CITY OF SPRINGDALE

HAMILTON COUNTY, OHIO

SPRINGDALE INDUSTRIAL PARK CONCRETE REPAIRS & CATCH BASIN RECONSTRUCTION

33932

CITY OF SPRINGDALE OFFICIALS

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LAWRENCE HAWKINS III

CITY ADMINISTRATOR
BRIAN UHL

ASSISTANT CITY ADMINISTRATOR
STEPHANIE A. MORGAN

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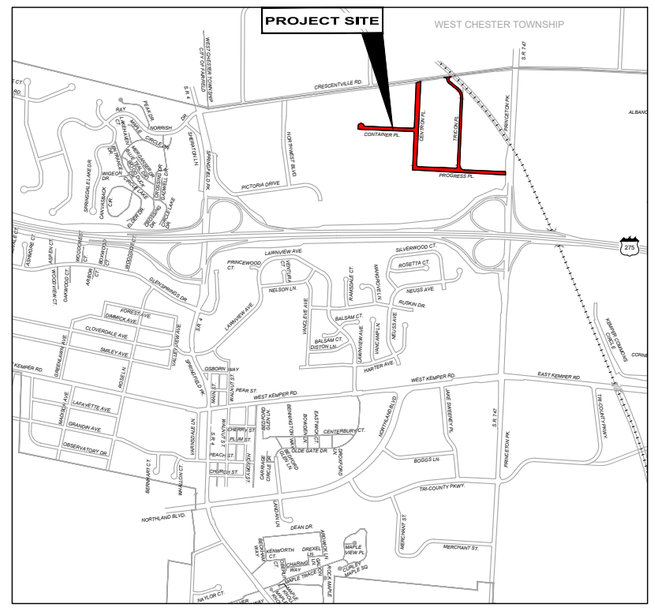

VICINITY MAP

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O.D.O.T. SPECIFICATIONS

THE LATEST STANDARD SPECIFICATIONS OF THE OHIO DEPARTMENT OF TRANSPORTATION , INCLUDING CHANGES AND SUPPLEMENTAL SPECIFICATIONS THERETO AND CITY OF CHEVIOT ENGINEERING DEPARTMENT REQUIREMENTS SHALL GOVERN THIS IMPROVEMENT.

SOURCE OF BOUNDARY INFORMATION

THE BOUNDARY INFORMATION SHOWN ON THESE PLANS IS BASED UPON HAMILTON COUNTY G.I.S. MAPPING AND DOES NOT REPRESENT AN ACTUAL FIELD BOUNDARY SURVEY BY CT CONSULTANTS, INC.

Digitally signed by Shawn Riggs
Date: 2025.07.22 09:51:45-04'00'

SHAWN RIGGS *DATE*

STATE OF OHIO
SHAWN RIGGS
PE84714
REGISTERED PROFESSIONAL ENGINEER

verdantas

NO	REVISION	DATE

ISSUED FOR: BID
ISSUE DATE: 6/18/2025
SCALE: AS NOTED
DESIGNED BY: PMAD
DRAWN BY: PMAD
CHECKED BY: SRG

SPRINGDALE INDUSTRIAL PARK CONCRETE REPAIRS & CATCH BASIN RECONSTRUCTION
CITY OF SPRINGDALE - HAMILTON COUNTY, OHIO

TITLE SHEET

PROJECT NO. 33932
DISCIPLINE CIVIL
SHEET NAME TTL
SHEET 1 OF 11

GENERAL NOTES

IN GENERAL, UNLESS SPECIFICALLY SET FORTH HEREIN, THE WORK AND MATERIALS SHALL CONFORM TO THE APPLICABLE DIVISIONS AND PARAGRAPHS OF THE MOST CURRENT EDITION OF THE:

STATE OF OHIO DEPARTMENT OF TRANSPORTATION CONSTRUCTION AND MATERIAL SPECIFICATIONS

MATERIALS AND SPECIFICATIONS UNLESS OTHERWISE SPECIFIED, ALL MATERIALS SHALL BE NEW AND BOTH WORKMANSHIP AND MATERIALS SHALL BE OF PREMIUM QUALITY, PROPER AND SUFFICIENT FOR THE PURPOSE CONTEMPLATED. THE CONTRACTOR SHALL FURNISH, IF SO REQUIRED, SATISFACTORY EVIDENCE AS TO TYPE AND QUALITY OF MATERIALS AND WORKMANSHIP.

ALL ITEMS OF EQUIPMENT AND/OR MATERIAL PROPOSED BY THE CONTRACTOR FOR SUBSTITUTIONS MUST BE APPROVED BY THE ENGINEER IN WRITING AND SHALL BE EQUAL OR SUPERIOR TO THE ITEMS SPECIFIED IN THE CONTRACT DOCUMENTS. IF SAID SUBSTITUTION PROPOSED BY THE CONTRACTOR FOR A SPECIFIED ITEM REQUIRES ENGINEERING REVISIONS, THE TOTAL EXPENSE OF SAID REVISIONS SHALL BE PAID BY THE CONTRACTOR.

ANY ITEMS OF LABOR AND MATERIALS REQUIRED BUT NOT SHOWN AS A SEPARATE PAY ITEM IN THE PROPOSAL SHALL BE FURNISHED AND INSTALLED AS INCIDENTAL TO THE CONTRACT, EXCEPT AS NOTED IN THE PLANS AND SPECIFICATIONS.

PERMITS THE CONTRACTOR SHALL OBTAIN ALL PERMITS AND PAY ALL CHARGES AND FEES AS MAY BE NECESSARY AND REQUIRED BY THE CITY OR STATE.

RESPONSIBILITY IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO PERFORM HIS WORK IN SUCH A MANNER AS NOT TO DAMAGE OR DESTROY ANY EXISTING FEATURE, (I.E. EXISTING INLETS, CONDUITS, ETC.) WHICH IS NOT MARKED FOR REPLACEMENT OR REMOVAL. IF ANY SUCH DAMAGE DOES OCCUR DUE TO THE OPERATIONS OF THE CONTRACTOR, HE SHALL REPLACE THE DAMAGED PORTION AT HIS EXPENSE. THE CONTRACTOR SHALL EXERCISE DUE CARE DURING CONSTRUCTION SO AS NOT TO DESTROY ANY TREES, PLANTS, SHRUBS OR STRUCTURES OUTSIDE OF THE INDICATED WORK LIMITS AND THOSE NOT SPECIFICALLY MARKED FOR REMOVAL OR RELOCATION WITHIN THE WORK LIMITS. IN SOME INSTANCES, THE CONTRACTOR WILL BE REQUIRED TO EXCAVATE UNDER AND AROUND THE EXISTING UTILITIES. EXTREME CARE SHOULD BE USED NOT TO DAMAGE THE UTILITY DURING THIS OPERATION.

WATER POLLUTION, SOIL EROSION AND SILTATION CONTROL THE CONTRACTOR SHALL TAKE EXTREME CARE AND UTILIZE BEST MANAGEMENT PRACTICES TO CONTROL SEDIMENT AND EROSION DURING THE PROJECT AND TO PREVENT UNNECESSARY EROSION, WATER POLLUTION AND SILTATION AT ALL POINTS OF THE PROJECT. TEMPORARY SEEDING AND MULCHING; INLET PROTECTION; STRAW BALES; SLOPE DRAINS, ETC., SHALL BE USED AS NECESSARY OR AS DIRECTED BY THE CITY, THE COST OF WHICH SHALL BE INCIDENTAL TO THE OVERALL CONTRACT PRICE.

EROSION AND DUST CONTROL THE CONTRACTOR SHALL TAKE EXTREME CARE TO PREVENT UNNECESSARY EROSION AT ALL POINTS OF THE PROJECT. DUST SHALL BE KEPT TO A MINIMUM. COST OF EQUIPMENT, WATER, LABOR AND MATERIAL, ETC. REQUIRED TO PERFORM DUST CONTROL SHALL BE INCIDENTAL TO THE OVERALL BID PRICE.

TESTING THE CONTRACTOR SHALL INCLUDE THE COST OF ALL REQUIRED TESTS IN THE UNIT PRICE BID FOR THE PERTINENT ITEM AND NO SEPARATE COMPENSATION IS TO BE MADE FOR SAID TESTING.

CITY OWNED TRAFFIC SIGNS, POSTS, SIGNALS, AND POLES TRAFFIC SIGNS, POSTS, SIGNAL EQUIPMENT AND POLES THAT ARE NOT INTENDED TO BE REUSED SHALL BE CAREFULLY REMOVED, CLEANED AND DELIVERED TO THE CITY MAINTENANCE GARAGE FOR INSPECTION AND STORAGE. IF ANY OF THOSE ITEMS GET DAMAGED BY THE CONTRACTOR THEY SHALL BE REPLACED BY THE CONTRACTOR AT NO COST TO THE CITY.

PROTECTION OF MONUMENTATION CONTRACTOR IS RESPONSIBLE FOR PROTECTION OF ANY SURVEY MONUMENTS ENCOUNTERED IN FIELD. COST FOR PROTECTION, RELOCATION AND COORDINATION WITH COUNTY TO BE MADE INCIDENTAL TO OVERALL CONTRACT PRICE.

REVIEW OF DRAINAGE FACILITIES BEFORE ANY WORK IS STARTED ON THE PROJECT AND AGAIN BEFORE FINAL ACCEPTANCE BY THE CITY , THE CONTRACTOR WITH THE CITY ENGINEER OR INSPECTOR SHALL MAKE AN INSPECTION OF THE EXISTING SEWERS WITHIN THE WORK LIMITS WHICH ARE TO REMAIN IN SERVICE AND WHICH MAY BE AFFECTED BY THE WORK. THE CONDITION OF THE EXISTING CONDUITS AND THEIR APPURTENANCES SHALL BE DETERMINED FROM FIELD OBSERVATIONS. RECORDS OF THE INSPECTIONS SHALL BE KEPT IN WRITING BY THE CONTRACTOR.

ALL NEW CONDUITS, INLETS, CATCH BASINS, AND MANHOLES CONSTRUCTED AS A PART OF THE PROJECT SHALL BE FREE OF ALL FOREIGN MATTER AND IN A CLEAN CONDITION BEFORE THE PROJECT WILL BE ACCEPTED BY THE CITY.

ALL EXISTING SEWERS INSPECTED INITIALLY BY THE ABOVE-MENTIONED PARTIES SHALL BE MAINTAINED AND LEFT IN A CONDITION REASONABLY COMPARABLE TO THAT DETERMINED BY THE ORIGINAL INSPECTION. ANY CHANGE IN THE CONDITION RESULTING FROM THE CONTRACTOR'S OPERATIONS SHALL BE CORRECTED BY THE CONTRACTOR TO THE SATISFACTION OF THE CITY.

PAYMENT FOR ALL OPERATIONS DESCRIBED ABOVE SHALL BE INCIDENTAL TO THE CONTRACT.

CONNECTIONS EXISTING ROOF DRAINS, FOOTER DRAINS OR YARD DRAINS DISTURBED BY THE PROPOSED WORK SHALL BE PROVIDED WITH UNOBSTRUCTED OUTLETS BY CONNECTING TO A STORM SEWER, MANHOLE, CATCH BASIN, AS DIRECTED BY THE ENGINEER.

THE LOCATION, TYPE, SIZE AND GRADE OF REQUIRED REPLACEMENTS WILL BE DETERMINED BY THE FIELD INSPECTOR DURING CONSTRUCTION.

COORDINATION WITH OTHER CONTRACTORS OTHER CONTRACTORS AND/OR UTILITY COMPANIES MAY BE WORKING IN THIS AREA CONCURRENT WITH THIS CONTRACT. THE CONTRACTOR SHALL COORDINATE WORK ACTIVITIES WITH ALL OTHER CONTRACTORS IN THE AREA.

MANHOLES, CATCH BASINS AND INLETS ALL CASTINGS FOR MANHOLES, CATCH BASINS AND INLETS SHALL CONFORM TO THOSE SPECIFIED IN THE STANDARD CONSTRUCTION DRAWINGS. ALL CASTINGS WHICH MIGHT BE SUBJECT TO VEHICLE TRAFFIC SHALL BE OF THE HEAVY DUTY GRADE. GRATED INLET TOPS SHALL BE PLACED AS SPECIFIED ON THE PLANS.

TOP OF CASTING ELEVATIONS ARE SUBJECT TO FINAL ADJUSTMENTS AS APPROVED BY THE ENGINEER. ALL MANHOLES WITHIN WALK AREA SHALL HAVE A FLAT FLUSH COVER. ALL CASTINGS USED SHALL BE SUBJECT TO THE FINAL APPROVAL OF THE ENGINEER.

CONTINGENCY QUANTITIES THE CONTRACTOR SHALL NOT ORDER MATERIALS OR PERFORM WORK FOR PLAN ITEMS SET UP TO BE USED "AS DIRECTED BY THE ENGINEER" UNLESS AUTHORIZED BY THE ENGINEER. THE ACTUAL WORK LOCATIONS AND QUANTITIES USED AT THE FIELD INSPECTOR'S DISCRETION SHALL BE MADE A MATTER OF RECORD BY INCORPORATION INTO THE FINAL CHANGE ORDER GOVERNING COMPLETION OF THIS PROJECT.

SEED, MULCH & FERTILIZER ALL SEEDING, MULCHING AND FERTILIZING SHALL BE DONE TO DAMAGED AREAS AT THE EXPENSE OF THE CONTRACTOR. THE CITY ENGINEER SHALL DETERMINE ALL AREAS REQUIRING SEEDING, MULCHING AND FERTILIZER PERTINENT TO THIS CONTRACT. SEEDING AND MULCHING SHALL BE PER THE CITY OF SPRINGDALE STANDARD:
-*TURF TYPE SEED (10% PERENNIAL RYE, 80 FESCUE -TALL TURF AND/OR TITAN TYPE, AND 10 KENTUCKY BLUEGRASS)
-FERTILIZER (12-12-12)

GENERAL NOTES (CONT)

SAW CUTTING EXISTING PAVEMENT ALL EXISTING PAVEMENT SHALL BE SAW CUT BEFORE REMOVAL TO OBTAIN A UNIFORM EDGE. THE COST OF SAW CUTTING AND PAVEMENT REMOVAL SHALL BE INCIDENTAL TO THE PERTINENT REMOVAL ITEM.

ITEM 201 CLEARING AND GRUBBING, AS PER PLAN THIS WORK SHALL CONSIST OF CLEARING, GRUBBING, REMOVAL OF ALL TREES AND STUMPS AND ALL VEGETATION AND DEBRIS WITHIN THE WORK LIMITS. THE WORK SHALL ALSO INCLUDE ANY REMOVAL OF POSTS, ROCKS, LANDSCAPING AND ANY OTHER OBJECTS WITHIN THE CONSTRUCTION LIMITS WHICH THE REMOVAL AND DISPOSAL OF IS DEEMED NECESSARY TO ALLOW FOR THE PROPOSED IMPROVEMENTS TO TAKE PLACE. ANY EXISTING MAILBOX SHALL BE REMOVED, STORED, AND RESET AS A PART OF THIS ITEM. THE COST OF THIS WORK SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.

BUTT JOINT BUTT JOINTS SHALL BE PROVIDED 10' BEYOND ALL NOTED LIMITS OF PAVEMENT. THE WIDTH SHALL BE AS INDICATED ON THE PLANS. THE BUTT JOINT SHALL BE CONSTRUCTED AS PER ODOT CONSTRUCTION DRAWING BP-3.1, WITH COST INCIDENTAL TO ITEM 441.

FIELD ADJUSTMENT OF PROPOSED ELEVATIONS UPON COMPLETION OF THE PROPOSED TOP OF CURB AND CENTERLINE ELEVATIONS LAYOUT STAKING, THE ENGINEER WILL REVIEW AND ADJUST THE PROPOSED ELEVATIONS AT THE ENGINEERS DISCRETION.

ITEM 452, NON-REINFORCED CONCRETE PAVEMENT, MISC.: 9" PLAIN PORTLAND CEMENT CONCRETE DRIVEWAY REMOVAL & REPLACEMENT &
ITEM 448, ASPHALT DRIVEWAY REMOVAL AND REPLACEMENT, AS PER PLAN

IN ADDITION TO THE SPECIFICATIONS PROVIDED IN THE BID BOOK, DETAILS PROVIDED ON THE DRIVEWAY SHEETS, THE FOLLOW SHALL APPLY:

1. THE ABOVE-NOTED BID ITEMS ARE ALL-INCLUSIVE COSTS FOR THE COMPLETE REMOVAL AND CONSTRUCTION OF THE DRIVEWAY SECTIONS AS NOTED IN THE PLANS.
2. THE INTENT IS FOR THE HORIZONTAL LOCATION TO MATCH THE EXISTING DRIVEWAY, UNLESS OTHERWISE NOTED. THE FINAL LOCATIONS, ETC., MAY BE REVIEWED BY THE ENGINEER WHO MAY ADJUST THE LOCATION AT THEIR DISCRETION.
3. CONCRETE SHALL BE CLASS QC MS.
4. THE MAXIMUM CLOSURE TIME FOR PART WIDTH CONSTRUCTION IS 72 HOURS UNLESS COORDINATED AND APPROVED BY THE PROPERTY OWNER.

ITEM 608 - CONCRETE WALK IN ADDITION TO THE REQUIREMENTS OF ODOT ITEM 608, THE CONTRACTOR SHALL MATCH ANY SPECIAL PAVING FINISHES OR MATERIALS OF THE ADJACENT EXISTING WALK.

SUBGRADE COMPACTION REQUIREMENTS

A. COMPACT THE SUBGRADE IN ACCORDANCE WITH 204.03.

B. FOR AREAS WHERE THE SUBGRADE APPEARS TO BE STABLE, PROOF ROLL AFTER THE TOP 12" OF THE SUBGRADE MEETS COMPACTION REQUIREMENTS AND AFTER THE SUBGRADE HAS BEEN BROUGHT TO THE APPROXIMATE SHAPE REQUIRED BY PLANS.

   - FOR AREAS THAT HAVE MOISTURE CONTENT THAT IS EITHER TOO HIGH OR TOO LOW, THE CONTRACTOR SHALL DISK UP THE SUBGRADE MATERIAL FROM THE DESIGNATED AREA AND EITHER ALLOW TO DRY OR ADD MOISTURE IN ORDER TO OBTAIN THE PROPER MOISTURE CONTENT. THE MATERIAL SHALL THEN BE RECOMPACTED. THE COST FOR THIS SHALL BE INCIDENTAL TO ITEM 204 - SUBGRADE COMPACTION.

C. THE ENGINEER AND / OR THE DESIGNATED GETECHNICAL ENGINEER SHALL REVIEW THE PROOF ROLLING OPERATION AND DETERMINE IF THE SUBGRADE IS ACCEPTABLE OR IF THE ADDITIONAL SUBGRADE TREATMENT IS REQUIRED.

D. IF ADDITIONAL TREATMENT IS REQUIRED, THE SPECIFIC METHOD AND EXTENT SHALL BE DETERMINED BY THE ENGINEER AND GEOTECHNICAL ENGINEER; CONTINGENCY QUANTITIES FOR BOTH CHEMICALLY STABILIZED SUBGRADES AND MECHANICALLY STABILIZED SUBGRADE ARE INCLUDED IN THE QUANTITIES AND WILL ONLY BE UTILIZED AS DIRECTED BY THE ENGINEER AND THE DESIGNATED GEOTECHNICAL ENGINEER.

PROTECTION OF THE SUBGRADE

UPON REMOVAL OF THE EXISTING PAVEMENT, THE ENGINEER / TESTING FIRM SHALL EVALUATE THE EXISTING SUBGRADE AND DETERMINE ANY AREAS OF THE SUBGRADE REQUIRING SUBGRADE STABILIZATION METHODS AS INDICATED IN THE NOTES.

ANY OTHER AREAS OF THE SUBGRADE WILL BE THE RESPONSIBILITY OF THE CONTRACTOR TO MAINTAIN REGARDING ITS ABILITY TO BE PROPERLY COMPACTED, INCLUDING BUT NOT LIMITED TO MOISTURE CONTENT.

THE CONTRACTOR WILL BE RESPONSIBLE FOR ALL MEASURES TO EITHER PRESERVE OR RESTORE THE SUBGRADE TO A "COMPACTABLE" STATE, REGARDING, BUT NOT LIMITED TO MOISTURE CONTENT.

DOWNTIME DUE TO FIELD CONFLICT

DURING THE CONSTRUCTION ACTIVITIES OF THIS PROJECT, THERE MAY BE TIMES WHEN THE CONSTRUCTION IN SOME AREAS MAY NEED TO BE SUSPENDED PENDING RESPONSE ON, OR RESOLUTION TO AN ISSUE FROM THE OWNER AND/OR ENGINEER. THE CONTRACTOR, IN THIS CASE SHALL MOVE THE CREWS AND EQUIPMENT TO WORK IN A DIFFERENT AREA OR ON A DIFFERENT TASK. COST OF MOBILIZING AND DEMOBILIZING OF THE CONTRACTORS WORK CREWS AND EQUIPMENT INCLUDING "DOWNTIME" SHALL BE INCIDENTAL TO THE OVERALL BID PRICE FOR THIS PROJECT.

RIGHT-OF-WAY AND PROPERTY LINES SHOWN ARE PLOTTED FROM HAMILTON COUNTY G.I.S. MAPPING AND ARE APPROXIMATE AND NOT THE RESULT OF A FIELD BOUNDARY SURVEY. THE CONTRACTOR SHALL LIMIT THEIR WORK AREA TO THE EASEMENTS AND

RIGHTS-OF-WAY SHOWN ON THESE PLANS UNLESS WRITTEN PERMISSION IS GIVEN BY THE PROPERTY OWNER AND APPROVED BY THE CITY OF SPRINGDALE. THE CITY OF SPRINGDALE DOES NOT GUARANTEE THE RIGHT OF WAY ON THIS ROAD, NOR WILL IT BE RESPONSIBLE FOR AND CLAIMS OR DAMAGES BROUGHT BY THE PROPERTY OWNER.

GENERAL NOTES (CONT)

ITEM 611 - INLET / CATCH BASIN RECONSTRUCTED TO GRADE (BY TYPE) INCLUDING TIE-INS

THE CONTRACTOR SHALL REMOVE AND CLEAN THE EXISTING CASTINGS, REMOVE THE EXISTING CONCRETE SLAB TOPS, AND REMOVE THE EXISTING WALLS DOWN TO ANY POINT OF CRACKING OR WALL FAILURE, AS DIRECTED BY THE ENGINEER. THE CONTRACTOR WILL THEN REBUILD THE WALLS USING BRICK AND MORTAR, SET CASTINGS, AND/OR CONCRETE SLAB TOPS AT THE PROPER FINAL GRADE. CASTINGS AND CONCRETE SLAB TOPS WILL BE INSPECTED BY THE ENGINEER TO DETERMINE THEIR SUITABILITY FOR RE-USE. AS DIRECTED BY THE ENGINEER, BROKEN OR DETERIORATED CASTINGS AND/OR CONCRETE SLAB TOPS SHALL BE REPLACED DURING THE CATCH BASIN RECONSTRUCTION WORK.

ALL CATCH BASINS DESIGNATED AS CB-3 OR CB-3A ARE SIMILAR BUT NOT NECESSARILY EXACTLY EQUAL TO CURRENT ODOT STANDARDS. CONTRACTOR TO VERIFY PRIOR TO ORDERING ANY PARTS.

EXISTING FRAMES, GRATES AND HOODS ARE TO BE REUSED ON THE REBUILT CATCH BASINS UNLESS NOTED OTHERWISE, OR AS DIRECTED BY THE ENGINEER.

ANY CONDUIT NECESSARY FOR THE RELOCATION AND CONSTRUCTION OF INLETS / CATCH BASINS SHALL BE INCIDENTAL TO THE PERTINENT ITEM.

PAYMENT FOR "ITEM 611, CATCH BASIN (BY TYPE) RECONSTRUCTED TO GRADE, INCLUDING TIE INS, INCLUDING INSTALLATION OF NEW PRECAST TOP" & "INLET RECONSTRUCTED TO GRADE, INCLUDING TIE INS" SHALL INCLUDE ALL LABOR, EQUIPMENT AND MATERIALS NECESSARY TO REMOVE INLET / CATCH BASIN TOPS, REBUILD WALLS, AND RESET CASTINGS AND/OR CONCRETE SLAB TOPS ON A PER-UNIT BASIS, INCLUDING, BUT NOT LIMITED TO PAVEMENT REPAIR, CURB REPLACEMENT, ETC.

ITEM 611 - CATCH BASIN FRAME AND GRATE (BY TYPE), AS PER PLAN
REMOVE EX & INSTALL NEW CATCH BASIN FRAME AND TYPE "L" GRATE(S). THIS SHALL APPLY TO BOTH CB-3 AND CB-3A TYPE CATCH BASINS. THE UNIT PRICE EACH (EA) FOR THIS ITEM SHALL INCLUDE ALL ITEMS NECESSARY TO REPLACE THE CATCH BASIN FRAMES, AND EITHER BOTH GRATES FOR CB-3 OR SINGLE GRATES FOR CB-3A.

ITEM 611 - CATCH BASIN (BY TYPE) RECONSTRUCTED TO GRADE
IN ADDITION TO THE SPECIFICATION, ALL GRATES SHALL BE TYPE "L", SEE ODOT SCD CB-2.2 FOR DETAILS.

UTILITY NOTES

UTILITIES DATA IS BASED UPON INFORMATION PROVIDED BY THE UTILITY COMPANIES AND HAS NOT BEEN VERIFIED BY THE ENGINEER. THE ENGINEER OR THE OWNER IS NOT RESPONSIBLE OR LIABLE FOR DATA SUPPLIED BY OTHERS.

UTILITIES NOT UNDERGROUND, AND PRIVATE SEPTIC SYSTEMS IN SINGLE OR DOUBLE FAMILY DWELLINGS UTILIZED FOR ONLY THAT DWELLING AND NOT CONNECTED TO ANY OTHER SYSTEM ARE NOT INCLUDED ON THE PLAN.

WITHIN 10 DAYS OF THE AWARD OF THE CONTRACT, THE OWNER SHALL NOTIFY ALL UTILITIES OF THE NAME, ADDRESS AND PHONE NUMBER OF THE CONTRACTOR. THE CONTRACTOR SHALL NOTIFY THE REGISTERED UNDERGROUND UTILITY PROTECTION SERVICE AND NON-MEMBER OWNERS OF THE STARTING DATE AT LEAST TWO WORKING DAYS PRIOR TO STARTING WORK. THE UTILITY SHALL MARK, STAKE OR OTHERWISE DESIGNATE THE LOCATION OF THE UNDERGROUND FACILITIES WITHIN 48 HOURS OF RECEIVING THE CONTRACTORS NOTICE OF A STARTING DATE. THE MARKING OR LOCATING SHALL BE COORDINATED TO STAY APPROXIMATELY TWO DAYS AHEAD OF THE PLANNED CONSTRUCTION.

DURING CONSTRUCTION, THE CONTRACTOR SHALL REPORT IMMEDIATELY TO THE OWNERS OF THE UNDERGROUND FACILITIES ANY BREAK OR LEAK IN THE FACILITIES, OR ANY DENT, GOUGE, GROOVE OR OTHER DAMAGE. THE CONTRACTOR SHALL NOTIFY NEARBY OCCUPANTS OF ANY EMERGENCY SITUATION THAT MAY ARISE.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING ALL UTILITY ACTIVITIES AND SCHEDULES.

ALL UTILITY RELOCATIONS AND/OR ADJUSTMENTS SHALL BE COORDINATED BETWEEN CONTRACTOR AND THE UTILITY OWNERS IN SUCH A WAY AS TO AVOID AND/OR MINIMIZE ANY INCONVENIENCE TO POTENTIALLY AFFECTED CUSTOMERS. UPON THE CONTRACT AWARD, THE COORDINATION OF ALL NECESSARY UTILITY RELOCATIONS AND/OR ADJUSTMENTS SHALL BECOME THE RESPONSIBILITY OF THE CONTRACTOR.

MSD HAS EXISTING FACILITIES WITHIN THE CONSTRUCTION LIMITS OR PROJECT AREA THAT WILL STAY IN PLACE AND IN SERVICE. TO SCHEDULE AN MSD INSPECTOR, THE CONTRACTOR SHALL CONTACT RAY SCHORK OF MSD WWE INSPECTIONS AT 513.244.5537 OR MSDWWEINSPECTIONS@CINCINNATI-OH.GOV A MINIMUM OF FIVE (5) BUSINESS DAYS BEFORE STARTING CONSTRUCTION ON OR NEAR MSD SEWERS, INCLUDING ANY MANHOLE ADJUSTMENTS REQUIRED FOR THE PROJECT. MANHOLE ADJUSTMENTS MUST BE MADE PER MSD STANDARD DRAWING ACCESSION NOS. 49058 OR 49058-A

49058: SANITARY MANHOLE ADJUSTMENT USING BRICK AND MORTAR PRIOR TO MACHINE PAVING

49058-A: SANITARY MANHOLE ADJUSTMENT WITH PRECAST CONCRETE RING AND MORTAR PRIOR TO MACHINE PAVING

MAINTENANCE OF TRAFFIC NOTES

ITEM 614, MAINTAINING TRAFFIC

THE REQUIREMENTS FOR MAINTAINING TRAFFIC SHALL BE AS INDICATED IN THE "OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS", CURRENT EDITION, THE PROPOSAL, THE SPECIFICATIONS, AND THESE PLANS. ANY VARIANCE FROM THESE REQUIREMENTS SHALL BE APPROVED IN ADVANCE BY THE DIRECTOR IN WRITING.

A. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO SUBMIT TO THE ENGINEER AND THE OWNER A TRAFFIC CONTROL PLAN FOR THIS PROJECT. BEFORE WORK BEGINS, THE CONTRACTOR SHALL SUBMIT TO THE ENGINEER THE NAMES AND TELEPHONE NUMBERS OF PERSONS WHO CAN BE CONTACTED 24 HOURS A DAY BY THE CITY OF CHEVIOT AND ALL INTERESTED POLICE AGENCIES. THESE PERSONS SHALL BE RESPONSIBLE FOR PLACING OR REPLACING NECESSARY TRAFFIC CONTROL DEVICES TO MAINTAIN THE TRAVELED PAVEMENT SAFELY.

B. TRAFFIC SHALL BE MAINTAINED AT ALL INTERSECTIONS AND DRIVES AT ALL TIMES, AND SHALL BE CONTROLLED WITH FLAGGERS AND TRAFFIC CONTROL DEVICES AS REQUIRED AND SHALL BE SUBJECT TO THE APPROVAL OF THE ENGINEER.

C. LANE CLOSURES THAT LIMIT TRAFFIC TO 1 WAY IS ALLOWABLE, AND SHALL BE FLAGGED IN ACCORDANCE WITH THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES.

D. 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.

G. ANY COST FOR ITEMS NOT SPECIFICALLY NOTED UNDER THE MAINTENANCE OF TRAFFIC NOTE OR TEMPORARY PAVEMENT MARKING REQUIRED TO REOPEN LANES SHALL BE INCLUDED IN THE BID PRICE FOR ITEM 614, MOT.

THE CONTRACTOR SHALL OBEY ALL LOCAL LAWS AND ORDINANCES INCLUDING ANY NOISE RESTRICTIONS.

THE CONTRACTOR SHALL MAINTAIN LOCAL TRAFFIC AT ALL TIMES IN ACCORDANCE WITH THE REQUIREMENTS OF SPEC. 614.

SPECIFIC ATTENTION WILL BE DIRECTED TOWARD THE PROPER USE OF FLAGGERS, LIGHTS, DRUMS, AND TEMPORARY PAVEMENT MARKINGS. THE CONTRACTOR SHALL FURNISH, ERECT AND MAINTAIN ALL NECESSARY SIGNS, AND PROVIDE TEMPORARY STRIPING. ALL WORK ZONES SHALL CONFORM TO THE OHIO MANUAL OF UNIFORM CONTROL DEVICES. THE CONTRACTOR SHALL ALSO PROVIDE ALL PLATING, TEMPORARY PAVEMENT AND TRAFFIC CONTROL MEASURES NECESSARY TO MAINTAIN TRAFFIC. THE COST OF ALL TEMPORARY TRAFFIC CONTROL ITEMS NECESSARY TO SAFELY MAINTAIN TRAFFIC SHALL BE INCLUDED WITH PAYMENT FOR ITEM 614 MAINTAINING TRAFFIC.

MAINTENANCE OF TRAFFIC SHALL BE ONGOING THROUGH THE PROJECT, INCLUDING ALL PERIODS OF INACTIVITY BY THE CONTRACTOR, UNTIL FINAL ACCEPTANCE OF THE PROJECT.

MAINTAINING ADJACENT STREET TRAFFIC THE CONTRACTOR SHALL MAINTAIN TRAFFIC TO ALL ROADWAYS INTERSECTING THE CONSTRUCTION AREAS.

OPEN TRENCHES ALL OPEN TRENCHES FOR STORM SEWERS, WATERMAINS, ETC., SHALL BE PROPERLY DELINEATED FROM THE TRAVELED ROADWAY BY REFLECTIVE DRUMS. TRENCHES SHALL EITHER BE BACKFILLED OR COVERED FOR ANY EXTENDED PERIODS OF NO CONSTRUCTION IN ORDER TO MAINTAIN CONTINUOUS TWO-WAY TRAFFIC, PART WIDTH CONSTRUCTION AND OFF PEAK TRAFFIC VOLUME PERIODS (SEE NOTE "TIME RESTRICTIONS") SHALL BE UTILIZED TO CONSTRUCT ANY REQUIRED UTILITY CROSSOVERS, LATERALS, OR CATCH BASIN LEADS WITHIN THE TRAVELED ROADWAY.

MAINTENANCE OF DRIVEWAYS THE CONTRACTOR WILL BE RESPONSIBLE FOR MAINTAINING ALL DRIVEWAYS IN GOOD CONDITION WITH RESPECT TO BOTH SAFETY AND SMOOTHNESS OF TRAVEL FOR THE DURATION OF THE PROJECT. THE COST OF ADDITIONAL WORK AND MATERIAL NECESSARY TO REPAIR AND MAINTAIN THE DRIVEWAYS SHALL BE INCIDENTAL TO THE APPROPRIATE PAY ITEM.

CONSTRUCTION STIPULATION

A. THE CONTRACTOR SHALL NOT STORE MATERIALS AND EQUIPMENT, OPERATE EQUIPMENT ON OR OVER PROPERTY OTHER THAN THE PUBLIC RIGHT-OF-WAY OR AREAS THAT ARE A PART OF THE PROJECT CONSTRUCTION.

B. THE CONTRACTOR SHALL SUBMIT, IN WRITING, A SCHEDULE OF OPERATIONS TO THE ENGINEER AND RECEIVE APPROVAL BEFORE STARTING WORK ON THIS PROJECT.

C. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO ORGANIZE THE WORK IN SUCH A MANNER TO PROVIDE THE MOST SAFETY WITH THE LEAST INCONVENIENCE TO THE TRAVELING PUBLIC.

D. THE CONTRACTOR SHALL ALSO FURNISH, INSTALL, MAINTAIN, AND REMOVE ALL ADDITIONAL SIGNS OR TRAFFIC CONTROL DEVICES DEEMED NECESSARY BY THE ENGINEER WITH ALL ASSOCIATED COSTS INCLUDED IN THE LUMP SUM PRICE BID FOR ITEM 614 - "MAINTENANCE OF TRAFFIC AS PER PLAN."

E. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING AND MAINTAINING SAFE AND EFFECTIVE TRAFFIC CONTROL 24-HOURS A DAY FOR THE DURATION OF THIS PROJECT. ALL TRAFFIC CONTROL DEVICES SHALL BE FURNISHED, ERECTED, MAINTAINED, AND REMOVED BY THE CONTRACTOR.

THE CONTRACTOR SHALL NOTIFY AFFECTED RESIDENTS 48 HOURS IN ADVANCE BEFORE COMMENCING WORK .

TEMPORARY BLOCKING OF THE DRIVEWAY TO ANY BUSINESS PROPERTY DURING CONSTRUCTION IS ALLOWABLE (MAX. 120 HOURS). HOWEVER, ACCESS TO PROPERTIES FOR DELIVERIES, SERVICE, EMERGENCY VEHICLES, ETC., SHALL BE MAINTAINED AT ALL TIMES. IN ADDITION, THE CONTRACTOR MUST NOTIFY ALL RESIDENTS IN WRITING 48 HOURS BEFORE COMMENCING TO ALLOW THEM ADEQUATE TIME TO MOVE ANY VEHICLE IN OR OUT.

THE CONTRACTOR SHALL GIVE WRITTEN NOTICE TO THE RESIDENT AND/OR BUSINESS AND GIVE A COPY OF SAID WRITTEN NOTICE TO THE PROJECT INSPECTOR 48 HOURS PRIOR TO BEING ALLOWED TO COMMENCE WORK WHICH WOULD INVOLVE ACCESS TO SAID PROPERTY.

TEMPORARY SIDEWALKS, ETC. WILL BE NECESSARY TO PREVENT PERSONS FROM WALKING IN MUD IN ORDER TO ENTER THEIR PROPERTY. TEMPORARY BRIDGES, RAILINGS ETC. WILL BECOME NECESSARY IN ORDER TO CROSS FORMED CURB LINES, EXCAVATED AREAS BEHIND CURB LINES AND WALKWAYS, ETC. THESE TEMPORARY SIDEWALKS, ETC. SHALL BE CONSIDERED INCIDENTAL TO THE COST OF THE CONTRACT.

SYMBOL LEGEND

EXISTING GAS LINE
EXISTING GAS SERVICE
EXISTING ELECTRIC (UNDERGROUND / OVERHEAD)
EXISTING CABLE (UNDERGROUND / OVERHEAD)
EXISTING TELEPHONE (UNDERGROUND / OVERHEAD)
EXISTING WATER MAIN
EXISTING WATER SERVICE
EXISTING STORM SEWER
EXISTING ROOF DRAIN
EXISTING SANITARY SEWER
EXISTING SANITARY FORCE MAIN
EXISTING FIBER OPTICS
EXISTING FENCE
EXISTING CONTOURS (MAJOR)
EXISTING CONTOURS (MINOR)
EXISTING RIGHT OF WAY
EXISTING PROPERTY LINE
EXISTING EASEMENT
EXISTING GUARDRAIL
EXISTING TREE LINE

PROPOSED GAS LINE
PROPOSED GAS SERVICE
EXISTING ELECTRIC (UNDERGROUND / OVERHEAD)
PROPOSED CABLE (UNDERGROUND / OVERHEAD)
PROPOSED TELEPHONE (UNDERGROUND / OVERHEAD)
PROPOSED WATER MAIN
PROPOSED WATER SERVICE
PROPOSED STORM SEWER
PROPOSED UNDERDRAIN
PROPOSED UNDERDRAIN / DOWNSPOUT COLLECTOR COMBO
PROPOSED SANITARY SEWER
PROPOSED SANITARY FORCE MAIN
PROPOSED FIBER OPTICS
PROPOSED FENCE
PROPOSED CONTOURS (MAJOR)
PROPOSED CONTOURS (MINOR)
PROPOSED RIGHT OF WAY
PROPOSED PROPERTY LINE
PROPOSED EASEMENT
PROPOSED GUARDRAIL
PROPOSED TREE LINE / CLEARING LIMITS
PROPOSED DISTURBED LIMITS

EXISTING FLAGPOLE
EXISTING MAILBOX
EXISTING SIGN
EXISTING CABLE PEDESTAL
EXISTING ELECTRIC PEDESTAL
EXISTING PULL BOX
EXISTING GROUND LIGHT
EXISTING LIGHT POLE
EXISTING ELECTRIC METER
EXISTING ELECTRIC MANHOLE
EXISTING GAS METER
EXISTING GAS VALVE
EXISTING GAS BOX
EXISTING UTILITY POLE
EXISTING GUY WIRE / ANCHOR
EXISTING SANITARY MANHOLE
EXISTING SANITARY CLEANOUT
EXISTING STORM MANHOLE
EXISTING SINGLE / DOUBLE CURB INLET
EXISTING CATCH BASIN
EXISTING STORM CLEANOUT
EXISTING TELEPHONE MANHOLE
EXISTING TELEPHONE PEDESTAL
EXISTING FIRE HYDRANT
EXISTING WATER METER
EXISTING WATER VALVE
EXISTING BUSHES / TREES
EXISTING SURVEY BENCHMARK
TEST BORING LOCATION

PROPOSED FLAGPOLE
PROPOSED MAILBOX
PROPOSED SIGN
PROPOSED CABLE PEDESTAL
PROPOSED ELECTRIC PEDESTAL
PROPOSED PULL BOX
PROPOSED GROUND LIGHT
PROPOSED LIGHT POLE
PROPOSED ELECTRIC METER
PRPOSED ELECTRIC MANHOLE
PROPOSED GAS METER
PROPOSED GAS VALVE
PROPOSED GAS BOX
PROPOSED UTILITY POLE
PROPOSED GUY WIRE / ANCHOR
PROPOSED SANITARY MANHOLE
PROPOSED SANITARY CLEANOUT
PROPOSED STORM MANHOLE
PROPOSED SINGLE / DOUBLE CURB INLET
PROPOSED CATCH BASIN
PROPOSED STORM CLEANOUT
PROPOSED TELEPHONE MANHOLE
PROPOSED TELEPHONE PEDESTAL
PROPOSED FIRE HYDRANT
PROPOSED WATER METER
PROPOSED WATER VALVE
REMOVE EXISTING BUSH / TREE
PROPOSED SLOPE DIRECTION

verdantas

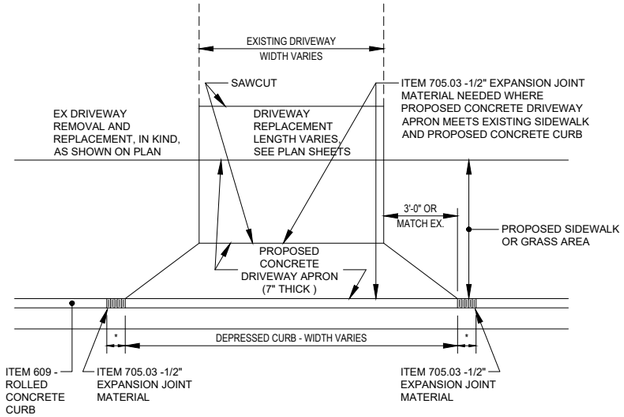
NO	REVISION	DATE

ISSUED FOR:	BID
ISSUE DATE:	6/18/2025
SCALE:	AS NOTED
DESIGNED BY:	PMAD
DRAWN BY:	PMAD
CHECKED BY:	SRIG

SPRINGDALE INDUSTRIAL PARK CONCRETE REPAIRS & CATCH BASIN RECONSTRUCTION
CITY OF SPRINGDALE - HAMILTON COUNTY, OHIO

NOTES AND LEGEND

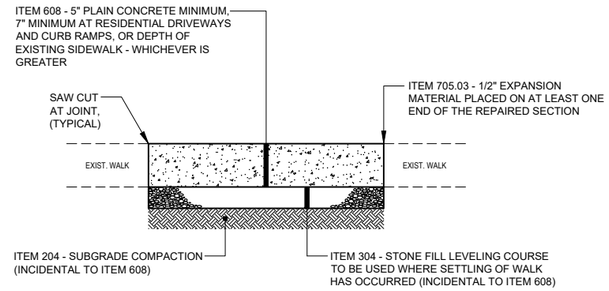
PROJECT NO. 33932
DISCIPLINE CIVIL
SHEET NAME NOTES
SHEET 2 OF 11



* 1'-6" TRANSITION FROM STANDARD CURB HEIGHT TO DEPRESSED CURB

ITEM 452 - NON-REINFORCED CONCRETE PAVEMENT, MISC: 9" PLAIN PORTLAND CEMENT CONCRETE DRIVEWAY REMOVAL AND REPLACEMENT

NTS

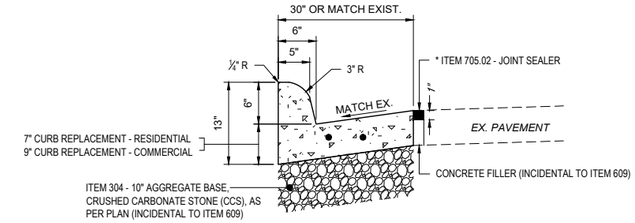


ITEM 608 - SIDEWALK REPLACEMENT

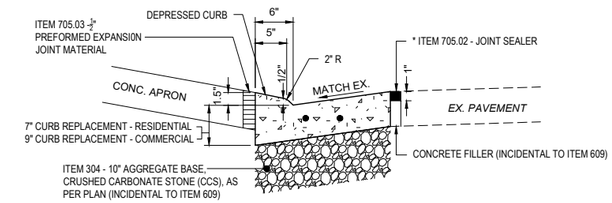
NTS

NOTES:

1. THE CITY SHALL MARK IN THE FIELD THE WALK TO BE REPLACED, REPLACEMENT WALK SHALL MATCH THE LINE AND GRADE OF THE EXISTING WALK AND THE SAME JOINT PATTERN SHALL BE MAINTAINED. ITEM 705.03 - 1/2" PREFORMED EXPANSION JOINT MATERIAL SHALL BE PLACED ON AT LEAST ONE END OF THE REPAIRED AREA. ALL REPAIRS ARE TO BE MADE TO THE NEAREST JOINT. ANY DAMAGE TO ADJACENT WALK OR DRIVEWAY BY THE CONTRACTOR SHALL BE REPAIRED AND THE COST SHALL BE INCURRED BY THE CONTRACTOR.
2. THE FINISH APPLIED TO THE CONCRETE WALK SHALL BE CONSISTENT WITH THE EXISTING WALK IT IS TO MATCH AND BE APPROVED BY THE CITY. ALL JOINTS AND OUTSIDE EDGES OF THE WALK SHALL BE TOOLED WITH AN EDGER OR JOINT TOOL AFTER BROOMING OR HAND FINISHING OF THE FINAL SURFACE.
3. THE REPLACEMENT SIDEWALK SHALL BE A MINIMUM THICKNESS OF 7" AT RESIDENTIAL APRONS, 9" AT COMMERCIAL APRONS.
4. ALL DISTURBED YARD AREAS SHALL BE RESTORED TO GRADE, SEEDED, AND MULCHED BEFORE THE WORK IS APPROVED FOR PAYMENT AND SHALL BE INCIDENTAL TO ITEM 608.



VERTICAL CURB & GUTTER



DEPRESSED VERTICAL CURB & GUTTER

NOTES:

1.) PROVIDE 2 - 5/8" DIAMETER DOWELS, 18" LONG, DRILLED 9" MINIMUM INTO EXISTING CONCRETE CURB AT EACH END OF REPAIR WHERE REPAIR CROSSES DRIVE ONLY.

2.) IF EXISTING CURB HAS BEEN OVERLAYED WITH ASPHALT, THE CURB SHALL BE REPLACED TO MATCH EXISTING CURB & THE ASPHALT OVERLAY REPLACED. THE DIMENSIONS FOR THE DEPRESSED CURB SHALL THEN BE TAKEN FROM THE TOP OF THE NEW OVERLAY.

3.) THE MINIMUM CURB REPLACEMENT SECTION SHALL BE 3'-0" AND EXPANSION MATERIAL SHALL BE PLACED ON AT LEAST ONE END OF THE REPAIRED SECTION. 40' MAXIMUM SPACING DISTANCE OF EXPANSION JOINTS. THE TYPICAL REMOVAL AND REPLACEMENT SEGMENT SHALL BE FROM EXISTING JOINT TO EXISTING JOINT.

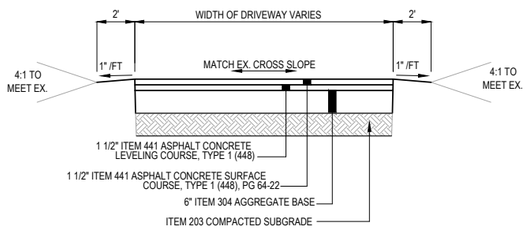
4.) EXPANSION JOINT MATERIAL AND JOINT SEALER IS NOT REQUIRED FOR THAT PORTION OF THE CURB WHICH IS ADJACENT TO A FLEXIBLE TYPE PAVEMENT. BOTH MATERIALS ARE REQUIRED AS DETAILED FOR THE FULL HEIGHT OF THE RIGID PAVEMENT AND CONCRETE BASE.

5.) IF UPON REMOVAL OF THE EXISTING CURB AND GUTTER IT IS DETERMINED THAT GRADING IN THIS AREA WILL BE REQUIRED TO ACCOMMODATE THE NEW CURB AND GUTTER; ONE OF THE FOLLOWING WILL TAKE PLACE:
   A.) ADDITIONAL GRADING WILL BE REQUIRED TO BRING THE GRADE TO THE PROPER ELEVATION.
   B.) PLACEMENT AND COMPACTION OF ITEM 304, AGGREGATE BASE, SHALL TAKE PLACE TO BRING THE GRADE TO THE PROPER ELEVATION.
   ALL MATERIAL AND LABOR REQUIRED TO COMPLETE THE ABOVE NOTED ACTION SHALL BE INCIDENTAL TO THE APPROPRIATE ITEM 609.

6.) ANY PATCHING OR REPAIR ON ADJACENT PAVEMENT IS INCIDENTAL TO ITEM 609.

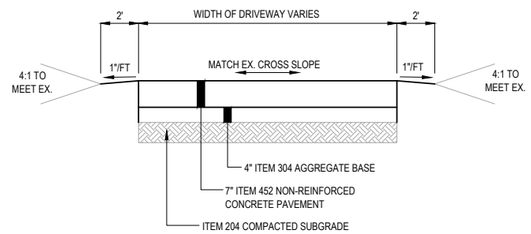
ITEM 609 - STANDARD CURB REPLACEMENT DETAILS

NTS



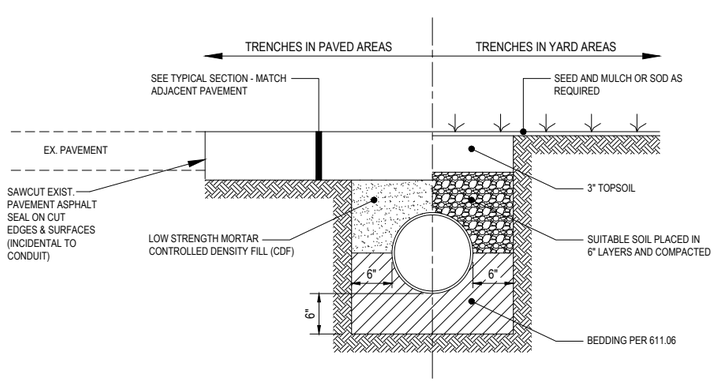
ASPHALT DRIVEWAY REPLACEMENT

NTS



CONCRETE DRIVEWAY REPLACEMENT

NTS

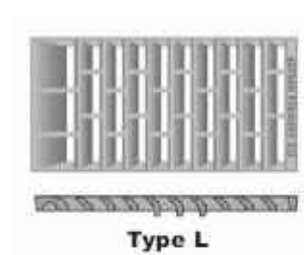


NOTES

-COST SHALL BE INCIDENTAL TO APPROPRIATE 611

TYPICAL TRENCH BACKFILL

NTS

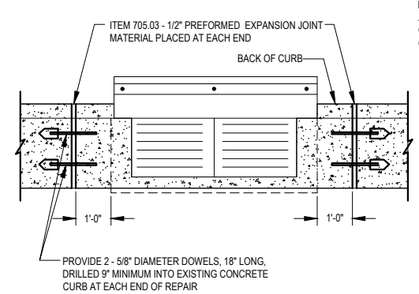


NOTES

-SEE SCD CB-2.2. COST SHALL BE INCIDENTAL TO APPROPRIATE 611

ODOT TYPE "L" GRATE

NTS

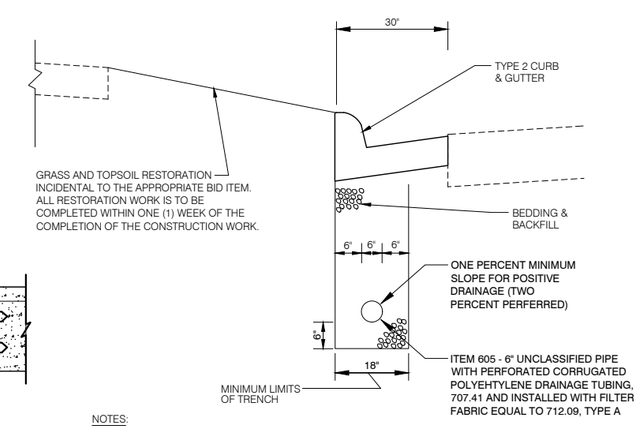


ITEM 609 - VERTICAL CURB REPLACEMENT ADJACENT TO CB

NTS

NOTES:

1.) SEE ODOT STANDARD DRAWINGS CB-3 & CB-3A



NOTES:

1.) CONTRACTOR TO ADJUST ALIGNMENT OF THE UNDERDRAIN WHERE NECESSARY (UNDER THE SUPERVISION OF THE CITY INSPECTOR) BOTH HORIZONTALLY AND VERTICALLY TO AVOID GAS, WATER SERVICES AND DRIVE APRONS THAT ARE NOT SCHEDULED FOR REPLACEMENT.

2.) ALL PIPE AND FITTINGS TO BE SCHEDULE 40 PVC GLUED AT CONNECTIONS.

3.) AT CURVES IN ROADWAY MAXIMUM OF 45° BENDS SHALL BE UTILIZED.

4.) THE CONTRACTOR SHALL TIE THE PROPOSED 6" UNDERDRAIN INTO INLETS AS DIRECTED BY THE ENGINEER.

ITEM 605 - UNDERDRAIN, MISC.: 6" UNDERDRAIN DETAIL (WHERE PROPOSED UNDER CURB)

NTS

verdantas

NO	REVISION	DATE

ISSUED FOR: BID
ISSUE DATE: 6/18/2025
SCALE: AS NOTED
DESIGNED BY: PMAD
DRAWN BY: PMAD
CHECKED BY: SRIG

SPRINGDALE INDUSTRIAL PARK CONCRETE REPAIRS & CATCH BASIN RECONSTRUCTION
CITY OF SPRINGDALE - HAMILTON COUNTY, OHIO

DETAILS

PROJECT NO. 33932
DISCIPLINE CIVIL
SHEET NAME DET
SHEET 3 OF 11

STANDARD ROADWAY CONSTRUCTION DRAWING
NEW CURB RAMPS (with Detectable Warnings)

OFFICE OF ROADWAY ENGINEERING

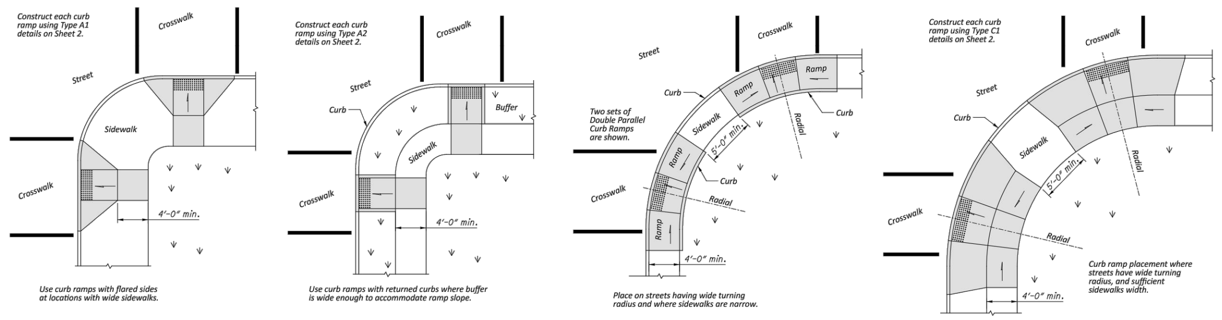
REVISIONS: 01-21-2022, 01-20-2023, 07-21-2023, 01-19-2024, 07-19-2024

STDS ENGINEER: D. Fisher

STATE OF OHIO OFFICE OF ROADWAY ENGINEERING ADMINISTRATOR: Adam Koenig

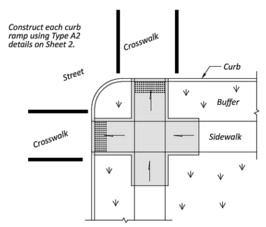
THIS DRAWING REPLACES BP-7.1 DATED 07-21-2023.

SCD NUMBER BP-7.1 — SHEET P.1 — TOTAL 4



PERPENDICULAR CURB RAMPS — PARALLEL CURB RAMPS — COMBINATION CURB RAMPS

PREFERRED CONSTRUCTION PLACEMENT



NOTES

GENERAL: This drawing shows curb ramp types details and placement examples for curb ramp construction, including the installation of detectable warnings.

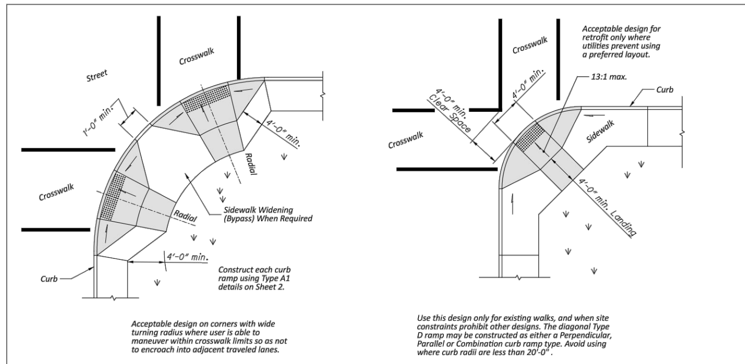
Curb ramp types are shown on Sheet 2 and include Perpendicular, Parallel, and Combined types as specified to be constructed in the locations shown on the project plans.

Curb ramps added to an existing intersection or walk should be individually detailed on the project plans to assure that the design is appropriate for site constraints and all items can be constructed to ADA standards. The contractor may adjust the placement of curb ramps if existing field conditions warrant with the approval of the Engineer.

PAYMENT: Measure and pay for the ramp area within the shaded limits of this drawing as Item 608 Curb Ramp, Square Foot. This includes the cost of any curb or curb and gutter, detectable warnings, landing areas and any additional materials, installation, grading, forming, and finishing required within the shaded area.

Work beyond the shaded ramp/landing area is paid for as curb (609) and walk (608). Removal of existing curb, walk (or existing curb ramps) are paid under Item 202.

For at-grade crossing locations where only detectable warnings are required in order to acheive ADA compliance, measure and pay for the strip of detectable warnings as Item 608 Detectable Warning, Square Foot. The work to cast the tiles in place will also require removal of existing pavement (Item 202) to the nearest joint, or if no joint exists, a minimum of 4 feet.



Acceptable design on corners with wide turning radius where user is able to maneuver within crosswalk limits so as not to encroach into adjacent traveled lanes.

PERPENDICULAR RAMPS

Use this design only for existing walks, and when site constraints prohibit other designs. The diagonal Type D ramp may be constructed as either a Perpendicular, Parallel or Combination curb ramp type. Avoid using where curb radii are less than 20'-0".

DIAGONAL RAMP (Type D)

ACCEPTABLE CONSTRUCTION PLACEMENT

BP-7.1

MODEL: Sheet 1 PAPERSIZE: 34x22 (in.) DATE: 6/6/2024 TIME: 12:28:15 PM USER: ahollow1
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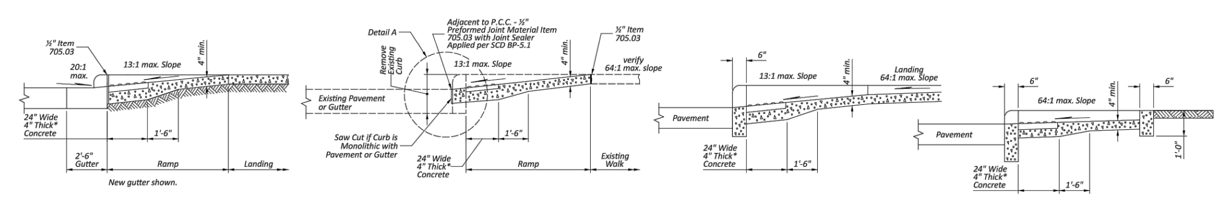
STANDARD ROADWAY CONSTRUCTION DRAWING — NEW CURB RAMPS (with Detectable Warnings) — SCD NUMBER BP-7.1 — SHEET P.3 — TOTAL 4

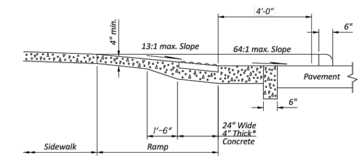


SECTION A-A NORMAL DETAIL — See Sheet 2.

SECTION A-A EXISTING WALK DETAIL — See Sheet 2.

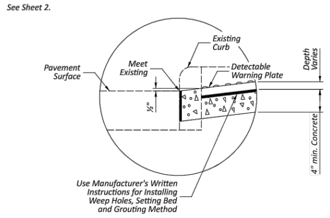
SECTION B-B — See Sheet 2.

SECTION C-C — See Sheet 2.

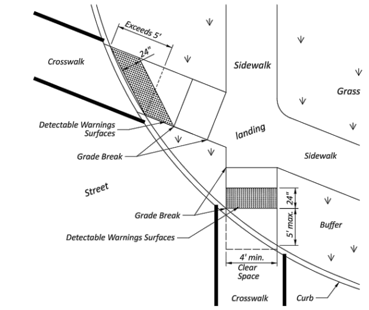


SECTION D-D — See Sheet 2.

*Where possible, pour ramp area integral with the curb, otherwise use 6" thick walk.



DETAIL A



DETECTABLE WARNING ALIGNMENT FOR DIRECTIONAL CURB RAMPS

DETECTABLE WARNINGS NOTES

GENERAL: Detectable Warnings are a distinctive surface pattern of truncated domes which are detectable by cane or underfoot to alert people with vision impairments of their approach to streets and hazardous drop-offs.

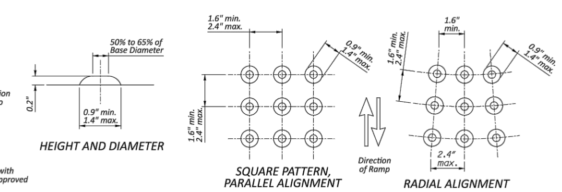
PLACEMENT: Detectable warnings are to be installed at any location where pedestrians might cross paths with vehicular traffic lanes, such as the base of curb ramps or at blended curbs. A 24" strip of domes is to be installed for the full width of the ramp or walk. Typical street corner placement locations are shown on Sheet 1.

Some detectable warning products require a concrete border for proper installation. The concrete border should not exceed 2". Where the back of curb edge is tooled to provide a radius, the border dimension should be measured from the end of the radius.

The depth of concrete underneath detectable warning products shall be a minimum of 4". See DETAIL A.

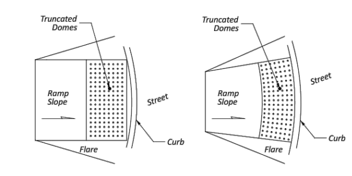
ALIGNMENT: Truncated domes should be aligned with the primary direction of the ramp as shown on the DETECTABLE WARNING ALIGNMENT Detail to direct pedestrians toward the landing. Normally the detectable warnings should be flush with the back of the curb, but for skewed conditions see DETECTABLE WARNING ALIGNMENT Detail. For non-standard layouts, detectable warning materials may have to be mitered and placed segmentally.

PRODUCTS & COLORS: Color of the detectable warnings should contrast with surrounding concrete walk and ramp. Black is not an acceptable color. Approved products and guidance on color may be found on the Office of Roadway Engineering Service's Detectable Warnings Approved List. Install products as per manufacturer's printed instructions.



HEIGHT AND DIAMETER — SQUARE PATTERN, PARALLEL ALIGNMENT — RADIAL ALIGNMENT

TRUNCATED DOMES DETAILS



DOME ALIGNMENT ON RADIUSED CURB

BP-7.1

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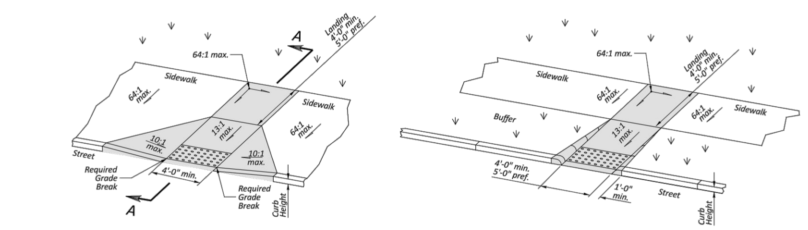
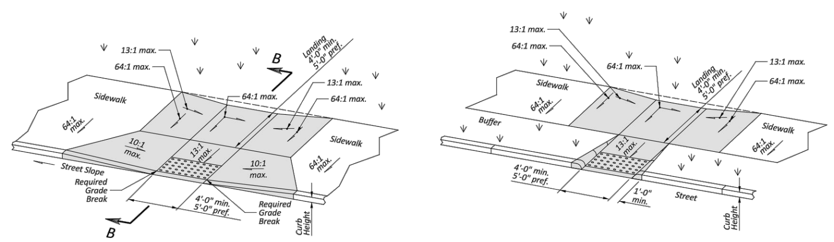
STANDARD ROADWAY CONSTRUCTION DRAWING — NEW CURB RAMPS (with Detectable Warnings) — SCD NUMBER BP-7.1 — SHEET P.2 — TOTAL 4



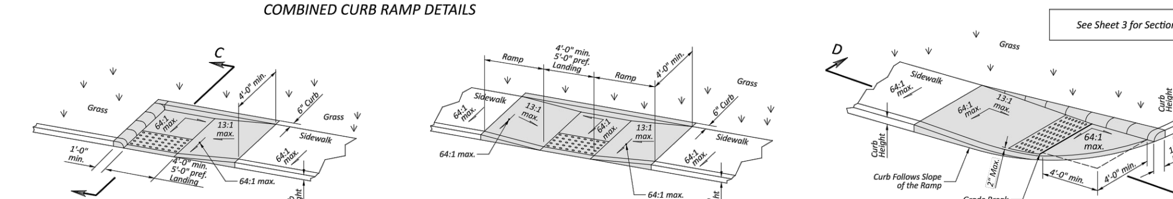
Type A1 (Perpendicular with flared sides) — Type A2 (Perpendicular with returned curb)

PERPENDICULAR CURB RAMP DETAILS



Type C1 (Combined with flared sides) — Type C2 (Combined with returned curb)

COMBINED CURB RAMP DETAILS



Type B1 (Single sided Parallel) — Type B2 (Double sided Parallel) — Type B3 (Single sided Parallel)

PARALLEL CURB RAMP DETAILS

See Sheet 3 for Sections.

NOTES CONTINUED

The running slope of the curb ramp shall be a 13:1 maximum or flatter. In existing sidewalks, where the maximum ramp slope is not feasible due to site constraints (e.g. utility poles or vaults, right-of-way limits) it may be reduced as follows:

A) 10:1 for a max. rise of 6",
B) 8:1 for a max. rise of 3",
C) 6:1 over a max. run of 2'-0" for historic areas where a flatter slope is not feasible.

To prevent chasing the grade indefinitely, the transition from existing sidewalk to the shaded curb ramp area is not required to exceed 15 feet in length.

While ramps may be skewed to the crosswalk, the entire lower landing area must fall within the cross walk that the ramp serves and cannot be located in the traveled lane of opposing traffic.

The counter slope of the gutter or street at the foot of a curb ramp, landing, or blended transitions shall be 20:1 or flatter.

The bottom edge of the ramp shall change planes perpendicular to the landing.

The edge of the curb shall be flush with the edge of the adjacent pavement and gutter and surface slopes that meet grade breaks shall also be flush.

Ramp landings shall be 4' min. x 4' min. with a 64:1 or flatter cross slope and running slope.

Provide 24" wide level strip if the algebraic difference between the ramp slope and the street exceeds 11%.

DETECTABLE WARNINGS: Install Detectable Warnings on each curb ramp with approved materials, as shown on Sheet 3. Install these proprietary products as per manufacturer's written instructions.

BLENDED TRANSITIONS: Blended Transititons do not require a landing since the slopes shall not exceeed 5%.

DRAINAGE: Contractor is to ensure the base of each constructed curb ramp allows for proper drainage, without exceeding allowable cross slope or ramp slopes. Vertical change in level exceeding ⅛" between the 1) pavement and gutter, and 2) gutter and ramp, are not allowed.

SURFACE TEXTURE: Texture concrete surfaces by coarse brooming transverse to the ramp slopes to be rougher than the adjacent walk.

JOINTS: Provide expansion joints in the curb ramp as extensions of walk joints and consistent with Item 608.03 requirements for a new concrete walk. Provide a ½" Item 705.03 expansion joint filler around the edge of ramps built in existing concrete walks. Lines shown on this drawing indicate the ramp edges and slope changes, and do not necessarily indicate joint lines.

BP-7.1

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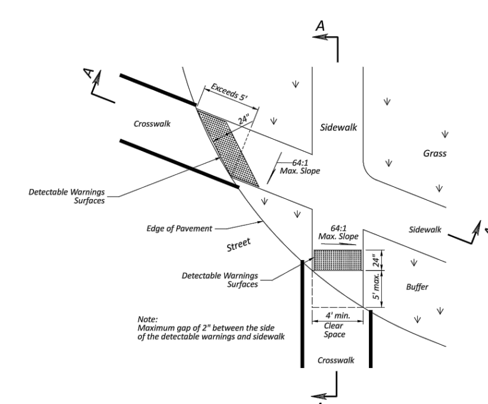
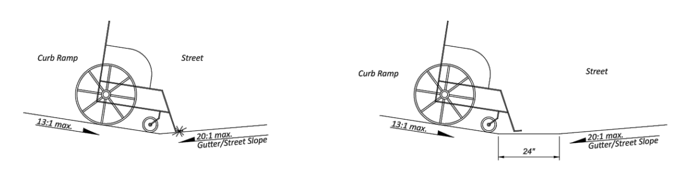
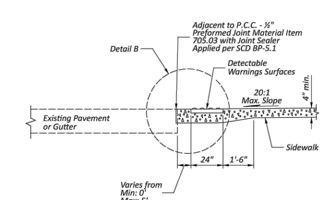
STANDARD ROADWAY CONSTRUCTION DRAWING — NEW CURB RAMPS (with Detectable Warnings) — SCD NUMBER BP-7.1 — SHEET P.4 — TOTAL 4



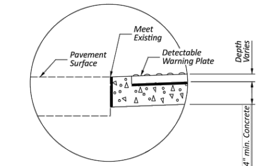
BLENDED TRANSITION



ALGEBRAIC GRADE DIFFERENCE DETAIL



SECTION A-A



DETAIL B

BP-7.1

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DRAWN BY:	PMAD
CHECKED BY:	SRIG

SPRINGDALE INDUSTRIAL PARK CONCRETE REPAIRS & CATCH BASIN RECONSTRUCTION

CITY OF SPRINGDALE - HAMILTON COUNTY, OHIO

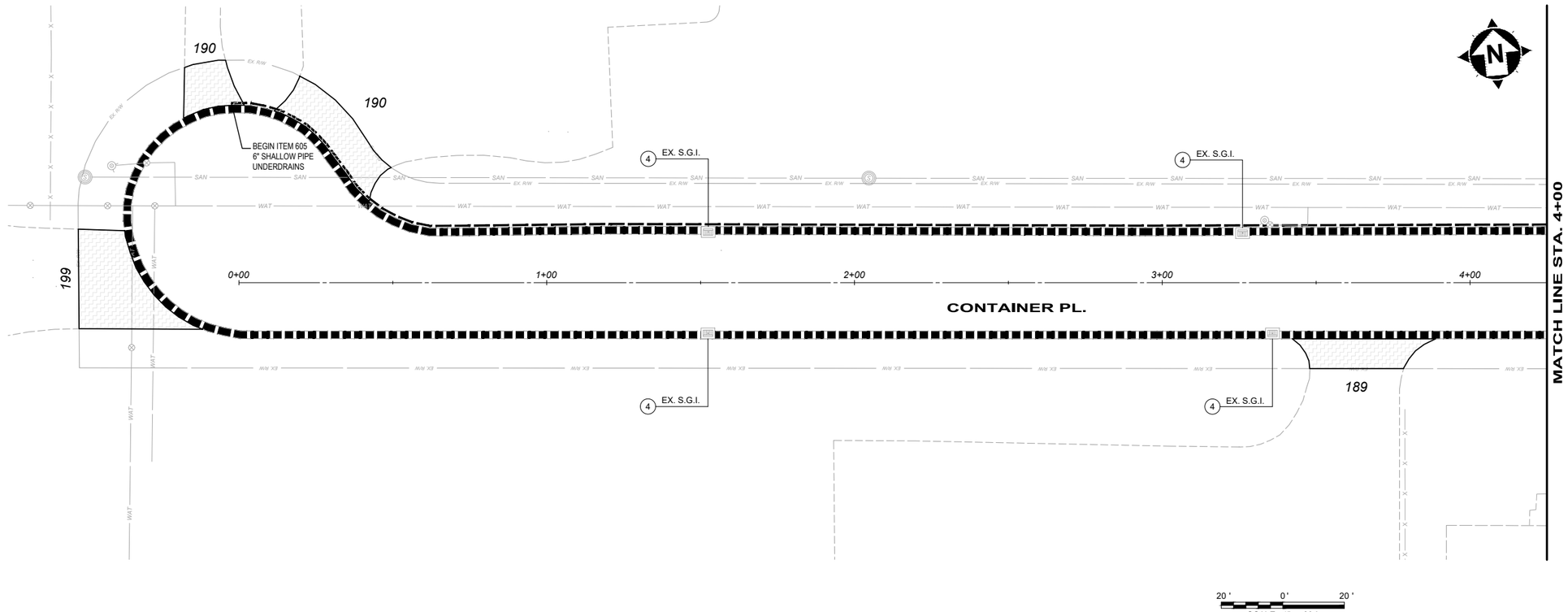
DETAILS 2

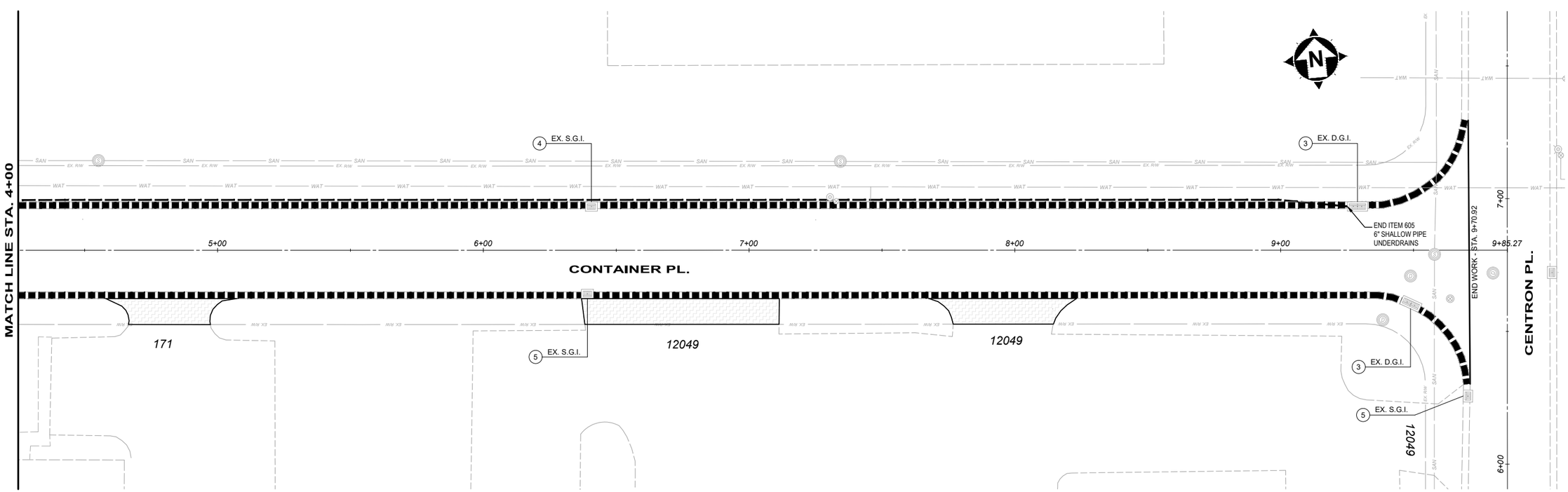
PROJECT NO. 33932

DISCIPLINE: CIVIL

SHEET NAME: DET3

SHEET 5 OF 11





LEGEND

- ITEM 609 - EX. CURB & GUTTER, REMOVE AND REPLACE WITH TYPE 2 CURB & GUTTER
- ITEM 605 - 6" SHALLOW PIPE UNDERDRAINS (707.41)
- ITEM 448 - ASPHALT DRIVEWAY REMOVAL AND REPLACEMENT, AS PER PLAN
- ITEM 452 - NON-REINFORCED CONCRETE PAVEMENT, MISC: 9" PLAIN PORTLAND CEMENT CONCRETE DRIVEWAY REMOVAL AND REPLACEMENT

KEYNOTES

1. ITEM 611 - CATCH BASIN NO. 3, RECONSTRUCTED TO GRADE, INCLUDING INSTALLATION OF NEW PRECAST TOP, WITH TYPE "L" FRAME AND GRATE
2. ITEM 611 - CATCH BASIN NO. 3A, RECONSTRUCTED TO GRADE, INCLUDING INSTALLATION OF NEW PRECAST TOP, WITH TYPE "L" FRAME AND GRATE
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4. ITEM 611 - INLET RECONSTRUCTED TO GRADE, S.G.I., WITH TYPE "L" FRAME AND GRATE
5. ITEM 202 / 611 - EX CB REMOVED, INSTALL NEW ODOT CB-6

NOTES

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SPRINGDALE INDUSTRIAL PARK CONCRETE REPAIRS & CATCH BASIN RECONSTRUCTION

CITY OF SPRINGDALE - HAMILTON COUNTY, OHIO

CONTAINER PLACE

PROJECT NO.
33932
DISCIPLINE
CIVIL
SHEET NAME
C1
SHEET 5 OF 11

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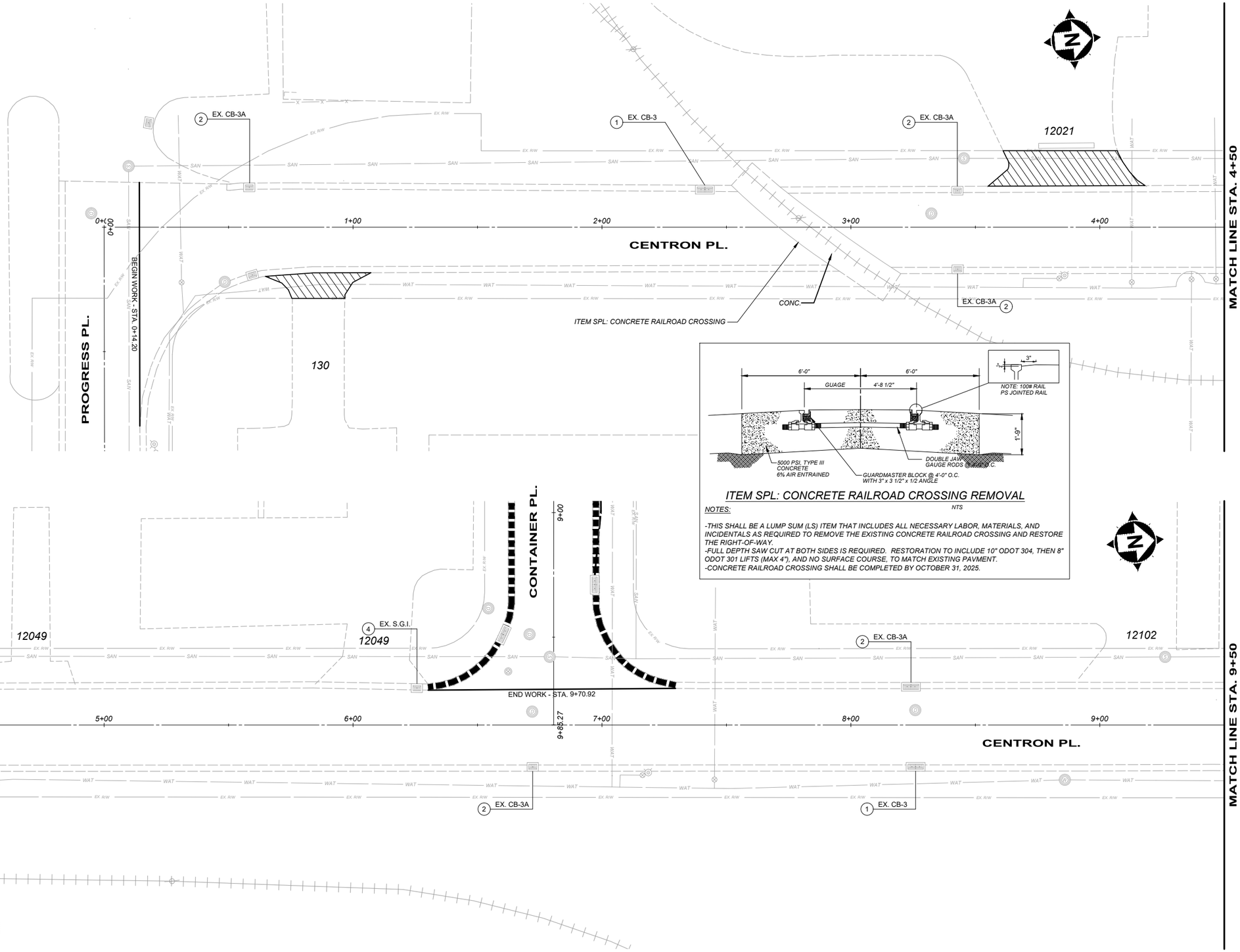

ITEM SPL: CONCRETE RAILROAD CROSSING REMOVAL

NTS

NOTES:

-THIS SHALL BE A LUMP SUM (LS) ITEM THAT INCLUDES ALL NECESSARY LABOR, MATERIALS, AND INCIDENTALS AS REQUIRED TO REMOVE THE EXISTING CONCRETE RAILROAD CROSSING AND RESTORE THE RIGHT-OF-WAY.
-FULL DEPTH SAW CUT AT BOTH SIDES IS REQUIRED. RESTORATION TO INCLUDE 10" ODOT 304, THEN 8" ODOT 301 LIFTS (MAX 4"), AND NO SURFACE COURSE, TO MATCH EXISTING PAVMENT.
-CONCRETE RAILROAD CROSSING SHALL BE COMPLETED BY OCTOBER 31, 2025.

LEGEND

ITEM 448 - ASPHALT DRIVEWAY REMOVAL AND REPLACEMENT, AS PER PLAN

ITEM 452 - NON-REINFORCED CONCRETE PAVEMENT, MISC: 9" PLAIN PORTLAND CEMENT CONCRETE DRIVEWAY REMOVAL AND REPLACEMENT

KEYNOTES

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SCALE: 1" = 20 '

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SPRINGDALE INDUSTRIAL PARK
CONCRETE REPAIRS & CATCH BASIN RECONSTRUCTION
CITY OF SPRINGDALE - HAMILTON COUNTY, OHIO

CENTRON PLACE

PROJECT NO.
33932
DISCIPLINE
CIVIL
SHEET NAME
C2

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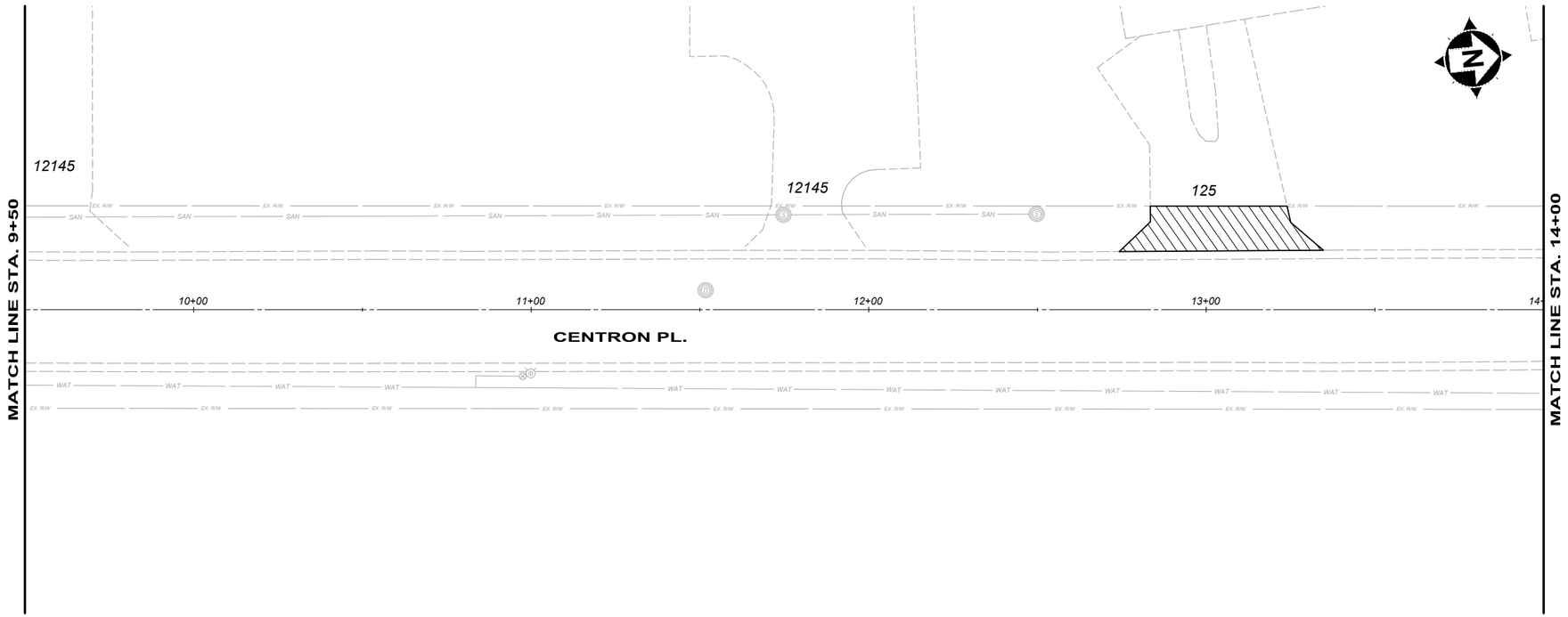

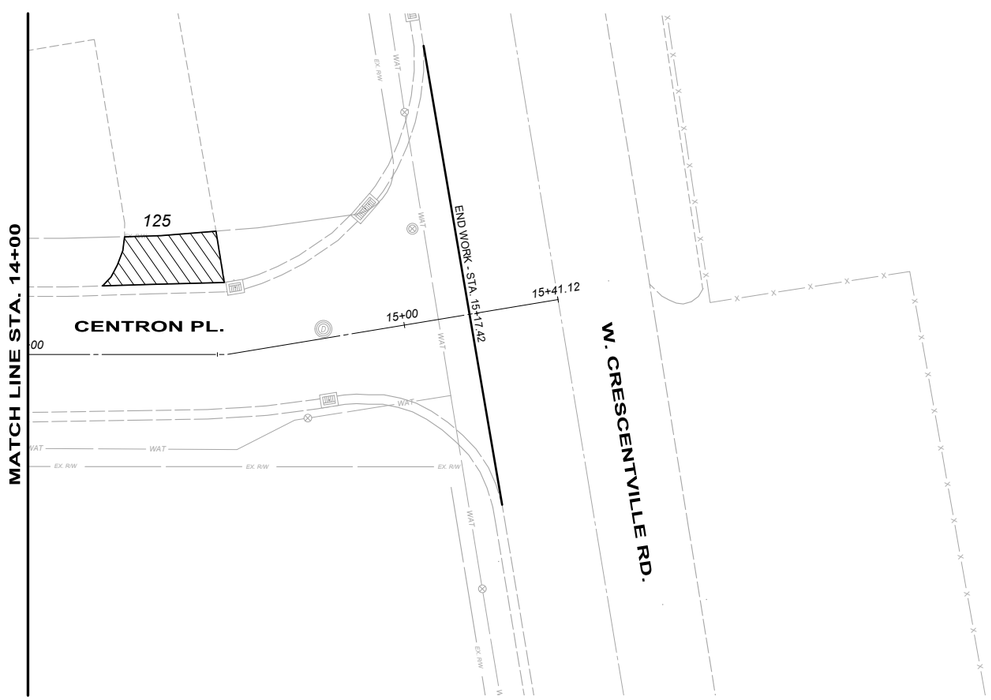

LEGEND

ITEM 448 - ASPHALT DRIVEWAY REMOVAL AND REPLACEMENT, AS PER PLAN

ITEM 452 - NON-REINFORCED CONCRETE PAVEMENT, MISC: 9" PLAIN PORTLAND CEMENT CONCRETE DRIVEWAY REMOVAL AND REPLACEMENT

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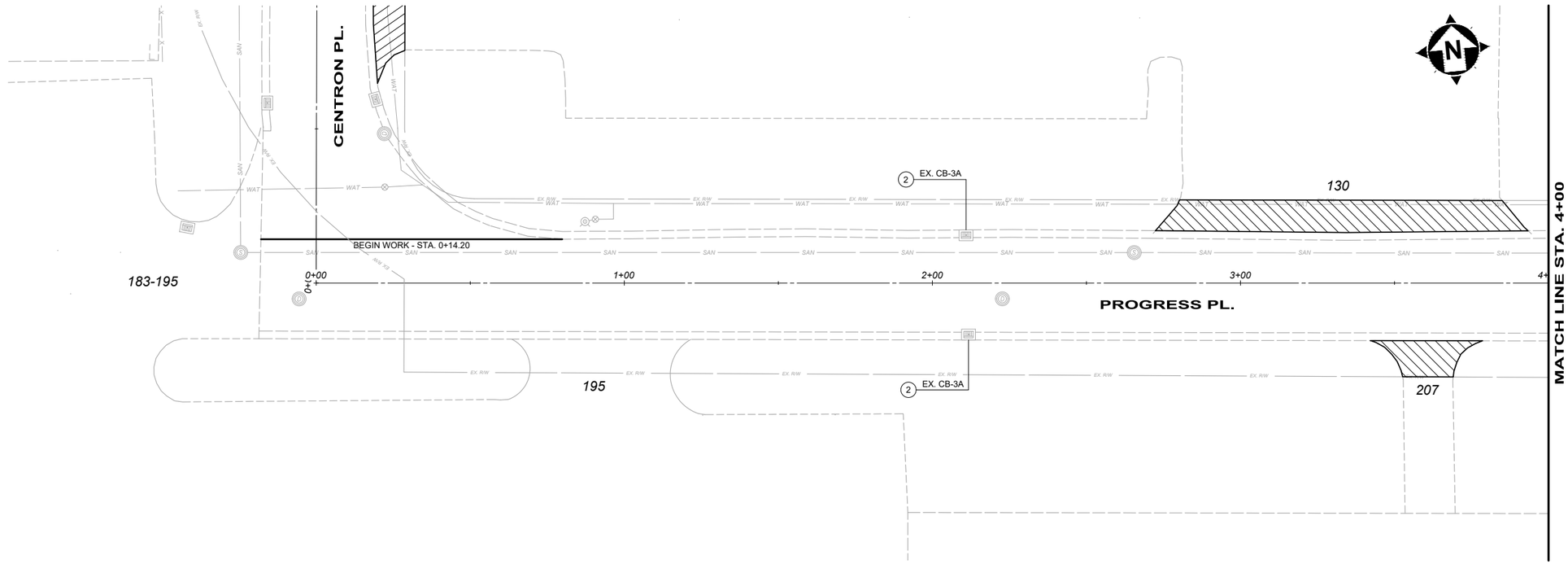
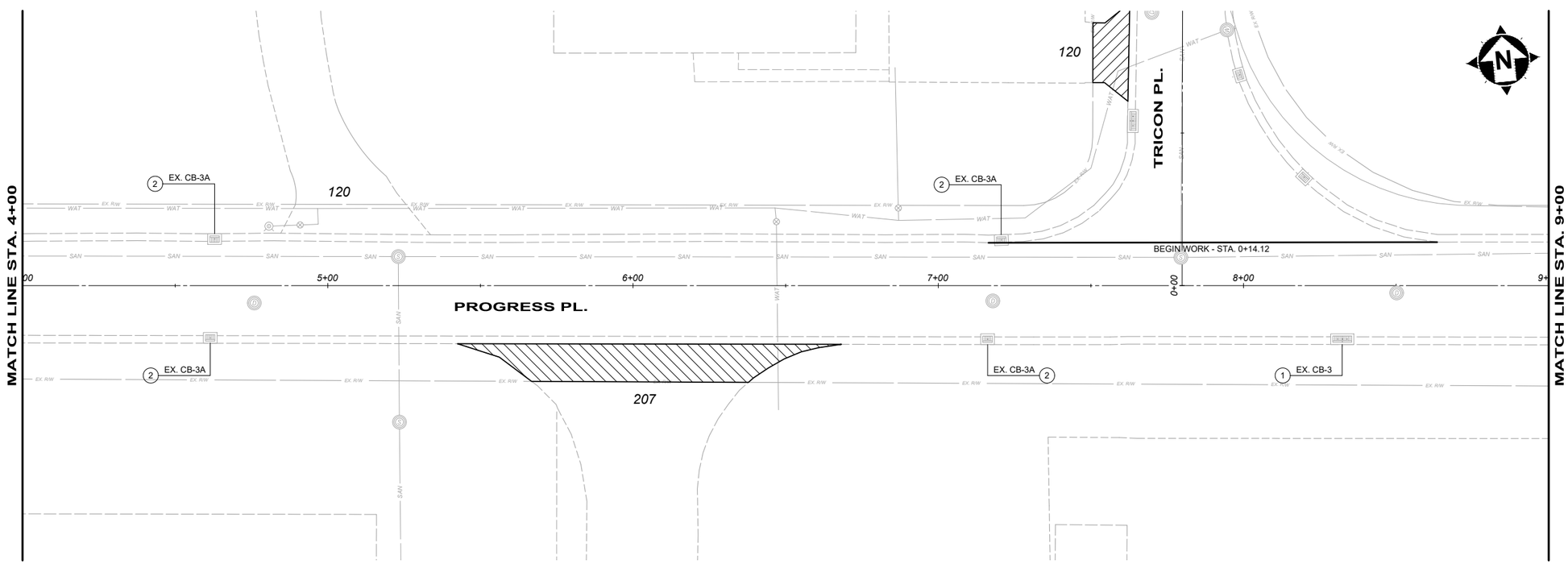
CITY OF SPRINGDALE - HAMILTON COUNTY, OHIO

CENTRON PLACE

PROJECT NO. 33932
DISCIPLINE: CIVIL
SHEET NAME: C3
SHEET 7 OF 11





LEGEND

- ITEM 448 - ASPHALT DRIVEWAY REMOVAL AND REPLACEMENT, AS PER PLAN
- ITEM 452 - NON-REINFORCED CONCRETE PAVEMENT, MISC: 9" PLAIN PORTLAND CEMENT CONCRETE DRIVEWAY REMOVAL AND REPLACEMENT

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SPRINGDALE INDUSTRIAL PARK CONCRETE REPAIRS & CATCH BASIN RECONSTRUCTION
CITY OF SPRINGDALE - HAMILTON COUNTY, OHIO

PROGRESS PLACE

PROJECT NO.	
33932	
DISCIPLINE	
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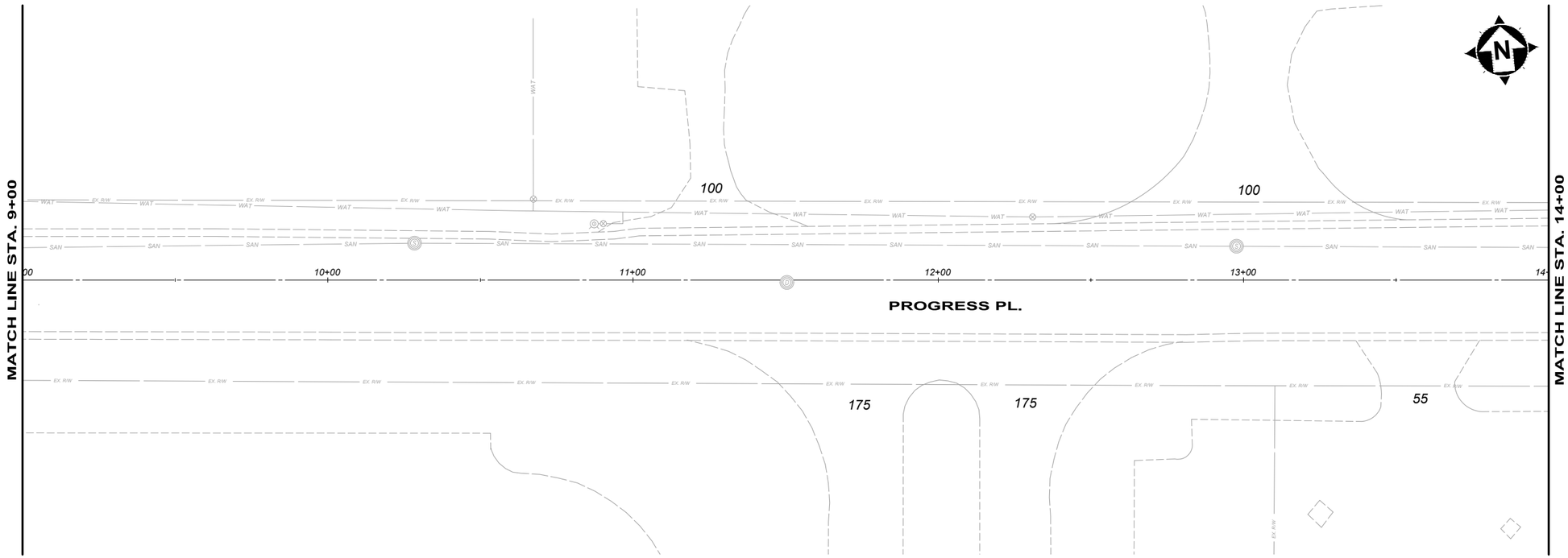

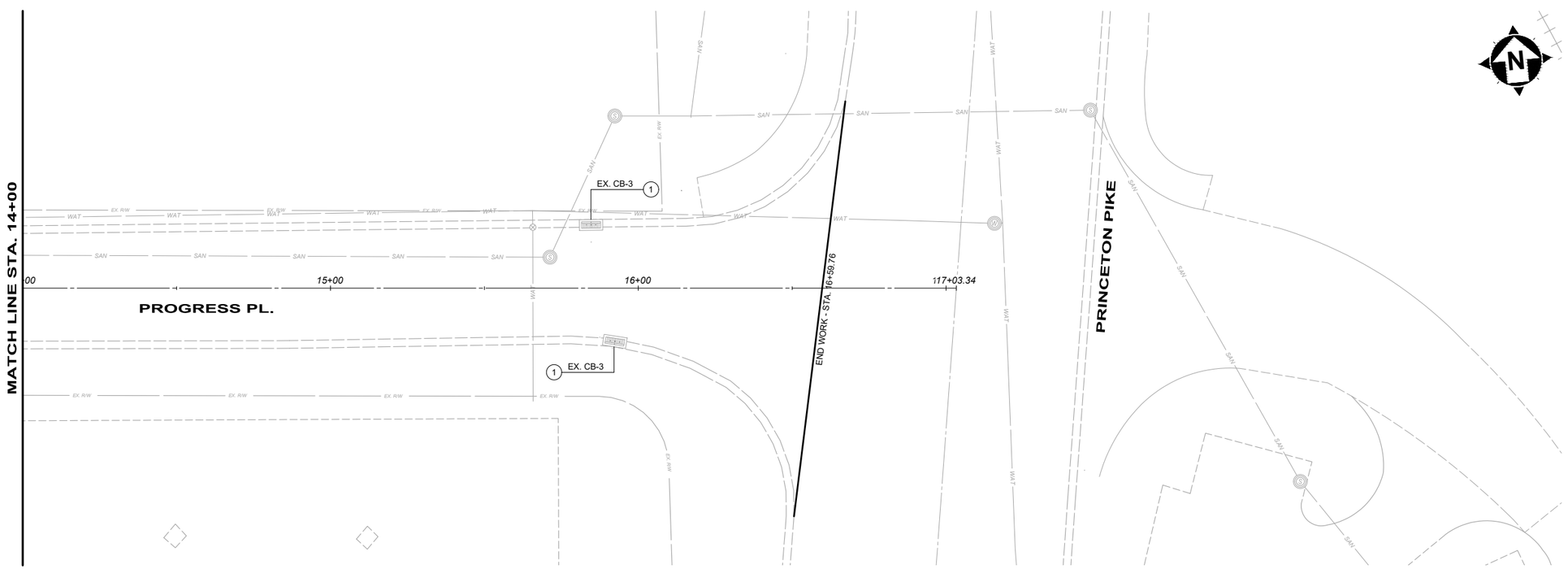

LEGEND

ITEM 448 - ASPHALT DRIVEWAY REMOVAL AND REPLACEMENT, AS PER PLAN

ITEM 452 - NON-REINFORCED CONCRETE PAVEMENT, MISC: 9" PLAIN PORTLAND CEMENT CONCRETE DRIVEWAY REMOVAL AND REPLACEMENT

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CITY OF SPRINGDALE - HAMILTON COUNTY, OHIO

PROGRESS PLACE

PROJECT NO.
33932
DISCIPLINE
CIVIL
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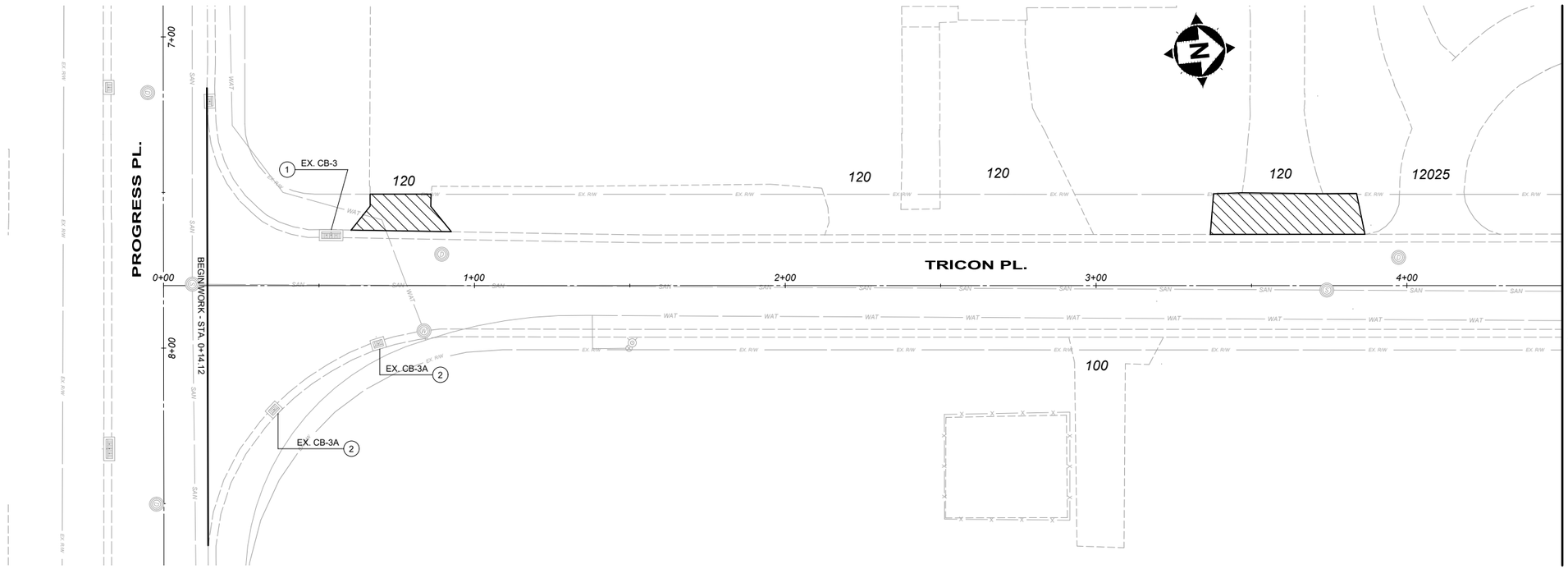

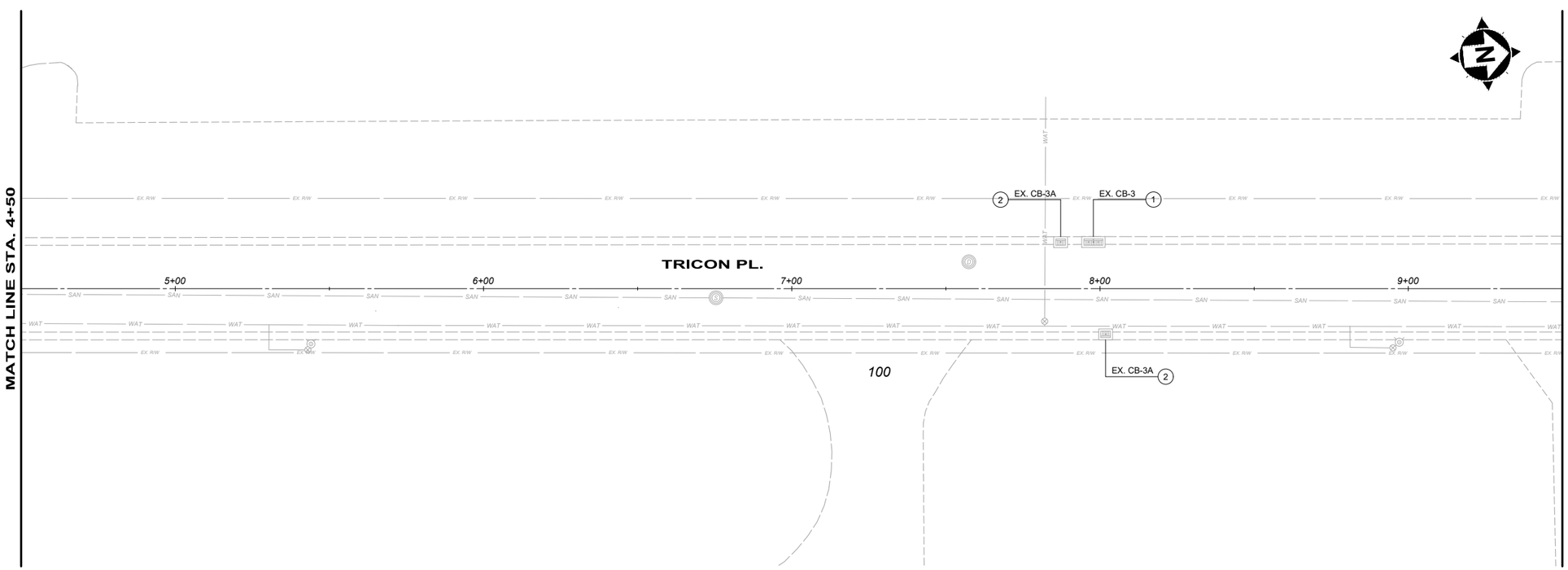

LEGEND

- ITEM 448 - ASPHALT DRIVEWAY REMOVAL AND REPLACEMENT, AS PER PLAN
- ITEM 452 - NON-REINFORCED CONCRETE PAVEMENT, MISC: 9" PLAIN PORTLAND CEMENT CONCRETE DRIVEWAY REMOVAL AND REPLACEMENT

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CITY OF SPRINGDALE - HAMILTON COUNTY, OHIO

TRICON PLACE

PROJECT NO.
33932
DISCIPLINE
CIVIL
SHEET NAME
C6

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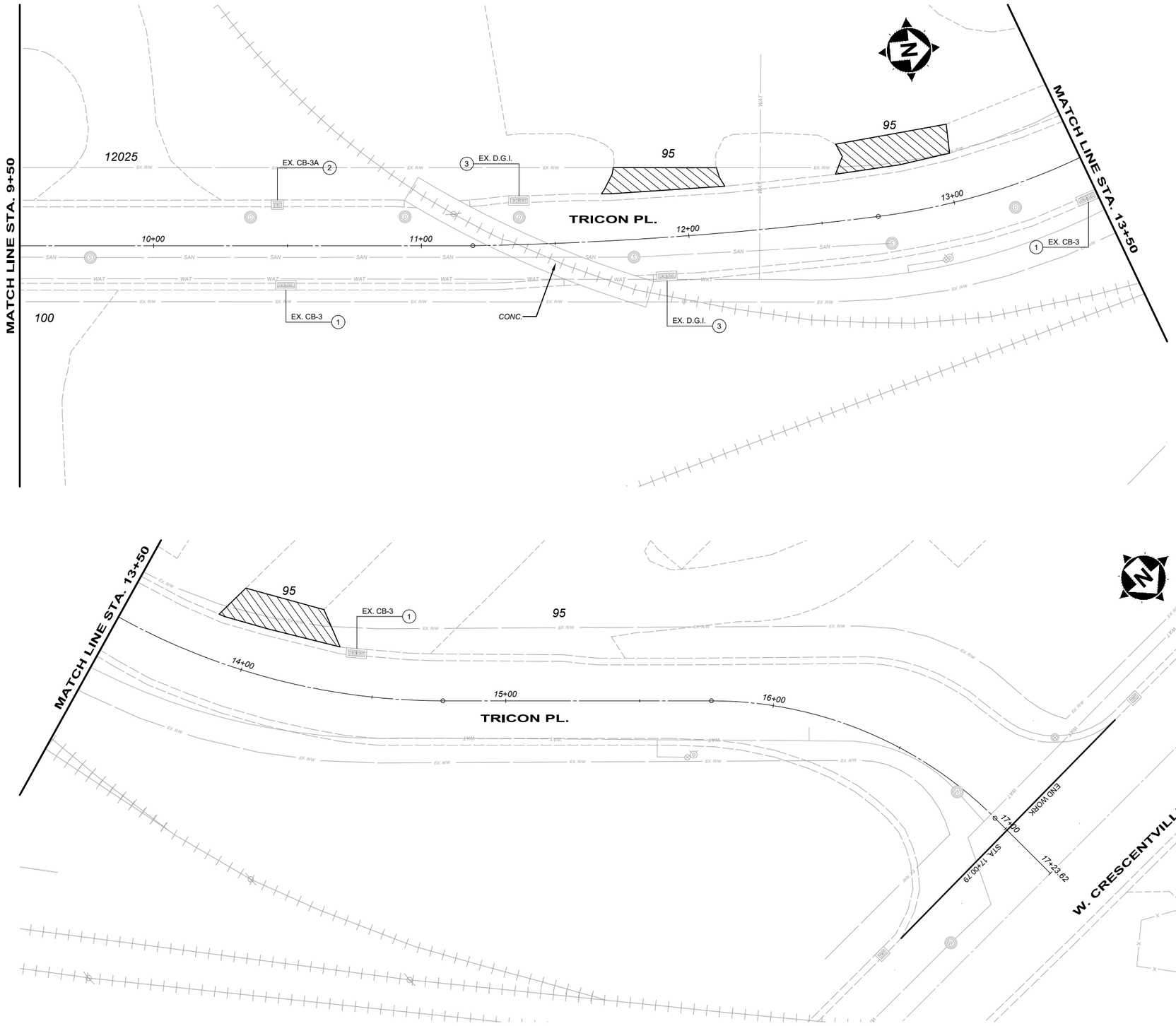

LEGEND

ITEM 448 - ASPHALT DRIVEWAY REMOVAL AND REPLACEMENT, AS PER PLAN

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CITY OF SPRINGDALE - HAMILTON COUNTY, OHIO

TRICON PLACE

PROJECT NO.
33932
DISCIPLINE
CIVIL
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