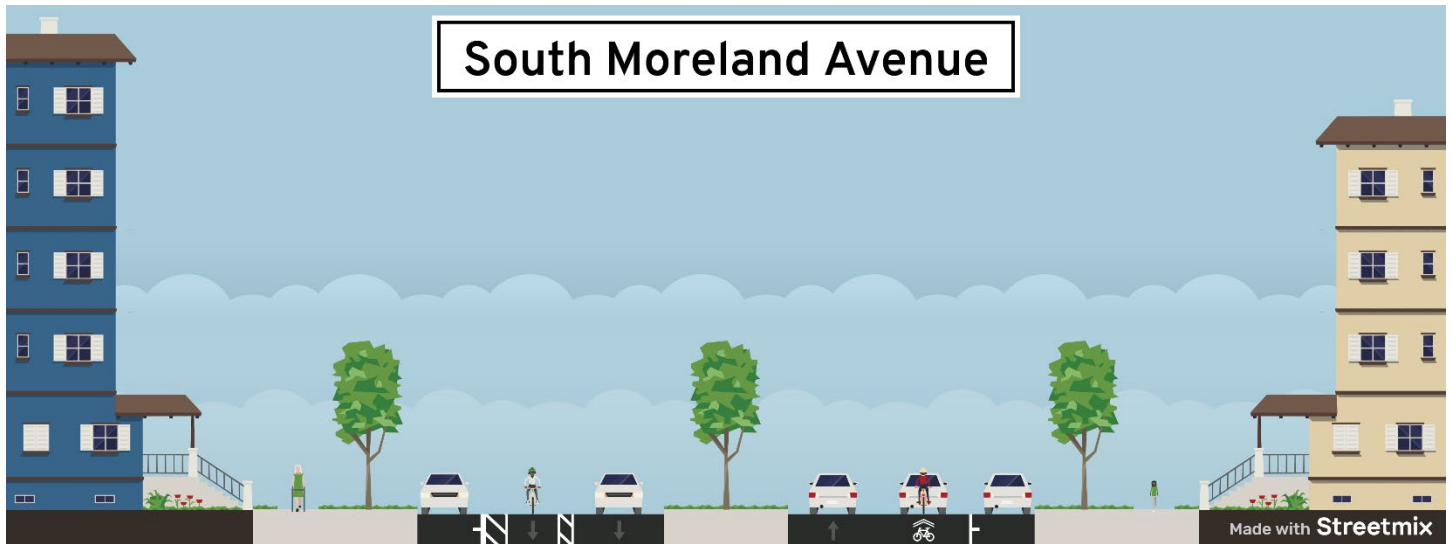




CITY OF CLEVELAND

# South Moreland, Shaker Square, North Moreland Improvements



## Project Description:

- South Moreland and North Moreland Boulevards are classified as Large Neighborhood Streets with a transit overlay, per the Cleveland Complete and Green Streets Typologies Plan. GCRTA Bus Routes #8 and #48 service the corridor.
- The roads have wide grassed medians, varying in width from 15' to 30'; the pavement on each side of the median varies from 20' to 30'.
- South Moreland Boulevard runs from Griffing Avenue to Shaker Square, approximately 2,950 feet; North Moreland Boulevard runs from Shaker Square to Larchmere Boulevard, approximately 1,015 feet. The total project length from Griffing to Larchmere including Shaker Square is approximately 1 mile.
- The existing road carries two lanes of traffic in each direction with on-street parking provided in the curb lane.
- The existing asphalt surface will be removed, the underlying pavement base will be repaired, and new asphalt will be placed in two courses.
- Several safety improvements will be implemented with the design:
  - Re-alignment of through and left-turn lanes for better sight distances and operation at two signalized intersections.
    - Buckeye Road, and
    - Drexmore Boulevard
  - Re-alignment of existing approach angles at three side-street intersections in order to improve sight distance and pedestrian crossing safety.
    - Livingston Road
    - Ashwood Road
    - Hampton Road
- Existing water mains and connections will be replaced for the length of the project.



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## South Moreland, Shaker Square, North Moreland Improvements



### Complete and Green Streets Design Elements:

#### Design for Pedestrians

- Existing curb ramps checked for compliance with Americans with Disabilities Act (ADA); new curb ramps will be installed where needed.
- Failed and deficient curbs, sidewalks and drive aprons repaired or replaced to ensure a clear, continuous, and safe pedestrian walkway.

#### Design for Bicyclists

- New pavement markings will accommodate bicyclists, with well-marked transitions from buffered bike lanes to shared-use lanes as appropriate.
- Corresponding multi-modal signage will be added.
- This approach provides a key multi-modal access point at Shaker Square.

#### Design for Transit

- Bus stop locations and shelters will be coordinated with GCRTA.
- Bus stops and routes will provide multi-modal connections for pedestrians, bicyclists, and other mobility devices as recommended by the GCRTA.

#### Traffic Calming

- Reconfigured intersection angles will lower vehicle turning speeds and eliminate merges.

#### Intersection Improvements

- High-visibility crosswalks to be installed at key pedestrian crossings.
- Countdown pedestrian signal heads will be added where lacking.
- Left turn lane alignments at Drexmore, Hampton and Livingston.
- Livingston, Ashwood, and Hampton intersection realignments will improve safety and operations.
- The existing span wire traffic signal at Drexmore replaced with new equipment mounted on mast arms.
- Unwarranted traffic signal at Ashwood will be removed.

#### Green Infrastructure for the Right of Way

- Old-style catch basins and castings will be replaced.
- Existing trees will receive extensive tree protection during construction.
- Construction methods specified will minimize the negative impacts of work in the vicinity of existing tree roots.

### Envision Rating for Complete, Green, and Sustainable Design:

- The Envision Rating for this project is **Silver** which meets project goals.

### Stakeholder Involvement:

- The first public meeting to be held when the preliminary design plans are approved. Public comments to be incorporated into the plans as appropriate.
- The second public meeting will be held after the project has been awarded but prior to beginning construction.



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# South Moreland, Shaker Square, North Moreland Improvements



### Maintenance of Traffic During Construction:

Because of the concurrent waterline replacement, traffic will be maintained differently along different sections of the project. The following plan is expected to be used:

- South Moreland – Part width construction. One lane of traffic in each direction and a single parking lane will be maintained.
- Construction in Shaker Square will to be completed in four sections, working on one quarter of the Square at a time.
- North Moreland – Part-width construction. One lane of traffic in each direction and a single parking lane will be maintained.
- Access to residences and businesses will be maintained throughout construction.

### Funding:

- Estimated Cost: \$7.0 million
- Funding Sources: \$3.1 million – City Road & Bridge Bonds and Utility Funds  
\$3.9 million – Ohio Public Works

### Timeline:

- Estimated Start Design: August 2021
- Advertise/Bid/Award: October 2022
- Estimated Construction: Spring 2023 to Spring 2024

### Wards:

- Ward 4 – Councilmember Deborah A. Gray  
Approximately 90% of project length,  
with the remaining length in Ward 6
- Ward 6 – Council President Blaine A. Griffin  
Approximately 10% of project length, from  
Buckeye to Drexmore, on the west side of South  
Moreland.