

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, (OMUTCD) CURRENT EDITION, LATEST REVISION, THE CONSTRUCTION AND MATERIAL SPECIFICATIONS (C&MS) AND THE FOLLOWING:

1. THE CONTRACTOR SHALL INFORM THE DISTRICT 12 OFFICE (216) 584-2007, FOURTEEN (14) DAYS PRIOR TO THE BEGINNING OF WORK. THE CONTRACTOR SHALL NOTIFY THE ENGINEER AT LEAST EIGHTEEN (18) DAYS PRIOR TO IMPLEMENTATION OF ANY WORK ZONE RESTRICTIONS THAT WILL REDUCE THE WIDTH OF ANY LANE ON WHICH TRAFFIC WILL BE MAINTAINED DURING CONSTRUCTION.

2. THE CONTRACTOR SHALL FURNISH, ERECT, MAINTAIN, AND SUBSEQUENTLY REMOVE ALL FLAGS, DRUMS, BARRICADES, SIGNS, SIGN SUPPORTS, AND FURNISH AND MAINTAIN ALL FLAGGERS, WATCHERS, AND INCIDENTALS RELATED THERETO.

3. ALL LANES OF TRAFFIC SHALL BE MAINTAINED AT ALL TIMES ON THE IR 90 EXIT RAMP, EXCEPT FOR A PERIOD NOT TO EXCEED 60 CONSECUTIVE CALENDER DAYS, WHEN THROUGH TRAFFIC MAY BE DETOURED AS SHOWN ON SHEET P.14. A DISINCENTIVE SHALL BE ASSESSED ACCORDING TO THE TABLE IN THE WINDOW CONTRACT NOTE FOR EACH CALENDAR DAY THE ROADWAY REMAINS CLOSED TO TRAFFIC BEYOND THE SPECIFIED LIMIT.

ALL LANES OF TRAFFIC SHALL BE MAINTAINED AT ALL TIMES ON THE IR 480 EASTBOUND EXIT RAMP, EXCEPT FOR A PERIOD NOT TO EXCEED 60 CONSECUTIVE CALENDAR DAYS, WHEN THROUGH TRAFFIC MAY BE DETOURED AS SHOWN ON SHEET P.15. A DISINCENTIVE SHALL BE ASSESSED ACCORDING TO THE TABLE IN THE WINDOW CONTRACT NOTE FOR EACH CALENDAR DAY THE ROADWAY REMAINS CLOSED TO TRAFFIC BEYOND THE SPECIFIED LIMIT.

ALL LANES OF TRAFFIC SHALL BE MAINTAINED AT ALL TIMES ON THE IR 480 WESTBOUND EXIT RAMP, EXCEPT FOR A PERIOD NOT TO EXCEED 60 CONSECUTIVE CALENDAR DAYS, WHEN THROUGH TRAFFIC MAY BE DETOURED AS SHOWN ON SHEET P.16. A DISINCENTIVE SHALL BE ASSESSED ACCORDING TO THE TABLE IN THE WINDOW CONTRACT NOTE FOR EACH CALENDAR DAY THE ROADWAY REMAINS CLOSED TO TRAFFIC BEYOND THE SPECIFIED LIMIT.

4. LENGTH AND DURATION OF LANE CLOSURES SHALL BE AT THE APPROVAL OF THE ENGINEER AND BE LIMITED TO THE FOLLOWING HOURS:

| ROUTE | CLOSURE TIME | DAYS |
|--------------------------------|-------------------|-----------------------|
| IR 480 EASTBOUND AND WESTBOUND | 7:00 PM - 5:00 AM | WEEKDAYS |
| | 8:00 PM - 5:00 AM | WEEKENDS |
| IR 90 EASTBOUND | 7:00 PM - 5:00 AM | WEEKDAYS AND WEEKENDS |

IT IS THE INTENT 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. A DISINCENTIVE SHALL BE ASSESSED ACCORDING TO THE TABLE IN THE WINDOW CONTRACT NOTE FOR EACH HOUR THE ROADWAY REMAINS CLOSED TO TRAFFIC BEYOND THE SPECIFIED LIMIT.

THE IR 480 EASTBOUND AND WESTBOUND RAMPS CANNOT BE CLOSED SIMULTANEOUSLY.

5. NOTICE OF CLOSURE SIGNS (W20-H13) SHALL BE ERECTED BY THE CONTRACTOR PRIOR TO THE SCHEDULED ROAD OR RAMP CLOSURE IN ACCORDANCE WITH THE NOTICE OF CLOSURE TIME TABLE SHOWN BELOW.

THE SIGNS SHALL BE ERECTED ON THE RIGHT-HAND SIDE OF THE ROAD/RAMP FACING TRAFFIC. THEY SHALL BE PLACED SO AS NOT TO INTERFERE WITH THE VISIBILITY OF ANY OTHER TRAFFIC CONTROL SIGNS. ON ROADWAYS, THEY SHOULD BE ERECTED AT OR NEAR THE POINT OF CLOSURE. THE SIGNS MAY BE ERECTED ANYWHERE ON THE RAMPS AS LONG AS THEY ARE VISABLE TO THE MOTORISTS USING THE RAMP. ON ENTRANCE RAMPS, THE SIGN SHALL BE ERECTED WELL IN ADVANCE OF THE MERGE AREA TO AVOID DISTRACTING MOTORISTS.

NOTICE OF CLOSURE SIGN TIME TABLE

| ITEM | DURATION OF CLOSURE | NOTICE DUE TO PERMITS & PIO |
|----------------------|------------------------|-----------------------------------|
| RAMP & ROAD CLOSURES | ≥ 2 WEEKS | 14 CALENDAR DAYS PRIOR TO CLOSURE |
| | > 12 HOURS & < 2 WEEKS | 7 CALENDAR DAYS PRIOR TO CLOSURE |
| | ≤ 12 HOURS | 2 BUSINESS DAYS |

THE SIGN SHALL DISPLAY THE DATE OF THE CLOSURE IN MM-DD FORMAT AND THE NUMBER OF DAYS OF THE CLOSURE. THE LAST OF THE W20-H13 SIGN LISTS A PHONE NUMBER OF WHICH A MOTORIST MAY CALL FOR ADDITIONAL INFORMATION. THIS IS TO BE A SPECIFIC OFFICE WITHIN THE DISTRICT RATHER THAN THE GENERAL SWITCHBOARD NUMBER.

WINDOW CONTRACT TABLE

USE THE FOLLOWING TABLE AS REFERRED TO IN THE PROPOSAL:

| DESCRIPTION OF CRITICAL WORK | CALENDAR DAYS TO COMPLETE | DISINCENTIVE \$ PER DAY | WORK WINDOW | |
|---|---------------------------|-------------------------|-------------|--------------------------|
| | | | START | PROJECT COMPLETEION DATE |
| IR 90 EB EXIT RAMP: ALL WORK INCLUDING THE REMOVAL OF TRAFFIC DETOUR | 60 | \$2,000 | 4/1/2025 | 10/15/2025 |
| IR 480 EB EXIT RAMP: ALL WORK INCLUDING THE REMOVAL OF TRAFFIC DETOUR | 60 | \$5,000 | 4/1/2025 | 10/15/2025 |
| IR 480 WB EXIT RAMP: ALL WORK INCLUDING THE REMOVAL OF TRAFFIC DETOUR | 60 | \$4,000 | 4/1/2025 | 10/15/2025 |

ALL WORK AND TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH THE C&MS ITEM 614 AND OTHER APPLICABLE PORTIONS OF THE SPECIFICATIONS, AS WELL AS THE OMUTCD.

PAYMENT FOR ALL LABOR, EQUIPMENT, MATERIALS, AND INCIDENTALS SHALL BE INCLUDED IN THE LUMP SUM CONTRACT PRICE FOR ITEM 614, MAINTAINING TRAFFIC, UNLESS SEPARATELY ITEMIZED IN THE PLAN.

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 6 M. GAL.

ITEM 614, PORTABLE CHANGEABLE MESSAGE SIGNS, AS PER PLAN

THE CONTRACTOR SHALL FURNISH, INSTALL, MAINTAIN AND REMOVE, WHEN NO LONGER NEEDED, A CHANGEABLE MESSAGE SIGN. THE SIGN SHALL BE OF A TYPE SHOWN ON A LIST OF APPROVED PCMS UNITS AVAILABLE ON THE OFFICE OF MATERIALS MANAGEMENT WEB PAGE. THE LIST CONTAINS CLASS A AND B UNITS WITH MINIMUM LEGIBILITY DISTANCES OF 800 FEET AND 650 FEET, RESPECTIVELY.

ITEM 614, PORTABLE CHANGEABLE MESSAGE SIGNS, AS PER PLAN (CONT'D)

EACH SIGN SHALL BE TRAILER-MOUNTED AND EQUIPPED WITH A FUNCTIONAL DIMMING MECHANISM, TO DIM THE SIGN DURING DARKNESS, AND A TAMPER AND VANDAL PROOF ENCLOSURE. EACH SIGN SHALL BE PROVIDED WITH APPROPRIATE TRAINING AND OPERATION INSTRUCTIONS TO ENABLE ON-SITE PERSONNEL TO OPERATE AND TROUBLESHOOT THE UNIT. THE SIGN SHALL ALSO BE CAPABLE OF BEING POWERED BY AN ELECTRICAL SERVICE DROP FROM A LOCAL UTILITY COMPANY. THE PCMS SHALL BE DELINEATED IN ACCORDANCE WITH C&MS 614.03.

PLACEMENT, OPERATION, MAINTENANCE, AND ALL ACTIVATION OF THE SIGNS BY THE CONTRACTOR SHALL BE AS DIRECTED BY THE ENGINEER. THE PCMS SHALL BE LOCATED IN A HIGHLY VISABLE POSITION YET PROTECTED FROM TRAFFIC. THE CONTRACTOR SHALL, AT THE DIRECTION OF THE ENGINEER, RELOCATE THE PCMS TO IMPROVE VISABILITY OR ACCOMMODATE CHANGED CONDITIONS. WHEN NOT IN USE, THE PCMS SHALL BE TURNED OFF. ADDITIONALLY, WHEN NOT IN USE FOR EXTENDED PERIODS OF TIME, THE PCMS SHALL BE TURNED AWAY FROM ALL TRAFFIC.

THE ENGINEER SHALL BE PROVIDED ACCESS TO EACH SIGN UNIT AND SHALL BE PROVIDED WITH APPROPRIATE TRAINING AND OPERATION INSTRUCTIONS TO ENABLE ODOT PERSONNEL TO OPERATE AND TROUBLESHOOT THE UNIT, AND TO REVISE SIGN MESSAGES, IF NECESSARY.

ALL MESSAGES TO BE DISPLAYED ON THE SIGN WILL BE PROVIDED BY THE ENGINEER. A LIST OF ALL REQUIRED PRE-PROGRAMMED MESSAGES WILL BE GIVEN TO THE CONTRACTOR AT THE PROJECT PRECONSTRUCTION CONFERENCE. THE SIGN SHALL HAVE THE CAPABILITY TO STORE UP TO 99 MESSAGES. MESSAGE MEMORY OR PRE-PROGRAMMED DISPLAYS SHALL NOT BE LOST AS A RESULT OF POWER FAILURES TO THE ON-BOARD COMPUTER. THE SIGN LEGEND SHALL BE CAPABLE OF BEING CHANGED IN THE FIELD. THREE-LINE PRESENTATION FORMATS WITH UP TO SIX MESSAGE PHASES SHALL BE SUPPORTED. PCMS FORMAT SHALL PERMIT THE COMPLETE MESSAGE FOR EACH PHASE TO BE READ AT LEAST TWICE.

THE PCMS SHALL CONTAIN AN ACCURATE CLOCK AND PROGRAMMING LOGIC WHICH WILL ALLOW THE SIGN TO BE ACTIVATED, DEACTIVATED OR MESSAGES CHANGED AUTOMATICALLY AT DIFFERENT TIMES OF THE DAY FOR DIFFERENT DAYS OF THE WEEK.

THE PCMS UNIT SHALL BE MAINTAINED IN GOOD WORKING ORDER BY THE CONTRACTOR IN ACCORDANCE WITH THE PROVISIONS OF C&MS 614.07. THE CONTRACTOR SHALL, PRIOR TO ACTIVATING THE UNIT, MAKE ARRANGEMENTS, WITH AN AUTHORIZED SERVICE AGENT FOR THE PCMS, TO ASSURE PROMPT SERVICE IN THE EVENT OF FAILURE. ANY FAILURE SHALL NOT RESULT IN THE SIGN BEING OUT OF SERVICE FOR MORE THEN 12 HOURS, INCLUDING WEEKENDS. FAILURE TO COMPLY MAY RESULT IN AN ORDER TO STOP WORK AND OPEN ALL TRAFFIC LANES AND/OR IN THE DEPARTMENT TAKING APPROPRIATE ACTION TO SAFELY CONTROL TRAFFIC. THE ENTIRE COST TO CONTROL TRAFFIC, ACCRUED BY THE DEPARTMENT DUE TO THE CONTRACTOR'S NONCOMPLIANCE, WILL BE DEDUCTED FROM MONEYS DUE, OR TO BECOME DUE THE CONTRACTOR ON HIS CONTRACT.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR 24-HOUR-PER-DAY OPERATION AND MAINTENANCE OF THESE SIGNS ON THE PROJECT FOR THE DURATION OF THE PHASES WHEN THE PLAN REQUIRES THEIR USE.

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

ITEM 614, PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN 18 SIGN MONTH ASSUMING 2 PCMS SIGN(S) FOR 3 MONTH(S) AT EACH RAMP LOCATION

MAINTENANCE OF TRAFFIC SIGNAL/FLASHER INSTALLATION

THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING TRAFFIC SIGNAL/FLASHER INSTALLATIONS WITHIN THE PROJECT UNDER THE FOLLOWING CONDITIONS:

1. EXISTING SIGNAL/FLASHER INSTALLATIONS WHICH THE PLANS REQUIRE THE CONTRACTOR TO ADJUST, MODIFY, ADD ONTO OR REMOVE, OR WHICH THE CONTRACTOR ACTUALLY ADJUSTS, MODIFIES OR OTHERWISE DISTURBS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE ENTIRE INSTALLATION (AT AN INTERSECTION) FROM THE TIME HIS OPERATIONS FIRST DISTURB THE INSTALLATION UNTIL THE INSTALLATION HAS BEEN SUBSEQUENTLY REMOVED OR MODIFIED AND THE WORK IS ACCEPTED.
2. NEW OR REUSED SIGNAL/FLASHER INSTALLATIONS OR DEVICES, INSTALLED BY THE CONTRACTOR. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTENANCE OF THESE FROM THE TIME OF INSTALLATION UNTIL THE WORK IS ACCEPTED.

THE CONTRACTOR SHALL CORRECT AS QUICKLY AS POSSIBLE ALL OUTAGES OR MALFUNCTIONS. HE SHALL PROVIDE THE MAINTAINING AGENCY AND THE ENGINEER SUCH ADDRESSES AND PHONE NUMBERS WHERE HIS MAINTENANCE FORCES CAN BE CONTACTED. THE CONTRACTOR SHALL PROVIDE ONE OR MORE PERSONS TO RECEIVE ALL CALLS AND DISPATCH THE NECESSARY MAINTENANCE FORCES TO CORRECT OUTAGES. SUCH A PERSON OR PERSONS MAY BE USED TO PERFORM OTHER DUTIES AS LONG AS PROMPT ATTENTION IS GIVEN TO THESE CALLS AND A PERSON IS READILY AVAILABLE CONTINUOUSLY 24 HOURS A DAY, 7 DAYS A WEEK. ALL LUMP OUTAGES, CABLE OUTAGES, ELECTRICAL FAILURES, EQUIPMENT MALFUNCTIONS AND MISALIGNED SIGNAL HEADS SHALL BE CORRECTED TO THE SATISFACTION OF THE ENGINEER WITH THE SIGNAL BACK TO SERVICE WITHIN FOUR HOURS AFTER THE CONTRACTOR HAS BEEN NOTIFIED OF THE OUTAGE.

IN THE EVENT NEW SIGNALS ARE DAMAGED PRIOR TO ACCEPTANCE, ALL DAMAGED EQUIPMENT EXCEPT POLES AND CONTROL EQUIPMENT SHALL BE REPLACED BY THE CONTRACTOR TO THE SATISFACTION OF THE ENGINEER WITH THE SIGNAL BACK IN SERVICE WITHIN 8 HOURS AFTER THE CONTRACTOR'S NOTIFICATION OF THE OUTAGE. THE CONTRACTOR SHALL ARRANGE FOR FULL TRAFFIC CONTROL UNTIL THE SIGNAL IS BACK IN OPERATION. IF POLES AND/OR CONTROL EQUIPMENT ARE DAMAGED AND MUST BE REPLACED, THE CONTRACTOR SHALL MAKE TEMPORARY REPAIRS AS NECESSARY TO BRING THE SIGNAL BACK INTO FULL OPERATION WITHIN THE ALLOWED 8-HOUR PERIOD, AND SHALL MAKE PERMANENT REPAIRS OR REPLACEMENT AS SOON THEREAFTER AS POSSIBLE

NONE OF THE ABOVE SHALL BE CONSTRUED AS COLLECTIVE OR CONSECUTIVE OUTAGE TIME PERIODS AT ANY ONE LOCATION. THAT IS, WHERE MORE THAN ONE OUTAGE OCCURS AT ANY ONE LOCATION THEN THE ALLOTTED TIME LIMIT SHALL BE FOR THE WORST SINGLE OUTAGE.


WHERE OUTAGES ARE THE DIRECT RESULT OF A VEHICLE CRASH THE RESPONSE OF THE CONTRACTOR SHALL BE AS OUTLINED ABOVE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR COLLECTION OF ANY COMPENSATION FOR THIS WORK FROM THOSE PARTIES RESPONSIBLE FOR THE DAMAGE.

WHERE THE CONTRACTOR HAS FAILED TO, OR CANNOT RESPOND TO, AN OUTAGE OR SIGNAL EQUIPMENT MALFUNCTION, AT THESE LOCATIONS WITHIN HIS RESPONSIBILITY, WITHIN PERIODS AS SPECIFIED ABOVE, THE ENGINEER MAY INVOKE THE PROVISIONS OF SECTION 105.15 AND ANY SUBSEQUENT BILLINGS TO THE STATE, THE CITY OF CLEVELAND, OR THE CITY OF BROOKLYN FOR POLICE SERVICES AND MAINTENANCE SERVICES BY CITY FORCES SHALL BE DEDUCTED FROM MONIES DUE OR TO BECOME DUE TO THE CONTRACTOR IN ACCORDANCE WITH PROVISIONS OF SECTION 105.15.

THE CONTRACTOR SHALL PROVIDE THE MAINTENANCE SERVICE ENTIRELY WITH HIS FORCES OR HE MAY CHOOSE TO ENTER INTO A COOPERATIVE UNDERSTANDING WITH THE LOCAL MAINTAINING AGENCY TO PROVIDE THE MAINTENANCE. THE CONTRACTOR SHALL INFORM THE ENGINEER, IN WRITING, OF THE MAINTENANCE METHODS SELECTED.


| SHEET NUM. | | | | | | | | | | | | | PART. | ITEM | ITEM | GRAND | UNIT | DESCRIPTION | SEE SHEET NO. |
|------------|-------|----|----|-------|----|--------|-----|-------|-------|----|----|----|-----------|---------|----------|--------|------|---|---------------|
| 10 | 11 | 12 | 13 | 22 | 23 | 24 | 41 | 50 | 68 | 76 | 78 | 80 | 01/IMS/04 | EXT | TOTAL | | | | |
| LS | | | | | | | | | | | | | LS | 201 | 11000 | LS | | ROADWAY | |
| | | | | | | 13,399 | | | | | | | 13,399 | 202 | 23000 | 13,399 | SY | CLEARING AND GRUBBING | |
| | | | | 362 | | | | | | | | | 362 | 202 | 30000 | 362 | SF | PAVEMENT REMOVED | |
| | | | | 176 | | | | | | | | | 176 | 202 | 30800 | 176 | SY | WALK REMOVED | |
| | | | | | | 1,734 | | | | | | | 1,734 | 202 | 32000 | 1,734 | FT | TRAFFIC ISLAND REMOVED | |
| | | | | | | | | | | | | | 350 | 202 | 35100 | 350 | FT | CURB REMOVED | |
| | | | | | | | | | | | | | 16 | 202 | 35200 | 16 | FT | PIPE REMOVED, 24" DIAMETER AND UNDER | |
| | | | | 465.7 | | | | | | | | | 465.7 | 202 | 38000 | 465.7 | FT | PIPE REMOVED, OVER 24" DIAMETER | |
| | | | | 2 | | | | | | | | | 2 | 202 | 42206 | 2 | EACH | GUARDRAIL REMOVED | |
| | | | | 1 | | | | | | | | | 1 | 202 | 47800 | 1 | EACH | ANCHOR ASSEMBLY REMOVED | |
| | | | | | | | | | | | | | 8 | 202 | 58100 | 8 | EACH | IMPACT ATTENUATOR REMOVED | |
| | 1,332 | | | | | | | | | | | | 8 | 202 | 58100 | 8 | EACH | CATCH BASIN REMOVED | |
| | 345 | | | | | | | | | | | | 1,332 | SPECIAL | 20270110 | 1,332 | FT | PIPE CLEANOUT, 24" AND UNDER | 11 |
| | 111 | | | | | | | | | | | | 345 | SPECIAL | 20270120 | 345 | FT | PIPE CLEANOUT, 27" TO 48" | 11 |
| | | | | | | | | | | | | | 111 | SPECIAL | 20270130 | 111 | FT | PIPE CLEANOUT OVER 48" | 11 |
| | | | | | | | 72 | 296 | 465 | | | | 833 | 203 | 10000 | 833 | CY | EXCAVATION | |
| | | | | | | | 88 | 167 | 317 | | | | 572 | 203 | 20000 | 572 | CY | EMBANKMENT | |
| | | | | | | 13,377 | | | | | | | 13,377 | 204 | 10000 | 13,377 | SY | SUBGRADE COMPACTION | |
| | | | | | | 2,189 | | | | | | | 2,189 | 204 | 13000 | 2,189 | CY | EXCAVATION OF SUBGRADE | |
| | | | | | | 2,189 | | | | | | | 2,189 | 204 | 30010 | 2,189 | CY | GRANULAR MATERIAL, TYPE B | |
| 7 | | | | | | | | | | | | | 7 | 204 | 45000 | 7 | HOUR | PROOF ROLLING | |
| 5 | | | | | | | | | | | | | 5 | 209 | 15001 | 5 | STA | RESHAPING UNDER GUARDRAIL, AS PER PLAN | 10 |
| 29 | | | | | | | | | | | | | 29 | 209 | 60201 | 29 | STA | LINEAR GRADING, AS PER PLAN | 10 |
| | | | | 437.5 | | | | | | | | | 437.5 | 606 | 15050 | 437.5 | FT | GUARDRAIL, TYPE MGS | |
| | | | | 1 | | | | | | | | | 1 | 606 | 26150 | 1 | EACH | ANCHOR ASSEMBLY, MGS TYPE E, MASH 2016 | |
| | | | | 2 | | | | | | | | | 2 | 606 | 26550 | 2 | EACH | ANCHOR ASSEMBLY, MGS TYPE T | |
| | | | | 1 | | | | | | | | | 1 | 606 | 60022 | 1 | EACH | IMPACT ATTENUATOR, TYPE 2 (UNIDIRECTIONAL), 45 MPH, 20 INCHES | |
| | | | | 163 | | | | | | | | | 163 | 608 | 13000 | 163 | SF | 6" CONCRETE WALK | |
| | | | | 144 | | | | | | | | | 144 | 608 | 52000 | 144 | SF | CURB RAMP, TYPE B3 | |
| | | | | 20 | | | | | | | | | 20 | 608 | 53020 | 20 | SF | DETECTABLE WARNING | |
| | | | | | | | | | | | | | | | | | | EROSION CONTROL | |
| | 2 | | | | | | | | | | | | 2 | 659 | 00100 | 2 | EACH | SOIL ANALYSIS TEST | |
| | 455 | | | | | | | | | | | | 455 | 659 | 00300 | 455 | CY | TOPSOIL | |
| | | | | | | | 583 | 1,011 | 2,561 | | | | 4,155 | 659 | 00510 | 4,155 | SY | SEEDING AND MULCHING, CLASS 2 | |
| | | | | | | | | | | | | | 205 | 659 | 14000 | 205 | SY | REPAIR SEEDING AND MULCHING | |
| | | | | | | | | | | | | | 205 | 659 | 15000 | 205 | SY | INTER-SEEDING | |
| | 0.66 | | | | | | | | | | | | 0.66 | 659 | 20000 | 0.66 | TON | COMMERCIAL FERTILIZER | |
| | 0.85 | | | | | | | | | | | | 0.85 | 659 | 31000 | 0.85 | ACRE | LIME | |
| | 23 | | | | | | | | | | | | 23 | 659 | 35000 | 23 | MGAL | WATER | |
| | | | | | | | | | | | | | 297 | 670 | 00700 | 297 | SY | DITCH EROSION PROTECTION | |
| | | | | | | | | | | | | | LS | 832 | 15000 | LS | | STORM WATER POLLUTION PREVENTION PLAN | |
| | | | | | | | | | | | | | LS | 832 | 15002 | LS | | STORM WATER POLLUTION PREVENTION INSPECTIONS | |
| | | | | | | | | | | | | | LS | 832 | 15010 | LS | | STORM WATER POLLUTION PREVENTION INSPECTION SOFTWARE | |
| | | | | | | | | | | | | | 54,277 | 832 | 30000 | 54,277 | EACH | EROSION CONTROL | |
| | | | | | | | | | | | | | | | | | | DRAINAGE | |
| | | | | | | 2,144 | | | | | | | 2,144 | 605 | 11110 | 2,144 | FT | 6" SHALLOW PIPE UNDERDRAINS WITH GEOTEXTILE FABRIC | |
| | | | | | | 259 | | | | | | | 259 | 605 | 13410 | 259 | FT | 6" UNCLASSIFIED PIPE UNDERDRAINS WITH GEOTEXTILE FABRIC | |
| | | | | | | 2,349 | | | | | | | 2,349 | 605 | 13510 | 2,349 | FT | 6" ROCK CUT UNDERDRAINS WITH GEOTEXTILE FABRIC | |
| | | | | | | 1,321 | | | | | | | 1,321 | 605 | 14020 | 1,321 | FT | 6" BASE PIPE UNDERDRAINS WITH GEOTEXTILE FABRIC | |
| | | | | | | 251 | | | | | | | 251 | 611 | 00510 | 251 | FT | 6" CONDUIT, TYPE F FOR UNDERDRAIN OUTLETS | |
| | | | | | | | | | | | | | 8 | 611 | 03300 | 8 | FT | 10" CONDUIT, TYPE C | |
| | | | | | | | | | | | | | 20 | 611 | 04400 | 20 | FT | 12" CONDUIT, TYPE B | |
| | | | | | | | | | | | | | 42 | 611 | 04600 | 42 | FT | 12" CONDUIT, TYPE C | |
| | | | | | | | | | | | | | 250 | 611 | 05900 | 250 | FT | 15" CONDUIT, TYPE B | |
| | | | | | | | | | | | | | 8 | 611 | 06100 | 8 | FT | 15" CONDUIT, TYPE C | |
| | | | | | | | | | | | | | 16 | 611 | 07600 | 16 | FT | 18" CONDUIT, TYPE C | |
| | | | | | | | | | | | | | 8 | 611 | 10600 | 8 | FT | 24" CONDUIT, TYPE C | |
| | | | | | | | | | | | | | 8 | 611 | 21100 | 8 | FT | 48" CONDUIT, TYPE C | |
| | | | | | | | | | | | | | 8 | 611 | 53004 | 8 | FT | 38" X 60" CONDUIT, TYPE C, 706.04 | |
| | | | | | | | | | | | | | 1 | 611 | 98180 | 1 | EACH | CATCH BASIN, NO. 3A | |

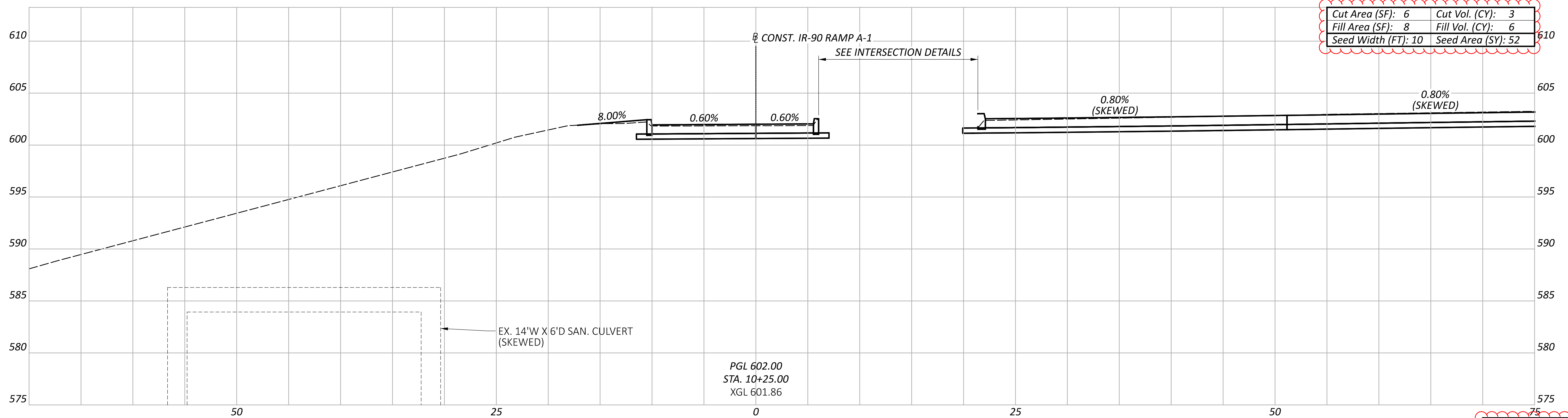
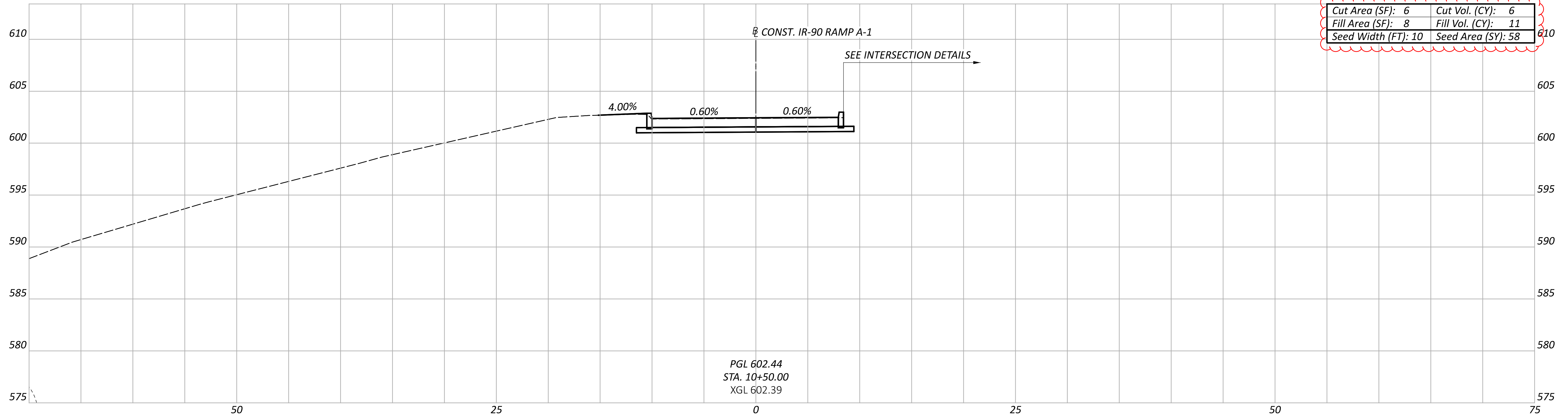
GENERAL SUMMARY

DESIGN AGENCY

 CHAGRIN VALLEY ENGINEERING, LTD.
 DESIGNER
 SAF
 REVIEWER
 CWP 08/01/24
 PROJECT ID
 119642
 SHEET TOTAL
 P.20 | 95

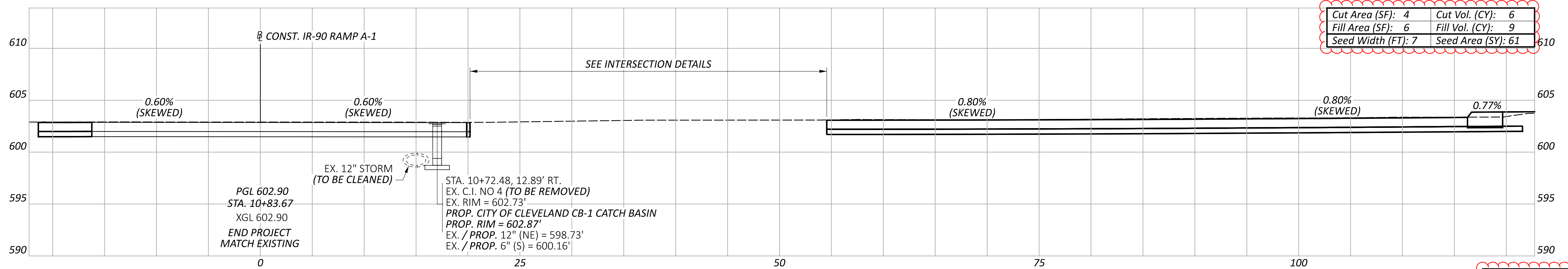
| SHEET NUM. | | | | | | | | | | | | | PART. | ITEM | ITEM | GRAND | UNIT | DESCRIPTION | SEE SHEET NO. |
|------------|----|----|-------|-----|----|-------|----|----|----|----|-------|-------|-----------|------|-------|-------|------|---|---------------|
| 10 | 11 | 12 | 13 | 22 | 23 | 24 | 41 | 50 | 68 | 76 | 78 | 80 | 01/IMS/04 | EXT | TOTAL | | | | |
| | | | | | 4 | | | | | | | | 4 | 611 | 98300 | 4 | EACH | DRAINAGE CONT. CATCH BASIN, NO. 5 | |
| | | | | | 1 | | | | | | | | 1 | 611 | 98344 | 1 | EACH | CATCH BASIN, NO. 5A | |
| | | | | | 1 | | | | | | | | 1 | 611 | 98370 | 1 | EACH | CATCH BASIN, NO. 6 | |
| | | | | | 1 | | | | | | | | 1 | 611 | 98644 | 1 | EACH | CATCH BASIN GRATE | |
| | | | | | 1 | | | | | | | | 1 | 611 | 98690 | 1 | EACH | CATCH BASIN, MISC.: CITY OF CLEVELAND CB-1 CATCH BASIN | 11 |
| | | | | | 4 | | | | | | | | 4 | 611 | 98711 | 4 | EACH | INLET, NO. 2-6, AS PER PLAN | 11 |
| | | | | | | | | | | | | | | | | | | PAVEMENT | |
| | | | | | | 1,201 | | | | | | | 1,201 | 255 | 20000 | 1,201 | FT | FULL DEPTH PAVEMENT SAWING | |
| | | | | | | 2,209 | | | | | | | 2,209 | 304 | 20000 | 2,209 | CY | AGGREGATE BASE | |
| | | | | | | 21 | | | | | | | 21 | 441 | 70801 | 21 | CY | ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, (449), (UNDER GUARDRAIL), AS PER PLAN | 10 |
| | | | | | | 5 | | | | | | | 5 | 451 | 10010 | 5 | SY | 6" REINFORCED CONCRETE PAVEMENT, CLASS QC 1P | |
| | | | | | | 2,125 | | | | | | | 2,125 | 452 | 14022 | 2,125 | SY | 10.5" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC 1P WITH QC/QA | |
| | | | | | | 9,497 | | | | | | | 9,497 | 452 | 14120 | 9,497 | SY | 11" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC 1P WITH QC/QA | |
| | | | | | | 1,728 | | | | | | | 1,728 | 609 | 14000 | 1,728 | FT | CURB, TYPE 2-A | |
| | | | | 176 | | | | | | | | | 176 | 609 | 54000 | 176 | SY | 6" CONCRETE TRAFFIC ISLAND | |
| | | | | | | | | | | | | | | | | | | TRAFFIC CONTROL | |
| | | | | | | | | | | | 193 | | 193 | 621 | 00100 | 193 | EACH | RPM | |
| | | | | | | | | | | | | | 6 | 626 | 00110 | 6 | EACH | BARRIER REFLECTOR, TYPE 2, ONE-WAY | |
| | | | | | | | | | | | | 651.5 | 651.5 | 630 | 03100 | 651.5 | FT | GROUND MOUNTED SUPPORT, NO. 3 POST | |
| | | | | | | | | | | | | 88.2 | 88.2 | 630 | 08004 | 88.2 | FT | ONE WAY SUPPORT, NO. 3 POST | |
| | | | | | | | | | | | | 44 | 44 | 630 | 08600 | 44 | EACH | SIGN POST REFLECTOR | |
| | | | | | | | | | | | | 2 | 2 | 630 | 79500 | 2 | EACH | SIGN SUPPORT ASSEMBLY, POLE MOUNTED | |
| | | | | | | | | | | | | 379.5 | 379.5 | 630 | 80100 | 379.5 | SF | SIGN, FLAT SHEET | |
| | | | | | | | | | | | | 1 | 1 | 630 | 81010 | 1 | EACH | RAMP REFERENCE MARKER | |
| | | | | | | | | | | | | 56 | 56 | 630 | 84900 | 56 | EACH | REMOVAL OF GROUND MOUNTED SIGN AND DISPOSAL | |
| | | | | | | | | | | | | 1 | 1 | 630 | 85100 | 1 | EACH | REMOVAL OF GROUND MOUNTED SIGN AND REERECTION | |
| | | | | | | | | | | | | 52 | 52 | 630 | 86002 | 52 | EACH | REMOVAL OF GROUND MOUNTED POST SUPPORT AND DISPOSAL | |
| | | | | | | | | | | | | 2 | 2 | 630 | 87500 | 2 | EACH | REMOVAL OF POLE MOUNTED SIGN AND DISPOSAL | |
| | | | | | | | | | | | 1.14 | | 1.14 | 646 | 10010 | 1.14 | MILE | EDGE LINE, 6" | |
| | | | | | | | | | | | 3,273 | | 3,273 | 646 | 10310 | 3,273 | FT | CHANNELIZING LINE, 12" | |
| | | | | | | | | | | | 145 | | 145 | 646 | 10400 | 145 | FT | STOP LINE | |
| | | | | | | | | | | | 363 | | 363 | 646 | 10510 | 363 | FT | CROSSWALK LINE, 12" | |
| | | | | | | | | | | | 64 | | 64 | 646 | 20300 | 64 | EACH | LANE ARROW | |
| | | | | | | | | | | | 4 | | 4 | 646 | 20320 | 4 | EACH | WRONG WAY ARROW | |
| | | | | | | | | | | | 143 | | 143 | 646 | 20506 | 143 | FT | DOTTED LINE, 8" | |
| | | | | | | | | | | | | | | | | | | TRAFFIC SIGNALS | |
| | | | | | | | | | | 5 | | | 5 | 625 | 31600 | 5 | EACH | PULL BOX, MISC.:PULL BOX ADJUSTED TO GRADE | 76 |
| | | | | | | | | | | 3 | | | 3 | 632 | 26501 | 3 | EACH | DETECTOR LOOP, AS PER PLAN | 76 |
| | | | | | | | | | | | | | | | | | | MAINTENANCE OF TRAFFIC | |
| | | | 100 | | | | | | | | | | 100 | 614 | 11110 | 100 | HOUR | LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE | |
| | | 18 | | | | | | | | | | | LS | 614 | 12420 | LS | | DETOUR SIGNING | |
| | | | | | | | | | | | | | 18 | 614 | 18601 | 18 | SNMT | PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN | 12 |
| | | | 0.39 | | | | | | | | | | 0.39 | 614 | 22210 | 0.39 | MILE | WORK ZONE EDGE LINE, CLASS I, 6", 740.06, TYPE I | |
| | | | 1,440 | | | | | | | | | | 1,440 | 614 | 24402 | 1,440 | FT | WORK ZONE DOTTED LINE, CLASS I, 6", 740.06, TYPE I | |
| | | | | | | | | | | | | | 6 | 616 | 10000 | 6 | MGAL | WATER | |
| | | | | | | | | | | | | | | | | | | INCIDENTALS | |
| | | | | | | | | | | | | | LS | 614 | 11000 | LS | | MAINTAINING TRAFFIC | |
| | | | | | | | | | | | | | 12 | 619 | 16011 | 12 | MNTH | FIELD OFFICE, TYPE B, AS PER PLAN | 10 |
| | | | | | | | | | | | | | LS | 623 | 10000 | LS | | CONSTRUCTION LAYOUT STAKES AND SURVEYING | |
| | | | | | | | | | | | | | LS | 623 | 50000 | LS | | PRECONSTRUCTION SURVEY MONUMENT VERIFICATION AND REPORT | |
| | | | | | | | | | | | | | LS | 623 | 51000 | LS | | POST CONSTRUCTION SURVEY MONUMENT VERIFICATION AND REPORT | |
| | | | | | | | | | | | | | LS | 624 | 10000 | LS | | MOBILIZATION | |

GENERAL SUMMARY

DESIGN AGENCY

 CHAGRIN VALLEY ENGINEERING, LTD.
 DESIGNER
 SAF
 REVIEWER
 CWP 08/01/24
 PROJECT ID
 119642
 SHEET TOTAL
 P.21 | 95



| | | | |
|--------------|-----|------|-----------|
| Sheet Totals | | | 119642 |
| Seeding | Cut | Fill | TOTAL |
| 110 | 9 | 17 | P.40 95 |



PGL 602.90
STA. 10+83.67
XGL 602.90
END PROJECT
MATCH EXISTING

EX. 12" STORM
(TO BE CLEANED)

STA. 10+72.48, 12.89' RT.
EX. C.I. NO 4 (TO BE REMOVED)
EX. RIM = 602.73'
PROP. CITY OF CLEVELAND CB-1 CATCH BASIN
PROP. RIM = 602.87'
EX. / PROP. 12" (NE) = 598.73'
EX. / PROP. 6" (S) = 600.16'

| SEEDING, EXCAVATION, AND EMBANKMENT QUANTITIES | | | |
|--|--------------|----------|-----------|
| SHEET NUMBER | SEEDING (SY) | CUT (CY) | FILL (CY) |
| P.34 | 42 | 6 | 8 |
| P.35 | 65 | 18 | 14 |
| P.36 | 67 | 8 | 10 |
| P.37 | 74 | 10 | 8 |
| P.38 | 71 | 8 | 10 |
| P.39 | 93 | 7 | 12 |
| P.40 | 110 | 9 | 17 |
| P.41 | 61 | 6 | 9 |
| TOTALS CARRIED TO GENERAL SUMMARY | 583 | 72 | 88 |

| | | | |
|--------------|-----|------|-----------|
| Sheet Totals | | | 119642 |
| Seeding | Cut | Fill | TOTAL |
| 61 | 6 | 9 | P.41 95 |