



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 (20)	-----
DESIGN YEAR ADT (20)	-----
DESIGN HOURLY VOLUME (20)	-----
DIRECTIONAL DISTRIBUTION	-----
TRUCKS (24 HOUR B&C)	-----
DESIGN SPEED	-----
LEGAL SPEED	-----
DESIGN FUNCTIONAL CLASSIFICATION:	-----
NHS PROJECT	-----

DESIGN EXCEPTIONS

NONE

ADA DESIGN WAIVERS

REQUIRED

UNDERGROUND UTILITIES
 Contact Two Working Days
 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
 6215 Cente Park Dr.
 West Chester, OH 45389
 513.776.7851
 www.kleingers.com

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

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confirm sheet numbers

REVIEW COMPLETE

PM	Katherine S. DeStefano, P.E.	03/07/2025
BRIDGES		
CONSTRUCT	Cory Carfora, P.E.	03/25/2025
DRAINAGE	Tami Brehm, P.E.	04/11/2025
ENVIRON		
GEOTECH	Casey Carriere, P.E.	3/10/2025
ITS		
MOT	Alex Genbauffe, P.E.	05/07/2025
PAVEMENT		
ROADWAY	Katherine S. DeStefano, P.E.	03/07/2025
R/W		
SURVEY		
TRAFFIC	Teri C. Scanlon, P.E.	04/03/2025
UTILITIES	Lucas W. Braun, P.E.	04/04/2025
OTHER		
OTHER		

STAGE 1 SUBMITTAL - 2/14/2025

		STANDARD CONSTRUCTION DRAWINGS	SUPPLEMENTAL SPECIFICATIONS	SPECIAL PROVISIONS
BP-3.1	1/19/24	MT-95.31 7/19/19 TC-41.20 10/18/13	800-2023 1/17/25	
BP-4.1	7/19/13	MT-95.32 4/19/19 TC-41.30 4/21/23		
BP-5.1	1/17/25	MT-97.10 4/19/19 TC-42.20 10/18/13		
BP-7.1	1/17/25	MT-101.60 1/17/25 TC-52.10 10/18/13		
		MT-101.90 7/17/20 TC-52.20 1/15/21		
CB-3	7/19/24	MT-105.10 1/17/20 TC-71.10 4/21/23		
CB-3A	7/19/24	MT-110.10 7/19/13 TC-74.10 7/21/23		
CB-6	7/19/24			
DT-1.1	1/17/25	MT-101.70		
DT-2.1	1/17/25	MT-101.75		
MH-3	7/19/24			

FEDERAL PROJECT NUMBER

N/A

RAILROAD INVOLVEMENT

YES

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

Please verify the Contractor EDA using L&D Volume 2, Figure 1112-1

800-2023

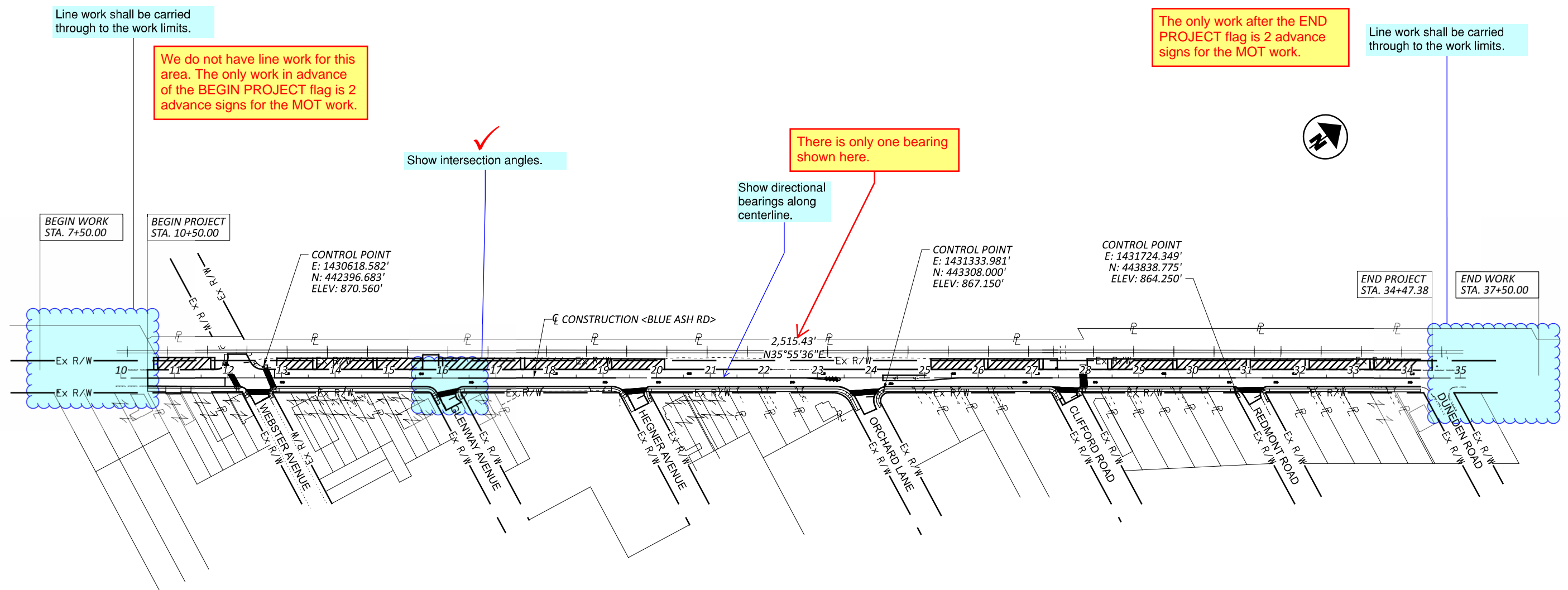
THE STANDARD SPECIFICATIONS OF THE STATE OF OHIO, DEPARTMENT OF TRANSPORTATION, INCLUDING SUPPLEMENTAL SPECIFICATIONS LISTED IN THE PLANS, CHANGES LISTED IN THE PROPOSAL, AND THE SUPPLEMENTAL SPECIFICATION 800 VERSION INDICATED ON THE PROPOSAL SHALL GOVERN THIS IMPROVEMENT.

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

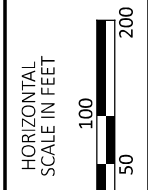
MOT plans show a directional closure

Signature lines missing.

DESIGN AGENCY	
DESIGNER	KJC
REVIEWER	SEF
PROJECT ID	119069
SHEET	1
TOTAL	57



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

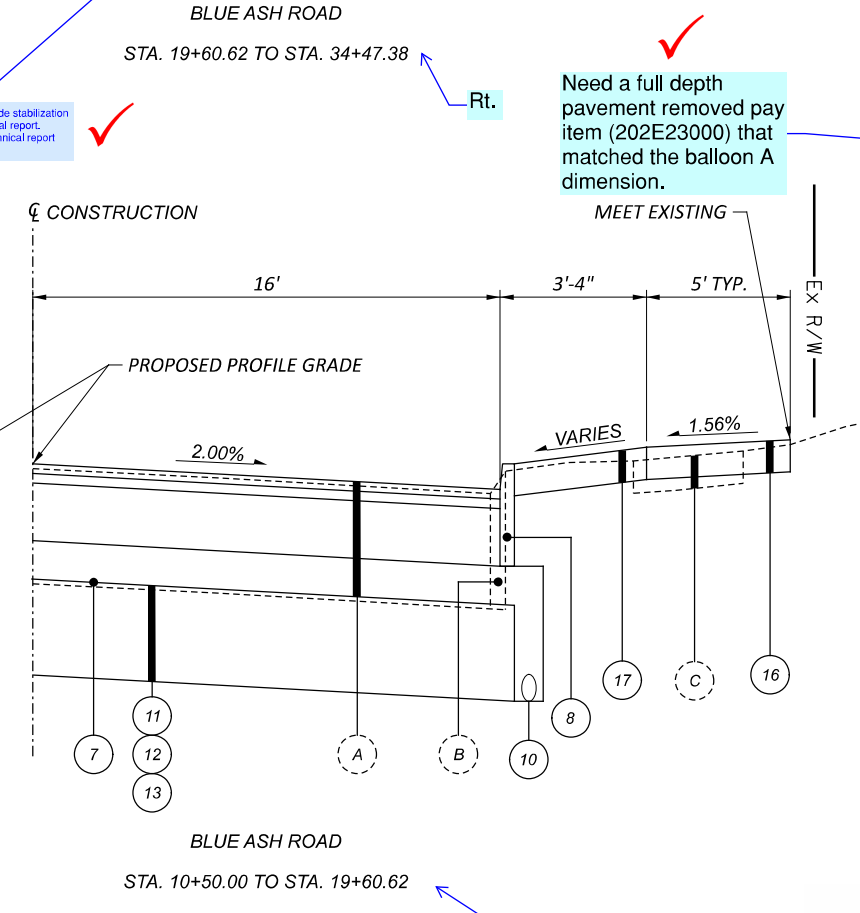
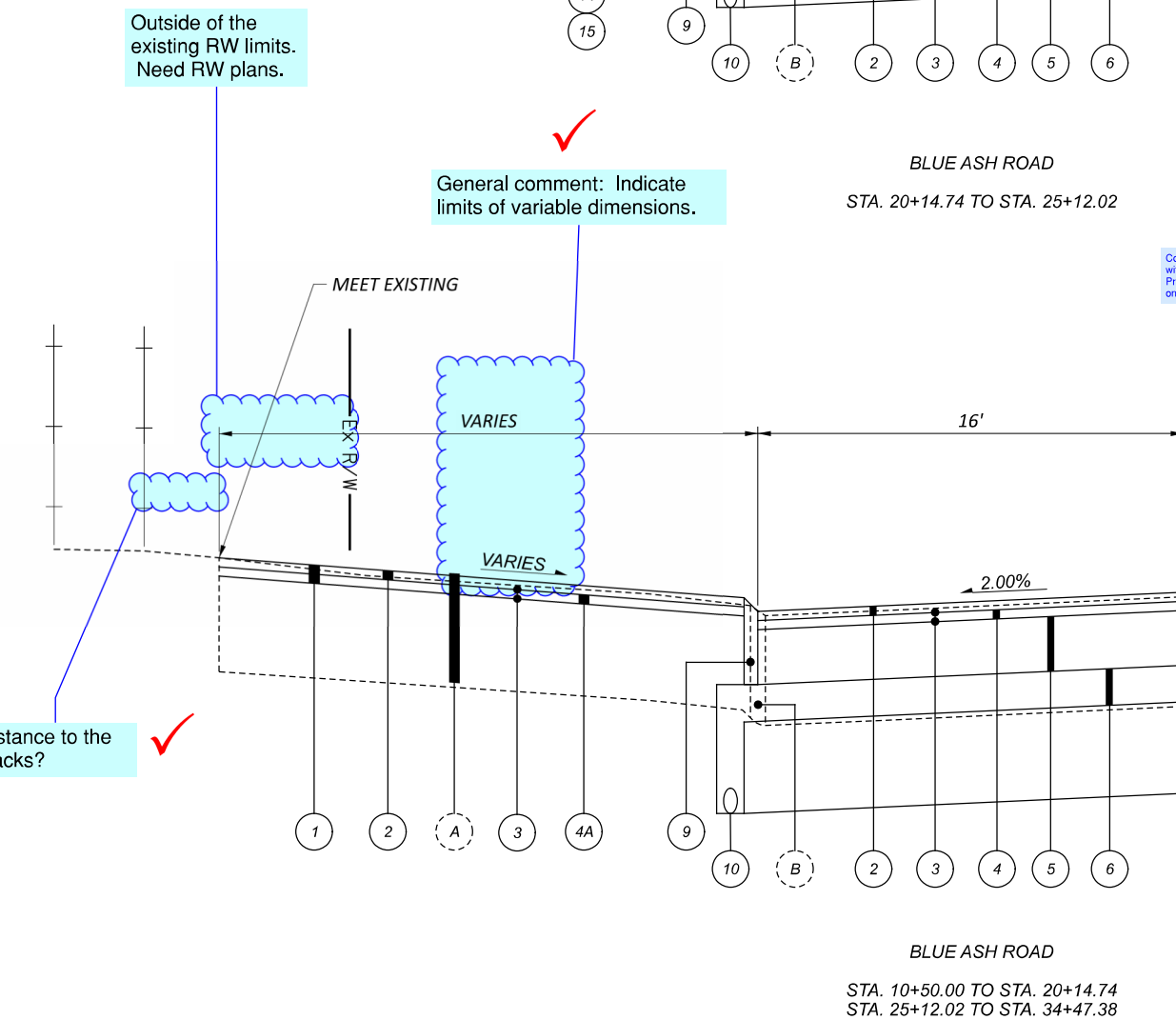
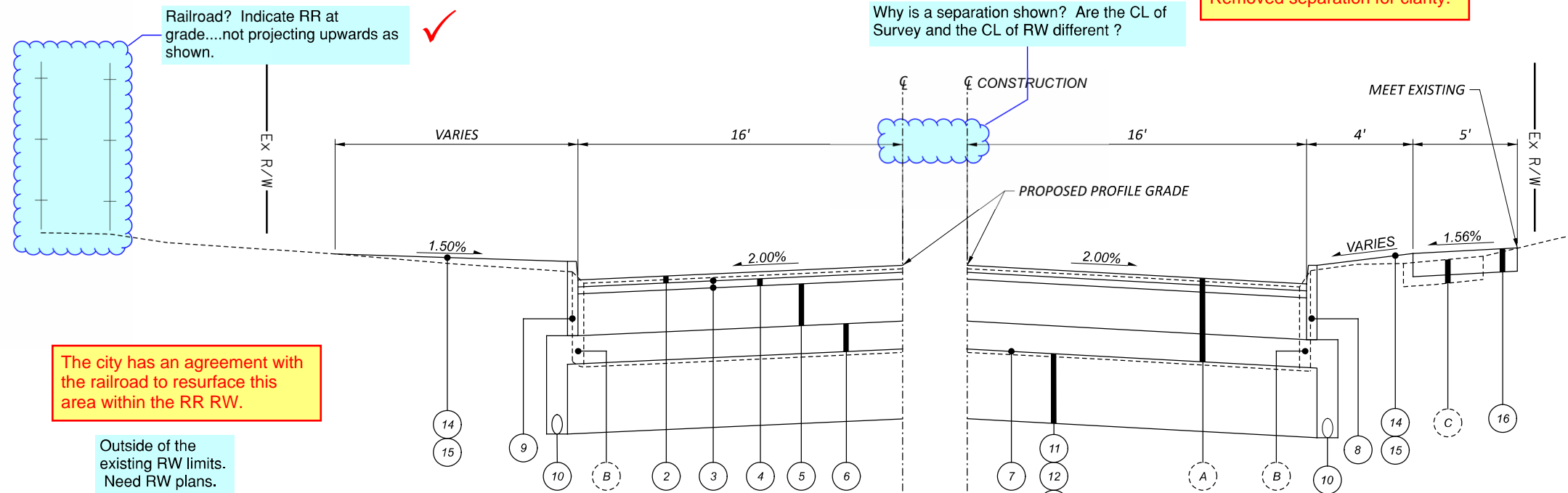


DESIGNER
KJC

REVIEWER
SEF

PROJECT ID
119069

SHEET	TOTAL
2	57



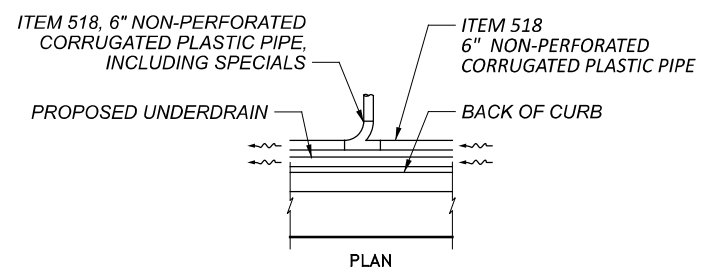
LEGEND

- 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
- 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

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

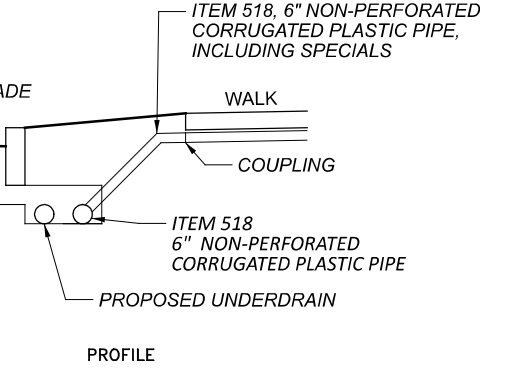
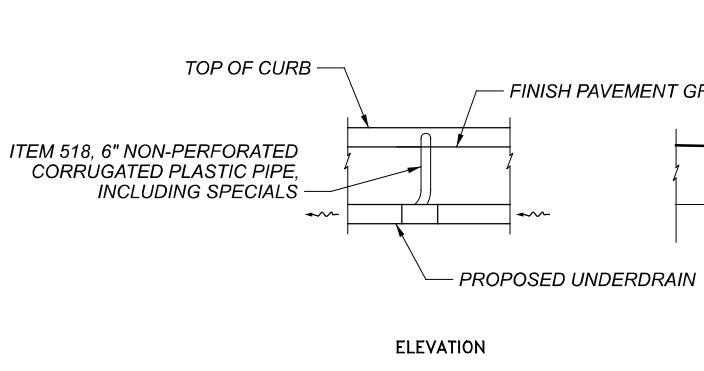
- (A) EX PAVEMENT
- (B) EX CURB
- (C) EX WALK

- ✓ Indicate as asphalt, concrete, or composite.
- ✓ 202E32000 - Curb Removed
- ✓ 202E30000 - Walk Removed

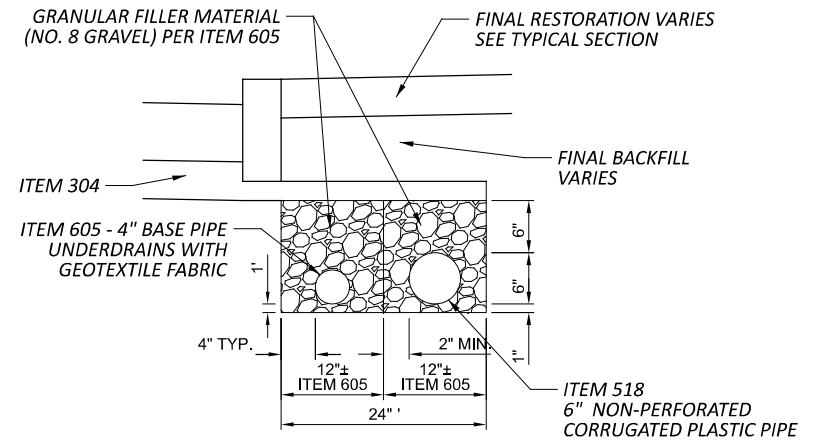


NOTES:
THE COST FOR LABOR AND MATERIAL NECESSARY TO REPLACE THE DOWNSPOUT LEADER SHALL BE INCIDENTAL TO ITEM 611 - 6" CONDUIT, TYPE B, FOR DRAINAGE CONNECTION. ALL NEW DOWNSPOUT PIPE SHALL BE INSTALLED WITH AS FEW JOINTS AS POSSIBLE. ALL NECESSARY VERTICAL OR HORIZONTAL BENDS/COUPLINGS SHALL BE INCLUDED AND PAID FOR ON THE ABOVE BASIS.

INDIVIDUAL DOWNSPOUT OUTLETS SHALL BE A MINIMUM OF 2' APART. DOUBLE DOWNSPOUT OUTLETS ARE NOT PERMITTED.

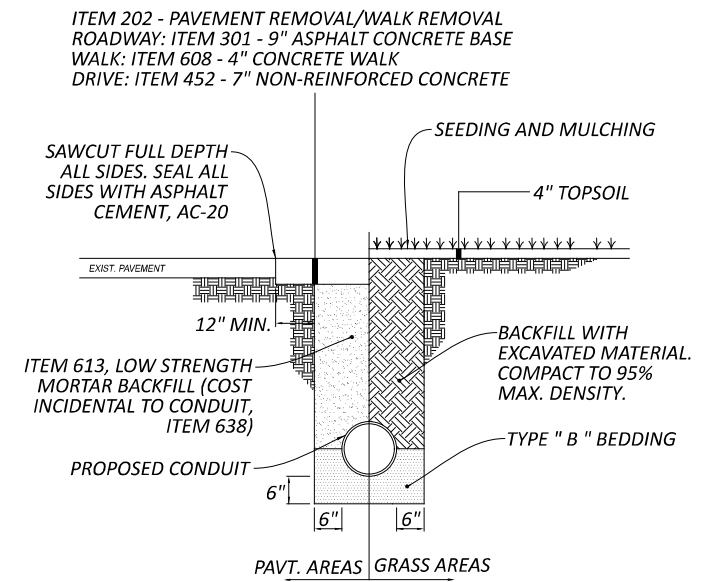


DOWNSPOUT OUTLET TO UNDERDRAIN DETAIL



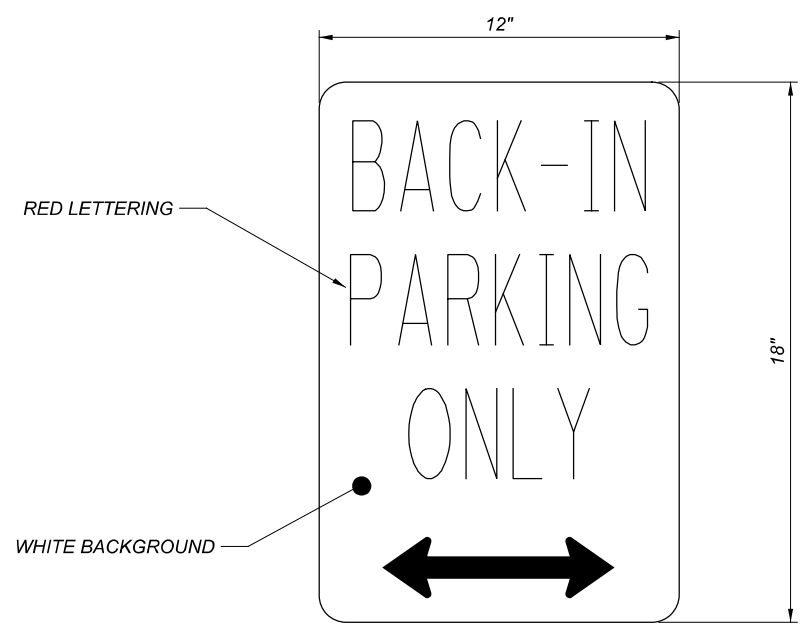
CLEANOUTS SHALL BE PLACED EVERY 150 FEET ALONG THE DOWNSPOUT COLLECTOR LINE. PAYMENT FOR THIS ITEM SHALL BE INCLUDED IN ITEM 518 - 6" NON-PERFORATED CORRUGATED PLASTIC PIPE.

UNDERDRAIN AND DOWNSPOUT COLLECTOR DETAIL



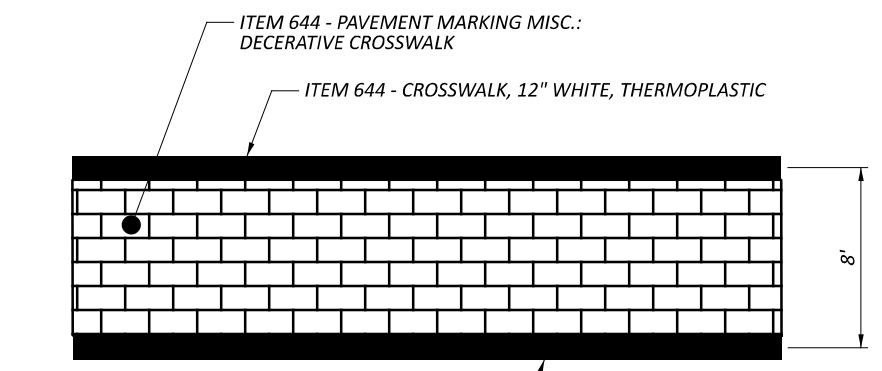
NOTE:
THE COST OF RESTORATION OF GRASS AREAS AND PAVEMENT/CURB AREAS SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE PERTINENT CONDUIT ITEM.

TRENCH RESTORATION DETAIL



R7-H11 MOD SIGN DETAIL

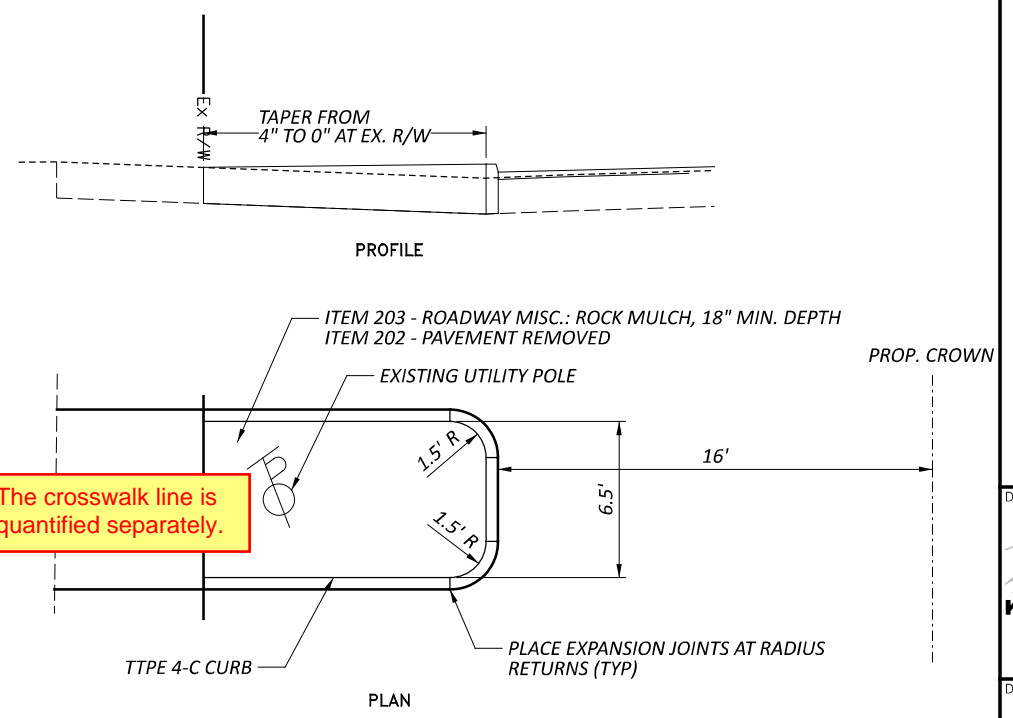
THIS ITEM INCLUDES PROVIDING AND INSTALLING R7-H11-MOD SIGNS WITH THE LEGEND "BACK-IN PARKING ONLY" WITH ARROW AS SHOWN ABOVE. LINE SPACING SHALL BE THE SAME AS R7-H11 AS SHOWN IN THE ODOT SIGN DESIGNS AND MARKINGS MANUAL (SDMM). HOWEVER, ALL LINES OF TEXT SHALL USE TEXT SIZE 3B.



DECORATIVE CROSSWALK DETAIL

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.: DECERATIVE CROSSWALK SHALL BE MADE AT THE CONTRACT UNIT PRICE PER SQUARE FOOT. THIS ITEM INCLUDES ALL LABOR, EQUIPMENT, AND MATERIALS.

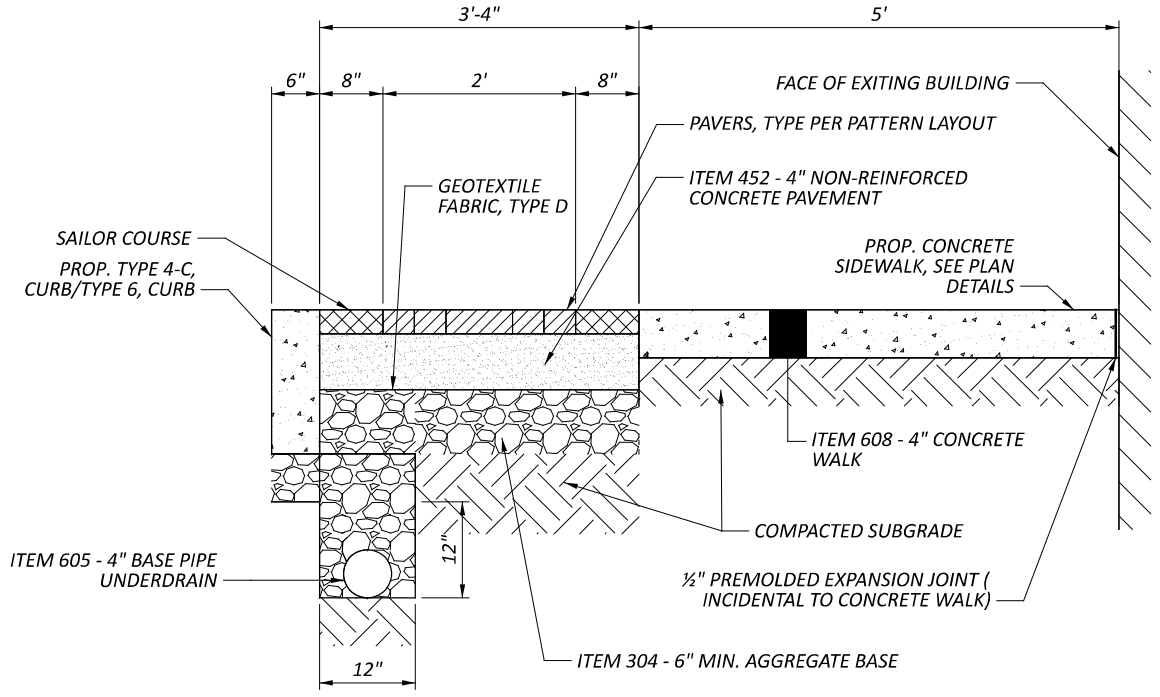


UTILITY POLE BUMP-OUT DETAIL

The crosswalk line is quantified separately.

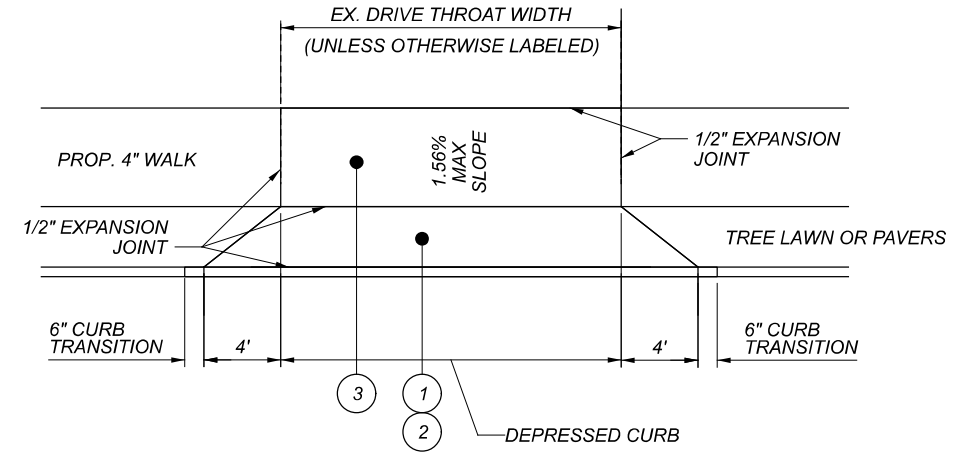
Is this intended to be incidental or separate from the crosswalk marking?

Should this be item 647?

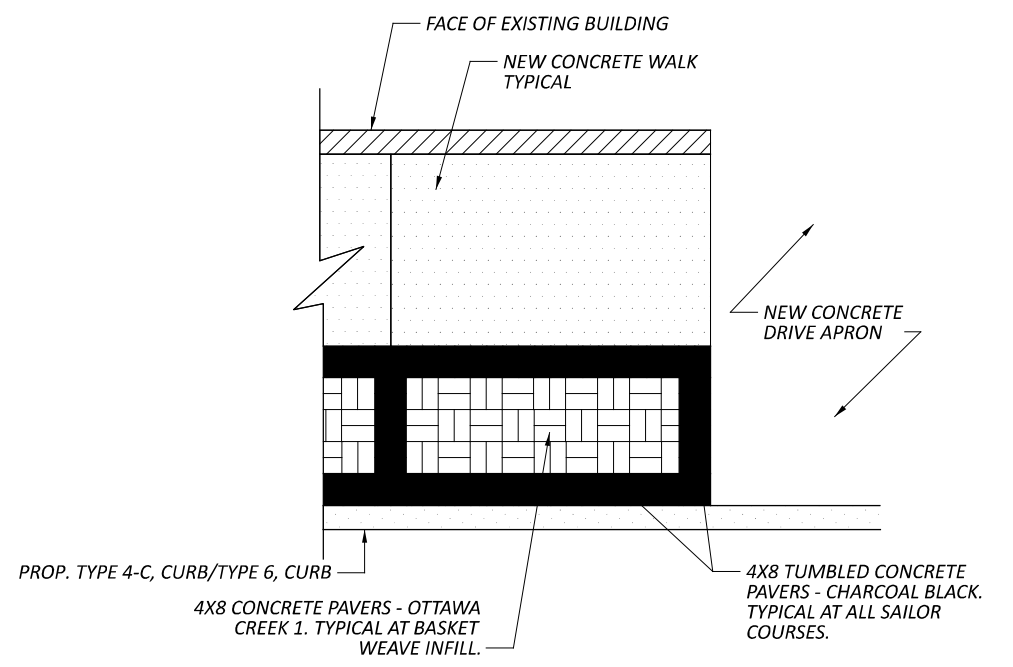


TYPICAL PAVER PATTERN CROSS SECTION

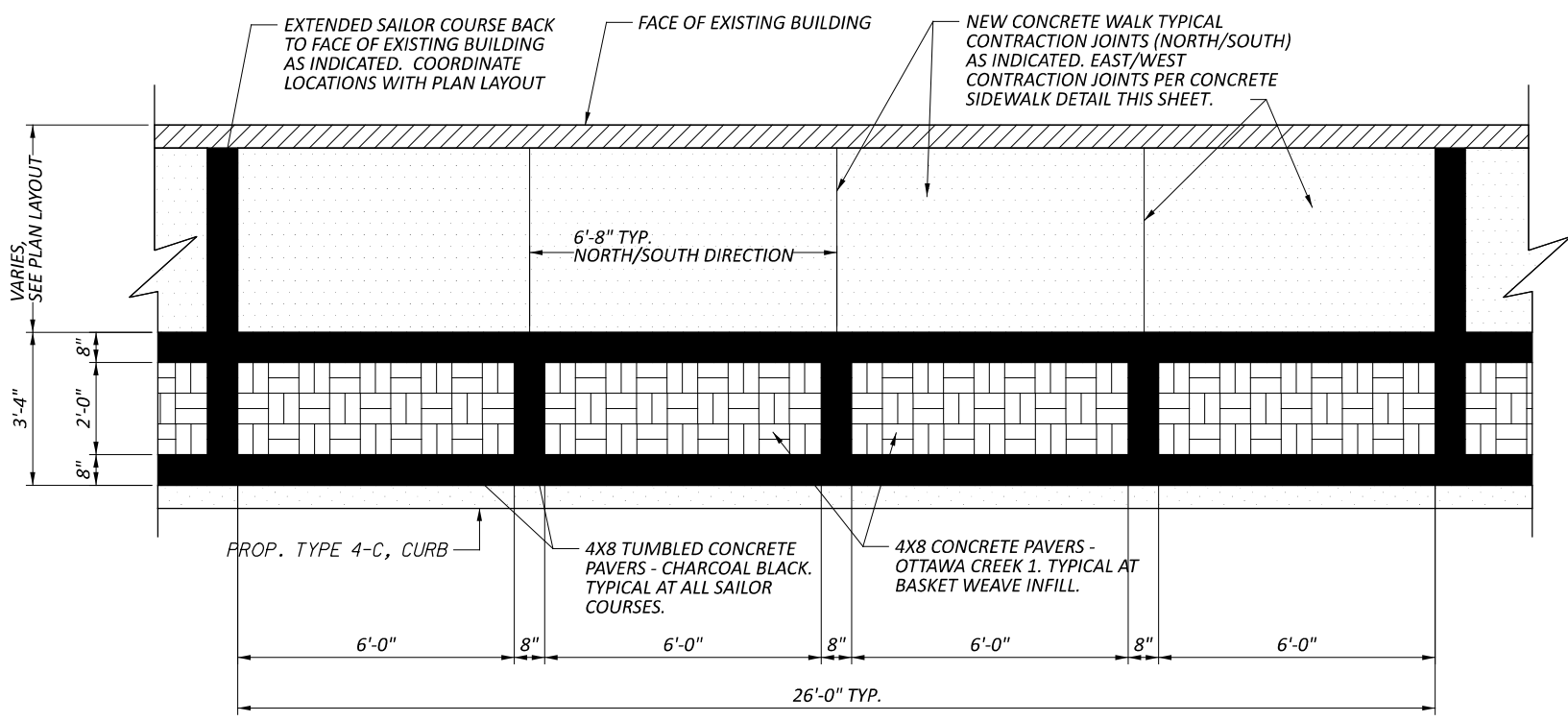
ITEM 608 - WALKWAY, MISC.: BRICK PAVERS
 ITEM INCLUDES PROVIDING AND INSTALLING CONCRETE PAVERS, ITEM 452 - NON-REINFORCED CONCRETE PAVEMENT, ITEM 204 - GEOTEXTILE FABRIC, ITEM 304 - AGGREGATE BASE, ITEM 204 - SUBGRADE COMPACTION.
 PAYMENT FOR WALKWAY, MISC.: BRICK PAVERS SHALL BE MADE AT THE CONTRACT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



- LEGEND**
- 1 ITEM 452 - 7\"/>
 - 2 ITEM 204 - SUBGRADE COMPACTION
 - 3 ITEM 608 - 7\"/>



TYPICAL PAVER PATTERN LAYOUT AT DRIVE APRON



TYPICAL PAVER PATTERN LAYOUT

MISCELLANEOUS DETAILS

DESIGN AGENCY	
DESIGNER	KJC
REVIEWER	SEF
PROJECT ID	MM-DD-YY
	119069
SHEET	TOTAL
5	57

UTILITIES

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

CINCINNATI BELL ALTA FIBER ✓
221 E 4TH ST, BLDG. 121-900
CINCINNATI, OH 45201
ROADPROJECTS@CINBELL.COM 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
513-458-3856 (AARON WRIGHT) ✓
AARON.WRIGHT@DUKE-ENERGY.COM

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
513-386-5483 (JIM O'REILLY) ✓
JIM.OREILLY@TWCCABLE.COM
JIM HAS RETIRED. SEND TO DL-SOUTHERN-OHIO-OUTSIDE-PLANT@CHARTER.COM

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.

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 ISOLATE, BRACE, SUPPORT, SHEET, ETC. AND PROTECT THE EXISTING 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.

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.

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.

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.

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.

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.

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.

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.

DESIGN AGENCY



DESIGNER
KJC

REVIEWER
SEF

PROJECT ID
119069

SHEET TOTAL
6 57

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 FROM THE BEGINNING OF THE PROJECT LIMITS AND END AT MATSON AVENUE.

STAGING AND/OR STORAGE OF CONSTRUCTION EQUIPMENT WILL NOT TAKE PLACE OUTSIDE THE PROPOSED CONSTRUCTION LIMITS, WITHIN THE PARK'S BOUNDARIES.

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

WHILE 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.

PROTECTION OF EXISTING TREES AND VEGETATION

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.

CONSTRUCTION NOISE

ACTIVITIES AND LAND USE ADJACENT TO THIS PROJECT MAY BE AFFECTED BY CONSTRUCTION NOISE. IN ORDER TO MINIMIZE ANY ADVERSE CONSTRUCTION NOISE IMPACTS, DO NOT OPERATE POWER-OPERATED CONSTRUCTION-TYPE DEVICES BETWEEN THE HOURS OF 8 PM AND 9 AM. IN ADDITION, DO NOT OPERATE AT ANY TIME ANY DEVICE IN SUCH A MANNER THAT THE NOISE CREATED SUBSTANTIALLY EXCEEDS THE NOISE CUSTOMARILY AND NECESSARILY ATTENDANT TO THE REASONABLE AND EFFICIENT PERFORMANCE OF SUCH EQUIPMENT.

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.

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.

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.

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

Recommend that Contractor follow local noise ordinance and the project doesn't create a plan note that may conflict with the local noise ordinance.

Remove, Construction manual outlines a process that allows this.

ITEM SPECIAL - FILL AND PLUG EXISTING CONDUIT

THIS ITEM SHALL CONSIST OF THE CONSTRUCTION OF BULKHEADS IN AN EXISTING 12 IN DIAMETER CONDUIT AND FILLING THE AREA THUS SEALED OFF WITH ITEM 613, SAND OR OTHER MATERIAL APPROVED BY THE ENGINEER.

BULKHEADS SHALL BE LOCATED AT THE LIMITS OF THE AREA TO BE FILLED AS INDICATED ON THE PLANS. THE BULKHEADS SHALL CONSIST OF BRICK OR CONCRETE MASONRY WITH A MINIMUM THICKNESS OF 12 INCHES.

THE FILL MATERIAL SHALL BE PUMPED INTO PLACE, OR PLACED BY OTHER MEANS APPROVED BY THE ENGINEER, SO THAT, AFTER SETTLEMENT, AT LEAST 90 PERCENT OF THE CROSS-SECTIONAL AREA OF THE CONDUIT, FOR ITS ENTIRE LENGTH, SHALL BE FILLED. THE LENGTH OF FILLED AND PLUGGED CONDUIT TO BE PAID FOR SHALL BE THE ACTUAL NUMBER OF FEET (MEASURED ALONG THE CENTERLINE OF EACH CONDUIT FROM OUTER FACE TO OUTER FACE OF BULKHEADS) FILLED AND PLUGGED AS DESCRIBED ABOVE.

IN LIEU OF FILLING AND PLUGGING THE EXISTING CONDUIT, THE PIPE MAY BE CRUSHED AND BACKFILLED IN ACCORDANCE WITH THE PROVISIONS OF 203, OR IT MAY BE REMOVED. THE LENGTH, MEASURED AS PROVIDED ABOVE, SHALL BE PAID FOR AT THE CONTRACT PRICE PER FOOT FOR, ITEM SPECIAL, FILL AND PLUG EXISTING CONDUIT.

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.

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.

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.

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 614, MAINTAINING TRAFFIC

The MOT plans detail a directional closure. Adjust note accordingly. ✓

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. 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:

- NEW YEAR'S (OBSERVED) GENERAL/REGULAR ELECTION DAY ((NOV)
- TOTAL SOLAR ECLIPSE (4/8/24) THANKSGIVING
- MEMORIAL DAY CHRISTMAS (OBSERVED)
- FOURTH OF JULY (OBSERVED) (OTHER HOLIDAY OR SPECIAL EVENT)
- LABOR DAY

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. THIS IS TO BE A SPECIFIC OFFICE WITHIN THE DISTRICT RATHER THAN THE GENERAL SWITCHBOARD NUMBER.

List phone number in the plans

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 5 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.



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 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

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

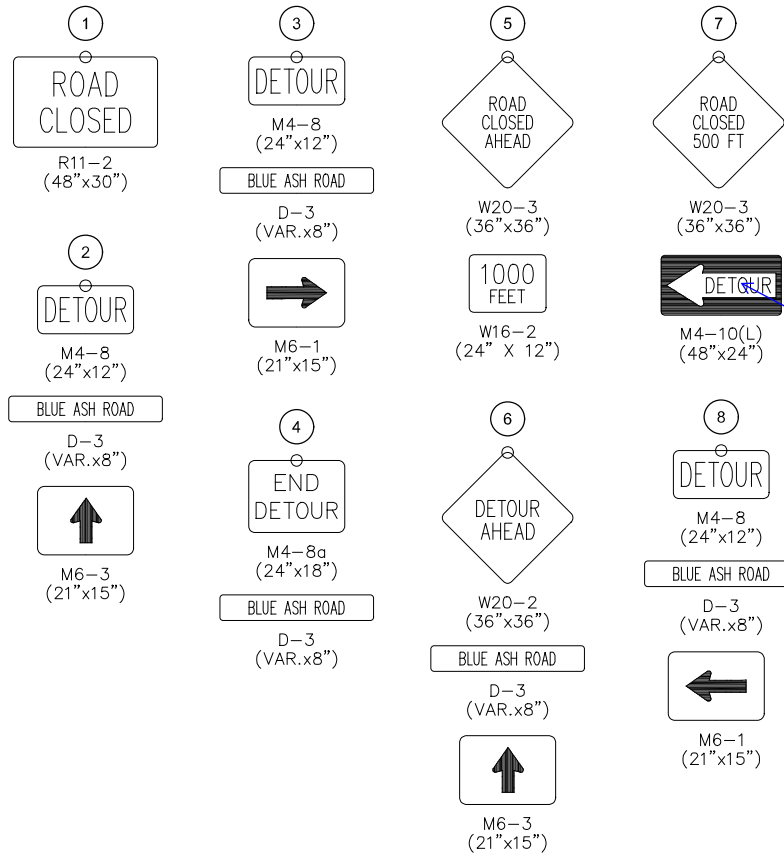
PRIOR TO PHASE 3, REMOVE RPMs AND MILL (FULL WIDTH) EXISTING PAVEMENT ON BLUE ASH ROAD. A MINIMUM OF ONE (1) LANE OF TRAFFIC MUST BE MAINTAINED AT ALL TIMES.

PHASE 3
 CONTRACTOR TO CONSTRUCT FINAL COURSE, PLACE TEMPORARY PAVEMENT MARKINGS, AND PLACE SIGNAGE AND ALL PERMANENT PAVEMENT MARKINGS.

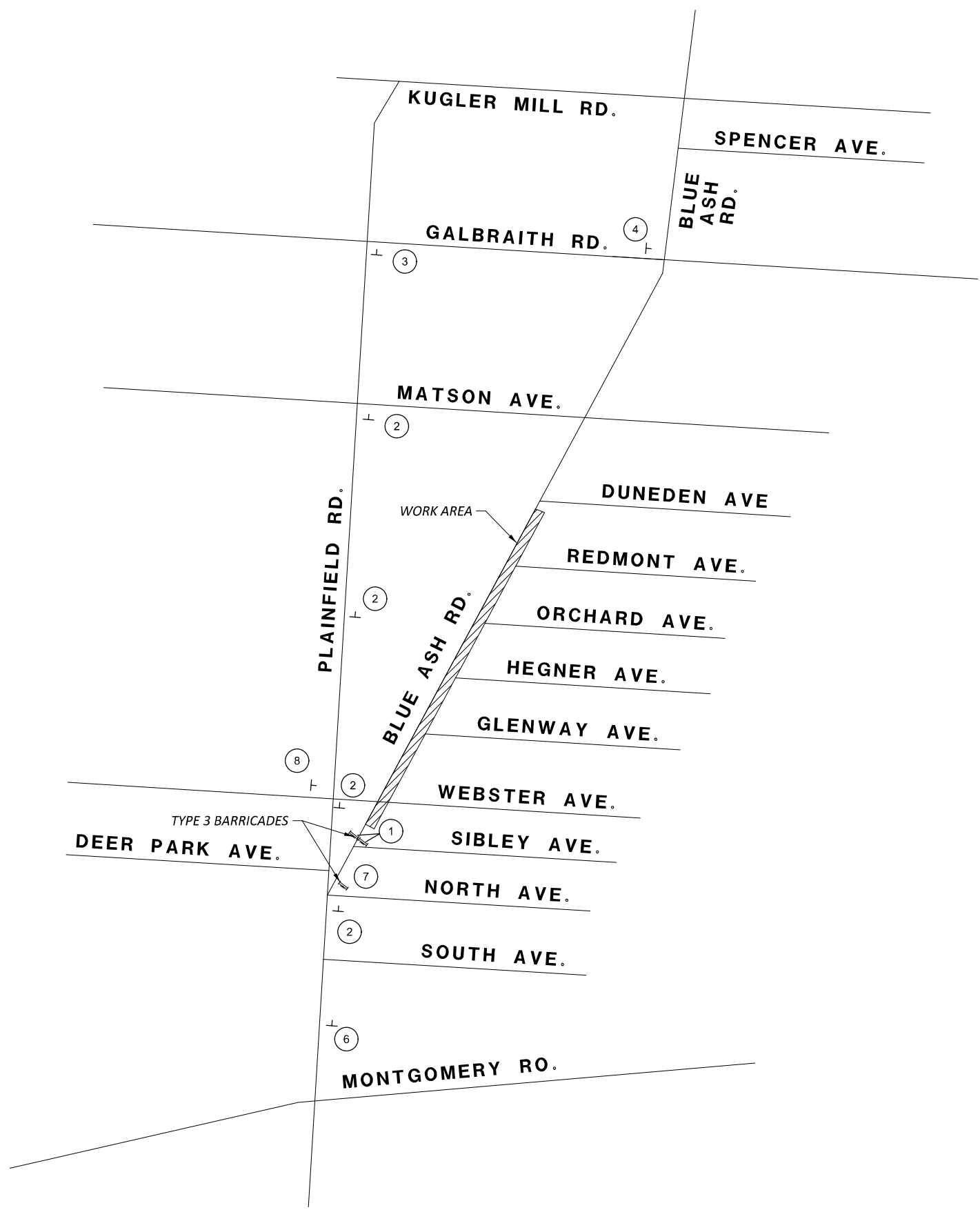
NOTE: THE SUGGESTED MAINTENANCE SEQUENCE OF CONSTRUCTION IS SOLELY INTENDED TO AID IN THE PLANNING OF THE ROADWAY OPERATIONS AND MAINTAINING OF TRAFFIC. ALL OTHER WORK IS TO BE PERFORMED AT THE APPROPRIATE TIMES.

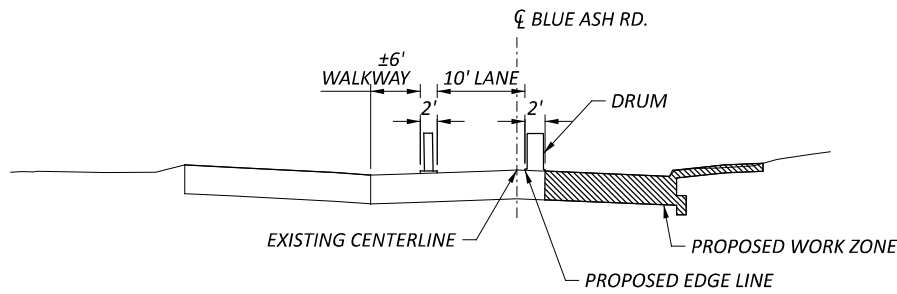
Are multiple side streets permitted to be closed concurrently? If there is a restriction, note that in the plans.





This sign should be mounted below barricades, not below a W20-3. ✓





PB is only one side. Updated linestyle and legend for clarity.

Is PCB proposed on both sides of Blue Ash Rd? Typical comment

Show WZIA. Typical comment. ✓

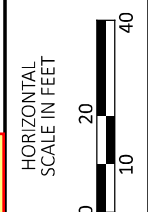
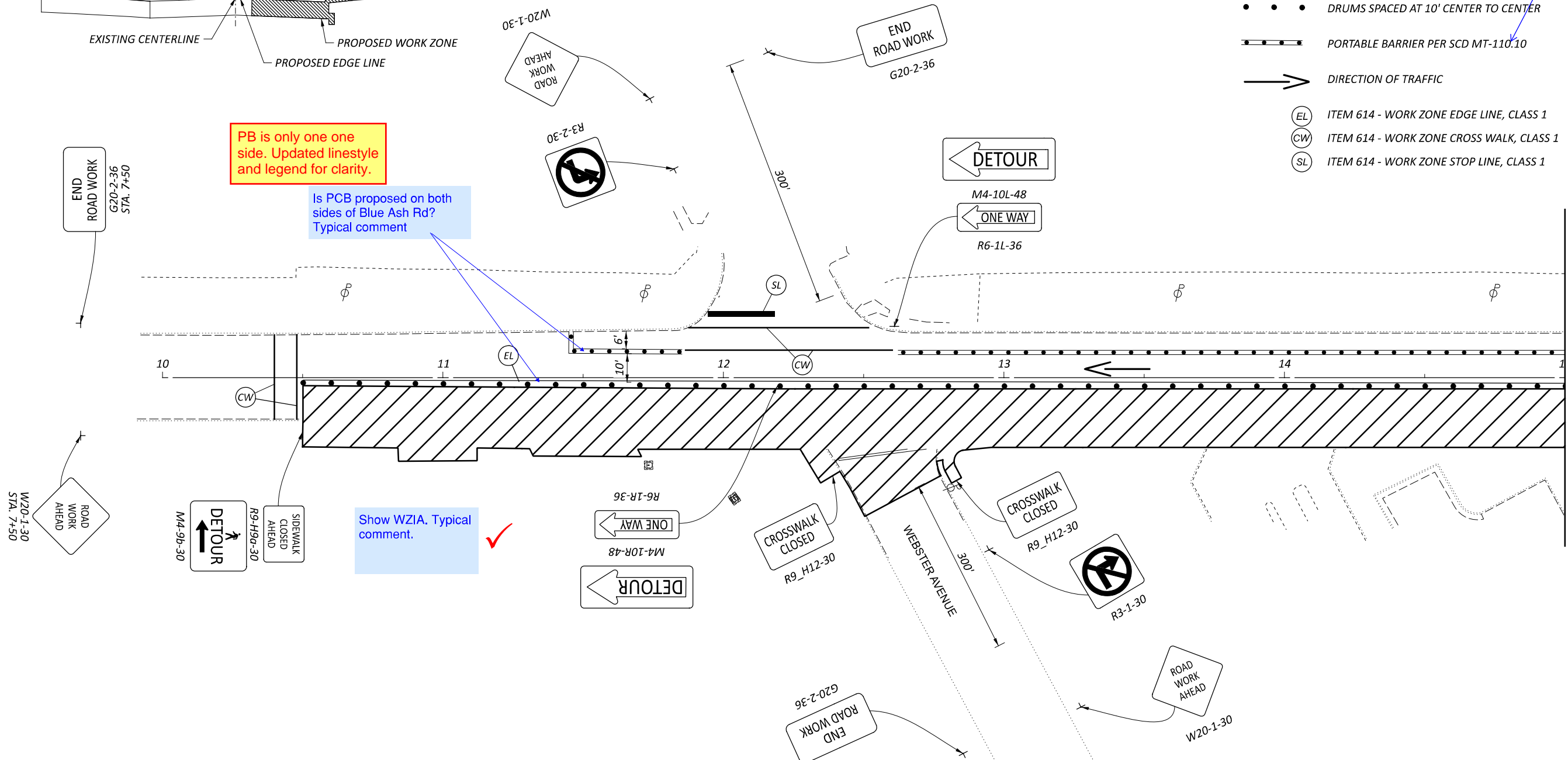


Barriers to be used for pedestrians per noted SCD.

Revise SCD - typical comment.

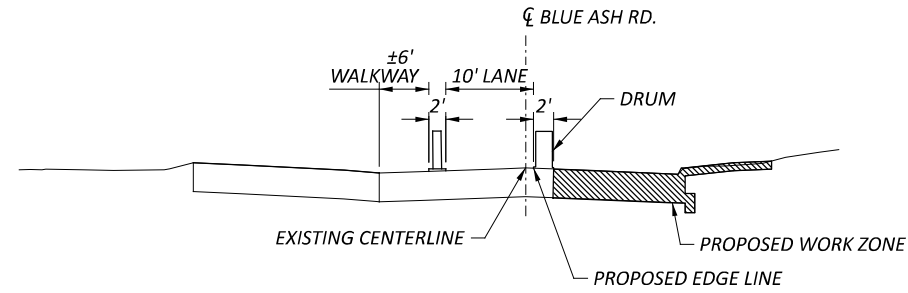
LEGEND

- WORK AREA
- DRUMS SPACED AT 10' CENTER TO CENTER
- 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

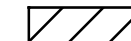

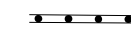
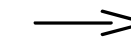





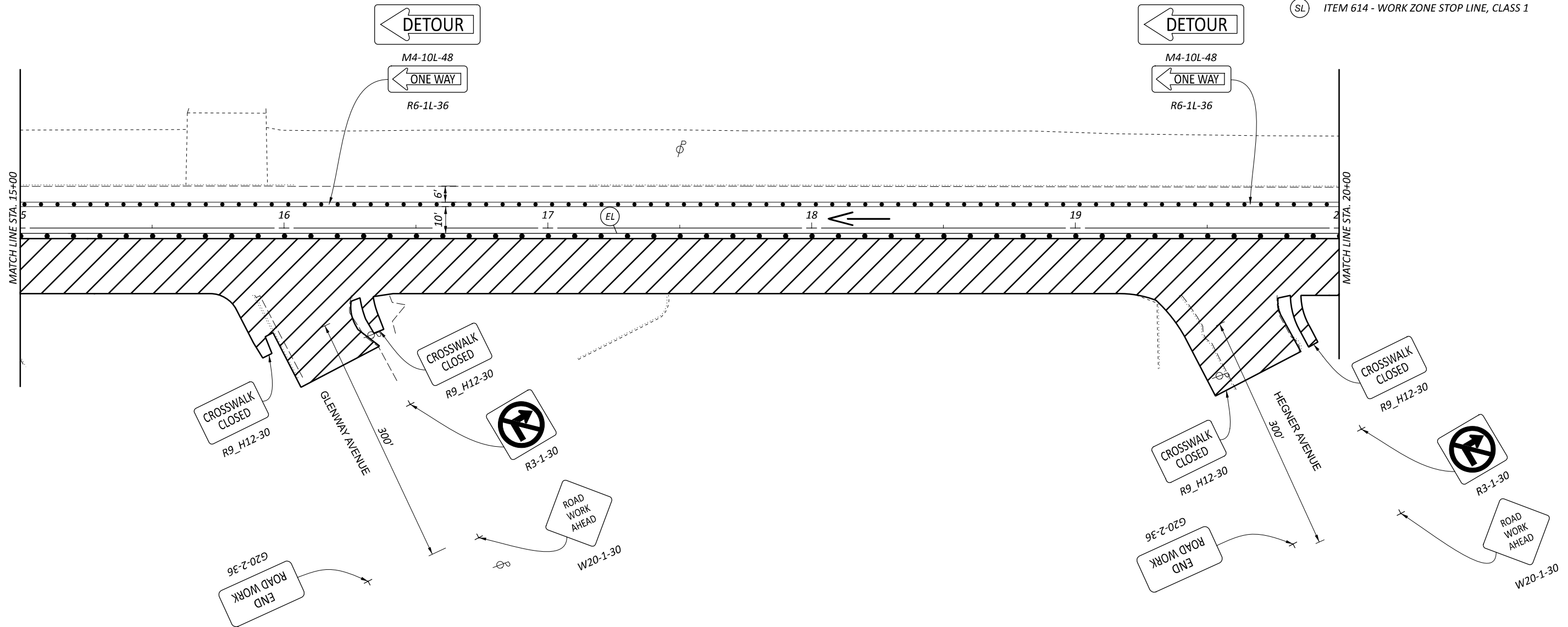
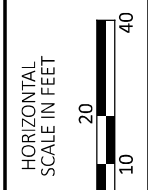
MAINTENANCE OF TRAFFIC
PHASE 1 STA. 10+00 TO STA. 15+00

DESIGN AGENCY	
DESIGNER	
KJC	
REVIEWER	
SEF MM-DD-YY	
PROJECT ID	
119069	
SHEET	TOTAL
M2	57



LEGEND

-  WORK AREA
-  DRUMS SPACED AT 10' CENTER TO CENTER
-  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

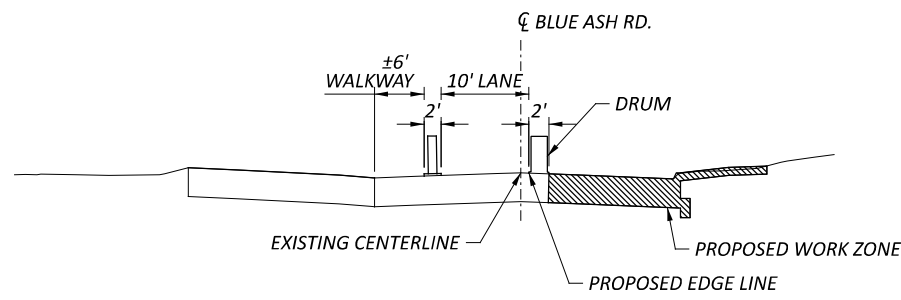
SEF MM-DD-YY

PROJECT ID

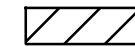


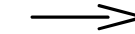



119069

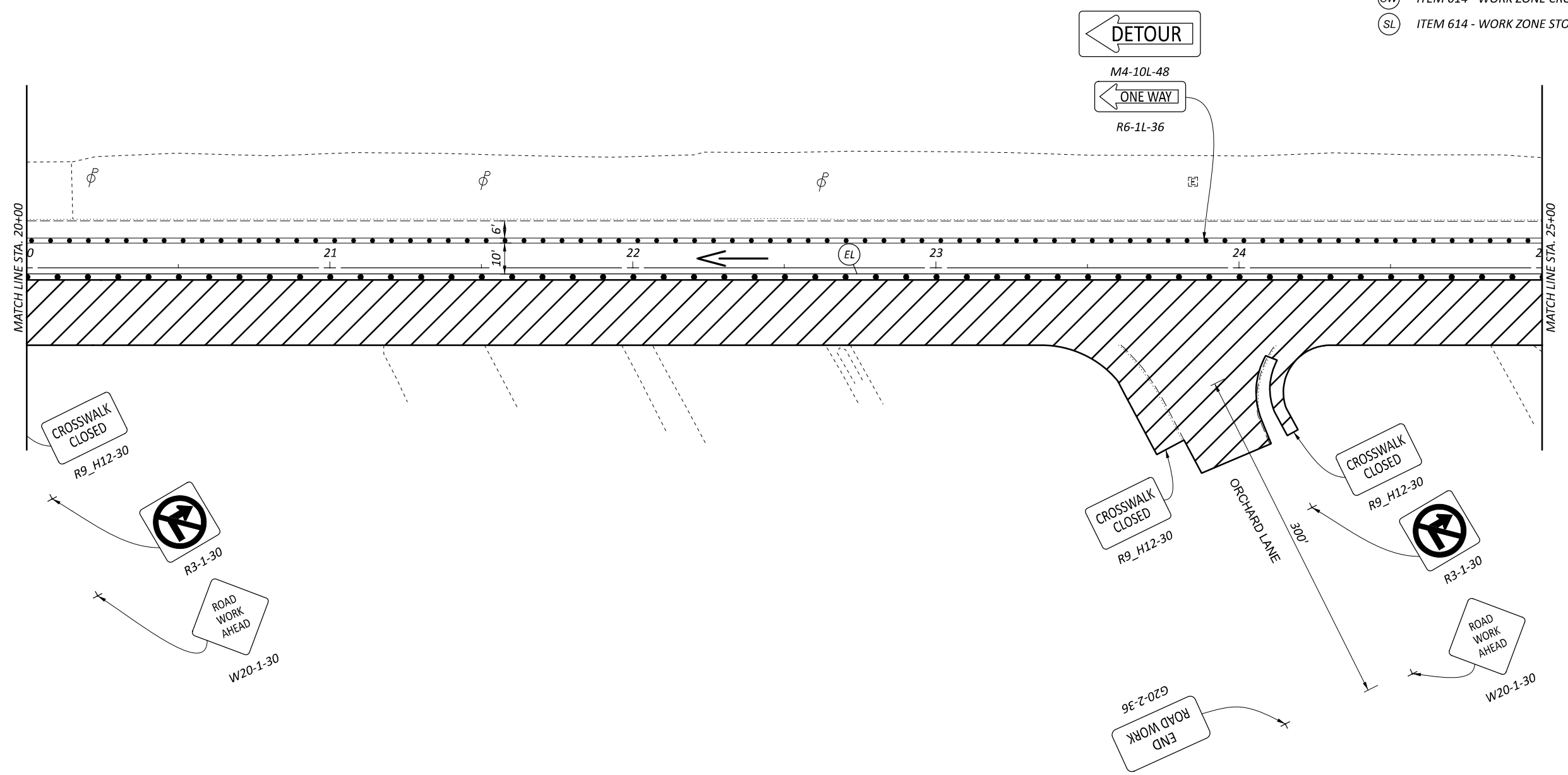
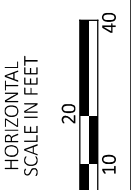
SHEET TOTAL

M3 57



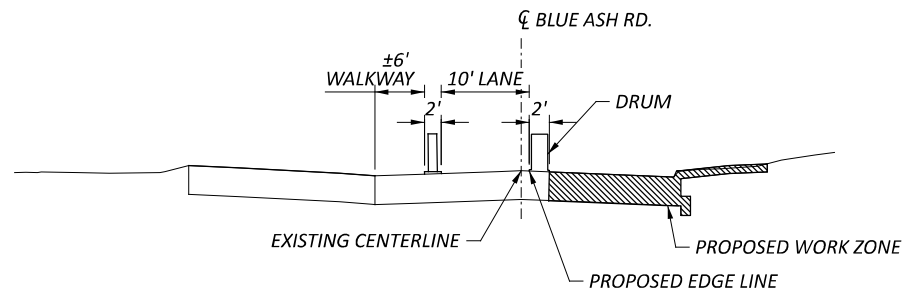
LEGEND

-  WORK AREA
-  DRUMS SPACED AT 10' CENTER TO CENTER
-  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



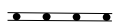
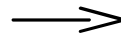





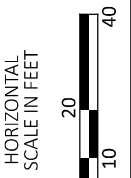
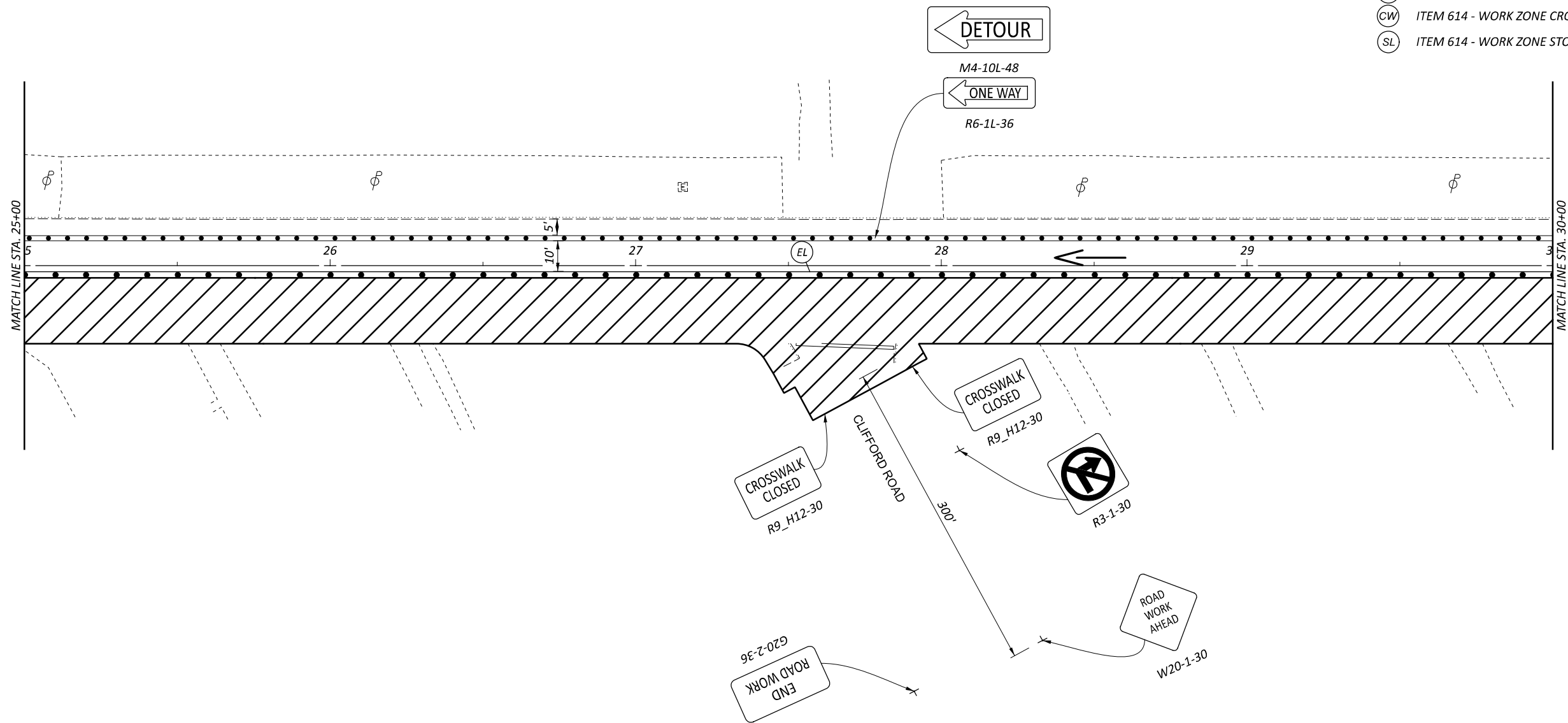
MAINTENANCE OF TRAFFIC
 PHASE 1 STA. 20+00 TO STA. 25+00

DESIGN AGENCY	
	
DESIGNER	
KJC	
REVIEWER	
SEF MM-DD-YY	
PROJECT ID	
119069	
SHEET	TOTAL
M4	57



LEGEND

-  WORK AREA
-  DRUMS SPACED AT 10' CENTER TO CENTER
-  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

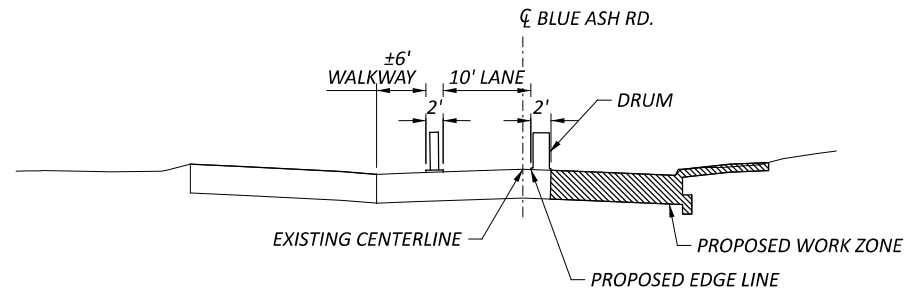


DESIGNER
 KJC



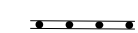




REVIEWER
 SEF MM-DD-YY

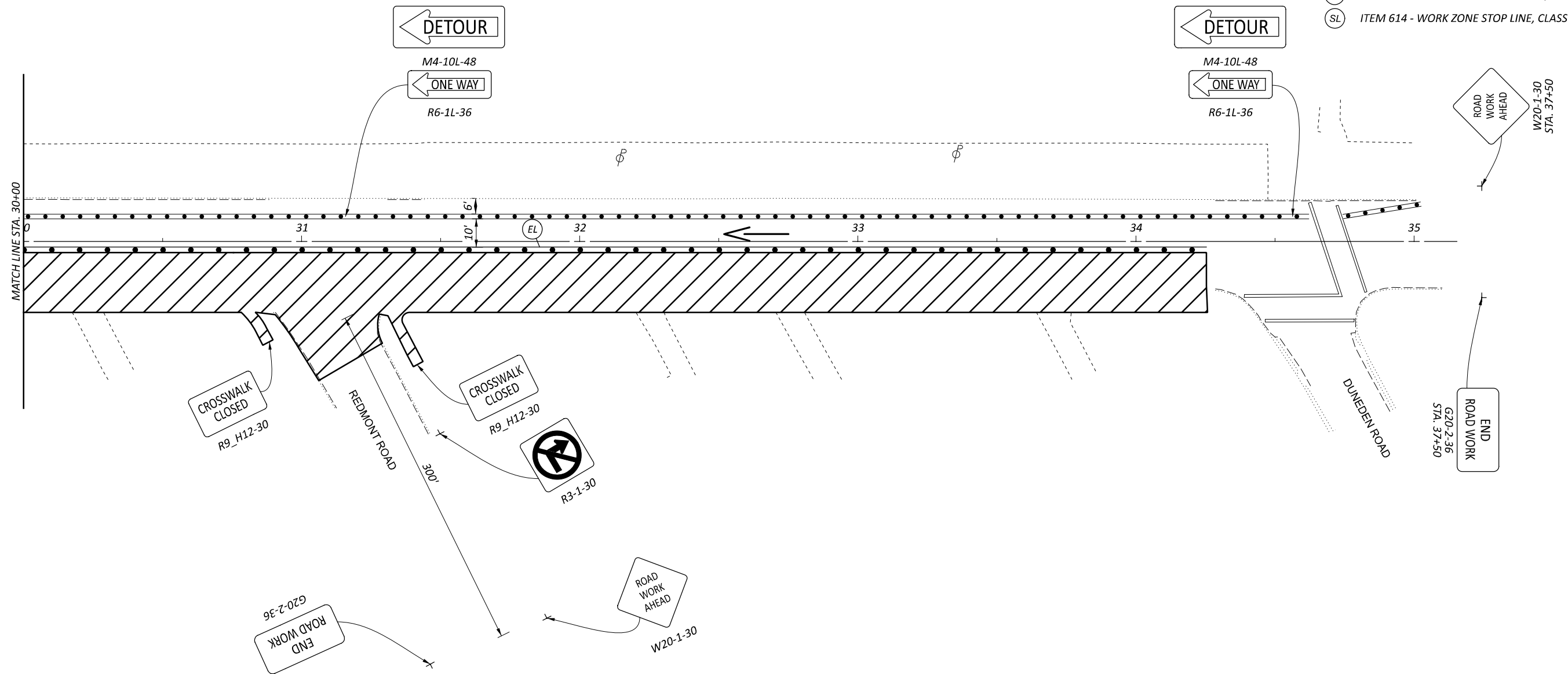
PROJECT ID
 119069

SHEET TOTAL
 M5 57



LEGEND

-  WORK AREA
-  DRUMS SPACED AT 10' CENTER TO CENTER
-  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. 30+00 TO STA. 35+00

DESIGN AGENCY



DESIGNER
 KJC

REVIEWER

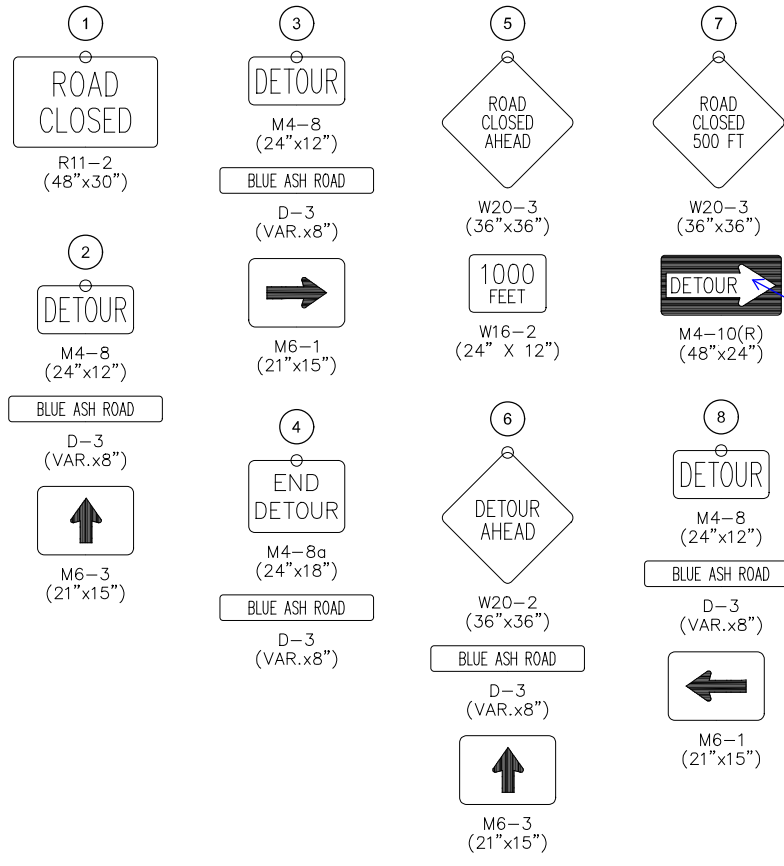
SEF MM-DD-YY

PROJECT ID

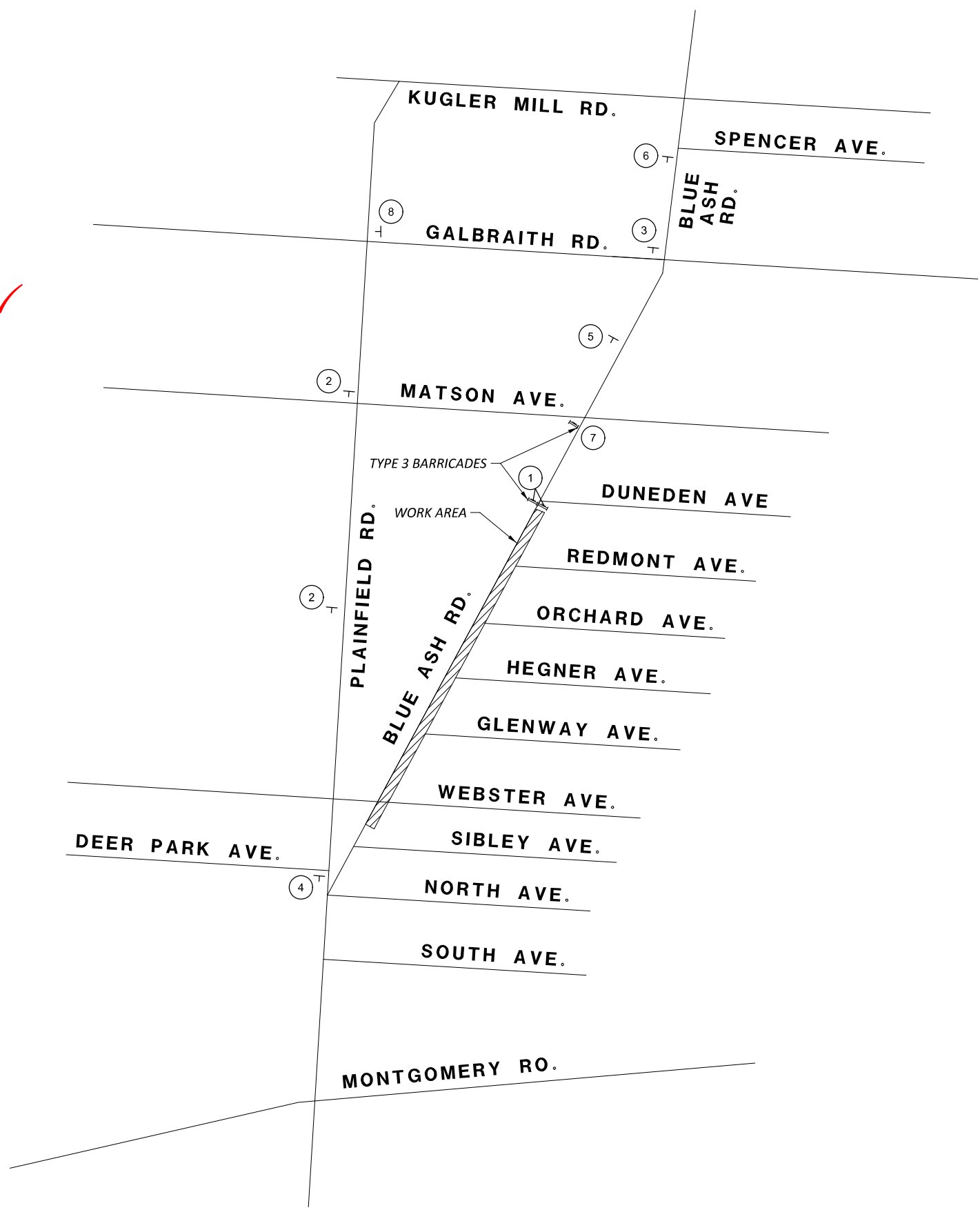
119069

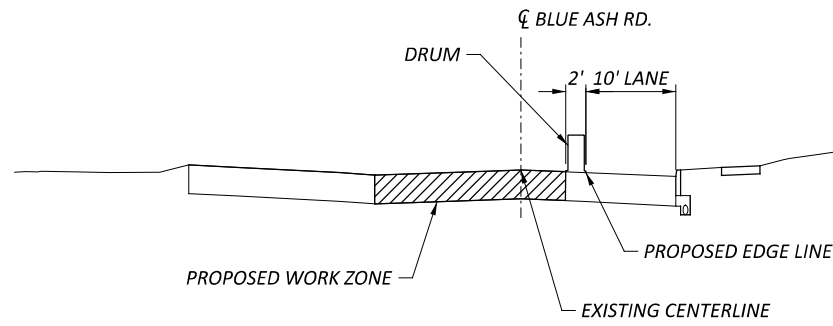
SHEET TOTAL

M6 57










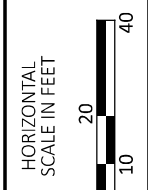
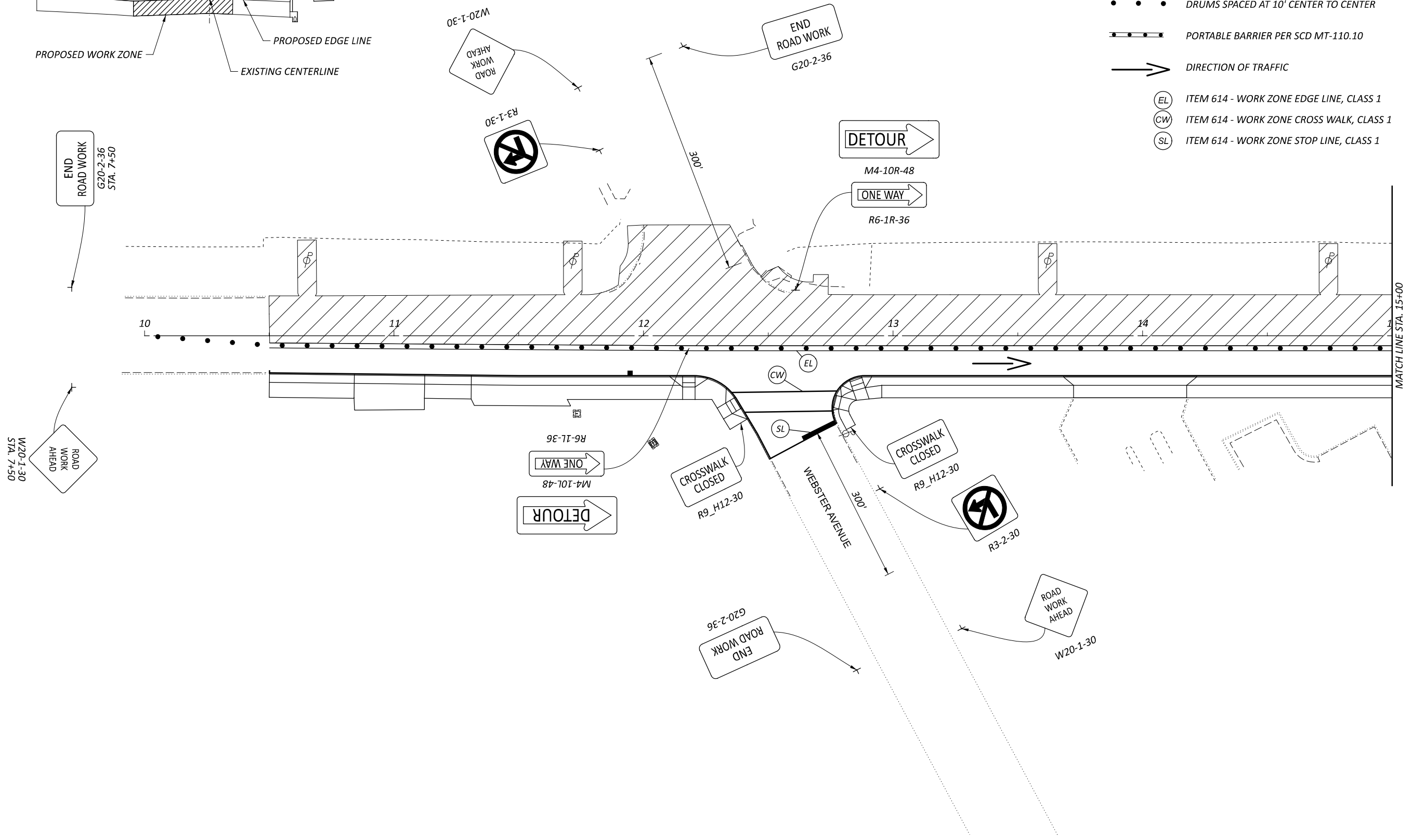
This sign should be mounted below barricades, not below a W20-3. ✓





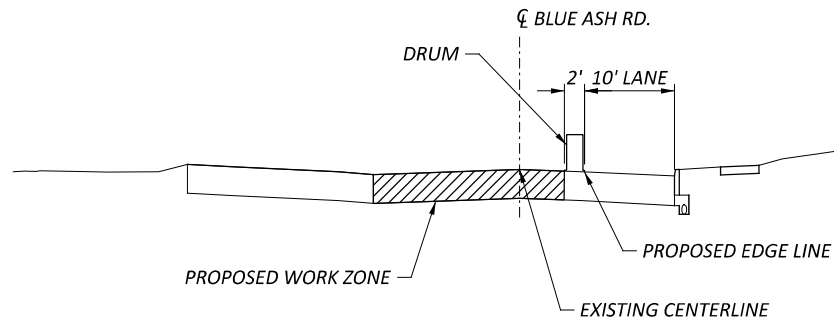
LEGEND

-  WORK AREA
-  DRUMS SPACED AT 10' CENTER TO CENTER
-  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




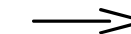





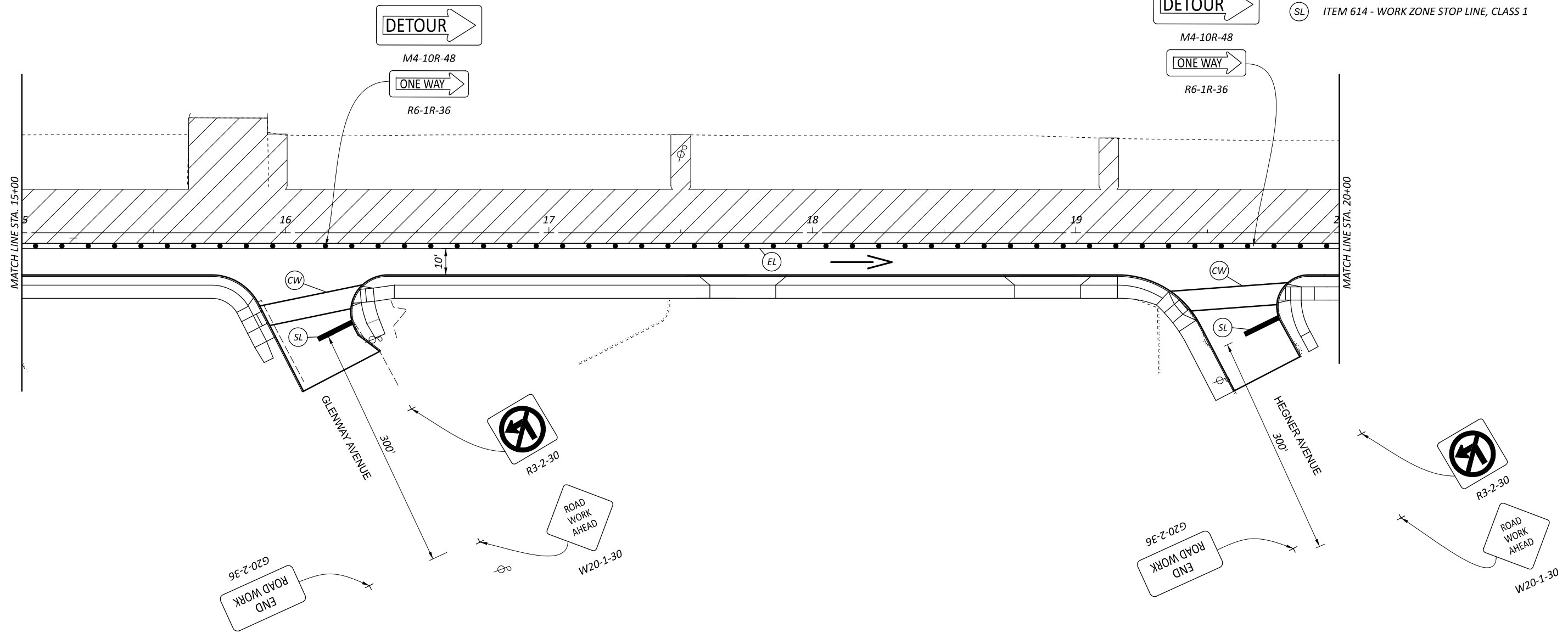
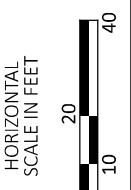
**MAINTENANCE OF TRAFFIC
 PHASE 2 STA. 10+00 TO STA. 15+00**

DESIGN AGENCY	
	
DESIGNER	
KJC	
REVIEWER	
SEF MM-DD-YY	
PROJECT ID	
119069	
SHEET	TOTAL
M8	57



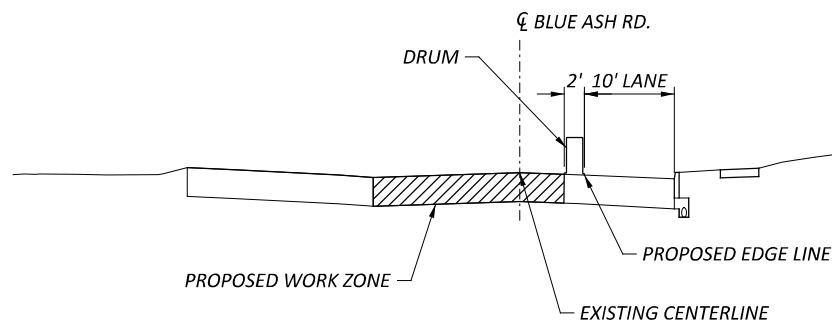
LEGEND

-  WORK AREA
-  DRUMS SPACED AT 10' CENTER TO CENTER
-  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




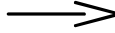





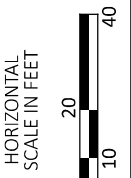
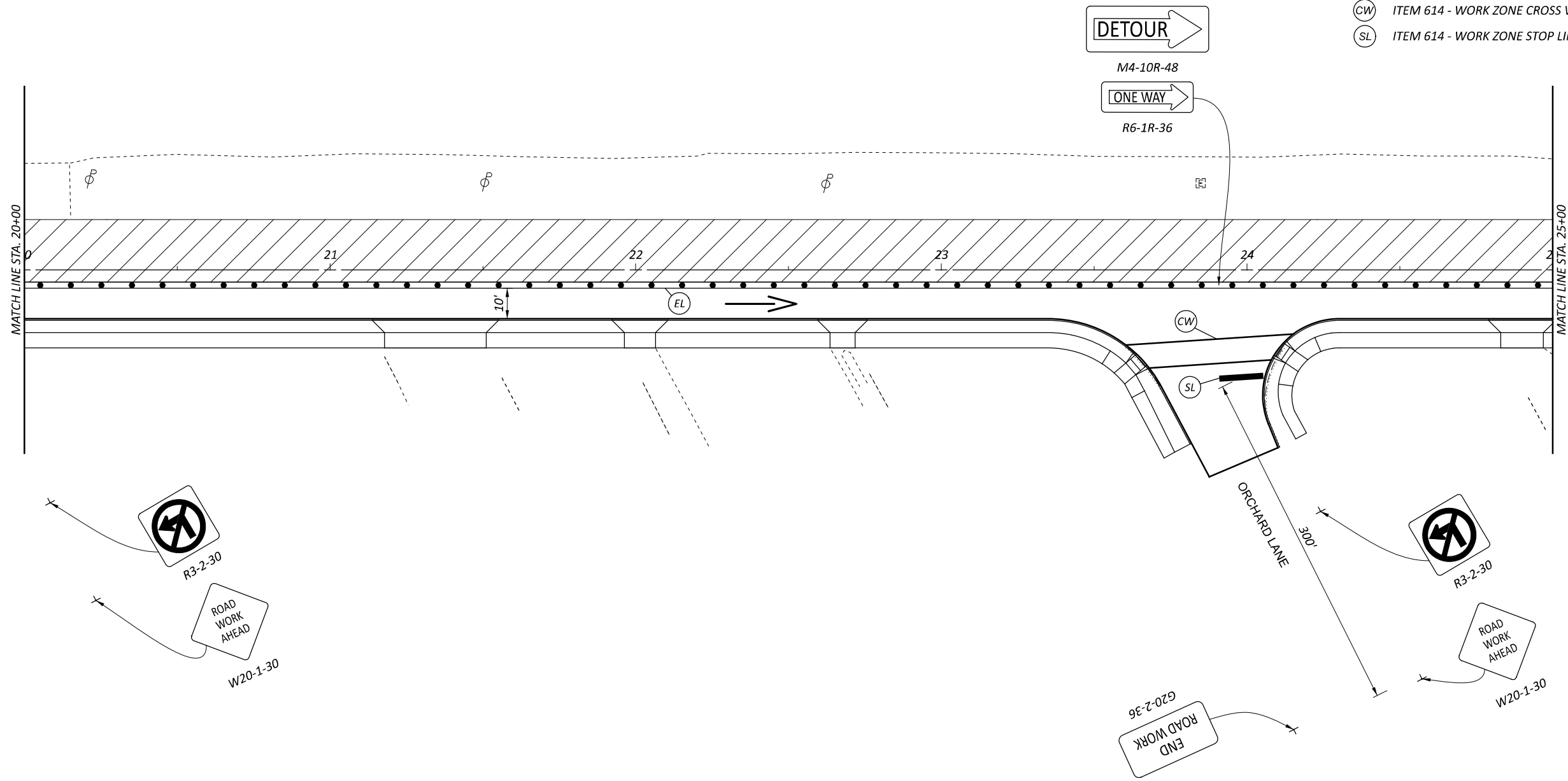
**MAINTENANCE OF TRAFFIC
 PHASE 2 STA. 15+00 TO STA. 20+00**

DESIGN AGENCY	
	
DESIGNER	
KJC	
REVIEWER	
SEF MM-DD-YY	
PROJECT ID	
119069	
SHEET	TOTAL
M9	57



LEGEND

-  WORK AREA
-  DRUMS SPACED AT 10' CENTER TO CENTER
-  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. 20+00 TO STA. 25+00

DESIGN AGENCY

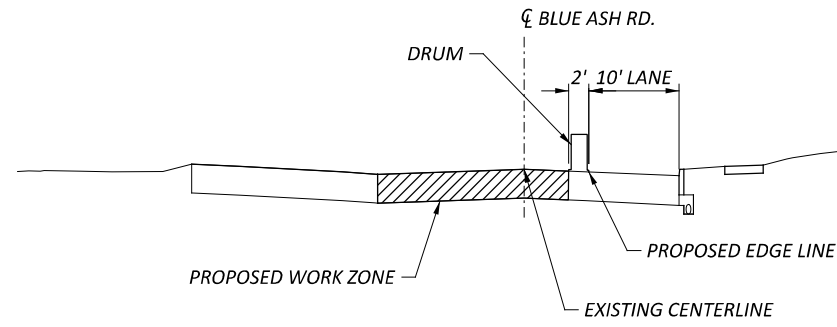


DESIGNER
 KJC


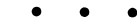





REVIEWER
 SEF MM-DD-YY

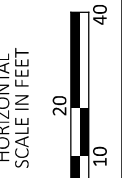
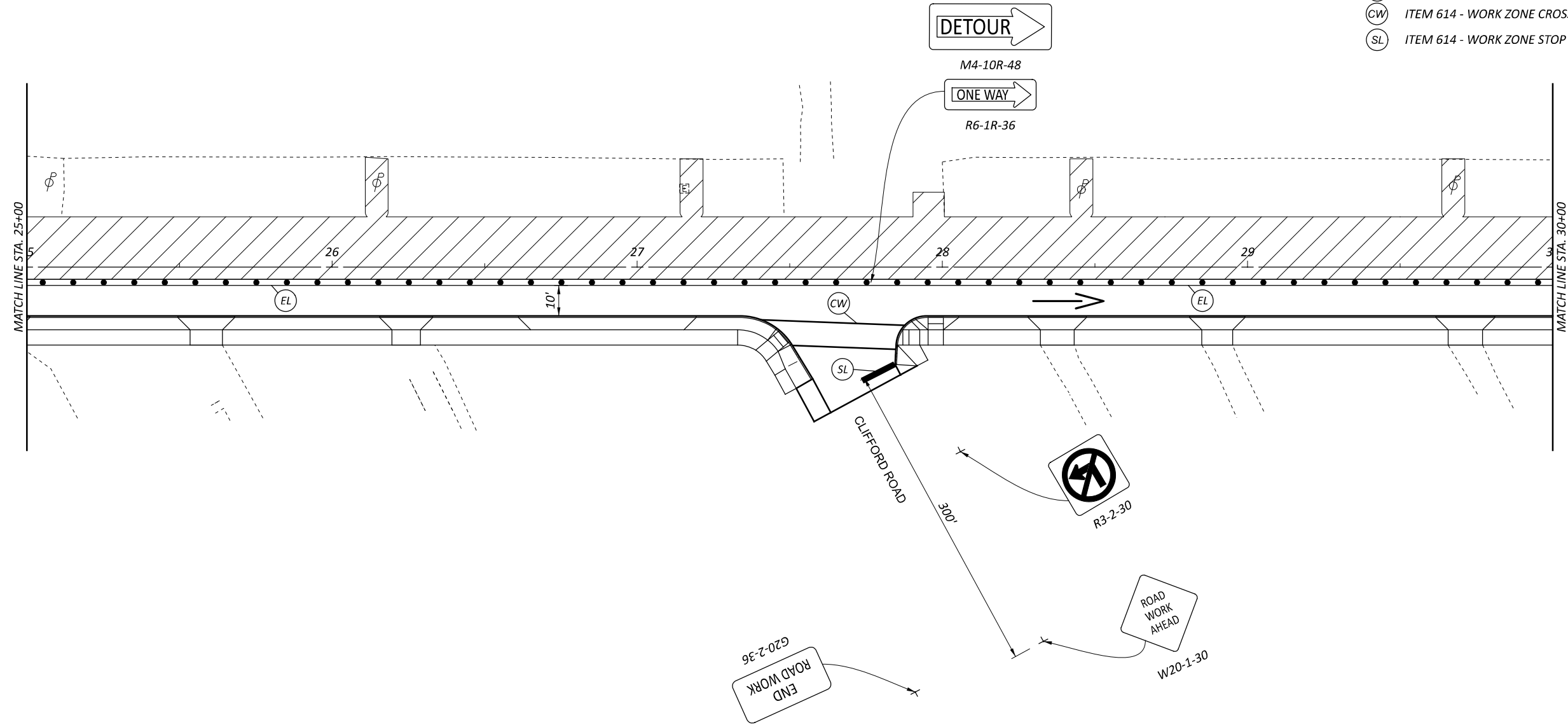
PROJECT ID
 119069

SHEET	TOTAL
M10	57



LEGEND

-  WORK AREA
-  DRUMS SPACED AT 10' CENTER TO CENTER
-  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

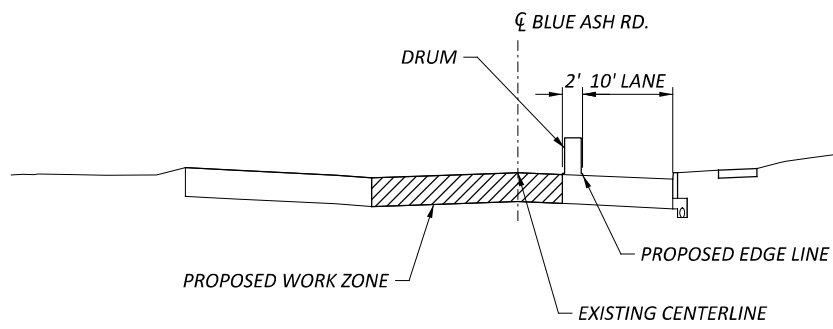
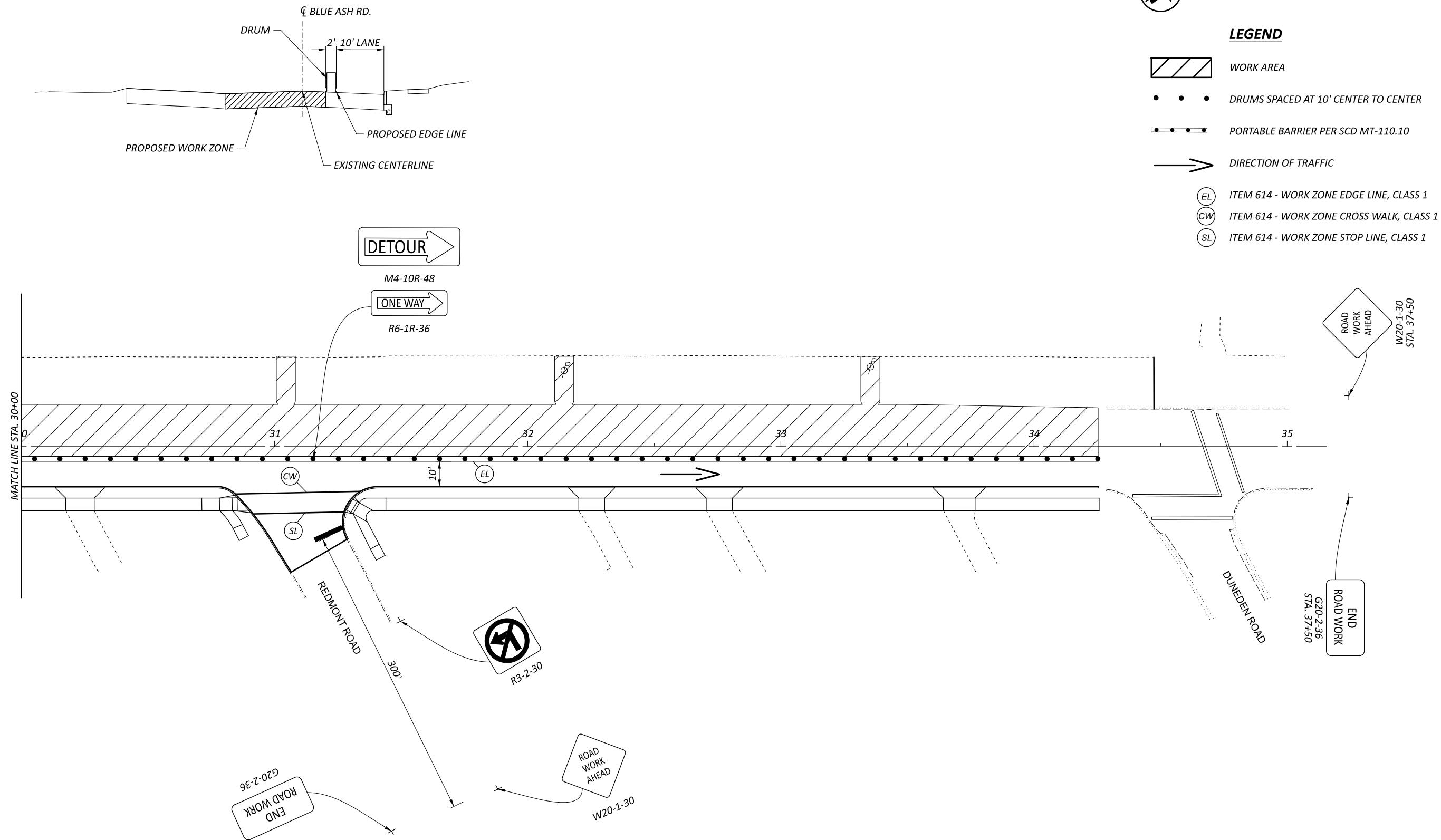
SEF MM-DD-YY

PROJECT ID

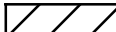

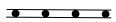




119069

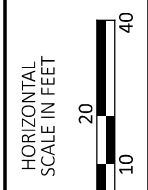
SHEET TOTAL

M11 57



LEGEND

-  WORK AREA
-  DRUMS SPACED AT 10' CENTER TO CENTER
-  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 MM-DD-YY

PROJECT ID
 119069

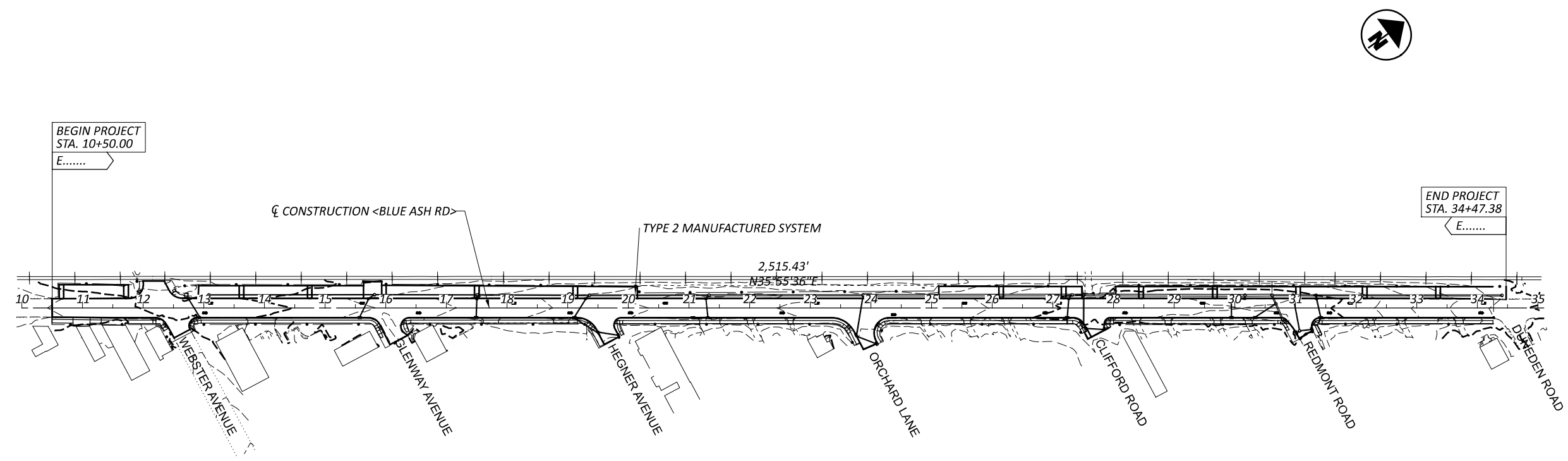
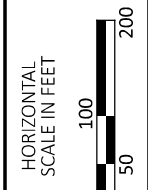
SHEET TOTAL
 M12 57

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 CEOFFICIENT FOR POST CONSTRUCTION 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	-	1.02
			TREATMENT PROVIDED	1.02
			TREATMENT REQUIRED	0.57

0.68 per Drainage Report ✓
 0.68 per Drainage Report ✓

DESIGN AGENCY



DESIGNER
 KJC

REVIEWER
 -

PROJECT ID
 119069

SHEET TOTAL
 10 57

The only work in advance of the BEGIN PROJECT flag is 2 advance signs for the MOT work.

BEGIN WORK LIMITS: STA. 7+50.00...provide a brak line or shown on separate plan sheet depending on what is included in the work limits.

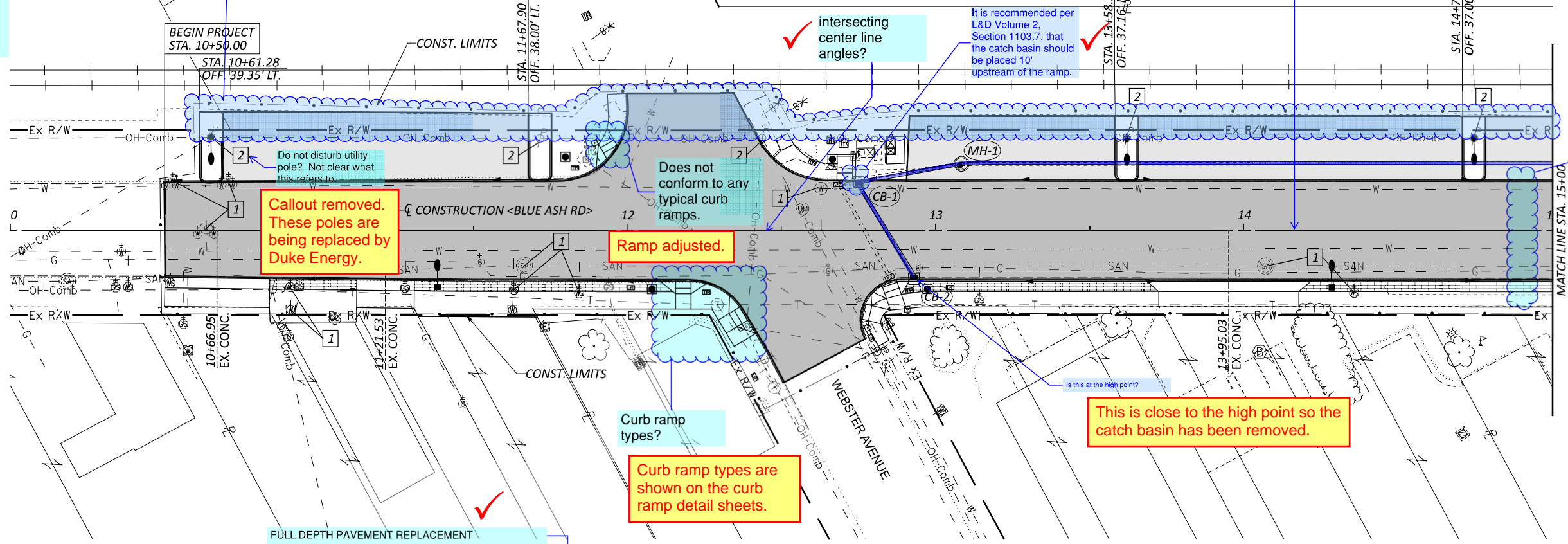
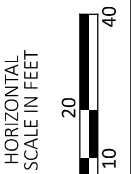
Typical comment, construction limits outside of RW

The city has an agreement with the railroad to resurface this area within the RR RW.

Send all utility correspondence including utility log, conflict matrix and summary of responses to lucas.braun@dot.ohio.gov

Confirm all utility relocations have sufficient R/W provided

Show center line bearings on each P&P sheet.



Callout removed. These poles are being replaced by Duke Energy.

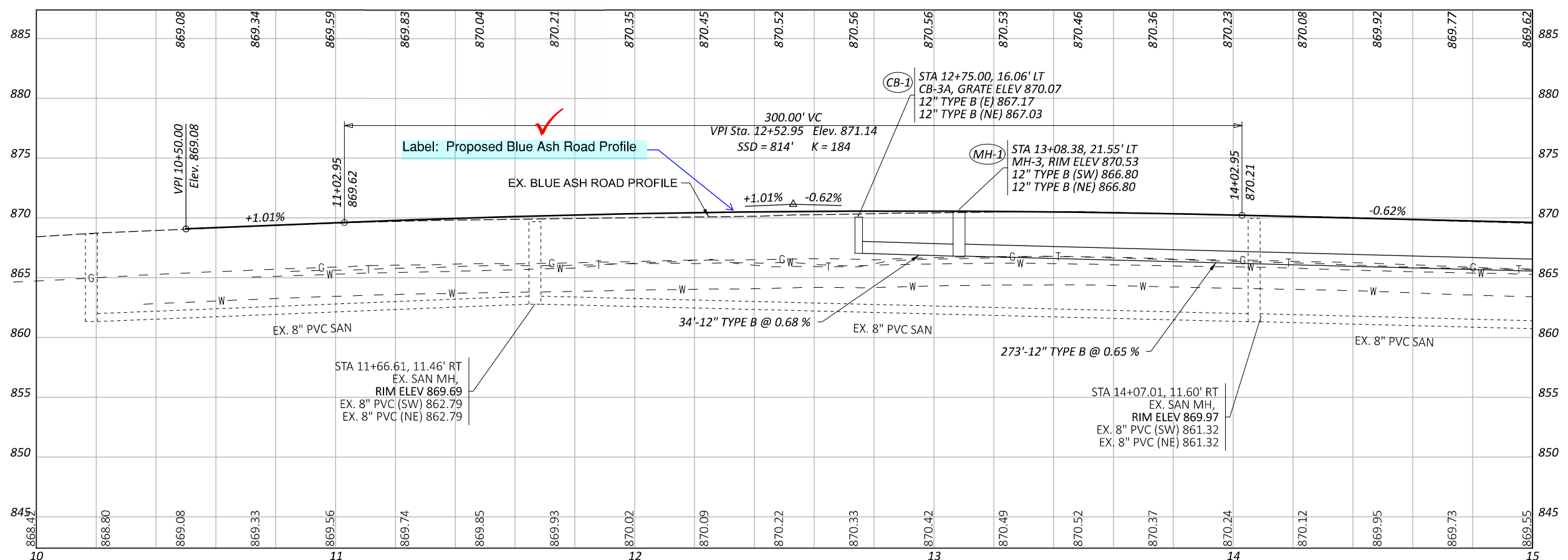
Ramp adjusted.

Curb ramp types are shown on the curb ramp detail sheets.

This is close to the high point so the catch basin has been removed.

Show pavement width information on each P&P sheet.

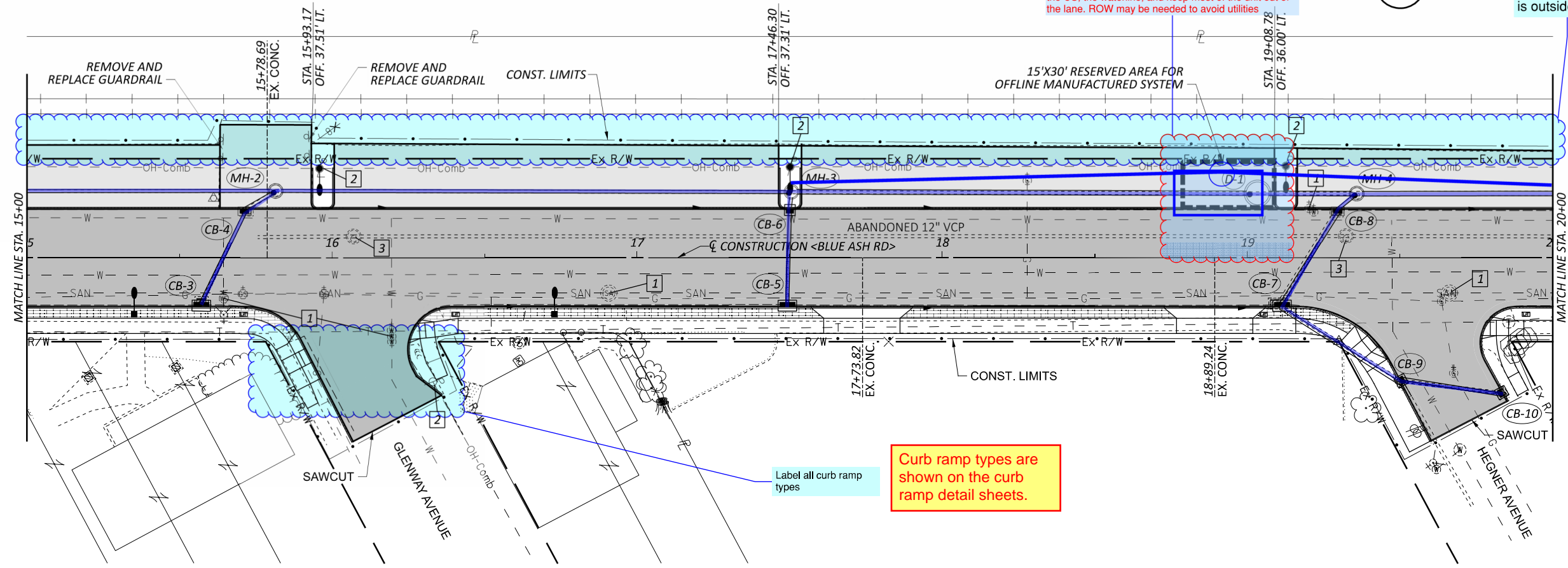
- 1 ADJUST TO GRADE
- 2 DO NOT DISTURB
- 3 ABANDON
- DEPTH PAVEMENT
- MILL AND OVERLAY
- BRICK PAVERS



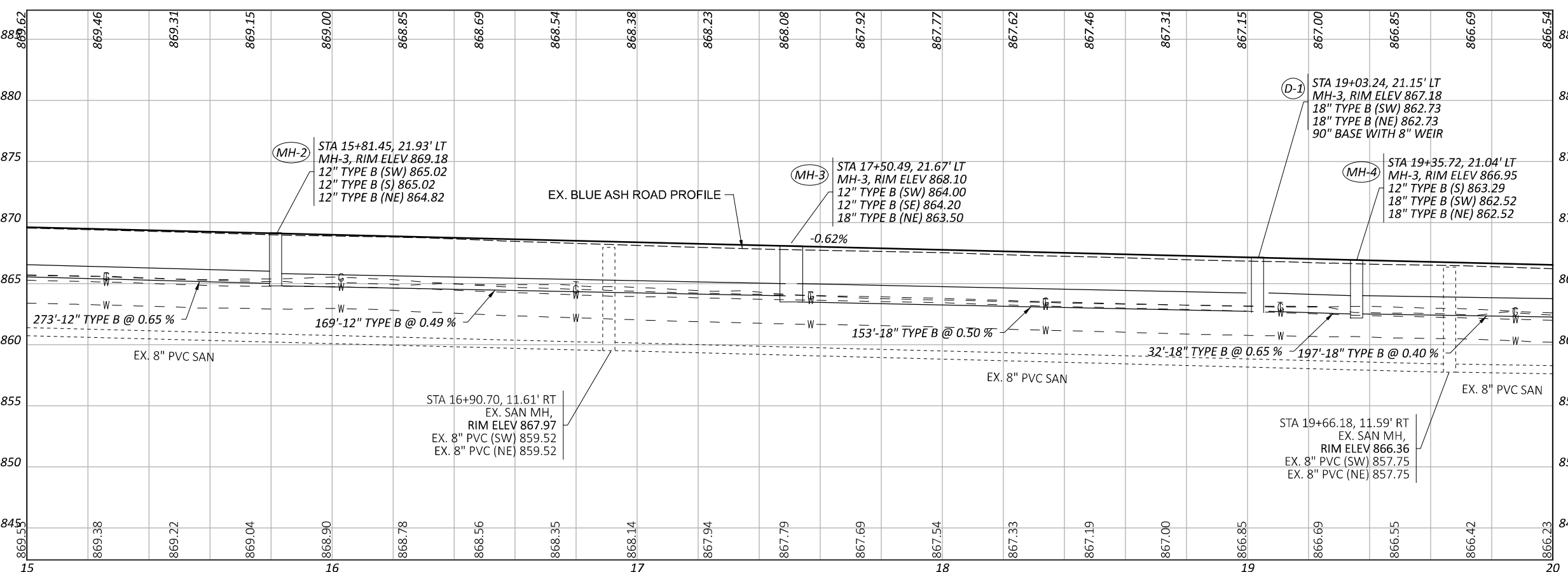
PLAN AND PROFILE
STA. 10+50 TO STA. 15+00



DESIGN AGENCY	
DESIGNER	KJC
REVIEWER	SEF MM-DD-YY
PROJECT ID	119069
SHEET	TOTAL
11	57



1 ADJUST TO GRADE 2 DO NOT DISTURB 3 ABANDON ■ DEPTH PAVEMENT ■ MILL AND OVERLAY ■ BRICK PAVERS



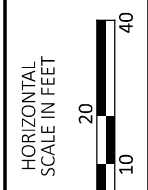
The reserved area must be free of utilities. As currently shown, the proposed storm conduit will conflict with the proposed WQS. Additional ROW may be needed, an alternative location may be needed, or the WQS may need to be under the pavement. Note: It is not recommended for the WQS to be under the pavement since that will require a lane closures one to two times a year to clean out the unit. One option: If you modify the storm sewer as shown in blue, you can potentially avoid the CS, the waterline, and keep most of the unit out of the lane. ROW may be needed to avoid utilities.

The city has an agreement with the railroad to resurface this area within the RR RW.

Proposed work is outside RW.

Curb ramp types are shown on the curb ramp detail sheets.

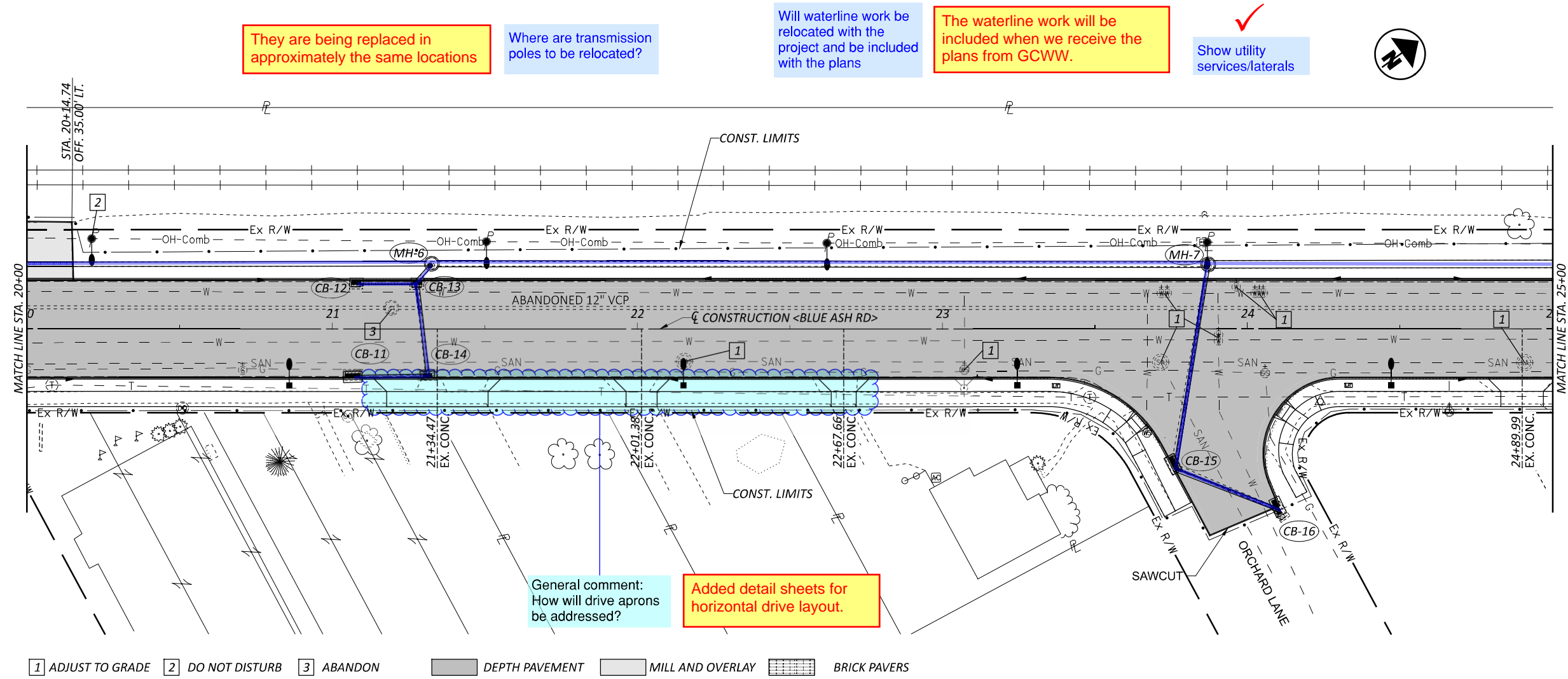
Label all curb ramp types



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



DESIGN AGENCY	
DESIGNER	KJC
REVIEWER	SEF MM-DD-YY
PROJECT ID	119069
SHEET	12
TOTAL	57



They are being replaced in approximately the same locations

Where are transmission poles to be relocated?

Will waterline work be relocated with the project and be included with the plans

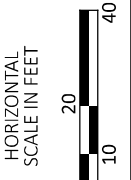
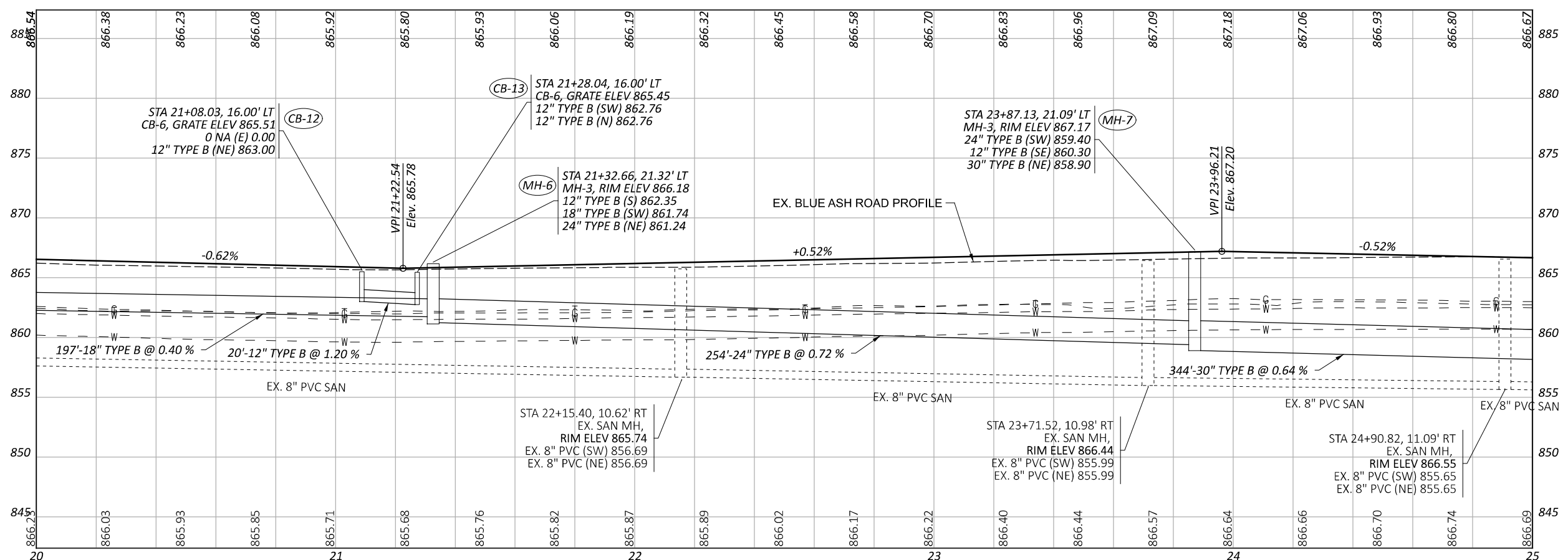
The waterline work will be included when we receive the plans from GCWW.

Show utility services/laterals

General comment: How will drive aprons be addressed?

Added detail sheets for horizontal drive layout.

- 1 ADJUST TO GRADE
- 2 DO NOT DISTURB
- 3 ABANDON
- DEPTH PAVEMENT
- MILL AND OVERLAY
- BRICK PAVERS



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

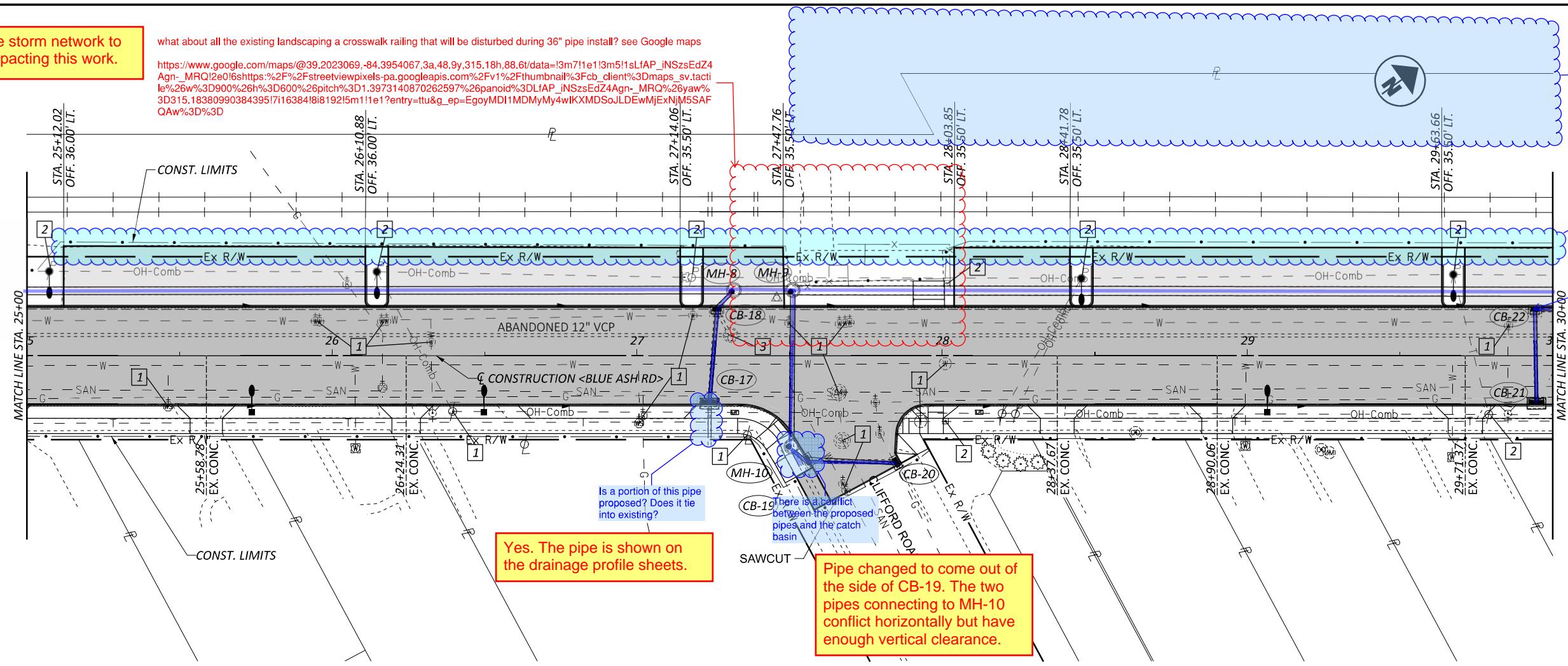


DESIGN AGENCY	THE KLEINGERS GROUP
DESIGNER	KJC
REVIEWER	SEF MM-DD-YY
PROJECT ID	119069
SHEET	TOTAL
13	57

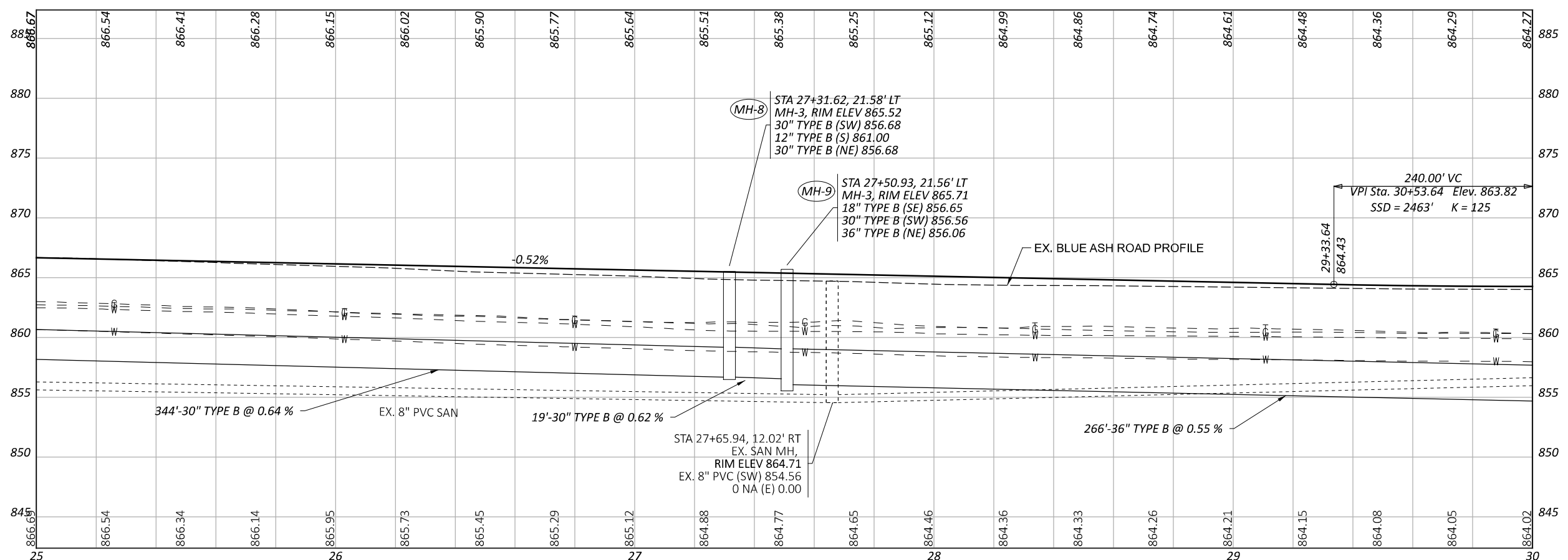
Adjusted the storm network to minimize impacting this work.

what about all the existing landscaping a crosswalk railing that will be disturbed during 36" pipe install? see Google maps

https://www.google.com/maps/@39.2023069,-84.3954067,3a,48.9y,315.18h,88.6t/data=!3m7!1e1!3m5!1sLfAP_iNSzEdZ4AgN-MRQ12e016shhttps://2F%2Fstreetviewpixels-pa.googleapis.com%2Fv1%2Fthumbnail%3Fcb_client%3Dmaps_sv.tactile%26w%3D900%26h%3D600%26pitch%3D1.3973140870262597%26panoid%3DLfAP_iNSzEdZ4AgN-MRQ%26yaw%3D315.18380990384395171163841819215m11e1?entry=tu&_ep=EgoyMDI1MDMyMy4wKlXMDSoJLDEwMjExNjM5SAFQAw%3D%3D



- 1 ADJUST TO GRADE
- 2 DO NOT DISTURB
- 3 ABANDON
- DEPTH PAVEMENT
- MILL AND OVERLAY
- BRICK PAVERS



Identify as Chamberlin Park

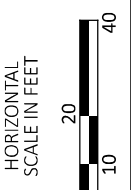
proposed work is outside the RW.

This should also be a CB3 since there is a sag

This is a CB-6 due to the depressed curb.

Yes. The pipe is shown on the drainage profile sheets.

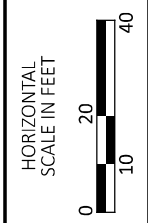
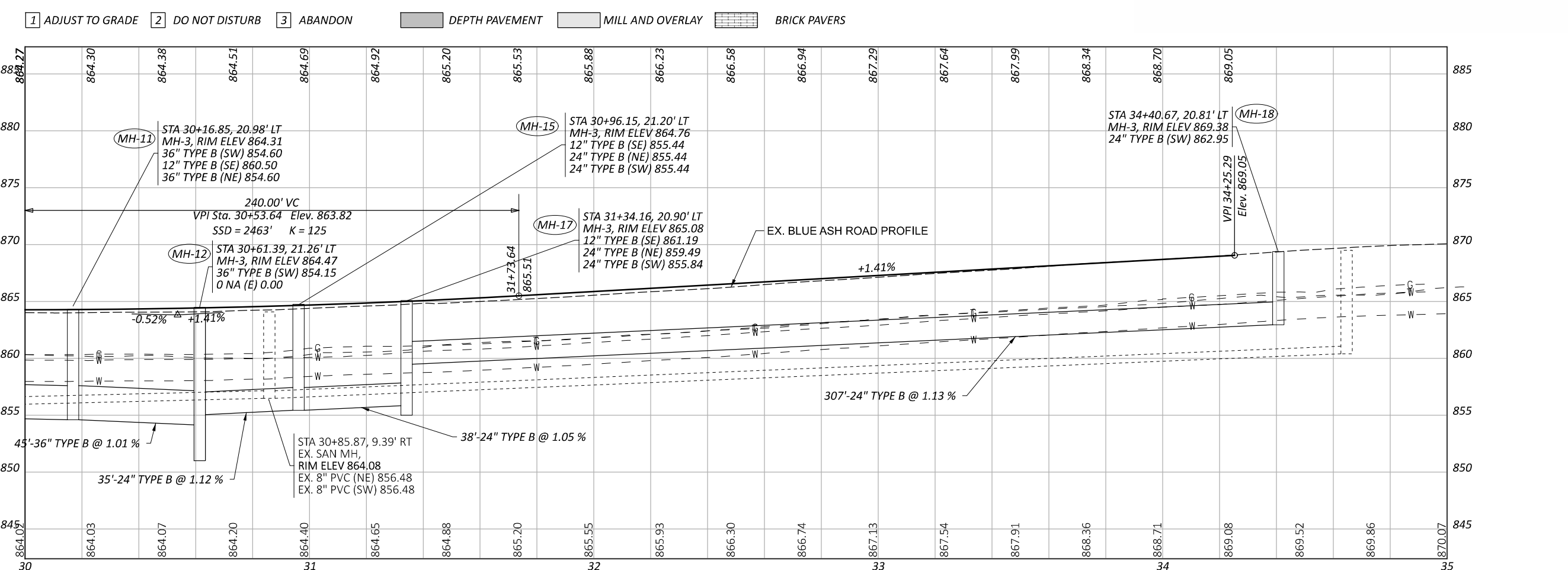
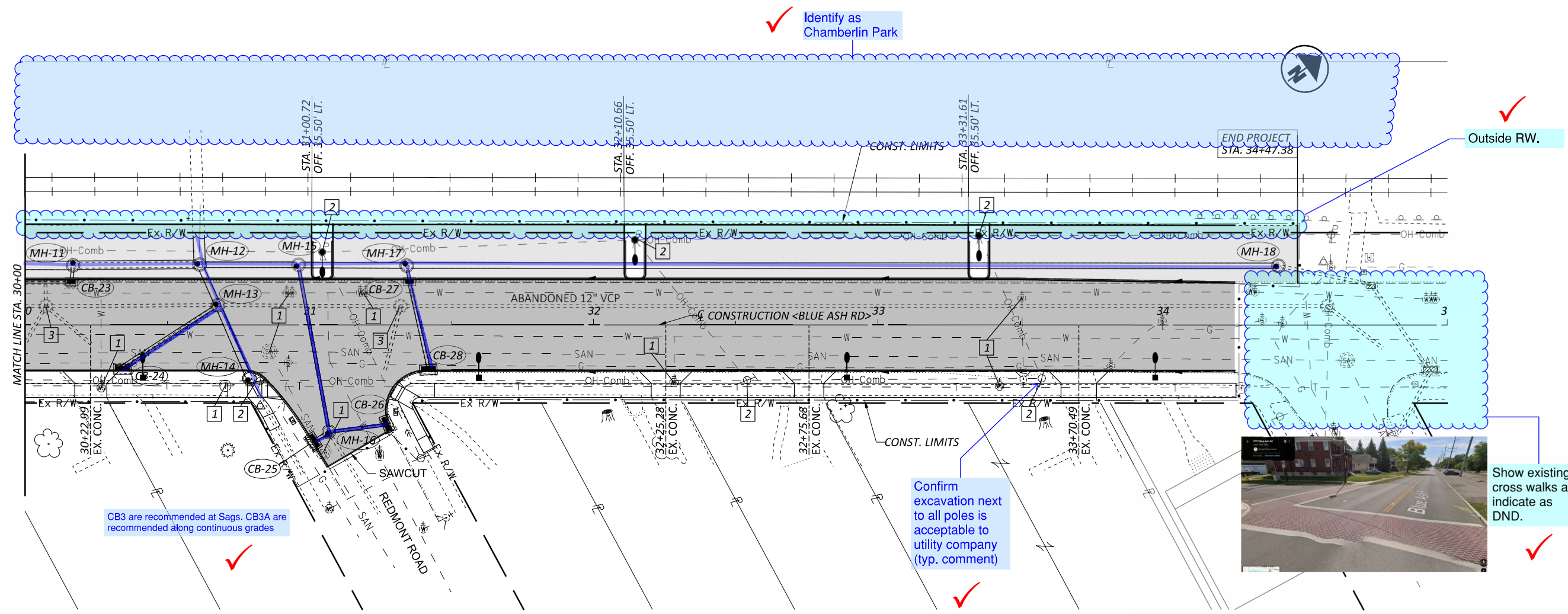
Pipe changed to come out of the side of CB-19. The two pipes connecting to MH-10 conflict horizontally but have enough vertical clearance.



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



DESIGN AGENCY	
DESIGNER	KJC
REVIEWER	SEF MM-DD-YY
PROJECT ID	119069
SHEET	14
TOTAL	57



PLAN AND PROFILE
STA. 30+00 TO STA. 34+47.38

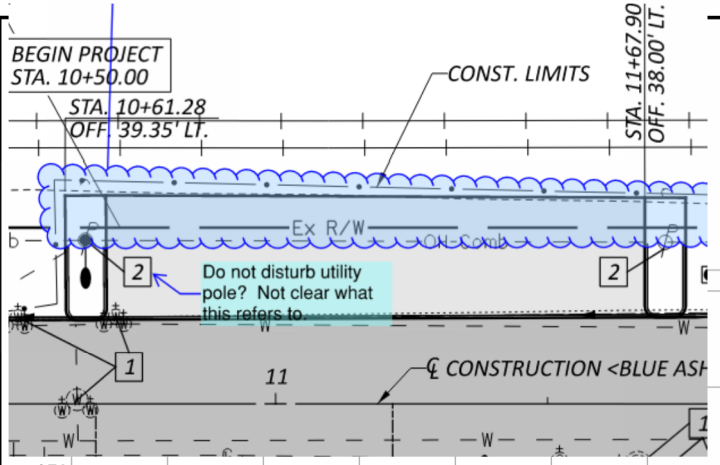
DESIGN AGENCY
THE KLEINGERS GROUP

DESIGNER
KJC

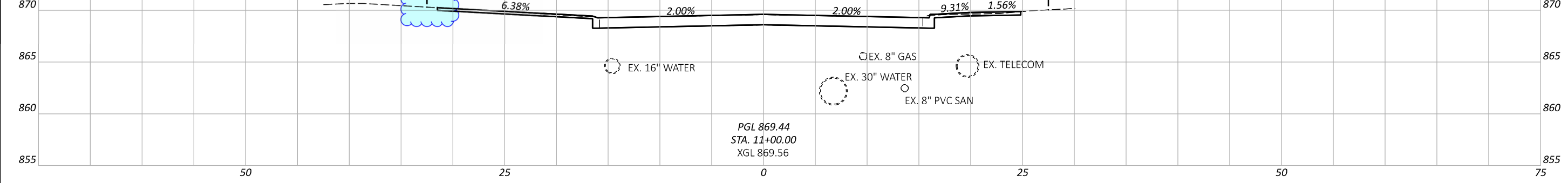
REVIEWER
SEF MM-DD-YY

PROJECT ID
119069

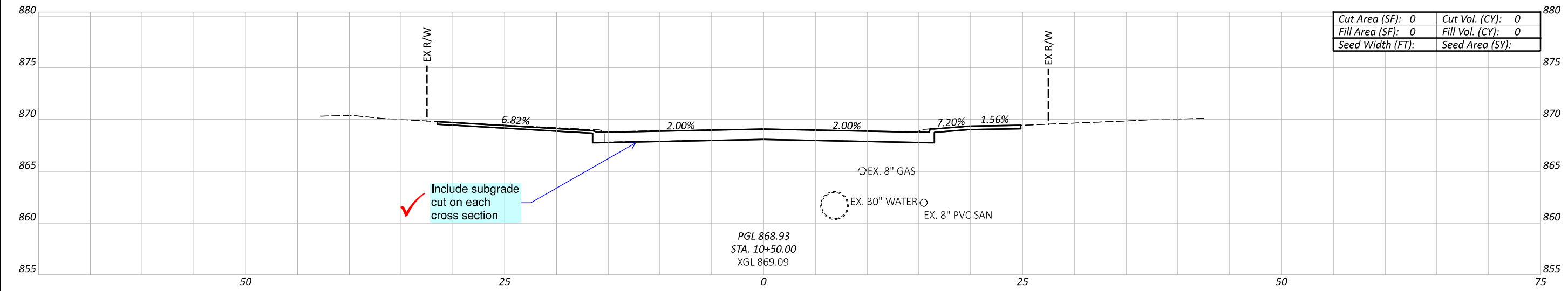
SHEET TOTAL
15 57



The plan and profile show the proposed work outside of the RW at Sta. 11+00. This needs to be confirmed at each cross section. ✓

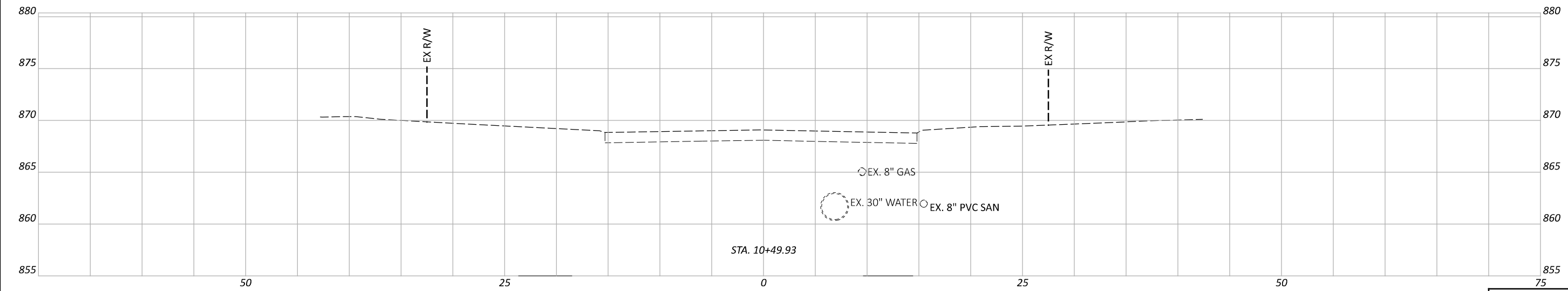


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Fill Area (SF):	0	Fill Vol. (CY):	0
Seed Width (FT):		Seed Area (SY):	



✓ Include subgrade cut on each cross section

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

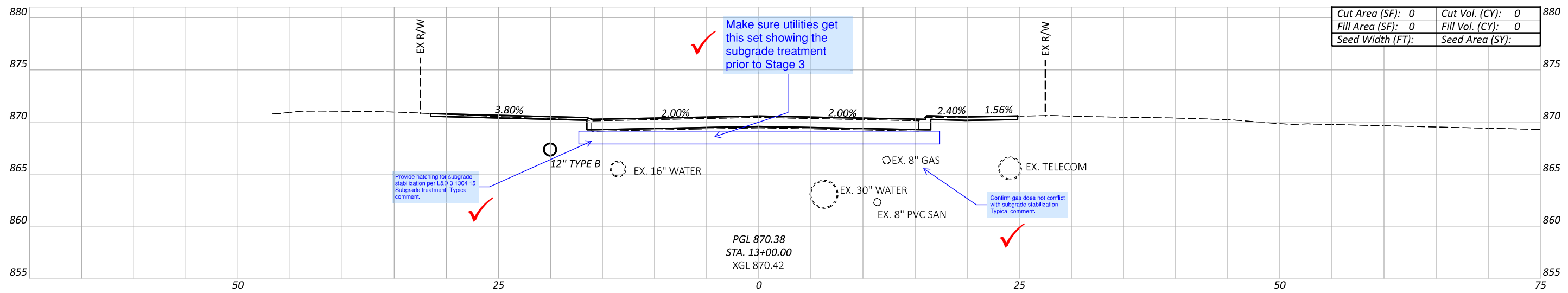


Sheet Totals			119069	
Seeding	Cut	Fill	SHEET	TOTAL
			16	57

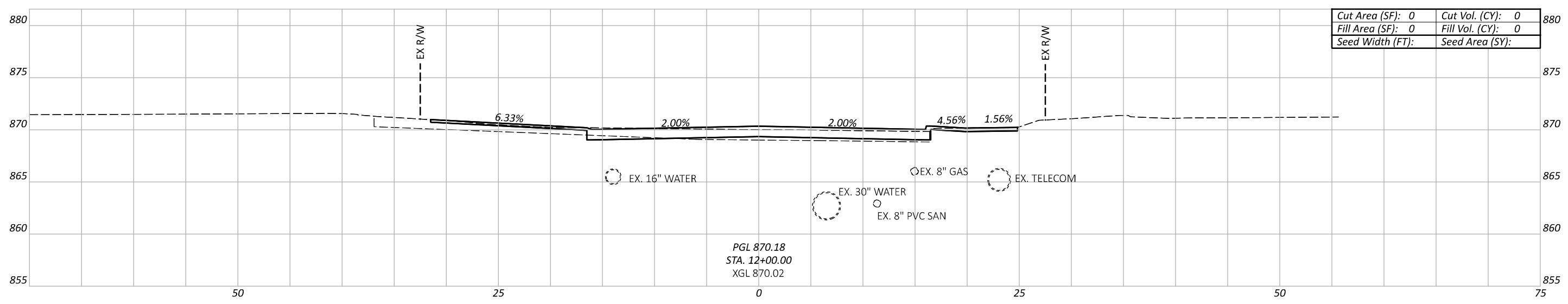
CROSS SECTIONS
 STA. 10+50 TO STA. 11+00

DESIGN AGENCY

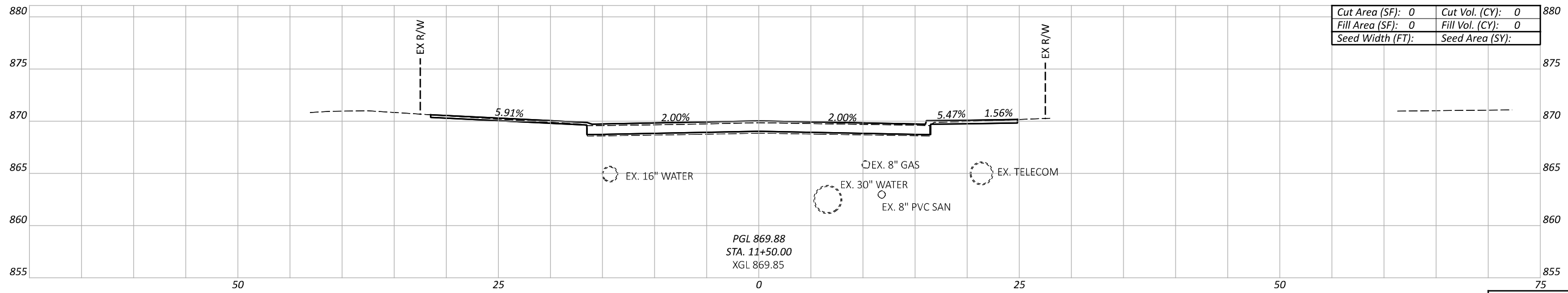
 DESIGNER
 KJC
 REVIEWER
 SEF MM-DD-YY
 PROJECT ID
 119069



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



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



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

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

DESIGN AGENCY



DESIGNER

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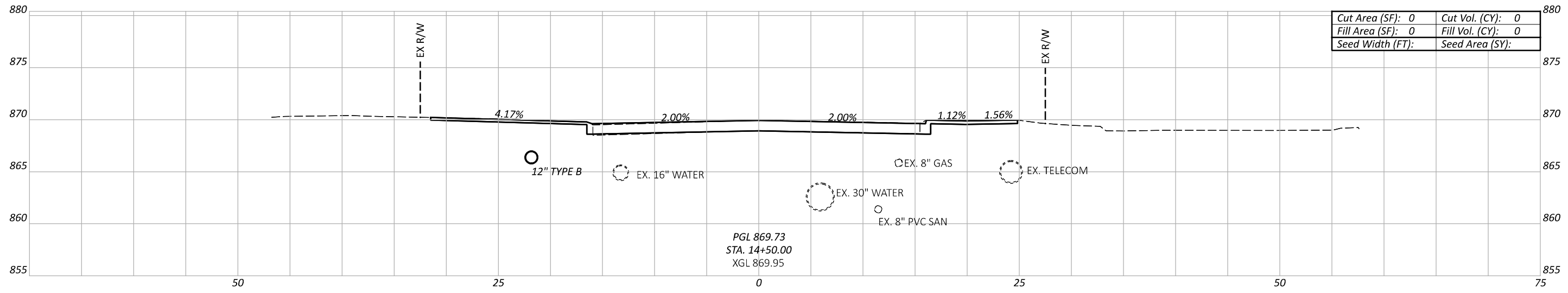
REVIEWER

SEF MM-DD-YY

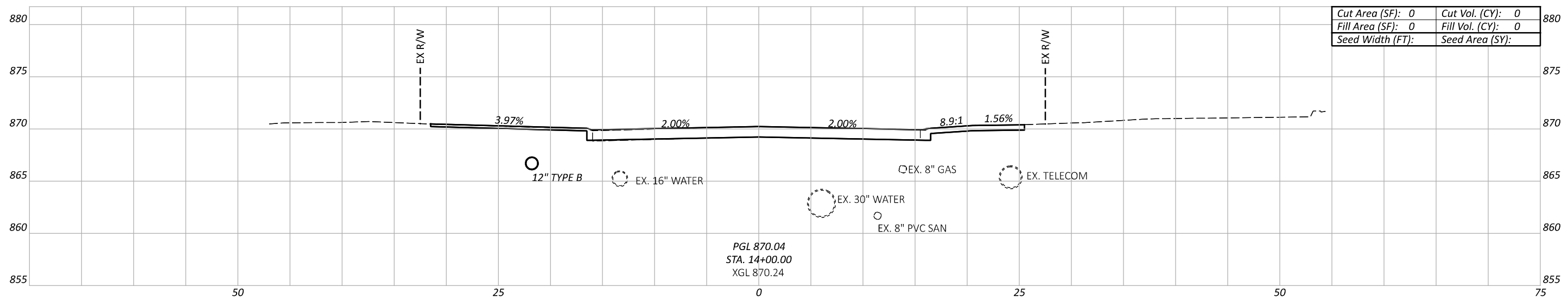
PROJECT ID

119069

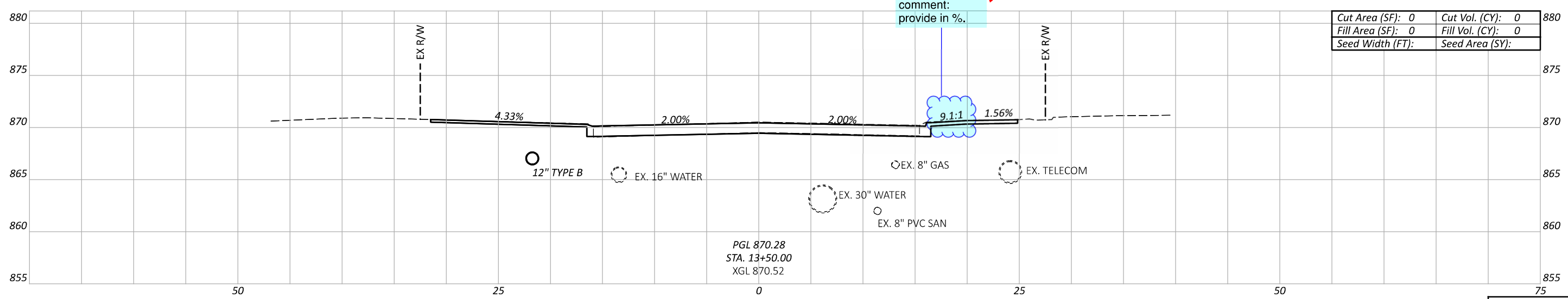
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Seeding	Cut	Fill
17		57



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Seed Width (FT):		Seed Area (SY):	



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



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

general comment:
provide in %.

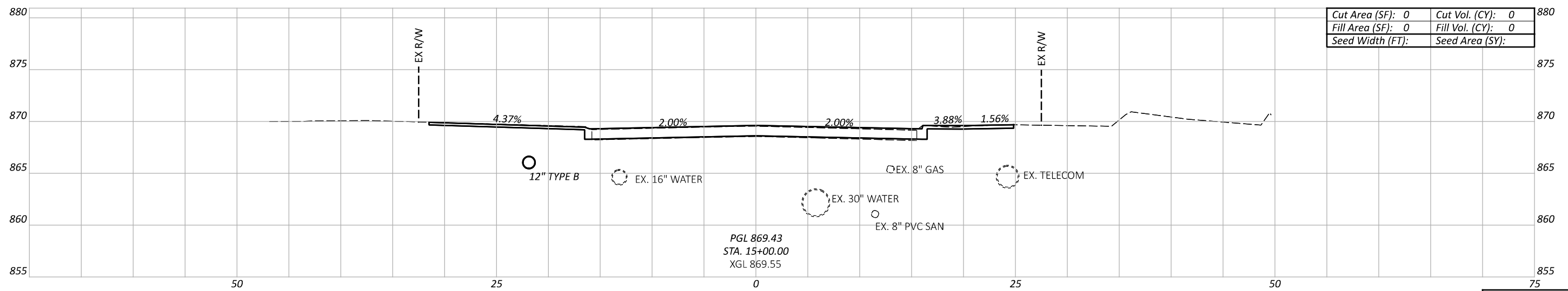
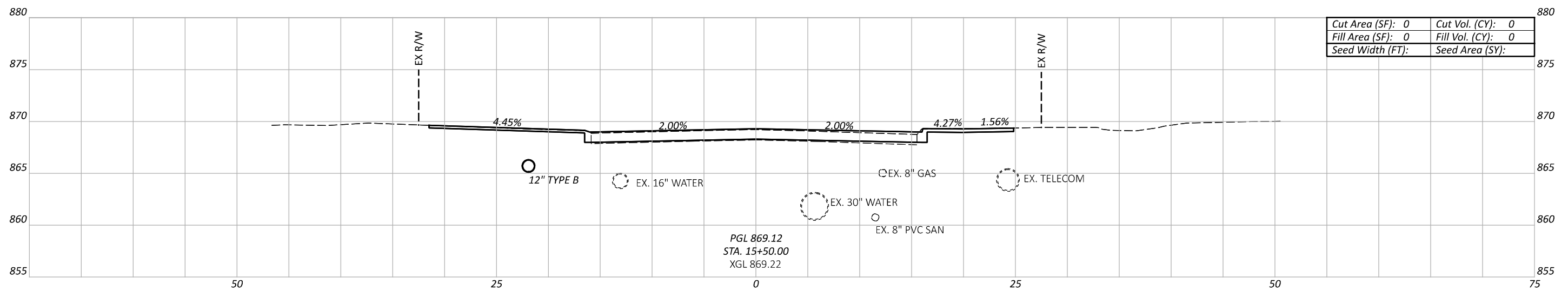
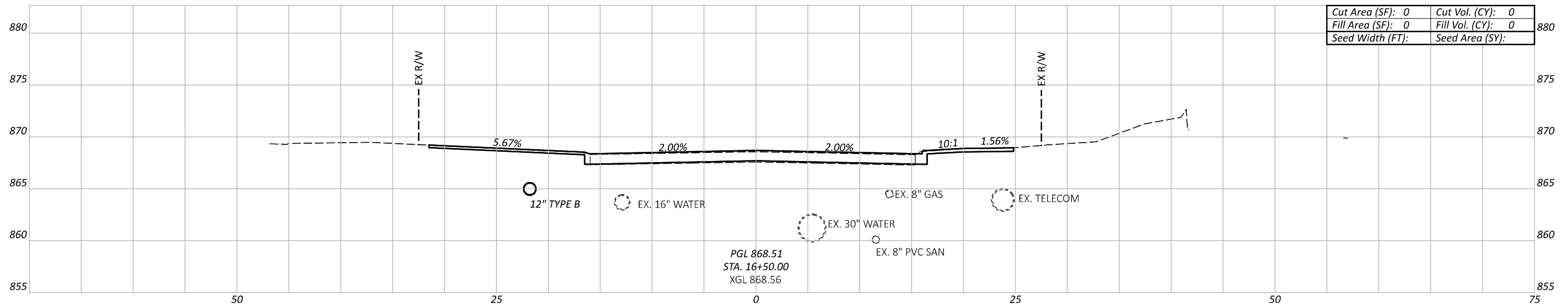
9.1:1

CROSS SECTIONS
STA. 13+50 TO 14+50



DESIGN AGENCY
 THE KLEINGERS GROUP
 DESIGNER
 KJC
 REVIEWER
 SEF MM-DD-YY
 PROJECT ID

Sheet Totals			119069	
Seeding	Cut	Fill	SHEET	TOTAL
			18	57



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

DESIGN AGENCY



DESIGNER

KJC

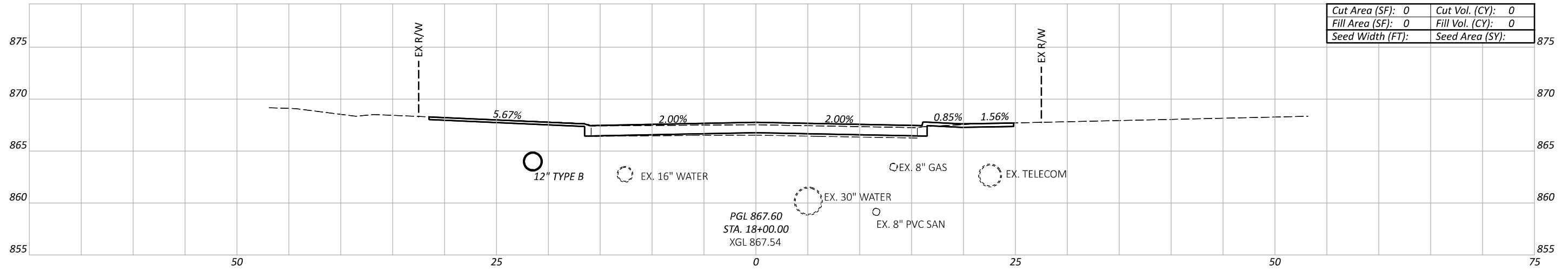
REVIEWER

SEF MM-DD-YY

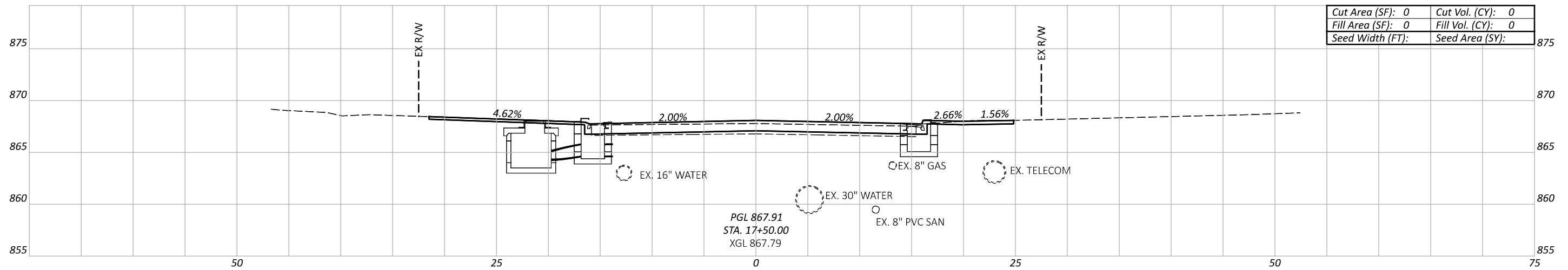
PROJECT ID

119069

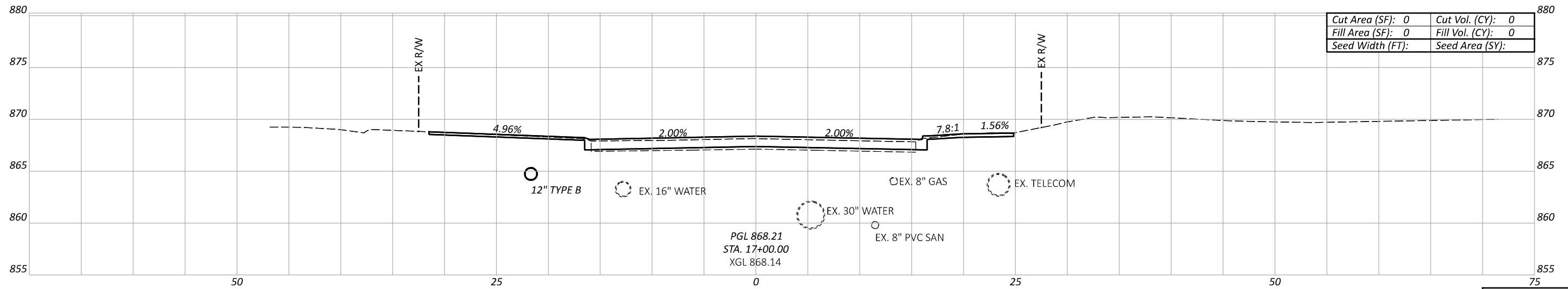
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Seeding	Cut	Fill	SHEET TOTAL
			19 57



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Seed Width (FT):		Seed Area (SY):	



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



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CROSS SECTIONS
 STA. 17+00 TO STA. 18+00

DESIGN AGENCY



DESIGNER

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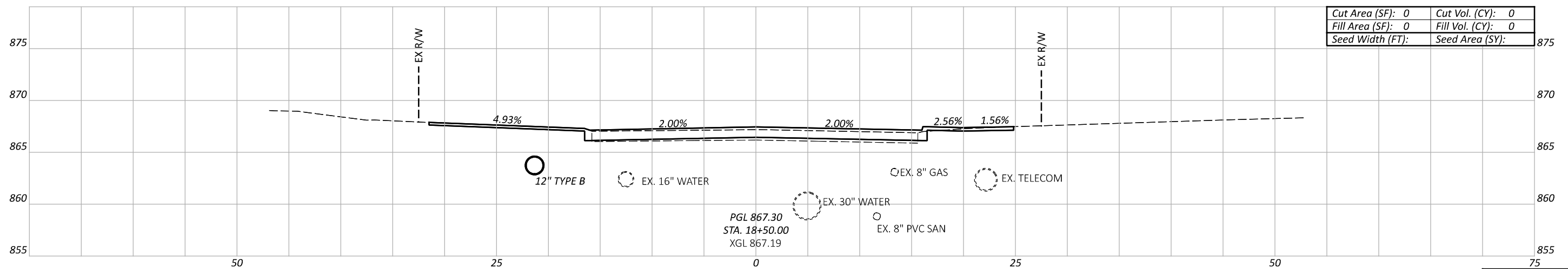
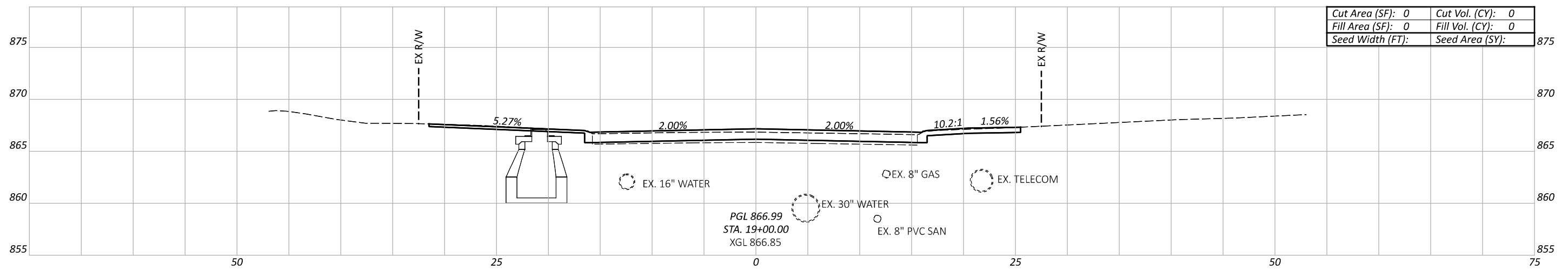
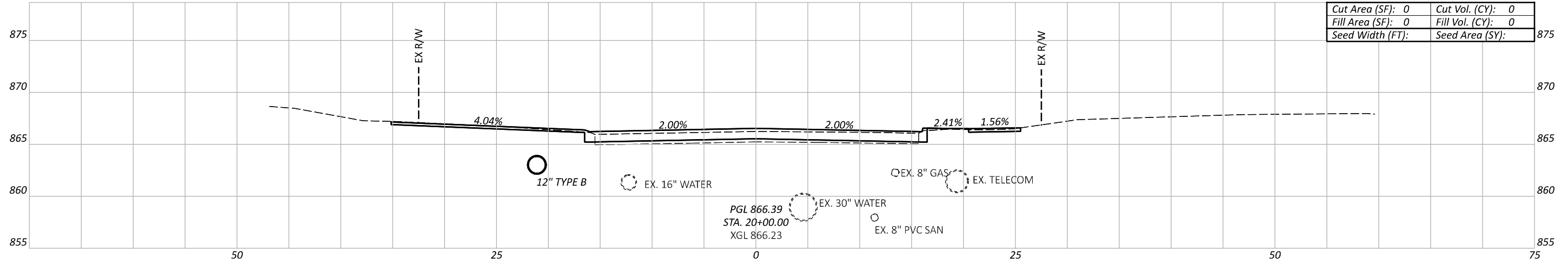
REVIEWER

SEF MM-DD-YY

PROJECT ID

119069

Sheet Totals			119069
Seeding	Cut	Fill	SHEET TOTAL
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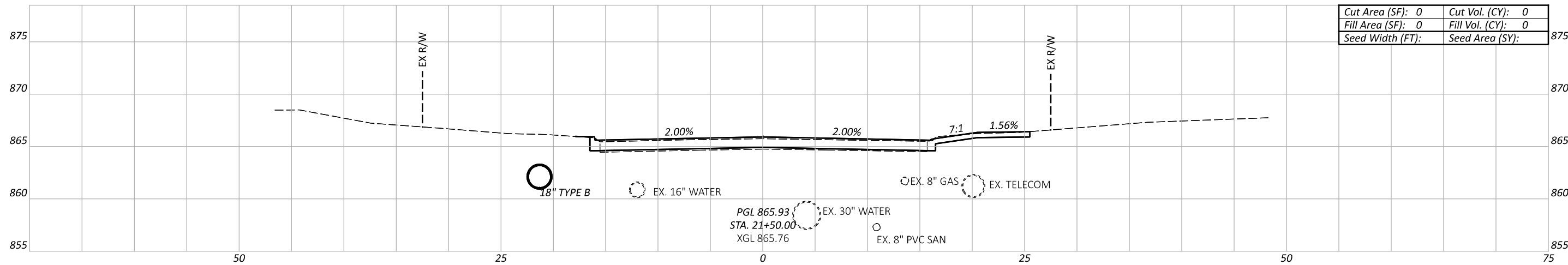


Sheet Totals			119069	
Seeding	Cut	Fill	SHEET	TOTAL
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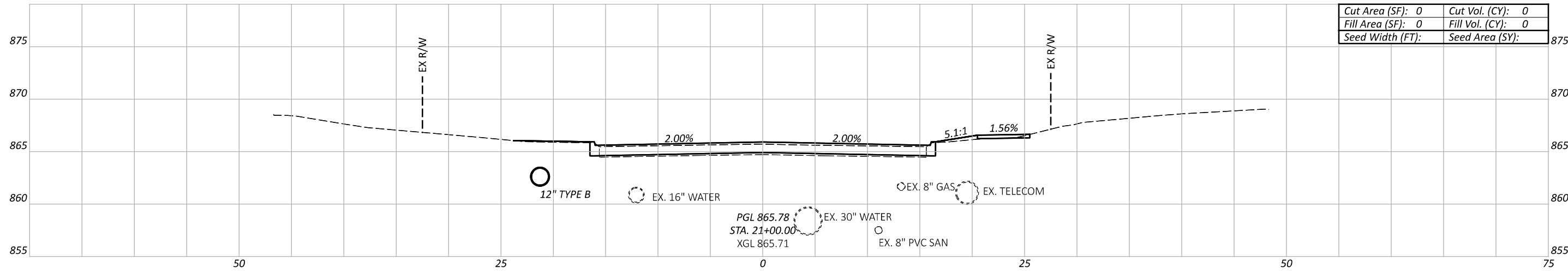
CROSS SECTIONS
 STA. 18+50 TO STA. 20+00

DESIGN AGENCY

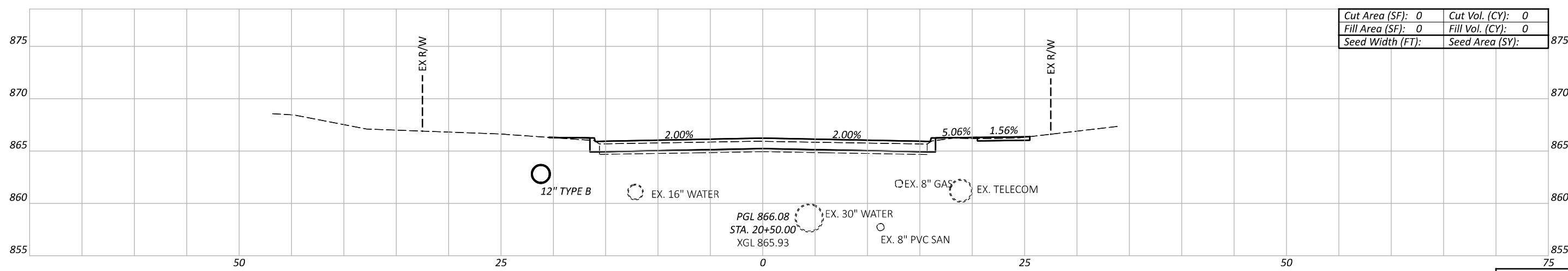
 THE KLEINGERS GROUP
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 SEF MM-DD-YY
 PROJECT ID
 119069



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Seed Width (FT):		Seed Area (SY):	



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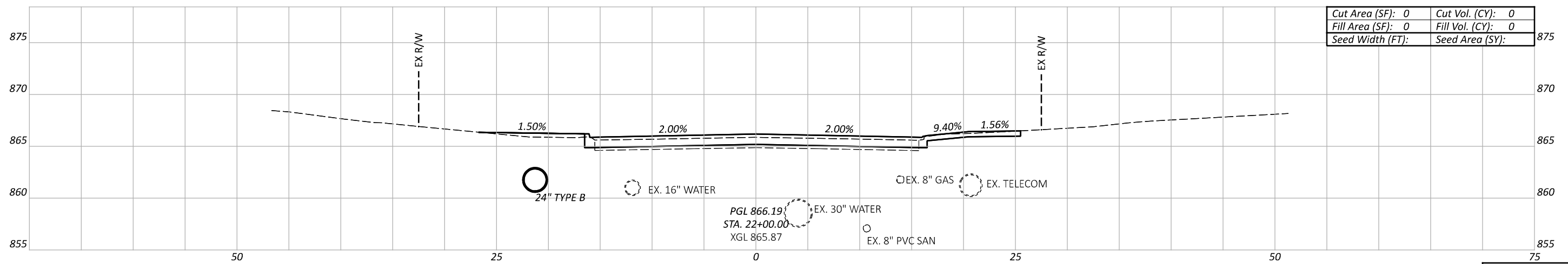
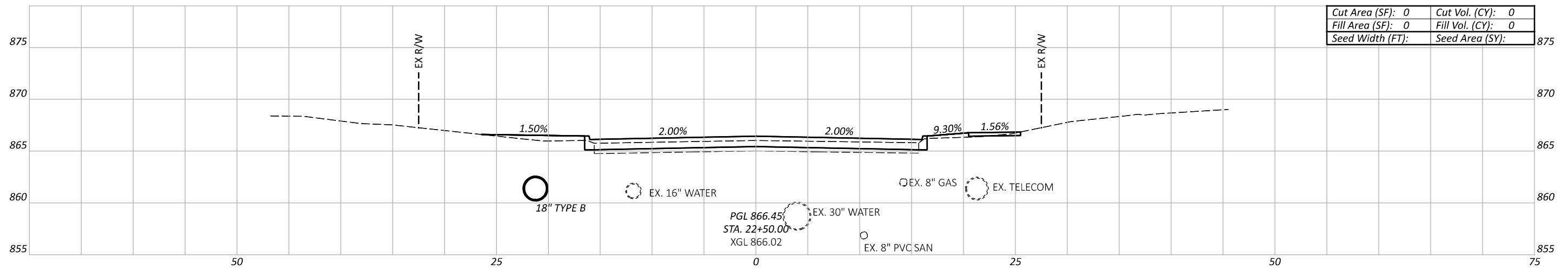
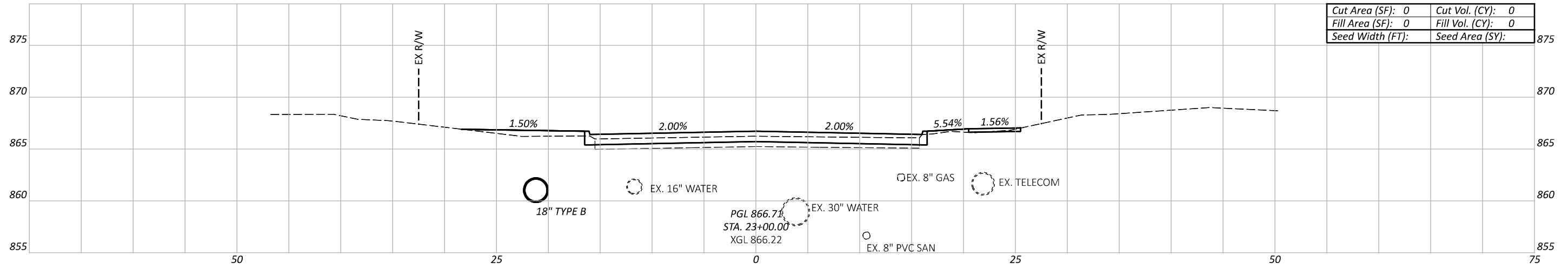
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CROSS SECTIONS
 STA. 20+50 TO STA. 21+50

DESIGN AGENCY

 THE KLEINGERS GROUP
 DESIGNER
 KJC
 REVIEWER
 SEF MM-DD-YY
 PROJECT ID
 119069

Sheet Totals			119069
Seeding	Cut	Fill	TOTAL
			22 57



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

DESIGN AGENCY



DESIGNER

KJC

REVIEWER

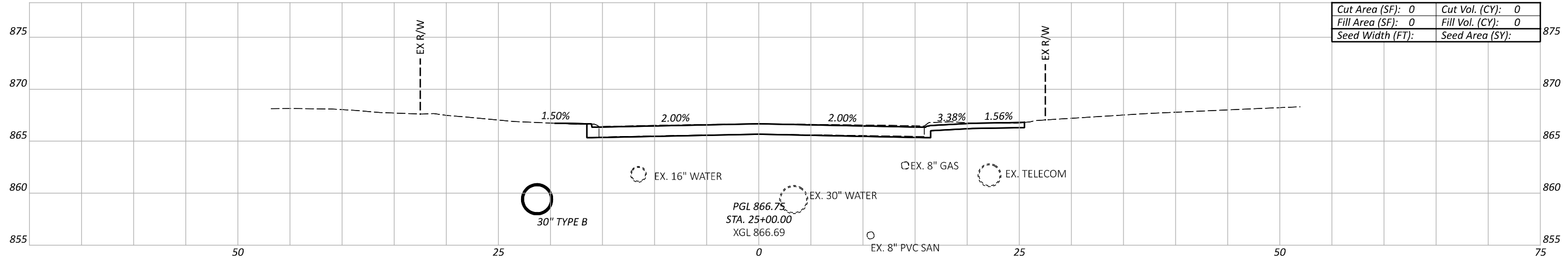
SEF MM-DD-YY

PROJECT ID

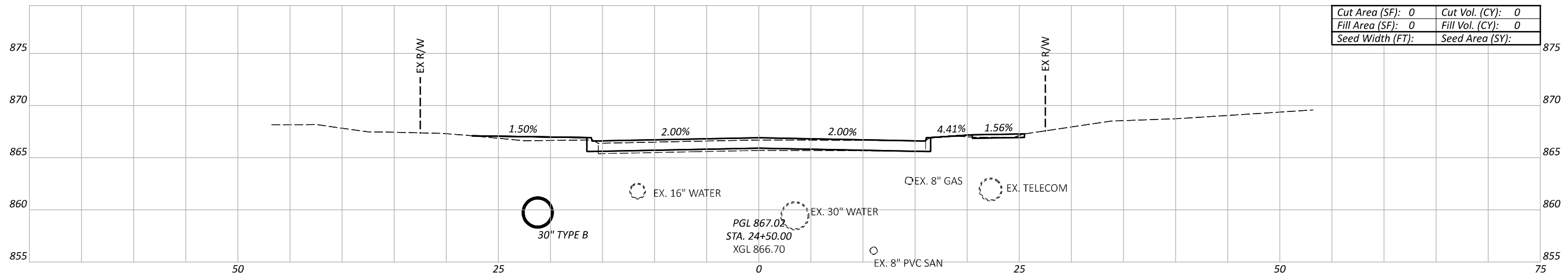
119069

Sheet Totals		
Seeding	Cut	Fill

SHEET	TOTAL
23	57



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

DESIGN AGENCY

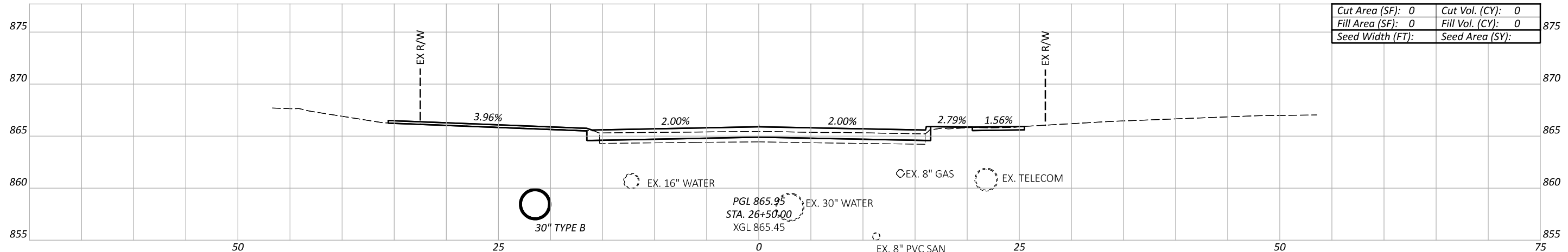


DESIGNER
 KJC

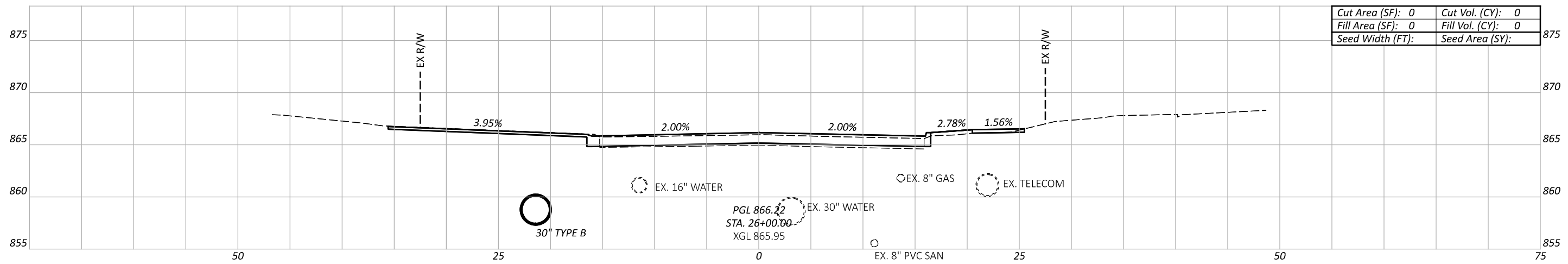
REVIEWER
 SEF MM-DD-YY

PROJECT ID
 119069

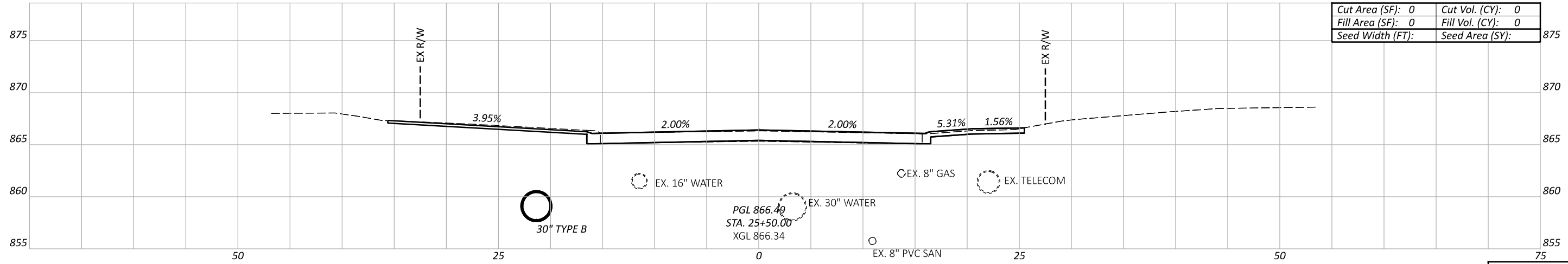
Sheet Totals			SHEET TOTAL	
Seeding	Cut	Fill	24	57



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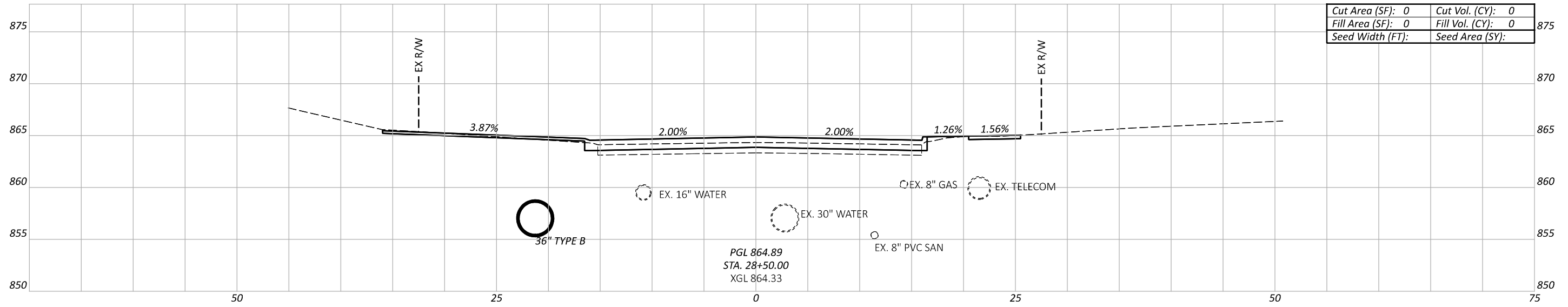
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CROSS SECTIONS
 STA. 25+50 TO STA. 26+50

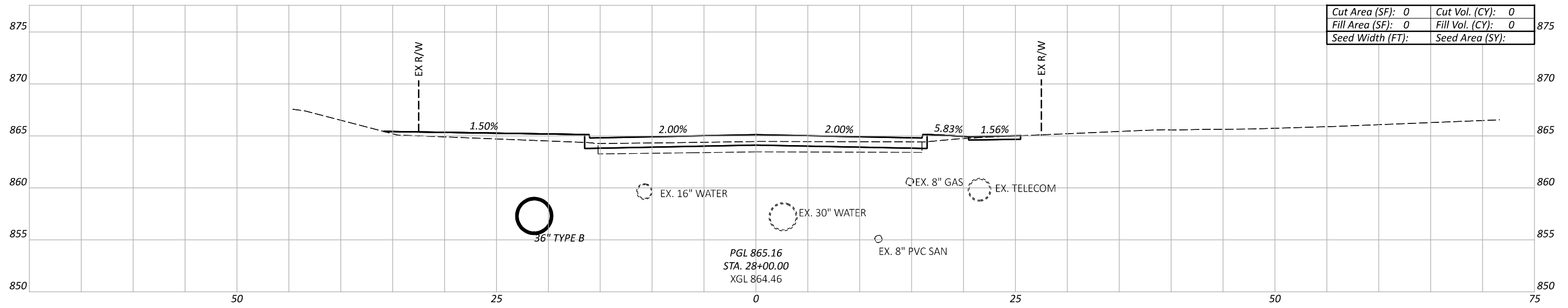
DESIGN AGENCY

 THE KLEINGERS GROUP
 DESIGNER
 KJC
 REVIEWER
 SEF MM-DD-YY
 PROJECT ID
 119069
 SHEET TOTAL
 25 57

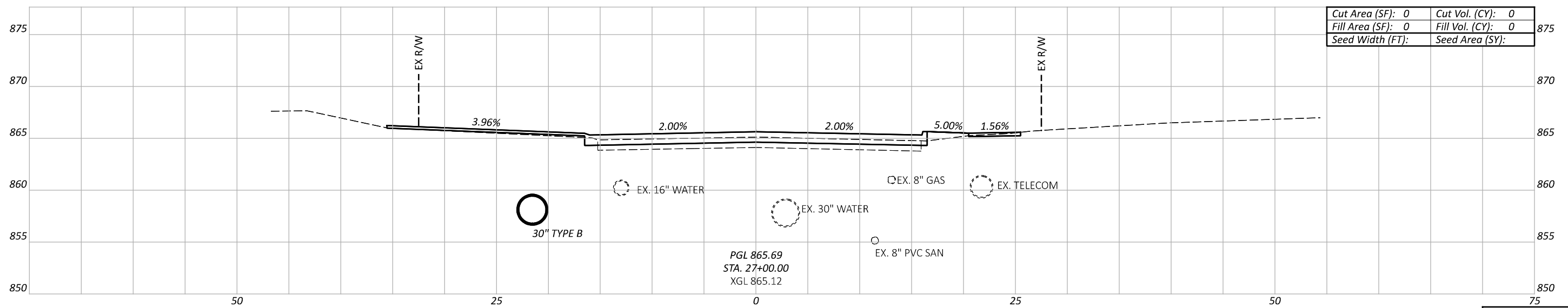
Sheet Totals			119069
Seeding	Cut	Fill	TOTAL
			25 57



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



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

DESIGN AGENCY



DESIGNER

KJC

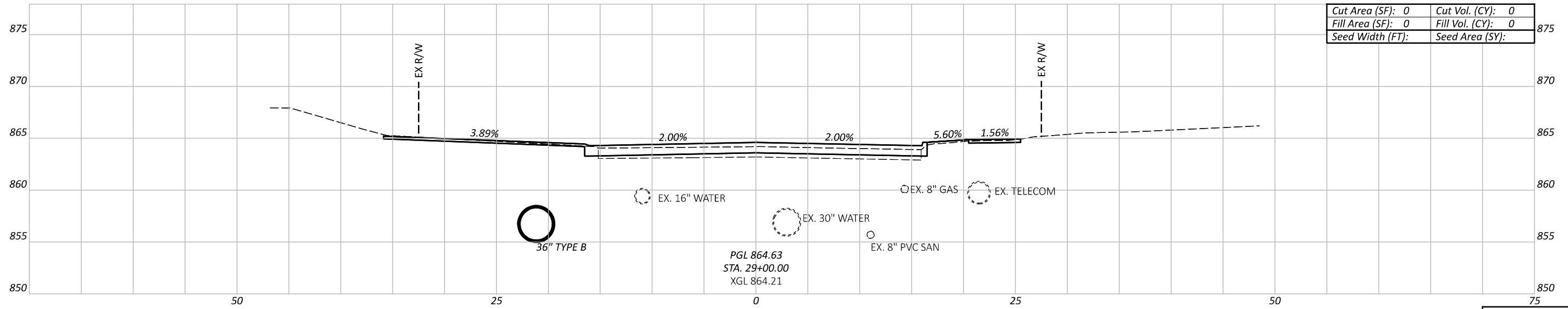
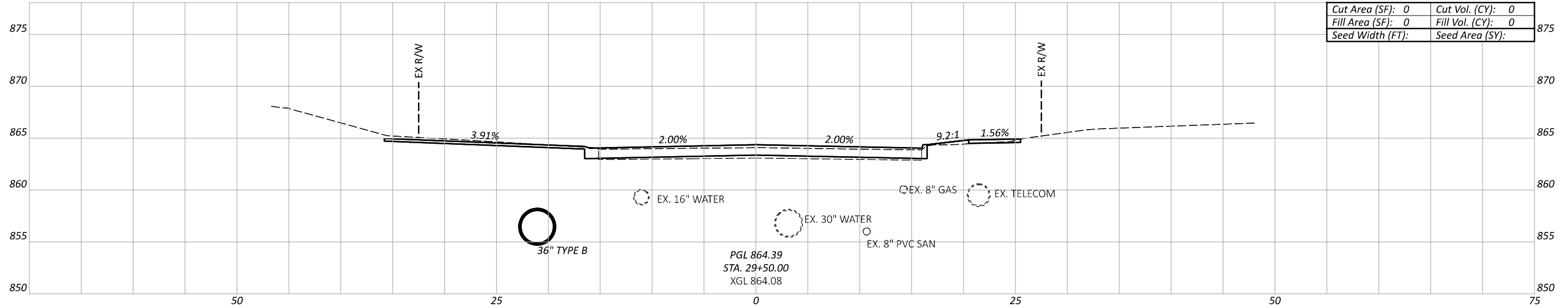
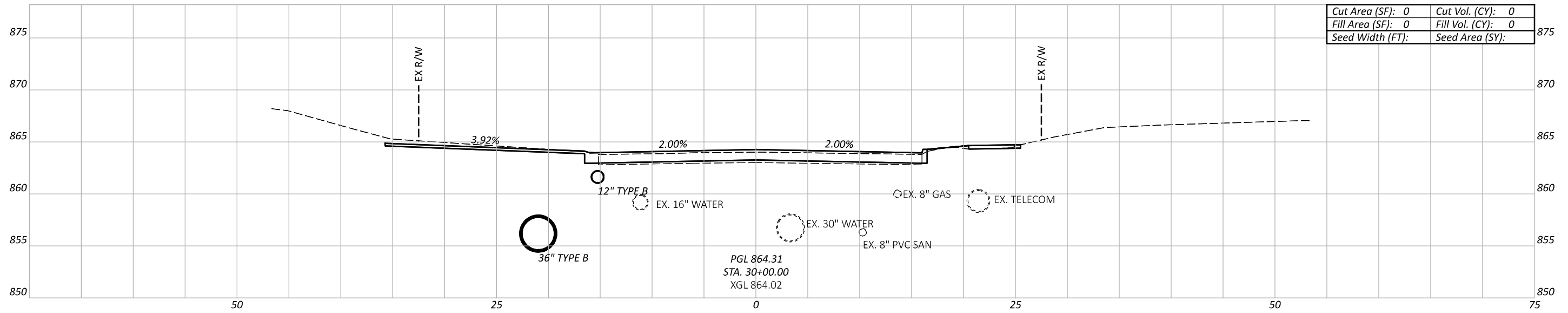
REVIEWER

SEF MM-DD-YY

PROJECT ID

119069

Sheet Totals			119069	
Seeding	Cut	Fill	SHEET	TOTAL
			26	57



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

DESIGN AGENCY



DESIGNER

KJC

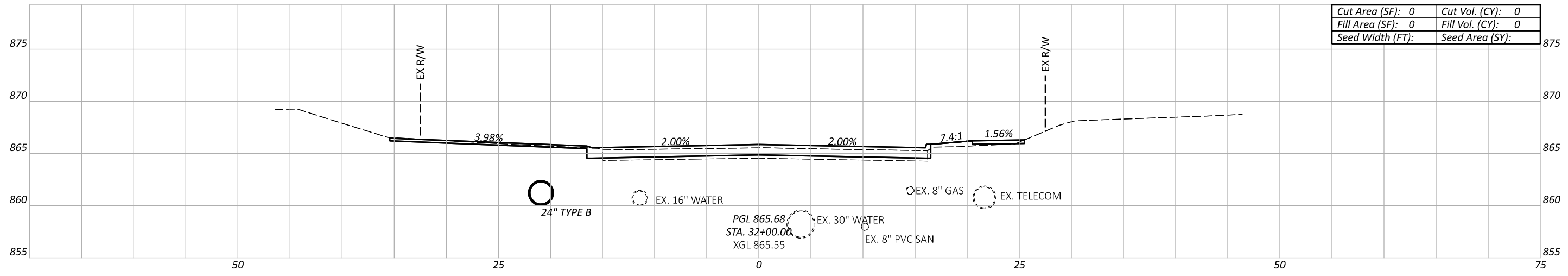
REVIEWER

SEF MM-DD-YY

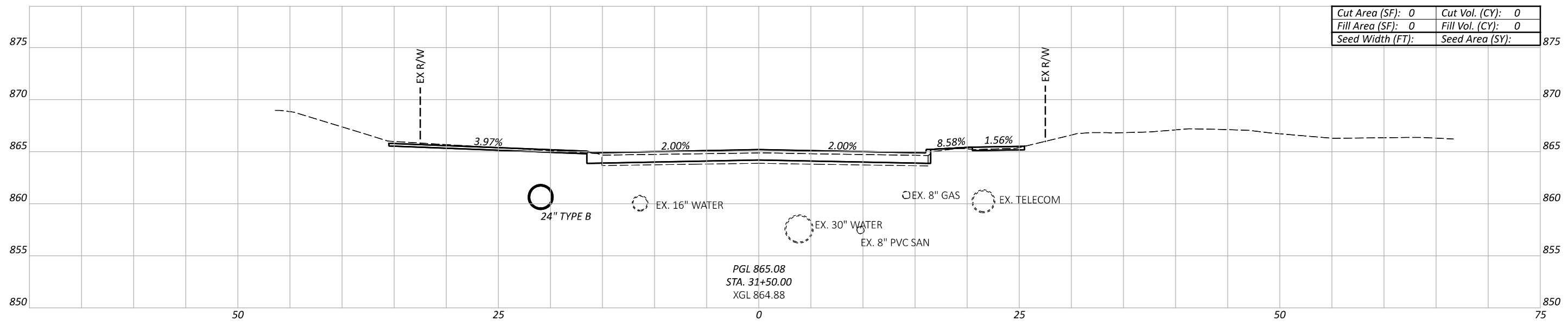
PROJECT ID

119069

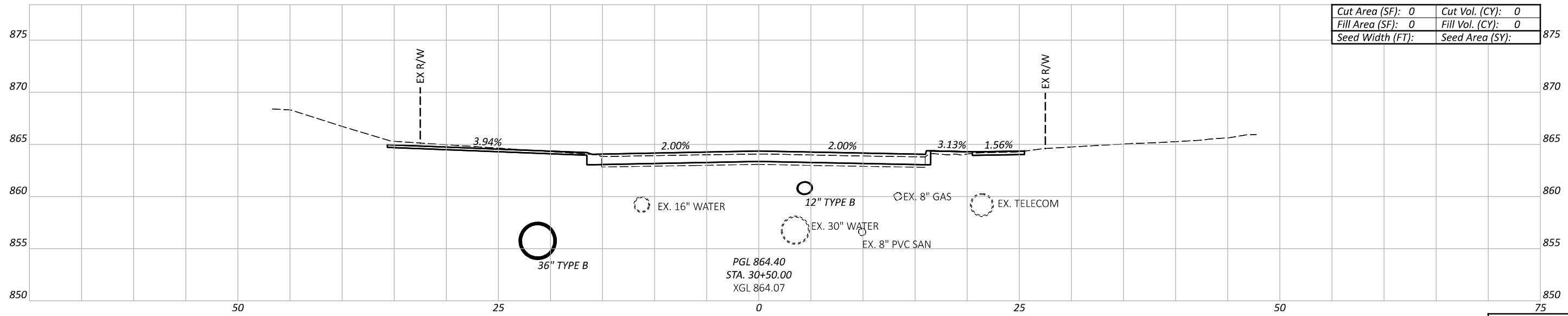
Sheet Totals			119069
Seeding	Cut	Fill	TOTAL
			27
			57



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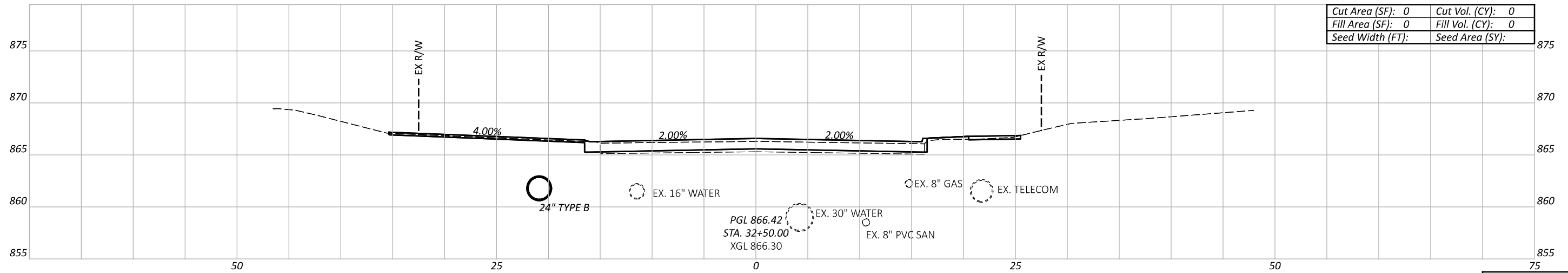
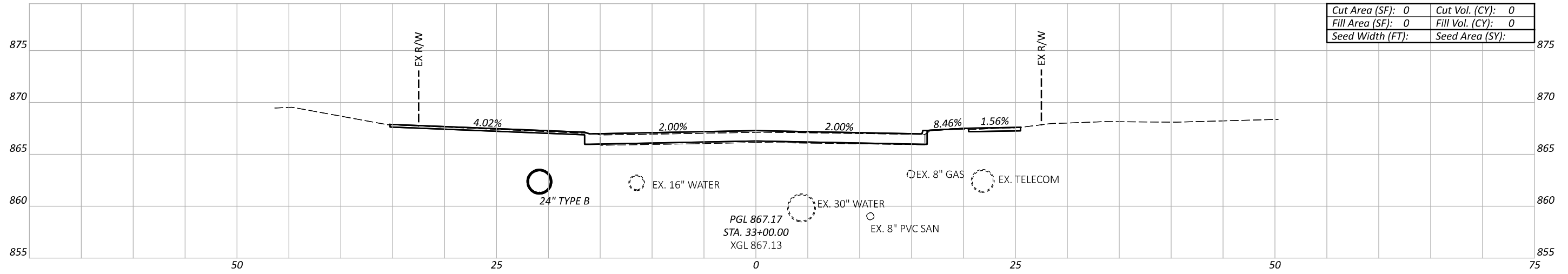
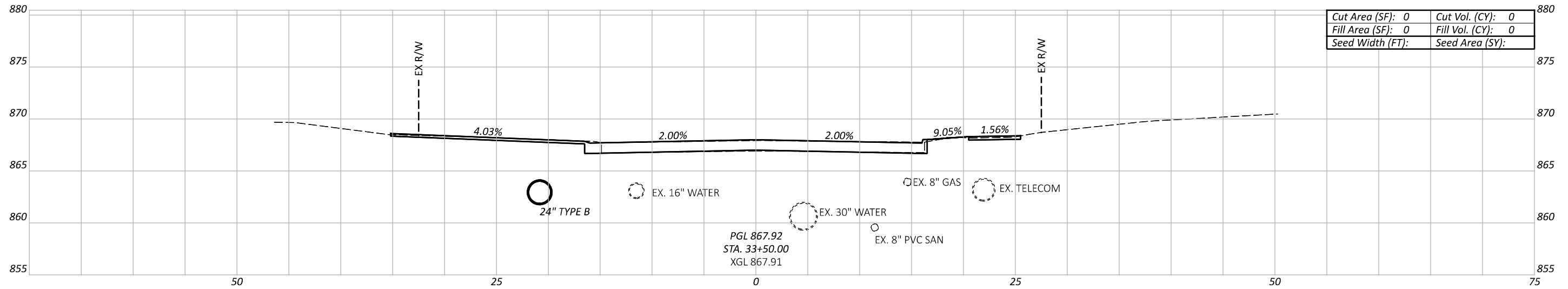
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Seed Width (FT):		Seed Area (SY):	

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

DESIGN AGENCY

 THE KLEINGERS GROUP
 DESIGNER
 KJC
 REVIEWER
 SEF MM-DD-YY
 PROJECT ID
 119069

Sheet Totals			119069	
Seeding	Cut	Fill	SHEET	TOTAL
			28	57



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

DESIGN AGENCY



DESIGNER

KJC

REVIEWER

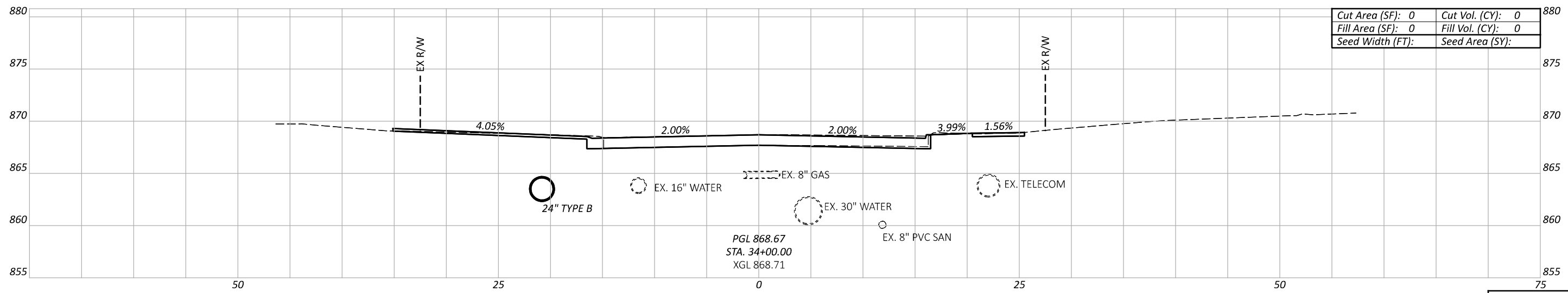
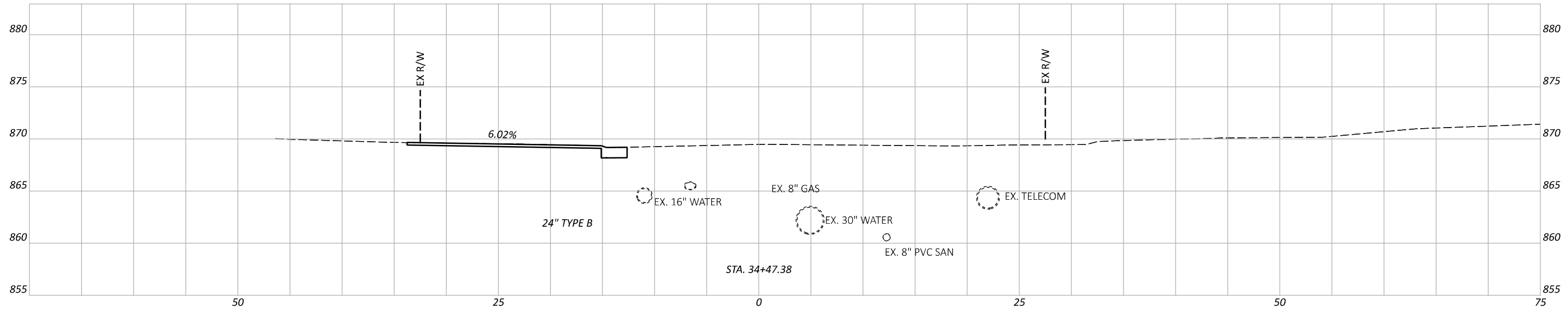
SEF MM-DD-YY

PROJECT ID

119069

Sheet Totals		
Seeding	Cut	Fill

SHEET	TOTAL
29	57



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Seed Width (FT):		Seed Area (SY):	

PGL 868.67
 STA. 34+00.00
 XGL 868.71

CROSS SECTIONS
 STA. 34+00 TO STA. 34+47.38

DESIGN AGENCY

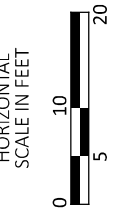
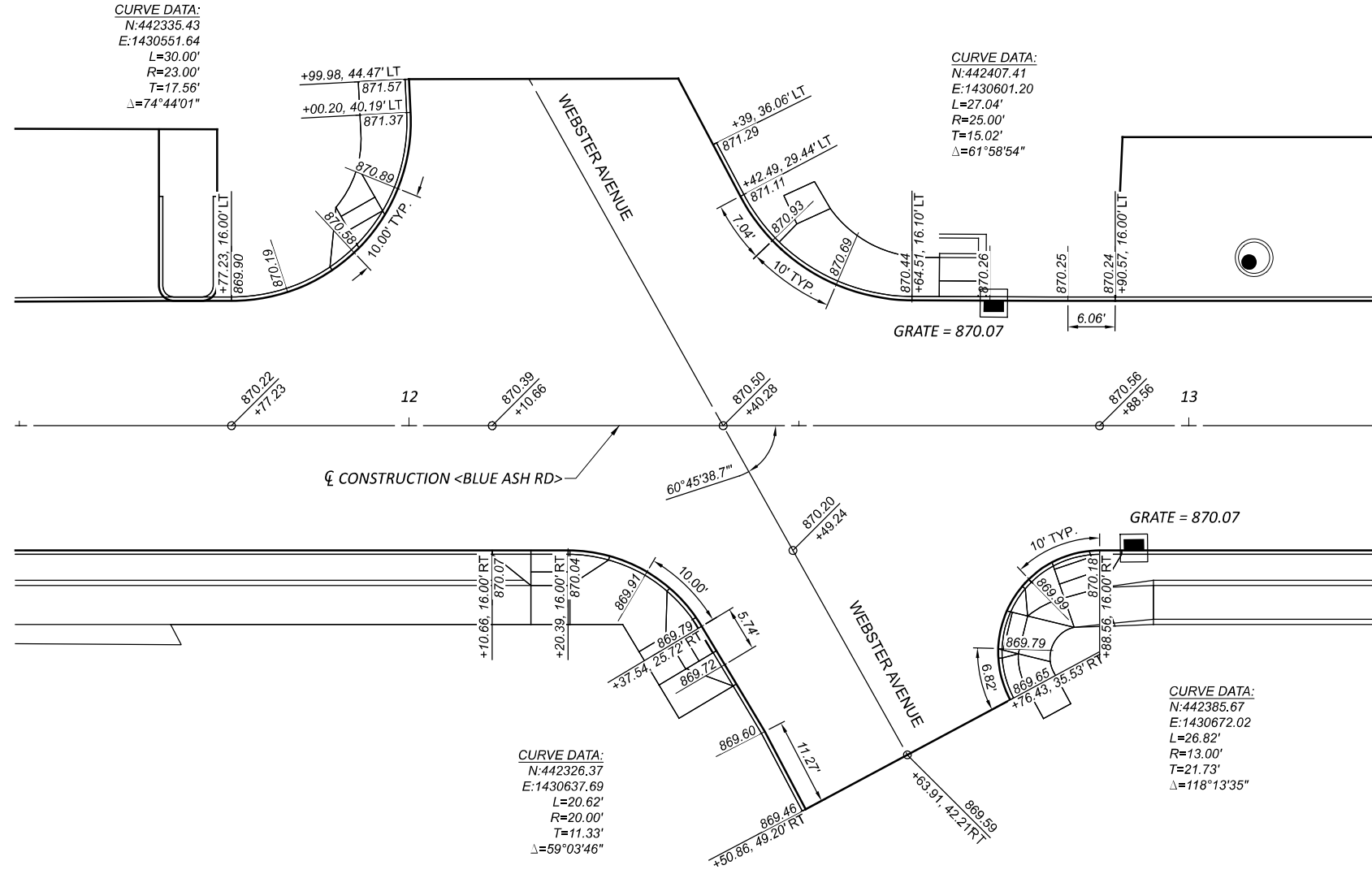


DESIGNER
 KJC

REVIEWER
 SEF MM-DD-YY

PROJECT ID
 119069

Sheet Totals			SHEET	TOTAL
Seeding	Cut	Fill	30	57



HAM CR 251 0.11 BLUE ASH ROAD PHASE 2
 INTERSECTION DETAILS

DESIGN AGENCY



DESIGNER

KJC

REVIEWER

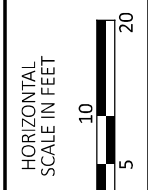
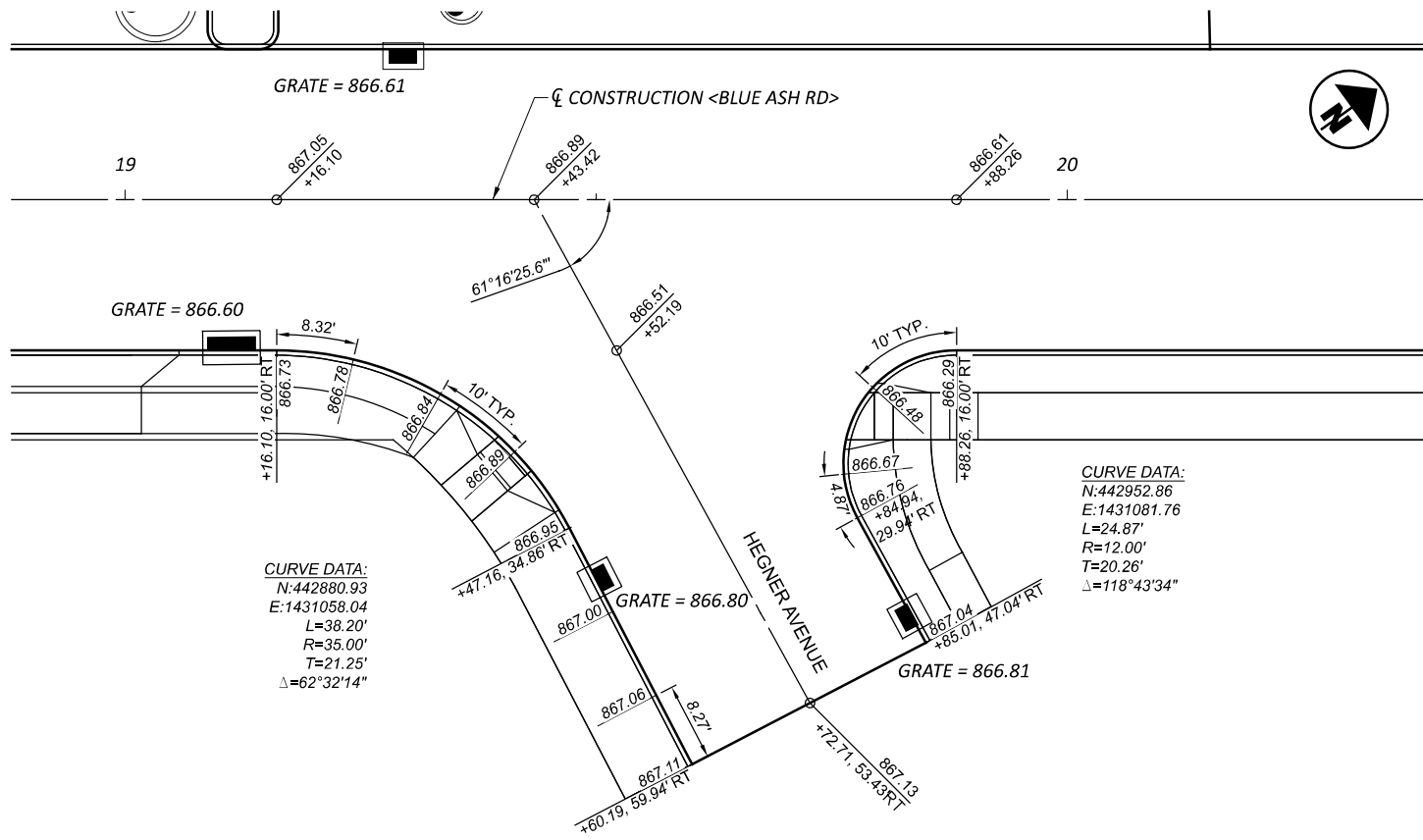
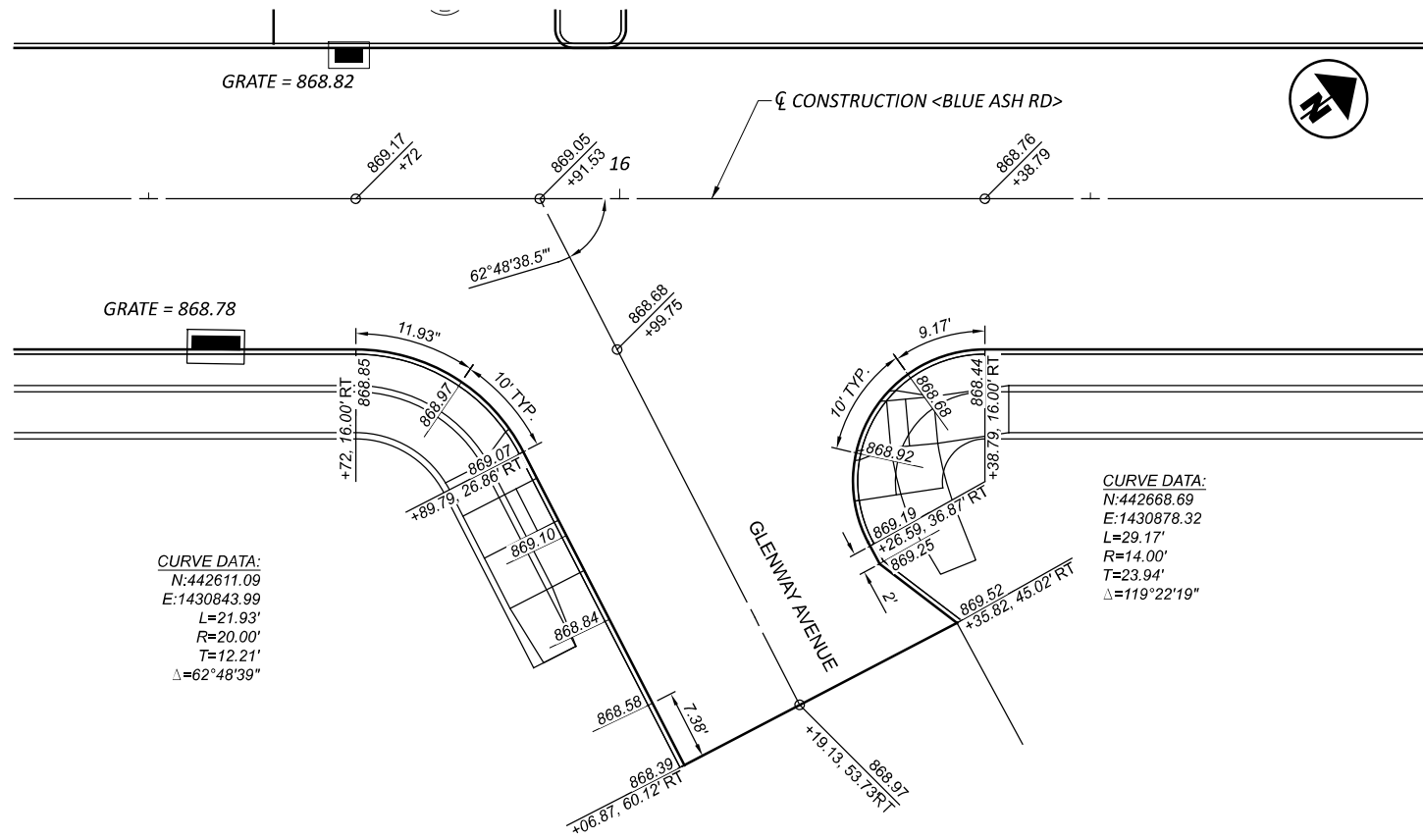
SEF MM-DD-YY

PROJECT ID

119069

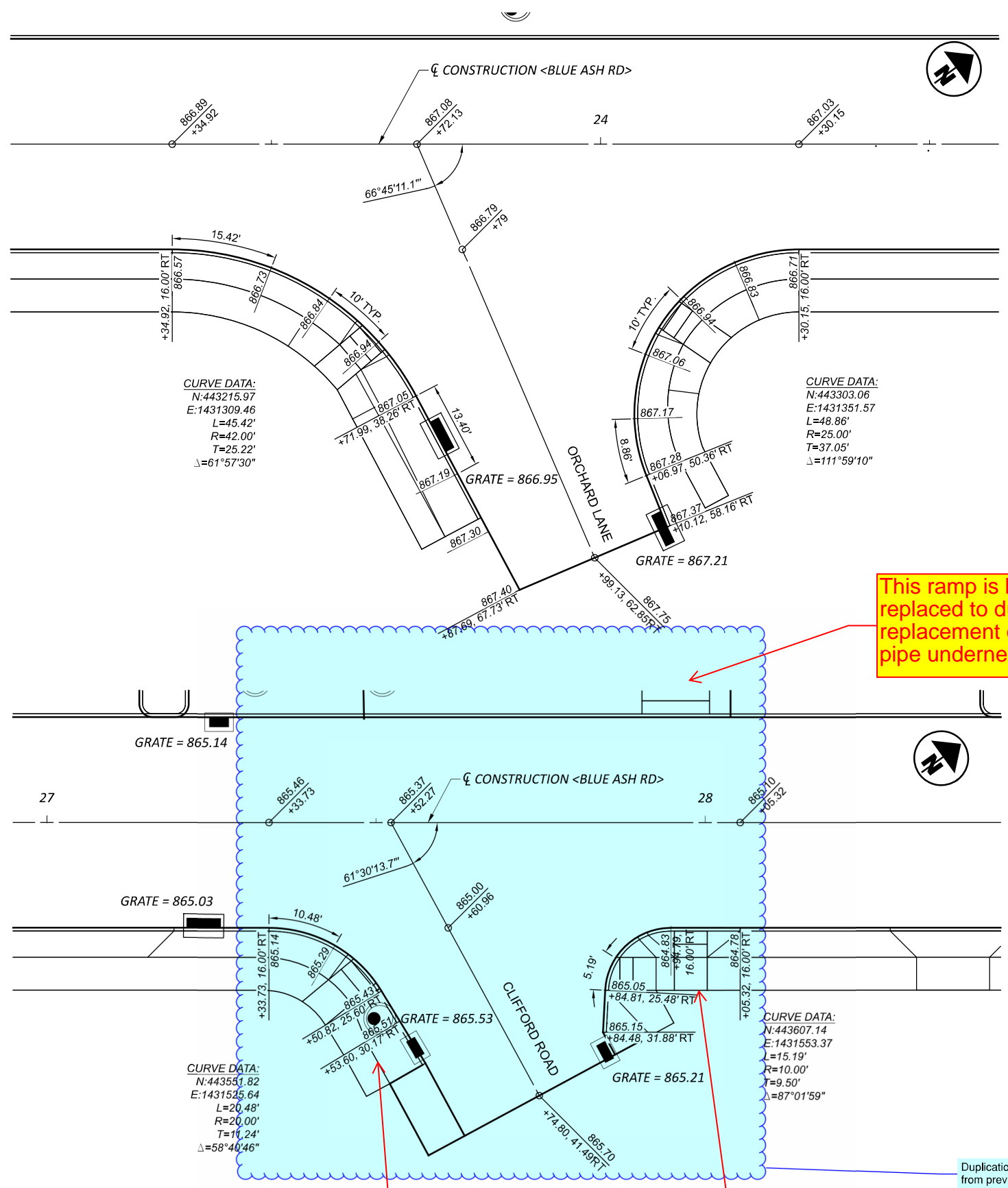
SHEET TOTAL

31 57



HAM CR 251 0.11 BLUE ASH ROAD PHASE 2
 INTERSECTION DETAILS

DESIGN AGENCY	
DESIGNER	KJC
REVIEWER	SEF
PROJECT ID	MM-DD-YY
SHEET	119069
TOTAL	32
	57

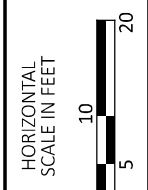


This ramp is being replaced to due to the replacement of the storm pipe underneath it.

No previous work at this corner.

This curb ramp is shifted to make room for the new south crossing ramp.

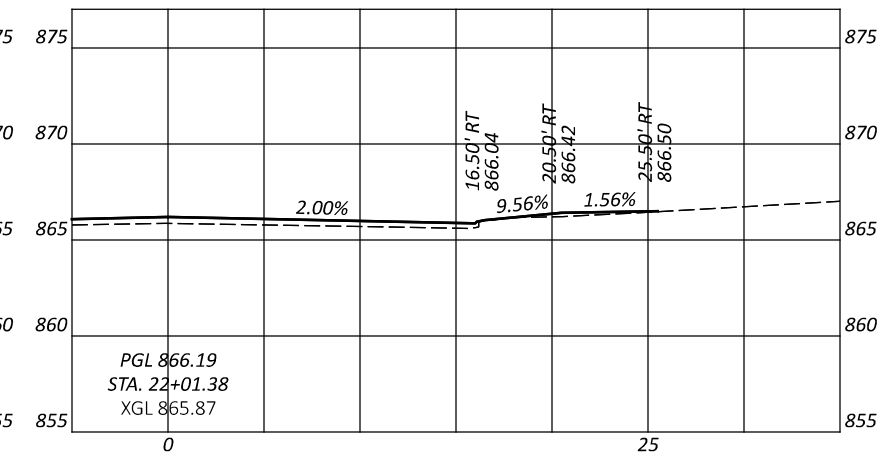
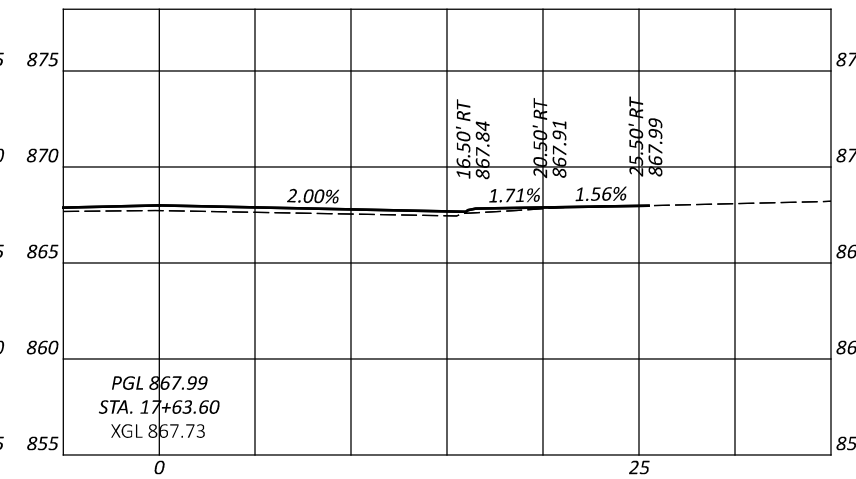
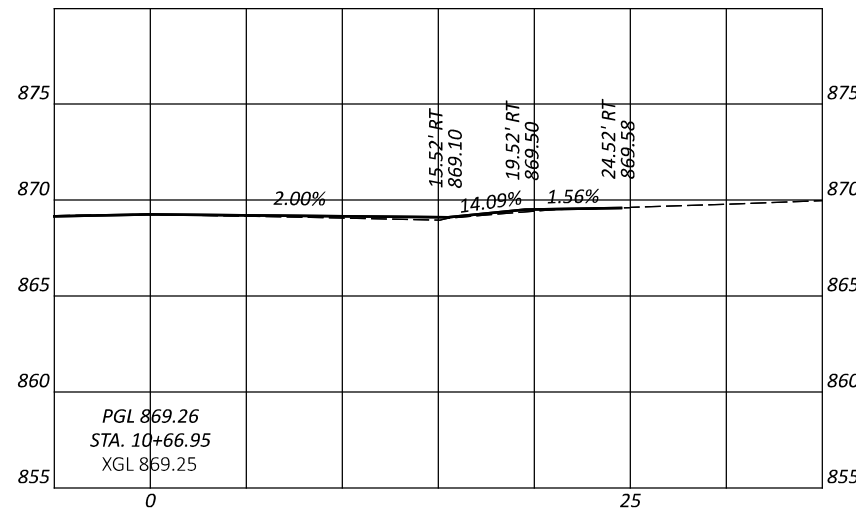
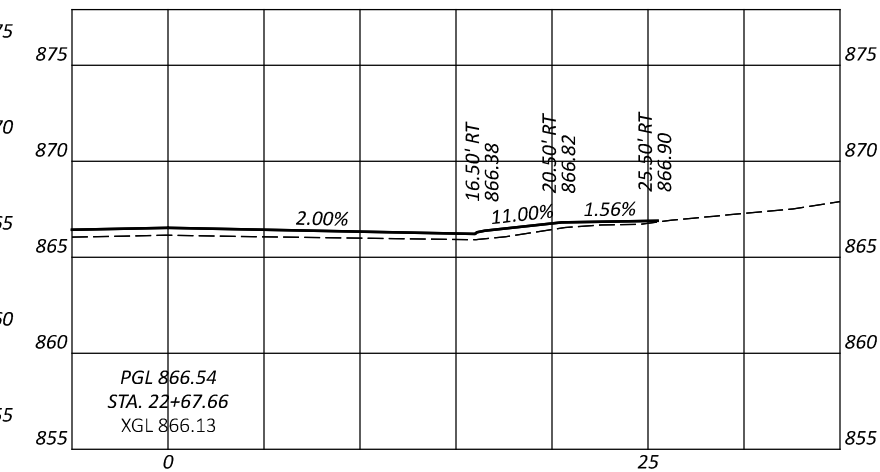
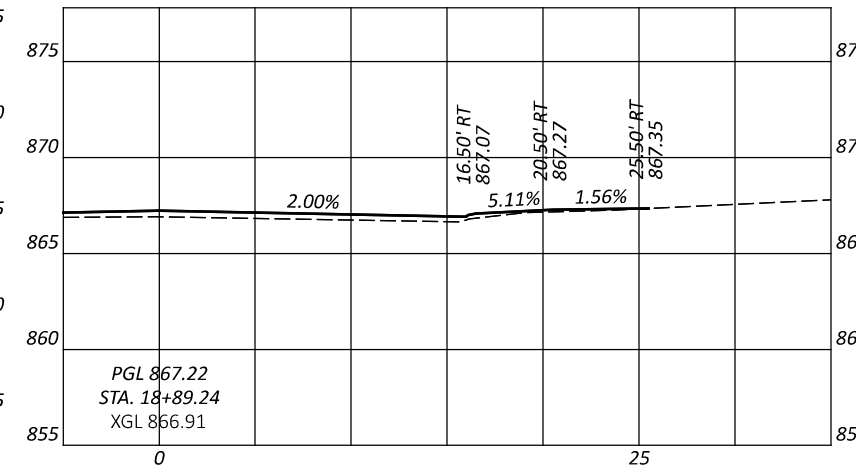
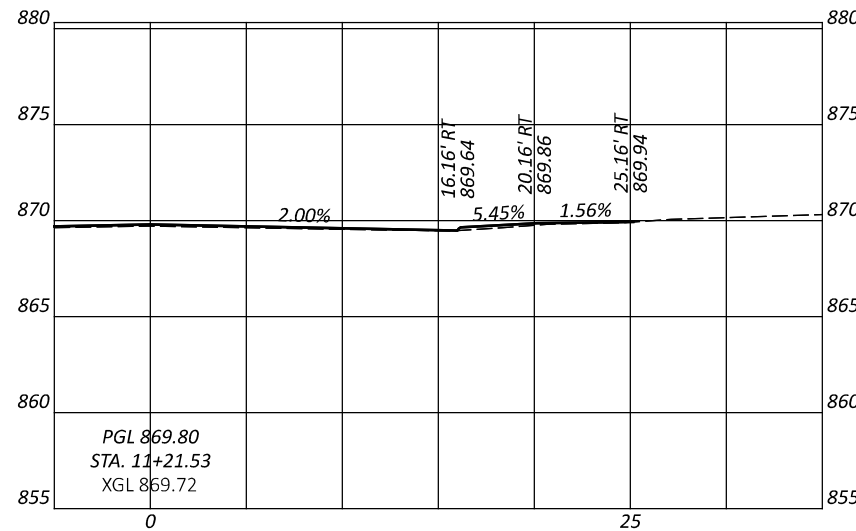
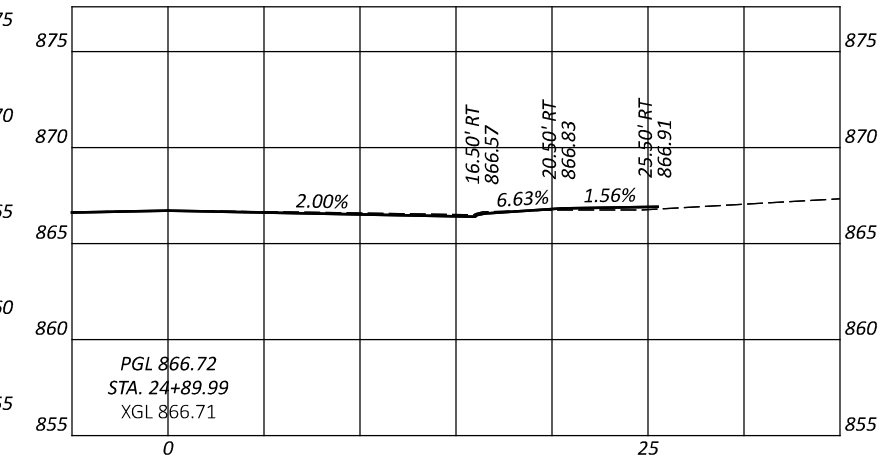
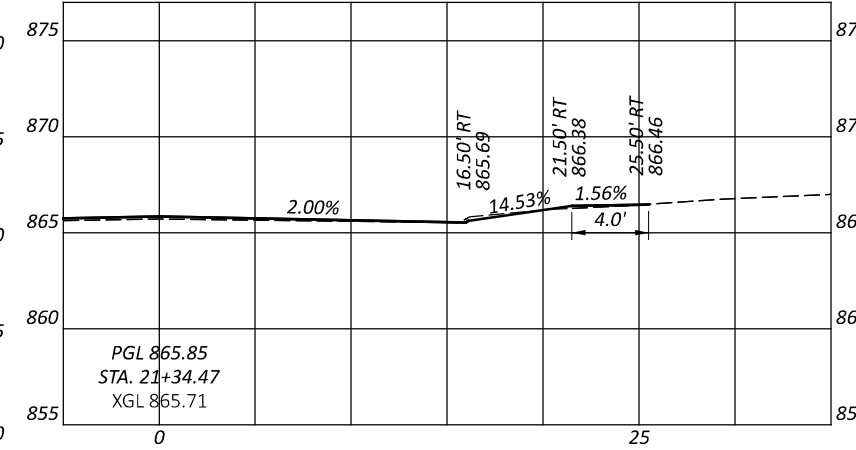
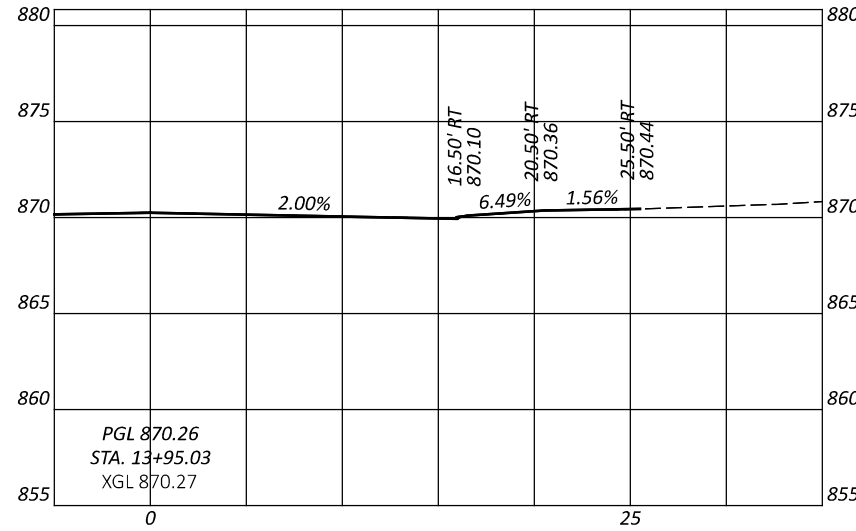
Duplication of work from previous project.

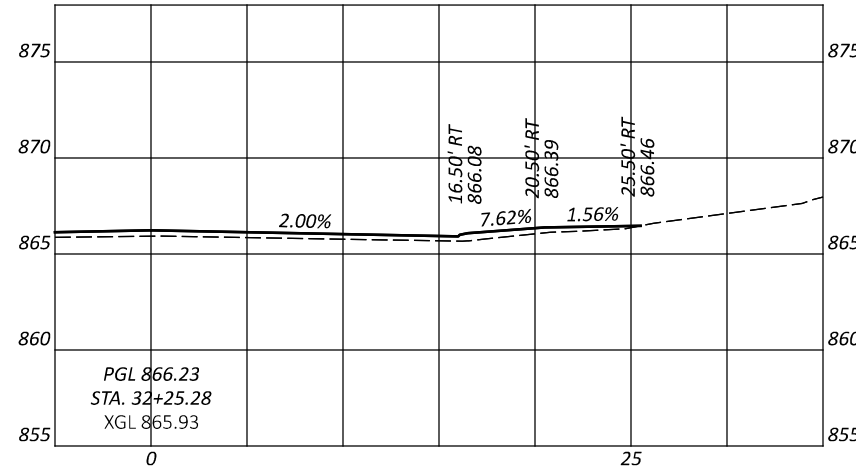
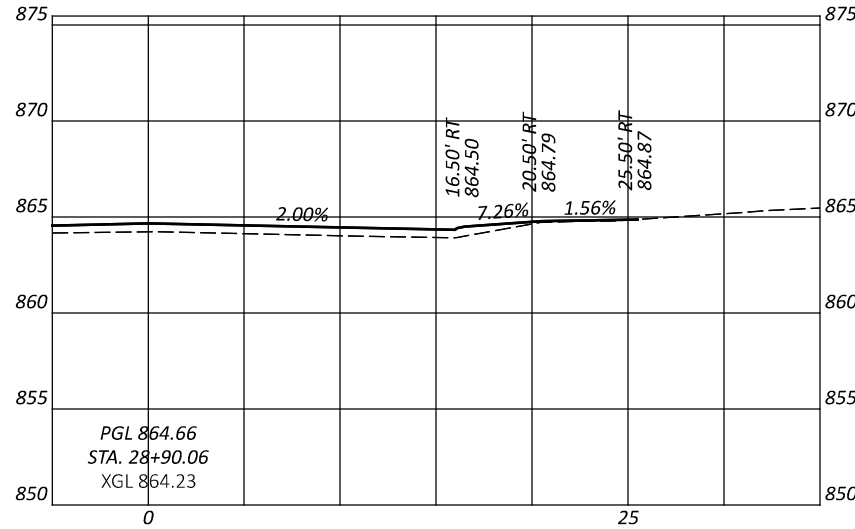
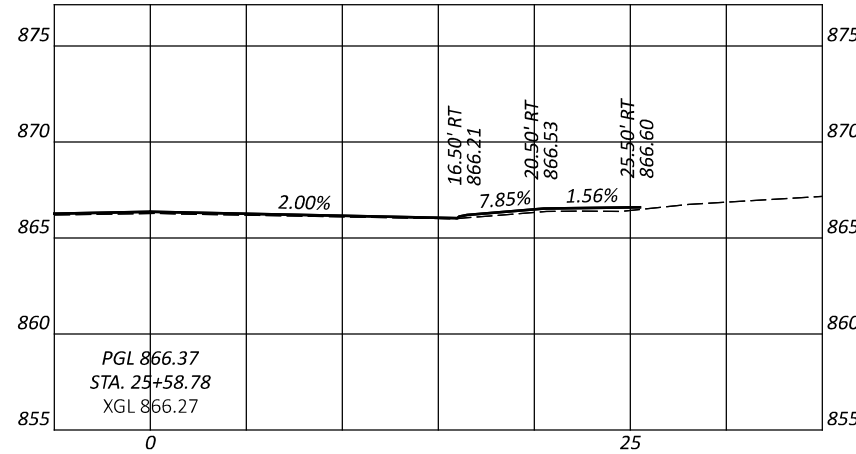
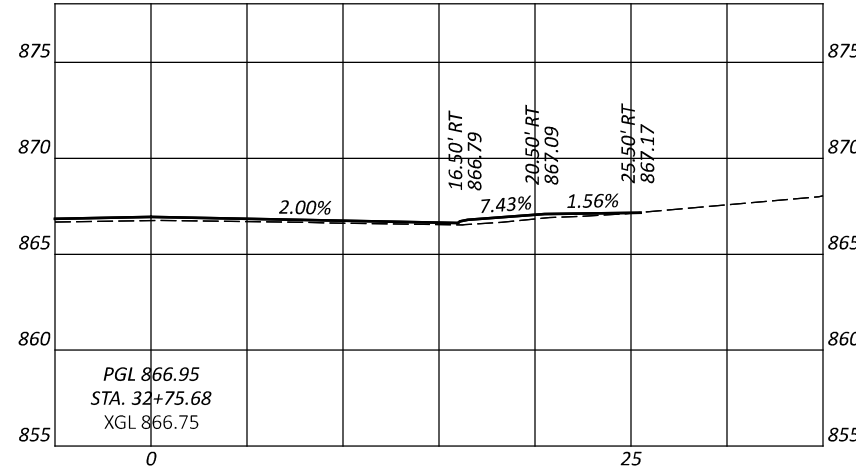
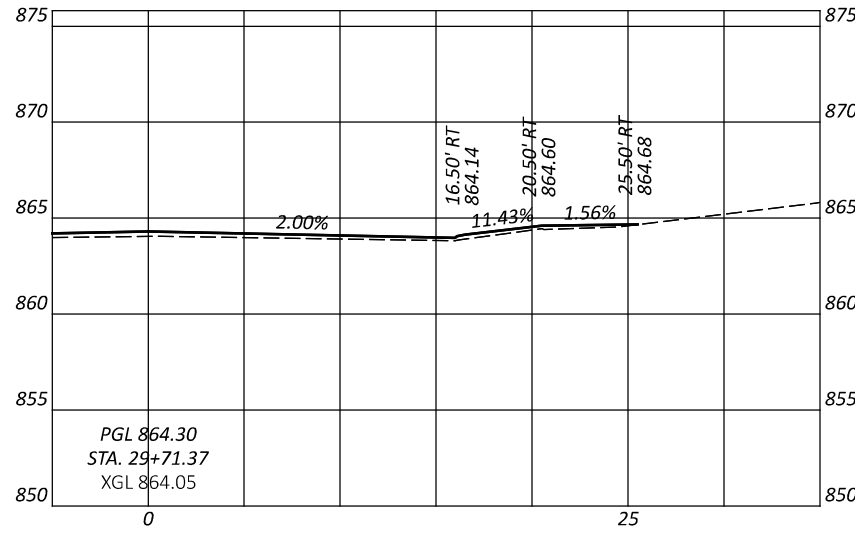
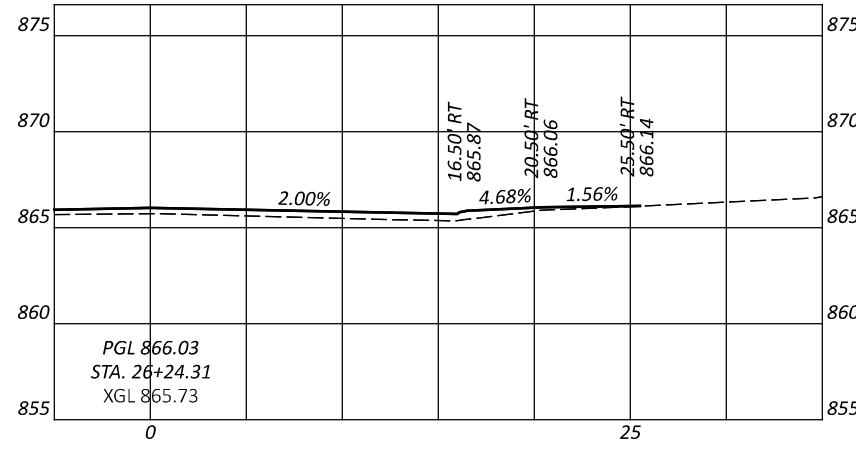
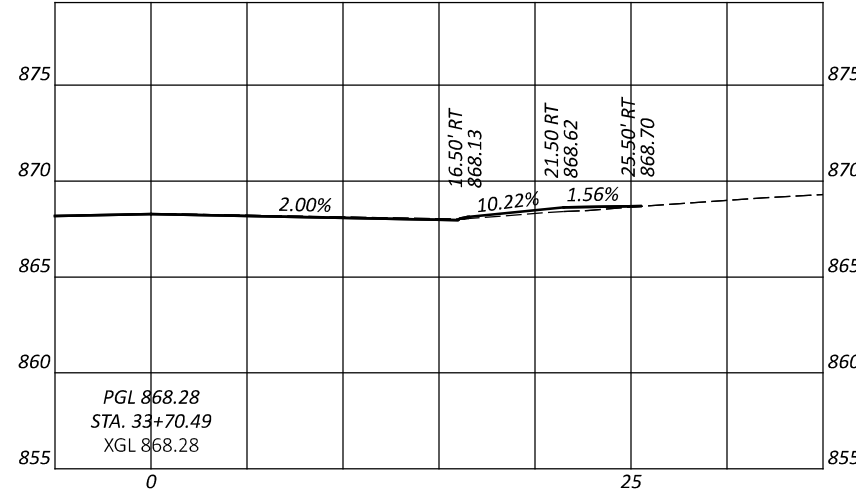
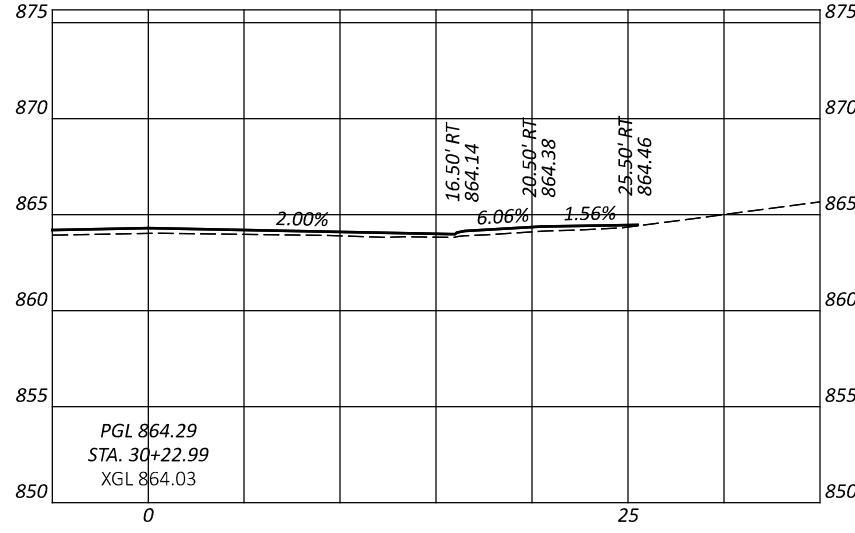
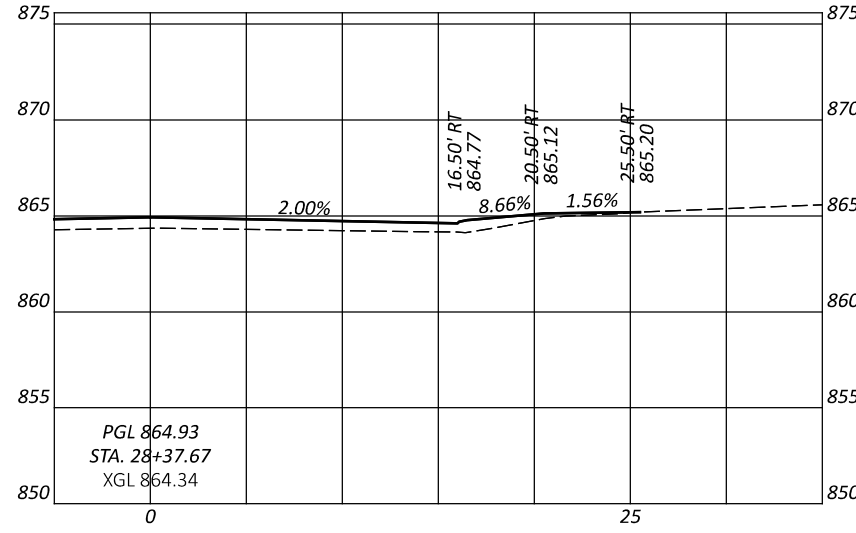


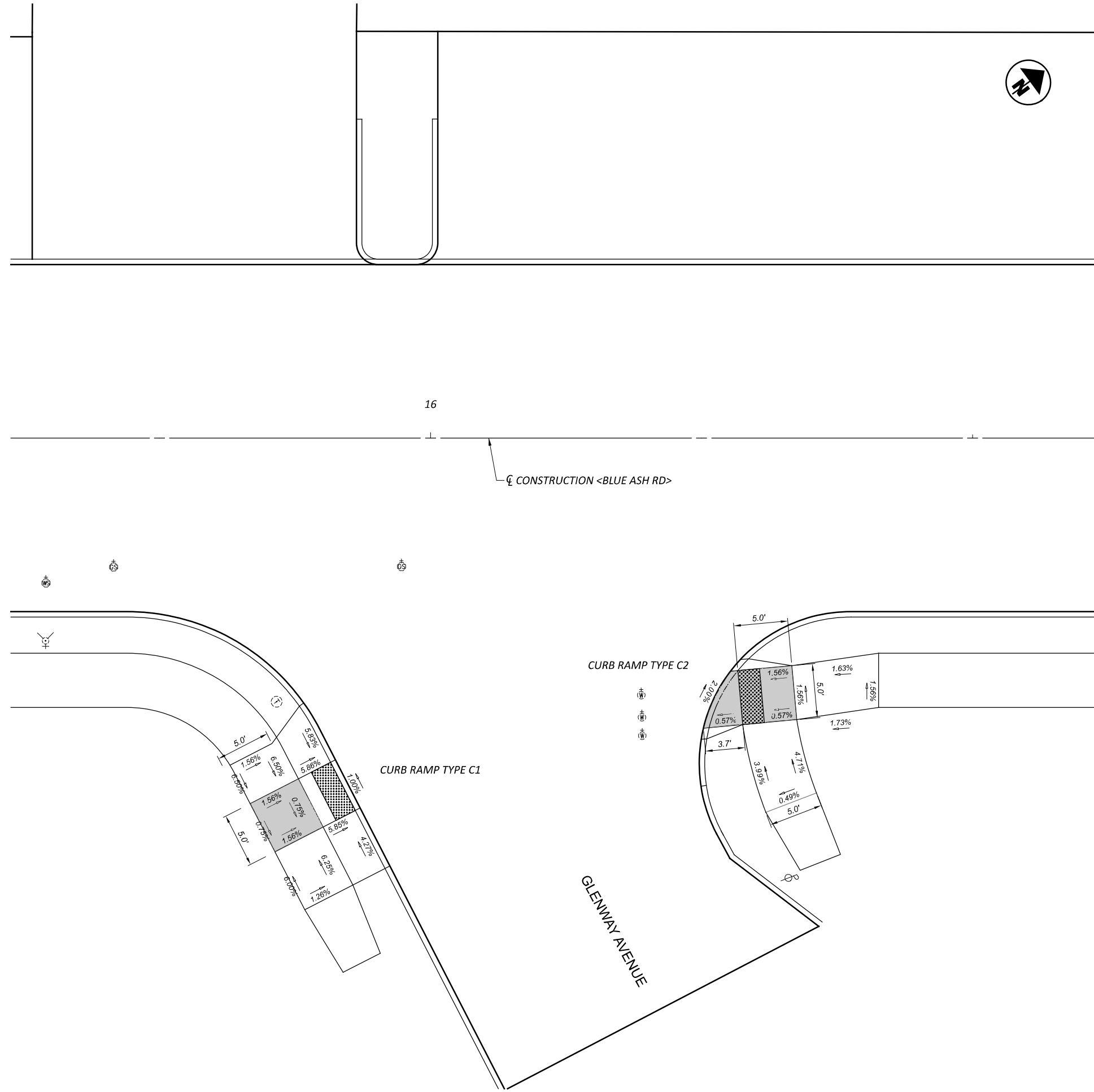
HAM CR 251 0.11 BLUE ASH ROAD PHASE 2
INTERSECTION DETAILS



DESIGNER	KJC
REVIEWER	SEF
PROJECT ID	MM-DD-YY
	119069
SHEET	TOTAL
33	57







DESIGN AGENCY



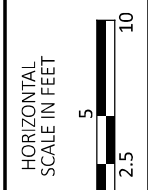
DESIGNER
KJC

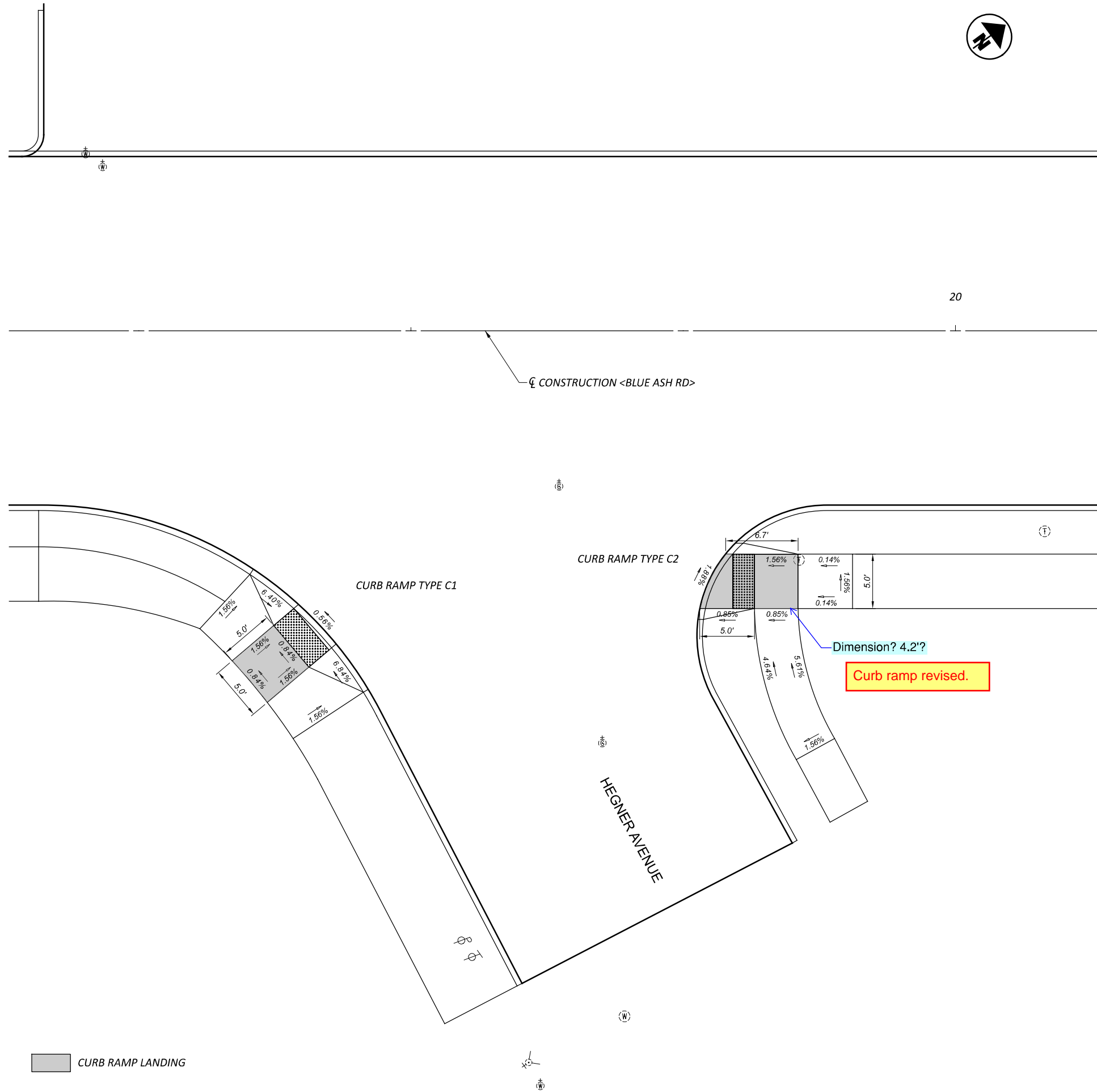
REVIEWER
SEF MM-DD-YY

PROJECT ID
119069

SHEET	TOTAL
38	57

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





CURB RAMP LANDING

CURB RAMP TYPE C2

CURB RAMP TYPE C1

HEGNER AVENUE

CONSTRUCTION <BLUE ASH RD>

Curb ramp revised.

Dimension? 4.2'?

20



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

DESIGN AGENCY

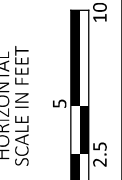


DESIGNER
KJC

REVIEWER
SEF MM-DD-YY

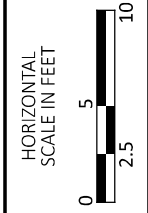
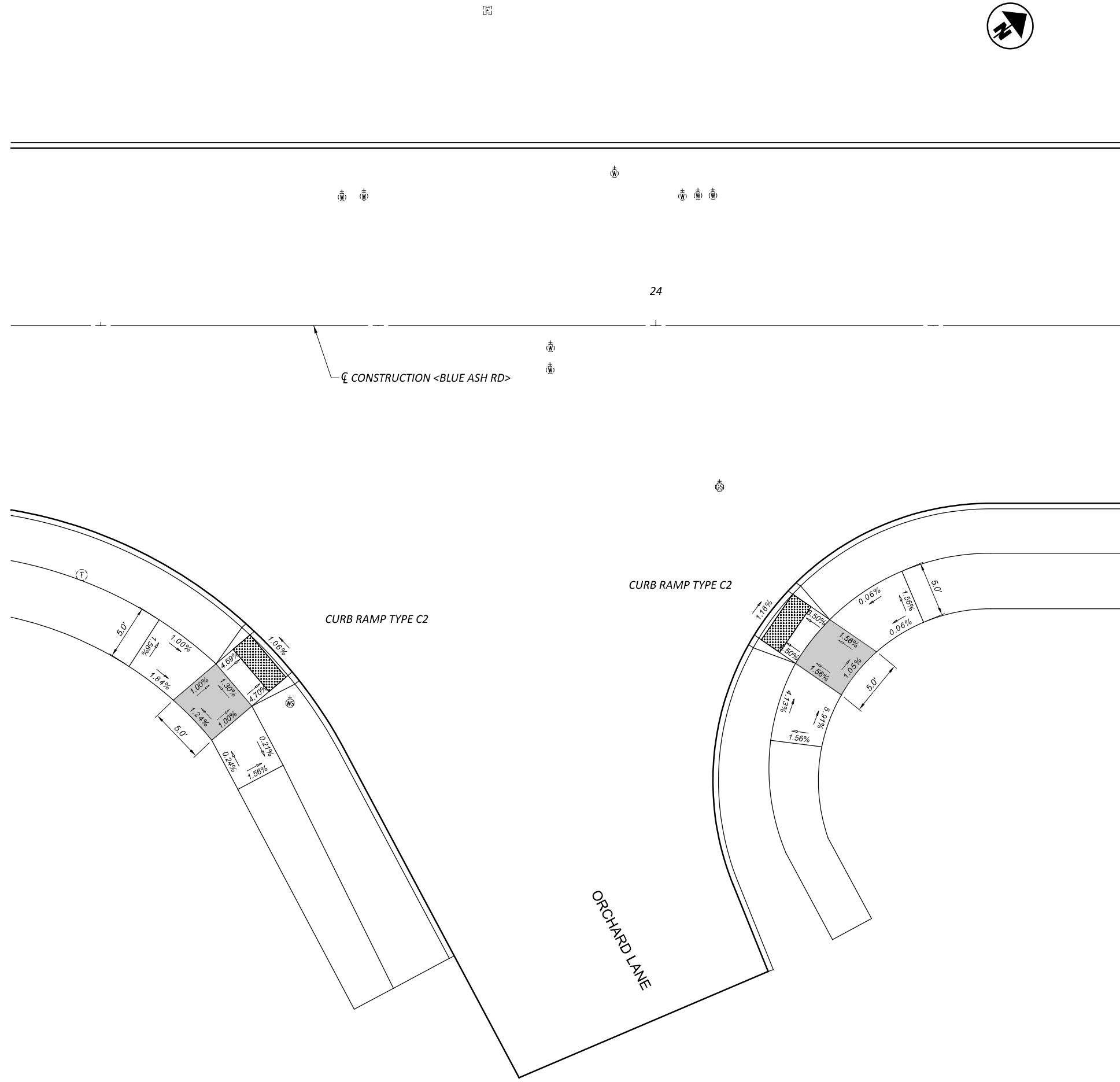
PROJECT ID
119069

SHEET	TOTAL
39	57



HAM-CR 251-0.11

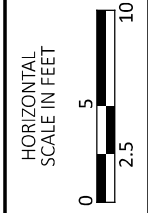
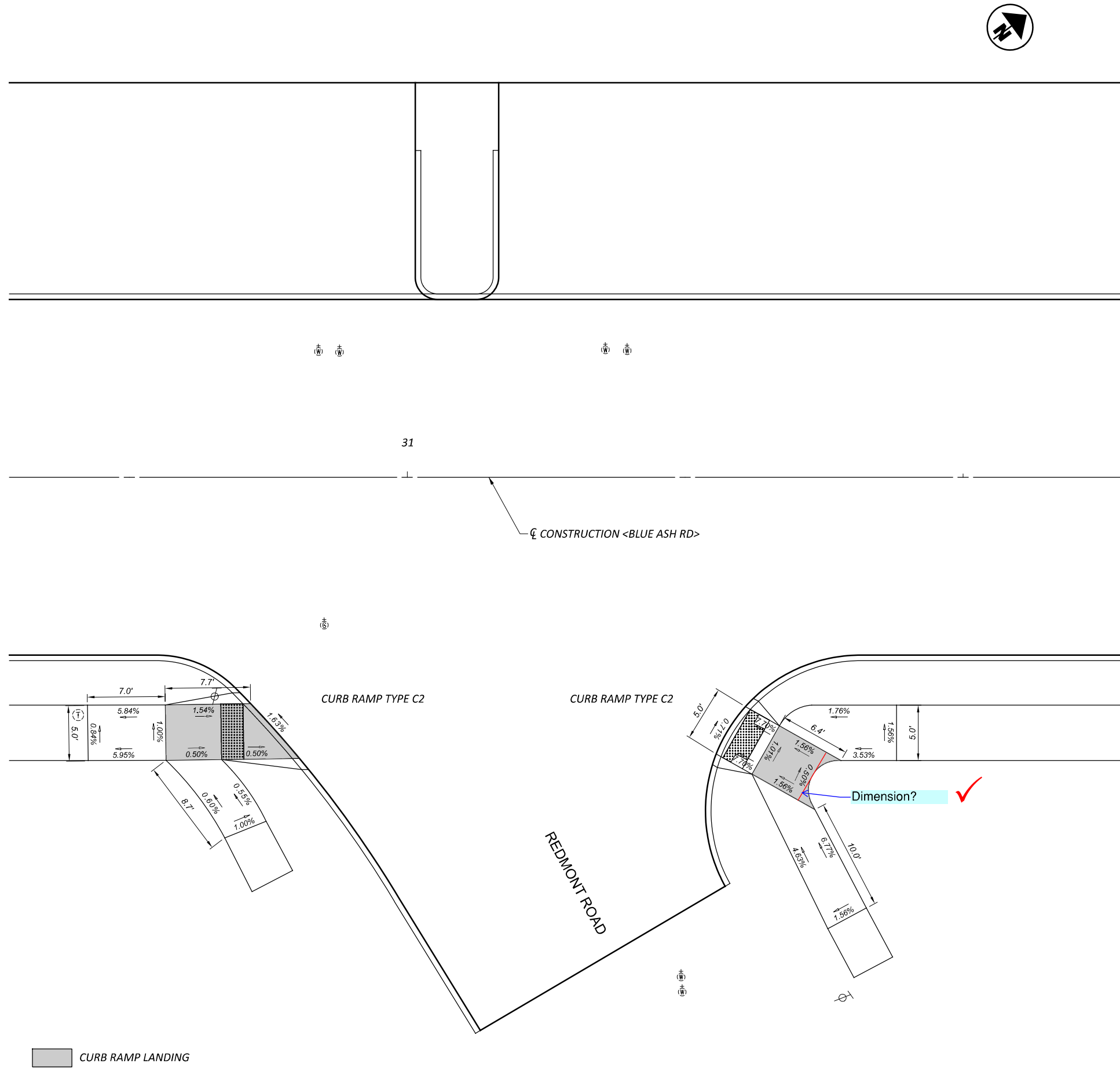
MODEL: BLUE ASH RD - Plan 4 [Sheet] PAPER SIZE: 34x22 (in.) DATE: 2/14/2025 TIME: 3:46:06 PM USER: kcollins
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**HAM CR 251 0.11 BLUE ASH ROAD PHASE 2
 CURB RAMP DETAILS**



DESIGNER	KJC
REVIEWER	SEF
PROJECT ID	MM-DD-YY
	119069
SHEET	TOTAL
40	57



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

DESIGN AGENCY



DESIGNER
KJC

REVIEWER
SEF MM-DD-YY

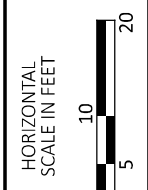
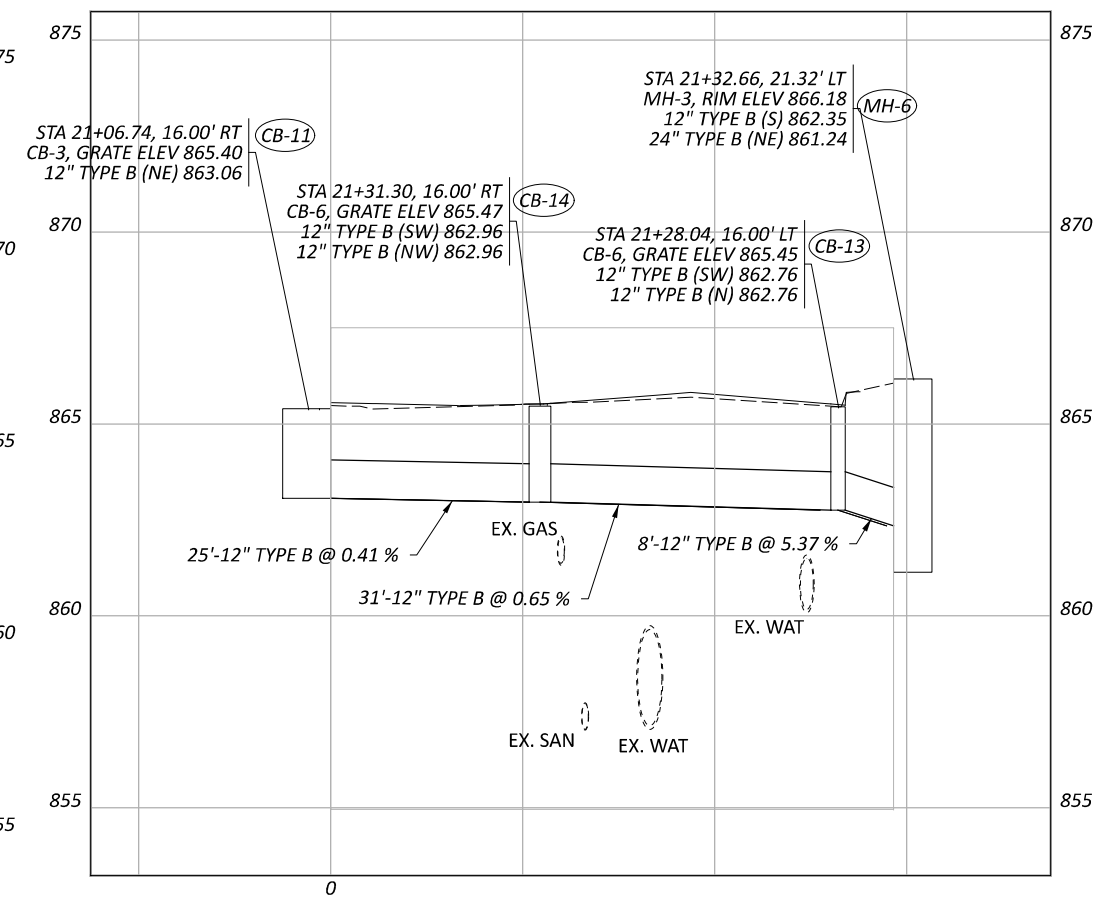
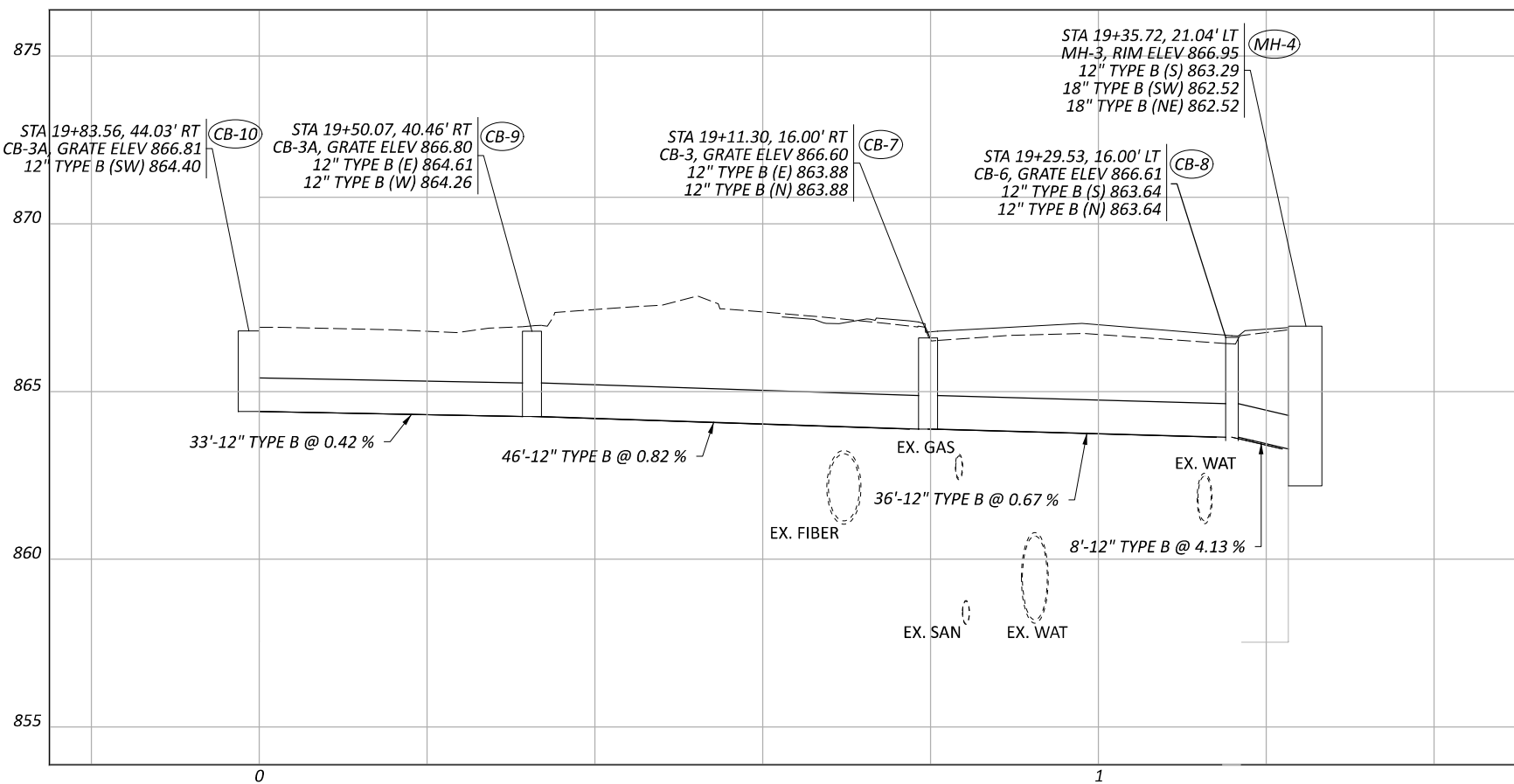
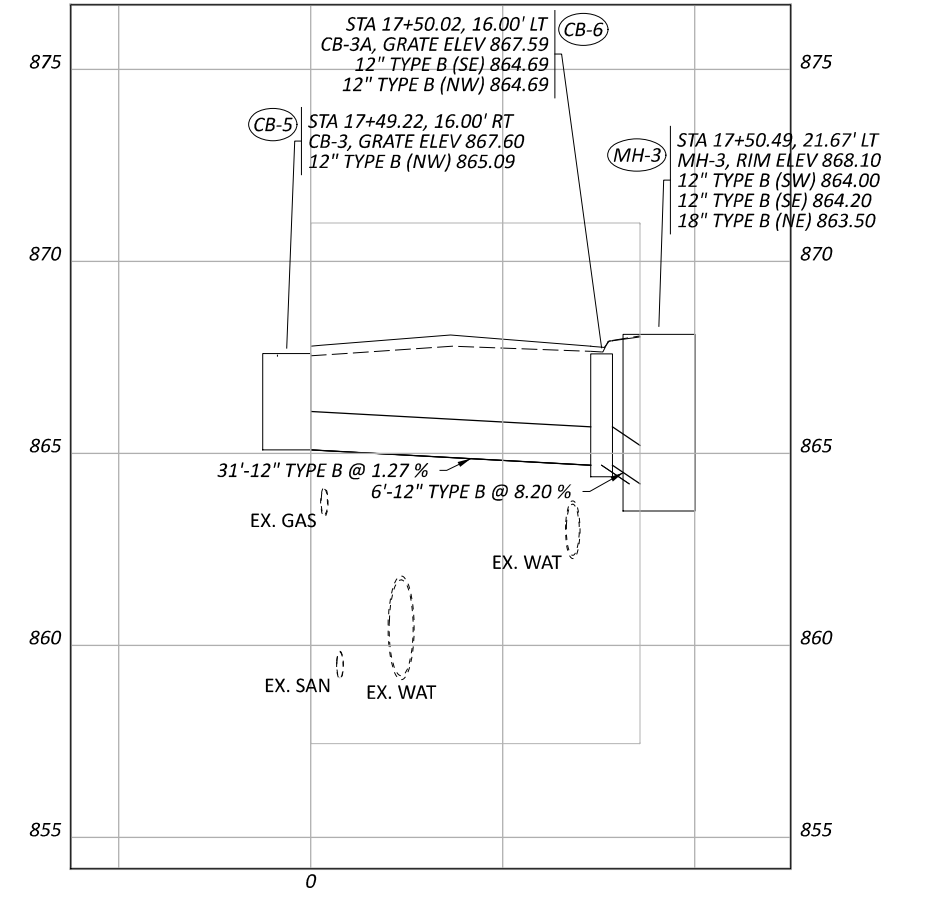
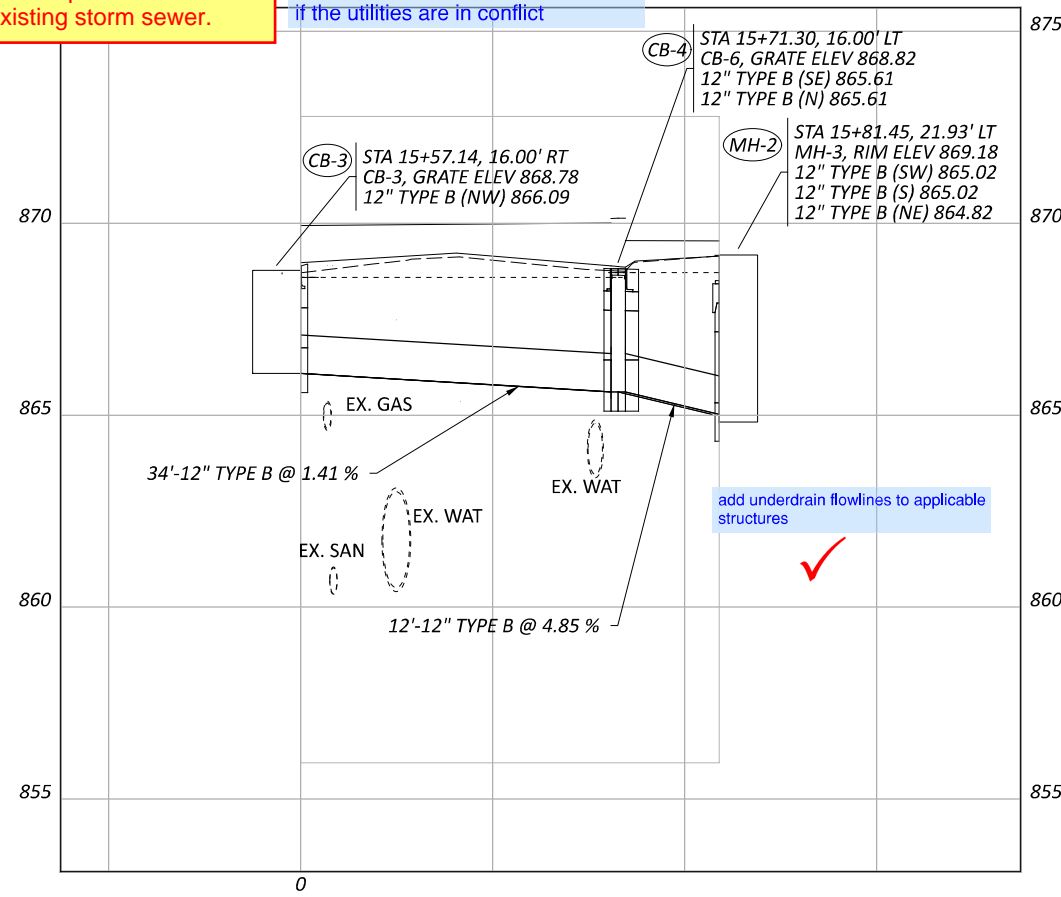
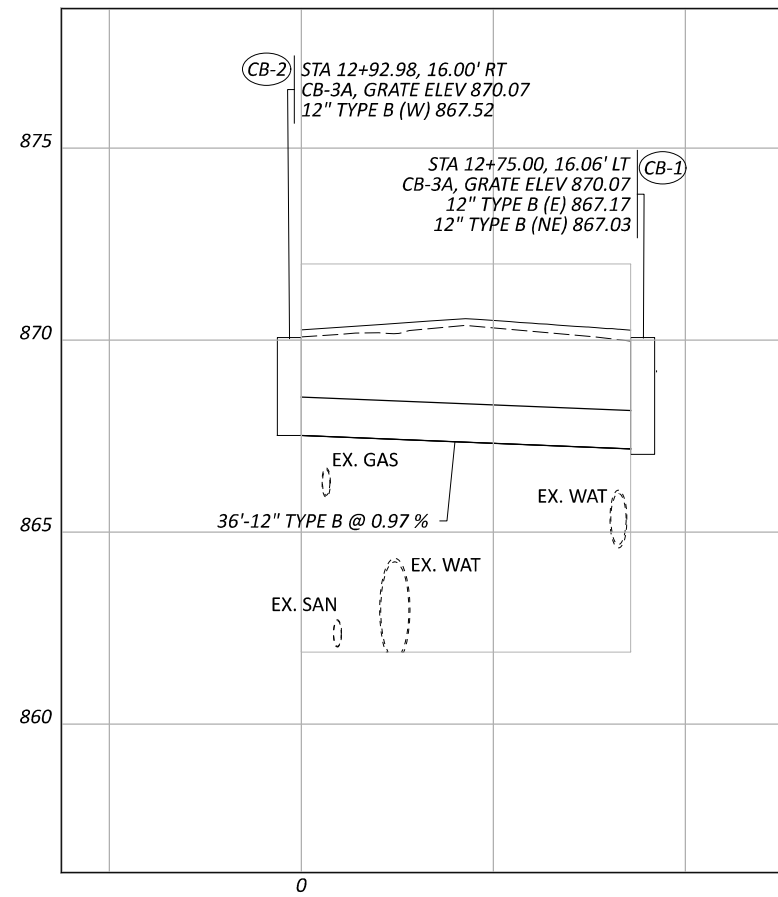
PROJECT ID
119069

SHEET	TOTAL
42	57

Altafiber depths are from as-build plans. Gas and water are assumed based on possible depths that avoid the existing storm sewer.

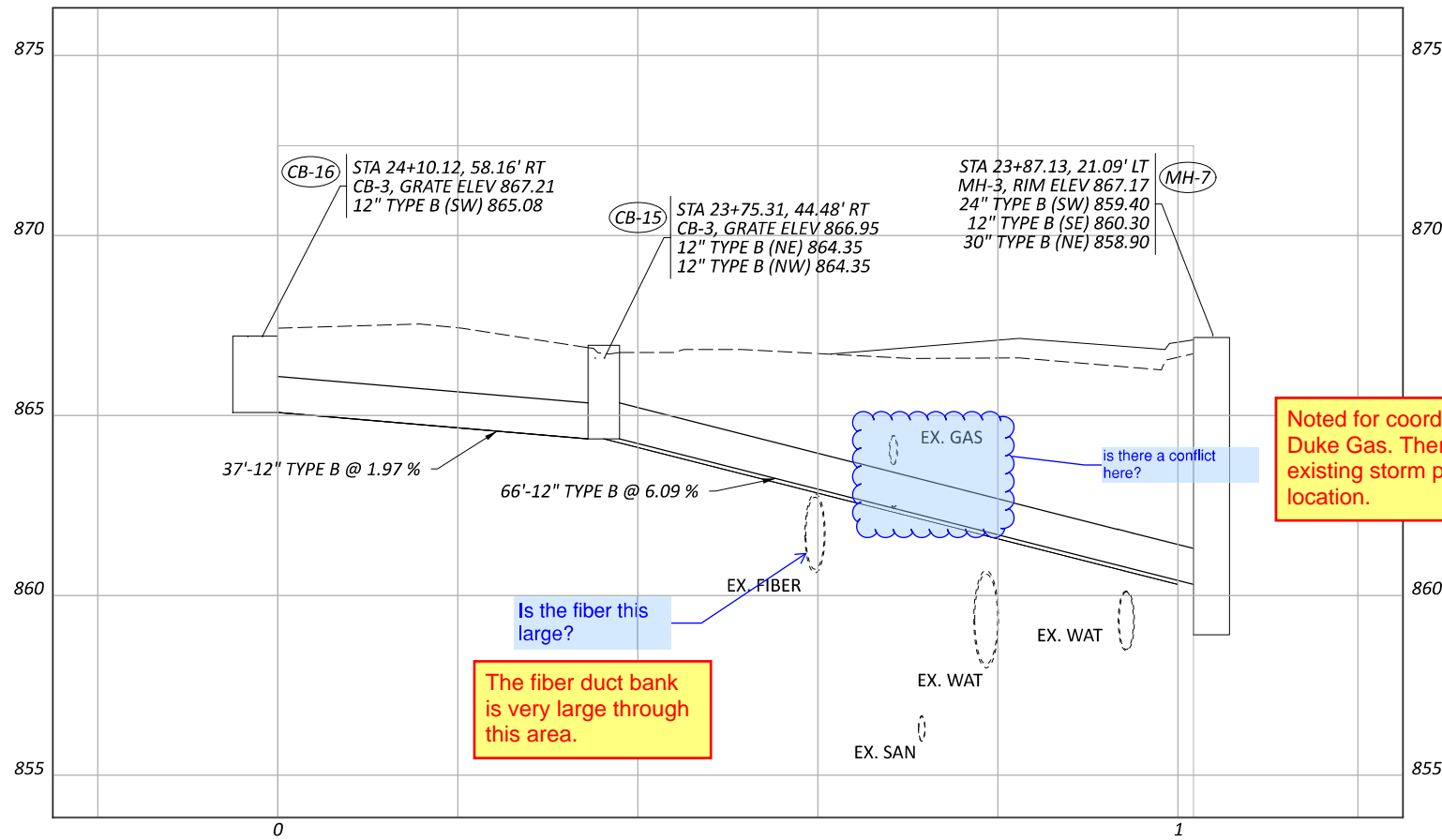
How were depths of the utilities determined? We need potholing or confirmation of depths to determine if the utilities are in conflict

add underdrain flowlines to applicable structures

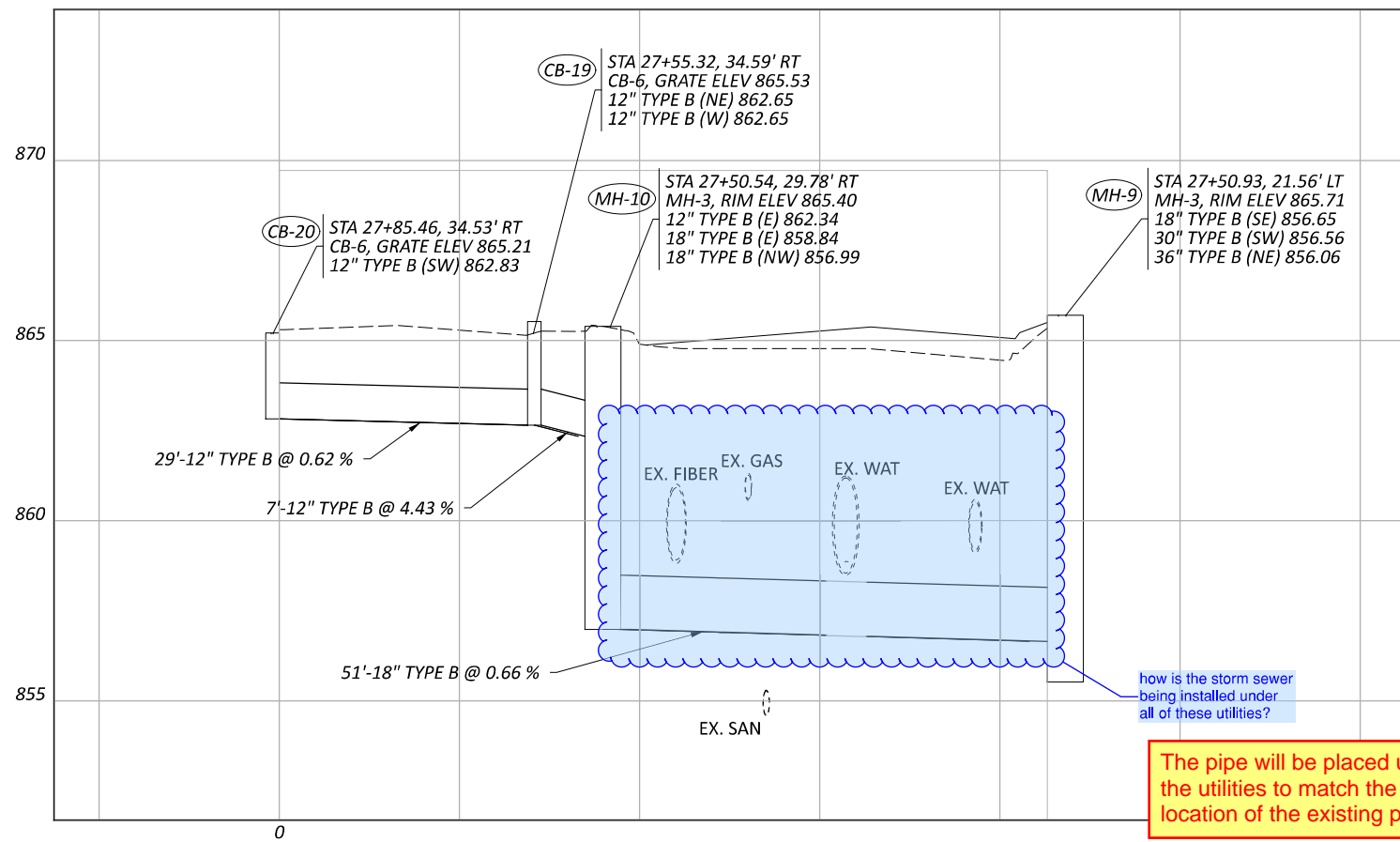
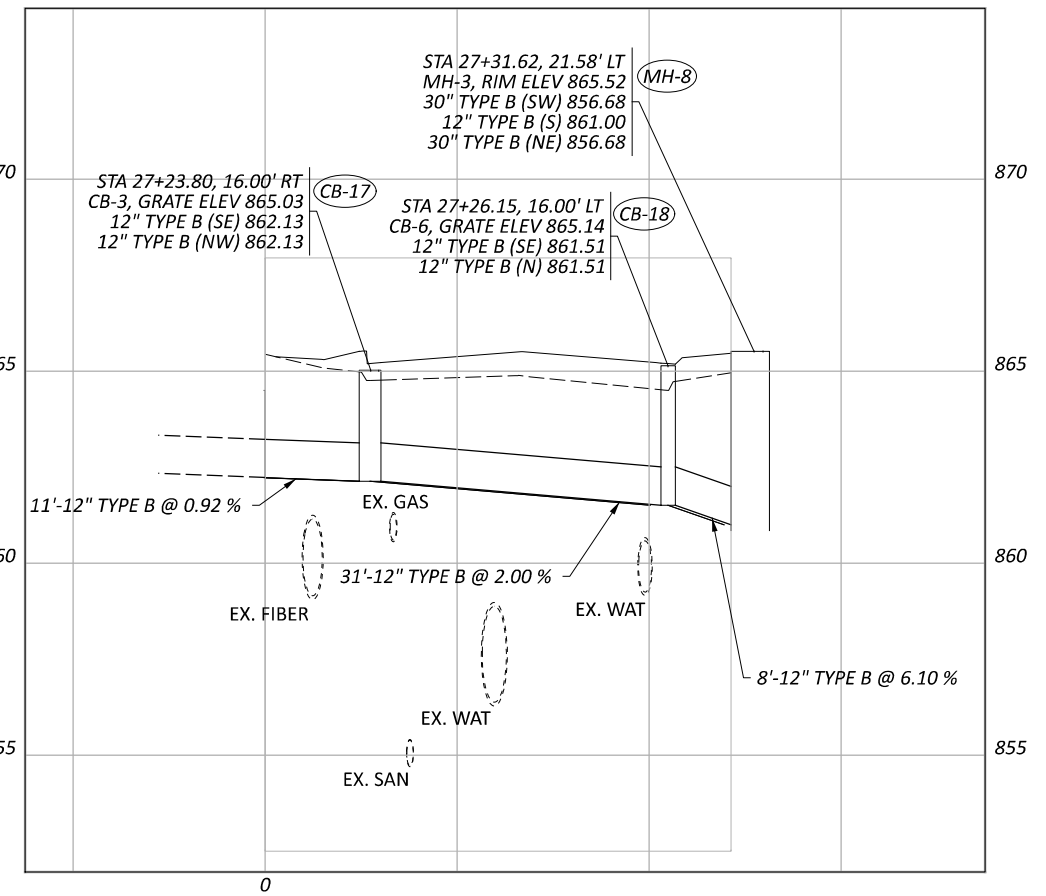


HAM CR 251 0.11 BLUE ASH ROAD PHASE 2
DRAINAGE PROFILES

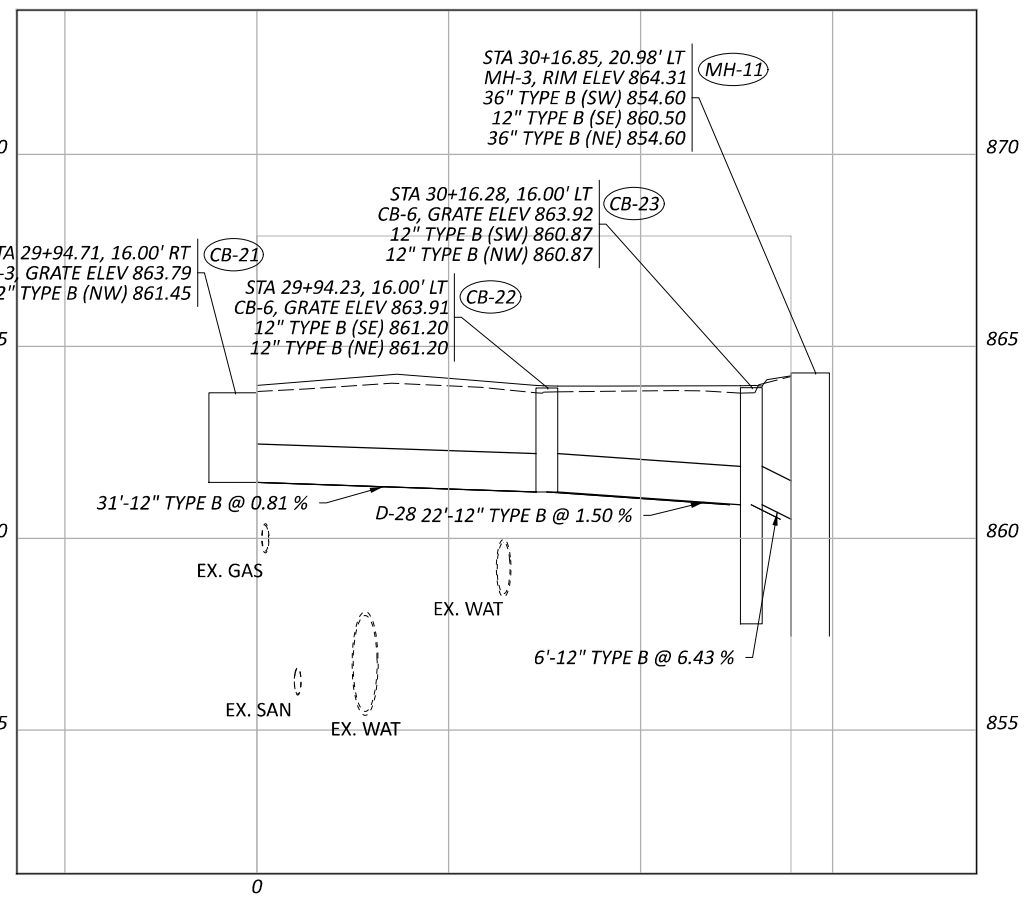
DESIGN AGENCY
DESIGNER KJC
REVIEWER SEF MM-DD-YY
PROJECT ID 119069
SHEET 43 TOTAL 57



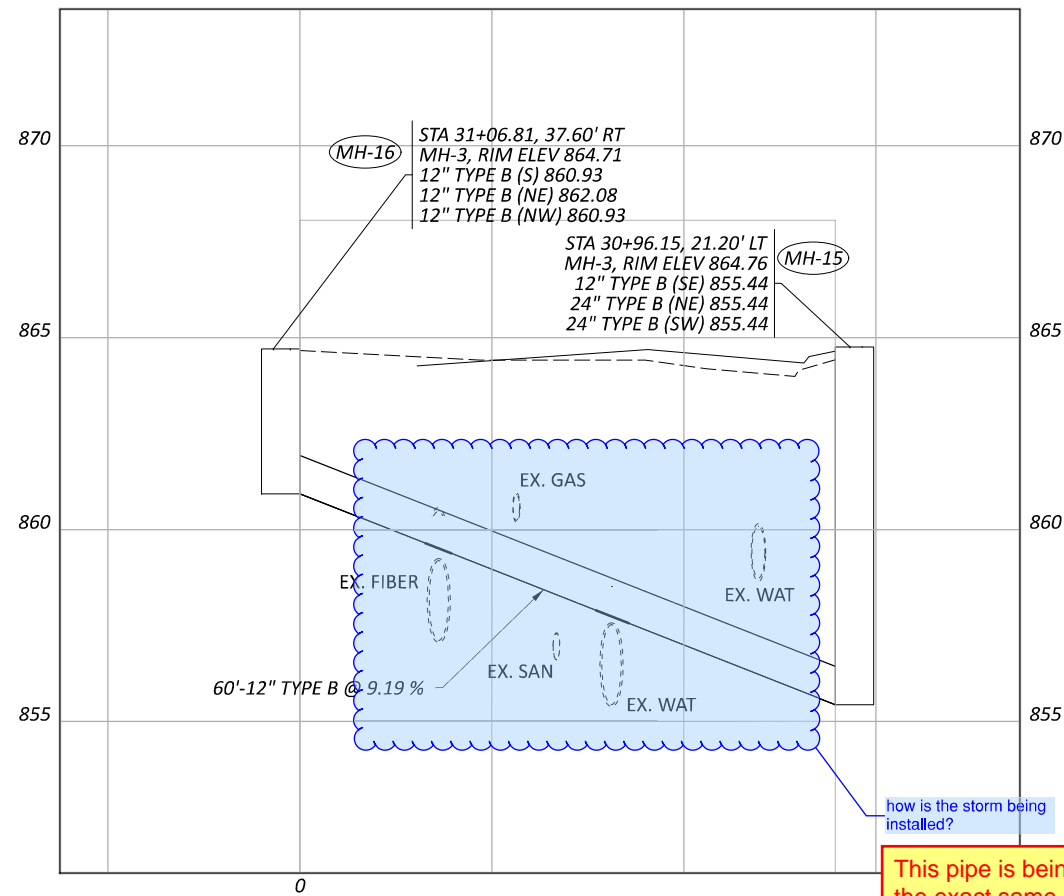
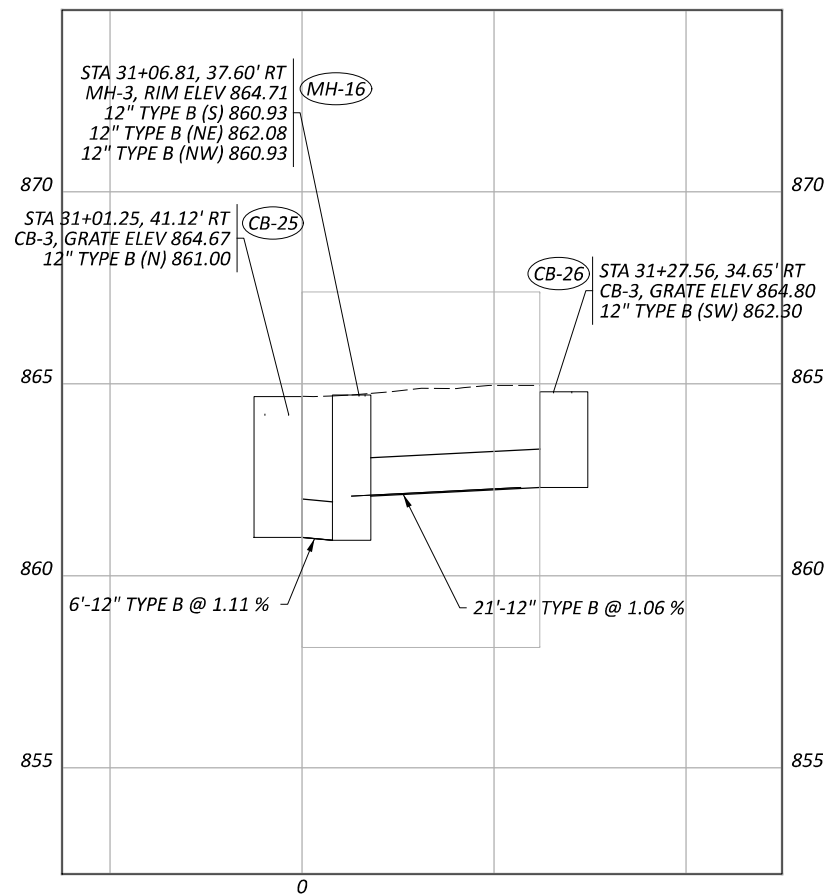
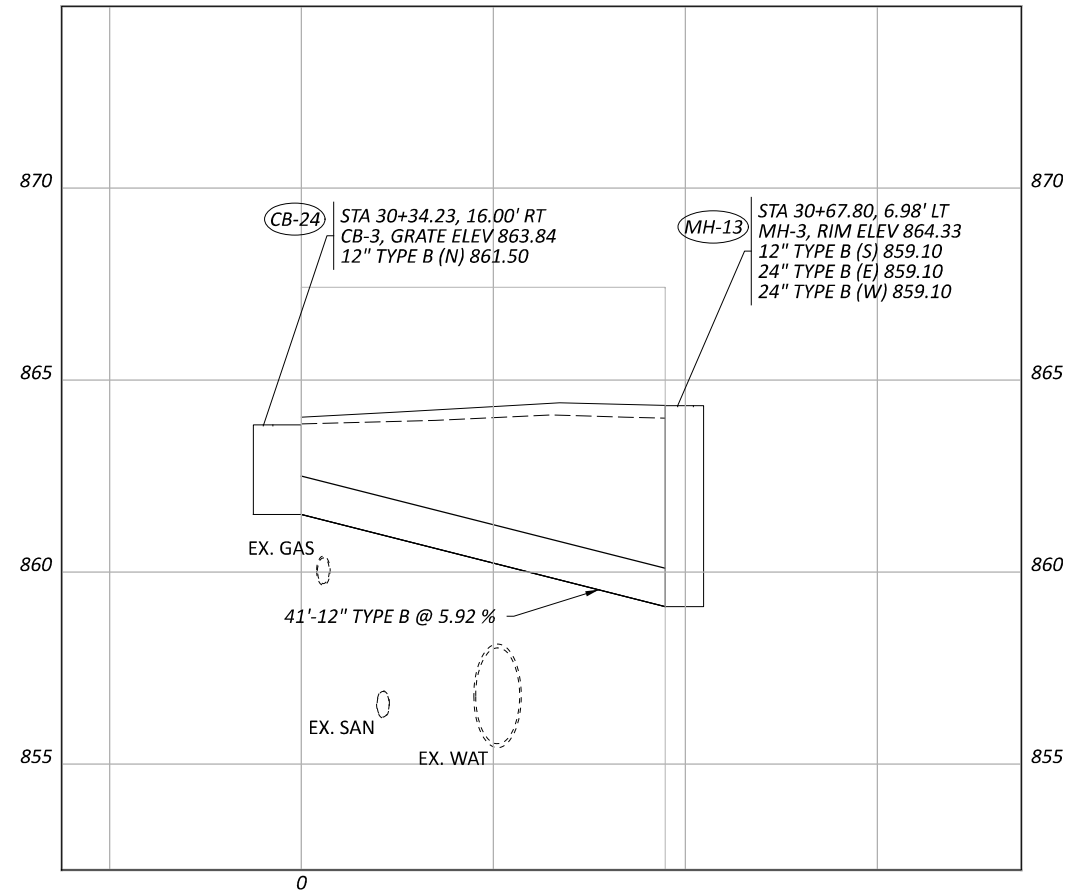
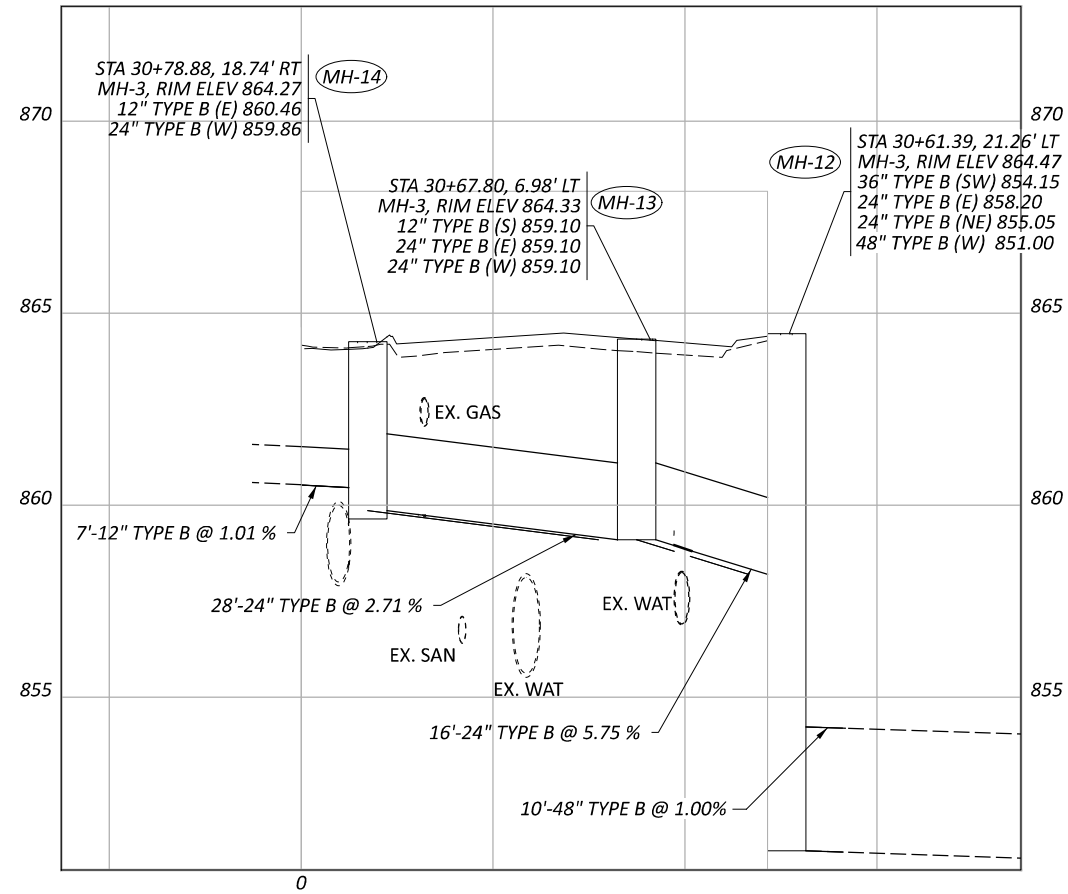
Noted for coordination with Duke Gas. There is an existing storm pipe in this location.



The pipe will be placed under the utilities to match the location of the existing pipe.

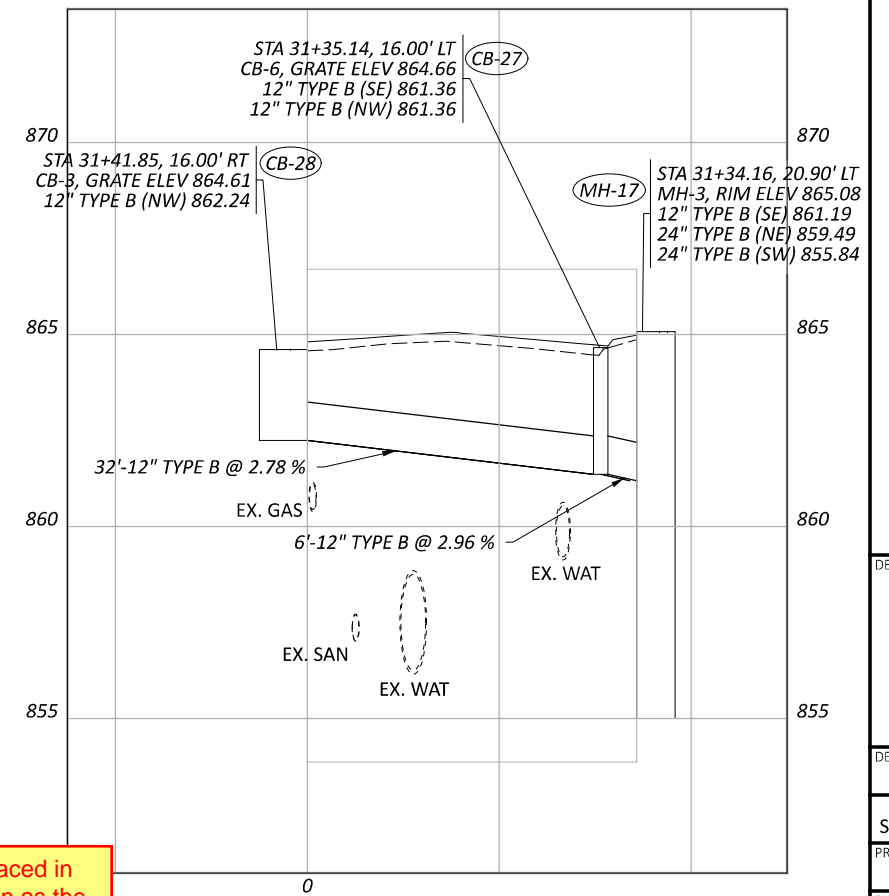


DESIGN AGENCY	
DESIGNER	KJC
REVIEWER	SEF MM-DD-YY
PROJECT ID	119069
SHEET	44
TOTAL	57

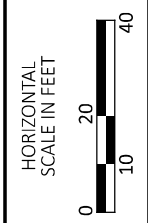
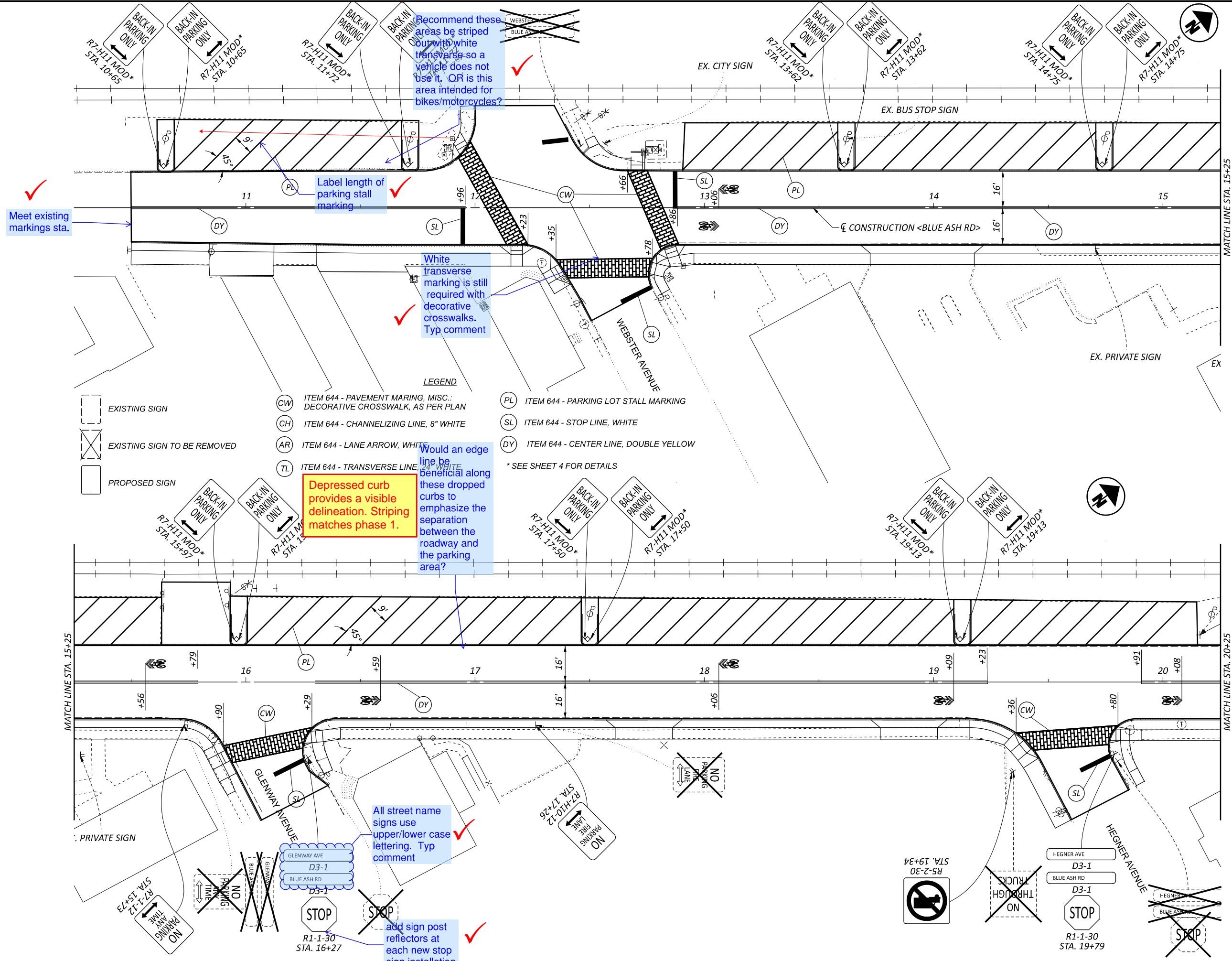


how is the storm being installed?

This pipe is being replaced in the exact same location as the existing pipe so it will avoid conflicting with the utilities.

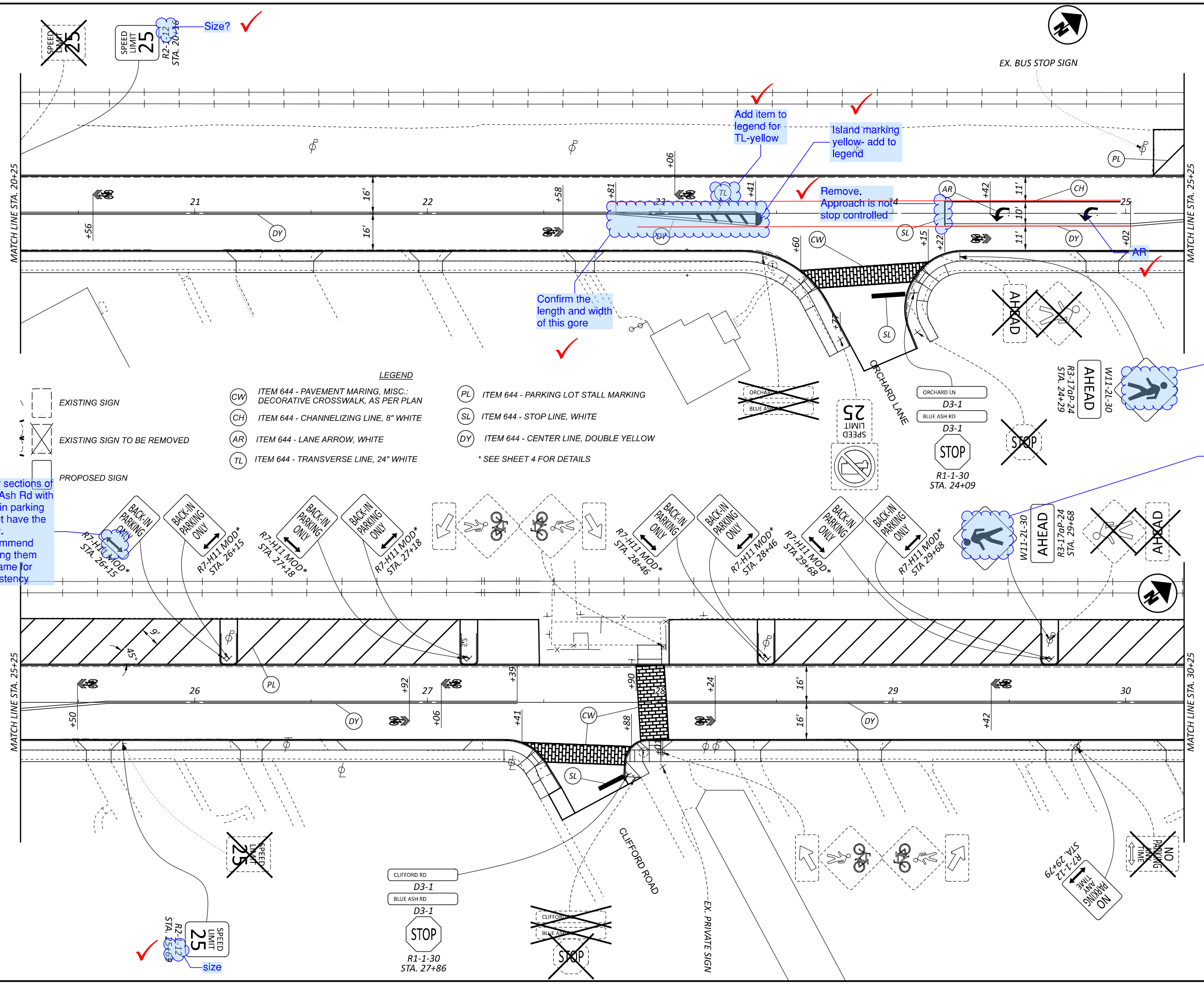


DESIGN AGENCY	
DESIGNER	KJC
REVIEWER	SEF MM-DD-YY
PROJECT ID	119069
SHEET	TOTAL
45	57



TRAFFIC CONTROL
STA. 10+50 TO STA. 20+00

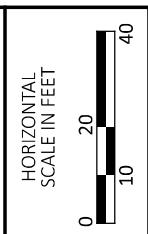
DESIGN AGENCY	
DESIGNER	KJC
REVIEWER	SEF
PROJECT ID	MM-DD-YY
SHEET	119069
TOTAL	46
	57



Other sections of Blue Ash Rd with back in parking do not have the arrow. Recommend keeping them the same for consistency

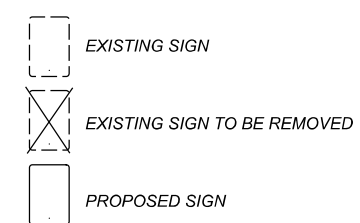
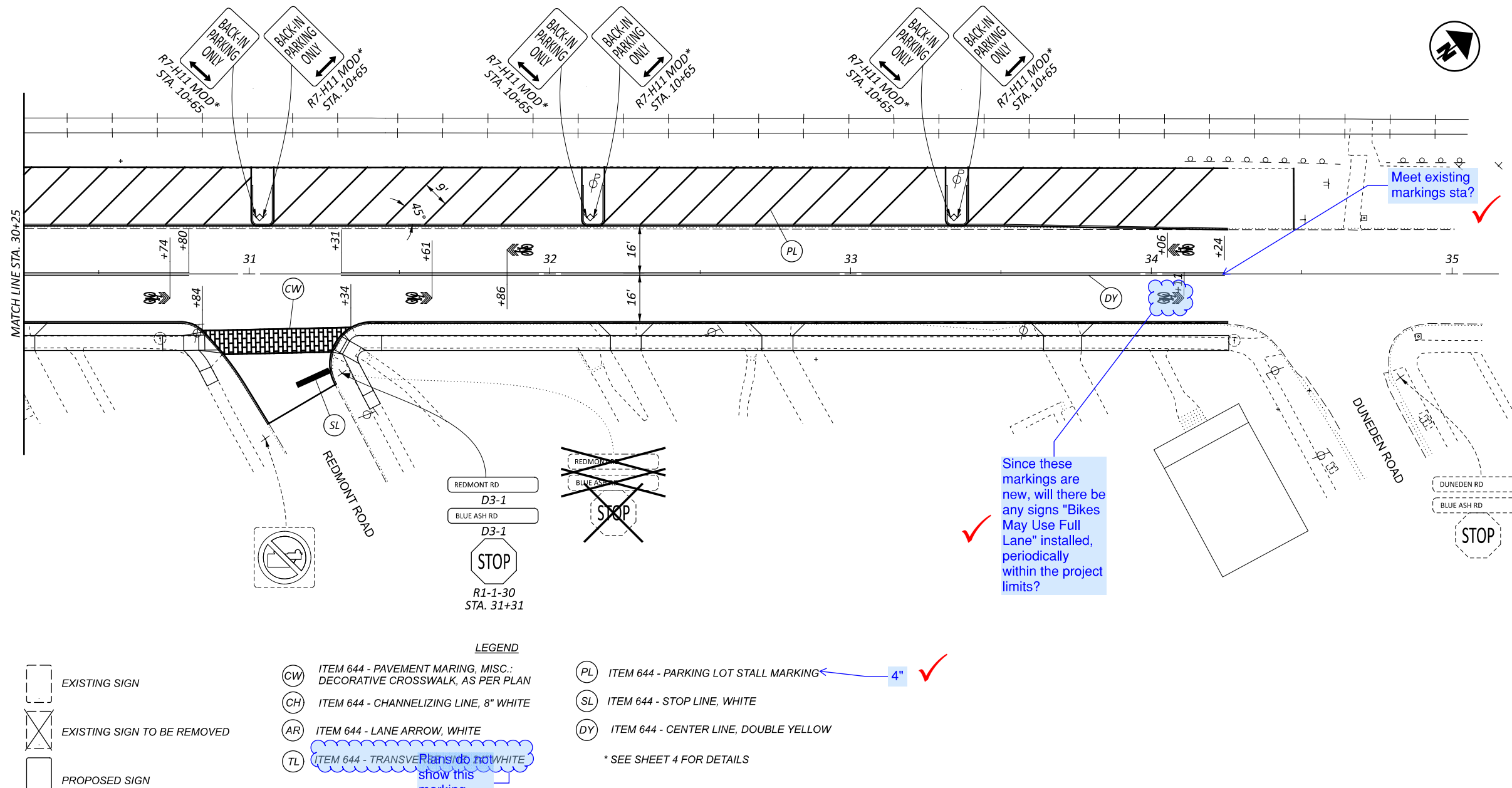
EXISTING SIGN
EXISTING SIGN TO BE REMOVED
PROPOSED SIGN

- LEGEND**
- (CW) ITEM 644 - PAVEMENT MARING, MISC.: DECORATIVE CROSSWALK, AS PER PLAN
 - (CH) ITEM 644 - CHANNELIZING LINE, 8" WHITE
 - (AR) ITEM 644 - LANE ARROW, WHITE
 - (TL) ITEM 644 - TRANSVERSE LINE, 24" WHITE
 - (PL) ITEM 644 - PARKING LOT STALL MARKING
 - (SL) ITEM 644 - STOP LINE, WHITE
 - (DY) ITEM 644 - CENTER LINE, DOUBLE YELLOW
- * SEE SHEET 4 FOR DETAILS



TRAFFIC CONTROL
STA. 20+00 TO STA. 30+00

DESIGN AGENCY	
DESIGNER	KJC
REVIEWER	SEF MM-DD-YY
PROJECT ID	119069
SHEET	TOTAL
47	57



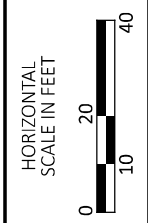
- LEGEND**
- (CW) ITEM 644 - PAVEMENT MARKING, MISC.: DECORATIVE CROSSWALK, AS PER PLAN
 - (CH) ITEM 644 - CHANNELIZING LINE, 8" WHITE
 - (AR) ITEM 644 - LANE ARROW, WHITE
 - (TL) ITEM 644 - TRANSVERSE WHITE
 - (PL) ITEM 644 - PARKING LOT STALL MARKING
 - (SL) ITEM 644 - STOP LINE, WHITE
 - (DY) ITEM 644 - CENTER LINE, DOUBLE YELLOW
- * SEE SHEET 4 FOR DETAILS

Marking updated to 12" yellow.

Plans do not show this marking anywhere?

Since these markings are new, will there be any signs "Bikes May Use Full Lane" installed, periodically within the project limits?

Meet existing markings sta?



TRAFFIC CONTROL
 STA. 30+00 TO STA. 34+47.38

DESIGN AGENCY	
DESIGNER	KJC
REVIEWER	SEF MM-DD-YY
PROJECT ID	119069
SHEET	TOTAL
48	57

Signal warrants required
SERF required
Please submit for approval

Signal warrant and
SERF included in
submittal

110-ft from stop line to signal heads.
Supplemental signal heads aren't necessary at this distance (<180')

What is the distance between stop line and signal heads? Would supplemental heads be beneficial here?

Should there be a STOP HERE on RED sign?

Vital loops removed from plan set. Stop Line Radar detection instead proposed. Please provide feedback on preferred detection methodology for this approach.

How do these loops get back to the cabinet? Are they in with the signal cables? Should they be separated and carried directly to B1 or B2?

Relocated conduit crossing to this location.

This was a proposed wire - removed to instead use radar.

Is this a new wire or proposed?

This where vital loops were proposed - removed to instead use radar.

Is this for the vital loop wire? Label as such

This leader is difficult to see in line with the proposed conduit.

Duke Transmission is placing new poles along this corridor.

Conflict needs to be resolved prior to construction. Reduce pole height, eliminate light, move utility, etc.

Yes Will service be relocated?

Shift signal head a bit to be over the roadway

This signal and RRPE set-up is very similar to the signal and RRPE at Matson, which was rebuilt several years ago. I encourage the designer to consult with the City on some issues that were encountered in getting the RRPE to operate properly. There may be some settings/equipment/lessons learned that can be used at this location that could save some time and money.

Comments will be forthcoming by ORE. I will forward once they are available.

Comments received from Benesch (RR Consultant Engineer). Office or Roadway Engineering comments are in review. No comments have been received from ORDC.

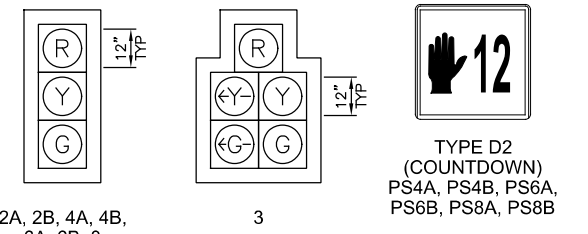
LEGEND

TRAFFIC SIGNAL, 3 UNIT, 12"	PR.	EX.	TS-2 CONTROLLER AND WORK PAD	PR.	EX.
TRAFFIC SIGNAL, 5 UNIT, 12"	PR.	EX.	LUMINAIRE, CONVENTIONAL	PR.	EX.
SIGNAL SUPPORT POLE	PR.	EX.	TRAFFIC PULL BOX	PR.	EX.
PEDESTRIAN HEAD	PR.	EX.	LIGHTING PULL BOX (SEE LIGHTING PLANS)	PR.	EX.
PEDESTRIAN PUSH BUTTON	PR.	EX.	STOP LINE RADAR DETECTION UNIT	PR.	EX.
PEDESTAL SUPPORT	PR.	EX.	RADAR DETECTION ZONE	PR.	EX.

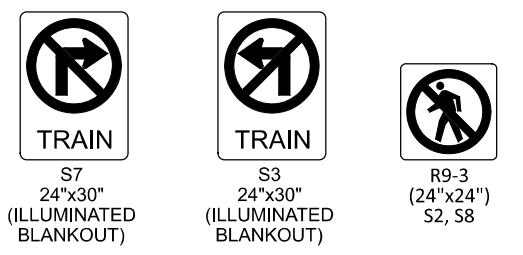
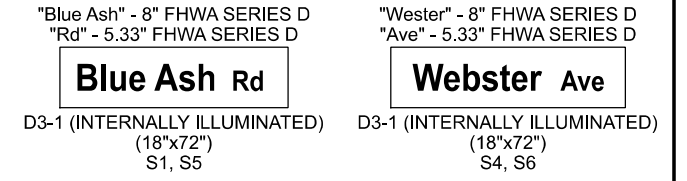
NOTES

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.

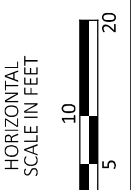
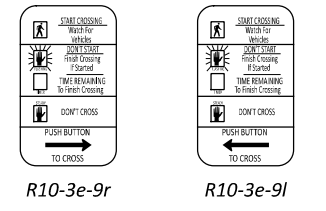
SIGNAL HEADS



TRAFFIC SIGNAL SIGNS



PEDESTRIAN SIGNS



SIGNAL TIMING CHART

INTERSECTION: WEBSTER AVENUE AT BLUE ASH ROAD
 MAINTAINING AGENCY: CITY OF DEER PARK

DUAL ENTRY: - PHASES: 2+6, 4+8
 REST IN RED: RING 1 - RING 2 -

START UP: ALL-RED FLASH
 START IN: 9, 6
 TIME FOR: FLASH, ALL RED (SEC.): 9, 6
 FIRST PHASE(S): 2+6
 COLOR DISPLAYED: GREEN

INTERSECTION MOVEMENT (PHASE)	CONTROLLER MOVEMENT NO.								
	1	2	3	4	5	6	7	8	
DIRECTION	-	SB	EBLT	WB	-	NB	-	EB	
MINIMUM GREEN (INITIAL) (SEC.)	-	15	*	15	-	15	-	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	

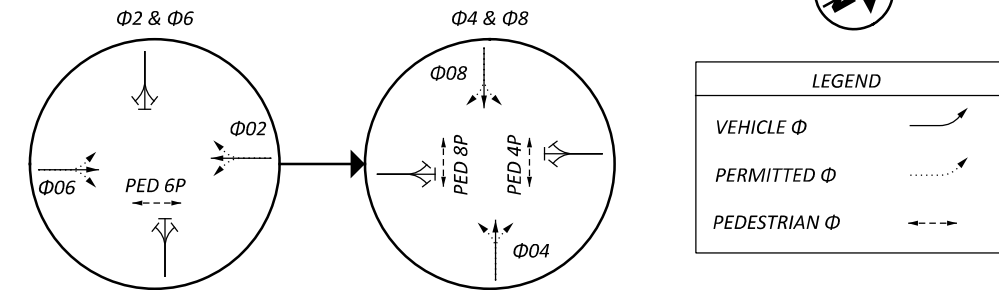
*PHASE 3, EASTBOUND LEFT-TURN, SHALL OPERATE ONLY DURING RAILROAD PREEMPTION

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

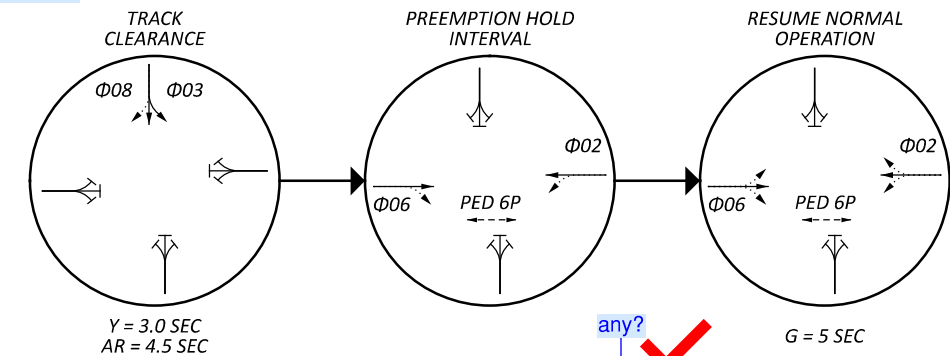
FIELD WIRING DIAGRAM

SIGNAL HEAD	INDICATION	FIELD TERMINAL	FLASH
2A, 2B	R	Φ2 R	Y
	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	Y
	G	Φ6 G	
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 BEGIN THEIR PEDESTRIAN CLEARANCE INTERVALS 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.

TRAFFIC SIGNAL DETECTION CHART

LOOP DESIGNATION	LOOP CONFIGURATION *	SIZE (FT.)	PULSE OR PRESENCE	DELAY PROGRAMMED IN CONTROLLER (SEC.)	EXTENSION PROGRAMMED IN CONTROLLER (SEC.)	CONNECT TO DETECTOR UNIT (UNIT-CHANNEL)	ASSOCIATED CONTROLLER PHASE
VL8A (VITAL LOOP)	RECTANGULAR	4' x 11'	PRESENCE	-	-	-	8
VL8B (VITAL LOOP)	RECTANGULAR	4' x 18'	PRESENCE	-	-	-	8
VL8C (VITAL LOOP)	RECTANGULAR	4' x 22'	PRESENCE	-	-	-	8

LOOPS VL8A, VL8B, AND VL8C ARE VITAL LOOPS. EACH LOOP CONNECTS TO A SEPARATE CHANNEL IN THE VITAL LOOP PROCESSOR. THE THREE VITAL LOOP OUTPUTS CONNECT TO A 4 CHANNEL VITAL INPUT ISOLATOR CARD IN THE DETECTOR RACK ON INPUTS 1, 2, AND 3. THE VITAL LOOP PROCESSOR HEALTH OUTPUT CONNECTS TO CHANNEL 4 OF THE VITAL INPUT ISOLATOR CARD. EACH VITAL LOOP CIRCUIT SHOULD BE ASSIGNED TO AN INDIVIDUAL DETECTOR INPUT IN THE CONTROLLER UNIT. EACH DETECTOR INPUT SHALL HAVE PROGRAMMABLE DELAY TIME. NO DELAY INHIBIT PHASES SHALL BE PROGRAMMED. EACH OF THESE INDIVIDUAL CHANNELS SHALL BE PROGRAMMED TO CALL AND EXTEND PHASE 8.

IF A FAULT OCCURS IN THE VITAL LOOP PROCESSOR AND THE HEALTH IS FALSE, THE TRAFFIC SIGNAL SHALL ENTER SOFT ALL RED FLASH UNTIL THE HEALTH CIRCUIT IS RESTORED.

What is this? Vital loops removed from plan set.

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
RZ8	EB	PRESENCE	8	-	-	R1	STOP-LINE	30

ITEM 625 - LIGHTING MISC.: LUMP SUM

THE CONTRACTOR SHALL CONTACT DUKE ENERGY TO OBTAIN THE PULL BOXES FOR USE ON THIS PROJECT AS IDENTIFIED ON THE PLAN. ALL OTHER PULL BOXES SHALL BE CONTRACTOR FURNISHED. 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 ENRGY FOR THIS WORK IS INCIDENTAL TO CONTRACT.

Which ones are contractor furnished? Do not refer to any traffic signal related pull boxes here.

Note modified to specify the difference between City boxes and Duke Lighting boxes.

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

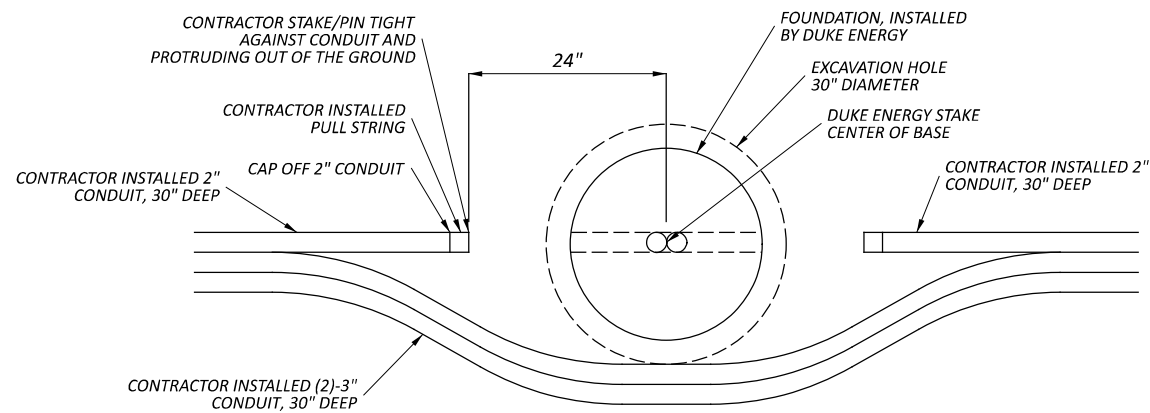
IN ADDITION TO THE REQUIREMENTS OF THE ODOT CMS, CONDUIT SHALL BE INSTALLED AT A DEPTH OF 30" TO TOP OF CONDUIT. THE CONTRACTOR SHALL INCLUDE PULL STRINGS IN THE CONDUIT. CONDUIT CAP SHALL BE INSTALLED ANYWHERE CONDUIT IS OPEN. CONTRACTOR IS RESPONSIBLE FOR THE LOCATION AND INTEGRITY OF CONDUIT UNTIL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

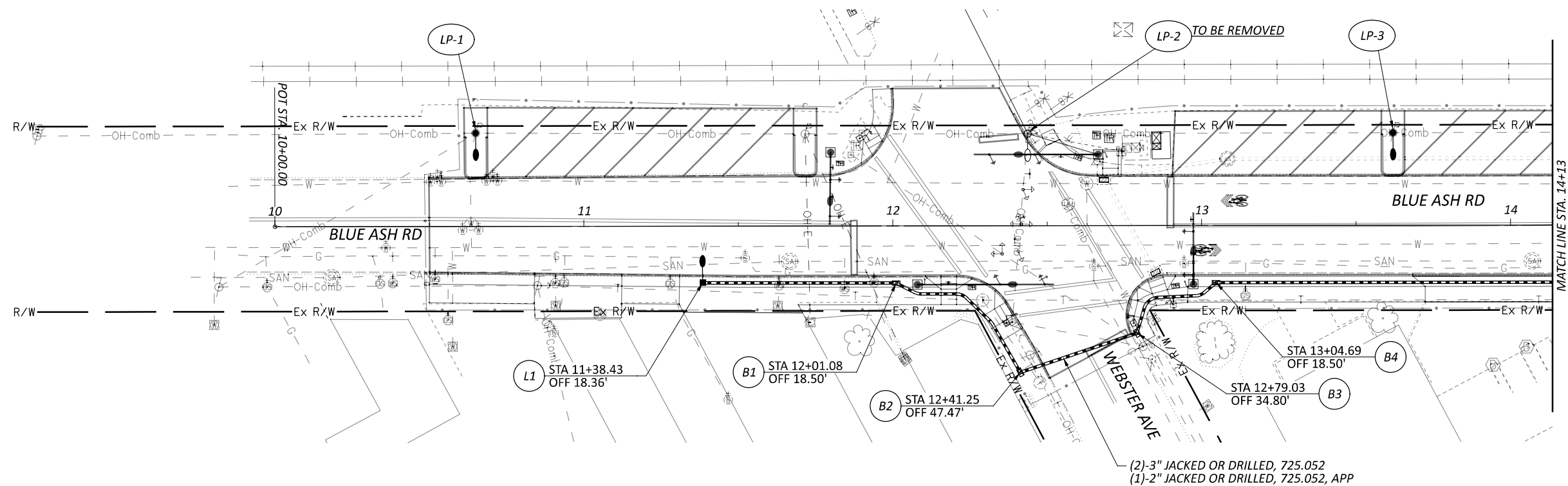
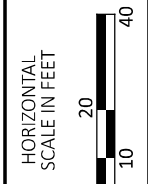


CONDUIT & FOUNDATION DETAIL

DESIGN AGENCY	
DESIGNER	
TAH	
REVIEWER	
MWN 02-12-25	
PROJECT ID	
119069	
SHEET	TOTAL
51	57

Show power service location, once known.
 Duke plans need to be prepared in conjunction with the construction plans so that Duke's cost to install is known and can be inserted into the plans for all bidders (third party billing.)

Understood - Will identify in plans once Duke provides final circuit design. Line item provided for Duke Lighting Contract.



(2)-3" JACKED OR DRILLED, 725.052
 (1)-2" JACKED OR DRILLED, 725.052, APP

LEGEND

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

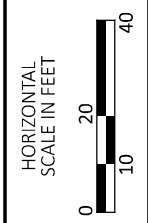
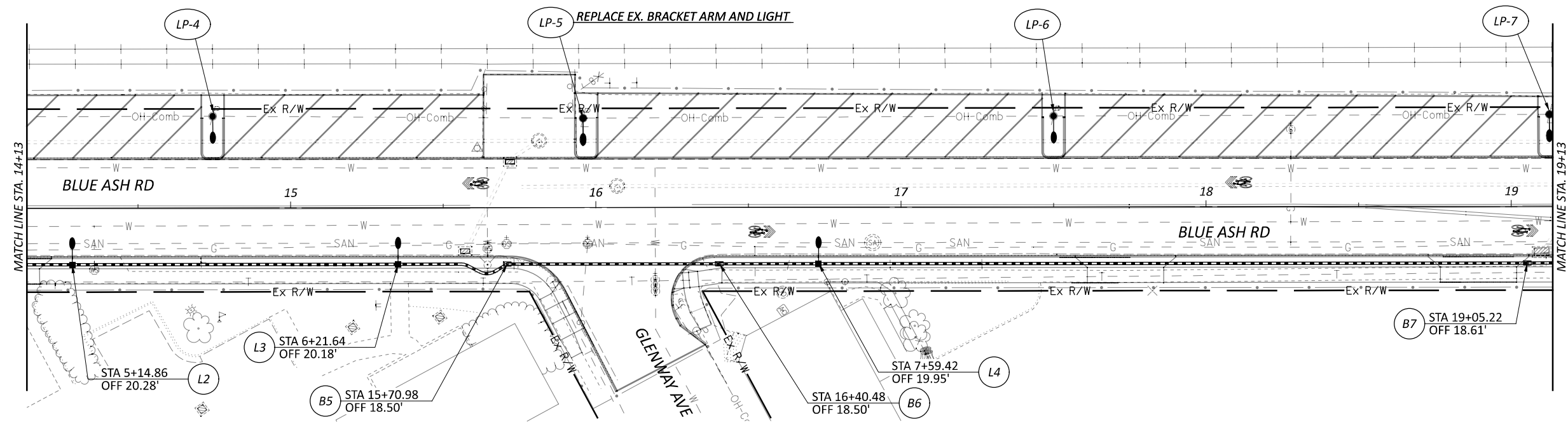
By Duke Energy ✓
 By Duke Energy ✓

LIGHTING NOTES

1. 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.
2. AT PROPOSED LIGHT POLE LOCATIONS, CONTRACTOR SHALL INSTALL CONDUIT ENDS PER CONDUIT & FOUNDATION DETAIL.
3. 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.
4. PROPOSED LIGHTS MOUNTED TO POWER POLES ON THE WEST SIDE OF THE ROADWAY SHALL BE POWERED BY AERIAL CONNECTIONS. By Duke Energy ✓
5. PROPOSED LIGHT BRACKET ARMS ALONG EAST SIDE OF ROADWAY SHALL INCLUDE RECEPTACLES ON THE BRACKET ARMS. This is a note for Duke, not the contractor ✓

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

DESIGN AGENCY	
DESIGNER	
REVIEWER	TAH
PROJECT ID	MWN 02-12-25
SHEET	119069
TOTAL	57



LEGEND

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

NOTES

1. FOR LIGHTING PLAN NOTES SEE SHEET 52.

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

DESIGN AGENCY



DESIGNER
 TAH

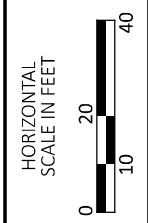
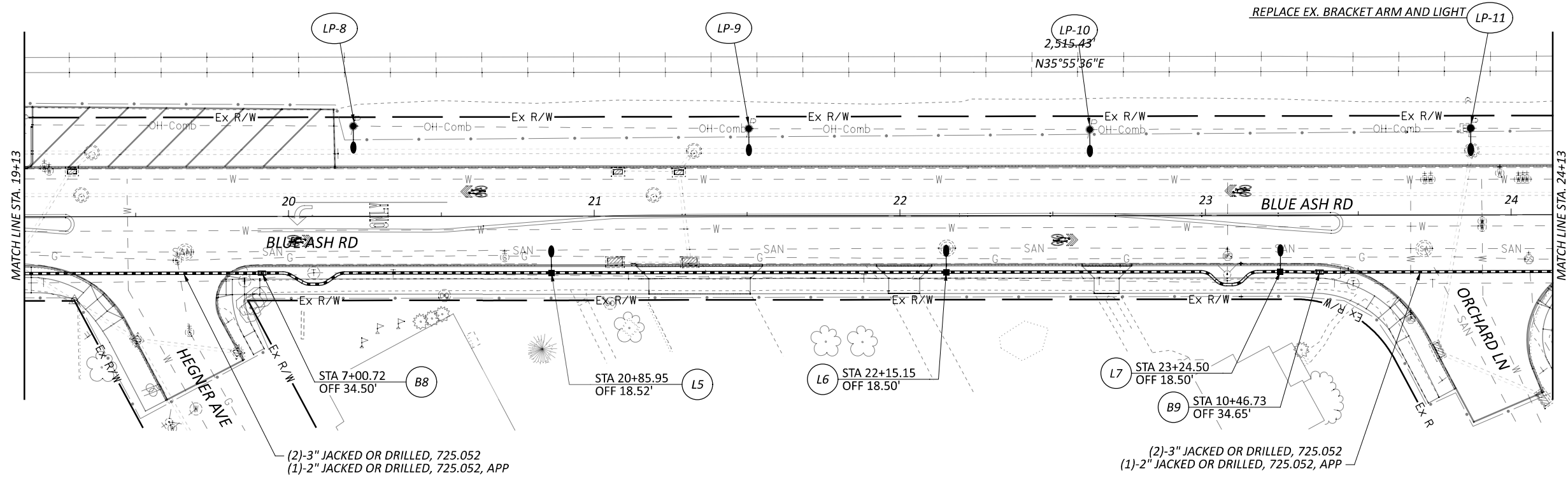
REVIEWER
 MWN 02-12-25

PROJECT ID
 119069

SHEET	TOTAL
53	57

LEGEND

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



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

DESIGN AGENCY



DESIGNER
 TAH

REVIEWER
 MWN 02-12-25

PROJECT ID
 119069

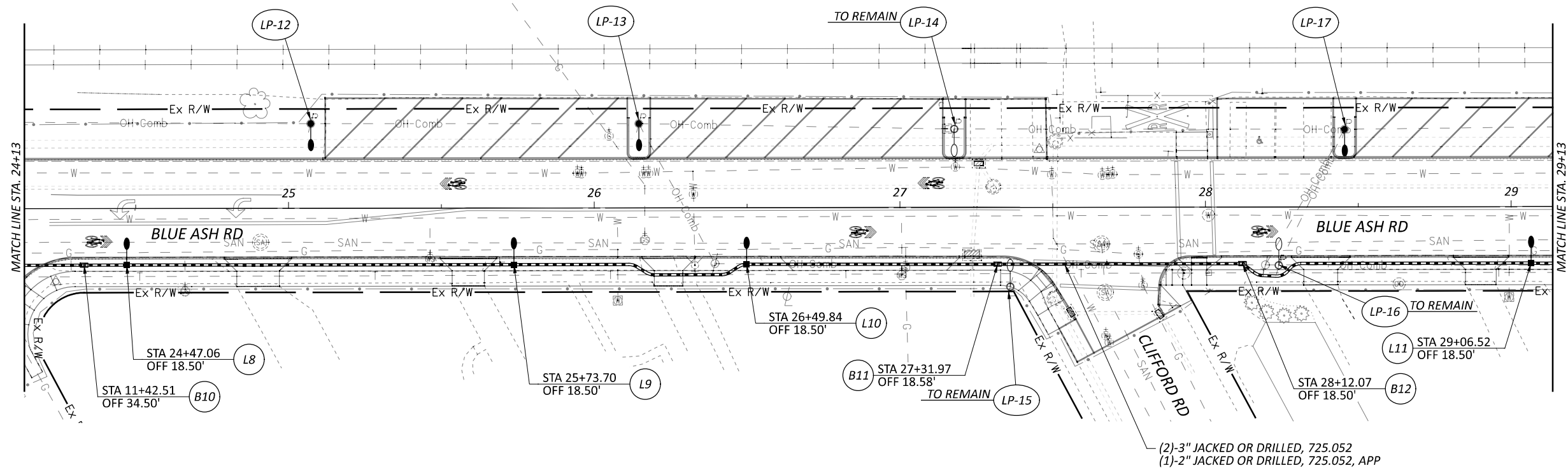
SHEET TOTAL
 54 57

NOTES

1. FOR LIGHTING PLAN NOTES SEE SHEET 52.

LEGEND

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



(2)-3" JACKED OR DRILLED, 725.052
 (1)-2" JACKED OR DRILLED, 725.052, APP

NOTES

- FOR LIGHTING PLAN NOTES SEE SHEET 52.

DESIGN AGENCY



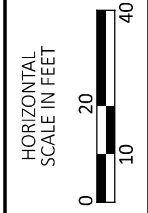
DESIGNER
TAH

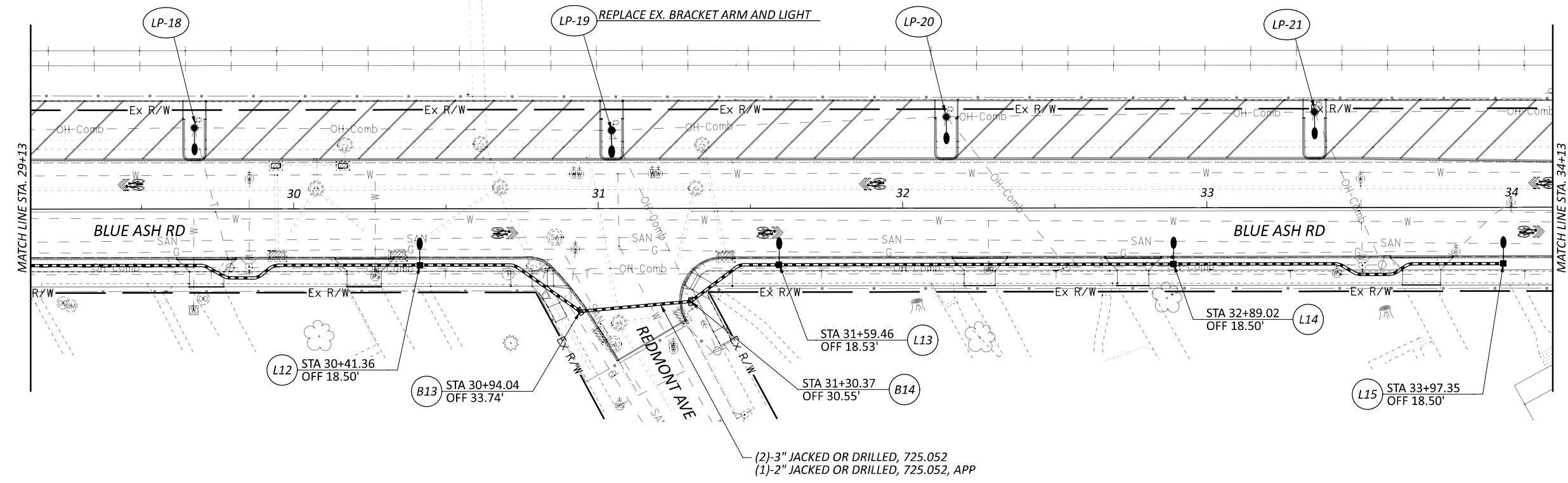
REVIEWER
MWN 02-12-25

PROJECT ID
119069

SHEET	TOTAL
55	57

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





LEGEND

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

NOTES

1. FOR LIGHTING PLAN NOTES SEE SHEET 52.

DESIGN AGENCY



DESIGNER
TAH

REVIEWER
MWN 02-12-25








PROJECT ID
119069

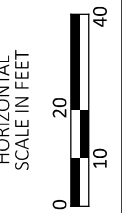
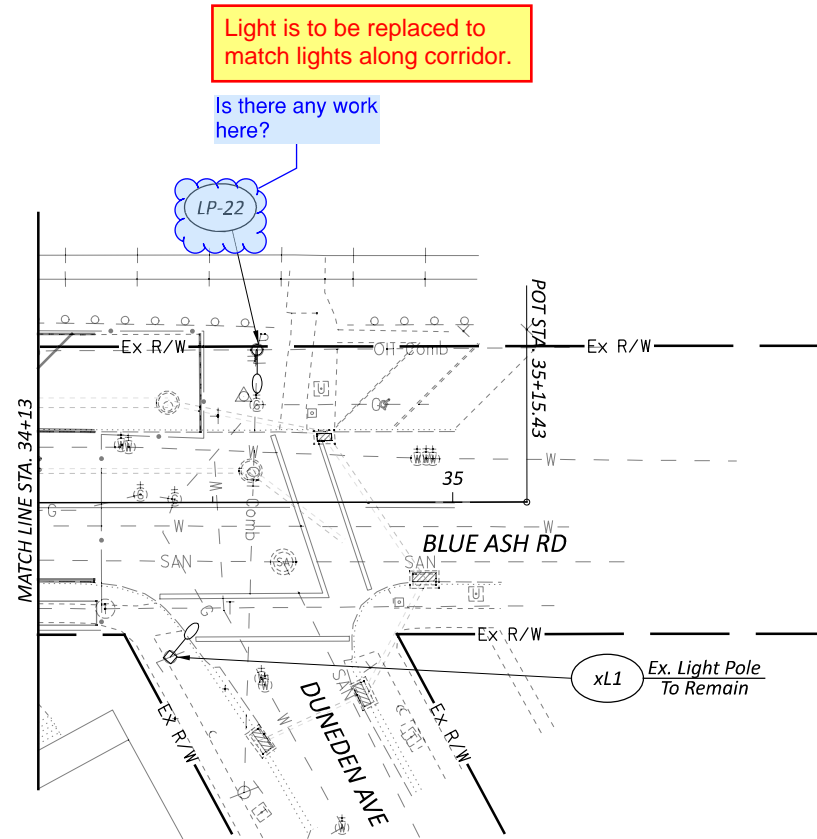
SHEET TOTAL
56 57

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



LEGEND

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



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

DESIGN AGENCY



DESIGNER
 TAH

REVIEWER
 MWN 02-12-25

PROJECT ID
 119069

SHEET	TOTAL
57	57

NOTES

- FOR LIGHTING PLAN NOTES SEE SHEET 52.