

FULL ROLL CURB REMOVAL AND TYPE 6 CURB REPLACEMENT
 STA. 0+36 TO STA. 9+75
 STA. 22+26 TO STA. 34+55

TYPE 6 SPOT CURB REPAIR
 STA. 9+75 TO STA. 21+49

LEGEND

- ① EXISTING PAVEMENT
- ② EXISTING ASPHALT SURFACE COURSE
- ③ ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE, (3")
- ④ ITEM 441 - ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, (448), PG64-22 (1 1/2" AVG)
- ⑤ ITEM 441 - ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), PG64-22 (1 1/2")
- ⑥ ITEM 407 - TACK COAT AT 0.10 GAL./S.Y. (SEE NOTE NO.1)
- ⑦ ITEM 441 - ASPHALT CONCRETE, MISC. - 1/2" STRESS ABSORBING MEMBRANE INTERLAYER (SAMI), TYPE 1
- ⑧ ITEM 609 - CURB, TYPE 6, MODIFIED, REMOVAL OF EXISTING CURB AND REPLACEMENT (SEE DETAIL)
- ⑨ 3" WIDE SEAL OF ASPHALT BINDER WHERE ASPHALT MEETS CURB FOLLOWING THE PLACEMENT OF ITEM 448 SURFACE COURSE.

NOTES:

- 1.) A TACK COAT 1' CONTINUOUS WIDTH SHALL BE APPLIED ALONG THE EDGES OF THE AREAS TO BE RESURFACED.
- 2.) ASPHALT CONCRETE PRICE ADJUSTMENTS AS NOTED IN ODOT CONSTRUCTION AND MATERIAL SPECIFICATION SECTION 401.20 WILL NOT APPLY TO THIS CONTRACT. NO ADJUSTMENTS TO UNIT PRICES WILL BE MADE DUE TO FLUCTUATIONS OF THE COST OF PETROLEUM-BASED PRODUCTS.

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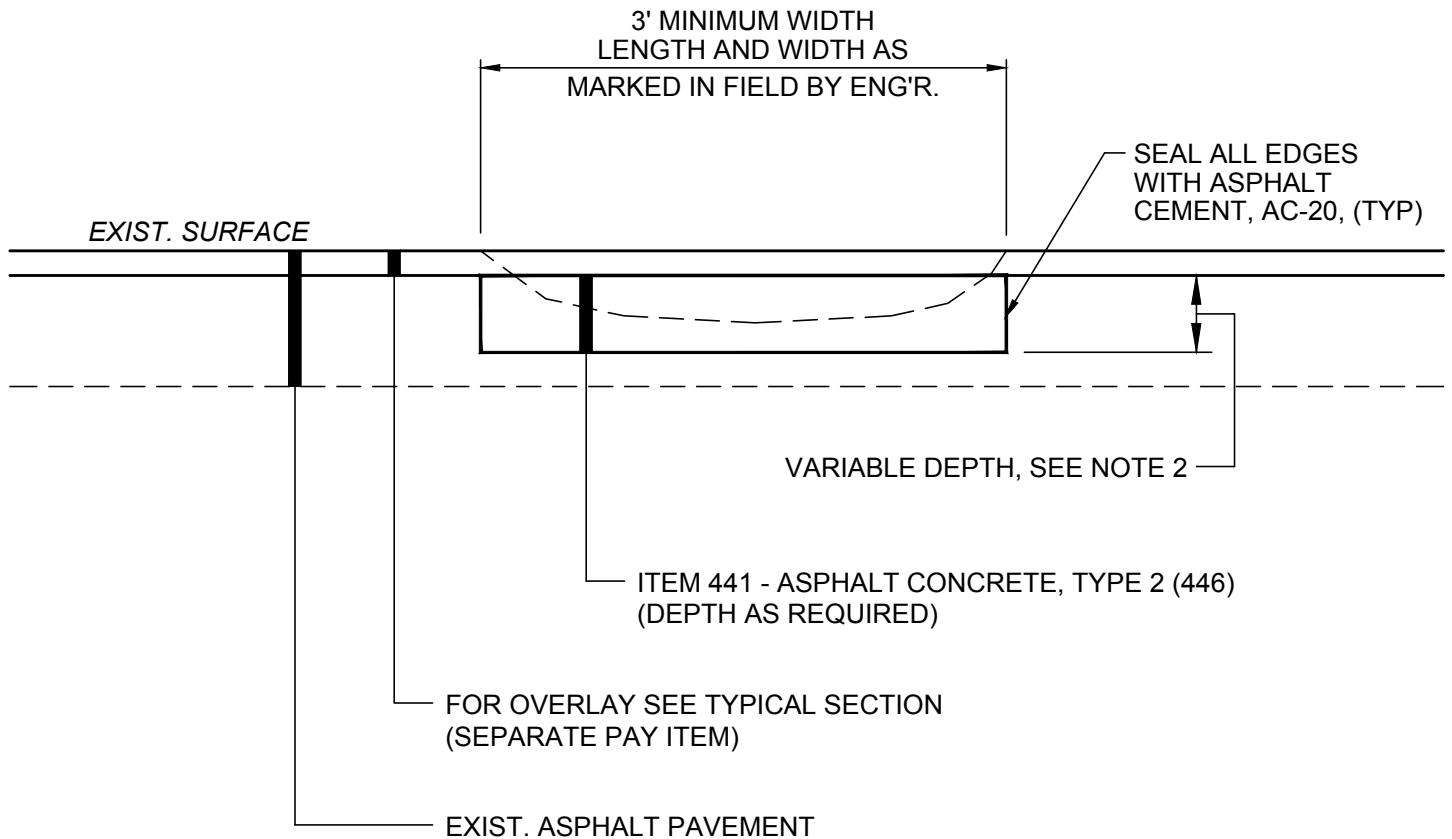
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2019 CHEVIOT STREET PROGRAM
CITY OF CHEVIOT
HAMILTON COUNTY, OHIO

TYPICAL SECTION
ST. MARTINS PLACE

PROJECT NO.	190114
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NOTES:

- 1.) THE FINAL AREAS TO BE REPAIRED UNDER THIS ITEM WILL BE DESIGNATED IN THE FIELD BY THE ENGINEER AND THE QUANTITY OF WORK TO BE COVERED UNDER THIS ITEM WILL BE BASED UPON MEASUREMENT OF THESE DESIGNATED AREAS.
- 2.) REMOVE DETERIORATED PAVEMENT TO THE DEPTH SPECIFIED BY THE ENGINEER, SQUARING THE EDGES OF THE AREA TO BE REPAIRED. COAT THE SURFACE AREA WITH 407 MATERIAL BEFORE PLACING ITEM 448. WHEN DETERIORATION EXTENDS TO A DEPTH OF MORE THAN 4" IN THE CONCRETE, AND AT THE DIRECTION OF THE ENGINEER, A FULL DEPTH REMOVAL AND CONCRETE PAVEMENT REPLACEMENT SHALL BE MADE. (UNDER A SEPARATE PAY ITEM).

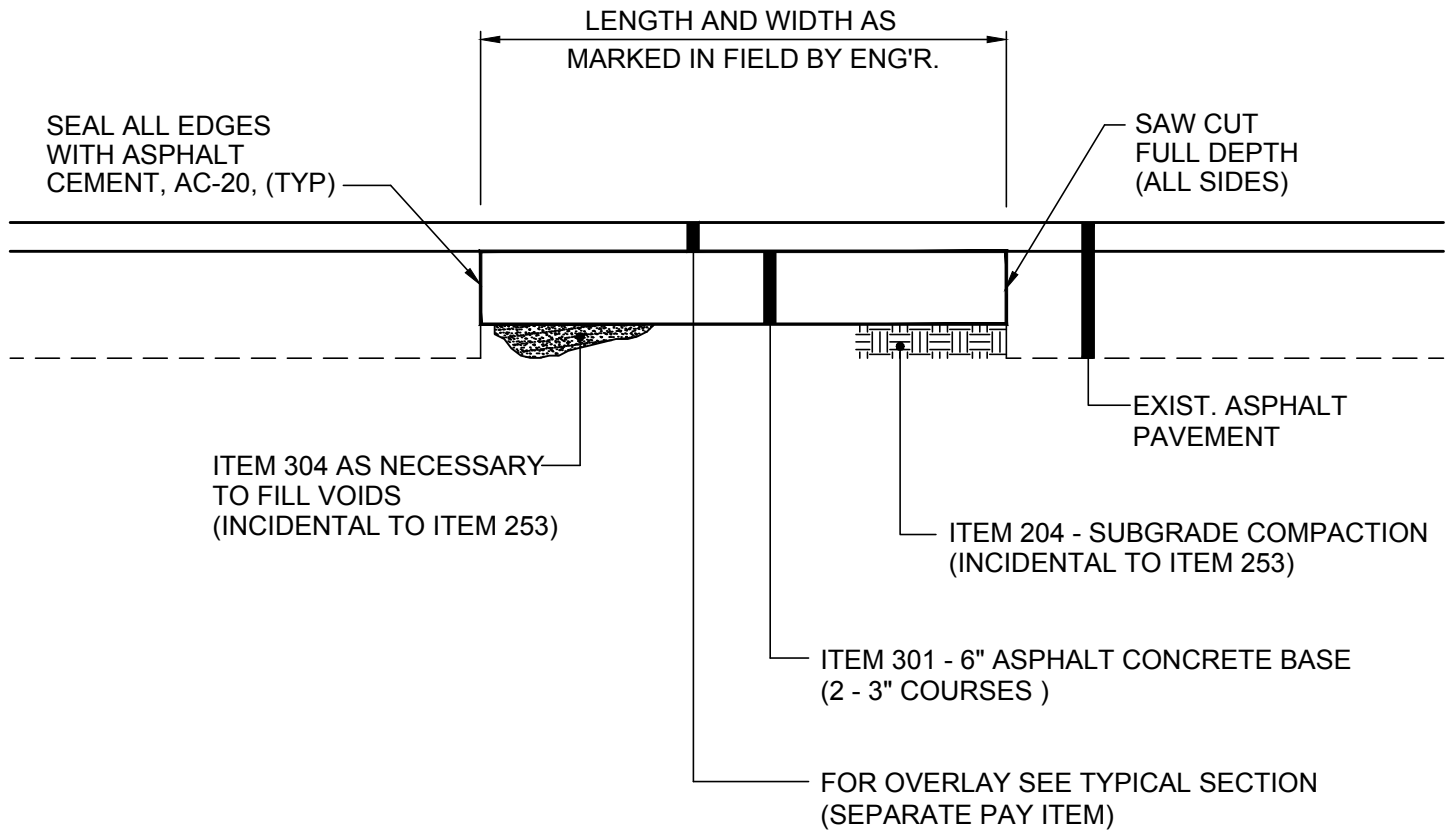


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**ITEM 251 - PARTIAL DEPTH
 ASPHALT PAVEMENT REPAIR**

PROJECT NO.	
190114	
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CIVIL	
SHEET	OF
2	11



NOTES:

- 1.) THE FINAL AREAS TO BE REPAIRED UNDER THIS ITEM WILL BE DESIGNATED IN THE FIELD BY THE ENGINEER AND THE QUANTITY OF WORK TO BE COVERED UNDER THIS ITEM WILL BE BASED UPON MEASUREMENT OF THESE DESIGNATED AREAS.
- 2.) THE UNIT BID PRICE FOR "ITEM 253, PAVEMENT REPAIR", SHALL INCLUDE ALL THE COSTS INCURRED FOR REMOVAL OF PAVEMENT AND SUBGRADE & PLACEMENT OF MATERIALS AS NOTED IN THE DETAIL.



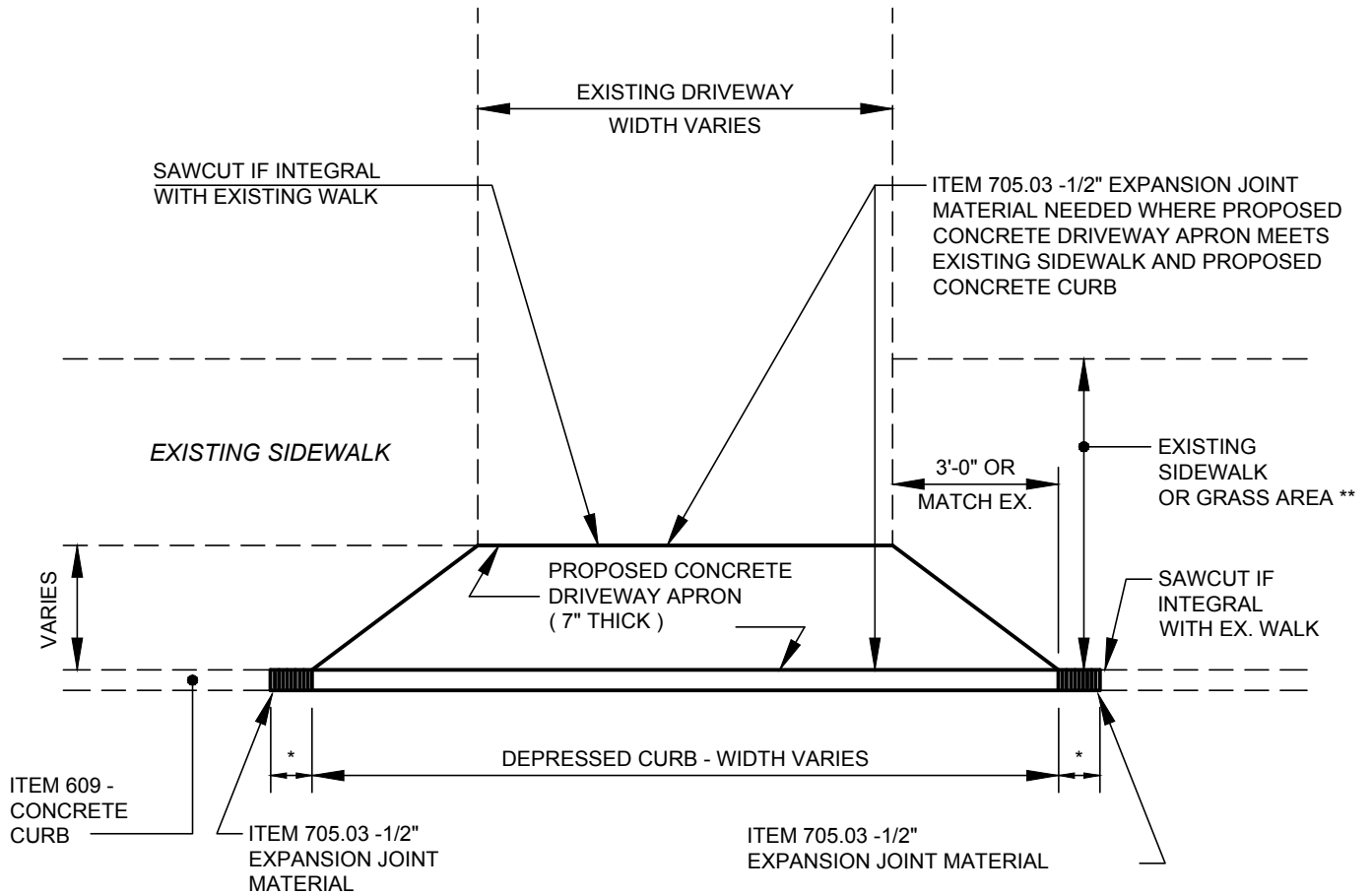
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ITEM 253 - PAVEMENT REPAIR

PROJECT NO.	190114
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* 1'-6" TRANSITION FROM STANDARD CURB HEIGHT TO DEPRESSED CURB

** WHERE SIDEWALK ABUTS CURB, EXTENT OF WALK REMOVAL AND REPLACEMENT TO BE FIELD DETERMINED.



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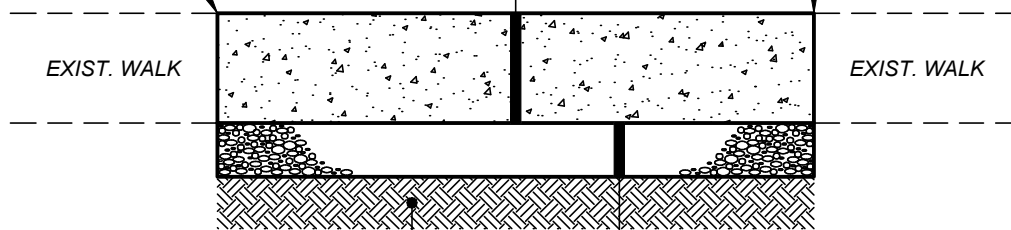
ITEM 452 - DRIVE APRON REPLACEMENT

PROJECT NO.	
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ITEM 608 - 5" PLAIN CONCRETE MINIMUM, 7" MINIMUM AT RESIDENTIAL DRIVEWAYS AND CURB RAMPS, OR DEPTH OF EXISTING SIDEWALK - WHICHEVER IS GREATER

SAW CUT AT JOINT, (TYPICAL)

ITEM 705.03 - 1/2" EXPANSION MATERIAL PLACED ON AT LEAST ONE END OF THE REPAIRED SECTION



ITEM 204 - SUBGRADE COMPACTION (INCIDENTAL TO ITEM 608)

ITEM 304 - STONE FILL LEVELING COURSE TO BE USED WHERE SETTLING OF WALK HAS OCCURRED (INCIDENTAL TO ITEM 608)

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.
- 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.

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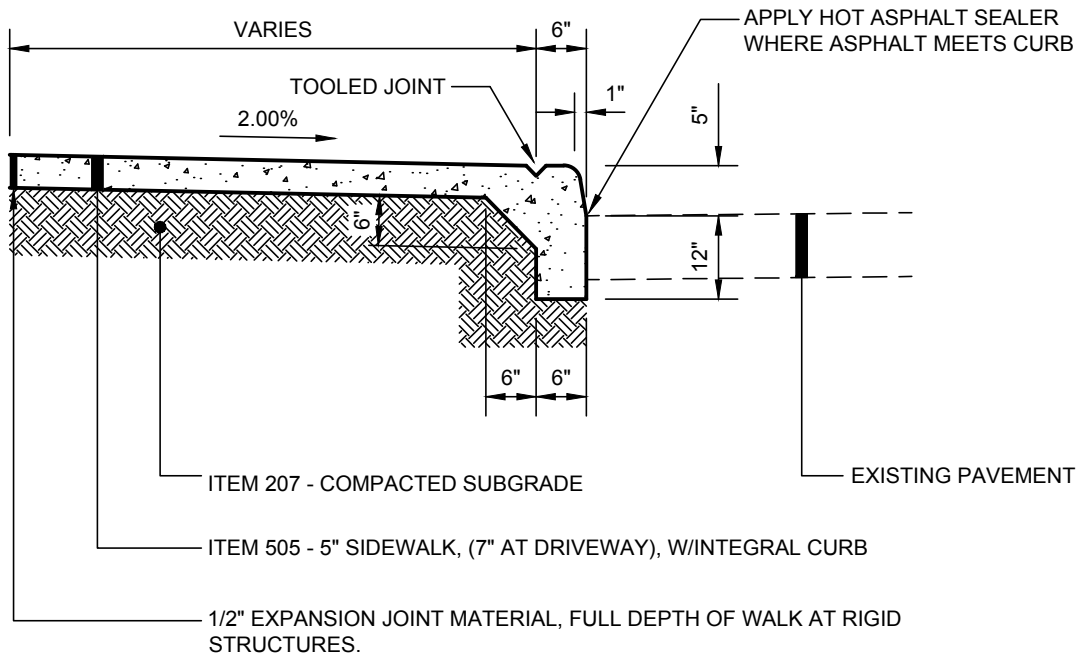
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ITEM 608 - SIDEWALK REPLACEMENT

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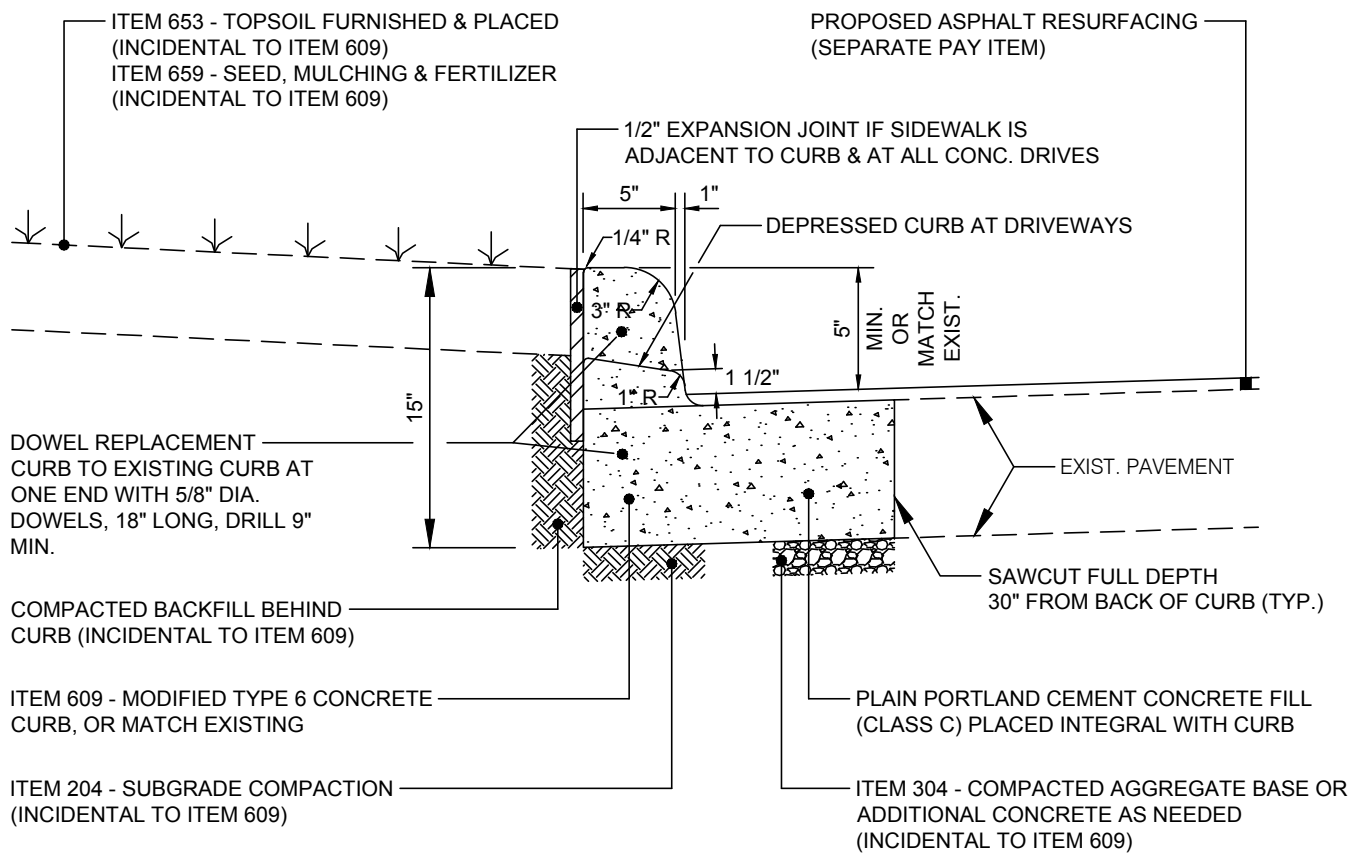


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ITEM 608 - INTEGRAL CURB AND WALK

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NOTES:

- 1.) CONTRACTOR SHALL FILL BEHIND CURB TO TOP OF CURB WITH TOPSOIL AND RESTORE YARD WITH TOPSOIL AND/OR SEEDING AND MULCHING WHICH SHALL BE INCIDENTAL TO ITEM 609.
- 2.) MAXIMUM SPACING OF EXPANSION JOINTS IS FORTY (40) FEET AND THE MAXIMUM SPACING FOR CONTRACTION JOINTS IS TEN (10) FEET.
- 3.) CONCRETE SHALL BE 4000 PSI AT 28 DAYS WITH 5% MIN. TO 8% MAX. ENTRAINED AIR.
- 4.) THE MIN. CURB REPLACEMENT SHALL BE 3'-0". EXPANSION MATERIAL AND DOWELS SHALL BE PLACED ON AT LEAST ONE END OF THE REPAIRED SECTION.
- 5.) DOWELING WILL BE REQUIRED AT EXPANSION JOINTS IN THE NEW CURB. TWO DOWELS SHALL BE PLACED PER DETAIL. EXPANSION JOINTS SHALL BE PLACED:
 - A.) AT A MAXIMUM SPACING OF 40' (IF HAND FORMED).
 - B.) ONE FOOT ON EACH SIDE OF CATCH BASIN PER ODOT STANDARD DRAWINGS.
 - C.) ALL CURB RADII RETURNS AND AT ALL STOP IN POURS.
 - D.) WHERE THE NEW CURB MEETS THE EXISTING CURB.
- 7.) THE DIMENSIONS ABOVE MAY BE MODIFIED BY THE ENGINEER IN THE FIELD TO MATCH THE DIMENSIONS OF THE VARIOUS EXISTING CURBS TO BE REMOVED.
- 8.) DEPRESSED CURB AT DRIVEWAYS. HEIGHT OF CURB TO BE 2" AT BACK OF CURB TO 1 1/2" AT FACE OF CURB ABOVE NEW SURFACE COURSE.

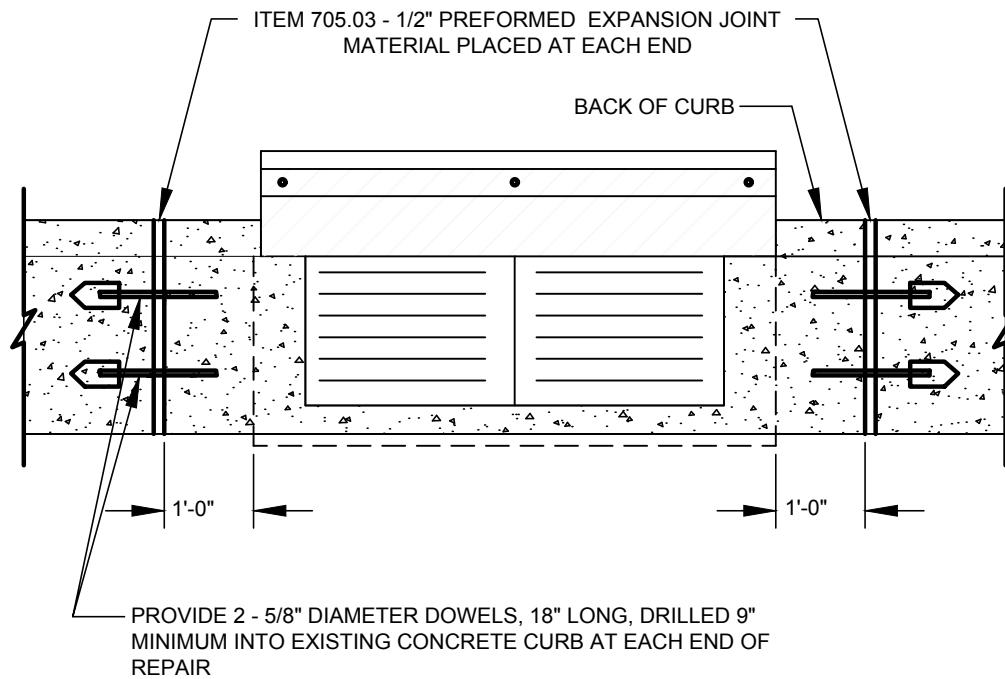


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ITEM 609 - MODIFIED TYPE 6
CONCRETE CURB REPLACEMENT

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NOTES:

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



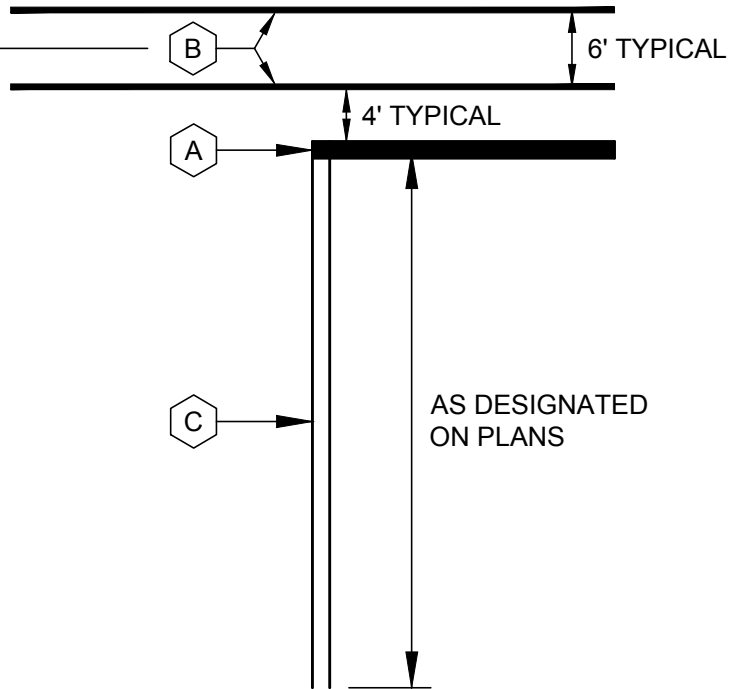
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ITEM 609 - VERTICAL CURB
REPLACEMENT ADJACENT TO CB

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CENTERED ON
SIDEWALK



LEGEND

- A ITEM 644 - 24" STOP LINE
- B ITEM 644 - 12" CROSSWALK LINES
- C ITEM 644 - 4" SOLID DOUBLE YELLOW CENTERLINE

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.

The running slope of the ramp is preferred to be 12:1 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 ot 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.

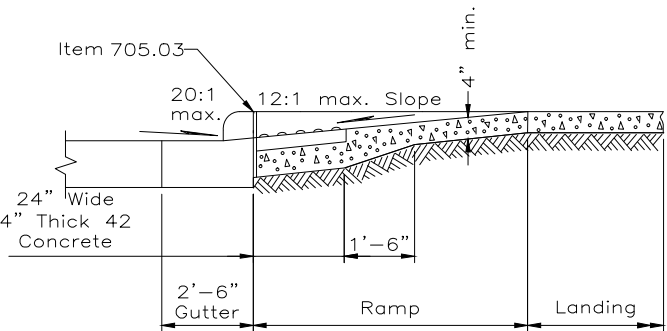
Ramp landings shall be 4' min. x 4' min. with a 50:1 or flatter cross slope and running slope.

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.

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 between the 1) pavement and gutter, and 2) gutter and ramp, are not allowed.

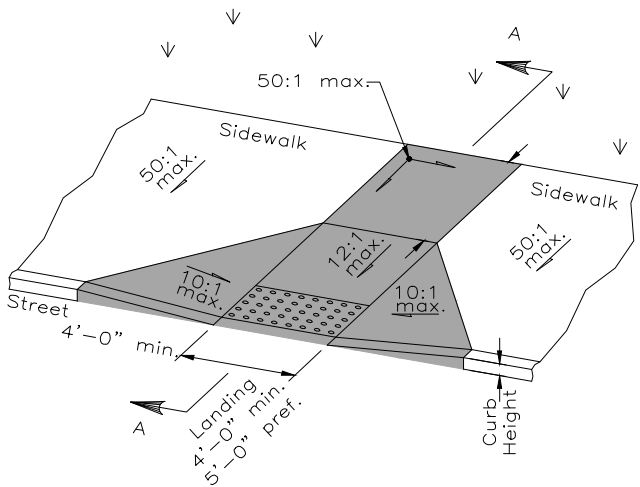
SURFACE TEXTURE: Texture concrete surfaces by coarse brooming transverse to the ramp slopes to be rougher than the adjacent walk.

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 an 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.



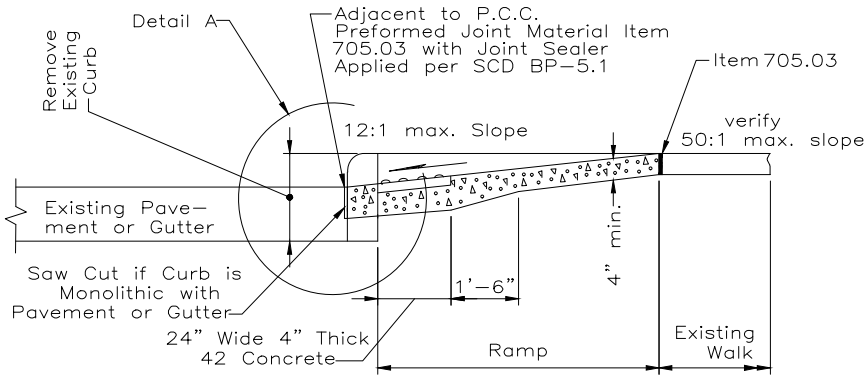
New gutter shown.

SECTION A-A
NORMAL DETAIL



Type A1 (Perpendicular with flared sides)

PERPENDICULAR CURB RAMP DETAIL



SECTION A-A
EXISTING WALK DETAIL

2019 CHEVIOT STREET PROGRAM

CITY OF CHEVIOT
HAMILTON COUNTY, OHIO

ODOT CURB RAMP DETAILS

your trusted advisor
consultants

engineers
architects
planners

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NO	REVISION	DATE			

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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.

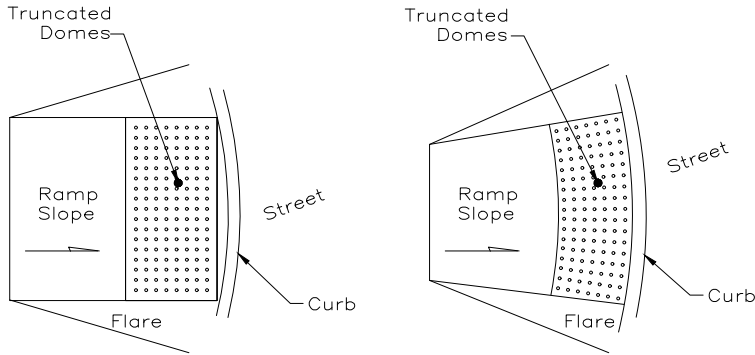
The depth of concrete underneath detectable warning products shall be a minimum of 4". See DETAIL A.

ALIGNMENT:

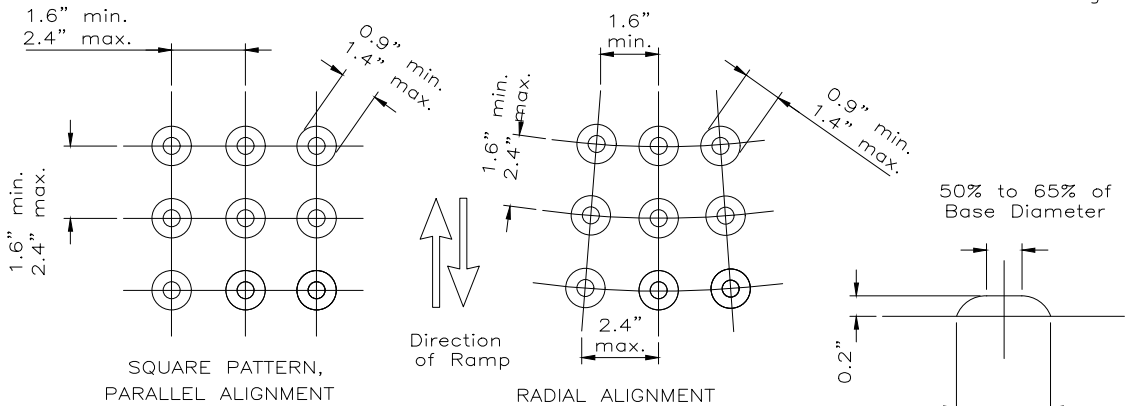
Truncated domes should be aligned with the primary direction of the ramp as shown on the DETECTABLE WARNING ALIGNMENT Detail. Normally the detectable warnings should be flush with the back of the curb, but for skewed conditions see DETECTABLE WARNING ALIGNMENT Detail. For non-standard layouts, detectable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

PRODUCTS & COLORS:

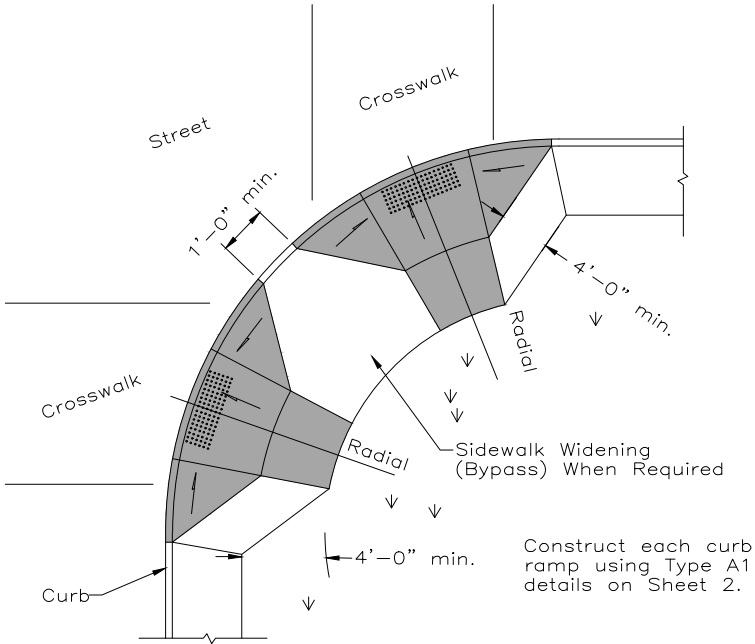
Color of the detectable warnings should contrast with surrounding concrete walk and ramp. Black is not an acceptable color. Approved products and guidance on color may be found on the Office of Roadway Engineering Service's Detectable Warnings Approved List. Install products as per manufacturer's printed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



DOMES ALIGNMENT ON RADIUSED CURB

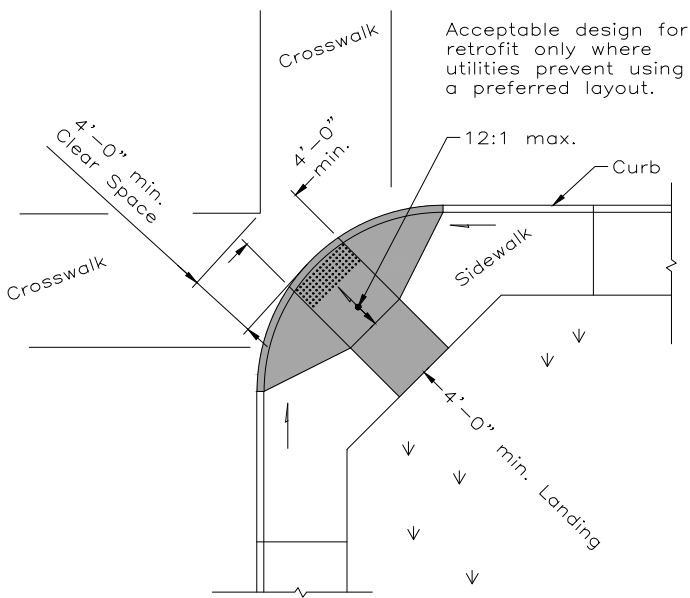


TRUNCATED DOMES DETAILS



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.

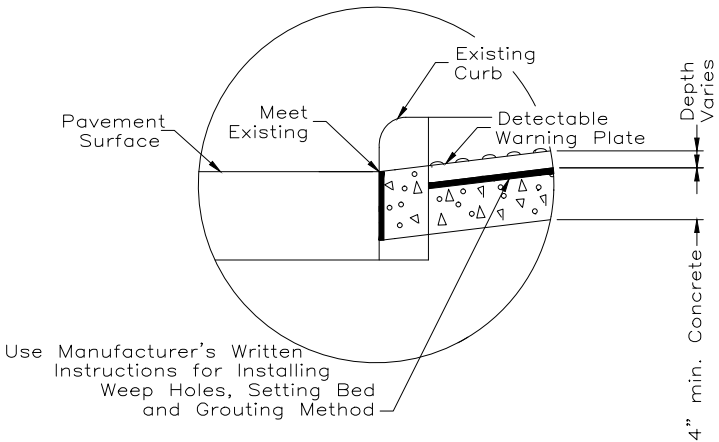
PERPENDICULAR RAMPS



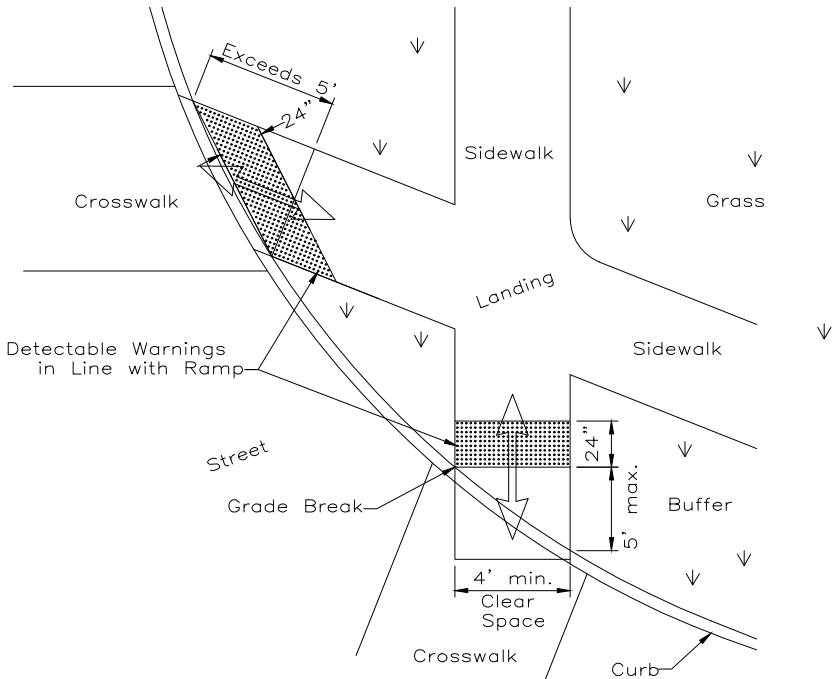
Use this design only for existing walks, and when site constraints prohibit other designs. The diagonal Type D ramp may be constructed as either a Perpendicular, Parallel or Combination curb ramp type. Avoid using where curb radii are less than 20'-0" .

DIAGONAL RAMP (Type D)

ACCEPTABLE CONSTRUCTION PLACEMENT



DETAIL A



DETECTABLE WARNING ALIGNMENT

2019 CHEVIOT STREET PROGRAM
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ODOT CURB RAMP DETAILS

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