

#### 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 DATIUM 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 TEMPRARY 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:

143 EACH

50 EACH

ITEM 611 - MANHOLE ADJUSTED TO GRADE

#### 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

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:

83 EACH ITEM 611 - VALVE BOX ADJUSTED TO GRADE

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 MODIFIY 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 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

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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 WAVER

ADA FEATURE	APP	ROVAL DATE	SHEE	T NUMBER	
RAMP 10 (RMP	0014637)	2/23/2023		35	
RAMP 25 (RMP	0017774)	PENDING		36	
RAMP 58 (RMP	0014635)	2/23/2023		38	
RAMP 59 (RMP	0014639)	2/23/2023		38	
RAMP 63 (RMP	0014634)	2/23/2023		38	
RAMP 65 (RMP	0014636)	2/23/2023		38	
RAMP 73 (RMP	PENDING)	2/23/2023		39	
RAMP 90 (RMP	PENDING)	PENDING		41	
RAMP 93 (RMP	0014638)	2/23/2023		42	
RAMP 94 (RMP	0014638)	2/23/2023		42	

#### ITEM 608 - 5" CONCRETE WALK

THIS ITEM SHALL CONSIST OF ITEM 608 5" CONCRETE WALK TO BE PLACED IN COORDINATION WITH THE CURB RAMP WORK WHEN NEEDED TO ACCOMPLISH ADDA COMPLIANCE RAMPS.

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN INCLUDED IN THE GENERAL SUMMARY FOR USE AS DIRECTED BY THE ENGINEER FOR THE **WORK NOTED ABOVE:** 

ITEM 608 - 5" CONCRETE WALK ------100 SY

#### ITEM 609 - CURB TYPE 6, AS PER PLAN

THIS ITEM SHALL CONSIST OF ITEM 609 CURB TYPE 6 TO BE PLACED IN COORDINATION WITH THE CURB RAMP WORK WHEN NEEDED TO ACCOMPLISH ADDA COMPLIANCE RAMPS.

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN INCLUDED IN THE GENERAL SUMMARY FOR USE AS DIRECTED BY THE ENGINEER FOR THE **WORK NOTED ABOVE:** 

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ITEM 609 - CURB TYPE 6, AS PER PLAN -----25 FT

#### ITEM 614- MAINTAINING TRAFFIC

THE PROPOSED WORK SHALL BE PERFORMED WITH THE LEAST INCONVENIENCE TO, AND THE MAXIMUM SAFETY OF THE TRAVELING PUBLIC AND WORKÉRS. 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. NO WORK IS PERMITTED BETWEEN THE HOURS OF 9PM AND 7AM.

TEMPORARY DETECTION DURING CONSTRUCTION MAY BE NECESSARY AT SIGNALIZED INTERSECTIONS DEPENDING ON THE TIME FOR RESTORATION. THE NEED FOR INSTALLATION IS TO BE DETEREMINED BY THE ENGINEER.

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 TRÁFFIC 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 ECLPISE (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 OMUTCD INTENDS THAT FLAGGERS BE USED.

IN ADDITION TO THE REQUIREMENTS OF CMS 614 AND THE OMUTCD, 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.

ESIGN AGENCY

AFS

REVIEWER

DGO 9-8-2023 ROJECT ID 115752

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# ITEM 614 LAW ENFORCEMENT OFFICER (WITH PATROL CAR), CONT.

ANY ADDITIONAL COSTS (ADMINISTRATIVE OR OTHERWISE) INCURRED BY THE CONTRACTOR TO OBTAIN THE SERVICES OF AN LEO ARE INCLUDED WITH THE BID UNIT PRICE FOR ITEM 614, LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE. THE LEOS WORK AT THE DIRECTION OF THE CONTRACTOR. THE CONTRACTOR IS RESPONSIBLE FOR SECURING THE SERVICES OF THE LEOS WITH THE APPROPRIATE AGENCIES AND COMMUNICATING THE INTENTIONS OF THE PLANS WITH RESPECT TO DUTIES OF THE LEOS. THE ENGINEER SHALL HAVE FINAL CONTROL OVER THE LEOS' DUTIES AND PLACEMENT, AND WILL RESOLVE ANY ISSUES THAT MAY ARISE BETWEEN THE TWO PARTIES.

THE LEO SHALL REPORT IN TO THE CONTRACTOR PRIOR TO THE START OF THE SHIFT, IN ORDER TO RECEIVE INSTRUCTIONS REGARDING SPECIFIC WORK ASSIGNMENTS DURING HIS/HER SHIFT. THE LEO IS EXPECTED TO STAY AT THE PROJECT SITE FOR THE ENTIRE DURATION OF HIS/HER SHIFT. THE LEO SHALL REPORT TO THE CONTRACTOR AT THE END OF HIS/HER SHIFT. ONCE THE LEO HAS COMPLETED THE DUTIES DESCRIBED ABOVE AND STILL HAS TIME REMAINING ON HIS/HER SHIFT, THE LEO MAY BE ASKED TO PATROL THROUGH THE WORK ZONE (WITH FLASHING LIGHTS OFF) OR BE PLACED AT A LOCATION TO DETER MOTORISTS FROM SPEEDING. SHOULD IT BE NECESSARY TO LEAVE THE PROJECT SITE, THE LEO SHALL NOTIFY THE ENGINEER. THE CONTRACTOR SHALL PROVIDE THE LEO WITH A TWO-WAY COMMUNICATION DEVICE WHICH SHALL BE RETURNED TO THE CONTRACTOR AT THE END OF HIS/HER SHIFT.

THE CONTRACTOR SHALL COORDINATE WITH LEOS TO PROVIDE NO PARKING MARKINGS AND ENFORCEMENT WITHIN THE PROJECT AREA.

LEOS (WITH PATROL CAR) REQUIRED BY THE TRAFFIC MAINTENANCE TASKS ABOVE SHALL BE PAID FOR ON A UNIT PRICE (HOURLY) BASIS UNDER ITEM 614, LAW ENFORCEMENT OFFICER (WITH PATROL CAR) FOR ASSISTANCE. THE FOLLOWING ESTIMATED SUBSUMMARY HAVE BEEN CARRIED TO THE GENERAL SUMMARY.

ITEM 614, LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE 300 HOURS.

THE HOURS PAID SHALL INCLUDE ANY MINIMUM SHOW-UP TIME REQUIRED BY THE LAW ENFORCEMENT AGENCY INVOLVED.

ANY ADDITIONAL COSTS (ADMINISTRATIVE OR OTHERWISE) INCURRED BY THE CONTRACTOR TO OBTAIN THE SERVICES OF A LEO ARE INCLUDED WITH THE BID UNIT PRICE FOR ITEM 614, LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE.

# **DETECTION MAINTENANCE**

IF VEHICLE DETECTION BECOMES UNEXPECTEDLY DISABLED, REQUIRES MODIFICATION, OR IS SCHEDULED TO BE TEMPORARILY REMOVED DURING THE CONSTRUCTION PROJECT, THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE PROJECT ENGINEER AND DISTRICT TRAFFIC ENGINEER.

IF THE LOSS OF VEHICLE DETECTION IS KNOWN PRIOR TO THE START OF CONSTRUCTION, IT SHALL BE DISCUSSED AT THE PRE-CONSTRUCTION MEETING. AT SUCH TIME, THE DISTRICT TRAFFIC ENGINEER SHALL ADVISE THE PROJECT ENGINEER AND CONTRACTOR ON THE APPROPRIATE ACTION TO RECTIFY ANY LOSS OF VEHICLE DETECTION. THIS MAY INCLUDE PLACING THE TRAFFIC SIGNAL ON MINIMUM OR MAXIMUM RECALL, MODIFYING THE MINIMUM GREEN TIMES, AND REMOVING THE MALFUNCTIONING DETECTION FROM SERVICE. WHERE NON-INTRUSIVE DETECTION (I.E. VIDEO, RADAR) ALREADY EXISTS, THE CONTRACTOR SHALL INSURE THAT DETECTION IS OPERATING AND MAINTAINED BY RECONFIGURING THE DETECTION UNITS ACCORDINGLY DURING ALL CONSTRUCTION PHASES. THIS IS TO AVOID THE SIGNAL FROM MAXING OUT THE EFFECTED SIGNAL PHASE AND CREATING UNNECESSARY DELAYS.

TEMPORARY NON-INTRUSIVE DETECTION IS ANTICIPATED FOR THIS PROJECT.

LOCATIONS WHERE NON-INTRUSIVE DETECTION IS PROPOSED AND THE EXISTING VEHICLE DETECTION IS TO BE ABANDON, THE NON-INTRUSIVE VEHICLE DETECTION SHALL BE INSTALLED, CONFIGURED AND MADE FULLY FUNCTIONAL PRIOR TO THE EXISTING DETECTION BEING DISABLED. THE CONTRACTOR SHALL CONTINUE TO MAINTAIN AND MODIFY THE DETECTION UNTIL FINAL ACCEPTANCE OF THE TRAFFIC SIGNAL. THIS IS TO ENSURE VEHICLE DETECTION REMAINS FULLY FUNCTIONAL THROUGHOUT CONSTRUCTION.

#### **CONSTRUCTION NOTIFICATION**

THROUGHOUT THE DURATION OF THE PROJECT, THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER IN WRITING OF ALL TRAFFIC RESTRICTIONS AND UPCOMING MAINTENANCE OF TRAFFIC CHANGES. THE CONTRACTOR SHALL ENSURE THE WRITTEN NOTIFICATION IS SUBMITTED IN A TIMELY MANNER TO ALLOW THE PROJECT ENGINEER TO MEET THE REQUIRED TIME FRAMES SET FORTH IN THE TABLE BELOW TO INFORM THE OFFICE OF COMMUNICATIONS. THIS NOTIFICATION SHALL BE RECEIVED BY THE PROJECT ENGINEER PRIOR TO THE PHYSICAL SETUP OF ANY APPLICABLE SIGNS OR MESSAGE BOARDS. INFORMATION SHOULD INCLUDE, BUT IS NOT LIMITED TO, ALL CONSTRUCTION ACTIVITIES THAT IMPACT OR INTERFERE WITH TRAFFIC AND SHALL LIST THE SPECIFIC LOCATION, TYPE OF WORK, ROAD STATUS, DATE AND TIME OF RESTRICTION, DURATION OF RESTRICTION, NUMBER OF LANES MAINTAINED, NUMBER OF LANES CLOSED, DETOUR ROUTES, IF APPLICABLE, AND ANY OTHER INFORMATION REQUESTED BY THE PROJECT ENGINEER.

#### NOTICE TO OFFICE OF COMMUNICATIONS TIME TABLE

ITEM	DURATION	NOTICE DUE TO OFFICE
	>= 2 WEEKS	21 CALENDAR DAYS PRIOR TO CLOSURE
ROAD CLOSURE	12 HRS2 DAYS	14 CALENDAR DAYS PRIOR TO CLOSURE
	<12 WEEKS	4 BUSINESS DAYS PRIOR TO CLOSURE
ROAD CLOSURE	>= 2 WEEKS < 2 WEEKS	14 CALENDAR DAYS PRIOR TO CLOSURE 2 BUSINESS DAYS PRIOR TO CLOSURE
START OF CONSTRUCTION	N/A	14 CALENDAR DAYS PRIOR TO CLOSURE
TRAFFIC PATTERN CHANGE	N/A	14 CALENDAR DAYS PRIOR TO CLOSURE

ANY UNFORESEEN CONDITIONS NOT SPECIFIED IN THE PLANS REQUIRING TRAFFIC RESTRICTIONS SHALL ALSO BE REPORTED TO PROJECT ENGINEER USING THE NOTICE TO OFFICE OF COMMUNICATIONS TIME TABLE.

#### ITEM 614 WORK ZONE PAVEMENT MARKINGS

IT IS ANTICIPATED THAT TRAFFIC WILL NEED TO BE PERMITTED ON THE MILLED SURFACE AS WELL AS THE INTERMEDIATE SURFACE. AS SUCH, WORK ZONE MARKINGS ARE PROVIDED BELOW AND SHALL BE APPLIED PRIOR TO OPENING TO TRAFFIC. THE MILLED SURFACE SHALL BE COVERED BY THE INTERMEDIATE SURFACE WITHIN 2 DAYS OF PLANING. THE CONTRACTOR SHALL PLACE ALL WORK ZONE PAVEMENT MARKINGS OR PERMANENT MARKINGS UPON COMPLETION OF THE ASPHALT SURFACE COURSE PRIOR TO OPENING THE ROADWAY TO TRAFFIC.

THE FOLLOWING QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY FOR USE AT THE LOCATIOSN IDENTIFIED BY THE ENGINEER FOR WORK ZONE PAVEMENT MARKINGS PER THE REQUIREMENTS OF C&MS 614.11:

# PAVEMENT REPAIR

ITEM 614 - <u>0.4 MILE</u>	WORK ZONE, CENTER LINE (DOUBLE SOLID), CLASS I, 642 PAINT
ITEM 614 - <u>60 FEET</u>	WORK ZONE, STOP LINE, CLASS I, 642 PAINT
ITEM 614 - <u>3 EACH</u>	WORK ZONE, LANE ARROW, CLASS I, 642 PAINT
ITEM 614 - <u>99 FEET</u>	WORK ZONE, CHANNELIZING LINE, CLASS I, 642 PAINT
ITEM 614 - <u>0.03 MILE</u>	WORK ZONE, LANE LINE, CLASS I, 642 PAINT
ITEM 614 - <u>1 EACH</u>	WORK ZONE, SCHOOL SYMBOL MARKING, 120", CLASS I, 642 PAINT
ITEM 614 - <u>153 EACH</u>	WORK ZONE CROSSWALK LINE, CLASS I, 24", 642 PAINT

# MILLED/PLANED SURFACE

ITEM 614 -	<u>1.3 MILE</u>	WORK ZONE, CENTER LINE (DOUBLE SOLID), CLASS I, 642 PAINT
ITEM 614 -	<u>1143 FEET</u>	WORK ZONE, DOTTED LINE, 4", CLASS I, 642 PAINT
ITEM 614 -	<u>649 FEET</u>	WORK ZONE, DOTTED LINE, 8" CLASS I, 642 PAINT
ITEM 614 -	<u>562 FEET</u>	WORK ZONE, STOP LINE, CLASS I, 642 PAINT
ITEM 614 -	<u>60 EACH</u>	WORK ZONE, LANE ARROW, CLASS I, 642 PAINT
ITEM 614 -	<u> 2694 FEET</u>	WORK ZONE, CHANNELIZING LINE, CLASS I, 642 PAINT
ITEM 614 -	1.01 MILE	WORK ZONE, LANE LINE, CLASS I, 642 PAINT

#### ITEM 614 WORK ZONE PAVEMENT MARKINGS. CONT.

*ITEM 614 - <u>3555 EACH</u>* 

**INTERMEDIATE COURSE** 

	ITEM 614 WORK ZONI
CE	ITEM 614 - <u>1.01 MILE</u>
	ITEM 614 - <u>4 EACH</u>
	ITEM 614 - <u>54 EACH</u>
	ITEM 614 - <u>3555 EACI</u>
	<u>INTERMEDIATE COUR</u>
	ITEM 614 - <u>1.3 MILE</u>
	ITEM 614 - <u>1143 FEET</u>
	ITEM 614 - <u>649 FEET</u>
	ITEM 614 - <u>562 FEET</u>
	ITEM 614 - <u>60 EACH</u>
	ITEM 614 - <u>2694 FEET</u>
	ITEM 614 - <u>1.01 MILE</u>
O THE	ITEM 614 - <u>4 EACH</u>

*ITEM 614* -<u>1.01 MILE</u> WORK ZONE, LANE LINE, CLASS I, 642 PAINT WORK ZONE, SCHOOL SYMBOL MARKING, 120", CLASS I, 642 PAINT

CLASS I. 642 PAINT

WORK ZONE, CHANNELIZING LINE,

*ITEM 614 - 54 EACH* 

WORK ZONE CROSSWALK LINE, CLASS I. 12", 642 PAINT WORK ZONE CROSSWALK LINE, CLASS I,

WORK ZONE, LANE LINE, CLASS I, 642 PAINT

WORK ZONE, SCHOOL SYMBOL

12", 642 PAINT

24", 642 PAINT

MARKING, 120", CLASS I, 642 PAINT

WORK ZONE CROSSWALK LINE, CLASS I,

WORK ZONE CROSSWALK LINE, CLASS I,

WORK ZONE, CENTER LINE (DOUBLE

WORK ZONE, DOTTED LINE, 4", CLASS I, 642

WORK ZONE, DOTTED LINE, 8" CLASS I, 642

WORK ZONE, STOP LINE, CLASS I, 642 PAINT

WORK ZONE, LANE ARROW, CLASS 1, 642

SOLID), CLASS I, 642 PAINT

SURFACE COURSE

*ITEM 614 - <u>3555 EACH</u>* 

ITEM 614 - 1.3 MILE WORK ZONE, CENTER LINE (DOUBLE SOLID), CLASS III, 642 PAINT

24", 642 PAINT

*ITEM 614 - 1143 FEET* 

WORK ZONE, DOTTED LINE, 4", CLASS III, 642 PAINT

ITEM 614 - <u>649 FEET</u>

ITEM 614 - <u>60 EACH</u>

WORK ZONE, DOTTED LINE, 8" CLASS III, 642

*ITEM 614 - <u>562 FEET</u>* WORK ZONE, STOP LINE, CLASS III, 642

WORK ZONE, LANE ARROW, CLASS III, 642 PAINT

ITEM 614 - <u>2694 FEET</u>

WORK ZONE, CHANNELIZING LINE, CLASS III. 642 PAINT

ITEM 614 - <u>1.01 MILE</u>

WORK ZONE, LANE LINE, CLASS III, 642

ITEM 614 - <u>4 EACH</u>

WORK ZONE, SCHOOL SYMBOL MARKING, 120", CLASS III, 642 PAINT

ITEM 614 - <u>54 EACH</u>

WORK ZONE CROSSWALK LINE, CLASS III, 12", 642 PAINT

ITEM 614 - 3555 EACH WORK ZONE CROSSWALK LINE, CLASS III, 24", 642 PAINT

# **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 SPECIAL - CONSULTANT FOR CONCRETE QUALITY CONTROL INCLUDING TESTING AND INSPECTION

ALL CONCRETE SHALL BE TESTED. ALL TESTING, INSPECTION AND QUALITY CONTROL FOR CONCRETE, NOT INCLUDED UNDER QC/QA PAY ITEMS, SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR. THE CONTRACTOR SHALL PROVIDE A CONCRETE TESTING CONSULTANT WITH PREVIOUS EXPERIENCE AND FAMILIARITY IN ODOT PROCEDURES, CONCRETE TESTING REQUIREMENTS AND CONCRETE TESTING DOCUMENTATION. AT LEAST 30 DAYS PRIOR TO CONCRETE PLACEMENT, SUBMIT TO THE ENGINEER FOR APPROVAL, THE PROPOSED CONCRETE TESTING CONSULTANT ALONG WITH THE RESUMES OF THE PROPOSED TESTING PERSONNEL

TESTING CONCRETE FOR STRUCTURES AND PORTLAND CEMENT CONCRETE PAVEMENT SHALL BE PERFORMED AS OUTLINED IN CMS SPECIFICATIONS 455 RESPECTIVELY.

THROUGH THE CONTRACTOR, THE CONSULTANT SHALL BE RESPONSIBLE FOR ENSURING THAT ALL CONCRETE PLACED IS IN ACCORDANCE WITH THE SPECIFICATIONS. SUCH WORK SHALL BE IN ACCORDANCE WITH THE APPLICABLE <u>CONSTRUCTION AND MATERIAL</u>
<u>SPECIFICATIONS</u> AND THE <u>ODOT CONSTRUCTION INSPECTION MANUAL</u>
<u>OF PROCEDURES FOR CONCRETE</u>. THE CONCRETE CONSULTANT SHALL
PROVIDE THE NECESSARY TRAINED TECHNICIAN(S), ALL EQUIPMENT, AND SHALL FURNISH THE PROJECT ENGINEER WITH TWO (2) COPIES OF ALL TEST RESULTS WITHIN 24 HOURS AFTER COMPLETION OF CONCRETE PLACEMENT.

THE TECHNICIAN SHALL BE ACI LEVEL 1 CERTIFIED AND WILL BE REQUIRED TO DEMONSTRATE HIS/HER COMPETENCE AND EXPERIENCE LEVELS TO THE ENGINEER PRIOR TO BEGINNING WORK. THE ENGINEER WILL ORDER THE CONTRACTOR TO REPLACE ANY TECHNICIAN THAT IS NOT VERSED IN THE REQUIRED TESTING PROCEDURE.

THE TECHNICIAN SHALL VERBALLY NOTIFY THE ODOT PROJECT ENGINEER OF ANY FAILING TEST AND SHALL SUBMIT FOLLOW-UP WRITTEN NOTIFICATION TO THE PROJECT ENGINEER OF REMEDIAL ACTION(S) TAKEN. TESTS SHALL BE TAKEN AS SPECIFIED WITHIN THE CONSTRUCTION AND MATERIAL SPECIFICATIONS, CONCRETE MANUAL OR APPROPRIATE SUPPLEMENTAL SPECIFICATION AS LISTED IN THE PROPOSAL GOVERNING THE PROJECT. IT SHALL BE THE SOLE RESPONSIBILITY OF THE CONTRACTOR TO MAKE IMMEDIATE CORRECTIONS OR ADJUSTMENTS TO THE CONCRETE MIX VIA DIRECT COMMUNICATION WITH THE CONCRETE SUPPLIER'S PLANT PERSONNEL TO MAINTAIN UNINTERRUPTED COMPLIANCE WITH THE SPECIFICATIONS UPON NOTIFICATION OF CONCRETE MIX NON-COMPLIANCE BY THE CONSULTANT TECHNICIAN. THE PROJECT ENGINEER MAY REQUIRE MORE FREQUENT TESTING AS CONDITIONS WARRANT.

UPON COMPLETION OF DAILY CONCRETE PLACEMENT(S), THE CONCRETE CONSULTANT SHALL PROVIDE THE PROJECT ENGINEER WITH DAILY TEST REPORTS, TE-45'S, INSPECTORS DAILY REPORT AND SUPPORTING DOCUMENTATION FOR EACH ITEM OF CONCRETE WORK PERFORMED SEPARATED BY MIX DESIGN. SUBSEQUENTLY, UPON COMPLETION OF AN ENTIRE CONCRETE SPECIFICATION ITEM, THE CONCRETE CONSULTANT SHALL ALSO PROVIDE THE PROJECT ENGINEER WITH TWO (2) COPIES OF AN ADDITIONAL INSPECTION REPORT BY A REGISTERED PROFESSIONAL ENGINEER, STATE OF OHIO, WHICH CONTAINS THE TESTING-RESULTS SUMMARY FOR EACH ITEM BY CONTRACT REFERENCE NUMBER AND THE CONSULTANT'S CONCLUSIONS RELATIVE TO SPECIFICATION COMPLIANCE FOR ALL CONCRETE-TESTING WORK.

THE ODOT PROJECT ENGINEER RESERVES THE RIGHT TO MAKE UNANNOUNCED QUALITY-CONTROL TESTS TO VERIFY PROCEDURES USED AND RESULTS BEING OBTAINED BY THE CONTRACTOR.

THE CONCRETE TECHNICIAN SHALL WORK UNDER THE DIRECTION OF A REGISTERED PROFESSIONAL ENGINEER, STATE OF OHIO, WHO WILL MONITOR THE CONCRETE TEST RESULTS. THE FINAL INSPECTION REPORTS FOR EACH COMPLETED ITEM SHALL BE SIGNED BY A REGISTERED PROFESSIONAL ENGINEER, STATE OF OHIO, CERTIFYING THAT ALL CONCRETE TESTS PROVIDED BY THE CONTRACTOR MET APPLICABLE CONTRACT REQUIREMENTS. A FINAL REPORT ISSUED BY THE CONSULTING FIRM SHALL CONTAIN A CERTIFIED STATEMENT OF COMPLIANCE WITH ODOT SPECIFICATIONS AND ANY OTHER CONCLUSIONS REGARDING THE CONCRETE MATERIALS INCORPORATED INTO THE PROJECT. SUCH STATEMENT SHALL BE SIGNED BY A REGISTERED PROFESSIONAL ENGINEER, STATE OF OHIO. AND, THE CONCRETE CONSULTANT SHALL BE REQUIRED TO ATTEND MONTHLY PROGRESS MEETINGS AS REQUIRED BY THE PROJECT ENGINEER.

ADDITIONALLY, THE CONTRACTOR SHALL BE REQUIRED TO KEEP A POSTED LIST OF BEAM AND CYLINDER IDENTIFICATION NUMBERS FOR THE PURPOSE OF IDENTIFYING THE CORRESPONDING PLACEMENT LOCATION AND CONCRETE SPECIFICATION ITEM.

PAYMENT SHALL BE BID AS LUMP SUM FOR ITEM SPECIAL MISC.: CONSULTANT FOR CONCRETE QUALITY CONTROL INCLUDING TESTING AND INSPECTION. THE ITEM WILL BE PAID FOR AS FOLLOWS: UPON APPROVAL OF CONSULTANT . . . . . . . . . 20% PROGRESSIVE EQUIVALENT PAYMENTS . . . . . . 50% UPON SUBMISSION OF FINAL REPORT ..... 30%.

THE TECHNICIAN SHALL HAVE THE FULL EFFECT AND AUTHORITY OF AN ODOT PROJECT INSPECTOR IN DETERMINING ACCEPTABILITY OF MATERIAL AND CONCRETE PLACEMENT PRACTICES.

ESIGN AGENCY

AFS

REVIEWER DGO 4-10-2023

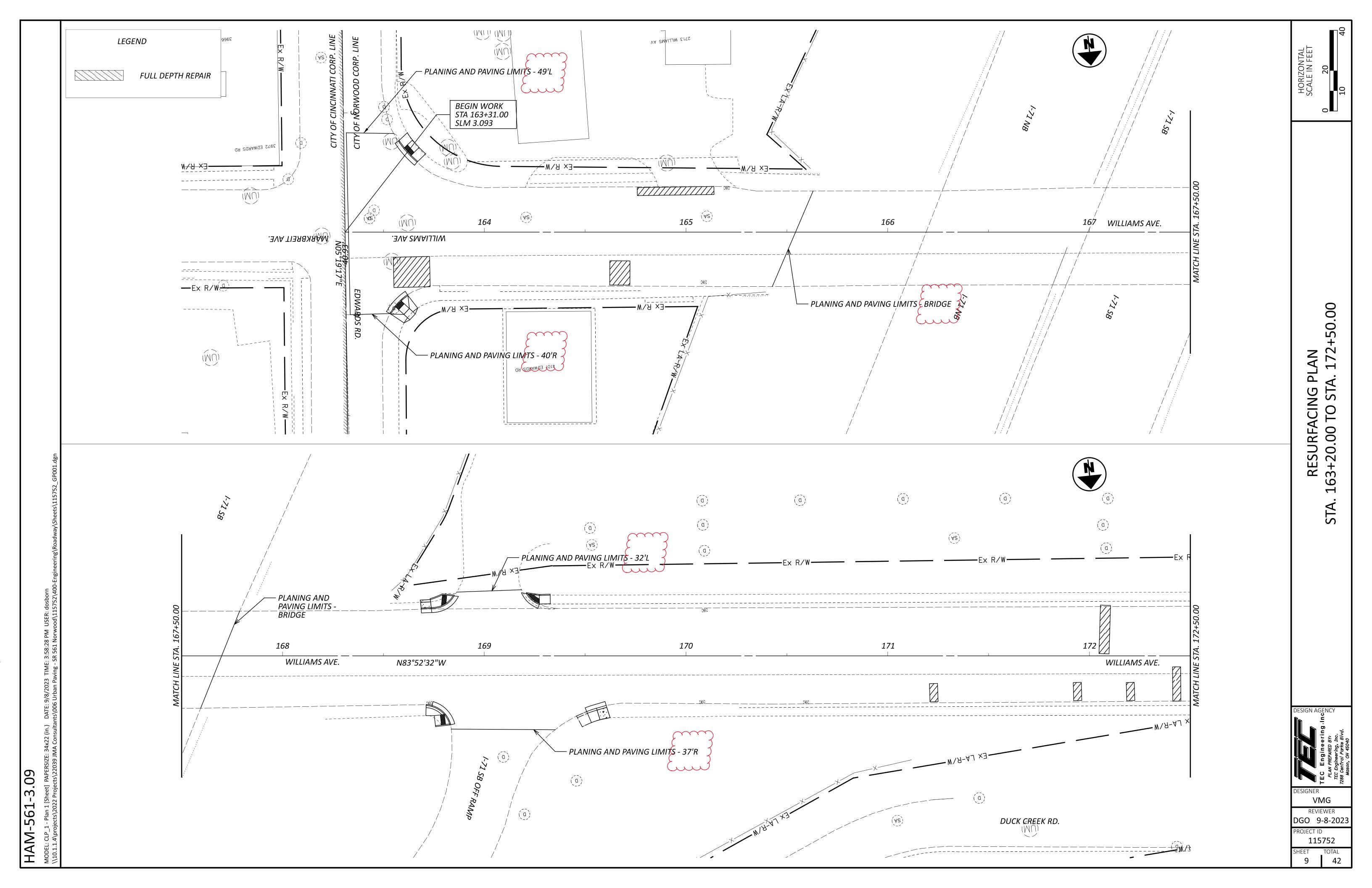
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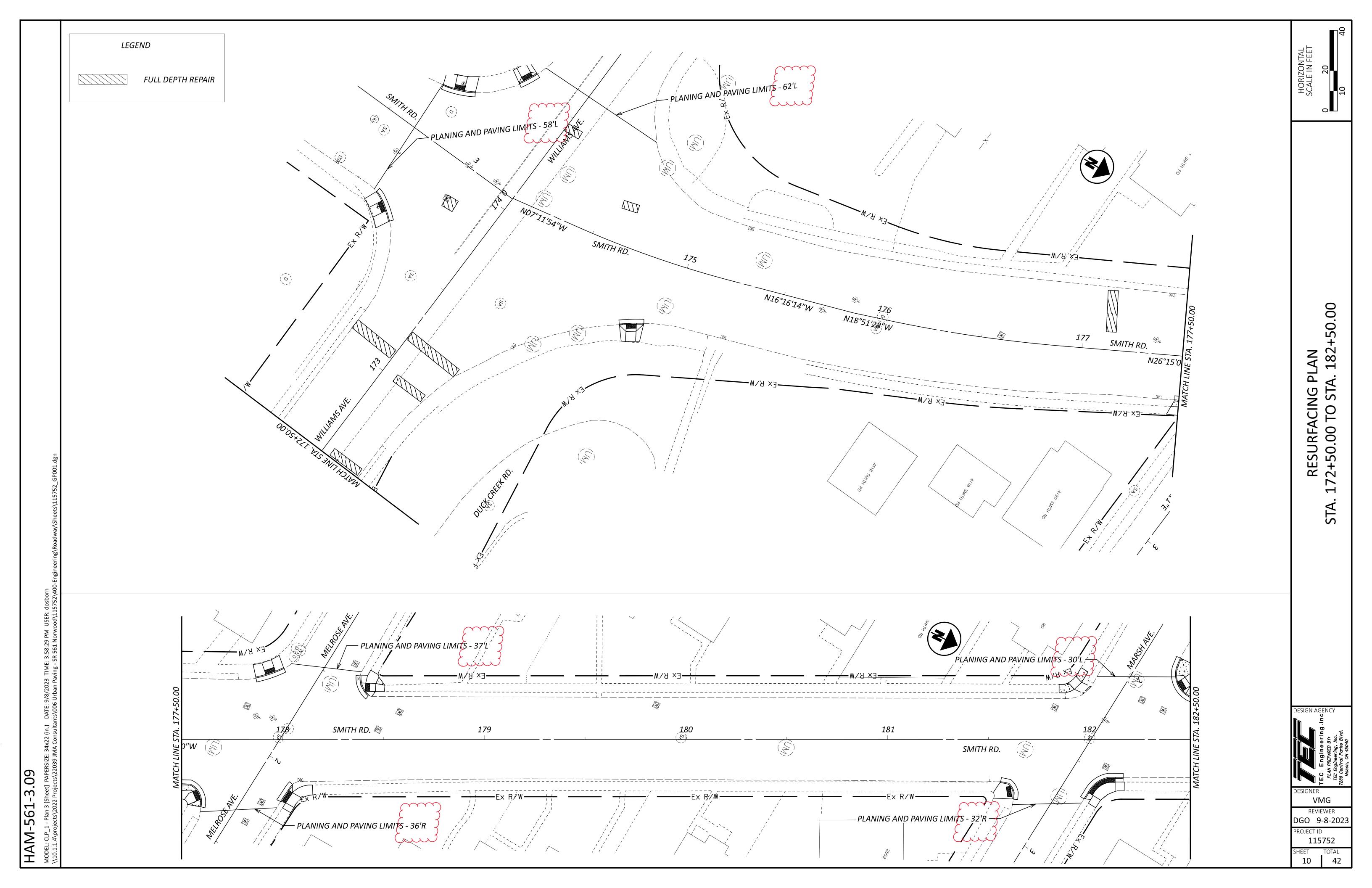
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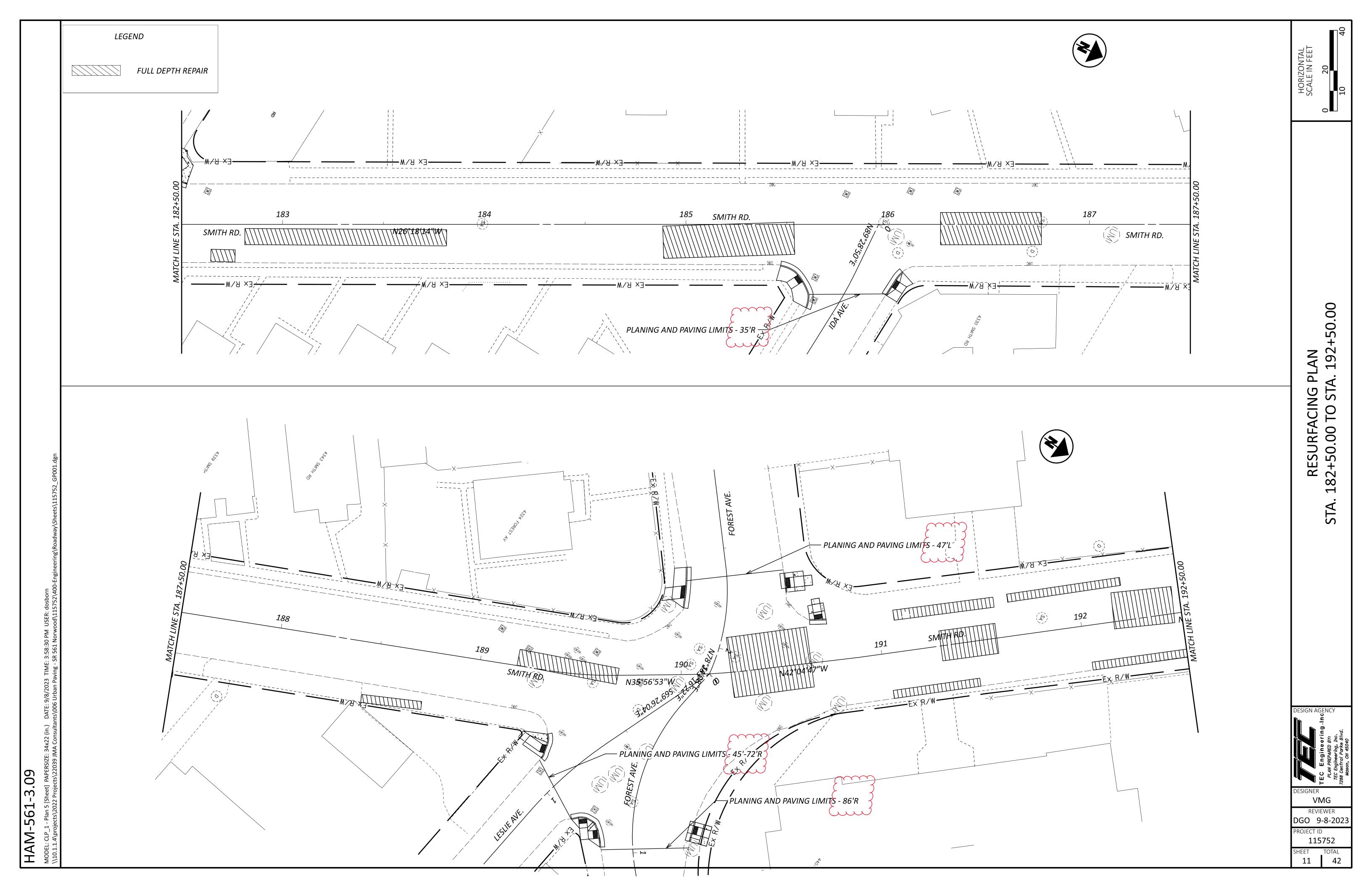
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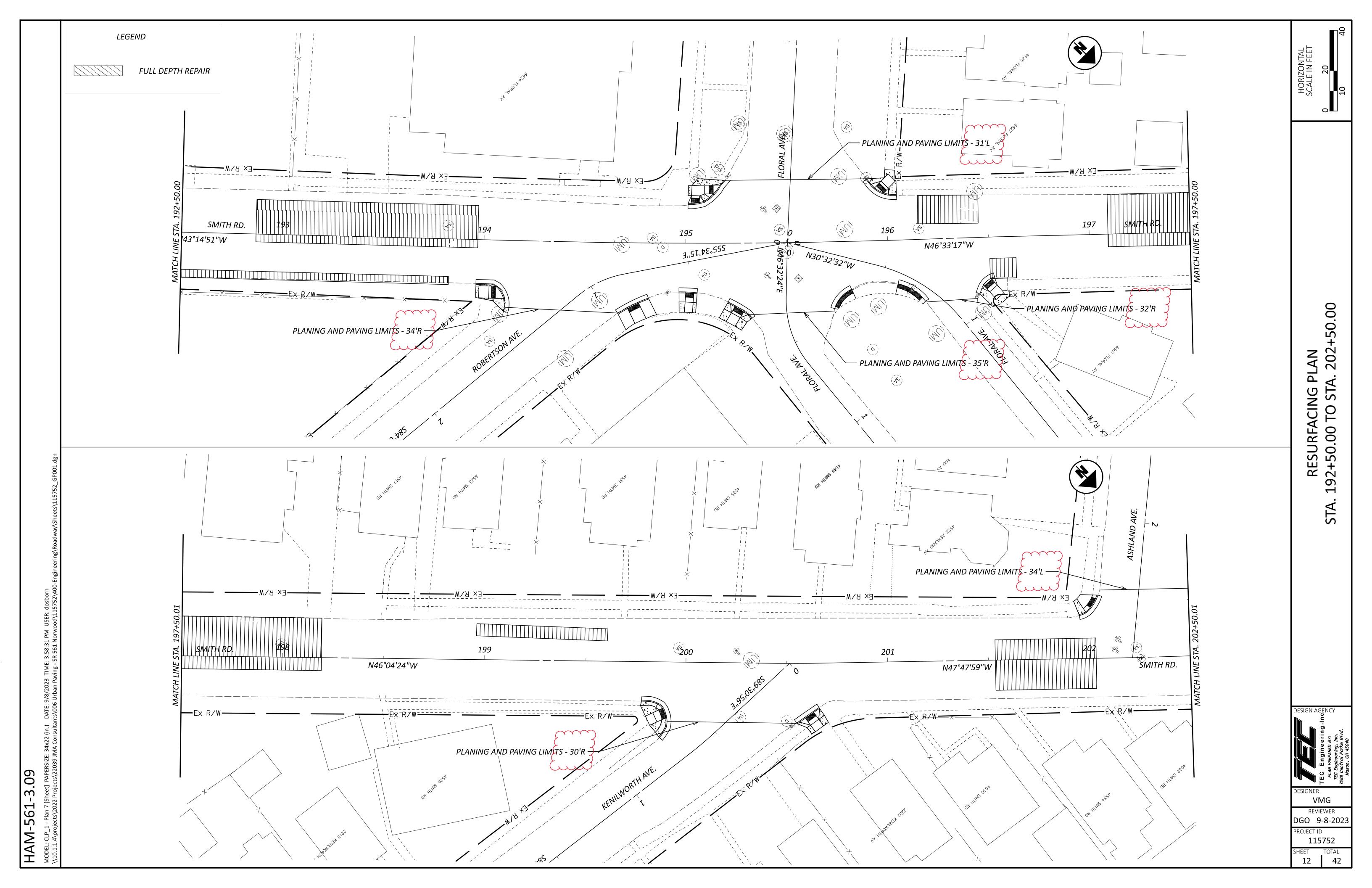
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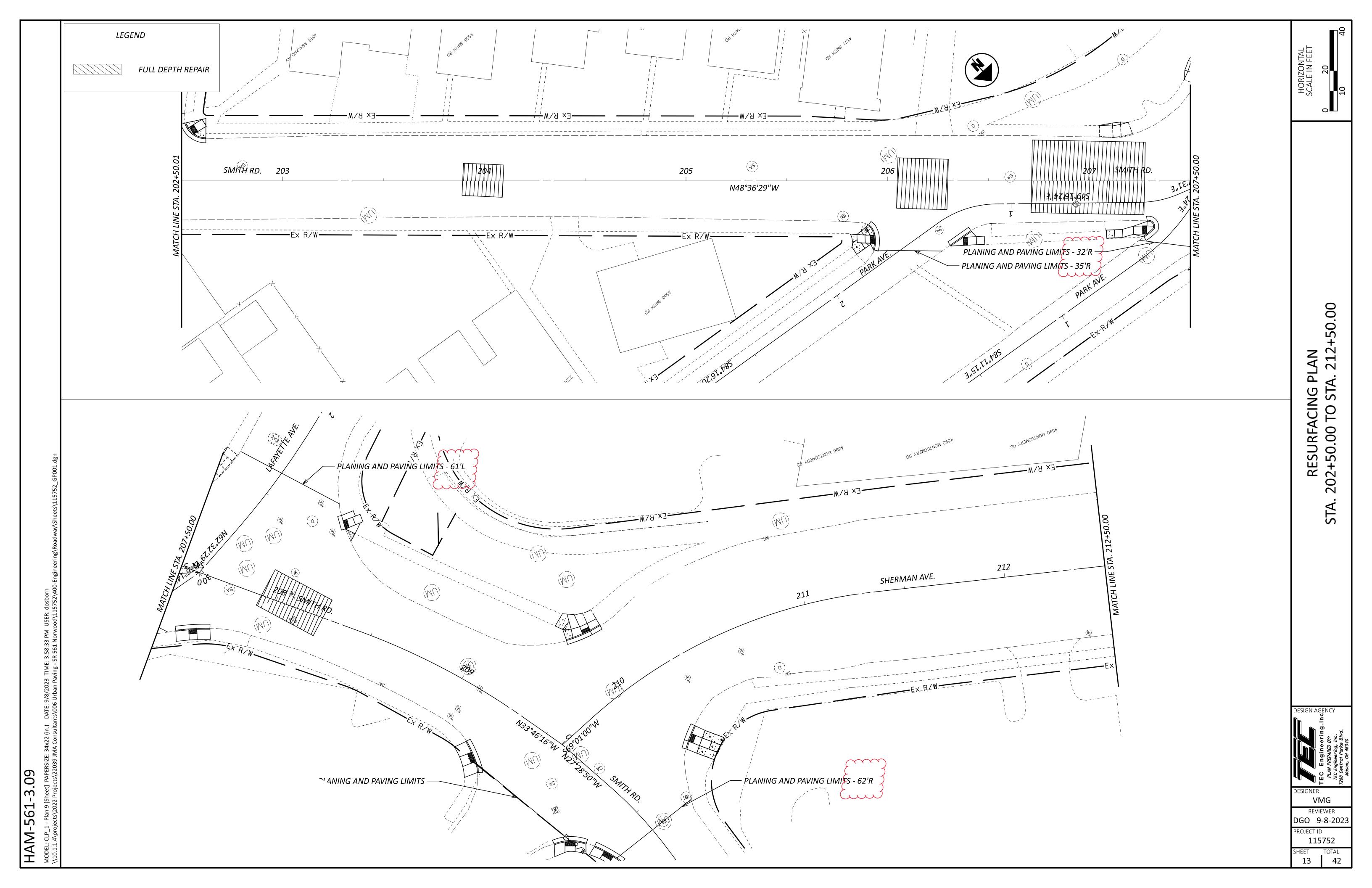
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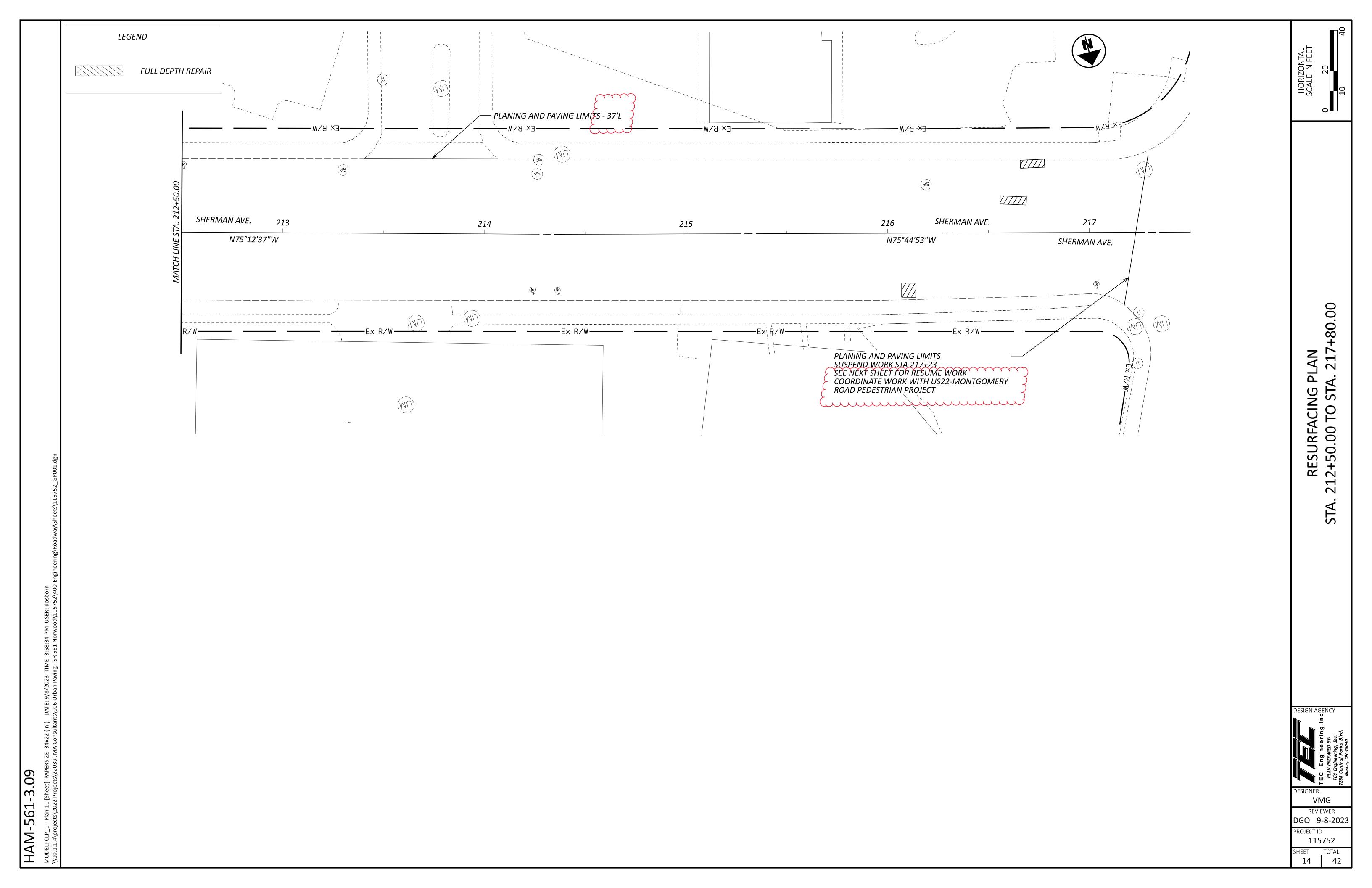


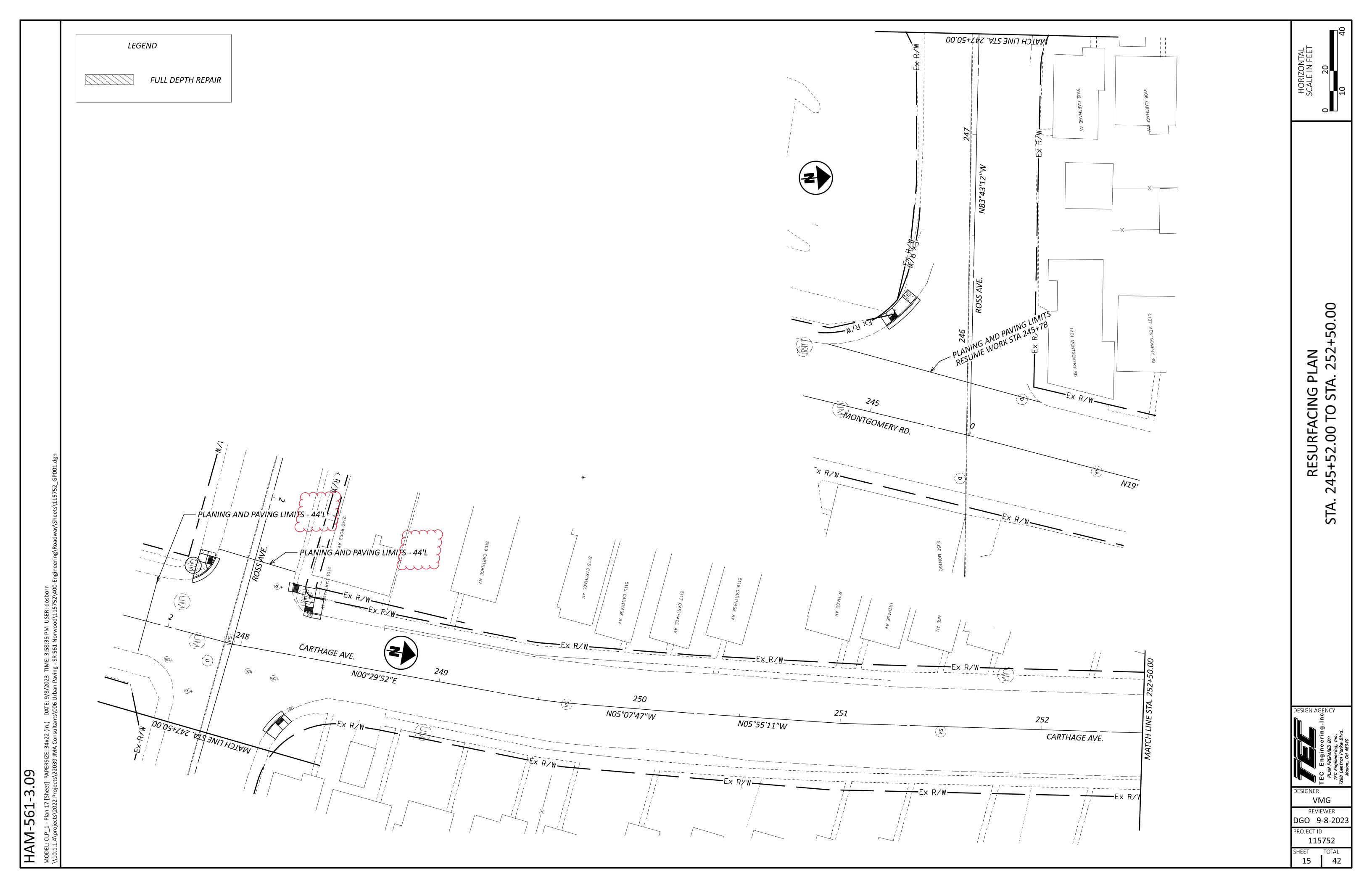


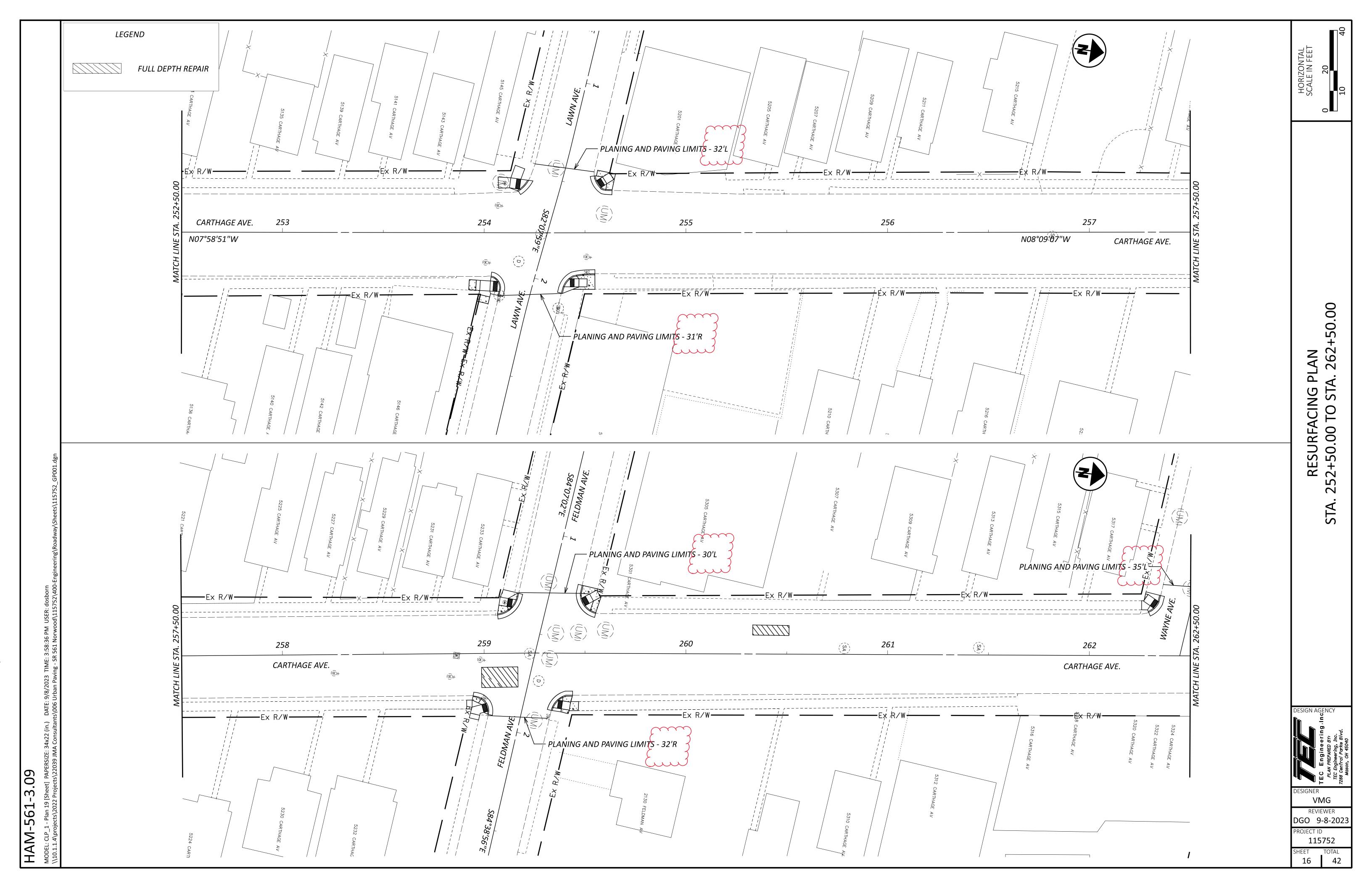


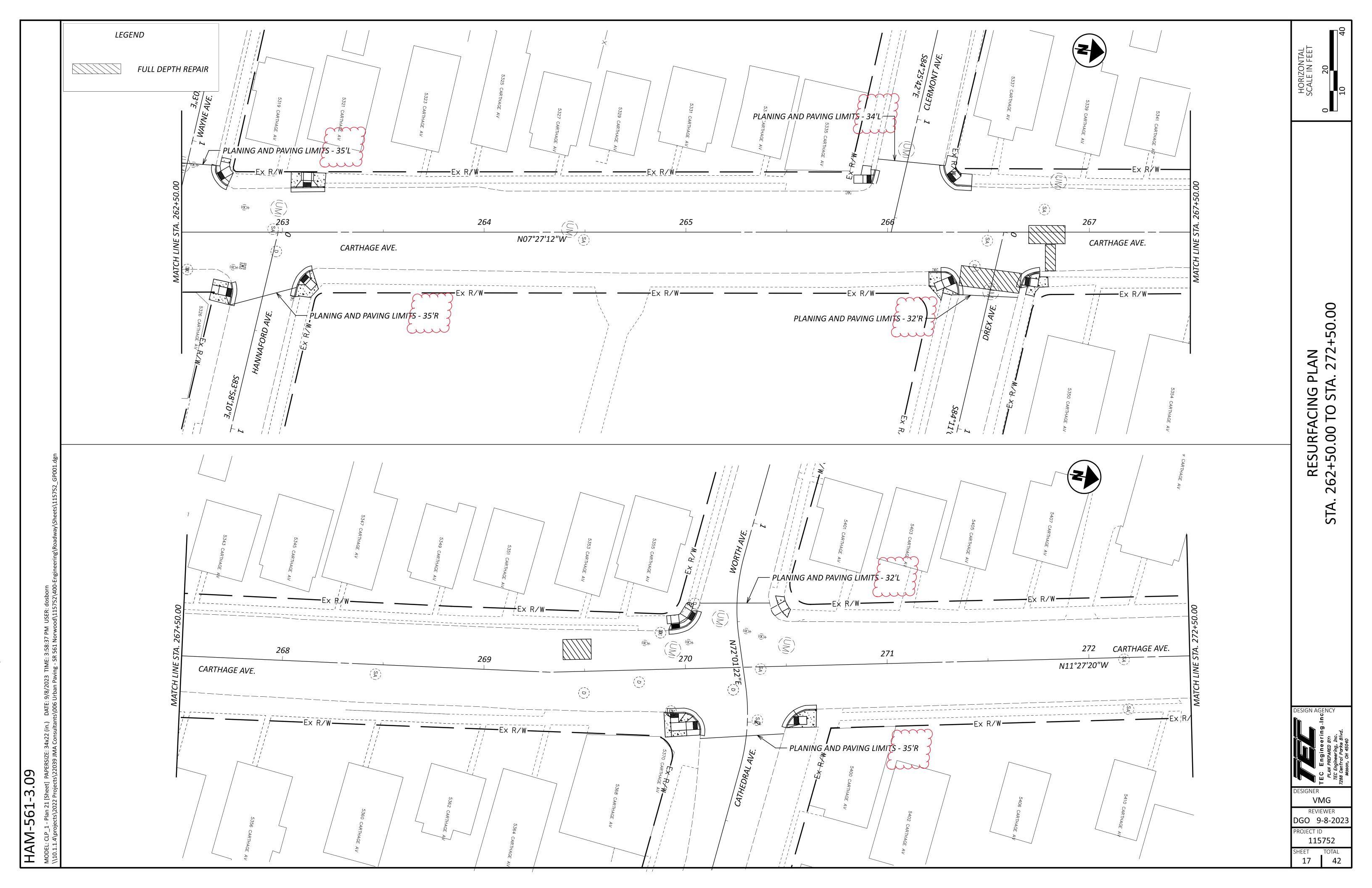


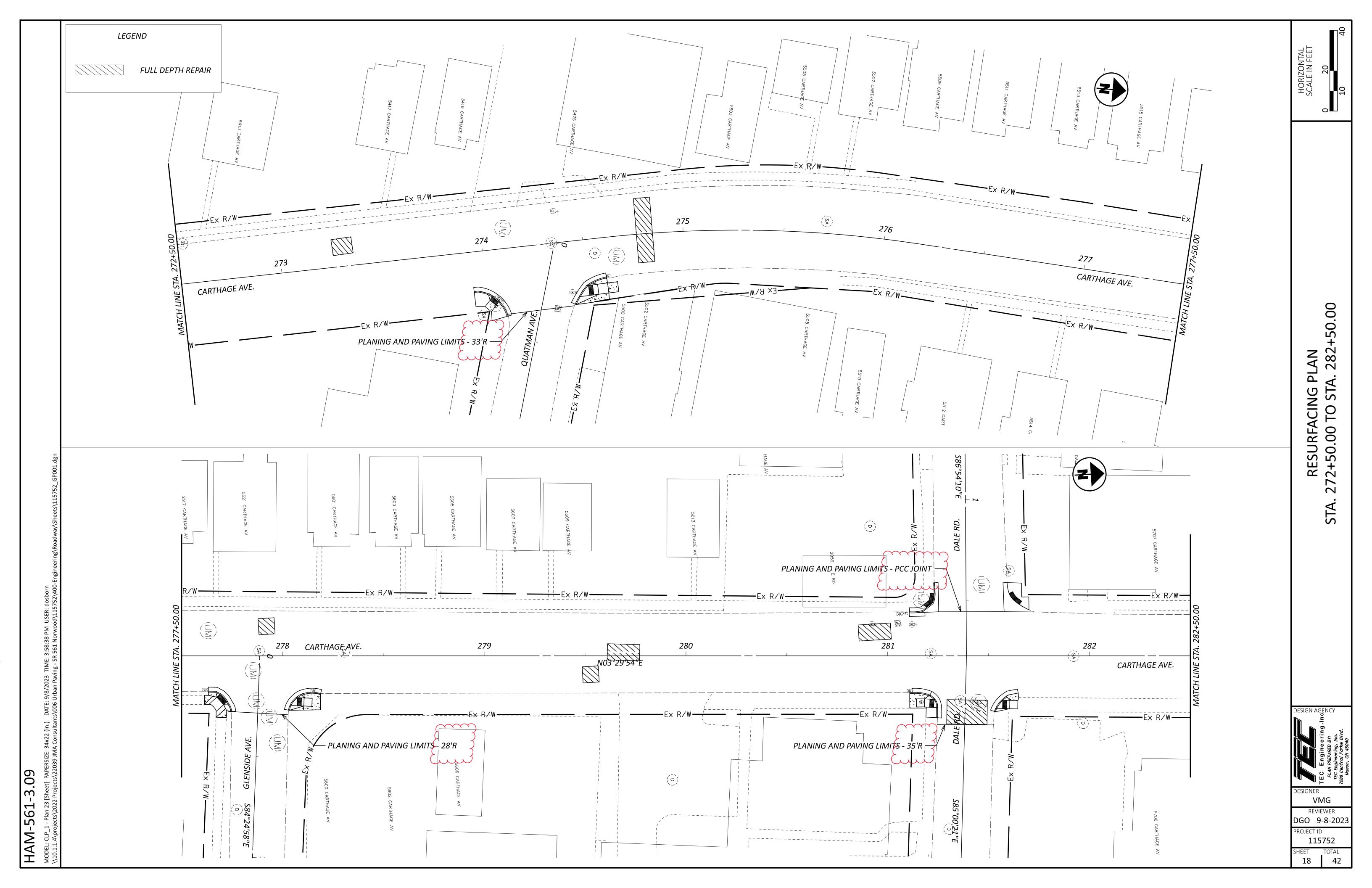


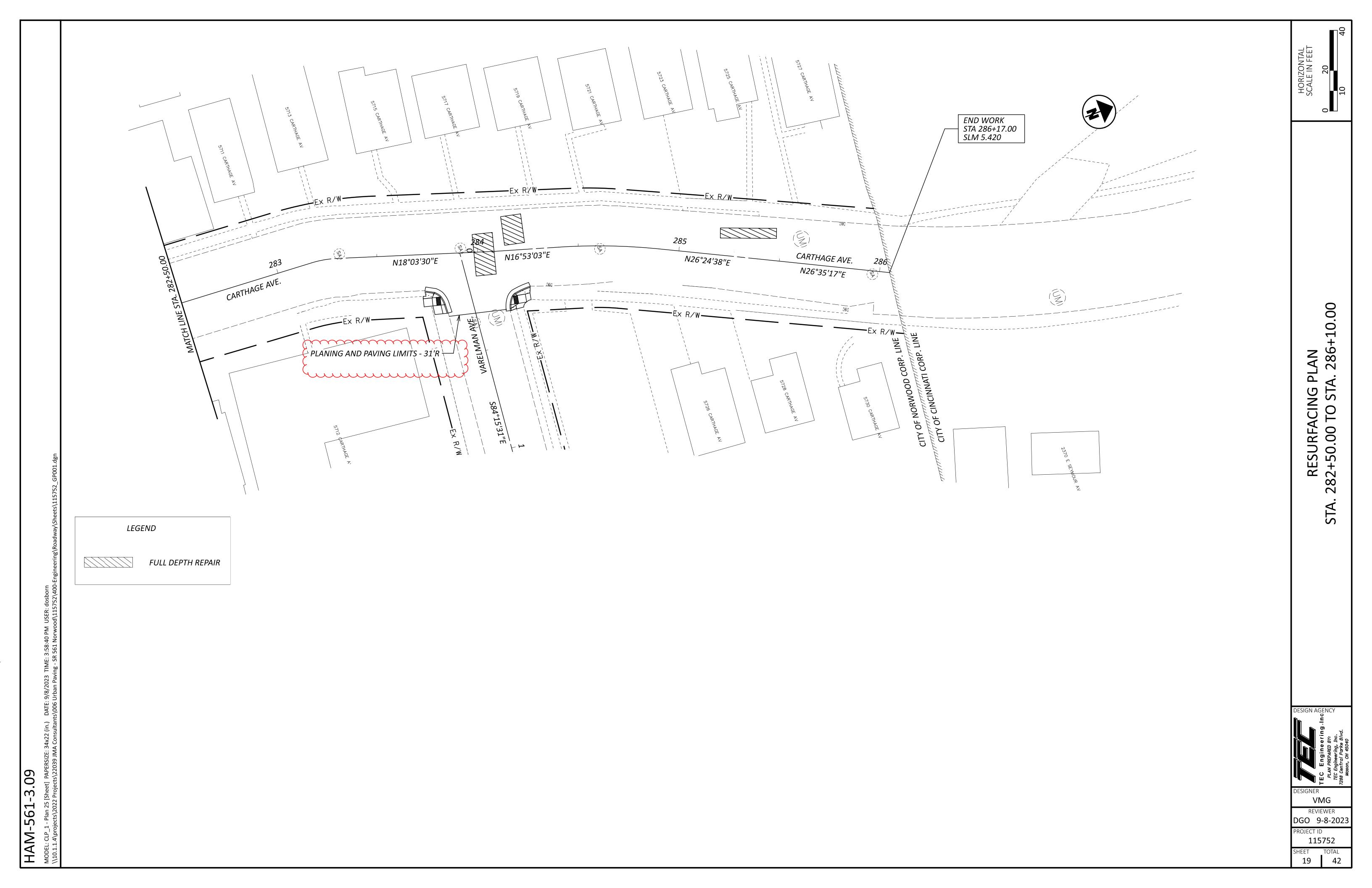


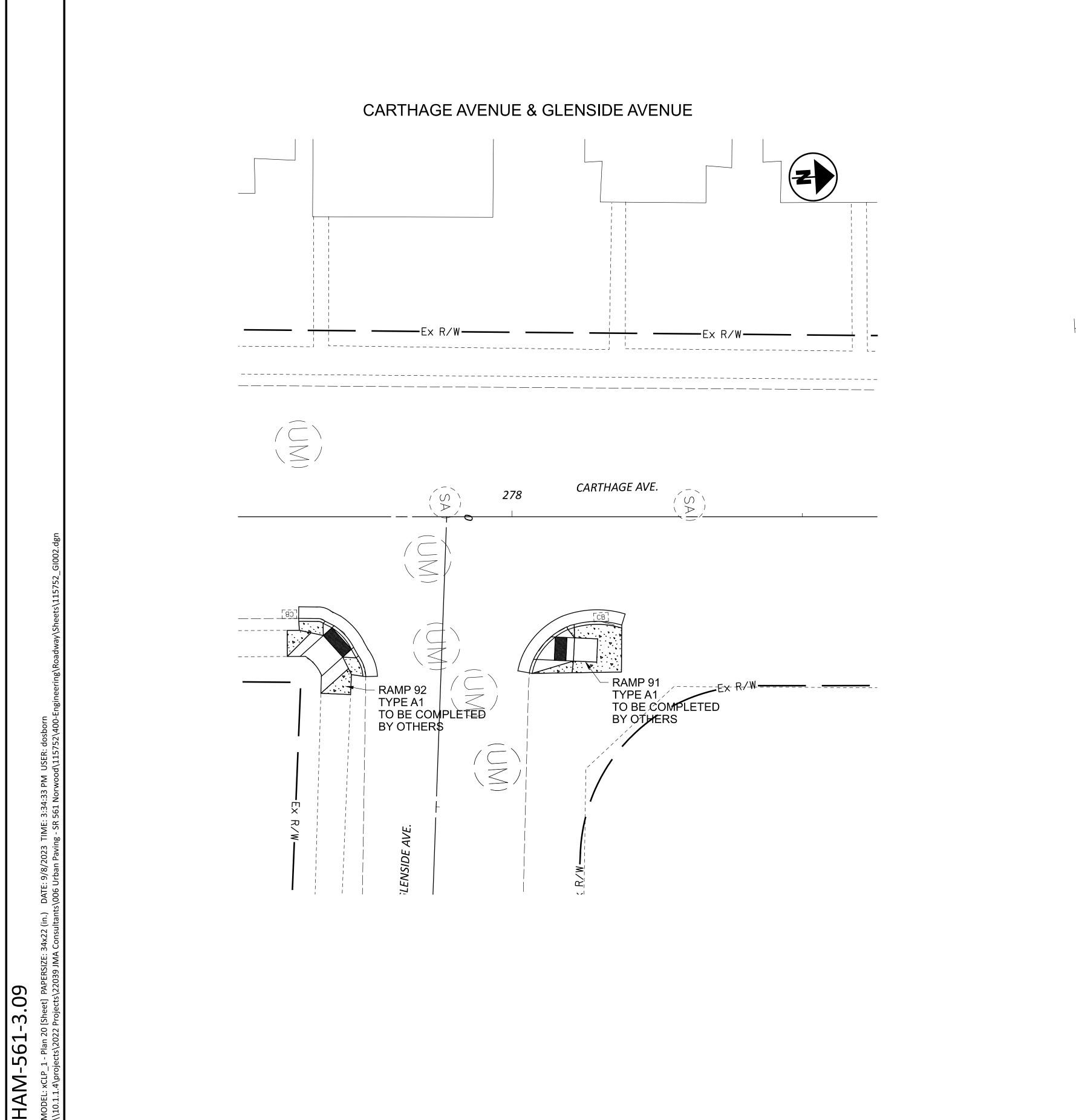


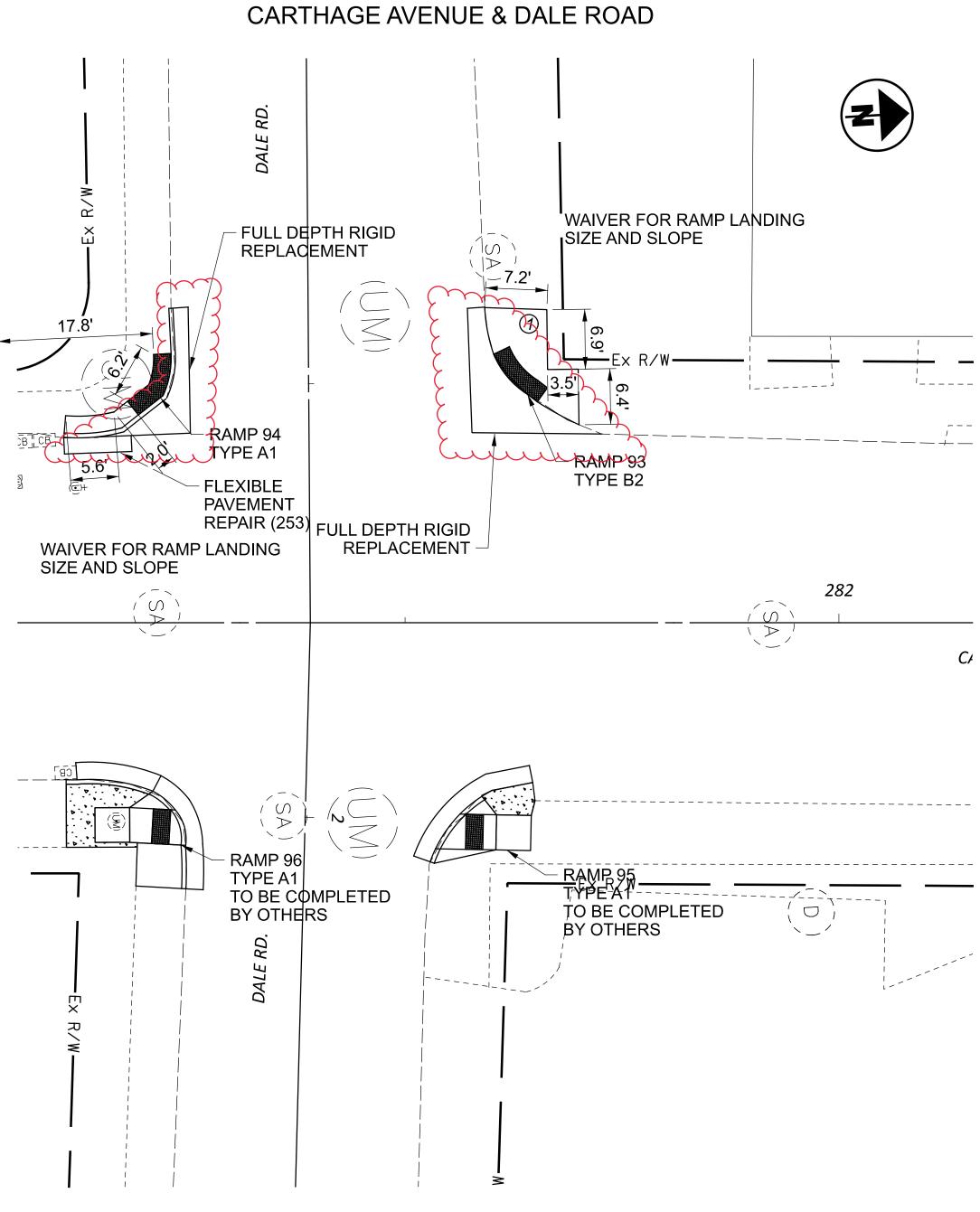












RD DETAILS ., CARTHAGE / CURB RAMP I GLENSIDE AVE., AVE. CARTHAGE

DESIGN AGENCY

AFS

REVIEWER DGO 9-8-2023

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