

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

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

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

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

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

NOTES:

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

INCLUDE PASSIVE RR WARNING DEVICES AS REQUIRED BY THE MUTCD.

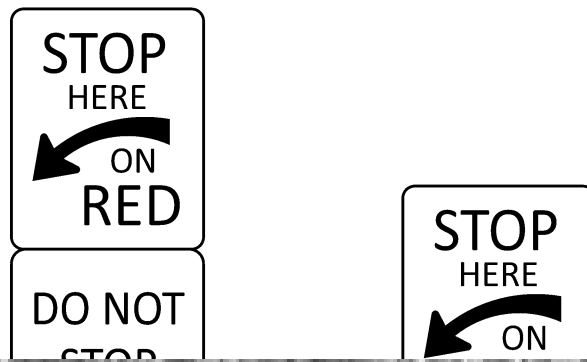
Scope:

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

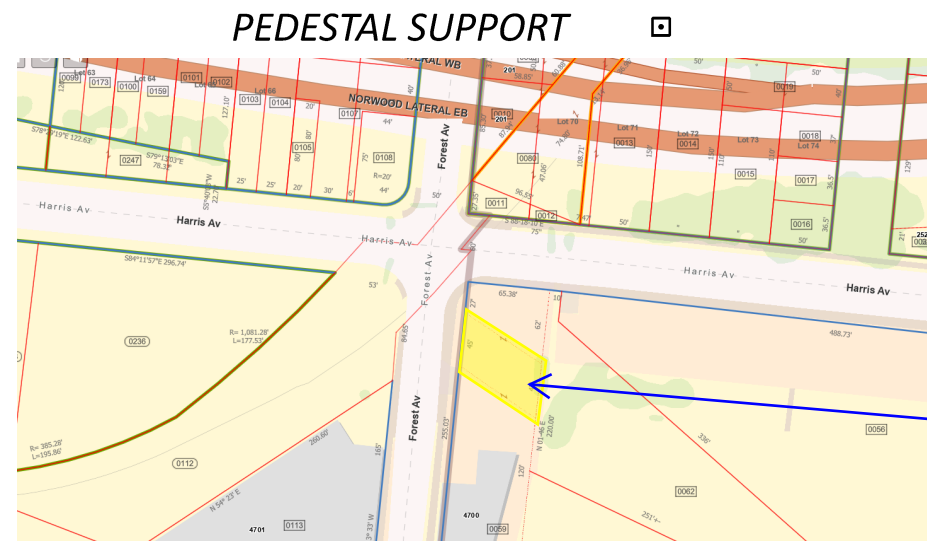
Schedule:

ORDC is aiming for a 2029 Sale

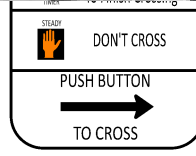
TRAFFIC SIGNS



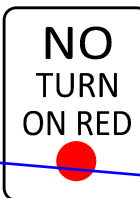
<https://cincinnati-transit.net/subway-section3.html>



TRAFFIC SIGNAL SIGNS



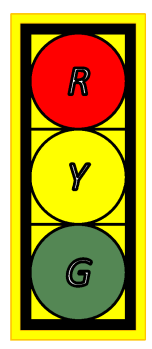
R10-3E



R10-11
C

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

SIGNAL HEADS



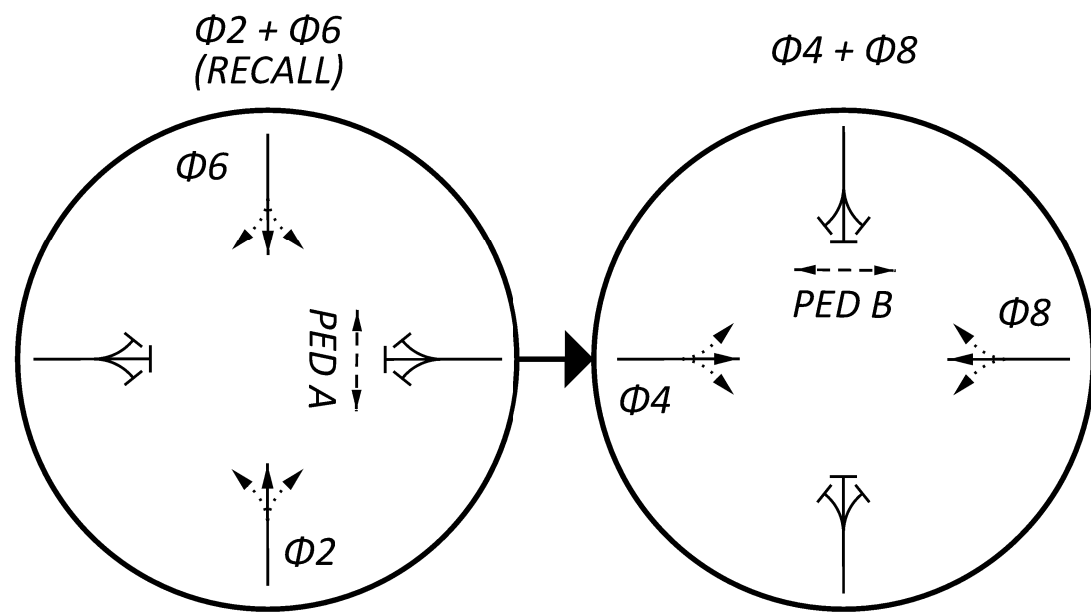
A

PEDESTRIAN SIGNAL HEAD

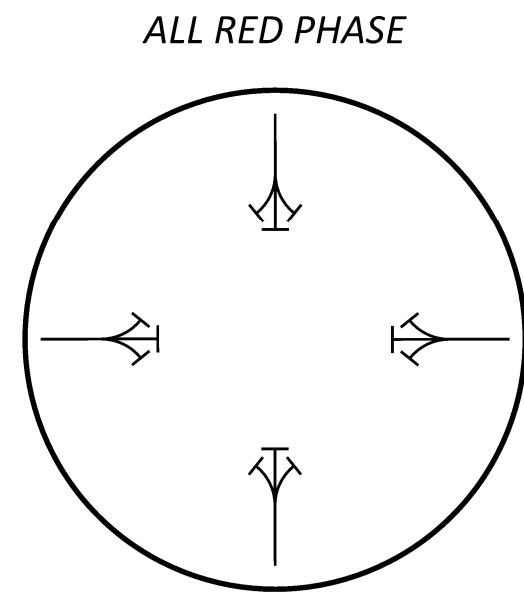


B

PHASING DIAGRAM (NORMAL OPERATION)



PHASING DIAGRAM (RRPE)



ALL PEDESTRIAN PHASES SHALL BE TERMINATED AT THE MOMENT OF RRPE

