

Clint Zimmerman with the City of Norwood explained that there is an existing subway tunnel under the intersection. He thinks it's generally located in the yellow highlighted area.

Clint will try to find plans. The project will need to verify the location of the tunnel to ensure signal pole foundations placement avoids the tunnel.

A curb bumpout could be considered here to make space to construct a signal pole foundation further away from the bridge abutment and slope grade break.

It was noted that there is another project that will rehab/replace this bridge.

This leg of the intersection is currently closed off with a fence. The City of Norwood indicated that developers have been looking at this property for a future office building.

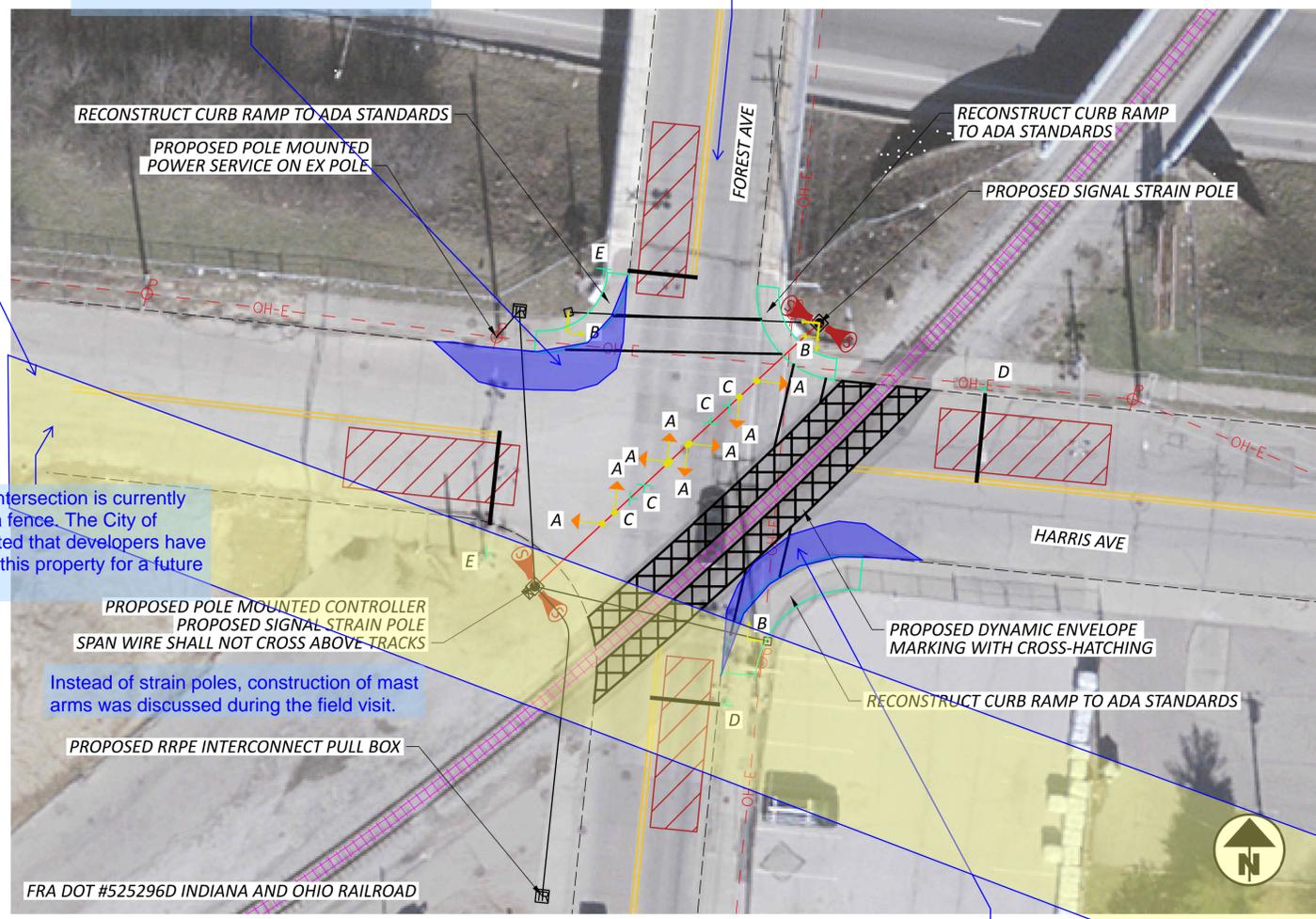
Instead of strain poles, construction of mast arms was discussed during the field visit.

Vehicles from the south leg and the east leg were observed taking turns squeezing through this area while an active train was stopped on the tracks.

Suggest constructing a curb bump out here to block vehicles from making this movement when a train is on the tracks.

If the alignment on this image is accurate, the tunnel is not under the intersection.

CAGIS shows historic property lines south of the intersection. I suspect this is showing the alignment of the tunnel. The tunnel must curve through or after the intersection.



NOTES:

CROSSING SHALL OPERATE WITH SIGNAL CONTROL AS SOLE RAILROAD WARNING DEVICE PER MUTCD (11TH EDITION) 8D.08.

INCLUDE PASSIVE RR WARNING DEVICES AS REQUIRED BY THE MUTCD.

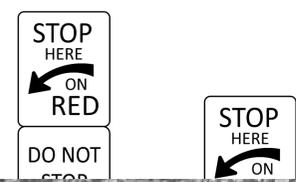
Scope:

- Remove existing RR flashers.
- Install traffic signal on span wire or mast arms.
- Actuation: fully actuated?
- Pedestrian signal heads and accessible push buttons.
- Provide signal warrant.
- Prohibit right turn on red when a train is coming through the intersection. Consider dynamic blackout signs.
- Resurface intersection.
- Replace all curb ramps within resurfacing limits.
- Sidewalk crossing RR tracks: install detectable warnings per PROWAG R305.2.5.
- Replace pavement markings within resurfacing limits.
- Construct curb bumpout on the SE corner to prevent vehicles from making turns next to live trains. Investigate offset requirements from tracks to curb.
- Consider curb bumpout on NW corner to provide space for a mast arm pole foundation.

Schedule:

ORDC is aiming for a 2029 Sale

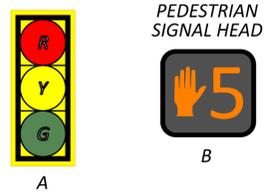
TRAFFIC SIGNS



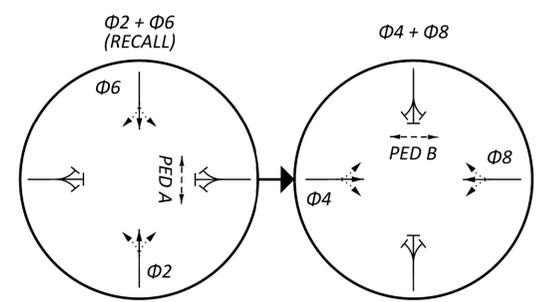
<https://cincinnati-transit.net/subway-section3.html>



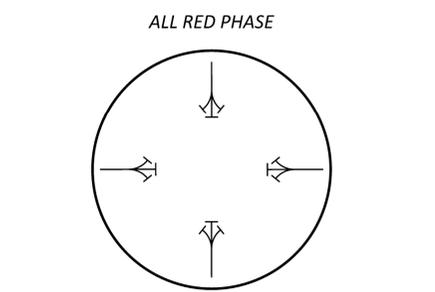
SIGNAL HEADS



PHASING DIAGRAM (NORMAL OPERATION)

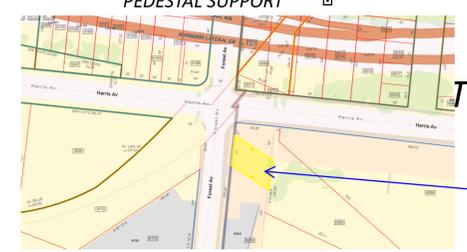
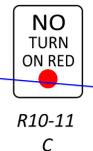


PHASING DIAGRAM (RRPE)



ALL PEDESTRIAN PHASES SHALL BE TERMINATED AT THE MOMENT OF RRPE

TRAFFIC SIGNAL SIGNS



DESIGN AGENCY	WOOLPERT
DESIGNER	AC
REVIEWER	SJB
PROJECT ID	1-3-24
SHEET	0
TOTAL	0
P.O.	0