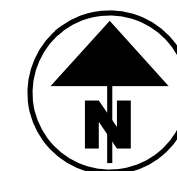


LOCATION MAP

LATITUDE: 39°12'05.4" LONGITUDE: 84°23'46.8"



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

DESIGN DESIGNATION

CURRENT ADT (2024)	6657
DESIGN YEAR ADT (20)	
DESIGN HOURLY VOLUME (20)	
DIRECTIONAL DISTRIBUTION	53%
TRUCKS (24 HOUR B&C)	97
DESIGN SPEED	25
LEGAL SPEED	25
DESIGN FUNCTIONAL CLASSIFICATION:	
URBAN COLLECTOR	
NHS PROJECT	NO

complete data
Design year=2047

DESIGN EXCEPTIONS

NONE

ADA DESIGN WAIVERS

NONE See sheets 62,66.

UNDERGROUND UTILITIES
Contact Two Working Days
Before You Dig

OHIO811.org
Before You Dig

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

PLAN PREPARED BY:



CIVIL ENGINEERING
SURVEYING
LANDSCAPE
ARCHITECTURE

ENGINEER'S SEAL:

SIGNED: _____
DATE: _____

ENGINEER'S SEAL:

SIGNED: _____
DATE: _____

STATE OF OHIO
DEPARTMENT OF TRANSPORTATION

HAM CR 251 0.11
BLUE ASH RD PH 2

CITY OF DEER PARK
HAMILTON COUNTY

comments were made on the
drainage report. The drainage
report needs resubmitted well
before Final Tracings.

INDEX OF SHEETS:

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GCWW WATER PLANS	--

REVIEW COMPLETE

PM	Katherine S. DeStefano, P.E.	05/06/2026
BRIDGES		
CONSTRUCT	Chris Turminello, P.E.	05/29/2026
DRAINAGE	Tami Brehm, P.E.	06/02/2026
ENVIRON		
GEOTECH	Casey Carriere, P.E.	5/28/2026
ITS		
MOT		
PAVEMENT		
ROADWAY	Katherine S. DeStefano, P.E.	05/06/2026
R/W	James Zeller	05/07/2026
SURVEY		
TRAFFIC	Teri C. Scanlon, P.E.	06/01/2026
UTILITIES		
OTHER	Amy Shell, P.E.	05/15/2026 Railroad
OTHER		

FEDERAL PROJECT NUMBER

N/A

RAILROAD INVOLVEMENT

YES IORY and SORTA

PROJECT DESCRIPTION

RECONSTRUCTION OF BLUE ASH ROAD FROM
SIBLEY AVENUE TO DUNEDEN AVENUE

EARTH DISTURBED AREAS

PROJECT EARTH DISTURBED AREA:	2.84 ACRES
ESTIMATED CONTRACTOR EARTH DISTURBED AREA:	n/a
NOTICE OF INTENT EARTH DISTURBED AREA:	2.84 ACRES

This is not 0 or
n/a. Please
estimate
Contractor EDA
using L&D
Volume 2,
Figure 1112-1

2023

THE STANDARD SPECIFICATIONS OF THE STATE OF OHIO, DEPARTMENT OF
TRANSPORTATION, INCLUDING SUPPLEMENTAL SPECIFICATIONS LISTED IN
THE PLANS, CHANGES LISTED IN THE PROPOSAL, AND THE SUPPLEMENTAL
SPECIFICATION 800 VERSION INDICATED ON THE PROPOSAL SHALL GOVERN
THIS IMPROVEMENT.

Provide geotechnical report supporting subgrade improvements.

I HEREBY APPROVE THESE PLANS AND DECLARE THAT
THE MAKING OF THIS IMPROVEMENT WILL NOT REQUIRE
THE CLOSING TO TRAFFIC OF THE HIGHWAY EXCEPT AS
NOTED ON SHEETS 11 AND 17, AND THAT PROVISIONS
FOR THE MAINTENANCE AND SAFETY OF TRAFFIC WILL
BE AS SET FORTH ON THE PLANS AND ESTIMATES

Douglas A. Gruver
Douglas A. Gruver, P.E.
District 08 Deputy Director

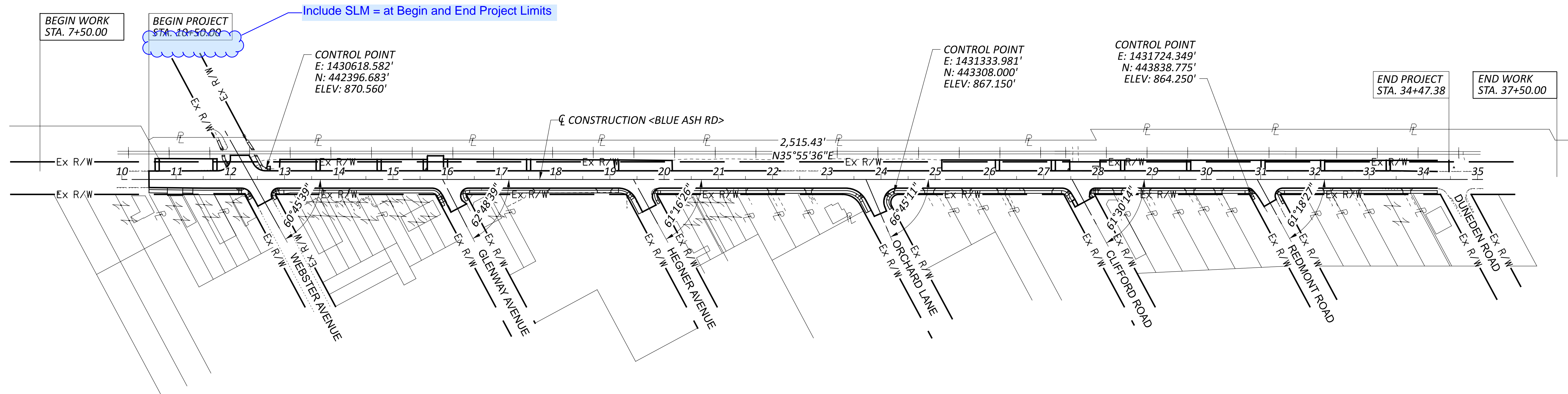
Pamela Boratyn
Pamela Boratyn
Director, Department of Transportation

STAGE 3 SUBMITTAL - 4/15/2026

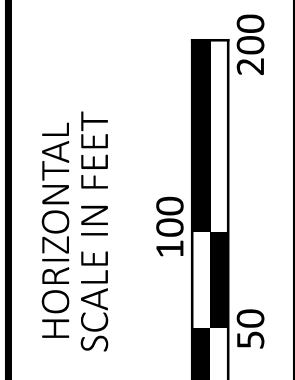
STANDARD CONSTRUCTION DRAWINGS								SUPPLEMENTAL SPECIFICATIONS	SPECIAL PROVISIONS
BP-3.1	1/19/24	MT-97.10	4/19/19	TC-22.10	1/17/25	HL-10.11	1/16/26	800-2026 1/16/26	
BP-4.1	7/19/13	MT-101.60	1/17/25	TC-41.20	10/18/13	HL-10.12	1/16/26	809 1/16/26	
BP-5.1	1/17/25	MT-101.70	7/19/24	TC-41.40	1/16/26	HL-10.13	1/20/23	813 7/21/23	
BP-7.1	1/17/25	MT-101.75	7/21/23	TC-41.30	4/21/23	HL-30.11	1/16/26	819 1/17/20	
		MT-101.90	7/17/20	TC-42.20	10/18/13	HL-30.22	1/17/25	832 7/18/25	
CB-3	7/19/24	MT-105.10	1/17/20	TC-52.10	10/18/13	HL-40.10	1/16/26	909 1/16/26	
CB-3A	7/19/24	MT-110.10	7/19/13	TC-52.20	1/15/21	HL-40.20	7/18/25	913 4/16/21	
CB-6	7/19/24			TC-71.10	4/21/23	HL-60.11	7/21/17	919 1/17/20	
				TC-74.10	7/21/23	HL-60.31	1/16/26		
DT-1.1	1/17/25			TC-81.22	1/16/26				
DT-2.1	1/17/25			TC-83.10	1/16/26	TC-21.21			
				TC-83.20	1/16/26			828	
MH-3	7/19/24			TC-83.30	1/16/26			928	
				TC-85.10	1/16/26				
				TC-85.20	4/21/23				
				TC-86.10	7/18/25				

Add SS878 and corresponding pay item

DESIGN AGENCY	
DESIGNER	KJC
REVIEWER	SEF 04/14/26
PROJECT ID	119069
SHEET	TOTAL
1	91



NOTE: REFER TO THE SURVEYING PARAMETERS NOTE IN THE GENERAL NOTES FOR PROJECT CONTROL INFORMATION



HAM CR 251 0.11 BLUE ASH ROAD PHASE 2
 SCHEMATIC LAYOUT

DESIGN AGENCY

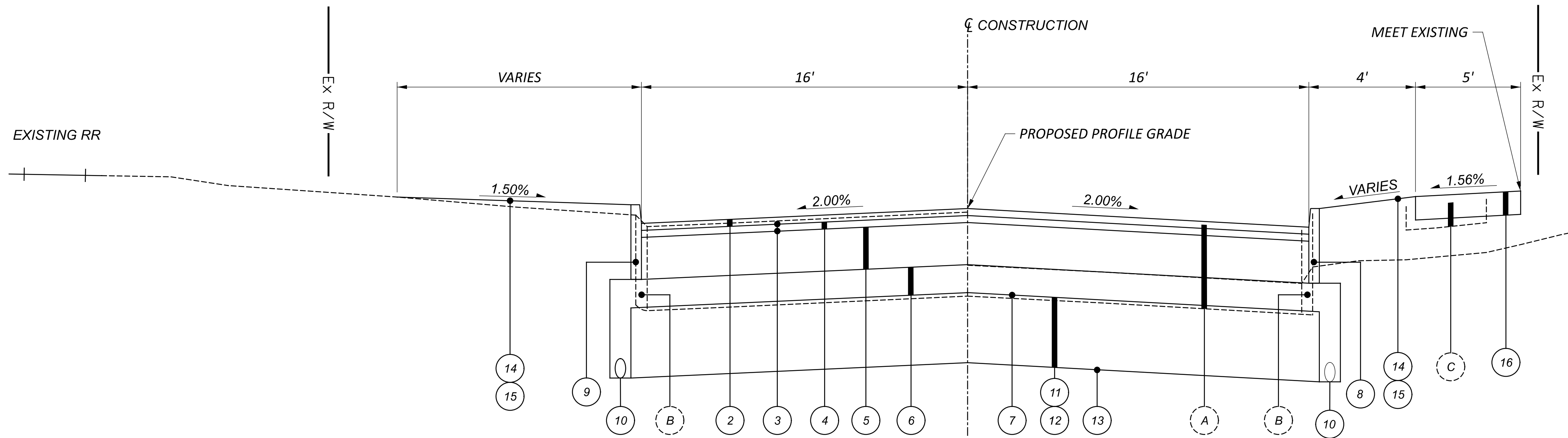


DESIGNER
 KJC

REVIEWER
 SEF 04/14/26

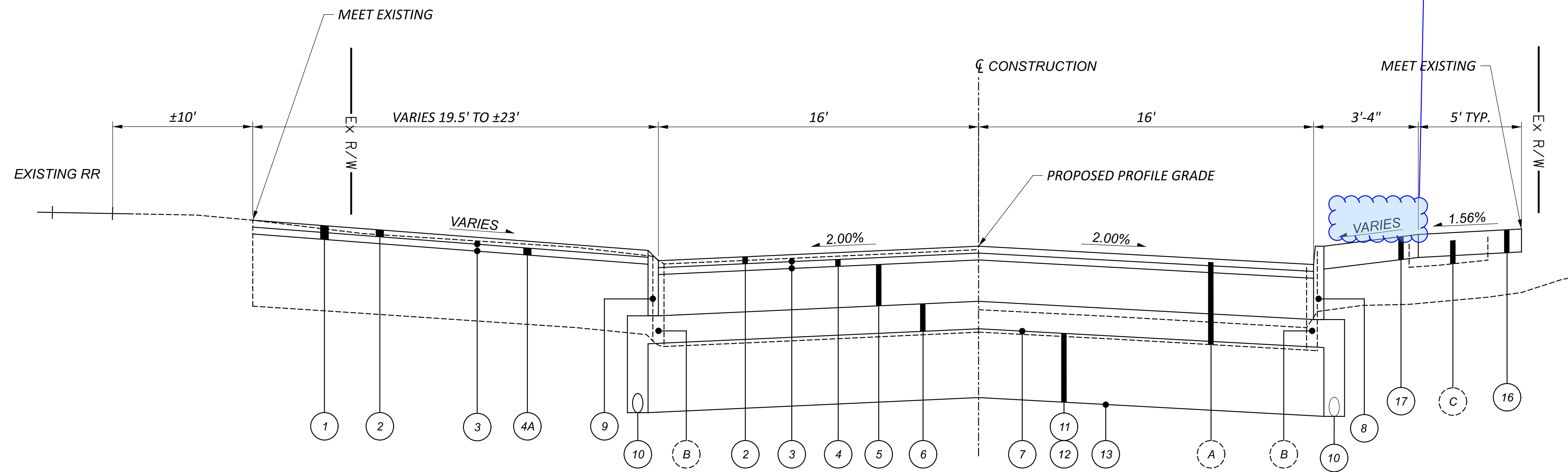
PROJECT ID
 119069

SHEET	TOTAL
2	91



BLUE ASH ROAD
 STA. 20+14.74 TO STA. 25+12.02 LT

BLUE ASH ROAD
 STA. 19+60.62 TO STA. 34+47.38 RT

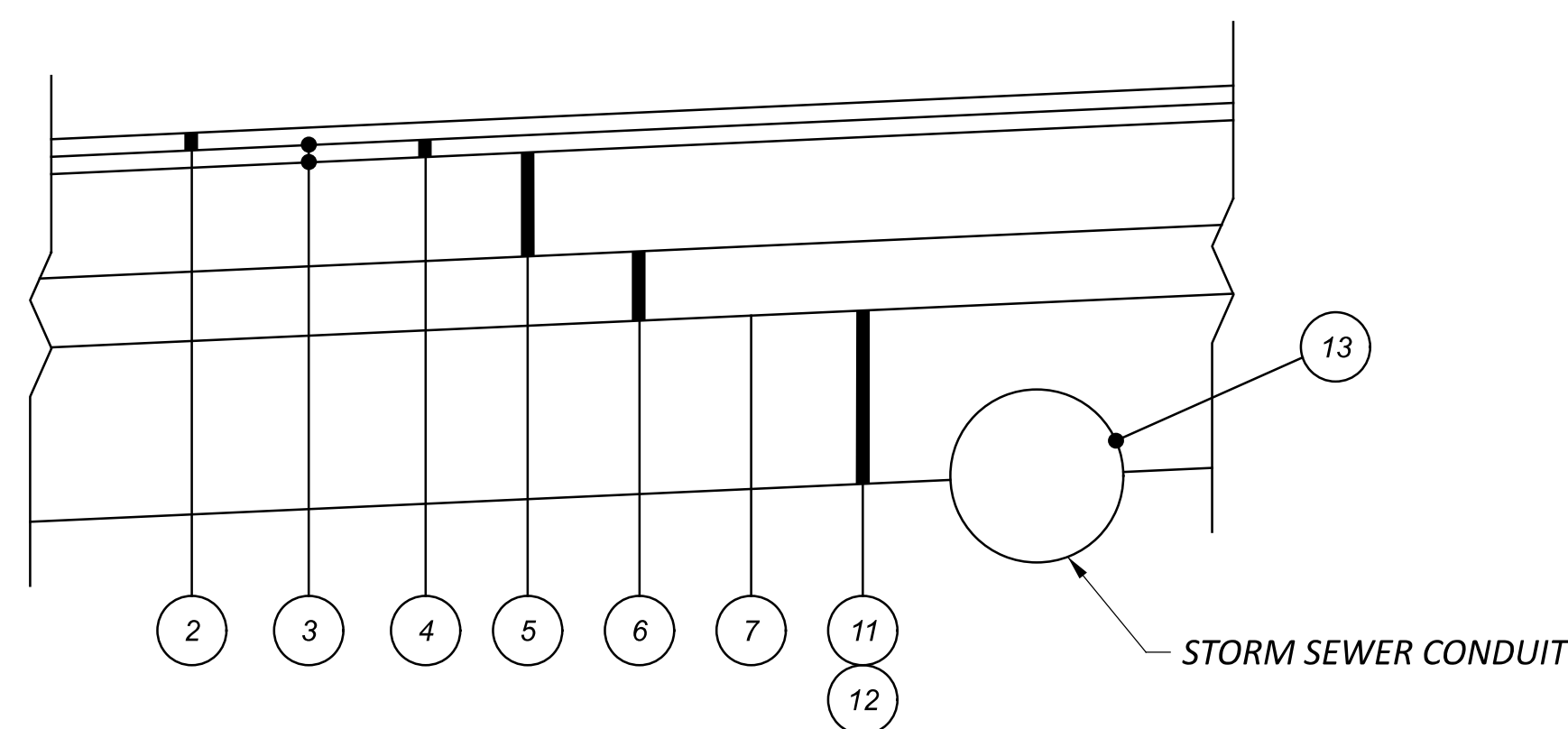


BLUE ASH ROAD
 STA. 10+50.00 TO STA. 20+14.74 LT
 STA. 25+12.02 TO STA. 34+47.38 LT

BLUE ASH ROAD
 STA. 10+50.00 TO STA. 19+60.62 RT

LEGEND

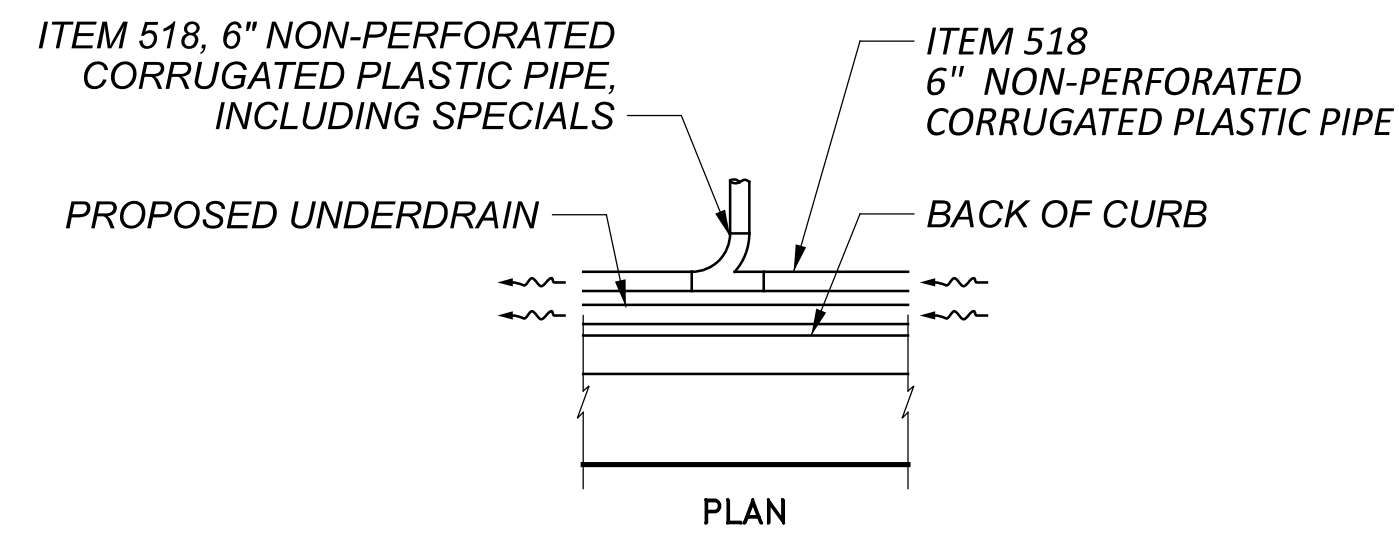
- 1 ITEM 254 - PAVEMENT PLANING, 3"
- 2 ITEM 441 - 1 1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (449) PG 64-22
- 3 ITEM 407 - NON-TRACKING TACK COAT
- 4 ITEM 441 - 1 1/2" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, (449)
- 4A ITEM 441 - VARIABLE DEPTH ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, (449)
- 5 ITEM 301 - 9" ASPHALT CONCRETE BASE, PG 64-22 (449) 2 LIFTS (APPLY ITEM 407 - NON-TRACKING TACK COAT BETWEEN LIFTS)
- 6 ITEM 304 - 6" AGGREGATE BASE
- 7 ITEM 204 - PROOF ROLLING
- 8 ITEM 609 - CURB, TYPE 4-C
- 9 ITEM 609 - CURB, TYPE 10-B
- 10 ITEM 605 - 6" BASE PIPE UNDERDRAINS
- 11 ITEM 204 - EXCAVATION OF SUBGRADE, 12" DEEP
- 12 ITEM 204 - GRANULAR MATERIAL, TYPE C, 12" DEEP
- 13 ITEM 204 - GEOTEXTILE FABRIC
- 14 ITEM 659 - SEEDING AND MULCHING, CLASS 1
- 15 ITEM 659 - TOPSOIL
- 16 ITEM 608 - 4" CONCRETE WALK
- 17 ITEM 608 - WALKWAY, MISC.: BRICK PAVERS
- A EX ASPHALT PAVEMENT
 ITEM 202 - PAVEMENT REMOVED
- B EX CURB
 ITEM 202 - CURB REMOVED
- C EX WALK
 ITEM 202 - WALK REMOVED



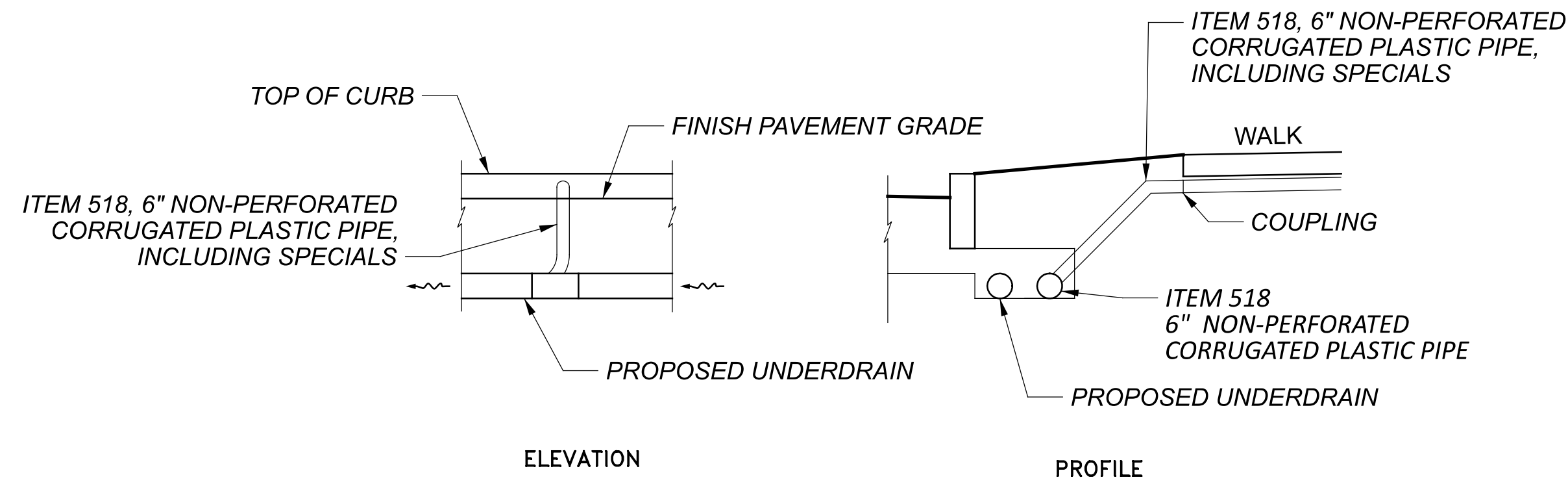
SHALLOW CONDUIT DETAIL

NOTE:
 FULL DEPTH SAWCUT SHALL BE TWO (2) FEET MINIMUM FROM THE EXISTING EDGE OF PAVEMENT AND TO SOUND PAVEMENT. PLAN DIMENSIONS FOR THE SAWCUT LINE ARE INCLUDED FOR REFERENCE ONLY AND SHALL BE ADJUSTED IF NECESSARY

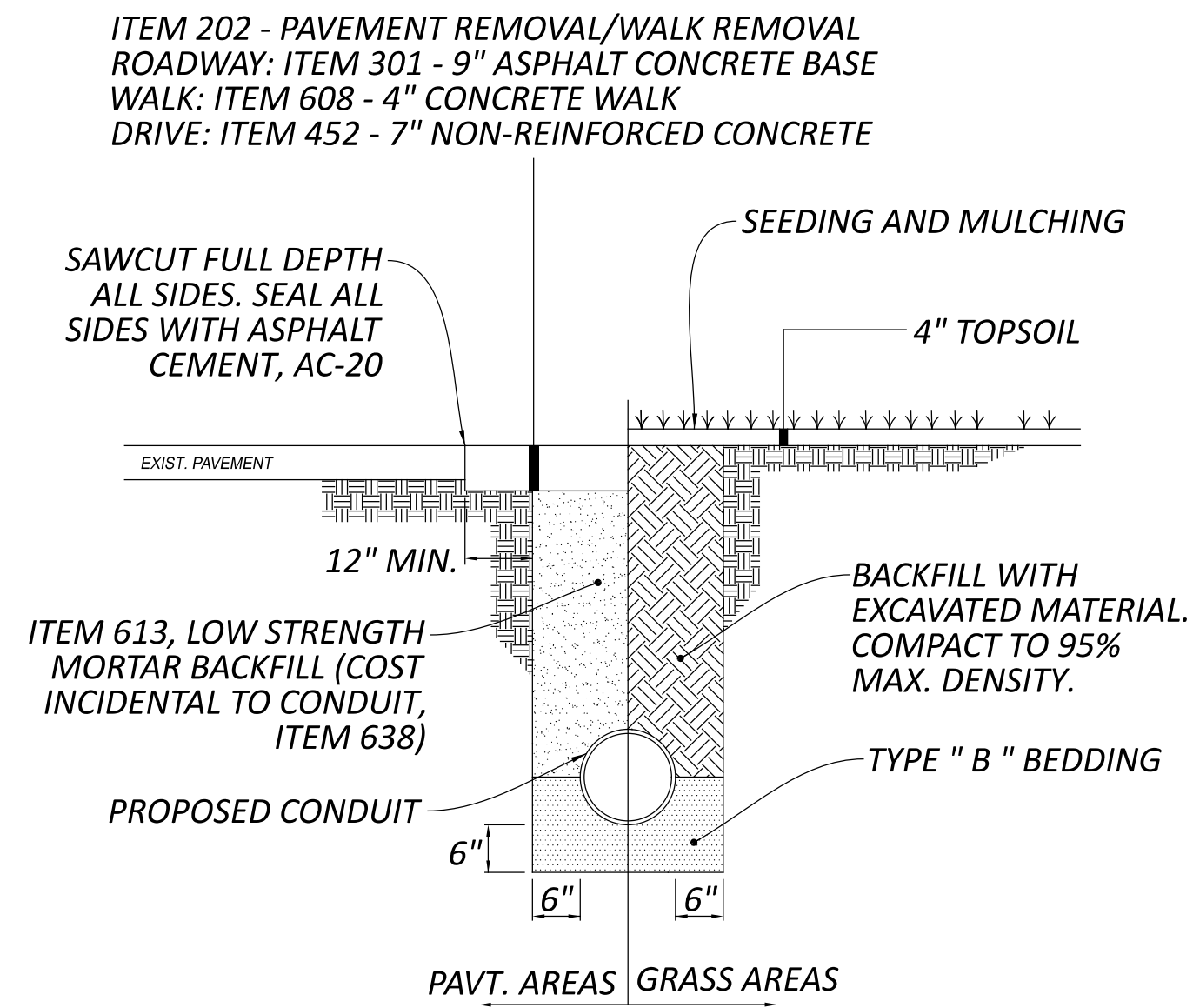




NOTES:
 THE COST FOR LABOR AND MATERIAL NECESSARY TO REPLACE THE DOWNSPOUT LEADER SHALL BE INCIDENTAL TO ITEM 611 - 6" CONDUIT, TYPE B, FOR DRAINAGE CONNECTION. ALL NEW DOWNSPOUT PIPE SHALL BE INSTALLED WITH AS FEW JOINTS AS POSSIBLE. ALL NECESSARY VERTICAL OR HORIZONTAL BENDS/COUPLINGS SHALL BE INCLUDED AND PAID FOR ON THE ABOVE BASIS.
 INDIVIDUAL DOWNSPOUT OUTLETS SHALL BE A MINIMUM OF 2' APART. DOUBLE DOWNSPOUT OUTLETS ARE NOT PERMITTED.

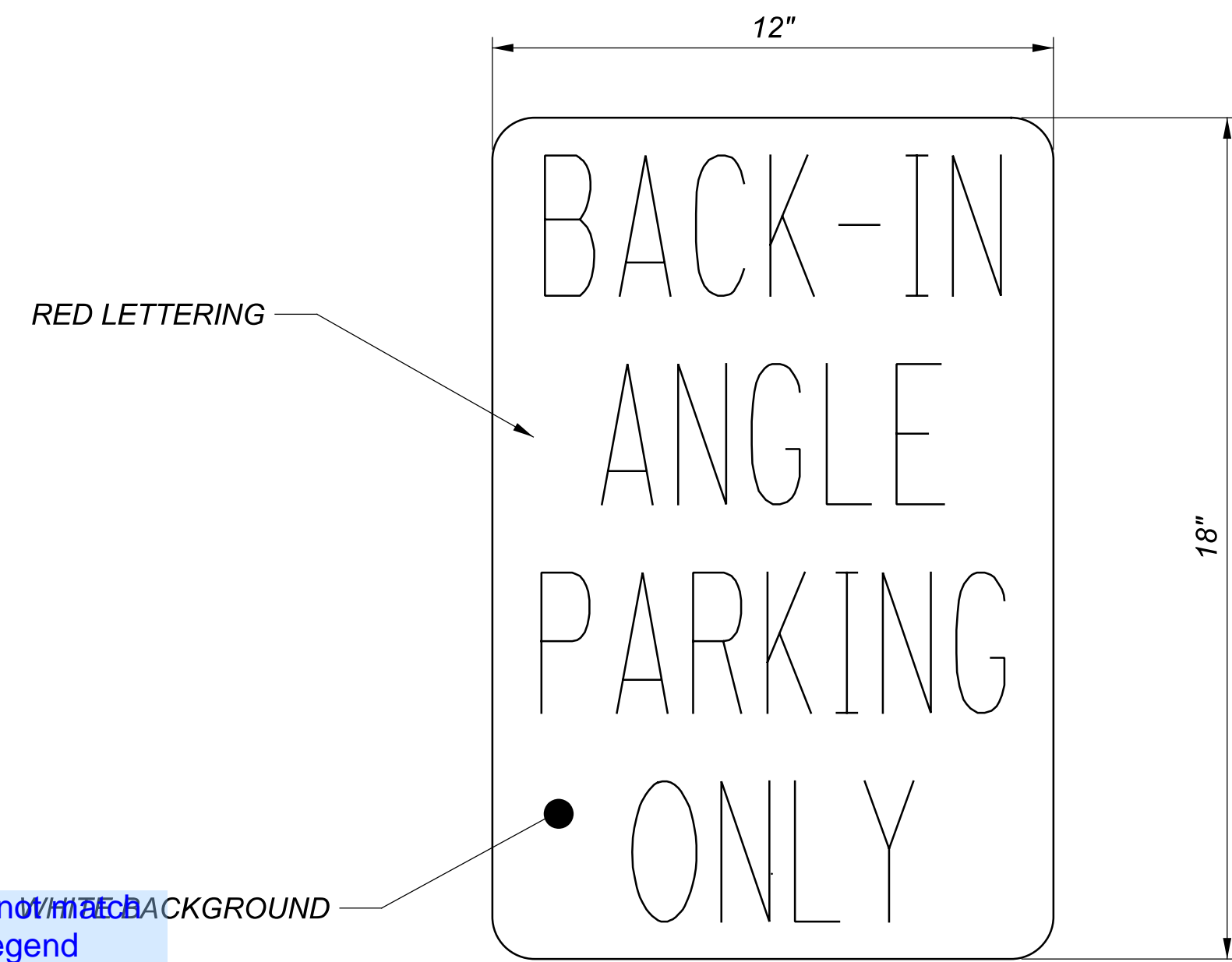


DOWNSPOUT OUTLET TO UNDERDRAIN DETAIL

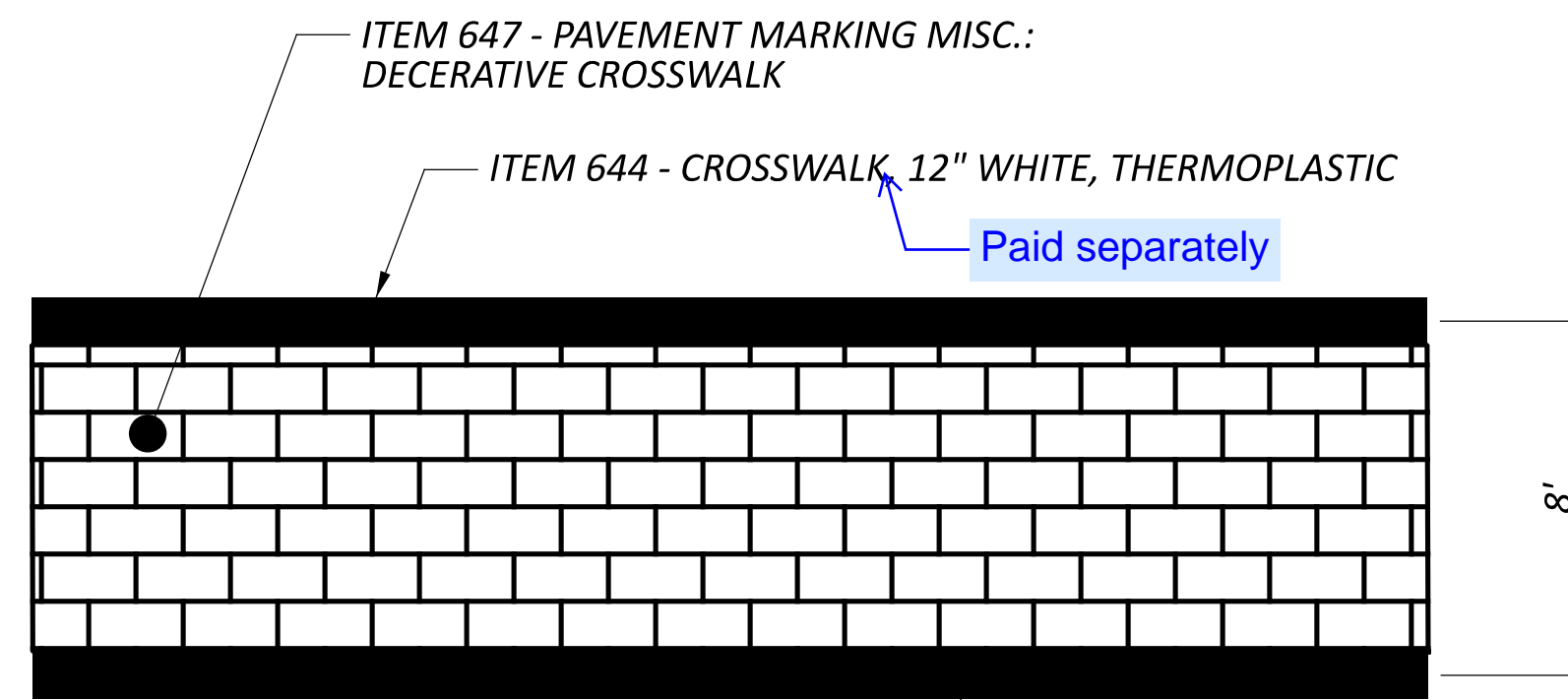


NOTE:
 THE COST OF RESTORATION OF GRASS AREAS AND PAVEMENT/CURB AREAS SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE PERTINENT CONDUIT ITEM.

TRENCH RESTORATION DETAIL

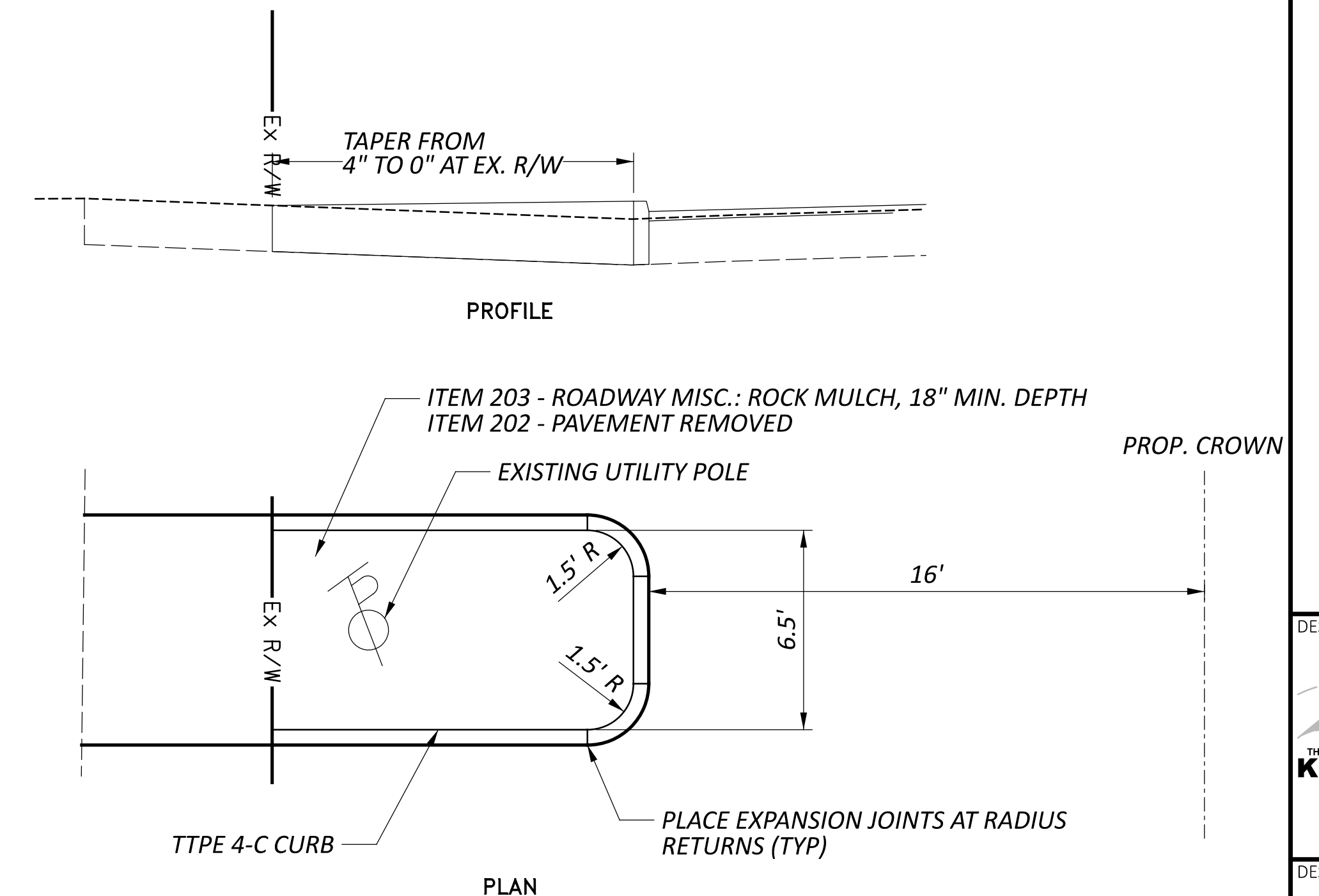


R7-H11 MOD SIGN DETAIL



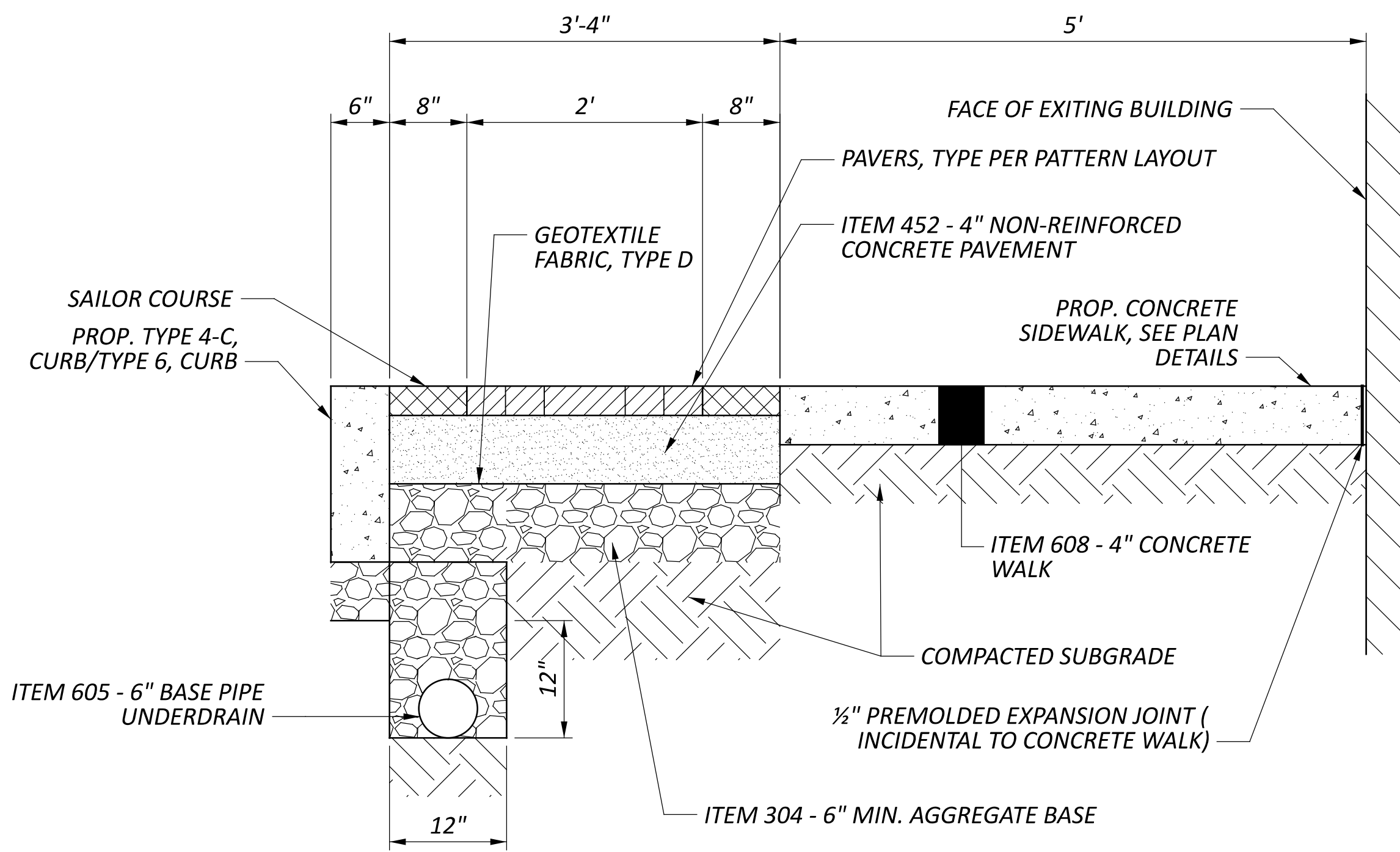
DECORATIVE CROSSWALK DETAIL

ITEM 647 - PAVEMENT MARKING MISC.: DECERATIVE CROSSWALK
 ITEM INCLUDES PROVIDING AND INSTALLING INTERCONNECTED PREFORMED THERMOPLASTIC PAVEMENT MARKING MATERIAL IN A RUNNING BOND PATTERN - BRICK RED WITH WHITE GROUT.
 PAYMENT FOR PAVEMENT MARKING MISC.: DECORATIVE CROSSWALK SHALL BE MADE AT THE CONTRACT UNIT PRICE PER SQUARE FOOT. THIS ITEM INCLUDES ALL LABOR, EQUIPMENT, AND MATERIALS.



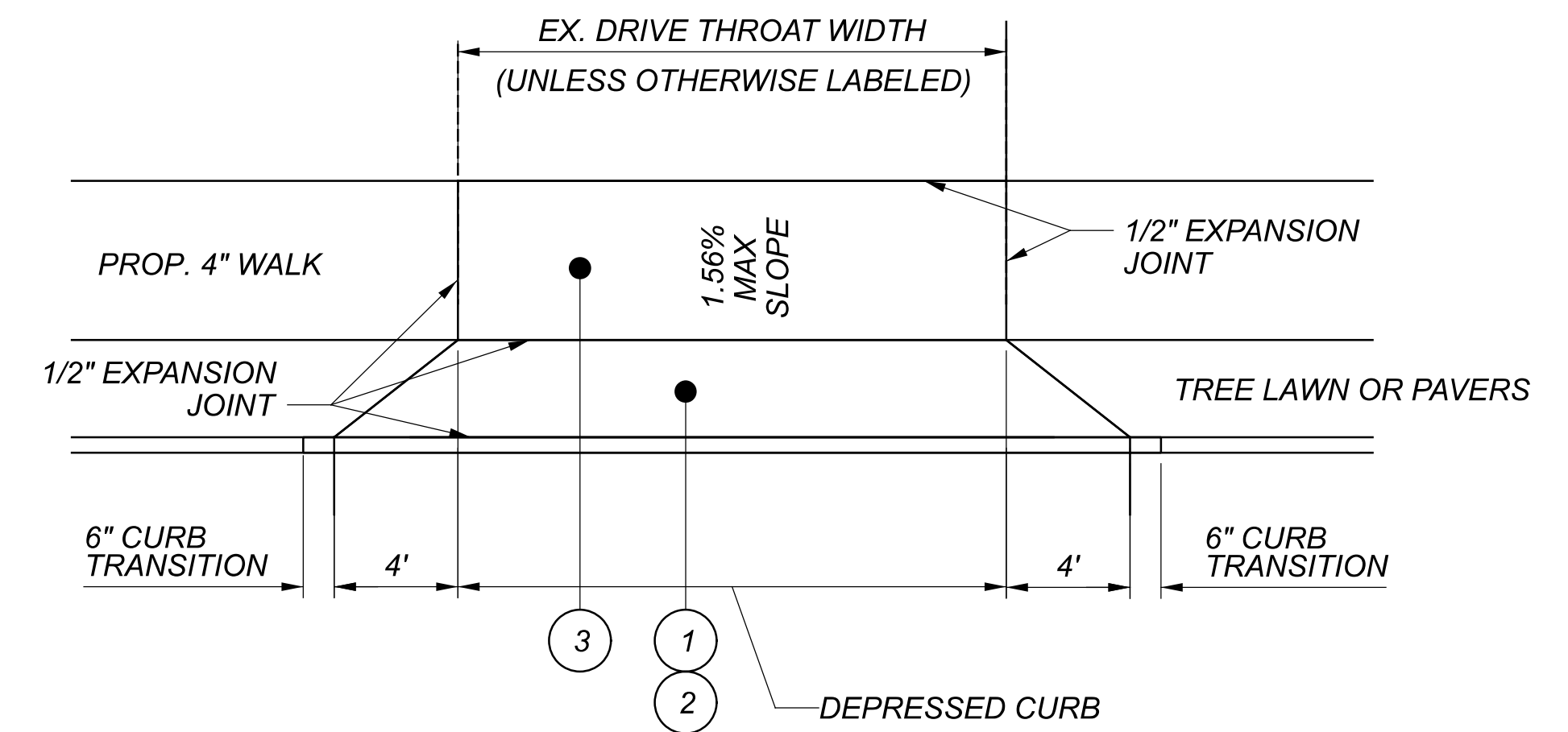
UTILITY POLE BUMP-OUT DETAIL

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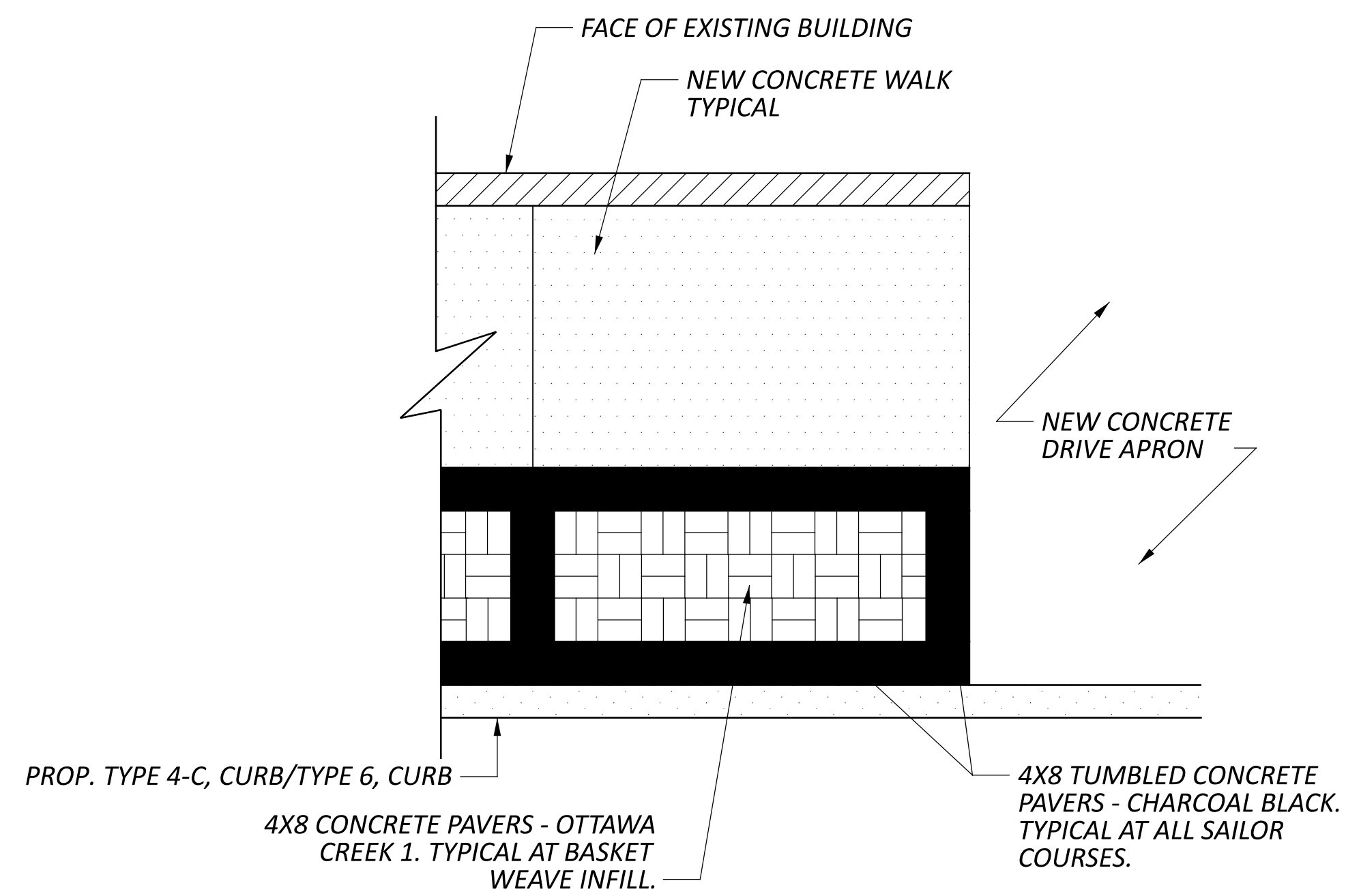
TYPICAL PAVER PATTERN CROSS SECTION

ITEM 608 - WALKWAY, MISC.: BRICK PAVERS
 ITEM INCLUDES PROVIDING AND INSTALLING CONCRETE PAVERS, ITEM 452 - NON-REINFORCED CONCRETE PAVEMENT, ITEM 204 - GEOTEXTILE FABRIC, ITEM 304 - AGGREGATE BASE, ITEM 204 - SUBGRADE COMPACTION.
 PAYMENT FOR WALKWAY, MISC.: BRICK PAVERS SHALL BE MADE AT THE CONTRACT UNIT PRICE PER SQUARE FOOT. THIS ITEM INCLUDES ALL LABOR, EQUIPMENT, AND MATERIALS.

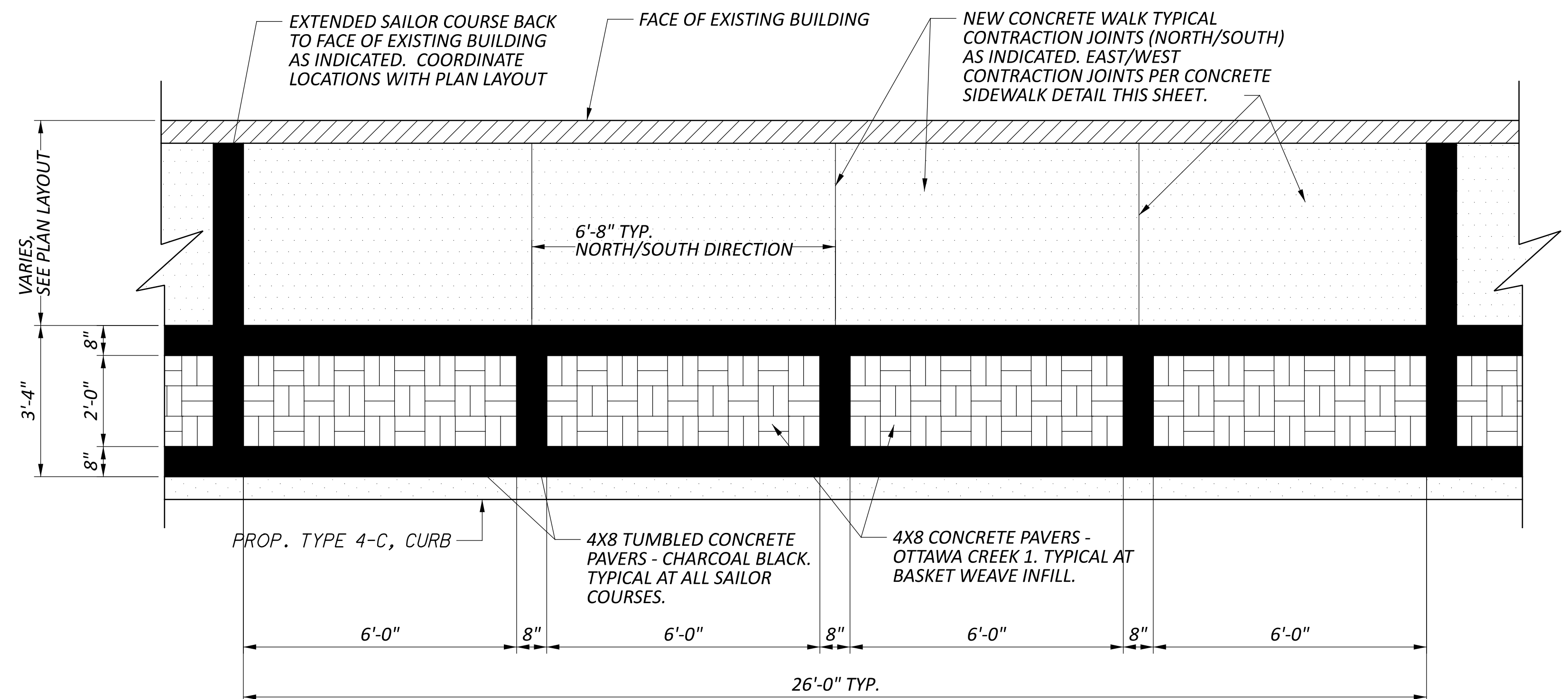


LEGEND

- ① ITEM 452 - 7" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC 1P
- ② ITEM 204 - SUBGRADE COMPACTION
- ③ ITEM 608 - 7" CONCRETE WALK



TYPICAL PAVER PATTERN LAYOUT AT DRIVE APRON



TYPICAL PAVER PATTERN LAYOUT

MISCELLANEOUS DETAILS

DESIGN AGENCY



DESIGNER	KJC
REVIEWER	SEF
PROJECT ID	04/14/26
	119069
SHEET	TOTAL
5	91

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UTILITIES

LISTED BELOW ARE ALL UTILITIES LOCATED WITHIN THE PROJECT CONSTRUCTION LIMITS TOGETHER WITH THEIR RESPECTIVE OWNERS:

ALTA FIBER
 221 E 4TH ST, BLDG. 121-900
 CINCINNATI, OH 45201
 ROADPROJECTS@ALTA FIBER.COM

DUKE ENERGY GAS (DISTRIBUTION)
 139 EAST 4TH ST., ROOM 460A
 CINCINNATI, OH 45202
 OH/KYHOUSEBILL@DUKE-ENERGY.COM

DUKE ENERGY GAS (TRANSMISSION)
 139 EAST 4TH ST., ROOM 460A
 CINCINNATI, OH 45202
 OH/KYHOUSEBILL@DUKE-ENERGY.COM

DUKE ENERGY ELECTRIC (TRANSMISSION)
 139 EAST 4TH ST., ROOM 460A
 CINCINNATI, OH 45202
 513-287-1266 (TIM MEYER)
 TIM.MEYER@DUKE-ENERGY.COM

DUKE ENERGY ELECTRIC
 139 EAST 4TH ST., ROOM 460A
 CINCINNATI, OH 45202
 513-508-9609 (SHANE ERHART)
 SHANE.ERHART@DUKE-ENERGY.COM

GREATER CINCINNATI WATER WORKS
 4747 SPRING GROVE AVE
 CINCINNATI, OHIO 45232
 513-591-6533 (DAN LOUIS)
 DAN.LOUIS@GCWW.CINCINNATI-OH.GOV

SPECTRUM
 11252 CORNELL PARK DR
 CINCINNATI, OH 45242
 DL-SOUTHERN-OHIO-OUTSIDE-PLANT@CH

METROPOLITAN SEWER DISTRICT
 1600 GEST STREET
 CINCINNATI, OHIO 45204
 513-882-8468 (ROBERT FRANKLIN)
 MSDUTILITYREVIEW@CINCINNATI-OH.GOV

LOCATION OF UTILITIES

THE LOCATION OF THE UNDERGROUND UTILITIES SHOWN ON THE PLANS ARE AS OBTAINED FROM THE OWNERS AS REQUIRED BY SECTION 153.64 O.R.C.

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. IF ANY SUCH DAMAGE DOES OCCUR DUE TO THE CONTRACTOR'S OPERATIONS, HE SHALL REPLACE THE DAMAGED PORTION AT HIS EXPENSE AND TO THE SATISFACTION OF THE OWNER.

UTILITIES NOTIFICATION

AT LEAST TWO WORKING DAYS PRIOR TO COMMENCING CONSTRUCTION OPERATIONS IN AN AREA WHICH MAY INVOLVE UNDERGROUND UTILITY FACILITIES, THE CONTRACTOR SHALL NOTIFY THE ENGINEER, THE REGISTERED UTILITY PROTECTION SERVICE AND THE OWNERS OF EACH UNDERGROUND UTILITY FACILITY SHOWN ON THE PLAN.

THE OWNER OF THE UNDERGROUND FACILITY SHALL, WITHIN 48 HOURS (EXCLUDING SATURDAYS, SUNDAYS AND LEGAL HOLIDAYS), MARK THE LOCATION OF THE UNDERGROUND UTILITY FACILITIES IN THE CONSTRUCTION AREA IN SUCH A MANNER AS TO INDICATE THEIR COURSE AND THE APPROXIMATE DEPTH AT WHICH THEY WERE INSTALLED. THE MARKING OR LOCATING SHALL BE COORDINATED TO STAY APPROXIMATELY TWO DAYS AHEAD OF THE PLANNED CONSTRUCTION.

COOPERATION WITH UTILITY COMPANIES

WHILE THE WORK OF THIS CONTRACT IS BEING PERFORMED, THE UTILITY COMPANIES MAY BE WORKING IN THE AREA ADJUSTING AND RESETTING EXISTING FACILITIES. THE CONTRACTOR SHALL FULLY COOPERATE WITH UTILITY COMPANIES SO THAT THE ENTIRE WORK IS COMPLETED IN A MANNER CONSISTENT WITH GOOD CONSTRUCTION PRACTICES. THE CONTRACTOR, UTILITIES, AND ENGINEER SHALL DISCUSS THE NECESSARY CONSTRUCTION SCHEDULES TO COMPLETE THE PROJECT AT THE PRE-CONSTRUCTION MEETING.

ALL UTILITIES WHICH ARE SHOWN OR LOCATED DURING THE COURSE OF CONSTRUCTION THAT ARE FOUND TO BE IN CONFLICT WITH THESE PLANS ARE TO BE RELOCATED OR ADJUSTED BY THE OWNER OF THE UTILITY.

PROTECTING EXISTING UNDERGROUND UTILITIES

THE CONTRACTOR SHALL BE RESPONSIBLE FOR STAKING, MARKING, OR OTHERWISE DESIGNATING THE LOCATIONS OF THE UNDERGROUND UTILITIES IN THE CONSTRUCTION AREAS IN SUCH A MANNER AS TO INDICATE THEIR COURSE TOGETHER WITH THE APPROXIMATE DEPTH OF WHICH THEY WERE INSTALLED. THE MARKING OR LOCATING SHALL BE COORDINATED TO STAY APPROXIMATELY TWO DAYS AHEAD OF PLANNED CONSTRUCTION. EXTREME CARE SHALL BE TAKEN IN THE VICINITY OF THE EXISTING UTILITIES. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO PROTECT THE UTILITY FROM MOVING EITHER HORIZONTALLY OR VERTICALLY. IF SUCH MOVEMENT DOES OCCUR DUE TO THE CONTRACTOR'S OPERATIONS, HE SHALL REPAIR THE UTILITY AT HIS EXPENSE. THE CONTRACTOR MAY ELECT TO REMOVE AND RECONSTRUCT PORTIONS OF THE EXISTING UTILITY AT HIS OWN EXPENSE IF HE SO DESIRES.

SHOULD AN UNLOCATED OR AN EXTREME VARIANCE IN LOCATION OF A UTILITY BE ENCOUNTERED DURING EXCAVATION, CONSULT THE ENGINEER IMMEDIATELY FOR DIRECTIONS.

DO NOT INTERRUPT EXISTING UTILITIES SERVING FACILITIES OCCUPIED AND USED BY THE ENGINEER OR OTHERS, EXCEPT WHEN PERMITTED IN WRITING BY THE ENGINEER AND THEN ONLY AFTER ACCEPTABLE TEMPORARY UTILITY SERVICING HAS BEEN PROVIDED. COOPERATION WITH THE ENGINEER IN KEEPING RESPECTIVE SERVICES AND FACILITIES IN OPERATION IS ESSENTIAL. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO PERFORM HIS WORK IN SUCH A MANNER AS NOT TO DAMAGE OR DESTROY ANY EXISTING UTILITY. IF ANY SUCH DAMAGE DOES OCCUR DUE TO THE CONTRACTOR'S OPERATIONS, HE SHALL NOTIFY THE ENGINEER IMMEDIATELY AND REPLACE THE DAMAGED PORTION IMMEDIATELY, AND AT HIS EXPENSE.

Have this done by contractor...this has created delays/issues on numerous projects.

What is the intent of this note as it appears to be the OUPS requirement, except for the approximate depth? If additional work beyond calling in OUPS markings is needed added potholing pay item. Have used Item 690 special before...see example

ITEM 690 - SPECIAL, MISC. UTILITY TEST HOLE
 PRIOR TO BEGINNING WORK RELATED TO DRILLING OF DRILLED SHAFTS THE CONTRACTOR SHALL FIELD VERIFY THE LOCATION AND DEPTH OF THE EXISTING UTILITIES AS DESCRIBED IN THE PLANS. IN PARTICULAR, THE GAS LINE DESCRIBED IN THE GAS LINE LOCATION NOTE ON SHEET 7 AND DOCUMENTED TO BE AT A DEPTH IN EXCESS OF 20 FEET SHALL BE LOCATED.

IF IT IS DETERMINED THAT A PROPOSED DRILLED SHAFT WILL INTERSECT AN EXISTING UTILITY IF CONSTRUCTED AS SHOWN ON THE PLANS, THE ENGINEER SHALL BE NOTIFIED BEFORE STARTING CONSTRUCTION OF ANY PORTION OF THE RETAINING WALL WHICH WOULD BE AFFECTED BY THE INTERFERENCE WITH AN EXISTING UTILITY.

CROSSINGS AND CONNECTIONS TO EXISTING PIPES AND UTILITIES

WHERE PLANS PROVIDE FOR A PROPOSED CONDUIT TO BE CONNECTED TO, OR CROSS OVER OR UNDER AN EXISTING SEWER OR UNDERGROUND UTILITY, THE CONTRACTOR SHALL LOCATE THE EXISTING PIPES OR UTILITIES BOTH AS TO LINE AND GRADE BEFORE STARTING TO LAY THE PROPOSED CONDUIT.

IF IT IS DETERMINED THAT THE ELEVATION OF THE EXISTING CONDUIT, OR EXISTING APPURTENANCE TO BE CONNECTED, DIFFERS FROM THE PLAN ELEVATION OR RESULTS IN A CHANGE IN THE PLAN CONDUIT SLOPE, THE ENGINEER SHALL BE NOTIFIED BEFORE STARTING CONSTRUCTION OF ANY PORTION OF THE PROPOSED CONDUIT WHICH WILL BE AFFECTED BY THE VARIANCE IN THE EXISTING ELEVATIONS.

IF IT IS DETERMINED THAT THE PROPOSED CONDUIT WILL INTERSECT AN EXISTING SEWER OR UNDERGROUND UTILITY IF CONSTRUCTED AS SHOWN ON THE PLAN, THE ENGINEER SHALL BE NOTIFIED BEFORE STARTING CONSTRUCTION OF ANY PORTION OF THE PROPOSED CONDUIT WHICH WOULD BE AFFECTED BY THE INTERFERENCE WITH AN EXISTING FACILITY.

PAYMENT FOR ALL THE OPERATIONS DESCRIBED ABOVE SHALL BE INCLUDED IN THE CONTRACT PRICE FOR THE PERTINENT 611 CONDUIT ITEM.

MANHOLES AND VALVES ADJUSTED TO GRADE (PRIVATELY OWNED)

ALL MANHOLES AND VALVES ENCOUNTERED IN AREAS THAT REQUIRE GRADE ADJUSTMENT 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.

MANHOLES AND VALVES ADJUSTED TO GRADE

THIS WORK SHALL CONSIST OF ADJUSTING MAHOLES AND 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 - MANHOLES ADJUSTED TO GRADE 9 EACH
- ITEM 638 - VALVE BOX ADJUSTED TO GRADE 48 EACH

PRE-CONSTRUCTION MEETING

FOLLOWING THE AWARD OF THE CONTRACT AND BEFORE STARTING ANY WORK, THE CONTRACTOR AND HIS SUPERINTENDENT, SHALL MEET WITH THE ENGINEER FOR A PRE-CONSTRUCTION MEETING. THE PURPOSE OF SUCH IS FOR REVIEWING THE SITE, AND ANY RESTRICTIONS AND REGULATIONS GOVERNING THE WORK.

ANY SCHEDULES, REQUESTS, PAPERS, APPROVALS, SUBMITTALS, SHOP DRAWINGS, CHANGES, ETC. AS CALLED FOR IN THE CONTRACT DOCUMENTS SHALL BE DONE AT THIS TIME UNLESS OTHERWISE DIRECTED.

SHOP DRAWINGS

THE PROJECT SHALL MEET THE CONSTRUCTION AND MATERIAL SPECIFICATIONS AND DETAILS OUTLINED IN THE CONSTRUCTION DOCUMENTS. THE CONTRACTOR SHALL SUBMIT SHOP DRAWINGS TO THE ENGINEER FOR REVIEW ONLY FOR DEVIATIONS FROM WHAT IS SPECIFIED ON THESE PLANS. SHOP DRAWINGS SUBMITTED TO THE ENGINEER FOR REVIEW UNDER THESE CONDITIONS SHALL CLEARLY IDENTIFY THE AREAS THAT DIFFER FROM THE STANDARDS CALLED OUT IN THE CONSTRUCTION DOCUMENTS AND/OR DETAILS.

SURVEYING PARAMETERS

PRIMARY PROJECT CONTROL MONUMENTS GOVERN ALL POSITIONING ON ODOT PROJECTS. SEE SHEET 2 OF THE PLANS FOR A TABLE CONTAINING PROJECT CONTROL INFORMATION.

USE THE FOLLOWING PROJECT CONTROL, VERTICAL POSITIONING, AND HORIZONTAL POSITIONING PARAMETERS FOR ALL SURVEYING:

PROJECT CONTROL POSITIONING METHOD: GPS-VRS
 MONUMENT TYPE: IRON PINS

VERTICAL POSITIONING
 ORTHOMETRIC HEIGHT DATUM: NAVD 88
 GEOID: GEOID 18

HORIZONTAL POSITIONING
 REFERENCE FRAME: US STATE PLANE 1983
 ELLIPSOID: WGS 84
 MAP PROJECTION: LAMPERT CONFORMAL
 COORDINATE SYSTEM: OHIO STATE - SOUTH ZONE
 COMBINED SCALE FACTOR: 1.000083048
 ORIGIN OF COORDINATE SYSTEM: 0.0

USE THE POSITIONING METHODS AND MONUMENT TYPE USED IN THE ORIGINAL SURVEY TO RESTORE ALL MONUMENTS RELATED TO PRIMARY PROJECT CONTROL THAT ARE DAMAGED OR DESTROYED BY CONSTRUCTION ACTIVITIES. RESTORE THE DAMAGED OR DESTROYED MONUMENTS IN ACCORDANCE WITH CMS 623.

UNITS ARE IN U.S. SURVEY FEET.

Please get with Amy Shell and add railroad plan notes and corresponding pay items (IORY training pay item)

INDIANA AND OHIO RAILWAY NOTES

CONTRACTOR TO NOTIFY G&W PUBLIC PROJECTS DEPARTMENT 30 DAYS PRIOR TO STARTING CONSTRUCTION.

IORY FLAGGING SERVICES WILL BE REQUIRED FOR ALL WORK WITHIN G&W RIGHT-OF-WAY OR ANY WORK THAT HAS A "POTENTIAL TO FOUL".

THE CONTRACTOR MUST NOT USE THE RAILROAD RIGHT OF WAY FOR STORAGE OF MATERIALS OR EQUIPMENT DURING CONSTRUCTION. THE RAILROAD'S RIGHT OF WAY MUST REMAIN CLEAR AT ALL TIMES. THE CONTRACTOR MUST PLAN AND PERFORM THE WORK IN A MANNER SUCH THAT THE RAILROAD TRACKS AT THE PROJECT LOCATION REMAIN FULLY CAPABLE OF OPERATING RAIL TRAFFIC THROUGHOUT THE WORK PERIOD AND RAIL TRAFFIC IS NOT DELAYED OR OTHERWISE IMPACTED DUE TO THE WORK BEING PERFORMED.

THE CONTRACTOR WILL BE REQUIRED TO REACH OUT TO G&W REAL ESTATE DEPARTMENT FOR AN ROE APPLICATION AND AGREEMENT FOR WORK TO TAKE PLACE ON THE G&W ROW. THE CONTRACTOR AND THE AGENCY MUST PROVIDE INSURANCE TO THE RAILROAD AS WILL BE DETERMINED AT THIS LOCATION BASED ON THE SCOPE OF IMPACT PER SECTION 1.06 OF THE ATTACHED PPM.

ALL WORK PERFORMED ON, ABOVE, OR ADJACENT TO RAILROAD PROPERTY SHALL BE IN ACCORDANCE WITH THE PUBLIC PROJECT MANUAL, CURRENT EDITION. WORK PLANS SHALL BE SUBMITTED FOR REVIEW TO THE RAILROAD FOR TASKS RELATED TO SITE ACCESS, SOIL AND WATER MANAGEMENT, BALLAST PROTECTION, DEMOLITION, DEBRIS SHIELD, EXCAVATION, HOISTING, ERECTION, AND ALL OTHER WORK THAT PRESENTS POTENTIALLY AFFECTS RAILROAD PROPERTY OR OPERATIONS. ALL WORK PLANS SHALL BE PREPARED AND SUBMITTED TO THE RAILROAD IN ADHERENCE WITH THE PUBLIC PROJECT MANUAL, SECTION 1.11 CONSTRUCTION SUBMISSION CRITERIA.

GENERAL NOTES

DESIGN AGENCY	
	
DESIGNER	KJC
REVIEWER	SEF 04/14/26
PROJECT ID	119069
SHEET	TOTAL
6	91

PERMITS, FEES, AND NOTICES

THE CONTRACTOR SHALL OBTAIN, AT HIS EXPENSE, ANY AND ALL PERMITS AND INSPECTIONS REQUIRED FOR THE PROSECUTION OF THE WORK BY LOCAL LAWS, ORDINANCES, RULES AND REGULATIONS.

revise note to state requirements of noise ordinance instead of just referencing it

CONSTRUCTION NOISE

THE CONTRACTOR SHALL FOLLOW THE LOCAL NOISE ORDINANCE.

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.

Wording like this is hard to enforce as it is opinion based. Show trees that require protection and specify surrounding them with temporary fence.

PROTECTION OF EXISTING TREES AND VEGETATION

make sure work remains within RW.

THE CONTRACTOR SHALL PROTECT EXISTING TREES AGAINST UNNECESSARY CUTTING, BREAKING OR SKINNING OF ROOTS, SKINNING AND BRUISING OF BARK, SMOTHERING OF TREES BY STOCKPILING CONSTRUCTION MATERIALS, OR EXCAVATED MATERIALS WITHIN DRIP LINE, EXCESS FOOT OR VEHICULAR TRAFFIC, OR PARKING OF VEHICLES WITHIN DRIP LINE. PROVIDE TEMPORARY FENCES, BARRICADES OR GUARDS AS REQUIRED TO PROTECT TREES AND VEGETATION. THE CONTRACTOR SHALL WATER TREES AND OTHER VEGETATION WITHIN THE CONSTRUCTION AREA TO MAINTAIN THEIR HEALTH DURING THE COURSE OF CONSTRUCTION OPERATIONS. NO TREES SHALL BE REMOVED UNLESS APPROVED BY THE ENGINEER. PROVIDE PROTECTION FOR ROOTS OVER 1 1/2" DIAMETER THAT ARE CUT DURING CONSTRUCTION OPERATIONS. COAT AND CUT FACES WITH AN EMULSIFIED ASPHALT OR OTHER ACCEPTABLE COATING, ESPECIALLY FOR MUTILATED OR HORTICULTURE USE ON CUT OR DAMAGED PLANT TISSUES. TEMPORARILY COVER ALL EXPOSED ROOTS WITH WET BURLAP TO PREVENT ROOTS FROM DRYING OUT. PROVIDE EARTH COVER AS SOON AS POSSIBLE.

THE CONTRACTOR SHALL REPAIR OR REPLACE TREES AND VEGETATION WHICH ARE DAMAGED BY CONSTRUCTION OPERATIONS, IN A MANNER ACCEPTABLE TO THE ENGINEER. ALL TREES WHICH CANNOT BE REPAIRED AND RESTORED TO FULL-GROWTH STATUS, AS DETERMINED BY A TREE SURGEON, SHALL BE REPLACED.

PROTECTION OF RIGHT-OF-WAY LANDSCAPING

PRIOR TO BEGINNING WORK, THE CONTRACTOR, THE PROJECT ENGINEER, AND A REPRESENTATIVE OF THE MAINTAINING AGENCY WILL REVIEW AND RECORD ALL LANDSCAPING ITEMS WITHIN THE RIGHT-OF-WAY (BOTH WITHIN AND OUTSIDE THE CONSTRUCTION LIMITS). A RECORD OF THIS REVIEW WILL BE KEPT IN THE PROJECT ENGINEER'S FILES. PRIOR TO FINAL ACCEPTANCE, A FINAL REVIEW OF LANDSCAPING ITEMS WILL BE MADE.

SEEDING AND MULCHING

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

659, SOIL ANALYSIS TEST
2 EACH

659, TOPSOIL
122 CU. YD.

659, SEEDING AND MULCHING, CLASS 1
1096 SQ. YD.

659, REPAIR SEEDING AND MULCHING
55 SQ. YD.

659, COMMERCIAL FERTILIZER
0.15 TON

659, LIME
0.22 ACRES

659, WATER
6 M. GAL.

SEEDING AND MULCHING SHALL BE APPLIED 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 203 - ROADWAY MISC.: ROCK MULCH, 18" MIN. DEPTH

ROCK MULCH SHALL BE THREE TO FOUR INCH (3" TO 4") WASHED RIVER ROCK, UNIFORM IN SIZE. ALL FINES SHALL BE SCREENED FROM THE AGGREGATE WITHIN A ONE-QUARTER INCH (1/4") TOLERANCE. ROCK MULCH SHALL BE COMPOSED OF ROUND ROCKS THAT MAY BE VARIED IN COLOR. THE MATERIAL SHALL BE FREE OF ORGANIC AND INORGANIC DEBRIS AND TRASH.

PARKING BLOCKS

THE CONTRACTOR SHALL PLACE NEW PARKING BLOCKS IN THE REVERSE ANGLE PARKING STALLS.

THE FOLLOWING QUANTITIES HAVE BEEN INCLUDED IN THE GENERAL SUMMARY FOR USE AS DIRECTED BY THE ENGINEER FOR THE WORK NOTED ABOVE:

690 SPECIAL - CONCRETE PARKING BLOCK 227 EACH

CHAMBERLIN PARK

TEMPORARY CONSTRUCTION FENCING WILL BE INSTALLED ALONG PROPOSED CONSTRUCTION LIMITS PRIOR TO THE START OF CONSTRUCTION ACTIVITIES TO PROTECT THE PARK AND THE PUBLIC. THE FENCING WILL START AT CLIFFORD ROAD AND END AT MATSON AVENUE.

ACCESS TO CHAMBERLIN PARK WILL BE MAINTAINED AT ALL TIMES, EXCEPT FOR THE TIME NEEDED FOR TEMPORARY ACCESS RESTRICTIONS NEEDED TO FACILITATE CONSTRUCTION ACTIVITIES.

PRIOR TO THE START OF CONSTRUCTION ACTIVITIES, THE CONTRACTOR WILL INSTALL SIGNAGE APPROVED BY THE ENGINEER TO ALERT CHAMBERLIN PARK USERS OF CONSTRUCTION ACTIVITIES AND ACCESS RESTRICTIONS OR CLOSURES, AND TO DIRECT USERS TO THE NEAREST PARK ACCESS POINT WHEN ANY OF THE THREE ACCESS POINTS WITHIN THE PROJECT'S CONSTRUCTION LIMITS ARE RESTRICTED. A 4TH ACCESSPOINT ON BLUE ASH ROAD NEAR DUNEDEN AVENUE WILL ALWAYS BE OPEN.

WHILE AN ACCESS TO CHAMBERLIN PARK IS RESTRICTED THE CONTRACTOR WILL POST APPROPRIATE SIGNAGE TO ALERT PARK USERS OF THE TEMPORARY ACCESS RESTRICTIONS IN ORDER TO DIRECT PARK USERS TO ONE OF THE OTHER ALTERNATIVE ACCESS POINTS TO THE PARK. ALTERNATIVE ACCESS POINTS ARE LOCATED TO THE SOUTH ALONG BLUE ASH ROAD, FROM THE MUNICIPAL BUILDING PARKING LOT AND SIDEWALK ON MATSON AVENUE, AND THE WEST PARKING LOT FOR CHAMBERLIN PARK LOCATED OFF OF PLAINFIELD ROAD.

PETROLIUM CONTAMINATED SOILS

ENVIRONMENTAL WORK

ENVIRONMENTAL STUDIES HAVE SHOWN THAT THERE IS THE POTENTIAL FOR ENCOUNTERING PETROLEUM CONTAMINATED MATERIALS AT TWO LOCATIONS. ON THE SOUTHEAST CORNER OF BLUE ASH ROAD AND CLIFFORD ROAD AT JOHNS' DRIVE UP AND CARRYOUT (7354 BLUE ASH ROAD) AND ON THE EAST SIDE OF BLUE ASH ROAD BETWEEN GLENWAY AVENUE AND HEGNER AVENUE AT STEWART INDUSTRIES (7234 BLUE ASH ROAD). IN THE EVENT PETROLEUM-CONTAMINATED MATERIALS ARE ENCOUNTERED, THE CONTRACTOR SHALL MANAGE THIS MATERIAL ACCORDING TO THE FOLLOWING NOTES. THE ESTIMATED QUANTITIES HAVE BEEN INCLUDED IN THE GENERAL SUMMARY FOR THIS WORK. ALL EXCAVATIONS WITHIN THE AFOREMENTIONED LIMITS SHALL BE PAID FOR UNDER THE ORIGINAL PLAN BID ITEMS.

MATERIAL SAMPLING

THE CONTRACTOR SHALL PROVIDE THE ENGINEER WITH TEN (10) DAYS NOTICE PRIOR TO BEGINNING ANY EXCAVATION WITHIN THE AFOREMENTIONED LIMITS TO ARRANGE FOR THE NECESSARY SCREENING AND SEGREGATION OPERATIONS. ALL MATERIAL EXCAVATED BY THE CONTRACTOR BY DURING CONSTRUCTION AND WITHIN THE SPECIFIED LIMITS SHALL BE SCREENED, SEGREGATED AND TESTED BY AN INSPECTOR PROVIDED BY THE CONTRACTOR AND APPROVED BY THE ENGINEER.

MATERIAL EVALUATION

THE ENGINEER SHALL DETERMINE THE REGULATORY CLASSIFICATION OF THE SPECIFIED EXCAVATED MATERIALS BASED ON TEST RESULTS PROVIDED BY THE CONTRACTOR. THE EXCAVATED MATERIALS MAY BE CLASSIFIED INTO PCS OR INTO MATERIALS WHICH MAY BE USED AS BACKFILL OR OTHER PROJECT PURPOSES, PROVIDED IT MEETS THE APPROPRIATE ODOT SPECIFICATIONS.

PETROLIUM CONTAMINATED SOILS (CONTINUED)

ITEM SPECIAL - WORK INVOLVING PETROLEUM CONTAMINATED SOIL

THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS AND TO TRANSPORT THE MATERIALS TO A LICENSED (BY THE LOCAL HEALTH DEPARTMENT) AND PERMITTED (BY THE OHIO ENVIRONMENTAL PROTECTION AGENCY) SOLID WASTE DISPOSAL FACILITY OR A PETROLEUM CONTAMINATED SOIL REMEDIATION FACILITY (PCSRF) FOR PROPER DISPOSAL OR REMEDIATION. PRIOR TO DISPOSAL, THE CONTRACTOR SHALL CONTACT THE PROPOSED FACILITY TO DETERMINE THE ADDITIONAL TESTING REQUIRED FOR DISPOSAL OR REMEDIATION AT THAT FACILITY. THE PRICES FOR THESE

TESTS ARE TO BE INCLUDED IN THE ABOVE PAY ITEM. THE WORK INVOLVED WITH THIS PAY ITEM INCLUDES HANDLING, STORAGE, TESTING (FOR DISPOSAL OR REMEDIATION) AND DISPOSAL OR REMEDIATION OF PCS. WHEN DIRECTED BY THE PROPOSED FACILITY, THE CONTRACTOR SHALL HAVE AN INDEPENDENT LABORATORY COLLECT SAMPLES AND TEST THE EXCAVATED OR STORED MATERIALS FOR PCS DISPOSAL OR REMEDIATION APPROVAL.

AS AN ALTERNATIVE, THE ENGINEER MAY PERMIT THE CONTRACTOR TO DIRECT LOAD THE EXCAVATED MATERIALS FROM THE AFOREMENTIONED LIMITS INTO TRUCKS FOR SUBSEQUENT DISPOSAL APPROPRIATE FOR PETROLEUM CONTAMINATED SOILS AS DETAILED ABOVE.

TEMPORARY STORAGE OF CONTAMINATED SOILS

ALL MATERIALS EXCAVATED BY THE CONTRACTOR BETWEEN THESE LIMITS MAY BE STOCKPILED IN AN AREA PROVIDED BY THE CONTRACTOR AND APPROVED BY THE ENGINEER. THE ENGINEER MAY PERMIT TEMPORARY STORAGE OF THE EXCAVATED MATERIAL IN A LINED AND COVERED ROLL OFF BOX. THE ENGINEER MAY PERMIT TEMPORARY STORAGE OF THE EXCAVATED MATERIAL ON AN IMPERMEABLE MEMBRANE. THE MEMBRANE SHALL BE SURROUNDED BY BALES OF STRAW TO PREVENT THE SUSPECTED SOILS FROM COMING IN CONTACT WITH PRECIPITATION AND/OR SURFACE RUNOFF. AN IMPERMEABLE MEMBRANE SHALL BE PLACED OVER THE STOCKPILE TO PREVENT CONTACT WITH PRECIPITATION AND/OR SURFACE RUN-OFF. THE ENGINEER MAY ALSO PERMIT THE CONTRACTOR TO DIRECT LOAD THE EXCAVATED CONTAMINATED MATERIAL INTO TRUCKS UNTIL A DETERMINATION OF PROPOSED USE IS MADE BY THE ENGINEER.

GENERAL NOTES

ALL TRANSPORT VEHICLES USED FOR THE MOVEMENT OF REGULATED SOILS AND/OR WATER SHALL MEET APPLICABLE FEDERAL, STATE, AND LOCAL REGULATIONS. THE CONTRACTOR SHALL MAINTAIN RECORDS (SUCH AS DAILY LOGS, LANDFILL TICKETS, MANIFESTS, ETC.) THAT DOCUMENT THE SOURCE, MOVEMENT AND DESTINATION OF EACH TRUCK LOAD OF CONTAMINATED MATERIAL. ONE COPY OF EACH OF THESE RECORDS SHALL BE SUBMITTED TO THE ENGINEER.

BASIS OF PAYMENT

THE CONTRACTOR SHALL FURNISH ALL LABOR, EQUIPMENT AND MATERIALS NECESSARY TO PROPERLY EXCAVATE, STORE, TEST (FOR DISPOSAL), TRANSPORT AND DISPOSE OF CONTAMINATED MATERIALS, INCLUDING ANY REQUIRED APPROVALS OR FEES WITHIN THE SPECIFIED LIMITS. PAYMENT FOR THIS WORK SHALL BE MADE AT THE CONTRACT BID PRICE PER TON AND PER GALLON. THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED IN THE GENERAL SUMMARY FOR THE WORK NOTED HEREIN. A CONVERSION FACTOR OF 1.5 TONS PER CUBIC YARD SHALL BE USED TO CONVERT CUBIC YARDS TO TONS:

690E65016 ITEM SPECIAL - WORK INVOLVING PETROLEUM CONTAMINATED SOIL 100 TON



WORK LIMITS

THE WORK LIMITS SHOWN ON THESE PLANS ARE FOR PHYSICAL CONSTRUCTION ONLY. PROVIDE THE INSTALLATION AND OPERATION OF ALL WORK ZONE TRAFFIC CONTROL AND WORK ZONE TRAFFIC CONTROL DEVICES REQUIRED BY THESE PLANS WHETHER INSIDE OR OUTSIDE THESE WORK LIMITS.

ITEM 630 - GROUND MOUNTED SUPPORT, NO. 3 POST, AS PER PLAN

SIGN SUPPORTS SHALL HAVE A SQUARE CROSS-SECTION WITH NON-PERFORATED SIDES AND A GLOSSY BLACK, POWDER-COATED FINISH. SIGN SUPPORTS SHALL BE SIZED PER MANUFACTURER'S RECOMMENDATION TO PROVIDE THE NECESSARY STABILITY FOR THE SIGN AND THE OMUTCD-REQUIRED CLEARANCE BENEATH THE SIGN. SIGN SUPPORTS SHALL HAVE FHWA APPROVALS FOR ROADSIDE CRASHWORTHINESS. WHERE STREET NAME SIGNS ARE TO BE INSTALLED, THE SIGN SUPPORT SHALL BE DESIGNED TO ACCOMMODATE THE STREET NAME SIGNS. OPTIONS FOR DECORATIVE POST TOPS SHALL BE PROVIDED TO THE CITY FOR APPROVAL. SHOP DRAWINGS AND FHWA APPROVAL DOCUMENTATION FOR THE SIGN SUPPORTS SHALL BE SUBMITTED FOR APPROVAL PRIOR TO ORDERING MATERIALS. INSTALLATION OF SIGN SUPPORTS IN THE GROUND SHALL BE PER MANUFACTURER'S RECOMMENDATIONS. THE SIGN SUPPORT SHALL BE MANUFACTURED BY THE SAME MANUFACTURER AS THE SIGN BACKING. WHERE SIGN SUPPORTS ARE TO BE INSTALLED IN CONCRETE, A PVC SLEEVE SHALL BE PROVIDED FOR THE FULL DEPTH OF THE CONCRETE TO ALLOW FOR FUTURE SIGN MAINTENANCE.

PAYMENT FOR GROUND MOUNTED SUPPORT, AS PER PLAN SHALL BE MADE AT THE CONTRACT UNIT PRICE PER EACH SIGN SUPPORT. THIS ITEM INCLUDES THE SIGN SUPPORT, POST TOP, MANUFACTURER RECOMMENDED BASE/FOUNDATION, PVC SLEEVE IN CONCRETE IF NEEDED, AND ALL LABOR, EQUIPMENT, AND MATERIALS.

ITEM 630 - SIGN, FLAT SHEET, AS PER PLAN

IN ADDITION TO THE REQUIREMENTS IN CMS ITEM 630, SIGNS SHALL BE PROVIDED WITH AN ALUMINUM BACKING, MINIMUM 0.080 THICK, THAT HAS A GLOSSY BLACK, POWDER-COATED FINISH THAT WILL VISUALLY PROVIDE A 1.5-INCH WIDE BLACK BORDER AROUND THE SIGN. THE BACKING SHALL BE PROVIDED WITH MOUNTING HOLES THAT ALIGN WITH THE MOUNTING HOLES ON THE PRIMARY SIGN. THE SIGN HEIGHT SHALL BE ADJUSTED AS NECESSARY TO MAINTAIN THE MINIMUM OMUTCD-REQUIRED CLEARANCE TO THE BOTTOM OF THE SIGN. THE SIGN BACKING SHALL BE MANUFACTURED BY THE SAME MANUFACTURER AS THE DECORATIVE SIGN SUPPORTS AND ALL MOUNTING HARDWARE SHALL BE BLACK. FOR STREET NAME SIGNS, A SIGN FRAME MADE SPECIFICALLY FOR STREET NAME SIGNS MAY BE UTILIZED IN LIEU OF AN ALUMINUM BACKING. SHOP DRAWINGS SHALL BE SUBMITTED FOR APPROVAL BEFORE ORDERING MATERIALS.

What do these look like? How does a contractor price this?

PAYMENT FOR SIGN, FLAT SHEET, AS PER PLAN SHALL BE MADE AT THE CONTRACT UNIT PRICE PER SQUARE FOOT OF THE PRIMARY SIGN. THIS ITEM INCLUDES THE SIGN BACKING/FRAME AND ALL MOUNTING HARDWARE, INCLUDING ALL LABOR, EQUIPMENT, AND MATERIALS.

ITEM 630 - SIGNING MISC.: STREET NAME SIGN, AS PER PLAN



(QTY: 1) 42" x 9" DOUBLE SIDED STREET SIGN



(QTY: 1) 42" x 9" DOUBLE SIDED STREET SIGN

Image printed on high intensity prismatic vinyl with an 8518 gloss laminate Hand mounted to .080" white aluminum blanks with 1" radius corners

Does this meet ODOT reflective sheeting standards?

PAYMENT FOR ITEM 630 - SIGNING MISC.: STREET NAME SIGN, AS PER PLAN SHALL BE MADE AT THE CONTRACT UNIT PRICE EACH. THIS ITEM INCLUDES THE SIGN BACKING/FRAME AND ALL MOUNTING HARDWARE, INCLUDING ALL LABOR, EQUIPMENT, AND MATERIALS.

Add 2 attached District railroad notes

ITEM 614, MAINTAINING TRAFFIC

A MINIMUM OF 1 LANE OF TWO WAY TRAFFIC SHALL BE MAINTAINED WITH THE USE OF FLAGGERS FOR THE PLANING, DRAINAGE, AND MAINTENANCE OF TRAFFIC SETUP BETWEEN PHASES. DURING PHASES 1 AND 2, THE RESPECTIVE NORTHBOUND OR SOUTHBOUND LANE MAY BE CLOSED AND TRAFFIC DETOURED AS SHOWN ON SHEETS M1 AND M7. WHEN FULL DEPTH PAVEMENT AT THE INTERSECTIONS WITH THE SIDE STREETS IS TO BE COMPLETED, THE SIDE STREET SHALL CLOSE FOR A MAXIMUM OF 3 DAYS. A MINIMUM OF ONE LANE OF TRAFFIC IN EACH DIRECTION SHALL BE MAINTAINED AT ALL OTHER TIMES BY USE OF EXISTING PAVEMENT.

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

GENERAL YEAR'S (OBSERVED)	GENERAL/REGULAR ELECTION DAY (NOV)
THANKSGIVING	LABOR DAY
MEMORIAL DAY	CHRISTMAS (OBSERVED)
FOURTH OF JULY (OBSERVED)	

THE PERIOD OF TIME THAT THE LANES ARE TO BE OPEN DEPENDS ON THE DAY OF THE WEEK ON WHICH THE HOLIDAY OR SPECIAL EVENT FALLS. THE FOLLOWING SCHEDULE SHALL BE USED TO DETERMINE THIS PERIOD:

DAY OF HOLIDAY TIME ALL LANES
OR SPECIAL EVENT MUST BE OPEN TO TRAFFIC

SUNDAY	12:00N FRIDAY THROUGH 6:00 AM MONDAY
MONDAY	12:00N FRIDAY THROUGH 6:00 AM TUESDAY
MONDAY	(TOTAL SOLAR ECLIPSE)
	12:00N MONDAY THROUGH 6:00 AM WEDNESDAY
TUESDAY	12:00N MONDAY THROUGH 6:00 AM WEDNESDAY
TUESDAY	(GEN./REG. ELECTION)
	5:00 AM TUESDAY THROUGH 12:00 AM WEDNESDAY
WEDNESDAY	12:00N TUESDAY THROUGH 6:00 AM THURSDAY
THURSDAY	12:00N WEDNESDAY THROUGH 6:00 AM FRIDAY
THURSDAY	(THANKSGIVING ONLY)
	6:00 AM WEDNESDAY THROUGH 6:00 AM MONDAY
FRIDAY	12:00N THURSDAY THROUGH 6:00 AM MONDAY
SATURDAY	12:00N FRIDAY THROUGH 6:00 AM MONDAY

DURING THE SAME PERIODS, MAINTAIN PEDESTRAIN ACCESS IF PEDESTRIAN ACCESS WAS PRESENT PRIOR TO CONSTRUCTION.

[NEWLY CONSTRUCTED LANE ADDITIONS, ONCE COMPLETED AND INITIALLY OPENED TO TRAFFIC, SHALL BE OPEN TO TRAFFIC DURING ALL SUBSEQUENT DESIGNATED HOLIDAYS AND SPECIAL EVENTS, AND RELATED PERIODS OF TIME, SPECIFIED ABOVE.]

SHOULD THE CONTRACTOR FAIL TO MEET ANY OF THESE REQUIREMENTS, THE CONTRACTOR SHALL BE ASSESSED A DISINCENTIVE PER THE LANE VALUE CONTRACT (PN 127).

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 UTILIZATION OF MAINTENANCE OF TRAFFIC DEVICES SHALL BE COMMENSURATE WITH THE WORK IN PROGRESS.

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 BELOW. [AT THE APPROVAL OF THE ENGINEER, PORTABLE CHANGEABLE MESSAGE SIGNS MAY BE USED IN LIEU OF THE STANDARD FLATSHEET SIGN FOR CLOSURE DURATIONS OF LESS THAN 1 WEEK.]

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 RAMPS AS LONG AS THEY ARE VISIBLE 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 SIGN DISPLAYED
OF CLOSURE TO PUBLIC

RAMP & >=2 WEEKS 14 CALENDAR DAYS
PRIOR TO CLOSURE

ROAD > 12 HOURS 7 CALENDAR DAYS
& < 2 WEEKS PRIOR TO CLOSURE

CLOSURES <= 12 HOURS 2 BUSINESS DAYS
PRIOR TO CLOSURE

THE SIGN SHALL DISPLAY THE DATE OF THE CLOSURE IN MMM-DD FORMAT AND THE NUMBER OF DAYS OF THE CLOSURE. THE LAST LINE OF THE W20-H13 SIGN LISTS A PHONE NUMBER WHICH A MOTORIST MAY CALL FOR ADDITIONAL INFORMATION.

513-933-6517

THE CONTRACTOR SHALL PROVIDE, ERECT AND MAINTAIN STANDARD 48 X 30 INCH ROAD CLOSED SIGNS, SIGN SUPPORTS, BARRICADES AND LIGHTS, AS DETAILED IN SCD MT-101.60 AT THE FOLLOWING LOCATIONS DURING PERIODS IN WHICH THE AFFECTED ROADS ARE CLOSED TO TRAFFIC.

BLUE ASH ROAD, NORTH OF DUNEDEN AVE. INTERSECTION

BLUE ASH ROAD, NORTH OF SIBLEY AVE. INTERSECTION

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.

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, LAW ENFORCEMENT OFFICER (WITH PATROL CAR) FOR ASSISTANCE DURING CONSTRUCTION OPERATIONS

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 C&MS 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).

IN ADDITION TO THE REQUIREMENT OF C&MS 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) SHOULD BE PROVIDED FOR THE FOLLOWING TRAFFIC CONTROL TASKS AS APPROVED BY THE ENGINEER:

FOR LANE CLOSURES: DURING INITIAL SET-UP PERIODS, TEAR DOWN PERIODS, SUBSTANTIAL SHIFTS OF A CLOSURE POINT OR WHEN NEW LANE CLOSURE ARRANGEMENTS ARE INITIATED FOR LONG-TERM LANE CLOSURES/SHIFTS (FOR THE FIRST AND LAST DAY OF MAJOR CHANGES IN TRAFFIC CONTROL SETUP).

FOR OPERATIONS WITHOUT POSITIVE PROTECTION OCCURRING WITHIN 10 FEET OF AN OPEN TRAVELED LANE THAT MEET ALL OF THE FOLLOWING CRITERIA:

- ON A MULTI-LANE DIVIDED INTERSTATE, OTHER FREEWAY OR EXPRESSWAY; AND
- AN AUTHORIZED SPEED LIMIT OF 45 MPH OR GREATER THAT IS IN EFFECT AT THE TIME OF THE OPERATION; AND,
- AADT OF 50,000 (OR AADT OF 30,000 WITH 25% OR HIGHER PERCENT TRUCKS)

"WITHOUT POSITIVE PROTECTION" MEANS USE OF DRUMS, CONES, SHADOW VEHICLE, ETC, WITHOUT PROTECTION FROM PORTABLE BARRIER OR OTHER RIGID BARRIER ALONG THE WORK AREA. THIS PHRASE DOES NOT APPLY TO CASES WHERE POSITIVE PROTECTION IS REQUIRED. MOBILE OPERATIONS ARE REGARDED AS "WITHOUT POSITIVE PROTECTION". FOR WORK ZONES USING A COMBINATION OF BARRIER AND TEMPORARY TRAFFIC CONTROL DEVICES (CONES, DRUMS, ETC), THE DESIGNATION SHALL BE BASED UPON THE TYPE OF DEVICES USED IN THE AREA THAT WORKERS ARE LOCATED.

IF MULTIPLE ACTIVE LOCALIZED QUALIFYING WORK AREAS OCCUR WITHOUT POSITIVE PROTECTION, PER MAINLINE TRAFFIC DIRECTION, PROVIDE A UNIFORMED LEO AND OFFICIAL PATROL CAR IN ADVANCE OF:

- THE FIRST ACTIVE WORK AREA THAT DRIVERS WILL ENCOUNTER; OR
 - THE ACTIVE WORK AREA LATERALLY CLOSEST TO THE OPEN TRAVELED LANE; OR
 - OTHER LOCATION AS APPROVED BY THE ENGINEER.
- THE UNIFORMED LEO AND OFFICIAL PATROL CAR MAY RELOCATE AMONG THE LISTED LOCATIONS AS APPROPRIATE AS THE OPERATIONS PROCEED IN THE LOCALIZED QUALIFYING WORK AREAS.

IN GENERAL, LEOS SHOULD BE POSITIONED IN ADVANCE OF AND ON THE SAME SIDE AS THE LANE RESTRICTION (OR AT THE POINT OF ROAD CLOSURE), AND TO MANUALLY CONTROL TRAFFIC MOVEMENTS THROUGH SIGNALIZED INTERSECTIONS IN WORK ZONES.

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.

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.

ENSURE PROVIDED LEOS HAVE BEEN TRAINED APPROPRIATE TO THE JOB DECISIONS THEY ARE REQUIRED TO MAKE WHILE ON THE PROJECT, IN ACCORDANCE WITH C&MS 614.03.

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. 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 THAT SHALL BE RETURNED TO THE CONTRACTOR AT THE END OF HIS/HER SHIFT.

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 QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY.

ITEM 614, LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE 20 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.

DESIGN AGENCY



DESIGNER

KJC

REVIEWER

SEF 04/14/26

PROJECT ID

119069

SHEET TOTAL

9 91

NOTIFICATION OF TRAFFIC RESTRICTIONS

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 SPECIAL HAULING PERMITS SECTION (HAULING.PERMITS@DOT.OHIO.GOV) AND THE DISTRICT PUBLIC INFORMATION OFFICE (PIO). 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, MINIMUM VERTICAL CLEARANCE, MINIMUM WIDTH OF DRIVABLE PAVEMENT, DETOUR ROUTES, IF APPLICABLE, AND ANY OTHER INFORMATION REQUESTED BY THE PROJECT ENGINEER.

NOTIFICATION OF TRAFFIC RESTRICTIONS TIME TABLE

ITEM	DURATION OF CLOSURE	NOTICE DUE TO PERMITS & PIO
RAMP & ROAD CLOSURES	>= 2 WEEKS	21 CALENDAR DAYS PRIOR TO CLOSURE
	> 12 HOURS & < 2 WEEKS	14 CALENDAR DAYS PRIOR TO CLOSURE
	<= 12 HOURS	4 CALENDAR DAYS PRIOR TO CLOSURE
LANE CLOSURES & RESTRICTIONS	>= 2 WEEKS	14 CALENDAR DAYS PRIOR TO CLOSURE
	< 2 WEEKS	5 BUSINESS DAYS PRIOR TO CLOSURE
START OF CONSTRUCTION & TRAFFIC PATTERN CHANGES	N/A	14 CALENDAR DAYS PRIOR TO IMPLEMENTATION

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

SEQUENCE OF CONSTRUCTION

IT IS THE INTENT OF THE FOLLOWING SEQUENCE OF CONSTRUCTION TO PROVIDE A WORK AREA FOR THE CONTRACTOR WHILE ALSO MAINTAINING TRAFFIC IN A MANNER WHICH IS SAFE FOR THE TRAVELING PUBLIC; THEREFORE, ALL PHASES SHALL HAVE STRICT ADHERENCE.

ALL TEMPORARY OF PERMANENT PAVEMENT MARKINGS SHALL BE IN PLACE BEFORE PAVEMENT IS OPENED TO TRAFFIC.

THE MAINTENANCE OF TRAFFIC DESIGN SPEED IS 25 MPH FOR BLUE ASH ROAD.

MINIMUM LANE WIDTHS FOR ROADWAY TYPICAL SECTIONS ARE 10 FEET FOR THRU LANES.

LOCAL PROPERTY OWNERS ACCESS MUST BE MAINTAINED AT ALL TIMES INCLUDING DRIVES AND BUILDING ENTRANCES.

VEHICLE DETECTION AND RAILROAD PREEMPTION SHALL BE MAINTAINED THROUGHOUT THE DURATION OF THE PROJECT.

PERFORM UTILITY RELOCATION OR INSTALLATIONS PRIOR TO ROADWAY CONSTRUCTION, BY OTHERS.

PERFORM STORM SEWER CONSTRUCTION PRIOR TO AND DURING ROADWAY CONSTRUCTION.

PERFORM WATER MAIN RELOCATION PRIOR TO AND DURING ROADWAY CONSTRUCTION.

PHASE 1

THE CONTRACTOR SHALL PERFORM WORK ON THE EAST SIDE OF BLUE ASH ROAD INCLUDING FULL DEPTH PAVEMENT REPLACEMENT, CURB, WALK, AND PAVERS. THE WORK ZONE SHALL BE ESTABLISHED BY SHIFTING TRAFFIC TO THE WEST AS SHOWN IN THE PHASE 1 TYPICAL SECTIONS. NORTHBOUND TRAFFIC WILL BE REROUTED AS SHOWN IN THE PHASE 1 DETOUR PLAN. SOUTHBOUND TRAFFIC IS TO BE MAINTAINED AT ALL TIMES. EACH SIDE STREET SHALL BE CLOSED ONE AT A TIME FOR A MAXIMUM OF 3 DAYS WHILE PAVEMENT WORK IS COMPLETED AT ALL SIDE STREET INTERSECTIONS WITH BLUE ASH ROAD.

THE WORK SHALL BE PERFORMED IN SECTION AS DETAILED BELOW:

- A: SOUTH TERMINUS TO WEBSTER AVENUE
- B: WEBSTER AVENUE TO GLENWAY AVENUE
- C: GLENWAY AVENUE TO HEGNER AVENUE
- D: HEGNER AVENUE TO ORCHARD LANE
- E: ORCHARD LANE TO CLIFFORD ROAD
- F: CLIFFORD ROAD TO REDMONT ROAD
- G: REDMONT ROAD TO DUNEDEN ROAD

see comments on page 12 regarding 10' lanes



PHASE 2

THE CONTRACTOR SHALL PERFORM WORK ON THE WEST SIDE OF BLUE ASH ROAD INCLUDING FULL DEPTH PAVEMENT REPLACEMENT AND CURB. THE WORK ZONE SHALL BE ESTABLISHED BY SHIFTING TRAFFIC TO THE EAST AS SHOWN IN THE PHASE 2 TYPICAL SECTIONS. SOUTHBOUND TRAFFIC WILL BE REROUTED AS SHOWN IN THE PHASE 2 DETOUR PLAN. NORTHBOUND TRAFFIC IS TO BE MAINTAINED AT ALL TIMES.

THE WORK SHALL BE PERFORMED IN SECTION AS DETAILED BELOW:

- A: SOUTH TERMINUS TO WEBSTER AVENUE
- B: WEBSTER AVENUE TO GLENWAY AVENUE
- C: GLENWAY AVENUE TO HEGNER AVENUE
- D: HEGNER AVENUE TO ORCHARD LANE
- E: ORCHARD LANE TO CLIFFORD ROAD
- F: CLIFFORD ROAD TO REDMONT ROAD
- G: REDMONT ROAD TO DUNEDEN ROAD

PRIOR TO PHASE 3, REMOVE RPMs AND MILL (FULL WIDTH) EXISTING PAVEMENT ON BLUE ASH ROAD. A MINIMUM OF ONE (1) LANE OF TRAFFIC MUST BE MAINTAINED AT ALL TIMES.

PHASE 3

CONTRACTOR TO CONSTRUCT FINAL COURSE, PLACE TEMPORARY PAVEMENT MARKINGS, AND PLACE SIGNAGE AND ALL PERMANENT PAVEMENT MARKINGS.

NOTE: THE SUGGESTED MAINTENANCE SEQUENCE OF CONSTRUCTION IS SOLELY INTENDED TO AID IN THE PLANNING OF THE ROADWAY OPERATIONS AND MAINTAINING OF TRAFFIC. ALL OTHER WORK IS TO BE PERFORMED AT THE APPROPRIATE TIMES.

WORK ZONE PAVEMENT MARKINGS AND SIGNS

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY FOR USE AT LOCATIONS IDENTIFIED BY THE ENGINEER FOR WORK ZONE PAVEMENT MARKINGS AND SIGNS PER THE REQUIREMENTS OF C&MS 614.04 AND 614.11.

ITEM 614, WORK ZONE CENTER LINE, CLASS I, 642 PAINT	0.46 MILE
ITEM 614, WORK ZONE CENTER LINE, CLASS III, 642 PAINT	0.46 MILE
ITEM 614, WORK ZONE EDGE LINE, CLASS I, 4", 642 PAINT	0.46 MILE
ITEM 614, WORK ZONE EDGE LINE, CLASS III, 4", 642 PAINT	0.46 MILE
ITEM 614, WORK ZONE CHANNELIZING LINE, CLASS I, 8", 642 PAINT	80 FT
ITEM 614, WORK ZONE CHANNELIZING LINE, CLASS III, 8", 642 PAINT	80 FT
ITEM 614, WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS I, 642 PAINT	14 FT
ITEM 614, WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS III, 642 PAINT	14 FT
ITEM 614, WORK ZONE STOP LINE, CLASS I, 642 PAINT	125 FT
ITEM 614, WORK ZONE STOP LINE, CLASS III, 642 PAINT	125 FT
ITEM 614, WORK ZONE CROSSWALK LINE, CLASS I, 12", 642 PAINT	727 FT
ITEM 614, WORK ZONE CROSSWALK LINE, CLASS III, 12", 642 PAINT	727 FT
ITEM 614, WORK ZONE ARROW, CLASS I, 642 PAINT	2 EACH
ITEM 614, WORK ZONE ARROW, CLASS III, 642 PAINT	2 EACH
ITEM 614, WORK ZONE ISLAND MARKING, CLASS I	14 SF
ITEM 614, WORK ZONE ISLAND MARKING, CLASS III	14 SF

DESIGN AGENCY



DESIGNER

KJC

REVIEWER

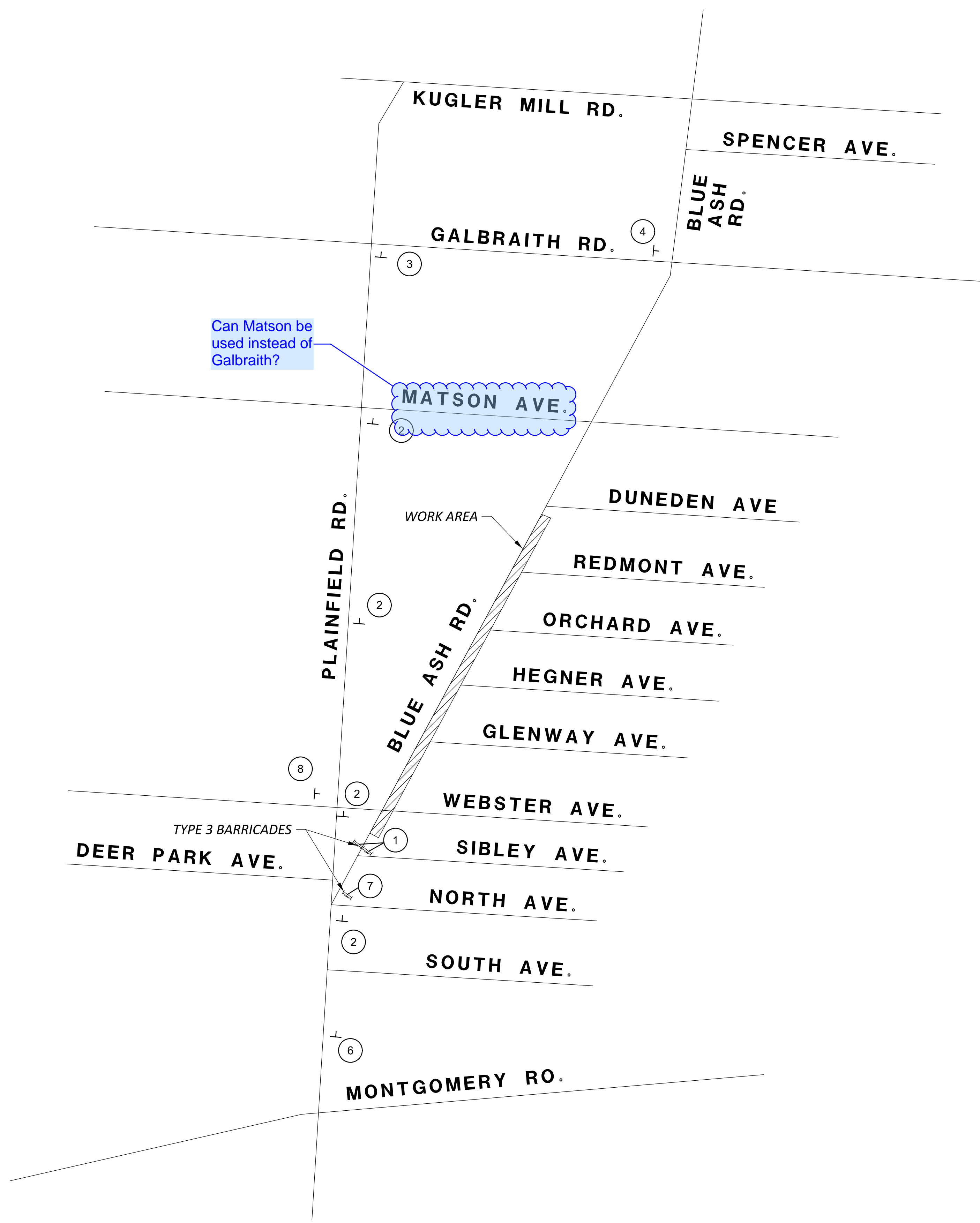
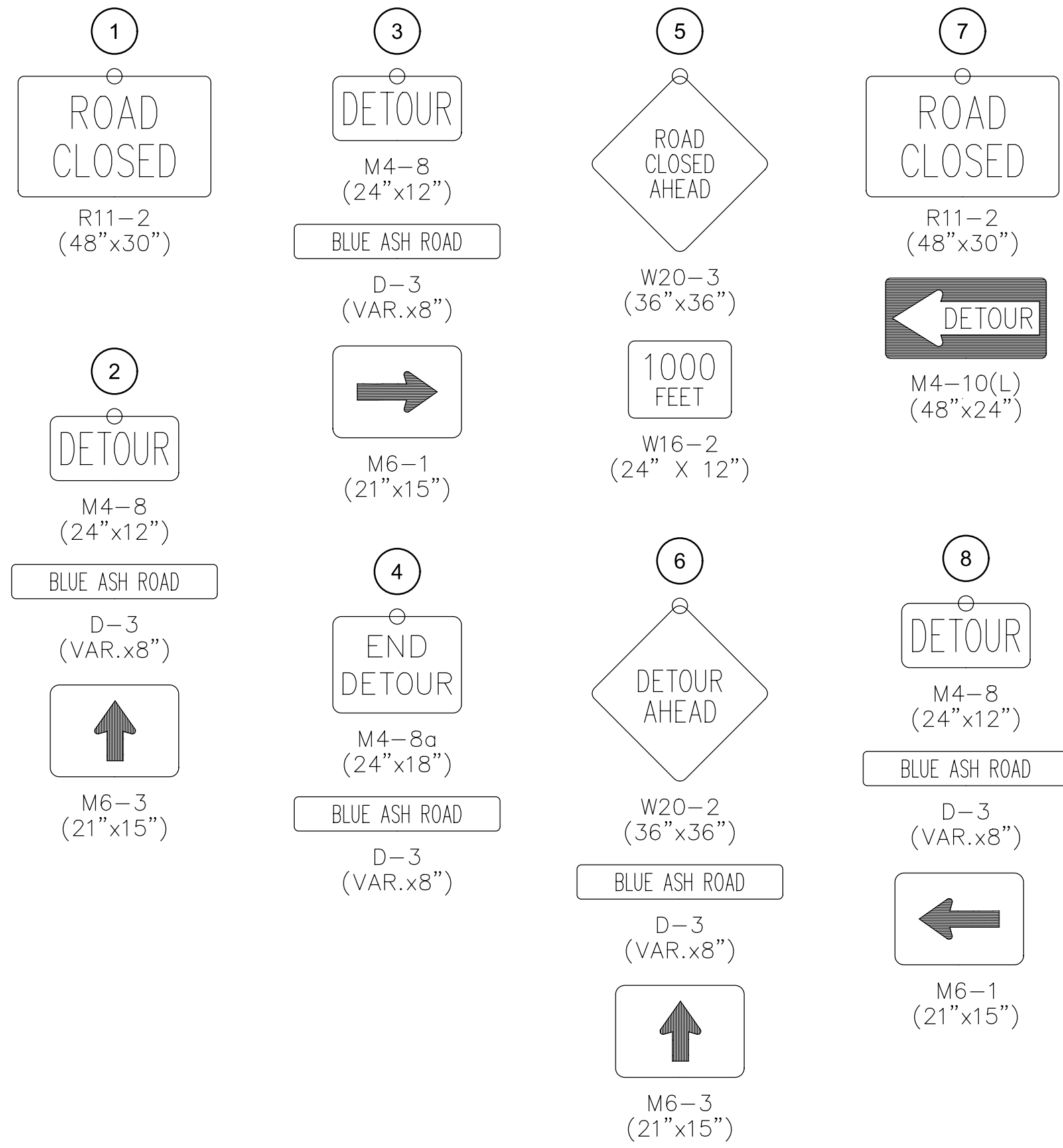
SEF 04/14/26

PROJECT ID

119069

SHEET TOTAL

10 | 91

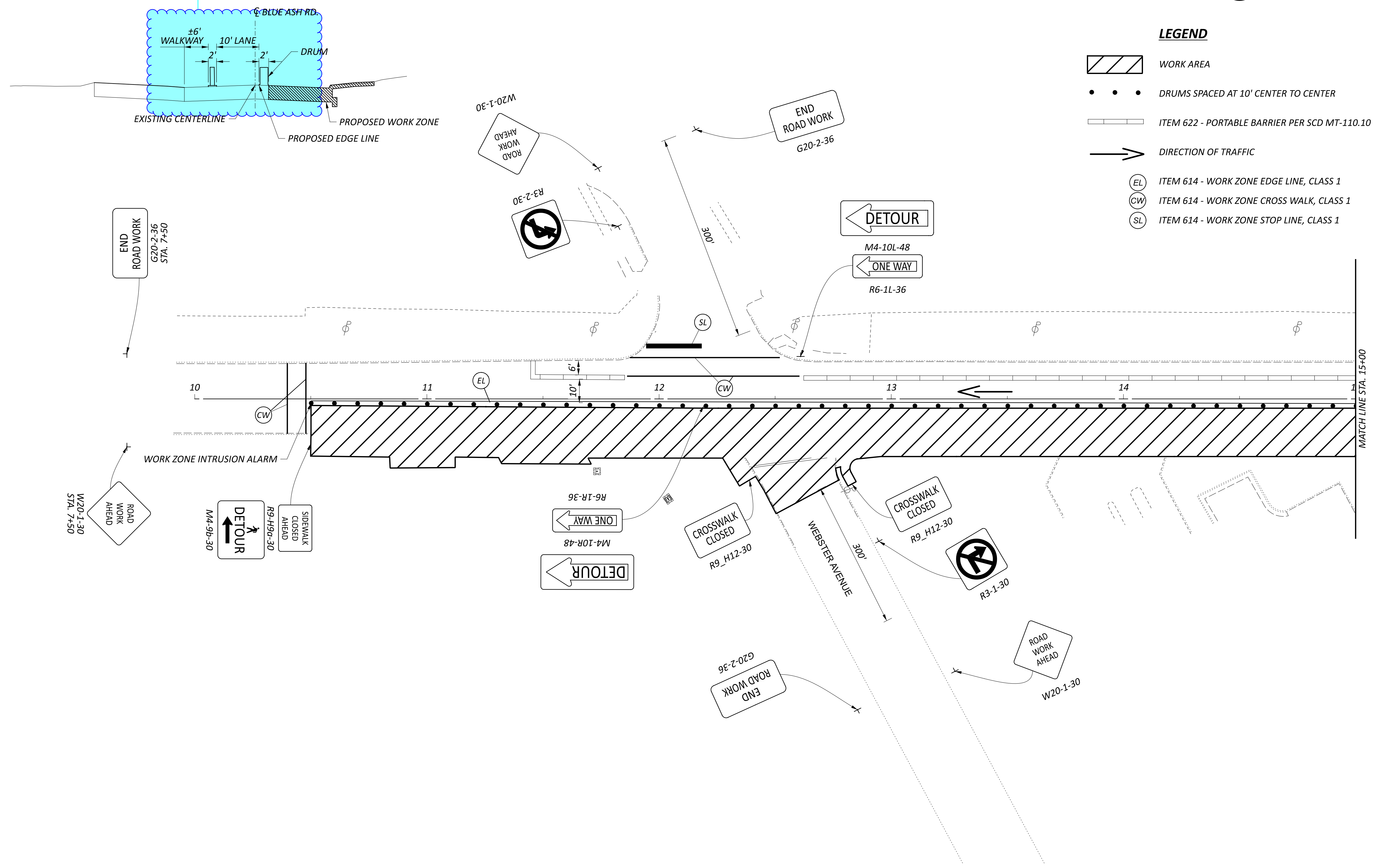


MAINTENANCE OF TRAFFIC
 PHASE 1 DETOUR PLAN



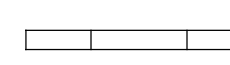
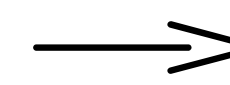



DESIGN AGENCY	
DESIGNER	
KJC	
REVIEWER	
SEF 04/14/26	
PROJECT ID	
119069	
SHEET	TOTAL
11	91

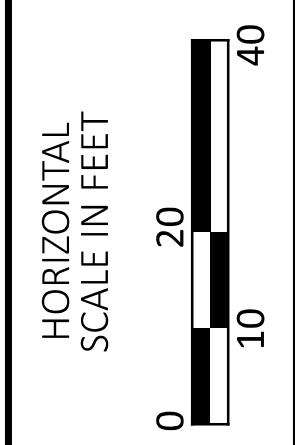
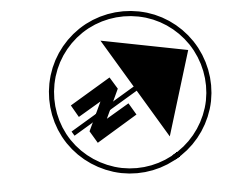
Dimensions are not realistic...need an offset from face of pcb (typically 2') and edge line can't be at edge of drum. 10' lane will not be provided with current shown offsets. Will need to close to pedestrians if walkway width cannot be reduced or pcb shifted west. recommend greater than 10' lane if going to have pcb on one side and drums on another.

Consider full closure of Blue Ash Road with detour? This will significantly reduce costs, reduce construction duration and solve issue with maintaining adequate lane width/ped access.



LEGEND

-  WORK AREA
-  DRUMS SPACED AT 10' CENTER TO CENTER
-  ITEM 622 - PORTABLE BARRIER PER SCD MT-110.10
-  DIRECTION OF TRAFFIC
-  ITEM 614 - WORK ZONE EDGE LINE, CLASS 1
-  ITEM 614 - WORK ZONE CROSS WALK, CLASS 1
-  ITEM 614 - WORK ZONE STOP LINE, CLASS 1



MAINTENANCE OF TRAFFIC
 PHASE 1 STA. 10+00 TO STA. 15+00

DESIGN AGENCY

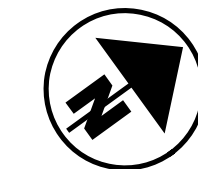
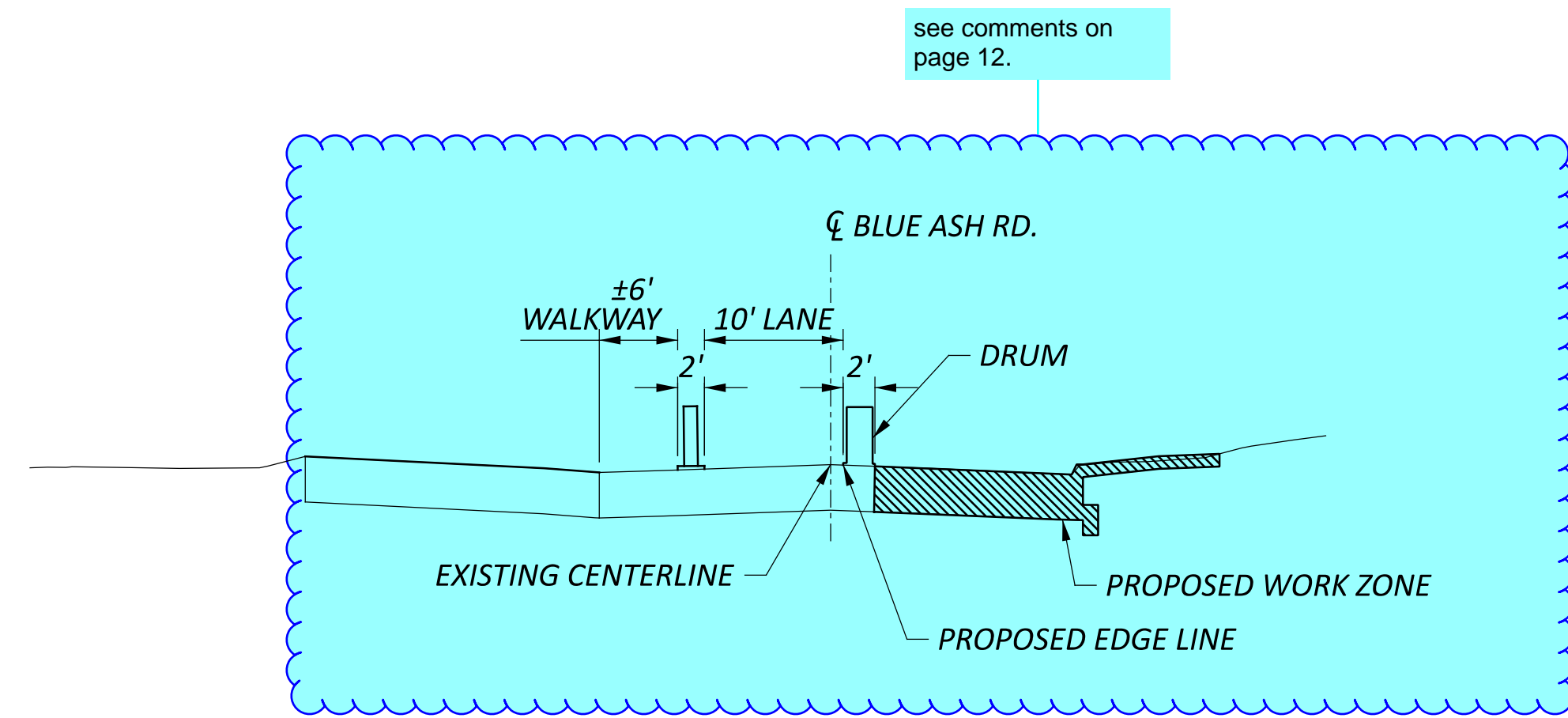


DESIGNER
 KJC



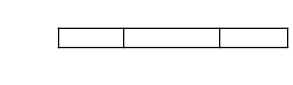




REVIEWER
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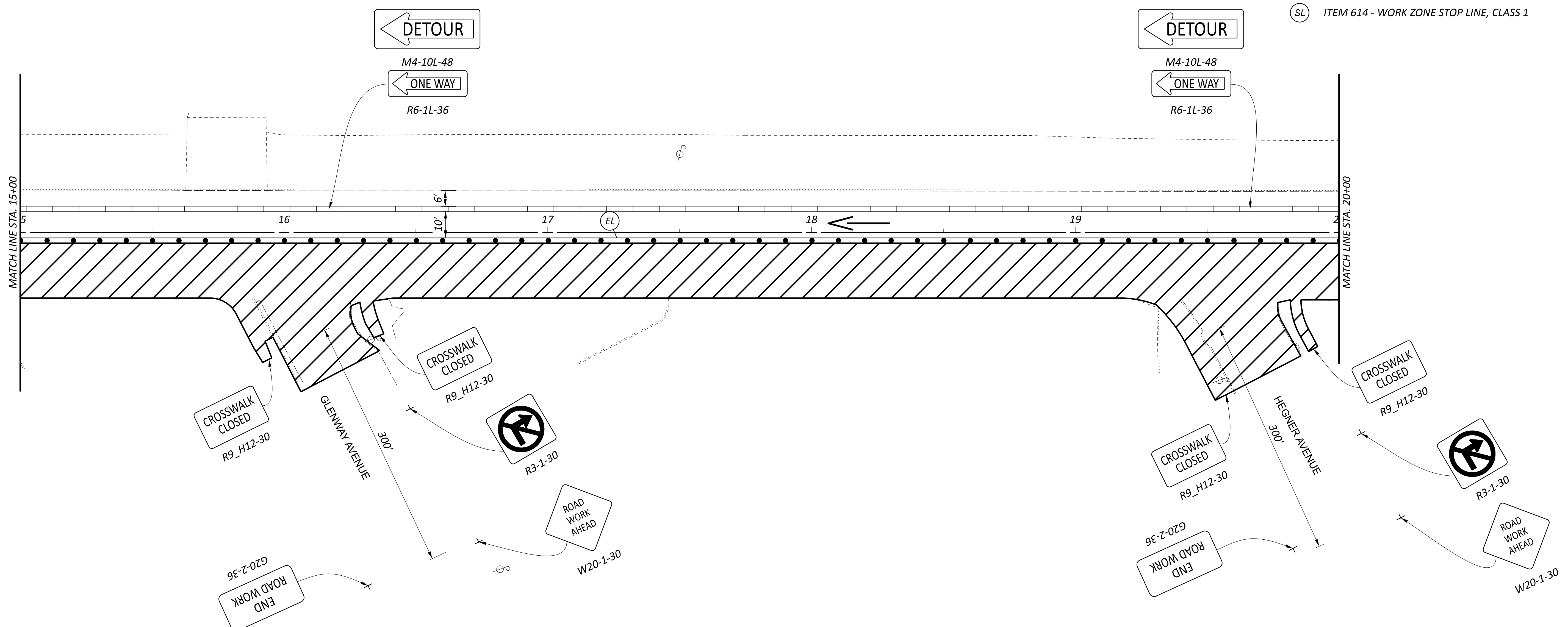
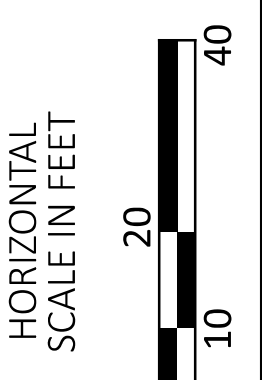
PROJECT ID
 119069

SHEET	TOTAL
12	91



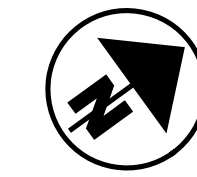
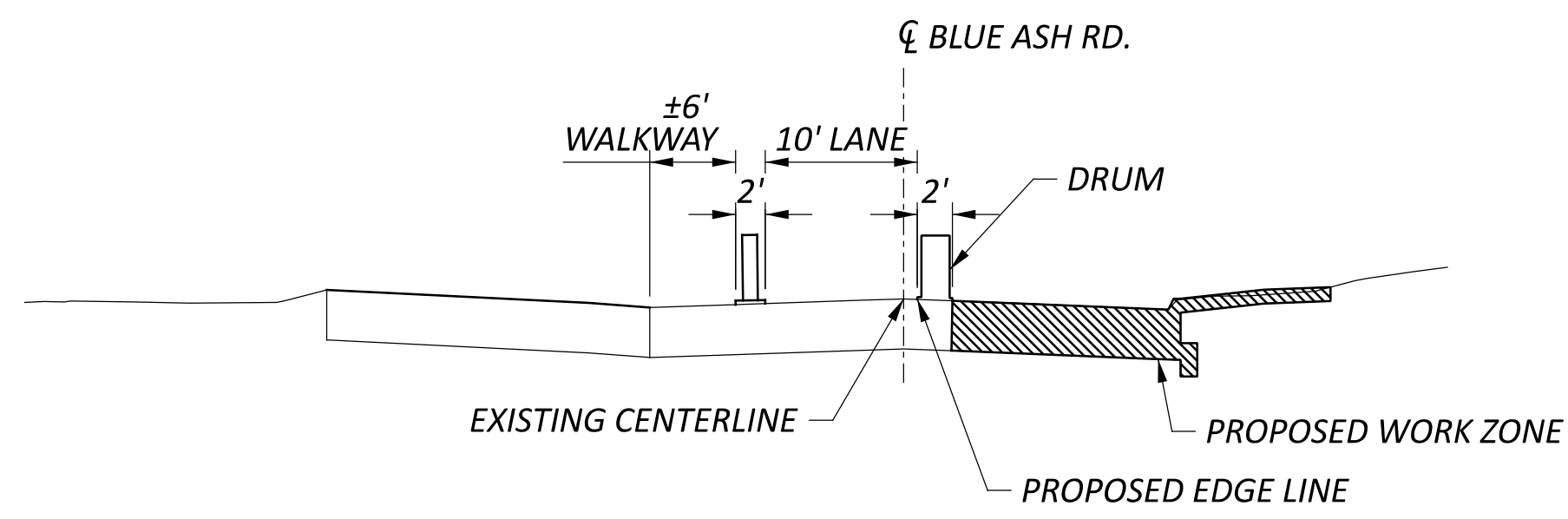
LEGEND

-  WORK AREA
-  DRUMS SPACED AT 10' CENTER TO CENTER
-  ITEM 622 - PORTABLE BARRIER PER SCD MT-110.10
-  DIRECTION OF TRAFFIC
-  ITEM 614 - WORK ZONE EDGE LINE, CLASS 1
-  ITEM 614 - WORK ZONE CROSS WALK, CLASS 1
-  ITEM 614 - WORK ZONE STOP LINE, CLASS 1

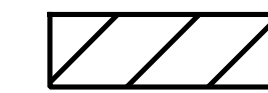

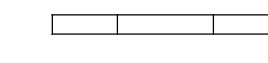






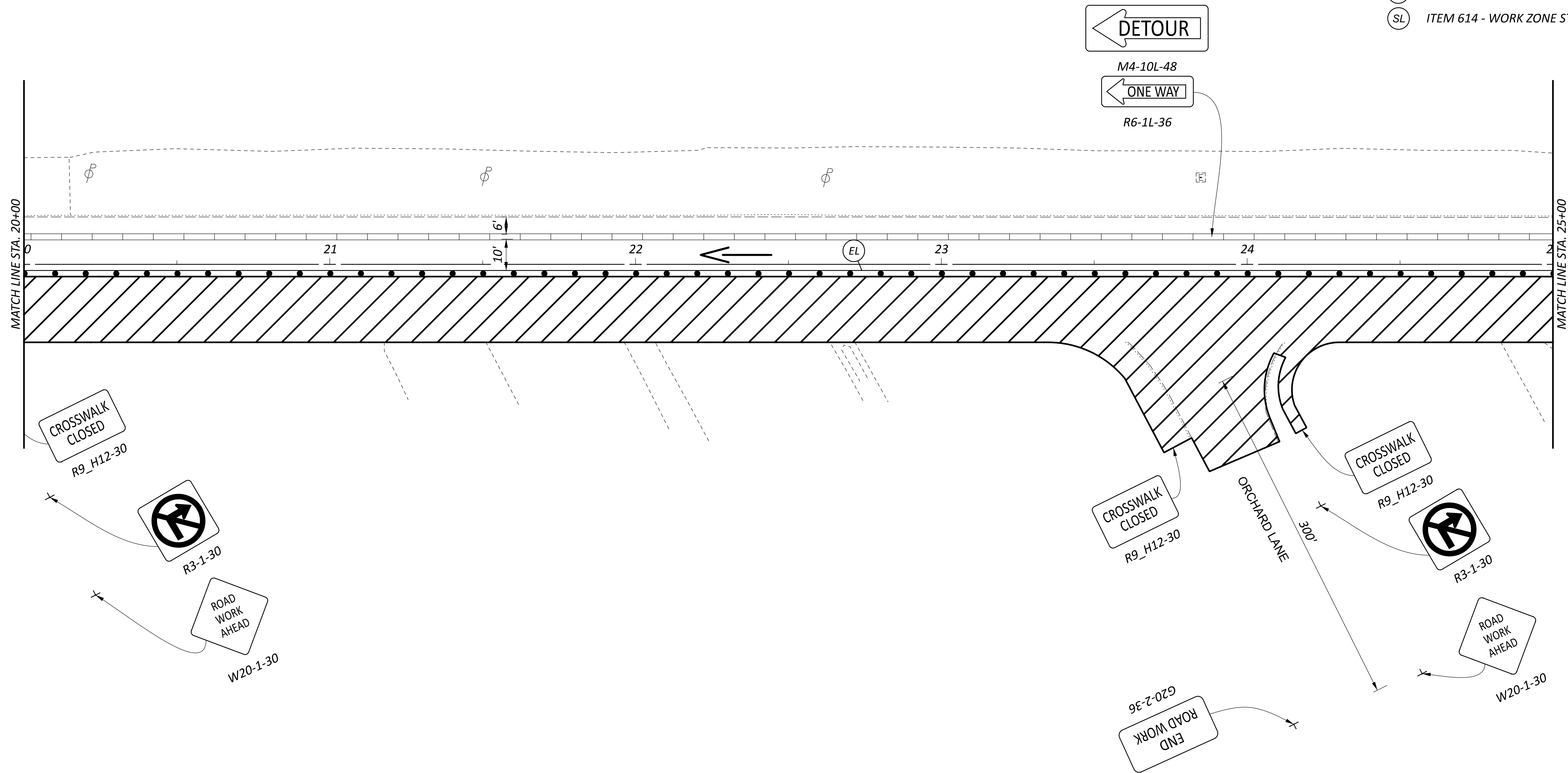
MAINTENANCE OF TRAFFIC
 PHASE 1 STA. 15+00 TO STA. 20+00

DESIGN AGENCY	
	
DESIGNER	KJC
REVIEWER	SEF 04/14/26
PROJECT ID	119069
SHEET	TOTAL
13	91



LEGEND

-  WORK AREA
-  DRUMS SPACED AT 10' CENTER TO CENTER
-  ITEM 622 - PORTABLE BARRIER PER SCD MT-110.10
-  DIRECTION OF TRAFFIC
-  ITEM 614 - WORK ZONE EDGE LINE, CLASS 1
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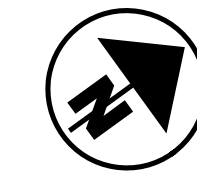
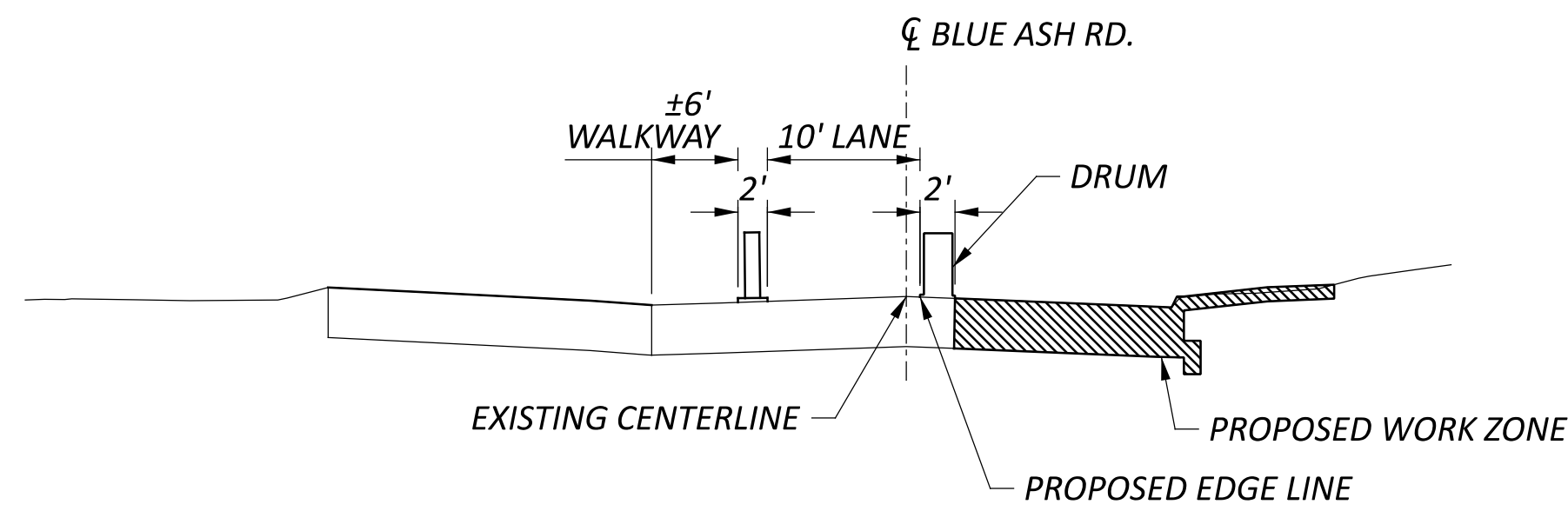
MAINTENANCE OF TRAFFIC
 PHASE 1 STA. 20+00 TO STA. 25+00





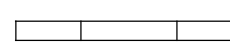
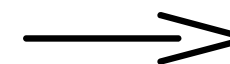



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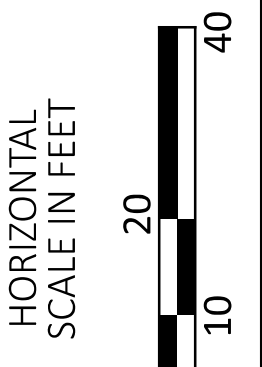
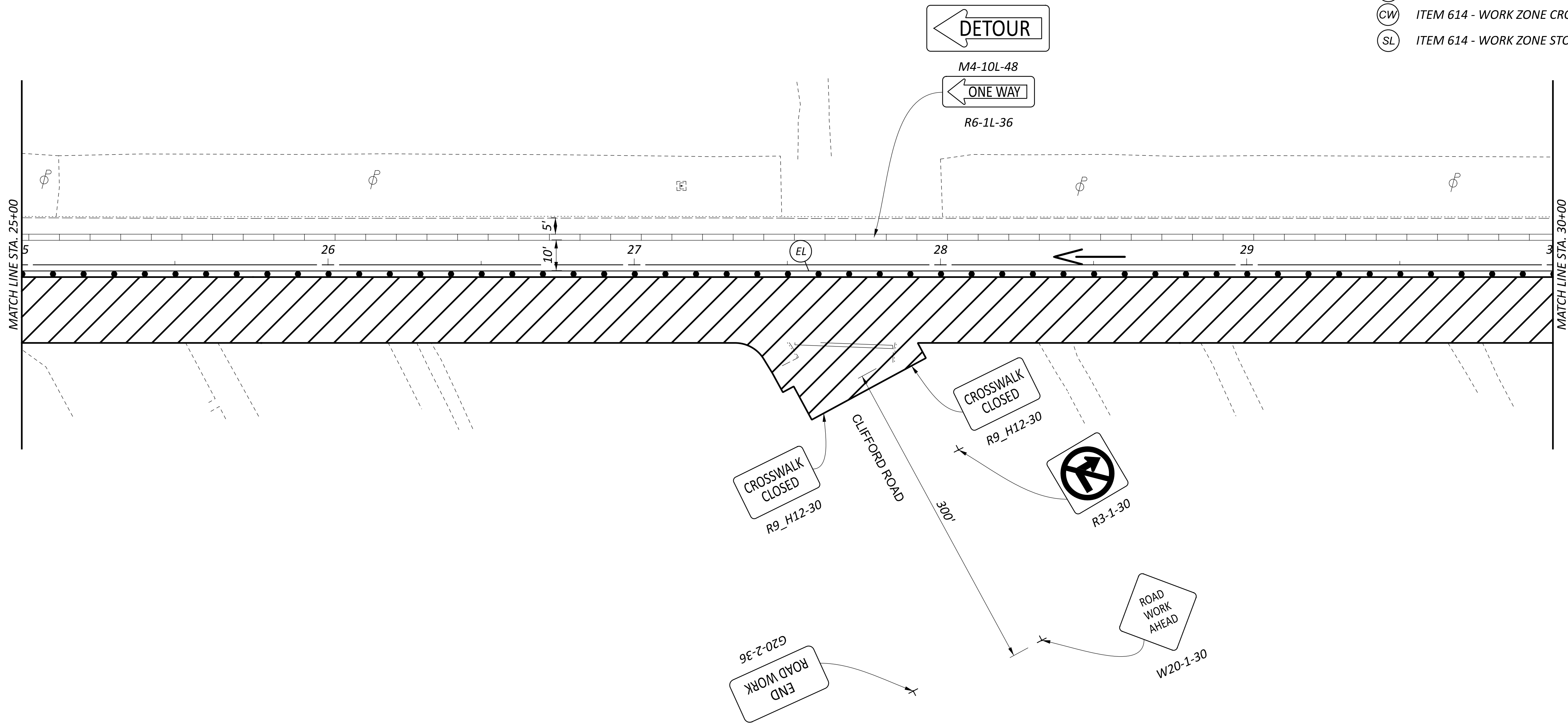


DESIGNER	KJC
REVIEWER	SEF
PROJECT ID	04/14/26
SHEET	14
TOTAL	91



LEGEND

-  WORK AREA
-  DRUMS SPACED AT 10' CENTER TO CENTER
-  ITEM 622 - PORTABLE BARRIER PER SCD MT-110.10
-  DIRECTION OF TRAFFIC
-  ITEM 614 - WORK ZONE EDGE LINE, CLASS 1
-  ITEM 614 - WORK ZONE CROSS WALK, CLASS 1
-  ITEM 614 - WORK ZONE STOP LINE, CLASS 1



MAINTENANCE OF TRAFFIC
 PHASE 1 STA. 25+00 TO STA. 30+00

DESIGN AGENCY

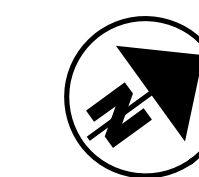
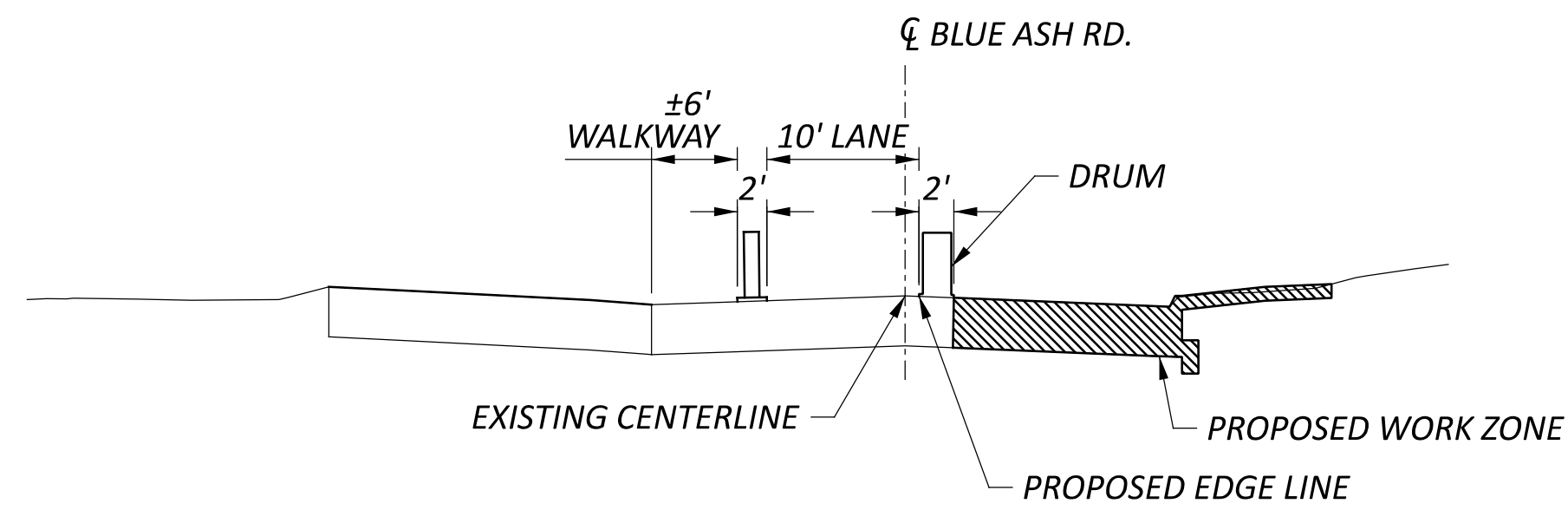


DESIGNER
 KJC



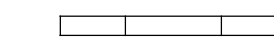




REVIEWER
 SEF 04/14/26

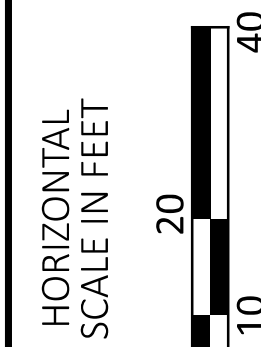
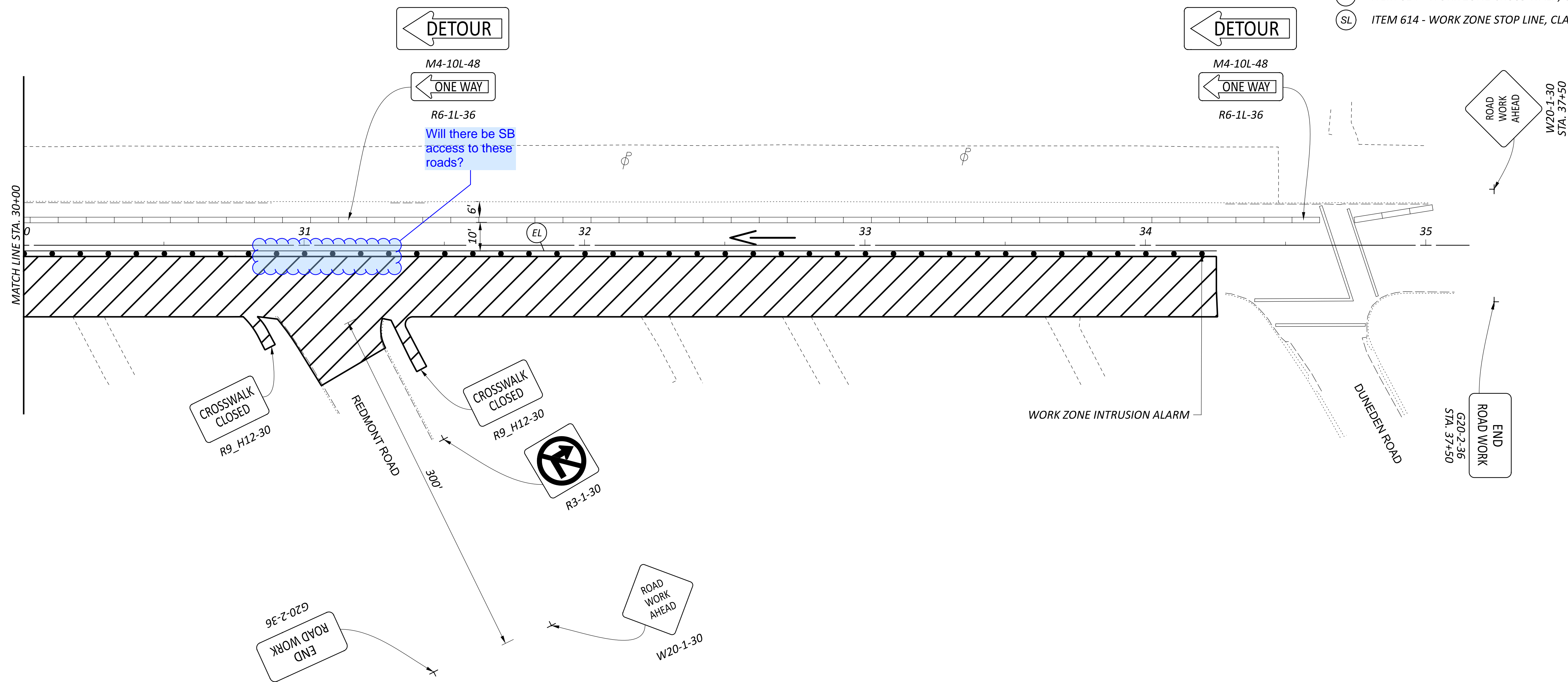
PROJECT ID
 119069

SHEET	TOTAL
15	91



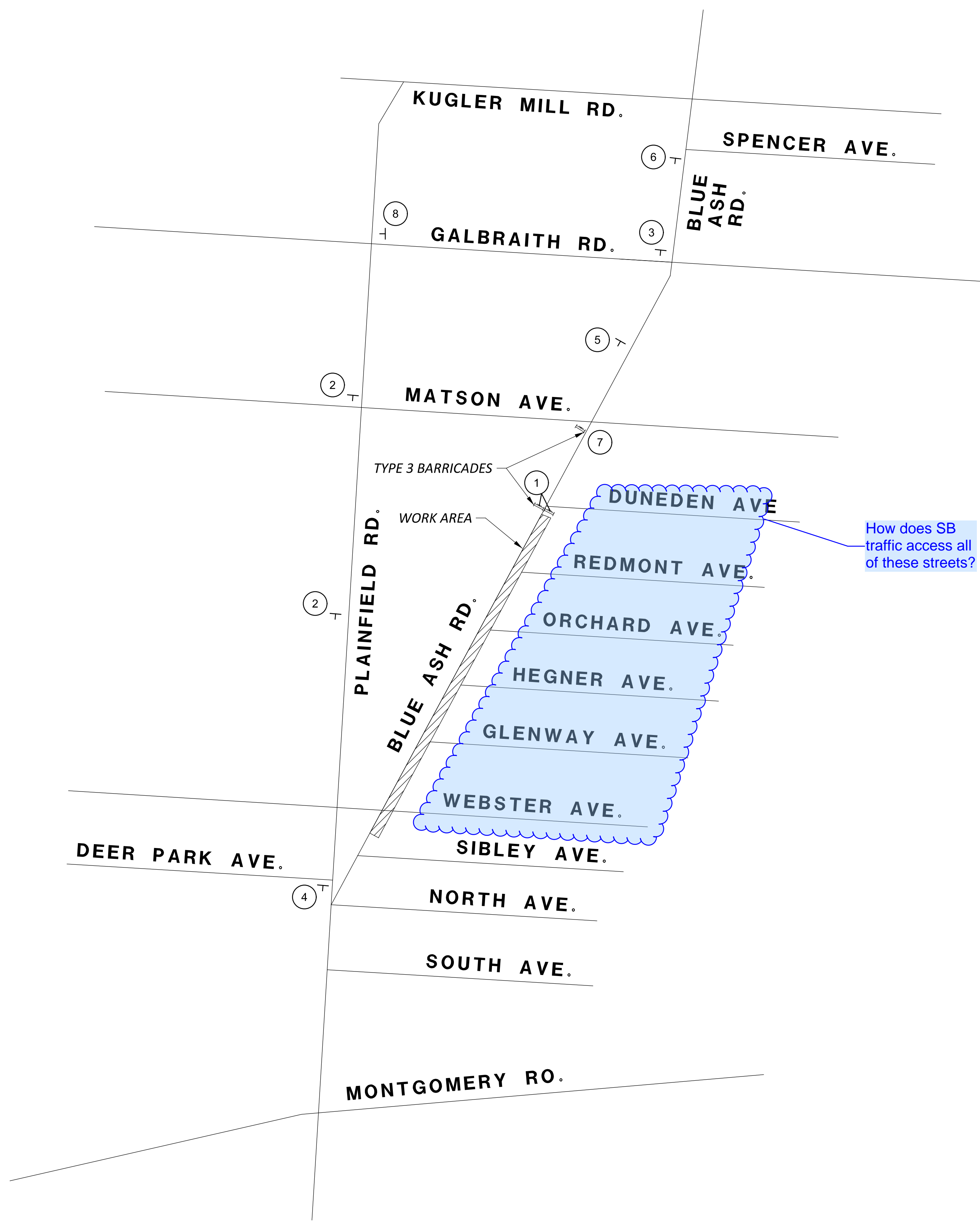
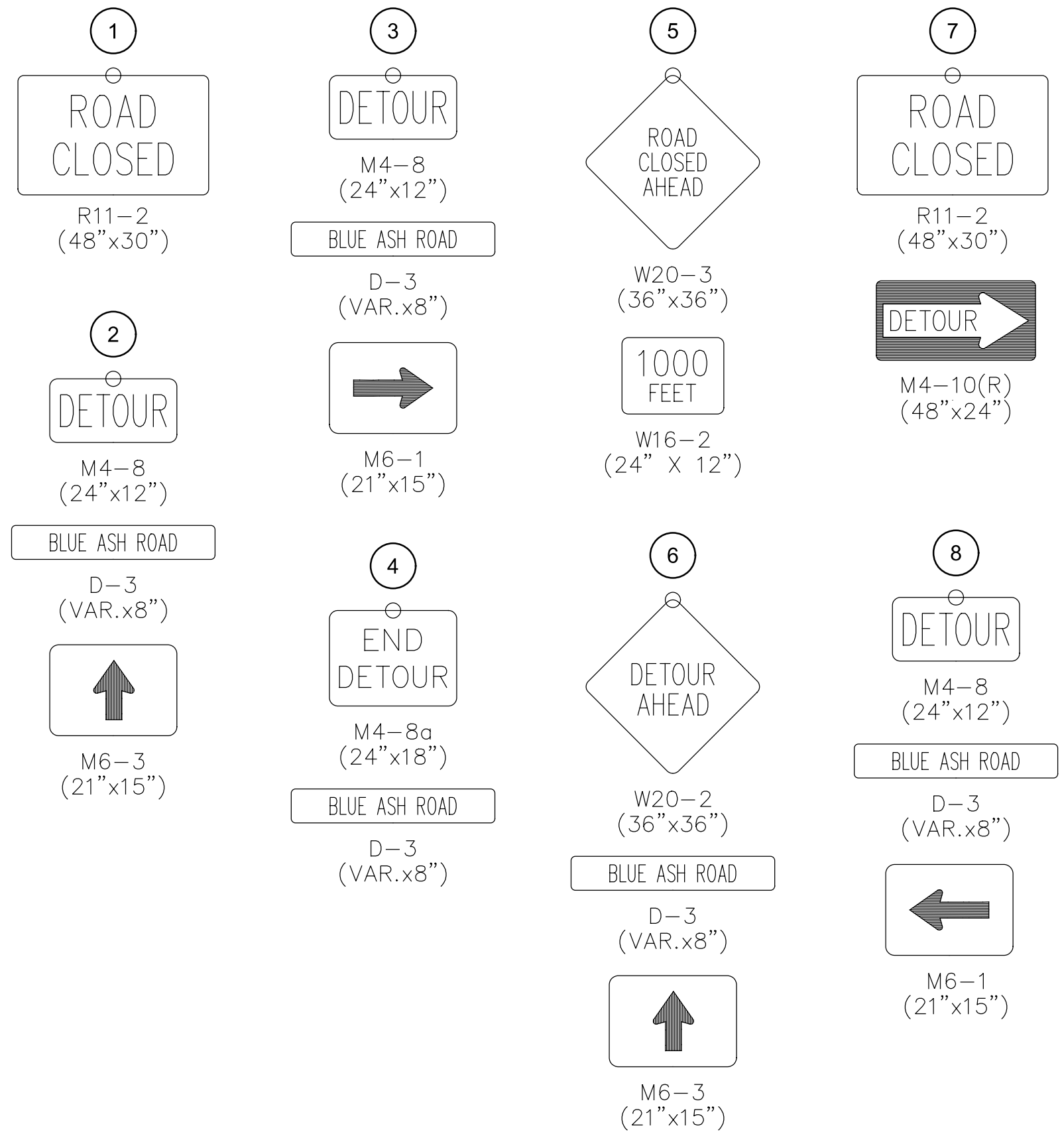
LEGEND

-  WORK AREA
-  DRUMS SPACED AT 10' CENTER TO CENTER
-  ITEM 622 - PORTABLE BARRIER PER SCD MT-110.10
-  DIRECTION OF TRAFFIC
-  ITEM 614 - WORK ZONE EDGE LINE, CLASS 1
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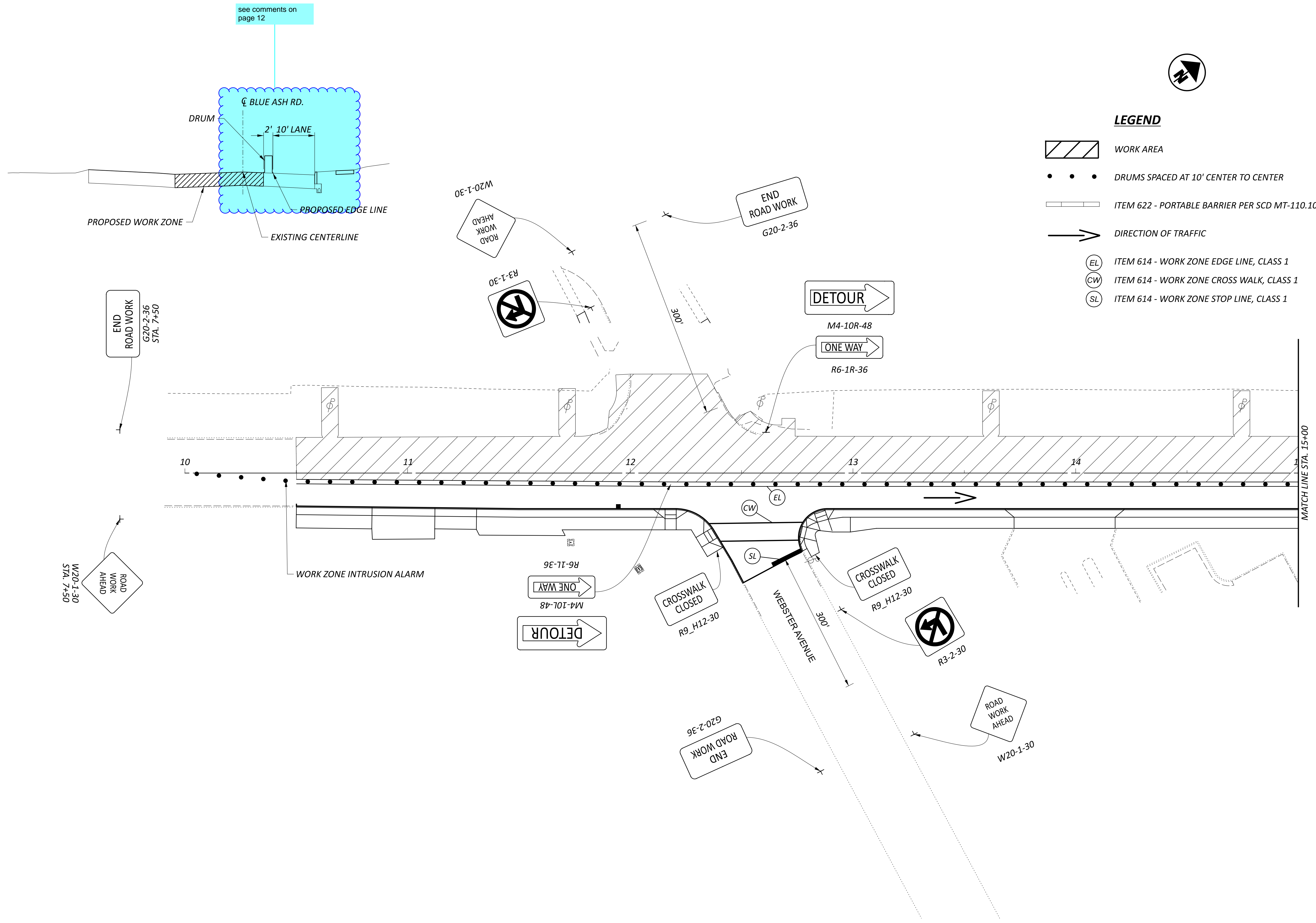


MAINTENANCE OF TRAFFIC
 PHASE 1 STA. 30+00 TO STA. 35+00

DESIGN AGENCY	
	
DESIGNER	KJC
REVIEWER	SEF
PROJECT ID	04/14/26
SHEET	16
TOTAL	91



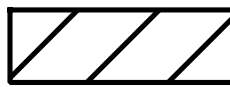

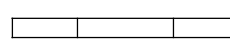




MAINTENANCE OF TRAFFIC
 PHASE 2 DETOUR PLAN

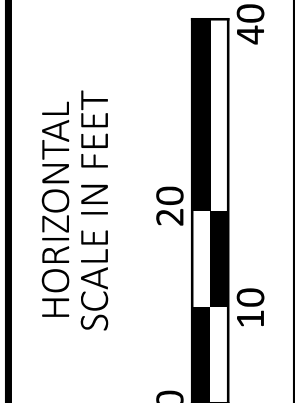


see comments on page 12



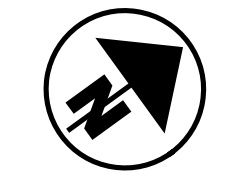
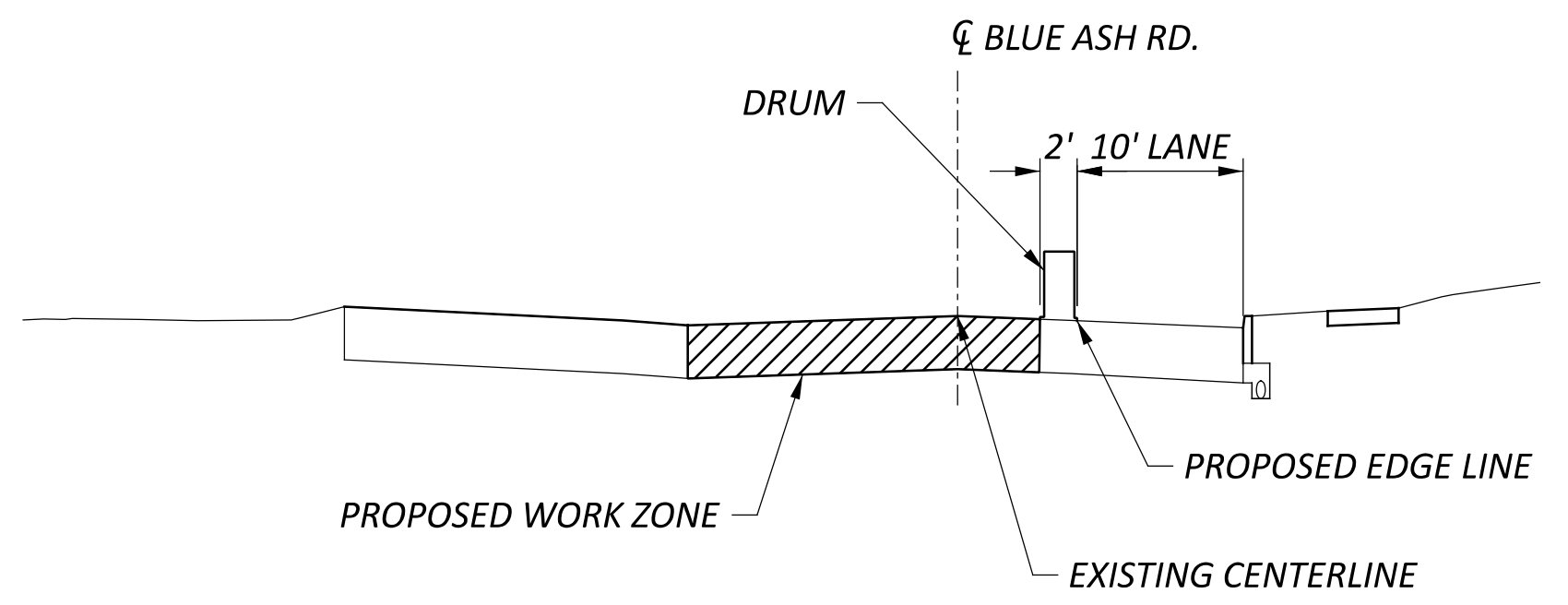
LEGEND

-  WORK AREA
-  DRUMS SPACED AT 10' CENTER TO CENTER
-  ITEM 622 - PORTABLE BARRIER PER SCD MT-110.10
-  DIRECTION OF TRAFFIC
-  ITEM 614 - WORK ZONE EDGE LINE, CLASS 1
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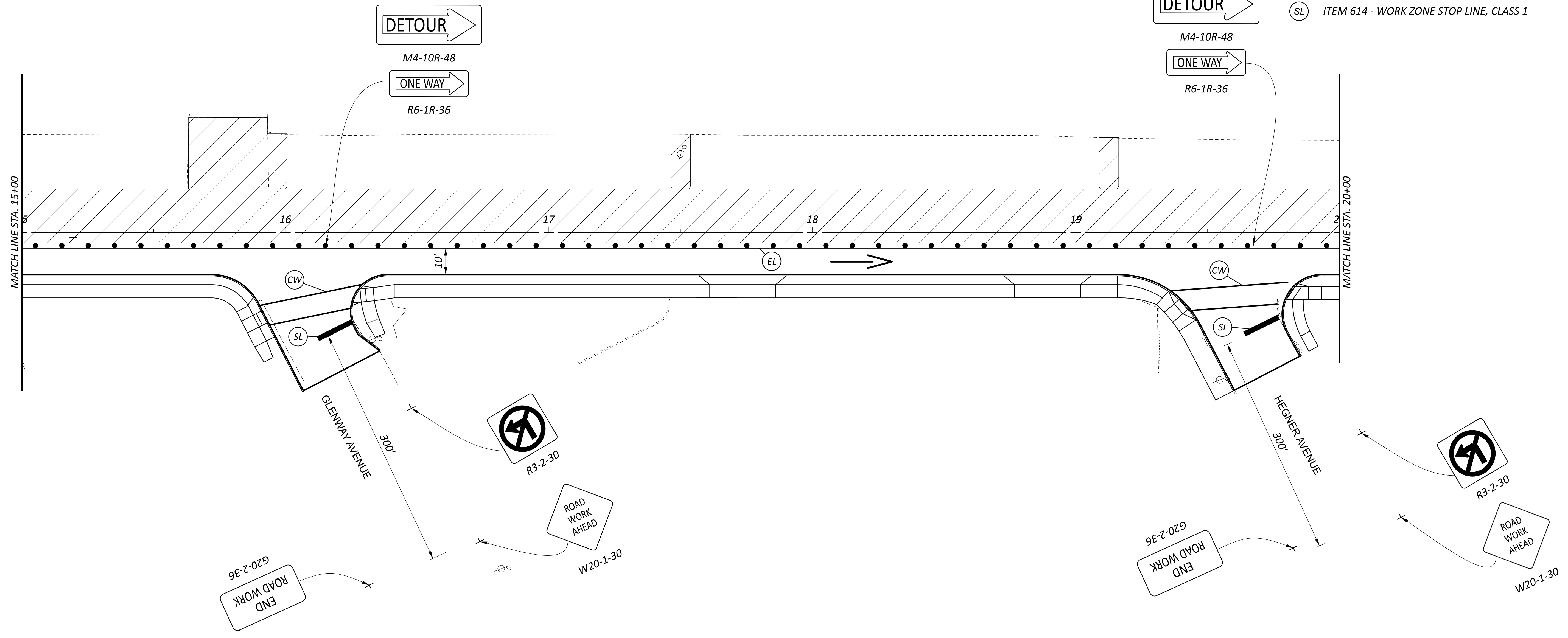
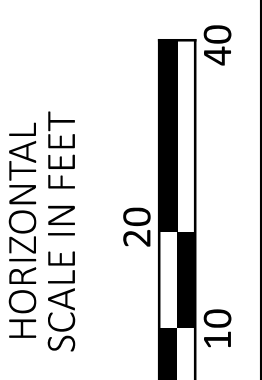
MAINTENANCE OF TRAFFIC
 PHASE 2 STA. 10+00 TO STA. 15+00

DESIGN AGENCY	
	
DESIGNER	KJC
REVIEWER	SEF 04/14/26
PROJECT ID	119069
SHEET	TOTAL
18	91



LEGEND

- WORK AREA
- DRUMS SPACED AT 10' CENTER TO CENTER
- ITEM 622 - PORTABLE BARRIER PER SCD MT-110.10
- DIRECTION OF TRAFFIC
- ITEM 614 - WORK ZONE EDGE LINE, CLASS 1
- ITEM 614 - WORK ZONE CROSS WALK, CLASS 1
- ITEM 614 - WORK ZONE STOP LINE, CLASS 1



MAINTENANCE OF TRAFFIC
 PHASE 2 STA. 15+00 TO STA. 20+00

DESIGN AGENCY

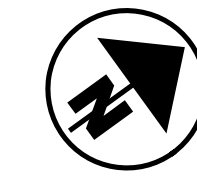
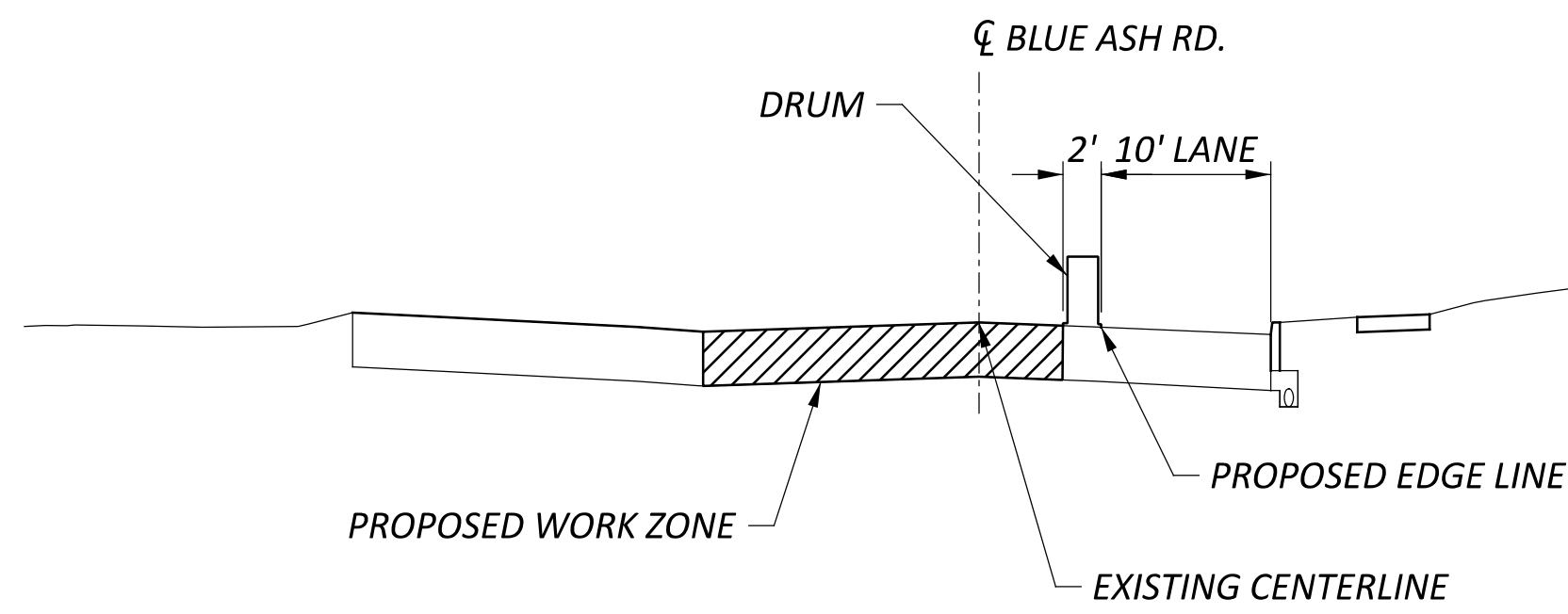


DESIGNER
 KJC








REVIEWER
 SEF 04/14/26

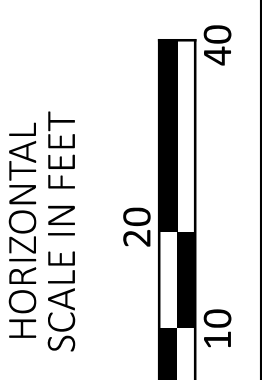
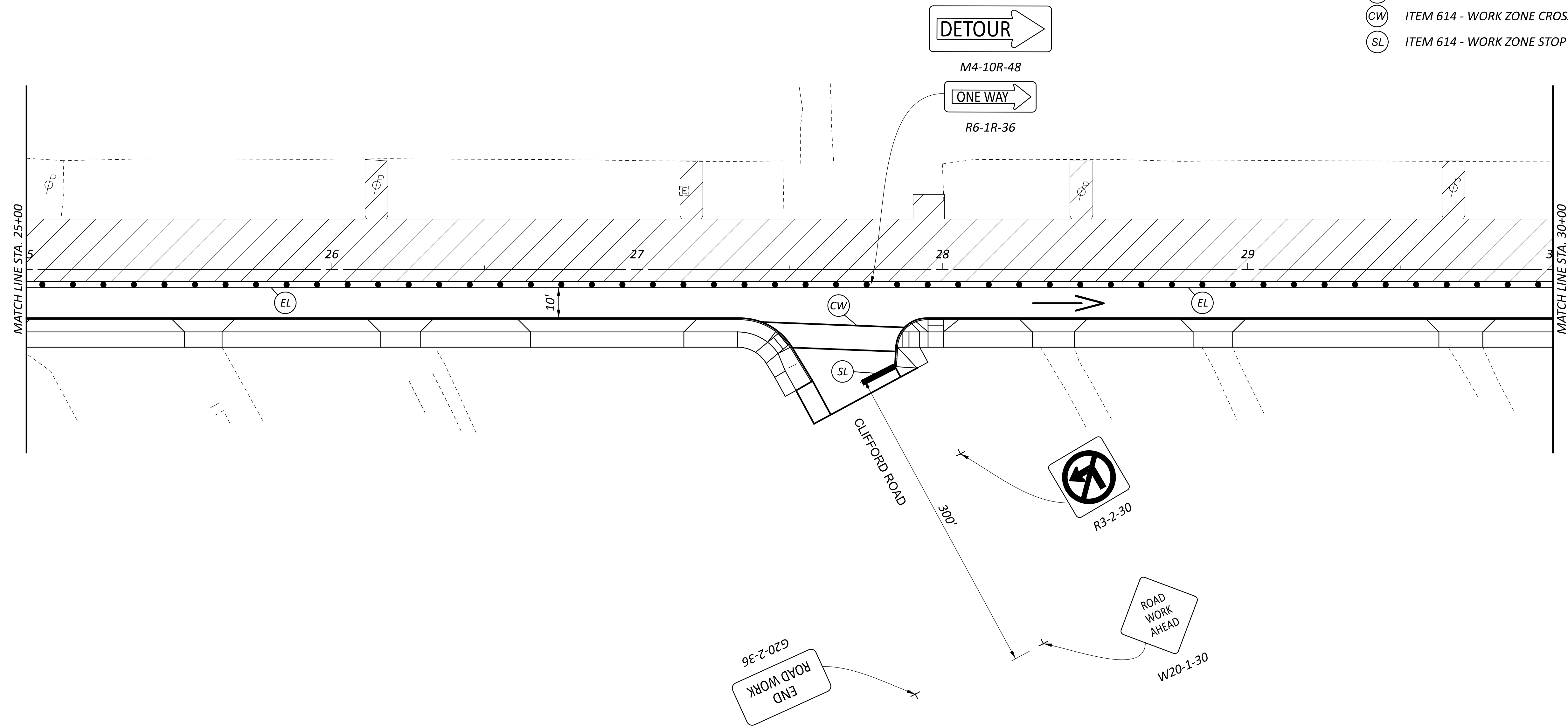
PROJECT ID
 119069

SHEET	TOTAL
19	91



LEGEND

-  WORK AREA
-  DRUMS SPACED AT 10' CENTER TO CENTER
-  ITEM 622 - PORTABLE BARRIER PER SCD MT-110.10
-  DIRECTION OF TRAFFIC
-  ITEM 614 - WORK ZONE EDGE LINE, CLASS 1
-  ITEM 614 - WORK ZONE CROSS WALK, CLASS 1
-  ITEM 614 - WORK ZONE STOP LINE, CLASS 1



MAINTENANCE OF TRAFFIC
PHASE 2 STA. 25+00 TO STA. 30+00

DESIGN AGENCY

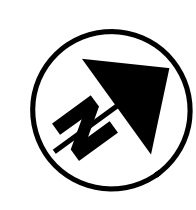
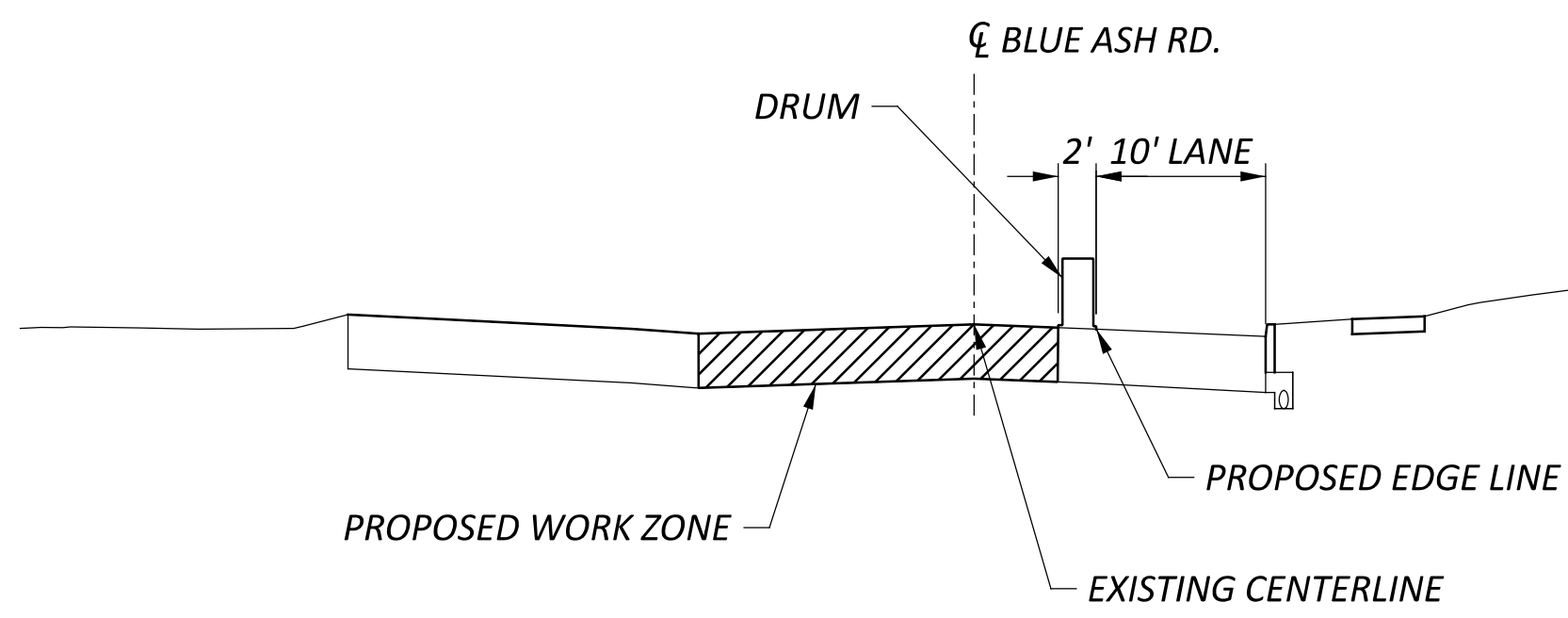
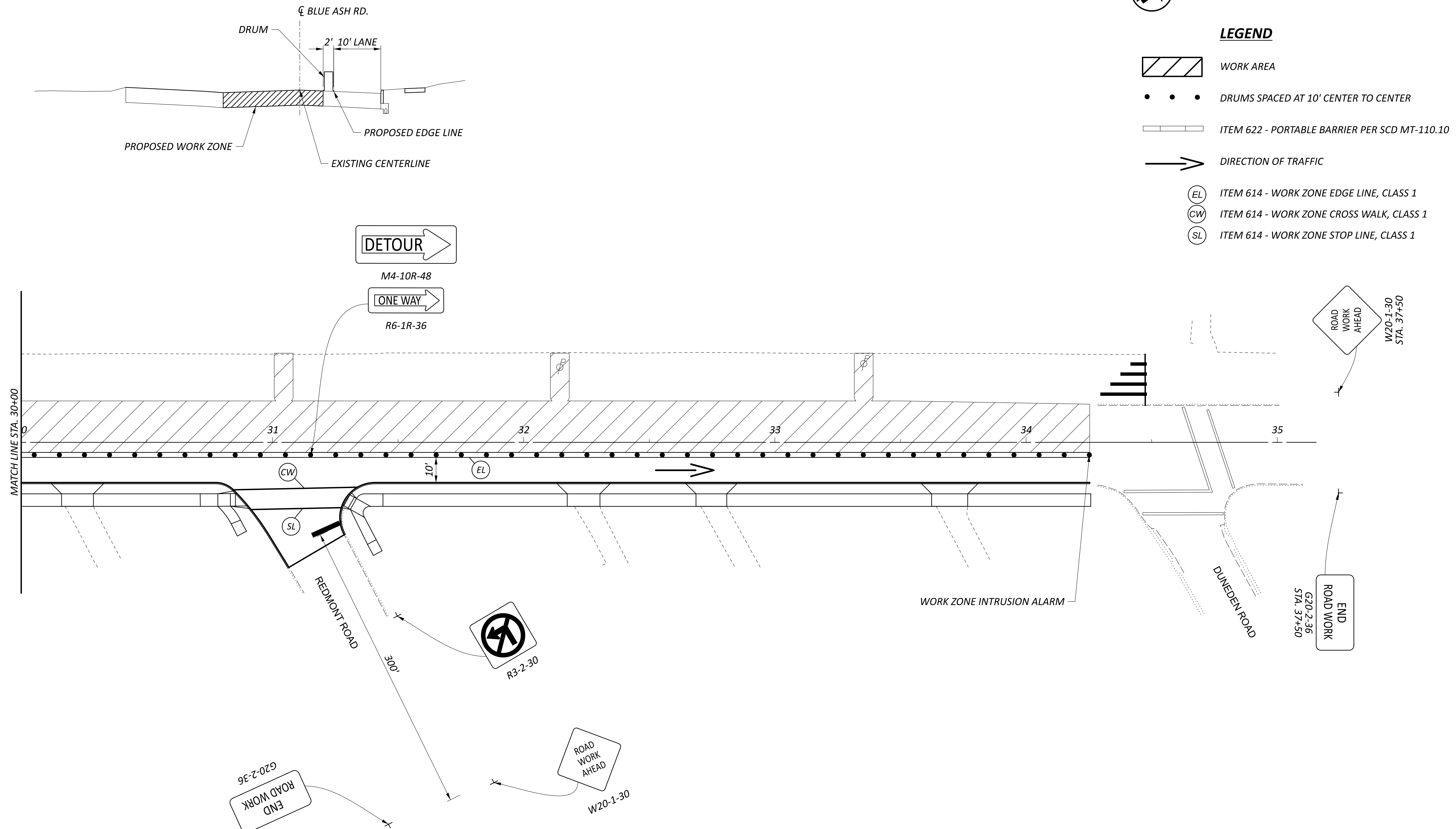


DESIGNER
 KJC

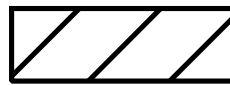

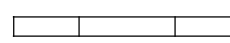




REVIEWER
 SEF 04/14/26

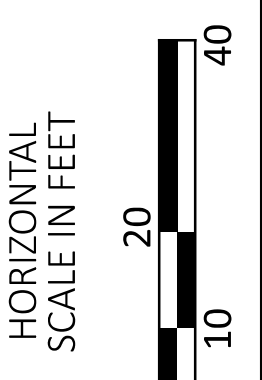
PROJECT ID
 119069

SHEET	TOTAL
21	91



LEGEND

-  WORK AREA
-  DRUMS SPACED AT 10' CENTER TO CENTER
-  ITEM 622 - PORTABLE BARRIER PER SCD MT-110.10
-  DIRECTION OF TRAFFIC
-  ITEM 614 - WORK ZONE EDGE LINE, CLASS 1
-  ITEM 614 - WORK ZONE CROSS WALK, CLASS 1
-  ITEM 614 - WORK ZONE STOP LINE, CLASS 1



MAINTENANCE OF TRAFFIC
 PHASE 2 STA. 30+00 TO STA. 35+00

DESIGN AGENCY



DESIGNER
 KJC

REVIEWER
 SEF 04/14/26

PROJECT ID
 119069


SHEET	TOTAL
22	91

HAM-CR 251-0.11

MODEL: Sheet_SurvFI PAPER SIZE: 34x22 (in.) DATE: 4/15/2026 TIME: 1:40:32 PM PLTDRV: OHDOT_PDF.pltctg PENTBL: OHDOT_Pen.tbl USER: WORKSPACE: OHDOTCEV02 WORKSET: 119069 PRODUCT: OpenRoadsDesigner 10.12.02.4
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REF NO.	SHEET NO.	STATION TO STATION	202		202		204		452		608		609		609		202																						
			PAVEMENT REMOVED SY	WALK REMOVED SF	CURB REMOVED FT	GUARDRAIL REMOVED FT	SUBGRADE COMPACTION SY	7" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC 1P SY	7" CONCRETE WALK SF	CURB, TYPE 4-C FT	CURB, TYPE 10-B FT	GUARDRAIL REMOVED FT																											
C1	31																																						
C2	31																																						
C3	31																																						
C4	31																																						
C5	31																																						
C6	31																																						
C7	31-33																																						
C8	31-32																																						
C9	32																																						
C10	32																																						
C11	32																																						
C12	33-34																																						
C13	32-33																																						
C14	33																																						
C15	33-34																																						
C16	34																																						
C17	34																																						
C18	34																																						
C19	34-35																																						
C20	34-35																																						
C21	35																																						
C22	35																																						
D1	31																																						
D2	31																																						
D3	31																																						
D4	32																																						
D5	32																																						
D6	33																																						
D7	33																																						
D8	33																																						
D9	33																																						
D10	34																																						
D11	34																																						
D12	34																																						
D13	34																																						
D14	34																																						
D15	34																																						
D16	35																																						
D17	35																																						
D18	35																																						
D19	35																																						
G1	32																																						
G2	32																																						
TOTALS CARRIED TO GENERAL SUMMARY																																							
			145	2324	4624	24		193	193	2000			2916	1728																									

SUBSUMMARY

DESIGN AGENCY

 THE KLEINGERS GROUP
 DESIGNER
 KJC
 REVIEWER
 SEF 04/14/26
 PROJECT ID
 119069
 SHEET TOTAL
 26 | 91

REF NO.	SHEET NO.	STATION TO STATION	202	202	202	608	608	608	608													
			PAVEMENT REMOVED SY	CURB REMOVED FT	WALK REMOVED SF	4" CONCRETE WALK SF	CURB RAMP SF	DETECTABLE WARNING SF	WALKWAY, MISC. BRICK PAVERS SF													
W1	31				389		295															94
W2	31				804		585															273
W3	31				125		125															
W4	31				14		129			16												
W5	31				17		149			16												
W6	31					628		371														266
W7	31-32					820		842														560
W8	32					26		30														
W9	32					805		627														423
W10	32					780		453														289
W11	32					253		143														98
W12	32					226		226														
W13	32-33					514		649														
W14	33					165		210														
W15	33					216		275														
W16	33					390		416														
W17	33					97		97														
W18	33					83		76														
W19	33					236		287														
W20	34					224		274														
W21	34					204		259														
W22	34					140		181														
W23	34					105		88														
W24	34					29		29														
W25	34					231		146														
W26	34					151		195														
W27	34					277		338														
W28	34					155		195														
W29	34					176		213														
W30	34					22		21														
W31	35					309		387														
W32	35					152		191														
W33	35					319		408														
W34	35					198		245														
R1	31					10		141			60											
R2	31					25		161			125											
R3	31					15		73			73											
R4	31					15		68			68											
R5	31					24		227			217											
R6	32					17		58			137											
R7	32					8		136			120											
R8	32					15		115			115											
R9	32					10		172			120											
R10	33					7		38			108											
R11	33					7		130			115											
R12	34					7		161			123											
R13	34					10		89			89											
R14	34					31		172			200											
R15	35					10		133			123											
R16	35					7		142			140											
TOTALS CARRIED TO GENERAL SUMMARY						31	218	11368	9155	1933	32	2003										

SUBSUMMARY

DESIGN AGENCY

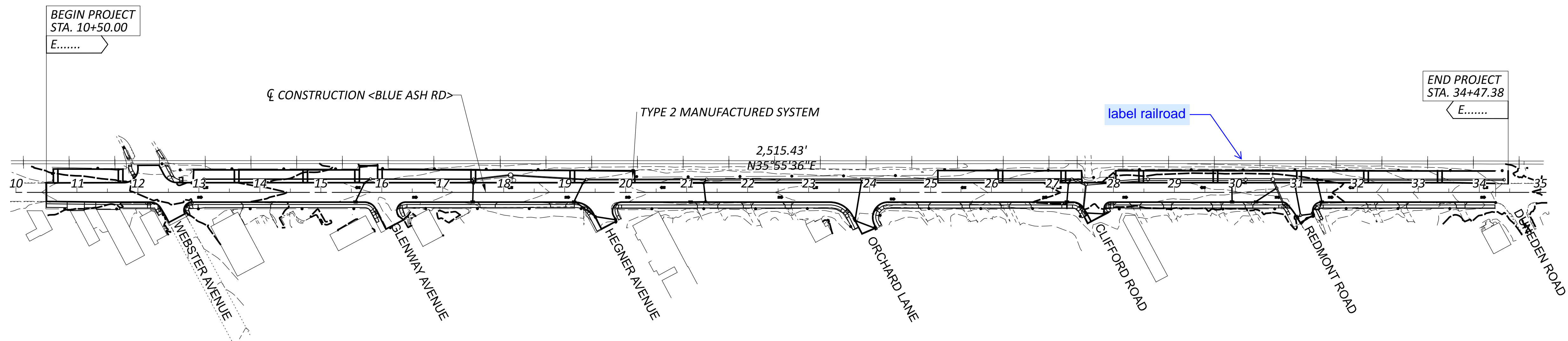
 THE KLEINGERS GROUP
 DESIGNER
 KJC
 REVIEWER
 SEF 04/14/26
 PROJECT ID
 119069
 SHEET TOTAL
 27 91

REF NO.	SHEET NO.	STATION TO STATION	202	202	202	202	611	611	611	611	611	611	611	611	611	611	611	611	611	895		
			PIPE REMOVED, 24" DIAMETER AND UNDER FT	PIPE REMOVED, OVER 24" DIAMETER FT	CATCH BASIN REMOVED EACH	MANHOLE REMOVED EACH		12" CONDUIT, TYPE B FT	15" CONDUIT, TYPE B FT	18" CONDUIT, TYPE B FT	24" CONDUIT, TYPE B FT	30" CONDUIT, TYPE B FT	36" CONDUIT, TYPE B FT	48" CONDUIT, TYPE B FT		CATCH BASIN, NO. 3 EACH	CATCH BASIN, NO. 3A EACH	CATCH BASIN, NO. 6 EACH	MANHOLE, NO. 3 EACH	MANHOLE, NO. 3 WITH 90" BASE I.D. AND 8" WEIR EACH	MANUFACTURED WATER QUALITY STRUCTURE, TYPE 2 EACH	
CB-1	31																					
CB-2	31	NOT USED																				
CB-3	32																					
CB-4	32																					
CB-5	32																					
CB-6	32																					
CB-7	32																					
CB-8	32																					
CB-9	32																					
CB-10	32																					
CB-11	33																					
CB-12	33																					
CB-13	33																					
CB-14	33																					
CB-15	33																					
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CB-28	35																					
MH-1	31																					
MH-2	32																					
MH-3	32																					
MH-4	32																					
MH-5	32																					
MH-6	33																					
MH-7	33																					
MH-8	34																					
MH-9	34																					
MH-10	34																					
MH-11	34																					
MH-12	35																					
MH-13	35																					
MH-14	35																					
MH-15	35																					
MH-16	35																					
MH-17	35																					
MH-18	35																					
MH-19	35																					
TOTALS CARRIED TO GENERAL SUMMARY			2289	553	19	16	1161	30	426	678	369	307	10	13	3	11	18	1	1			

SUBSUMMARY

DESIGN AGENCY

 THE KLEINGERS GROUP
 DESIGNER
 KJC
 REVIEWER
 SEF 04/14/26
 PROJECT ID
 119069
 SHEET TOTAL
 29 91

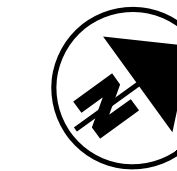


PROJECT DESCRIPTION

RECONSTRUCTION OF BLUE ASH ROAD FROM SIBLEY AVENUE TO DUNEDEN AVENUE

USGS MAP: EAST CINCINNATI, OHIO

LATITUDE: 39°12'05"
 LONGITUDE: -84°23'47"



HAM CR 251 0.11 BLUE ASH ROAD PHASE 2
 SITE PLAN

PROJECT DATA			
TOTAL AREA (RIGHT-OF WAY)	3.31 AC	RUNOFF COEFFICIENT FOR PRE-CONSTRUCTION SITE	0.86
PROJECT EATCH DISURBED AREA	2.84 AC	RUNOFF CEFFICIENT FOR POST CONSTRICION SITE	0.86
ESIMATED CONTRACTOR EARTH DISTURBED AREA	0.00 AC	IMMEDIATE RECEIVING WATERS	UNNAMED TRIBUTARY
NOTICE OF INTENT EARTH DISTURBED AREA	2.83 AC	SUBSEQUENT RECEIVING WATER	N/A
IMPERVIOUS (PAVED) AREA FOR PRE-CONSTRUCTION SITE	3.26 AC		
IMPERVIOUS (PAVED) AREA FOR POST CONSTRUCTION SITE	3.27 AC		

BMP TYPE	LATITUDE/LONGITUDE				BMP WIDTH FEET	EDA TREATMENT CREDIT ACRES
	BEGIN	END				
MANUFACTURED SYSTEM TYPE 2	39.2007	-84.3971	-	-	-	0.68
					TREATMENT PROVIDED	0.68
					TREATMENT REQUIRED	0.57

DESIGN AGENCY

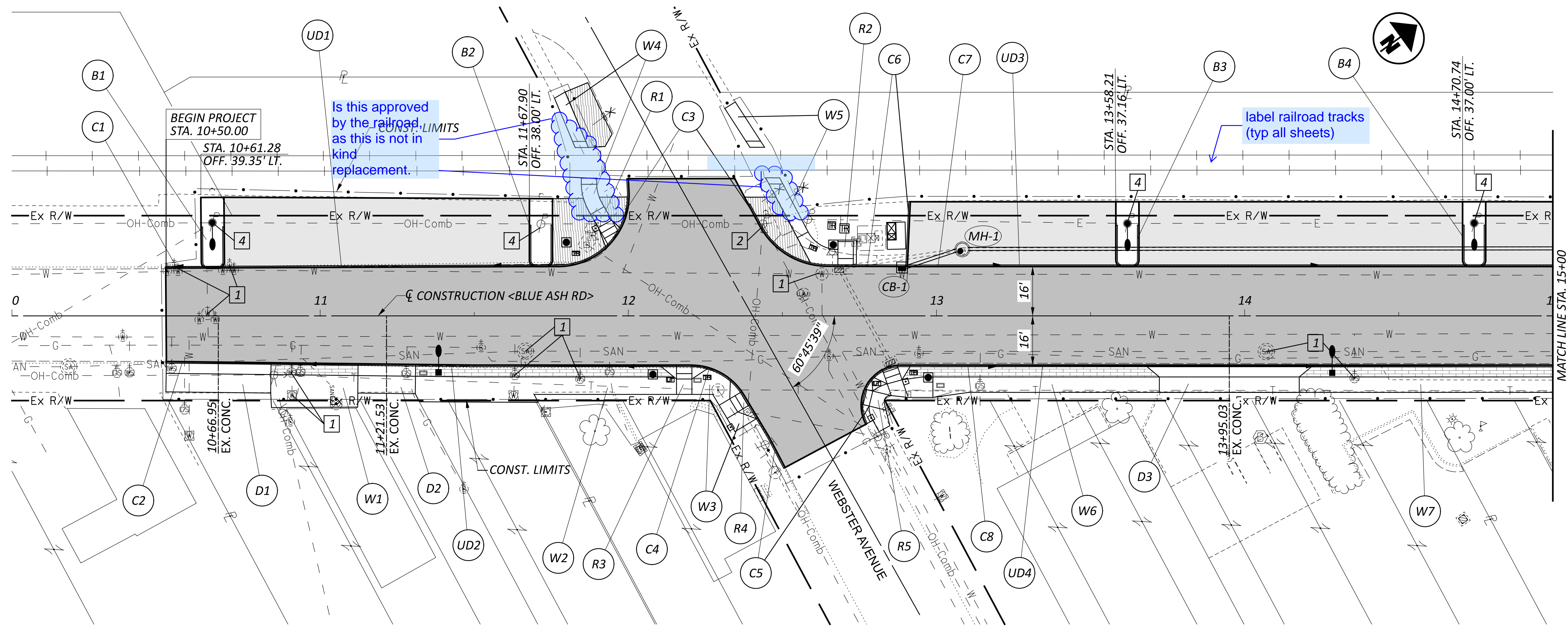


DESIGNER
KJC

REVIEWER
SEF

PROJECT ID
119069

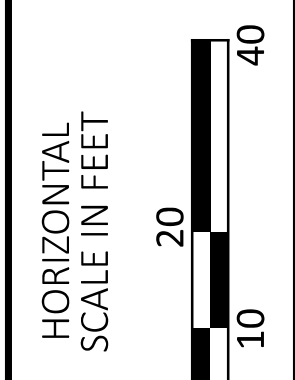
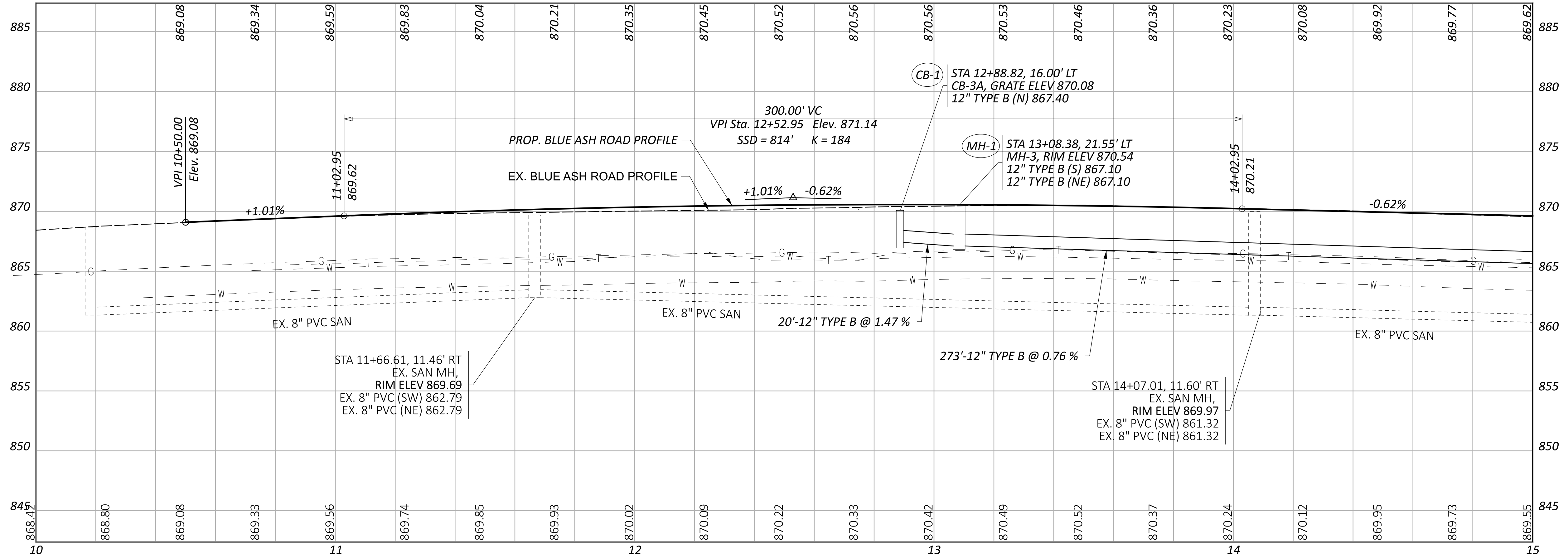
SHEET TOTAL
30 91



Is this approved by the railroad as this is not in kind replacement.

label railroad tracks (typ all sheets)

- 1 ADJUST TO GRADE
- 2 DO NOT DISTURB
- 3 ABANDON
- 4 REPLACED BY OTHERS
- FULL DEPTH PAVEMENT
- MILL AND OVERLAY
- BRICK PAVERS
- TOPSOIL WITH SEEDING AND MULCHING



PLAN AND PROFILE
 STA. 10+50 TO STA. 15+00

DESIGN AGENCY



DESIGNER

KJC

REVIEWER

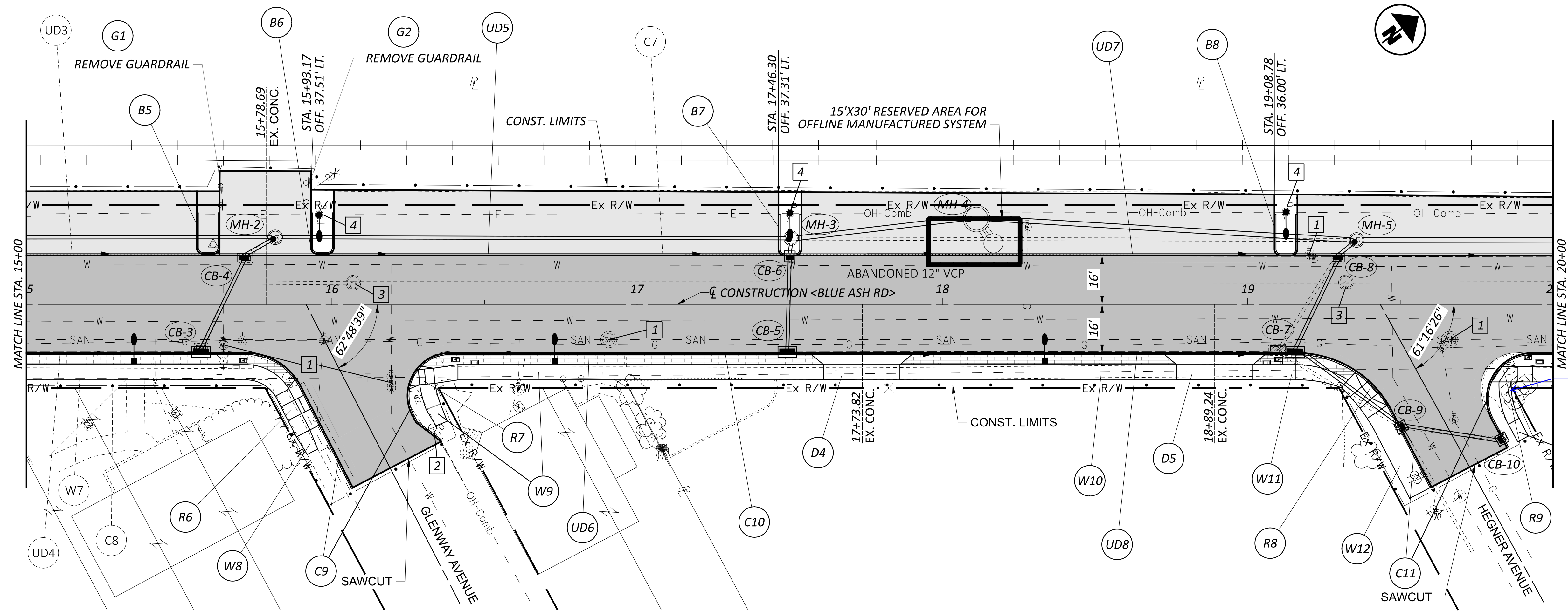
SEF 04/14/26

PROJECT ID

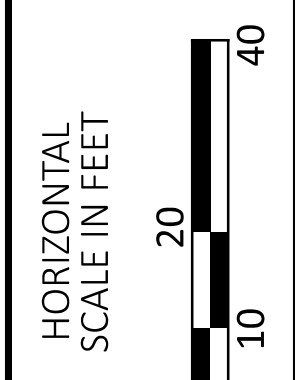
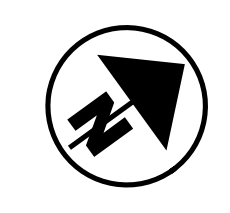
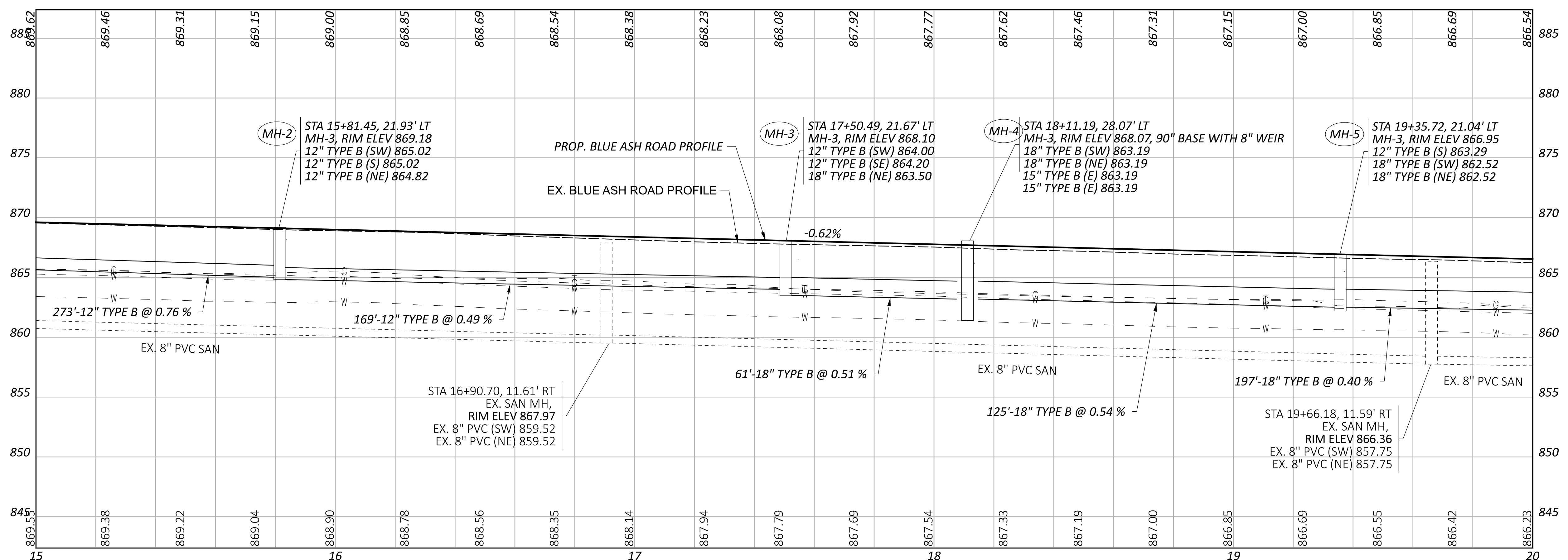
119069

SHEET TOTAL

31 91



- 1 ADJUST TO GRADE
- 2 DO NOT DISTURB
- 3 ABANDON
- 4 REPLACED BY OTHERS
- FULL DEPTH PAVEMENT
- MILL AND OVERLAY
- BRICK PAVERS

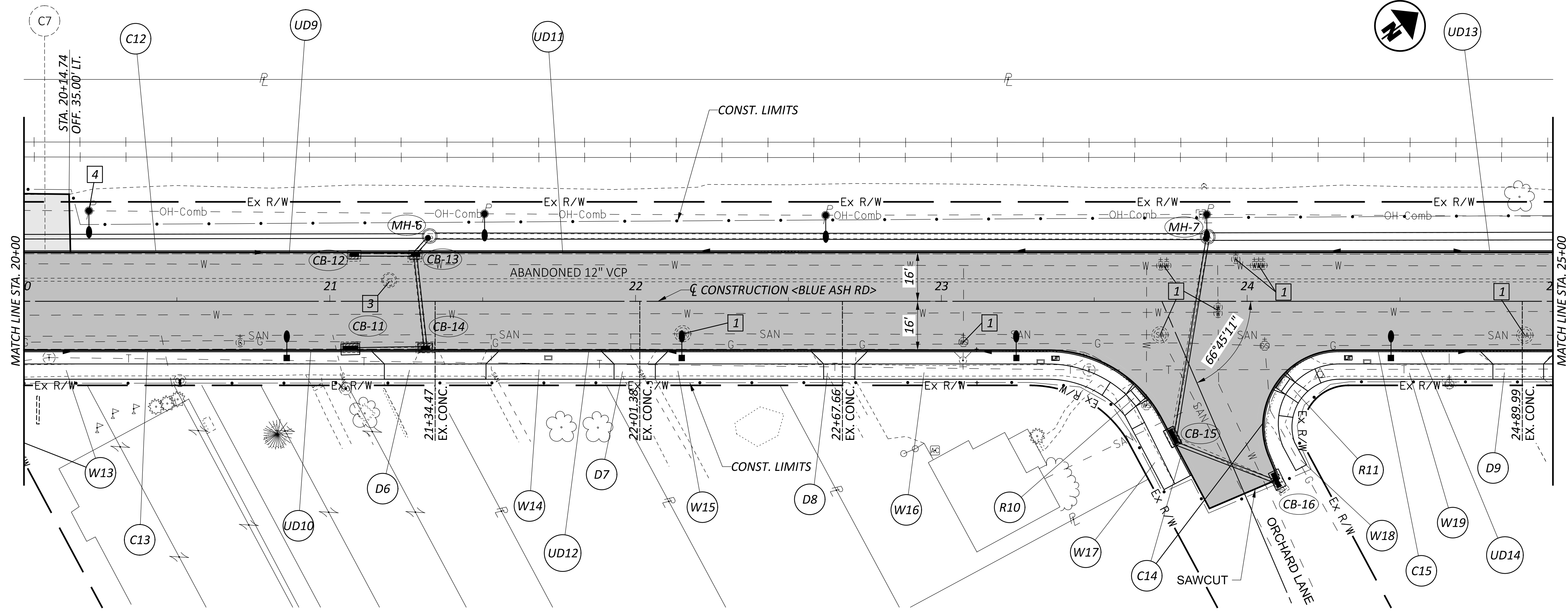


What is happening with the rocks and flowers here? Either add DND or x for removal of items inside the ROW

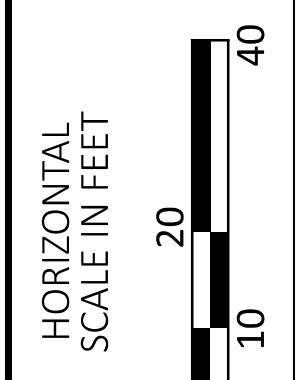
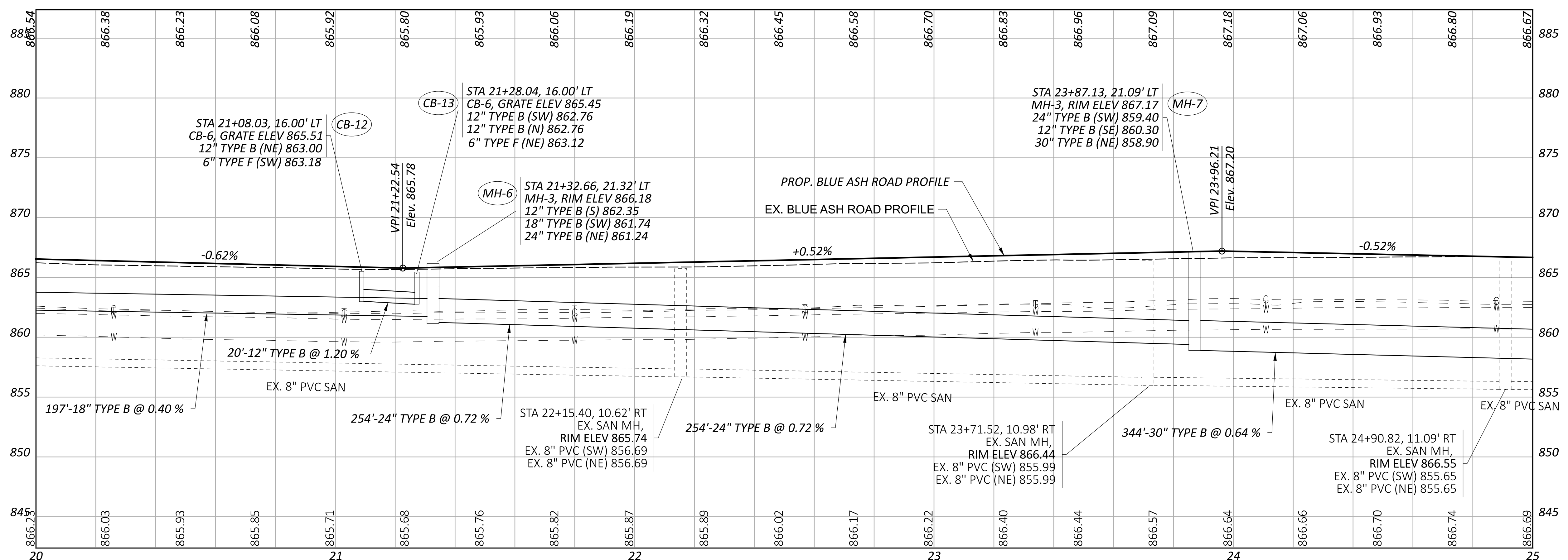
PLAN AND PROFILE
 STA. 15+00 TO STA. 20+00



DESIGN AGENCY	KJC
DESIGNER	KJC
REVIEWER	SEF
DATE	04/14/26
PROJECT ID	119069
SHEET	32
TOTAL	91



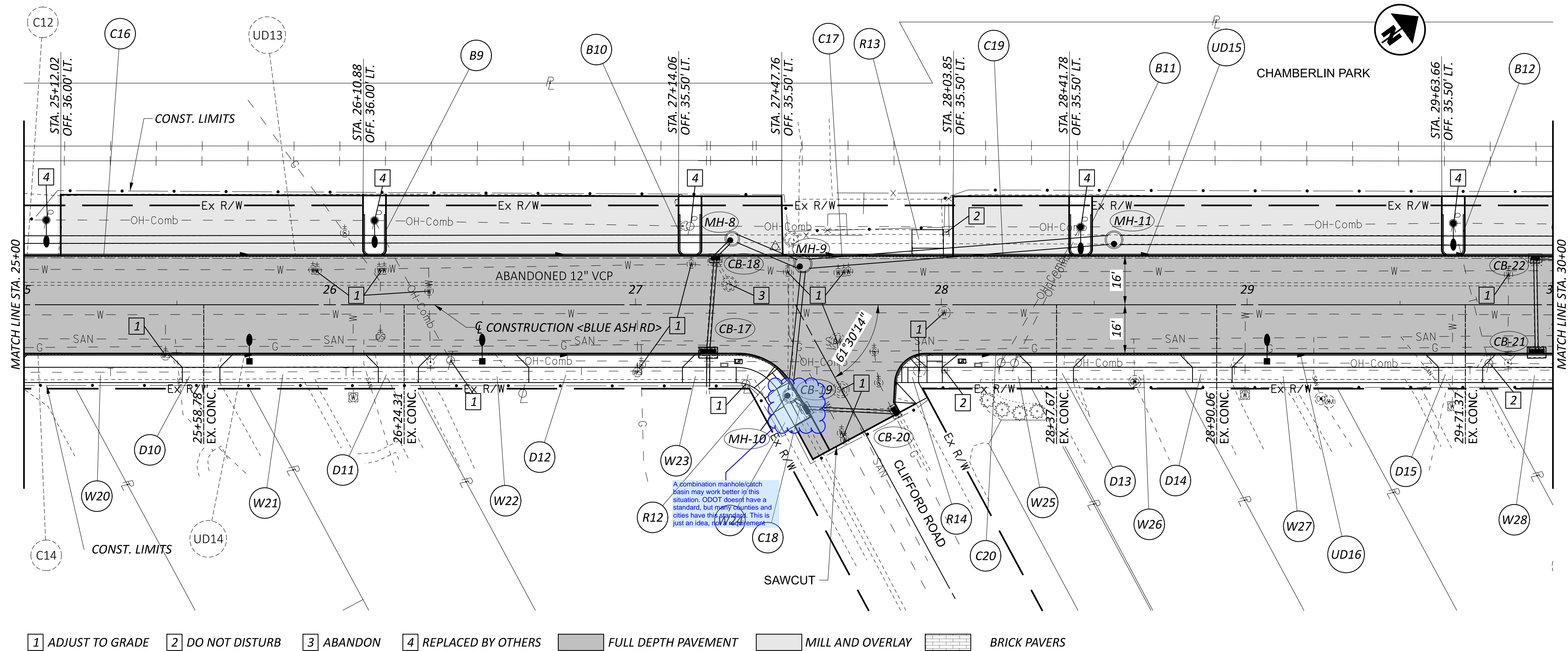
- 1 ADJUST TO GRADE
- 2 DO NOT DISTURB
- 3 ABANDON
- 4 REPLACED BY OTHERS
- FULL DEPTH PAVEMENT
- MILL AND OVERLAY
- BRICK PAVERS



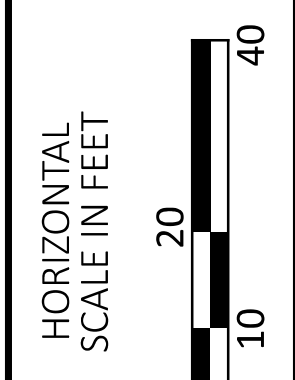
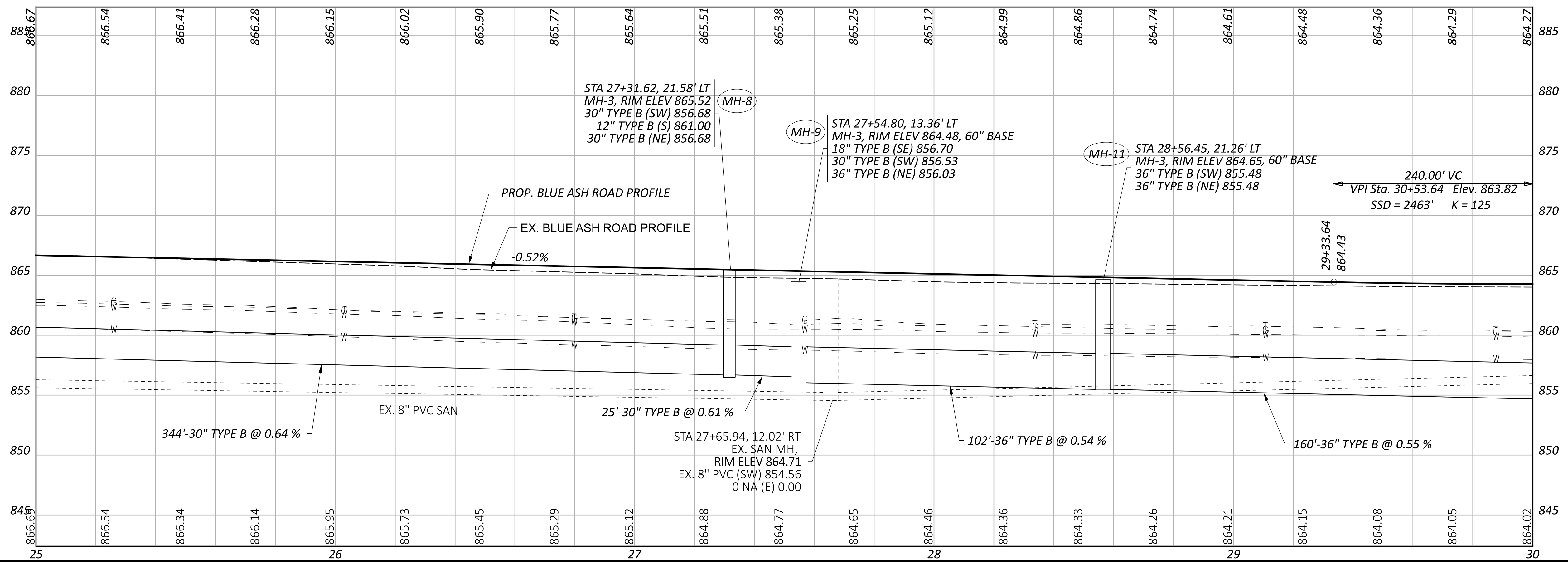
PLAN AND PROFILE
STA. 20+00 TO STA. 25+00



DESIGN AGENCY	THE KLEINGERS GROUP
DESIGNER	KJC
REVIEWER	SEF
DATE	04/14/26
PROJECT ID	119069
SHEET	33
TOTAL	91



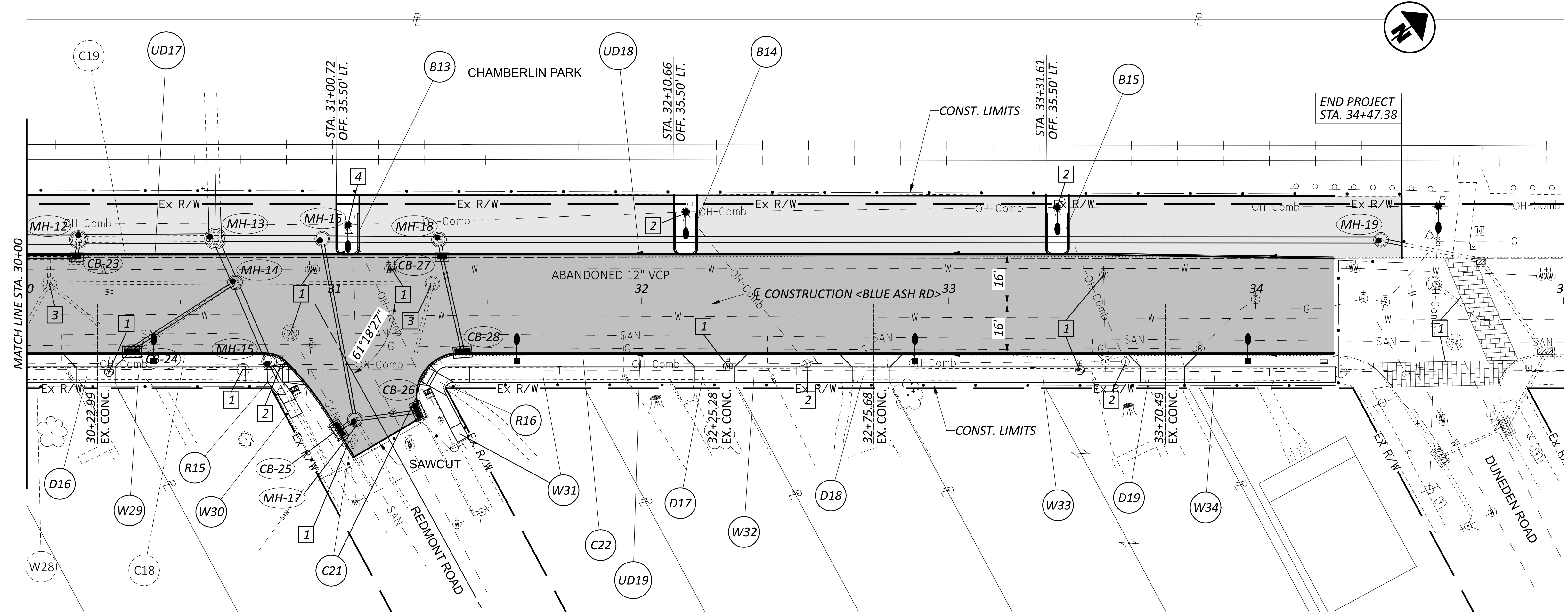
- 1 ADJUST TO GRADE
- 2 DO NOT DISTURB
- 3 ABANDON
- 4 REPLACED BY OTHERS
- FULL DEPTH PAVEMENT
- MILL AND OVERLAY
- BRICK PAVERS



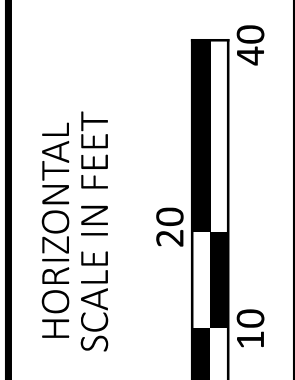
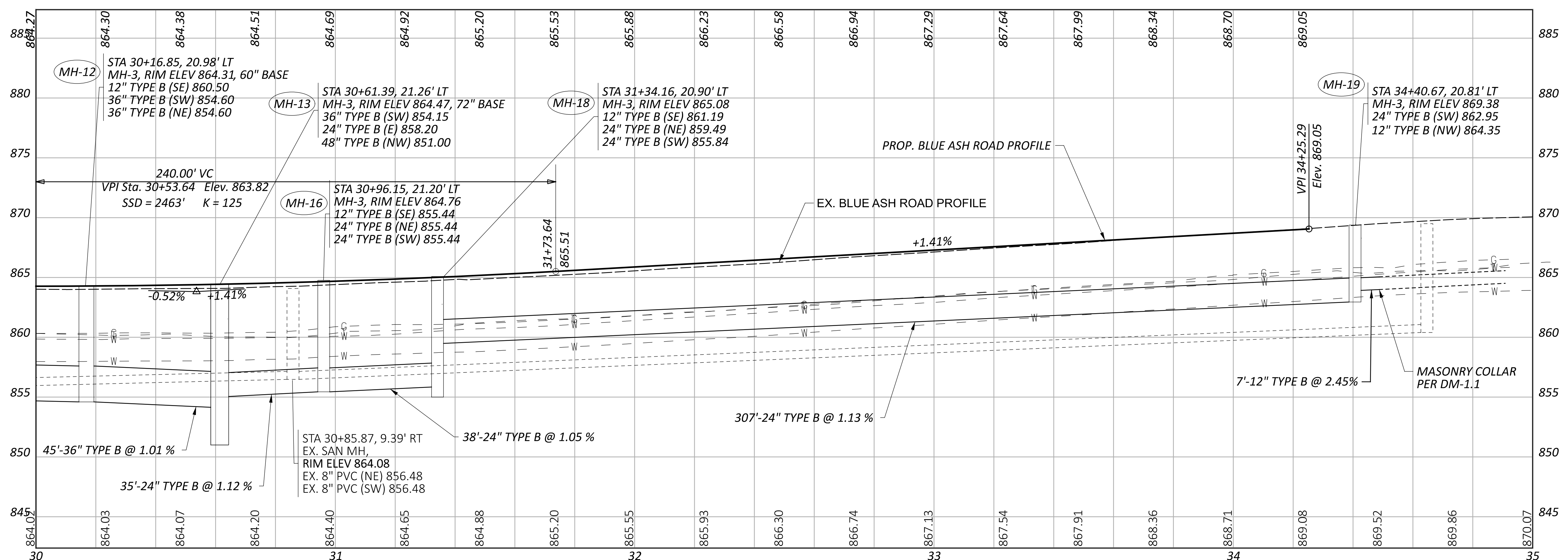
PLAN AND PROFILE
 STA. 25+00 TO STA. 30+00



DESIGN AGENCY	KJC
DESIGNER	KJC
REVIEWER	SEF
DATE	04/14/26
PROJECT ID	119069
SHEET	34
TOTAL	91



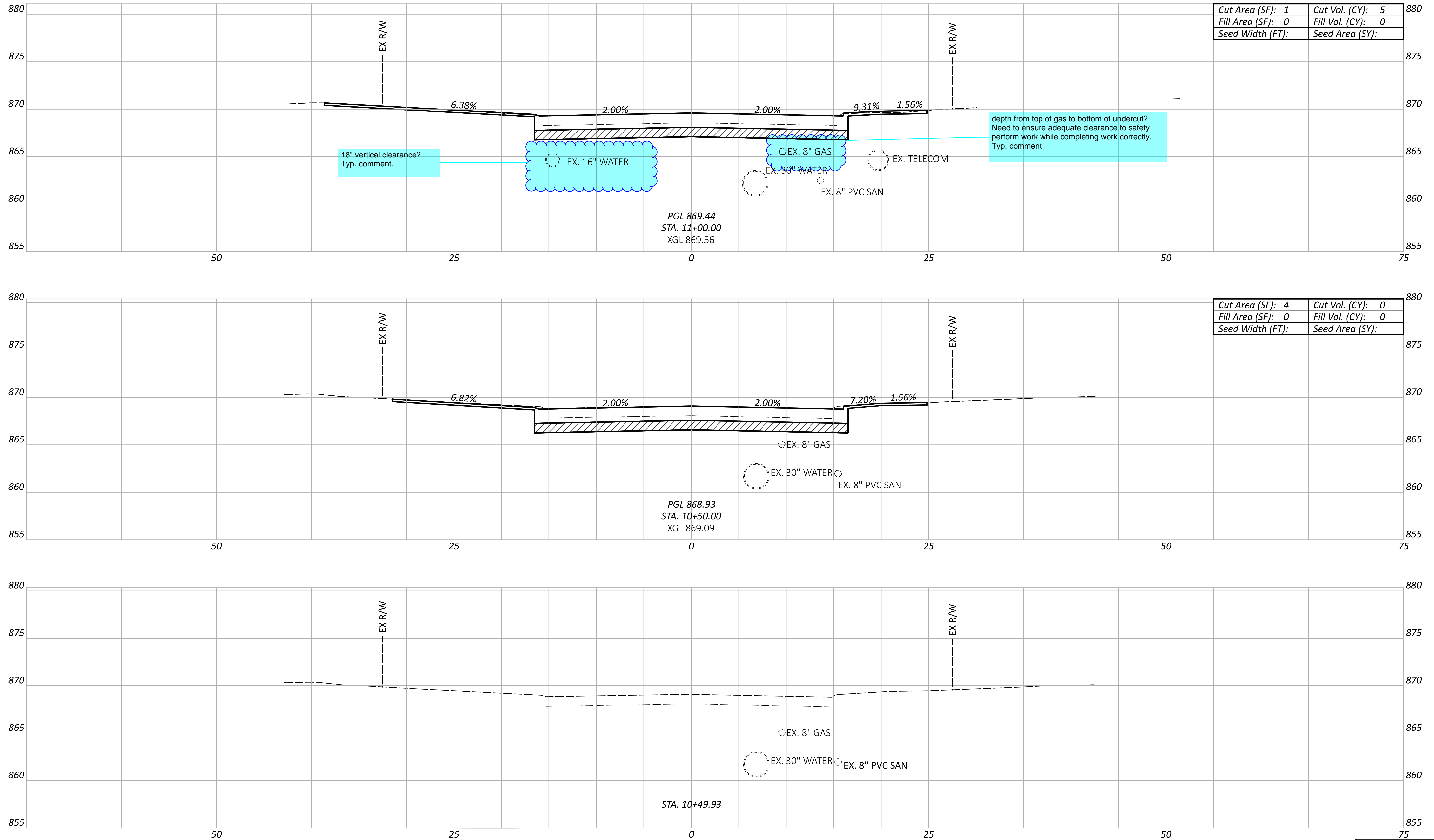
- 1 ADJUST TO GRADE
- 2 DO NOT DISTURB
- 3 ABANDON
- 4 REPLACED BY OTHERS
- FULL DEPTH PAVEMENT
- MILL AND OVERLAY
- BRICK PAVERS



PLAN AND PROFILE
STA. 30+00 TO STA. 34+73.8



DESIGNER		KJC	
REVIEWER		SEF 04/14/26	
PROJECT ID		119069	
SHEET	TOTAL	35	91



Cut Area (SF):	1	Cut Vol. (CY):	5
Fill Area (SF):	0	Fill Vol. (CY):	0
Seed Width (FT):		Seed Area (SY):	

Cut Area (SF):	4	Cut Vol. (CY):	0
Fill Area (SF):	0	Fill Vol. (CY):	0
Seed Width (FT):		Seed Area (SY):	

depth from top of gas to bottom of undercut?
 Need to ensure adequate clearance to safely perform work while completing work correctly.
 Typ. comment

18\"/>

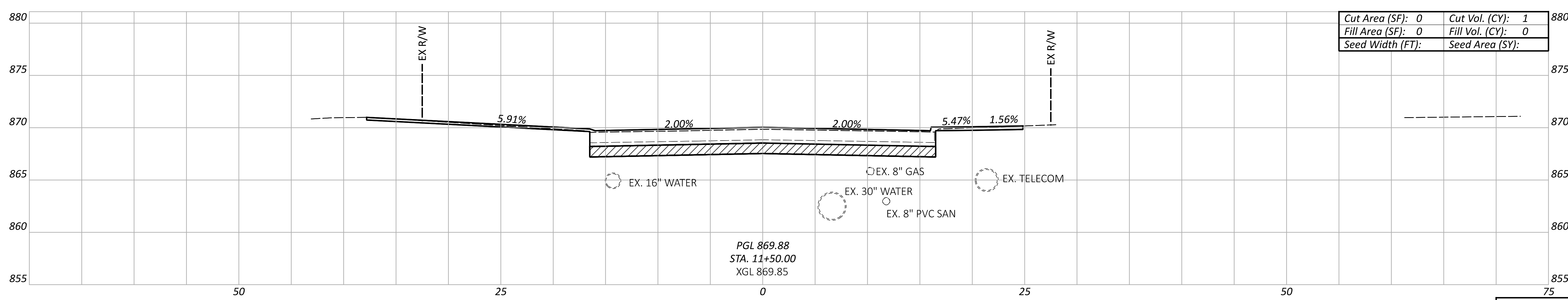
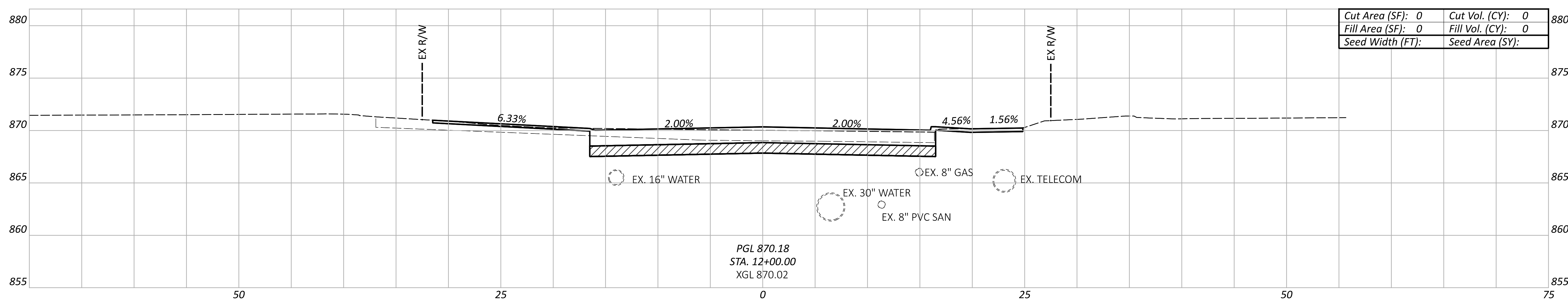
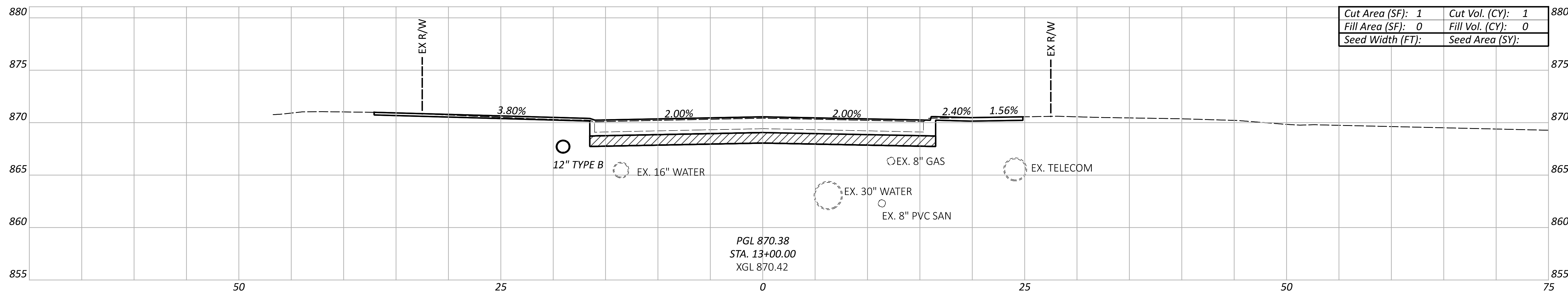
ITEM 204 - EXCAVATION OF SUBGRADE, 12\"/>

Sheet Totals			119069	
Seeding	Cut	Fill	SHEET	TOTAL
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CROSS SECTIONS
 STA. 10+50 TO STA. 11+00

DESIGN AGENCY

 DESIGNER
 KJC
 REVIEWER
 SEF 04/14/26
 PROJECT ID
 119069



ITEM 204 - EXCAVATION OF SUBGRADE, 12" DEEP AND
 ITEM 204 - GRANULAR MATERIAL, TYPE C, 12" DEEP

Sheet Totals			119069	
Seeding	Cut	Fill	SHEET	TOTAL
0	2	0	37	91

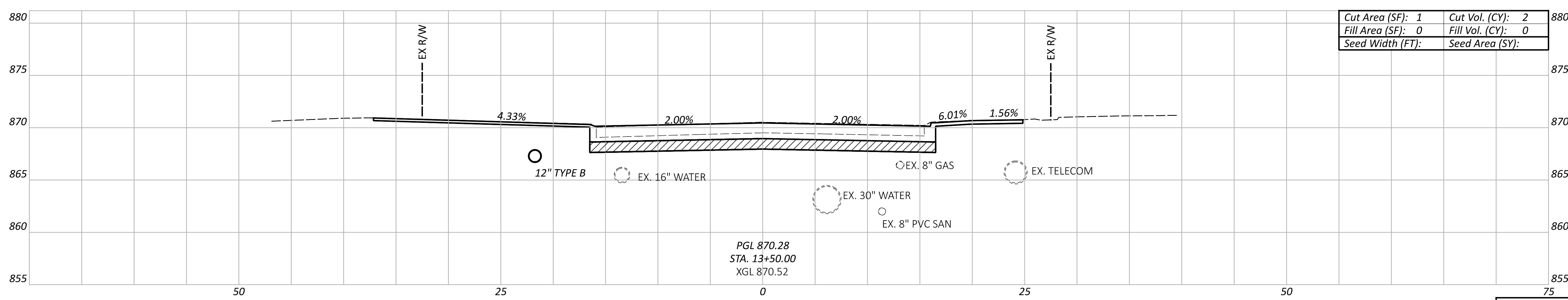
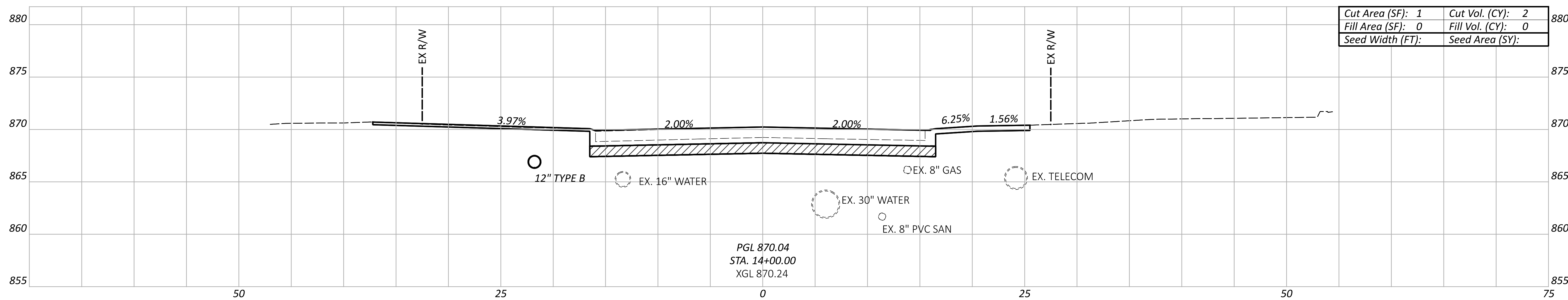
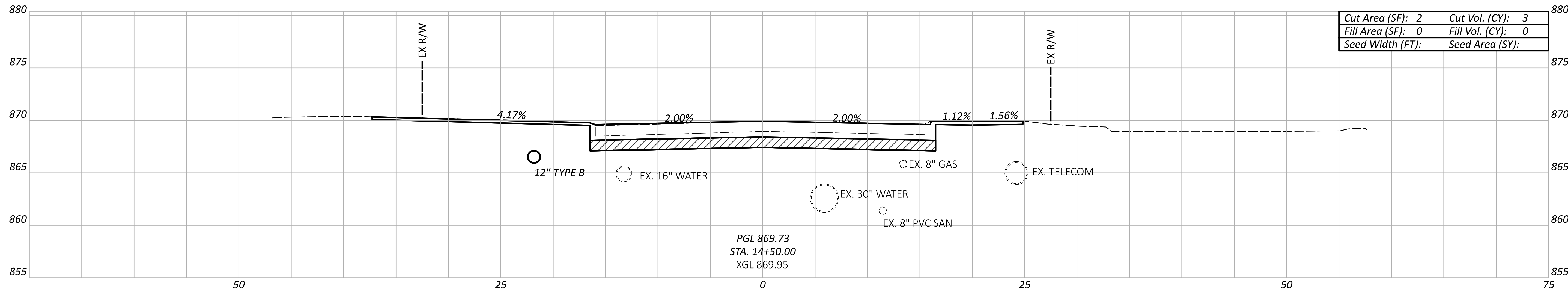
CROSS SECTIONS
 STA. 11+50 TO STA. 13+00

DESIGN AGENCY

DESIGNER
KJC

REVIEWER
SEF 04/14/26

PROJECT ID
119069



 ITEM 204 - EXCAVATION OF SUBGRADE, 12" DEEP AND
 ITEM 204 - GRANULAR MATERIAL, TYPE C, 12" DEEP

Sheet Totals			119069	
Seeding	Cut	Fill	SHEET	TOTAL
0	7	0	38	91

CROSS SECTIONS
STA. 13+50 TO 14+50

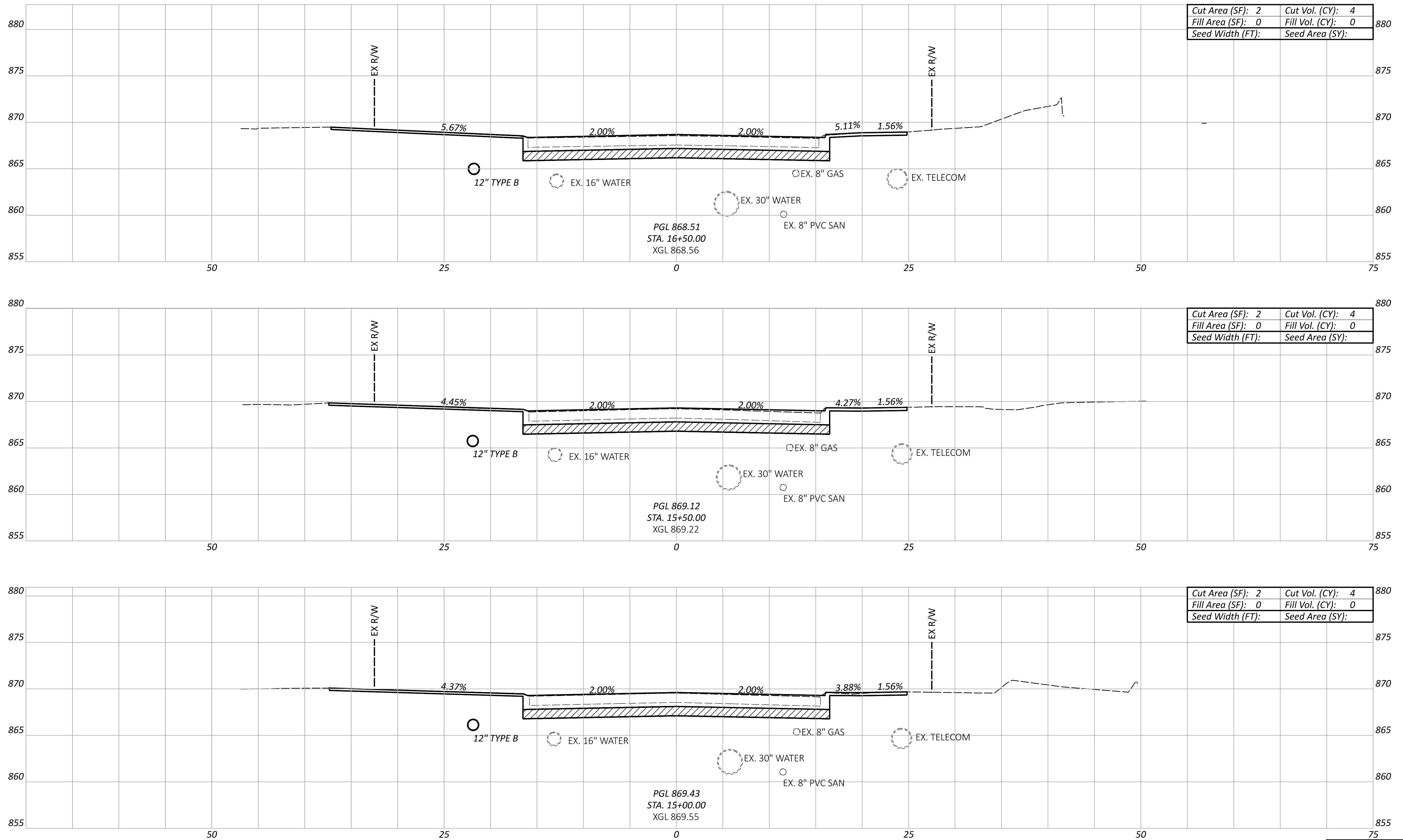
DESIGN AGENCY



DESIGNER
KJC

REVIEWER
SEF 04/14/26

PROJECT ID
119069



Cut Area (SF):	2	Cut Vol. (CY):	4
Fill Area (SF):	0	Fill Vol. (CY):	0
Seed Width (FT):		Seed Area (SY):	

Cut Area (SF):	2	Cut Vol. (CY):	4
Fill Area (SF):	0	Fill Vol. (CY):	0
Seed Width (FT):		Seed Area (SY):	

Cut Area (SF):	2	Cut Vol. (CY):	4
Fill Area (SF):	0	Fill Vol. (CY):	0
Seed Width (FT):		Seed Area (SY):	

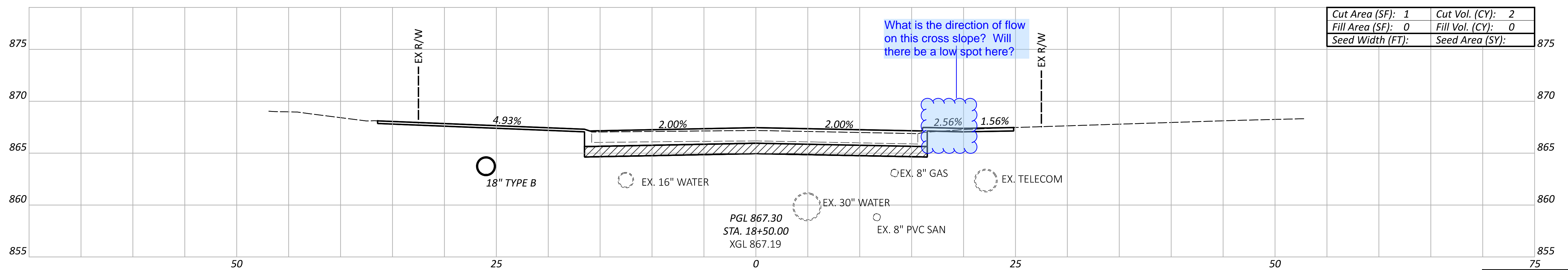
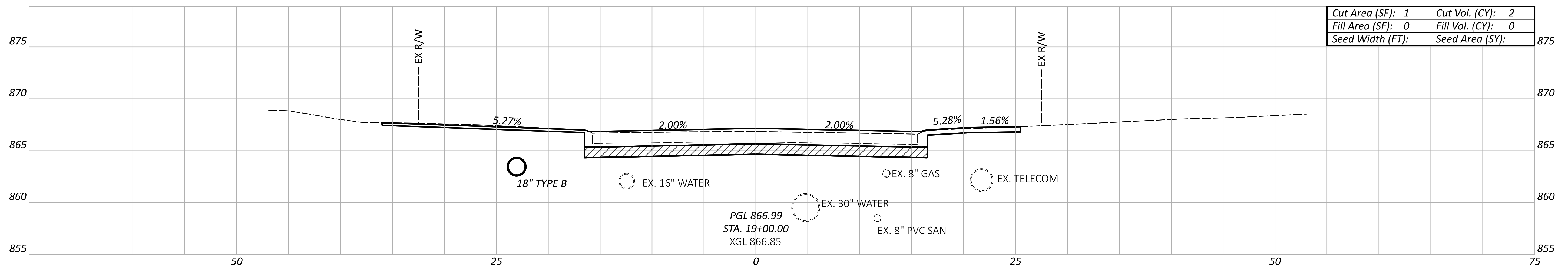
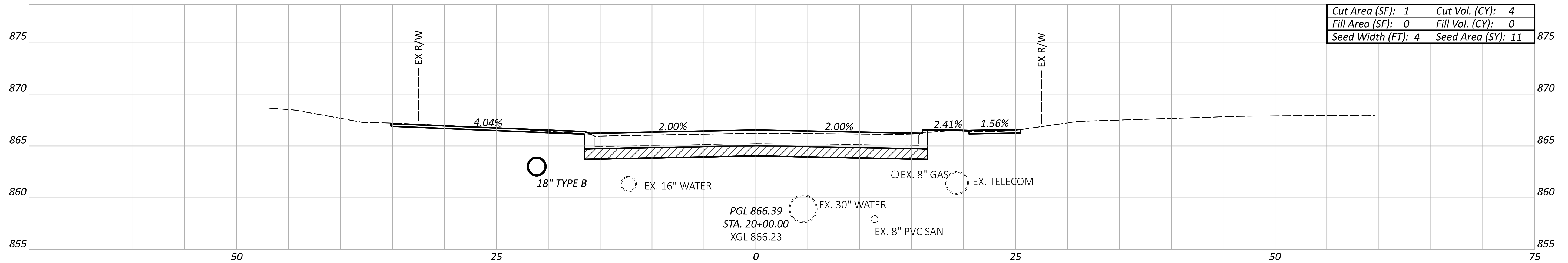
ITEM 204 - EXCAVATION OF SUBGRADE, 12" DEEP AND
 ITEM 204 - GRANULAR MATERIAL, TYPE C, 12" DEEP

Sheet Totals			119069	
Seeding	Cut	Fill	SHEET	TOTAL
0	12	0	39	91

CROSS SECTIONS
 STA. 15+00 TO STA. 16+50

DESIGN AGENCY

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 PROJECT ID
 119069



ITEM 204 - EXCAVATION OF SUBGRADE, 12" DEEP AND
 ITEM 204 - GRANULAR MATERIAL, TYPE C, 12" DEEP

Sheet Totals			119069	
Seeding	Cut	Fill	SHEET	TOTAL
11	8	0	41	91

CROSS SECTIONS
 STA. 18+50 TO STA. 20+00

DESIGN AGENCY



DESIGNER

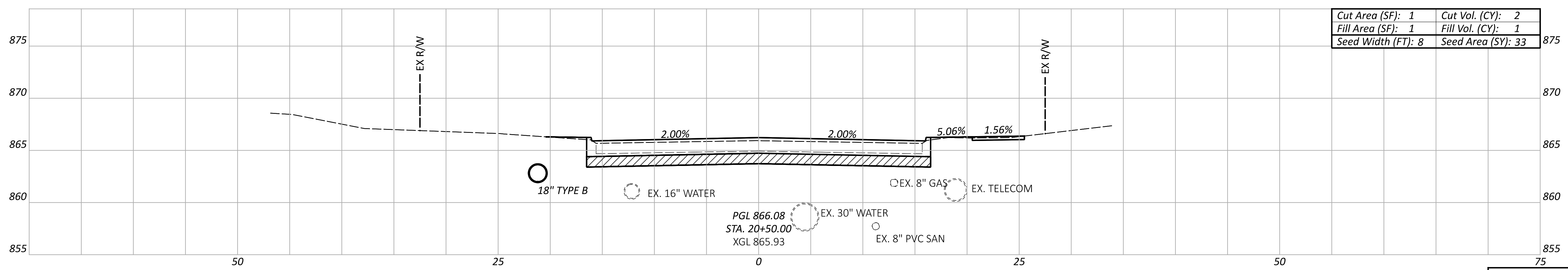
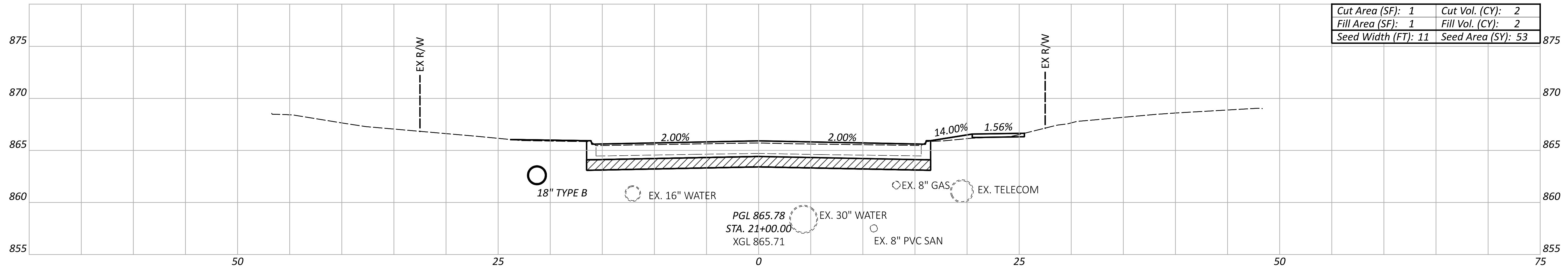
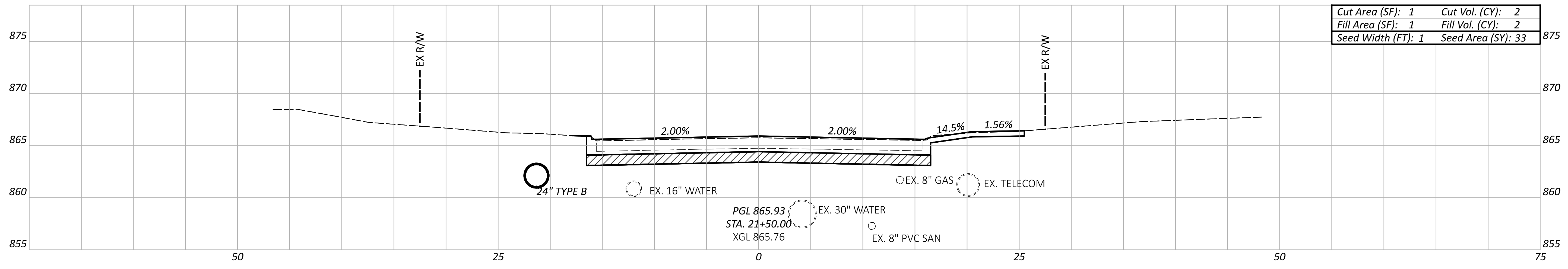
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PROJECT ID

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 ITEM 204 - EXCAVATION OF SUBGRADE, 12" DEEP AND
 ITEM 204 - GRANULAR MATERIAL, TYPE C, 12" DEEP

Sheet Totals			PROJECT ID	
Seeding	Cut	Fill	SHEET	TOTAL
119	6	5	42	91

DESIGN AGENCY

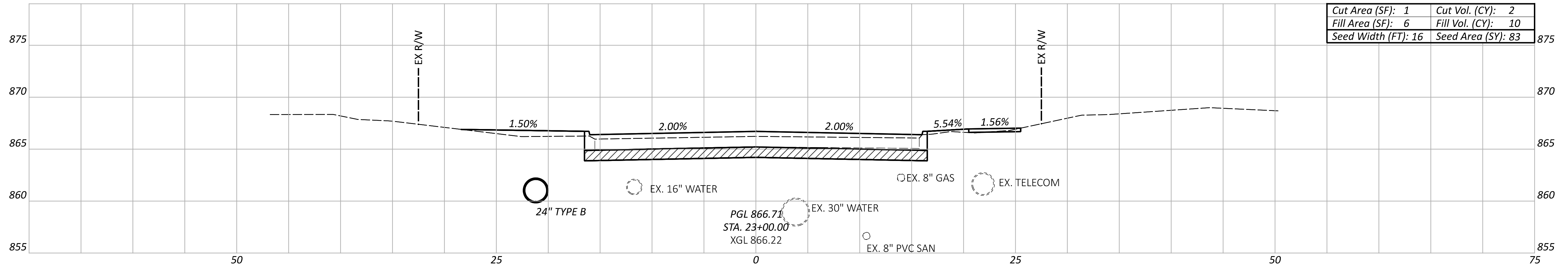


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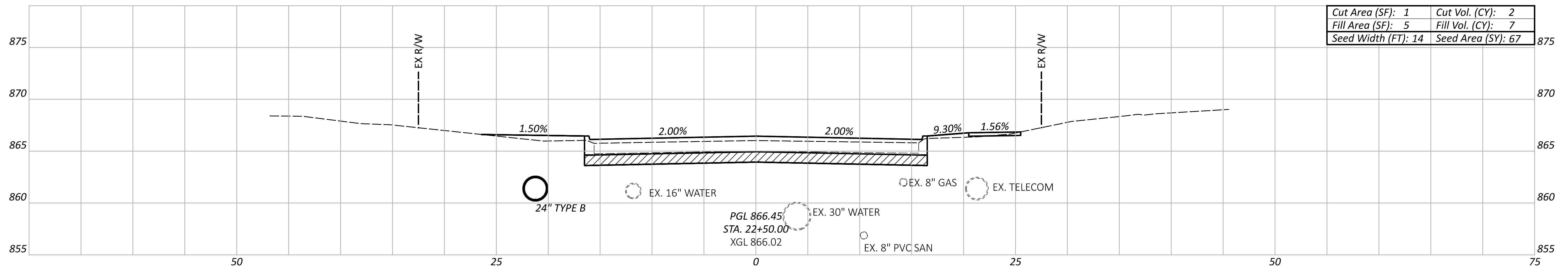
REVIEWER
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119069

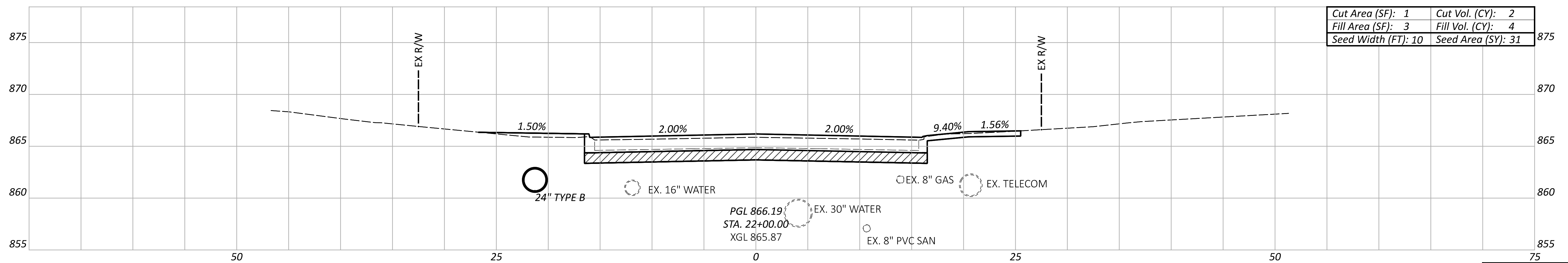
CROSS SECTIONS
STA. 20+50 TO STA. 21+50



Cut Area (SF): 1	Cut Vol. (CY): 2
Fill Area (SF): 6	Fill Vol. (CY): 10
Seed Width (FT): 16	Seed Area (SY): 83



Cut Area (SF): 1	Cut Vol. (CY): 2
Fill Area (SF): 5	Fill Vol. (CY): 7
Seed Width (FT): 14	Seed Area (SY): 67



Cut Area (SF): 1	Cut Vol. (CY): 2
Fill Area (SF): 3	Fill Vol. (CY): 4
Seed Width (FT): 10	Seed Area (SY): 31

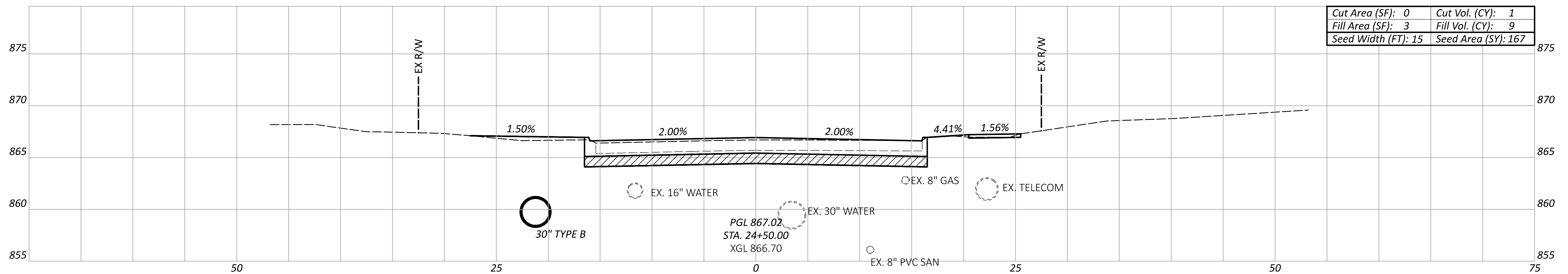
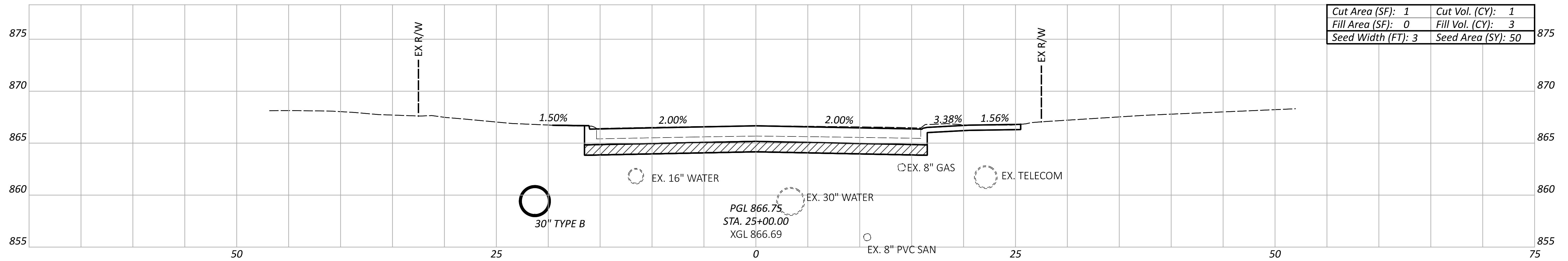
ITEM 204 - EXCAVATION OF SUBGRADE, 12" DEEP AND
 ITEM 204 - GRANULAR MATERIAL, TYPE C, 12" DEEP

Sheet Totals			119069	
Seeding	Cut	Fill	SHEET	TOTAL
181	6	21	43	91

CROSS SECTIONS
 STA. 22+00 TO STA. 23+00

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CROSS SECTIONS
 STA. 24+00 TO STA. 25+00

DESIGN AGENCY



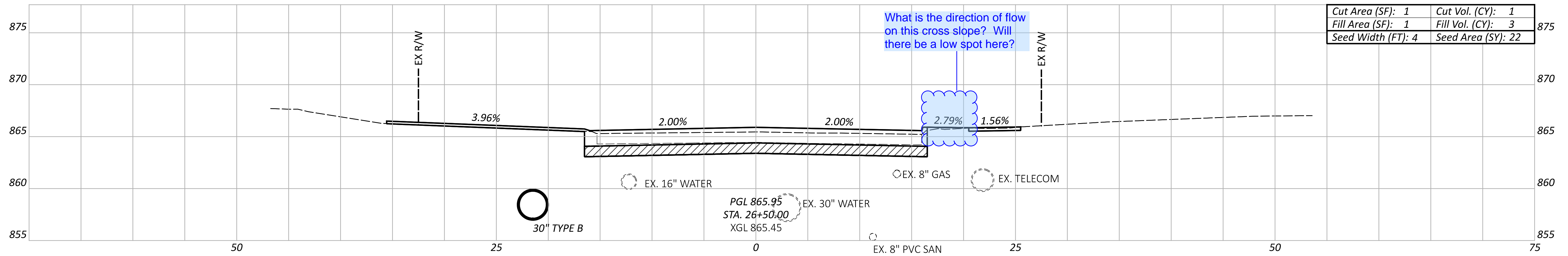
DESIGNER
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PROJECT ID
 119069

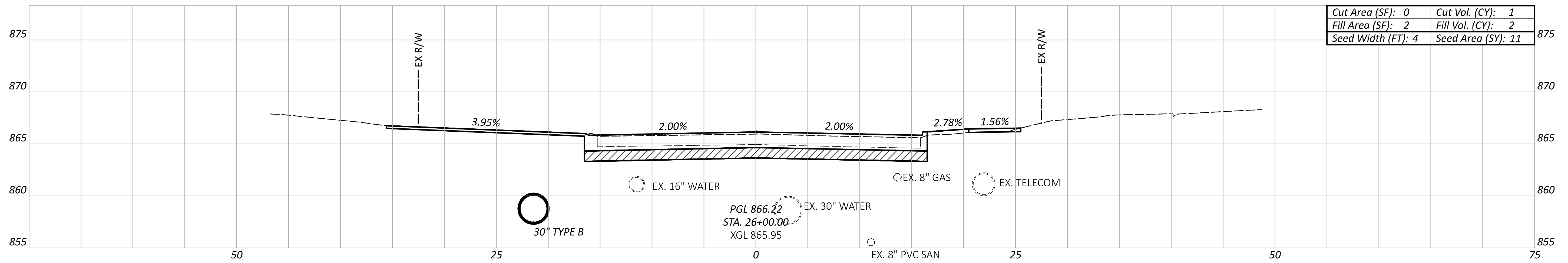
ITEM 204 - EXCAVATION OF SUBGRADE, 12" DEEP AND
 ITEM 204 - GRANULAR MATERIAL, TYPE C, 12" DEEP

Sheet Totals			SHEET	TOTAL
Seeding	Cut	Fill		
127	2	12	44	91

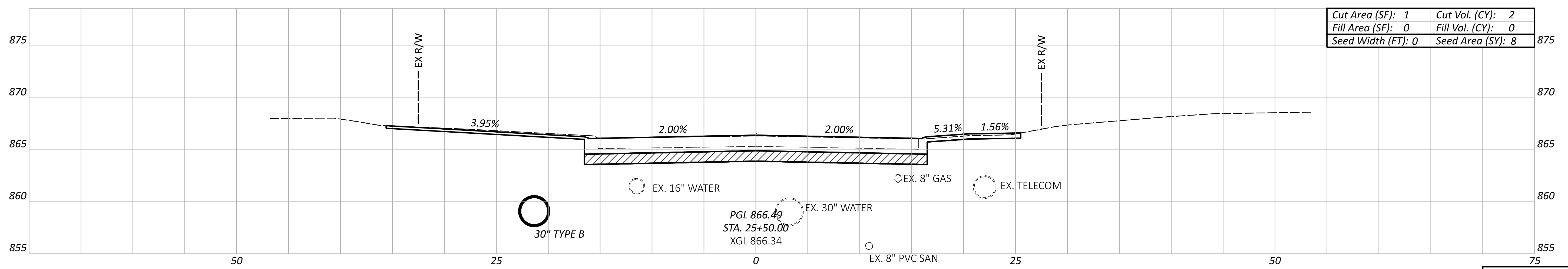


Cut Area (SF): 1	Cut Vol. (CY): 1
Fill Area (SF): 1	Fill Vol. (CY): 3
Seed Width (FT): 4	Seed Area (SY): 22

What is the direction of flow on this cross slope? Will there be a low spot here?



Cut Area (SF): 0	Cut Vol. (CY): 1
Fill Area (SF): 2	Fill Vol. (CY): 2
Seed Width (FT): 4	Seed Area (SY): 11



Cut Area (SF): 1	Cut Vol. (CY): 2
Fill Area (SF): 0	Fill Vol. (CY): 0
Seed Width (FT): 0	Seed Area (SY): 8

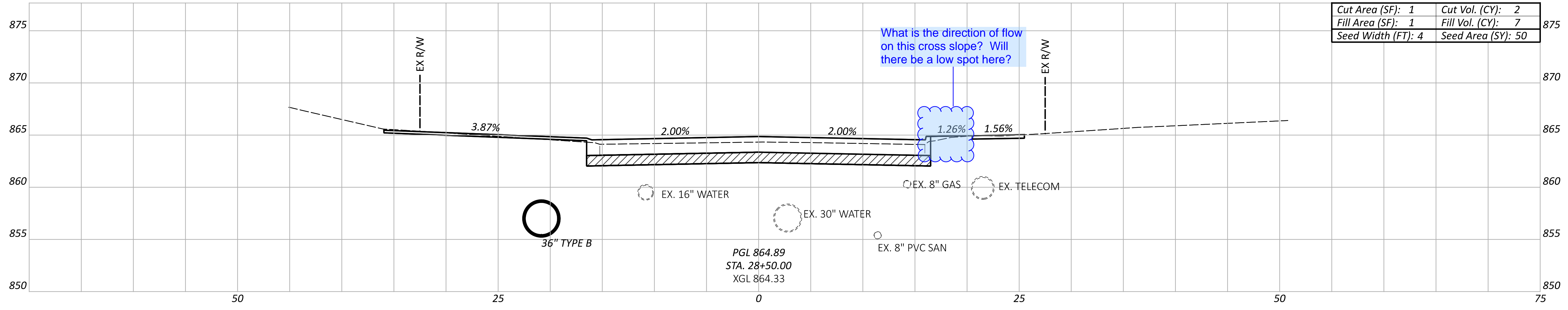
ITEM 204 - EXCAVATION OF SUBGRADE, 12" DEEP AND
 ITEM 204 - GRANULAR MATERIAL, TYPE C, 12" DEEP

Sheet Totals			119069	
Seeding	Cut	Fill	SHEET	TOTAL
41	4	5	45	91

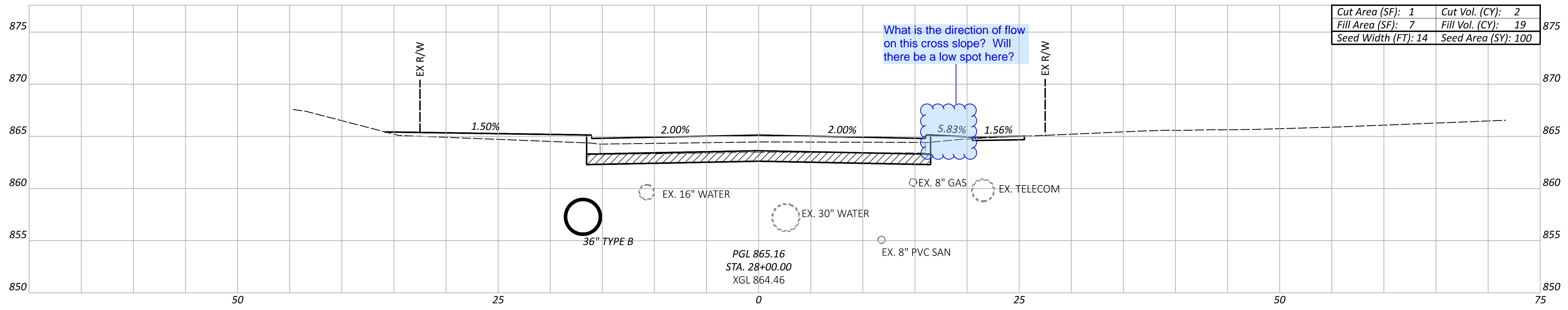
CROSS SECTIONS
 STA. 25+50 TO STA. 26+50

DESIGN AGENCY

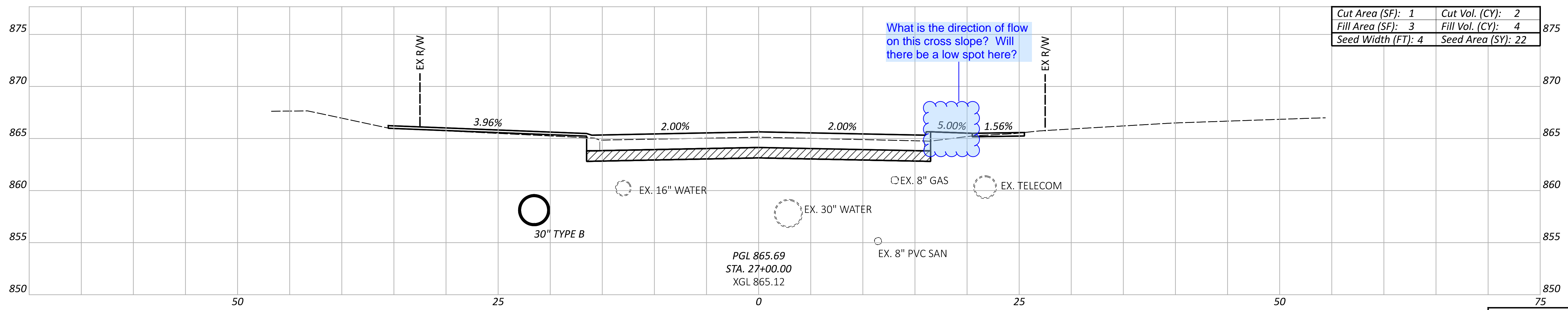
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 PROJECT ID
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Cut Area (SF): 1	Cut Vol. (CY): 2
Fill Area (SF): 1	Fill Vol. (CY): 7
Seed Width (FT): 4	Seed Area (SY): 50



Cut Area (SF): 1	Cut Vol. (CY): 2
Fill Area (SF): 7	Fill Vol. (CY): 19
Seed Width (FT): 14	Seed Area (SY): 100



Cut Area (SF): 1	Cut Vol. (CY): 2
Fill Area (SF): 3	Fill Vol. (CY): 4
Seed Width (FT): 4	Seed Area (SY): 22

ITEM 204 - EXCAVATION OF SUBGRADE, 12" DEEP AND
ITEM 204 - GRANULAR MATERIAL, TYPE C, 12" DEEP

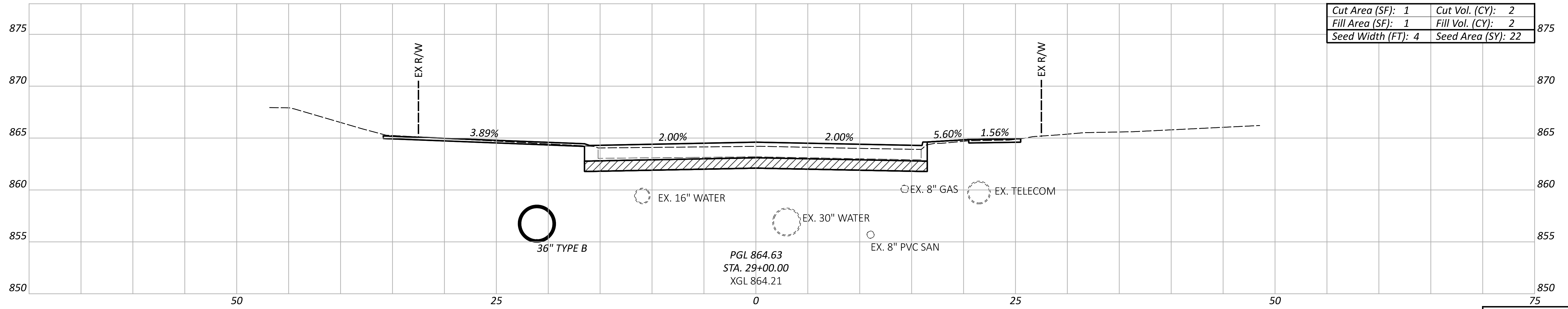
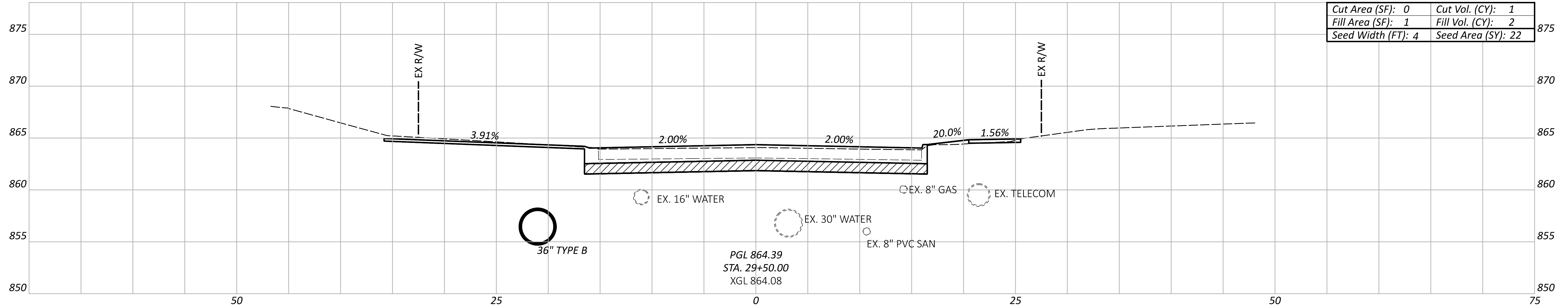
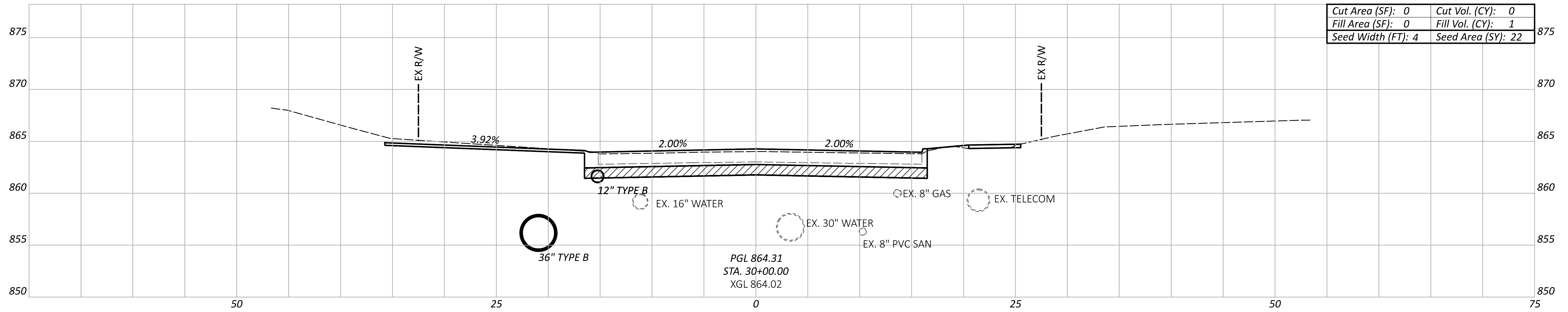
Sheet Totals			119069	
Seeding	Cut	Fill	SHEET	TOTAL
172	6	30	46	91

CROSS SECTIONS
STA. 27+00 TO STA. 28+50



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119069



ITEM 204 - EXCAVATION OF SUBGRADE, 12" DEEP AND
 ITEM 204 - GRANULAR MATERIAL, TYPE C, 12" DEEP

Sheet Totals			119069	
Seeding	Cut	Fill	SHEET	TOTAL
66	3	5	47	91

CROSS SECTIONS
 STA. 29+00 TO STA. 30+00

DESIGN AGENCY



DESIGNER

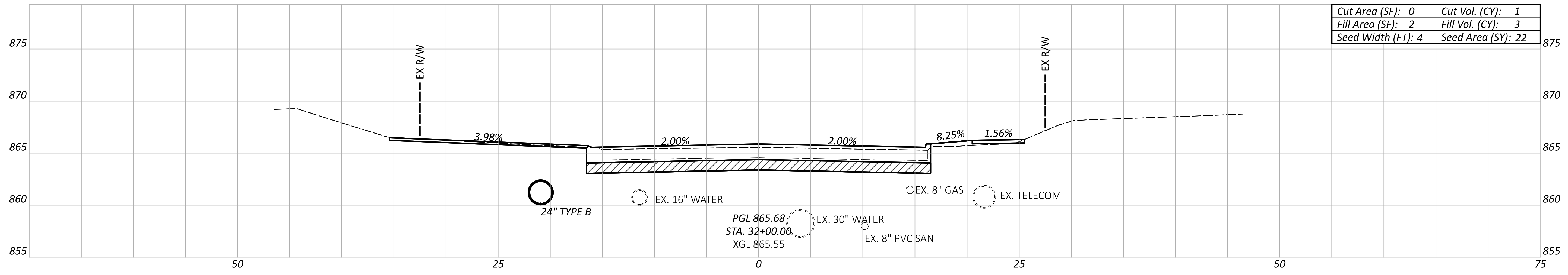
KJC

REVIEWER

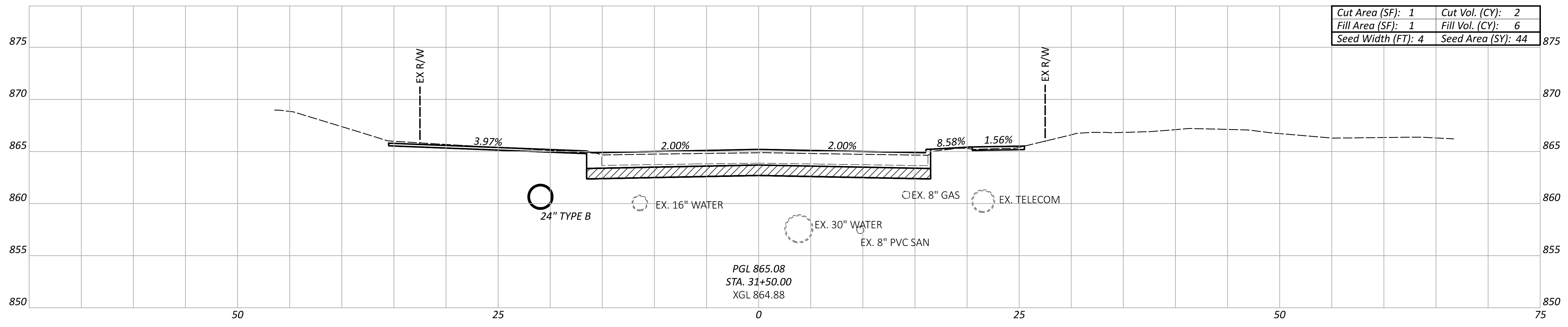
SEF 04/14/26

PROJECT ID

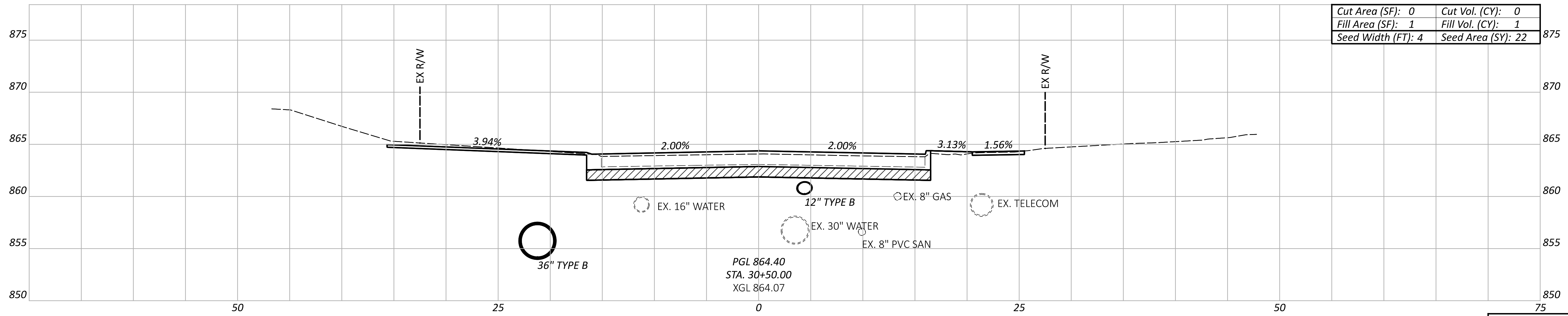
119069



Cut Area (SF): 0	Cut Vol. (CY): 1
Fill Area (SF): 2	Fill Vol. (CY): 3
Seed Width (FT): 4	Seed Area (SY): 22



Cut Area (SF): 1	Cut Vol. (CY): 2
Fill Area (SF): 1	Fill Vol. (CY): 6
Seed Width (FT): 4	Seed Area (SY): 44



Cut Area (SF): 0	Cut Vol. (CY): 0
Fill Area (SF): 1	Fill Vol. (CY): 1
Seed Width (FT): 4	Seed Area (SY): 22

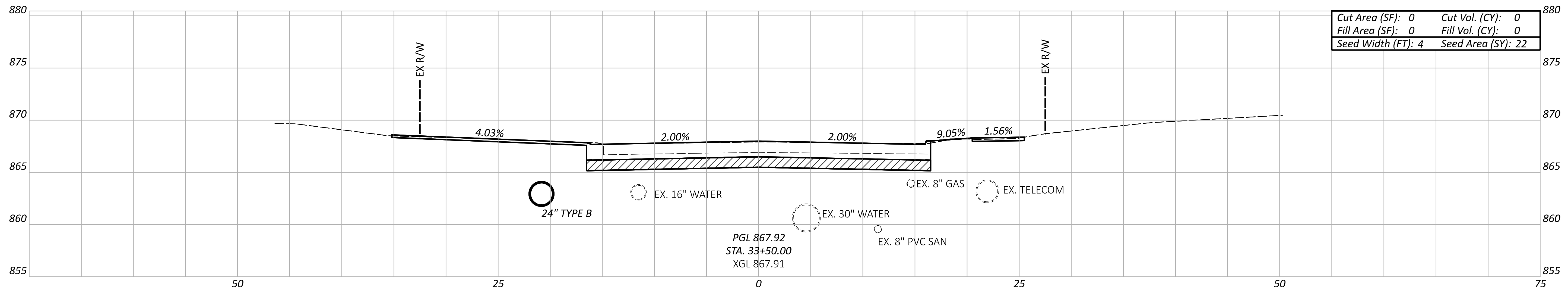
ITEM 204 - EXCAVATION OF SUBGRADE, 12" DEEP AND
 ITEM 204 - GRANULAR MATERIAL, TYPE C, 12" DEEP

Sheet Totals			119069	
Seeding	Cut	Fill	SHEET	TOTAL
88	3	10	48	91

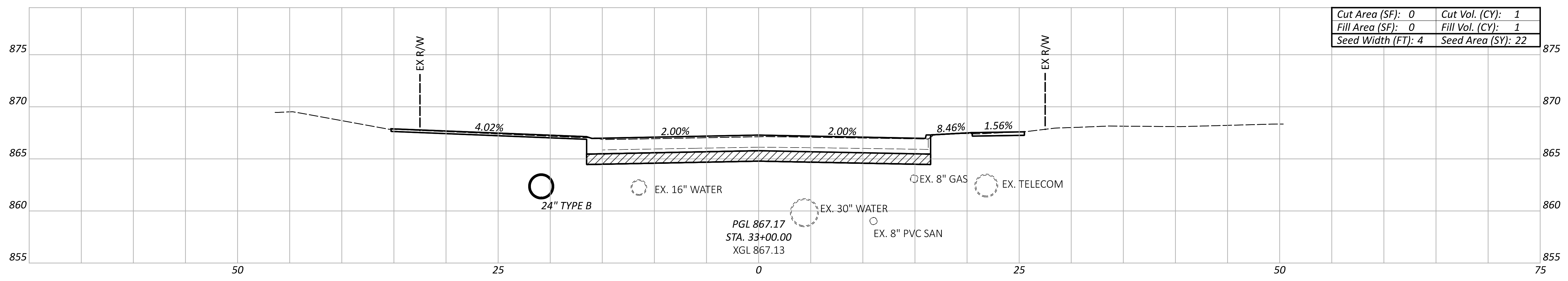
CROSS SECTIONS
 STA. 30+50 TO STA. 32+00

DESIGN AGENCY

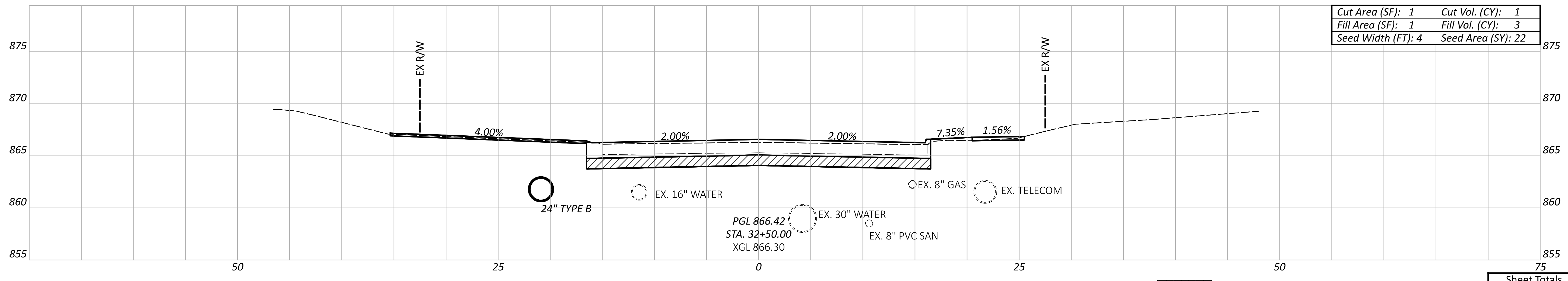
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 PROJECT ID
 119069



Cut Area (SF): 0	Cut Vol. (CY): 0
Fill Area (SF): 0	Fill Vol. (CY): 0
Seed Width (FT): 4	Seed Area (SY): 22



Cut Area (SF): 0	Cut Vol. (CY): 1
Fill Area (SF): 0	Fill Vol. (CY): 1
Seed Width (FT): 4	Seed Area (SY): 22



Cut Area (SF): 1	Cut Vol. (CY): 1
Fill Area (SF): 1	Fill Vol. (CY): 3
Seed Width (FT): 4	Seed Area (SY): 22

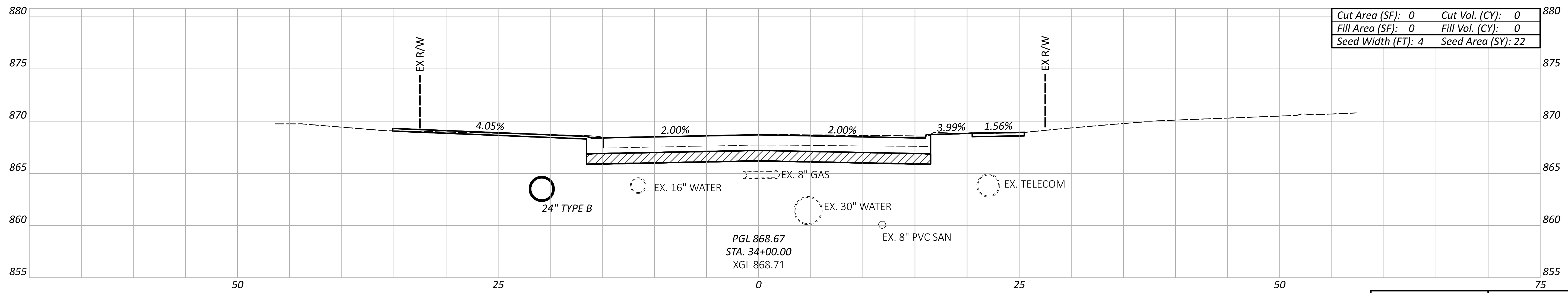
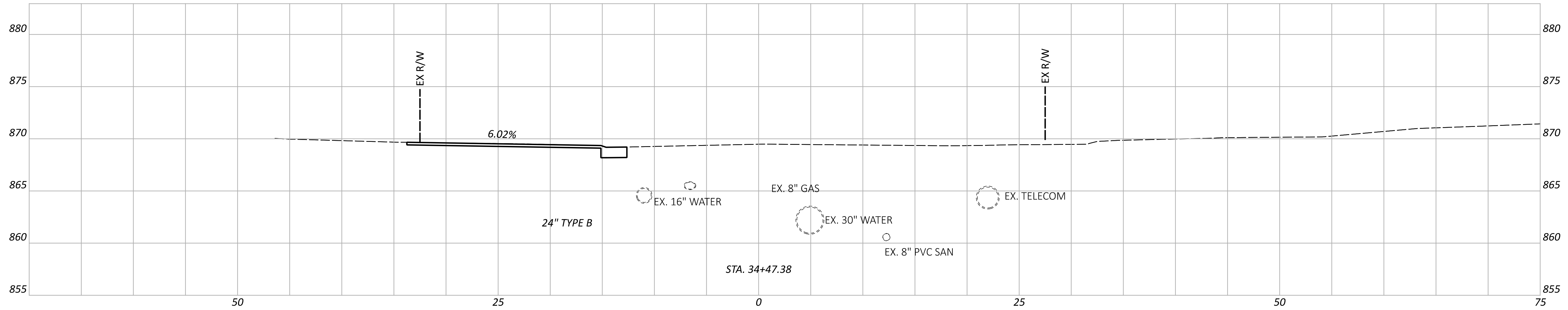
ITEM 204 - EXCAVATION OF SUBGRADE, 12" DEEP AND
 ITEM 204 - GRANULAR MATERIAL, TYPE C, 12" DEEP

Sheet Totals			119069	
Seeding	Cut	Fill	SHEET	TOTAL
66	2	4	49	91

CROSS SECTIONS
 STA. 32+50 TO STA. 33+50

DESIGN AGENCY

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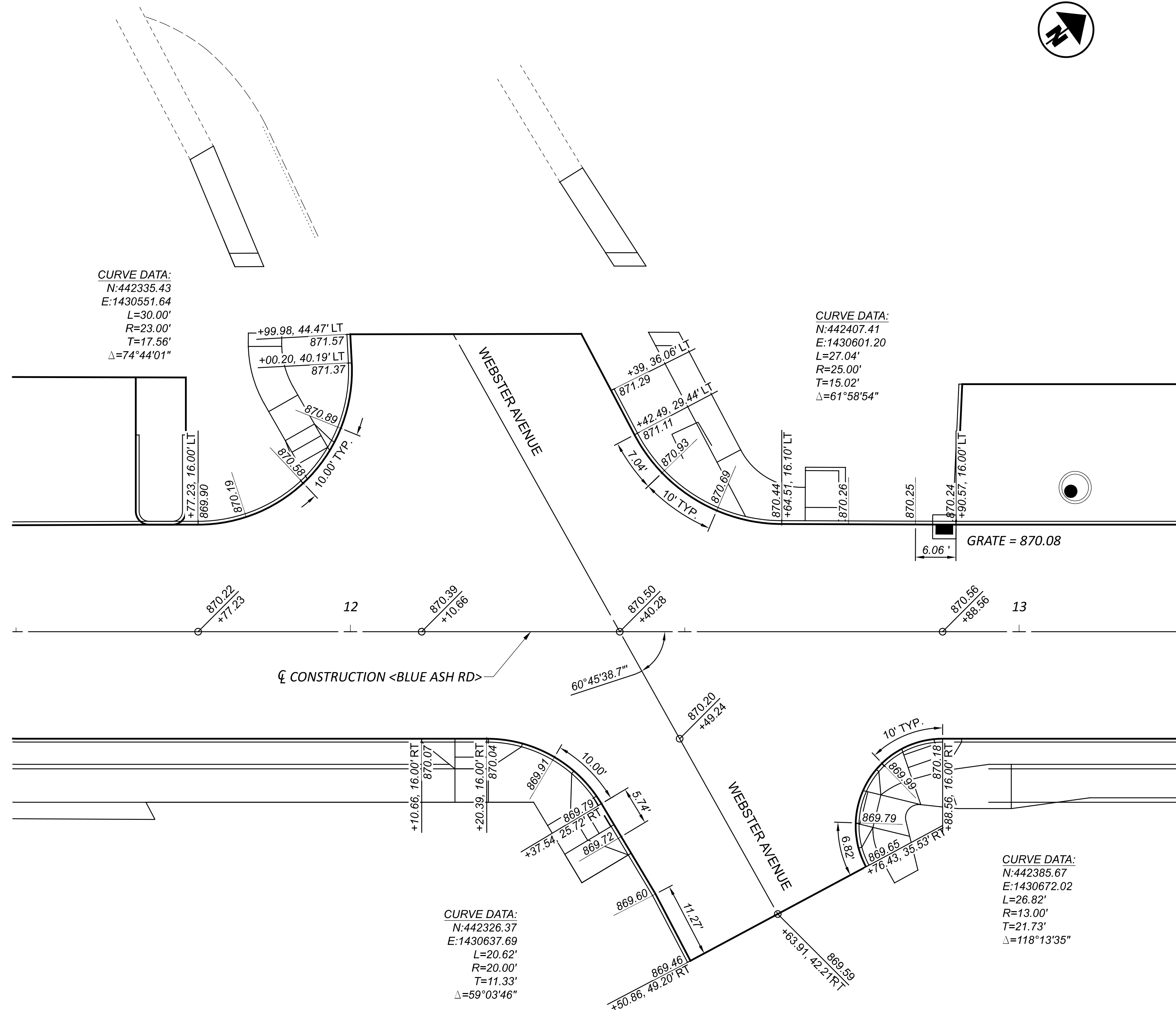
Cut Area (SF):	0	Cut Vol. (CY):	0
Fill Area (SF):	0	Fill Vol. (CY):	0
Seed Width (FT):	4	Seed Area (SY):	22

ITEM 204 - EXCAVATION OF SUBGRADE, 12" DEEP AND
 ITEM 204 - GRANULAR MATERIAL, TYPE C, 12" DEEP

CROSS SECTION TOTALS			Sheet Totals		
Seeding	Cut	Fill	Seeding	Cut	Fill
893	75	92	22	0	0

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 PROJECT ID
 119069
 SHEET TOTAL
 50 91



HAM CR 251 0.11 BLUE ASH ROAD PHASE 2
INTERSECTION DETAILS



DESIGN AGENCY



DESIGNER

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REVIEWER

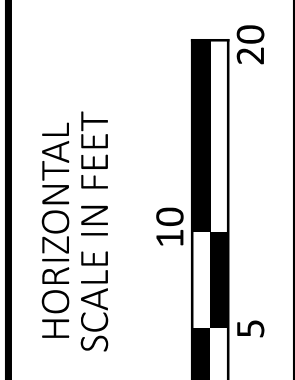
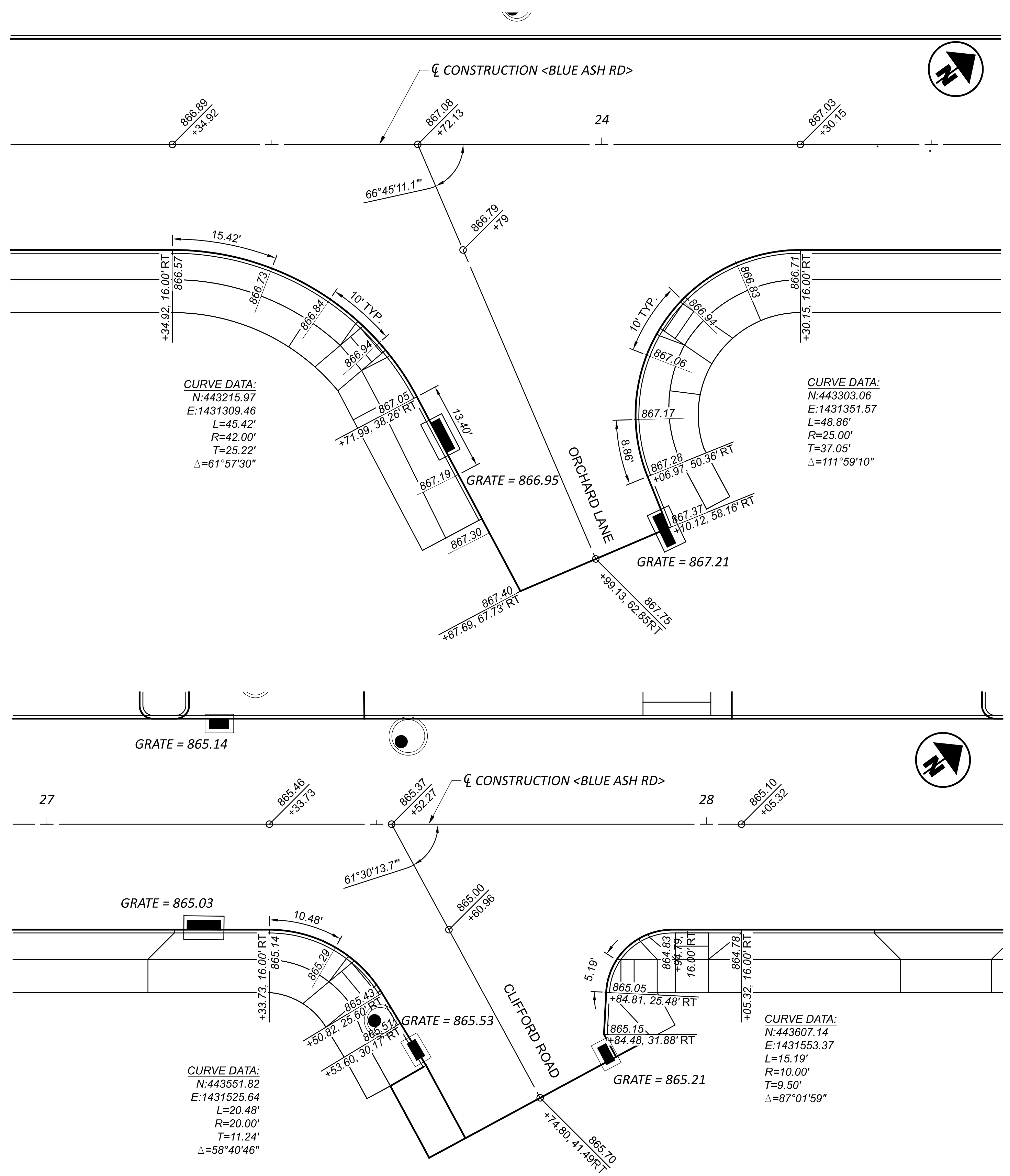
SEF 04/14/26

PROJECT ID

119069

SHEET TOTAL

51 91



HAM CR 251 0.11 BLUE ASH ROAD PHASE 2
 INTERSECTION DETAILS

DESIGN AGENCY



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 KJC

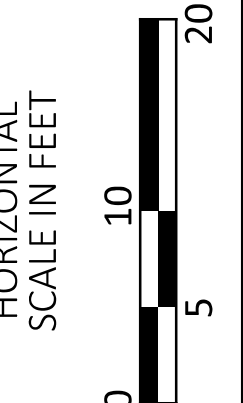
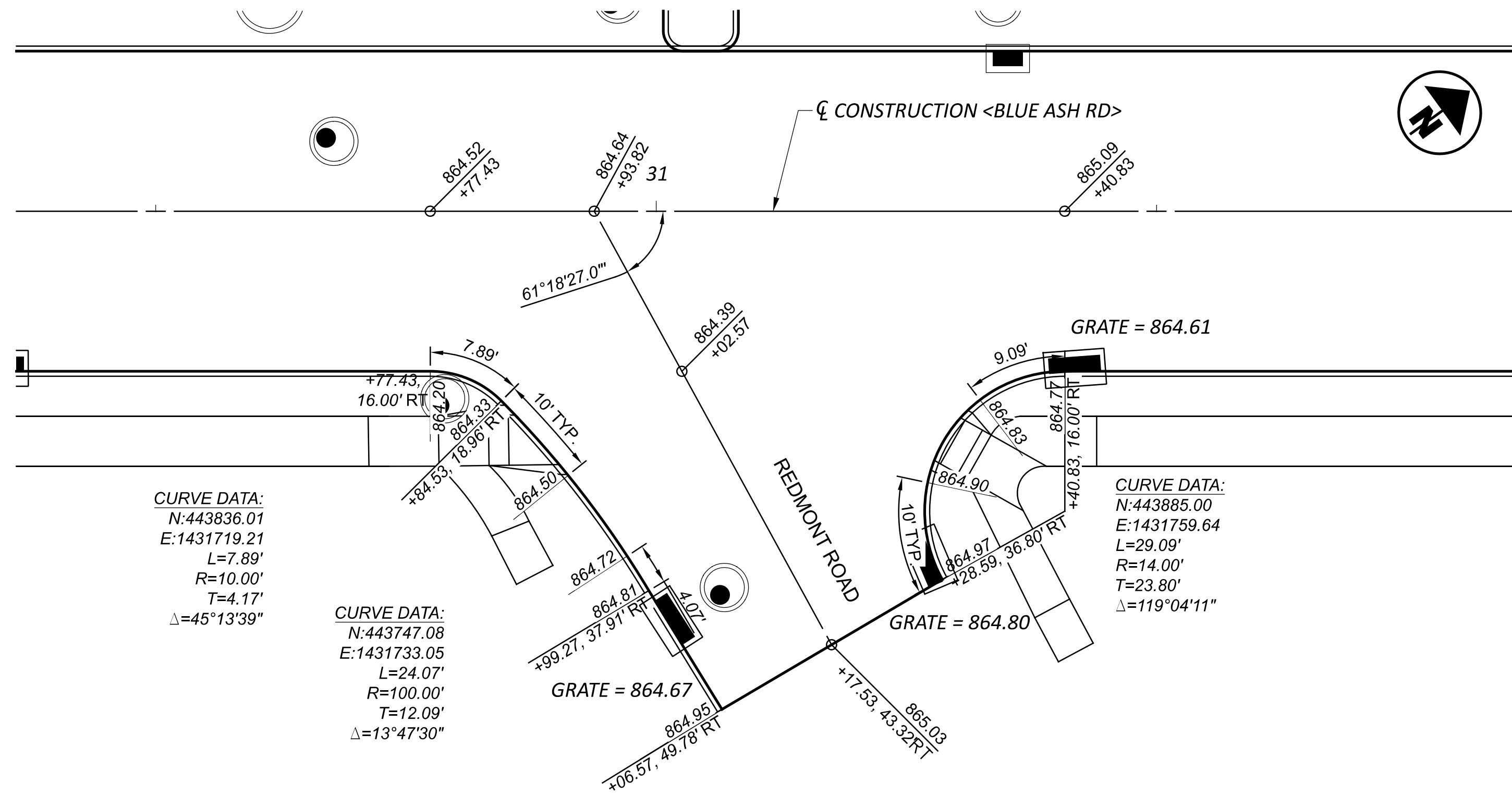
REVIEWER
 SEF 04/14/26

PROJECT ID
 119069

SHEET	TOTAL
53	91

HAM-CR 251-0.11

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**HAM CR 251 0.11 BLUE ASH ROAD PHASE 2
 INTERSECTION DETAILS**

DESIGN AGENCY



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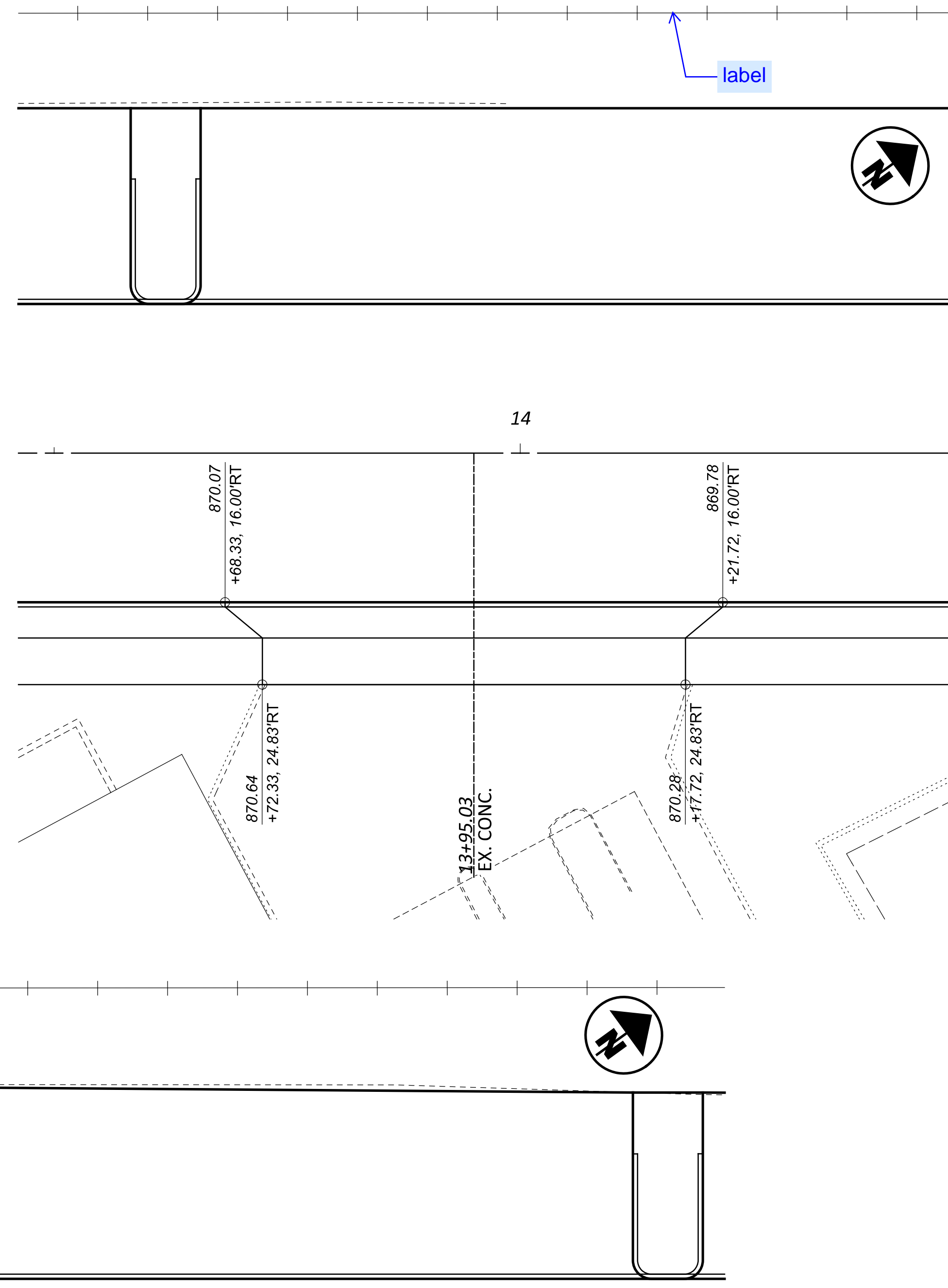
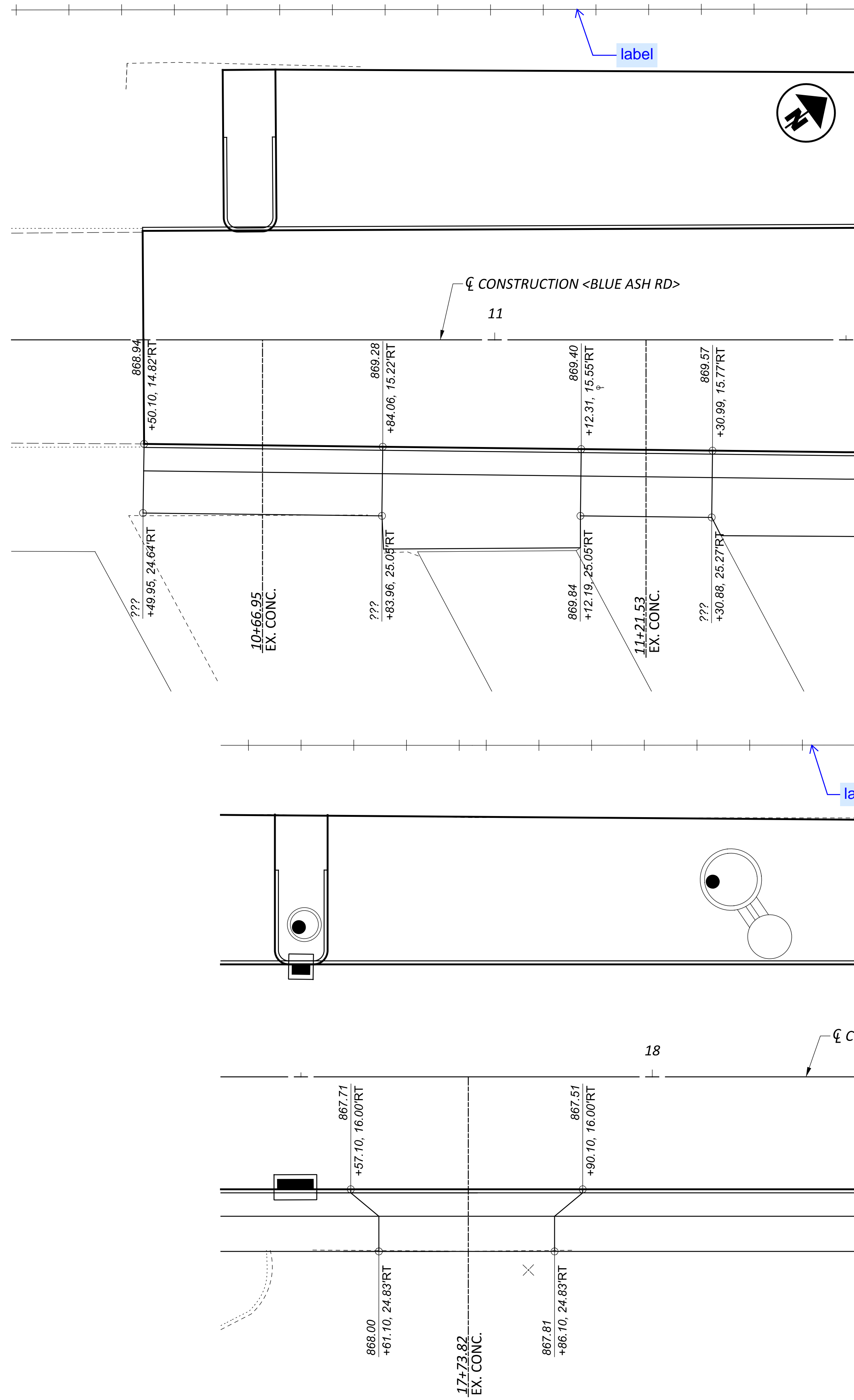
119069

SHEET TOTAL

54 91

HAM-CR 251-0.11

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DESIGN AGENCY



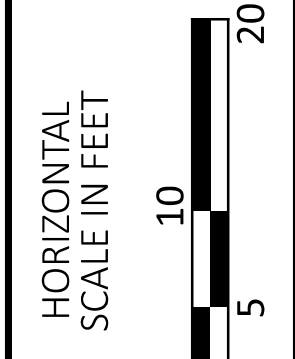
DESIGNER
KJC

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PROJECT ID
119069

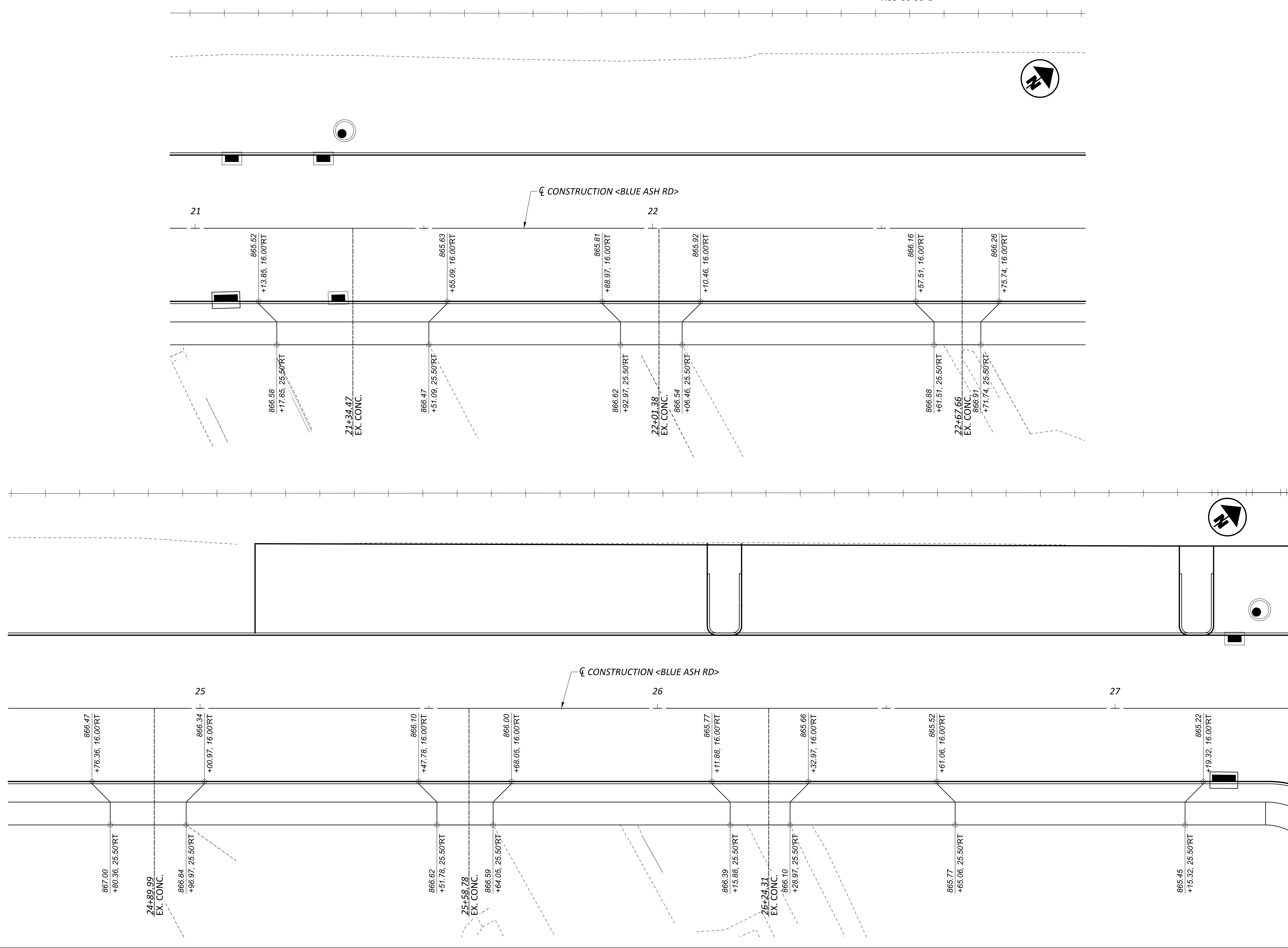
SHEET	TOTAL
55	91

**HAM CR 251 0.11 BLUE ASH ROAD PHASE 2
DRIVE LAYOUT**



HAM-CR 251-0.11

MODEL: BLUE ASH RD - Plan 4 (Sheet) PAPER SIZE: 34x22 (in.) DATE: 4/15/2026 TIME: 1:41:13 PM PLTDRV: OHDOT.PDF.plt PENTBL: OHDOT_Pen.tbl USER: WORKSPACE: OHDOTCEV02 WORKSET: 119069 PRODUCT: OpenRoadsDesigner 10.12.02.4
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DESIGN AGENCY



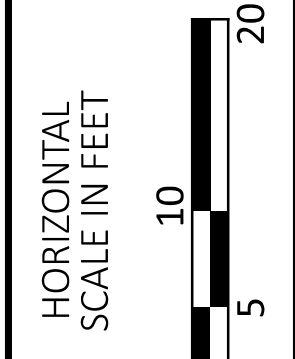
DESIGNER
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PROJECT ID
119069

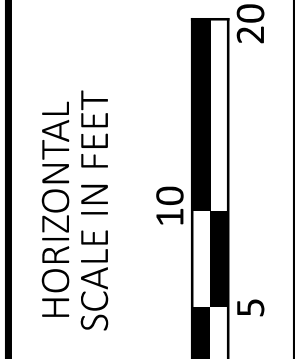
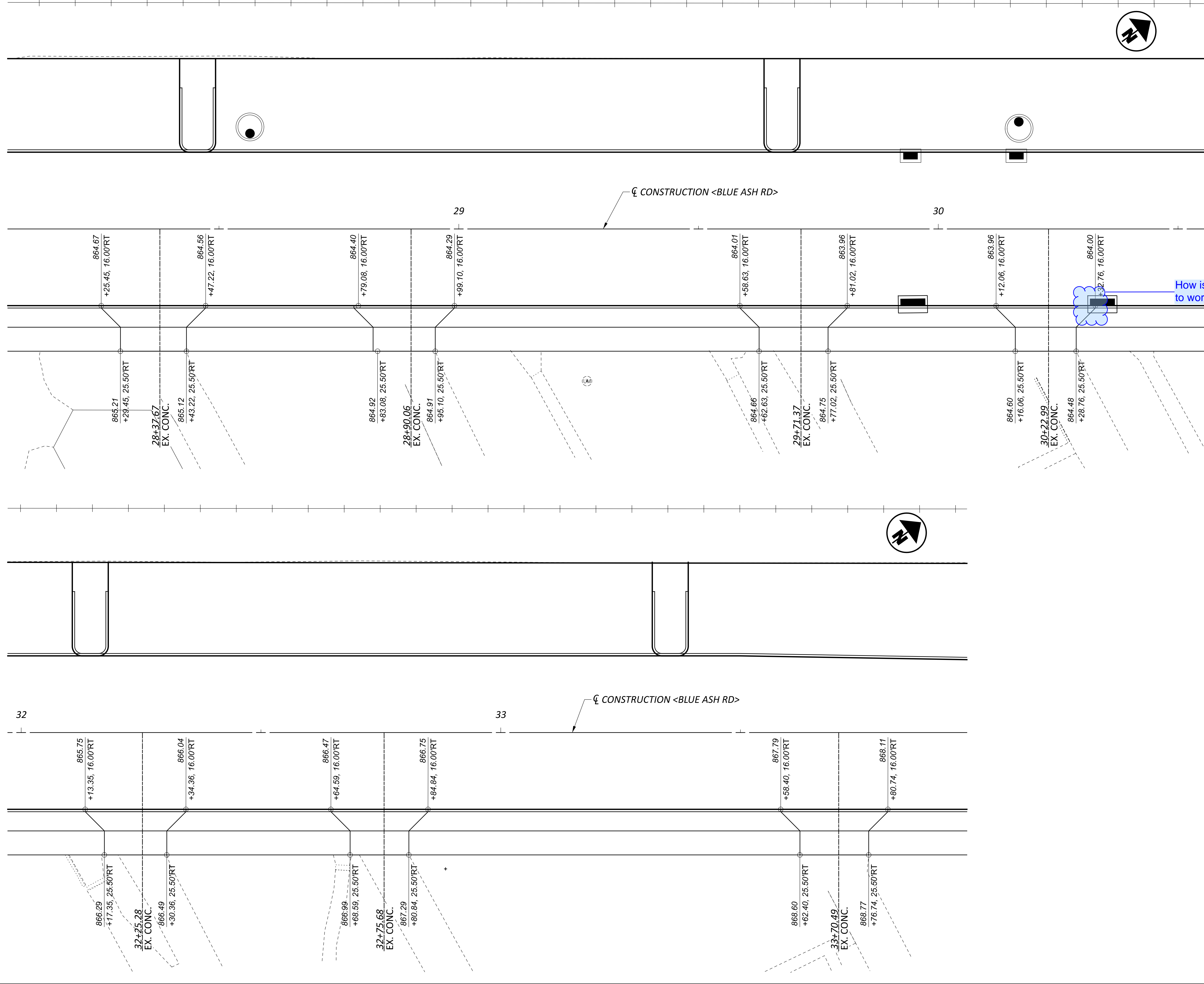
SHEET	TOTAL
56	91

**HAM CR 251 0.11 BLUE ASH ROAD PHASE 2
DRIVE LAYOUT**



HAM-CR 251-0.11

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**HAM CR 251 0.11 BLUE ASH ROAD PHASE 2
 DRIVE LAYOUT**

DESIGN AGENCY

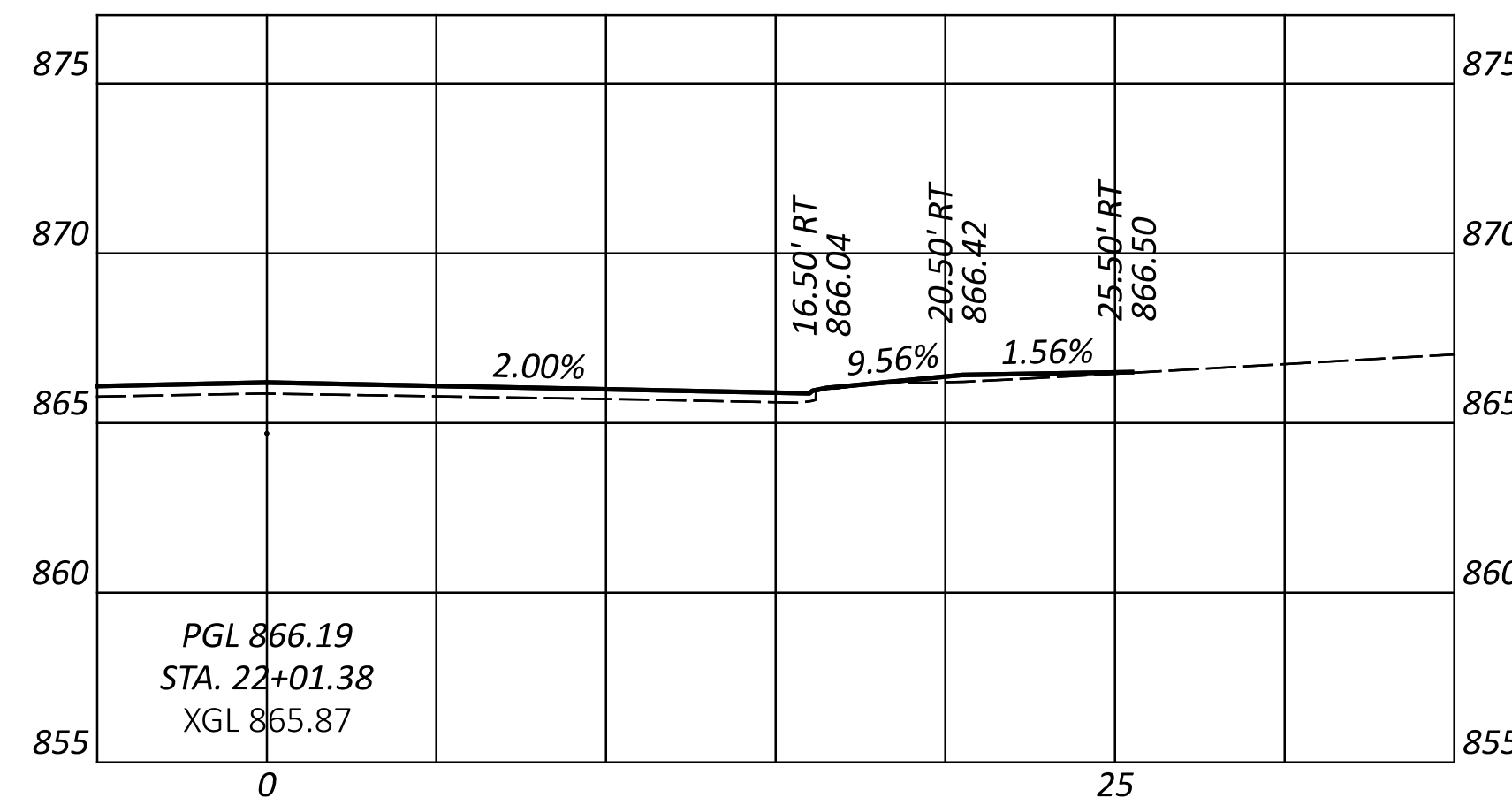
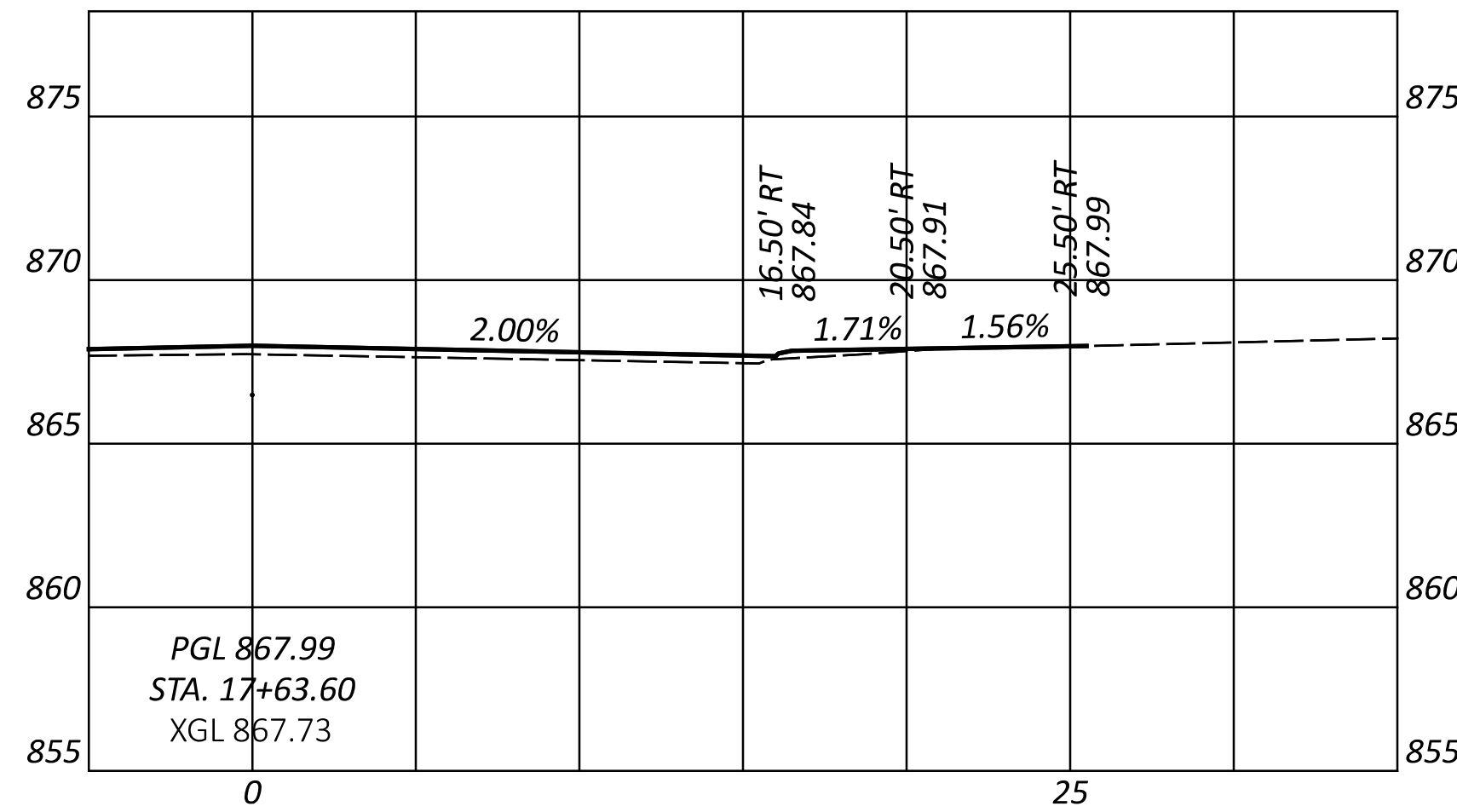
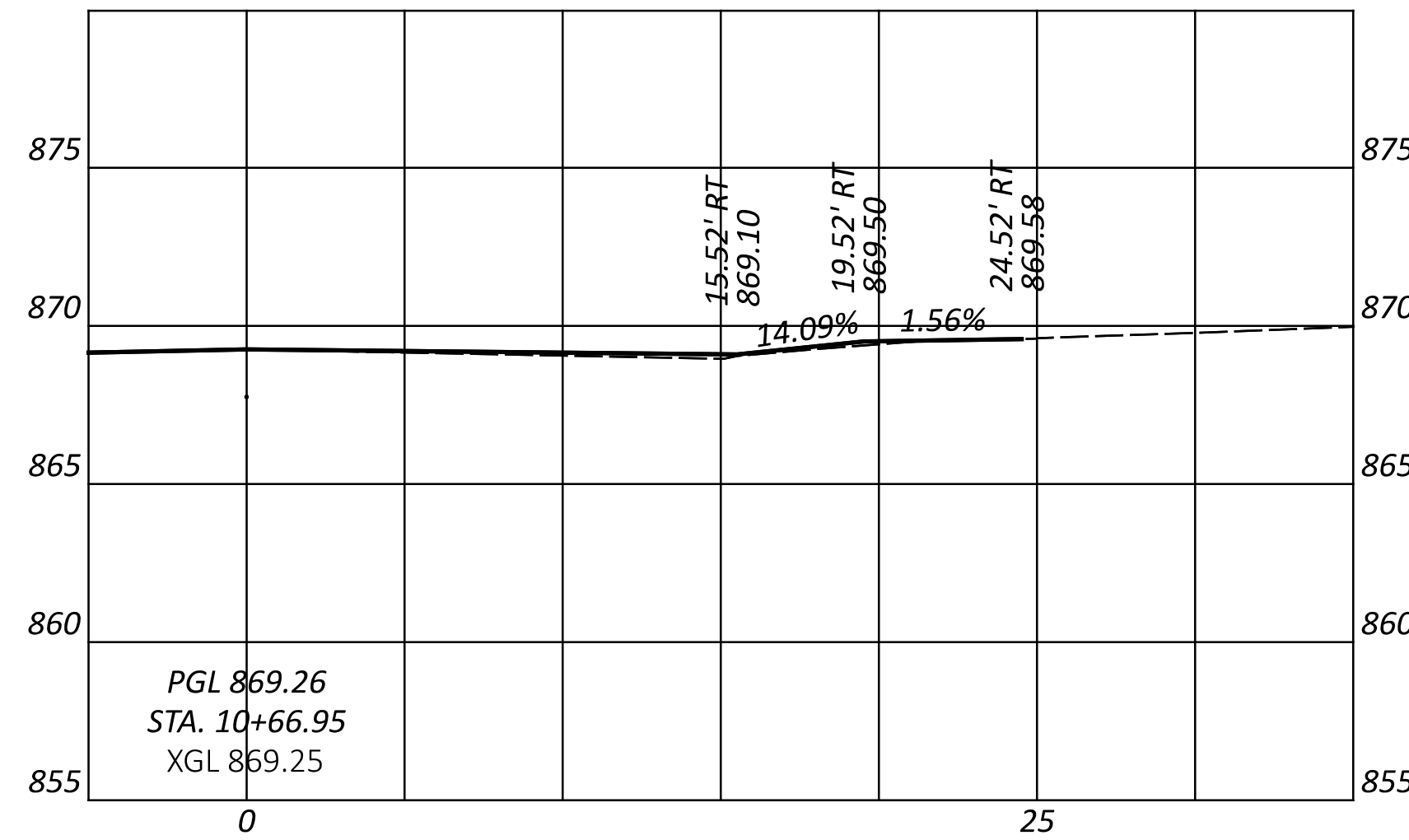
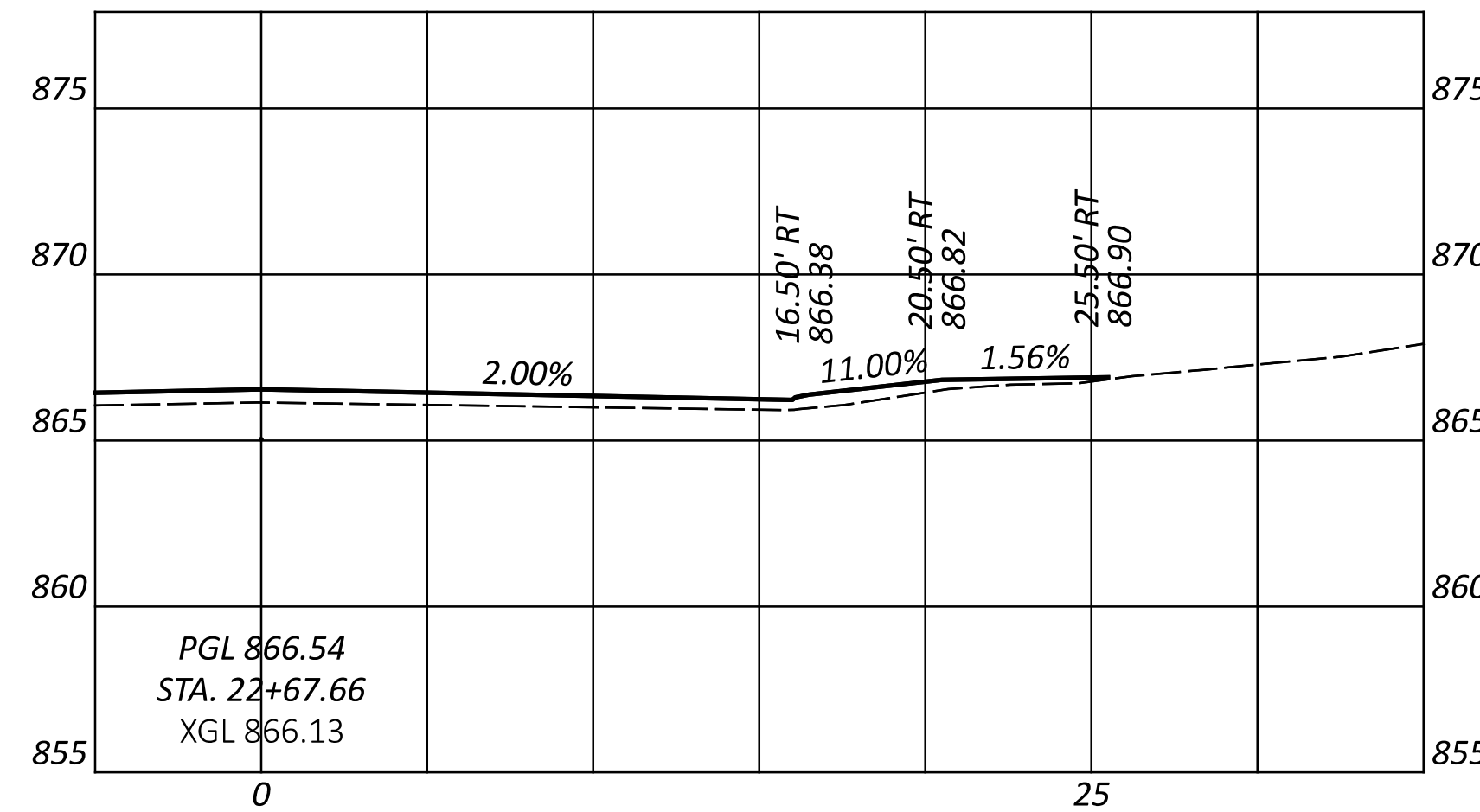
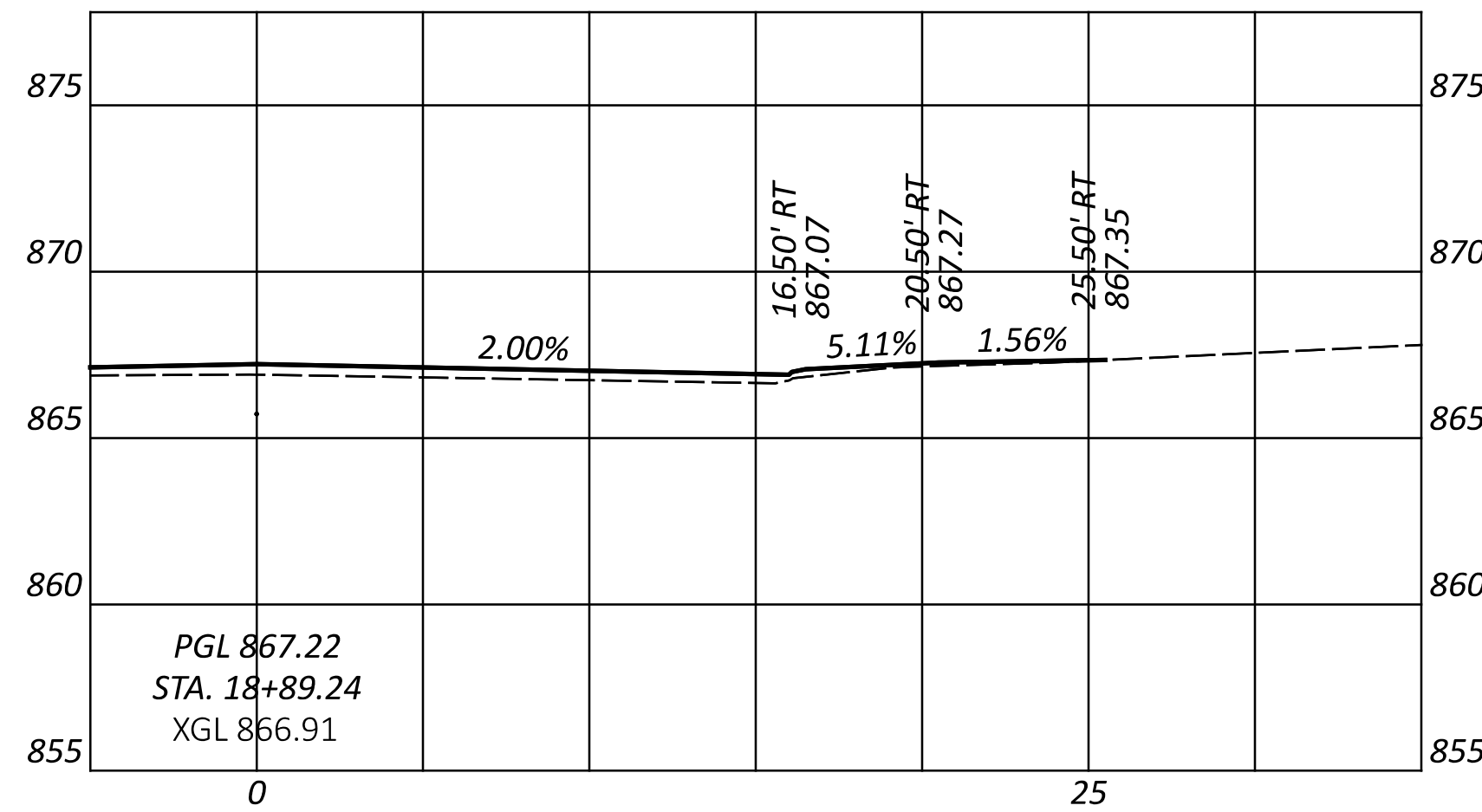
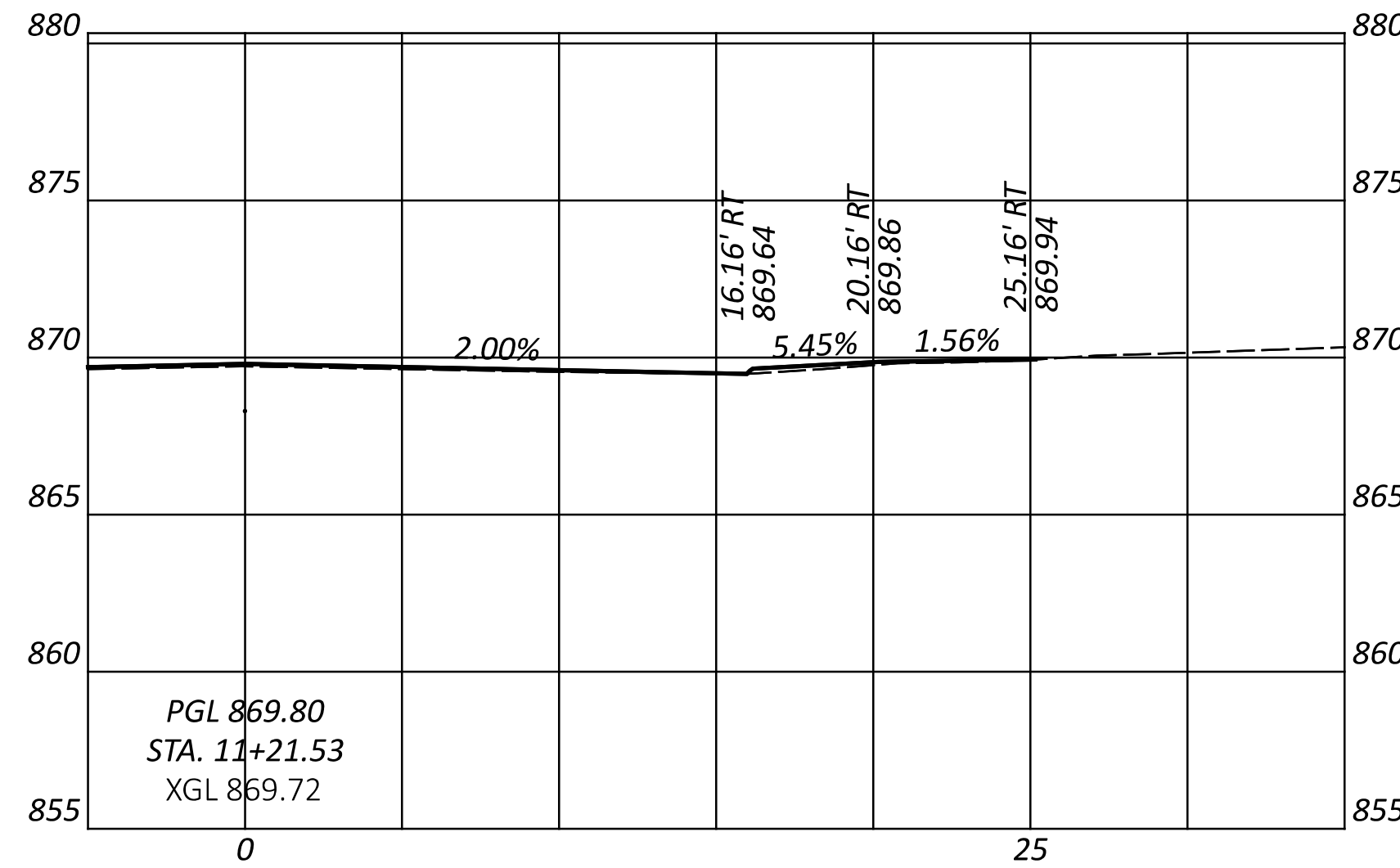
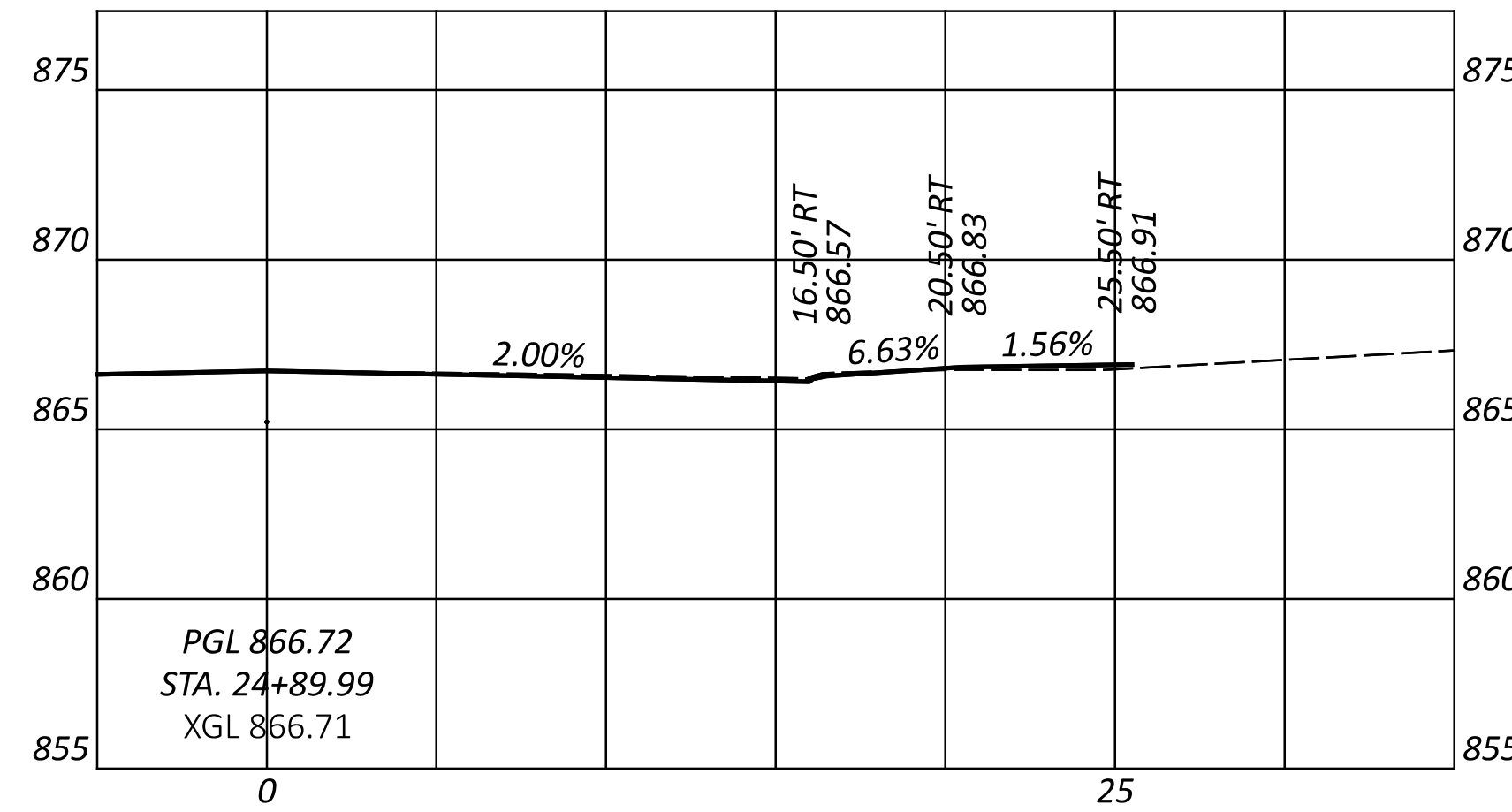
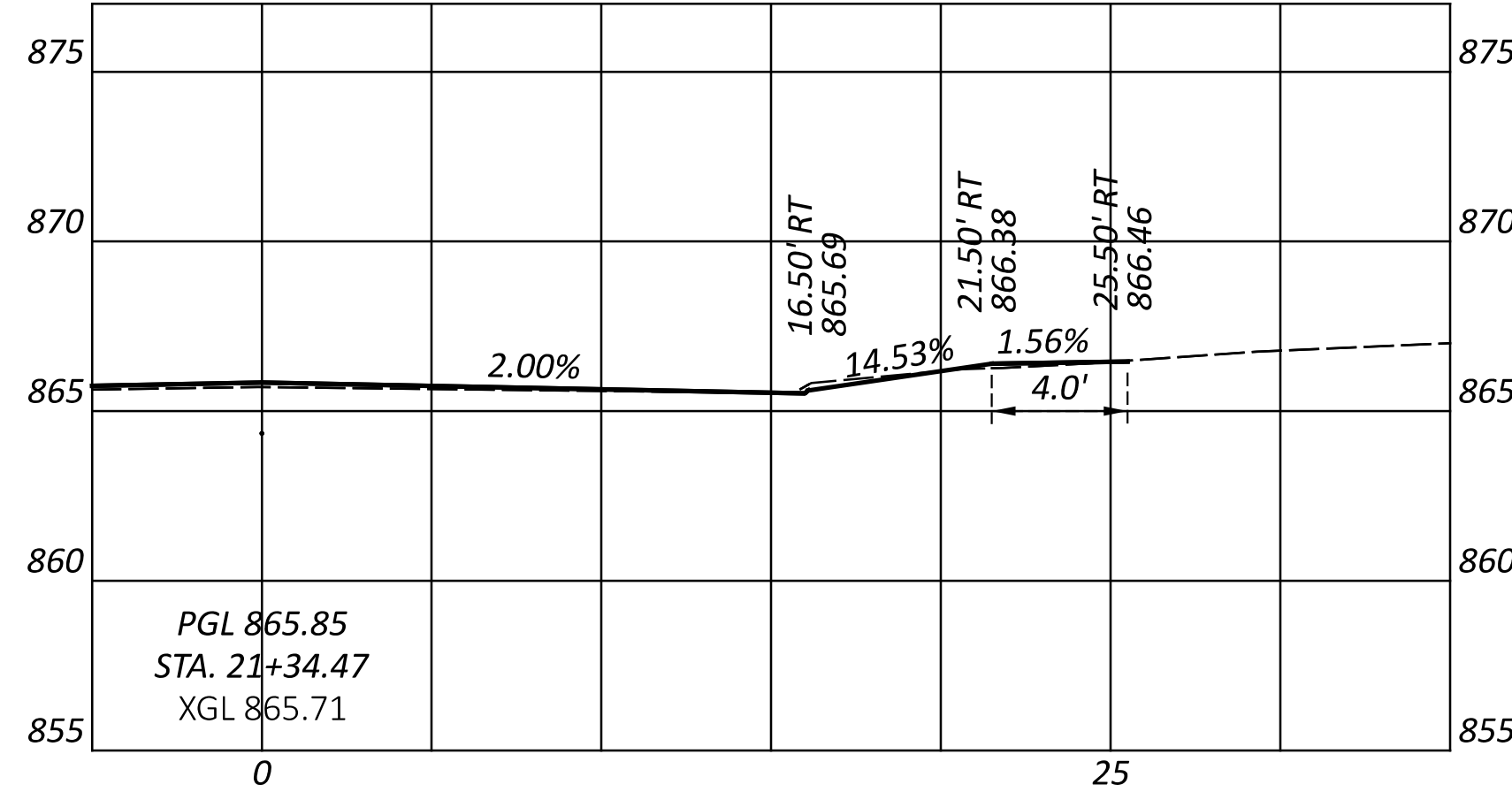
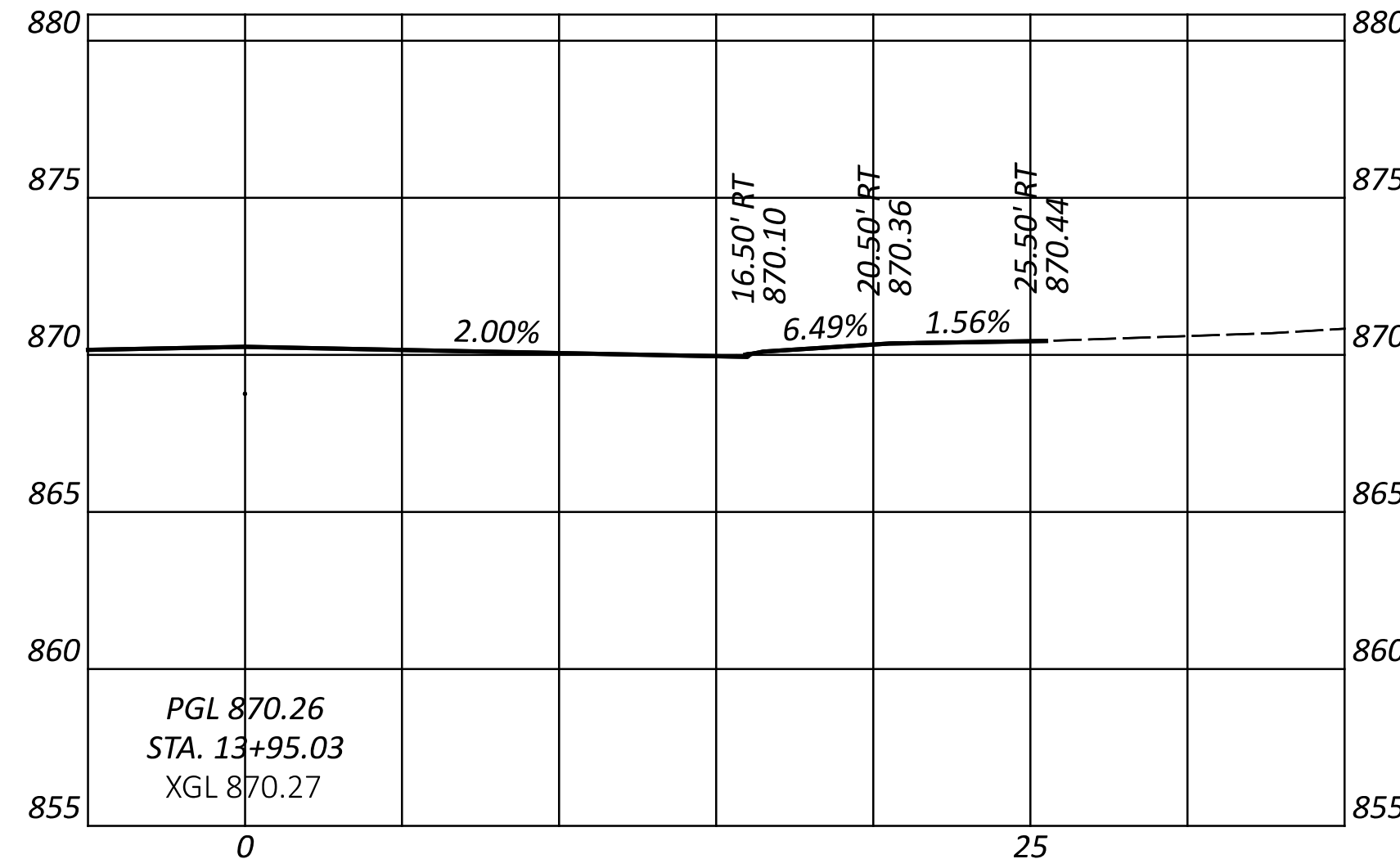


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PROJECT ID
 119069

SHEET TOTAL
 57 91



HAM CR 251 0.11 BLUE ASH ROAD PHASE 2
 DRIVE PROFILES

DESIGN AGENCY

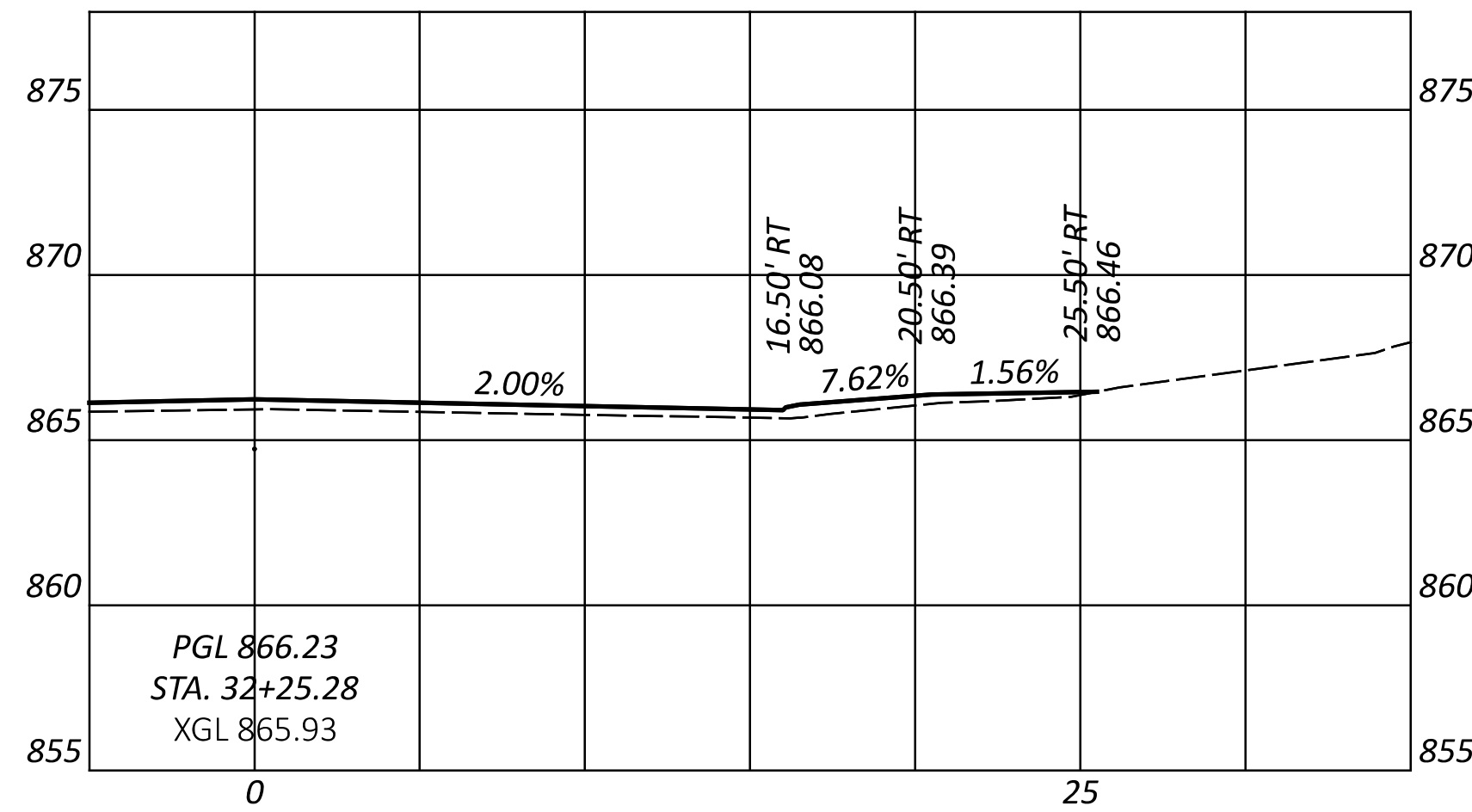
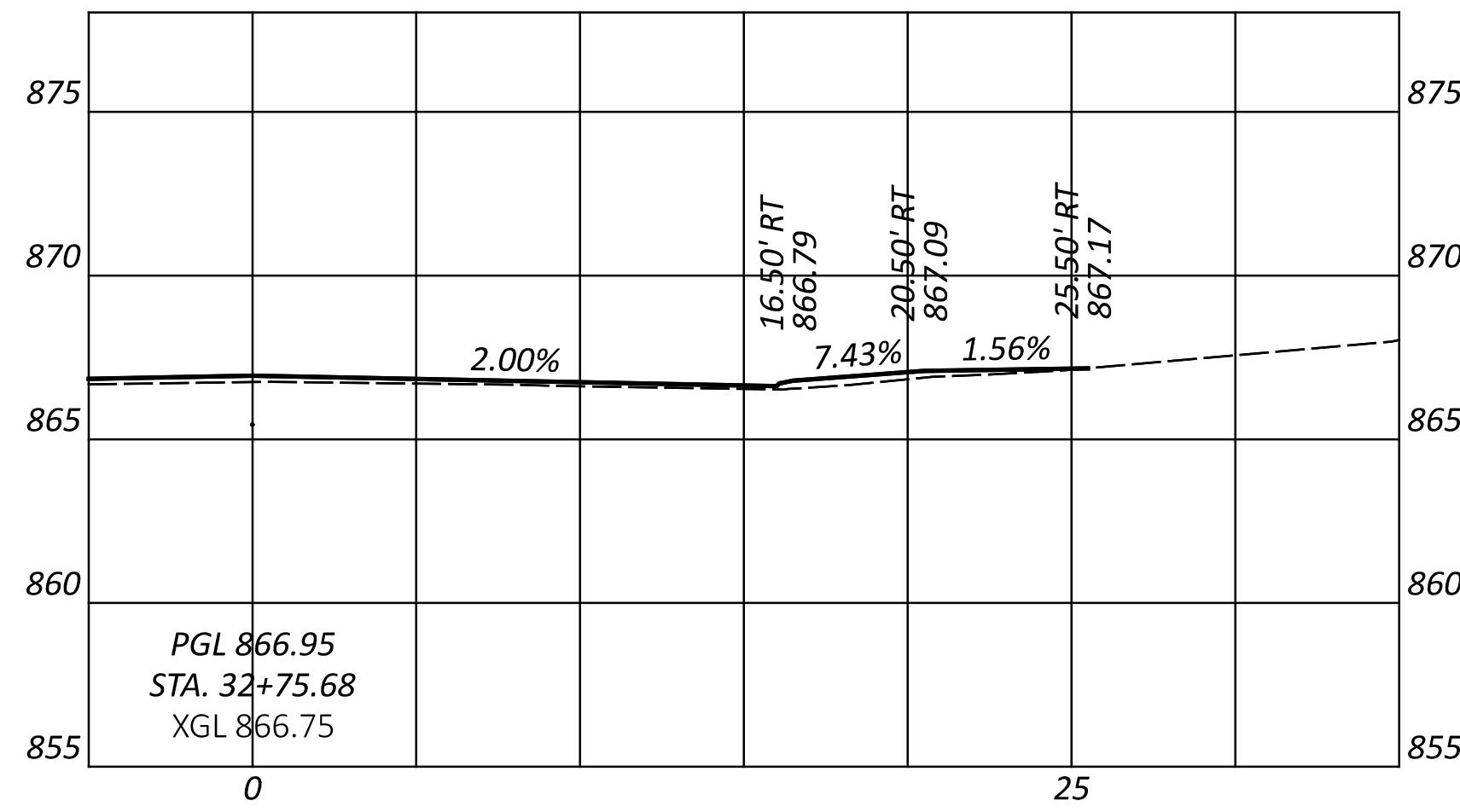
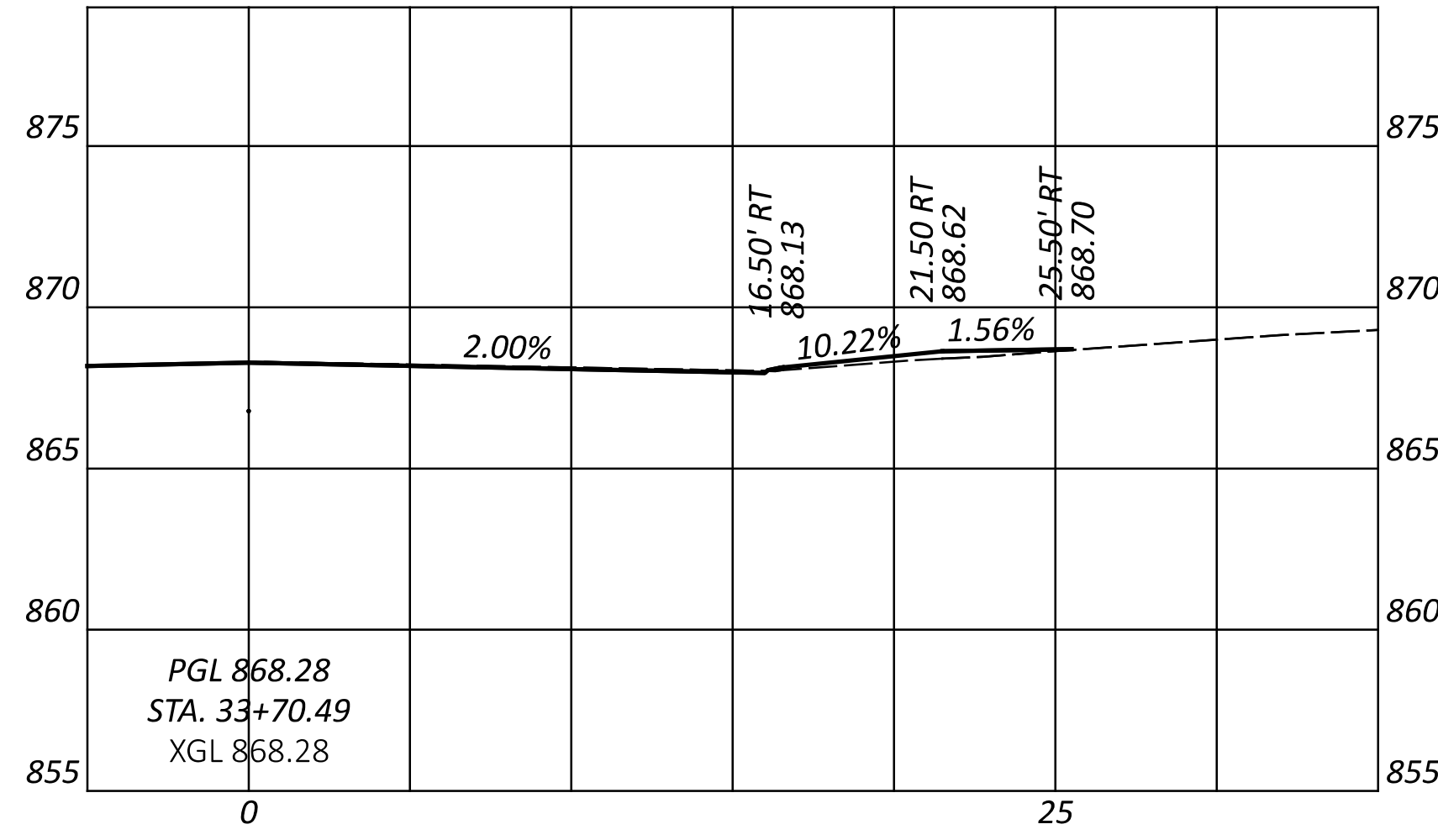
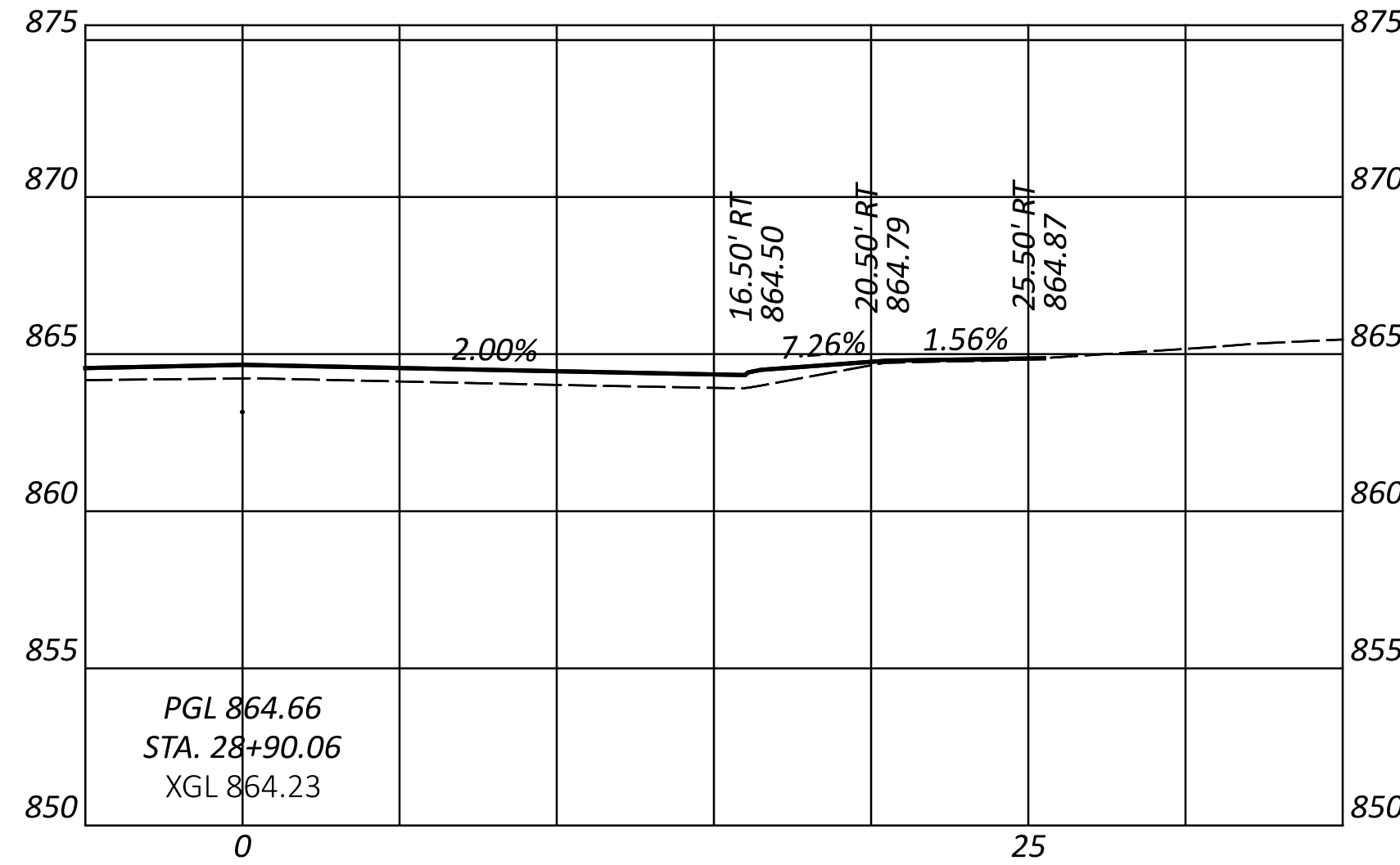
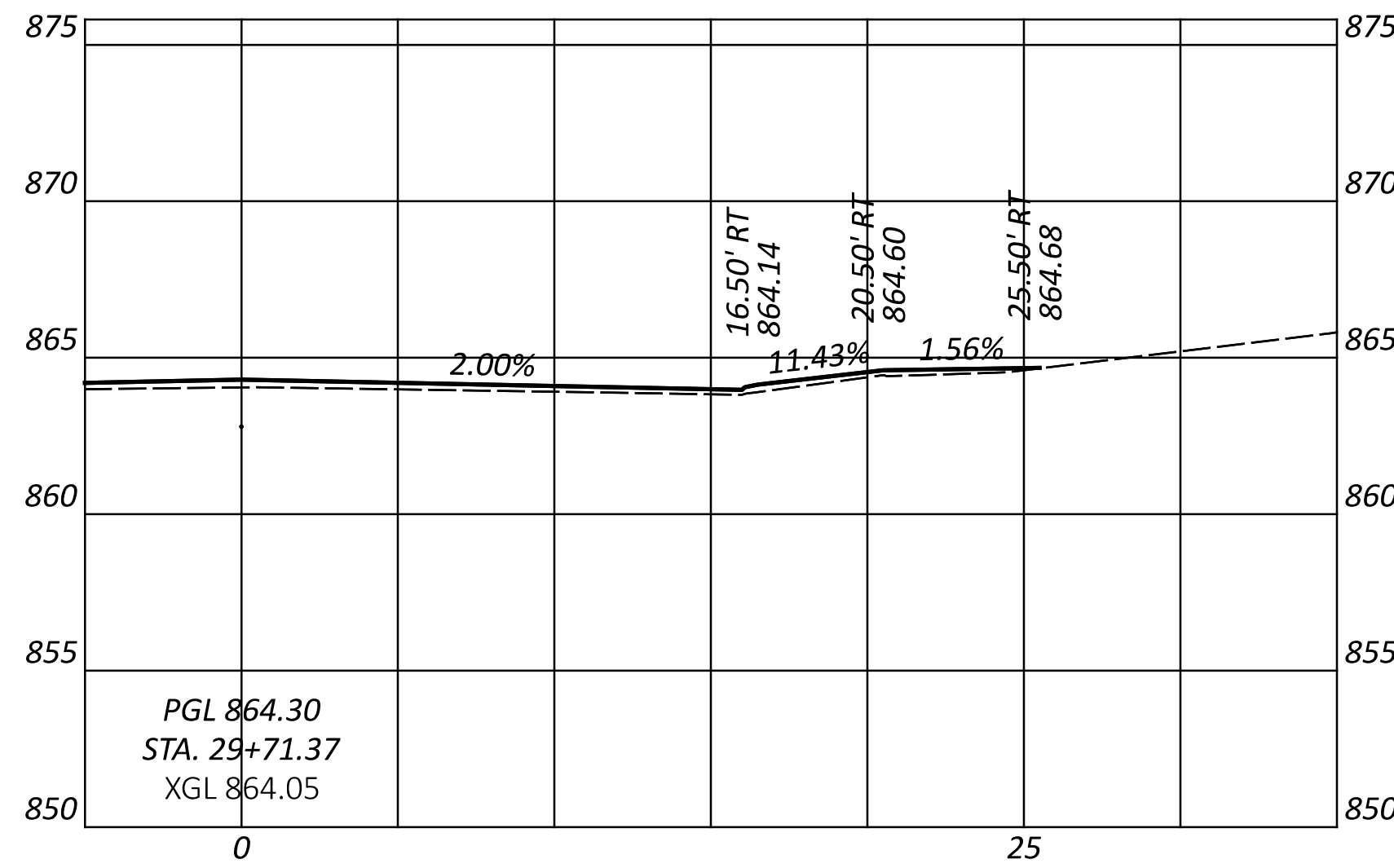
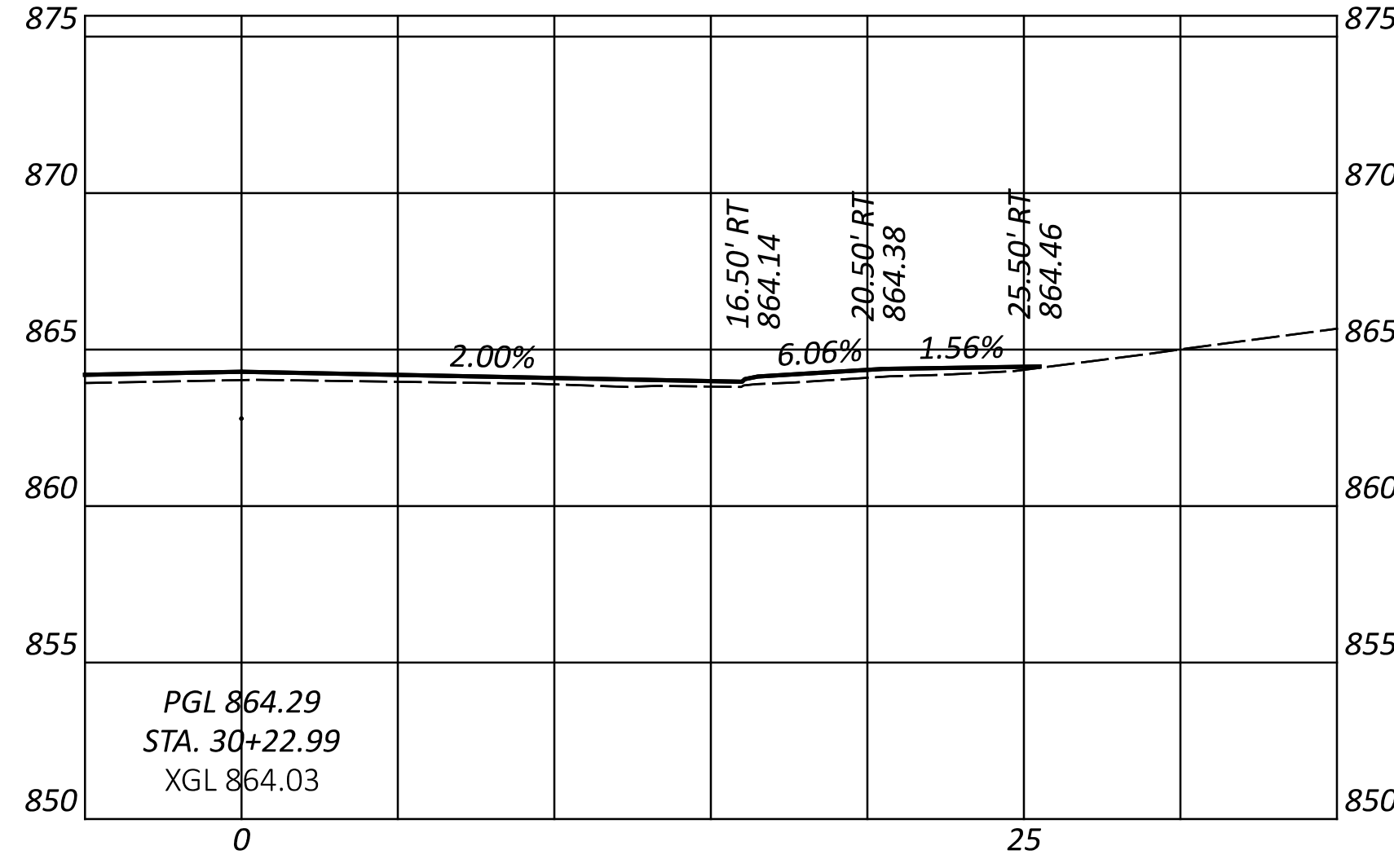
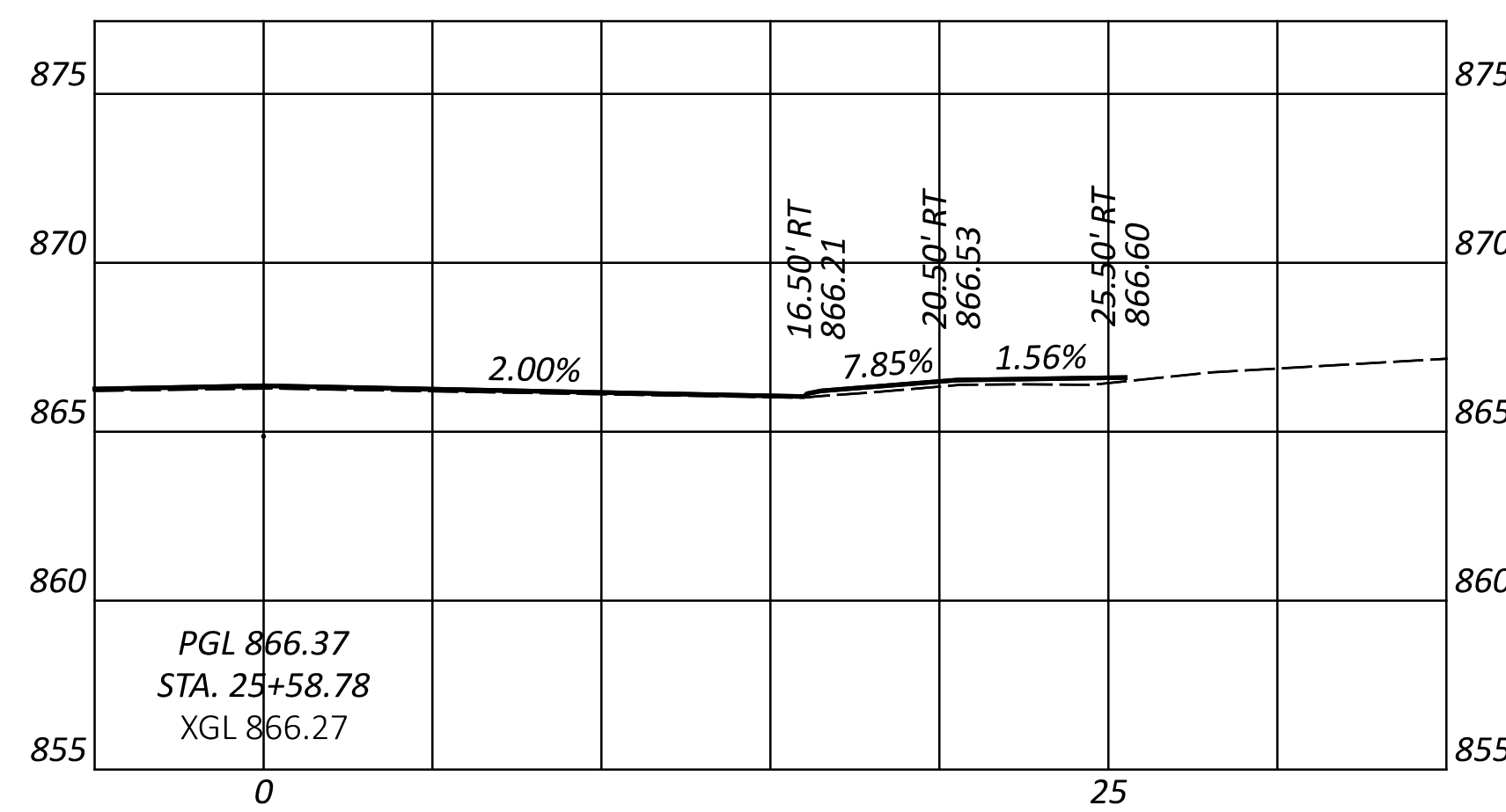
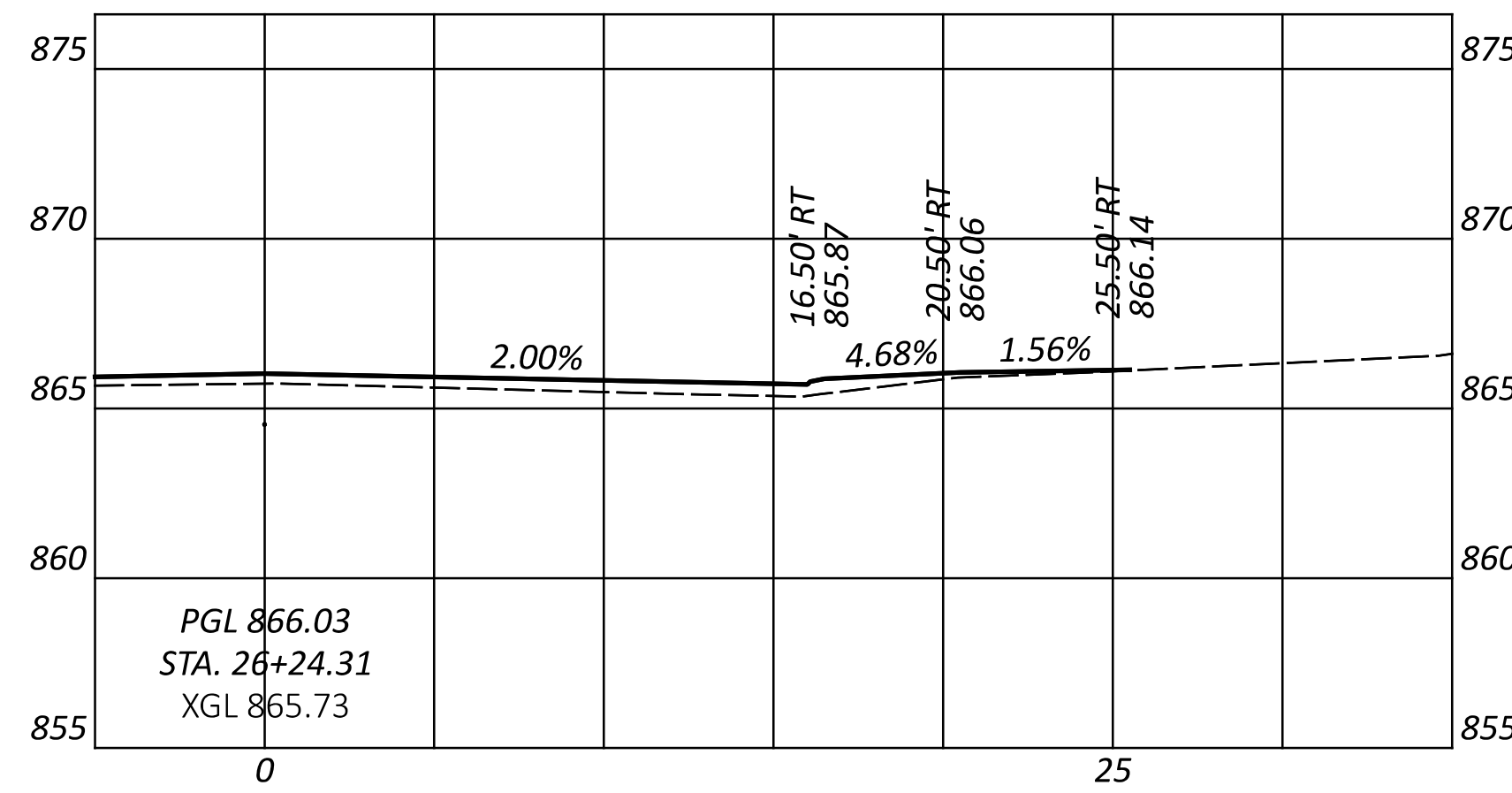
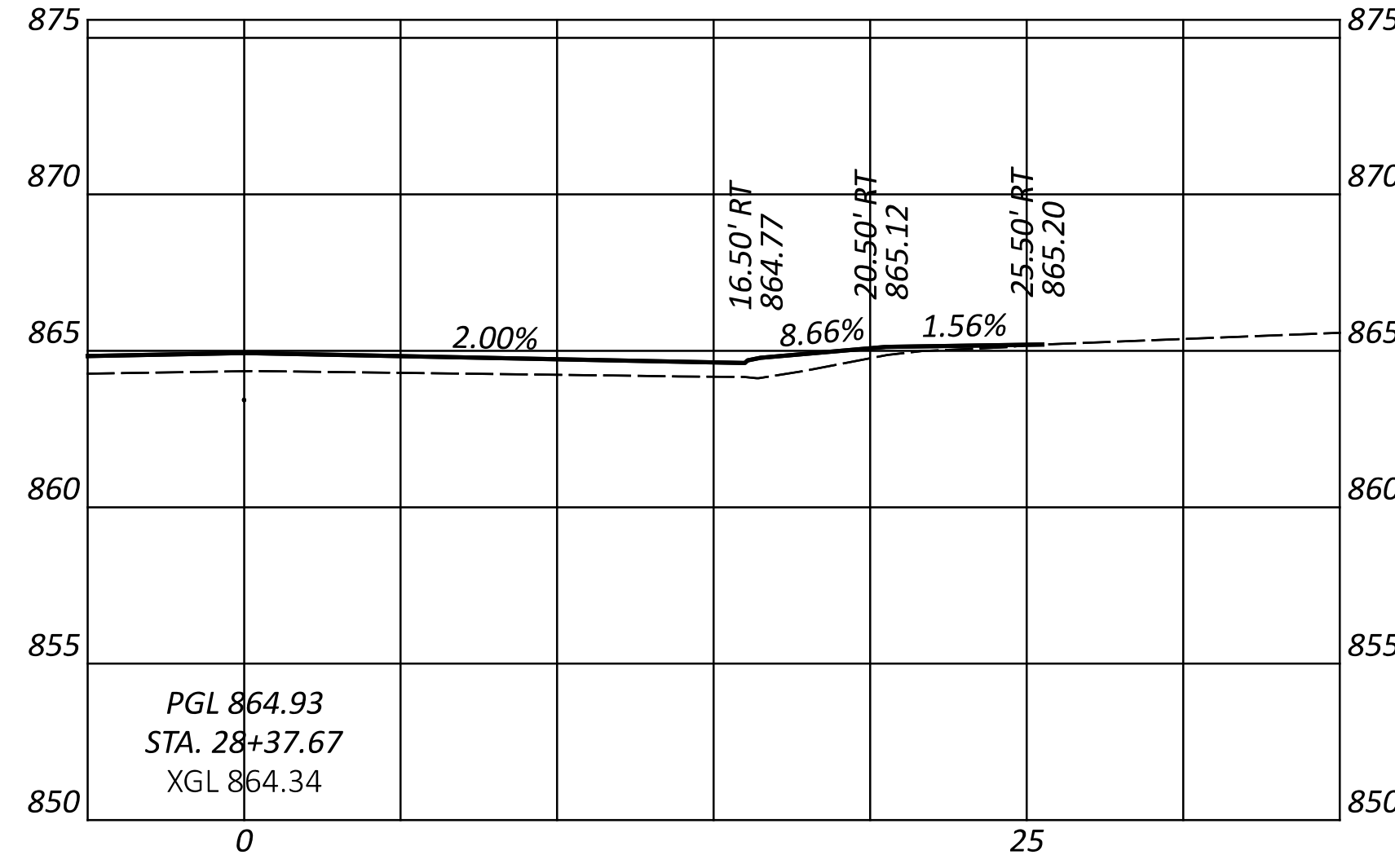


DESIGNER
 KJC

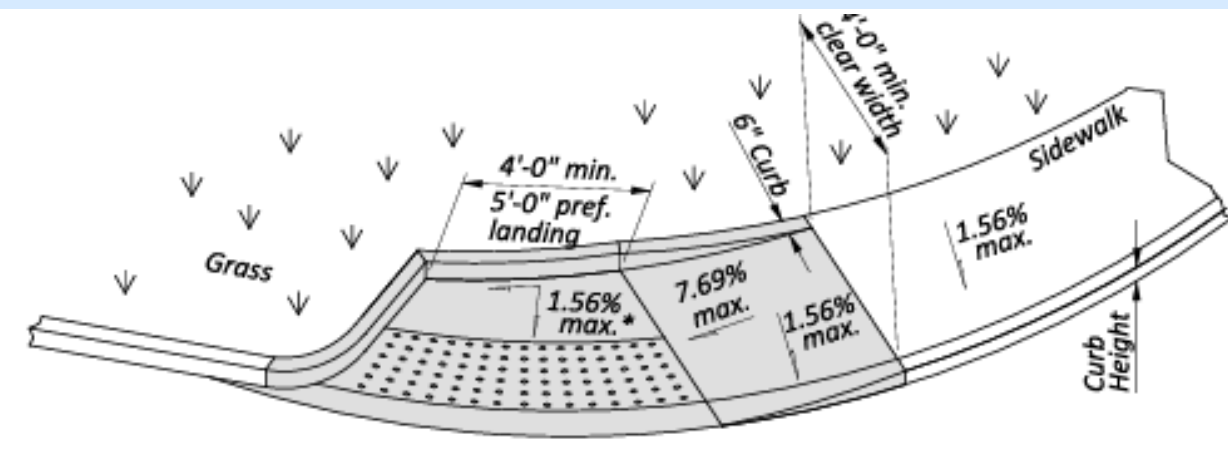
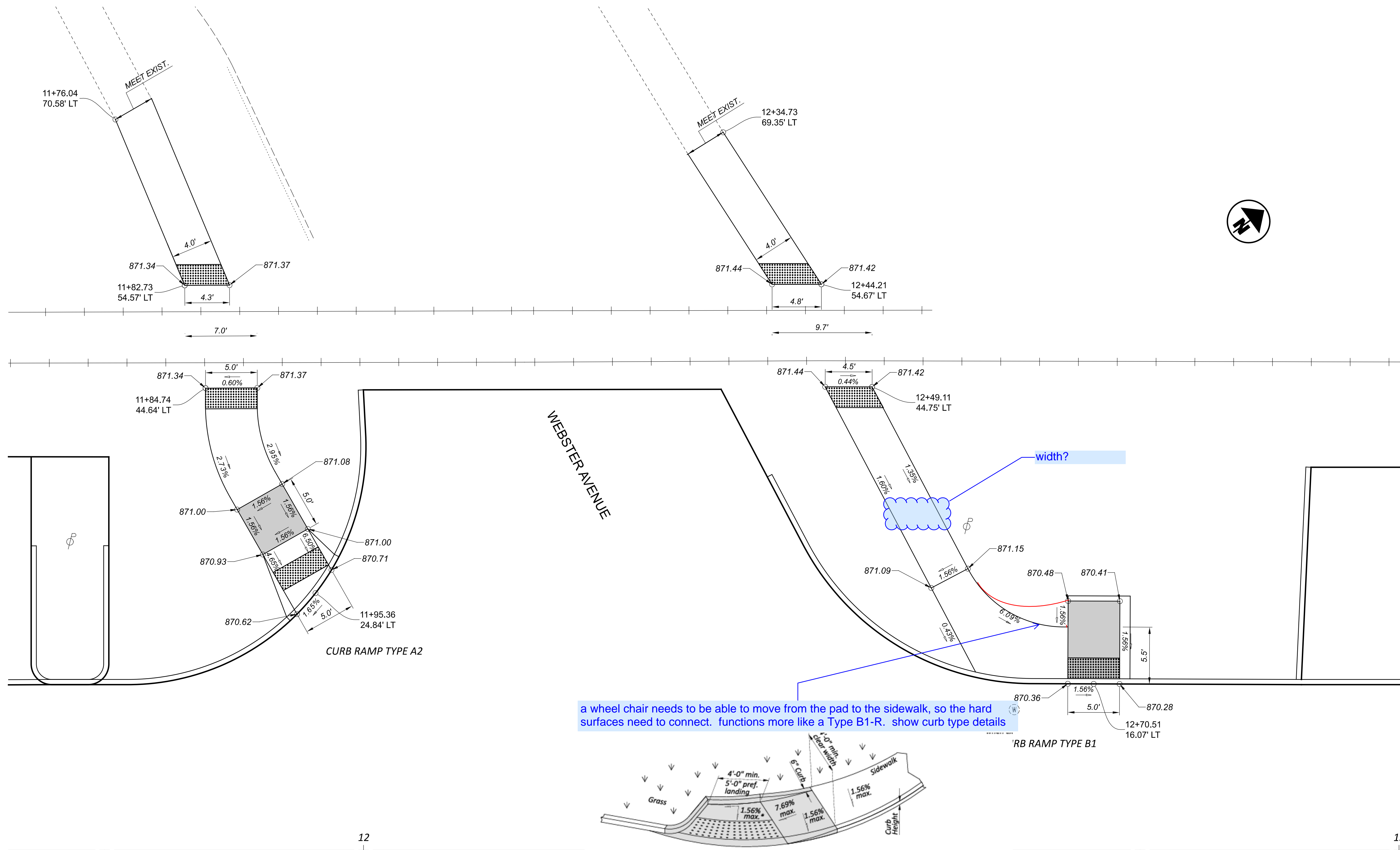
REVIEWER
 SEF 04/14/26

PROJECT ID
 119069

SHEET TOTAL
 58 91

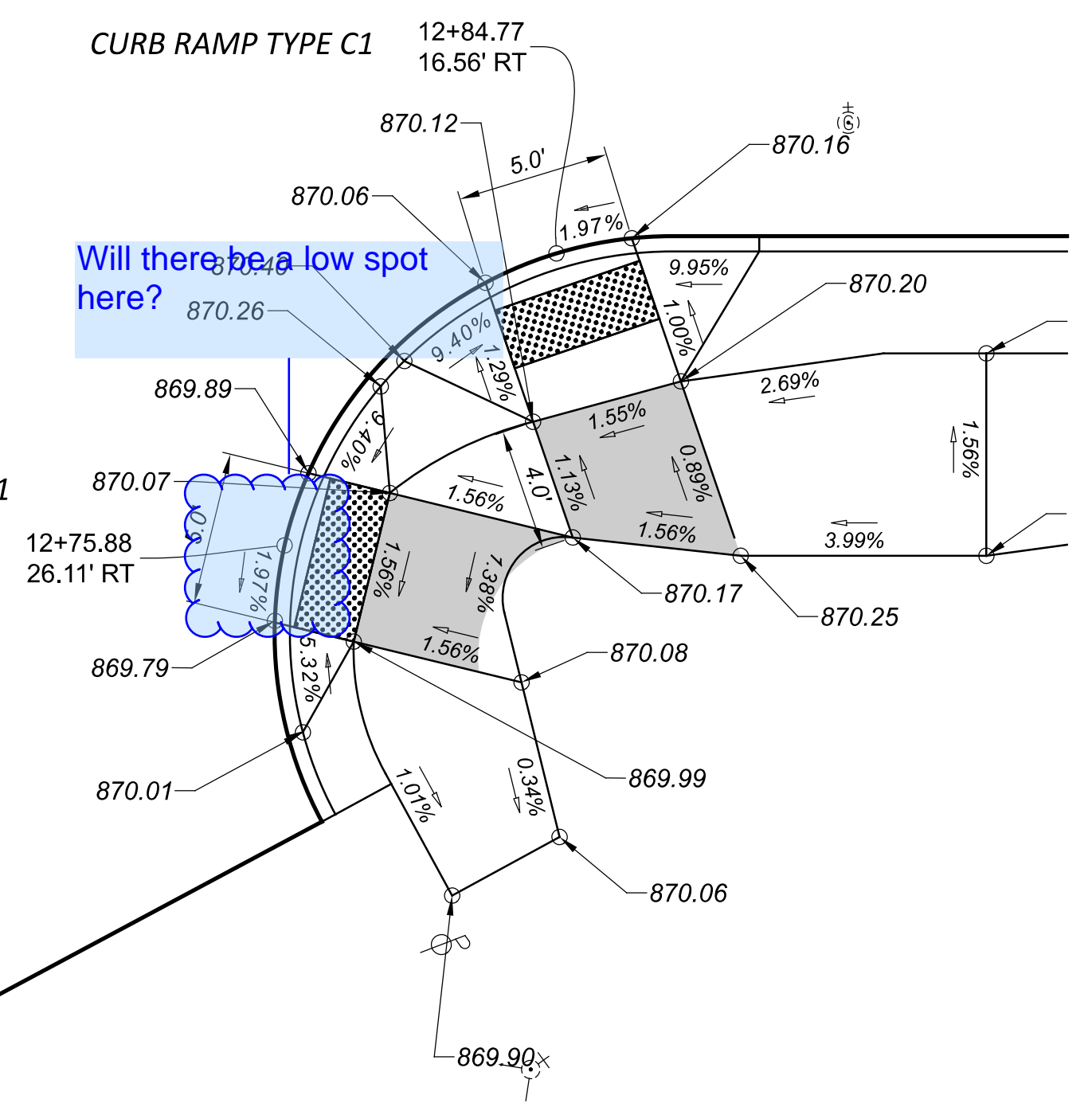
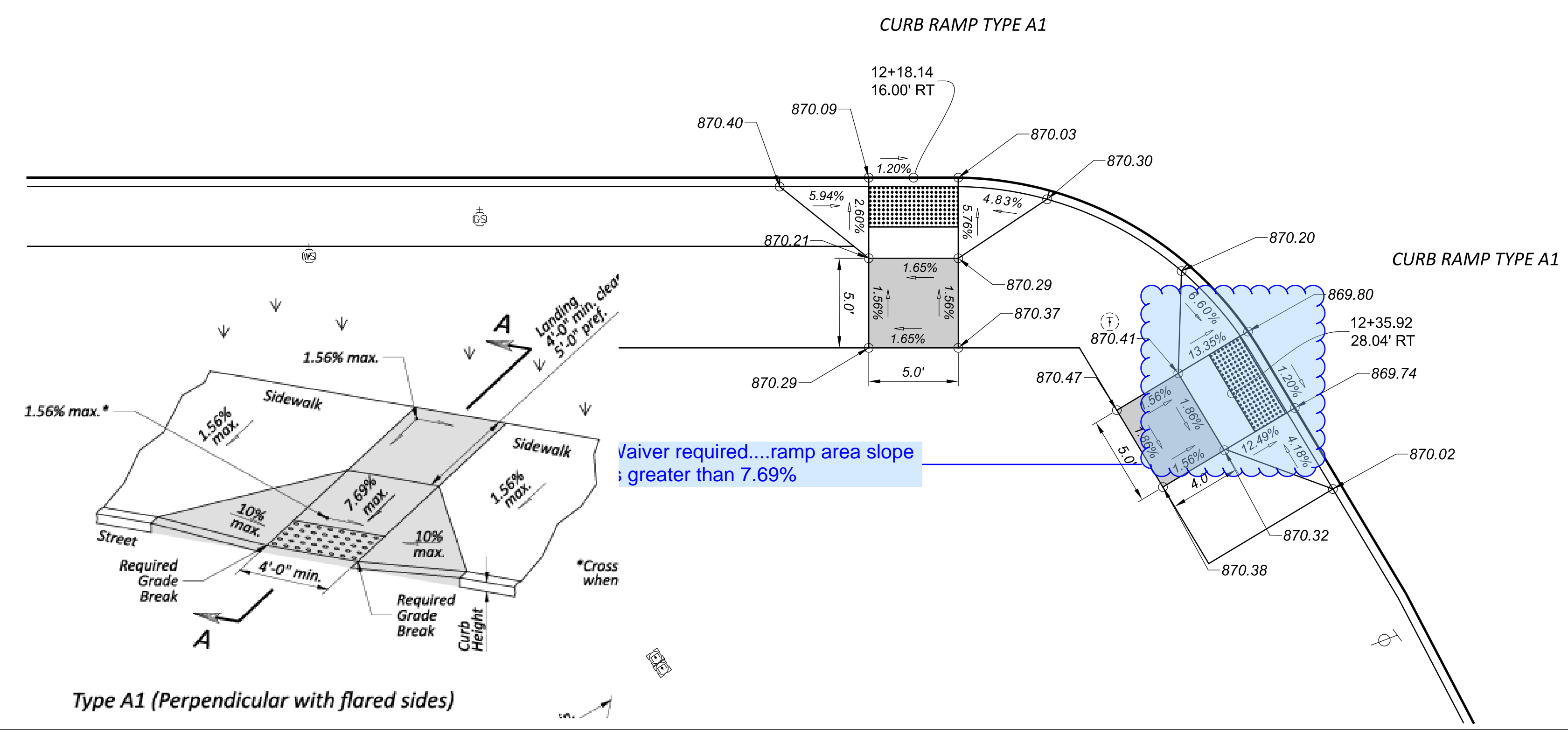


HAM CR 251 0.11 BLUE ASH ROAD PHASE 2
 DRIVE PROFILES

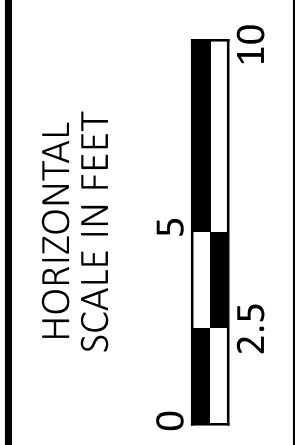
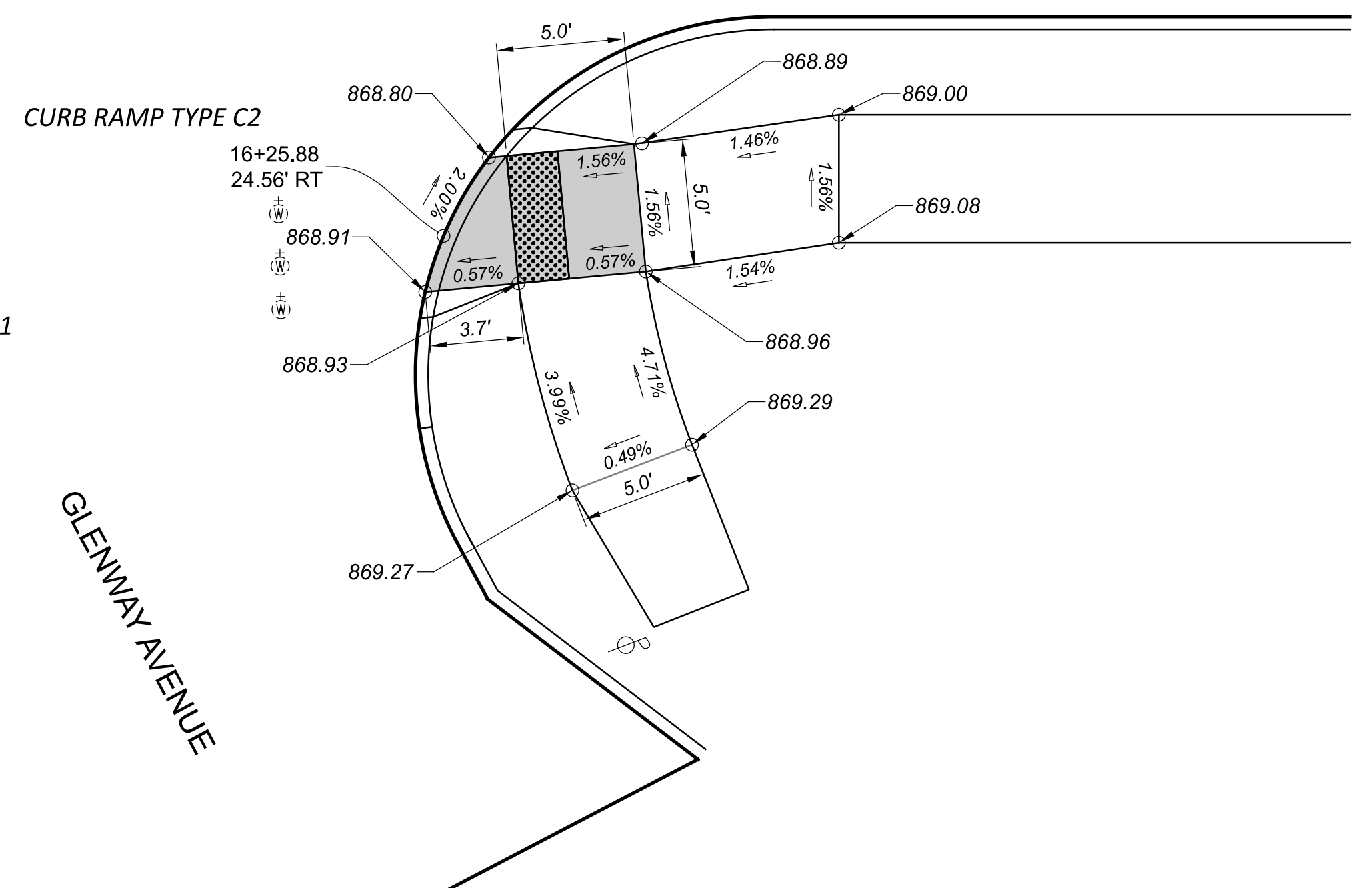
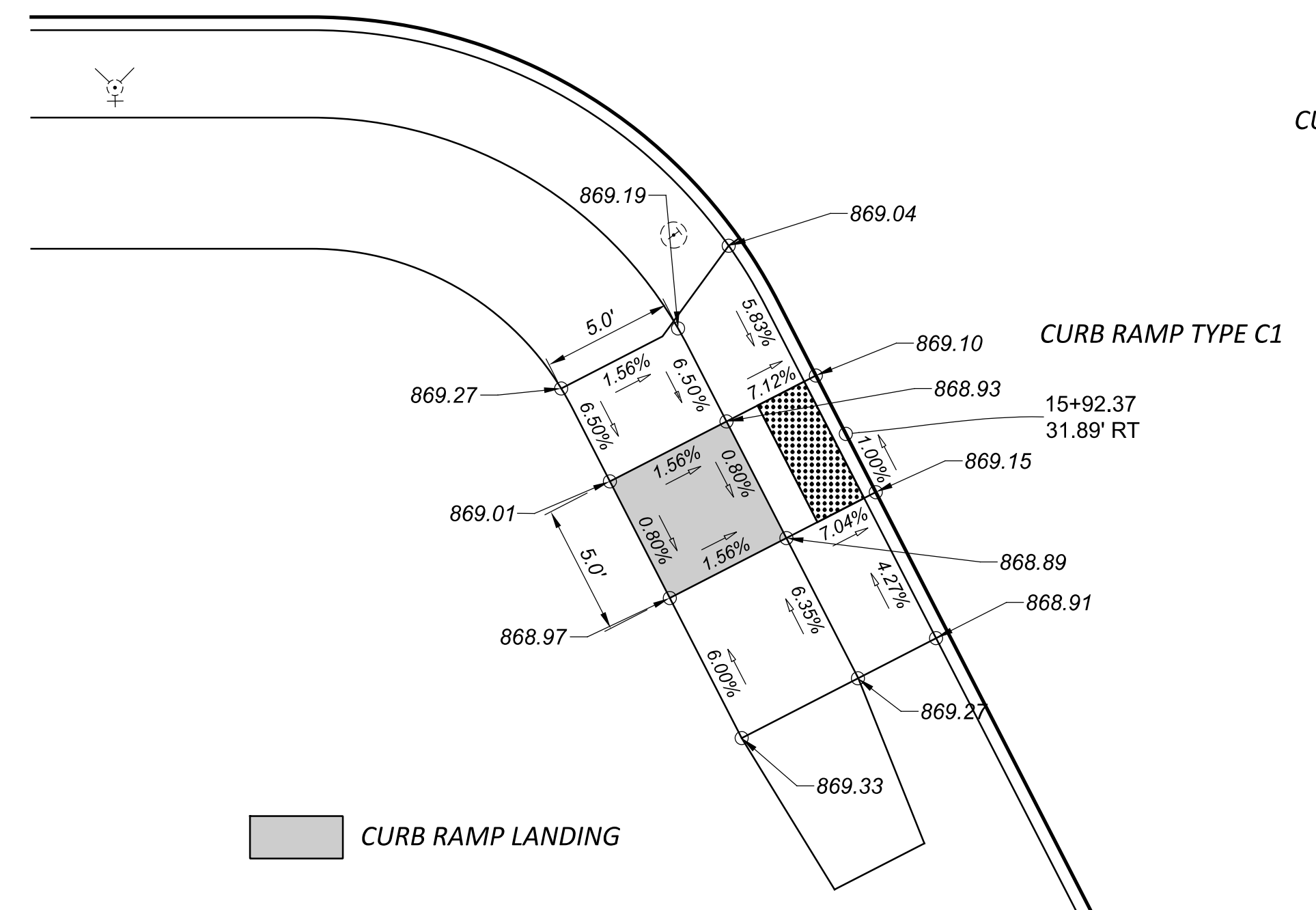


Type B1-R (Single sided Parallel on Radius)

CL CONSTRUCTION <BLUE ASH RD>



CL CONSTRUCTION <BLUE ASH RD>



HAM CR 251 0.11 BLUE ASH ROAD PHASE 2
 CURB RAMP DETAILS

DESIGN AGENCY

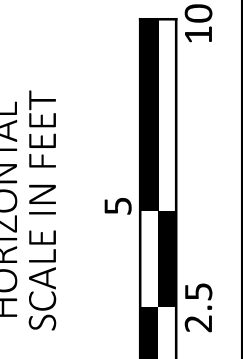
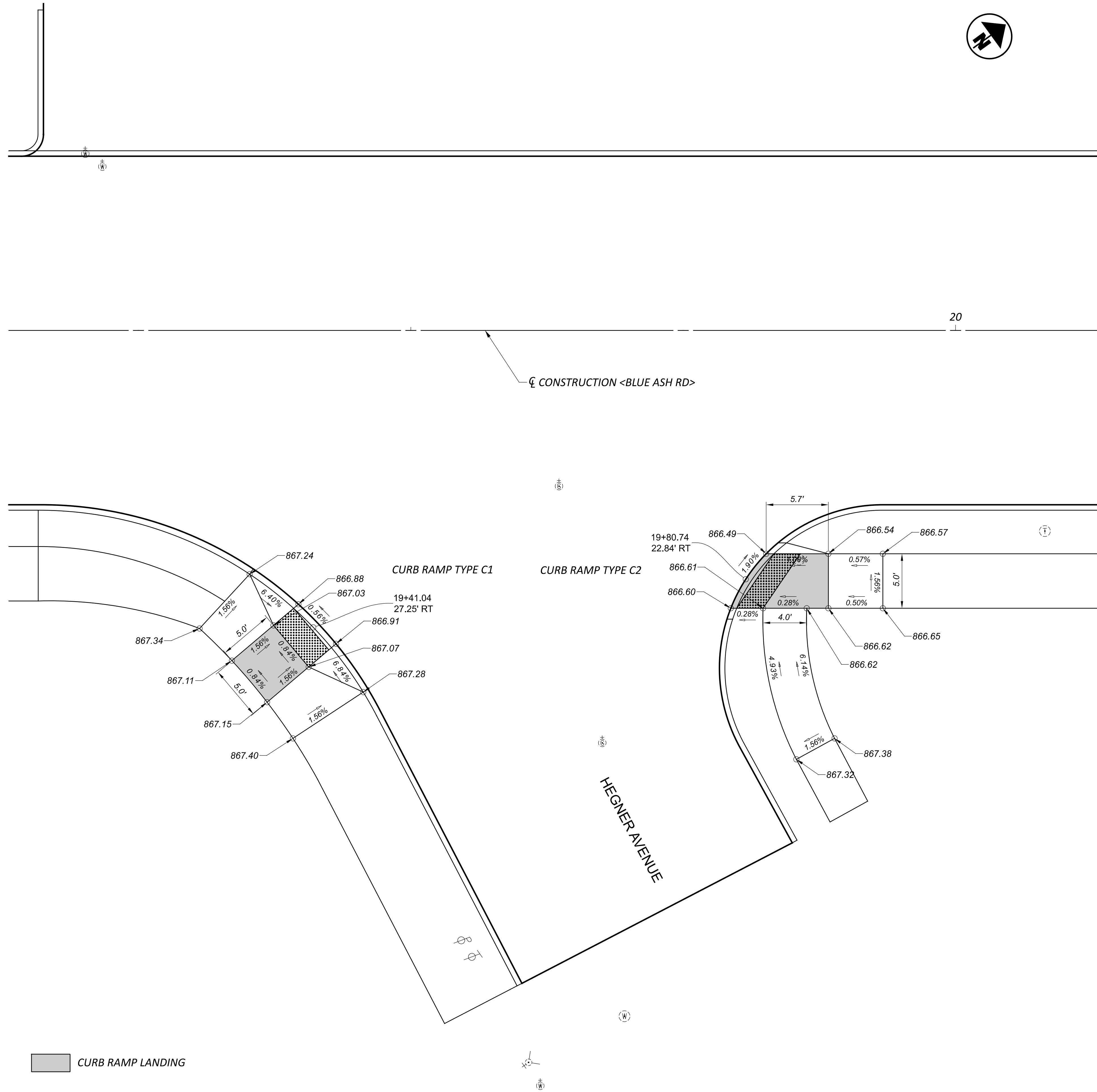


DESIGNER
 KJC

REVIEWER
 SEF 04/14/26

PROJECT ID
 119069

SHEET	TOTAL
61	91



HAM CR 251 0.11 BLUE ASH ROAD PHASE 2
CURB RAMP DETAILS

DESIGN AGENCY

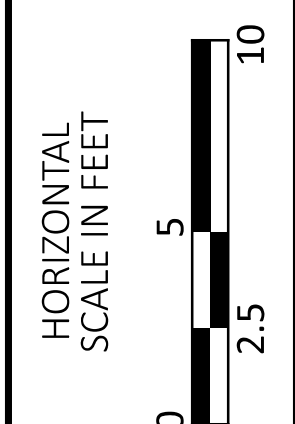
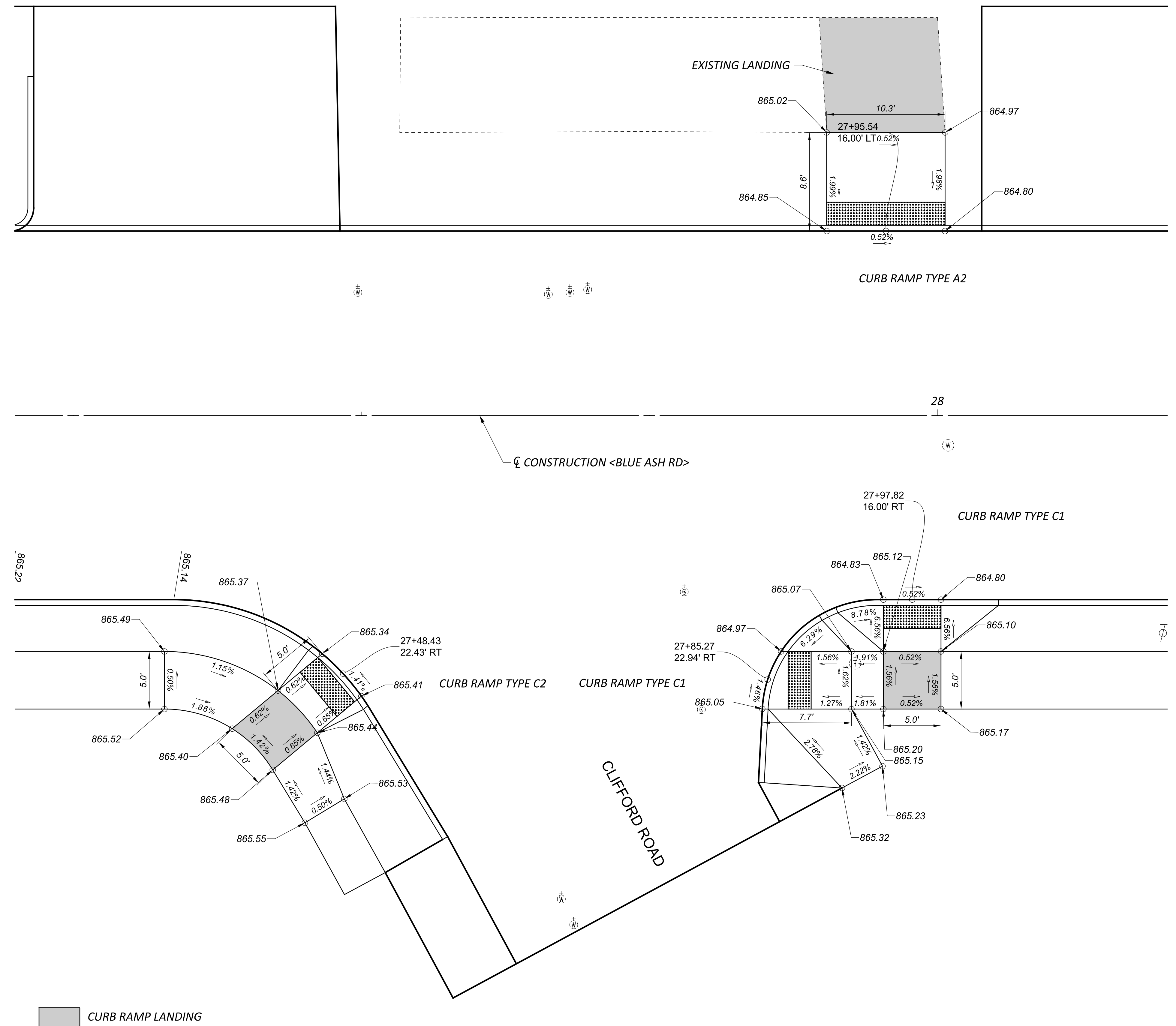


DESIGNER
KJC

REVIEWER
SEF 04/14/26

PROJECT ID
119069

SHEET	TOTAL
62	91



HAM CR 251 0.11 BLUE ASH ROAD PHASE 2
 CURB RAMP DETAILS

DESIGN AGENCY



DESIGNER

KJC

REVIEWER

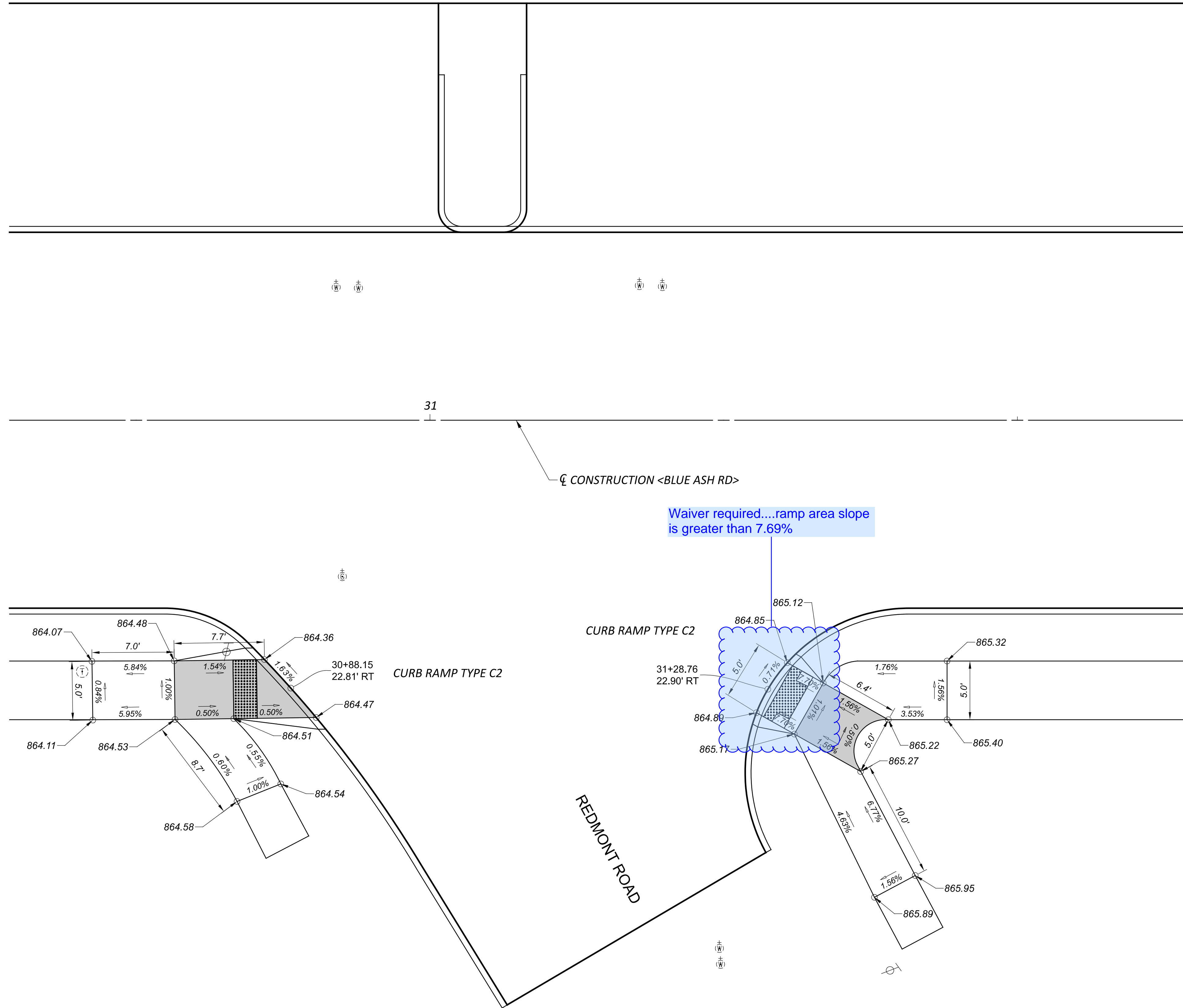
SEF 04/14/26

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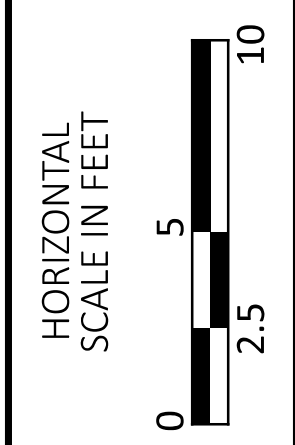
119069

SHEET TOTAL

64 91



CURB RAMP LANDING



HAM CR 251 0.11 BLUE ASH ROAD PHASE 2
CURB RAMP DETAILS

DESIGN AGENCY



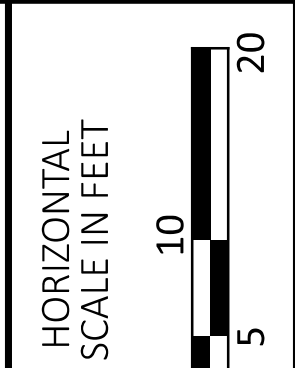
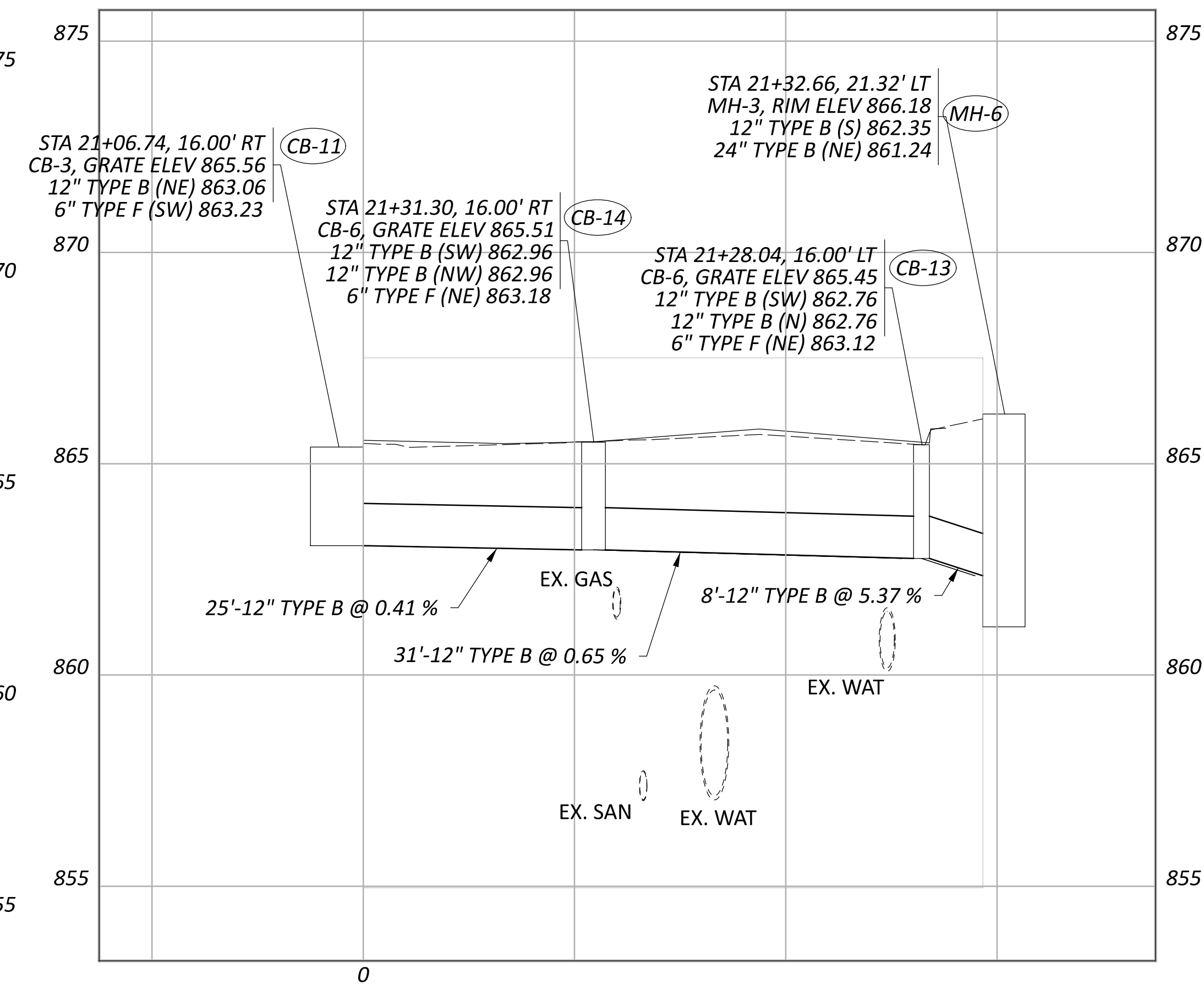
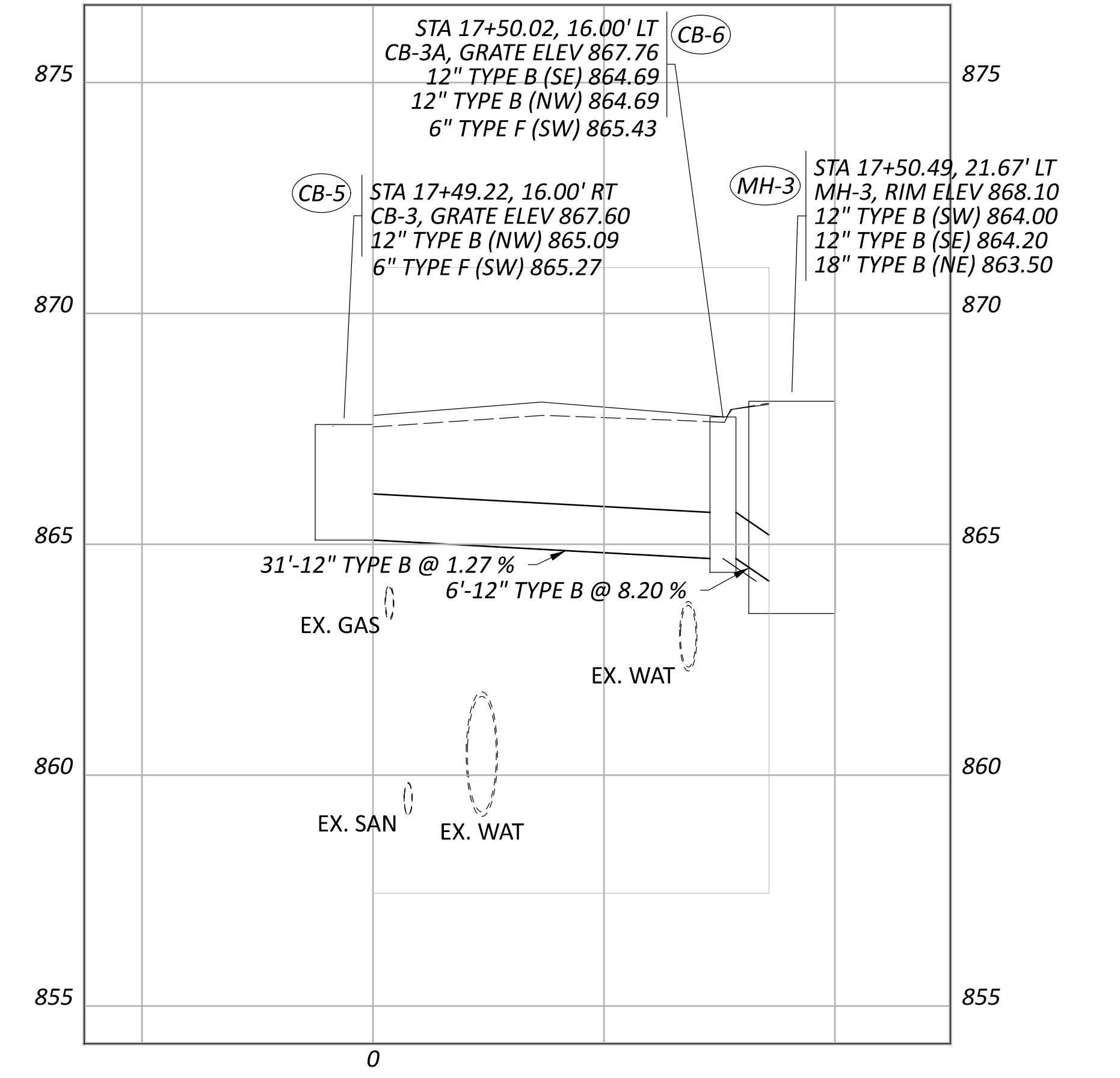
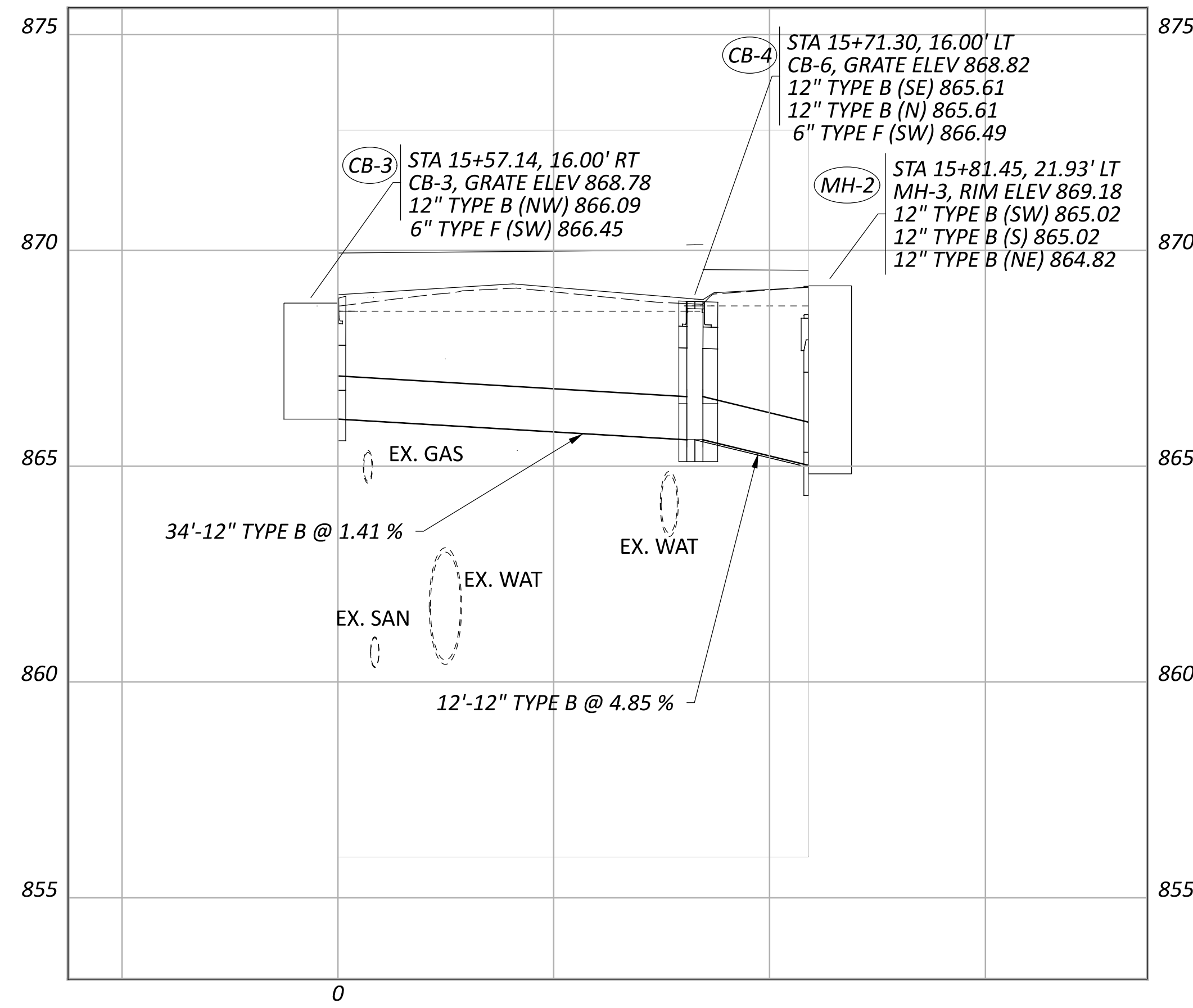
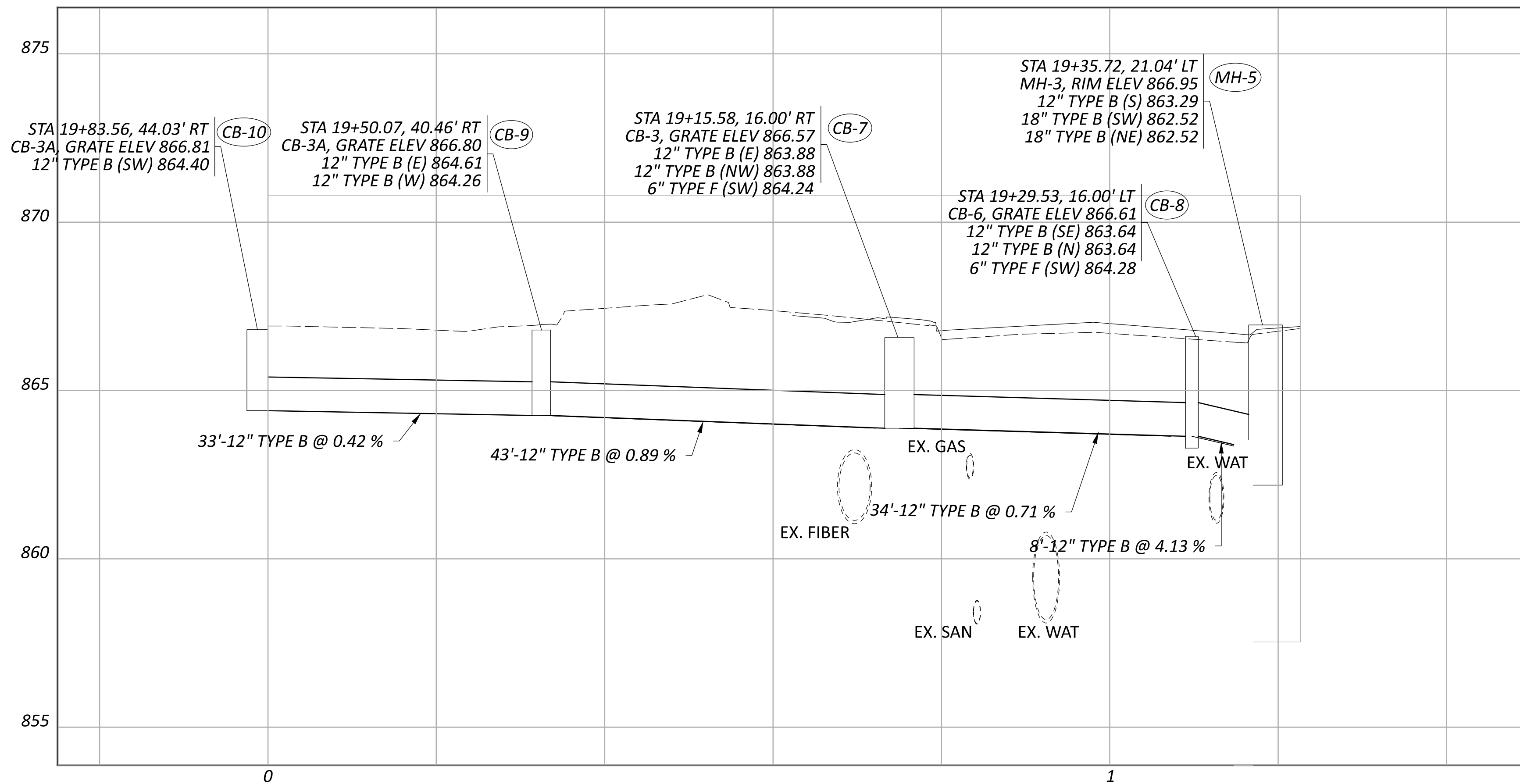
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KJC

REVIEWER
SEF 04/14/26

PROJECT ID
119069

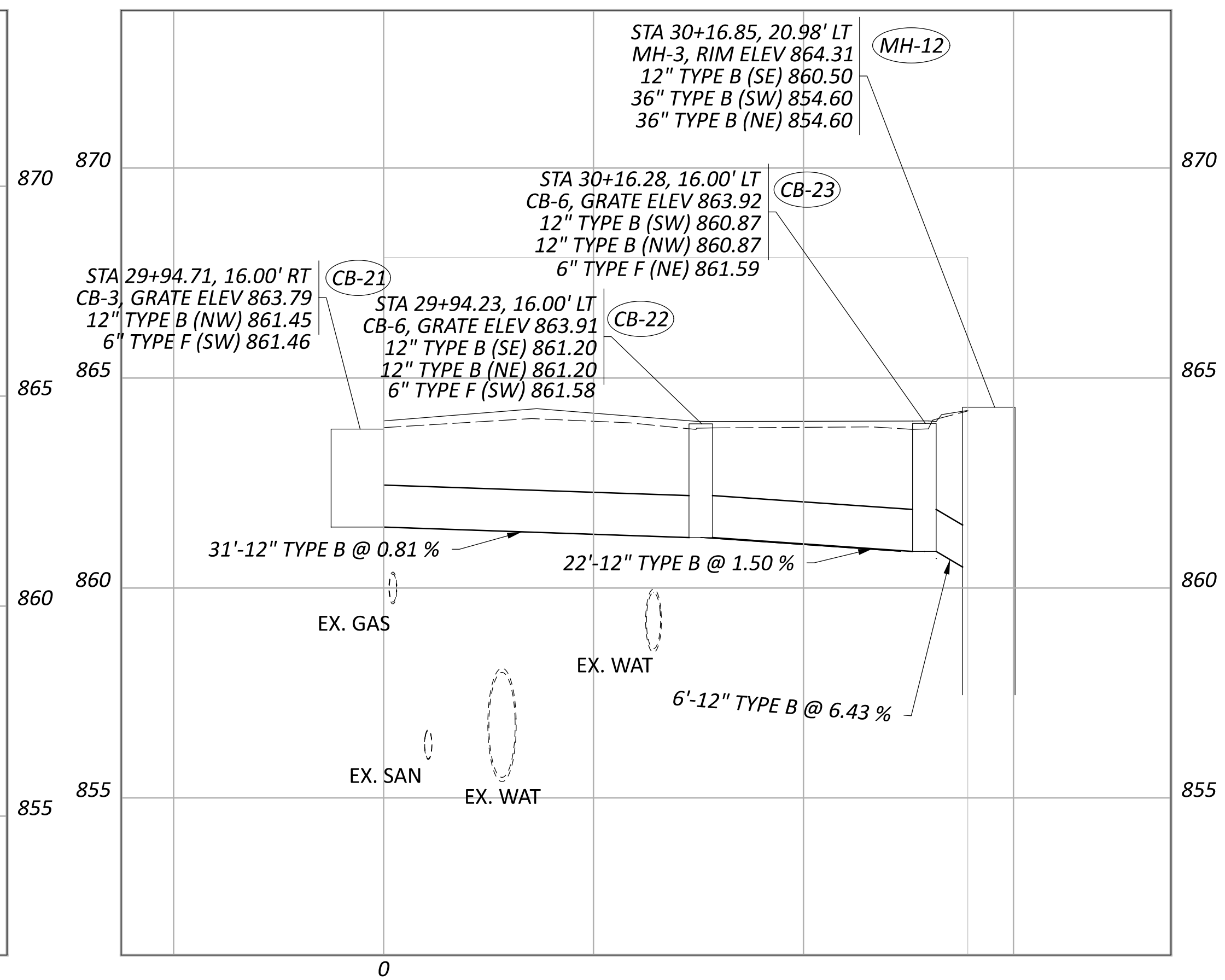
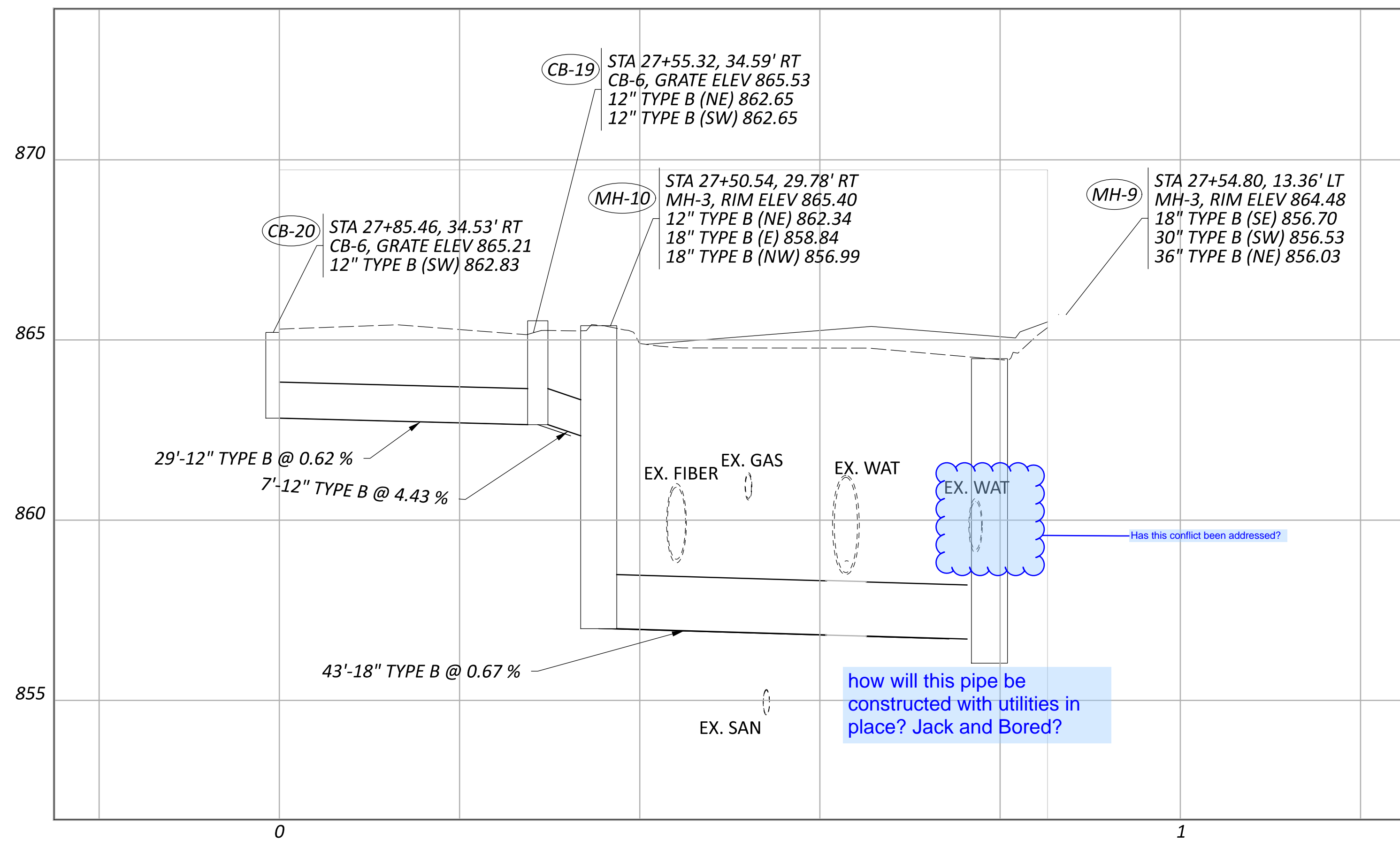
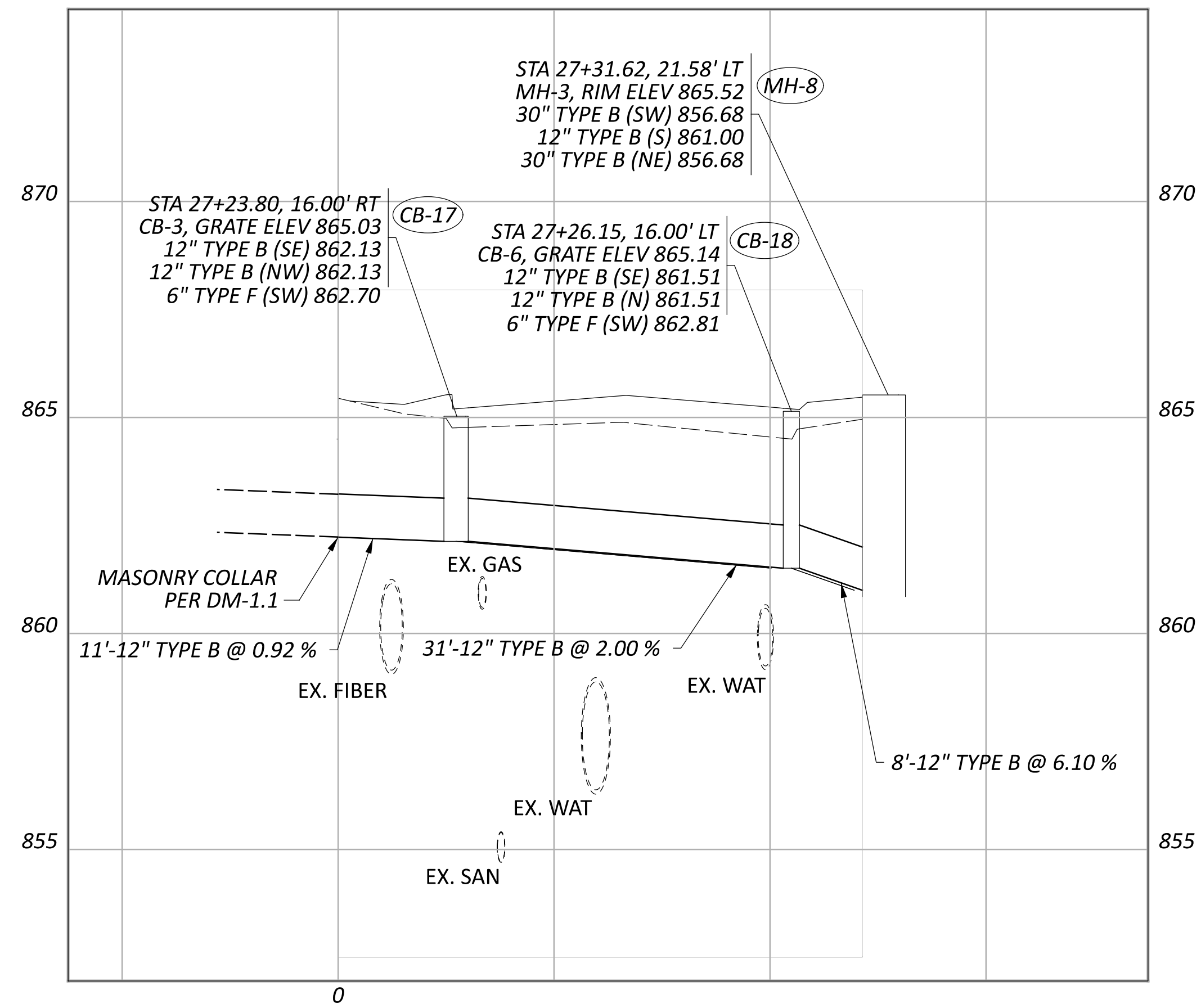
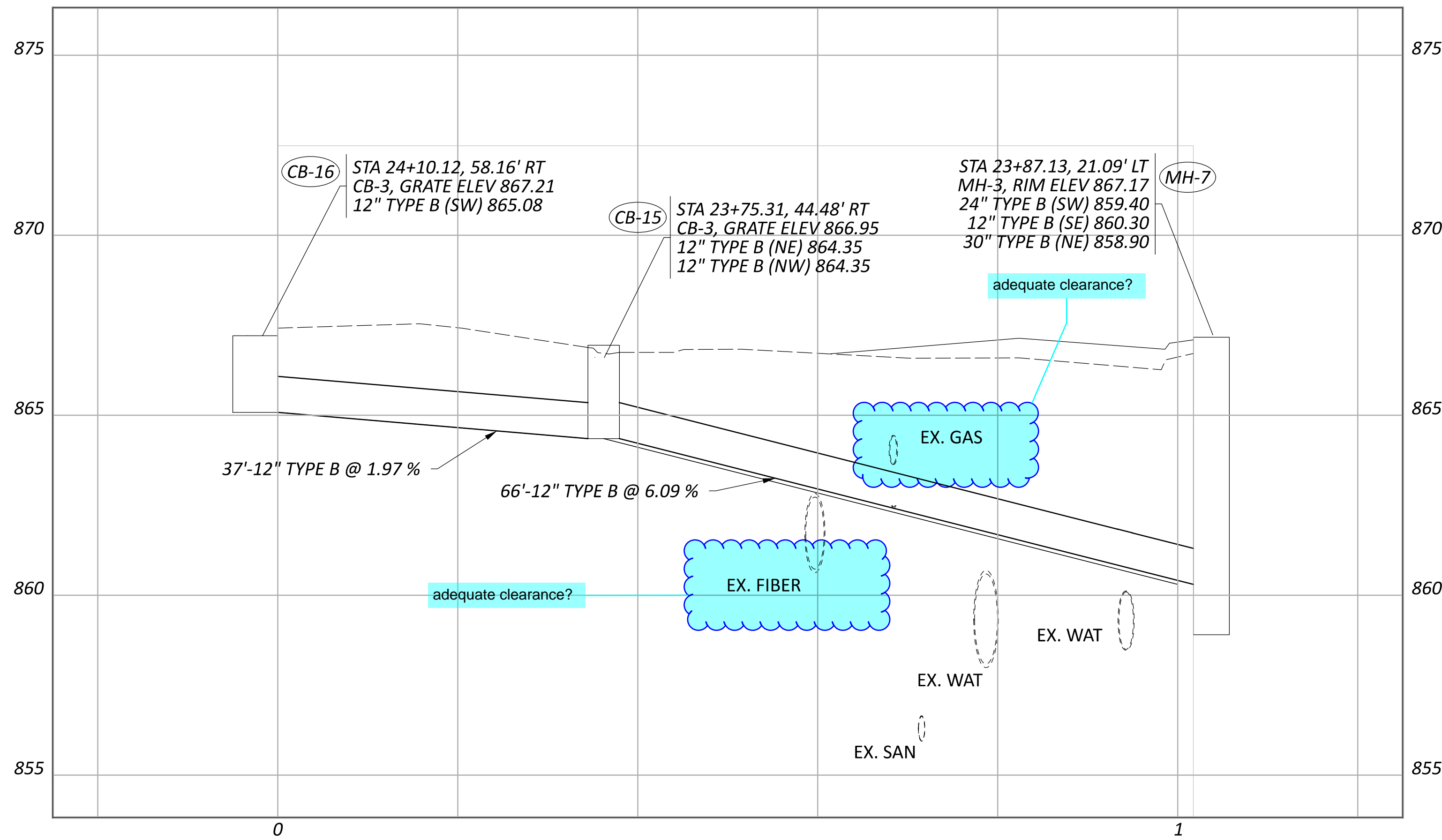
SHEET	TOTAL
65	91

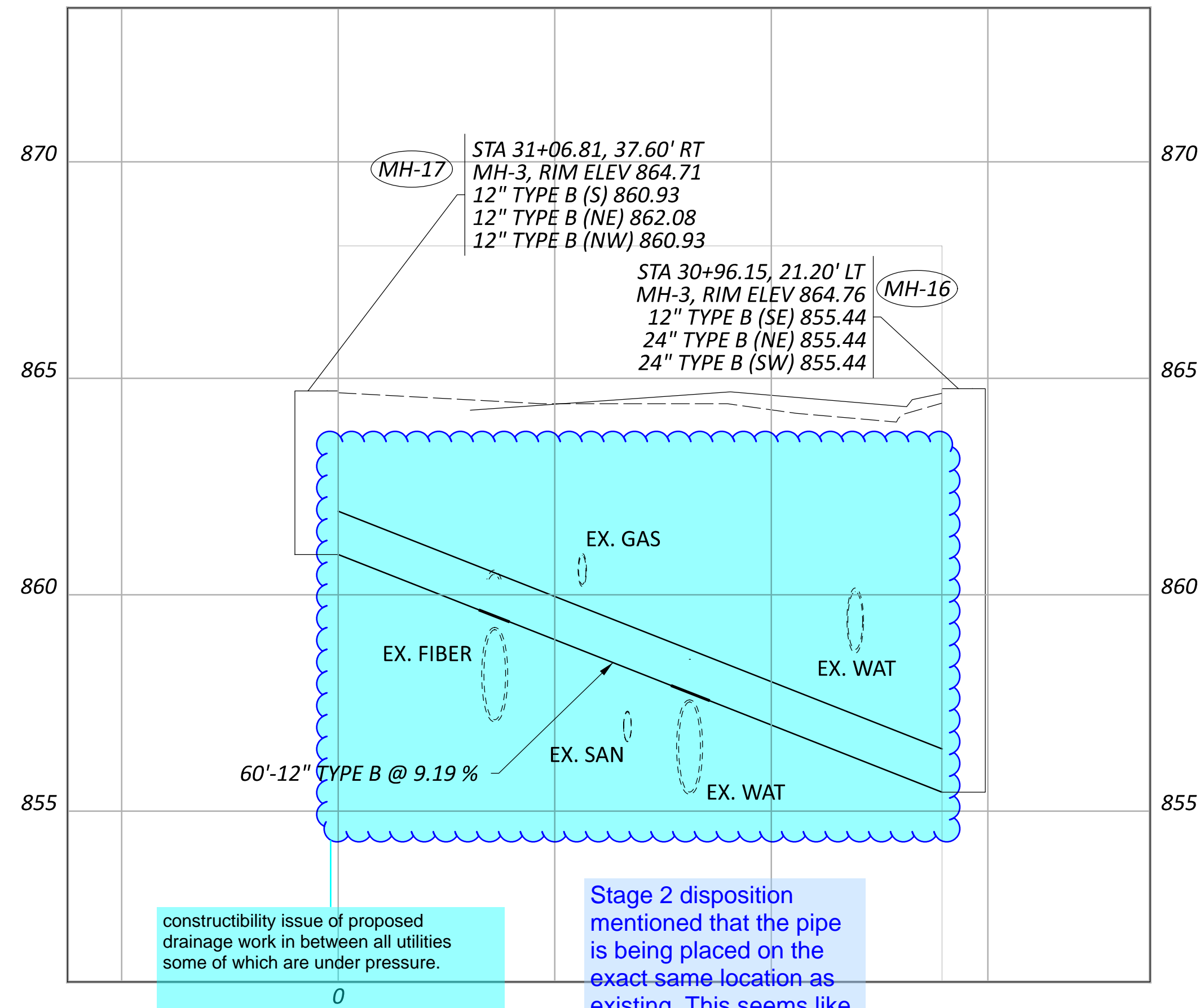
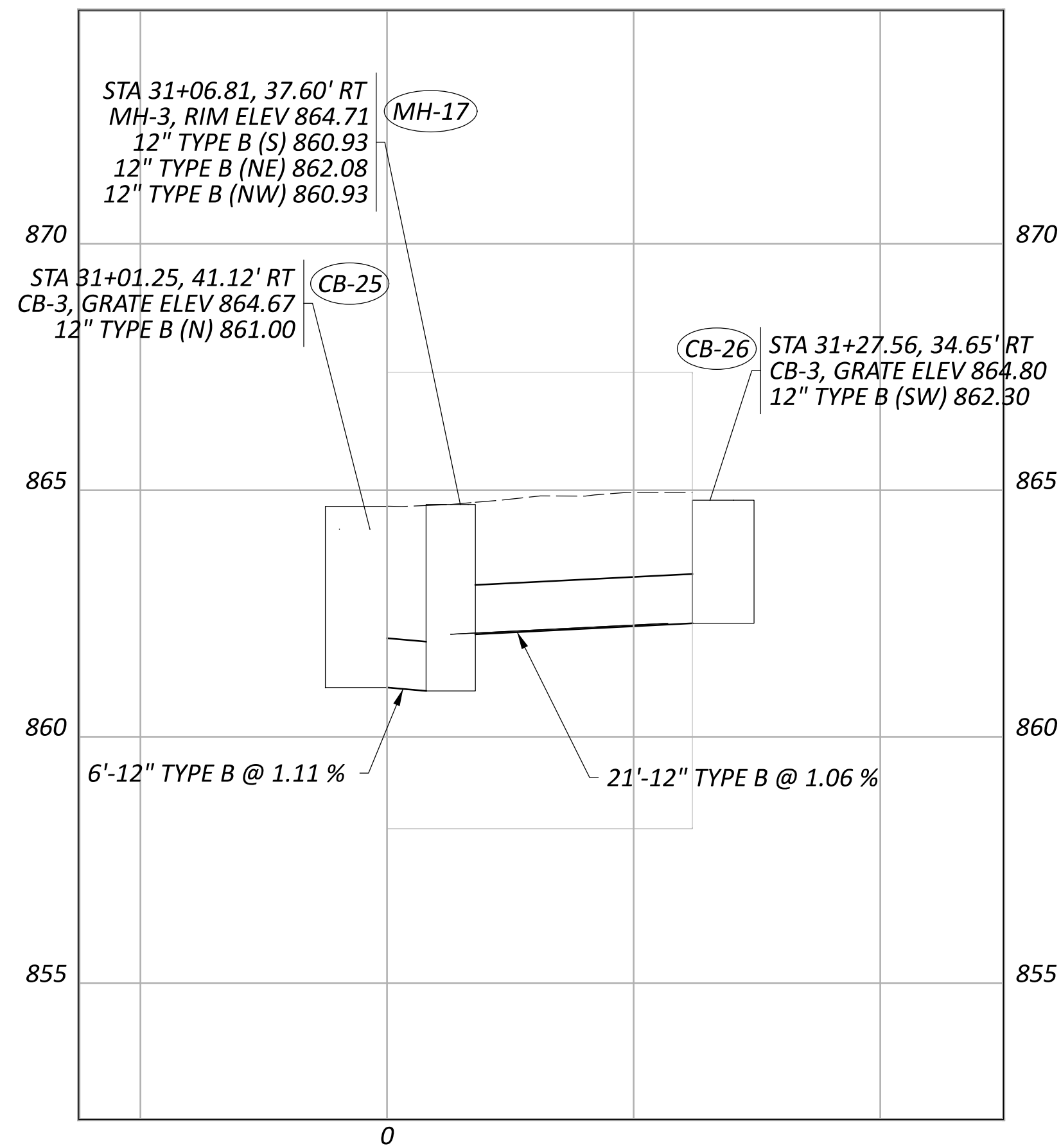
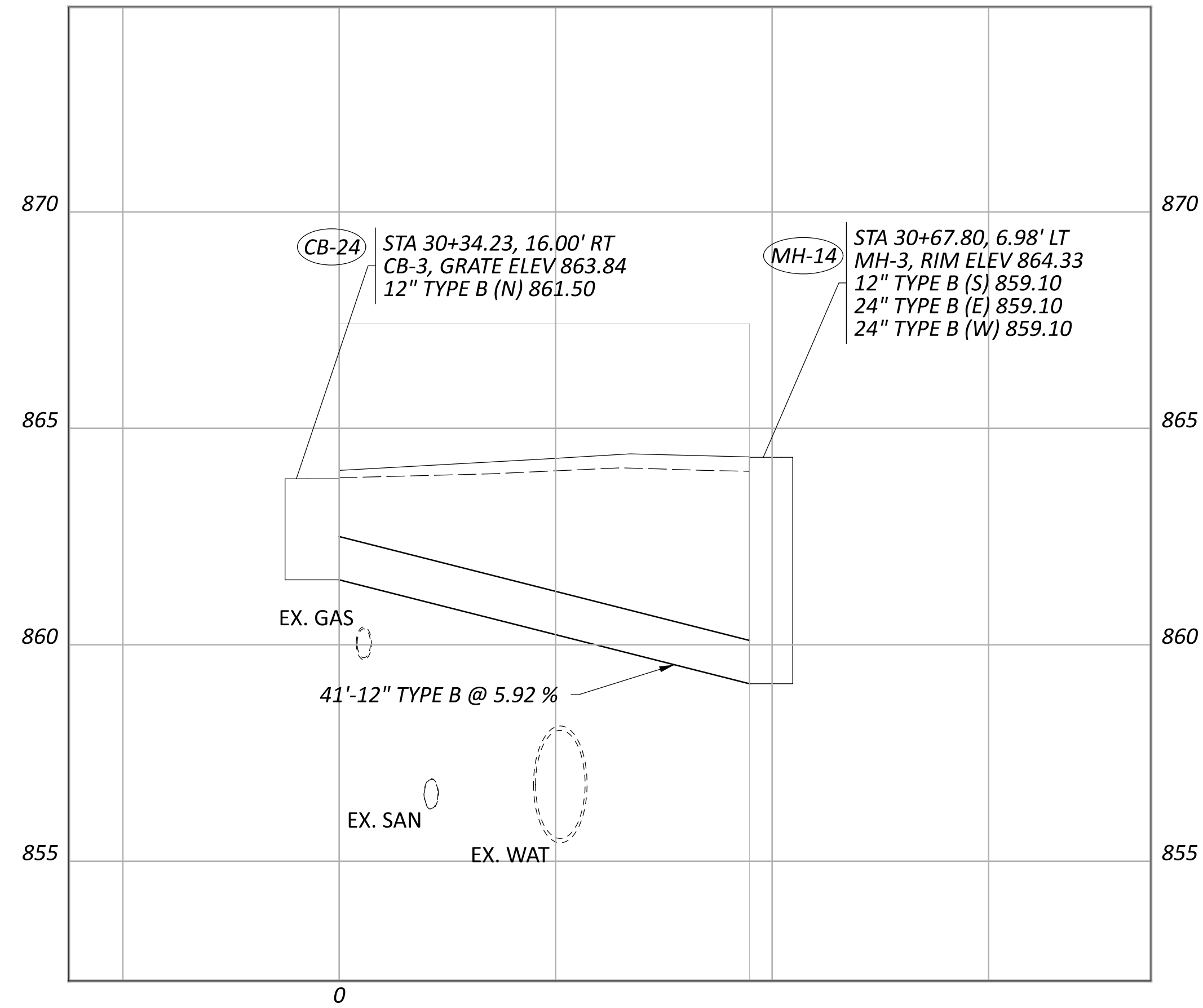
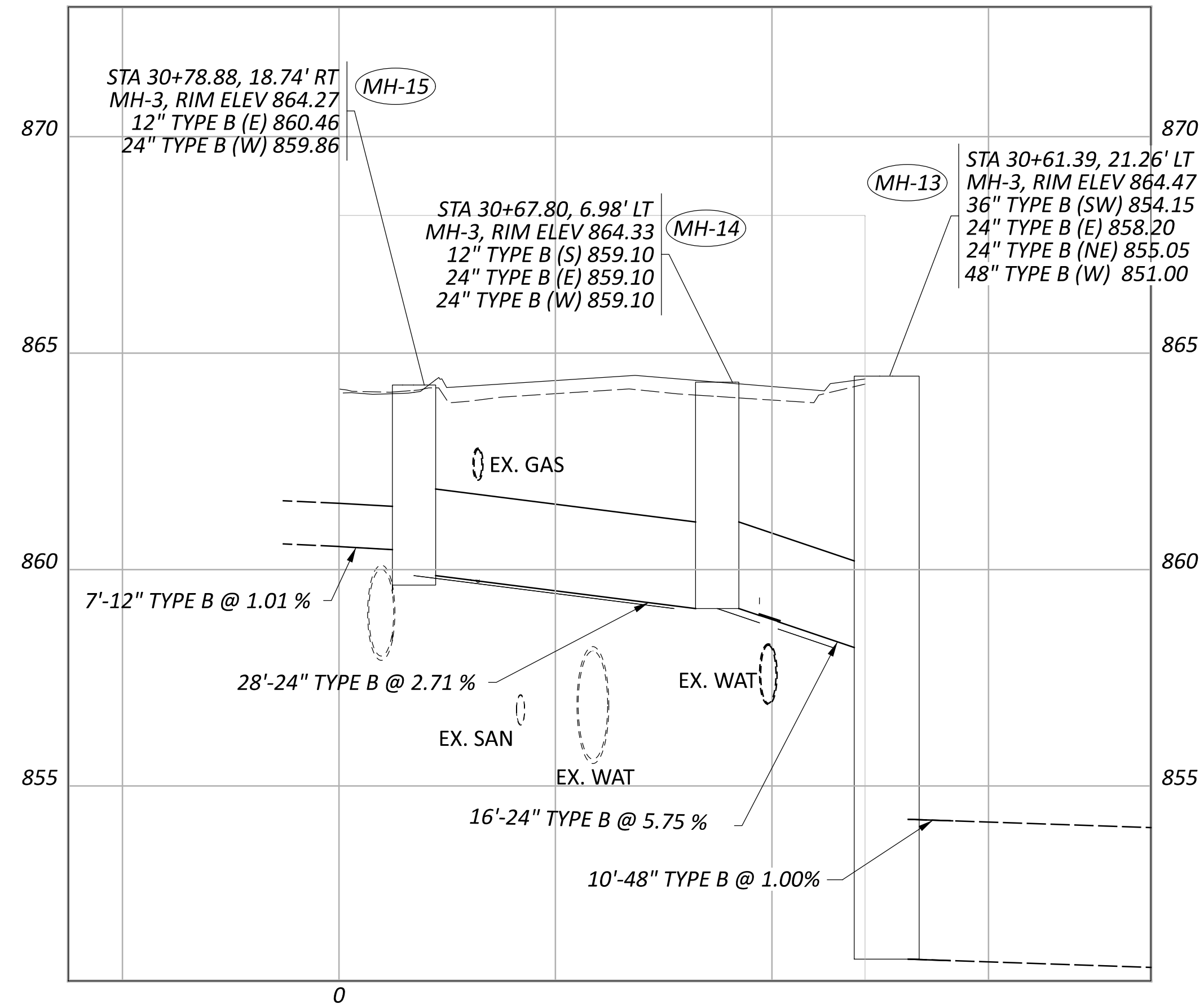
L&D Volume 2 and 3 have been updated to require a different format for drainage. Please follow the manuals and Sample Plans to show the information in tabular format



HAM CR 251 0.11 BLUE ASH ROAD PHASE 2
DRAINAGE PROFILES

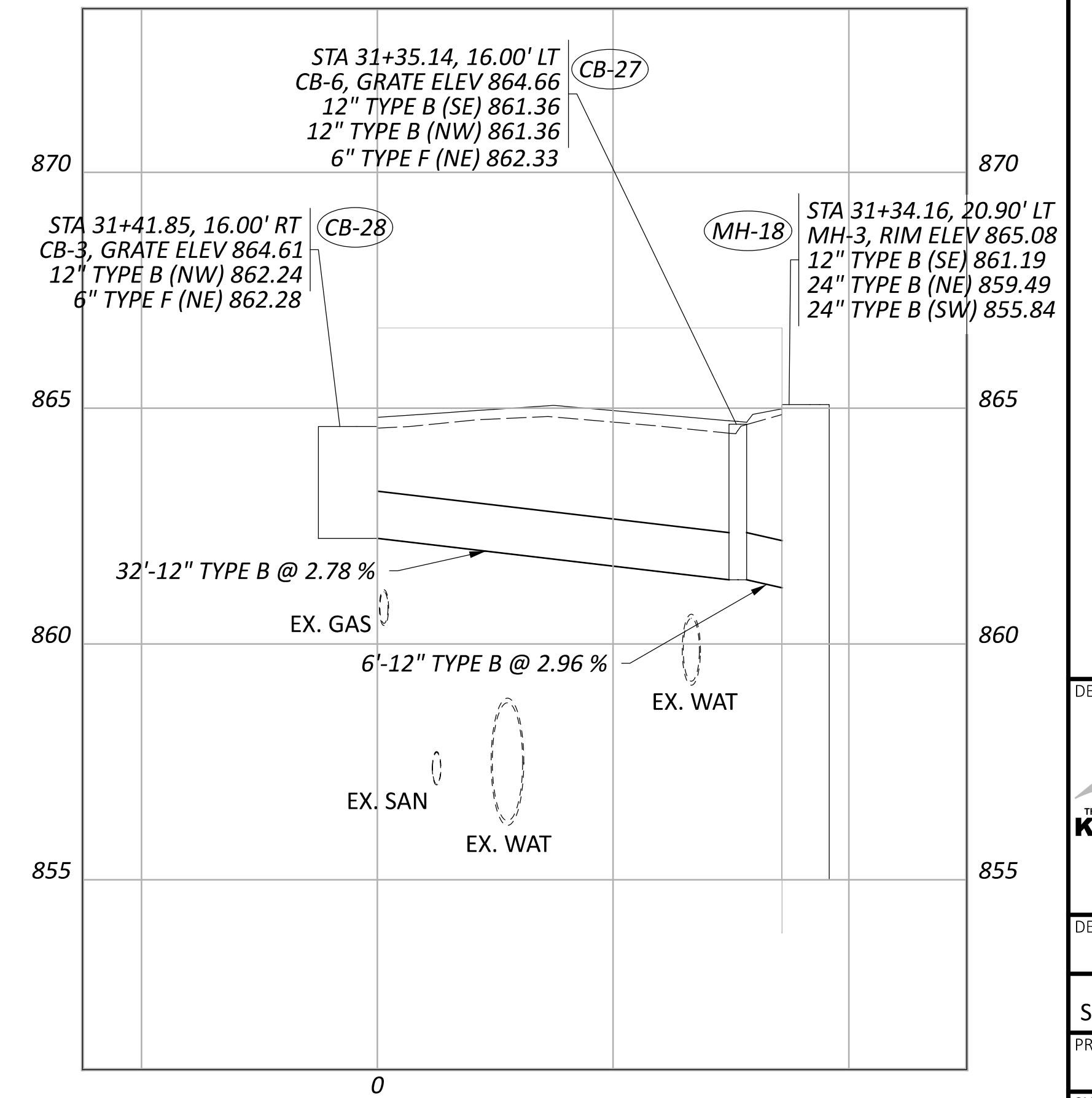
DESIGN AGENCY	
DESIGNER	
KJC	
REVIEWER	
SEF 04/14/26	
PROJECT ID	
119069	
SHEET	TOTAL
66	91





constructibility issue of proposed drainage work in between all utilities some of which are under pressure.

Stage 2 disposition mentioned that the pipe is being placed on the exact same location as existing. This seems like a constructibility issue. Is it possible to reuse the existing?



REF NO.	SHEET NO.	STATION TO STATION	644	644	644	644	644	644	644	644	644	647								
			CENTER LINE	CHANNELIZING LINE, 8"	STOP LINE	CROSSWALK LINE, 12"	TRANSVERSE/DIAGONAL LINE, WHITE	TRANSVERSE/DIAGONAL LINE, YELLOW	ISLAND MARKING, YELLOW	PARKING LOT STALL MARKING, 4"	LANE ARROW	SHARED LANE MARKING	PAVEMENT MARKING, MISC.:DECORATIVE CROSSWALK							
			0.45																	
DY1	71-73	TO																		
DY2	72		0.01																	
CH1	72			80																
SL1	71				16															
SL2	71				12															
SL3	71				15															
SL4	71				16															
SL5	72				14															
SL6	72				14															
SL7	72				14															
SL8	73				12															
SL9	73				12															
CW1	71					95						377								
CW2	71					77						304								
CW3	71					72						286								
CW4	71					72						279								
CW5	72					84						327								
CW6	72					95						373								
CW7	72					81						309								
CW8	73					65						385								
CW9	73					86						334								
TW1	71						94													
TW2	71-72						191													
TW3	72						190													
TW4	73						149													
TW5	73						741													
TY1	72							14												
IS1	72								14											
PL1	71									217										
PL2	71-72									540										
PL3	72									844										
PL4	73									383										
PL5	73									1064										
AR1	72										1									
AR2	72										1									
SH1	72											2								
SH2	73											5								
SH3	73											4								
SH4	74											5								
SH5	74											5								
TOTALS CARRIED TO GENERAL SUMMARY			0.46	80	125	727	1365	14	14	3048	2	21	2974							

Confirm correct sheet numbers

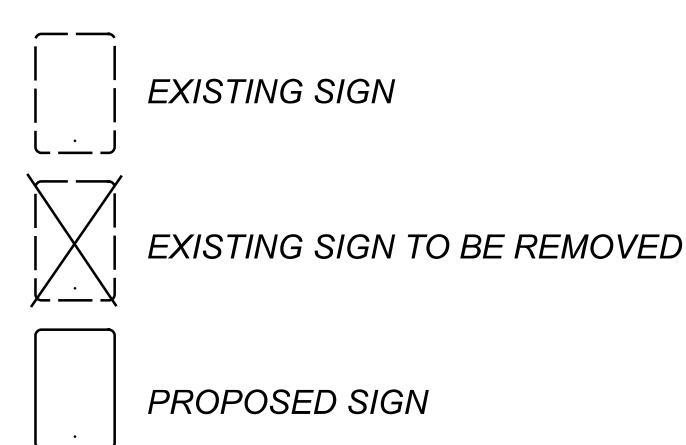
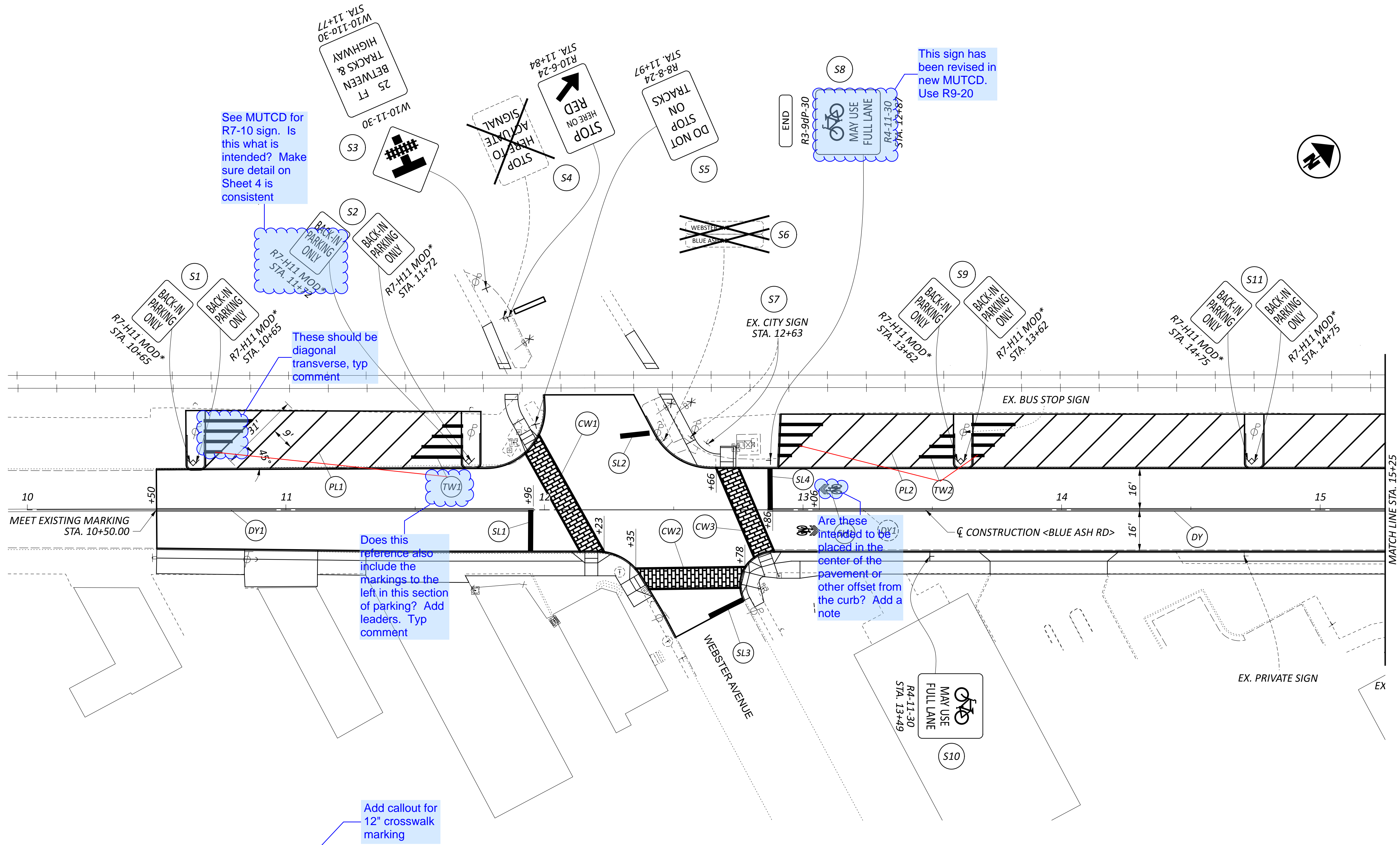
Fill in missing info in columns. Typ comment

Combine to one quantity in gen sum. Subtotal above

TRAFFIC CONTROL SUBSUMMARIES



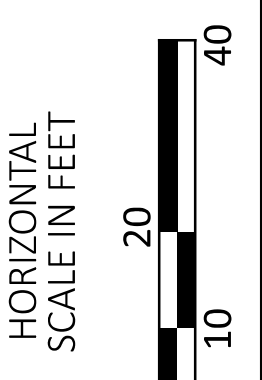
DESIGN AGENCY	
DESIGNER	KJC
REVIEWER	SEF
PROJECT ID	04/14/26
SHEET	119069
TOTAL	69
	91



LEGEND

(CW)	ITEM 644 - PAVEMENT MARKING, MISC.: DECORATIVE CROSSWALK, AS PER PLAN	(PL)	ITEM 644 - PARKING LOT STALL MARKING, 4"
(CH)	ITEM 644 - CHANNELIZING LINE, 8" WHITE	(SL)	ITEM 644 - STOP LINE, WHITE
(AR)	ITEM 644 - LANE ARROW, WHITE	(DY)	ITEM 644 - CENTER LINE, DOUBLE YELLOW
(TY)	ITEM 644 - TRANSVERSE LINE, 12" YELLOW	(IS)	ITEM 644 - ISLAND MARKING, YELLOW
(TW)	ITEM 644 - TRANSVERSE LINE, 12" WHITE, 5' O.C. SPACING		

* SEE SHEET 4 FOR DETAILS



TRAFFIC CONTROL
 STA. 10+50 TO STA. 15+25

DESIGN AGENCY

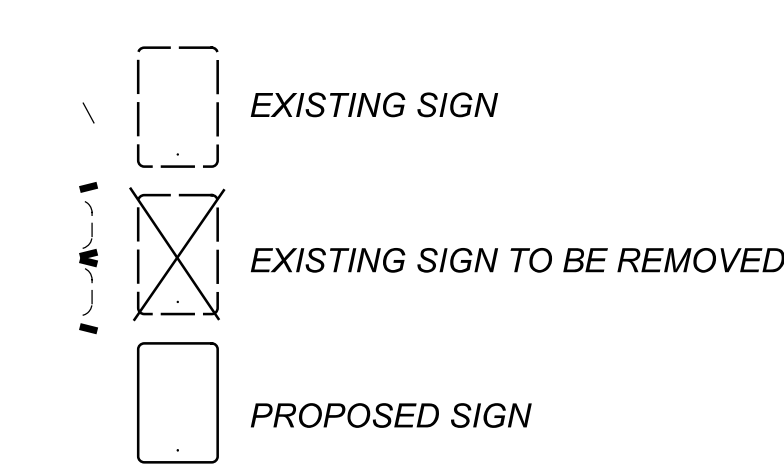
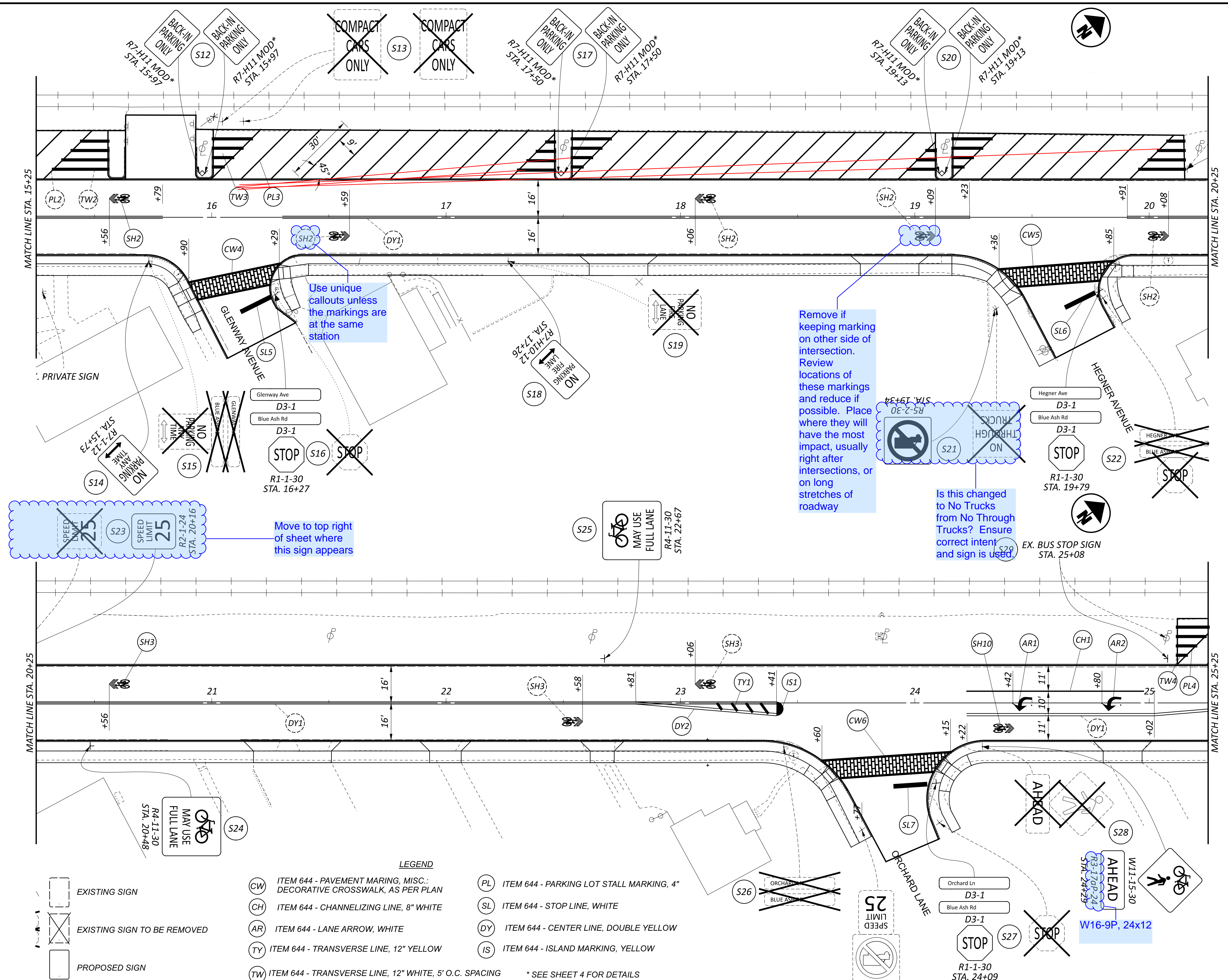


DESIGNER
 KJC

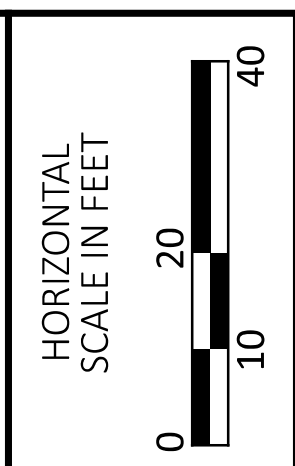
REVIEWER
 SEF 04/14/26

PROJECT ID
 119069

SHEET TOTAL
 72 91

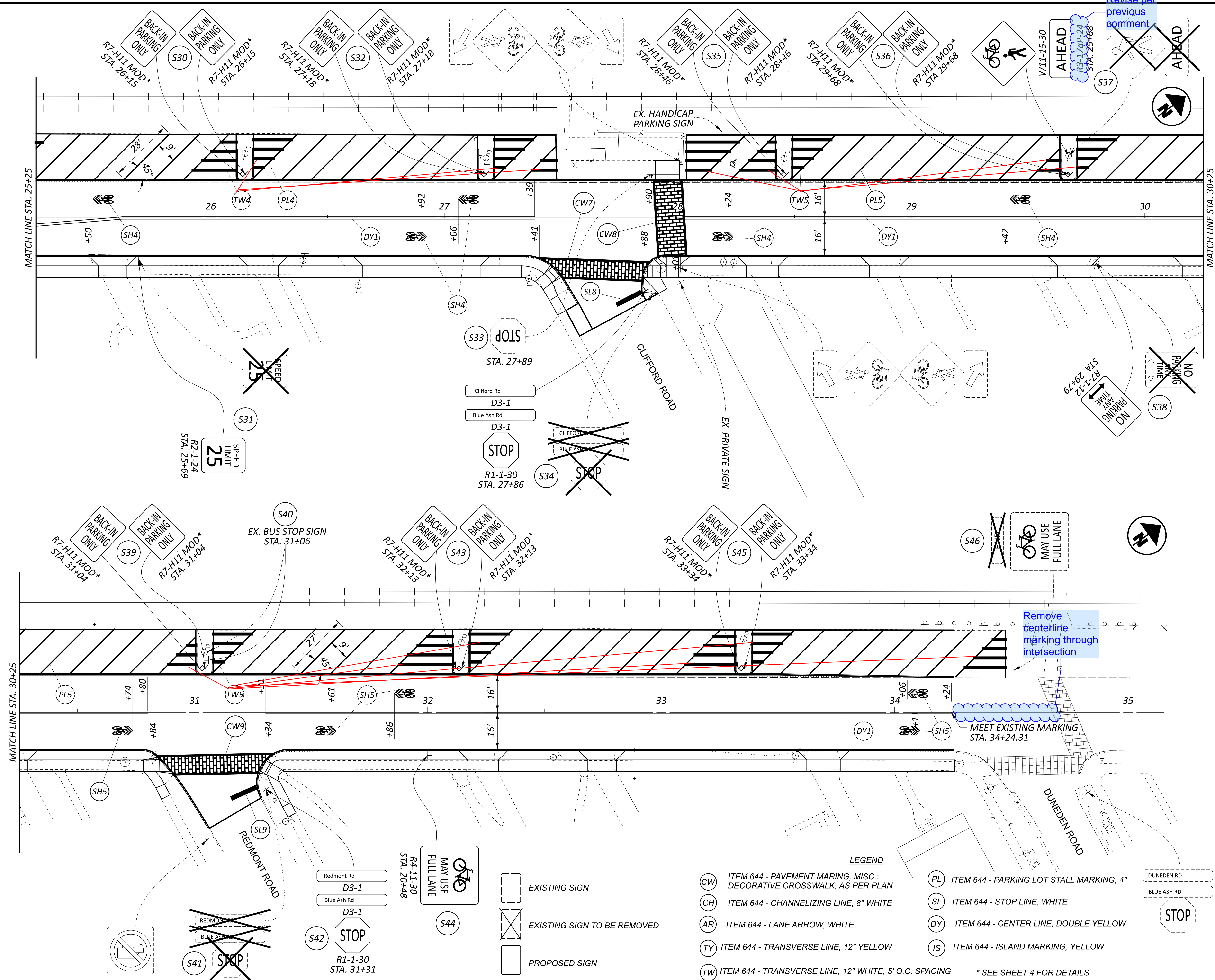


- LEGEND**
- (CW) ITEM 644 - PAVEMENT MARKING, DECORATIVE CROSSWALK, AS PER PLAN
 - (CH) ITEM 644 - CHANNELIZING LINE, 8" WHITE
 - (AR) ITEM 644 - LANE ARROW, WHITE
 - (TY) ITEM 644 - TRANSVERSE LINE, 12" YELLOW
 - (TW) ITEM 644 - TRANSVERSE LINE, 12" WHITE, 5' O.C. SPACING
 - (PL) ITEM 644 - PARKING LOT STALL MARKING, 4"
 - (SL) ITEM 644 - STOP LINE, WHITE
 - (DY) ITEM 644 - CENTER LINE, DOUBLE YELLOW
 - (IS) ITEM 644 - ISLAND MARKING, YELLOW
- * SEE SHEET 4 FOR DETAILS



TRAFFIC CONTROL
 STA. 15+25 TO STA. 24+25

DESIGN AGENCY	
DESIGNER	KJC
REVIEWER	SEF
PROJECT ID	04/14/26
SHEET	119069
TOTAL	91



Revise per previous comment

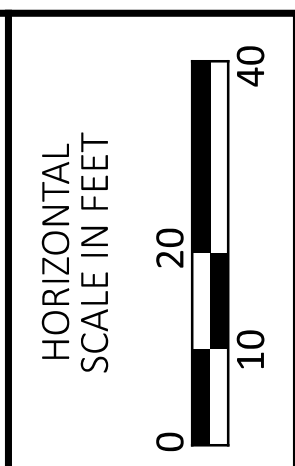
Remove centerline marking through intersection

MEET EXISTING MARKING STA. 34+24.31

LEGEND

CW	ITEM 644 - PAVEMENT MARKING, MISC.: DECORATIVE CROSSWALK, AS PER PLAN	PL	ITEM 644 - PARKING LOT STALL MARKING, 4"
CH	ITEM 644 - CHANNELIZING LINE, 8" WHITE	SL	ITEM 644 - STOP LINE, WHITE
AR	ITEM 644 - LANE ARROW, WHITE	DY	ITEM 644 - CENTER LINE, DOUBLE YELLOW
TY	ITEM 644 - TRANSVERSE LINE, 12" YELLOW	IS	ITEM 644 - ISLAND MARKING, YELLOW
TW	ITEM 644 - TRANSVERSE LINE, 12" WHITE, 5' O.C. SPACING		

* SEE SHEET 4 FOR DETAILS



TRAFFIC CONTROL
STA. 25+25 TO STA. 34+47.38

DESIGN AGENCY	
DESIGNER	KJC
REVIEWER	SEF
PROJECT ID	04/14/26
SHEET	119069
TOTAL	91

TRAFFIC CONTROL STANDARD CONSTRUCTION DRAWINGS

DRAWINGS IN THESE PLANS SHALL BE CONSIDERED AS REFERENCE TO ITEMS 625, 630, 631, 632, 633, 725, 730, 731, 732, AND 733.

SPECIFICATION COMPLIANCE

ALL MATERIALS MUST BE IN COMPLIANCE WITH CONTRACT SPECIFICATIONS UNLESS OTHERWISE APPROVED BY THE ENGINEER. ALL WORK AND MATERIALS NOT SPECIFICALLY REFERENCED IN THE CONTRACT SHALL MEET OR EXCEED THE REQUIREMENTS OF:

OHIO DEPARTMENT OF TRANSPORTATION, CONSTRUCTION AND MATERIAL SPECIFICATIONS, 2023

THE LATEST EDITION OF THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (11TH EDITION)

THE MOST RECENT REVISIONS OF THE OHIO DEPARTMENT OF TRANSPORTATION, STANDARD CONSTRUCTION DRAWINGS.

TC-22.10	TC-83.20	HL-10.11	HL-40.10
TC-41.40	TC-83.30	HL-10.12	HL-40.20
TC-52.20	TC-85.10	HL-10.13	HL-60.11
TC-81.22	TC-85.20	HL-30.11	HL-60.31
TC-83.10	TC-86.10	HL-30.22	

POWER SUPPLY FOR TRAFFIC SIGNALS

ELECTRIC POWER SHALL BE OBTAINED FROM DUKE ELECTRIC POWER POLES AT THE LOCATION INDICATED ON THE PLANS. POWER SUPPLIED SHALL BE 120/240 VOLT, THREE-WIRE, SERVICE.

SIGNAL ACTIVATION

PRIOR TO ACTIVATING THE NEW TRAFFIC SIGNAL TO STOP-AND-GO MODE AND/OR REMOVING THE EXISTING TRAFFIC SIGNAL FROM SERVICE, ALL ITEMS IN THE PROPOSED SIGNAL PLAN SHALL BE FULLY COMPLETED, (I.E., VEHICLE DETECTION, PEDESTRIAN SIGNAL HEADS, ETC.). IF THERE ARE CONSTRUCTABILITY ISSUES (I.E., ROADWAY WIDENING, ETC.) THAT PREVENT THE SIGNAL FROM BEING COMPLETED PRIOR TO ACTIVATION, IT SHALL BE BROUGHT TO THE ATTENTION OF THE PROJECT ENGINEER AND DISTRICT TRAFFIC ENGINEER. THE DISTRICT TRAFFIC ENGINEER WILL THEN REVIEW, APPROVE OR REJECT PROPOSALS TO ACTIVATE THE TRAFFIC SIGNAL PRIOR TO COMPLETION.

THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER AND DISTRICT TRAFFIC ENGINEER AT LEAST 10 WORKING DAYS PRIOR TO SCHEDULING THE FINAL INSPECTION OF THE SIGNAL INSTALLATION. FINAL INSPECTION IS NOT CONSIDERED COMPLETE UNTIL DESIGNATED DISTRICT TRAFFIC PERSONNEL INSPECT THE TRAFFIC SIGNAL AND ISSUE WRITTEN APPROVAL. IF ISSUES ARE FOUND DURING THE FINAL INSPECTION THAT EFFECT THE SAFETY OF THE TRAVELING PUBLIC AND/OR THE EFFICIENCY OF THE INTERSECTION, THE SIGNAL SHALL NOT BE ACTIVATED ON THE PROPOSED DATE. ANY PUNCH LIST ITEMS THAT ARE FOUND SHALL BE CORRECTED AND REINSPECTED BY DISTRICT TRAFFIC PERSONNEL PRIOR TO FINAL ACCEPTANCE. ODOT FORCES SHALL ONLY ASSUME DAY TO DAY MAINTENANCE OF THE TRAFFIC SIGNAL AFTER FINAL WRITTEN ACCEPTANCE HAS BEEN ISSUED.

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 PRECONSTRUCTION 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.

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.

WORK INSPECTION

THE CONTRACTOR SHALL PROVIDE THE PROJECT ENGINEER, DISTRICT TRAFFIC ENGINEER, AND CITY TRAFFIC ENGINEER WITH 72-HOUR NOTICE OF ANY SIGNAL WORK TO BE PERFORMED AT THE INTERSECTION SITE(S) SO THAT INSPECTION SERVICES CAN BE SUPPLIED.

GUARANTEE

THE CONTRACTOR SHALL GUARANTEE THAT THE TRAFFIC CONTROL SYSTEM INSTALLED AS PART OF THIS CONTRACT SHALL OPERATE SATISFACTORILY FOR A PERIOD OF 180 DAYS FOLLOWING COMPLETION OF THE 10-DAY PERFORMANCE TEST. IN THE EVENT OF UNSATISFACTORY OPERATION, THE CONTRACTOR SHALL CORRECT FAULTY INSTALLATIONS, MAKE REPAIRS AND REPLACE DEFECTIVE PARTS WITH NEW PARTS OF EQUAL OR BETTER QUALITY.

EQUIPMENT, MATERIAL AND LABOR COSTS INCURRED IN CORRECTING AN UNSATISFACTORY OPERATION SHALL BE BORNE BY THE CONTRACTOR.

THE GUARANTEE SHALL COVER THE FOLLOWING ITEMS OF THE TRAFFIC CONTROL SYSTEM: CONTROLLER, CABINET, UNINTERRUPTIBLE POWER SUPPLY, VEHICLE DETECTION EQUIPMENT, LED LAMP UNITS, NETWORK AND COMMUNICATION/INTERCONNECT EQUIPMENT.

CUSTOMARY MANUFACTURER'S GUARANTEES FOR THE FOREGOING ITEMS SHALL BE TURNED OVER TO THE STATE OR THE MAINTAINING AGENCY FOLLOWING ACCEPTANCE OF THE EQUIPMENT.

THE COST OF GUARANTEEING THE TRAFFIC CONTROL SYSTEM WILL BE INCIDENTAL TO AND INCLUDED IN THE CONTRACT UNIT PRICE OF THE VARIOUS ITEMS MAKING UP THE SYSTEM.

MAINTENANCE OF TRAFFIC SIGNAL/FLASHER INSTALLATION

THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING TRAFFIC SIGNALS AND INTERSECTION CONTROL BEACONS INSTALLATIONS WITHIN THE PROJECT UNDER THE FOLLOWING CONDITIONS:

EXISTING SIGNAL/INTERSECTION CONTROL BEACON 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.

NEW OR REUSED SIGNAL/INTERSECTION CONTROL BEACON 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 LAMP 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 TWO 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.

MAINTENANCE OF TRAFFIC SIGNAL/FLASHER INSTALLATION (CONT)

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 OR THE CITY OF DEER PARK 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 METHOD SELECTED.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO ANY TRAFFIC SIGNAL COMPONENTS REQUIRED TO BE HANDLED DURING THE RELOCATION OF POLES AND REVISIONS TO THE SIGNAL SYSTEM. WHEN A TRAFFIC SIGNAL MUST BE TAKEN OUT OF SERVICE BY THE CONTRACTOR, DUE TO CONSTRUCTION PROCEDURES, THIS OUTAGE SHALL NOT EXCEED 2 HOURS AND SHALL NOT INCLUDE THE HOURS OF 0600 TO 1900. ANY SIGNALIZED INTERSECTION, WHERE THE SIGNAL IS OUT OF SERVICE DUE TO CONSTRUCTION PROCEDURES, OR DUE TO AN OUTAGE OR MALFUNCTION OF EQUIPMENT AS DESCRIBED ABOVE, SHALL BE PROTECTED BY OFF-DUTY CITY OF DEER PARK POLICE, HIRED BY THE CONTRACTOR.

ANY VEHICULAR TRAFFIC SIGNAL HEAD, EITHER NEW OR EXISTING WHICH WILL BE OUT OF OPERATION SHALL BE COVERED IN THE MANNER DESCRIBED IN 632.25.

THE CONTRACTOR SHALL MAINTAIN COMPLETE RECORDS OF MALFUNCTIONS INCLUDING:

1. TIME OF NOTIFICATION OF MALFUNCTION;
2. TIME OF WORK CREWS ARRIVAL TO CORRECT THE MALFUNCTION;
3. ACTIONS TAKEN TO CORRECT THE MALFUNCTION, INCLUDING A LIST OF PARTS REPAIRED OR REPLACED;
4. A DIAGNOSIS OF REASON FOR THE MALFUNCTION AND PROBABILITY OF REOCCURRENCE;
5. TIME OF COMPLETION OF THE REPAIR AND SYSTEM RESTORED TO FULL SERVICE.

A COPY OF THESE RECORDS SHALL BE PROVIDED TO THE ENGINEER WITHIN THREE (3) WORKING DAYS FOLLOWING COMPLETION OF EACH REPAIR.

ALL COSTS RESULTING FROM THE ABOVE REQUIREMENTS SHALL BE CONSIDERED TO BE INCLUDED IN THE LUMP SUM PRICE BID FOR ITEM 614, MAINTAINING TRAFFIC.

**625 BRACKET ARM, 10-FT, AS PER PLAN
625 BRACKET ARM, 15-FT, AS PER PLAN
625 BRACKET ARM, 25-FT, AS PER PLAN
625 BRACKET ARM, 30-FT, AS PER PLAN**

IN ADDITION TO THE REQUIREMENTS OF 725.01 AND HL019.11, SUPPLY TRUSS ARM HIGH RISE BRACKET ARMS WITH A BLACK SEMI-GLOSS FINISH WHICH MATCHES THE FINISH OF THE SIGNAL SUPPORTS.

PAYMENT FOR THIS ITEM SHALL INCLUDE ALL LABOR, EQUIPMENT AND MATERIAL REQUIRED TO SUPPLY AND INSTALL EACH BRACKET ARM.

625 LUMINAIRE CONVENTIONAL, SOLID STATE (LED), IES-III, LED 9500-11000 LUMENS, AS PER PLAN

THE LUMINAIRE PROVIDED SHALL BE ON THE ODOT OFFICE OF ROADWAY ENGINEERING APPROVED MATERIALS LIST. THIS LUMINAIRE IS INTENDED FOR USE WITH THE COMBINATION SIGNAL SUPPORTS.

THE LUMINAIRE SHALL ADHERE TO THE REQUIREMENTS OF ODOT CMS 625 AND 725.11 AS WELL AS THE ODOT SUPPLEMENTAL SPECIFICATION 913. ADDITIONALLY, THE LUMINAIRE SHALL MEET THE FOLLOWING REQUIREMENTS:

1. THE LUMINAIRE SHALL BE BLACK IN COLOR AND CAPABLE OF ATTACHMENT TO A STANDARD TRUSS ARM (HIGH RISE) PER ODOT SCD HL-10.11
2. THE LUMINAIRE SHALL BE CAPABLE OF OPERATING AT 120 VOLTS
3. THE LUMINAIRE SHALL BE ABLE TO PROVIDE AN OUTPUT BETWEEN 9500 AND 11000 LUMENS
4. THE LUMINAIRE SHALL OPERATE AT A 3000K COLOR TEMPERATURE
5. THE LUMINAIRE SHALL HAVE AN IES TYPE III DISTRIBUTION

THE LABOR COST FOR THIS ITEM SHALL INCLUDE ALL MATERIAL, LABOR, AND EQUIPMENT FOR A COMPLETE AND FULLY OPERATIONAL LUMINAIRE, TESTED AND ACCEPTED.

631 INTERNALLY ILLUMINATED FIXED MESSAGE SIGN, AS PER PLAN - TYPE D3-1

THIS ITEM SHALL CONSIST OF SUPPLYING AND INSTALLING LIGHT EMITTING DIODE (LED) OR LIGHT EMITTING CAPACITOR (LEC) INTERNALLY ILLUMINATED FIXED MESSAGE STREET NAME SIGNS. THE SIGNS SHALL CONFORM TO ODOT CMS 631 AND 731.05. THE SIGN LEGEND SHALL CONFORM TO THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (OMUTCD).

THE STREET NAME SIGNS SHALL HAVE ONE (1) FACE. THE LEGEND BACKGROUND SHALL BE GREEN WITH WHITE LETTERS AND A WHITE BORDER. THE SIGN HOUSING ENCLOSURE AND ALL MOUNTING HARDWARE SHALL BE BLACK IN COLOR. BRACKET ASSEMBLIES SHALL BE SUPPLIED THAT ALLOW THE STREET NAME SIGN TO MOUNT DIRECTLY TO THE MAST ARM.

THE SIGN LEGEND SHALL HAVE STREET NAMES PER THE PLANS SHOWN. THE CONTRACTOR SHALL SUBMIT THE SHOP DRAWINGS OF THE SIGNS TO THE CITY FOR APPROVAL PRIOR TO FABRICATION.

THE COST FOR THIS ITEM SHALL INCLUDE ALL LABOR MATERIALS AND EQUIPMENT FOR A COMPLETE AND OPERATIONAL INTERNALLY ILLUMINATED FIXED MESSAGE SIGN, TESTED AND ACCEPTED.

632 REMOVAL OF TRAFFIC SIGNAL INSTALLATION, AS PER PLAN

TRAFFIC SIGNAL INSTALLATIONS, INCLUDING SIGNAL HEADS, CABLE, MESSENGER WIRE, SIGNAL SUPPORTS, CABINET(S), CONTROLLER, ETC., SHALL BE REMOVED IN ACCORDANCE WITH C&MS 632.26 AND AS INDICATED ON THE PLANS. UNLESS NOTED, POWER SERVICES SHALL BE REMOVED IN ACCORDANCE WITH C&MS 625.21.F. REMOVED ITEMS SHALL BE REUSED AS PART OF A NEW INSTALLATION ON THE PROJECT OR STORED ON THE PROJECT FOR SALVAGE BY THE CITY OF DEER PARK IN ACCORDANCE WITH THE LISTING GIVEN HEREIN.

	REMOVE	REUSE	STORAGE
CONTROLLER			X
SIGNAL CABINET			X
SIGNAL CABINET EQUIPMENT			X
SIGNAL STRAIN POLES	X		
PEDESTRIAN PEDESTALS			X
VEHICULAR SIGNAL HEADS			X
PEDESTRIAN SIGNAL HEADS			X
PEDESTRIAN PUSH BUTTONS			X
SIGNALS			X
CABLES	X		

STORED ITEMS SHALL BE DELIVERED TO THE NEAREST CITY OF DEER PARK FACILITY WHOSE ADDRESS IS LISTED BELOW:

CITY OF DEER PARK ATTN: JACOB PRESTON (513-794-8878)
4250 MATSON AVENUE
DEER PARK, OH 45236

IN THE EVENT THE ITEMS STORED ON THE PROJECT FOR SALVAGE BY THE LOCAL AGENCY ARE NOT REMOVED, THE CONTRACTOR SHALL, WHEN DIRECTED BY THE ENGINEER IN WRITING, REMOVE AND DISPOSE OF THE ITEMS AT NO ADDITIONAL COST TO THE PROJECT.

632 COMBINATION SIGNAL SUPPORT, TYPE TC-81.22, DESIGN 4, AS PER PLAN

632 COMBINATION SIGNAL SUPPORT, TYPE TC-81.22, DESIGN 12, AS PER PLAN

ALL SIGNAL SUPPORT ITEMS REQUIRED BY C&MS ITEM 632 AND ALL SIGN SUPPORT ITEMS REQUIRED BY C&MS ITEM 630 SHALL BE INCLUDED AS PART OF THIS SUPPORT.

SIGNAL SUPPORT FINISH SHALL CONSIST OF BLACK SEMI GLOSS POLYESTER, ANTI GASSING, POWDER COAT FINISH APPLIED DIRECTLY OVER HOT DIPPED GALVANIZING THAT CONFORMS TO ASTM A 123.

PAYMENT WILL BE AT THE CONTRACT UNIT PRICE AND WILL BE FULL COMPENSATION FOR ALL LABOR, MATERIALS, TOOLS, EQUIPMENT AND OTHER INCIDENTALS NECESSARY FOR EACH SUPPORT FURNISHED, IN PLACE, COMPLETE AND ACCEPTED.

DESIGN AGENCY



DESIGNER

TAH

REVIEWER

MWN 04/14/26

PROJECT ID

119069

SHEET TOTAL

75 91

632 SIGNAL SUPPORT FOUNDATION

PRIOR TO ORDERING THE SIGNAL SUPPORTS, THE CONTRACTOR SHALL CONTACT OUPS TO HAVE ALL THE UTILITIES LOCATED IN THE FIELD. THEN, THE CONTRACTOR SHALL MEET THE PROJECT ENGINEER TO LOCATE THE PROPOSED SUPPORT LOCATIONS TO INSURE THERE ARE NO CONFLICTS WITH UTILITIES. IF THERE ARE ISSUES, THE PROJECT ENGINEER SHALL PROVIDE GUIDANCE AS TO THE RELOCATION OF THE SUPPORTS.

DUE TO THE FURTHER POSSIBILITY OF CONFLICT WITH EXISTING OR PROPOSED UNDERGROUND OBSTRUCTIONS (INCLUDING THE POSSIBILITY OF UNRECORDED OBSTRUCTIONS) WHICH COULD AFFECT THE LOCATION OF THE FOUNDATION FOR THIS ITEM, AND CONSEQUENTLY, THE DESIGN OF THE SUPPORT AND/OR ARMS, THE CONTRACTOR SHALL NOT PLACE FINAL ORDERS FOR THE ITEM UNTIL THE FOUNDATIONS HAVE BEEN INSTALLED, AT FINAL GRADE, AND THE CONTRACTOR HAS RECEIVED, FROM ENGINEER, WRITTEN NOTICE TO PROCEED WITH THE ORDERS FOR THE ITEM.

IF ANY FOUNDATION LOCATIONS MUST BE ADJUSTED, THE CONTRACTOR SHALL NOTIFY THE ENGINEER AND MAINTAINING AGENCY, WHO WILL DETERMINE THE REVISED LOCATION AND IF NEEDED, THE SUPPORT DESIGN. THE CONTRACTOR WILL NOT BE RESPONSIBLE FOR DETERMINING THE REVISED DESIGN. THE ENGINEER WILL INFORM THE CONTRACTOR OF ANY CHANGES NECESSARY AND AUTHORIZE THE CONTRACTOR TO ORDER THE SUPPORT.

THE CONTRACTOR SHALL, WHEN DEVELOPING THE PROGRESS SCHEDULE, AND THOSE OF SUBCONTRACTORS, ENSURE THAT THE FOUNDATIONS ARE INSTALLED AT THE EARLIEST TIME AS IS FEASIBLE AND PRACTICAL, AND SHALL INCLUDE SUFFICIENT TIME IN THE PROGRESS SCHEDULE FOR ORDERING, MANUFACTURING, DELIVERY, AND INSTALLATION OF THE SUPPORT ITEMS AFTER THE FOUNDATIONS ARE IN PLACE.

NO PAYMENTS FOR DELIVERED MATERIALS FOR THE FOUNDATION OR SUPPORT ITEMS SHALL BE MADE UNTIL THE FOUNDATIONS ARE IN PLACE, AND IF CHANGES IN THE DESIGN OF THIS ITEM ARE REQUIRED, NO PAYMENT SHALL BE MADE FOR THE ITEMS MANUFACTURED TO THE ORIGINAL DESIGN.

PAYMENT WILL BE AT THE CONTRACT UNIT PRICE AND WILL BE FULL COMPENSATION FOR ALL LABOR, MATERIALS, TOOLS, EQUIPMENT AND OTHER INCIDENTALS NECESSARY FOR EACH SUPPORT FURNISHED, IN PLACE, COMPLETE AND ACCEPTED.

632 PEDESTAL, 5' TALL, TRANSFORMER BASE, AS PER PLAN
632 PEDESTAL, 10.7' TALL, TRANSFORMER BASE, AS PER PLAN

ALL PEDESTAL ITEMS REQUIRED BY C&MS ITEM 632 SHALL BE INCLUDED AS PART OF THIS PEDESTAL.

PEDESTAL FINISH SHALL CONSIST OF BLACK SEMI GLOSS POLYESTER, ANTI GASSING, POWDER COAT FINISH APPLIED DIRECTLY OVER HOT DIPPED GALVANIZING THAT CONFORMS TO ASTM A 123.

PAYMENT WILL BE AT THE CONTRACT UNIT PRICE AND WILL BE FULL COMPENSATION FOR ALL LABOR, MATERIALS, TOOLS, EQUIPMENT AND OTHER INCIDENTALS NECESSARY FOR EACH SUPPORT FURNISHED, IN PLACE, COMPLETE AND ACCEPTED.

633 CABINET, TYPE TS-2, AS PER PLAN

THE CABINET SHALL BE FURNISHED AND INSTALLED ACCORDING TO CMS 633 AND 733 AND BE LISTED ON THE TRAFFIC AUTHORIZED PRODUCTS LIST (TAP).

THE GROUND-MOUNTED CABINET SHALL BE A NEMA TS-2, TYPE 1, CABINET SIZE 7 WITH 16 LOAD SWITCH BAYS, LED UNDER-SHELF LIGHTING, POWER HARNESSES FOR BOTH TS2 TYPE 1 AND TYPE 2 CONTROLLERS AND SHALL HAVE A MINIMUM OF THREE SHELVES.

EACH CABINET SHALL COME EQUIPPED WITH TWO 16-CHANNEL CABINET DETECTOR RACKS (CDR) INCLUDING BUS INTERFACE UNITS (BIU). THE LOOP DETECTOR TERMINATION PANEL FOR THE SECOND DETECTOR RACK SHALL BE OMITTED.

THE CABINET SHALL BE FURNISHED WITH AN EDI MMU AS ALLOWED ON THE TAP/APPROVED PRODUCTS LIST.

CABINET FINISH SHALL CONSIST OF A BLACK SEMI GLOSS FINISH TO MATCH SIGNAL SUPPORTS.

PAYMENT FOR ITEM 633 CABINET, TYPE TS-2, AS PER PLAN WILL BE AT THE CONTRACT BID PRICE PER EACH COMPLETE AND IN PLACE INCLUDING ALL CONNECTIONS TESTED AND ACCEPTED.

633 UNINTERRUPTIBLE POWER SUPPLY (UPS), 1000 WATT, AS PER PLAN

IN ADDITION TO THE REQUIREMENTS OF C&MS 633 AND 733, POLE ATTACHMENT HARDWARE WILL BE INCLUDED FOR POLE-MOUNTED CABINETS, AND A CABINET RISER (8-INCH MINIMUM) AND ANCHOR BOLTS WILL BE PROVIDED FOR BASE-MOUNTED CABINETS. BEFORE PERFORMING THE WORK, THE CONTRACTOR, THE DISTRICT TRAFFIC ENGINEER AND THE PROJECT ENGINEER WILL PERFORM A SITE INSPECTION TO ESTABLISH THE LOCATION OF THE UPS CABINET AND FOUNDATION.

THE UPS CABINET SHALL INCLUDE A GENERATOR POWER PANEL WITH A HEAVY-DUTY POWER RELAY VERSUS THE LINE VOLTAGE GENERATOR SWITCH. THE GENERATOR INLET SHALL BE A RECESSED PANEL WITH A DOOR THAT IS FLUSH WITH THE EXTERNAL SIDE OF THE UPS CABINET. IT SHALL INCLUDE A RECESSED PLUG, AUTOMATIC TRANSFER SWITCH AND A DOOR THAT SECURELY CLOSES OVER THE POWER CORD.

THE CABINET SHALL HAVE A DOOR STOP MECHANISM AND THERMOSTATICALLY CONTROLLED FAN. ADDITIONALLY, THE CABINET SHALL BE BUILT WITH ALL BATTERIES ALWAYS BELOW THE INVERTER TO AVOID POTENTIAL FURTHER BATTERY LEAKAGE ISSUES.

THE CABINET SHALL INCLUDE A BATTERY BALANCING DEVICE THAT REGULATES THE BATTERIES AND OPTIMIZES PERFORMANCE.

THE UPS FURNISHED SHALL BE LISTED ON THE TRAFFIC AUTHORIZED PRODUCTS (TAP) LIST.

AFTER FOUR (4) HOURS OF BATTERY RUNTIME, THE SYSTEM SHALL BE PROGRAMMED TO SWITCH THE INTERSECTION FROM FULL OPERATION TO CONTROLLER AUTOMATIC FLASH OPERATION THROUGH THE MONITOR. THE CONTROLLER SHALL BE PROGRAMMED SO THAT FLASH OPERATION SHALL BEGIN ONCE THE INTERSECTION RUNS MINOR STREET GREEN (TYP. PH. 4 & 8), ALL-RED CLEARANCE, AND THEN FLASH OPERATION.

THE UPS OUTPUT NOTIFICATIONS FOR ON BATTERY, BATTERY 2-HOUR TIMER, AND LOW BATTERY SHALL BE WIRED INTO THE TRAFFIC SIGNAL CABINET BACK PANEL OR THROUGH THE CONTROLLER WITH A C11 TO PROVIDE SPECIAL STATUS ALARMS FOR EACH OUTPUT INTO THE SIGNAL CONTROLLER.

THIS ITEM SHALL INCLUDE A RED LED STATUS INDICATOR LAMP TO ALLOW MAINTENANCE PERSONNEL AND LAW ENFORCEMENT TO QUICKLY ASSESS WHETHER A TRAFFIC SIGNAL CABINET IS BEING POWERED BY A UPS. THE LED HOUSING SHALL BE NEMA 4X, IP65 OR IP66, RATED FOR OUTDOOR USE AND BE TAMPER/ SHATTER RESISTANT. IT SHALL BE A DOMED ENCLOSURE CONTAINING A RED LENS WITH LED THAT IS VISIBLE FROM 100 FOOT MINIMUM. THE ENCLOSURE AND LED MODULE SHOULD BE PLACED ON THE SIDE OF THE UPS CABINET FACING TOWARDS THE MAINLINE ROADWAY AND SEALED FROM WATER INTRUSION. IT SHOULD BE WIRED USING MINIMUM 20GA STRANDED, INSULATED HOOKUP WIRE TO THE STATUS RELAY OUTPUTS OF THE UPS. THE WIRES SHALL BE TERMINATED BY LUGS AT THE DISPLAY END AND PERMANENTLY LABELED "BACKUP POWER STATUS DISPLAY," WITH WIRE POLARITY INDICATED. THE RED LED SHALL ONLY ILLUMINATE TO INDICATE THE CABINET IS OPERATING UNDER UPS BACKUP POWER (THE "BACKUP" OPERATING CONDITION). THIS ITEM INCLUDES PROGRAMMING THE UPS STATUS RELAY OUTPUTS TO PRODUCE THE LAMP STATUS DISPLAYS. THESE STATUS DISPLAYS WILL BE SOLID 100% DUTY CYCLE (NOT FLASHING) DISPLAYS. THE OPERATING VOLTAGE OF THE LED LAMP SHALL BE 120V AC UNLESS OTHERWISE INDICATED.

809 ATC CONTROLLER, AS PER PLAN

THE CONTROLLER UNIT SHALL BE FURNISHED AND INSTALLED PER SS 809 AND BE LISTED ON THE TRAFFIC AUTHORIZED PRODUCTS (TAP) LIST.

THE CONTROLLER SHALL BE AN ECONOLITE COBALT AND COMPATIBLE WITH THE CABINET TYPE BEING INSTALLED. **Proprietary waiver required. Please submit online**

RAILROAD PREEMPTION

THIS ITEM SHALL INCLUDE SUPPLYING AND INSTALLING RAILROAD PREEMPTION WITH THE INDIANA AND OHIO RAILROAD CONTROL EQUIPMENT. THE PREEMPTION EQUIPMENT INSTALLED SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE OMUTCD SECTION 8 AND THE ODOT TRAFFIC ENGINEERING MANUAL, PART 8 AS WELL AS ODOT SUPPLEMENTAL SPECIFICATION 819 AND 919. **Is this equipment supplied by the RR? How does contractor obtain a waiver?**

GROUNDING AND BONDING

THE REQUIREMENTS OF THE CONSTRUCTION AND MATERIALS SPECIFICATIONS (C&MS) AND THE TC SERIES OF STANDARD CONSTRUCTION DRAWINGS ARE MODIFIED AS FOLLOWS:

- a. ALL METALLIC PARTS CONTAINING ELECTRICAL CONDUCTORS SHALL BE PERMANENTLY JOINED TO FORM AN EFFECTIVE GROUND FAULT CURRENT PATH BACK TO THE GROUNDED CONDUCTOR IN THE POWER SERVICE DISCONNECT SWITCH. PROVIDE AN EQUIPMENT GROUNDING CONDUCTOR IN METALLIC CONDUITS (725.04) IN ADDITION TO THE CONDUCTORS SPECIFIED AND BOND THE CONDUIT TO THIS GROUNDING CONDUCTOR.
- b. WHEN AN EQUIPMENT GROUNDING CONDUCTOR IS REQUIRED IN PLASTIC CONDUIT (725.05), THE INSTALLATION SHALL INCLUDE A SEPARATE EQUIPMENT GROUNDING CONDUCTOR IN ADDITION TO THE CONDUCTORS SPECIFIED.
- c. METALLIC CONDUIT CARRYING THE LOOP WIRES FROM IN THE PAVEMENT TO THE PULL BOX SPLICE LOCATION WILL ONLY BE BONDED AT THE PULL BOX END, AND WILL NOT CONTAIN AN EQUIPMENT GROUNDING CONDUCTOR.
- d. IF MULTIPLE CONDUIT RUNS BEGIN AND END AT THE SAME POINTS, ONLY ONE EQUIPMENT GROUNDING CONDUCTOR IS REQUIRED.
- e. IF AN EQUIPMENT GROUNDING CONDUCTOR IS NEEDED IN CONDUIT BETWEEN SIGNALIZED INTERSECTIONS FOR UNDERGROUND INTERCONNECT CABLE, THE GROUNDING SYSTEM FOR EACH SIGNALIZED INTERSECTION WILL BE SEPARATED ABOUT MIDWAY BETWEEN THE INTERSECTIONS.
- f. THE MESSENGER WIRE AT SIGNALIZED INTERSECTIONS WILL BE USED AS THE CONDUCTIVE PATH FROM CORNER TO CORNER IF CONDUIT IS NOT PROVIDED UNDER THE ROADWAY. WHEN CONDUIT CONNECTS THE CORNERS OF AN INTERSECTION, AN EQUIPMENT GROUNDING CONDUCTOR SHALL BE USED IN THE CONDUIT.

2.CONDUITS.

- a. THE 725.04 CONDUIT SHALL HAVE GROUNDING BUSHINGS INSTALLED AT ALL TERMINATION POINTS. THE BUSHING MATERIAL SHALL BE COMPATIBLE WITH GALVANIZED STEEL CONDUIT AND THE GROUNDING LUG MATERIAL SHALL BE COMPATIBLE FOR USE WITH COPPER WIRE. THREADED OR COMPRESSION TYPE BUSHINGS MAY BE USED.
- b. THE 725.05 CONDUIT SHALL HAVE THE INSIDE AND OUTSIDE DIAMETERS OF THE CONDUIT DEBURRED AT ALL TERMINATION POINTS.
- c. BOTH ENDS OF METALLIC CONDUIT SHALL BE BONDED TO THE EQUIPMENT GROUNDING CONDUCTOR.
- d. METALLIC CONDUIT MAY BE BONDED TO METALLIC BOXES THROUGH THE USE OF CONDUIT FITTINGS UL APPROVED FOR THIS TYPE OF CONNECTION, WITH THE BOX BONDED TO THE EQUIPMENT GROUNDING CONDUCTOR.

3.WIRE FOR GROUNDING AND BONDING.

- a. USE INSULATED, COPPER WIRE FOR THE EQUIPMENT GROUNDING CONDUCTOR. BONDING JUMPERS IN BOXES AND ENCLOSURES MAY BE BARE OR INSULATED COPPER WIRE. WIRE SIZE SHALL BE AS FOLLOWS:
 - i. USE 4 AWG BETWEEN THE POWER SERVICE AND SUPPORTS, POLES, PEDESTALS, CONTROLLER OR FLASHER CABINETS.
 - ii. USE A MINIMUM 8 AWG BETWEEN LOOP DETECTOR PULL BOXES AND THE FIRST CONDUIT THAT REQUIRES A LARGER SIZE AS SPECIFIED IN 3.A.I ABOVE.
 - iii. USE A MINIMUM 8 AWG BETWEEN THE "PREPARE TO STOP WHEN FLASHING" INSTALLATION (INCLUDING SUPPORT) AND THE FIRST CONDUIT THAT REQUIRES A LARGER SIZE AS SPECIFIED IN 3.A.I ABOVE.
 - iv. THE INSULATION SHALL BE GREEN OR GREEN WITH YELLOW STRIPE(S). FOR 4 AWG OR LARGER, INSULATION MAY ALSO BE BLACK WITH GREEN TAPE/LABELS INSTALLED AT ALL ACCESS POINTS.
- b. IN A HIGHWAY LIGHTING SYSTEM, THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE THE SAME WIRE SIZE AS THE DUCT CABLE OR DISTRIBUTION CABLE CIRCUIT CONDUCTORS, WITH THE MINIMUM CONDUCTOR SIZE OF 4 AWG. BONDING JUMPERS WILL BE MINIMUM SIZE 4 AWG.

GROUNDING AND BONDING (CONT'D)

- 4. GROUND ROD.
 - a. A 3/4-INCH SCHEDULE 40 PVC CONDUIT WILL BE USED IN FOUNDATIONS AND CONCRETE WALLS FOR THE GROUNDING CONDUCTOR (GROUND WIRE) RACEWAY TO THE GROUND ROD. SHOULD METALLIC CONDUIT BE USED, BOTH ENDS OF THE CONDUIT SHALL BE BONDED TO THE GROUNDING CONDUCTOR.
 - b. THE TYPICAL GROUNDING CONDUCTOR (GROUND WIRE) SHALL BE 4 AWG INSULATED, COPPER.
- 5. THE GREEN CONDUCTOR IN SIGNAL CABLES (CONDUCTOR #4) SHALL NOT BE USED TO SUPPLY POWER TO A SIGNAL INDICATION. IT WILL BE CONNECTED TO THE SIGNAL BODY AS AN EQUIPMENT GROUND IN ALUMINUM HEADS AND IT WILL BE UNUSED IN PLASTIC HEADS. UNUSED CONDUCTORS SHALL BE GROUNDED IN THE CABINET. TYPICAL USE OF CONDUCTORS IS AS FOLLOWS:

COND. NO.	COLOR	VEHICLE SIGNAL	PEDESTRIAN SIGNAL
1	BLACK	GREEN BALL	#1 WALK
2	WHITE	AC NEUTRAL	AC NEUTRAL
3	RED	RED BALL	#1 DW/FDW
4	GREEN	EQUIPMENT GROUND	EQUIPMENT GROUND
5	ORANGE	YELLOW BALL	#2 DW/FDW
6	BLUE	GREEN ARROW	#2 WALK
7	WHITE/BLACK STRIPE	YELLOW ARROW	NOT USED

- 6. POWER SERVICE AND DISCONNECT SWITCH.
 - a. AT THE POWER SERVICE LOCATION, THE GROUNDING CONDUCTOR (GROUND WIRE) FROM THE DISCONNECT SWITCH NEUTRAL (AC-) BAR TO THE GROUND ROD SHALL BE A CONTINUOUS, UNSPLICED CONDUCTOR. IF SPLICED, IT SHALL BE AN EXOTHERMIC WELD BUTT SPLICE.
 - b. THE SERVICE NEUTRAL (AC-) SHALL ONLY BE CONNECTED TO GROUND AT THE PRIMARY POWER SERVICE DISCONNECT SWITCH.
 - i. NEMA CONTROLLER CABINETS: IF A POWER SERVICE DISCONNECT SWITCH IS LOCATED BEFORE THE CONTROLLER CABINET, THE NEUTRAL (AC-) AND THE GROUNDING BARS IN THE CONTROLLER CABINET SHALL NOT BE CONNECTED TOGETHER AS SHOWN IN NEMA TS-2, FIGURE 5-4.
 - ii. IF SECONDARY DISCONNECT SWITCHES ARE CONNECTED AFTER THE PRIMARY DISCONNECT SWITCH, THE NEUTRAL (AC-) SHALL ONLY BE GROUNDED AT THE PRIMARY SWITCH. EQUIPMENT GROUNDING CONDUCTORS SHALL BE BROUGHT TO THE PRIMARY SWITCH, BUT SHALL BE GROUNDED AT BOTH SECONDARY AND PRIMARY SWITCHES.
- 7. PAYMENT – ALL MATERIALS AND WORK REQUIRED TO COMPLETE THE EFFECTIVE GROUND FAULT CURRENT PATH SYSTEM ARE INCIDENTAL TO THE CONDUCTORS INSTALLED BY CONTRACT.

DESIGN AGENCY



DESIGNER

TAH

REVIEWER

MWN 04/14/26

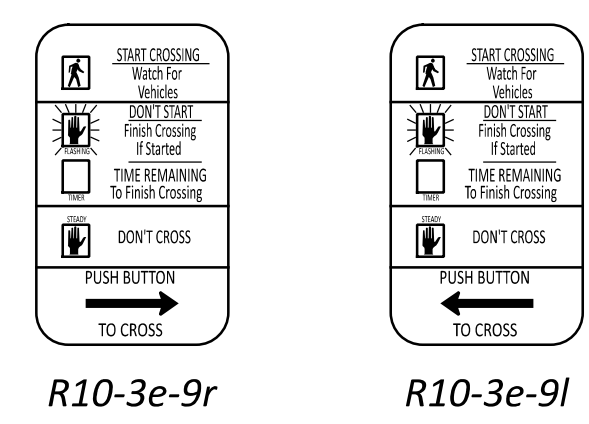
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119069

SHEET TOTAL

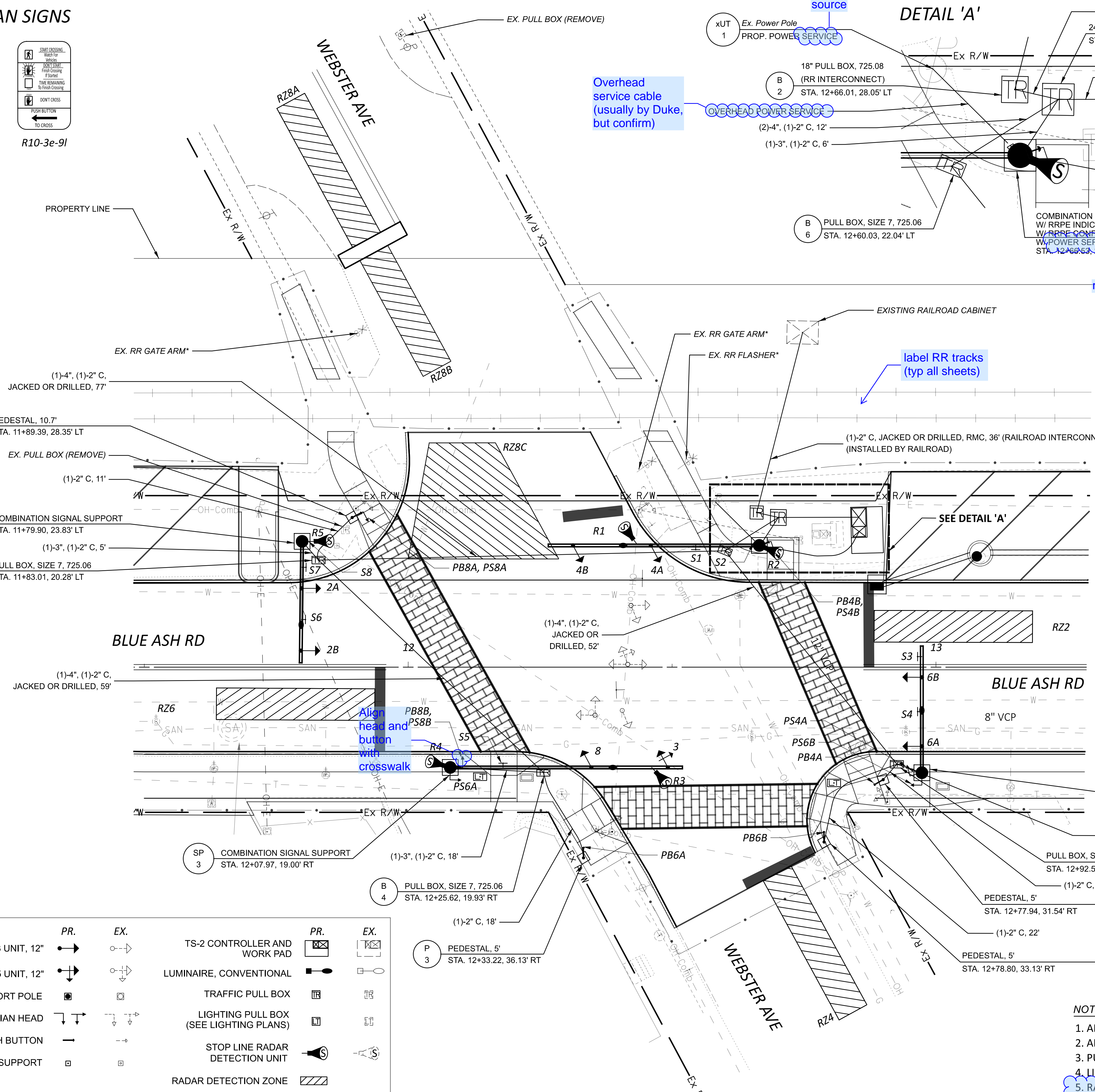
76 | 91

PEDESTRIAN SIGNS

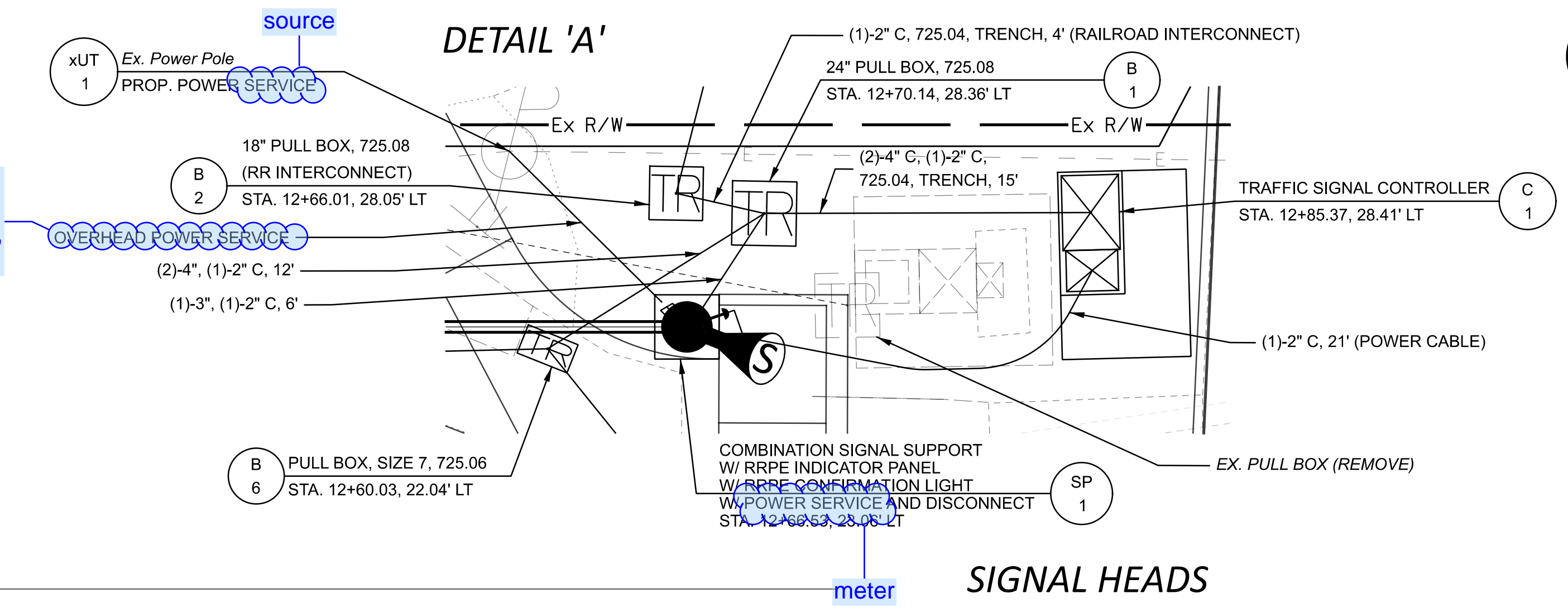


LEGEND

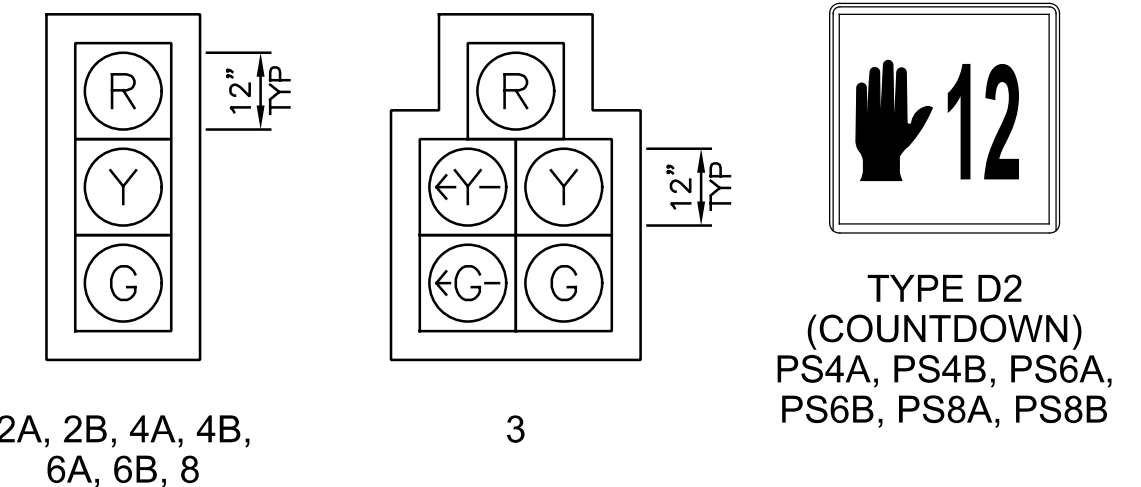
Legend table with columns for PR (Proposed) and EX (Existing) for various traffic signal components like Traffic Signal, Signal Support Pole, Pedestrian Head, etc.



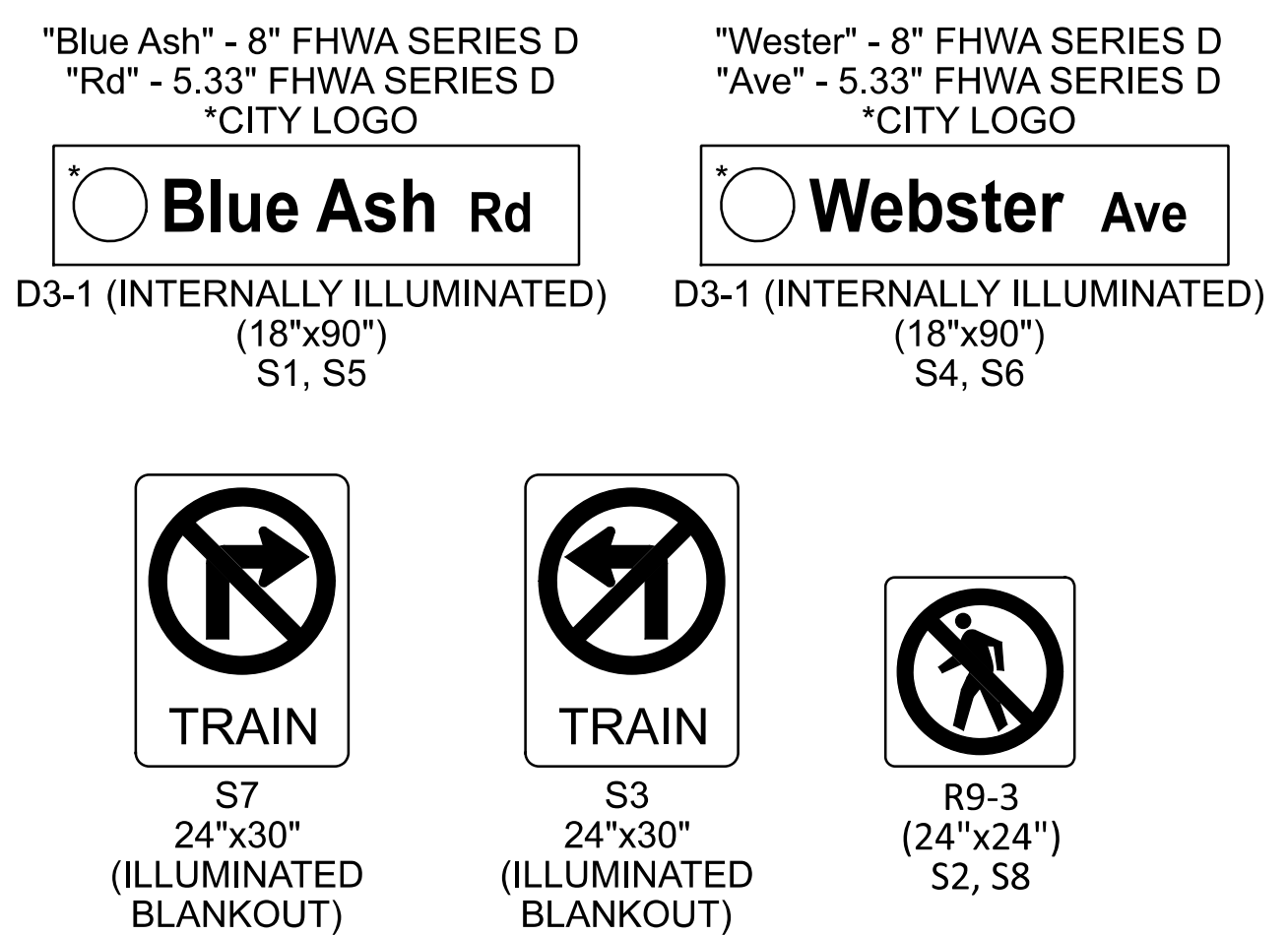
DETAIL 'A'



SIGNAL HEADS



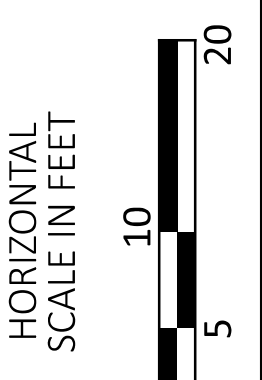
TRAFFIC SIGNAL SIGNS



NOTES

- 1. ALL CONDUIT SHALL BE TYPE 725.051, IN TRENCH UNLESS NOTED OTHERWISE.
2. ALL CONDUIT, JACKED OR DRILLED, SHALL BE TYPE 725.052 UNLESS NOTED OTHERWISE.
3. PULL BOX B2 SHALL MEET THE REQUIREMENTS OUTLINED IN ODOT SCD TC-86.10.
4. LIGHTING CABLE SHALL RUN IN 2" CONDUIT SEPARATE FROM SIGNAL CABLE.
5. RAILROAD EQUIPMENT DENOTED WITH '*' IS TO BE REMOVED BY RAILROAD.

I assume that these items will be reinstalled by the RR as part of this project?



SIGNAL TIMING CHART

INTERSECTION: WEBSTER AVENUE AT BLUE ASH ROAD									
MAINTAINING AGENCY: CITY OF DEER PARK									
START UP		DUAL ENTRY: -		PHASES: 2+6, 4+8					
START IN: ALL-RED FLASH		REST IN RED:		RING 1 -		RING 2 -			
TIME FOR: FLASH, ALL RED (SEC.): 9, 6		OVERLAP		A	B	C	D		
FIRST PHASE(S): 2+6		PHASES		-	-	-	-		
COLOR DISPLAYED: GREEN				-	-	-	-		
INTERVAL OR FEATURE		CONTROLLER MOVEMENT NO.							
INTERSECTION MOVEMENT (PHASE)		1	2	3	4	5	6	7	8
DIRECTION		-	SB	EBLT	WB	-	NB	-	EB
MINIMUM GREEN (INITIAL) (SEC.)		-	25	*	15	-	25	-	15
ADDED INITIAL (SEC./ACTUATION)		-	-	-	-	-	-	-	-
MAXIMUM INITIAL (SEC.)		-	-	-	-	-	-	-	-
PASSAGE TIME (PRESET GAP) (SEC.)		-	3	*	3	-	3	-	3
TIME BEFORE REDUCTION (SEC.)		-	-	-	-	-	-	-	-
MINIMUM GAP (SEC.)		-	-	-	-	-	-	-	-
TIME TO REDUCE (SEC.)		-	-	-	-	-	-	-	-
MAXIMUM GREEN I (SEC.)		-	40	*	25	-	40	-	25
MAXIMUM GREEN II (SEC.)		-	-	-	-	-	-	-	-
YELLOW CHANGE (SEC.)		-	3.5	*	3.5	-	3.5	-	3.5
ALL RED CLEARANCE (SEC.)		-	1.0	*	3.0	-	1.0	-	3.0
DELAYED GREEN (LPI) (SEC.)		-	-	-	-	-	-	-	-
FLASHING YELLOW ARROW DELAY (SEC.)		-	-	-	-	-	-	-	-
WALK (SEC.)		-	-	-	7	-	7	-	7
PEDESTRIAN CLEARANCE (SEC.)		-	-	-	8	-	8	-	11
RECALL	MAXIMUM (ON/OFF)	-	OFF	-	OFF	-	OFF	-	OFF
	MINIMUM (ON/OFF)	-	ON	-	OFF	-	ON	-	OFF
	PEDESTRIAN (ON/OFF)	-	OFF	-	OFF	-	OFF	-	OFF
MEMORY (ON/OFF)		-	OFF	-	OFF	-	OFF	-	OFF

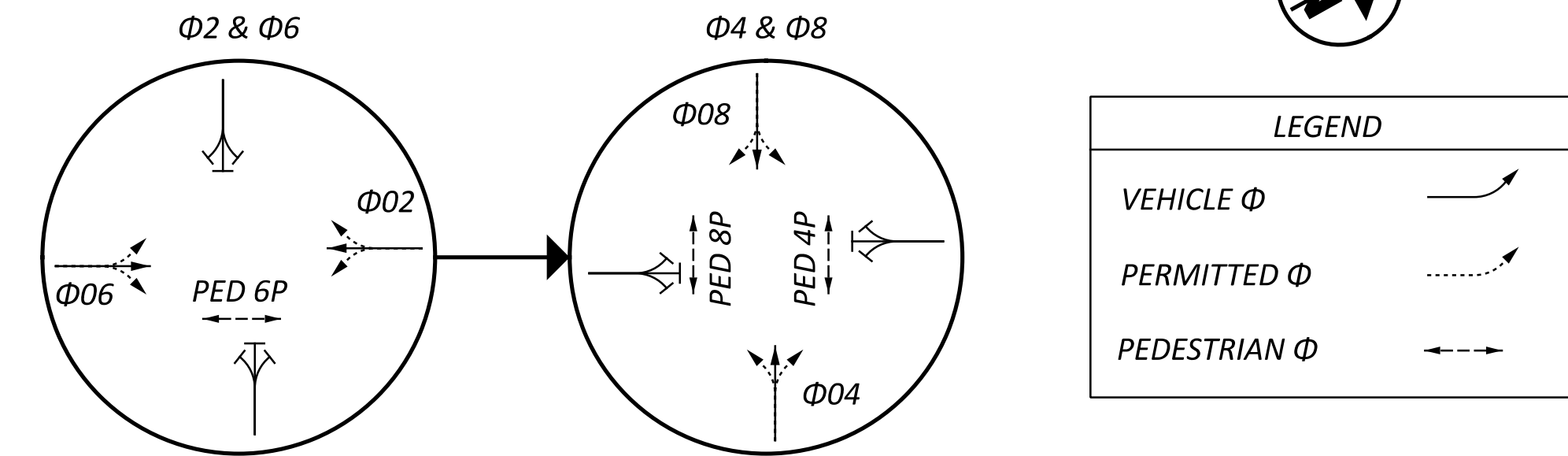
*PHASE 3, EASTBOUND LEFT-TURN, SHALL OPERATE ONLY DURING RAILROAD PREEMPTION

- NOTES:
- COUNTDOWN PEDESTRIAN SIGNAL HEADS SHALL GO TO ZERO ON YELLOW.
 - FOR ANY ENTRY TO FLASHING OPERATION PROGRAMMING SHALL RUN MINOR STREET GREEN (PHASES 4+8), ALL-RED CLEARANCE AND THEN FLASHING OPERATION.

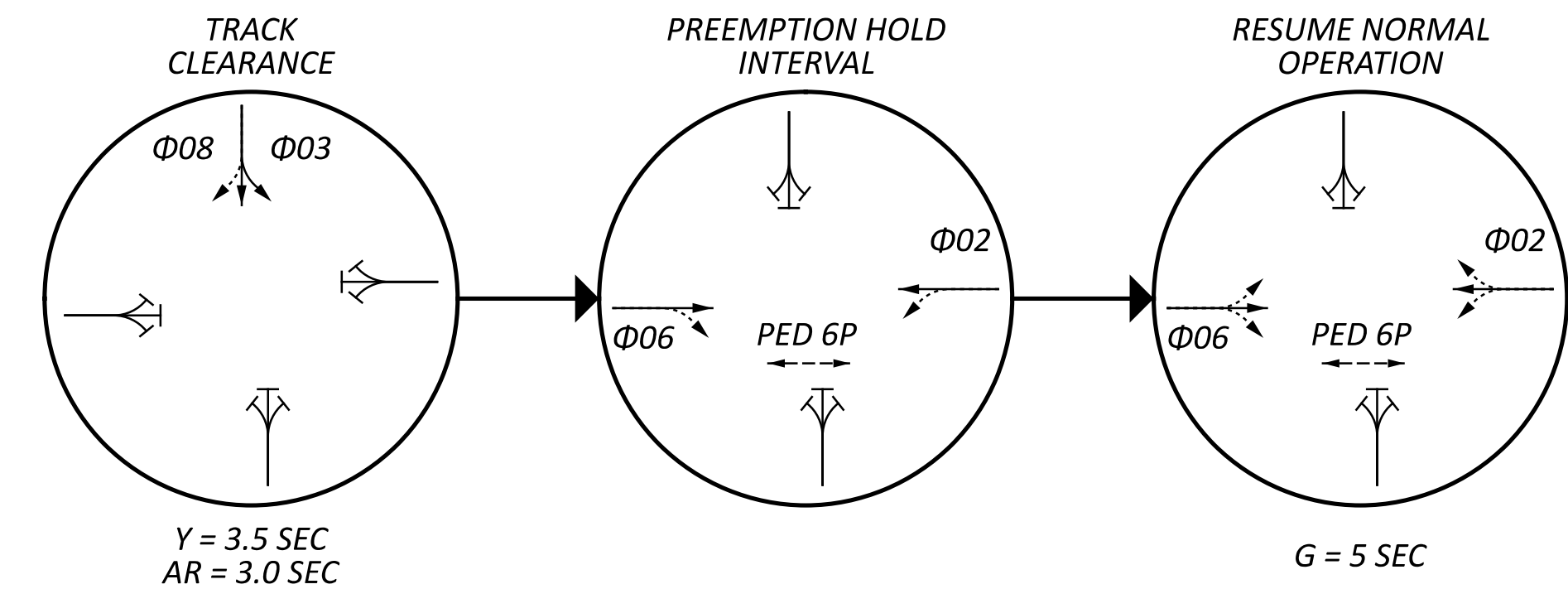
FIELD WIRING DIAGRAM

SIGNAL HEAD	INDICATION	FIELD TERMINAL	FLASH
2A, 2B	R	Φ2 R	R
	Y	Φ2 Y	
	G	Φ2 G	
3	R	Φ8 R	R
	Y	Φ8 Y	
	G	Φ8 G	
	<-Y--	Φ3 Y	
	<-G--	Φ3 G	
4A, 4B	R	Φ4 R	R
	Y	Φ4 Y	
6A, 6B	R	Φ6 R	R
	Y	Φ6 Y	
8	R	Φ8 R	R
	Y	Φ8 Y	
	G	Φ8 G	
PEDESTRIAN MOVEMENTS			
PB4A, PB4B (NORTH LEG)	W	Φ4 PED / LS 10 G	OUT
	DW	Φ4 PED / LS 10 G	
PB6A, PB6B (EAST LEG)	W	Φ6 PED / LS 11 G	OUT
	DW	Φ6 PED / LS 11 G	
PB8A, PB8B (SOUTH LEG)	W	Φ8 PED / LS 12 G	OUT
	DW	Φ8 PED / LS 12 G	
LS = LOAD SWITCH			

PHASING DIAGRAM



RR PREEMPTION



A 4 SECOND MINIMUM GREEN TIME SHALL BE PROVIDED FOR ANY ACTIVE VEHICULAR PHASE THAT IS DISPLAYING A GREEN INTERVAL WHEN A RAILROAD PREEMPTION INPUT IS RECEIVED FROM THE RAILROAD. ONCE THE MINIMUM 4 SECOND GREEN TIME IS SERVED, THE ACTIVE VEHICULAR PHASES SHALL TERMINATE THROUGH THEIR NORMAL CLEARANCE INTERVALS BEFORE SERVING THE TRACK CLEARANCE INTERVAL. PEDESTRIAN PHASES SHALL BE TRUNCATED IMMEDIATELY UPON RECEIVING A RAILROAD PREEMPTION INPUT.

THE TRACK CLEARANCE INTERVAL SHALL REMAIN ACTIVE UNTIL THE TRAFFIC SIGNAL CONTROLLER RECEIVES NOTIFICATION THAT THE RAILROAD GATE IS IN THE DOWN POSITION.

RADAR DETECTION CHART

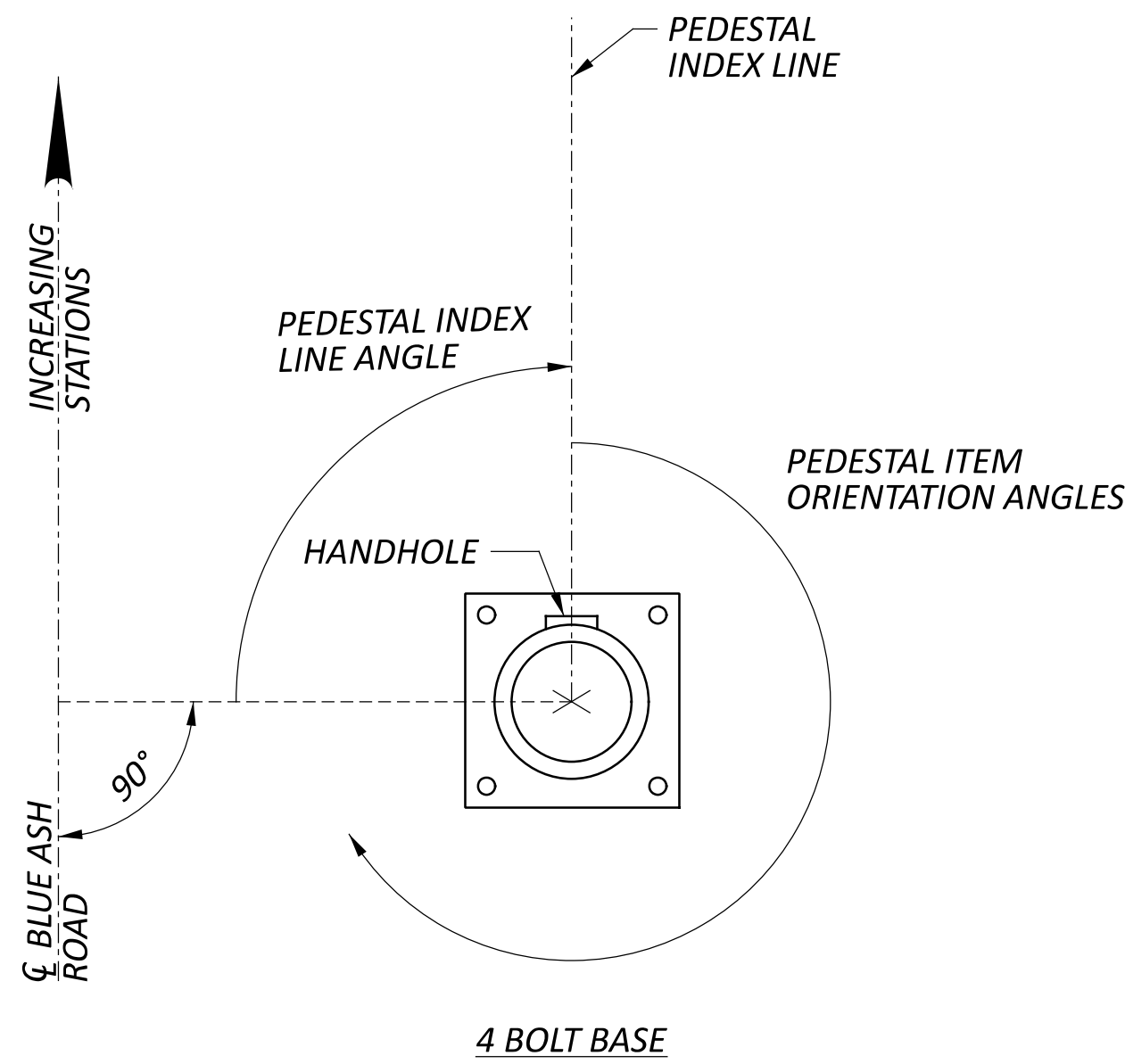
DETECTION ZONE	MOVEMENT	PULSE OR PRESENCE	ASSOCIATED PHASE	DELAY PROGRAMMED IN CONTROLLER (SEC.)	EXTENSION PROGRAMMED IN CONTROLLER (SEC.)	DETECTOR NO.	PURPOSE	DETECTION ZONE LENGTH (FT)
RZ2	SB	PRESENCE	2	-	-	R2	STOP-LINE	30
RZ4	WB	PRESENCE	4	-	-	R3	STOP-LINE	30
RZ6	NB	PRESENCE	6	-	-	R4	STOP-LINE	30
RZ8A	EB	PRESENCE	8	-	-	R1	STOP-LINE	30
RZ8B	EB	PRESENCE	8	4	-	R1	STOP-LINE	25
RZ8C	EB	PRESENCE	8	4	-	R5	STOP-LINE	25

PEDESTAL TABLE

PEDESTAL NO.	FOUNDATION ELEVATION	PEDESTAL HEIGHT (FT)	TRANSFORMER BASE?	PEDESTAL INDEX LINE ANGLE (DEG.)	ORIENTATION ANGLES (DEG.) FROM INDEX LINE	
					PEDESTRIAN SIGNAL	PEDESTRIAN PUSH BUTTON
P-1	(1)	5	YES	180	-	60
P-2	(1)	5	YES	90	-	270
P-3	(1)	5	YES	150	-	210
P-4	(1)	10.7	YES	180	60	60

1. TOP OF FOUNDATION SHALL BE FLUSH WITH SIDEWALK SURFACE.
2. SEE ODOT SCD TC-83.30 FOR PEDESTAL DETAILS.

POLE ORIENTATION



- Note:
1. All angles are measured clockwise.
 2. The index line goes through the center of the pedestal handhole
 3. The pedestal handhole is typically 180° from the face of curb

ITEM	ITEM DESCRIPTION	UNIT	QTY
625	CONNECTION, FUSED PULL APART	EACH	4
625	CONNECTION, UNFUSED PULL APART	EACH	4
625	CONNECTION, UNFUSED PERMANENT	EACH	6
625	BRACKET ARM, 10', AS PER PLAN	EACH	1
625	BRACKET ARM, 15', AS PER PLAN	EACH	1
625	BRACKET ARM, 25', AS PER PLAN	EACH	1
625	BRACKET ARM, 30', AS PER PLAN	EACH	1
625	NO. 4 AWG 600 VOLT DISTRIBUTION CABLE	FT	411
625	NO. 8 AWG 600 VOLT DISTRIBUTION CABLE	FT	1008
625	NO. 10 AWG POLE AND BRACKET CABLE	FT	1038
625	CONDUIT, 2", 725.04	FT	19
625	CONDUIT, 2", 725.051	FT	125
625	CONDUIT, 3", 725.051	FT	34
625	CONDUIT, 4", 725.04	FT	30
625	CONDUIT, 4", 725.051	FT	30
625	CONDUIT, JACKED OR DRILLED, 725.052, 2"	FT	188
625	CONDUIT, JACKED OR DRILLED, 725.052, 4"	FT	188
625	LUMINAIRE, CONVENTIONAL, SOLID STATE (LED), AS PER PLAN IES-III, LED 9500-11000 LUMENS, AS PER PLAN	EACH	4
625	TRENCH	FT	144
625	PULL BOX, 725.06, SIZE 7	EACH	4
625	PULL BOX, 725.08, 18"	EACH	1
625	PULL BOX, 725.08, 24"	EACH	1
625	PULL BOX REMOVED	EACH	3
625	GROUND ROD	EACH	10
625	UNDERGROUND WARNING/MARKING TAPE	FT	144
630	SIGN HANGER ASSEMBLY, MAST ARM	EACH	6
630	SIGN, FLAT SHEET	SF	8
631	INTERNALLY ILLUMINATED FIXED MESSAGE SIGN, AS PER PLAN, D3-1	EACH	4
632	VEHICULAR SIGNAL HEAD, (LED), 3-SECTION, 12" LENS, 1-WAY, PO LYCARBONATE, BLACK	EACH	7
632	VEHICULAR SIGNAL HEAD, (LED), 5-SECTION, 12" LENS, 1-WAY, PO LYCARBONATE, BLACK	EACH	1
632	PEDESTRIAN SIGNAL HEAD (LED), TYPE D2, COUNTDOWN	EACH	6
632	ACCESSIBLE PEDESTRIAN PUSHBUTTON	EACH	6
632	COVERING OF VEHICULAR SIGNAL HEAD	EACH	8
632	COVERING OF PEDESTRIAN SIGNAL HEAD	EACH	6
632	SIGNAL CABLE, 4 CONDUCTOR, NO. 14 AWG	FT	319
632	SIGNAL CABLE, 5 CONDUCTOR, NO. 14 AWG	FT	1538
632	SIGNAL CABLE, 7 CONDUCTOR, NO. 14 AWG	FT	702
632	SIGNAL SUPPORT FOUNDATION	EACH	4
632	PEDESTAL FOUNDATION	EACH	4
632	LOOP DETECTOR LEAD-IN CABLE, 2 CONDUCTOR, NO. 14 AWG	FT	879
632	POWER CABLE, 3 CONDUCTOR, NO. 6 AWG	FT	45
632	SERVICE CABLE, 2 CONDUCTOR, NO. 6 AWG	FT	55
632	POWER SERVICE, AS PER PLAN	EACH	1
632	COMBINATION SIGNAL SUPPORT, TYPE TC-81.22, DESIGN 4, AS PER PLAN	EACH	2
632	COMBINATION SIGNAL SUPPORT, TYPE TC-81.22, DESIGN 12, AS PER PLAN	EACH	2
632	PEDESTAL, 5' TALL, TRANSFORMER BASE, AS PER PLAN	EACH	3
632	PEDESTAL, 10.7' TALL, TRANSFORMER BASE, AS PER PLAN	EACH	1
632	REMOVAL OF TRAFFIC SIGNAL INSTALLATION, AS PER PLAN	EACH	1
633	CABINET, TYPE TS-2, AS PER PLAN	EACH	1
633	CABINET FOUNDATION	EACH	1
633	UNINTERRUPTIBLE POWER SUPPLY (UPS), 1000 WATT, AS PER PLAN	EACH	1
809	STOP LINE RADAR DETECTION	EACH	5
809	ATC CONTROLLER, AS PER PLAN	EACH	1
819	RAILROAD PREEMPTION INTERFACE, BLUE ASH AT WEBSTER CROSSING #525278F	EACH	1
828	LED BLANKOUT SIGN, R3-2 w/ "TRAIN"	EACH	2

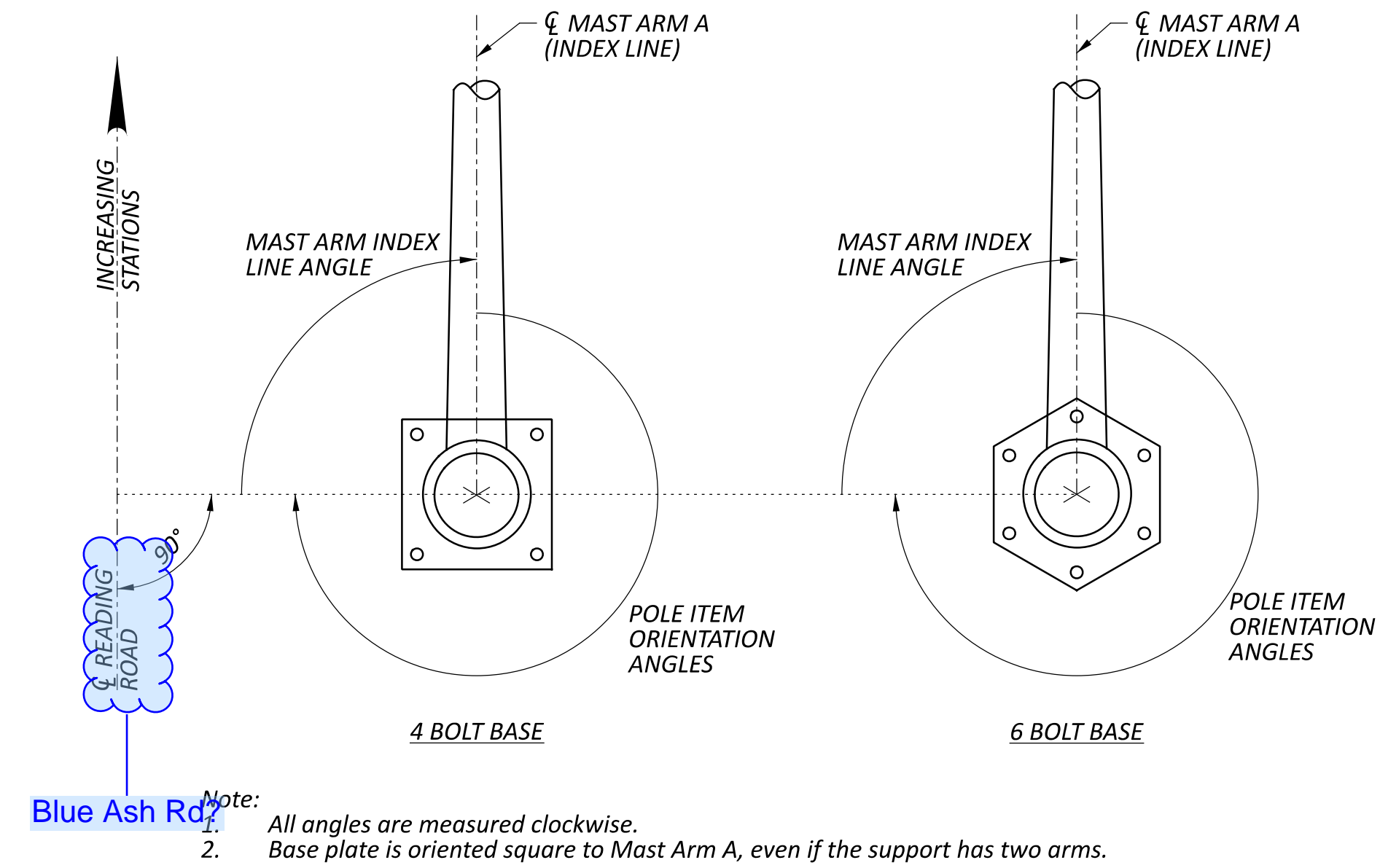
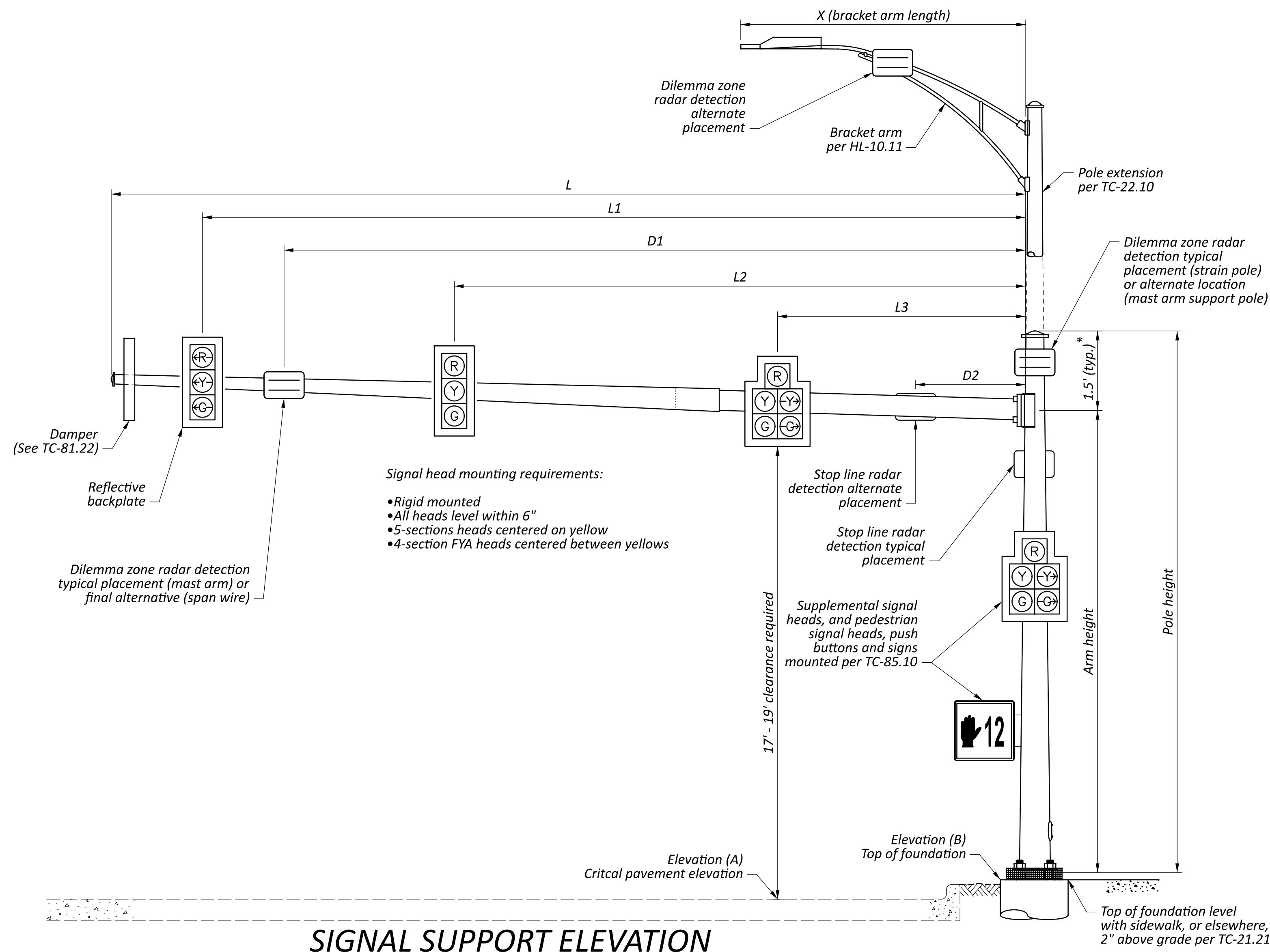
Are these signs pole mounted? Need sign support assembly

Are these included with the illuminated signs?

Requires plan note

I only see one labeled in the plan

QUANTITIES CARRIED TO GENERAL SUMMARY



MAST ARM TABLE

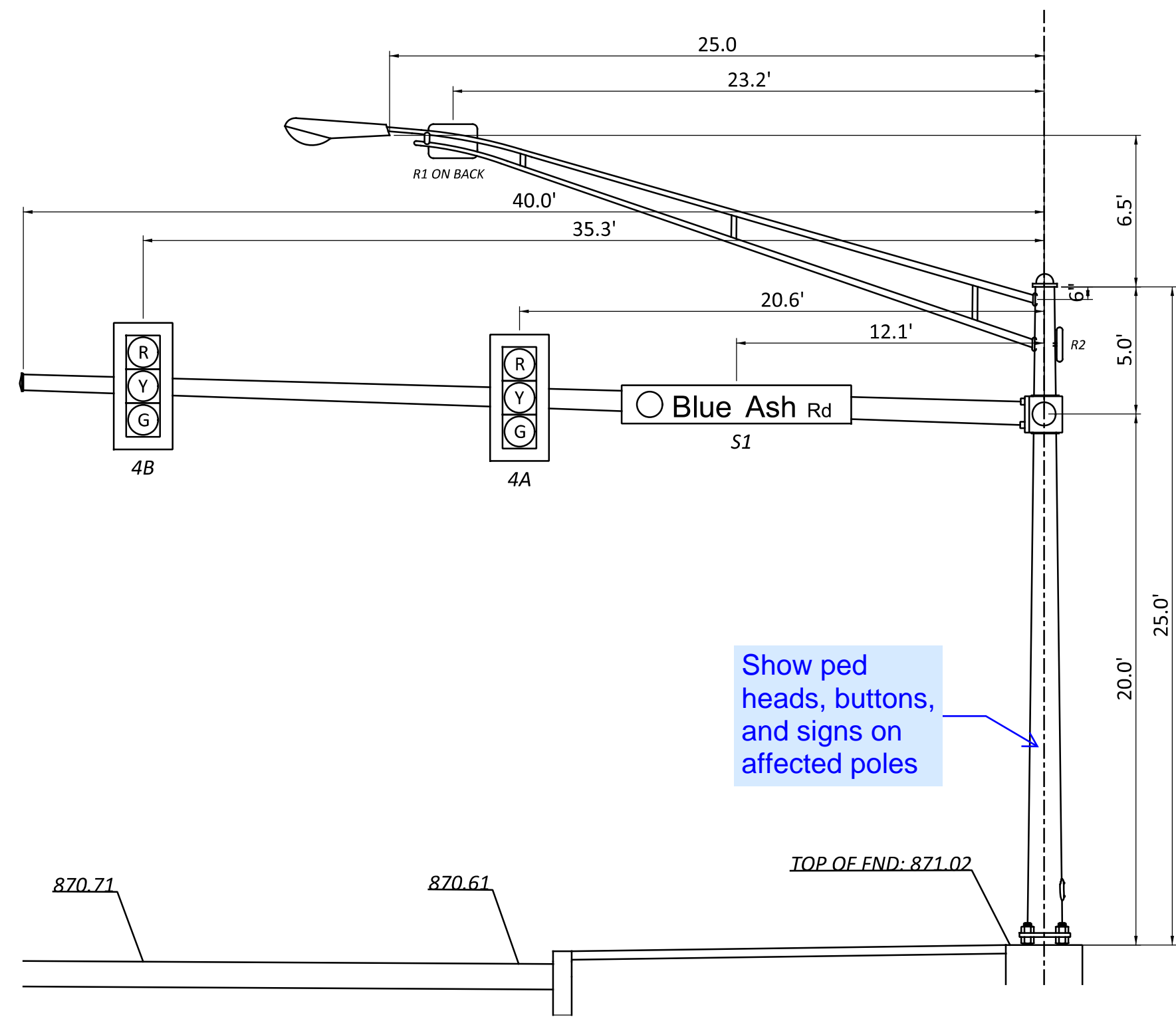
SUPPORT NO.	STATION	OFFSET	ELEVATION		SIGNAL SUPPORT DETAILS											ANGLES (DEG.) FROM INDEX LINE							
			A (Pavement Elevation)	B (Top of Foundation)	DESIGN TYPE	DESIGN TYPE	POLE HEIGHT	ARM HEIGHT	L	L1	L2	L3	L4	D1	X	INDEX LINE ANGLE	MAST ARM	PEDESTRIAN SIGNAL	PEDESTRIAN PUSHBUTTON	POWER SERVICE	BRACKET ARM	RRPE INDICATION PANEL	HANDHOLE
SP1	12+66.53	23.06' LT	870.71	870.85	TC-81.22	DES 12	25	20.0	40	35.3	20.6	12.1	-	23.2	25.0	90	0	165	165	90	0	120	90
SP2	12+97.33	20.00' RT	870.38	870.47	TC-81.22	DES 4	25	20.0	24	22.0	18.1	11.5	5.0	-	10.0	0	0	180 / 240	-	-	0	-	180
SP3	12+07.97	19.00' RT	869.98	870.20	TC-81.22	DES 12	25	20.0	44	41.2	26.7	10.0	-	38.2	30.0	90	0	0 / 90	0	-	0	-	90
SP4	11+79.90	23.83' LT	869.93	870.58	TC-81.22	DES 4	25	19.5	23	20.7	14.8	8.9	4.9	-	15.0	0	0	-	-	-	0	-	180

870.02 per calcs

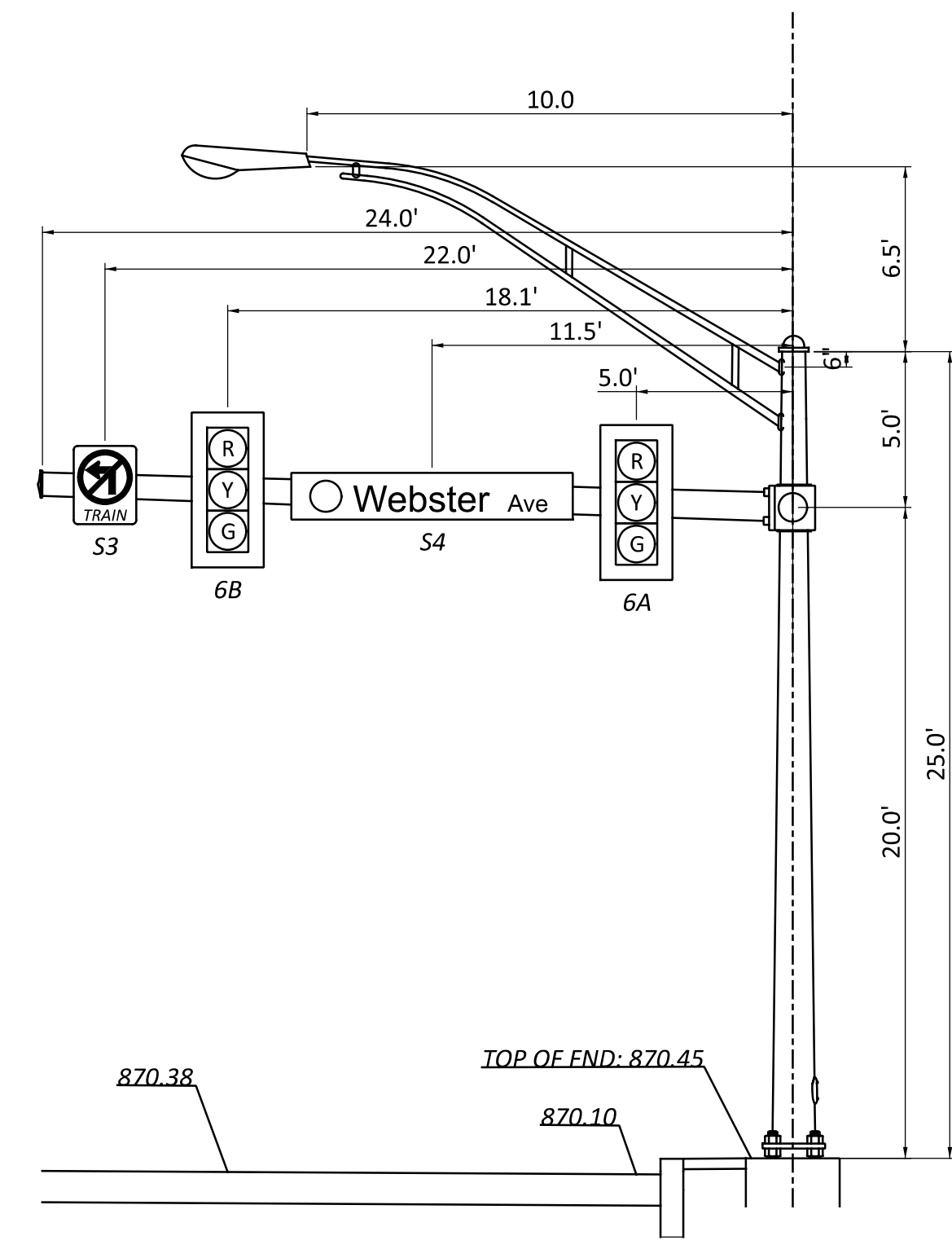
confirm

180?

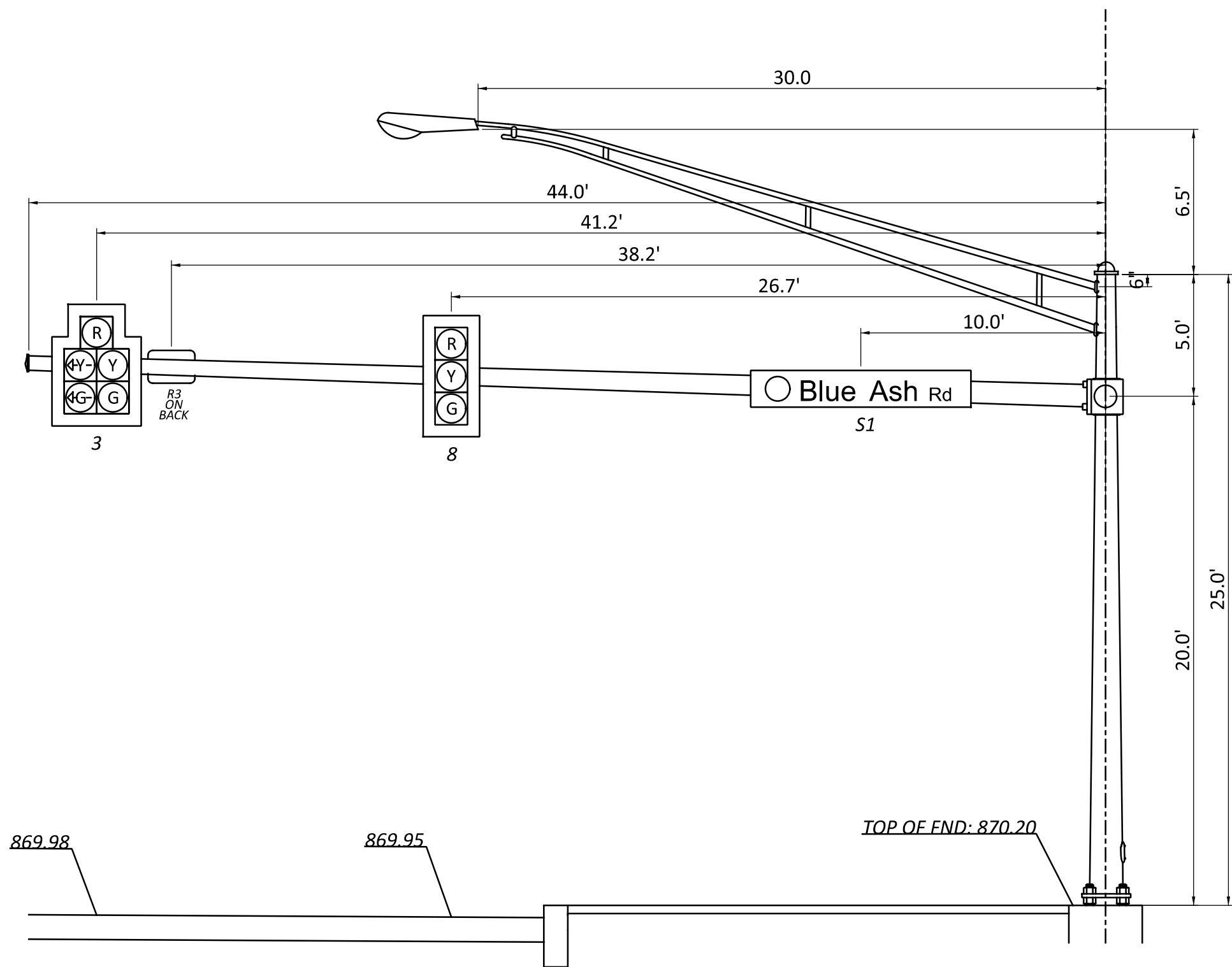
180?



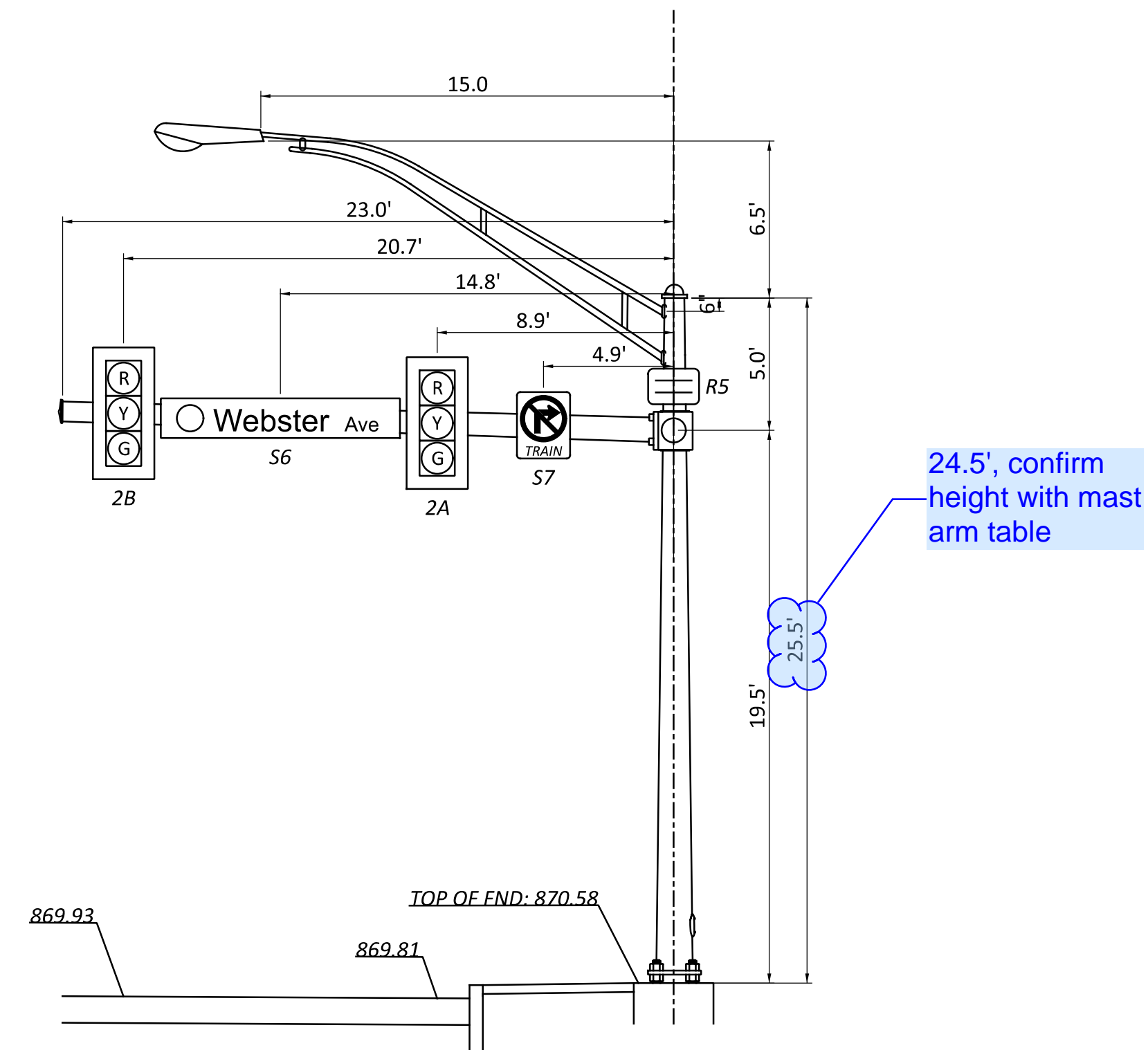
SP1 - WESTBOUND VIEW



SP2 - NORTHBOUND VIEW

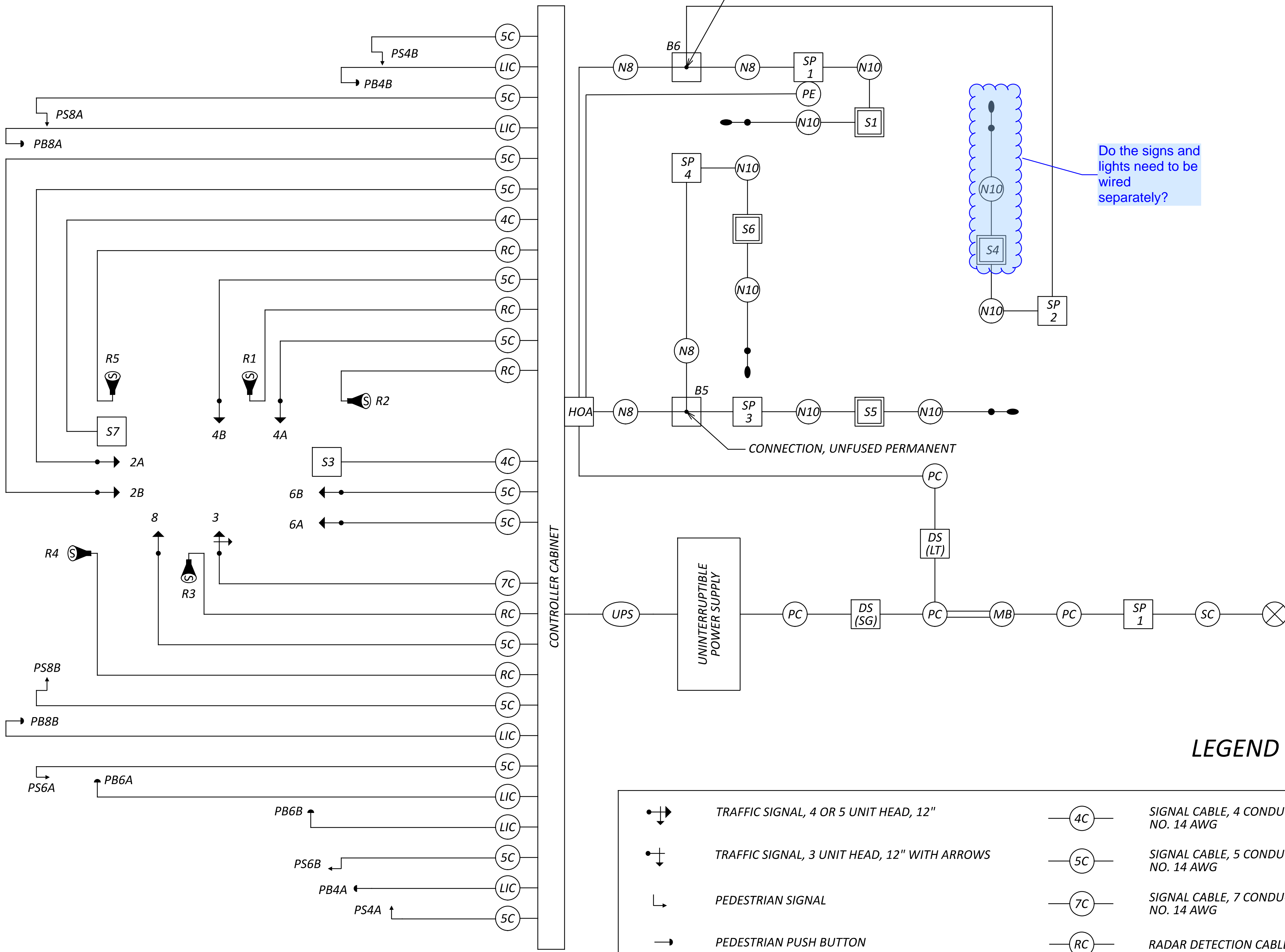


SP3 - EASTBOUND VIEW



SP4 - SOUTHBOUND VIEW

WIRING DIAGRAM



LEGEND

	TRAFFIC SIGNAL, 4 OR 5 UNIT HEAD, 12"		SIGNAL CABLE, 4 CONDUCTOR, NO. 14 AWG		SERVICE CABLE, 3 CONDUCTOR, NO. 6 AWG
	TRAFFIC SIGNAL, 3 UNIT HEAD, 12" WITH ARROWS		SIGNAL CABLE, 5 CONDUCTOR, NO. 14 AWG		POWER CABLE, 2 CONDUCTOR, NO. 6 AWG
	PEDESTRIAN SIGNAL		SIGNAL CABLE, 7 CONDUCTOR, NO. 14 AWG		SIGNAL SUPPORT POLE NO. __
	PEDESTRIAN PUSH BUTTON		RADAR DETECTION CABLE		METER BASE
	STOP LINE RADAR DETECTION UNIT		PHOTOELECTRIC CELL		NO. 8 AWG DISTRIBUTION CABLE
	FIXED MESSAGE BLANK-OUT SIGN		PHOTOELECTRIC CELL		NO. 10 POLE AND BRACKET CABLE
	PRE-EMPTION DETECTOR CABLE		POWER SOURCE		SEPARATE LIGHTING & SIGNAL DISCONNECT SWITCHES
	2/C NO. 14 AWG (LEAD-IN CABLE)		LUMINAIRE, CONVENTIONAL		UNINTERRUPTIBLE POWER SUPPLY CABLE
			INTERNALLY ILLUMINATED STREET NAME SIGN		HAND/ OFF/ AUTO SWITCH

ITEM 625 - LIGHTING MISC.: DUKE ENERGY LIGHTING

PULL BOXES IDENTIFIED AS "CITY" SHALL BE CONTRACTOR FURNISHED. ALL OTHER PULL BOXES SHALL BE OBTAINED FROM DUKE ENERGY. CONTRACTOR IS RESPONSIBLE FOR CONTACTING DUKE ENERGY TO COORDINATE AND OBTAIN THESE PULL BOXES. AFTER THE CONTRACTOR HAS INSTALLED THE CONDUIT AND PULLBOXES, DUKE ENERGY WILL INSTALL THE LIGHTING AS PER A SEPARATE AGREEMENT. ~~NOTE THAT THE LIGHTS ARE SANIBEL FIXTURES WITH A 25-FT MOUNTING HEIGHT. THE CONTRACTOR SHALL PAY DUKE ENERGY TO SUPPLY AND INSTALL THE PROPOSED LIGHT FOUNDATIONS, DECORATIVE LIGHT POLES, LUMINAIRES, WIRES, AND POWER SOURCE. THIS WORK INCLUDES THE MARKUP FOR THE CONTRACTOR. COORDINATION WITH DUKE ENERGY FOR THIS WORK IS INCIDENTAL TO CONTRACT.~~

How much advanced notice does Duke Energy require from the contractor? This needs to be coordinated prior sale and included in this note.

Clarify payment mechanism...assume contractor is just reimbursed for duke invoiced costs with no contractor mark up on these costs?

ITEM 625 - CONDUITS, 725.051, 2", AS PER PLAN

IN ADDITION TO THE REQUIREMENTS OF THE ODOT CMS, CONDUIT SHALL BE INSTALLED AT A DEPTH OF 30" TO TOP OF CONDUIT. THE CONTRACTOR SHALL INCLUDE PULL STRINGS IN THE CONDUIT. CONDUIT CAP SHALL BE INSTALLED ANYWHERE CONDUIT IS OPEN. CONTRACTOR IS RESPONSIBLE FOR THE LOCATION AND INTEGRITY OF CONDUIT UNTIL DUKE ENERGY PULLS CONDUCTOR THROUGH.

ITEM 625 - CONDUIT, JACKED OR DRILLED, 725.052, 2", AS PER PLAN

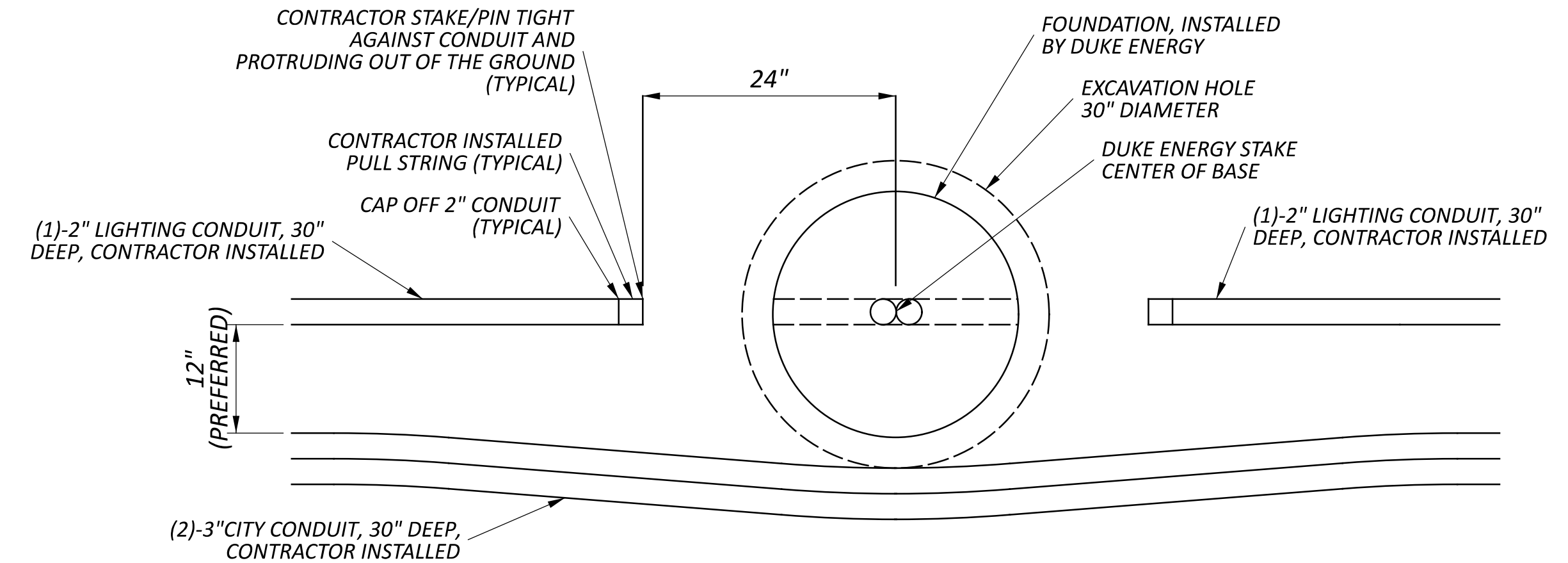
IN ADDITION TO THE REQUIREMENTS OF THE ODOT CMS, CONDUIT SHALL BE INSTALLED AT A DEPTH OF 30" TO TOP OF CONDUIT. THE CONTRACTOR SHALL INCLUDE PULL STRINGS IN THE CONDUIT. CONTRACTOR IS RESPONSIBLE FOR THE LOCATION AND INTEGRITY OF CONDUIT UNTIL DUKE ENERGY PULLS CONDUCTOR THROUGH.

ITEM 625 - PULL BOX, MISC.: DUKE PULL BOX, INSTALLATION ONLY

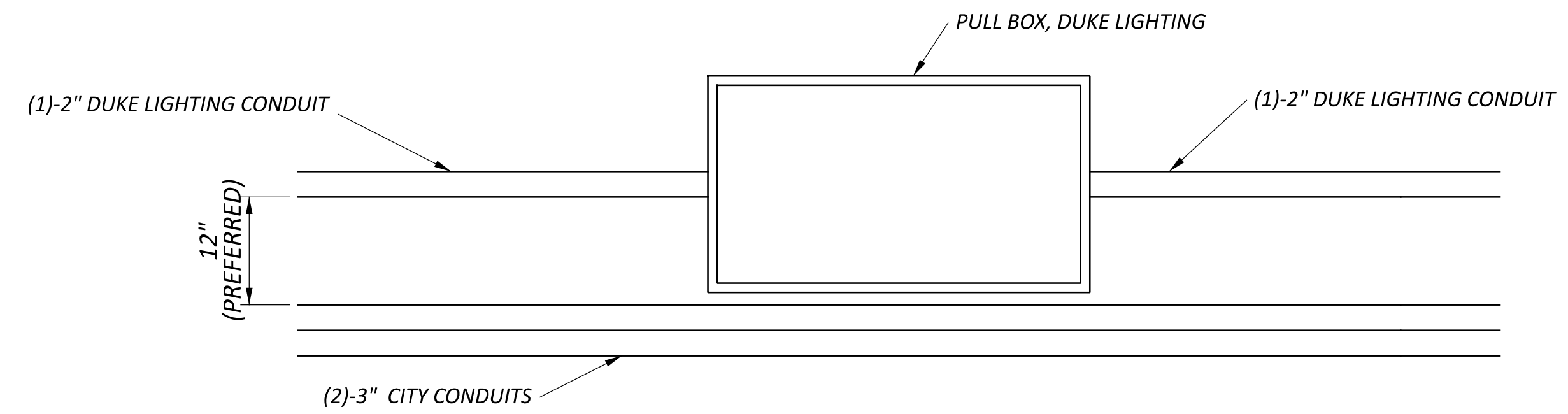
THE CONTRACTOR SHALL OBTAIN THE PULL BOXES FOR USE IN THE DECORATIVE LIGHTING INFRASTRUCTURE FROM DUKE ENERGY. THE CONTRACTOR SHALL INSTALL THESE PULL BOXES PER THIS PLAN AND IN COORDINATION WITH DUKE ENERGY.

ITEM 625 - TRENCH, 30" DEEP, AS PER PLAN

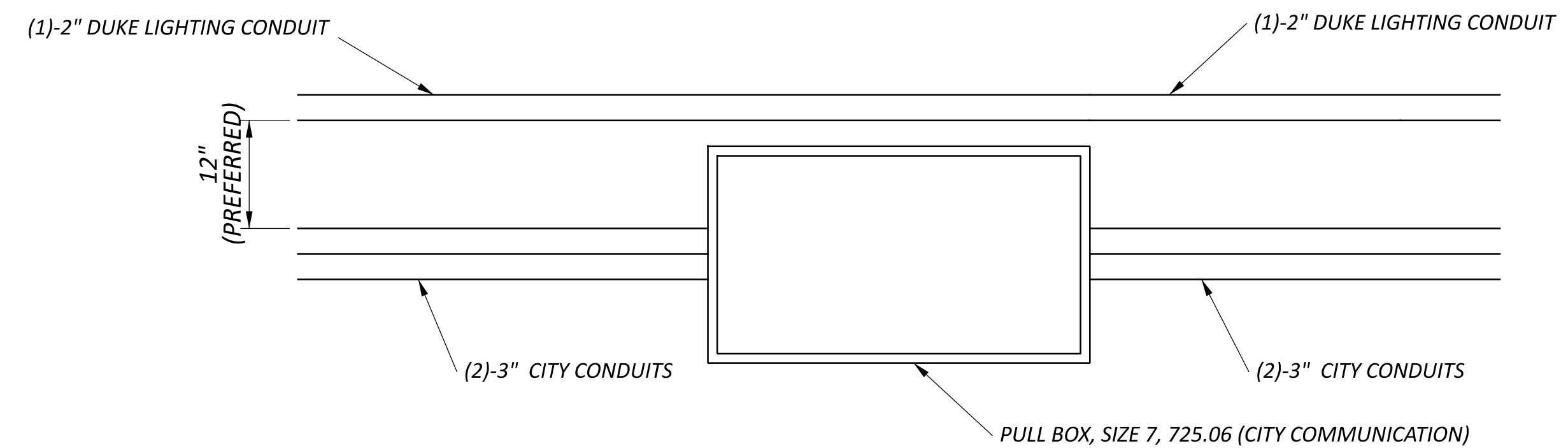
IN ADDITION TO THE REQUIREMENTS OF THE ODOT CMS, THE SEPARATION OF THE CITY COMMUNICATION CONDUIT AND DUKE LIGHTING CONDUIT SHOULD BE 12". AS A RESULT, THE WIDTH OF THE TRENCH SHALL BE SUFFICIENT TO PROVIDE THIS SEPARATION.



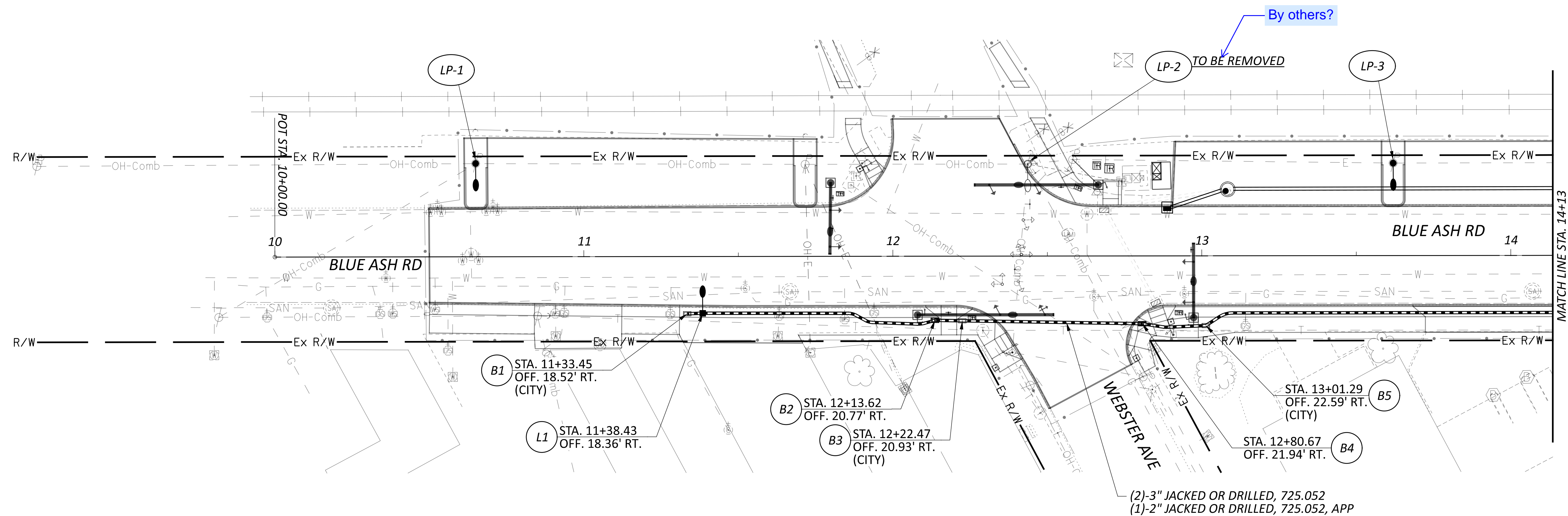
CONDUIT & FOUNDATION DETAIL



DUKE PULL BOX DETAIL



CITY PULL BOX DETAIL



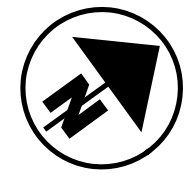
see note on page 85
about advance notice
requirements.

LEGEND

- | | | |
|---|-----|-----|
| | PR. | EX. |
| LIGHT POLES, BRACKET ARM (LX)
(BY DUKE ENERGY) | | |
| PULL BOX INSTALLATION (BX) | | |
| LIGHT POLE, BRACKET ARM (LP-X)
(ATTACHED TO UTILITY POLE BY DUKE ENERGY) | | |
| (1)-2", (2)-3" CONDUIT | | |

LIGHTING NOTES

- THIS PROJECT INCLUDES THE INSTALLATION OF CONDUIT AND PULLBOXES. THE (1)-2" CONDUIT SHALL BE FOR ROADWAY LIGHTING AND THE (2)-3" CONDUITS SHALL BE FOR FUTURE USE BY THE CITY OF DEER PARK. CONTRACTOR SHALL COORDINATE THE TIMING OF CONSTRUCTION OF ROADWAY IMPROVEMENTS WITH DUKE ENERGY, WHO WILL BE INSTALLING THE LIGHT POLE FOUNDATIONS, LIGHT POLES, LUMINAIRES, AND WIRING.
- THE (2)-3" CONDUITS PLANNED FOR FUTURE DEER PARK USE SHALL NOT ENTER THE DUKE LIGHTING PULL BOXES AND INSTEAD SHALL BYPASS THESE PULL BOXES AND UTILIZE THE CITY PULL BOXES.
- THE (1)-2" DUKE LIGHTING CONDUIT SHALL NOT ENTER THE CITY PULL BOXES AND INSTEAD SHALL BYPASS THESE PULL BOXES AND UTILIZE THE DUKE LIGHTING PULL BOXES.
- AT PROPOSED LIGHT POLE LOCATIONS, CONTRACTOR SHALL INSTALL CONDUIT ENDS PER CONDUIT & FOUNDATION DETAIL.
- ALL 2" CONDUIT TO BE USED FOR LIGHTING SHALL ADHERE TO "ITEM 625 - CONDUITS, 725.051, 2", AS PER PLAN", IN TRENCH UNLESS NOTED OTHERWISE. THE (2)-3" CONDUITS SHALL BE TYPE 725.051, IN TRENCH, UNLESS NOTED OTHERWISE.
- PROPOSED LIGHTS MOUNTED TO POWER POLES ON THE WEST SIDE OF THE ROADWAY SHALL BE POWERED BY AERIAL CONNECTIONS BY DUKE ENERGY.

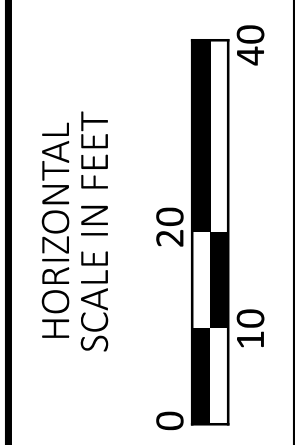
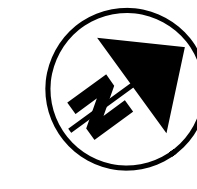
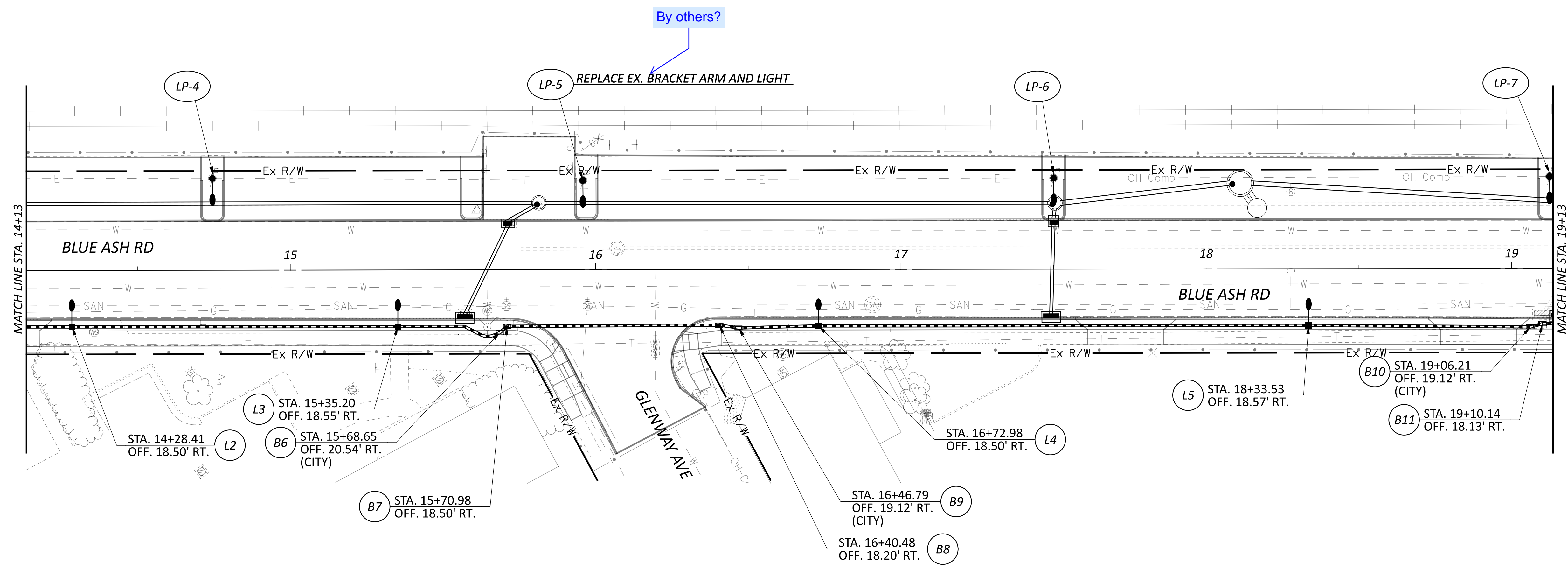


LIGHTING PLAN
STA. 10+00 TO STA. 14+13

DESIGN AGENCY



DESIGNER	TAH
REVIEWER	MWN
PROJECT ID	04/14/26
	119069
SHEET	TOTAL
86	91



LIGHTING PLAN
 STA. 14+13 TO STA. 19+13

LEGEND

- PR. EX.
- LIGHT POLES, BRACKET ARM (LX)
(BY DUKE ENERGY)
- PULL BOX INSTALLATION (BX)
- LIGHT POLE, BRACKET ARM (LP-X)
(ATTACHED TO UTILITY POLE BY DUKE ENERGY)
- (1)-2", (2)-3" CONDUIT

NOTES

1. FOR LIGHTING PLAN NOTES SEE SHEET 86.

DESIGN AGENCY

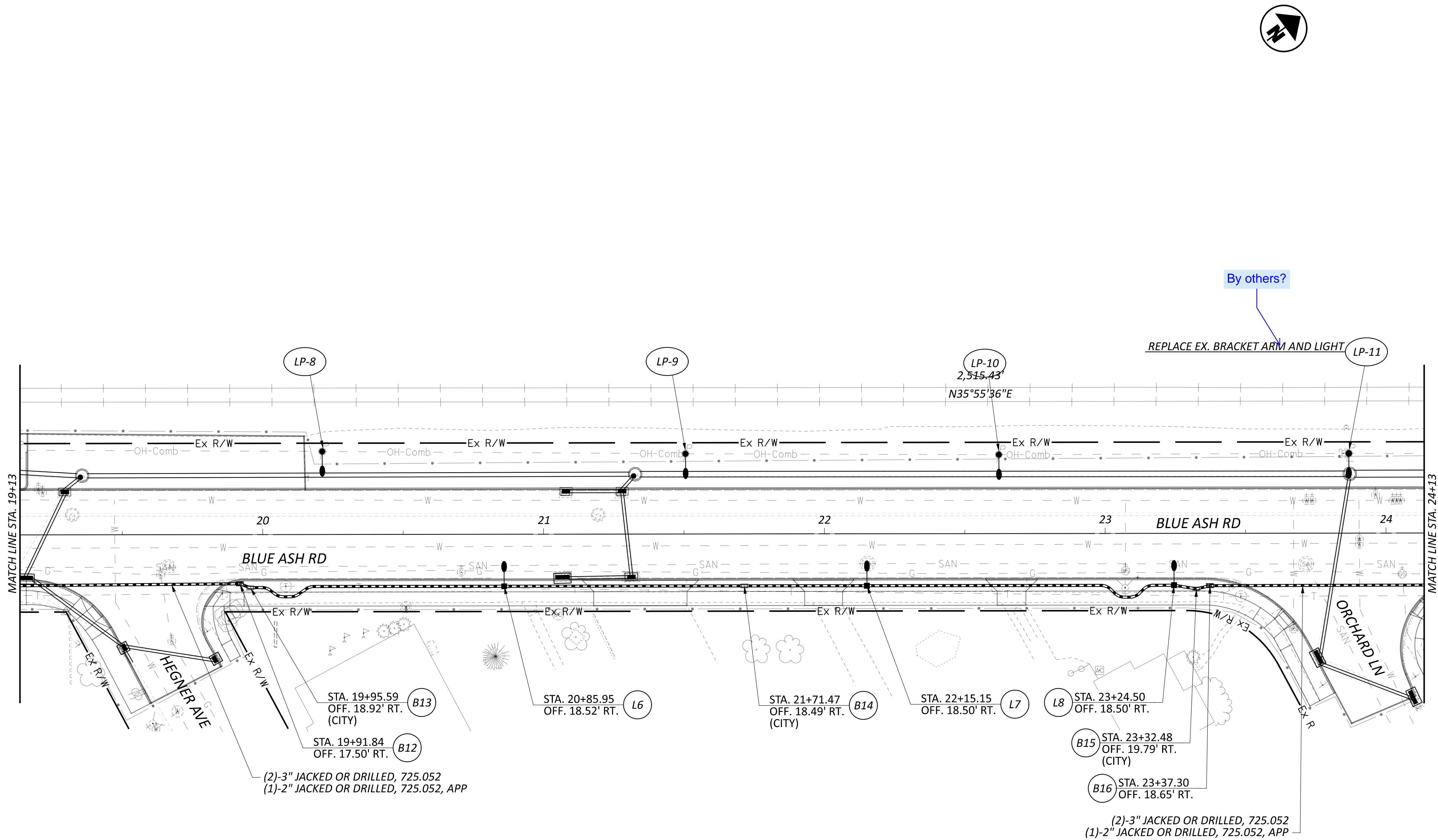


DESIGNER
 TAH

REVIEWER
 MWN 04/14/26

PROJECT ID
 119069

SHEET	TOTAL
87	91



LEGEND

- PR. EX.
- LIGHT POLES, BRACKET ARM (LX)
(BY DUKE ENERGY)
- PULL BOX INSTALLATION (BX)
- LIGHT POLE, BRACKET ARM (LP-X)
(ATTACHED TO UTILITY POLE BY DUKE ENERGY)
- (1)-2", (2)-3" CONDUIT

NOTES

1. FOR LIGHTING PLAN NOTES SEE SHEET 86.



LIGHTING PLAN
 STA. 19+13 TO STA. 24+13

DESIGN AGENCY



DESIGNER
 TAH

REVIEWER

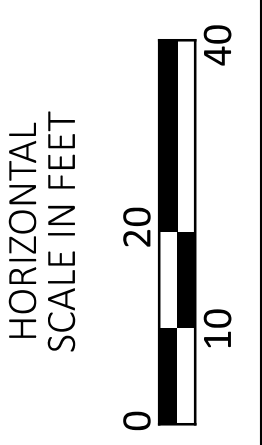
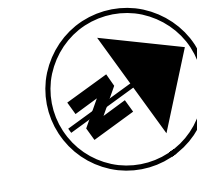
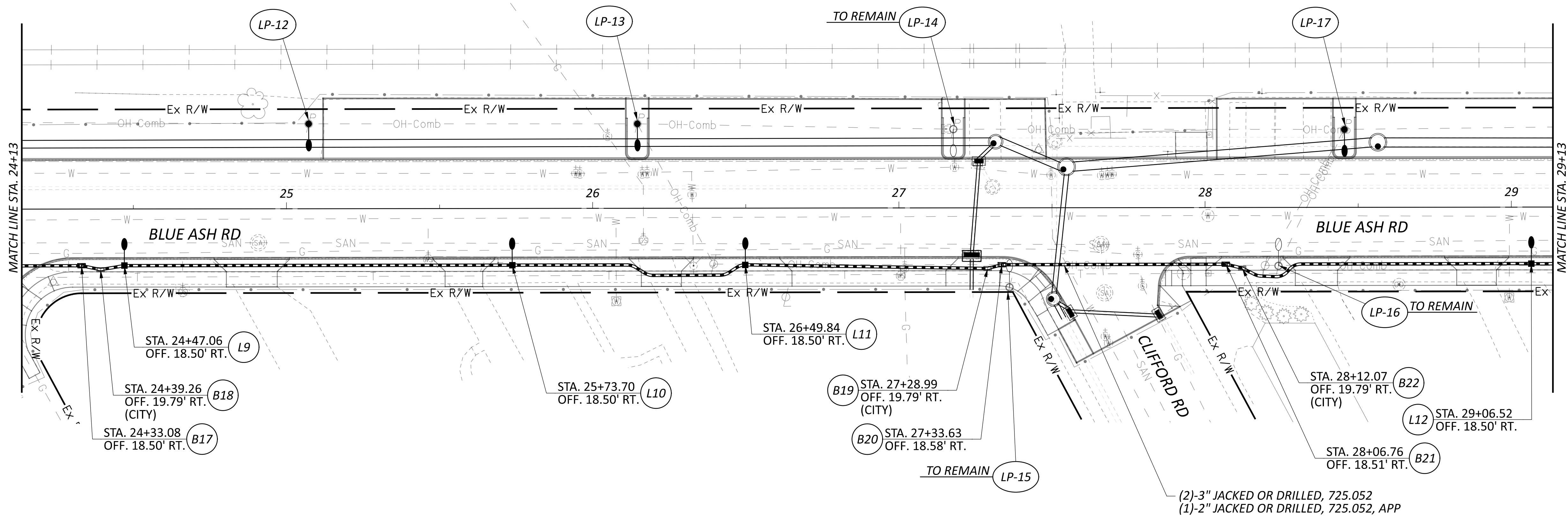
MWN 04/14/26

PROJECT ID

119069

SHEET TOTAL

88 91



LIGHTING PLAN
 STA. 24+13 TO STA. 29+13

LEGEND

- PR. E) LIGHT POLES, BRACKET ARM (LX) (BY DUKE ENERGY)
- PULL BOX INSTALLATION (BX)
- LIGHT POLE, BRACKET ARM (LP-X) (ATTACHED TO UTILITY POLE BY DUKE ENERGY)
- (1)-2", (2)-3" CONDUIT

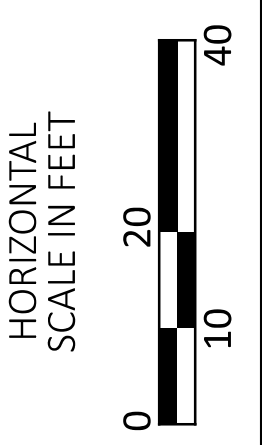
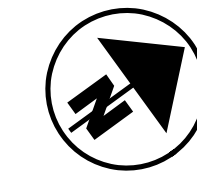
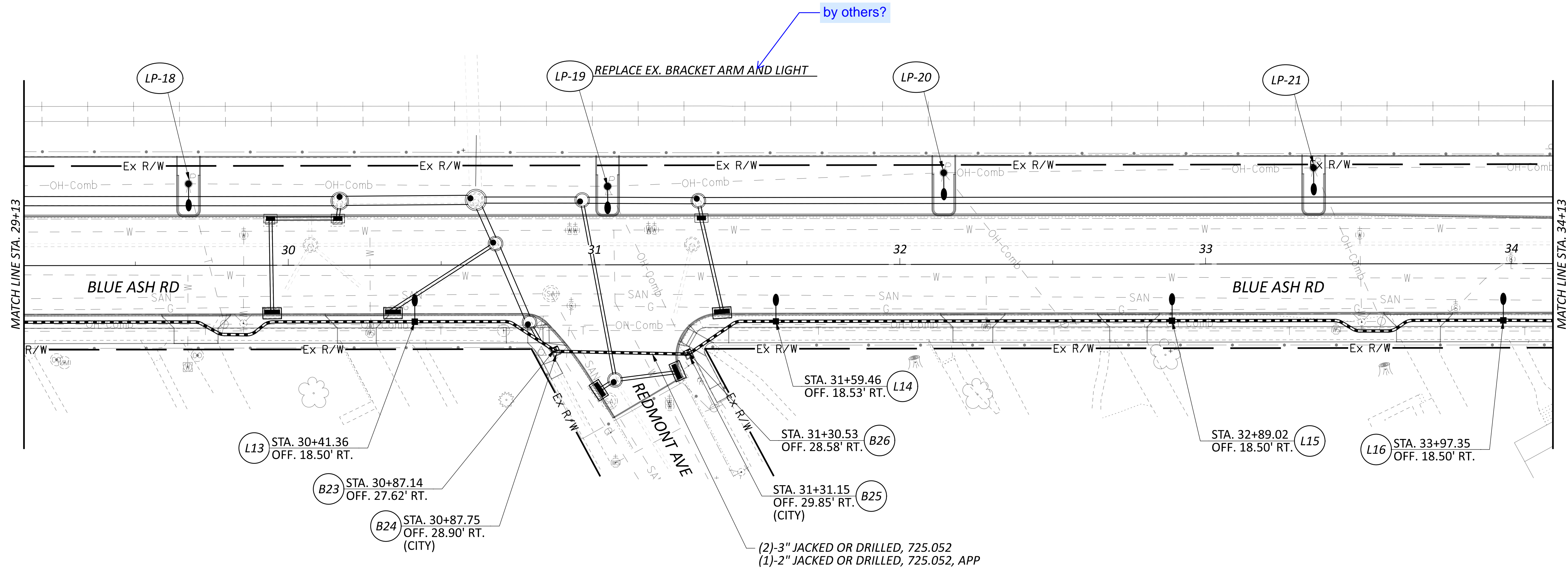
NOTES

1. FOR LIGHTING PLAN NOTES SEE SHEET 86.

DESIGN AGENCY



DESIGNER	TAH
REVIEWER	MWN 04/14/26
PROJECT ID	119069
SHEET	TOTAL
89	91



LIGHTING PLAN
 STA. 29+13 TO STA. 34+13

LEGEND

- PR. EX.
- LIGHT POLES, BRACKET ARM (LX)
(BY DUKE ENERGY)
- PULL BOX INSTALLATION (BX)
- LIGHT POLE, BRACKET ARM (LP-X)
(ATTACHED TO UTILITY POLE BY DUKE ENERGY)
- (1)-2", (2)-3" CONDUIT

NOTES

1. FOR LIGHTING PLAN NOTES SEE SHEET 86.

DESIGN AGENCY

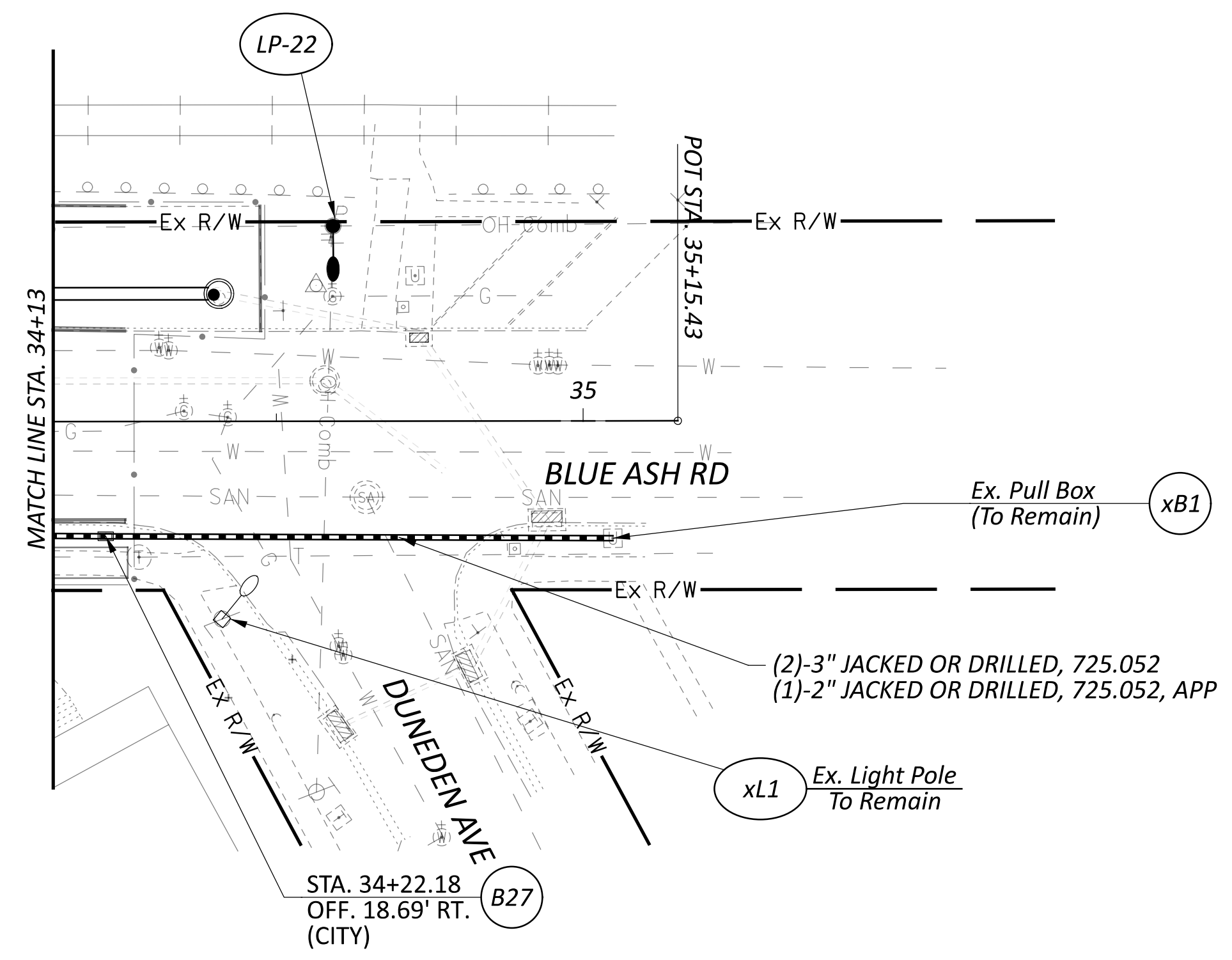


DESIGNER
 TAH

REVIEWER
 MWN 04/14/26

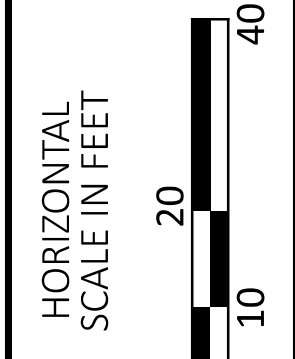
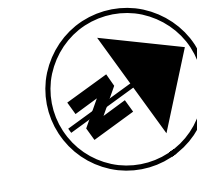
PROJECT ID
 119069

SHEET	TOTAL
90	91



LEGEND

- PR. EX.
- LIGHT POLES, BRACKET ARM (LX)
(BY DUKE ENERGY)
- PULL BOX INSTALLATION (BX)
- LIGHT POLE, BRACKET ARM (LP-X)
(ATTACHED TO UTILITY POLE BY DUKE ENERGY)
- (1)-2", (2)-3" CONDUIT



LIGHTING PLAN
STA. 34+13 TO STA. 35+15

DESIGN AGENCY	
DESIGNER	
TAH	
REVIEWER	
MWN 04/14/26	
PROJECT ID	
119069	
SHEET	TOTAL
91	91

NOTES

1. FOR LIGHTING PLAN NOTES SEE SHEET 86.