

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, WATER1 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 TEMPORARY OR PERMANENT LIGHTING INSTALLATION WHEN IMPACTING THE NORMAL FUNCTION OF THE INTERSECTIONS OR THE FLOW OF TRAFFIC.

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).

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.

ITEM 614 - LAW ENFORCEMENT OFFICER (WITH PATROL CAR) FOR ASSISTANCE DURING CONSTRUCTION OPERATIONS (CONT'D)

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 ASSISTANCE40 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.

ITEM 614 - PORTABLE CHANGEABLE MESSAGE SIGNS, AS PER PLAN

THE CONTRACTOR SHALL FURNISH, INSTALL, MAINTAIN AND REMOVE, WHEN NO LONGER NEEDED, A CHANGEABLE MESSAGE SIGN. THE SIGN SHALL BE OF A TYPE SHOWN ON A LIST OF APPROVED PCMS UNITS AVAILABLE ON THE OFFICE OF MATERIALS MANAGEMENT WEB PAGE. THE LIST CONTAINS CLASS A AND B UNITS WITH MINIMUM LEGIBILITY DISTANCES OF 800 FEET AND 650 FEET, RESPECTIVELY.

EACH SIGN SHALL BE TRAILER-MOUNTED AND EQUIPPED WITH A FUNCTIONAL DIMMING MECHANISM, TO DIM THE SIGN DURING DARKNESS, AND A TAMPER AND VANDAL PROOF ENCLOSURE. EACH SIGN SHALL BE PROVIDED WITH APPROPRIATE TRAINING AND OPERATION INSTRUCTIONS TO ENABLE ON-SITE PERSONNEL TO OPERATE AND TROUBLESHOOT THE UNIT. THE SIGN SHALL ALSO BE CAPABLE OF BEING POWERED BY AN ELECTRICAL SERVICE DROP FROM A LOCAL UTILITY COMPANY. THE PCMS SHALL BE DELINEATED IN ACCORDANCE WITH C&MS 614.03.

THE PROBABLE PCMS LOCATIONS AND WORK LIMITS FOR THOSE LOCATIONS ARE SHOWN ON P.15 ,P.16 , AND P.18 OF THE PLAN. PLACEMENT, OPERATION, MAINTENANCE AND ALL ACTIVATION OF THE SIGNS BY THE CONTRACTOR SHALL BE AS DIRECTED BY THE ENGINEER. THE PCMS SHALL BE LOCATED IN A HIGHLY VISIBLE POSITION YET PROTECTED FROM TRAFFIC. THE CONTRACTOR SHALL, AT THE DIRECTION OF THE ENGINEER, RELOCATE THE PCMS TO IMPROVE VISIBILITY OR ACCOMMODATE CHANGED CONDITIONS. WHEN NOT IN USE, THE PCMS SHALL BE TURNED OFF. ADDITIONALLY, WHEN NOT IN USE FOR EXTENDED PERIODS OF TIME, THE PCMS SHALL BE TURNED AWAY FROM ALL TRAFFIC.

ITEM 614 - PORTABLE CHANGEABLE MESSAGE SIGNS, AS PER PLAN (CONT'D)

THE ENGINEER SHALL BE PROVIDED ACCESS TO EACH SIGN UNIT AND SHALL BE PROVIDED WITH APPROPRIATE TRAINING AND OPERATION INSTRUCTIONS TO ENABLE ODOT PERSONNEL TO OPERATE AND TROUBLESHOOT THE UNIT, AND TO REVISE SIGN MESSAGES, IF NECESSARY.

ALL MESSAGES TO BE DISPLAYED ON THE SIGN WILL BE PROVIDED BY THE ENGINEER. A LIST OF ALL REQUIRED PRE-PROGRAMMED MESSAGES WILL BE GIVEN TO THE CONTRACTOR AT THE PROJECT PRECONSTRUCTION CONFERENCE. THE SIGN SHALL HAVE THE CAPABILITY TO STORE UP TO 99 MESSAGES. MESSAGE MEMORY OR PRE-PROGRAMMED DISPLAYS SHALL NOT BE LOST AS A RESULT OF POWER FAILURES TO THE ON-BOARD COMPUTER, THE SIGN LEGEND SHALL BE CAPABLE OF BEING CHANGED IN THE FIELD. THREE-LINE PRESENTATION FORMATS WITH UP TO SIX MESSAGE PHASES SHALL BE SUPPORTED. PCMS FORMAT SHALL PERMIT THE COMPLETE MESSAGE FOR EACH PHASE TO BE READ AT LEAST TWICE.

THE PCMS SHALL CONTAIN ACCURATE CLOCK AND PROGRAMMING LOGIC WHICH WILL ALLOW THE SIGN TO BE ACTIVATED, DEACTIVATED OR MESSAGES CHANGED AUTOMATICALLY AT DIFFERENT TIMES OF THE DAY FOR DIFFERENT DAYS OF THE WEEK.

THE PCMS UNIT SHALL BE MAINTAINED IN GOOD WORKING ORDER BY THE CONTRACTOR IN ACCORDANCE WITH THE PROVISIONS OF C&MS 614.07. THE CONTRACTOR SHALL, PRIOR TO ACTIVATING THE UNIT, MAKE ARRANGEMENTS, WITH AN AUTHORIZED SERVICE AGENT FOR THE PCMS, TO ASSURE PROMPT SERVICE IN THE EVENT OF FAILURE. ANY FAILURE SHALL NOT RESULT IN THE SIGN BEING OUT OF SERVICE FOR MORE THAN 12 HOURS, INCLUDING WEEKENDS. FAILURE TO COMPLY MAY RESULT IN AN ORDER TO STOP WORK AND OPEN ALL TRAFFIC LANES AND/OR IN THE DEPARTMENT TAKING APPROPRIATE ACTION TO SAFELY CONTROL TRAFFIC. THE ENTIRE COST TO CONTROL TRAFFIC, ACCRUED BY THE DEPARTMENT DUE TO THE CONTRACTOR'S NONCOMPLIANCE, WILL BE DEDUCTED FROM MONEYS DUE, OR TO BECOME DUE THE CONTRACTOR ON HIS CONTRACT.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR 24-HOUR-PER-DAY OPERATION AND MAINTENANCE OF THESE SIGNS ON THE PROJECT FOR THE DURATION OF THE PHASES WHEN THE PLAN REQUIRES THEIR USE.

PAYMENT FOR THE ABOVE DESCRIBED ITEM SHALL BE AT THE CONTRACT UNIT PRICE. PAYMENT SHALL INCLUDE ALL LABOR, MATERIALS, EQUIPMENT, FUELS, LUBRICATING OILS, SOFTWARE, HARDWARE AND INCIDENTALS TO PERFORM THE ABOVE DESCRIBED WORK.

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY:

ITEM 614, PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN45 SIGN MONTH (ASSUMING 5 PCMS SIGNS FOR 9 MONTHS)

DESIGNATED UNSIGNED LOCAL DETOUR ROUTES

IN ADDITION TO THE OFFICIAL, LOCAL SIGNED DETOUR ROUTE, ADDITIONAL LOCAL ROUTES HAVE BEEN DETERMINED TO BE THE SECONDARY, UNSIGNED LOCAL DETOUR ROUTES. THESE ROUTES ARE SHOWN ON P.16 . PRIOR TO CLOSING S.R. 158 AND COONPATH ROAD, THE CONTRACTOR SHALL PLACE A LEVELING COURSE, ITEM 441, ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (449), PG64-22 ON THE UNSIGNED LOCAL DETOUR ROUTES. THE LEVELING COURSE IS INTENDED TO BRING THE ROUTES UP TO A CONDITION WHICH IS REASONABLY SMOOTH AND FREE FROM HOLES, RUTS, RIDGES, BUMPS, AND STANDING WATER. THE CONTRACTOR SHALL CONTACT ERIC MCCRADY (FAIRFIELD COUNTY DEPUTY ENGINEER) AT (740) 652-2300 TO SET UP A FIELD REVIEW OF THESE ROUTES TO DETERMINE THE LOCATIONS WHERE THE LEVELING COURSE IS NEEDED.

UPON COMPLETION OF THE PROPOSED ROUNDABOUT AND THE REMOVAL OF ALL SIGNED DETOURS, THE CONTRACTOR, CONSTRUCTION ENGINEER AND COUNTY DEPUTY ENGINEER (ERIC MCCRADY) SHALL REVIEW THE CONDITION OF THE UNSIGNED LOCAL DETOURS. ANY AREAS REQUIRING PAVEMENT REPAIR SHALL BE FIXED USING PAVEMENT REPAIR BID ITEMS. UPON COMPLETION OF ALL REPAIRS, THE CONTRACTOR SHALL APPLY A SINGLE CHIP SEAL TO BOTH UNSIGNED LOCAL DETOUR ROUTES USING ITEM 422, AGGREGATE, SINGLE CHIP SEAL, TYPE A, AS PER PLAN.

THE FOLLOWING ESTIMATED QUANTITIES ARE PROVIDED FOR USE AS DETERMINED BY THE ENGINEER TO PERFORM THE WORK DESCRIBED ABOVE.

ITEM 441, ASPHALT CONCRETE SURACE COURSE, TYPE 1, (449), PG64-22250 CU. YD.

ITEM 407, NON-TRACKING TACK COAT580 GAL.

ITEM 422, AGGREGATE, SINGLE CHIP SEAL, TYPE A, AS PER PLAN67,600 SQ. YD.

ITEM 422 - AGGREGATE, SINGLE CHIP SEAL, TYPE A, AS PER PLAN

ALL THE REQUIREMENTS PER THE ODOT CMS SHALL BE MET EXCEPT AS NOTED. THE 1,000 FOR FOOT TEST STRIP REQUIRED IN 422.05 SHALL BE WAIVED. THE EMULSIFIED BINDER SHALL BE MWS-90 AND THE AGGREGATE SHALL BE #8 CRUSHED LIMESTONE. ADDITIONALLY, A MINIMUM OF TWO (2) ROLLERS SHALL BE USED PER 422.09. QUALITY CONTROL REQUIREMENTS AS OUTLINED IN 402.10 SHALL NOT BE REQUIRED. PROVIDE THE ENGINEER WITH DELIVERY TICKETS FOR ALL MATERIAL.

DESIGN AGENCY

AECOM

DESIGNERVHP

REVIEWERNSP06/03/25

PROJECT ID111621

SHEETP.13TOTAL127

MAINTENANCE OF OFFICIAL SIGNED LOCAL DETOUR ROUTE

THE OFFICIAL, LOCAL SIGNED DETOUR ROUTE HAS BEEN ESTABLISHED. THIS ROUTE IS SHOWN ON P.15 AND P.16 . DURING THE TIME THAT TRAFFIC IS DETOURED, THE CONTRACTOR SHALL MAINTAIN THIS ROUTE IN A CONDITION WHICH IS REASONABLY SMOOTH AND FREE FROM HOLES, RUTS, RIDGES, BUMPS, DUST AND STANDING WATER. ONCE THE DETOUR IS REMOVED AND TRAFFIC RETURNED TO ITS NORMAL PATTERN, THE DESIGNATED DETOUR ROUTE SHALL BE RESTORED TO A CONDITION THAT IS EQUIVALENT TO THAT WHICH EXISTED PRIOR TO ITS USE FOR THIS PURPOSE. ALL SUCH WORK SHALL BE PERFORMED WHEN AND AS DETERMINED BY THE ENGINEER.

THE FOLLOWING ESTIMATED QUANTITIES ARE PROVIDED FOR USE AS DETERMINED BY THE ENGINEER TO MAINTAIN AND SUBSEQUENTLY RESTORE THE DETOUR ROUTES.

ITEM 251, PARTIAL DEPTH PAVEMENT REPAIR (441), AS PER PLAN	200 SQ. YD.
ITEM 253, PAVEMENT REPAIR, AS PER PLAN	200 SQ. YD.
ITEM 441, ASPHALT CONCRETE SURFACE COURSE TYPE 1, (449) PG 64-22, AS PER PLAN	50 CU. YD.
ITEM 617, COMPACTED AGGREGATE	40 CU. YD.
ITEM 642, EDGE LINE, 4", TYPE 1	1.00 MILE
ITEM 642, CENTER LINE, TYPE 1	0.50 MILE

ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR (441), AS PER PLAN

THIS ITEM SHALL BE USED AT THE DIRECTION OF THE ENGINEER TO PERFORM PAVEMENT REPAIRS ALONG PORTIONS OF THE OFFICIAL SIGNED LOCAL DETOUR ROUTE.

THE CONTRACTOR SHALL CLEAN THE MILLED SURFACE AND THE ENGINEER SHALL IDENTIFY AREAS REQUIRING PARTIAL DEPTH PAVEMENT REPAIR AFTER THE WEARING COURSE IS REMOVED. ALL APPLICABLE PROVISIONS OF ITEM 251, AS SET FORTH IN THE CONSTRUCTION AND MATERIALS SPECIFICATIONS, SHALL APPLY EXCEPT AS MODIFIED HEREIN.

REMOVAL DEPTH SHALL BE THREE (3) INCHES OR AS DIRECTED BY THE ENGINEER AND THE REPLACEMENT MATERIAL SHALL BE ITEM 441 - ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, (449).

PARTIALLY EMBEDDED STEEL MESH EXPOSED SHALL BE WIRE-BRUSHED OR OTHERWISE CLEANED TO REMOVE ALL LOOSE RUST. LOOSENED OR TOTALLY EXPOSED WIRE MESH REINFORCING SHALL BE CUT AND REMOVED AS REQUIRED WITHOUT DISPLACEMENT OR DISRUPTION TO THE REINFORCEMENT AND/OR PAVEMENT TO REMAIN.

ITEM 253 - PAVEMENT REPAIR, AS PER PLAN

THIS ITEM SHALL BE USED AT THE DIRECTION OF THE ENGINEER TO PERFORM PAVEMENT REPAIRS ALONG PORTIONS OF THE OFFICIAL SIGNED LOCAL DETOUR ROUTE.

PAVEMENT REPAIRS SHALL BE PERFORMED IN ACCORDANCE WITH ITEM 253. THE ENGINEER SHALL DESIGNATE THE LOCATIONS AND LIMITS OF THE AREAS TO BE REPAIRED. THE AREAS SHALL BE SAWED OR MILLED TO A DEPTH OF 13". THE REPLACEMENT MATERIAL SHALL BE 3" OF ITEM 441, ASPHALT CONCRETE SURFACE COURSE, TYPE 1 (449), PG-22 (PLACED IN TWO LIFTS), 4" OF ITEM 301, ASPHALT CONCRETE CASE (449), AND 6" OF ITEM 304, AGGREGATE BASE. THE FINISHED SURFACE SHALL MATCH THE EXISTING PAVEMENT SURFACE.

ITEM 441 - ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (449), AS PER PLAN, PG64-22

THIS ITEM SHALL BE USED AT THE DIRECTION OF THE ENGINEER TO PERFORM PAVEMENT REPAIRS ALONG PORTIONS OF THE OFFICIAL SIGNED LOCAL DETOUR ROUTE.

THE ASPHALT CONCRETE SURFACE COURSE, TYPE 1, SHALL BE PERFORMED IN ACCORDANCE WITH ITEM 441. THE ENGINEER SHALL DESIGNATE THE LOCATION AND LIMIT OF THE REPAIR AREAS. EACH REPAIR AREA SHALL BE PLANED TO THE DEPTH OF THE SURFACE COURSE IN ACCORDANCE WITH ITEM 254, THEN COATED WITH A NON-TRACKING TACK COAT PER ITEM 407. THE CONTRACTOR SHALL USE ITEM 441, ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (449), PG64-22 TO COVER THE PLANED AREA. THE THICKNESS SHALL BE A MINIMUM OF 1.0 INCH AND A MAXIMUM OF 1.5 INCHES, AS SPECIFIED BY THE ENGINEER.

PAVEMENT FOR THE ABOVE DESCRIBED ITEM SHALL BE AT THE CONTRACT UNIT PRICE. PAYMENT SHALL INCLUDE ALL LABOUR, MATERIALS, EQUIPMENT AND INCIDENTALS NECESSARY TO COMPLETE THE ABOVE DESCRIBED WORK INCLUDING THE PLANING AND TACK COAT APPLICATION.