

ITEM 614, LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE

USE OF LAW ENFORCEMENT OFFICERS (LEOS) BY CONTRACTORS OTHER THAN THE USES SPECIFIED IN THIS NOTE WILL NOT GENERALLY BE PERMITTED AT PROJECT COST. LEOS SHOULD NOT BE USED WHERE THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (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) SHOULD BE PROVIDED FOR CONTROLLING TRAFFIC FOR THE FOLLOWING TASKS, AS DIRECTED BY THE ENGINEER:

- WHEN TRAFFIC NEEDS TO BE DIRECTED THROUGH AN ENERGIZED TRAFFIC SIGNAL CONTRARY TO THE SIGNAL DISPLAY (E.G., DIRECTING MOTORISTS THROUGH A RED LIGHT)

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.

THE LEOS WORK AT THE DIRECTION OF THE CONTRACTOR. THE CONTRACTOR IS RESPONSIBLE FOR SECURING THE SERVICES OF THE LEOS 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.

THE LEO SHALL REPORT IN TO THE CONTRACTOR PRIOR TO THE START OF THE SHIFT 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. ONCE THE LEO HAS COMPLETED THE DUTIES DESCRIBED ABOVE AND STILL HAS TIME REMAINING ON HIS/HER SHIFT, THE LEO MAY BE ASKED TO PATROL THROUGH THE WORK ZONE (WITH FLASHING LIGHTS OFF) OR BE PLACED AT A LOCATION TO DETER MOTORISTS FROM SPEEDING. 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 WHICH SHALL BE RETURNED TO THE CONTRACTOR AT THE END OF HIS/HER SHIFT.

LAW ENFORCEMENT OFFICERS (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 HOURS PAID SHALL INCLUDE 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 LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE

LOCATION 1A: 100 HOURS
LOCATION 2A: 80 HOURS

ITEM 614, PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN

THE CONTRACTOR SHALL FURNISH, INSTALL, MAINTAIN AND REMOVE, WHEN NO LONGER NEEDED, A CHANGEABLE MESSAGE SIGN, ON SITE, FOR THE DURATION OF THE PROJECT. 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 650 FEET AND 475 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 SHEET(S) 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, FACING AWAY FROM ALL TRAFFIC.

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.

THE CONTRACTOR SHALL IMPLEMENT A SYSTEM WHEREBY CHANGEABLE MESSAGES WILL BE IMPLEMENTED WITHIN 2 HOURS FOLLOWING TELEPHONE NOTIFICATION FROM THE PROJECT ENGINEER TO A DESIGNATED PHONE.

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 AN 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 NON-COMPLIANCE WILL BE DEDUCTED FROM MONEYS DUE, OR TO BECOME DUE THE CONTRACTOR ON HIS CONTRACT.

ITEM 614, PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN (CONT'D.)

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.

A TOTAL OF 4 PCMS MAY BE REQUIRED FOR THIS PROJECT.
2 SIGNS X 4 SNMT = 8 SNMT (RESURFACING/ BRIDGE WORK)
2 SIGNS X 4 SNMT = 8 SNMT (RAMP CLOSURES) **

** PCMS MAY BE USED TO DETOUR TRAFFIC TO THE ADJACENT INTERCHANGE FOR ANY RAMP CLOSURES NEEDED TO RESURFACE AT U.S. 22/ I.R. 77 & U.S. 40/ I.R. 77 INTERCHANGES, AS DIRECTED BY THE ENGINEER.

ITEM 614, PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN
LOCATION 1C: 8 SNMT
LOCATION 2B: 8 SNMT

ITEM 614, WORK ZONE PAVEMENT MARKINGS

THE CONTRACTOR SHALL PLACE ALL WORK ZONE PAVEMENT MARKINGS IN ACCORDANCE WITH CMS 614.11 AND STANDARD DRAWING MT-99.20 UNLESS OTHERWISE DIRECTED BY THE ENGINEER. THE QUANTITIES BELOW ARE FOR PLACEMENT OF TEMPORARY MARKINGS ON THE COURSES BELOW (INCLUDING BRIDGE DECKS).

ITEM 614, WORK ZONE LANE LINE, CLASS I, 6", 642 PAINT (INTERMEDIATE COURSE)
LOCATION 1C: 0.05 MILE
LOCATION 2A: 0.75 MILE LOCATION 2B: 0.08 MILE

ITEM 614, WORK ZONE LANE LINE, CLASS III, 6", 642 PAINT (SURFACE COURSE)
LOCATION 1C: 0.05 MILE
LOCATION 2A: 0.75 MILE LOCATION 2B: 0.08 MILE

ITEM 614, WORK ZONE CENTER LINE, CLASS I, 642 PAINT (INTERMEDIATE COURSE)
LOCATION 1A: 1.66 MILE LOCATION 1B: 1.00 MILE
LOCATION 1C: 4.86 MILE LOCATION 2A: 1.02 MILE
LOCATION 2B: 0.02 MILE

ITEM 614, WORK ZONE CENTER LINE, CLASS III, 642 PAINT (SURFACE COURSE)
LOCATION 1A: 1.66 MILE LOCATION 1B: 1.00 MILE
LOCATION 1C: 4.86 MILE LOCATION 2A: 1.02 MILE
LOCATION 2B: 0.02 MILE

ITEM 614, WORK ZONE CHANNELIZING LINE, CLASS I, 642 PAINT (INTERMEDIATE COURSE)
LOCATION 1A: 1,345 FT LOCATION 1B: 220 FT
LOCATION 1C: 380 FT LOCATION 2A: 1,131 FT
LOCATION 2B: 172 FT

ITEM 614, WORK ZONE CHANNELIZING LINE, CLASS III, 642 PAINT (SURFACE COURSE)
LOCATION 1A: 1,345 FT LOCATION 1B: 220 FT
LOCATION 1C: 380 FT LOCATION 2A: 1,131 FT
LOCATION 2B: 172 FT

ITEM 614, WORK ZONE STOP LINE, CLASS I, 642 PAINT (INTERMEDIATE COURSE)
LOCATION 1A: 451 FT LOCATION 2A: 157 FT

ITEM 614, WORK ZONE STOP LINE, CLASS III, 642 PAINT (SURFACE COURSE)
LOCATION 1A: 451 FT LOCATION 2A: 157 FT

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LOCATION 2B SHEET TOTALS								ITEM	ITEM EXT.	GRAND TOTAL	UNIT	DESCRIPTION
4	5	6	7	12	14	17	25					
												PAVEMENT
		2,052	470					254	01000	2,522	SY	PAVEMENT PLANING, ASPHALT CONCRETE , 2.25"
		267	61					407	20000	328	GAL	NON-TRACKING TACK COAT
			188					408	10001	188	GAL	PRIME COAT, AS PER PLAN
		72	17					441	50101	89	CY	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), AS PER PLAN, PG70-22M
		57	13					441	50201	70	CY	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, (448), AS PER PLAN, PG64-22
				70				516	31011	70	FT	2" DEEP JOINT SEALER, AS PER PLAN
			11					617	10101	11	CY	COMPACTED AGGREGATE, AS PER PLAN
												TRAFFIC CONTROL
							9	621	00100	9	EACH	RPM
							9	621	54000	9	EACH	RAISED PAVEMENT MARKER REMOVED
					0.60			644	00104	0.60	MILE	EDGE LINE, 6"
					0.08			644	00204	0.08	MILE	LANE LINE, 6"
					0.03	0.02		644	00300	0.05	MILE	CENTER LINE
						172		644	00400	172	FT	CHANNELIZING LINE, 8"
						18		644	00500	18	FT	STOP LINE
						28		644	00700	28	FT	TRANSVERSE/DIAGONAL LINE
						1		644	01300	1	EACH	LANE ARROW
						1		644	01410	1	EACH	WORD ON PAVEMENT, 96"
					0.12			646	10010	0.12	MILE	EDGE LINE, 6"
					0.05			646	10110	0.05	MILE	LANE LINE, 6"
					0.07			646	10200	0.07	MILE	CENTER LINE
						365		646	10300	365	FT	CHANNELIZING LINE, 8"
						2		646	20300	2	EACH	LANE ARROW
						1		646	20410	1	EACH	WORD ON PAVEMENT, 96"
												STRUCTURE REPAIR (GUE-40-0944)
				2,834				512	10300	2,834	SY	SEALING CONCRETE BRIDGE DECKS WITH HMWM RESIN
												MAINTENANCE OF TRAFFIC
1								614	13000	1	CY	ASPHALT CONCRETE FOR MAINTAINING TRAFFIC
	8							614	18601	8	SNMT	PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN
	0.08							614	20110	0.08	MILE	WORK ZONE LANE LINE, CLASS I, 6", 642 PAINT
	0.08							614	20560	0.08	MILE	WORK ZONE LANE LINE, CLASS III, 6", 642 PAINT
	0.02							614	21100	0.02	MILE	WORK ZONE CENTER LINE, CLASS I, 642 PAINT
	0.02							614	21550	0.02	MILE	WORK ZONE CENTER LINE, CLASS III, 642 PAINT
	172							614	23200	172	FT	WORK ZONE CHANNELIZING LINE, CLASS I, 8", 642 PAINT
	172							614	23680	172	FT	WORK ZONE CHANNELIZING LINE, CLASS III, 8", 642 PAINT

CALCULATED LIME CHECKED JSL	LOCATION 2B SUB-SUMMARY
GUE-22/40-	7.62/8.23
30	32

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LOCATION TOTALS					PLAN SPLITS					ITEM	ITEM EXT.	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET
1A	1B	1C	2A	2B	01/IMS/BR	02/NHS/BR	03/NHS/PV	04/S<2/PV	05/S<2/PV/CAMB						
TRAFFIC CONTROL (CONT'D)															
			219	28				28	219	644	00700	247	FT	TRANSVERSE/DIAGONAL LINE	
3,970									3,970	644	01200	3,970	FT	PARKING LOT STALL MARKING	
29	2		16	1				3	45	644	01300	48	EACH	LANE ARROW	
12									12	644	01400	12	EACH	WORD ON PAVEMENT, 72"	
			10	1				1	10	644	01410	11	EACH	WORD ON PAVEMENT, 96"	
		0.15		0.12			0.15	0.12		646	10010	0.27	MILE	EDGE LINE, 6"	
		0.08		0.05			0.08	0.05		646	10110	0.13	MILE	LANE LINE, 6"	
		0.08		0.07			0.08	0.07		646	10200	0.15	MILE	CENTER LINE	
				365				365		646	10300	365	FT	CHANNELIZING LINE, 8"	
				2				2		646	20300	2	EACH	LANE ARROW	
				1				1		646	20410	1	EACH	WORD ON PAVEMENT, 96"	
8									8	647	20212	8	EACH	HANDICAP SYMBOL MARKING, TYPE B125	
TRAFFIC SIGNALS															
18			2						20	632	26501	20	EACH	DETECTOR LOOP, AS PER PLAN	3
STRUCTURE REPAIR (GUE-22-1040)															
		1,578			1,578					512	10300	1,578	SY	SEALING CONCRETE BRIDGE DECKS WITH HMWM RESIN	
STRUCTURE REPAIR (GUE-22-1514)															
		7				7				202	11301	7	CY	PORTIONS OF STRUCTURE REMOVED, AS PER PLAN	12
		7				7				511	34445	7	CY	CLASS QC2 CONCRETE, BRIDGE DECK, AS PER PLAN	12
STRUCTURE REPAIR (GUE-40-0944)															
				2,834	2,834					512	10300	2,834	SY	SEALING CONCRETE BRIDGE DECKS WITH HMWM RESIN	
MAINTENANCE OF TRAFFIC															
100			80						180	614	11110	180	hour	LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE	
2	6	29	4				29	6	6	614	12460	41	EACH	WORK ZONE MARKING SIGN	
2		3		1			3	1	2	614	13000	6	CY	ASPHALT CONCRETE FOR MAINTAINING TRAFFIC	
		8		8			8	8		614	18601	16	SNMT	PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN	5
		0.05	0.75	0.08			0.05	0.08	0.75	614	20110	0.88	MILE	WORK ZONE LANE LINE, CLASS I, 6", 642 PAINT	
		0.05	0.75	0.08			0.05	0.08	0.75	614	20560	0.88	MILE	WORK ZONE LANE LINE, CLASS III, 6", 642 PAINT	
1.66	1.00	4.86	1.02	0.02			4.86	1.02	2.68	614	21100	8.56	MILE	WORK ZONE CENTER LINE, CLASS I, 642 PAINT	
1.66	1.00	4.86	1.02	0.02			4.86	1.02	2.68	614	21550	8.56	MILE	WORK ZONE CENTER LINE, CLASS III, 642 PAINT	
1,345	220	380	1,131	172			380	392	2,476	614	23200	3,248	FT	WORK ZONE CHANNELIZING LINE, CLASS I, 8", 642 PAINT	
1,345	220	380	1,131	172			380	392	2,476	614	23680	3,248	FT	WORK ZONE CHANNELIZING LINE, CLASS III, 8", 642 PAINT	
451			157						608	614	26200	608	FT	WORK ZONE STOP LINE, CLASS I, 642 PAINT	
451			157						608	614	26610	608	FT	WORK ZONE STOP LINE, CLASS III, 642 PAINT	
INCIDENTALS															
					LS	LS	LS	LS	LS	614	11000		LS	MAINTAINING TRAFFIC	
					LS	LS	LS	LS	LS	623	10000		LS	CONSTRUCTION LAYOUT STAKES AND SURVEYING	
					LS	LS	LS	LS	LS	624	10000		LS	MOBILIZATION	

GENERAL SUMMARY

GUE-22/40-7.62/8.23