

STATE OF OHIO
DEPARTMENT OF TRANSPORTATION

CUY QUIGLEY RD/WEST 3RD ST

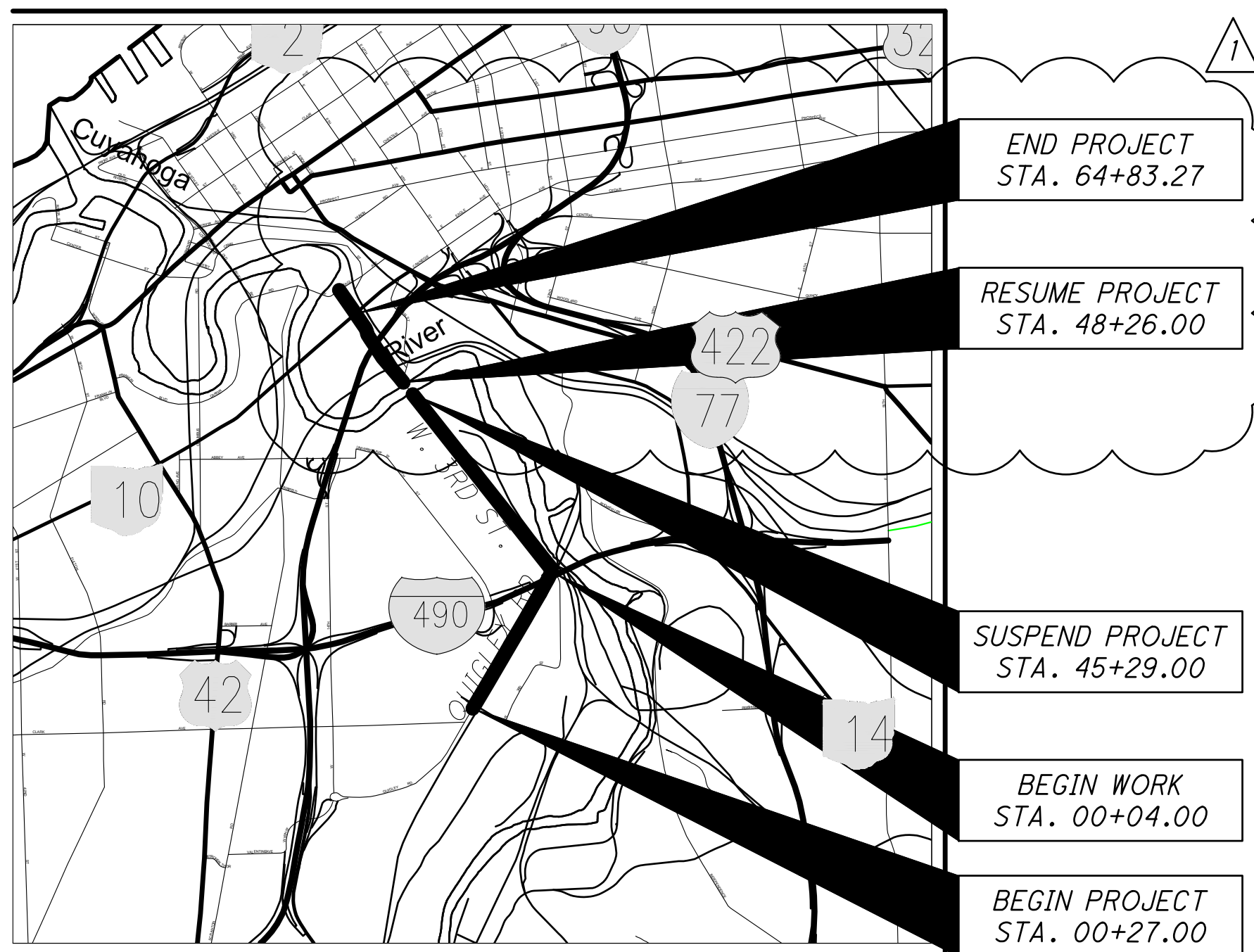
**CITY OF CLEVELAND
CUYAHOGA COUNTY
FINAL TRACINGS**

PROJECT DESCRIPTION

RESURFACING 0.6 MILES OF QUIGLEY RD. FROM CLARK AVE. TO W. 3RD ST. AND 1.2 MILES OF W. 3RD ST. FROM QUIGLEY RD. TO CENTRAL AVE. IN THE CITY OF CLEVELAND. THIS PROJECT ALSO INCLUDES PAVEMENT BASE REPAIRS, CASTING ADJUSTMENTS, ADA COMPLIANT CURB RAMPS, AND NEW PAVEMENT MARKINGS AND SIGNAGE.

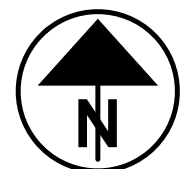
EARTH DISTURBED AREA

PROJECT EARTH DISTURBED AREA: 0.0 AC
ESTIMATED CONTRACTOR EARTH DISTURBED AREA: 0.0 AC
NOTICE OF INTENT EARTH DISTURBED AREA: N/A*
*MAINTENANCE PROJECT



LOCATION MAP

LATITUDE: N 41°28'58" LONGITUDE: W 81°40'48"



- PORTION TO BE IMPROVED
- INTERSTATE HIGHWAY
- FEDERAL ROUTES
- STATE ROUTES
- COUNTY & TOWNSHIP ROADS
- OTHER ROADS



DESIGN DESIGNATION

	<u>QUIGLEY RD.</u>	<u>W. 3RD ST.</u>
CURRENT ADT (2023)	4,500	1,900
DESIGN YEAR ADT (2043)	4,500	1,900
DESIGN HOURLY VOLUME (2043)	1,000	250
DIRECTIONAL DISTRIBUTION	87.6%	63.9%
TRUCKS (24 HOUR B&C)	19%	22%
DESIGN SPEED	35 MPH	35 MPH/25 MPH
LEGAL SPEED	35 MPH	35 MPH/25 MPH
DESIGN FUNCTIONAL CLASSIFICATION:	URBAN MAJOR COLLECTOR	URBAN MAJOR COLLECTOR
NHS PROJECT	NO	NO

DESIGN EXCEPTIONS

ADA DESIGN WAIVER: REQUIRED

INDEX OF SHEETS:

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2023 SPECIFICATIONS

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

I HEREBY APPROVE THESE PLANS AND DECLARE THAT THE MAKING OF THIS IMPROVEMENT WILL REQUIRE THE PART-TIME CLOSING OF THE HIGHWAY TO TRAFFIC, AS NOTED ON SHEETS 26 & 27, DURING WHICH TIME DETOURS WILL BE PROVIDED AS SHOWN HEREIN. PROVISIONS FOR THE MAINTENANCE AND SAFETY OF TRAFFIC WILL BE AS SET FORTH ON THE PLANS AND ESTIMATES.

OUPS TICKETS

A310105153	04/11/2023
A310105158	04/11/2023
A310105168	04/11/2023
A310105174	04/11/2023
A310105184	04/11/2023
A310105192	04/11/2023
A310105198	04/11/2023
A310105212	04/11/2023

APPROVED: John Picuri, P.E., S.I.
District 12 Deputy Director

APPROVED: Jack Marchbanks, PhD
Director, Department of Transportation

UNDERGROUND UTILITIES
CONTACT TWO WORKING DAYS BEFORE YOU DIG

OHIO811, 8-1-1, 1-800-362-2764
(Non-members must be called directly)

PLAN PREPARED BY:



ENGINEERS SEAL:

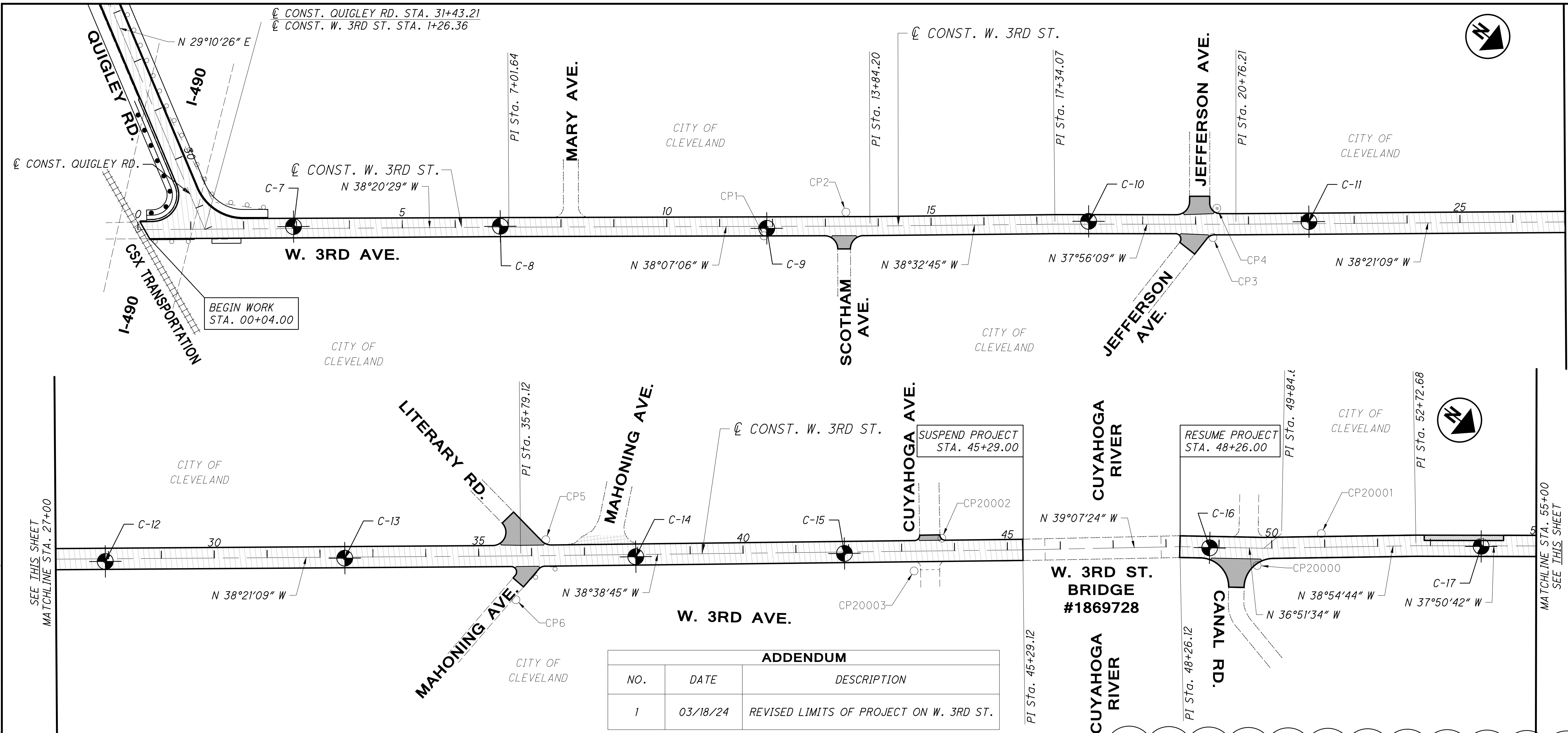
SIGNED: David E. Neumeier
DATE: 03/26/24

STANDARD CONSTRUCTION DRAWINGS						SUPPLEMENTAL SPECIFICATIONS	SPECIAL PROVISIONS
BP-1.1	7/28/00	RM-1.1	1/20/23	TC-41.20	10/18/13	800-2023	CITY OF CLEVELAND
BP-2.1	1/21/22			TC-41.30	4/21/23	10/20/2023	D-SPECS
BP-2.2	1/15/21	DM-1.1	7/17/20	TC-41.40	10/18/13	821 4/20/12	
BP-2.5	1/21/22	DM-1.2	7/16/21	TC-42.20	10/18/13	832 7/21/23	D03
BP-3.1	1/21/22			TC-52.10	10/18/13	874 4/17/20	D11
BP-3.2	1/18/19	DM-4.1	7/17/20	TC-52.20	1/15/21	875 1/18/19	D17
		DM-4.3	1/15/16	TC-74.10	7/21/23	921 4/20/12	D25
BP-4.1	7/19/13	DM-4.4	1/15/16				D36
BP-5.1	7/15/22						D38
BP-7.1	7/21/23	MT-97.10	4/19/19				D39
		MT-97.11	1/20/17				D40
MGS-1.1	7/16/21	MT-101.60	4/21/23				D41
MGS-2.1	1/19/18	MT-101.90	7/17/20				D47
MGS-4.2	7/19/13	MT-105.10	1/17/20				
MGS-5.3	7/15/16	MT-110.10	7/19/13				

FEDERAL PROJECT NO. E230994
PID NO. 118994
CONSTRUCTION PROJECT NO.
RAILROAD INVOLVEMENT NONE
CUY QUIGLEY RD/WEST 3RD ST
1/143

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MATCHLINE STA. 27+00
SEE THIS SHEET

MATCHLINE STA. 55+00
SEE THIS SHEET

SEE PLAN

HORIZONTAL SCALE IN FEET

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**SCHEMATIC PLAN
W. 3RD ST.**

**CUY QUIGLEY
RD/WEST 3RD ST**

NOTES

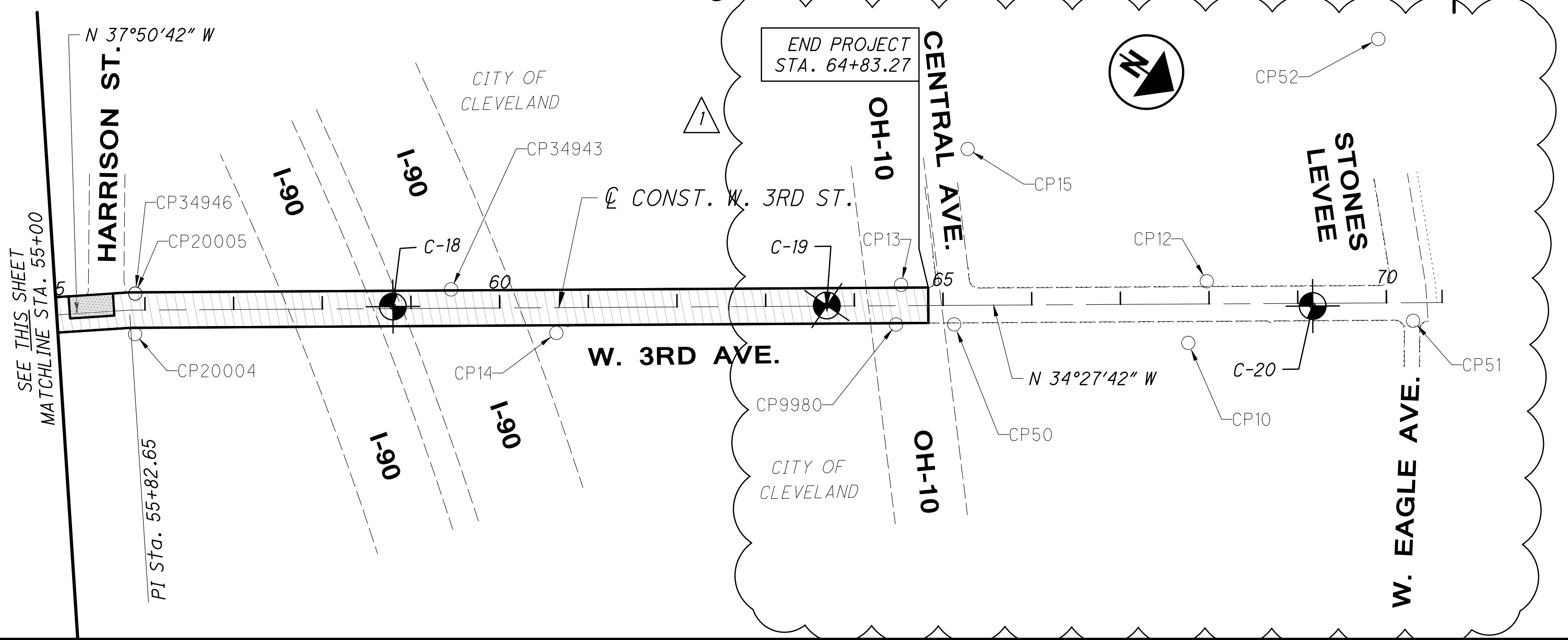
THE \varnothing CONST. W. 3RD ST. ALIGNMENT IS FOR QUANTITY PURPOSES ONLY.
THE ALIGNMENT WAS NOT GENERATED BY A FIELD SURVEY.

LEGEND

- ITEM 253 - PAVEMENT REPAIR, MISC.: FULL DEPTH ASPHALT
- ITEM 255 - FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS QC 1, AS PER PLAN
- ITEM 441 - 1.25" ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), AS PER PLAN (PG70-22M)
- ITEM 441 - 1.25" ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), AS PER PLAN (PG64-22)
- PAVEMENT CORE LOCATION

PAVEMENT CORE TABLE				
CORE NUMBER	ASPHALT (INCHES)	BRICK (INCHES)	CONCRETE (INCHES)	TOTAL (INCHES)
C-7	9	-	-	9
C-8	8	-	-	8
C-9	1.5	-	8.75	10.25
C-10	3.25	-	10.5	13.75
C-11	6.25	6	-	12.25
C-12	6.5	6.5	-	13
C-13	3.75	-	11.5	15.25
C-14	2.5	6	-	8.5
C-15	3.5	-	10	13.5
C-16	4.5	-	10	14.5
C-17	6.5	5.5	-	12
C-18	6	6	-	12
C-19	5.5	7	-	12.5
C-20	5.5	6	-	11.5

ADDENDUM		
NO.	DATE	DESCRIPTION
1	03/18/24	REVISED LIMITS OF PROJECT ON W. 3RD ST.



SEE THIS SHEET
MATCHLINE STA. 55+00

GENERAL (CONT'D)

PERMITS

IN THE CITY OF CLEVELAND, ALL STREET PERMITS MUST BE OBTAINED FROM THE DIVISION OF ASSESSMENTS AND LICENSES PRIOR TO BEGINNING ANY WORK. STREET PERMITS INCLUDE BUT ARE NOT LIMITED TO STREET OPENING PERMIT, OVERLOAD PERMIT, OBSTRUCTION PERMIT, AND/OR SIDEWALK PERMIT, AND MAY BE OBTAINED THROUGH THE FOLLOWING CONTACT:

CITY OF CLEVELAND
DEPARTMENT OF FINANCE
DIVISION OF ASSESSMENTS AND LICENSES
601 LAKESIDE AVENUE, ROOM 122
CLEVELAND, OHIO 44114
PHONE: (216) 664-2260 / (216) 664-2174
FAX: (216) 664-4592
E-MAIL: DALPERMITS@CITY.CLEVELAND.OH.US

ALL STREET OPENING REPAIRS, CURB REPAIRS, AND/OR SIDEWALK REPAIRS, EITHER INCIDENTAL TO THE PROJECT OR PART OF THE PROJECT, MUST BE PERFORMED IN ACCORDANCE TO CITY OF CLEVELAND STANDARDS. A COPY OF THE STANDARDS CAN BE OBTAINED FROM THE OFFICE OF CAPITAL PROJECTS, DIVISION OF ENGINEERING AND CONSTRUCTION BY CALLING (216) 664-2381.

ALL STREET PERMITS, FEES AND CHARGES SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR AND THEIR ASSOCIATED COST SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE BID FOR THE PERTINENT WORK ITEMS. FOR BIDDING PURPOSES, FEES AND CHARGES MAY BE OBTAINED FROM THE DEPARTMENT OF FINANCE, DIVISION OF ASSESSMENTS AND LICENSES AT (216) 664-2260 / (216) 664-2174.

RAILWAY RIGHT-OF-WAY

CONTRACTOR IS NOT PERMITTED TO DO ANY WORK IN THE CSX RAILWAY RIGHT-OF-WAY. ANY NECESSARY WORK IN THE RIGHT-OF-WAY MUST BE APPROVED BY CSX TRANSPORTATION AND ODOT AT LEAST 2 WEEKS PRIOR.

ROADWAY

ADA WAIVER

AN APPROVED ADA DESIGN WAIVER IS REQUIRED ON THIS PROJECT. THE FOLLOWING FEATURES LISTED BELOW CANNOT FEASIBLY BE CONSTRUCTED TO MEET ADA GUIDELINES.

ADA FEATURE	ADA DESIGN WAIVER APPROVAL DATE	SHEET NUMBER(S)
CW-4	11/15/2023	46, 59
CW-6	11/15/2023	46, 60
CW-7	11/15/2023	50, 60
CW-8	11/15/2023	50, 60
CW-9	11/15/2023	50, 60
CW-10	11/15/2023	50, 60
CW-12	11/15/2023	50, 61
CW-14	11/15/2023	50, 61
CW-15	11/15/2023	51, 62
CW-16	11/15/2023	51, 62
CW-17	11/15/2023	53, 62
CW-18	11/16/2023	53, 62

CLEARING AND GRUBBING. AS PER PLAN

ALTHOUGH THERE ARE NO TREES OR STUMPS SPECIFICALLY MARKED FOR REMOVAL WITHIN THE LIMITS OF THE PROJECT, A LUMP SUM QUANTITY IS INCLUDED IN THE GENERAL SUMMARY FOR ITEM 201, CLEARING AND GRUBBING. ALL PROVISIONS AS SET FORTH IN THE SPECIFICATIONS UNDER THIS ITEM ARE INCLUDED IN THE LUMP SUM PRICE BID FOR ITEM 201, CLEARING AND GRUBBING.

ITEMS 202, 255, 452, 608, 609 ETC. REMOVAL ITEMS. AS PER PLAN

THE COST OF REMOVING AND DISPOSING OF ITEMS PURSUANT TO ITEM 202.05 INCLUDING BUT NOT LIMITED TO PAVEMENT, CONCRETE, AGGREGATE BASE COURSE, WEARING COURSE, SIDEWALKS, CURBS, AND DRIVEWAYS SHALL INCLUDE THE COST OF FULL DEPTH SAW CUTTING. NO SEPARATE PAYMENT SHALL BE MADE FOR FULL DEPTH SAW CUTTING FOR THE REMOVAL OF THESE ITEMS.

ITEM 202 - PAVEMENT REMOVED. AS PER PLAN

ALL REQUIREMENTS OF ODOT CMS 202 SHALL APPLY EXCEPT AS MODIFIED HEREIN:

CONTRACTOR SHALL TAKE CARE TO NOT DAMAGE THE BRICKS DURING REMOVAL. CONTRACTOR SHALL THEN CLEAN BRICKS AND STORE THEM IN A SAFE LOCATION FOR SALVAGE BY THE CITY.

IF THE CITY DOES NOT WISH TO SALVAGE BRICK PAVERS, THE CONTRACTOR SHALL REMOVE AND DISPOSE OF THE BRICKS IN ACCORDANCE WITH ODOT CMS 202.

THE FOLLOWING QUANTITY HAS BEEN CARRIED THROUGH TO THE GENERAL SUMMARY.

ITEM 202 - PAVEMENT REMOVED, AS PER PLAN 186 SY

ITEM 202 - WALK REMOVED. AS PER PLAN

ITEM 202 - CURB REMOVED. AS PER PLAN

WALK REMOVED AND CURB REMOVED SHALL BE IN CONFORMANCE WITH ODOT CMS 202.05. THE FOLLOWING CONTINGENCY QUANTITIES HAVE BEEN CARRIED THROUGH TO THE GENERAL SUMMARY, FOR USE AS DIRECTED BY THE ENGINEER:

ITEM 202 - WALK REMOVED, AS PER PLAN
ITEM 202 - CURB REMOVED, AS PER PLAN

6,200 SF
1,250 FT

ITEM 202 - REMOVAL MISC.: TRACK REMOVED (D-17)

ALL REQUIREMENTS OF ODOT CMS 202 AND CITY OF CLEVELAND DETAIL SPECIFICATION 17 SHALL APPLY EXCEPT AS MODIFIED HEREIN:

IT IS ANTICIPATED THAT OLD RAILROAD TRACKS ARE BURIED UNDER THE EXISTING ASPHALT AND MAY REQUIRE REMOVAL AS A PART OF THIS PROJECT "AS DIRECTED BY THE ENGINEER." HISTORIC MAPS SHOW THERE WERE RAILROAD TRACKS AT ONE TIME (ONE TRACK), CROSSING QUIGLEY RD. NEAR W. 7TH ST. THE EXACT LOCATION, LIMITS, AND TYPE OF TRACK IS UNKNOWN.

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

IN THE AREAS OF COMPLETE PAVEMENT REMOVAL AND REPLACEMENT, ANY PART OF THE TRACK WHICH IS BELOW THE PROPOSED GRADE SHALL BE REMOVED AND REPLACED WITH ITEM 304 - AGGREGATE BASE, AS PER PLAN.

ANY ADDITIONAL EXCAVATION OR EMBANKMENT REQUIRED BETWEEN BOTTOM OF THE TRACK BASE AND THE PROPOSED SUBGRADE 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 AND BACKFILL AND EXISTING UNDERDRAIN UNDER TRACKS WILL BE MADE.

THE FOLLOWING CONTINGENCY QUANTITIES ARE TO BE USED FOR AREAS DETERMINED AFTER ASPHALT PAVEMENT PLANING HAS BEEN PERFORMED AND THE EXTENTS OF THE TRACKS HAVE BEEN LOCATED IN THE FIELD AND "AS DIRECTED."

ITEM 202 - REMOVAL MISC.: TRACK REMOVED 65 SY
ITEM 203 - EXCAVATION 12 CY
ITEM 204 - SUBGRADE COMPACTION 65 SY
ITEM 304 - AGGREGATE BASE, AS PER PLAN (6" MIN.) 12 CY
ITEM 305 - 9" CONCRETE BASE, CLASS QC 1P 65 SY

ADDENDUM

NO.	DATE	DESCRIPTION
1	03/18/24	REMOVED CURB RAMPS NO LONGER INCLUDED IN PROJECT
1	03/18/24	REVISED ITEM 202 - WALK REMOVED, AS PER PLAN AND ITEM 202 - CURB REMOVED, AS PER PLAN CONTINGENCY QUANTITIES

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GENERAL NOTES

CUY QUIGLEY
RD/WEST 3RD ST

ROADWAY (CONT'D)

ITEM 209 - RESHAPING UNDER GUARDRAIL

TREATED SHOULDER WIDTH BEYOND THE LIMITS OF THE COMPACTED AGGREGATE SHALL BE GRADED TO PROVIDE POSITIVE DRAINAGE INTO THE DITCH AND SHALL BE PERFORMED ONLY IN THE AREAS NECESSARY. RESHAPING SHALL BE ACCOMPLISHED BY THE REMOVAL OF, OR ADDITION OF MATERIAL TO PROVIDE A 0.08 SLOPE TO THE DITCH BREAK POINT. IF NO DITCH IS PRESENT, GRADE TO MEET EXISTING. EXCESS MATERIAL SHALL BE WINDROWED ON THE SHOULDER. THE RESHAPED AREAS SHALL BE COMPACTED TO A SUFFICIENT DENSITY TO PREVENT EROSION UNTIL SEEDING AND MULCHING AS PER 659 IS PERFORMED. ALL EXCESS MATERIAL SHALL BE REMOVED FROM THE BERMS AND NOT ALLOWED TO ENTER THE DITCH LINE AND SHALL BE DISPOSED OF OFF THE PROJECT BY THE CONTRACTOR.

THE METHOD OF MEASUREMENT OF ITEM 209 RESHAPING UNDER GUARDRAIL SHALL BE STATIONS, WITH ONE STATION EQUAL TO 100 LINEAR FEET. THE DISTANCE SHALL BE MEASURED ALONG EACH EDGE OF PAVEMENT. ALL MATERIALS, LABOR, EQUIPMENT, TOOLS, AND INCIDENTALS NECESSARY TO COMPLETE THE WORK SHALL BE INCLUDED IN THE UNIT BID PRICE FOR ITEM 209 RESHAPING UNDER GUARDRAIL. IN AREAS WHERE GRADING IS NOT REQUIRED BEYOND THE 617 LIMIT, RESHAPING UNDER GUARDRAIL WILL BE NON-PERFORMED AS DIRECTED BY THE ENGINEER.

LINEAR GRADING

AREAS WHERE THE SHOULDER IS HIGHER THAN THE EDGE OF PAVEMENT WILL BE GRADED TO PROVIDE POSITIVE DRAINAGE. THIS WORK WILL ONLY BE PERFORMED IN AREAS NECESSARY AND WILL NOT BE PERFORMED ON THE ENTIRE PROJECT. AREAS FOR THE WORK WILL BE MARKED BY THE PROJECT ENGINEER. UNDER NO CIRCUMSTANCES WILL THIS WORK BE PERFORMED CONCURRENTLY WITH ANY OTHER OPERATION.

GRADING WILL BE ACCOMPLISHED BY THE REMOVAL OF MATERIAL TO PROVIDE A 0.08 POSITIVE SLOPE. THE GRADED AREAS WILL BE COMPACTED TO A SUFFICIENT DENSITY TO PREVENT EROSION UNTIL SEEDING AND MULCHING IS PERFORMED. ALL EXCESS MATERIAL WILL BE REMOVED FROM THE BERMS AND WILL BE DISPOSED OF OFF THE PROJECT BY THE CONTRACTOR.

SEEDING AND MULCHING, FERTILIZER, AND LIME WILL BE PERFORMED WITHIN A PERIOD NOT TO EXCEED 10 DAYS AFTER THE LINEAR GRADING.

THE QUANTITY OF ITEM 209 IS NOT PERMITTED TO BE INCREASED. REDUCTIONS IN QUANTITIES ARE PERMITTED AS DETERMINED BY THE PROJECT ENGINEER.

ALL MATERIALS, LABOR, EQUIPMENT, TOOLS, AND INCIDENTALS NECESSARY TO COMPLETE THIS WORK WILL BE INCLUDED IN THE UNIT PRICE FOR THE PERTINENT BID ITEM.

THE FOLLOWING QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY:

ITEM 659 - SEEDING AND MULCHING, CLASS 1	19 SY
ITEM 659 - COMMERCIAL FERTILIZER	1.20 TON
ITEM 659 - LIME	1.84 ACRE
ITEM 659 - WATER	24 MGAL

ITEM 606 - ANCHOR ASSEMBLY, MGS TYPE E

THIS ITEM SHALL CONSIST OF FURNISHING AND INSTALLING ANY OF THE GUARDRAIL END TERMINALS FOR TYPE MGS GUARDRAIL AS LISTED ON ROADWAY ENGINEERING'S WEB PAGE UNDER ROADSIDE SAFETY DEVICES FOR APPROVED GUARDRAIL END TREATMENTS. INSTALLATION SHALL BE AT THE LOCATIONS SPECIFIED IN THE PLANS, IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS.

THE FACE OF THE TYPE E IMPACT HEAD SHALL BE COVERED WITH REBOUNDABLE RETROREFLECTIVE SHEETING, PER CMS 730.191.

REFER TO THE MANUFACTURER'S INSTRUCTIONS REGARDING THE INSTALLATION OF, AND THE GRADING AROUND THE FOUNDATION TUBES AND GROUND STRUT. THE TOP OF ANY FOUNDATION TUBE SHOULD BE LESS THAN 4 INCHES ABOVE THE GROUND. THE PLACEMENT OF THE FOUNDATION TUBES SHOULD BE AN APPROPRIATE DEPTH BELOW THE LEVEL LINE IN ORDER TO MAINTAIN THE FINISHED GUARDRAIL HEIGHT OF 31 INCHES FROM THE EDGE OF THE SHOULDER.

ON-SITE GRADING IS REQUIRED IF THE TOP OF THE FOUNDATION TUBES OR TOP OF THE GROUND STRUT DOES PROJECT MORE THAN 4 INCHES ABOVE THE GROUND LINE.

PAYMENT FOR THE ABOVE WORK SHALL BE MADE AT THE UNIT PRICE BID FOR ITEM 606, ANCHOR ASSEMBLY, MGS TYPE E, EACH, AND SHALL INCLUDE ALL LABOR, TOOLS, EQUIPMENT AND MATERIALS NECESSARY TO CONSTRUCT A COMPLETE AND FUNCTIONAL ANCHOR ASSEMBLY SYSTEM, INCLUDING ALL RELATED TRANSITIONS, REFLECTIVE SHEETING, HARDWARE, GRADING, EMBANKMENT AND EXCAVATION NOT SEPARATELY SPECIFIED, AS REQUIRED BY THE MANUFACTURER.

ITEM 608 - 6" CONCRETE WALK, AS PER PLAN

IN ADDITION TO THE REQUIREMENTS OF ITEM 608 AND THE CONCRETE SPECIFICATIONS IN THESE PLANS, THE FOLLOWING SHALL APPLY:

THIS ITEM IS INTENDED FOR USE AS DIRECTED BY THE ENGINEER, TO REMOVE AND REPLACE STRUCTURALLY DEFICIENT SIDEWALK AND TO CORRECT TRIPPING HAZARDS. AREAS WHERE THIS APPLIES WILL INCLUDE ANY NECESSARY CONCRETE SIDEWALK ADJACENT TO INTERSECTION CORNERS WHERE NEW ADA CURB RAMPS ARE BEING INSTALLED. SPECIFIC LOCATIONS ARE SHOWN IN THE PLANS, AND AN ADDITIONAL ESTIMATED CONTINGENCY QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY TO BE USED AS DIRECTED BY THE ENGINEER FOR THIS PURPOSE.

ALL CONCRETE SHALL BE A MINIMUM OF 6" AS SPECIFIED AND HAVE A 2" COMPACTED SCREENING BED WHICH MEETS THE REQUIREMENTS 703.10 (LIMITED TO CRUSHED STONE). THE COST OF ALL LABOR, MATERIALS AND EQUIPMENT REQUIRED TO SAWCUT, EXCAVATE, PLACE AND COMPACT SCREENINGS BED, LAYOUT, AND FORM WORK, AND PLACEMENT OF NEW CONCRETE WALK SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE BID FOR ITEM 608 - 6" CONCRETE WALK, AS PER PLAN.

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

UNLESS OTHERWISE REQUIRED BY MUNICIPAL STANDARDS/ORDINANCES, THE FINAL SURFACE SHALL BE TEXTURED BY USE OF AN ACCEPTED BROOM SO AS TO PRODUCE A UNIFORM, GRITTY, TRANSVERSE TEXTURE, AFTER WHICH, THE CONTRACTOR IS REQUIRED TO RETRACE THE PREVIOUSLY FORMED JOINTS AND OUTSIDE EDGES OF THE WALK. (I.E. PICTURE FRAME).

THE COST OF THE MATERIAL AND LABOR ASSOCIATED WITH THE ABOVE WORK IS INCLUDED IN THE CONTRACT UNIT PRICE BID FOR ITEM 608 - 6" CONCRETE WALK, AS PER PLAN.

THE FOLLOWING CONTINGENCY QUANTITIES HAVE BEEN CARRIED THROUGH TO THE GENERAL SUMMARY, FOR USE AS DIRECTED BY THE ENGINEER:

ITEM 608: 6" CONCRETE WALK, AS PER PLAN



6" WALKWAY MISC.: BUS SIDEWALK PAD
204 - SUB. COMP. (INCIDENTAL)

ITEM 608 - WALKWAY, MISC.: BUS SIDEWALK PAD

ALL REQUIREMENTS OF ODOT CMS 608 SHALL APPLY EXCEPT AS MODIFIED HEREIN:

THE THICKENED EDGE JOINT SHALL BE IN ACCORDANCE WITH CUYAHOGA COUNTY SCD BP 2.6 AND AS DETAILED BELOW.

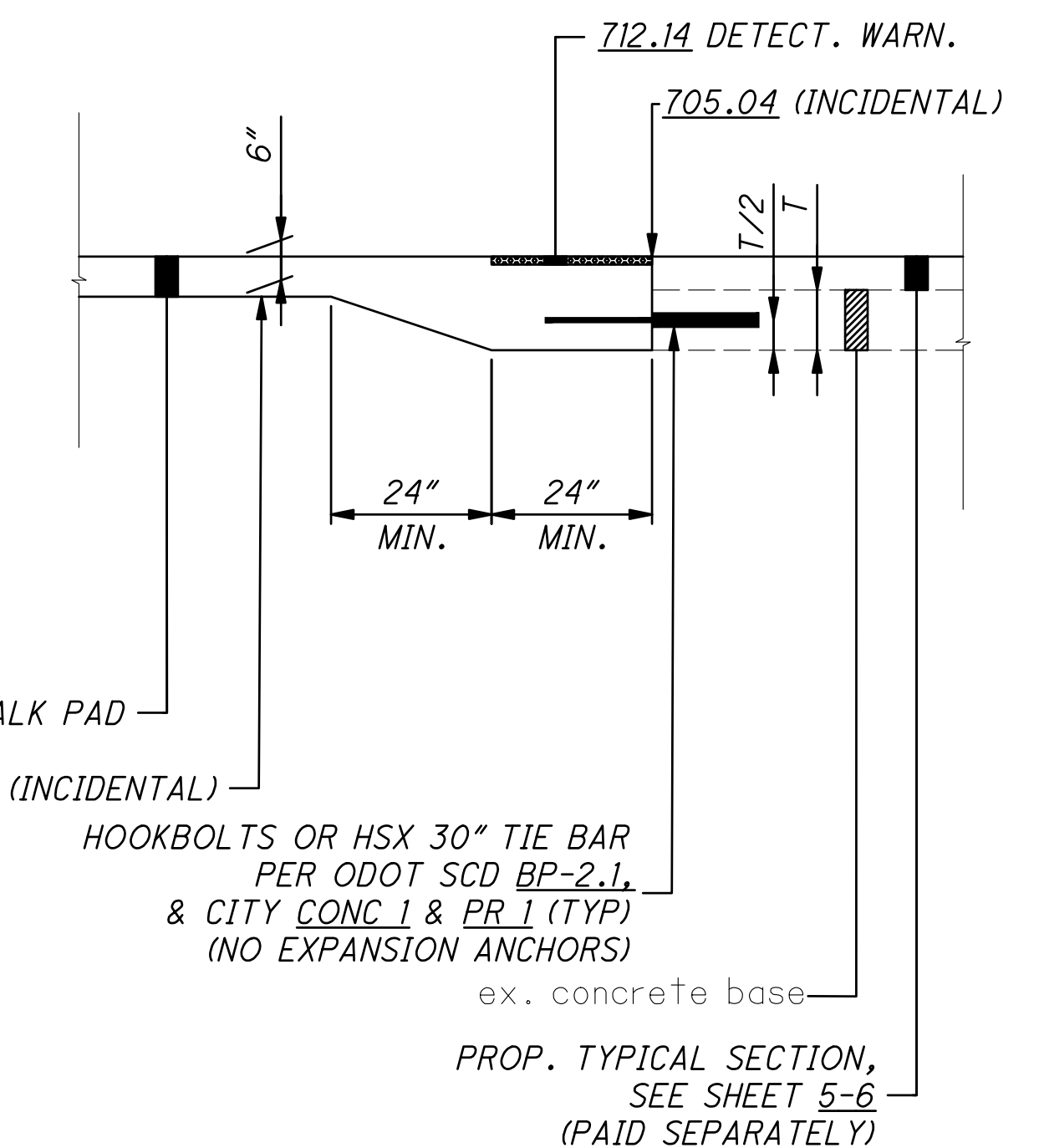
CONCRETE SHALL BE IN ACCORDANCE WITH ODOT CMS 451, CLASS QC 1 IN ACCORDANCE WITH ODOT CMS 499. REINFORCING SHALL BE TYPE III POLYPROPYLENE MACRO FIBERS IN ACCORDANCE WITH ODOT CMS 705.29. PRODUCT SHALL BE CONTAINED ON THE ODOT QUALIFIED PRODUCT LIST (QPL) OR AN APPROVED EQUAL.

THE CONTRACTOR SHALL PRODUCE A CLEAN VERTICAL FACE TO TIE THE PROPOSED CONCRETE PAD TO THE EXISTING CONCRETE BASE, UTILIZING A THICKENED EDGE JOINT, DETAILED BELOW. SHOULD A SAWCUT BE REQUIRED TO PRODUCE A VERTICAL FACE, SAWCUT SHALL BE PER ODOT CMS 252. COAT PAVEMENT FACE PER ODOT CMS 702.01. IT IS NOT THE INTENT TO ALTER OR CHANGE THE EXISTING EDGE OF PAVEMENT. NO ADDITIONAL PAYMENT WILL BE MADE FOR THICKENED EDGE JOINT.

DETECTABLE WARNINGS SHALL BE PER ODOT CMS 712.14. DETECTABLE WARNINGS SHALL BE LOCATED AT THE EDGE OF PAVEMENT, PER PROWAG R25.05 BOARDING PLATFORMS. PRODUCT SHALL BE CONTAINED ON THE ODOT APPROVED PRODUCT LIST (APL) OR AN APPROVED EQUAL.

THE AGGREGATE SHOULDER SHALL BE SUSPENDED THROUGH THE WALKWAY, MISC.: BUS SIDEWALK PAD AS SHOWN IN PLAN & ESTIMATED QUANTITIES - QUIGLEY RD., SEE SHEET 35.

THE COST FOR ALL LABOR, MATERIALS, TOOLS, AND INCIDENTALS SHALL BE INCLUDED IN THE UNIT PRICE BID PER SQUARE FOOT FOR ITEM 608 - WALKWAY, MISC.: BUS SIDEWALK PAD, AND SHALL CONSTITUTE FULL PAYMENT FOR THE WORK DESCRIBED ABOVE, INCLUDING BUT NOT LIMITED TO: 204 - SUB. COMP., DETECTABLE WARNING, FIBER REINFORCING, SAWCUTTING, TACK COAT, AND LOAD TRANSFER DEVICES.



ITEM 608 - WALKWAY, MISC.: BUS SIDEWALK PAD
N.T.S.

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ADDENDUM		
NO.	DATE	DESCRIPTION
1	03/18/24	REVISED ITEM 608 - 6" CONCRETE WALK, AS PER PLAN CONTINGENCY QUANTITIES

ROADWAY (CONT'D)

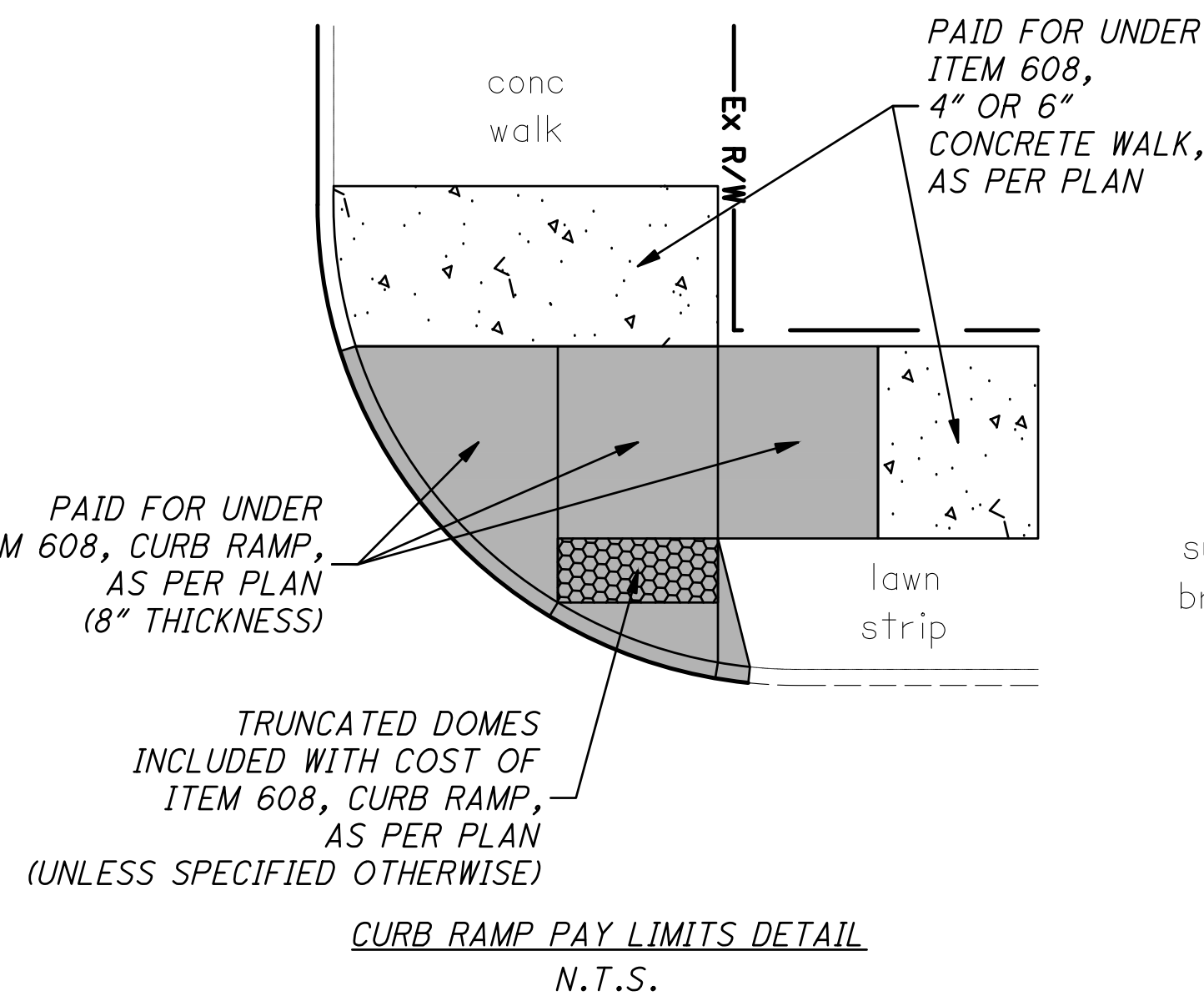
ITEM 608 - CURB RAMPS, AS PER PLAN

UNDER THIS PAY ITEM, THE CONTRACTOR SHALL BE RESPONSIBLE FOR LAYING OUT AND CONSTRUCTING AMERICANS WITH DISABILITIES ACT (ADA) COMPLIANT CURB RAMPS AND LANDINGS THAT CONFORM TO ODOT BP-7.1 SHALL BE USED AS A BASE FOR CONSTRUCTION OF THE CURB RAMPS. THE CURB RAMP TYPE IS SUBJECT TO ADJUSTMENT AND/OR CHANGE DUE TO FIELD CONDITIONS AND SHALL BE DETERMINED IN THE FIELD BASED ON BEST FIT TO FIELD CONDITIONS. CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING TYPE OF CURB RAMP PROPOSED IN THE PLANS. NO ADDITIONAL PAYMENT SHALL BE MADE IF THE CURB RAMP TYPE IS CHANGED OR FOR FIELD ADJUSTMENTS NECESSARY FOR THE COMPLETE INSTALLATION OF THE RAMP.

ANY NEWLY CONSTRUCTED CURB RAMP NOT MEETING ADA REQUIREMENTS WILL BE REMOVED AND REPLACED BY THE CONTRACTOR, AT THEIR COST, TO THE SATISFACTION OF THE CITY AND ODOT.

PAYMENT SHALL BE MEASURED IN SQUARE FEET FOR CURB RAMP AREAS AS INDICATED ON ODOT CURB RAMP STANDARD DRAWINGS, BP-7.1, THE CURB RAMPS PAY LIMITS DETAILS BELOW, AND AS INDICATED ON THE PLAN SHEETS. PAYMENT SHALL INCLUDE ALL LABOR, EQUIPMENT, AND MATERIALS NECESSARY TO CONSTRUCT THE NEW CURB RAMP, COMPLETE IN PLACE. PAYMENT INCLUDES EXISTING RAMP/SIDEWALK, CURB AND UNDERDRAIN REMOVALS, SURVEYING, CONSTRUCTION LAYOUT, FORM WORK, REPLACEMENT OF 2" SCREENINGS BED, PLACEMENT OF SIDEWALK AND CURB CONCRETE FOR NEW RAMP, INSTALLATION OF UNDERDRAIN, AND PLACEMENT OF NEW DETECTABLE WARNINGS WITHIN THE PROPOSED RAMP AREAS. ALL SAWCUTTING, APPURTENANCES, AND OTHER WORK NECESSARY FOR THE COMPLETE INSTALLATION OF THE RAMP IS CONSIDERED INCIDENTAL TO THIS ITEM. ALL TOPSOIL, SEEDING, AND MULCHING REQUIRED ADJACENT TO THE CURB RAMP SHALL BE CONSIDERED INCIDENTAL TO THIS ITEM. SEEDING MIX SHALL CONFORM TO ODOT CMS 659.08 HIGH QUALITY SEEDS, CLASS 1.

CURB RAMPS AT INTERSECTION CORNERS AND AT MIDDLEBLOCK/T-INTERSECTION LOCATIONS ARE SHOWN ON THE PLANS FOR ESTIMATING PURPOSES. WORK BEYOND THE LIMITS OF THE CURB RAMP AREA SHALL BE PAID UNDER SEPARATE PAY ITEMS.



ITEM 608 - DETECTABLE WARNING, AS PER PLAN

THIS ITEM SHALL CONSIST OF FURNISHING AND INSTALLING DETECTABLE WARNING DEVICES AT EXISTING CURB RAMPS WHERE DESIGNATED IN THE PLANS AND WHERE DIRECTED BY THE ENGINEER. DETECTABLE WARNING DEVICES SHALL CONFORM TO 712.14 AND THE CITY OF CLEVELAND CURB RAMP SPECIAL PROVISIONS AND SHALL CONSIST OF TRUNCATED DOMES TINTED BRICK RED. THE TRUNCATED DOMES SHALL HAVE A NOMINAL DIAMETER OF 0.9-INCH AND A NOMINAL HEIGHT OF 0.2-INCH. THE TILES SHALL BE 24 INCHES WIDE IN THE DIRECTION OF TRAVEL AND EXTEND THE FULL WIDTH OF THE CURB RAMP OR FLUSH SURFACE, BUT NOT ON THE FLARE SURFACE. THE TILES SHALL BE LOCATED SO THAT THE EDGE NEAREST THE CURB LINE OR OTHER POTENTIAL HAZARD IS 6 TO 8 INCHES FROM THE CURB LINE OR OTHER POTENTIAL HAZARD.

PRIOR TO INSTALLATION, THE CONTRACTOR SHALL SURVEY THE EXISTING CURB RAMP TO VERIFY IT MEETS CURRENT ADA CRITERIA. DOCUMENTATION SHALL BE PROVIDED TO THE ENGINEER FOR CONCURRENCE. IF IT IS DETERMINED THAT THE CURB RAMP IS COMPLIANT AND THE ACCEPTED BY THE ENGINEER, THE CONTRACTOR SHALL PROCEED WITH INSTALLATION OF DETECTABLE WARNING DEVICES.

THE CONTRACTOR SHALL SAW CUT AT THE LIMITS OF THE EXISTING DETECTABLE WARNING DEVICE LOCATION OR AT THE PROPOSED LOCATION AND REMOVE ALL EXISTING CONCRETE AND DETECTABLE WARNING DEVICES AS DIRECTED BY THE ENGINEER. THE CONTRACTOR SHALL INSTALL NEW CONCRETE AND NEW DETECTABLE WARNING DEVICE PER ITEM 608.

PAYMENT FOR DETECTABLE WARNINGS SHALL BE BASED ON THE NUMBER OF SQUARE FEET COMPLETED, MEASURED IN PLACE, AND SHALL BE FULL COMPENSATION FOR PREPARATION OF EXISTING CONCRETE SURFACE, CONCRETE CUTTING/SAWING AS NEEDED, CONCRETE AND INSTALLATION MATERIALS, AND ANY INCIDENTALS REQUIRED TO COMPLETE THE WORK AS SPECIFIED.

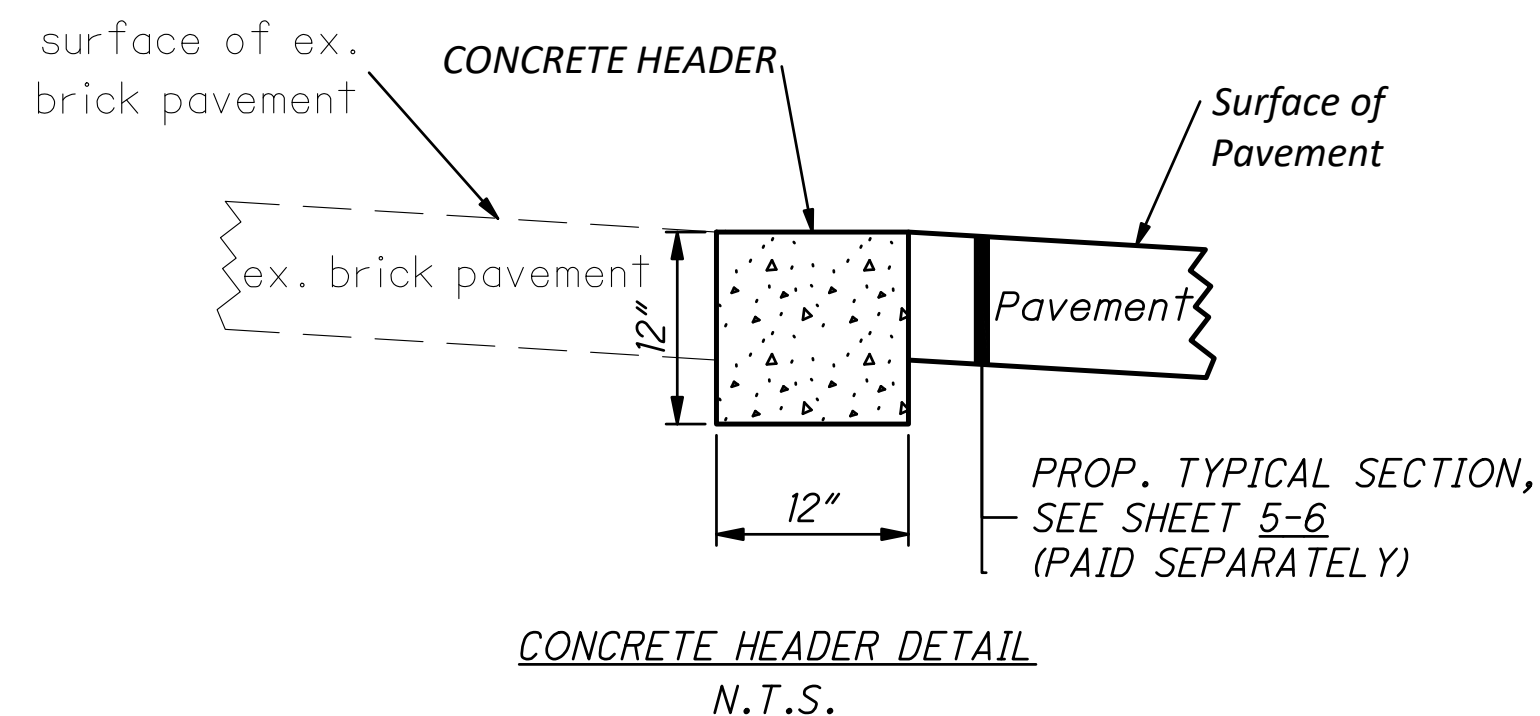
ITEM 609 - CURB, MISC.: CONCRETE HEADER

ALL REQUIREMENTS OF ODOT CMS 609 SHALL APPLY EXCEPT AS MODIFIED HEREIN:

THE CONCRETE HEADER SHALL BE IN ACCORDANCE WITH THE DETAIL BELOW. TRIP HAZARDS OR PONDING WILL NOT BE PERMITTED. THE ALLOWABLE DIFFERENCE IN ELEVATION BETWEEN EXISTING BRICK PAVEMENT/NEW ASPHALT PAVEMENT AND THE NEW HEADER CURB SHALL NOT EXCEED 1/8 OF AN INCH.

CONCRETE SHALL BE CLASS QC MS IN ACCORDANCE WITH ODOT CMS 499. CONCRETE SHALL BE FIBER REINFORCED. PROVIDE FIBERS IN ACCORDANCE TO ODOT CMS 705.29. MATERIAL MUST BE CONTAINED ON THE ODOT OFFICE OF MATERIALS MANAGEMENT, QUALIFIED PRODUCTS LIST (QPL).

ITEM 609 - CURB MISC.: CONCRETE HEADER 155 FT



ITEM 623 - MONUMENT ASSEMBLY, TYPE C, AS PER PLAN

ANY PERSON, CONTRACTOR, UTILITY, OR GOVERNMENTAL AGENCY, HEREIN REFERRED TO AS THE CONTRACTOR, DISTURBING, REMOVING AND/OR REPLACING PAVEMENT IN THE CITY OF CLEVELAND'S PUBLIC RIGHT-OF-WAY SHALL PROVIDE INFORMATION AS TO THE TYPE OF WORK AND THE LIMITS OF THE WORK TO THE CITY OF CLEVELAND CHIEF SURVEYOR THRU ODOT PRIOR TO PERFORMING SUCH WORK. THE CHIEF SURVEYOR WILL DETERMINE WHICH MONUMENTS, IF ANY WILL BE AFFECTED BY THE WORK.

WHERE NEW MONUMENT ASSEMBLIES ARE TO BE CONSTRUCTED, THE CONTRACTOR SHALL FURNISH THE FOLLOWING FOR EACH ASSEMBLY AS DETAILED ON THE CITY OF CLEVELAND'S MONUMENT BOX & ASSEMBLIES STANDARD CONSTRUCTION DRAWING MB-1C: ONE (1) CLEVELAND MONUMENT BOX ASSEMBLY, ONE (1) ONE INCH DIAMETER EPOXY STEEL DEFORMED REINFORCING BAR THIRTY SIX INCHES (36") LONG, FLAT ON TOP WITH A ROUND POINTED END.

ALL MONUMENTS EXISTING AND PROPOSED MUST BE REFERENCED PRIOR TO CONSTRUCTION. A MINIMUM OF 3-REF. POINTS PER MONUMENT MUST BE USED AND MUST BE LOCATED OUTSIDE OF THE CONSTRUCTION ZONE (WORK AREA). CARE AND PROTECTIVE MEASURES SHALL BE EMPLOYED BY THE CONTRACTOR TO PRESERVE EXISTING MONUMENTS. ALL MONUMENTS DISTURBED AND/OR DESTROYED SHALL BE RESET AS DETAILED ON THE CITY OF CLEVELAND'S MONUMENT BOX & ASSEMBLIES STANDARD CONSTRUCTION DRAWING MB-1C. THE CONTRACTOR SHALL USE COMPETENT PERSONNEL AND SUITABLE EQUIPMENT FOR THE WORK REQUIRED BY THIS DETAIL SPECIFICATION. ALL WORK SHALL BE DONE BY SAID COMPETENT PERSONNEL UNDER DIRECT SUPERVISION OF A PROFESSIONAL SURVEYOR, LICENSED AND REGISTERED TO PRACTICE IN THE STATE OF OHIO. SAID SURVEYOR AND COMPETENT PERSONNEL SHALL BE HIRED BY THE CONTRACTOR.

PRIOR TO BEGINNING ANY WORK A COPY OF ALL SURVEY AND REFERENCE NOTES IS TO BE SENT THRU ODOT TO THE ATTENTION OF THE CHIEF SURVEYOR AT THE CITY OF CLEVELAND, DIVISION OF ENGINEERING AND CONSTRUCTION, 601 LAKESIDE AVE. ROOM 518, CLEVELAND, OH. 44114. (216) 664-2460.

FOR MONUMENTS OUTSIDE THE CONTRACTOR'S WORK AREA, BUT NEAR ENOUGH TO THE WORK AREA THAT MAY BE DISTURBED FOR ANY REASON, THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE REPLACEMENT AS IF THE MONUMENT WERE ORIGINALLY INSIDE THE WORK AREA AS HEREIN SPECIFIED.

THE CONTRACTOR SHALL PERFORM ALL OTHER OPERATIONS NECESSARY TO COMPLETE THIS WORK ITEM SUCH AS PAVEMENT REMOVAL, EXCAVATION, SETTING THE BOX TO GRADE AND PAVEMENT REPLACEMENT. ALL WORK COMPLETED AND ACCEPTED SHALL BE PAID FOR BY THE UNIT PRICE BID FOR ITEM 623-MONUMENT BOX ASSEMBLIES, AS PER PLAN.

THE FOLLOWING CONTINGENCY QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY FOR THE WORK DESCRIBED ABOVE, FOR USE AS DIRECTED BY THE ENGINEER:

ITEM 623 - MONUMENT ASSEMBLY, TYPE C, AS PER PLAN 5 EACH

ADDENDUM		
NO.	DATE	DESCRIPTION
1	03/18/24	REVISED ITEM 623 - MONUMENT ASSEMBLY, TYPE C, AS PER PLAN CONTINGENCY QUANTITIES

ITEM 623 - MONUMENT BOX ADJUSTED TO GRADE, AS PER PLAN

WHERE MONUMENT BOXES ARE BOTH SUITABLE FOR RE-USE AND CONFORM TO THE CITY OF CLEVELAND'S MONUMENT BOX & ASSEMBLIES STANDARD CONSTRUCTION DRAWING MB-1C, THEY SHALL BE ADJUSTED TO GRADE AS REQUIRED AND SPECIFIED. WHERE THE PLANS CALL FOR THE EXISTING MONUMENT BOXES TO BE REPLACED, THE CONTRACTOR SHALL REMOVE THE EXISTING MONUMENT BOX AND REPLACE IT AS DETAILED ON THE CITY OF CLEVELAND'S MONUMENT BOX & ASSEMBLIES STANDARD CONSTRUCTION DRAWING MB-1C; SET TO PROPER GRADE.

CARE SHALL BE TAKEN NOT TO DISTURB EXISTING MONUMENTS DURING PAVEMENT REMOVAL OPERATIONS. CONTRACTOR SHALL UTILIZE FULL-DEPTH SAW CUTS AROUND EXISTING MONUMENTS IN BASE REPAIR AREAS WHENEVER NECESSARY TO AVOID MONUMENT DAMAGE. NO ADDITIONAL PAYMENT SHALL BE MADE FOR THIS WORK.

IN ADDITION TO ADJUSTING THE CASTING VERTICALLY, THIS PAY ITEM SHALL INCLUDE CENTERING THE CASTING OVER THE EXISTING IRON PIN OR STONE. THE ENTIRE MONUMENT BOX CASTING SHALL BE ADJUSTED TO GRADE; NO INSERTS OR ADJUSTING RINGS WILL BE PERMITTED.

IF THE EXISTING IRON PIN OR STONE IS EITHER MISSING OR DAMAGED, A NEW MONUMENT ASSEMBLY SHALL BE INSTALLED AND PAID FOR AS ITEM 623 - MONUMENT ASSEMBLY, AS PER PLAN.

ALL MONUMENTS EXISTING AND PROPOSED MUST BE REFERENCED PRIOR TO CONSTRUCTION. A MINIMUM OF 3-REF. PTS. PER MON. MUST BE USED AND MUST BE LOCATED OUTSIDE OF THE CONSTRUCTION ZONE (WORK AREA). CARE AND PROTECTIVE MEASURES SHALL BE EMPLOYED BY THE CONTRACTOR TO PRESERVE EXISTING MONUMENTS. ALL MONUMENTS DISTURBED AND/OR DESTROYED SHALL BE RESET AS DETAILED ON THE CITY OF CLEVELAND'S MONUMENT BOX & ASSEMBLIES STANDARD CONSTRUCTION DRAWING MB-1C. THE CONTRACTOR SHALL USE COMPETENT PERSONNEL AND SUITABLE EQUIPMENT FOR THE WORK REQUIRED BY THIS DETAIL SPECIFICATION. ALL WORK SHALL BE DONE BY SAID COMPETENT PERSONNEL UNDER DIRECT SUPERVISION OF A PROFESSIONAL SURVEYOR, LICENSED AND REGISTERED TO PRACTICE IN THE STATE OF OHIO. SAID SURVEYOR AND COMPETENT PERSONNEL SHALL BE HIRED BY THE CONTRACTOR.

THE CONTRACTOR SHALL TAKE CARE AS TO NOT DAMAGE OR DESTROY EXISTING MONUMENTS. ANY MONUMENTS DAMAGED OR DESTROYED DURING CONSTRUCTION WILL BE REPLACED AT THE CONTRACTOR'S EXPENSE.

PRIOR TO BEGINNING ANY WORK, A COPY OF ALL SURVEY AND REFERENCE NOTES IS TO BE SENT THRU ODOT TO THE ATTENTION OF THE CHIEF SURVEYOR AT THE CITY OF CLEVELAND, DEPARTMENT OF PUBLIC SERVICE, DIVISION OF ENGINEERING AND CONSTRUCTION, 601 LAKESIDE AVE. ROOM 518, CLEVELAND, OH. 44114. (216) 664-2460.

PAYMENT FOR THE ABOVE WORK SHALL BE MADE UNDER ITEM 623 - MONUMENT BOX ADJUSTED TO GRADE, AS PER PLAN. THE FOLLOWING CONTINGENCY QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY FOR THE WORK DESCRIBED ABOVE:

ITEM 623 - MONUMENT BOX ADJUSTED TO GRADE, AS PER PLAN 9 EACH

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ROADWAY (CONT'D)

ITEM 623 - MONUMENT MISC.: MONUMENT REFERENCING

IN ADDITION TO THE REQUIREMENTS OF ITEM 623 - MONUMENT ASSEMBLY, AS PER PLAN, THE FOLLOWING SHALL APPLY:

THIS ITEM SHALL CONSIST OF LOCATING AND REFERENCING ALL EXISTING ROADWAY AND/OR CENTERLINE MONUMENTS WITHIN THE LIMITS OF THE PROPOSED WORK FOR THE PURPOSES OF RESETTING/REESTABLISHING THEIR EXACT LOCATION IN THE EVENT THEY ARE DISPLACED OR DAMAGED DURING CONSTRUCTION. ALL WORK SHALL BE PERFORMED UNDER THE SUPERVISION OF A LICENSED SURVEYOR PROVIDED BY THE CONTRACTOR AND SHALL BE COMPLETED PRIOR TO THE START OF ANY PROXIMATE GRADING, PAVING OR OTHER SUCH OPERATIONS.

A THOROUGH SEARCH SHALL BE MADE TO LOCATE THE MONUMENTS WITHIN THE LIMITS OF THE PROPOSED WORK. UPON LOCATING THE EXISTING MONUMENTS, THE MONUMENT IRON PINS OR DRILL HOLES IN STONE (NOTE: IF MONUMENT BOX IS EMPTY, NOTIFY CITY OF CLEVELAND IMMEDIATELY) SHALL BE CAREFULLY EXPOSED AND REFERENCED TO NO LESS THAN THREE (3) PERMANENT OBJECTS. ANY EXISTING MONUMENTS THAT MIGHT REQUIRE REPLACEMENT SHALL BE NOTED. THE REFERENCES ALONG WITH ALL NOTATIONS SHALL BE DELIVERED TO THE ENGINEER IMMEDIATELY UPON COMPLETION. ADJUSTMENTS OR REPLACEMENTS OF MONUMENT BOXES OR ASSEMBLIES MAY NOT COMMENCE UNTIL THE REFERENCES HAVE BEEN CHECKED/VERIFIED AND APPROVED BY THE ENGINEER.

THE FOLLOWING ITEMS SHALL APPLY:

- DURABLE POINTS OUTSIDE OF THE CONSTRUCTION LIMITS: PK OR MAG NAILS IN POLES OR PAVEMENT, DRILL HOLES, IRON PINS, SPECIFICALLY DEFINED BUILDING CORNERS, ETC.
- SPECIFICALLY DEFINED AND LOCATABLE TO WITHIN 0.01 FEET.
- TIED TO EXISTING MONUMENT TO WITHIN 0.01 FEET. ERROR IS NOT TO EXCEED THIS AMOUNT.
- A MINIMUM OF THREE POINTS PER MONUMENT REFERENCED.
- LOCATE 100.00 FEET OR LESS FROM MONUMENT, WHERE POSSIBLE, SUCH THAT A STEEL TAPE MAY BE USED TO RE-ESTABLISH POSITION IF NECESSARY.

THE PER EACH UNIT PRICE PAYMENT FOR THIS WORK SHALL INCLUDE LOCATING THE MONUMENTS, CAREFULLY CLEANING OUT THE MONUMENT BOXES AND/OR EXPOSING THE MONUMENT PINS/POINTS, REFERENCING THE MONUMENTS AND ALL RELATED NOTATION.

THE FOLLOWING ESTIMATED QUANTITY IS PROVIDED IN THE SCHEDULE OF ITEMS FOR ALL MONUMENTS KNOWN TO EXIST OR INITIALLY FOUND/ENCOUNTERED WITHIN THE PROPOSED WORK LIMITS.

ITEM 623 - MONUMENT, MISC.: MONUMENT REFERENCING

14 EACH

ITEM SPECIAL - VERTICAL CLEARANCE

AFTER ALL CONSTRUCTION HAS BEEN COMPLETED, A REGISTERED SURVEYOR WILL TAKE VERTICAL CLEARANCE MEASUREMENTS AT LOCATIONS INDICATED ON THE APPROVED ODOT FORM (AVAILABLE IN THE DISTRICT 12 STRUCTURES AND PAVEMENT OFFICE). THE FINAL MEASUREMENTS SHALL BE RECORDED ON THE FORM AND SUBMITTED TO THE PROJECT ENGINEER AND THE DISTRICT 12 STRUCTURES AND PAVEMENT ENGINEER. THE RECORD SHALL BEAR THE SEAL OF THE LICENSED SURVEYOR WHO HAS TAKEN THE MEASUREMENTS. THIS WORK SHALL BE PERFORMED AT THE FOLLOWING STRUCTURES:

- I-490 OVERPASS (EASTBOUND)
- I-490 OVERPASS (WESTBOUND)
- I-90 OVERPASS (EASTBOUND)
- I-90 OVERPASS (WESTBOUND)
- OH-10 OVERPASS
- RAILROAD BRIDGE OVERPASS

THE FOLLOWING QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY:

SPECIAL, VERTICAL CLEARANCE 6 EACH

EROSION CONTROL

SEEDING AND MULCHING

THE FOLLOWING QUANTITIES ARE PROVIDED TO PROMOTE GROWTH AND CARE OF PERMANENT SEEDED AREAS:

- ITEM 659 - COMMERCIAL FERTILIZER 0.01 TON
- ITEM 659 - LIME 0.01 ACRE
- ITEM 659 - WATER 0.1 MGAL

APPLY SEEDING AND MULCHING TO ALL AREAS OF EXPOSED SOIL BETWEEN THE RIGHT-OF-WAY LINES AND WITHIN THE CONSTRUCTION LIMITS FOR AREAS OUTSIDE THE RIGHT-OF-WAY LINES COVERED BY WORK AGREEMENT OR SLOPE EASEMENT. QUANTITY CALCULATIONS FOR SEEDING AND MULCHING ARE BASED ON THESE LIMITS.

ITEM 832 - EROSION CONTROL

THE FOLLOWING ESTIMATED QUANTITY IS PROVIDED FOR TEMPORARY SEDIMENT AND EROSION CONTROL (TSEC) IN ACCORDANCE WITH THE APPLICABLE REQUIREMENTS OF ODOT SUPPLEMENTAL SPECIFICATION 832:

ITEM 832 - EROSION CONTROL (832 30000)

33,523 EACH

UNLESS OTHERWISE APPROVED BY THE ENGINEER, DAMAGED FILTER FABRIC FENCE SHALL BE REPLACED IN LIEU OF ANY/ALL METHODS OF REPAIR.

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 HOUSE AND FITTINGS WITH WHICH TO MAKE CONNECTIONS TO HYDRANTS AND OUTLETS. NO IMPROPER, WASTEFUL OR UNDUE USE OF WATER WILL BE PERMITTED.

ENVIRONMENTAL

ENDANGERED BAT HABITAT REMOVAL

THIS PROJECT IS LOCATED WITHIN THE KNOWN HABITAT RANGES OF THE FEDERALLY LISTED AND PROTECTED INDIANA BAT, AND NORTHERN LONG-EARED BAT. NO TREES SHALL BE REMOVED UNDER THIS PROJECT FROM APRIL 1 THROUGH SEPTEMBER 30. ALL NECESSARY TREE REMOVAL SHALL OCCUR FROM OCTOBER 1 THROUGH MARCH 31. THIS REQUIREMENT IS NECESSARY TO AVOID AND MINIMIZE IMPACTS TO THESE SPECIES AS REQUIRED BY THE ENDANGERED SPECIES ACT (ESA). FOR THE PURPOSES OF THIS NOTE, A TREE IS DEFINED AS: A LIVE, DYING, OR DEAD WOODY PLANT, WITH A TRUNK 3 INCHES OR GREATER IN DIAMETER AT A HEIGHT OF 4.5 FEET ABOVE THE GROUND SURFACE, AND WITH A MINIMUM HEIGHT OF 13 FEET.

ADDENDUM

NO.	DATE	DESCRIPTION
1	03/18/24	REVISED ITEM 623 - MONUMENT, MISC.: MONUMENT REFERENCING ESTIMATED QUANTITY
1	03/18/24	REVISED ITEM 832 - EROSION CONTROL ESTIMATED QUANTITY

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DRAINAGE

REVIEW OF DRAINAGE FACILITIES

PRIOR TO THE START OF WORK AND AGAIN BEFORE FINAL ACCEPTANCE, PERFORM AN INSPECTION WITH REPRESENTATIVES OF THE DEPARTMENT, CONTRACTOR, AND LOCALS OF ALL EXISTING DRAINAGE FACILITIES THAT ARE TO REMAIN IN SERVICE WHICH MAY BE AFFECTED BY THE WORK. THE CONDITION OF THE EXISTING CONDUITS AND THEIR APPURTENANCES IS DETERMINED FROM FIELD OBSERVATIONS. RECORDS OF THE INSPECTION ARE MAINTAINED BY THE DEPARTMENT.

CONFIRM ALL EXISTING SEWERS INSPECTED INITIALLY BY THE ABOVE-MENTIONED PARTIES ARE MAINTAINED AND LEFT IN A CONDITION COMPARABLE TO THAT DETERMINED BY THE ORIGINAL INSPECTION. THE CONTRACTOR IS RESPONSIBLE TO CORRECT ANY CHANGE IN THE CONDITION RESULTING FROM THEIR OPERATIONS AS DIRECTED AND APPROVED BY THE ENGINEER.

PAYMENT FOR ALL OPERATIONS DESCRIBED ABOVE IS INCLUDED IN THE CONTRACT PRICE FOR THE PERTINENT 611 CONDUIT ITEMS.

EXISTING UNDERDRAINS

IT IS INTENDED NOT TO DISTURB THE EXISTING UNDERDRAINS DURING THE CURB AND PAVEMENT REMOVAL AND REPLACEMENT OPERATIONS. FOR INTEGRAL CONCRETE CURB REPLACEMENT SEE THE CLEVELAND DIVISION OF ENGINEERING AND STANDARD CONSTRUCTION DRAWINGS. ANY EXISTING UNDERDRAIN DAMAGED DURING THE REMOVAL OF EXISTING CURB AND PAVEMENT DUE TO THE CARELESSNESS OF THE CONTRACTOR SHALL BE REMOVED AND REPLACED BY THE CONTRACTOR AT HIS/HER OWN EXPENSE.

EXISTING UNDERDRAINS WHICH THE ENGINEER DETERMINES ARE ADVERSELY AFFECTED (THROUGH NO FAULT OF THE CONTRACTOR) BY THE CONSTRUCTION OF THIS IMPROVEMENT OR ARE FOUND TO BE OTHERWISE UNSUITABLE SHALL BE REMOVED AND REPLACED, IN KIND (INCLUDING ALL NECESSARY BENDS OR BRANCHES), AT THE SAME TRENCH WIDTH AND DEPTH, UNLESS OTHERWISE SPECIFIED BY THE ENGINEER.

GRANULAR BACKFILL MATERIAL SHALL BE LIMITED TO LIMESTONE.

THE COST FOR REMOVAL AND DISPOSAL OF EXISTING UNDERDRAIN PIPE/OUTLET PIPE IS INCLUDED UNDER THESE ITEMS.

THE FOLLOWING ESTIMATED QUANTITIES ARE CARRIED TO THE GENERAL SUMMARY FOR USE AS DIRECTED BY THE ENGINEER

- ITEM 605 - 4" UNCLASSIFIED PIPE UNDERDRAINS, AS PER PLAN **625 FT**
- ITEM 605 - 6" UNCLASSIFIED PIPE UNDERDRAINS, AS PER PLAN **625 FT**
- ITEM 611 - 4" CONDUIT, TYPE F FOR UNDERDRAIN OUTLETS, AS PER PLAN **70 FT**
- ITEM 611 - 6" CONDUIT, TYPE F FOR UNDERDRAIN OUTLETS, AS PER PLAN **70 FT**

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

ITEM 611 - ADJUSTING STREET CASTINGS

ALL MANHOLE, CATCH BASINS, WATER METER MANHOLES, VALVE BOXES, AND CLEVELAND PUBLIC POWER CASTINGS SHALL BE BROUGHT TO PROPER GRADE BY THE CONTRACTOR BY ADJUSTING SAID CASTINGS WITH MORTAR, BRICK, OR STONE AS MAY BE DIRECTED. NO ADJUSTING RIGS OR BANDS WILL BE PERMITTED.

THE CONTRACTOR SHALL USE EXTREME CARE IN THE REMOVAL AND ADJUSTMENT OF THE CASTINGS. THE CONTRACTOR SHALL REMOVE EXISTING PAVEMENT AS REQUIRED TO ADJUST THE CASTINGS AND SHALL REPLACE SAME WITH JOB MIX "HIGH EARLY STRENGTH" CONCRETE.

UNLESS OTHERWISE DIRECTED BY THE CITY, ALL CASTINGS SHALL BE BROUGHT TO GRADE AFTER THE BINDER OR LEVELING COURSE IS PLACED AND BEFORE THE WEARING COURSE IS PLACED.

CASTINGS BELONGING TO PRIVATE UTILITIES SHALL BE ADJUSTED TO GRADE BY SUCH UTILITIES AND DOES NOT CONSTITUTE A PART OF THE CONTRACTOR'S OBLIGATIONS. HOWEVER, CONTRACTOR IS RESPONSIBLE FOR COORDINATE SUCH WORK.

THE PRICE PAID FOR BRINGING EACH STREET CASTING TO LINE AND GRADE SHALL BE THE CONTRACTOR'S UNIT PRICE BID FOR EACH AND SHALL INCLUDE ALL LABOR AND MATERIAL NECESSARY FOR THIS WORK.

CARE SHALL BE EXERCISED IN MOVING THE CASTINGS SO AS NOT TO DAMAGE THE CASTINGS OR THE STRUCTURE. DAMAGED CASTINGS OR STRUCTURES SHALL BE REPAIRED OR REPLACED AT THE CONTRACTOR'S EXPENSE.

CHANGES TO GRADE MAY OCCUR AT EXISTING STRUCTURES DUE TO PROPOSED WORK. WITH A DECREASE OF GRADE NOT MORE THAN 6 INCHES OR AN INCREASE IN GRADE OF NOT MORE THAN 12 INCHES, THE EXISTING STRUCTURE SHOULD BE ADJUSTED TO GRADE. WHERE GRADE ELEVATION CHANGES ARE GREATER, THE EXISTING STRUCTURE SHOULD BE RECONSTRUCTED TO GRADE.

ITEMS OUTLINED SHALL BE PAID FOR UNDER ITEM 611 - ADJUSTING STREET CASTINGS TO GRADE.

FOR ESTIMATING PURPOSES, THE FOLLOWING ADJUSTED/RECONSTRUCTED BREAKDOWN SHALL BE USED:

- CATCH BASINS: 50% ADJUSTED / 50% RECONSTRUCTED
- MANHOLES: 75% ADJUSTED / 25% RECONSTRUCTED

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

- ITEM 611 - CATCH BASIN ADJUSTED TO GRADE, AS PER PLAN (611 98631) **23 EACH**
- ITEM 611 - MANHOLE ADJUSTED TO GRADE, AS PER PLAN (611 99655) **57 EACH**
- ITEM 611 - MANHOLE RECONSTRUCTED TO GRADE, AS PER PLAN (611 99661) **19 EACH**

CATCH BASIN RECONSTRUCTED TO GRADE

THIS ITEM OF WORK SHALL BE PERFORMED AS PER ODOT ITEM 611-MANHOLES AND CATCH BASINS EXCEPT AS MODIFIED HEREIN:

- A. THE CONCRETE USED FOR THIS ITEM OF WORK SHALL CONFORM TO THE CONCRETE DESIGN MIX SECTION OF THESE SPECIFICATIONS
- B. 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 611 - CATCH BASIN RECONSTRUCTED TO GRADE.

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

ITEM 611 - CATCH BASIN RECONSTRUCTED TO GRADE, AS PER PLAN (611 98635) **23 EACH**

ITEM 613 - LOW STRENGTH MORTAR BACKFILL (TYPE 1)

A CONTINGENCY QUANTITY FOR ITEM 613 - LOW STRENGTH MORTAR BACKFILL (TYPE 1) HAS BEEN CARRIED THROUGH TO THE GENERAL SUMMARY, FOR USE AS DIRECTED BY THE ENGINEER:

ITEM 613 - LOW STRENGTH MORTAR BACKFILL (TYPE 1) (613 41250) **170 CY**

ITEM SPECIAL - MISCELLANEOUS METAL

EXISTING CASTINGS MAY PROVE TO BE UNSUITABLE FOR REUSE, AS DETERMINED BY THE ENGINEER. THE CONTRACTOR IS RESPONSIBLE TO PROVIDE THE CASTINGS OF THE REQUIRED TYPE, SIZE, AND STRENGTH (HEAVY OR LIGHT DUTY) FOR THE PARTICULAR STRUCTURE IN QUESTION. FURNISH MATERIALS PER 611 WITH PRIOR APPROVAL OF THE ENGINEER.

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

ITEM SPECIAL - MISCELLANEOUS METAL **55,575 LB**

REPLACE EXISTING CASTINGS DAMAGED BY CONTRACTOR NEGLIGENCE, AS DETERMINED BY THE ENGINEER, AT THE EXPENSE OF THE CONTRACTOR.

PAVEMENT

PROFILE AND ALIGNMENT

PLACE THE PROPOSED PAVEMENT TO FOLLOW THE ALIGNMENT AND PROFILE OF THE EXISTING PAVEMENT. PLACE THE PROPOSED ASPHALT CONCRETE OVERLAY WITH A UNIFORM THICKNESS OF 3 INCHES, AS SHOWN ON THE TYPICAL SECTIONS. AREAS WHERE THE PAVEMENT CROSS SLOPE IS LESS THAN 0.016 SHALL HAVE ITEM 441 - ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, (448), AS PER PLAN (PG64-22) (0" MIN. TO 1.75" MAX.) PLACED TO CREATE A CROSS SLOPE OF 0.016 MINIMUM TO 0.020 MAXIMUM, AS DIRECTED BY THE ENGINEER.

CONTRACTION AND/OR EXPANSION JOINTS

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

CONTRACTION JOINTS IN CONCRETE PAVEMENT OR BASE WIDENING

WHERE NEW CONCRETE IS PLACED ADJACENT TO AND TIED TO EXISTING CONCRETE, THE CONTRACTION JOINT SPACING REQUIRED IN STANDARD CONSTRUCTION DRAWING BP-2.2 WILL BE WAIVED. CONSTRUCT CONTRACTION JOINTS IN THE NEW CONCRETE PAVEMENT TO FORM A CONTINUOUS LINE WITH ALL CONTRACTION JOINTS IN THE EXISTING CONCRETE PAVEMENT. INSTALL EXPANSION JOINTS IN THE NEW CONCRETE PAVEMENT TO FORM A CONTINUOUS LINE WITH ALL EXPANSION JOINTS IN THE EXISTING CONCRETE PAVEMENT.

PART-WIDTH CONSTRUCTION

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

ADDENDUM		
NO.	DATE	DESCRIPTION
1	03/18/24	REVISED ITEM 605 - 4" UNCLASSIFIED PIPE UNDERDRAINS, AS PER PLAN AND 605 - 4" UNCLASSIFIED PIPE UNDERDRAINS, AS PER PLAN ESTIMATED QUANTITIES
1	03/18/24	REVISED ITEM 611 - CATCH BASIN ADJUSTED TO GRADE, AS PER PLAN, ITEM 611 MANHOLE ADJUSTED TO GRADE, AS PER PLAN, AND ITEM 611 - MANHOLE RECONSTRUCTED TO GRADE, AS PER PLAN ESTIMATED QUANTITIES
1	03/18/24	REVISED ITEM 611 - CATCH BASIN RECONSTRUCTED TO GRADE, AS PER PLAN ESTIMATED QUANTITY
1	03/18/24	REVISED ITEM SPECIAL - MISCELLANEOUS METAL ESTIMATED QUANTITY

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GENERAL NOTES

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PAVEMENT (CONT'D)

ASPHALT CONCRETE SURFACE COURSE SEALING REQUIREMENTS

IN ADDITION TO THE GUTTER SEALING REQUIREMENTS SPECIFIED ON ODOT SCD BP-3.1 AND IN 401.15, THE CONTRACTOR SHALL SEAL THE FOLLOWING LOCATIONS:

- A. ALL CASTINGS INCLUDING BUT NOT LIMITED TO MONUMENTS, MANHOLES, WATER VALVES, CATCH BASINS, AND CURB INLETS.
- B. BUTT JOINTS INCLUDING BRIDGE APPROACHES. FEATHERED JOINTS ARE NOT PERMITTED.
- C. BUTT JOINT BETWEEN PAVED SHOULDER AND DRIVEWAY ASPHALT.
- D. PERIMETER OF ALL PAVEMENT REPAIRS OR OTHER ASPHALT INLAYS WHEN PAVEMENT REPAIRS/INLAYS ARE NOT OVERLAID WITH AN ASPHALT CONCRETE SURFACE COURSE.
- E. ALL COLD LONGITUDINAL JOINTS BETWEEN PAVED SHOULDERS AND GUARDRAIL ASPHALT.

THE MATERIAL USED SHALL BE CERTIFIED 702.01 PG BINDER. THE WIDTH OF THE SEALER SHALL BE 2-3 INCHES.

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

PLANED SURFACES

WHEN PAVING EXISTING STREETS, THE DURATION OF TIME BETWEEN MILLING/PLANING AND PLACEMENT OF THE INTERMEDIATE COURSE SHALL BE NO LONGER THAN SEVEN (7) DAYS. LIKEWISE, THE DURATION OF TIME BETWEEN PLACEMENT OF THE INTERMEDIATE COURSE AND PLACEMENT OF THE SURFACE COURSE SHALL BE NO LONGER THAN SEVEN (7) CALENDAR DAYS. THE LIMIT SHALL BEGIN ON THE FIRST DAY OF PLANING AND SHALL CONTINUE BASED ON THE CALENDAR DAYS, MINUS ANY BAD WEATHER DAYS, UNTIL COMPLETION OF THE ASPHALT CONCRETE INTERMEDIATE COURSE.

ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR (441), AS PER PLAN

AFTER PAVEMENT PLANING HAS BEEN COMPLETED, THE CONTRACTOR SHALL CLEAN THE PLANED SURFACE FOR INSPECTION BY THE ENGINEER. THE ENGINEER SHALL IDENTIFY AREAS REQUIRING PARTIAL DEPTH PAVEMENT REPAIR. IT IS NOT THE INTENT TO REPAIR ALL DETERIORATED AREAS. ALL APPLICABLE PROVISIONS OF ITEM 251, AS SET FORTH IN CMS, 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 DEPTH SHALL BE MINIMUM DEPTH OF 1.25 INCHES AND MAXIMUM DEPTH OF 3 INCHES. THE REPLACEMENT MATERIAL SHALL BE ITEM 441, TYPE 2, (448). FOR REMOVAL DEPTHS EXCEEDING 3 INCHES, REPLACEMENT MATERIAL AND MEHTOD SHALL BE IN ACCORDANCE WITH ITEM 253 - PAVEMENT REPAIR, AS PER PLAN.

251.05 BASIS OF PAYMENT.

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY FOR PARTIAL DEPTH PAVEMENT REPAIR, AS DIRECTED BY THE ENGINEER:

ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR (441), AS PER PLAN

2,000 SY

ITEM 253 - PAVEMENT REPAIR, AS PER PLAN

AFTER PAVEMENT PLANING HAS BEEN COMPLETED, THE CONTRACTOR SHALL CLEAN THE PLANED SURFACE FOR INSPECTION BY THE ENGINEER. THE ENGINEER SHALL IDENTIFY AREAS REQUIRING PAVEMENT REPAIR. IT IS NOT THE INTENT TO REPAIR ALL DETERIORATED AREAS. ALL APPLICABLE PROVISIONS OF ITEM 253, AS SET FORTH IN CMS, SHALL APPLY, EXCEPT AS MODIFIED HEREIN:

253.02 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 DEPTH SHALL BE TO THE BOTTOM OF PAVEMENT, INCLUDING AGGREGATE BASE. THE REPLACEMENT MATERIAL SHALL BE ITEM 301, ASPHALT CONCRETE BASE AND ITEM 304, AGGREGATE BASE, AS PER PLAN. FOR REMOVALS CONSISTING OF COMPOSITE CONCRETE PAVEMENT, REPLACEMENT MATERIAL AND METHODS SHALL BE IN ACCORDANCE WITH ITEM 255 - FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS QC 1, AS PER PLAN.

251.05 BASIS OF PAYMENT.

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

ITEM 253 - PAVEMENT REPAIR, AS PER PLAN

2,000 SY

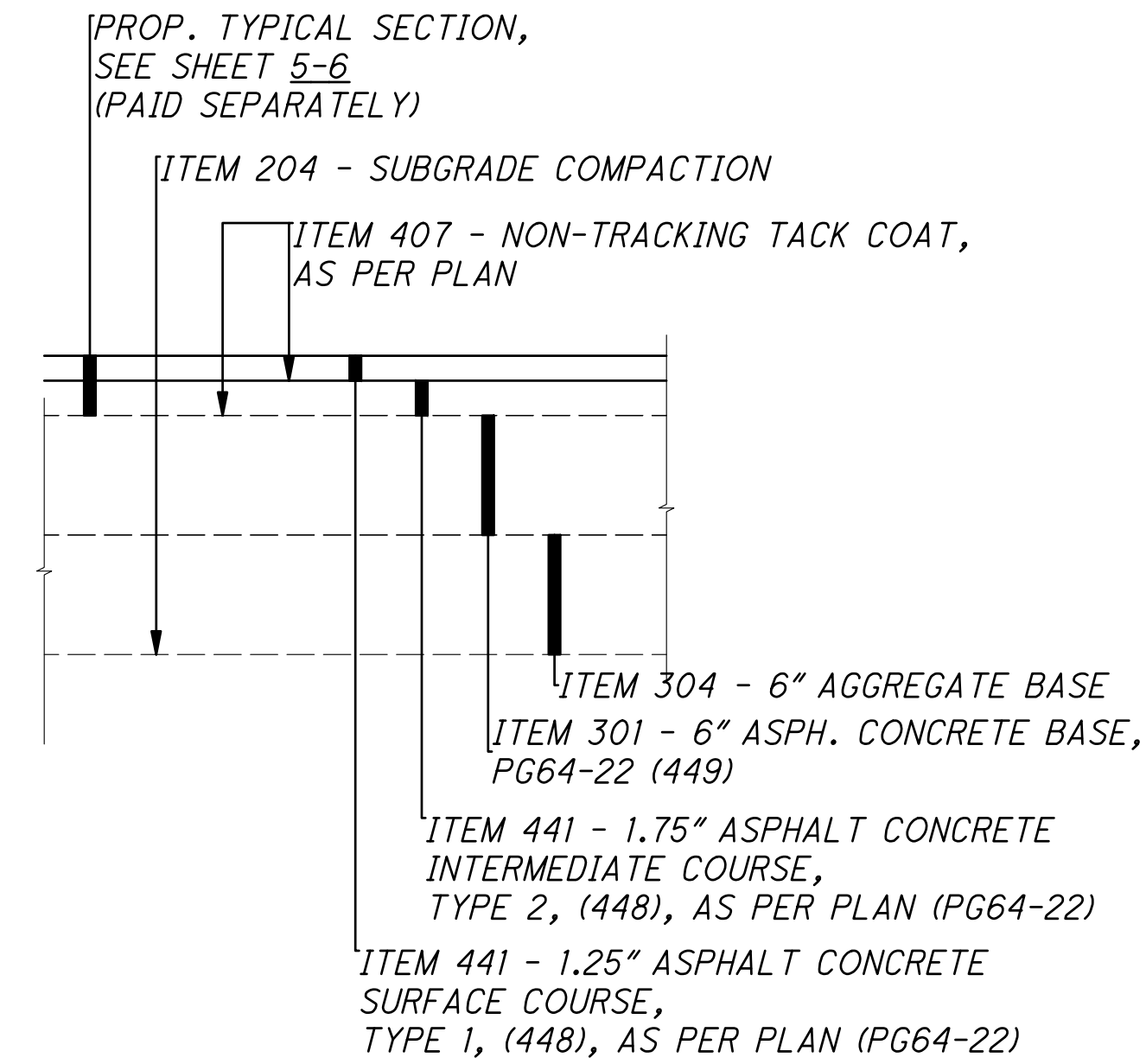
ITEM 253 - PAVEMENT REPAIR, MISC.: FULL DEPTH ASPHALT

ALL REQUIREMENTS OF ODOT CMS 253 SHALL APPLY EXCEPT AS MODIFIED HEREIN:

AFTER ITEM 202 - PAVEMENT REMOVED, AS PER PLAN HAS BEEN PERFORMED, ITEM 253 - PAVEMENT REPAIR, MISC.: FULL DEPTH ASPHALT SHALL BE PERFORMED.

ITEM 204 - SUBGRADE COMPACTION 186 SY
ITEM 301 - 6" ASPHALT CONCRETE BASE, PG64-22 (449) 23 CY

ITEM 304 - 6" AGGREGATE BASE 23 CY

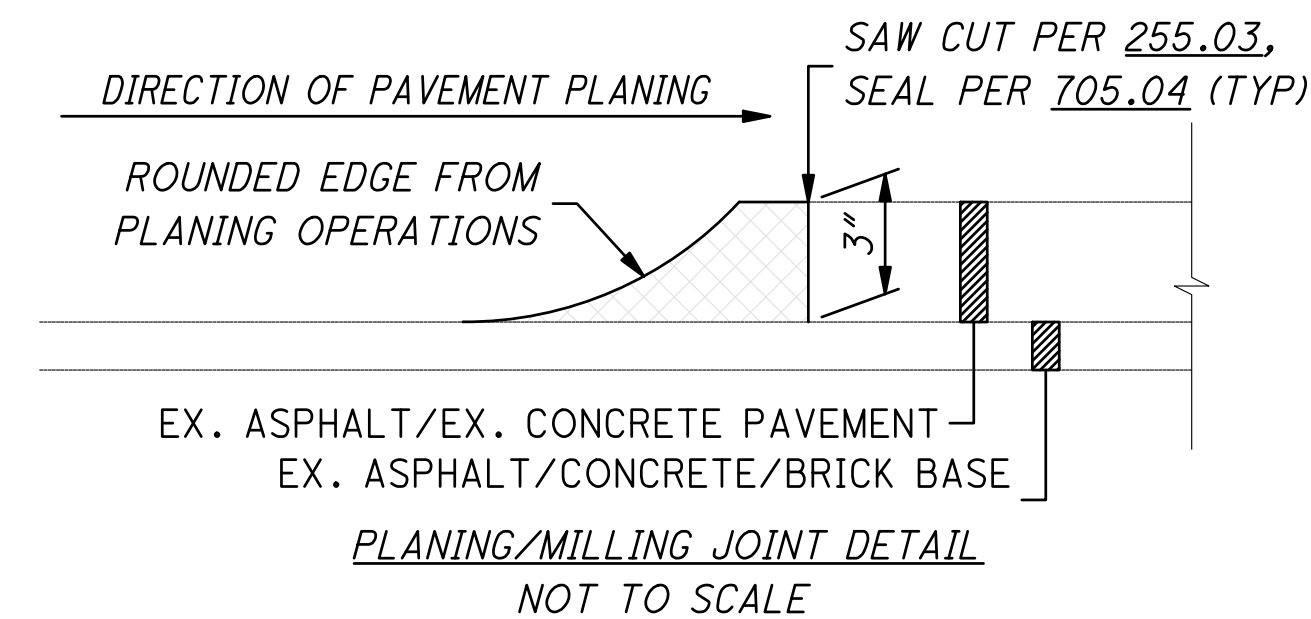


PAVEMENT REPAIR, FULL DEPTH ASPHALT DETAIL
NOT TO SCALE

ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE, AS PER PLAN (T=3")

PLANE THE ASPHALT SURFACE PAVEMENT ACCORDING TO C&MS ITEM 254, UP TO A DEPTH OF 3 INCHES, OR TO THE DEPTH OF THE EXISTING BRICK OR CONCRETE MATERIAL, WHICHEVER IS LESS. DEPTH OF PLANING SHALL NOT EXCEED THE DEPTH OF THE EXISTING ASPHALT COURSE TO BE INSTALLED.

IN ADDITION, WHEN PLANING OPERATIONS PRODUCE A ROUNDED EDGE, THEN A SAWCUT SHALL BE USED TO MANUFACTURE A PERPENDICULAR EDGE, AS DETAILED ON THIS SHEET. METHOD OF REMOVAL OF REMAINING ASPHALT CONCRETE IS LEFT TO THE DISCRETION OF THE ENGINEER. PAYMENT FOR ALL LABOR, MATERIALS, AND EQUIPMENT ARE CONSIDERED INCIDENTAL TO ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE, AS PER PLAN (T=3").



ITEM 255 - FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS QC 1, 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 ODOT CONSTRUCTION AND MATERIAL SPECIFICATION, SHALL APPLY EXCEPT AS MODIFIED HEREIN AND AS OTHERWISE DETAILED OR SPECIFIED ON THE CITY OF CLEVELAND ENGINEER'S STANDARD CONSTRUCTION DRAWING PR-1 AND CONC-1.

CONCRETE SHALL BE ODOT CLASS QC 1. AT INTERSECTIONS OF HIGH VOLUME TRAFFIC, CLASS QC MS CONCRETE SHALL BE USED, AS DIRECTED BY THE ENGINEER. QC MS CONCRETE SHALL BE IN ACCORDANCE WITH THE CITY OF CLEVELAND CONCRETE MIX DESIGN FOR CLASS QC MS CONCRETE, AS SPECIFIED IN THESE PLANS.

AFTER THE PAVEMENT HAS BEEN PLANED, THE CONTRACTOR SHALL CLEAN THE PLANED SURFACE FOR INSPECTION BY THE ENGINEER. THE ENGINEER SHALL IDENTIFY AREAS REQUIRING FULL DEPTH REMOVAL AND RIGID REPLACEMENT. IT IS NOT THE INTENT TO REPAIR ALL DETERIORATED AREAS. THE FULL DEPTH RIGID PAVEMENT REMOVAL WORK SHALL INCLUDE THE REMOVAL OF DETERIORATED ASPHALT, BRICK, AND/OR CONCRETE PAVEMENT UNDER MILLED SURFACE, INCLUDING OLD UTILITY TRENCH AREAS, AND OTHER PAVEMENT PATCH AREAS ALONG THE MAINLINE, OF VARIOUS PAVEMENT COMPOSITIONS, REGARDLESS OF SHAPE OR SIZE.

FULL DEPTH SAWCUTS SHALL BE MADE ALONG THE ENTIRE PERIMETER OF THE GENERALLY RECTANGULAR SHAPED REMOVAL AREAS, IN ORDER TO ESTABLISH NEAT VERTICAL FACES. THE CONTRACTOR SHALL USE APPROVED METHODS FOR REMOVAL OF THE FULL DEPTH PAVEMENT REPLACEMENT AREAS, THAT WILL MINIMIZE DAMAGE TO THE SURROUNDING AREA.

THE SUBGRADE SHALL BE CORRECTED PER 255.04 TAKING CARE TO THOROUGHLY COMPACT WITH PROPER MOISTURE CONTROL, USING TAMPERS OR ROLLERS AS NECESSARY TO ACHIEVE ACCEPTABLE COMPACTION. THE COST OF THIS SUBGRADE WORK IS INCLUDED WITH THIS PAY ITEM.

THE FULL DEPTH RIGID REPLACEMENT SHALL INCLUDE SAWCUTTING, REMOVAL OF ASPHALT, BRICK, CONCRETE BASE, AND SUBBASE, PLACEMENT OF NEW 304 AGGREGATE BASE (IF NECESSARY), DOWELS PER ODOT SCD BP-2.1 OR BP-2.2 AND CITY OF CLEVELAND SCD CONC-1 OR PR-1, AND PLACEMENT OF A CONCRETE PAVEMENT BASE. IN ADDITION TO CMS SPECIFICATIONS, NO SLAG OF ANY KIND IS PERMITTED FOR USE AS 304 AGGREGATE BASE. THE TOP OF THE CONCRETE SHALL BE CONSTRUCTED TO THE SAME DEPTH AS THE CONCRETE BASE SURROUNDING THE REPAIR AREA, USING DOWEL BARS, AS SHOWN IN THE CITY OF CLEVELAND STANDARD CONSTRUCTION DRAWING PR-1. HOOK BOLTS OR #5X TIE BARS SHALL BE REQUIRED, AS PER ODOT SCD BP-2.5. IN ADDITION, DOWELS SHALL BE REQUIRED, AS PER ODOT SCD BP-2.5. NO EXPANSION ANCHORS WILL BE PERMITTED.

FULL DEPTH REPAIRS 10 FEET OR LONGER MUST CONTAIN MESH REINFORCING.

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY FOR FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, AS DIRECTED BY THE ENGINEER:

ITEM 255 - FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS QC 1, AS PER PLAN 2,300 SY
ITEM 255 - FULL DEPTH PAVEMENT SAWING 1,250 FT

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ADDENDUM		
NO.	DATE	DESCRIPTION
1	03/18/24	REVISED ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR (441), AS PER PLAN ESTIMATED QUANTITY
1	03/18/24	REVISED ITEM 253 - PAVEMENT REPAIR, AS PER PLAN ESTIMATED QUANTITY
1	03/18/24	REVISED ITEM 255 - FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS QC 1, AS PER PLAN AND ITEM 255 - FULL DEPTH PAVEMENT SAWING ESTIMATED QUANTITIES

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PAVEMENT (CONT'D)

ITEMS 301 - ASPHALT CONCRETE BASE, PG64-22, (449)
 DURING MILLING/PLANING OPERATIONS, IF THE BRICK BASE IS DAMAGED OR MUST BE REMOVED TO ACHIEVE MINIMUM CURB REVEAL, AS SHOWN ON THE GUTTER GRIND/RESURFACING DETAIL, THE CONTRACTOR SHALL REPLACE THE BRICKS WITH ITEM 301, ASPHALT CONCRETE BASE, PG64-22, (449). THE CONTRACTOR SHALL ONLY REMOVE ENOUGH BRICKS TO ACHIEVE MINIMUM CURB REVEAL, AS DETAILED IN THE TYPICAL SECTIONS. APPLY ITEM 407, TACK COAT, AS PER PLAN TO ALL EXPOSED SURFACES, INCLUDING VERTICAL FACES OF ADJACENT BRICK OR CURB.

THE FOLLOWING CONTINGENCY QUANTITIES HAVE BEEN CARRIED THROUGH TO THE GENERAL SUMMARY, FOR USE AS DIRECTED BY THE ENGINEER:

ITEM 301 - ASPHALT CONCRETE BASE, PG64-22, (449) **335 CY**
 ITEM 407 - NON-TRACKING TACK COAT, **120 GAL**
 AS PER PLAN

ITEM 304 - AGGREGATE BASE, AS PER PLAN
 FURNISH MATERIALS PER ODOT ITEM 703.17. USE OF GRANULATED SLAG, STEEL SLAG, AIR COOLED BLAST FURNACE SLAG, RECYCLED CONCRETE, OR RECYCLED ASPHALT SHALL NOT BE PERMITTED.

ITEM 407 - NON-TRACKING TACK COAT, AS PER PLAN
 PRIOR TO PLACING THE INTERMEDIATE TACK COAT, THE PLANED SURFACE SHALL BE EVALUATED BY THE ENGINEER TO DETERMINE IF THE EXPOSED MATERIAL IS ASPHALT, PORTLAND CEMENT CONCRETE, OR BRICK. IN THE PRESENCE OF ASPHALT, ITEM 407, TACK COAT SHALL BE USED FOR THE INTERMEDIATE COAT. IF PORTLAND CEMENT CONCRETE OR BRICK IS EXPOSED, ITEM 407, TACK COAT, 702.13 SHALL BE USED IN LIEU OF ITEM 407, TACK COAT FOR THE INTERMEDIATE COURSE. THERE WILL BE NO ADDITIONAL COST FOR 702.13 IN LIEU OF 407.

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

ALL REQUIREMENTS OF ODOT ITEM 441 AND 448 SHALL APPLY EXCEPT AS MODIFIED HEREIN:

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

RECYCLED MATERIAL USED IN THE SURFACE COURSE SHALL BE LIMITED TO A MAXIMUM OF 10%.

BINDER GRADE SHALL BE PG70-22M.

ITEM 441 - ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), AS PER PLAN (PG64-22)

ALL REQUIREMENTS OF ODOT ITEM 441 AND 448 SHALL APPLY EXCEPT AS MODIFIED HEREIN:

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

RECYCLED MATERIAL USED IN THE SURFACE COURSE SHALL BE LIMITED TO A MAXIMUM OF 10%.

BINDER GRADE SHALL BE PG64-22.

ITEM 441 - ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, (448), AS PER PLAN (PG64-22)

ALL REQUIREMENTS OF ODOT ITEM 441 AND 448 SHALL APPLY EXCEPT AS MODIFIED HEREIN:

RECYCLED MATERIAL USED IN THE INTERMEDIATE COURSE SHALL BE LIMITED TO A MAXIMUM OF 20%.

BINDER GRADE SHALL BE PG64-22.

USE OF THIS ITEM SHALL BE AS DIRECTED BY THE ENGINEER.

ITEM 441 - ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, (448), AS PER PLAN (PG64-22)

ALL REQUIREMENTS OF ODOT ITEM 441 AND 448 SHALL APPLY EXCEPT AS MODIFIED HEREIN:

RECYCLED MATERIAL USED IN THE INTERMEDIATE COURSE SHALL BE LIMITED TO A MAXIMUM OF 20%.

BINDER GRADE SHALL BE PG64-22.

ITEM 305, 451, 452, 608, AND 609 CONSTRUCTION OF CONCRETE BASE PAVEMENT, DRIVEWAYS, SIDEWALKS, AND CURB, AS PER PLAN

CONSTRUCT CONCRETE ITEMS IN ACCORDANCE WITH THE ODOT CMS, EXCEPT AS MODIFIED BY GENERAL NOTES WITHIN THE PLAN SET.

CONCRETE MIX DESIGN FOR CLASS QC MS CONCRETE

ALL APPLICABLE WORK ITEMS SHALL BE BID USING THE CONCRETE MIX DESIGN SPECIFIED IN THIS SECTION. UNDER THIS SECTION OF THESE SPECIFICATIONS THE CONTRACTOR IS REQUIRED TO SUBMIT A CONCRETE DESIGN MIX FOR CLASS QC MS CONCRETE AS HEREIN MODIFIED.

REQUIREMENT	DESCRIPTION
MINIMUM COMPRESSIVE STRENGTH	400 PSI MODULUS OF RUPTURE AS PER ASTM C-78 IN 24 HOURS. THE RESULTS OF THE 24 HOUR BEAM TEST SHALL BE FURNISHED IN ADDITION TO THE RESULTS OF THE TWENTY-EIGHT (28) DAY CYLINDER TESTS.

MINIMUM CEMENT CONTENT	800 LBS.; FLY ASH OR AN ADDITIONAL AGGREGATE SHALL NOT BE USED AS A SUBSTITUTE FOR THE CEMENT
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WATER CEMENT RATIO	0.43 MAXIMUM
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CALCIUM CHLORIDE SHALL NOT BE USED IN THIS DESIGN MIX.

PAYMENT FOR QC MS CONCRETE WILL BE AS A SURCHARGE TO THE UNIT PRICE PER CUBIC YARD. THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED IN THE GENERAL SUMMARY FOR THE WORK NOTED ABOVE:

ITEM 511 - CONCRETE, MISC.: CONCRETE MIX DESIGN FOR CLASS QC MS CONCRETE	200 CY
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THE ENGINEER WILL MARK IN THE FIELD THE AREAS THAT REQUIRE CONSTRUCTION USING CLASS QC MS CONCRETE. THESE MARKS WILL BE LIMITS OF THE PAYMENT FOR THE VARIOUS BID ITEMS USING CLASS QC MS CONCRETE.

DRIVEWAY REPAIR OPERATIONS

CONCRETE SHALL BE ODOT CLASS QC MS AND IN ACCORDANCE WITH THE CITY OF CLEVELAND CONCRETE MIX DESIGN FOR CLASS QC MS CONCRETE, AS SPECIFIED IN THE PLANS.

RESIDENTIAL DRIVES SHALL BE 6 INCH THICKNESS AND COMMERCIAL DRIVES SHALL BE 8 INCH THICKNESS. DRIVE TYPES HAVE BEEN IDENTIFIED ON THE PLANS AND SHOULD BE INSTALLED, AS DIRECTED BY THE ENGINEER. FLARES SHALL BE IN ACCORDANCE WITH CITY OF CLEVELAND, STANDARD CONSTRUCTION DRAWINGS CD-1, AS DIRECTED BY THE ENGINEER.

ADDITIONAL LOCATIONS OF DRIVEWAY REMOVAL AND REPLACEMENT SHALL BE DETERMINED AND MARKED IN THE FIELD, BY THE ENGINEER. THE FOLLOWING CONTINGENCY QUANTITIES HAVE BEEN INCLUDED IN THE GENERAL SUMMARY FOR DRIVEWAY APRON REPLACEMENT REQUIRED DUE TO RESURFACING OPERATIONS. THE COST OF ALL LABOR, MATERIALS, AND EQUIPMENT REQUIRED TO SAWCUT, REMOVE PAVEMENT, EXCAVATE, COMPACT SUBGRADE, LAYOUT AND FORM WORK, AND PLACEMENT OF NEW CONCRETE PAVEMENT SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE BID FOR:

ITEM 452 - 6" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC MS, AS PER PLAN	3 SY
ITEM 452 - 8" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC MS, AS PER PLAN	245 SY

ITEM 609 - CURB, TYPE 6, AS PER PLAN

THE CLASS QC CONCRETE FOR THE TYPE 6 CURB SHALL CONFORM TO THE REQUIREMENTS IN THE "CONCRETE MIX DESIGN (CLEVELAND 650)" GENERAL NOTE.

EXISTING CURB HEIGHT VARIES FROM 3" TO 6". MATCH THE HEIGHT OF NEW CURB TO THE HEIGHT OF ADJACENT EXISTING CURB, AND TRANSITION TO FULL 6" CURB REVEAL AT A RATE OF 1" CURB HEIGHT PER FOOT OF CURB LENGTH.

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

ITEM 609 - CURB TYPE 6, AS PER PLAN	1,250 FT
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ITEM 875 - LONGITUDINAL JOINT ADHESIVE

APPLY ASPHALTIC JOINT ADHESIVE ALONG CENTERLINE OF ROAD AND ANY OTHER LONGITUDINAL COLD JOINTS PRODUCED FROM PAVING OPERATIONS, OR AS DIRECTED BY THE ENGINEER. FURNISH MATERIALS IN ACCORDANCE WITH ODOT SUPPLEMENTAL SPECIFICATION 875.

ADDENDUM

NO.	DATE	DESCRIPTION
1	03/18/24	REVISED ITEM 301 - ASPHALT CONCRTE BASE, PG64-22, (449) AND ITEM 407 - NON-TRACKING TACK COAT, AS PER PLAN CONTINGENCY QUANTITIES
1	03/18/24	REVISED DRIVEWAY REPAIR OPERATIONS NOTE AND CONTINGENCY QUANTITIES
1	03/18/24	REVISED ITEM 609 - CURB TYPE 6, AS PER PLAN CONTIGNECY QUANTITY
1	03/18/24	REMOVED CONCRETE MIX DESIGN (CLEVELAND 650) AND UPDATED GENERAL NOTE CONCRETE MIX DESIGN FOR CLASS QC MS CONCRETE

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NOTIFICATION AND CONTACTS

THE CONTRACTOR SHALL NOTIFY THE FOLLOWING ENTITIES AT LEAST FOURTEEN (14) DAYS PRIOR TO THE BEGINNING OF CONSTRUCTION ACTIVITIES. INCLUDED IN THE NOTIFICATION SHALL BE THE PROJECTED DATES AND TIME FRAMES OF ANY ROAD CLOSURES OR DETOURS.

1. CLEVELAND DIVISION OF POLICE SECOND DISTRICT
3481 FULTON ROAD
CLEVELAND, OHIO 44109
(216) 623-5500
2. CLEVELAND DIVISION OF POLICE THIRD DISTRICT
4501 CHESTER AVENUE
CLEVELAND, OHIO 44103
(216) 623-5300
3. CLEVELAND DIVISION OF FIRE
1645 SUPERIOR AVENUE, EAST
CLEVELAND, OHIO 44114
(216) 664-6800
4. CLEVELAND PUBLIC WORKS DEPARTMENT
500 LAKESIDE AVENUE
CLEVELAND, OHIO 44114
(216) 664-2485
5. CLEVELAND METROPOLITAN SCHOOL DISTRICT BOARD OF EDUCATION
1111 SUPERIOR AVENUE, EAST
CLEVELAND, OHIO 44114
(216) 838-0030
6. GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY
1240 WEST 6TH STREET
CLEVELAND, OHIO 44133
(216) 566-5084
7. ODOT DISTRICT 12
5500 TRANSPORTATION BOULEVARD
GARFIELD HEIGHTS, OHIO 44125
(216) 581-2100
8. OHIO STATE HIGHWAY PATROL CUYAHOGA COUNTY - CLEVELAND METRO POST
5225 WEST 140TH STREET
BROOKPARK, OHIO 44142
(216) 898-2294
9. CSX TRANSPORTATION
500 WATER STREET, 15TH FLOOR
JACKSONVILLE, FLORIDA 32202
(904) 359-3200

SEQUENCE OF CONSTRUCTION

THE REHABILITATION OF QUIGLEY ROAD SHALL BE ACCOMPLISHED IN MULTIPLE SECTIONS AND CONSTRUCTION PHASES AS OUTLINED BELOW:

SECTION 1:

SECTION 1 OF THE REHABILITATION PROJECT INCLUDES QUIGLEY ROAD FROM CLARK AVENUE TO WEST 7TH STREET. PROJECT IMPROVEMENTS AND PAVEMENT REPAIRS WITHIN THESE LIMITS SHALL BE PERFORMED WITH PHASE 1A AND PHASE 1B CONSTRUCTION. THE CONTRACTOR SHALL PERFORM PAVEMENT IMPROVEMENTS UP TO AND INCLUDING THE ASPHALT CONCRETE INTERMEDIATE COURSE. ON-STREET PARKING WITHIN THE LIMITS OF SECTION 1 WILL NOT BE PERMITTED DURING PHASE 1A AND PHASE 1B CONSTRUCTION.

PHASE 1A: THE CONTRACTOR SHALL MAINTAIN ONE-WAY SOUTHBOUND TRAFFIC AND PERFORM IMPROVEMENTS TO THE EAST SIDE OF QUIGLEY ROAD.

PHASE 1B: THE CONTRACTOR SHALL SHIFT TRAFFIC TO THE EAST SIDE OF QUIGLEY ROAD AND PERFORM IMPROVEMENTS TO THE WEST SIDE OF QUIGLEY ROAD WHILE MAINTAINING ONE-WAY SOUTHBOUND TRAFFIC.

PHASE 1C (NOT SHOWN): AFTER COMPLETION OF IMPROVEMENTS TO SECTION 1, THE CONTRACTOR SHALL APPLY WORK ZONE PAVEMENT MARKINGS TO THE INTERMEDIATE COURSE OF SECTION 1 CONSTRUCTION LIMITS IN THE ORIGINAL TRAFFIC PATTERN AND PROCEED TO THE CONSTRUCTION OF SECTION 2.

SECTION 2:

SECTION 2 OF THE REHABILITATION PROJECT INCLUDES QUIGLEY ROAD AND WEST 3RD STREET FROM WEST 7TH STREET TO CANAL ROAD. PROJECT IMPROVEMENTS AND PAVEMENT REPAIRS WITHIN THESE LIMITS SHALL BE PERFORMED WITH PHASE 2A AND PHASE 2B CONSTRUCTION. THE CONTRACTOR SHALL PERFORM PAVEMENT IMPROVEMENTS UP TO AND INCLUDING THE ASPHALT CONCRETE INTERMEDIATE COURSE. ON-STREET PARKING WITHIN THE LIMITS OF SECTION 2 WILL NOT BE PERMITTED DURING PHASE 2A AND PHASE 2B CONSTRUCTION.

PHASE 2A: THE CONTRACTOR SHALL MAINTAIN ONE-WAY SOUTHBOUND TRAFFIC AND PERFORM IMPROVEMENTS TO THE EAST SIDE OF QUIGLEY ROAD AND WEST 3RD STREET.

PHASE 2B: THE CONTRACTOR SHALL SHIFT TRAFFIC TO THE EAST SIDE OF QUIGLEY ROAD AND WEST 3RD STREET AND PERFORM IMPROVEMENTS TO THE WEST SIDE OF QUIGLEY ROAD AND WEST 3RD STREET WHILE MAINTAINING ONE-WAY SOUTHBOUND TRAFFIC.

PHASE 2C (NOT SHOWN): AFTER COMPLETION OF IMPROVEMENTS TO SECTION 2, THE CONTRACTOR SHALL APPLY WORK ZONE PAVEMENT MARKINGS TO THE INTERMEDIATE COURSE OF SECTION 2 CONSTRUCTION LIMITS IN THE ORIGINAL TRAFFIC PATTERN AND PROCEED TO THE CONSTRUCTION OF SECTION 3.

SEQUENCE OF CONSTRUCTION (CONTINUED)

SECTION 3:

SECTION 3 OF THE REHABILITATION PROJECT INCLUDES WEST 3RD STREET FROM CANAL ROAD TO CENTRAL AVENUE. PROJECT IMPROVEMENTS AND PAVEMENT REPAIRS WITHIN THESE LIMITS SHALL BE PERFORMED WITH PHASE 3A AND 3B CONSTRUCTION. THE CONTRACTOR SHALL PERFORM PAVEMENT IMPROVEMENTS UP TO AND INCLUDING THE ASPHALT CONCRETE INTERMEDIATE COURSE. ON-STREET PARKING WITHIN THE LIMITS OF SECTION 3 WILL NOT BE PERMITTED DURING PHASE 3A AND 3B CONSTRUCTION.

PHASE 3A: THE CONTRACTOR SHALL MAINTAIN TWO-WAY TRAFFIC AT ALL TIMES AND PERFORM IMPROVEMENTS TO THE EAST SIDE OF WEST 3RD STREET. DAILY LANE CLOSURES MAY BE REQUIRED PER SCD MT-97.10 DUE TO THE RESTRICTED ROADWAY WIDTH. TWO-WAY TRAFFIC SHALL BE MAINTAINED AT THE END OF THE CONSTRUCTION DAY.

PHASE 3B: THE CONTRACTOR SHALL MAINTAIN TWO-WAY TRAFFIC TO THE EAST SIDE OF WEST 3RD STREET AND PERFORM IMPROVEMENTS TO THE WEST SIDE OF WEST 3RD STREET. DAILY LANE CLOSURES MAY BE REQUIRED PER SCD MT-97.10 DUE TO THE RESTRICTED ROADWAY WIDTH. TWO-WAY TRAFFIC SHALL BE MAINTAINED AT THE END OF THE CONSTRUCTION DAY.

AFTER COMPLETION OF IMPROVEMENTS TO SECTION 3, THE CONTRACTOR SHALL APPLY WORK ZONE PAVEMENT MARKINGS TO THE INTERMEDIATE COURSE OF SECTION 3 CONSTRUCTION LIMITS.

PHASE 3C (NOT SHOWN): AFTER COMPLETION OF IMPROVEMENTS TO SECTION 3, THE CONTRACTOR SHALL PERFORM THE FOLLOWING WORK PERTAINING TO THE ENTIRE PROJECT AREA (SECTIONS 1, 2 AND 3).

- THOROUGHLY CLEAN THE INTERMEDIATE COURSE.
- PLACE THE WEARING COURSE IN A CONTINUOUS CONSTRUCTION OPERATION FULL-WIDTH, FACE OF CURB TO FACE OF CURB TO MINIMIZE LONGITUDINAL COLD JOINTS UTILIZING ODOT STANDARD CONSTRUCTION DRAWING MT-97.11 AND FLASHING ARROW BOARDS PER ODOT C&MS 614 AND LEOS (LAW ENFORCEMENT OFFICERS) AS NEEDED.
- PLACE ALL PERMANENT TRAFFIC CONTROL SIGNS.
- PLACE FINAL PAVEMENT MARKINGS WHILE MAINTAINING TRAFFIC IN ACCORDANCE WITH MT-99.20.

WORK HOUR DESCRIPTIONS

OFF-PEAK HOURS ARE DEFINED AS ANY PERIOD OTHER THAN 6:00-9:00 AM AND 4:00-7:00 PM (MONDAY THRU FRIDAY) AND LEGAL HOLIDAYS.

NIGHTTIME HOURS ARE DEFINED AS BETWEEN 8:00 PM AND 6:00 AM

ITEM 614 - MAINTAINING TRAFFIC, AS PER PLAN

THE MAKING OF THIS IMPROVEMENT REQUIRES THAT THE NUMBER OF LANES ON QUIGLEY ROAD AND WEST 3RD STREET BE TEMPORARILY REDUCED AND TRAFFIC DETOURED AS SHOWN IN THE MAINTENANCE OF TRAFFIC PLANS.

THE CONTRACTOR SHALL MAINTAIN SAFE AND SATISFACTORY DRIVEWAY ACCESS TO ALL ABUTTING PROPERTIES AT ALL TIMES. THE CONTRACTOR SHALL ALSO MAINTAIN ADEQUATE PEDESTRIAN WALKS AT ALL INTERSECTIONS AND ALONG ONE SIDE OF THE STREET AFFECTED BY CONSTRUCTION, AS DIRECTED BY THE ENGINEER.

A MINIMUM OF ONE TEN-FOOT LANE SHALL BE MAINTAINED IN EACH DIRECTION ON ALL STREETS UNLESS OTHERWISE APPROVED BY THE ENGINEER EXCEPT WHEN PHASES 1A/1B AND PHASES 2A/2B ARE DETOURED.

ALL RESURFACING WORK THROUGH AND ADJACENT TO INTERSECTIONS SHALL BE PERFORMED DURING OFF-PEAK OR NIGHTTIME HOURS WHILE TRAFFIC IS MAINTAINED USING FLAGGER CONTROL.

ALL WORK ZONE TRAFFIC CONTROL DEVICES SUCH AS BARRICADES, LIGHTING, FLAGGERS, PAVEMENT MARKINGS, DRUMS, ETC. SHALL BE PROVIDED 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 OMUTCD AT ALL TIMES WHILE TRAFFIC IS MAINTAINED.

THE CONTRACTOR SHALL DIVERT TRAFFIC FROM NORMAL CHANNELS BY THE USE OF PLASTIC DRUMS, FLASHING ARROW BOARDS COMPLYING WITH ODOT CMS 614 AND WORK ZONE SIGNS AND PAVEMENT MARKINGS.

THE PLACEMENT OF THE SIGNS AND THE DRUMS SHALL BE MADE SIMULTANEOUSLY. NO DRUMS SHALL BE PLACED WITHOUT PROPER SIGNAGE IN PLACE. CONFLICTING SIGNING SHALL BE COVERED.

PAYMENTS FOR ALL LABOR, EQUIPMENT AND MATERIALS SHALL BE INCLUDED IN THE LUMP SUM CONTRACT PRICE FOR ITEM 614 - MAINTAINING TRAFFIC, AS PER PLAN (UNLESS SEPARATELY ITEMIZED IN THE PLAN).

ALL WORK ZONE TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (OMUTCD) CURRENT EDITION, LATEST REVISION. ALL WORK ZONE SIGNS, SUPPORTS, PAVEMENT MARKINGS, AND OTHER WORK ZONE TRAFFIC CONTROL DEVICES SHALL BE FURNISHED, ERECTED, MAINTAINED AND REMOVED BY THE CONTRACTOR. MERGING TAPER LENGTHS AND SHIFTING TAPER LENGTHS SHALL BE CALCULATED USING THE EQUATIONS SHOWN IN THE OMUTCD, SECTION 6C.08.

ADDENDUM

NO.	DATE	DESCRIPTION
1	03/25/24	PROJECT LIMIT REVISED

O:\2022\2022331 Cleveland GES\15 - Quigley\400-Engineering\MOT\Sheets\202233115MN001.dwg_25-Mar-24 11:39 AM

CALCULATED
DGD
CHECKED
AKF

MAINTENANCE OF TRAFFIC NOTES

CUY QUIGLEY RD/WEST 3RD ST

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WORK ZONE PAVEMENT MARKINGS

THE FOLLOWING QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY AS ESTIMATES OF THE TYPE AND QUANTITY OF THE WORK ZONE PAVEMENT MARKINGS TO BE INSTALLED PER THE REQUIREMENTS OF 614.11, AS DIRECTED BY THE ENGINEER:

PHASE 1A

ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 4",
642 PAINT 0.27 MILE

PHASE 1B

ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 4",
642 PAINT 0.54 MILE

PHASE 1C - INTERMEDIATE COURSE

ITEM 614 - WORK ZONE CENTER LINE, CLASS I,
642 PAINT 0.27 MILE

ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 4",
642 PAINT 0.54 MILE

ITEM 614 - WORK ZONE STOP LINE, CLASS I,
642 PAINT 15 FT

PHASE 2A

ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 4",
642 PAINT 1.18 MILE

PHASE 2B

ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 4",
642 PAINT 1.50 MILE

ITEM 614 - WORK ZONE STOP LINE, CLASS I,
642 PAINT 100 FT

PHASE 2C - INTERMEDIATE COURSE

ITEM 614 - WORK ZONE CENTER LINE, CLASS I,
642 PAINT 1.18 MILE

ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 4",
642 PAINT 0.65 MILE

ITEM 614 - WORK ZONE STOP LINE, CLASS I,
642 PAINT 200 FT

PHASE 3A

ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 4",
642 PAINT 0.30 MILE

ITEM 614 - WORK ZONE CENTER LINE, CLASS I,
642 PAINT 0.30 MILE

PHASE 3B

ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 4",
642 PAINT 0.30 MILE

ITEM 614 - WORK ZONE CENTER LINE, CLASS I,
642 PAINT 0.30 MILE

ITEM 614 - WORK ZONE STOP LINE, CLASS I,
642 PAINT 20 FT

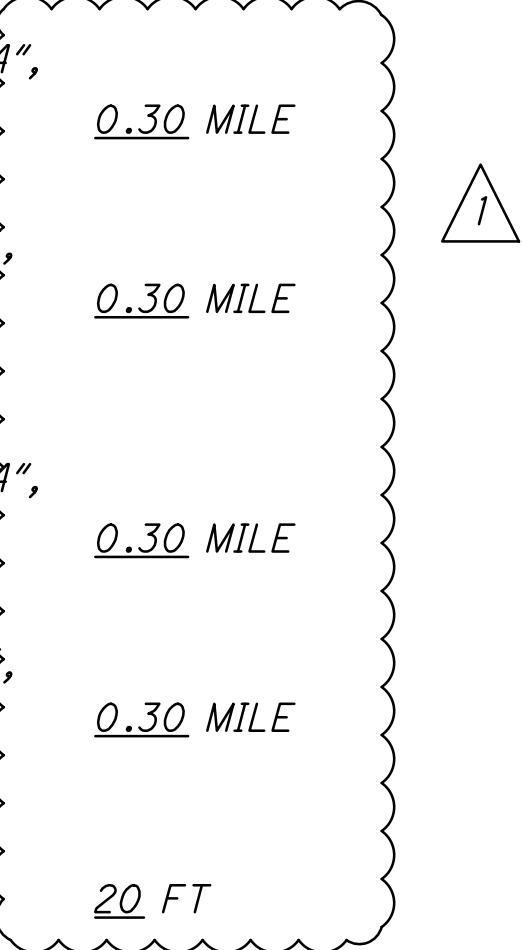
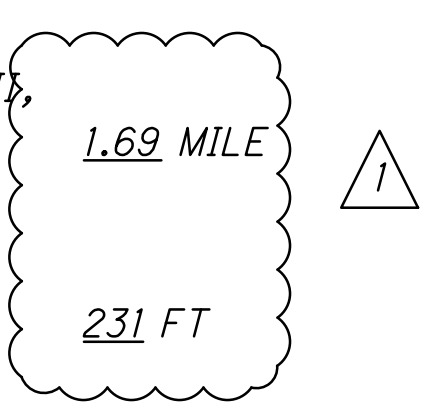
WORK ZONE PAVEMENT MARKINGS (CONTINUED)

PHASE 3C - SURFACE COURSE

ITEM 614 - WORK ZONE EDGE LINE, CLASS III, 4",
642 PAINT 1.19 MILE

ITEM 614 - WORK ZONE CENTER LINE, CLASS III,
642 PAINT 1.69 MILE

ITEM 614 - WORK ZONE STOP LINE, CLASS III,
642 PAINT 231 FT



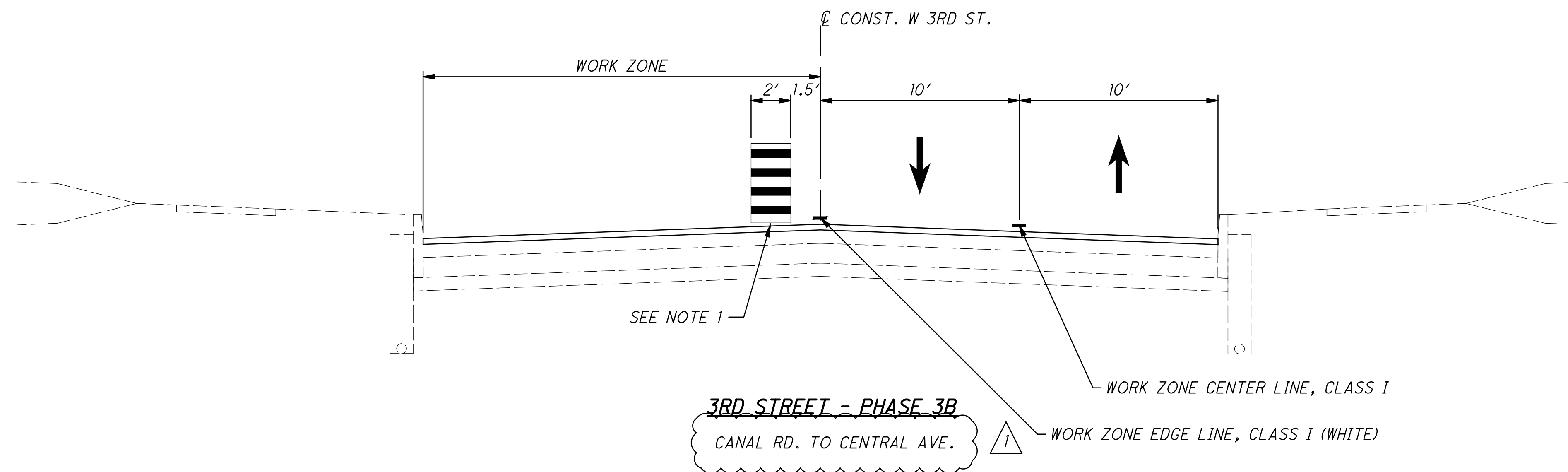
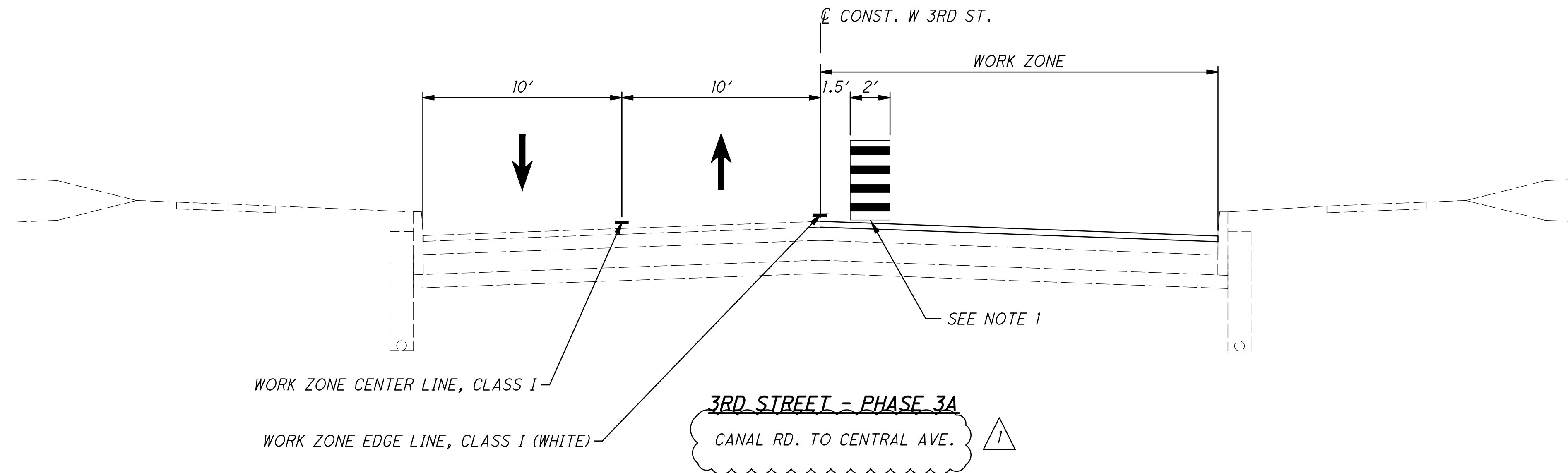
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MAINTENANCE OF TRAFFIC NOTES

**CUY QUIGLEY
RD/WEST 3RD ST**

ADDENDUM		
NO.	DATE	DESCRIPTION
1	03/25/24	QUANTITIES REVISED

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ADDENDUM		
NO.	DATE	DESCRIPTION
1	03/25/24	PROJECT LIMITS REVISED

NOTE:
 1. CONSTRUCTION DRUMS TO BE MOVED AND RESET AS PAVEMENT REPAIRS AND PAVEMENT PLANING WORK IS PERFORMED. DAILY LANE CLOSURES MAY BE REQUIRED PER SCD MT-97.10 DUE TO THE RESTRICTED ROADWAY WIDTH. TWO-WAY TRAFFIC SHALL BE MAINTAINED AT THE END OF THE CONSTRUCTION DAY.

CALCULATED
 DGD
 CHECKED
 AKF

MAINTENANCE OF TRAFFIC TYPICAL SECTIONS

**CUY QUIGLEY
 RD/WEST 3RD ST**

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SHEET NO.	STATION		202	202	202	255	605	606	606	606	608	608	609	611	611	623	638	638	653	659	452	608	
	FROM	TO	SF	FT	FT	FT	FT	FT	EACH	EACH	SF	SF	FT	EACH	EACH	EACH	EACH	EACH	CY	SY	SY	SF	
Quigley Rd.																							
33	BEGIN PROJECT	4+00												1					98	876			160
34	4+00	8+00													2				105	938			
35	8+00	12+00													2				104	929			160
36	12+00	16+00													2				90	805			
37	16+00	20+00																	174	1556			
38	20+00	24+00													1	1			173	1557			
39	24+00	28+00		178											3				174	1556			
40	28+00	W. 3RD ST.		266				212.5	1										73	651			
W. 3RD ST.																							
41	BEGIN WORK	4+00		82						1				1	6	2			7	55			
42	4+00	7+50			40	1	40						40	1	2		3						
43	7+50	12+00												2	4		2						
44	12+00	16+00	640		71	167	71				246	396	30	2	1	1	4						
45	16+00	19+50			20	1	20						20	1	2								
46	19+50	24+00	1174		94	166	94				252	730	21	4	5		7	1	4	22			
47	24+00	28+00												1	1		1						
48	28+00	32+00	525		35	56	35				525		35	4	3								
49	32+00	35+00												2	2								
50	35+00	40+00	2682		232	377	232				432	1686	35	9	13	2	10	3	3	16	64		
51	40+00	44+00	451		36	68	36				192	260		5	8	1	3						
52	44+00	SUSPEND PROJECT	200		20	21	20				200		20		4		1						
53	RESUME PROJECT	52+00	914		50	102	50				280	635	15	3	5	1	4		2	2			
54	52+00	56+00	305		17	51	17				112	119		3	4	1	3		1	9			
55	56+00	60+00			30	1	30						30	2	4		3						
56	60+00	64+00												5	2		1						
ADDENDUM																							
	NO.	DATE	DESCRIPTION																				
	1	03/19/24	QUANTITY UPDATES WERE CARRIED THROUGH FROM ESTIMATED QUANTITIES SHEETS																				
NOTES																							
** DENOTES TOTALS CARRIED TO THE GENERAL NOTES: ITEM 611 - CATCH BASIN ADJUSTED/RECONSTRUCTED TO GRADE, AS PER PLAN ITEM 611 - MANHOLE ADJUSTED/RECONSTRUCTED TO GRADE, AS PER PLAN ITEM 623 - MONUMENT BOX ADJUSTED TO GRADE, AS PER PLAN																							
QUIGLEY RD.				444				212.5	1						1	10	1			991	8868		320
W. 3RD ST.			6891	82	645	1011	645			1	2239	3826	246	45	66	8	42	4	17	104	64		
TOTALS CARRIED TO GENERAL SUMMARY			6891	526	645	1011	645	212.5	1	1	2239	3826	246	##	##	##	42	4	1008	8972	64	320	

CALCULATED MIN/W	CHECKED DEN
SUBSUMMARY	
CUY QUIGLEY RD/WEST 3RD ST	
30	143

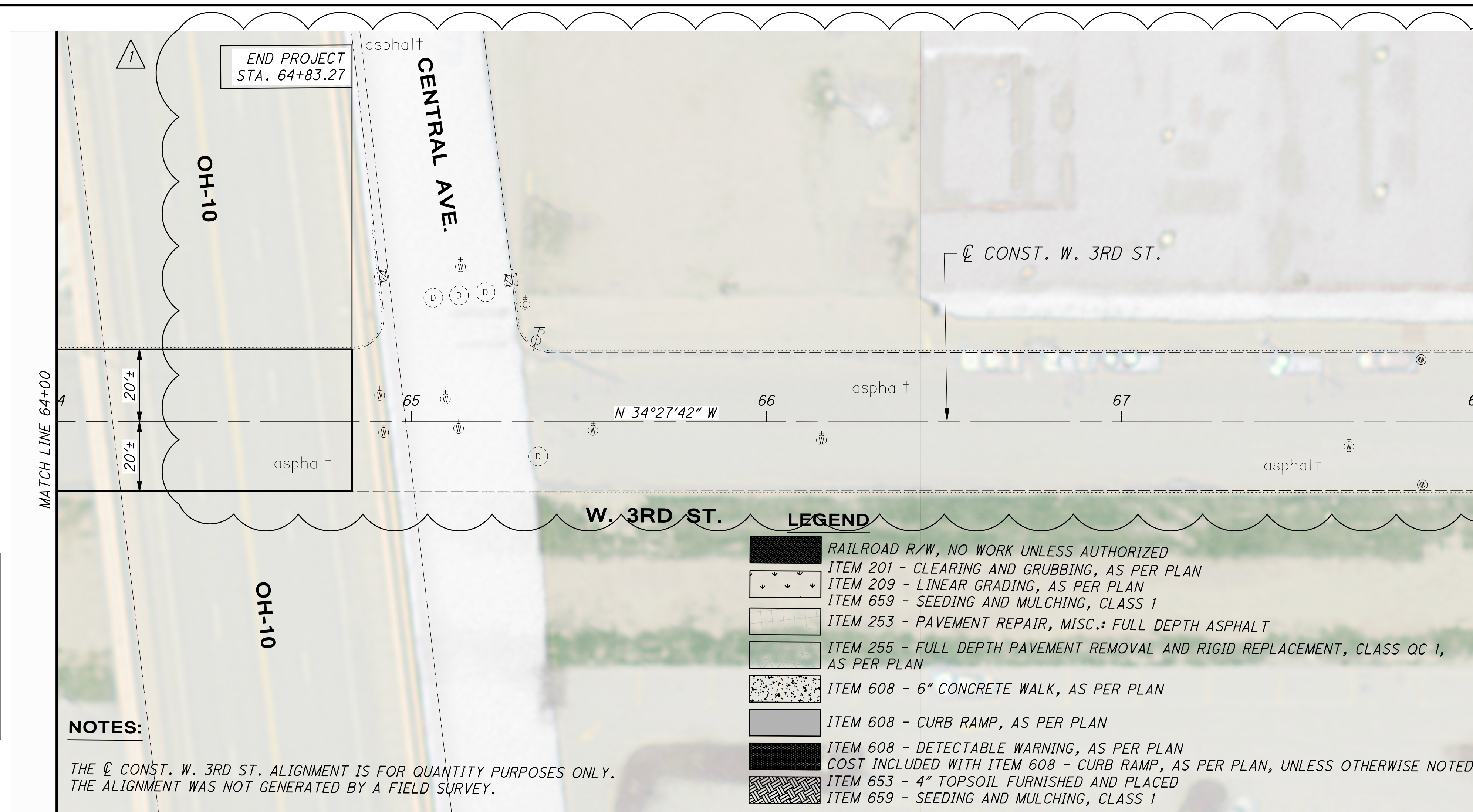
SHEET NO.	STATION TO STATION		SIDE	LENGTH (L) FT	AVERAGE WIDTH (W) FT	SURFACE AREA (A) SF (A = L x W)	CADD GENERATED AREA SF	SAFETY EDGE SF	COMPACTED AGGREGATE BASE WIDTH FT	209	209	209	254	407	408	441	441	441	441	613	617	875
	FROM	TO								RESHAPING UNDER GUARDRAIL STA	LINEAR GRADING, AS PER PLAN STA	PREPARING SUBGRADE FOR SHOULDER PAVING STA	PAVEMENT PLANING, ASPHALT CONCRETE, AS PER PLAN (1=3") SY	NON-TRACKING TACK COAT, AS PER PLAN GAL	PRIME COAT GAL	1.25" ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), AS PER PLAN (PG64-22) CY	1.25" ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), AS PER PLAN (PG70-22M) CY	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, (448), AS PER PLAN (PG64-22) (0" MIN. TO 1.75" MAX.), AS DIRECTED BY THE ENGINEER CY	1.75" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, (448), AS PER PLAN (PG64-22) CY	LOW STRENGTH MORTAR BACKFILL (TYPE 1) CY	COMPACTED AGGREGATE CY	LONGITUDINAL JOINT ADHESIVE LB
	W. 3RD ST.																					
41	BEGIN PROJECT	01+99.77	LT	196	-	-	7189.65						799	112			28	6	39			20
41	1+99.77	4+00.00	LT	200	19.4	3884.46	3887.12						432	61			15	3	21			21
42	4+00.00	07+50.00	LT	350	18.5	6475.00	6475.24						720	101			25	5	35			35
43	7+50.00	12+00.00	LT	450	18	8100.00	8118.97						903	127			32	7	44			45
44	12+00.00	16+00.00	LT	400	18	7200.00	7200.52						801	113			28	6	39			40
45	16+00.00	19+50.00	LT	350	18	6300.00	6301.72						701	99			25	5	35			35
46	19+50.00	24+00.00	LT	450	19	8550.00	8920.07						992	139			35	7	49			45
47	24+00.00	28+00.00	LT	400	20	8000.00	8000.00						889	125			31	7	44			40
48	28+00.00	32+00.00	LT	400	20	8000.00	8000.00						889	125			31	7	44			40
49	32+00.00	35+00.00	LT	300	20	6000.00	6000.00						667	94			24	5	33			30
50	35+00.00	40+00.00	LT	500	20	10000.00	10056.72						1118	157			39	8	55			50
51	40+00.00	44+00.00	LT	400	20	8000.00	8020.035						892	125			31	7	44			40
52	44+00.00	SUSPEND PROJECT	LT	129	20	2580.00	2578.39						287	41			10	2	14			13
53	RESUME PROJECT	52+00.00	LT	374	20.3	7592.20	7628.32						848	119			30	6	42			38
54	52+00.00	56+00.00	LT	400	20	8000.00	8020.85						892	125			31	7	44			40
55	56+00.00	60+00.00	LT	400	20.1	8040.00	8030.97						893	125			31	7	44			40
56	60+00.00	64+00.00	LT	400	20.2	8080.00	8091.96						900	126			32	7	44			40
57	64+00.00	END PROJECT	LT	83	19.9	1657.07	1689.84						188	27			7	2	10			9
41	BEGIN PROJECT	04+00.00	RT	196	17.6	3445.55	6719.26						747	105			26	6	37			20
42	4+00.00	07+50.00	RT	350	17.9	6265.00	6239.74						694	98			25	5	34			35
43	7+50.00	12+00.00	RT	450	18	8100.00	8081.03						898	126			32	7	44			45
44	12+00.00	16+00.00	RT	400	18	7200.00	7235.95						804	113			28	6	40			40
45	16+00.00	19+50.00	RT	350	18	6300.00	6298.27						700	98			25	5	35			35
46	19+50.00	24+00.00	RT	450	19	8550.00	8931.82						993	139			35	7	49			45
47	24+00.00	28+00.00	RT	400	20	8000.00	8000.00						889	125			31	7	44			40
48	28+00.00	32+00.00	RT	400	20	8000.00	8000.00						889	125			31	7	44			40
49	32+00.00	35+00.00	RT	300	20	6000.00	6001.00						667	94			24	5	33			30
50	35+00.00	40+00.00	RT	500	20	10000.00	10022.65						1114	156			39	8	55			50
51	40+00.00	44+00.00	RT	400	20	8000.00	7999.85						889	125			31	7	44			40
52	44+00.00	SUSPEND PROJECT	RT	129	20	2580.00	2581.26						287	41			10	2	14			13
53	RESUME PROJECT	52+00.00	RT	374	20.2	7554.80	7548.52						839	118			30	6	41			38
54	52+00.00	56+00.00	RT	400	20	8000.00	7979.16						887	125			31	7	44			40
55	56+00.00	60+00.00	RT	400	20	8000.00	7969.03						886	124			31	7	44			40
56	60+00.00	64+00.00	RT	400	19.9	7960.00	7909.23						879	124			31	7	43			40
57	64+00.00	END PROJECT	RT	83	19.7	1640.42	1636.36						182	26			7	2	9			9
44	SCOTHAM AVE.		RT	-	-	-	835.62						93	13		4			5			
46	JEFFERSON AVE.		LT	-	-	-	1469.85						164	23		6			8			
46	JEFFERSON AVE.		RT	-	-	-	1275.83						142	20		5			7			
50	LITERARY RD.		LT	-	-	-	2882.14						321	45		12			16			
50	MAHONING AVE.		RT	-	-	-	1132.06						126	18		5			7			
50	MAHONING AVE.		LT	-	-	-	1592.37							25		7			9			
51	CUYAHOGA		LT	-	-	-	409.00						46	7		2			3			
53	CANAL RD.		RT	-	-	-	2774.05						309	44		11			15			
41	0+04.00	0+16.79	LT	-	-	-	-	0.04	2		1.25	1.25			9		0.2					2
41	0+16.79	0+73.49	LT	-	-	-	-	0.08	4	0.5	7.75	7.75			67		2.3					28
41	1+12.54	2+45.91	LT	-	-	-	-	0.04	2	0.5	1.75	1.75			14		0.3					3
41	0+22.01	1+06.46	RT	-	-	-	-	0.04	2	1	1	1			8		0.2					2
41	1+39.70	1+94.70	RT	-	-	-	-				0.75											
48	28+24.64	28+59.64	LT	-	-	-	-													69		
TOTALS CARRIED TO GENERAL SUMMARY										2	13	12	28256	3998	98	52	955	205	1404	69	35	1221

ADDENDUM		
NO.	DATE	DESCRIPTION
1	03/19/24	PAVEMENT QUANTITIES UPDATED TO REFLECT THE UPDATED END PROJECT STATION

CALCULATED: MNW
 CHECKED: DEN
PAVEMENT CALCULATIONS
CUY QUIGLEY RD/WEST 3RD ST
 32
 143

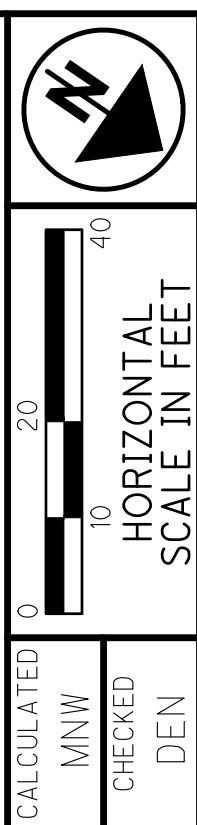
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NOTES:

DENOTES TOTALS CARRIED TO THE GENERAL NOTES:
 ITEM 611 - CATCH BASIN ADJUSTED/RECONSTRUCTED TO GRADE, AS PER PLAN
 ITEM 611 - MANHOLE ADJUSTED/RECONSTRUCTED TO GRADE, AS PER PLAN
 ITEM 623 - MONUMENT BOX ADJUSTED TO GRADE, AS PER PLAN



ADDENDUM		
NO.	DATE	DESCRIPTION
1	03/18/24	UPDATED PLANS TO MATCH NEW SCOPE
1	03/18/24	UPDATED QUANTITIES TO MATCH NEW END OF PROJECT

NOTES:

THE \odot CONST. W. 3RD ST. ALIGNMENT IS FOR QUANTITY PURPOSES ONLY. THE ALIGNMENT WAS NOT GENERATED BY A FIELD SURVEY.

LEGEND

- RAILROAD R/W, NO WORK UNLESS AUTHORIZED
- ITEM 201 - CLEARING AND GRUBBING, AS PER PLAN
- ITEM 209 - LINEAR GRADING, AS PER PLAN
- ITEM 659 - SEEDING AND MULCHING, CLASS 1
- ITEM 253 - PAVEMENT REPAIR, MISC.: FULL DEPTH ASPHALT
- ITEM 255 - FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS QC 1, AS PER PLAN
- ITEM 608 - 6" CONCRETE WALK, AS PER PLAN
- ITEM 608 - CURB RAMP, AS PER PLAN
- ITEM 608 - DETECTABLE WARNING, AS PER PLAN
- ITEM 653 - 4" TOPSOIL FURNISHED AND PLACED
- ITEM 659 - SEEDING AND MULCHING, CLASS 1

STATION	SIDE	202	202	202	255	605	606	606	606	608	608	609	611	611	623	638	638	653	659
		WALK REMOVED, AS PER PLAN SF	CONCRETE BARRIER REMOVED FT	CURB REMOVED, AS PER PLAN FT	FULL DEPTH PAVEMENT SAWING FT	6" UNCLASSIFIED PIPE UNDERDRAINS FT	GUARDRAIL, TYPE MGS FT	ANCHOR ASSEMBLY, MGS TYPE E EACH	ANCHOR ASSEMBLY, MGS TYPE T EACH	6" CONCRETE WALK, AS PER PLAN SF	CURB RAMP, AS PER PLAN SF	CURB, TYPE 6, AS PER PLAN FT	CATCH BASIN ADJUSTED/RECONSTRUCTED TO GRADE, AS PER PLAN EACH	MANHOLE ADJUSTED/RECONSTRUCTED TO GRADE, AS PER PLAN EACH	MONUMENT BOX ADJUSTED TO GRADE, AS PER PLAN EACH	VALVE BOX ADJUSTED TO GRADE, AS PER PLAN EACH	SERVICE BOX ADJUSTED TO GRADE, AS PER PLAN EACH	4" TOPSOIL FURNISHED AND PLACED CY	SEEDING AND MULCHING, CLASS 1 SY
FROM																			
TO																			
W. 3RD ST.																			
TOTALS CARRIED TO SUBSUMMARY													##	##	##				

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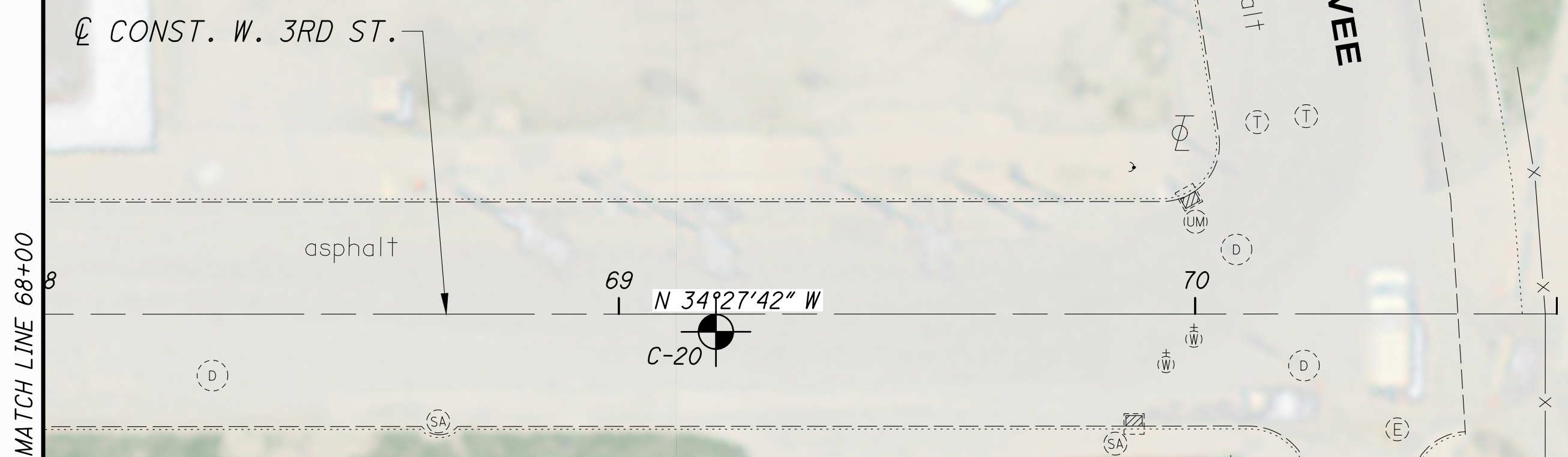
NOTES:

DENOTES TOTALS CARRIED TO THE GENERAL NOTES:
 ITEM 611 - CATCH BASIN ADJUSTED/RECONSTRUCTED TO GRADE, AS PER PLAN
 ITEM 611 - MANHOLE ADJUSTED/RECONSTRUCTED TO GRADE, AS PER PLAN
 ITEM 623 - MONUMENT BOX ADJUSTED TO GRADE, AS PER PLAN

ADDENDUM		
NO.	DATE	DESCRIPTION
1	03/18/24	UPDATED PLANS TO MATCH NEW SCOPE
1	03/18/24	UPDATED QUANTITIES TO MATCH NEW END OF PROJECT

NOTES:

THE ϕ CONST. W. 3RD ST. ALIGNMENT IS FOR QUANTITY PURPOSES ONLY.
 THE ALIGNMENT WAS NOT GENERATED BY A FIELD SURVEY.



- LEGEND**
- RAILROAD R/W, NO WORK UNLESS AUTHORIZED
 - ITEM 201 - CLEARING AND GRUBBING, AS PER PLAN
 - ITEM 209 - LINEAR GRADING, AS PER PLAN
 - ITEM 659 - SEEDING AND MULCHING, CLASS 1
 - ITEM 253 - PAVEMENT REPAIR, MISC.: FULL DEPTH ASPHALT
 - ITEM 255 - FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS QC 1, AS PER PLAN
 - ITEM 608 - 6" CONCRETE WALK, AS PER PLAN
 - ITEM 608 - CURB RAMP, AS PER PLAN
 - ITEM 608 - DETECTABLE WARNING, AS PER PLAN
 - COST INCLUDED WITH ITEM 608 - CURB RAMP, AS PER PLAN, UNLESS OTHERWISE NOTED
 - ITEM 653 - 4" TOPSOIL FURNISHED AND PLACED
 - ITEM 659 - SEEDING AND MULCHING, CLASS 1

STATION	SIDE	DESCRIPTION																			
		202	202	202	255	605	606	606	606	608	608	609	611	611	623	638	638	653	659		
FROM	TO	WALK REMOVED, AS PER PLAN	CONCRETE BARRIER REMOVED	CURB REMOVED, AS PER PLAN	FULL DEPTH PAVEMENT SAWING	6" UNCLASSIFIED PIPE UNDERDRAINS	GUARDRAIL, TYPE MGS	ANCHOR ASSEMBLY, MGS TYPE E	ANCHOR ASSEMBLY, MGS TYPE T	6" CONCRETE WALK, AS PER PLAN	CURB RAMP, AS PER PLAN	CURB, TYPE 6, AS PER PLAN	CATCH BASIN ADJUSTED/RECONSTRUCTED TO GRADE, AS PER PLAN	MANHOLE ADJUSTED/RECONSTRUCTED TO GRADE, AS PER PLAN	MONUMENT BOX ADJUSTED TO GRADE, AS PER PLAN	VALVE BOX ADJUSTED TO GRADE, AS PER PLAN	SERVICE BOX ADJUSTED TO GRADE, AS PER PLAN	4" TOPSOIL FURNISHED AND PLACED	SEEDING AND MULCHING, CLASS 1		
		SF	FT	FT	FT	FT	FT	EACH	EACH	SF	SF	FT	EACH	EACH	EACH	EACH	EACH	CY	SY		
W. 3RD ST.																					
TOTALS CARRIED TO SUBSUMMARY																					
													##	##	##						

CALCULATED: MNW, CHECKED: DEN

0 20 40
 HORIZONTAL SCALE IN FEET

PLAN & ESTIMATED QUANTITIES - W. 3RD ST. STA. 68+00 TO END PROJECT

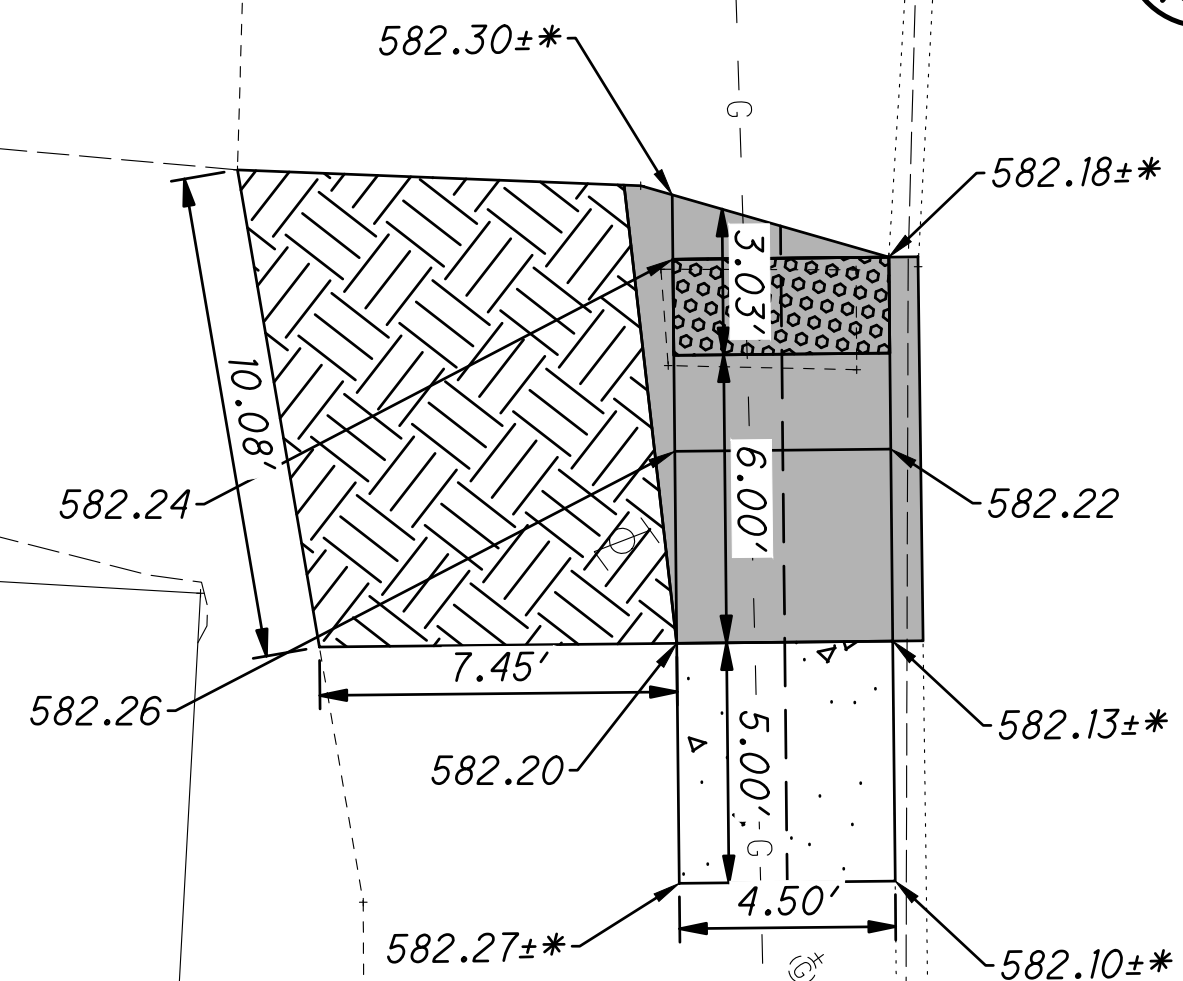
CUY QUIGLEY RD/WEST 3RD ST

O:\2022\2022331_Cleveland_GES\15 - Quigley\400-Engineering\Roadway\Sheets\2022331_15GA001.dwg 18-Mar-24 5:24 PM

CW-20

TYPE B3

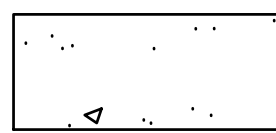
HARRISON ST.



W. 3RD ST.

LEGEND

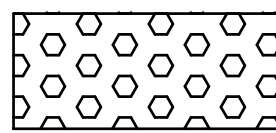
±* MATCH EXISTING ELEVATION/LENGTH/WIDTH



ITEM 608 - 6" CONCRETE WALK, AS PER PLAN



ITEM 608 - CURB RAMP, AS PER PLAN



ITEM 608 - DETECTABLE WARNING, AS PER PLAN
COST INCLUDED WITH ITEM 608 - CURB RAMP, AS PER PLAN, UNLESS OTHERWISE NOTED



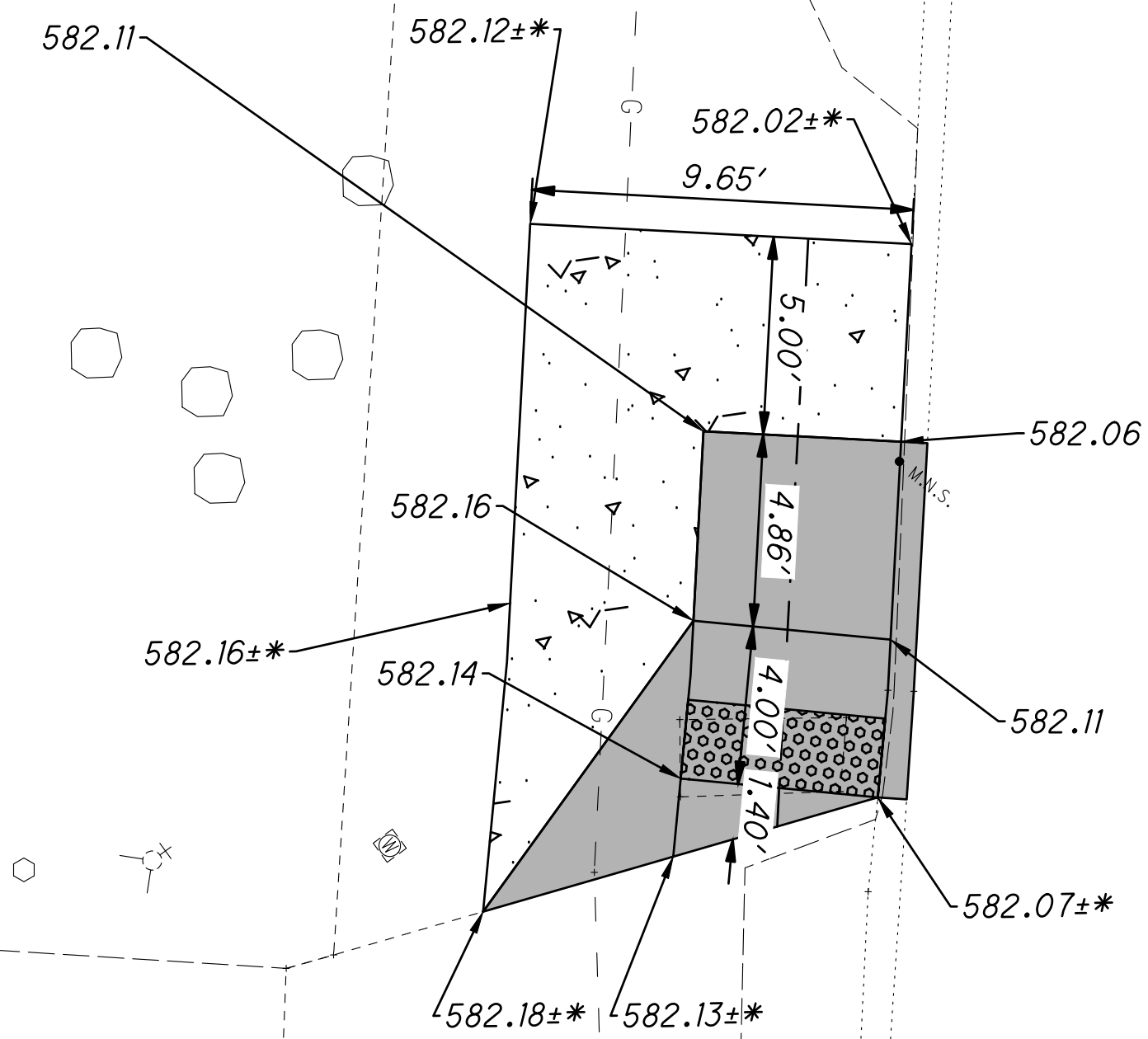
ITEM 653 - 4" TOPSOIL FURNISHED AND PLACED
ITEM 659 - SEEDING AND MULCHING, CLASS 1

ADDENDUM

NO.	DATE	DESCRIPTION
1	03/18/24	REMOVED CURB RAMP DUE TO NEW SCOPE
1	03/18/24	REMOVED CURB RAMP DUE TO NEW SCOPE

CW-21

TYPE A1



W. 3RD ST.

SEE PLAN



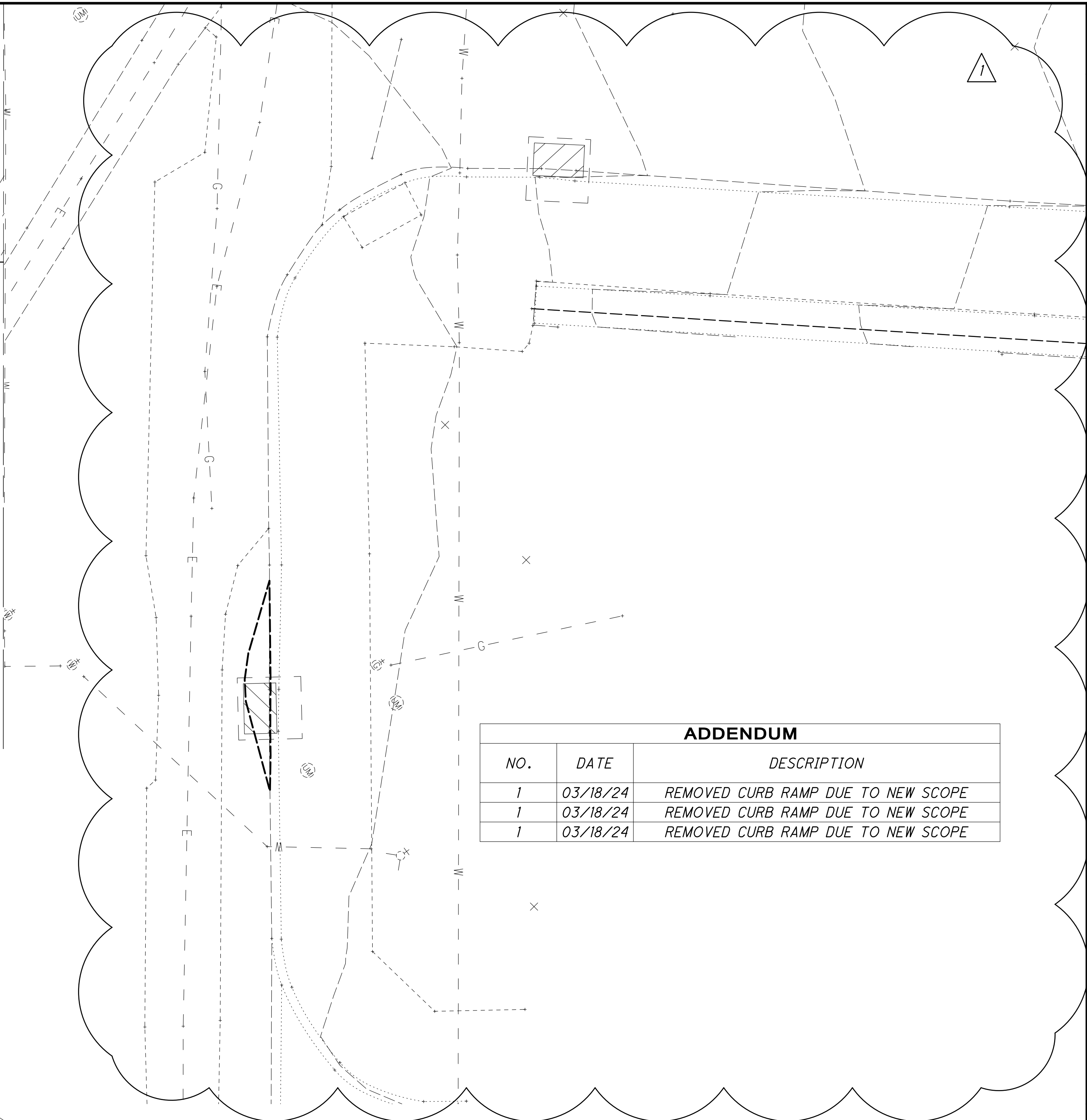
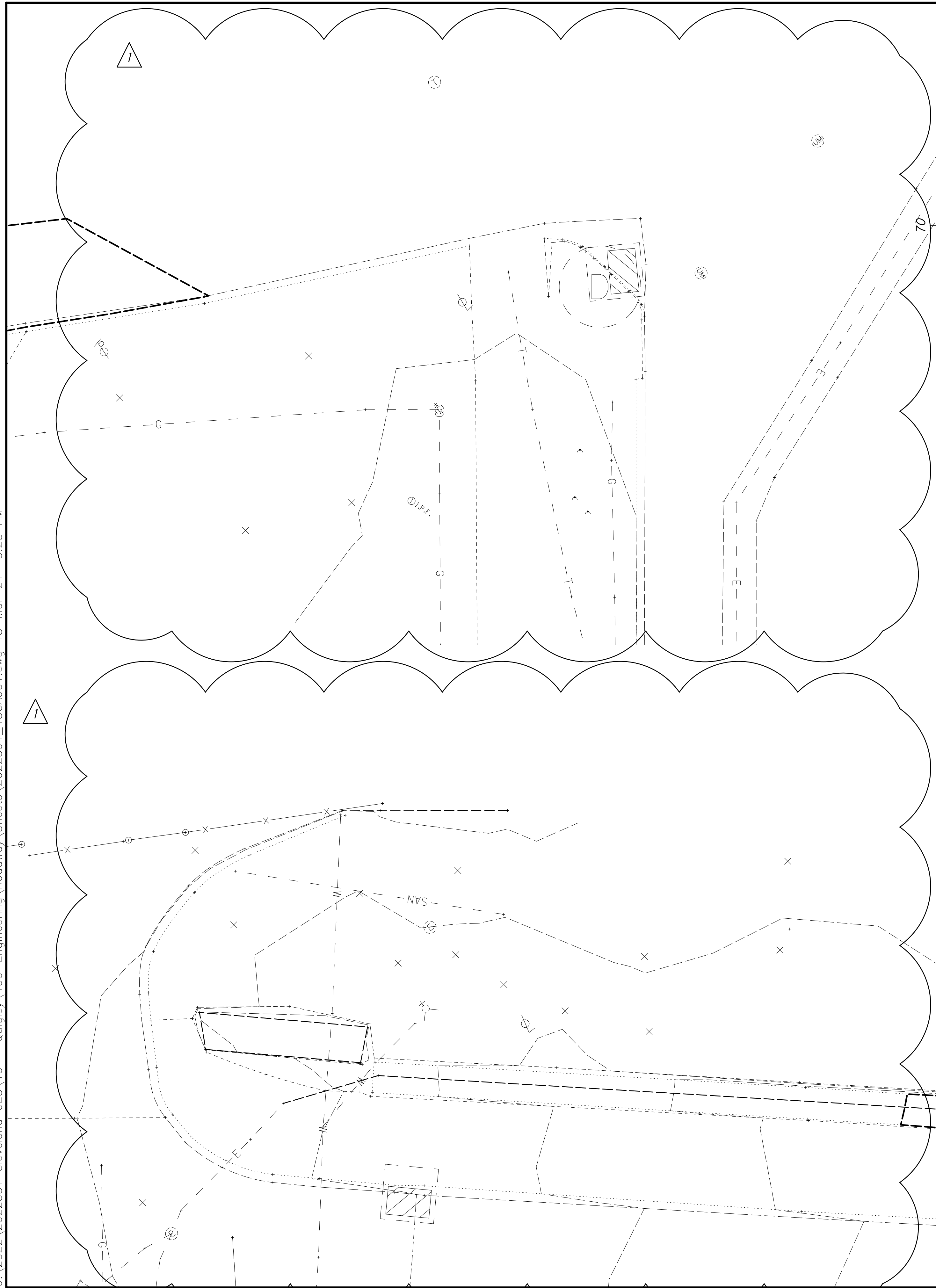
CALCULATED
M/NW
CHECKED
DEN

56

**ADA CURB RAMP DETAILS
CW-20, CW-21, CW-22, CW-23**

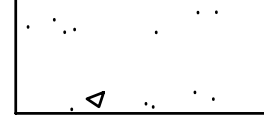

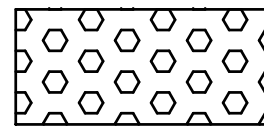
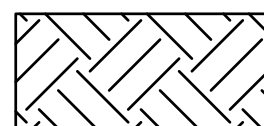
**GUY QUIGLEY
RD/WEST 3RD ST**

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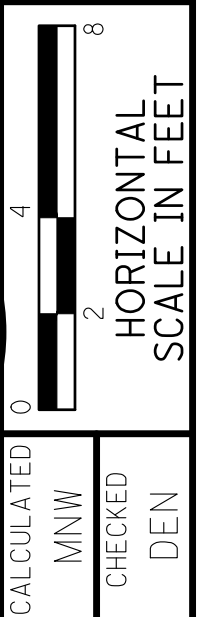


ADDENDUM		
NO.	DATE	DESCRIPTION
1	03/18/24	REMOVED CURB RAMP DUE TO NEW SCOPE
1	03/18/24	REMOVED CURB RAMP DUE TO NEW SCOPE
1	03/18/24	REMOVED CURB RAMP DUE TO NEW SCOPE

LEGEND

- ±* MATCH EXISTING ELEVATION/LENGTH/WIDTH
-  ITEM 608 - 6" CONCRETE WALK, AS PER PLAN
-  ITEM 608 - CURB RAMP, AS PER PLAN
-  ITEM 608 - DETECTABLE WARNING, AS PER PLAN
COST INCLUDED WITH ITEM 608 - CURB RAMP, AS PER PLAN, UNLESS OTHERWISE NOTED
-  ITEM 653 - 4" TOPSOIL FURNISHED AND PLACED
ITEM 659 - SEEDING AND MULCHING, CLASS 1

SEE PLAN



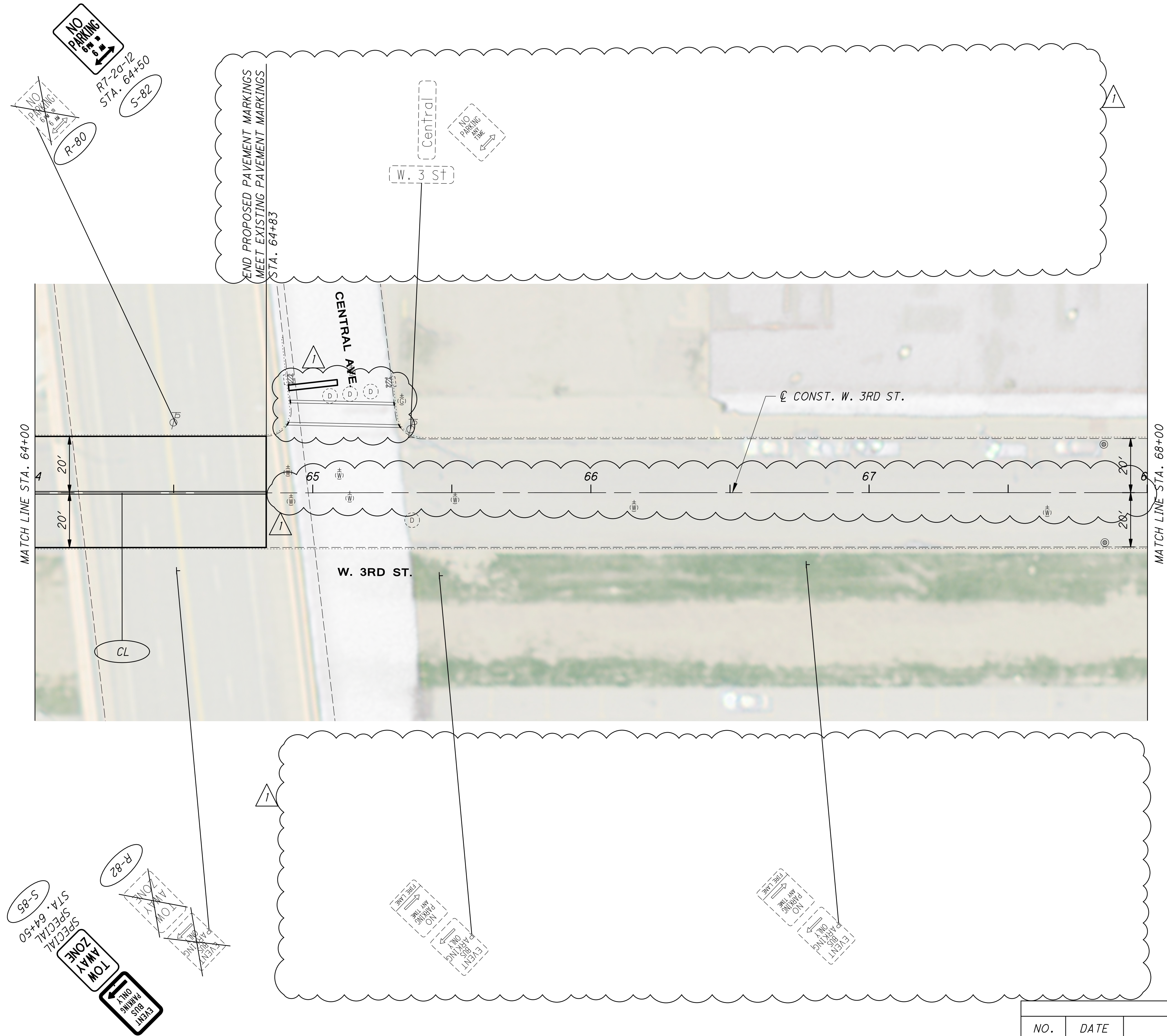
ADA CURB RAMP DETAILS
CW-24, CW-25, CW-26, CW-27

GUY QUIGLEY
RD/WEST 3RD ST

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SHEET NO.	REFERENCE NO.	LOCATION	STATION	SIDE	CODE	SIZE (INCHES)	630	630	630	630	630	630	630	630	630	630										
							GROUND MOUNTED SUPPORT, NO. 2 POST	GROUND MOUNTED SUPPORT, NO. 3 POST	SIGN POST REFLECTOR	SIGN SUPPORT ASSEMBLY, POLE MOUNTED	SIGN, FLAT SHEET	SIGN, STREET NAME, AS PER PLAN	REMOVAL OF GROUND MOUNTED SIGN AND DISPOSAL	REMOVAL OF GROUND MOUNTED SIGN AND REERECTION	REMOVAL OF GROUND MOUNTED POST SUPPORT AND DISPOSAL	REMOVAL OF POLE MOUNTED SIGN AND DISPOSAL							FT	FT	EACH	EACH
140	R-80	W 3RD ST		LT	RT-2a																					
140	R-82	W 3RD ST		RT	SPECIAL SPECIAL																					
140	S-82	W 3RD ST	64+50	LT	RT-2g-12	12 X 18																				
140	S-85	W 3RD ST	64+50	RT	SPECIAL SPECIAL	12 X 18 12 X 18	13.6																			
TOTALS FROM THIS SHEET							13.6			1	4.5		2				1	1								
TOTALS CARRIED FROM SIGNING SUBSUMMARY SHEET 1 OF 7							10.5	13.0	1	16	44.9	2	1				2	16								
TOTALS CARRIED FROM SIGNING SUBSUMMARY SHEET 2 OF 7							40.0	15.5	2	21	72.5	6	4	1		3	21									
TOTALS CARRIED FROM SIGNING SUBSUMMARY SHEET 3 OF 7							14.5	15.5	1	23	114.7	4	3													
TOTALS CARRIED FROM SIGNING SUBSUMMARY SHEET 4 OF 7							26.0	29.0	2	17	87.0	4	1			1	17									
TOTALS CARRIED FROM SIGNING SUBSUMMARY SHEET 5 OF 7							26.0	13.0	3	15	89.9	2	4			3	13									
TOTALS CARRIED FROM SIGNING SUBSUMMARY SHEET 6 OF 7							27.2			16	47.6	2	4			2	16									
TOTALS CARRIED TO GENERAL SUMMARY							157.8	86.0	9	109	461.1	20	19	1		12	106									

ADDENDUM		
NO.	DATE	DESCRIPTION
1	03/25/24	REVISED QUANTITIES



ADDENDUM		
NO.	DATE	DESCRIPTION
1	03/25/24	PROJECT LIMIT REVISIONS

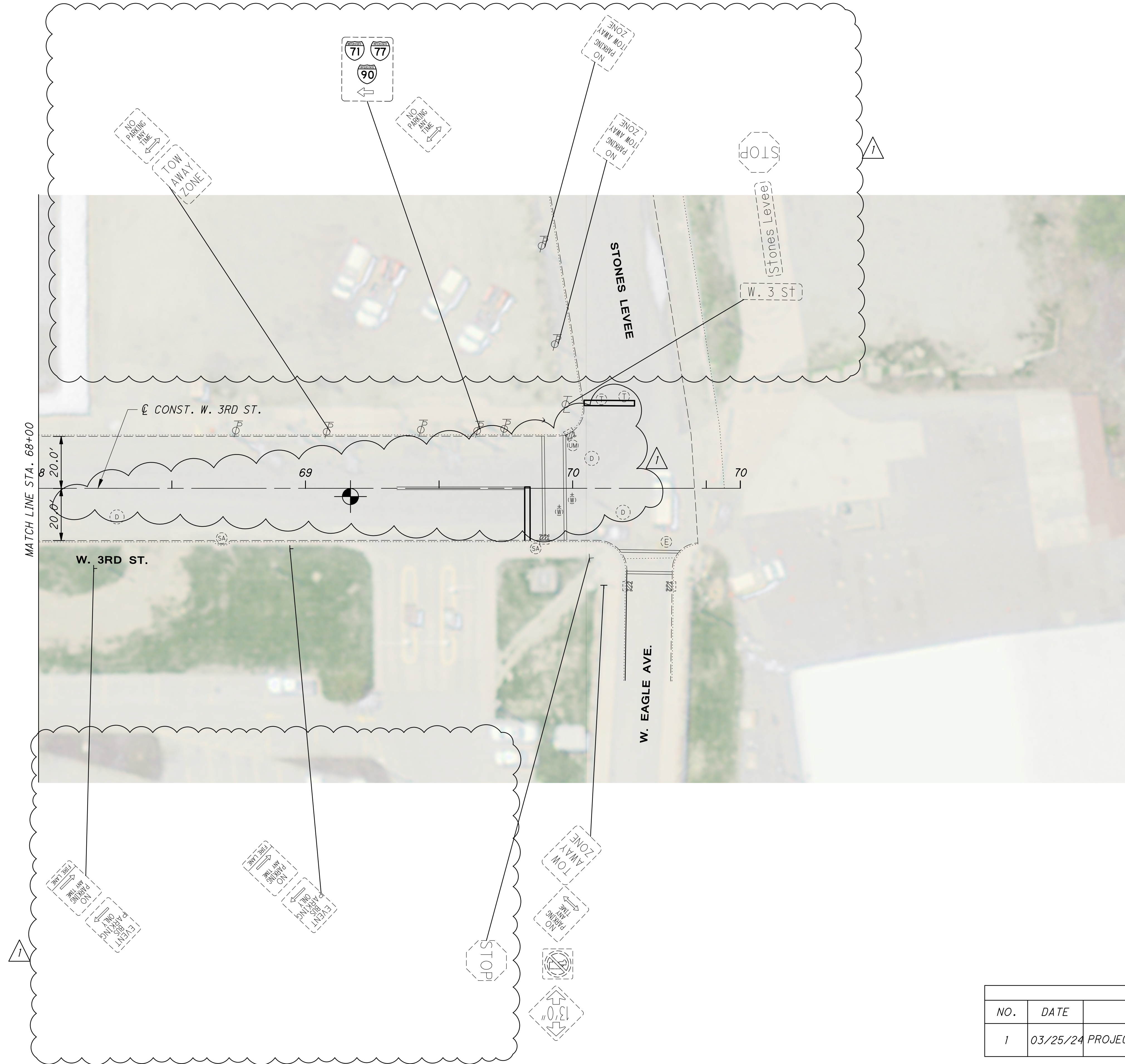
FOR TRAFFIC CONTROL LEGEND, SEE SHEET 116.

CALCULATED
DLS
CHECKED
JMB

0 20 40
HORIZONTAL
SCALE IN FEET

**TRAFFIC CONTROL PLAN - W. 3RD ST.
STA. 64+00 TO STA. 68+00**

**CUY QUIGLEY
RD/WEST 3RD ST**



ADDENDUM		
NO.	DATE	DESCRIPTION
1	03/25/24	PROJECT LIMIT REVISIONS

FOR TRAFFIC CONTROL LEGEND, SEE SHEET 116.

CALCULATED
DLS
CHECKED
JMB

0 20 40
HORIZONTAL
SCALE IN FEET

TRAFFIC CONTROL PLAN - W. 3RD ST.
STA. 68+00 TO END

CUY QUIGLEY
RD/WEST 3RD ST