

ITEM 614 - MAINTAINING TRAFFIC

IT IS THE INTENTION TO PERFORM THE REQUIRED WORK WITHIN THESE PLANS WITH THE LEAST INCONVENIENCE TO, AND THE MAXIMUM SAFETY OF, THE CONTRACTOR, LOCAL MERCHANTS, PEDESTRIAN TRAFFIC, AND THE TRAVELING PUBLIC.

REQUIREMENTS FOR MAINTAINING TRAFFIC AS SPECIFIED IN THE "OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS" (CURRENT EDITION, LATEST REVISION), PERTINENT PROVISIONS OF THE "OHIO DEPARTMENT OF TRANSPORTATION CONSTRUCTION AND MATERIAL SPECIFICATIONS" (INCLUDING SUPPLEMENTAL SPECIFICATIONS) AND APPLICABLE STANDARD CONSTRUCTION DRAWINGS SHALL APPLY TO THIS PROJECT IN ADDITION TO THE FOLLOWING NOTES.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING SAFE AND EFFECTIVE VEHICULAR TRAFFIC CONTROL 24 HOURS A DAY FOR THE DURATION OF THIS PROJECT. THIS WILL INCLUDE PROVIDING, PLACING, MAINTAINING, AND SUBSEQUENTLY REMOVING ALL NECESSARY TRAFFIC CONTROL MEASURES FOR ALL PROPOSED CONSTRUCTION OPERATIONS.

BEFORE THE WORK BEGINS, THE CONTRACTOR SHALL SUBMIT TO THE CITY AND ODOT PROJECT ENGINEER THE NAME(S) AND TELEPHONE NUMBER(S) OF A PERSON OR PERSONS WHO CAN BE CONTACTED TWENTY-FOUR (24) HOURS A DAY BY THE CITY, OR ANY OTHER INTERESTED POLICE AGENCY.

THIS PERSON OR PERSONS SHALL BE RESPONSIBLE FOR REPAIRING AND/OR REPLACING ALL TRAFFIC CONTROL DEVICES NEEDED TO MAINTAIN THE SAFETY OF THE TRAVELED PAVEMENT FOR THE DURATION OF THIS PROJECT. THIS PERSON SHALL HAVE AVAILABLE ALL MATERIALS, EQUIPMENT, AND INCIDENTALS NECESSARY TO PERFORM THE REQUIRED REPAIRS WITHIN A REASONABLE PERIOD OF TIME AS PER C.M.S. 614.14.

IF DIFFERENT THAN THE PLAN, THE CONTRACTOR SHALL ALSO SUBMIT A CONSTRUCTION SEQUENCING SCHEDULE PRIOR TO WORK BEGINNING FOR APPROVAL BY THE CITY AND ODOT PROJECT ENGINEER. THE CONSTRUCTION SEQUENCING SCHEDULE SHALL TAKE INTO CONSIDERATION ALL ASPECTS OF THE PROJECT INCLUDING HOW LOCAL TRAFFIC TO THE BUSINESSES WILL BE MAINTAINED. THE CONSTRUCTION SEQUENCE WILL NEED TO BE APPROVED BY THE CITY AND ODOT PRIOR TO ANY COMMENCEMENT OF WORK.

ACCESS FOR PROPERTY OWNERS AND BUSINESS TRAFFIC SHALL BE MAINTAINED IN A UNIFORM PATTERN THROUGHOUT THE ENTIRE LENGTH OF THE PROJECT AND SHALL NOT BE SUBJECTED TO CONSTANT LANE SHIFTS.

ACCESS TO AND FROM ALL LOCAL RESIDENTIAL AND BUSINESS DRIVES WITHIN THE LIMITS OF THIS PROJECT SHALL BE MAINTAINED AT ALL TIMES (24 HOURS A DAY) BY USING EXISTING PAVEMENT, TEMPORARY PAVEMENT, AND THE PROPOSED PAVEMENT EXCEPT AT THE FOLLOWING LOCATIONS:

- 430 S. MAIN STREET - PEACOCK WATER - ACCESS TO THE FRONT DRIVEWAYS ALONG S. MAIN STREET ARE TO BE CLOSED DURING PHASE 1A CONSTRUCTION. TEMPORARY ACCESS IS TO BE PROVIDED VIA THE BACKSIDE (WEST) SIDE OF THE BUILDING FROM U.S. 68 THROUGH M&K FARMS VACANT GRAVEL LOTS.

- 429 S. DETROIT STREET - COMMERCIAL BUILDING FRONT ACCESS DRIVE FROM S. DETROIT STREET (U.S. 68) TO BE CLOSED DURING PHASE 1B CONSTRUCTION. PARKING FOR BUILDING SHALL USE VACANT GRAVEL LOTS SOUTH OF BUILDING CURRENTLY OWNED BY M&K FARM MARKET.

- 403 S. MAIN STREET - S & S DRIVE THRU - COMMERCIAL PROPERTY DRIVE THROUGH ACCESS DRIVE IS TO BE CLOSED FOR A MAXIMUM OF 7 DAYS DURING PHASE 2 CONSTRUCTION. ACCESS TO THE BUILDING DURING THE CLOSURE IS AVAILABLE VIA THE PUBLIC ALLEY ON THE EAST SIDE OF THE BUILDING FROM S. WAYNE STREET.

- 439 S. MAIN STREET - B K P AMBULANCE - EMERGENCY SERVICE PROPERTY DRIVE ACCESS IS TO BE CLOSED FOR THE DURATION OF PHASE 2 CONSTRUCTION. DURING THE CLOSURE, EMERGENCY SERVICES SHALL BE MAINTAINED VIA THE PUBLIC ALLEY ON THE NORTH SIDE OF THE PROPERTY AND THE PARKING LOT ON THE SOUTH SIDE OF THE PROPERTY ALONG E. ESPY STREET. THE CONTRACTOR SHALL PRIORITIZE CONSTRUCTION SEQUENCING TO RE-OPEN THE COMPLETE DRIVEWAY AND ROADWAY IN FRONT OF THE PROPERTY DURING PHASE 2 CONSTRUCTION.

ITEM 614 - MAINTAINING TRAFFIC (CONT.)

THE PROPERTY OWNER (AND CURRENT RESIDENT IF RENTAL PROPERTY) SHALL BE NOTIFIED 72 HOURS IN ADVANCE OF ACCESS RESTRICTIONS TO THE PRIVATE PROPERTY. THE NOTIFICATION SHALL INDICATE BOTH THE ANTICIPATED RESTRICTION START AND THE ANTICIPATED DURATION OF THE RESTRICTION, ALONG WITH A DESCRIPTION OF WHERE TEMPORARY ACCESS IS TO BE LOCATED.

TEMPORARY AGGREGATE PAVEMENT CAN BE ASPHALT GRINDINGS OR OTHER AGGREGATE APPROVED BY THE CITY AND THE ODOT PROJECT ENGINEER. THE COST OF INSTALLATION, MATERIAL, AND REMOVAL OF THE TEMPORARY PAVEMENTS, INCLUDING TEMPORARY ASPHALT WEDGES, SHALL BE INCLUDED IN THE LUMP SUM BID FOR ITEM 614 - MAINTAINING TRAFFIC.

ONCE A LOCAL STREET IS CLOSED AND DETOUR SIGNAGE IS INSTALLED, IT WILL ONLY BE OPEN TO FULL TRAFFIC OPERATIONS ONCE FINAL SURFACE COURSE AND PAVEMENT MARKINGS (IF REQUIRED) ARE INSTALLED. DURING TIMES IN WHICH A ROADWAY IS RE-OPENED WITHOUT FINAL ASPHALT SURFACE COURSES OR PERMANENT, FINAL STRIPING, TYPE III BARRICADES WITH R11-3-48 "LOCAL TRAFFIC ONLY" SIGNS ARE TO BE INSTALLED TO DETER ANY THROUGH TRAFFIC MOVEMENTS.

THE CONTRACTOR SHALL PROVIDE, ERECT AND MAINTAIN SIGNS AND SIGN SUPPORTS, AND CONSTRUCTION BARRELS AS DETAILED IN THE "OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES", AND TYPE III BARRICADES WITH THE SIGN R11-3-60 ("ROAD CLOSED, LOCAL TRAFFIC ONLY") OF THE TYPE AND LOCATION AS FOLLOWS:

PHASE 1B AND PHASE 1C:
- JUST NORTH OF THE INTERSECTION OF W. ESPY STREET (S.R. 67) AND FONTAINE STREET (U.S. 68).
- JUST SOUTH OF THE INTERSECTION OF W. WALNUT STREET AND S. DETROIT STREET (U.S. 68).

PHASE 2:
- JUST SOUTH OF THE INTERSECTION OF DECATUR STREET AND S. MAIN STREET (S.R. 31/53)
- JUST NORTH OF THE INTERSECTION OF E. ESPY STREET AND S. MAIN STREET (S.R. 31/53)

THE CONTRACTOR SHALL NOTIFY THE CITY 21 DAYS PRIOR TO THE START OF ANY DETOUR OR LANE RESTRICTIONS. THE CITY IS REQUIRED TO PROVIDE A 14 DAY NOTIFICATION PRIOR TO THE START OF DETOUR/LANE RESTRICTIONS TO ODOT (IF ALONG A STATE ROUTE), LOCAL SCHOOLS, AND EMERGENCY SERVICES. THIS DETOUR/LANE RESTRICTION COMMUNICATION MUST STATE THE DATE OF CLOSURE AND LENGTH OF CLOSURE.

ANY DAMAGE TO MAINTENANCE OF TRAFFIC EQUIPMENT SUCH AS SIGNS, BARRELS, ETC. SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.

THE CONTRACTOR WILL BE REQUIRED TO PROVIDE, ERECT, MAINTAIN (IN PROPER POSITION, CLEAN AND LEGIBLE, AND IN GOOD WORKING CONDITION), AND SUBSEQUENTLY REMOVE ALL LIGHTS, SIGNS, CONES, BARRICADES, EXISTING PAVEMENT MARKINGS, AND ANY OTHER TRAFFIC CONTROL DEVICES NECESSARY FOR THE MAINTENANCE OF TRAFFIC.

THE CONTRACTOR SHALL ADJUST THE LOCATION AND/OR SPACING OF ALL TRAFFIC CONTROL DEVICES AS DICTATED BY THE PROGRESS OF THE REQUIRED WORK TO ALLOW CONSTRUCTION ACCESS TO WORK AREAS WHILE MAINTAINING SAFE AND EFFECTIVE TRAFFIC CONTROL DURING ALL CONSTRUCTION OPERATIONS. THE ORIGINAL LOCATION, PLACEMENT, SPACING AND SUBSEQUENT RELOCATION OR REMOVAL OF ALL TRAFFIC CONTROL DEVICES SHALL BE SUBJECT TO THE CITY AND ODOT'S APPROVAL.

DURING ALL PHASES OF PLANNED CONSTRUCTION AND UNFORESEEN ADDITIONAL PHASES REQUIRED, A MINIMUM OF ONE LANE OF TRAFFIC IN EACH DIRECTION SHALL BE MAINTAINED AT ALL TIMES BY THE USE OF EXISTING PAVEMENT AND PROPOSED PAVEMENT FOR ALL ROADWAYS THAT ARE NOT SUBJECT TO DETOUR CLOSURES.

DURING CONSTRUCTION, THE ROADWAYS WITH IN THE PROJECT LOCATION SHALL NOT BE RESTRICTED TO ANY LANE CLOSURE DURING PERIODS OF INTERMITTENT OR IRREGULAR WORK, NOR CLOSED SOLELY FOR THE CONVENIENCE OF THE CONTRACTOR. THE CITY AND ODOT PROJECT ENGINEER SHALL MAKE THE FINAL DETERMINATION AS TO WHAT CONSTITUTES ACTIVE WORK AND WHETHER OR NOT THE LANE CLOSURE IS JUSTIFIED.

ITEM 614 - MAINTAINING TRAFFIC (CONT.)

IF, IN THE OPINION OF THE CITY AND ODOT, AN UNSPECIFIED LANE CLOSURE IS NOT JUSTIFIED, THEY MAY ORDER ALL OR PART OF THE LANE CLOSURE REOPENED TO LOCAL TRAFFIC (UNTIL SUCH TIME THIS CONDITION IS CORRECTED.)

THE CONTRACTOR SHALL FURNISH AND INSTALL ADVANCE WARNING "ROAD WORK AHEAD" (W20-1) SIGNS AND "END ROAD WORK" (G20-2) SIGNS, PLACED AT EACH CROSS ROAD IN THE PROJECT AREA, AS WELL AS OTHER NECESSARY MAINTENANCE OF TRAFFIC SIGNS.

THE CONTRACTOR SHALL NOTIFY THE CITY AND THE ODOT PROJECT ENGINEER OF ANY INTENDED CHANGES TO ANY EXISTING OR TEMPORARY TRAFFIC CONTROL DEVICES AND SHALL OBTAIN THE CITY AND THE ODOT PROJECT ENGINEER'S APPROVAL PRIOR TO MAKING THE CHANGES. THE CONTRACTOR SHALL ALSO NOTIFY THE CITY AND LOCAL NEWSPAPERS FORTY-EIGHT (48) HOURS IN ADVANCE OF ANY UNINTENDED LANE CLOSURES.

MAINTENANCE OF TRAFFIC WILL BE PERFORMED IN PHASES DURING CONSTRUCTION OF THE PROPOSED PROJECT. SOME PHASES INVOLVE DETOURS. NOTICE OF THE DETOURS ARE TO BE POSTED TO LOCAL PUBLICATIONS AND SOCIAL MEDIA BY THE CITY.

2 THE PROJECT HAS A SUBSTANTIAL COMPLETION DATE OF 9-1-2027. NO DETOURS ARE TO BE PRESENT FROM 12-1-2026 TO 2-1-2027. IN THE EVENT PHASE 1 IS COMPLETED PRIOR TO 12-1-2026, IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO SUBMIT AN MOT PLAN TO THE CITY/ODOT FOR APPROVAL FOR MOT OPERATIONS FOR THE ROADWAY STATUS BETWEEN PHASE 1 AND PHASE 2. THE WORK TO COMPLETE THE MOT SUBMITTAL IS INCLUDED IN ITEM 614 - MAINTAINING TRAFFIC.

ALL WORK AND TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH CMS 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 ITEMIZED SEPARATELY IN THE PLANS.

NOTICE OF CLOSURE SIGN

NOTICE OF CLOSURE SIGNS (W20-H13) SHALL BE ERECTED BY THE CONTRACTOR PRIOR TO THE SCHEDULED ROAD CLOSURE IN ACCORDANCE WITH THE NOTICE OF CLOSURE TIME TABLE BELOW.

THE SIGNS SHALL BE ERECTED ON THE RIGHT-HAND SIDE OF THE ROAD FACING TRAFFIC. THEY SHALL BE PLACED SO AS NOT TO INTERFERE WITH VISIBILITY OF ANY OTHER TRAFFIC CONTROL SIGNS. ON ROADWAYS, THEY SHOULD BE ERECTED AT OR NEAR THE POINT OF CLOSURE.

NOTICE OF CLOSURE SIGN TIME TABLE

ITEM	DURATION	SIGN DISPLAYED TO PUBLIC
ROAD CLOSURE	>= 2 WEEKS	14 CALENDAR DAYS PRIOR
	> 12 HRS < 2 WEEKS	7 CALENDAR DAYS PRIOR
	<= 12 HOURS	2 BUSINESS DAYS PRIOR

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 CITY AS DETERMINED DURING THE PRE-CONSTRUCTION MEETING.

ROAD CLOSED SIGNAGE

THE CONTRACTOR SHALL PROVIDE, ERECT AND MAINTAIN 48 X 30 INCH ROAD CLOSED SIGNS, SIGN SUPPORTS, AND BARRICADES AND LIGHTS, AS DETAILED IN TRAFFIC SCD MT-101.60 AT THE FOLLOWING LOCATIONS DURING PERIODS IN WHICH THE AFFECTED ROADS ARE CLOSED TO TRAFFIC.

PHASE 1B AND PHASE 1C:
- ALONG S. DETROIT STREET NEAR STA. 492+00
- ALONG S. DETROIT STREET NEAR STA. 498+00

PHASE 2:
- ALONG S. MAIN STREET NEAR STA. 590+00
- ALONG S. MAIN STREET NEAR STA. 594+85

ROAD CLOSED SIGNAGE (CONTINUED)

IN ADDITION, THE CONTRACTOR SHALL REFERENCE THE MAINTENANCE OF TRAFFIC PLAN SHEETS AND DETOUR PLANS FOR ADDITIONAL LOCATIONS OF REQUIRED TYPE III BARRICADES AT LOCAL STREETS AND ACCESS DRIVES.

PLACEMENT OF ASPHALT CONCRETE

TWO-WAY TRAFFIC SHALL BE MAINTAINED AT ALL TIMES EXCEPT THAT ONE-WAY TRAFFIC WILL BE PERMITTED (THROUGH THE USE OF FLAGGERS) FOR MINIMUM PERIODS OF TIME CONSISTENT WITH THE REQUIREMENTS OF THE SPECIFICATIONS FOR PROTECTION OF COMPLETED ASPHALT CONCRETE COURSES.

TRENCH FOR WIDENING (CURB REPLACEMENT)

TRENCH EXCAVATION FOR BASE WIDENING, AND CURB REPLACEMENT, SHALL BE ONLY ON ONE SIDE OF THE PAVEMENT AT A TIME. THE OPEN TRENCH SHALL BE ADEQUATELY MAINTAINED AND PROTECTED WITH DRUMS OR BARRICADES AT ALL TIMES. PLACEMENT OF PROPOSED SUBBASE AND BASE MATERIAL SHALL FOLLOW AS CLOSELY AS POSSIBLE BEHIND EXCAVATION OPERATIONS. THE LENGTH OF WIDENING TRENCH WHICH IS OPEN AT ANY ONE TIME SHALL BE HELD TO A MINIMUM AND SHALL AT ALL TIME BE SUBJECT TO APPROVAL OF THE CITY AND ODOT PROJECT ENGINEER.

OVERNIGHT TRENCH CLOSING

THE BASE WIDENING, AND CURB REPLACEMENT, SHALL BE COMPLETED TO A DEPTH OF NO MORE THAN 3 INCHES BELOW THE EXISTING PAVEMENT BY THE END OF EACH WORK DAY. NO TRENCH SHALL BE LEFT OPEN OVERNIGHT EXCEPT FOR A SHORT LENGTH (25 FEET OR LESS) OF A WORK SECTION AT THE END OF THE TRENCH. IN CASE WORK MUST BE SUSPENDED BECAUSE OF INCLEMENT WEATHER OR OTHER REASONS, THE TRENCH FOR THE UNCOMPLETED BASE WIDENING SHALL BE BACKFILLED AT THE DIRECTION OF THE ENGINEER.

DUST CONTROL

THE CONTRACTOR SHALL FURNISH AND APPLY WATER FOR DUST CONTROL AS DIRECTED BY THE CITY AND ODOT PROJECT ENGINEER. THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED FOR DUST CONTROL PURPOSES:

ITEM 616 - WATER 19.3 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 ODOT INTENDS THAT FLAGGERS BE USED.

IN ADDITION TO THE REQUIREMENTS OF CMS 614 AND THE ODOT, 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 DURING THE FOLLOWING RELEVANT TRAFFIC CONTROL TASKS:

- 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).


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 CMS 614.03.

2 ADD. #1: 3-11-26

DESIGN AGENCY



CHOICE ONE ENGINEERING

DESIGNER

DMS

REVIEWER

AJH 1-2026

PROJECT ID

121008

SHEET TOTAL

P.26 127

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

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 THEIR SHIFT. THE LEO SHALL REPORT TO THE CONTRACTOR AT THE END OF THEIR 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 THEIR SHIFT.

LEO (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 32 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, WHETHER PLANNED OR UNPLANNED. 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 RESTRICTION TIME TABLE

ITEM	DURATION	NOTICE DUE TO PERMITS
ROAD CLOSURE	>= 2 WEEKS >12 HRS & <2 WEEKS <= 12 HOURS	21 CALENDAR DAYS PRIOR 14 CALENDAR DAYS PRIOR 4 BUSINESS DAYS PRIOR
LANE CLOSURE RESTRICTION	>= 2 WEEKS < 2 WEEKS	14 CALENDAR DAYS PRIOR 5 BUSINESS DAYS PRIOR
START OF CONSTRUCTION & TRAFFIC PATTERN CHANGES		14 CALENDAR DAYS PRIOR

ANY UNFORESEEN CONDITIONS NOT SPECIFIED IN THE PLANS REQUIRING TRAFFIC RESTRICTIONS SHALL ALSO BE REPORTED TO THE PROJECT ENGINEER USING THE NOTIFICATION TIME TABLE.

TEMPORARY PAVEMENT STRIPING

TEMPORARY WORK ZONE PAVEMENT MARKINGS SHALL BE PLACED AT THE DISCRETION OF THE CITY AT DIFFERENT TIMES DURING THE CONSTRUCTION SEQUENCE. THE FOLLOWING QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY FOR THE ABOVE WORK:

QUANTITIES FOR APPLICATION OF TEMPORARY MARKINGS AFTER FINAL SURFACE COURSE UNLESS PERMANENT MARKINGS ARE INSTALLED WITHIN REQUIRED TIMEFRAME (ALL PHASES):

ITEM 614-WORK ZONE CENTER LINE, CLASS III, 642 PAINT	0.2 MILE
ITEM 614-WORK ZONE EDGE LINE, CLASS III, 4", 642 PAINT	0.3 MILE
ITEM 614-WORK ZONE CHANNELIZING LINE, CLASS III, 8", 642 PAINT	374 FT
ITEM 614-WORK ZONE DOTTED LINE, CLASS III, 8", 642 PAINT	436 FT
ITEM 614-WORK ZONE STOP LINE, CLASS III, 642 PAINT	126 FT
ITEM 614-WORK ZONE CROSSWALK LINE, CLASS III, 12", 642 PAINT	387 FT
ITEM 614-WORK ZONE ARROW, CLASS III, 642 PAINT	7 EACH
ITEM 614-WORK ZONE RAILROAD SYMBOL MARKING, CLASS III, 642 PAINT	2 EACH

CONSTRUCTION SEQUENCE

PRE-PHASE 1: THE CONTRACTOR SHALL INSTALL DETOUR SIGNAGE FOR PHASE 1B AND PHASE 1C PRIOR TO INITIATING PHASE 1A CONSTRUCTION. THE PHASE 1B AND PHASE 1C DETOUR SIGNAGE SHALL BE COVERED DURING PHASE 1A CONSTRUCTION.

PHASE 1A: THE CONTRACTOR SHALL SET UP DRUMS, PLACE TEMPORARY STRIPING, INSTALL TEMPORARY SIGNAGE, REMOVE CONFLICTING STRIPING, REMOVE EXISTING SIGNAGE AND ENACT OTHER MAINTENANCE OF TRAFFIC INCIDENTALS ACCORDING TO THE MAINTENANCE OF TRAFFIC PHASE 1A PLANS. ONCE THE MAINTENANCE OF TRAFFIC IS IN OPERATIONS, THE CONTRACTOR SHALL BEGIN MOBILIZATION OF MATERIALS AND BEGIN CONSTRUCTION WITHOUT CLOSING S. DETROIT STREET (U.S. 68). PERRY STREET BETWEEN DETROIT STREET AND MAIN STREET IS TO BE CLOSED FOR THE ENTIRETY OF PHASE 1. THE CONTRACTOR SHALL INSTALL STORM INFRASTRUCTURE, BEGIN SUBGRADE STABILIZATION, AND COMPLETE EDGE REPAIRS, DRIVE APRONS, AND SIDEWALKS ALONG S. MAIN STREET (S.R. 31/53) PRIOR TO ENACTING PHASE 1B (CLOSURE OF U.S. 68). THE CONTRACTOR SHALL DETERMINE THE AMOUNT OF ROADWAY WORK TO BE COMPLETED DURING PHASE 1A PRIOR TO TRANSITIONING TO PHASE 1B. NO TIME LIMIT RESTRICTIONS PERSIST FOR PHASE 1A CONSTRUCTION. PRIOR TO ENACTING PHASE 1B CONSTRUCTION, THE CONTRACTOR SHALL PLACE NOTICE OF CLOSURE SIGNAGE ALONG S. DETROIT STREET (U.S. 68) PER THE PLAN NOTE.

PHASE 1B: ONCE THE NOTIFICATION OF CLOSURE TIME DURATION IS MET, THE CONTRACTOR SHALL CLOSE S. DETROIT STREET (U.S. 68) AND INITIATE THE PHASE 1B MAINTENANCE OF TRAFFIC PLAN. THE CONTRACTOR SHALL REMOVE ADDITIONAL EXISTING SIGNAGE AND PLACE ADDITIONAL TEMPORARY SIGNAGE AND BARRICADES AS DETAILED IN THE PHASE 1B M.O.T. PLANS. TRAFFIC OPERATIONS ALONG S. MAIN STREET (S.R. 31/53) ARE TO REMAIN THE SAME BETWEEN PHASE 1A AND PHASE 1B. THE CONTRACTOR SHALL COMPLETE ALL SUBGRADE STABILIZATION, ROADWAY CONSTRUCTION, LIGHTING INFRASTRUCTURE AND PEDESTRIAN FACILITIES WITHIN THE LIMITS OF THE PHASE 1A AND PHASE 1B CONSTRUCTION WORK AREAS INCLUDING ALL UTILITY AND STORM INSTALLATIONS. IN ADDITION, FINAL ASPHALT SURFACE COURSE, PERMANENT FINAL PAVEMENT MARKINGS, AND PERMANENT FINAL SIGNAGE IS TO BE INSTALLED FOR THE COMPLETED ROUNDABOUT UP TO THE CONSTRUCTION JOINT AS SHOWN ON THE MAINTENANCE OF TRAFFIC PLANS FOR PHASE 2.

PHASE 1C: DURING THE CLOSURE TIMEFRAME OF S. DETROIT STREET (U.S. 68), THE CONTRACTOR SHALL INSTALL A CONCRETE TRUCK APRON FOR TRUCK TURN ACCEPTANCE AT THE NORTHWEST CORNER OF W. ESPY STREET (S.R. 67) AND S. DETROIT STREET (U.S. 68). THE CONCRETE TRUCK APRON AND CURB RAMP RELOCATION IS TO ALLOW TRUCK DETOURS IN PHASE 2 TO MAKE THE RIGHT HAND TURN FROM E. ESPY STREET (S.R. 53) ON TO S. DETROIT STREET (U.S. 68). THE CONSTRUCTION OF THE TRUCK APRON IS TO REMAIN A PERMANENT INSTALLATION AT THE INTERSECTION. THE CONTRACTOR SHALL COMPLETE THIS WORK IMMEDIATELY AFTER OR DURING THE CONSTRUCTION OF PHASE 1B. THE SECTION OF S. DETROIT STREET (U.S. 68) AT THE LOCATION OF THE TRUCK APRON IS CLOSED TO THROUGH TRAFFIC BUT OPEN FOR LOCAL ACCESSIBILITY. THE CONTRACTOR SHALL MAINTAIN A MINIMUM OF 1 LANE OF TRAFFIC ALONG S. DETROIT STREET (U.S. 68) DURING WORKING HOURS AND PROVIDE PROTECTION THROUGH THE USE OF DRUMS OR OTHER APPROVED BARRICADES.

CONSTRUCTION SEQUENCE (CONTINUED)

PHASE 1B AND PHASE 1C: THE CONTRACTOR HAS 120 CONSECUTIVE DAYS TO COMPLETE THE CONSTRUCTION REQUIREMENTS OF PHASE 1B AND PHASE 1C, WHICH ENTAILS THE CLOSURE OF S. DETROIT STREET (U.S. 68).

PRE-PHASE 2: DURING THE FINAL STAGES OF PHASE 1 CONSTRUCTION, THE CONTRACTOR SHALL PLACE A NOTICE OF CLOSURE DETOUR SIGN PER THE PLAN NOTE FOR S. MAIN STREET (S.R. 31/53). ONCE PHASE 1 IS COMPLETE, THE CONTRACTOR SHALL REMOVE THE DETOUR SIGNAGE AND RE-INSTALL DETOUR SIGNAGE FOR PHASE 2 PER THE PLANS. THE CONTRACTOR SHALL COVER THE DETOUR SIGNAGE FOR PHASE 2 UNTIL PHASE 2 CONSTRUCTION BEGINS.

PHASE 2: ONCE S. MAIN STREET (S.R. 31/53) IS CLOSED TO THROUGH TRAFFIC, THE CONTRACTOR SHALL BEGIN DEMOLITION AND CONSTRUCTION OF THE ROADWAY, STORM, DRIVES, LIGHTING INFRASTRUCTURE AND SIDEWALKS WITHIN THE LIMITS OF PHASE 2 CONSTRUCTION. ACCESS SHALL BE MAINTAINED TO 416 S. MAIN STREET AND 430 S. MAIN STREET ACCORDING TO THE PLANS. DURING PHASE 2 CONSTRUCTION, ACCESS TO 439 S. MAIN STREET AND 403 S. MAIN STREET ARE TO BE RESTRICTED AS OUTLINED PREVIOUSLY. FOR 439 S. MAIN STREET (BKP AMBULANCE), THE CONTRACTOR SHALL PRIORITIZE SEQUENCING TO COMPLETE CURBING, ASPHALT AND DRIVEWAY RECONSTRUCTION IN A MANNER TO RE-OPEN THE DRIVE ACCESS AS QUICKLY AS FEASIBLE. THE DRIVEWAY SHALL BE RECONSTRUCTED USING CONCRETE PAVEMENT CLASS QC MS. THE AMBULANCE PROPERTY MUST HAVE ACCESS TO A MINIMUM OF 2 BAYS FOR THE DURATION OF THE PROJECT. FURTHERMORE, TEMPORARY AGGREGATE PAVEMENTS SHALL BE USED TO MAINTAIN ACCESS FOR THE DRIVE THROUGH (403 S. MAIN STREET) AS SHOWN IN THE MAINTENANCE OF TRAFFIC PHASE 2 PLANS. ONCE THE EXIT DRIVE FOR 403 S. MAIN STREET IS CLOSED, THE CONTRACTOR HAS 7 DAYS TO RE-OPEN THE DRIVE ACCESS. THE CONTRACTOR SHALL USE CONCRETE PAVEMENT CLASS QC MS FOR THE RECONSTRUCTION OF THE DRIVEWAY ACCESS TO MEET THE REQUIREMENTS. THE CONTRACTOR HAS 90 CONSECUTIVE DAYS TO COMPLETE THE CONSTRUCTION REQUIREMENTS FOR PHASE 2.

AT NO TIME DURING THE CONSTRUCTION SEQUENCE SHALL U.S. 68 (DETROIT STREET) AND S.R. 31 (MAIN STREET) BE CLOSED CONCURRENTLY.

FURTHERMORE, BOTH U.S. 68 (DETROIT STREET) AND S.R. 31 (MAIN STREET) SHALL NOT BE SUBJECT TO ANY DETOURS/CLOSURES FROM 12-1-2026 THROUGH 2-1-2027.

PHASE 3 (NOT SHOWN IN PLANS): THE FINAL PHASE OF CONSTRUCTION FOR THE ROUNDABOUT PORTION OF THE PROJECT ENTAILS COMPLETING THE REMAINING PAVEMENT PLANING, PLACING OF FINAL ASPHALT SURFACE COURSE IN REGIONS NOT ALREADY COMPLETED, INSTALLING LIGHT POLES, PERFORMING FINAL GRADING AND SEEDING, AND COMPLETING ALL REMAINING TRAFFIC SIGNAGE AND MARKING INSTALLATIONS. DURING THE FINAL PHASE OF ROUNDABOUT CONSTRUCTION, AT LEAST ONE LANE OF TRAFFIC IN EACH DIRECTION SHALL BE MAINTAINED AT ALL TIMES UNLESS OTHERWISE APPROVED BY ODOT AND THE CITY OF KENTON.

PHASE 4 (NOT SHOWN IN PLANS): BEYOND THE LIMITS OF THE FULL DEPTH STREET RECONSTRUCTIONS, THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING PEDESTRIAN AND VEHICULAR TRAFFIC AT TRAFFIC SIGNAL INSTALLATIONS AND REMOVALS. AT EACH LOCATION, THE CONTRACTOR SHALL MAINTAIN ONE LANE OF TRAFFIC IN EACH DIRECTION DURING NON-WORKING HOURS AND MAY MAINTAIN ONE LANE OF TWO-WAY TRAFFIC THROUGH THE USE OF FLAGGERS FOR SHORT DURATIONS (LESS THAN 4 HOURS). THE CONTRACTOR SHALL USE LEOS TO AID IN TRAFFIC CONTROL OPERATIONS AT THE TRAFFIC SIGNALIZED INTERSECTIONS PER THE PLAN NOTE. THE CONTRACTOR MAY PERFORM THIS WORK PRIOR TO, OR IMMEDIATELY AFTER CONSTRUCTION PHASES 1 AND 2, BUT MAY NOT COMPLETE THIS WORK SIMULTANEOUSLY WITH PHASE 1 AND 2 CONSTRUCTION PHASES.

PROJECT DISINCENTIVE
A DISINCENTIVE AMOUNT OF \$10,000/DAY FOR THE CLOSURE OF U.S. 68 (DETROIT STREET, PHASE 1) AND \$5,000/DAY FOR THE CLOSURE OF S.R. 31 (MAIN STREET, PHASE 2) IS TO BE ASSESSED TO THE CONTRACTOR FOR ANY CLOSURES BEYOND THE DAY AMOUNTS LISTED IN THE CONSTRUCTION SEQUENCE.

PARKING DISRUPTION LIMITATIONS:

FOR THE BUSINESS/PARCELS LISTED IN THE FOLLOWING TABLE, THE CONTRACTOR IS TO KEEP ANY DISRUPTION OF PARKING STALLS TO REMAIN WITHIN THE TEMPORARY RIGHT-OF-WAY TO A MINIMUM. DISRUPTION OF PARKING IN THE TEMPORARY EASEMENT WILL BE ALLOWED A MAXIMUM OF 21 NON-CONSECUTIVE CALENDAR DAYS PER PARCEL IDENTIFIED IN THE TABLE BELOW, WITH A MAXIMUM OF 5 CONSECUTIVE DAYS. THE CONTRACTOR SHALL COORDINATE THE INITIAL DISRUPTION WITH THE RESPECTIVE PROPERTY OWNER A MINIMUM OF FOURTEEN (14) DAYS PRIOR TO BEGINNING ANY WORK. ALL FURTHER DISRUPTIONS MUST BE COORDINATED WITH THE RESPECTIVE OWNERS A MINIMUM OF TWO DAYS IN ADVANCE OF THE WORK. THE CONTRACTOR MUST ADVISE THE PROJECT ENGINEER ON EACH DAY THE TEMPORARY EASEMENT IS OCCUPIED.

PARKING DISRUPTION LIMITATIONS			
PARCEL	OWNER	MAX CONSC.	MAX TOTAL
12	MENTAL HEALTH & RECOVERY SERVICES	5	21
14	B-K-P AMBULANCE DISTRICT	5	21

ACCESS DRIVE LIMITATIONS:

FOR THE BUSINESS/PARCELS LISTED IN THE FOLLOWING TABLE, THE CONTRACTOR IS TO KEEP ANY DISRUPTIONS OR CLOSURES TO THE PRIMARY ACCESS DRIVE TO A MINIMUM. THE CONTRACTOR SHALL USE TEMPORARY AGGREGATE AND PLATES TO TIE IN COMPLETED/PROPOSED DRIVEWAY INTO EXISTING/COMPLETED ASPHALT SURFACE DURING NON-WORKING SEGMENTS OF THE PHASED CONSTRUCTION. THE CONTRACTOR SHALL COORDINATE THE INITIAL DISRUPTIONS WITH THE RESPECTIVE PROPERTY OWNERS A MINIMUM OF FOURTEEN (14) DAYS PRIOR TO BEGINNING ANY WORK. ALL FURTHER DISRUPTIONS MUST BE COORDINATED WITH THE RESPECTIVE OWNERS A MINIMUM OF TWO DAYS IN ADVANCE OF THE WORK. THE CONTRACTOR MUST ADVISE THE PROJECT ENGINEER ON EACH DAY THE TEMPORARY EASEMENT IS OCCUPIED.

ACCESS DRIVE DISRUPTION LIMITATIONS			
PARCEL	OWNER	MAX CONSC.	MAX TOTAL
14	B-K-P AMBULANCE DISTRICT	7	14
15	BMDMJ PROPERTIES LLC	7	14
22	MICHAEL A. FINK	7	14

IN ADDITION, B-K-P AMBULANCE DISTRICT SHALL HAVE A MINIMUM OF 2 GARAGE BAYS WITH UNRESTRICTED ACCESS FOR THE ENTIRE DURATION OF THE PROJECT. THE CONTRACTOR SHALL COORDINATE DRIVE RECONSTRUCTION AT B-K-P AMBULANCE IN A MANNER TO MEET THIS REQUIREMENT. ACCESS CAN BE MAINTAINED THROUGH THE USE OF EXISTING DRIVEWAY, COMPLETED DRIVEWAY, OR TEMPORARY AGGREGATES AND PLATES. THE CONTRACTOR IS RESPONSIBLE FOR COORDINATING WHICH BAYS ARE TO BE ACTIVELY OPEN WITH THE PROPERTY OWNER THROUGHOUT THE DURATION OF THE PROJECT.

DESIGNATED LOCAL DETOUR ROUTES

IN ADDITION TO THE OFFICIAL, SIGNED DETOUR, LOCAL, UNSIGNED ROUTES, ARE ANTICIPATED TO BE IMPACTED BY ADDITIONAL TRAFFIC. DURING THE DURATION OF THE PROJECT, THE CONTRACTOR SHALL MAINTAIN ADJACENT LOCAL STREETS IN A REASONABLE MANNER AT REQUEST PER THE CITY. THE CITY SHALL BE RESPONSIBLE OF DOCUMENTING DAMAGE TO ADJACENT STREETS THAT NOTICEABLY INCREASE IN TRAFFIC VOLUMES DURING THE DETOURS. ONCE DETOUR IS REMOVED AND TRAFFIC RETURNED TO ITS NORMAL PATTERN, ANY DAMAGED ADJACENT LOCAL STREETS DOCUMENTED AS BEING USED AS LOCAL DETOURS SHALL BE RESTORED TO AN EQUIVALENT EXISTING CONDITION. ALL MAINTENANCE WORK IS TO BE DETERMINED AND AGREED UPON BETWEEN THE ENGINEER, THE CITY AND THE CONTRACTOR.

THE FOLLOWING QUANTITIES ARE PROVIDED TO BE USED FOR MAINTENANCE REMEDIES TO THE LOCAL DETOURS:

ITEM 202 - PAVEMENT REMOVED (LOCAL DETOUR)	225 SY
ITEM 301 - ASPHALT CONCRETE BASE, PG64-22, (449) (LOCAL DETOUR)	50 CY
ITEM 304 - AGGREGATE BASE (LOCAL DETOUR)	40 CY
ITEM 407 - NON-TRACKING TACK COAT (LOCAL DETOUR)	14 GAL
ITEM 441 - ASPHALT CONCRETE SURFACE COURSE (449) (LOCAL DETOUR)	10 CY