

**SURVEY PARAMETERS**

THE TOPOGRAPHIC AND/OR BOUNDARY SURVEY INFORMATION CONTAINED IN THESE PLANS WAS PROVIDED BY TEC ENGINEERING, INC. THE HORIZONTAL COORDINATES ARE BASED ON STATE PLANE COORDINATES SYSTEM, OHIO SOUTH ZONE NAD93 (86). THE VERTICAL DATUM IS NGVD29.

**UTILITIES**

THE FOLLOWING UTILITIES AND OWNERS ARE LOCATED WITHIN THE WORK LIMITS OF THIS PROJECT:

**STORM SEWER:**  
CLINT ZIMMERMAN  
NORWOOD PUBLIC WORKS DEPARTMENT  
3001 HARRIS AVENUE  
NORWOOD, OH 45212  
(513) 458-4615

**SANITARY SEWER:**  
METROPOLITAN SEWER DISTRICT  
1600 GEST STREET  
CINCINNATI, OHIO 45204  
(513) 244-1355

**TELEPHONE:**  
CINCINNATI BELL INC.  
201 E. FOURTH STREET  
CINCINNATI, OHIO 45202  
(513) 344-7043

**GAS & ELECTRIC**  
DUKE ENERGY  
139 E. FOURTH STREET  
CINCINNATI, OHIO 45202  
E:MATTHEW.RIES  
MATTHEW.RIES@DUKE-ENERGY.COM  
G: (513) 287-3636

**WATERLINES**  
CLINT ZIMMERMAN  
NORWOOD PUBLIC WORKS DEPARTMENT  
3001 HARRIS AVENUE  
NORWOOD, OH 45212  
(513) 458-4615

**CABLE:**  
SPECTRUM COMMUNICATIONS  
11252 CORNELL PARK DR.  
CINCINNATI, OHIO 45242  
(513) 489-5001

**EXISTING FACILITIES**

IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO PERFORM HIS WORK IN SUCH A MANNER AS NOT TO DAMAGE OR DESTROY ANY EXISTING FACILITY. SPECIAL CARE SHALL BE GIVEN WHEN EXCAVATING CURB RAMPS. UNDERGROUND ELECTRIC FACILITIES HAVE BEEN FOUND TO BE BURIED AT SHALLOW DEPTHS IN THE SIDEWALK. IF ANY DAMAGE TO ANY EXISTING FACILITY OCCURS DUE TO CONTRACTOR'S OPERATIONS HE SHALL REPLACE THE DAMAGED FACILITY AT HIS EXPENSE AND TO THE SATISFACTION OF THE ENGINEER.

**WORK LIMITS**

THE WORK LIMITS SHOWN ON THESE PLANS ARE FOR PHYSICAL CONSTRUCTION ONLY. THE INSTALLATION AND OPERATION OF ALL TEMPORARY TRAFFIC CONTROL AND TEMPORARY CONTROL DEVICES REQUIRED BY THESE PLANS SHALL BE PROVIDED BY THE CONTRACTOR WHETHER INSIDE OR OUTSIDE THESE WORK LIMITS.

**CONTINGENCY QUANTITIES**

THE CONTRACTOR SHALL NOT ORDER MATERIALS OR PERFORM WORK LISTED IN THE GENERAL SUMMARY FOR ITEMS DESIGNATED BY PLAN NOTE TO BE USED "AS DIRECTED BY THE ENGINEER" UNLESS AUTHORIZED BY THE ENGINEER. THE ACTUAL WORK LOCATIONS AND QUANTITIES USED AT THE ENGINEER'S DIRECTION SHALL BE MADE A MATTER OF RECORD BU INCORPORATION INTO THE FINAL CHANGE ORDER GOVERNING COMPLETION OF THE PROJECT.

**PROFILE AND ALIGNMENT**

THE CENTERLINE OF SR 561 IS ASSUMED THE CENTERLINE OF ROADWAY AND IS USED FOR REFERENCE ONLY. PLACE THE PROPOSED PAVEMENT TO FOLLOW THE ALIGNMENT AND PROFILE OF THE EXISTING SR 561 PAVEMENT.

**PERMANENT PAVEMENT MARKINGS**

THE CONTRACTOR SHALL REFERENCE ALL PAVEMENT MARKINGS INCLUDING AUXILIARY PAVEMENT MARKINGS BEFORE THE START OF THE PLANING OPERATION. IN GENERAL FINAL PAVEMENT MARKINGS MATCH THE EXISTING MARKINGS BUT THE CONTRACTOR SHALL REFERENCE THE TRAFFIC CONTROL PLANS FOR FINAL PLACEMENT. PAY FOR THIS OPERATION SHALL BE INCLUDED WITH EACH RESPECTIVE PAVEMENT MARKING ITEM.

**CATCH BASINS, MANHOLES, AND VALVES**

CATCH BASINS, MANHOLES AND VALVES ARE LOCATED THROUGHOUT THE PROJECT AREA. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO FEATHER THE ASPHALT CONCRETE TO ALL CATCH BASINS, MANHOLES AND VALVES. THE CONTRACTOR SHALL IMMEDIATELY CLEAN THE TOP OF THE CATCH BASINS, MANHOLES AND VALVES AS SOON AS THE PAVER HAS PASSED OVER.

**MANHOLES AND VALVES ADJUSTED TO GRADE (PRIVATELY OWNED)**

ALL MANHOLES AND VALVES ENCOUNTERED IN AREAS THAT REQUIRE GRADE ADJUSTMENTS WILL BE PERFORMED PRIOR TO THE APPLICATION OF THE SURFACE COURSE BY THE UTILITY OWNER. CONTACT THE UTILITY OWNER 2 WEEKS PRIOR TO WHEN THE ADJUSTMENTS ARE TO BE COMPLETED. THE CONTRACTOR SHALL VERIFY THE COVER ON ANY UTILITY MANHOLE ROOFS DURING FULL DEPTH PAVEMENT REPAIR.

**ITEM 611 - MANHOLE ADJUSTED TO GRADE**

THIS WORK SHALL CONSIST OF ADJUSTING MAHOLES TO GRADE PRIOR TO THE APPLICATION OF THE SURFACE COURSE AS DIRECTED BY THE ENGINEER. THE FOLLOWING QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY:

ITEM 611 - MANHOLE ADJUSTED TO GRADE 143 EACH

**ITEM 611 - CATCH BASIN ADJUSTED TO GRADE**

THIS WORK SHALL CONSIST OF ADJUSTING CATCH BASINS TO GRADE PRIOR TO THE APPLICATION OF THE SURFACE COURSE AS DIRECTED BY THE ENGINEER. THE FOLLOWING QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY:

ITEM 611 - CATCH BASIN ADJUSTED TO GRADE 50 EACH

**ITEM 611 - VALVE BOX ADJUSTED TO GRADE**

THIS WORK SHALL CONSIST OF ADJUSTING VALVE BOXES TO GRADE PRIOR TO THE APPLICATION OF THE SURFACE COURSE AS DIRECTED BY THE ENGINEER. THE FOLLOWING QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY:

ITEM 611 - VALVE BOX ADJUSTED TO GRADE 83 EACH

**ITEM 625 - PULL BOX MISC.: PULL BOX ADJUSTED TO GRADE**

THIS WORK SHALL CONFORM TO ALL REQUIREMENTS OF C&MS SECTION 625. SIGNAL PULL BOX SHALL BE ADJUSTED TO GRADE IN ORDER TO MEET ADA REQUIREMENTS IN THE CURB RAMP AREA. THIS PAY ITEM SHALL INCLUDE ALL RESTORATION IN THE IMMEDIATE SURROUNDING AREA. CONTRACTOR SHALL NOT DISTURB CABLES INSIDE THE PULL BOX. ANY DAMAGE TO SIGNAL CABLE INSIDE THE PULL BOX SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE.

**DETECTOR LOOP, AS PER PLAN**

PRIOR TO THE PLANING OPERATION, THE LOCATIONS OF THE EXISTING LOOP DETECTORS SHALL BE REFERENCED SO THAT THE REPLACEMENT LOOP CAN BE REINSTALLED AT THE PROPER LOCATION. THE NEW LOOP DETECTORS SHALL BE CONNECTED TO THE LEAD-IN CABLE WITH THE PROPER CONNECT KITS AND TESTED TO MAKE CERTAIN THAT THEY ARE OPERATIONAL. IN A FEW SITUATIONS, THE LOOP DETECTOR LOCATIONS MAY NEED TO BE MODIFIED. THE CONTRACTOR SHALL NOTIFY THE ENGINEER AND CITY OF NORWOOD A MINIMUM OF 3 DAYS IN ADVANCE OF ANY LOOP DETECTOR INSTALLATIONS TO PERMIT TIME FOR LOOP LOCATION ADJUSTMENTS IF NEEDED.

**ASPHALT RESURFACING**

THE CONTRACTOR SHALL TAKE SPECIAL CARE DURING THE RESURFACING OPERATION TO IMMEDIATELY REMOVE ASPHALT MATERIAL THAT ACCUMULATES ON THE TOP OF THE EXISTING GAS VALVES AND ELECTRIC BOXES TO PREVENT DEFACING AND BONDING OF THE COVERS.

**ITEM 254, PAVEMENT PLANING ASPHALT CONCRETE**

THE PAVEMENT PLANING SHALL BE SCHEDULED SO AS TO BE COVERED BY THE INTERMEDIATE COURSE WITHIN 2 CALENDAR DAYS; THE DAY AFTER PLANING IS PREFERRED. THE COST OF THE ABOVE SHALL BE INCLUDED IN THE UNIT BID PRICE FOR THE RESPECTIVE ITEM. A DISINCENTIVE IN THE AMOUNT OF \$1,000.00 SHALL BE ASSESSED FOR EACH DAY, OR PORTION THEREOF, A PLANED SURFACE IS OPEN TO TRAFFIC BEYOND THE SPECIFIED TIME LIMIT.

IN AREAS WHERE A CONCRETE BASE IS ENCOUNTERED DURING PLANING OPERATIONS, THE CONTRACTOR SHALL NOT MILL INTO THE CONCRETE. THE CONCRETE BASE SHALL BE SCARIFIED, BUT NO MATERIAL SHALL BE MILLED.

WHERE A PAVER OR COBBLESTONE BASE IS ENCOUNTERED, THE CONTRACTOR SHALL MODIFY THE PLANING DEPTH SO THAT THE PAVERS ARE NOT DISTURBED DURING THE OPERATION.

**ITEM 253 - PAVEMENT REPAIR**

A QUANTITY OF THIS ITEM SHALL BE PROVIDED FOR USE AS DIRECTED BY THE ENGINEER. THIS ITEM SHALL CONSIST OF CUTTING AND REMOVING DETERIORATED PAVEMENT FULL DEPTH AND PLACING 12" 301 ASPHALT CONCRETE BASE, PG 64-22. THE MAXIMUM COMPACTED DEPTH OF ANY ONE LAYER SHALL BE 6", AND 4" - 304 AGGREGATE BASE UNLESS OTHERWISE DIRECTED BY THE ENGINEER. THIS ITEM SHALL BE PERFORMED BEFORE THE BEGINNING OF MAINLINE PAVEMENT PLANING. IT IS NOT THE INTENT TO REPAIR EVERY DETERIORATION AREA WITHIN THE PROJECT. THE ENGINEER SHALL DETERMINE WHICH AREAS ARE TO BE REPAIRED. PAYMENT SHALL BE BASED ON THE ACTUAL NUMBER OF CUBIC YARDS OF PAVEMENT REMOVED AND REPLACED TO THE LIMITS DESIGNATED BY THE ENGINEER. THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY:

ITEM 253 - PAVEMENT REPAIR 1,075 CU YD

**ITEM 255 FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS QC1, AS PER PLAN**

IN ADDITION TO THE REQUIREMENTS OF SECTION 255 IN THE ODOT C&MS, THIS ITEM INCLUDES REMOVAL OF PCC PAVEMENT IN TWO (2) FOOT STRIPS AT LOCATIONS INDICATED IN THE PLANS. THIS ITEM INCLUDES THE FULL DEPTH REMOVAL OF EXISTING PCC PAVEMENT AND THE REPLACEMENT WITH A CONCRETE COURSE AS APPROVED BY THE ENGINEER. RIGID PAVEMENT SHALL BE REPLACED PER STANDARD CONSTRUCTION DRAWING BP-2.5. PAYMENT SHALL BE BASED ON THE ACTUAL NUMBER SQUARE YARDS OF PAVEMENT REMOVED AND REPLACED TO THE LIMITS DESIGNATED BY THE ENGINEER. PAYMENT FOR THIS ITEM INCLUDES ALL LABOR AND MATERIALS REQUIRED TO COMPLETE THE FULL DEPTH REPLACEMENT/REPAIR. SAW CUTTING EXISTING PAVEMENT IS TO BE INCLUDED IN THE COST OF THIS ITEM.

**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 DESIGN WAIVER		
ADA FEATURE	APPROVAL DATE	SHEET NUMBER
RAMP 10 (RMP0014637)	2/23/2023	35
RAMP 25 (RMP0017774)	PENDING	36
RAMP 58 (RMP0014635)	2/23/2023	38
RAMP 59 (RMP0014639)	2/23/2023	38
RAMP 63 (RMP0014634)	2/23/2023	38
RAMP 65 (RMP0014636)	2/23/2023	38
RAMP 73 (RMPPENDING)	2/23/2023	39
RAMP 90 (RMPPENDING)	PENDING	41
RAMP 93 (RMP0014638)	2/23/2023	42
RAMP 94 (RMP0014638)	2/23/2023	42

**SOLE SOURCE AQUIFER PROTECTION**

THIS PROJECT IS LOCATED WITHIN THE GREATER MIAMI SOLE SOURCE AQUIFER. USE PROPER CONTAINMENT AND DIKING IN REFUELING AREAS. DO NOT STORE FUELS, TOXIC/HAZARDOUS MATERIALS, AND CHEMICALS NEAR DRAINAGE WAYS, DITCHES, OR STREAMS. MAINTAIN A SPILL KIT ON-SITE THROUGHOUT CONSTRUCTION ACTIVITIES. IMMEDIATELY MITIGATE ANY EVENT, SUCH AS A SPILL OF FUELS, OILS, OR CHEMICALS THAT COULD THREATEN TO CONTAMINATE THE DRINKING WATER SUPPLY. REPORT ALL SPILLS OR EVENTS TO THE HAMILTON COUNTY EMERGENCY DEPARTMENT AT 513-263-8200. IF THE SPILL IS A REPORTABLE AMOUNT (PER OHIO EPA'S RELEASE REPORTING REQUIREMENTS), CONTACT THE CINCINNATI FIRE DEPARTMENT STATION 31 - OAKLEY AT 513-352-2344 OR THE OHIO EPA'S SPILLS HOTLINE 1-800-282-9378 FOR THE CLEAN-UP OF THE SPILL.

**ITEM 614- MAINTAINING TRAFFIC**

THE PROPOSED WORK SHALL BE PERFORMED WITH THE LEAST INCONVENIENCE TO, AND THE MAXIMUM SAFETY OF THE TRAVELING PUBLIC AND WORKERS. ANY VARIANCES FROM THE PERMITTED REQUIREMENTS MUST BE APPROVED IN ADVANCE, IN WRITING, BY THE CITY. EXCEPT AS MODIFIED BELOW, THE REQUIREMENT FOR MAINTAINING TRAFFIC AS INDICATED IN THE "OHIO MANUAL OHIO MANUAL OF UNIFORM TRAFFIC CONTROL SHALL APPLY. IN ADDITION TO ITEM 614, MAINTAINING TRAFFIC, AS SET FORTH IN THE STATE OF OHIO DEPARTMENT OF TRANSPORTATION CONSTRUCTION AND MATERIALS SPECIFICATIONS, THE FOLLOWING NOTES SHALL APPLY TO THE WORK CARRIED OUT WITHIN THE LIMITS OF THE PROJECT:

A MINIMUM OF ONE LANE OF TRAFFIC IN EACH DIRECTION SHALL BE MAINTAINED AT ALL TIMES.

TEMPORARY DETECTION DURING CONSTRUCTION WILL BE NECESSARY FOR THE PROPER OPERATION OF SIGNALS AT US22 & ROSS AND POTENTIALLY AT OTHER SIGNALIZED INTERSECTIONS.

THE CONTRACTOR SHALL SUBMIT A CONSTRUCTION SEQUENCING SCHEDULE PRIOR TO WORK BEGINNING FOR APPROVAL BY THE CITY ENGINEER. THE CONSTRUCTION SEQUENCING SCHEDULE SHALL TAKE INTO CONSIDERATION ALL ASPECTS OF THE PROJECT INCLUDING HOW LOCAL TRAFFIC TO THE BUSINESSES WILL BE MAINTAINED. THE CONSTRUCTION SEQUENCE WILL NEED TO BE APPROVED BY THE ENGINEER BEFORE THE COMMENCEMENT OF WORK.

ACCESS TO AND FROM ALL LOCAL RESIDENTIAL AND BUSINESS DRIVES WITHIN THE LIMITS OF THIS PROJECT SHALL BE MAINTAINED AT ALL TIMES BY USING THE EXISTING PAVEMENT, TEMPORARY PAVEMENT, AND THE PROPOSED PAVEMENT, UNLESS OTHERWISE DIRECTED BY THE CITY ENGINEER.

LENGTH AND DURATION OF LANE CLOSURES AND RESTRICTIONS SHALL BE AT THE APPROVAL OF THE ENGINEER. 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 MAINTENANCE OF TRAFFIC SHALL BE COMMENSURATE WITH THE WORK IN PROGRESS.

THE CONTRACTOR SHALL ADJUST THE LOCATION AND/OR SPACING OF ALL TRAFFIC CONTROL CHANNELIZING DEVICES AS DICTATED BY THE PROGRESS OF THE REQUIRED WORK TO ALLOW CONSTRUCTION ACCESS TO WORK AREAS WHILE MAINTAINING SAFE AND EFFECTIVE TRAFFIC CONTROL DURING ALL CONSTRUCTION OPERATIONS. ANY DAMAGE TO MAINTENANCE OF TRAFFIC EQUIPMENT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO REPLACE OR CORRECT.

THE ROADWAY SHALL NOT BE RESTRICTED TO ANY LANE CLOSURE DURING PERIODS OF INTERMITTENT OR IRREGULAR WORK, NOR CLOSED SOLELY FOR THE CONVENIENCE OF THE CONTRACTOR.

NO WORK SHALL BE PERFORMED AND ALL EXISTING LANES SHALL BE OPEN TO TRAFFIC DURING THE FOLLOWING DESIGNATED HOLIDAYS OR EVENTS:

- MEMORIAL DAY- ALL LANES OPEN: 12:00N FRI. THROUGH 6: 00 AM TUES.
- FOURTH OF JULY -ALL LANES OPEN: 12:00N FRI. THROUGH 6:00AM TUES
- LABOR DAY -ALL LANES OPEN: 12:00N FRI. THROUGH 6:00AM TUES
- TOTAL SOLAR ECLIPSE (4/8/24) -ALL LANES OPEN: 12:00N MON. THROUGH 6:00AM TUES.

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

**ITEM 614 LAW ENFORCEMENT OFFICER (WITH PATROL CAR)**

USE OF LAW ENFORCEMENT OFFICERS (LEOS) BY CONTRACTORS OTHER THAN THE USES SPECIFIED BELOW WILL NOT BE PERMITTED AT PROJECT COST. LEOS SHOULD NOT BE USED WHERE THE OMTCD INTENDS THAT FLAGGERS BE USED.

IN ADDITION TO THE REQUIREMENTS OF CMS 614 AND THE OMTCD, A UNIFORMED LEO WITH AN OFFICIAL PATROL CAR (CAR WITH TOP-MOUNTED EMERGENCY FLASHING LIGHTS AND COMPLETE MARKINGS OF THE APPROPRIATE LAW ENFORCEMENT AGENCY) SHALL BE PROVIDED FOR THE FOLLOWING TRAFFIC CONTROL TASKS:

-DURING THE ENTIRE ADVANCE PREPARATION AND CLOSURE SEQUENCE WHERE COMPLETE BLOCKAGE OF TRAFFIC IS REQUIRED.

-DURING A TRAFFIC SIGNAL INSTALLATION WHEN IMPACTING THE NORMAL FUNCTION OF THE SIGNAL OR THE FLOW OF TRAFFIC OR WHEN TRAFFIC NEEDS TO BE DIRECTED THROUGH AN ENERGIZED TRAFFIC SIGNAL CONTRARY TO THE SIGNAL DISPLAY (E.G., DIRECTING MOTORISTS THROUGH A RED LIGHT).

LEOS SHOULD NOT FORGO THEIR TRAFFIC CONTROL RESPONSIBILITIES TO APPREHEND MOTORISTS FOR ROUTINE TRAFFIC VIOLATIONS. HOWEVER, IF A MOTORIST'S ACTIONS ARE CONSIDERED TO BE RECKLESS, THEN PURSUIT OF THE MOTORIST IS APPROPRIATE.