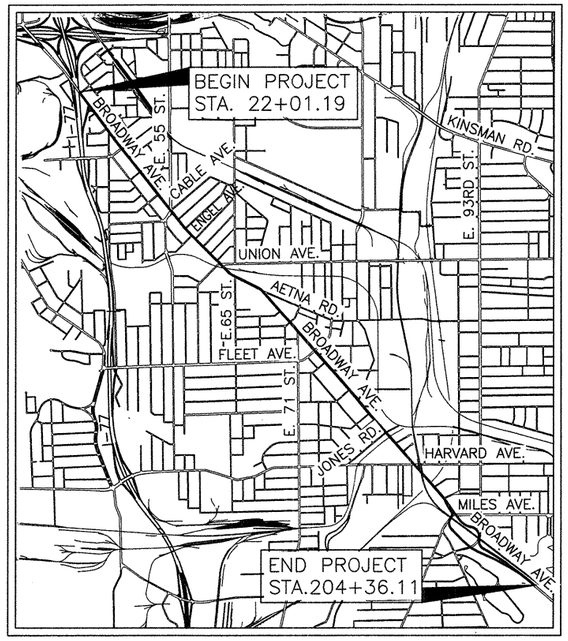
STATE OF OHIO
CUY-14-2.72
REHABILITATION/RECONSTRUCTION OF BROADWAY AVENUE (S.R. 14)
(FROM I-77 OVERPASS TO EAST CORPORATION LIMIT)
CITY OF CLEVELAND

DEPARTMENT OF PUBLIC SERVICE
DIVISION OF ENGINEERING AND CONSTRUCTION

CUYAHOGA COUNTY

FRANK G. JACKSON, MAYOR
MARTIN J. SWEENEY, President of Council
NATHANIEL WILKES, Councilmember of Ward 2
PHYLISS CLEVELAND Councilmember of Ward 5
ANTHONY BRANCATELLI Councilmember of Ward 12
JOMARIE WASIK Director of Public Service BARRY A. WITHERS Interim Director of Public Utilities



LOCATION MAP

LATITUDE: 41°27'20"N LONGITUDE: 81°37'30"N

SCALE IN FEET

2000 0 2000 4000 6000

PORTION TO BE IMPROVED
STATE & FEDERAL ROUTES
OTHER ROADS

DESIGN DESIGNATION

CURRENT ADT (2009)	13370
DESIGN YEAR ADT (2029)	16314
DESIGN HOURLY VOLUME (2029)	1631
DIRECTIONAL DISTRIBUTION, D	50%
TRUCKS (24 HOUR B&C)	7%
DESIGN SPEED	25 MPH
LEGAL SPEED	25 MPH
DESIGN FUNCTIONAL CLASSIFICATION	PRINCIPAL ARTERIAL (URBAN)

Wilbur Smith Associates
ENGINEERS PLANNERS ECONOMISTS
CLEVELAND, OHIO

UNDERGROUND UTILITIES
CONTACT BOTH SERVICES
CALL TWO WORKING DAYS
BEFORE YOU DIG
CALL
1-800-362-2764
(TOLL FREE)
OHIO UTILITIES PROTECTION SERVICE
NON-MEMBERS
MUST BE CALLED DIRECTLY
OIL & GAS PRODUCERS PROTECTIVE SERVICE CALL: 1-800-929-0988

PLANS PREPARED BY:

ARCADIS
ARCADIS U.S., INC.
1100 SUPERIOR AVENUE
SUITE 1250
Cleveland, Ohio 44114
Tel: 216-781-6177
Fax: 216-781-6243
www.arcadis-us.com

ENGINEERS SEAL:

STATE OF OHIO — REGISTERED PROFESSIONAL ENGINEER — No. E-40081 — TERRY M. DONOVAN

DATE: 12-29-09

ENGINEERS SEAL:

STATE OF OHIO — REGISTERED PROFESSIONAL ENGINEER — No. E-69239 — ANGELA W. SANCHEZ

Sheets 83-84, 164-250

DATE: 12-29-09

RECEIVED
DEC 30 2009
PRODUCTION DEPT.

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FINAL SUBMITTAL
DECEMBER 30, 2009

STANDARD CONSTRUCTION DRAWINGS

CLEVELAND		ODOT						SUPPLEMENTAL SPECIFICATIONS
73M	07/08/08	BP-1.1	07/28/00	MT-101.60	04/17/09	TC-52.20	01/19/07	832 05/05/09
644M	08/28/07	BP-2.1	07/18/08	MT-105.10	01/16/09	TC-71.10	01/16/09	
446M	08/28/07	BP-2.2	07/18/08	MT-110.10	01/16/09	TC-73.10	01/19/01	
527M	08/28/07	BP-2.5	07/18/08			TC-81.21	04/17/09	
175ME	08/28/07	BP-3.1	10/19/07			TC-82.10	04/17/09	
244ME	11/14/08	BP-5.1	07/28/00	TC-21.20	01/16/09	TC-83.10	01/19/07	
A-37	08/28/07	BP-7.2	01/19/07	TC-22.10	01/19/01	TC-83.20	01/19/07	
A-503	08/28/07			TC-22.20	01/19/01	TC-84.20	01/19/07	
A-605	08/28/07	RM-2.1	04/18/03	TC-41.20	01/19/01	TC-84.21	01/19/07	
A-695	07/08/08	CB-4.2	07/19/02	TC-41.40	07/16/04	TC-85.10	10/16/09	
CB-1	07/08/08	DM-1.1	04/21/06	TC-41.41	01/19/01	TC-85.20	03/06/09	SPECIAL PROVISIONS
CB-2	-	DM-4.4	04/17/09	TC-41.50	01/19/07			
CD-1	04/14/08			TC-42.10	01/19/07	HL-10.12	01/19/07	
MB-1C	10/10/08	MT-35.10	04/20/01	TC-42.20	07/16/04	HL-30.11	10/16/09	
ASPH 1	7-8-08	MT-97.10	04/17/09	TC-52.10	01/19/07	HL-30.22	04/17/09	
PR-1	10/10/08	MT-97.11	04/17/09					

PROJECT DESCRIPTION

THE PROJECT INVOLVES THE REHABILITATION OF 3.4 MILES OF BROADWAY AVENUE FROM I-77 OVERPASS TO EAST CORPORATION LINE. MAJOR IMPOVEMENTS INCLUDE, RECONSTRUCTUON ROADWAY UNDER THE JONES AND HARVARD BRIDGES, THE PEDESTRIAN CROSSING MEDIAN AT BROADWAY/MILES INTERSECTION AND STREETSCAPE WORK BETWEEN BARKWILL AND BLANCHE. THE ROADWAY IMPROVEMENTS INCLUDE PAVEMENT REHABILITATION, NEW CURB, SIDEWALK AND DRIVEWAYS WHERE NECESSARY, REPLACEMENT OF EXISTING CATCH BASINS AND ADDITIONAL CATCH BASINS AT LOW POINTS AND INTERMEDIATE POINTS TO REDUCE SPREADS, ADA COMPLIANT RAMPS AT ALL NON-COMPLIANT LOCATIONS. NEW TRAFFIC SIGNALS WITH MAST ARMS WILL BE INSTALLED AT SELECTED LOCATIONS WITHIN THE PROJECT LIMITS.

EARTH DISTURBED AREA

PROJECT EARTH DISTURBED AREA:
ESTIMATED CONTRACTOR EARTH DISTRUBED AREA:
NOTICE OF INTENT EARTH DISTURBED AREA:

TRAFFIC REROUTED MAJORITY OF TIME

I HEREBY APPROVED THESE PLANS AND DECLARE THAT THE MAKING OF THESE IMPROVEMENTS WILL REQUIRE THE CLOSING OF TRAFFIC OF THE HIGHWAY EXCEPT AS NOTED ON SHEET ___, AND THAT DETOURS WILL BE PROVIDED AS INDICATED ON THE PLANS.

2008 SPECIFICATIONS

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

APPROVED _____
DATE _____ ROBERT MAVEC, ACTING COMMISSIONER, DIVISION OF ENGINEERING AND CONSTRUCTION

APPROVED _____
DATE _____ ROBERT MAVEC, COMMISSIONER DIVISION OF TRAFFIC ENGINEERING

APPROVED _____
DATE _____ JOHN CHRISTOPHER NIELSON, COMMISSIONER DIVISION OF WATER

APPROVED _____
DATE _____ OLLIE SHAW, COMMISSIONER DIVISION OF WATER POLLUTION CONTROL

APPROVED _____
DATE _____ IVAN HENDERSON, COMMISSIONER, CLEVELAND PUBLIC POWER

APPROVED _____
DATE _____ GREG ESBER, P.S. CHIEF SURVEYOR, DIVISION OF ENGINEERING AND CONSTRUCTION

APPROVED _____
DATE _____ TRACIE HARNETT-MERCADO, ACTING CHIEF CONSTRUCTION, DIVISION OF ENGINEERING AND CONSTRUCTION

APPROVED _____
DATE _____ THOMAS BOYER P.E. CHIEF ENGINEER, DIVISION OF ENGINEERING AND CONSTRUCTION

APPROVED _____
DATE _____ FRANK KEEHL P.E. PROJECT ENGINEER, DIVISION OF ENGINEERING AND CONSTRUCTION

FEDERAL PROJECT NO. NON-FEDERAL
PID NO. 22901
CONSTRUCTION PROJECT NO.
RAILROAD INVOLVEMENT NONE
BROADWAY AVE. CUY-14-2.72
1 / 1

SURVEYOR'S NOTES

1. The basis of bearings for this survey is CRGS (Cleveland Regional Geodetic Survey).

2. Pertinent records include CUY-14-5.50 Right of Way Plans, City of Cleveland Survey Records, Cuyahoga County Tax Maps and Subdivision Plats on file in the Cuyahoga County Recorder's Office and City of Cleveland Survey Records.

LEGEND

- ▣ MONUMENT BOX
- ⊙ NAIL
- ◎ MAG NAIL SET
- O 5/8" CAPPED REBAR SET LABELED "KS ASSOCS INC REFERENCE"
- × CHISLED CROSS

ABBREVIATIONS

CSR	CITY SURVEY RECORDS
FD.	FOUND
R	RECORD
S	SURVEYED

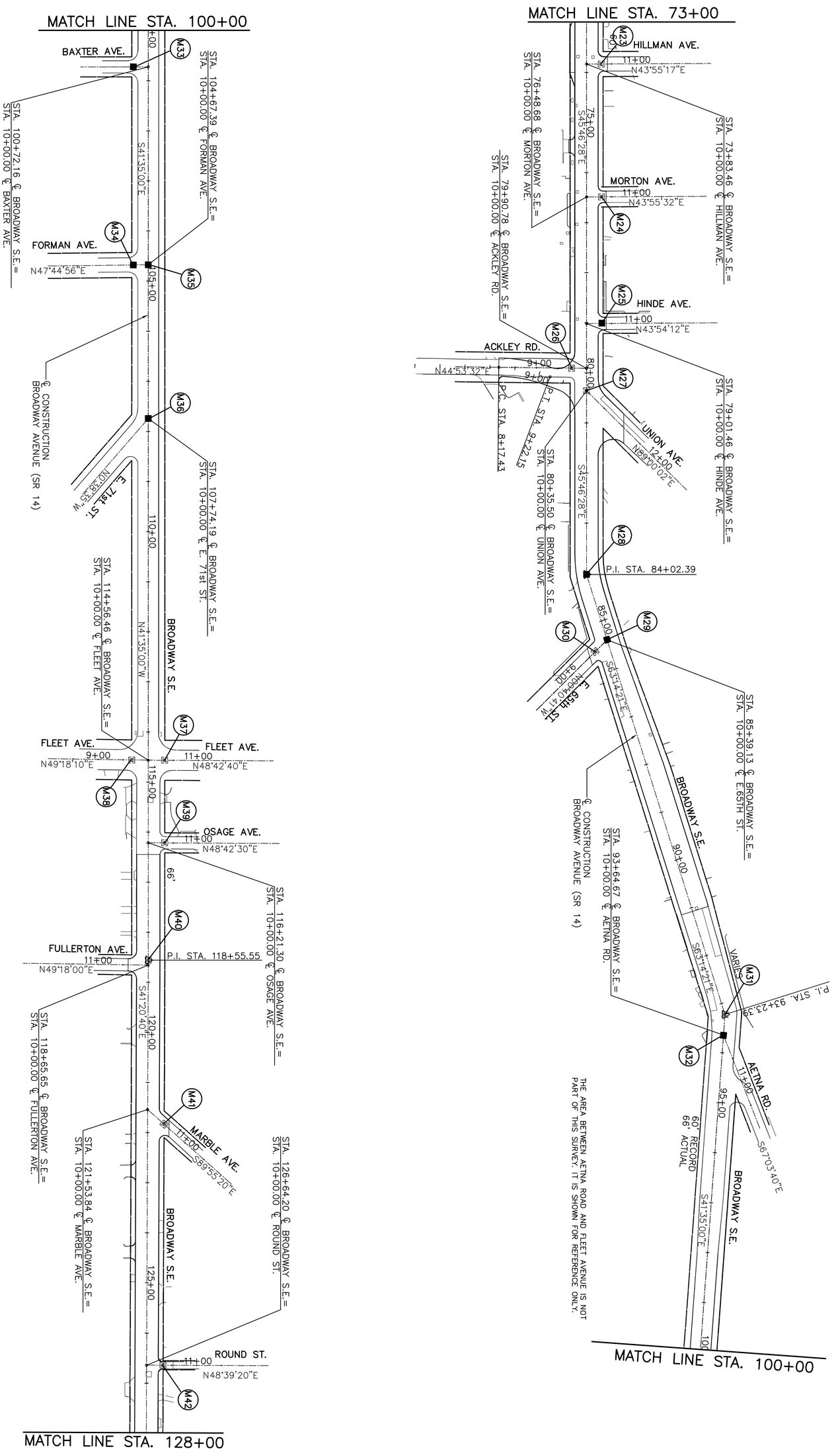
HORIZONTAL SCALE 1" = 100 FEET

CALCULATED: PSB
CHECKED: TMA

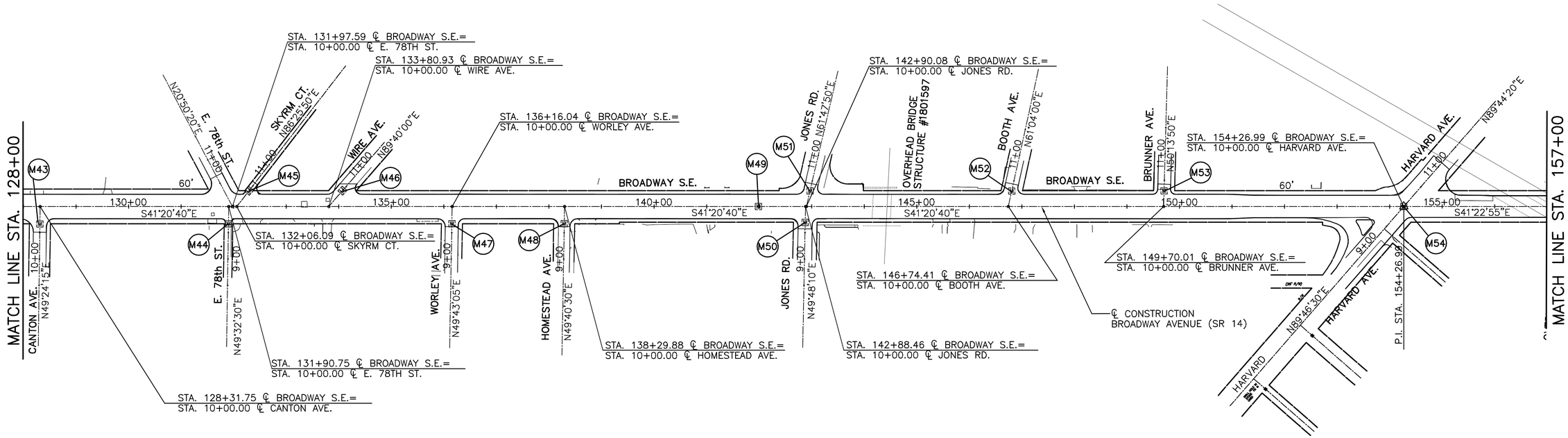
SCHEMATIC PLAN
STA. 20+00 TO STA. 73+00

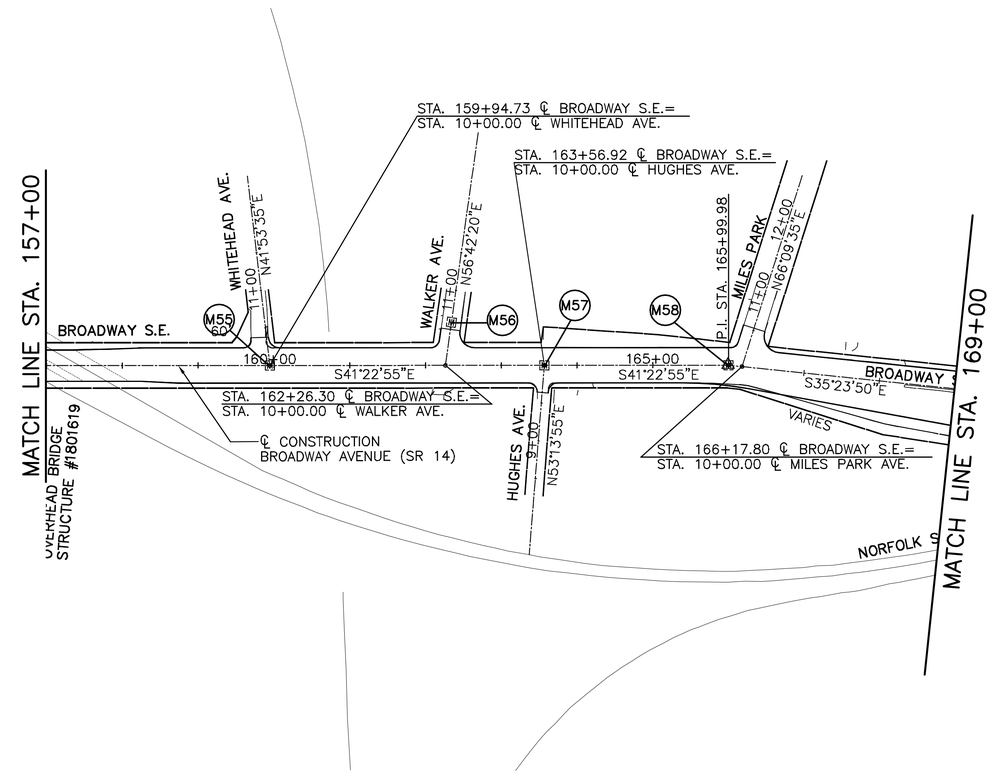
BROADWAY S.E.

2



3	BROADWAY S.E.	SCHEMATIC PLAN STA. 73+00 TO STA. 128+00	CALCULATED: PSB CHECKED: TMA	0 100 50 200 HORIZONTAL SCALE 1" = 100 FEET





■ PROPOSED MONUMENT BOX
Ⓜ EXISTING MONUMENT BOX

ESTIMATED QUANTITIES					
REF. No.	SIDE	STATION	ROAD	604 MONUMENT BOX ADJUSTED TO GRADE AS PER D−41 EACH	604 MONUMENT BOX ASSEMBLY REMOVED, REPLACED, AND SET TO GRADE EACH
M1	CL	10+32.88	GALLUP	1	
M2	CL	28+39.63	BROADWAY	1	
M3	LT	10+29.92	FINN	1	
M4	CL	10+30.05	WENDELL	1	
M5	CL	9+71.68	CZAR	1	
M6	CL	34+55.89	BROADWAY	1	
M7	CL	9+53.82	E. 49TH	1	
M8	LT	39+86.23	BROADWAY	1	
M9	CL	10+34.98	PERSHING	1	
M10	CL	41+09.98	BROADWAY		1
M11	CL	10+34.70	FOWLER		1
M12	CL	48+17.09	BROADWAY	1	
M13	CL	10+29.94	MAGNET	1	
M14	CL	51+49.30	BROADWAY	1	
M15	CL	10+29.69	MUMFORD	1	
M16	CL	9+69.85	BARKWILL	1	
M17	CL	10+48.34	E. 55TH	1	
M18	CL	10+29.62	PORTAGE	1	
M19	CL	10+30.04	CABLE	1	
M20	CL	67+23.25	BROADWAY		1
M21	CL	69+72.77	BROADWAY	1	
M22	CL	10+29.98	ENGEL	1	
M23	CL	10+29.38	HILLMAN	1	
M24	CL	10+29.90	MORTON	1	
M25	CL	10+30.71	HINDE		1
M26	CL	9+70.05	ACKLEY	1	
M27	CL	80+35.50	BROADWAY	1	
M28	CL	84+02.39	BROADWAY		1
M29	CL	85+39.13	BROADWAY		1
M30	CL	9+66.43	E. 65TH	1	
M31	CL	93+23.39	BROADWAY	1	
M32	CL	93+64.67	BROADWAY		1
M33	CL	–	BAXTER		1
M34	CL	9+70.11	FORMAN		1
M35	CL	104+67.39±	BROADWAY		1
M36	CL	107+74.19	BROADWAY		1
			SUBTOTAL	25	11

ESTIMATED QUANTITIES					
REF. No.	SIDE	STATION	ROAD	604 MONUMENT BOX ADJUSTED TO GRADE AS PER D−41 EACH	604 MONUMENT BOX ASSEMBLY REMOVED, REPLACED, AND SET TO GRADE EACH
M37	CL	10+32.59	FLEET	1	
M38	CL	9+67.02	FLEET	1	
M39	CL	10+32.67	OSAGE	1	
M40	CL	118+55.55	BROADWAY	1	
M41	CL	10+43.95	MARBLE	1	
M42	CL	10+32.88	ROUND	1	
M43	CL	9+66.76	CANTON	1	
M44	CL	9+67.07	E.78TH	1	
M45	CL	10+37.78	SKRYM	1	
M46	CL	10+39.88	WIRE	1	
M47	CL	9+67.23	WORLEY	1	
M48	CL	9+67.33	HOMESTEAD	1	
M49	CL	141+98.82	BROADWAY	1	
M50	CL	9+69.59	JONES	1	
M51	CL	10+30.51	JONES	1	
M52	CL	10+30.13	BOOTH	1	
M53	CL	10+29.74	BRUNNER	1	
M54	CL	154+26.99	BROADWAY	1	
M55	CL	159+94.73	BROADWAY	1	
M56	CL	10+57.42	WALKER	1	
M57	CL	163+56.92	BROADWAY	1	
M58	CL	165+99.98	BROADWAY	1	
M59	RT	302+97.19	BROADWAY	1	
M60	RT	307+95.34	BROADWAY	1	
M61	RT	311+06.77	BROADWAY	1	
M62	RT	312+61.10	BROADWAY	1	
M63	CL	198+16.24	BROADWAY	1	
M64	CL	204+36.11	BROADWAY	1	
M65	LT	190+03.94	BROADWAY	1	
M66	LT	177+86.57	BROADWAY	1	
M67	RT	175+01.02	BROADWAY	1	
M68	RT	174+83.13	BROADWAY	1	
			SUBTOTAL	32	–
			TOTAL	57	11

HORIZONTAL SCALE 1" = 100 FEET
CALCULATED: PSB
CHECKED: TMA

SCHEMATIC PLAN
STA. 128+00 TO STA. 169+00
BROADWAY S.E.

4

CURVE TABLE							
CURVE	LENGTH	RADIUS	DELTA	TANGENT	CHORD	BEARING	DC
C1	515.28'	3819.72'	7°43'45"	258.03'	514.89'	S57°00'34"E	01°30'00"
C2	130.00'	229.18'	32°30'00"	66.80'	128.26'	S25°52'27"E	25°00'00"
C3	215.27'	204.63'	60°16'26"	118.80'	205.48'	S21°00'40"E	28°00'00"
C4	95.16'	381.97'	14°16'26"	47.83'	94.91'	S53°45'39"E	15°00'00"
C5	891.74'	3819.72'	13°22'34"	447.91'	889.72'	S59°48'51"E	01°30'00"
C6	185.58'	1145.92'	9°16'45"	93.00'	185.38'	S58°06'46"E	05°00'00"
C7	445.92'S 444.32'R	3819.72'	6°41'20"S 6°39'53"R	223.21'S 222.41'R	445.66'	S45°15'13"E	01°30'00"
C8	50.05'S 50.22'R	190.99'	15°00'57"S 15°03'58"R	25.17'S 25.26'R	49.91'	S04°59'59"W	30°00'00"

SPIRAL TABLE							
SPIRAL	LENGTH	RADIUS	THETA	S.T.	L.T.	X	Y
SP1	150.00'	229.18'	18°45'00"	50.52'	100.57'	148.40'	16.24'
SP2	150.00'	229.18'	18°45'00"	50.52'	100.57'	148.40'	16.24'
SP3	150.00'	204.63'	20°59'59"	50.65'	100.71'	148.00'	18.15'
SP4	150.00'	381.97'	11°15'00"	50.18'	100.20'	149.42'	9.79'
SP5	150.00'	381.97'	11°15'00"	50.18'	100.20'	149.42'	9.79'
SP6	150.00'	1145.92'	3°45'00"	50.02'	100.02'	149.94'	3.27'
SP7	150.00'	1145.92'	4°52'30"	61.58'	88.51'	149.86'	5.23'
SP8	250.17'S 250.00'R	190.99'	39°24'05"S 39°22'30"R	91.49'S 91.53'R	167.33'S 168.72'R	238.03'	58.07'
SP9	150.00'	190.99'	22°30'00"	50.75'	100.82'	147.70'	19.42'

HORIZONTAL SCALE 1" = 100 FEET

CALCULATED: PSB

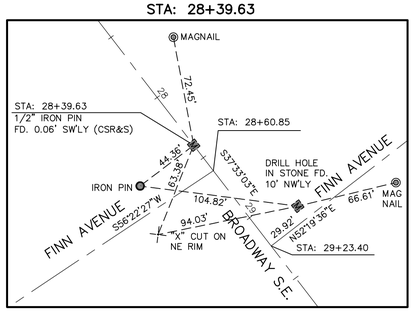
CHECKED: TMA

SCHEMATIC PLAN
STA. 169+00 TO E. CORPORATION LINE

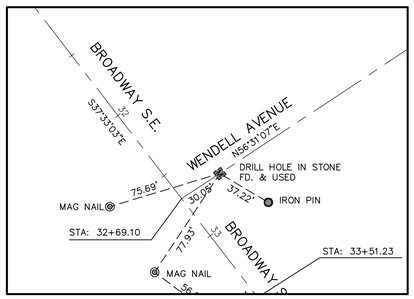
BROADWAY S.E.

5

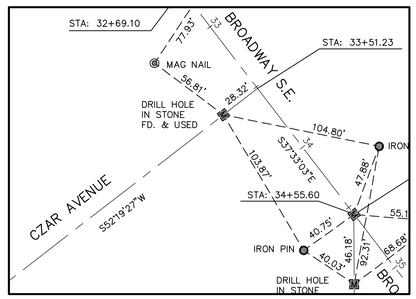
STA: 28+39.63



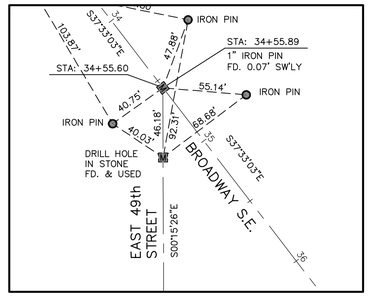
WENDELL AVENUE
STA: 32+69.10



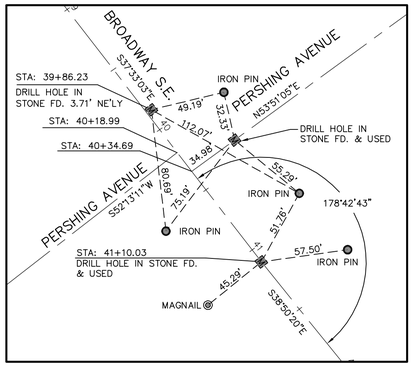
CZAR AVENUE
STA: 33+51.23



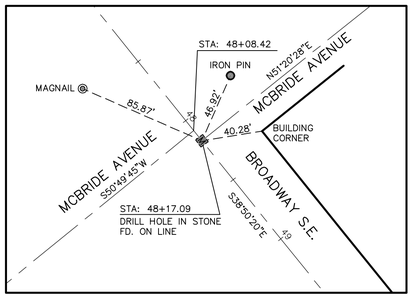
EAST 49TH STREET
STA: 34+55.60



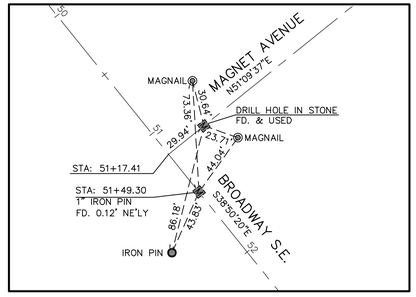
STA: 41+09.98



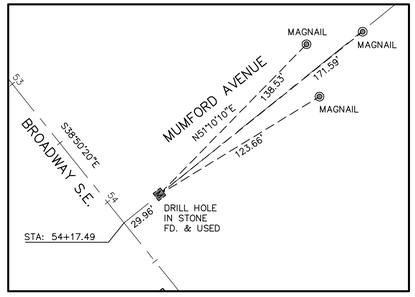
MCBRIDE AVENUE
STA: 48+17.09



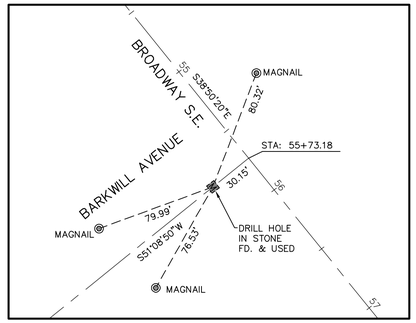
MAGNET AVENUE
STA: 51+17.41



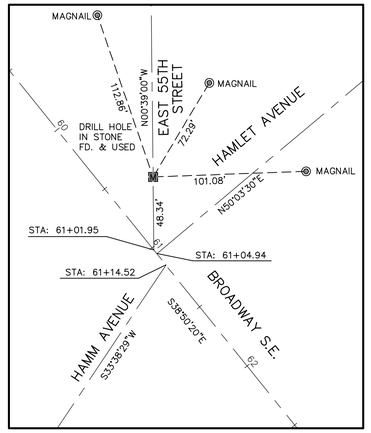
MUMFORD AVENUE
STA: 54+17.49



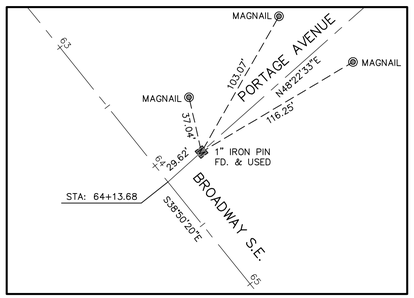
BARKWILL AVENUE
STA: 55+73.18



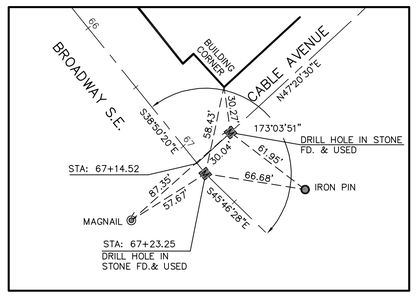
EAST 55TH STREET
STA: 61+01.95



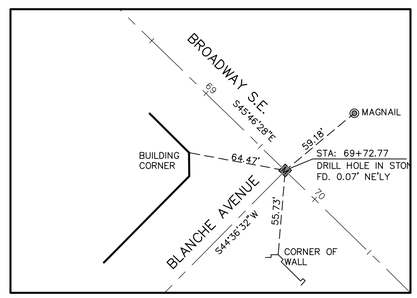
PORTAGE AVENUE
STA: 64+13.68



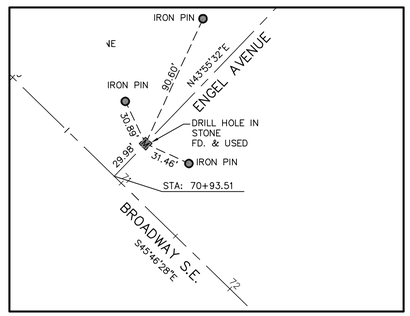
STA: 67+23.25



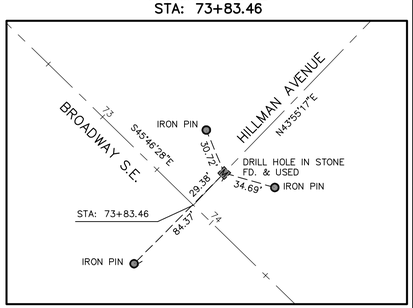
BLANCHE AVENUE
STA: 69+72.77



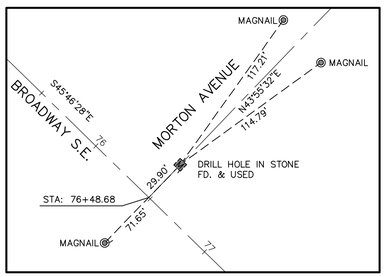
ENGEL AVENUE
STA: 70+93.51



HILLMAN AVENUE
STA: 73+83.46



MORTON AVENUE
STA: 76+48.68



N

HORIZONTAL SCALE
1" = 50 FEET

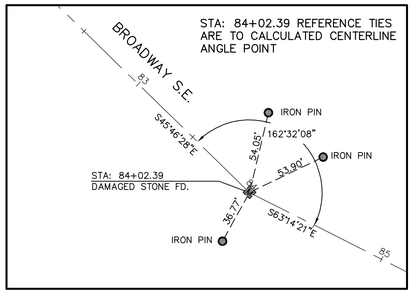
CALCULATED: PSB
CHECKED: TMA

REFERENCE TIES

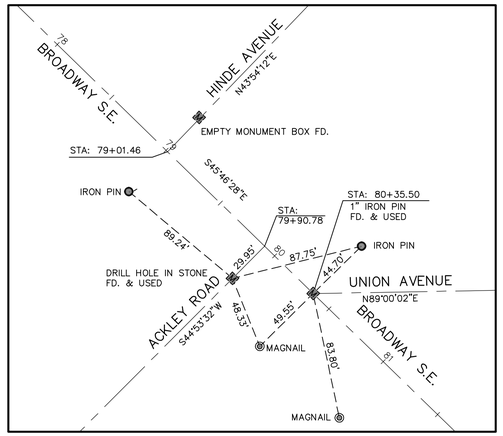
BROADWAY S.E.

6

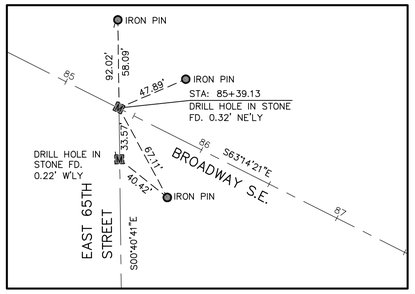
STA: 84+02.39



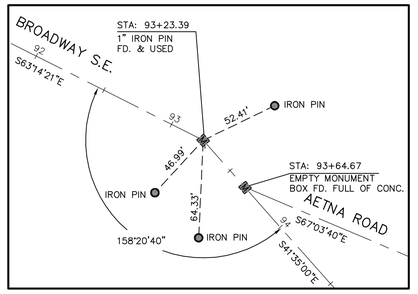
ACKLEY ROAD STA: 79+90.78 UNION AVENUE STA: 80+35.50



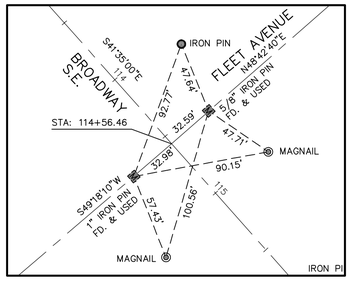
EAST 65TH STREET STA: 85+39.13



STA: 93+23.39



FLEET AVENUE STA: 114+56.46



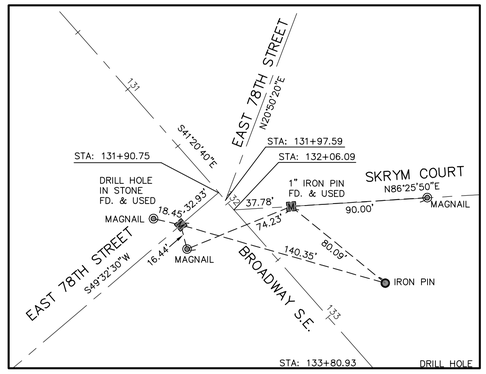
OSAGE AVENUE STA: 116+21.30

STA: 118+55.55

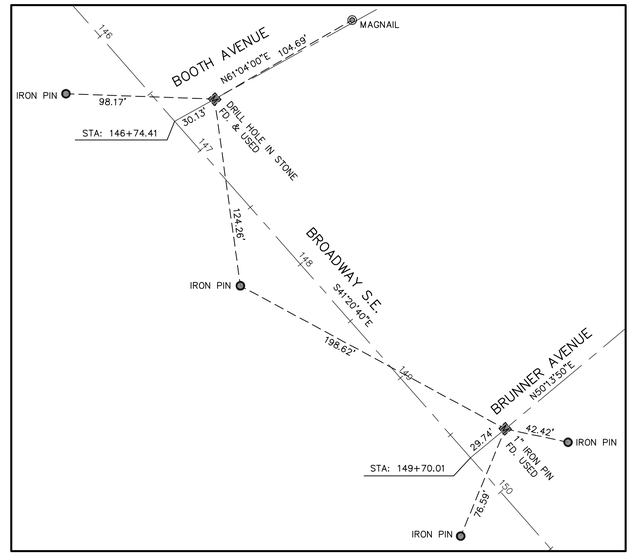
MARBLE AVENUE STA: 121+53.84

ROUND STREET STA: 126+64.20 CANTON AVENUE STA: 128+31.75

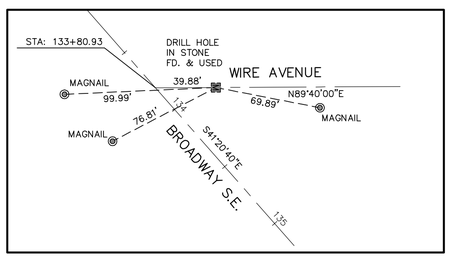
EAST 78TH STREET STA: 131+90.75 SKRYM COURT STA: 132+06.09



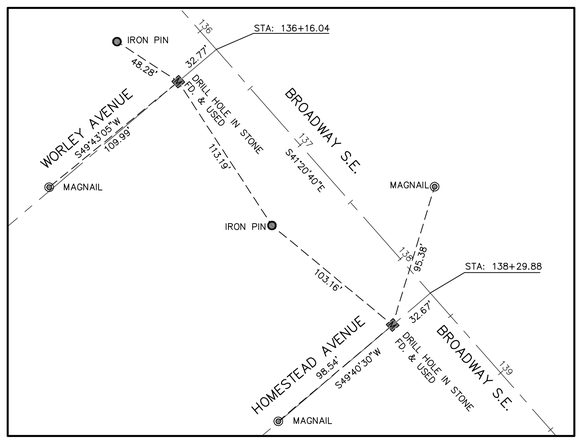
BOOTH AVENUE STA: 146+74.41 BRUNNER AVENUE STA: 149+70.01



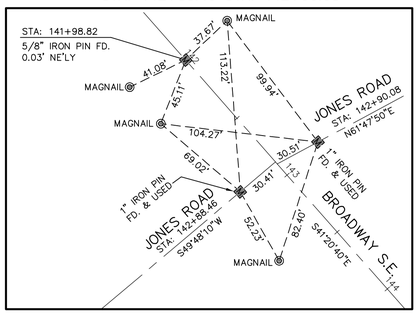
WIRE AVENUE STA: 133+80.93



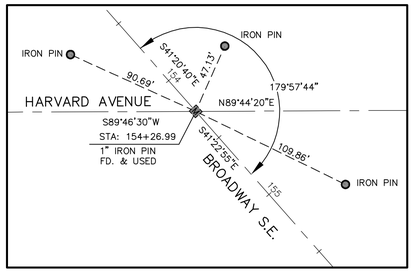
WORLEY AVENUE STA: 136+16.04 HOMESTEAD AVENUE STA: 138+29.88



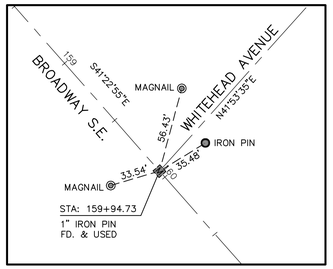
JONES ROAD STA: 142+88.46 STA: 142+90.08



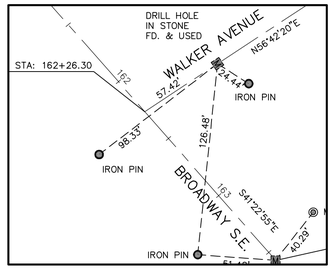
HARVARD AVENUE
STA: 154+26.99



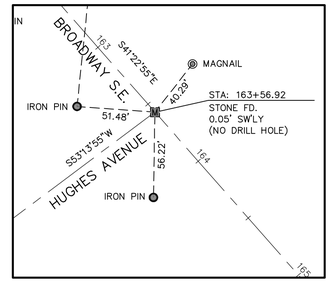
WHITEHEAD AVENUE
STA: 159+94.73



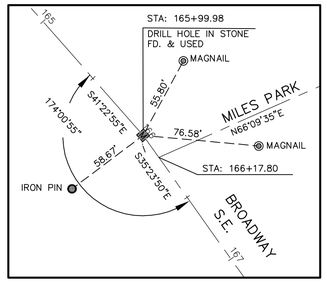
WALKER AVENUE
STA: 162+26.30



HUGHES AVENUE
STA: 163+56.92

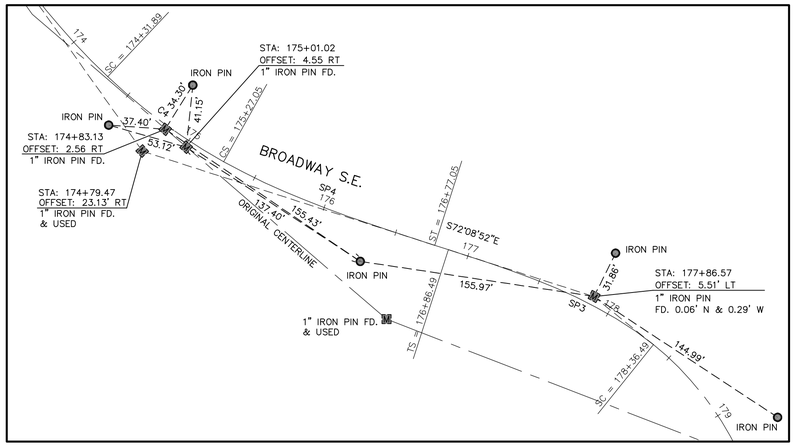


STA: 165+99.98

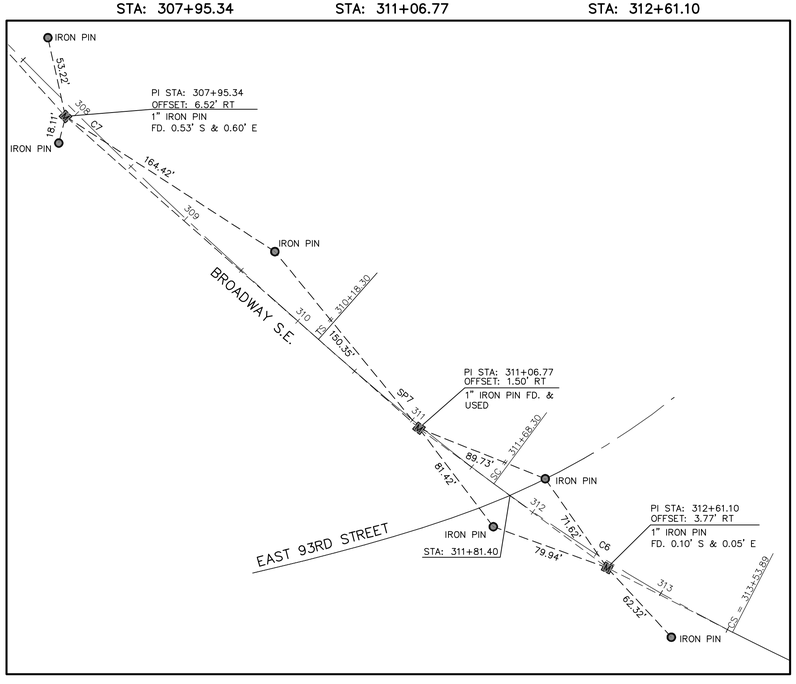


STA: 174+83.13 STA: 175+01.02

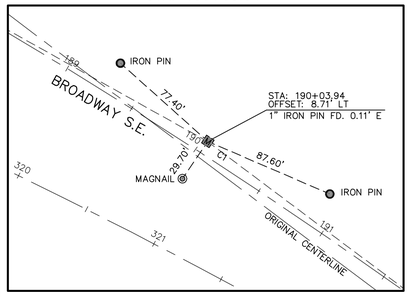
STA: 177+86.57



STA: 307+95.34 STA: 311+06.77 STA: 312+61.10



STA: 190+03.94



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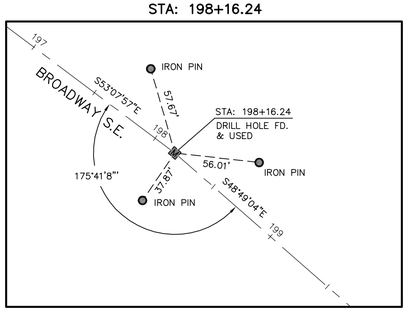
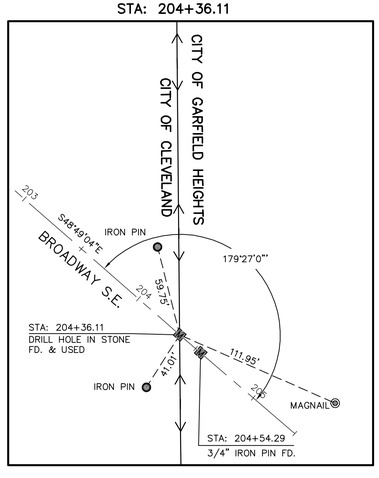
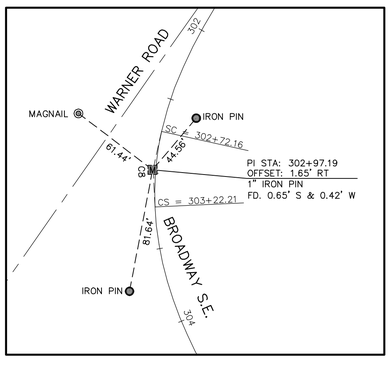


STA: 204+36.11



STA: 302+97.19



SYMBOLS AND ABBREVIATIONS

LEGEND

- STORM MANHOLE
- CATCH BASIN
- CATCH BASIN
- CATCH BASIN
- SANITARY MANHOLE
- CLEANOUT
- WATER VALVE
- WATER METER
- HYDRANT
- FIRE STAND PIPE
- SPRINKLER
- WATER MANHOLE
- GAS VALVE
- GAS VENT
- GAS METER
- ELECTRIC MANHOLE
- ELECTRIC METER
- ELECTRIC BOX
- ELECTRIC HANDHOLE
- TELEPHONE MANHOLE
- TELEPHONE PEDESTAL
- PAY PHONE
- FIBER OPTIC MANHOLE
- POWER POLE
- POWER/LIGHT POLE
- LIGHT POLE
- TELEPHONE POLE
- TELEPHONE/POWER POLE
- UTILITY POLE
- GUY ANCHOR
- SIGNAL POLE
- TRAFFIC CONTROL BOX
- POLE MOUNTED SIGNAL CONTROL
- TRAFFIC PULL BOX
- TRAFFIC MANHOLE
- CROSSWALK SIGNAL
- UTILITY MANHOLE
- UTILITY VALVE
- UTILITY IDENTIFICATION
- SIGN
- LIGHTED SIGN
- MAILBOX
- NEWSPAPER BOX
- PARKING METER
- FLAGPOLE
- TREE
- BUSH/SAPLING
- STUMP
- PINE TREE
- SOIL BORE
- BENCH MARK
- KS CONTROL POINT
- MONUMENT BOX
- DRILLHOLE
- IRON PIN/PIPE

- CENTERLINE
- RIGHT OF WAY
- STORM SEWER
- SANITARY/COMBINATION SEWER
- WATERLINE
- GASLINE
- UNDERGROUND ELECTRIC
- OVERHEAD ELECTRIC LINE
- UNDERGROUND TELEPHONE
- OVERHEAD TELEPHONE
- UNDERGROUND FIBER OPTIC
- OVERHEAD ELECTRIC/CATV/TELEPHONE
- FENCE
- GUARDRAIL
- HEDGES

ABBREVIATIONS

BR	BRICK
CI	CAST IRON
CLF	CHAIN LINK FENCE
CONC	CONCRETE
COND	CONDITION
CP	CONCRETE PIPE
DS	DOWNSPOUT
GRAV	GRAVEL
PVC	POLYVINYL CHLORIDE
RCP	REINFORCED CONCRETE PIPE
SNMH	SANITARY/COMBINATION MANHOLE
STMH	STORM MANHOLE
TD	TRENCH DRAIN
UD	UNDERDRAIN
VCP	VITRIFIED CLAY PIPE

BENCH MARKS

BENCH MARK A: STA 25+19, 24' LT
RR SPIKE IN UTILITY POLE.
ELEV=679.57

BENCH MARK B: STA 31+40, 43' LT
TOP OF CONCRETE IN DOORWAY OF #4733 BROADWAY.
ELEV=680.86

BENCH MARK C: STA 39+36, 58' RT
TOP OF CONCRETE AT NW CORNER OF 49ER RESTAURANT.
ELEV=684.54

BENCH MARK D: STA 46+71, 37' RT
MAGNAIL IN TOP OF 6" BOLLARD IN FRONT OF #5162 BROADWAY.
ELEV=687.68

BENCH MARK E: STA 54+55, 33' LT
FINISHED FLOOR OF #5363 BROADWAY.
ELEV=689.38

BENCH MARK F: STA 62+34, 35' RT
CHISELED SQUARE AT NE CORNER OF CONCRETE STOOP AT #5620 BROADWAY.
ELEV=688.16

BENCH MARK G: STA 70+62, 37' LT
MAGNAIL IN S FACE OF 10" TREE, NW CORNER ENGEL & BROADWAY.
ELEV=691.67

BENCH MARK H: STA 78+77, 40' LT
MAGNAIL IN CONCRETE BASE OF SPEEDY GAS MART SIGN, NW CORNER OF HINDE & BROADWAY.
ELEV=695.24

BENCH MARK I: STA 85+39, 60' RT
MAGNAIL SET IN TOP OF CONCRETE POLE BASE, SW CORNER OF E. 65th AND BROADWAY.
ELEV=696.26

BENCH MARK J: STA 93+09, 75' LT
MAGNAIL SET IN TOP OF CONCRETE POLE BASE.
ELEV=696.98

BENCH MARK K: STA 114+29, 66' LT.
MAGNAIL IN S FACE OF 24" TREE, NE CORNER FLEET & BROADWAY.
ELEV=726.32

BENCH MARK L: STA 123+08, 43' RT
CHISELED SQUARE IN TOP OF CONCRETE LIGHT POLE BASE AT ENTRANCE TO AUTOZONE.
ELEV=739.65

BENCH MARK M: STA 131+53, 44' RT
TOP BOLT AT NE BUILDING CORNER OF #7772 BROADWAY.
ELEV=751.61

BENCH MARK N: STA 141+03, 47' RT
MAGNAIL IN TOP OF CONCRETE RETAINING WALL.
ELEV=777.96

BENCH MARK O: STA 149+59, 80' LT
MAGNAIL IN S FACE OF POWER POLE, W SIDE OF BRUNNER AT BROADWAY.
ELEV=782.45

BENCH MARK P: STA 158+62, 30' RT
CHISELED SQUARE AT NE CORNER OF CONCRETE ABUTMENT, S SIDE OF BROADWAY.
ELEV=784.16

BENCH MARK Q: STA 167+35, 94' RT
MAGNAIL IN N FACE OF POLE #61790.
ELEV=802.63

UTILITY REFERENCES

ALL WATERLINES ARE FROM PLANS FROM THE CITY OF CLEVELAND RECEIVED JANUARY 9, 2009.

1. FIELD LOCATED BY KS ASSOCIATES, INC., FROM UTILITY MARKINGS.
2. PLANS FROM AT&T OHIO RECEIVED DECEMBER 2, 2008.
3. PLANS FROM DOMINION EAST OHIO GAS RECEIVED DECEMBER 4, 2008.
4. PLANS FROM McLEOD USA RECEIVED DECEMBER 19, 2008.
5. NORTHEAST OHIO REGIONAL SEWER DISTRICT GIS MAP RECEIVED JANUARY 19, 2009.
6. PLANS FROM CITY OF CLEVELAND DIVISION OF WATER POLLUTION CONTROL RECEIVED JANUARY 12, 2009.
7. EXISTING UTILITIES, WILLOW FREEWAY EXTENSION, BY TRYGVE HOFF & ASSOCIATES, SHEET 121/204.
8. PLANS FROM THE ILLUMINATING COMPANY RECEIVED JANUARY 21, 2009.
9. BROADWAY AVENUE PLAN & PROFILE SHEET 34/57.
10. PLANS FROM CLEVELAND PUBLIC POWER RECEIVED FEBRUARY 9, 2009.
11. ODOT CUY-14-5.50, WARNER ROAD-BROADWAY-EAST 93RD STREET, PLAN & PROFILE PLANS OF BROADWAY BY ALDEN E. STILSON & ASSOCIATES LIMITED DATED 6-15-59.

SURVEYOR'S NOTES

1. The basis of bearings for this survey is CRGS (Cleveland Regional Geodetic Survey). Held monuments OM-275, OM-316, OM-317 and OM-800.

2. Vertical datum is NGVD 1929 based on CRGS (Cleveland Regional Geodetic Survey) monuments. Held monument OM-316.

3. This map and the survey on which it is based have been prepared without the benefit of a title report and are not intended to reflect all easements, encumbrances, or other circumstances affecting the title to the property shown hereon.

4. Underground utilities are shown from plans and field markings provided by utility companies and agencies. Actual locations may vary. Contact Ohio Utilities Protection Service (OUPS) at 1-800-362-2764 prior to excavation.

5. All companies have responded to the initial OUPS request #A 831 900 656 for utility plans: American Fiber Systems, Buckeye Pipeline (clear), Cleveland City Water, Cleveland Public Power, Cleveland Water Pollution, Cuyahoga County Sanitary Engineer, Dominion East Ohio Gas, Elantic Telecom, Illuminating Co., Level 3 Communications, MCI, McLeod USA, NEORSD, ODOT District 12, Quest Communications (clear), SBC, Sunoco Pipeline LP (clear) and Time Warner Cable.

BROADWAY AVE.
CUY-14-2.72

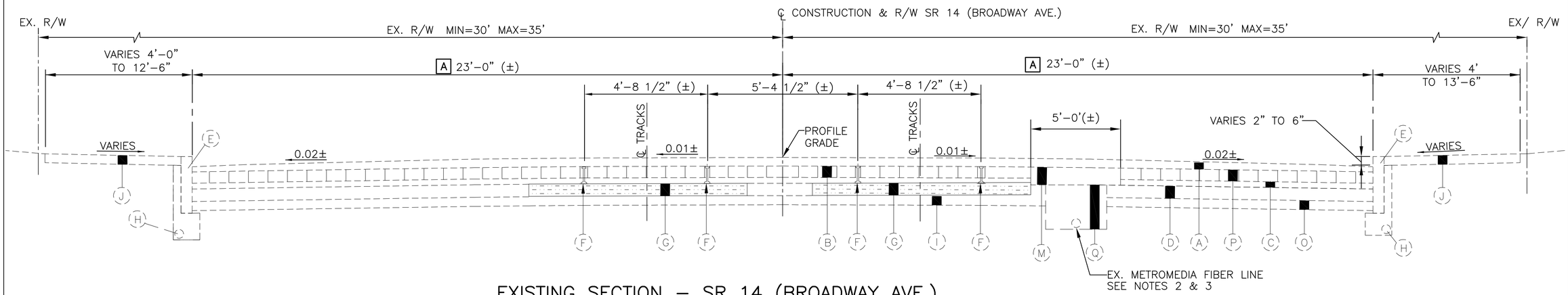
NOTES:

1) LONGITUDINAL FIBER OPTIC TRENCH PAVEMENT REPAIR VARIES ALONG BOTH SOUTHBOUND LANES.

2) WHERE THE FIBER OPTIC LINE CROSSES THE TRACKS IN PLAN VIEW, THE TRACKS MAY HAVE ALREADY BEEN REMOVED.

3) SEE PLAN SHEETS FOR FULL DEPTH PAVEMENT REPLACEMENT.

[A] SEE STATION LIMITS FOR VARIABLE WIDTH AND PAVEMENT DIMENSIONS.



EXISTING SECTION – SR 14 (BROADWAY AVE.)

[A]

STA. 21+68 TO STA. 91+07.6 = 6939.6 FT. (RT.)	23'–0"
STA. 21+68 TO STA. 85+57.9 = 6389.9 FT. (LT.)	23'–0"
STA. 85+57.9 TO STA. 88+09.5 = 251.6 FT. (LT.)	VARIES 23'–0" TO 33'–0"
STA. 88+09.5 TO STA. 91+07.6 = 298.1 FT. (LT.)	33'–0"
STA. 116+44.8 TO STA. 151+05.0 = 3460.2 FT. (LT. & RT.)	23'–0"
STA. 151+05.0 TO STA. 151+40.0 = 35.0 FT. (LT. & RT.)	VARIES 23'–0" TO 21'–0"
STA. 151+40.0 TO STA. 155+58.0 = 418.0 FT. (LT.)	21'–0"
STA. 151+40.0 TO STA. 153+53.0 = 213.0 FT. (RT.)	21'–0"
STA. 153+53.0 TO STA. 158+25.0 = 472.0 FT. (RT.)	20'–6"
STA. 155+58.0 TO STA. 155+83.0 = 25.0 FT. (LT.)	VARIES 21'–0" TO 20'–6"
STA. 155+83.0 TO STA. 157+50.0 = 167.0 FT. (LT.)	20'–6"
STA. 158+25.0 TO STA. 158+75.0 = 50.0 FT. (RT.)	VARIES 20'–6" TO 23'–0"
STA. 157+50.0 TO STA. 158+50.0 = 100.0 FT. (LT.)	VARIES 20'–6" TO 23'–0"
STA. 158+50.0 TO STA. 171+22.0 = 1272.0 FT. (LT.)	23'–0"
STA. 158+75.0 TO STA. 165+53.9 = 678.9 FT. (RT.)	23'–0"
STA. 165+53.9 TO STA. 171+22 = 568.1 FT. (RT.)	VARIES 23'–0" TO 73'–3"

EXISTING LEGEND:

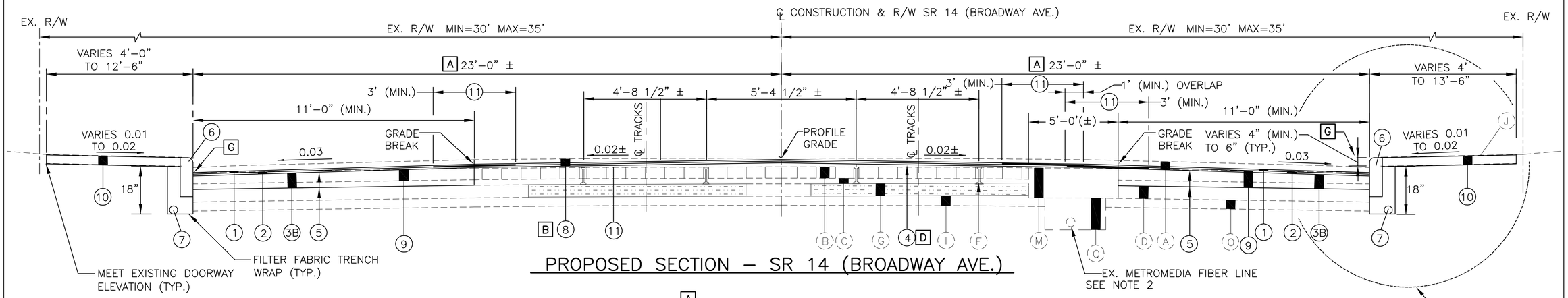
- (A) EXISTING VARIABLE DEPTH ASPHALT CONCRETE, MIN=1"/MAX=5.75"
- (B) EXISTING 5.5"± GRANITE PAVING STONE
- (C) EXISTING 2"± GROUT
- (D) EXISTING 7"± PORTLAND CEMENT CONCRETE
- (E) EXISTING 5" X 20" SANDSTONE CURB
- (F) EXISTING TROLLEY TRACK RAIL
- (G) EXISTING 8" X 6" – 8' TRACK TIE
- (H) EXISTING VITRIFIED CLAY PIPE UNDERDRAIN
- (I) EXISTING 4"± BALLAST
- (J) EXISTING 4" CONCRETE WALK
- (K) EXISTING 3"± ASPHALT CONCRETE
- (L) EXISTING 6"± ASPHALT CONCRETE
- (M) EXISTING 9"± PORTLAND CEMENT CONCRETE
- (N) EXISTING 6" PIPE UNDERDRAINS
- (O) EXISTING SUBBASE
- (P) EXISTING 4"± BRICK
- (Q) EXISTING LOW SLUMP MORTAR (LSM)
- (R) EXISTING GUARDRAIL
- (S) EXISTING ASPHALT BIKE PATH
- (T) EXISTING RETAINING WALL

PROPOSED LEGEND:

- (1) ITEM 448 – 1.5" ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG70–22M, AS PER PLAN
- (2) ITEM 448 – 1.5" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, PG70–22M, AS PER PLAN
- (3A) ITEM 301 – 9" ASPHALT CONCRETE, PG64–22
- (3B) ITEM 301 – ASPHALT CONCRETE LEVELING COURSE, PG64–22, VARIES 4" TO 6"
- (4) ITEM 407 – TACK COAT – SS–1 RUBBERIZED ASPHALT EMULSION (702.13) (0.10 GAL./SY)
- (5) ITEM 407 – TACK COAT (0.10 GAL./SY)
- (5A) ITEM 451 – 9" REINFORCED CONCRETE PAVEMENT
- (6) ITEM 609 – CURB, TYPE 6
- (7) ITEM 605 – 6" SHALLOW PIPE UNDERDRAIN WITH FABRIC WRAP, AS PER PLAN
- (8) ITEM 254 – PAVEMENT PLANING, ASPHALT CONCRETE (VARIES 1" TO 6", OR AS NOTED)
- (9) ITEM 202 – BRICK BASE & GROUT REMOVED
- (10) ITEM 608 – 4" CONCRETE WALK
- (11) ITEM SPECIAL – GLASS GRID (CG200)
- (12) ITEM 609 – CURB, TYPE 2B
- (13) ITEM 622 – CONCRETE BARRIER, TYPE D, AS PER PLAN
- (14) ITEM 609 – CONCRETE MEDIAN (6")
- (15) ITEM 304 – AGGREGATE BASE (6")
- (16) ITEM 202 – TRACK & TIE REMOVED, AS PER PLAN
- (17) ITEM 204 – SUBGRADE COMPACTION

TYPICAL SECTIONS

BROADWAY AVE.
CUY–14–2.72



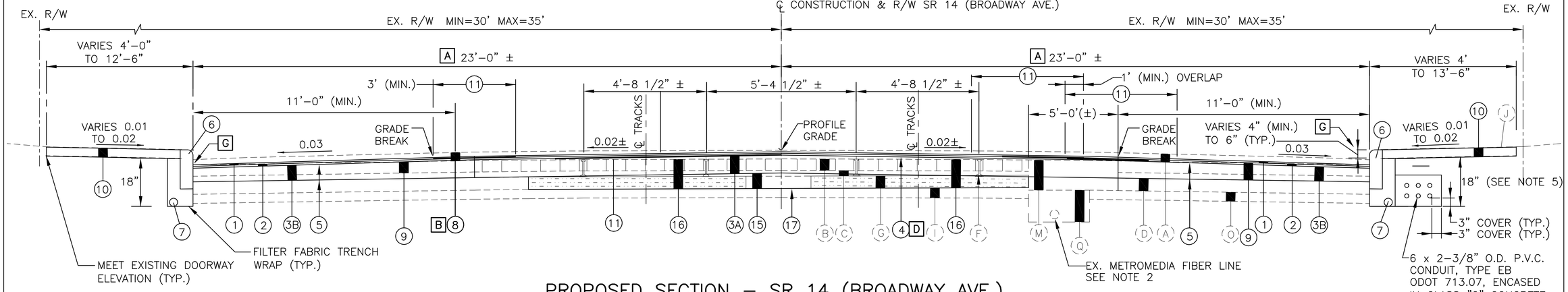
PROPOSED SECTION – SR 14 (BROADWAY AVE.)

A

STA. 22+01.2 TO STA. 61+00.0 = 3898.8 FT. (LT.)	23'–0"
STA. 61+61.5 TO STA. 76+56.4 = 1494.9 FT. (LT.)	23'–0"
STA. 81+63.0 TO STA. 85+58.3 = 395.3 FT (LT.)	23'–0"
STA. 85+58.3 TO STA. 88+09.5 = 251.2 FT (LT.)	VARIES 23'–0" TO 33'–0
STA. 88+09.5 TO STA. 91+07.6 = 298.1 FT (LT.)	33'–0"
STA. 116+21.3 TO STA. 142+43.1 = 2621.8 FT (LT.)	23'–0"
STA. 146+00.0 TO STA. 150+91.9 = 492.0 FT (LT.)	23'–0"
STA. 153+88.7 TO STA 155+19.2 = 130.5 FT. (LT.)	VARIES 23'–0" TO 21'–3"

A

STA. 22+01.2 TO STA. 61+00.0 = 3898.8 FT. (RT.)	23'–0"
STA. 61+61.5 TO STA. 79+56.4 = 1794.9 FT. (RT.)	23'–0"
STA. 81+63.0 TO STA. 91+07.6 = 644.6 FT. (RT.)	23'–0"
STA. 116+44.8 TO STA. 142+43.1 = 2598.3 FT. (RT.)	23'–0"
STA. 146+00.0 TO STA. 150+91.9 = 491.9 FT. (RT.)	23'–0"
STA. 153+71.5 TO STA. 154+30.5 = 59.0 FT. (RT.)	VARIES 21'–5" TO 20'–8"
STA. 154+30.5 TO STA. 154+41.1 = 10.6 FT. (RT.)	VARIES 20'–8" TO 20'–6"
STA. 154+41.1 TO STA. 155+19.2 = 78.1 FT. (RT.)	20'–6"
STA. 156+00.0 TO STA. 165+38.4 = 938.4 FT. (RT.)	23'–0"
STA. 165+38.4 TO STA. 166+64.2 = 125.8 FT. (RT.)	VARIES 23'–0" TO 28'–0"



PROPOSED SECTION – SR 14 (BROADWAY AVE.)

A STA. 61+00.0 TO STA. 61+61.5 = 61.5 FT. (LT.) 23'–0"

A STA. 61+00.0 TO STA. 61+61.5 = 61.5 FT. (RT.) 23'–0"

NOTES:

1) LONGITUDINAL FIBER OPTIC TRENCH PAVEMENT REPAIR VARIES ALONG BOTH SOUTHBOUND LANES.
2) WHERE THE FIBER OPTIC LINE CROSSES THE TRACKS IN PLAN VIEW, THE TRACKS MAY HAVE ALREADY BEEN REMOVED.
3) SEE PLAN SHEETS FOR FULL DEPTH PAVEMENT REPLACEMENT.
4) SEE LIGHT POLE DETAIL SHEET FOR LIGHTPOLE AND PULL BOX DETAIL ON DEPTH OF DUCT BANK AT PULL BOX.

A SEE STATION LIMITS FOR VARIABLE WIDTH AND PAVEMENT DIMENSIONS.

B VARIABLE MILLING TO TOP OF EXISTING BRICK, OR PER ELEVATION TABLE SHEET _____

C MILL EXISTING ASPHALT SURFACE TO A DEPTH OF 1–1/2"

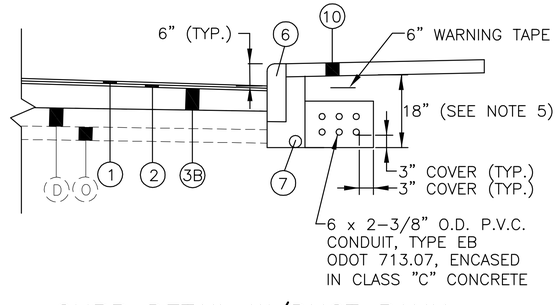
D RUBBERIZED TACK COAT TO BE USED OVERTOP OF EXPOSED BRICK SURFACES TO REMAIN.

F MILL EXISTING ASPHALT SURFACE TO A DEPTH OF 3"

G 4" WIDE GUTTER SEAL MATERIAL, SEE CITY OF CLEVELAND STD. CONST. DWG "ASPH 1"

H 3/4" PREMOLDED EXPANSION JOINT MATERIAL OR EQUAL WITH 1/2" JOINT FILLER AND 4" WIDE GUTTER SEAL MATERIAL, SEE CITY OF CLEVELAND STD. CONST. DWG "ASPH 1"

I HOOK BOLT AS PER LONGITUDINAL DETAIL STD. CONST. DWG BP–2.1



CURB DETAIL W/DUCT BANK

STA. 55+07 TO STA. 91+92

TYPICAL SECTIONS

BROADWAY AVE.
CUY–14–2.72

11
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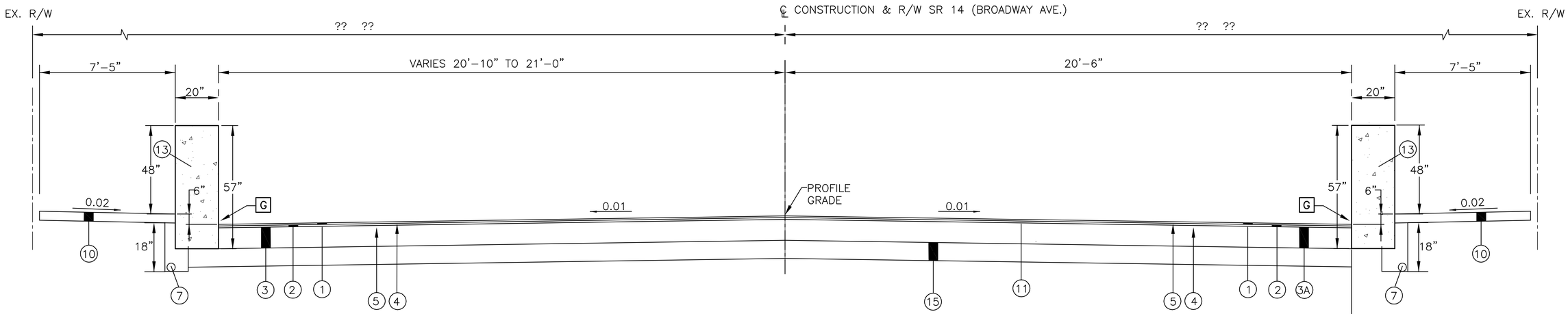


PROPOSED SECTION – SR 14 (BROADWAY AVE.)

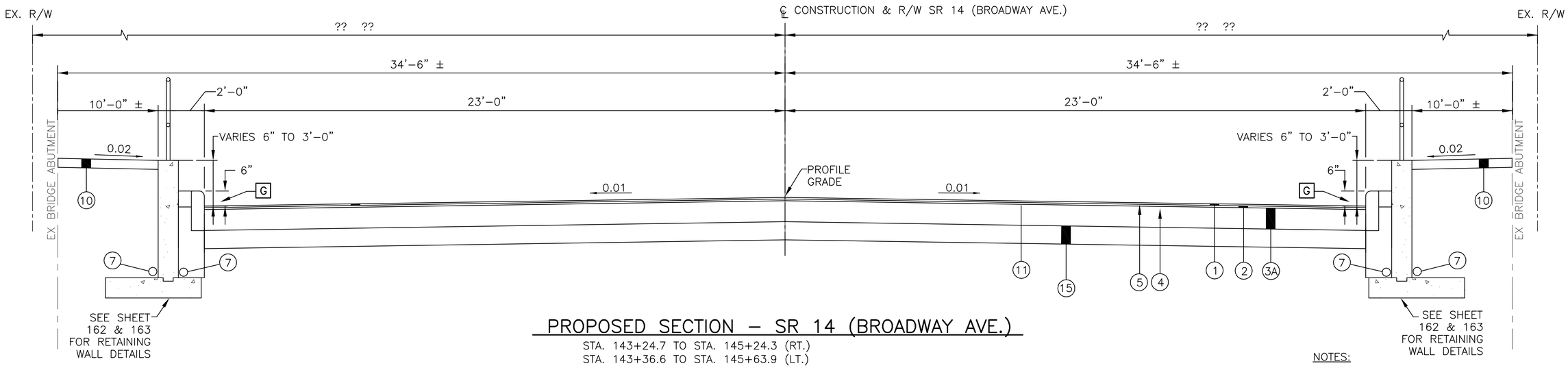
STA. 156+61.9 TO STA. 158+25.0 (RT.)
STA. 155+83.0 TO STA. 157+50.0 (LT.)

ALTERNATE CURBED SECTION AT BRIDGE PIERS

FOR USE AT BRIDGE PIERS IN CONJUNCTION WITH STEEL PLATE BARRIER SECTION
(SEE SHEET __ FOR STEEL PLATE BARRIER SECTION DETAIL)

NOTES:

1) FOR LEGEND SEE SHEETS 10.
2) FOR NOTES SEE SHEET 11.



PROPOSED SECTION – SR 14 (BROADWAY AVE.)

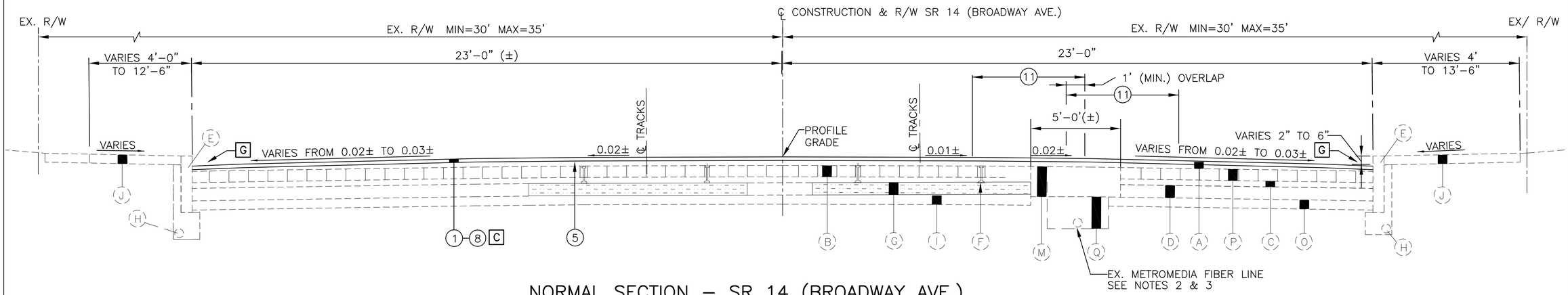
STA. 143+24.7 TO STA. 145+24.3 (RT.)
STA. 143+36.6 TO STA. 145+63.9 (LT.)

NOTES:

1) LONGITUDINAL FIBER OPTIC TRENCH PAVEMENT REPAIR VARIES ALONG BOTH SOUTHBOUND LANES

TYPICAL SECTIONS

BROADWAY AVE.
CUY–14–2.72



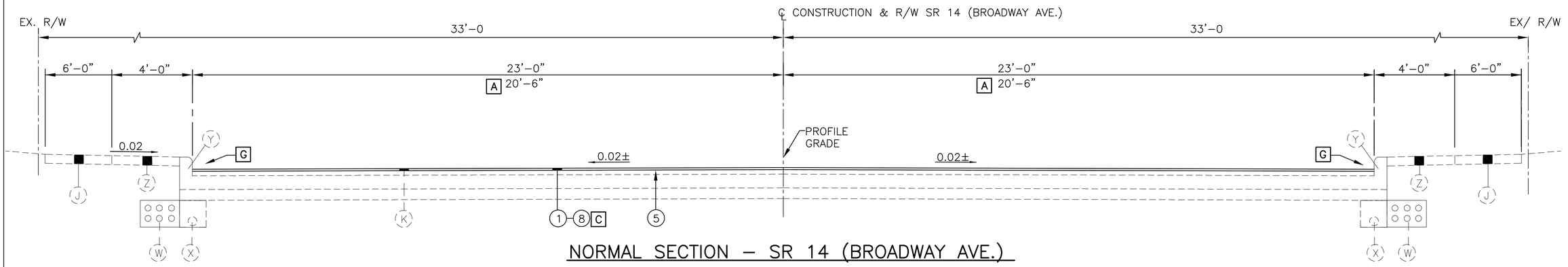
NORMAL SECTION – SR 14 (BROADWAY AVE.)

	A
STA. 79+56.4 TO STA. 81+63.0 = 206.6 FT. (LT.)	23'-0"
STA. 91+07.6 TO STA. 93+23.4 = 215.8 FT. (LT.)	VARIES 33'-0" TO 23'-0"
STA. 93+23.4 TO STA. 95+00.0 = 176.6 FT. (LT.)	23'-0"

	A
STA. 79+56.4 TO STA. 81+63.0 = 206.6 FT. (RT.)	23'-0"
STA. 91+07.6 TO STA. 95+00.0 = 392.4 FT. (RT.)	23'-0"

NOTES:

1) FOR LEGEND SEE SHEETS 10.
2) FOR NOTES SEE SHEET 11.



NORMAL SECTION – SR 14 (BROADWAY AVE.)

	A
STA. 95+00.0 TO STA. 97+00 = 200.0 FT. (LT.)	23'-0"
STA. 97+00.0 TO STA. 98+00.0 = 100.0 FT. (LT.)	VARIES 23'-0" TO 20'-6"
STA. 98+00.0 TO STA. 114+00.0 = 1600.0 FT. (LT.)	20'-6"
STA. 114+00.0 TO STA. 115+00.0 = 100.0 FT. (LT.)	VARIES 20'-6" TO 23'-0"
STA. 115+00.0 TO STA. 116+44.8 = 144.8 FT. (LT.)	23'-0"

	A
STA. 95+00.0 TO STA. 97+00.0 = 200.0 FT. (RT.)	23'-0"
STA. 97+00.0 TO STA. 98+00.0 = 100.0 FT. (RT.)	VARIES 23'-0" TO 20'-6"
STA. 98+00.0 TO STA. 114+00.0 = 1600.0 FT. (RT.)	20'-6"
STA. 114+00.0 TO STA. 115+00.0 = 100.0 FT. (RT.)	VARIES 20'-6" TO 23'-0"
STA. 115+00.0 TO STA. 116+44.8 = 144.8 FT. (RT.)	23'-0"

TYPICAL SECTIONS

BROADWAY AVE.
CUY-14-2.72

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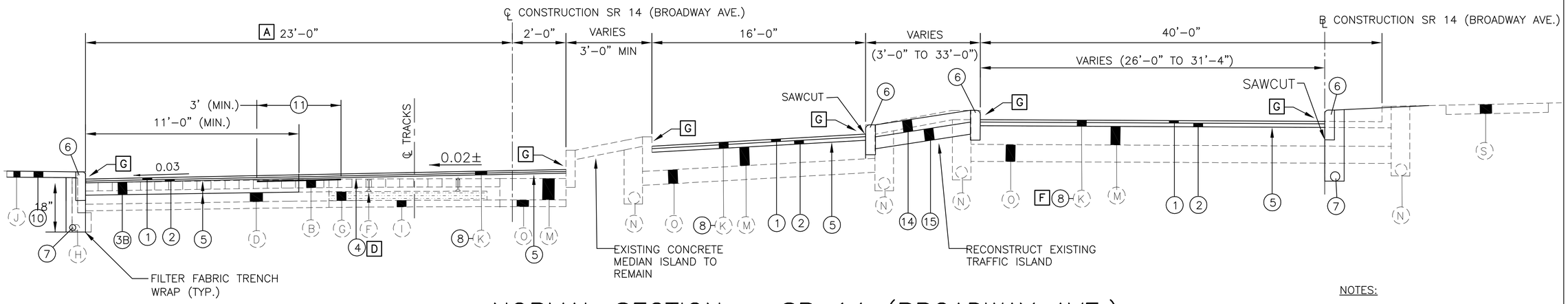
1

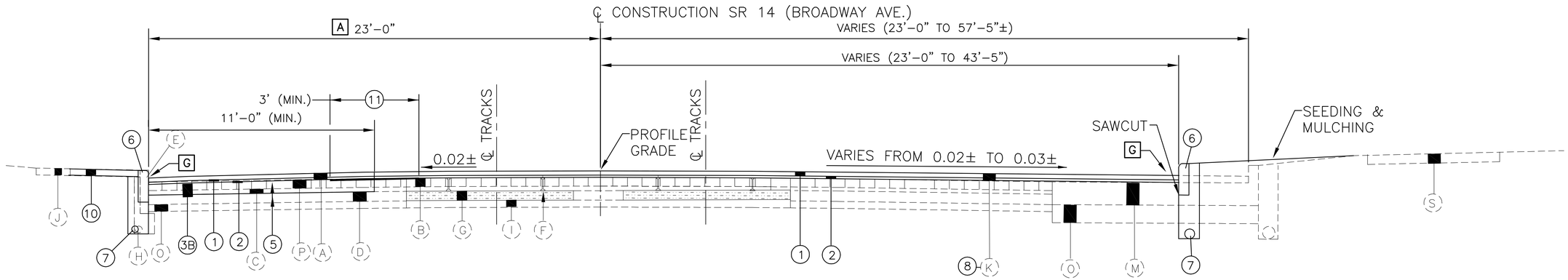


NORMAL SECTION – SR 14 (BROADWAY AVE.)

STA. 168+33.24 TO STA 171+00= 266.76 FT.

NOTES:

1) FOR LEGEND SEE SHEETS 10.
2) FOR NOTES SEE SHEET 11.



NORMAL SECTION – SR 14 (BROADWAY AVE.)

STA. 166+64.2 TO STA. 168+33.2 = 169.0 FT. (LT.) A 23'–0"

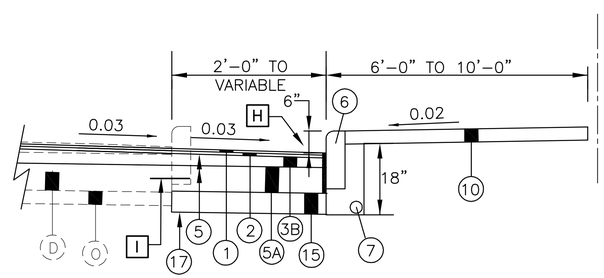
STA. 166+64.2 TO STA. 168+33.2 = 169.0 FT. (RT.) A VARIES 23'–0" TO 43'–5"

NOTES:

1) * SEE STATION LIMITS FOR VARIABLE WIDTH AND PAVEMENT DIMENSIONS.
2) LONGITUDINAL FIBER OPTIC TRENCH PAVEMENT REPAIR VARIES ALONG BOTH SOUTHBOUND LANES.
3) WHERE THE FIBER OPTIC LINE CROSSES THE TRACKS IN PLAN VIEW, THE TRACKS MAY HAVE ALREADY BEEN REMOVED.
4) SEE PLAN SHEETS FOR FULL DEPTH PAVEMENT REPLACEMENT.

H 3/4" PREMOLDED EXPANSION JOINT MATERIAL OR EQUAL WITH 1/2" JOINT FILLER AND 4" WIDE GUTTER SEAL MATERIAL, SEE CITY OF CLEVELAND STD. CONST. DWG "ASPH 1"

I HOOK BOLT AS PER LONGITUDINAL DETAIL STD. CONST. DWG BP–2.1



PAVEMENT WIDENING

STA. 150+91.9 TO STA. 153+88.7 = 296.8 FT. (LT.) 23'–0"
STA. 150+91.9 TO STA. 153+71.5 = 279.6 FT. (RT.) 23'–0"

TYPICAL SECTIONS

BROADWAY AVE.
CUY–14–2.72

14
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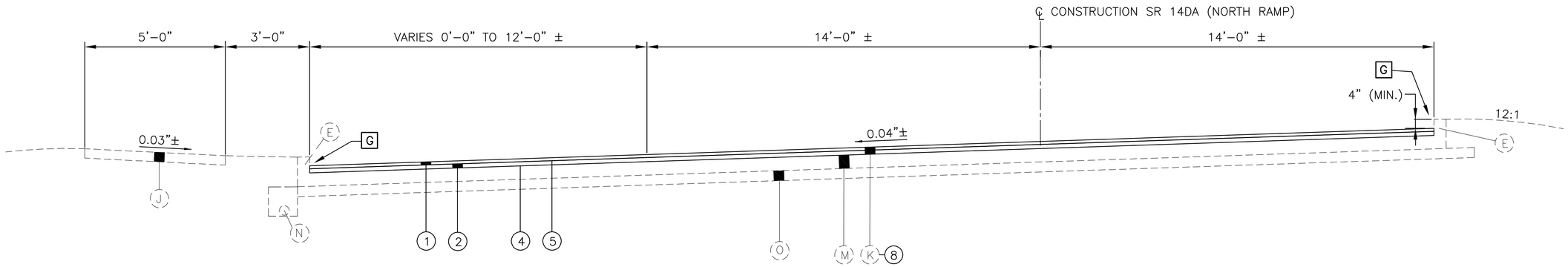
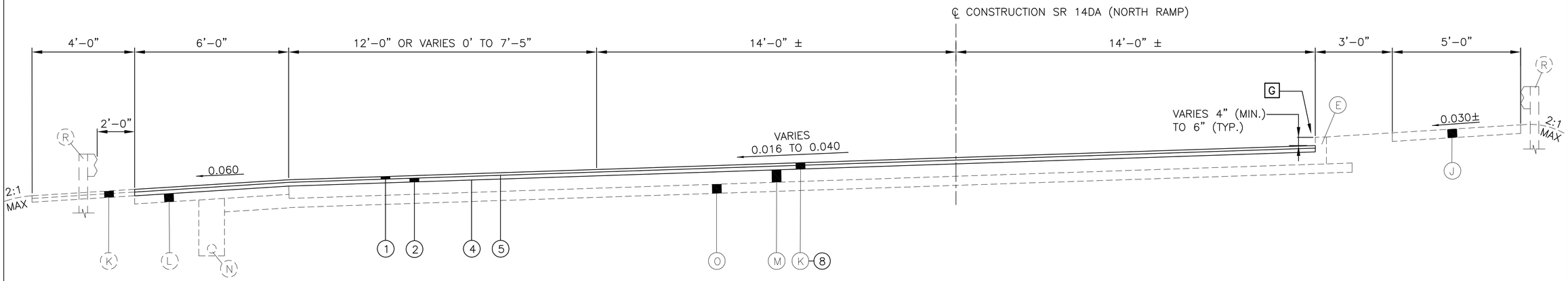


SUPERELEVATED SECTION – S.R. 14DA (NORTH RAMP)

STA. 171+85 TO STA. 180+61 = 876 FT.



NOTES:

1) FOR LEGEND SEE SHEETS 10.
2) FOR NOTES SEE SHEET 11.

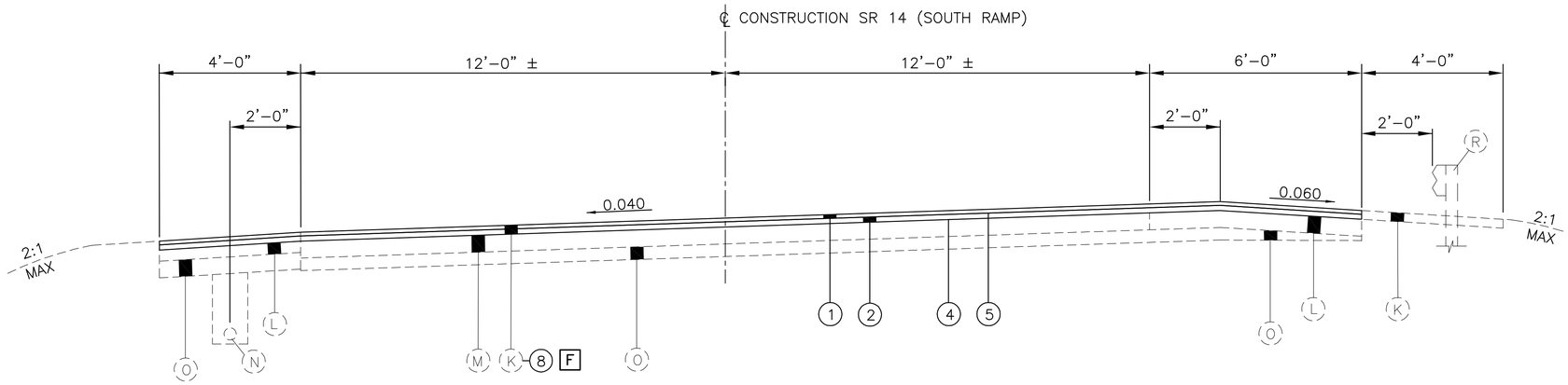
NORMAL SECTION – S.R. 14DA (NORTH RAMP)

STA. 180+61 TO STA. 196+60 = 1599 FT.

TYPICAL SECTIONS

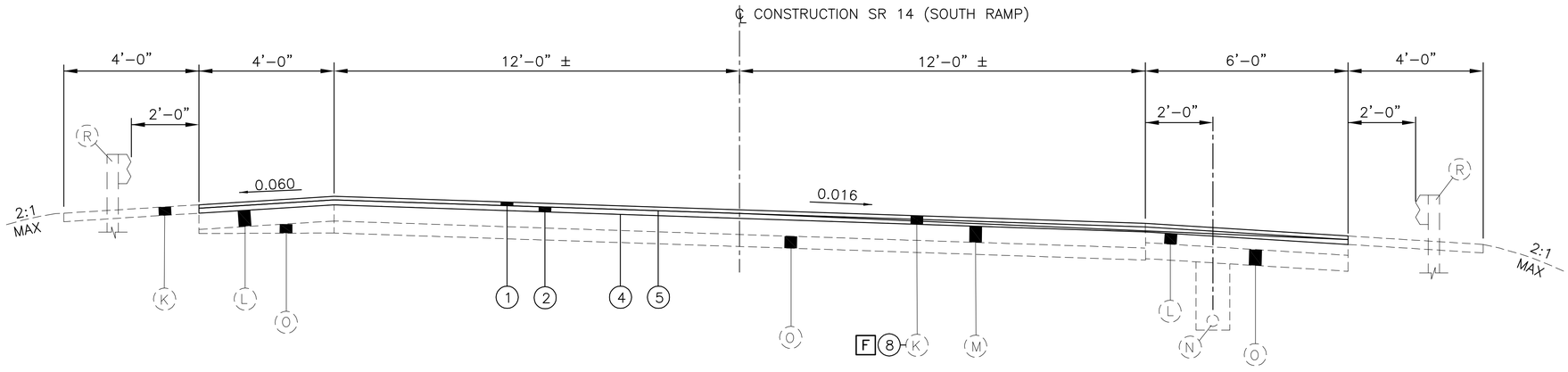
BROADWAY AVE.
CUY–14–2.72

15
1



SUPERELEVATED SECTION – S.R. 14 (SOUTH RAMP)

STA. 302+00 TO STA. 315+04 = 1304 FT.



NORMAL SECTION – S.R. 14 (SOUTH RAMP)

STA. 180+61 TO STA. 196+60 = 1599 FT.

NOTES:

1) FOR LEGEND SEE SHEETS 10.
2) FOR NOTES SEE SHEET 11.

TYPICAL SECTIONS

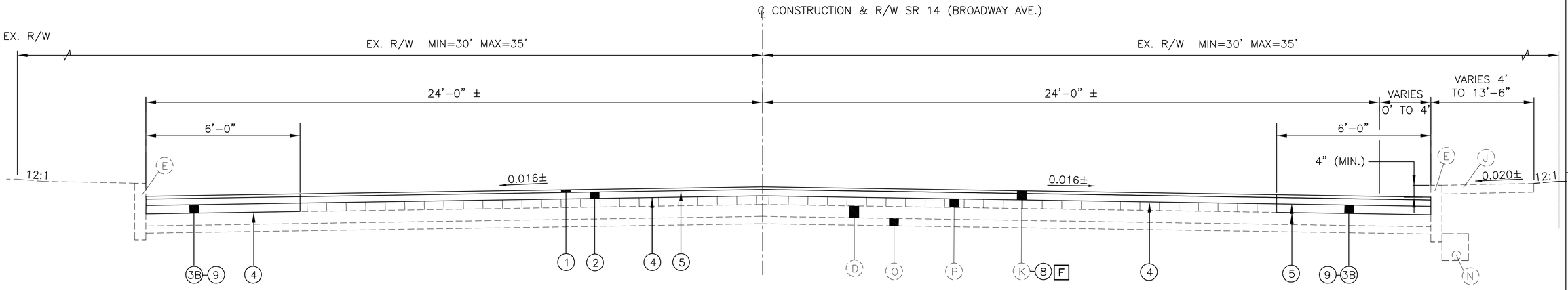
BROADWAY AVE.
CUY–14–2.72

16
1

TYPICAL SECTIONS

NOTES:

1) FOR LEGEND SEE SHEETS 10.
2) FOR NOTES SEE SHEET 11.



NORMAL SECTION – S.R. 14 (BROADWAY AVE.)

STA. 196+60.3 TO STA. 204+36.1 = 775.8 FT.

BROADWAY AVE.
CUY-14-2.72

CALCULATED: TMA
CHECKED: TMD

GENERAL NOTES

GENERAL

SCOPE OF WORK

THE WORK WITHIN THE LIMITS OF THIS PROJECT INCLUDES THE REHABILITATION OF BROADWAY AVENUE FROM I–77 TO EAST CORPORATION LINE, APPROXIMATELY 3.4 MILES. THE PROJECT ALSO INCLUDES RECONSTRUCTION OF THE PAVEMENT UNDER THE JONES AND HARVARD BRIDGES, SIDEWALK, NEW CURB, RETAINING WALLS, DRIVE APRONS, DRAINAGE STRUCTURES, STREETSCAPE, LIGHTING, TRAFFIC SIGNALS, TRAFFIC CONTROL SIGNS AND PAVEMENT MARKINGS, AND OTHER RELATED ITEMS SHOWN ON THE PLANS, STIPULATED IN THE NOTES OR AS DIRECTED BY THE ENGINEER.

EXISTING TYPICAL SECTIONS

EXISTING TYPICAL SECTIONS HAVE BEEN DEVELOPED FROM PAVEMENT CORES AND RECORD PLANS AND ARE BELIEVED TO REPRESENT THE WIDTH AND COMPOSITION OF THE EXISTING PAVEMENT, BUT THE CITY OF CLEVELAND DOES NOT GUARANTEE THE ACCURACY OF SAME. SIDE ROAD PAVEMENT TYPES MAY DIFFER, BUT PAVEMENT REMOVAL WILL BE PAID FOR UNDER ITEM 202 PAVEMENT REMOVED OR ITEM 255 CONCRETE BASE PAVEMENT REMOVAL AND RIGID REPLACEMENT.

CONTINGENCY QUANTITIES

THE CONTRACTOR SHALL NOT ORDER MATERIALS OR PERFORM WORK LISTED IN THE GENERAL SUMMARY 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 AT THE ENGINEER'S DISCRETION SHALL BE MADE A MATTER OF RECORD BY INCORPORATION INTO THE FINAL CHANGE ORDER GOVERNING COMPLETION OF THIS PROJECT.

UTILITIES

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

AT&T OHIO
ATTN: ERIC WESTERBURG
13630 LORAIN AVE., ROOM 350
CLEVELAND, OHIO 44111
PHONE: (216) 476–6142

CITY OF CLEVELAND
DIVISION OF CLEVELAND PUBLIC POWER
ATTN: DALE TURKOVICH
1300 LAKESIDE AVENUE
CLEVELAND, OHIO 44114
PHONE: (216) 664–4245, EXT. 115

CITY OF CLEVELAND
DIVISION OF WATER POLLUTION CONTROL
12302 KIRBY AVENUE
CLEVELAND, OHIO 44108
ATTN: ELIE RAMY
PHONE: (216) 664–2756

CITY OF CLEVELAND
DIVISION OF WATER
1201 LAKESIDE AVENUE
CLEVELAND, OHIO 44114
ATTN: GUY SINGER
PHONE: (216) 664–2444, EXT. 5555

ELANTIC TELECOM AND
CITY SIGNAL FIBER OPTIC NETWORK
6777 ENGLE ROAD, SUITE "E"
MIDDLEBURG HEIGHTS, OHIO 44130
ATTN: RODGER MADDEN
PHONE :(440) 274–0209

MCI–WORLDCOM
120 RAVINE STREET
AKRON OHIO 44303
ATTN: ALL GUEST
PHONE: (330) 253–8267

NORFOLK SOUTHERN
ATTN: RHONDA MOORE
NORFOLK SOUTHERN CORPORATION
1200 PEACHTREE STREET, N.E
ATLANTA GEORGIA 30309
(404) 529–1436

DOMINION EAST OHIO
ATTN: MIKE ANTONIUS
1201 E. 55TH ST.
CLEVELAND, OHIO 44103
PHONE: (216) 736–6675

FIRST ENERGY
ATTN: MARK ROBINSON
6896 MILLER RD.
BRECKSVILLE, OHIO 44141
PHONE: (440) 717–6845

NORTHEAST OHIO REGIONAL
SEWER DISTRICT (NEORSD)
3900 EUCLID AVE.
CLEVELAND, OHIO 44115–2504
ATTN: BRIAN PAGE
PHONE: (216) 881–6600

TIME WARNER CABLE (ADELPHIA)
8179 DOW CIRCLE
STRONGSVILLE, OHIO 44136
ATTN: SCOTT DOMPIER
PHONE: (216) 575–8016, EXT. 5027

McCleod USA (PAYTECH)
1625 ROCKWELL AVE., SUITE 101
CLEVELAND, OHIO 44114
ATTN: KEVIN MARTIN
PHONE CELL: (216) 272–4582

LEVEL (3) COMMUNICATIONS
1025 ELDORADO BLVD., 33A–516
BROOMFIELD, CO 80021
ATTN: MEGAN STURDEVANT
PHONE: (720) 888–3860
FILE: 24067

SUNOCO PIPELINE L.P.
525 FRITZETOWN ROAD
SINKING SPRING, PA 19608
ATTN: TRACY HOFFMAN/ ONE CALL DEPT.
PHONE: (610) 670–3256
REF. No.: 20090829

CALL OHIO UTILITIES PROTECTION SERVICE TWO (2) WORKING DAYS BEFORE YOU DIG. TOLL FREE NO. 1–800–362–2764 (NON–MEMBERS MUST BE CALLED DIRECTLY)

ROUNDING

THE ROUNDING AT SLOPE BREAKPOINTS SHOWN ON THE TYPICAL SECTIONS APPLY TO ALL CROSS–SECTIONS EVEN THOUGH OTHERWISE SHOWN.

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" AT NO ADDITIONAL COST.

CELLULAR COMMUNICATIONS

SUPPLEMENT DETAILED SPECIFICATIONS "D–45" BY ADDING THE FOLLOWING:
THE CONTRACTOR SHALL FURNISH A NEXTEL CELLULAR COMMUNICATION DEVICE WITH INTEGRATED TWO–WAY RADIO AND TWO–WAY MESSAGING CAPABILITIES FOR THE USE OF THE CITY'S INSPECTOR FOR THE DURATION OF THE PROJECT. PAYMENT SHALL BE MADE UNDER ITEM 619 – ADDITIONAL NEXTEL WALKIE TALKIE FOR CITY INSPECTOR.

PAVEMENT RESTORATION

THE COST FOR PAVEMENT RESTORATION FOR PIPE/CONDUIT, OR ANY OTHER ITEM UNLESS SPECIFICALLY ITEMIZED, SHALL BE INCLUDED WITH THE PERTINENT ITEM. NO SEPARATE PAYMENT WILL BE MADE.

UNDERGROUND UTILITIES

THE LOCATIONS OF THE UNDERGROUND UTILITIES SHOWN ON THE PLANS ARE AS OBTAINED FROM THE OWNERS OF THE UTILITY AS REQUIRED BY SECTION 153.64 ORC.

ELEVATION DATUM

ELEVATIONS SHOWN ARE BASED ON CLEVELAND REGIONAL GEODETIC SURVEY (C.R.G.S.) DATA. MONUMENTS ARE DESCRIBED ON THE PLANS.

WORK HOURS AND NOISE CONTROL

THE CONTRACTOR SHALL RESTRICT HIS WORKING HOURS TO THOSE PERMITTED BY LOCAL ORDINANCES OR ANY OTHER APPLICABLE ORDINANCES, LAWS OR REGULATIONS EXCEPT AS HE MAY OBTAIN WRITTEN VARIANCES FROM SUCH ORDINANCES, LAWS OR REGULATIONS FROM THE APPROPRIATE GOVERNING AUTHORITIES.

THE NOISE LEVEL RESULTING FROM THE CONSTRUCTION SHALL BE WITHIN THE LIMITS SPECIFIED IN OSHA REGULATIONS AND ALL LOCAL ORDINANCES.

SPECIFICATION REFERENCE

THE STANDARD SPECIFICATIONS OF THE CITY OF CLEVELAND AND THE OHIO DEPARTMENT OF TRANSPORTATION CONSTRUCTION AND MATERIAL SPECIFICATION, JANUARY 1, 2008 EDITION SHALL GOVERN THIS PROJECT. THIS SHALL INCLUDE ANY CHANGES OR SUPPLEMENTAL SPECIFICATIONS. SHOULD A CONFLICT ARISE BETWEEN THESE OR OTHER PROJECT SPECIFICATIONS, THE CITY OF CLEVELAND STANDARDS SHALL TAKE PRECEDENCE.

WORK LIMITS

THE WORK LIMITS SHOWN ON THESE PLANS ARE FOR PHYSICAL CONSTRUCTION ONLY. PROVIDE THE INSTALLATION AND OPERATION OF ALL WORK ZONE TRAFFIC CONTROL AND WORK ZONE TRAFFIC CONTROL DEVICES REQUIRED BY THESE PLANS WHETHER INSIDE OR OUTSIDE THESE WORK LIMITS.

CLEARING AND GRUBBING

THE CITY HAS NOT MARKED INDIVIDUAL TREES AND STUMPS FOR REMOVAL UNLESS SPECIFICALLY DESIGNATED "DO NOT DISTURB" IN THE PLANS, REMOVE ALL TREES AND STUMPS WITHIN THE CONSTRUCTION LIMITS UNDER THE LUMP SUM BID FOR ITEM 201 CLEARING AND GRUBBING, AS PER PLAN. THE LOCATION AND NUMBER OF TREES SPECIFIED ARE ONLY APPROXIMATE. THE CONTRACTOR SHALL BE HELD RESPONSIBLE FOR VISITING THE SITE TO ASCERTAIN THE EXTENT OF WORK INVOLVED PRIOR TO SUBMITTING THE BID FOR THE CONTRACT. NO SEPARATE PAYMENT SHALL BE MADE FOR REMOVAL OF TREES, ETC..

THE CONTRACTOR SHALL REMOVE ALL SURFACE OBJECTS INCLUDING ALL RAILROAD TIES, CONCRETE BLOCKS, OR ANY OTHER SURFACE OBJECT WITHIN THE PROPOSED CONSTRUCTION LIMITS. PAYMENT FOR THIS WORK SHALL BE MADE AT THE UNIT PRICE BID FOR ITEM 201 – CLEARING AND GRUBBING.

ITEM 659 – SEEDING AND MULCHING, AS PER D–66

THIS ITEM SHALL CONFORM TO ODOT ITEM NO. 659 WITH THE FOLLOWING EXCEPTION:

THE CONTRACTOR SHALL SEED AND MULCH ALL GRASS AREAS WITHIN RIGHT–OF–WAY AND UTILITY EASEMENTS. ALL AREAS SHALL BE SEEDED WITH THE FOLLOWING MIXTURE:

44 PERCENT HUBBARD FESCUE
22 PERCENT BONANZA FESCUE
22 PERCENT APACHE FESCUE
12 PERCENT ANNUAL RYEGRASS

THERE SHALL BE RESTORATION OF ALL EXISTING GRASS AREAS DISTURBED BY THE CONTRACTOR; THE COST FOR THIS WORK SHALL BE INCLUDED IN THE UNIT PRICE BID PER SQUARE YARD FOR ODOT ITEM 659 – SEEDING AND MULCHING.

MOWING SHALL BE DONE AT THE DIRECTION OF THE ENGINEER. THE FIRST MOWING SHALL BE AS SOON AS GRASS TOP GROWTH REACHES A 3" HEIGHT AND IS TO BE CUT BACK TO 2" IN HEIGHT. AFTER THE SECOND MOWING AND TWO DAYS LATER THE CONTRACTOR SHALL APPLY TRIAMINIC PLUS OR APPROVED EQUAL TO ELIMINATE WEEDS IN THE SEEDED AND RESTORED AREAS. THE THIRD CUTTING, AS DIRECTED BY THE ENGINEER, IS THE FINAL MOWING REQUIRED.

CONTRACTOR IS RESPONSIBLE FOR REPAIRING SEEDED AND RESTORED AREAS UNTIL FINAL CUTTING AT NO ADDITIONAL COST TO THE CITY.

THE PREPARATION OF SEEDED AND MULCHED AREAS SHALL INCLUDE TWO (2) INCHES OF TOPSOIL FURNISHED AND PLACED BENEATH THE SEED IN ACCORDANCE WITH ITEM 653, EXCEPT THAT IGNITION TEST SAMPLING WILL NOT BE REQUIRED.

PAYMENT FOR PREPARING AND PLACING SEEDED AREAS, INCLUDING THE 2" TOPSOIL BED, WILL BE MADE AT THE CONTRACT UNIT PRICE BID PER SQUARE YARD FOR ITEM 659 – SEEDING AND MULCHING, AS PER PLAN. FOR SEEDING QUANTITIES SEE CROSS SECTION SHEET XS10.
THE FOLLOWING ESTIMATED QUANTITIES ARE PROVIDED IN THE GENERAL SUMMARY FOR USE AS DIRECTED BY THE ENGINEER:

ITEM 659 – SEEDING AND MULCHING, AS PER D–66	2400 S.Y.
ITEM 659 – TOPSOIL	266 C.Y.
ITEM 659 – SOIL ANALYSIS TEST	1 EACH
ITEM 659 – AGRICULTURAL LIME	1.0 ACRES
ITEM 659 – COMMERCIAL FERTILIZER, AS PER D–68	0.5 TONS
ITEM 659 – WATER FOR SEEDING, AS PER D–67	8 MGAL
ITEM 659 – MOWING	2.0 M SQ. FT.

TEMPORARY SOIL EROSION AND SEDIMENT CONTROL MEASURES

ALL SOIL EROSION AND SEDIMENT CONTROL MEASURES AS SPECIFIED HEREIN OR DIRECTED BY THE ENGINEER SHALL BE IN PLACE PRIOR TO ANY EXCAVATION, GRADING OR FILLING OPERATIONS AND INSTALLATION OF PROPOSED STRUCTURES OR UTILITIES. THESE CONTROL MEASURES SHALL REMAIN IN PLACE UNTIL CONSTRUCTION IS COMPLETE AND THE AREA IS STABILIZED AS ACCEPTED BY THE ENGINEER.

THE FOLLOWING ESTIMATED QUANTITIES ARE TO BE USED AS PLACED BY THE CONTRACTOR WITH ENGINEERS' CONCURRENCE FOR TEMPORARY EROSION AND SEDIMENT CONTROL MEASURES:

ITEM 832 – EROSION CONTROL	1 EACH
ITEM 832 – SWPPP	1 LUMP

BEST MANAGEMENT PRACTICES

SOIL EROSION AND SEDIMENTATION CONTROL WATER COLUMN AND SEDIMENTATION IMPACTS SHALL BE KEPT TO A MINIMUM THROUGH THE USE OF BEST MANAGEMENT PRACTICES FOR SOIL EROSION AND SEDIMENTATION CONTROL.

WATER SUPPLY

WATER WILL BE SUPPLIED TO THE CONTRACTOR AT THE NEAREST HYDRANT. THE COST OF THE WATER SUPPLY SHALL BE BORNE BY THE CONTRACTOR. THE CONTRACTOR SHALL OBTAIN THE NECESSARY PERMIT FROM THE CITY OF CLEVELAND WATER DEPARTMENT.

THE CONTRACTOR WILL BE REQUIRED TO PROVIDE APPROVED STANDARD TIGHT HOSE AND FITTINGS WITH WHICH TO MAKE CONNECTIONS TO HYDRANTS AND OUTLETS. NO IMPROPER, WASTEFUL OR UNDUE USE OF WATER WILL BE PERMITTED.

BROADWAY AVE.
CUY–14–2.72

CALCULATED: TMA
CHECKED: TMD

GENERAL NOTES

DRAINAGE

REVIEW OF DRAINAGE FACILITIES

BEFORE ANY WORK IS STARTED ON THE PROJECT AND AGAIN BEFORE FINAL ACCEPTANCE BY THE REPRESENTATIVES OF THE CITY AND THE CONTRACTOR, SHALL MAKE AN INSPECTION OF THE EXISTING SEWERS WITHIN THE WORK LIMITS WHICH ARE TO REMAIN IN SERVICE AND WHICH MAY BE AFFECTED BY THE WORK. THE CONDITION OF THE EXISTING CONDUITS AND THEIR APPURTENANCES SHALL BE DETERMINED FROM FIELD OBSERVATIONS. RECORDS OF THE INSPECTIONS SHALL BE KEPT IN WRITING BY THE CITY.

ALL NEW CONDUITS, CATCH BASINS AND MANHOLES CONSTRUCTED AS PART OF THE PROJECT SHALL BE FREE OF ALL FOREIGN MATTER AND IN A CLEAN CONDITION BEFORE THE PROJECT WILL BE ACCEPTED BY THE CITY.

ALL EXISTING SEWERS INSPECTED INITIALLY BY THE ABOVE MENTIONED PARTIES SHALL BE MAINTAINED AND LEFT IN A CONDITION REASONABLY COMPARABLE TO THAT DETERMINED BY THE ORIGINAL INSPECTION. ANY CHANGE IN THE CONDITION RESULTING FROM THE CONTRACTOR'S OPERATIONS SHALL BE CORRECTED BY THE CONTRACTOR TO THE SATISFACTION OF THE ENGINEER. PAYMENT FOR ALL OPERATIONS DESCRIBED ABOVE SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE PERTINENT ITEMS OF THE CONTRACT.

ITEM 202–CATCH BASIN REMOVED

THE CASTINGS SHALL BE CAREFULLY REMOVED AND STORED WITHIN THE RIGHT–OF–WAY FOR SALVAGE BY CITY OF CLEVELAND FORCES. ANY EXISTING PIPE CONNECTED TO AN EXISTING CATCH BASIN THAT IS NOT BEING REMOVED BY NEW CONSTRUCTION SHALL BE ABANDONED BY GROUTING THE ENTIRE LENGTH OF THE PIPE. PAYMENT FOR ALL OF THE ABOVE SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE PERTINENT 202 ITEM.

ITEM SPECIAL – FILL AND PLUG EXISTING CONDUIT.

THIS ITEM SHALL CONSIST OF THE CONSTRUCTION OF BULK–HEADS IN AN EXISTING CONDUIT AND FILLING THE AREA THUS SEALED OFF WITH LEAN GROUT, ITEM 613, SAND OR OTHER MATERIAL APPROVED BY THE ENGINEER.

BULKHEADS SHALL BE LOCATED AT THE LIMITS OF THE AREA TO BE FILLED AS INDICATED ON THE PLANS. THE BULKHEADS SHALL CONSIST OF BRICK OR CONCRETE MASONRY WITH A MINIMUM THICKNESS OF 12 INCHES.

THE FILL MATERIAL SHALL BE PUMPED INTO PLACE, OR PLACED BY OTHER MEANS APPROVED BY THE ENGINEER, SO THAT, AFTER SETTLEMENT, AT LEAST 90 PERCENT OF THE CROSS–SECTIONAL AREA OF THE CONDUIT, FOR ITS ENTIRE LENGTH, SHALL BE FILLED. THE LENGTH OF FILLED AND PLUGGED CONDUIT TO BE PAID FOR SHALL BE THE ACTUAL NUMBER OF FEET (MEASURED ALONG THE CENTERLINE OF EACH CONDUIT FROM OUTER FACE TO OUTER FACE OF BULKHEADS) FILLED AND PLUGGED AS DESCRIBED ABOVE.

IN LIEU OF FILLING AND PLUGGING THE EXISTING CONDUIT, THE PIPE MAY BE CRUSHED AND BACKFILLED IN ACCORDANCE WITH THE PROVISIONS OF 203, OR IT MAY BE REMOVED. THE LENGTH, MEASURED AS PROVIDED ABOVE, SHALL BE PAID FOR AT THE CONTRACT PRICE PER FOOT FOR, ITEM SPECIAL, FILL AND PLUG EXISTING CONDUIT.

AN ADDITIONAL CONTINGENCY AMOUNT OF QUANTITY OF 500 FEET HAS BEEN INCLUDED IN THE GENERAL SUMMARY FOR USE AS DIRECTED BY THE ENGINEER FOR THE WORK NOTED ABOVE.

ITEM 604 – CATCH BASINS AS PER D–34

THIS ITEM SHALL CONSIST OF THE CONSTRUCTION OF CATCH BASINS AS LOCATED ON THE PLANS AND AS PER THE CITY OF CLEVELAND STANDARD DETAILS. IF THE CATCH BASIN IS TO BE INSTALLED IN THE SAME LOCATION THAT HAS AN EXISTING CATCH BASIN, THEN THE REMOVAL OF THE EXISTING CATCH BASIN IS INCLUDED IN THE CATCH BASIN PAY ITEM FOR INSTALLING A NEW CATCH BASIN. IF A PAY ITEM FOR REMOVAL OF THE CATCH BASIN IS INCLUDED THEN PAYMENT WILL BE MADE ACCORDINGLY. THE CONSTRUCTION SHALL BE IN ACCORDANCE WITH ITEM 604. PAYMENT WILL BE BASED ON AS PER EACH BASIS OF COMPLETED AND ACCEPTED CATCH BASINS. CATCH BASINS AND CONNECTIONS SHALL BE FREE OF ALL DEBRIS BEFORE FINAL ACCEPTANCE, UNDER THIS SECTION, AT NO ADDITIONAL COST TO THE CITY.

ITEM 604 – CATCH BASIN, CITY OF CLEVELAND NO. 1, AS PER D–34

CATCH BASIN, CITY OF CLEVELAND NO. 1, AS PER D–34 SHALL FOLLOW THE CITY OF CLEVELAND STANDARD CONSTRUCTION DRAWING CB–1 WITH THE EXCEPTION ROUND CATCH BASINS MAY NOT BE USED. THE BEND TO CONNECT TO THE STORM SEWER SHALL BE INCIDENTAL TO THE COST OF THE CATCH BASIN. ALL OUTLET ELEVATIONS ARE APPROXIMATE AND SHOULD BE VERIFIED BY THE CONTRACTOR BEFORE ORDERING MATERIAL.

IN INSTANCES WHERE A CB–1 BASIN WILL NOT FIT DUE TO CONFLICT WITH OTHER UTILITIES, CITY OF CLEVELAND STANDARD CB–2 SHALL BE INSTALLED. CONTRACTOR SHALL VERIFY TYPE OF CATCH BASIN REQUIRED PRIOR TO ORDERING. THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED IN THE GENERAL SUMMARY FOR THE WORK NOTED ABOVE:

ITEM 604 – CITY OF CLEVELAND CATCH BASIN NO. 2, AS PER D–34 4 EACH

RESIDENTIAL AND COMMERCIAL DRAINAGE CONNECTIONS

EXISTING ROOF DRAINS, FOOTER DRAINS OR YARD DRAINS, DISTURBED BY THE PROPOSED WORK, SHALL BE PROVIDED WITH UNOBSTRUCTED OUTLETS BY CONNECTING TO A STORM SEWER, MANHOLE OR CATCH BASIN OR THROUGH THE CURB. THE LOCATION, TYPE, SIZE AND GRADE OF REQUIRED REPLACEMENTS WILL BE DETERMINED BY THE ENGINEER DURING CONSTRUCTION.

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED IN THE GENERAL SUMMARY FOR THE WORK NOTED ABOVE:

ITEM 603 – 4" CONDUIT, TYPE E, 706.08	150 FT
ITEM 603 – 6" CONDUIT, TYPE E, 706.08	150 FT
ITEM 603 – 6" CONDUIT, TYPE F	150 FT

NECESSARY BENDS, BRANCHES, COLLARS, FITTINGS, ETC. SHALL BE INCLUDED FOR PAYMENT WITH THE PERTINENT CONDUIT ITEM.

NONE OF THE ABOVE MATERIALS SHALL BE ORDERED BY THE CONTRACTOR UNTIL AUTHORIZED BY THE ENGINEER.

SURFACE DRAINAGE CONTINGENCY

EVERY EFFORT HAS BEEN MADE TO PROVIDE 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, AN ESTIMATED QUANTITY OF DRAINAGE APPURTENANCES HAVE BEEN PROVIDED TO BE USED AS DIRECTED BY THE ENGINEER.

ITEM 604 – CATCH BASIN, CITY OF CLEVELAND NO. 1, AS PER D–34	6 EACH
ITEM 603 – 12" CONDUIT, TYPE B, 706.08(ES), AS PER D–32	200 L.F.
ITEM 604 – MANHOLE, AS PER D–39	1 EACH
ITEM 604 – INLET, SIDE DITCH	2 EACH

ITEM 603 – PIPE CULVERTS, SEWERS AND CONNECTIONS, AS PER D–32

THIS ITEM SHALL CONSIST OF THE CONSTRUCTION OR RECONSTRUCTION OF SEWERS OF THE SIZE AND AT THE LOCATION SHOWN ON THE PLANS. THE CONSTRUCTION SHALL CONFORM TO THE REQUIREMENTS OF ODOT ITEM 603. CONDUIT TO BE USED SHALL BE ITEM 706.08 <18" EXTRA–STRENGTH VITRIFIED CLAY PIPE WITH 706.12 JOINTS AND >18" SHALL BE ITEM 706.02 REINFORCED CONCRETE PIPE CLASS III WITH ITEM 706.11 JOINTS. THE CONDUIT USED FOR CATCH BASIN CONNECTION SHALL BE 706.08, EXTRA STRENGTH VITRIFIED WITH 706.12 JOINTS. BEDDING AND BACKFILLING SHALL BE IN ACCORDANCE WITH ODOT ITEM 603 – PIPE CULVERTS, SEWERS, AND DRAINS.

BACKFILL MATERIAL SHALL BE AS PER ODOT ITEM 603 – PIPE CULVERTS, SEWERS, AND DRAINS. THE BACKFILL SHALL BE COMPACTED USING MECHANICAL MEANS ONLY, THE USE OF FLOODING OR PUDDLING IS PROHIBITED.

PAYMENT SHALL BE BASED ON THE ACCEPTED LINEAR FEET OF PIPE COMPLETE IN PLACE FOR THE SIZES AND TYPES OF PIPE INDICATED. PRICE BID PER LINEAR FOOT OF PIPE SHALL INCLUDE COSTS OF ALL BENDS AND JOINTS.

ITEM 604 – ADJUSTING STREET CASTING, AS PER D–39

THE FOLLOWING CONTINGENCY QUANTITIES ARE TO BE USED FOR STREET CASTINGS AS DIRECTED BY THE ENGINEER WITHIN THE BROADWAY AVENUE RESURFACING LIMITS AT ACKLEY/UNION (STA. 79+56 TO 81+63) AND FROM ATENA AVENUE TO OSAGE AVENUE (STA 91+07 TO STA 116+44):

ITEM 604 – ADJUSTING STREET CASTINGS, AS PER D–39 10 EACH

ITEM 604 – CATCH BASIN RECONSTRUCTED TO GRADE, AS PER D–38

THIS ITEM OF WORK SHALL BE PERFORMED AS PER ODOT ITEM 604–MANHOLES AND CATCH BASINS EXCEPT AS MODIFIED HEREIN:

THE CONCRETE USED FOR THIS ITEM OF WORK SHALL CONFORM TO THE CONCRETE DESIGN MIX SECTION OF THESE SPECIFICATIONS.

THE CATCH BASIN IS TO BE RECONSTRUCTED TO A LEVEL 2'–0' BELOW STREET LEVEL. IF THE BACKPLATE IS MISSING IT SHALL BE REPLACED. THE CASTING IS TO BE REINSTALLED IF IN REUSABLE CONDITION. THE CASTING, ONCE REMOVED AND THE RECONSTRUCTION WORK COMPLETED, SHALL BE RESET AT THE ELEVATION NECESSARY FOR REPAVING.

PAYMENT FOR THE WORK SHALL BE UNDER ITEM 604 – CATCH BASIN RECONSTRUCTED TO GRADE, AS PER PLAN

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED IN THE GENERAL SUMMARY FOR THE WORK NOTED ABOVE:

ITEM 604 – CATCH BASIN RECONSTRUCTED TO GRADE, AS PER D–38 8 EACH

ITEM SPECIAL – 12" PIPE CLEANOUT

THIS WORK SHALL CONSIST OF REMOVING SEDIMENT AND DEBRIS FROM THE EXISTING DRAINAGE CONDUITS SPECIFIED IN THE PLANS. ALL MATERIAL REMOVED SHALL BE DISPOSED OF TO THE SATISFACTION OF THE ENGINEER.

CLEANOUT OF THE PIPE SHALL BE PAID FOR AT THE UNIT PRICE BID FOR ITEM SPECIAL – PIPE CLEANOUT. THIS PRICE SHALL INCLUDE THE COST FOR MATERIAL, EQUIPMENT, LABOR, DISPOSAL OF SEDIMENT AND DEBRIS, AND ALL INCIDENTALS REQUIRED TO COMPLETE THE CLEANOUT.

IF THE ENGINEER DETERMINES THE EXISTING CATCH BASIN CONNECTION PIPE IS UNSUITABLE FOR CONTINUED USE, THE PIPE SHALL BE REPLACED FROM THE CATCH BASIN TO THE TRUNK SEWER AT THE DIRECTION OF THE ENGINEER. BASED ON ITEM 603, THERE WILL BE NO ADDITIONAL PAYMENT FOR THIS RESTORATION WORK.

THE CONTRACTOR SHALL TELEVISE THE EXISTING SEWER LATERAL AT ALL LOCATIONS WHERE THE EXISTING DRAINAGE STRUCTURE IS BEING REPLACED WITH A NEW DRAINAGE STRUCTURE. THE TELEVISING SHALL BE PERFORMED IN THE PRESENCE OF THE ENGINEER AND/OR CITY OF CLEVELAND DIVISION OR WATER POLLUTION CONTROL REPRESENTATIVE(S)

IF, IN THE OPINION OF THE CITY REPRESENTATIVE(SO, THE LATERAL HAS REACHED ITS DESIGN SERVICE LIFE AND/OR WARRANTS REPLACEMENT, THE CONTRACTOR SHALL INSTALL A NEW SEWER LATERAL FROM THE NEW DRAINAGE STRUCTURE TO THE SEWER MAIN.

NEW SEWER LATERAL SHALL MATCH THE EXISTING LATERAL IN TERMS OF PIPE SIZE, LOCATION AND SLOPE. EXISTING LATERALS SHALL BE REMOVED. THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY FOR USE AS DIRECTED BY THE ENGINEER.

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED IN THE GENERAL SUMMARY FOR THE ABOVE NOTED WORK:

ITEM SPECIAL – 12" PIPE CLEANOUT	2,500 FT
ITEM 603 – 12" CONDUIT, TYPE B, 706.08, (ES), AS PER D–32	1000 FT
ITEM 603 – 18" CONDUIT, TYPE B, 706.08, (ES), AS PER D–32	100 FT

WATER POLLUTION CONTROL

THE CONTRACTOR SHALL SUBMIT RECORD DRAWINGS AND A VIDEOTAPE COPY (PER D–37) OF THE STORM SEWERS WHERE NEW CATCH BASIN ARE BEING PLACED (FROM THE CATCH BASIN TO THE MAINLINE) TO THE CITY OF CLEVELAND, DIVISION OF WATER POLLUTION CONTROL.

THE CONTRACTOR SHALL FURNISH ALL THE LABOR, EQUIPMENT AND MATERIALS TO PERFORM THE REQUIRED WORK. PAYMENT FOR THIS WORK SHALL BE CONSIDERED INCIDENTAL TO THE COST OF THE SEWER WORK. NO SEPARATE PAYMENT WILL BE MADE.

CALCULATED: TMA
CHECKED: TMD

GENERAL NOTES

PAVEMENT

ITEM 202 – PAVEMENT REMOVED

THE COST OF REMOVING AND DISPOSING OF ITEMS PURSUANT TO ITEM 202.05 INCLUDING BUT NOT LIMITED TO PAVEMENT/BASE COURSE/WEARING COURSE REMOVALS/SIDEWALK/DRIVEWAYS, SHALL INCLUDE THE COST FOR FULL DEPTH SAW CUTTING.

ITEMS 202 – STRUCTURE REMOVED

ITEM 202 – STRUCTURE REMOVED SHALL BE PAID FOR ON A LUMP SUM BASIS AND SHALL INCLUDE ALL LABOR, MATERIALS, EQUIPMENT AND INCIDENTALS NECESSARY TO COMPLETE THIS ITEM OF WORK. THE FOLLOWING STRUCTURES TO BE REMOVED ARE AS FOLLOWS:

1) TWO RETAINING WALLS ON EITHER SIDE OF BROADWAY AVE. UNDER ABANDON RAILROAD BRIDGE NEAR JONES ROAD.

ITEM 202 – REMOVAL, MISC.: TRACK REMOVED, AS PER D–17

IT IS ANTICIPATED THAT OLD STREETCAR TRACKS ARE BURIED UNDER THE EXISTING ASPHALT AND WILL REQUIRE REMOVAL AS A PART OF THIS PROJECT. THE EXACT LOCATION, LIMITS AND TYPE OF TRACK IS UNKNOWN.

THE UNIT PRICE BID PER SQUARE YARD FOR THIS ITEM SHALL INCLUDE THE REMOVAL AND DISPOSAL OF THE FULL DEPTH OF TRACK. THE LIMITS OF PAYMENT SHALL BE THE WIDTH OF RAILROAD TIE BY THE LENGTH OF RAIL REMOVAL. PAYMENT WILL INCLUDE REMOVAL OF BRICK PAVERS, TIES ANY ANGLES OR OTHER HARDWARE, RAIL, BALLAST AND THE BASE.

IN THE AREAS OF COMPLETE PAVEMENT REMOVAL AND REPLACEMENT, THE REMOVAL OF ASPHALT WEARING COURSE SHALL ALSO BE INCLUDED IN THE UNIT BID FOR THIS ITEM. ANY PART OF THE TRACK WHICH IS BELOW THE PROPOSED SUBGRADE SHALL BE REMOVED AND REPLACED WITH ITEM 304, AGGREGATE BASE.

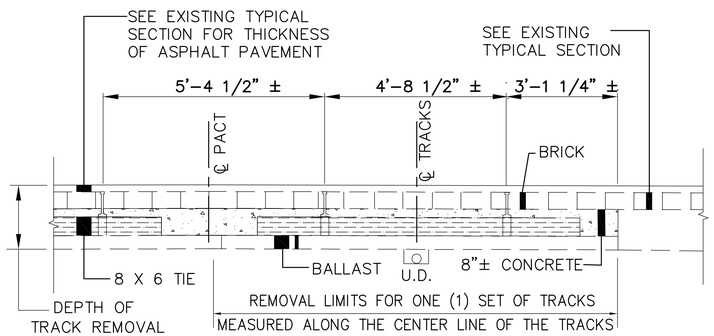
ANY ADDITIONAL EXCAVATION/ OR EMBANKMENT REQUIRED BETWEEN THE BOTTOM OF THE TRACK BASE AND THE PROPOSED SUB GRADE WILL BE PAID FOR UNDER SEPARATE ITEMS.

THE DRAWINGS CONTAIN A DETAIL OF THE MOST PROBABLE TYPE OF TRACK, AS DETERMINED FROM THE RECORD DRAWINGS.

NO ADDITIONAL COMPENSATION FOR MINOR VARIATIONS IN THE EXISTING TRACK FEATURES INCLUDING REMOVAL OF BACKFILL AND EXISTING UNDERDRAIN UNDER TRACKS WILL BE MADE.

IN ADDITION TO THE LONGITUDINAL TRACKS, THERE MAY BE OTHER TRACKS RUNNING TO ABUTTING PROPERTIES. THEREFORE, THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY FOR USE AS DIRECTED TO THE ENGINEER.

ITEM 202 – REMOVAL MISC.: TRACK REMOVED, AS PER D–17 600 SQ. YD.



TRACK REMOVAL DETAIL

NOTES:

1. TRENCH WIDTH, COMPOSITION AND THICKNESS ARE FROM RECORD DRAWINGS AND PAVEMENT CORINGS AND ARE APPROXIMATE ONLY.

2. TRACK INFORMATION SHOWN IS TAKEN FROM AVAILABLE RECORDS IN THE VICINITY OF THE PROJECT. THE DIMENSIONS SHOWN ARE FROM RECORD DRAWINGS AND ARE APPROXIMATE ONLY. THE ACCURACY OF THIS INFORMATION IS NOT GUARANTEED.

REMOVAL OF EXISTING UTILITY POLES

PRIOR TO THE START OF THE PROJECT, THE LOCAL PUBLIC ELECTRIC COMPANIES HAVE SCHEDULED RELOCATION OF ALL THEIR RESPECTIVE UTILITY POLES, WHICH ARE IN CONFLICT WITH THE PROPOSED WORK. IN ADDITION, ALL EXISTING WOOD, METAL AND CONCRETE POLES WHICH ARE ABANDONED OR ARE IN CONFLICT WITH THE PROPOSED WORK WILL ALSO BE REMOVED DURING TO CONSTRUCTION.

COOPERATION BETWEEN CONTRACTORS

IT IS ANTICIPATED THAT OTHER CONTRACTORS WILL BE WORKING ON PROJECTS ADJACENT TO OR WITHIN THE LIMITS OF THIS PROJECT, EITHER FOR THE CITY OR FOR OTHER PUBLIC AGENCIES. THE CONTRACTOR SHALL COOPERATE AND COORDINATE HIS OPERATIONS, INCLUDING PROVISIONS FOR THE MAINTENANCE OF TRAFFIC, WITH THE CONTRACTORS OF OTHER PROJECTS THAT MAY BE IN FORCE DURING THE LIFE OF THIS CONTRACT INCLUDING NEORSD, CPP AND DOMINION EAST OHIO GAS.

ITEM 204 – PROOF ROLLING

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY TO BE USED AS DIRECTED BY THE ENGINEER.

ITEM 204 – PROOF ROLLING. 16 HR.

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. PROVISION OF EXPANSION JOINTS AT ALL MAJOR STRUCTURES AND THE MAXIMUM SPACING BETWEEN CONTRACTION JOINTS SHALL BE 17' AND IN ACCORDANCE WITH STANDARD CONSTRUCTION DRAWING BP–2.2 AND THE SPECIFICATIONS. EXPANSION JOINTS SHALL HAVE SPACING OF APPROXIMATELY 300' AND PRIOR TO EACH INTERSECTION.

CONTRACTION JOINTS IN CONCRETE PAVEMENT OR BASE WIDENING

WHERE NEW CONCRETE IS PLACED ADJACENT TO EXISTING CONCRETE, CONTRACTION JOINTS SHALL BE PROVIDED IN THE NEW CONCRETE SO AS TO FORM CONTINUOUS JOINTS WITH THOSE IN THE EXISTING CONCRETE.

THE MAXIMUM DISTANCE BETWEEN THE JOINTS IN THE NEW CONCRETE SHALL BE 17' AND IN ACCORDANCE WITH STANDARD CONSTRUCTION DRAWING BP–2.2. IF NECESSARY, ADDITIONAL JOINTS SHALL BE PROVIDED IN THE NEW CONCRETE AT APPROXIMATELY EQUAL INTERVALS BETWEEN EXISTING JOINTS THAT EXCEED THE MAXIMUM SPACING.

SUPPLEMENT TO D–16 ITEM – SPECIAL UNDERCUTTING SUBGRADE AND SUBBASE

WHERE SOFT SUBGRADE IS ENCOUNTERED, DUE TO NO FAULT OR NEGLECT OF THE CONTRACTOR, THE UNSTABLE MATERIAL SHALL BE EXCAVATED TO THE DEPTH APPROVED BY THE ENGINEER, AND DISPOSED OF IN ACCORDANCE WITH 203.05. THE UNDERCUT SUBGRADE SHALL BE REPLACED WITH NO. 1'S AND NO. 2"S, CHOKED WITH ITEM 304, AND PLACED AND COMPACTED IN ACCORDANCE WITH ITEM 304. THE AREA SHALL BE PROOF ROLLED TO DETERMINE IF ADEQUATE STABILIZATION WAS ACHIEVED.

GEOTEXTILE FABRIC 712.09, TYPE D SHALL BE REQUIRED AT THE UNDERCUT DEPTHS BEFORE PLACING THE ABOVE STONE. PAYMENT FOR GEOTEXTILE FABRIC, 712.09, TYPE D SHALL BE PER SQ. YD. AND SHALL BE ITEMIZED SEPARATELY.

WHERE SOFT SUBGRADE IS DUE TO THE FAILURE, NEGLECT OR ANY OTHER FAULT OF THE CONTRACTOR, THE UNSTABLE CONDITION SHALL BE CORRECTED AS OUTLINED ABOVE AT NO ADDITIONAL EXPENSE TO THE PROJECT.

PAYMENT FOR THIS ITEM SHALL INCLUDE ALL EXCAVATION, AGGREGATE AND ADDITIONAL PROOF ROLLING, AND SHALL BE PAID FOR AT THE BID UNIT PRICE PER CUBIC YARD, ITEM SPECIAL, UNDERCUTTING SUBGRADE AND SUBBASE.

CONTINGENCY QUANTITIES TO BE USED AS DIRECTED BY THE ENGINEER

THE FOLLOWING CONTINGENCY QUANTITIES ARE TO BE USED FOR AREAS DETERMINED AFTER PROOF ROLLING AND FIELD TESTS, AS NOT ACHIEVING THE PROPER COMPACTION REQUIREMENTS.

ITEM 204 – EMBANKMENT	1800 CU.YD.
ITEM 204 GEOTEXTILE FABRIC, 712.09, TYPE D	5500 SQ. YD.
ITEM SPECIAL – UNDERCUTTING SUBGRADE AND SUBBASE, AS PER D–16 AND DS–13	3600 CU. YD.
ITEM 304 – AGGREGATE BASE	2700 CU.YD

DUST CONTROL

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

	CLEVELAND
ITEM 616 – WATER	20 M–GAL.
ITEM 616 – CALCIUM CHLORIDE	5 TONS

ITEM SPECIAL – PORTLAND CEMENT CONCRETE SEALANT, AS PER D–28

UNDER THIS PAY ITEM, THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING THE MATERIALS, LABOR AND EQUIPMENT REQUIRED TO APPLY PORTLAND CEMENT CONCRETE SEALER TO ALL NEWLY CONSTRUCTED CONCRETE SURFACES INSTALLED AS PART OF THIS PROJECT. THE CONCRETE SURFACES REQUIRING SEALING SHALL INCLUDE, BUT NOT BE LIMITED TO, ALL PAVEMENT, CURB, SIDEWALK, DRIVEWAYS, CONCRETE TREELAWN AREAS AND CURB RAMPS AS DEPICTED IN THE CONTRACT DRAWINGS.

THE CONCRETE SEALANT SHALL BE AN APPROVED NON–EPOXY, NON–SILICON, NON–TOXIC, NON–HYDROPHOBIC, NON–SOLVENT MATERIAL, SUCH AS SINAK S–101 OR EQUAL, AS APPROVED BY THE ENGINEER. THE SEALANT SHALL CONFORM TO AASHTO AND ASTM TEST PERFORMANCE CRITERIA, AS DESCRIBED HEREIN UNDER THE SECTION ENTITLED "PORTLAND CEMENT CONCRETE SEALING", AND SHALL BE APPLIED AT THE MANUFACTURER'S RECOMMENDED RATE OF COVERAGE.

THE QUANTITY TO BE PAID FOR WILL BE THE ACTUAL NUMBER OF SQUARE YARDS OF ACCEPTED PAVEMENT SEALED WITH CONCRETE SEALANT, IN ACCORDANCE WITH THESE SPECIFICATIONS. AN ESTIMATED QUANTITY OF CONCRETE SEALANT HAS BEEN INCLUDED IN THE SCHEDULE OF BID ITEMS. THE ITEMS MEETING THIS SPECIFICATION SHALL BE PAID FOR UNDER ITEM SPECIAL, CONCRETE SEALANT.

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

ITEM SPECIAL – CONCRETE SEALANT, AS PER D–28 185,830 SQ. YD.

ITEM 604 – MANHOLE ADJUSTED TO GRADE, AS PER PLAN

EXISTING MANHOLES WITHIN THE PROJECT LIMITS ARE THE PROPERTY OF NORTHEAST OHIO REGIONAL SEWER DISTRICT (NEORSD). FRAMES AND COVERS MAY BE UNSUITABLE FOR REUSE AS DETERMINED BY THE ENGINEER. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO NOTIFY BRIAN PAGE AT (216) 881–6600 OF THE REQUIRED, TYPE, SIZE AND STRENGTH FOR THE PARTICULAR STRUCTURE IN QUESTION. NEORSD WILL PROVIDE THE MATERIAL TO THE SITE. CONTRACTOR SHALL INSTALL AND ADJUST TO GRADE. FRAMES AND COVERS DAMAGED BY THE NEGLIGENCE OF THE CONTRACTOR, AS DETERMINED BY THE ENGINEER SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE.

GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY (RTA)

IT WILL BE NECESSARY TO RELOCATE A NUMBER OF RTA BUS SHELTERS LOCATED WITHIN THE PROJECT LIMITS. THESE BUS SHELTERS ARE TO BE RELOCATED BY RTA. THE CONTRACTOR IS TO NOTIFY BRYAN MOORE OF RTA AT (216) 421–2072 A MINIMUM OF (2) TWO WEEKS PRIOR TO WORKING IN THE VICINITY OF THE BUS SHELTERS. THE WALK UNDER THE BUS SHELTERS SHALL BE 6" THICK AND AN AREA OF 15' X 6'.

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

ITEM 608– 6" CONCRETE WALK, AS PER D–23 720 SQ. FT.

ITEM SPECIAL – PROJECT SIGNS, AS PER C–11

THE CONTRACTOR SHALL FURNISH, ERECT AND MAINTAIN PROJECT SIGNS ON THE PROJECT THROUGH COMPLETION. THE PROJECT SIGNS SHALL CONFORM TO SECTION C–11 OF THE DOCUMENTS.

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN INCLUDED IN THE GENERAL SUMMARY TO PERFORM

ITEM SPECIAL – PROJECT SIGNS, AS PER C–11 2 EACH

TRASH CANS

THE CONTRACTOR SHALL NOTIFY THE CITY WASTE COLLECTION DIVISION FOR THE REMOVAL OF EXISTING TRASH RECEPTICALS PRIOR TO THE BEGINNING OF CONSTRUCTION.

BROADWAY AVE.
CUY–14–2.72

CALCULATED: TMA
CHECKED: TMD

ITEMs 301, 446 AND 448 – ASPHALT CONCRETE

ASPHALT CONCRETE SHALL COMPLY WITH ODOT ITEM 301, 446, AND 448, PG64–22, UNLESS SPECIFIED DIFFERENT ON THE BID FORM, PLANS OR SUPPLEMENTAL SPECIFICATIONS.

RECYCLED MATERIAL SHALL BE LIMITED TO WEARING COURSE MAXIMUM OF 10%, INTERMEDIATE COURSE MAXIMUM OF 20% AND BITUMINOUS BASE COURSE MAXIMUM OF 30%.

GUTTER SEAL

UNLESS OTHERWISE SPECIFIED OR PERMITTED, GUTTERS SHALL BE SEALED WITH THE SAME TYPE OF ASPHALT CEMENT USED IN THE CONCRETE MIXTURE FOR A DISTANCE OF 4 INCHES FROM THE CURB. THE SEAL SHALL BE APPLIED AT A UNIFORM AT A UNIFORM RATE AND WIDTH BY THE MEANS OF A SQUEEGEE OR DISTRIBUTOR IN SUCH A MANNER THAT NO EXCESS MATERIAL WILL BE LEFT ON THE SURFACE. THE ASPHALT GUTTER SEAL SHALL BE APPLIED AT A TEMPERATURE BETWEEN 300 DEGREES FAHRENHEIT AND 350 DEGREES FAHRENHEIT IMMEDIATELY UPON THE COMPLETION OF THE SURFACE COURSE.

THE COST OF THE GUTTER SEAL APPLIED AS HEREIN SPECIFIED SHALL BE INCLUDED IN THE PRICE PER SQUARE YARD FOR SURFACE COURSE BID BY THE CONTRACTOR.

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

THE COURSE AGGREGATE FOR THIS ITEM SHALL BE A BLEND OF 50% MIN. AIR COOLED FURNACE SLAG (ACBFS) OR TRAP ROCK FROM ONTARIO WITH LIMESTONE COMPRISING THE REMAINING PERCENTAGE.

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

THE COURSE AGGREGATE FOR THIS ITEM SHALL BE A BLEND OF 50% MIN AIR BLAST SLAG (ACBFS) OR TRAP ROCK FROM ONTARIO WITH LIMESTONE COMPRISING THE REMAINING PERCENTAGE. FOR THIS ITEM, A THIRD ROLLER IS REQUIRED FOR MAINLINE PAVING OPERATIONS. THE ROLLER SHALL CONFORM TO THE REQUIREMENTS OF 401.13.

ASPHALT CONCRETE SURFACE COURSE,

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

- ALL CASTINGS INCLUDING BUT NOT LIMITED TO MONUMENTS, MANHOLES, WATER VALVES, CATCH BASINS.
- 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 WHEN PAVEMENT REPAIRS ARE NOT OVERLAID WITH ASPHALT CONCRETE.

THE MATERIAL USED SHALL BE HOT APPLIED CERTIFIED 702.01 PG BINDER. THE WIDTH OF SEALER SHALL BE 2 INCHES.

ITEM SPECIAL – ASPHALT REJUVENATING AGENT

IN ADDITION TO THE REQUIREMENTS OF DETAIL SPECIFICATION D–74, CONTRACTOR SHALL PERFORM THIS ITEM, ONE (1) YEAR AFTER SUBSTANTIAL COMPLETION OF THE PROJECT. THE ENGINEER SHALL DETERMINE THE SUBSTANTIAL COMPLETION DATE.

ITEM 423 – CRACK SEALING, TYPE II, AS PER PLAN

THE ITEM SHALL FOLLOW THE SPECIFICATION/ REQUIREMENTS OUTLINED BY THE OHIO DEPARTMENT OF TRANSPORTATION EXCEPT THAT THE UNIT OF MEASUREMENT SHALL BE MEASURED PER LINEAL FOOT OF HOT APPLIED SEALANT IN PLACE, COMPLETED AND ACCEPTED. THIS ITEM SHALL BE PERFORMED ONE (1) YEAR AFTER SUBSTANTIAL COMPLETION OF THE PROJECT AND SHALL BE PERFORMED AFTER THE ASPHALT REJUVENATING HAS BEEN PERFORMED.

THE FOLLOWING QUANTITY HAS BEEN FORWARDED TO THE GENERAL SUMMARY:

ITEM 423 – CRACK SEALING, TYPE II, AS PER PLAN 3,000 LIN. FT.

EXISTING PAVEMENT DISPOSAL/CASTING ADJUSTMENT

THE EXISTING ASPHALT PAVEMENT WEARING COURSE, BRICK BASE AND CONCRETE SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR. ONCE THE BASE IS REMOVED, IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO DELINEATE ANY CASTINGS THAT MAY PROTRUDE ABOVE THE EXISTING CONCRETE BASE. THE CONTRACTOR SHALL PROVIDE AND MAINTAIN SUFFICIENT MATERIAL IN THE VICINITY OF THESE CASTINGS TO PROVIDE AN ADEQUATE RAMP AROUND THE CASTINGS. IN NO CASE SHALL THE CASTING REMAIN EXPOSED WITHOUT PROPER PROTECTION.

ITEM SPECIAL – MISCELLANEOUS METAL, AS PER D–72

THIS ITEM SHALL BE USED TO REPLACE MISSING, DAMAGED, OR BROKEN CITY OF CLEVELAND CASTINGS. THE ENGINEER SHALL DETERMINE WHICH OF THE CASTINGS, IF ANY, SHALL BE REPLACED UNDER THIS ITEM. NEW CASTING SHALL BE SET TO LINE AND GRADE AND PAID FOR AS ADJUSTING THE RESPECTIVE CASTING, IN ADDITION TO THE PAYMENT FOR MISCELLANEOUS METAL FURNISHED.

DRAY SLIPS SHALL BE SUBMITTED FOR EACH SEPARATE PART OF EACH CASTING AND SHALL BE USED TO DETERMINE THE ACTUAL WEIGHT OF MISCELLANEOUS METAL TO BE PAID FOR, IN POUNDS (LBS.). AN ESTIMATED QUANTITY OF MISCELLANEOUS METAL HAS BEEN INCLUDED IN THE SCHEDULE OF ITEMS TO PERFORM THIS WORK. THIS QUANTITY IS USED FOR ESTIMATING PURPOSES ONLY. ITEMS MEETING THIS SPECIFICATION SHALL BE PAID UNDER ITEM SPECIAL MISCELLANEOUS METAL.

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

ITEM SPECIAL – MISCELLANEOUS METAL, AS PER D–72	10,000 LBS.
ITEM E–8 – MISCELLANEOUS METAL	5000 LBS.

TESTING OF CONSTRUCTION MATERIALS (D–73)

SECTION D–73 OF THE TECHNICAL SPECIFICATION PROVIDES INFORMATION REGARDING TESTING REQUIREMENTS FOR MATERIALS FURNISHED AND INSTALLED ON THIS PROJECT. THE UNIT PRICES BID FOR PERFORMANCE OF THESE TESTS SHALL INCLUDE ANY PREMIUM TIME NECESSARY TO PERFORM WORK ON HOLIDAYS, WEEKENDS AND/OR OVERNIGHT.

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY FOR USE AS DIRECTED BY THE ENGINEER.

ITEM SPECIAL – ASPHALT EXTRACTION TEST	30 EACH
ITEM SPECIAL – THICKNESS OF COMPACTED ASPHALT TEST	30 EACH
ITEM SPECIAL – CONCRETE TEST CYLINDERS (4 SPECIMENS PER SET)	30 SETS
ITEM SPECIAL – SUBSEQUENT SLUMP AND TEMPERATURE TEST	20 EACH
ITEM SPECIAL – SUBSEQUENT AIR CONTENT AND TEMPERATURE TEST	20 EACH
ITEM SPECIAL – FLEXURAL STRENGTH OF CONCRETE (BEAM) TEST	10 EACH
ITEM SPECIAL – NUCLEAR DENSITY TEST (SUBGRADE/SUBBASE COMPACTION)	80 HOUR
ITEM SPECIAL – PROCTOR TEST	25 EACH

ITEM SPECIAL – CONCRETE INSTALLATIONS USING HIGH–EARLY STRENGTH CONCRETE

WHERE TRAFFIC CONDITIONS REQUIRE, IN THE OPINION OF THE ENGINEER, THE EARLY USE OF A CONCRETE INSTALLATION, HIGH–EARLY STRENGTH CONCRETE MAY BE USED. THE MIXTURE SHALL BE ACCORDING TO ODOT CMS 499.05, CLASS MS OR CLASS FS, AS PER D–25 AND D–26.

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY FOR USE AS DIRECTED BY THE ENGINEER.

ITEM SPECIAL – SURCHARGE FOR CLASS MS CONCRETE, AS PER D–25 800 CU. YD.

ITEM SPECIAL – SURCHARGE FOR CLASS FS CONCRETE, AS PER D–26 400 CU. YD.

ITEM SPECIAL – CURB RAMP COMPLETE IN PLACE WITH TILE, INCLUDING LAYOUT

CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING TYPE OF CURB RAMP PROPOSED IN THE PLANS. IN SITUATIONS WHERE A DIFFERENT TYPE OF CURB RAMP OR A MODIFICATION IS NEEDED, THE CONTRACTOR SHALL INSTALL THAT RAMP WITH THE APPROVAL OF THE ENGINEER AT NO ADDITIONAL COSTS. CURB RAMP TYPE AS SPECIFIED OR MODIFIED SHALL INCLUDE THE COST FOR LAYOUT, INSTALLATION OF 8" INCH WALK WITHIN THE RAMP AREAS, CURB, TILE AND SAWCUTTING, AS SPECIFIED ELSWHERE IN THE PLANS/SPECIFICATIONS/CITYOF CLEVELAND STANDARD CURB RAMP DETAILS. SIDEWALK OUTSIDE OF THE RAMP AREAS SHALL BE PAID FOR UNDER ITEM 608 – 4" CONCRETE WALK. SIDEWALK REMOVAL SHALL BE PAID FOR UNDER ITEM 202 WALK REMOVED.

ITEM 255 – CONCRETE BASE PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS MS, AS PER PLAN

WHEN THIS ITEM IS CALLED FOR ON THE PLANS OR IN THE PROPOSAL, ALL APPLICABLE PROVISIONS OF ITEM 255, AS SET FORTH IN THE CONSTRUCTION AND MATERIAL SPECIFICATIONS, SHALL APPLY EXCEPT AS MODIFIED HEREIN AND AS OTHERWISE DETAILED OR SPECIFIED ON THE CITY OF CLEVELAND ENGINEER'S STANDARD CONSTRUCTION DRAWING PR–1.

255.02 MATERIALS

THE "CLASS MS" CONCRETE USED FOR THE RIGID PAVEMENT REPLACEMENT (255) SHALL CONFORM TO THE DESIGN REQUIREMENTS OF THE CITY OF CLEVELAND'S D–25 SPECIFICATION.

255.04 CORRECTION OF DISTURBED SUBBASE AND SUBGRADE

SUITABLE SUBBASE DISTURBED IN AREAS WHERE CONCRETE PAVEMENT IS REMOVED SHALL BE SHAPED AND RECOMPACTED TO THE SATISFACTION OF THE ENGINEER AT NO ADDITIONAL COST TO THE CITY. UNSUITABLE SUBBASE, AS DETERMINED BY THE ENGINEER, SHALL BE REMOVED AND REPLACED WITH "ITEM 304 – AGGREGATE BASE TO THE DEPTH OF ADJACENT SUBBASE. WHERE LESS THAN THREE (3) INCHES IS REPLACED, USE SCREENINGS GRADED IN ACCORDANCE WITH 703.10 EXCEPT THAT THE MINIMUM PERCENT PASSING THE NO. 100 SIEVE SHALL BE FIVE (5) PERCENT.

WHERE UNSUITABLE SUBGRADE MATERIAL IS ENCOUNTERED, IT SHALL BE REMOVED TO THE DEPTH DETERMINED BY THE ENGINEER, AND REPLACED IN FOUR (4) INCH (LOOSE DEPTH) MECHANICALLY COMPACTED LAYERS. SUITABLE EMBANKMENT MATERIAL (204.02) REQUIRED TO REPLACE THE UNDERCUT SUBGRADE SHALL, TO THE EXTENT POSSIBLE, EXHIBIT THE SAME PHYSICAL PROPERTIES AS THE ADJACENT SOUND SUBGRADE MATERIALS. HOWEVER, USE OF SLAG, IN ANY FORM, IS NOT PERMITTED. GRANULAR EMBANKMENT MATERIAL SHALL BE LIMITED TO CRUSHED CARBONATE STONE. ALL EXPOSED OR RECONSTRUCTED SUBGRADE SOILS SHALL BE COMPACTED TO THE SATISFACTION OF THE ENGINEER.

REMOVAL AND DISPOSAL OF UNSUITABLE SUBBASE OR SUBGRADE MATERIAL SHALL BE CONSIDERED INCIDENTAL TO ITEM 255 AND NO SEPARATE PAYMENT WILL BE MADE.

255.09 METHOD OF MEASUREMENT

THE REPLACEMENT MATERIAL FOR UNSUITABLE SUBGRADE MATERIAL SHALL BE FURNISHED, PLACED, MEASURED AND PAID FOR IN ACCORDANCE WITH ITEM 204 – EMBANKMENT OR ITEM 204 – GRANULAR EMBANKMENT. THE REPLACEMENT MATERIAL FOR UNSUITABLE SUBBASE SHALL BE FURNISHED, PLACED, MEASURED AND PAID FOR IN ACCORDANCE WITH ITEM 304 – AGGREGATE BASE.

255.10 BASIS FOR PAYMENT

THE FOLLOWING ESTIMATED QUANTITIES TO BE USED AS DIRECTED BY THE ENGINEER, ARE CARRIED TO THE GENERAL SUMMARY FOR THIS WORK AND PAYMENT IS INCLUDED IN THE CONTRACT UNIT PRICE BID FOR:

ITEM 255 –	CONCRETE BASE PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS MS, AS PER PLAN	5,500 SQ. YD.
ITEM SPECIAL –	SURCHARGE FOR MS CONCRETE, AS PER D–25	800 CU. YD.

GENERAL NOTES

BROADWAY AVE.
CUY–14–2.72

CALCULATED: TMA
CHECKED: TMD

ITEM 251 – PARTIAL DEPTH PAVEMENT REPAIR, AS PER PLAN

WHEN THIS ITEM IS CALLED FOR ON THE PLANS OR IN THE PROPOSAL, 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 AND COMPACTION OF THE ASPHALT CONCRETE PATCHING MATERIAL. UNLESS OTHERWISE SPECIFIED BY THE ENGINEER, REMOVAL DEPTHS SHALL VARY FROM A ONE AND A HALF (1–1/2) INCH MINIMUM TO A THREE (3) INCH MAXIMUM.

IF ENCOUNTERED IN THE RIGID BASE, PARTIALLY EMBEDDED STEEL MESH EXPOSED SHALL BE WIRE–BRUSHED OR OTHERWISE CLEANED TO REMOVE ALL LOOSE RUST. 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.

251.05 BASIS OF PAYMENT.

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

ITEM 251 – PARTIAL DEPTH PAVEMENT REPAIR, AS PER PLAN 2,000 SQ. YD.

PAVEMENT REPAIR OPERATION

WHEN THE PAVEMENT PLANING OR WEARING COURSE REMOVED (202) OPERATIONS HAVE BEEN ACCEPTABLY COMPLETED, THE ENGINEER WILL DESIGNATE THE LOCATIONS AND LIMITS OF ANY FURTHER PAVEMENT REPAIR REQUIRED AFTER HE/SHE HAS DETERMINED THAT THE REPAIR CANNOT BE MADE UNDER PAVEMENT ITEM 254 – PATCHING PLANED SURFACE. IN AREAS DESIGNATED FOR FURTHER PAVEMENT REPAIR, REMOVE THE REMAINING ASPHALT CONCRETE OVERLAY DOWN TO THE EXISTING BRICK BASE COURSE (WHERE BRICK BASE EXISTS) AND DETERMINE IF BRICK REMOVAL IS REQUIRED. THE ENGINEER WILL DESIGNATE/N/ARK ALL AREAS REQUIRING BRICK REMOVAL. ONCE THE EXISTING BRICK IS REMOVED OR THE CONCRETE BASE SURFACE IS OTHERWISE EXPOSED, THE ENGINEER WILL EXAMINE THE CONCRETE BASE AND DETERMINE THE LIMITS OF PARTIAL DEPTH PAVEMENT REPAIR ITEM (251) OR FULL DEPTH PAVEMENT REPAIR (ITEM 255) REQUIRED. SEE PAVEMENT REPAIR DETAILS ON SHEET 282.

APPROVED METHODS FOR REMOVAL OF THE REMAINING (AFTER PLANING) ASPHALT CONCRETE OVERLAY AND, WHERE REQUIRED, BRICK BASE COURSE SHALL SATISFACTORILY ESTABLISH A NEAT VERTICAL FACE ALONG THE ENTIRE PERIMETER OF THE RECTANGULARLY SHAPED REMOVAL AREAS IN ORDER TO SUBSEQUENTLY PERMIT THE PROPER PLACEMENT AND COMPACTION OF THE ASPHALT CONCRETE REPLACEMENT MATERIALS.

BEFORE PLACING THE ASPHALT CONCRETE REPLACEMENT MATERIALS, CLEAN ALL VERTICAL FACES OF THE EXISTING PAVEMENT AND COAT THEM WITH ASPHALT MATERIAL ACCORDING TO 401.14. ALSO APPLY ITEM 407 – TACK COAT TO THE SURFACE OF THE REPAIRED/EXISTING CONCRETE BASE OR EXISTING BRICK BASE COURSE.

MATERIALS FOR THE REPLACEMENT OF THE ASPHALT CONCRETE LAYER(S) BETWEEN THE FINISHED PLANED SURFACE AND THE EXISTING BRICK OR EXISTING/REPAIRED CONCRETE BASE SHALL BE AS DETAILED ON THE PAVEMENT REPAIR DETAIL SHEET (SHT. 282). PLACE AND COMPACT THE REPLACEMENT ASPHALT CONCRETE MATERIALS IN ONE OR MORE LIFTS IN ACCORDANCE WITH 552.04 OF THE SPECIFICATIONS.

REMOVAL OF THE REMAINING (AFTER PLANING) ASPHALT CONCRETE PAVEMENT LAYERS SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 251 – PARTIAL DEPTH PAVEMENT REPAIR, AS PER PLAN OR ITEM 255 CONCRETE BASE PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS MS, AS PER PLAN

LINEAR GRADING, AS PER D–20

THIS ITEM OF WORK SHALL BE PERFORMED AS PER ODOT ITEM 203, LINEAR GRADING EXCEPT AS MODIFIED HEREIN:

1). THE CONTRACTOR SHALL REMOVE ALL EXCESS MATERIAL SO THAT THE GROUND ELEVATION IS ONE QUARTER OF ONE INCH (1/4") BELOW THE ELEVATION OF A THEORETICAL PLANE PROJECTED FROM THE TOP OF THE EXISTING SIDEWALK TO THE TOP OF THE EXISTING CURB.
2). THE CONTRACTOR SHALL REMOVE ALL EXCESS MATERIAL SO THAT THE GROUND ELEVATION IS ONE QUARTER OF ONE INCH (1/4") BELOW THE ELEVATION OF A THEORETICAL PLANE PROJECTED FROM THE TOP OF THE EXISTING SIDEWALK FOLLOWING THE NATURAL CONTOUR OF THE EXISTING GROUND.

3). PAYMENT FOR THIS ITEM OF WORK SHALL BE PER HUNDRED FOOT (100') STATION AS MEASURED ALONG THE CENTERLINE THAT SHALL INCLUDE BOTH SIDES OF THE STREET. THIS CURB MEASUREMENT WILL BE FOR BOTH THE AREA IN BETWEEN THE CURB AND SIDEWALK AND THE AREA BEHIND THE SIDEWALK.

PAYMENT FOR ALL LABOR, EQUIPMENT AND INCIDENTAL COSTS NECESSARY TO COMPLETE THIS WORK, INCLUDING REMOVAL AND DISPOSAL OF MATERIALS DEEMED UNFIT FOR REUSE BY THE ENGINEER AND ADDITIONAL OR REPLACEMENT EMBANKMENT MATERIAL REGARDLESS OF THE SOURCE, SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE BID.

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

ITEM 203 – LINEAR GRADING, AS PER D–20 11 STATION

ITEM 202 –POLE REMOVAL (WOOD OR METAL/CONCRETE), AS PER D–19

WORK PERFORMED UNDER THIS ITEM SHALL CONFORM TO THE APPLICABLE PROVISIONS OF ITEM 202. EXISTING POLE FOUNDATIONS DESIGNATED FOR REMOVAL SHALL BE REMOVED TO A MINIMUM OF 1 FOOT BELOW THE FINISHED SUBGRADE OR GROUND SURFACE AND DISPOSED OF BY THE CONTRACTOR. THE REMAINING CAVITY SHALL BE BACKFILLED AS REQUIRED.

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

ITEM 202 – POLE REMOVED 4 EACH

ITEM 202 – POLE FOUNDATION REMOVE 4 EACH

ITEM SPECIAL – BIKE RACK REMOVED AND REINSTALLED

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

ITEM SPECIAL – BIKE RACK REMOVED AND REINSTALLED 2 EACH

ITEM 517 – HANDRAIL TYPE A, AS PER PLAN

THIS ITEM OF WORK SHALL BE PERFORMED AS PER ODOT ITEM 517 RAILINGS EXCEPT AS MODIFIED HEREIN:

1). PANEL LENGTHS (UPPER AND LOWER) AS NOTED IN STANDARD CONSTRUCTION DRAWING SHALL NOT EXCEED 4'–0".

2). FIELD PAINT RAILING WITH EPOXY COATED BLACK VINYL PER ODOT SPECIFICATION 514. AS SPECIFIED IN SECTION 514.02, A THREE–COAT PAINT SYSTEM SHALL BE USED, CONSISTING OF AN INORGANIC ZINC PRIME COAT AS SPECIFIED IN SECTION 708.01, AN EPOXY INTERMEDIATE COAT CONFORMING TO SECTION 708.02.C AND A URETHANE COAT MEETING SECTION 708.02.D.

3). PAYMENT FOR THIS ITEM OF WORK SHALL BE PER LENGTH OF RAILING PER FOOT AS MEASURED FROM END TO END AND SHALL INCLUDE UPPER, LOWER AND VERTICAL STEEL PIPING.

PAYMENT FOR ALL LABOR, EQUIPMENT AND INCIDENTAL COSTS NECESSARY TO COMPLETE THIS WORK, INCLUDING FABRICATION AND FIELD PAINTING, SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE BID PER FOOT ITEM 517 HANDRAIL TYPE A, AS PER PLAN.

RELOCATION OF JONES ROAD SIGNAL POLE

THE CONTRACTOR SHALL INSTALL A NEW WOOD POLE AT THE LOCATION SHOWN ON THE PLANS AT THE JONES ROAD INTERSECTION WITH BROADWAY AVENUE. THE CONTRACTOR SHALL VERIFY THAT THE EXISTING STRAIN POLE IS OF THE APPROPRIATE DESIGN FOR THE NEW SPAN. IF THE STRAIN POLE IS NOT THE APPROPRIATE DESIGN, THE CONTRACTOR SHALL INSTALL AN NEW WOOD POLE AT A LOCATION DETERMINED BY THE ENGINEER AND RELOCATE THE EXISTING CONTROLLER AND RELATED EQUIPMENT TO THE NEW WOOD POLE. THE CONTRACTOR SHALL INSTALL MESSENGER WIRE INCLUDING HARDWARE FROM THE EXISTING STRAIN POLE/NEW POLE TO THE NEW WOOD POLE. THE MESSENGER WIRE SHALL BE THE APPROPRIATE STRAND AND THICKNESS TO SPAN THE NEW SPAN LENGTH. THE CONTRACTOR SHALL RELOCATE ALL SIGNAL HEADS TO THE NEW MESSENGER WIRE AT LOCATIONS DETERMINED BY THE ENGINEER. THE CONTRACTOR SHALL PROVIDE PROPER CLEARANCE FROM THE SIGNAL HEADS TO THE PAVEMENT IN ACCORDANCE WITH THE OMUTCD. THE CONTRACTOR SHALL INSTALL NEW CABLE TO ALL EQUIPMENT THAT MEET CITY OF CLEVELAND STANDARDS.

PAYMENT FOR ITEM 632 SIGNALIZATION MISC.: RELOCATION OF JONES ROAD SIGNAL POLE SHALL BE MADE AT THE CONTRACT UNIT PRICE PER LUMP SUM AND INCLUDE ALL LABOR, EQUIPMENT, MATERIALS, TOOLS, INCIDENTALS NECESSARY FOR A COMPLETE IN PLACE, WIRED, TESTED AND ACCEPTED FULLY OPERATIONAL TRAFFIC SIGNAL.

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

ITEM 632 SIGNALIZATION MISC.: RELOCATION OF JONES ROAD SIGNAL POLED LUMP

TRAFFIC SIGNAL INSTALLATIONS

1). THE BASE BID INCLUDES COMPLETE TRAFFIC SIGNAL INSTALLATIONS AT BROADWAY AVENUE/ HARVARD AVENUE AND BROADWAY AVENUE/MILES ROAD. IT ALSO INCLUDES INSTALLATION OF 3" CONDUIT UNDER THE PAVEMENT WITH PULL BOXES AT THE FOLLOWING INTERSECTIONS WITH BROADWAY AVENUE:
I–77 EXIT RAMP, FINN AVENUE, E. 49TH STREET, PERSHING AVENUE AND MCBRIDE AVENUE

2). ALTERNATE BIDS # 1 through # 5 ARE INCLUDED ON A LUMP SUM BASIS PER EACH INTERSECTION FOR COMPLETING THE TRAFFIC SIGNAL INSTALLATIONS AT THE FOLLOWING INTERSECTIONS WITH BROADWAY AVENUE:
I–77 EXIT RAMP, FINN AVENUE, E. 49TH STREET, PERSHING AVENUE AND MCBRIDE AVENUE
THE QUANTIITES SHOWN ON SHEETS 238, 240, 242, 244 AND 246 ARE SHOWN FOR INFORMATION PURPOSES ONLY. SHOULD MATERIAL QUANTITIES BE REQUIRED BEYOND WHAT IS SHOWN ON THESE SHEETS TO COMPLETE THE TRAFFIC SIGNAL INSTALLATION, THE ADDITIONAL ITEM QUANTITIES WILL BE PAID FOR AT THE UNIT PRICES BID FOR THE SAME ITEM OF WORK FOR THE HARVARD AND MILES TRAFFFIC SIGNALS.

GENERAL NOTES

BROADWAY AVE.
CUY–14–2.72

SHEET NUMBER																	ITEM	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
4	18	19	20	21	22	51	52		55	56			133	161	163	281					
																				ROADWAY	
															LUMP		201	LUMP		CLEARING AND GRUBBING, AS PER PLAN	18
									502	4671				100			202	5,273	SQ. YD.	PAVEMENT REMOVED AS PER D-15	
																2518	202	2,518	SQ. YD.	PAVEMENT REMOVED FOR DRIVES	
														146			202	146	SQ. YD.	CONCRETE MEDIAN REMOVED	
						166188											202	166,188	SQ. FT.	WALK REMOVED	
					2													2	EACH	BIKE RACK REMOVED AND REINSTALLED	
						22405								252			202	22,657	LIN. FT.	CURB REMOVED	
															LUMP		202	LUMP		RETAINING WALL REMOVED	
									16160	9676							202	25,836	SQ. YD.	BRICK BASE REMOVED, AS PER D-15	
							21										202	21	EACH	GUARD POST REMOVED	
							1										202	1	EACH	MANHOLE REMOVED	
							20										202	20	EACH	CATCH BASIN OR INLET REMOVED	
							126										202	126	LIN. FT.	FENCE REMOVED FOR REUSE	
			600				656		220	1046							202	2,522	SQ. YD.	REMOVED MISC.: TRACK REMOVED, AS PER D-17	
							1										202	1	EACH	REMOVAL MISC.: PARKING METER FOUNDATION REMOVED	
					4												202	4	EACH	POLE REMOVAL	
					4												202	4	EACH	FOUNDATION REMOVAL	
													979	28			203	1,007	CU. YD.	EXCAVATION	
			1800										915				203	2,715	CU. YD.	EMBANKMENT	
										5777							204	5,777	SQ. YD.	SUBGRADE COMPACTION	
			16														204	16	HOUR	PROOF ROLLING	20
			5500							5777							204	11,277	SQ. YD.	GEOTEXTILE, 712.09, TYPE D	
					11												203	11	STATION	LINEAR GRADING AS PER D-20	22
11																	604	11	EACH	MONUMENT BOX ASSEMBLY REMOVED, REPLACED AND SET TO GRADE AS PER D-41	
57																	604	57	EACH	MONUMENT BOX ADJUSTED TO GRADE AS PER D-41	
						144009											608	144,009	SQ. FT.	4" CONCRETE WALK, AS PER D-23	
			720														608	720	SQ. FT.	6" CONCRETE WALK, AS PER D-23	
						9898								317			608	10,215	SQ. FT.	8" CONCRETE WALK, AS PER D-23	
			20														616	20	M-GAL	WATER	
			5														616	5	TON	CALCIUM CHLORIDE	
			3600														SPECIAL	3,600	CU. YD.	UNDERCUTTING SUBGRADE AND SUBBASE, AS PER D-16 AND DS-13	
						123								2			SPECIAL	125	CORNER	CURB RAMP WITH TILE COMPLETE IN PLACE INCLUDING LAYOUT, AS PER D-27	
																				EROSION CONTROL	
														174			653	174	CU. YD.	TOPSOIL FURNISHED AND PLACED	
	2400												1649				659	4,049	SQ. YD.	SEEDING AND MULCHING AS PER D-66	18
	0.5																659	1	TON	COMMERCIAL FERTILIZER AS PER D-68	
	1																659	1	ACRE	LIME	
	8																659	8	M-GAL	WATER FOR SEEDING AS PER D-67	
	1																659	1	EACH	SOIL ANALYSIS TEST	
	266																659	266	CU. YD.	TOPSOIL	
	2																659	2	M. SQ. FT.	MOWING	
	LUMP																832	LUMP	LUMP	STORM WATER POLLUTION PREVENTION PLAN	18
	1																832	1	EACH	EROSION CONTROL	18
																				DRAINAGE	
		150															603	150	LIN. FT.	4" CONDUIT, TYPE E 706.08	
		150															603	150	LIN. FT.	6" CONDUIT, TYPE E 706.08	
						1470											603	1,470	LIN. FT.	6" CONDUIT, TYPE F FOR UNDERDRAIN OUTLETS	
		150															603	150	LIN. FT.	6" CONDUIT, TYPE F	
		1200				1436											603	2,636	LIN. FT.	12" CONDUIT, TYPE B 706.08, (ES), AS PER D-32	
		100															603	100	LIN. FT.	18" CONDUIT, TYPE B, 706.08 (ES), AS PER D-32	
		6				112											604	118	EACH	CATCH BASIN, CITY OF CLEVELAND NO. 1, AS PER D-34	
						2											604	2	EACH	CITY OF CLEVELAND TWIN CATCH BASIN NO. 1 AS PER D-34	
		4															604	4	EACH	CATCH BASIN, CITY OF CLEVELAND NO. 2, AS PER D-34	
						4											604	4	EACH	CATCH BASIN TYPE 2-2B	
		2															604	2	EACH	INLET, SIDE DITCH	
		1															604	1	EACH	MANHOLE, AS PER D-39 (WPC)	
						16											604	16	EACH	MANHOLE ADJUSTED TO GRADE, AS PER D-39 (WPC)	
						60											604	60	EACH	MANHOLE ADJUSTED TO GRADE, AS PER D-39 (NEORSD)	
		10															604	10	EACH	ADJUST STREET CASTINGS, AS PER D-39	

CALCULATED: TMA
CHECKED: TMD

GENERAL SUMMARY

BROADWAY AVE.
CUY-14-2.72

SHEET NUMBER															ITEM	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
19	20	21	22	51	55	56	179	188	161	163	260	275	277	281					
																		DRAINAGE (CONT.)	
				10											604	10	EACH	CATCH BASIN ADJUSTED TO GRADE (WPC), AS PER D-39	
8															604	8	EACH	CATCH BASIN RECONSTRUCTED TO GRADE (WPC), AS PER D-38	
												3			604	3	EACH	BARRIER INLET, SINGLE SLOPE, TYPE D, AS PER PLAN	275
				21711											605	21,711	LIN. FT.	6" SHALLOW PIPE UNDERDRAIN WITH FABRIC WRAP	
				645						412					605	1,057	LIN. FT.	6" UNCLASSIFIED PIPE UNDERDRAINS	
		10000		8960											SPECIAL	18,960	POUNDS	MISCELLANEOUS METAL, AS PER D-72 (WPC)	
				33040											SPECIAL	33,040	POUNDS	MISCELLANEOUS METAL, AS PER D-72 (NEORSD)	
500															SPECIAL	500	LIN. FT.	FILL AND PLUG EXISTING CONDUIT	
2500															SPECIAL	2,500	LIN. FT.	12" PIPE CLEANOUT	
10															SPECIAL	10	EACH	CLEAN CATCH BASINS	
																		PAVEMENT	
			2000												251	2,000	SQ. YD.	PARTIAL DEPTH PAVEMENT REPAIR, AS PER PLAN	22
					48862	50434									254	99,296	SQ. YD.	PAVEMENT PLANING, ASPHALT CONCRETE, 3" (AVERAGE)	
		5500													255	5,500	SQ. YD.	CONCRETE BASE PAVEMENT REMOVAL AND REPLACEMENT, CLASS MS, AS PER PLAN	21
					16160	11991									301	28,151	SQ. YD.	6"ASPHALT CONCRETE BASE, PG64-22, AS PER PLAN (VARIES 4" TO 6")	21
						5597									301	5,597	SQ. YD.	9" ASPHALT CONCRETE BASE, PG64-22, AS PER PLAN	21
	2700					963									304	3,663	CU. YD.	AGGREGATE BASE	
					8654	10087									407	18,741	GAL.	TACK COAT	
					1781	1241									407	3,022	GAL.	TACK COAT SS-1 RUBBERIZED ASPHALT EMULSION (702.13)	
		3000													423	3,000	LIN. FT.	CRACK SEALING, TYPE II, AS PER PLAN	21
					35233	52798									448	88,031	SQ. YD.	1-1/2" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, PG 70-22M, AS PER D-29	21
					46418	52798									448	99,216	SQ. YD.	1-1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG 70-22, AS PER D-29	21
													4148		451	4,148	SQ. YD.	10" REINFORCED CONCRETE PAVEMENT, AS PER D-23	
														1120	452	1,120	SQ. YD.	6" NON-REINFORCED CONCRETE PAVEMENT, FOR DRIVEWAYS, AS PER D-23	
														1468	452	1,468	SQ. YD.	8" NON-REINFORCED CONCRETE PAVEMENT, FOR DRIVEWAYS, AS PER D-23	
				20746					425					37	609	21,208	LIN. FT.	CURB, TYPE 6, AS PER D-23	
				579											609	579	LIN. FT.	CITY OF CLEVELAND, CURB, 12", AS PER D-23	
									104						609	104	SQ. YD.	6" CONCRETE TRAFFIC ISLAND, AS PER D-23	
		400													SPECIAL	400	CU. YD.	SURCHARGE FOR FS CONCRETE, AS PER D-26	
		1600													SPECIAL	1,600	CU. YD.	SURCHARGE FOR MS CONCRETE, AS PER D-25	
					57994	43654									SPECIAL	101,648	SQ. FT.	GLASSGRIDE-CG200, (3' ROLL WIDTH), AS PER DS-2	
	185830														SPECIAL	185,830	SQ. YD.	CONCRETE SEALANT, AS PER D-28	
		99216													SPECIAL	99,216	SQ. YD.	ASPHALT REJUVENATING AGENT, AS PER D-74	21
																		WATERWORK	
		5000													E-8	5,000	POUNDS	MISCELLANEOUS METAL, AS PER E-8	21
				137											E-12C1	137	EACH	ADJUST EXISTING VALVE BOX TO GRADE, AS PER E-12C1	
				105											E-12C2	105	EACH	ADJUST EXISTING CURB SHUT-OFF VALVE BOX TO GRADE, AS PER E-12-C2	
				101											E-12C3	101	EACH	ADJUST EXISTING VAULT/MANHOLE FRAME AND COVER TO GRADE, AS PER E-12-C3	
				32											E-12A4	32	EACH	LOWER/RAISE EXISTING HYDRANT BRANCH AND ADJUST HYDRANT TO GRADE,AS PER 12-A4	
															SPECIAL	LUMP		WATER SUPPLY MAIN PROTECTION , AS PER DS-19	
																		LIGHTING	
											16				202	16	EACH	PULL BOX, REMOVED	
											25				202	25	EACH	STEEL STRAIN POLE & 11' CONC. FOUNDATION REMOVAL AND DISPOSAL, INCL. BACK FILL	
											25				625	25	EACH	CLEVELAND POWER STD. PULL BOX 30" X 17", INCL. EXCAVATION	
											20				625	20	EACH	CLEVELAND POWER STD. LIGHT POLE 24" DIA. X 60"	
											3705				625	3,705	LIN. FT.	SIX- (3 OVER 3), 2" DIA. PVC TYPE EB CONDUIT, INCL. TRENCHING AND 16" X 12" CONC. ENCASED	
																		TRAFFIC CONTROL	
							1644								630	1,644	SQ. FT.	SIGN, FLAT SHEET	
							1600								630	1,600	LIN. FT.	GROUND MOUNTED SUPPORT, NO. 3 POST	
							445								630	445	EACH	SIGN SUPPORT ASSEMBLY (POLE MOUNTED)	
							58								630	58	LIN. FT.	ONE WAY SUPPORT, NO. 3 POST	
							6								630	6	EACH	OVERHEAD SIGN SUPPORT ASSEMBLY, TYPE TC-16.21	
							6								630	6	EACH	RIGID OVERHEAD SIGN SUPPORT FOUNDATION	
							663								630	663	EACH	REMOVAL OF GROUND MOUNTED SIGN AND DISPOSAL	
							89								630	89	EACH	REMOVAL OF GROUND MOUNTED POST SUPPORT AND DISPOSAL	
							11								630	11	EACH	REMOVAL OF GROUND MOUNTED SIGN AND RE-ERECTION	
							4								632	4	EACH	DETECTOR LOOP	
							4								632	4	EACH	LOOP DETECTOR UNIT	
							700								632	700	LIN. FT.	LOOP DETECTOR LEAD IN CABLE	
							6								631	6	EACH	SCHOOL SPEED LIMIT SIGN ASSEMBLY, 24"X42", AS PER PLAN	236
							6								631	6	EACH	SIGN SERVICE	
								250							642	250	LIN. FT.	SECONDARY CHECK MARKINGS	
								1442							646	1,442	LIN. FT.	CHANNELIZING LINE	
								8102							646	8,102	LIN. FT.	CROSSWALK LINE	

CALCULATED: TMA
CHECKED: TMD

GENERAL SUMMARY

BROADWAY AVE.
CUY-14-2.72

SHEET NUMBER													ITEM	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
22	179	188	238	240	242	244	246	248	250	269							
																TRAFFIC CONTROL (CONT.)	
		668											646	668	LIN. FT.	DOTTED LINE, 4"	
		1											646	1	MILE	EDGE LINE, WHITE	
		1											646	1	MILE	EDGE LINE, YELLOW	
		228											646	228	LIN. FT.	ISLAND MARKING, YELLOW	
		6											646	6	MILE	LANE LINE	
		3											646	3	MILE	CENTER LINE, SOLID DOUBLE, YELLOW	
		1959											646	1,959	LIN. FT.	STOP LINE	
		240											646	240	LIN. FT.	TRANSVERSE LINE, YELLOW	
		58											646	58	LIN. FT.	TRANSVERSE LINE, WHITE	
		29											646	29	EACH	LANE ARROW	
		254											646	254	LIN. FT.	LADDER STRIPE	
																TRAFFIC SIGNAL	
			307	274	437	350	330	739	620				625	3,057	LIN. FT.	CONDUIT, 3", 725.04, AS PER D-51	
			62	53	26	42	40	65	114				625	402	LIN. FT.	CONDUIT, 2", 725.05, AS PER D-51	
			109	80	147	73	54	135	125				625	723	LIN. FT.	TRENCH IN PAVED AREA, TYPE A	
			126	110	111	144	151	332	299				625	1,273	LIN. FT.	TRENCH IN PAVED AREA, TYPE B	
			4	4	4	4	3	5	6				625	30	EACH	PULL BOX, AS PER PLAN (13 X 24)	
			1	1	1	1	1	1	1				625	7	EACH	PULL BOX, AS PER PLAN (18 X 30)	
			6	5	5	6	5	8	9				625	44	EACH	GROUND ROD, AS PER D-58	
			235	190	258	217	205	467	424				625	1,996	LIN. FT.	SPECIAL - PLASTIC CAUTION TAPE , AS PER D-61	
				12	14	16	16	20	19				630	97	SQ. FT.	SIGN HANGER ASSEMBLY, MAST ARM	
	1583			34	42	50	50	66	71				630	1,896	SQ. FT.	SIGN, FLAT SHEET	
LUMP													632	LUMP	EACH	SIGNALIZATION MISC.: RELOCATION OF JONES ROAD SIGNAL POLE	
			6	6	6	8	8	7	7				632	48	EACH	VEHICULAR SIGNAL HEAD, (LED), 3 SECTION, 12" LENS, 1-WAY, POLYCARBONATE, WITH BACKPLATE	
			1					2	1				632	4	EACH	VEHICULAR SIGNAL HEAD, (LED), 3 SECTION, 12" LENS, 1-WAY, POLYCARBONATE	
			2										632	2	EACH	VEHICULAR SIGNAL HEAD, (LED), 4 SECTION, 12" LENS, 1-WAY, POLYCARBONATE, WITH BACKPLATE	
								1	2				632	3	EACH	VEHICULAR SIGNAL HEAD, (LED), 5 SECTION, 12" LENS, 1-WAY, POLYCARBONATE, WITH BACKPLATE	
			4	4	4	8	8	10	8				632	46	EACH	PEDESTRIAN SIGNAL HEAD (LED), TYPE D-2	
				2	2	4	4	6	6				632	24	EACH	PEDESTRIAN PUSH BUTTON, AS PER PLAN	236
			9	6	6	8	8	10	10				632	57	EACH	COVERING OF VEHICULAR SIGNAL HEAD	
			3	2	2	4	4	4	8				632	27	EACH	DETECTOR LOOP	
			1095	810	1139	1607	1572	3186	2341				632	11,750	LIN. FT.	SIGNAL CABLE, 7 CONDUCTOR, NO. 14 AWG	
			3	3	2	2	2	4	4				632	20	EACH	SIGNAL SUPPORT FOUNDATION, AS PER D-48	
			1	1	2	3		3	4				632	14	EACH	PEDESTAL FOUNDATION	
			238	300	437	472	451	654	1327				632	3,879	LIN. FT.	LOOP DETECTOR LEAD-IN CABLE	
			35	35	35	35	45	35	195				632	415	LIN. FT.	POWER CABLE, 2 CONDUCTOR, NO. 6 AWG	
				193	325	416	442	1245	961				632	3,582	LIN. FT.	POWER CABLE MISC.: PUSH BUTTON CABLE, AS PER D-57	
			1	1	1	1	1	1	1				632	7	EACH	POWER SERVICE AS PER D-50	
			2	1	1	1	1	1	1				632	8	EACH	CONDUIT RISER, 3" DIAMETER	
									1				632	1	EACH	DISCONNECT SWITCH WITH ENCLOSURE	
			1	3	1		2	1	1				632	9	EACH	SIGNAL SUPPORT, TYPE TC-81.20 DESIGN 1 POLE, AS PER D-64	
			2				2	2					632	6	EACH	SIGNAL SUPPORT, TYPE TC-81.20 DESIGN 2 POLE, AS PER D-64	
									2				632	2	EACH	SIGNAL SUPPORT, TYPE TC-81.20 DESIGN 3 POLE, AS PER D-64	
									1				632	1	EACH	SIGNAL SUPPORT, TYPE TC-81.20 DESIGN 11 POLE, AS PER D-64	
								1					632	1	EACH	SIGNAL SUPPORT, TYPE TC-81.20 DESIGN 13 POLE, AS PER D-64	
					1								632	1	EACH	SIGNAL SUPPORT, TYPE TC-81.20 DESIGN 3 POLE, WITH MAST ARM TC-81.20 DESIGN 1 AND DESIGN 1 AS PER D-64	
						2							632	2	EACH	SIGNAL SUPPORT, TYPE TC-81.20 DESIGN 3 POLE, WITH MAST ARM TC-81.20 DESIGN 1 AND DESIGN 2 AS PER D-64	
			1	1	2	3		2	4				632	13	EACH	PEDESTAL, 8'	
								1					632	1	EACH	PEDESTAL, 11' TRANSFORMER BASE	
			1	1	1	1	1	1	1				632	7	EACH	REMOVAL OF TRAFFIC SIGNAL INSTALLATION, AS PER D-62	
													632	0	LUMP	INTERCONNECT MISC.: RECONNECT INTERCONNECT, AS PER PLAN	236
			1	1	1	1	1	1	1				632	7	EACH	CONTROLLER, UNIT, TYPE TS2/A2, WITH CABINET, TYPE TS2, AS PER PLAN	236
																LANDSCAPING	
			1	1	1	1	1	1	1				633	7	EACH	CABINET RISER, AS PER PLAN	236
			1	1	1	1	1	1	1				633	7	EACH	CABINET FOUNDATION	
			1										816	1	EACH	VIDEO DETECTION SYSTEM	
																LANDSCAPING	
										1,056			609	1,056	LIN. FT.	CURB, TYPE 4C	
										11			SPECIAL	11	EACH	TREE PROTECTED AND RESTORED, AS PER DS-09	
										86			SPECIAL	86	EACH	PLANTING TREES, AS PER DS-10	
										9,832			SPECIAL	9,832	SQ. FT.	INTEGRALLY COLORED CONCRETE, STAMPED IMPRINTED CONCRETE PAVEMENT , SIDEWALKS AS PER DS-08	
										8,061			SPECIAL	8,061	SQ. FT.	INTERGRALLY COLORED CONCRETE, STAMPED IMPRINTED CONCRETE PAVEMENT , CROSSWALKS AS PER DS-08	

CALCULATED: TMA
CHECKED: TMD

GENERAL SUMMARY

BROADWAY AVE.
CUY-14-2.72

SHEET NUMBER														ITEM	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
			20	21		61	62		161	163	269							
																	LANDSCAPING (CONT.)	
											1,408			SPECIAL	1,408	SQ. FT.	BRICK PAVERS, AS PER DS-11	
											3			SPECIAL	3	EACH	BENCHES, AS PER DS-12	
											6			SPECIAL	6	EACH	SITE FURNISHINGS - TRASH RECEPTACLES, AS PER DS-13	
																	RETAINING WALLS	
										38				503	38	CU. YD.	UNCLASSIFIED EXCAVATION	
									26200	18862				509	45,062	POUNDS	EPOXY COATED REINFORCING STEEL	
									245	84				511	329	CU. YD.	CLASS C CONCRETE	
										72				511	72	CU. YD.	CLASS C CONCRETE, FOOTING	
										1116				512	1,116	SQ. YD.	SEALING OF CONCRETE SURFACES, AS PER D-28	
									40	426				517	466	LIN. FT.	HANDRAIL, TYPE A, AS PER PLAN	22
										60				518	60	LIN. FT.	POROUS BACKFILL WITH FILTER FABRIC	
																	MAINTENANCE OF TRAFFIC	
														614	LUMP		MAINTAINING TRAFFIC, AS PER PLAN	61
						200								614	200	EACH	REPLACEMENT DRUM	
							3							616	3	M GAL	WATER	
							1							616	1	TON	CALCIUM CHLORIDE	
																	MISCELLANEOUS	
														619	20	MONTH	FIELD OFFICE, TYPE B, AS PER D-45	
														619	20	MONTH	ADDITIONAL NEXTEL WALKIE TALKIE FOR CITY INSPECTOR, AS PER D-45	
														623	LUMP		CONSTRUCTION LAYOUT STAKES, AS PER D-47	
														624	LUMP		MOBILIZATION	
														SPECIAL	LUMP		RECORD DRAWINGS	
														SPECIAL	LUMP		PRE-CONSTRUCTION VIDEOGRAPHY, AS PER D-36	
														SPECIAL	20	MONTH	COMPUTER EQUIPMENT FOR TYPE B FIELD OFFICE, AS PER D-46	
			2											SPECIAL	2	EACH	PROJECT SIGNS, AS PER C-11	
																	TESTING	
				30										SPECIAL	30	EACH	ASPHALT EXTRACTION TEST, AS PER D-73	
				30										SPECIAL	30	EACH	THICKNESS O FCOMPACTED ASPHALT TEST, AS PER D-73	
				30										SPECIAL	30	SETS	CONCRETE CYLINDER TEST (4 SPECIMENS PER SET), AS PER D-73	
				20										SPECIAL	20	EACH	SUBSEQUENT SLUMP AND TEMPERATURE TEST, AS PER D-73	
				20										SPECIAL	20	EACH	SUBSEQUENT AIR CONTENT AND TEMPERATURE TEST, AS PER D-73	
				10										SPECIAL	10	EACH	FLEXURAL STRENGTH OF CONCRETE (BEAM) TEST (ASTM C-78), AS PER D-73	
				80										SPECIAL	80	HOUR	TECHNICIAN WITHIN NUCLEAR DENSITY METER (SUBGRADE COMPACTION, SUBBASE	
																	ASPHALT EXTRACTION TEST, AS PER D-73	
				25										SPECIAL	25	EACH	PROCTOR TEST, AS PER D-73	

CALCULATED: TMA
CHECKED: TMD

GENERAL SUMMARY

BROADWAY AVE.
CUY-14-2.72

REF. NO.	SHEET NO.	STATION FROM	STATION TO	SIDE	202 WALK REMOVED S.F.	202 CURB REMOVED FT.	603 6" CONDUIT, TYPE F FOR UNDERDRAIN OUTLETS FT.	603 12" CONDUIT, TYPE B, 706.08, (ES), AS PER D-32 FT.	604 BARRIER INLET, SINGLE SLOPE, TYPE D, AS PER PLAN EACH	604 CATCH BASIN, NO. 2-2B EACH	604 CITY OF CLEVELAND CATCH BASIN NO. 1, AS PER D-34 EACH	604 CITY OF CLEVELAND TWIN CATCH BASIN NO. 1, AS PER D-34 EACH	604 CATCH BASIN ADJUSTED TO GRADE, AS PER D-39 EACH	604 MANHOLE ADJUSTED TO GRADE, AS PER D-39 (WPC) EACH	604 MANHOLE ADJUSTED TO GRADE, AS PER D-39 (NEORSD) EACH	605 6" UNCLASSIFIED PIPE UNDERDRAINS FT.	605 6" SHALLOW PIPE UNDERDRAIN WITH FABRIC WRAP FT.	608 4" CONCRETE WALK, AS PER D-23 S.F.	608 8" CONCRETE WALK, AS PER D-23 (CLASS MS) S.F.	609 CURB, TYPE 6, AS PER D-23 FT.	609 CITY OF CLEVELAND CURB, 12", AS PER D-23 FT.	SPECIAL CURB RAMP COMPLETE WITH TILE IN PLACE INCLUDING LAYOUT, AS PER D-27 CORNER	SPECIAL MISCELLANEOUS METALS, AS PER D-72 (WPC) POUNDS	SPECIAL MISCELLANEOUS METALS, AS PER D-72 (NEORSD) POUNDS	SPECIAL E-17A - EXTEND AND ADJUST EXISTING 6" HYDRANT TO GRADE EACH	SPECIAL E-12C1 - ADJUST EXISTING VALVE BOX TO GRADE EACH	SPECIAL E-12C2 - ADJUST EXISTING CURB SHUT OFF VALVE BOX TO GRADE EACH	SPECIAL E-12C3 - ADJUST EXISTING VAULT/ MANHOLE FRAME AND COVER TO GRADE EACH
SW-1	84	22+35	23+66	LT	575													575										
SW-2	84	24+00	25+00	LT	894													894										
SW-3	84	22+35	25+00	RT	1505													1505										
C-2	84	22+35.0	25+00.0	LT		265														265								
C-3	84	22+35.0	25+00.0	RT		266														266								
CB-1	84	22+47.38		LT				4			1																	
CB-2	84	22+47.32		RT				4			1																	
UD-1	84	22+35.0	22+47.4	LT			10										20											
UD-2	84	22+47.4	25+00.0	LT			10										243											
UD-3	84	22+47.4	25+00.0	RT			10										243											
MH-1	84	22+47.32		RT											1									560				
W-1	84	23+66.6		LT																						1		
W-2	84	23+98.1		LT																						1	1	
SW-1	85	25+00	25+36	LT	311													311										
SW-2	85	25+72	26+65	LT	817													817										
SW-3	85	26+73	27+35	LT	539													539										
SW-4	85	27+58	27+85	LT	263													263										
SW-5	85	28+03	28+94	LT	1031													1031										
SW-6	85	28+94	29+10	LT	174													106	68			1						
SW-7	85	29+33	29+40	LT	68														68			1						
SW-8	85	29+40	30+00	LT	639													639										
SW-9	85	25+00	25+86	RT	428													428										
SW-10	85	25+86	25+99	RT	89														89			1						
SW-11	85	26+41	26+51	RT	79														79			1						
SW-12	85	26+51	27+37	RT	812													812										
SW-13	85	27+37	27+51	RT	44														44			1						
SW-14	85	27+69	27+83	RT	83														83			1						
SW-15	85	27+83	28+39	RT	524													524										
SW-16	85	28+39	28+46	RT	49														49			1						
SW-17	85	28+71	28+79	RT	58														58			1						
SW-18	85	28+79	29+09	RT	274													274										
SW-19	85	28+94	29+09	RT	60														60			1						
SW-20	85	29+09	30+00	RT	1015													1015										
C-1	85	25+00.0	25+99.0	RT		104														104								
C-2	85	25+00.0	29+11.0	LT		421														421								
C-3	85	26+41.0	27+52.0	RT		141														141								
C-4	85	27+63.0	28+46.0	RT		97														97								
C-5	85	28+70.0	30+00.0	RT		142														142								
C-6	85	29+33.0	30+00.0	LT		77														77								
CB-1	85	25+46.11		LT				4			1																	
CB-2	85	25+83.94		RT				4			1																	
CB-3	85	26+95.00		LT				27			1																	
CB-4	85	28+92.17		RT				4			1																	
CB-5	85	29+37.14		LT				4			1																	
MH-1	85	25+41.63		RT											1									560				
MH-2	85	29+31.24		RT											1									560				
TOTALS CARRIED TO SHEET 51					10331	1513	30	51	0	0	7	0	0	0	3	0	506	9733	598	1513	0	9	0	1680	0	0	2	1

CALCULATED: TMA
CHECKED: TMD

SUBSUMMARY

BROADWAY AVE.
CUY-14-2.72

REF. NO.	SHEET NO.	STATION FROM	STATION TO	SIDE	202 WALK REMOVED S.F.	202 CURB REMOVED FT.	603 6" CONDUIT, TYPE F FOR UNDERDRAIN OUTLETS FT.	603 12" CONDUIT, TYPE B, 706.08, (ES), AS PER D-32 FT.	604 BARRIER INLET, SINGLE SLOPE, TYPE D, AS PER PLAN EACH	604 CATCH BASIN, NO. 2-2B EACH	604 CITY OF CLEVELAND CATCH BASIN NO. 1, AS PER D-34 EACH	604 CITY OF CLEVELAND TWIN CATCH BASIN NO. 1, AS PER D-34 EACH	604 CATCH BASIN ADJUSTED TO GRADE, AS PER D-39 EACH	604 MANHOLE ADJUSTED TO GRADE, AS PER D-39 (WPC) EACH	604 MANHOLE ADJUSTED TO GRADE, AS PER D-39 (NEORSD) EACH	605 6" UNCLASSIFIED PIPE UNDERDRAINS FT.	605 6" SHALLOW PIPE UNDERDRAIN WITH FABRIC WRAP FT.	608 4" CONCRETE WALK, AS PER D-23 S.F.	608 8" CONCRETE WALK, AS PER D-23 (CLASS MS) S.F.	609 CURB, TYPE 6, AS PER D-23 FT.	609 CITY OF CLEVELAND CURB, 12", AS PER D-23 FT.	SPECIAL CURB RAMP COMPLETE WITH TILE IN PLACE INCLUDING LAYOUT, AS PER D-27 CORNER	SPECIAL MISCELLANEOUS METALS, AS PER D-72 (WPC) POUNDS	SPECIAL MISCELLANEOUS METALS, AS PER D-72 (NEORSD) POUNDS	SPECIAL E-17A - EXTEND AND ADJUST EXISTING 6" HYDRANT TO GRADE EACH	SPECIAL E-12C1 - ADJUST EXISTING VALVE BOX TO GRADE EACH	SPECIAL E-12C2 - ADJUST EXISTING CURB SHUT OFF VALVE BOX TO GRADE EACH	SPECIAL E-12C3 - ADJUST EXISTING VAULT/ MANHOLE FRAME AND COVER TO GRADE EACH
UD-1	85	25+00.0	25+43.0	LT													43											
UD-2	85	25+46.0	26+91.0	LT			10										135											
UD-3	85	26+95.0	29+09.0	LT			10										214											
UD-4	85	25+00.0	25+80.0	RT													80											
UD-5	85	25+98.0	25+84.0	RT			10										8											
UD-6	85	28+71.0	28+92.0	RT			10										22											
UD-7	85	28+92.0	30+00.0	RT			10										98											
UD-8	85	29+34.0	29+39.0	LT			10										5											
UD-9	85	29+39.0	30+00.0	LT			10										52											
W-1	85	25+92.5		LT																								1
W-2	85	26+22.5		LT																								1
W-3	85	26+76.0		LT																								1
W-4	85	28+15.0		LT																							1	
W-5	85	28+56.0		LT																							1	1
W-6	85	25+34.8		LT																						1		
W-7	85	27+52.8		LT																							1	
W-8	85	27+85.2		LT																								1
W-9	85	28+37.2		LT																						1		
W-10	85	28+42.7		LT																						1		
W-11	85	28+48.4		LT																						1		
W-12	85	28+54.4		LT																					1	1		
W-13	85	29+26.1		LT																						1		
W-14	85	28+64.7		RT																						1		
SW-1	86	30+00	30+17	LT	156													156										
SW-2	86	30+33	30+80	LT	452													452										
SW-3	86	30+94	32+11	LT	670													670										
SW-4	86	32+47	32+57	LT	127													67	60			1						
SW-5	86	32+86	32+96	LT	126													75	51			1						
SW-6	86	32+96	34+50	LT	1459													1459										
SW-7	86	30+00	30+91	RT	998													998										
SW-8	86	31+19	31+60	RT	440													440										
SW-9	86	31+79	33+03	RT	1522													1522										
SW-10	86	33+23	33+36	RT	155													85	70			1						
SW-11	86	33+67	33+77	RT	123													68	55			1						
SW-12	86	33+77	34+50	RT	871													871										
C-1	86	30+00.0	32+58.0	LT		268														268								
C-2	86	30+00.0	33+37.0	RT		347														347								
C-3	86	33+66.0	34+50.0	RT		88														88								
C-4	86	32+86.0	34+50.0	LT		175														175								
CB-1	86	31+85.90		LT				4			1																	
CB-2	86	31+50.00		RT				19			1																	
CB-3	86	32+88.26		LT				4			1																	
CB-4	86	33+85.36		RT				4			1																	
UD-1	86	30+00.0	31+82.0	LT													182											
UD-2	86	31+85.9	32+56.0	LT			10									70												
UD-3	86	32+88.0	32+88.3	LT			10										2											
UD-4	86	32+88.3	34+50.0	LT			10										151											
UD-5	86	30+00.0	31+46.0	RT													146											
UD-6	86	31+50.0	33+35.0	RT			10									185												
UD-7	86	33+68.0	33+85.4	RT			10									18												
UD-8	86	33+85.4	34+50.0	RT			10										55											
W-1	86	30+10.0		LT																							1	
W-2	86	30+50.8		LT																							1	
W-3	86	31+31.5		LT																								1
W-4	86	31+73.7		LT																								1
W-5	86	33+18.8		LT																								1
W-6	86	33+39.9		LT																								1
W-7	86	34+11.6		LT																							1	1
W-8	86	30+92.6		RT																							1	
W-9	86	31+23.7		RT																							1	
W-10	86	32+27.9		RT																								1
TOTALS CARRIED TO SHEET 51					7099	878	130	31	0	0	4	0	0	0	0	273	1150	6863	236	878	0	4	0	0	1	7	8	11

CALCULATED: TMA
CHECKED: TMD

SUBSUMMARY

BROADWAY AVE.
CUY-14-2.72

REF. NO.	SHEET NO.	STATION FROM	STATION TO	SIDE	202 WALK REMOVED S.F.	202 CURB REMOVED FT.	603 6" CONDUIT, TYPE F FOR UNDERDRAIN OUTLETS FT.	603 12" CONDUIT, TYPE B, 706.08, (ES), AS PER D-32 FT.	604 BARRIER INLET, SINGLE SLOPE, TYPE D, AS PER PLAN EACH	604 CATCH BASIN, NO. 2-2B EACH	604 CITY OF CLEVELAND CATCH BASIN NO. 1, AS PER D-34 EACH	604 CITY OF CLEVELAND TWIN CATCH BASIN NO. 1, AS PER D-34 EACH	604 CATCH BASIN ADJUSTED TO GRADE, AS PER D-39 EACH	604 MANHOLE ADJUSTED TO GRADE, AS PER D-39 (WPC) EACH	604 MANHOLE ADJUSTED TO GRADE, AS PER D-39 (NEORSD) EACH	605 6" UNCLASSIFIED PIPE UNDERDRAINS FT.	605 6" SHALLOW PIPE UNDERDRAIN WITH FABRIC WRAP FT.	608 4" CONCRETE WALK, AS PER D-23 S.F.	608 8" CONCRETE WALK, AS PER D-23 (CLASS MS) S.F.	609 CURB, TYPE 6, AS PER D-23 FT.	609 CITY OF CLEVELAND CURB, 12", AS PER D-23 FT.	SPECIAL CURB RAMP COMPLETE WITH TILE IN PLACE INCLUDING LAYOUT, AS PER D-27 CORNER	SPECIAL MISCELLANEOUS METALS, AS PER D-72 (WPC) POUNDS	SPECIAL MISCELLANEOUS METALS, AS PER D-72 (NEORSD) POUNDS	SPECIAL E-17A - EXTEND AND ADJUST EXISTING 6" HYDRANT TO GRADE EACH	SPECIAL E-12C1 - ADJUST EXISTING VALVE BOX TO GRADE EACH	SPECIAL E-12C2 - ADJUST EXISTING CURB SHUT OFF VALVE BOX TO GRADE EACH	SPECIAL E-12C3 - ADJUST EXISTING VAULT/ MANHOLE FRAME AND COVER TO GRADE EACH
W-11	86	32+72.8		RT																								1
W-12	86	32+83.7		RT																								1
W-13	86	33+18.8		LT																							1	
W-14	86	33+39.9		LT																							1	
W-15	86	33+59.5		RT																							1	
W-16	86	30+34.2		LT																								
W-17	86	32+74.1		LT																							1	
W-18	86	31+56.6		RT																								1	1
SW-1	87	34+50	35+26	LT	723														723									
SW-2	87	35+26	35+41	LT	143														68	75			1					
SW-3	87	35+41	36+43	LT	968														968									
SW-4	87	36+43	36+55	LT	184														134	50			1					
SW-5	87	36+80	36+91	LT	180														138	42			1					
SW-6	87	36+91	39+50	LT	1302														1302									
SW-7	87	34+50	34+65	RT	139														139									
SW-8	87	34+63	34+77	RT	73															73			1					
SW-9	87	34+77	34+88	RT	264														264									
SW-10	87	35+25	35+40	RT	197														100	97			1					
SW-11	87	35+40	37+40	RT	1879														1879									
SW-12	87	37+87	39+07	RT	1107														1107									
C-1	87	34+50.0	36+54.8	LT		219															219							
C-2	87	36+79.3	39+50.0	LT		285															285							
C-3	87	34+50.0	34+88.4	RT		44															44							
C-4	87	35+33.3	39+50.0	RT		446															446							
CB-1	87	34+64.55		LT				4			1																	
CB-2	87	34+80.94		RT				4			1																	
CB-3	87	36+53.06		LT				10			1																	
CB-4	87	35+46.84		RT				4			1																	
CB-5	87	36+91.85		LT				4			1																	
CB-6	87	38+15.00		RT				23			1																	
UD-1	87	34+50.0	34+60.5	LT														12										
UD-2	87	34+64.6	36+53.6	LT			10											187										
UD-3	87	34+50.0	34+72.3	RT														30										
UD-4	87	34+80.9	34+87.7	RT			10											2										
UD-5	87	35+32.4	34+46.8	RT			10										28											
UD-6	87	35+46.8	38+09.5	RT			10											253										
UD-7	87	36+80.6	36+91.9	LT			10											16										
UD-8	87	35+46.8	39+50.0	RT			10											126										
UD-9	87	36+91.9	39+50.0	LT			10											248										
MH-1	87	34+69.13		RT											1										560			
MH-2	87	36+66.54		LT											1										560			
MH-3	87	38+92.15		CL											1										560			
W-1	87	34+89.6		RT																						1		
W-2	87	34+89.4		LT																						1		
W-3	87	34+90.1		LT																							1	
W-4	87	34+15.6		LT																								1
W-5	87	34+83.8		LT																								1
W-6	87	36+29.8		LT																							1	
W-7	87	39+20.9		LT																							1	
W-8	87	36+44.4		LT																							1	
TOTALS CARRIED TO SHEET 51					7159	994	70	49	0	0	6	0	0	0	3	28	874	6822	337	994	0	5	0	1680	2	8	3	5

CALCULATED: TMA
CHECKED: TMD

SUBSUMMARY

BROADWAY AVE.
CUY-14-2.72

REF. NO.	SHEET NO.	STATION FROM	STATION TO	SIDE	202 WALK REMOVED S.F.	202 CURB REMOVED FT.	603 6" CONDUIT, TYPE F FOR UNDERDRAIN OUTLETS FT.	603 12" CONDUIT, TYPE B, 706.08, (ES), AS PER D-32 FT.	604 BARRIER INLET, SINGLE SLOPE, TYPE D, AS PER PLAN EACH	604 CATCH BASIN, NO. 2-2B EACH	604 CITY OF CLEVELAND CATCH BASIN NO. 1, AS PER D-34 EACH	604 CITY OF CLEVELAND TWIN CATCH BASIN NO. 1, AS PER D-34 EACH	604 CATCH BASIN ADJUSTED TO GRADE, AS PER D-39 EACH	604 MANHOLE ADJUSTED TO GRADE, AS PER D-39 (WPC) EACH	604 MANHOLE ADJUSTED TO GRADE, AS PER D-39 (NEORSD) EACH	605 6" UNCLASSIFIED PIPE UNDERDRAINS FT.	605 6" SHALLOW PIPE UNDERDRAIN WITH FABRIC WRAP FT.	608 4" CONCRETE WALK, AS PER D-23 S.F.	608 8" CONCRETE WALK, AS PER D-23 (CLASS MS) S.F.	609 CURB, TYPE 6, AS PER D-23 FT.	609 CITY OF CLEVELAND CURB, 12", AS PER D-23 FT.	SPECIAL CURB RAMP COMPLETE WITH TILE IN PLACE INCLUDING LAYOUT, AS PER D-27 CORNER	SPECIAL MISCELLANEOUS METALS, AS PER D-72 (WPC) POUNDS	SPECIAL MISCELLANEOUS METALS, AS PER D-72 (NEORSD) POUNDS	SPECIAL E-17A - EXTEND AND ADJUST EXISTING 6" HYDRANT TO GRADE EACH	SPECIAL E-12C1 - ADJUST EXISTING VALVE BOX TO GRADE EACH	SPECIAL E-12C2 - ADJUST EXISTING CURB SHUT OFF VALVE BOX TO GRADE EACH	SPECIAL E-12C3 - ADJUST EXISTING VAULT/ MANHOLE FRAME AND COVER TO GRADE EACH
W-9	87	38+22.5		LT																							1	
W-10	87	38+22.1		LT																						1		
W-11	87	39+32.7		LT																							1	
W-12	87	39+34.0		RT																							1	1
SW-1	88	39+50	39+75	LT	126													126										
SW-2	88	39+75	39+90	LT	170													95	75			1						
SW-3	88	39+90	40+14	LT	125													125										
SW-4	88	40+14	40+23	LT	118													82	36			1						
SW-5	88	40+48	40+63	LT	177													113	64			1						
SW-6	88	40+63	43+07	LT	1216													1216										
SW-7	88	43+07	43+18	LT	134													87	47			1						
SW-8	88	43+47	43+62	LT	146													108	38			1						
SW-9	88	43+62	44+43	LT	421													421										
SW-10	88	39+73	39+96	RT	246													153	93			1						
SW-11	88	40+42	40+64	RT	252													164	88			1						
SW-12	88	40+64	40+95	RT	271													271										
SW-13	88	41+13	42+74	RT	1434													1434										
SW-14	88	42+85	43+63	RT	389													389										
SW-16	88	43+71	44+07	RT	251													251										
SW-17	88	44+16	44+50	RT	226													225										
C-1	88	39+50.0	40+23.4	LT		85														85								
C-2	88	39+50.0	39+96.1	RT		59														59								
C-3	88	40+47.8	43+18.3	LT		292														292								
C-4	88	40+41.8	44+50.0	RT		421														421								
C-5	88	43+47.1	44+50.0	LT		112														112								
CB-1	88	40+40.75		RT				4			1																	
CB-2	88	40+65.18		RT				4			1																	
CB-3	88	40+65.00		LT				23			1																	
CB-4	88	43+51.40		LT				4			1																	
CB-5	88	44+26.70		RT				4			1																	
UD-1	88	39+50.0	40+22.2	LT													83											
UD-2	88	40+49.1	40+65.0	LT			10										18											
UD-3	88	40+65.0	43+17.0	LT			10											251										
UD-4	88	43+48.3	43+51.4	LT			10											7										
UD-5	88	43+51.4	44.50.0	LT			10											84										
UD-6	88	39+50.0	39+94.8	RT														57										
UD-7	88	40+40.8	40+45.8	RT			10											20										
UD-8	88	40+65.2	44+21.4	RT			10											346										
UD-9	88	44+26.7	44+50.0	RT			10											14										
MH-1	88	43+42.36		CL												1								560				
W-1	88	40+56.0		LT																						1		
W-2	88	43+65.9		LT																					1	1		
W-3	88	40+96.4		RT																								1
W-4	88	41+13.6		RT																							1	
W-5	88	41+41.8		RT																							1	
W-6	88	41+92.0		RT																							1	1
W-7	88	42+61.9		RT																								1
TOTALS CARRIED TO SHEET 51					5702	969	70	39	0	0	5	0	0	0	1	101	779	5260	441	969	0	7	0	560	1	3	5	4

CALCULATED: TMA
CHECKED: TMD

SUBSUMMARY

BROADWAY AVE.
CUY-14-2.72

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REF. NO.	SHEET NO.	STATION FROM	STATION TO	SIDE	202 WALK REMOVED S.F.	202 CURB REMOVED FT.	603 6" CONDUIT, TYPE F FOR UNDERDRAIN OUTLETS FT.	603 12" CONDUIT, TYPE B, 706.08, (ES), AS PER D-32 FT.	604 BARRIER INLET, SINGLE SLOPE, TYPE D, AS PER PLAN EACH	604 CATCH BASIN, NO. 2-2B EACH	604 CITY OF CLEVELAND CATCH BASIN NO. 1, AS PER D-34 EACH	604 CITY OF CLEVELAND TWIN CATCH BASIN NO. 1, AS PER D-34 EACH	604 CATCH BASIN ADJUSTED TO GRADE, AS PER D-39 EACH	604 MANHOLE ADJUSTED TO GRADE, AS PER D-39 (WPC) EACH	604 MANHOLE ADJUSTED TO GRADE, AS PER D-39 (NEORSD) EACH	605 6" UNCLASSIFIED PIPE UNDERDRAINS FT.	605 6" SHALLOW PIPE UNDERDRAIN WITH FABRIC WRAP FT.	608 4" CONCRETE WALK, AS PER D-23 S.F.	608 8" CONCRETE WALK, AS PER D-23 (CLASS MS) S.F.	609 CURB, TYPE 6, AS PER D-23 FT.	609 CITY OF CLEVELAND CURB, 12", AS PER D-23 FT.	SPECIAL CURB RAMP COMPLETE WITH TILE IN PLACE INCLUDING LAYOUT, AS PER D-27 CORNER	SPECIAL MISCELLANEOUS METALS, AS PER D-72 (WPC) POUNDS	SPECIAL MISCELLANEOUS METALS, AS PER D-72 (NEORSD) POUNDS	SPECIAL E-17A - EXTEND AND ADJUST EXISTING 6" HYDRANT TO GRADE EACH	SPECIAL E-12C1 - ADJUST EXISTING VALVE BOX TO GRADE EACH	SPECIAL E-12C2 - ADJUST EXISTING CURB SHUT OFF VALVE BOX TO GRADE EACH	SPECIAL E-12C3 - ADJUST EXISTING VAULT/ MANHOLE FRAME AND COVER TO GRADE EACH
W-8	88	42+99.9		RT																						1	
W-9	88	42+62.8		LT																					1		
W-10	88	40+42.2		LT																					1		
W-11	88	43+38.8		LT																					1		
SW-1	89	44+77	47+83	LT	1639													1639									
SW-2	89	47+83	48+05	LT	256													137	119			1					
SW-3	89	48+30	48+44	LT	178													121	57			1					
SW-4	89	48+44	49+50	LT	1250													1250									
SW-5	89	44+60	45+39	RT	537													537									
SW-6	89	45+48	45+79	RT	209													209									
SW-7	89	45+88	46+18	RT	303													303									
SW-8	89	46+36	47+20	RT	890													890									
SW-9	89	47+34	47+83	RT	564													564									
SW-10	89	47+83	47+98	RT	116														116			1					
SW-11	89	48+21	48+44	RT	232													114	118			1					
SW-12	89	48+44	49+50	RT	989													989									
C-1	89	44+50.0	48+04.7	LT		367														367							
C-2	89	48+29.3	49+50.0	LT		133														133							
C-3	89	44+50.0	47+97.7	RT		359														359							
C-4	89	48+20.6	49+50.0	RT		640														640							
CB-1	89	45+87.32		LT				4			1																
CB-2	89	46+00.00		RT				24			1																
CB-3	89	48+43.87		LT				4			1																
CB-4	89	48+43.387		RT				4			1																
UD-1	89	44+50.0	45+80.1	LT													130										
UD-2	89	45+87.3	48+03.5	LT			10										217										
UD-3	89	48+30.5	48+43.9	LT			10										17										
UD-4	89	48+43.9	49+50.0	LT			10										94										
UD-5	89	44+50.0	45+94.8	RT													145										
UD-6	89	46+00.0	47+96.43	RT			10										197										
UD-7	89	48+21.9	48+43.4	RT			10									22											
UD-8	89	48+43.4	49+50.0	RT			10										98										
MH-1	89	47+79.21		CL											1									560			
W-1	89	44+62.0		RT																							1
W-2	89	45+22.8		RT																							1
W-3	89	46+14.0		RT																						1	1
W-4	89	46+53.4		RT																							1
W-5	89	48+64.2		RT																						1	
W-6	89	49+39.8		RT																						1	1
W-7	89	45+54.7		LT																					1	1	
W-8	89	47+78.3		LT																					1	1	
W-9	89	48+50.2		LT																						1	
W-10	89	48+98.6		LT																						1	
W-11	89	48+14.5		RT																							1
W-12	89	48+00.8		RT																							1
W-13	89	48+22.5		LT																							1
W-14	89	47+94.7		LT																							1
W-15	89	47+87.3		RT																							1
W-16	89	47+99.8		RT																							1
TOTALS CARRIED TO SHEET 51					7163	1499	60	36	0	0	4	0	0	0	1	22	898	6753	410	1499	0	4	0	560	2	9	5	7

CALCULATED: TMA
CHECKED: TMD

SUBSUMMARY

BROADWAY AVE.
CUY-14-2.72

REF. NO.	SHEET NO.	STATION FROM	STATION TO	SIDE	202 WALK REMOVED S.F.	202 CURB REMOVED FT.	603 6" CONDUIT, TYPE F FOR UNDERDRAIN OUTLETS FT.	603 12" CONDUIT, TYPE B, 706.08, (ES), AS PER D-32 FT.	604 BARRIER INLET, SINGLE SLOPE, TYPE D, AS PER PLAN EACH	604 CATCH BASIN, NO. 2-2B EACH	604 CITY OF CLEVELAND CATCH BASIN NO. 1, AS PER D-34 EACH	604 CITY OF CLEVELAND TWIN CATCH BASIN NO. 1, AS PER D-34 EACH	604 CATCH BASIN ADJUSTED TO GRADE, AS PER D-39 EACH	604 MANHOLE ADJUSTED TO GRADE, AS PER D-39 (WPC) EACH	604 MANHOLE ADJUSTED TO GRADE, AS PER D-39 (NEORSD) EACH	605 6" UNCLASSIFIED PIPE UNDERDRAINS FT.	605 6" SHALLOW PIPE UNDERDRAIN WITH FABRIC WRAP FT.	608 4" CONCRETE WALK, AS PER D-23 S.F.	608 8" CONCRETE WALK, AS PER D-23 (CLASS MS) S.F.	609 CURB, TYPE 6, AS PER D-23 FT.	609 CITY OF CLEVELAND CURB, 12", AS PER D-23 FT.	SPECIAL CURB RAMP COMPLETE WITH TILE IN PLACE INCLUDING LAYOUT, AS PER D-27 CORNER	SPECIAL MISCELLANEOUS METALS, AS PER D-72 (WPC) POUNDS	SPECIAL MISCELLANEOUS METALS, AS PER D-72 (NEORSD) POUNDS	SPECIAL E-17A - EXTEND AND ADJUST EXISTING 6" HYDRANT TO GRADE EACH	SPECIAL E-12C1 - ADJUST EXISTING VALVE BOX TO GRADE EACH	SPECIAL E-12C2 - ADJUST EXISTING CURB SHUT OFF VALVE BOX TO GRADE EACH	SPECIAL E-12C3 - ADJUST EXISTING VAULT/ MANHOLE FRAME AND COVER TO GRADE EACH
SW-1	90	49+58	49+74	RT	152													152										
SW-2	90	49+89	51+19	RT	1407													1407										
SW-3	90	51+32	52+33	RT	1088													1088										
SW-4	90	52+47	53+12	RT	661													661										
SW-5	90	53+24	54+50	RT	1385													1385										
SW-6	90	49+50	50+27	LT	836													836										
SW-7	90	50+67	50+91	LT	235													235										
SW-8	90	50+91	51+03	LT	136													84	52			1						
SW-9	90	51+32	51+50	LT	265													198	67			1						
SW-10	90	51+50	52+16	LT	325													325										
SW-11	90	52+32	52+50	LT	75													75										
SW-12	90	52+66	53+94	LT	633													633										
SW-13	90	53+94	54+05	LT	129													53	76			1						
SW-14	90	54+30	54+41	LT	119													78	41			1						
SW-15	90	54+41	54+50	LT	43													43										
C-1	90	49+50.0	51+03.1	LT		164														164								
C-2	90	51+31.9	54+05.4	LT		294														294								
C-3	90	54+29.6	54+50.0	LT		31														31								
C-4	90	49+50.0	54+50.0	RT		500														500								
CB-1	90	51+43.78		LT				4			1																	
CB-2	90	51+42.76		RT				4			1																	
CB-3	90	53+50.0		RT				24			1																	
CB-4	90	54+39.44		LT				4			1																	
UD-1	90	49+50.0	51+01.9	LT													162											
UD-2	90	51+33.2	51+43.8	LT			10									13												
UD-3	90	51+43.8	54+04.1	LT			10										258											
UD-4	90	54+30.9	54+39.4	LT			10										12											
UD-5	90	54+39.4	54+50.0	LT			10										2											
UD-6	90	49+50.0	51+37.8	RT													188											
UD-7	90	51+42.8	53+43.6	RT			10										191											
UD-8	90	53+50.0	54+50.0	RT			10										90											
MH-1	90	51+24.69		CL											1									560				
W-1	90	50+29.1		LT																							1	1
W-2	90	50+72.5		LT																							1	1
W-3	90	51+57.2		LT																								1
W-4	90	52+03.0		LT																							1	1
W-5	90	52+91.2		LT																						1	1	1
W-6	90	53+71.0		LT																							1	
W-7	90	51+23.1		LT																						1		
W-8	90	54+23.6		LT																						1		
W-9	90	50+07.2		RT																					1	1		
W-10	90	51+03.5		RT																								1
W-11	90	51+87.5		RT																							1	
W-12	90	52+87.4		RT																								1
W-13	90	53+57.1		RT																								1
W-14	90	53+83.6		RT																								1
W-15	90	54+10.2		RT																								1
W-16	90	50+24.2		RT																								1
W-17	90	52+36.7		LT																					1			
W-18	90	52+25.6		LT																						1		
W-19	90	53+22.3		RT																							1	
W-20	90	53+97.9		LT																						1		
W-21	90	54+37.0		LT																						1		
TOTALS CARRIED TO SHEET 51					7337	989	60	36	0	0	4	0	0	0	1	13	903	7101	236	989	0	4	0	560	2	7	7	11

CALCULATED: TMA
CHECKED: TMD

SUBSUMMARY

BROADWAY AVE.
CUY-14-2.72

REF. NO.	SHEET NO.	STATION FROM	STATION TO	SIDE	202 WALK REMOVED S.F.	202 CURB REMOVED FT.	603 6" CONDUIT, TYPE F FOR UNDERDRAIN OUTLETS FT.	603 12" CONDUIT, TYPE B, 706.08, (ES), AS PER D-32 FT.	604 BARRIER INLET, SINGLE SLOPE, TYPE D, AS PER PLAN EACH	604 CATCH BASIN, NO. 2-2B EACH	604 CITY OF CLEVELAND CATCH BASIN NO. 1, AS PER D-34 EACH	604 CITY OF CLEVELAND TWIN CATCH BASIN NO 1, AS PER D-34 EACH	604 CATCH BASIN ADJUSTED TO GRADE, AS PER D-39 EACH	604 MANHOLE ADJUSTED TO GRADE, AS PER D-39 (WPC) EACH	604 MANHOLE ADJUSTED TO GRADE, AS PER D-39 (NEORSD) EACH	605 6" UNCLASSIFIED PIPE UNDERDRAINS FT.	605 6" SHALLOW PIPE UNDERDRAIN WITH FABRIC WRAP FT.	608 4" CONCRETE WALK, AS PER D-23 S.F.	608 8" CONCRETE WALK, AS PER D-23 (CLASS MS) S.F.	609 CURB, TYPE 6, AS PER D-23 FT.	609 CITY OF CLEVELAND CURB, 12", AS PER D-23 FT.	SPECIAL CURB RAMP COMPLETE WITH TILE IN PLACE INCLUDING LAYOUT, AS PER D-27 CORNER	SPECIAL MISCELLANEOUS METALS, AS PER D-72 (WPC) POUNDS	SPECIAL MISCELLANEOUS METALS, AS PER D-72 (NEORSD) POUNDS	SPECIAL E-17A - EXTEND AND ADJUST EXISTING 6" HYDRANT TO GRADE EACH	SPECIAL E-12C1 - ADJUST EXISTING VALVE BOX TO GRADE EACH	SPECIAL E-12C2 - ADJUST EXISTING CURB SHUT OFF VALVE BOX TO GRADE EACH	SPECIAL E-12C3 - ADJUST EXISTING VAULT/ MANHOLE FRAME AND COVER TO GRADE EACH
SW-1	91	54+50	55+43	LT	453													453									
SW-2	91	55+67	55+92	LT	224													224									
SW-3	91	55+92	56+07	LT	142													67	75			1					
SW-4	91	56+07	59+50	LT	3209													3209									
SW-5	91	54+50	55+39	RT	974													974									
SW-6	91	55+39	55+54	RT	166													119	47			1					
SW-7	91	55+88	56+07	RT	204													115	89			1					
SW-8	91	56+07	58+33	RT	2478													2478									
SW-9	91	58+53	59+50	RT	1065													1065									
C-1	91	54+50.0	59+50.0	LT		500														500							
C-2	91	54+50.0	55+54.5	RT		113														113							
C-3	91	55+87.7	59+50.0	RT		372														372							
CB-1	91	55+33.00		RT				4			1																
CB-2	91	57+50.0		LT				24			1																
CB-3	91	58+65.43		RT				4			1																
CB-4	91	59+48.37		LT				4			1																
UD-1	91	54+50.0	55+14.0	LT													61										
UD-2	91	55+14.0	57+50.0	LT			10										226										
UD-3	91	57+54.0	59+48.4	LT			10										185										
UD-4	91	54+50.0	55+14.0	RT													58										
UD-5	91	55+14.0	55+33.0	RT			10										12										
UD-6	91	55+33.0	55+53.3	RT			10										18										
UD-7	91	55+89.0	58+65.4	RT			10										276										
UD-8	91	58+70.0	59+50.0	RT													80										
MH-1	91	55+97.32		CL											1												
W-1	91	54+75.2		LT																						1	
W-2	91	55+12.0		LT																						1	
W-3	91	56+17.7		LT																						1	
W-4	91	59+21.8		LT																							1
W-5	91	55+79.7		RT																						1	
W-6	91	56+80.0		RT																						1	
W-7	91	57+61.7		RT																						1	
W-8	91	57+89.2		RT																						1	
W-9	91	58+92.7		RT																					1	1	
W-10	91	59+26.0		RT																							1
W-11	91	56+76.2		RT																					1	1	
W-12	91	57+27.5		RT																						1	
W-13	91	57+99.7		RT																						1	
W-14	91	58+76.1		RT																							1
SW-1	PP9	59+50	59+83	LT	891													891									
SW-2	PP9	59+76	59+83	LT	79														79			1					
SW-3	PP9	60+59	60+89	LT	475														475			1					
SW-4	PP9	61+19	61+30	LT	178													108	70			1					
SW-5	PP9	61+30	61+59	LT	324													324									
SW-6	PP9	61+59	61+70	LT	122													78	44			1					
SW-7	PP9	61+70	63+87	LT	2107													2107									
SW-8	PP9	63+87	63+98	LT	202													155	47			1					
SW-9	PP9	64+26	64+37	LT	217													150	67			1					
SW-10	PP9	64+37	64+50	LT	154													154									
SW-11	PP9	59+50	60+16	RT	736													736									
SW-12	PP9	61+65	61+74	RT	58														58			1					
TOTALS CARRIED TO SHEET 51					14005	985	50	36	0	0	4	0	0	0	1	0	916	12954	1051	985	0	10	0	560	3	3	8	3

CALCULATED: TMA
CHECKED: TMD

SUBSUMMARY

BROADWAY AVE.
CUY-14-2.72

REF. NO.	SHEET NO.	STATION FROM	STATION TO	SIDE	202 WALK REMOVED S.F.	202 CURB REMOVED FT.	603 6" CONDUIT, TYPE F FOR UNDERDRAIN OUTLETS FT.	603 12" CONDUIT, TYPE B, 706.08, (ES), AS PER D-32 FT.	604 BARRIER INLET, SINGLE SLOPE, TYPE D, AS PER PLAN EACH	604 CATCH BASIN, NO. 2-2B EACH	604 CITY OF CLEVELAND CATCH BASIN NO. 1, AS PER D-34 EACH	604 CITY OF CLEVELAND TWIN CATCH BASIN NO. 1, AS PER D-34 EACH	604 CATCH BASIN ADJUSTED TO GRADE, AS PER D-39 EACH	604 MANHOLE ADJUSTED TO GRADE, AS PER D-39 (WPC) EACH	604 MANHOLE ADJUSTED TO GRADE, AS PER D-39 (NEORSD) EACH	605 6" UNCLASSIFIED PIPE UNDERDRAINS FT.	605 6" SHALLOW PIPE UNDERDRAIN WITH FABRIC WRAP FT.	608 4" CONCRETE WALK, AS PER D-23 S.F.	608 8" CONCRETE WALK, AS PER D-23 (CLASS MS) S.F.	609 CURB, TYPE 6, AS PER D-23 FT.	609 CITY OF CLEVELAND CURB, 12", AS PER D-23 FT.	SPECIAL CURB RAMP COMPLETE WITH TILE IN PLACE INCLUDING LAYOUT, AS PER D-27 CORNER	SPECIAL MISCELLANEOUS METALS, AS PER D-72 (WPC) POUNDS	SPECIAL MISCELLANEOUS METALS, AS PER D-72 (NEORSD) POUNDS	SPECIAL E-17A – EXTEND AND ADJUST EXISTING 6" HYDRANT TO GRADE EACH	SPECIAL E-12C1 – ADJUST EXISTING VALVE BOX TO GRADE EACH	SPECIAL E-12C2 – ADJUST EXISTING CURB SHUT OFF VALVE BOX TO GRADE EACH	SPECIAL E-12C3 – ADJUST EXISTING VAULT/ MANHOLE FRAME AND COVER TO GRADE EACH
SW–13	92	61+73	64+27	RT	2586													2586										
SW–14	92	64+27	64+43	RT	79														79			1						
SW–15	92	64+27	64+50	RT	174													174										
SW–16	92	60+52	60+65	LT	64														64			1						
SW–17	92	60+80	60+89	LT	52														52			1						
SW–18	92	60+16	60+31	RT	169													94	75			1						
SW–19	92	60+31	61+04	RT	1004													1004										
SW–20	92	60+95	61+04	RT	44														44									
C–1	92	59+50.0	59+82.8	LT		56														56								
C–2	92	60+51.9	60+89.1	LT		55														55								
C–3	92	61+17.9	63+97.6	LT		305														305								
C–4	92	64+26.0	64+50.0	LT		35														35								
C–5	92	59+50.0	61+08.8	RT		161														161								
C–6	92	61+63.6	64+50.0	RT		293														293								
CB–1	92	61+17.01		LT				4			1																	
CB–2	92	61+50.30		LT				4			1																	
CB–3	92	62+28.53		RT				4			1																	
CB–4	92	64+48.45		LT				4			1																	
CB–5	92	60+90.41		LT				4			1																	
CB–6	92	61+08.92		RT				4			1																	
CB–7	92	61+56.4		RT									1															
UD–1	92	59+50.0	59+81.5	LT													55											
UD–2	92	60+52.0	60+90.4	LT			10										45											
UD–3	92	61+17.0	61+45.6	LT			10									33												
UD–4	92	61+50.3	63+96.3	LT			10										248											
UD–5	92	64+27.3	64+48.5	LT			10									22												
UD–6	92	59+50.0	61+08.9	RT			10										172											
UD–7	92	61+64.7	62+28.5	RT			10									61												
UD–8	92	62+28.5	64+50.0	RT			10										212											
MH–1	92	59+77.78		LT										1											560			
MH–2	92	61+21.25		LT									1												560			
MH–3	92	61+75.12		CL										1											560			
MH–4	92	61+81.80		RT									1												560			
MH–5	92	64+11.0		LT										1											560			
W–1	92	59+63.9		LT																							1	
W–2	92	59+67.4		LT																							1	
W–3	92	61+45.4		LT																						1		
W–4	92	61+71.7		LT																							1	
W–5	92	61+94.7		LT																							1	
W–6	92	62+14.8		LT																							1	1
W–7	92	62+19.1		LT																							2	1
W–8	92	63+03.8		LT																						1		
W–9	92	63+20.1		LT																							1	
W–10	92	63+50.7		LT																							2	1
W–11	92	60+03.7		RT																								1
W–12	92	60+24.6		RT																							1	1
W–13	92	60+59.5		RT																								1
W–14	92	61+28.9		RT																								1
W–15	92	62+39.2		RT																								1
W–16	92	62+74.7		RT																								1
W–17	92	63+61.8		RT																							2	
W–18	92	63+95.7		RT																								1
W–19	92	63+59.9		LT																						1		
W–20	92	61+09.7		LT																						1		
W–21	92	61+29.1		LT																						1		
W–22	92	62+08.1		LT																						1		
TOTALS CARRIED TO SHEET 51					1507	905	70	24	0	0	6	0	1	2	3	116	732	1272	235	905	0	3	1120	1680	0	6	13	10

CALCULATED: TMA
CHECKED: TMD

SUBSUMMARY

BROADWAY AVE.
CUY–14–2.72

REF. NO.	SHEET NO.	STATION FROM	STATION TO	SIDE	202 WALK REMOVED S.F.	202 CURB REMOVED FT.	603 6" CONDUIT, TYPE F FOR UNDERDRAIN OUTLETS FT.	603 12" CONDUIT, TYPE B, 706.08, (ES), AS PER D-32 FT.	604 BARRIER INLET, SINGLE SLOPE, TYPE D, AS PER PLAN EACH	604 CATCH BASIN, NO. 2-2B EACH	604 CITY OF CLEVELAND CATCH BASIN NO. 1, AS PER D-34 EACH	604 CITY OF CLEVELAND TWIN CATCH BASIN NO. 1, AS PER D-34 EACH	604 CATCH BASIN ADJUSTED TO GRADE, AS PER D-39 EACH	604 MANHOLE ADJUSTED TO GRADE, AS PER D-39 (WPC) EACH	604 MANHOLE ADJUSTED TO GRADE, AS PER D-39 (NEORSD) EACH	605 6" UNCLASSIFIED PIPE UNDERDRAINS FT.	605 6" SHALLOW PIPE UNDERDRAIN WITH FABRIC WRAP FT.	608 4" CONCRETE WALK, AS PER D-23 S.F.	608 8" CONCRETE WALK, AS PER D-23 (CLASS MS) S.F.	609 CURB, TYPE 6, AS PER D-23 FT.	609 CITY OF CLEVELAND CURB, 12", AS PER D-23 FT.	SPECIAL CURB RAMP COMPLETE WITH TILE IN PLACE INCLUDING LAYOUT, AS PER D-27 CORNER	SPECIAL MISCELLANEOUS METALS, AS PER D-72 (WPC) POUNDS	SPECIAL MISCELLANEOUS METALS, AS PER D-72 (NEORSD) POUNDS	SPECIAL E-17A - EXTEND AND ADJUST EXISTING 6" HYDRANT TO GRADE EACH	SPECIAL E-12C1 - ADJUST EXISTING VALVE BOX TO GRADE EACH	SPECIAL E-12C2 - ADJUST EXISTING CURB SHUT OFF VALVE BOX TO GRADE EACH	SPECIAL E-12C3 - ADJUST EXISTING VAULT/ MANHOLE FRAME AND COVER TO GRADE EACH
W-23	92	63+07.3		RT																						1	
W-24	92	64+18.0		LT																					1		
SW-1	93	64+50	64+83	LT	374													374									
SW-2	93	64+99	65+74	LT	823													823									
SW-3	93	65+82	66+86	LT	1181													1181									
SW-4	93	66+86	66+98	LT	249													209	40			1					
SW-5	93	67+31	67+52	LT	364													246	118			1					
SW-6	93	67+52	69+28	LT	1920													1889									
SW-7	93	69+28	69+43	LT	164													89	75			1					
SW-8	93	69+43	70+00	LT	625													625									
SW-9	93	64+50	66+15	RT	1914													1914									
SW-10	93	66+36	66+83	RT	556													556									
SW-11	93	66+83	66+98	RT	185													115	70			1					
SW-12	93	67+20	67+63	RT	208													208									
SW-13	93	67+36	67+51	RT	167													97	70			1					
SW-14	93	67+51	69+19	RT	1932													1932									
SW-15	93	69+19	69+38	RT	360													299	61			1					
SW-16	93	69+77	69+87	RT	137													82	55			1					
SW-17	93	69+87	70+00	RT	25													25									
C-1	93	64+50.0	66+97.8	LT		260														260							
C-2	93	67+30.9	70+00.0	LT		281														281							
C-3	93	64+50.0	69+38.3	RT		505														505							
C-4	93	69+76.8	70+00.0	RT		36														36							
CB-1	93	64+90.00		RT				23			1																
CB-2	93	67+57.82		RT				4			1																
CB-3	93	69+39.57		RT				4			1																
CB-4	93	69+75.62		RT				4			1																
CB-5	93	67+52.80		LT				4			1																
CB-6	93	69+50.00		LT				22			1																
UD-1	93	64+50.0	66+96.6	LT													259										
UD-2	93	67+32.2	67+52.8	LT			10										23										
UD-3	93	67+52.8	69+45.5	LT			10										182										
UD-4	93	64+50.0	64+84.5	RT													35										
UD-5	93	64+90.0	67+52.7	RT			10										256										
UD-6	93	67+52.8	69+37.1	RT			10										177										
UD-7	93	69+75.6	70+00.0	RT			10										22										
UD-8	93	69+50.0	70+00.0	LT			10										41										
MH-1	93	66+95.46		CL											1									560			
MH-2	93	69+64.6		RT										1									560				
W-1	93	64+76.8		LT																						1	
W-2	93	64+80.2		LT																					1	1	
W-3	93	64+92.5		LT																						1	
W-4	93	65+74.6		LT																						1	
W-5	93	66+12.6		LT																							1
W-6	93	66+11.9		LT																							1
W-7	93	67+71.9		LT																					1	2	
W-8	93	67+91.9		LT																						1	
W-9	93	68+33.4		LT																						1	
W-10	93	65+38.0		RT																							1
W-11	93	65+68.6		RT																							1
W-12	93	67+72.4		RT																							1
W-13	93	64+52.0		RT																						1	
W-14	93	64+77.4		RT																							1
TOTALS CARRIED TO SHEET 51					11184	1082	60	61	0	0	6	0	0	1	1	0	995	10664	489	1082	0	7	560	560	2	4	6	6

CALCULATED: TMA
CHECKED: TMD

SUBSUMMARY

BROADWAY AVE.
CUY-14-2.72

35
1

REF. NO.	SHEET NO.	STATION FROM	STATION TO	SIDE	202 WALK REMOVED S.F.	202 CURB REMOVED FT.	603 6" CONDUIT, TYPE F FOR UNDERDRAIN OUTLETS FT.	603 12" CONDUIT, TYPE B, 706.08, (ES), AS PER D-32 FT.	604 BARRIER INLET, SINGLE SLOPE, TYPE D, AS PER PLAN EACH	604 CATCH BASIN, NO. 2-2B EACH	604 CITY OF CLEVELAND CATCH BASIN NO. 1, AS PER D-34 EACH	604 CITY OF CLEVELAND TWIN CATCH BASIN NO. 1, AS PER D-34 EACH	604 CATCH BASIN ADJUSTED TO GRADE, AS PER D-39 EACH	604 MANHOLE ADJUSTED TO GRADE, AS PER D-39 (WPC) EACH	604 MANHOLE ADJUSTED TO GRADE, AS PER D-39 (NEORSD) EACH	605 6" UNCLASSIFIED PIPE UNDERDRAINS FT.	605 6" SHALLOW PIPE UNDERDRAIN WITH FABRIC WRAP FT.	608 4" CONCRETE WALK, AS PER D-23 S.F.	608 8" CONCRETE WALK, AS PER D-23 (CLASS MS) S.F.	609 CURB, TYPE 6, AS PER D-23 FT.	609 CITY OF CLEVELAND CURB, 12", AS PER D-23 FT.	SPECIAL CURB RAMP COMPLETE WITH TILE IN PLACE INCLUDING LAYOUT, AS PER D-27 CORNER	SPECIAL MISCELLANEOUS METALS, AS PER D-72 (WPC) POUNDS	SPECIAL MISCELLANEOUS METALS, AS PER D-72 (NEORSD) POUNDS	SPECIAL E-17A - EXTEND AND ADJUST EXISTING 6" HYDRANT TO GRADE EACH	SPECIAL E-12C1 - ADJUST EXISTING VALVE BOX TO GRADE EACH	SPECIAL E-12C2 - ADJUST EXISTING CURB SHUT OFF VALVE BOX TO GRADE EACH	SPECIAL E-12C3 - ADJUST EXISTING VAULT/ MANHOLE FRAME AND COVER TO GRADE EACH
W-15	93	67+17.5		LT																						1		
W-16	93	69+58.2		RT																						1		
SW-1	94	70+00	70+67	LT	734													734										
SW-2	94	70+67	71+79	LT	160													118	42			1						
SW-3	94	71+08	71+24	LT	198													129	69			1						
SW-4	94	71+24	73+09	LT	916													916										
SW-5	94	73+59	73+68	LT	94													54	40			1						
SW-6	94	73+98	74+15	LT	255													143	112			1						
SW-7	94	74+15	74+37	LT	96													96										
SW-8	94	74+68	75+00	LT	150													150										
SW-9	94	70+00	71+08	RT	284													284										
SW-10	94	71+08	71+23	RT	142													67	75			1						
SW-11	94	73+73	74+15	RT	576													576										
SW-12	94	74+00	74+15	RT	75														75			1						
SW-13	94	74+15	74+29	RT	175													175										
SW-14	94	73+34	73+59	LT	113													113										
SW-15	94	71+23	72+88	RT	317													317										
SW-16	94	74+29	75+00	RT	880													880										
C-1	94	70+00.0	70+78.8	LT		91														91								
C-2	94	71+08.0	73+69.0	LT		287														287								
C-3	94	73+97.4	75+00.0	RT		117														117								
C-4	94	70+00.0	75+00.0	RT		500														500								
CB-1	94	72+28.55		RT				4			1																	
CB-2	94	74+31.00		RT				24			1																	
CB-3	94	71+25.38		LT				4			1																	
CB-4	94	74+14.62		LT				4			1																	
UD-1	94	70+00.0	70+77.6	LT													88											
UD-2	94	71+09.3	71+25.4	LT			10										18											
UD-3	94	71+25.4	73+67.8	LT			10										245											
UD-4	94	73+98.6	74+14.6	LT			10										22											
UD-5	94	74+14.6	75+00	LT			10										73											
UD-6	94	70+00.0	72+24.8	RT													225											
UD-7	94	72+28.6	74+26.2	RT			10										198											
UD-8	94	74+31.0	75+00.0	RT			10										59											
MH-1	94	71+20.07		CL											1					560								
W-1	94	70+02.2		LT																						1		
W-2	94	70+65.9		LT																					1	1		
W-3	94	70+69.4		LT																						1		
W-4	94	70+98.4		LT																						1		
W-5	94	71+17.8		LT																						1		
W-6	94	71+90.3		LT																							1	
W-7	94	72+06.5		LT																								1
W-8	94	73+90.2		LT																					1	1		
W-9	94	74+09.0		LT																								1
W-10	94	73+16.4		RT																						1		
W-11	94	73+18.8		RT																						1		
SW-1	PP12	75+00	76+29	LT	642													642										
SW-2	PP12	76+29	76+37	LT	109													64	45			1						
SW-3	PP12	76+60	76+78	LT	224													110	114			1						
SW-4	PP12	76+78	77+18	LT	189													189										
SW-5	PP12	77+36	77+85	LT	220													220										
TOTALS CARRIED TO SHEET 51					6549	995	60	36	0	0	4	0	0	0	1	0	928	5977	572	995	0	8	0	560	2	9	1	2

CALCULATED: TMA
CHECKED: TMD

SUBSUMMARY

BROADWAY AVE.
CUY-14-2.72

REF. NO.	SHEET NO.	STATION FROM	STATION TO	SIDE	202 WALK REMOVED S.F.	202 CURB REMOVED FT.	603 6" CONDUIT, TYPE F FOR UNDERDRAIN OUTLETS FT.	603 12" CONDUIT, TYPE B, 706.08, (ES), AS PER D-32 FT.	604 BARRIER INLET, SINGLE SLOPE, TYPE D, AS PER PLAN EACH	604 CATCH BASIN, NO. 2-2B EACH	604 CITY OF CLEVELAND CATCH BASIN NO. 1, AS PER D-34 EACH	604 CITY OF CLEVELAND TWIN CATCH BASIN NO. 1, AS PER D-34 EACH	604 CATCH BASIN ADJUSTED TO GRADE, AS PER D-39 EACH	604 MANHOLE ADJUSTED TO GRADE, AS PER D-39 (WPC) EACH	604 MANHOLE ADJUSTED TO GRADE, AS PER D-39 (NEORSD) EACH	605 6" UNCLASSIFIED PIPE UNDERDRAINS FT.	605 6" SHALLOW PIPE UNDERDRAIN WITH FABRIC WRAP FT.	608 4" CONCRETE WALK, AS PER D-23 S.F.	608 8" CONCRETE WALK, AS PER D-23 (CLASS MS) S.F.	609 CURB, TYPE 6, AS PER D-23 FT.	609 CITY OF CLEVELAND CURB, 12", AS PER D-23 FT.	SPECIAL CURB RAMP COMPLETE WITH TILE IN PLACE INCLUDING LAYOUT, AS PER D-27 CORNER	SPECIAL MISCELLANEOUS METALS, AS PER D-72 (WPC) POUNDS	SPECIAL MISCELLANEOUS METALS, AS PER D-72 (NEORSD) POUNDS	SPECIAL E-17A - EXTEND AND ADJUST EXISTING 6" HYDRANT TO GRADE EACH	SPECIAL E-12C1 - ADJUST EXISTING VALVE BOX TO GRADE EACH	SPECIAL E-12C2 - ADJUST EXISTING CURB SHUT OFF VALVE BOX TO GRADE EACH	SPECIAL E-12C3 - ADJUST EXISTING VAULT/ MANHOLE FRAME AND COVER TO GRADE EACH
SW-6	95	78+17	78+77	LT	289													289										
SW-7	95	78+77	78+88	LT	138													98	40			1						
SW-8	95	79+14	79+24	RT	137													97	40			1						
SW-9	95	79+24	79+50	RT	76													76										
SW-10	95	75+60	75+76	RT	158													98	60			1						
SW-11	95	75+76	76+12	RT	375													375										
SW-12	95	76+41	76+64	RT	203													203										
SW-13	95	76+64	76+79	RT	142													68	75			1						
SW-14	95	76+79	77+09	RT	276													276										
SW-15	95	77+68	78+57	RT	826													826										
SW-16	95	78+79	79+50	RT	665													665										
SW-17	95	75+00	75+23	RT	281													281										
SW-18	95	75+23	75+34	RT	121														121			1						
C-1	95	75+00.0	76+37.0	LT		149														149								
C-2	95	76+60.0	78+88.9	LT		252														252								
C-3	95	79+13.6	79+50.0	LT		48														48								
C-4	95	75+00.0	79+50.0	RT		456														456								
CB-1	95	78+70.38		RT				4			1																	
UD-1	95	75+00.0	76+35.8	LT													147											
UD-2	95	76+61.2	77+18.4	LT													69											
UD-3	95	77+18.4	78+70.4	LT			10										141											
UD-4	95	78+70.0	78+89.0	LT			10									18												
UD-5	95	79+14.9	79+50.0	LT													46											
UD-6	95	75+00.0	77+18.4	RT													219											
UD-7	95	77+18.4	79+50.0	RT													233											
MH-1	95	76+03.29		CL											1													
W-1	95	75+71.3		LT																						1		
W-2	95	76+15.9		LT																						1	1	
W-3	95	75+43.6		RT																					1			
W-4	95	76+55.3		RT																				1	1			
W-5	95	77+17.1		RT																							1	
W-6	95	77+50.5		RT																						1		
W-7	95	78+11.8		RT																						1		
W-8	95	78+57.8		RT																						1		
W-9	95	79+07.2		LT																					1			
W-10	95	76+72.4		RT																					1			
SW-1	96	81+63	84+50	LT	2219													2219										
SW-2	96	79+50	79+56	RT	61													61										
SW-3	96	80+12	82+60	RT	730													730										
SW-4	96	82+97	84+16	RT	368													368										
C-1	96	79+50.0	79+56.4	LT		7														7								
C-2	96	79+50.0	79+56.4	RT		7														7								
C-3	96	81+63.0	84+50.0	RT		287														287								
C-4	96	81+63.0	84+50.0	LT		287														287								
CB-1	96	79+54.80		RT									1															
CB-2	96	80+07.57		LT				4			1																	
CB-3	96	80+52.49		LT									1															
CB-4	96	81+33.53		LT									1															
CB-5	96	80+29.31		RT									1															
CB-6	96	82+21.72		RT				4			1																	
CB-7	96	82+54.18		LT				4			1																	
TOTALS CARRIED TO SHEET 51					7065	1493	20	16	0	0	4	0	4	0	1	18	855	6730	336	1493	0	5	0	560	1	4	5	2

CALCULATED: TMA
CHECKED: TMD

SUBSUMMARY

BROADWAY AVE.
CUY-14-2.72

REF. NO.	SHEET NO.	STATION FROM	STATION TO	SIDE	202 WALK REMOVED S.F.	202 CURB REMOVED FT.	603 6" CONDUIT, TYPE F FOR UNDERDRAIN OUTLETS FT.	603 12" CONDUIT, TYPE B, 706.08, (ES), AS PER D-32 FT.	604 BARRIER INLET, SINGLE SLOPE, TYPE D, AS PER PLAN EACH	604 CATCH BASIN, NO. 2-2B EACH	604 CITY OF CLEVELAND CATCH BASIN NO. 1, AS PER D-34 EACH	604 CITY OF CLEVELAND TWIN CATCH BASIN NO. 1, AS PER D-34 EACH	604 CATCH BASIN ADJUSTED TO GRADE, AS PER D-39 EACH	604 MANHOLE ADJUSTED TO GRADE, AS PER D-39 (WPC) EACH	604 MANHOLE ADJUSTED TO GRADE, AS PER D-39 (NEORSD) EACH	605 6" UNCLASSIFIED PIPE UNDERDRAINS FT.	605 6" SHALLOW PIPE UNDERDRAIN WITH FABRIC WRAP FT.	608 4" CONCRETE WALK, AS PER D-23 S.F.	608 8" CONCRETE WALK, AS PER D-23 (CLASS MS) S.F.	609 CURB, TYPE 6, AS PER D-23 FT.	609 CITY OF CLEVELAND CURB, 12", AS PER D-23 FT.	SPECIAL CURB RAMP COMPLETE WITH TILE IN PLACE INCLUDING LAYOUT, AS PER D-27 CORNER	SPECIAL MISCELLANEOUS METALS, AS PER D-72 (WPC) POUNDS	SPECIAL MISCELLANEOUS METALS, AS PER D-72 (NEORSD) POUNDS	SPECIAL E-17A - EXTEND AND ADJUST EXISTING 6" HYDRANT TO GRADE EACH	SPECIAL E-12C1 - ADJUST EXISTING VALVE BOX TO GRADE EACH	SPECIAL E-12C2 - ADJUST EXISTING CURB SHUT OFF VALVE BOX TO GRADE EACH	SPECIAL E-12C3 - ADJUST EXISTING VAULT/ MANHOLE FRAME AND COVER TO GRADE EACH
UD-1	96	79+50.0	79+54.8	RT			10										2											
UD-2	96	79+50.0	80+07.6	LT			10										48											
UD-3	96	82+21.7	84+50.0	RT			10										224											
UD-4	96	82+54.2	84+50	LT			10										180											
MH-1	96	80+71.8		LT										1								560						
MH-2	96	80+32.2		CL											1								560					
MH-3	96	84+08.6		LT											1								560					
W-1	96	79+67.0		LT																						1		
W-2	96	79+59.9		RT																						1		
W-3	96	79+61.9		RT																								1
W-4	96	79+96.4		RT																						2		
W-5	96	80+11.0		RT																						1		
W-6	96	80+34.6		RT																						1		
W-7	96	80+61.1		RT																						1		
W-8	96	80+74.4		RT																								1
W-9	96	83+34.5		RT																							1	
W-10	96	84+04.0		RT																					1	1		
W-11	96	80+51.2		RT																						1		
W-12	96	80+80.5		RT																						1		
W-13	96	82+58.0		RT																					1			
W-14	96	82+67.9		RT																								1
SW-1	97	84+50	85+22	LT	648													648										
SW-2	97	85+64	85+74	LT	90													90										
SW-3	97	85+74	85+89	LT	150													75	75				1					
SW-4	97	85+64	86+55	LT	642													642										
SW-5	97	86+79	87+92	LT	1107													1107										
SW-6	97	88+19	90+00	LT	1804													1804										
SW-7	97	84+51	85+25	RT	593													593										
SW-8	97	85+25	85+44	RT	324													257	67				1					
SW-9	97	85+74	85+90	RT	212													136	76				1					
SW-10	97	85+90	86+21	RT	84													84										
SW-11	97	86+51	88+02	RT	1031													1031										
SW-12	97	88+25	89+44	RT	341													341										
SW-13	97	89+74	90+00	RT	70													70										
C-1	97	84+50.0	90+00.0	LT		550														550								
C-2	97	84+50.0	85+43.9	RT		106														106								
C-3	97	85+78.5	90+00.0	RT		445														445								
CB-1	97	85+98.15		LT				4			1																	
CB-2	97	85+43.16		RT				4			1																	
CB-3	97	85+76.23		RT				4			1																	
CB-4	97	85+96.48		RT				4			1																	
CB-5	97	89+25.48		LT				4			1																	
CB-6	97	89+20.0		RT				25			1																	
UD-1	97	84+50.0	85+92.2	LT													142											
UD-2	97	85+98.2	89+23.0	LT			10										312											
UD-3	97	89+25.5	90+00.0	LT			10										65											
UD-4	97	84+50.0	85+39.2	RT													96											
UD-5	97	85+76.2	85+93.1	RT			10										20											
UD-6	97	85+96.5	89+15.4	RT			10										310											
UD-7	97	89+20.0	90+00.0	RT			10										71											
MH-1	97	89+34.54		LT											1													
TOTALS CARRIED TO SHEET 51					7096	1101	80	45	0	0	6	0	0	1	3	0	1468	6878	218	1101	0	3	560	1120	2	10	1	3

CALCULATED: TMA
CHECKED: TMD

SUBSUMMARY

BROADWAY AVE.
CUY-14-2.72

REF. NO.	SHEET NO.	STATION FROM	STATION TO	SIDE	202 WALK REMOVED S.F.	202 CURB REMOVED FT.	603 6" CONDUIT, TYPE F FOR UNDERDRAIN OUTLETS FT.	603 12" CONDUIT, TYPE B, 706.08, (ES), AS PER D-32 FT.	604 BARRIER INLET, SINGLE SLOPE, TYPE D, AS PER PLAN	604 CATCH BASIN, NO. 2-2B EACH	604 CITY OF CLEVELAND CATCH BASIN NO. 1, AS PER D-34 EACH	604 CITY OF CLEVELAND TWIN CATCH BASIN NO 1, AS PER D-34 EACH	604 CATCH BASIN ADJUSTED TO GRADE, AS PER D-39 EACH	604 MANHOLE ADJUSTED TO GRADE, AS PER D-39 (WPC) EACH	604 MANHOLE ADJUSTED TO GRADE, AS PER D-39 (NEORSD) EACH	605 6" UNCLASSIFIED PIPE UNDERDRAINS FT.	605 6" SHALLOW PIPE UNDERDRAIN WITH FABRIC WRAP FT.	608 4" CONCRETE WALK, AS PER D-23 S.F.	608 8" CONCRETE WALK, AS PER D-23 (CLASS MS) S.F.	609 CURB, TYPE 6, AS PER D-23 FT.	609 CITY OF CLEVELAND CURB, 12", AS PER D-23 FT.	SPECIAL CURB RAMP COMPLETE WITH TILE IN PLACE INCLUDING LAYOUT, AS PER D-27 CORNER	SPECIAL MISCELLANEOUS METALS, AS PER D-72 (WPC) POUNDS	SPECIAL MISCELLANEOUS METALS, AS PER D-72 (NEORSD) POUNDS	SPECIAL E-17A - EXTEND AND ADJUST EXISTING 6" HYDRANT TO GRADE EACH	SPECIAL E-12C1 - ADJUST EXISTING VALVE BOX TO GRADE EACH	SPECIAL E-12C2 - ADJUST EXISTING CURB SHUT OFF VALVE BOX TO GRADE EACH	SPECIAL E-12C3 - ADJUST EXISTING VAULT/ MANHOLE FRAME AND COVER TO GRADE EACH
W-1	97	84+99.2		LT																							2	1
W-2	97	85+18.2		LT																					1	1		
W-3	97	86+45.0		LT																								1
W-4	97	87+50.3		LT																							1	
W-5	97	88+41.6		LT																						1		
W-6	97	85+62.7		RT																						2		
W-7	97	86+47.0		RT																						1		
W-8	97	87+38.6		RT																							1	1
W-9	97	88+65.8		RT																								1
W-10	97	89+42.7		RT																							1	
W-11	97	84+98.1		LT																						2		
W-12	97	87+85.3		LT																						1		
W-13	97	88+35.8		LT																						1		
W-14	97	88+49.7		LT																						1		
SW-1	98	90+00	90+54	LT	532													532										
SW-2	98	90+91	91+08	LT	791													791										
SW-3	98	90+00	90+25	RT	68													68										
SW-4	98	90+97	94+33	RT	735													735										
SW-5	98	94+39	94+83	RT	88													88										
SW-6	98	94+90	95+50	RT	527													527										
SW-7	98	95+21	95+50	LT	262													262										
C-1	98	90+00.0	91+07.6	LT		108														108								
C-2	98	90+00.0	91+07.6	RT		108														108								
UD-1	98	90+00.0	90+50.0	LT												49												
UD-2	98	90+50.0	91+07.6	LT												58												
UD-3	98	90+00.0	90+50.0	RT												50												
UD-4	98	90+50.0	91+07.6	RT												58												
W-1	98	90+30.53		LT																					1			
W-2	98	90+31.91		LT																					1			
W-3	98	90+29.67		LT																							1	
W-4	98	90+31.79		LT																							1	
SW-1	99	95+50	98+00	LT	2110													2110										
SW-2	99	95+50	95+20	RT	2193													2193										
TOTALS CARRIED TO SHEET 51					7306	216	0	0	0	0	0	0	0	0	0	0	215	7306	0	216	0	0	0	0	1	12	7	4

CALCULATED: TMA
CHECKED: TMD

SUBSUMMARY

BROADWAY AVE.
CUY-14-2.72

39
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REF. NO.	SHEET NO.	STATION FROM	STATION TO	SIDE	202 WALK REMOVED S.F.	202 CURB REMOVED FT.	603 6" CONDUIT, TYPE F FOR UNDERDRAIN OUTLETS FT.	603 12" CONDUIT, TYPE B, 706.08, (ES), AS PER D-32 FT.	604 BARRIER INLET, SINGLE SLOPE, TYPE D, AS PER PLAN EACH	604 CATCH BASIN, NO. 2-2B EACH	604 CITY OF CLEVELAND CATCH BASIN NO. 1, AS PER D-34 EACH	604 CITY OF CLEVELAND TWIN CATCH BASIN NO. 1, AS PER D-34 EACH	604 CATCH BASIN ADJUSTED TO GRADE, AS PER D-39 EACH	604 MANHOLE ADJUSTED TO GRADE, AS PER D-39 (WPC) EACH	604 MANHOLE ADJUSTED TO GRADE, AS PER D-39 (NEORSD) EACH	605 6" UNCLASSIFIED PIPE UNDERDRAINS FT.	605 6" SHALLOW PIPE UNDERDRAIN WITH FABRIC WRAP FT.	608 4" CONCRETE WALK, AS PER D-23 S.F.	608 8" CONCRETE WALK, AS PER D-23 (CLASS MS) S.F.	609 CURB, TYPE 6, AS PER D-23 FT.	609 CITY OF CLEVELAND CURB, 12", AS PER D-23 FT.	SPECIAL CURB RAMP COMPLETE WITH TILE IN PLACE INCLUDING LAYOUT, AS PER D-27 CORNER	SPECIAL MISCELLANEOUS METALS, AS PER D-72 (WPC) POUNDS	SPECIAL MISCELLANEOUS METALS, AS PER D-72 (NEORSD) POUNDS	SPECIAL E-17A - EXTEND AND ADJUST EXISTING 6" HYDRANT TO GRADE EACH	SPECIAL E-12C1 - ADJUST EXISTING VALVE BOX TO GRADE EACH	SPECIAL E-12C2 - ADJUST EXISTING CURB SHUT OFF VALVE BOX TO GRADE EACH	SPECIAL E-12C3 - ADJUST EXISTING VAULT/ MANHOLE FRAME AND COVER TO GRADE EACH
SW-1	101	116+45	118+79	LT	2305													2305									
SW-2	101	118+79	118+94	LT	143													68	75			1					
SW-3	101	118+94	120+00	LT	1004													1004									
SW-4	101	116+94	117+49	RT	557													557									
SW-5	101	117+62	117+99	RT	223													223									
SW-6	101	118+06	118+46	RT	236													206									
SW-7	101	118+46	118+52	RT	68														68			1					
SW-8	101	118+78	118+97	RT	195													82	113			1					
SW-9	101	118+97	120+00	RT	395													395									
C-1	101	116+44.8	120+00.0	LT		355														355							
C-2	101	116+44.8	118+51.5	RT		218														218							
C-3	101	118+78.6	120+00.0	RT		133														133							
CB-1	101	116+83.18		LT				4			1																
CB-2	101	119+01.43		LT				4			1																
CB-3	101	116+70.0		RT				19			1																
CB-4	101	118+89.35		RT				21			1																
UD-1	101	116+44.8	116+77.7	LT													33										
UD-2	101	116+83.2	118+95.8	LT			10										203										
UD-3	101	119+01.4	120+00.0	LT			10										90										
UD-4	101	116+44.8	116+70.0	RT													20										
UD-5	101	116+70.0	118+51.5	RT			10										181										
UD-6	101	118+78.6	118+89.4	RT			10										17										
UD-7	101	118+89.4	120+00.0	RT			10										95										
MH-1	101	118+57.39		RT											1									560			
MH-2	101	118+63.78		LT											1									560			
W-1	101	117+08.7		LT																						1	
W-2	101	117+36.6		LT																							1
W-3	101	117+63.4		LT																							1
W-4	101	118+71.6		LT																					1		
W-5	101	118+72.5		RT																					1	1	
SW-1	102	120+00	121+25	LT	1184													1184									
SW-2	102	121+25	121+40	LT	143													68	75			1					
SW-3	102	121+40	121+55	LT	149													149									
SW-4	102	121+55	121+69	LT	119													71	48			1					
SW-5	102	122+08	122+17	LT	133													75	58			1					
SW-6	102	122+17	123+75	LT	791													791									
SW-7	102	124+00	125+00	LT	431													431									
SW-8	102	120+22	121+30	RT	523													523									
SW-9	102	121+29	121+40	RT	53														53			1					
SW-10	102	121+30	122+04	RT	463													463									
SW-11	102	121+87	121+94	RT	29														29			1					
SW-12	102	121+21	122+65	RT	311													311									
SW-13	102	122+94	124+27	RT	617													617									
SW-14	102	124+50	125+00	RT	502													502									
C-1	102	120+00.0	121+88.9	LT		205														205							
C-2	102	122+09.3	125+00.0	LT		311														311							
C-3	102	120+00.0	125+00.0	RT		500														500							
TOTALS CARRIED TO SHEET 51					8269	1722	50	48	0	0	4	0	0	0	2	0	639	7720	519	1722	0	8	0	1120	1	2	1	2

CALCULATED: TMA
CHECKED: TMD

SUBSUMMARY

BROADWAY AVE.
CUY-14-2.72

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REF. NO.	SHEET NO.	STATION FROM	STATION TO	SIDE	202 WALK REMOVED S.F.	202 CURB REMOVED FT.	603 6" CONDUIT, TYPE F FOR UNDERDRAIN OUTLETS FT.	603 12" CONDUIT, TYPE B, 706.08, (ES), AS PER D-32 FT.	604 BARRIER INLET, SINGLE SLOPE, TYPE D, AS PER PLAN EACH	604 CATCH BASIN, NO. 2-2B EACH	604 CITY OF CLEVELAND CATCH BASIN NO. 1, AS PER D-34 EACH	604 CITY OF CLEVELAND TWIN CATCH BASIN NO. 1, AS PER D-34 EACH	604 CATCH BASIN ADJUSTED TO GRADE, AS PER D-39 EACH	604 MANHOLE ADJUSTED TO GRADE, AS PER D-39 (WPC) EACH	604 MANHOLE ADJUSTED TO GRADE, AS PER D-39 (NEORSD) EACH	605 6" UNCLASSIFIED PIPE UNDERDRAINS FT.	605 6" SHALLOW PIPE UNDERDRAIN WITH FABRIC WRAP FT.	608 4" CONCRETE WALK, AS PER D-23 S.F.	608 8" CONCRETE WALK, AS PER D-23 (CLASS MS) S.F.	609 CURB, TYPE 6, AS PER D-23 FT.	609 CITY OF CLEVELAND CURB, 12", AS PER D-23 FT.	SPECIAL CURB RAMP COMPLETE WITH TILE IN PLACE INCLUDING LAYOUT, AS PER D-27 CORNER	SPECIAL MISCELLANEOUS METALS, AS PER D-72 (WPC) POUNDS	SPECIAL MISCELLANEOUS METALS, AS PER D-72 (NEORSD) POUNDS	SPECIAL E-17A - EXTEND AND ADJUST EXISTING 6" HYDRANT TO GRADE EACH	SPECIAL E-12C1 - ADJUST EXISTING VALVE BOX TO GRADE EACH	SPECIAL E-12C2 - ADJUST EXISTING CURB SHUT OFF VALVE BOX TO GRADE EACH	SPECIAL E-12C3 - ADJUST EXISTING VAULT/ MANHOLE FRAME AND COVER TO GRADE EACH
CB-1	102	121+70.06		LT				4			1																	
CB-2	102	122+08.73		LT				20			1																	
CB-3	102	124+36.33		LT				4			1																	
CB-4	102	123+73.76		RT				4			1																	
UD-1	102	120+00.0	121+66.8	LT													171											
UD-2	102	122+09.3	122+08.7	LT			10										8											
UD-3	102	122+08.7	124+30.8	LT			10										213											
UD-4	102	124+36.3	125+00.0	LT			10										55											
UD-5	102	120+00.0	123+68.2	RT													368											
UD-6	102	123+73.8	125+00.0	RT			10										117											
MH-1	102	121+28.32		RT											1									560				
MH-2	102	121+36.91		LT											1									560				
MH-3	102	121+55.28		LT											1									560				
MH-4	102	123+93.79		RT											1									560				
W-1	102	122+45.8		LT																						1		
W-2	102	122+94.5		LT																						1	1	
W-3	102	123+40.4		LT																						1		
W-4	102	120+12.0		RT																							1	
W-5	102	121+84.8		RT																						1		
W-6	102	123+13.0		RT																					1		1	
W-7	102	121+87.7		LT																						1		
W-8	102	121+17.3		RT																							1	
W-9	102	121+69.7		RT																						1		
SW-1	103	125+00	125+02	LT	12													12										
SW-2	103	125+44	126+45	LT	446													446										
SW-3	103	126+45	126+57	LT	84													44	40						1			
SW-4	103	126+72	126+78	LT	39														39						1			
SW-5	103	126+78	127+24	LT	421													421										
SW-6	103	127+33	127+52	LT	576													576										
SW-7	103	128+52	128+67	LT	141													67	74						1			
SW-8	103	128+67	129+54	LT	423													423										
SW-9	103	129+67	130+00	LT	154													154										
SW-10	103	125+00	126+99	RT	2250													2250										
SW-11	103	127+27	128+04	RT	1114													1114										
SW-12	103	128+04	128+19	RT	185													53	132						1			
SW-13	103	128+44	128+67	RT	327													161	166						1			
SW-14	103	128+67	130+00	RT	1571													1571										
C-1	103	125+00.0	126+55.9	LT		163														163								
C-2	103	126+72.9	130+00.0	LT		335														335								
C-3	103	125+00.0	128+17.6	RT		334														334								
C-4	103	128+44.8	130+00.0	RT		176														176								
CB-1	103	126+55.0		RT				18			1																	
CB-2	103	126+79.74		LT				4			1																	
CB-3	103	128+69.00		RT				23			1																	
UD-1	103	125+00.0	126+55.9	LT													161											
UD-2	103	126+72.9	126+79.7	LT			10										3											
UD-3	103	126+79.7	130+00.0	LT			10										310											
UD-4	103	125+00.0	126+49.3	RT													149											
UD-5	103	126+54.8	128+17.6	RT			10										177											
UD-6	103	128+44.8	128+66.7	RT			10										33											
UD-7	103	128+66.7	130+00.0	RT			10										122											
TOTALS CARRIED TO SHEET 51					7743	1008	90	77	0	0	7	0	0	0	4	0	1887	7292	451	1008	0	5	0	2240	1	3	5	2

CALCULATED: TMA
CHECKED: TMD

SUBSUMMARY

BROADWAY AVE.
CUY-14-2.72

REF. NO.	SHEET NO.	STATION FROM	STATION TO	SIDE	202 WALK REMOVED S.F.	202 CURB REMOVED FT.	603 6" CONDUIT, TYPE F FOR UNDERDRAIN OUTLETS FT.	603 12" CONDUIT, TYPE B, 706.08, (ES), AS PER D-32 FT.	604 BARRIER INLET, SINGLE SLOPE, TYPE D, AS PER PLAN EACH	604 CATCH BASIN, NO. 2-2B EACH	604 CITY OF CLEVELAND CATCH BASIN NO. 1, AS PER D-34 EACH	604 CITY OF CLEVELAND TWIN CATCH BASIN NO. 1, AS PER D-34 EACH	604 CATCH BASIN ADJUSTED TO GRADE, AS PER D-39 EACH	604 MANHOLE ADJUSTED TO GRADE, AS PER D-39 (WPC) EACH	604 MANHOLE ADJUSTED TO GRADE, AS PER D-39 (NEORSD) EACH	605 6" UNCLASSIFIED PIPE UNDERDRAINS FT.	605 6" SHALLOW PIPE UNDERDRAIN WITH FABRIC WRAP FT.	608 4" CONCRETE WALK, AS PER D-23 S.F.	608 8" CONCRETE WALK, AS PER D-23 (CLASS MS) S.F.	609 CURB, TYPE 6, AS PER D-23 FT.	609 CITY OF CLEVELAND CURB, 12", AS PER D-23 FT.	SPECIAL CURB RAMP COMPLETE WITH TILE IN PLACE INCLUDING LAYOUT, AS PER D-27 CORNER	SPECIAL MISCELLANEOUS METALS, AS PER D-72 (WPC) POUNDS	SPECIAL MISCELLANEOUS METALS, AS PER D-72 (NEORSD) POUNDS	SPECIAL E-17A – EXTEND AND ADJUST EXISTING 6" HYDRANT TO GRADE EACH	SPECIAL E-12C1 – ADJUST EXISTING VALVE BOX TO GRADE EACH	SPECIAL E-12C2 – ADJUST EXISTING CURB SHUT OFF VALVE BOX TO GRADE EACH	SPECIAL E-12C3 – ADJUST EXISTING VAULT/ MANHOLE FRAME AND COVER TO GRADE EACH
MH–1	103	126+54.88		RT											1														
MH–2	103	126+83.47		LT											1														
MH–3	103	128+98.02		RT											1														
W–1	103	126+91.5		LT																								1	
W–2	103	127+11.9		LT																								1	
W–3	103	128+38.0		LT																							1		
W–4	103	128+41.8		LT																						1			
W–5	103	128+48.3		LT																								1	
W–6	103	128+82.8		LT																								1	
W–7	103	129+19.8		LT																								1	
W–8	103	129+73.8		LT																								1	
W–9	103	125+66.5		RT																									1
W–10	103	125+87.7		RT																									1
W–11	103	126+49.3		RT																								1	
W–12	103	127+67.4		RT																									1
W–13	103	126+34.6		LT																								1	
W–14	103	126+68.4		LT																							1		
W–15	103	125+01.2		RT																						1	1		
W–16	103	126+42.0		RT																								1	
W–17	103	126+99.5		RT																							1		
W–18	103	128+38.3		RT																							1		
W–19	103	128+38.5		RT																							1		
W–20	103	129+63.7		RT																								1	
SW–1	104	130+00	131+39	LT	1087														1087										
SW–2	104	131+39	131+58	LT	261														222	39							1		
SW–3	104	131+78	132+06	LT	456														456										
SW–4	104	131+95	132+24	LT	175														98	77							1		
SW–5	104	132+44	132+56	LT	53															53							1		
SW–6	104	132+56	132+76	LT	215														215										
SW–7	104	132+92	133+84	LT	836														836										
SW–8	104	133+84	133+95	LT	90															90							1		
SW–9	104	133+89	134+02	LT	80														80										
SW–10	104	134+32	134+41	LT	45														45										
SW–11	104	134+32	134+42	LT	83															83							1		
SW–12	104	134+42	135+00	LT	575														575										
SW–13	104	130+32	131+53	RT	1455														1455										
SW–14	104	131+71	131+84	RT	167														108	59							1		
SW–15	104	131+96	132+09	RT	92															92							1		
SW–16	104	132+03	132+19	RT	112														112										
SW–17	104	132+50	133+17	RT	603														603										
SW–18	104	133+43	133+70	RT	241														241										
C–1	104	130+00.0	131+55.8	LT		179															179								
C–2	104	131+77.9	132+36.1	LT		71															71								
C–3	104	132+46.1	134+02.1	LT		180															180								
C–4	104	134+34.8	135+00.0	LT		84															84								
C–5	104	130+00.0	131+84.3	RT		196															196								
C–6	104	131+95.6	135+00.0	RT		316															316								
CB–1	104	131+59.50		LT				4			1																		
CB–2	104	131+88.76		LT				4			1																		
CB–3	104	132+11.50		LT				18			1																		
CB–4	104	132+56.69		LT				4			1																		
CB–5	104	133+96.52		LT				4			1																		
TOTALS CARRIED TO SHEET 51					6626	1026	0	34	0	0	5	0	0	0	3	0	0	6133	493	1026	0	7	0	1680	2	6	10	3

CALCULATED: TMA
CHECKED: TMD

SUBSUMMARY

BROADWAY AVE.
CUY–14–2.72

REF. NO.	SHEET NO.	STATION FROM	STATION TO	SIDE	202 WALK REMOVED S.F.	202 CURB REMOVED FT.	603 6" CONDUIT, TYPE F FOR UNDERDRAIN OUTLETS FT.	603 12" CONDUIT, TYPE B, 706.08, (ES), AS PER D-32 FT.	604 BARRIER INLET, SINGLE SLOPE, TYPE D, AS PER PLAN EACH	604 CATCH BASIN, NO. 2-2B EACH	604 CITY OF CLEVELAND CATCH BASIN NO. 1, AS PER D-34 EACH	604 CITY OF CLEVELAND TWIN CATCH BASIN NO. 1, AS PER D-34 EACH	604 CATCH BASIN ADJUSTED TO GRADE, AS PER D-39 EACH	604 MANHOLE ADJUSTED TO GRADE, AS PER D-39 (WPC) EACH	604 MANHOLE ADJUSTED TO GRADE, AS PER D-39 (NEORSD) EACH	605 6" UNCLASSIFIED PIPE UNDERDRAINS FT.	605 6" SHALLOW PIPE UNDERDRAIN WITH FABRIC WRAP FT.	608 4" CONCRETE WALK, AS PER D-23 S.F.	608 8" CONCRETE WALK, AS PER D-23 (CLASS MS) S.F.	609 CURB, TYPE 6, AS PER D-23 FT.	609 CITY OF CLEVELAND CURB, 12", AS PER D-23 FT.	SPECIAL CURB RAMP COMPLETE WITH TILE IN PLACE INCLUDING LAYOUT, AS PER D-27 CORNER	SPECIAL MISCELLANEOUS METALS, AS PER D-72 (WPC) POUNDS	SPECIAL MISCELLANEOUS METALS, AS PER D-72 (NEORSD) POUNDS	SPECIAL E-17A - EXTEND AND ADJUST EXISTING 6" HYDRANT TO GRADE EACH	SPECIAL E-12C1 - ADJUST EXISTING VALVE BOX TO GRADE EACH	SPECIAL E-12C2 - ADJUST EXISTING CURB SHUT OFF VALVE BOX TO GRADE EACH	SPECIAL E-12C3 - ADJUST EXISTING VAULT/ MANHOLE FRAME AND COVER TO GRADE EACH
CB-6	104	134+35.48		LT				4			1																	
CB-7	104	131+97.50		RT				25			1																	
CB-8	104	133+49.50		RT				32			1																	
CB-9	104	132+39.2		LT									1															
UD-1	104	130+00.0	131+55.7	LT													161											
UD-2	104	131+54.7	131+59.5	LT			10										2											
UD-3	104	131+79.0	131+88.8	LT			10										17											
UD-4	104	131+88.8	132+10.8	LT			10										15											
UD-5	104	132+10.8	132+36.3	LT			10										5											
UD-6	104	132+47.1	132+56.7	LT			10										14											
UD-7	104	132+56.7	133+53.9	LT			10										132											
UD-8	104	134+35.9	134+35.5	LT			10									11												
UD-9	104	134+35.5	135+00.0	LT			10										52											
UD-10	104	130+00.0	131+83.1	RT													193											
UD-11	104	131+96.8	132+03.5	RT			10										3											
UD-12	104	132+03.5	133+44.0	RT			10										136											
UD-13	104	133+50.0	135+00.0	RT			10										141											
MH-1	104	131+38.90		RT											1													
MH-2	104	131+60.08		LT											1													
MH-3	104	131+56.39		LT										1														
MH-4	104	131+78.53		LT											1													
MH-5	104	132+34.64		LT										1														
MH-6	104	133+34.72		LT											1													
MH-7	104	134+10.87		LT										1														
W-1	104	130+62.5		LT																							1	1
W-2	104	131+99.1		LT																							1	1
W-3	104	132+86.7		LT																								1
W-4	104	134+21.1		LT																						1		
W-5	104	130+27.0		RT																							1	
W-6	104	130+46.1		RT																								1
W-7	104	130+79.0		RT																							1	1
W-8	104	131+62.6		RT																							1	
W-9	104	131+76.1		RT																						1	1	
W-10	104	134+05.9		RT																							1	
W-11	104	134+98.0		RT																						1	1	
W-12	104	131+53.9		LT																							1	
W-13	104	132+36.6		LT																							1	
W-14	104	131+93.0		RT																							1	
W-15	104	132+36.9		RT																							1	
SW-1	105	135+12	135+82	LT	819													819										
SW-2	105	135+82	135+97	LT	150													75	75			1						
SW-3	105	135+97	137+38	LT	1429													1429										
SW-4	105	137+58	138+91	LT	840													840										
SW-5	105	139+32	140+00	LT	430													430										
SW-6	105	135+12	135+92	RT	478													478										
SW-7	105	135+86	136+02	RT	119														119			1						
SW-8	105	136+28	136+35	RT	81														81			1						
SW-9	105	136+35	138+03	RT	1707													1707										
SW-10	105	138+06	138+18	RT	113														113			1						
SW-11	105	138+40	138+49	RT	90														90			1						
SW-12	105	138+49	138+62	RT	110													110										
SW-13	105	138+88	140+00	RT	1052													1052										
TOTALS CARRIED TO SHEET 51					7418	0	110	61	0	0	3	0	1	3	4	11	871	6940	478	0	0	5	1680	2240	2	7	6	5

CALCULATED: TMA
CHECKED: TMD

SUBSUMMARY

BROADWAY AVE.
CUY-14-2.72

REF. NO.	SHEET NO.	STATION FROM	STATION TO	SIDE	202 WALK REMOVED S.F.	202 CURB REMOVED FT.	603 6" CONDUIT, TYPE F FOR UNDERDRAIN OUTLETS FT.	603 12" CONDUIT, TYPE B, 706.08, (ES), AS PER D-32 FT.	604 BARRIER INLET, SINGLE SLOPE, TYPE D, AS PER PLAN EACH	604 CATCH BASIN, NO. 2-2B EACH	604 CITY OF CLEVELAND CATCH BASIN NO. 1, AS PER D-34 EACH	604 CITY OF CLEVELAND TWIN CATCH BASIN NO. 1, AS PER D-34 EACH	604 CATCH BASIN ADJUSTED TO GRADE, AS PER D-39 EACH	604 MANHOLE ADJUSTED TO GRADE, AS PER D-39 (WPC) EACH	604 MANHOLE ADJUSTED TO GRADE, AS PER D-39 (NEORSD) EACH	605 6" UNCLASSIFIED PIPE UNDERDRAINS FT.	605 6" SHALLOW PIPE UNDERDRAIN WITH FABRIC WRAP FT.	608 4" CONCRETE WALK, AS PER D-23 S.F.	608 8" CONCRETE WALK, AS PER D-23 (CLASS MS) S.F.	609 CURB, TYPE 6, AS PER D-23 FT.	609 CITY OF CLEVELAND CURB, 12", AS PER D-23 FT.	SPECIAL CURB RAMP COMPLETE WITH TILE IN PLACE INCLUDING LAYOUT, AS PER D-27 CORNER	SPECIAL MISCELLANEOUS METALS, AS PER D-72 (WPC) POUNDS	SPECIAL MISCELLANEOUS METALS, AS PER D-72 (NEORSD) POUNDS	SPECIAL E-17A - EXTEND AND ADJUST EXISTING 6" HYDRANT TO GRADE EACH	SPECIAL E-12C1 - ADJUST EXISTING VALVE BOX TO GRADE EACH	SPECIAL E-12C2 - ADJUST EXISTING CURB SHUT OFF VALVE BOX TO GRADE EACH	SPECIAL E-12C3 - ADJUST EXISTING VAULT/ MANHOLE FRAME AND COVER TO GRADE EACH
C-1	105	135+00.0	136+02.6	RT		112														112								
C-2	105	136+27.5	138+17.9	RT		210														210								
C-3	105	138+40.1	140+00.0	RT		169														169								
C-4	105	135+00.0	140+00.0	LT		500														500								
CB-1	105	135+49.68		RT				4			1																	
CB-2	105	136+40.41		RT				4			1																	
CB-3	105	138+55.89		RT				4			1																	
CB-4	105	136+18.25		LT				16			1																	
CB-5	105	138+37.75		LT				4			1																	
UD-1	105	135+00.0	136+12.8	LT													113											
UD-2	105	136+18.0	138+31.7	LT			10										204											
UD-3	105	138+37.8	140+00.0	LT			10										153											
UD-4	105	135+00.0	135+44.0	RT													44											
UD-5	105	135+49.7	136+01.4	RT			10										49											
UD-6	105	136+28.8	136+40.4	RT			10									13												
UD-7	105	136+40.4	138+16.7	RT			10										173											
UD-8	105	138+41.3	138+55.9	RT			10										14											
UD-9	105	138+55.9	140+00.0	RT			10										134											
MH-1	105	135+34.78		LT											1									560				
MH-2	105	135+45.80		LT											1									560				
MH-3	105	136+19.49		LT											1									560				
W-1	105	139+17.0		LT																						1	1	
W-2	105	138+19.4		LT																							1	
W-3	105	135+38.0		RT																							1	
W-4	105	137+32.6		RT																							1	
W-5	105	137+49.8		RT																							1	
W-6	105	137+88.7		RT																						1	1	
SW-1	106	140+00	141+05	LT	665													665										
SW-2	106	141+35	142+43	LT	1014													1014										
SW-3	106	142+43	142+87	LT	472													395	77			1						
SW-4	106	142+81	142+93	LT	174													174										
SW-5	106	143+23	143+43	LT	310													310										
SW-6	106	143+28	143+39	LT	55														55			1						
SW-7	106	143+38	145+00	RT	1668													1668										
SW-8	106	140+00	140+74	RT	692													692										
SW-9	106	141+00	141+16	RT	128													128										
SW-10	106	141+44	142+23	RT	731													731										
SW-11	106	142+50	142+66	RT	125													125										
SW-12	106	142+61	142+74	RT	102														102			1						
SW-13	106	142+64	142+74	RT	366													366										
SW-14	106	143+00	143+10	RT	404													404										
SW-15	106	143+01	143+28	RT	232													45	187			1						
SW-16	106	143+28	145+00	RT	1809													1809										
C-1	106	140+00.0	142+98.3	LT		340														340								
C-2	106	143+22.7	145+00.0	LT		219														219								
C-3	106	140+00.0	142+74.2	RT		325														325								
C-4	106	143+00.6	145+00.0	RT		251														251								
C-5	106	142+49.7	142+64.7	LT		26															26							
C-6	106	143+09.6	143+88.1	LT		123															123							
C-7	106	142+43.1	142+80.7	RT																57								
C-8	106	143+35.9	143+98.3	LT																	69							
C-9	106	144+68.9	145+00.0	RT																	31							
CB-1	106	140+34.3		LT				18			1																	
CB-2	106	140+34.3		RT				25			1																	
CB-3	106	142+88.23		LT				16			1																	
TOTALS CARRIED TO SHEET 51					8947	2275	70	91	0	0	8	0	0	0	3	13	884	8526	421	2183	249	4	0	1680	1	1	1	5

CALCULATED: TMA
CHECKED: TMD

SUBSUMMARY

BROADWAY AVE.
CUY-14-2.72

REF. NO.	SHEET NO.	STATION FROM	STATION TO	SIDE	202 WALK REMOVED S.F.	202 CURB REMOVED FT.	603 6" CONDUIT, TYPE F FOR UNDERDRAIN OUTLETS FT.	603 12" CONDUIT, TYPE B, 706.08, (ES), AS PER D-32 FT.	604 BARRIER INLET, SINGLE SLOPE, TYPE D, AS PER PLAN EACH	604 CATCH BASIN, NO. 2-2B EACH	604 CITY OF CLEVELAND CATCH BASIN NO. 1, AS PER D-34 EACH	604 CITY OF CLEVELAND TWIN CATCH BASIN NO. 1, AS PER D-34 EACH	604 CATCH BASIN ADJUSTED TO GRADE, AS PER D-39 EACH	604 MANHOLE ADJUSTED TO GRADE, AS PER D-39 (WPC) EACH	604 MANHOLE ADJUSTED TO GRADE, AS PER D-39 (NEORSD) EACH	605 6" UNCLASSIFIED PIPE UNDERDRAINS FT.	605 6" SHALLOW PIPE UNDERDRAIN WITH FABRIC WRAP FT.	608 4" CONCRETE WALK, AS PER D-23 S.F.	608 8" CONCRETE WALK, AS PER D-23 (CLASS MS) S.F.	609 CURB, TYPE 6, AS PER D-23 FT.	609 CITY OF CLEVELAND CURB, 12", AS PER D-23 FT.	SPECIAL CURB RAMP COMPLETE WITH TILE IN PLACE INCLUDING LAYOUT, AS PER D-27 CORNER	SPECIAL MISCELLANEOUS METALS, AS PER D-72 (WPC) POUNDS	SPECIAL MISCELLANEOUS METALS, AS PER D-72 (NEORSD) POUNDS	SPECIAL E-17A - EXTEND AND ADJUST EXISTING 6" HYDRANT TO GRADE EACH	SPECIAL E-12C1 - ADJUST EXISTING VALVE BOX TO GRADE EACH	SPECIAL E-12C2 - ADJUST EXISTING CURB SHUT OFF VALVE BOX TO GRADE EACH	SPECIAL E-12C3 - ADJUST EXISTING VAULT/ MANHOLE FRAME AND COVER TO GRADE EACH
CB-4	106	143+24.81		LT				29			1																	
CB-5	106	142+75.24		RT				4			1																	
CB-6	106	142+99.88		RT				4			1																	
CB-7	106	143+82.00		RT				24			1																	
CB-8	106	143+82.00		LT				14			1																	
CB-9	106	143+82.00	144+27.00	RT				45				1																
CB-10	106	143+82.00	144+27.00	LT				45				1																
CB-11	106	144+27.00	144+-85.00	RT				58			1																	
CB-11	106	144+27.00	144+85.00	LT				58			1																	
UD-1	106	140+00.0	140+28.8	LT													29											
UD-2	106	140+34.3	142+85.5	LT			10										252											
UD-3	106	142+88.2	142+97.2	LT			10										29											
UD-4	106	143+23.9	143+24.8	LT			10										19											
UD-5	106	143+27.0	144+27.0	LT			10										100											
UD-6	106	144+27.0	145+00.0	LT			10										61											
UD-7	106	140+00.0	140+34.3	RT													29											
UD-8	106	140+34.3	142+72.9	RT			10										235											
UD-9	106	9+20 (JONES)	9+60 (JONES)	LT			10										30											
UD-10	106	9+20 (JONES)	9+60 (JONES)	RT			10										30											
UD-11	106	143+02.2	144+27.0	RT			10										119											
UD-12	106	144+27.0	145+00.0	RT			10										62											
MH-1	106	140+34.4		LT											1									560				
MH-2	106	142+99.9		LT										1									560					
MH-3	106	143+13.0		LT											1									560				
W-1	106	140+84.2		RT																							1	1
W-2	106	142+65.5		RT																						1		
W-3	106	142+79.5		RT																						1		
W-4	106	142+92.8		LT																						1		
W-5	106	143+12.8		RT																						1		
W-6	106	141+48.1		RT																					1	1		
SW-1	107	145+00	145+76	LT	799												799											
SW-2	107	146+14	146+59	LT	225												225											
SW-3	107	146+59	146+67	LT	59													59				1						
SW-4	107	146+63	146+69	LT	38												38											
SW-5	107	146+93	147+02	LT	114												73	41				1						
SW-6	107	147+02	148+02	LT	388												388											
SW-7	107	148+22	149+52	LT	385												385											
SW-8	107	149+52	149+59	LT	62													62				1						
SW-9	107	149+52	149+59	LT	47												47											
SW-10	107	149+83	149+91	LT	43												43											
SW-11	107	149+83	149+91	LT	79													79				1						
SW-12	107	149+91	150+00	LT	60												60											
SW-13	107	145+00	145+32	RT	322												322											
SW-14	107	145+48	145+63	RT	131												131											
SW-15	107	145+84	146+91	RT	400												400											
SW-16	107	146+91	147+07	RT	165													165				1						
SW-17	107	147+25	148+05	RT	379												379											
SW-18	107	148+28	148+96	RT	325												325											
SW-19	107	149+07	150+00	RT	456												456											
C-1	107	145+00.0	146+69.3	LT		184													184									
C-2	107	146+93.4	149+59.0	LT		295													295									
C-3	107	149+83.2	150+00.0	LT		32													32									
C-4	107	145+00.0	150+00.0	RT		500													500									
C-5	107	145+00.0	145+28.2	RT																28								
C-6	107	145+66.2	145+76.4	LT																10								
CB-1	107	146+68.96		LT				4			1																	
CB-2	107	146+74.32		RT				4			1																	
CB-3	107	147+06.81		LT				4			1																	
CB-4	107	149+94.65		LT				4			1																	
CB-5	107	149+89.85		RT				4			1																	
TOTALS CARRIED TO SHEET 51					4477	1011	100	301	0	0	12	2	0	1	2	0	995	4071	406	1011	38	5	560	1120	1	5	1	1

CALCULATED: TMA
CHECKED: TMD

SUBSUMMARY

BROADWAY AVE.
CUY-14-2.72

REF. NO.	SHEET NO.	STATION FROM	STATION TO	SIDE	202 WALK REMOVED S.F.	202 CURB REMOVED FT.	603 6" CONDUIT, TYPE F FOR UNDERDRAIN OUTLETS FT.	603 12" CONDUIT, TYPE B, 706.08, (ES), AS PER D-32 FT.	604 BARRIER INLET, SINGLE SLOPE, TYPE D, AS PER PLAN EACH	604 CATCH BASIN, NO. 2-2B EACH	604 CITY OF CLEVELAND CATCH BASIN NO. 1, AS PER D-34 EACH	604 CITY OF CLEVELAND TWIN CATCH BASIN NO. 1, AS PER D-34 EACH	604 CATCH BASIN ADJUSTED TO GRADE, AS PER D-39 EACH	604 MANHOLE ADJUSTED TO GRADE, AS PER D-39 (WPC) EACH	604 MANHOLE ADJUSTED TO GRADE, AS PER D-39 (NEORSD) EACH	605 6" UNCLASSIFIED PIPE UNDERDRAINS FT.	605 6" SHALLOW PIPE UNDERDRAIN WITH FABRIC WRAP FT.	608 4" CONCRETE WALK, AS PER D-23 S.F.	608 8" CONCRETE WALK, AS PER D-23 (CLASS MS) S.F.	609 CURB, TYPE 6, AS PER D-23 FT.	609 CITY OF CLEVELAND CURB, 12", AS PER D-23 FT.	SPECIAL CURB RAMP COMPLETE WITH TILE IN PLACE INCLUDING LAYOUT, AS PER D-27 CORNER	SPECIAL MISCELLANEOUS METALS, AS PER D-72 (WPC) POUNDS	SPECIAL MISCELLANEOUS METALS, AS PER D-72 (NEORSD) POUNDS	SPECIAL E-17A - EXTEND AND ADJUST EXISTING 6" HYDRANT TO GRADE EACH	SPECIAL E-12C1 - ADJUST EXISTING VALVE BOX TO GRADE EACH	SPECIAL E-12C2 - ADJUST EXISTING CURB SHUT OFF VALVE BOX TO GRADE EACH	SPECIAL E-12C3 - ADJUST EXISTING VAULT/ MANHOLE FRAME AND COVER TO GRADE EACH
UD-1	107	145+00.0	144+66.0	LT													176											
UD-2	107	146+69.0	146+68.0	LT			10										2											
UD-3	107	146+94.6	147+06.8	LT			10									15												
UD-4	107	147+06.8	149+57.7	LT			10										256											
UD-5	107	149+84.5	149+84.7	LT			10										15											
UD-6	107	149+84.7	150+00.0	LT			10										2											
UD-7	107	145+00.0	146+68.8	RT													169											
UD-8	107	146+74.3	149+84.6	RT			10										300											
UD-9	107	149+89.9	150+00.0	RT			10										2											
MH-1	107	145+52.55		LT											1									560				
MH-3	107	146+83.14		LT										1								560						
MH-2	107	147+84.79		LT											1									560				
W-1	107	148+37.1		LT																								1
W-2	107	145+18.6		RT																								1
W-3	107	145+55.7		RT																							1	
W-4	107	146+13.6		RT																						1		1
W-5	107	148+32.9		RT																					1	1		
W-6	107	149+04.9		RT																								1
W-7	107	149+06.0		RT																						1		
W-8	107	149+73.7		RT																						1		
W-9	107	146+90.4		LT																						1		
W-10	107	145+27.7		RT																								1
W-11	107	147+06.2		RT																							1	
W-12	107	147+76.5		RT																								1
W-13	107	149+10.2		RT																						1		
SW-1	108	150+00	152+51	LT	1615													1615										
SW-2	108	152+69	153+89	LT	777													777										
SW-3	108	153+89	154+04	LT	132													75	57						1			
SW-4	108	154+02	154+76	LT	889													832	57									
SW-5	108	155+07	155+25	LT	349													349										
SW-6	108	155+07	155+16	LT	60														60						1			
SW-7	108	155+18	155+50	LT	279													279										
SW-8	108	150+00	153+11	RT	2272													2272										
SW-9	108	153+03	153+16	RT	150													76	74						1			
SW-10	108	152+69	153+17	RT	490													490										
SW-11	108	153+49	153+71	RT	293														293						1			
SW-12	108	154+14	154+50	RT	301													301							1			
SW-13	108	154+26	154+46	RT	81														81						1			
SW-14	108	154+50	155+48	RT	851													851										
C-1	108	150+00.0	154+76.4	LT		502															502							
C-2	108	150+00.0	152+76.5	RT		430															430							
C-3	108	154+13.8	155+50.0	RT		132															132							
C-4	108	155+14.0	155+50.0	LT		82															82							
C-5	108	153+48.9	153+71.3	RT		71															71							
CB-1	108	154+19.35		RT									1															
UD-1	108	150+00.0	152+73.0	LT													274											
UD-2	108	152+73.0	154+75.5	LT													224											
UD-3	108	155+17.0	155+50.0	LT													35											
UD-4	108	150+00.0	152+76.0	RT													276											
UD-5	108	152+76.0	7+93	RT													150											
UD-6	108	154+03.3	155+50.0	RT													145											
TOTALS CARRIED TO SHEET 51					8539	1217	70	0	0	0	0	0	1	1	2	15	2026	7917	622	1217	0	5	560	1120	1	6	2	6

CALCULATED: TMA
CHECKED: TMD

SUBSUMMARY

BROADWAY AVE.
CUY-14-2.72

REF. NO.	SHEET NO.	STATION FROM	STATION TO	SIDE	202 WALK REMOVED S.F.	202 CURB REMOVED FT.	603 6" CONDUIT, TYPE F FOR UNDERDRAIN OUTLETS FT.	603 12" CONDUIT, TYPE B, 706.08, (ES), AS PER D-32 FT.	604 BARRIER INLET, SINGLE SLOPE, TYPE D, AS PER PLAN EACH	604 CATCH BASIN, NO. 2-2B EACH	604 CITY OF CLEVELAND CATCH BASIN NO. 1, AS PER D-34 EACH	604 CITY OF CLEVELAND TWIN CATCH BASIN NO. 1, AS PER D-34 EACH	604 CATCH BASIN ADJUSTED TO GRADE, AS PER D-39 EACH	604 MANHOLE ADJUSTED TO GRADE, AS PER D-39 (WPC) EACH	604 MANHOLE ADJUSTED TO GRADE, AS PER D-39 (NEORSD) EACH	605 6" UNCLASSIFIED PIPE UNDERDRAINS FT.	605 6" SHALLOW PIPE UNDERDRAIN WITH FABRIC WRAP FT.	608 4" CONCRETE WALK, AS PER D-23 S.F.	608 8" CONCRETE WALK, AS PER D-23 (CLASS MS) S.F.	609 CURB, TYPE 6, AS PER D-23 FT.	609 CITY OF CLEVELAND CURB, 12", AS PER D-23 FT.	SPECIAL CURB RAMP COMPLETE WITH TILE IN PLACE INCLUDING LAYOUT, AS PER D-27 CORNER	SPECIAL MISCELLANEOUS METALS, AS PER D-72 (WPC) POUNDS	SPECIAL MISCELLANEOUS METALS, AS PER D-72 (NEORSD) POUNDS	SPECIAL E-17A - EXTEND AND ADJUST EXISTING 6" HYDRANT TO GRADE EACH	SPECIAL E-12C1 - ADJUST EXISTING VALVE BOX TO GRADE EACH	SPECIAL E-12C2 - ADJUST EXISTING CURB SHUT OFF VALVE BOX TO GRADE EACH	SPECIAL E-12C3 - ADJUST EXISTING VAULT/ MANHOLE FRAME AND COVER TO GRADE EACH
MH-1	108	150+83.83		LT											1													
MH-2	108	154+27.70		LT										1									560					
MH-3	108	154+38.66		RT											1									560				
MH-4	108	154+45.03		LT											1									560				
MH-5	108	154+31.89		LT											1									560				
W-1	108	152+40.4		LT																						2		
W-2	108	153+14.8		LT																						1		
W-3	108	154+37.6		LT																						1		
W-4	108	154+67.4		LT																						1		
W-5	108	155+12.6		LT																								1
W-6	108	150+58.9		RT																								1
W-7	108	150+60.3		RT																						1		
W-8	108	151+07.0		RT																					1	1		
W-9	108	152+44.2		RT																								1
W-10	108	153+14.7		RT																						1		
W-11	108	153+12.2		RT																						1		
W-12	108	150+38.8		LT																							1	
W-13	108	152+40.9		RT																						1		
W-14	108	154.52.9		RT																						1		
SW-1	109	155+50	157+98	LT	1859													1859										
SW-2	109	158+13	159+57	LT	873													873										
SW-3	109	159+54	159+66	LT	66														66				1					
SW-4	109	159+97	160+00	LT	5														5				1					
SW-5	109	155+64	160+00	RT	3155													3155										
C-1	109	155+50.0	155+83.0	LT		33														33								
C-2	109	157+50.0	159+66.4	LT		260														260								
C-3	109	159+90.0	160+00.0	LT		46														46								
C-4	109	155+50.0	156+62.0	RT		112														112								
C-5	109	158+25.0	160+00.0	RT		180														180								
C-6	109	158+62.0	160+00.0	RT																	138							
C-7	109	157+26.0	157+98.0	LT																	72							
B-1	109	155+83.0	157+50.0	RT		160																						
B-2	109	156+62.0	158+25.0	RT		160																						
CB-1	109	156+40.00		LT				30	1																			
CB-2	109	157+08.00		LT				67	1																			
CB-3	109	156+40.00		LT				67			1																	
CB-4	109	157+08.00		RT				3	1																			
CB-5	109	159+36.24		LT				35			1																	
CB-6	109	158+75.01		RT				4			1																	
CB-7	109	157+08.00		RT				4		1																		
CB-8	109	157+08.00		LT				4		1																		
UD-1	109	155+50.0	157+08.0	LT			10										157											
UD-2	109	157+08.0	159+34.12	LT			10										215											
UD-3	109	159+36.0	159+65.19	LT			10										54											
UD-4	109	159+92.0	160+00.0	LT													43											
UD-5	109	155+50.0	156+39.14	RT			10										79											
UD-6	109	156+43.14	157+07.94	RT			10										53											
UD-7	109	157+07.94	158+72.17	RT			10										153											
1	109	158+75.64	160+00.0	RT			10										115											
MH-1	109	156+39.46		RT										1									560					
MH-2	109	157+39.83		RT											1									560				
MH-3	109	157+43.04		RT										1									560					
MH-4	109	158+27.38		RT											1									560				
MH-5	109	159+36.66		RT											1									560				
W-1	109	155+54.8		RT																								1
W-2	109	159+80.2		RT																							1	1
W-3	109	159+71.2		LT																						1		
TOTALS CARRIED TO SHEET 51					5958	951	70	214	3	2	3	0	0	3	7	0	869	5887	71	631	210	2	1680	3920	1	9	5	5

CALCULATED: TMA
CHECKED: TMD

SUBSUMMARY

BROADWAY AVE.
CUY-14-2.72

REF. NO.	SHEET NO.	STATION FROM	STATION TO	SIDE	202 WALK REMOVED S.F.	202 CURB REMOVED FT.	603 6" CONDUIT, TYPE F FOR UNDERDRAIN OUTLETS FT.	603 12" CONDUIT, TYPE B, 706.08, (ES), AS PER D-32 FT.	604 BARRIER INLET, SINGLE SLOPE, TYPE D, AS PER PLAN EACH	604 CATCH BASIN, NO. 2-2B EACH	604 CITY OF CLEVELAND CATCH BASIN NO. 1, AS PER D-34 EACH	604 CITY OF CLEVELAND TWIN CATCH BASIN NO. 1, AS PER D-34 EACH	604 CATCH BASIN ADJUSTED TO GRADE, AS PER D-39 EACH	604 MANHOLE ADJUSTED TO GRADE, AS PER D-39 (WPC) EACH	604 MANHOLE ADJUSTED TO GRADE, AS PER D-39 (NEORSD) EACH	605 6" UNCLASSIFIED PIPE UNDERDRAINS FT.	605 6" SHALLOW PIPE UNDERDRAIN WITH FABRIC WRAP FT.	608 4" CONCRETE WALK, AS PER D-23 S.F.	608 8" CONCRETE WALK, AS PER D-23 (CLASS MS) S.F.	609 CURB, TYPE 6, AS PER D-23 FT.	609 CITY OF CLEVELAND CURB, 12", AS PER D-23 FT.	SPECIAL CURB RAMP COMPLETE WITH TILE IN PLACE INCLUDING LAYOUT, AS PER D-27 CORNER	SPECIAL MISCELLANEOUS METALS, AS PER D-72 (WPC) POUNDS	SPECIAL MISCELLANEOUS METALS, AS PER D-72 (NEORSD) POUNDS	SPECIAL E-17A - EXTEND AND ADJUST EXISTING 6" HYDRANT TO GRADE EACH	SPECIAL E-12C1 - ADJUST EXISTING VALVE BOX TO GRADE EACH	SPECIAL E-12C2 - ADJUST EXISTING CURB SHUT OFF VALVE BOX TO GRADE EACH	SPECIAL E-12C3 - ADJUST EXISTING VAULT/ MANHOLE FRAME AND COVER TO GRADE EACH
SW-1	110	160+00	160+09	LT	47														47									
SW-2	110	160+14	162+07	LT	1211													1211										
SW-3	110	162+10	162+19	LT	34														34				1					
SW-4	110	162+07	162+20	LT	147													147										
SW-5	110	162+46	162+62	LT	254													203	51				1					
SW-6	110	162+62	163+50	LT	265													265										
SW-7	110	163+76	165+00	LT	372														372				1					
SW-8	110	160+00	160+82	RT	521													521										
SW-9	110	161+11	162+10	RT	709													709										
SW-10	110	162+34	163+36	RT	745													745	75				1					
SW-11	110	163+36	163+47	RT	60														60				1					
SW-12	110	163+63	163+74	RT	72														72				1					
SW-13	110	163+74	164+01	RT	241													241					1					
SW-14	110	164+21	164+26	RT	45														45				1					
C-1	110	160+00.0	162+20.7	LT		241														241								
C-2	110	162+45.6	165+00.0	LT		269														269								
C-3	110	160+00.0	163+47.6	RT		355														355								
C-4	110	163+62.0	165+00.0	RT		147														147								
C-5	110	160+00.0	160+82.4	RT		82															82							
CB-1	110	159+36.24	160+11.4	LT				75			1																	
CB-2	110	160+15.67		RT				4			1																	
CB-3	110	162+20.19		LT				4			1																	
CB-4	110	162+67.09		LT				12			1																	
CB-5	110	163+72.6		RT				12			1																	
UD-1	110	160+00.0	160+11.4	LT			10										3											
UD-2	110	160+11.4	162+17.2	LT			10										201											
UD-3	110	162+46.8	162+67.1	LT			10									24												
UD-4	110	162+67.1	165+00.0	LT			10										224											
UD-5	110	160+00.0	160+10.2	LT													10											
UD-6	110	160+15.7	163+46.3	LT			10										328											
UD-7	110	163+63.3	163+72.6	RT			10									11												
UD-8	110	163+72.6	165+00.0	RT			10										115											
UD-9	110	162+20.2	163+19.4	LT			10										3											
MH-1	110	161+04.66		RT											1									560				
MH-2	110	162+30.61		LT											1									560				
MH-3	110	163+66.17		RT											1									560				
MH-4	110	161+31.82		LT											1									560				
MH-5	110	162+39.53		CL											1									560				
MH-6	110	162+44.5		LT										1											560			
W-1	110	161+04.0		RT																								1
W-2	110	164+42.5		RT																						1	1	
W-3	110	164+43.2		RT																							1	
W-4	110	163+32.6		LT																								1
W-5	110	162+26.1		RT																							1	
TOTALS CARRIED TO SHEET 51					4676	1094	80	107	0	0	5	0	0	1	5	35	884	4042	709	1012	82	8	560	2800	1	3	1	1

CALCULATED: TMA
CHECKED: TMD

SUBSUMMARY

BROADWAY AVE.
CUY-14-2.72

REF. NO.	SHEET NO.	STATION FROM	STATION TO	SIDE	202 WALK REMOVED S.F.	202 CURB REMOVED FT.	603 6" CONDUIT, TYPE F FOR UNDERDRAIN OUTLETS FT.	603 12" CONDUIT, TYPE B, 706.08, (ES), AS PER D-32 FT.	604 BARRIER INLET, SINGLE SLOPE, TYPE D, AS PER PLAN EACH	604 CATCH BASIN, NO. 2-2B EACH	604 CITY OF CLEVELAND CATCH BASIN NO. 1, AS PER D-34 EACH	604 CITY OF CLEVELAND TWIN CATCH BASIN NO. 1, AS PER D-34 EACH	604 CATCH BASIN ADJUSTED TO GRADE, AS PER D-39 EACH	604 MANHOLE ADJUSTED TO GRADE, AS PER D-39 (WPC) EACH	604 MANHOLE ADJUSTED TO GRADE, AS PER D-39 (NEORSD) EACH	605 6" UNCLASSIFIED PIPE UNDERDRAINS FT.	605 6" SHALLOW PIPE UNDERDRAIN WITH FABRIC WRAP FT.	608 4" CONCRETE WALK, AS PER D-23 S.F.	608 8" CONCRETE WALK, AS PER D-23 (CLASS MS) S.F.	609 CURB, TYPE 6, AS PER D-23 FT.	609 CITY OF CLEVELAND CURB, 12", AS PER D-23 FT.	SPECIAL CURB RAMP COMPLETE WITH TILE IN PLACE INCLUDING LAYOUT, AS PER D-27 CORNER	SPECIAL MISCELLANEOUS METALS, AS PER D-72 (WPC) POUNDS	SPECIAL MISCELLANEOUS METALS, AS PER D-72 (NEORSD) POUNDS	SPECIAL E-17A - EXTEND AND ADJUST EXISTING 6" HYDRANT TO GRADE EACH	SPECIAL E-12C1 - ADJUST EXISTING VALVE BOX TO GRADE EACH	SPECIAL E-12C2 - ADJUST EXISTING CURB SHUT OFF VALVE BOX TO GRADE EACH	SPECIAL E-12C3 - ADJUST EXISTING VAULT/ MANHOLE FRAME AND COVER TO GRADE EACH
SW-1	111	165+00	165+64	LT	188													188										
SW-2	111	165+91	166+02	LT	48													48										
SW-3	111	166+01	166+11	LT	149														149			1						
SW-4	111	166+01	166+14	LT	169													169										
SW-5	111	166+43	166+64	LT	507													441	66			1						
SW-6	111	166+64	167+36	LT	520													520										
SW-7	111	167+51	167+67	LT	94													94										
SW-8	111	167+82	167+93	LT	63													63										
SW-9	111	168+29	169+05	LT	537													537										
SW-10	111	169+28	170+00	LT	528													528										
SW-11	111	165+93	166+06	RT	42														42									
C-1	111	165+00.0	166+14.2	LT		140																						
C-2	111	166+43.0	170+00.0	LT		375																						
C-3	111	165+00.0	170+00.0	RT		500																						
C-4	111	169+25.0	170+00.0	RT		150																						
CB-1	111	166+13.26		LT				4			1																	
CB-2	111	166+52.68		LT				4			1																	
CB-3	111	167+54.5		RT				15			1																	
CB-4	111	168+50.00		RT				4			1																	
CB-5	111	169+30.00		RT				4			1																	
CB-6	111	167+60.01		RT				6		1																		
CB-7	111	168+85.30		RT				6		1																		
UD-1	111	165+00.0	166+10.0	LT													123											
UD-2	111	166+13.2	166+13.0	LT			10										2											
UD-3	111	166+44.2	166+52.7	LT			10										16											
UD-4	111	166+52.7	170+00.0	LT			10										337											
UD-5	111	165+00.0	167+48.9	RT													247											
UD-6	111	167+52.3	170+00.0	RT													237											
MH-1	111	165+46.26		RT											1													
MH-2	111	166+11.29		RT											1													
MH-3	111	166+27.29		LT											1													
MH-4	111	166+52.68		LT										1														
MH-5	111	166+73.90		RT											1													
MH-6	111	166+68.85		RT											1													
MH-7	111	167+17.62		RT										1														
MH-8	111	167+57.59		LT											1													
MH-9	111	167+60.03		RT											1													
MH-10	111	167+09.56		LT										1														
W-1	111	166+33.8		RT																							1	
W-2	111	167+09.0		LT																								1
W-3	111	167+64.9		LT																						1	1	
W-4	111	168+60.2		LT																								1
W-5	111	169+06.7		LT																							1	1
W-6	111	165+19.0		LT																								1
W-7	111	167+78.8		LT																							1	
W-8	111	167+85.9		RT																							1	
W-9	111	168+86.5		LT																							1	
TOTALS CARRIED TO SHEET 51					2657	1165	30	43	0	2	5	0	0	3	7	0	962	2400	257	0	0	2	1680	3920	1	6	2	2

CALCULATED: TMA
CHECKED: TMD

SUBSUMMARY

BROADWAY AVE.
CUY-14-2.72

REF. NO.	SHEET NO.	STATION FROM	STATION TO	SIDE	202 WALK REMOVED S.F.	202 CURB REMOVED FT.	603 6" CONDUIT, TYPE F FOR UNDERDRAIN OUTLETS FT.	603 12" CONDUIT, TYPE B, 706.08, (ES), AS PER D-32 FT.	604 BARRIER INLET, SINGLE SLOPE, TYPE D, AS PER PLAN EACH	604 CATCH BASIN, NO. 2-2B EACH	604 CITY OF CLEVELAND CATCH BASIN NO. 1, AS PER D-34 EACH	604 CITY OF CLEVELAND TWIN CATCH BASIN NO. 1, AS PER D-34 EACH	604 CATCH BASIN ADJUSTED TO GRADE, AS PER D-39 EACH	604 MANHOLE ADJUSTED TO GRADE, AS PER D-39 (WPC) EACH	604 MANHOLE ADJUSTED TO GRADE, AS PER D-39 (NEORSD) EACH	605 6" UNCLASSIFIED PIPE UNDERDRAINS FT.	605 6" SHALLOW PIPE UNDERDRAIN WITH FABRIC WRAP FT.	608 4" CONCRETE WALK, AS PER D-23 S.F.	608 8" CONCRETE WALK, AS PER D-23 (CLASS MS) S.F.	609 CURB, TYPE 6, AS PER D-23 FT.	609 CITY OF CLEVELAND CURB, 12", AS PER D-23 FT.	SPECIAL CURB RAMP COMPLETE WITH TILE IN PLACE INCLUDING LAYOUT, AS PER D-27 CORNER	SPECIAL MISCELLANEOUS METALS, AS PER D-72 (WPC) POUNDS	SPECIAL MISCELLANEOUS METALS, AS PER D-72 (NEORSD) POUNDS	SPECIAL E-17A - EXTEND AND ADJUST EXISTING 6" HYDRANT TO GRADE EACH	SPECIAL E-12C1 - ADJUST EXISTING VALVE BOX TO GRADE EACH	SPECIAL E-12C2 - ADJUST EXISTING CURB SHUT OFF VALVE BOX TO GRADE EACH	SPECIAL E-12C3 - ADJUST EXISTING VAULT/ MANHOLE FRAME AND COVER TO GRADE EACH
SW-1	112	170+00	171+22	LT	1008													1008										
SW-2	112	171+22	171+58	LT	385													207	178			1						
SW-3	112	172+15	172+29	LT	197													132	65			1						
SW-4	112	300+39	300+44	RT	32														32			1						
SW-5	112	300+40	300+54	RT	77													77										
SW-6	112	300+62	301+17	RT	320													320										
SW-7	112	170+52	170+68	RT	135													98	37			1						
SW-8	112	170+75	171+19	RT														278				1						
SW-9	112	170+80	171+06	RT	229													229										
C-1	112	170+00.0	171+58.2	LT		166														166								
C-2	112	170+00.0	301+17.5	RT		130														130								
C-3	112	172+16.8	172+52.7	LT		32														32								
C-4	112	301+17.5	172+39.6	RT		114														114								
C-5	112	170+55.9	171+17.8	RT		275														275								
CB-1	112	171+66.14		LT									1															
CB-2	112	171+59.42		RT									1															
CB-3	112	172+37.15		LT									1															
UD-1	112	170+00.0	171+57.1	LT													165											
UD-2	112	172+16.8	172+37.2	LT			10										27											
UD-3	112	172+37.2	172+52.7	LT			10										6											
UD-4	112	170+00.0	301+17.5	RT													129											
UD-5	112	301+17.5	171+59.4	RT			10										68											
UD-6	112	171+59.4	172+39.6	RT			10										80											
MH-1	112	171+57.36		RT											1										560			
MH-2	112	171+67.35		RT											1										560			
W-1	112	170+98.8		LT																						1		
W-2	112	171+01.3		LT																						1	1	
W-3	112	170+84.2		LT																						1		
W-4	112	171+22.0		LT																						1		
W-5	112	171+00.6		LT																						1		
W-6	112	170+99.1		RT																						1		
W-7	112	173+44.1		LT																						1		
TOTALS CARRIED TO SHEET 51					1375	717	40	0	0	0	0	0	3	0	2	0	475	1341	312	717	0	5	0	1120	1	7	0	0

CALCULATED: TMA
CHECKED: TMD

SUBSUMMARY

BROADWAY AVE.
CUY-14-2.72

Subsummary Sheet NO.	SHEET NO.	202		603		604							605		608		609		SPECIAL						
		WALK REMOVED	CURB REMOVED	6" CONDUIT, TYPE F FOR UNDERDRAIN OUTLETS	12" CONDUIT, TYPE B, 706.08, (ES), AS PER D-32	BARRIER INLET, SINGLE SLOPE, TYPE D, AS PER PLAN	CATCH BASIN, NO. 2-2B	CITY OF CLEVELAND CATCH BASIN NO. 1, AS PER D-34	CITY OF CLEVELAND TWIN CATCH BASIN NO 1, AS PER D-34	CATCH BASIN ADJUSTED TO GRADE, AS PER D-39	MANHOLE ADJUSTED TO GRADE, AS PER D-39 (WPC)	MANHOLE ADJUSTED TO GRADE, AS PER D-39 (NEORSD)	6" UNCLASSIFIED PIPE UNDERDRAINS	6" SHALLOW PIPE UNDERDRAIN WITH FABRIC WRAP	4" CONCRETE WALK, AS PER D-23	8" CONCRETE WALK, AS PER D-23	CURB, TYPE 6, AS PER D-23	CITY OF CLEVELAND CURB, 12", AS PER D-23	CURB RAMP COMPLETE WITH TILE IN PLACE INCLUDING LAYOUT, AS PER D-27	MISCELLANEOUS METALS, AS PER D-72 (WPC)	MISCELLANEOUS METALS, AS PER D-72 (NEORSD)	E-12A4 - EXTEND AND ADJUST EXISTING 6" HYDRANT TO GRADE	E-12C1 - ADJUST EXISTING VALVE BOX TO GRADE	E-12C2 - ADJUST EXISTING CURB SHUT OFF VALVE BOX TO GRADE	E-12C3 - ADJUST EXISTING VAULT/ MANHOLE FRAME AND COVER TO GRADE
		S.F.	FT.	FT.	FT.	EACH	EACH	EACH	EACH	EACH	EACH	EACH	FT.	FT.	S.F.	S.F.	FT.	FT.	CORNER	POUNDS	POUNDS	EACH	EACH	EACH	EACH
SUBTOTAL FROM SHEET 27		10331	1513	30	51	0	0	7	0	0	0	3	0	506	9733	598	1513	0	9	0	1680	0	0	2	1
SUBTOTAL FROM SHEET 28		7099	878	130	31	0	0	4	0	0	0	0	273	1150	6863	236	878	0	4	0	0	1	7	8	11
SUBTOTAL FROM SHEET 29		7159	994	70	49	0	0	6	0	0	0	3	28	874	6822	337	994	0	5	0	1680	2	8	3	5
SUBTOTAL FROM SHEET 30		5702	969	70	39	0	0	5	0	0	0	1	101	779	5260	441	969	0	7	0	560	1	3	5	4
SUBTOTAL FROM SHEET 31		7163	1499	60	36	0	0	4	0	0	0	1	22	898	6753	410	1499	0	4	0	560	2	9	5	7
SUBTOTAL FROM SHEET 32		7337	989	60	36	0	0	4	0	0	0	1	13	903	7101	236	989	0	4	0	560	2	7	7	11
SUBTOTAL FROM SHEET 33		14005	985	50	36	0	0	4	0	0	0	1	0	916	12954	1051	985	0	10	0	560	3	3	8	3
SUBTOTAL FROM SHEET 34		1507	905	70	24	0	0	6	0	1	2	3	116	732	1272	235	905	0	3	1120	1680	0	6	13	10
SUBTOTAL FROM SHEET 35		11184	1082	60	61	0	0	6	0	0	1	1	0	995	10664	489	1082	0	7	560	560	2	4	6	6
SUBTOTAL FROM SHEET 36		6549	995	60	36	0	0	4	0	0	0	1	0	928	5977	572	995	0	8	0	560	2	9	1	2
SUBTOTAL FROM SHEET 37		7065	1493	20	16	0	0	4	0	4	0	1	18	855	6730	336	1493	0	5	0	560	1	4	5	2
SUBTOTAL FROM SHEET 38		7096	1101	80	45	0	0	6	0	0	1	3	0	1468	6878	218	1101	0	3	560	1120	2	10	1	3
SUBTOTAL FROM SHEET 39		7306	216	0	0	0	0	0	0	0	0	0	0	215	7306	0	216	0	0	0	0	1	12	7	4
SUBTOTAL FROM SHEET 40		8269	1722	50	48	0	0	4	0	0	0	2	0	639	7720	519	1722	0	8	0	1120	1	2	1	2
SUBTOTAL FROM SHEET 41		7743	1008	90	77	0	0	7	0	0	0	4	0	1887	7292	451	1008	0	5	0	2240	1	3	5	2
SUBTOTAL FROM SHEET 42		6626	1026	0	34	0	0	5	0	0	0	3	0	0	6133	493	1026	0	7	0	1680	2	6	10	3
SUBTOTAL FROM SHEET 43		7418	0	110	61	0	0	3	0	1	3	4	11	871	6940	478	0	0	5	1680	2240	2	7	6	5
SUBTOTAL FROM SHEET 44		8947	2275	70	91	0	0	8	0	0	0	3	13	884	8526	421	2183	249	4	0	1680	1	1	1	5
SUBTOTAL FROM SHEET 45		4477	1011	100	301	0	0	12	2	0	1	2	0	995	4071	406	1011	38	5	560	1120	1	5	1	1
SUBTOTAL FROM SHEET 46		8539	1217	70	0	0	0	0	0	1	1	2	15	2026	7917	622	1217	0	5	560	1120	1	6	2	6
SUBTOTAL FROM SHEET 47		5958	951	70	214	3	2	3	0	0	3	7	0	869	5887	71	631	210	2	1680	3920	1	9	5	5
SUBTOTAL FROM SHEET 48		4676	1094	80	107	0	0	5	0	0	1	5	35	884	4042	709	1012	82	8	560	2800	1	3	1	1
SUBTOTAL FROM SHEET 49		2657	1165	30	43	0	2	5	0	0	3	7	0	962	2400	257	0	0	2	1680	3920	1	6	2	2
SUBTOTAL FROM SHEET 50		1375	717	40	0	0	0	0	0	3	0	2	0	475	1341	312	717	0	5	0	1120	1	7	0	0
DEDUCT FOR BUS PADS ( )			(3,400)														(3,400)								
DEDUCT FOR STREETSCAPE ITEMS ( )															(12,573)										
TOTALS CARRIED TO GENERAL SUMMARY		166,188	22,405	1,470	1,436	3	4	112	2	10	16	60	645	21,711	144,009	9,898	20,746	579	125	8,960	33,040	32	137	105	101

CALCULATED: TMA
CHECKED: TMD

SUBSUMMARY SUMMARY

BROADWAY AVE.
CUY-14-2.72

REF. NO.	SHEET NO.	STATION FROM	STATION TO	SIDE	202 TRACK REMOVED, AS PER D-17 SQ. YD.	202 FENCE REMOVED FOR REUSE FT.	202 CATCH BASIN OR INLET REMOVED EACH	202 MANHOLE REMOVED EACH	202 GUARD POST REMOVED EACH	202 REMOVAL MISC: PARKING METER FOUNDATION REMOVED EACH
R-1	86	30+87	31+37	RT		50				
R-1	87	36+53.06		LT			1			
R-1	88	43+51.40		LT			1			
R-2	88	42+87	43+23	RT		36				
R-1	89	49+14	49+42	RT		28				
R-1	90	54+39.44		LT			1			
R-1	91	55+96.4	56+02.4	LT/ RT	32					
R-1	92	60+01.0	60+16.8	LT/ RT	37					
R-2	92	61+00.0	61+68.1	LT/ RT	363					
R-3	92	64+30.7	64+37.3	LT/ RT	32					
R-1	93	66+87.5	66+93.5	LT/RT	32					
R-2	93	67+41.1	67+47.1	LT/RT	32					
R-3	93	69+29.9	69+37.1	LT/RT	32					
R-4	93	65+63.6		RT						1
R-1	94	71+12.3	71+18.3	LT/RT	32					
R-2	94	74+04.7	74+10.7	LT/RT	32					
R-1	95	76+67.6	76+73.6	LT/RT	32					
R-2	95	76+46	77+08	RT		62				
R-1	101	118+89.35		RT			1			
R-1	102	122+08.73		LT			1			
R-1	104	132+03.45		RT			1			
R-2	104	134+33.73		LT			1			
R-1	106	142+88.23		LT			1			
R-2	106	143+10.72		LT			1			
R-3	106	144+34.13		LT			1			
R-4	106	144+38.21		LT			1			
R-5	106	144+32.03		RT			1			
R-6	106	144+35.99		RT			1			
R-7	106	142+86.20		LT				1		
R-8	106	142+73.17	142+79.95	LT					10	
R-9	106	143+23.39	143+78.22	LT		56			5	
R-1	109	157+37.19		RT			1			
R-2	109	157+40.08		RT			1			
R-3	109	157+43.04		RT			1			
R-4	109	157+40.33		LT			1			
R-5	109	157+44.40		LT			1			
R-6	109	157+48.16		LT			1			
R-7	109	159+99.63		LT			1			
R-1	111 & 112	169+52	171+01	RT					21	
TOTALS CARRIED TO GENERAL SUMMARY					656	182	20	1	36	1

CALCULATED: PSB
CHECKED: TMA

BROADWAY – REMOVAL QUANTITIES

BROADWAY AVE.
CUY-14-2.72

REF. NO.	STATION FROM	STATION TO	SIDE	LENGTH (L)	PARTIAL DEPTH AVERAGE WIDTH (W)	PARTIAL DEPTH SURFACE AREA (A) A=LXW	FULL DEPTH AVERAGE WIDTH (W)	FULL DEPTH SURFACE AREA (A) A=LXW	3" ASPHALT AVERAGE WIDTH (W)	3" ASPHALT SURFACE AREA (A) A=LXW	1.5" ASPHALT AVERAGE WIDTH (W)	1.5" ASPHALT SURFACE AREA (A) A=LXW	NOTES
1	22+01.23	22+32.96	LT & RT							1,568			BEGIN PROJECT
2	GALLUP		LT							966			GALLUP AVE (RESURFACE)
3	22+32.96	25+00.00	LT & RT	267.04	22	5,875			46	12,284			
4	I77 OFF RAMP 1		RT							1,095			I77 OFF RAMP 1 (RESURFACE)
5	I77 OFF RAMP 2		RT							375			I77 OFF RAMP 2 (RESURFACE)
6	25+00.00	30+00.00	LT & RT	500.00	22	11,000			46	23,000			
7	FINN AVE. (SOUTHWEST)		RT			454				454			FINN AVE. (SOUTHWEST)
8	FINN AVE. (NORTHEAST)		LT			388				388			FINN AVE. (NORTHEAST)
9	30+00.00	34+50.00	LT & RT	450.00	22	9,900			46	20,700			
10	WENDELL AVE		LT			469				469			WENDELL AVE
11	CZAR AVE		RT			489				489			CZAR AVE
12	34+50.00	39+50.00	LT & RT	500.00	22	11,000			46	23,000			
13	E. 49TH ST.		RT			1,502				1,502			E. 49TH ST.
14	MEAD AVE.		LT			517				517			MEAD AVE.
15	39+50.00	44+50.00	LT & RT	500.00	22	11,000			46	23,000			
16	PERSHING AVE. (NORTHEAST)		LT			429				429			PERSHING AVE. (NORTHEAST)
17	PERSHING AVE. (SOUTHWEST)		RT			1,063				1,063			PERSHING AVE. (SOUTHWEST)
18	FOWLER AVE.		LT			508				508			FOWLER AVE.
19	44+50.00	49+50.00	LT & RT	500.00	22	11,000			46	23,000			
20	MCBRIDE AVE (SOUTHWEST)		RT			449				449			MCBRIDE AVE (SOUTHWEST)
21	MCBRIDE AVE (NORTHEAST)		LT			464				464			MCBRIDE AVE (NORTHEAST)
22	49+50.00	54+50.00	LT & RT	500.00	22	11,000			46	23,000			
23	MAGNET AVE.		LT			508				508			MAGNET AVE.
24	MUMFORD AVE.		LT			418				418			MUMFORD AVE.
25	54+50.00	59+50.00	LT & RT	500.00	22	11,000			46	23,000			
26	BARKWILL AVE.		RT			568				568			BARKWILL AVE.
27	59+50.00	64+50.00	LT & RT	500.00		12,650			46	23,000			
28	E55TH ST. (NORTHEAST)		LT			2,773				4,771			E55TH ST. (NORTHEAST)
29	HAMLET AVE		LT			1,540				1,886			HAMLET AVE
30	E55TH ST. (SOUTHWEST)		RT			1,231				2,972			E55TH ST. (SOUTHWEST)
31	PORTAGE AVE		RT			724				724			PORTAGE AVE
32	64+50.00	70+00.00	LT & RT	550.00	22	12,100			46	25,300			
33	CABLE AVE.		RT			816				816			CABLE AVE.
34	BLANCHE AVE.		LT			726				726			BLANCHE AVE.
35	70+00.00	75+00.00	LT & RT	500.00	22	11,000			46	23,000			
36	ENGEL AVE.		RT			538				538			ENGEL AVE.
36	BUMPOUT (BOYS & GIRLS CLUB)		RT							948			BUMPOUT (BOYS & GIRLS CLUB)
37	HILLMAN AVE.		LT & RT			579				579			HILLMAN AVE.
38	75+00.00	79+56.43	LT & RT	456.43	22	10,041			46	20,996			
39	MORTON AVE.		LT			579				579			MORTON AVE.
40	HINDE AVE.		LT			399				399			HINDE AVE.
41	79+56.43	81+63.00	LT & RT										ACKLEY/UNION
42	81+63.00	84+50.00	LT & RT	287.00	22	6,314			46	13,202			
43	84+50.00	85+57.90	LT & RT	107.90	22	2,374			46	4,963			
44	85+57.90	90+00.00	LT & RT	442.10	22	9,726				23,496			
45	E. 65TH ST.					960				960			E. 65TH ST.
46	90+00.00	91+07.60	LT & RT	107.60	22	2,367				6,023			END REHABILITATION BEGIN 1.5" RESURFACING
47													
48	91+07.60	95+50.00	LT & RT	442.40								18,879.00	
49	95+50.00	100+50.00	LT & RT	500.00							41	20,500.00	
50	100+50.00	105+50.00	LT & RT	500.00							41	20,500.00	
51	BAXTER AVE		RT										BAXTER AVE
52	FORMAN		RT										FORMAN
53	105+50.00	110+50.00	LT & RT	500.00							41	20,500.00	
54	E. 71ST ST.												E. 71ST ST.
55	110+50.00	114+00.00	LT & RT	350.00							41	14,350.00	
56	114+00.00	115+00.00	LT & RT										FLEET AVE. INTERSECTION
57	115+00.00	116+44.80	LT & RT	144.80							41	5,936.80	
	OSAGE AVE.												OSAGE AVE.
TOTALS						167,439		0		336,558		100,665.80	

CALCULATED: PSB
CHECKED: TMA

BROADWAY – PAVEMENT CALCULATIONS

BROADWAY AVE.
CUY-14-2.72

REF. NO.	STATION FROM	STATION TO	SIDE	LENGTH (L)	PARTIAL DEPTH AVERAGE WIDTH (W)	PARTIAL DEPTH SURFACE AREA (A) A=LXW	FULL DEPTH AVERAGE WIDTH (W)	FULL DEPTH SURFACE AREA (A) A=LXW	3" ASPHALT AVERAGE WIDTH (W)	3" ASPHALT SURFACE AREA (A) A=LXW	PAVEMENT WIDENING AVERAGE WIDTH (W)	PAVEMENT WIDENING SURFACE AREA (A) A=LXW	NOTES
58	116+44.80	120+00.00	LT & RT	355.20	22	7,814			46.00	16,339			
59	FULLERTON AVE.		RT			519				519			FULLERTON AVE.
60	120+00.00	125+00.00	LT & RT	500.00	22	11,000			46.00	23,000			
61	MARBLE AVE		LT			1,058				1,058			MARBLE AVE
62	125+00.00	130+00.00	LT & RT	500.00	22	11,000			46.00	23,000			
63	ROUND ST.		LT			184				184			ROUND ST.
64	CANTON		RT			809				809			CANTON
65	130+00.00	135+00.00	LT & RT	500.00	22	11,000			46.00	23,000			
66	E. 78TH ST. (NORTHEAST)					1,231				1,231			E. 78TH ST. (NORTHEAST)
67	E. 78TH ST. (SOUTHWEST)					187				187			E. 78TH ST. (SOUTHWEST)
68	SKYRM CT.					441				441			SKYRM CT.
69	WIRE AVE					1,065				1,065			WIRE AVE
70	135+00.00	140+00.00	LT & RT	500.00	22	11,000			46.00	23,000			
71	WORLEY AVE.					452				452			WORLEY AVE.
72	HOMESTEAD AVE.					429				429			HOMESTEAD AVE.
73	140+00.00	142+43.10	LT & RT	243.10	22	5,348			46.00	11,183			
74	142+43.10	145+00.00	LT & RT	256.90			46.00	11,817	46.00	11,817			
75	JONES ROAD (SOUTHWEST)							1,575		1,575			JONES ROAD (SOUTHWEST)
76	JONES ROAD (NORTHEAST)							2,842		2,842			JONES ROAD (NORTHEAST)
77	145+00.00	146+00.00	LT & RT	100.00			46.00	4,600	46.00	4,600			
78	146+00.00	150+00.00	LT & RT	400.00	22	8,800			46.00	18,400			
79	BOOTH AVE.					579				579			BOOTH AVE.
80	BRUNNER AVE.					506				506			BRUNNER AVE.
81	150+00.00	150+91.90	LT & RT	91.90	22	2,022			46.00	4,227			
82	150+91.90	153+89.00	LT & RT	297.10	16	4,754			40.00	11,884			
83	150+91.90	153+77.70	RT							4,556		4,556	
84	150+91.90	11+00.00	LT							1,360		1,360	
85	153+89.00	154+30.50	LT & RT	41.50						1,652			
86	HARVARD AVE (SOUTHWEST)		RT							1,129			HARVARD AVE (SOUTHWEST)
87	HARVARD AVE (NORTH EAST)		LT							3,915			HARVARD AVE (NORTH EAST)
88	154+30.50	155+19.20	LT & RT	88.70	8.5	754				3,695			
89	155+19.20	155+50.00	LT & RT	30.80			41.50	1,278	41.50	1,278			
90	155+50.00	158+25.00	RT	275.00			20.50	5,638	20.50	5,638			
91	155+50.00	157+50.00	LT	200.00			21.00	4,200	21.00	4,200			
92	158+25.00	158+75.00	RT	50.00			21.00	1,050	21.00	1,050			
93	157+50.00	158+50.00	LT	100			21.00	2,100	21.00	2,100			
93	158+75.00	159+00.00	RT	25.00			21.00	525	21.00	525			
94	158+50.00	159+00.00	LT	50.00			21.00	1,050	21.00	1,050			
95	159+00.00	160+00.00	LT & RT	100.00	22	2,200			46.00	4,600			
96	WHITEHEAD AVE.		LT			1,310				1,310			WHITEHEAD AVE.
97	160+00.00	165+00.00	LT & RT	500.00	22	11,000			46.00	23,000			
98	WALKER AVE.		LT			748				748			WALKER AVE.
99	HUGHES AVE.		RT			246				246			HUGHES AVE.
100	165+00.00	166+64.15	LT & RT										
101	MILES PARK		LT			1,020				1,020			MILES PARK
102	166+64.15	170+00.00	LT	335.85	11	3,694							
103	166+64.15	170+00.00	LT &RT							21,597			
104	170+00.00	172+50.00	LT &RT			1,316				18,371			MILES ROAD
105	172+50.00	180+61.00	LT &RT							28,416			BROADWAY (NORTH)
106	180+61.00	181+54.20											BRIDGE
107	181+54.20	193+15.77	LT &RT							44,449			BROADWAY (NORTH)
108	193+15.77	196+60.29	LT &RT							19,662			BROADWAY (NORTH & SOUTH MERGE)
109	196+60.29	204+36.14	LT &RT	775.85			12.00	9,310	48.00	37,241			BROADWAY (TO CORP. LIMIT)
110	302+17.52	309+50.00	LT &RT							26,324			
111	309+50.00	311+25.00	LT &RT					6,005		6,005			
112	311+25.00	324+03.84	LT &RT							43,113			
TOTALS						102,486		51,990		490,577		5,916	

CALCULATED: PSB
CHECKED: TMA

BROADWAY – PAVEMENT CALCULATIONS

BROADWAY AVE.
CUY-14-2.72

REF. NO.	STATION		202			204		254	448		301	301	304	407		SPECIAL
			BRICK BASE REMOVED AS PER D-15	PAVEMENT REMOVED AS PER D-15	TRACK & TIE REMOVED, AS PER PLAN	SUBGRADE COMPACTION	GEOTEXTILE FABRIC, 712.09, TYPE D	PAVEMENT PLANING, ASPHALT CONCRETE (VARIES 1" TO 6")	1.50" ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG70-22M, AS PER PLAN	1.50" ASPHALT CONC. INTERMEDIATE COURSE, TYPE 2, PG70-22M, AS PER PLAN	6" ASPHALT CONCRETE BASE, PG64-22	9" ASPHALT CONCRETE BASE, PG64-22	AGGREGATE BASE	TACK COAT	TACK COAT - SS-1 RUBBERIZED ASPHALT EMULSION (702.13)	GLASS GRID -CG200 (3'ROLL WIDTH), AS PER DS-2
	FROM	TO	SY	SY	SY	SY	SY	SY	SY	SY	SY	SY	CU. YD.	GAL	GAL	SQ. FT.
1	22+01.23	22+32.96						174	174	174				35	17	
2	GALLUP							107	107	107				21	11	
3	22+32.96	25+00.00	653					1365	1365	1365	653			273	68	2403
4	I77 OFF RAMP 1							122	122	122				24		
5	I77 OFF RAMP 2							42	42	42				8		
6	25+00.00	30+00.00	1222					2556	2556	2556	1222			511	128	4500
7	FINN AVE. (SOUTHWEST)		50					50	50	50	50			10		
8	FINN AVE. (NORTHEAST)		43					43	43	43	43			9		
9	30+00.00	34+50.00	1100					2300	2300	2300	1100			460	115	4050
10	WENDELL AVE		52					52	52	52	52			10		
11	CZAR AVE		54					54	54	54	54			11		
12	34+50.00	39+50.00	1222					2556	2556	2556	1222			511	128	4500
13	E. 49TH ST.		167					167	167	167	167			33		
14	MEAD AVE.		57					57	57	57	57			11		
15	39+50.00	44+50.00	1222					2556	2556	2556	1222			511	128	4500
16	PERSHING AVE. (NORTHEAST)		48					48	48	48	48			10		
17	PERSHING AVE. (SOUTHWEST)		118					118	118	118	118			24		
18	FOWLER AVE.		56					56	56	56	56			11		
19	44+50.00	49+50.00	1222					2556	2556	2556	1222			511	128	4500
20	MCBRIDE AVE (SOUTHWEST)		50					50	50	50	50			10		
21	MCBRIDE AVE (NORTHEAST)		52					52	52	52	52			10		
22	49+50.00	54+50.00	1222					2556	2556	2556	1222			511	128	4500
23	MAGNET AVE.		56					56	56	56	56			11		
24	MUMFORD AVE.		46					46	46	46	46			9		
25	54+50.00	59+50.00	1222					2556	2556	2556	1222			511	128	4500
26	BARKWILL AVE.		63	51	22			63	63	63	63			13		
27	59+50.00	64+50.00	1406					2556	2556	2556	1406			511	128	4500
28	E55TH ST. (NORTHEAST)		308	111	22			530	530	530	308			106	27	
29	HAMLET AVE		171					210	210	210	171			42	10	
30	E55TH ST. (SOUTHWEST)		137	86	22			330	330	330	137			66	17	
31	PORTAGE AVE		80		22			80	80	80	80			16		
32	64+50.00	70+00.00	1344					2811	2811	2811	1344			562	141	4950
33	CABLE AVE.		91	64	44			91	91	91	91			18		
34	BLANCHE AVE.		81	54	22			81	81	81	81			16		
35	70+00.00	75+00.00	1222					2556	2556	2556	1222			511	128	4500
36	ENGEL AVE.		60					60	60	60	60			12		
36	BUMPOUT (BOYS & GIRLS CLUB)							105	105	105				21		
37	HILLMAN AVE.		64	45	22			64	64	64	64			13		
38	75+00.00	79+56.43	1116					2333	2333	2333	1116			467	117	4108
39	MORTON AVE.		64	39	22			64	64	64	64			13		
40	HINDE AVE.		44					44	44	44	44			9		
41	79+56.43	81+63.00														
42	81+63.00	84+50.00	702					1467	1467	1467	702			293	73	2583
43	84+50.00	85+57.90	264					551	551	551	264			110	28	971
44	85+57.90	90+00.00	1081					2611	2611	2611	1081			522	131	3979
45	E. 65TH ST.		107	52	22			107	107	107	107			21	5	
46	90+00.00	91+07.60	263					669	669	669	263			134		968
47																
48	91+07.60	95+50.00						2098	2098					210		3982
49	95+50.00	100+50.00						2278	2278					228		
50	100+50.00	105+50.00						2278	2278					228		
51	BAXTER AVE															
52	FORMAN															
53	105+50.00	110+50.00						2278	2278					228		
54	E. 71ST ST.															
55	110+50.00	114+00.00						1594	1594					159		
56	114+00.00	115+00.00														
57	115+00.00	116+44.80						660	660					66		
BUS PAD DEDUCT( )			(2,444)						(2,444)	(2,444)	(2,444)					(6,000)
TOTALS CARRIED TO GENERAL SUMMARY			16,160	502	220	0	0	48,862	46,418	35,233	16,160	0	0	8,654	1,781	57,994

CALCULATED: PSB
CHECKED: TMA

BROADWAY - PAVEMENT SUBSUMMARY

BROADWAY AVE.
CUY-14-2.72

REF. NO.	STATION		202			204		254	448		301	301	304	407		SPECIAL
			BRICK BASE REMOVED AS PER D-15	PAVEMENT REMOVED AS PER D-15	TRACK & TIE REMOVED, AS PER PLAN	SUBGRADE COMPACTION	GEOTEXTILE FABRIC, 712.09, TYPE D	PAVEMENT PLANING, ASPHALT CONCRETE (VARIES 1" TO 6")	1.50" ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG70-22M, AS PER PLAN	1.50" ASPHALT CONC. INTERMEDIATE COURSE, TYPE 2, PG70-22M, AS PER PLAN	6" ASPHALT CONCRETE BASE, PG64-22	9" ASPHALT CONCRETE BASE, PG64-22	AGGREGATE BASE	TACK COAT	TACK COAT - SS-1 RUBBERIZED ASPHALT EMULSION (702.13)	GLASS GRID -CG200 (3'ROLL WIDTH), AS PER DS-2
	FROM	TO	SY	SY	SY	SY	SY	SY	SY	SY	SY	SY	CU. YD.	GAL	GAL	SQ.FT.
58	116+44.80	120+00.00	868					1815	1815	1815	868			363	91	3197
59	FULLERTON AVE.		58					58	58	58	58			12		
60	120+00.00	125+00.00	1222					2556	2556	2556	1222			511	128	4500
61	MARBLE AVE		118					118	118	118	118			24		
62	125+00.00	130+00.00	1222					2556	2556	2556	1222			511	128	4500
63	ROUND ST.		20					20	20	20	20			4		
64	CANTON		90					90	90	90	90			18		
65	130+00.00	135+00.00	1222					2556	2556	2556	1222			511	128	4500
66	E. 78TH ST. (NORTHEAST)		137					137	137	137	137			27		
67	E. 78TH ST. (SOUTHWEST)		21					21	21	21	21			4		
68	SKYRM CT.		49					49	49	49	49			10		
69	WIRE AVE		118					118	118	118	118			24		
70	135+00.00	140+00.00	1222					2556	2556	2556	1222			511	128	4500
71	WORLEY AVE.		50					50	50	50	50			10		
72	HOMESTEAD AVE.		48					48	48	48	48			10		
73	140+00.00	142+43.10	594					1243	1243	1243	594			249	62	2188
74	142+43.10	145+00.00		628	392	1313	1313		1313	1313	1313	1313	219	0	66	2312
75	JONES ROAD (SOUTHWEST)			175		175	175		175	175	175	175	29	0		
76	JONES ROAD (NORTHEAST)			316		316	316		316	316	316	316	53	0		
77	145+00.00	146+00.00		511	294	511	511		511	511	511	511	85	0	26	900
78	146+00.00	150+00.00	978					2044	2044	2044	978			409	102	3600
79	BOOTH AVE.		64					64	64	64	64			13		
80	BRUNNER AVE.		56					56	56	56	56			11		
81	150+00.00	150+91.90	225					470	470	470	225			94	23	827
82	150+91.90	153+89.00	528					1320	1320	1320	528			264	66	2674
83	150+91.90	153+77.70						506	506	506				101		
84	150+91.90	11+00.00						151	151	151				30		
85	153+89.00	154+30.50						184	184	184				37		374
86	HARVARD AVE (SOUTHWEST)							125	125	125				25		
87	HARVARD AVE (NORTH EAST)							435	435	435				87		
88	154+30.50	155+19.20	84					411	411	411	84			82	21	798
89	155+19.20	155+50.00		142	125	142	142		142	142		142	24	0		277
90	155+50.00	158+25.00		205		626	626		626	626		626	104	0		2475
91	155+50.00	157+50.00		467		467	467		467	467		467	78	0		1800
92	158+25.00	158+75.00		117		117	117		117	117		117	19	0		450
93	157+50.00	158+50.00		233		233	233		233	233		233	39	0		900
93	158+75.00	159+00.00		58	235	58	58		58	58		58	10	0		225
94	158+50.00	159+00.00		117		117	117		117	117		117	19	0		450
95	159+00.00	160+00.00	244					511	511	511	244			102	26	900
96	WHITEHEAD AVE.		146					146	146	146	146			29	7	
97	160+00.00	165+00.00	1222					2556	2556	2556	1222			511	128	4500
98	WALKER AVE.		83					83	83	83	83			17	4	
99	HUGHES AVE.		27					27	27	27	27			5	1	
100	165+00.00	166+64.15														
101	MILES PARK		113					113	113	113	113			23	6	
102	166+64.15	170+00.00	410								410					1008
103	166+64.15	170+00.00						2400	2400	2400				480		
104	170+00.00	172+50.00	146					2041	2041	2041	146			408	102	
105	172+50.00	180+61.00						3157	3157	3157				631		
106	180+61.00	181+54.20														
107	181+54.20	193+15.77						4939	4939	4939				988		
108	193+15.77	196+60.29						2185	2185	2185				437		
109	196+60.29	204+36.14		1034		1034	1034	4138	4138	4138		1034	172	828		
110	302+17.52	309+50.00						2925	2925	2925				585		
111	309+50.00	311+25.00		667		667	667	667	667	667		667	111	133		
112	311+25.00	324+03.84						4790	4790	4790				958		
BUS PAD DEDUCT( )			(1,711)						(1,711)	(1,711)	(1,711)	(180)				(4,200)
TOTALS CARRIED TO GENERAL SUMMARY			9,676	4,671	1,046	5,777	5,777	50,434	52,798	52,798	11,991	5,597	963	10,087	1,241	43,654

CALCULATED: PSB
CHECKED: TMA

BROADWAY - PAVEMENT SUBSUMMARY

BROADWAY AVE.
CUY-14-2.72

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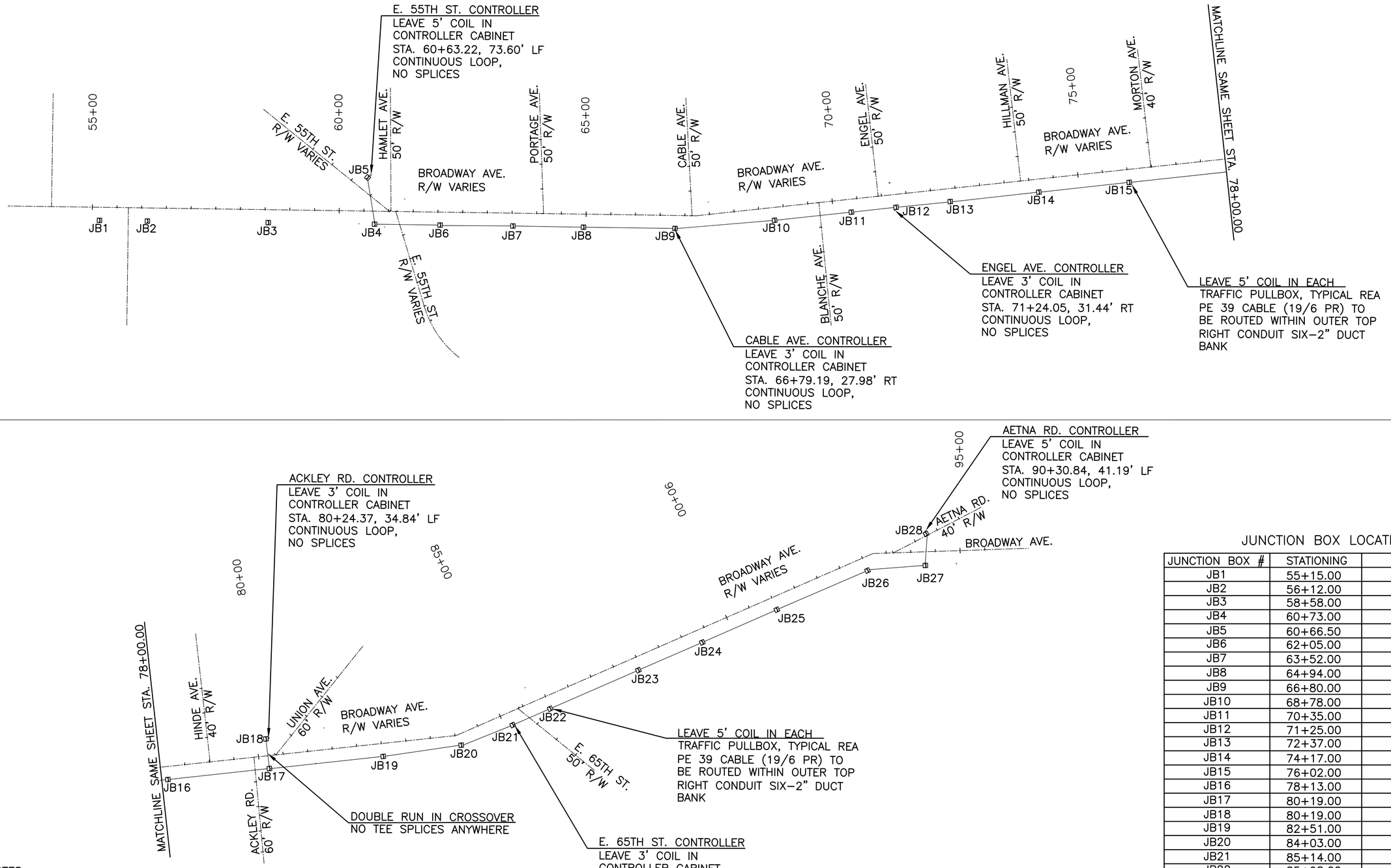


NOTES:

1. PRIOR TO ACCEPTANCE, CONTRACTOR MUST TONE OUT ALL TWELVE WIRES FOR COMPLETE CONTINUITY BETWEEN THE CONTROLLER AT E. 55TH ST. (STA. 60+63.22) AND THE CONTROLLER AT AETNA ROAD (STA. 90+30.84).

JUNCTION BOX LOCATIONS

JUNCTION BOX #	STATIONING	OFFSET
JB1	55+15.00	26.20' RT
JB2	56+12.00	26.20' RT
JB3	58+58.00	26.20' RT
JB4	60+73.00	26.20' RT
JB5	60+66.50	68.50' LEFT
JB6	62+05.00	26.20' RT
JB7	63+52.00	26.20' RT
JB8	64+94.00	26.20' RT
JB9	66+80.00	26.20' RT
JB10	68+78.00	26.20' RT
JB11	70+35.00	26.20' RT
JB12	71+25.00	26.20' RT
JB13	72+37.00	26.20' RT
JB14	74+17.00	26.20' RT
JB15	76+02.00	26.20' RT
JB16	78+13.00	26.20' RT
JB17	80+19.00	26.20' RT
JB18	80+19.00	34.30' LEFT
JB19	82+51.00	26.20' RT
JB20	84+03.00	26.20' RT
JB21	85+14.00	26.20' RT
JB22	85+98.00	26.20' RT
JB23	87+92.00	26.20' RT
JB24	89+34.00	26.20' RT
JB25	90+99.00	26.20' RT
JB26	92+99.00	27.20' RT
JB27	94+26.00	27.20' RT
JB28	94+35.00	36.20' LEFT

HORIZONTAL SCALE
1" = 100 FEET

CALCULATED:

CHECKED:

TRAFFIC CONTROL INTERCONNECT CABLE WIRING DIAGRAM
STA 60+00 TO STA 95+00

BROADWAY AVE.
CUY-14-2.72

060
1

MAINTENANCE OF TRAFFIC

ITEM 614 – MAINTAINING TRAFFIC

THIS ITEM SHALL CONSIST OF MAINTENANCE OF 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:

ALL WORK AND TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH ODOT CMS 614 AND OTHER APPLICABLE PORTIONS OF THE SPECIFICATION, AS WELL AS THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES. PAYMENT FOR ALL LABOR, EQUIPMENT AND MATERIALS TO DESIGN, FURNISH, INSTALL, RELOCATE, AND REMOVE SHALL BE INCLUDED IN THE LUMP SUM CONTRACT PRICE FOR ITEM 614, MAINTENANCE OF TRAFFIC UNLESS SEPARATELY ITEMIZED IN THE PLAN.

THE CONTRACTOR SHALL GIVE THE CITY OF CLEVELAND AND OHIO DEPARTMENT OF TRANSPORTATION DISTRICT 12 NOT LESS THAN 30 DAYS NOTICE PRIOR TO RESTRICTING TRAFFIC.

ONLY DURING OFF–PEAK PERIODS (I.E. ANY PERIOD OTHER THAN 7–9 A.M. AND 4–6 P.M.) SHALL THE CONTRACTOR INSTALL AND SUBSEQUENTLY RESET ALL TRAFFIC CONTROL NECESSARY FOR MAINTAINING TRAFFIC EACH CONSTRUCTION PHASE.

A MINIMUM OF ONE LANE OF TRAFFIC IN EACH DIRECTION SHALL BE MAINTAINED AT ALL TIMES IN SECTIONS 1, 2, AND 4, BY USE OF THE EXISTING PAVEMENT AND THE COMPLETED PAVEMENT. PART WIDTH CONSTRUCTION SHALL BE USED TO FACILITATE MAINTAINING TWO WAY TRAFFIC. WORK SHALL BE DONE IN PHASES AS OUTLINED BELOW.

THE MAKING OF THIS IMPROVEMENT REQUIRES THAT THE ROAD BE CLOSED TO SOUTHBOUND THROUGH TRAFFIC IN SECTION 3, FROM HARVARD AVENUE TO MILES AVENUE. DETOURS SHALL BE AS SHOWN ON THE MOT SOUTHBOUND DETOUR PLAN, SHEET 064.

LOCAL ACCESS FOR ABUTTING PROPERTIES AND ADJACENT STREETS SHALL BE MAINTAINED AT ALL TIMES THROUGH THE USE OF PARTIAL WIDTH CONSTRUCTION, AND BY MAINTAINING ONE MINIMUM 11 FOOT WIDE LANE FOR NORTH BOUND TRAFFIC. FOLLOW REQUIREMENTS OF OMUTCD FOR GUIDANCE ON THE MINIMUM SIGNING REQUIREMENTS.

THE CONTRACTOR SHALL MAINTAIN SAFE AND SATISFACTORY ACCESS TO ABUTTING PROPERTY. THE CONTRACTOR SHALL MAINTAIN ADEQUATE PEDESTRIAN WALKS AT ALL INTERSECTIONS, INCLUDING ASPHALT CONCRETE WALKS, WHERE DIRECTED BY THE ENGINEER.

THE CONTRACTOR SHALL DIVERT TRAFFIC FROM NORMAL CHANNELS BY PLASTIC DRUMS, FLASHING ARROW PANELS COMPLYING WITH MT–35.10, AND BY USE OF TRAFFIC SIGNS AND WORK ZONE PAVEMENT MARKINGS AS SHOWN ON SHEETS MT09–MT20.

ALL CONSTRUCTION TRAFFIC CONTROL DEVICES USED FOR THIS PROJECT SHALL CONFORM TO THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS, AND SHALL BE FURNISHED, ERECTED, MAINTAINED, AND REMOVED BY THE CONTRACTOR, EXCEPT AS NOTED BELOW.

THE CONTRACTOR SHALL FURNISH AND MAINTAIN ALL NECESSARY SAFEGUARDS, SUCH AS TYPE III BARRICADES, LIGHTING, FLAGGERS, AND SUCH OTHER TRAFFIC CONTROL DEVICES AS PROVIDED IN ITEM 614, MAINTAINING TRAFFIC, AS PER PLAN, SO AS TO AVOID DAMAGE AND/OR INJURY TO VEHICLES AND PERSONS USING THE ROADWAY DURING CONSTRUCTION.

EXISTING TRAFFIC CONTROL DEVICES (SIGNS AND/OR TRAFFIC SIGNALS), LOCATED WITHIN THE WORK AREA, WHICH ARE REQUIRED FOR INTERIM OR PERMANENT TRAFFIC CONTROL, SHALL BE RELOCATED TO POINTS APPROVED BY THE ENGINEER. APPROPRIATE TRAFFIC CONTROL DEVICES SHALL BE MAINTAINED, IN COMPLIANCE WITH THE MANUAL, AT ALL TIMES WHILE TRAFFIC IS MAINTAINED. THE COST OF RELOCATION, IF REQUIRED, SHALL BE INCLUDED IN THE LUMP SUM PRICE BID FOR ITEM 614 – MAINTAINING TRAFFIC, AS PER PLAN.

THE LENGTH AND DURATION OF LANE CLOSURES AND/OR TRAFFIC RESTRICTIONS SHALL BE AT THE APPROVAL OF THE CITY OF CLEVELAND. THE INTENT IS TO MINIMIZE THE IMPACT TO THE TRAVELING PUBLIC. LANE CLOSURES OR RESTRICTIONS OVER SEGMENTS OF THE PROJECT IN WHICH NO WORK IS ANTICIPATED WITHIN A REASONABLE TIME FRAME, AS DETERMINED BY THE ENGINEER, SHALL NOT BE PERMITTED. THE LEVEL OF UTILIZATION OF MAINTENANCE OF TRAFFIC DEVICES SHALL BE COMMENSURATE WITH THE WORK IN PROGRESS.

ALL WORK AND TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH 614 AND OTHER APPLICABLE PORTIONS OF THE SPECIFICATIONS, AS WELL AS THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES. PAYMENT FOR ALL LABOR, EQUIPMENT, MATERIALS, AND DESIGN SHALL BE INCLUDED IN THE LUMP SUM CONTRACT PRICE FOR 614 – MAINTAINING TRAFFIC, AS PER PLAN, UNLESS SEPARATELY ITEMIZED IN THE PLAN.

NOTIFICATION

THE CONTRACTOR SHALL NOTIFY IN WRITING THE FOLLOWING AGENCIES AT LEAST ONE WEEK PRIOR TO THE START OF CONSTRUCTION, AND AT LEAST 72 HOURS BEFORE IMPLEMENTING ANY SUBSTANTIAL CHANGE IN TRAFFIC PATTERN OR CLOSING ANY STREET TO TRAFFIC:

THE CITY OF CLEVELAND COMMISSIONER OF TRAFFIC ENGINEERING,
COMMISSIONER OF ENGINEERING AND CONSTRUCTION,
COMMISSIONER OF EMERGENCY MEDICAL SERVICES,
POLICE TRAFFIC COMMISSIONER, AND FIRE CHIEF.
THE CITY OF CLEVELAND POLICE, FIRE AND SERVICE DEPARTMENTS
THE CLEVELAND MUNICIPAL BOARD OF EDUCATION
THE CUYAHOGA COUNTY ENGINEER – PUBLIC INFORMATION OFFICE
THE OHIO DEPARTMENT OF TRANSPORTATION – DISTRICT 12 – PUBLIC INFORMATION OFFICE
THE GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY
THE CUYAHOGA COUNTY BOARD OF MENTAL RETARDATION
THE UNITED STATES POSTAL SERVICE

CONSTRUCTION TRAFFIC

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

ADVANCED TRAFFIC SIGNING AND SUPPORTS

ADVANCE TRAFFIC SIGNING AND SUPPORTS, INCLUDING DETOUR SIGNING, CONSTRUCTION WORK ZONE APPROACH SIGNING, BARRICADES AND SIGNS ON BARRICADES SHOWN ON THE PLANS OR AS REQUIRED BY THE OMUTCD, BEYOND THE WORK LIMITS SHALL BE FURNISHED, ERECTED, MAINTAINED, AND SUBSEQUENTLY REMOVED BY THE CONTRACTOR. THE COST SHALL BE INCLUDED WITH THE LUMP SUM PRICE BID FOR ITEM 614 – MAINTAINING TRAFFIC, AS PER PLAN.

NOTICE OF CLOSURE SIGNS

NOTICE OF CLOSURE SIGNS (W20–H13–60) SHALL BE ERECTED BY THE CONTRACTOR AT LEAST TWO WEEKS IN ADVANCE OF ALL SCHEDULED ROAD CLOSURES. THE SIGNS SHALL BE ERECTED ON THE RIGHT HAND SIDE OF THE ROAD, 200 FEET IN ADVANCE OF CLOSURE, FACING TRAFFIC APPROACHING THE CLOSURE. THEY SHALL BE PLACED SO AS NOT TO INTERFERE WITH THE VISIBILITY OF ANY OTHER TRAFFIC CONTROL SIGNS.

THE CONTRACTOR SHALL INSERT THE DATE OF CLOSURE, DURATION (NUMBER OF DAYS FROM THE CLOSURE TO THE PROJECT COMPLETION DATE OR SCHEDULED DATE OF OPENING) AND INFORMATION PHONE NUMBER ON THE SIGN IN THE PROPER POSITIONS.

W20–H13–60
60" x 36"

PAYMENT FOR NOTICE OF CLOSURE SIGNS SHALL BE INCLUDED IN THE LUMP SUM PRICE BID FOR ITEM 614 – MAINTAINING TRAFFIC, AS PER PLAN.

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 MADE AT THE CONTRACT PRICE PER EACH FOR ITEM 614, REPLACEMENT DRUM, AND SHALL INCLUDE THE COST OF REMOVING AND DISPOSING OF THE DAMAGED DRUM, AND PROVIDING AND MAINTAINING THE REPLACEMENT DRUM IN ACCORDANCE WITH THE CONTRACT REQUIREMENTS FOR THE ORIGINAL DRUM.

AN ESTIMATED QUANTITY OF 200 EACH HAS BEEN PROVIDED IN THE SCHEDULE OF UNIT PRICES.

MAINTAINING TRAFFIC

THE CONTRACTOR SHALL BE RESPONSIBLE FOR DESIGNING AND MAINTAINING SAFE AND EFFECTIVE TRAFFIC CONTROL 24 HOURS A DAY FOR THE DURATION OF THIS PROJECT. ALL TRAFFIC CONTROL DEVICES SHALL BE FURNISHED, ERECTED, MAINTAINED, AND REMOVED BY THE CONTRACTOR.

THE CONTRACTOR SHALL DEVISE A MAINTENANCE OF TRAFFIC SCHEME WHICH SHALL BE STAMPED BY A PROFESSIONAL ENGINEER, AND PRESENT IT TO THE CITY OF CLEVELAND FOR APPROVAL. THE MAINTENANCE OF TRAFFIC SCHEME SHALL PRESENT, IN GENERAL, THE METHOD FOR CONDUCTING THE REQUIRED WORK IN A SAFE AND EFFICIENT MANNER.

THE PLANS SHALL INCLUDE THE FOLLOWING COMPONENTS:

PLAN VIEW AT 1:20 SCALE TO SHOW:
- WORK AREA
- BEGIN/END STATIONING OF TAPERS, TEMPORARY MARKINGS, ETC.
- TEMPORARY PAVEMENT
- LOCATIONS OF SIGNS (EXISTING OVERHEAD SIGNS AND ALL PROPOSED, COVERED, OR MODIFIED SIGNS.)
- LOCATIONS OF TYPICAL SECTIONS
- REFERENCES TO APPLICABLE STANDARD DRAWINGS

TYPICAL SECTIONS SHOWING:
- LANE WIDTHS, PAVEMENT MARKINGS, DRUMS, PCB, ETC.
- LIMITING STATIONS
- WORK AREA DROP–OFFS

SIGN DETAILS FOR PROPOSED SIGNS AND OVERLAYS/MODIFICATIONS

THE MAINTENANCE OF TRAFFIC SCHEME SHALL BE IN CONFORMANCE WITH THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES, LATEST REVISION, THE REFERENCED STANDARD CONSTRUCTION DRAWINGS INCLUDING DESIGNER NOTES, THE CONSTRUCTION AND MATERIALS SPECIFICATIONS (CMS), ODOT LOCATION AND DESIGN MANUAL, VOLUME 1, AND ALL REQUIREMENTS DETAILED IN THESE PLANS.

THIS SUBMITTAL SHALL CONSIST OF THREE (3) COPIES OF THE PLANS FOR REVIEW AND DISTRIBUTION. NO WORK SHALL BEGIN AT THE LOCATION UNTIL THE MAINTENANCE OF TRAFFIC PLANS HAVE BEEN APPROVED BY THE CITY OF CLEVELAND.

THE PROGRESS SCHEDULE WILL BE REQUIRED TO APPROVE THE MAINTENANCE OF TRAFFIC PLANS. THIS SCHEDULE OF OPERATIONS SHALL DETAIL THE CONTRACTOR'S WORK ACTIVITIES AND HIS METHODS OF MAINTAINING TRAFFIC DURING THESE ACTIVITIES. MAINTENANCE OF TRAFFIC PLANS SHALL BE PREPARED AND SUBMITTED TO THE CITY OF CLEVELAND FOR APPROVAL. THESE PLANS SHALL BE SEALED BY A REGISTERED PROFESSIONAL ENGINEER. THE CITY SHALL HAVE 14 CALENDAR DAYS TO REVIEW AND COMMENT ON THESE PLANS. THE CONTRACTOR SHALL NOT BEGIN ANY WORK REQUIRING TRAFFIC CONTROL UNTIL THE CITY OF CLEVELAND HAS GIVEN APPROVAL OF THE CONTRACTOR'S SEQUENCE OF OPERATIONS AND MAINTENANCE OF TRAFFIC PLANS.

THE MAINTENANCE OF TRAFFIC SCHEME SHALL TAKE INTO CONSIDERATION SNOW AND ICE OPERATIONS FROM DECEMBER 1 THROUGH MARCH 31. LANE SHIFTS, RESTRICTIONS, AND CLOSURES MAY NOT BE APPROVED IF THEY ADVERSELY AFFECT SNOW REMOVAL OPERATIONS.

IF IN THE OPINION OF THE ENGINEER, THE CONTRACTOR FAILS TO COMPLY WITH THESE REQUIREMENTS AND THE PROVISIONS OF THE APPROVED MAINTENANCE OF TRAFFIC PLAN, THE ENGINEER SHALL SUSPEND WORK UNTIL THE REQUIREMENTS ARE MET. ANY COSTS OR DELAYS INCURRED AS A RESULT OF THE FAILURE SHALL BE THE FULL RESPONSIBILITY OF THE CONTRACTOR.

PAYMENT FOR ALL THE ITEMS REQUIRED TO MAINTAIN TRAFFIC IN ACCORDANCE WITH THESE REQUIREMENTS SHALL BE INCLUDED IN THE LUMP SUM PRICE FOR ITEM 614 – MAINTAINING TRAFFIC, AS PER PLAN.

COOPERATION BETWEEN CONTRACTORS

IT IS ANTICIPATED THAT OTHER CONTRACTORS WILL BE WORKING ON PROJECTS ADJACENT TO OR WITHIN THE LIMITS OF THIS PROJECT, EITHER FOR THE CITY OF CLEVELAND OR FOR OTHER PUBLIC OR PRVATE AGENCIES. THE CONTRACTOR SHALL COOPERATE AND COORDINATE HIS OPERATIONS, INCLUDING PROVISIONS FOR THE MAINTENANCE OF TRAFFIC, WITH THE CONTRACTORS OF OTHER PROJECTS THAT MAY BE IN FORCE DURING THE LIFE OF THIS CONTRACT.

CALCULATED: AWS
CHECKED: SDG

MAINTENANCE OF TRAFFIC NOTES

BROADWAY AVE.
CUY–14–2.72

061

MAINTENANCE OF TRAFFIC

DRIVEWAY ACCESS

THE CONTRACTOR IS HEREBY NOTIFIED THAT SOLE DRIVEWAYS ARE TO REMAIN OPEN AT ALL TIMES. IN THE CASE OF MULTIPLE DRIVEWAYS, NO MORE THAN ONE DRIVEWAY MAY BE CLOSED AT ANY TIME, AND ONLY WHERE PERMITTED BY THE ENGINEER. PRIOR TO THE START OF WORK WHICH WILL REQUIRE DRIVEWAY CLOSURES, THE CONTRACTOR SHALL SUBMIT, FOR THE ENGINEER'S APPROVAL, PLANS AND DETAILS AS NECESSARY TO DESCRIBE PROVISIONS FOR TEMPORARY ACCESS TO ABUTTING PROPERTIES. TEMPORARY ACCESS RAMPS SHALL BE CONSTRUCTED TO THE FULL WIDTH OF THE PROPOSED DRIVEWAY AND SHALL ACCOUNT FOR THE CONTROL OF RUNOFF AND THE CONTINUITY OF PAVING OPERATIONS. NO SEPARATE PAYMENT SHALL BE MADE FOR THE DESIGN AND CONSTRUCTION OF TEMPORARY ACCESS, BUT THE COST SHALL BE INCLUDED IN THE PRICE BID FOR ITEM 614 MAINTAINING TRAFFIC, AS PER PLAN.

PEDESTRIAN CONTROL

THE CONTRACTOR SHALL FURNISH AND INSTALL ALL NECESSARY BARRIERS TO ENSURE THAT PEDESTRIANS ARE PROTECTED FROM THE CONSTRUCTION AREAS. PEDESTRIAN CONTROL BARRIERS MAY CONSIST OF PLASTIC AND/OR METAL FENCING AND SECURELY POSITIONED SUPPORTS, AND/OR PORTABLE CONCRETE BARRIER AT THE CONTRACTOR'S DISCRETION, AND AS DESCRIBED HEREIN.

SHOP DRAWINGS: PRIOR TO COMMENCING THE WORK, THE CONTRACTOR SHALL SUBMIT A PEDESTRIAN CONTROL PLAN AND SHOP DRAWINGS FOR EACH LOCATION SHOWING INSTALLATION OF PLASTIC AND/OR METAL FENCING, SUPPORTS FOR SAME, AND SIGNAGE FOR APPROVAL BY THE ENGINEER. THE PEDESTRIAN CONTROL PLAN SHALL INCLUDE SIGNAGE, LOCATIONS OF PEDESTRIAN WALKWAYS, PROVISIONS TO ENSURE PEDESTRIANS ARE PROTECTED FROM TRIPPING HAZARDS AND MOVING EQUIPMENT, AREAS THAT REQUIRE CORDONING OFF AND THE TYPE OF PROTECTION TO BE USED. IF THE WHOLE SIDEWALK AREA BETWEEN TWO INTERSECTIONS NEEDS TO BE CORDONED OFF WITH PEDESTRIANS CROSSING TO THE OTHER SIDE OF THE STREET; THEN BOTH BARRIERS AND NECESSARY DIRECTIONAL OR DETOUR SIGNAGE ARE REQUIRED. SHOP DRAWINGS ARE REQUIRED TO BE SUBMITTED IN ACCORDANCE WITH THE CONTRACT SPECIFICATIONS.

THE CONTRACTOR'S CONTROL PLAN SHALL INCLUDE DRAWINGS FOR ENCLOSING THE PERIMETER OF THE WORK SITES WITH OSHA/ODOT COMPLIANT BARRIERS (BLAZE ORANGE FENCING AND/OR CHAIN LINK FENCING) AS STIPULATED HEREIN AND/OR CONCRETE BARRIERS. ACCESS AREAS FOR WORK VEHICLES SHALL ALSO BE INCLUDED WHERE NECESSARY.

PERMITS: THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS TO COMPLY WITH THE PEDESTRIAN CONTROL PLAN.

FENCE SUPPORTS: IF FENCE IS USED, THESE SHALL BE ODOT DRUMS OR STAKES AS SPECIFIED HEREIN AT THE CONTRACTOR'S DISCRETION. DRUMS USED TO DELINEATE THE WORK ZONE MAY BE USED AS PEDESTRIAN CONTROL FENCE SUPPORTS.

FENCING: PEDESTRIAN PROTECTION FENCING, IF USED, SHALL CONSIST OF ONE OF THE FOLLOWING, APPROVED BY THE ENGINEER:

– PLASTIC FENCING – BLAZE ORANGE, HEAVY DUTY, PLASTIC MESH, MINIMUM 4 FT. HT., SECURELY ATTACHED TO METAL POSTS SET INTO FIXED PLACEMENTS OR DRUMS.

– GALVANIZED CHAIN LINK FENCING – 4 FOOT HIGH SECURELY AFFIXED TO POSTS OR STAKES. STAKES FOR FENCING SHALL BE 2 INCH X 8 FOOT. HIGH GALVANIZED STEEL POSTS, DRIVEN INTO FIXED PLACEMENTS. POSTS SHALL BE PLACED 6 FOOT O.C. MAXIMUM.

WALKING SURFACES: THE WALKWAYS FOR PEDESTRIANS NEED TO BE IN COMPLIANCE WITH OSHA AND NEED TO BE CLEAR OF OBSTRUCTIONS AND HAVE A LEVEL NON–SLIP WALKING SURFACE. GRAVEL WILL NOT SUFFICE. IF DEEMED NECESSARY BY THE ENGINEER, TEMPORARY ASPHALT WILL BE POURED TO ENSURE A LEVEL WALKING SURFACE.

PEDESTRIAN SIGNAGE: SIGNAGE SHALL CONFORM TO ODOT CONSTRUCTION AND MATERIALS SPECIFICATIONS SECTION 614.06. THE CONTRACTOR SHALL FURNISH AND INSTALL SIGNAGE, UPON APPROVAL OF THE SUBMITTALS. "SIDEWALK CLOSED" SIGNAGE, WHERE REQUIRED, SHALL BE LOCATED AHEAD OF THE CLOSED SIDEWALK. DIRECTIONAL SIGNAGE SHALL DIRECT PEDESTRIANS TO CROSS AT THE OPEN INTERSECTION. INSTALL ALL SIDEWALK CLOSURE AND PEDESTRIAN DETOUR SIGNAGE PER ODOT MT–110.10 AND OMUTCD TA–28 AND TA–29.

EXCEPT AS OTHERWISE INDICATED OR REQUESTED BY THE ENGINEER, TEMPORARY PROTECTION DEVICES INSTALLED DURING THE COURSE OF THE WORK SHALL BE REMOVED ONLY AFTER ALL WORK WHICH MIGHT INJURE OR HARM PEDESTRIANS IS COMPLETED.

MEASUREMENT AND PAYMENT: PEDESTRIAN SAFETY CONTROLS WILL BE INCLUDED WITH THE LUMP SUM BID ITEM 614 – MAINTAINING TRAFFIC, AS PER PLAN, FOR PAYMENT.

TEMPORARY MAINTENANCE OF EXISTING TRAFFIC SIGNALS

INCIDENTAL TO THE REQUIREMENTS FOR MAINTAINING TRAFFIC IN ACCORDANCE WITH 614.03, EXISTING TRAFFIC SIGNALS AT THE FOLLOWING INTERSECTION(S) SHALL BE TEMPORARILY MAINTAINED UNTIL THE NEW TRAFFIC SIGNAL INSTALLATIONS ARE IN OPERATION:

Base Bid:	Alternate Bid:
Miles Ave.	I–77 Exit Ramp
Harvard Ave.	Finn Ave.
Jones Rd.	E. 49th St.
	Pershing Ave.
	McBride Ave.

OTHER SIGNALS WITHIN THE WORK LIMITS SHALL BE TEMPORARILY MAINTAINED UNTIL THE PROJECT IS COMPLETE AND THE EXISTING OPERATION CAN BE RESTORED.

THE EXISTING SIGNAL HEADS (OR ADDITIONAL TRAFFIC SIGNAL HEADS SUPPLIED BY THE CONTRACTOR) SHALL BE POSITIONED SO AS TO PROVIDE A MINIMUM OF TWO TRAFFIC SIGNAL HEADS OVER THE PORTION OF THE ROADWAY USED BY EACH DIRECTION OF TRAFFIC, AND THE OPERATION SHALL BE MODIFIED AS DIRECTED BY, AND TO THE SATISFACTION OF, THE CITY OF CLEVELAND DIVISION OF TRAFFIC ENGINEERING. THE NUMBER, LOCATION, VISIBILITY, AND HEIGHT OF ALL TRAFFIC SIGNALS SHALL BE IN ACCORDANCE WITH THE PROVISIONS OF THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS (OMUTCD).

ANY COSTS FOR THE TEMPORARY MAINTENANCE OF EXISTING BASE BID TRAFFIC SIGNALS SHALL BE INCLUDED IN THE LUMP SUM COST BID FOR ITEM 614 – MAINTAINING TRAFFIC.

ANY COSTS FOR THE TEMPORARY MAINTENANCE OF EXISTING TRAFFIC SIGNALS IN THE ALTERNATE BID INTERSECTIONS SHALL BE INCLUDED IN THE ALTERNATE BID FOR THE WORK AT THAT INTERSECTION.

INSTALLATION OF PAVEMENT MARKINGS

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. IN ADDITION, THE REQUIREMENTS OF 614.11(G) SHALL APPLY.

OVERNIGHT TRENCH CLOSING

THE BASE WIDENING SHALL BE COMPLETED TO A DEPTH OF NO MORE THAN 10 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.

CONFLICTING MARKINGS

THE CONTRACTOR SHALL, PRIOR TO PLACING TEMPORARY MARKINGS, REMOVE ALL EXISTING CONFLICTING MARKINGS VISIBLE TO THE TRAVELING PUBLIC DURING DAYLIGHT OR NIGHTTIME HOURS IN ACCORDANCE WITH 641.10. THE COST FOR REMOVAL OF CONFLICTING MARKINGS SHALL BE INCIDENTAL TO THE VARIOUS PAY ITEMS.

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	3 M.GAL.
ITEM 616, CALCIUM CHLORIDE	1 TON

TEMPORARY FENCING

TEMPORARY FENCING SHALL BE PROVIDED FOR PURPOSE OF SEPARATING CONSTRUCTION ZONE AND PEDESTRIANS. THE FENCE SHALL CONSIST OF COMMERCIAL GRADE COMMON ORANGE CONSTRUCTION FENCE (DUPONT L–72 OR OR APPROVED EQUAL). THE COST OF ORANGE CONSTRUCTION FENCE SHOULD BE INCLUDED IN THE PRICE BID FOR FOR ITEM 614 MAINTAINING TRAFFIC.

TEMPORARY BUS STOPS

THE CONTRACTOR SHALL MAINTAIN TEMPORARY BUS STOPS AND PEDESTRIAN ACCESS TO TEMPORARY BUS STOPS AT ALL TIMES UNLESS OTHERWISE APPROVED BY THE ENGINEER.

TEMPORARY BUS STOPS SHALL BE PROVIDED IN ACCORDANCE WITH THE PLANS, AT STA. 30+73 (SOUTH OF FINN AVE.), PERSHING, E. 55TH, E. 65TH, OSAGE, AND HARVARD, AND SHALL CONSIST OF SAFETY FENCE MOUNTED ON DRUMS, AND A SMOOTH, HARD, AND COMPACTED SURFACE NOT LESS THAN 50' X 8'. ALL PEDESTRIAN SURFACES AND PEDESTRIAN ACCESS SHALL BE IN ACCORDANCE WITH THE PEDESTRIAN ACCESS REQUIREMENTS OF THE PLANS.

SUBMIT DRAWINGS FOR THE TEMPORARY BUS STOPS TO THE ENGINEER FOR APPROVAL 30 DAYS PRIOR TO THE PLACEMENT OF TEMPORARY BUS STOPS.

THE COST FOR TEMPORARY BUS STOPS SHALL BE INCLUDED IN THE LUMP SUM BID PRICE FOR ITEM 614.

FLAGGING REQUIREMENTS

WHERE NECESSARY, OR AS ORDERED BY THE ENGINEER, THE CONTRACTOR SHALL PROVIDE A FLAGGER WITH APPROPRIATE SIGNING WHENEVER OPERATIONS INTERFERE WITH TRAFFIC. EXAMPLES INCLUDE, BUT ARE NOT LIMITED TO: DELIVERY/REMOVAL OF MATERIALS. LIFTING OPERATIONS, DIRECTING DRIVEWAYS AND CROSS STREET TRAFFIC, ONE–LANE CROSS STREET OPERATIONS AND OTHER ACTIVITIES. THE SOLE DUTY OF SUCH FLAGGERS SHALL BE TO DIRECT TRAFFIC PROPERLY AT ALL TIMES. THEY SHALL NOT BE USED TO MOVE TEMPORARY SIGNS OR ASSIST OTHER WORK AND SHALL BE POSITIONED APPROPRIATELY IN ADVANCE OF THE WORK. FLAGGERS SHALL BE EQUIPPED WITH TWO–WAY RADIOS. IN ACCORDANCE WITH SUBSECTION 301.9 (C) 4 OF THE MUTCD, WHERE ONE–LANE ROADWAY SECTIONS EXCEED 150' IN LENGTH, OR WHERE IN THE OPINION OF THE ENGINEER THE USAGE OF SUCH RADIOS IS NECESSARY TO CONTROL TRAFFIC. SUCH RADIOS SHALL HAVE SUFFICIENT TRANSMITTING POWER TO REACH ALL POINTS WITHIN THE LENGTH OF THE ONE–LANE ROAD OPERATION. THE COST OF SUCH FLAGGING SHALL BE INCLUDED IN THE LUMP SUM BID PRICE FOR ITEM 614.

SIGNS, BARRICADES, AND VERTICAL PANELS

ALL CONSTRUCTION SIGNS, BARRICADES, VERTICAL PANELS, AND DRUMS SHALL CONFORM TO OMUTCD AND THE LATEST REVISION OF ODOT CONSTRUCTION AND MATERIAL SPECIFICATIONS.

ALL CONSTRUCTION SIGNAGE SHALL BE INSTALLED AND COVERED BEFORE CONSTRUCTION SHALL BEGIN. AFTER CONSTRUCTION SIGN INSTALLATION, THE CONTRACTOR SHALL NOTIFY THE CITY OF CLEVELAND TRAFFIC ENGINEER AT (216) 664–3195 THREE WORKING DAYS BEFORE WORK BEGINS AND REQUEST AN INSPECTION OF ALL SIGNAGE.

FACES OF CONSTRUCTION SIGNS AND REFLECTIVE SHEETING ON BARRICADES SHALL BE TYPE H (VIP). ALL ORANGE CONSTRUCTION SIGNS SHALL BE FLUORESCENT ORANGE. ALL SHEETING WILL BE TESTED FOR REFLECTIVITY PER ODOT 730.192. VERTICAL PANELS AND DRUM BANDS SHALL BE REFLECTORIZED WITH TYPE G (HIGH INTENSITY) SHEETING COMPLYING WITH THE REQUIREMENTS OF 730.19. ALL SIGNS, BARRICADES, VERTICAL PANELS, AND DRUMS WILL BE LIKE NEW AND IN GOOD CONDITION IN CONFORMANCE WITH "QUALITY STANDARDS FOR WORK ZONE TRAFFIC CONTROL DEVICES" PUBLISHED BY ATSSA.

MAINTENANCE OF ALL CONTRACTOR SUPPLIED SIGNS, BARRICADES, VERTICAL PANELS, AND DRUMS ARE THE CONTRACTOR'S RESPONSIBILITY. IF THE CONTRACTOR FAILS TO CORRECT DEFICIENCIES WITHIN FOUR HOURS OF NOTIFICATION, THE CITY OF CLEVELAND SHALL CORRECT OR HIRE SOMEONE TO CORRECT THE DEFICIENCIES. THE CONTRACTOR SHALL THEN BE BACKCHARGED PER ODOT SPECIFICATION 614.04. IN THE CASE THAT BACK CHARGING THE CONTRACTOR IS NOT APPLICABLE, THE CITY OF CLEVELAND WILL RESCIND AND WITHHOLD ALL PERMITS ISSUED TO THE CONTRACTOR TO WORK WITHIN RIGHT OF WAY UNTIL THE ISSUE IS SETTLED.

THESE PROVISIONS SHALL NOT IN ANY WAY RELIEVE THE CONTRACTOR OF ANY OF HIS LEGAL RESPONSIBILITIES OR LIABILITIES FOR THE SAFETY OF THE PUBLIC.

DRUMS SHALL BE PLACED AS FOLLOWS: 25' C/C ON TANGENTS, 15' C/C ON TAPERS, AND 8' C/C IN RADII, UNLESS NOTED OTHERWISE.

FULL ROAD CLOSURES SHALL CONFORM TO MT–101.60 WITH TYPE B WARNING LIGHTS IN LIEU OF TYPE B LIGHTS. IF FULL CLOSURE IS NOT PRACTICAL, ENOUGH TYPE III BARRICADES SHALL BE PROVIDED TO CLOSE ALL LANES AS DIRECTED BY THE ENGINEER.

THE COST OF SIGNS, BARRICADES, AND VERTICAL PANELS SHALL BE INCLUDED IN THE LUMP SUM BID PRICE FOR ITEM 614.

CALCULATED: AWS
CHECKED: SDG

MAINTENANCE OF TRAFFIC NOTES

BROADWAY AVE.
CUY–14–2.72

062

MAINTENANCE OF TRAFFIC

EXISTING TRAFFIC SIGN MAINTENANCE

SPECIAL CARE SHALL BE TAKEN TO MAINTAIN EXISTING STREET NAME SIGNS AND STOP SIGNS. IF NECESSARY, THE CONTRACTOR SHALL RELOCATE THESE SIGNS OUT OF THE WAY OF CONSTRUCTION, BUT IN CONFORMANCE WITH OMUTCD. COST INCLUDED WITH ITEM 614 MAINTAINING TRAFFIC.

NOTIFICATION TO RESTRICTING TRAFFIC AND DETOURS

THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER IN WRITING OF ALL TRAFFIC RESTRICTIONS AND UPCOMING MAINTENANCE OF TRAFFIC CHANGES ON A WEEKLY BASIS. WHEN DETOURS ARE PLANNED, THE NOTIFICATION SHALL BE AT THE PRECONSTRUCTION MEETING OR 30 DAYS IN ADVANCE ONCE CONSTRUCTION HAS BEGUN. IN ADDITION, LANE CLOSURES OF LESS THAN TWO WEEKS DURATION AND MORE THAN TWO DAYS SHALL BE REPORTED AT LEAST 3 WORKING DAYS IN ADVANCE. FOR SHORT-TERM LANE CLOSURES (TWO DAYS OR LESS) NOTIFICATION SHALL BE MADE AT LEAST ONE DAY IN ADVANCE.

WEEKLY REPORTING SHALL INCLUDE, BUT NOT BE LIMITED TO, ALL CONSTRUCTION ACTIVITIES THAT IMPACT TRAFFIC AT PRESENT AND IN THE NEXT 30 DAYS. THE REPORT SHALL BE OF A FORMAT APPROVED BY THE PROJECT ENGINEER. THE CONTRACTOR SHALL DESIGNATE AN INDIVIDUAL WHO WILL BE RESPONSIBLE FOR PREPARING THIS REPORT AT THE PRECONSTRUCTION MEETING.

ANY UNFORESEEN IMPACT TO TRAFFIC SHALL BE REPORTED TO THE PROJECT ENGINEER AS SOON AS POSSIBLE.

THE COST FOR THIS WORK SHALL BE INCLUDED IN THE LUMP SUM BID PRICE FOR ITEM 614 – MAINTAINING TRAFFIC, AS PER PLAN.

UTILITIES

EXISTING UNDERGROUND UTILITIES ARE SHOWN ON ROADWAY PLAN SHEETS. THE CONTRACTOR IS RESPONSIBLE FOR VERIFYING TYPE AND LOCATION OF OVERHEAD AND UNDEGROUND UTILITIES AND, AS NECESSARY, ADJUST LOCATION OF TEMPORARY TRAFFIC SIGNAL OR SIGN INSTALLATIONS, AS APPROVED BY THE ENGINEER, TO AVOID INTERFERENCE OR DAMAGE THERETO.

THE COST FOR THIS WORK IS CONSIDERED INCIDENTAL TO OTHER ITEMS HEREIN.

EQUIPMENT AND MATERIAL STORAGE

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

1. STORED OR PARKED VEHICLES, MATERIALS AND EQUIPMENT SHALL BE LOCATED BEHIND THE DRUM LINE WITHIN THE WORK AREA.
2. ANY REMOVED ITEMS SHALL NOT BE STORED ON THE RIGHT OF WAY FOR MORE THAN 30 DAYS.
3. ALL DISTURBED AREAS SHALL BE RETURNED TO THEIR ORIGINAL CONDITION AT THE EXPENSE OF THE CONTRACTOR.
4. 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 CITY OF CLEVELAND.
5. CONSTRUCTION PERSONNEL WILL NOT BE ALLOWED TO PARK IN THE CONSTRUCTION ZONE WITH THE EXCEPTION OF THE CREW FOREMAN WHO WILL BE ALLOWED ONE PICKUP TRUCK. CONSTRUCTION PERSONNEL SHALL PARK OFF-SITE AND BE TRANSPORTED TO THE PROJECT SITE. CONSTRUCTION PERSONNEL PARKING AND TRANSPORTATION SHALL BE PROVIDED AT THE DISCRESSION OF THE CONTRACTOR.
6. LAYDOWN AREAS, MATERIAL DELIVERY AND STORAGE AREAS SHALL BE LOCATED OFF-SITE AND NOT IN THE CONSTRUCTION ZONE. SHORT TERM STORAGE OF MATERIALS WITHIN THE CONSTRUCTION ZONE WILL BE ALLOWED AT THE ENGINEER'S DISCRETION. THE COST OF SECURING NECESSARY LAYDOWN AREAS, MATERIAL DELIVERY AND STORAGE AREAS SHALL BE AT THE CONTRACTORS EXPENSE AND INCLUDED IN THE UNIT COST FOR THE THE APPLICABLE ITEMS OF WORK.

CONSTRUCTION PHASING

THE CONSTRUCTION WORK IS DIVIDED INTO FOUR SECTIONS. THE LIMITS OF THOSE SECTIONS ARE AS FOLLOWS:
SECTION 1 – FROM STA. 22+00 TO STA. 55+00 (BARKWILL RD.)
SECTION 2 – FROM STA. 55+00 (BARKWILL RD) TO STA 116+45 (OSAGE AVE.)
SECTION 3 – FROM STA. 116+45 (OSAGE AVE.) TO STA. 171+50 (MILES AVE.)
SECTION 4 – FROM STA. 171+50 (MILES AVE.) TO STA. 204+34 (CITY LIMITS)

WITHIN CONSTRUCTION SECTIONS 1 AND 2, WORK SHALL BE PERFORMED IN TWO PHASES.
PHASE A SHALL CONSIST OF ALL WORK IN THE NORTHWEST-BOUND LANES, WITH TWO WAY TRAFFIC MAINTAINED ON THE EXISTING PAVEMENT IN THE SOUTHEAST-BOUND LANES.
PHASE B SHALL CONSIST OF ALL WORK IN THE SOUTHEAST-BOUND LANES, WITH TWO WAY TRAFFIC MAINTAINED ON THE COMPLETED PAVEMENT IN THE NORTHWEST-BOUND LANES.

WEARING COURSE IN SECTION 2 SHALL BE PLACED PRIOR TO THE INSTALLATION OF DECORATIVE PAVEMENT FOR CROSSWALKS.

WITHIN CONSTRUCTION SECTION 3, WORK SHALL BE PERFORMED IN TWO PHASES.
PHASE A SHALL CONSIST OF ALL WORK IN THE NORTHWEST-BOUND LANES, WITH TWO WAY TRAFFIC MAINTAINED ON THE EXISTING PAVEMENT IN THE SOUTHEAST-BOUND LANES, UP TO THE HARVARD AVE. INTERSECTION (STA 154+25). SOUTHEAST-BOUND TRAFFIC WILL BE DETOURED AT THE HARVARD AVE. INTERSECTION. BROADWAY AVE WILL REMAIN OPEN TO NORTHWEST-BOUND TRAFFIC FROM HARVARD AVE. (STA. 154+25) TO MILES AVE. (STA. 171+50), WITH ONE WAY NORTHWEST-BOUND TRAFFIC MAINTAINED ON THE EXISTING PAVEMENT. PHASE B SHALL CONSIST OF ALL WORK IN THE SOUTHEAST-BOUND LANES, WITH TWO WAY TRAFFIC MAINTAINED ON THE EXISTING PAVEMENT IN THE NORTHWEST-BOUND LANES, UP TO THE HARVARD AVE. INTERSECTION (STA 154+25). SOUTHEAST-BOUND TRAFFIC WILL BE DETOURED AT HARVARD AVE. BROADWAY AVE WILL REMAIN OPEN TO NORTHWEST-BOUND TRAFFIC FROM HARVARD AVE. (STA. 154+25) TO MILES AVE. (STA. 171+50), WITH ONE WAY NORTHWEST-BOUND TRAFFIC MAINTAINED ON THE COMPLETED PAVEMENT.

WITHIN CONSTRUCTION SECTION 4, WORK SHALL BE PERFORMED IN TWO PHASES. WORK IN THE NORTHWEST-BOUND LEG OF THE DIVIDED ROAD WILL BE PERFORMED ON THE RIGHT SIDE (LOOKING UP-STATION) IN PHASE A, WITH NORTHWEST-BOUND TRAFFIC SHIFTED TO THE EXISTING PAVEMENT ON THE LEFT SIDE (NORTH CURB LANE). WORK IN THE SOUTHEAST-BOUND LEG OF THE DIVIDED ROAD WILL BE PERFORMED ON THE LEFT SIDE IN PHASE A, WITH SOUTHEAST-BOUND TRAFFIC SHIFTED TO THE EXISTING PAVEMENT ON THE RIGHT SIDE. PHASE B ON THE NORTHWEST-BOUND LEG WILL CONSIST OF ALL WORK ON THE LEFT SIDE OF THE PAVEMENT WITH NORTHWEST-BOUND TRAFFIC SHIFTED TO THE NEW PAVEMENT ON THE RIGHT (SOUTH CURB LANE). WORK IN THE SOUTHEAST-BOUND LEG OF THE DIVIDED ROAD WILL BE PERFORMED ON THE RIGHT SIDE OF THE PAVEMENT, WITH SOUTHEAST-BOUND TRAFFIC SHIFTED TO THE COMPLETED PAVEMENT ON THE LEFT.

SECTIONS 1, 2, 3 AND 4 MAY BE PERFORMED IN COMBINATIONS, IN ORDER TO EXPEDITE THE WORK, AS APPROVED BY THE CITY OF CLEVELAND. PHASING WITHIN THE SECTIONS MUST BE ACCOMPLISHED AS DESCRIBED IN THE "PHASED CONSTRUCTION" NOTE, THIS SHEET.

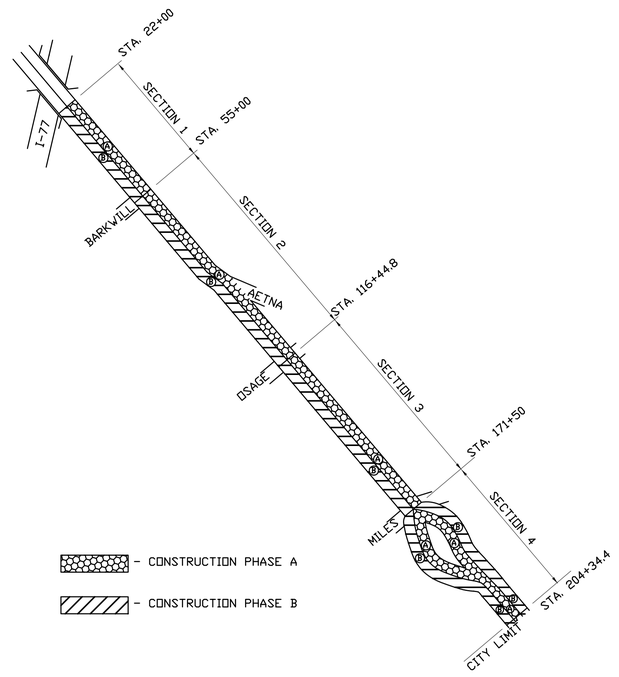
PHASED CONSTRUCTION

ALL WORK IN A GIVEN PHASE, INCLUDING SUCH ITEMS AS BASE REPAIR, ASPHALT CONCRETE COURSES, ADJUSTMENT OF CASTINGS, SIDEWALKS, DRIVEWAY REPAIRS, GUARDRAIL, AND TRAFFIC SIGNS AND SIGNALS SHALL BE COMPLETED PRIOR TO BEGINNING THE NEXT PHASE, WITH THE EXCEPTION OF THE ITEM 448 SURFACE COURSE, FINAL PAVEMENT MARKINGS, AND ANY SIGNS OR SIGNALS WHICH CONFLICT WITH THE MAINTENANCE OF TRAFFIC PLANS.

AT THE END OF THE LAST PHASE (IN ANY CONSTRUCTION SECTION), THE 407 TACK COAT FOR INTERMEDIATE COURSE AND THE 448 SURFACE COURSE SHALL BE INSTALLED ACROSS THE ENTIRE PAVEMENT WIDTH, AND LANDSCAPING, FINAL PAVEMENT MARKINGS, AND THE BALANCE OF THE SIGNS AND SIGNALS SHALL BE INSTALLED. DURING THIS PHASE, TRAFFIC SHALL BE MAINTAINED IN ACCORDANCE WITH STANDARD CONSTRUCTION DRAWING MT-95.31, MT-95.32, MT-97.10, OR MT-97.11, AS APPROPRIATE.

NIGHTTIME OPERATIONS

NIGHTTIME PAVING OPERATIONS ARE PERMITTED, AND RECOMMENDED, ON THIS PROJECT.



CONSTRUCTION PHASING SKETCH
NTS

CALCULATED: AWS
CHECKED: SDG

MAINTENANCE OF TRAFFIC NOTES

BROADWAY AVE.
CUY-14-2.72

063

NOTE:
INSTALL "ONE WAY" SIGNS (I) AND (J) ACROSS FROM ALL DRIVEWAYS

DETOUR SIGNAGE KEY

W20-2-36
A

W20-3-36
B

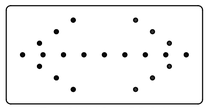
R3-2-24
C

W20-1-36
D

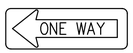
R5-1-30
E

M4-8a-24
F

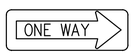
M3-2-24
M1-5-24-2
G



FLASHING ARROW
SEE ODOT STANDARD CONSTRUCTION
DRAWING MT-35.10
H



R6-1-36L
I



R6-1-36R
J

M4-10-48L
K

M4-10-48R
L

R11-2-48
M

R3-1-24
N

M4-8-24
V

M5-1-24L
W

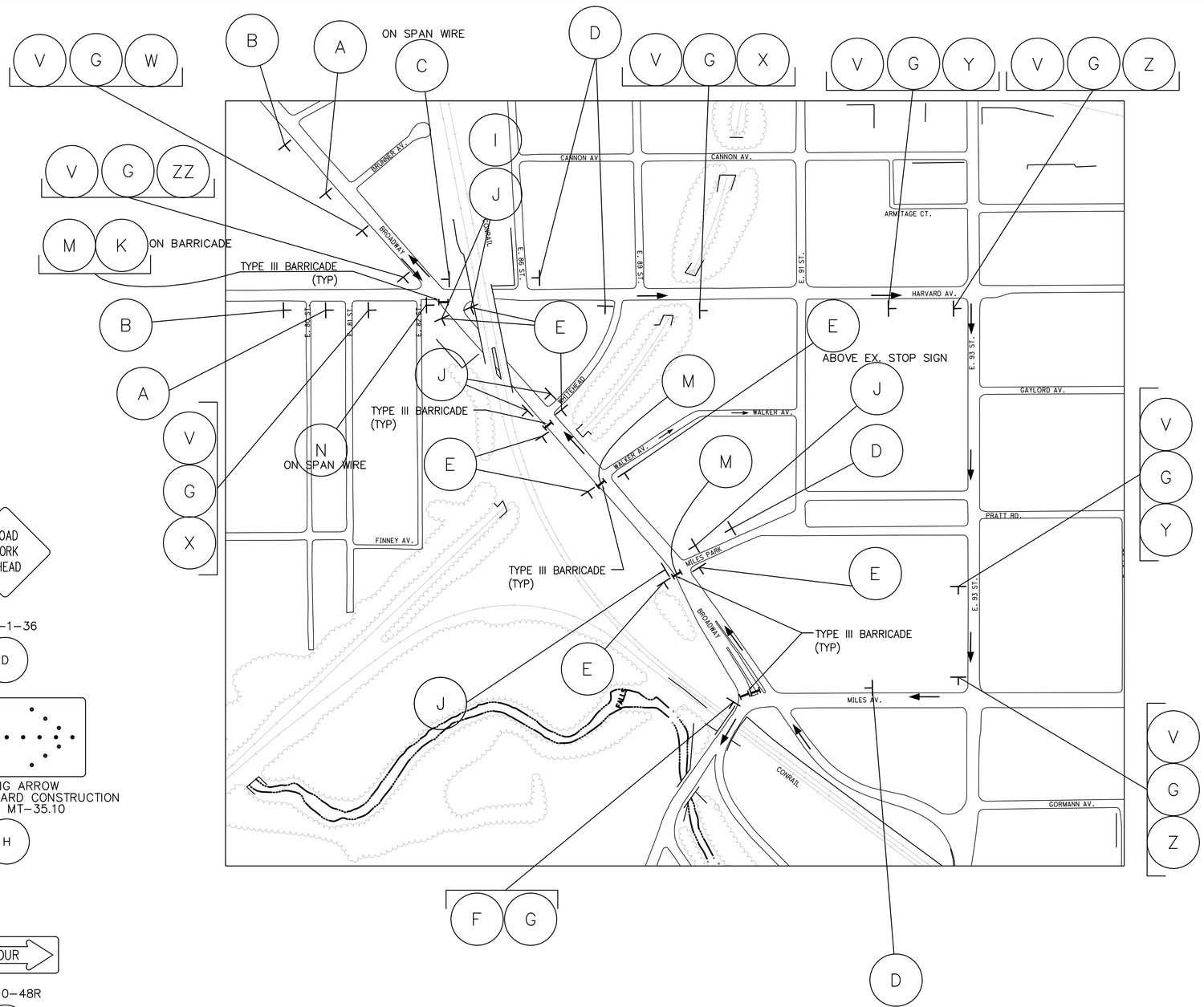
M6-3-24
X

M5-1-24R
Y

M6-1-24R
Z

M6-1-24L
AA

TYPE III BARRICADE/BARRICADES
SEE ODOT STANDARD CONSTRUCTION
DRAWING MT-101.60 FOR SIGNAGE AND LIGHTING



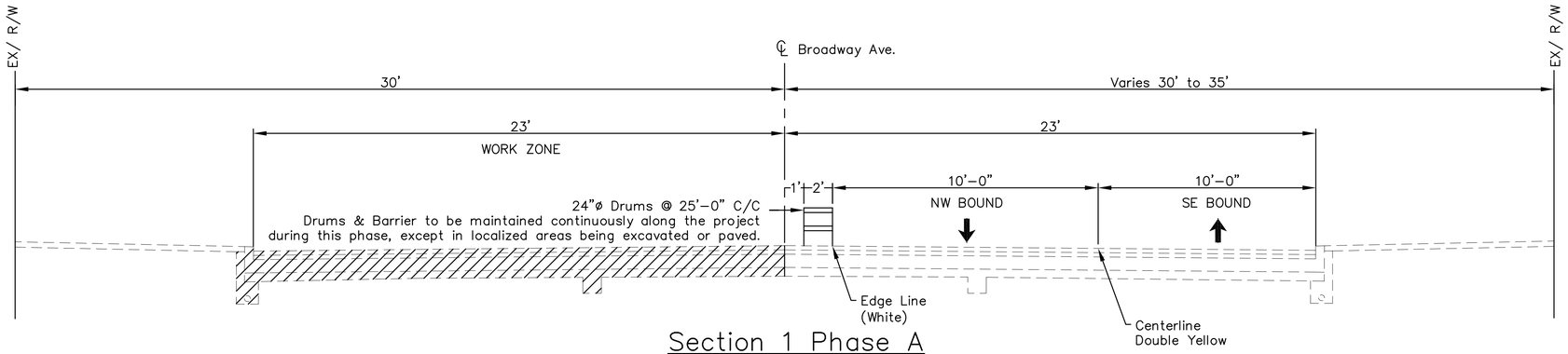
CALCULATED: AWS
CHECKED: SDG

HORIZONTAL SCALE
1" = 200 FEET

MAINTENANCE OF TRAFFIC
SOUTHBOUND DETOUR PHASES 3A & 3B

BROADWAY AVE.
CUY-14-2.72

064



Section 1 Phase A

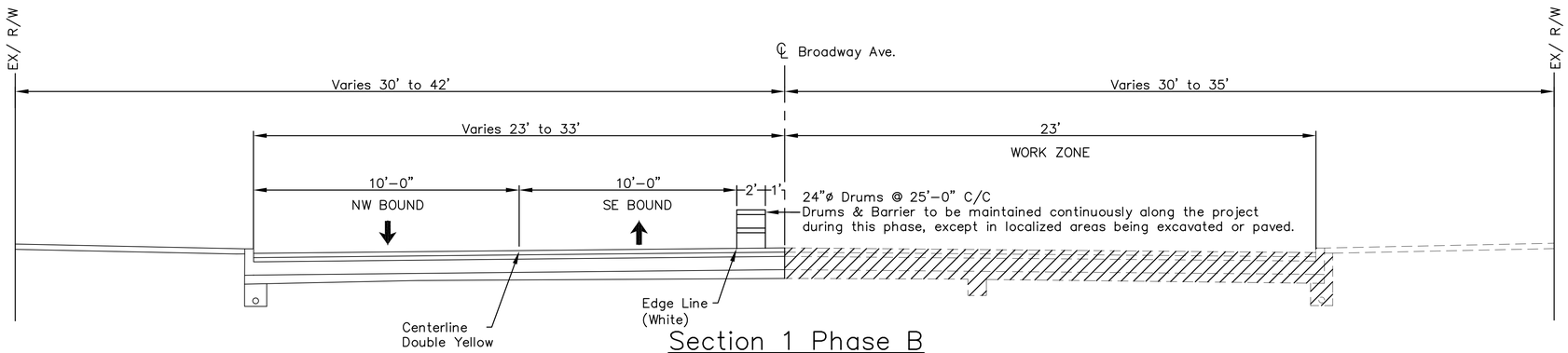
STA. 22+00 TO STA. 55+00

Section 2 Phase A

STA. 55+00 TO STA. 116+45

Section 3 Phase A

STA. 116+45 TO STA. 154+25



Section 1 Phase B

STA. 22+00 TO STA. 55+00

Section 2 Phase B

STA. 55+00 TO STA. 116+45

Section 3 Phase B

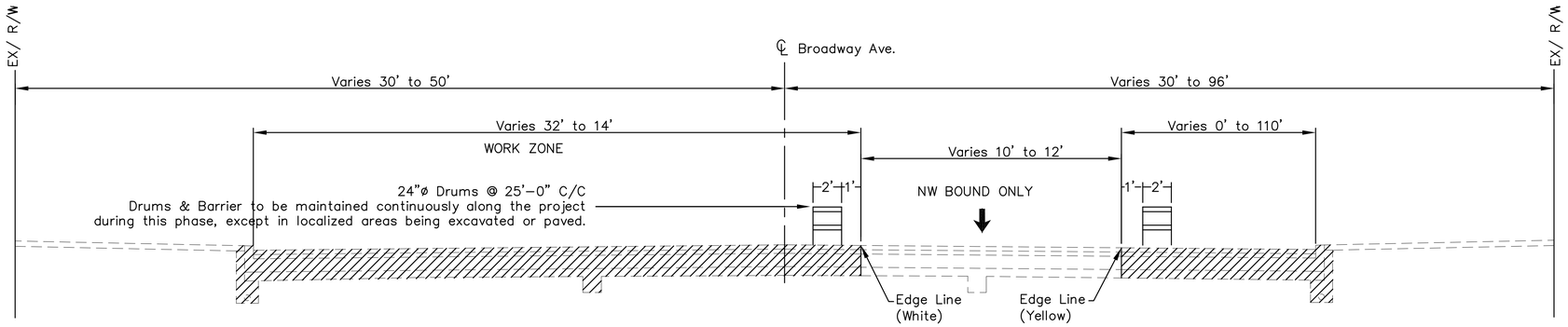
STA. 116+45 TO STA. 154+25

CALCULATED: AWS
CHECKED: SDG

MAINTENANCE OF TRAFFIC
TYPICAL SECTIONS

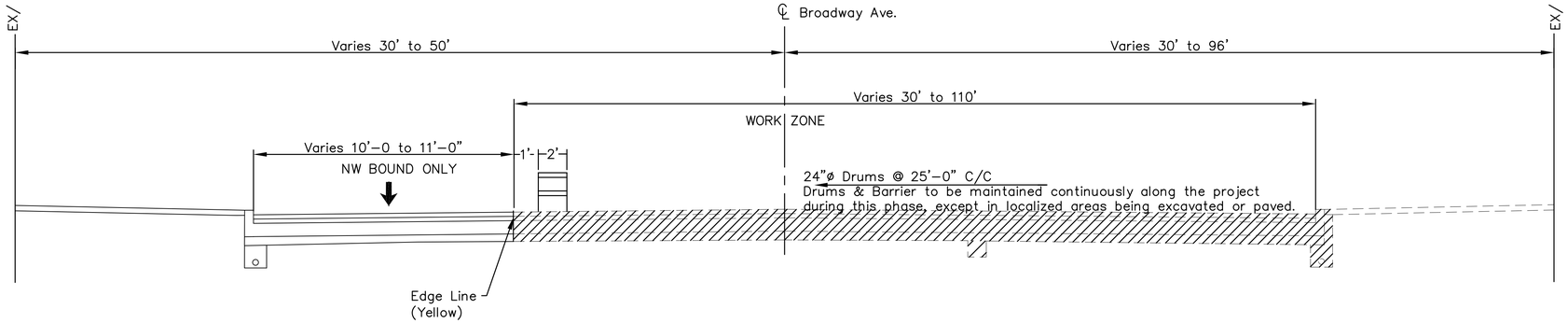
BROADWAY AVE.
CUY–14–2.72

065



Section 3 Phase A

STA. 154+25 TO STA. 171+50
NORTHBOUND BROADWAY TRAFFIC MAINTAINED



Section 3 Phase B

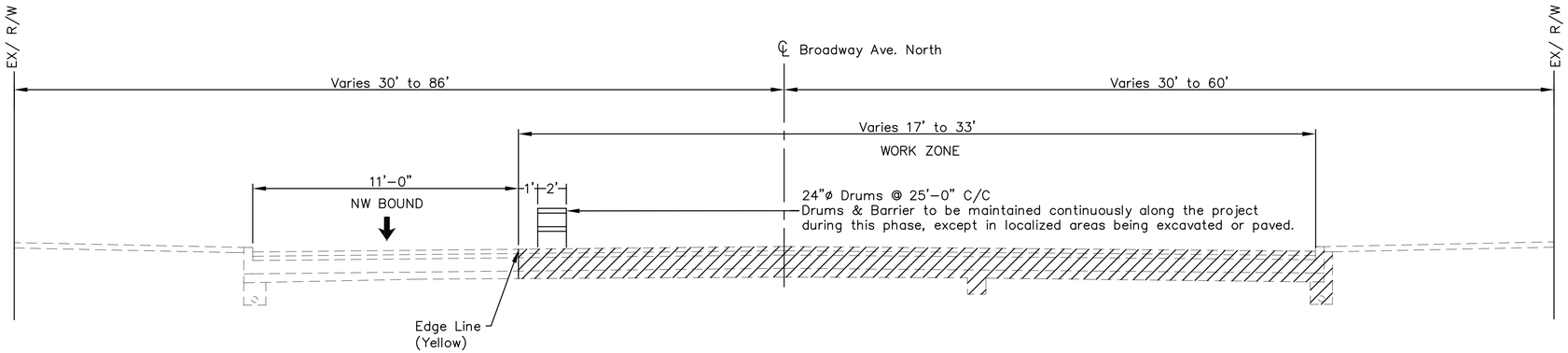
STA. 154+25 TO STA. 171+50
NORTHBOUND BROADWAY TRAFFIC MAINTAINED

CALCULATED: AWS
CHECKED: SDG

MAINTENANCE OF TRAFFIC
TYPICAL SECTIONS

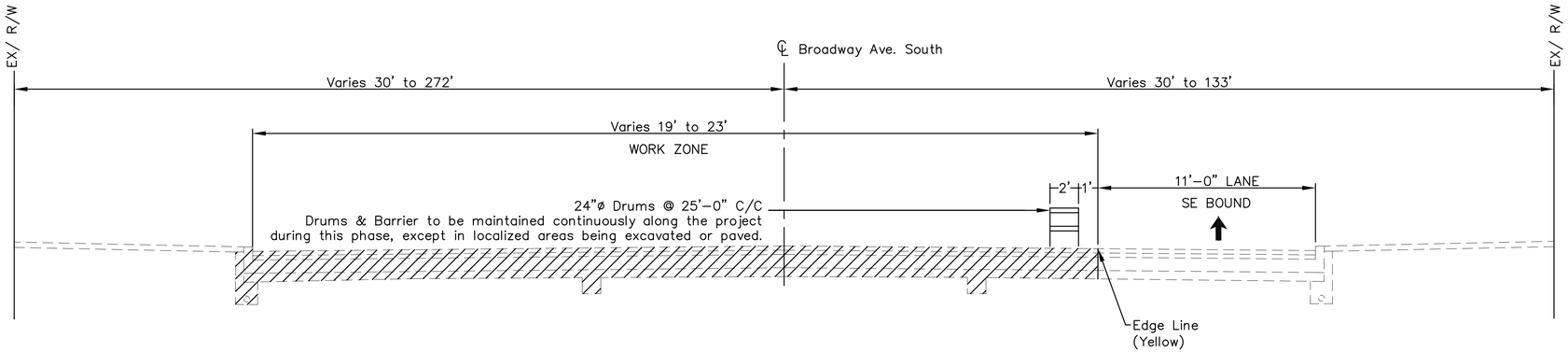
BROADWAY AVE.
CUY-14-2.72

066



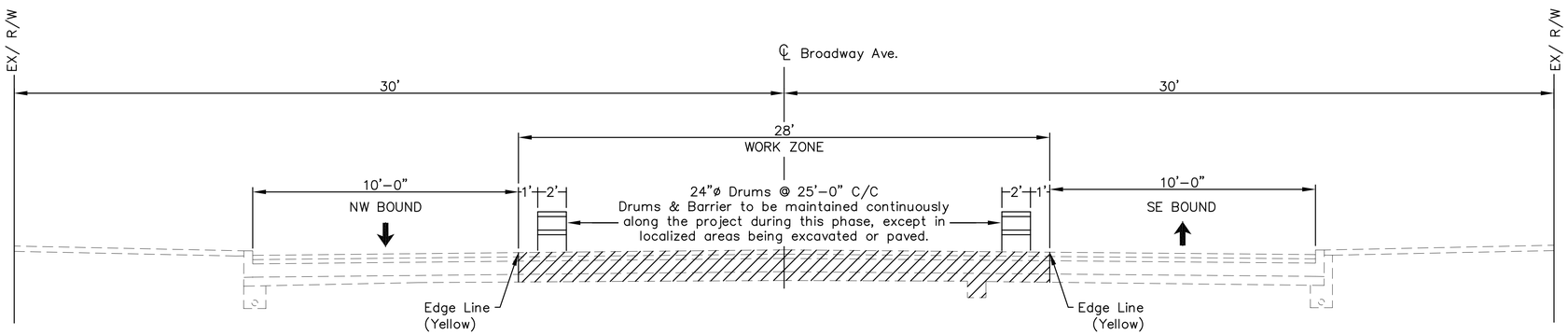
Section 4 Phase A – Broadway North/West Bound

STA. 171+50 TO STA. 196+60.29



Section 4 Phase A – Broadway South/East Bound

STA. 300+00 TO STA. 327+47.32 (NB BROADWAY STA. 196+60.29)



Section 4 Phase A – Broadway

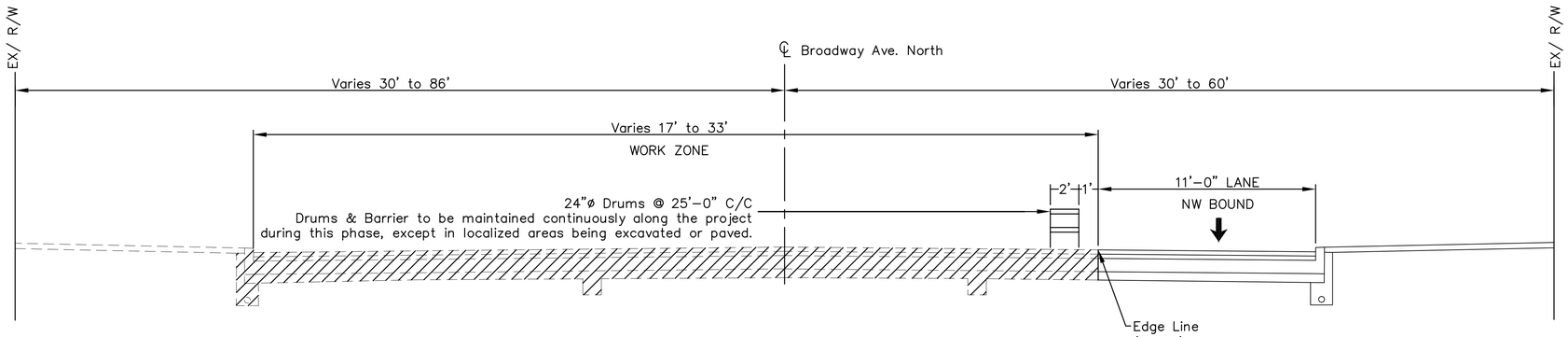
STA. 196+60.29 TO STA. 204+34.4 (CITY LIMITS)

CALCULATED: AWS
CHECKED: SDG

MAINTENANCE OF TRAFFIC TYPICAL SECTIONS

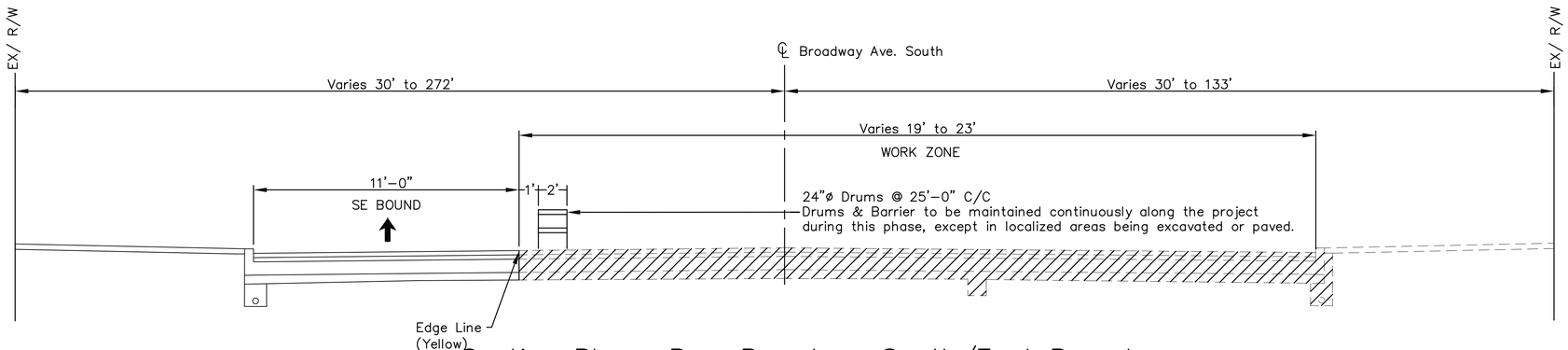
BROADWAY AVE.
CUY-14-2.72

067



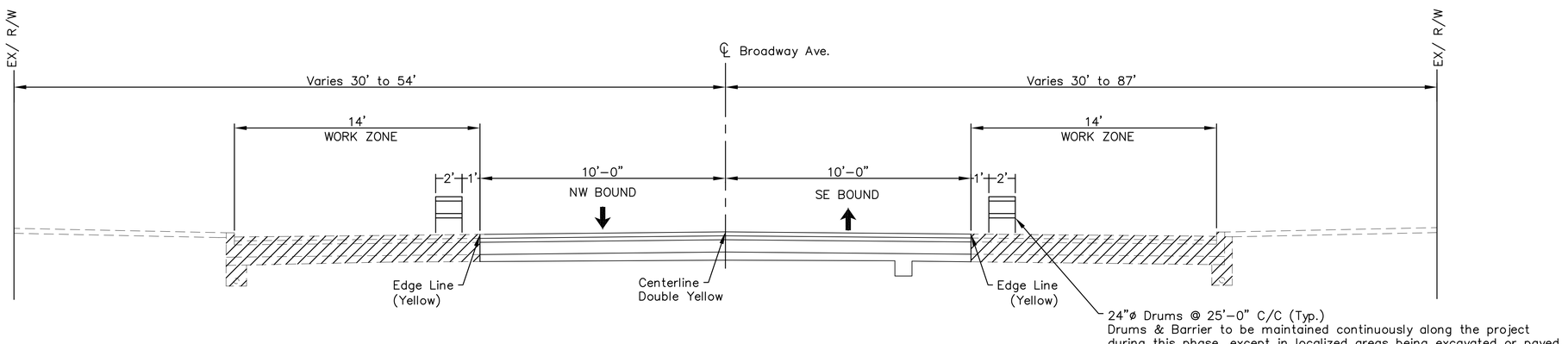
Section 4 Phase B – Broadway North/West Bound

STA. 171+50 TO STA. 196+60.29



Section Phase B – Broadway South/East Bound

STA. 300+00.0 TO STA. 327+47.32 (NB BROADWAY STA. 196+60.29)



Section 4 Phase B – Broadway

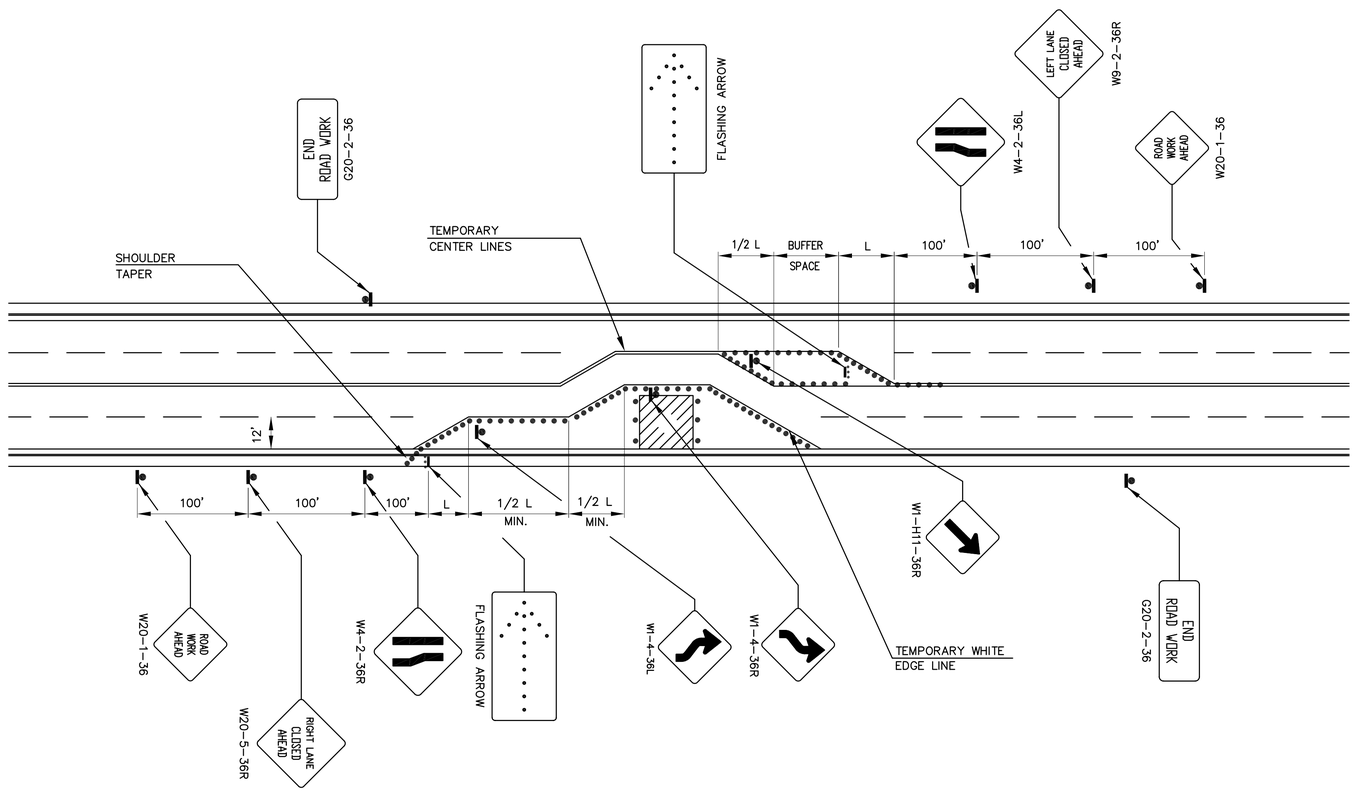
STA. 196+60.29 TO STA. 204+34.4 (City Limits)

CALCULATED: AWS
CHECKED: SDG

MAINTENANCE OF TRAFFIC TYPICAL SECTIONS

BROADWAY AVE.
CUY-14-2.72

068



LEGEND

WORK AREA

TAPER TABLE

LANE WIDTH X (FT)	TAPER LENGTH L (FT)	LANE WIDTH X (FT)	TAPER LENGTH L (FT)
10	105	18	190
11	115	19	200
12	125	20	210
13	140	21	220
14	150	22	230
15	160	23	240
16	170	24	250
17	180	25	265

NOTES:

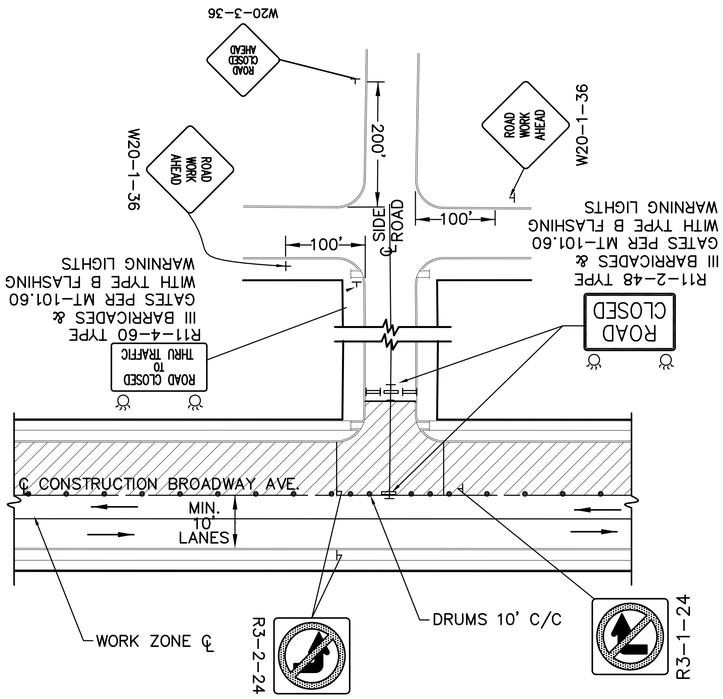
1. L SHALL BE NOT LESS THAN 100 FT.
2. COVER ANY EXISTING PAVEMENT MARKINGS THAT ARE IN CONFLICT WITH PROPOSED MAINTENANCE OF TRAFFIC PER ODOT CMS 614.11. ALSO SEE NOTE 6.
3. THIS DETAIL IS TO PROVIDE GUIDANCE FOR CONTRACTOR TO SET UP THEIR MOVING CLOSURE.
4. THE ACTUAL CLOSURE LAYOUT WILL BE BASED ON SITE CONDITIONS AND APPROVED BY THE ENGINEER AND CITY OF CLEVELAND.
5. CONTRACTOR TO SUBMIT CLOSURE LAYOUT DRAWING TO THE ENGINEER FOR APPROVAL 30 DAYS PRIOR TO CLOSURE SETUP.
6. TEMPORARY PAVEMENT MARKINGS ARE ONLY REQUIRED FOR LONG TERM WORK ZONES. SHORT DURATION WORK ZONES MAY BE DELINEATED BY REFLECTIVE DRUMS. REFER TO OMUTCD.

NO SCALE

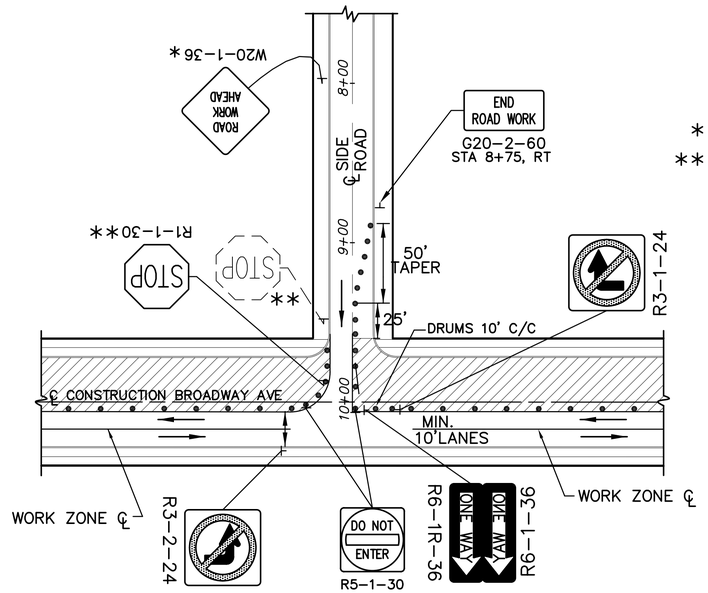
CALCULATED: AWS
CHECKED: SDG

MAINTENANCE OF TRAFFIC
FOUR LANE TO TWO LANE STANDARD CLOSURE

BROADWAY AVE.
CUY-14-2.72



A TYPICAL SIGNALIZED AND UNSIGNALIZED INTERSECTION SIGNING WHEN CLOSED



TYPICAL SIGNALIZED AND UNSIGNALIZED INTERSECTION SIGNING WHEN LANE HEADING AWAY FROM BROADWAY AVE. IS CLOSED

C

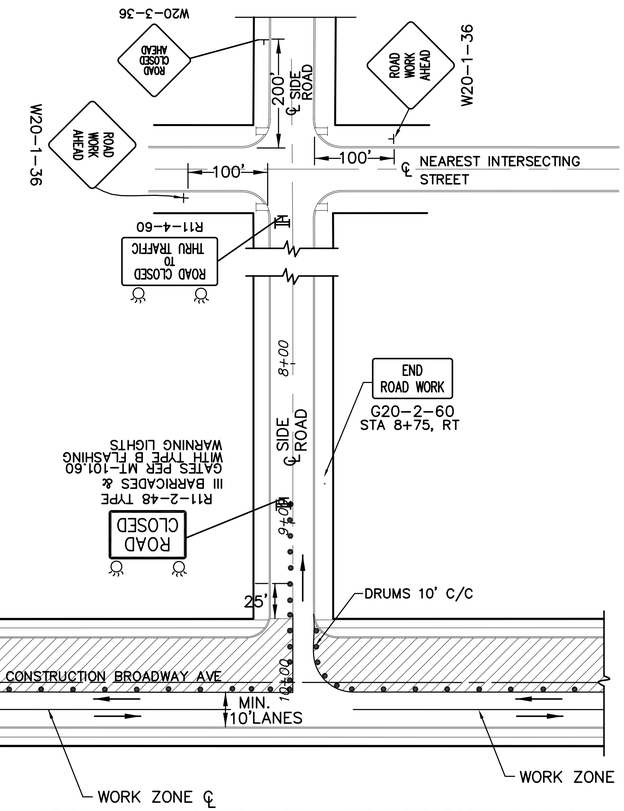
* – APPROACHING INTERSECTIONS

** – ONLY AT NON SIGNALIZED INTERSECTIONS

WORK AREA

NOTE: FOR SIGNALIZED INTERSECTIONS

1. MAINTAIN A MINIMUM OF 1 CROSSWALK ACROSS BROADWAY AVE AT ALL TIMES.
2. PLACE SIGNAL IN FLASH IF THE ENTIRE STREET OR APPROACH LANE IS CLOSED.
3. INSTALL R3-1 TURN RESTRICTION SIGNS ADJACENT TO TRAFFIC SIGNALS WHEN USED AT SIGNALIZED INTERSECTIONS.
3. PLACE WORK ZONE STOP LINE AS DIRECTED BY THE ENGINEER TO ALLOW TRUCK TURN MOVEMENTS.
4. RADII OF DRUMS AT THE INTERSECTIONS SHALL BE AS DIRECTED BY THE ENGINEER TO ALLOW TRUCK TURN MOVEMENTS.

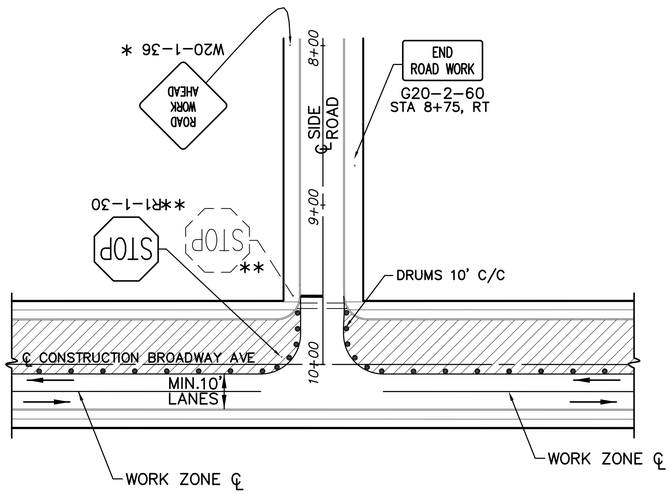


MAINTAIN TWO-WAY TRAFFIC WITH FLAGGERS

D

TYPICAL SIGNALIZED AND UNSIGNALIZED INTERSECTION SIGNING WHEN APPROACH LANE TO BROADWAY AVE. IS CLOSED
SEE DETOUR PLAN FOR ADDITIONAL SIGNING

E



TYPICAL SIGNALIZED AND UNSIGNALIZED INTERSECTION SIGNING WHEN OPEN

B

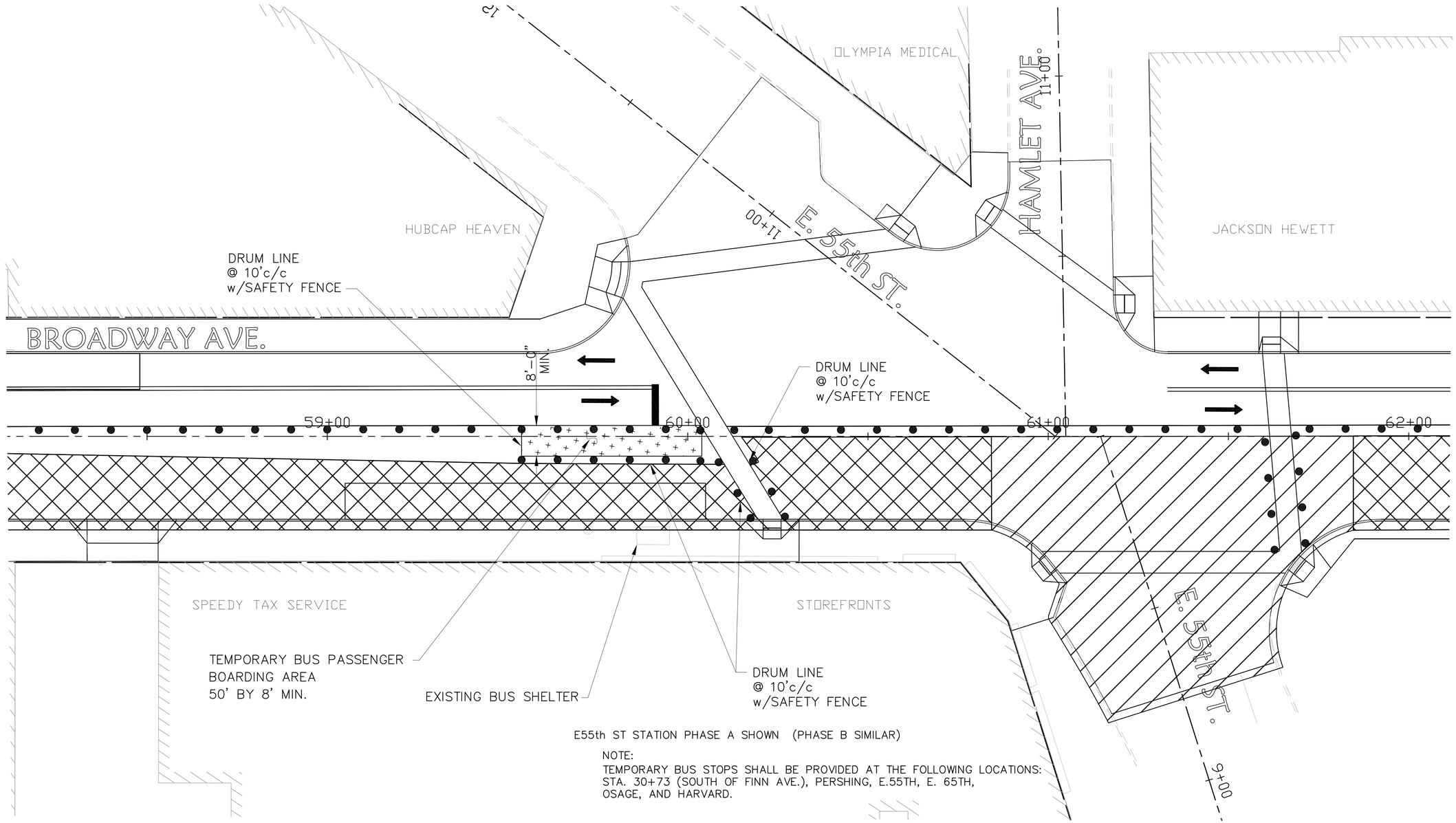
NO SCALE

CALCULATED: AWS
CHECKED: SDG

MAINTENANCE OF TRAFFIC
SIDE STREET STANDARD DETAILS

BROADWAY AVE.
CUY-14-2.72

070



E55th ST STATION PHASE A SHOWN (PHASE B SIMILAR)

NOTE:
TEMPORARY BUS STOPS SHALL BE PROVIDED AT THE FOLLOWING LOCATIONS: STA. 30+73 (SOUTH OF FINN AVE.), PERSHING, E.55TH, E. 65TH, OSAGE, AND HARVARD.

TYPICAL TEMPORARY BUS STOP

NOTES

1. PROVIDE PEDESTRIAN WAITING AREAS ON THE SIDEWALK.
2. PROVIDE A SAFE PATH FROM THE SIDEWALK WAITING AREAS TO THE PASSENGER BOARDING AREAS.

NO SCALE

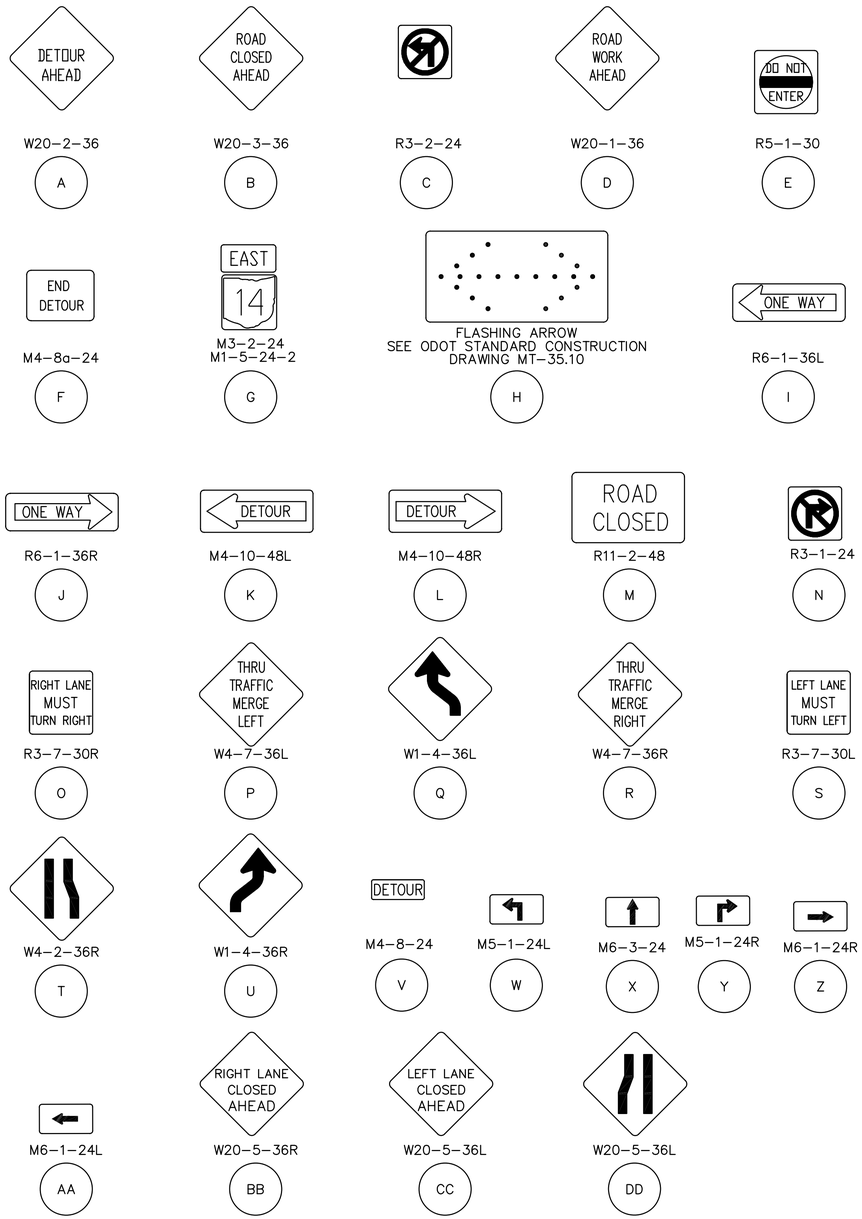
CALCULATED: AWS
CHECKED: SDG

MAINTENANCE OF TRAFFIC
TEMPORARY BUS STOP

BROADWAY AVE.
CUY-14-2.72

071

SIGNAGE KEY



LEGEND

	WORK ZONE
	TYPE III BARRICADE/BARRICADES
	SIGN POST
	SIGNAL HEAD
	DRUM
	CONE
	CONCRETE BARRIER
	TAPERED END SECTION
CL	CENTER LINE
ST	STOP LINE
CW	CROSS WALK LINE
EL–W	EDGE LINE – WHITE
EL–Y	EDGE LINE – YELLOW
TL–Y	TRANSVERSE LINE – YELLOW
PD–W	DOTTED LINE, 4" – WHITE
PD–Y	DOTTED LINE, 4" – YELLOW

SIGNS SHOWN ARE FOR USE WITH THE DETAILS SHOWN ONLY. CONTRACTOR SHALL PROVIDE ADDITIONAL SIGNING AS REQUIRED BY THE OMUTCD FOR ADVANCE SIGNING, AND FOR CONTRACTOR'S MAINTENANCE OF TRAFFIC PLANS, AS PER THE NOTES AND SPECIFICATIONS.

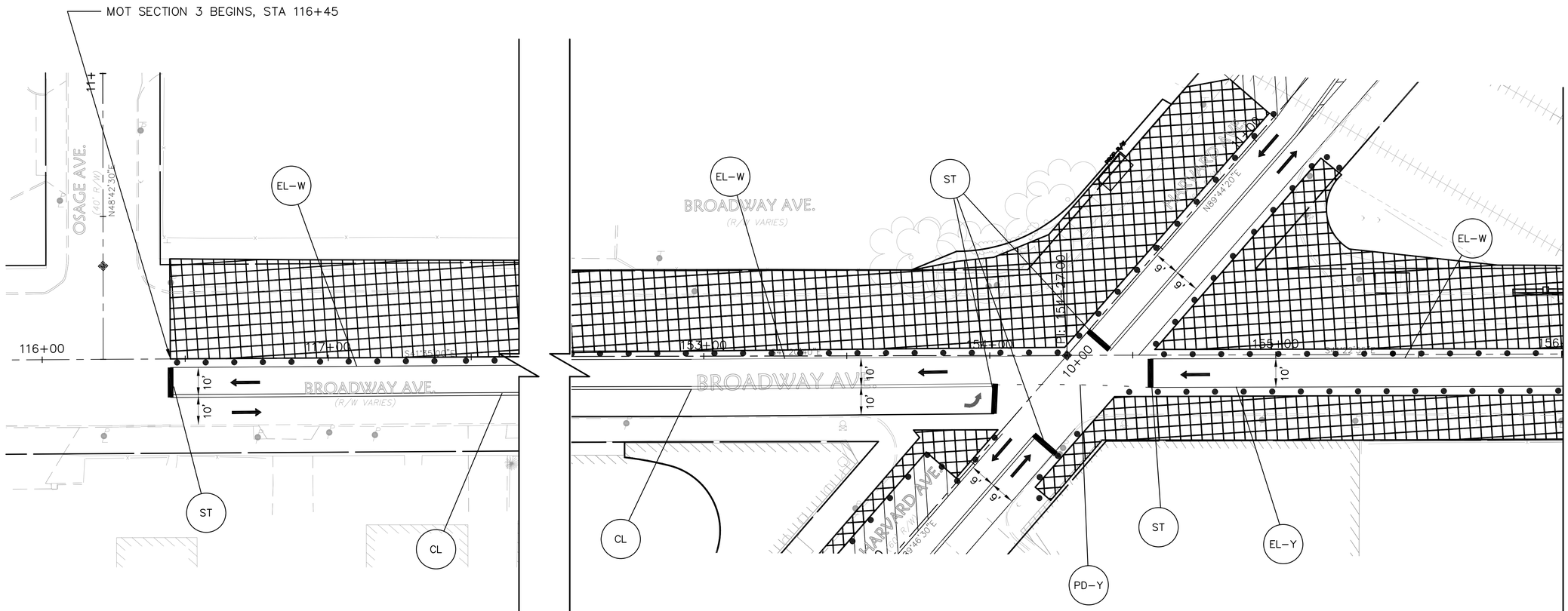
NO SCALE

CALCULATED: AWS
CHECKED: SDG

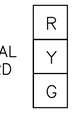
MAINTENANCE OF TRAFFIC
SIGNAGE KEY AND LEGEND

BROADWAY AVE.
CUY–14–2.72

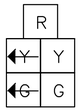
072



REMOVE AND REPLACE EXISTING SIGNAL HEAD FOR SB BROADWAY AT HARVARD



WITH TEMPORARY SIGNAL HEAD



NB AND SB TRAFFIC WILL BE SPLIT–PHASED DURING CONSTRUCTION. PHASING WILL BE PROVIDED BY CITY OF CLEVELAND DIVISION OF TRAFFIC ENGINEERING.

LEGEND

CL	CENTER LINE
ST	STOP LINE
EL–W	EDGE LINE – WHITE
EL–Y	EDGE LINE – YELLOW
PD–Y	DOTTED LINE, 4" YELLOW
PD–W	DOTTED LINE, 4" WHITE
	WORK ZONE
	DRUM
	SIGN POST
	TYPE III BARRICADES

NOTES

1. SOUTHBOUND BROADWAY TRAFFIC IS DETOURED AT HARVARD AVE. DETOUR SIGNAGE SHOWN ON DETOUR PLAN SHEET 064.
2. HARVARD AVE. CONSTRUCTION PHASING AND TRANSITION DETAIL SHOWN ON PLAN SHEET 083.
3. MILES AVE. CONSTRUCTION PHASING AND TRANSITION DETAIL SHOWN ON PLAN SHEETS 077 & 082.
4. TRANSITION INTO LANE CLOSURE AS PER TYPICAL DETAIL SHEET 069.
5. CONTRACTOR SHALL COVER OR REMOVE AND STORE ALL CONFLICTING SIGNS WHILE MAINTAINING TRAFFIC, INCLUDING "NO LEFT TURN" SIGNS AT HARVARD AVE.
6. MAINTAIN AND CONSTRUCT SIDE STREET WORK AS PER TYPICAL DETAIL SHEET 070.

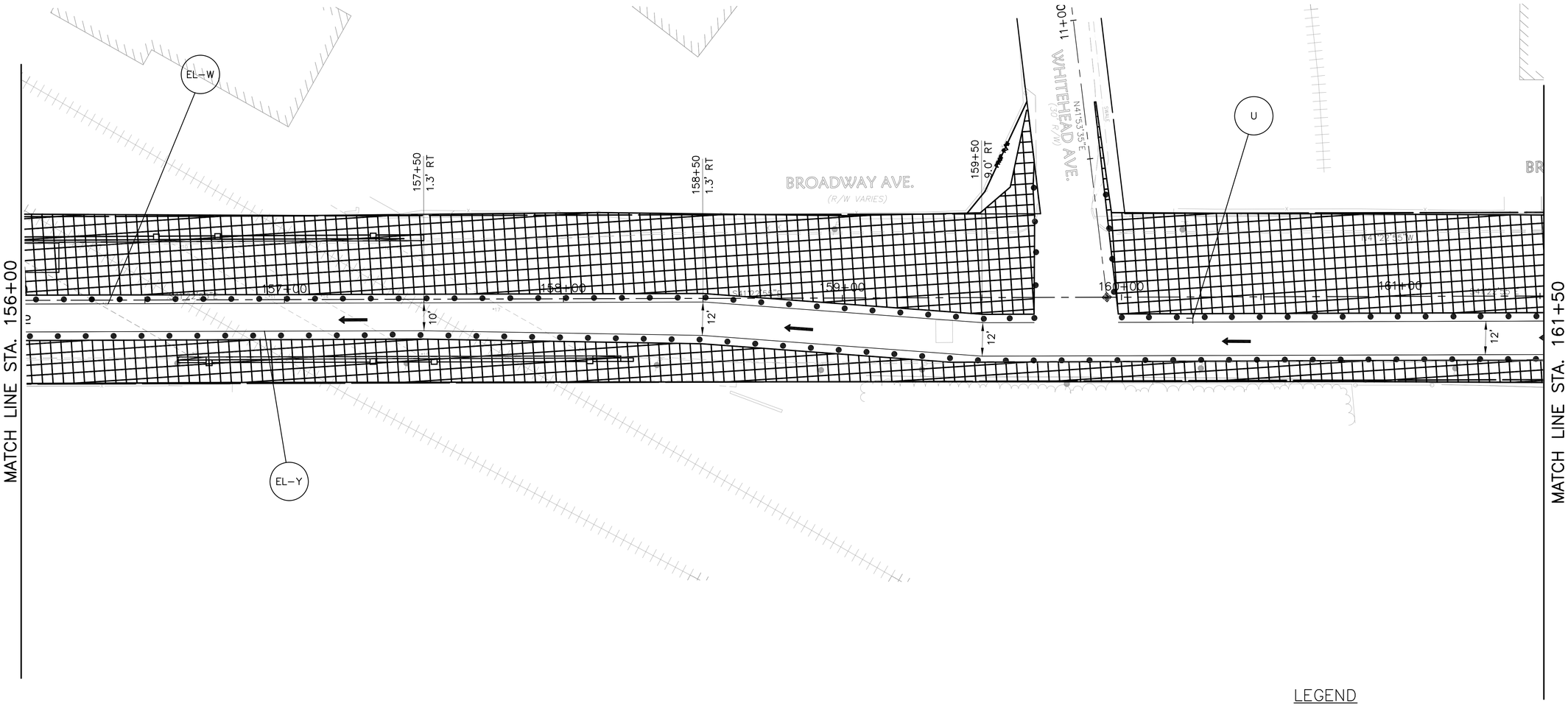
HORIZONTAL SCALE
1" = 20 FEET

CALCULATED: AWS
CHECKED: SDG

MAINTENANCE OF TRAFFIC PHASE 3A DETAIL
STA. 115+45 TO STA. 156+00

BROADWAY AVE.
CUY–14–2.72

073



NOTES

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5. CONTRACTOR SHALL COVER OR REMOVE AND STORE ALL CONFLICTING SIGNS WHILE MAINTAINING TRAFFIC, INCLUDING "NO LEFT TURN" SIGNS AT HARVARD AVE.
6. MAINTAIN AND CONSTRUCT SIDE STREET WORK AS PER TYPICAL DETAIL SHEET 070.

LEGEND

- CL — CENTER LINE
- ST — STOP LINE
- EL–W — EDGE LINE – WHITE
- U

W1–4–36R

- EL–Y — EDGE LINE – YELLOW
- PD–Y — DOTTED LINE, 4" YELLOW
- PD–W — DOTTED LINE, 4" WHITE
- WORK ZONE
- DRUM
- SIGN POST
- TYPE III BARRICADES

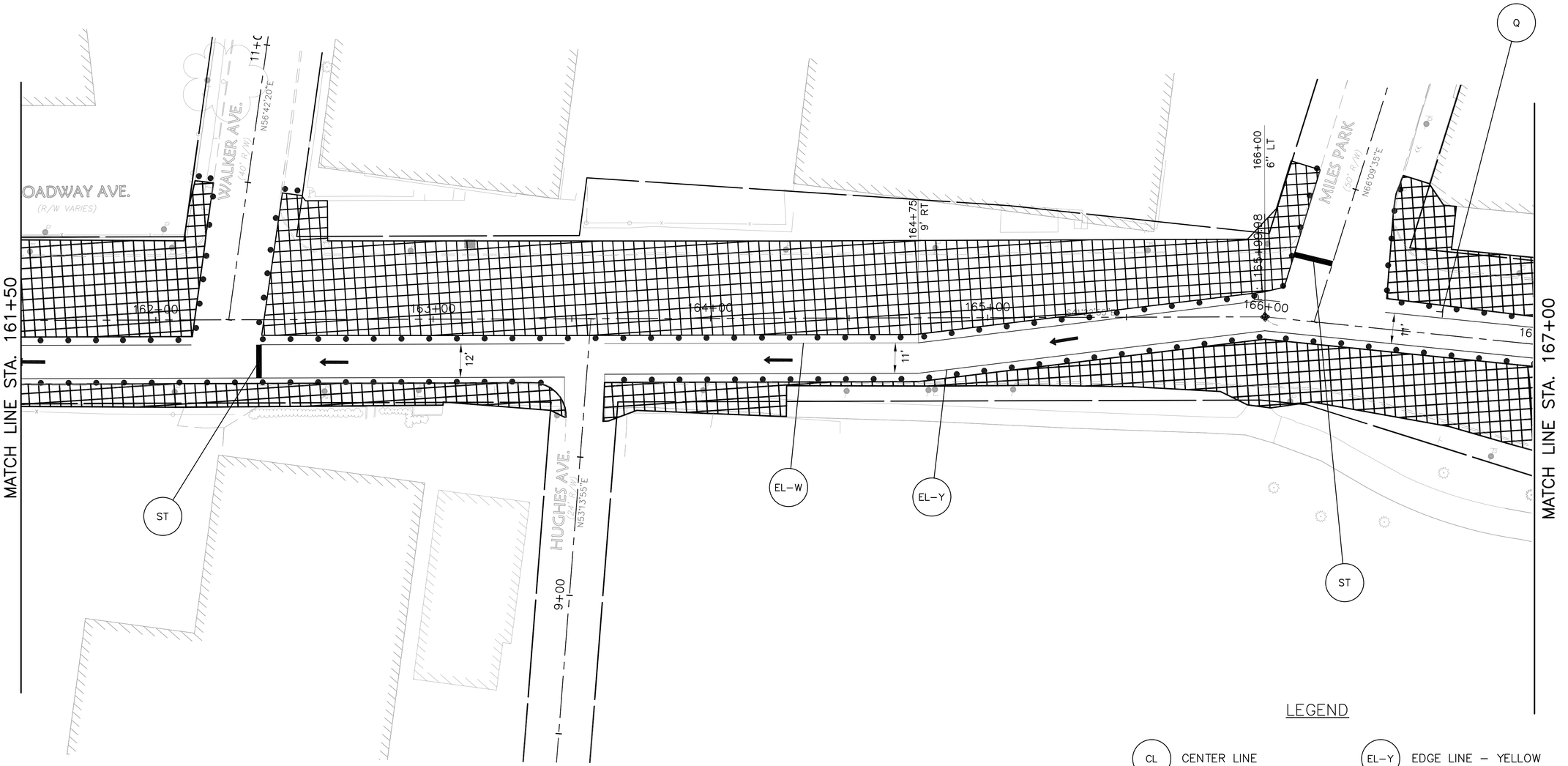
HORIZONTAL SCALE
1" = 20 FEET

CALCULATED: AWS
CHECKED: SDG

MAINTENANCE OF TRAFFIC PHASE 3A DETAIL
STA. 156+00 TO STA. 161+50

BROADWAY AVE.
CUY–14–2.72

074



NOTES

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4. TRANSITION INTO LANE CLOSURE AS PER TYPICAL DETAIL SHEET 069.
5. CONTRACTOR SHALL COVER OR REMOVE AND STORE ALL CONFLICTING SIGNS WHILE MAINTAINING TRAFFIC, INCLUDING "NO LEFT TURN" SIGNS AT HARVARD AVE.
6. MAINTAIN AND CONSTRUCT SIDE STREET WORK AS PER TYPICAL DETAIL SHEET 070.

LEGEND

- CL — CENTER LINE
- ST — STOP LINE
- EL-W — EDGE LINE – WHITE
- Q — W1-4-36L
- EL-Y — EDGE LINE – YELLOW
- PD-Y — DOTTED LINE, 4" YELLOW
- PD-W — DOTTED LINE, 4" WHITE
- WORK ZONE
- DRUM
- SIGN POST
- TYPE III BARRICADES

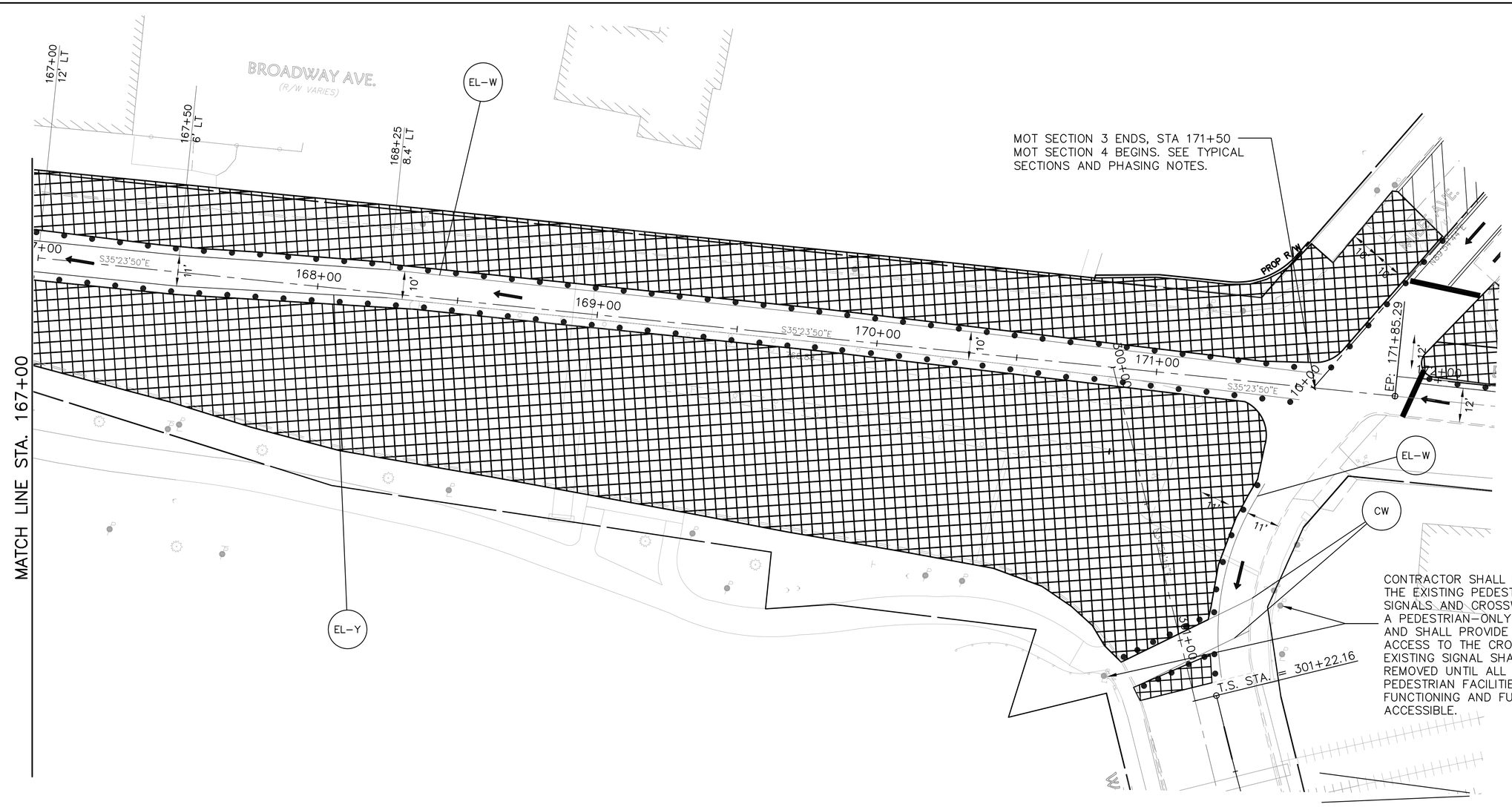
HORIZONTAL SCALE 1" = 20 FEET

CALCULATED: AWS
CHECKED: SDG

MAINTENANCE OF TRAFFIC PHASE 3A DETAIL STA. 161+50 TO STA. 167+00

BROADWAY AVE.
CUY-14-2.72

075



LEGEND

CL	CENTER LINE	EL-Y	EDGE LINE – YELLOW
ST	STOP LINE	PD-Y	DOTTED LINE, 4" YELLOW
EL-W	EDGE LINE – WHITE	PD-W	DOTTED LINE, 4" WHITE
CW	CROSS WALK LINE		WORK ZONE
			DRUM
			SIGN POST
			TYPE III BARRICADES

NOTES

1. SOUTHBOUND BROADWAY TRAFFIC IS DETOURED AT HARVARD AVE. DETOUR SIGNAGE SHOWN ON DETOUR PLAN SHEET 064.
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6. MAINTAIN AND CONSTRUCT SIDE STREET WORK AS PER TYPICAL DETAIL SHEET 070.

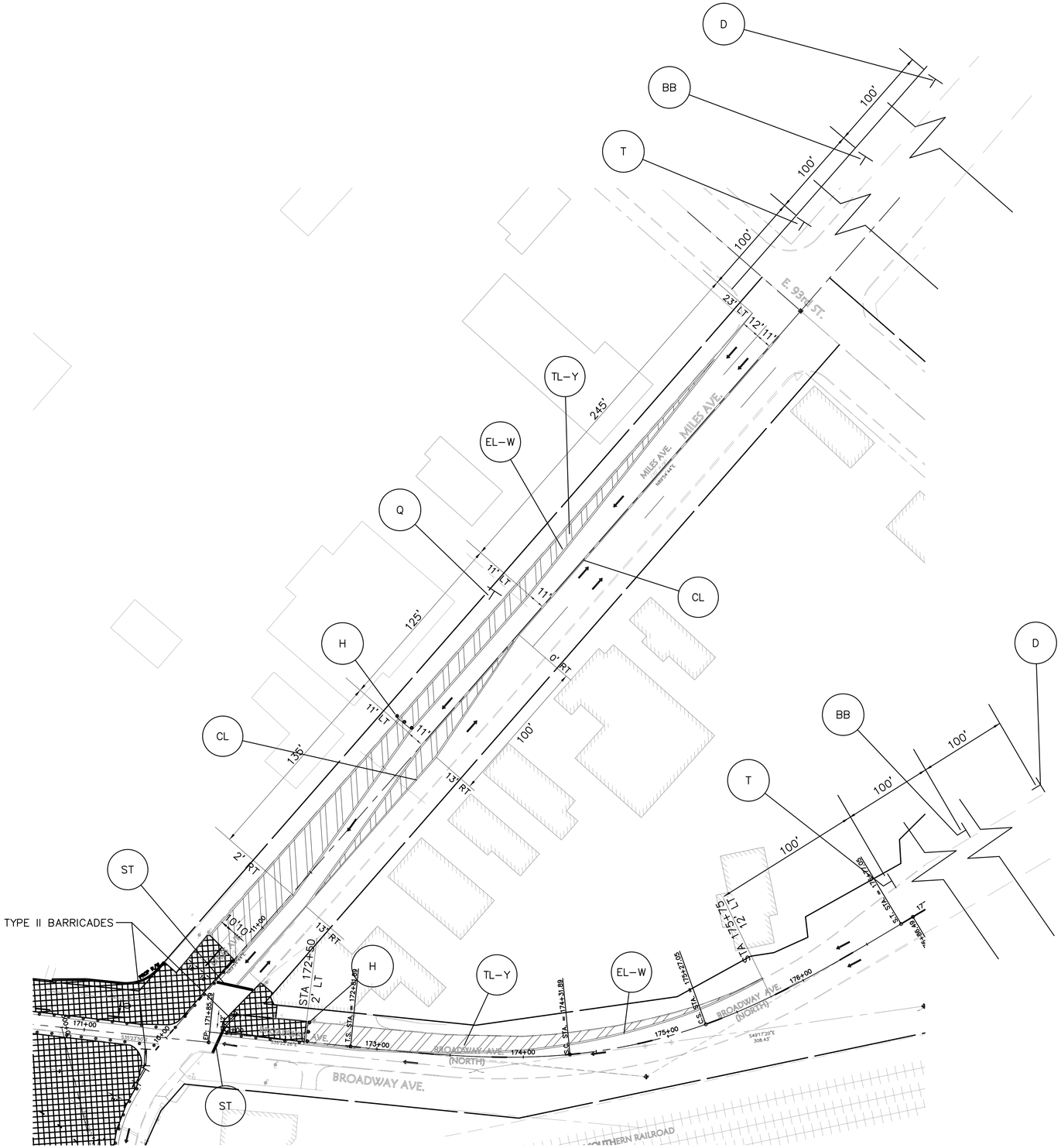
HORIZONTAL SCALE
1" = 20 FEET

CALCULATED: AWS
CHECKED: SDG

MAINTENANCE OF TRAFFIC PHASE 3A DETAIL STA. 167+00 TO STA. 171+35

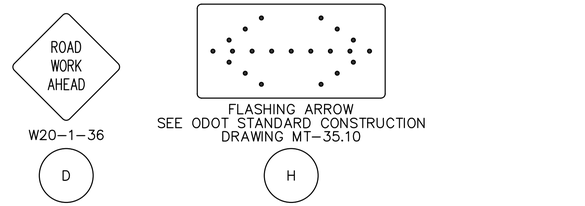
BROADWAY AVE.
CUY-14-2.72

076



FOR BROADWAY AVE PHASE A MOT,
SEE SHEETS 073 TO 076.

LEGEND



	WORK ZONE	CL	CENTER LINE
	TYPE III BARRICADES	ST	STOP LINE
	SIGN POST	CW	CROSS WALK LINE
	DRUM	EL-W	EDGE LINE – WHITE
	FLASHING ARROW	EL-Y	EDGE LINE – YELLOW
		TL-Y	TRANSVERSE LINE – YELLOW
		PD	DOTTED LINE, 4"

* TYPE III BARRICADES SHALL BE INSTALLED ACCORDING TO ODOT SCD MT-101.60, WITH R11-2 SIGNS (ROAD CLOSED) AND TYPE B FLASHING YELLOW WARNING LIGHTS.

SIGNS AND MARKINGS SHOWN ARE FOR USE WITH THE DETAILS SHOWN ONLY. CONTRACTOR SHALL PROVIDE ADDITIONAL SIGNING AS REQUIRED BY THE OMUTCD FOR ADVANCE SIGNING, AND FOR CONTRACTOR'S MAINTENANCE OF TRAFFIC PLANS, AS PER THE NOTES AND SPECIFICATIONS.

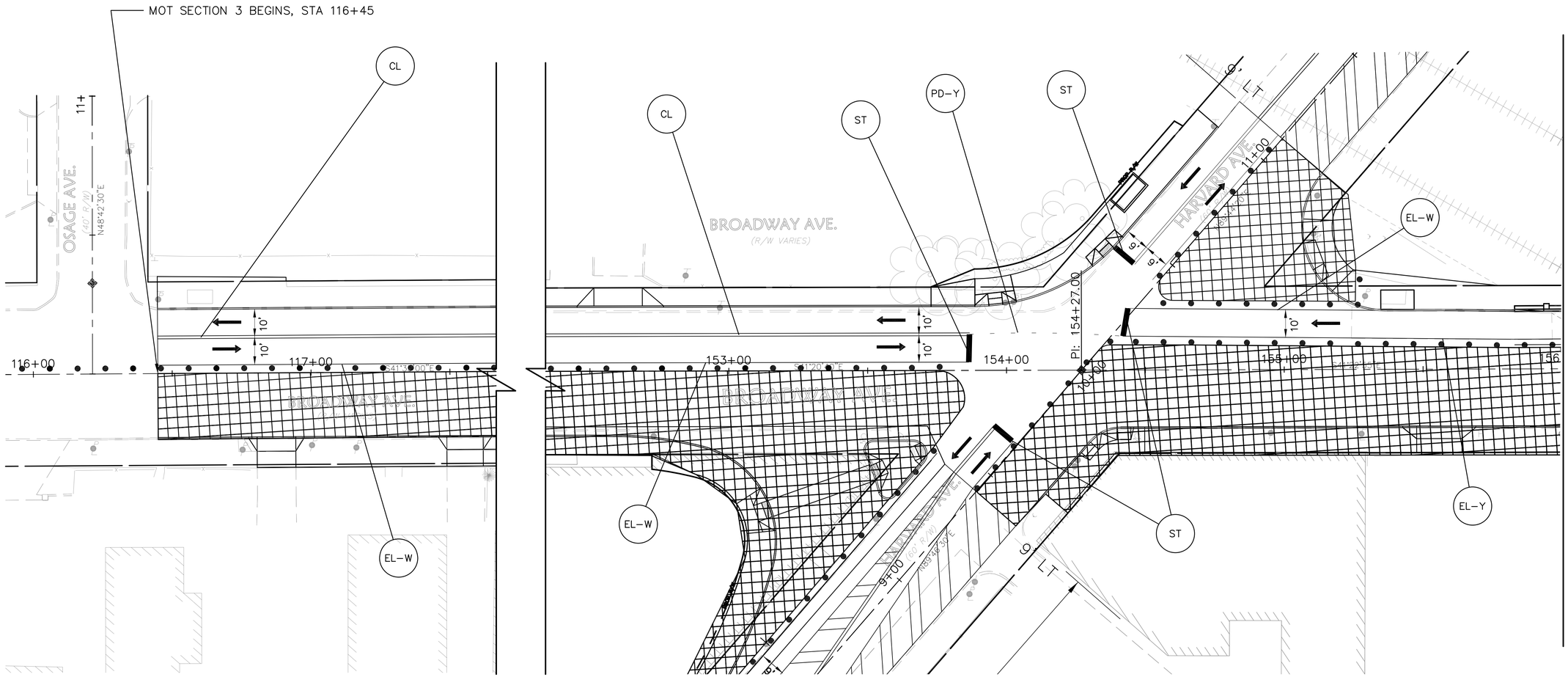
HORIZONTAL SCALE
1" = 40 FEET

CALCULATED: AWS
CHECKED: SDG

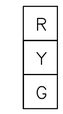
MAINTENANCE OF TRAFFIC PHASE 3A DETAIL
MILES AVE AND BROADWAY NORTHBOUND

BROADWAY AVE.
CUY-14-2.72

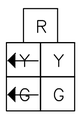
077



EXISTING SIGNAL HEAD FOR SB BROADWAY AT HARVARD WAS REMOVED AND REPLACED IN PHASE A



AND THE TEMPORARY SIGNAL HEAD INSTALLED



NB AND SB TRAFFIC WILL BE SPLIT–PHASED DURING CONSTRUCTION. PHASING WILL BE PROVIDED BY CITY OF CLEVELAND DIVISION OF TRAFFIC ENGINEERING.

LEGEND

- CL — CENTER LINE
- ST — STOP LINE
- EL–W — EDGE LINE – WHITE
- EL–Y — EDGE LINE – YELLOW
- PD–Y — DOTTED LINE, 4" YELLOW
- PD–W — DOTTED LINE, 4" WHITE
- WORK ZONE
- DRUM
- SIGN POST
- TYPE III BARRICADES

NOTES

1. SOUTHBOUND BROADWAY TRAFFIC IS DETOURED AT HARVARD AVE. DETOUR SIGNAGE SHOWN ON DETOUR PLAN SHEET 064.
2. HARVARD AVE. CONSTRUCTION PHASING AND TRANSITION DETAIL SHOWN ON PLAN SHEET 083.
3. MILES AVE. CONSTRUCTION PHASING AND TRANSITION DETAIL SHOWN ON PLAN SHEETS 077 & 082.
4. TRANSITION INTO LANE CLOSURE AS PER TYPICAL DETAIL SHEET 069.
5. CONTRACTOR SHALL COVER OR REMOVE AND STORE ALL CONFLICTING SIGNS WHILE MAINTAINING TRAFFIC, INCLUDING "NO LEFT TURN" SIGNS AT HARVARD AVE.
6. MAINTAIN AND CONSTRUCT SIDE STREET WORK AS PER TYPICAL DETAIL SHEET 070.

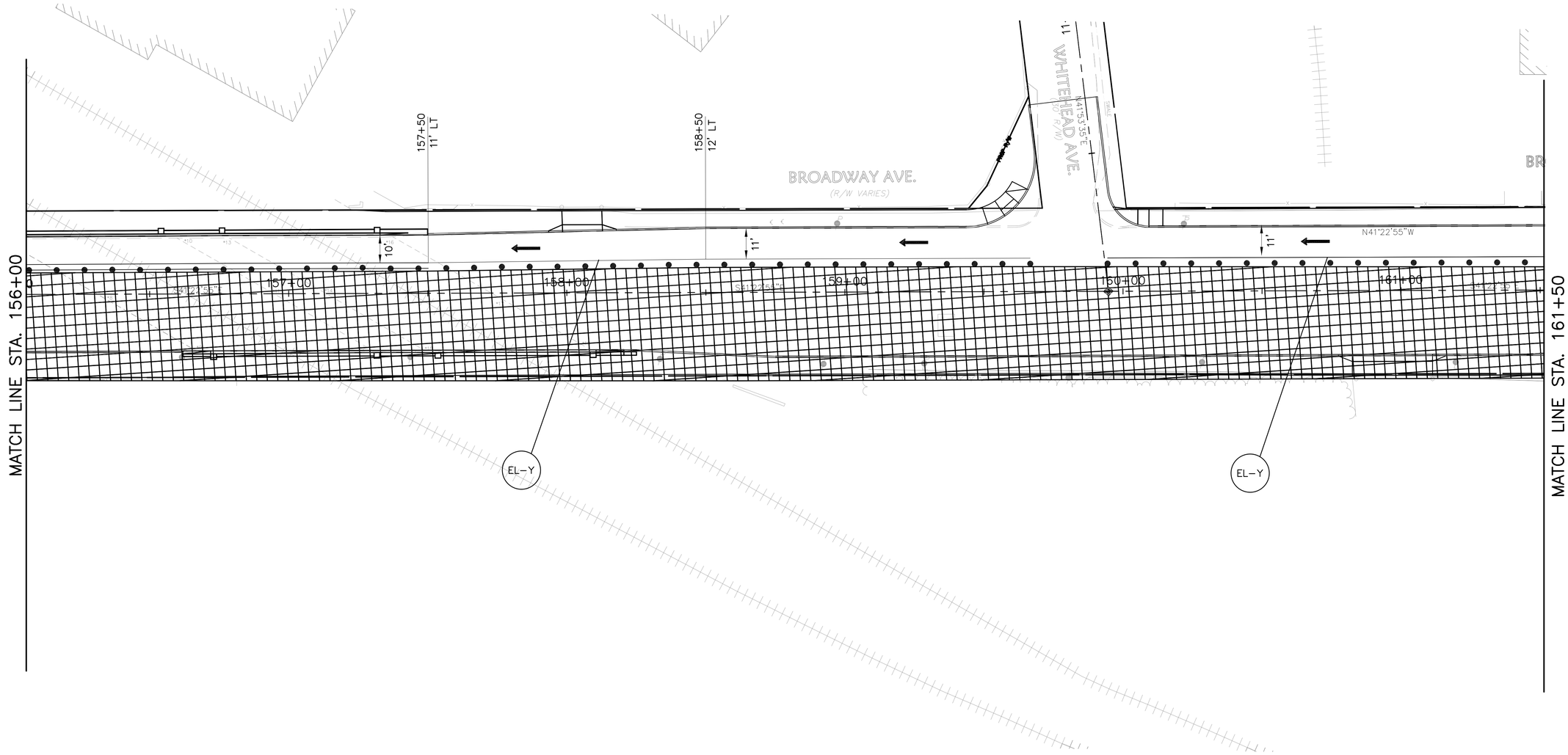
HORIZONTAL SCALE 1" = 20 FEET

CALCULATED: AWS
CHECKED: SDG

MAINTENANCE OF TRAFFIC PHASE 3B DETAIL STA. 115+45 TO STA. 156+00

BROADWAY AVE.
CUY–14–2.72

078



LEGEND

CL	CENTER LINE	EL-Y	EDGE LINE – YELLOW
ST	STOP LINE	PD-Y	DOTTED LINE, 4" YELLOW
EL-W	EDGE LINE – WHITE	PD-W	DOTTED LINE, 4" WHITE
			WORK ZONE
			DRUM
			SIGN POST
			TYPE III BARRICADES

NOTES

1. SOUTHBOUND BROADWAY TRAFFIC IS DETOURED AT HARVARD AVE. DETOUR SIGNAGE SHOWN ON DETOUR PLAN SHEET 064.
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5. CONTRACTOR SHALL COVER OR REMOVE AND STORE ALL CONFLICTING SIGNS WHILE MAINTAINING TRAFFIC, INCLUDING "NO LEFT TURN" SIGNS AT HARVARD AVE.
6. MAINTAIN AND CONSTRUCT SIDE STREET WORK AS PER TYPICAL DETAIL SHEET 070.

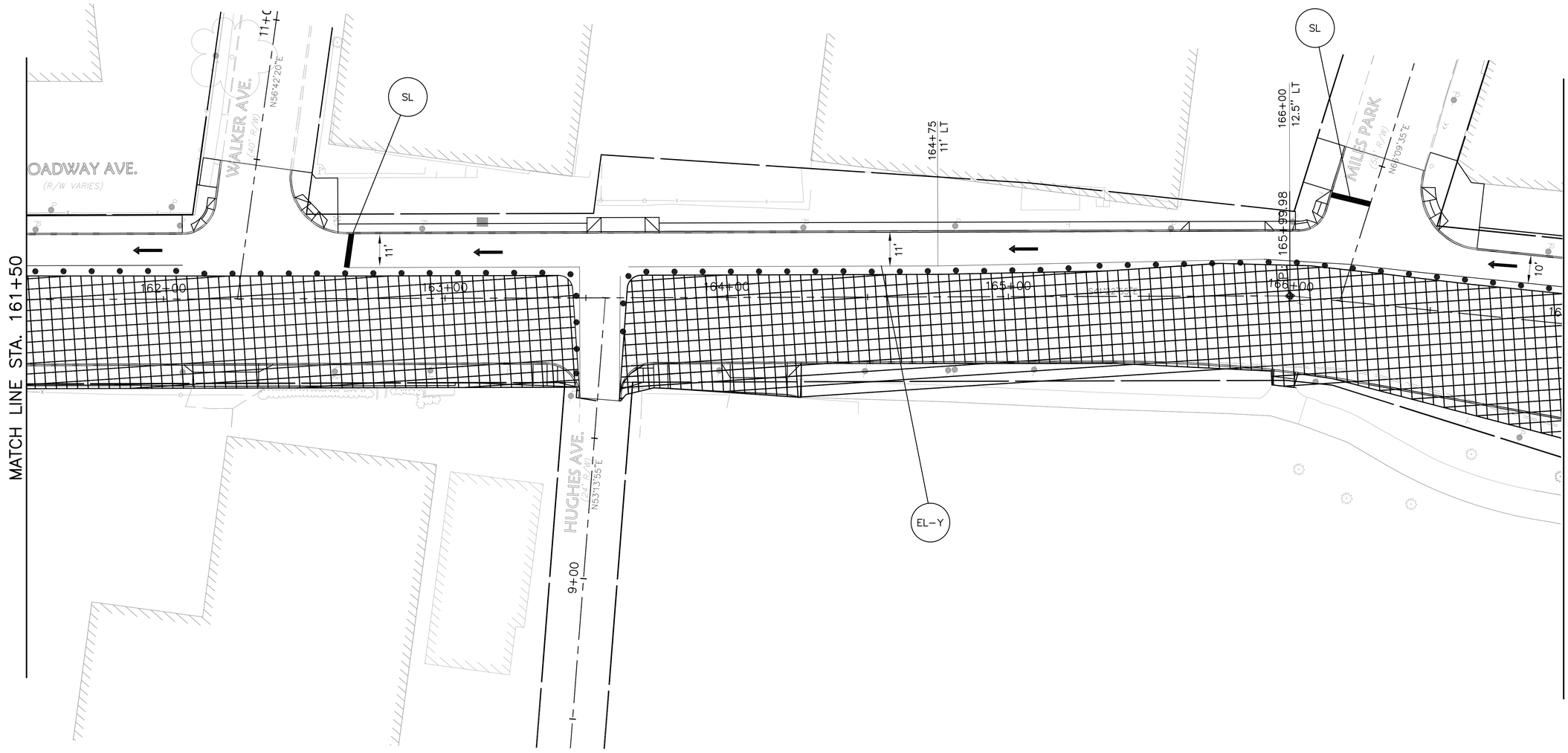
HORIZONTAL SCALE
0 10 20 40
1" = 20 FEET

CALCULATED: AWS
CHECKED: SDG

MAINTENANCE OF TRAFFIC PHASE 3B DETAIL STA. 156+00 TO STA. 161+50

BROADWAY AVE.
CUY-14-2.72

079



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5. CONTRACTOR SHALL COVER OR REMOVE AND STORE ALL CONFLICTING SIGNS WHILE MAINTAINING TRAFFIC, INCLUDING "NO LEFT TURN" SIGNS AT HARVARD AVE.
6. MAINTAIN AND CONSTRUCT SIDE STREET WORK AS PER TYPICAL DETAIL SHEET 070.

LEGEND

CL — CENTER LINE	EL-Y — EDGE LINE – YELLOW
ST — STOP LINE	PD-Y — DOTTED LINE, 4" YELLOW
EL-W — EDGE LINE – WHITE	PD-W — DOTTED LINE, 4" WHITE
	WORK ZONE
	DRUM
	SIGN POST
	TYPE III BARRICADES

HORIZONTAL SCALE 1" = 20 FEET

CALCULATED: AWS
CHECKED: SDG

MAINTENANCE OF TRAFFIC PHASE 3B DETAIL STA. 161+50 TO STA. 167+00

BROADWAY AVE.
CUY-14-2.72

080

LEGEND

CL	CENTER LINE	EL-Y	EDGE LINE – YELLOW
ST	STOP LINE	PD-Y	DOTTED LINE, 4" YELLOW
EL-W	EDGE LINE – WHITE	PD-W	DOTTED LINE, 4" WHITE
CW	CROSS WALK LINE	(hatch)	WORK ZONE
		●	DRUM
		(symbol)	SIGN POST
		(symbol)	TYPE III BARRICADES

NOTES

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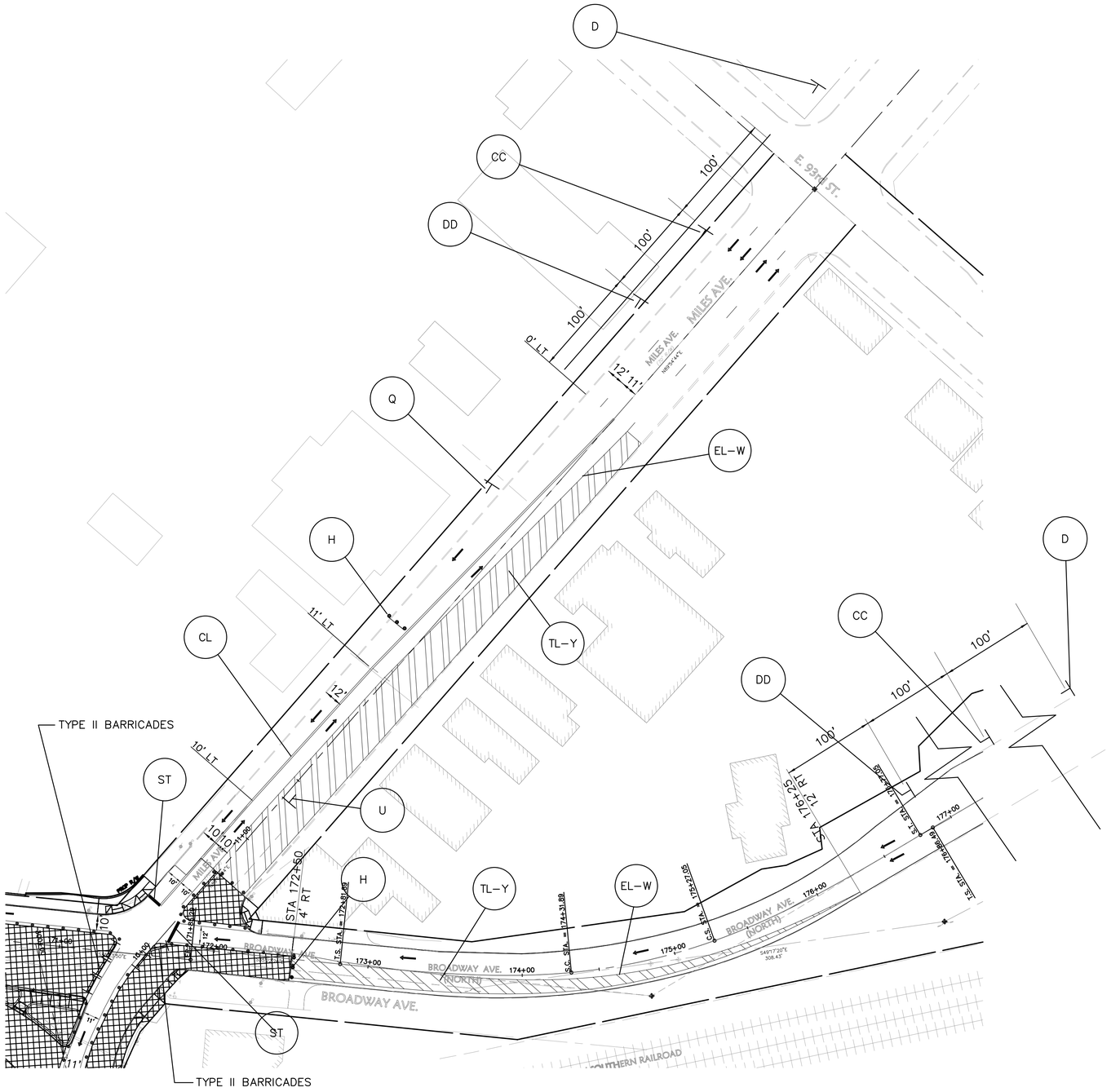
6. MAINTAIN AND CONSTRUCT SIDE STREET WORK AS PER TYPICAL DETAIL SHEET 070.

HORIZONTAL SCALE 1" = 20 FEET (10, 40)

CALCULATED: AWS
CHECKED: SDG

MAINTENANCE OF TRAFFIC PHASE 3B DETAIL STA. 167+00 TO STA. 171+35

BROADWAY AVE.
CUY-14-2.72

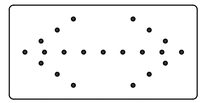


FOR BROADWAY AVE PHASE B MOT,
SEE SHEETS 078 TO 081.

LEGEND

W20-1-36

D



FLASHING ARROW
SEE ODOT STANDARD CONSTRUCTION
DRAWING MT-35.10

H

W1-4-36L

Q

W4-2-36R

T

W1-4-36R

U

W20-5-36L

CC

W4-2-36L

DD

WORK ZONE

TYPE III BARRICADES *

SIGN POST

DRUM

FLASHING ARROW

CL — CENTER LINE

ST — STOP LINE

CW — CROSS WALK LINE

EL-W — EDGE LINE – WHITE

EL-Y — EDGE LINE – YELLOW

TL-Y — TRANSVERSE LINE – YELLOW

PD — DOTTED LINE, 4"

* TYPE III BARRICADES SHALL BE INSTALLED ACCORDING TO ODOT SCD MT-101.60, WITH R11-2 SIGNS (ROAD CLOSED) AND TYPE B FLASHING YELLOW WARNING LIGHTS.

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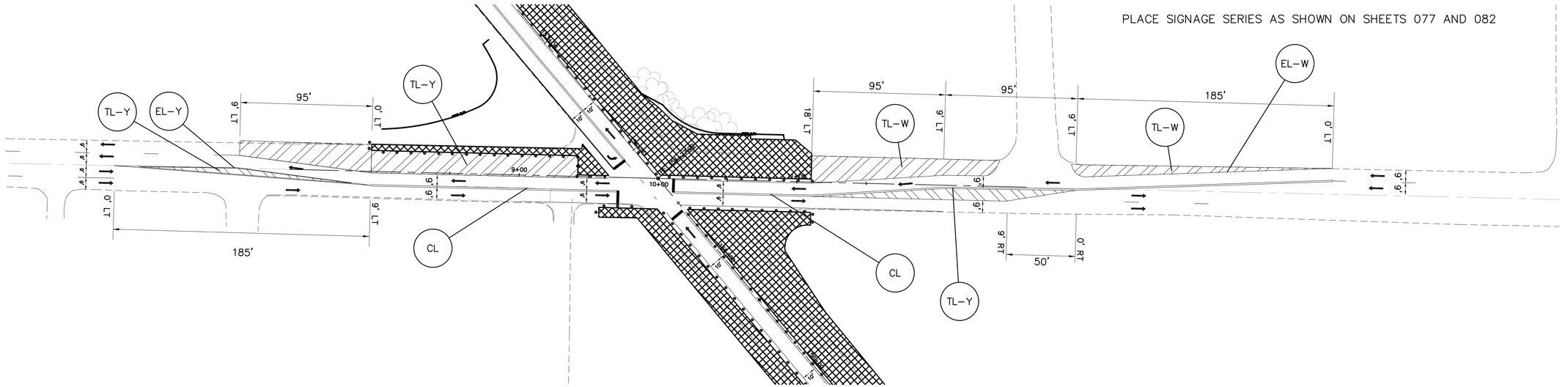
HORIZONTAL SCALE
1" = 40 FEET

CALCULATED: AWS
CHECKED: SDG

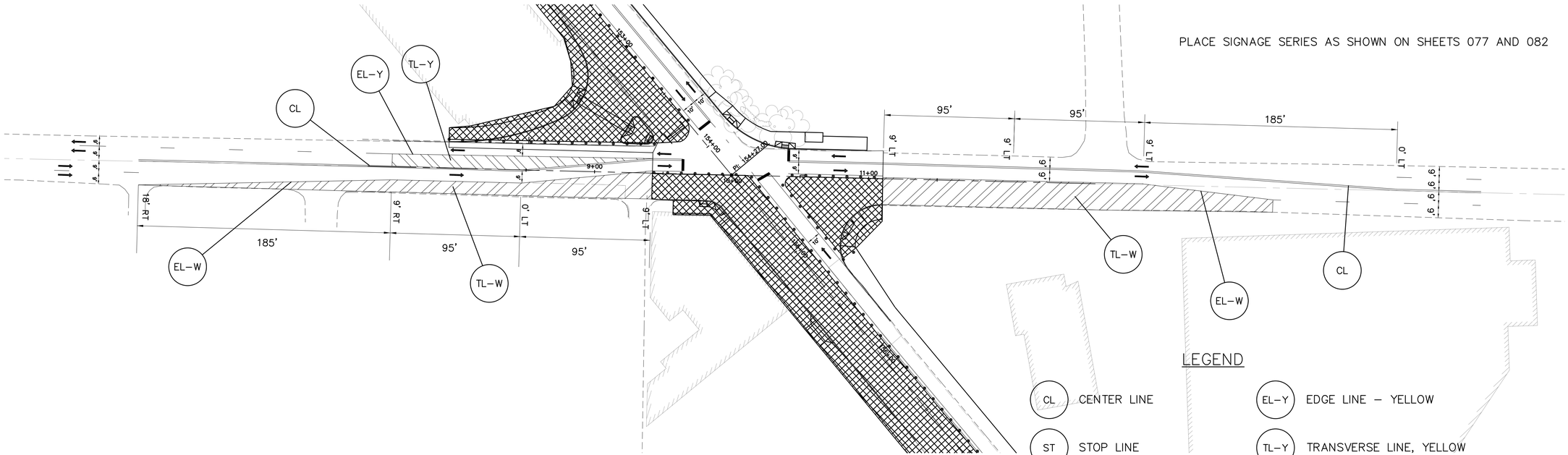
MAINTENANCE OF TRAFFIC PHASE 3B DETAIL
MILES AVE AND BROADWAY NORTHBOUND

BROADWAY AVE.
CUY-14-2.72

082



PHASE A



PHASE B

NOTES

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2. MILES AVE. CONSTRUCTION PHASING AND TRANSITION DETAILS SHOWN ON PLAN SHEETS 077 & 082.
3. TRANSITION INTO LANE CLOSURE AS PER TYPICAL DETAIL SHEET 069.
4. CONTRACTOR SHALL COVER OR REMOVE AND STORE ALL CONFLICTING SIGNS WHILE MAINTAINING TRAFFIC, INCLUDING "NO LEFT TURN" SIGNS AT HARVARD AVE.
5. MAINTAIN AND CONSTRUCT SIDE STREET WORK AS PER TYPICAL DETAIL SHEET 070.

LEGEND

CL	CENTER LINE	EL-Y	EDGE LINE – YELLOW
ST	STOP LINE	TL-Y	TRANSVERSE LINE, YELLOW
EL-W	EDGE LINE – WHITE	TL-W	TRANSVERSE LINE, WHITE
		PD-W	DOTTED LINE, 4" WHITE
	DRUM		WORK ZONE
	SIGN POST		TYPE III BARRICADES

HORIZONTAL SCALE 1" = 40 FEET

CALCULATED: AWS
CHECKED: SDG

TRAFFIC PHASES 3A & 3B
MAINTENANCE OF TRAFFIC HARVARD AVE.
BROADWAY AVE. CUY-14-2.72

083

NOTES:

1) SEE SHEETS 144 FOR INTERSECTION DETAIL.
2) SEE SHEETS 134–139 FOR CATCH BASIN DETAIL.
3) SEE SHEETS 140–143 FOR PAVEMENT ELEVATION TABLE
4) SEE SHEET 282 FOR PAVEMENT REPAIR DETIALS

SNMH 41247
NEORSD #CSO039A0060
RIM=677.48
INV=660.38 54" RCP NW
TOP=659.88 WEIR WALL NW & SE
INV=657.78± 54" BRICK SW

END WORK
STA. 10+50

BUTT JOINT

STA 10+00.00 ℄ GALLUP AVE. =
STA. 22+00.71 ℄ BROADWAY AVE.

GALLUP AVE.
(50' R/W)

BROADWAY AVE.
(R/W VARIES)

BEGIN WORK
STA. 21+66.16

BEGIN PROJECT
STA. 22+01.17

PI: 20+56.70

MATCH LINE STA. 25+00

EX. R/W

PROP ℄ CONST. & R/W

EX. TROLLEY TRACKS
(TYP. CONT.)

UD-1 CB-1 C-2 W-1 DR-1 W-2 UD-2 SW-1 SW-2 MH-1 CB-2 UD-3 SW-3 C-3

LEGEND

- PARTIAL DEPTH PAVEMENT REPLACEMENT
- PAVEMENT REPAIR & RESURFACE
- CONCRETE BUS PAD
- NEW 8" CONCRETE DRIVE
- NEW 4" CONCRETE SIDEWALK

** TO BE REMOVED/ RELOCATED BY OTHERS

BENCH MARK A
STA 25+19, 24' LT
RR SPIKE IN UTILITY POLE
ELEV=679.57

PROP. CB-1.
EX. INLET (REMOVE)
STA. 22+47.38, 22.59' LT.
T/G =676.43
PROP. T/G = 676.78
INV=668.98 12" TRAP SW
PROP. INV=668.98 12" SW
PROP. INV=675.00 6" U.D.

ADJUST TO GRADE
EX. COMB. M.H.
STA. 22+47.60, 2.84 RT.
EX. RIM=677.50
PROP. RIM=677.47
INV=661.60 No. 7 BR SE
INV=667.95 12" VCP NE
INV=670.30 12" VCP SW
INV=661.10 48" RCP NE
0.31%

PVI STA = 22+01.17
ELEV = 677.63
END APPROACH SLAB
MATCH EXISTING

PVI STA = 22+47.23
ELEV = 677.53

-0.21%

0.31%

EX. PROFILE

PROP. PROFILE

PROP. CB-1.
EX. INLET **(REMOVE)**
STA. 22+47.32, 22.40' RT.
T/G=677.26
PROP. T/G=676.78
INV=671.61 12" TRAP NE
PROP. INV=671.61 12" NE
PROP. INV=675.00 6" U.D.

PROP. 6" UNDERDRAIN (LT.)
(RT. TYP.)

EX. #7 BRICK COMBINED SEWER

	20+00	21+00	22+00	23+00	24+00	25+00
EXIST ℄ EL.	676.8	677.0	677.2	677.4	677.6	677.6
PROP ℄ EL.					677.54	677.7
					677.69	677.9
					677.84	678.0
					678.00	678.2
					678.15	678.3
					678.30	

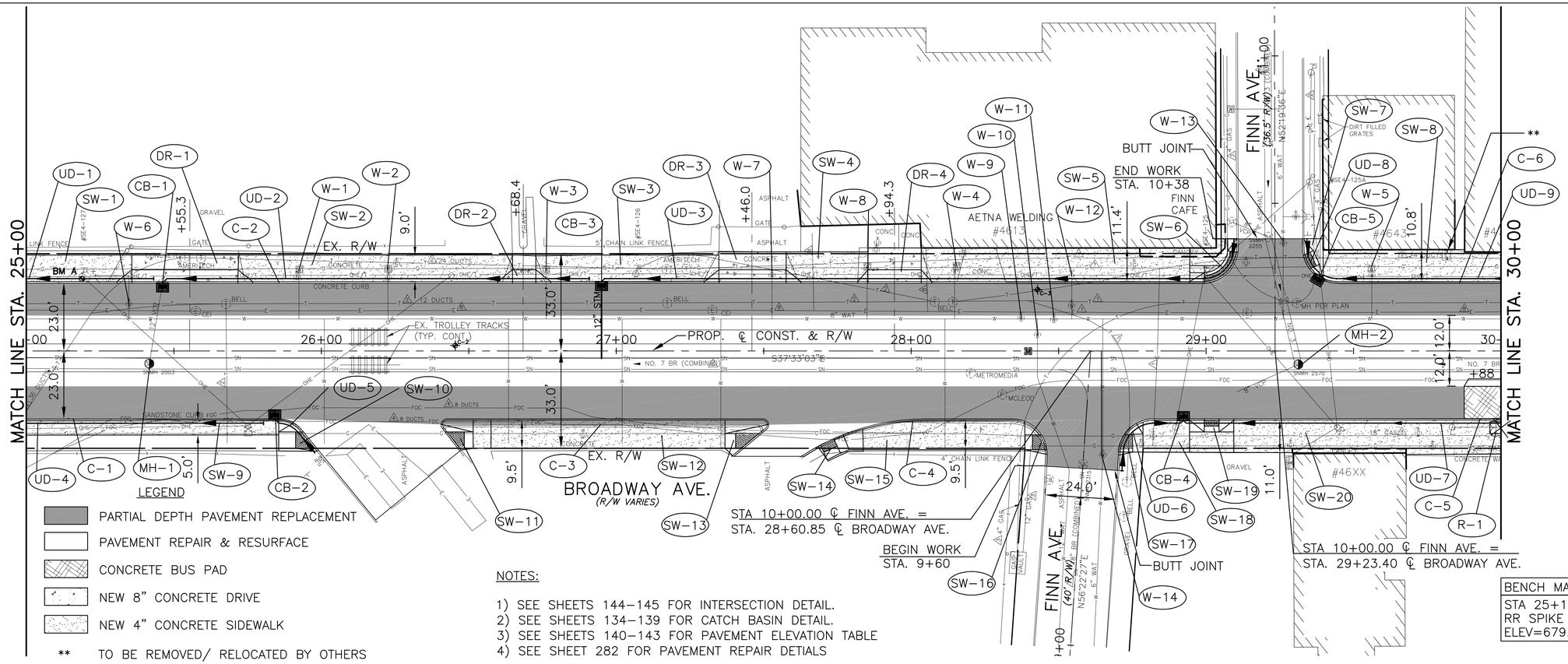
HORIZONTAL SCALE
1" = 20 FEET

CALCULATED: PSB
CHECKED: TMA

BROADWAY – PLAN AND PROFILE
STA. 25+00 TO STA. 30+00

BROADWAY AVE.
(S.R. 14)

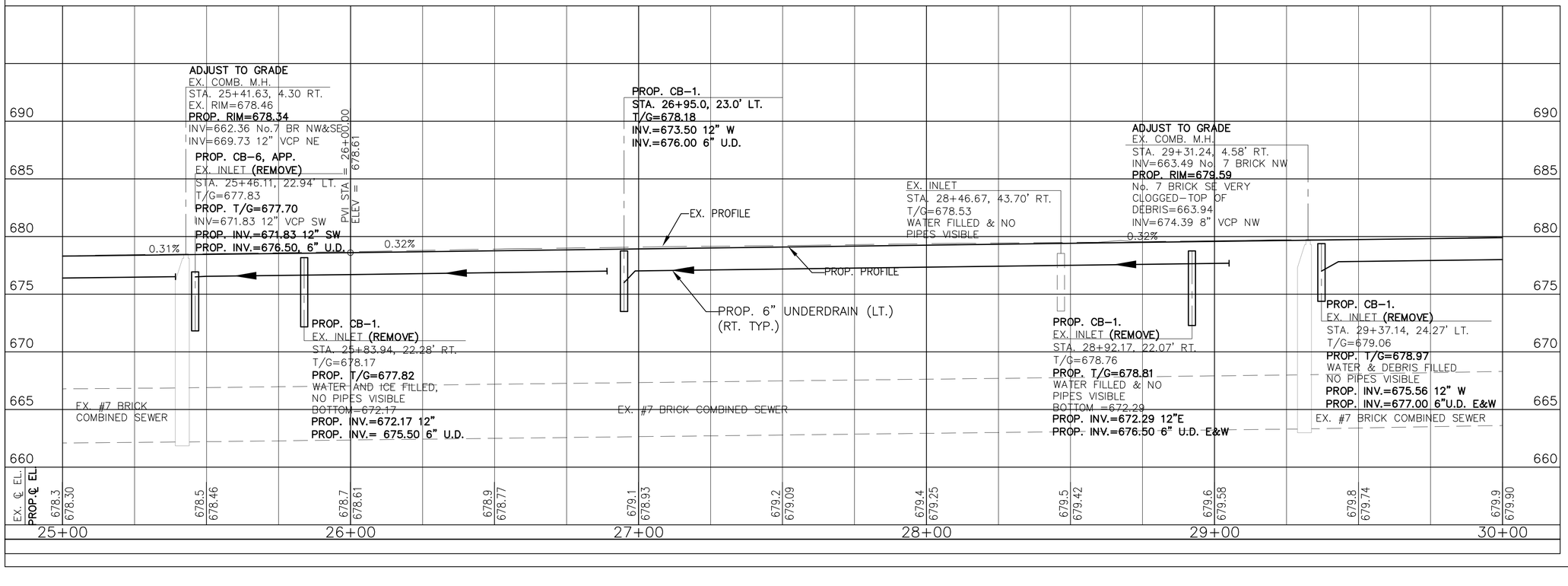
84



NOTES:

1) SEE SHEETS 144–145 FOR INTERSECTION DETAIL.
2) SEE SHEETS 134–139 FOR CATCH BASIN DETAIL.
3) SEE SHEETS 140–143 FOR PAVEMENT ELEVATION TABLE
4) SEE SHEET 282 FOR PAVEMENT REPAIR DETIALS

BENCH MARK A
STA 25+19, 24' LT RR SPIKE IN UTILITY POLE ELEV=679.57



NOTES:

1) SEE SHEETS 145 FOR INTERSECTION DETAIL.
2) SEE SHEETS 134–139 FOR CATCH BASIN DETAIL.
3) SEE SHEETS 140–143 FOR PAVEMENT ELEVATION TABLE
4) SEE SHEET 282 FOR PAVEMENT REPAIR DETIALS

LEGEND

- PARTIAL DEPTH PAVEMENT REPLACEMENT
- PAVEMENT REPAIR & RESURFACE
- CONCRETE BUS PAD
- NEW 8" CONCRETE DRIVE
- NEW 4" CONCRETE SIDEWALK
- ** TO BE REMOVED/ RELOCATED BY OTHERS

MATCH LINE STA. 30+00

MATCH LINE STA. 34+50

BROADWAY AVE. (R/W VARIES)

WENDELL AVE. (50' R/W)

CZAR AVE. (50' R/W)

JES FOODS #4703–4733

GD #4749

ED'S AUTOMOTIVE & TRANSMISSION #4720

BUTT JOINT

END WORK STA. 10+38

BEGIN WORK STA. 9+62

STA 10+00.00 ℄ WENDELL AVE. = STA. 32+69.10 ℄ BROADWAY AVE.

STA 10+00.00 ℄ CZAR AVE. = STA. 33+51.23 ℄ BROADWAY AVE.

BENCH MARK B
STA 31+40, 43' LT
TOP OF CONCRETE IN DOORWAY OF #4733 BROADWAY AVE.
ELEV=680.86

PROP. 6" UNDERDRAIN (LT.) (RT. TYP.)

0.32%

0.26%

PVI STA = 31+50.00
ELEV = 680.38

PROP. CB–1.
STA. 31+50.0, 23.0' RT.
T/G = 679.64
INV.=675.50 12" E
INV.=678.00 6" U.D.

PROP. CB–1.
EX. INLET (REMOVE)
STA. 31+85.90, 22.07' LT.
T/G=679.86
INV=673.93 12" VCP NW
PROP. T/G= 679.74
PROP. INV=673.93 12" NW
PROP. INV= 678.00 6" U.D.

EX. #7 BRICK COMBINED SEWER

PROP. CB–1.
EX. INLET (REMOVE)
STA. 32+88.26, 25.26' LT.
PROP. T/G =679.93
T/G=680.12
WATER & ICE FILLED
PROP. INV=676.00 12" W
PROP. INV= 677.50 6" U.D. E&W

EX. INLET
STA. 33+33.44, 42.23' RT.
T/G=679.77
WATER FILLED & NO PIPES VISIBLE, BOTTOM=672.90±

EX. INLET
STA. 33+65.37, 40.44' RT.
T/G=679.85
WATER FILLED & NO PIPES VISIBLE

PROP. CB–1.
EX. INLET (REMOVE)
STA. 33+85.36, 21.98' RT.
T/G=680.13
WATER FILLED & NO PIPES VISIBLE
PROP. T/G= 680.27
PROP. INV=676.00 12" W
PROP. INV= 678.50 6" U.D. E&W

	30+00	31+00	32+00	33+00	34+00
EX. ℄ EL.	679.9	680.1	680.3	680.5	680.6
PROP. ℄ EL.	679.90	680.06	680.22	680.38	680.52
	680.7	680.8	680.9	681.1	681.1
	680.65	680.78	680.91	681.05	681.18

HORIZONTAL SCALE 1" = 20 FEET

CALCULATED: PSB
CHECKED: TMA

BROADWAY – PLAN AND PROFILE STA. 30+00 TO STA. 34+50

BROADWAY AVE.
CUY–14–2.72

LEGEND

- PARTIAL DEPTH PAVEMENT REPLACEMENT
- PAVEMENT REPAIR & RESURFACE
- CONCRETE BUS PAD
- NEW 8" CONCRETE DRIVE
- NEW 4" CONCRETE SIDEWALK
- ** TO BE REMOVED/ RELOCATED BY OTHERS

NOTES:

1) SEE SHEETS 146 FOR INTERSECTION DETAIL.
2) SEE SHEETS 134–139 FOR CATCH BASIN DETAIL.
3) SEE SHEETS 140–143 FOR PAVEMENT ELEVATION TABLE
4) SEE SHEET 282 FOR PAVEMENT REPAIR DETIALS

MATCH LINE STA. 34+50

MATCH LINE STA. 39+50

STA 10+00.00 ℄ E. 49TH ST. = STA. 34+55.60 ℄ BROADWAY AVE.

END WORK STA. 10+38

BUTT JOINT

MEAD AVE. (40' R/W) 11+00

BOHEMIAN NATIONAL HALL #4939

EX. R/W

PROP. ℄ CONST. & R/W

BROADWAY AVE. (R/W VARIES)

E. 49th ST. (50' R/W) 9+00

#4950 CLEVELAND FIRE DEPT. FIRE STATION .#13

END WORK STA. 9+30

BUTT JOINT

STA 10+00.00 ℄ MEAD AVE. = STA. 36+66.00 ℄ BROADWAY AVE.

BENCH MARK C
STA 39+36, 58' RT
TOP OF CONCRETE AT NW CORNER OF 49ER RESTAURANT.
ELEV=684.54

PROP. CB–1.
EX. INLET **(REMOVE)**
STA. 34+64.55, 21.99' LT.
T/G=680.78
PROP. T/G=680.48
WATER FILLED
PROP. INV=676.50 12" W
PROP. INV=678.50 6" U.D.

ADJUST TO GRADE
EX. COMB. M.H.
STA. 34+69.13, 4.47' RT.
PROP RIM=681.14
EX. RIM=681.21
INV=665.82 No. 7 BRICK NW & SE

0.26%

PROP. CB–1.
EX. INLET **(REMOVE)**
STA. 34+80.94, 35.87' RT.
PROP. T/G =680.25
T/G=680.39
WATER FILLED & NO PIPES VISIBLE, BOTTOM = 674.32
PROP. INV.= 674.32 12" E
PROP. INV.= 678.00 6" U.D.

EX. #7 BRICK COMBINED SEWER

EX. INLET
STA. 35+33.75, 43.24' RT.
T/G=681.31
INV=678.06, 6" VCP SE
INV. 679.51, 4" VCP SW
BOTTOM=677.16

PROP. CB–1.
EX. INLET **(REMOVE)**
STA. 35+46.84, 22.10' RT.
T/G=680.78
PROP. T/G=670.69
WATER FILLED & NO PIPES VISIBLE, BOTTOM=673.78
PROP. INV=673.78 12" E
PROP. INV=679.50 6" U.D. N&S

PROP. CB–1.
EX. INLET **(REMOVE)**
STA. 36+53.06, 36.12' LT.
T/G=681.22
PROP. T/G= 680.83
INV=676.57 12" VCP SE
PROP. INV= 676.57, 12" SE
PROP. INV.= 679.00 6" U.D.

EX.#6 BRICK COMBINED SEWER

0.29%

EX. PROFILE

PROP. PROFILE

PROP. CB–1.
EX. INLET **(REMOVE)**
STA. 36+91.85, 22.09' LT.
T/G=681.14
PROP. T/G= 681.08
WATER FILLED & NO PIPES VISIBLE
PROP. INV=677.64 12"SW
PROP. INV=679.00 6" U.D. N&S

0.26%

PROP. CB–1.
STA. 38+15.0, 23.0' RT.
T/G = 681.40
INV.=676.50 12" NE
INV.=679.50 6" U.D.

PROP. 6" UNDERDRAIN (LT.) (RT. TYP.)

EX.#6 BRICK COMBINED SEWER

ADJUST TO GRADE
EX. COMB. M.H.
NEORSD #SOB00020
STA. 38+92.15, 0.25' RT.
PROP. RIM=682.35
EX. RIM=682.43
INV=666.55 No. 6 BRICK NW & SE
INV=678.78 6" VCP NW & SE

EX.#6 BRICK COMBINED SEWER

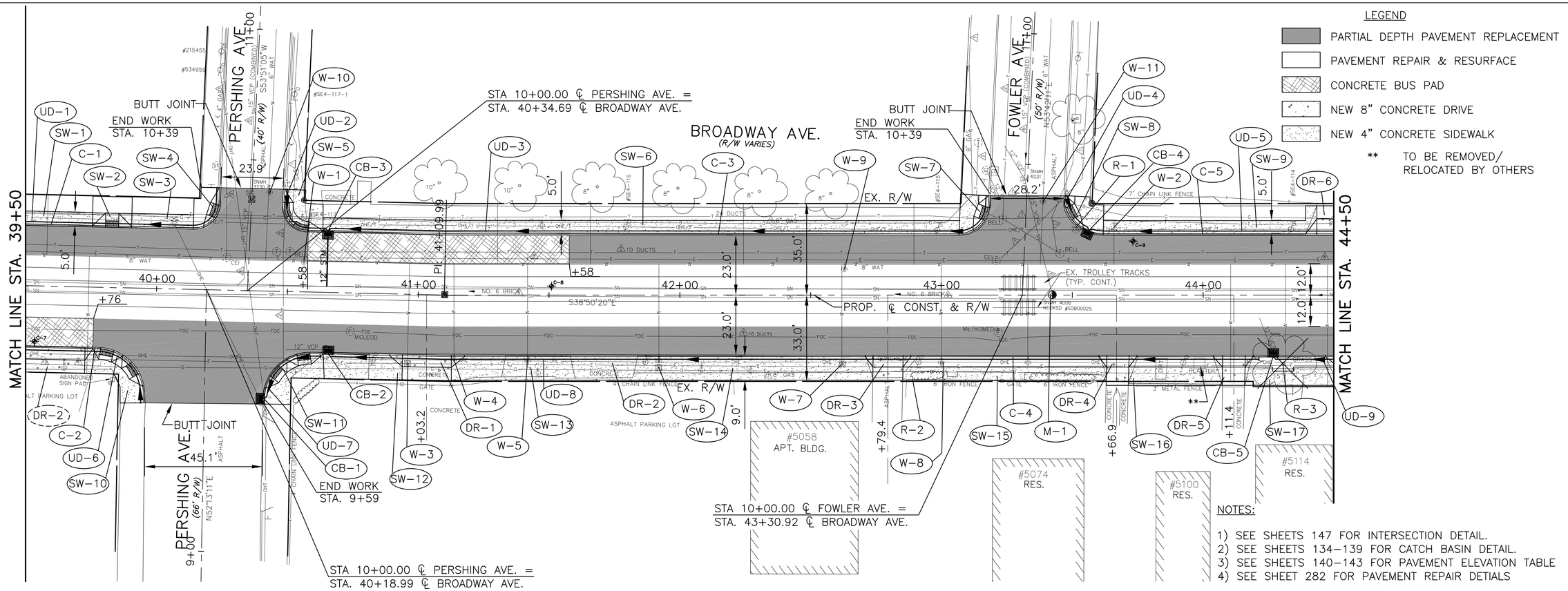
	35+00	36+00	37+00	38+00	39+00
EX. ℄ EL.	681.1	681.3	681.4	681.6	681.8
PROP. ℄ EL.	681.18	681.31	681.44	681.58	681.71
	681.9	682.1	682.3	682.4	682.5	682.7
	681.84	681.97	682.10	682.24	682.37	682.50

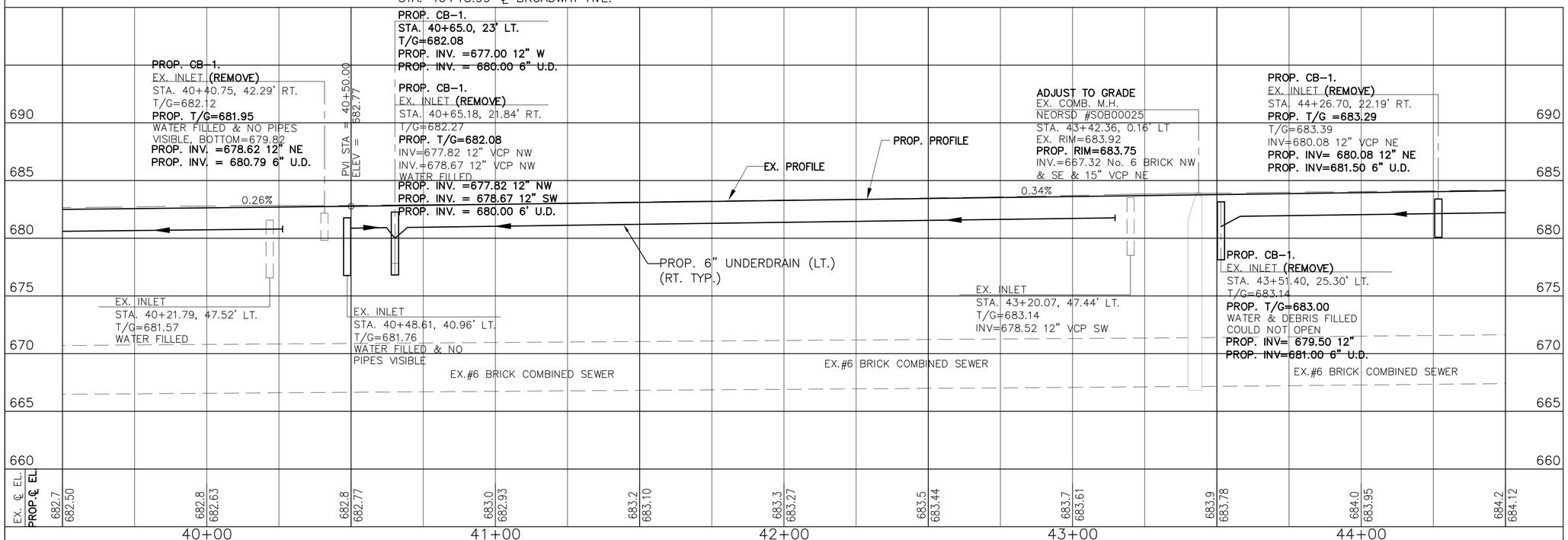
CALCULATED: PSB
CHECKED: TMA

HORIZONTAL SCALE 1" = 20 FEET

BROADWAY – PLAN AND PROFILE
STA. 34+50 TO STA. 39+50

BROADWAY AVE.
CUY–14–2.72

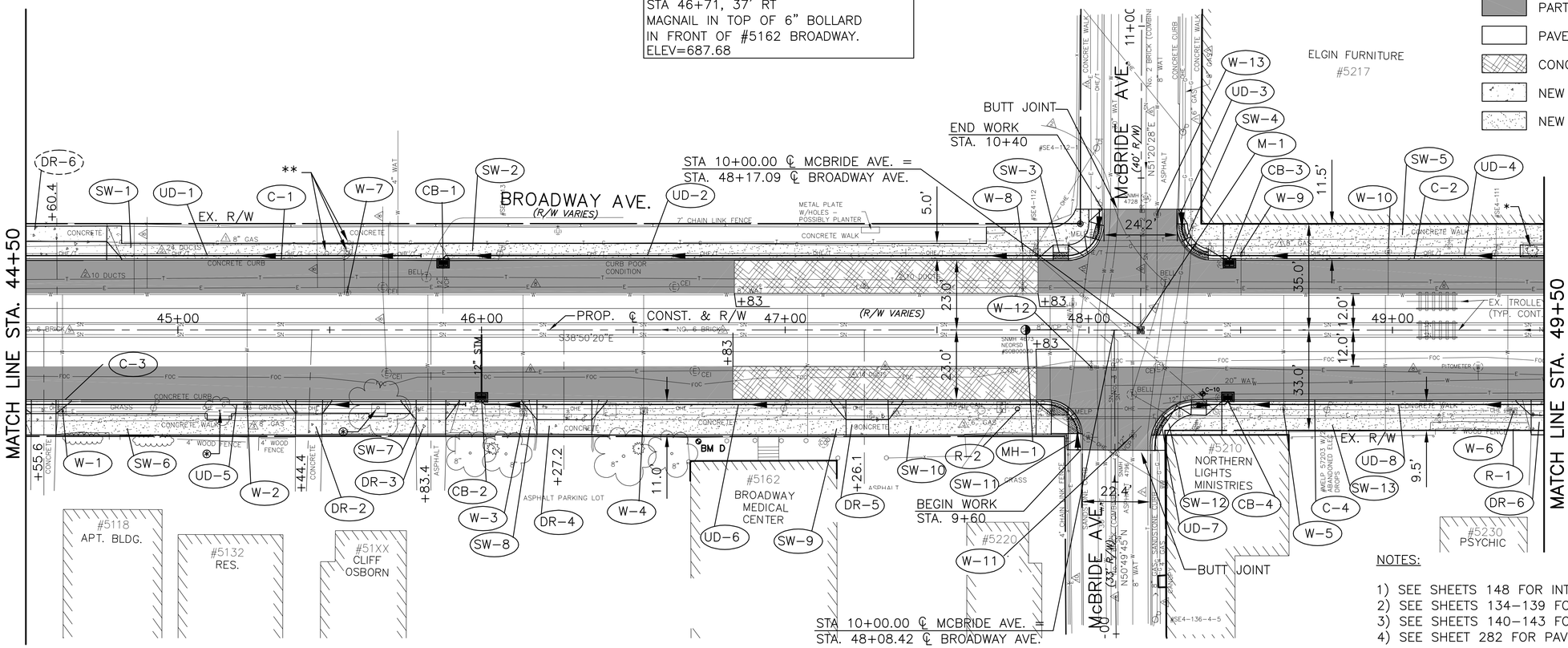

LEGEND
PARTIAL DEPTH PAVEMENT REPLACEMENT
PAVEMENT REPAIR & RESURFACE
CONCRETE BUS PAD
NEW 8" CONCRETE DRIVE
NEW 4" CONCRETE SIDEWALK
** TO BE REMOVED/ RELOCATED BY OTHERS
MATCH LINE STA. 39+50
MATCH LINE STA. 44+50
PERSHING AVE. (40' R/W)
PERSHING AVE. (66' R/W)
BROADWAY AVE. (R/W VARIES)
FOWLER AVE. (50' R/W)
STA 10+00.00 ℄ PERSHING AVE. = STA. 40+34.69 ℄ BROADWAY AVE.
STA 10+00.00 ℄ PERSHING AVE. = STA. 40+18.99 ℄ BROADWAY AVE.
STA 10+00.00 ℄ FOWLER AVE. = STA. 43+30.92 ℄ BROADWAY AVE.
BUTT JOINT
END WORK STA. 10+39
END WORK STA. 9+59
PROP. ℄ CONST. & R/W
EX. R/W
EX. TROLLEY TRACKS (TYP. CONT.)
#5058 APT. BLDG.
#5074 RES.
#5100 RES.
#5114 RES.
NOTES:
1) SEE SHEETS 147 FOR INTERSECTION DETAIL.
2) SEE SHEETS 134–139 FOR CATCH BASIN DETAIL.
3) SEE SHEETS 140–143 FOR PAVEMENT ELEVATION TABLE
4) SEE SHEET 282 FOR PAVEMENT REPAIR DETIALS


PROP. CB–1.
STA. 40+65.0, 23' LT.
T/G=682.08
PROP. INV. =677.00 12" W
PROP. INV. = 680.00 6" U.D.
PROP. CB–1.
EX. INLET (REMOVE)
STA. 40+40.75, 42.29' RT.
T/G=682.12
PROP. T/G=681.95
WATER FILLED & NO PIPES VISIBLE, BOTTOM=679.82
PROP. INV. =678.62 12" NE
PROP. INV. = 680.79 6" U.D.
PROP. CB–1.
EX. INLET (REMOVE)
STA. 40+65.18, 21.84' RT.
T/G=682.27
PROP. T/G=682.08
INV=677.82 12" VCP NW
INV.=678.67 12" VCP NW
WATER FILLED
PROP. INV. =677.82 12" NW
PROP. INV. = 678.67 12" SW
PROP. INV. = 680.00 6' U.D.
PVI STA = 40+50.00
ELEV = 682.77
ADJUST TO GRADE
EX. COMB. M.H.
NEORSD #SOB00025
STA. 43+42.36, 0.16' LT
EX. RIM=683.92
PROP. RIM=683.75
INV.=667.32 No. 6 BRICK NW & SE & 15" VCP NE
PROP. CB–1.
EX. INLET (REMOVE)
STA. 44+26.70, 22.19' RT.
PROP. T/G =683.29
T/G=683.39
INV=680.08 12" VCP NE
PROP. INV= 680.08 12" NE
PROP. INV=681.50 6" U.D.
EX. PROFILE
PROP. PROFILE
0.26%
0.34%
PROP. 6" UNDERDRAIN (LT.) (RT. TYP.)
EX. INLET
STA. 40+21.79, 47.52' LT.
T/G=681.57
WATER FILLED
EX. INLET
STA. 40+48.61, 40.96' LT.
T/G=681.76
WATER FILLED & NO PIPES VISIBLE
EX. INLET
STA. 43+20.07, 47.44' LT.
T/G=683.14
INV=678.52 12" VCP SW
PROP. CB–1.
EX. INLET (REMOVE)
STA. 43+51.40, 25.30' LT.
T/G=683.14
PROP. T/G=683.00
WATER & DEBRIS FILLED COULD NOT OPEN
PROP. INV= 679.50 12"
PROP. INV=681.00 6" U.D.
EX.#6 BRICK COMBINED SEWER
EX. ℄ EL.
PROP.℄ EL
682.7 682.50
682.8 682.63
682.8 682.77
683.0 682.93
683.2 683.10
683.3 683.27
683.5 683.44
683.7 683.61
683.9 683.78
684.0 683.95
684.2 684.12
690
685
680
675
670
665
660
40+00
41+00
42+00
43+00
44+00

BENCH MARK D
STA 46+71, 37' RT
MAGNAIL IN TOP OF 6" BOLLARD
IN FRONT OF #5162 BROADWAY.
ELEV=687.68

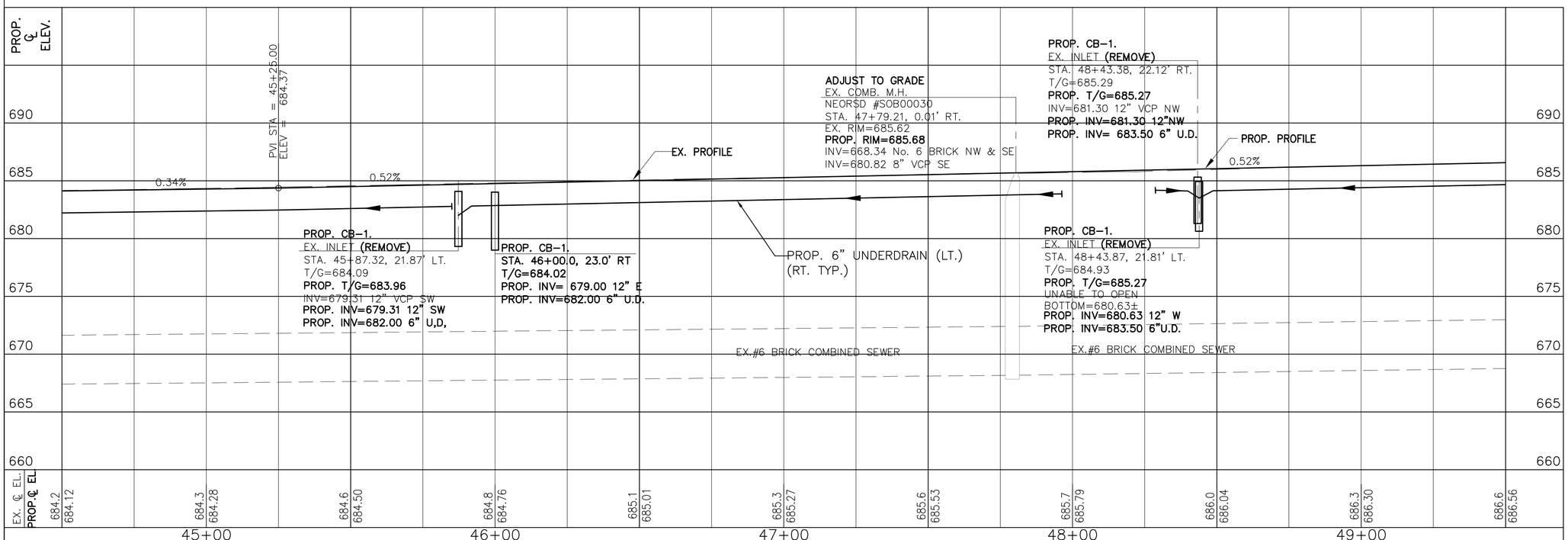
LEGEND

- PARTIAL DEPTH PAVEMENT REPLACEMENT
- PAVEMENT REPAIR & RESURFACE
- CONCRETE BUS PAD
- NEW 8" CONCRETE DRIVE
- NEW 4" CONCRETE SIDEWALK
- ⊛ DO NOT DISTURB
- ** TO BE REMOVED/ RELOCATED BY OTHERS



NOTES:

1) SEE SHEETS 148 FOR INTERSECTION DETAIL.
2) SEE SHEETS 134–139 FOR CATCH BASIN DETAIL.
3) SEE SHEETS 140–143 FOR PAVEMENT ELEVATION TABLE
4) SEE SHEET 282 FOR PAVEMENT REPAIR DETIALS



HORIZONTAL SCALE 1" = 20 FEET

CALCULATED: PSB
CHECKED: TMA

BROADWAY – PLAN AND PROFILE STA. 44+50 TO STA. 49+50

BROADWAY AVE. CUY–14–2.72

BENCH MARK E
STA 54+55, 33' LT
FINISHED FLOOR OF
#5363 BROAWAY
ELEV=689.38

END WORK STA. 10+39

MALLEY'S #5251

MAGNET AVE. (50' R/W)

BUTT JOINT

MIKE'S BEVERAGE #5275 -5279

#5220

BROADWAY AVE. (R/W VARIES)

END WORK STA. 10+38

MUMFORD AVE. (40' R/W)

ARCADE PIZZA #5317

#5319

INNER CITY AUTO BODY #5335

#5243

MATCH LINE STA. 49+50

MATCH LINE STA. 54+50

PROP. ℄ CONST. & R/W

EX. R/W

EX. TROLLEY TRACKS (TYP. CONT.)

#5246 BROADWAY UNITED METHODIST CHURCH

#5316 ALI HALABI MD. (DR. OFFICE)

#5328 CORVETTE CONSPIRACY

#5340 AMERICAN CYCLE WORKS INC.

STA 10+00.00 ℄ MAGNET AVE. = STA. 51+17.41 ℄ BROADWAY AVE.

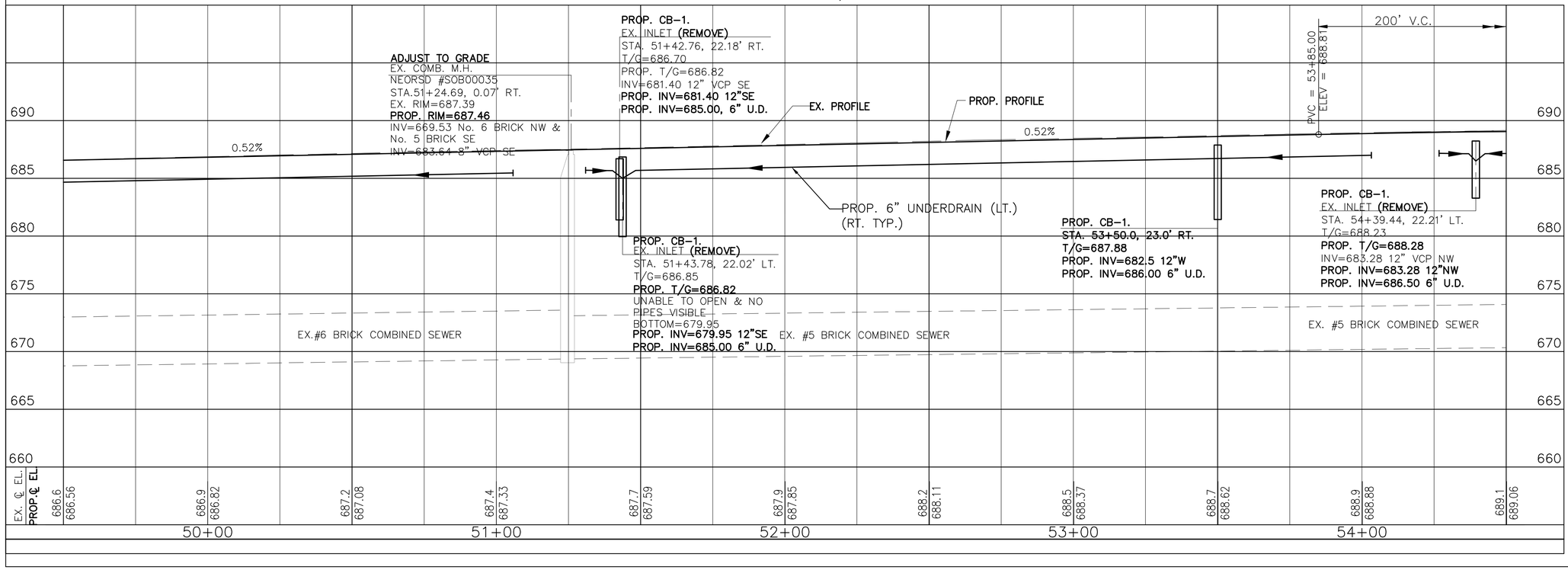
STA 10+00.00 ℄ MUMFORD AVE. = STA. 54+17.49 ℄ BROADWAY AVE.

LEGEND

- PARTIAL DEPTH PAVEMENT REPLACEMENT
- PAVEMENT REPAIR & RESURFACE
- CONCRETE BUS PAD
- NEW 8" CONCRETE DRIVE
- NEW 4" CONCRETE SIDEWALK
- ⊛ DO NOT DISTURB
- ** TO BE REMOVED/ RELOCATED BY OTHERS

NOTES:

1) SEE SHEETS 148 FOR INTERSECTION DETAIL.
2) SEE SHEETS 134–139 FOR CATCH BASIN DETAIL.
3) SEE SHEETS 140–143 FOR PAVEMENT ELEVATION TABLE
4) SEE SHEET 282 FOR PAVEMENT REPAIR DETIALS

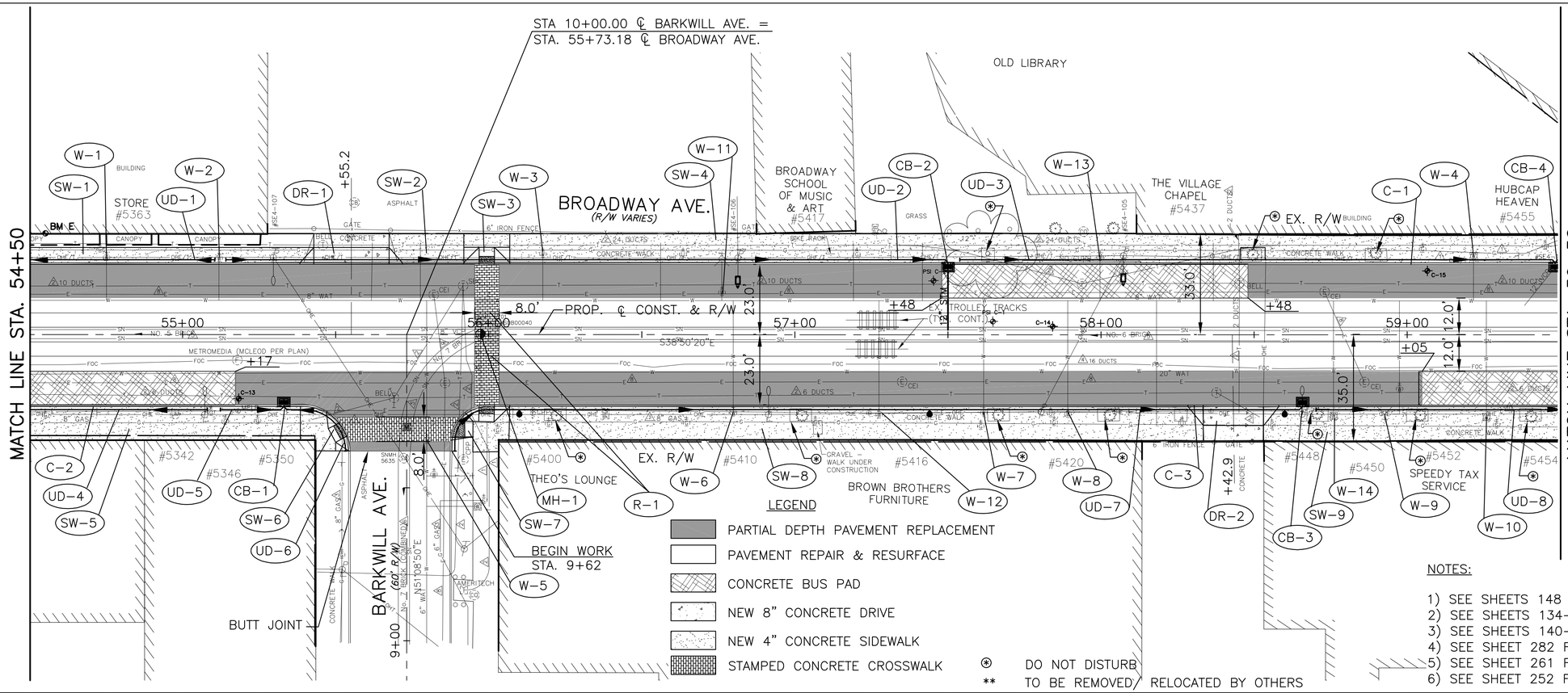


HORIZONTAL SCALE 1" = 20 FEET

CALCULATED: PSB
CHECKED: TMA

BROADWAY – PLAN AND PROFILE
STA. 49+50 TO STA. 54+50

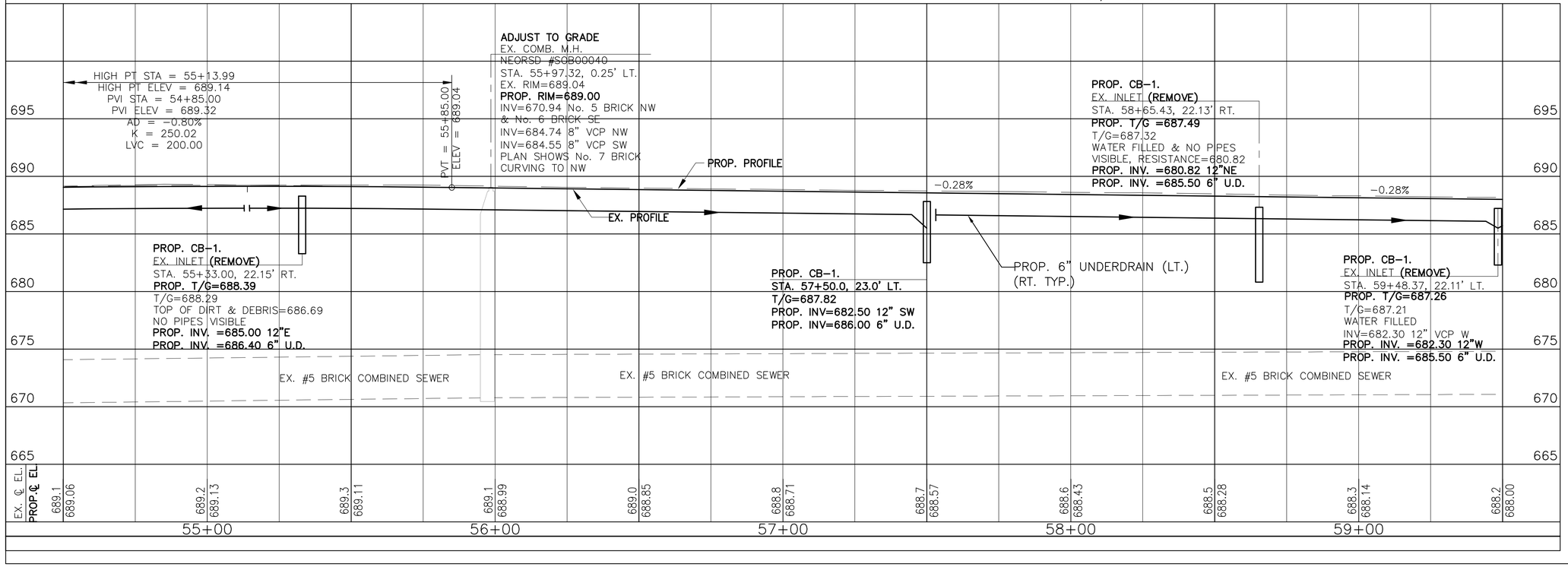
BROADWAY AVE.
CUY–14–2.72



BENCH MARK E
STA 54+55, 33' LT
FINISHED FLOOR OF
#5363 BROAWAY
ELEV=689.38

NOTES:

1) SEE SHEETS 148 FOR INTERSECTION DETAIL.
2) SEE SHEETS 134–139 FOR CATCH BASIN DETAIL.
3) SEE SHEETS 140–143 FOR PAVEMENT ELEVATION TABLE
4) SEE SHEET 282 FOR PAVEMENT REPAIR DETIALS
5) SEE SHEET 261 FOR STREETSCAPE
6) SEE SHEET 252 FOR LIGHTING

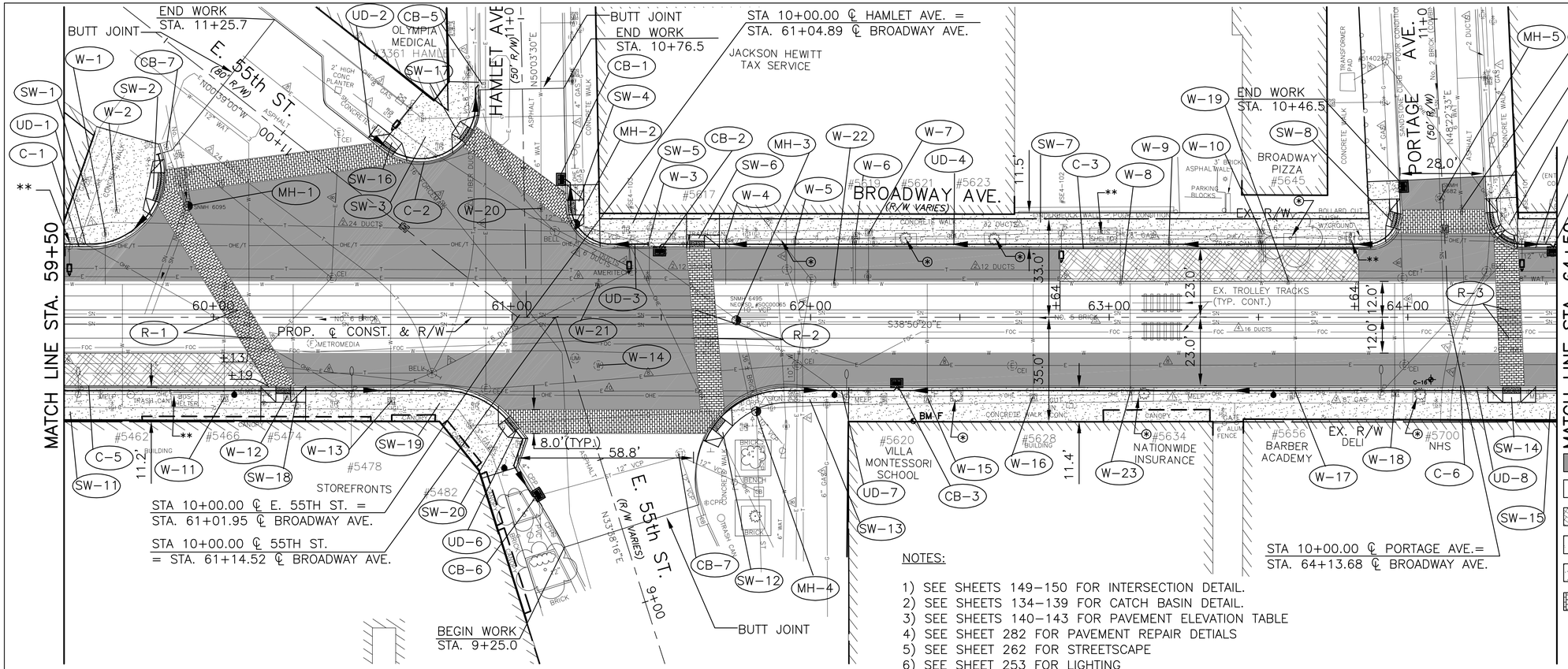


HORIZONTAL SCALE 1" = 20 FEET

CALCULATED: PSB
CHECKED: TMA

BROADWAY – PLAN AND PROFILE
STA. 54+50 TO STA. 59+50

BROADWAY AVE.
CUY–14–2.72



NOTES:

1) SEE SHEETS 149–150 FOR INTERSECTION DETAIL.
2) SEE SHEETS 134–139 FOR CATCH BASIN DETAIL.
3) SEE SHEETS 140–143 FOR PAVEMENT ELEVATION TABLE
4) SEE SHEET 282 FOR PAVEMENT REPAIR DETIALS
5) SEE SHEET 262 FOR STREETSCAPE
6) SEE SHEET 253 FOR LIGHTING

BENCH MARK F

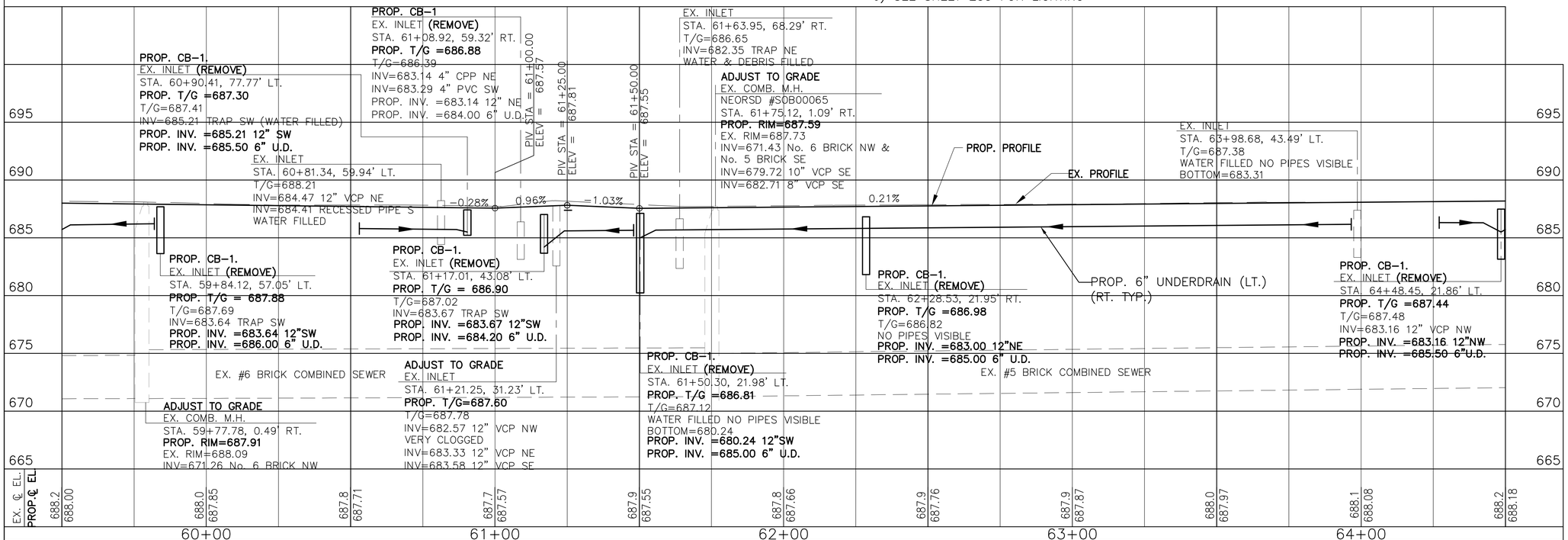
STA 62+34, 35' RT
CHISELED SQUARE AT NE
CORNER OF CONCRETE STOOP
AT #5620 BROADWAY.
ELEV=688.16

NOTES:

1. SEE SHEETS INT1–INT18 FOR INTERSECTION DETAIL.
2. SEE SHEETS DP1–DP5 FOR CATCH BASIN DETAIL.

LEGEND

- PARTIAL DEPTH PAVEMENT REPLACEMENT
- PAVEMENT REPAIR & RESURFACE
- CONCRETE BUS PAD
- NEW 8" CONCRETE DRIVE
- NEW 4" CONCRETE SIDEWALK
- STAMPED CONCRETE CROSSWALK
- ⊛ DO NOT DISTURB
- ** TO BE REMOVED/ RELOCATED BY OTHERS



HORIZONTAL SCALE 1" = 20 FEET

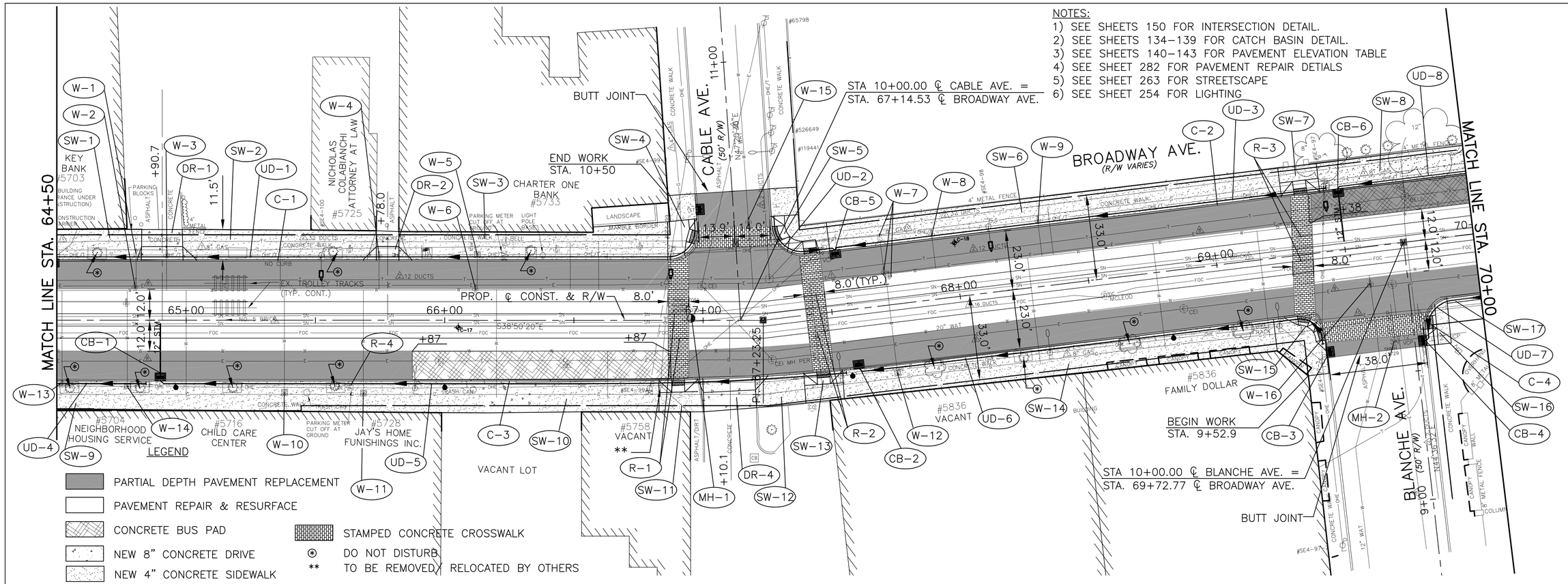
CALCULATED: PSB
CHECKED: TMA

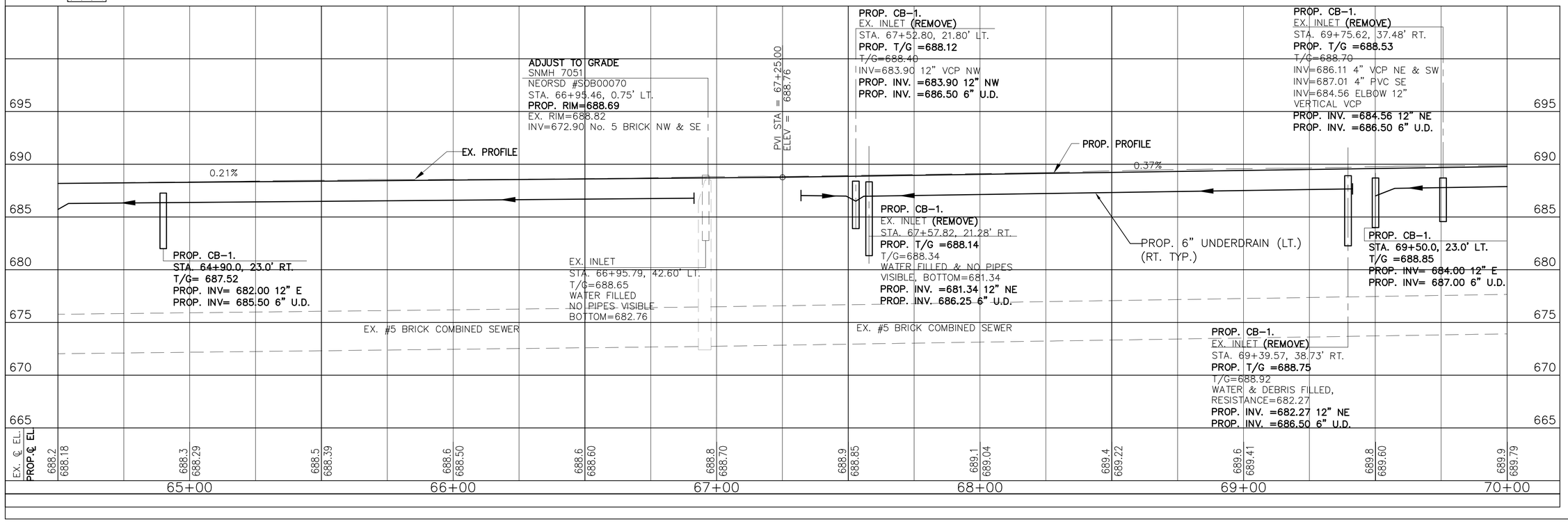
BROADWAY – PLAN AND PROFILE STA. 59+50 TO STA. 64+50

BROADWAY AVE.
CUY–14–2.72

92

NOTES:
1) SEE SHEETS 150 FOR INTERSECTION DETAIL.
2) SEE SHEETS 134–139 FOR CATCH BASIN DETAIL.
3) SEE SHEETS 140–143 FOR PAVEMENT ELEVATION TABLE
4) SEE SHEET 282 FOR PAVEMENT REPAIR DETIALS
5) SEE SHEET 263 FOR STREETSCAPE
6) SEE SHEET 254 FOR LIGHTING



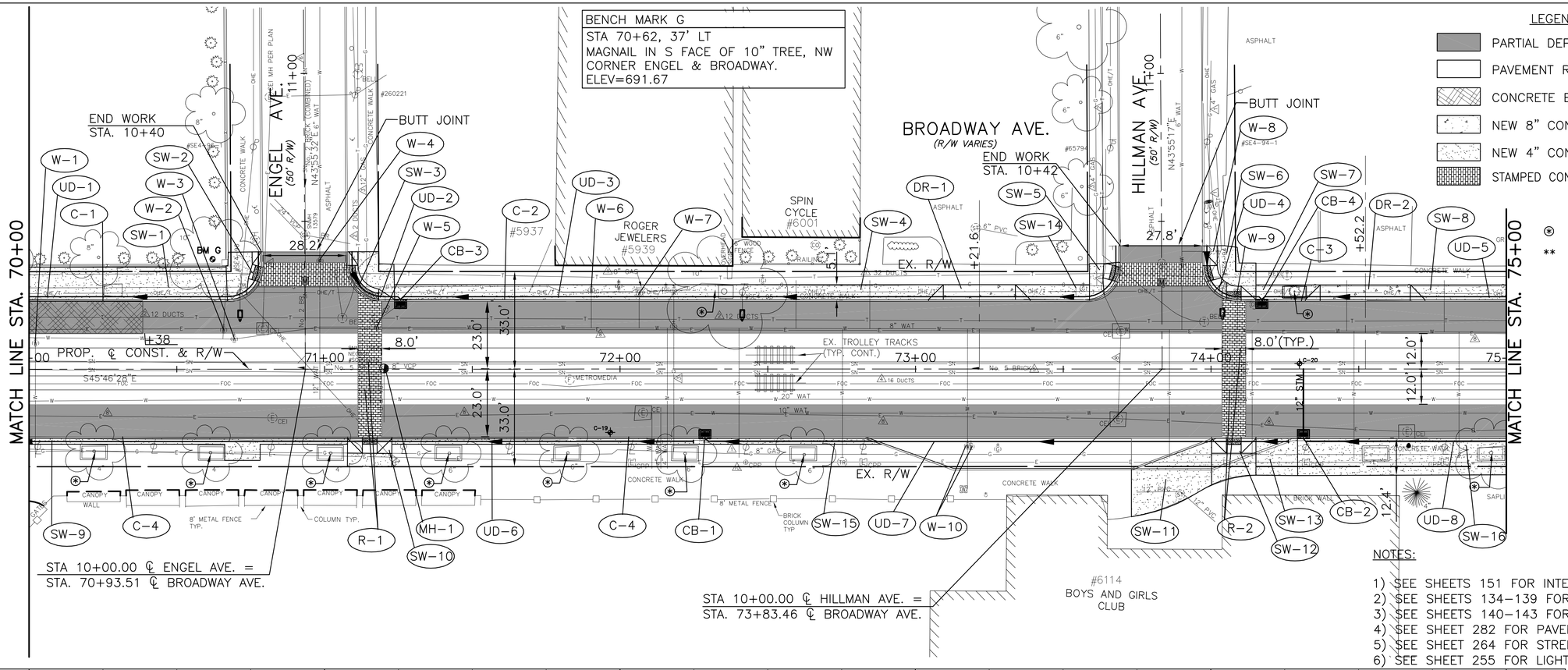


HORIZONTAL SCALE 1" = 20 FEET

CALCULATED: PSB
CHECKED: TMA

BROADWAY – PLAN AND PROFILE
STA. 64+50 TO STA. 70+00

BROADWAY AVE.
CUY-14-2.72



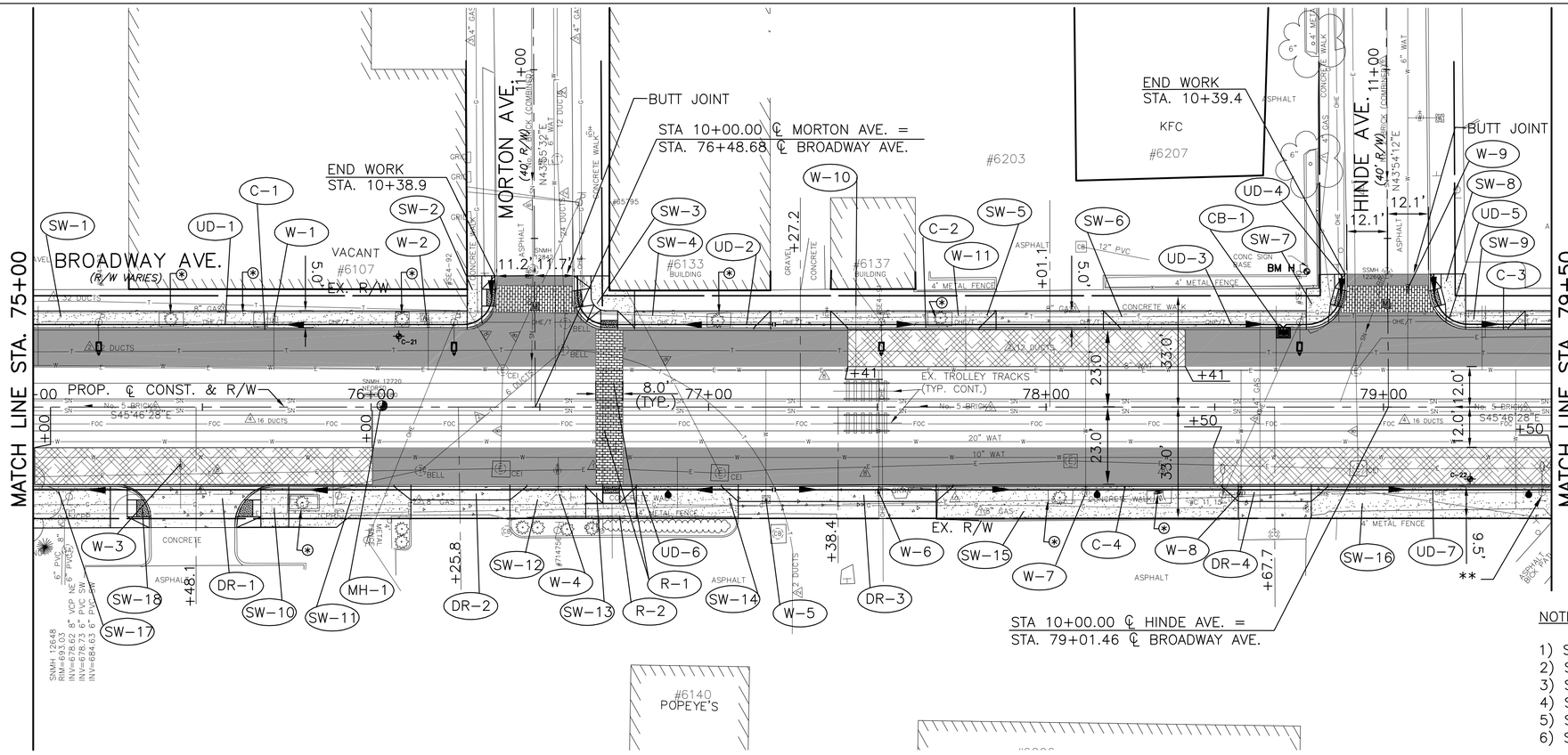
CALCULATED: PSB
CHECKED: TMA

HORIZONTAL SCALE 1" = 20 FEET

BROADWAY – PLAN AND PROFILE STA. 70+00 TO STA. 75+00

BROADWAY AVE.
CUY–14–2.72

94



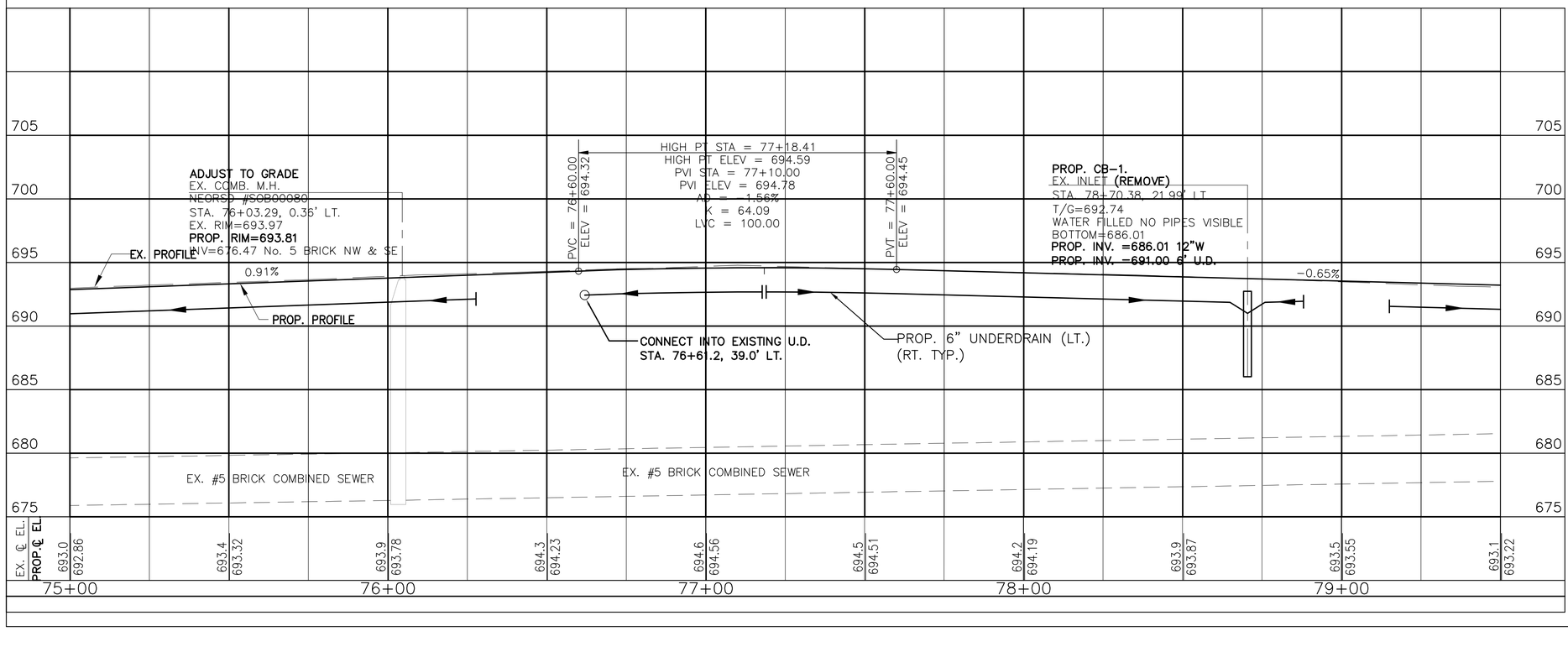
LEGEND

- PARTIAL DEPTH PAVEMENT REPLACEMENT
- PAVEMENT REPAIR & RESURFACE
- CONCRETE BUS PAD
- NEW 8" CONCRETE DRIVE
- NEW 4" CONCRETE SIDEWALK
- NEW 8" CONCRETE SIDEWALK
- STAMPED CONCRETE CROSSWALK
- ⊛ DO NOT DISTURB
- ** TO BE REMOVED/ RELOCATED BY OTHERS

BENCH MARK H:
STA 78+77, 40' LT MAGNAIL IN CONCRETE BASE OF SPEEDY GAS MART SIGN, NW CORNER OF HINDE & BROADWAY. ELEV=695.24

NOTES:

1) SEE SHEETS 151–152 FOR INTERSECTION DETAIL.
2) SEE SHEETS 134–139 FOR CATCH BASIN DETAIL.
3) SEE SHEETS 140–143 FOR PAVEMENT ELEVATION TABLE
4) SEE SHEET 282 FOR PAVEMENT REPAIR DETIALS
5) SEE SHEET 265 FOR STREETSCAPE
6) SEE SHEET 256 FOR LIGHTING



HORIZONTAL SCALE
1" = 20 FEET

CALCULATED: PSB
CHECKED: TMA

BROADWAY – PLAN AND PROFILE
STA. 75+00 TO STA. 79+50

BROADWAY AVE.
CUY–14–2.72

95

BENCH MARK H:
STA 78+77, 40' LT
MAGNAIL IN CONCRETE BASE OF SPEEDY GAS MART SIGN, NW CORNER OF HINDE & BROADWAY. ELEV=695.24

LEGEND
- PARTIAL DEPTH PAVEMENT REPLACEMENT
- PAVEMENT REPAIR & REFURFACE
- NEW 8" CONCRETE DRIVE
- NEW 4" CONCRETE SIDEWALK
- 1.5" PAVEMENT RESURFACING
- STAMPED CONCRETE CROSSWALK
- ⊛ DO NOT DISTURB
- ** TO BE REMOVED/ RELOCATED BY OTHERS

NOTES:
1) SEE SHEETS 134–139 FOR CATCH BASIN DETAIL.
2) SEE SHEETS 140–143 FOR PAVEMENT ELEVATION TABLE
3) SEE SHEET 282 FOR PAVEMENT REPAIR DETIALS
4) SEE SHEET 266 FOR STREETSCAPE
5) SEE SHEET 257 FOR LIGHTING

HORIZONTAL SCALE 1" = 20 FEET

CALCULATED: PSB
CHECKED: TMA

BROADWAY – PLAN AND PROFILE STA. 79+50 TO STA. 84+50

BROADWAY AVE. CUY–14–2.72

96

STA 10+00.00 ℄ E. 65TH ST. =
STA. 85+39.13 ℄ BROADWAY AVE.

MATCH LINE STA. 84+50

MATCH LINE STA. 90+00

MONRO MUFFLER
& BRAKE SERVICE
#6535

EXISTING
PARKING

BEGIN TAPER
STA. 85+57.9

END TAPER
STA. 88+09.5

BROADWAY AVE.
(R/W VARIES)

EX. R/W

PROP. ℄ CONST. & R/W

EX. TROLLEY TRACKS
(TYP. CONT.)

S63°14'21"E

E. 65th ST.
(60' R/W)
N00°40'41"W

BEGIN WORK
STA. 9+43.8

BUTT JOINT

WHITE CASTLE
6430

#6500
AUTO STORE

#6542
KEY
BEVERAGE
& LIQUOR

BENCH MARK I:
STA 85+39, 60' RT
MAGNAIL SET IN TOP OF CONCRETE POLE
BASE, SW CORNER OF E. 65th AND
BROADWAY. ELEV=696.26

NOTES:

1) SEE SHEETS 152 FOR INTERSECTION DETAIL.
2) SEE SHEETS 134–139 FOR CATCH BASIN DETAIL.
3) SEE SHEETS 140–143 FOR PAVEMENT ELEVATION TABLE
4) SEE SHEET 282 FOR PAVEMENT REPAIR DETIALS
5) SEE SHEET 267 FOR STREETSCAPE
6) SEE SHEET 258 FOR LIGHTING

LEGEND

- PARTIAL DEPTH PAVEMENT REPLACEMENT
- PAVEMENT REPAIR & RESURFACE
- CONCRETE BUS PAD
- NEW 8" CONCRETE DRIVE
- NEW 4" CONCRETE SIDEWALK
- STAMPED CONCRETE CROSSWALK

⊛ DO NOT DISTURB

** TO BE REMOVED/
RELOCATED BY OTHERS

PROP. CB–1
EX. INLET (REMOVE)
STA. 85+43.16, 38.46' RT.
PROP. T/G =693.28
T/G=693.28
WATER/ ICE FILLED
TOP OF ICE=689.73
PROP. INV. =689.73 12' NE
PROP. INV. =691.00 6" U.D.

PROP. CB–1
EX. INLET (REMOVE)
STA. 85+76.23, 41.49' RT.
PROP. T/G =693.38
T/G=693.56
WATER FILLED & NO VISIBLE
PIPES, RESISTANCE=687.29
PROP. INV. =687.29 12" NE
PROP. INV. =691.30 6" U.D.

PROP. CB–1
EX. INLET (REMOVE)
STA. 85+98.15, 23.62' LT.
PROP. T/G =693.51
T/G=693.77
WATER FILLED RESISTANCE=687.38
PROP. INV. =687.38 12" NE
PROP. INV. =691.60 6" U.D.

PROP. CB–1
EX. INLET (REMOVE)
STA. 86+96.5, 23.0' RT.
PROP. T/G =693.57
T/G=693.77
WATER FILLED RESISTANCE=686.92
PROP. INV. =686.92 12" NE
PROP. INV. =691.66 6" U.D.

PROP. PROFILE

0.27%

PROP. 6" UNDERDRAIN (LT.)
(RT. TYP.)

EX. #6 BRICK COMBINED SEWER

EX. #6 BRICK COMBINED SEWER

EX. #6 BRICK COMBINED SEWER

ADJUST TO GRADE
EX. COMB. M.H.
NEORSD #SOB00095
STA. 89+34.54, 4.18' LT.
EX. RIM=695.38
PROP. RIM= 695.15
INV=679.64 No. 6 BRICK NW & SE
INV=690.48 6" VCP NW
INV=689.05 12" VCP NE

PROP. CB–1.
STA. 89+20.0, 23.0' RT.
T/G=694.44
INV= 691.00 12" E
INV= 692.50 6" U.D.

PROP. CB–1.
EX. INLET (REMOVE)
STA. 89+25.48, 31.99' LT.
PROP. T/G =695.13
T/G=694.58
INV=692.63 TRAP SW
WATER FILLED RESISTANCE=688.78
PROP. INV. =688.78 12" SW
PROP. INV. =693.00 6" U.D.

	85+00	86+00	87+00	88+00	89+00	90+00
EX. ℄ EL.	694.0	694.1	694.3	694.6	694.9	695.1	695.2	695.4	695.5
PROP. ℄ EL.	693.90	694.03	694.17	694.31	694.44	694.58	694.72	694.86	694.99	695.13	695.27	695.40

CALCULATED: PSB
CHECKED: TMA

HORIZONTAL SCALE
1" = 20 FEET

BROADWAY – PLAN AND PROFILE
STA. 84+50 TO STA. 90+00

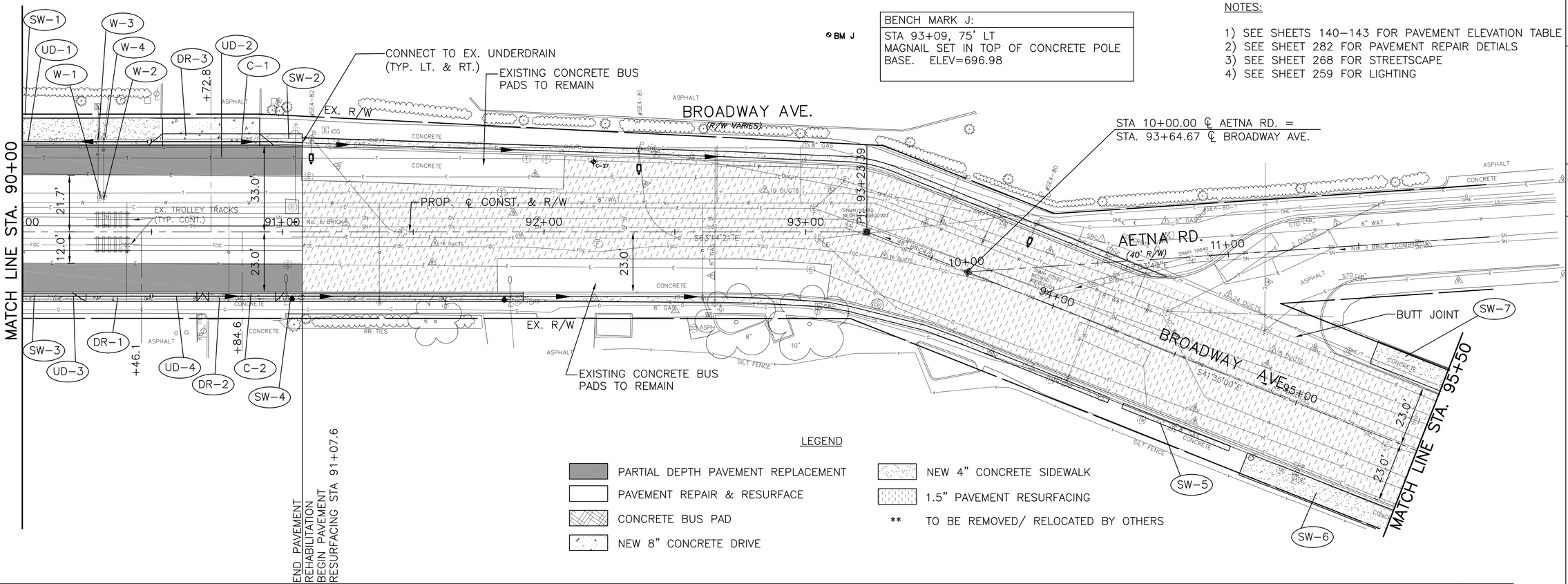
BROADWAY AVE.
CUY–14–2.72

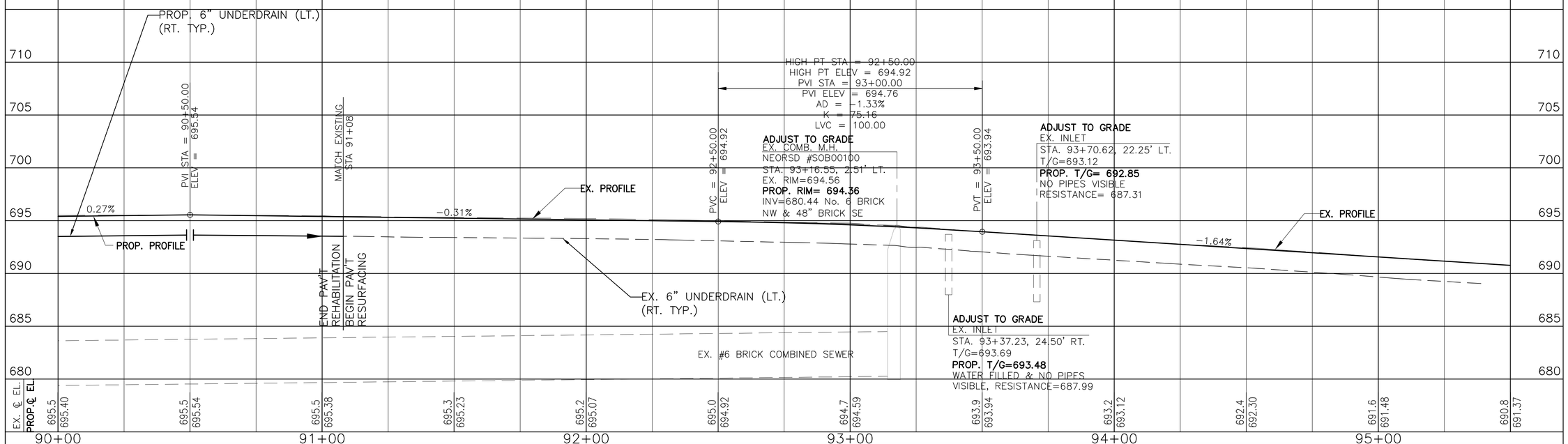
97

BENCH MARK J:
STA 93+09, 75' LT MAGNAIL SET IN TOP OF CONCRETE POLE BASE. ELEV=696.98

NOTES:

1) SEE SHEETS 140–143 FOR PAVEMENT ELEVATION TABLE
2) SEE SHEET 282 FOR PAVEMENT REPAIR DETIALS
3) SEE SHEET 268 FOR STREETSCAPE
4) SEE SHEET 259 FOR LIGHTING





HORIZONTAL SCALE 1" = 20 FEET

CALCULATED: PSB
CHECKED: TMA

BROADWAY – PLAN AND PROFILE
STA. 90+00 TO STA. 95+50

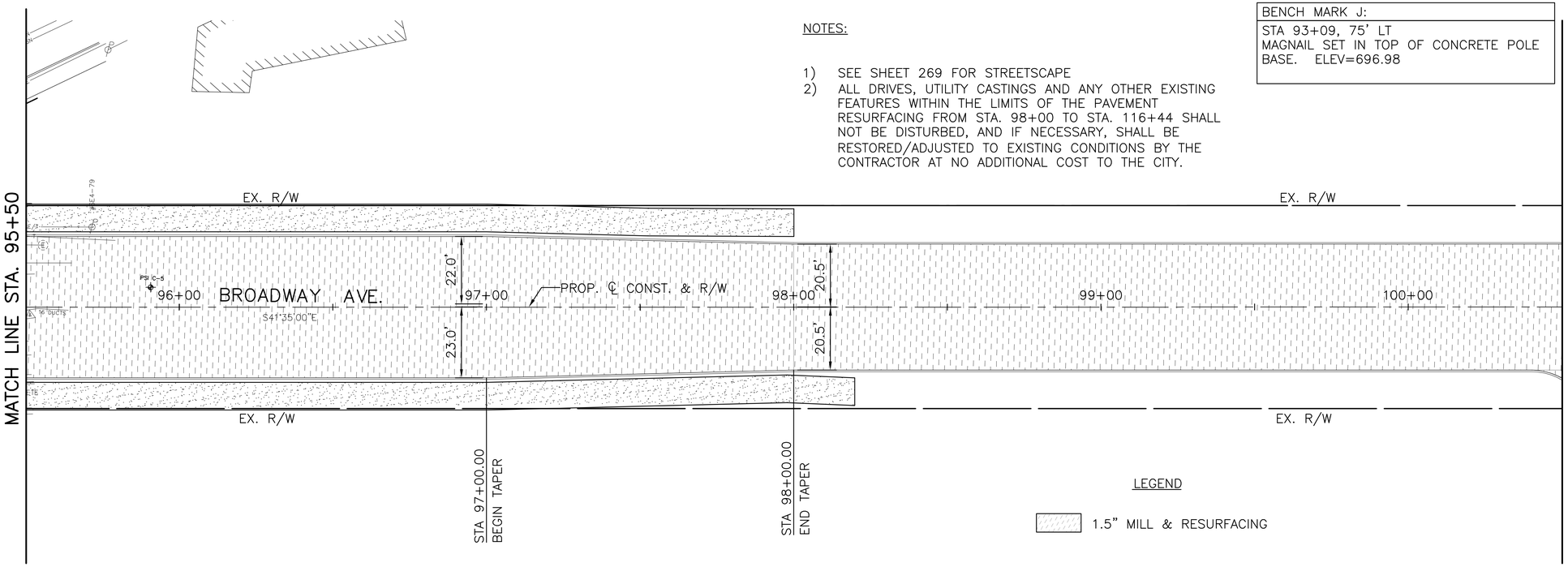
BROADWAY AVE.
CUY-14-2.72

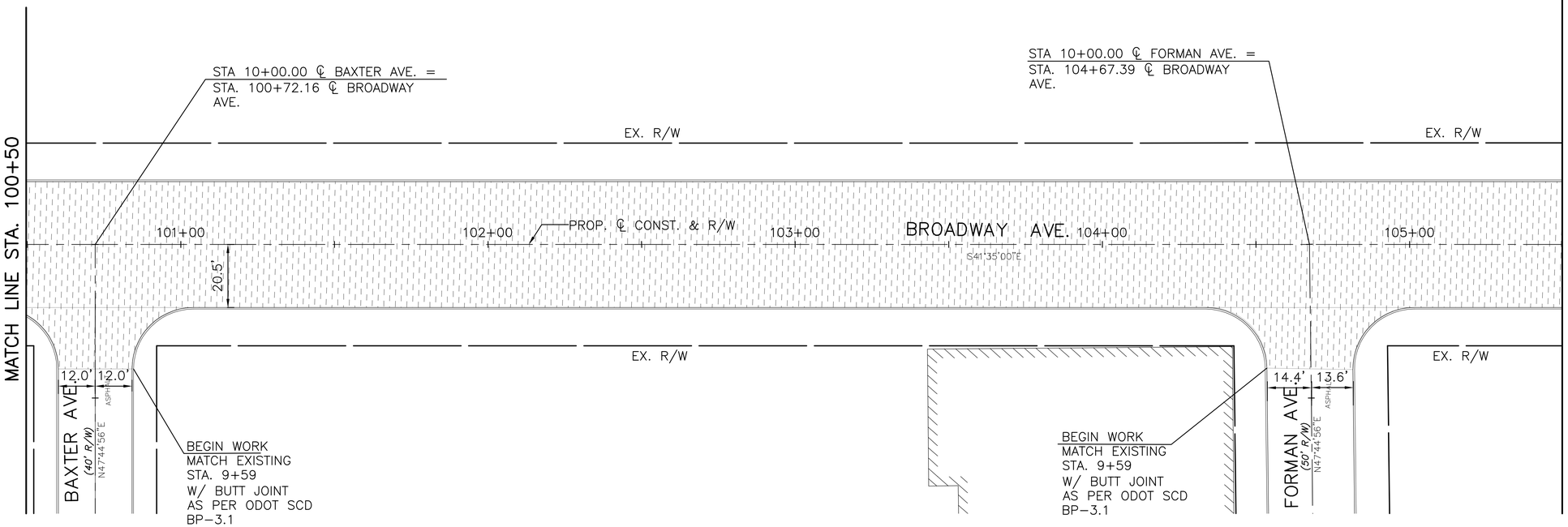
98

NOTES:

1) SEE SHEET 269 FOR STREETSCAPE
2) ALL DRIVES, UTILITY CASTINGS AND ANY OTHER EXISTING FEATURES WITHIN THE LIMITS OF THE PAVEMENT RESURFACING FROM STA. 98+00 TO STA. 116+44 SHALL NOT BE DISTURBED, AND IF NECESSARY, SHALL BE RESTORED/ADJUSTED TO EXISTING CONDITIONS BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE CITY.

BENCH MARK J:
STA 93+09, 75' LT MAGNAIL SET IN TOP OF CONCRETE POLE BASE. ELEV=696.98





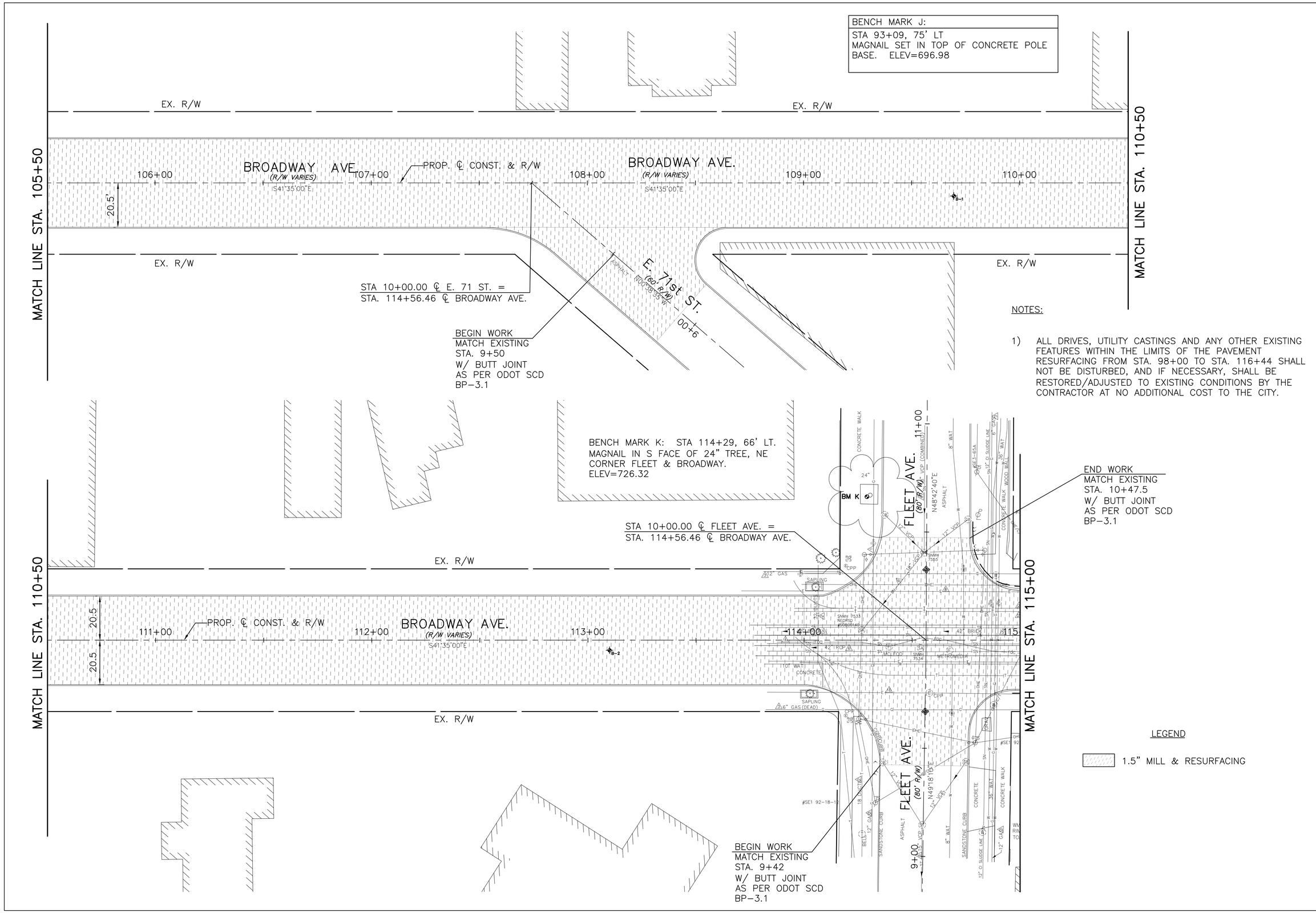
HORIZONTAL SCALE 1" = 20 FEET

CALCULATED: PSB
CHECKED: TMA

BROADWAY – PLAN AND PLAN
STA. 95+50 TO STA. 105+50

BROADWAY AVE.
CUY-14-2.72

99



NOTES:

1) ALL DRIVES, UTILITY CASTINGS AND ANY OTHER EXISTING FEATURES WITHIN THE LIMITS OF THE PAVEMENT RESURFACING FROM STA. 98+00 TO STA. 116+44 SHALL NOT BE DISTURBED, AND IF NECESSARY, SHALL BE RESTORED/ADJUSTED TO EXISTING CONDITIONS BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE CITY.

HORIZONTAL SCALE 1" = 20 FEET

CALCULATED: ---
CHECKED: ---

BROADWAY – PLAN AND PLAN
STA. 105+50 TO STA. 115+00

BROADWAY AVE.
CUY-14-2.72

100

NOTES:

1) SEE SHEETS 153 FOR INTERSECTION DETAIL.
2) SEE SHEETS 134–139 FOR CATCH BASIN DETAIL.
3) SEE SHEETS 140–143 FOR PAVEMENT ELEVATION TABLE
4) SEE SHEET 282 FOR PAVEMENT REPAIR DETIALS

END WORK & MATCH EXISTING
STA. 10+34.9
W/ BUTT JOINT AS PER ODOT
SCD BP-3.1

BUTT JOINT

OSAGE AVE. (40' R/W) N48°42'30"E

BROADWAY AVE. (R/W VARIES)

MATCH LINE STA. 115+00

MATCH LINE STA. 120+00

PROP. ℄ CONST. & R/W

EX. TROLLEY TRACKS (TYP. CONT.)

PI 118+55.55

FULLERTON AVE. (40' R/W) N49°18'00"E

STA 10+00.00 ℄ OSAGE AVE.=
STA. 116+21.30 ℄ BROADWAY AVE.
BUTT JOINT

STA. 116+44.8
END PAVEMENT RESURFACING
RESUME PAVEMENT REHABILITATION

BEGIN WORK
STA. 9+60

STA 10+00.00 ℄ FULLERTON AVE.=
STA. 118+65.65 ℄ BROADWAY AVE.

BUTT JOINT

#7326 RES.
#7348 MONTEREY GRILL
#7400 RES.
#7408 RES.
#7440 ADVANCE AUTO PARTS
#XXXX
#7310

LEGEND

- PARTIAL DEPTH PAVEMENT REPLACEMENT
- PAVEMENT REPAIR & RESURFACE
- CONCRETE BUS PAD
- NEW 8" CONCRETE DRIVE
- NEW 4" CONCRETE SIDEWALK
- 1.5" PAVEMENT RESURFACING
- ** TO BE REMOVED/ RELOCATED BY OTHERS

ADJUST TO GRADE
EX. COMB. M.H.
NEORSD #SOB00150
STA. 116+09.08, 3.98' LT.
PROP. RIM=727.65
EX. RIM=727.71
INV=712.16 42" BRICK NW & SE
INV=712.85 No. 3 BRICK NE
INV=713.43 21"/24" VCW W

ADJUST TO GRADE
EX. COMB. M.H.
STA. 116+03.50, 3.15' RT.
PROP. RIM=727.61
EX. RIM=727.64
INV=709.22 42" RCP NW & SE
INV=713.50 21"/24" VCP E

ADJUST TO GRADE
EX. COMB. M.H.
NEORSD #SOB00145
STA. 115+35.08, 3.95' LT.
PROP. RIM=726.16
EX. RIM=726.46
INV=711.06 42" BRICK NW & SE

EX. PROFILE
2.15%

PVI STA = 116+00
ELEV = 727.63

PVI STA = 116+00.02
ELEV = 727.63

EX. INLET
STA. 116+08.12, 37.96' LT.
T/G=727.65
INV=724.90 6" TRAP SW

1.10%

PVI STA = 116+44.80
ELEV = 728.13

EX. INLET
STA. 116+35.38, 42.75' LT.
T/G=726.83
WATER FILLED &
NO PIPES VISIBLE
BOTTOM= 722.09

PROP. CB-1
STA. 116+70.0, 23.0' RT.
T/G=727.69
INV=722.00, 12" NE
INV=725.50, 6" UD

PROP. CB-1
EX. INLET **(REMOVE)**
STA. 116+83.18, 22.02' LT.
T/G=727.82
PROP T/G=727.86
WATER FILLED
NO PIPES VISIBLE
RESISTANCE= 723.82
PROP. INV=723.82, 12" SW
PROP. INV=725.50, 6" UD

CONNECT TO EX. UNDER DRAINS LT. & RT.

1.15%

PROP. PROFILE

PROP. 6" UNDER DRAIN (LT) (RT-TYP)

ADJUST TO GRADE
EX. COMB. M.H.
STA. 118+57.39, 3.53' RT.
EX. RIM=730.63
PROP. RIM=730.52
INV=712.67 42" RCP NW
INV=713.08 36" RCP SE
INV=715.63 No. 3 BRICK SW

PVI STA = 118+50.00
ELEV = 730.48

ADJUST TO GRADE
EX. COMB. M.H.
NEORSD #SOB00155
STA. 118+63.78, 4.73' LT.
PROP. RIM=730.59
EX. RIM=730.81
INV=715.45 42" BRICK NW & SE
INV=725.72 8" VCP NW

EX. INLET **(REMOVE)**
STA. 118+89.35, 22.82' RT.
T/G=730.46
INV=726.06± 12" VCP NE
(ICE IN PIPE)

PVI STA = 119+50.00
ELEV = 731.91

1.43%

1.23%

PROP. CB-1
EX. INLET **(REMOVE)**
STA. 119+01.43, 22.26' LT.
T/G=730.71
PROP. T/G=730.57
INV=727.17± 12" VCP NW
PROP. INV=728.00, 6" UD
PROP. INV=727.12, 12" NW

EX. 42" BRICK COMBINED SEWER

EX. 42" RCP COMBINED SEWER

PROP. CB-1
STA. 118+95.0, 23.0' RT.
T/G=730.49
INV=727.00, 12" N
INV=728.00, 6" UD

	115+00	116+00	117+00	118+00	119+00	120+00
EX.℄ ELEV	725.7	726.7	727.6	728.2	728.8	729.4	730.0	730.6	731.3	732.0	732.6
PROP.℄ ELEV	725.49	726.56	727.63	728.19	728.76	729.33	729.91	730.48	731.20	731.91	732.53

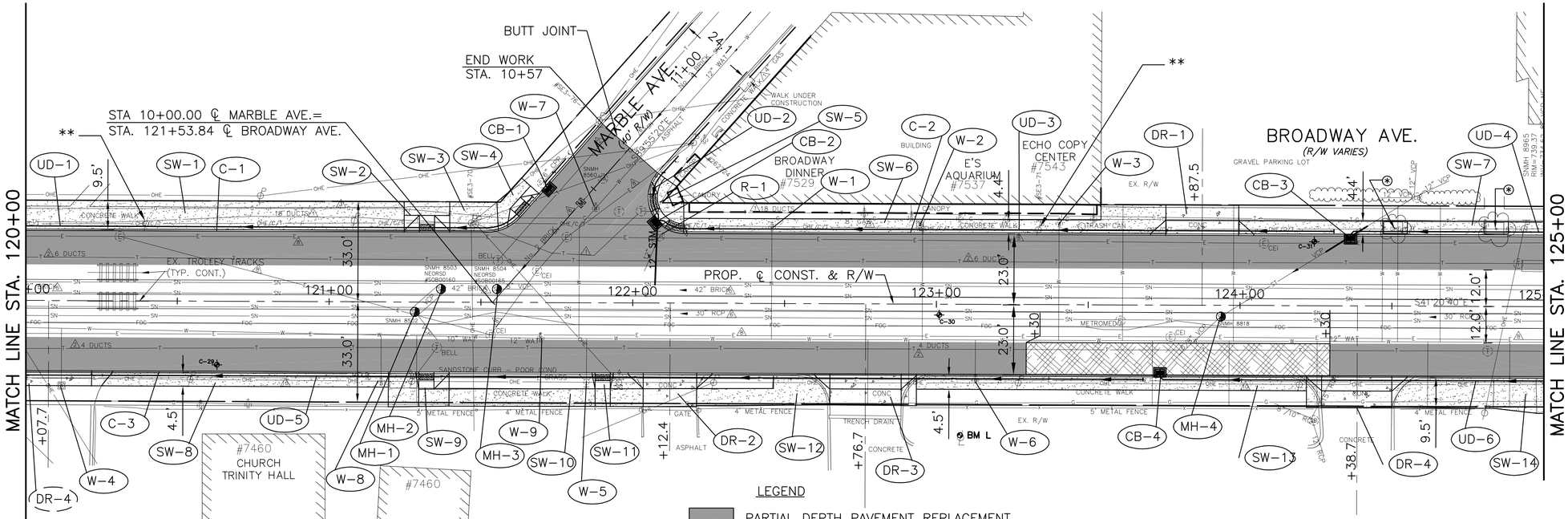
HORIZONTAL SCALE 1" = 20 FEET

CALCULATED: PSB
CHECKED: TMA

BROADWAY – PLAN AND PROFILE
STA. 115+00 TO STA. 120+00

BROADWAY AVE.
CUY-14-2.72

101



LEGEND

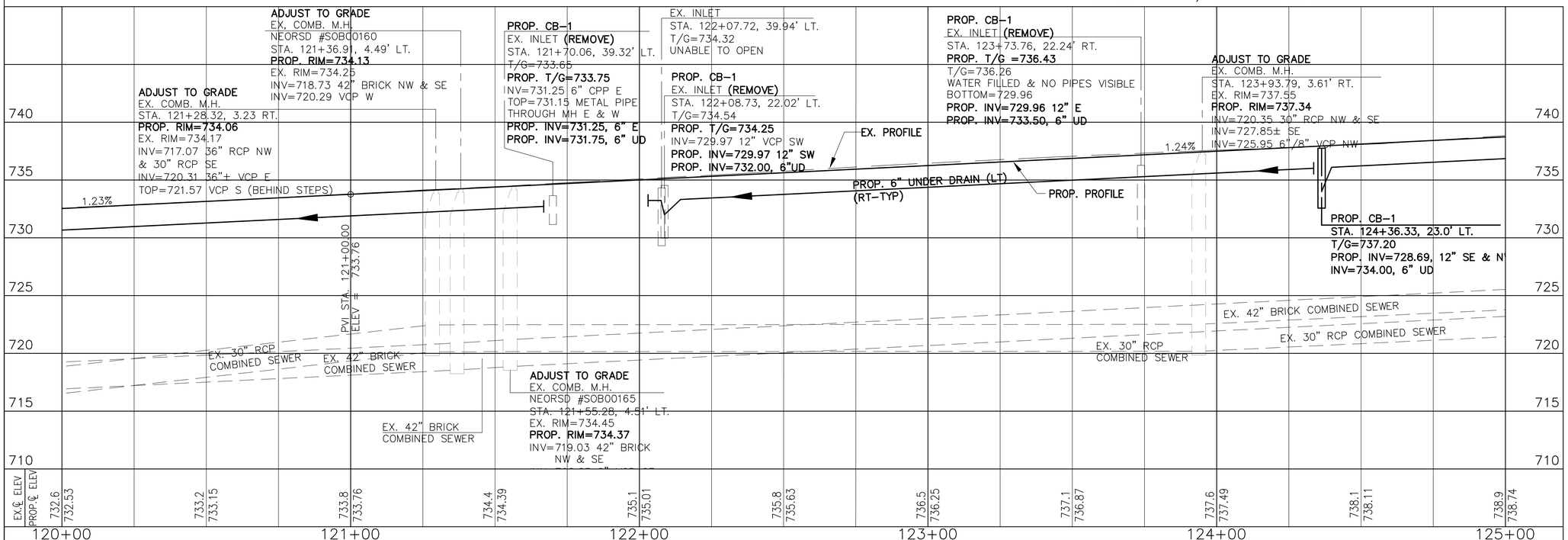
- PARTIAL DEPTH PAVEMENT REPLACEMENT
- PAVEMENT REPAIR & RESURFACE
- CONCRETE BUS PAD
- NEW 8" CONCRETE DRIVE
- NEW 4" CONCRETE SIDEWALK

BENCH MARK L: STA 123+08, 43' RT
CHISELED SQUARE IN TOP OF CONCRETE LIGHT POLE BASE AT ENTRANCE TO AUTOZONE. ELEV=739.65

NOTES:

1) SEE SHEETS 153 FOR INTERSECTION DETAIL.
2) SEE SHEETS 134–139 FOR CATCH BASIN DETAIL.
3) SEE SHEETS 140–143 FOR PAVEMENT ELEVATION TABLE
4) SEE SHEET 282 FOR PAVEMENT REPAIR DETIALS

⊛ DO NOT DISTURB
** TO BE REMOVED/ RELOCATED BY OTHERS



CALCULATED: PSB
CHECKED: TMA

HORIZONTAL SCALE
1" = 20 FEET

BROADWAY – PLAN AND PROFILE
STA. 120+00 TO STA. 125+00

BROADWAY AVE.
CUY–14–2.72

102

LEGEND

- PARTIAL DEPTH PAVEMENT REPLACEMENT
- PAVEMENT REPAIR & RESURFACE
- CONCRETE BUS PAD
- NEW 8" CONCRETE DRIVE
- NEW 4" CONCRETE SIDEWALK
- ⊛ DO NOT DISTURB
- ** TO BE REMOVED/ RELOCATED BY OTHERS

NOTES:

1) SEE SHEETS 153 FOR INTERSECTION DETAIL.
2) SEE SHEETS 134–139 FOR CATCH BASIN DETAIL.
3) SEE SHEETS 140–143 FOR PAVEMENT ELEVATION TABLE
4) SEE SHEET 282 FOR PAVEMENT REPAIR DETIALS

MATCH LINE STA. 125+00

MATCH LINE STA. 130+00

STA 10+00.00 ℄ ROUND ST.=
STA. 126+64.21 ℄ BROADWAY AVE.

ROUND ST. (18' R/W) N48°39'20"E

BUTT JOINT

END WORK
STA. 10+33

CLEVELAND FIRE DEPT.
FIRE STATION .#11
#7629

#7630

#7636
JACLINE'S FURNITUE
& APPLIANCES

#76XX

#7710
BRIGHTSIDE
ACADEMY

#7734
GREENES
HARDWARE

#7745

PROP. ℄ CONST. & R/W

EX. TROLLEY TRACKS
(TYP. CONT.)

BEGIN WORK
STA. 9+51

CANTON AVE (40' R/W) N49°24'15"E

STA 10+00.00 ℄ CANTON AVE.=
STA. 128+31.75 ℄ BROADWAY AVE.

BUTT JOINT

BENCH MARK M: STA 131+53, 44' RT
TOP BOLT AT NE BUILDING CORNER OF
#7772 BROADWAY. ELEV=751.61

PROP. CB-1
EX. INLET (REMOVE)
STA. 126+79.74, 21.81' LT.
T/G=740.63
PROP. T/G=740.23
INV=735.45 12" VCP SW
TOP OF DEBRIS=735.88
PROP. INV=735.45, 12" SW
PROP. INV=738.00, 6" UD

EX. INLET
STA. 126+70.10, 47.91' LT.
T/G=740.46
INV=737.20 12" VCP SW
TOP=737.87 12" BROKEN PIPE
THROUGH MH NE & SW

ADJUST TO GRADE
EX. COMB. M.H.
STA. 126+54.88, 3.14' RT.
EX. RIM=740.85
PROP. RIM= 740.61
INV=723.44 30" RCP NW &
27" RCP SE

PVI STA = 126+75.00
ELEV = 740.91

ADJUST TO GRADE
EX. COMB. M.H.
NEORSD #SOB00170
STA. 126+83.47, 3.61' LT.
EX. RIM=741.21
PROP. RIM= 740.96
INV=725.68 42" BRICK NW & SE

PVC = 127+75.00
ELEV = 742.34

LOW PT STA = 127+75.00
LOW PT ELEV = 742.34
PVI STA = 129+00.00
PVI ELEV = 744.14
AD = 1.03%
K = 243.24
LVC = 250.00

ADJUST TO GRADE
EX. COMB. M.H.
STA. 128+98.02, 2.98' RT.
EX. RIM=744.50
PROP. RIM= 744.37
INV=728.38 27" RCP NW & SE

EX. PROFILE
1.24%

PROP. 6" UNDER DRAIN (LT)
(RT-TYP)

PROP. PROFILE

PROP. CB-1
STA. 126+55.0, 23.0 RT.
T/G=739.92
INV=736.00, 12" NE
INV=738.00, 6" UD

EX. INLET
STA. 126+58.39, 40.10' LT.
T/G=740.30
INV=735.87 12" VCP SE

EX. INLET **(REMOVE)**
STA. 128+66.73, 21.97' RT.
T/G=743.28
INV=739.18± 12" VCP NE
ICE IN PIPE

EX. 42" BRICK COMBINED SEWER
EX. 27" RCP COMBINED SEWER
EX. 30" RCP COMBINED SEWER

PROP. CB-1
STA. 128+69.0, 23.0' RT.
T/G=743.07
INV=738.50, 12" N
INV=741.00, 6" UD

	125+00	126+00	127+00	128+00	129+00	130+00
EX.℄ ELEV	738.9	739.5	740.1	740.8	741.3	742.1	742.8	743.6	744.6	745.6	746.7
PROP.℄ ELEV	738.74	739.36	739.98	740.60	741.27	741.99	742.72	743.53	744.46	745.48	746.61

HORIZONTAL SCALE
1" = 20 FEET

CALCULATED: PSB
CHECKED: TMA

BROADWAY – PLAN AND PROFILE
STA. 125+00 TO STA. 130+00

BROADWAY AVE.
CUY–14–2.72

103

NOTES:

1) SEE SHEETS 154–155 FOR INTERSECTION DETAIL.
2) SEE SHEETS 134–139 FOR CATCH BASIN DETAIL.
3) SEE SHEETS 140–143 FOR PAVEMENT ELEVATION TABLE
4) SEE SHEET 282 FOR PAVEMENT REPAIR DETIALS

LEGEND

- PARTIAL DEPTH PAVEMENT REPLACEMENT
- PAVEMENT REPAIR & RESURFACE
- CONCRETE BUS PAD
- NEW 8" CONCRETE DRIVE
- NEW 4" CONCRETE SIDEWALK
- ** TO BE REMOVED/ RELOCATED BY OTHERS

HORIZONTAL SCALE 1" = 20 FEET

CALCULATED: PSB
CHECKED: TMA

BENCH MARK M: STA 131+53, 44' RT
TOP BOLT AT NE BUILDING CORNER OF #7772 BROADWAY. ELEV=751.61

BROADWAY – PLAN AND PROFILE
STA. 130+00 TO STA. 135+00

BROADWAY AVE.
CUY–14–2.72

104

NOTES:

1) SEE SHEETS 155 FOR INTERSECTION DETAIL.
2) SEE SHEETS 134–139 FOR CATCH BASIN DETAIL.
3) SEE SHEETS 140–143 FOR PAVEMENT ELEVATION TABLE
4) SEE SHEET 282 FOR PAVEMENT REPAIR DETIALS

MATCH LINE STA. 135+00

MATCH LINE STA. 140+00

BROADWAY AVE. (R/W VARIES)

GREAT LAKES CITY MOTOR #8003

BUILDING

PROP. ℄ CONST. & R/W

S41°20'40"E

BEGIN WORK STA. 9+62

BUTT JOINT

WORLEY AVE. (40' R/W) N49°43'05"E

HOMESTEAD AVE. (40' R/W) N49°40'30"E

STA 10+00.00 ℄ WORLEY AVE.= STA. 136+16.04 ℄ BROADWAY AVE.

STA 10+00.00 ℄ HOMESTEAD AVE. = STA. 138+29.88 ℄ BROADWAY AVE.

EX. TROLLEY TRACKS (TYP. CONT.)

#7831–7833

#8022

#XXXX

LEGEND

- PARTIAL DEPTH PAVEMENT REPLACEMENT
- ** PAVEMENT REPAIR & RESURFACE
- CONCRETE BUS PAD
- NEW 8" CONCRETE DRIVE
- NEW 4" CONCRETE SIDEWALK
- TO BE REMOVED/ RELOCATED BY OTHERS

BENCH MARK N: STA 141+03, 47' RT
MAGNAIL IN TOP OF CONCRETE
RETAINING WALL. ELEV=777.96

PROP. CB–1
EX. INLET **(REMOVE)**
STA. 135+49.68, 22.54' RT.
PROP. T/G=759.91
T/G=759.74
INV=755.66 15" VCP NE
PROP. INV=755.66 15" NE
PROP. INV=758.00, 6" UD

ADJUST TO GRADE
EX. COMB. M.H.
STA. 136+19.49, 4.57' LT.
EX. RIM=762.78
PROP. RIM=762.81
INV=749.02 42" BR NW & SE
INV=750.23± 12" VCP NE

EX. PROFILE 3.02%

PVI STA = 136+00.00
ELEV = 762.33

EX. 36" BRICK COMBINED SEWER

EX.#7 BRICK COMBINED SEWER

ADJUST TO GRADE
EX. COMB. M.H.
NEORSD #SOB00185
STA. 135+45.80, 4.82' LT.
PROP. RIM=760.60
EX. RIM=760.62
INV=748.44 36" PIPE NW &
No. 7 BRICK SE

PROP. CB–1
EX. INLET **(REMOVE)**
STA. 136+40.41, 22.33' RT.
PROP. T/G=762.59
T/G=762.60
FILLED TO TOP W/DIRT
PROP. INV=759.10 12" W
PROP. INV=760.50, 6" UD

PROP. CB–1
STA. 136+18.25, 23.0 LT.
T/G=761.91
INV=757.50, 12" N
INV=760.00, 6" UD

2.93%

PROP. 6" UNDER DRAIN (LT) (RT–TYP)

PROP. PROFILE

PROP. CB–1
EX. INLET **(REMOVE)**
STA. 138+37.75, 22.37' LT.
PROP. T/G=768.25
T/G=768.59
INV=764.79 VCP W
PROP. INV=764.79 12" W
PROP. INV 766.00, 6" UD

PVI STA = 138+5
ELEV = 769.66

2.75%

PVC = 139+75.00
ELEV = 773.10

EX. 42" BRICK COMBINED SEWER

PROP. CB–1
EX. INLET **(REMOVE)**
STA. 138+55.89, 21.70' RT.
PROP. T/G=768.82
T/G=768.93
DEBRIS FILLED
NO PIPES VISIBLE
PROP. INV=765.40 12"
PROP. INV=766.00, 6" UD

	135+00	136+00	137+00	138+00	139+00	140+00
EX.℄ ELEV	759.3	760.8	762.3	763.7	765.1	766.5	768.1	769.6	771.0	772.4	773.7
PROP.℄ ELEV	759.32	760.82	762.33	763.80	765.26	766.73	768.19	769.66	771.03	772.41	773.74

785 780 775 770 765 760 755 750

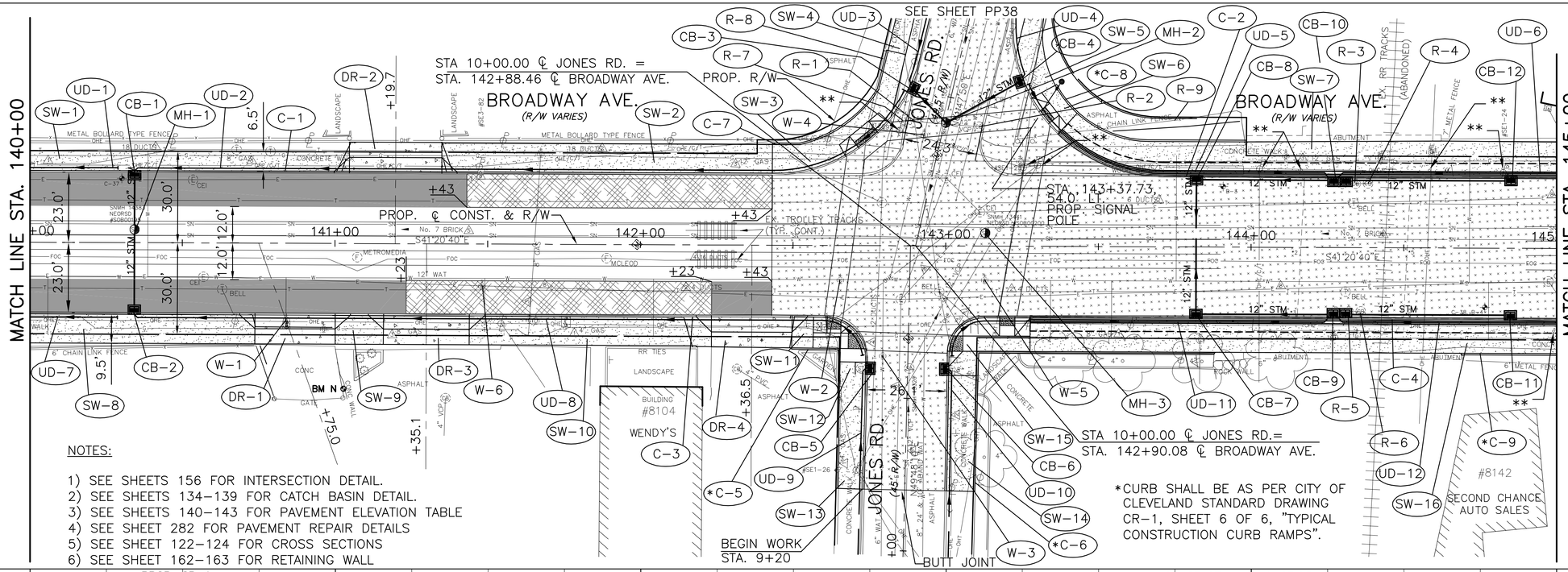
HORIZONTAL SCALE 1" = 20 FEET

CALCULATED: PSB
CHECKED: TMA

BROADWAY – PLAN AND PROFILE STA. 135+00 TO STA. 140+00

BROADWAY AVE.
CUY–14–2.72

105



NOTES:

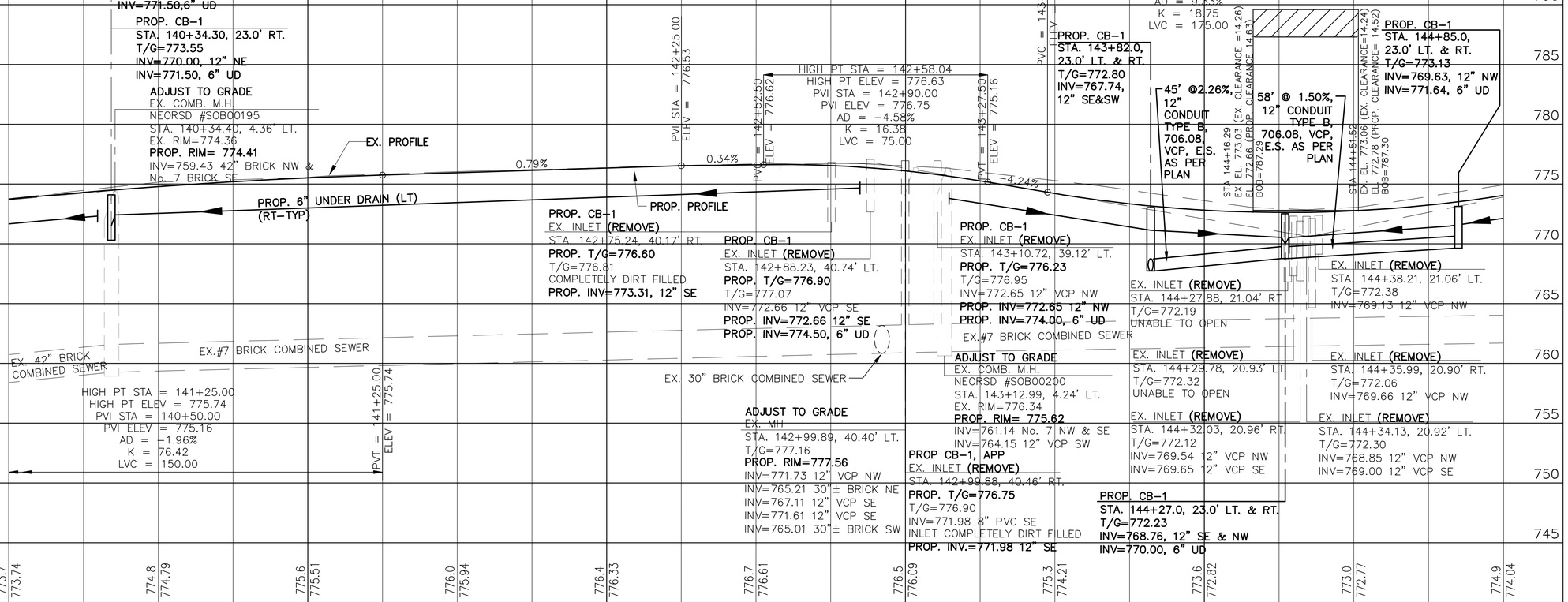
1) SEE SHEETS 156 FOR INTERSECTION DETAIL.
2) SEE SHEETS 134–139 FOR CATCH BASIN DETAIL.
3) SEE SHEETS 140–143 FOR PAVEMENT ELEVATION TABLE
4) SEE SHEET 282 FOR PAVEMENT REPAIR DETAILS
5) SEE SHEET 122–124 FOR CROSS SECTIONS
6) SEE SHEET 162–163 FOR RETAINING WALL

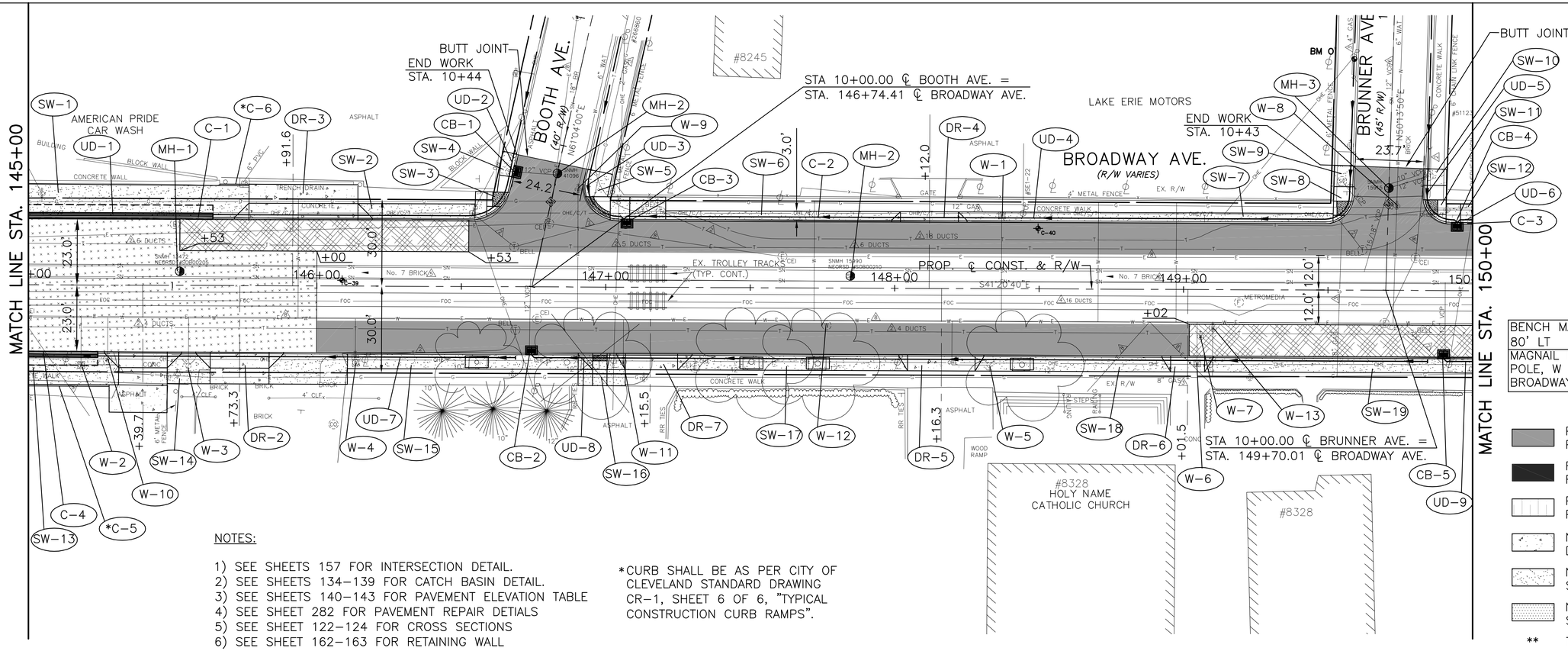
*CURB SHALL BE AS PER CITY OF CLEVELAND STANDARD DRAWING CR–1, SHEET 6 OF 6, "TYPICAL CONSTRUCTION CURB RAMPS".

LEGEND

- PARTIAL DEPTH PAVEMENT REPLACEMENT
- FULL DEPTH PAVEMENT REPLACEMENT
- PAVEMENT REPAIR & RESURFACE
- CONCRETE BUS PAD
- NEW 8" CONCRETE DRIVE
- NEW 4" CONCRETE SIDEWALK
- ** TO BE REMOVED/ RELOCATED BY OTHERS

BENCH MARK N: STA 141+03, 47' RT
MAGNAIL IN TOP OF CONCRETE RETAINING WALL. ELEV=777.96

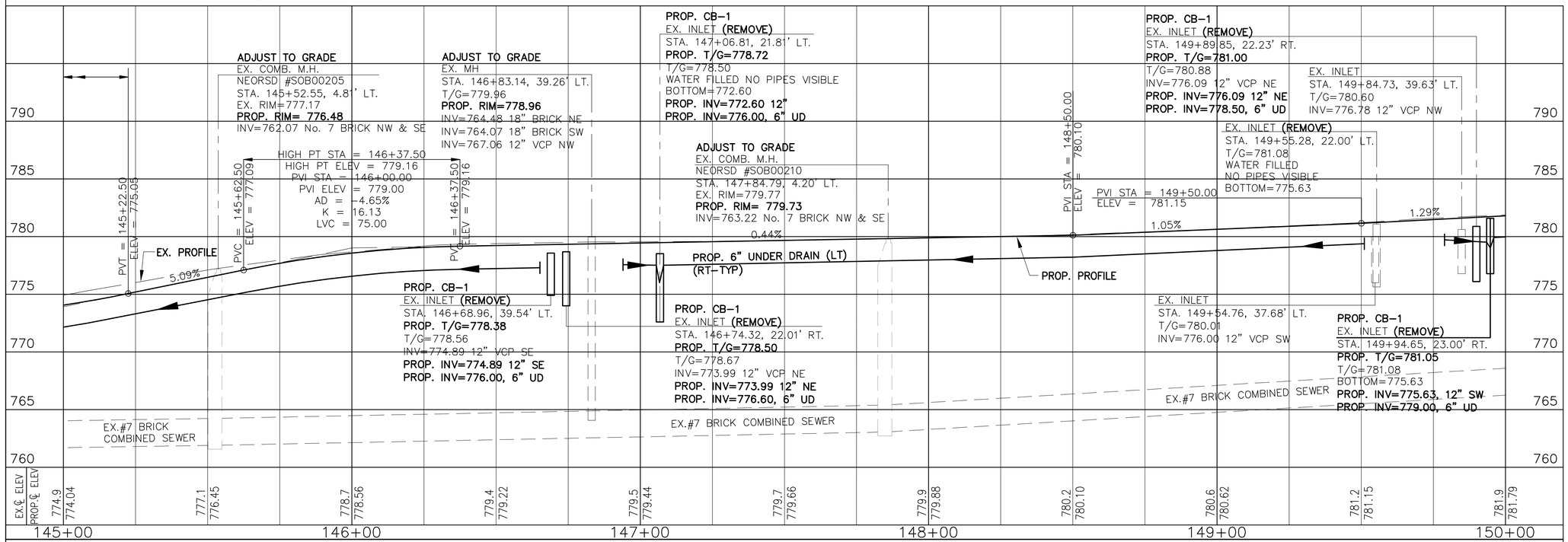




NOTES:

1) SEE SHEETS 157 FOR INTERSECTION DETAIL.
2) SEE SHEETS 134–139 FOR CATCH BASIN DETAIL.
3) SEE SHEETS 140–143 FOR PAVEMENT ELEVATION TABLE
4) SEE SHEET 282 FOR PAVEMENT REPAIR DETIALS
5) SEE SHEET 122–124 FOR CROSS SECTIONS
6) SEE SHEET 162–163 FOR RETAINING WALL

*CURB SHALL BE AS PER CITY OF CLEVELAND STANDARD DRAWING CR–1, SHEET 6 OF 6, "TYPICAL CONSTRUCTION CURB RAMPS".



CALCULATED: PSB
CHECKED: TMA

HORIZONTAL SCALE 1" = 20 FEET

BROADWAY – PLAN AND PROFILE STA. 145+00 TO STA. 150+00

BROADWAY AVE. (S.R. 14)

BENCH MARK O: STA 149+59, 80' LT
MAGNAIL IN S FACE OF POWER POLE,
W SIDE OF BRUNNER AT BROADWAY.
ELEV=782.45

MATCH LINE STA. 150+00

MATCH LINE STA. 155+50

BEGIN PAVEMENT WIDENING +91.9, LT & RT.

STA 10+00.00 ℄ HARVARD AVE. =
STA. 154+27.00 ℄ BROADWAY AVE.

END PVMT. WIDENING STA. 11+00

END WORK STA. 11+10.3

BROADWAY AVE. (R/W VARIES)

HARVARD AVE. 9+00 (60' R/W)

HARVARD AVE. 11+00 (60' R/W)

82ND ST. (20' R/W)

COMMUNITY ASSESSMENT #8415

#8358

#8500

BUILDING

BUS SHELTER

ABUTMENT FILLED

BUTT JOINT

BEGIN WORK STA. 9+41

END WORK STA. 7+93.4

HARVARD AVE. (25' R/W)

PROP. ℄ CONST. & R/W

EX. TROLLEY TRACKS (TYP. CONT.)

PI= 154+22.55

Δ=90°00'00"

D=50°00'

T=50.00

L=78.54

S41°20'40"E

S41°22'55"E

LEGEND

- PARTIAL DEPTH PAVEMENT REPLACEMENT
- FULL DEPTH PAVEMENT REPLACEMENT
- PAVEMENT REPAIR & RESURFACE
- CONCRETE BUS PAD
- NEW 8" CONCRETE DRIVE
- NEW 4" CONCRETE SIDEWALK
- PAVEMENT WIDENING

NOTES:

1) SEE SHEETS 157–158 FOR INTERSECTION DETAIL.
2) SEE SHEETS 134–139 FOR CATCH BASIN DETAIL.
3) SEE SHEETS 140–143 FOR PAVEMENT ELEVATION TABLE
4) SEE SHEET 282 FOR PAVEMENT REPAIR DETIALS
5) SEE SHEET 125–129 FOR CROSS SECTIONS

** TO BE REMOVED/ RELOCATED BY OTHERS

HORIZONTAL SCALE 1" = 20 FEET

CALCULATED: PSB
CHECKED: TMA

BROADWAY – PLAN AND PROFILE
STA. 150+00 TO STA. 155+50

BROADWAY AVE.
CUY–14–2.72

108

ADJUST TO GRADE
EX. COMB. M.H.
NEORSD #SOB00215
STA. 150+83.83, 4.80' LT.
PROP. RIM=782.78
EX. RIM=782.88
INV=767.66 No. 7 BRICK NW & SE

EX. PROFILE

1.29%

PVI STA = 151+99.98
ELEV = 784.37

0.99%

PROP. 6" UNDER DRAIN (LT) (RT–TYP)

PROP. PROFILE

PVC STA = 152+90.00
ELEV = 784.87

HIGH PT STA = 152+72.88
HIGH PT ELEV = 784.98
PVI STA = 153+00.00
PVI ELEV = 785.37
AD = 4.35%
K = 23.00
LVC = 100.00

PVC STA = 153+90.00
ELEV = 783.69

ADJUST TO GRADE
EX. COMB. M.H
STA. 154+38.65, 13.57' RT.
EX. RIM=779.94
PROP. RIM=780.43
INV=767.84 No. 7 BRICK NW & SE

EX. INLET (TO REMAIN)
STA. 154+19.35, 36.16' RT.
T/G=780.57
INV=777.57 TRAP E

ADJUST TO GRADE
EX. JUNCTION CHAMBER
STA. 154+12.94, 15.82' RT.
T/G =780.84
PROP. RIM=781.23
INV=767.74 No. 7 BRICK NW
INV=767.74 60" BRICK E & W

–3.35%

EX. INLET
STA. 154+27.70, 27.18' LT.
T/G=779.85
WATER FILLED
NO PIPES VISIBLE
BOTTOM=773.90

CONNECT TO EX. UNDER DRAINS LT.

ADJUST TO GRADE
EX. JUNCTION CHAMBER
STA. 154+45.03, 5.68' LT.
EX. RIM=780.14
PROP. T/G=780.39
INV=768.00 No. 7 BRICK NW &
24" RCP SE

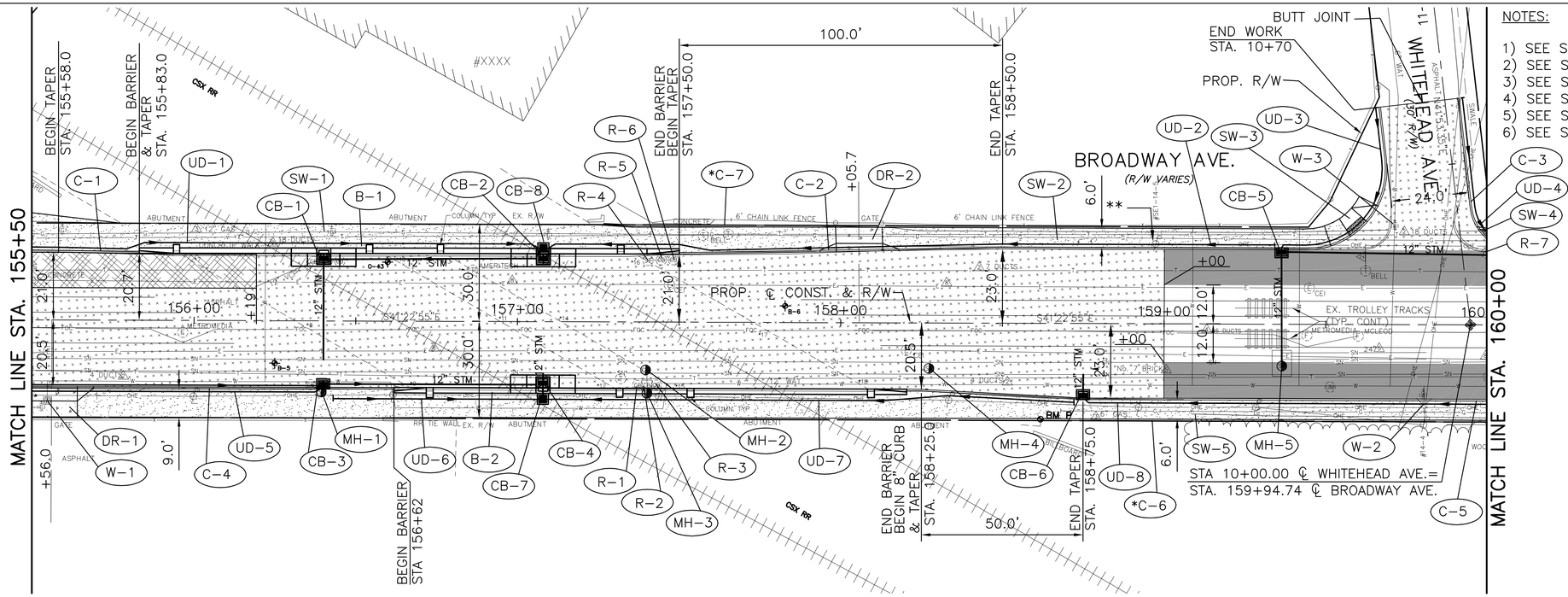
PVI STA = 154+75.00
ELEV = 779.50

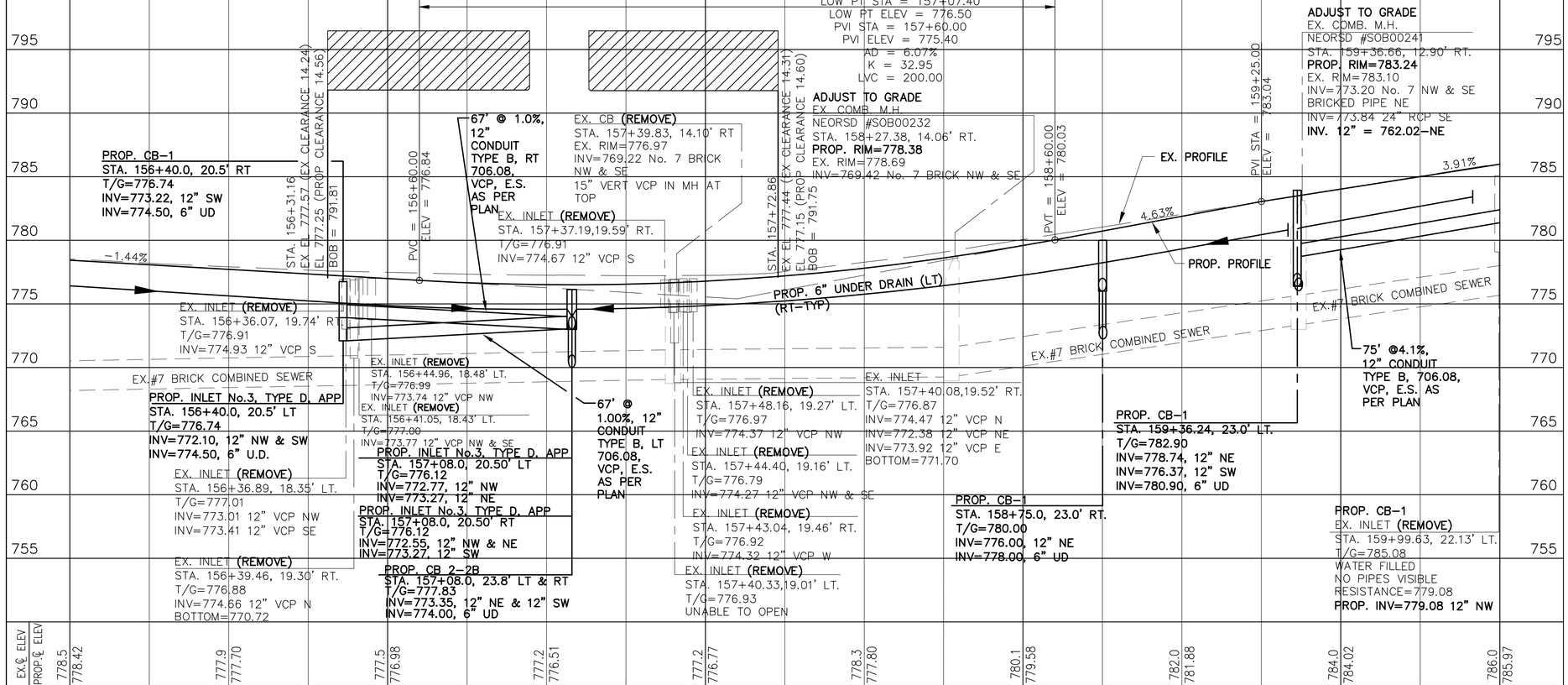
EX.#7 BRICK COMBINED SEWER

EX.#7 BRICK COMBINED SEWER

EX.#7 BRICK COMBINED SEWER

	150+00	151+00	152+00	153+00	154+00	155+00
EX.℄ ELEV	781.9	782.5	783.1	783.8	784.5	784.8	784.9	783.6	781.6	780.1	779.0	778.5
PROP.℄ ELEV	781.79	782.44	783.08	783.73	784.37	784.87	784.82	783.69	782.01	780.34	779.14	778.42





*CURB SHALL BE AS PER CITY OF CLEVELAND STANDARD DRAWING CR–1, SHEET 6 OF 6, "TYPICAL CONSTRUCTION CURB RAMPS".

BENCH MARK P: STA 158+62, 30' RT
CHISELED SQUARE AT NE CORNER OF CONCRETE ABUTMENT, S SIDE OF BROADWAY. ELEV=784.16

HORIZONTAL SCALE 1" = 20 FEET

CALCULATED: PSB
CHECKED: TMA

BROADWAY – PLAN AND PROFILE STA. 155+50 TO STA. 160+00

BROADWAY AVE.
CUY–14–2.72

109

STA 10+00.00 ℄ WALKER AVE.=
STA. 162+26.30 ℄ BROADWAY AVE.

BUTT JOINT
END WORK
STA. 10+48

NEWBURY P.O.

MATCH LINE STA. 160+00

MATCH LINE STA. 165+00

BROADWAY AVE.
(R/W VARIES)

WALKER AVE.
(40' R/W)

HUGHES AVE.
(24' R/W)
N53°13'55"E

EX. TROLLEY TRACKS
(TYP. CONT.)

PROP. ℄ CONST. & R/W

STA 10+00.00 ℄ HUGHES AVE. =
STA. 163+56.92 ℄ BROADWAY AVE.

BEGIN WORK
STA. 9+63
BUTT JOINT

BENCH MARK Q: STA 167+35, 94' RT
MAGNAIL IN N FACE OF POLE #61790. ELEV=802.63

*CURB SHALL BE AS PER CITY OF CLEVELAND STANDARD DRAWING CR-1, SHEET 6 OF 6, "TYPICAL CONSTRUCTION CURB RAMPS".

LEGEND

- PARTIAL DEPTH PAVEMENT REPLACEMENT
- PAVEMENT REPAIR & RESURFACE
- CONCRETE BUS PAD
- NEW 8" CONCRETE DRIVE
- NEW 4" CONCRETE SIDEWALK
- ** TO BE REMOVED/ RELOCATED BY OTHERS

NOTES:

1) SEE SHEETS 159 FOR INTERSECTION DETAIL.
2) SEE SHEETS 134-139 FOR CATCH BASIN DETAIL.
3) SEE SHEETS 140-143 FOR PAVEMENT ELEVATION TABLE
4) SEE SHEET 282 FOR PAVEMENT REPAIR DETIALS
5) SEE SHEET 125-129 FOR CROSS SECTIONS

HORIZONTAL SCALE 1" = 20 FEET

CALCULATED: PSB
CHECKED: TMA

BROADWAY - PLAN AND PROFILE
STA. 160+00 TO STA. 165+00

BROADWAY AVE.
CUY-14-2.72

110

PROP. CB-1
STA. 160+11.4, 23.0' LT.
T/G=785.81
INV=781.81, 12" SW
INV=784.00, 6" UD

PROP. CB-1. APP
EX. INLET (REMOVE)
STA. 160+15.67, 22.14' RT.
PROP. T/G=785.98
T/G=785.89
WATER/DEBRIS FILLED
NO PIPES VISIBLE
BOTTOM=782.89
PROP. INV=782.39
PROP. INV=783.50, 6" UD

ADJUST TO GRADE
EX. COMB. M.H.
STA. 161+04.66,13.17' RT
NEORSD #SOB00245
PROP. RIM=789.91
EX. RIM=789.82
INV=779.72 No. 7 BRICK NW & SE

ADJUST TO GRADE
EX. JUNCTION CHAMBER
STA. 161+31.82, 5.05' LT.
PROP. RIM=791.21
EX. RIM=791.31
INV=780.84 No. 7 BRICK NW & SE

PROP. CB-1
EX. INLET (REMOVE)
STA. 162+20.19, 37.46' LT.
PROP. T/G=795.00
T/G=794.95
INV=789.88 12" VCP SE
PROP. INV=789.88 12" SE
PROP. INV=792.50, 6" UD

ADJUST TO GRADE
EX. COMB. M.H.
NEORSD #SOB00250
STA. 162+30.61, 4.95' LT.
PROP. RIM=795.29
EX. RIM=795.23
INV=782.20 No. 7 BRICK NW & SE
INV=791.93 10" VCP S

PROP. CB-1
STA. 162+67.09, 23.00' LT.
T/G=796.03
INV= 792.50, 12" N
INV=794.00, 6" UD

ADJUST TO GRADE
EX. JUNCTION CHAMBER
STA. 162+39.53, 0.07' LT.
PROP. RIM=795.74
EX. RIM=795.64
INV=782.40 No. 7 BRICK NW & SE

ADJUST TO GRADE
EX. COMB. MH
STA. 163+66.17, 17.25' RT.
PROP. RIM=798.85
EX. RIM=798.72
INV=783.97 NO. 2 BRICK N&SE

PROP. CB-1
EX. INLET (REMOVE)
STA. 163+72.56, 22.26' RT.
PROP. T/G=798.66
T/G=798.41
INV=794.31 12" VCP NE
PROP. INV=794.34 12" NE
PROP. INV=796.50, 6" UD

HIGH PT STA = 164+25.00
HIGH PT ELEV = 799.92
PVI STA = 163+25.00
PVI ELEV = 799.29
AD = -3.49%
K = 57.24
LVC = 200.00

PVC = 162+25.00
ELEV = 795.16

PVI = 164+25.00
ELEV = 799.92

PVI STA = 160+50.00
ELEV = 787.93

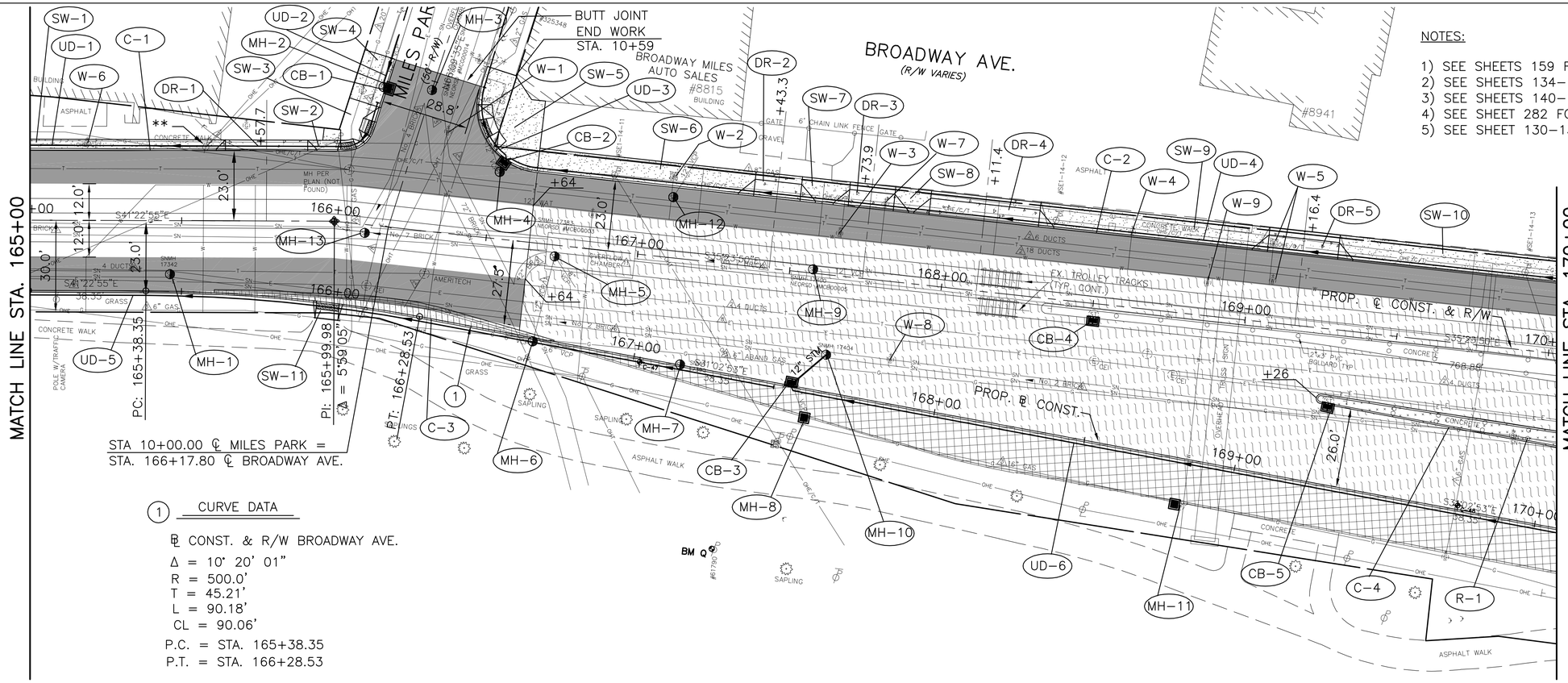
3.91%
4.13%
0.64%

PROP. 6" UNDER DRAIN (LT) (RT-TYP)
PROP. PROFILE
EX. PROFILE
75' @4.1%, 12" CONDUIT TYPE B, 706.08, VCP, E.S. AS PER PLAN
EX.#7 BRICK COMBINED SEWER

EX.℄ ELEV	786.0	788.0	790.0	792.1	794.1	796.0	797.7	798.9	799.6	800.0	800.5
PROP.℄ ELEV	785.97	787.93	789.99	792.06	794.12	796.13	797.76	798.95	799.71	800.08	800.40

160+00 161+00 162+00 163+00 164+00 165+00

810 805 800 795 790 785 780 775 770



NOTES:

1) SEE SHEETS 159 FOR INTERSECTION DETAIL.
2) SEE SHEETS 134–139 FOR CATCH BASIN DETAIL.
3) SEE SHEETS 140–143 FOR PAVEMENT ELEVATION TABLE
4) SEE SHEET 282 FOR PAVEMENT REPAIR DETIALS
5) SEE SHEET 130–133 FOR CROSS SECTIONS

LEGEND

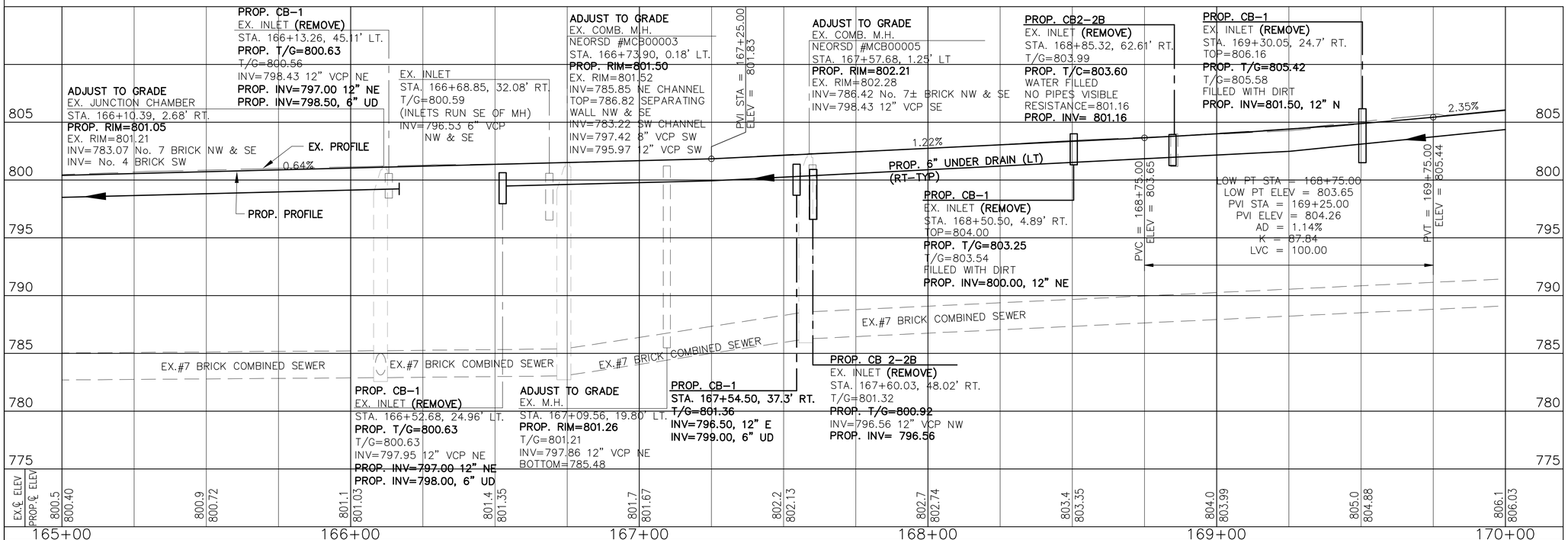
- PARTIAL DEPTH PAVEMENT REPLACEMENT
- PAVEMENT REPAIR & RESURFACE
- CONCRETE BUS PAD
- NEW 8" CONCRETE DRIVE
- NEW 4" CONCRETE SIDEWALK
- PAVEMENT REMOVAL
- 3" PAVEMENT RESURFACING
- PAVEMENT WIDENING

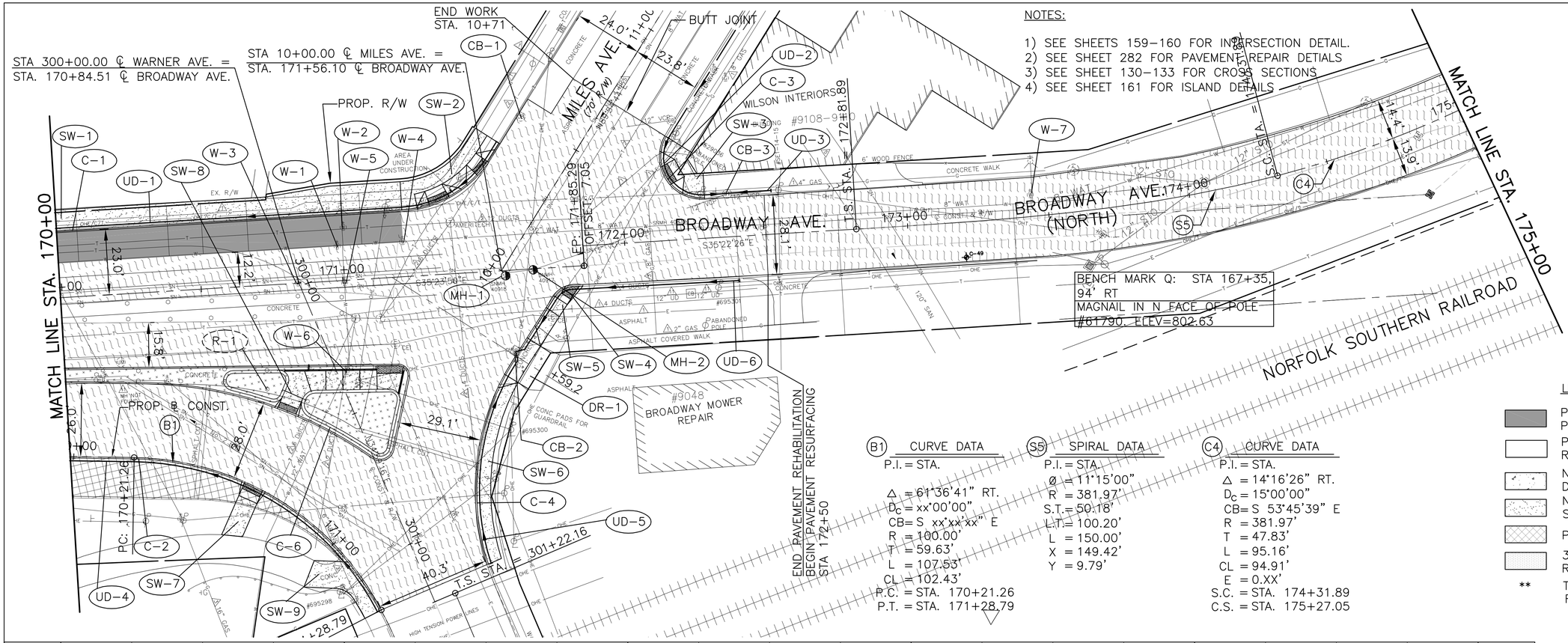
** TO BE REMOVED/ RELOCATED BY OTHERS

① CURVE DATA

℄ CONST. & R/W BROADWAY AVE.
Δ = 10° 20' 01"
R = 500.0'
T = 45.21'
L = 90.18'
CL = 90.06'
P.C. = STA. 165+38.35
P.T. = STA. 166+28.53

BENCH MARK Q: STA 167+35, 94' RT
MAGNAIL IN N FACE OF POLE #61790. ELEV=802.63





CALCULATED: PSB
CHECKED: TMA

HORIZONTAL SCALE 1" = 20 FEET

BROADWAY – PLAN AND PROFILE STA. 170+00 TO STA. 175+00

BROADWAY AVE. CUY-14-2.72

112

LEGEND

3" PAVEMENT RESURFACING

NOTES:

(1) SEE SHEET ___ FOR PAVEMENT QUANTITIES.

(S4) SPIRAL DATA
P.I. = STA.
℄ CONST. & R/W BROADWAY AVE.
Ø = 11°15'00"
R = 381.97'
S.T.= 50.18'
L.T.= 100.20'
L = 150.00'
X = 149.42'
Y = 9.79'

(S3) SPIRAL DATA
P.I. = STA.
℄ CONST. & R/W BROADWAY AVE.
Ø = 20°59'59"
R = 204.63'
S.T.= 50.65'
L.T.= 100.71'
L = 150.00'
X = 148.00'
Y = 18.15'

(S2) SPIRAL DATA
P.I. = STA.
℄ CONST. & R/W BROADWAY AVE.
Ø = 18°45'00"
R = 150.00'
S.T.= 50.52'
L.T.= 100.57'
L = 150.00'
X = 148.40'
Y = 16.24'

(C3) CURVE DATA
P.I. = STA.
℄ CONST. & R/W BROADWAY AVE.
Δ = 60°16'26" RT.
D_C = 28°00'00"
CB= S 21°00'40" E
R = 204.63'
T = 118.80'
L = 215.27'
CL = 205.48'
P.C. = STA. 178+36.49
P.T. = STA. 180+51.36

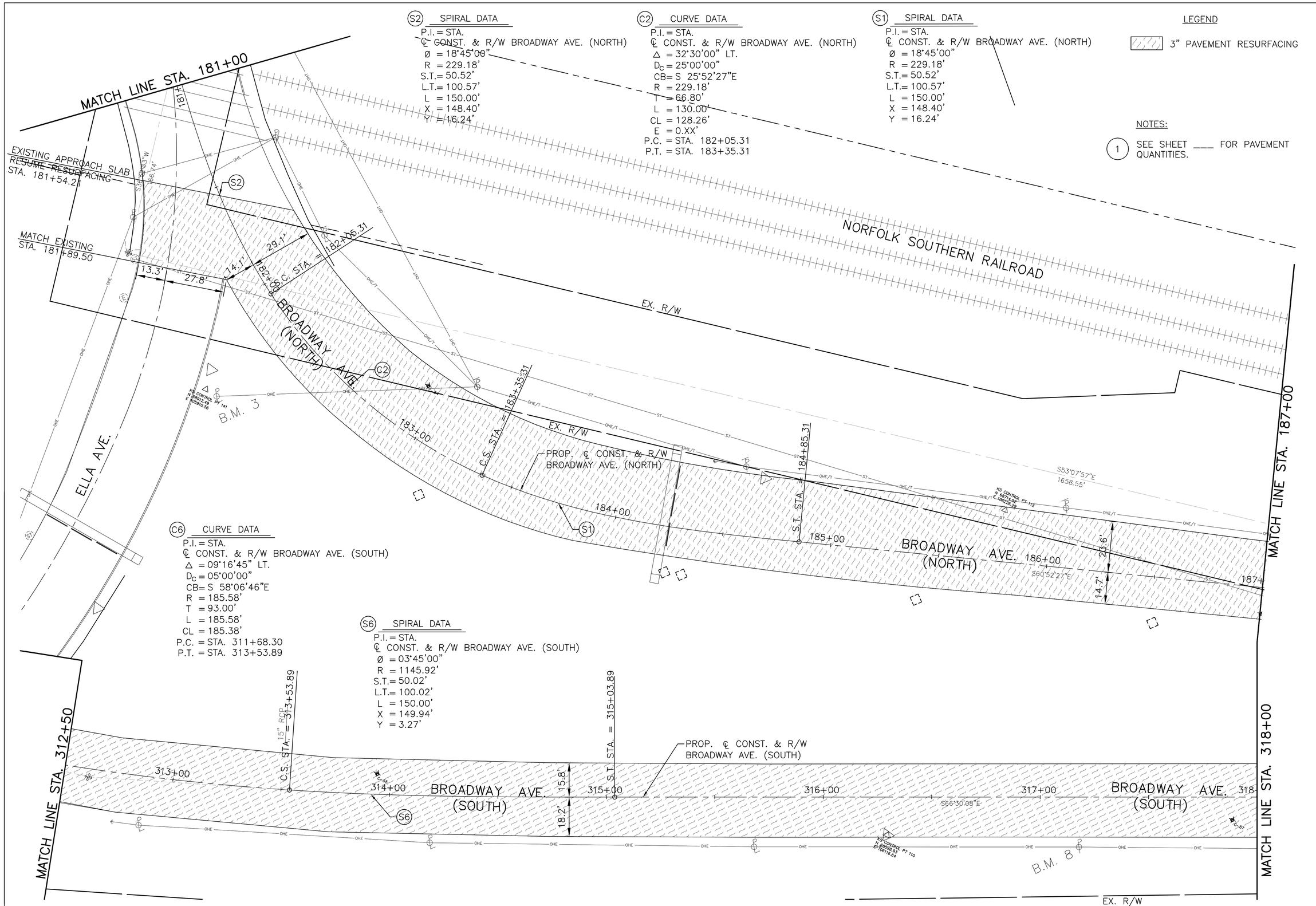
CALCULATED: PSB
CHECKED: TMA

0 10 20 40
HORIZONTAL SCALE 1" = 20 FEET

BROADWAY – PLAN AND PROFILE STA. 175+00 TO STA. 181+00

BROADWAY AVE. CUY-14-2.72

113



(S2) SPIRAL DATA
P.I. = STA.
℄ CONST. & R/W BROADWAY AVE. (NORTH)
Ø = 18°45'00"
R = 229.18'
S.T. = 50.52'
L.T. = 100.57'
L = 150.00'
X = 148.40'
Y = 16.24'

(C2) CURVE DATA
P.I. = STA.
℄ CONST. & R/W BROADWAY AVE. (NORTH)
Δ = 32°30'00" LT.
D_C = 25°00'00"
CB = S 25°52'27"E
R = 229.18'
T = 66.80'
L = 130.00'
CL = 128.26'
E = 0.XX'
P.C. = STA. 182+05.31
P.T. = STA. 183+35.31

(S1) SPIRAL DATA
P.I. = STA.
℄ CONST. & R/W BROADWAY AVE. (NORTH)
Ø = 18°45'00"
R = 229.18'
S.T. = 50.52'
L.T. = 100.57'
L = 150.00'
X = 148.40'
Y = 16.24'

LEGEND
3" PAVEMENT RESURFACING

NOTES:
1. SEE SHEET ___ FOR PAVEMENT QUANTITIES.

(C6) CURVE DATA
P.I. = STA.
℄ CONST. & R/W BROADWAY AVE. (SOUTH)
Δ = 09°16'45" LT.
D_C = 05°00'00"
CB = S 58°06'46"E
R = 185.58'
T = 93.00'
L = 185.58'
CL = 185.38'
P.C. = STA. 311+68.30
P.T. = STA. 313+53.89

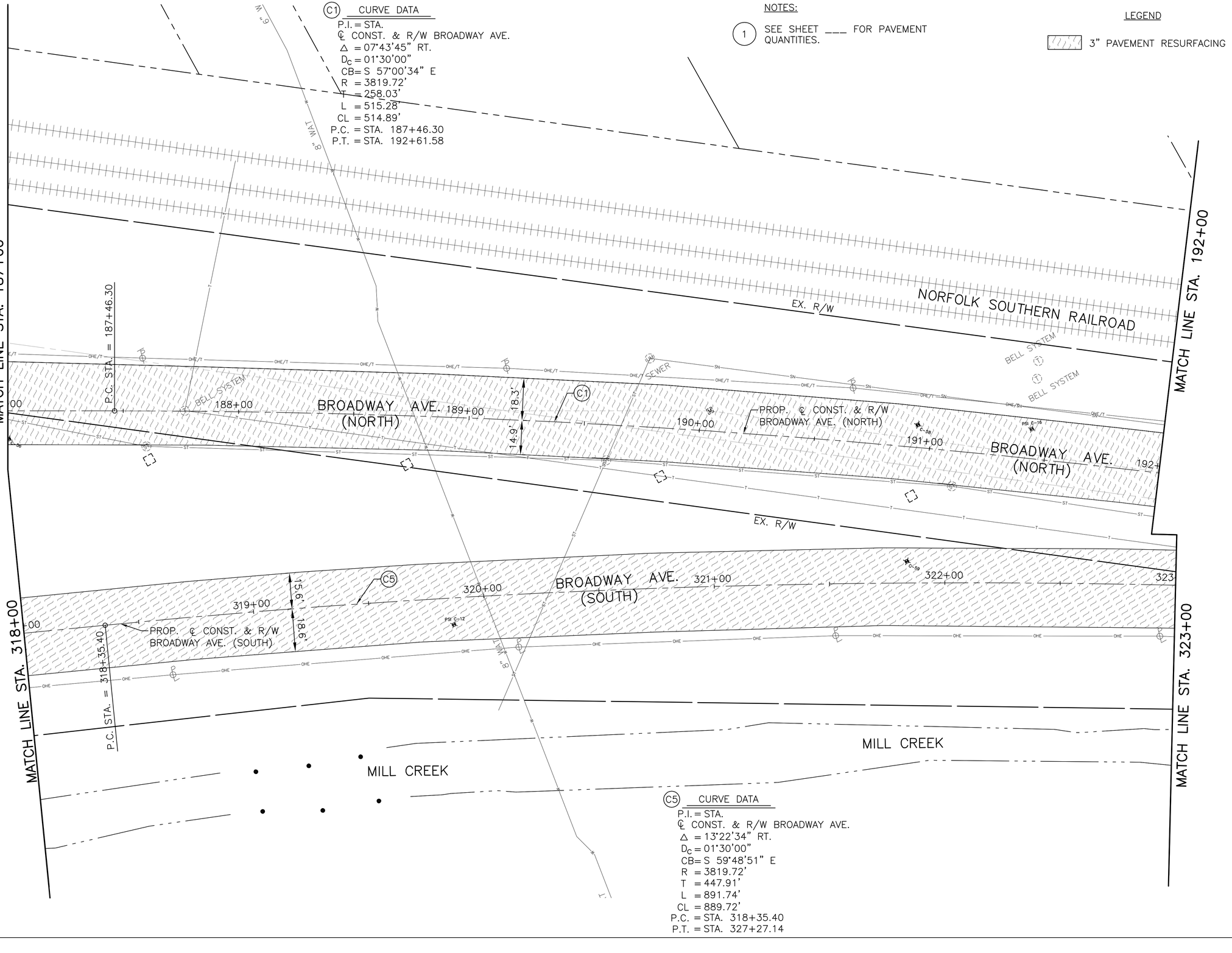
(S6) SPIRAL DATA
P.I. = STA.
℄ CONST. & R/W BROADWAY AVE. (SOUTH)
Ø = 03°45'00"
R = 1145.92'
S.T. = 50.02'
L.T. = 100.02'
L = 150.00'
X = 149.94'
Y = 3.27'

HORIZONTAL SCALE 1" = 20 FEET

CALCULATED: PSB
CHECKED: TMA

BROADWAY – PLAN AND PROFILE
STA. 181+00 TO STA. 187+00

BROADWAY AVE.
CUY-14-2.72



HORIZONTAL SCALE
1" = 20 FEET

CALCULATED: PSB
CHECKED: TMA

BROADWAY – PLAN AND PROFILE
STA. 187+00 TO STA. 192+00

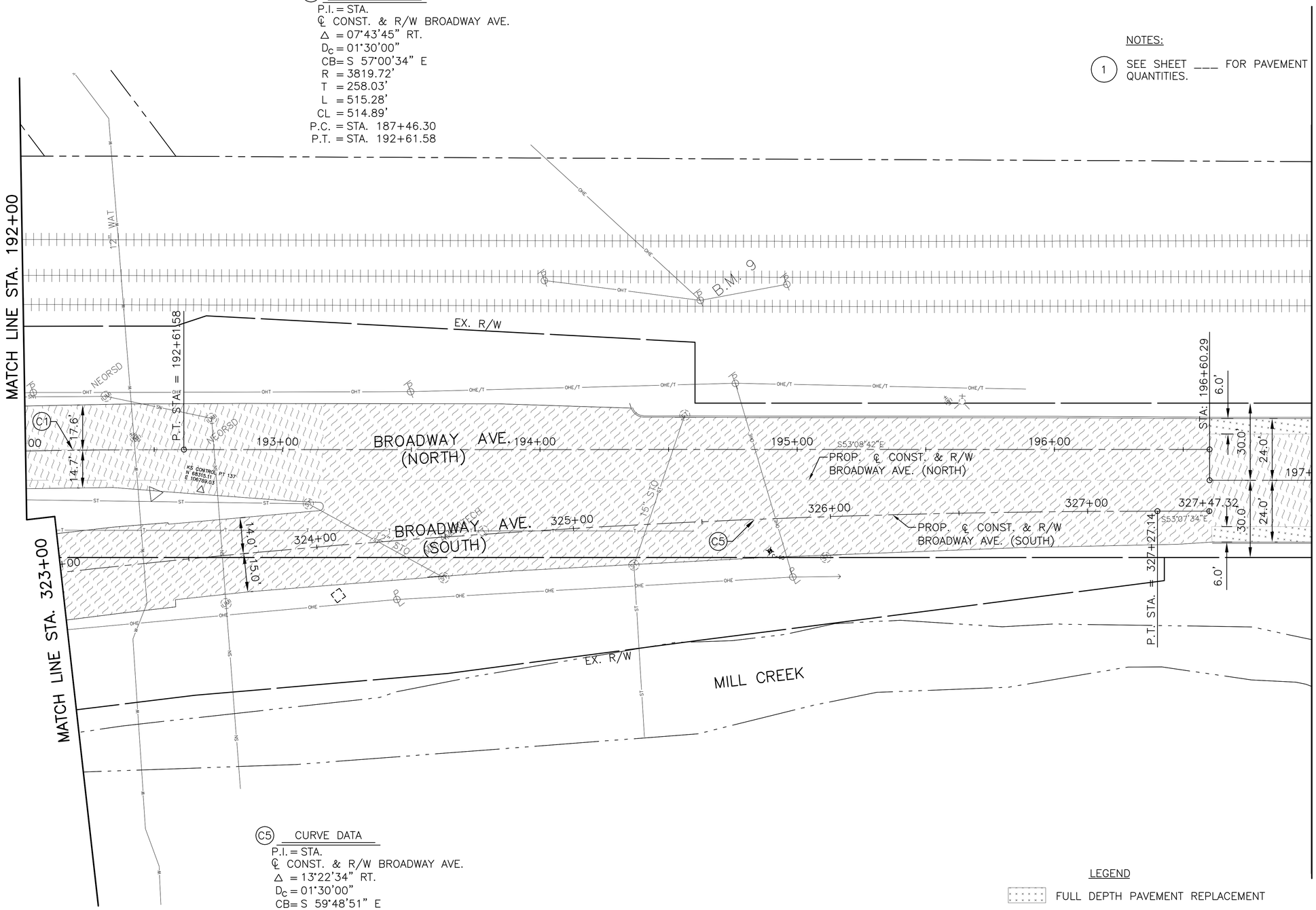
BROADWAY AVE.
CUY–14–2.72

115

(C1) CURVE DATA
P.I. = STA.
℄ CONST. & R/W BROADWAY AVE.
△ = 07°43'45" RT.
D_C = 01°30'00"
CB= S 57°00'34" E
R = 3819.72'
T = 258.03'
L = 515.28'
CL = 514.89'
P.C. = STA. 187+46.30
P.T. = STA. 192+61.58

NOTES:

(1) SEE SHEET ___ FOR PAVEMENT QUANTITIES.



(C5) CURVE DATA
P.I. = STA.
℄ CONST. & R/W BROADWAY AVE.
△ = 13°22'34" RT.
D_C = 01°30'00"
CB= S 59°48'51" E
R = 3819.72'
T = 447.91'
L = 891.74'
CL = 889.72'
P.C. = STA. 318+35.40
P.T. = STA. 327+27.14

LEGEND

FULL DEPTH PAVEMENT REPLACEMENT

3" PAVEMENT RESURFACING

HORIZONTAL SCALE 1" = 20 FEET

CALCULATED: PSB
CHECKED: TMA

BROADWAY – PLAN AND PROFILE
STA. 192+00 TO STA. 197+00

BROADWAY AVE.
CUY-14-2.72

116

NOTES:

1. SEE SHEET ___ FOR PAVEMENT QUANTITIES.

LEGEND

FULL DEPTH PAVEMENT REPLACEMENT

3" PAVEMENT RESURFACING

NORFOLK SOUTHERN RAILROAD

MATCH LINE STA. 197+00

00 BROADWAY AVE.

S53°07'57"E

24.0'

30.0'

198+00

EX. R/W

PC-61

KS CONTROL PT 138
N 67387.31
E 107391.74

6.0'

24.0'

30.0'

198+16.24

P.T. STA. =

PROP. ℄ CONST. & R/W
BROADWAY AVE.

199+00 BROADWAY AVE.

S48°46'04"E

200+00

201+00 BROADWAY AVE.

202

EX. R/W

6.0'

MATCH LINE STA. 202+00

MILL CREEK

HORIZONTAL SCALE
1" = 20 FEET

CALCULATED: PSB

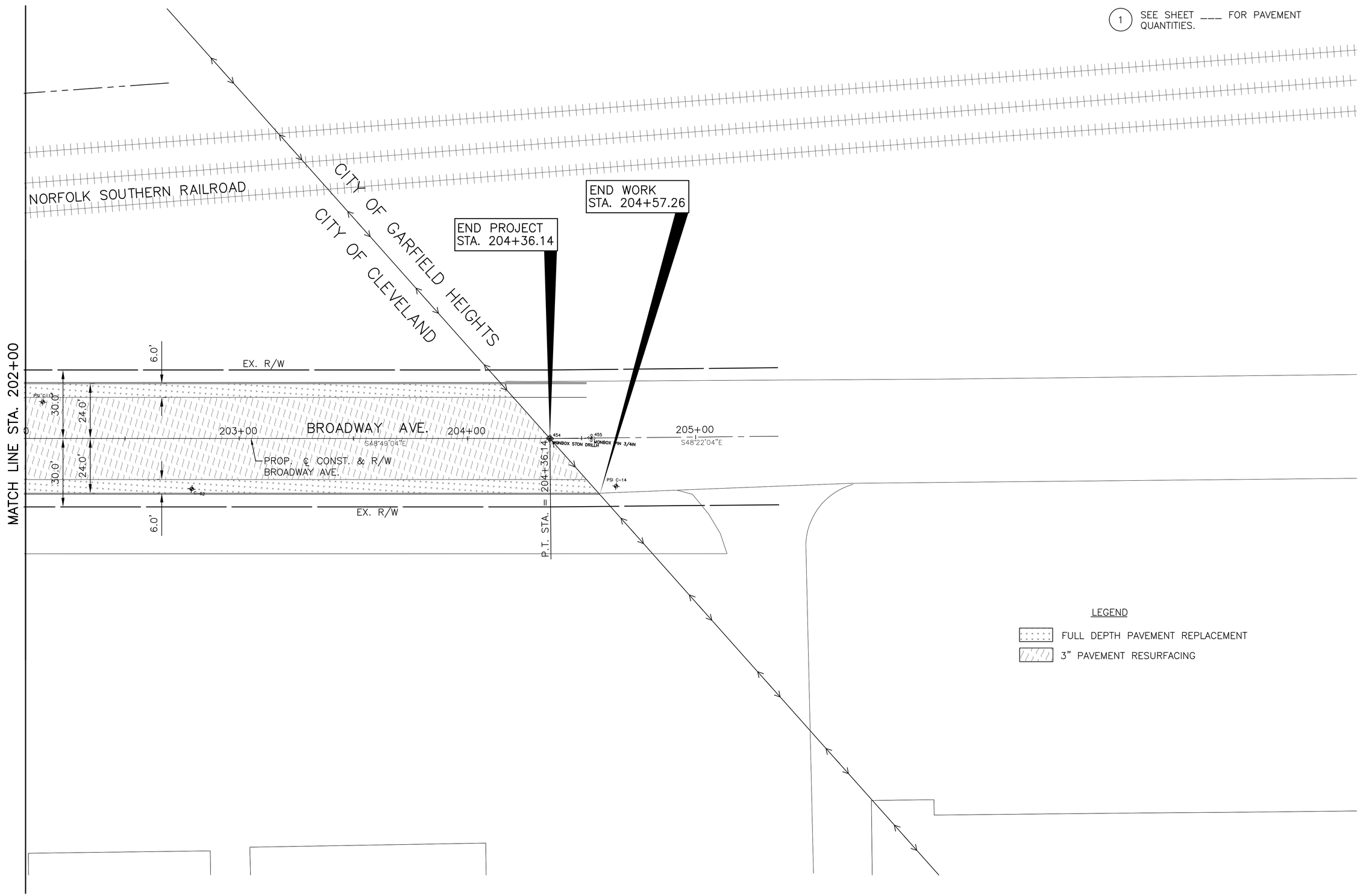
CHECKED: TMA

BROADWAY – PLAN AND PROFILE
STA. 197+00 TO STA. 202+00

BROADWAY AVE.
CUY-14-2.72

NOTES:

1. SEE SHEET ___ FOR PAVEMENT QUANTITIES.



LEGEND

FULL DEPTH PAVEMENT REPLACEMENT

3" PAVEMENT RESURFACING

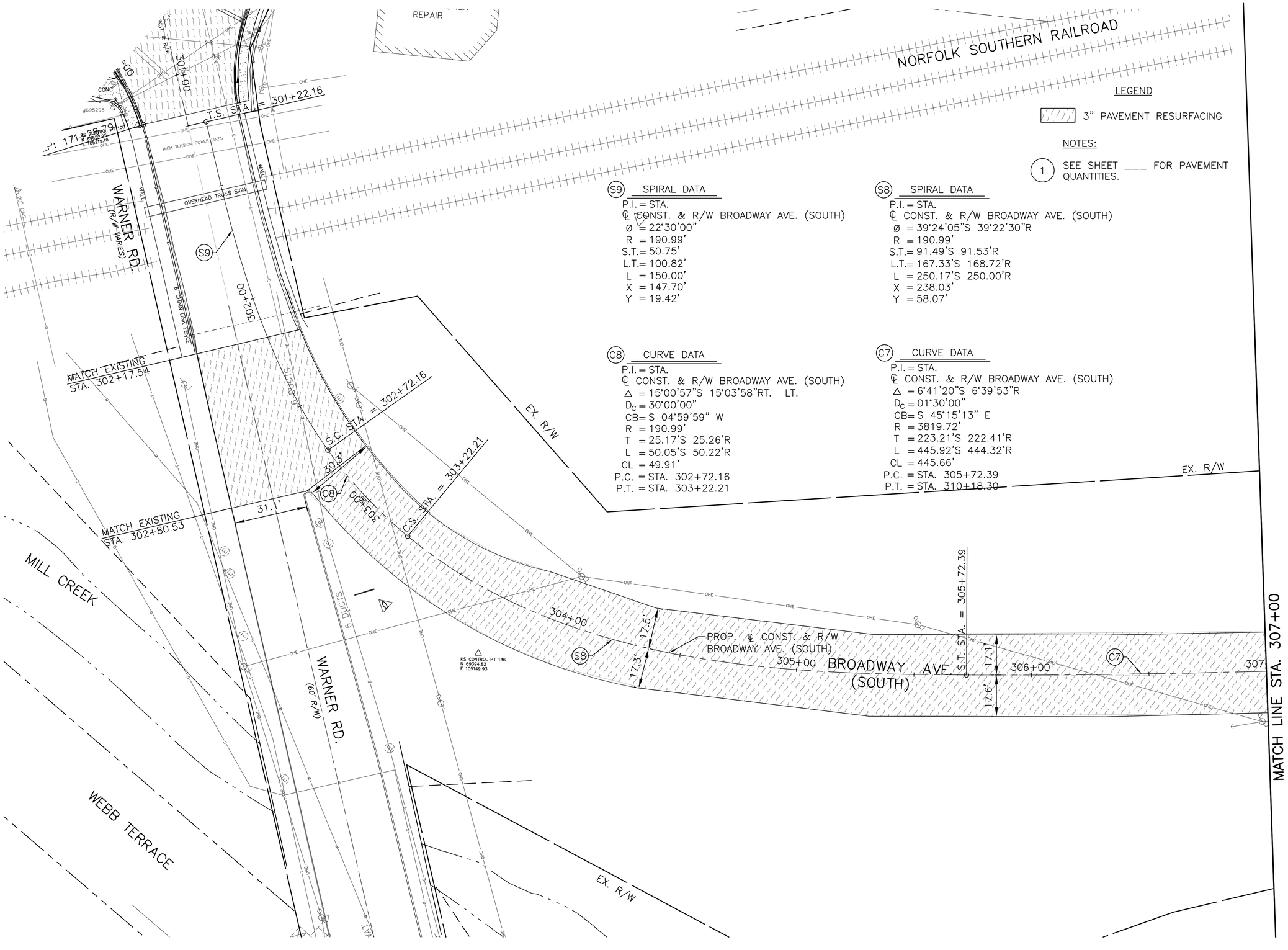
HORIZONTAL SCALE 1" = 20 FEET

CALCULATED: PSB

CHECKED: TMA

BROADWAY – PLAN AND PROFILE
STA. 202+00 TO STA. CORP. LIMITS

BROADWAY AVE.
CUY-14-2.72



LEGEND

3" PAVEMENT RESURFACING

NOTES:

1 SEE SHEET ___ FOR PAVEMENT QUANTITIES.

S9 SPIRAL DATA

P.I. = STA.
℄ CONST. & R/W BROADWAY AVE. (SOUTH)
Ø = 22°30'00"
R = 190.99'
S.T. = 50.75'
L.T. = 100.82'
L = 150.00'
X = 147.70'
Y = 19.42'

S8 SPIRAL DATA

P.I. = STA.
℄ CONST. & R/W BROADWAY AVE. (SOUTH)
Ø = 39°24'05"S 39°22'30"R
R = 190.99'
S.T. = 91.49'S 91.53'R
L.T. = 167.33'S 168.72'R
L = 250.17'S 250.00'R
X = 238.03'
Y = 58.07'

C8 CURVE DATA

P.I. = STA.
℄ CONST. & R/W BROADWAY AVE. (SOUTH)
Δ = 15°00'57"S 15°03'58"RT. LT.
D_C = 30°00'00"
CB = S 04°59'59" W
R = 190.99'
T = 25.17'S 25.26'R
L = 50.05'S 50.22'R
CL = 49.91'
P.C. = STA. 302+72.16
P.T. = STA. 303+22.21

C7 CURVE DATA

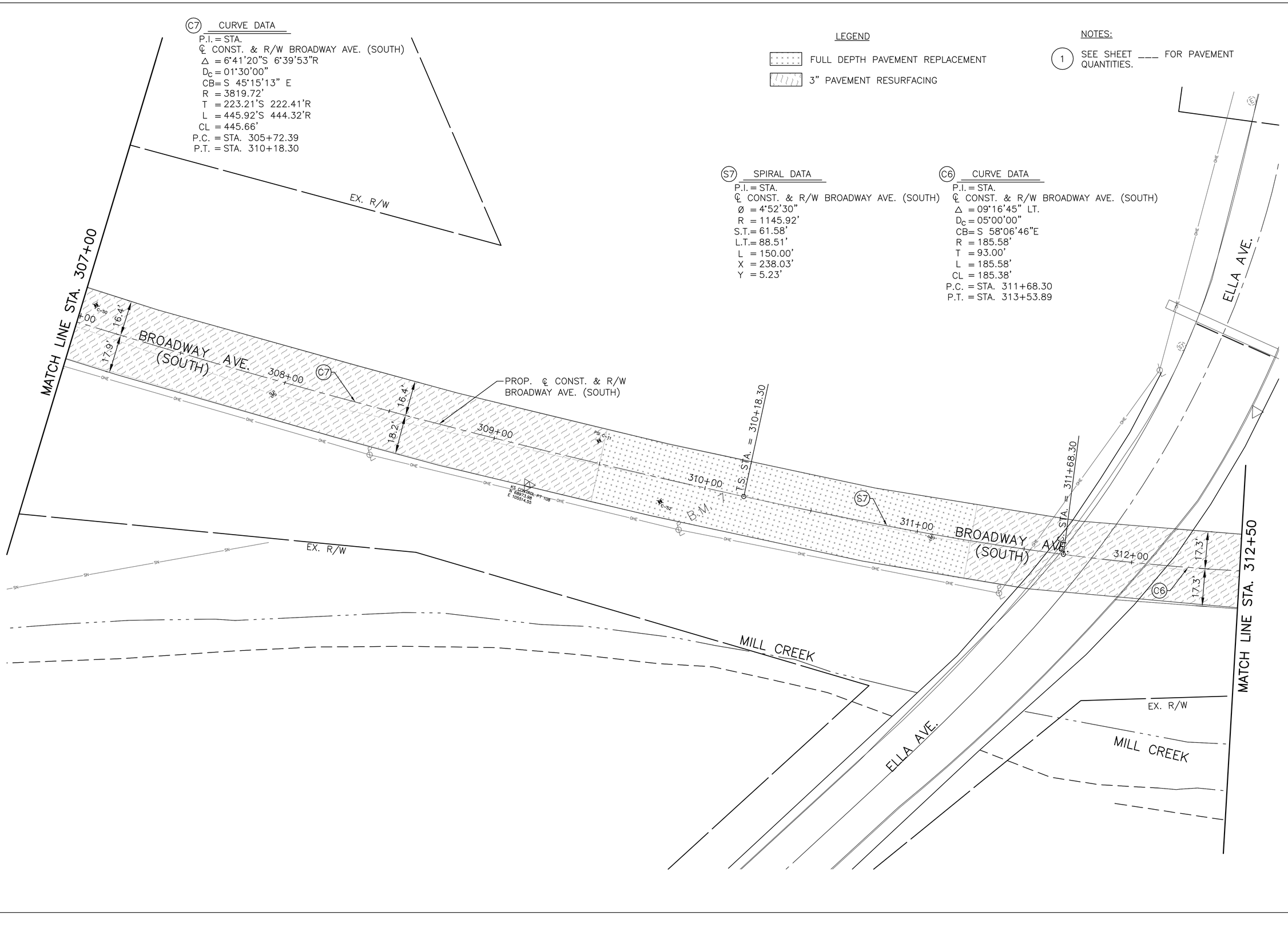
P.I. = STA.
℄ CONST. & R/W BROADWAY AVE. (SOUTH)
Δ = 6°41'20"S 6°39'53"R
D_C = 01°30'00"
CB = S 45°15'13" E
R = 3819.72'
T = 223.21'S 222.41'R
L = 445.92'S 444.32'R
CL = 445.66'
P.C. = STA. 305+72.39
P.T. = STA. 310+18.30

HORIZONTAL SCALE 1" = 20 FEET

CALCULATED: PSB
CHECKED: TMA

BROADWAY – PLAN AND PROFILE
STA. 301+22.16 TO STA. 307+00

BROADWAY AVE.
CUY-14-2.72



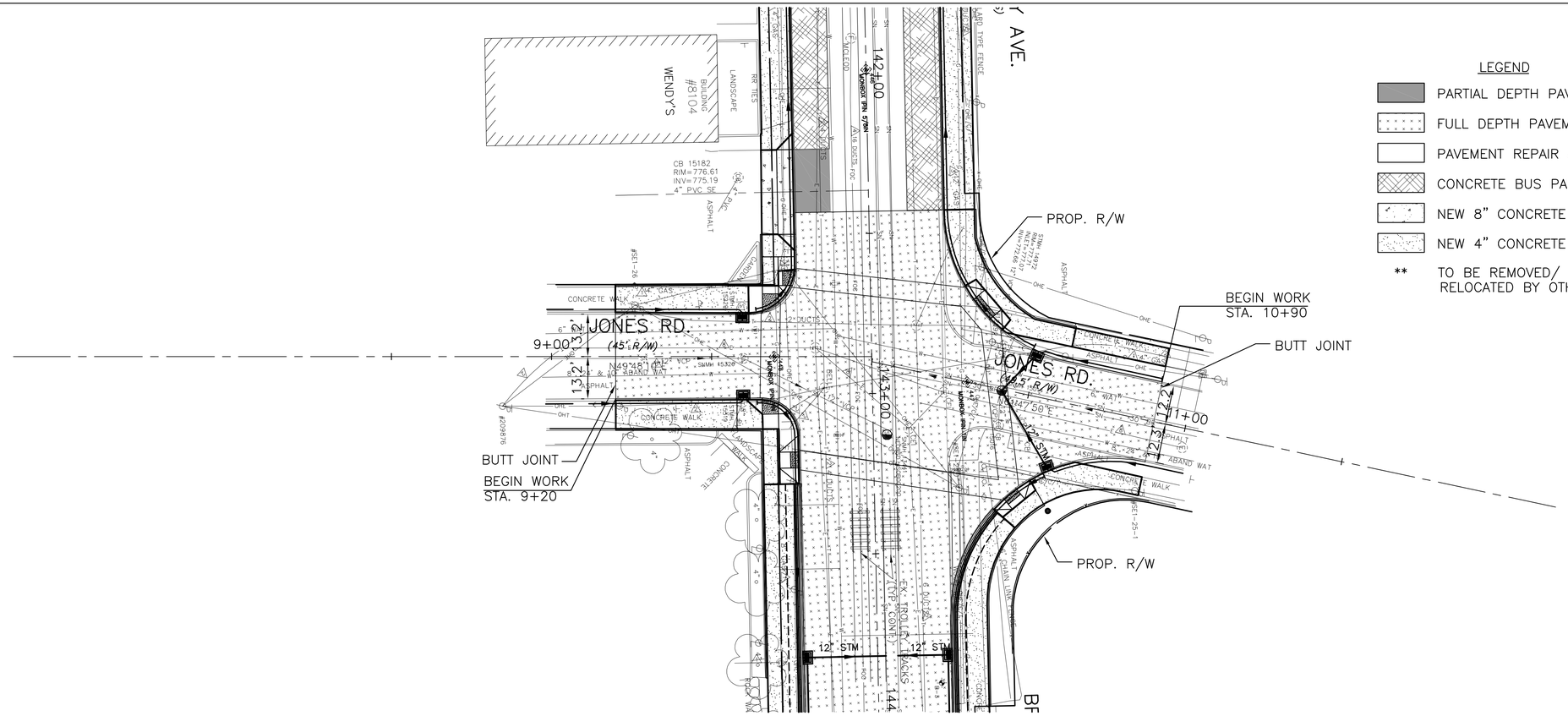
HORIZONTAL SCALE 1" = 20 FEET

CALCULATED: PSB
CHECKED: TMA

BROADWAY – PLAN AND PROFILE STA. 307+00 TO STA. 312+50

BROADWAY AVE.
CUY–14–2.72

120



HORIZONTAL SCALE 1" = 20 FEET

CALCULATED: ---

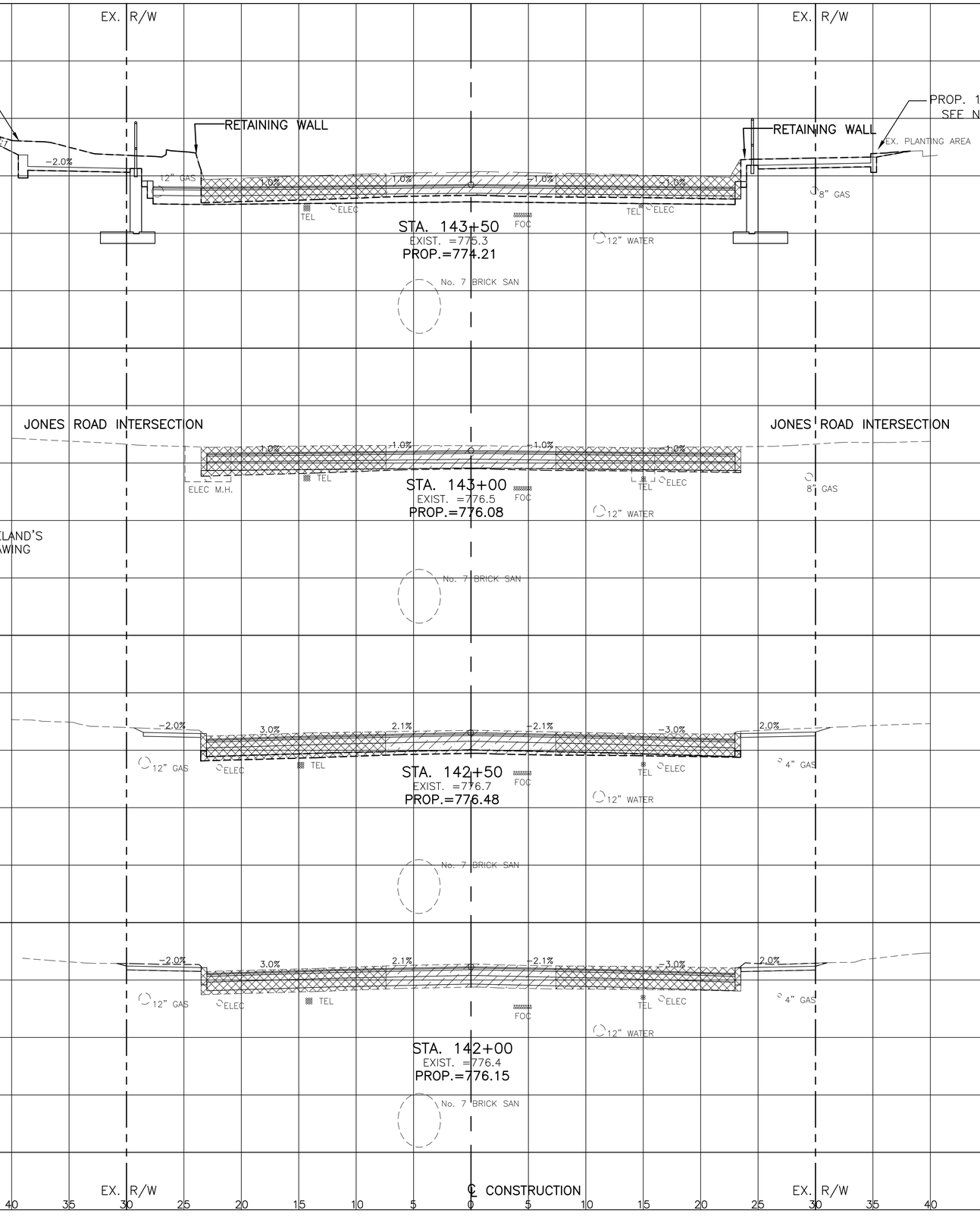
CHECKED: ---

BROADWAY – PLAN AND PROFILE
JONES ROAD

BROADWAY AVE.
CUY-14-2.72

121

SEEDING	
S.Y.	END WIDTH
31	11
	0
0	
	0
0	
	0
0	
31	



NOTE:

1) 12" CURB PER CITY OF CLEVELAND'S STANDARD CONSTRUCTION DRAWING FILE NO. CR 1 PAGE 6/6.

TRACK REMOVED

PAVEMENT REMOVED

	END AREA		VOLUME	
	CUT	FILL	CUT	FILL
	SQ. FT.	SQ. FT.	CU. YD.	CU. YD.
	93	0		
			86	8
			150	10
	0	9		
			9	19
	10	11		
			19	19
	10	10		
			19	23
	8	12		
SHEET TOTAL			283	79

HORIZONTAL SCALE 1" = 5 FEET

CALCULATED: ---

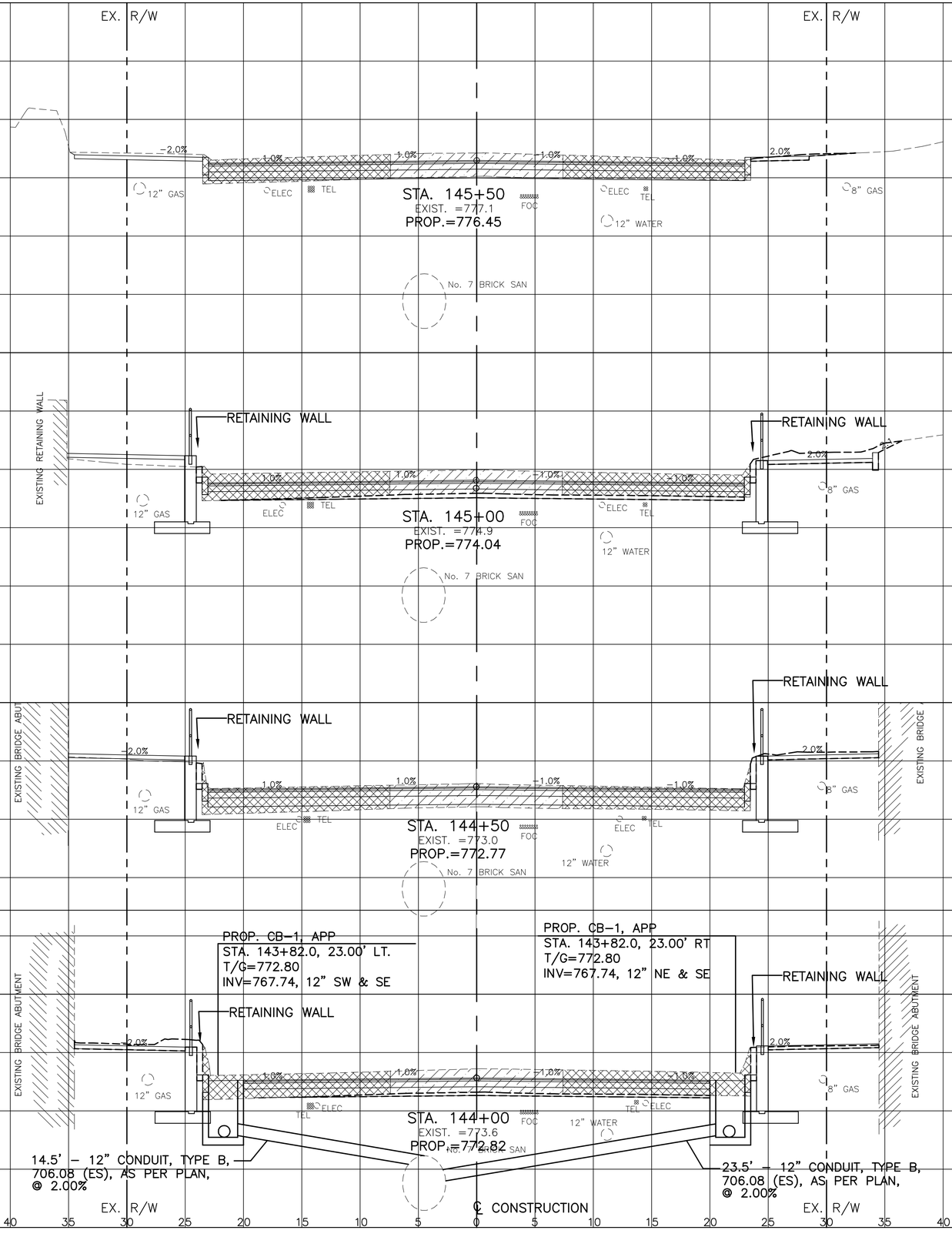
CHECKED: ---

BROADWAY AVE. – CROSS SECTIONS STA. 142+00 TO STA. 143+50

BROADWAY AVE.

122

SEEDING S.Y.	SEEDING END WIDTH
19	4
	3
8	
0	0
0	
31	
58	



END AREA CUT SQ. FT.	END AREA FILL SQ. FT.	VOLUME CUT CU. YD.	VOLUME FILL CU. YD.
12	2		
		57	11
50	10		
		89	24
46	16		
		88	15
49	0		
		132	0
SHEET TOTAL		366	50

HORIZONTAL SCALE 1" = 5 FEET

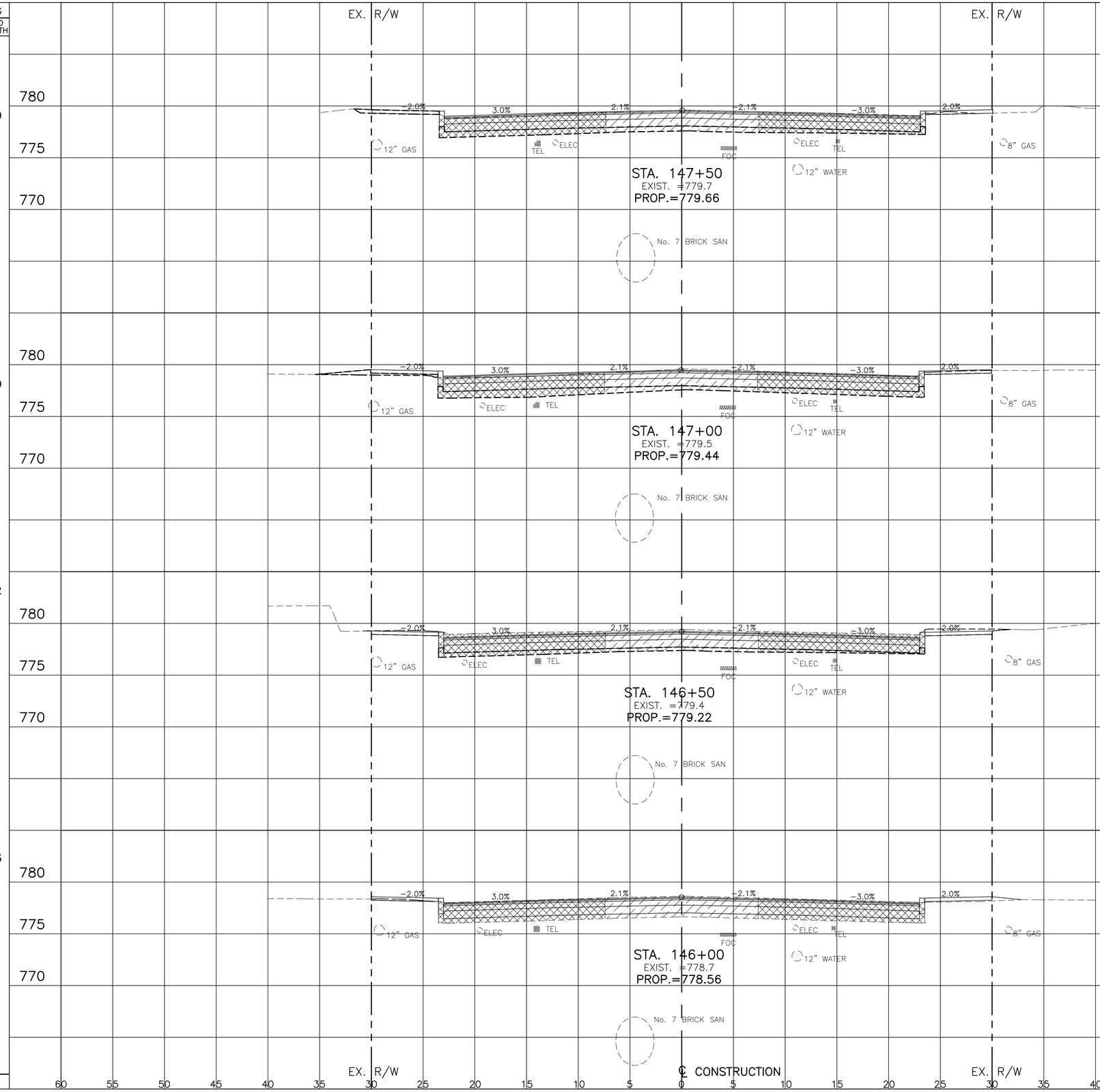
CALCULATED: ---
CHECKED: ---

BROADWAY AVE. - CROSS SECTIONS STA. 144+00 TO STA. 145+50

BROADWAY AVE.

123
11

SEEDING S.Y.	SEEDING END WIDTH
0	0
0	0
6	2
14	3
0	
20	



END AREA CUT SQ. FT.	END AREA FILL SQ. FT.	VOLUME CUT CU. YD.	VOLUME FILL CU. YD.
1	25		
		3	50
2	29		
		8	41
7	15		
		7	34
1	22		
		12	22
SHEET TOTAL		30	147

HORIZONTAL SCALE 1" = 5 FEET

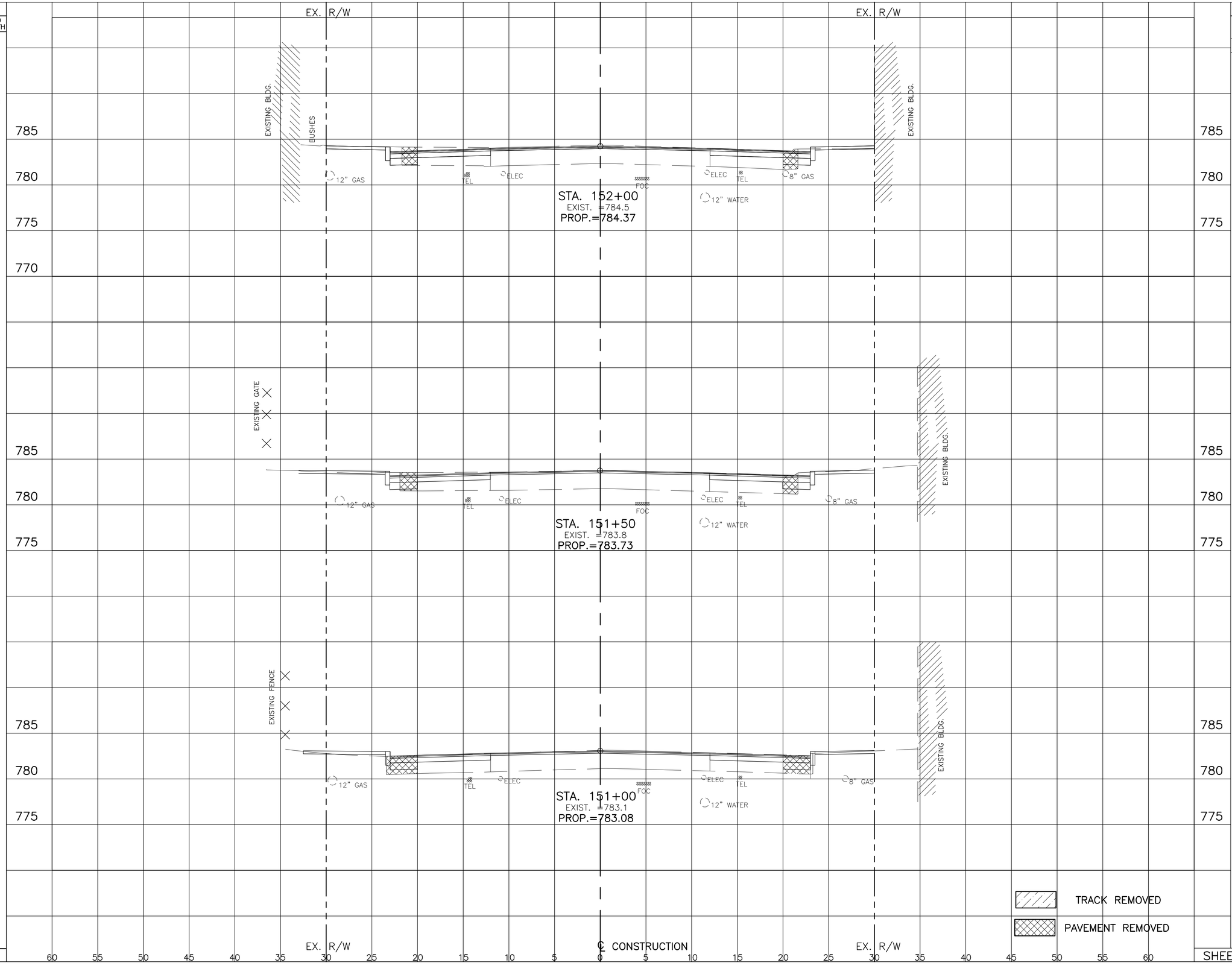
CALCULATED: ---
CHECKED: ---

BROADWAY AVE. – CROSS SECTIONS STA. 146+00 TO STA. 147+50

BROADWAY AVE.

124
11

SEEDING	
S.Y.	END WIDTH
0	0
0	0
0	0
0	0
0	



END AREA		VOLUME	
CUT	FILL	CUT	FILL
SQ. FT.	SQ. FT.	CU. YD.	CU. YD.
9	1	16	2
10	1	18	2
2	4	11	5
–	–	–	–
SHEET TOTAL		45	9

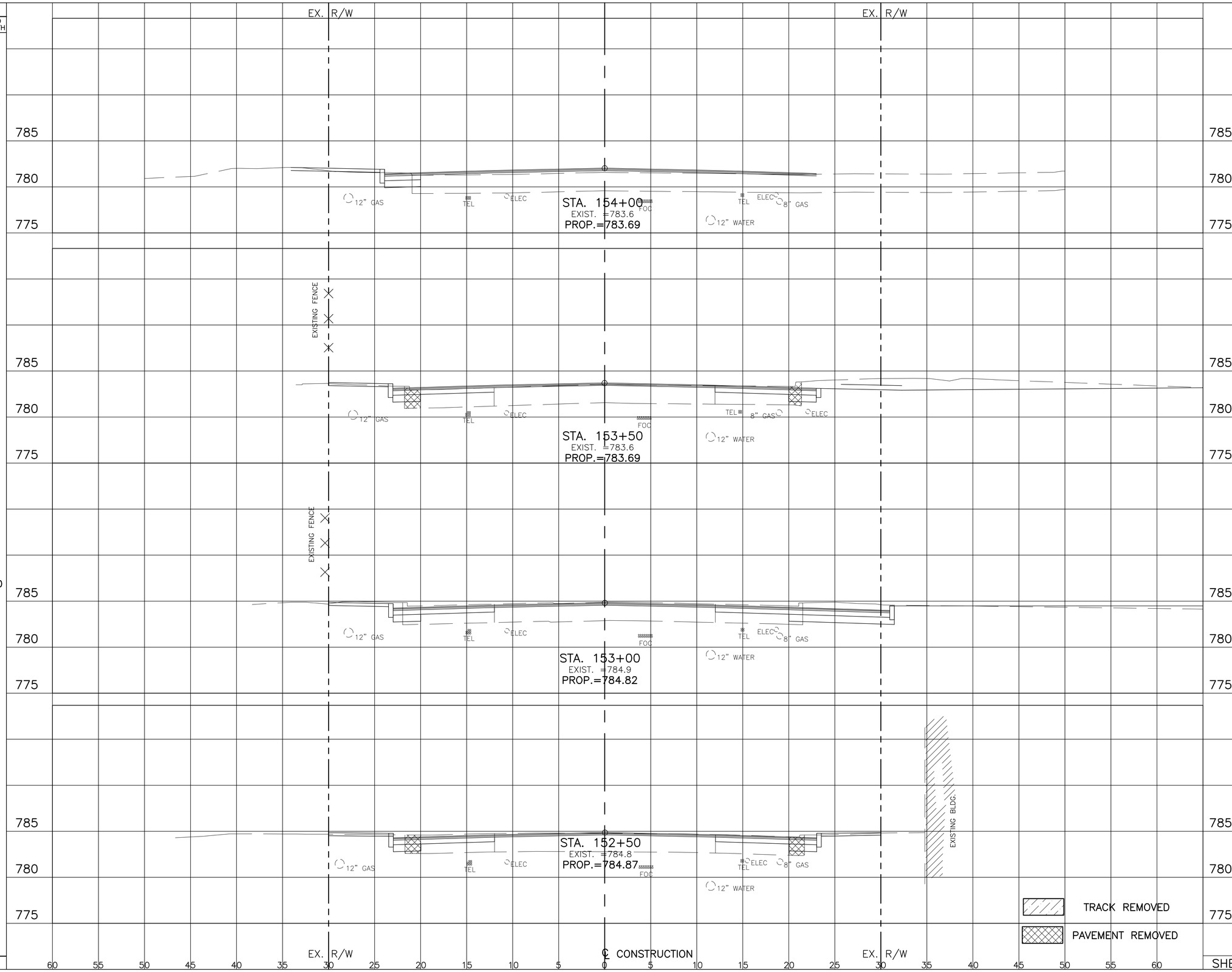
HORIZONTAL SCALE 1" = 5 FEET

CALCULATED: ---
CHECKED: ---

BROADWAY AVE. – CROSS SECTIONS STA. 151+00 TO STA. 152+00

BROADWAY AVE.

125



SEEDING S.Y.	SEEDING END WIDTH	END AREA CUT SQ. FT.	END AREA FILL SQ. FT.	VOLUME CUT CU. YD.	VOLUME FILL CU. YD.
	5				
		6	0		
22					
				44	2
	3				
119		41	2		
				63	2
	40				
		27	0		
111					
				32	0
	0				
		8	1		
0					
252		SHEET TOTAL		139	0

HORIZONTAL SCALE 1" = 5 FEET

CALCULATED: ---

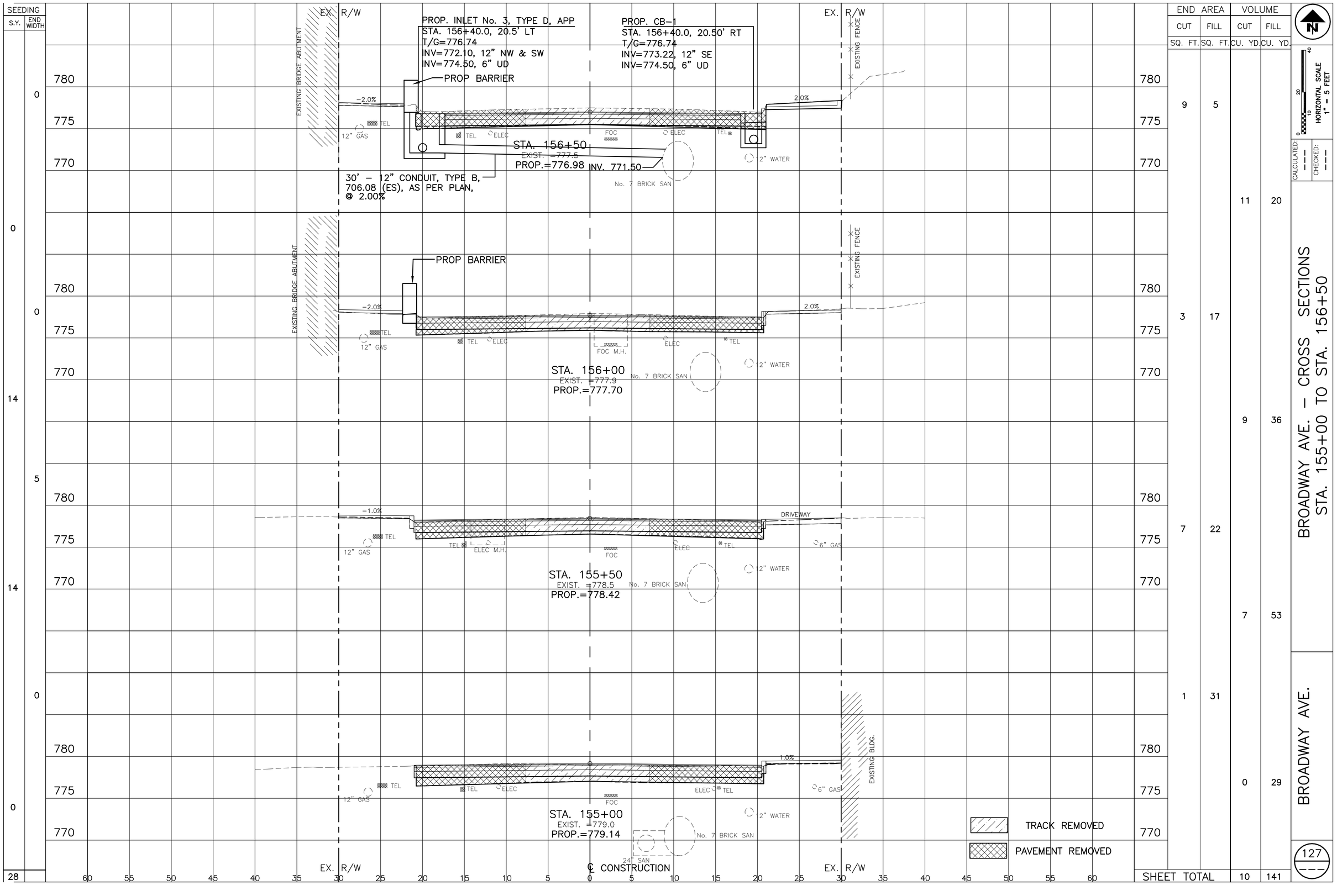
CHECKED: ---

BROADWAY AVE. – CROSS SECTIONS STA. 152+50 TO STA. 154+00

BROADWAY AVE.

126

SEEDING		END AREA		VOLUME	
S.Y.	END WIDTH	CUT SQ. FT.	FILL SQ. FT.	CUT CU. YD.	FILL CU. YD.
0	0	9	5		
				11	20
0	0	3	17		
				9	36
14	5	7	22		
				7	53
14	0	1	31		
				0	29
0	0				
28				SHEET TOTAL 10	141



HORIZONTAL SCALE
1" = 5 FEET

CALCULATED: ---
CHECKED: ---

BROADWAY AVE. - CROSS SECTIONS
STA. 155+00 TO STA. 156+50

BROADWAY AVE.

127

SEEDING S.Y.	SEEDING END WIDTH
11	2
11	2
6	2
0	0
0	
28	

EX. R/W

PROP. CB–1
STA. 158+75.0, 23.0' RT.
T/G=780.00
INV=776.00, 12" NE
INV=778.00, 6" UD

PROP. 8" CURB

EX. R/W

EXISTING BRIDGE ABUTMENT

PROP BARRIER

4' – 12" CONDUIT, TYPE B, 706.08 (ES), AS PER PLAN, @ 70.00%

INV. 773.20

STA. 158+50
EXIST. =780.1
PROP.=779.58

-2.0% 2.0%

TEL 12" GAS TEL ELEC FOC ELEC TEL 12" WATER No. 7 BRICK SAN

PROP BARRIER

EXISTING BRIDGE ABUTMENT

DRIVEWAY

2.0%

TEL 12" GAS TEL ELEC FOC ELEC TEL 12" WATER No. 7 BRICK SAN

STA. 158+00
EXIST. =778.3
PROP.=777.80

PROP BARRIER

PROP BARRIER

EXISTING BRIDGE ABUTMENT

-2.0% 2.0%

TEL 12" GAS TEL ELEC TEL ELEC MH FOC ELEC TEL 12" WATER No. 7 BRICK SAN

STA. 157+50
EXIST. =777.2
PROP.=776.77

PROP. CATCH BASIN, NO. 2–2B
STA. 157+08.0, 23.8' LT
T/G=777.83
INV=773.35, 12" NE
INV=774.00, 6" UD

PROP. CATCH BASIN, NO. 2–2B
STA. 157+08.0, 23.8' RT
T/G=777.83
INV=773.35, 12" NE
INV=774.00, 6" UD

PROP. INLET No 3, TYPE D, APP
STA. 157+08.0, 20.50' LT.
T/G=776.12
INV=772.77, 12" NW
INV=773.27, 12" SW

PROP. INLET No.3, TYPE D, APP
STA. 157+08.0, 20.50' RT
T/G=776.12
INV=772.55, 12" NW & NE
INV=773.27, 12" SW

EXISTING BRIDGE ABUTMENT

PROP BARRIER

PROP BARRIER

EXISTING BRIDGE ABUTMENT

-2.0% 2.0%

TEL 12" GAS TEL ELEC FOC ELEC TEL 12" WATER No. 7 BRICK SAN

4' – 12" CONDUIT, TYPE B, 706.08 (ES), AS PER PLAN, @ 2.00%

STA. 157+00
EXIST. =777.2
PROP.=776.51

4' – 12" CONDUIT, TYPE B, 706.08 (ES), AS PER PLAN, @ 2.00%

3' – 12" CONDUIT, TYPE B, 706.08 (ES), AS PER PLAN, @ 2.00%

TRACK REMOVED

PAVEMENT REMOVED

EX. R/W ℄ CONSTRUCTION EX. R/W

60 55 50 45 40 35 30 25 20 15 10 5 0 5 10 15 20 25 30 35 40 45 50 55 60

780 775 770

END AREA CUT SQ. FT.	END AREA FILL SQ. FT.	VOLUME CUT CU. YD.	VOLUME FILL CU. YD.
5	10	16	17
12	8	16	13
5	6	10	11
6	6	14	10
SHEET TOTAL		56	51

HORIZONTAL SCALE 1" = 5 FEET

CALCULATED: ---
CHECKED: ---

BROADWAY AVE. – CROSS SECTIONS STA. 157+00 TO STA. 158+50

BROADWAY AVE.

128

SEEDING S.Y.	SEEDING END WIDTH
28	5
28	5
28	5
19	5
103	

EX. R/W

PROP. 12" CURB
SEE NOTE #1
PROP. 8" CURB
-2.0%
2.0%
TEL
12" GAS
TEL
ELEC
ELEC
TEL
6" GAS
12" WATER
No. 7 BRICK SAN

STA. 160+50
EXIST. =788.0
PROP.=788.12

STA. 160+00
EXIST. =786.0
PROP.=786.09

PROP. CB-1
STA. 159+36.24, 23.0' LT.
T/G EL. = 782.90
INV. 12" = 778.74-NE
INV. 12" = 776.37-SW
INV. 6" U.D. = 780.90

ADJUST TO GRADE
EX. COMB. M.H.
STA. 159+36.66, 12.90' RT.
PROP. RIM = 783.24
EX. RIM EL. = 783.10
INV. No 7" = 773.20-NW & SE
INV. 12" = 762.02-NE

TEL M.H.
FOC M.H.
FOC

INV. 12" = 776.02

35' - 12" CONDUIT, TYPE B,
706.08 (ES), AS PER PLAN,
@ 1.00%

STA. 159+50
EXIST. =784.0
PROP.=784.06

STA. 159+00
EXIST. =782.0
PROP.=781.25

NOTE:

1) 12" CURB PER CITY OF CLEVELAND'S STANDARD CONSTRUCTION DRAWING FILE NO. CR 1 PAGE 6/6.

TRACK REMOVED

PAVEMENT REMOVED

EX. R/W ℄ CONSTRUCTION EX. R/W

60 55 50 45 40 35 30 25 20 15 10 5 0 5 10 15 20 25 30 35 40 45 50 55 60

END AREA CUT SQ. FT.	END AREA FILL SQ. FT.	VOLUME CUT CU. YD.	VOLUME FILL CU. YD.
1	25		
		2	53
1	32		
		4	55
3	27		
		8	42
6	18		
		10	26
SHEET TOTAL		24	176

HORIZONTAL SCALE
1" = 5 FEET

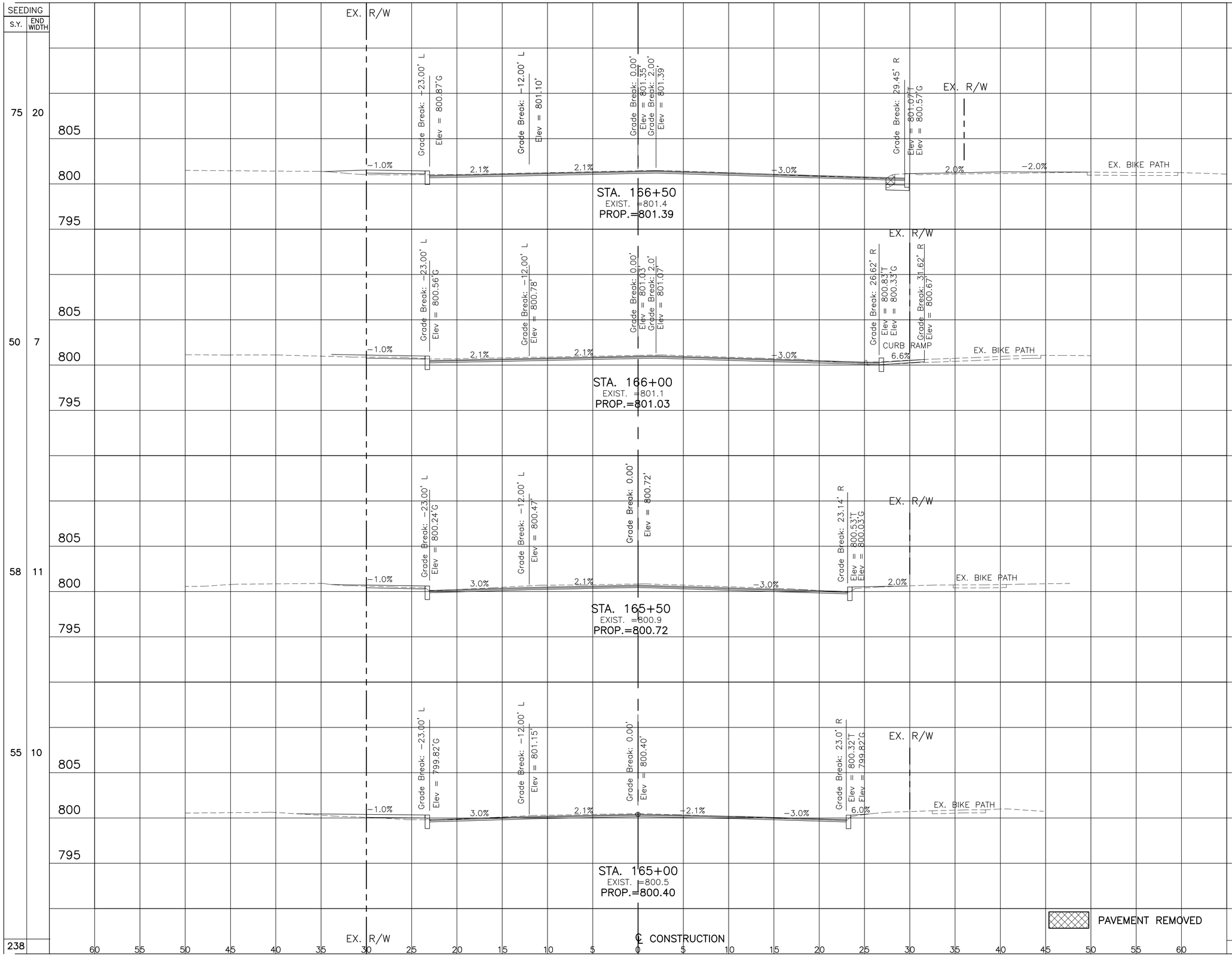
CALCULATED: ---
CHECKED: ---

BROADWAY AVE. - CROSS SECTIONS
STA. 159+00 TO STA. 160+50

BROADWAY AVE.

129
11

SEEDING		END AREA		VOLUME	
S.Y.	END WIDTH	CUT SQ. FT.	FILL SQ. FT.	CUT CU. YD.	FILL CU. YD.
75	20	4	2		
				4	5
50	7	0	3		
				0	5
58	11	0	2		
				0	3
55	10	0	1		
				0	0
238		SHEET TOTAL		4	13



HORIZONTAL SCALE
1" = 5 FEET

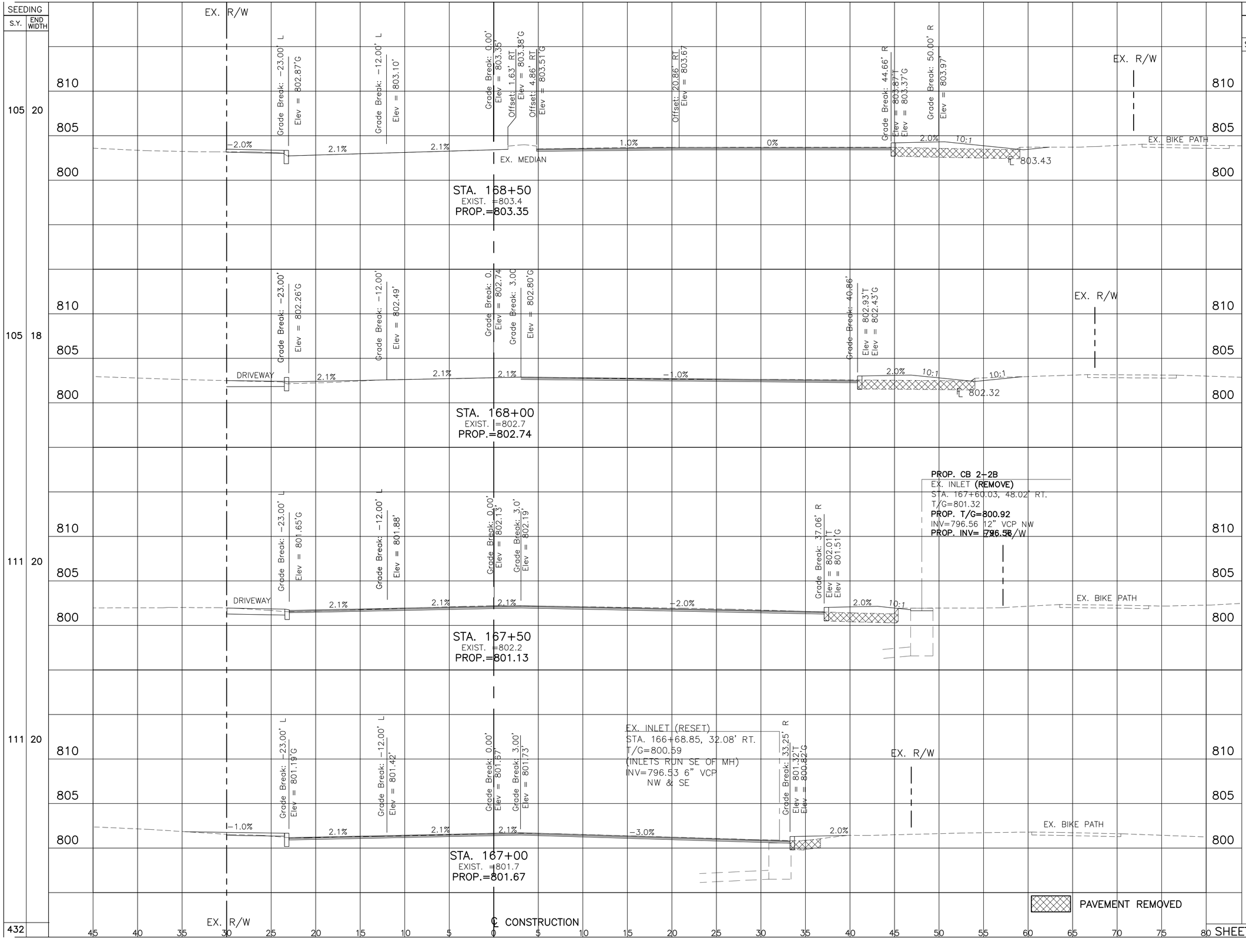
CALCULATED: ---
CHECKED: ---

BROADWAY AVE. – CROSS SECTIONS
STA. 165+00 TO STA. 166+50

BROADWAY AVE.

130

SEEDING		END AREA		VOLUME	
S.Y.	END WIDTH	CUT SQ. FT.	FILL SQ. FT.	CUT CU. YD.	FILL CU. YD.
105	20	1	21	2	37
105	18	1	19	3	31
111	20	2	14	2	18
111	20	0	5	4	7
432		SHEET TOTAL		11	93



HORIZONTAL SCALE
1" = 5 FEET

CALCULATED: ---
CHECKED: ---

BROADWAY AVE. – CROSS SECTIONS
STA. 167+00 TO STA. 148+50

BROADWAY AVE.

131

SEEDING		END AREA		VOLUME	
S.Y.	END WIDTH	CUT SQ. FT.	FILL SQ. FT.	CUT CU. YD.	FILL CU. YD.
111	20	0	18	0	36
111	20	0	21	2	32
111	20	2	14	5	31
111	20	3	20	4	38
444		SHEET TOTAL		11	137

EX. R/W

Grade Break: −23.00' L
Elev = 806.52'G

Grade Break: 0.00'
Elev = 807.30'
Grade Break: 2.8'
Elev = 807.39'G

Grade Break: 11.5'
Elev = 809.08'G

Grade Break: 27.4'
Elev = 809.98'G

Grade Break: 35.55'
Elev = 811.13'G

Grade Break: 48.95'
Elev = 811.06'

Grade Break: 63.78'
Elev = 810.99'G

EX. BIKE P

−1.0% 3.4% 5.69% 0.5% 0.5% 2.0% 10:1

EX. MEDIAN

STA. 170+50
EXIST. =807.3
PROP.=807.20

Grade Break: −23.00' L
Elev = 805.55'G

Grade Break: −12.00' L
Elev = 805.78'

Grade Break: 0.00'
Elev = 806.03'G
Grade Break: 2.0
Elev = 806.07'G

Grade Break: 9.0
Elev = 807.60'G

Grade Break: 25.
Elev = 808.34'T
Elev = 807.84'G

Grade Break: 30.00
Elev = 809.13'T
Elev = 808.63'G

Grade Break: 43.00
Elev = 808.78'

Grade Break: 56.00
Elev = 80.399'T
Elev = 808.39'G

EX. R/W

EX. BIK

−1.0% 2.1% 2.1% 1.56% 1.0% 1.0% 2.0% 10:1

EX. MEDIAN

STA. 170+00
EXIST. =806.1
PROP.=806.03

Grade Break: −23.00' L
Elev = 804.41'

Grade Break: −12.00' L
Elev = 804.63'

Grade Break: 0.00'
Elev = 804.88'
Grade Break: 1.7'
Elev = 804.92'

Grade Break: 6.5'
Elev = 806.07'

Grade Break: 22.4'
Elev = 806.32'G
Elev = 806.82'T

Grade Break: 26.2'
Elev = 806.90'T
Elev = 806.40'G

Grade Break: 39.23'
Elev = 806.66'

Grade Break: 52.24' R
Elev = 806.81'G
Elev = 807.31'T

EX. R/W

−1.0% 2.1% 2.1% 1.56% 1.56% 1.56% 2.0% 10:1

EX. MEDIAN

℄ 806.57

STA. 169+50
EXIST. =805.0
PROP.=804.88

Grade Break: −23.00' L

Grade Break: −12.00' L

Grade Break: 0.00'
Elev = 803.99
Grade Break: 1.72' R
Elev = 804.03'

Grade Break: 4.67' R
Elev = 804.72'

Grade Break: 30.42' R
Elev = 804.96'

Grade Break: 48.46' R
Elev = 805.28'T
Elev = 804.78'G

PROP. CB2−2B
EX. INLET (REMOVE)
STA. 168+85.32, 62.61' RT.
T/G=803.99
PROP. T/C=803.60
WATER FILLED
NO PIPES VISIBLE
RESISTANCE=801.16
PROP. INV= 801.16

EX. R/W

DRIVEWAY

2.1% 2.1% 1.0% 1.0% 2.0% 10:1 10:1

EX. BIKE PATH

EX. MEDIAN

℄ 804.57

STA. 169+00
EXIST. =804.0
PROP.=803.99

PAVEMENT REMOVED

EX. R/W ℄ CONSTRUCTION

35 30 25 20 15 10 5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75 80 85 90

HORIZONTAL SCALE
1" = 5 FEET

CALCULATED: ---
CHECKED: ---

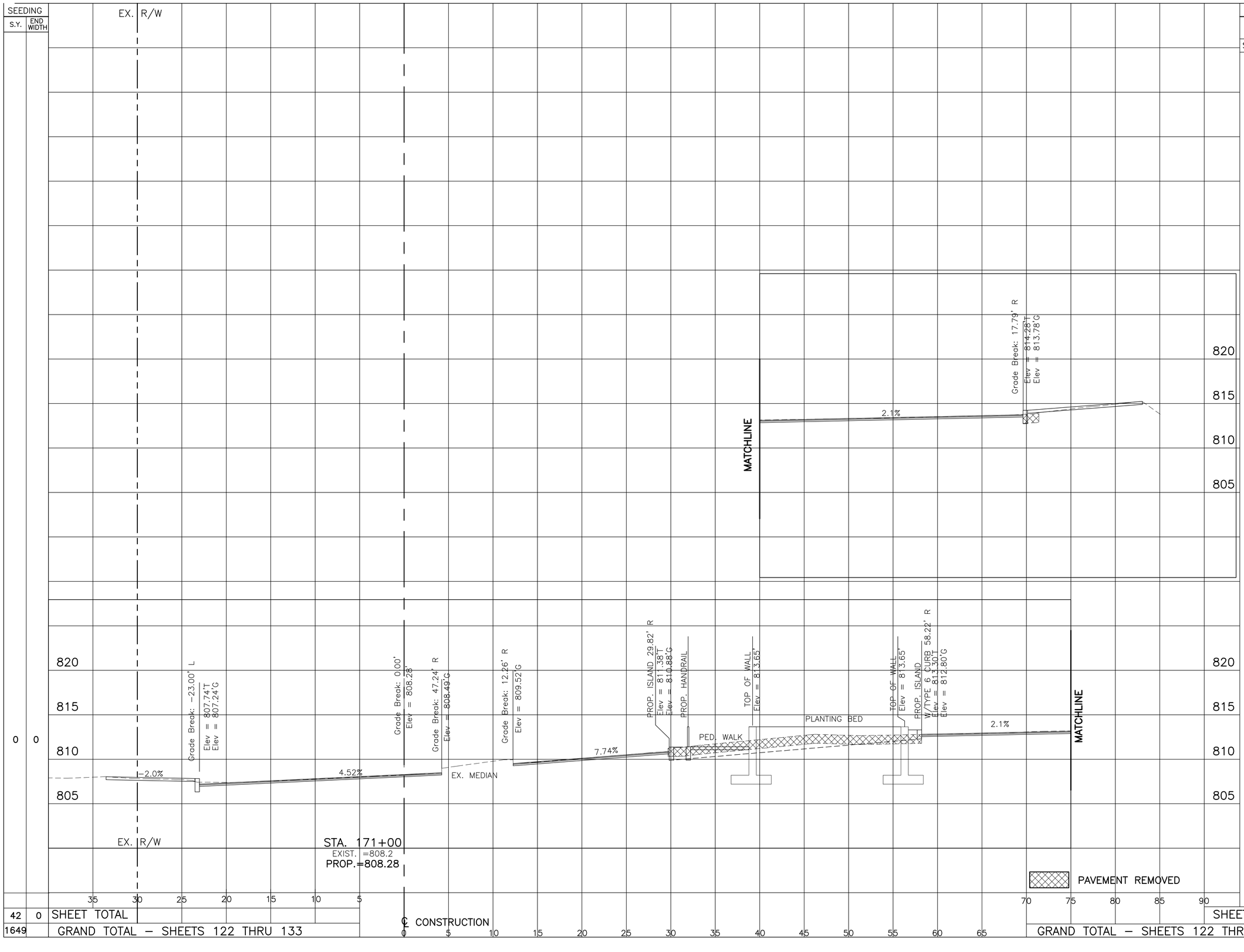
BROADWAY AVE. – CROSS SECTIONS STA. 169+00 TO STA. 170+50

BROADWAY AVE.

132

SEEDING	
S.Y.	END WIDTH
0	0
42	0
1649	

END AREA		VOLUME	
CUT	FILL	CUT	FILL
SQ. FT.	SQ. FT.	CU. YD.	CU. YD.
0	3	0	19
SHEET TOTAL		0	19
GRAND TOTAL – SHEETS 122 THRU 133		979	915



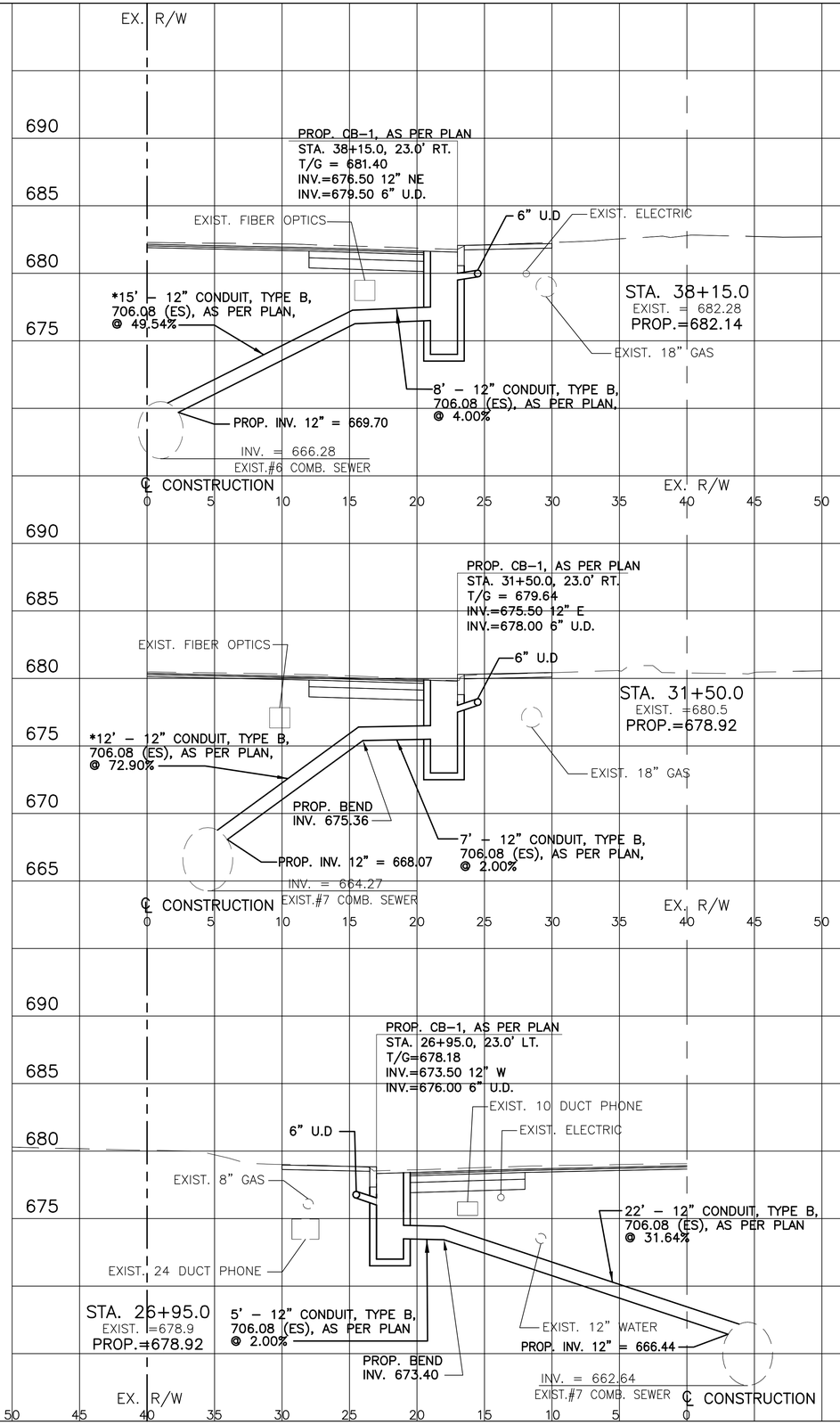
HORIZONTAL SCALE
1" = 5 FEET

CALCULATED: ---
CHECKED: ---

BROADWAY AVE. – CROSS SECTIONS
STA. 169+00 TO STA. 170+50

BROADWAY AVE.

133



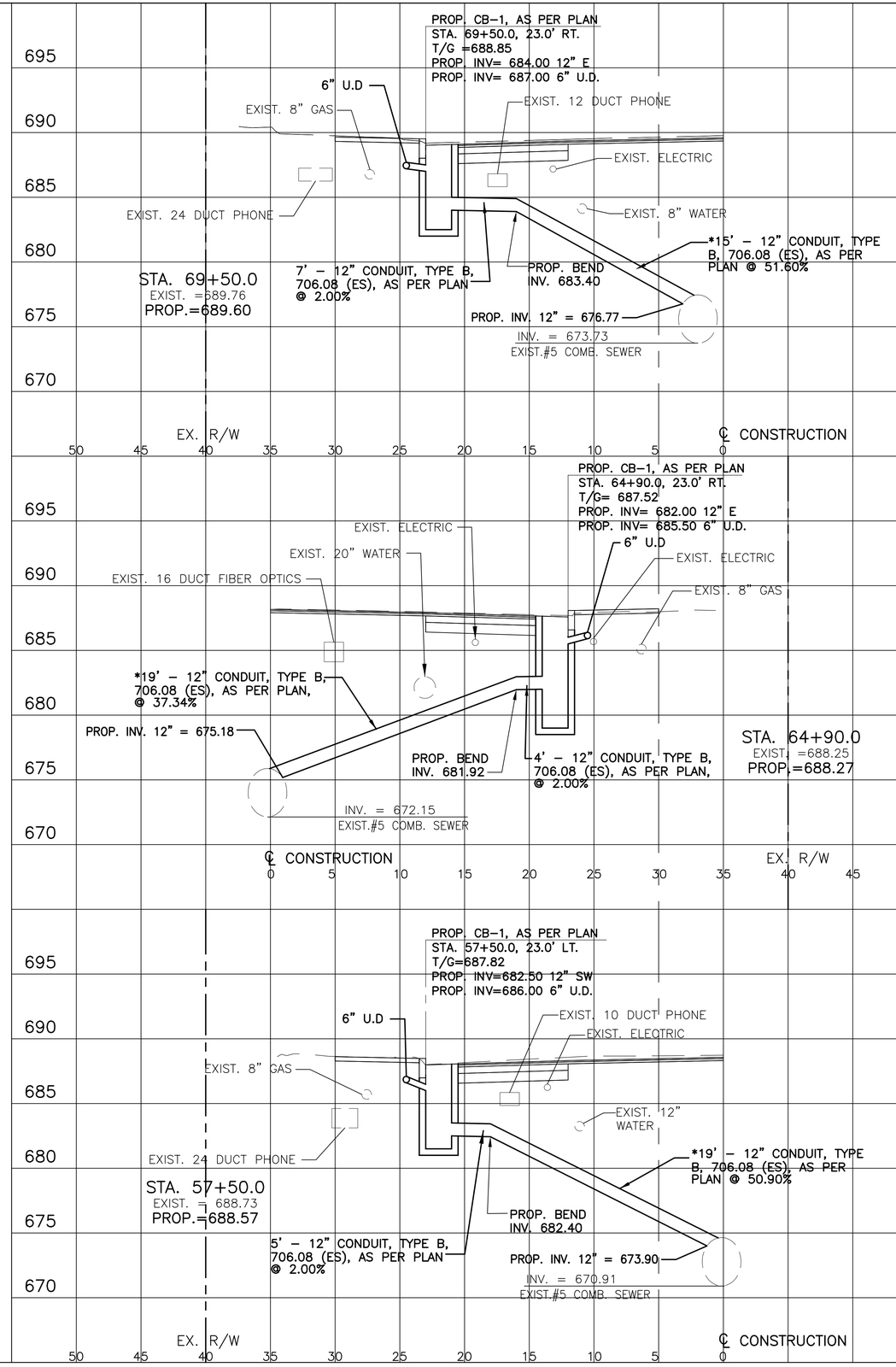
HORIZONTAL SCALE
1" = 5 FEET

CALCULATED: JL
CHECKED: PSB

STORM SEWER PROFILES

BROADWAY AVE. – BROADWAY AVE. CUY–14–2.72

134



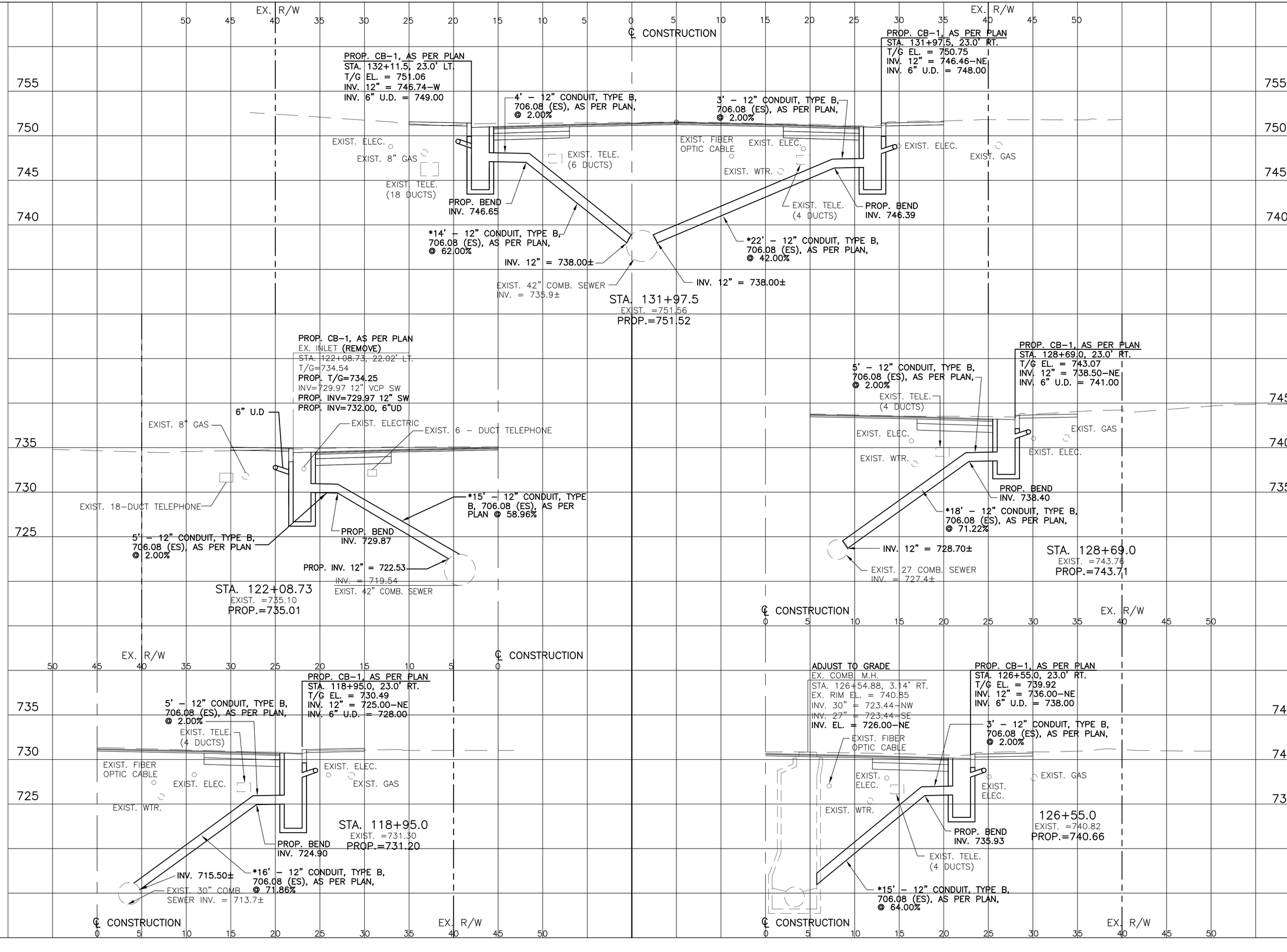
HORIZONTAL SCALE
1" = 5 FEET

CALCULATED: JL
CHECKED: PSB

BROADWAY AVE. – STORM SEWER PROFILES

BROADWAY AVE.
CUY–14–2.72

135



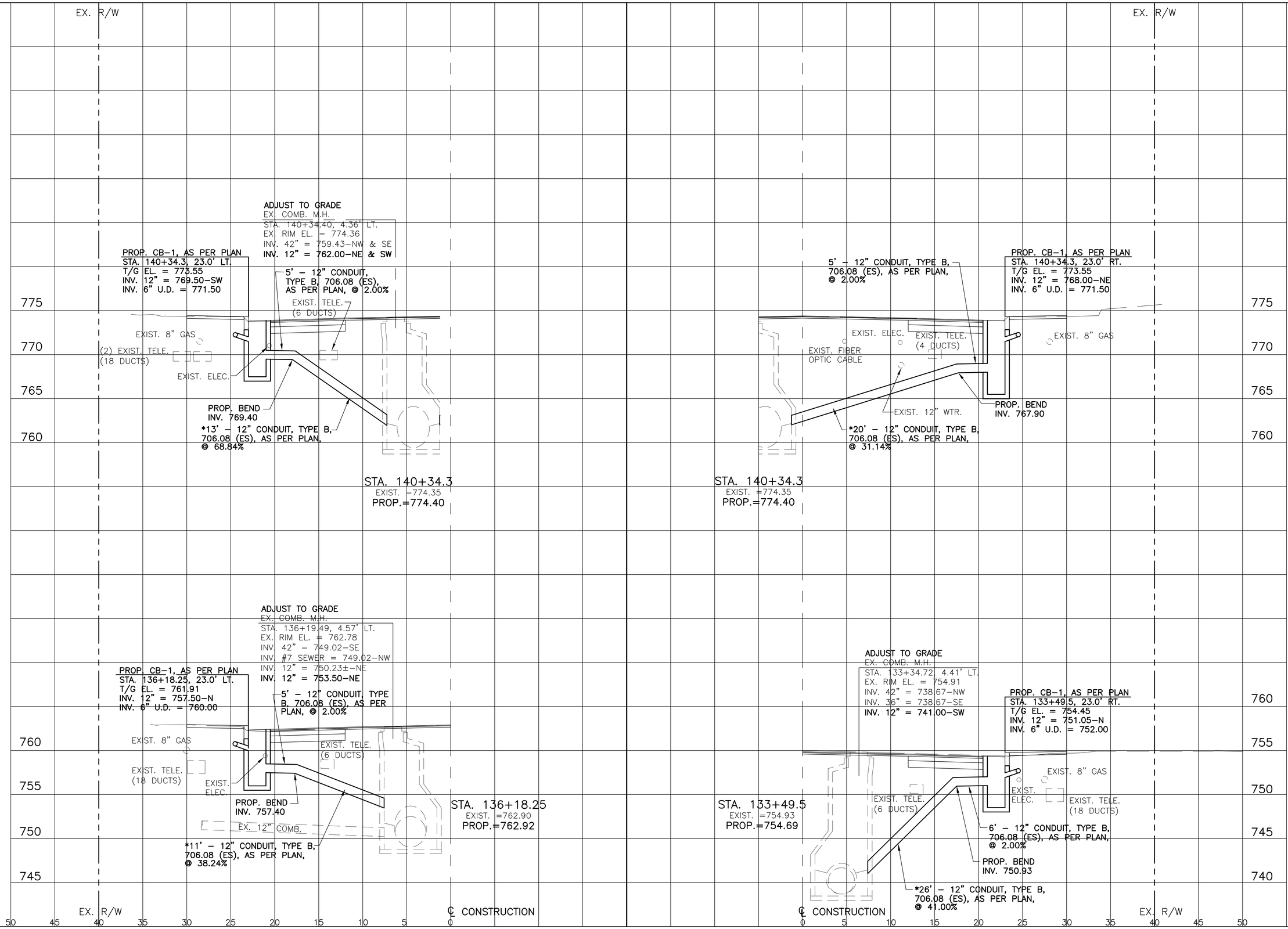
HORIZONTAL SCALE 1" = 5 FEET

CALCULATED: CF
CHECKED: PSB

BROADWAY AVE. – STORM SEWER PROFILES

BROADWAY AVE.
CUY–14–2.72

136
11



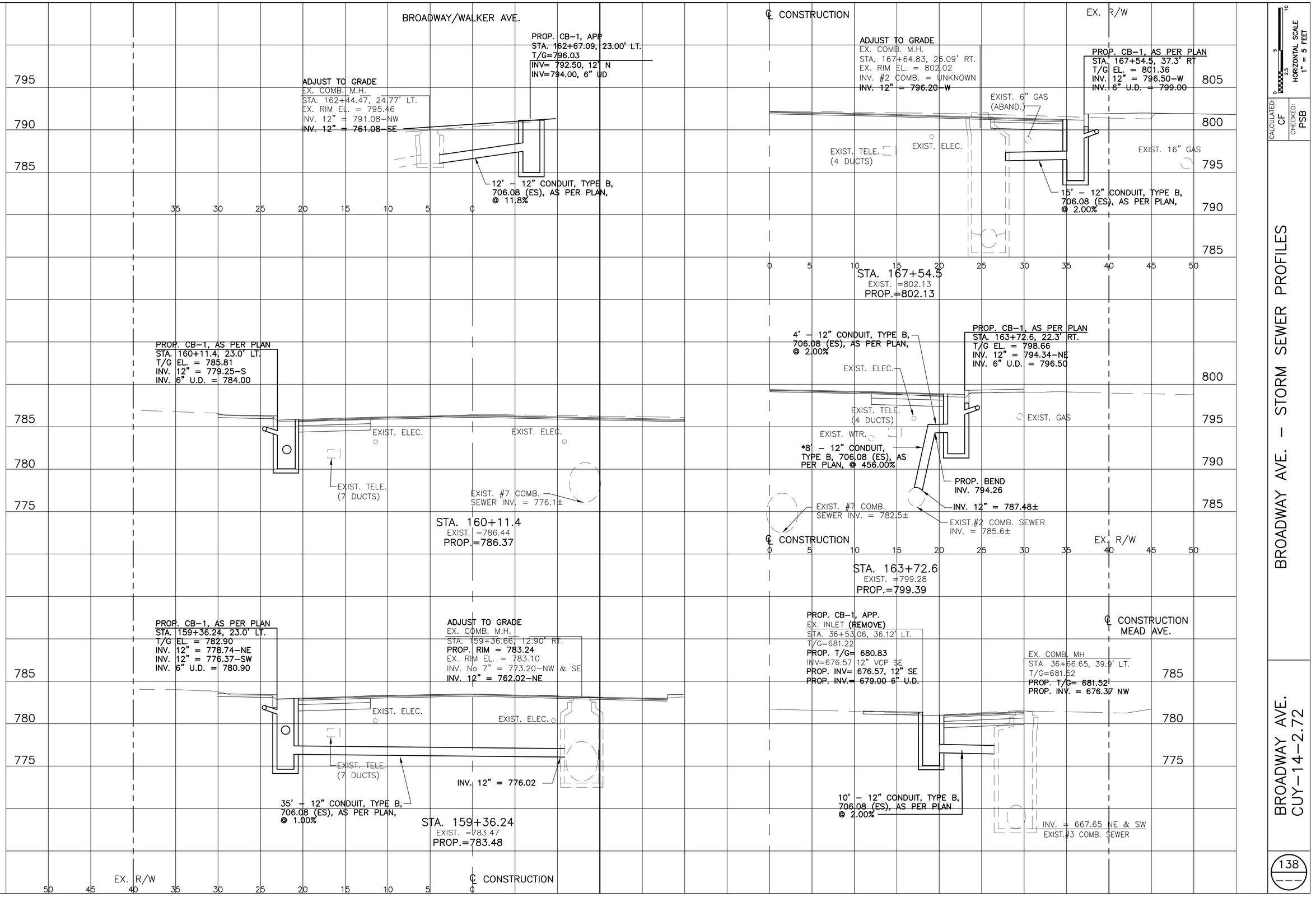
HORIZONTAL SCALE
1" = 5 FEET

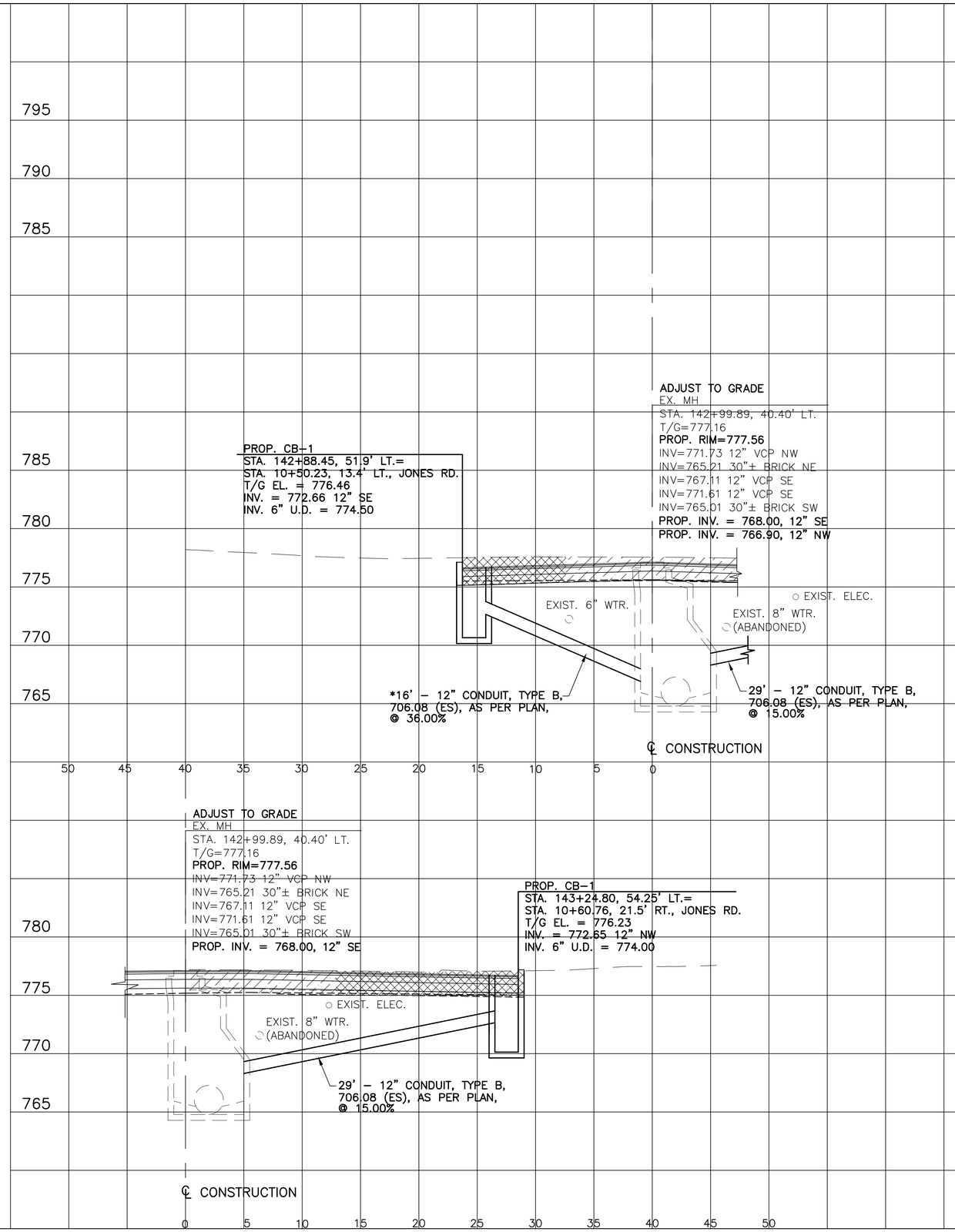
CALCULATED: CF
CHECKED: PSB

BROADWAY AVE. – STORM SEWER PROFILES

BROADWAY AVE.
CUY–14–2.72

137


BROADWAY/WALKER AVE.
PROP. CB–1, APP
STA. 162+67.09, 23.00' LT.
T/G=796.03
INV= 792.50, 12" N
INV=794.00, 6" UD
ADJUST TO GRADE
EX. COMB. M.H.
STA. 162+44.47, 24.77' LT.
EX. RIM EL. = 795.46
NV. 12" = 791.08–NW
INV. 12" = 761.08–SE
12' – 12" CONDUIT, TYPE B, 706.08 (ES), AS PER PLAN, @ 11.8%
℄ CONSTRUCTION
EX. R/W
ADJUST TO GRADE
EX. COMB. M.H.
STA. 167+64.83, 26.09' RT.
EX. RIM EL. = 802.02
INV. #2 COMB. = UNKNOWN
INV. 12" = 796.20–W
PROP. CB–1, AS PER PLAN
STA. 167+54.5, 37.3' RT
T/G EL. = 801.36
INV. 12" = 796.50–W
INV. 6" U.D. = 799.00
EXIST. 6" GAS (ABAND.)
EXIST. TELE. (4 DUCTS)
EXIST. ELEC.
EXIST. 16" GAS
15' – 12" CONDUIT, TYPE B, 706.08 (ES), AS PER PLAN, @ 2.00%
STA. 167+54.5
EXIST. =802.13
PROP.=802.13
PROP. CB–1, AS PER PLAN
STA. 160+11.4, 23.0' LT.
T/G EL. = 785.81
INV. 12" = 779.25–S
INV. 6" U.D. = 784.00
EXIST. ELEC.
EXIST. ELEC.
EXIST. TELE. (7 DUCTS)
EXIST. #7 COMB. SEWER INV. = 776.1±
STA. 160+11.4
EXIST. =786.44
PROP.=786.37
4' – 12" CONDUIT, TYPE B, 706.08 (ES), AS PER PLAN, @ 2.00%
PROP. CB–1, AS PER PLAN
STA. 163+72.6, 22.3' RT.
T/G EL. = 798.66
INV. 12" = 794.34–NE
INV. 6" U.D. = 796.50
EXIST. ELEC.
EXIST. TELE. (4 DUCTS)
EXIST. GAS
EXIST. WTR.
*8' – 12" CONDUIT, TYPE B, 706.08 (ES), AS PER PLAN, @ 456.00%
PROP. BEND
INV. 794.26
INV. 12" = 787.48±
EXIST. #7 COMB. SEWER INV. = 782.5±
EXIST.#2 COMB. SEWER INV. = 785.6±
℄ CONSTRUCTION
EX. R/W
STA. 163+72.6
EXIST. =799.28
PROP.=799.39
PROP. CB–1, AS PER PLAN
STA. 159+36.24, 23.0' LT.
T/G EL. = 782.90
INV. 12" = 778.74–NE
INV. 12" = 776.37–SW
INV. 6" U.D. = 780.90
ADJUST TO GRADE
EX. COMB. M.H.
STA. 159+36.66, 12.90' RT.
PROP. RIM = 783.24
EX. RIM EL. = 783.10
INV. No 7" = 773.20–NW & SE
INV. 12" = 762.02–NE
EXIST. ELEC.
EXIST. ELEC.
EXIST. TELE. (7 DUCTS)
INV. 12" = 776.02
35' – 12" CONDUIT, TYPE B, 706.08 (ES), AS PER PLAN, @ 1.00%
STA. 159+36.24
EXIST. =783.47
PROP.=783.48
EX. R/W
℄ CONSTRUCTION
PROP. CB–1, APP.
EX. INLET (REMOVE)
STA. 36+53.06, 36.12' LT.
T/G=681.22
PROP. T/G= 680.83
INV=676.57 12" VCP SE
PROP. INV= 676.57, 12" SE
PROP. INV.= 679.00 6" U.D.
℄ CONSTRUCTION
MEAD AVE.
EX. COMB. MH
STA. 36+66.65, 39.9' LT.
T/G=681.52
PROP. T/G= 681.52
PROP. INV. = 676.37 NW
10' – 12" CONDUIT, TYPE B, 706.08 (ES), AS PER PLAN @ 2.00%
INV. = 667.65 NE & SW
EXIST.#3 COMB. SEWER
HORIZONTAL SCALE 1" = 5 FEET
CALCULATED: CF
CHECKED: PSB
BROADWAY AVE. – STORM SEWER PROFILES
BROADWAY AVE.
CUY–14–2.72
138



HORIZONTAL SCALE
1" = 5 FEET

CALCULATED: CF
CHECKED: PSB

BROADWAY AVE. - STORM SEWER PROFILES

BROADWAY AVE.
CUY-14-2.72

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FINISHED GRADE ELEVATION TABLE

Remarks	Walk						Left Side, NB							Centerline Control			Right Side, SB							Walk						Remarks
	Elevation Difference	Existing BOW Elevation	Offset From C.L.	Proposed BOW Elevation	Width	Proposed Slope	Proposed Top of Curb Elevation	Proposed Curb Reveal (Inches)	Proposed Gutter Elevation	Cross Slope	Width (Outside Lane)	Proposed Cross Slope	Width (Inside Lane)	Station	Existing Profile Grade	Proposed Profile Grade	Width (Inside Lane)	Proposed Cross Slope	Width (Outside Lane)	Proposed Cross Slope	Proposed Gutter Elevation	Proposed Curb Reveal (Inches)	Proposed Top of Curb Elevation	Proposed Slope	Width	Proposed BOW Elevation	Offset From C.L.	Existing BOW Elevation	Elevation Difference	
						0.02	676.82	6	676.12	-0.021	11	-0.021	12	21+00	676.80	676.80	12	-0.021	11	-0.021	676.12	6	676.82	0.02		676.82				
						0.02	676.82	6	676.32	-0.021	11	-0.021	12	21+50	676.80	676.80	12	-0.021	11	-0.021	676.32	6	676.82	0.02		676.82				
						0.02	677.02	6	676.52	-0.021	11	-0.021	12	22+00	677.00	677.00	12	-0.021	11	-0.021	676.52	6	677.02	0.02		677.02				
	-0.06	677.80	32.0	677.74	9.0	0.02	677.56	6	677.06	-0.021	11	-0.021	12	22+50	677.60	677.54	12	-0.021	11	-0.021	677.06	6	677.56	0.02	6.5	677.69	29.5	677.99	-0.30	
	-0.10	677.99	32.0	677.89	9.0	0.02	677.71	6	677.21	-0.021	11	-0.021	12	23+00	677.70	677.69	12	-0.021	11	-0.021	677.21	6	677.71	0.02	6.3	677.84	29.3	678.04	-0.20	
	-0.04	678.08	32.0	678.04	9.0	0.02	677.86	6	677.36	-0.021	11	-0.021	12	23+50	677.90	677.84	12	-0.021	11	-0.021	677.36	6	677.86	0.02	9.8	678.06	32.8	678.26	-0.20	
DRIVE	-0.21	678.21	32.0	678.00	9.0	0.02	677.82	6	677.32	-0.021	11	-0.021	12	24+00	677.80	677.80	12	-0.021	11	-0.021	677.32	6	677.82	0.02	10.6	678.03	33.6	678.34	-0.31	
	-0.10	678.45	32.0	678.35	9.0	0.02	678.17	6	677.67	-0.021	11	-0.021	12	24+50	678.20	678.15	12	-0.021	11	-0.021	677.67	6	678.17	0.02	11.2	678.40	34.2	678.40	0.00	
	-0.11	678.61	32.0	678.50	9.0	0.02	678.32	6	677.82	-0.021	11	-0.021	12	25+00	678.30	678.30	12	-0.021	11	-0.021	677.82	6	678.32	0.02	10.8	678.54	33.8	678.51	0.03	
DRIVE	0.09	678.48	32.0	678.57	9.0	0.01	678.48	6	677.98	-0.021	11	-0.021	12	25+50	678.50	678.46	12	-0.021	11	-0.021	677.98	6	678.48	0.02	10.7	678.70	33.7	678.70	0.00	
	-0.10	678.81	32.0	678.71	9.0	0.02	678.53	6	678.03	-0.03	11	-0.021	12	26+00	678.70	678.61	12	-0.021	11	-0.03	678.03	6	678.53	0.02		678.53				I-77 Ramp
	-0.27	679.14	32.0	678.87	9.0	0.02	678.69	6	678.19	-0.03	11	-0.021	12	26+50	678.90	678.77	12	-0.021	11	-0.03	678.19	6	678.69	0.01	10.9	678.80	33.9	678.73	0.07	CURB RAMP
	-0.03	679.06	32.0	679.03	9.0	0.02	678.85	6	678.35	-0.03	11	-0.021	12	27+00	679.10	678.93	12	-0.021	11	-0.03	678.35	6	678.85	0.02	10.8	679.07	33.8	679.30	-0.23	
DRIVE	0.08	679.14	33.5	679.22	10.5	0.02	679.01	6	678.51	-0.03	11	-0.021	12	27+50	679.20	679.09	12	-0.021	11	-0.03	678.51	6	679.01	0.02						I-77 Ramp
DRIVE	0.05	679.36	34.9	679.41	11.9	0.02	679.17	6	678.67	-0.03	11	-0.021	12	28+00	679.40	679.25	12	-0.021	11	-0.03	678.67	6	679.17	0.02	10.9	679.39	33.9	679.32	0.07	
BLDG.	-0.01	679.47	34.9	679.46	11.9	0.01	679.34	6	678.84	-0.03	11	-0.021	12	28+50	679.50	679.42	12	-0.021	11	-0.03	678.84	6	679.34	0.02						FINN RD
BLDG.	0.25	679.37	34.9	679.62	11.9	0.01	679.50	6	679.00	-0.03	11	-0.021	12	29+00	679.60	679.58	12	-0.021	11	-0.03	679.00	6	679.50	0.02	11.4	679.73	34.4	679.67	0.06	CURB RAMP
BLDG.	0.08	679.69	34.3	679.77	11.3	0.01	679.66	6	679.16	-0.03	11	-0.021	12	29+50	679.80	679.74	12	-0.021	11	-0.03	679.16	6	679.66	0.02	11.5	679.89	34.5	680.07	-0.18	BLDG.
BLDG.	0.03	679.90	33.5	679.93	10.5	0.01	679.82	6	679.32	-0.03	11	-0.021	12	30+00	679.90	679.90	12	-0.021	11	-0.03	679.32	6	679.82	0.02	12.0	680.06	35.0	680.31	-0.25	
	0.02	680.07	34.0	680.09	11.0	0.01	679.98	6	679.48	-0.03	11	-0.021	12	30+50	680.10	680.06	12	-0.021	11	-0.03	679.48	6	679.98	0.02	11.7	680.21	34.7	680.44	-0.23	
	0.10	680.15	34.0	680.25	11.0	0.01	680.14	6	679.64	-0.03	11	-0.021	12	31+00	680.30	680.22	12	-0.021	11	-0.03	679.64	6	680.14	0.02	11.6	680.37	34.6	680.62	-0.25	DRIVE
	-0.12	680.52	33.0	680.40	10.0	0.01	680.30	6	679.80	-0.03	11	-0.021	12	31+50	680.50	680.38	12	-0.021	11	-0.03	679.80	6	680.30	0.02	12.1	680.54	35.1	680.54	0.00	
	0.18	680.36	33.0	680.54	10.0	0.01	680.44	6	679.94	-0.03	11	-0.021	12	32+00	680.60	680.52	12	-0.021	11	-0.03	679.94	6	680.44	0.02	12.6	680.69	35.6	680.62	0.07	
WENDEL						0.01	680.57	6	680.07	-0.03	11	-0.021	12	32+50	680.70	680.65	12	-0.021	11	-0.03	680.07	6	680.57	0.02	13.1	680.83	36.1	680.81	0.02	
	0.18	680.62	33.0	680.80	10.0	0.01	680.70	6	680.20	-0.03	11	-0.021	12	33+00	680.80	680.78	12	-0.021	11	-0.03	680.20	4	680.53	0.02	13.6	680.81	36.6	680.83	-0.02	
	0.01	680.92	33.0	680.93	10.0	0.01	680.83	6	680.33	-0.03	11	-0.021	12	33+50	680.90	680.91	12	-0.021	11	-0.03	680.33	4	680.66	0.02						CZAR
	-0.09	681.16	33.0	681.07	10.0	0.01	680.97	6	680.47	-0.03	11	-0.021	12	34+00	681.10	681.05	12	-0.021	11	-0.03	680.47	4	680.80	0.02	12.5	681.05	35.5	680.96	0.09	
	0.11	681.09	33.0	681.20	10.0	0.01	681.10	6	680.60	-0.03	11	-0.021	12	34+50	681.10	681.18	12	-0.021	11	-0.03	680.60	4	680.93	0.02	12.2	681.18	35.2	681.17	0.01	
	0.41	680.92	33.0	681.33	10.0	0.01	681.23	6	680.73	-0.03	11	-0.021	12	35+00	681.30	681.31	12	-0.021	11	-0.03	680.73	6	681.23	0.02						E. 49th
	0.08	681.38	33.0	681.46	10.0	0.01	681.36	6	680.86	-0.03	11	-0.021	12	35+50	681.40	681.44	12	-0.021	11	-0.03	680.86	4	681.19	0.02	10.1	681.40	33.1	681.31	0.09	
	-0.10	681.80	33.0	681.70	10.0	0.02	681.50	6	681.00	-0.03	11	-0.021	12	36+00	681.60	681.58	12	-0.021	11	-0.03	681.00	4	681.33	0.02	10.0	681.53	33.0	681.50	0.03	
MEAD						0.02	681.63	6	681.13	-0.03	11	-0.021	12	36+50	681.80	681.71	12	-0.021	11	-0.03	681.13	4	681.46	0.01	10.0	681.56	33.0	681.54	0.02	
	0.05	681.95	35.0	682.00	12.0	0.02	681.76	6	681.26	-0.03	11	-0.021	12	37+00	681.90	681.84	12	-0.021	11	-0.03	681.26	4	681.59	0.01	10.0	681.69	33.0	681.76	-0.07	
	-0.04	682.17	35.0	682.13	12.0	0.02	681.89	6	681.39	-0.03	11	-0.021	12	37+50	682.10	681.97	12	-0.021	11	-0.03	681.39	6	681.89	0.01	10.0	681.99	33.0	682.03	-0.04	DRIVE
	-0.04	682.30	35.0	682.26	12.0	0.02	682.02	6	681.52	-0.03	11	-0.021	12	38+00	682.30	682.10	12	-0.021	11	-0.03	681.52	6	682.02	0.02	10.0	682.22	33.0	682.30	-0.08	
	-0.22	682.62	35.0	682.40	12.0	0.02	682.16	6	681.66	-0.03	11	-0.021	12	38+50	682.40	682.24	12	-0.021	11	-0.03	681.66	6	682.16	0.02	10.0	682.36	33.0	682.50	-0.14	
	-0.24	682.77	35.0	682.53	12.0	0.02	682.29	6	681.79	-0.03	11	-0.021	12	39+00	682.50	682.37	12	-0.021	11	-0.03	681.79	6	682.29	0.02	10.0	682.49	33.0	682.48	0.01	
	-0.21	682.87	35.0	682.66	12.0	0.02	682.42	6	681.92	-0.03	11	-0.021	12	39+50	682.70	682.50	12	-0.021	11	-0.03	681.92	6	682.42	0.02	10.0	682.62	33.0	682.60	0.02	DRIVE
	-0.11	682.90	35.0	682.79	12.0	0.02	682.55	6	682.05	-0.03	11	-0.021	12	40+00	682.80	682.63	12	-0.021	11	-0.03	682.05	6	682.55	0.01						PERSHING
PERSHING						0.02	682.69	6	682.19	-0.03	11	-0.021	12	40+50	682.80	682.77	12	-0.021	11	-0.03	682.19	6	682.69	0.01	10.0	682.79	33.0	682.80	-0.01	CURB RAMP
	0.00	683.09	35.0	683.09	12.0	0.02	682.85	6	682.35	-0.03	11	-0.021	12	41+00	683.00	682.93	12	-0.021	11	-0.03	682.35	6	682.85	0.02	10.0	683.05	33.0	683.11	-0.06	DRIVE
	0.01	683.25	35.0	683.26	12.0	0.02	683.02	6	682.52	-0.03	11	-0.021	12	41+50	683.20	683.10	12	-0.021	11	-0.03	682.52	6	683.02	0.02	10.0	683.22	33.0	683.58	-0.36	
	0.03	683.40	35.0	683.43	12.0	0.02	683.19	6	682.69	-0.03	11	-0.021	12	42+00	683.30	683.27	12	-0.021	11	-0.03	682.69	6	683.19	0.02	10.0	683.39	33.0	683.76	-0.37	
	0.05	683.55	35.0	683.60	12.0	0.02	683.36	6	682.86	-0.03	11	-0.021	12	42+50	683.50	683.44	12	-0.021	11	-0.03	682.86	6	683.36	0.02	10.0	683.56	33.0	683.94	-0.38	
	-0.03	683.80	35.0	683.77	12.0	0.02	683.53	6	683.03	-0.03	11	-0.021	12	43+00	683.70	683.61	12	-0.021	11	-0.03	683.03	6	683.53	0.02	10.0	683.73	33.0	683.81	-0.08	REMOVE SHRUBS
FOWLER						0.02	683.70	6	683.20	-0.03	11	-0.021	12	43+50	683.90	683.78	12	-0.021	11	-0.03	683.20	6	683.70	0.02	10.0	683.90	33.0	684.23	-0.33	REMOVE SHRUBS
	-0.05	684.16	35.0	684.11	12.0	0.02	683.87	6	683.37	-0.03	11	-0.021	12	44+00	684.00	683.95	12	-0.021	11	-0.03	683.37	6	683.87	0.02	11.0	684.09	34.0	684.25	-0.16	
DRIVE	0.14	684.12	34.2	684.26	11.2	0.02	684.04	6	683.54	-0.03	11	-0.021	12	44+50	684.20	684.12	12	-0.021	11	-0.03	683.54	4	683.87	0.02	11.4	684.10	34.4	684.03	0.07	
	-0.02	684.45	34.4	684.43	11.4	0.02	684.20	6	683.70	-0.03	11	-0.021	12	45+00	684.30	684.28	12	-0.021	11	-0.03	683.70	4	684.03	0.02	11.5	684.26	34.5	684.34	-0.08	
	0.00	684.65	34.3	684.65	11.3	0.02	684.42	6	683.92	-0.03	11	-0.021	12	45+50	684.60	684.50	12	-0.021	11	-0.03	683.92	4	684.25	0.02	11.5	684.48	34.5	684.59	-0.11	
	0.04	684.86	34.2	684.90	11.2	0.02	684.68	6	684.18	-0.03	11	-0.021	12	46+00	684.80	684.76	12	-0.021	11	-0.03	684.18	6	684.68	0.02	11.5	684.91	34.5	685.04	-0.13	
	-0.04	685.20	34.4	685.16	11.4	0.02	684.93	6	684.43	-0.03	11	-0.021	12	46+50	685.10	685.01	12	-0.021	11	-0.03	684.43	6	684.93	0.01	11.5	685.05	34.5	685.05	0.00	
	-0.01	685.42	34.1	685.41	11.1	0.02	685.19	6	684.69	-0.03	11	-0.021	12	47+00	685.30	685.27	12	-0.021	11	-0.03	684.69	6	685.19	0.01	11.5	685.31	34.5	685.30	0.01	
	-0.15	685.82	33.9	685.67	10.9	0.02	685.45	6	684.95	-0.03	11	-0.021	12	47+50	685.60	685.53	12	-0.021	11	-0.03	684.95	4	685.28	0.01	11.5	685.40	34.5	685.45	-0.05	
McBRIDE						0.02	685.71	6	685.21	-0.03	11	-0.021	12	48+00	685.70	685.79	12	-0.021	11	-0.03	685.21	4	685.54	0.02						McBRIDE
BLDG.	0.10	685.90	35.0	686.00	12.0	0.01	685.88	5	685.46	-0.03	11	-0.021	12	48+50	686.00	686.04	12	-0.021	11	-0.03	685.46	4	685.79	0.02	11.5	686.02	34.5	686.01	0.01	BLDG.
BLDG.	0.01	686.25	35.0	686.26	12.0	0.01	686.14	5	685.72	-0.03	11	-0.021	12	49+00	686.30	686.30	12	-0.021	11	-0.03	685.72	4	686.05	0.02	10.0	686.25	33.0	686.32	-0.07	
BLDG.	-0.02	686.54	35.0	686.52	12.0	0.01	686.40	5	685.98	-0.03	11	-0.021	12	49+50	686.60	686.56	12	-0.021	11	-0.03	685.98	4	686.31	0.01	10.0	686.41	33.0	686.35	0.06	DRIVE
BLDG.	0.03	686.75	35.0	686.78	12.0	0.01	686.66	5	686.24	-0.03	11	-0.021	12	50+00	686.90	686.82	12	-0.021	11	-0.03	686.24	4	686.57	0.01	11.3	686.69	34.3	686.73	-0.04	
DRIVE	0.10	686.92	33.5	687.02	10.5	0.01	686.92	5	686.50	-0.03	11	-0.021	12	50+50	687.20	687.08	12	-0.021	11	-0.03	686.50	6	687.00	0.01	10.0	687.10	33.0	687.15	-0.05	CHURCH
MAGNET						0.02	687.25	6	686.75	-0.03	11	-0.021	12	51+00	687.40	687.33	12	-0.021	11	-0.03	686.75	6	687.25	0.02	11.5	687.48	34.5	687.50	-0.02	
BLDG.	0.02	687.72	34.7	687.74	11.7	0.02	687.51	6	687.01	-0.03	11	-0.021	12	51+50	687.70	687.59	12	-0.021	11	-0.03	687.01	6	687.51	0.02	11.6	687.74	34.6	687.71	0.03	
BLDG.	0.06	687.95	35.2	688.01	12.2	0.02	687.77	6	687.27	-0.03	11	-0.021	12	52+00	687.90	687.85	12	-0.021	11	-0.03	687.27	6	687.77	0.02	11.5	688.00	34.5	687.96	0.04	
DRIVE	0.07	688.16	33.0	688.23	10.0	0.02	688.03	6	687.53	-0.03	11	-0.021	12	52+50	688.20	688.11	12	-0.021	11	-0.03	687.53	4	687.86	0.02	11.3	688.09	34.3	688.13	-0.04	
BLDG.	0.07	688.47	35.6	688.54	12.6	0.02	688.29	6	687.79	-0.03	11	-0.021	12	53+00	688.50	688.37	12	-0.021	11	-0.03	687.79	4	688.12	0.02	11.4	688.35	34.4	688.32	0.03	BLDG.
BLDG.	0.07	688.72	35.6	688.79	12.6	0.02	688.54	6	688.04	-0.03	11	-0.021	12	53+50	688.70	688.62	12	-0.021	11	-0.03	688.04	4	688.37	0.01	11.6	688.49	34.6	688.49	0.00	BLDG.

BROADWAY AVE.
CUY-14-2.72

FINISHED GRADE ELEVATION TABLE

Remarks	Walk						Left Side, NB							Centerline Control			Right Side, SB							Walk						Remarks
	Elevation Difference	Existing BOW Elevation	Offset From C.L.	Proposed BOW Elevation	Width	Proposed Slope	Proposed Top of Curb Elevation	Proposed Curb Reveal (Inches)	Proposed Gutter Elevation	Cross Slope	Width (Outside Lane)	Proposed Cross Slope	Width (Inside Lane)	Station	Existing Profile Grade	Proposed Profile Grade	Width (Inside Lane)	Proposed Cross Slope	Width (Outside Lane)	Proposed Cross Slope	Proposed Gutter Elevation	Proposed Curb Reveal (Inches)	Proposed Top of Curb Elevation	Proposed Slope	Width	Proposed BOW Elevation	Offset From C.L.	Existing BOW Elevation	Elevation Difference	
MUMFORD						0.02	688.80	6	688.30	-0.03	11	-0.021	12	54+00	688.90	688.88	12	-0.021	11	-0.03	688.30	4	688.63	0.01	11.6	688.75	34.6	688.61	0.14	BLDG.
BLDG.	-0.03	689.21	33.0	689.18	10.0	0.02	688.98	6	688.48	-0.03	11	-0.021	12	54+50	689.10	689.06	12	-0.021	11	-0.03	688.48	4	688.81	0.01	11.5	688.93	34.5	688.73	0.20	BLDG.
	-0.02	689.27	33.0	689.25	10.0	0.02	689.05	6	688.55	-0.03	11	-0.021	12	55+00	689.20	689.13	12	-0.021	11	-0.03	688.55	4	688.88	0.01	11.5	689.00	34.5	688.86	0.14	
DRIVE	0.05	689.18	33.0	689.23	10.0	0.02	689.03	6	688.53	-0.03	11	-0.021	12	55+50	689.30	689.11	12	-0.021	11	-0.03	688.53	4	688.86	0.01	11.5	688.98	34.5	688.67	0.31	CURB RAMP
CURB RAMP	-0.13	689.24	33.0	689.11	10.0	0.02	688.91	6	688.41	-0.03	11	-0.021	12	56+00	689.10	688.99	12	-0.021	11	-0.03	688.41	4	688.74	0.02	11.5	688.97	34.5	688.93	0.04	CURB RAMP
	-0.15	689.12	33.0	688.97	10.0	0.02	688.77	6	688.27	-0.03	11	-0.021	12	56+50	689.00	688.85	12	-0.021	11	-0.03	688.27	4	688.60	0.02	11.5	688.83	34.5	688.74	0.09	BLDG.
BLDG.	-0.07	688.91	33.3	688.84	10.3	0.02	688.63	6	688.13	-0.03	11	-0.021	12	57+00	688.80	688.71	12	-0.021	11	-0.03	688.13	4	688.46	0.02	11.4	688.69	34.4	688.69	0.00	BLDG.
	-0.15	688.83	32.5	688.68	9.5	0.02	688.49	6	687.99	-0.03	11	-0.021	12	57+50	688.70	688.57	12	-0.021	11	-0.03	687.99	6	688.49	0.02	11.4	688.72	34.4	688.76	-0.04	BLDG.
	0.13	688.32	32.5	688.45	9.5	0.01	688.35	6	687.85	-0.03	11	-0.021	12	58+00	688.60	688.43	12	-0.021	11	-0.03	687.85	6	688.35	0.02	11.6	688.58	34.6	688.62	-0.04	BLDG.
BLDG.	0.00	688.39	32.5	688.39	9.5	0.02	688.20	6	687.70	-0.03	11	-0.021	12	58+50	688.50	688.28	12	-0.021	11	-0.03	687.70	6	688.20	0.02	12.0	688.44	35.0	688.49	-0.05	DRIVE
BLDG.	-0.07	688.32	32.5	688.25	9.5	0.02	688.06	6	687.56	-0.03	11	-0.021	12	59+00	688.30	688.14	12	-0.021	11	-0.03	687.56	6	688.06	0.02	11.7	688.29	34.7	688.40	-0.11	BLDG.
BLDG.														59+50	688.20	688.00														BLDG.
E.55TH														60+00	688.00	687.85														BLDG.
E.55TH							SEE INTERSECTION DETAILS SHEET							60+50	687.80	687.71	SEE INTERSECTION DETAILS SHEET													BLDG.
HAMLET														61+00	687.70	687.57														E 55TH
BLDG.														61+50	687.90	687.55														E 55TH
														62+00	687.80	687.66														PLAZA
	0.04	687.87	34.6	687.91	11.6	0.02	687.68	6	687.18	-0.03	11	-0.021	12	62+50	687.90	687.76	12	-0.021	11	-0.03	687.18	4	687.51	0.02	12.0	687.75	35.0	687.75	0.00	BLDG.
	0.09	687.95	35.5	688.04	12.5	0.02	687.79	6	687.29	-0.03	11	-0.021	12	63+00	687.90	687.87	12	-0.021	11	-0.03	687.29	4	687.62	0.02	12.0	687.86	35.0	687.76	0.10	BLDG.
	-0.04	688.13	33.0	688.09	10.0	0.02	687.89	6	687.39	-0.03	11	-0.021	12	63+50	688.00	687.97	12	-0.021	11	-0.03	687.39	4	687.72	0.02	12.0	687.96	35.0	687.93	0.03	BLDG.
PORTAGE						0.02	688.00	6	687.50	-0.03	11	-0.021	12	64+00	688.10	688.08	12	-0.021	11	-0.03	687.50	4	687.83	0.02	11.2	688.06	34.2	688.01	0.05	BLDG.
BLDG.	0.01	688.33	35.0	688.34	12.0	0.02	688.10	6	687.60	-0.03	11	-0.021	12	64+50	688.20	688.18	12	-0.021	11	-0.03	687.60	4	687.93	0.02	11.3	688.16	34.3	688.10	0.06	BLDG.
	-0.16	688.61	35.0	688.45	12.0	0.02	688.21	6	687.71	-0.03	11	-0.021	12	65+00	688.30	688.29	12	-0.021	11	-0.03	687.71	4	688.04	0.02	11.4	688.27	34.4	688.24	0.03	BLDG.
BLDG.	0.09	688.46	34.8	688.55	11.8	0.02	688.31	6	687.81	-0.03	11	-0.021	12	65+50	688.50	688.39	12	-0.021	11	-0.03	687.81	4	688.14	0.02	11.8	688.38	34.8	688.43	-0.05	BLDG.
BLDG.	0.02	688.62	34.2	688.64	11.2	0.02	688.42	6	687.92	-0.03	11	-0.021	12	66+00	688.60	688.50	12	-0.021	11	-0.03	687.92	6	688.42	0.02	12.3	688.67	35.3	688.61	0.06	BLDG.
BLDG.	-0.09	688.83	34.1	688.74	11.1	0.02	688.52	6	688.02	-0.03	11	-0.021	12	66+50	688.60	688.60	12	-0.021	11	-0.03	688.02	6	688.52	0.02	12.5	688.77	35.5	688.81	-0.04	
CABLE						0.02	688.62	6	688.12	-0.03	11	-0.021	12	67+00	688.80	688.70	12	-0.021	11	-0.03	688.12	6	688.62	0.03	12.5	689.00	35.5	689.05	-0.05	
	-0.14	689.14	34.5	689.00	11.5	0.02	688.77	6	688.27	-0.03	11	-0.021	12	67+50	688.90	688.85	12	-0.021	11	-0.03	688.27	6	688.77	0.03	12.4	689.14	35.4	689.08	0.06	
	-0.14	689.33	34.5	689.19	11.5	0.02	688.96	6	688.46	-0.03	11	-0.021	12	68+00	689.10	689.04	12	-0.021	11	-0.03	688.46	6	688.96	0.03	11.4	689.30	34.4	689.37	-0.07	
	-0.14	689.51	34.5	689.37	11.5	0.02	689.14	6	688.64	-0.03	11	-0.021	12	68+50	689.40	689.22	12	-0.021	11	-0.03	688.64	6	689.14	0.04	11.8	689.61	34.8	689.65	-0.04	
	-0.20	689.76	34.5	689.56	11.5	0.02	689.33	6	688.83	-0.03	11	-0.021	12	69+00	689.60	689.41	12	-0.021	11	-0.03	688.83	6	689.33	0.04	12.1	689.81	35.1	689.75	0.06	
	-0.29	690.04	34.5	689.75	11.5	0.02	689.52	6	689.02	-0.03	11	-0.021	12	69+50	689.80	689.60	12	-0.021	11	-0.03	689.02	6	689.52	0.02						BLANCHE
	-0.18	690.12	34.5	689.94	11.5	0.02	689.71	6	689.21	-0.03	11	-0.021	12	70+00	689.90	689.79	12	-0.021	11	-0.03	689.21	4	689.54	0.02	2.5	689.59	25.5	689.57	0.02	
	0.03	690.09	34.5	690.12	11.5	0.02	689.89	6	689.39	-0.03	11	-0.021	12	70+50	690.00	689.97	12	-0.021	11	-0.03	689.39	6	689.89	0.02	2.5	689.94	25.5	689.96	-0.02	BOYS/GIRLS CLUB
ENGLE						0.02	690.08	6	689.58	-0.03	11	-0.021	12	71+00	690.20	690.16	12	-0.021	11	-0.03	689.58	6	690.08	0.02	2.5	690.13	25.5	690.16	-0.03	BOYS/GIRLS CLUB
	-0.17	690.68	35.1	690.51	12.1	0.02	690.27	6	689.77	-0.03	11	-0.021	12	71+50	690.40	690.35	12	-0.021	11	-0.03	689.77	6	690.27	0.02	2.5	690.32	25.5	690.26	0.06	BOYS/GIRLS CLUB
BLDG.	-0.13	690.82	35.0	690.69	12.0	0.02	690.45	6	689.95	-0.03	11	-0.021	12	72+00	690.60	690.53	12	-0.021	11	-0.03	689.95	6	690.45	0.02	2.5	690.50	25.5	690.46	0.04	BOYS/GIRLS CLUB
	-0.16	691.05	35.4	690.89	12.4	0.02	690.64	6	690.14	-0.03	11	-0.021	12	72+50	690.90	690.72	12	-0.021	11	-0.03	690.14	6	690.64	0.02	2.5	690.69	25.5	690.66	0.03	BOYS/GIRLS CLUB
	-0.30	691.52	35.8	691.22	12.8	0.02	690.96	6	690.46	-0.03	11	-0.021	12	73+00	691.20	691.04	12	-0.021	11	-0.03	690.46	4	690.79	0.01	0.5	690.80	23.5	690.43	0.37	BUMPOUT
	-0.35	692.02	35.3	691.67	12.3	0.02	691.42	6	690.92	-0.03	11	-0.021	12	73+50	691.60	691.50	12	-0.021	11	-0.03	690.92	4	691.25	0.01	0.5	691.26	23.5	690.83	0.43	BUMPOUT
HILLMAN						0.02	691.87	6	691.37	-0.03	11	-0.021	12	74+00	692.00	691.95	12	-0.021	11	-0.03	691.37	6	691.87	0.02	16.5	692.20	39.5	692.16	0.04	BOYS/GIRLS CLUB
DRIVE	-0.17	692.73	34.7	692.56	11.7	0.02	692.33	6	691.83	-0.03	11	-0.021	12	74+50	692.50	692.41	12	-0.021	11	-0.03	691.83	6	692.33	0.02	2.5	692.38	25.5	692.29	0.09	BOYS/GIRLS CLUB
	-0.10	693.12	34.9	693.02	11.9	0.02	692.78	6	692.28	-0.03	11	-0.021	12	75+00	693.00	692.86	12	-0.021	11	-0.03	692.28	6	692.78	0.02	2.5	692.83	25.5	692.79	0.04	BOYS/GIRLS CLUB
BLDG.	-0.09	693.57	34.9	693.48	11.9	0.02	693.24	6	692.74	-0.03	11	-0.021	12	75+50	693.40	693.32	12	-0.021	11	-0.03	692.74	4	693.07	0.005	12.7	693.14	35.7	692.98	0.16	DRIVE
BLDG.	-0.01	693.95	34.9	693.94	11.9	0.02	693.70	6	693.20	-0.03	11	-0.021	12	76+00	693.90	693.78	12	-0.021	11	-0.03	693.20	6	693.70	0.02	9.0	693.88	32.0	693.93	-0.05	
MORTON						0.02	694.15	6	693.65	-0.03	11	-0.021	12	76+50	694.30	694.23	12	-0.021	11	-0.03	693.65	6	694.15	0.02	9.4	694.34	32.4	694.34	0.00	
BLDG.	0.06	694.49	34.6	694.55	11.6	0.02	694.31	4	693.98	-0.03	11	-0.021	12	77+00	694.60	694.56	12	-0.021	11	-0.03	693.98	6	694.48	0.02	9.5	694.67	32.5	694.80	-0.13	
BLDG.	-0.07	694.57	35.0	694.50	12.0	0.02	694.26	4	693.93	-0.03	11	-0.021	12	77+50	694.50	694.51	12	-0.021	11	-0.03	693.93	4	694.26	0.005	10.0	694.31	33.0	694.02	0.29	DRIVE
DRIVE	0.21	693.97	34.7	694.18	11.7	0.02	693.94	4	693.61	-0.03	11	-0.021	12	78+00	694.20	694.19	12	-0.021	11	-0.03	693.61	4	693.94	0.02	10.3	694.15	33.3	694.21	-0.06	
	-0.11	693.99	35.6	693.88	12.6	0.02	693.62	4	693.29	-0.03	11	-0.021	12	78+50	693.90	693.87	12	-0.021	11	-0.03	693.29	4	693.62	0.01	10.3	693.73	33.3	693.63	0.10	
HINDE						0.02	693.30	4	692.97	-0.03	11	-0.021	12	79+00	693.50	693.55	12	-0.021	11	-0.03	692.97	4	693.30	0.02	7.7	693.46	30.7	693.42	0.04	
DRIVE														79+50	693.10	693.22														
														80+00	692.80	692.90														ACKLEY
UNION							RESURFACE ONLY							80+50	692.90	692.80	RESURFACE ONLY													ACKLEY
UNION														81+00	693.10	692.94														
														81+50	693.50	693.08														
BLDG.	-0.30	693.73	33.0	693.43	10.0	0.02	693.23	6	692.73	-0.021	11	-0.021	12	82+00	693.60	693.21	12	-0.021	11	-0.021	692.73	6	693.23	0.02	8.2	693.39	31.2	693.51	-0.12	
	-0.11	693.54	31.1	693.43	8.1	0.02	693.27	6	692.77	-0.03	11	-0.021	12	82+50	693.70	693.35	12	-0.021	11	-0.03	692.77	6	693.27	0.02	8.3	693.44	31.3	693.34	0.10	
	-0.03	693.58	30.0	693.55	7.0	0.02	693.41	6	692.91	-0.03	11	-0.021	12	83+00	693.50	693.49	12	-0.021	11	-0.03	692.91	4	693.24	0.02	8.3	693.41	31.3	693.34	0.07	
	-0.02	693.63	30.0	693.61	7.0	0.01	693.54	6	693.04	-0.03	11	-0.021	12	83+50	693.70	693.62	12	-0.021	11	-0.03	693.04	4	693.37	0.02	7.9	693.53	30.9	693.63	-0.10	
	0.15	693.63	33.0	693.78	10.0	0.01	693.68	6	693.18	-0.03	11	-0.021	12	84+00	693.70	693.76	12	-0.021	11	-0.03	693.18	4	693.51	0.01	5.6	693.57	28.6	693.42	0.15	
	0.07	693.82	30.0	693.89	7.0	0.01	693.82	6	693.32	-0.03	11	-0.021	12	84+50	694.00	693.90	12	-0.021	11	-0.03	693.32	4	693.65	0.01	8.6	693.74	31.6	693.60	0.14	
	0.14	693.88	30.0	694.02	7.0	0.01	693.95	6	693.45	-0.03	11	-0.021	12	85+00	694.10	694.03	12	-0.021	11	-0.03	693.45	4	693.78	0.01	13.4	693.92	36.4	693.92	0.00	
DRIVE	0.19	694.00	40.5	694.19	10.0	0.01	694.09	6	693.59	-0.03	11	-0.021	12	85+50	694.30	694.17	12	-0.021	11	-0.03	693.59	4	693.92	0.02						E. 65TH
	-0.01	694.41	35.0	694.40	10.3	0.02	694.20	6	693.70	-0.03	11	-0.021	13.66	86+00	694.30	694.31	12	-0.021	11	-0.03	693.73	4	694.06	0.02	7.7	694.22	30.7	694.24	-0.02	
	-0.33	694.93	37.0	694.60	10.4	0.02	694.39	6	693.89	-0.02	11	-0.021	15.64	86+50	694.60	694.44	12	-0.021	11	-0.03	693.86	4	694.19	0.02	7.5	694.34	30.5	694.34	0.00	DRIVE

BROADWAY AVE.
CUY-14-2.72

FINISHED GRADE ELEVATION TABLE

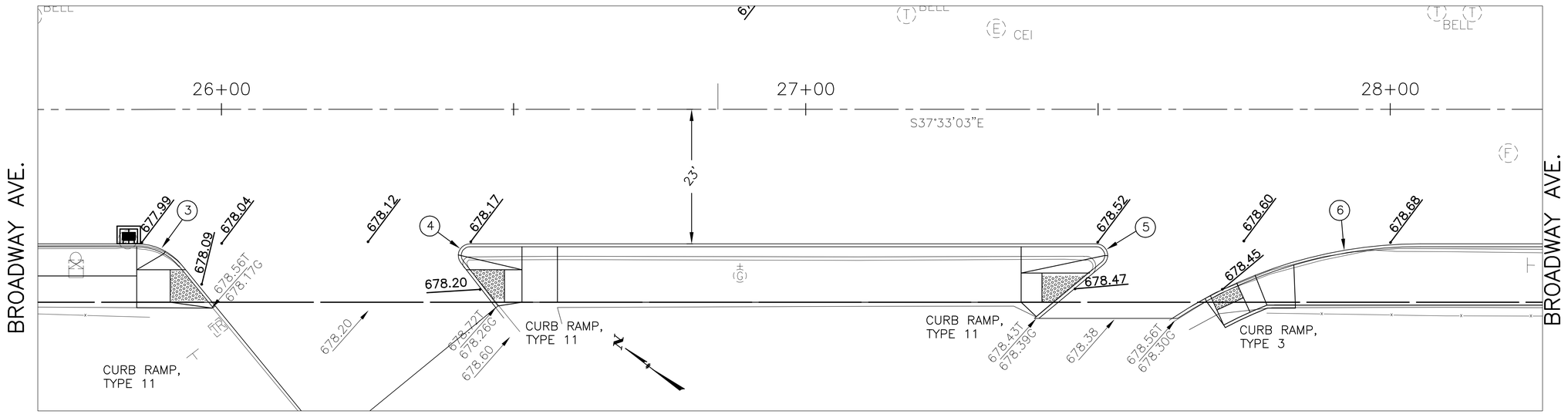
BROADWAY AVE.
CUY–14–2.72

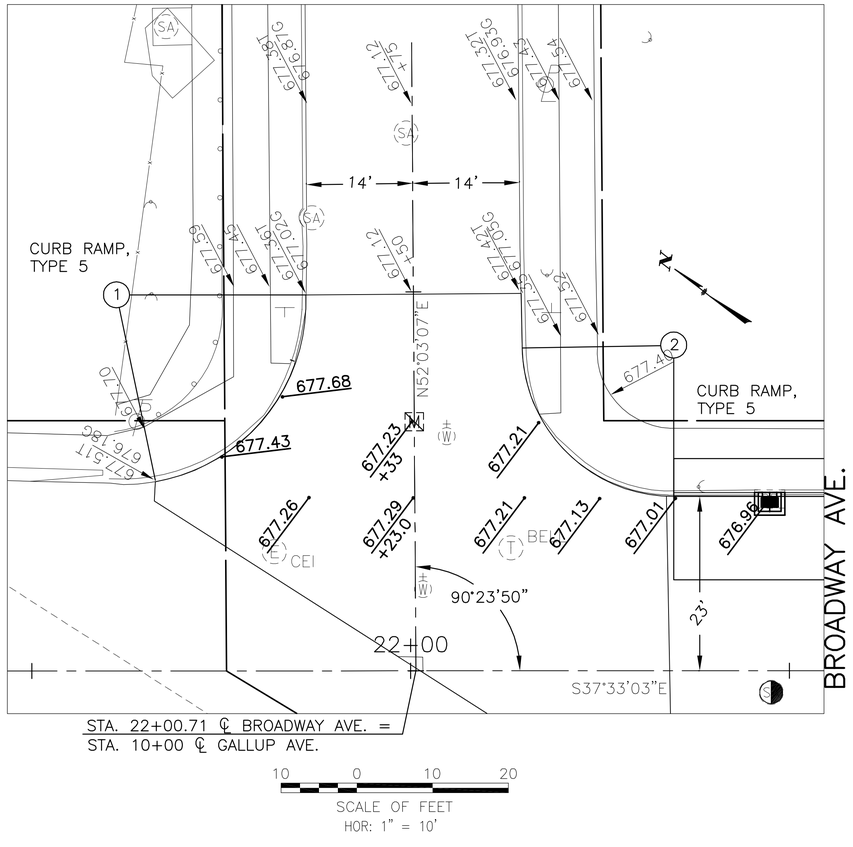
Remarks	Walk						Left Side, NB							Centerline Control			Right Side, SB							Walk						Remarks
	Elevation Difference	Existing BOW Elevation	Offset From C.L.	Proposed BOW Elevation	Width	Proposed Slope	Proposed Top of Curb Elevation	Proposed Curb Reveal (Inches)	Proposed Gutter Elevation	Cross Slope	Width (Outside Lane)	Proposed Cross Slope	Width (Inside Lane)	Station	Existing Profile Grade	Proposed Profile Grade	Width (Inside Lane)	Proposed Cross Slope	Width (Outside Lane)	Proposed Cross Slope	Proposed Gutter Elevation	Proposed Curb Reveal (Inches)	Proposed Top of Curb Elevation	Proposed Slope	Width	Proposed BOW Elevation	Offset From C.L.	Existing BOW Elevation	Elevation Difference	
	-0.36	695.07	39.5	694.71	10.9	0.02	696.69	6	696.99	-0.02	11	-0.021	17.64	87+00	696.60	696.68	12	-0.021	11	-0.03	696.00	6	696.60	0.02	7.8	696.68	30.8	694.63	0.03	
	-0.25	695.05	41.1	694.80	10.5	0.02	694.59	6	694.09	-0.02	11	-0.021	19.64	87+50	694.90	694.72	12	-0.021	11	-0.03	694.14	6	694.64	0.02	12.9	694.90	35.9	695.07	-0.17	BLDG.
DRIVE	-0.15	695.05	43.0	694.90	10.4	0.02	694.69	6	694.19	-0.02	11	-0.021	21.64	88+00	695.10	694.86	12	-0.021	11	-0.03	694.28	6	694.78	0.02	13.0	695.04	36.0	695.00	0.04	
	-0.06	695.08	43.5	695.02	10.5	0.02	694.81	6	694.31	-0.02	11	-0.021	22	88+50	695.10	694.99	12	-0.021	11	-0.03	694.41	6	694.91	0.02	13.0	695.17	36.0	695.31	-0.14	
	0.08	695.08	43.5	695.16	10.5	0.02	694.95	6	694.45	-0.02	11	-0.021	22	89+00	695.20	695.13	12	-0.021	11	-0.03	694.55	6	695.05	0.02	8.2	695.21	31.2	695.34	-0.13	
	0.22	695.08	43.5	695.30	10.5	0.02	695.09	6	694.59	-0.02	11	-0.021	22	89+50	695.40	695.27	12	-0.021	11	-0.03	694.69	6	695.19	0.02	8.1	695.35	31.1	695.48	-0.13	
	0.32	695.11	43.5	695.43	10.5	0.02	695.22	6	694.72	-0.02	11	-0.021	22	90+00	695.50	695.40	12	-0.021	11	-0.03	694.82	6	695.32	0.02	8.1	695.48	31.1	695.67	-0.19	
	0.04	695.53	43.5	695.57	10.5	0.02	695.36	6	694.86	-0.02	11	-0.021	22	90+50	695.50	695.54	12	-0.021	11	-0.03	694.96	6	695.46	0.01	8.1	695.54	31.1	695.54	0.00	
	0.26	695.15	43.5	695.41	10.5	0.02	695.20	6	694.70	-0.02	11	-0.021	22	91+00	695.50	695.38	12	-0.021	11	-0.03	694.80	6	695.30	0.01	10.0	695.40	33.0	695.12	0.28	
				695.05		0.02	695.05	6	694.55	-0.02	11	-0.021	22	91+50	695.30	695.23	12	-0.021	11	-0.03	694.65	6	695.15	0.02						END WORK
	0.15	728.08	34.9	728.23	11.9	0.01	728.11	6	727.61	-0.03	11	-0.021	12	116+50	728.20	728.19	12	-0.021	11	-0.03	727.61	6	728.11	0.02	10.7	728.32	33.7	728.57	-0.25	BEGIN WORK
	0.16	728.62	33.0	728.78	10.0	0.01	728.68	6	728.18	-0.03	11	-0.021	12	117+00	728.80	728.76	12	-0.021	11	-0.03	728.18	6	728.68	0.02	11.0	728.90	34.0	729.02	-0.12	
	0.03	729.32	33.0	729.35	10.0	0.01	729.25	6	728.75	-0.03	11	-0.021	12	117+50	729.40	729.33	12	-0.021	11	-0.03	728.75	6	729.25	0.02	11.0	729.47	34.0	729.44	0.03	DRIVE
	-0.02	729.95	33.0	729.93	10.0	0.01	729.83	6	729.33	-0.03	11	-0.021	12	118+00	730.00	729.91	12	-0.021	11	-0.03	729.33	6	729.83	0.02	11.0	730.05	34.0	729.65	0.40	DRIVE
	-0.26	730.76	33.0	730.50	10.0	0.01	730.40	6	729.90	-0.03	11	-0.021	12	118+50	730.60	730.48	12	-0.021	11	-0.03	729.90	6	730.40	0.02						FULLERTON
	-0.12	731.34	33.0	731.22	10.0	0.01	731.12	6	730.62	-0.03	11	-0.021	12	119+00	731.30	731.20	12	-0.021	11	-0.03	730.62	6	731.12	0.02	11.3	731.35	34.3	731.05	0.30	
	-0.03	732.06	33.0	732.03	10.0	0.02	731.83	6	731.33	-0.03	11	-0.021	12	119+50	732.00	731.91	12	-0.021	11	-0.03	731.33	6	731.83	0.02	11.3	732.06	34.3	731.87	0.19	
	0.09	732.56	33.0	732.65	10.0	0.02	732.45	6	731.95	-0.03	11	-0.021	12	120+00	732.60	732.53	12	-0.021	11	-0.03	731.95	6	732.45	0.01	11.4	732.56	34.4	732.20	0.36	DRIVE
	-0.11	733.38	33.0	733.27	10.0	0.02	733.07	6	732.57	-0.03	11	-0.021	12	120+50	733.20	733.15	12	-0.021	11	-0.03	732.57	6	733.07	0.01	11.6	733.19	34.6	733.04	0.15	
	0.00	733.88	33.0	733.88	10.0	0.02	733.68	6	733.18	-0.03	11	-0.021	12	121+00	733.80	733.76	12	-0.021	11	-0.03	733.18	6	733.68	0.01	11.8	733.80	34.8	733.69	0.11	
	0.01	734.40	33.0	734.41	10.0	0.01	734.31	6	733.81	-0.03	11	-0.021	12	121+50	734.40	734.39	12	-0.021	11	-0.03	733.81	6	734.31	0.02	11.2	734.53	34.2	734.53	0.00	
MARBLE						0.02	734.93	6	734.43	-0.03	11	-0.021	12	122+00	735.10	735.01	12	-0.021	11	-0.03	734.43	6	734.93	0.02	11.1	735.15	34.1	735.22	-0.07	
BLDG.	0.02	735.73	33.0	735.75	10.0	0.02	735.55	6	735.05	-0.03	11	-0.021	12	122+50	735.80	735.63	12	-0.021	11	-0.03	735.05	6	735.55	0.02	10.4	735.76	33.4	735.89	-0.13	
BLDG.	0.00	736.37	33.0	736.37	10.0	0.02	736.17	6	735.67	-0.03	11	-0.021	12	123+00	736.50	736.25	12	-0.021	11	-0.03	735.67	6	736.17	0.02	10.4	736.38	33.4	736.28	0.10	
BLDG.	0.03	736.96	33.0	736.99	10.0	0.02	736.79	6	736.29	-0.03	11	-0.021	12	123+50	737.10	736.87	12	-0.021	11	-0.03	736.29	6	736.79	0.02	10.2	736.99	33.2	736.98	0.01	
	-0.05	737.64	32.2	737.59	9.2	0.02	737.41	6	736.91	-0.03	11	-0.021	12	124+00	737.60	737.49	12	-0.021	11	-0.03	736.91	6	737.41	0.02	10.3	737.62	33.3	737.69	-0.07	
	-0.13	738.34	32.1	738.21	9.1	0.02	738.03	6	737.53	-0.03	11	-0.021	12	124+50	738.10	738.11	12	-0.021	11	-0.03	737.53	6	738.03	0.02	10.2	738.23	33.2	737.46	0.77	DRIVE
	-0.17	739.01	32.1	738.84	9.1	0.02	738.66	6	738.16	-0.03	11	-0.021	12	125+00	738.90	738.74	12	-0.021	11	-0.03	738.16	6	738.66	0.02	12.0	738.90	35.0	738.85	0.05	
	-0.13	739.59	32.0	739.46	9.0	0.02	739.28	6	738.78	-0.03	11	-0.021	12	125+50	739.50	739.36	12	-0.021	11	-0.03	738.78	6	739.28	0.02	12.0	739.52	35.0	739.31	0.21	BLDG.
	-0.01	740.10	32.3	740.09	9.3	0.02	739.90	6	739.40	-0.03	11	-0.021	12	126+00	740.10	739.98	12	-0.021	11	-0.03	739.40	6	739.90	0.02	12.0	740.14	35.0	740.12	0.02	BLDG.
	-0.30	741.01	32.4	740.71	9.4	0.02	740.52	6	740.02	-0.03	11	-0.021	12	126+50	740.80	740.60	12	-0.021	11	-0.03	740.02	6	740.52	0.02	11.7	740.75	34.7	740.88	-0.13	BLDG.
BLDG.	-0.03	741.42	33.0	741.39	10.0	0.02	741.19	6	740.69	-0.03	11	-0.021	12	127+00	741.30	741.27	12	-0.021	11	-0.03	740.69	4	741.02	0.02	11.7	741.26	34.7	741.23	0.03	DRIVE
	-0.37	742.48	33.0	742.11	10.0	0.02	741.91	6	741.41	-0.03	11	-0.021	12	127+50	742.10	741.99	12	-0.021	11	-0.03	741.41	4	741.74	0.02	11.7	741.98	34.7	741.89	0.09	
	-0.36	743.20	33.0	742.84	10.0	0.02	742.64	6	742.14	-0.03	11	-0.021	12	128+00	742.80	742.72	12	-0.021	11	-0.03	742.14	4	742.47	0.02	17.3	742.82	40.3	742.79	0.03	BLDG.
	-0.02	743.67	33.0	743.65	10.0	0.02	743.45	6	742.95	-0.03	11	-0.021	12	128+50	743.60	743.53	12	-0.021	11	-0.03	742.95	6	743.45	0.02	12.2	743.69	35.2	743.62	0.07	CURB RAMP
	-0.19	744.77	33.0	744.58	10.0	0.02	744.38	6	743.88	-0.03	11	-0.021	12	129+00	744.60	744.46	12	-0.021	11	-0.03	743.88	6	744.38	0.02	12.2	744.62	35.2	744.93	-0.31	BLDG.
	-0.07	745.67	33.0	745.60	10.0	0.02	745.40	6	744.90	-0.03	11	-0.021	12	129+50	745.60	745.48	12	-0.021	11	-0.03	744.90	6	745.40	0.02	12.2	745.64	35.2	745.64	0.00	BLDG.
BLDG.	-0.09	746.82	33.0	746.73	10.0	0.02	746.53	6	746.03	-0.03	11	-0.021	12	130+00	746.70	746.61	12	-0.021	11	-0.03	746.03	6	746.53	0.02	12.5	746.78	35.5	747.04	-0.26	
BLDG.	-0.17	748.12	33.0	747.95	10.0	0.02	747.75	6	747.25	-0.03	11	-0.021	12	130+50	747.90	747.83	12	-0.021	11	-0.03	747.25	6	747.75	0.02	13.2	748.01	36.2	748.10	-0.09	BLDG.
BLDG.	-0.37	749.55	33.0	749.18	10.0	0.02	748.98	6	748.48	-0.03	11	-0.021	12	131+00	749.10	749.06	12	-0.021	11	-0.03	748.48	6	748.98	0.02	12.9	749.24	35.9	749.46	-0.22	
E. 78TH						0.02	750.21	6	749.71	-0.03	11	-0.021	12	131+50	750.30	750.29	12	-0.021	11	-0.03	749.71	6	750.21	0.02	12.6	750.46	35.6	750.73	-0.27	
E. 78TH						0.02	751.44	6	750.94	-0.03	11	-0.021	12	132+00	751.60	751.52	12	-0.021	11	-0.03	750.94	6	751.44	0.02	10.0	751.64	33.0	751.76	-0.12	CURB RAMP
	0.19	752.66	32.0	752.85	9.0	0.02	752.67	6	752.17	-0.03	11	-0.021	12	132+50	752.70	752.75	12	-0.021	11	-0.03	752.17	6	752.67	0.02	10.3	752.88	33.3	752.92	-0.04	DRIVE
	0.24	753.76	32.5	754.00	9.5	0.01	753.90	6	753.40	-0.03	11	-0.021	12	133+00	754.00	753.98	12	-0.021	11	-0.03	753.40	6	753.90	0.02	10.0	754.10	33.0	754.06	0.04	
BLDG.	0.04	755.19	33.0	755.23	10.0	0.01	755.13	6	754.63	-0.03	11	-0.021	12	133+50	755.30	755.21	12	-0.021	11	-0.03	754.63	6	755.13	0.02	10.0	755.33	33.0	755.43	-0.10	
WIRE						0.01	756.36	6	755.86	-0.03	11	-0.021	12	134+00	756.50	756.44	12	-0.021	11	-0.03	755.86	4	756.19	0.02	10.8	756.41	33.8	756.42	-0.01	
	0.10	757.84	33.5	757.94	10.5	0.02	757.73	6	757.23	-0.03	11	-0.021	12	134+50	757.80	757.81	12	-0.021	11	-0.03	757.23	4	757.56	0.02	11.2	757.79	34.2	757.74	0.05	
	0.15	759.30	33.5	759.45	10.5	0.02	759.24	6	758.74	-0.03	11	-0.021	12	135+00	759.30	759.32	12	-0.021	11	-0.03	758.74	4	759.07	0.02	11.2	759.30	34.2	759.09	0.21	
	0.35	760.60	33.5	760.95	10.5	0.02	760.74	6	760.24	-0.03	11	-0.021	12	135+50	760.80	760.82	12	-0.021	11	-0.03	760.24	4	760.57	0.02	11.3	760.80	34.3	760.62	0.18	
	0.37	762.09	33.5	762.46	10.5	0.02	762.25	6	761.75	-0.03	11	-0.021	12	136+00	762.30	762.33	12	-0.021	11	-0.03	761.75	4	762.08	0.02						WORLEY
	-0.16	764.09	33.5	763.93	10.5	0.02	763.72	6	763.22	-0.03	11	-0.021	12	136+50	763.70	763.80	12	-0.021	11	-0.03	763.22	6	763.72	0.02	10.5	763.93	33.5	763.99	-0.06	
	-0.25	765.64	33.5	765.39	10.5	0.02	765.18	6	764.68	-0.03	11	-0.021	12	137+00	765.10	765.26	12	-0.021	11	-0.03	764.68	6	765.18	0.02	10.5	765.39	33.5	765.24	0.15	
DRIVE	-0.15	767.01	33.5	766.86	10.5	0.02	766.65	6	766.15	-0.03	11	-0.021	12	137+50	766.50	766.73	12	-0.021	11	-0.03	766.15	6	766.65	0.02	10.5	766.86	33.5	766.84	0.02	
BLDG.	-0.27	768.77	42.6	768.50	19.6	0.02	768.11	6	767.61	-0.03	11	-0.021	12	138+00	768.10	768.19	12	-0.021	11	-0.03	767.61	6	768.11	0.02	10.5	768.32	33.5	768.34	-0.02	
BLDG.	-0.22	770.19	42.6	769.97	19.6	0.02	769.58	6	769.08	-0.03	11	-0.021	12	138+50	769.60	769.66	12	-0.021	11	-0.03	769.08	6	769.58	0.02	10.0	769.78	33.0	769.88	-0.10	
DRIVE	0.03	771.12	33.0	771.15	10.0	0.02	770.95	6	770.45	-0.03	11	-0.021	12	139+00	771.00	771.03	12	-0.021	11	-0.03	770.45	6	770.95	0.02	10.0	771.15	33.0	771.22	-0.07	
	-0.19	772.66	30.0	772.47	7.0	0.02	772.33	6	771.83	-0.03	11	-0.021	12	139+50	772.40	772.41	12	-0.021	11	-0.03	771.83	6	772.33	0.02	10.0	772.53	33.0	772.38	0.15	
	0.04	773.76	30.0	773.80	7.0	0.02	773.66	6	773.16	-0.03	11	-0.021	12	140+00	773.70	773.74	12	-0.021	11	-0.03	773.16	6	773.66	0.02	10.0	773.86	33.0	773.80	0.06	
	0.18	774.60	30.0	774.78	7.0	0.01	774.71	6	774.21	-0.03	11	-0.021	12	140+50	774.80	774.79	12	-0.021	11	-0.03	774.21	6	774.71	0.02	10.0	774.91	33.0	774.84	0.07	
	0.12	775.38	30.0	775.50	7.0	0.01	775.43	6	774.93	-0.03	11	-0.021	12	141+00	775.63	775.51	12	-0.021	11	-0.021	775.03	6	775.53	0.02	10.0	775.73	33.0	775.77	-0.04	
	0.04	775.96	30.0	776.00	7.0	0.02	775.86	6	775.36	-0.03	11	-0.021	12	141+50	776.00	775.94	12	-0.021	11	-0.021	775.46	6	775.96	0.02	10.0	776.16	33.0	776.29	-0.13	
	0.13	776.43	30.0	776.56	7.0	0.02	776.42	6	775.92	-0.015	11	-0.021	12	142+00	776.40	776.33	12	-0.021	11	-0.021	775.85	6	776.35	0.02	10.0	776.55	33.0	776.54	0.01	
	SEE INTERSECTION DETAILS SHEET								776.38	-0.01	11	-0.01	12	142+50	776.70	776.61	SEE INTERSECTION DETAILS SHEET												0.00	DRIVE
JONES									775.86	-0.01	11	-0.01	12	143+00	776.50	776.09														JONES
RETAINING WALL									773.98	-0.01	11	-0.01	12	143+50	775.30	774.21														BRIDGE

FINISHED GRADE ELEVATION TABLE

Remarks	Walk						Left Side, NB							Centerline Control			Right Side, SB							Walk						Remarks
	Elevation Difference	Existing BOW Elevation	Offset From C.L.	Proposed BOW Elevation	Width	Proposed Slope	Proposed Top of Curb Elevation	Proposed Curb Reveal (Inches)	Proposed Gutter Elevation	Cross Slope	Width (Outside Lane)	Proposed Cross Slope	Width (Inside Lane)	Station	Existing Profile Grade	Proposed Profile Grade	Width (Inside Lane)	Proposed Cross Slope	Width (Outside Lane)	Proposed Cross Slope	Proposed Gutter Elevation	Proposed Curb Reveal (Inches)	Proposed Top of Curb Elevation	Proposed Slope	Width	Proposed BOW Elevation	Offset From C.L.	Existing BOW Elevation	Elevation Difference	
RETAINING WALL									772.59	-0.01	11	-0.01	12	144+00	773.60	772.82														BRIDGE
RETAINING WALL	SEE CROSS SECTIONS SHEET								772.54	-0.01	11	-0.01	12	144+50	773.00	772.77	SEE CROSS SECTIONS SHEET													BRIDGE
RETAINING WALL									773.81	-0.01	11	-0.01	12	145+00	774.90	774.04														BRIDGE
RETAINING WALL									776.22	-0.01	11	-0.01	12	145+50	777.10	776.45	12	-0.01	11	-0.021	776.10	6	776.60	0.02	6.5	776.73	29.5	777.02	-0.29	DRIVE
DRIVE	0.21	778.40	34.6	778.61	11.6	0.01	778.50	2	778.33	-0.01	11	-0.01	12	146+00	778.70	778.56	12	-0.021	11	-0.03	777.98	6	778.48	0.02	6.5	778.61	29.5	778.16	0.45	
PLANTER	0.43	779.26	33.0	779.69	10.0	0.02	779.49	6	778.99	-0.01	11	-0.01	12	146+50	779.40	779.22	12	-0.021	11	-0.03	778.64	6	779.14	0.02	6.5	779.27	29.5	779.45	-0.18	
BOOTH						0.02	779.46	6	778.96	-0.021	11	-0.021	12	147+00	779.50	779.44	12	-0.021	11	-0.03	778.86	6	779.36	0.01	6.5	779.43	29.5	779.40	0.03	
	0.25	779.50	31.3	779.75	8.3	0.02	779.58	6	779.08	-0.03	11	-0.021	12	147+50	779.70	779.66	12	-0.021	11	-0.03	779.08	4	779.41	0.02	6.5	779.54	29.5	779.38	0.16	
	-0.01	779.97	31.1	779.96	8.1	0.02	779.80	6	779.30	-0.03	11	-0.021	12	148+00	779.90	779.88	12	-0.021	11	-0.03	779.30	4	779.63	0.02	6.5	779.76	29.5	779.75	0.01	
	-0.09	780.27	31.0	780.18	8.0	0.02	780.02	6	779.52	-0.03	11	-0.021	12	148+50	780.20	780.10	12	-0.021	11	-0.03	779.52	4	779.85	0.02	6.5	779.98	29.5	780.01	-0.03	CHURCH
	0.03	780.67	30.9	780.70	7.9	0.02	780.54	6	780.04	-0.03	11	-0.021	12	149+00	780.60	780.62	12	-0.021	11	-0.03	780.04	4	780.37	0.01	6.5	780.44	29.5	780.10	0.34	DRIVE
	0.21	781.02	30.8	781.23	7.8	0.02	781.07	6	780.57	-0.03	11	-0.021	12	149+50	781.20	781.15	12	-0.021	11	-0.03	780.57	4	780.90	0.01	6.5	780.97	29.5	780.83	0.14	
	0.05	781.83	31.3	781.88	8.3	0.02	781.71	6	781.21	-0.03	11	-0.021	12	150+00	781.90	781.79	12	-0.021	11	-0.03	781.21	4	781.54	0.01	6.5	781.61	29.5	781.36	0.25	
	0.12	782.40	31.0	782.52	8.0	0.02	782.36	6	781.86	-0.03	11	-0.021	12	150+50	782.50	782.44	12	-0.021	11	-0.03	781.86	4	782.19	0.02	6.5	782.32	29.5	782.09	0.23	
														151+00	783.10	783.08														
														151+50	783.80	783.73														BLDG.
BLDG.														152+00	784.50	784.37														
														152+50	784.80	784.87														
														153+00	784.90	784.82														HARVARD
														153+50	783.60	783.69														HARVARD
														154+00	781.60	782.01														HARVARD
HARVARD	SEE CROSS SECTIONS SHEET													154+50	780.10	780.34	SEE CROSS SECTIONS SHEET													BLDG.
HARVARD														155+00	779.00	779.14														BLDG.
BRIDGE														155+50	778.50	778.42														DRIVE
BRIDGE														156+00	777.90	777.70														
BRIDGE														156+50	777.50	776.98														BRIDGE
BRIDGE														157+00	777.20	776.51														BRIDGE
BRIDGE														157+50	777.20	776.77														BRIDGE
DRIVE														158+00	778.30	777.80														BRIDGE
	-0.68	780.33	30.0	779.65	7.0	0.02	779.51	6	779.01	-0.03	11	-0.02	12	158+50	780.10	779.58	12	-0.01	9.75	-0.01	779.36	6	779.86	0.02	7.8	780.02	29.5	780.62	-0.60	
	-0.13	782.07	30.0	781.94	7.0	0.02	781.80	6	781.30	-0.03	11	-0.021	12	159+00	782.00	781.88	12	-0.021	11	-0.03	781.30	6	781.80	0.02	6.5	781.93	29.5	782.65	-0.72	
	-0.18	784.26	30.0	784.08	7.0	0.02	783.94	6	783.44	-0.03	11	-0.021	12	159+50	784.00	784.02	12	-0.021	11	-0.03	783.44	6	783.94	0.02	6.5	784.07	29.5	784.40	-0.33	
WHITEHEAD						0.02	785.89	6	785.39	-0.03	11	-0.021	12	160+00	786.00	785.97	12	-0.021	11	-0.03	785.39	6	785.89	0.02	6.5	786.02	29.5	786.11	-0.09	
	0.07	787.91	29.5	787.98	6.5	0.02	787.85	6	787.35	-0.03	11	-0.021	12	160+50	788.00	787.93	12	-0.021	11	-0.03	787.35	4	787.68	0.02	6.5	787.81	29.5	787.97	-0.16	
	0.20	789.84	29.5	790.04	6.5	0.02	789.91	6	789.41	-0.03	11	-0.021	12	161+00	790.00	789.99	12	-0.021	11	-0.03	789.41	4	789.74	0.02	7.0	789.88	30.0	789.64	0.24	DRIVE
	0.15	791.96	29.5	792.11	6.5	0.02	791.98	6	791.48	-0.03	11	-0.021	12	161+50	792.10	792.06	12	-0.021	11	-0.03	791.48	4	791.81	0.02	7.0	791.95	30.0	791.79	0.16	
	0.00	794.17	29.5	794.17	6.5	0.02	794.04	6	793.54	-0.03	11	-0.021	12	162+00	794.10	794.12	12	-0.021	11	-0.03	793.54	4	793.87	0.02	7.0	794.01	30.0	793.79	0.22	
WALKER						0.02	796.05	6	795.55	-0.03	11	-0.021	12	162+50	796.00	796.13	12	-0.021	11	-0.03	795.55	4	795.88	0.02	7.0	796.02	30.0	795.65	0.37	
	0.30	797.52	30.0	797.82	7.0	0.02	797.68	6	797.18	-0.03	11	-0.021	12	163+00	797.70	797.76	12	-0.021	11	-0.03	797.18	4	797.51	0.02	7.0	797.65	30.0	797.57	0.08	
	-0.06	799.07	30.0	799.01	7.0	0.02	798.87	6	798.37	-0.03	11	-0.021	12	163+50	798.90	798.95	12	-0.021	11	-0.03	798.37	4	798.70	0.02	-23.0					HUGHES
	0.32	799.38	26.5	799.70	3.5	0.02	799.63	6	799.13	-0.03	11	-0.021	12	164+00	799.60	799.71	12	-0.021	11	-0.03	799.13	6	799.63	0.02		799.63	33.2	799.65	-0.02	DRIVE
	0.37	799.74	28.5	800.11	5.5	0.02	800.00	6	799.50	-0.03	11	-0.021	12	164+50	800.00	800.08	12	-0.021	11	-0.03	799.50	6	800.00	0.02						NO WALK
	0.43	800.00	28.5	800.43	5.5	0.02	800.32	6	799.82	-0.03	11	-0.021	12	165+00	800.50	800.40	12	-0.021	11	-0.03	799.82	6	800.32	0.02						NO WALK
	0.20	800.58	30.0	800.78	7.0	0.02	800.64	6	800.14	-0.03	11	-0.021	12	165+50	800.90	800.72	12	-0.021	11	-0.03	800.14	6	800.64	0.02						NO WALK
MILES PARK						0.02	800.95	6	800.45	-0.03	11	-0.021	12	166+00	801.10	801.03	12	-0.021	11	-0.03	800.45	6	800.95	0.02						NO WALK
	SEE CROSS SECTIONS SHEET FROM MILES PARK TO MILES																													

BROADWAY AVE.
CUY-14-2.72





LEGEND:

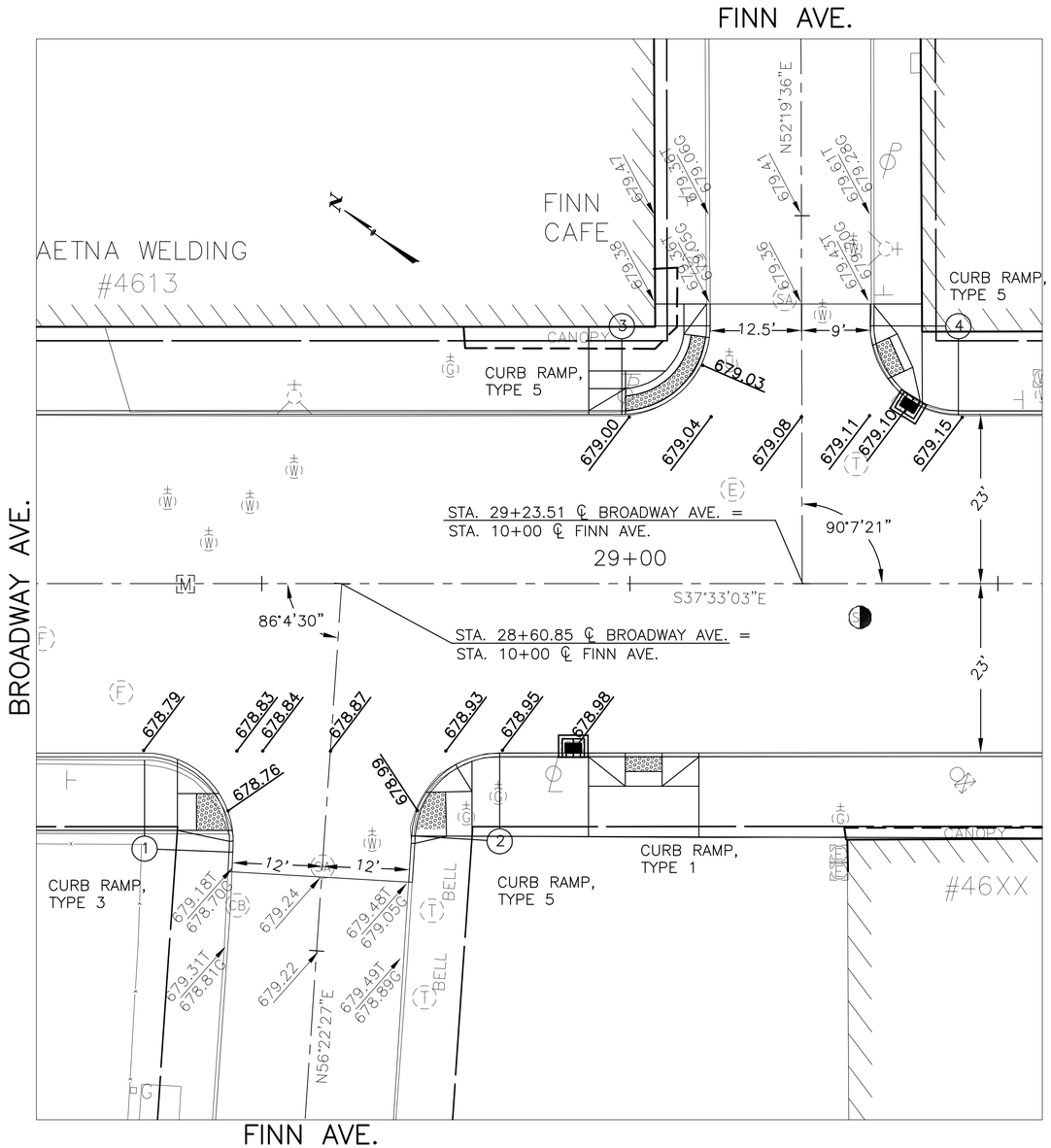
- DETECTABLE WARNINGS (TRUNCATED DOMES)
- XXX.XT — EXISTING ELEVATION
- XXX.XX — PROPOSED ELEVATION

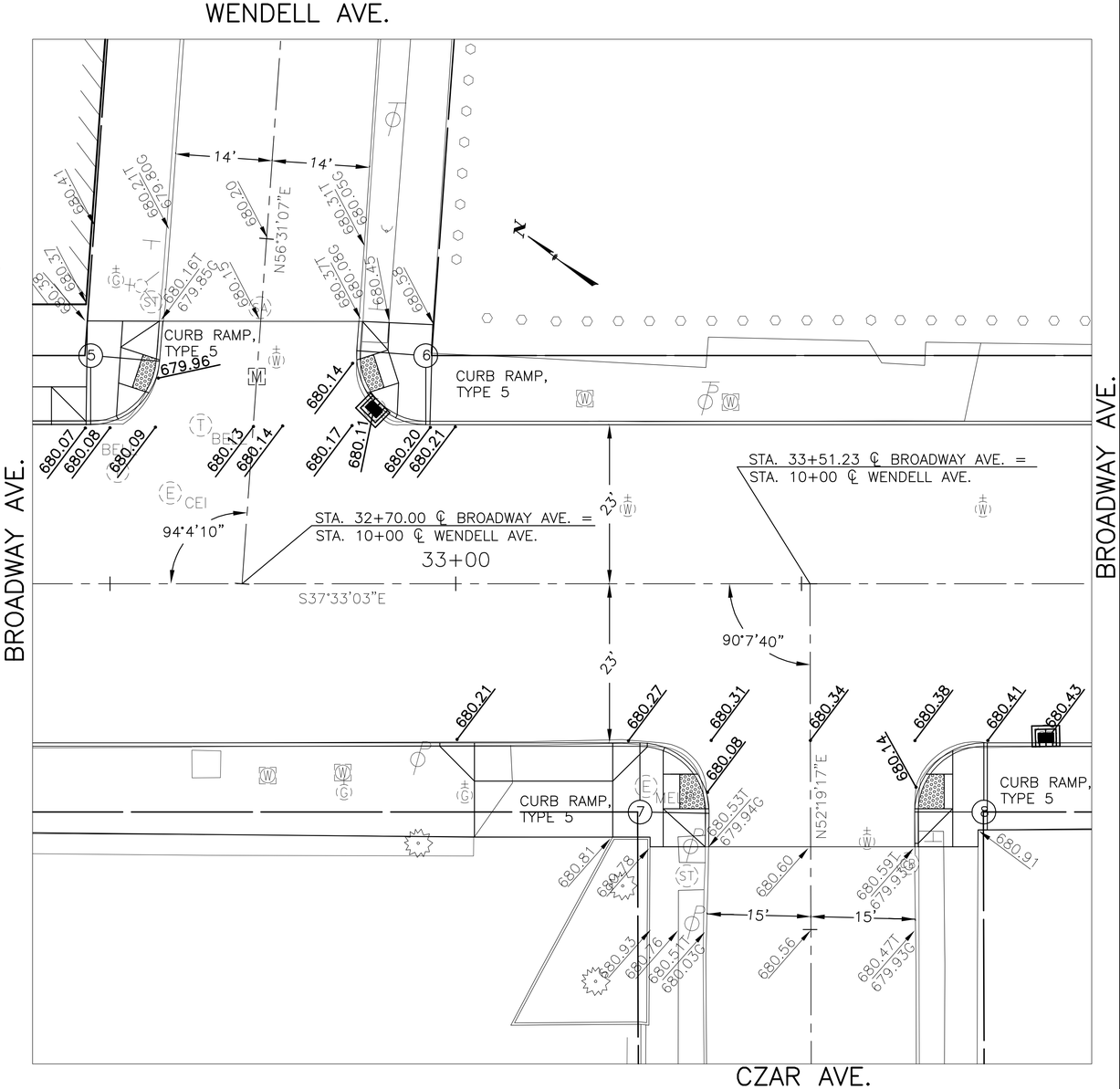
CURVE DATA						
CURVE NUMBER	①	②	③	④	⑤	⑥
DELTA	78° 06' 08"	88° 53' 46"	50° 41' 12"	127° 50' 02"	140° 08' 42"	33° 28' 40"
TANGENT	20.28'	19.62'	4.74	4.09'	5.52'	23.16'
RADIUS	25.0'	20.0'	10.0'	2.0'	2.0'	77.0'
LENGTH	34.08'	31.03'	8.85'	4.46'	4.89'	44.99'
CHORD	31.50'	28.01'	8.56'	3.59'	3.76'	44.37'
CURB PC STATION	21+66.31, 25.16' LT	22+14.73, 42.6' LT	25+85.5, 23.0' RT	25+85.5, 23.0' RT	27+49.27, 23.0' RT	27+62.70, 35.77' RT
CURB PT STATION	21+86.17, 49.61' LT	22+34.73, 23.0' LT	25+93.24, 26.7' RT	25+93.24, 26.7' RT	27+50.95, 26.54' RT	28+05.18, 23.0' RT

INTERSECTION DETAILS – GALLUP AVE. AND I–77 RAMPS

BROADWAY AVE.
CUY–14–2.72

144
1





CURVE DATA								
CURVE NUMBER	①	②	③	④	⑤	⑥	⑦	⑧
DELTA	93° 38' 04"	86° 21' 56"	90° 19' 24"	90° 17' 47"	85° 22' 09"	94° 02' 22"	91° 00' 30"	89° 57' 39"
TANGENT	12.79'	11.26'	12.07'	12.06'	9.22'	10.73'	10.18'	9.99'
RADIUS	12.0'	12.0'	12.0'	12.0'	10.0'	10.0'	10.0'	10.0'
LENGTH	19.61'	18.09'	18.92'	18.91'	14.90'	16.41'	15.88'	15.70'
CHORD	17.50'	16.42'	17.02'	17.01'	13.56'	14.63'	14.27'	14.14'
CURB PC STATION	28+34.10, 23.0' RT	28+70.33, 34.2' RT	28+98.91, 23.0' LT	29+32.64, 35.06' LT	32+47.21, 23.0' LT	32+85.69, 33.70' LT	33+26.64, 23.0' RT	33+66.37, 33.0'RT
CURB PT STATION	28+46.08, 35.8' RT	28+82.30, 23.0' RT	29+10.91, 35.07' LT	29+44.64, 23.0' LT	32+57.18, 32.19' LT	32+95.67, 23.0' LT	33+36.64, 33.18' RT	33+76.37, 23.0' RT

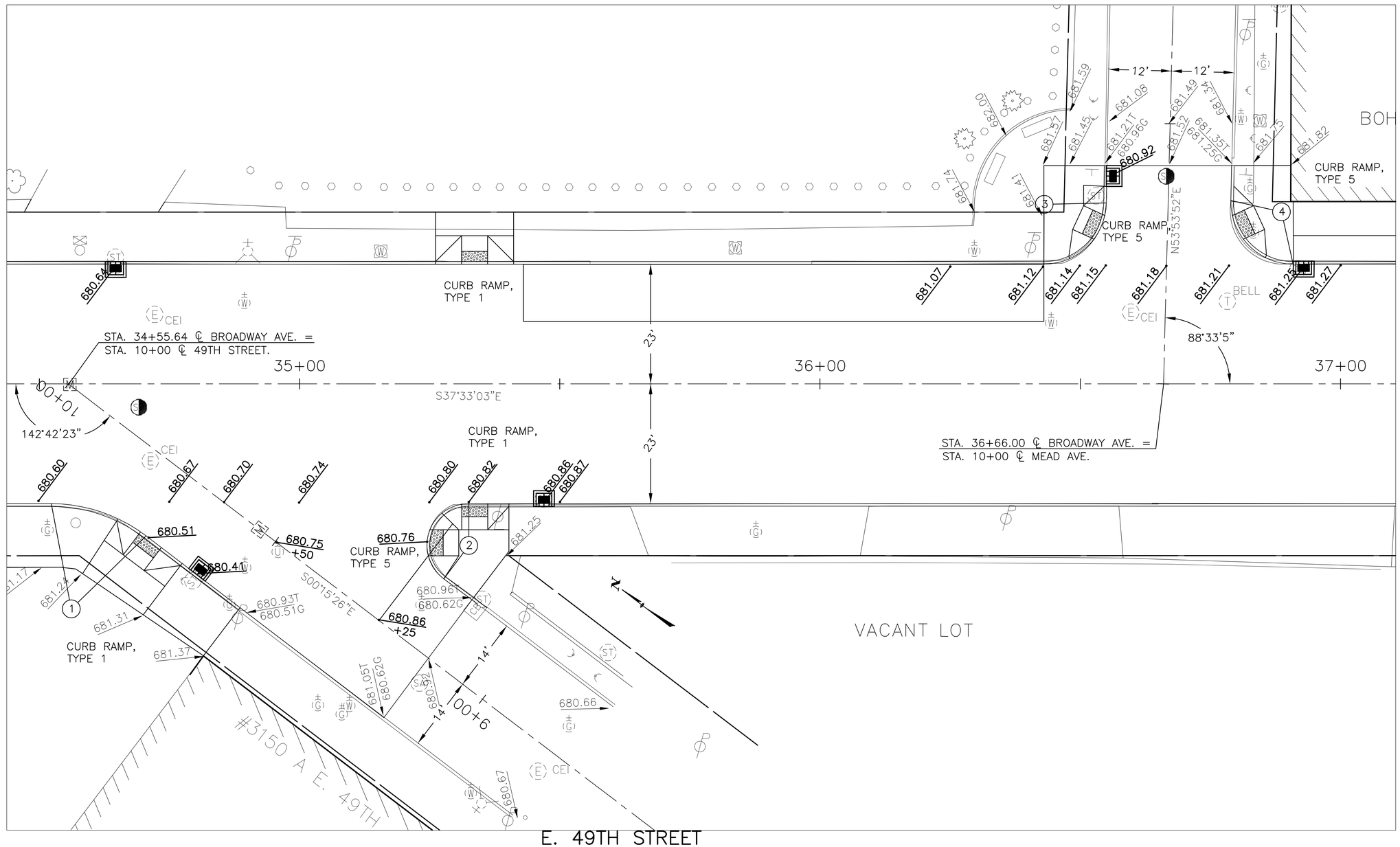
10 0 10 20
SCALE OF FEET
HOR: 1" = 10'

LEGEND:

- DETECTABLE WARNINGS (TRUNCATED DOMES)
- XXX.XX EXISTING ELEVATION
- XXX.XX PROPOSED ELEVATION

INTERSECTION DETAILS – FINN AND WENDELL AVENUE

BROADWAY AVE.
CUY–14–2.72



CURVE DATA				
CURVE NUMBER	(1)	(2)	(3)	(4)
DELTA	37° 22' 51"	143° 12' 57"	89° 07' 17"	91° 23' 29"
TANGENT	10.15'	24.06'	11.82'	12.30'
RADIUS	30.0'	8.0'	12.0'	12.0'
LENGTH	19.57'	20.00'	18.67'	19.14'
CHORD	19.23'	15.18'	16.84'	17.18'
CURB PC STATION	34+52.26, 23.0' RT	35+27.67, 37.41' RT	36+43.02, 23.0' LT	36+78.93, 35.29' LT
CURB PT STATION	34+70.47, 2916' RT	35+32.46, 23.0' RT	36+55.02, 34.82' LT	36+90.93, 23.0' LT

LEGEND:

DETECTABLE WARNINGS (TRUNCATED DOMES)

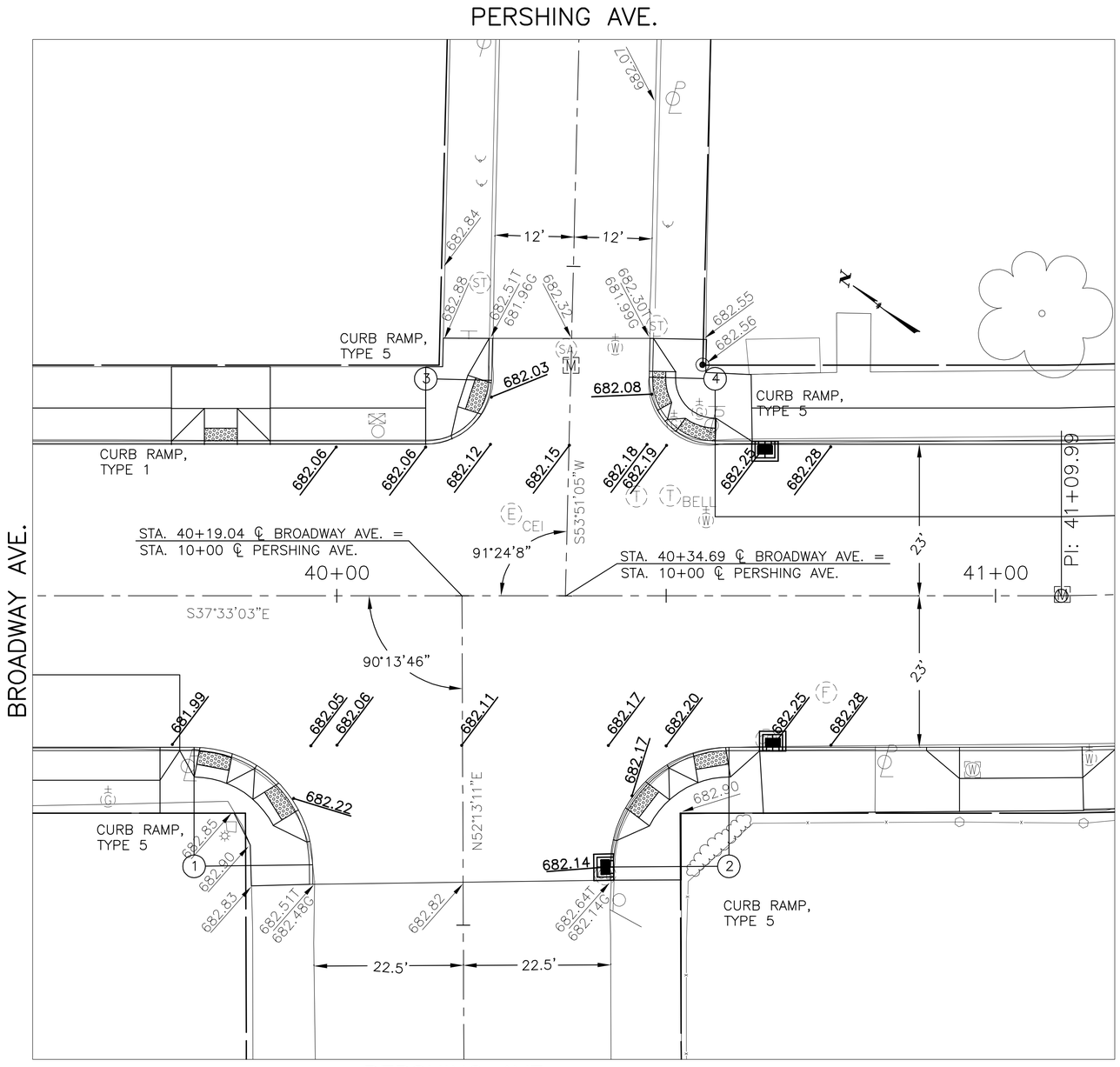
EXISTING ELEVATION

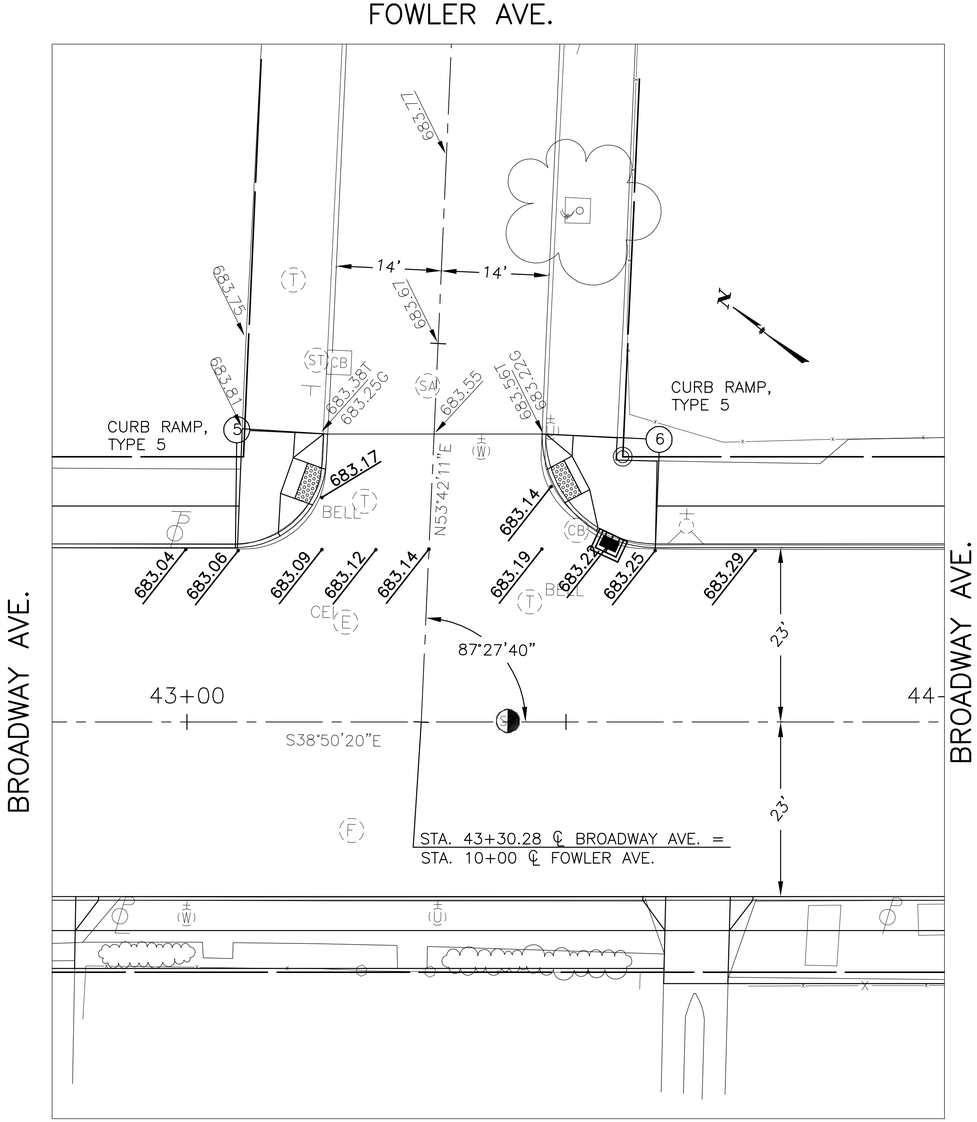
PROPOSED ELEVATION

SCALE OF FEET
HOR: 1" = 10'

INTERSECTION DETAILS – 49TH STREET AND MEAD AVE.

BROADWAY AVE.
CUY–14–2.72





PERSHING AVE.

CURVE DATA						
CURVE NUMBER	(1)	(2)	(3)	(4)	(5)	(6)
DELTA	89° 14' 30"	90° 45' 30"	88° 39' 11"	91° 19' 17"	87° 15' 51"	89° 59' 47"
TANGENT	17.76'	18.24'	9.77'	10.23'	11.44'	15.00'
RADIUS	18.0'	18.0'	10.0'	10.0'	12.0'	23.56'
LENGTH	28.04'	28.51'	15.47'	15.94'	18.28'	23.56'
CHORD	25.29'	25.62'	13.97'	14.30'	16.56'	21.21'
CURB PC STATION	39+78.33, 23.0' RT	40+41.51, 41.24' RT	40+13.50, 23.0' LT	40+47.43, 33.23' LT	43+06.38, 23.0' LT	43+46.83, 38.0' LT
CURB PT STATION	29+96.33, 40.76' RT	40+59.51, 23.0' RT	40+23.50, 32.76' LT	40+57.42, 23.0' LT	43+18.37, 34.43' LT	43+61.83, 23.0' LT

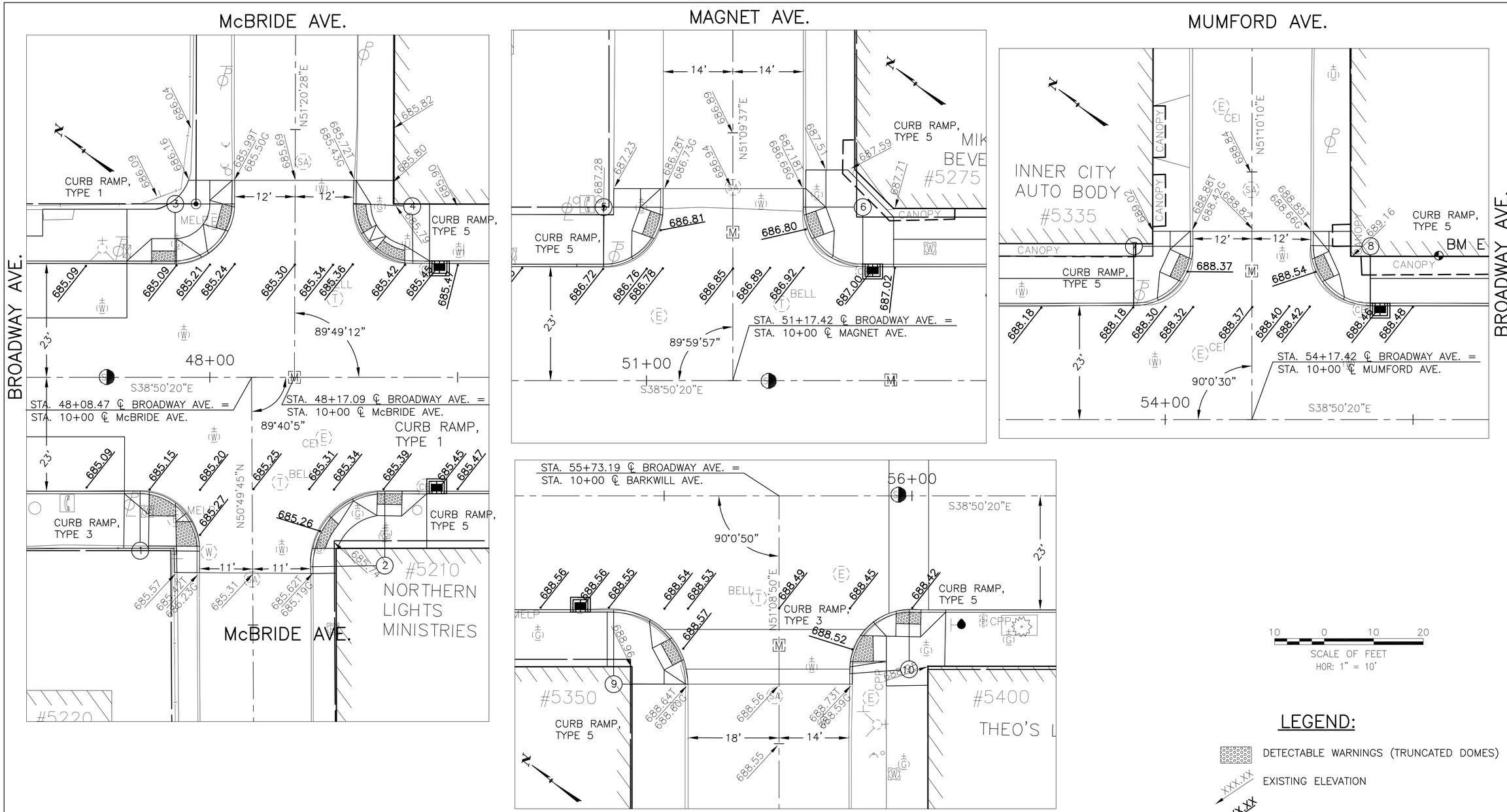
LEGEND:

- DETECTABLE WARNINGS (TRUNCATED DOMES)
- XXX.XX EXISTING ELEVATION
- XXX.XX PROPOSED ELEVATION

10 0 10 20
SCALE OF FEET
HOR: 1" = 10'

INTERSECTION DETAILS – PERSHING AND FOWLER AVENUE

BROADWAY AVE.
CUY–14–2.72



CURVE DATA										
CURVE NUMBER	①	②	③	④	⑤	⑥	⑦	⑧	⑨	⑩
DELTA	90° 23' 53"	90° 55' 12"	89° 59' 21"	90° 26' 52"	89° 55' 47"	89° 59' 11"	90° 03' 24"	90° 37' 07"	90° 00' 00"	89° 56' 36"
TANGENT	12.08'	15.24'	12.00'	12.09'	11.99'	12.00'	12.01'	12.13'	15.00'	11.99'
RADIUS	12.0'	15.0'	12.0'	12.0'	12.0'	12.0'	12.0'	12.0'	15.0'	12.0'
LENGTH	18.93'	23.80'	18.85'	18.94'	18.83'	18.85'	18.86'	18.98'	23.56'	18.84'
CHORD	17.03'	21.38'	16.97'	17.04'	16.96'	16.97'	16.98'	17.06'	21.21'	16.96'
CURB PC STATION	47+858.95, 23.0' RT	48+20.33, 38.24' RT	47+93.01, 23.0' LT	48+28.99, 35.09' LT	50+91.34, 23.0' LT	51+31.66, 35.0' LT	53+93.59, 23.0' LT	54+29.36, 35.16' LT	55+39.79, 23.0' RT	55+87.45, 34.99' RT
CURB PT STATION	47+97.95, 35.08' RT	48+35.33, 23.0' RT	48+05.01, 35.0' LT	48+40.99, 23.0' LT	51+03.34, 34.99' LT	51+43.66, 23.0' LT	54+05.59, 35.01' LT	54=41.35, 23.0' LT	55+54.79, 38.0' RT	55+99.45, 23.0' RT

10 0 10 20
SCALE OF FEET
HOR: 1" = 10'

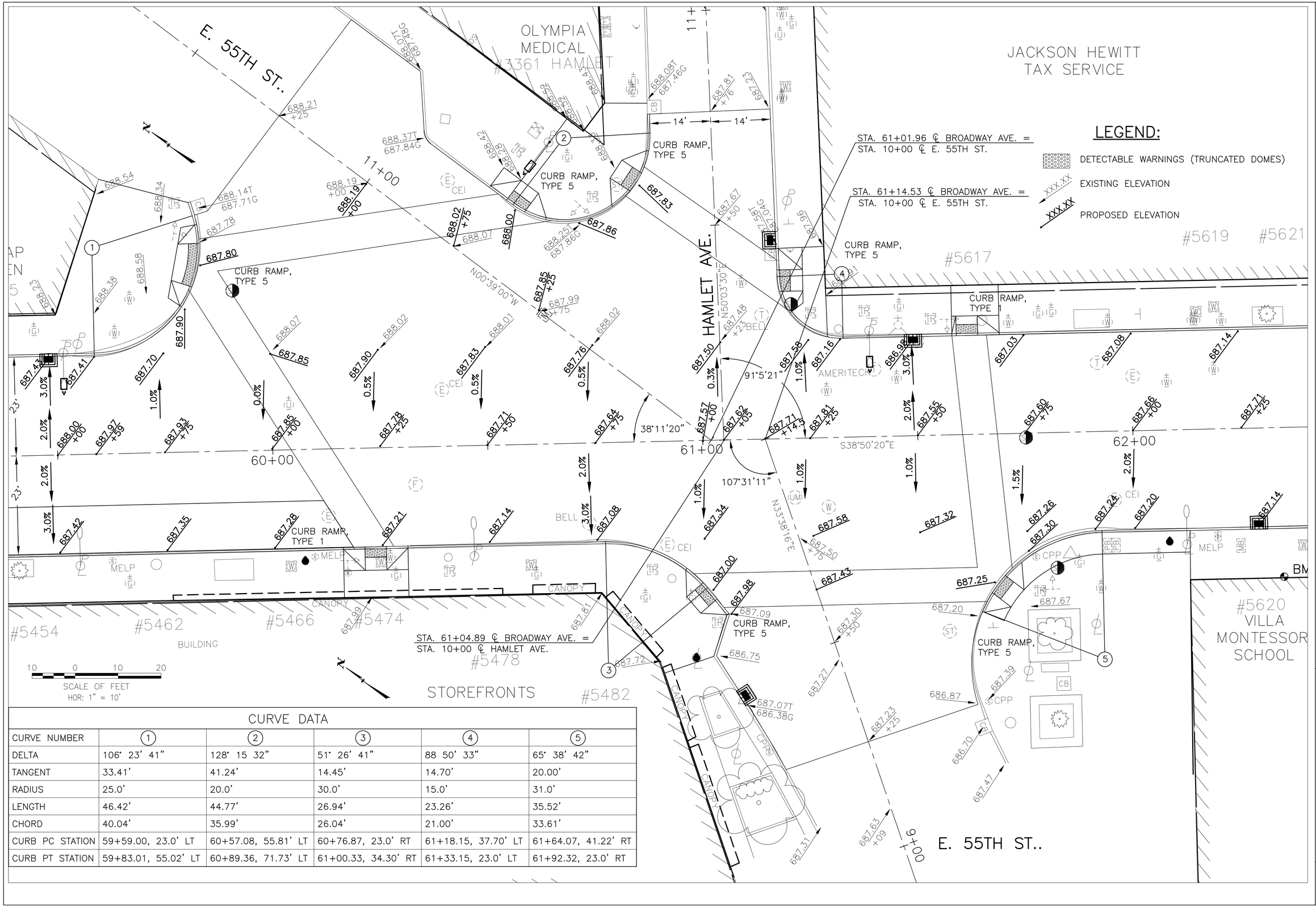
LEGEND:

- DETECTABLE WARNINGS (TRUNCATED DOMES)
- XXX.XX EXISTING ELEVATION
- XXX.XX PROPOSED ELEVATION

INTERSECTION DETAILS – McBRIDGE, MAGNET, MUMFORD AND BARKWILL BROADWAY AVE.

BROADWAY AVE.
CUY–14–2.72

148
1

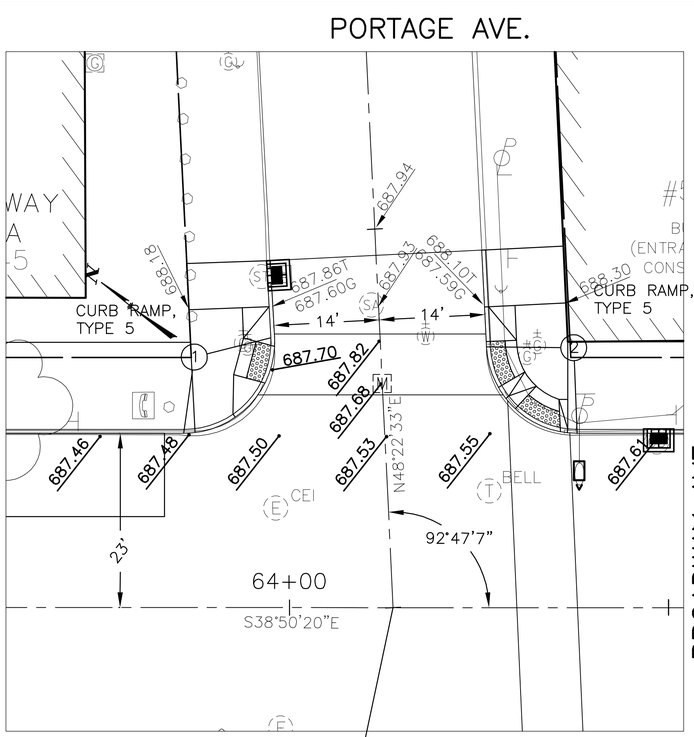


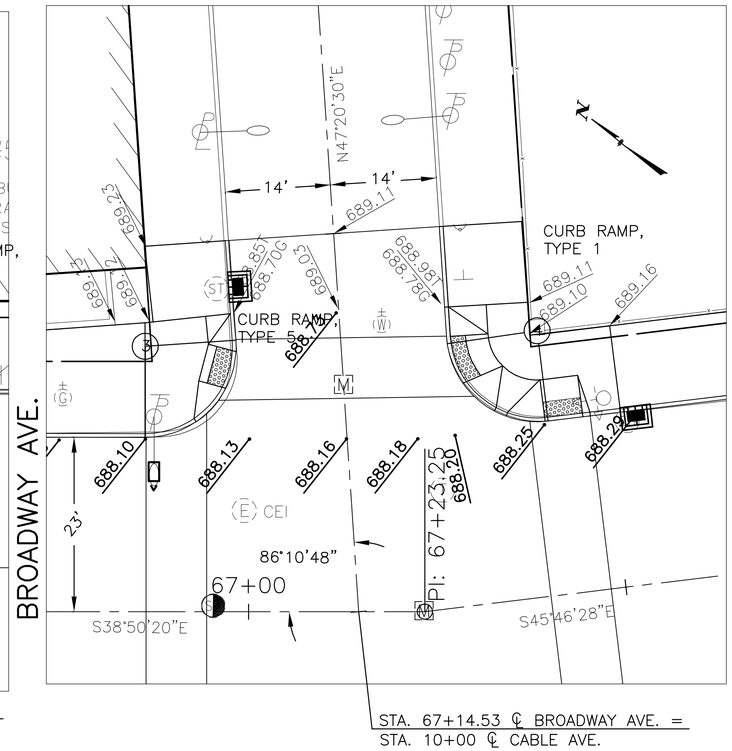
CURVE DATA

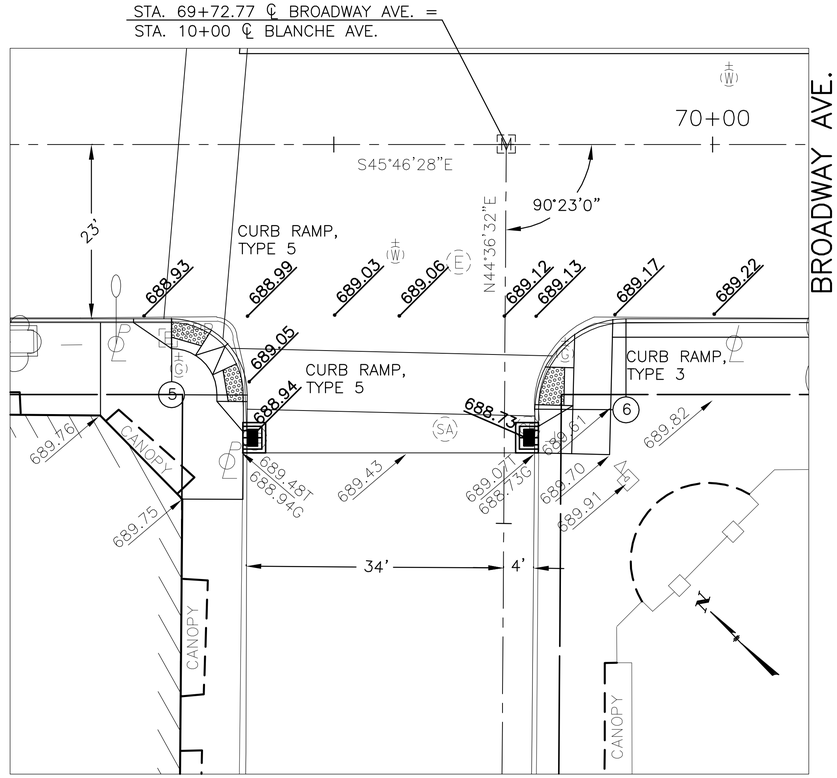
CURVE NUMBER	(1)	(2)	(3)	(4)	(5)
DELTA	106° 23' 41"	128° 15 32"	51° 26' 41"	88 50' 33"	65° 38' 42"
TANGENT	33.41'	41.24'	14.45'	14.70'	20.00'
RADIUS	25.0'	20.0'	30.0'	15.0'	31.0'
LENGTH	46.42'	44.77'	26.94'	23.26'	35.52'
CHORD	40.04'	35.99'	26.04'	21.00'	33.61'
CURB PC STATION	59+59.00, 23.0' LT	60+57.08, 55.81' LT	60+76.87, 23.0' RT	61+18.15, 37.70' LT	61+64.07, 41.22' RT
CURB PT STATION	59+83.01, 55.02' LT	60+89.36, 71.73' LT	61+00.33, 34.30' RT	61+33.15, 23.0' LT	61+92.32, 23.0' RT

INTERSECTION DETAILS – E. 55TH STREET AND HAMLET AVE.

BROADWAY AVE.
CUY–14–2.72







BLANCHE AVE.

CURVE DATA						
CURVE NUMBER	①	②	③	④	⑤	⑥
DELTA	93° 07' 12"	87° 09' 56"	93° 56' 10"	93° 12' 44"	90° 19' 51"	89° 31' 55"
TANGENT	12.67'	11.42'	12.85'	12.69'	10.06'	11.90'
RADIUS	12.0'	12.0'	12.0'	12.0'	10.0'	12.0'
LENGTH	19.50'	18.26'	19.67'	19.52'	15.77'	18.75'
CHORD	17.43'	16.55'	17.54'	17.44'	14.18'	16.90'
CURB PC STATION	63+86.05, 23.0' LT	64+26.01, 34.41' LT	66+86.35, 23.0' LT	67+30.46, 35.67' LT	69+28.57, 23.0' RT	69+76.56, 34.90' RT
CURB PT STATION	63+98.03, 35.65' LT	64+37.99' 23.0' LT	66+98.32, 35.82' LT	67+42.44, 23.0' LT	69+38.57, 33.06' RT	69+88.56, 23.0' RT

LEGEND:

DETECTABLE WARNINGS (TRUNCATED DOMES)

XXXX.XX EXISTING ELEVATION

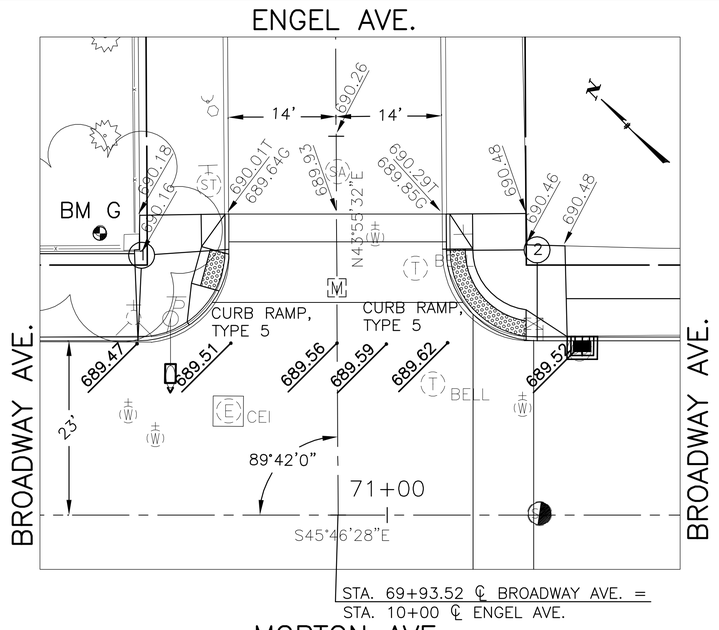
XXXX.XX PROPOSED ELEVATION

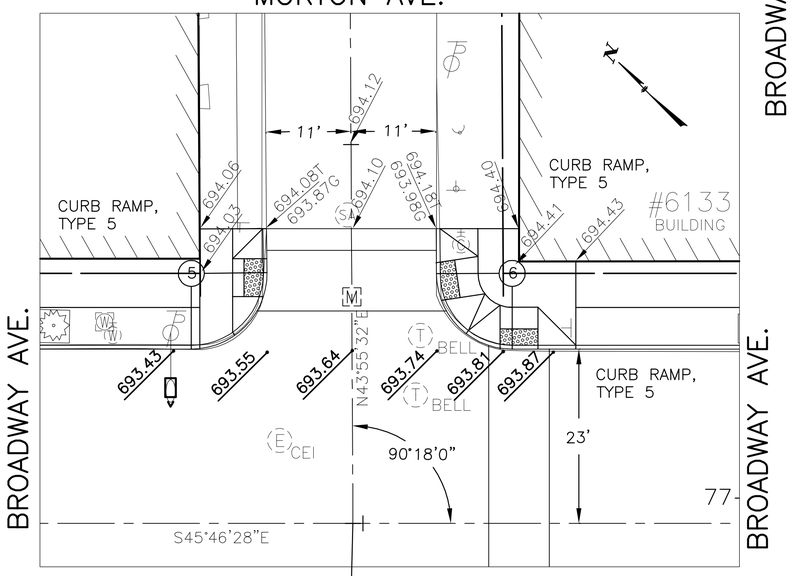
10 0 10 20
SCALE OF FEET
HOR: 1" = 10'

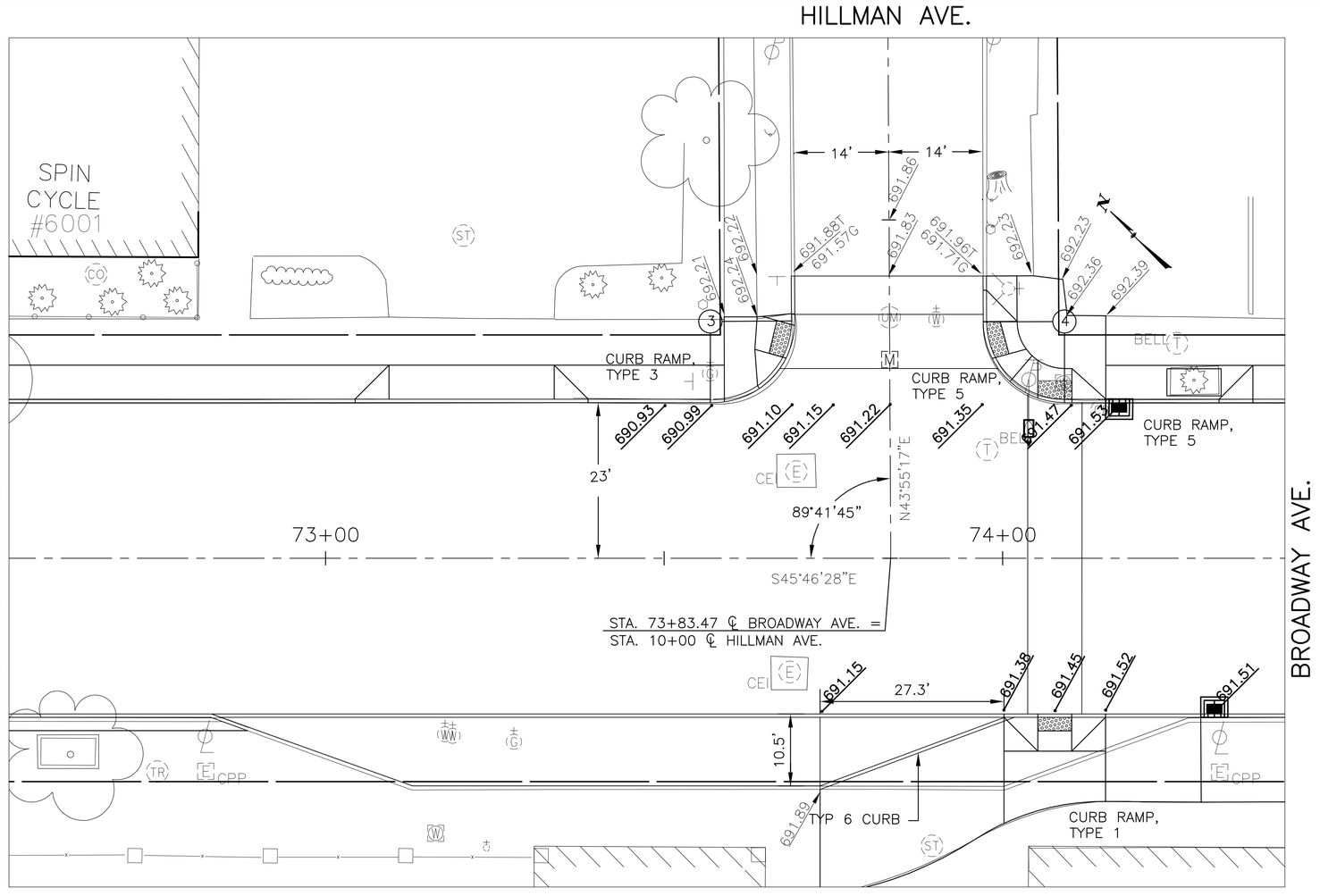
INTERSECTION DETAILS – PORTAGE, CABLE AND BLANCHE

BROADWAY AVE.
CUY–14–2.72

150
1







CURVE DATA

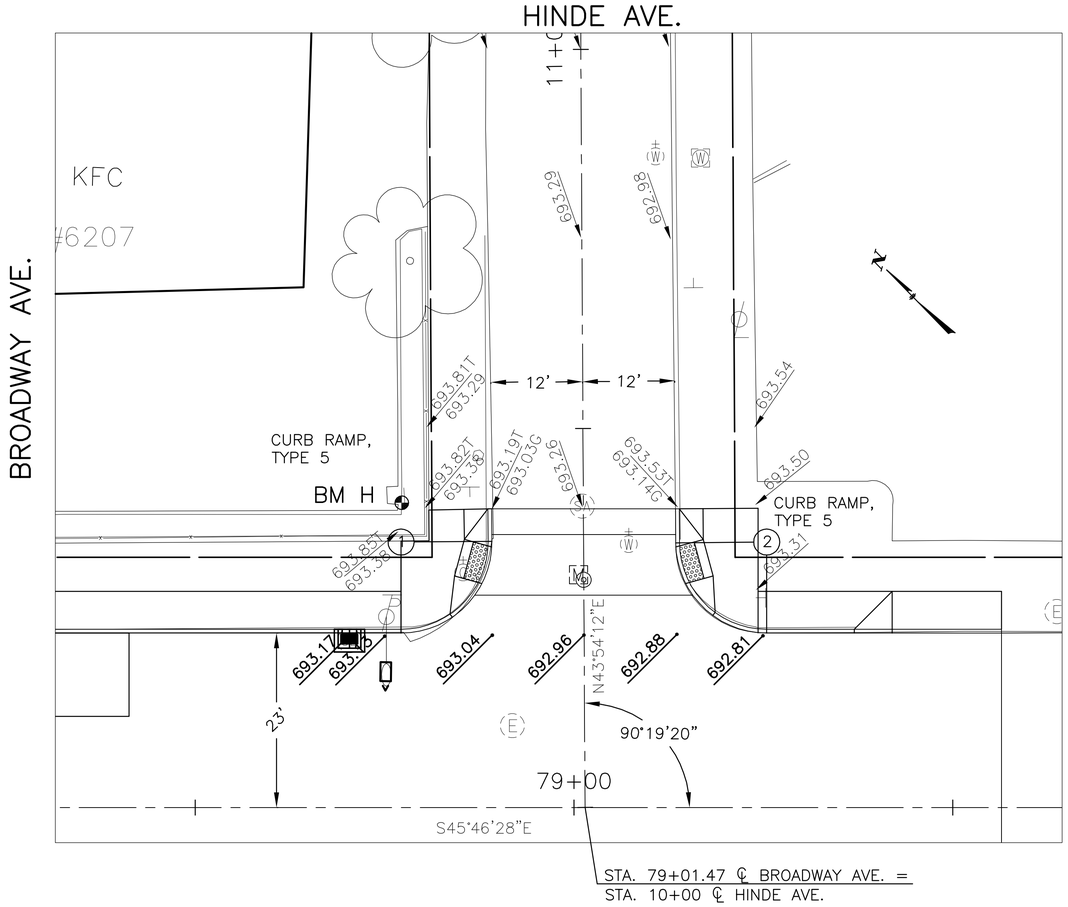
CURVE NUMBER	(1)	(2)	(3)	(4)	(5)	(6)
DELTA	90° 20' 28"	89 42' 06"	90° 19' 00"	89° 44' 04"	90° 39' 55"	89° 46' 27"
TANGENT	12.07'	11.94'	12.07'	11.94'	10.12'	9.96'
RADIUS	12.0'	12.0'	12.0'	12.0'	10.0'	10.0'
LENGTH	18.92'	18.79'	18.92'	18.79'	15.82'	15.67'
CHORD	17.02'	16.93'	17.02'	16.93'	14.22'	14.11'
CURB PC STATION	70+67.12, 23.0' LT	71+07.79, 34.94' LT	73+57.31, 23.0' LT	73+97.12, 34.94' LT	76+27.34, 23.0' LT	76+59.69, 32.96' LT
CURB PT STATION	70+79.30, 35.15' LT	71+19.79, 23.0' LT	73+69.31, 35.07' LT	74+09.12, 23.0' LT	76+37.34, 33.12' LT	76+69.69, 23.0' LT

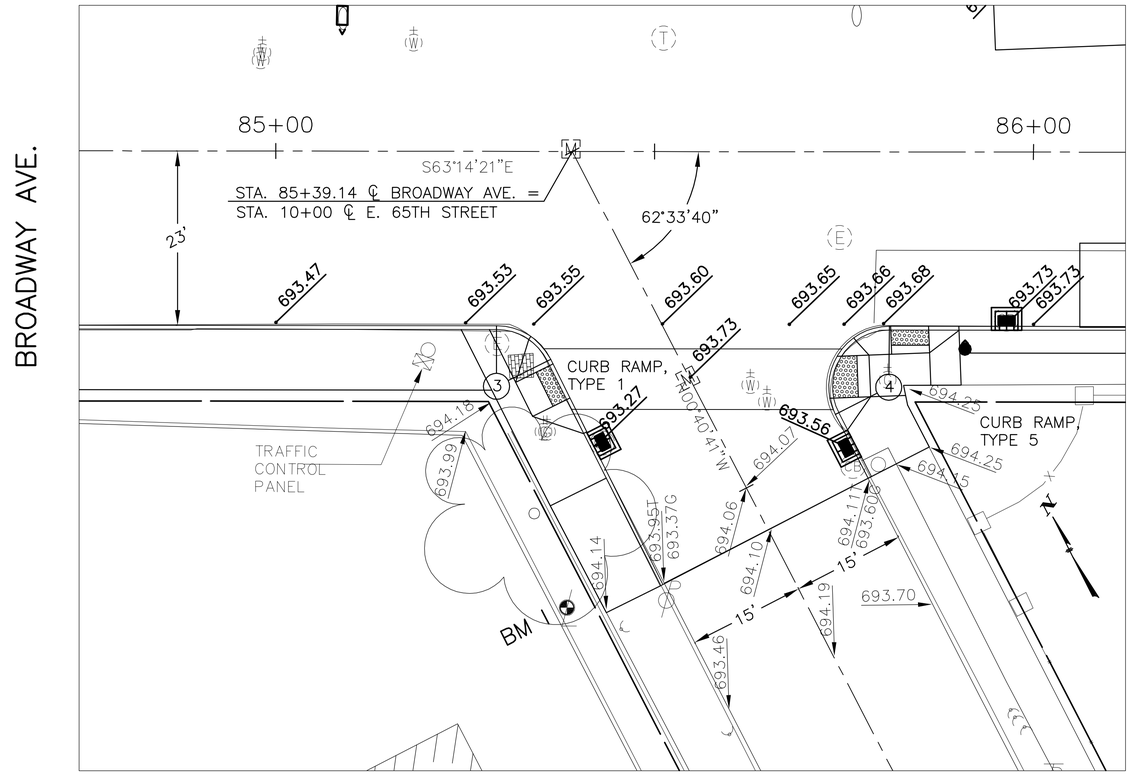
LEGEND:

- DETECTABLE WARNINGS (TRUNCATED DOMES)
- XXX.XX EXISTING ELEVATION
- XXX.XX PROPOSED ELEVATION

INTERSECTION DETAILS – ENGEL, HILLMAN AND MORTON

BROADWAY AVE.
CUY–14–2.72





CURVE DATA				
CURVE NUMBER	①	②	③	④
DELTA	90° 30' 00"	89° 24' 10"	63° 27' 38"	117° 11' 23"
TANGENT	12.11'	11.88'	4.95'	13.10'
RADIUS	12.0'	12.0'	8.0'	8.0'
LENGTH	18.95'	18.72'	8.86'	16.36'
CHORD	17.04'	16.88'	8.41'	13.66'
CURB PC STATION	78+77.17, 23.0' LT	79+13.44, 34.87' LT	85+29.18, 23.0' RT	85+73.91, 34.66' RT
CURB PT STATION	78+89.17, 35.16' LT	79+25.43, 23.0' LT	85+36.33, 27.43' RT	85+81.03, 23.0' RT

LEGEND:

DETECTABLE WARNINGS (TRUNCATED DOMES)

XXX.XX EXISTING ELEVATION

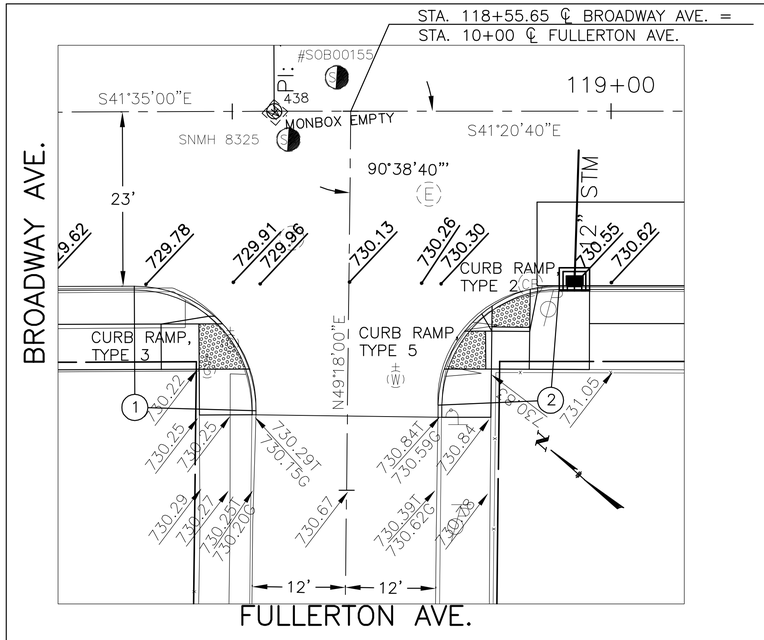
XXX.XX PROPOSED ELEVATION

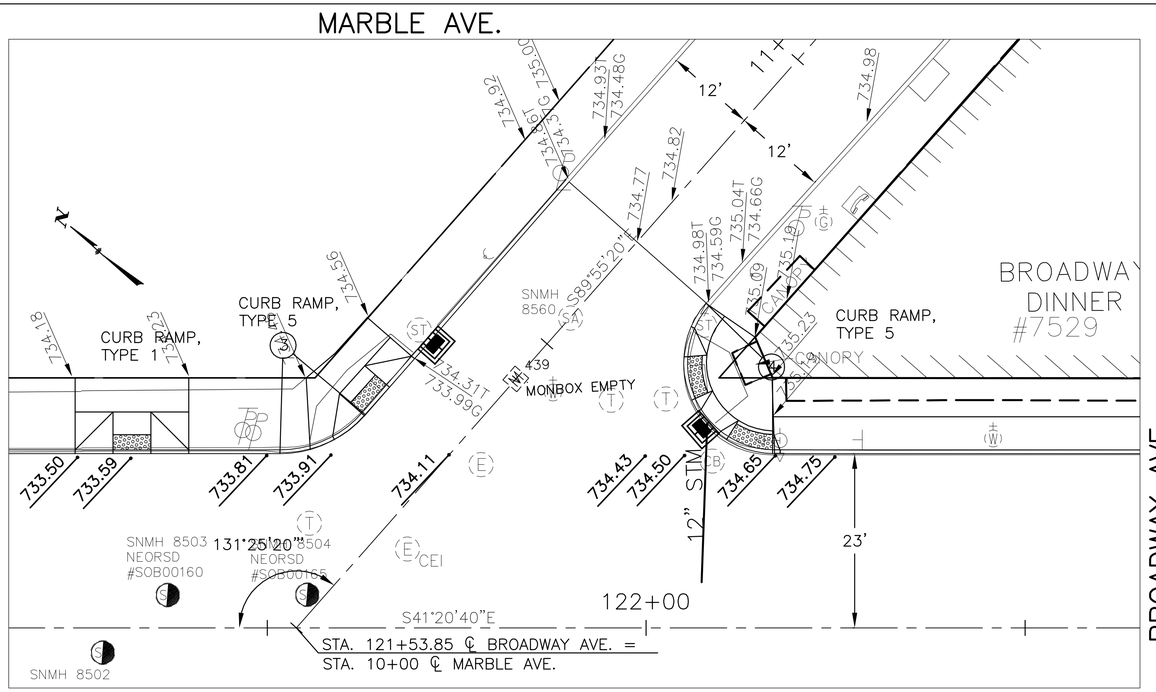
10 0 10 20
SCALE OF FEET
HOR: 1" = 10'

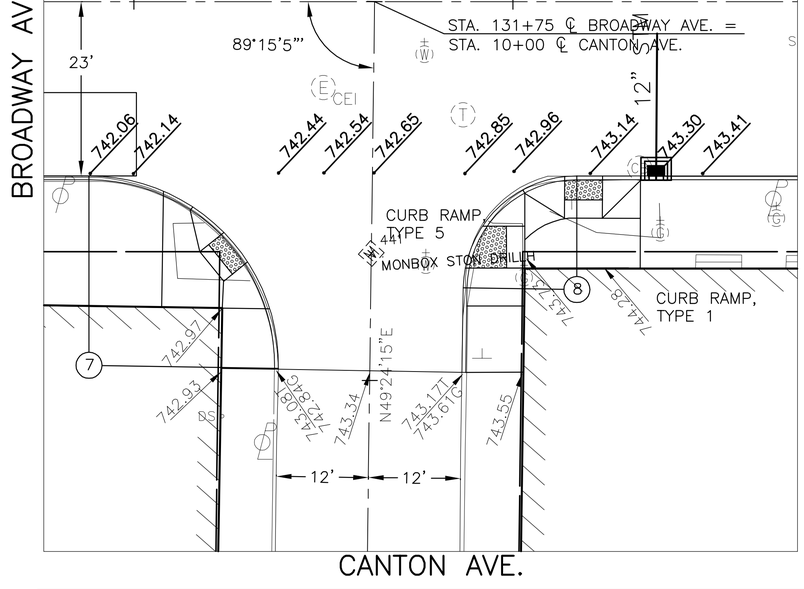
INTERSECTION DETAILS – HINDE AVE. AND E.65TH ST.

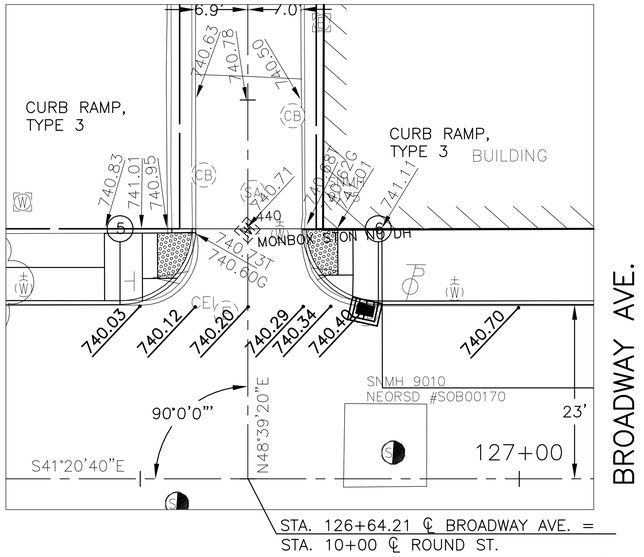
BROADWAY AVE.
CUY–14–2.72

152
1









CURVE DATA								
CURVE NUMBER	①	②	③	④	⑤	⑥	⑦	⑧
DELTA	91° 48' 25"	89° 11' 59"	48° 49' 35"	131° 09' 54"	90° 00' 00"	90° 00' 00"	90° 55' 47"	89° 04' 13"
TANGENT	16.51'	15.78'	6.81'	26.43'	10.00'	10.00'	25.41'	14.76'
RADIUS	16.0'	16.0'	15.0'	12.0'	10.0'	10.0'	25.0'	15.0'
LENGTH	25.64'	24.91'	12.78'	27.47'	15.71'	15.71'	39.68'	23.32'
CHORD	22.98'	22.47'	12.40'	21.85'	14.14'	14.14'	35.64'	21.04'
CURB PC STATION	118+36.99, 23.0' RT	118+77.17, 38.78' RT	121+51.67, 23.0' LT	122+07.92, 42.90' LT	126+47.33, 23.0' LT	126+71.42, 33.0' LT	127+94.06, 23.0' RT	128+43.46, 37.76' RT
CURB PT STATION	118+52.98, 39.50' RT	118+93.17, 23.0' RT	121+62.96, 28.12' LT	122+16.96, 23.0' LT	126+57.33, 33.0' LT	126+81.42, 23.0' LT	128+19.05, 48.41' RT	128+58.46, 23.0' RT

10 0 10 20
SCALE OF FEET
HOR: 1" = 10'

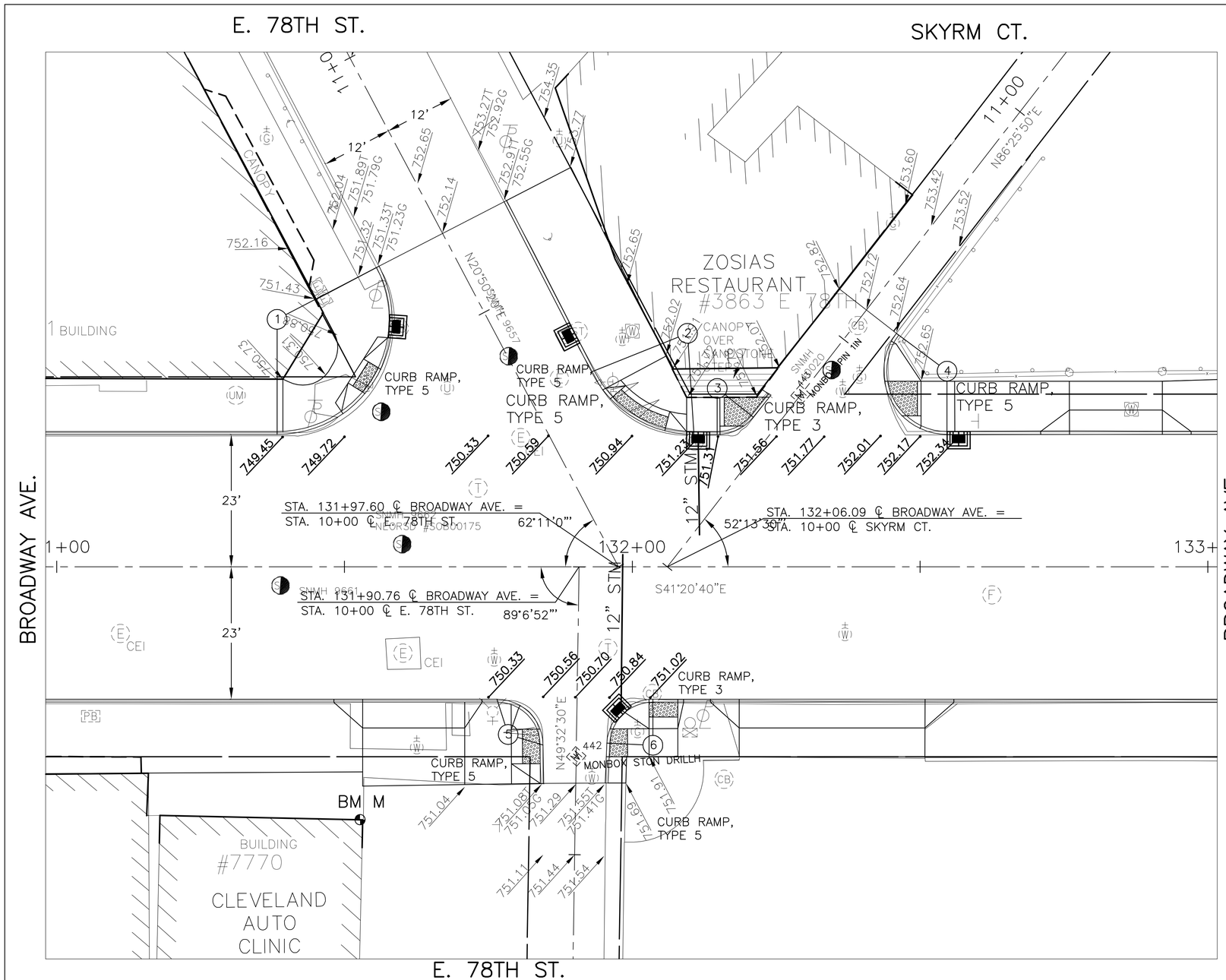
LEGEND:

- DETECTABLE WARNINGS (TRUNCATED DOMES)
- XXX.XX EXISTING ELEVATION
- XXX.XX PROPOSED ELEVATION

INTERSECTION DETAILS – FINN AND WENDELL AVENUE

BROADWAY AVE.
CUY-14-2.72

153
1



E. 78TH ST.

CURVE DATA						
CURVE NUMBER	(1)	(2)	(3)	(4)	(5)	(6)
DELTA	117° 31' 20"	62° 49' 48"	51° 17' 38"	126° 47' 49"	89° 44' 48"	130° 54' 13"
TANGENT	32.97'	12.22'	3.84'	21.97'	7.96'	7.65'
RADIUS	20.0'	20.0'	8.0'	11.0'	8.0'	8.0'
LENGTH	41.02'	21.93'	7.16'	24.34'	12.53'	12.20'
CHORD	34.20'	20.85'	6.93'	19.67'	11.29'	11.05'
CURB PC STATION	131+38.27,23.0' LT	131+92.91, 33.87' LT	132+14.76, 23.0' LT	132+45.89, 40.59' LT	131+76.49, 23.0' RT	131+95.58, 30.64' RT
CURB PT STATION	131+56.01, 52.24' LT	132+10.70, 23.0' LT	132+21.00, 26.0' LT	132+54.69, 23.0' LT	131+84.49, 30.96' RT	132+03.58, 23.0' RT

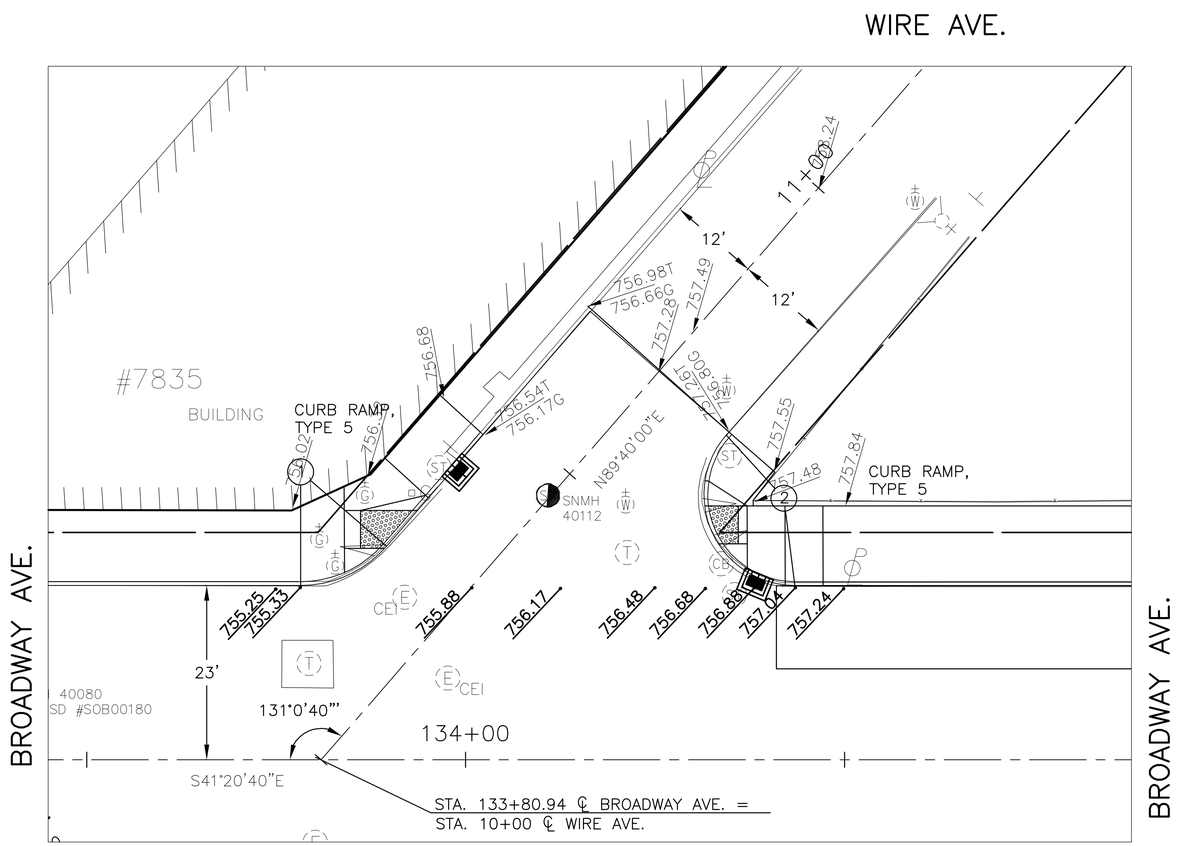
10 0 10 20
SCALE OF FEET
HOR: 1" = 10'

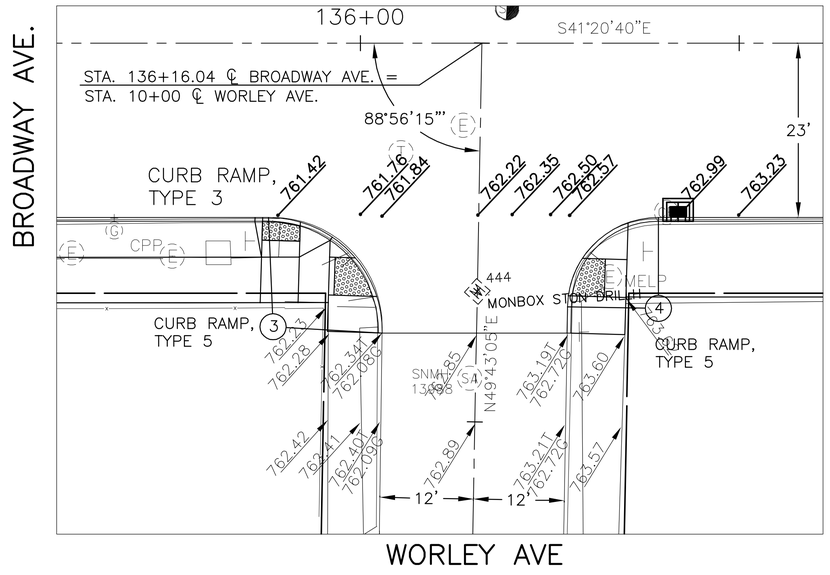
LEGEND:

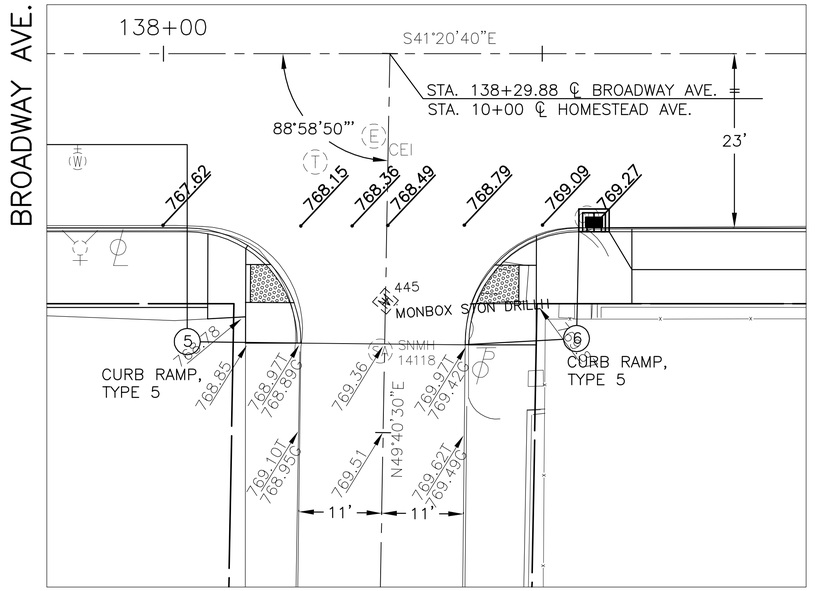
- DETECTABLE WARNINGS (TRUNCATED DOMES)
- XXX.XX EXISTING ELEVATION
- XXX.XX PROPOSED ELEVATION

INTERSECTION DETAILS – E. 78TH, AND SKYRM AVENUE

BROADWAY AVE.
CUY–14–2.72







CURVE DATA						
CURVE NUMBER	(1)	(2)	(3)	(4)	(5)	(6)
DELTA	49° 05' 47"	130° 54' 13"	90° 59' 18"	89° 00' 42"	90° 44' 53"	91° 33' 17"
TANGENT	6.85'	26.27'	15.26'	11.79'	15.20'	15.41'
RADIUS	15.0'	12.0'	15.0'	12.0'	15.0'	15.0'
LENGTH	12.85'	27.42'	23.82'	18.64'	23.76'	23.97'
CHORD	12.46'	21.83'	21.40'	16.82'	21.35'	21.50'
CURB PC STATION	133+78.21, 23.0' RT	134+34.38, 42.86' RT	135+87.88, 23.0' RT	136+27.34, 34.79' RT	138+03.14, 23.0' RT	138+39.82, 38.41' RT
CURB PT STATION	133+89.55, 28.18' RT	134+43.45, 23.0' RT	136+02.88, 38.26' RT	136+34.34, 23.0' RT	138+18.14, 38.20' RT	138+54.82, 23.0' RT

10 0 10 20
SCALE OF FEET
HOR: 1" = 10'

LEGEND:

- DETECTABLE WARNINGS (TRUNCATED DOMES)
- XXX.XX EXISTING ELEVATION
- XXX.XX PROPOSED ELEVATION

INTERSECTION DETAILS – WIRE, WORLEY, AND HOMESTEAD AVENUE

BROADWAY AVE.
CUY–14–2.72

155
1

CURVE DATA						
CURVE NUMBER	①	②	③	④	⑤	⑥
DELTA	91° 20' 38"	89° 04' 56"	76° 35' 59"	103° 17' 55"	43° 40' 47"	103° 26' 53"
TANGENT	15.36'	11.81'	39.49'	63.20'	20.04'	44.36'
RADIUS	15.0'	12.0'	50.0'	50.0'	50.0'	35.0'
LENGTH	23.91'	18.66'	66.85'	90.14'	38.12'	63.19'
CHORD	21.46'	16.83'	61.98'	78.42'	37.20'	54.95'
CURB PC STATION	142+59.57, 23.0' RT	143+00.72, 34.81' RT	142+43.10, 23.0' LT	143+22.49, 61.41' LT	143+36.62, 36.84' LT	143.32.32, 77.67' LT
CURB PT STATION	142+74.56, 38.35' RT	143+12.72, 23.0' RT	142+91.74, 61.41' LT	143+741.15, 23.0' LT	143+71.15, 23.0' LT	143+66.36, 34.53' LT

10 0 10 20

SCALE OF FEET
HOR: 1" = 10'

LEGEND:

- DETECTABLE WARNINGS (TRUNCATED DOMES)
- XXX.XX — EXISTING ELEVATION
- XXX.XX — PROPOSED ELEVATION

STA. 142+38.47 ℄ BROADWAY AVE. =
STA. 10+00 ℄ JONES AVE.

JONES AVE.

CURB RAMP, TYPE 5

CURB RAMP, TYPE 5

CURB RAMP, TYPE 5

CURB RAMP, TYPE 3

CURB RAMP, TYPE 1

12" STM

MONBOX IPIN 5/8IN

MONBOX IPIN 1IN

CEI SNMH 13441 NEORSD #SOB00290

103°8'30"

88°51'10"

S41°20'40"E

N49°48'10"E

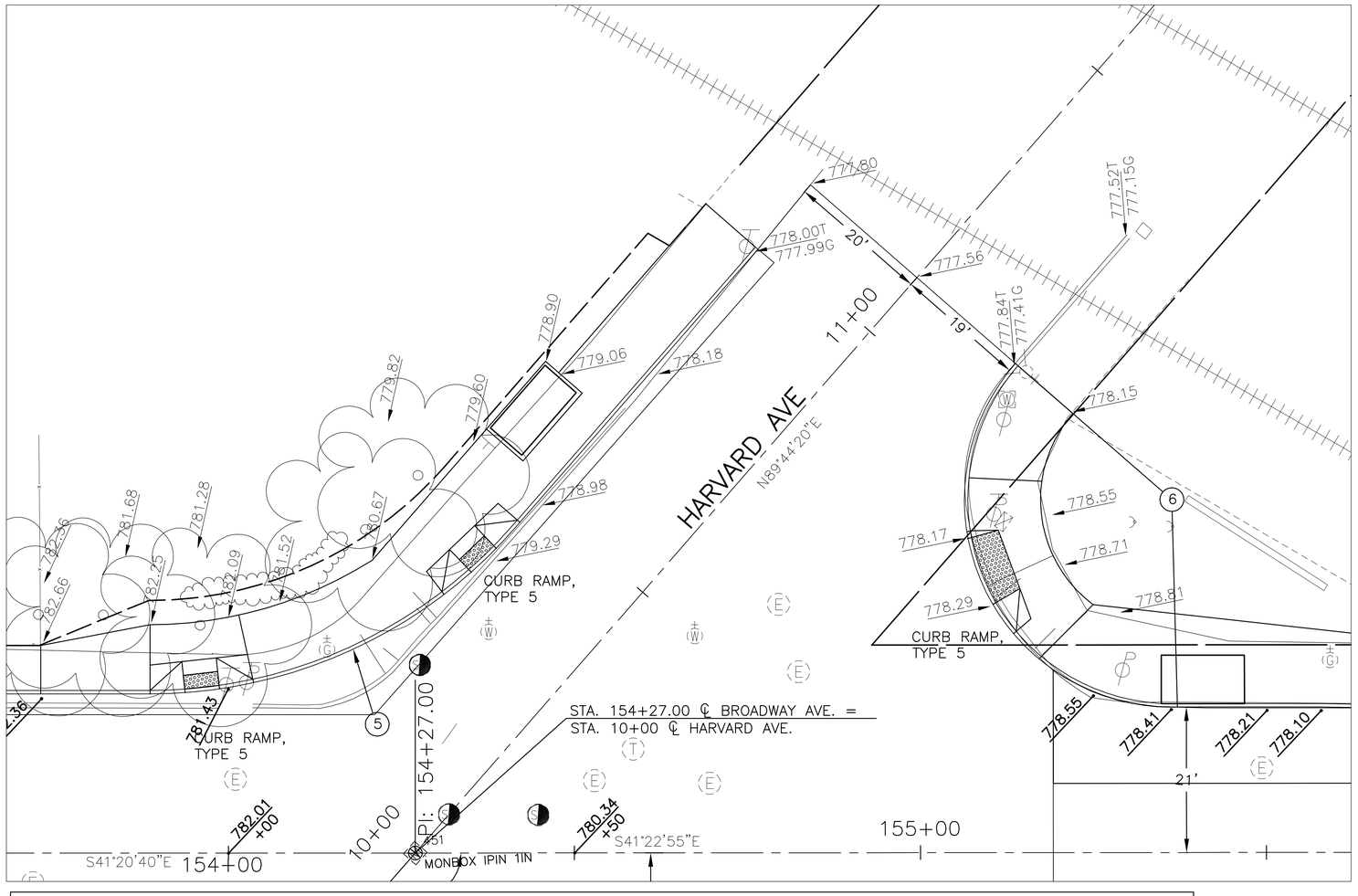
BUILDING #8104 WENDY'S

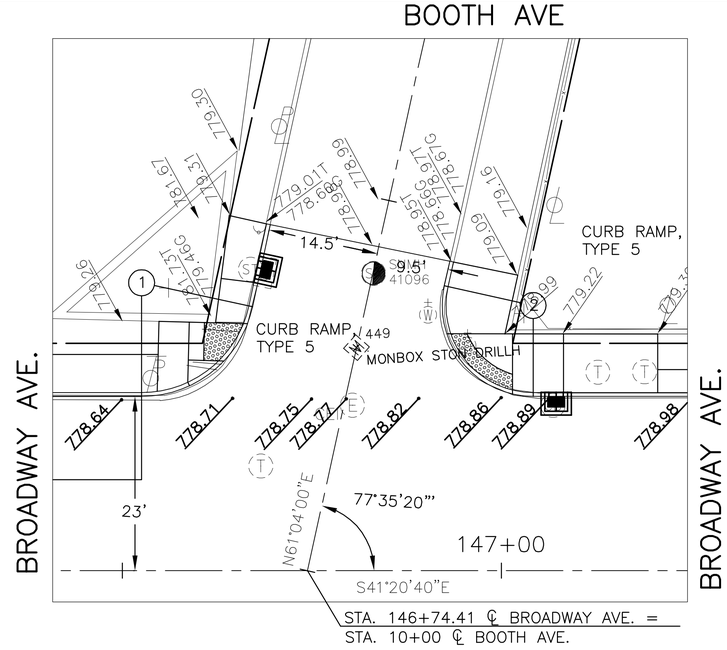
STA. 142+40.09 ℄ BROADWAY AVE. =
STA. 10+00 ℄ JONES AVE.

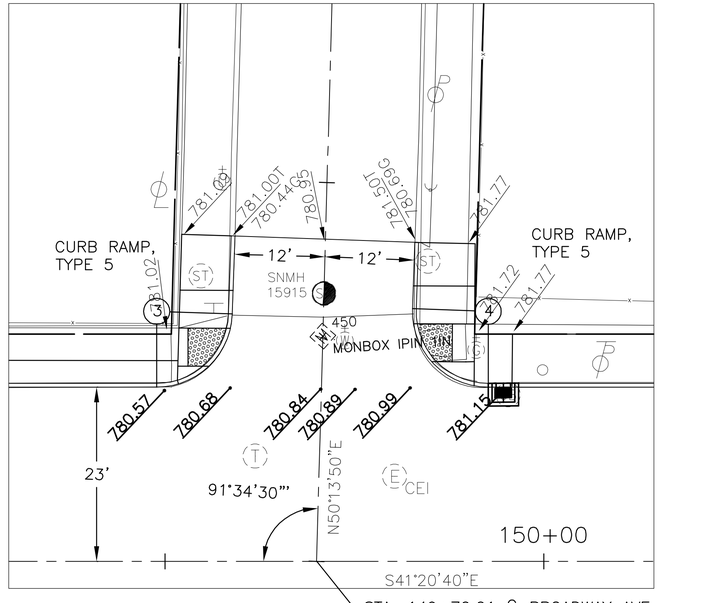
INTERSECTION DETAILS – JONES AVENUE

BROADWAY AVE.
CUY–14–2.72

156
1







CURVE DATA

CURVE NUMBER	(1)	(2)	(3)	(4)	(5)	(6)
DELTA	77° 48' 58"	102° 28' 14"	87° 59' 17"	92° 05' 51"	48° 55' 00"	131° 00' 55"
TANGENT	12.11'	14.94'	9.65'	10.37'	31.84'	65.85'
RADIUS	15.0'	12.0'	10.0'	10.0'	70.0'	30.0'
LENGTH	20.37'	21.46'	15.36'	16.07'	59.76'	68.60'
CHORD	18.84'	18.71'	13.89'	14.40'	57.96'	54.60'
CURB PC STATION	146+52.51, 23.0' LT	146+92.48, 37.59' LT	149+48.89, 23.0' LT	149+82.66, 33.37' LT	153+88.68, 23.0' LT	155+13.75, 70.69' LT
CURB PT STATION	146+67.18, 34.83' LT	147+04.19, 23.0' LT	149+58.89, 32.65' LT	149+92.65, 23.0' LT	154+41.47, 46.99' LT	155+36.39, 21.0' LT

LEGEND:

DETECTABLE WARNINGS (TRUNCATED DOMES)

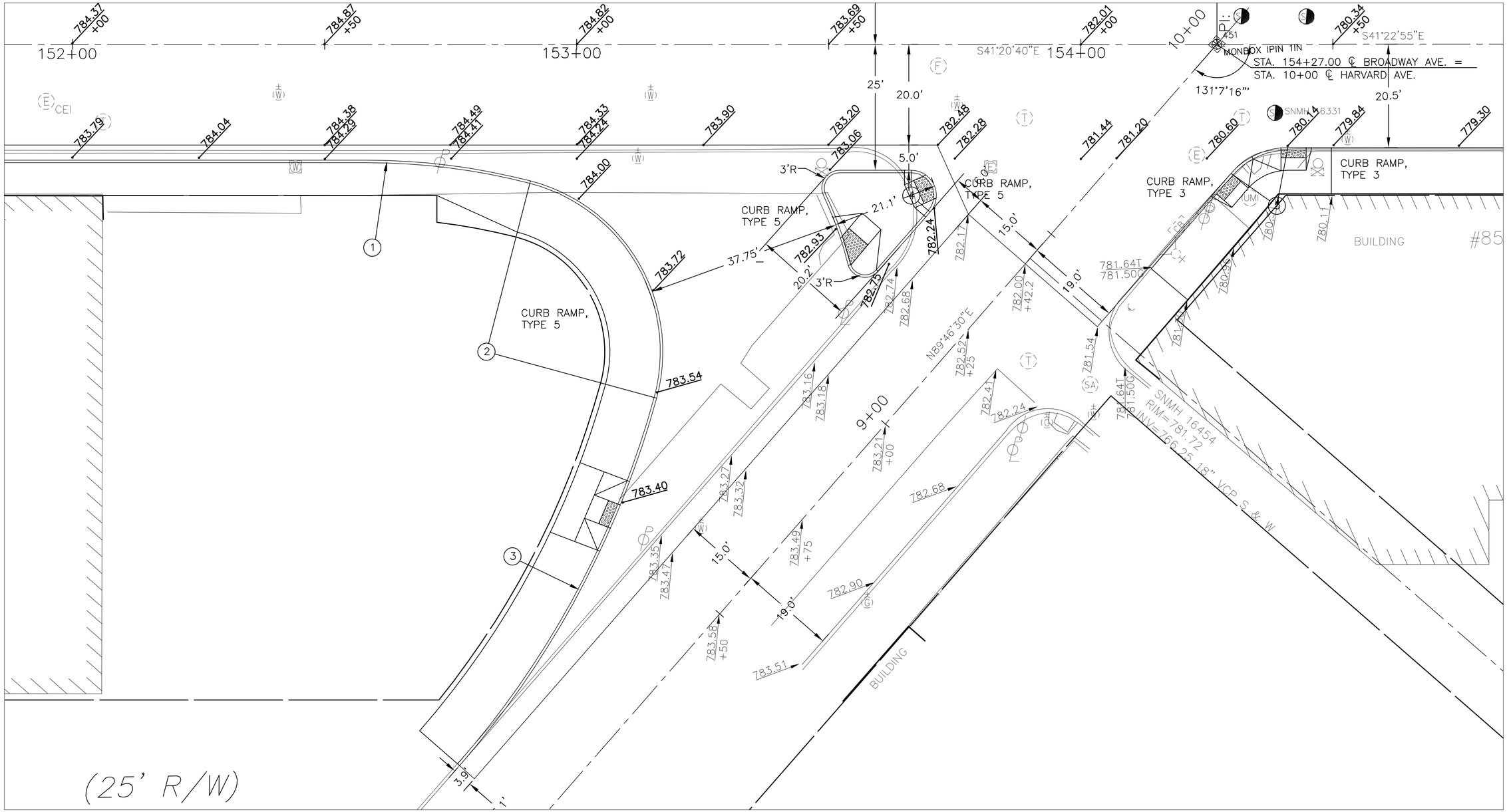
XXX.XX EXISTING ELEVATION

XXX.XX PROPOSED ELEVATION

10 0 10 20
SCALE OF FEET
HOR: 1" = 10'

INTERSECTION DETAILS – BOOTH, BRUNNER AND HARVARD AVENUE

BROADWAY AVE.
CUY-14-2.72



CURVE DATA					
CURVE NUMBER	①	②	③	④	⑤
DELTA	14° 26' 14"	90° 50' 25"	25° 50' 31"	131° 11' 17"	48° 51' 49"
TANGENT	16.47'	35.52'	42.44'	11.02'	6.81'
RADIUS	130.0'	35.0'	185.0'	5.0'	15.0'
LENGTH	32.76'	55.49'	83.44'	11.45'	12.79'
CHORD	32.67'	49.86'	82.73'	9.11'	12.41'
CURB PC STATION	152+58.39, 23.0' RT	152+90.80, 27.11' RT	153+15.84, 70.22' RT	153+66.36, 25.0' RT	154+29.78, 25.63' RT
CURB PT STATION	152+90.80, 27.11' RT	153+15.84, 70.22' RT	152+76.75, 143.14' RT	153+70.12, 33.29' RT	154+41.08, 20.50' RT

LEGEND:

DETECTABLE WARNINGS (TRUNCATED DOMES)

XXX.XX EXISTING ELEVATION

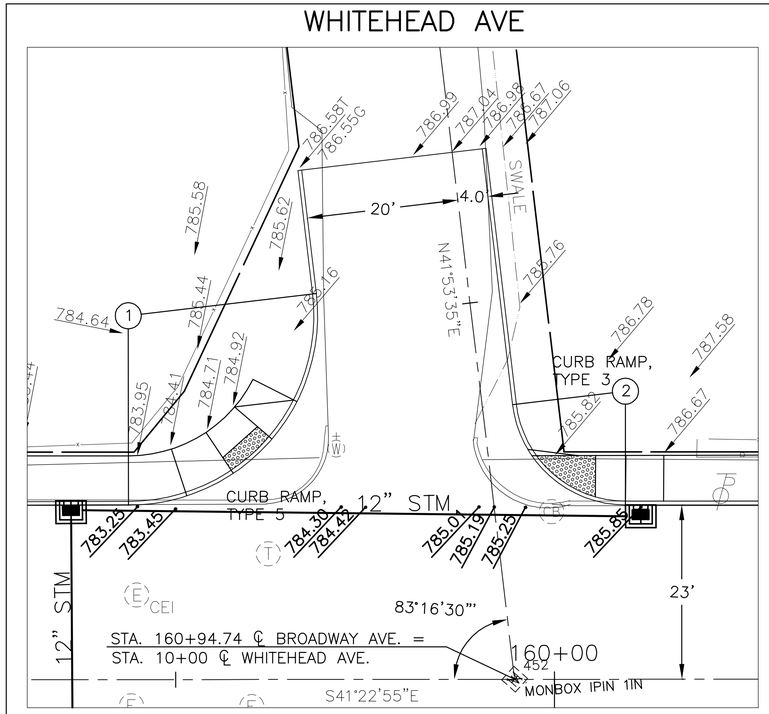
XXX.XX PROPOSED ELEVATION

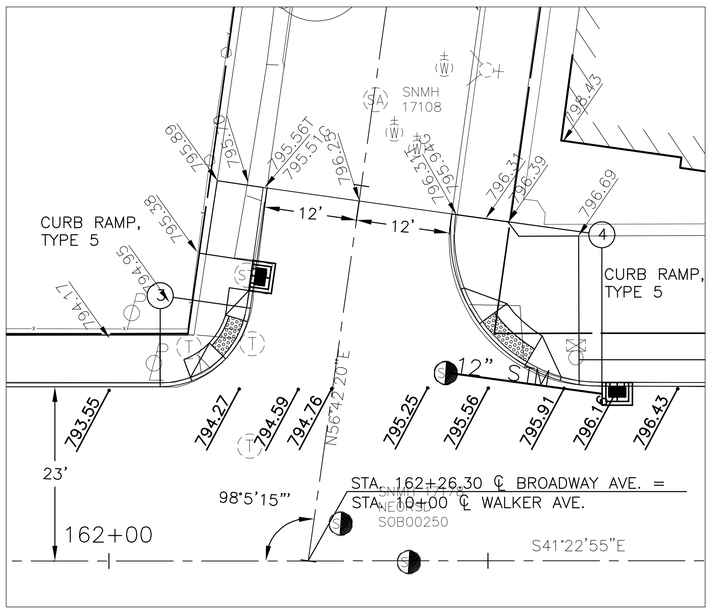
10 0 10 20
SCALE OF FEET
HOR: 1" = 10'

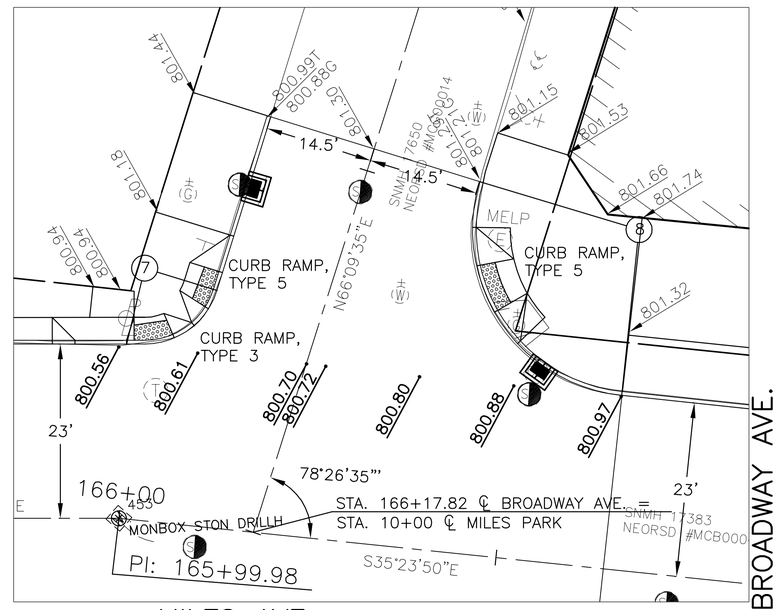
INTERSECTION DETAILS – HARVARD AVENUE

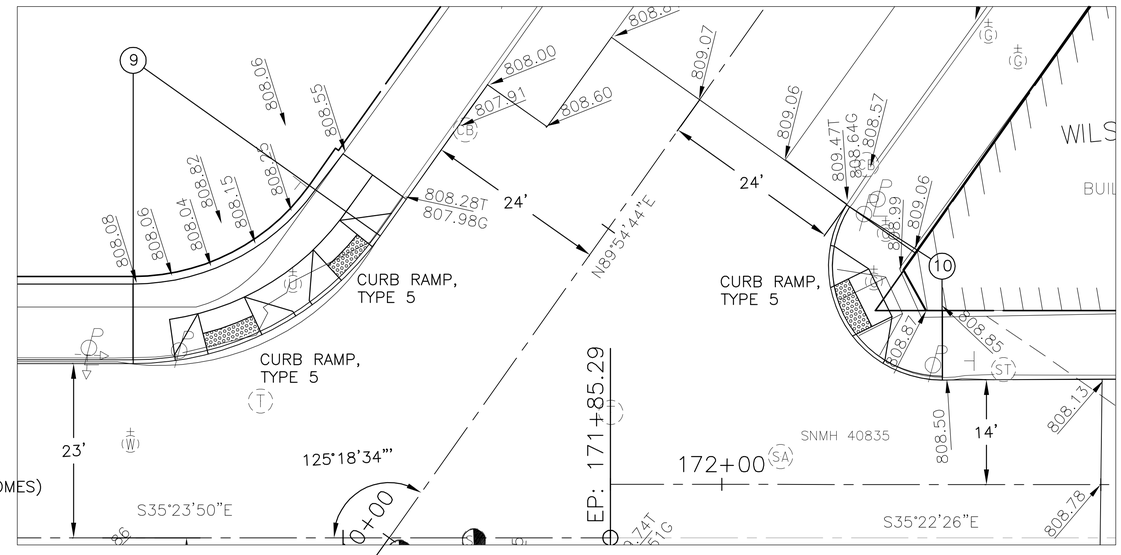
BROADWAY AVE.
CUY–14–2.72

158
1

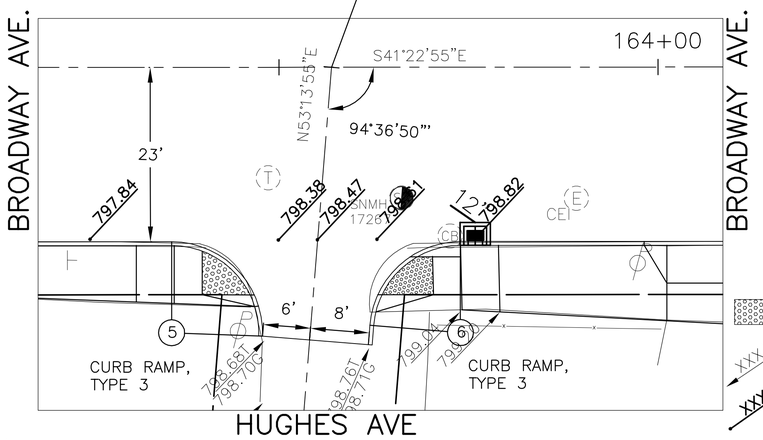








10 0 10 20
SCALE OF FEET
HOR: 1" = 10'



LEGEND:

- DETECTABLE WARNINGS (TRUNCATED DOMES)
- XXX.XX EXISTING ELEVATION
- XXX.XX PROPOSED ELEVATION

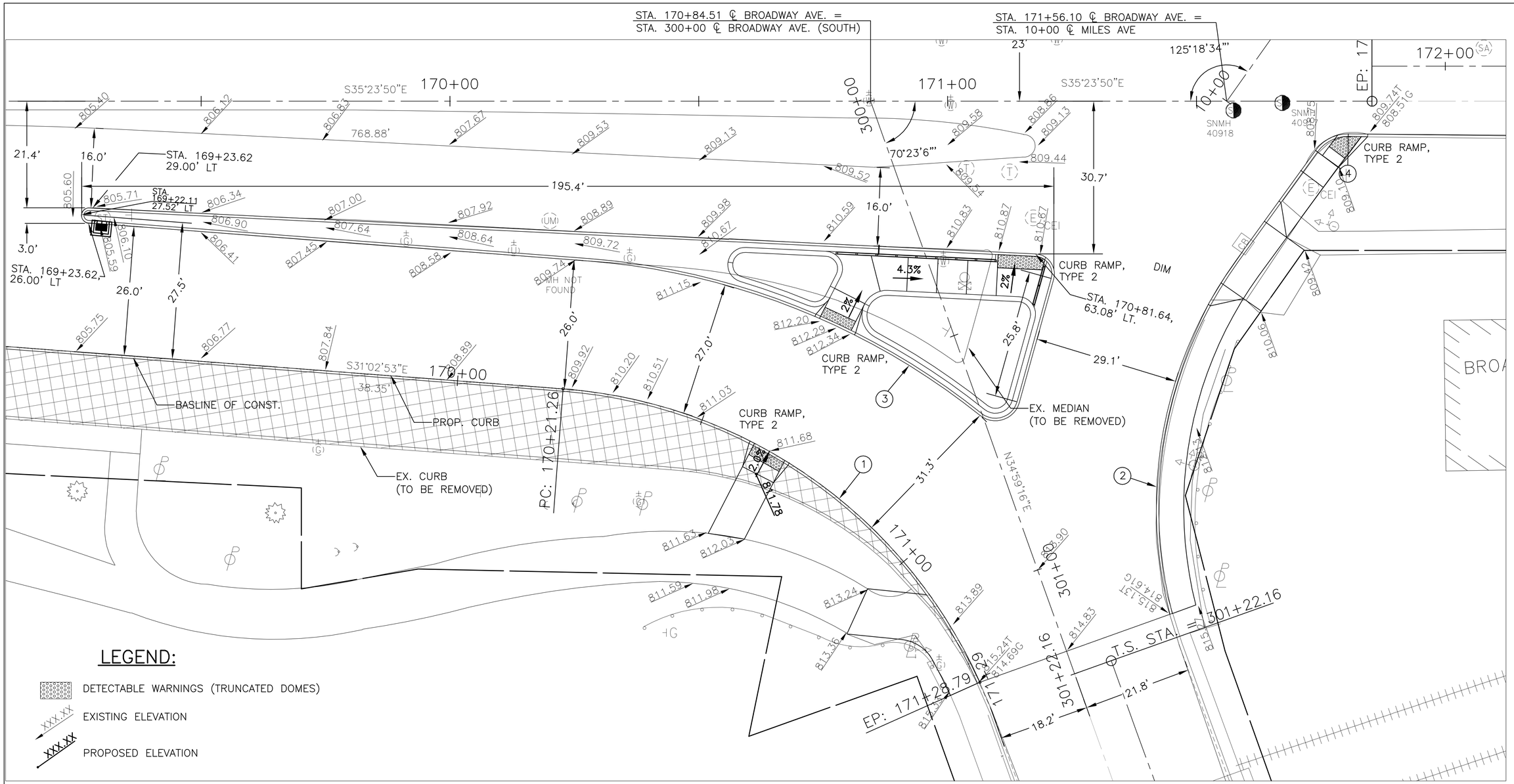
CURVE DATA

CURVE NUMBER	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)
DELTA	96° 43' 12"	96° 43' 12"	96° 43' 12"	96° 43' 12"	96° 43' 12"	96° 43' 12"	72° 45' 56"	100° 44' 47"	54° 36' 31"	122° 51' 30"
TANGENT	28.12'	13.34	10.43'	22.96'	12.48'	11.07'	7.37'	26.57'	20.65'	27.55'
RADIUS	25.0'	15.0'	12.0'	20.0'	12.0'	12.0'	10.0'	22.0'	40.0'	15.0'
LENGTH	42.20'	21.80'	17.17'	34.17'	19.32'	17.88'	12.70'	38.68'	38.12'	32.16'
CHORD	37.37'	19.93'	15.74'	30.16'	17.30'	16.27'	11.86'	33.89'	36.70'	26.35'
CURB PC STATION	159+43.77, 23.0' LT	159+94.49, 36.24' LT	162+06.79, 23.0' LT	162+45.28, 45.74' LT	163+35.81, 23.0' RT	165+61.97, 34.03 RT	166+00.98, 23.23' LT	166+42.70, 49.10' LT	171+22.29, 23.0' LT	172+16.43, 36.90' LT
CURB PT STATION	159+68.59, 50.93' LT	160+09.44, 23.0' LT	162+18.67, 33.3' LT	162+65.09, 23.0' LT	163+47.80, 35.47' RT	165+73.93, 23.0' RT	166+09.76, 31.22' LT	166+64.32, 23.0' LT	171+54.90, 39.83' LT	172+29.10, 13.80' LT

INTERSECTION DETAILS – WHITEHEAD, WALKER, HUGHES, MILES PARK AND MILES AVE.

BROADWAY AVE.
CUY–14–2.72

159
1



LEGEND:

- DETECTABLE WARNINGS (TRUNCATED DOMES)
- XXX.XX EXISTING ELEVATION
- XXX.XX PROPOSED ELEVATION

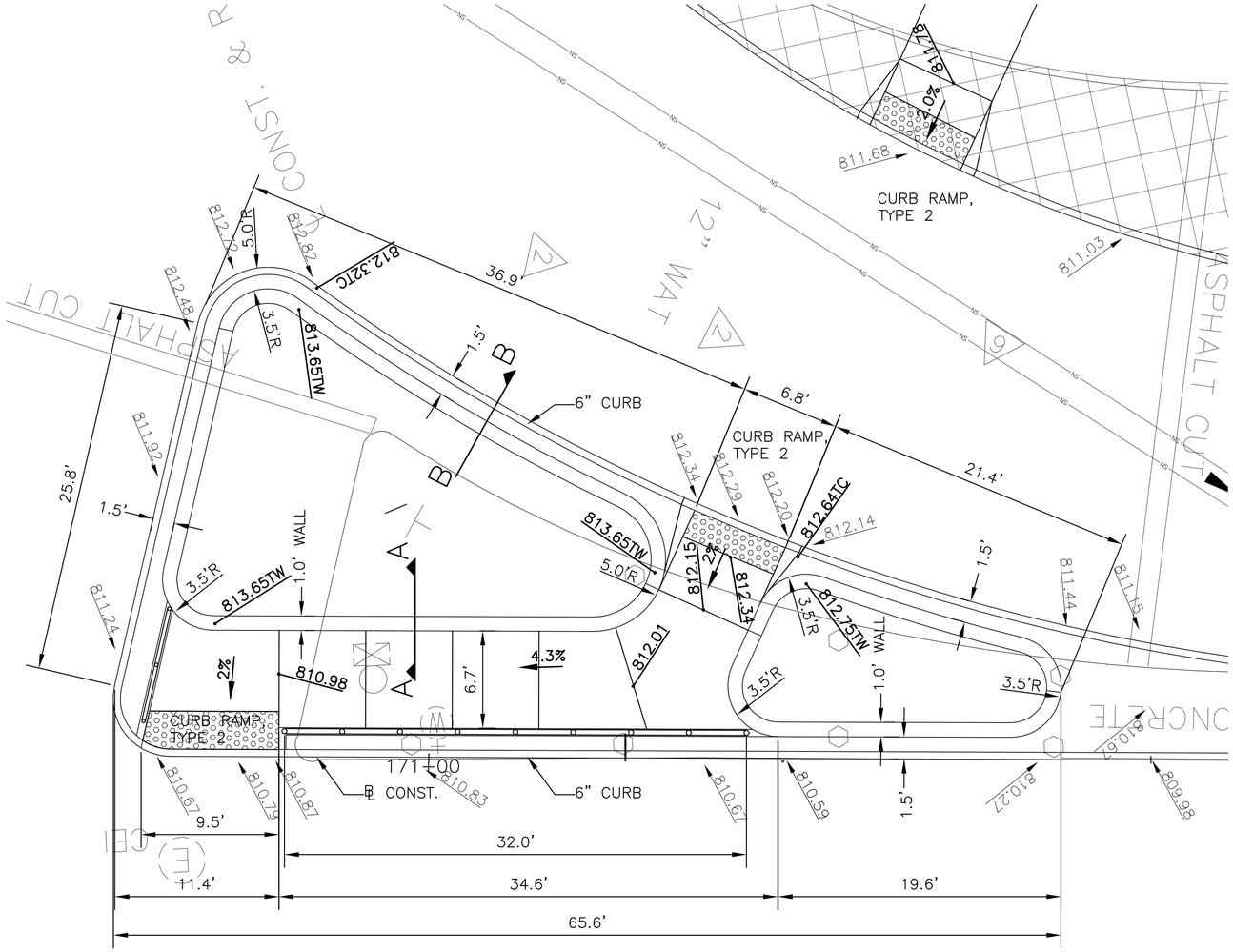
CURVE DATA			
CURVE NUMBER	①	②	③
DELTA	61° 36' 41"	50° 26' 10"	34° 21' 45"
TANGENT	59.63'	40.03'	44.21'
RADIUS	100.0'	85.0'	143.00'
LENGTH	107.53'	74.82'	85.76'
CHORD	102.43'	72.43'	84.48'
CURB PC STATION	170+22.73, 57.80' RT	171+44.68, 103.11' RT	170+27.89, 32.11' RT
CURB PT STATION	171+06.48,116.77' RT	171+58.02, 31.91' RT	171+06.48, 63.12' RT

10 0 10 20
SCALE OF FEET
HOR: 1" = 10'

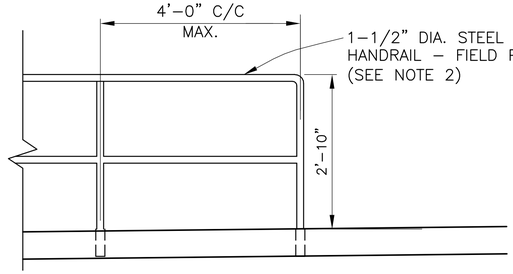
INTERSECTION DETAILS – MILES AVE.

BROADWAY AVE.
CUY–14–2.72

160
1



PEDESTRIAN ISLAND ENLARGED PLAN

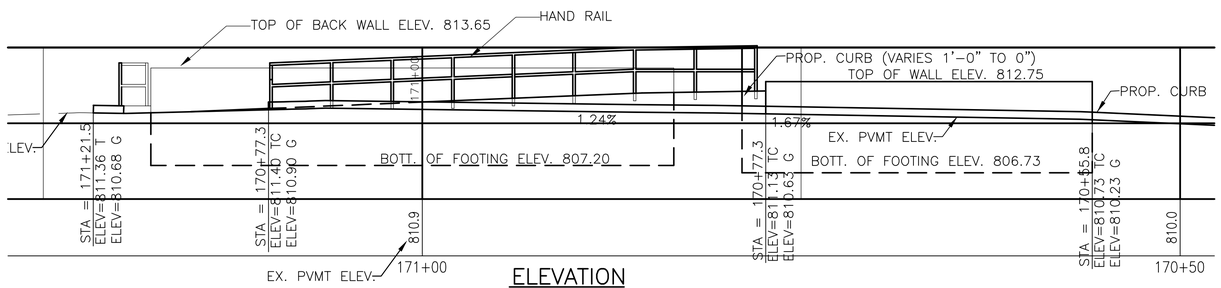


HANDRAIL SECTION
N.T.S.

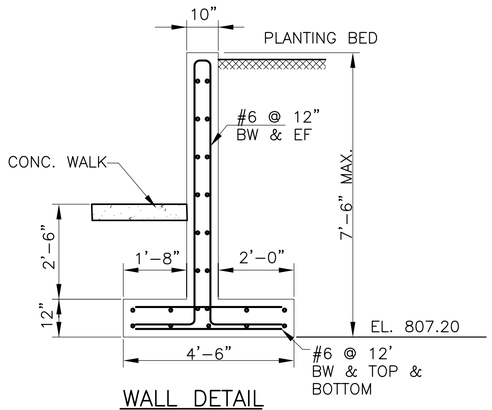
NOTE:

1) FOR ADDITIONAL DETAILS SEE ODOT STANDARD CONSTRUCTION DRAWING RM–2.1.
2) FIELD PAINT WITH EPOXY COATED BLACK VINYL PER ODOT SPECIFICATION ITEM 514 PAINTING OF STRUCTURAL STEEL.
3) SEE SHEET 22 FOR NOTE.

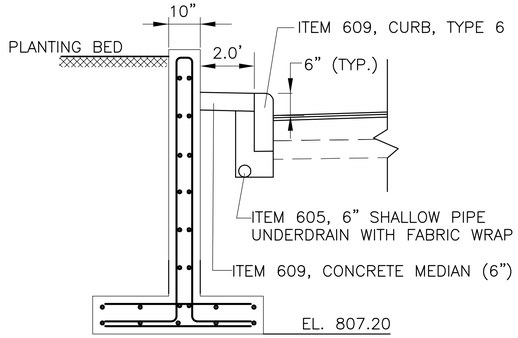
PEDESTRIAN ISLAND			
ITEM	QTY.	UNIT	ITEM DESCRIPTION
202	252	FOOT	CURB REMOVED
202	100	SQ. YD.	PAVEMENT REMOVED, AS PER D–15
202	146	SQ. YD.	CONCRETE MEDIAN REMOVED
203	28	CU. YD.	EXCAVATION, NOT INCLUDING EMBANKMENT CONSTRUCTION
509	26,200	POUNDS	EPOXY COATED REINFORCING STEEL
511	245	CU. YD.	CLASS C, CONCRETE, RETAINING WALL
517	40	FOOT	RAILING TYPE A, AS PER PLAN
608	317	SQ. FT.	8" CONCRETE WALK, AS PER D–23
609	104	SQ. YD.	6" CONCRETE TRAFFIC ISLAND
609	425	FOOT	CURB TYPE 6, AS PER D–26
653	174	CU. YD.	TOPSOIL FURNISHED AND PLACED
SPECIAL	2	EACH	CURB RAMP WITH TILE COMPLETE IN PLACE INCLUDING LAYOUT, AS PER PLAN



ELEVATION
VER: 1" = 5'
HOR: 1" = 5'



WALL DETAIL
SECTION A–A
N.T.S.

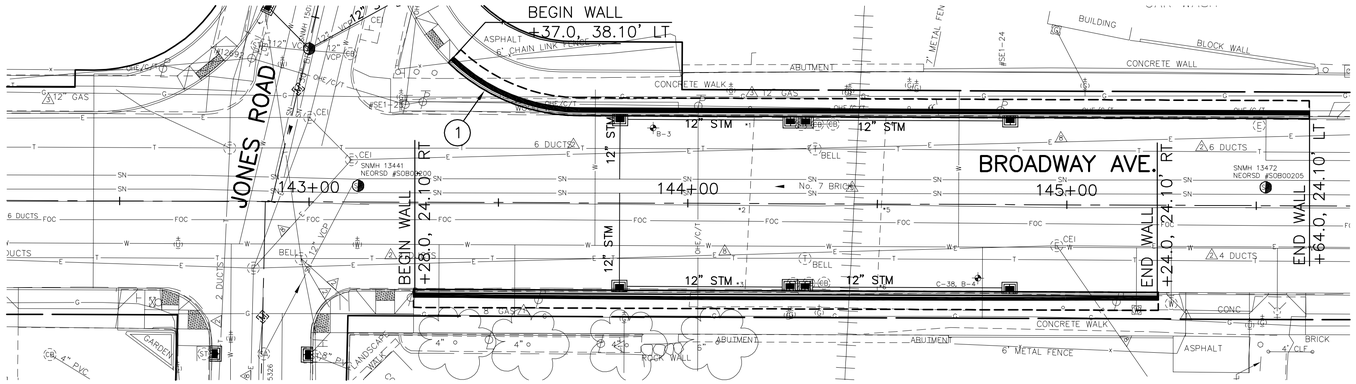


WALL DETAIL
SECTION B–B
N.T.S.

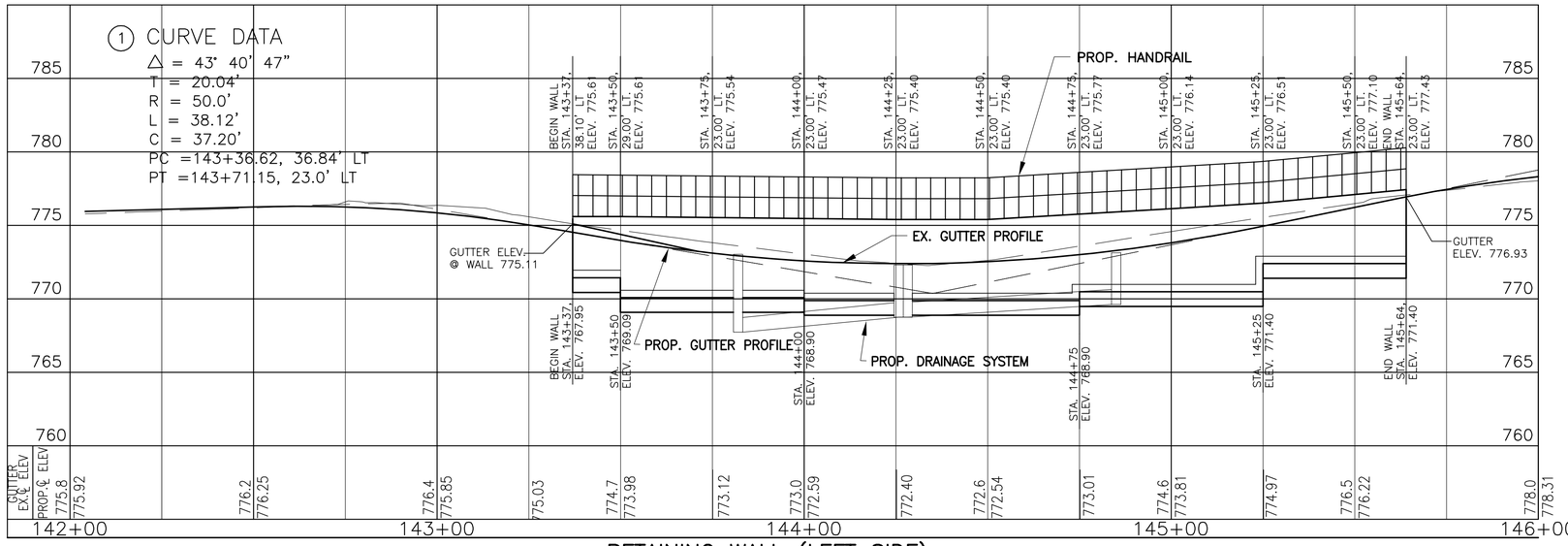
5 0 5 10
SCALE OF FEET
HOR: 1" = 5'

PEDESTRIAN ISLAND PLAN & DETAIL – MILES AVE.

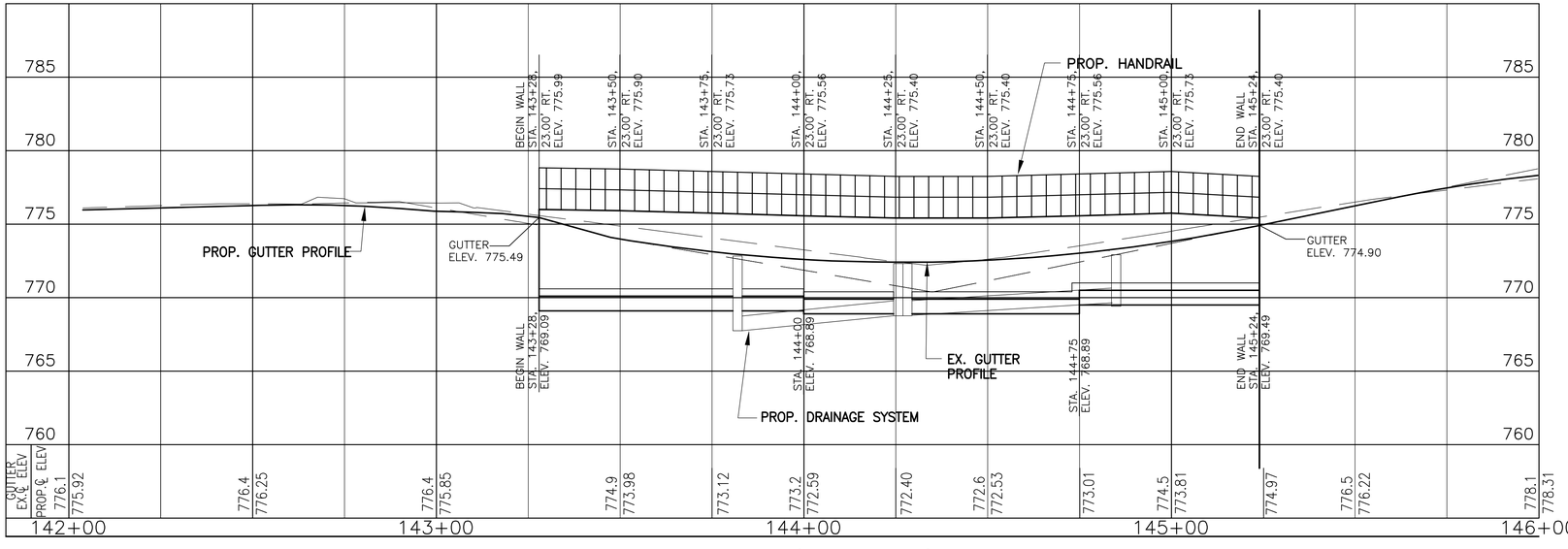
BROADWAY AVE.
CUY–14–2.72



① CURVE DATA
△ = 43° 40' 47"
T = 20.04'
R = 50.0'
L = 38.12'
C = 37.20'
PC =143+36.62, 36.84' LT
PT =143+71.15, 23.0' LT



RETAINING WALL (LEFT SIDE)



RETAINING WALL (RIGHT SIDE)

NOTE: STATIONING AND OFFSETS ARE ALONG THE FACE OF CURB. ELEVATIONS ARE TOP OF RETAINING WALL.

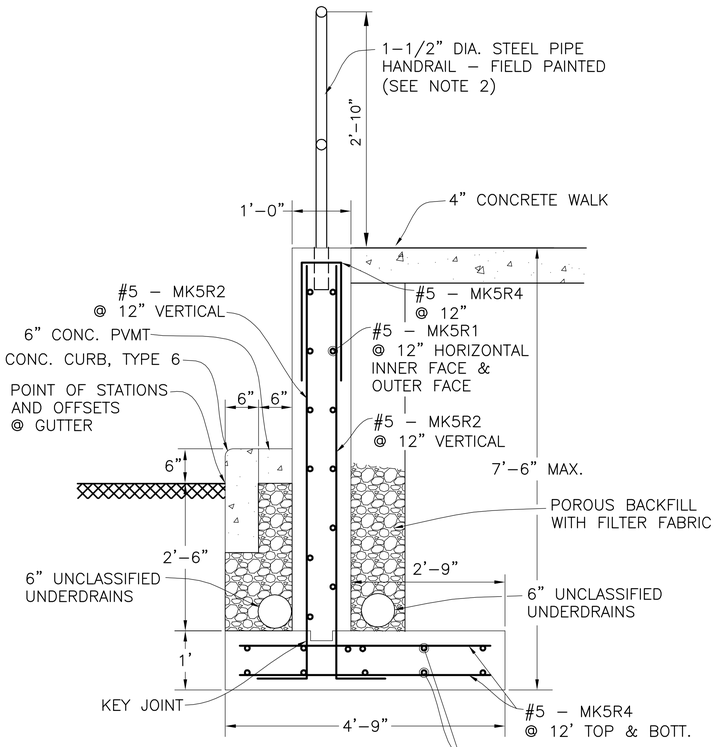
HORIZONTAL SCALE
1" = 20 FEET

CALCULATED: –
CHECKED: –

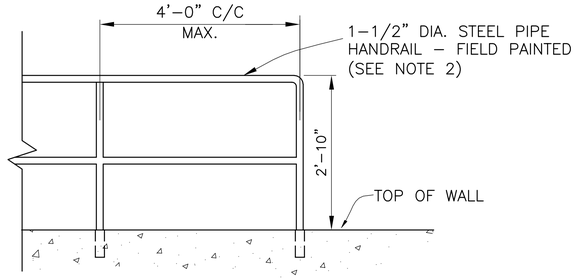
RETAINING WALLS – BROADWAY/JONES

BROADWAY AVE.
CUY–14–2.72

ESTIMATED QUANTITIES			
202		LUMP	RETAINING WALL REMOVED
503	38	CU.YD	UNCLASSIFIED EXCAVATION
509	18862	POUND	EPOXY COATED REINFORCING STEEL
511	84	CU.YD.	CLASS C CONCRETE
511	72	CU.YD.	CLASS C CONCRETE, FOOTING
512	1116	SQ.YD.	SEALING OF CONCRETE SURFACES, AS PER PLAN
517	426	FOOT	RAILING TYPE A, AS PER PLAN
518	60	CU.YD.	POROUS BACKFILL WITH FILTER FABRIC
605	412	FOOT	6" UNCLASSIFIED UNDERDRAIN



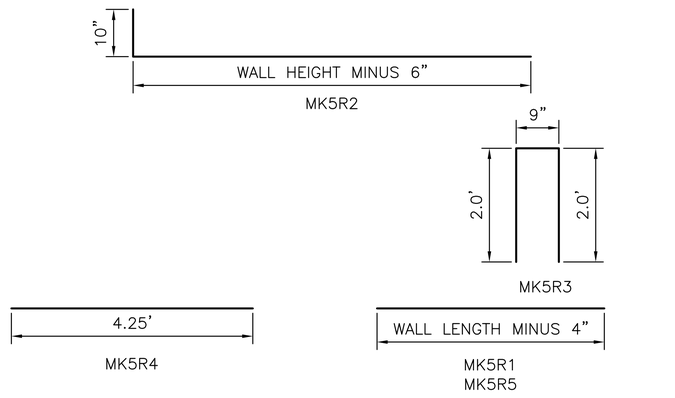
RETAINING WALL DETAIL



HANDRAIL DETAIL

NOTE:

1) FOR ADDITIONAL DETAILS SEE ODOT STANDARD CONSTRUCTION DRAWING RM–2.1.
2) FIELD PAINT WITH EPOXY COATED BLACK VINYL PER ODOT SPECIFICATION ITEM 514 PAINTING OF STRUCTURAL STEEL.
3) SEE SHEET 22 FOR NOTE.



BENDING DIAGRAMS

CALCULATED: SM
CHECKED: –

RETAINING WALLS – DETAILS

BROADWAY AVE.
CUY–14–2.72

SHEET NO.	REFERENCE NO.	LOCATION	STATION	SIDE	CODE	SIZE (INCHES)	630 SIGN, FLAT SHEET	630 GROUND MOUNTED SUPPORT, No. 3 POST	630 SIGN SUPPORT ASSEMBLY (POLE MOUNTED)	630 ONE WAY SUPPORT, No. 3 POST	630 REMOVAL OF GROUND MOUNTED SIGN & DISPOSAL	630 REMOVAL OF GROUND MOUNTED POST SUPPORT & DISPOSAL	630 REMOVAL OF GROUND MOUNTED SIGN & RE-ERRECTION	632 DETECTOR LOOP	632 LOOP DETECTOR UNIT	632 LOOP DETECTOR LEAD-IN CABLE	630 OVERHEAD SIGN SUPPORT ASSEMBLY (TC-16.21)	630 RIGID OVERHEAD SIGN SUPPORT FOUNDATION	631 SIGN SERVICE	631 SCHOOL SPEED LIMIT SIGN ASSEMBLY, 24"X42", AS PER PLAN
							SQ. FT.	FT.	EACH	FT.	EACH	EACH	EACH	EACH	EACH	FT.	EACH	EACH	EACH	EACH
194	S-1	CL Constr. BROADWAY AVE.	21+64	LT.	SPECIAL STREET SIGN SPECIAL	24"x12" 32"x6" 24"x12"	2.00 1.33 2.00		3											
194	S-2	CL Constr. BROADWAY AVE.	21+83	LT.	R1-1-30 R5-H2b-24	30"x30" 24"x24"	6.25 4.00	13.00												
194	S-3	CL Constr. BROADWAY AVE.	22+18	LT.	R5-H2b-24	24"x24"	4.00	12.50												
194	S-4	CL Constr. BROADWAY AVE.	22+69	LT.	R7-107-12	12"x12"	1.00		1											
194	S-5	CL Constr. BROADWAY AVE.	23+53	LT.	R7-107-12 SPECIAL	12"x12" 24"x12"	1.00 2.00		2											
194	S-6	CL Constr. BROADWAY AVE.	24+30	RT.	R7-1-12	12"x12"	1.00		1											
194	R-1	CL Constr. BROADWAY AVE.	21+64	LT.							2									
194	R-2	CL Constr. BROADWAY AVE.	21+83	LT.							2	1								
194	R-3	CL Constr. BROADWAY AVE.	22+18	LT.							1	1								
194	R-4	CL Constr. BROADWAY AVE.	22+69	LT.							1									
194	R-5	CL Constr. BROADWAY AVE.	23+53	LT.							2									
194	R-6	CL Constr. BROADWAY AVE.	24+30	RT.							1									
195	S-1	CL Constr. BROADWAY AVE.	25+19	LT.	SPECIAL SPECIAL	24"x24" 24"x12"	4.00 2.00		2											
195	S-2	CL Constr. BROADWAY AVE.	27+06	LT.	SPECIAL SPECIAL	18"x12" 24"x12"	1.50 2.00		2											
195	S-3	CL Constr. BROADWAY AVE.	28+99	LT.	STREET SIGN SPECIAL STREET SIGN SPECIAL	32"x6" 18"x12" 16"x6" 18"x12"	1.33 1.50 0.67 1.50		4											
195	S-4	CL Constr. BROADWAY AVE.	29+07	LT.	R7-1-12 SPECIAL	12"x12" 24"x30"	1.00 5.00	13.50												
195	S-5	CL Constr. BROADWAY AVE.	29+35	LT.	R7-1-12 SPECIAL	12"x12" 24"x30"	1.00 5.00	13.50												
195	S-6	CL Constr. BROADWAY AVE.	29+53	LT.	R10-6-24 SPECIAL SPECIAL	24"x24" 18"x12" 18"x12"	4.00 1.50 1.50	15.50												
195	S-7	CL Constr. BROADWAY AVE.	25+75	RT.	R7-1-12	12"x12"	1.00		1											
195	S-8	CL Constr. BROADWAY AVE.	25+95	RT.	R5-1-30 R6-1L-36 R6-1R-36	30"x30" 36"x12" 36"x12"	5.00 3.00 3.00			15										
195	S-9	CL Constr. BROADWAY AVE.	26+63	RT.	R5-1-30 R6-1L-36 R6-1R-36	30"x30" 36"x12" 36"x12"	5.00 3.00 3.00			15										
195	S-10	CL Constr. BROADWAY AVE.	28+23	RT.	R10-6-24 SPECIAL	24"x24" 24"x12"	4.00 2.00	14.50												
195	S-11	CL Constr. BROADWAY AVE.	28+90	RT.	STREET SIGN M3-2-24 SPECIAL M1-5-24-2	6"x32" 24"x6" 18"x12" 24"x24"	1.33 1.00 1.50 4.00		4											
195	S-12	CL Constr. BROADWAY AVE.	29+83	RT.	R7-107-12 SPECIAL	12"x12" 18"x12"	1.00 1.50		2											
195	R-1	CL Constr. BROADWAY AVE.	25+19	LT.							2									
195	R-2	CL Constr. BROADWAY AVE.	27+06	LT.							2									
195	R-3	CL Constr. BROADWAY AVE.	28+99	LT.							4									
195	R-4	CL Constr. BROADWAY AVE.	29+07	LT.							2	1								
195	R-5	CL Constr. BROADWAY AVE.	29+35	LT.							2	1								
195	R-6	CL Constr. BROADWAY AVE.	29+53	LT.							3	1								
195	R-7	CL Constr. BROADWAY AVE.	25+75	RT.							1									
195	R-8	CL Constr. BROADWAY AVE.	25+95	RT.							3	1								
195	R-9	CL Constr. BROADWAY AVE.	26+63	RT.							3	1								
195	R-10	CL Constr. BROADWAY AVE.	28+23	RT.							2	1								
195	R-11	CL Constr. BROADWAY AVE.	28+90	RT.							4									
195	R-12	CL Constr. BROADWAY AVE.	29+83	RT.							2									
TOTALS CARRIED TO 182							97.41	82.50	22	30	39	8	0	0	0	0	0	0	0	0

HORIZONTAL SCALE 1" = 20 FEET

CALCULATED: WES
CHECKED: AWS

SIGNING SUBSUMMARY

BROADWAY AVE.
CUY-14-2.72

SHEET NO.	REFERENCE NO.	LOCATION	STATION	SIDE	CODE	SIZE (INCHES)	630 SIGN, FLAT SHEET	630 GROUND MOUNTED SUPPORT, No. 3 POST	630 SIGN SUPPORT ASSEMBLY (POLE MOUNTED)	630 ONE WAY SUPPORT, No. 3 POST	630 REMOVAL OF GROUND MOUNTED SIGN & DISPOSAL	630 REMOVAL OF GROUND MOUNTED POST SUPPORT & DISPOSAL	630 REMOVAL OF GROUND MOUNTED SIGN & RE-ERRECTION	632 DETECTOR LOOP	632 LOOP DETECTOR UNIT	632 LOOP DETECTOR LEAD-IN CABLE	630 OVERHEAD SIGN SUPPORT ASSEMBLY (TC-16.21)	630 RIGID OVERHEAD SIGN SUPPORT FOUNDATION	631 SIGN SERVICE	631 SCHOOL SPEED LIMIT SIGN ASSEMBLY, 24"X42", AS PER PLAN
							SQ. FT.	FT.	EACH	FT.	EACH	EACH	EACH	EACH	EACH	FT.	EACH	EACH	EACH	EACH
196	S-1	CL Constr. BROADWAY AVE.	30+07	LT.	SPECIAL SPECIAL	18"x12" 18"x12"	1.50 1.50	13.50												
196	S-2	CL Constr. BROADWAY AVE.	30+46	LT.	SPECIAL R7-107-12	18"x12" 12"x12"	1.50 1.00		2											
196	S-3	CL Constr. BROADWAY AVE.	31+28	LT.	SPECIAL R7-107-12	18"x12" 12"x12"	1.50 1.00	13.00												
196	S-4	CL Constr. BROADWAY AVE.	31+89	LT.	SPECIAL R2-1-24	18"x12" 24"x24"	1.50 2.00		2											
196	S-5	CL Constr. BROADWAY AVE.	32+56	LT.	R1-1-30 R7-1-12	30"x30" 24"x24"	6.25 4.00	14.50												
196	S-6	CL Constr. BROADWAY AVE.	32+89	LT.	SPECIAL	24"x30"	5.00	12.50												
196	S-7	CL Constr. BROADWAY AVE.	33+36	LT.	SPECIAL S5-2-24	18"x12" 24"x24"	1.50 2.00		2											
196	S-8	CL Constr. BROADWAY AVE.	34+98	LT.	R7-107-12 SPECIAL	12"x12" 24"x12"	1.00 2.00		2											
196	S-9	CL Constr. BROADWAY AVE.	30+84	RT.	R7-107-12 SPECIAL	12"x12" 24"x12"	1.00 2.00		2											
196	S-10	CL Constr. BROADWAY AVE.	31+92	RT.	S1-1-30 W16-9p-24 SPECIAL	30"x30" 24"x6" 18"x12"	5.00 1.00 1.50		3											
196	S-11	CL Constr. BROADWAY AVE.	32+95	RT.	SPECIAL STREET SIGN SPECIAL	12"x8" 32"x6" 18"x12"	0.66 1.33 1.50		4											
196	S-12	CL Constr. BROADWAY AVE.	33+69	RT.	R1-1-30 STREET SIGN STREET SIGN	30"x30" 16"x6" 32"x6"	6.25 0.66 1.33	12.00												
196	S-13	CL Constr. BROADWAY AVE.	33+95	RT.	S4-3-24 R1-1-24 SPECIAL	24"x6" 24"x24" 18"x12"	1.00 4.00 1.50		3											
196	S-14	CL Constr. BROADWAY AVE.	34+57	RT.	STREET SIGN STREET SIGN	32"x6" 20"x6"	1.33 0.83		2											
196	S-15	CL Constr. BROADWAY AVE.	33+27	RT.	S5-H5-24	24"x42"											1	1	1	1
196	R-1	CL Constr. BROADWAY AVE.	30+07	LT.							2	1								
196	R-2	CL Constr. BROADWAY AVE.	30+46	LT.							2									
196	R-3	CL Constr. BROADWAY AVE.	31+28	LT.							2	1								
196	R-4	CL Constr. BROADWAY AVE.	31+89	LT.							2									
196	R-5	CL Constr. BROADWAY AVE.	32+56	LT.							3	1								
196	R-6	CL Constr. BROADWAY AVE.	32+89	LT.							1	1								
196	R-7	CL Constr. BROADWAY AVE.	33+36	LT.							2									
196	R-8	CL Constr. BROADWAY AVE.	34+98	LT.							4									
196	R-9	CL Constr. BROADWAY AVE.	30+84	RT.							2									
196	R-10	CL Constr. BROADWAY AVE.	31+92	RT.							2									
196	R-11	CL Constr. BROADWAY AVE.	32+95	RT.							3									
196	R-12	CL Constr. BROADWAY AVE.	33+69	RT.							3	1								
196	R-13	CL Constr. BROADWAY AVE.	33+95	RT.							2									
196	R-14	CL Constr. BROADWAY AVE.	34+57	RT.							2									
197	S-1	CL Constr. BROADWAY AVE.	35+45	LT.	S1-1-36 W16-7p-24	36"x36" 24"x6"	9.00 1.00	14.00												
197	S-2	CL Constr. BROADWAY AVE.	36+40	LT.	R7-107-12 STREET SIGN STREET SIGN	12"x12" 16"x6" 32"x6"	1.00 0.67 1.33		3											
197	S-3	CL Constr. BROADWAY AVE.	36+52	LT.	R1-1-30	30"x30"	6.25	13.00												
197	S-4	CL Constr. BROADWAY AVE.	36+82	LT.	SPECIAL	30"x24"	5.00	15.50												
197	S-5	CL Constr. BROADWAY AVE.	37+86	LT.	S4-3-24 R2-1-24 SPECIAL S5-H5-24	24"x6" 24"x24" 18"x12" 24"x42"	1.00 4.00 1.50		4								1	1	1	1
TOTALS CARRIED TO 182							**94.89**	**108.00**	**29**	**0**	**32**	**5**	**0**	**0**	**0**	**0**	**2**	**2**	**2**	**2**

CALCULATED: WES
CHECKED: AWS

HORIZONTAL SCALE 1" = 20 FEET

SIGNING SUBSUMMARY

BROADWAY AVE.
CUY–14–2.72

SHEET NO.	REFERENCE NO.	LOCATION	STATION	SIDE	CODE	SIZE (INCHES)	630 SIGN, FLAT SHEET	630 GROUND MOUNTED SUPPORT, No. 3 POST	630 SIGN SUPPORT ASSEMBLY (POLE MOUNTED)	630 ONE WAY SUPPORT, No. 3 POST	630 REMOVAL OF GROUND MOUNTED SIGN & DISPOSAL	630 REMOVAL OF GROUND MOUNTED POST SUPPORT & DISPOSAL	630 REMOVAL OF GROUND MOUNTED SIGN & RE-ERRECTION	632 DETECTOR LOOP	632 LOOP DETECTOR UNIT	632 LOOP DETECTOR LEAD-IN CABLE	630 OVERHEAD SIGN SUPPORT ASSEMBLY (TC-16.21)	630 RIGID OVERHEAD SIGN SUPPORT FOUNDATION	631 SIGN SERVICE	631 SCHOOL SPEED LIMIT SIGN ASSEMBLY, 24"X42", AS PER PLAN
							SQ. FT.	FT.	EACH	FT.	EACH	EACH	EACH	EACH	EACH	FT.	EACH	EACH	EACH	EACH
197	S-6	CL Constr. BROADWAY AVE.	39+13	LT.	S1-1-36 W16-9p-24	36"x36" 24"x6"	9.00 1.00		2											
197	S-7	CL Constr. BROADWAY AVE.	35+38	RT.	S1-1-36 W16-7p-24	36"x36" 24"x6"	9.00 1.00		2											
197	S-8	CL Constr. BROADWAY AVE.	36+36	RT.	SPECIAL	18"x12"	1.50		1											
197	S-9	CL Constr. BROADWAY AVE.	38+05	RT.	S5-2-24 SPECIAL	24"x24" 18"x12"	4.00 1.50		2											
197	S-10	CL Constr. BROADWAY AVE.	38+96	RT.	R7-107-12 SPECIAL	12"x12" 18"x12"	1.00 1.50		2											
197	S-11	CL Constr. BROADWAY AVE.	39+77	RT.	R7-107-12 SPECIAL	12"x12" 48"x27"	1.00 9.00		2											
197	S-12	CL Constr. BROADWAY AVE.	37+50	LT.	S5-H5-24	24"x48"	6.00		1											
197	R-1	CL Constr. BROADWAY AVE.	36+40	LT.							1									
197	R-2	CL Constr. BROADWAY AVE.	36+40	LT.							2									
197	R-3	CL Constr. BROADWAY AVE.	36+52	LT.							1	1								
197	R-4	CL Constr. BROADWAY AVE.	36+82	LT.							1	1								
197	R-5	CL Constr. BROADWAY AVE.	37+86	LT.							2									
197	R-6	CL Constr. BROADWAY AVE.	39+13	LT.							2									
197	R-7	CL Constr. BROADWAY AVE.	35+38	LT.							2									
197	R-8	CL Constr. BROADWAY AVE.	38+05	LT.							3									
197	R-9	CL Constr. BROADWAY AVE.	38+96	LT.							2									
197	R-10	CL Constr. BROADWAY AVE.	39+77	RT.							2									
198	S-1	CL Constr. BROADWAY AVE.	40+06	LT.	STREET SIGN SPECIAL	6"x32" 18"x12"	1.33 1.50		2											
198	S-2	CL Constr. BROADWAY AVE.	40+51	LT.	SPECIAL	30"x24"	4.00	13.50												
198	S-3	CL Constr. BROADWAY AVE.	40+57	LT.	R7-107-12 STREET SIGN	12"x12" 6"x32"	1.00 1.33		2											
198	S-4	CL Constr. BROADWAY AVE.	41+79	LT.	R7-107-12 SPECIAL	12"x12" 18"x12"	1.00 1.50		2											
198	S-5	CL Constr. BROADWAY AVE.	42+98	LT.	SPECIAL STREET SIGN STREET SIGN	18"x12" 24"x6" 32"x6"	1.50 1.00 1.33		3											
198	S-6	CL Constr. BROADWAY AVE.	43+16	LT.	R1-1-30	30"x30"	6.25	13.00												
198	S-7	CL Constr. BROADWAY AVE.	44+34	LT.	SPECIAL	18"x12"	1.50		1											
198	S-8	CL Constr. BROADWAY AVE.	40+43	RT.	STREET SIGN STREET SIGN	32"x6" 32"x6"	1.33 1.33		2											
198	S-9	CL Constr. BROADWAY AVE.	40+83	RT.	SPECIAL	18"x12"	1.50		1											
198	S-10	CL Constr. BROADWAY AVE.	42+91	RT.	SPECIAL R2-1-24	18"x12" 24"x24"	1.50 2.00		2											
198	S-11	CL Constr. BROADWAY AVE.	43+92	RT.	SPECIAL	24"x24"	4.00		1											
198	S-12	CL Constr. BROADWAY AVE.	44+92	RT.	SPECIAL	18"x12"	1.50		1											
198	S-13	CL Constr. BROADWAY AVE.	40+20	LT.	R7-1-12	12"x12"	1.00	11.50												
198	S-14	CL Constr. BROADWAY AVE.	43+51	LT.	SPECIAL	30"x24"	4.00	13.50												
198	R-1	CL Constr. BROADWAY AVE.	40+06	LT.							2									
198	R-2	CL Constr. BROADWAY AVE.	40+20	LT.							2	1								
198	R-3	CL Constr. BROADWAY AVE.	40+57	LT.							1									
198	R-4	CL Constr. BROADWAY AVE.	40+57	LT.							1									
198	R-5	CL Constr. BROADWAY AVE.	41+79	LT.							2									
198	R-6	CL Constr. BROADWAY AVE.	42+98	LT.							4									
198	R-7	CL Constr. BROADWAY AVE.	43+16	LT.							2	1								
198	R-8	CL Constr. BROADWAY AVE.	44+34	LT.							1									
198	R-9	CL Constr. BROADWAY AVE.	40+43	RT.							2									
198	R-10	CL Constr. BROADWAY AVE.	40+83	RT.							2									
198	R-11	CL Constr. BROADWAY AVE.	41+87	RT.							1									
198	R-12	CL Constr. BROADWAY AVE.	42+91	RT.							2									
198	R-13	CL Constr. BROADWAY AVE.	43+92	RT.							1									
198	R-14	CL Constr. BROADWAY AVE.	44+92	RT.							3									
199	S-1	CL Constr. BROADWAY AVE.	46+06	LT.	R7-107-12 R2-1-24 SPECIAL	12"x12" 24"x24" 18"x12"	1.00 4.00 1.50		3											
199	S-2	CL Constr. BROADWAY AVE.	47+40	LT.	R7-107-12 SPECIAL	12"x12" 18"x12"	1.00 1.50	12.50												
TOTALS CARRIED TO 182							75.90	64.00	28	0	44	4	0	0	0	0	0	0	0	0

HORIZONTAL SCALE 1" = 20 FEET

CALCULATED: WES
CHECKED: AWS

SIGNING SUBSUMMARY

BROADWAY AVE.
CUY-14-2.72

SHEET NO.	REFERENCE NO.	LOCATION	STATION	SIDE	CODE	SIZE (INCHES)	630 SIGN, FLAT SHEET	630 GROUND MOUNTED SUPPORT, No. 3 POST	630 SIGN SUPPORT ASSEMBLY (POLE MOUNTED)	630 ONE WAY SUPPORT, No. 3 POST	630 REMOVAL OF GROUND MOUNTED SIGN & DISPOSAL	630 REMOVAL OF GROUND MOUNTED POST SUPPORT & DISPOSAL	630 REMOVAL OF GROUND MOUNTED SIGN & RE-ERRECTION	632 DETECTOR LOOP	632 LOOP DETECTOR UNIT	632 LOOP DETECTOR LEAD-IN CABLE	630 OVERHEAD SIGN SUPPORT ASSEMBLY (TC-16.21)	630 RIGID OVERHEAD SIGN SUPPORT FOUNDATION	631 SIGN SERVICE	631 SCHOOL SPEED LIMIT SIGN ASSEMBLY, 24"X42", AS PER PLAN
							SQ. FT.	FT.	EACH	FT.	EACH	EACH	EACH	EACH	EACH	FT.	EACH	EACH	EACH	EACH
199	S-3	CL Constr. BROADWAY AVE.	47+82	LT.	SPECIAL STREET SIGN STREET SIGN SPECIAL	24"x24" 28"x6" 32"x6" 18"x12"	4.00 1.20 1.33 1.50		4											
199	S-4	CL Constr. BROADWAY AVE.	48+51	LT.	SPECIAL	18"x12"	1.50	12.00												
199	S-5	CL Constr. BROADWAY AVE.	49+34	LT.	SPECIAL	18"x12"	1.50		1											
199	S-6	CL Constr. BROADWAY AVE.	45+98	RT.	R7-107-12 SPECIAL	12"x12" 18"x12"	1.00 1.50		2											
199	S-7	CL Constr. BROADWAY AVE.	46+99	RT.	SPECIAL W3-5a-30 R7-107-12 R7-1-12	18"x12" 30"x30" 12"x12" 12"x12"	1.50 5.00 1.00 1.00		3											
199	S-8	CL Constr. BROADWAY AVE.	47+93	RT.	SPECIAL	30"x24"	5.00	13.00												
199	S-9	CL Constr. BROADWAY AVE.	47+84	RT.	STREET SIGN STREET SIGN	28"x6" 32"x6"	1.17 1.33		2											
199	S-10	CL Constr. BROADWAY AVE.	48+78	RT.	R2-1-24 SPECIAL	24"x24" 18"x12"	4.00 1.50		2											
199	S-11	CL Constr. BROADWAY AVE.	47+80	RT.	R7-107-12	12"x12"	1.00		1											
199	R-1	CL Constr. BROADWAY AVE.	46+06	LT.							2									
199	R-2	CL Constr. BROADWAY AVE.	47+40	LT.							2	1								
199	R-3	CL Constr. BROADWAY AVE.	47+82	LT.							4									
199	R-4	CL Constr. BROADWAY AVE.	48+51	LT.							1	1								
199	R-5	CL Constr. BROADWAY AVE.	49+34	LT.							2									
199	R-6	CL Constr. BROADWAY AVE.	45+98	RT.							2									
199	R-7	CL Constr. BROADWAY AVE.	46+99	RT.							2									
199	R-8	CL Constr. BROADWAY AVE.	47+93	RT.							2	1								
199	R-9	CL Constr. BROADWAY AVE.	48+78	RT.							2									
199	R-10	CL Constr. BROADWAY AVE.	47+84	RT.							2									
200	S-1	CL Constr. BROADWAY AVE.	50+93	LT.	STREET SIGN R6-1L-36 R6-1R-36 SPECIAL	24"x6" 36"x12" 36"x12" 18"x12"	1.00 3.00 3.00 1.50		4											
200	S-2	CL Constr. BROADWAY AVE.	52+41	LT.	SPECIAL R2-1-24	18"x12" 18"x12"	1.50 1.50		2											
200	S-3	CL Constr. BROADWAY AVE.	53+95	LT.	STREET SIGN STREET SIGN R6-1L-36 R6-1R-36 SPECIAL	32"x6" 28"x6" 36"x12" 36"x12" 18"x12"	1.33 1.17 3.00 3.00 1.50		5											
200	S-4	CL Constr. BROADWAY AVE.	50+94	RT.	SPECIAL SPECIAL	30"x24" 18"x12"	5.00 1.50		2											
200	S-5	CL Constr. BROADWAY AVE.	52+72	RT.	SPECIAL SPECIAL	18"x12" 18"x12"	1.50 1.50	13.50												
200	S-6	CL Constr. BROADWAY AVE.	52+96	RT.	SPECIAL SPECIAL	18"x12" 18"x12"	1.50 1.50		2											
200	S-7	CL Constr. BROADWAY AVE.	53+77	RT.	W11-2-30 W16-9p-24 SPECIAL	30"x30" 24"x6" 18"x12"	5.00 1.00 1.50	15.00												
200	S-8	CL Constr. BROADWAY AVE.	54+72	RT.	R7-107-12 SPECIAL	12"x12" 18"x12"	1.00 1.50	13.00												
200	R-1	CL Constr. BROADWAY AVE.	50+93	LT.							6									
200	R-2	CL Constr. BROADWAY AVE.	52+41	LT.							1									
200	R-3	CL Constr. BROADWAY AVE.	53+95	LT.							5									
200	R-4	CL Constr. BROADWAY AVE.	50+94	RT.							2									
200	R-5	CL Constr. BROADWAY AVE.	52+72	RT.							2	1								
200	R-6	CL Constr. BROADWAY AVE.	52+96	RT.							2									
200	R-7	CL Constr. BROADWAY AVE.	53+77	RT.							2	1								
200	R-8	CL Constr. BROADWAY AVE.	54+72	RT.							2	1								
201	S-1	CL Constr. BROADWAY AVE.	55+30	LT.	SPECIAL R7-1-12	18"x12" 12"x12"	1.50 1.00		2											
TOTALS CARRIED TO 182							82.53	66.50	32	0	43	6	0	0	0	0	0	0	0	0

HORIZONTAL SCALE 1" = 20 FEET

CALCULATED: WES
CHECKED: AWS

SIGNING SUBSUMMARY

BROADWAY AVE.
CUY-14-2.72

SHEET NO.	REFERENCE NO.	LOCATION	STATION	SIDE	CODE	SIZE (INCHES)	630 SIGN, FLAT SHEET	630 GROUND MOUNTED SUPPORT, No. 3 POST	630 SIGN SUPPORT ASSEMBLY (POLE MOUNTED)	630 ONE WAY SUPPORT, No. 3 POST	630 REMOVAL OF GROUND MOUNTED SIGN & DISPOSAL	630 REMOVAL OF GROUND MOUNTED POST SUPPORT & DISPOSAL	630 REMOVAL OF GROUND MOUNTED SIGN & RE-ERRECTION	632 DETECTOR LOOP	632 LOOP DETECTOR UNIT	632 LOOP DETECTOR LEAD-IN CABLE	630 OVERHEAD SIGN SUPPORT ASSEMBLY (TC-16.21)	630 RIGID OVERHEAD SIGN SUPPORT FOUNDATION	631 SIGN SERVICE	631 SCHOOL SPEED LIMIT SIGN ASSEMBLY, 24"X42", AS PER PLAN
							SQ. FT.	FT.	EACH	FT.	EACH	EACH	EACH	EACH	EACH	FT.	EACH	EACH	EACH	EACH
201	S-2	CL Constr. BROADWAY AVE.	56+10	LT.	W11-2-30 W16-7p-24	30"x30" 24"x6"	5.00 1.00	13.50												
201	S-3	CL Constr. BROADWAY AVE.	56+81	LT.	SPECIAL	18"x12"	1.50		1											
201	S-4	CL Constr. BROADWAY AVE.	57+40	LT.	R7-107-12 SPECIAL RTA	12"x12" 18"x12"	1.00 1.50	13.50					1							
201	S-5	CL Constr. BROADWAY AVE.	58+07	LT.	W11-2-30 W16-9p-24 R7-107-12 SPECIAL	30"x30" 24"x6" 12"x12" 18"x12"	5.00 1.00 1.00 1.50		4											
201	S-6	CL Constr. BROADWAY AVE.	59+20	LT.	SPECIAL M3-4-24 M1-5-24-2 SPECIAL	18"x12" 24"x6" 24"x24" 18"x12"	1.50 1.00 4.00 1.50	16.00												
201	S-7	CL Constr. BROADWAY AVE.	55+07	RT.	R7-107-12	12"x12"	1.00		1											
201	S-8	CL Constr. BROADWAY AVE.	55+52	RT.	R7-1-12 SPECIAL	12"x12" 30"x24"	1.00 4.50	13.50												
201	S-9	CL Constr. BROADWAY AVE.	55+90	RT.	R1-1-30 SPECIAL	30"x30" 30"x24"	6.25 4.50	13.50												
201	S-10	CL Constr. BROADWAY AVE.	56+08	RT.	W11-2-30 W16-7p-24 SPECIAL STREET SIGN STREET SIGN	30"x30" 24"x6" 18"x12" 32"x6" 32"x6"	5.00 1.00 1.50 1.33 1.33	16.00												
201	S-11	CL Constr. BROADWAY AVE.	56+91	RT.	SPECIAL	18"x12"	1.50		1											
201	S-12	CL Constr. BROADWAY AVE.	58+09	RT.	SPECIAL	18"x12"	1.50	12.00												
201	S-13	CL Constr. BROADWAY AVE.	58+66	RT.	SPECIAL R2-1-24	18"x12" 24"x24"	1.50 2.00		2											
201	S-14	CL Constr. BROADWAY AVE.	59+55	RT.	R7-107-12 SPECIAL	12"x12" 18"x12"	1.00 1.50		2											
201	S-15	CL Constr. BROADWAY AVE.	56+40	LT.	SPECIAL R7-1-12	18"x12" 12"x12"	1.50 1.00	13.00												
201	R-1	CL Constr. BROADWAY AVE.	55+30	LT.							1									
201	R-2	CL Constr. BROADWAY AVE.	56+81	LT.							1									
201	R-3	CL Constr. BROADWAY AVE.	57+40	LT.							2	1								
201	R-4	CL Constr. BROADWAY AVE.	58+07	LT.							3									
201	R-5	CL Constr. BROADWAY AVE.	59+37	LT.							4									
201	R-6	CL Constr. BROADWAY AVE.	55+52	RT.							2	1								
201	R-7	CL Constr. BROADWAY AVE.	55+07	RT.							1									
201	R-8	CL Constr. BROADWAY AVE.	55+90	RT.							2	1								
201	R-9	CL Constr. BROADWAY AVE.	56+08	RT.							4									
201	R-10	CL Constr. BROADWAY AVE.	56+91	RT.							1									
201	R-11	CL Constr. BROADWAY AVE.	58+09	RT.							2	1								
201	R-12	CL Constr. BROADWAY AVE.	58+66	RT.							2									
201	R-13	CL Constr. BROADWAY AVE.	59+55	RT.							2									
201	L-1	CL Constr. BROADWAY AVE.	59+81	RT.										1	1	175				
201	L-2	CL Constr. BROADWAY AVE.	59+92	RT.										1	1	175				
202	S-1	CL Constr. BROADWAY AVE.	60+66	LT.	M6-4-24 M1-5-24-2	24"x6" 24"x24"	1.00 4.00		2											
202	S-2	CL Constr. BROADWAY AVE.	61+32	LT.	STREET SIGN	24"x6"	1.00		1											
202	S-3	CL Constr. BROADWAY AVE.	61+21	LT.	SPECIAL	30"x24"	4.50		1											
202	S-4	CL Constr. BROADWAY AVE.	61+21	LT.	R7-1-12	12"x12"	1.00	11.50												
202	S-5	CL Constr. BROADWAY AVE.	61+39	LT.	R7-1-12	12"x12"	1.00		1											
202	S-6	CL Constr. BROADWAY AVE.	62+24	LT.	R7-1-12 SPECIAL	12"x12" 18"x12"	1.00 1.50	13.00												
202	S-7	CL Constr. BROADWAY AVE.	62+84	LT.	R7-107-12 SPECIAL	12"x12" 18"x12"	1.00 1.50		2											
202	S-8	CL Constr. BROADWAY AVE.	63+72	LT.	R7-107-12	12"x12"	1.00	11.50												
202	S-9	CL Constr. BROADWAY AVE.	63+95	LT.	R1-1-30 SPECIAL	30"x30" 30"x24"	6.25 5.00	13.00												
TOTALS CARRIED TO 182							**95.16**	**160.00**	**18**	**0**	**27**	**4**	**1**	**2**	**2**	**350**	**0**	**0**	**0**	**0**

CALCULATED: WES
CHECKED: AWS

HORIZONTAL SCALE
1" = 20 FEET

SIGNING SUBSUMMARY

BROADWAY AVE.
CUY-14-2.72

SHEET NO.	REFERENCE NO.	LOCATION	STATION	SIDE	CODE	SIZE (INCHES)	630 SIGN, FLAT SHEET	630 GROUND MOUNTED SUPPORT, No. 3 POST	630 SIGN SUPPORT ASSEMBLY (POLE MOUNTED)	630 ONE WAY SUPPORT, No. 3 POST	630 REMOVAL OF GROUND MOUNTED SIGN & DISPOSAL	630 REMOVAL OF GROUND MOUNTED POST SUPPORT & DISPOSAL	630 REMOVAL OF GROUND MOUNTED SIGN & RE-ERRECTION	632 DETECTOR LOOP	632 LOOP DETECTOR UNIT	632 LOOP DETECTOR LEAD-IN CABLE	630 OVERHEAD SIGN SUPPORT ASSEMBLY (TC-16.21)	630 RIGID OVERHEAD SIGN SUPPORT FOUNDATION	631 SIGN SERVICE	631 SCHOOL SPEED LIMIT SIGN ASSEMBLY, 24"X42", AS PER PLAN
							SQ. FT.	FT.	EACH	FT.	EACH	EACH	EACH	EACH	EACH	FT.	EACH	EACH	EACH	EACH
202	S-12	CL Constr. BROADWAY AVE.	60+07	RT.	R7-107-12	12"x12"	1.00		1											
202	S-13	CL Constr. BROADWAY AVE.	60+92	RT.	M6-4-24 M1-5-24-2	24"x6" 24"x24"	1.00 4.00		2											
202	S-14	CL Constr. BROADWAY AVE.	61+67	RT.	R3-H8BH-36	36"x36"	9.00	13.50												
202	S-15	CL Constr. BROADWAY AVE.	62+12	RT.	W11-2-30 W16-9p-24 R7-1-12	30"x30" 24"x6" 12"x12"	5.00 1.00 1.00		3											
202	S-16	CL Constr. BROADWAY AVE.	62+41	RT.	R7-1-12 SPECIAL	12"x12" 18"x12"	1.00 1.50	13.00												
202	S-17	CL Constr. BROADWAY AVE.	63+91	RT.	R7-1-12 SPECIAL	12"x12" 18"x12"	1.00 1.50		2											
202	S-18	CL Constr. BROADWAY AVE.	64+29	RT.	W11-2-30 W16-7p-24 R7-1-12	30"x30" 24"x6" 12"x12"	5.00 1.00 1.00	14.50												
202	S-19	CL Constr. BROADWAY AVE.	64+86	RT.	R7-1-12 SPECIAL	12"x12" 18"x12"	1.00 1.50													
202	R-1	CL Constr. BROADWAY AVE.	60+66	LT.							2									
202	R-2	CL Constr. BROADWAY AVE.	61+21	LT.							1									
202	R-3	CL Constr. BROADWAY AVE.	61+21	LT.							1	1								
202	R-4	CL Constr. BROADWAY AVE.	61+32	LT.							1									
202	R-5	CL Constr. BROADWAY AVE.	61+39	LT.							1									
202	R-6	CL Constr. BROADWAY AVE.	62+02	LT.							1	1								
202	R-7	CL Constr. BROADWAY AVE.	62+84	LT.							2									
202	R-8	CL Constr. BROADWAY AVE.	63+72	LT.							1	1								
202	R-9	CL Constr. BROADWAY AVE.	63+95	LT.							2									
202	R-10	CL Constr. BROADWAY AVE.	64+29	LT.							3									
202	R-11	CL Constr. BROADWAY AVE.	64+51	LT.							2	1								
202	R-12	CL Constr. BROADWAY AVE.	60+46	RT.							1									
202	R-13	CL Constr. BROADWAY AVE.	60+92	RT.							1									
202	R-14	CL Constr. BROADWAY AVE.	61+67	RT.							1	1								
202	R-15	CL Constr. BROADWAY AVE.	62+12	RT.							2									
202	R-16	CL Constr. BROADWAY AVE.	62+41	RT.							2	1								
202	R-17	CL Constr. BROADWAY AVE.	63+91	RT.							2									
202	R-18	CL Constr. BROADWAY AVE.	64+29	RT.							2	1								
202	R-19	CL Constr. BROADWAY AVE.	64+86	RT.							2	1								
202	L-1	CL Constr. BROADWAY AVE.	61+71	LT.										1	1	175				
202	L-2	CL Constr. BROADWAY AVE.	61+90	LT.										1	1	175				
203	S-1	CL Constr. BROADWAY AVE.	65+04	LT.	SPECIAL SPECIAL	18"x12" 18"x12"	1.50 1.50	13.50												
203	S-2	CL Constr. BROADWAY AVE.	65+52	LT.	SPECIAL	18"x12"	1.50		1											
203	S-3	CL Constr. BROADWAY AVE.	66+70	LT.	SPECIAL SPECIAL	18"x12" 18"x12"	1.50 1.50	13.50												
203	S-4	CL Constr. BROADWAY AVE.	66+87	LT.	STREET SIGN STREET SIGN	32"x6" 20"x6"	1.33 0.83		2											
203	S-5	CL Constr. BROADWAY AVE.	67+34	LT.	SPECIAL	30"x24"	4.50	13.00												
203	S-6	CL Constr. BROADWAY AVE.	68+14	LT.	R7-107-12 SPECIAL	12"x12" 18"x12"	1.00 1.50		2											
203	S-7	CL Constr. BROADWAY AVE.	69+45	LT.	W11-2-30 W16-7p-24 R7-107-12	30"x30" 24"x6" 12"x12"	5.00 1.00 1.00		3											
203	S-8	CL Constr. BROADWAY AVE.	65+88	RT.	SPECIAL	24"x30"	5.00		1											
203	S-9	CL Constr. BROADWAY AVE.	66+09	RT.	R7-107-12 SPECIAL	12"x12" 18"x12"	1.00 1.50		2											
203	S-10	CL Constr. BROADWAY AVE.	66+79	RT.	R7-107-12	12"x12"	1.00		1											
203	S-11	CL Constr. BROADWAY AVE.	67+50	RT.	R7-107-12 SPECIAL W11-2-30 W16-9p-24	12"x12" 18"x12" 30"x30" 24"x6"	1.00 1.50 5.00 1.00		4											
203	S-12	CL Constr. BROADWAY AVE.	68+32	RT.	SPECIAL	18"x12"	1.50		1											
TOTALS CARRIED TO 182							**78.66**	**81.00**	**25**	**0**	**30**	**8**	**0**	**2**	**2**	**350**	**0**	**0**	**0**	**0**

CALCULATED: WES
CHECKED: AWS

HORIZONTAL SCALE 1" = 20 FEET

SIGNING SUBSUMMARY

BROADWAY AVE.
CUY-14-2.72

SHEET NO.	REFERENCE NO.	LOCATION	STATION	SIDE	CODE	SIZE (INCHES)	630 SIGN, FLAT SHEET	630 GROUND MOUNTED SUPPORT, No. 3 POST	630 SIGN SUPPORT ASSEMBLY (POLE MOUNTED)	630 ONE WAY SUPPORT, No. 3 POST	630 REMOVAL OF GROUND MOUNTED SIGN & DISPOSAL	630 REMOVAL OF GROUND MOUNTED POST SUPPORT & DISPOSAL	630 REMOVAL OF GROUND MOUNTED SIGN & RE-ERRECTION	632 DETECTOR LOOP	632 LOOP DETECTOR UNIT	632 LOOP DETECTOR LEAD-IN CABLE	630 OVERHEAD SIGN SUPPORT ASSEMBLY (TC-16.21)	630 RIGID OVERHEAD SIGN SUPPORT FOUNDATION	631 SIGN SERVICE	631 SCHOOL SPEED LIMIT SIGN ASSEMBLY, 24"X42", AS PER PLAN
							SQ. FT.	FT.	EACH	FT.	EACH	EACH	EACH	EACH	EACH	FT.	EACH	EACH	EACH	EACH
203	S-13	CL Constr. BROADWAY AVE.	68+80	RT.	R7-1-12 SPECIAL W11-2-30 W16-7p-24 STREET SIGN STREET SIGN	12"x12" 18"x12" 30"x30" 24"x6" 32"x6" 28"x6"	1.00 1.50 5.00 1.00 1.33 1.17	16.00												
203	S-14	CL Constr. BROADWAY AVE.	69+36	RT.	R7-1-12	12"x12"	1.00		1											
203	S-15	CL Constr. BROADWAY AVE.	69+79	LT.	R1-1-30 R7-1-12	30"x30" 12"x12"	6.25 1.00	14.00												
203	S-16	CL Constr. BROADWAY AVE.	69+21	RT.	R7-1-12	12"x12"	1.00		1											
203	R-1	CL Constr. BROADWAY AVE.	65+04	LT.							2	1								
203	R-2	CL Constr. BROADWAY AVE.	65+52	LT.							1									
203	R-3	CL Constr. BROADWAY AVE.	66+70	LT.							2	1								
203	R-4	CL Constr. BROADWAY AVE.	66+87	LT.							2									
203	R-5	CL Constr. BROADWAY AVE.	67+34	LT.							1	1								
203	R-6	CL Constr. BROADWAY AVE.	68+14	LT.							2									
203	R-7	CL Constr. BROADWAY AVE.	69+45	LT.							1									
203	R-8	CL Constr. BROADWAY AVE.	65+88	RT.							1									
203	R-9	CL Constr. BROADWAY AVE.	66+09	RT.							2	1								
203	R-10	CL Constr. BROADWAY AVE.	66+79	RT.							1									
203	R-11	CL Constr. BROADWAY AVE.	67+50	RT.							2									
203	R-12	CL Constr. BROADWAY AVE.	68+32	RT.							1									
203	R-13	CL Constr. BROADWAY AVE.	69+21	RT.							4									
203	R-14	CL Constr. BROADWAY AVE.	69+36	RT.							1									
203	R-15	CL Constr. BROADWAY AVE.	69+79	RT.							2	1								
204	S-1	CL Constr. BROADWAY AVE.	70+71	LT.	R7-107-12 W11-2-30 W16-9p-24 STREET SIGN STREET SIGN	12"x12" 30"x30" 24"x6" 32"x6" 20"x6"	1.00 5.00 1.00 1.33 0.83		5											
204	S-2	CL Constr. BROADWAY AVE.	70+76	LT.	SPECIAL	30"x24"	5.00	15.50												
204	S-3	CL Constr. BROADWAY AVE.	71+10	LT.	SPECIAL	30"x24"	5.00	15.50												
204	S-4	CL Constr. BROADWAY AVE.	72+41	LT.	SPECIAL SPECIAL	12"x24" 18"x12"	2.00 1.50		2											
204	S-5	CL Constr. BROADWAY AVE.	73+54	LT.	SPECIAL	18"x12"	1.50	12.00												
204	S-6	CL Constr. BROADWAY AVE.	73+67	LT.	R1-1-30 SPECIAL	30"x30" 30"x24"	6.25 5.00	15.00												
204	S-7	CL Constr. BROADWAY AVE.	74+04	LT.	STREET SIGN W11-2-30 W16-7p-24 STREET SIGN	28"x6" 30"x30" 24"x6" 32"x6"	1.17 5.00 1.00 1.33		4											
204	S-9	CL Constr. BROADWAY AVE.	70+03	RT.	R7-1-12 SPECIAL	12"x12" 18"x12"	1.00 1.50		2											
204	S-10	CL Constr. BROADWAY AVE.	70+42	RT.	R7-1-12 SPECIAL	12"x12" 18"x12"	1.00 1.50		2											
204	S-11	CL Constr. BROADWAY AVE.	71+27	RT.	R7-1-12 SPECIAL	12"x12" 18"x12"	1.00 1.50		2											
204	S-12	CL Constr. BROADWAY AVE.	72+04	RT.	W11-2-30 W16-9p-24	30"x30" 24"x6"	5.00 1.00		2											
204	S-13	CL Constr. BROADWAY AVE.	72+82	RT.	SPECIAL	18"x12"	1.50		1											
204	S-14	CL Constr. BROADWAY AVE.	73+95	RT.	W11-2-30 W16-7p-24	30"x30" 24"x6"	5.00 1.00	12.50												
204	S-15	CL Constr. BROADWAY AVE.	74+32	RT.	SPECIAL	18"x12"	1.50		1											
204	S-16	CL Constr. BROADWAY AVE.	71+59	LT.	SPECIAL SPECIAL	18"x12" 18"x12"	1.50 1.50	12.50												
204	S-17	CL Constr. BROADWAY AVE.	74+80	LT.	SPECIAL SPECIAL	18"x12" 18"x12"	1.50 1.50	12.50												
204	R-1	CL Constr. BROADWAY AVE.	70+71	LT.							2									
204	R-2	CL Constr. BROADWAY AVE.	70+76	LT.							2	1								
204	R-3	CL Constr. BROADWAY AVE.	71+10	LT.							1	1								
204	R-4	CL Constr. BROADWAY AVE.	72+41	LT.							2									
TOTALS CARRIED TO 182							92.66	125.50	23	0	32	7	0	0	0	0	0	0	0	0

HORIZONTAL SCALE 1" = 20 FEET

CALCULATED: WES
CHECKED: AWS

SIGNING SUBSUMMARY

BROADWAY AVE.
CUY-14-2.72

SHEET NO.	REFERENCE NO.	LOCATION	STATION	SIDE	CODE	SIZE (INCHES)	630 SIGN, FLAT SHEET	630 GROUND MOUNTED SUPPORT, No. 3 POST	630 SIGN SUPPORT ASSEMBLY (POLE MOUNTED)	630 ONE WAY SUPPORT, No. 3 POST	630 REMOVAL OF GROUND MOUNTED SIGN & DISPOSAL	630 REMOVAL OF GROUND MOUNTED POST SUPPORT & DISPOSAL	630 REMOVAL OF GROUND MOUNTED SIGN & RE-ERRECTION	632 DETECTOR LOOP	632 LOOP DETECTOR UNIT	632 LOOP DETECTOR LEAD-IN CABLE	630 OVERHEAD SIGN SUPPORT ASSEMBLY (TC-16.21)	630 RIGID OVERHEAD SIGN SUPPORT FOUNDATION	631 SIGN SERVICE	631 SCHOOL SPEED LIMIT SIGN ASSEMBLY, 24"X42", AS PER PLAN
							SQ. FT.	FT.	EACH	FT.	EACH	EACH	EACH	EACH	EACH	FT.	EACH	EACH	EACH	EACH
204	R-5	CL Constr. BROADWAY AVE.	73+54	LT.							2	1								
204	R-6	CL Constr. BROADWAY AVE.	73+67	LT.							2	1								
204	R-7	CL Constr. BROADWAY AVE.	74+04	LT.							5									
204	R-8	CL Constr. BROADWAY AVE.	70+03	RT.							2									
204	R-9	CL Constr. BROADWAY AVE.	70+42	RT.							2									
204	R-10	CL Constr. BROADWAY AVE.	71+27	RT.							2									
204	R-11	CL Constr. BROADWAY AVE.	72+04	RT.							1									
204	R-12	CL Constr. BROADWAY AVE.	72+82	RT.							1									
204	R-13	CL Constr. BROADWAY AVE.	73+95	RT.							1									
205	S-1	CL Constr. BROADWAY AVE.	75+19	LT.	W11-2-30 W16-9p-24 SPECIAL	30"x30" 24"x6" 18"x12"	5.00 1.00 1.50		3											
205	S-2	CL Constr. BROADWAY AVE.	76+25	LT.	SPECIAL STREET SIGN STREET SIGN	18"x12" 32"x6" 24"x6"	1.50 1.33 1.00		3											
205	S-3	CL Constr. BROADWAY AVE.	76+34	LT.	R1-1-30	30"x30"	6.25	13.00												
205	S-4	CL Constr. BROADWAY AVE.	76+62	LT.	R7-1-12 SPECIAL	12"x12" 30"x24"	1.00 4.50	14.00												
205	S-5	CL Constr. BROADWAY AVE.	76+77	LT.	W11-2-30 W16-7p-24 R7-107-12	30"x30" 24"x6" 12"x12"	5.00 1.00 1.00		3											
205	S-6	CL Constr. BROADWAY AVE.	77+51	LT.	R7-107-12 SPECIAL	12"x12" 18"x12"	1.00 1.50		2											
205	S-7	CL Constr. BROADWAY AVE.	78+75	LT.	SPECIAL W11-2-30 W16-9p-24 STREET SIGN STREET SIGN	18"x12" 30"x30" 24"x6" 32"x6" 20"x6"	1.50 5.00 1.00 1.33 0.83		5											
205	S-8	CL Constr. BROADWAY AVE.	78+86	LT.	R1-1-30 R7-1-12	30"x30" 24"x24"	6.25 4.00	14.00												
205	S-9	CL Constr. BROADWAY AVE.	79+25	LT.	R7-1-12 SPECIAL	12"x12" 30"x24"	1.00 4.50	13.50												
205	S-10	CL Constr. BROADWAY AVE.	79+75	LT.	R9-3A-18 R9-3B-18 R9-3A-18 R9-3B-18	18"x12" 18"x12" 18"x12" 18"x12"	1.50 1.50 1.50 1.50	16.00												
205	S-11	CL Constr. BROADWAY AVE.	75+11	RT.	R7-107-12 SPECIAL	12"x12" 18"x12"	1.00 1.50		2											
205	S-12	CL Constr. BROADWAY AVE.	78+15	RT.	W11-1-30	30"x30"	6.25	14.00												
205	S-13	CL Constr. BROADWAY AVE.	75+90	RT.	R7-107-12 SPECIAL	12"x12" 18"x12"	1.00 1.50		2											
205	S-14	CL Constr. BROADWAY AVE.	76+59	RT.	W11-2-30 W16-7p-24	30"x30" 24"x6"	5.00 1.00	13.50												
205	S-15	CL Constr. BROADWAY AVE.	78+52	RT.	SPECIAL R7-107-12	18"x12" 12"x12"	1.50 1.00		2											
205	S-16	CL Constr. BROADWAY AVE.	79+47	RT.	R7-107-12	12"x12"	1.00		1											
205	S-17	CL Constr. BROADWAY AVE.	79+45	RT.	R5-3-24 D11-1-24	24"x18" 24"x18"	3.00 3.00	13.50												
205	S-18	CL Constr. BROADWAY AVE.	79+58	RT.	R1-1-18	18"x18"	2.25	11.50												
205	S-19	CL Constr. BROADWAY AVE.	79+79	LT.	R7-1-12	12"x12"	1.00		1											
205	R-1	CL Constr. BROADWAY AVE.	75+19	LT.							2									
205	R-2	CL Constr. BROADWAY AVE.	76+25	LT.							3									
205	R-3	CL Constr. BROADWAY AVE.	76+34	LT.							1	1								
205	R-4	CL Constr. BROADWAY AVE.	76+62	LT.							2	1								
205	R-5	CL Constr. BROADWAY AVE.	76+77	LT.							2	1								
205	R-6	CL Constr. BROADWAY AVE.	77+51	LT.							2									
205	R-7	CL Constr. BROADWAY AVE.	78+75	LT.							3									
205	R-8	CL Constr. BROADWAY AVE.	78+86	LT.							2	1								
205	R-9	CL Constr. BROADWAY AVE.	79+25	LT.							2	1								
TOTALS CARRIED TO 182							93.99	123.00	24	0	37	7	0	0	0	0	0	0	0	0

HORIZONTAL SCALE 1" = 20 FEET

CALCULATED: WES
CHECKED: AWS

SIGNING SUBSUMMARY

BROADWAY AVE.
CUY-14-2.72

171

SHEET NO.	REFERENCE NO.	LOCATION	STATION	SIDE	CODE	SIZE (INCHES)	630 SIGN, FLAT SHEET	630 GROUND MOUNTED SUPPORT, No. 3 POST	630 SIGN SUPPORT ASSEMBLY (POLE MOUNTED)	630 ONE WAY SUPPORT, No. 3 POST	630 REMOVAL OF GROUND MOUNTED SIGN & DISPOSAL	630 REMOVAL OF GROUND MOUNTED POST SUPPORT & DISPOSAL	630 REMOVAL OF GROUND MOUNTED SIGN & RE-ERRECTION	632 DETECTOR LOOP	632 LOOP DETECTOR UNIT	632 LOOP DETECTOR LEAD-IN CABLE	630 OVERHEAD SIGN SUPPORT ASSEMBLY (TC-16.21)	630 RIGID OVERHEAD SIGN SUPPORT FOUNDATION	631 SIGN SERVICE	631 SCHOOL SPEED LIMIT SIGN ASSEMBLY, 24"X42", AS PER PLAN
							SQ. FT.	FT.	EACH	FT.	EACH	EACH	EACH	EACH	EACH	FT.	EACH	EACH	EACH	EACH
205	R-10	CL Constr. BROADWAY AVE.	79+75	LT.							2	1								
205	R-11	CL Constr. BROADWAY AVE.	75+11	RT.							2									
205	R-12	CL Constr. BROADWAY AVE.	75+76	RT.							1	1								
205	R-13	CL Constr. BROADWAY AVE.	75+90	RT.							2									
205	R-14	CL Constr. BROADWAY AVE.	76+59	RT.							2	1								
205	R-15	CL Constr. BROADWAY AVE.	78+52	RT.							1									
205	R-16	CL Constr. BROADWAY AVE.	79+47	RT.							2									
205	R-17	CL Constr. BROADWAY AVE.	79+45	RT.							2									
205	R-18	CL Constr. BROADWAY AVE.	79+58	RT.							2	1								
206	S-1	CL Constr. BROADWAY AVE.	80+11	LT.	R9-3A-18 R9-3B-18 R9-3A-18 R9-3B-18	18"x12" 18"x12" 18"x12" 18"x12"	1.50 1.50 1.50 1.50		4											
206	S-2	CL Constr. BROADWAY AVE.	80+26	LT.	STREET SIGN STREET SIGN	32"x6" 20"x6"	1.33 0.83		2											
206	S-3	CL Constr. BROADWAY AVE.	81+38	LT.	STREET SIGN STREET SIGN	32"x6" 20"x6"	1.33 0.83		2											
206	S-4	CL Constr. BROADWAY AVE.	81+48	LT.	SPECIAL D11-1-24 M6-1L-18	24"x8" 24"x18" 18"x18"	1.33 3.00 2.25	14.50												
206	S-5	CL Constr. BROADWAY AVE.	81+91	LT.	R7-1-12	12"x12"	1.00		1											
206	S-6	CL Constr. BROADWAY AVE.	81+55	LT.	R1-1-18 D11-1-24 D3-H3-24 M6-1R-24	18"x18" 24"x18" 6"x24" 24"x24"	2.25 3.00 1.00 4.00	16.00												
206	S-7	CL Constr. BROADWAY AVE.	82+50	LT.	R7-1-12	12"x12"	1.00		1											
206	S-8	CL Constr. BROADWAY AVE.	83+51	LT.	R7-1-12	12"x12"	1.00		1											
206	S-9	CL Constr. BROADWAY AVE.	80+82	RT.	M3-2-24 M1-5-24-2	24"x6" 24"x24"	1.00 4.00		2											
206	S-10	CL Constr. BROADWAY AVE.	80+94	RT.	R1-1-18 D11-1-24 SPECIAL M6-1L-18	18"x18" 24"x18" 24"x8" 18"x18"	2.25 3.00 1.33 2.25	15.50												
206	S-11	CL Constr. BROADWAY AVE.	81+23	RT.	R7-107-12 R7-1-12	12"x12" 12"x12"	1.00 1.00		2											
206	S-12	CL Constr. BROADWAY AVE.	83+54	RT.	R7-1-12	12"x12"	1.00		1											
206	S-13	CL Constr. BROADWAY AVE.	84+65	RT.	R7-1-12	12"x12"	1.00		1											
206	S-14	CL Constr. BROADWAY AVE.	80+82	RT.	R7-107-12 STREET SIGN STREET SIGN	12"x12" 32"x6" 20"x6"	1.00 1.33 0.83		3											
206	R-1	CL Constr. BROADWAY AVE.	80+11	LT.							1									
206	R-2	CL Constr. BROADWAY AVE.	80+26	LT.							2									
206	R-4	CL Constr. BROADWAY AVE.	81+38	LT.							2									
206	R-3	CL Constr. BROADWAY AVE.	81+48	LT.							3	1								
206	R-5	CL Constr. BROADWAY AVE.	81+91	LT.							1									
206	R-6	CL Constr. BROADWAY AVE.	81+55	LT.							4	1								
206	R-7	CL Constr. BROADWAY AVE.	82+50	LT.							2									
206	R-8	CL Constr. BROADWAY AVE.	83+51	LT.							2									
206	R-9	CL Constr. BROADWAY AVE.	80+82	RT.							2									
206	R-10	CL Constr. BROADWAY AVE.	80+94	RT.							4	1								
206	R-11	CL Constr. BROADWAY AVE.	81+23	RT.							2									
206	R-12	CL Constr. BROADWAY AVE.	83+54	RT.							1									
206	R-13	CL Constr. BROADWAY AVE.	84+65	RT.							1									
207	S-1	CL Constr. BROADWAY AVE.	85+09	LT.	SPECIAL R9-3A-18 R9-3B-18 R9-3A-18 R9-3B-18	18"x12" 18"x12" 18"x12" 18"x12" 18"x12"	1.50 1.50 1.50 1.50 1.50		5											
207	S-2	CL Constr. BROADWAY AVE.	85+15	LT.	W11-1-30	30"x30"	6.25	13.00												
TOTALS CARRIED TO 182							64.90	59.00	25	0	43	7	0	0	0	0	0	0	0	0

CALCULATED: WES
CHECKED: AWS

HORIZONTAL SCALE 1" = 20 FEET

SIGNING SUBSUMMARY

BROADWAY AVE.
CUY-14-2.72

172

SHEET NO.	REFERENCE NO.	LOCATION	STATION	SIDE	CODE	SIZE (INCHES)	630 SIGN, FLAT SHEET	630 GROUND MOUNTED SUPPORT, No. 3 POST	630 SIGN SUPPORT ASSEMBLY (POLE MOUNTED)	630 ONE WAY SUPPORT, No. 3 POST	630 REMOVAL OF GROUND MOUNTED SIGN & DISPOSAL	630 REMOVAL OF GROUND MOUNTED POST SUPPORT & DISPOSAL	630 REMOVAL OF GROUND MOUNTED SIGN & RE-ERRECTION	632 DETECTOR LOOP	632 LOOP DETECTOR UNIT	632 LOOP DETECTOR LEAD-IN CABLE	630 OVERHEAD SIGN SUPPORT ASSEMBLY (TC-16.21)	630 RIGID OVERHEAD SIGN SUPPORT FOUNDATION	631 SIGN SERVICE	631 SCHOOL SPEED LIMIT SIGN ASSEMBLY, 24"X42", AS PER PLAN
							SQ. FT.	FT.	EACH	FT.	EACH	EACH	EACH	EACH	EACH	FT.	EACH	EACH	EACH	EACH
207	S-3	CL Constr. BROADWAY AVE.	85+77	LT.	R7-107-12 SPECIAL	12"x12" 18"x12"	1.00 1.50		2											
207	S-4	CL Constr. BROADWAY AVE.	86+40	LT.	R7-107-12 R7-1-12	12"x12" 12"x12"	1.00 1.00		2											
207	S-5	CL Constr. BROADWAY AVE.	87+83	LT.	SPECIAL	18"x12"	1.50		1											
207	S-6	CL Constr. BROADWAY AVE.	89+54	LT.	SPECIAL	18"x12"	1.50		1											
207	S-7	CL Constr. BROADWAY AVE.	85+20	RT.	STREET SIGN STREET SIGN	32"x6" 20"x6"	1.33 0.83		2											
207	S-8	CL Constr. BROADWAY AVE.	86+14	RT.	R7-107-12	12"x12"	1.00		1											
207	S-9	CL Constr. BROADWAY AVE.	86+96	RT.	R7-107-12 SPECIAL	12"x12" 18"x12"	1.00 1.50		2											
207	S-10	CL Constr. BROADWAY AVE.	87+97	RT.	SPECIAL	18"x12"	1.50		1											
207	S-11	CL Constr. BROADWAY AVE.	88+95	RT.	R2-1-24	24"x24"	4.00		1											
207	S-12	CL Constr. BROADWAY AVE.	89+87	RT.	SPECIAL	18"x12"	1.50		1											
207	R-1	CL Constr. BROADWAY AVE.	85+09	LT.							2									
207	R-2	CL Constr. BROADWAY AVE.	85+15	LT.							1									
207	R-3	CL Constr. BROADWAY AVE.	85+77	LT.							2									
207	R-4	CL Constr. BROADWAY AVE.	86+40	LT.							2									
207	R-5	CL Constr. BROADWAY AVE.	87+83	LT.							1									
207	R-6	CL Constr. BROADWAY AVE.	89+54	LT.							1									
207	R-7	CL Constr. BROADWAY AVE.	85+20	RT.							2									
207	R-8	CL Constr. BROADWAY AVE.	86+14	RT.							1									
207	R-9	CL Constr. BROADWAY AVE.	86+96	RT.							2									
207	R-10	CL Constr. BROADWAY AVE.	87+97	RT.							1									
207	R-11	CL Constr. BROADWAY AVE.	88+95	RT.							1									
207	R-12	CL Constr. BROADWAY AVE.	89+87	RT.							1									
208	R-1	CL Constr. BROADWAY AVE.	93+74	LT.							1									
213	S-1	CL Constr. BROADWAY AVE.	116+45	LT.	R7-107-12 STREET SIGN STREET SIGN	12"x12" 32"x6" 20"x6"	1.00 1.33 0.83		3											
213	S-2	CL Constr. BROADWAY AVE.	118+01	LT.	R7-107-12 SPECIAL	12"x12" 18"x12"	1.00 1.50		2											
213	S-3	CL Constr. BROADWAY AVE.	118+96	LT.	S1-1-36 W16-7p-24	36"x36" 24"x6"	9.00 1.00	14.00												
213	S-4	CL Constr. BROADWAY AVE.	116+75	RT.	S1-1-36 W16-9p-24	36"x36" 24"x6"	9.00 1.00		2											
213	S-5	CL Constr. BROADWAY AVE.	117+95	RT.	SPECIAL SPECIAL	24"x30" 18"x12"	5.00 1.50		2											
213	S-6	CL Constr. BROADWAY AVE.	118+80	RT.	SPECIAL	30"x24"	5.00	13.00												
213	S-7	CL Constr. BROADWAY AVE.	118+92	RT.	S1-1-36 W16-7p-24 STREET SIGN STREET SIGN	36"x36" 24"x6" 36"x6" 32"x6"	9.00 1.00 1.50 1.33		4											
213	S-8	CL Constr. BROADWAY AVE.	119+80	RT.	R7-107-12 SPECIAL	12"x12" 18"x12"	1.00 1.50		2											
213	S-9	CL Constr. BROADWAY AVE.	117+16	RT.	S5-H5-24	24"x42"											1	1	1	1
213	R-1	CL Constr. BROADWAY AVE.	116+45	LT.							3									
213	R-2	CL Constr. BROADWAY AVE.	118+01	LT.							2									
213	R-3	CL Constr. BROADWAY AVE.	118+96	LT.							2	1								
213	R-4	CL Constr. BROADWAY AVE.	116+75	RT.							2									
213	R-5	CL Constr. BROADWAY AVE.	117+95	RT.							2									
213	R-6	CL Constr. BROADWAY AVE.	118+80	RT.							1									
213	R-7	CL Constr. BROADWAY AVE.	118+92	RT.							5									
213	R-8	CL Constr. BROADWAY AVE.	119+80	RT.							2									
213	R-9	CL Constr. BROADWAY AVE.	117+16	RT.							1									
214	S-1	CL Constr. BROADWAY AVE.	120+40	LT.	SPECIAL	18"x12"	1.50		1											
214	S-2	CL Constr. BROADWAY AVE.	121+08	LT.	S1-1-36 W16-9p-24 SPECIAL S5-H5-24	36"x36" 24"x6" 18"x12" 24"x42"	9.00 1.00 1.50		3								1	1	1	1
TOTALS CARRIED TO 182							**85.66**	**27.00**	**33**	**0**	**38**	**1**	**0**	**0**	**0**	**0**	**2**	**2**	**2**	**2**

HORIZONTAL SCALE 1" = 20 FEET

CALCULATED: WES
CHECKED: AWS

SIGNING SUBSUMMARY

BROADWAY AVE.
CUY-14-2.72

SHEET NO.	REFERENCE NO.	LOCATION	STATION	SIDE	CODE	SIZE (INCHES)	630 SIGN, FLAT SHEET	630 GROUND MOUNTED SUPPORT, No. 3 POST	630 SIGN SUPPORT ASSEMBLY (POLE MOUNTED)	630 ONE WAY SUPPORT, No. 3 POST	630 REMOVAL OF GROUND MOUNTED SIGN & DISPOSAL	630 REMOVAL OF GROUND MOUNTED POST SUPPORT & DISPOSAL	630 REMOVAL OF GROUND MOUNTED SIGN & RE-ERRECTION	632 DETECTOR LOOP	632 LOOP DETECTOR UNIT	632 LOOP DETECTOR LEAD-IN CABLE	630 OVERHEAD SIGN SUPPORT ASSEMBLY (TC-16.21)	630 RIGID OVERHEAD SIGN SUPPORT FOUNDATION	631 SIGN SERVICE	631 SCHOOL SPEED LIMIT SIGN ASSEMBLY, 24"X42", AS PER PLAN
							SQ. FT.	FT.	EACH	FT.	EACH	EACH	EACH	EACH	EACH	FT.	EACH	EACH	EACH	EACH
214	S-3	CL Constr. BROADWAY AVE.	121+47	LT.	STREET SIGN STREET SIGN	32"x6" 24"x6"	1.33 1.00		2											
214	S-4	CL Constr. BROADWAY AVE.	122+29	LT.	R7-1-12 SPECIAL	12"x12" 18"x12"	1.00 1.50	13.00												
214	S-5	CL Constr. BROADWAY AVE.	123+34	LT.	SPECIAL	18"x12"	1.50		1											
214	S-6	CL Constr. BROADWAY AVE.	124+93	LT.	R7-1-12 SPECIAL	12"x12" 18"x12"	1.00 1.50		2											
214	S-7	CL Constr. BROADWAY AVE.	120+54	RT.	SPECIAL SPECIAL	18"x12" 18"x12"	1.50 1.50		2											
214	S-8	CL Constr. BROADWAY AVE.	122+27	LT.	SPECIAL S5-2-24	18"x12" 24"x24"	1.50 2.00		2											
214	S-9	CL Constr. BROADWAY AVE.	123+27	RT.	SPECIAL R2-1-24 R7-107-12	18"x12" 24"x24" 12"x12"	1.50 2.00 1.00		3											
214	S-10	CL Constr. BROADWAY AVE.	124+20	LT.	R7-1-12 R7-107-12	12"x12" 12"x12"	1.00 1.00		2											
214	R-1	CL Constr. BROADWAY AVE.	120+40	LT.							1									
214	R-2	CL Constr. BROADWAY AVE.	121+08	LT.							3									
214	R-3	CL Constr. BROADWAY AVE.	121+47	LT.							2									
214	R-4	CL Constr. BROADWAY AVE.	122+29	LT.							2	1								
214	R-5	CL Constr. BROADWAY AVE.	123+34	LT.							1									
214	R-6	CL Constr. BROADWAY AVE.	124+93	LT.							2									
214	R-7	CL Constr. BROADWAY AVE.	120+54	RT.							2									
214	R-8	CL Constr. BROADWAY AVE.	122+27	RT.							2									
214	R-9	CL Constr. BROADWAY AVE.	123+27	RT.							3									
214	R-10	CL Constr. BROADWAY AVE.	124+20	RT.							2									
215	S-1	CL Constr. BROADWAY AVE.	125+56	LT.	R7-1-12	12"x12"	1.00	11.50												
215	S-2	CL Constr. BROADWAY AVE.	126+49	LT.	R7-1-12	12"x12"	1.00	11.50												
215	S-3	CL Constr. BROADWAY AVE.	126+86	LT.	R7-1-12	12"x12"	1.00		1											
215	S-4	CL Constr. BROADWAY AVE.	128+66	LT.	W11-2-30 W16-7p-24	30"x30" 24"x6"	5.00 1.00		2											
215	S-5	CL Constr. BROADWAY AVE.	125+28	RT.	R7-1-12	12"x12"	1.00		1											
215	S-6	CL Constr. BROADWAY AVE.	125+59	RT.	R7-1-12 SPECIAL	12"x12" 18"x12"	1.00 1.50	13.00												
215	S-7	CL Constr. BROADWAY AVE.	126+16	RT.	W11-2-30 W16-9p-24 SPECIAL	30"x30" 24"x6" 18"x12"	5.00 1.00 1.50		3											
215	S-8	CL Constr. BROADWAY AVE.	127+10	RT.	R7-107-12 SPECIAL	12"x12" 18"x12"	1.00 1.50		2											
215	S-9	CL Constr. BROADWAY AVE.	127+90	RT.	R7-107-12 STREET SIGN STREET SIGN	12"x12" 32"x6" 24"x6"	1.00 1.33 1.00		3											
215	S-10	CL Constr. BROADWAY AVE.	128+45	RT.	R1-1-30	30"x30"	6.25	13.00												
215	S-11	CL Constr. BROADWAY AVE.	128+58	RT.	W11-2-30 W16-7p-24	30"x30" 24"x6"	5.00 1.00	13.50												
215	S-12	CL Constr. BROADWAY AVE.	128+84	RT.	SPECIAL R2-1-24	18"x12" 24"x24"	1.50 2.00		2											
215	S-13	CL Constr. BROADWAY AVE.	129+73	RT.	SPECIAL	18"x12"	1.50		1											
215	S-14	CL Constr. BROADWAY AVE.	127+40	LT.	R7-1-12 SPECIAL	12"x12" 18"x12"	1.00 1.50	13.50												
215	S-15	CL Constr. BROADWAY AVE.	128+08	LT.	SPECIAL SPECIAL	18"x12" 18"x12"	1.50 1.50	13.50												
215	S-16	CL Constr. BROADWAY AVE.	129+06	LT.	SPECIAL SPECIAL	18"x12" 18"x12"	1.50 1.50	13.50												
215	R-1	CL Constr. BROADWAY AVE.	125+56	LT.							1									
215	R-2	CL Constr. BROADWAY AVE.	126+49	LT.							1									
215	R-3	CL Constr. BROADWAY AVE.	126+86	LT.							2									
215	R-4	CL Constr. BROADWAY AVE.	128+66	LT.							3									
215	R-5	CL Constr. BROADWAY AVE.	125+28	RT.							1									
215	R-6	CL Constr. BROADWAY AVE.	125+59	RT.							2	1								
215	R-7	CL Constr. BROADWAY AVE.	126+16	RT.							2									
TOTALS CARRIED TO 182							73.41	116.00	29	0	32	2	0	0	0	0	0	0	0	0

HORIZONTAL SCALE 1" = 20 FEET

CALCULATED: WES
CHECKED: AWS

SIGNING SUBSUMMARY

BROADWAY AVE.
CUY-14-2.72

SHEET NO.	REFERENCE NO.	LOCATION	STATION	SIDE	CODE	SIZE (INCHES)	630 SIGN, FLAT SHEET	630 GROUND MOUNTED SUPPORT, No. 3 POST	630 SIGN SUPPORT ASSEMBLY (POLE MOUNTED)	630 ONE WAY SUPPORT, No. 3 POST	630 REMOVAL OF GROUND MOUNTED SIGN & DISPOSAL	630 REMOVAL OF GROUND MOUNTED POST SUPPORT & DISPOSAL	630 REMOVAL OF GROUND MOUNTED SIGN & RE-ERRECTION	632 DETECTOR LOOP	632 LOOP DETECTOR UNIT	632 LOOP DETECTOR LEAD-IN CABLE	630 OVERHEAD SIGN SUPPORT ASSEMBLY (TC-16.21)	630 RIGID OVERHEAD SIGN SUPPORT FOUNDATION	631 SIGN SERVICE	631 SCHOOL SPEED LIMIT SIGN ASSEMBLY, 24"X42", AS PER PLAN
							SQ. FT.	FT.	EACH	FT.	EACH	EACH	EACH	EACH	EACH	FT.	EACH	EACH	EACH	EACH
215	R-8	CL Constr. BROADWAY AVE.	127+10	RT.							2									
215	R-9	CL Constr. BROADWAY AVE.	127+90	RT.							3									
215	R-10	CL Constr. BROADWAY AVE.	128+45	RT.							1	1								
215	R-11	CL Constr. BROADWAY AVE.	128+58	RT.							1									
215	R-12	CL Constr. BROADWAY AVE.	128+84	RT.							2									
215	R-13	CL Constr. BROADWAY AVE.	129+73	RT.							1									
216	S-1	CL Constr. BROADWAY AVE.	130+10	LT.	W11-2-30 W16-9p-24 SPECIAL	30"x30" 24"x6" 18"x12"	5.00 1.00 1.50		3											
216	S-2	CL Constr. BROADWAY AVE.	131+44	LT.	R9-3A-18 R9-3B-18 R9-3A-18 R9-3B-18 STREET SIGN SPECIAL	18"x12" 18"x12" 18"x12" 18"x12" 24"x6" 12"x6"	1.50 1.50 1.50 1.50 1.00 0.50		6											
216	S-3	CL Constr. BROADWAY AVE.	131+55	LT.	R7-1-12	12"x12"	1.00	11.50												
216	S-4	CL Constr. BROADWAY AVE.	132+23	LT.	R1-1-30	30"x30"	6.25	14.00												
216	S-5	CL Constr. BROADWAY AVE.	132+60	LT.	R10-6-24	24"x24"	4.00	12.50												
216	S-6	CL Constr. BROADWAY AVE.	133+29	LT.	SPECIAL	18"x12"	1.50		1											
216	S-7	CL Constr. BROADWAY AVE.	133+98	LT.	R1-1-30	30"x30"	6.25	13.00												
216	S-8	CL Constr. BROADWAY AVE.	134+51	LT.	R7-107-12 STREET SIGN	12"x12" 20"x6"	1.00 0.83		2											
216	S-9	CL Constr. BROADWAY AVE.	130+56	RT.	SPECIAL	18"x12"	1.50		1											
216	S-10	CL Constr. BROADWAY AVE.	132+10	RT.	R6-1L-36 R6-1L-36	36"x12" 36"x12"	3.00 3.00		2											
216	S-11	CL Constr. BROADWAY AVE.	132+12	RT.	R5-1-30 STREET SIGN SPECIAL SPECIAL	30"x30" 20"x6" 12"x6" 12"x6"	5.00 0.83 0.50 0.50		4											
216	S-12	CL Constr. BROADWAY AVE.	133+07	RT.	SPECIAL	18"x12"	1.50		1											
216	S-13	CL Constr. BROADWAY AVE.	134+17	RT.	W11-2-30 W16-9p-24	30"x30" 24"x6"	5.00 1.00		2											
216	S-14	CL Constr. BROADWAY AVE.	135+00	LT.	R7-107-12 SPECIAL	12"x12" 18"x12"	1.00 1.50	13.00												
216	S-15	CL Constr. BROADWAY AVE.	134+38	LT.	W14-2-30	30"x30"	6.25	13.00												
216	S-16	CL Constr. BROADWAY AVE.	130+94	RT.	SPECIAL R7-1-12	18"x12" 12"x12"	1.50 1.00	13.00												
216	S-17	CL Constr. BROADWAY AVE.	131+75	RT.	R6-1L-36 R6-1L-36 R5-1-30 SPECIAL	36"x12" 36"x12" 30"x30" 12"x6"	3.00 3.00 5.00 0.50			15										
216	R-1	CL Constr. BROADWAY AVE.	130+10	LT.							2									
216	R-2	CL Constr. BROADWAY AVE.	131+44	LT.							4									
216	R-3	CL Constr. BROADWAY AVE.	131+55	LT.							1									
216	R-4	CL Constr. BROADWAY AVE.	132+23	LT.							1									
216	R-5	CL Constr. BROADWAY AVE.	132+60	LT.							1	1								
216	R-6	CL Constr. BROADWAY AVE.	133+29	LT.							1									
216	R-7	CL Constr. BROADWAY AVE.	133+98	LT.							2	1								
216	R-8	CL Constr. BROADWAY AVE.	134+51	LT.							2									
216	R-9	CL Constr. BROADWAY AVE.	130+56	RT.							1									
216	R-10	CL Constr. BROADWAY AVE.	132+10	RT.							1									
216	R-11	CL Constr. BROADWAY AVE.	132+12	RT.							3									
216	R-12	CL Constr. BROADWAY AVE.	133+07	RT.							1									
216	R-13	CL Constr. BROADWAY AVE.	134+17	RT.							1									
216	R-14	CL Constr. BROADWAY AVE.	135+00	LT.							2									
217	S-1	CL Constr. BROADWAY AVE.	136+04	LT.	W11-2-30 W16-7p-24	30"x30" 24"x6"	5.00 1.00	13.50												
217	S-2	CL Constr. BROADWAY AVE.	136+29	LT.	SPECIAL SPECIAL	18"x12" 18"x12"	1.50 1.50		1											
217	S-3	CL Constr. BROADWAY AVE.	137+99	LT.	W11-2-30 W16-9p-24 SPECIAL SPECIAL	30"x30" 24"x6" 18"x12" 18"x12"	5.00 1.00 1.50 1.50		3											
TOTALS CARRIED TO 182							98.41	103.50	26	15	33	3	0	0	0	0	0	0	0	0

HORIZONTAL SCALE 1" = 20 FEET

CALCULATED: WES
CHECKED: AWS

SIGNING SUBSUMMARY

BROADWAY AVE.
CUY-14-2.72

SHEET NO.	REFERENCE NO.	LOCATION	STATION	SIDE	CODE	SIZE (INCHES)	630 SIGN, FLAT SHEET	630 GROUND MOUNTED SUPPORT, No. 3 POST	630 SIGN SUPPORT ASSEMBLY (POLE MOUNTED)	630 ONE WAY SUPPORT, No. 3 POST	630 REMOVAL OF GROUND MOUNTED SIGN & DISPOSAL	630 REMOVAL OF GROUND MOUNTED POST SUPPORT & DISPOSAL	630 REMOVAL OF GROUND MOUNTED SIGN & RE-ERRECTION	632 DETECTOR LOOP	632 LOOP DETECTOR UNIT	632 LOOP DETECTOR LEAD-IN CABLE	630 OVERHEAD SIGN SUPPORT ASSEMBLY (TC-16.21)	630 RIGID OVERHEAD SIGN SUPPORT FOUNDATION	631 SIGN SERVICE	631 SCHOOL SPEED LIMIT SIGN ASSEMBLY, 24"X42", AS PER PLAN
							SQ. FT.	FT.	EACH	FT.	EACH	EACH	EACH	EACH	EACH	FT.	EACH	EACH	EACH	EACH
217	S-4	CL Constr. BROADWAY AVE.	139+68	LT.	SPECIAL SPECIAL	30"x24" 18"x12"	5.00 1.50		2											
217	S-5	CL Constr. BROADWAY AVE.	135+07	RT	R7-107-12 SPECIAL	12"x12" 18"x12"	1.00 1.50	13.00												
217	S-6	CL Constr. BROADWAY AVE.	135+85	RT.	W11-2-30 W16-7p-24	30"x30" 24"x6"	5.00 1.00	13.50												
217	S-7	CL Constr. BROADWAY AVE.	136+29	RT.	SPECIAL	18"x12"	1.50	12.00												
217	S-8	CL Constr. BROADWAY AVE.	136+37	RT.	R6-1R-36 R6-1R-36 STREET SIGN	36"x12" 36"x12" 24"x6"	3.00 3.00 1.00			13										
217	S-9	CL Constr. BROADWAY AVE.	136+93	RT.	SPECIAL	18"x12"	1.50		1											
217	S-10	CL Constr. BROADWAY AVE.	137+94	RT.	SPECIAL STREET SIGN STREET SIGN SPECIAL	30"x24" 32"x6" 36"x6" 18"x12"	5.00 1.33 1.50 1.50		4											
217	S-11	CL Constr. BROADWAY AVE.	138+42	RT.	R7-1-12 R1-1-30	12"x12" 30"x30"	1.00 6.25		2											
217	S-12	CL Constr. BROADWAY AVE.	138+95	RT.	SPECIAL	18"x12"	1.50		1											
217	S-13	CL Constr. BROADWAY AVE.	139+28	RT.	W11-1-30 W16-1-24	30"x30" 24"x12"	5.00 2.00	15.00												
217	S-14	CL Constr. BROADWAY AVE.	135+65	LT.	SPECIAL SPECIAL	18"x12" 18"x12"	1.50 1.50													
217	S-15	CL Constr. BROADWAY AVE.	138+16	RT.	SPECIAL	30"x24"	4.00	13.00												
217	R-1	CL Constr. BROADWAY AVE.	136+04	LT.							1									
217	R-2	CL Constr. BROADWAY AVE.	136+29	LT.							1									
217	R-3	CL Constr. BROADWAY AVE.	137+99	LT.							3									
217	R-4	CL Constr. BROADWAY AVE.	139+68	LT.							2									
217	R-5	CL Constr. BROADWAY AVE.	135+07	RT.							2									
217	R-6	CL Constr. BROADWAY AVE.	135+85	RT.							1	1								
217	R-7	CL Constr. BROADWAY AVE.	136+29	RT.							1	1								
217	R-8	CL Constr. BROADWAY AVE.	136+37	RT.							2	1								
217	R-9	CL Constr. BROADWAY AVE.	136+93	RT.							1									
217	R-10	CL Constr. BROADWAY AVE.	137+94	RT.							5									
217	R-11	CL Constr. BROADWAY AVE.	138+42	RT.							3									
217	R-12	CL Constr. BROADWAY AVE.	138+95	RT.							1									
217	R-13	CL Constr. BROADWAY AVE.	139+28	RT.							2	1								
218	S-1	CL Constr. BROADWAY AVE.	141+47	LT.	R7-107-12 SPECIAL	12"x12" 18"x12"	1.00 1.50		2											
218	S-2	CL Constr. BROADWAY AVE.	142+61	LT.	D11-1-24 STREET SIGN STREET SIGN SPECIAL M7-1-12	24"x18" 32"x6" 20"x6" 8"x24" 12"x12"	3.00 1.33 0.83 1.33 1.00		5											
218	S-3	CL Constr. BROADWAY AVE.	142+61	LT.	D11-1-24 SPECIAL	24"x18" 8"x24"	3.00 1.33	13.50												
218	S-4	CL Constr. BROADWAY AVE.	143+25	LT.	D11-1-24 SPECIAL M7-1-12	24"x18" 8"x24" 12"x12"	3.00 1.33 1.00	14.00												
218	S-5	CL Constr. BROADWAY AVE.	143+25	LT.	R7-1-12	18"x12"	1.50		1											
218	S-6	CL Constr. BROADWAY AVE.	144+03	LT.	R7-1-12 S5-2-24	12"x12" 24"x24"	1.00 2.00		2											
218	S-7	CL Constr. BROADWAY AVE.	140+67	RT.	SPECIAL SPECIAL	18"x12" 18"x12"	1.50 1.50		2											
218	S-8	CL Constr. BROADWAY AVE.	141+54	RT.	SPECIAL R7-107-12	18"x12" 12"x12"	1.50 1.00		2											
218	S-9	CL Constr. BROADWAY AVE.	142+55	RT.	D11-1-24 SPECIAL SPECIAL M7-1-12 M7-2-12	24"x18" 8"x24" 8"x24" 12"x12" 12"x12"	3.00 1.33 1.33 1.00 1.00	15.50												
TOTALS CARRIED TO 182							**85.39**	**96.50**	**22**	**13**	**25**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

CALCULATED: WES
CHECKED: AWS

0 10 20 40
HORIZONTAL SCALE
1" = 20 FEET

SIGNING SUBSUMMARY

BROADWAY AVE.
CUY-14-2.72

SHEET NO.	REFERENCE NO.	LOCATION	STATION	SIDE	CODE	SIZE (INCHES)	630 SIGN, FLAT SHEET	630 GROUND MOUNTED SUPPORT, No. 3 POST	630 SIGN SUPPORT ASSEMBLY (POLE MOUNTED)	630 ONE WAY SUPPORT, No. 3 POST	630 REMOVAL OF GROUND MOUNTED SIGN & DISPOSAL	630 REMOVAL OF GROUND MOUNTED POST SUPPORT & DISPOSAL	630 REMOVAL OF GROUND MOUNTED SIGN & RE-ERRECTION	632 DETECTOR LOOP	632 LOOP DETECTOR UNIT	632 LOOP DETECTOR LEAD-IN CABLE	630 OVERHEAD SIGN SUPPORT ASSEMBLY (TC-16.21)	630 RIGID OVERHEAD SIGN SUPPORT FOUNDATION	631 SIGN SERVICE	631 SCHOOL SPEED LIMIT SIGN ASSEMBLY, 24"X42", AS PER PLAN
							SQ. FT.	FT.	EACH	FT.	EACH	EACH	EACH	EACH	EACH	FT.	EACH	EACH	EACH	EACH
218	S-10	CL Constr. BROADWAY AVE.	142+60	RT.	R7-107-12	12"x12"	1.00		3											
					STREET SIGN	20"x6"	0.83													
					STREET SIGN	32"x6"	1.33													
218	S-11	CL Constr. BROADWAY AVE.	142+55	RT.	D11-1-24	24"x18"	3.00	15.50												
					SPECIAL	8"x24"	1.33													
					SPECIAL	8"x24"	1.33													
					M7-1-12	12"x12"	1.00													
					M7-2-12	12"x12"	1.00													
218	S-12	CL Constr. BROADWAY AVE.	143+27	RT.	R7-1-12	12"x12"	1.00		1											
218	S-13	CL Constr. BROADWAY AVE.	143+28	LT.	W14-2-30	30"x30"	6.25													
218	R-1	CL Constr. BROADWAY AVE.	140+46	LT.							2									
218	R-2	CL Constr. BROADWAY AVE.	142+61	LT.							6									
218	R-3	CL Constr. BROADWAY AVE.	142+61	LT.							2	1								
218	R-4	CL Constr. BROADWAY AVE.	143+25	LT.							3	1								
218	R-5	CL Constr. BROADWAY AVE.	143+25	LT.							1									
218	R-6	CL Constr. BROADWAY AVE.	144+03	LT.							3									
218	R-7	CL Constr. BROADWAY AVE.	140+67	RT.							2									
218	R-8	CL Constr. BROADWAY AVE.	141+54	RT.							2									
218	R-9	CL Constr. BROADWAY AVE.	142+55	RT.							5	1								
218	R-10	CL Constr. BROADWAY AVE.	142+60	RT.							3									
218	R-11	CL Constr. BROADWAY AVE.	142+55	RT.							5	1								
218	R-12	CL Constr. BROADWAY AVE.	143+27	RT.							1									
219	S-1	CL Constr. BROADWAY AVE.	145+64	LT.	D11-1-24	24"x18"	3.00	15.50												
					SPECIAL	8"x24"	1.33													
					R7-107-12	12"x12"	1.00													
					SPECIAL	18"x12"	1.50													
219	S-2	CL Constr. BROADWAY AVE.	146+54	RT.	R7-107-12	12"x12"	1.00		4											
					STREET SIGN	20"x6"	0.83													
					STREET SIGN	32"x6"	1.33													
					W3-3-30	30"x30"	6.25													
219	S-3	CL Constr. BROADWAY AVE.	147+03	LT.	W14-2-30	30"x30"	6.25	13.00												
219	S-4	CL Constr. BROADWAY AVE.	147+24	LT.	S1-1-36	36"x36"	9.00	13.00												
					W16-7p-24	24"x6"	1.00													
					R7-1-12	12"x12"	1.00													
219	S-5	CL Constr. BROADWAY AVE.	148+44	LT.	R7-1-12	12"x12"	1.00		2											
					SPECIAL	18"x12"	1.50													
219	S-6	CL Constr. BROADWAY AVE.	149+07	LT.	D11-1-24	24"x18"	3.00	13.00	2											
					SPECIAL	8"x24"	1.33													
219	S-7	CL Constr. BROADWAY AVE.	149+56	LT.	R1-1-30	30"x30"	6.25	13.00												
219	S-8	CL Constr. BROADWAY AVE.	145+13	RT.	S1-1-36	36"x36"	9.00		3											
					W16-9p-24	24"x6"	1.00													
219	S-9	CL Constr. BROADWAY AVE.	146+17	RT.	S4-3-24	24"x6"	1.00		2											
					R2-1-24	24"x24"	2.00													
219	S-10	CL Constr. BROADWAY AVE.	146+87	RT.	S1-1-36	36"x36"	9.00		5											
					W6-7p-24	24"x6"	1.00													
					SPECIAL	18"x12"	1.50													
					R7-1-12	12"x12"	1.00													
					S5-H5-24	24"x42"											1	1	1	1
219	S-11	CL Constr. BROADWAY AVE.	147+21	RT.	D11-1-24	24"x18"	3.00		2											
					SPECIAL	8"x24"	1.33													
219	S-12	CL Constr. BROADWAY AVE.	148+01	RT.	SPECIAL	18"x12"	1.50		1											
219	S-13	CL Constr. BROADWAY AVE.	149+09	RT.	SPECIAL	18"x12"	1.50		2											
					R7-107-12	12"x12"	1.00													
219	S-14	CL Constr. BROADWAY AVE.	149+92	RT.	SPECIAL	18"x12"	1.50		2											
					R7-107-12	12"x12"	1.00													
219	S-15	CL Constr. BROADWAY AVE.	149+85	LT.	W14-2-30	30"x30"	6.25	13.00												
219	R-1	CL Constr. BROADWAY AVE.	145+64	LT.							2	1								
219	R-2	CL Constr. BROADWAY AVE.	146+54	LT.							4									
219	R-3	CL Constr. BROADWAY AVE.	147+03	LT.							1	1								
219	R-4	CL Constr. BROADWAY AVE.	147+24	LT.							4	1								
219	R-5	CL Constr. BROADWAY AVE.	148+44	LT.							1									
219	R-6	CL Constr. BROADWAY AVE.	149+07	LT.							2	1								
TOTALS CARRIED TO 182							**107.22**	**96.00**	**29**	**0**	**49**	**8**	**0**	**0**	**0**	**0**	**1**	**1**	**1**	**1**

HORIZONTAL SCALE 1" = 20 FEET

CALCULATED: WES
CHECKED: AWS

SIGNING SUBSUMMARY

BROADWAY AVE.
CUY-14-2.72

SHEET NO.	REFERENCE NO.	LOCATION	STATION	SIDE	CODE	SIZE (INCHES)	630 SIGN, FLAT SHEET	630 GROUND MOUNTED SUPPORT, No. 3 POST	630 SIGN SUPPORT ASSEMBLY (POLE MOUNTED)	630 ONE WAY SUPPORT, No. 3 POST	630 REMOVAL OF GROUND MOUNTED SIGN & DISPOSAL	630 REMOVAL OF GROUND MOUNTED POST SUPPORT & DISPOSAL	630 REMOVAL OF GROUND MOUNTED SIGN & RE-ERRECTION	632 DETECTOR LOOP	632 LOOP DETECTOR UNIT	632 LOOP DETECTOR LEAD-IN CABLE	630 OVERHEAD SIGN SUPPORT ASSEMBLY (TC-16.21)	630 RIGID OVERHEAD SIGN SUPPORT FOUNDATION	631 SIGN SERVICE	631 SCHOOL SPEED LIMIT SIGN ASSEMBLY, 24"X42", AS PER PLAN
							SQ. FT.	FT.	EACH	FT.	EACH	EACH	EACH	EACH	EACH	FT.	EACH	EACH	EACH	EACH
219	R-7	CL Constr. BROADWAY AVE.	149+56	LT.							2	1								
219	R-8	CL Constr. BROADWAY AVE.	145+13	RT.							3									
219	R-9	CL Constr. BROADWAY AVE.	146+17	RT.							2									
219	R-10	CL Constr. BROADWAY AVE.	146+87	RT.							3									
219	R-11	CL Constr. BROADWAY AVE.	147+21	RT.							2	1								
219	R-12	CL Constr. BROADWAY AVE.	147+58	RT.							2	1								
219	R-13	CL Constr. BROADWAY AVE.	148+01	RT.							1									
219	R-14	CL Constr. BROADWAY AVE.	149+09	RT.							2									
219	R-15	CL Constr. BROADWAY AVE.	149+92	RT.							2									
220	S-1	CL Constr. BROADWAY AVE.	150+00	LT.	STREET SIGN STREET SIGN S5-H5-24	32"x6" 32"x6" 24"x42"	1.33 1.33		2								1	1	1	1
220	S-2	CL Constr. BROADWAY AVE.	150+07	LT.	SPECIAL R2-1-24 S4-3-24	18"x12" 24"x24" 24"x6"	1.50 2.00 1.00		3											
220	S-3	CL Constr. BROADWAY AVE.	151+48	LT.	S1-1-36 W6-9p-24 SPECIAL	36"x36" 24"x6" 18"x12"	9.00 1.00 1.50	14.00												
220	S-4	CL Constr. BROADWAY AVE.	152+97	LT.	M3-4-24 M1-5-24-2 SPECIAL R7-1-12	24"x6" 24"x24" 18"x12" 12"x12"	1.00 4.00 1.50 1.00	13.50												
220	S-5	CL Constr. BROADWAY AVE.	154+13	LT.	D11-1-24 SPECIAL	24"x18" 8"x24"	3.00 1.33		2											
220	S-6	CL Constr. BROADWAY AVE.	154+75	LT.	R7-107-12 SPECIAL	12"x12" 18"x12"	1.00 1.50		2											
220	S-7	CL Constr. BROADWAY AVE.	150+26	RT.	D11-1-24 SPECIAL	24"x18" 8"x24"	3.00 1.33	13.00												
220	S-8	CL Constr. BROADWAY AVE.	151+75	RT.	R7-107-12 S5-2-24 SPECIAL M7-2-12	12"x12" 24"x24" 18"x12" 12"x12"	1.00 2.00 1.50 1.00		4											
220	S-15	CL Constr. BROADWAY AVE.	152+72	RT.									1							
220	S-16	CL Constr. BROADWAY AVE.	152+75	RT.									2							
220	S-17	CL Constr. BROADWAY AVE.	152+97	LT.									1							
220	S-9	CL Constr. BROADWAY AVE.	152+72	RT.	R7-107-12	12"x12"	1.00	11.50												
220	S-10	CL Constr. BROADWAY AVE.	153+00	RT.	SPECIAL	18"x12"	1.50	12.00												
220	S-11	CL Constr. BROADWAY AVE.	154+25	RT.	SPECIAL	30"x30"	6.25		1											
220	S-14	CL Constr. BROADWAY AVE.	154+95	RT.	SPECIAL R7-1-12	30"x30" 12"x12"	6.25 1.00		2											
220	R-1	CL Constr. BROADWAY AVE.	150+00	LT.							3									
220	R-2	CL Constr. BROADWAY AVE.	150+07	LT.							3									
220	R-3	CL Constr. BROADWAY AVE.	151+48	LT.							3									
220	R-4	CL Constr. BROADWAY AVE.	152+97	LT.							4									
220	R-5	CL Constr. BROADWAY AVE.	154+13	LT.							4									
220	R-6	CL Constr. BROADWAY AVE.	154+75	LT.							2									
220	R-7	CL Constr. BROADWAY AVE.	150+26	RT.							2	1								
220	R-8	CL Constr. BROADWAY AVE.	151+75	RT.							2									
220	R-9	CL Constr. BROADWAY AVE.	152+72	RT.							3									
220	R-10	CL Constr. BROADWAY AVE.	153+49	RT.							1									
220	R-11	CL Constr. BROADWAY AVE.	153+53	RT.							1									
220	R-12	CL Constr. BROADWAY AVE.	153+13	RT.							1									
220	R-13	CL Constr. BROADWAY AVE.	154+25	RT.							1									
220	R-14	CL Constr. BROADWAY AVE.	154+26	RT.							2									
220	R-15	CL Constr. BROADWAY AVE.	154+47	RT.							1									
220	R-16	CL Constr. BROADWAY AVE.	154+47	RT.							1									
221	S-1	CL Constr. BROADWAY AVE.	155+12	LT.	R7-1-12	12"x12"	1.00		1											
221	S-2	CL Constr. BROADWAY AVE.	155+29	LT.	R7-107-12 STREET SIGN	12"x12" 28"x6"	1.00 1.17		2											
221	S-3	CL Constr. BROADWAY AVE.	158+97	LT.	R7-1-12 SPECIAL	12"x12" 30"x30"	1.00 6.25		2											
221	S-4	CL Constr. BROADWAY AVE.	155+28	RT.	R2-1-24	24"x18"	3.00		1											
TOTALS CARRIED TO 182							**72.24**	**64.00**	**22**	**0**	**53**	**4**	**4**	**0**	**0**	**0**	**1**	**1**	**1**	**1**

CALCULATED: WES
CHECKED: AWS

HORIZONTAL SCALE 1" = 20 FEET

SIGNING SUBSUMMARY

BROADWAY AVE.
CUY-14-2.72

178

SHEET NO.	REFERENCE NO.	LOCATION	STATION	SIDE	CODE	SIZE (INCHES)	630 SIGN, FLAT SHEET	630 GROUND MOUNTED SUPPORT, No. 3 POST	630 SIGN SUPPORT ASSEMBLY (POLE MOUNTED)	630 ONE WAY SUPPORT, No. 3 POST	630 REMOVAL OF GROUND MOUNTED SIGN & DISPOSAL	630 REMOVAL OF GROUND MOUNTED POST SUPPORT & DISPOSAL	630 REMOVAL OF GROUND MOUNTED SIGN & RE-ERRECTION	632 DETECTOR LOOP	632 LOOP DETECTOR UNIT	632 LOOP DETECTOR LEAD-IN CABLE	630 OVERHEAD SIGN SUPPORT ASSEMBLY (TC-16.21)	630 RIGID OVERHEAD SIGN SUPPORT FOUNDATION	631 SIGN SERVICE	631 SCHOOL SPEED LIMIT SIGN ASSEMBLY, 24"X42", AS PER PLAN
							SQ. FT.	FT.	EACH	FT.	EACH	EACH	EACH	EACH	EACH	FT.	EACH	EACH	EACH	EACH
221	S-5	CL Constr. BROADWAY AVE.	155+70	RT.	D11-1-24 SPECIAL	24"x18" 8"x24"	3.00 1.33	13.00												
221	S-6	CL Constr. BROADWAY AVE.	156+00	RT.	R7-1-12	12"x12"	1.00		1											
221	S-7	CL Constr. BROADWAY AVE.	155+69	LT.	R7-107-12 R7-1-12	12"x12" 12"x12"	1.00 1.00	12.50												
221	S-8	CL Constr. BROADWAY AVE.	158+33	RT.	R7-1-12	12"x12"	1.00		1											
221	S-9	CL Constr. BROADWAY AVE.	159+80	RT.	R7-1-12	12"x12"	1.00		1											
221	S-10	CL Constr. BROADWAY AVE.	157+69	LT.	R7-1-12	12"x12"	1.00	11.50												
221	R-1	CL Constr. BROADWAY AVE.	155+12	LT.							1									
221	R-2	CL Constr. BROADWAY AVE.	155+29	LT.							3									
221	R-3	CL Constr. BROADWAY AVE.	158+97	LT.							2									
221	R-4	CL Constr. BROADWAY AVE.	155+28	RT.							2									
221	R-5	CL Constr. BROADWAY AVE.	155+70	RT.							2	1								
221	R-6	CL Constr. BROADWAY AVE.	156+00	RT.							1									
221	R-7	CL Constr. BROADWAY AVE.	156+62	RT.							2									
221	R-8	CL Constr. BROADWAY AVE.	158+33	RT.							1									
221	R-9	CL Constr. BROADWAY AVE.	159+80	RT.							1									
222	S-1	CL Constr. BROADWAY AVE.	160+22	LT.	R7-1-12 STREET SIGN STREET SIGN	12"x12" 40"x6" 32"x6"	1.00 1.66 1.33		3											
222	S-2	CL Constr. BROADWAY AVE.	161+55	LT.	D11-1-24 SPECIAL R7-1-12	24"x18" 8"x24" 12"x12"	3.00 1.33 1.00		3											
222	S-3	CL Constr. BROADWAY AVE.	162+06	LT. LT.	STREET SIGN R6-1L-36 R6-1R-36 STREET SIGN R7-1-12	24"x6" 36"x12" 36"x12" 32"x6" 12"x12"	1.00 3.00 3.00 1.33 1.00		5											
222	S-4	CL Constr. BROADWAY AVE.	163+10	LT.	SPECIAL R7-107-12	18"x12" 12"x12"	1.50 1.00		1											
222	S-5	CL Constr. BROADWAY AVE.	164+27	LT.	SPECIAL	18"x12"	1.50		1											
222	S-6	CL Constr. BROADWAY AVE.	164+81	LT.	SPECIAL	18"x12"	1.50		1											
222	S-7	CL Constr. BROADWAY AVE.	161+20	RT.	SPECIAL SPECIAL	18"x12" 18"x12"	1.50 1.50		2											
222	S-8	CL Constr. BROADWAY AVE.	162+07	RT.	R9-3B-18 R9-3B-18 R7-1-12 R7-107-12 M2-1-21 M1-5-24-2 R9-3A-18 R9-3A-18	18"x12" 18"x12" 12"x12" 12"x12" 24"x6" 24"x24" 18"x12" 18"x12"	1.50 1.50 1.00 1.00 1.00 4.00 1.50 1.50		8											
222	S-9	CL Constr. BROADWAY AVE.	162+95	RT.	R7-107-12 R2-1-24	12"x12" 24"x24"	1.00 2.00		2											
222	S-10	CL Constr. BROADWAY AVE.	163+22	RT.	D11-1-24 SPECIAL	24"x18" 8"x24"	3.00 1.33	13.00												
222	S-11	CL Constr. BROADWAY AVE.	163+97	RT.	S1-1-36 W16-9p-24 R7-1-12 SPECIAL	36"x36" 24"x6" 12"x12" 18"x12"	9.00 1.00 1.00 1.50		4											
222	S-12	CL Constr. BROADWAY AVE.	164+81	RT.	R7-1-12 SPECIAL	12"x12" 24"x30"	1.00 5.00		2											
222	R-1	CL Constr. BROADWAY AVE.	160+22	LT.							4									
222	R-2	CL Constr. BROADWAY AVE.	161+55	LT.							3									
222	R-3	CL Constr. BROADWAY AVE.	162+06	LT.							5									
222	R-4	CL Constr. BROADWAY AVE.	162+92	LT.							1									
222	R-5	CL Constr. BROADWAY AVE.	164+27	LT.							1									
222	R-6	CL Constr. BROADWAY AVE.	164+81	LT.							1									
TOTALS CARRIED TO 182							76.31	50.00	35	0	30	1	0	0	0	0	0	0	0	0

HORIZONTAL SCALE 1" = 20 FEET

CALCULATED: WES
CHECKED: AWS

SIGNING SUBSUMMARY

BROADWAY AVE.
CUY-14-2.72

SHEET NO.	REFERENCE NO.	LOCATION	STATION	SIDE	CODE	SIZE (INCHES)	630 SIGN, FLAT SHEET	630 GROUND MOUNTED SUPPORT, No. 3 POST	630 SIGN SUPPORT ASSEMBLY (POLE MOUNTED)	630 ONE WAY SUPPORT, No. 3 POST	630 REMOVAL OF GROUND MOUNTED SIGN & DISPOSAL	630 REMOVAL OF GROUND MOUNTED POST SUPPORT & DISPOSAL	630 REMOVAL OF GROUND MOUNTED SIGN & RE-ERRECTION	632 DETECTOR LOOP	632 LOOP DETECTOR UNIT	632 LOOP DETECTOR LEAD-IN CABLE	630 OVERHEAD SIGN SUPPORT ASSEMBLY (TC-16.21)	630 RIGID OVERHEAD SIGN SUPPORT FOUNDATION	631 SIGN SERVICE	631 SCHOOL SPEED LIMIT SIGN ASSEMBLY, 24"X42", AS PER PLAN
							SQ. FT.	FT.	EACH	FT.	EACH	EACH	EACH	EACH	EACH	FT.	EACH	EACH	EACH	EACH
222	R-7	CL Constr. BROADWAY AVE.	161+20	RT.							2									
222	R-8	CL Constr. BROADWAY AVE.	162+07	RT.							5									
222	R-9	CL Constr. BROADWAY AVE.	162+95	RT.							2									
222	R-10	CL Constr. BROADWAY AVE.	163+22	RT.							2	1								
222	R-11	CL Constr. BROADWAY AVE.	163+97	RT.							4									
222	R-12	CL Constr. BROADWAY AVE.	164+81	RT.							2									
223	S-1	CL Constr. BROADWAY AVE.	165+22	LT.	D11-1-24 SPECIAL	24"x18" 8"x24"	3.00 1.33	13.00												
223	S-2	CL Constr. BROADWAY AVE.	166+08	RT.	SPECIAL R1-1-30 STREET SIGN STREET SIGN R7-1-12	30"x24" 30"x30" 40"x6" 32"x6" 12"x12"	5.00 6.25 1.66 1.33 1.00	15.50												
223	S-3	CL Constr. BROADWAY AVE.	166+00	LT.	S1-1-36 W16-7p-24	36"x36" 24"x6"	9.00 1.00		2											
223	S-4	CL Constr. BROADWAY AVE.	166+90	LT.	SPECIAL R2-1-24	18"x12" 24"x24"	1.50 2.00		2											
223	S-5	CL Constr. BROADWAY AVE.	168+35	LT.	S1-1-36 W16-9p-24 SPECIAL	36"x36" 24"x6" 18"x12"	9.00 1.00 1.50		3											
223	S-6	CL Constr. BROADWAY AVE.	168+37	LT.	R4-7b-24	24"x24"	4.00	11.50												
223	S-7	CL Constr. BROADWAY AVE.	169+83	LT.	SPECIAL SPECIAL M3-4-24 M1-5-24-2 D11-1-24 M7-2-12	30"x24" 8"x24" 24"x6" 24"x24" 24"x18" 12"x12"	5.00 1.33 1.00 4.00 3.00 1.00		6											
223	S-8	CL Constr. BROADWAY AVE.	166+12	RT.	S1-1-36 W16-7p-24 R7-1-12	36"x36" 24"x6" 12"x12"	9.00 1.00 1.00		3											
223	S-9	CL Constr. BROADWAY AVE.	166+68	RT.	D11-1-24 SPECIAL	24"x18" 8"x24"	3.00 1.33	13.00												
223	S-10	CL Constr. BROADWAY AVE.	166+86	RT.	SPECIAL	36"x48"	1.50	12.00												
223	S-11	CL Constr. BROADWAY AVE.	167+52	RT.	SPECIAL	18"x12"	1.50	12.00												
223	S-12	CL Constr. BROADWAY AVE.	168+54	RT.	M7-2-12	12"x12"	1.00	11.50												
223	S-13	CL Constr. BROADWAY AVE.	168+95	RT.	SPECIAL	174"x102"	123.25		1											
223	S-14	CL Constr. BROADWAY AVE.	169+72	RT.	R7-1-12	12"x12"	1.00		1											
223	S-15	CL Constr. BROADWAY AVE.	169+43										1							
223	S-16	CL Constr. BROADWAY AVE.	169+72										2							
223	S-17	CL Constr. BROADWAY AVE.	167+52										2							
223	S-18	CL Constr. BROADWAY AVE.	168+54										1							
223	S-19	CL Constr. BROADWAY AVE.	166+44	LT.	SPECIAL	30"x24"	5.00	13.00												
223	R-1	CL Constr. BROADWAY AVE.	165+22	LT.							2	1								
223	R-2	CL Constr. BROADWAY AVE.	166+08	LT.							5	1								
223	R-3	CL Constr. BROADWAY AVE.	166+00	LT.							2									
223	R-4	CL Constr. BROADWAY AVE.	166+90	LT.							2									
223	R-5	CL Constr. BROADWAY AVE.	168+35	LT.							3									
223	R-6	CL Constr. BROADWAY AVE.	168+37	LT.							1	1								
223	R-7	CL Constr. BROADWAY AVE.	169+83	LT.							6									
223	R-8	CL Constr. BROADWAY AVE.	166+12	RT.							2									
223	R-9	CL Constr. BROADWAY AVE.	166+68	RT.							2									
223	R-10	CL Constr. BROADWAY AVE.	166+86	RT.							1									
223	R-11	CL Constr. BROADWAY AVE.	167+52	RT.							1									
223	R-12	CL Constr. BROADWAY AVE.	168+54	RT.							1									
223	R-13	CL Constr. BROADWAY AVE.	168+95	RT.							2									
223	R-14	CL Constr. BROADWAY AVE.	169+37	RT.							1	1								
223	R-15	CL Constr. BROADWAY AVE.	169+56	RT.							2									
224	S-1	CL Constr. BROADWAY AVE.	171+44	LT.	D11-1-24 SPECIAL SPECIAL M7-1-12 M7-2-12	24"x18" 8"x12" 8"x12" 12"x12" 12"x12"	3.00 0.66 0.66 1.00 1.00	15.50												
TOTALS CARRIED TO 182							**218.80**	**117.00**	**18**	**0**	**50**	**5**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

HORIZONTAL SCALE 1" = 20 FEET

CALCULATED: WES
CHECKED: AWS

SIGNING SUBSUMMARY

BROADWAY AVE.
CUY-14-2.72

SHEET NO.	REFERENCE NO.	LOCATION	STATION	SIDE	CODE	SIZE (INCHES)	630 SIGN, FLAT SHEET	630 GROUND MOUNTED SUPPORT, No. 3 POST	630 SIGN SUPPORT ASSEMBLY (POLE MOUNTED)	630 ONE WAY SUPPORT, No. 3 POST	630 REMOVAL OF GROUND MOUNTED SIGN & DISPOSAL	630 REMOVAL OF GROUND MOUNTED POST SUPPORT & DISPOSAL	630 REMOVAL OF GROUND MOUNTED SIGN & RE-ERRECTION	632 DETECTOR LOOP	632 LOOP DETECTOR UNIT	632 LOOP DETECTOR LEAD-IN CABLE	630 OVERHEAD SIGN SUPPORT ASSEMBLY (TC-16.21)	630 RIGID OVERHEAD SIGN SUPPORT FOUNDATION	631 SIGN SERVICE	631 SCHOOL SPEED LIMIT SIGN ASSEMBLY, 24"X42", AS PER PLAN
							SQ. FT.	FT.	EACH	FT.	EACH	EACH	EACH	EACH	EACH	FT.	EACH	EACH	EACH	EACH
224	S-2	CL Constr. BROADWAY AVE.	172+28	LT.	R5-1-30	30"x30"	5.00		4											
					STREET SIGN	20"x6"	0.83													
					R6-1R-36	36"x12"	3.00													
					R6-1R-36	36"x12"	3.00													
224	S-3	CL Constr. BROADWAY AVE.	172+33	LT.	D11-1-24	24"x18"	3.00	16.00												
					SPECIAL	8"x12"	0.66													
					SPECIAL	8"x12"	0.66													
					M7-1-12	12"x12"	1.00													
					M7-2-12	12"x12"	1.00													
224	S-4	CL Constr. BROADWAY AVE.	172+55	LT.	R7-107-12	12"x12"	1.00		1											
224	S-5	CL Constr. BROADWAY AVE.	170+06	RT.	D11-1-24	24"x18"	3.00	14.50												
					SPECIAL	8"x12"	0.66													
					M7-1-12	12"x12"	1.00													
224	S-6	CL Constr. BROADWAY AVE.	171+80	RT.	D11-1-24	24"x18"	3.00	15.00												
					SPECIAL	8"x12"	0.66													
					M7-2-12	12"x12"	1.00													
224	S-7	CL Constr. BROADWAY AVE.	171+80	RT.	R5-1-30	30"x30"	5.00													
					R6-1R-36	36"x12"	3.00													
					R6-1R-36	36"x12"	3.00													
224	S-8	CL Constr. BROADWAY AVE.	172+33	RT.	R3-2-30	24"x18"	3.00													
					SPECIAL	18"x12"	1.50													
224	S-9	CL Constr. BROADWAY AVE.	170+50	LT.	SPECIAL	24"x30"	5.00	14.50												
					SPECIAL	18"x12"	1.50													
224	R-1	CL Constr. BROADWAY AVE.	171+44	LT.							5	1								
224	R-2	CL Constr. BROADWAY AVE.	172+28	LT.							2									
224	R-3	CL Constr. BROADWAY AVE.	172+33	LT.							5	1								
224	R-4	CL Constr. BROADWAY AVE.	172+55	LT.							1									
224	R-5	CL Constr. BROADWAY AVE.	170+06	RT.							3	1								
224	R-6	CL Constr. BROADWAY AVE.	171+00	RT.							3	1								
224	R-7	CL Constr. BROADWAY AVE.	171+52	RT.							1									
224	R-8	CL Constr. BROADWAY AVE.	171+78	RT.							1									
224	R-9	CL Constr. BROADWAY AVE.	171+80	RT.							3	1								
224	R-10	CL Constr. BROADWAY AVE.	172+33	RT.							2									
TOTALS CARRIED TO 182							**50.47**	**60.00**	**5**	**0**	**26**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

CALCULATED: WES
CHECKED: AWS

HORIZONTAL SCALE 1" = 20 FEET

SIGNING SUBSUMMARY

BROADWAY AVE.
CUY-14-2.72

SHEET NO.	REFERENCE NO.	LOCATION	STATION	SIDE	CODE	SIZE (INCHES)	630 SIGN, FLAT SHEET SQ. FT.	630 GROUND MOUNTED SUPPORT, No. 3 POST FT.	630 SIGN SUPPORT ASSEMBLY (POLE MOUNTED) EACH	630 ONE WAY SUPPORT, No. 3 POST FT.	630 REMOVAL OF GROUND MOUNTED SIGN & DISPOSAL EACH	630 REMOVAL OF GROUND MOUNTED POST SUPPORT & DISPOSAL EACH	630 REMOVAL OF GROUND MOUNTED SIGN & RE-ERRECTION EACH	632 DETECTOR LOOP EACH	632 LOOP DETECTOR UNIT EACH	632 LOOP DETECTOR LEAD-IN CABLE FT.	630 OVERHEAD SIGN SUPPORT ASSEMBLY (TC-16.21) EACH	630 RIGID OVERHEAD SIGN SUPPORT FOUNDATION EACH	631 SIGN SERVICE EACH	631 SCHOOL SPEED LIMIT SIGN ASSEMBLY, 24"X42", AS PER PLAN EACH
TOTALS CARRIED FROM 164							97.41	82.50	22	30	39	8	0	0	0	0	0	0	0	0
TOTALS CARRIED FROM 165							94.89	108.00	29	0	32	5	0	0	0	0	2	2	2	2
TOTALS CARRIED FROM 166							75.90	64.00	28	0	44	4	0	0	0	0	0	0	0	0
TOTALS CARRIED FROM 167							82.53	66.50	32	0	43	6	0	0	0	0	0	0	0	0
TOTALS CARRIED FROM 168							95.16	160.00	18	0	27	4	1	2	2	350	0	0	0	0
TOTALS CARRIED FROM 169							78.66	81.00	25	0	30	8	0	2	2	350	0	0	0	0
TOTALS CARRIED FROM 170							92.66	125.50	23	0	32	7	0	0	0	0	0	0	0	0
TOTALS CARRIED FROM 171							93.99	123.00	24	0	37	7	0	0	0	0	0	0	0	0
TOTALS CARRIED FROM 172							64.90	59.00	25	0	43	7	0	0	0	0	0	0	0	0
TOTALS CARRIED FROM 173							85.66	27.00	33	0	38	1	0	0	0	0	2	2	2	2
TOTALS CARRIED FROM 174							73.41	116.00	29	0	32	2	0	0	0	0	0	0	0	0
TOTALS CARRIED FROM 175							98.41	103.50	26	15	33	3	0	0	0	0	0	0	0	0
TOTALS CARRIED FROM 176							85.39	96.50	22	13	25	4	0	0	0	0	0	0	0	0
TOTALS CARRIED FROM 177							107.22	96.00	29	0	49	8	0	0	0	0	1	1	1	1
TOTALS CARRIED FROM 178							72.24	64.00	22	0	53	4	4	0	0	0	1	1	1	1
TOTALS CARRIED FROM 179							76.31	50.00	35	0	30	1	0	0	0	0	0	0	0	0
TOTALS CARRIED FROM 180							218.80	117.00	18	0	50	5	6	0	0	0	0	0	0	0
TOTALS CARRIED FROM 181							50.47	60.00	5	0	26	5	0	0	0	0	0	0	0	0
TOTALS CARRIED TRAFFIC CONTROL SUMMARY							1644	1600	445	58	663	89	11	4	4	700	6	6	6	6

HORIZONTAL SCALE 1" = 20 FEET

CALCULATED: WES
CHECKED: AWS

SIGNING SUBSUMMARY

BROADWAY AVE.
CUY-14-2.72

182

SHEET NO.	REFERENCE NO.	LOCATION	STATION	SIDE	LANE ARROW	CHANNELIZING LINE	CROSSWALK LINE	DOTTED LINE, 4"	EDGE LINE, WHITE	EDGE LINE, YELLOW	ISLAND MARKING, YELLOW	LANE LINE	CENTER LINE, SOLID DOUBLE, YELLOW	STOP LINE	TRANSVERSE LINE, YELLOW	TRANSVERSE LINE, WHITE	LADDER STRIPE	SECONDARY CHECK MARKINGS
					EACH	FT.	FT.	FT.	FT.	FT.	FT.	FT.	FT.	FT.	FT.	FT.	FT.	FT.
194	XW-1	CL Constr. BROADWAY AVE.	21+80 to 22+18	LT.			77											
194	SL-1	CL Constr. BROADWAY AVE.	21+85 to 22+00	LT.										15				
194	LL-1	CL Constr. BROADWAY AVE.	22+22 to 25+00	LT.								278						
194	DY-1	CL Constr. BROADWAY AVE.	22+01 to 25+00	CL									278					
194	LL-2	CL Constr. BROADWAY AVE.	22+18 to 25+00	RT.								282						
195	LL-1	CL Constr. BROADWAY AVE.	25+00 to 25+35	LT.								35						
195	DY-1	CL Constr. BROADWAY AVE.	25+00 to 25+05	CL									5					
195	LL-2	CL Constr. BROADWAY AVE.	25+00 to 25+05	RT.								5						
195	SL-1	CL Constr. BROADWAY AVE.	25+05	RT.										24				
195	WD-1	CL Constr. BROADWAY AVE.	25+35 to 26+14	LT/RT.				86										
195	SL-2	CL Constr. BROADWAY AVE.	26+45	LT.										24				
195	XW-1	CL Constr. BROADWAY AVE.	25+93 to 26+42	RT.			97											
195	SL-5	CL Constr. BROADWAY AVE.	26+02 to 26+50	RT.										48				
195	LL-3	CL Constr. BROADWAY AVE.	26+45 to 28+46	LT.								201						
195	DY-2	CL Constr. BROADWAY AVE.	26+45 to 28+46	CL									201					
195	LL-4	CL Constr. BROADWAY AVE.	26+45 to 28+46	RT.								201						
195	SL-6	CL Constr. BROADWAY AVE.	27+37 to 27+60	RT.										23				
195	SL-3	CL Constr. BROADWAY AVE.	28+93	RT.										24				
195	XW-2	CL Constr. BROADWAY AVE.	28+42 to 28+73	RT.			53											
195	SL-7	CL Constr. BROADWAY AVE.	28+58 to 28+70	RT.										12				
195	XW-3	CL Constr. BROADWAY AVE.	28+99 to 29+05	LT/RT.			94											
195	XW-4	CL Constr. BROADWAY AVE.	29+08 to 29+36	LT.			50											
195	SL-8	CL Constr. BROADWAY AVE.	29+11 to 29+33	LT.										12				
195	SL-4	CL Constr. BROADWAY AVE.	29+54	LT.										24				
195	LL-6	CL Constr. BROADWAY AVE.	28+70 to 28+93	RT.								23						
195	LL-5	CL Constr. BROADWAY AVE.	28+70 to 28+93	LT.								23						
195	DY-3	CL Constr. BROADWAY AVE.	28+70 to 28+93	CL									23					
195	LL-7	CL Constr. BROADWAY AVE.	29+54 to 30+00	RT.								46						
195	LL-8	CL Constr. BROADWAY AVE.	29+54 to 30+00	LT.								46						
195	DY-4	CL Constr. BROADWAY AVE.	29+54 to 30+00	CL									46					
196	LL-1	CL Constr. BROADWAY AVE.	30+00 to 32+57	LT.								257						
196	DY-1	CL Constr. BROADWAY AVE.	30+00 to 32+57	CL									257					
196	LL-2	CL Constr. BROADWAY AVE.	30+00 to 32+57	RT.								257						
196	SL-1	CL Constr. BROADWAY AVE.	32+58 to 32+72	LT.										14				
196	XW-1	CL Constr. BROADWAY AVE.	32+55 to 32+88	LT.			61											
196	XW-2	CL Constr. BROADWAY AVE.	33+35 to 33+68	LT.			63											
196	SL-2	CL Constr. BROADWAY AVE.	33+51 to 33+66	RT.										15				
196	SL-3	CL Constr. BROADWAY AVE.	34+28	RT.										23				
196	XW-3	CL Constr. BROADWAY AVE.	34+66 to 35+00	RT.			59											
196	LL-1	CL Constr. BROADWAY AVE.	32+86 to 33+37	LT.								51						
196	DY-1	CL Constr. BROADWAY AVE.	32+86 to 33+37	CL									51					
196	LL-2	CL Constr. BROADWAY AVE.	32+86 to 33+37	RT.								51						
196	LL-1	CL Constr. BROADWAY AVE.	33+66 to 34+28	LT.								62						
196	DY-1	CL Constr. BROADWAY AVE.	33+66 to 34+28	CL									62					
196	LL-2	CL Constr. BROADWAY AVE.	33+66 to 34+28	RT.								62						
197	XW-1	CL Constr. BROADWAY AVE.	35+00 to 35+25	RT.			50											
197	XW-2	CL Constr. BROADWAY AVE.	35+31 to 35+37	LT/RT.			92											
197	SL-1	CL Constr. BROADWAY AVE.	35+08 to 35+26	RT.										19				
197	LL-1	CL Constr. BROADWAY AVE.	35+44 to 36+55	LT.								111						
197	DY-1	CL Constr. BROADWAY AVE.	35+44 to 36+55	CL									111					
197	LL-2	CL Constr. BROADWAY AVE.	35+44 to 36+55	RT.								111						
197	SL-2	CL Constr. BROADWAY AVE.	35+44	LT.										23				
197	XW-3	CL Constr. BROADWAY AVE.	36+52 to 36+82	LT.			54											
197	SL-3	CL Constr. BROADWAY AVE.	36+55 to 36+67	LT.										12				
TOTALS					0	0	750	86	0	0	0	2,102	1,034	312	0	0	0	0
TOTALS (MILES)									0.00	0.00		0.40	0.20					
TOTALS CARRIED TO																		

HORIZONTAL SCALE 1" = 20 FEET

CALCULATED: WES
CHECKED: AWS

PAVEMENT MARKINGS SUBSUMMARY

BROADWAY AVE.
CUY-14-2.72

SHEET NO.	REFERENCE NO.	LOCATION	STATION	SIDE	LANE ARROW	CHANNELIZING LINE	CROSSWALK LINE	DOTTED LINE, 4"	EDGE LINE, WHITE	EDGE LINE, YELLOW	ISLAND MARKING, YELLOW	LANE LINE	CENTER LINE, SOLID DOUBLE, YELLOW	STOP LINE	TRANSVERSE LINE, YELLOW	TRANSVERSE LINE, WHITE	LADDER STRIPE	SECONDARY CHECK MARKINGS
					EACH	FT.	FT.	FT.	FT.	FT.	FT.	FT.	FT.	FT.	FT.	FT.	FT.	FT.
197	LL-3	CL Constr. BROADWAY AVE.	36+79 to 39+72	LT.								293						
197	DY-2	CL Constr. BROADWAY AVE.	36+79 to 39+72	CL									293					
197	LL-4	CL Constr. BROADWAY AVE.	36+79 to 39+72	RT.								293						
197	XW-4	CL Constr. BROADWAY AVE.	39+78 to 39+85	LT/RT.			93											
197	SL-4	CL Constr. BROADWAY AVE.	39+72	RT.										24				
197	XW-5	CL Constr. BROADWAY AVE.	39+90 to 40+00	RT.			16											
198	XW-1	CL Constr. BROADWAY AVE.	40+21 to 40+49	LT.			51											
198	XW-2	CL Constr. BROADWAY AVE.	40+00 to 40+48	RT.			91											
198	SL-1	CL Constr. BROADWAY AVE.	40+19 to 40+42	RT.										22				
198	SL-2	CL Constr. BROADWAY AVE.	40+24 to 40+36	LT.										12				
198	XW-3	CL Constr. BROADWAY AVE.	40+51 to 40+60	LT/RT.			97											
198	SL-3	CL Constr. BROADWAY AVE.	40+63	LT.										24				
198	LL-1	CL Constr. BROADWAY AVE.	40+63 to 43+18	LT.								255						
198	DY-1	CL Constr. BROADWAY AVE.	40+63 to 43+18	CL									255					
198	LL-2	CL Constr. BROADWAY AVE.	40+63 to 43+18	RT.								255						
198	XW-4	CL Constr. BROADWAY AVE.	43+16 to 43+51	LT.			64											
198	SL-4	CL Constr. BROADWAY AVE.	43+19 to 43+33	LT.										14				
198	LL-3	CL Constr. BROADWAY AVE.	43+47 to 45+00	LT.								153						
198	DY-2	CL Constr. BROADWAY AVE.	43+47 to 45+00	CL									153					
198	LL-4	CL Constr. BROADWAY AVE.	43+47 to 45+00	RT.								153						
199	LL-1	CL Constr. BROADWAY AVE.	45+00 to 47+83	LT.								283						
199	DY-1	CL Constr. BROADWAY AVE.	45+00 to 47+83	CL									283					
199	LL-2	CL Constr. BROADWAY AVE.	45+00 to 47+83	RT.								283						
199	SL-1	CL Constr. BROADWAY AVE.	47+83	RT.										23				
199	XW-1	CL Constr. BROADWAY AVE.	47+88 to 47+94	LT/RT.			95											
199	XW-2	CL Constr. BROADWAY AVE.	48+03 to 48+31	LT.			51											
199	SL-2	CL Constr. BROADWAY AVE.	48+05 to 48+17	LT.										12				
199	SL-3	CL Constr. BROADWAY AVE.	48+09 to 48+21	RT.										12				
199	XW-3	CL Constr. BROADWAY AVE.	47+96 to 48+24	RT.			59											
199	XW-4	CL Constr. BROADWAY AVE.	47+88 to 47+94	LT/RT.			95											
199	SL-4	CL Constr. BROADWAY AVE.	48+44	LT.										24				
199	LL-3	CL Constr. BROADWAY AVE.	48+44 to 50+00	LT.								156						
199	DY-2	CL Constr. BROADWAY AVE.	48+44 to 50+00	CL									156					
199	LL-4	CL Constr. BROADWAY AVE.	48+44 to 50+00	RT.								156						
200	LL-1	CL Constr. BROADWAY AVE.	50+00 to 51+03	LT.								103						
200	DY-1	CL Constr. BROADWAY AVE.	50+00 to 51+03	CL									103					
200	LL-2	CL Constr. BROADWAY AVE.	50+00 to 51+03	RT.								103						
200	SL-1	CL Constr. BROADWAY AVE.	51+03 to 51+17	LT.										14				
200	XW-1	CL Constr. BROADWAY AVE.	51+02 to 51+34	LT.			61											
200	SL-2	CL Constr. BROADWAY AVE.	54+06 to 54+17	LT.										12				
200	XW-2	CL Constr. BROADWAY AVE.	54+03 to 54+32	LT.			54											
200	LL-3	CL Constr. BROADWAY AVE.	51+11 to 54+06	LT.								295						
200	DY-2	CL Constr. BROADWAY AVE.	51+11 to 54+06	CL									295					
200	LL-4	CL Constr. BROADWAY AVE.	51+11 to 54+06	RT.								295						
200	LL-5	CL Constr. BROADWAY AVE.	54+11 to 55+00	LT.								89						
200	DY-3	CL Constr. BROADWAY AVE.	54+11 to 55+00	CL									89					
200	LL-6	CL Constr. BROADWAY AVE.	54+11 to 55+00	RT.								89						
201	LL-1	CL Constr. BROADWAY AVE.	55+00 to 55+51	LT.								51						
201	DY-1	CL Constr. BROADWAY AVE.	55+00 to 55+51	CL									51					
201	LL-2	CL Constr. BROADWAY AVE.	55+00 to 55+51	RT.								51						
201	SL-1	CL Constr. BROADWAY AVE.	55+73 to 55+87	RT.										14				
201	XW-1	CL Constr. BROADWAY AVE.	55+50 to 55+90	RT.			73											
201	XW-2	CL Constr. BROADWAY AVE.	55+95 to 56+03	LT/RT.			93											
201	LL-3	CL Constr. BROADWAY AVE.	56+02 to 59+84	LT.								382						
TOTALS					0	0	993	0	0	0	0	3,738	1,678	207	0	0	0	0
TOTALS (MILES)									0.00	0.00		0.71	0.32					
TOTALS CARRIED TO																		

HORIZONTAL SCALE 1" = 20 FEET

CALCULATED: WES
CHECKED: AWS

PAVEMENT MARKINGS SUBSUMMARY

BROADWAY AVE.
CUY-14-2.72

SHEET NO.	REFERENCE NO.	LOCATION	STATION	SIDE	LANE ARROW	CHANNELIZING LINE	CROSSWALK LINE	DOTTED LINE, 4"	EDGE LINE, WHITE	EDGE LINE, YELLOW	ISLAND MARKING, YELLOW	LANE LINE	CENTER LINE, SOLID DOUBLE, YELLOW	STOP LINE	TRANSVERSE LINE, YELLOW	TRANSVERSE LINE, WHITE	LADDER STRIPE	SECONDARY CHECK MARKINGS
					EACH	FT.	FT.	FT.	FT.	FT.	FT.	FT.	FT.	FT.	FT.	FT.	FT.	FT.
201	DY-2	CL Constr. BROADWAY AVE.	56+02 to 59+99	CL									397					
201	LL-4	CL Constr. BROADWAY AVE.	56+02 to 59+99	RT.								397						
201	XW-3	CL Constr. BROADWAY AVE.	59+82 to 60+00	LT.			59											
201	XW-4	CL Constr. BROADWAY AVE.	59+84 to 60+00	LT.			29											
201	SL-2	CL Constr. BROADWAY AVE.	59+99	RT.										24				
201	SL-3	CL Constr. BROADWAY AVE.	59+82 to 60+00	LT.										29				
202	XW-1	CL Constr. BROADWAY AVE.	60+00 to 60+27	LT/RT.			88											
202	XW-2	CL Constr. BROADWAY AVE.	60+00 to 60+63	LT.			123											
202	XW-3	CL Constr. BROADWAY AVE.	60+84 to 61+21	LT.			85											
202	XW-4	CL Constr. BROADWAY AVE.	60+98 to 61+66	RT.			127											
202	XW-5	CL Constr. BROADWAY AVE.	61+59 to 61+71	LT/RT.			108											
202	SL-1	CL Constr. BROADWAY AVE.	60+88 to 61+04	LT.										15				
202	SL-2	CL Constr. BROADWAY AVE.	61+30 to 61+63	RT.										34				
202	A-1	CL Constr. BROADWAY AVE.	61+45	RT.	1													
202	SL-3	CL Constr. BROADWAY AVE.	61+71	LT.										24				
202	LL-1	CL Constr. BROADWAY AVE.	61+71 to 63+96	LT.								225						
202	DY-1	CL Constr. BROADWAY AVE.	61+71 to 63+96	CL									225					
202	LL-2	CL Constr. BROADWAY AVE.	61+71 to 63+96	RT.								225						
202	XW-6	CL Constr. BROADWAY AVE.	63+96 to 64+28	LT.			61											
202	XW-7	CL Constr. BROADWAY AVE.	64+29 to 61+37	LT/RT.			97											
202	LL-3	CL Constr. BROADWAY AVE.	64+38 to 65+00	LT.								62						
202	DY-2	CL Constr. BROADWAY AVE.	64+38 to 65+00	CL									62					
202	LL-4	CL Constr. BROADWAY AVE.	64+38 to 65+00	RT.								62						
203	LL-1	CL Constr. BROADWAY AVE.	65+00 to 66+77	LT.								177						
203	DY-1	CL Constr. BROADWAY AVE.	65+00 to 66+77	CL									177					
203	LL-2	CL Constr. BROADWAY AVE.	65+00 to 66+77	RT.								177						
203	SL-1	CL Constr. BROADWAY AVE.	66+77	RT.										23				
203	XW-1	CL Constr. BROADWAY AVE.	66+86 to 66+95	LT/RT.			95											
203	XW-2	CL Constr. BROADWAY AVE.	66+96 to 67+34	LT.			63											
203	SL-2	CL Constr. BROADWAY AVE.	66+98 to 67+12	LT.										14				
203	XW-3	CL Constr. BROADWAY AVE.	67+40 to 67+49	LT/RT.			91											
203	SL-3	CL Constr. BROADWAY AVE.	67+55	LT.										23				
203	LL-3	CL Constr. BROADWAY AVE.	67+55 to 69+30	LT.								175						
203	DY-2	CL Constr. BROADWAY AVE.	67+55 to 69+29	CL									174					
203	LL-4	CL Constr. BROADWAY AVE.	67+55 to 69+28	RT.								173						
203	SL-4	CL Constr. BROADWAY AVE.	69+59 to 69+77	RT.										18				
203	XW-4	CL Constr. BROADWAY AVE.	69+27 to 69+40	LT/RT.			96											
203	XW-5	CL Constr. BROADWAY AVE.	69+36 to 69+79	RT.			81											
203	LL-5	CL Constr. BROADWAY AVE.	69+35 to 70+00	LT.								65						
203	DY-3	CL Constr. BROADWAY AVE.	69+35 to 70+00	CL									65					
203	LL-6	CL Constr. BROADWAY AVE.	69+35 to 70+00	RT.								65						
204	LL-1	CL Constr. BROADWAY AVE.	70+00 to 70+59	LT.								59						
204	DY-1	CL Constr. BROADWAY AVE.	70+00 to 70+59	CL									59					
204	LL-2	CL Constr. BROADWAY AVE.	70+00 to 70+59	RT.								59						
204	SL-1	CL Constr. BROADWAY AVE.	70+59	RT.										24				
204	SL-2	CL Constr. BROADWAY AVE.	70+79 to 70+93	LT.										24				
204	XW-1	CL Constr. BROADWAY AVE.	70+77 to 71+10	LT.			62											
204	XW-2	CL Constr. BROADWAY AVE.	71+11 to 71+20	LT/RT.			93											
204	SL-3	CL Constr. BROADWAY AVE.	71+24	LT.										24				
204	LL-3	CL Constr. BROADWAY AVE.	71+24 to 73+69	LT.								245						
204	DY-2	CL Constr. BROADWAY AVE.	71+24 to 73+69	CL									245					
204	LL-4	CL Constr. BROADWAY AVE.	71+24 to 73+69	RT.								245						
204	SL-4	CL Constr. BROADWAY AVE.	73+69 to 73+84	LT.										14				
TOTALS					1	0	1,358	0	0	0	0	2,411	1,404	290	0	0	0	0
TOTALS (MILES)									0.00	0.00		0.46	0.27					
TOTALS CARRIED TO																		

SHEET NO.	REFERENCE NO.	LOCATION	STATION	SIDE	LANE ARROW	CHANNELIZING LINE	CROSSWALK LINE	DOTTED LINE, 4"	EDGE LINE, WHITE	EDGE LINE, YELLOW	ISLAND MARKING, YELLOW	LANE LINE	CENTER LINE, SOLID DOUBLE, YELLOW	STOP LINE	TRANSVERSE LINE, YELLOW	TRANSVERSE LINE, WHITE	LADDER STRIPE	SECONDARY CHECK MARKINGS
					EACH	FT.	FT.	FT.	FT.	FT.	FT.	FT.	FT.	FT.	FT.	FT.	FT.	FT.
204	XW-3	CL Constr. BROADWAY AVE.	73+67 to 74+00	LT.			60											
204	XW-4	CL Constr. BROADWAY AVE.	74+03 to 74+12	LT/RT.			93											
204	LL-5	CL Constr. BROADWAY AVE.	74+12 to 75+00	LT.								88						
204	DY-3	CL Constr. BROADWAY AVE.	74+12 to 75+00	CL									88					
204	LL-6	CL Constr. BROADWAY AVE.	74+12 to 75+00	RT.								88						
205	LL-1	CL Constr. BROADWAY AVE.	75+00 to 76+37	LT.								137						
205	DY-1	CL Constr. BROADWAY AVE.	75+00 to 76+37	CL									137					
205	LL-2	CL Constr. BROADWAY AVE.	75+00 to 76+37	RT.								137						
205	XW-1	CL Constr. BROADWAY AVE.	76+36 to 76+61	LT.			47											
205	XW-2	CL Constr. BROADWAY AVE.	76+66 to 76+75	LT/RT.			56											
205	SL-1	CL Constr. BROADWAY AVE.	76+37 to 76+48	LT.										11				
205	LL-3	CL Constr. BROADWAY AVE.	76+75 to 78+89	LT.								214						
205	DY-2	CL Constr. BROADWAY AVE.	76+75 to 78+89	CL									214					
205	LL-4	CL Constr. BROADWAY AVE.	76+75 to 78+89	RT.								214						
205	SL-2	CL Constr. BROADWAY AVE.	78+89 to 79+01	LT.										12				
205	XW-3	CL Constr. BROADWAY AVE.	80+37 to 81+40	LT.			54											
205	LL-5	CL Constr. BROADWAY AVE.	79+13 to 79+57	LT.								44						
205	DY-3	CL Constr. BROADWAY AVE.	79+13 to 79+57	CL									44					
205	LL-6	CL Constr. BROADWAY AVE.	79+13 to 79+57	RT.								44						
205	SL-3	CL Constr. BROADWAY AVE.	79+57	RT.										24				
205	XW-4	CL Constr. BROADWAY AVE.	79+71 to 80+00	RT.			56											
205	SL-4	CL Constr. BROADWAY AVE.	79+90 to 80+00	RT.										10				
206	XW-1	CL Constr. BROADWAY AVE.	80+00 to 80+11	RT.			19											
206	SL-1	CL Constr. BROADWAY AVE.	80+00 to 80+08	RT.										8				
206	DY-1	CL Constr. BROADWAY AVE.	80+75 to 81+24	LT.									69					
206	XW-2	CL Constr. BROADWAY AVE.	80+37 to 81+40	LT.			69											
206	SL-2	CL Constr. BROADWAY AVE.	80+62 to 80+75	LT.										19				
206	XW-3	CL Constr. BROADWAY AVE.	80+92 to 81+47	LT/RT.			139											
206	SL-3	CL Constr. BROADWAY AVE.	81+58	LT.										24				
206	LL-1	CL Constr. BROADWAY AVE.	81+58 to 84+97	LT.								339						
206	DY-2	CL Constr. BROADWAY AVE.	81+58 to 84+97	CL									339					
206	LL-2	CL Constr. BROADWAY AVE.	81+58 to 84+97	RT.								339						
206	SL-4	CL Constr. BROADWAY AVE.	84+97	RT.										11				
207	XW-1	CL Constr. BROADWAY AVE.	85+35 to 85+75	RT.			74											
207	XW-2	CL Constr. BROADWAY AVE.	85+80 to 85+89	LT/RT.			94											
207	SL-1	CL Constr. BROADWAY AVE.	85+61 to 85+75	RT.										15				
207	SL-2	CL Constr. BROADWAY AVE.	85+92	LT.										25				
207	LL-1	CL Constr. BROADWAY AVE.	85+92 to 90+00	LT.								408						
207	DY-1	CL Constr. BROADWAY AVE.	85+92 to 87+71	LT.									179					
207	DY-2	CL Constr. BROADWAY AVE.	85+92 to 90+00	LT/RT.									178					
207	LL-2	CL Constr. BROADWAY AVE.	85+92 to 90+00	RT.								408						
207	YT-1	CL Constr. BROADWAY AVE.	85+92 to 87+64	RT.											47			
207	DY-3	CL Constr. BROADWAY AVE.	87+71 to 90+00	CL									229					
207	CH-1	CL Constr. BROADWAY AVE.	88+10 to 90+00	RT.		190												
207	A-1	CL Constr. BROADWAY AVE.	88+10	RT.	1													
207	A-2	CL Constr. BROADWAY AVE.	88+90	RT.	1													
207	A-3	CL Constr. BROADWAY AVE.	89+74	RT.	1													
208	LL-1	CL Constr. BROADWAY AVE.	90+00 to 90+98	LT.								98						
208	DY-1	CL Constr. BROADWAY AVE.	90+00 to 90+50	CL									50					
208	LL-2	CL Constr. BROADWAY AVE.	90+00 to 90+97	RT.								97						
208	A-1	CL Constr. BROADWAY AVE.	90+39	LT.	1													
208	A-2	CL Constr. BROADWAY AVE.	91+00	LT.	1													
208	A-3	CL Constr. BROADWAY AVE.	91+25	LT.	1													
TOTALS					6	190	761	0	0	0	0	2,655	1,527	159	47	0	0	0
TOTALS (MILES)									0.00	0.00		0.50	0.29					
TOTALS CARRIED TO																		

0 10 20 40
HORIZONTAL SCALE
1" = 20 FEET

CALCULATED: WES
CHECKED: AWS

PAVEMENT MARKINGS SUBSUMMARY

BROADWAY AVE.
CUY-14-2.72

SHEET NO.	REFERENCE NO.	LOCATION	STATION	SIDE	LANE ARROW	CHANNELIZING LINE	CROSSWALK LINE	DOTTED LINE, 4"	EDGE LINE, WHITE	EDGE LINE, YELLOW	ISLAND MARKING, YELLOW	LANE LINE	CENTER LINE, SOLID DOUBLE, YELLOW	STOP LINE	TRANSVERSE LINE, YELLOW	TRANSVERSE LINE, WHITE	LADDER STRIPE	SECONDARY CHECK MARKINGS
					EACH	FT.	FT.	FT.	FT.	FT.	FT.	FT.	FT.	FT.	FT.	FT.	FT.	FT.
208	CH-1	CL Constr. BROADWAY AVE.	90+00 to 90+50	RT.		50												
208	CH-2	CL Constr. BROADWAY AVE.	91+00 to 91+30	LT.		30												
208	LL-3	CL Constr. BROADWAY AVE.	91+08 to 94+24	LT.								321						
208	DY-3	CL Constr. BROADWAY AVE.	91+08 to 94+24	CL									315					
208	LL-4	CL Constr. BROADWAY AVE.	91+08 to 94+24	RT.								312						
208	DY-2	CL Constr. BROADWAY AVE.	91+52 to 93+73	LT/RT.							223							
208	YT-1	CL Constr. BROADWAY AVE.	91+52 to 93+50	LT/RT.											47			
208	SL-1	CL Constr. BROADWAY AVE.	94+24	RT.										23				
208	SL-2	CL Constr. BROADWAY AVE.	94+51 to 94+72	RT.										22				
208	DY-4	CL Constr. BROADWAY AVE.	94+72 to 94+98	LT.									39					
208	XW-1	CL Constr. BROADWAY AVE.	94+31 to 94+40	LT/RT.			90											
208	XW-2	CL Constr. BROADWAY AVE.	94+40 to 95+00	LT.			112											
208	XW-3	CL Constr. BROADWAY AVE.	94+95 to 95+00	LT/RT.			43											
209	XW-1	CL Constr. BROADWAY AVE.	95+04	LT/RT.			47											
209	SL-1	CL Constr. BROADWAY AVE.	95+07	LT.										23				
209	LL-1	CL Constr. BROADWAY AVE.	95+07 to 100+00	LT.								493						
209	DY-1	CL Constr. BROADWAY AVE.	95+07 to 100+00	CL									493					
209	LL-2	CL Constr. BROADWAY AVE.	95+07 to 100+00	RT.								493						
210	LL-1	CL Constr. BROADWAY AVE.	100+00 to 104+30	LT.								430						
210	DY-1	CL Constr. BROADWAY AVE.	100+00 to 104+30	CL									430					
210	LL-2	CL Constr. BROADWAY AVE.	100+00 to 104+30	RT.								430						
210	SL-1	CL Constr. BROADWAY AVE.	100+72 to 100+85	RT.										13				
210	XW-1	CL Constr. BROADWAY AVE.	100+51 to 100+94	RT.			74											
210	SL-2	CL Constr. BROADWAY AVE.	104+30	RT.										21				
210	XW-2	CL Constr. BROADWAY AVE.	104+44 to 104+92	RT.			74											
210	SL-3	CL Constr. BROADWAY AVE.	104+68 to 104+82	RT.										15				
210	XW-3	CL Constr. BROADWAY AVE.	104+93 to 104+99	RT.			84											
211	SL-1	CL Constr. BROADWAY AVE.	105+03	RT.										23				
211	LL-1	CL Constr. BROADWAY AVE.	105+03 to 107+37	LT.								234						
211	DY-1	CL Constr. BROADWAY AVE.	105+03 to 107+37	CL									234					
211	LL-2	CL Constr. BROADWAY AVE.	105+03 to 107+37	RT.								234						
211	SL-2	CL Constr. BROADWAY AVE.	107+37	RT.										21				
211	XW-1	CL Constr. BROADWAY AVE.	107+73 to 108+54	RT.			149											
211	SL-3	CL Constr. BROADWAY AVE.	108+28 to 108+50	LT.										25				
211	XW-2	CL Constr. BROADWAY AVE.	108+75 to 108+81	LT.			82											
211	SL-4	CL Constr. BROADWAY AVE.	109+11	LT.										21				
211	LL-3	CL Constr. BROADWAY AVE.	109+11 to 110+00	LT.								89						
211	DY-2	CL Constr. BROADWAY AVE.	109+11 to 110+00	CL									89					
211	LL-4	CL Constr. BROADWAY AVE.	109+11 to 110+00	RT.								89						
212	LL-1	CL Constr. BROADWAY AVE.	110+00 to 114+05	LT.								405						
212	DY-1	CL Constr. BROADWAY AVE.	110+00 to 114+05	CL									405					
212	LL-2	CL Constr. BROADWAY AVE.	110+00 to 114+05	RT.								405						
212	SL-1	CL Constr. BROADWAY AVE.	114+05	RT.										22				
212	XW-1	CL Constr. BROADWAY AVE.	114+14 to 114+20	LT/RT.			98											
212	XW-2	CL Constr. BROADWAY AVE.	114+25 to 114+83	LT.			107											
212	SL-2	CL Constr. BROADWAY AVE.	143+33 to 114+57	LT.										24				
212	XW-3	CL Constr. BROADWAY AVE.	114+20 to 114+83	RT.			117											
212	SL-3	CL Constr. BROADWAY AVE.	114+56 to 114+76	RT.										21				
212	XW-4	CL Constr. BROADWAY AVE.	114+83 to 114+89	LT/RT.			106											
212	SL-4	CL Constr. BROADWAY AVE.	114+96	RT.										25				
212	LL-3	CL Constr. BROADWAY AVE.	114+96 to 115+00	LT.								4						
212	DY-2	CL Constr. BROADWAY AVE.	114+96 to 115+00	CL									4					
212	LL-4	CL Constr. BROADWAY AVE.	114+96 to 115+00	RT.								4						
213	LL-1	CL Constr. BROADWAY AVE.	115+00 to 116+09	LT.								109						
TOTALS					0	80	1,183	0	0	0	223	4,052	2,009	299	47	0	0	0
TOTALS (MILES)									0.00	0.00		0.77	0.38					
TOTALS CARRIED TO																		

0 10 20 40
HORIZONTAL SCALE
1" = 20 FEET

CALCULATED: WES
CHECKED: AWS

PAVEMENT MARKINGS SUBSUMMARY

BROADWAY AVE.
CUY-14-2.72

SHEET NO.	REFERENCE NO.	LOCATION	STATION	SIDE	LANE ARROW	CHANNELIZING LINE	CROSSWALK LINE	DOTTED LINE, 4"	EDGE LINE, WHITE	EDGE LINE, YELLOW	ISLAND MARKING, YELLOW	LANE LINE	CENTER LINE, SOLID DOUBLE, YELLOW	STOP LINE	TRANSVERSE LINE, YELLOW	TRANSVERSE LINE, WHITE	LADDER STRIPE	SECONDARY CHECK MARKINGS
					EACH	FT.	FT.	FT.	FT.	FT.	FT.	FT.	FT.	FT.	FT.	FT.	FT.	FT.
213	DY-1	CL Constr. BROADWAY AVE.	115+00 to 116+09	CL									109					
213	LL-2	CL Constr. BROADWAY AVE.	115+00 to 116+09	RT.								109						
213	XW-1	CL Constr. BROADWAY AVE.	116+09 to 116+33	LT.			50											
213	SL-1	CL Constr. BROADWAY AVE.	116+09 to 116+22	LT.										12				
213	LL-3	CL Constr. BROADWAY AVE.	116+33 to 118+42	LT.								209						
213	DY-2	CL Constr. BROADWAY AVE.	116+33 to 118+42	CL									209					
213	LL-4	CL Constr. BROADWAY AVE.	116+33 to 118+42	RT.								209						
213	XW-2	CL Constr. BROADWAY AVE.	118+49 to 118+81	RT.			57											
213	SL-2	CL Constr. BROADWAY AVE.	118+65 to 118+77	RT.										12				
213	XW-3	CL Constr. BROADWAY AVE.	118+84 to 118+90	LT/RT.			96											
213	LL-3	CL Constr. BROADWAY AVE.	118+90 to 120+00	LT.								110						
213	DY-2	CL Constr. BROADWAY AVE.	118+90 to 120+00	CL									110					
213	LL-4	CL Constr. BROADWAY AVE.	118+90 to 120+00	RT.								110						
214	LL-1	CL Constr. BROADWAY AVE.	120+00 to 121+22	LT.								122						
214	DY-1	CL Constr. BROADWAY AVE.	120+00 to 121+22	CL									122					
214	LL-2	CL Constr. BROADWAY AVE.	120+00 to 121+22	RT.								122						
214	SL-1	CL Constr. BROADWAY AVE.	121+22	RT.										24				
214	XW-1	CL Constr. BROADWAY AVE.	121+29 to 121+35	LT/RT.			92											
214	XW-2	CL Constr. BROADWAY AVE.	121+61 to 122+06	LT.			82											
214	SL-2	CL Constr. BROADWAY AVE.	121+73 to 121+85	LT.										13				
214	XW-3	CL Constr. BROADWAY AVE.	122+02 to 122+16	LT/RT.			104											
214	SL-3	CL Constr. BROADWAY AVE.	122+18	LT.										24				
214	LL-3	CL Constr. BROADWAY AVE.	122+18 to 125+00	LT.								282						
214	DY-2	CL Constr. BROADWAY AVE.	122+18 to 125+00	CL									282					
214	LL-4	CL Constr. BROADWAY AVE.	122+18 to 125+00	RT.								282						
215	LL-1	CL Constr. BROADWAY AVE.	125+00 to 126+54	LT.								154						
215	DY-1	CL Constr. BROADWAY AVE.	125+00 to 126+54	CL									154					
215	LL-2	CL Constr. BROADWAY AVE.	125+00 to 126+54	RT.								154						
215	XW-1	CL Constr. BROADWAY AVE.	126+54 to 126+74	LT.			33											
215	LL-3	CL Constr. BROADWAY AVE.	126+71 to 128+04	LT.								133						
215	DY-2	CL Constr. BROADWAY AVE.	126+71 to 128+04	CL									133					
215	LL-4	CL Constr. BROADWAY AVE.	126+71 to 128+04	RT.								133						
215	SL-1	CL Constr. BROADWAY AVE.	128+31 to 128+43	RT.										12				
215	XW-2	CL Constr. BROADWAY AVE.	128+10 to 128+46	RT.			65											
215	XW-3	CL Constr. BROADWAY AVE.	128+56 to 128+62	LT/RT.			92											
215	LL-5	CL Constr. BROADWAY AVE.	128+62 to 130+00	LT.								138						
215	DY-3	CL Constr. BROADWAY AVE.	128+62 to 130+00	CL									138					
215	LL-6	CL Constr. BROADWAY AVE.	128+62 to 130+00	RT.								138						
216	LL-1	CL Constr. BROADWAY AVE.	130+00 to 131+36	LT.								136						
216	DY-1	CL Constr. BROADWAY AVE.	130+00 to 131+36	CL									136					
216	LL-2	CL Constr. BROADWAY AVE.	130+00 to 131+36	RT.								136						
216	SL-1	CL Constr. BROADWAY AVE.	131+36	RT.										24				
216	XW-1	CL Constr. BROADWAY AVE.	131+52 to 132+00	LT.			86											
216	SL-2	CL Constr. BROADWAY AVE.	131+57 to 131+73	LT.										18				
216	XW-2	CL Constr. BROADWAY AVE.	131+52 to 132+00	LT/RT.			47											
216	XW-3	CL Constr. BROADWAY AVE.	132+19 to 132+47	LT.			95											
216	SL-3	CL Constr. BROADWAY AVE.	132+55	LT.										24				
216	LL-3	CL Constr. BROADWAY AVE.	132+55 to 135+00	LT.								245						
216	DY-2	CL Constr. BROADWAY AVE.	132+55 to 135+00	CL									245					
216	LL-4	CL Constr. BROADWAY AVE.	132+55 to 135+00	RT.								245						
216	SL-4	CL Constr. BROADWAY AVE.	133+98 to 134+14	LT.										16				
217	LL-1	CL Constr. BROADWAY AVE.	135+00 to 135+87	LT.								87						
217	DY-1	CL Constr. BROADWAY AVE.	135+00 to 135+87	CL									87					
217	LL-2	CL Constr. BROADWAY AVE.	135+00 to 135+87	RT.								87						
TOTALS					0	0	899	0	0	0	0	3,341	1,725	179	0	0	0	0
TOTALS (MILES)									0.00	0.00		0.63	0.33					
TOTALS CARRIED TO																		

0 10 20 40
HORIZONTAL SCALE
1" = 20 FEET

CALCULATED: WES
CHECKED: AWS

PAVEMENT MARKINGS SUBSUMMARY

BROADWAY AVE.
CUY-14-2.72

SHEET NO.	REFERENCE NO.	LOCATION	STATION	SIDE	644													642
					LANE ARROW	CHANNELIZING LINE	CROSSWALK LINE	DOTTED LINE, 4"	EDGE LINE, WHITE	EDGE LINE, YELLOW	ISLAND MARKING, YELLOW	LANE LINE	CENTER LINE, SOLID DOUBLE, YELLOW	STOP LINE	TRANSVERSE LINE, YELLOW	TRANSVERSE LINE, WHITE	LADDER STRIPE	SECONDARY CHECK MARKINGS
					EACH	FT.	FT.	FT.	FT.	FT.	FT.	FT.	FT.	FT.	FT.	FT.	FT.	FT.
217	XW-1	CL Constr. BROADWAY AVE.	135+87 to 135+93	LT/RT.			93											
217	XW-2	CL Constr. BROADWAY AVE.	135+98 to 136+29	RT.			55											
217	LL-3	CL Constr. BROADWAY AVE.	135+93 to 140+00	LT.								407						
217	DY-2	CL Constr. BROADWAY AVE.	135+93 to 140+00	CL									407					
217	LL-4	CL Constr. BROADWAY AVE.	135+93 to 140+00	RT.								407						
217	XW-3	CL Constr. BROADWAY AVE.	138+14 to 138+44	RT.			53											
218	LL-1	CL Constr. BROADWAY AVE.	140+00 to 142+12	LT.								212						
218	DY-1	CL Constr. BROADWAY AVE.	140+00 to 142+12	CL									212					
218	LL-2	CL Constr. BROADWAY AVE.	140+00 to 142+12	RT.								212						
218	SL-1	CL Constr. BROADWAY AVE.	142+12	RT.										24				
218	XW-1	CL Constr. BROADWAY AVE.	142+60 to 142+66	LT/RT.			94											
218	XW-2	CL Constr. BROADWAY AVE.	142+84 to 143+14	LT.			92											
218	XW-3	CL Constr. BROADWAY AVE.	142+71 to 143+02	RT.			58											
218	XW-4	CL Constr. BROADWAY AVE.	143+17 to 143+23	LT/RT.			93											
218	SL-2	CL Constr. BROADWAY AVE.	142+94 to 143+06	LT.										12				
218	SL-3	CL Constr. BROADWAY AVE.	142+87 to 143+00	RT.										13				
218	SL-4	CL Constr. BROADWAY AVE.	143+35	LT.										23				
218	LL-3	CL Constr. BROADWAY AVE.	143+35 to 145+00	LT.								165						
218	DY-2	CL Constr. BROADWAY AVE.	143+35 to 145+00	CL									165					
218	LL-4	CL Constr. BROADWAY AVE.	143+35 to 145+00	RT.								165						
219	LL-1	CL Constr. BROADWAY AVE.	145+00 to 146+96	LT.								196						
219	DY-1	CL Constr. BROADWAY AVE.	145+00 to 146+96	CL									196					
219	LL-2	CL Constr. BROADWAY AVE.	145+00 to 146+96	RT.								196						
219	XW-1	CL Constr. BROADWAY AVE.	146+67 to 146+83	LT.			60											
219	SL-1	CL Constr. BROADWAY AVE.	149+59 to 149+71	LT.										15				
219	XW-2	CL Constr. BROADWAY AVE.	146+96 to 147+02	LT/RT.			95											
219	LL-3	CL Constr. BROADWAY AVE.	147+02 to 150+00	LT.								298						
219	DY-2	CL Constr. BROADWAY AVE.	147+02 to 150+00	CL									298					
219	LL-4	CL Constr. BROADWAY AVE.	147+02 to 150+00	RT.								298						
219	XW-3	CL Constr. BROADWAY AVE.	149+55 to 149+86	LT.			54											
219	SL-2	CL Constr. BROADWAY AVE.	149+59 to 149+71	LT.										12				
220	LL-1	CL Constr. BROADWAY AVE.	150+00 to 153+57	LT.								357						
220	DY-1	CL Constr. BROADWAY AVE.	150+00 to 153+57	CL									357					
220	LL-2	CL Constr. BROADWAY AVE.	150+00 to 153+57	RT.								357						
220	XW-1	CL Constr. BROADWAY AVE.	153+41 to 153+51	RT.			78											
220	SL-1	CL Constr. BROADWAY AVE.	153+11 to 153+49	RT.										39				
220	SL-2	CL Constr. BROADWAY AVE.	153+57	RT.										21				
220	XW-2	CL Constr. BROADWAY AVE.	153+41 to 153+51	LT/RT.			108											
220	XW-3	CL Constr. BROADWAY AVE.	154+34 to 155+00	LT.			127											
220	XW-4	CL Constr. BROADWAY AVE.	153+72 to 154+31	RT.			109											
220	XW-5	CL Constr. BROADWAY AVE.	154+37 to 155+00	LT/RT.			155											
220	SL-3	CL Constr. BROADWAY AVE.	153+97 to 154+22	RT.										25				
220	SL-4	CL Constr. BROADWAY AVE.	154+55 to 154+70	LT.										20				
220	DY-2	CL Constr. BROADWAY AVE.	154+70 to 155+00	LT.									200					
220	DY-3	CL Constr. BROADWAY AVE.	153+97 to 153+00	RT.									200					
221	XW-1	CL Constr. BROADWAY AVE.	155+00 to 154+10	LT.			21											
221	SL-1	CL Constr. BROADWAY AVE.	155+36	LT.										21				
221	LL-1	CL Constr. BROADWAY AVE.	155+36 to 159+63	LT.								427						
221	DY-1	CL Constr. BROADWAY AVE.	155+36 to 159+63	CL									427					
221	LL-2	CL Constr. BROADWAY AVE.	155+36 to 159+63	RT.								427						
221	XW-2	CL Constr. BROADWAY AVE.	159+56 to 160+00	LT.			77											
221	SL-2	CL Constr. BROADWAY AVE.	159+67 to 159+82	LT.										16				
TOTALS					0	0	1,422	0	0	0	0	4,124	2,462	241	0	0	0	0
TOTALS (MILES)									0.00	0.00		0.78	0.47					
TOTALS CARRIED TO SHEET 193					0	0	1,422	0	0.00	0.00	0	0.78	0.47	241	0	0	0	0

HORIZONTAL SCALE 1" = 20 FEET

CALCULATED: WES
CHECKED: AWS

PAVEMENT MARKINGS SUBSUMMARY

BROADWAY AVE.
CUY-14-2.72

SHEET NO.	REFERENCE NO.	LOCATION	STATION	SIDE	644													642
					LANE ARROW	CHANNELIZING LINE	CROSSWALK LINE	DOTTED LINE, 4"	EDGE LINE, WHITE	EDGE LINE, YELLOW	ISLAND MARKING, YELLOW	LANE LINE	CENTER LINE, SOLID DOUBLE, YELLOW	STOP LINE	TRANSVERSE LINE, YELLOW	TRANSVERSE LINE, WHITE	LADDER STRIPE	SECONDARY CHECK MARKINGS
					EACH	FT.	FT.	FT.	FT.	FT.	FT.	FT.	FT.	FT.	FT.	FT.	FT.	FT.
222	XW-1	CL Constr. BROADWAY AVE.	160+00 to 160+04	LT.			4											
222	LL-1	CL Constr. BROADWAY AVE.	160+00 to 161+95	LT.								195						
222	DY-1	CL Constr. BROADWAY AVE.	160+00 to 161+95	CL									195					
222	LL-2	CL Constr. BROADWAY AVE.	160+00 to 161+95	RT.								195						
222	SL-1	CL Constr. BROADWAY AVE.	161+95	RT.										24				
222	XW-2	CL Constr. BROADWAY AVE.	162+15 to 162+54	LT.			64											
222	XW-4	CL Constr. BROADWAY AVE.	162+49 to 162+56	LT.			97											
222	SL-3	CL Constr. BROADWAY AVE.	162+64	LT.										24				
222	LL-3	CL Constr. BROADWAY AVE.	162+64 to 165+00	LT.								236						
222	DY-2	CL Constr. BROADWAY AVE.	162+64 to 165+00	CL									236					
222	LL-4	CL Constr. BROADWAY AVE.	162+64 to 165+00	RT.								236						
222	XW-3	CL Constr. BROADWAY AVE.	163+42 to 163+68	RT.			42											
222	SL-4	CL Constr. BROADWAY AVE.	163+54 to 163+62	RT.										8				
222	CM-1	CL Constr. BROADWAY AVE.	164+89 to 165+00	LT.														125
222	CM-2	CL Constr. BROADWAY AVE.	164+89 to 165+00	RT.														125
223	LL-1	CL Constr. BROADWAY AVE.	165+00 to 166+00	LT.								100						
223	DY-1	CL Constr. BROADWAY AVE.	165+00 to 165+99	CL									99					
223	LL-2	CL Constr. BROADWAY AVE.	165+00 to 165+97	RT.								97						
223	XW-1	CL Constr. BROADWAY AVE.	165+95 to 166+05	LT/RT.			70											
223	LS-1	CL Constr. BROADWAY AVE.	165+95 to 166+05	LT/RT.													78	
223	XW-2	CL Constr. BROADWAY AVE.	166+09 to 166+46	LT.			70											
223	WD-1	CL Constr. BROADWAY AVE.	166+04 to 166+64	RT.				61										
223	WD-2	CL Constr. BROADWAY AVE.	166+05 to 166+50	LT.				45										
223	SL-1	CL Constr. BROADWAY AVE.	166+12 to 166+26	LT.										14				
223	YT-1	CL Constr. BROADWAY AVE.	166+50 to 166+55	RT.							5							
223	LL-3	CL Constr. BROADWAY AVE.	166+50 to 170+00	LT.								336						
223	DY-2	CL Constr. BROADWAY AVE.	166+50 to 170+00	CL									348					
223	DY-2	CL Constr. BROADWAY AVE.	166+50 to 170+00	CL									355					
223	LL-4	CL Constr. BROADWAY AVE.	166+50 to 170+00	RT.								350						
223	DY-3	CL Constr. BROADWAY AVE.	166+64 to 170+00	RT.									223					
223	YT-1	CL Constr. BROADWAY AVE.	166+50 to 170+00	LT/RT.											97			
223	WT-1	CL Constr. BROADWAY AVE.	167+50 to 169+26	RT.												18		
223	WE-1	CL Constr. BROADWAY AVE.	169+27 to 170+00	RT.					73									
223	WE-2	CL Constr. BROADWAY AVE.	169+27 to 170+00	RT.					73									
223	CH-1	CL Constr. BROADWAY AVE.	168+25 to 169+27	RT.		99												
223	CH-2	CL Constr. BROADWAY AVE.	168+25 to 169+27	RT.		103												
223	CH-3	CL Constr. BROADWAY AVE.	168+25 to 170+00	RT.		175												
223	YE-1	CL Constr. BROADWAY AVE.	169+27 to 170+00	RT.						73								
223	A-1	CL Constr. BROADWAY AVE.	169+00	RT.	1													
223	A-2	CL Constr. BROADWAY AVE.	169+50	RT.	1													
223	A-3	CL Constr. BROADWAY AVE.	168+50	RT.	1													
223	A-4	CL Constr. BROADWAY AVE.	168+50	RT.	1													
223	A-5	CL Constr. BROADWAY AVE.	169+00	RT.	1													
223	A-6	CL Constr. BROADWAY AVE.	169+00	RT.	1													
223	A-7	CL Constr. BROADWAY AVE.	169+50	RT.	1													
223	A-8	CL Constr. BROADWAY AVE.	169+50	RT.	1													
223	A-9	CL Constr. BROADWAY AVE.	168+50	RT.	1													
224	LL-1	CL Constr. BROADWAY AVE.	170+00 to 171+26	LT.								126						
224	WE-1	CL Constr. BROADWAY AVE.	170+00 to 171+12	RT.					112									
224	WE-2	CL Constr. BROADWAY AVE.	170+00 to 171+13	RT.					122									
224	WE-3	CL Constr. BROADWAY AVE.	170+21 to 171+13	RT.					45									
224	DY-1	CL Constr. BROADWAY AVE.	170+00 to 171+18	CL									123					
224	DY-2	CL Constr. BROADWAY AVE.	170+00 to 171+18	RT.									123					
224	CH-1	CL Constr. BROADWAY AVE.	170+00 to 170+50	LT.		50												
224	SL-1	CL Constr. BROADWAY AVE.	170+50	RT.										26				
TOTALS					9	427	347	106	425	73	5	1,871	1,702	96	97	18	78	250
TOTALS (MILES)									0.08	0.01		0.35	0.32					
TOTALS CARRIED TO SHEET 193					9	427	347	106	0.08	0.01	5	0.35	0.32	96	97	18	78	250

HORIZONTAL SCALE 1" = 20 FEET

CALCULATED: WES
CHECKED: AWS

PAVEMENT MARKINGS SUBSUMMARY

BROADWAY AVE.
CUY-14-2.72

SHEET NO.	REFERENCE NO.	LOCATION	STATION	SIDE	644													642
					LANE ARROW	CHANNELIZING LINE	CROSSWALK LINE	DOTTED LINE, 4"	EDGE LINE, WHITE	EDGE LINE, YELLOW	ISLAND MARKING, YELLOW	LANE LINE	CENTER LINE, SOLID DOUBLE, YELLOW	STOP LINE	TRANSVERSE LINE, YELLOW	TRANSVERSE LINE, WHITE	LADDER STRIPE	SECONDARY CHECK MARKINGS
					EACH	FT.	FT.	FT.	FT.	FT.	FT.	FT.	FT.	FT.	FT.	FT.	FT.	FT.
224	SL-2	CL Constr. BROADWAY AVE.	171+10	RT.										13				
224	WD-1	CL Constr. BROADWAY AVE.	171+56 to 301+50	RT.				95										
224	WD-2	CL Constr. BROADWAY AVE.	171+77 to 177+39	LT/RT.				172										
224	WD-3	CL Constr. BROADWAY AVE.	171+56 to 301+37	LT/RT.				82										
224	A-1	CL Constr. BROADWAY AVE.	170+00	RT.	1													
224	A-2	CL Constr. BROADWAY AVE.	170+00	RT.	1													
224	A-3	CL Constr. BROADWAY AVE.	170+00	RT.	1													
224	A-4	CL Constr. BROADWAY AVE.	170+50	RT.	1													
224	XW-1	CL Constr. BROADWAY AVE.	170+60 to 170+81	RT.			57											
224	XW-2	CL Constr. BROADWAY AVE.	171+12 to 171+40	LT/RT.			120											
224	XW-3	CL Constr. BROADWAY AVE.	171+49 to 172+09	RT.			120											
224	XW-4	CL Constr. BROADWAY AVE.	171+78 to 172+22	LT/RT.			92											
224	SL-3	CL Constr. BROADWAY AVE.	171+64 to 172+00	LT.										43				
224	A-5	CL Constr. BROADWAY AVE.	171+88	LT.	1													
224	A-6	CL Constr. BROADWAY AVE.	171+94	LT.	1													
224	A-7	CL Constr. BROADWAY AVE.	172+08	LT.	1													
224	A-8	CL Constr. BROADWAY AVE.	172+18	LT.	1													
224	A-9	CL Constr. BROADWAY AVE.	172+27	LT.	1													
224	A-10	CL Constr. BROADWAY AVE.	172+37	LT.	1													
224	A-11	CL Constr. BROADWAY AVE.	172+47	LT.	1													
224	A-12	CL Constr. BROADWAY AVE.	172+56	LT.	1													
224	A-13	CL Constr. BROADWAY AVE.	172+65	LT.	1													
224	CH-2	CL Constr. BROADWAY AVE.	171+78 to 178+94	LT.		200												
224	CH-3	CL Constr. BROADWAY AVE.	171+93 to 172+04	LT.		184												
224	CH-4	CL Constr. BROADWAY AVE.	171+39 to 171+29	RT.		58												
224	CH-5	CL Constr. BROADWAY AVE.	301+75 to 302+00	RT.		25												
224	DY-3	CL Constr. BROADWAY AVE.	172+07 to 172+13	LT.									184					
224	SL-4	CL Constr. BROADWAY AVE.	172+28	LT/RT.										31				
224	LL-2	CL Constr. BROADWAY AVE.	172+28 to 174+00	CL								184						
224	LL-3	CL Constr. BROADWAY AVE.	301+50 to 302+00	RT.								50						
224	LS-1	CL Constr. BROADWAY AVE.	170+61 to 170+81	RT.													56	
224	LS-2	CL Constr. BROADWAY AVE.	171+12 to 171+40	LT/RT.													120	
225	LL-1	CL Constr. BROADWAY AVE.	174+00 to 179+00	CL								498						
225	LL-2	CL Constr. BROADWAY AVE.	178+81 to 178+47	LT.								66						
225	WE-1	CL Constr. BROADWAY AVE.	179+66 to 179+00	LT.					36									
225	CH-1	CL Constr. BROADWAY AVE.	178+47 to 178+66	LT.		21												
225	CH-2	CL Constr. BROADWAY AVE.	178+47 to 178+66	LT.		23												
226	WE-1	CL Constr. BROADWAY AVE.	179+00 to 179+67	LT.					71									
226	LL-1	CL Constr. BROADWAY AVE.	179+67 to 180+55	LT.								87						
226	LL-2	CL Constr. BROADWAY AVE.	179+00 to 180+52	CL								152						
226	WD-1	CL Constr. BROADWAY AVE.	180+52 to 181+75	RT.				127										
226	SL-1	CL Constr. BROADWAY AVE.	181+50 to 181+87	RT.										45				
226	SL-2	CL Constr. BROADWAY AVE.	182+00	LT/RT.										44				
226	LL-3	CL Constr. BROADWAY AVE.	182+00 to 183+00	LT.								100						
226	LL-4	CL Constr. BROADWAY AVE.	182+00 to 183+00	CL								100						
226	WE-2	CL Constr. BROADWAY AVE.	182+00 to 183+00	LT.					100									
226	YE-1	CL Constr. BROADWAY AVE.	181+83 to 183+00	RT.						129								
226	CH-1	CL Constr. BROADWAY AVE.	179+70 to 180+52	RT.		81												
226	CH-2	CL Constr. BROADWAY AVE.	179+00 to 179+68	RT.		89												
226	CH-3	CL Constr. BROADWAY AVE.	181+83 to 181+90	RT.		14												
226	WT-1	CL Constr. BROADWAY AVE.	179+69 to 180+45	RT.												40		
227	LL-1	CL Constr. BROADWAY AVE.	183+00 to 184+86	CL								235						
227	LL-2	CL Constr. BROADWAY AVE.	183+00 to 188+00	CL								500						
227	WE-1	CL Constr. BROADWAY AVE.	183+00 to 188+00	LT.					500									
227	YE-1	CL Constr. BROADWAY AVE.	181+83 to 183+00	RT.						500								
TOTALS					13	695	389	476	707	629	0	1,972	184	176	0	40	176	0
TOTALS (MILES)									0.13	0.12		0.37	0.03					
TOTALS CARRIED TO SHEET 193					13	695	389	476	0.13	0.12	0	0.37	0.03	176	0	40	176	0

HORIZONTAL SCALE 1" = 20 FEET

CALCULATED: WES
CHECKED: AWS

PAVEMENT MARKINGS SUBSUMMARY

BROADWAY AVE.
CUY-14-2.72

SHEET NO.	REFERENCE NO.	LOCATION	STATION	SIDE	644													642
					LANE ARROW	CHANNELIZING LINE	CROSSWALK LINE	DOTTED LINE, 4"	EDGE LINE, WHITE	EDGE LINE, YELLOW	ISLAND MARKING, YELLOW	LANE LINE	CENTER LINE, SOLID DOUBLE, YELLOW	STOP LINE	TRANSVERSE LINE, YELLOW	TRANSVERSE LINE, WHITE	LADDER STRIPE	SECONDARY CHECK MARKINGS
					EACH	FT.	FT.	FT.	FT.	FT.	FT.	FT.	FT.	FT.	FT.	FT.	FT.	FT.
228	YE-1	CL Constr. BROADWAY AVE.	302+00 to 305+00	LT.						286								
228	WE-1	CL Constr. BROADWAY AVE.	302+81 to 305+00	RT.					231									
228	CH-1	CL Constr. BROADWAY AVE.	179+68 to 180+52	RT.		25												
228	CH-2	CL Constr. BROADWAY AVE.	179+57 to 179+81	RT.		25												
228	LL-1	CL Constr. BROADWAY AVE.	302+00 to 305+00	CL								300						
228	LL-2	CL Constr. BROADWAY AVE.	302+00 to 302+81	RT.								84						
229	YE-1	CL Constr. BROADWAY AVE.	305+00 to 310+00	LT.						497								
229	LL-1	CL Constr. BROADWAY AVE.	305+00 to 310+00	CL								500						
229	WE-1	CL Constr. BROADWAY AVE.	305+00 to 310+00	RT.					502									
230	YE-1	CL Constr. BROADWAY AVE.	310+00 to 315+00	LT.						497								
230	LL-1	CL Constr. BROADWAY AVE.	310+00 to 315+00	CL								500						
230	WE-1	CL Constr. BROADWAY AVE.	310+00 to 315+00	RT.					502									
231	YE-1	CL Constr. BROADWAY AVE.	315+00 to 319+00	LT.						400								
231	LL-1	CL Constr. BROADWAY AVE.	315+00 to 319+00	CL								400						
231	WE-1	CL Constr. BROADWAY AVE.	315+00 to 319+00	RT.					400									
232	YE-1	CL Constr. BROADWAY AVE.	315+00 to 319+00	LT.						489								
232	LL-1	CL Constr. BROADWAY AVE.	315+00 to 319+00	CL								487						
232	WE-1	CL Constr. BROADWAY AVE.	315+00 to 319+00	RT.					484									
232	WE-2	CL Constr. BROADWAY AVE.	187+00 to 193+00	LT.					501									
232	LL-2	CL Constr. BROADWAY AVE.	187+00 to 193+00	CL								500						
232	YE-2	CL Constr. BROADWAY AVE.	187+00 to 192+66	RT.						443								
232	DY-1	CL Constr. BROADWAY AVE.	192+44 to 193+00	RT.									66					
233	WE-1	CL Constr. BROADWAY AVE.	193+00 to 195+50	LT.					250									
233	WE-2	CL Constr. BROADWAY AVE.	193+00 to 194+50	RT.					262									
233	LL-1	CL Constr. BROADWAY AVE.	193+00 to 198+00	CL								500						
233	YT-1	CL Constr. BROADWAY AVE.	166+50 to 170+00	RT.											49			
233	DY-1	CL Constr. BROADWAY AVE.	193+00 to 198+00	CL									500					
233	DY-2	CL Constr. BROADWAY AVE.	193+00 to 198+00	RT.									278					
233	LL-2	CL Constr. BROADWAY AVE.	323+87 to 198+00	RT.								496						
234	LL-1	CL Constr. BROADWAY AVE.	198+00 to 202+00	LT.								400						
234	DY-1	CL Constr. BROADWAY AVE.	198+00 to 202+00	CL									400					
234	LL-2	CL Constr. BROADWAY AVE.	198+00 to 202+00	RT.								400						
235	LL-1	CL Constr. BROADWAY AVE.	202+00 to 204+50	LT.								250						
235	DY-1	CL Constr. BROADWAY AVE.	202+00 to 204+50	CL									250					
235	LL-2	CL Constr. BROADWAY AVE.	202+00 to 204+50	RT.								250						
TOTALS					0	50	0	0	3,132	2,612	0	5,067	1,494	0	49	0	0	0
TOTALS (MILES)									0.59	0.49		0.96	0.28					
TOTALS CARRIED TO SHEET 193					0	50	0	0	0.59	0.49	0	0.96	0.28	0	49	0	0	0

HORIZONTAL SCALE 1" = 20 FEET

CALCULATED: WES
CHECKED: AWS

PAVEMENT MARKINGS SUBSUMMARY

BROADWAY AVE.
CUY-14-2.72

192

SHEET NO.	REFERENCE NO.	LOCATION	STATION	SIDE	644														642
					LANE ARROW	CHANNELIZING LINE	CROSSWALK LINE	DOTTED LINE, 4"	EDGE LINE, WHITE	EDGE LINE, YELLOW	ISLAND MARKING, YELLOW	LANE LINE	CENTER LINE, SOLID DOUBLE, YELLOW	STOP LINE	TRANSVERSE LINE, YELLOW	TRANSVERSE LINE, WHITE	LADDER STRIPE	SECONDARY CHECK MARKINGS
					EACH	FT.	FT.	FT.	FT.	FT.	FT.	FT.	FT.	FT.	FT.	FT.	FT.	FT.
TOTALS FROM SHEET 183					0	0	750	86	0	0	0	0	0	312	0	0	0	0
TOTALS FROM SHEET 184					0	0	993	0	0	0	0	1	0	207	0	0	0	0
TOTALS FROM SHEET 185					1	0	1,358	0	0	0	0	0	0	290	0	0	0	0
TOTALS FROM SHEET 186					6	190	761	0	0	0	0	1	0	159	47	0	0	0
TOTALS FROM SHEET 187					0	80	1,183	0	0	0	223	1	0	299	47	0	0	0
TOTALS FROM SHEET 188					0	0	899	0	0	0	0	1	0	179	0	0	0	0
TOTALS FROM SHEET 189					0	0	1,422	0	0	0	0	1	0	241	0	0	0	0
TOTALS FROM SHEET 190					9	427	347	106	0	0	5	0	0	96	97	18	78	250
TOTALS FROM SHEET 191					13	695	389	476	0	0	0	0	0	176	0	40	176	0
TOTALS FROM SHEET 192					0	50	0	0	1	0	0	1	0	0	49	0	0	0
TOTALS CARRIED TO SUMMARY SHEET					29	1,442	8,102	668	1	1	228	6	3	1,959	240	58	254	250

HORIZONTAL SCALE
0 10 20 40
1" = 20 FEET

CALCULATED: WES
CHECKED: AWS

PAVEMENT MARKINGS SUBSUMMARY

BROADWAY AVE.
CUY-14-2.72

193

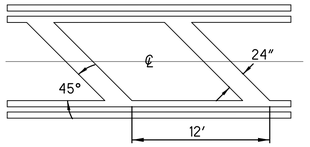
PAVEMENT MARKING	LINE SPECIFICATION
A	LANE ARROW
CH	CHANNELIZING LINE
XW	CROSSWALK LINE
WD	DOTTED LINE, 4"
WE	EDGE LINE, WHITE
YE	EDGE LINE, YELLOW
YI	ISLAND MARKING, YELLOW
LL	LANE LINE
DY	CENTER LINE, SOLID DOUBLE
SL	STOP LINE
YT	TRANSVERSE LINE, YELLOW
WT	TRANSVERSE LINE, WHITE
LS	LADDER STRIPE
CM	SECONDARY CHECK MARKINGS (SPEED CAMERA)

SIGN LEGEND

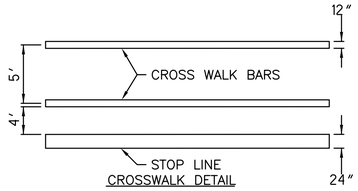
EXISTING SIGN TO REMAIN

EXISTING SIGN TO BE REMOVED

PROPOSED SIGN



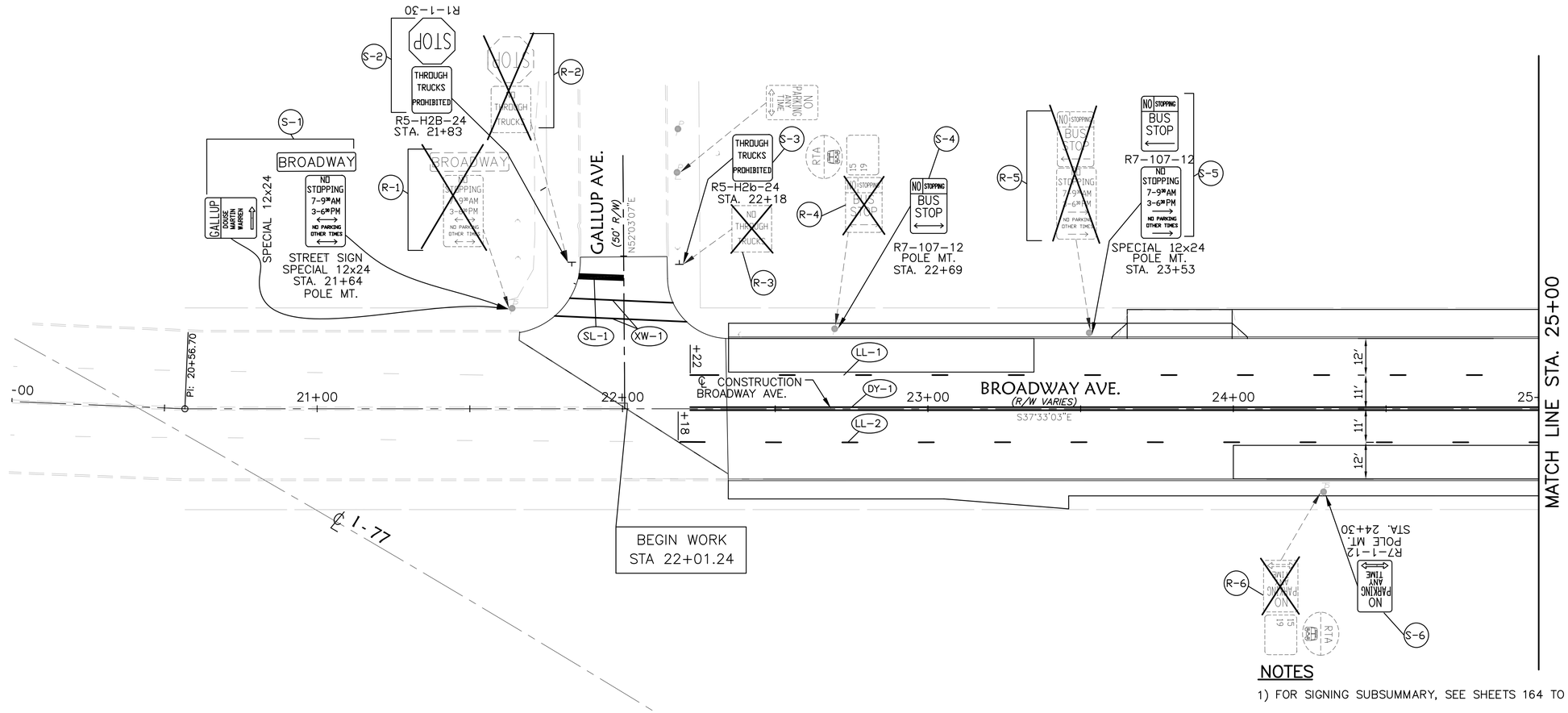
PAINTED ISLAND DETAIL



CROSSWALK DETAIL

BROADWAY

TYPICAL OF SIDE STREET NAME SIGNAGE
6" HEIGHT X UP TO 42" LENGTH OF .080 ALUMINUM SUBSTRATE
4" LETTER/HIGHWAY GOTHIC "C" FONT–UPPER/LOWER CASE
AVERY DENNISON MICRO PRISMATIC REFLECTIVE SHEETING T–6500/WHITE
AVERY DENNISON ELECTONIC CUTTABLE OVERLAY FILM #4805/BLUE



NOTES

1) FOR SIGNING SUBSUMMARY, SEE SHEETS 164 TO 182.

2) FOR PAVEMENT MARKING SUBSUMMARY, SEE SHEETS 183 TO 193.

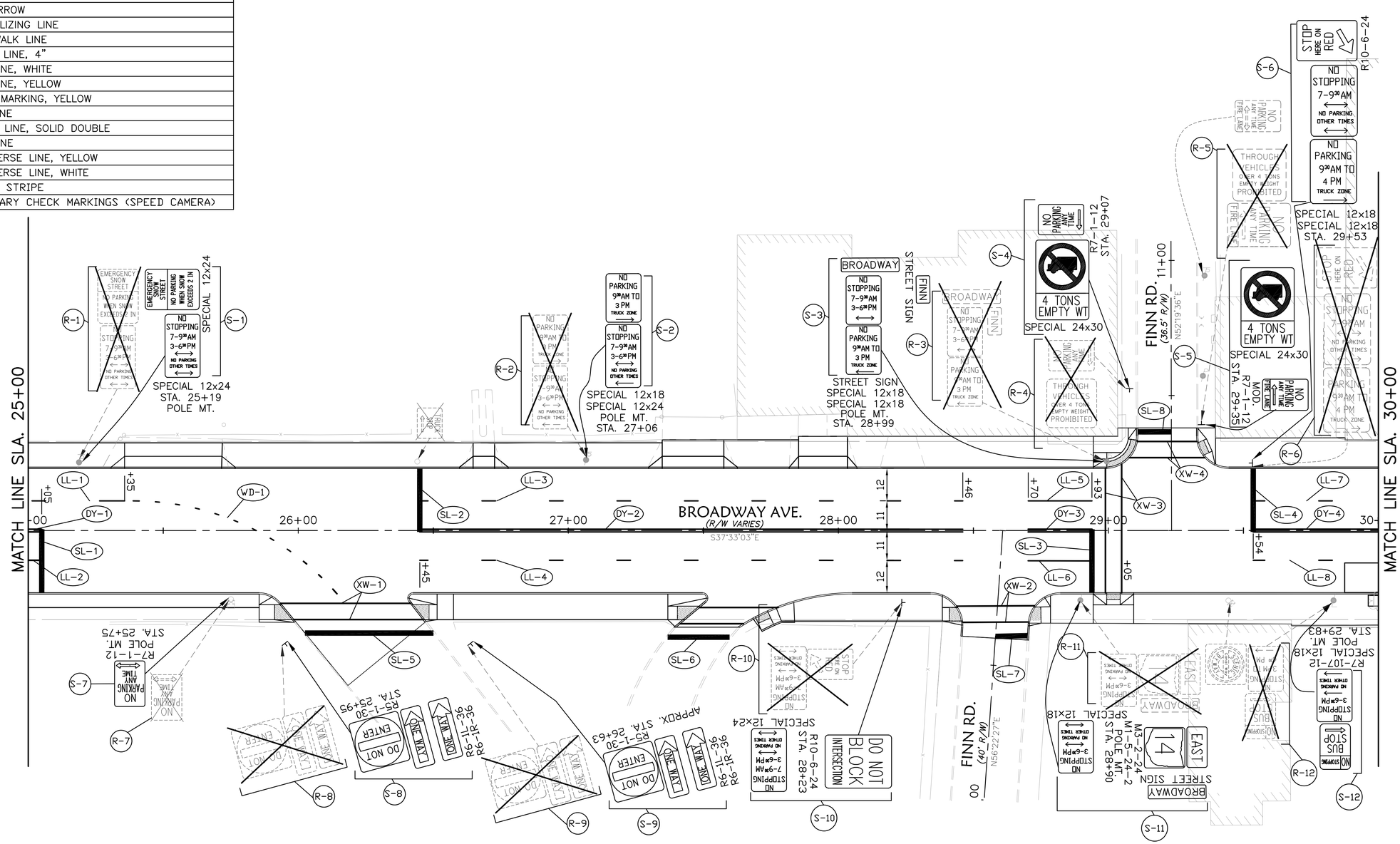
HORIZONTAL SCALE
1" = 20 FEET

CALCULATED: WES
CHECKED: AWS

SIGNING AND PAVEMENT MARKINGS
STA. 20+00 TO STA. 25+00

BROADWAY AVE.
CUY–14–2.72

PAVEMENT MARKING	LINE SPECIFICATION
A	LANE ARROW
CH	CHANNELIZING LINE
XW	CROSSWALK LINE
WD	DOTTED LINE, 4"
WE	EDGE LINE, WHITE
YE	EDGE LINE, YELLOW
YI	ISLAND MARKING, YELLOW
LL	LANE LINE
DY	CENTER LINE, SOLID DOUBLE
SL	STOP LINE
YT	TRANSVERSE LINE, YELLOW
WT	TRANSVERSE LINE, WHITE
LS	LADDER STRIPE
CM	SECONDARY CHECK MARKINGS (SPEED CAMERA)



NOTES

1) FOR SIGNING SUBSUMMARY, SEE SHEETS 164 TO 182.

2) FOR PAVEMENT MARKING SUBSUMMARY, SEE SHEETS 183 TO 193.

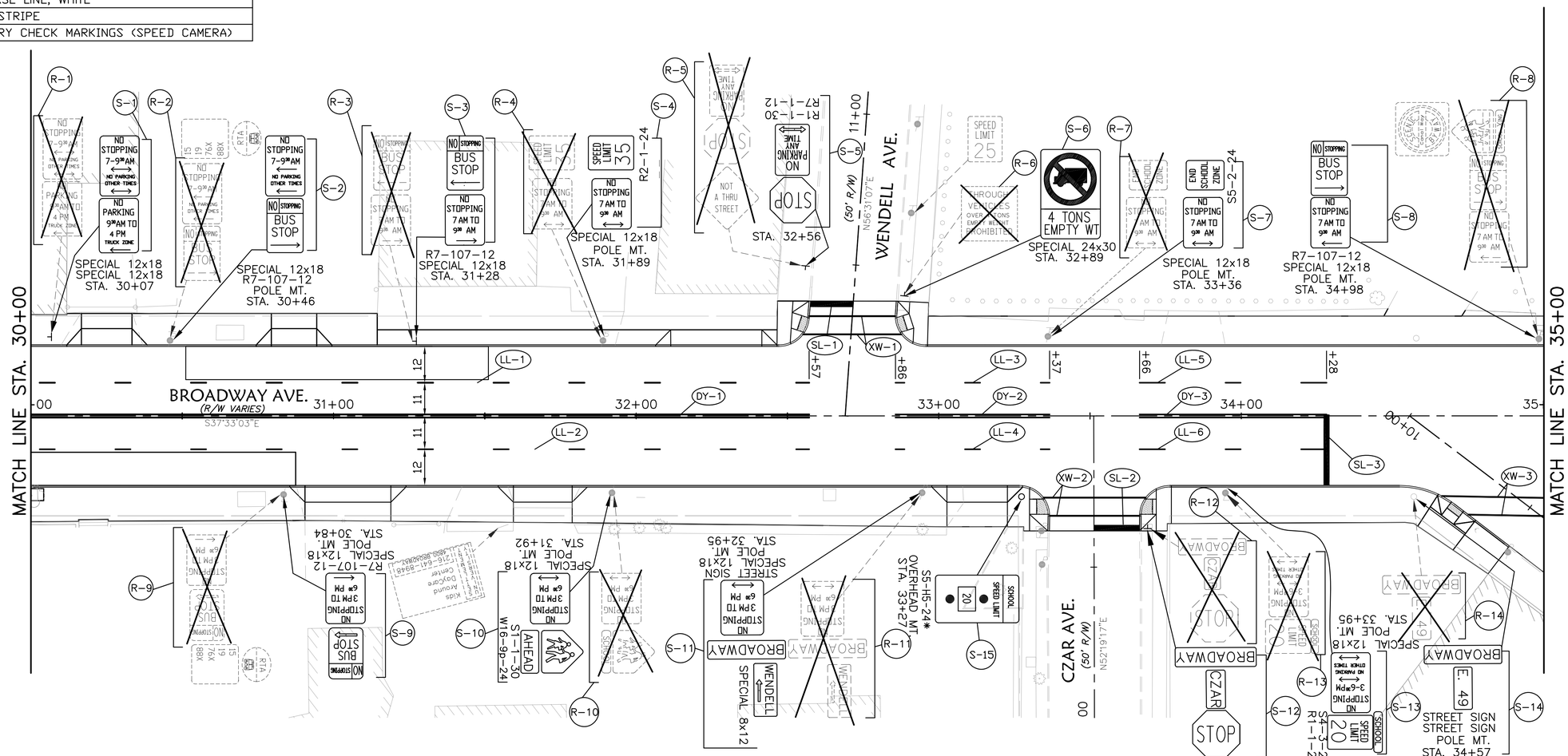
HORIZONTAL SCALE
1" = 20 FEET

CALCULATED: WES
CHECKED: AWS

SIGNING AND PAVEMENT MARKINGS
STA. 25+00 TO STA. 30+00

BROADWAY AVE.
CUY-14-2.72

PAVEMENT MARKING	LINE SPECIFICATION
A	LANE ARROW
CH	CHANNELIZING LINE
XW	CROSSWALK LINE
WD	DOTTED LINE, 4"
WE	EDGE LINE, WHITE
YE	EDGE LINE, YELLOW
YI	ISLAND MARKING, YELLOW
LL	LANE LINE
DY	CENTER LINE, SOLID DOUBLE
SL	STOP LINE
YT	TRANSVERSE LINE, YELLOW
WT	TRANSVERSE LINE, WHITE
LS	LADDER STRIPE
CM	SECONDARY CHECK MARKINGS (SPEED CAMERA)



* NOTE: THE CONTRACTOR WILL CONNECT TO THE NEAREST AVAILABLE POWER SOURCE, AS DIRECTED BY THE ENGINEER

NOTES

1) FOR SIGNING SUBSUMMARY, SEE SHEETS 164 TO 182.

2) FOR PAVEMENT MARKING SUBSUMMARY, SEE SHEETS 183 TO 193.

HORIZONTAL SCALE 1" = 20 FEET

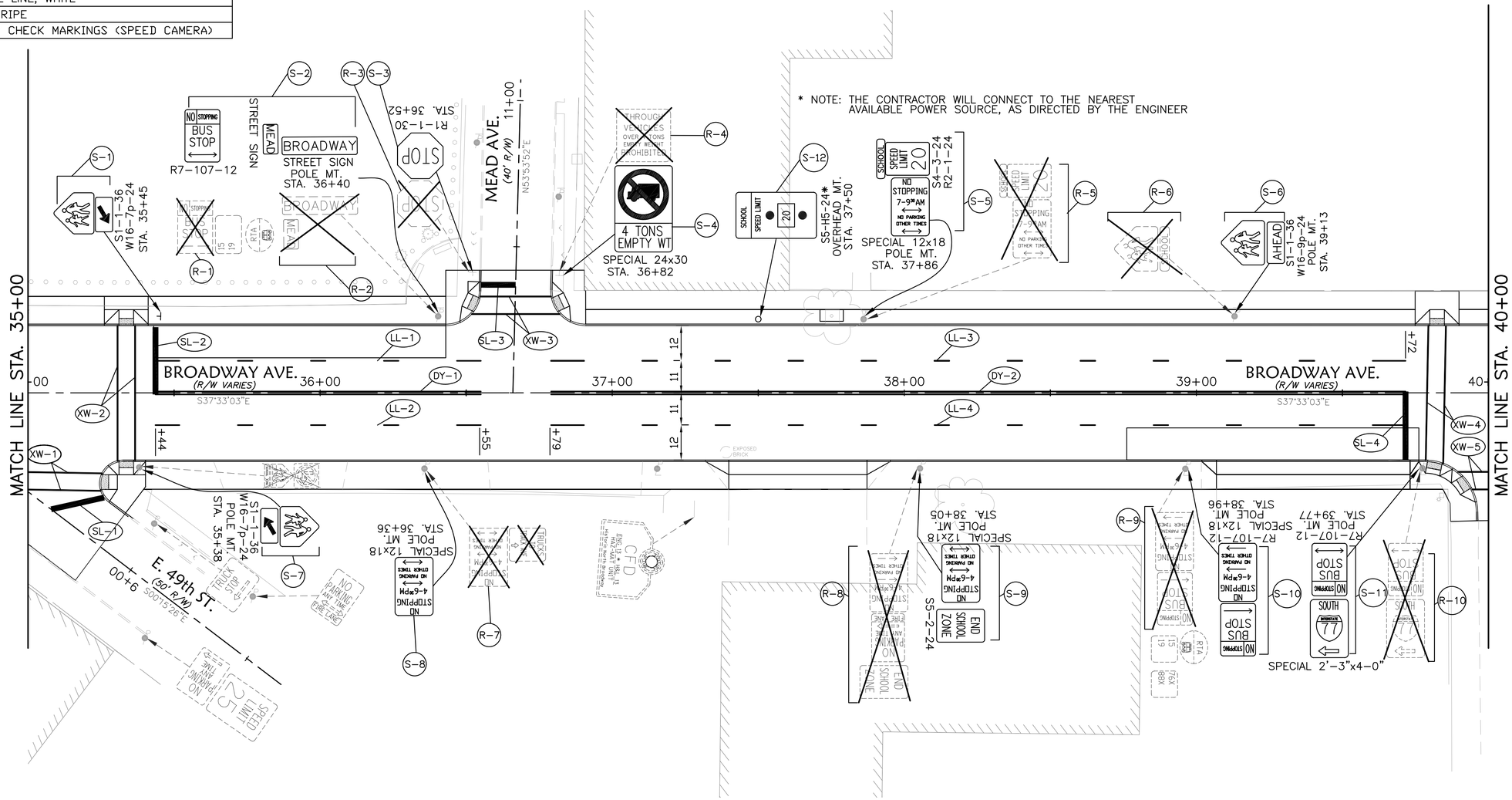
CALCULATED: WES
CHECKED: AWS

SIGNING AND PAVEMENT MARKINGS
STA. 30+00 TO STA. 35+00

BROADWAY AVE.
CUY-14-2.72

196

PAVEMENT MARKING	LINE SPECIFICATION
A	LANE ARROW
CH	CHANNELIZING LINE
XW	CROSSWALK LINE
WD	DOTTED LINE, 4"
WE	EDGE LINE, WHITE
YE	EDGE LINE, YELLOW
YI	ISLAND MARKING, YELLOW
LL	LANE LINE
DY	CENTER LINE, SOLID DOUBLE
SL	STOP LINE
YT	TRANSVERSE LINE, YELLOW
WT	TRANSVERSE LINE, WHITE
LS	LADDER STRIPE
CM	SECONDARY CHECK MARKINGS (SPEED CAMERA)



NOTES

1) FOR SIGNING SUBSUMMARY, SEE SHEETS 164 TO 182.

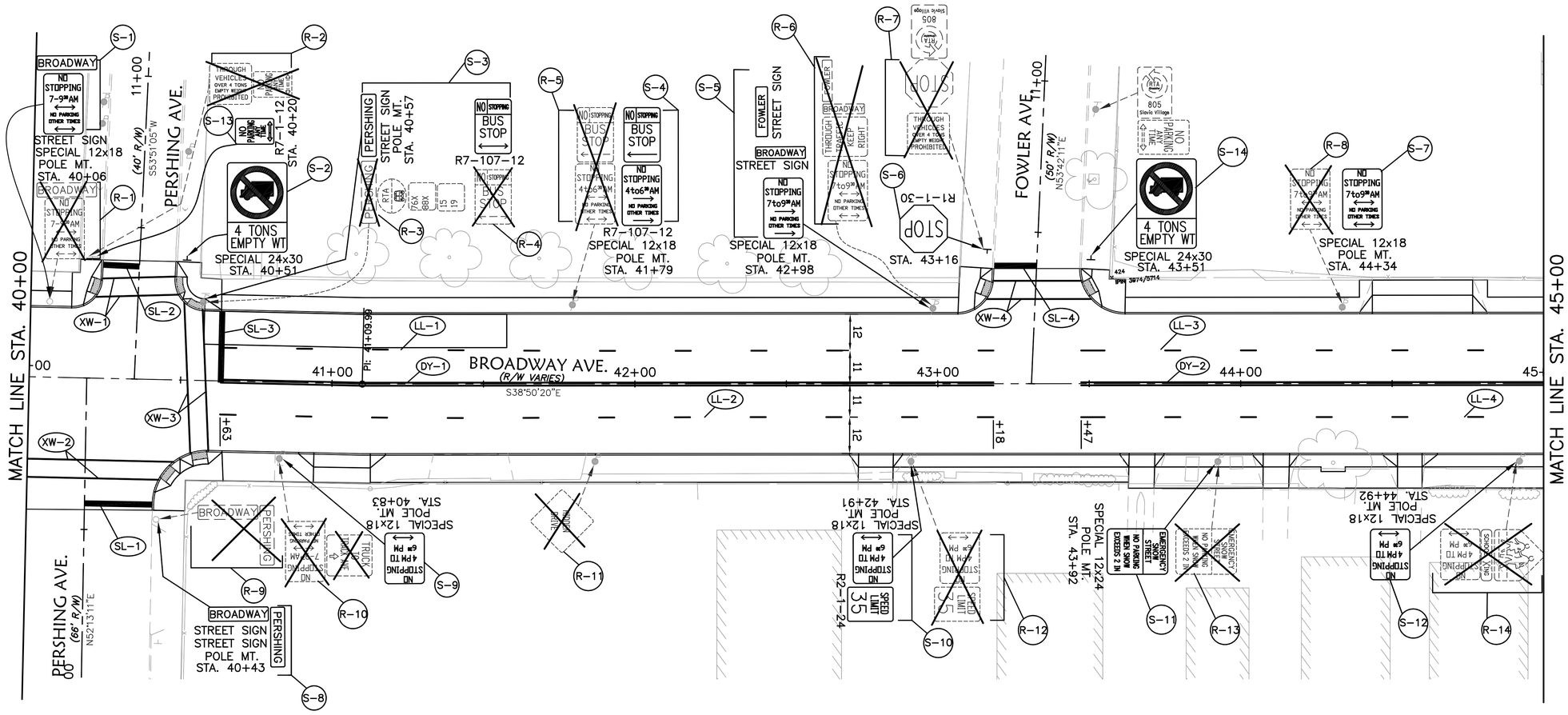
2) FOR PAVEMENT MARKING SUBSUMMARY, SEE SHEETS 183 TO 193.

HORIZONTAL SCALE
1" = 20 FEET

CALCULATED: WES
CHECKED: AWS

SIGNING AND PAVEMENT MARKINGS
STA. 35+00 TO STA. 40+00

BROADWAY AVE.
CUY-14-2.72



PAVEMENT MARKING	LINE SPECIFICATION
(A)	LANE ARROW
(CH)	CHANNELIZING LINE
(XW)	CROSSWALK LINE
(WD)	DOTTED LINE, 4"
(WE)	EDGE LINE, WHITE
(YE)	EDGE LINE, YELLOW
(YI)	ISLAND MARKING, YELLOW
(LL)	LANE LINE
(DY)	CENTER LINE, SOLID DOUBLE
(SL)	STOP LINE
(YT)	TRANSVERSE LINE, YELLOW
(WT)	TRANSVERSE LINE, WHITE
(LS)	LADDER STRIPE
(CM)	SECONDARY CHECK MARKINGS (SPEED CAMERA)

NOTES

1) FOR SIGNING SUBSUMMARY, SEE SHEETS 164 TO 182.

2) FOR PAVEMENT MARKING SUBSUMMARY, SEE SHEETS 183 TO 193.

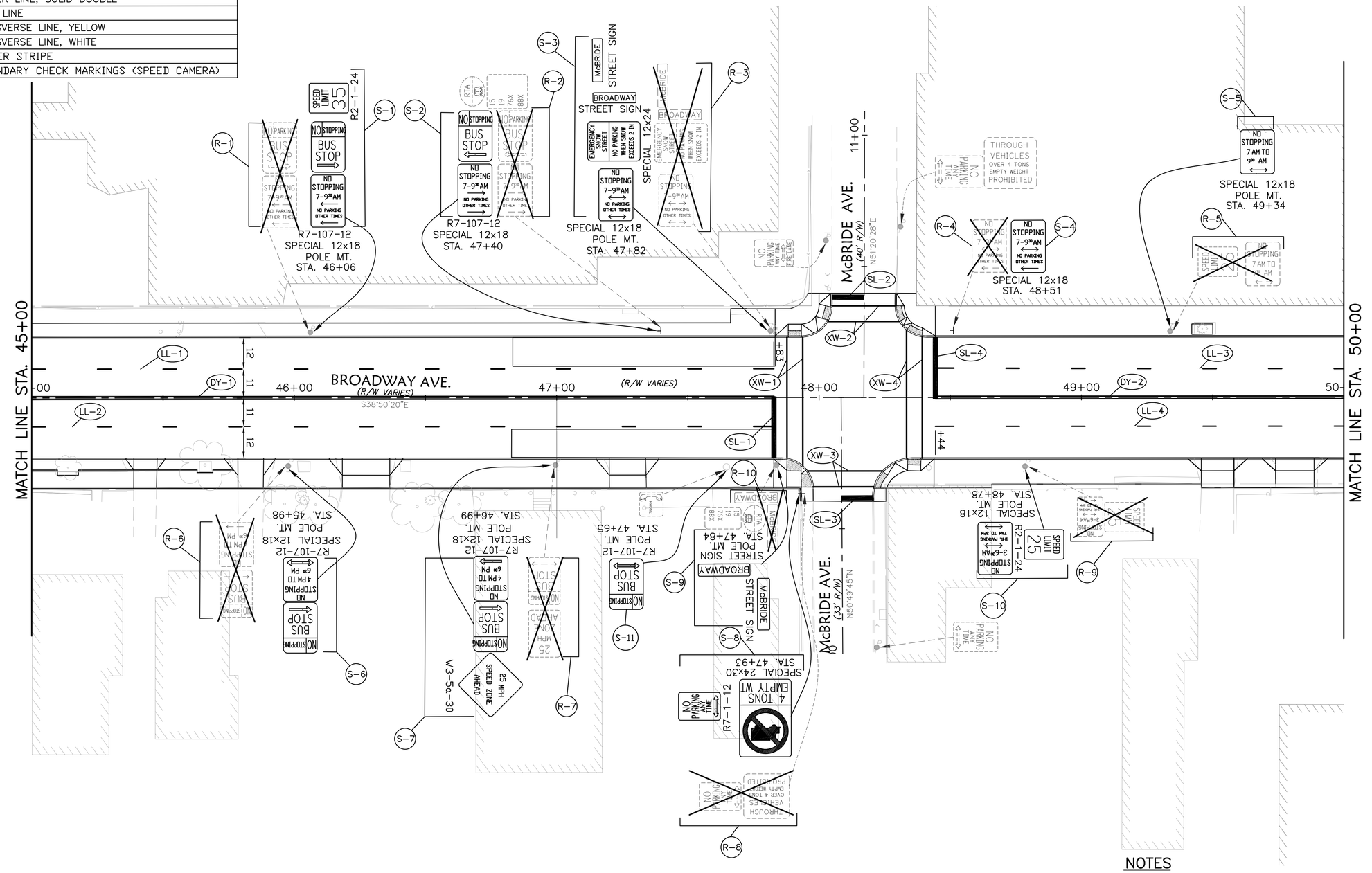
HORIZONTAL SCALE 1" = 20 FEET

CALCULATED: WES
CHECKED: AWS

SIGNING AND PAVEMENT MARKINGS
STA. 40+00 TO STA. 45+00

BROADWAY AVE.
CUY-14-2.72

PAVEMENT MARKING	LINE SPECIFICATION
A	LANE ARROW
CH	CHANNELIZING LINE
XW	CROSSWALK LINE
WD	DOTTED LINE, 4"
WE	EDGE LINE, WHITE
YE	EDGE LINE, YELLOW
YI	ISLAND MARKING, YELLOW
LL	LANE LINE
DY	CENTER LINE, SOLID DOUBLE
SL	STOP LINE
YT	TRANSVERSE LINE, YELLOW
WT	TRANSVERSE LINE, WHITE
LS	LADDER STRIPE
CM	SECONDARY CHECK MARKINGS (SPEED CAMERA)



NOTES

1) FOR SIGNING SUBSUMMARY, SEE SHEETS 164 TO 182.

2) FOR PAVEMENT MARKING SUBSUMMARY, SEE SHEETS 183 TO 193.

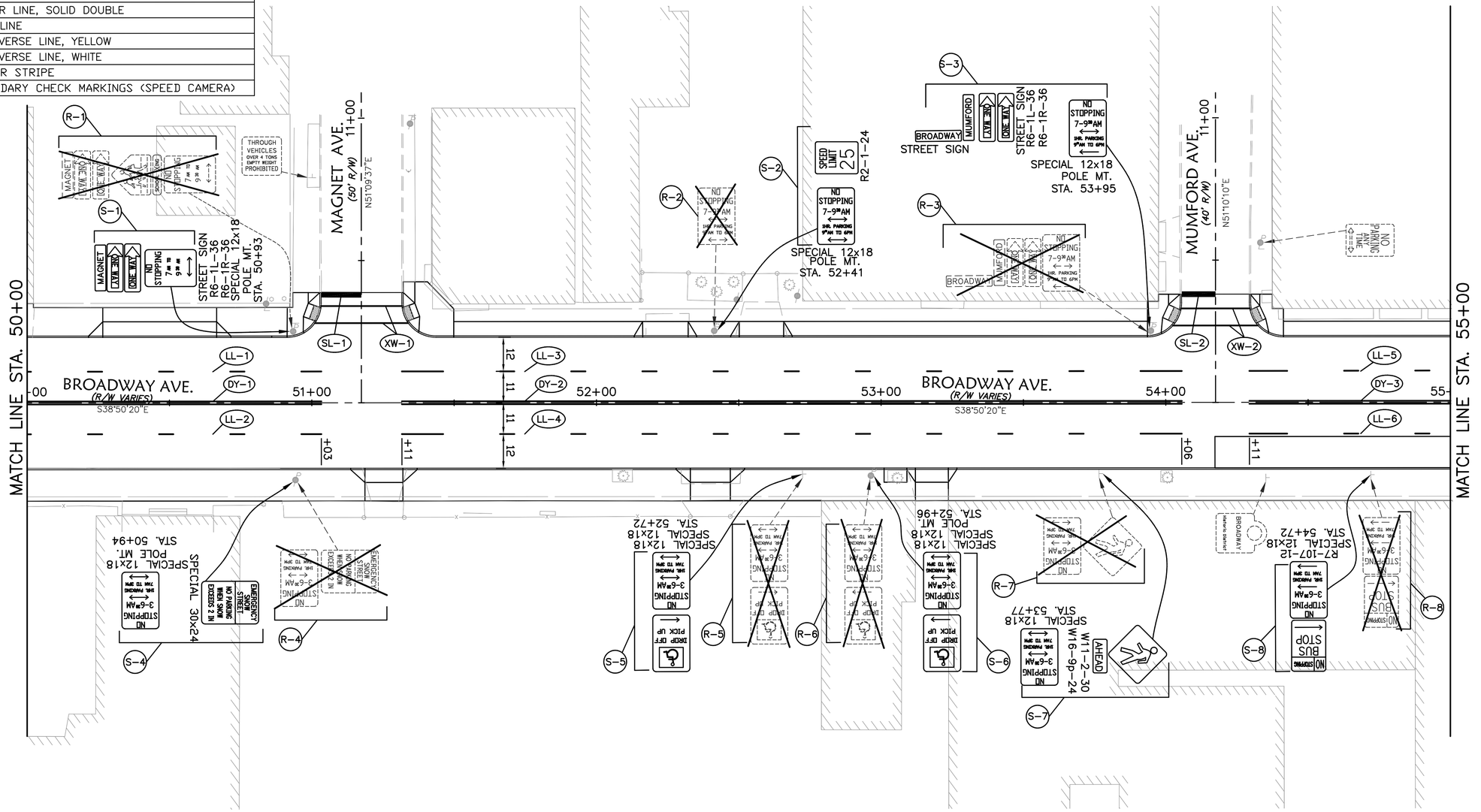
HORIZONTAL SCALE
1" = 20 FEET

CALCULATED: WES
CHECKED: AWS

SIGNING AND PAVEMENT MARKINGS
STA. 45+00 TO STA. 50+00

BROADWAY AVE.
CUY-14-2.72

PAVEMENT MARKING	LINE SPECIFICATION
A	LANE ARROW
CH	CHANNELIZING LINE
XW	CROSSWALK LINE
WD	DOTTED LINE, 4"
WE	EDGE LINE, WHITE
YE	EDGE LINE, YELLOW
YI	ISLAND MARKING, YELLOW
LL	LANE LINE
DY	CENTER LINE, SOLID DOUBLE
SL	STOP LINE
YT	TRANSVERSE LINE, YELLOW
WT	TRANSVERSE LINE, WHITE
LS	LADDER STRIPE
CM	SECONDARY CHECK MARKINGS (SPEED CAMERA)



NOTES

1) FOR SIGNING SUBSUMMARY, SEE SHEETS 164 TO 182.

2) FOR PAVEMENT MARKING SUBSUMMARY, SEE SHEETS 183 TO 193.

HORIZONTAL SCALE
1" = 20 FEET

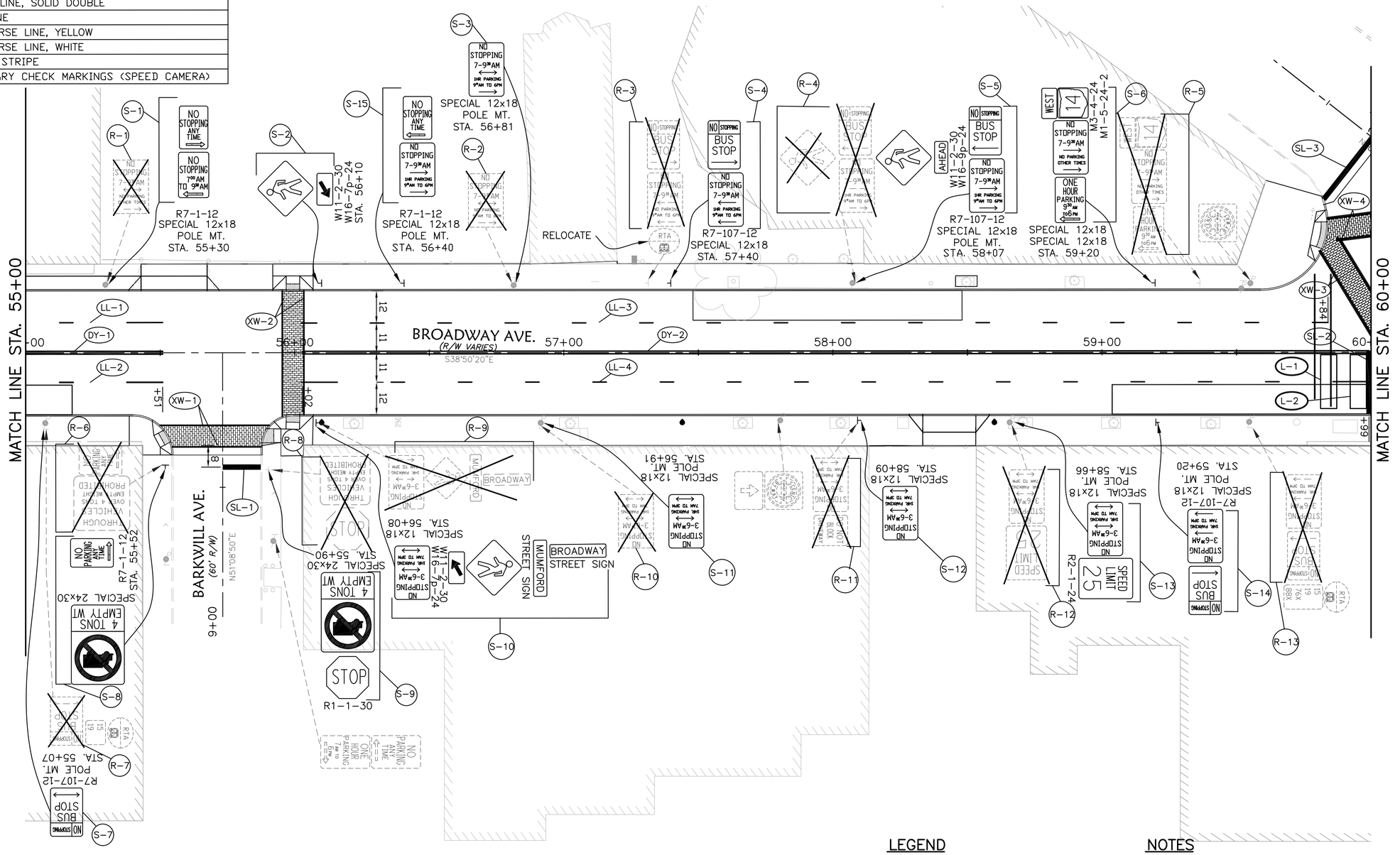
CALCULATED: WES
CHECKED: AWS

SIGNING AND PAVEMENT MARKINGS
STA. 50+00 TO STA. 55+00

BROADWAY AVE.
CUY-14-2.72

200

PAVEMENT MARKING	LINE SPECIFICATION
A	LANE ARROW
CH	CHANNELIZING LINE
XW	CROSSWALK LINE
WD	DOTTED LINE, 4"
WE	EDGE LINE, WHITE
YE	EDGE LINE, YELLOW
YI	ISLAND MARKING, YELLOW
LL	LANE LINE
DY	CENTER LINE, SOLID DOUBLE
SL	STOP LINE
YT	TRANSVERSE LINE, YELLOW
WT	TRANSVERSE LINE, WHITE
LS	LADDER STRIPE
CM	SECONDARY CHECK MARKINGS (SPEED CAMERA)



LEGEND

DECORATIVE CROSSWALK.

NOTES

1) FOR SIGNING SUBSUMMARY, SEE SHEETS 164 TO 182.

2) FOR PAVEMENT MARKING SUBSUMMARY, SEE SHEETS 183 TO 193.

3) L1, L2: ITEM 632, DETECTOR LOOP, 2 EACH; LOOP DETECTOR UNIT, 2 EACH; LOOP DETECTOR LEAD-IN CABLE, 350 FT. SIZE 6'x20'; TO REPLACE EXISTING LOOPS IN PAVEMENT. CONNECT AT EXISTING CONTROLLER USING EXISTING ROUTE.

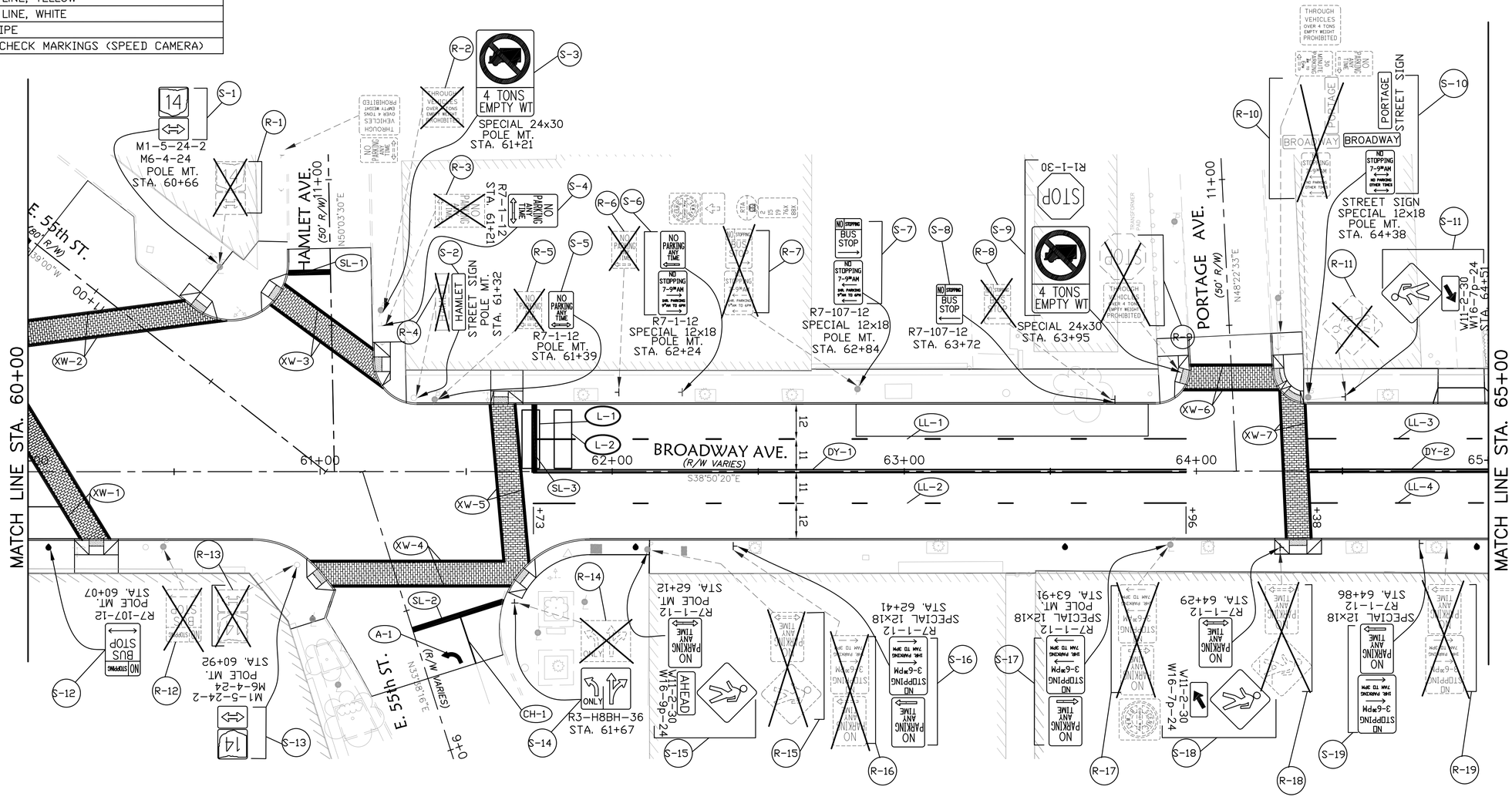
HORIZONTAL SCALE
1" = 20 FEET

CALCULATED: WES
CHECKED: AWS

SIGNING AND PAVEMENT MARKINGS STA. 55+00 TO STA. 60+00

BROADWAY AVE.
CUY-14-2.72

PAVEMENT MARKING	LINE SPECIFICATION
A	LANE ARROW
CH	CHANNELIZING LINE
XW	CROSSWALK LINE
WD	DOTTED LINE, 4"
WE	EDGE LINE, WHITE
YE	EDGE LINE, YELLOW
YI	ISLAND MARKING, YELLOW
LL	LANE LINE
DY	CENTER LINE, SOLID DOUBLE
SL	STOP LINE
YT	TRANSVERSE LINE, YELLOW
WT	TRANSVERSE LINE, WHITE
LS	LADDER STRIPE
CM	SECONDARY CHECK MARKINGS (SPEED CAMERA)



LEGEND

DECORATIVE CROSSWALK.

NOTES

11) FOR SIGNING SUBSUMMARY, SEE SHEETS 164 TO 182.

2) FOR PAVEMENT MARKING SUBSUMMARY, SEE SHEETS 183 TO 193.

3) L1, L2: ITEM 632, DETECTOR LOOP, 2 EACH; LOOP DETECTOR UNIT, 2 EACH; LOOP DETECTOR LEAD-IN CABLE, 350 FT. SIZE 6'x20'; TO REPLACE EXISTING LOOPS IN PAVEMENT. CONNECT AT EXISTING CONTROLLER USING EXISTING ROUTE.

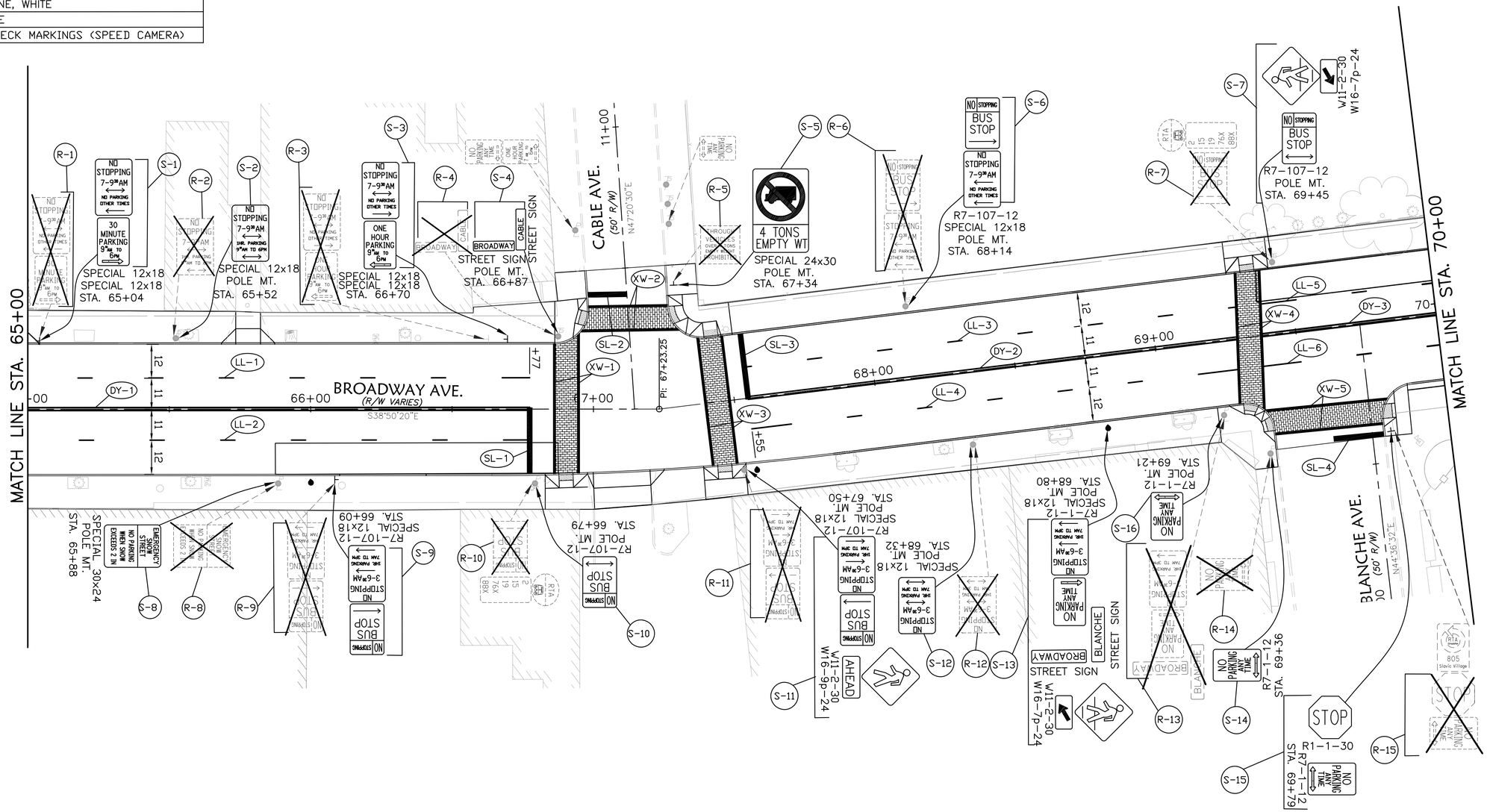
HORIZONTAL SCALE
1" = 20 FEET

CALCULATED: WES
CHECKED: AWS

SIGNING AND PAVEMENT MARKINGS
STA. 60+00 TO STA. 65+00

BROADWAY AVE.
CUY-14-2.72

PAVEMENT MARKING	LINE SPECIFICATION
A	LANE ARROW
CH	CHANNELIZING LINE
XW	CROSSWALK LINE
WD	DOTTED LINE, 4"
WE	EDGE LINE, WHITE
YE	EDGE LINE, YELLOW
YI	ISLAND MARKING, YELLOW
LL	LANE LINE
DY	CENTER LINE, SOLID DOUBLE
SL	STOP LINE
YT	TRANSVERSE LINE, YELLOW
WT	TRANSVERSE LINE, WHITE
LS	LADDER STRIPE
CM	SECONDARY CHECK MARKINGS (SPEED CAMERA)



LEGEND

DECORATIVE CROSSWALK.

NOTES

1) FOR SIGNING SUBSUMMARY, SEE SHEETS 164 TO 182.

2) FOR PAVEMENT MARKING SUBSUMMARY, SEE SHEETS 183 TO 193.

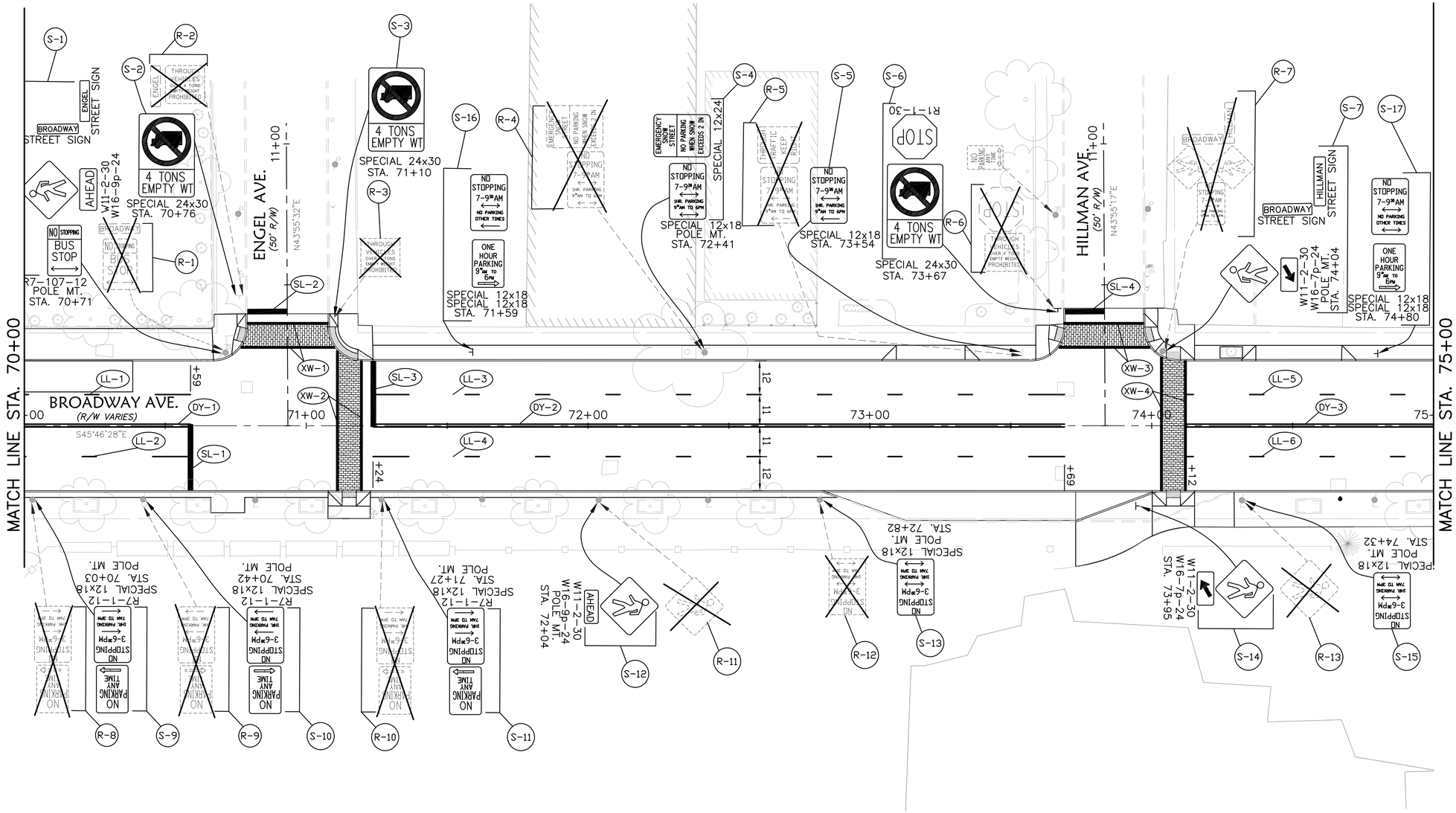
HORIZONTAL SCALE
1" = 20 FEET

CALCULATED: WES
CHECKED: AWS

SIGNING AND PAVEMENT MARKINGS
STA. 65+00 TO STA. 70+00

BROADWAY AVE.
CUY-14-2.72

PAVEMENT MARKING	LINE SPECIFICATION
A	LANE ARROW
CH	CHANNELIZING LINE
XW	CROSSWALK LINE
WD	DOTTED LINE, 4"
WE	EDGE LINE, WHITE
YE	EDGE LINE, YELLOW
YI	ISLAND MARKING, YELLOW
LL	LANE LINE
DY	CENTER LINE, SOLID DOUBLE
SL	STOP LINE
YT	TRANSVERSE LINE, YELLOW
WT	TRANSVERSE LINE, WHITE
LS	LADDER STRIPE
CM	SECONDARY CHECK MARKINGS (SPEED CAMERA)



LEGEND

DECORATIVE CROSSWALK.

NOTES

1) FOR SIGNING SUBSUMMARY, SEE SHEETS 164 TO 182.

2) FOR PAVEMENT MARKING SUBSUMMARY, SEE SHEETS 183 TO 193.

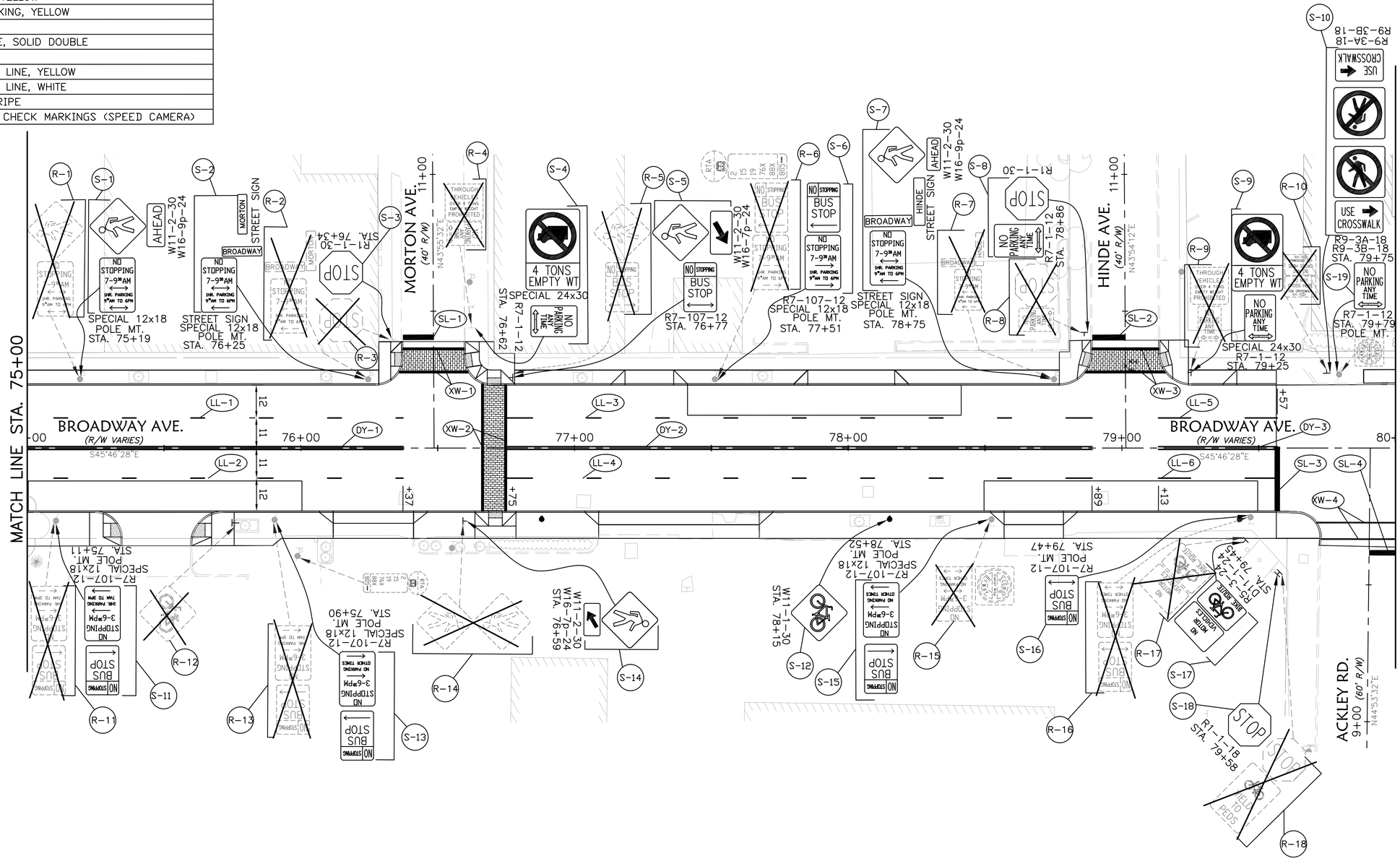
HORIZONTAL SCALE
1" = 20 FEET

CALCULATED: WES
CHECKED: AWS

SIGNING AND PAVEMENT MARKINGS
STA. 70+00 TO STA. 75+00

BROADWAY AVE.
CUY-14-2.72

PAVEMENT MARKING	LINE SPECIFICATION
A	LANE ARROW
CH	CHANNELIZING LINE
XW	CROSSWALK LINE
WD	DOTTED LINE, 4"
WE	EDGE LINE, WHITE
YE	EDGE LINE, YELLOW
YI	ISLAND MARKING, YELLOW
LL	LANE LINE
DY	CENTER LINE, SOLID DOUBLE
SL	STOP LINE
YT	TRANSVERSE LINE, YELLOW
WT	TRANSVERSE LINE, WHITE
LS	LADDER STRIPE
CM	SECONDARY CHECK MARKINGS (SPEED CAMERA)



LEGEND

DECORATIVE CROSSWALK.

NOTES

1) FOR SIGNING SUBSUMMARY, SEE SHEETS 164 TO 182.

2) FOR PAVEMENT MARKING SUBSUMMARY, SEE SHEETS 183 TO 193.

HORIZONTAL SCALE 1" = 20 FEET

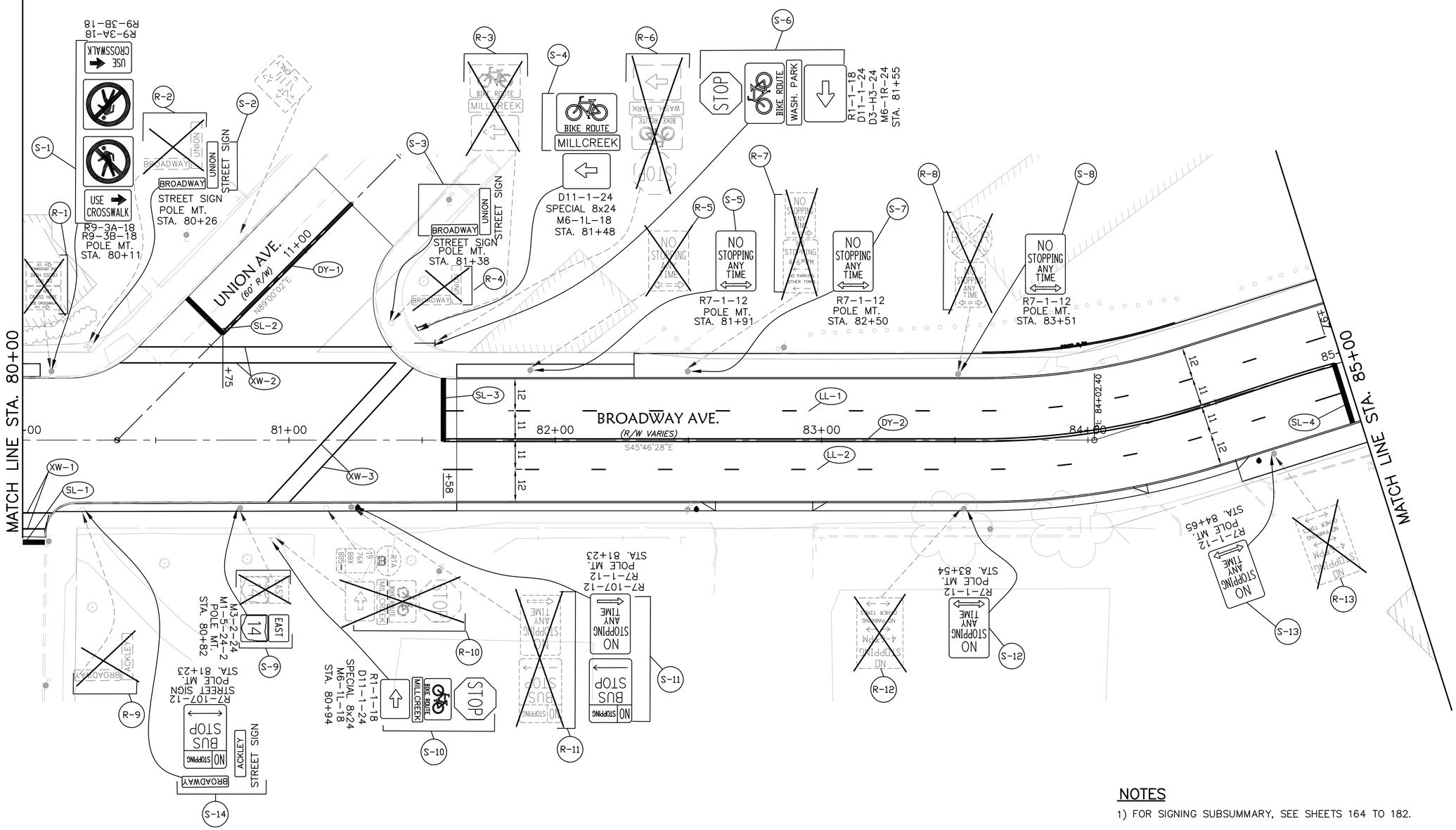
CALCULATED: WES

CHECKED: AWS

SIGNING AND PAVEMENT MARKINGS
STA. 75+00 TO STA. 80+00

BROADWAY AVE.
CUY-14-2.72

PAVEMENT MARKING	LINE SPECIFICATION
A	LANE ARROW
CH	CHANNELIZING LINE
XW	CROSSWALK LINE
WD	DOTTED LINE, 4"
WE	EDGE LINE, WHITE
YE	EDGE LINE, YELLOW
YI	ISLAND MARKING, YELLOW
LL	LANE LINE
DY	CENTER LINE, SOLID DOUBLE
SL	STOP LINE
YT	TRANSVERSE LINE, YELLOW
WT	TRANSVERSE LINE, WHITE
LS	LADDER STRIPE
CM	SECONDARY CHECK MARKINGS (SPEED CAMERA)



NOTES

1) FOR SIGNING SUBSUMMARY, SEE SHEETS 164 TO 182.

2) FOR PAVEMENT MARKING SUBSUMMARY, SEE SHEETS 183 TO 193.

HORIZONTAL SCALE
1" = 20 FEET

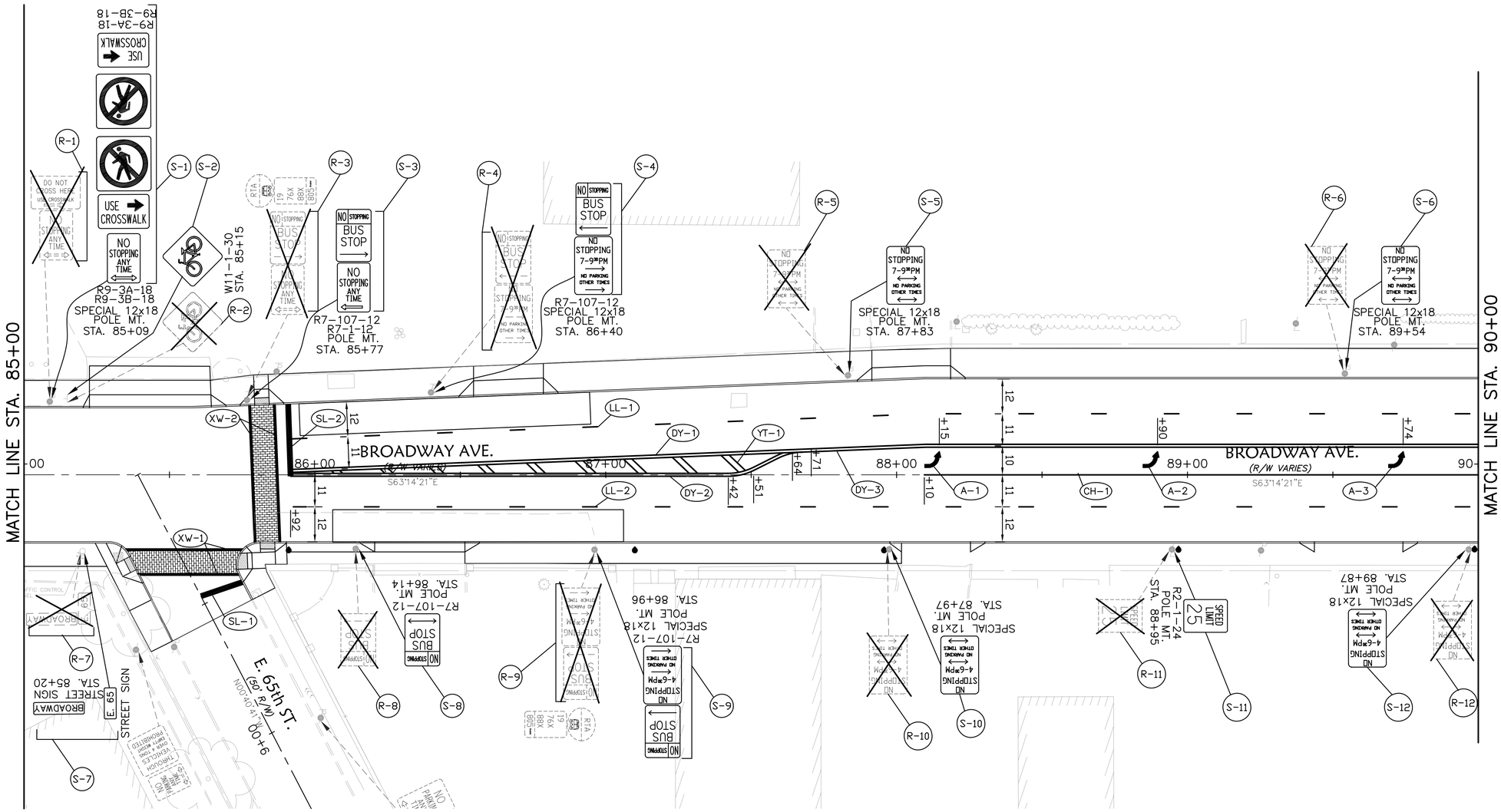
CALCULATED: WES
CHECKED: AWS

SIGNING AND PAVEMENT MARKINGS
STA. 80+00 TO STA. 85+00

BROADWAY AVE.
CUY-14-2.72

206

PAVEMENT MARKING	LINE SPECIFICATION
A	LANE ARROW
CH	CHANNELIZING LINE
XW	CROSSWALK LINE
WD	DOTTED LINE, 4"
WE	EDGE LINE, WHITE
YE	EDGE LINE, YELLOW
YI	ISLAND MARKING, YELLOW
LL	LANE LINE
DY	CENTER LINE, SOLID DOUBLE
SL	STOP LINE
YT	TRANSVERSE LINE, YELLOW
WT	TRANSVERSE LINE, WHITE
L-S	LADDER STRIPE
CM	SECONDARY CHECK MARKINGS (SPEED CAMERA)



LEGEND

DECORATIVE CROSSWALK.

NOTES

1) FOR SIGNING SUBSUMMARY, SEE SHEETS 164 TO 182.

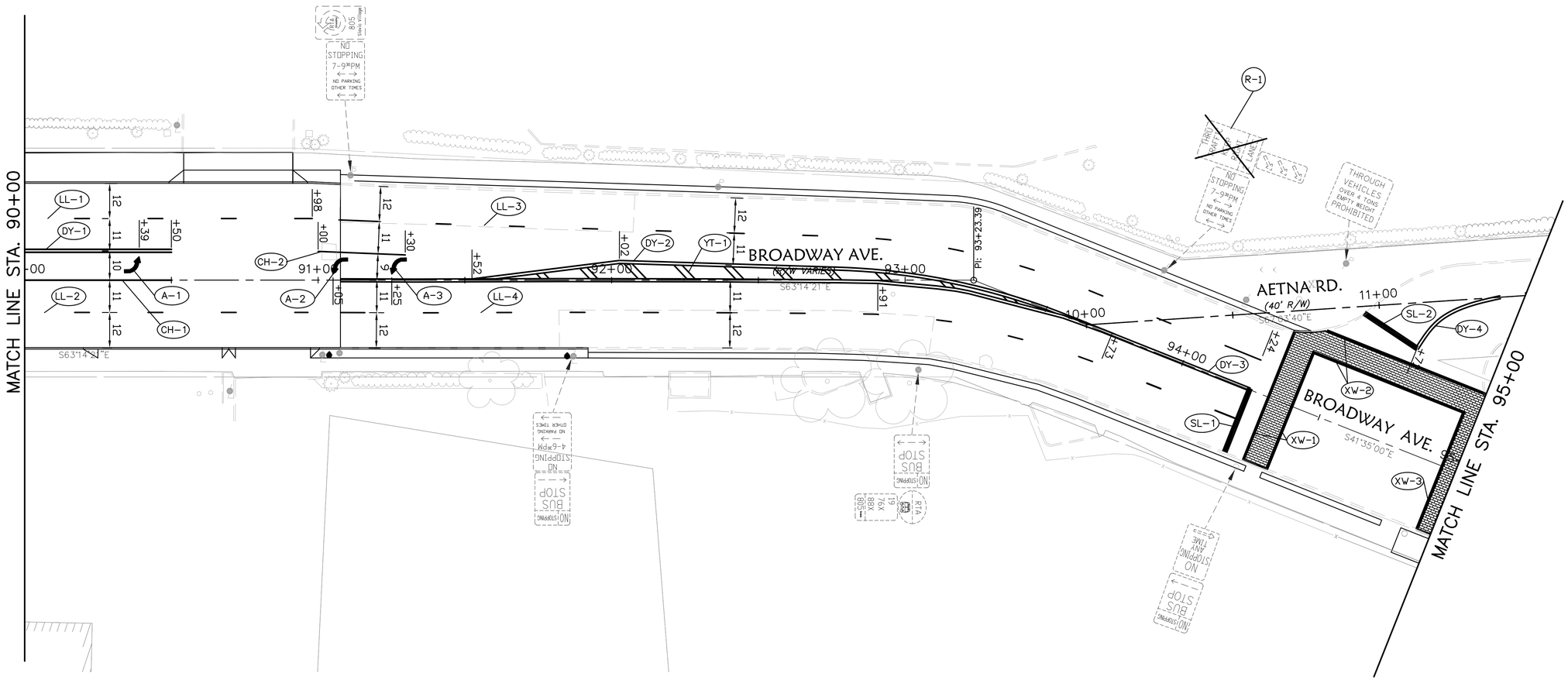
2) FOR PAVEMENT MARKING SUBSUMMARY, SEE SHEETS 183 TO 193.

HORIZONTAL SCALE
1" = 20 FEET

CALCULATED: WES
CHECKED: AWS

SIGNING AND PAVEMENT MARKINGS
STA. 85+00 TO STA. 90+00

BROADWAY AVE.
CUY-14-2.72



LEGEND

DECORATIVE CROSSWALK.

NOTES

1) FOR SIGNING SUBSUMMARY, SEE SHEETS 164 TO 182.
2) FOR PAVEMENT MARKING SUBSUMMARY, SEE SHEETS 183 TO 193.
3) THERE ARE NO NEW SIGNS TO BE INSTALLED FROM STATION 91+00 TO STATION 116+50.

HORIZONTAL SCALE 1" = 20 FEET

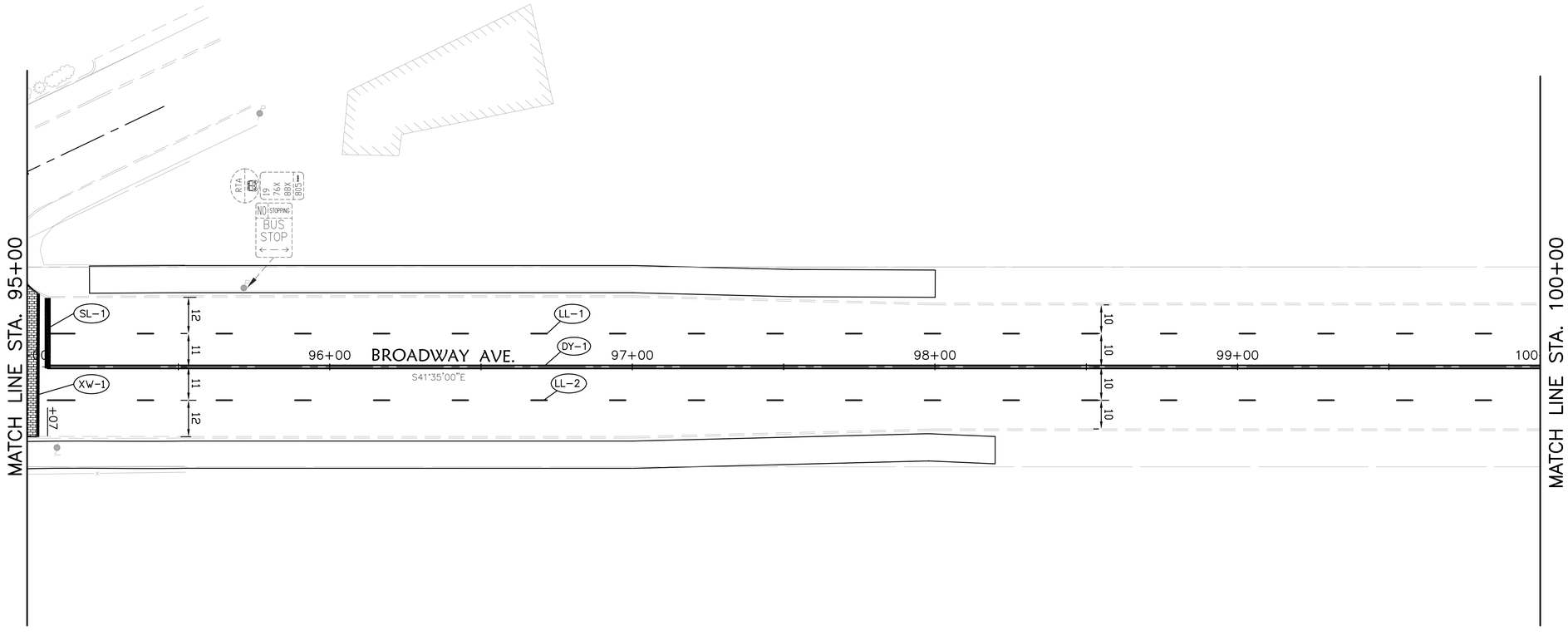
CALCULATED: WES
CHECKED: AWS

SIGNING AND PAVEMENT MARKINGS
STA. 90+00 TO STA. 95+00

BROADWAY AVE.
CUY-14-2.72

208

PAVEMENT MARKING	LINE SPECIFICATION
A	LANE ARROW
CH	CHANNELIZING LINE
XW	CROSSWALK LINE
WD	DOTTED LINE, 4"
WE	EDGE LINE, WHITE
YE	EDGE LINE, YELLOW
YI	ISLAND MARKING, YELLOW
LL	LANE LINE
DY	CENTER LINE, SOLID DOUBLE
SL	STOP LINE
YT	TRANSVERSE LINE, YELLOW
WT	TRANSVERSE LINE, WHITE
LS	LADDER STRIPE
CM	SECONDARY CHECK MARKINGS (SPEED CAMERA)



LEGEND

DECORATIVE CROSSWALK.

NOTES

1) FOR SIGNING SUBSUMMARY, SEE SHEETS 164 TO 182.
2) FOR PAVEMENT MARKING SUBSUMMARY, SEE SHEETS 183 TO 193.
3) THERE ARE NO NEW SIGNS TO BE INSTALLED FROM STATION 91+00 TO STATION 116+50.

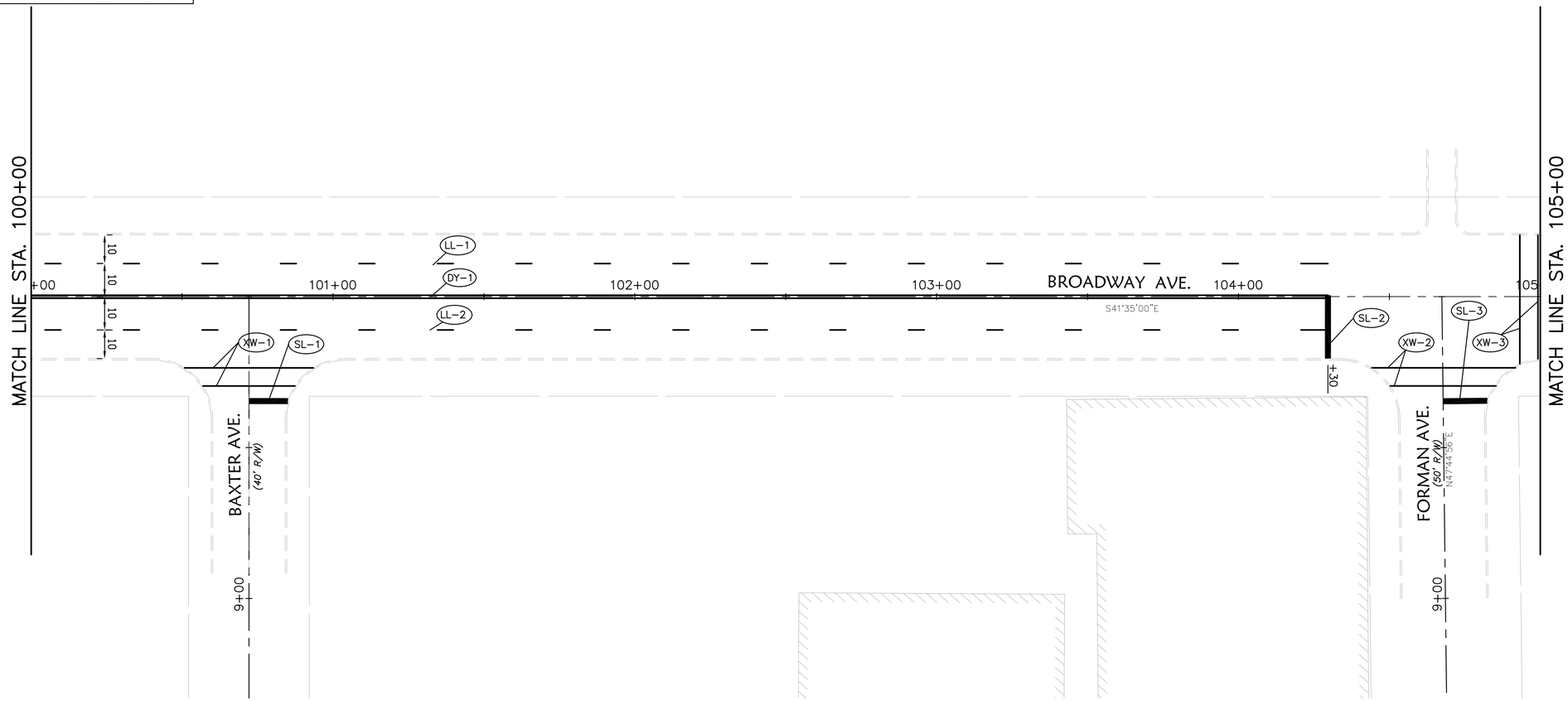
HORIZONTAL SCALE
1" = 20 FEET
0 10 20 40

CALCULATED: WES
CHECKED: AWS

SIGNING AND PAVEMENT MARKINGS
STA. 95+00 TO STA. 100+00

BROADWAY AVE.
CUY-14-2.72

PAVEMENT MARKING	LINE SPECIFICATION
A	LANE ARROW
CH	CHANNELIZING LINE
XW	CROSSWALK LINE
WD	DOTTED LINE, 4"
WE	EDGE LINE, WHITE
YE	EDGE LINE, YELLOW
YI	ISLAND MARKING, YELLOW
LL	LANE LINE
DY	CENTER LINE, SOLID DOUBLE
SL	STOP LINE
YT	TRANSVERSE LINE, YELLOW
WT	TRANSVERSE LINE, WHITE
LS	LADDER STRIPE
CM	SECONDARY CHECK MARKINGS (SPEED CAMERA)



NOTES

1) FOR SIGNING SUBSUMMARY, SEE SHEETS 164 TO 182.

2) FOR PAVEMENT MARKING SUBSUMMARY, SEE SHEETS 183 TO 193.

3) THERE ARE NO NEW SIGNS TO BE INSTALLED FROM STATION 91+00 TO STATION 116+50.

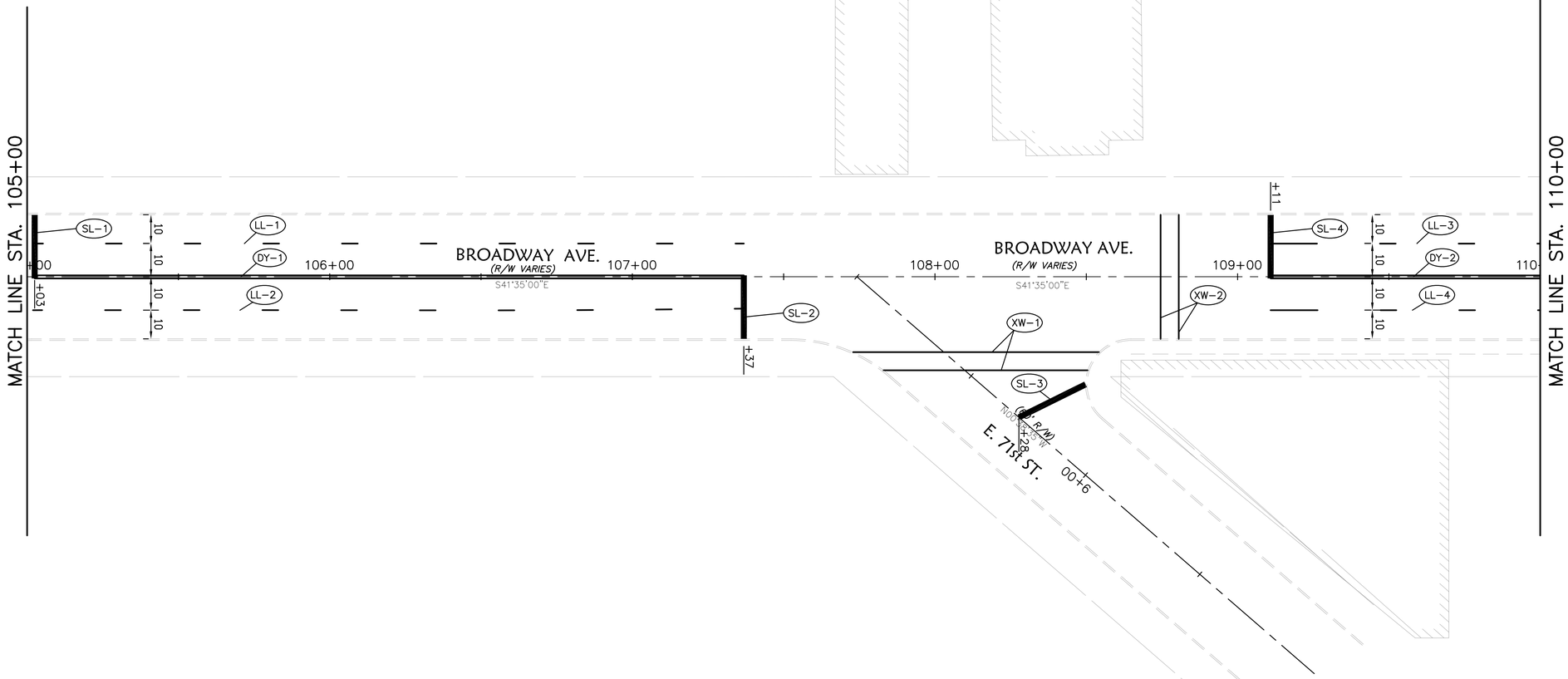
HORIZONTAL SCALE
1" = 20 FEET

CALCULATED: WES
CHECKED: AWS

SIGNING AND PAVEMENT MARKINGS
STA. 100+00 TO STA. 105+00

BROADWAY AVE.
CUY-14-2.72

PAVEMENT MARKING	LINE SPECIFICATION
A	LANE ARROW
CH	CHANNELIZING LINE
XW	CROSSWALK LINE
WD	DOTTED LINE, 4"
WE	EDGE LINE, WHITE
YE	EDGE LINE, YELLOW
YI	ISLAND MARKING, YELLOW
LL	LANE LINE
DY	CENTER LINE, SOLID DOUBLE
SL	STOP LINE
YT	TRANSVERSE LINE, YELLOW
WT	TRANSVERSE LINE, WHITE
LS	LADDER STRIPE
CM	SECONDARY CHECK MARKINGS (SPEED CAMERA)



NOTES

1) FOR SIGNING SUBSUMMARY, SEE SHEETS 164 TO 182.

2) FOR PAVEMENT MARKING SUBSUMMARY, SEE SHEETS 183 TO 193.

3) THERE ARE NO NEW SIGNS TO BE INSTALLED FROM STATION 91+00 TO STATION 116+50.

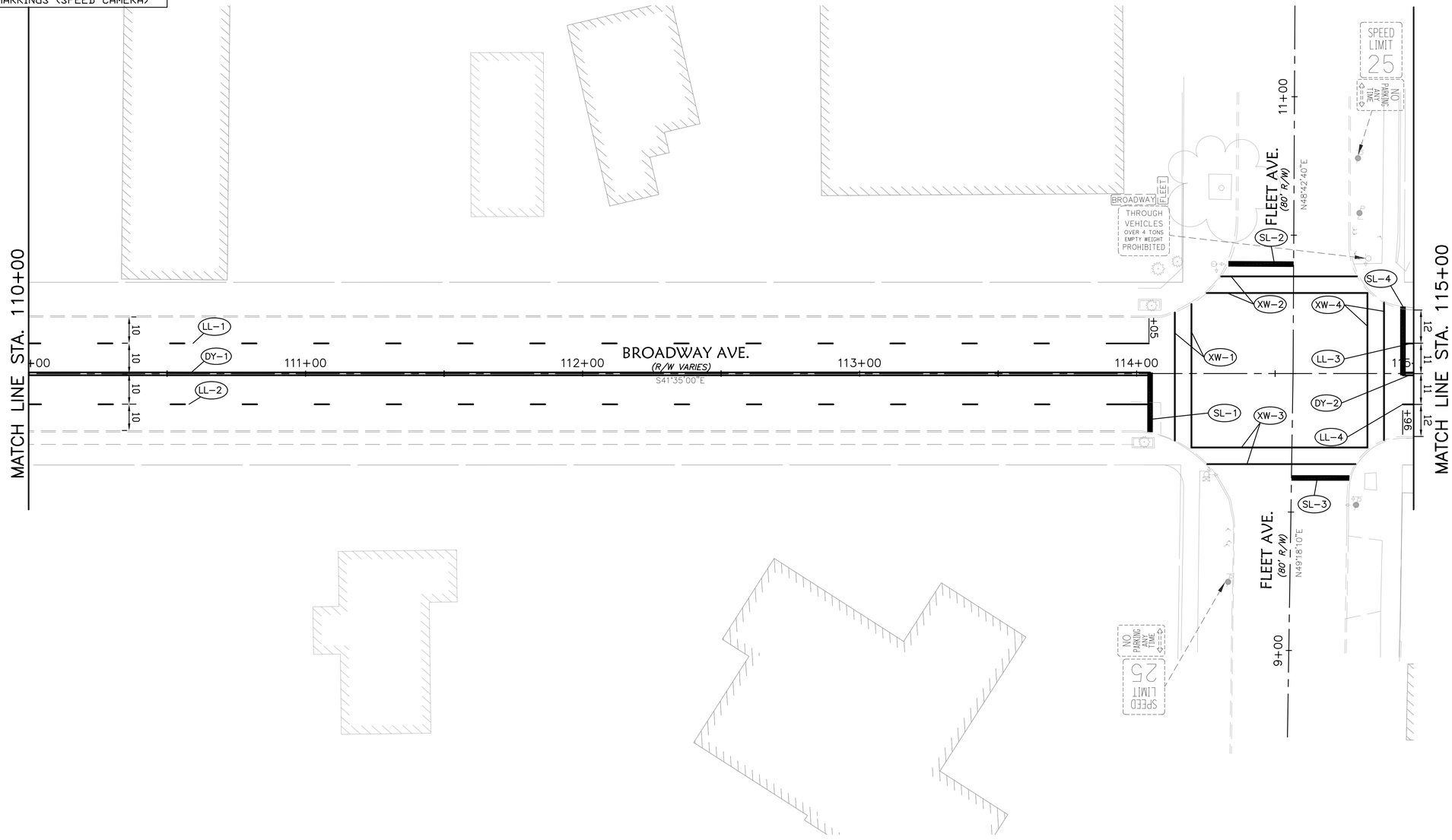
HORIZONTAL SCALE
1" = 20 FEET

CALCULATED: WES
CHECKED: AWS

SIGNING AND PAVEMENT MARKINGS
STA. 105+00 TO STA. 110+00

BROADWAY AVE.
CUY-14-2.72

PAVEMENT MARKING	LINE SPECIFICATION
A	LANE ARROW
CH	CHANNELIZING LINE
XW	CROSSWALK LINE
WD	DOTTED LINE, 4"
WE	EDGE LINE, WHITE
YE	EDGE LINE, YELLOW
YI	ISLAND MARKING, YELLOW
LL	LANE LINE
DY	CENTER LINE, SOLID DOUBLE
SL	STOP LINE
YT	TRANSVERSE LINE, YELLOW
WT	TRANSVERSE LINE, WHITE
LS	LADDER STRIPE
CM	SECONDARY CHECK MARKINGS (SPEED CAMERA)



NOTES

1) FOR SIGNING SUBSUMMARY, SEE SHEETS 164 TO 182.

2) FOR PAVEMENT MARKING SUBSUMMARY, SEE SHEETS 183 TO 193.

3) THERE ARE NO NEW SIGNS TO BE INSTALLED FROM STATION 91+00 TO STATION 116+50.

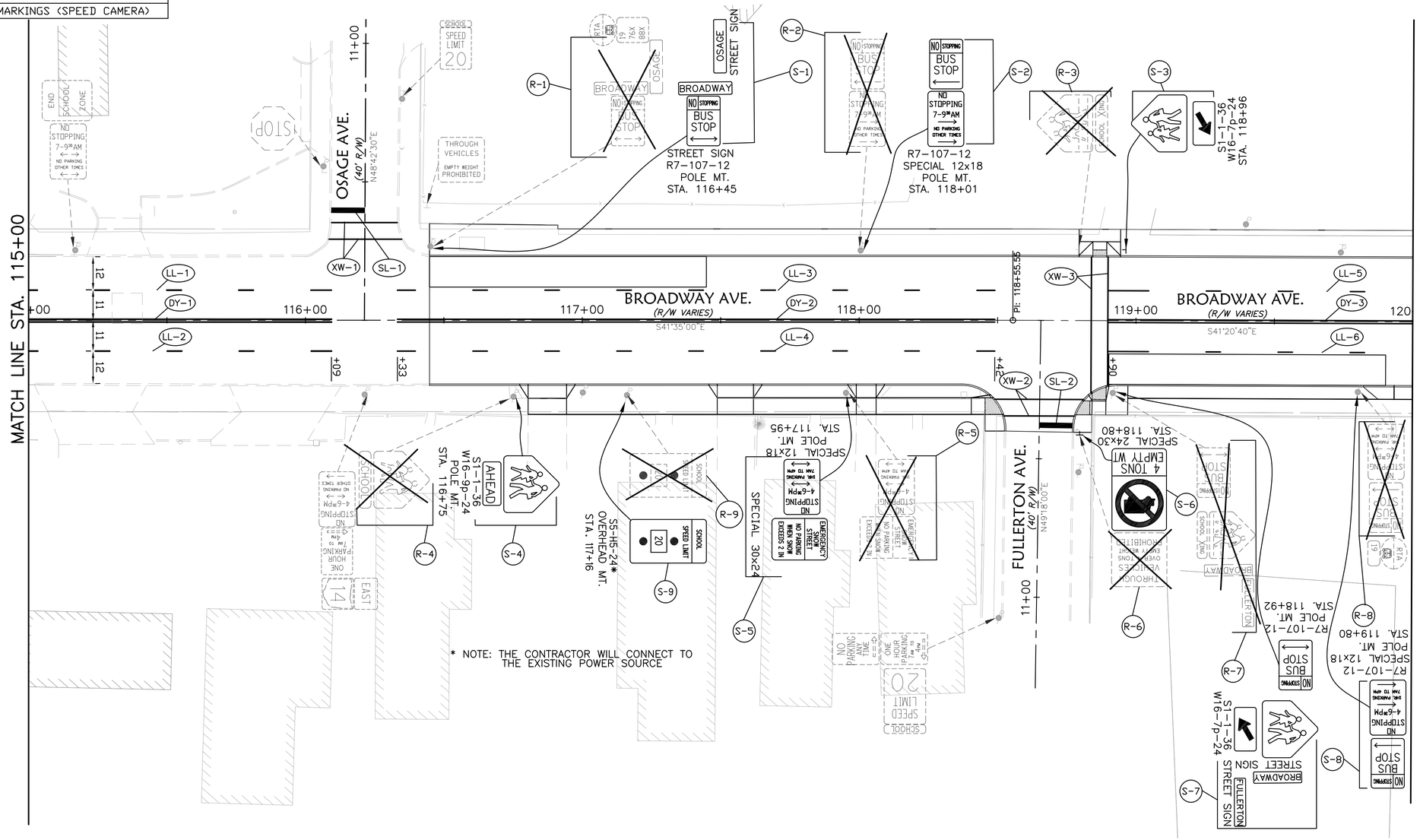
HORIZONTAL SCALE
1" = 20 FEET

CALCULATED: WES
CHECKED: AWS

SIGNING AND PAVEMENT MARKINGS
STA. 110+00 TO STA. 115+00

BROADWAY AVE.
CUY-14-2.72

PAVEMENT MARKING	LINE SPECIFICATION
A	LANE ARROW
CH	CHANNELIZING LINE
XW	CROSSWALK LINE
WD	DOTTED LINE, 4"
WE	EDGE LINE, WHITE
YE	EDGE LINE, YELLOW
YI	ISLAND MARKING, YELLOW
LL	LANE LINE
DY	CENTER LINE, SOLID DOUBLE
SL	STOP LINE
YT	TRANSVERSE LINE, YELLOW
WT	TRANSVERSE LINE, WHITE
LS	LADDER STRIPE
CM	SECONDARY CHECK MARKINGS (SPEED CAMERA)



* NOTE: THE CONTRACTOR WILL CONNECT TO THE EXISTING POWER SOURCE

NOTES

1) FOR SIGNING SUBSUMMARY, SEE SHEETS 164 TO 182.

2) FOR PAVEMENT MARKING SUBSUMMARY, SEE SHEETS 183 TO 193.

3) THERE ARE NO NEW SIGNS TO BE INSTALLED FROM STATION 91+00 TO STATION 116+50.

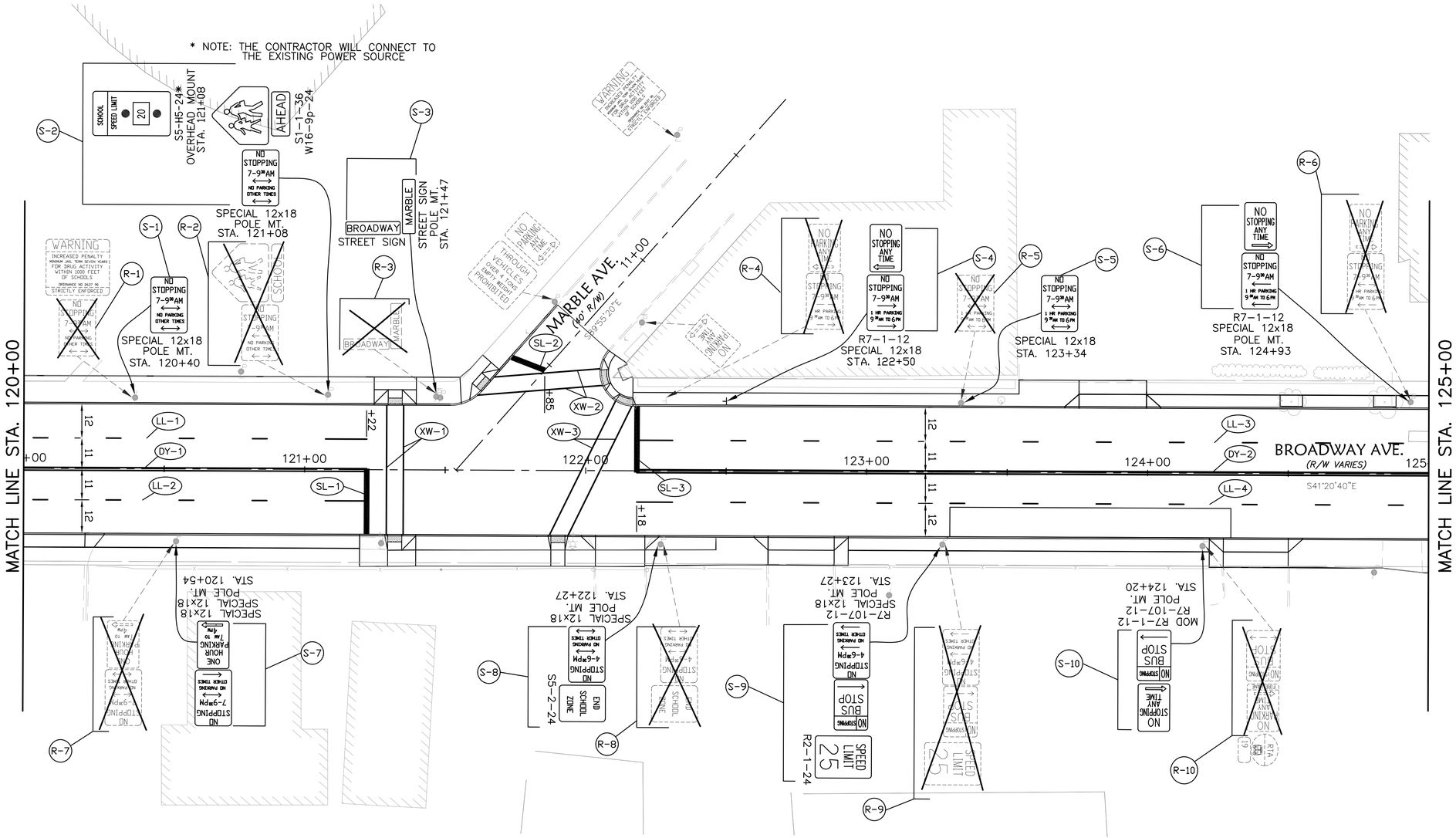
HORIZONTAL SCALE 1" = 20 FEET

CALCULATED: WES
CHECKED: AWS

SIGNING AND PAVEMENT MARKINGS STA. 115+00 TO STA. 120+00

BROADWAY AVE. CUY-14-2.72

PAVEMENT MARKING	LINE SPECIFICATION
A	LANE ARROW
CH	CHANNELIZING LINE
XW	CROSSWALK LINE
WD	DOTTED LINE, 4"
WE	EDGE LINE, WHITE
YE	EDGE LINE, YELLOW
YI	ISLAND MARKING, YELLOW
LL	LANE LINE
DY	CENTER LINE, SOLID DOUBLE
SL	STOP LINE
YT	TRANSVERSE LINE, YELLOW
WT	TRANSVERSE LINE, WHITE
LS	LADDER STRIPE
CM	SECONDARY CHECK MARKINGS (SPEED CAMERA)



NOTES

1) FOR SIGNING SUBSUMMARY, SEE SHEETS 164 TO 182.

2) FOR PAVEMENT MARKING SUBSUMMARY, SEE SHEETS 183 TO 193.

HORIZONTAL SCALE 1" = 20 FEET

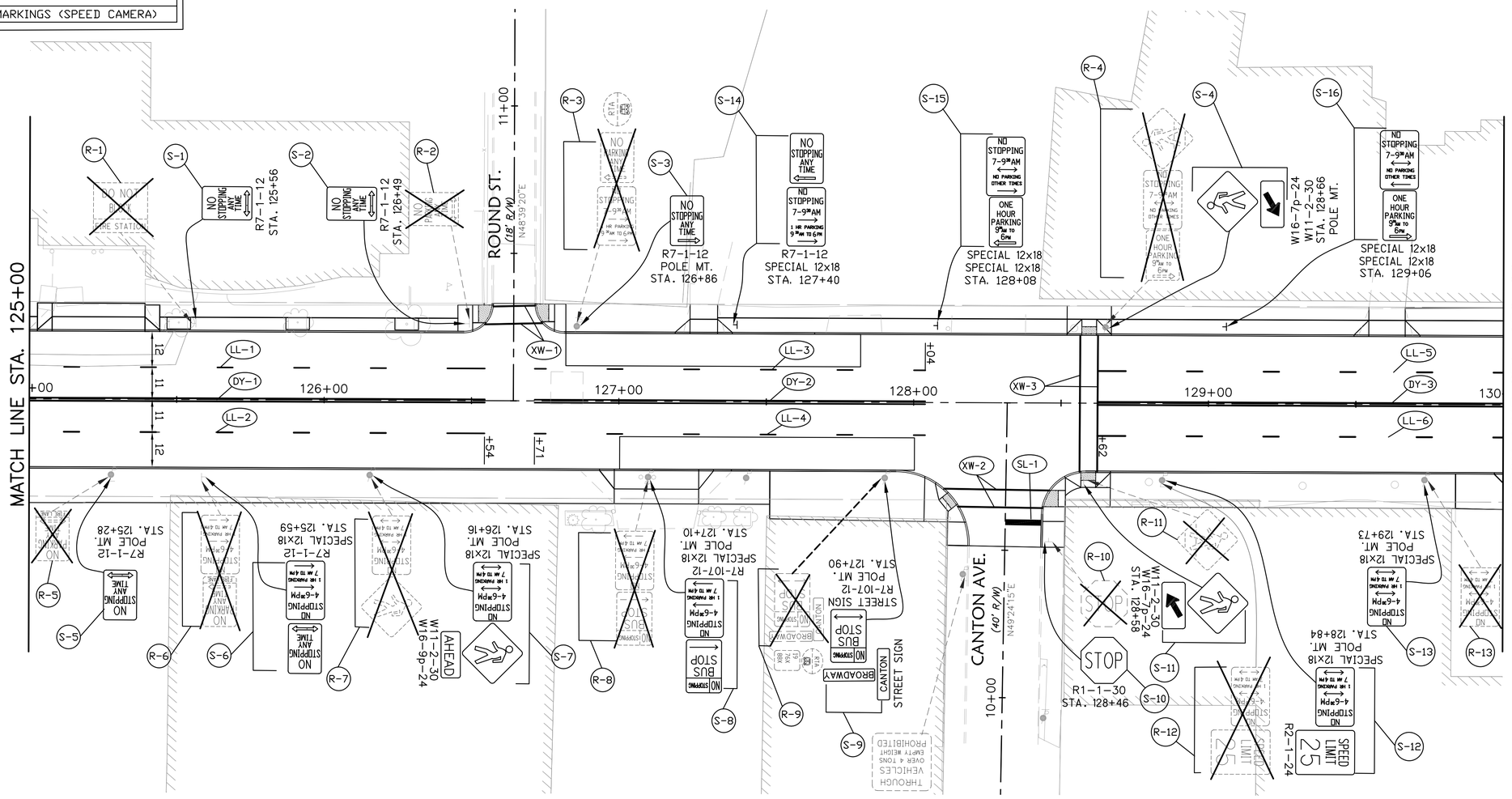
CALCULATED: WES
CHECKED: AWS

SIGNING AND PAVEMENT MARKINGS
STA. 120+00 TO STA. 125+00

BROADWAY AVE.
CUY-14-2.72

214

PAVEMENT MARKING	LINE SPECIFICATION
A	LANE ARROW
CH	CHANNELIZING LINE
XW	CROSSWALK LINE
WD	DOTTED LINE, 4"
WE	EDGE LINE, WHITE
YE	EDGE LINE, YELLOW
YI	ISLAND MARKING, YELLOW
LL	LANE LINE
DY	CENTER LINE, SOLID DOUBLE
SL	STOP LINE
YT	TRANSVERSE LINE, YELLOW
WT	TRANSVERSE LINE, WHITE
LS	LADDER STRIPE
CM	SECONDARY CHECK MARKINGS (SPEED CAMERA)



NOTES

1) FOR SIGNING SUBSUMMARY, SEE SHEETS 164 TO 182.

2) FOR PAVEMENT MARKING SUBSUMMARY, SEE SHEETS 183 TO 193.

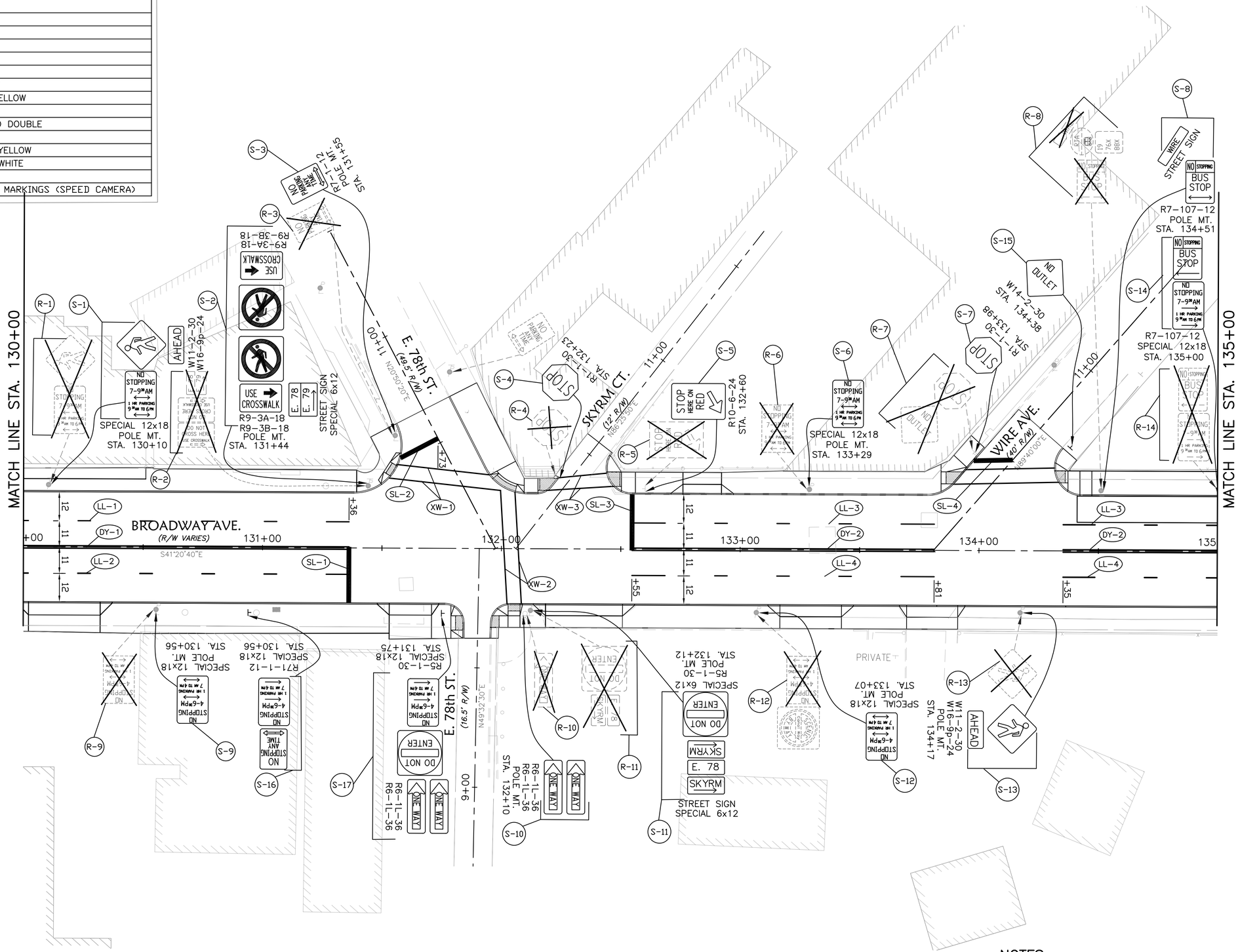
HORIZONTAL SCALE
1" = 20 FEET

CALCULATED: WES
CHECKED: AWS

SIGNING AND PAVEMENT MARKINGS
STA. 125+00 TO STA. 130+00

BROADWAY AVE.
CUY-14-2.72

PAVEMENT MARKING	LINE SPECIFICATION
A	LANE ARROW
CH	CHANNELIZING LINE
XW	CROSSWALK LINE
WD	DOTTED LINE, 4"
WE	EDGE LINE, WHITE
YE	EDGE LINE, YELLOW
YI	ISLAND MARKING, YELLOW
LL	LANE LINE
DY	CENTER LINE, SOLID DOUBLE
SL	STOP LINE
YT	TRANSVERSE LINE, YELLOW
WT	TRANSVERSE LINE, WHITE
LS	LADDER STRIPE
CM	SECONDARY CHECK MARKINGS (SPEED CAMERA)



NOTES

1) FOR SIGNING SUBSUMMARY, SEE SHEETS 164 TO 182.

2) FOR PAVEMENT MARKING SUBSUMMARY, SEE SHEETS 183 TO 193.

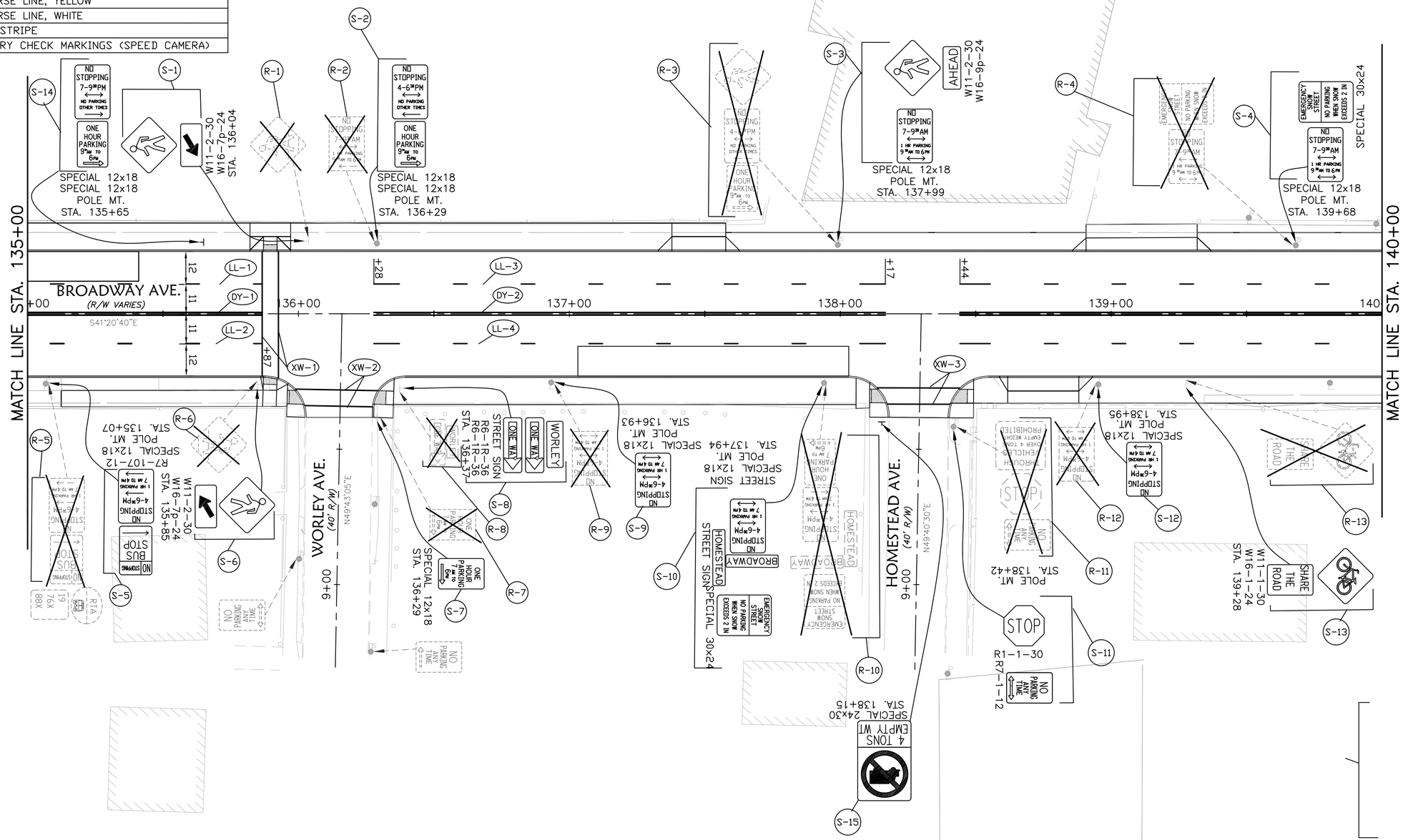
HORIZONTAL SCALE 1" = 20 FEET

CALCULATED: WES
CHECKED: AWS

SIGNING AND PAVEMENT MARKINGS
STA. 130+00 TO STA. 135+00

BROADWAY AVE.
CUY-14-2.72

PAVEMENT MARKING	LINE SPECIFICATION
A	LANE ARROW
CH	CHANNELIZING LINE
XW	CROSSWALK LINE
WD	DOTTED LINE, 4"
WE	EDGE LINE, WHITE
YE	EDGE LINE, YELLOW
YI	ISLAND MARKING, YELLOW
LL	LANE LINE
DY	CENTER LINE, SOLID DOUBLE
SL	STOP LINE
YT	TRANSVERSE LINE, YELLOW
WT	TRANSVERSE LINE, WHITE
LS	LADDER STRIPE
CM	SECONDARY CHECK MARKINGS (SPEED CAMERA)



NOTES

1) FOR SIGNING SUBSUMMARY, SEE SHEETS 164 TO 182.

2) FOR PAVEMENT MARKING SUBSUMMARY, SEE SHEETS 183 TO 193.

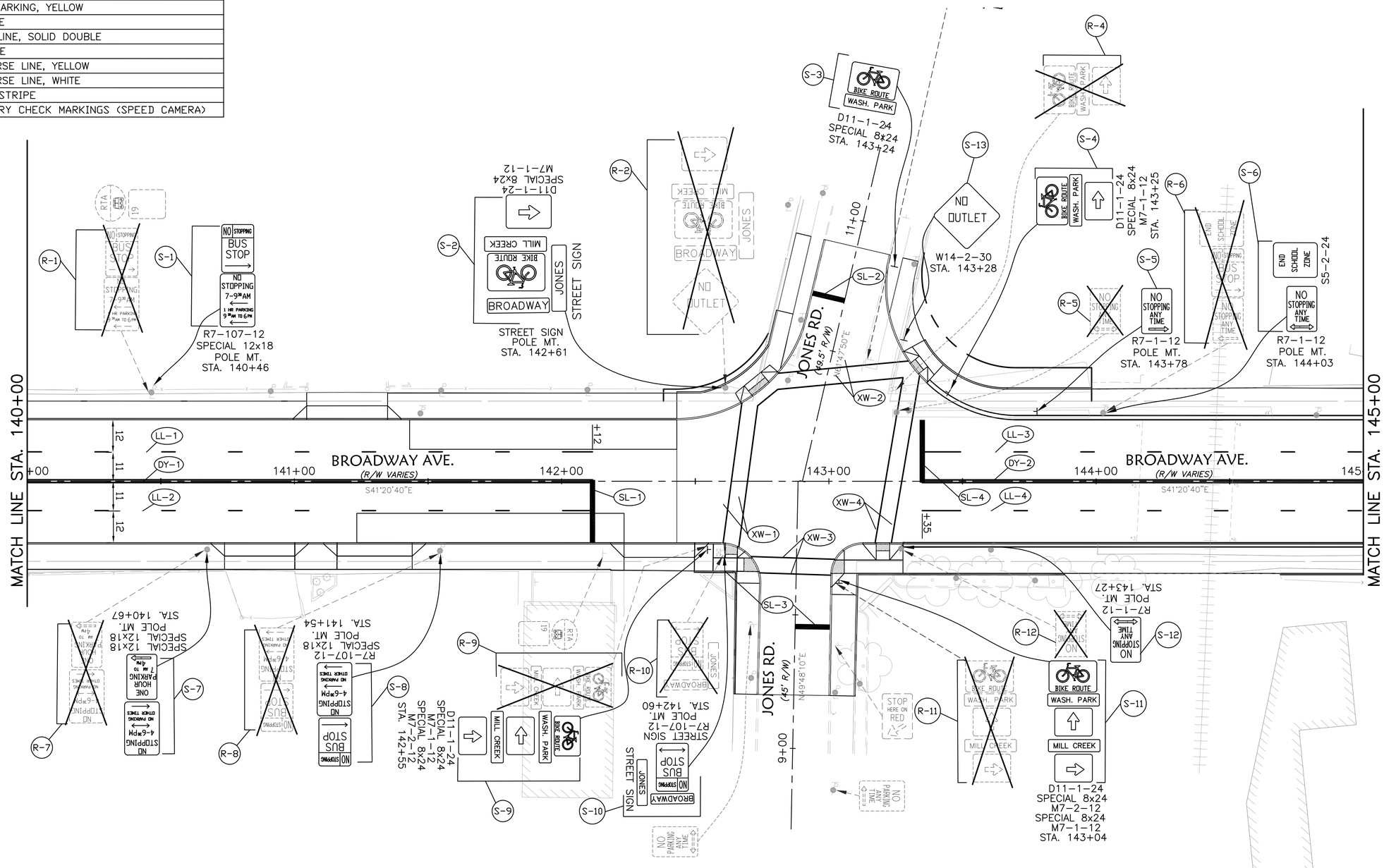
HORIZONTAL SCALE
1" = 20 FEET

CALCULATED: WES
CHECKED: AWS

SIGNING AND PAVEMENT MARKINGS
STA. 135+00 TO STA. 140+00

BROADWAY AVE.
CUY-14-2.72

PAVEMENT MARKING	LINE SPECIFICATION
A	LANE ARROW
CH	CHANNELIZING LINE
XW	CROSSWALK LINE
WD	DOTTED LINE, 4"
WE	EDGE LINE, WHITE
YE	EDGE LINE, YELLOW
YI	ISLAND MARKING, YELLOW
LL	LANE LINE
DY	CENTER LINE, SOLID DOUBLE
SL	STOP LINE
YT	TRANSVERSE LINE, YELLOW
WT	TRANSVERSE LINE, WHITE
LS	LADDER STRIPE
CM	SECONDARY CHECK MARKINGS (SPEED CAMERA)



NOTES

1) FOR SIGNING SUBSUMMARY, SEE SHEETS 164 TO 182.

2) FOR PAVEMENT MARKING SUBSUMMARY, SEE SHEETS 183 TO 193.

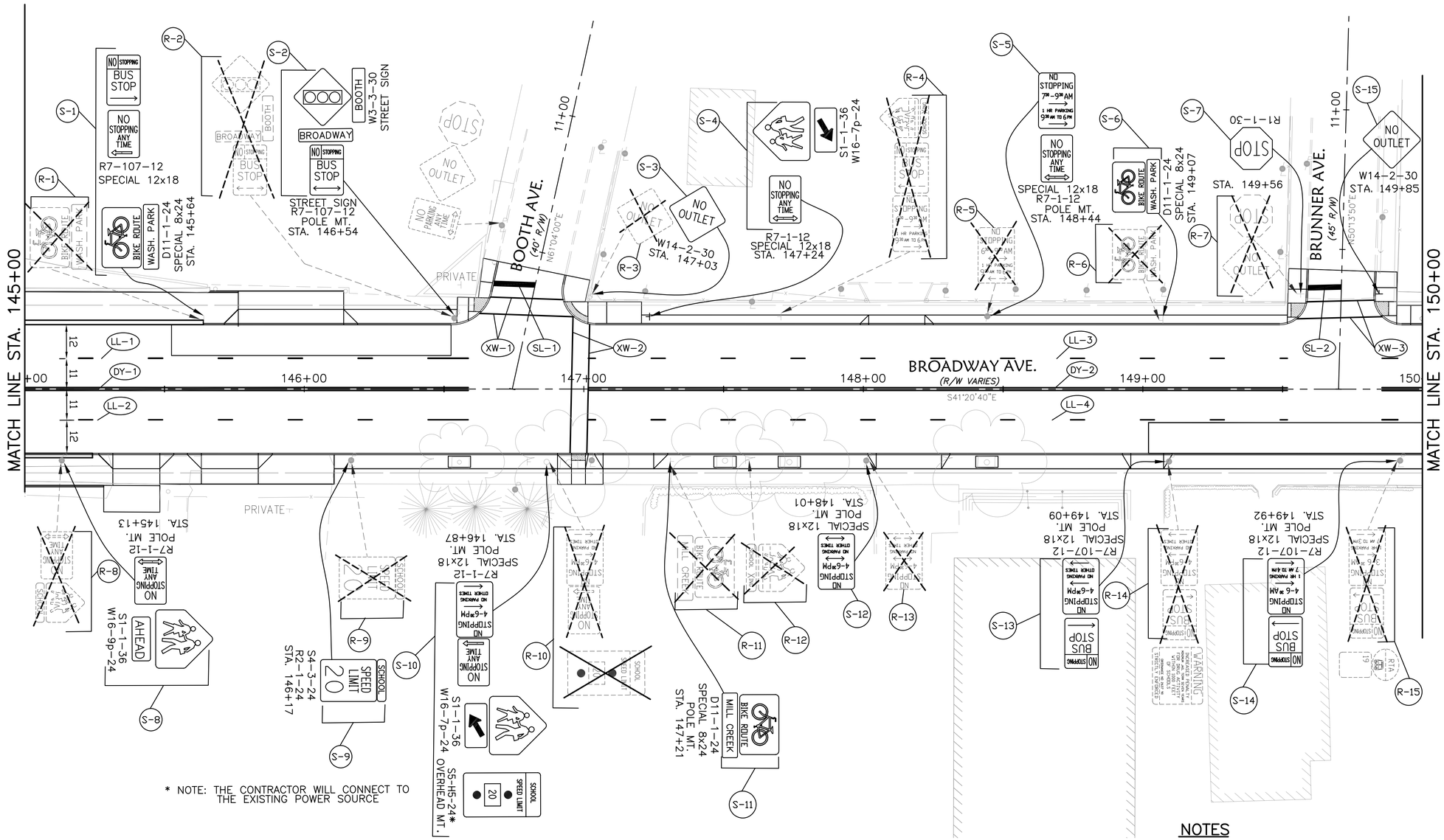
HORIZONTAL SCALE 1" = 20 FEET

CALCULATED: WES
CHECKED: AWS

SIGNING AND PAVEMENT MARKINGS
STA. 140+00 TO STA. 145+00

BROADWAY AVE.
CUY-14-2.72

PAVEMENT MARKING	LINE SPECIFICATION
A	LANE ARROW
CH	CHANNELIZING LINE
XW	CROSSWALK LINE
WD	DOTTED LINE, 4"
WE	EDGE LINE, WHITE
YE	EDGE LINE, YELLOW
YI	ISLAND MARKING, YELLOW
LL	LANE LINE
DY	CENTER LINE, SOLID DOUBLE
SL	STOP LINE
YT	TRANSVERSE LINE, YELLOW
WT	TRANSVERSE LINE, WHITE
LS	LADDER STRIPE
CM	SECONDARY CHECK MARKINGS (SPEED CAMERA)



* NOTE: THE CONTRACTOR WILL CONNECT TO THE EXISTING POWER SOURCE

NOTES

1) FOR SIGNING SUBSUMMARY, SEE SHEETS 164 TO 182.

2) FOR PAVEMENT MARKING SUBSUMMARY, SEE SHEETS 183 TO 193.

HORIZONTAL SCALE 1" = 20 FEET

CALCULATED: WES
CHECKED: AWS

SIGNING AND PAVEMENT MARKINGS
STA. 145+00 TO STA. 150+00

BROADWAY AVE.
CUY-14-2.72

219

PAVEMENT MARKING	LINE SPECIFICATION
A	LANE ARROW
CH	CHANNELIZING LINE
XW	CROSSWALK LINE
WD	DOTTED LINE, 4"
WE	EDGE LINE, WHITE
YE	EDGE LINE, YELLOW
YI	ISLAND MARKING, YELLOW
LL	LANE LINE
DY	CENTER LINE, SOLID DOUBLE
SL	STOP LINE
YT	TRANSVERSE LINE, YELLOW
WT	TRANSVERSE LINE, WHITE
LS	LADDER STRIPE
CM	SECONDARY CHECK MARKINGS (SPEED CAMERA)

* NOTE: THE CONTRACTOR WILL CONNECT TO THE EXISTING POWER SOURCE

S-1 S5-H5-24* OVERHEAD MT. STA. 150+00

S-2 BRUNNER STREET SIGN; BROADWAY STREET SIGN POLE MT. STA. 150+00; S4-3-24 R2-1-24

R-1 SPECIAL 12x18 POLE MT. STA. 150+07

R-2 R-3 S-3 SPECIAL 12x18 STA. 151+48

S-4 SPECIAL 12x18 R7-1-12 POLE MT. STA. 152+97; M3-4-24 M1-5-24-2

R-4 R-5 S-17 RELOCATE

S-5 D11-1-24 SPECIAL 8x24 POLE MT. STA. 154+13

S-6 R-6 R7-107-12 SPECIAL 12x18 POLE MT. STA. 154+75

S-7 D11-1-24 SPECIAL 8x24 STA. 150+26

S-8 R-7 S5-2-24; R7-107-12 SPECIAL 12x18 POLE MT. STA. 151+75; M7-2-12

R-8 S-9 R7-107-12 POLE MT. STA. 152+72

R-9 S-15 RELOCATE

R-10 S-16 RELOCATE

R-11 R-12 S-10 SPECIAL 12x18 STA. 153+00

R-13 S-11 SPECIAL 30x30 POLE MT. STA. 154+25

R-14 R-15 R-16 S-14 SPECIAL 30x30 POLE MT. STA. 154+95; R7-1-12

BROADWAY AVE. (R/W VARIES) S41°20'40"E

HARVARD AVE. 9+00 (60' R/W) N83°46'30"E

HARVARD AVE. 11+00 (60' R/W) N89°44'20"E

MATCH LINE STA. 150+00

MATCH LINE STA. 155+00

NOTES

1) FOR SIGNING SUBSUMMARY, SEE SHEETS 164 TO 182.

2) FOR PAVEMENT MARKING SUBSUMMARY, SEE SHEETS 183 TO 193.

HORIZONTAL SCALE 1" = 20 FEET

CALCULATED: WES

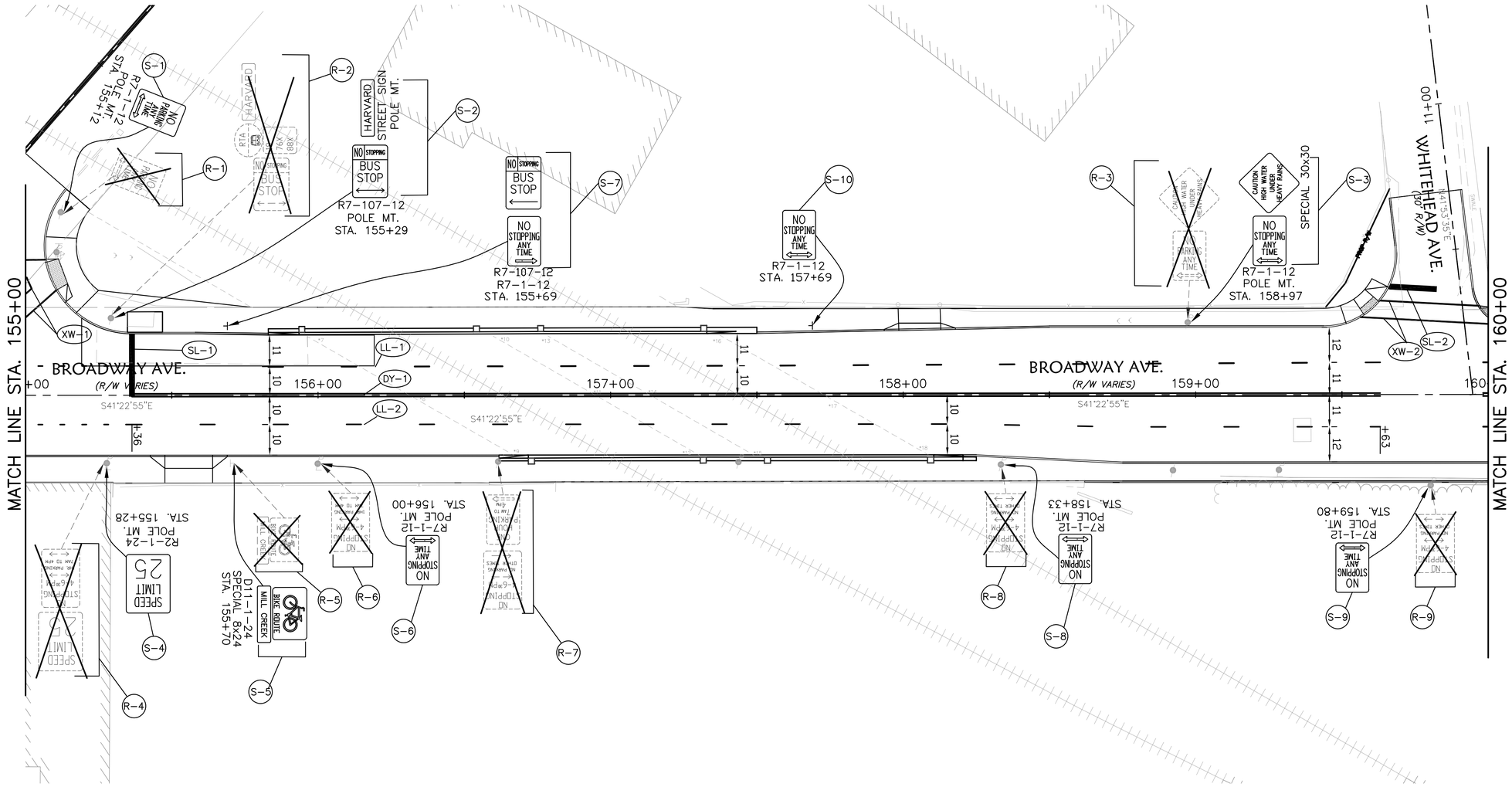
CHECKED: AWS

SIGNING AND PAVEMENT MARKINGS STA. 150+00 TO STA. 155+00

BROADWAY AVE. CUY-14-2.72

220

PAVEMENT MARKING	LINE SPECIFICATION
A	LANE ARROW
CH	CHANNELIZING LINE
XW	CROSSWALK LINE
WD	DOTTED LINE, 4"
WE	EDGE LINE, WHITE
YE	EDGE LINE, YELLOW
YI	ISLAND MARKING, YELLOW
LL	LANE LINE
DY	CENTER LINE, SOLID DOUBLE
SL	STOP LINE
YT	TRANSVERSE LINE, YELLOW
WT	TRANSVERSE LINE, WHITE
LS	LADDER STRIPE
CM	SECONDARY CHECK MARKINGS (SPEED CAMERA)



NOTES

1) FOR SIGNING SUBSUMMARY, SEE SHEETS 164 TO 182.

2) FOR PAVEMENT MARKING SUBSUMMARY, SEE SHEETS 183 TO 193.

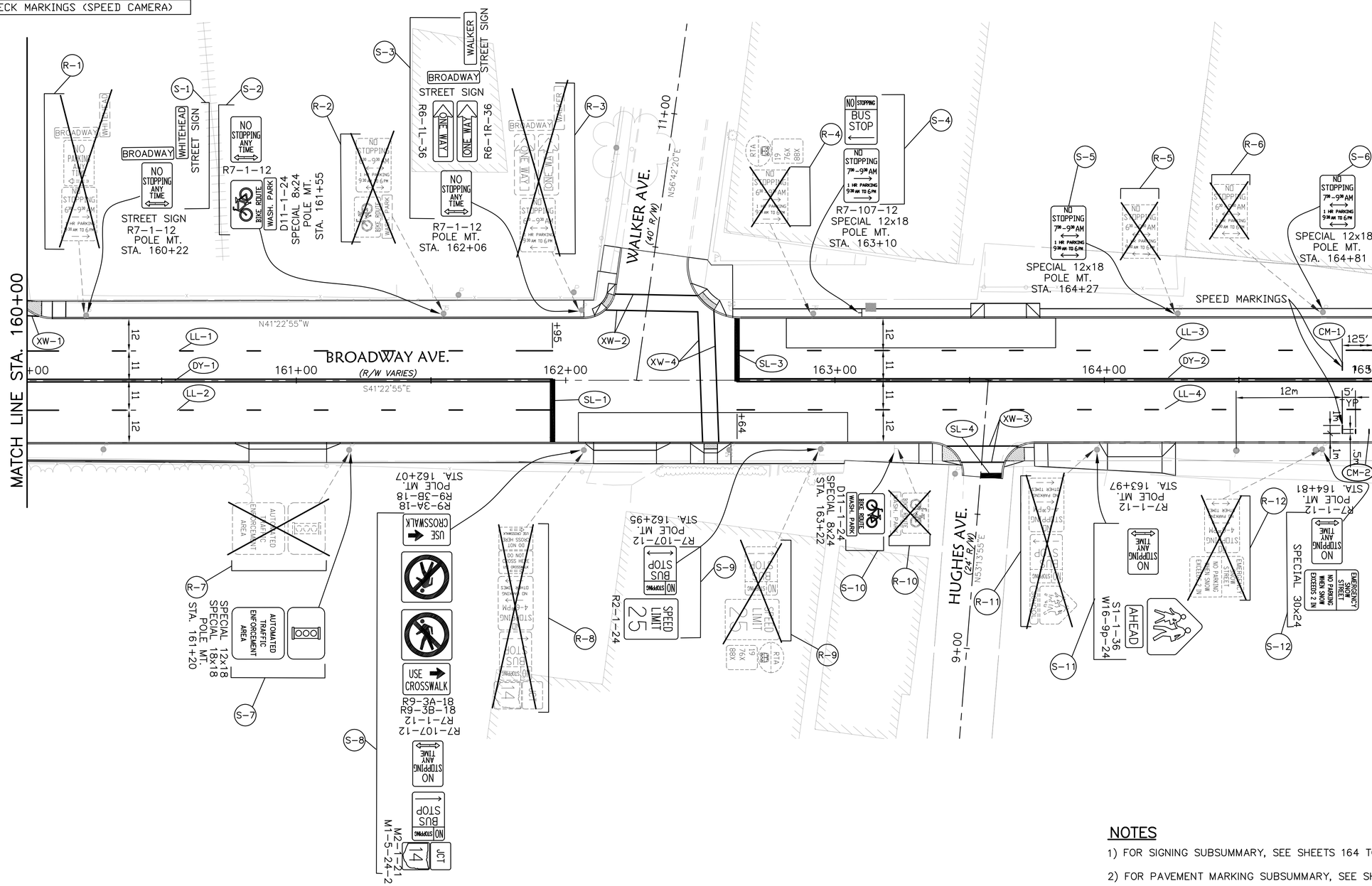
HORIZONTAL SCALE
1" = 20 FEET

CALCULATED: WES
CHECKED: AWS

SIGNING AND PAVEMENT MARKINGS
STA. 155+00 TO STA. 160+00

BROADWAY AVE.
CUY-14-2.72

PAVEMENT MARKING	LINE SPECIFICATION
A	LANE ARROW
CH	CHANNELIZING LINE
XW	CROSSWALK LINE
WD	DOTTED LINE, 4"
WE	EDGE LINE, WHITE
YE	EDGE LINE, YELLOW
YI	ISLAND MARKING, YELLOW
LL	LANE LINE
DY	CENTER LINE, SOLID DOUBLE
SL	STOP LINE
YT	TRANSVERSE LINE, YELLOW
WT	TRANSVERSE LINE, WHITE
LS	LADDER STRIPE
CM	SECONDARY CHECK MARKINGS (SPEED CAMERA)



NOTES

1) FOR SIGNING SUBSUMMARY, SEE SHEETS 164 TO 182.

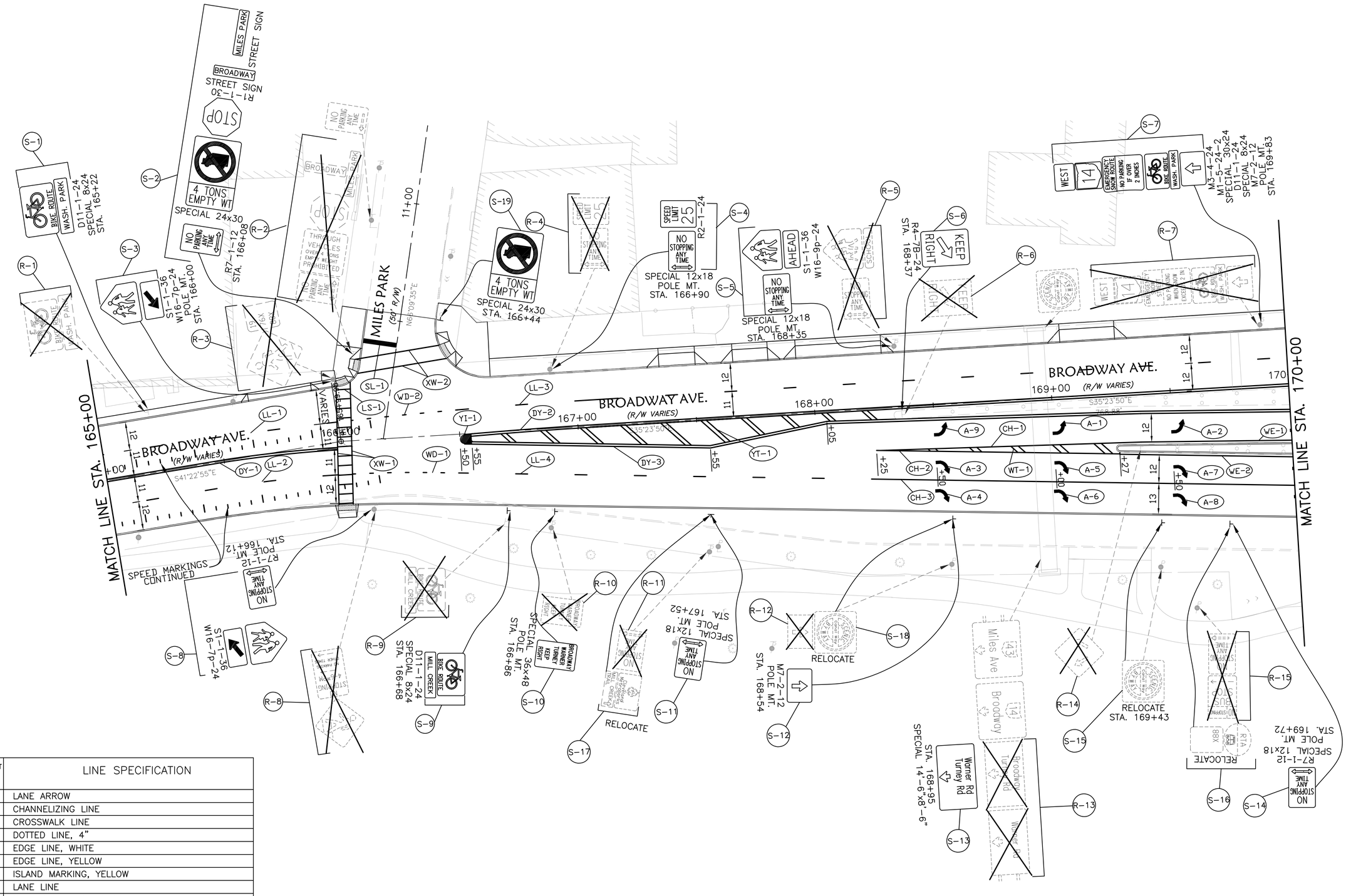
2) FOR PAVEMENT MARKING SUBSUMMARY, SEE SHEETS 183 TO 193.

HORIZONTAL SCALE
1" = 20 FEET

CALCULATED: WES
CHECKED: AWS

SIGNING AND PAVEMENT MARKINGS
STA. 160+00 TO STA. 165+00

BROADWAY AVE.
CUY-14-2.72



PAVEMENT MARKING	LINE SPECIFICATION
(A)	LANE ARROW
(CH)	CHANNELIZING LINE
(XW)	CROSSWALK LINE
(WD)	DOTTED LINE, 4"
(WE)	EDGE LINE, WHITE
(YE)	EDGE LINE, YELLOW
(YI)	ISLAND MARKING, YELLOW
(LL)	LANE LINE
(DY)	CENTER LINE, SOLID DOUBLE
(SL)	STOP LINE
(YT)	TRANSVERSE LINE, YELLOW
(WT)	TRANSVERSE LINE, WHITE
(LS)	LADDER STRIPE
(CM)	SECONDARY CHECK MARKINGS (SPEED CAMERA)

NOTES

1) FOR SIGNING SUBSUMMARY, SEE SHEETS 164 TO 182.

2) FOR PAVEMENT MARKING SUBSUMMARY, SEE SHEETS 183 TO 193.

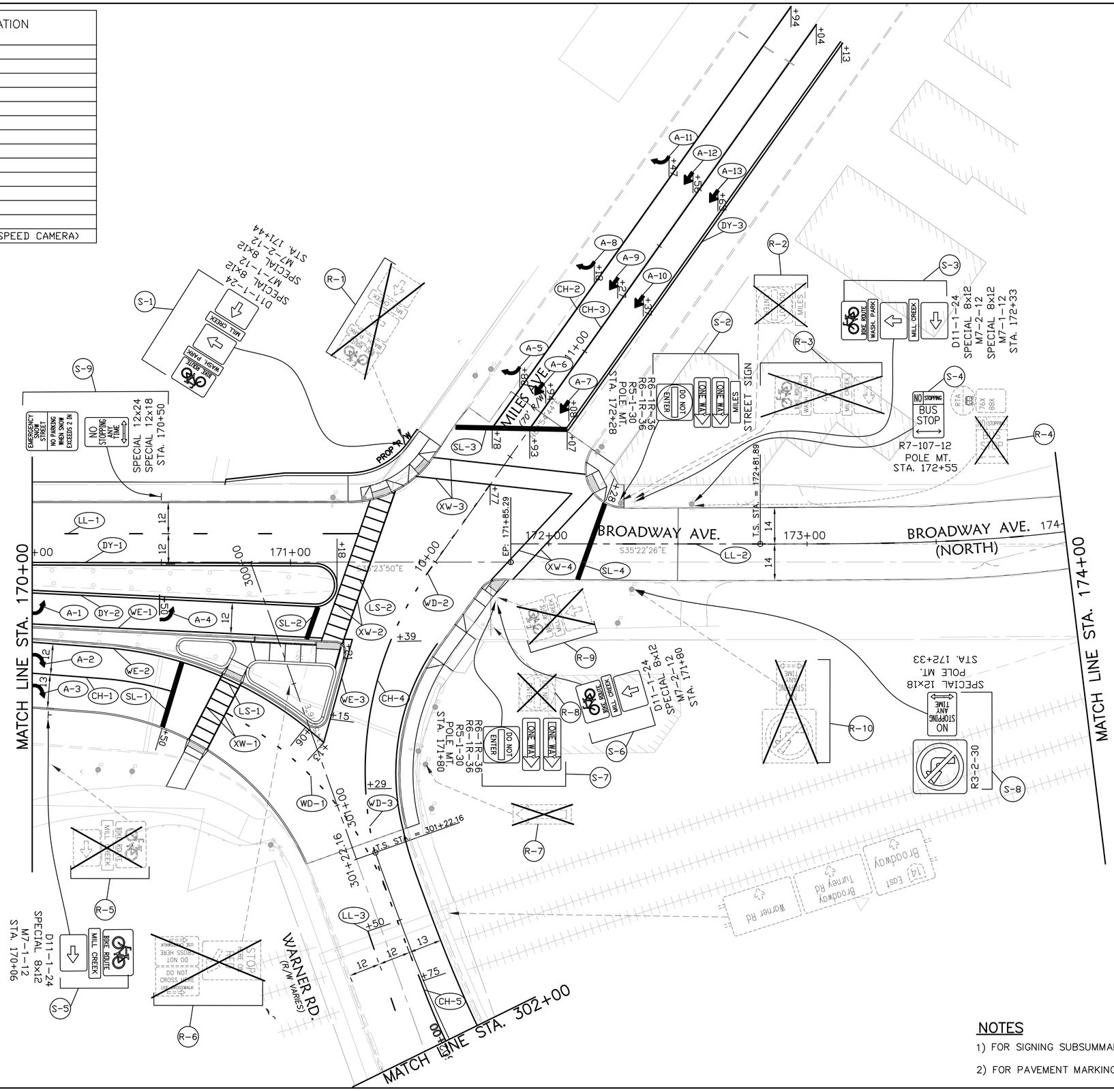
HORIZONTAL SCALE
1" = 20 FEET

CALCULATED: WES
CHECKED: AWS

SIGNING AND PAVEMENT MARKINGS
STA. 165+00 TO STA. 170+00

BROADWAY AVE.
CUY-14-2.72

PAVEMENT MARKING	LINE SPECIFICATION
A	LANE ARROW
CH	CHANNELIZING LINE
XW	CROSSWALK LINE
WD	DOTTED LINE, 4"
WE	EDGE LINE, WHITE
YE	EDGE LINE, YELLOW
YI	ISLAND MARKING, YELLOW
LL	LANE LINE
DY	CENTER LINE, SOLID DOUBLE
SL	STOP LINE
YT	TRANSVERSE LINE, YELLOW
WT	TRANSVERSE LINE, WHITE
LS	LADDER STRIPE
CM	SECONDARY CHECK MARKINGS (SPEED CAMERA)



NOTES

1) FOR SIGNING SUBSUMMARY, SEE SHEETS 164 TO 182.

2) FOR PAVEMENT MARKING SUBSUMMARY, SEE SHEETS 183 TO 193.

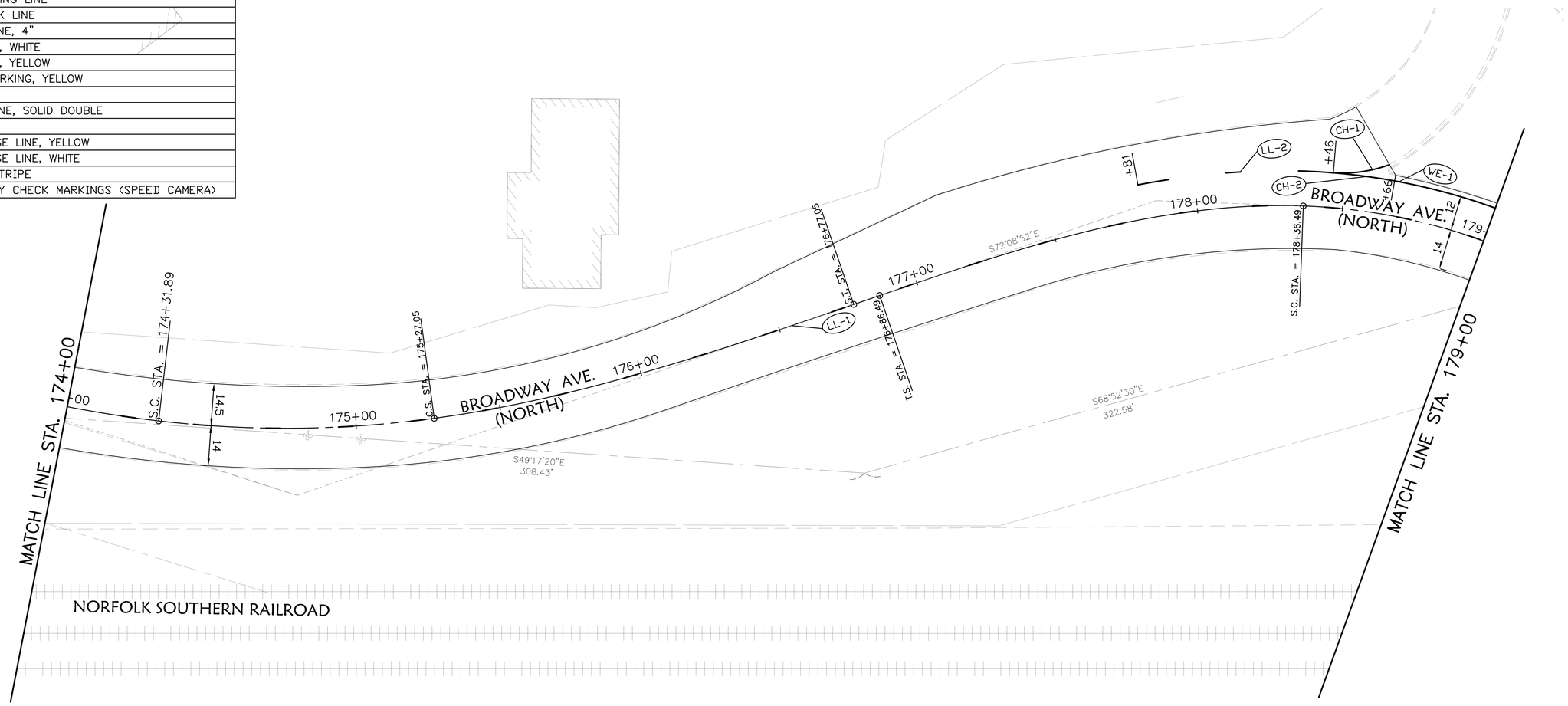
HORIZONTAL SCALE 1" = 20 FEET

CALCULATED: WES
CHECKED: AWS

SIGNING AND PAVEMENT MARKINGS
STA. 170+00 TO STA. 174+00

BROADWAY AVE.
CUY-14-2.72

PAVEMENT MARKING	LINE SPECIFICATION
A	LANE ARROW
CH	CHANNELIZING LINE
XW	CROSSWALK LINE
WD	DOTTED LINE, 4"
WE	EDGE LINE, WHITE
YE	EDGE LINE, YELLOW
YI	ISLAND MARKING, YELLOW
LL	LANE LINE
DY	CENTER LINE, SOLID DOUBLE
SL	STOP LINE
YT	TRANSVERSE LINE, YELLOW
WT	TRANSVERSE LINE, WHITE
LS	LADDER STRIPE
CM	SECONDARY CHECK MARKINGS (SPEED CAMERA)



NOTES

1) FOR SIGNING SUBSUMMARY, SEE SHEETS 164 TO 182.

2) FOR PAVEMENT MARKING SUBSUMMARY, SEE SHEETS 183 TO 193.

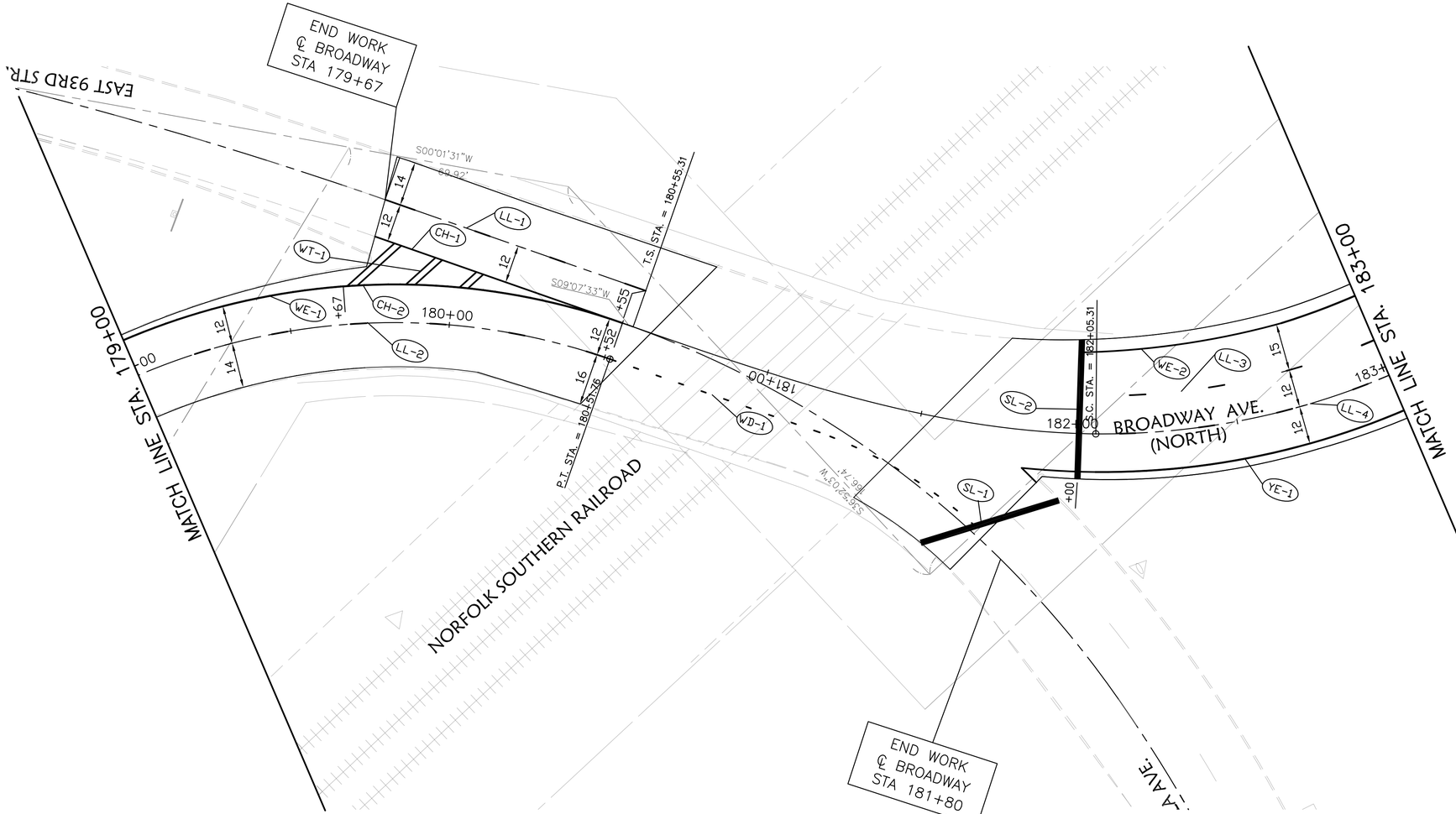
3) EXISTING SIGNS NOT SHOWN ON PLANS. EXISTING SIGNS TO REMAIN. EXISTING SIGNS DAMAGED BY THE CONTRACTOR SHALL BE REPLACED AT NO COST TO THE CITY OF CLEVELAND.

HORIZONTAL SCALE 1" = 20 FEET

CALCULATED: WES
CHECKED: AWS

SIGNING AND PAVEMENT MARKINGS
STA. 174+00 TO STA. 179+00

BROADWAY AVE.
CUY-14-2.72



PAVEMENT MARKING	LINE SPECIFICATION
A	LANE ARROW
CH	CHANNELIZING LINE
XW	CROSSWALK LINE
WD	DOTTED LINE, 4"
WE	EDGE LINE, WHITE
YE	EDGE LINE, YELLOW
YI	ISLAND MARKING, YELLOW
LL	LANE LINE
DY	CENTER LINE, SOLID DOUBLE
SL	STOP LINE
YT	TRANSVERSE LINE, YELLOW
WT	TRANSVERSE LINE, WHITE
LS	LADDER STRIPE
CM	SECONDARY CHECK MARKINGS (SPEED CAMERA)

NOTES

1) FOR SIGNING SUBSUMMARY, SEE SHEETS 164 TO 182.

2) FOR PAVEMENT MARKING SUBSUMMARY, SEE SHEETS 183 TO 193.

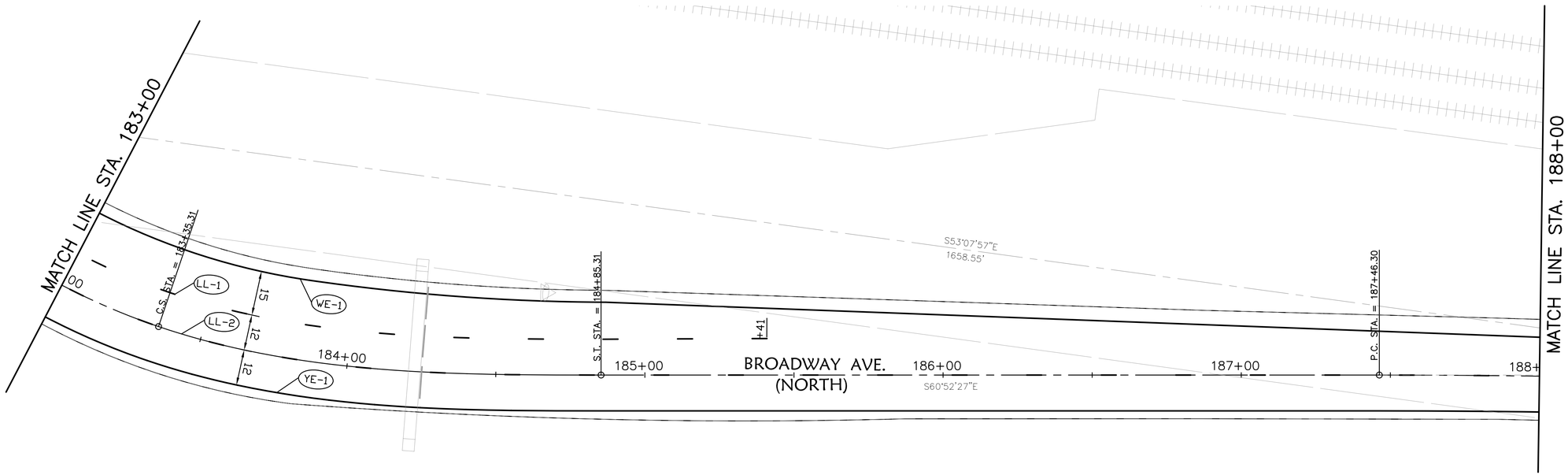
3) EXISTING SIGNS NOT SHOWN ON PLANS. EXISTING SIGNS TO REMAIN. EXISTING SIGNS DAMAGED BY THE CONTRACTOR SHALL BE REPLACED AT NO COST TO THE CITY OF CLEVELAND.

HORIZONTAL SCALE
1" = 20 FEET

CALCULATED: WES
CHECKED: AWS

SIGNING AND PAVEMENT MARKINGS
STA. 179+00 TO STA. 183+00

BROADWAY AVE.
CUY-14-2.72



PAVEMENT MARKING	LINE SPECIFICATION
A	LANE ARROW
CH	CHANNELIZING LINE
XW	CROSSWALK LINE
WD	DOTTED LINE, 4"
WE	EDGE LINE, WHITE
YE	EDGE LINE, YELLOW
YI	ISLAND MARKING, YELLOW
LL	LANE LINE
DY	CENTER LINE, SOLID DOUBLE
SL	STOP LINE
YT	TRANSVERSE LINE, YELLOW
WT	TRANSVERSE LINE, WHITE
LS	LADDER STRIPE
CM	SECONDARY CHECK MARKINGS (SPEED CAMERA)

NOTES

1) FOR SIGNING SUBSUMMARY, SEE SHEETS 164 TO 182.

2) FOR PAVEMENT MARKING SUBSUMMARY, SEE SHEETS 183 TO 193.

3) EXISTING SIGNS NOT SHOWN ON PLANS. EXISTING SIGNS TO REMAIN. EXISTING SIGNS DAMAGED BY THE CONTRACTOR SHALL BE REPLACED AT NO COST TO THE CITY OF CLEVELAND.

N

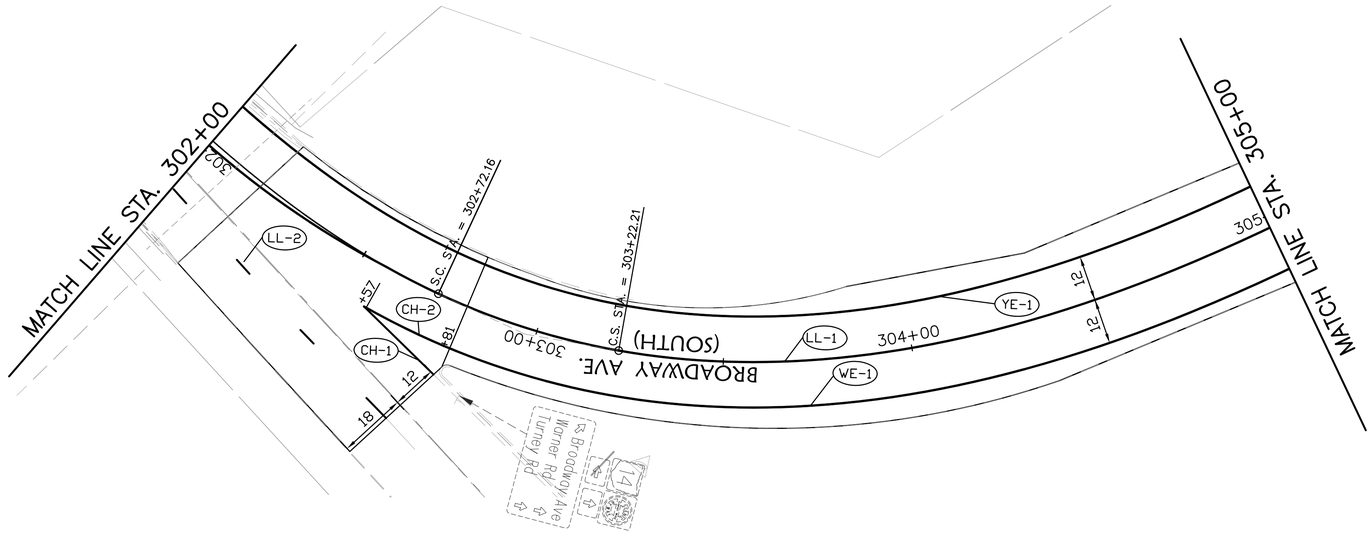
0 10 20 40
HORIZONTAL SCALE
1" = 20 FEET

CALCULATED: WES
CHECKED: AWS

SIGNING AND PAVEMENT MARKINGS
STA. 183+00 TO STA. 188+00

BROADWAY AVE.
CUY-14-2.72

227



PAVEMENT MARKING	LINE SPECIFICATION
A	LANE ARROW
CH	CHANNELIZING LINE
XW	CROSSWALK LINE
WD	DOTTED LINE, 4"
WE	EDGE LINE, WHITE
YE	EDGE LINE, YELLOW
YI	ISLAND MARKING, YELLOW
LL	LANE LINE
DY	CENTER LINE, SOLID DOUBLE
SL	STOP LINE
YT	TRANSVERSE LINE, YELLOW
WT	TRANSVERSE LINE, WHITE
LS	LADDER STRIPE
CM	SECONDARY CHECK MARKINGS (SPEED CAMERA)

NOTES

1) FOR SIGNING SUBSUMMARY, SEE SHEETS 164 TO 182.

2) FOR PAVEMENT MARKING SUBSUMMARY, SEE SHEETS 183 TO 193.

3) EXISTING SIGNS NOT SHOWN ON PLANS. EXISTING SIGNS TO REMAIN. EXISTING SIGNS DAMAGED BY THE CONTRACTOR SHALL BE REPLACED AT NO COST TO THE CITY OF CLEVELAND.

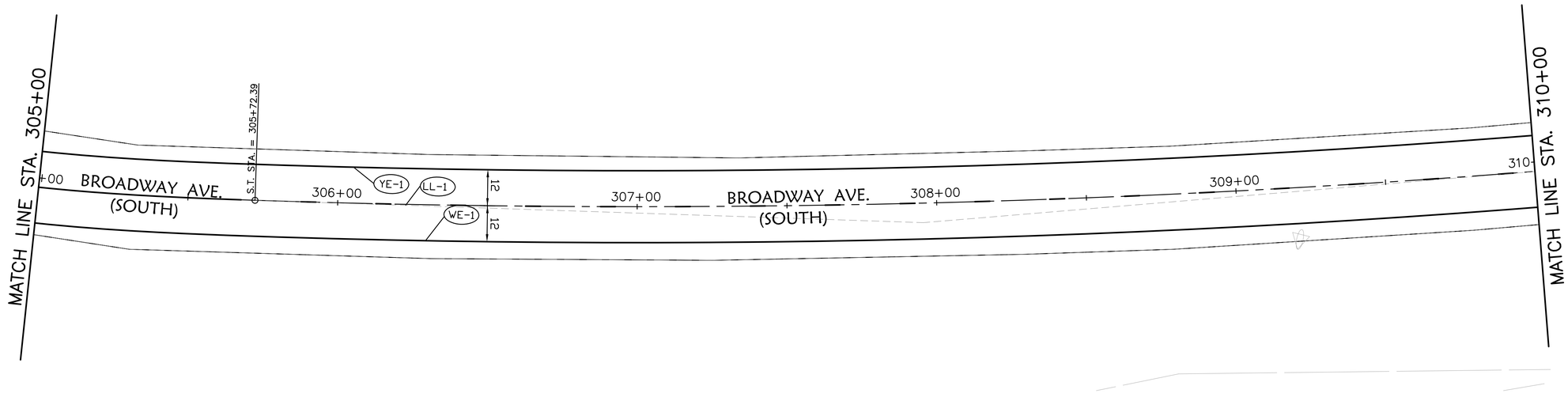
N

0 10 20 40
HORIZONTAL SCALE
1" = 20 FEET

CALCULATED: WES
CHECKED: AWS

SIGNING AND PAVEMENT MARKINGS
STA. 302+00 TO STA. 305+00

BROADWAY AVE.
CUY-14-2.72



PAVEMENT MARKING	LINE SPECIFICATION
A	LANE ARROW
CH	CHANNELIZING LINE
XW	CROSSWALK LINE
WD	DOTTED LINE, 4"
WE	EDGE LINE, WHITE
YE	EDGE LINE, YELLOW
YI	ISLAND MARKING, YELLOW
LL	LANE LINE
DY	CENTER LINE, SOLID DOUBLE
SL	STOP LINE
YT	TRANSVERSE LINE, YELLOW
WT	TRANSVERSE LINE, WHITE
LS	LADDER STRIPE
CM	SECONDARY CHECK MARKINGS (SPEED CAMERA)

NOTES

1) FOR SIGNING SUBSUMMARY, SEE SHEETS 164 TO 182.

2) FOR PAVEMENT MARKING SUBSUMMARY, SEE SHEETS 183 TO 193.

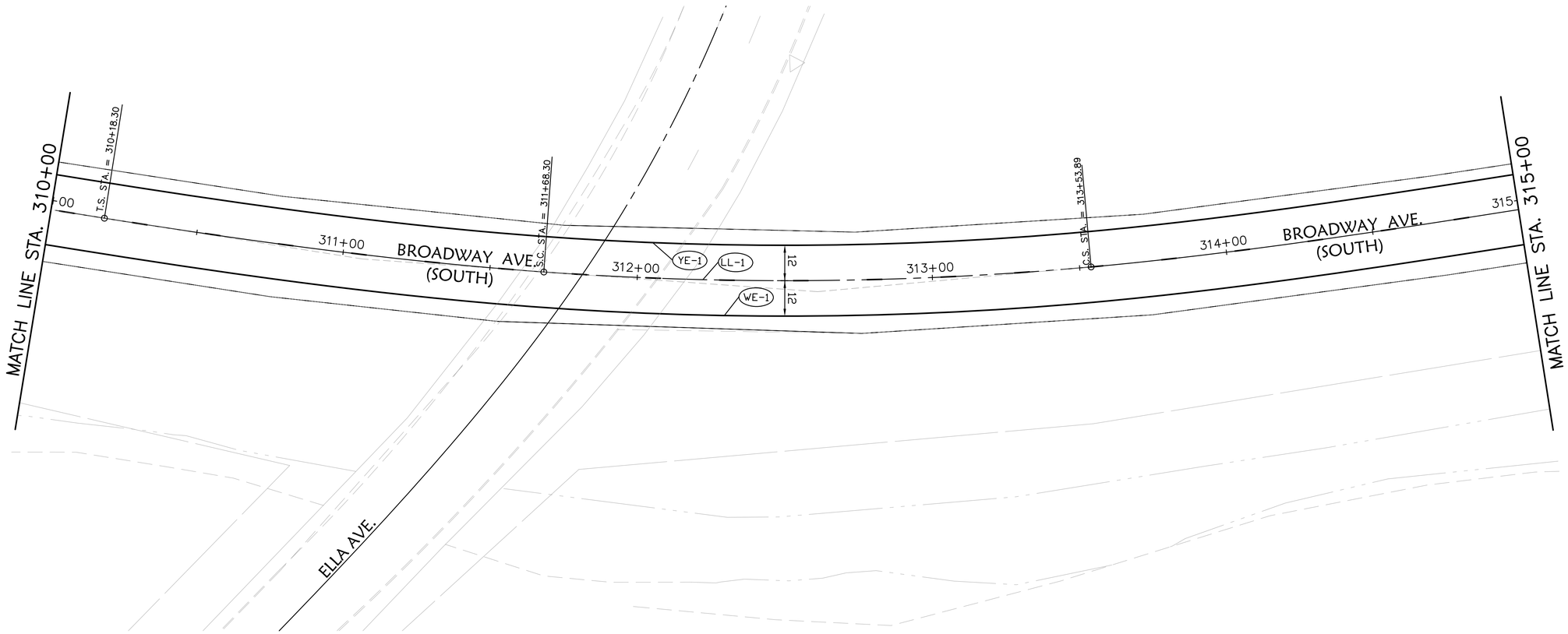
3) EXISTING SIGNS NOT SHOWN ON PLANS. EXISTING SIGNS TO REMAIN. EXISTING SIGNS DAMAGED BY THE CONTRACTOR SHALL BE REPLACED AT NO COST TO THE CITY OF CLEVELAND.

HORIZONTAL SCALE
1" = 20 FEET

CALCULATED: WES
CHECKED: AWS

SIGNING AND PAVEMENT MARKINGS
STA. 305+00 TO STA. 310+00

BROADWAY AVE.
CUY-14-2.72



PAVEMENT MARKING	LINE SPECIFICATION
A	LANE ARROW
CH	CHANNELIZING LINE
XW	CROSSWALK LINE
WD	DOTTED LINE, 4"
WE	EDGE LINE, WHITE
YE	EDGE LINE, YELLOW
YI	ISLAND MARKING, YELLOW
LL	LANE LINE
DY	CENTER LINE, SOLID DOUBLE
SL	STOP LINE
YT	TRANSVERSE LINE, YELLOW
WT	TRANSVERSE LINE, WHITE
LS	LADDER STRIPE
CM	SECONDARY CHECK MARKINGS (SPEED CAMERA)

NOTES

1) FOR SIGNING SUBSUMMARY, SEE SHEETS 164 TO 182.

2) FOR PAVEMENT MARKING SUBSUMMARY, SEE SHEETS 183 TO 193.

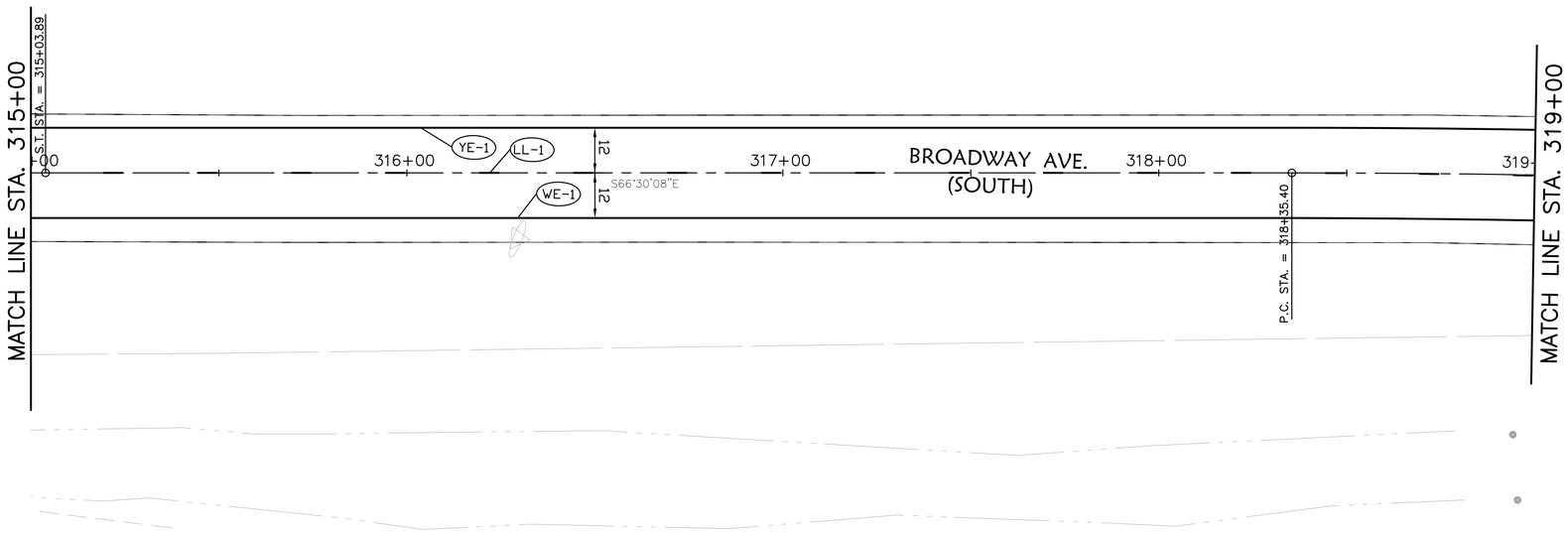
3) EXISTING SIGNS NOT SHOWN ON PLANS. EXISTING SIGNS TO REMAIN. EXISTING SIGNS DAMAGED BY THE CONTRACTOR SHALL BE REPLACED AT NO COST TO THE CITY OF CLEVELAND.

HORIZONTAL SCALE
1" = 20 FEET

CALCULATED: WES
CHECKED: AWS

SIGNING AND PAVEMENT MARKINGS
STA. 310+00 TO STA. 315+00

BROADWAY AVE.
CUY-14-2.72



PAVEMENT MARKING	LINE SPECIFICATION
A	LANE ARROW
CH	CHANNELIZING LINE
XW	CROSSWALK LINE
WD	DOTTED LINE, 4"
WE	EDGE LINE, WHITE
YE	EDGE LINE, YELLOW
YI	ISLAND MARKING, YELLOW
LL	LANE LINE
DY	CENTER LINE, SOLID DOUBLE
SL	STOP LINE
YT	TRANSVERSE LINE, YELLOW
WT	TRANSVERSE LINE, WHITE
LS	LADDER STRIPE
CM	SECONDARY CHECK MARKINGS (SPEED CAMERA)

NOTES

1) FOR SIGNING SUBSUMMARY, SEE SHEETS 164 TO 182.

2) FOR PAVEMENT MARKING SUBSUMMARY, SEE SHEETS 183 TO 193.

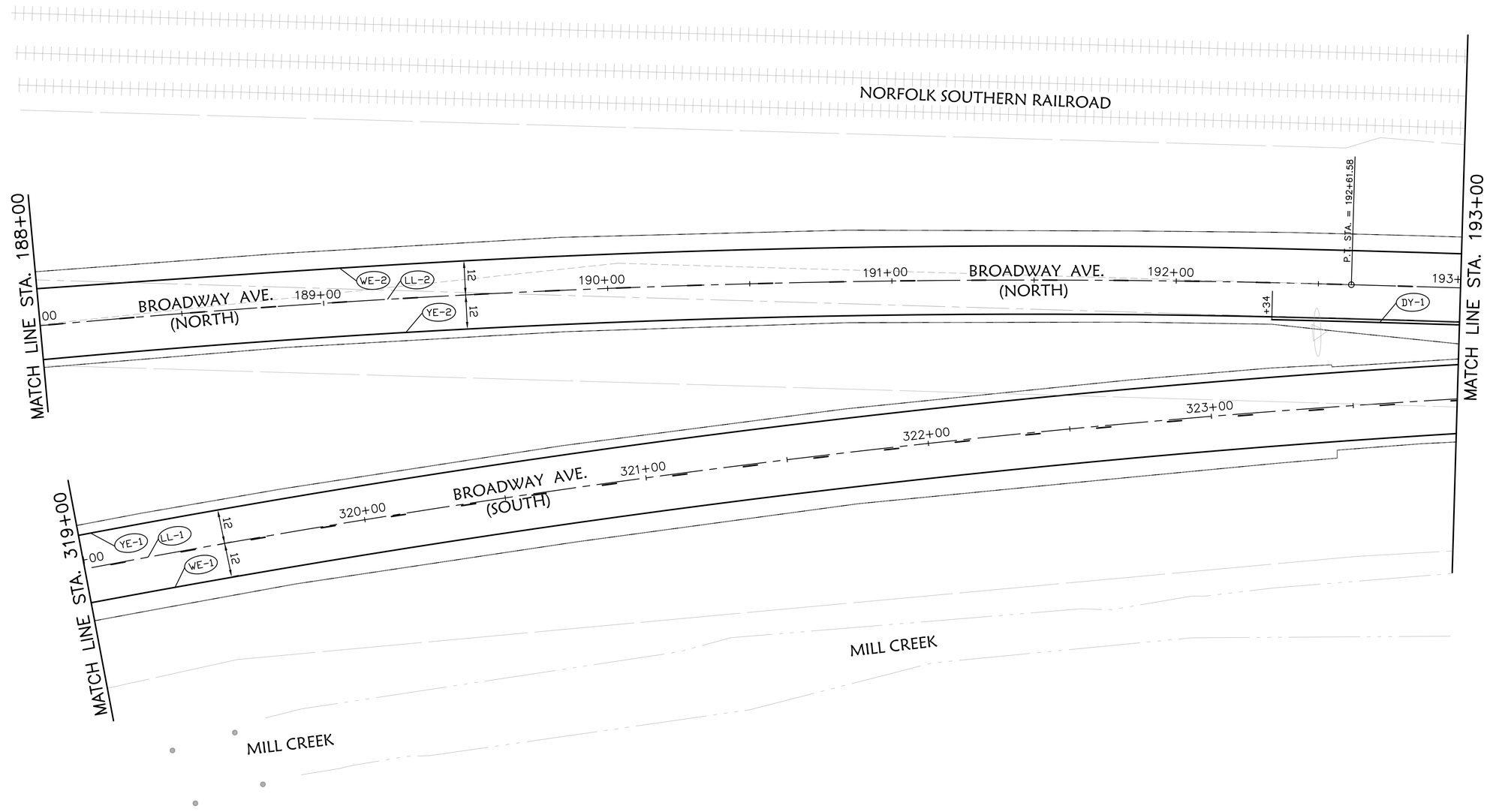
3) EXISTING SIGNS NOT SHOWN ON PLANS. EXISTING SIGNS TO REMAIN. EXISTING SIGNS DAMAGED BY THE CONTRACTOR SHALL BE REPLACED AT NO COST TO THE CITY OF CLEVELAND.

HORIZONTAL SCALE
1" = 20 FEET

CALCULATED: WES
CHECKED: AWS

SIGNING AND PAVEMENT MARKINGS
STA. 315+00 TO STA. 319+00

BROADWAY AVE.
CUY-14-2.72



PAVEMENT MARKING	LINE SPECIFICATION
A	LANE ARROW
CH	CHANNELIZING LINE
XW	CROSSWALK LINE
WD	DOTTED LINE, 4"
WE	EDGE LINE, WHITE
YE	EDGE LINE, YELLOW
YI	ISLAND MARKING, YELLOW
LL	LANE LINE
DY	CENTER LINE, SOLID DOUBLE
SL	STOP LINE
YT	TRANSVERSE LINE, YELLOW
WT	TRANSVERSE LINE, WHITE
LS	LADDER STRIPE
CM	SECONDARY CHECK MARKINGS (SPEED CAMERA)

NOTES

1) FOR SIGNING SUBSUMMARY, SEE SHEETS 164 TO 182.

2) FOR PAVEMENT MARKING SUBSUMMARY, SEE SHEETS 183 TO 193.

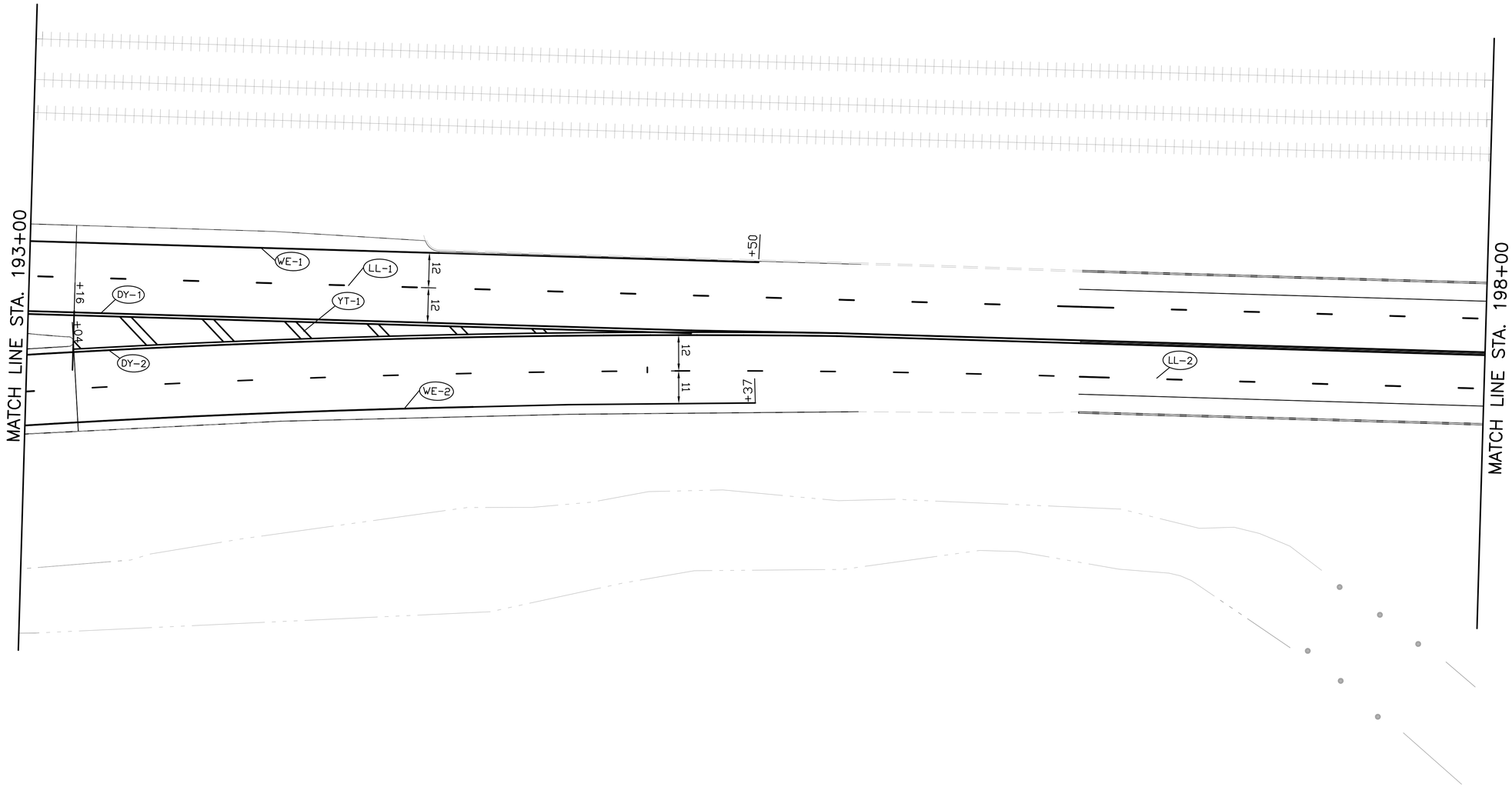
3) EXISTING SIGNS NOT SHOWN ON PLANS. EXISTING SIGNS TO REMAIN. EXISTING SIGNS DAMAGED BY THE CONTRACTOR SHALL BE REPLACED AT NO COST TO THE CITY OF CLEVELAND.

HORIZONTAL SCALE
1" = 20 FEET

CALCULATED: WES
CHECKED: AWS

SIGNING AND PAVEMENT MARKINGS
STA. 188+00 TO STA. 193+00

BROADWAY AVE.
CUY-14-2.72



PAVEMENT MARKING	LINE SPECIFICATION
A	LANE ARROW
CH	CHANNELIZING LINE
XW	CROSSWALK LINE
WD	DOTTED LINE, 4"
WE	EDGE LINE, WHITE
YE	EDGE LINE, YELLOW
YI	ISLAND MARKING, YELLOW
LL	LANE LINE
DY	CENTER LINE, SOLID DOUBLE
SL	STOP LINE
YT	TRANSVERSE LINE, YELLOW
WT	TRANSVERSE LINE, WHITE
LS	LADDER STRIPE
CM	SECONDARY CHECK MARKINGS (SPEED CAMERA)

NOTES

1) FOR SIGNING SUBSUMMARY, SEE SHEETS 164 TO 182.

2) FOR PAVEMENT MARKING SUBSUMMARY, SEE SHEETS 183 TO 193.

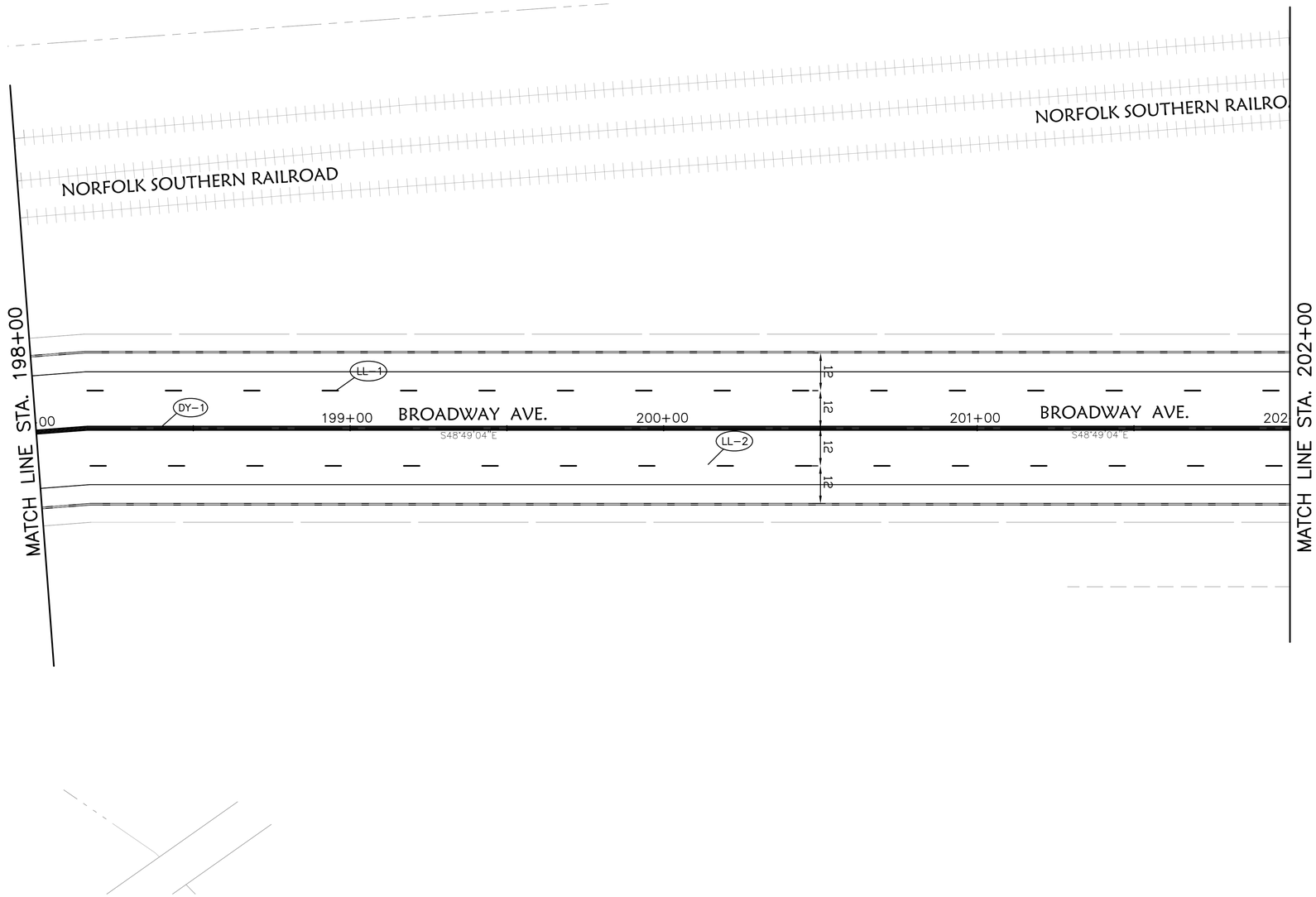
3) EXISTING SIGNS NOT SHOWN ON PLANS. EXISTING SIGNS TO REMAIN. EXISTING SIGNS DAMAGED BY THE CONTRACTOR SHALL BE REPLACED AT NO COST TO THE CITY OF CLEVELAND.

HORIZONTAL SCALE
1" = 20 FEET

CALCULATED: WES
CHECKED: AWS

SIGNING AND PAVEMENT MARKINGS
STA. 193+00 TO STA. 198+00

BROADWAY AVE.
CUY-14-2.72



PAVEMENT MARKING	LINE SPECIFICATION
A	LANE ARROW
CH	CHANNELIZING LINE
XW	CROSSWALK LINE
WD	DOTTED LINE, 4"
WE	EDGE LINE, WHITE
YE	EDGE LINE, YELLOW
YI	ISLAND MARKING, YELLOW
LL	LANE LINE
DY	CENTER LINE, SOLID DOUBLE
SL	STOP LINE
YT	TRANSVERSE LINE, YELLOW
WT	TRANSVERSE LINE, WHITE
LS	LADDER STRIPE
CM	SECONDARY CHECK MARKINGS (SPEED CAMERA)

NOTES

1) FOR SIGNING SUBSUMMARY, SEE SHEETS 164 TO 182.

2) FOR PAVEMENT MARKING SUBSUMMARY, SEE SHEETS 183 TO 193.

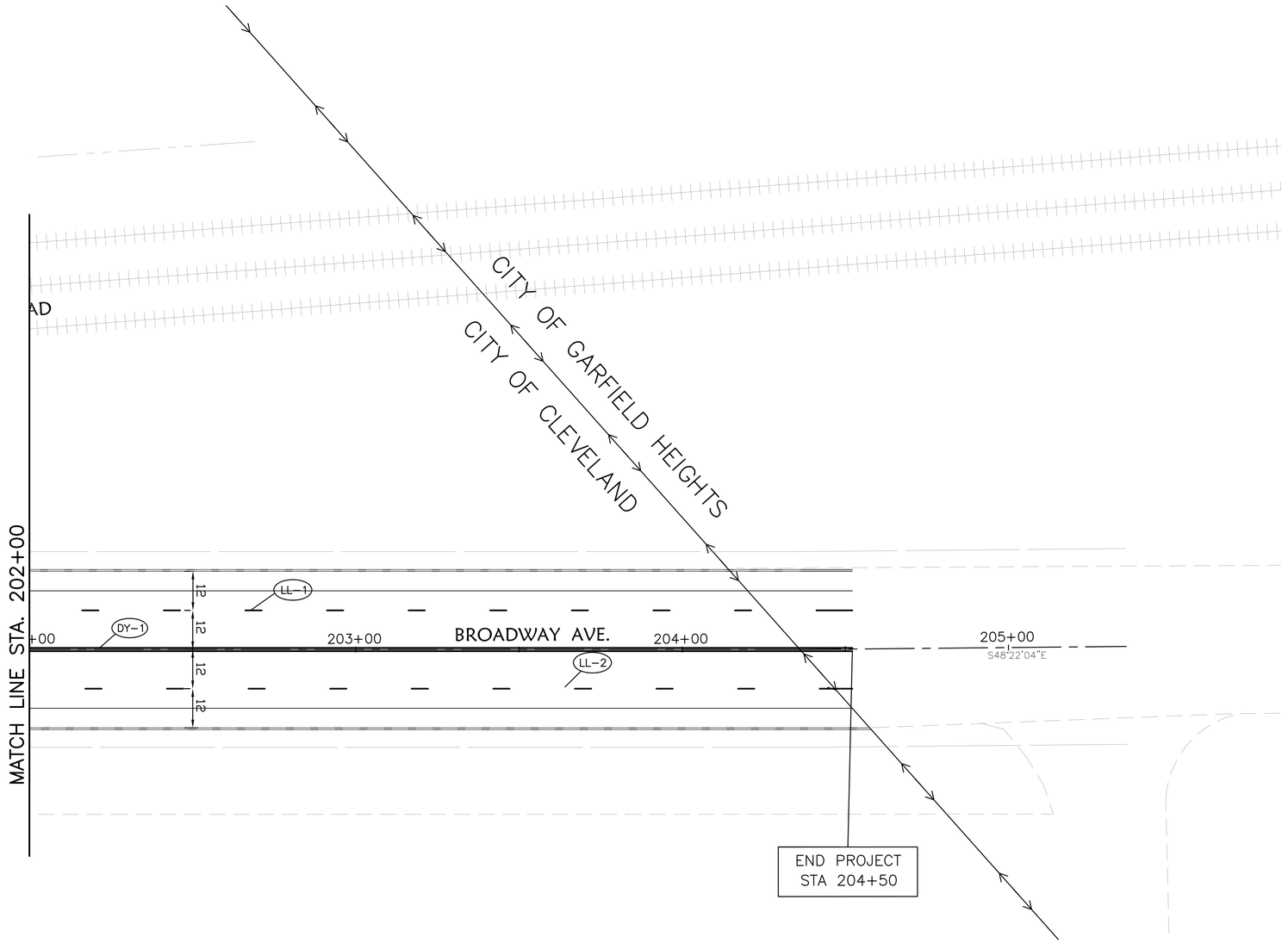
3) EXISTING SIGNS NOT SHOWN ON PLANS. EXISTING SIGNS TO REMAIN. EXISTING SIGNS DAMAGED BY THE CONTRACTOR SHALL BE REPLACED AT NO COST TO THE CITY OF CLEVELAND.

HORIZONTAL SCALE
1" = 20 FEET

CALCULATED: WES
CHECKED: AWS

SIGNING AND PAVEMENT MARKINGS
STA. 198+00 TO STA. 202+00

BROADWAY AVE.
CUY–14–2.72



PAVEMENT MARKING	LINE SPECIFICATION
A	LANE ARROW
CH	CHANNELIZING LINE
XW	CROSSWALK LINE
WD	DOTTED LINE, 4"
WE	EDGE LINE, WHITE
YE	EDGE LINE, YELLOW
YI	ISLAND MARKING, YELLOW
LL	LANE LINE
DY	CENTER LINE, SOLID DOUBLE
SL	STOP LINE
YT	TRANSVERSE LINE, YELLOW
WT	TRANSVERSE LINE, WHITE
LS	LADDER STRIPE
CM	SECONDARY CHECK MARKINGS (SPEED CAMERA)

NOTES

1) FOR SIGNING SUBSUMMARY, SEE SHEETS 164 TO 182.

2) FOR PAVEMENT MARKING SUBSUMMARY, SEE SHEETS 183 TO 193.

3) EXISTING SIGNS NOT SHOWN ON PLANS. EXISTING SIGNS TO REMAIN. EXISTING SIGNS DAMAGED BY THE CONTRACTOR SHALL BE REPLACED AT NO COST TO THE CITY OF CLEVELAND.

HORIZONTAL SCALE
1" = 20 FEET

CALCULATED: WES
CHECKED: AWS

SIGNING AND PAVEMENT MARKINGS
STA. 202+00 TO STA. 204+36.11

BROADWAY AVE.
CUY-14-2.72

ITEM 631 – SCHOOL SPEED LIMIT SIGN ASSEMBLY, 24"X42", AS PER PLAN

THIS ITEM SHALL CONSIST OF PROVIDING AND INSTALLING SCHOOL SPEED LIMIT SIGNS IN THE LOCATIONS SHOWN IN THE SIGNING AND PAVEMENT MARKINGS PLANS AND CONFORMING TO THE STATE OHIO DEPARTMENT OF TRANSPORTATION CONSTRUCTION AND MATERIAL SPECIFICATIONS SECTION 631. IN ADDITION THIS ITEM INCLUDES THE INSTALLATION OF A POLE MOUNTED BOX CONTAINING A KEY ACTIVATED TIMER AND AN AERIAL INTERCONNECT BETWEEN THE PROPOSED SIGNS. THE LOCATION OF THE POLE MOUNTED BOX WITH THE KEY ACTIVATED TIMER WILL BE DETERMINED IN THE FIELD BY THE CITY OF CLEVELAND. UPON COMPLETION THE CONTRACTOR SHALL SUPPLY THE CITY OF CLEVELAND 4 KEYS THAT OPERATE THE TIMER. THE INTERCONNECT CABLE SHALL RUN ALONG EXISTING UTILITY POLES AND SHALL BE ADEQUATE TO OPERATE THE FLASHERS FROM THE TIMER LOCATION. ALL LABOR, MATERIAL, AND EQUIPMENT NEEDED TO COMPLETE THIS WORK IS INCLUDED IN ITEM 631 – SCHOOL SPEED LIMIT SIGN ASSEMBLY, 24"X42", AS PER PLAN, UNIT BID PRICE OF EACH.

TEM 632 – PEDESTRIAN PUSH BUTTON, AS PER PLAN

THIS ITEM SHALL CONFORM TO THE STATE OHIO DEPARTMENT OF TRANSPORTATION CONSTRUCTION AND MATERIAL SPECIFICATIONS SECTION 632. THE PEDESTRIAN PUSH BUTTON SHALL BE A "POLARA BULLDOG PUSH–BUTTON" OR APPROVED EQUAL. ALL ALTERNATES TO THE "POLARA BULLDOG PUSH–BUTTON" MUST BE PREAPPROVED BY THE CITY OF CLEVEVLAND TRAFFIC DEPARTMENT PRIOR TO SUBMITTING THE BID. THE DOCUMENTATION OF THE APPROVED ALTERNATE MUST BE SUBMITTED WITH THE BID. ALL LABOR, MATERIAL, AND EQUIPMENT NEEDED TO COMPLETE THIS WORK IS INCLUDED IN ITEM 632 – PEDESTRIAN PUSH BUTTON, AS PER PLAN UNIT BID PRICE OF EACH.

ITEM 632 – INTERCONNECT, MISC.: RECONNECT INTERCONNECT AS PER PLAN

THIS ITEM SHALL CONSIST OF THE RECONNECTION OF THE EXISTING INTERCONNECT SYSTEM BETWEEN UNION AND MILES. THE CONTRACTOR IS TO EVALUATE THE EXISTING TRAFFIC CONTROLLER INTERCONECT SYSTEM, CONNECTING THE CONTROLLERS AT MILES AND AT HARVARD TO THE OTHER SIGNALS ALONG BROADWAY. A NEW CABLE SHALL BE RUN FROM THE CONTROLER AT MILES TO HARVARD AND FROM HARVARD TO JONES. THE NEW CABLE SHALL CONFROM TO THE STATE OHIO DEPARTMENT OF TRANSPORTATION CONSTRUCTION AND MATERIAL SPECIFICATIONS SECTION 632 AND MATCH THE EXISTING CABLE. RUN THE PROPOSED CABLE ALONG THE EXISTING PATH USING THE SAME EXISTING UTILITY POLE. THE INTERCONNECT CABLES ARE NOT PERMITED TO HAVE SPLICES BETWEEN SIGNAL CONTROLLERS. ALL LABOR, MATERIAL, AND EQUIPMENT NEEDED TO COMPLETE THIS WORK IS INCLUDED IN ITEM 632 – INTERCONNECT, MISC,: RECONNECT INTERCONNECT AS PER PLAN, UNIT BID PRICE OF LUMP SUM.

ITEM 633 – CONTROLLER UNIT TYPE TS2/A2, WITH CABINET, TYPE TS2, AS PER PLAN

THE CONTRACTOR SHALL PROVIDE AND INSTALL A TS–2 TYPE 2 CONTROLLER WITH A TS–2 TYPE 1 CABINET CONFORMING TO THE STATE OHIO DEPARTMENT OF TRANSPORTATION CONSTRUCTION AND MATERIAL SPECIFICATIONS EXCEPT AS MODIFIED BY THE CITY OF CLEVELAND D–60 SPECIFICATION. ALL LABOR, MATERIAL, AND EQUIPMENT NEEDED TO COMPLETE THIS WORK IS INCLUDED IN ITEM 633 – CONTROLLER UNIT TYPE TS2/A2, WITH CABINET, TYPE TS2, AS PER PLAN UNIT BID PRICE OF EACH.

ITEM 633 – CABINET RISER, AS PER PLAN

THE CONTRACTOR SHALL PROVIDE AND INSTALL A 1' TALL CABINET RISER CONFORMING TO THE STATE OHIO DEPARTMENT OF TRANSPORTATION CONSTRUCTION AND MATERIAL SPECIFICATIONS EXCEPT AS MODIFIED BY THE CITY OF CLEVELAND D–60 SPECIFICATION. ALL LABOR, MATERIAL, AND EQUIPMENT NEEDED TO COMPLETE THIS WORK IS INCLUDED IN ITEM 633 – CABINET RISER, AS PER PLAN UNIT BID PRICE OF EACH.

CALCULATED: DJW
CHECKED: AWS

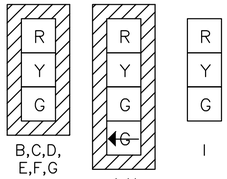
TRAFFIC SIGNAL NOTES

BROADWAY AVE.
CUY–14–2.72

NOTES:

1. ALL REFERENCES ARE BASED ON ℄ CONSTRUCTION BROADWAY AVE. STATIONING.
2. THE CONTRACTOR SHALL PLACE ALL LOOPS IN THE CENTER OF EACH LANE UNLESS OTHERWISE SHOWN.
3. ALL LOOPS SHALL BE INSTALLED IN THE INTERMEDIATE PAVEMENT LAYER.
4. PAVEMENT MARKINGS ARE SHOWN FOR INFORMATION ONLY.

SIGNAL HEADS

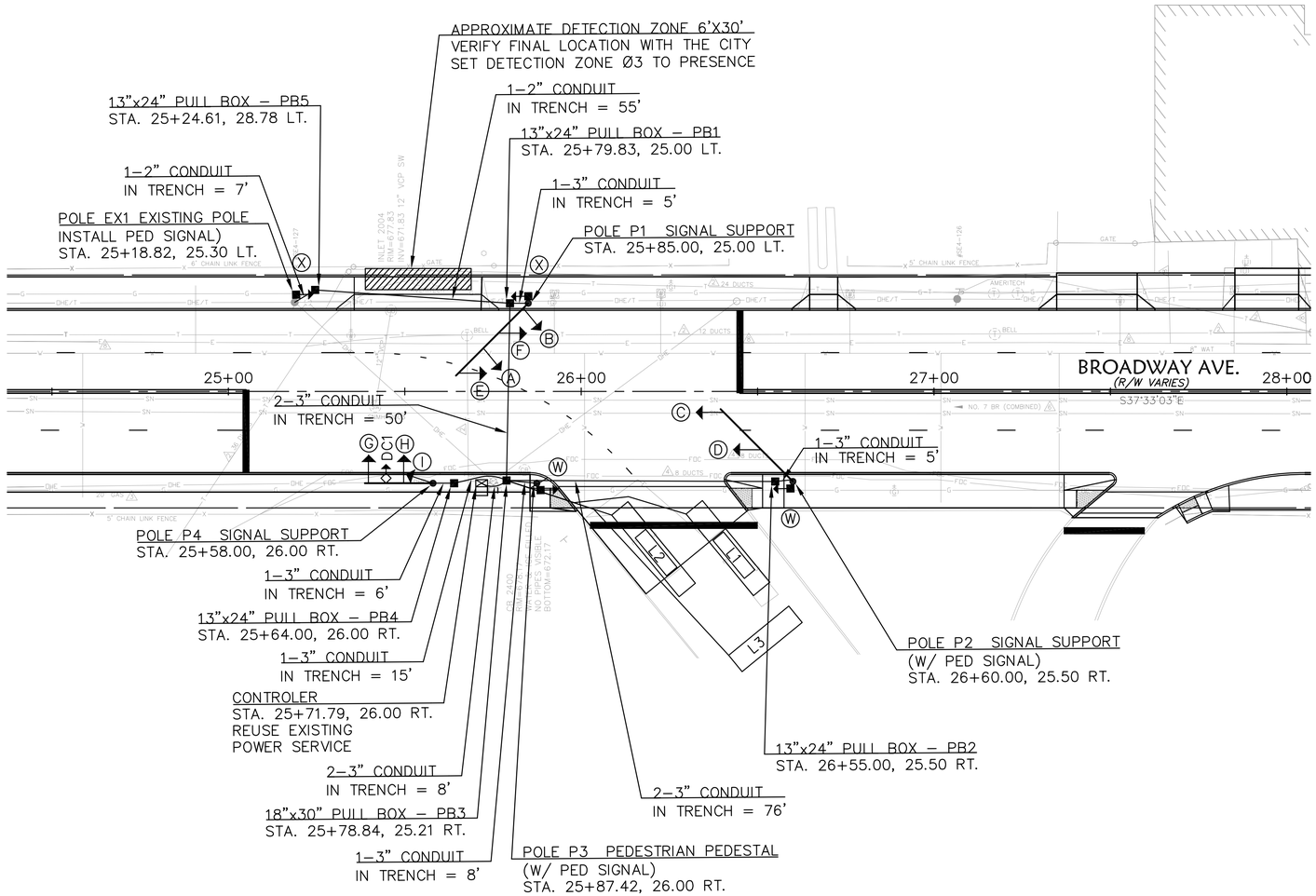


B,C,D, E,F,G — A,H — I

12" LENSES

PEDESTRIAN SIGNAL HEADS

(TYPE D–2 LED)
W – W
X – X



LEGEND

- CONTROLLER ASSEMBLY
- PULL BOX
- VEHICULAR SIGNAL HEAD
- SIGNAL POLE
- PEDESTRIAN SIGNAL
- PEDESTRIAN PUSHBUTTON
- DETECTION CAMERA (DC)
- DETECTION ZONE
- L1 DETECTOR LOOP (Rectangular)
- L3 DETECTOR LOOP (Diamond)
- SIGN

HORIZONTAL SCALE 1" = 20 FEET

CALCULATED: WES
CHECKED: AWS

TRAFFIC SIGNAL PLAN
BROADWAY AVE. & I–77 EXIT RAMP

BROADWAY AVE.
CUY–14–2.72

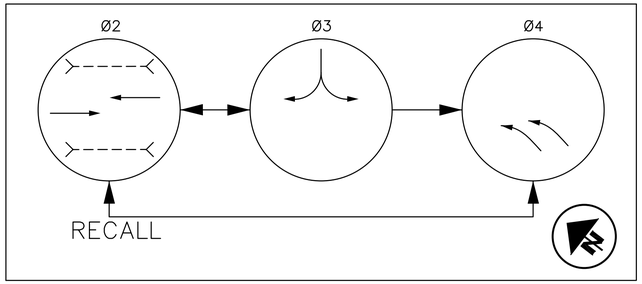
SIGNAL DISPLAY CHART

SIGNAL HEAD	Ø2				Ø3				Ø4				FLASH
	R/W		CLEAR		R/W		CLEAR		R/W		CLEAR		
A	R	R	R	R	R	R	R	R	G	G	Y	R	R
B	R	R	R	R	R	R	R	R	G	G	Y	R	R
C	G	G	Y	R	R	R	R	R	R	R	R	R	Y
D	G	G	Y	R	R	R	R	R	R	R	R	R	Y
E	G	G	Y	R	R	R	R	R	R	R	R	R	Y
F	G	G	Y	R	R	R	R	R	R	R	R	R	Y
G	R	R	R	R	G	G	Y	R	R	R	R	R	R
H	R	R	R	R	G	G	Y	R	R	R	R	R	R
I	G	G	Y	R	R	R	R	R	R	R	R	R	Y
W–W	W	FDW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DARK
X – X	W	FDW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DARK

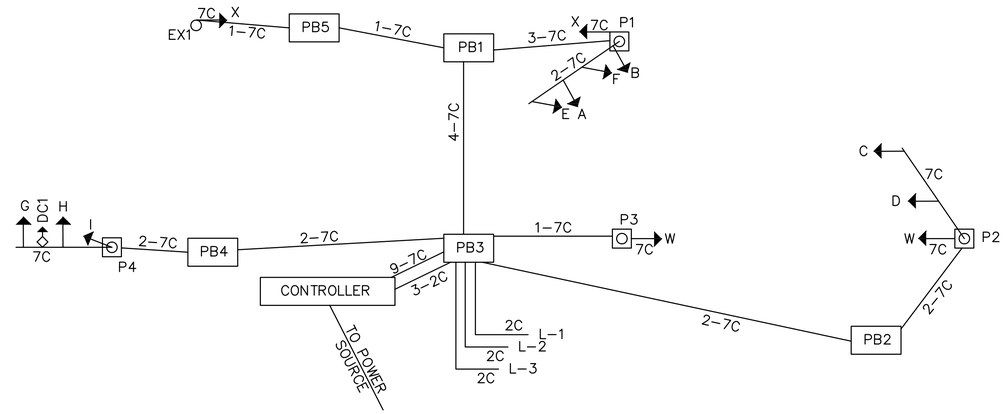
CONTROLLER TIMING CHART

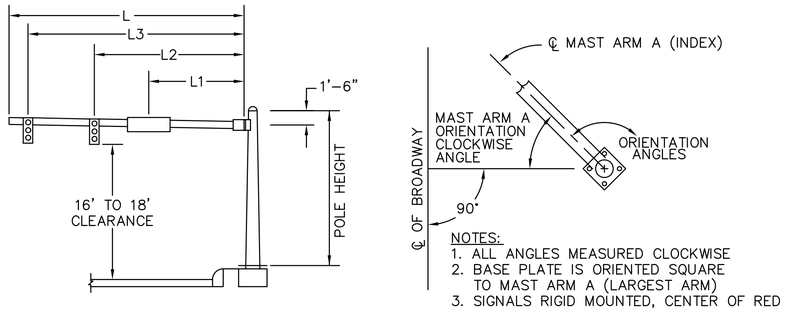
INTERVAL	Ø2	Ø3	Ø4
MINIMUM INITIAL	25.0	10.0	10.0
MAX1	30.0	20.0	30.0
YELLOW TIME	3.0	3.0	3.0
ALL RED	2.0	2.0	2.0
VEHICULAR EXTENSION	0.0	4.0	4.0
WALK	7.0	0.0	0.0
FLASHING DON'T WALK	14.0	0.0	0.0
MEMORY	NONE	NONE	NONE
RECALL	MIN	OFF	OFF

PHASING DIAGRAM



WIRING DIAGRAM





MAST ARM DETAIL

NOTES:
1. ALL ANGLES MEASURED CLOCKWISE
2. BASE PLATE IS ORIENTED SQUARE TO MAST ARM A (LARGEST ARM)
3. SIGNALS RIGID MOUNTED, CENTER OF RED ON MAST ARM CENTERLINE.

ORIENTATION ANGLES

SIGNAL SUPPORT CHART

SUPPORT NO.	POLE DESIGN NO.	MAST ARM REF.	POLE HEIGHT (FT.)	L (FT.)	L1 (FT.)	L2 (FT.)	L3 (FT.)	L4 (FT.)	MAST ARM A ANGLE (DEG.)	ORIENTATION ANGLES (DEG.) FROM MAST ARM A: MAST ARM B	PEDESTRIAN SIGNAL	PEDESTRIAN BUTTON	HAND HOLE	POLE MOUNTED SIGNAL HEAD
1	2	A	21	29	2	12	18	28	45		135		180	
2	2	A	21	28	12	27			315		225		180	
3			8								180			
4	1	A	21	19	8	13	18		270				180	10
EX1											180			

LOOP DETECTORS

DESIGNATION	SIZE	NO. OF TURNS	PULSE OR PRESENCE	DELAY	ASSOCIATED CONTROLLER PHASE	STATION 1ST FRONT CORNER	STATION 2ND FRONT CORNER
L1	6' X 30'	4	PRESENCE	–	Ø4	26+09, 35' RT	26+13, 31' RT
L2	6' X 30'	4	PRESENCE	–	Ø4	26+29, 35' RT	26+34, 31' RT
L3	6' X 22'	4	PRESENCE	–	Ø4	26+42, 75' RT	26+59, 61' RT

TRAFFIC SIGNAL QUANTITY LIST

BROADWAY AVE. & I–77 EXIT RAMP

ITEM	QTY.	UNIT	ITEM DESCRIPTION
625	307	FT	CONDUIT, 3", 725.05, AS PER D–51
625	62	FT	CONDUIT, 2", 725.05, AS PER D–51
625	109	FT	TRENCH IN PAVED AREA, TYPE A
625	126	FT	TRENCH IN PAVED AREA, TYPE B
625	4	EA	PULL BOX, AS PER DS–14 (13 X 24)
625	1	EA	PULL BOX, AS PER DS–14 (18 X 30)
625	6	EA	GROUND ROD, AS PER D–58
625	235	FT	SPECIAL – PLASTIC CAUTION TAPE (D–61)
632	6	EA	VEHICULAR SIGNAL HEAD, (LED), 3 SECTION, 12" LENS, 1–WAY, POLYCARBONATE, WITH BACKPLATE
632	1	EA	VEHICULAR SIGNAL HEAD, (LED), 3 SECTION, 12" LENS, 1–WAY, POLYCARBONATE
632	2	EA	VEHICULAR SIGNAL HEAD, (LED), 4 SECTION, 12" LENS, 1–WAY, POLYCARBONATE, WITH BACKPLATE
632	4	EA	PEDESTRIAN SIGNAL HEAD (LED), TYPE D–2
632	9	EA	COVERING OF VEHICULAR SIGNAL HEAD
632	3	EA	DETECTOR LOOP
632	3	EA	LOOP DETECTOR UNIT
632	1095	FT	SIGNAL CABLE, 7 CONDUCTOR, NO. 14 AWG
632	3	EA	SIGNAL SUPPORT FOUNDATION, AS PER D–48
632	1	EA	PEDESTAL FOUNDATION
632	238	FT	LOOP DETECTOR LEAD–IN CABLE
632	35	FT	POWER CABLE, 2 CONDUCTOR, NO. 6 AWG
632	1	EA	POWER SEVICE, AS PER D–50
632	2	EA	CONDUIT RISER, 3" DIAMETER
632	1	EA	SIGNAL SUPPORT, TYPE TC–81.20 DESIGN 1 POLE, AS PER D–64.
632	2	EA	SIGNAL SUPPORT, TYPE TC–81.20 DESIGN 2 POLE, AS PER D–64.
632	1	EA	PEDESTAL, 8'
632	1	EA	REMOVAL OF TRAFFIC SIGNAL INSTALLATION, AS PER D–62
633	1	EA	CONTROLLER UNIT, TYPE TS2/A2, WITH CABINET, TYPE TS2, AS PER PLAN
633	1	EA	CABINET RISER, AS PER PLAN
633	1	EA	CABINET FOUNDATION
812	1	EA	VIDEO DETECTION SYSTEM

CALCULATED: WES
CHECKED: AWS

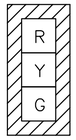
TRAFFIC SIGNAL DETAIL
BROADWAY AVE. & I–77 EXIT RAMP

BROADWAY AVE.
CUY–14–2.72

NOTES:

1. ALL REFERENCES ARE BASED ON ℄ CONSTRUCTION BROADWAY AVE. STATIONING.
2. THE CONTRACTOR SHALL PLACE ALL LOOPS IN THE CENTER OF EACH LANE UNLESS OTHERWISE SHOWN.
3. ALL LOOPS SHALL BE INSTALLED IN THE INTERMEDIATE PAVEMENT LAYER.
4. PAVEMENT MARKINGS ARE SHOWN FOR INFORMATION ONLY.

SIGNAL HEADS



A,B,C,
D,E,F

12" LENSES

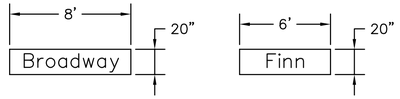
PED BUTTON SIGN DETAIL

R10-4-9
1 REQ'D PER
PUSHBUTTON
(2 TOTAL)

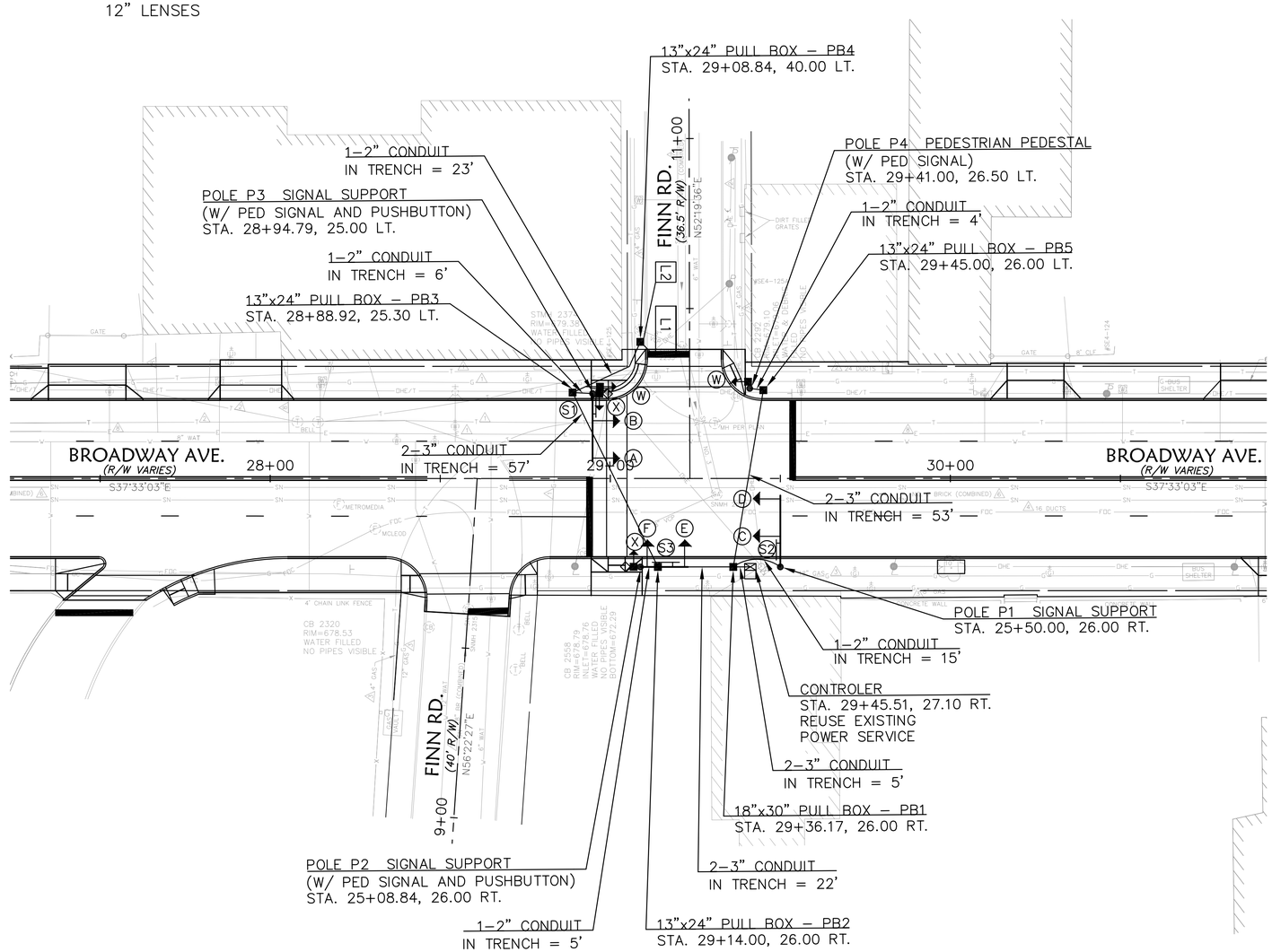
PEDESTRIAN SIGNAL HEADS

(TYPE D-2 LED)
W – W
X – X

SIGNS



S3 S1,S2



LEGEND

- CONTROLLER ASSEMBLY
- PULL BOX
- VEHICULAR SIGNAL HEAD
- SIGNAL POLE
- PEDESTRIAN SIGNAL
- PEDESTRIAN PUSHBUTTON
- L1 DETECTOR LOOP (Rectangular)
- L3 DETECTOR LOOP (Diamond)
- SIGN

HORIZONTAL SCALE
1" = 20 FEET

CALCULATED: WES
CHECKED: AWS

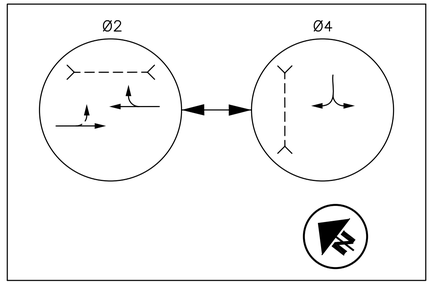
TRAFFIC SIGNAL PLAN
BROADWAY AVE. & FINN AVE.

BROADWAY AVE.
CUY-14-2.72

SIGNAL DISPLAY CHART

SIGNAL HEAD	Ø2				Ø4				FLASH
	R/W		CLEAR		R/W		CLEAR		
A	G	G	Y	R	R	R	R	R	Y
B	G	G	Y	R	R	R	R	R	Y
C	G	G	Y	R	R	R	R	R	Y
D	G	G	Y	R	R	R	R	R	Y
E	R	R	R	R	G	G	Y	R	R
F	R	R	R	R	G	G	Y	R	R
W–W	W	FDW	DW	DW	DW	DW	DW	DW	DARK
X–X	DW	DW	DW	DW	W	FDW	DW	DW	DARK

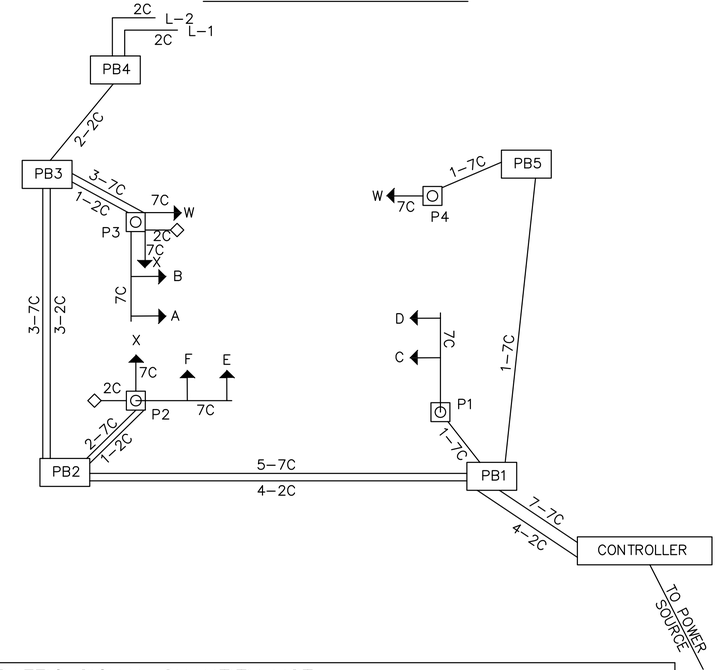
PHASING DIAGRAM

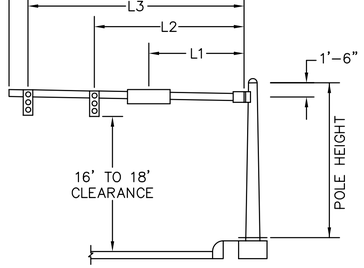


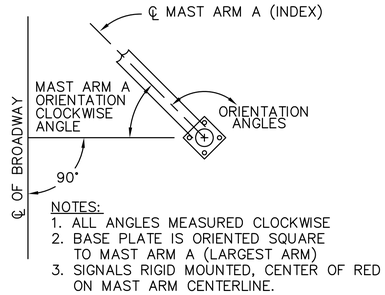
CONTROLLER TIMING CHART

INTERVAL	Ø2	Ø4
MINIMUM INITIAL	40.0	10.0
MAX1	40.0	40.0
YELLOW TIME	3.0	3.0
ALL RED	2.0	2.0
VEHICULAR EXTENSION	0.0	0.0
WALK	7.0	7.0
FLASHING DON'T WALK	10.0	14.0
MEMORY	NONE	NONE
RECALL	MIN	MAX

WIRING DIAGRAM







NOTES:
1. ALL ANGLES MEASURED CLOCKWISE
2. BASE PLATE IS ORIENTED SQUARE TO MAST ARM A (LARGEST ARM)
3. SIGNALS RIGID MOUNTED, CENTER OF RED ON MAST ARM CENTERLINE.

MAST ARM DETAIL

ORIENTATION ANGLES

SIGNAL SUPPORT CHART										ORIENTATION ANGLES (DEG.) FROM MAST ARM A			
SUPPORT NO.	POLE DESIGN NO.	MAST ARM REF.	POLE HEIGHT (FT.)	L (FT.)	L1 (FT.)	L2 (FT.)	L3 (FT.)	L4 (FT.)	MAST ARM A ANGLE (DEG.)	MAST ARM B	PEDESTRIAN SIGNAL	PEDESTRIAN BUTTON	HAND HOLE
1	1	A	21	21	5	9	20		0				180
2	1	A	21	14	2	7.5	13		90		180	180	180
3	1	A	21	20	4	8	19		0		180/270	270	180
4			8								180		

LOOP DETECTORS							
DESIGNATION	SIZE	NO. OF TURNS	PULSE OR PRESENCE	DELAY	ASSOCIATED CONTROLLER PHASE	STATION 1ST FRONT CORNER	STATION 2ND FRONT CORNER
L1	6' X 15'	4	PRESENCE	10	Ø4	29+13, 34' LT	29+19, 34' LT
L2	6' X 6'	4	PRESENCE	3	Ø4	29+13, 58' LT	29+19, 58' LT

TRAFFIC SIGNAL QUANTITY LIST
BROADWAY AVE. & FINN AVE.

ITEM	QTY.	UNIT	ITEM DESCRIPTION
625	274	FT	CONDUIT, 3", 725.05, AS PER D–51
625	53	FT	CONDUIT, 2", 725.05, AS PER D–51
625	80	FT	TRENCH IN PAVED AREA, TYPE A
625	110	FT	TRENCH IN PAVED AREA, TYPE B
625	4	EA	PULL BOX, AS PER DS–14 (13 X 24)
625	1	EA	PULL BOX, AS PER DS–14 (18 X 30)
625	5	EA	GROUND ROD, AS PER D–58
625	190	FT	SPECIAL – PLASTIC CAUTION TAPE (D–61)
630	12	EA	SIGN HANGER ASSEMBLY, MAST ARM
630	34	SF	SIGN, FLAT SHEET
632	6	EA	VEHICULAR SIGNAL HEAD, (LED), 3 SECTION, 12" LENS, 1–WAY, POLYCARBONATE, WITH BACKPLATE
632	4	EA	PEDESTRIAN SIGNAL HEAD (LED), TYPE D–2
632	2	EA	PEDESTRIAN PUSH BUTTON, AS PER PLAN
632	6	EA	COVERING OF VEHICULAR SIGNAL HEAD
632	2	EA	DETECTOR LOOP
632	2	EA	LOOP DETECTOR UNIT
632	810	FT	SIGNAL CABLE, 7 CONDUCTOR, NO. 14 AWG
632	3	EA	SIGNAL SUPPORT FOUNDATION, AS PER D–48
632	1	EA	PEDESTAL FOUNDATION
632	300	FT	LOOP DETECTOR LEAD–IN CABLE
632	35	FT	POWER CABLE, 2 CONDUCTOR, NO. 6 AWG
632	193	FT	POWER CABLE MISC.: PUSH BUTTON CABLE, AS PER D–57
632	1	EA	POWER SEVICE, AS PER D–50
632	1	EA	CONDUIT RISER, 3" DIAMETER
632	3	EA	SIGNAL SUPPORT, TYPE TC–81.20 DESIGN 1 POLE, AS PER D–64.
632	1	EA	PEDESTAL, 8'
632	1	EA	REMOVAL OF TRAFFIC SIGNAL INSTALLATION, AS PER D–62
633	1	EA	CONTROLLER UNIT, TYPE TS2/A2, WITH CABINET, TYPE TS2, AS PER PLAN
633	1	EA	CABINET RISER, AS PER PLAN
633	1	EA	CABINET FOUNDATION

CALCULATED: WES
CHECKED: AWS

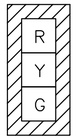
TRAFFIC SIGNAL DETAIL
BROADWAY AVE. & FINN AVE.

BROADWAY AVE.
CUY–14–2.72

NOTES:

1. ALL REFERENCES ARE BASED ON ℄ CONSTRUCTION BROADWAY AVE. STATIONING.
2. THE CONTRACTOR SHALL PLACE ALL LOOPS IN THE CENTER OF EACH LANE UNLESS OTHERWISE SHOWN.
3. ALL LOOPS SHALL BE INSTALLED IN THE INTERMEDIATE PAVEMENT LAYER.
4. PAVEMENT MARKINGS ARE SHOWN FOR INFORMATION ONLY.

SIGNAL HEADS



A,B,C,
D,E,F

12" LENSES

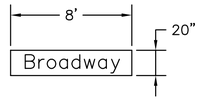
PED BUTTON SIGN DETAIL

R10-4-9
1 REQ'D PER
PUSHBUTTON
(2 TOTAL)

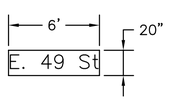
PEDESTRIAN SIGNAL HEADS

(TYPE D-2 LED)
W – W
X – X

SIGNS



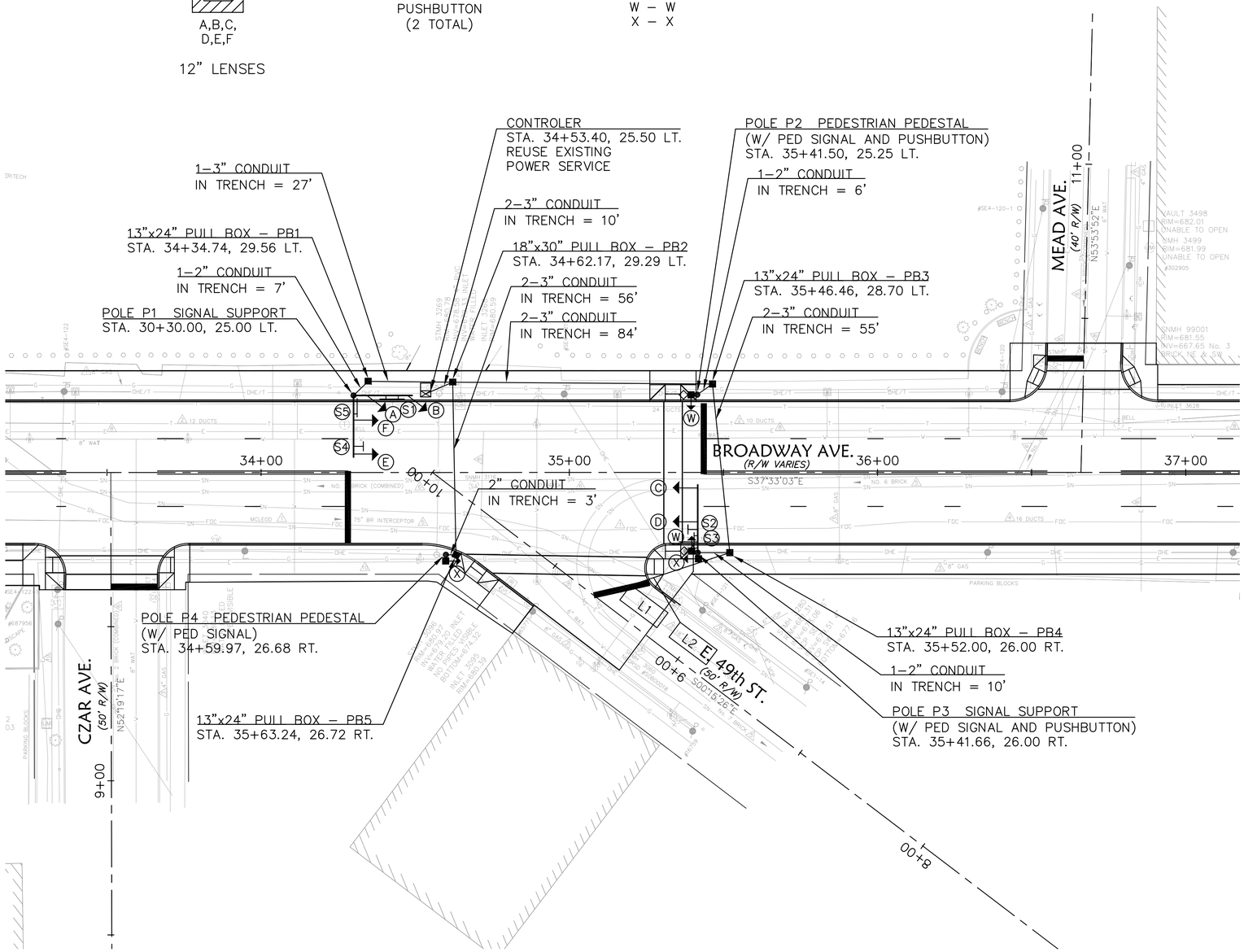
S1



S3,S5

R10-11B-24
S2

R3-2-24
S4



LEGEND

- CONTROLLER ASSEMBLY
- PULL BOX
- VEHICULAR SIGNAL HEAD
- SIGNAL POLE
- PEDESTRIAN SIGNAL
- PEDESTRIAN PUSHBUTTON
- L1 DETECTOR LOOP (Rectangular)
- L3 DETECTOR LOOP (Diamond)
- SIGN

HORIZONTAL SCALE
1" = 20 FEET

CALCULATED: WES
CHECKED: AWS

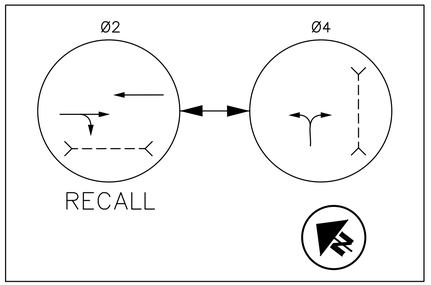
TRAFFIC SIGNAL PLAN
BROADWAY AVE. & E. 49TH ST.

BROADWAY AVE.
CUY-14-2.72

SIGNAL DISPLAY CHART

SIGNAL HEAD	Ø2				Ø4				FLASH
	R/W		CLEAR		R/W		CLEAR		
A	R	R	R	R	G	G	Y	R	R
B	R	R	R	R	G	G	Y	R	R
C	G	G	Y	R	R	R	R	R	Y
D	G	G	Y	R	R	R	R	R	Y
E	G	G	Y	R	R	R	R	R	Y
F	G	G	Y	R	R	R	R	R	Y
W–W	DW	DW	DW	DW	W	FDW	DW	DW	DARK
X–X	W	FDW	DW	DW	DW	DW	DW	DW	DARK

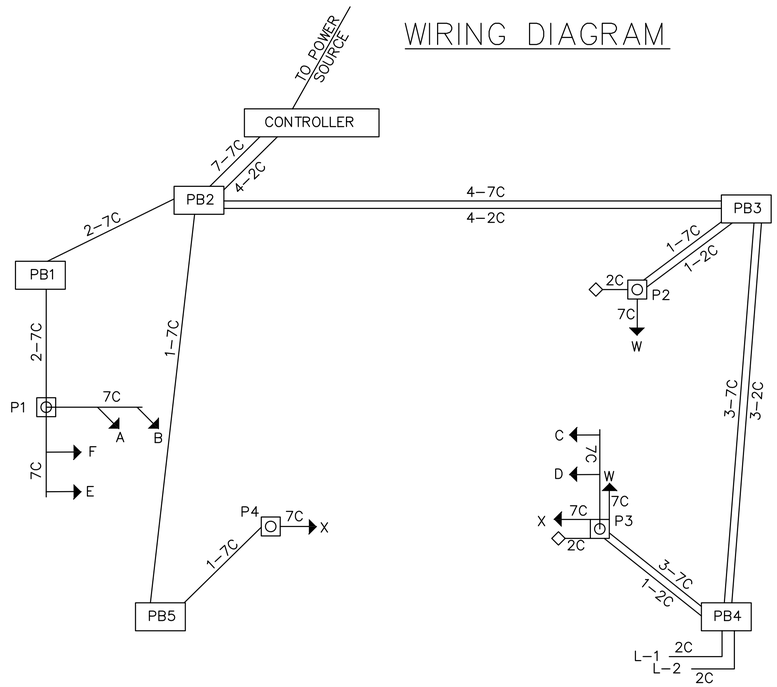
PHASING DIAGRAM



CONTROLLER TIMING CHART

INTERVAL	Ø2	Ø4
MINIMUM INITIAL	40.0	30.0
MAX1	40.0	40.0
YELLOW TIME	3.0	3.0
ALL RED	2.0	2.0
VEHICULAR EXTENSION	0.0	0.0
WALK	7.0	7.0
FLASHING DON'T WALK	14.0	14.0
MEMORY	NONE	NONE
RECALL	MIN	MAX

WIRING DIAGRAM



NOTES:
1. ALL ANGLES MEASURED CLOCKWISE
2. BASE PLATE IS ORIENTED SQUARE TO MAST ARM A (LARGEST ARM)
3. SIGNALS RIGID MOUNTED, CENTER OF RED ON MAST ARM CENTERLINE.

MAST ARM DETAIL

ORIENTATION ANGLES

SIGNAL SUPPORT CHART

SUPPORT NO.	POLE DESIGN NO.	MAST ARM REF.	POLE HEIGHT (FT.)	L (FT.)	L1 (FT.)	L2 (FT.)	L3 (FT.)	L4 (FT.)	MAST ARM A ANGLE (DEG.)	ORIENTATION ANGLES (DEG.) FROM MAST ARM A: MAST ARM B	PEDESTRIAN SIGNAL	PEDESTRIAN BUTTON	HAND HOLE
1	3 (1)	A	21	20	4	8	16.5	19	0	270			180
	(1)			19	4	12.5	18						
2			8								90	90	
3	1	A	21	22	3.5	7.5	10	21	0		180/270	270	180
4			8								180		

(MAST ARM DESIGN NO.)

LOOP DETECTORS

DESIGNATION	SIZE	NO. OF TURNS	PULSE OR PRESENCE	DELAY	ASSOCIATED CONTROLLER PHASE	STATION 1ST FRONT CORNER	STATION 2ND FRONT CORNER
L1	6' X 15'	4	PRESENCE	10	Ø4	35+16, 41' RT	35+20, 37' RT
L2	6' X 15'	4	PRESENCE	3	Ø4	35+32, 53' RT	35+36, 49' RT

TRAFFIC SIGNAL QUANTITY LIST
BROADWAY AVE. & E 49TH ST.

ITEM	QTY.	UNIT	ITEM DESCRIPTION
625	437	FT	CONDUIT, 3", 725.05, AS PER D–51
625	26	FT	CONDUIT, 2", 725.05, AS PER D–51
625	147	FT	TRENCH IN PAVED AREA, TYPE A
625	111	FT	TRENCH IN PAVED AREA, TYPE B
625	4	EA	PULL BOX, AS PER DS–14 (13 X 24)
625	1	EA	PULL BOX, AS PER DS–14 (18 X 30)
625	5	EA	GROUND ROD, AS PER D–58
625	258	FT	SPECIAL – PLASTIC CAUTION TAPE (D–61)
630	14	EA	SIGN HANGER ASSEMBLY, MAST ARM
630	42	SF	SIGN, FLAT SHEET
632	6	EA	VEHICULAR SIGNAL HEAD, (LED), 3 SECTION, 12" LENS, 1–WAY, POLYCARBONATE, WITH BACKPLATE
632	4	EA	PEDESTRIAN SIGNAL HEAD (LED), TYPE D–2
632	2	EA	PEDESTRIAN PUSH BUTTON, AS PER PLAN
632	6	EA	COVERING OF VEHICULAR SIGNAL HEAD
632	2	EA	DETECTOR LOOP
632	2	EA	LOOP DETECTOR UNIT
632	1139	FT	SIGNAL CABLE, 7 CONDUCTOR, NO. 14 AWG
632	2	EA	SIGNAL SUPPORT FOUNDATION, AS PER D–48
632	2	EA	PEDESTAL FOUNDATION
632	437	FT	LOOP DETECTOR LEAD–IN CABLE
632	35	FT	POWER CABLE, 2 CONDUCTOR, NO. 6 AWG
632	325	FT	POWER CABLE MISC.: PUSH BUTTON CABLE, AS PER D–57
632	1	EA	POWER SEVICE, AS PER D–50
632	1	EA	CONDUIT RISER, 3" DIAMETER
632	1	EA	SIGNAL SUPPORT, TYPE TC–81.20 DESIGN 1 POLE, AS PER D–64.
632	1	EA	SIGNAL SUPPORT, TYPE TC–81.20 DESIGN 3 POLE, WITH MAST ARM TC–81.20 DESIGN 1 AND DESIGN 1, AS PER D–64.
632	2	EA	PEDESTAL, 8'
632	1	EA	REMOVAL OF TRAFFIC SIGNAL INSTALLATION, AS PER D–62
633	1	EA	CONTROLLER UNIT, TYPE TS2/A2, WITH CABINET, TYPE TS2, AS PER PLAN
633	1	EA	CABINET RISER, AS PER PLAN
633	1	EA	CABINET FOUNDATION

CALCULATED: WES
CHECKED: AWS

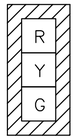
TRAFFIC SIGNAL DETAIL
BROADWAY AVE. & E 49TH ST.

BROADWAY AVE.
CUY–14–2.72

NOTES:

1. ALL REFERENCES ARE BASED ON ℄ CONSTRUCTION BROADWAY AVE. STATIONING.
2. THE CONTRACTOR SHALL PLACE ALL LOOPS IN THE CENTER OF EACH LANE UNLESS OTHERWISE SHOWN.
3. ALL LOOPS SHALL BE INSTALLED IN THE INTERMEDIATE PAVEMENT LAYER.
4. PAVEMENT MARKINGS ARE SHOWN FOR INFORMATION ONLY.

SIGNAL HEADS



A,B,C,D,
E,F,G,H

12" LENSES

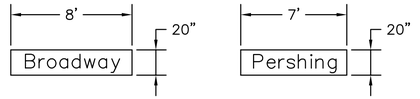
PED BUTTON SIGN DETAIL

R10-4-9
1 REQ'D PER
PUSHBUTTON
(4 TOTAL)

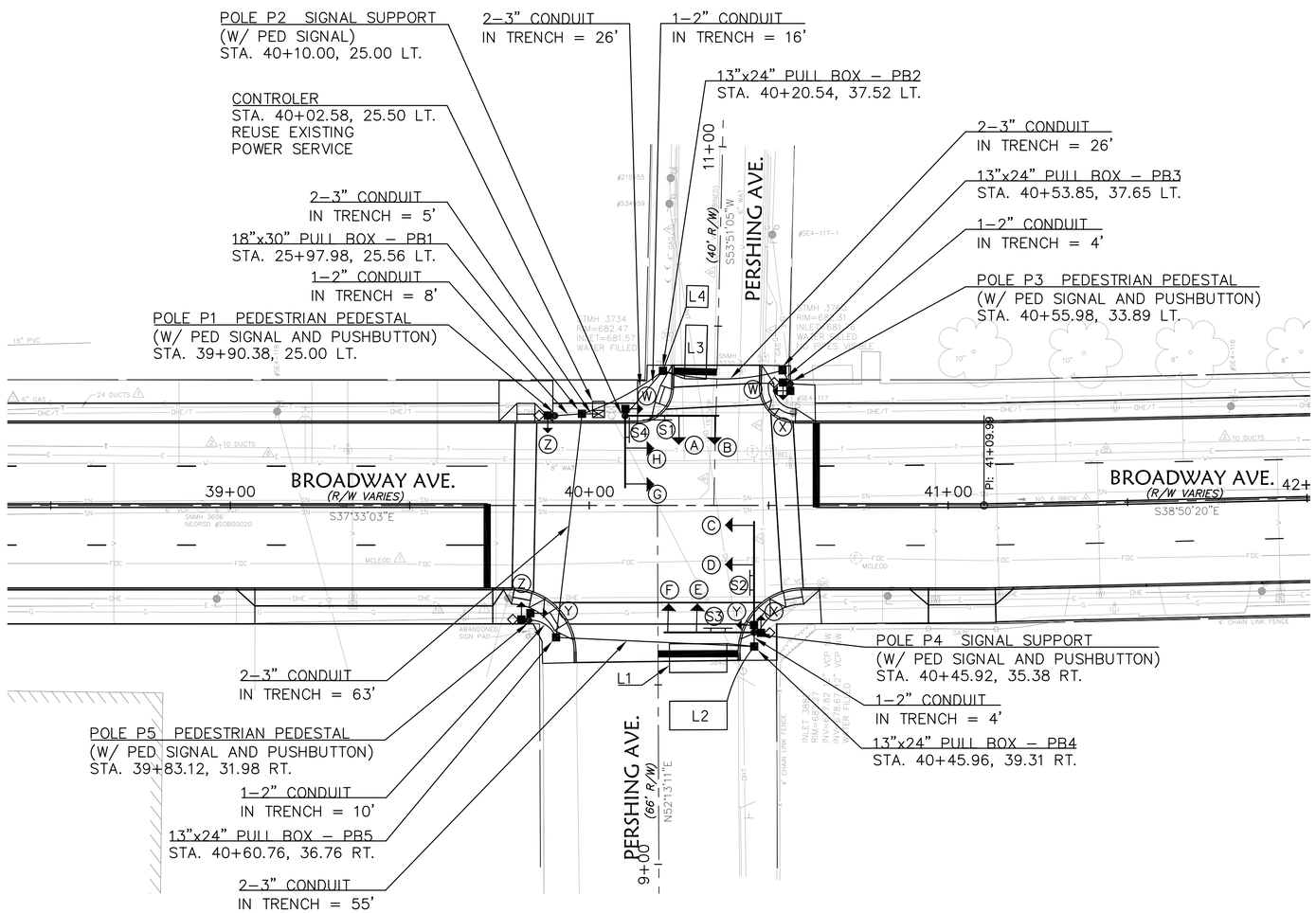
PEDESTRIAN SIGNAL HEADS

(TYPE D-2 LED)
W – W
X – X
Y – Z
Z – Z

SIGNS



S1,S3 S2,S4



LEGEND

- CONTROLLER ASSEMBLY
- PULL BOX
- VEHICULAR SIGNAL HEAD
- SIGNAL POLE
- PEDESTRIAN SIGNAL
- PEDESTRIAN PUSHBUTTON
- L1 DETECTOR LOOP (Rectangular)
- L3 DETECTOR LOOP (Diamond)
- SIGN

HORIZONTAL SCALE
1" = 20 FEET

CALCULATED: WES
CHECKED: AWS

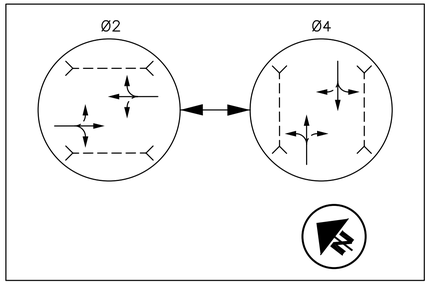
TRAFFIC SIGNAL PLAN
BROADWAY AVE. & PERSHING AVE.

BROADWAY AVE.
CUY-14-2.72

SIGNAL DISPLAY CHART

SIGNAL HEAD	Ø2				Ø4				FLASH
	R/W		CLEAR		R/W		CLEAR		
A	R	R	R	R	G	G	Y	R	R
B	R	R	R	R	G	G	Y	R	R
C	G	G	Y	R	R	R	R	R	Y
D	G	G	Y	R	R	R	R	R	Y
E	R	R	R	R	G	G	Y	R	R
F	R	R	R	R	G	G	Y	R	R
G	G	G	Y	R	R	R	R	R	Y
H	G	G	Y	R	R	R	R	R	Y
W–W	W	FDW	DW	DW	DW	DW	DW	DW	DARK
X–X	DW	DW	DW	DW	W	FDW	DW	DW	DARK
Y–Y	W	FDW	DW	DW	DW	DW	DW	DW	DARK
Z–Z	DW	DW	DW	DW	W	FDW	DW	DW	DARK

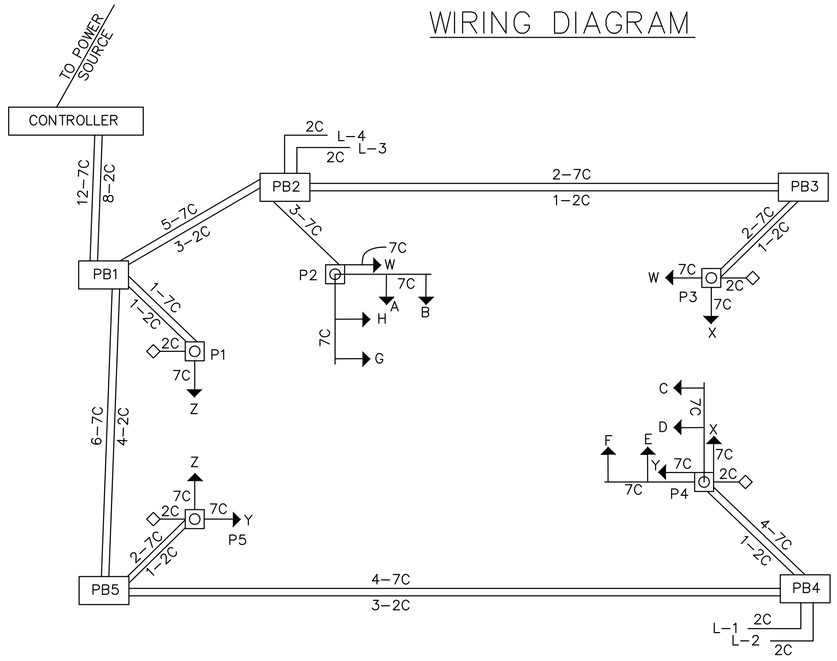
PHASING DIAGRAM

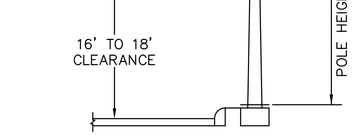


CONTROLLER TIMING CHART

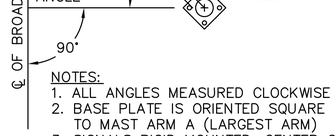
INTERVAL	Ø2	Ø4
MINIMUM INITIAL	40.0	30.0
MAX1	40.0	40.0
YELLOW TIME	3.0	3.0
ALL RED	2.0	2.0
VEHICULAR EXTENSION	0.0	0.0
WALK	7.0	7.0
FLASHING DON'T WALK	14.0	14.0
MEMORY	NONE	NONE
RECALL	MIN	MAX

WIRING DIAGRAM





MAST ARM DETAIL



NOTES:
1. ALL ANGLES MEASURED CLOCKWISE
2. BASE PLATE IS ORIENTED SQUARE TO MAST ARM A (LARGEST ARM)
3. SIGNALS RIGID MOUNTED, CENTER OF RED ON MAST ARM CENTERLINE.

ORIENTATION ANGLES

SIGNAL SUPPORT CHART

SUPPORT NO.	POLE DESIGN NO.	MAST ARM REF.	POLE HEIGHT (FT.)	L (FT.)	L1 (FT.)	L2 (FT.)	L3 (FT.)	L4 (FT.)	MAST ARM A ANGLE (DEG.)	ORIENTATION ANGLES (DEG.) FROM MAST ARM A: MAST ARM B	PEDESTRIAN SIGNAL	PEDESTRIAN BUTTON	HAND HOLE
1			8								90	90	
2	3 (2)	A	21	26	9	15	25		270	90	270		180
	(1)	B		20	4	9	19						
3			8								0/90	90	
4	3 (2)	A	21	31	14	19	30		0	270	0/90	90	180
	(1)	B		25	10	16	24						
5			8								0/270	270	

(MAST ARM DESIGN NO.)

LOOP DETECTORS

DESIGNATION	SIZE	NO. OF TURNS	PULSE OR PRESENCE	DELAY	ASSOCIATED CONTROLLER PHASE	STATION 1ST FRONT CORNER	STATION 2ND FRONT CORNER
L1	8' X 16'	4	PRESENCE	10	Ø4	40+22, 39' RT	40+38, 39' RT
L2	8' X 16'	4	PRESENCE	3	Ø4	40+22, 55' RT	40+38, 55' RT
L3	6' X 15'	4	PRESENCE	10	Ø4	40+27, 35' LT	40+33, 35' LT
L4	6' X 6'	4	PRESENCE	3	Ø4	40+27, 55' LT	40+33, 55' LT

TRAFFIC SIGNAL QUANTITY LIST
BROADWAY AVE. & PERSHING AVE.

ITEM	QTY.	UNIT	ITEM DESCRIPTION
625	350	FT	CONDUIT, 3", 725.05, AS PER D–51
625	42	FT	CONDUIT, 2", 725.05, AS PER D–51
625	73	FT	TRENCH IN PAVED AREA, TYPE A
625	144	FT	TRENCH IN PAVED AREA, TYPE B
625	4	EA	PULL BOX, AS PER DS–14 (13 X 24)
625	1	EA	PULL BOX, AS PER DS–14 (18 X 30)
625	6	EA	GROUND ROD, AS PER D–58
625	217	FT	SPECIAL – PLASTIC CAUTION TAPE (D–61)
630	16	EA	SIGN HANGER ASSEMBLY, MAST ARM
630	50	SF	SIGN, FLAT SHEET
632	8	EA	VEHICULAR SIGNAL HEAD, (LED), 3 SECTION, 12" LENS, 1–WAY, POLYCARBONATE, WITH BACKPLATE
632	8	EA	PEDESTRIAN SIGNAL HEAD (LED), TYPE D–2
632	4	EA	PEDESTRIAN PUSH BUTTON, AS PER PLAN
632	8	EA	COVERING OF VEHICULAR SIGNAL HEAD
632	4	EA	DETECTOR LOOP
632	4	EA	LOOP DETECTOR UNIT
632	1607	FT	SIGNAL CABLE, 7 CONDUCTOR, NO. 14 AWG
632	2	EA	SIGNAL SUPPORT FOUNDATION, AS PER D–48
632	3	EA	PEDESTAL FOUNDATION
632	472	FT	LOOP DETECTOR LEAD–IN CABLE
632	35	FT	POWER CABLE, 2 CONDUCTOR, NO. 6 AWG
632	416	FT	POWER CABLE MISC.: PUSH BUTTON CABLE, AS PER D–57
632	1	EA	POWER SEVICE, AS PER D–50
632	1	EA	CONDUIT RISER, 3" DIAMETER
632	2	EA	SIGNAL SUPPORT, TYPE TC–81.20 DESIGN 3 POLE, WITH MAST ARM TC–81.20 DESIGN 1 AND DESIGN 2, AS PER D–64.
632	3	EA	PEDESTAL, 8'
632	1	EA	REMOVAL OF TRAFFIC SIGNAL INSTALLATION, AS PER D–62
633	1	EA	CONTROLLER UNIT, TYPE TS2/A2, WITH CABINET, TYPE TS2, AS PER PLAN
633	1	EA	CABINET RISER, AS PER PLAN
633	1	EA	CABINET FOUNDATION

CALCULATED: WES
CHECKED: AWS

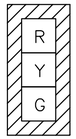
TRAFFIC SIGNAL DETAIL
BROADWAY AVE. & PERSHING AVE.

BROADWAY AVE.
CUY–14–2.72

NOTES:

1. ALL REFERENCES ARE BASED ON ℄ CONSTRUCTION BROADWAY AVE. STATIONING.
2. THE CONTRACTOR SHALL PLACE ALL LOOPS IN THE CENTER OF EACH LANE UNLESS OTHERWISE SHOWN.
3. ALL LOOPS SHALL BE INSTALLED IN THE INTERMEDIATE PAVEMENT LAYER.
4. PAVEMENT MARKINGS ARE SHOWN FOR INFORMATION ONLY.

SIGNAL HEADS



A,B,C,D,
E,F,G,H

12" LENSES

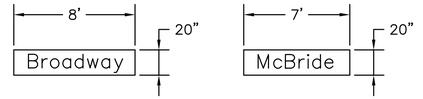
PED BUTTON SIGN DETAIL

R10-4-9
1 REQ'D PER
PUSHBUTTON
(4 TOTAL)

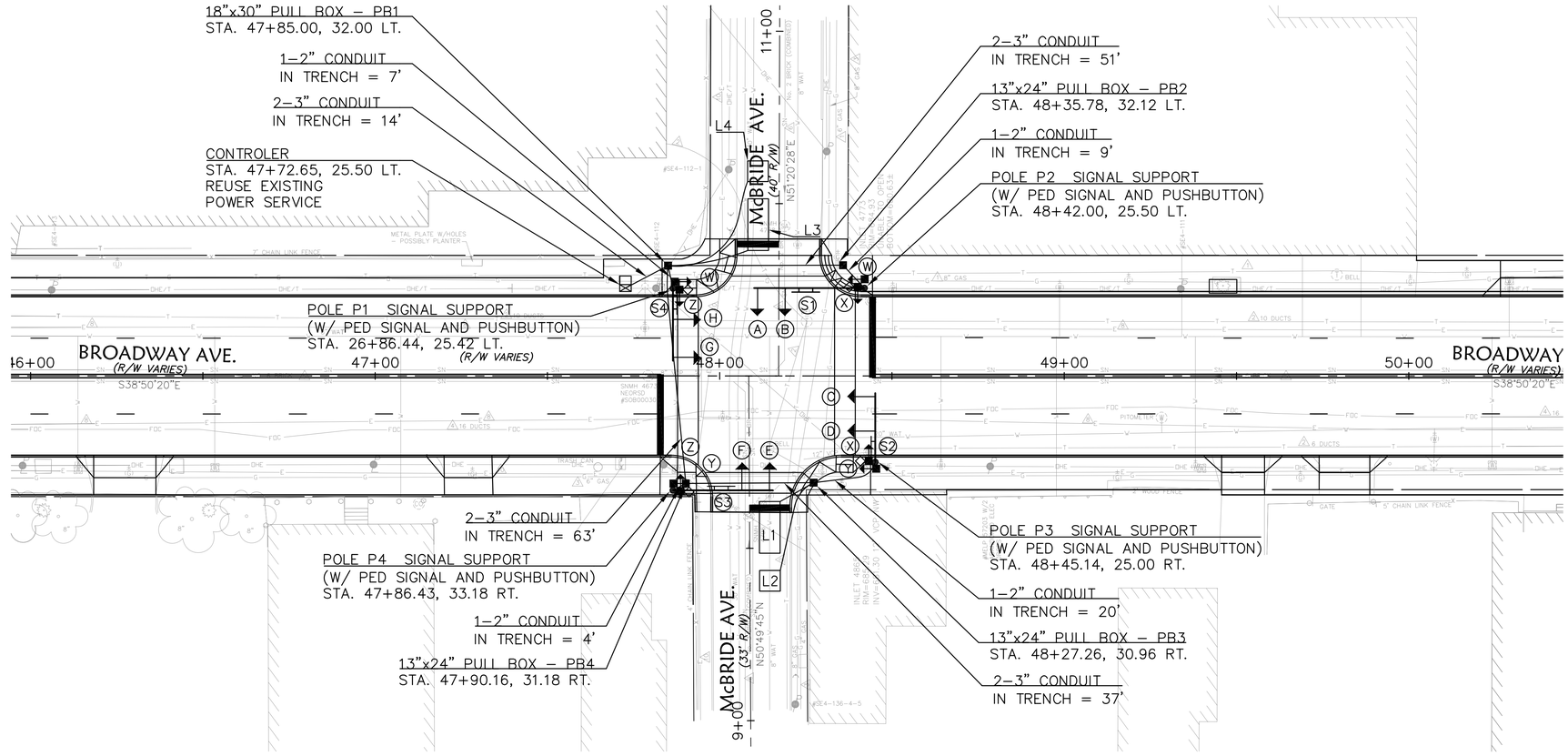
PEDESTRIAN SIGNAL HEADS

(TYPE D-2 LED)
W – W
X – X
Y – Y
Z – Z

SIGNS



S1,S3 S2,S4



LEGEND

- CONTROLLER ASSEMBLY
- PULL BOX
- VEHICULAR SIGNAL HEAD
- SIGNAL POLE
- PEDESTRIAN SIGNAL
- PEDESTRIAN PUSHBUTTON
- L1 DETECTOR LOOP (Rectangular)
- L3 DETECTOR LOOP (Diamond)
- SIGN

HORIZONTAL SCALE
1" = 20 FEET

CALCULATED: WES
CHECKED: AWS

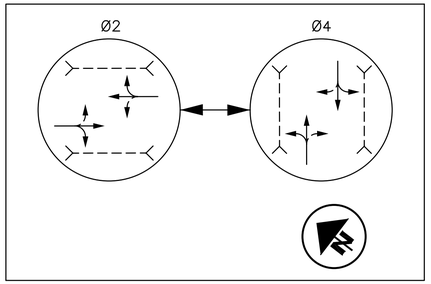
TRAFFIC SIGNAL PLAN
BROADWAY AVE. & McBRIDE AVE.

BROADWAY AVE.
CUY-14-2.72

SIGNAL DISPLAY CHART

SIGNAL HEAD	Ø2				Ø4				FLASH
	R/W		CLEAR		R/W		CLEAR		
A	R	R	R	R	G	G	Y	R	R
B	R	R	R	R	G	G	Y	R	R
C	G	G	Y	R	R	R	R	R	Y
D	G	G	Y	R	R	R	R	R	Y
E	R	R	R	R	G	G	Y	R	R
F	R	R	R	R	G	G	Y	R	R
G	G	G	Y	R	R	R	R	R	Y
H	G	G	Y	R	R	R	R	R	Y
W–W	W	FDW	DW	DW	DW	DW	DW	DW	DARK
X–X	DW	DW	DW	DW	W	FDW	DW	DW	DARK
Y–Y	W	FDW	DW	DW	DW	DW	DW	DW	DARK
Z–Z	DW	DW	DW	DW	W	FDW	DW	DW	DARK

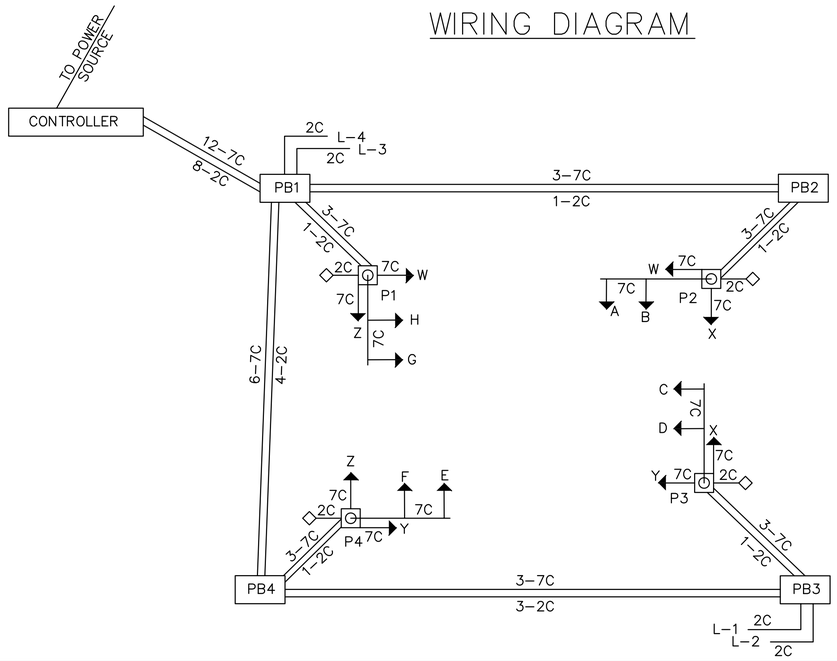
PHASING DIAGRAM

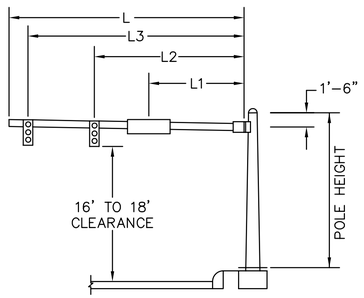


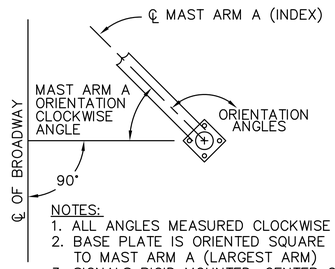
CONTROLLER TIMING CHART

INTERVAL	Ø2	Ø4
MINIMUM INITIAL	40.0	30.0
MAX1	40.0	40.0
YELLOW TIME	3.0	3.0
ALL RED	2.0	2.0
VEHICULAR EXTENSION	0.0	0.0
WALK	7.0	7.0
FLASHING DON'T WALK	14.0	14.0
MEMORY	NONE	NONE
RECALL	MIN	MAX

WIRING DIAGRAM







NOTES:
1. ALL ANGLES MEASURED CLOCKWISE
2. BASE PLATE IS ORIENTED SQUARE TO MAST ARM A (LARGEST ARM)
3. SIGNALS RIGID MOUNTED, CENTER OF RED ON MAST ARM CENTERLINE.

MAST ARM DETAIL

ORIENTATION ANGLES

SIGNAL SUPPORT CHART										ORIENTATION ANGLES (DEG.) FROM MAST ARM A			
SUPPORT NO.	POLE DESIGN NO.	MAST ARM REF.	POLE HEIGHT (FT.)	L (FT.)	L1 (FT.)	L2 (FT.)	L3 (FT.)	L4 (FT.)	MAST ARM A ANGLE (DEG.)	MAST ARM B	PEDESTRIAN SIGNAL	PEDESTRIAN BUTTON	HAND HOLE
1	1	A	21	21	4	9	20		0		180/270	270	180
2	2	A	21	32	17	23	31		90		0/90	0	180
3	1	A	21	20	4	9	19		0		180/270	270	180
4	2	A	21	29	14	20	28		90		0/270	0	180

(MAST ARM DESIGN NO.)

LOOP DETECTORS							
DESIGNATION	SIZE	NO. OF TURNS	PULSE OR PRESENCE	DELAY	ASSOCIATED CONTROLLER PHASE	STATION 1ST FRONT CORNER	STATION 2ND FRONT CORNER
L1	6' X 15'	4	PRESENCE	10	Ø4	48+12, 36' RT	48+18, 36' RT
L2	6' X 6'	4	PRESENCE	3	Ø4	48+12, 56' RT	48+18, 56' RT
L3	6' X 15'	4	PRESENCE	10	Ø4	48+08, 36' LT	48+14, 36' LT
L4	6' X 6'	4	PRESENCE	3	Ø4	48+08, 56' LT	48+14, 56' LT

TRAFFIC SIGNAL QUANTITY LIST BROADWAY AVE. & McBRIDE AVE.			
ITEM	QTY.	UNIT	ITEM DESCRIPTION
625	330	FT	CONDUIT, 3", 725.05, AS PER D–51
625	40	FT	CONDUIT, 2", 725.05, AS PER D–51
625	54	FT	TRENCH IN PAVED AREA, TYPE A
625	151	FT	TRENCH IN PAVED AREA, TYPE B
625	3	EA	PULL BOX, AS PER DS–14 (13 X 24)
625	1	EA	PULL BOX, AS PER DS–14 (18 X 30)
625	5	EA	GROUND ROD, AS PER D–58
625	205	FT	SPECIAL – PLASTIC CAUTION TAPE (D–61)
630	16	EA	SIGN HANGER ASSEMBLY, MAST ARM
630	50	SF	SIGN, FLAT SHEET
632	8	EA	VEHICULAR SIGNAL HEAD, (LED), 3 SECTION, 12" LENS, 1–WAY, POLYCARBONATE, WITH BACKPLATE
632	8	EA	PEDESTRIAN SIGNAL HEAD (LED), TYPE D–2
632	4	EA	PEDESTRIAN PUSH BUTTON, AS PER PLAN
632	8	EA	COVERING OF VEHICULAR SIGNAL HEAD
632	4	EA	DETECTOR LOOP
632	4	EA	LOOP DETECTOR UNIT
632	1572	FT	SIGNAL CABLE, 7 CONDUCTOR, NO. 14 AWG
632	2	EA	SIGNAL SUPPORT FOUNDATION, AS PER D–48
632	451	FT	LOOP DETECTOR LEAD–IN CABLE
632	45	FT	POWER CABLE, 2 CONDUCTOR, NO. 6 AWG
632	442	FT	POWER CABLE MISC.: PUSH BUTTON CABLE, AS PER D–57
632	1	EA	POWER SEVICE, AS PER D–50
632	1	EA	CONDUIT RISER, 3" DIAMETER
632	2	EA	SIGNAL SUPPORT, TYPE TC–81.20 DESIGN 1 POLE, AS PER D–64.
632	2	EA	SIGNAL SUPPORT, TYPE TC–81.20 DESIGN 2 POLE, AS PER D–64.
632	1	EA	REMOVAL OF TRAFFIC SIGNAL INSTALLATION, AS PER D–62
633	1	EA	CONTROLLER UNIT, TYPE TS2/A2, WITH CABINET, TYPE TS2, AS PER PLAN
633	1	EA	CABINET RISER, AS PER PLAN
633	1	EA	CABINET FOUNDATION

CALCULATED: WES
CHECKED: AWS

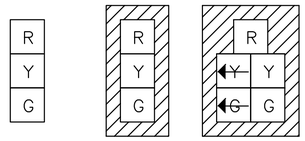
TRAFFIC SIGNAL DETAIL
BROADWAY AVE. & McBRIDE AVE.

BROADWAY AVE.
CUY–14–2.72

NOTES:

1. ALL REFERENCES ARE BASED ON ℄ CONSTRUCTION BROADWAY AVE. STATIONING.
2. THE CONTRACTOR SHALL PLACE ALL LOOPS IN THE CENTER OF EACH LANE UNLESS OTHERWISE SHOWN.
3. ALL LOOPS SHALL BE INSTALLED IN THE INTERMEDIATE PAVEMENT LAYER.
4. PAVEMENT MARKINGS ARE SHOWN FOR INFORMATION ONLY.

SIGNAL HEADS



I,J — A,B,C,D,E, F,H — G

12" LENSES

PED BUTTON SIGN DETAIL

R10-4-9
1 REQ'D PER PUSHBUTTON
(6 TOTAL)

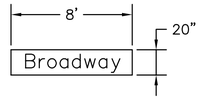
PEDESTRIAN SIGNAL HEADS

(TYPE D-2 LED)
V – V
W – W
X – X
Y – Y
Z – Z

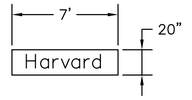
SIGNS

R10-11b-24
S2

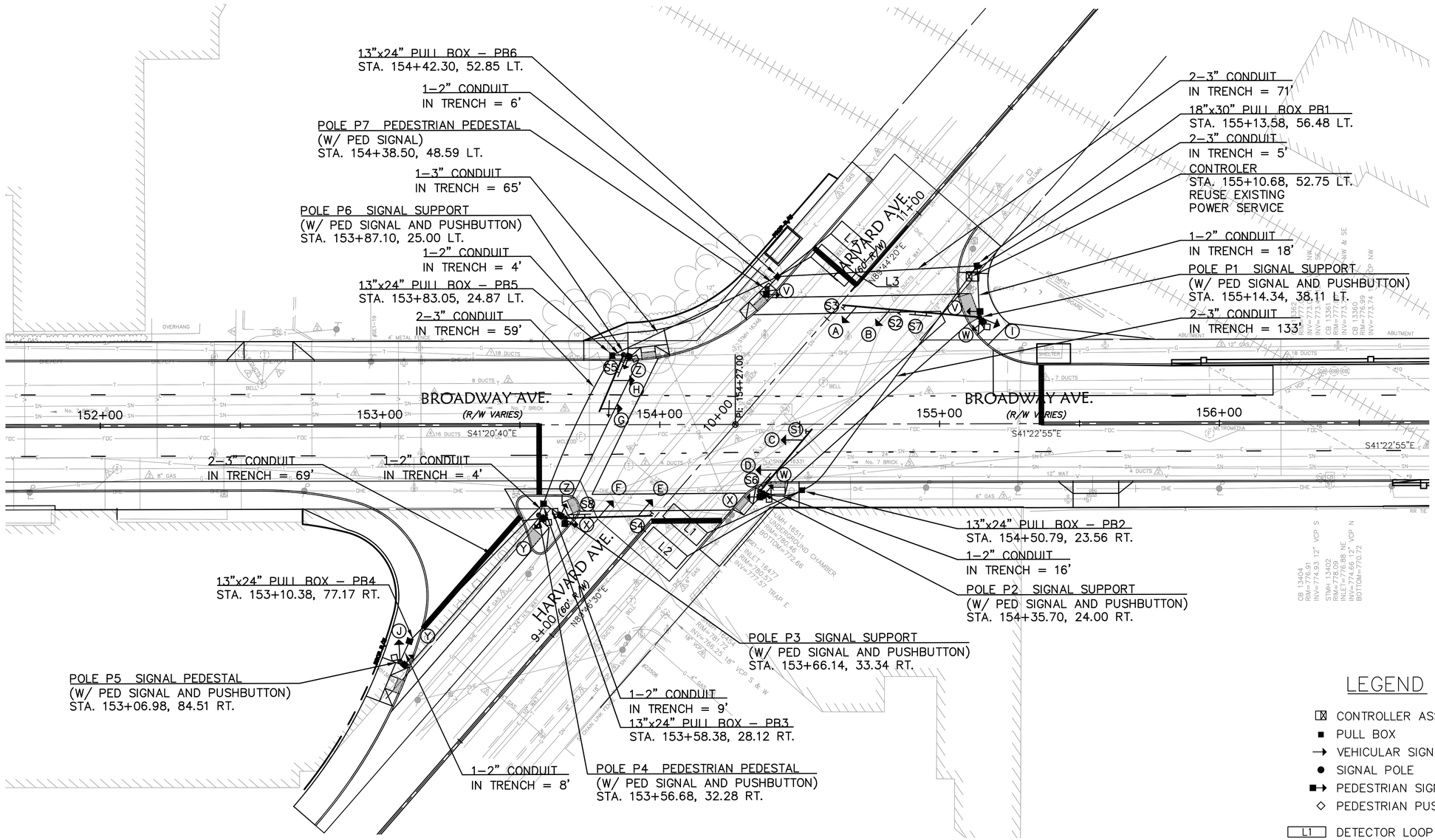
R3-2-24
S1,S3,S4



S7,S8



S5,S6



LEGEND

- CONTROLLER ASSEMBLY
- PULL BOX
- VEHICULAR SIGNAL HEAD
- SIGNAL POLE
- PEDESTRIAN SIGNAL
- PEDESTRIAN PUSHBUTTON
- L1 DETECTOR LOOP (Rectangular)
- L3 DETECTOR LOOP (Diamond)
- SIGN

HORIZONTAL SCALE 1" = 20 FEET

CALCULATED: WES
CHECKED: AWS

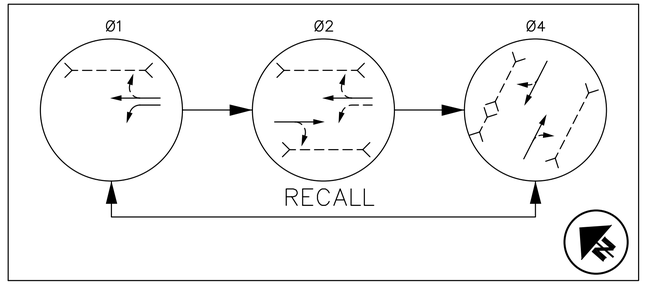
TRAFFIC SIGNAL PLAN
BROADWAY AVE. & HARVARD AVE.

BROADWAY AVE.
CUY-14-2.72

SIGNAL DISPLAY CHART

SIGNAL HEAD	Ø1				Ø2				Ø4				FLASH
	R/W		CLEAR		R/W		CLEAR		R/W		CLEAR		
A	R	R	R	R	R	R	R	R	G	G	Y	R	R
B	R	R	R	R	R	R	R	R	G	G	Y	R	R
C	R	R	R	R	G	G	Y	R	R	R	R	R	Y
D	R	R	R	R	G	G	Y	R	R	R	R	R	Y
E	R	R	R	R	R	R	R	R	G	G	Y	R	R
F	R	R	R	R	R	R	R	R	G	G	Y	R	R
G	~~G~~	~~G~~	~~Y~~	B	G	G	Y	R	R	R	R	R	Y
H	G	G	G	G	G	G	Y	R	R	R	R	R	Y
I	G	G	G	G	G	G	Y	R	R	R	R	R	Y
J	R	R	R	R	G	G	Y	R	R	R	R	R	Y
V–V	W	W	W	W	W	FDW	DW	DW	DW	DW	DW	DW	DARK
W–W	DW	DW	DW	DW	DW	DW	DW	DW	W	FDW	DW	DW	DARK
X–X	DW	DW	DW	DW	W	FDW	DW	DW	DW	DW	DW	DW	DARK
Y–Y	DW	DW	DW	DW	DW	DW	DW	DW	W	FDW	DW	DW	DARK
Z–Z	DW	DW	DW	DW	DW	DW	DW	DW	W	FDW	DW	DW	DARK

PHASING DIAGRAM

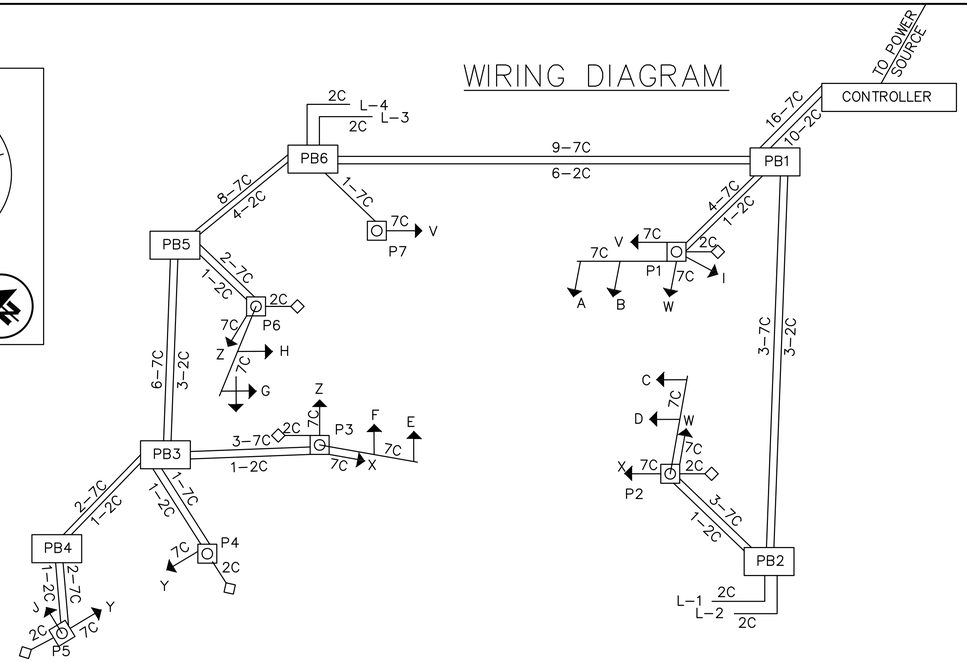


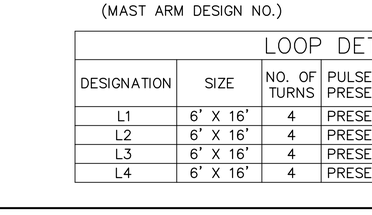
CONTROLLER TIMING CHART

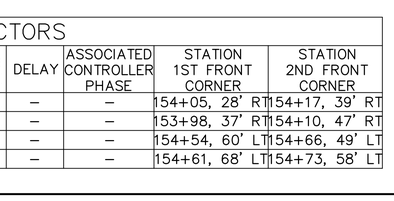
INTERVAL	Ø1	Ø2	Ø4
MINIMUM INITIAL			
MAX1			
YELLOW TIME			
ALL RED			
VEHICULAR EXTENSION			
WALK			
FLASHING DON'T WALK			
MEMORY	NONE	NONE	NONE
RECALL	OFF	MIN	OFF

NOTE: CITY OF CLEVELAND WILL PROVIDE THE TIMING INFORMATION

WIRING DIAGRAM







NOTES:
1. ALL ANGLES MEASURED CLOCKWISE
2. BASE PLATE IS ORIENTED SQUARE TO MAST ARM A (LARGEST ARM)
3. SIGNALS RIGID MOUNTED, CENTER OF RED ON MAST ARM CENTERLINE.

MAST ARM DETAIL

ORIENTATION ANGLES

SIGNAL SUPPORT CHART											ORIENTATION ANGLES (DEG.) FROM MAST ARM A				
SUPPORT NO.	POLE DESIGN NO.	MAST ARM REF.	POLE HEIGHT (FT.)	L (FT.)	L1 (FT.)	L2 (FT.)	L3 (FT.)	L4 (FT.)	L5 (FT.)	MAST ARM A ANGLE (DEG.)	MAST ARM B	PEDESTRIAN SIGNAL	PEDESTRIAN BUTTON	HAND HOLE	POLE MOUNTED SIGNAL HEAD
1	13	A	21	49	21	28	32	44	48	265		85/226	46	180	197
2	2	A	21	30	10	24	29			40		92/140	92	180	
3	2	A	21	31	5	12	26	30		89		96/207	207	180	
4			8									130	130		
5			11									131	311		357
6	1	A	21	22	4.5	10	21			23		267	267	180	
7			8									0			

(MAST ARM DESIGN NO.)

LOOP DETECTORS							
DESIGNATION	SIZE	NO. OF TURNS	PULSE OR PRESENCE	DELAY	ASSOCIATED CONTROLLER PHASE	STATION 1ST FRONT CORNER	STATION 2ND FRONT CORNER
L1	6' X 16'	4	PRESENCE	–	–	154+05, 28' RT	154+17, 39' RT
L2	6' X 16'	4	PRESENCE	–	–	153+98, 37' RT	154+10, 47' RT
L3	6' X 16'	4	PRESENCE	–	–	154+54, 60' LT	154+66, 49' LT
L4	6' X 16'	4	PRESENCE	–	–	154+61, 68' LT	154+73, 58' LT

TRAFFIC SIGNAL QUANTITY LIST			
BROADWAY AVE. & HARVARD AVE.			
ITEM	QTY.	UNIT	ITEM DESCRIPTION
625	739	FT	CONDUIT, 3", 725.05, AS PER D–51
625	65	FT	CONDUIT, 2", 725.05, AS PER D–51
625	135	FT	TRENCH IN PAVED AREA, TYPE A
625	332	FT	TRENCH IN PAVED AREA, TYPE B
625	5	EA	PULL BOX, AS PER DS–14 (13 X 24)
625	1	EA	PULL BOX, AS PER DS–14 (18 X 30)
625	8	EA	GROUND ROD, AS PER D–58
625	467	FT	SPECIAL – PLASTIC CAUTION TAPE (D–61)
630	20	EA	SIGN HANGER ASSEMBLY, MAST ARM
630	66	SF	SIGN, FLAT SHEET
632	7	EA	VEHICULAR SIGNAL HEAD, (LED), 3 SECTION, 12" LENS, 1–WAY, POLYCARBONATE, WITH BACKPLATE
632	2	EA	VEHICULAR SIGNAL HEAD, (LED), 3 SECTION, 12" LENS, 1–WAY, POLYCARBONATE
632	1	EA	VEHICULAR SIGNAL HEAD, (LED), 5 SECTION, 12" LENS, 1–WAY, POLYCARBONATE, WITH BACKPLATE
632	10	EA	PEDESTRIAN SIGNAL HEAD (LED), TYPE D–2
632	6	EA	PEDESTRIAN PUSH BUTTON, AS PER PLAN
632	10	EA	COVERING OF VEHICULAR SIGNAL HEAD
632	4	EA	DETECTOR LOOP
632	4	EA	LOOP DETECTOR UNIT
632	3186	FT	SIGNAL CABLE, 7 CONDUCTOR, NO. 14 AWG
632	4	EA	SIGNAL SUPPORT FOUNDATION, AS PER D–48
632	3	EA	PEDESTAL FOUNDATION
632	654	FT	LOOP DETECTOR LEAD–IN CABLE
632	35	FT	POWER CABLE, 2 CONDUCTOR, NO. 6 AWG
632	1245	FT	POWER CABLE MISC.: PUSH BUTTON CABLE, AS PER D–57
632	1	EA	POWER SEVICE, AS PER D–50
632	1	EA	CONDUIT RISER, 3" DIAMETER
632	1	EA	SIGNAL SUPPORT, TYPE TC–81.20 DESIGN 1 POLE, AS PER D–64.
632	2	EA	SIGNAL SUPPORT, TYPE TC–81.20 DESIGN 2 POLE, AS PER D–64.
632	1	EA	SIGNAL SUPPORT, TYPE TC–81.20 DESIGN 13 POLE, AS PER D–64.
632	2	EA	PEDESTAL, 8'
632	1	EA	PEDESTAL, 11', TRANSFORMER BASE
632	1	EA	REMOVAL OF TRAFFIC SIGNAL INSTALLATION, AS PER D–62
633	1	EA	CONTROLLER UNIT, TYPE TS2/A2, WITH CABINET, TYPE TS2, AS PER PLAN
633	1	EA	CABINET RISER, AS PER PLAN
633	1	EA	CABINET FOUNDATION

CALCULATED: WES
CHECKED: AWS

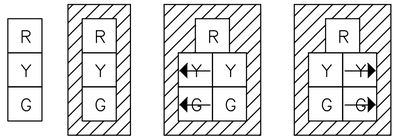
TRAFFIC SIGNAL DETAIL
BROADWAY AVE. & HARVARD AVE.

BROADWAY AVE.
CUY–14–2.72

NOTES:

1. ALL REFERENCES ARE BASED ON ℄ CONSTRUCTION BROADWAY AVE. STATIONING.
2. THE CONTRACTOR SHALL PLACE ALL LOOPS IN THE CENTER OF EACH LANE UNLESS OTHERWISE SHOWN.
3. ALL LOOPS SHALL BE INSTALLED IN THE INTERMEDIATE PAVEMENT LAYER.
4. PAVEMENT MARKINGS ARE SHOWN FOR INFORMATION ONLY.

SIGNAL HEADS



J | B,C,D, E,F,G,I | H | A

12" LENSES

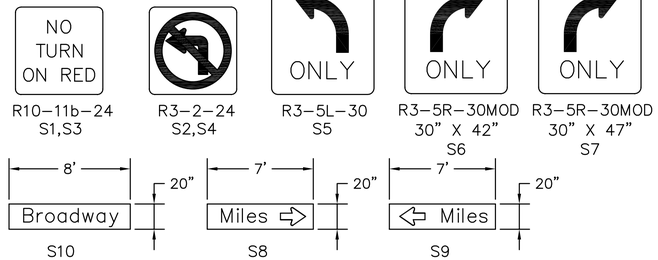
PED BUTTON SIGN DETAIL

R10-4-9
1 REQ'D PER PUSHBUTTON
(6 TOTAL)

PEDESTRIAN SIGNAL HEADS

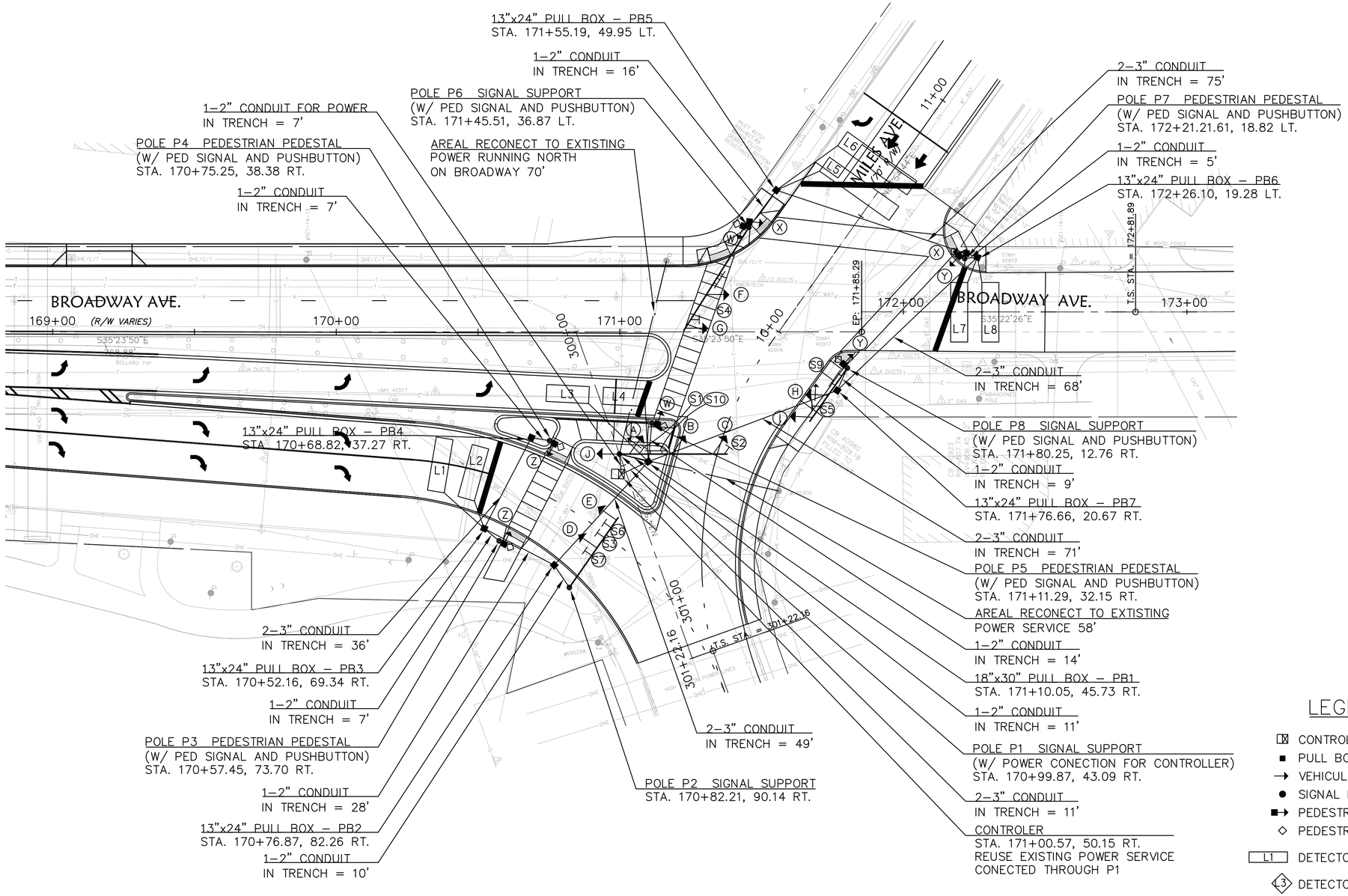
(TYPE D-2 LED)
W – W
X – X
Y – Y
Z – Z

SIGNS



R10-11b-24 S1,S3 | R3-2-24 S2,S4 | R3-5L-30 S5 | R3-5R-30MOD 30" X 42" S6 | R3-5R-30MOD 30" X 47" S7

S10 | S8 | S9



LEGEND

- CONTROLLER ASSEMBLY
- PULL BOX
- VEHICULAR SIGNAL HEAD
- SIGNAL POLE
- PEDESTRIAN SIGNAL
- PEDESTRIAN PUSHBUTTON
- L1 DETECTOR LOOP (Rectangular)
- L3 DETECTOR LOOP (Diamond)
- SIGN

HORIZONTAL SCALE 1" = 20 FEET

CALCULATED: WES
CHECKED: AWS

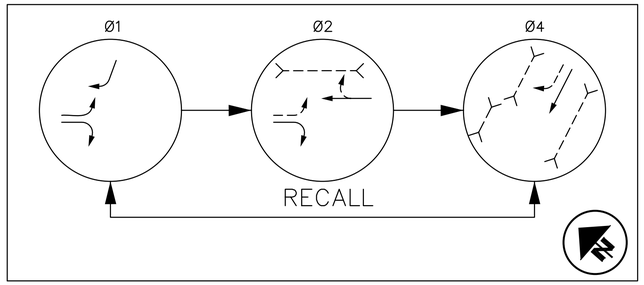
TRAFFIC SIGNAL PLAN
BROADWAY AVE. & MILES AVE.

BROADWAY AVE.
CUY-14-2.72

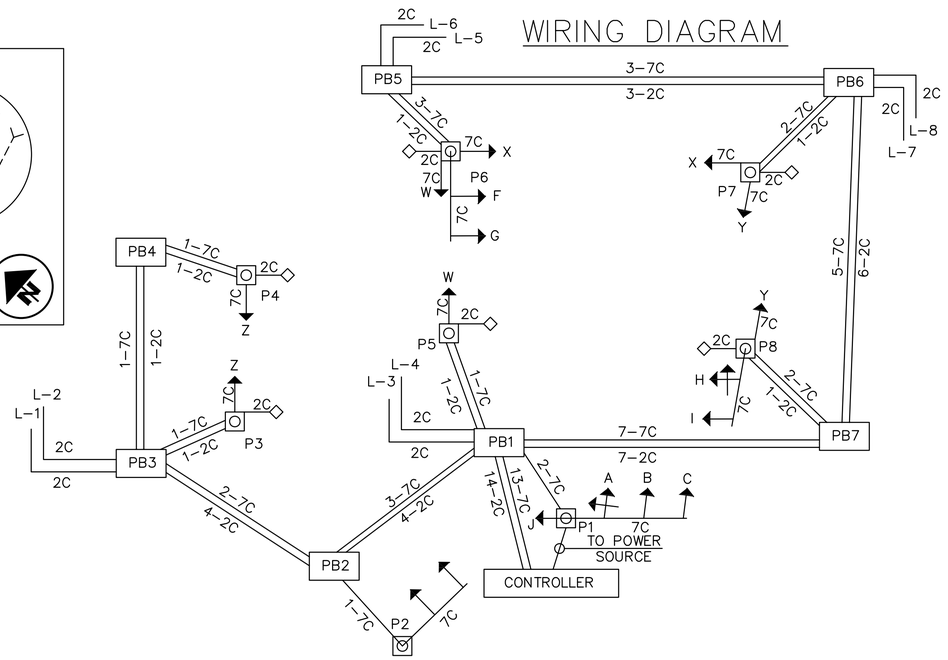
SIGNAL DISPLAY CHART

SIGNAL HEAD	Ø1 R/W		Ø1 CLEAR		Ø2 R/W		Ø2 CLEAR		Ø4 R/W		Ø4 CLEAR		FLASH
A	~~G~~	~~G~~	~~Y~~	R	R	R	R	R	G	G	Y	R	R
B	R	R	R	R	R	R	R	R	G	G	Y	R	R
C	R	R	R	R	R	R	R	R	G	G	Y	R	R
D	G	G	G	G	G	G	Y	R	R	R	R	R	Y
E	G	G	G	G	G	G	Y	R	R	R	R	R	Y
F	R	R	R	R	G	G	Y	R	R	R	R	R	Y
G	R	R	R	R	G	G	Y	R	R	R	R	R	Y
H	~~G~~	~~G~~	~~Y~~	B	G	G	Y	R	R	R	R	R	Y
I	G	G	G	G	G	G	Y	R	R	R	R	R	Y
J	G	G	G	G	G	G	Y	R	R	R	R	R	Y
W–W	DW	DW	DW	DW	DW	DW	DW	DW	W	FDW	DW	DW	DARK
X–X	DW	DW	DW	DW	W	FDW	DW	DW	DW	DW	DW	DW	DARK
Y–Y	DW	DW	DW	DW	DW	DW	DW	DW	W	FDW	DW	DW	DARK
Z–Z	DW	DW	DW	DW	DW	DW	DW	DW	W	FDW	DW	DW	DARK

PHASING DIAGRAM



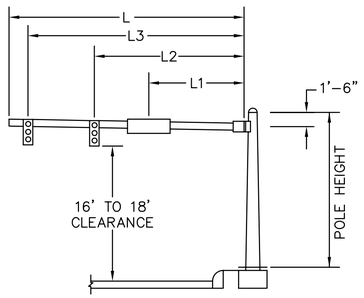
WIRING DIAGRAM

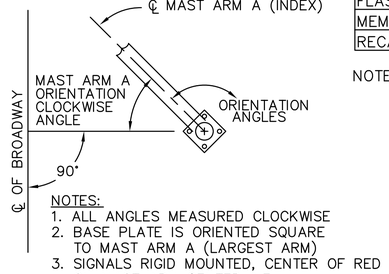


CONTROLLER TIMING CHART

INTERVAL	Ø1	Ø2	Ø4
MINIMUM INITIAL			
MAX1			
YELLOW TIME			
ALL RED			
VEHICULAR EXTENSION			
WALK			
FLASHING DON'T WALK			
MEMORY	NONE	NONE	NONE
RECALL	MAX	MIN	OFF

NOTE: CITY OF CLEVELAND WILL PROVIDE THE TIMING INFORMATION





NOTES:
1. ALL ANGLES MEASURED CLOCKWISE
2. BASE PLATE IS ORIENTED SQUARE TO MAST ARM A (LARGEST ARM)
3. SIGNALS RIGID MOUNTED, CENTER OF RED ON MAST ARM CENTERLINE.

MAST ARM DETAIL

ORIENTATION ANGLES

SIGNAL SUPPORT CHART												ORIENTATION ANGLES (DEG.) FROM MAST ARM A				
SUPPORT NO.	POLE DESIGN NO.	MAST ARM REF.	POLE HEIGHT (FT.)	L (FT.)	L1 (FT.)	L2 (FT.)	L3 (FT.)	L4 (FT.)	L5 (FT.)	L6 (FT.)	MAST ARM A ANGLE (DEG.)	MAST ARM B	PEDESTRIAN SIGNAL	PEDESTRIAN BUTTON	HAND HOLE	POLE MOUNTED SIGNAL HEAD
1	3	A	21	38	3.5	7	13	18.5	33	37	90				180	180
2	3	A	21	30	13.75	17	21.5	25.75	29		35				180	
3			8										117	117		
4			8										117	117		
5			8										108	108		
6	11	A	21	43	21	28	38.5	42			32		77/154	77/154	180	
7			8										133/186	133/186		
8	1	A	21	23	5.5	11.8	16.5	21.2			215		98	98	180	

(MAST ARM DESIGN NO.)

LOOP DETECTORS							
DESIGNATION	SIZE	NO. OF TURNS	PULSE OR PRESENCE	DELAY	ASSOCIATED CONTROLLER PHASE	STATION 1ST FRONT CORNER	STATION 2ND FRONT CORNER
L1	6' X 19'	4	PRESENCE	–	–	170+38, 57' RT	170+41, 38' RT
L2	6' X 19'	4	PRESENCE	–	–	170+49, 60' RT	170+54, 41' RT
L3	6' X 15'	4	PRESENCE	–	–	170+89, 19' RT	170+89, 25' RT
L4	6' X 15'	4	PRESENCE	–	–	171+09, 20' RT	171+09, 26' RT
L5	6' X 30'	4	PRESENCE	–	–	171+70, 57' LT	171+95, 32' LT
L6	6' X 30'	4	PRESENCE	–	–	171+77, 66' LT	172+01, 41' LT
L7	6' X 21'	4	PRESENCE	–	–	172+17, 11' RT	172+17, 10' LT
L8	6' X 21'	4	PRESENCE	–	–	172+28, 11' RT	172+28, 11' LT

TRAFFIC SIGNAL QUANTITY LIST BROADWAY AVE. & MILES AVE.			
ITEM	QTY.	UNIT	ITEM DESCRIPTION
625	620	FT	CONDUIT, 3", 725.05, AS PER D–51
625	114	FT	CONDUIT, 2", 725.05, AS PER D–51
625	125	FT	TRENCH IN PAVED AREA, TYPE A
625	299	FT	TRENCH IN PAVED AREA, TYPE B
625	6	EA	PULL BOX, AS PER DS–14 (13 X 24)
625	1	EA	PULL BOX, AS PER DS–14 (18 X 30)
625	9	EA	GROUND ROD, AS PER D–58
625	424	FT	SPECIAL – PLASTIC CAUTION TAPE (D–61)
630	19	EA	SIGN HANGER ASSEMBLY, MAST ARM
630	71	SF	SIGN, FLAT SHEET
632	7	EA	VEHICULAR SIGNAL HEAD, (LED), 3 SECTION, 12" LENS, 1–WAY, POLYCARBONATE, WITH BACKPLATE
632	1	EA	VEHICULAR SIGNAL HEAD, (LED), 3 SECTION, 12" LENS, 1–WAY, POLYCARBONATE
632	2	EA	VEHICULAR SIGNAL HEAD, (LED), 5 SECTION, 12" LENS, 1–WAY, POLYCARBONATE, WITH BACKPLATE
632	8	EA	PEDESTRIAN SIGNAL HEAD (LED), TYPE D–2
632	6	EA	PEDESTRIAN PUSH BUTTON, AS PER PLAN
632	10	EA	COVERING OF VEHICULAR SIGNAL HEAD
632	8	EA	DETECTOR LOOP
632	8	EA	LOOP DETECTOR UNIT
632	2341	FT	SIGNAL CABLE, 7 CONDUCTOR, NO. 14 AWG
632	4	EA	SIGNAL SUPPORT FOUNDATION, AS PER D–48
632	4	EA	PEDESTAL FOUNDATION
632	1327	FT	LOOP DETECTOR LEAD–IN CABLE
632	195	FT	POWER CABLE, 2 CONDUCTOR, NO. 6 AWG
632	961	FT	POWER CABLE MISC.: PUSH BUTTON CABLE, AS PER D–57
632	1	EA	POWER SEVICE, AS PER D–50
632	1	EA	CONDUIT RISER, 3" DIAMETER
632	1	EA	DISCONNECT SWITCH WITH ENCLOSURE
632	1	EA	SIGNAL SUPPORT, TYPE TC–81.20 DESIGN 1 POLE, AS PER D–64.
632	2	EA	SIGNAL SUPPORT, TYPE TC–81.20 DESIGN 3 POLE, AS PER D–64.
632	1	EA	SIGNAL SUPPORT, TYPE TC–81.20 DESIGN 11 POLE, AS PER D–64.
632	4	EA	PEDESTAL, 8'
632	1	EA	REMOVAL OF TRAFFIC SIGNAL INSTALLATION, AS PER D–62
632	1	LUMP	INTERCONNECT, MISC.: RECONNECT INTERCONNECT AS PER PLAN
633	1	EA	CONTROLLER UNIT, TYPE TS2/A2, WITH CABINET, TYPE TS2, AS PER PLAN
633	1	EA	CABINET RISER, AS PER PLAN
633	1	EA	CABINET FOUNDATION

CALCULATED: WES
CHECKED: AWS

TRAFFIC SIGNAL DETAIL
BROADWAY AVE. & MILES AVE.

BROADWAY AVE.
CUY–14–2.72

250

CONTACT OHIO UTILITIES PROTECTION SERVICE, TWO WORKING DAYS PRIOR TO START OF CONSTRUCTION. IN OHIO, CALL TOLL FREE 1–800–362–2764. IT'S THE LAW.

UTILITIES SHOWN ARE FROM BEST AVAILABLE RECORDS AND FIELD INVESTIGATION, AND ARE NOT NECESSARILY COMPLETE OR EXACT. THE CONTRACTOR IS RESPONSIBLE FOR THE INVESTIGATION, LOCATION, SUPPORT, PROTECTION AND RESTORATION OF ALL EXISTING UTILITIES AND APPURTENANCES WHETHER SHOWN ON THIS PLAN OR NOT.

ALL POWER CONDUIT RUNS ARE TO BE CONSTRUCTED BY USING 2", 4", 5", OR 6" PVC SCHEDULE EB CONDUITS, AS DEPICTED ON THE PLANS, ENCASED WITH A 3" CONCRETE ENVELOPE, UNLES OTHER WISE NOTED ON THE PLANS OR SPECIFICATIONS. THE CONCRETE ENVELOPE IS TO BE 4000PSI (CITY OF CLEVELAND CONCRETE MIX).

A RUGGED POLYETHYLENE MATERIAL WARNING TAPE CAPABLE OF RESISTING HIGH OR LOW PH CONDITIONS MUST BE PLACED ABOVE THE ELECTRICAL CONDUIT BANK. THIS WARNING TAPE IS TO BE SIX INCHES WIDE, RED IN COLOR, AND IMPRINTED WITH THE WORDS, "DANGER – BURIED HIGH VOLTAGE CABLES BELOW". THIS TAPE IS TO BE PLACED 6" ABOVE THE NEWLY INSTALL DUCT BANK. THIS SHALL CONFORM WITH THE STANDARDS AS SET BY OHIO UTILITIES PROTECTION SERVICE.

AS AN OPTION, CONTRACTOR MAY ELECT TO ENCASE CPP'S CONDUITS IN RED CONCRETE. BOTH METHODS ARE APPROVED BY CLEVELAND PUBLIC POWER AND ARE RECOMMENDED BY OHIO UTILITIES PROTECTION SERVICE.

ALL CONDUITS RUNS ARE TO BE INSTALLED AT A MINIMUM DEPTH OF 2'–6" BELOW THE EXISTING AND/OR PROPOSED GRADES,OR AS SHOWN ON THE PROFILE SHEETS, EXCEPT THOSE THAT ARE UNDER ANY RAILROAD OR RTA TRACKS. THE CONDUITS WILL BE INSTALLED AT A MINIMUM DEPTH OF 60" BELOW THE RAIL TIES. ALSO, AT ANY RAILROAD CROSSINGS, CONDUITS ARE TO BE ENCASED IN A STEEL PIPE. SEE DRAWINGS ISSUED BY CLEVELAND PUBLIC POWER FOR DETAILS.

VERTICAL AND HORIZONTAL CURVES SHALL HAVE A MINIMUM RADIUS OF NO LESS THAN 30 FEET. THESE CURVES ARE TO BE CONSTRUCTED BY USING THE APPROPRIATE 5° COUPLINGS, AND ASSOCIATED CHORD LENGTHS OF CONDUITS AS NOTED ON THE PLAN VIEW AND/OR AS SHOWN ON THE CONDUIT CURVE CONSTRUCTION CHART. ANY OTHER CURVE DESIGN, FIELD CHANGES, OR THE USE OF PREFORMED RADIUS BENDS MUST BE APPROVED BY THE ENGINEERING DEPARTMENT OF CLEVELAND PUBLIC POWER.

ALL MANHOLE OUTSIDE WALLS AND CONDUITS RUNS ARE TO HAVE A MINIMUM CLEARANCE OF 5' (FACE TO FACE), HORIZONTALLY FROM ALL WATER LINES. VERTICAL CLEARANCE SHALL BE AT A MINIMUM OF 1'–6", OR AS SHOWN ON THE PROFILE SHEETS OF THE PROJECT. CLEARANCE BETWEEN OTHER UTILITIES SHALL BE 1 FOOT, UNLESS NOTED OTHERWISE. CPP'S DUCT BANK SHALL CROSS OVER OR UNDER OTHER UTILITIES AT AN ANGLE OF NO LESS THAN 45°.

ANY CONDUIT RUNS THAT ARE CROSSING ANY STEAM LINES SHALL HAVE A MINIMUM CLEARANCE OF 5', OR AS SHOWN ON THE PROFILE SHEET OF THE PROJECT. IN THE EVENT THAT THIS CAN NOT BE ACCOMPLISHED, NOTIFY THE ENGINEERING DEPARTMENT OF CLEVELAND PUBLIC POWER PRIOR TO THE INSTALLATION OF OUR CONDUITS.

EACH NEWLY CONSTRUCTED MANHOLE SHALL BE FREE OF ALL FOREIGN OBJECTS AND DEBRIS. THE CONTRACTOR SHALL ALSO PROVIDE A PULLING LINE IN EACH OF THE NEW CONDUITS. ALL MANHOLE COVERS SHOULD BE INSCRIBED WITH THE CLEVELAND PUBLIC POWER LOGO "CPP".

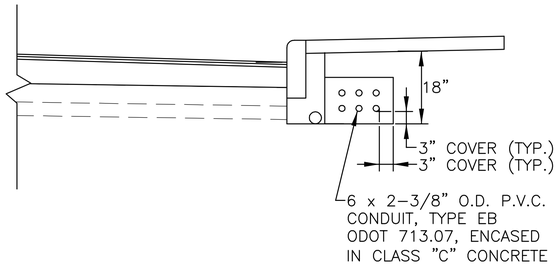
THE CONTRACTOR SHALL PROVIDE CLEVELAND PUBLIC POWER WITH AS–BUILT PLANS OF THE NEWLY INSTALL CONDUIT SYSTEM, SHOWING BOTH VERTICAL AND HORIZONTAL LOCATIONS. THESE LOCATIONS SHALL BE AT 50' INTERVALS. ALL ELEVATIONS ARE TO BE BASED ON CUYAHOGA COUNTY REGINAL GEODETIC SURVEYS.

CALCULATED: SM
CHECKED: TMA

BROADWAY – LIGHTING PLAN
GENERAL NOTES

BROADWAY AVE.
CUY–14–2.72

251
–



CURB DETAIL W/DUCT BANK

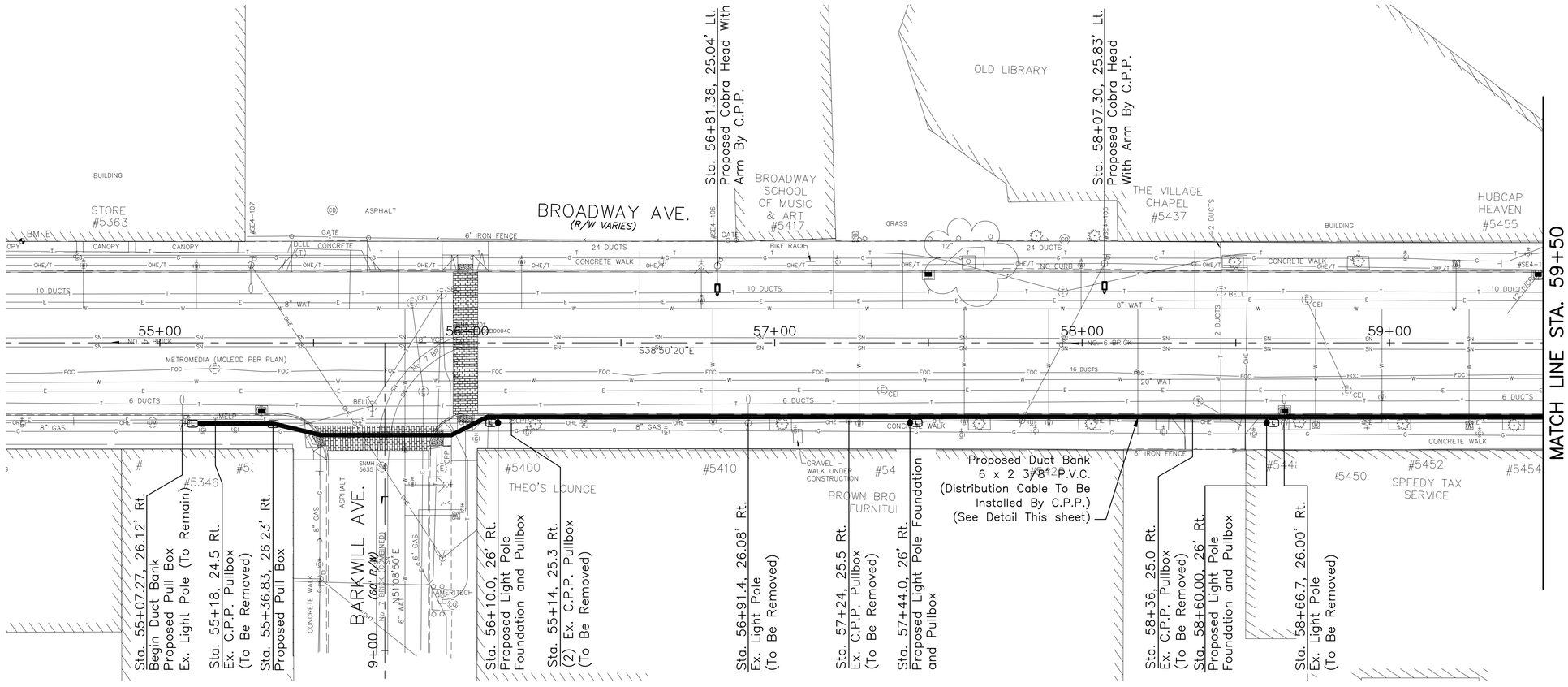
STA. 55+07 TO STA. 91+03

LEGEND

- EXISTING TREE PIT
- EXISTING STREET LIGHT WITH NEW COBRA HEAD
- PROPOSED DECORATIVE LIGHT POLE
- PROPOSED LIGHTING PULLBOX
- PROPOSED DUCT BANK
- PROPOSED TRAFFIC PULL BOX (SEE INTERCONNECT PLANS)

NOTE:

DECORATIVE LIGHT POLES AND DISTRIBUTION CABLES TO BE FURNISHED AND INSTALLED BY CLEVELAND PUBLIC POWER (CPP)



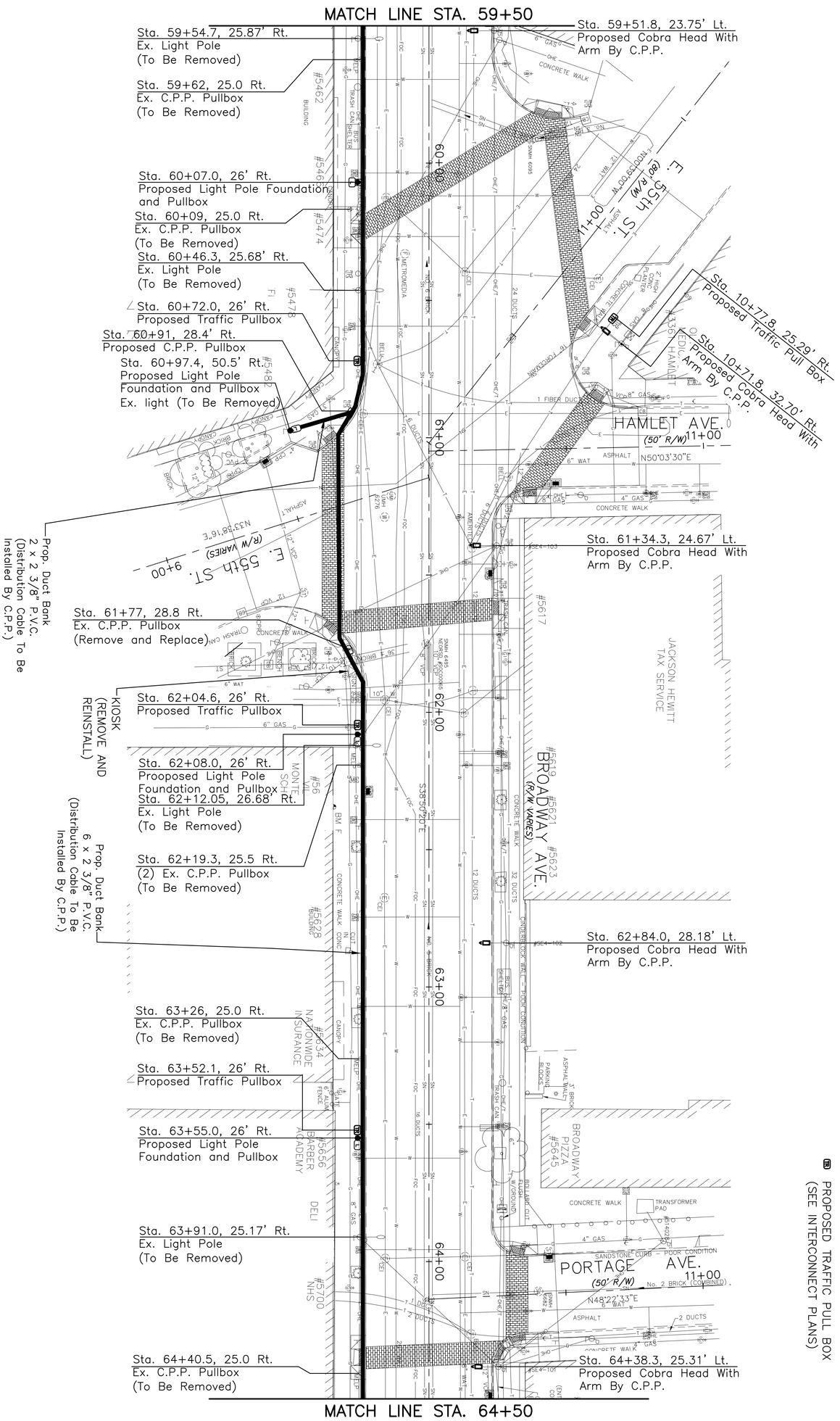
HORIZONTAL SCALE 1" = 20 FEET

CALCULATED: SM
CHECKED: TMA

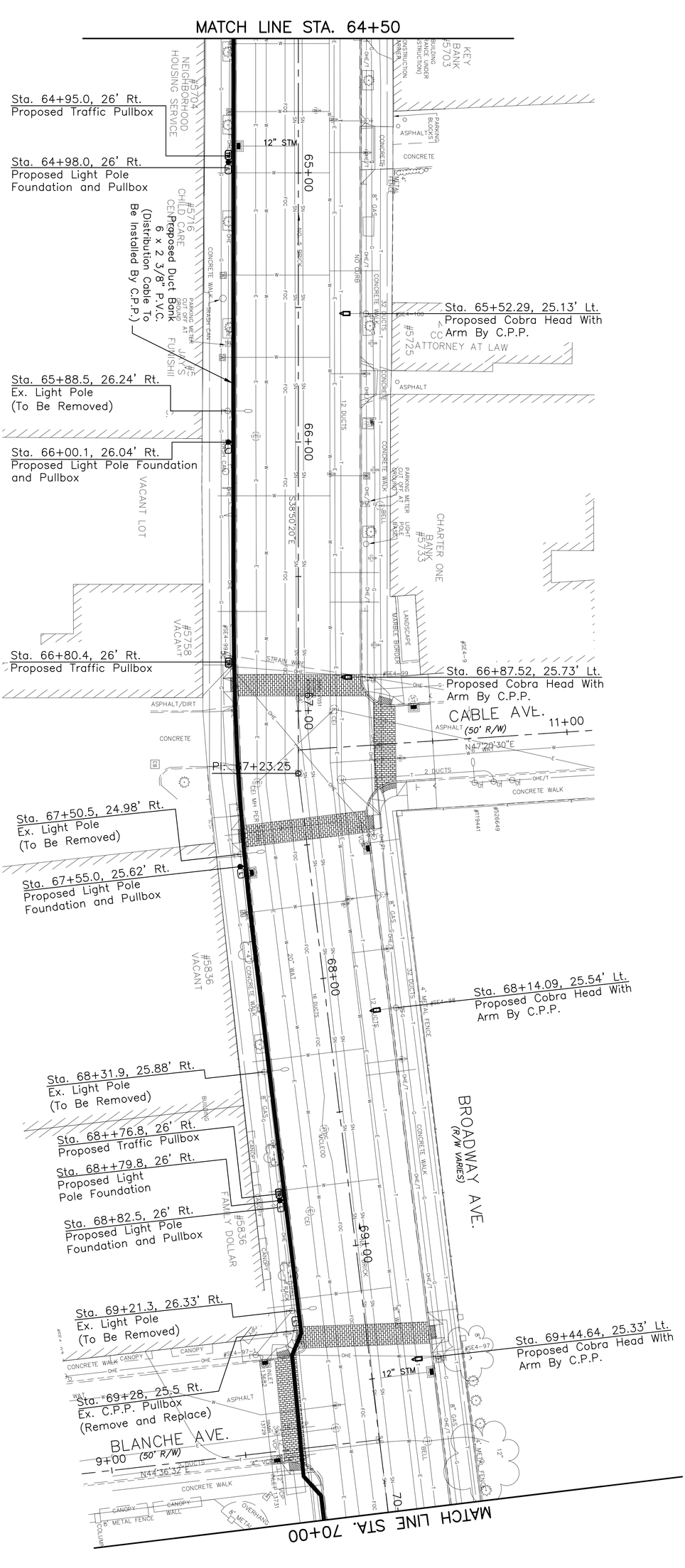
BROADWAY – LIGHTING PLAN STA. 54+50 TO STA. 59+50

BROADWAY AVE.
CUY–14–2.72

252
1



253 / 1	BROADWAY AVE. CUY–14–2.72	BROADWAY – LIGHTING PLAN STA. 59+50 TO STA. 64+50	CALCULATED: SM CHECKED: TMA	0 10 20 40 HORIZONTAL SCALE 1" = 20 FEET

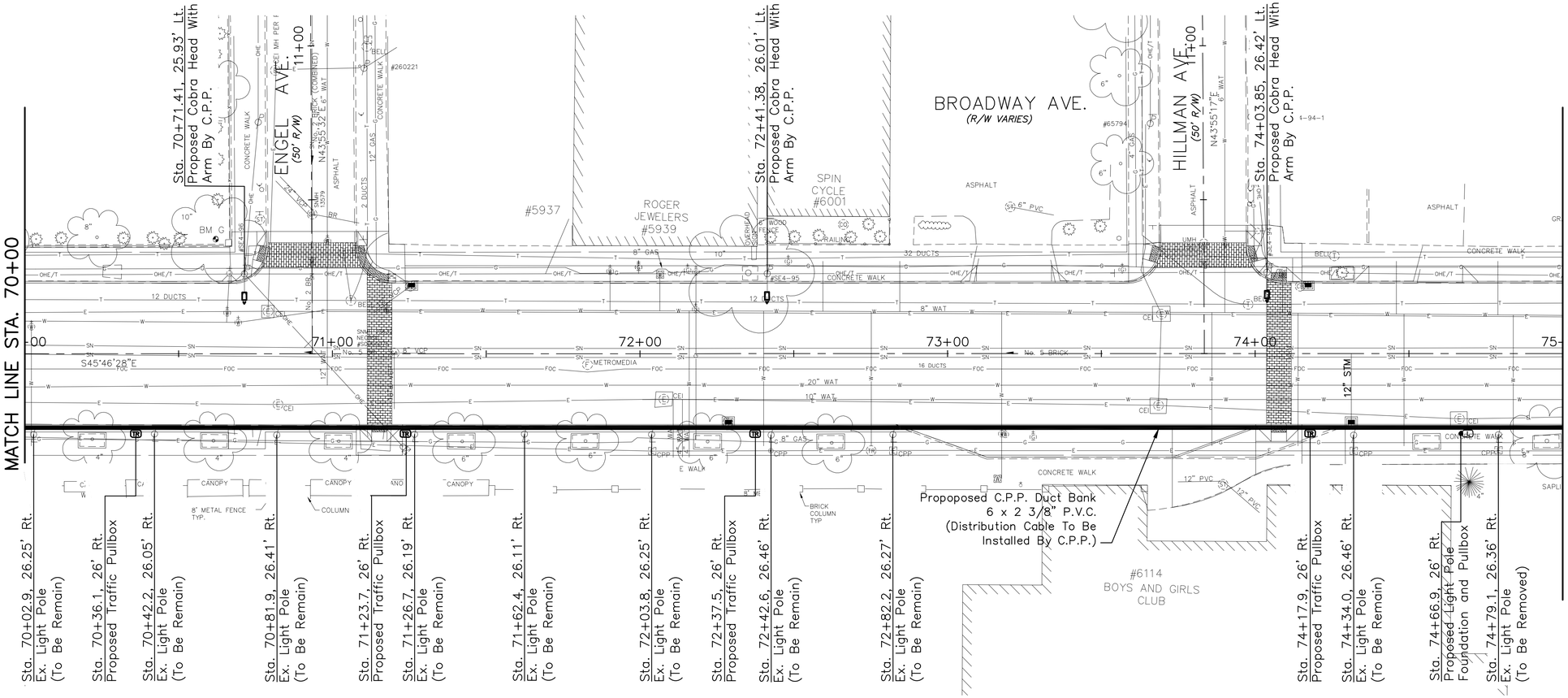


NOTE:
DECORATIVE LIGHT POLES AND DISTRIBUTION CABLES TO BE FURNISHED AND INSTALLED BY CLEVELAND PUBLIC POWER (C.P.P.)

254	BROADWAY AVE. CUY–14–2.72	BROADWAY – LIGHTING PLAN STA. 64+50 TO STA. 70+00	CALCULATED: SM CHECKED: TMA	0 20 10 40 HORIZONTAL SCALE 1" = 20 FEET

LEGEND

- EXISTING TREE PIT
- EXISTING STREET LIGHT WITH NEW COBRA HEAD
- PROPOSED DECORATIVE LIGHT POLE
- PROPOSED LIGHTING PULLBOX
- PROPOSED DUCT BANK
- PROPOSED TRAFFIC PULL BOX (SEE INTERCONNECT PLANS)



NOTE:

DECORATIVE LIGHT POLES AND DISTRIBUTION CABLES TO BE FURNISHED AND INSTALLED BY CLEVELAND PUBLIC POWER (C.P.P.)

HORIZONTAL SCALE 1" = 20 FEET

CALCULATED: SM
CHECKED: TMA

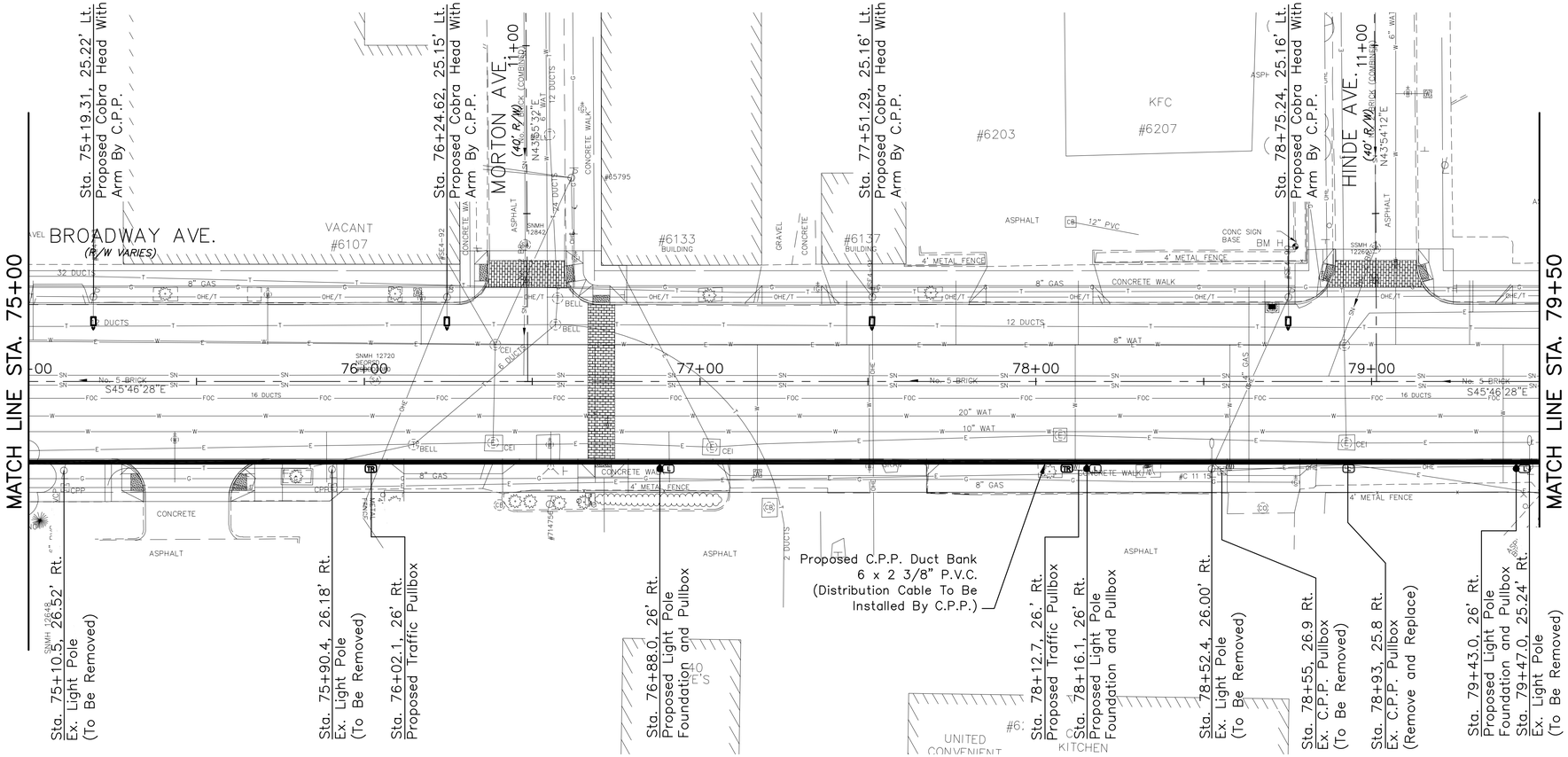
BROADWAY – LIGHTING PLAN STA. 70+00 TO STA. 75+00

BROADWAY AVE.
CUY–14–2.72

255
1

LEGEND

- EXISTING TREE PIT
- EXISTING STREET LIGHT WITH NEW COBRA HEAD
- PROPOSED DECORATIVE LIGHT POLE
- PROPOSED LIGHTING PULLBOX
- PROPOSED DUCT BANK
- PROPOSED TRAFFIC PULL BOX (SEE INTERCONNECT PLANS)



NOTE:

DECORATIVE LIGHT POLES AND DISTRIBUTION CABLES TO BE FURNISHED AND INSTALLED BY CLEVELAND PUBLIC POWER (C.P.P.)

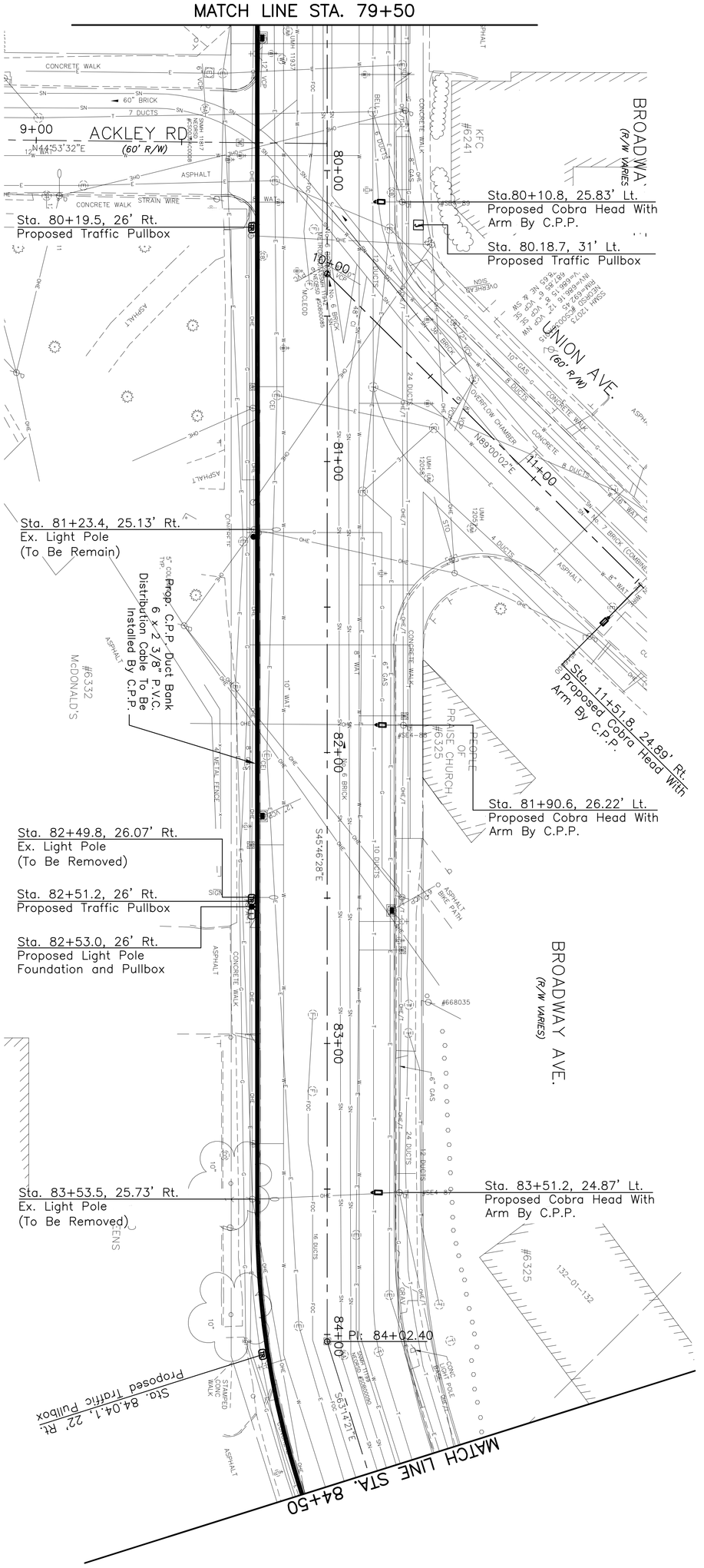
HORIZONTAL SCALE 1" = 20 FEET

CALCULATED: SM
CHECKED: TMA

BROADWAY – LIGHTING PLAN STA. 75+00 TO STA. 79+50

BROADWAY AVE.
CUY–14–2.72

256
1

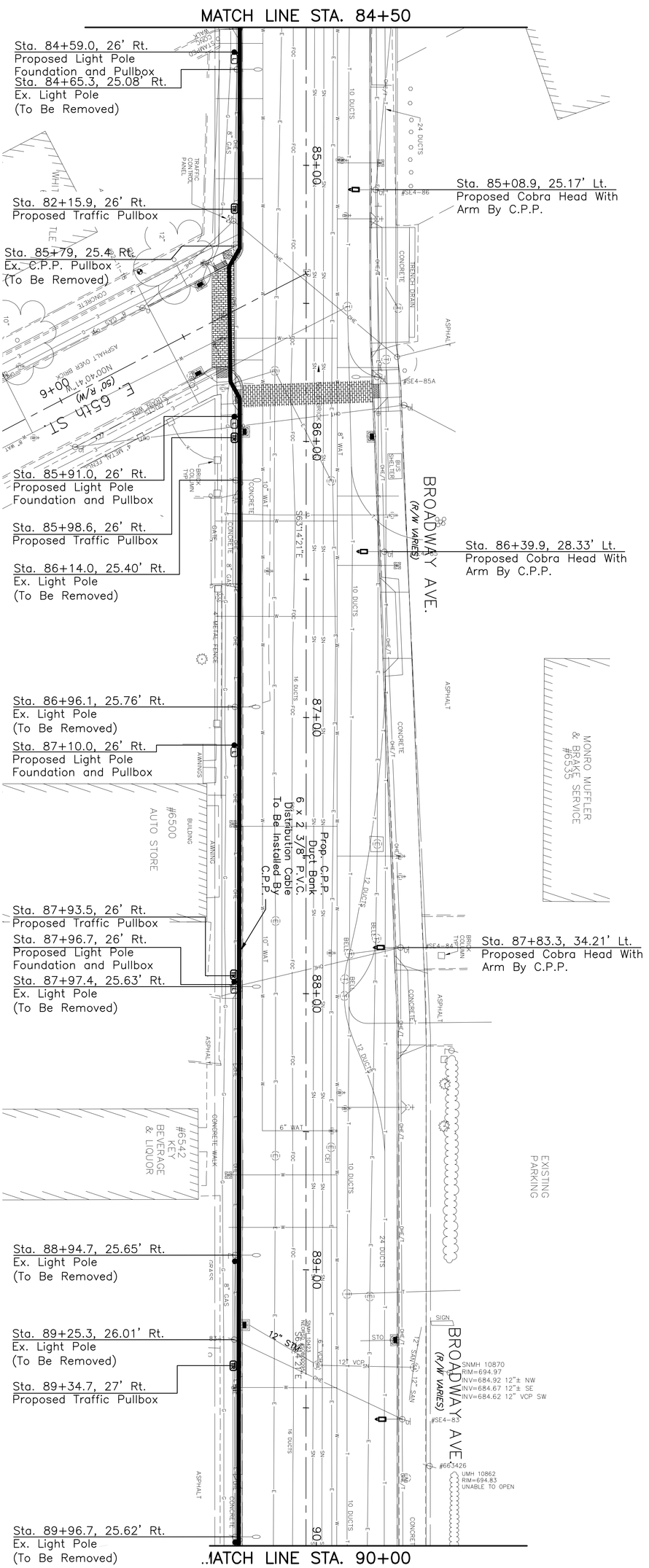


LEGEND

- EXISTING TREE PIT
- EXISTING STREET LIGHT WITH NEW COBRA HEAD
- PROPOSED DECORATIVE LIGHT POLE
- PROPOSED LIGHTING PULLBOX
- PROPOSED DUCT BANK
- PROPOSED TRAFFIC PULL BOX (SEE INTERCONNECT PLANS)

NOTE:
DECORATIVE LIGHT POLES AND DISTRIBUTION CABLES TO BE FURNISHED AND INSTALLED BY CLEVELAND PUBLIC POWER (C.P.P.)

257 / 1	BROADWAY AVE. CUY–14–2.72	BROADWAY – LIGHTING PLAN STA. 79+50 TO STA. 84+50	CALCULATED: SM / CHECKED: TMA	HORIZONTAL SCALE 1" = 20 FEET



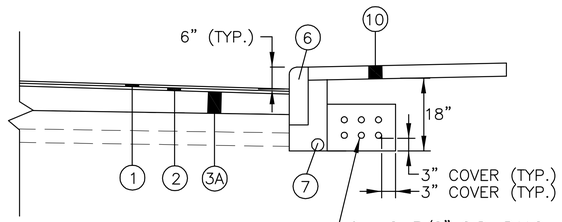
LEGEND

- EXISTING TREE PIT
- EXISTING STREET LIGHT WITH NEW COBRA HEAD
- PROPOSED DECORATIVE LIGHT POLE
- PROPOSED LIGHTING PULLBOX
- PROPOSED DUCT BANK
- PROPOSED TRAFFIC PULL BOX (SEE INTERCONNECT PLANS)

NOTE:

DECORATIVE LIGHT POLES AND DISTRIBUTION CABLES TO BE FURNISHED AND INSTALLED BY CLEVELAND PUBLIC POWER (C.P.P.)

258 / 1	BROADWAY AVE. CUY–14–2.72	BROADWAY – LIGHTING PLAN STA. 84+50 TO STA. 90+00	CALCULATED: SM CHECKED: TMA	0 20 10 40 HORIZONTAL SCALE 1" = 20 FEET



CURB DETAIL W/DUCT BANK

STA. 55+07 TO STA. 91+04.6

LEGEND

- EXISTING TREE PIT
- EXISTING STREET LIGHT WITH NEW COBRA HEAD
- PROPOSED DECORATIVE LIGHT POLE
- PROPOSED LIGHTING PULLBOX
- PROPOSED DUCT BANK
- PROPOSED TRAFFIC PULL BOX (SEE INTERCONNECT PLANS)

MATCH LINE STA. 90+00

Proposed C.P.P. Duct Bank 6 x 2 3/8" P.V.C. (Distribution Cable To Be Installed By C.P.P.)

Sta. 90+99.5, 26' Rt. Proposed Traffic Pullbox

Sta. 91+01.4, 25.43' Rt. Ex. Light Pole (To Be Removed)

Sta. 91+03, 26' Rt. Proposed Light Pole Foundation and Pullbox

Sta. 91+11.0, 35.7' Lt. Proposed Cobra Head With Arm By C.P.P.

Sta. 91+87.0, 25.43' Rt. Proposed Light Pole Foundation Ex. Light Pole (To Be Removed)

Sta. 91+92, 24' Rt. Connect Duct Bank to Existing at Pull Box

Sta. 92+36.3, 31.8' Lt. Proposed Cobra Head With Arm By C.P.P.

Sta. 92+99.4, 27' Rt. Proposed Traffic Pullbox

Sta. 93+82.6, 27.0' Lt. Proposed Cobra Head With Arm By C.P.P.

Sta. 94+28.6, 28' Rt. Proposed Traffic Pullbox

Sta. 94+32.2, 36' Lt. Proposed Traffic Pull Box

BROADWAY AVE. (R/W VARIES)

AETNA RD. (40' R/W)

BROADWAY AVE.

BM J

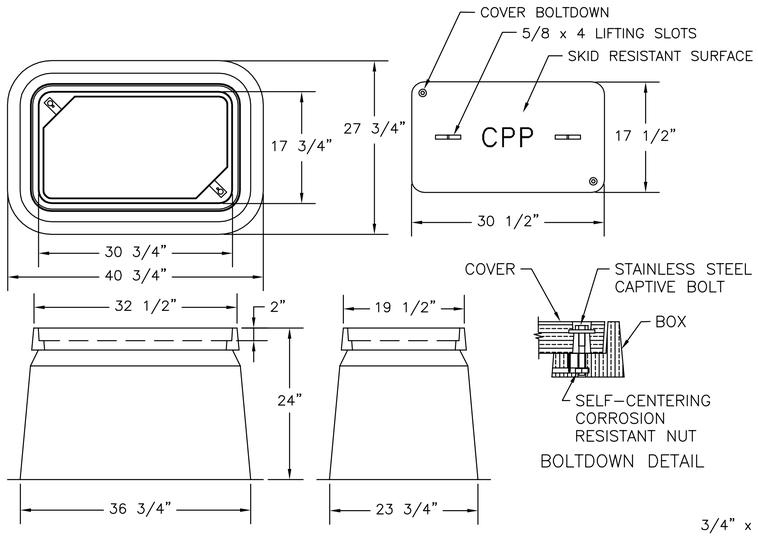
HORIZONTAL SCALE 1" = 20 FEET

CALCULATED: SM

CHECKED: TMA

BROADWAY – LIGHTING PLAN
STA. 90+00 TO STA. 95+50

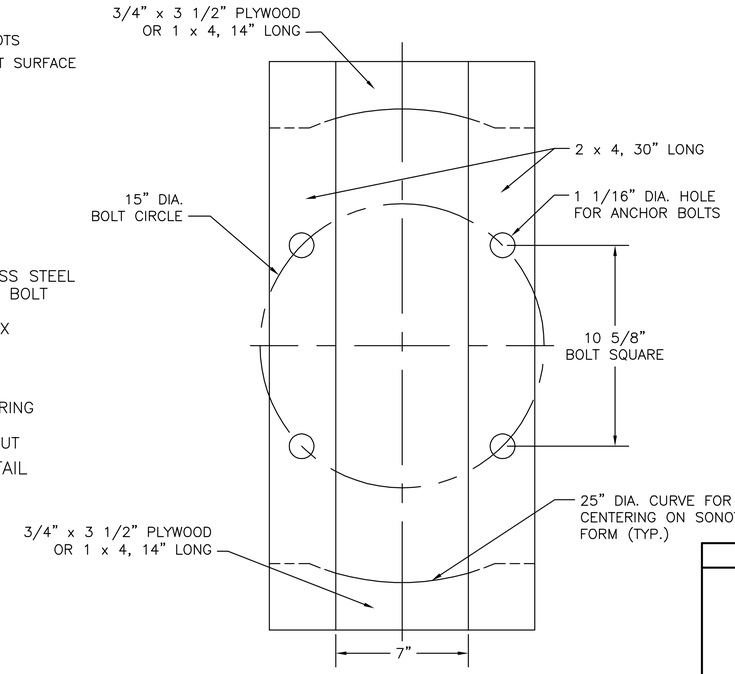
BROADWAY AVE.
CUY-14-2.72



STREET LIGHTING PULLBOX

1" = 1'- 0"

0.50 0 0.50 1

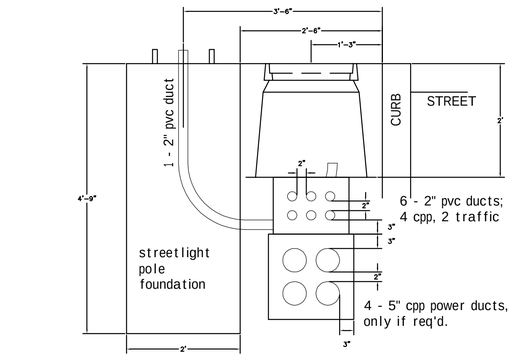


FIBERGLASS POLE BOLT TEMPLATE

FOR 15" BOLT CIRCLE, 1" ANCHOR BOLTS

3" = 1'- 0"

0.25 0 0.25 0.50

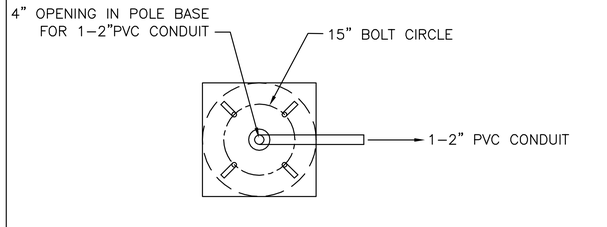


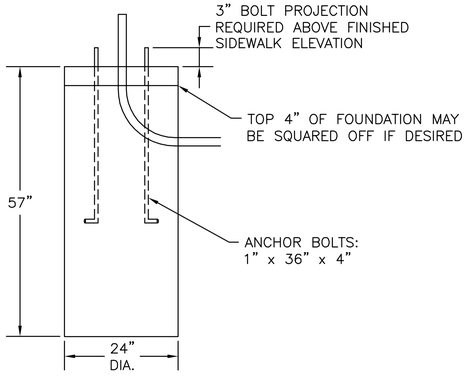
STANDARD PULL BOX INSTALLATION

NOTE: SEE TYPICAL SECTION ON SHEET LP03, STA. 55+07 TO STA. 91+03

3/4" = 1'- 0"

1 0 1 2

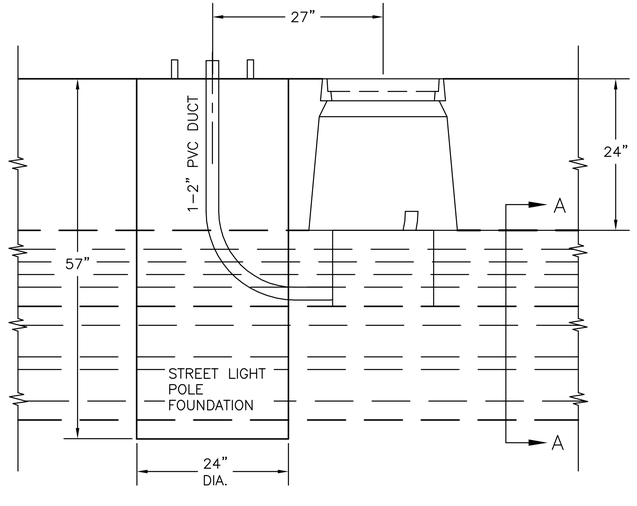




STANDARD STREET LIGHT FOUNDATION

3/4" = 1'- 0"

1 0 1 2



STREET LIGHT PULLBOX INSTALLATION

1" = 1'- 0"

0.50 0 0.50 1

ESTIMATED QUANTITIES

STATION		SIDE	202 STEEL STRAIN POLE & 11 FT CONC. FOUNDATION REMOVAL AND DISPOSAL, INCL. BACK FILL	PULL BOX REMOVED	625 CLEV. PUBLIC POWER STD. PULL BOX 30"X17", INCL. EXCAVATION	625 CLEV. PUBLIC POWER STD. LIGHT POLE FOUNDATION 24" DIA. X 60"	625 SIX– (3 OVER 3), 2" DIA. PVC TYPE EB CONDUIT, INCL. TRENCHING AND 16" X 12" CONC. ENCASED.
			EACH	EACH	EACH	EACH	L.F.
55+07.0		RT			1		
55+36.8		RT			1		
56+10.0		RT			1	1	
56+91.4		RT	1				
57+44.0		RT			1	1	
58+60.0		RT			1	1	
58+66.7		RT	1				
59+54.7		RT	1				
60+07.0		RT			1	1	
60+46.3		RT	1				
60+91.0		RT			1		
60+97.4		RT	1		1	1	20
61+77.0		RT			1		
62+08.0		RT			1	1	
62+12.5		RT	1				
63+55.0		RT			1	1	
63+91.0		RT	1				
64+98.0		RT			1	1	
65+88.5		RT	1				
66+00.1		RT			1	1	
67+50.5		RT	1				
67+55.0		RT			1	1	
68+31.9		RT	1				
68+82.5		RT			1	1	
69+21.3		RT	1				
74+66.9		RT			1	1	
74+79.1		RT	1				
75+10.5		RT	1				
75+90.4		RT	1				
76+88.0		RT			1	1	
78+15.1		RT			1	1	
78+52.4		RT	1				
79+43.0		RT			1	1	
79+47.0		RT	1				
82+49.8		RT	1				
82+53.0		RT			1	1	
83+53.5		RT	1				
84+59.0		RT			1	1	
84+65.3		RT	1				
85+91.0		RT			1	1	
86+14.0		RT	1				
86+96.1		RT	1				
87+10.0		RT			1	1	
87+96.7		RT			1	1	
87+97.4		RT	1				
88+94.7		RT	1				
89+25.3		RT	1				
89+96.7		RT	1				
91+92		RT			1		
55+07	91+03	RT		16			3685
TOTAL			**25**	**16**	**25**	**20**	**3705**

CALCULATED: SM CHECKED: TMA

BROADWAY – LIGHTING PLAN DETAILS

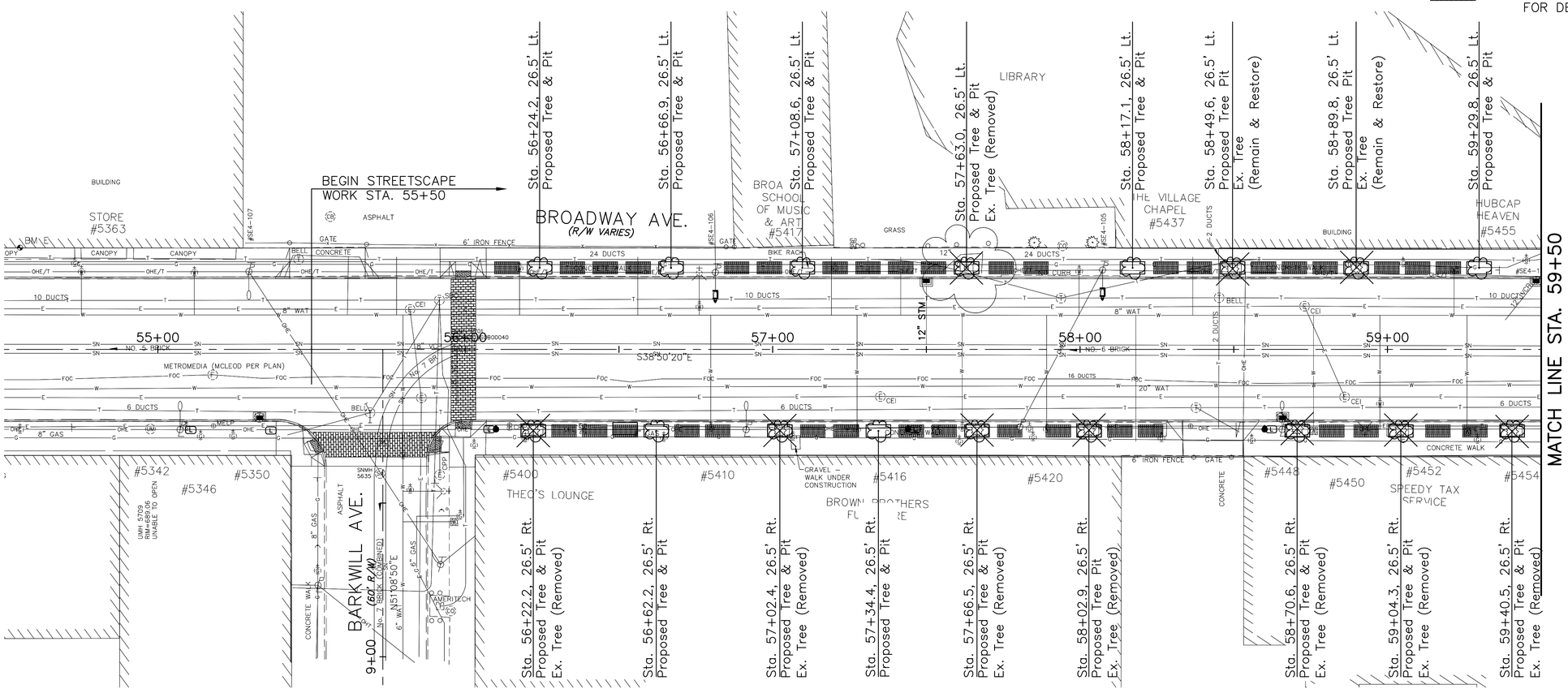
BROADWAY AVE. CUY–14–2.72

NEW TREES FROM STA 56+00 TO STA 70+00 TO BE CONSISTENT WITH THE EXISTING VARIETY OF CALLERY PEAR.

FOR SIDEWALK SCORING DETAILS SEE SHEET LS13.

LEGEND

- PROPOSED TREE AND PIT FOR DETAILS SEE SHEET LS12
- EXISTING STREET LIGHT WITH NEW COBRA HEAD
- PROPOSED DECORATIVE LIGHT POLE
- TYPE I DECORATIVE PAVEMENT IN 4'X8' BLOCKS FOR DETAILS SEE SHEET LS10
- TYPE II DECORATIVE PAVEMENT IN 2' WIDE STRIP FOR DETAILS SEE SHEET LS11
- EX. TREE REMOVED
- STAMPED CONCRETE CROSSWALK FOR DETAILS SEE SHEET LS13



NOTES:

1) WHERE EXISTING TREES ARE TO BE REMOVED, THE CONTRACTOR SHALL REMOVE ALL PARTS OF THE EXISTING TREE AND SOIL, BOTH ABOVE AND BELOW GRADE, INCLUDING THE ROOT BALL AND REMAINING PLANTING MATERIAL WITHIN THE TREE PIT. IT IS THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE THE LIMITS OF MATERIAL TO BE REMOVED SUCH THAT THE TREE PIT CAN BE FULLY RECONSTRUCTED ACCORDING TO THE DETAILS AND SPECIFICATIONS OF THE PLANS. TREE REMOVAL IS PAID FOR UNDER ITEM 201 CLEARING AND GRUBBING, LUMP SUM.

2) WHERE EXISTING SIDEWALK TREES IN PITS ARE TO REMAIN AND BE RESTORED, THE CONTRACTOR SHALL PROTECT, MAINTAIN AND PRESERVE EXISTING TREES IN ACCORDANCE WITH THE CITY OF CLEVELAND URBAN FORESTRY GUIDELINES AND THE PLAN SPECIFICATIONS. FOLLOWING THE REMOVAL OF EXISTING SIDEWALK PAVEMENT AND PRIOR TO CONSTRUCTION OF THE NEW SIDEWALK AND CURBED TREE PIT, ALL DISTURBED PLANTING MEDIUM IS TO BE FULLY REPLENISHED IN ACCORDANCE WITH THE SPECIFICATIONS AND PLAN DETAILS. EXISTING SIDEWALK TREES TO REMAIN AND BE RESTORED ARE PAID FOR UNDER ITEM DS-09 TREE PROTECTED AND RESTORED, EACH.

3) WHERE EXISTING SIDEWALK TREES IN TREE PITS ARE TO REMAIN AND BE PROTECTED, THE CONTRACTOR SHALL NOT DISTURB THE EXISTING TREE AND PLANTING MATERIAL WITHIN THE CURBED TREE PIT. EXISTING TREES ARE TO BE PROTECTED DURING CONSTRUCTION AS PER DS-09 TREE PROTECTION AND RESTORATION, AND AS PER THE CITY OF CLEVELAND URBAN FORESTRY GUIDELINES.

NOTES: (CONT.)

4) DECORATIVE PAVEMENT:

– FROM STA. 56+00 TO STA. 94+82 DECORATIVE SIDEWALK FEATURES WILL BE CREATED USING STAMPED AND COLORED CONCRETE.

THE CONTRACTOR WILL INSTALL THE 4'X8' BLOCK PATTERN OR THE 2' WIDE STRIP FEATURES USING THE COLOR, PATTERN, AND DIMENSIONS GIVEN IN THE PLANS AND ACCORDING TO THE SPECIFICATIONS. SEE SHEETS LS10 AND LS11 FOR DETAILS.

–FROM STA. 94+82 TO THE END OF THE LANDSCAPING WORK AT STA. 98+18, THE DECORATIVE SIDEWALK FEATURES WILL BE CREATED USING BRICK PAVERS ONLY, AND INSTALLED ACCORDING TO THE COLOR, PATTERNS AND DIMENSIONS GIVEN IN THE PLANS AND ACCORDING TO THE SPECIFICATIONS.

5) ALL WORK IN THE VICINITY OF EXISTING UTILITIES SHALL PROCEED WITH EXTREME CARE. CONTRACTOR SHALL LOCATE ALL UTILITIES PRIOR TO PERFORMING THIS WORK. EXCAVATE BY HAND WHERE NECESSARY. CONTRACTOR IS RESPONSIBLE FOR PROTECTING UTILITIES AND FOR REPAIR OF DAMAGES CAUSED BY HIS WORK.

HORIZONTAL SCALE 1" = 20 FEET

CALCULATED: SM
CHECKED: TMA

BROADWAY – LANDSCAPING PLAN
STA. 54+50 TO STA. 59+50

BROADWAY AVE.
CUY-14-2.72

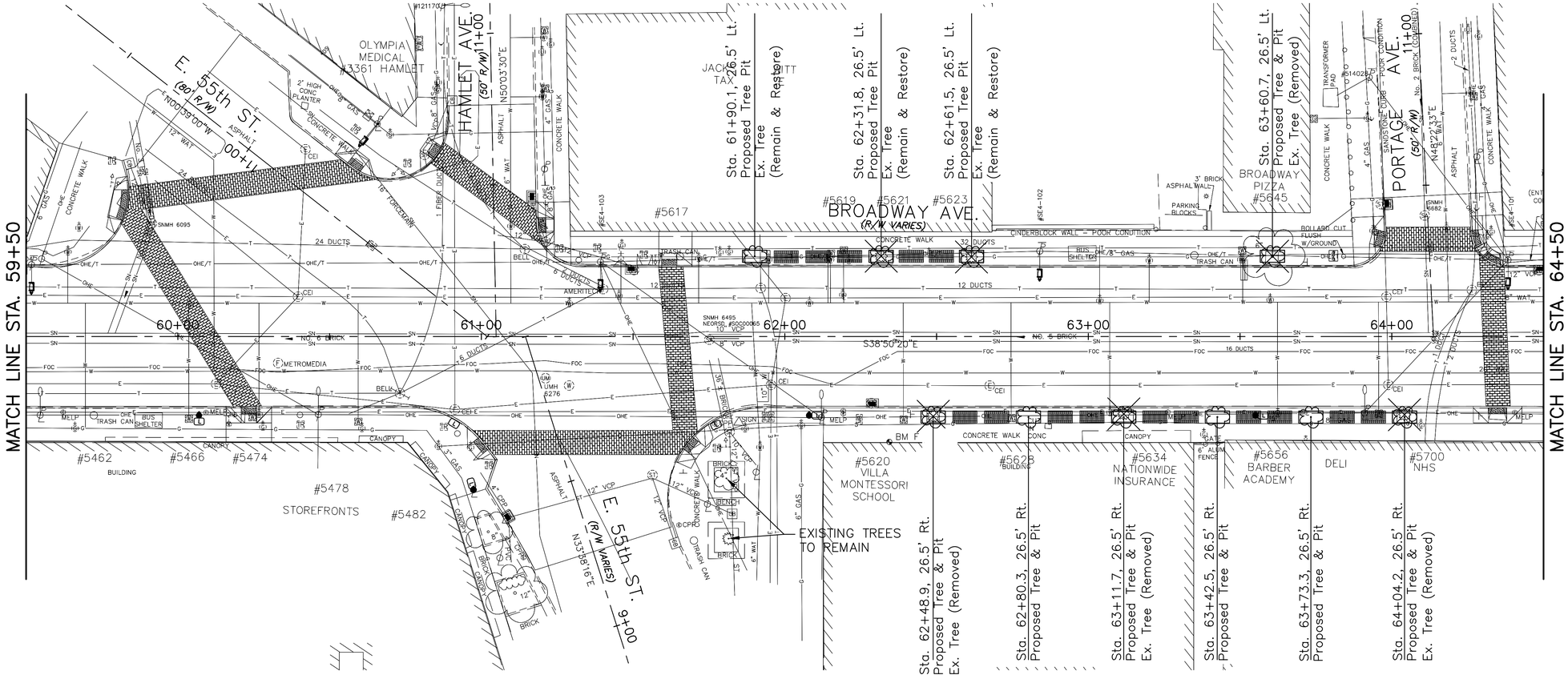
261
1

NEW TREES FROM STA 56+00 TO STA 70+00 TO BE CONSISTENT WITH THE EXISTING VARIETY OF CALLERY PEAR.

FOR SIDEWALK SCORING DETAILS SEE SHEET LS13.

LEGEND

- PROPOSED TREE AND PIT FOR DETAILS SEE SHEET LS12
- EXISTING STREET LIGHT WITH NEW COBRA HEAD
- PROPOSED DECORATIVE LIGHT POLE
- TYPE I DECORATIVE PAVEMENT IN 4'X8' BLOCKS FOR DETAILS SEE SHEET LS10
- TYPE II DECORATIVE PAVEMENT IN 2' WIDE STRIP FOR DETAILS SEE SHEET LS11
- EX. TREE REMOVED
- STAMPED CONCRETE CROSSWALK FOR DETAILS SEE SHEET LS13



NOTES:

1) WHERE EXISTING TREES ARE TO BE REMOVED, THE CONTRACTOR SHALL REMOVE ALL PARTS OF THE EXISTING TREE AND SOIL, BOTH ABOVE AND BELOW GRADE, INCLUDING THE ROOT BALL AND REMAINING PLANTING MATERIAL WITHIN THE TREE PIT. IT IS THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE THE LIMITS OF MATERIAL TO BE REMOVED SUCH THAT THE TREE PIT CAN BE FULLY RECONSTRUCTED ACCORDING TO THE DETAILS AND SPECIFICATIONS OF THE PLANS. TREE REMOVAL IS PAID FOR UNDER ITEM 201 CLEARING AND GRUBBING, LUMP SUM.

2) WHERE EXISTING SIDEWALK TREES IN PITS ARE TO REMAIN AND BE RESTORED, THE CONTRACTOR SHALL PROTECT, MAINTAIN AND PRESERVE EXISTING TREES IN ACCORDANCE WITH THE CITY OF CLEVELAND URBAN FORESTRY GUIDELINES AND THE PLAN SPECIFICATIONS. FOLLOWING THE REMOVAL OF EXISTING SIDEWALK PAVEMENT AND PRIOR TO CONSTRUCTION OF THE NEW SIDEWALK AND CURBED TREE PIT, ALL DISTURBED PLANTING MEDIUM IS TO BE FULLY REPLENISHED IN ACCORDANCE WITH THE SPECIFICATIONS AND PLAN DETAILS. EXISTING SIDEWALK TREES TO REMAIN AND BE RESTORED ARE PAID FOR UNDER ITEM DS–09 TREE PROTECTED AND RESTORED, EACH.

3) WHERE EXISTING SIDEWALK TREES IN TREE PITS ARE TO REMAIN AND BE PROTECTED, THE CONTRACTOR SHALL NOT DISTURB THE EXISTING TREE AND PLANTING MATERIAL WITHIN THE CURBED TREE PIT. EXISTING TREES ARE TO BE PROTECTED DURING CONSTRUCTION AS PER DS–09 TREE PROTECTION AND RESTORATION, AND AS PER THE CITY OF CLEVELAND URBAN FORESTRY GUIDELINES.

NOTES: (CONT.)

4) DECORATIVE PAVEMENT:

– FROM STA. 56+00 TO STA. 94+82 DECORATIVE SIDEWALK FEATURES WILL BE CREATED USING STAMPED AND COLORED CONCRETE.

THE CONTRACTOR WILL INSTALL THE 4'X8' BLOCK PATTERN OR THE 2' WIDE STRIP FEATURES USING THE COLOR, PATTERN, AND DIMENSIONS GIVEN IN THE PLANS AND ACCORDING TO THE SPECIFICATIONS. SEE SHEETS LS10 AND LS11 FOR DETAILS.

–FROM STA. 94+82 TO THE END OF THE LANDSCAPING WORK AT STA. 98+18, THE DECORATIVE SIDEWALK FEATURES WILL BE CREATED USING BRICK PAVERS ONLY, AND INSTALLED ACCORDING TO THE COLOR, PATTERNS AND DIMENSIONS GIVEN IN THE PLANS AND ACCORDING TO THE SPECIFICATIONS.

5) ALL WORK IN THE VICINITY OF EXISTING UTILITIES SHALL PROCEED WITH EXTREME CARE. CONTRACTOR SHALL LOCATE ALL UTILITIES PRIOR TO PERFORMING THIS WORK. EXCAVATE BY HAND WHERE NECESSARY. CONTRACTOR IS RESPONSIBLE FOR PROTECTING UTILITIES AND FOR REPAIR OF DAMAGES CAUSED BY HIS WORK.

HORIZONTAL SCALE 1" = 20 FEET

CALCULATED: SM
CHECKED: TMA

BROADWAY – LANDSCAPING PLAN
STA. 59+50 TO STA. 64+50

BROADWAY AVE.
CUY–14–2.72

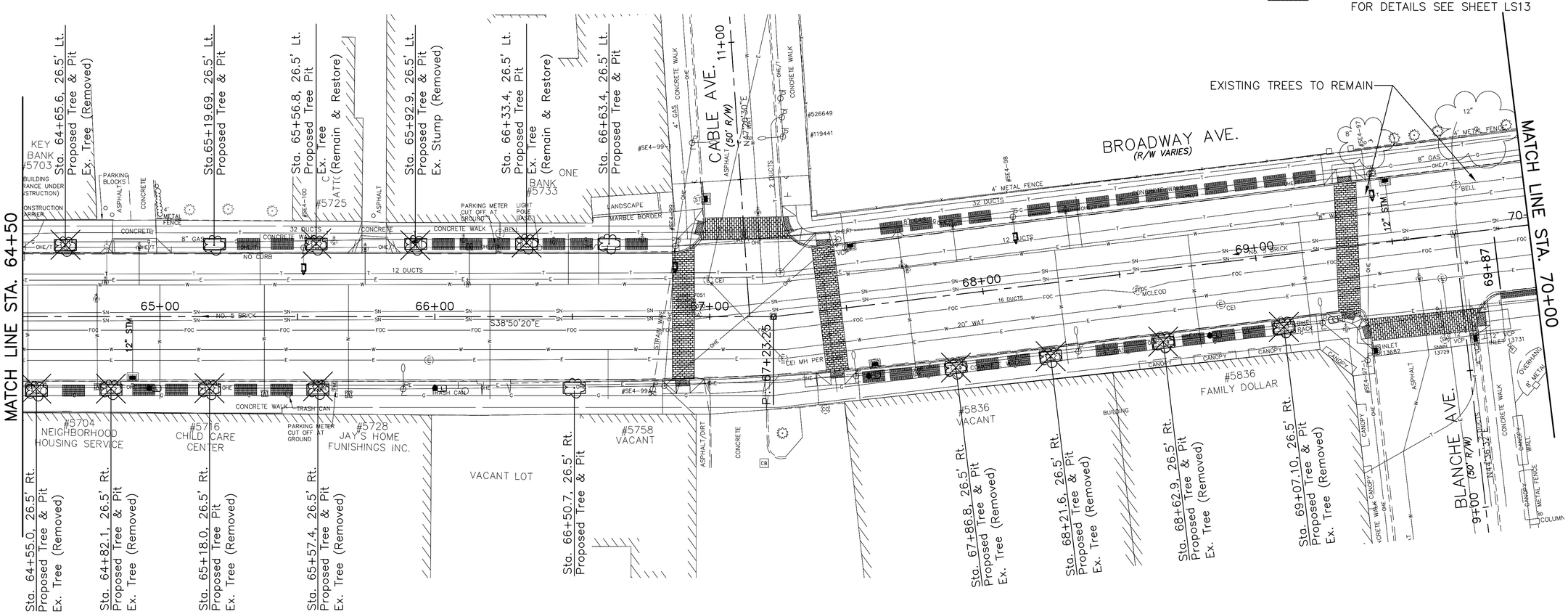
262
1

NEW TREES FROM STA 56+00 TO STA 70+00 TO BE CONSISTENT WITH THE EXISTING VARIETY OF CALLERY PEAR.

FOR SIDEWALK SCORING DETAILS SEE SHEET LS13.

LEGEND

- PROPOSED TREE AND PIT FOR DETAILS SEE SHEET LS12
- EXISTING STREET LIGHT WITH NEW COBRA HEAD
- PROPOSED DECORATIVE LIGHT POLE
- TYPE I DECORATIVE PAVEMENT IN 4'X8' BLOCKS FOR DETAILS SEE SHEET LS10
- TYPE II DECORATIVE PAVEMENT IN 2' WIDE STRIP FOR DETAILS SEE SHEET LS11
- EX. TREE REMOVED
- STAMPED CONCRETE CROSSWALK FOR DETAILS SEE SHEET LS13



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1) WHERE EXISTING TREES ARE TO BE REMOVED, THE CONTRACTOR SHALL REMOVE ALL PARTS OF THE EXISTING TREE AND SOIL, BOTH ABOVE AND BELOW GRADE, INCLUDING THE ROOT BALL AND REMAINING PLANTING MATERIAL WITHIN THE TREE PIT. IT IS THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE THE LIMITS OF MATERIAL TO BE REMOVED SUCH THAT THE TREE PIT CAN BE FULLY RECONSTRUCTED ACCORDING TO THE DETAILS AND SPECIFICATIONS OF THE PLANS. TREE REMOVAL IS PAID FOR UNDER ITEM 201 CLEARING AND GRUBBING, LUMP SUM.

2) WHERE EXISTING SIDEWALK TREES IN PITS ARE TO REMAIN AND BE RESTORED, THE CONTRACTOR SHALL PROTECT, MAINTAIN AND PRESERVE EXISTING TREES IN ACCORDANCE WITH THE CITY OF CLEVELAND URBAN FORESTRY GUIDELINES AND THE PLAN SPECIFICATIONS. FOLLOWING THE REMOVAL OF EXISTING SIDEWALK PAVEMENT AND PRIOR TO CONSTRUCTION OF THE NEW SIDEWALK AND CURBED TREE PIT, ALL DISTURBED PLANTING MEDIUM IS TO BE FULLY REPLENISHED IN ACCORDANCE WITH THE SPECIFICATIONS AND PLAN DETAILS. EXISTING SIDEWALK TREES TO REMAIN AND BE RESTORED ARE PAID FOR UNDER ITEM DS-09 TREE PROTECTED AND RESTORED, EACH.

3) WHERE EXISTING SIDEWALK TREES IN TREE PITS ARE TO REMAIN AND BE PROTECTED, THE CONTRACTOR SHALL NOT DISTURB THE EXISTING TREE AND PLANTING MATERIAL WITHIN THE CURBED TREE PIT. EXISTING TREES ARE TO BE PROTECTED DURING CONSTRUCTION AS PER DS-09 TREE PROTECTION AND RESTORATION, AND AS PER THE CITY OF CLEVELAND URBAN FORESTRY GUIDELINES.

NOTES: (CONT.)

4) DECORATIVE PAVEMENT:

– FROM STA. 56+00 TO STA. 94+82 DECORATIVE SIDEWALK FEATURES WILL BE CREATED USING STAMPED AND COLORED CONCRETE.

THE CONTRACTOR WILL INSTALL THE 4'X8' BLOCK PATTERN OR THE 2' WIDE STRIP FEATURES USING THE COLOR, PATTERN, AND DIMENSIONS GIVEN IN THE PLANS AND ACCORDING TO THE SPECIFICATIONS. SEE SHEETS LS10 AND LS11 FOR DETAILS.

–FROM STA. 94+82 TO THE END OF THE LANDSCAPING WORK AT STA. 98+18, THE DECORATIVE SIDEWALK FEATURES WILL BE CREATED USING BRICK PAVERS ONLY, AND INSTALLED ACCORDING TO THE COLOR, PATTERNS AND DIMENSIONS GIVEN IN THE PLANS AND ACCORDING TO THE SPECIFICATIONS.

5) ALL WORK IN THE VICINITY OF EXISTING UTILITIES SHALL PROCEED WITH EXTREME CARE. CONTRACTOR SHALL LOCATE ALL UTILITIES PRIOR TO PERFORMING THIS WORK. EXCAVATE BY HAND WHERE NECESSARY. CONTRACTOR IS RESPONSIBLE FOR PROTECTING UTILITIES AND FOR REPAIR OF DAMAGES CAUSED BY HIS WORK.

HORIZONTAL SCALE 1" = 20 FEET

CALCULATED: SM
CHECKED: TMA

BROADWAY – LANDSCAPING PLAN STA. 64+50 TO STA. 70+00

BROADWAY AVE.
CUY-14-2.72

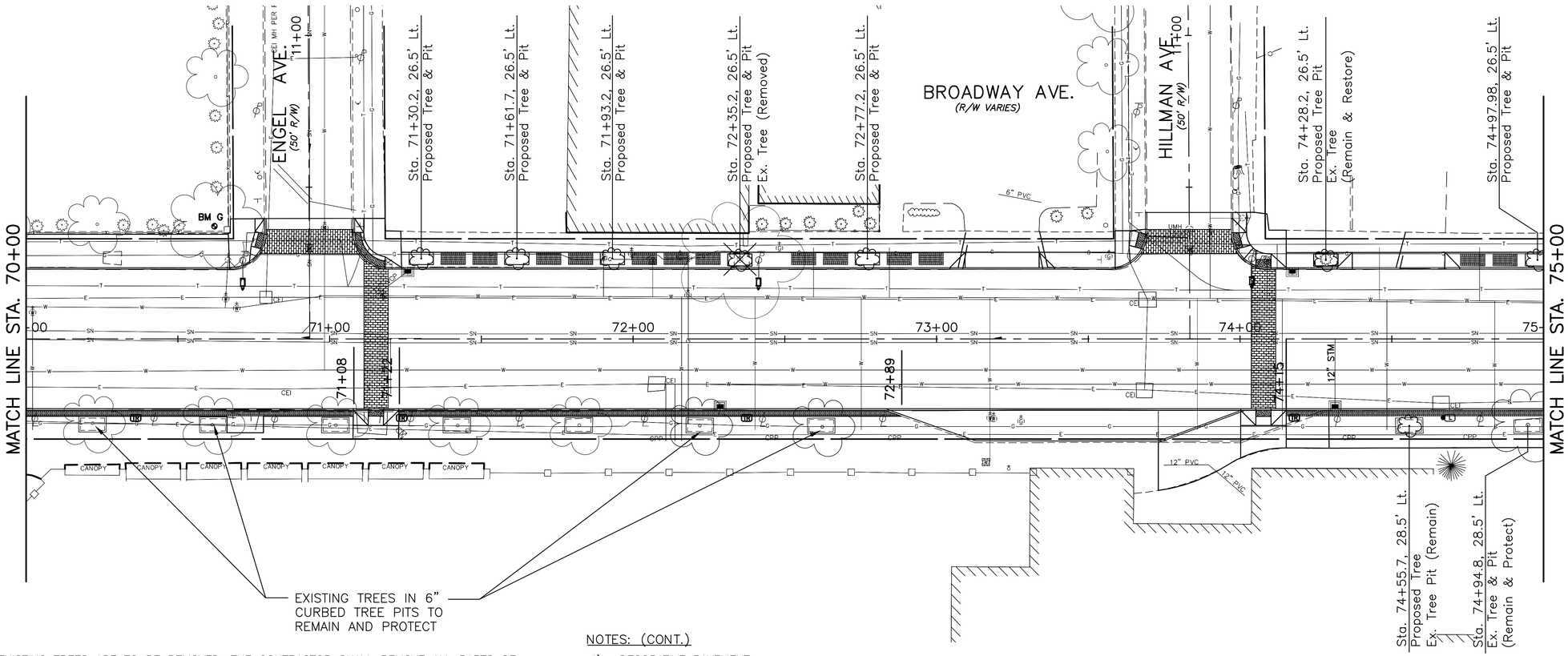
263
1

NEW TREES FROM STA 70+00 TO STA 76+50 TO BE CONSISTANT WITH THE EXISTING VARIETY OF HYBRID ELM

FOR SIDEWALK SCORING DETAILS SEE SHEET LS13.

LEGEND

- PROPOSED TREE AND PIT FOR DETAILS SEE SHEET LS12
- EXISTING STREET LIGHT WITH NEW COBRA HEAD
- PROPOSED DECORATIVE LIGHT POLE
- TYPE I DECORATIVE PAVEMENT IN 4'X8' BLOCKS FOR DETAILS SEE SHEET LS10
- TYPE II DECORATIVE PAVEMENT IN 2' WIDE STRIP FOR DETAILS SEE SHEET LS11
- EX. TREE REMOVED
- STAMPED CONCRETE CROSSWALK FOR DETAILS SEE SHEET LS13



NOTES:

1) WHERE EXISTING TREES ARE TO BE REMOVED, THE CONTRACTOR SHALL REMOVE ALL PARTS OF THE EXISTING TREE AND SOIL, BOTH ABOVE AND BELOW GRADE, INCLUDING THE ROOT BALL AND REMAINING PLANTING MATERIAL WITHIN THE TREE PIT. IT IS THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE THE LIMITS OF MATERIAL TO BE REMOVED SUCH THAT THE TREE PIT CAN BE FULLY RECONSTRUCTED ACCORDING TO THE DETAILS AND SPECIFICATIONS OF THE PLANS. TREE REMOVAL IS PAID FOR UNDER ITEM 201 CLEARING AND GRUBBING, LUMP SUM.

2) WHERE EXISTING SIDEWALK TREES IN PITS ARE TO REMAIN AND BE RESTORED, THE CONTRACTOR SHALL PROTECT, MAINTAIN AND PRESERVE EXISTING TREES IN ACCORDANCE WITH THE CITY OF CLEVELAND URBAN FORESTRY GUIDELINES AND THE PLAN SPECIFICATIONS. FOLLOWING THE REMOVAL OF EXISTING SIDEWALK PAVEMENT AND PRIOR TO CONSTRUCTION OF THE NEW SIDEWALK AND CURBED TREE PIT, ALL DISTURBED PLANTING MEDIUM IS TO BE FULLY REPLENISHED IN ACCORDANCE WITH THE SPECIFICATIONS AND PLAN DETAILS. EXISTING SIDEWALK TREES TO REMAIN AND BE RESTORED ARE PAID FOR UNDER ITEM DS–09 TREE PROTECTED AND RESTORED, EACH.

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NOTES: (CONT.)

4) DECORATIVE PAVEMENT:

– FROM STA. 56+00 TO STA. 94+82 DECORATIVE SIDEWALK FEATURES WILL BE CREATED USING STAMPED AND COLORED CONCRETE.

THE CONTRACTOR WILL INSTALL THE 4'X8' BLOCK PATTERN OR THE 2' WIDE STRIP FEATURES USING THE COLOR, PATTERN, AND DIMENSIONS GIVEN IN THE PLANS AND ACCORDING TO THE SPECIFICATIONS. SEE SHEETS LS10 AND LS11 FOR DETAILS.

–FROM STA. 94+82 TO THE END OF THE LANDSCAPING WORK AT STA. 98+18, THE DECORATIVE SIDEWALK FEATURES WILL BE CREATED USING BRICK PAVERS ONLY, AND INSTALLED ACCORDING TO THE COLOR, PATTERNS AND DIMENSIONS GIVEN IN THE PLANS AND ACCORDING TO THE SPECIFICATIONS.

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HORIZONTAL SCALE 1" = 20 FEET

CALCULATED: SM
CHECKED: TMA

BROADWAY – LANDSCAPING PLAN
STA. 70+00 TO STA. 75+00

BROADWAY AVE.
CUY–14–2.72

264
1

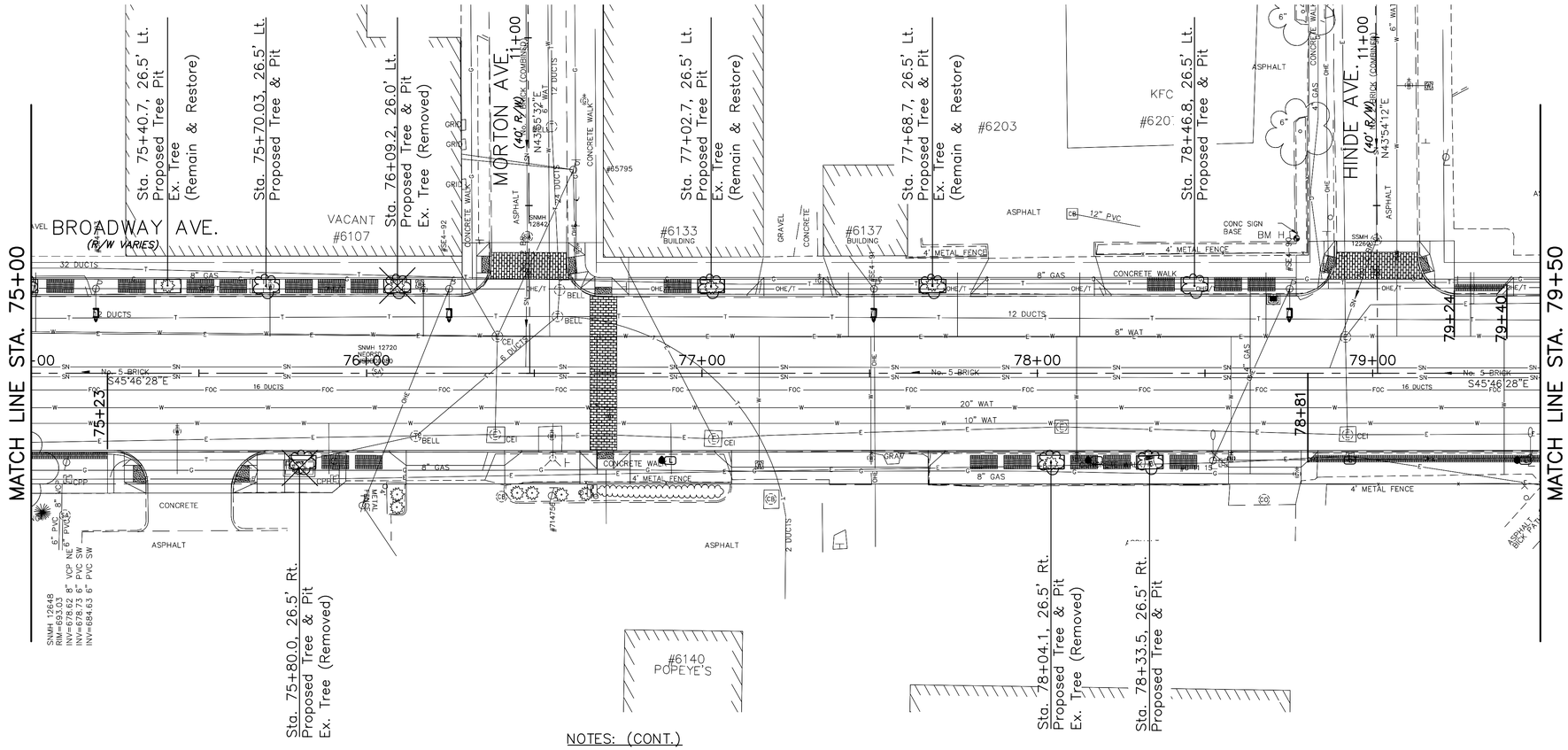
NEW TREES FROM STA 70+00 TO STA 76+50 TO BE CONSISTENT WITH THE EXISTING VARIETY OF HYBRID ELM.

NEW TREES FROM STA 76+50 TO 94+50 TO BE CONSISTENT WITH THE EXISTING VARIETY OF CALLERY PEAR.

FOR SIDEWALK SCORING DETAILS SEE SHEET LS13.

LEGEND

- PROPOSED TREE AND PIT — FOR DETAILS SEE SHEET LS12
- EXISTING STREET LIGHT WITH NEW COBRA HEAD
- PROPOSED DECORATIVE LIGHT POLE
- TYPE I DECORATIVE PAVEMENT IN 4'X8' BLOCKS — FOR DETAILS SEE SHEET LS10
- TYPE II DECORATIVE PAVEMENT IN 2' WIDE STRIP — FOR DETAILS SEE SHEET LS11
- EX. TREE REMOVED
- STAMPED CONCRETE CROSSWALK — FOR DETAILS SEE SHEET LS13



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NOTES: (CONT.)

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HORIZONTAL SCALE 1" = 20 FEET

CALCULATED: SM
CHECKED: TMA

BROADWAY – LANDSCAPING PLAN STA. 75+00 TO STA. 79+50

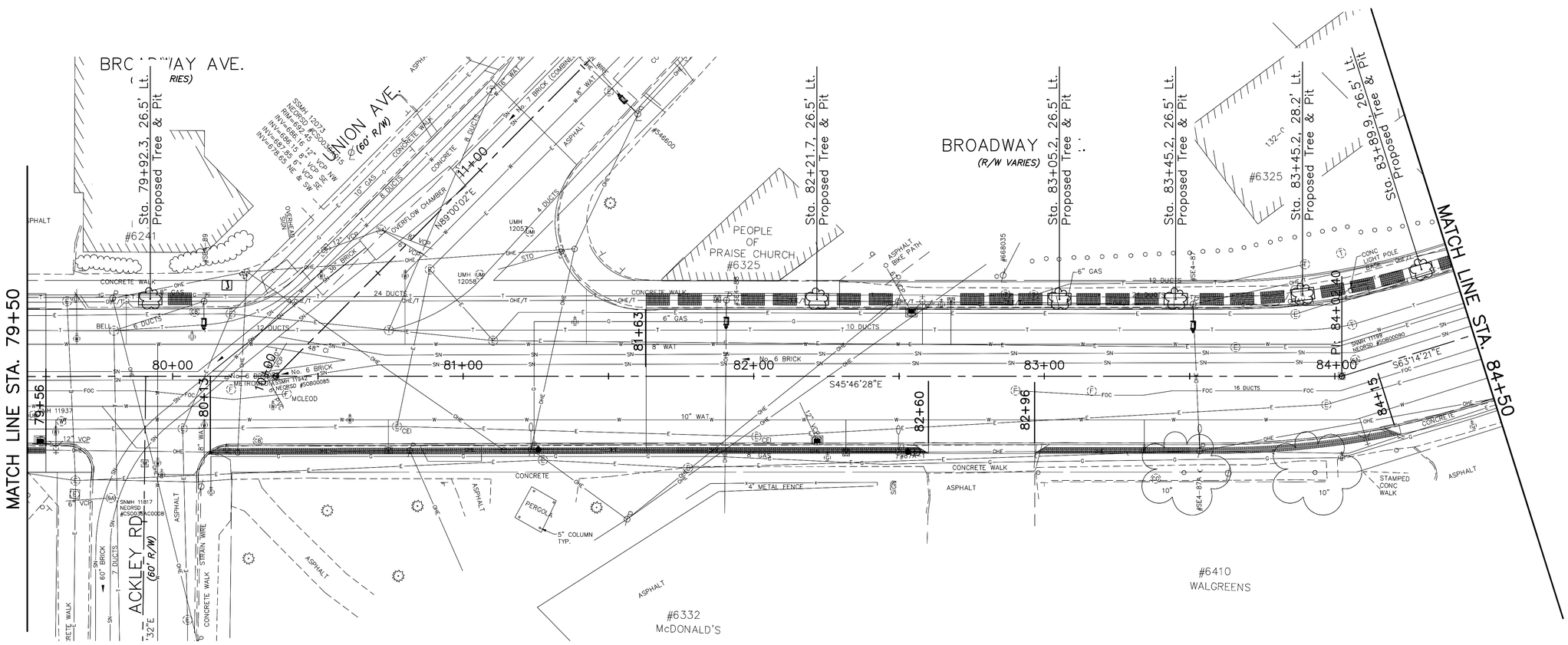
BROADWAY AVE.
CUY–14–2.72

NEW TREES FROM STA 76+50 TO STA 94+50 TO BE CONSISTENT WITH THE EXISTING VARIETY OF CALLERY PEAR.

FOR SIDEWALK SCORING DETAILS SEE SHEET LS13.

LEGEND

- PROPOSED TREE AND PIT FOR DETAILS SEE SHEET LS12
- EXISTING STREET LIGHT WITH NEW COBRA HEAD
- PROPOSED DECORATIVE LIGHT POLE
- TYPE I DECORATIVE PAVEMENT IN 4'X8' BLOCKS FOR DETAILS SEE SHEET LS10
- TYPE II DECORATIVE PAVEMENT IN 2' WIDE STRIP FOR DETAILS SEE SHEET LS11
- EX. TREE REMOVED
- STAMPED CONCRETE CROSSWALK FOR DETAILS SEE SHEET LS13



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NOTES: (CONT.)

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HORIZONTAL SCALE 1" = 20 FEET

CALCULATED: SM
CHECKED: TMA

BROADWAY – LANDSCAPING PLAN
STA. 79+50 TO STA. 84+50

BROADWAY AVE.
CUY-14-2.72

NEW TREES FROM STA 76+50 TO STA 94+50 TO BE CONSISTENT WITH THE EXISTING VARIETY OF CALLERY PEAR.

FOR SIDEWALK SCORING DETAILS SEE SHEET LS13.

LEGEND

- PROPOSED TREE AND PIT FOR DETAILS SEE SHEET LS12
- EXISTING STREET LIGHT WITH NEW COBRA HEAD
- PROPOSED DECORATIVE LIGHT POLE
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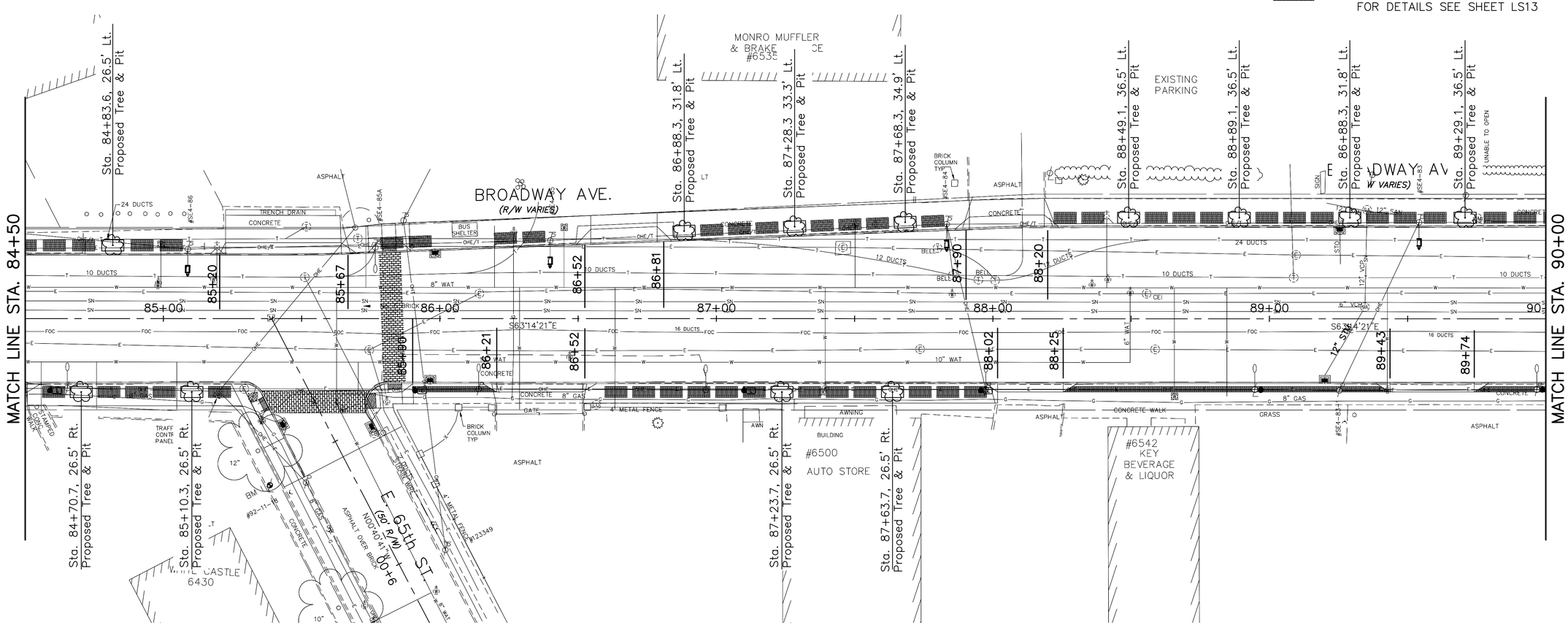

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NOTES: (CONT.)

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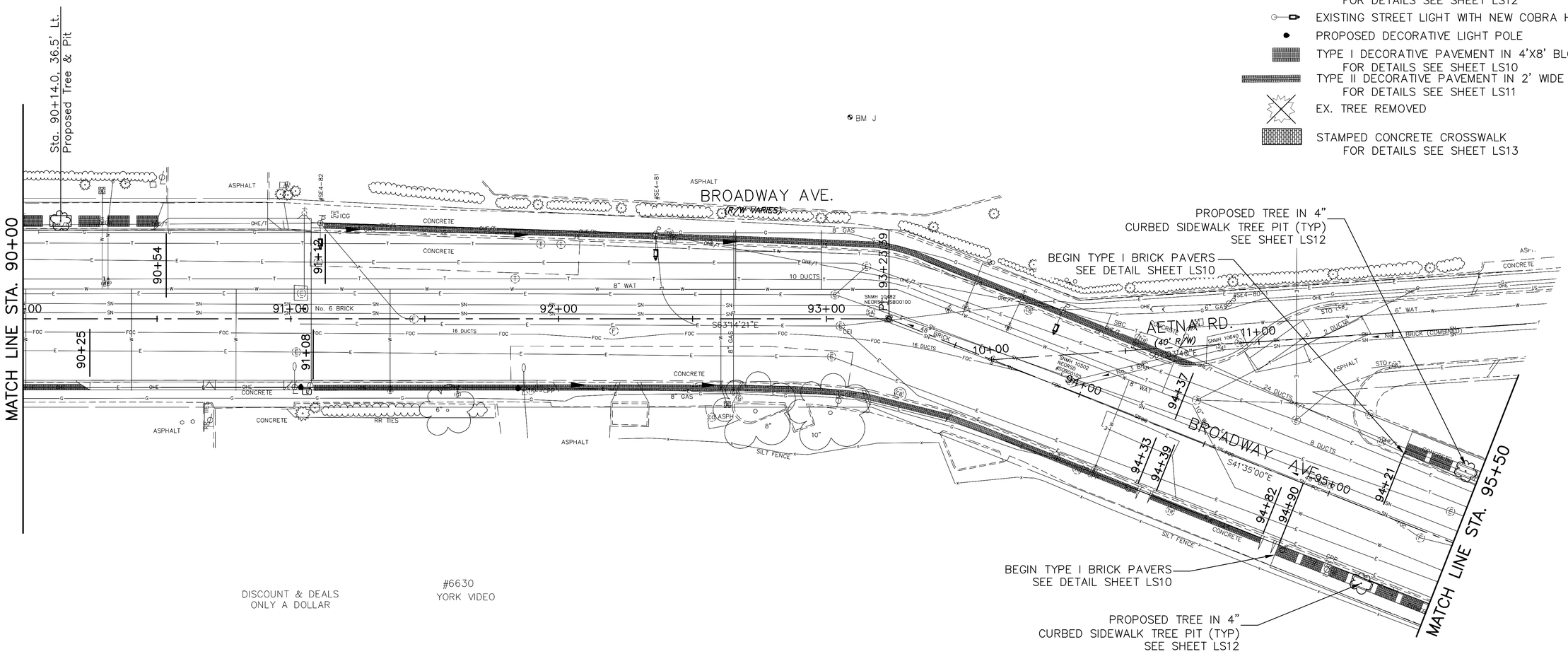
HORIZONTAL SCALE 1" = 20 FEET

CALCULATED: SM
CHECKED: TMA

BROADWAY – LANDSCAPING PLAN
STA. 84+50 TO STA. 90+00

BROADWAY AVE.
CUY-14-2.72



DISCOUNT & DEALS
ONLY A DOLLAR

#6630
YORK VIDEO

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NOTES: (CONT.)

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NEW TREES FROM STA 76+50 TO STA 94+50 TO BE CONSISTENT WITH THE EXISTING VARIETY OF CALLERY PEAR.

NEW TREES FROM STA 94+50 TO STA 98+00 TO BE CONSISTENT WITH THE EXISTING VARIETY OF HYBRID ELM

FOR SIDEWALK SCORING DETAILS SEE SHEET LS13.

DECORATIVE PAVEMENT BLOCKS TO CONSIST OF BRICK PAVEMENT INSTALLED SUCH THAT THE COLOR AND PATTERN ARE CONSISTENT WITH THE EXISTING DECORATIVE SIDEWALK PAVERS. AND IN ACCORDANCE WITH THE PLANS AND SPECIFICATIONS.

CITY TO ACQUIRE WORK AGREEMENT OR RIGHT–OF–WAY FOR ADDITIONAL SIDEWALK MEETING THE CITY STANDARD SIDEWALK REQUIREMENTS.

HORIZONTAL SCALE
1" = 20 FEET

CALCULATED: SM
CHECKED: TMA

BROADWAY – LANDSCAPING PLAN
STA. 90+00 TO STA. 95+50

BROADWAY AVE.
CUY–14–2.72

ITEM	DESCRIPTION	UNIT	QTY
201	CLEARING AND GRUBBING	LS	1
609	CURB, TYPE 4C	LIN FT	1056
SPECIAL	TREE PROTECTED AND RESTORED, AS PER DS 09	EACH	11
SPECIAL	PLANTING TREES, AS PER DS 10	EACH	86
SPECIAL	INTEGRALLY COLORED CONCRETE, STAMPED IMPRINTED CONCRETE PAVEMENT, SIDEWALKS, AS PER DS 08	SQ FT	9832
SPECIAL	INTEGRALLY COLORED CONCRETE, STAMPED IMPRINTED CONCRETE PAVEMENT, CROSSWALKS, AS PER DS 08	SQ FT	8061
SPECIAL	BRICK PAVERS, AS PER DS 11	SQ FT	1408
SPECIAL	BENCHES, AS PER DS 12	EACH	3
SPECIAL	SITE FURNISHINGS – TRASH RECEPTACLES, AS PER DS 13	EACH	6

NEW TREES FROM STA 94+50 TO STA 98+00 TO BE CONSISTENT WITH THE EXISTING VARIETY OF HYBRID ELM.

FOR SIDEWALK SCORING DETAILS SEE SHEET LS13.

LEGEND

- PROPOSED TREE AND PIT FOR DETAILS SEE SHEET LS12
- EXISTING STREET LIGHT WITH NEW COBRA HEAD
- PROPOSED DECORATIVE LIGHT POLE
- TYPE I DECORATIVE PAVEMENT IN 4'X8' BLOCKS FOR DETAILS SEE SHEET LS10
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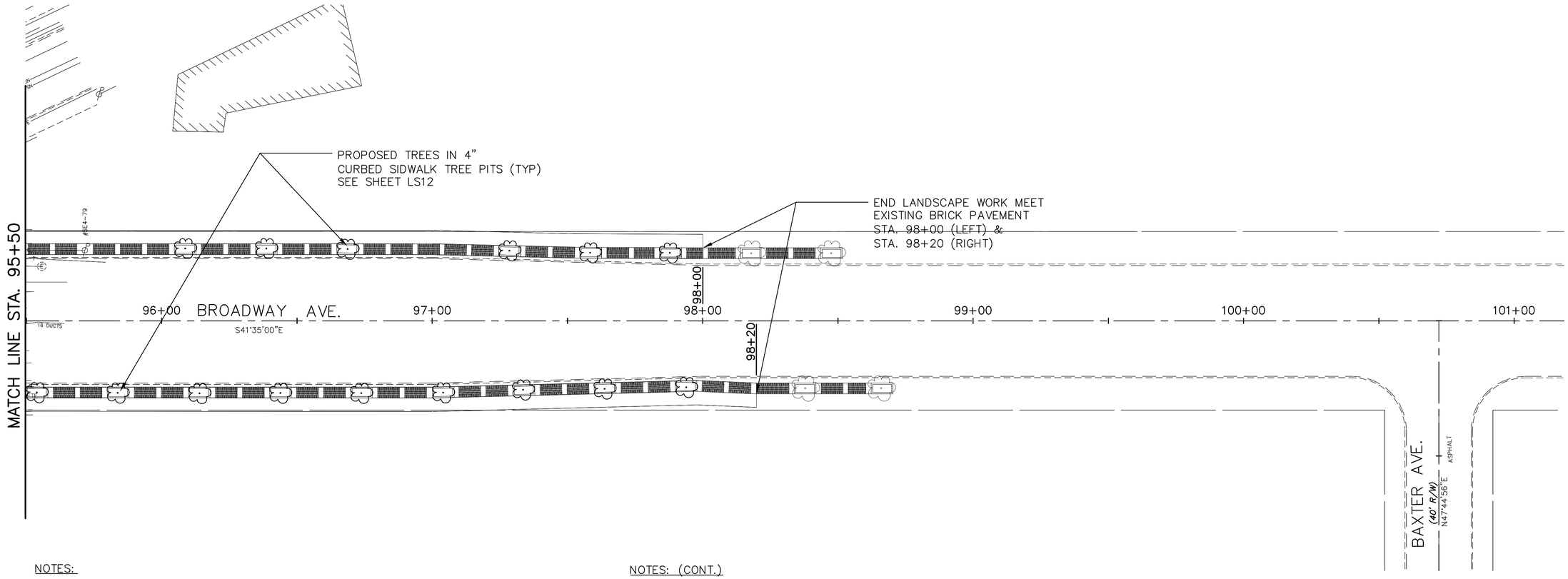
- EX. TREE REMOVED
- STAMPED CONCRETE CROSSWALK FOR DETAILS SEE SHEET LS13



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NOTES: (CONT.)

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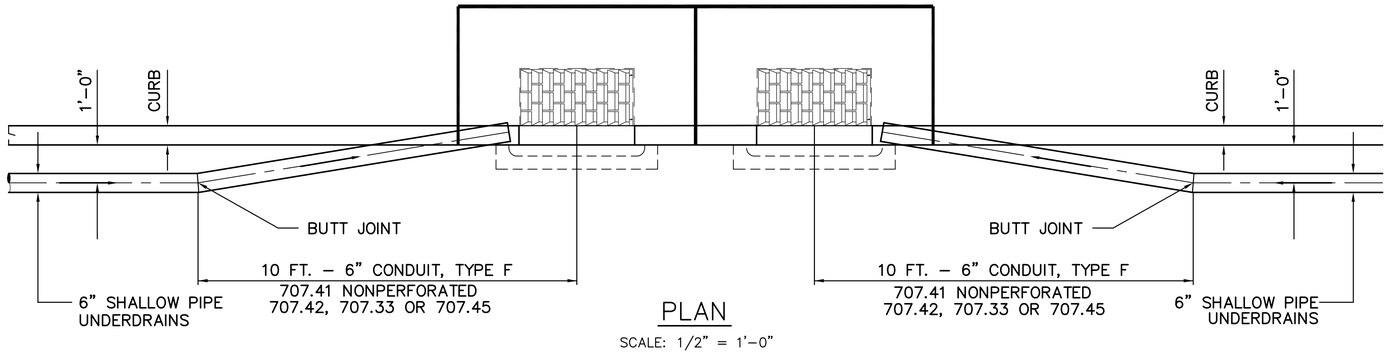
HORIZONTAL SCALE 1" = 20 FEET

CALCULATED: SM
CHECKED: TMA

BROADWAY – LANDSCAPING PLAN
STA. 95+50 TO STA. 98+18

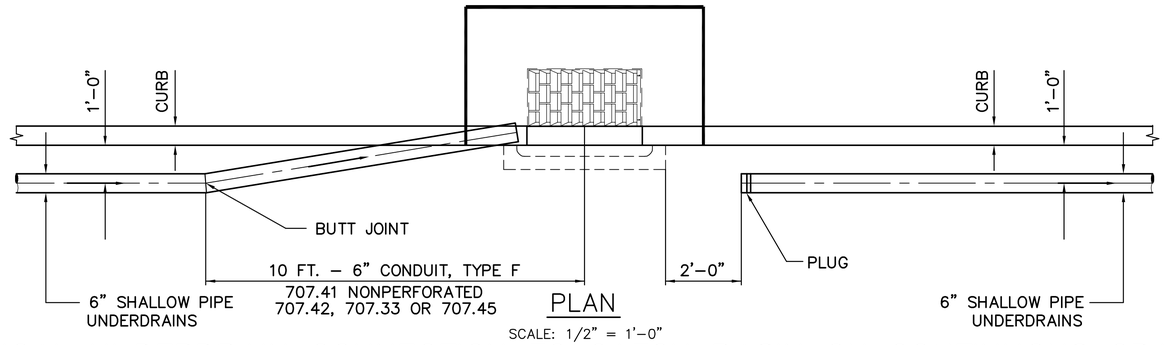
BROADWAY AVE.
CUY–14–2.72



PLAN

SCALE: 1/2" = 1'-0"

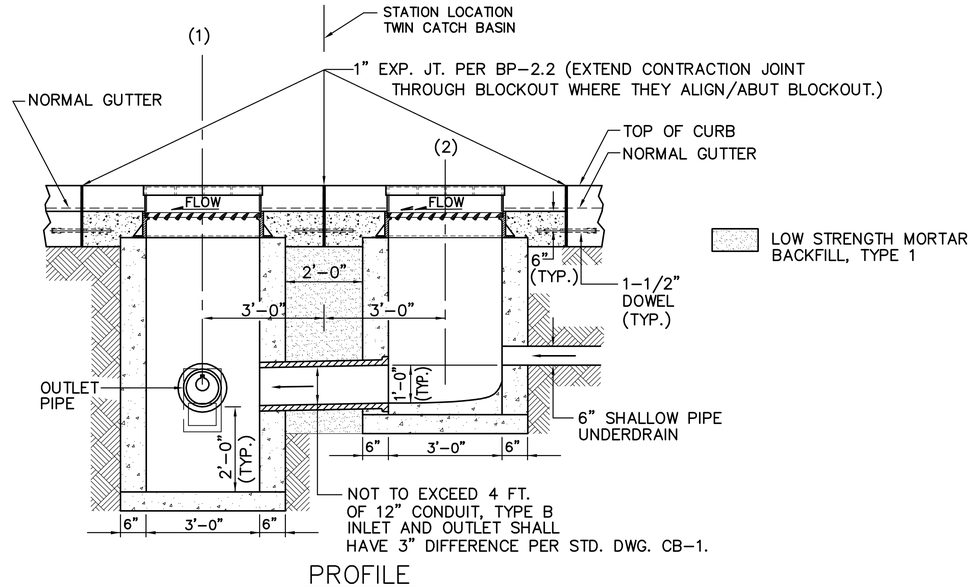
TYPICAL UNDERDRAIN CONNECTION TO CATCH BASINS IN A SAG



PLAN

SCALE: 1/2" = 1'-0"

TYPICAL UNDERDRAIN CONNECTION TO CATCH BASIN ON CONTINUOUS GRADE



PROFILE

SCALE: 1/2" = 1'-0"

TWIN CATCH BASIN DETAIL

NOTE: TWIN CATCH BASIN INCLUDES COST OF 12" TYPE B CONNECTING PIPE AND THE FIRST BASIN (1) SUMP AND TRAP. THE SUMP AND TRAP ARE OMITTED ON THE SECOND BASIN (2). PAYMENT SHALL BE MADE AT THE CONTRACT UNIT PRICE BID PER EACH FOR ITEM 604 – CITY OF CLEVELAND, TWIN CATCH BASIN NO. 1, AS PER D-34.

CALCULATED: PSB
CHECKED: TMA

DRAINAGE DETAILS

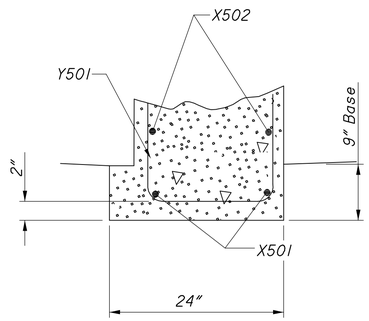
BROADWAY AVE.
CUY-14-2.72

INLET NO. 3, TYPE D, AS PER PLAN

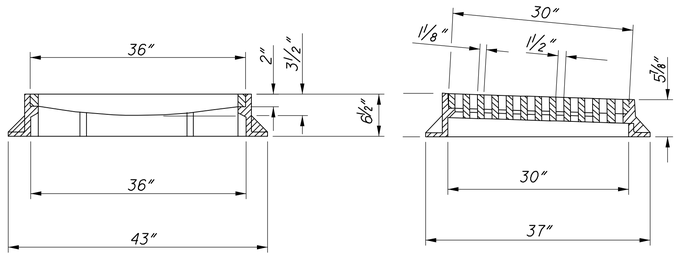
THE DETAILS ON THIS SHEET HAVE BEEN TAKEN FROM ODOT'S STANDARD CONSTRUCTION DRAWING (SCD) I-2.3 AND HAVE BEEN MODIFIED AS SHOWN. FOR THE ACCOMPANYING PLAN VIEW OF THESE DETAILS, THE CONTRACTOR IS REFERRED TO SHEET 1 OF 2 OF THE SCD.

THESE INLETS WILL BE USED ON BROADWAY AVE, STA. 157+08, LT AND RT.

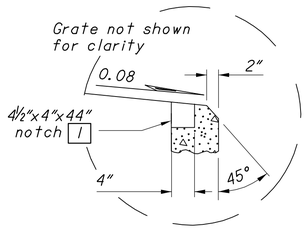
PAYMENT FOR THIS ITEM SHALL BE PER EACH INLET NO. 3, TYPE D, AS PER PLAN.



PARTIAL SECTION B-B



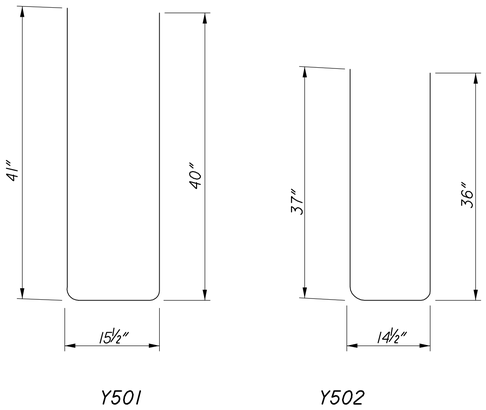
CASTING DETAILS



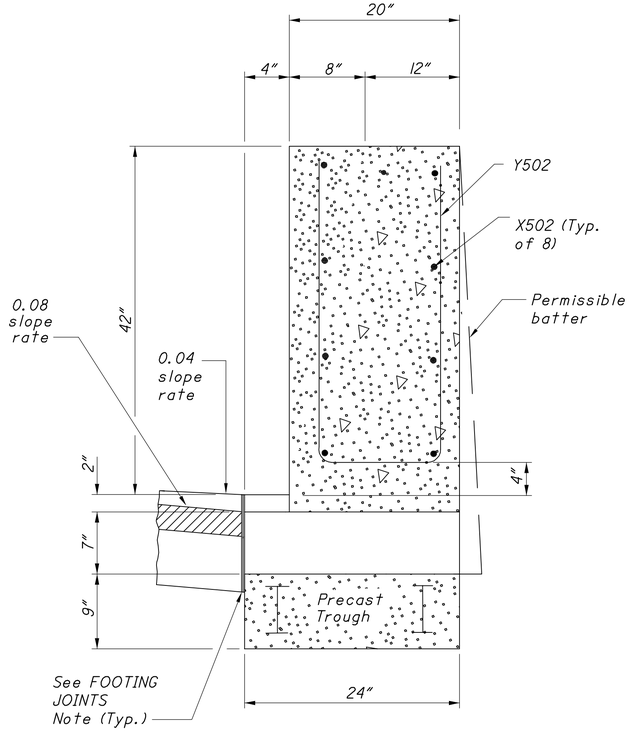
ALTERNATE SPILLWAY DETAIL

See SECTION D-D

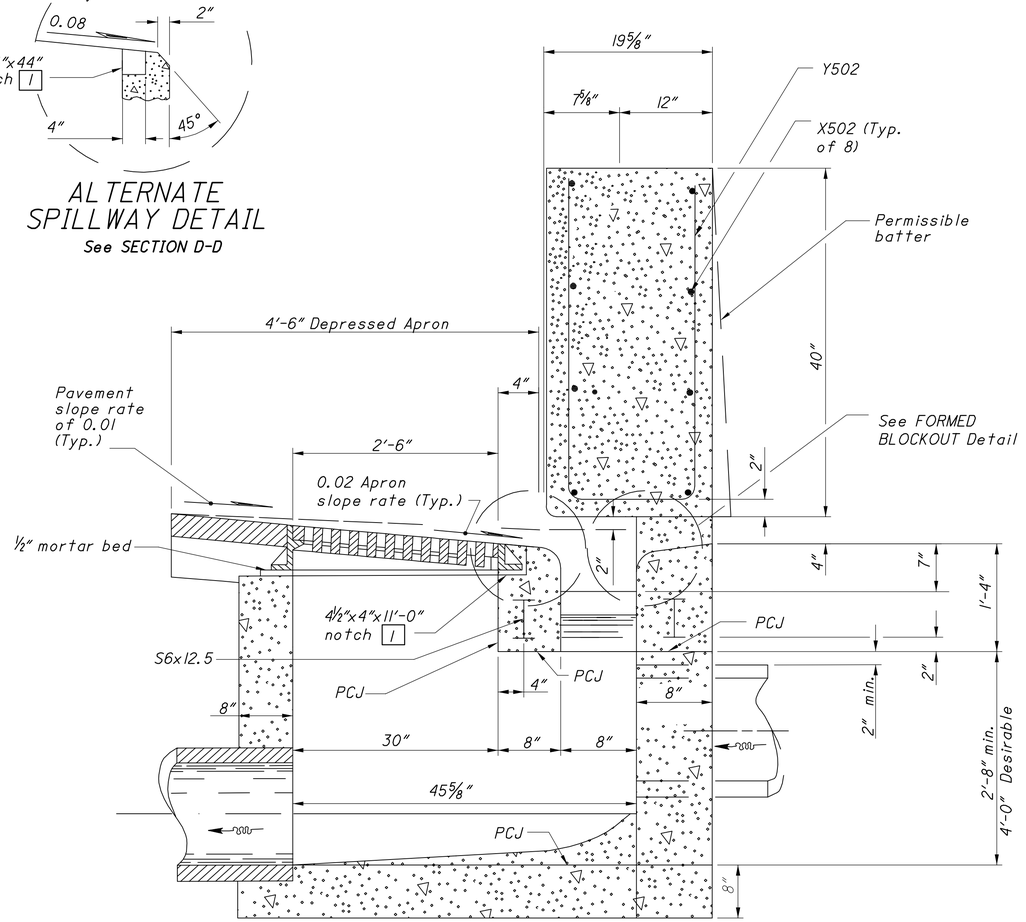
STEEL LIST (For Estimating Purposes Only)										
INLET No. 3	X501 #5 Straight		X502 #5 Straight		Y501 #5 Bent		Y502 #5 Bent		S6x12.5	
	No.	Length	No.	Length	No.	Length	No.	Length	No.	Length
Type D	4	4'-8"	8	19'-8"	8	8'-8"	5	7'-0"	2	11'-0"



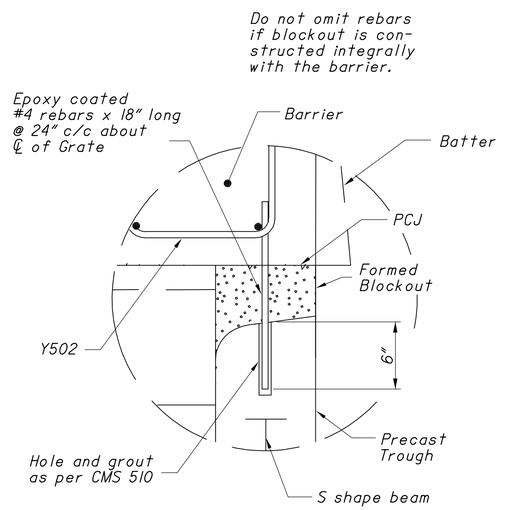
BENDING DIAGRAMS



SECTION C-C



SECTION D-D



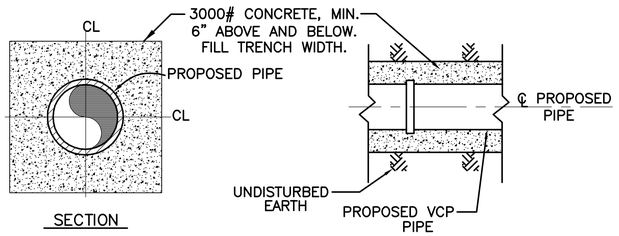
FORMED BLOCKOUT DETAIL

FOOTING JOINTS: The vertical walls between the barrier footing and a concrete pavement or concrete base shall be provided with a sealed joint as detailed on SCD RM-4.3.

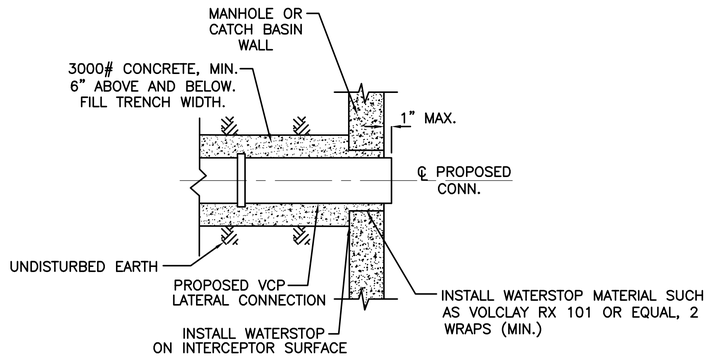
CALCULATED: PSB
CHECKED: TMA

DRAINAGE DETAILS

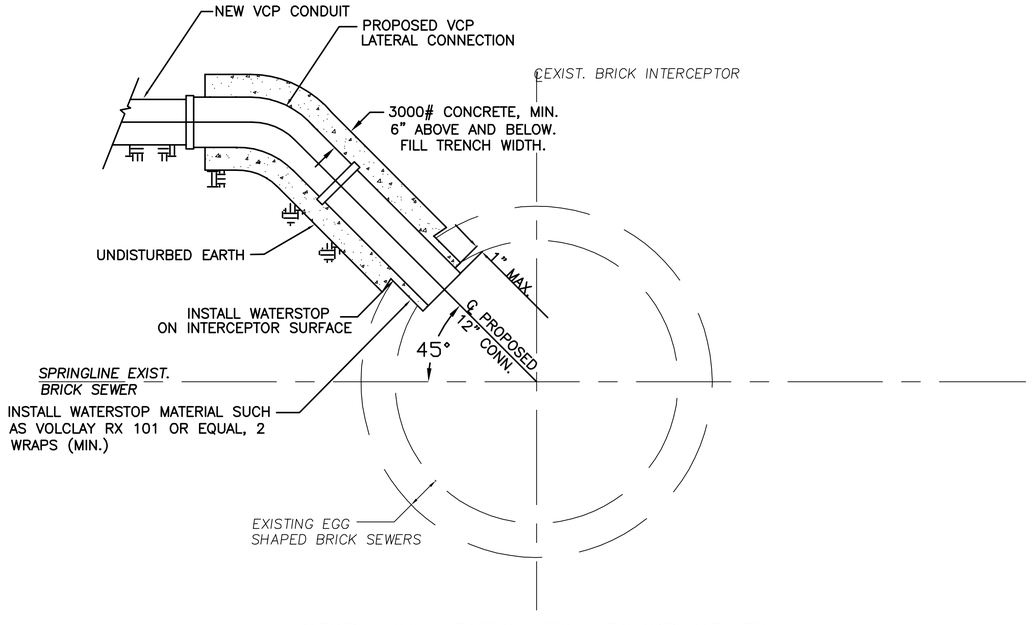
BROADWAY AVE.
CUY-14-2.72



PIPE ENCASEMENT DETAIL



STORM CONNECTION TO MANHOLE OR CATCH BASIN

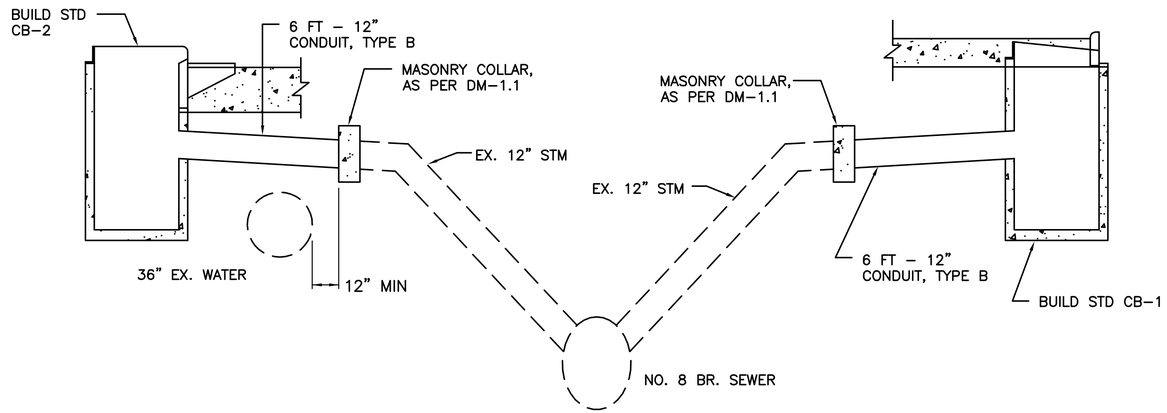


STORM CONNECTION TO NEORSD SEWER

NOTE: CAREFULLY CORE DRILL HOLE WITH SUFFICIENT CLEARANCE FOR LATERAL PIPE. POSITION LATERAL CONNECTION IN WALL OF THE INTERCEPTOR SUCH THAT ALL RINGS OF BRICK REMAIN SUPPORTED. THE LATERAL SHALL NOT PROTRUDE INTO THE INTERCEPTOR MORE THAN ONE (1) INCH AT ANY POINT. THE CONTRACTOR SHALL TRIM THE CONNECTION END AS NEEDED, TO MEET BOTH OF THESE REQUIREMENTS. THE ANNULAR SPACE BETWEEN THE CORED HOLE AND THE LATERAL SHALL BE COMPLETELY FILLED TO THE INSIDE FACE OF THE INTERCEPTOR, WITH NON-SHRINK HYDRAULIC CEMENT.

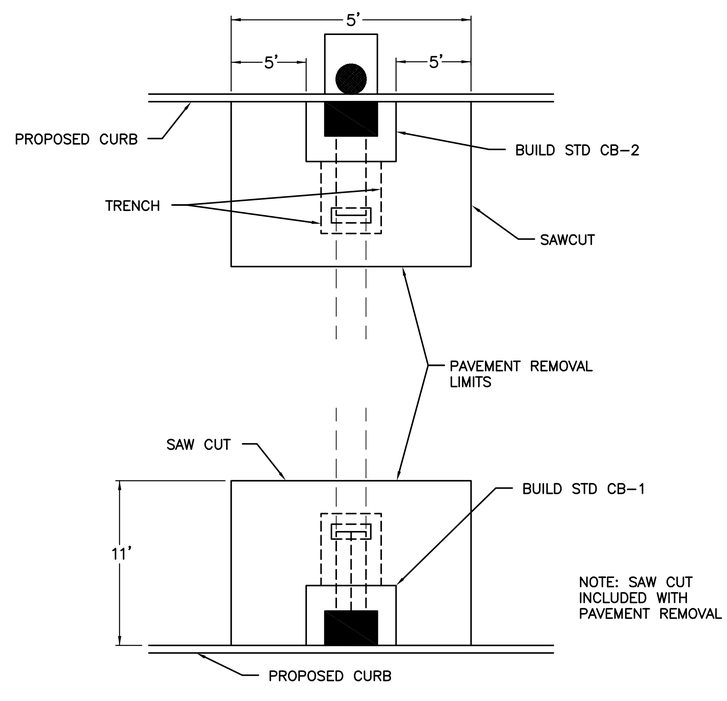
EXISTING SEWER SIZE
NO. 3 (2.23' x 2.75')
NO. 6 (3.34' x 4.23')
NO. 8 (4.04' x 5.12')
24" (CIRCULAR)*
20" (CIRCULAR)*
18" (CIRCULAR)*

*= VITRIFIED CLAY PIPE (VCP)
**=PAID WITH THE
PERTINENT CONDUIT ITEM



PROPOSED CATCH BASIN REPLACEMENT DETAIL

SCALE: NOT TO SCALE



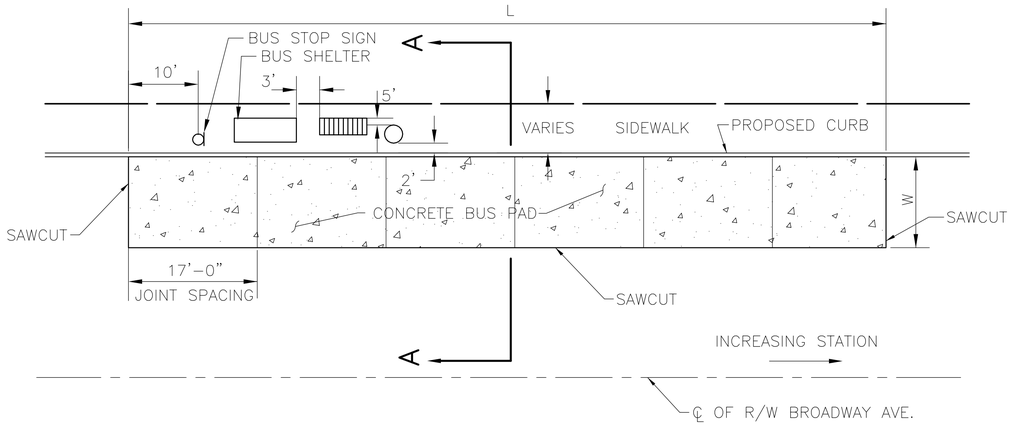
PROPOSED CATCH BASIN PAVEMENT REMOVAL AND REPAIR DETAIL

SCALE: NOT TO SCALE

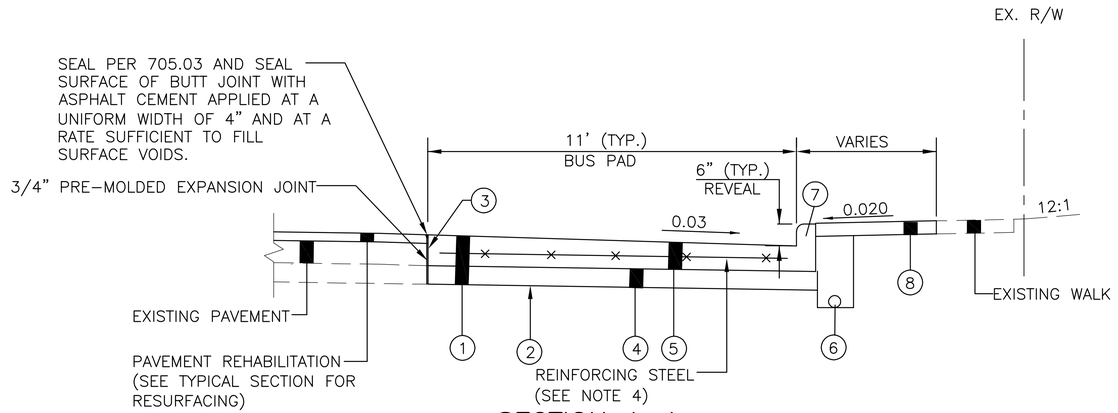
CALCULATED: PSB
CHECKED: TMA

DRAINAGE DETAILS

BROADWAY AVE.
CUY-14-2.72



BUS PAD PLAN VIEW



SECTION A–A
BUS PAD DETAIL

PROPOSED LEGEND:

1. ITEM 202 – PAVEMENT REMOVED
2. ITEM 204 – SUBGRADE COMPACTION
3. ITEM 255 – FULL DEPTH PAVEMENT SAWING
4. ITEM 304 – 6" AGGREGATE BASE
5. ITEM 451 – 10" REINFORCED CONCRETE PAVEMENT
6. ITEM 605 – 6" SHALLOW PIPE UNDERDRAIN
7. ITEM 609 – INTERGRAL CONCRETE CURB, AS PER PLAN
8. ITEM 608 – 4" CONCRETE WALK

NOTE:

THE WORK PERFORMED UNDER THIS ITEM WILL BE PAID FOR PER SQUARE YARD UNDER " CONCRETE BUS PAD" INCLUDES:

1. 1. FULL DEPTH SAWCUTTING. REMOVAL OF EXISTING PAVEMENT INCLUDING SUBBASE.
2. EXCAVATION AND EMBANKMENT REQUIRED TO ACHIEVE PROPER GRADE.
3. TEM 304 – 6" AGGREGATE BASE
4. ITEM 451–10" REINFORCED CONCRETE PAVEMENT JOINT SPACING 17 FEET MAXIMUM AND MINIMUM 5 FEET. 12 INCH (W4) X 6 INCH (W8.5) EPOXY COATED REINFORCING MESH MEETING ODOT 709.14
5. ITEM 604 ITERGRAL CONCRETE CURB, AS PER PLAN
6. ALL INCIDENTALS ITEMS TO INSTALL CONCRETE BUS PAD IN–PLACE AS PER DETAIL SHOWN HERIN.

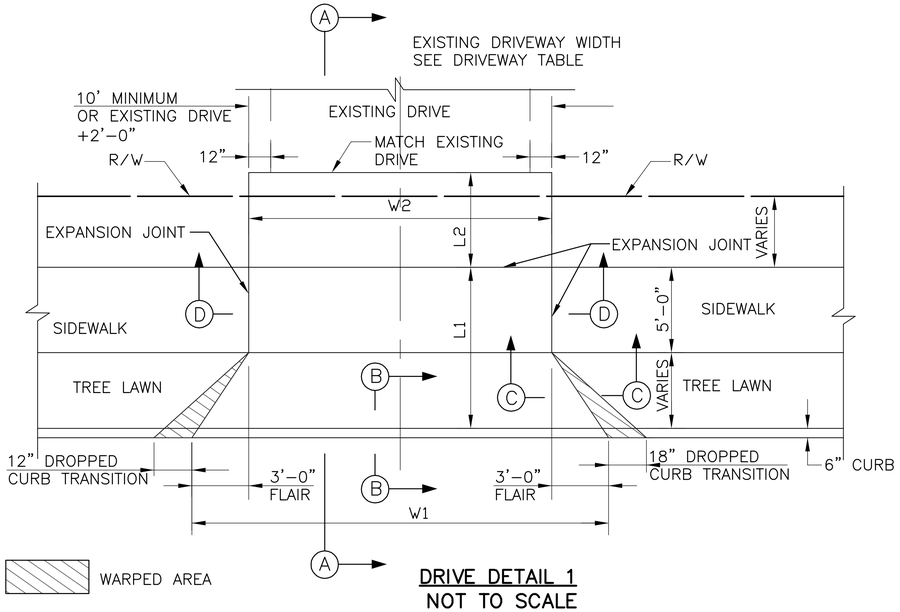
FOR ADDITIONAL INFORMATION SEE CITY OF CLEVELAND STANDARD CONSTRUCTION DRAWING BP–1

ESTIMATED QUANTITIES

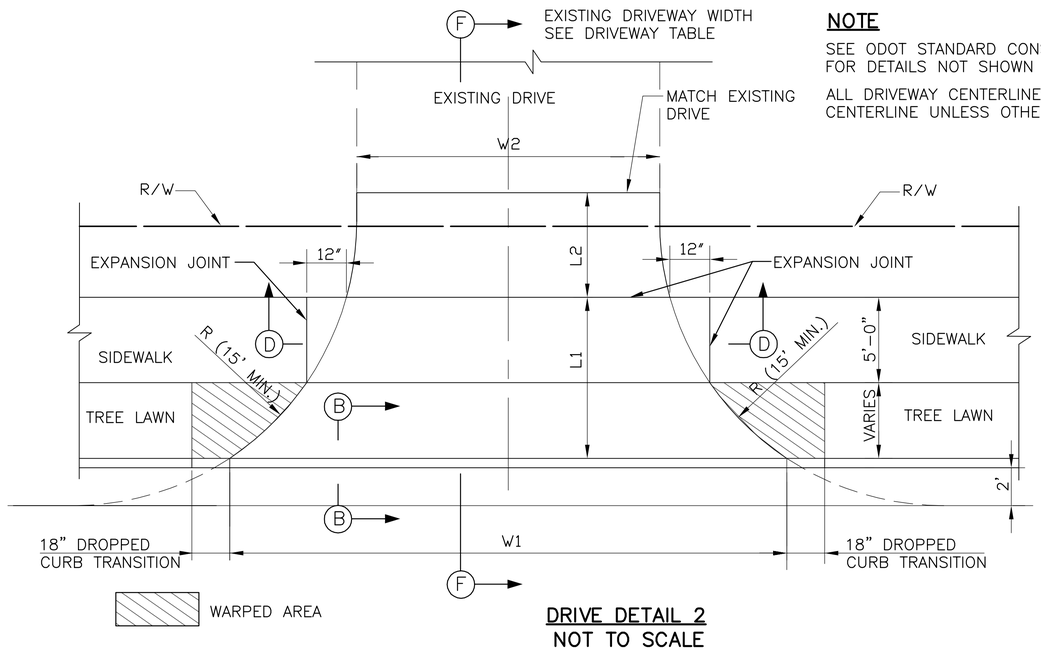
REF. No.	SIDE	STATION FROM	STATION TO	WIDTH	LENGTH	451 10" REINFORCED CONCRETE, AS PER PLAN
				FT.	FT.	SQ. YD.
B–1	LT	22+35	23+35	11	100	122
B–2	RT	24+00	25+00	11	100	122
B–3	RT	29+88	30+88	11	100	122
B–4	LT	30+51	31+51	11	100	122
B–5	LT	35+43	36+43	11	100	122
B–6	RT	38+76	39+76	11	100	122
B–7	LT	40+57	41+57	11	100	122
B–8	RT	46+83	47+83	11	100	122
B–9	LT	46+83	47+83	11	100	122
B–10	RT	54+17	55+17	11	100	122
B–11	LT	57+48	58+48	11	100	122
B–12	RT	59+05	60+05	11	100	122
B–13	LT	62+84	63+84	11	100	122
B–14	RT	65+83	66+83	11	100	122
B–15	LT	69+43	70+43	11	100	122
B–16	RT	75+00	76+00	11	100	122
B–17	LT	77+41	78+41	11	100	122
B–18	RT	78+50	79+50	11	100	122
B–19	LT	85+95	86+95	11	100	122
B–20	RT	86+06	87+06	11	100	122
B–21	LT	116+45	117+45	11	100	122
B–22	RT	118+90	119+90	11	100	122
B–23	RT	123+30	124+30	11	100	122
B–24	LT	126+82	127+82	11	100	122
B–25	RT	127+00	128+00	11	100	122
B–26	LT	134+41	135+41	11	100	122
B–27	RT	137+03	138+03	11	100	122
B–28	RT	141+23	142+23	11	100	122
B–29	LT	141+56	142+56	11	100	122
B–30	LT	145+53	146+53	11	100	122
B–31	RT	149+02	150+02	11	100	122
B–32	LT	155+19	156+19	11	100	122
B–33	RT	162+05	163+05	11	100	122
B–34	LT	162+52	163+52	11	100	122
TOTALS				374	3,400	4,148

BUS PAD DETAILS

BROADWAY AVE.
CUY–14–2.72



DRIVE DETAIL 1
NOT TO SCALE

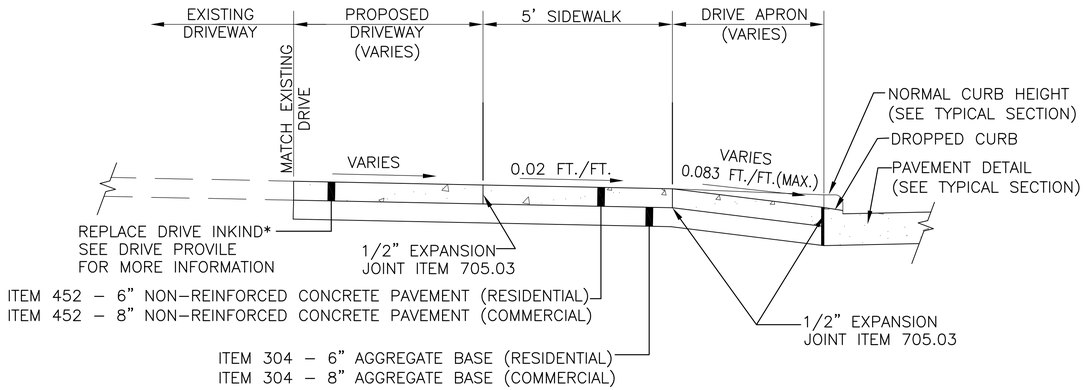


DRIVE DETAIL 2
NOT TO SCALE

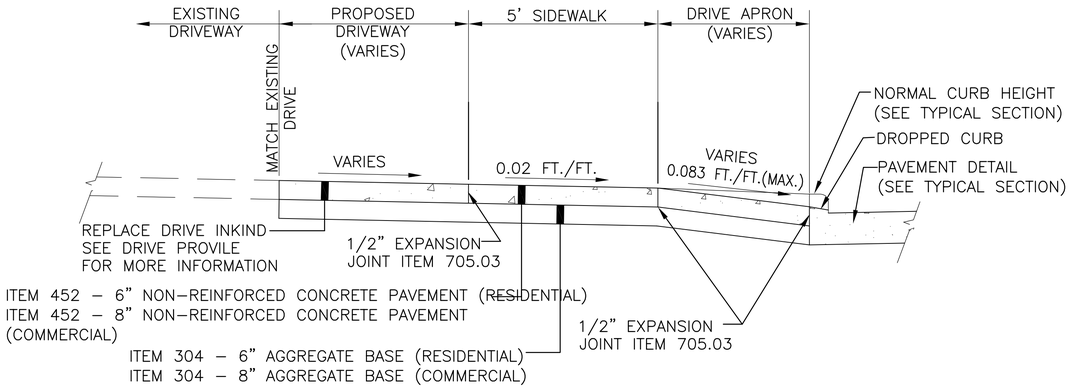
NOTE

SEE ODOT STANDARD CONSTRUCTION DRAWING BP-4.1 FOR DETAILS NOT SHOWN

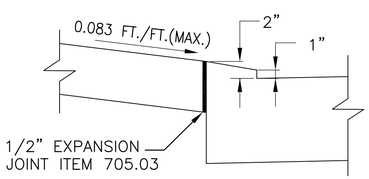
ALL DRIVEWAY CENTERLINES AT 90° ANGLE TO ROADWAY CENTERLINE UNLESS OTHERWISE NOTED



SECTION A-A
NOT TO SCALE

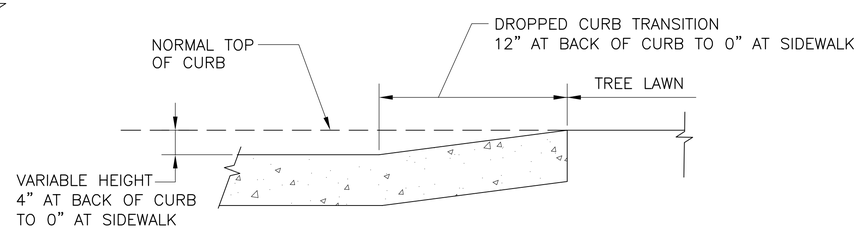


SECTION F-F
NOT TO SCALE

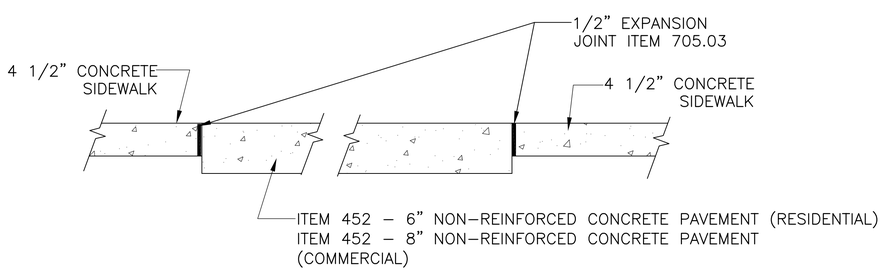


DROPPED CURB DETAIL

SECTION B-B
NOT TO SCALE



SECTION C-C
NOT TO SCALE



SECTION D-D
NOT TO SCALE

DRIVE DETAILS

BROADWAY AVE.
CUY-14-2.72

278

SHEET NO.	REFERENCE NO.	STATION	SIDE	DRIVE TYPE	DRIVE MATERIAL	APRON LENGTH "L1"	DRIVEWAY LENGTH "L2"	WIDTH "W"	R1 (LEFT SIDE RADII OF DRIVE LOOKING FROM CL)	R2 (RIGHT SIDE RADII OF DRIVE LOOKING FROM CL)	202 PAVEMENT REMOVED FOR DRIVES	203 EXCAVATION NOT INCLUDING EMBANKMENT CONSTRUCTION	452 6" NON-REINFORCED CONCRETE PAVEMENT, FOR DRIVEWAYS, AS PER D-23	452 8" NON-RREINFORCED CONCRETE PAVEMENT, FOR DRIVEWAYS, AS PER D-23	609 CURB, TYPE 6								
									FT.	FT.	SQ. YD.	CU. YD.	SQ. YD.	SQ. YD.	FT.							
PP1	DR-1	23+82.4	LT	COMMERCIAL	GRAVEL	4.0	5.0	34.4			34.8		36.6									
PP2	DR-1	25+55.3	LT	COMMERCIAL	GRAVEL	4.0	5.0	36.2			37.9		38.3									
	DR-2	26+68.4	LT	COMMERCIAL	GRAVEL	4.0	5.0	8.0			20.7		10.2									
	DR-3	27+46.0	LT	COMMERCIAL	ASPHALT	4.0	6.1	22.8			27.9		27.8									
	DR-4	27+94.3	LT	COMMERCIAL	CONCRETE	4.0	7.4	18.1			24.3		24.5									
PP3	DR-1	30+23.6	LT	COMMERCIAL	CONCRETE	5.4	5.0	16.7			22.0		22.2									
	DR-2	30+86.9	LT	COMMERCIAL	GRAVEL	5.4	5.0	15.0			20.2		20.3									
	DR-3	31+05.4	RT	COMMERCIAL	ASPHALT	5.0	6.2	28.4			37.3		38.0									
	DR-4	31+69.1	RT	COMMERCIAL	CONCRETE	5.0	6.8	19.5			26.5		28.1									
	DR-5	32+26.5	LT	COMMERCIAL	CONCRETE	5.0	0.0	30.1			19.5		19.5									
	DR-6	33+12.7	RT	COMMERCIAL	ASPHALT	5.0	8.1	20.0			41.7		31.9									
PP4	DR-1	37+63.0	RT	COMMERCIAL	CONCRETE	4.5	5.0	47.3			58.9		54.1									
	DR-2	39+40.2	RT	COMMERCIAL	ASPHALT	4.5	5.0	66.3			65.7		72.0									
PP5	DR-1	41+03.2	RT	COMMERCIAL	CONCRETE	4.0	5.2	18.8			21.5		21.5									
	DR-2	41+70.3	RT	RESIDENTIAL	ASPHALT	4.0	5.0	22.2			22.1			24.5								
	DR-3	42+79.4	RT	RESIDENTIAL	ASPHALT	4.0	5.0	11.5			10.6			12.8								
	DR-4	43+66.9	RT	RESIDENTIAL	CONCRETE	4.0	7.0	8.5			11.7			11.8								
	DR-5	44+11.4	RT	RESIDENTIAL	CONCRETE	4.0	7.0	8.5			12.8			12.0								
PP6	DR-1	45+72.0	LT	COMMERCIAL	CONCRETE	5.4	5.0	24.0			32.1		35.1									
	DR-2	45+44.4	RT	RESIDENTIAL	CONCRETE	4.0	7.0	8.7			12.7			12.0								
	DR-3	45+83.4	RT	COMMERCIAL	ASPHALT	6.5	5.0	9.6			13.9		15.0									
	DR-4	46+27.2	RT	RESIDENTIAL	ASPHALT	6.0	5.0	18.0			23.5			25.5								
	DR-5	47+26.1	RT	COMMERCIAL	ASPHALT	6.0	5.0	14.1			17.6		20.5									
	DR-6	49+51.4	RT	COMMERCIAL	ASPHALT	4.5	5.0	12.5			14.7		15.7									
	DR-7	44+60.4	LT	COMMERCIAL	CONCRETE	5.0	5.0	33.1			42.0		42.1									
	DR-8	44+55.6	RT	COMMERCIAL	CONCRETE	4.0	7.0	8.5			12.1		12.1									
PP7	DR-1	49+81.4	RT	COMMERCIAL	ASPHALT	4.5	5.0	14.7			16.6		18.0									
	DR-2	51+25.6	RT	COMMERCIAL	ASPHALT	4.5	6.8	13.3			15.6		19.2									
	DR-3	52+40.2	RT	COMMERCIAL	ASPHALT	4.5	5.0	14.1			17.1		17.3									
	DR-4	50+46.6	LT	COMMERCIAL	CONCRETE	5.0	5.0	40.0			47.2		47.2									
	DR-5	52+24.2	LT	COMMERCIAL	CONCRETE	5.0	0.0	16.0			8.4		10.6									
	DR-6	52+58.0	LT	COMMERCIAL	CONCRETE	5.0	0.0	15.6			9.5		10.3									
	DR-8	53+17.8	RT	COMMERCIAL	ASPHALT	4.5	5.0	11.5			12.8		13.8									
PP8	DR-1	55+55.2	LT	COMMERCIAL	ASPHALT	5.0	0.0	24.6			15.8		16.1									
	DR-2	58+42.9	RT	COMMERCIAL	CONCRETE	6.2	5.0	19.7			24.2		27.8									
PP10	DR-1	64+90.7	LT	COMMERCIAL	ASPHALT/ CONC	5.0	6.6	15.7			22.3		22.3									
	DR-2	65+78.0	LT	COMMERCIAL	ASPHALT	5.0	5.9	8.8			14.2		13.5									
	DR-3	66+25.7	RT	COMMERCIAL	ASPHALT	5.0	7.3	20.7			30.7		30.7									
	DR-4	67+10.1	RT	COMMERCIAL	CONCRETE	5.0	7.2	24.4			30.8		29.3									
PP11	DR-1	73+21.6	LT	COMMERCIAL	ASPHALT	5.0	0.0	24.4			16.3		16.5									
	DR-2	74+52.2	LT	COMMERCIAL	ASPHALT	5.0	0.0	30.6			19.8		19.8									
PP12	DR-1	75+48.1	RT	COMMERCIAL	ASPHALT/ CONC	6.5	11.4	0.8	12	10	41.6		38.7		36.5							
	DR-2	76+25.8	RT	COMMERCIAL	ASPHALT	4.0	5.5	29.3			30.1		33.2									
	DR-3	77+38.4	RT	COMMERCIAL	ASPHALT	4.5	5.0	58.7			57.6		64.5									
	DR-4	78+67.7	RT	COMMERCIAL	ASPHALT	4.5	5.0	21.7			25.3		25.3									
	DR-5	77+27.2	LT	COMMERCIAL	GRAVEL/ CONC	5.0	0.0	17.8			12.7		12.7									
	DR-6	78+01.1	LT	COMMERCIAL	ASPHALT	5.0	0.0	31.8			20.5		20.5									
TOTALS CARRIED TO SHEET 281											1173.8	0	1092.8	98.6	36.5							

CALCULATED: PSB
CHECKED: TMA

BROADWAY – DRIVE SUBSUMMARY

BROADWAY AVE.
CUY-14-2.72

SHEET NO.	REFERENCE NO.	STATION	SIDE	DRIVE TYPE	DRIVE MATERIAL	APRON LENGTH "L1"	DRIVEWAY LENGTH "L2"	WIDTH "W"	R1 (LEFT SIDE RADII OF DRIVE LOOKING FROM CL)	R2 (RIGHT SIDE RADII OF DRIVE LOOKING FROM CL)	202 PAVEMENT REMOVED FOR DRIVES	203 EXCAVATION NOT INCLUDING EMBANKMENT CONSTRUCTION	452 6" NON-REINFORCED CONCRETE PAVEMENT, FOR DRIVEWAYS, AS PER D-23	452 8" NON-RREINFORCED CONCRETE PAVEMENT, FOR DRIVEWAYS, AS PER D-23	609 CURB, TYPE 6							
									FT.	FT.	SQ. YD.	CU. YD.	SQ. YD.	SQ. YD.	FT.							
PP13	DR-1	82+78.3	RT	COMMERCIAL	ASPHALT	3.0	0.0	41.4			13.9			13.9								
	DR-2	84+19.5	RT	COMMERCIAL	ASPHALT	3.0	0.0	35.0			13.3			13.3								
PP14	DR-1	85+42.5	LT	COMMERCIAL	ASPHALT	4.0	9.9	41.4			65.2			65.7								
	DR-2	86+66.5	LT	COMMERCIAL	ASPHALT	5.0	5.0	24.0			29.5			29.5								
	DR-3	88+04.9	LT	COMMERCIAL	ASPHALT	4.5	5.9	27.1			32.0			32.0								
	DR-4	86+36.1	RT	COMMERCIAL	ASPHALT	3.0	0.0	31.0			12.1			12.1								
	DR-5	88+16.4	RT	COMMERCIAL	ASPHALT	3.0	0.0	23.7			9.5			9.5								
	DR-6	89+58.8	RT	COMMERCIAL	ASPHALT	3.0	0.0	30.4			11.9			11.9								
PP15	DR-1	90+46.1	RT	COMMERCIAL	ASPHALT	3.0	0.0	42.4			15.3			15.3								
	DR-2	90+84.6	RT	COMMERCIAL	CONCRETE	3.0	0.0	25.6			9.4			9.4								
	DR-3	90+72.8	LT	COMMERCIAL	ASPHALT	4.0	6.0	37.2			43.4			43.6								
PP18	DR-1	116+87.4	RT	COMMERCIAL	ASPHALT	4.7	5.8	13.9			18.3			17.8								
	DR-2	117+55.3	RT	RESIDENTIAL	CONCRETE	4.5	6.0	13.1			14.8		16.8									
	DR-3	118+02.5	RT	RESIDENTIAL	CONCRETE	4.5	6.0	7.2			10.1		9.9									
	DR-4	120+07.7	RT	COMMERCIAL	ASPHALT	4.5	0.0	28.5			19.6			21								
PP19	DR-1	123+87.5	LT	COMMERCIAL	GRAVEL	4.4	5.0	24.0			22.6			27.5								
	DR-2	122+12.4	RT	COMMERCIAL	ASPHALT	4.7	5.9	17.6			20.8			23.2								
	DR-3	122+76.7	RT	COMMERCIAL	CONCRETE	4.5	5.3	23.5			31.2			32.5								
	DR-4	124+38.7	RT	COMMERCIAL	CONCRETE	4.5	5.5	23.1			30.8			32.5								
PP20	DR-1	125+22.9	LT	COMMERCIAL	CONCRETE	4.4	4.7	31.5			36.1			41.5								
	DR-2	127+28.7	LT	COMMERCIAL	CONCRETE	4.4	5.0	9.3			12.1			12.2								
	DR-3	127+80.0	LT	COMMERCIAL	ASPHALT	4.4	5.0	17.4			17.8			20.7								
	DR-4	129+57.0	LT	COMMERCIAL	BRICK	4.1	5.4	12.3			15.6			15.3								
	DR-5	127+12.9	RT	COMMERCIAL	CONCRETE	6.2	5.0	28.7			49.1			39.2								
PP21	DR-1	130+17.1	RT	COMMERCIAL	CONCRETE	5.1	7.1	30.0			43.3			43.5								
	DR-2	131+62.0	RT	COMMERCIAL	ASPHALT	4.5	10.0	17.7			25.9			30.3								
	DR-3	132+34.7	RT	COMMERCIAL	ASPHALT	4.5	5.0	32.2			35.8			36.6								
	DR-4	133+80.7	RT	COMMERCIAL	ASPHALT	4.5	5.0	25.8			21.3			24.1								
	DR-5	132+84.0	LT	COMMERCIAL	CONCRETE	3.8	5.0	16.2			17.5			17.8								
	DR-6	134+27.6	RT	COMMERCIAL	CONCRETE	4.5	5.0	25.8			30			29.8								
PP22	DR-1	137+47.8	LT	COMMERCIAL	ASPHALT	5.0	5.0	19.9			23.3			24.9								
	DR-2	139+11.2	LT	COMMERCIAL	ASPHALT	4.6	5.0	41.0			46.3			46.2								
	DR-3	138+74.9	RT	COMMERCIAL	ASPHALT	5.0	4.5	26.3			31.2			29.9								
PP23	DR-1	140+75.0	RT	COMMERCIAL	CONCRETE	4.5	5.0	26.3			30.1			30.2								
	DR-2	141+19.7	LT	COMMERCIAL	CONCRETE	4.8	5.0	30.3			34			35.3								
	DR-3	141+35.1	RT	COMMERCIAL	ASPHALT	4.5	5.0	28.2			31.2			32.2								
	DR-4	142+36.5	RT	COMMERCIAL	ASPHALT	5.0	5.0	26.3			31.9			31.9								
PP24	DR-1	145+39.7	RT	COMMERCIAL	ASPHALT	5.0	15.5	16.8			22			44.6								
	DR-2	145+73.3	RT	COMMERCIAL	BRICK	5.0	5.5	20.4			27.3			26.6								
	DR-3	145+91.6	LT	COMMERCIAL	ASPHALT	5.0	6.6	37.7			52.2			51.2								
	DR-4	148+12.0	LT	COMMERCIAL	ASPHALT	3.0	0.0	20.1			8			7.7								
	DR-5	148+16.3	RT	COMMERCIAL	ASPHALT	5.0	0.0	23.4			14.7			14.7								
	DR-6	149+01.5	RT	COMMERCIAL	CONCRETE	5.0	0.0	11.7			8.2			8.2								
	DR-7	147+15.5	RT	COMMERCIAL	ASPHALT	5.0	0.0	18.1			12.8			12.3								
PP25	DR-1	152+60.2	LT	COMMERCIAL	ASPHALT	6.5	0.0	17.4			23.5			17.6								
TOTALS CARRIED TO SHEET 281											1124.9	0	26.7	1135.2	0							

CALCULATED: PSB
CHECKED: TMA

BROADWAY – DRIVE SUBSUMMARY

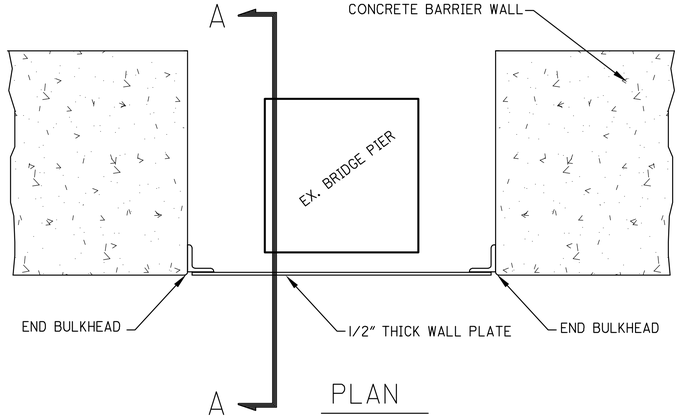
BROADWAY AVE.
CUY-14-2.72

SHEET NO.	REFERENCE NO.	STATION	SIDE	DRIVE TYPE	DRIVE MATERIAL	APRON LENGTH "L1"	DRIVEWAY LENGTH "L2"	WIDTH "W"	R1 (LEFT SIDE RADII OF DRIVE LOOKING FROM CL)	R2 (RIGHT SIDE RADII OF DRIVE LOOKING FROM CL)	202 PAVEMENT REMOVED FOR DRIVES	203 EXCAVATION NOT INCLUDING EMBANKMENT CONSTRUCTION	452 6" NON-REINFORCED CONCRETE PAVEMENT, FOR DRIVEWAYS, AS PER D-23	452 8" NON-RREINFORCED CONCRETE PAVEMENT, FOR DRIVEWAYS, AS PER D-23	609 CURB, TYPE 6, AS PER D-23									
									FT.	FT.	SQ. YD.	CU. YD.	SQ. YD.	SQ. YD.	FT.									
PP26	DR-1	155+56.0	RT	COMMERCIAL	ASPHALT	4.0	5.0	16.3			17.9			18.6										
	DR-2	158+05.7	RT	COMMERCIAL	CONCRETE	2.0	5.0	14.4			12.0			12.0										
PP27	DR-1	160+96.6	RT	COMMERCIAL	GRAVEL	2.0	5.0	28.8			22.5			23.6										
	DR-2	162+30.3	RT	COMMERCIAL	CONCRETE	2.5	5.0	23.4			20.5			20.6										
	DR-3	163+63.2	LT	COMMERCIAL	ASPHALT	5.0	0.0	15.6			11.5			14.2										
	DR-4	164+11.4	RT	COMMERCIAL	GRAVEL	5.0	5.4	20.3			24.0			30.8										
PP28	DR-1	165+57.7	LT	COMMERCIAL	CONCRETE	3.0	0.0	26.9			10.0			10.0										
	DR-2	167+43.3	LT	COMMERCIAL	GRAVEL	5.0	2.5	15.3			15.1			15.4										
	DR-3	167+73.9	LT	COMMERCIAL	GRAVEL	5.0	2.5	14.9			14.7			15.2										
	DR-4	168+11.4	LT	COMMERCIAL	ASPHALT	5.0	2.5	36.0			30.9			32.9										
	DR-5	169+16.4	LT	COMMERCIAL	ASPHALT	5.0	2.5	23.1			21.8			21.2										
PP29	DR-1	171+59.2	RT	COMMERCIAL	ASPHALT	5.0	4.5	14.9			18.6			20.0										
TOTALS FOR THIS SHEET											219.5	0	0	234.5	0									
TOTALS FROM 279											1173.8	0	1092.8	98.6	36.5									
TOTALS FROM SHEET 280											1124.9	0	26.7	1135.2	0									
TOTALS CARRIED TO GENERAL SUMMARY											2,518	0	1,120	1,468	37									

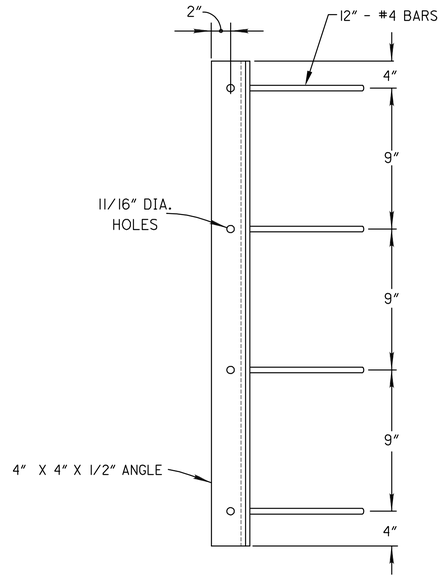
CALCULATED: PSB
CHECKED: TMA

BROADWAY – DRIVE SUBSUMMARY

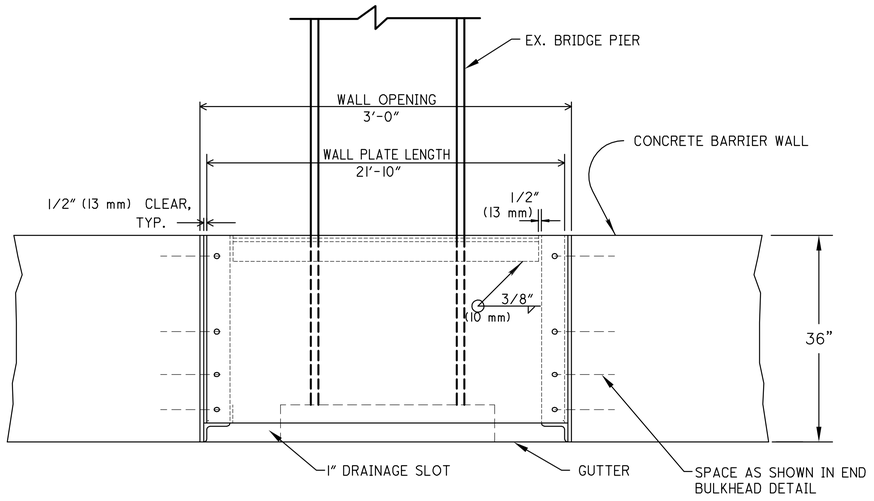
BROADWAY AVE.
CUY-14-2.72



PLAN



END BULKHEAD DETAIL



SECTION A-A

NOTES

1. Structural steel shall meet the requirements of 711.02.
2. Fabricate the end bulkhead 35"
3. After fabrication and galvanizing, assemble the parts and ship to the job site as a unit.

ITEM 630 –BARRIER WALL ASSEMBLY, AS PER PLAN

THIS ITEM OF WORK INCLUDES FURNISHING AND INSTALLING A BARRIER WALL ASSEMBLY AT THE LOCATIONS SHOWN ON THE PLANS IN ACCORDANCE WITH THE DETAILS SHOWN ON THIS SHEET. THE INTENT OF THE BARRIER WALL ASSEMBLTY IS TO PROTECT THE PIERS UNDER THE RAILROAD BRIDGE LOCATED NEAR HARVARD AVENUE.

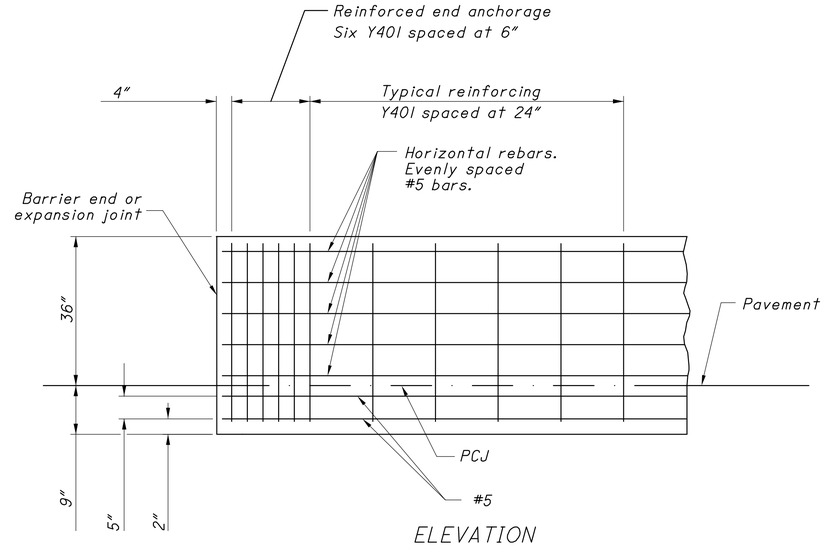
PAYMENT SHALL BE MADE, AFTER ACCEPTANCE OF EACH INSTALLATION, AT THE CONTRACT UNIT PRICE BID FOR ITEM 630 BARRIER WALL ASSEMBLY, AS PER PLAN PER EACH AND SHALL INCLUDE ALL LABOR, MATERIALS, EQUIPMENT AND INCINDENTALS REQUIRED TO FURNISH AND INSTALL THE BARRIER ASSEMBLY COMPLETE IN PLACE.

NOTES

CONTRACTION JOINTS: Maximum allowable spacing of unsealed joints is 20' [6.0 m] throughout the run of the barrier. Construct joints by using metal inserts inside the forms, preformed full width joint filler, a grooving tool, or by sawing. Inserts, tooled or sawed joints will have a 3" [75] minimum depth.

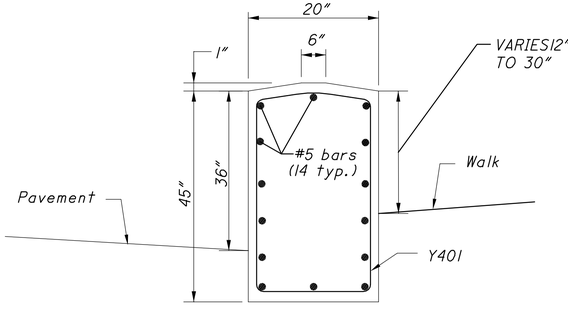
Construct all joints for the full height of the barrier. Saw as soon as curing will allow to prevent spalling. When used in conjunction with concrete pavement, match joints to those in the concrete pavement but not exceeding the maximum allowable spacing.

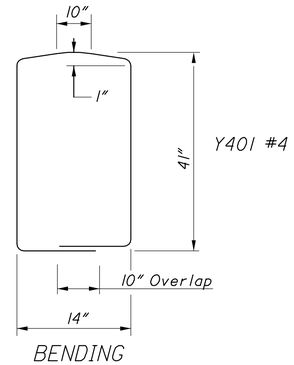
SEALING JOINTS: Use a butt longitudinal joint between the barrier and any adjoining concrete pavement sealed with CMS 705.04 joint sealer.



ELEVATION

REINFORCED END ANCHORAGES are required at the ends of concrete barrier runs and at interruptions in barrier caused by expansion joints. When barrier does not abut another barrier run, construct the last 3' using the detail as shown here.



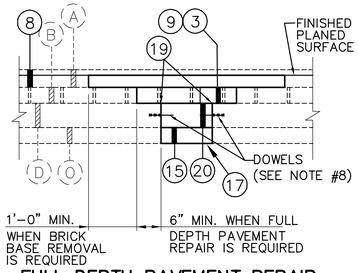


BENDING DIAGRAM

TYPICAL SECTIONS

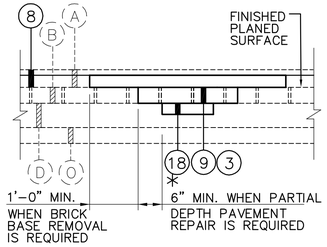
BROADWAY AVE.
CUY-14-2.72

283
1



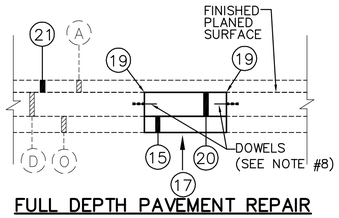
FULL DEPTH PAVEMENT REPAIR WITH A BRICK BASE

NO SCALE



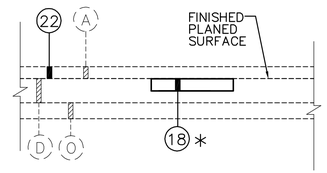
PARTIAL DEPTH PAVEMENT REPAIR WITH A BRICK BASE

NO SCALE



FULL DEPTH PAVEMENT REPAIR WITH A CONCRETE BASE

NO SCALE



PARTIAL DEPTH PAVEMENT REPAIR WITH A CONCRETE BASE

NO SCALE

* SEE PARTIAL DEPTH PAVEMENT REPAIR DETAIL THIS SHEET

NOTES:

REMOVAL/REPLACEMENT OF REMAINING (AFTER PLANING) ASPHALT FOR PARTIAL AND FULL DEPTH PAVEMENT REPAIR

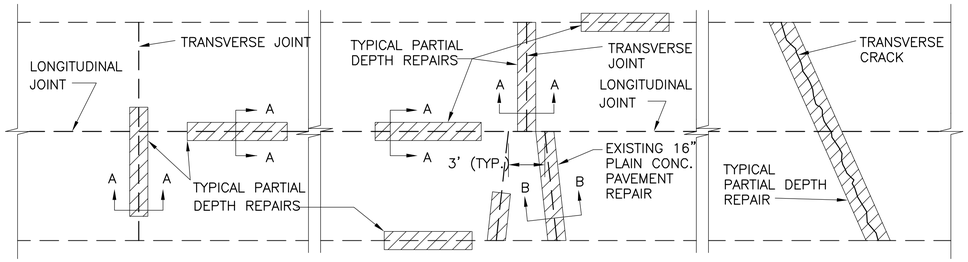
1. SEE ITEMS 255, AS PER PLAN, NOTES ON SHEETS ___.
2. REMOVE REMAINING ASPHALT WITH ITEM 202 – WEARING COURSE REMOVED, AS PER PLAN.
3. FOR REPLACEMENT DEPTHS IN EXCESS OF 3", USE ITEM 301 MATERIAL.
4. FOR REPLACEMENT DEPTHS RANGING FROM 1–1/2" TO 3", USE ITEM 448 – INTERMEDIATE COURSE, TYPE 2 MATERIAL.
5. FOR REPLACEMENT DEPTHS RANGING FROM 1/2" TO 1–1/2", USE ITEM 448 – INTERMEDIATE COURSE, TYPE 1 MATERIAL.
6. SIMPLY REPLACE DEPTHS LESS THAN 1/2" WITH THE PROPOSED INTERMEDIATE COURSE OVERLAY.
7. PLACE AND COMPACT THE ABOVE ASPHALT CONCRETE REPLACEMENT MATERIALS (301 AND 448) IN ONE OR MORE LIFTS IN ACCORDANCE WITH 252.04 OF THE SPECIFICATIONS.
8. FOR DOWEL SIZE AND SPACING SEE CITY OF CLEVELAND STANDARD CONSTRUCTION DRAWING PR 1

PROPOSED LEGEND:

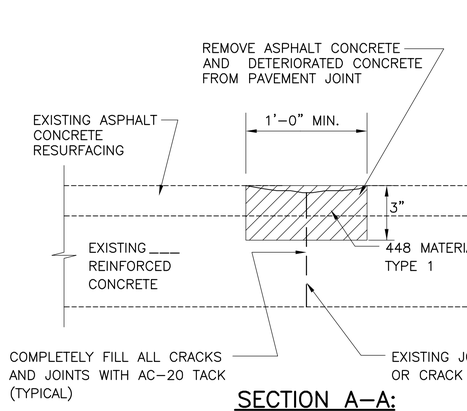
(1) ITEM 448 – 1.5" ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG70–22M, AS PER PLAN
(2) ITEM 448 – 1.5" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, PG70–22M, AS PER PLAN
(3) ITEM 301 – 6" ASPHALT CONCRETE BASE, PG64–22
(3A) ITEM 301 – ASPHALT CONCRETE LEVELING COURSE, PG64–22, VARIES 4" TO 6"
(4) ITEM 407 – TACK COAT – SS–1 RUBBERIZED ASPHALT EMULSION (702.13) (0.10 GAL./SY)
(5) ITEM 407 – TACK COAT, FOR INTERMEDIATE COURSE (0.05 GAL./SY)
(6) ITEM 609 – CURB, TYPE 6
(7) ITEM 605 – 6" SHALLOW PIPE UNDERDRAIN WITH FABRIC WRAP, AS PER PLAN
(8) ITEM 254 – PAVEMENT PLANING, ASPHALT CONCRETE (VARIES 3" TO 8")
(9) ITEM 202 – BRICK BASE & GROUT REMOVED
(10) ITEM 608 – 4" CONCRETE WALK
(11) ITEM SPECIAL – GLASS GRID (CG200)
(12) ITEM 609 – CURB, TYPE 2B
(13) ITEM 622 – CONCRETE BARRIER, ????REINFORCED TYPE D?????
(14) ITEM 609 – CONCRETE MEDIAN (6")
(15) ITEM 304 – AGGREGATE BASE (6")
(16) ITEM 202 – TRACK & TIE REMOVED, AS PER PLAN
(17) ITEM 204 – SUBGRADE COMPACTION
(18) ITEM 251 – PARTIAL DEPTH PAVEMENT REPAIR, AS PER PLAN
(19) ITEM 255 – FULL DEPTH PAVEMENT SAWING
(20) ITEM 255 – CONCRETE BASE REMOVAL AND RIGID REPLACEMENT, CLASS MS, AS PER PLAN
(21) ITEM 202 – CONCRETE TRAFFIC ISLAND REMOVED
(22) ITEM 202 – WEARING COURSE REMOVED
(23) ITEM 203 – EXCAVATION

EXISTING LEGEND:

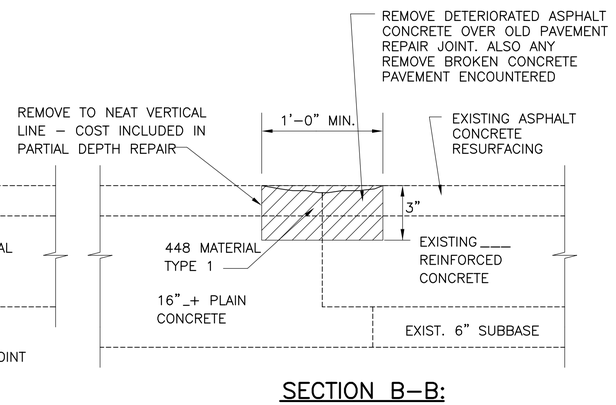
(A) EXISTING VARIABLE DEPTH ASPHALT CONCRETE, MIN=1"/MAX=5.75"
(B) EXISTING 5.5"± GRANITE PAVING STONE
(C) EXISTING 2"± GROUT
(D) EXISTING 7"± PORTLAND CEMENT CONCRETE
(E) EXISTING 5" X 20" SANDSTONE CURB
(F) EXISTING TROLLEY TRACK RAIL
(G) EXISTING 8" X 6" – 8' TRACK TIE
(H) EXISTING VITRIFIED CLAY PIPE UNDERDRAIN
(I) EXISTING 4"± BALLAST
(J) EXISTING 4" CONCRETE WALK
(K) EXISTING 3"± ASPHALT CONCRETE
(L) EXISTING 6"± ASPHALT CONCRETE
(M) EXISTING 9"± PORTLAND CEMENT CONCRETE
(N) EXISTING 6" PIPE UNDERDRAINS
(O) EXISTING SUBBASE
(P) EXISTING 4"± BRICK
(Q) EXISTING LOW SLUMP MORTAR (LSM)
(R) EXISTING GUARDRAIL
(S) EXISTING ASPHALT BIKE PATH



PLAN:



SECTION A–A:



SECTION B–B:

ITEM 251 – PARTIAL DEPTH PAVEMENT REPAIR DETAILS

PAVEMENT REPAIR DETAILS

BROADWAY AVE. CUY–14–2.72