

**ITEM 614 – LAW ENFORCEMENT OFFICER WITH PATROL CAR) FOR ASSISTANCE, AS PER PLAN**

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 OMTUCD INTENDS THAT FLAGGERS BE USED.

IN ADDITION TO THE REQUIREMENT OF C&MS 614 AND THE OMTUCD, 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).

FOR OPERATIONS WITHOUT POSITIVE PROTECTION OCCURRING WITHIN 10 FEET OF AN OPEN TRAVELED LANE THAT MEET ALL OF THE FOLLOWING CRITERIA:

ON A MULTI-LANE DIVIDED INTERSTATE, OTHER FREEWAY OR EXPRESSWAY; AND

AN AUTHORIZED SPEED LIMIT OF 45 MPH OR GREATER THAT IS IN EFFECT AT THE TIME OF THE OPERATION; AND,

AAOT OF 50,000 (OR AAOT OF 30,000 WITH 25% OR HIGHER PERCENT TRUCKS)

“WITHOUT POSITIVE PROTECTION” MEANS USE OF DRUMS, CONES, SHADOW VEHICLE, ETC, WITHOUT PROTECTION FROM PORTABLE BARRIER OR OTHER RIGID BARRIER ALONG THE WORK AREA. THIS PHRASE DOES NOT APPLY TO CASES WHERE POSITIVE PROTECTION IS REQUIRED. MOBILE OPERATIONS ARE REGARDED AS “WITHOUT POSITIVE PROTECTION”. FOR WORK ZONES USING A COMBINATION OF BARRIER AND TEMPORARY TRAFFIC CONTROL DEVICES (CONES, DRUMS, ETC), THE DESIGNATION SHALL BE BASED UPON THE TYPE OF DEVICES USED IN THE AREA THAT WORKERS ARE LOCATED.

IF MULTIPLE ACTIVE LOCALIZED QUALIFYING WORK AREAS OCCUR WITHOUT POSITIVE PROTECTION, PER MAINLINE TRAFFIC DIRECTION, PROVIDE A UNIFORMED LEO AND OFFICIAL PATROL CAR IN ADVANCE OF:

THE FIRST ACTIVE WORK AREA THAT DRIVERS WILL ENCOUNTER; OR

THE ACTIVE WORK AREA Laterally CLOSEST TO THE OPEN TRAVELED LANE; OR

OTHER LOCATION AS APPROVED BY THE ENGINEER.

THE UNIFORMED LEO AND OFFICIAL PATROL CAR MAY RELOCATE AMONG THE LISTED LOCATIONS AS APPROPRIATE AS THE OPERATIONS PROCEED IN THE LOCALIZED QUALIFYING WORK AREAS.

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 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. ESTIMATED QUANTITIES HAVE BEEN PROVIDED IN THE PLANS AND CARRIED TO THE GENERAL SUMMARY.

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 AN 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. 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), THE DISTRICT PUBLIC INFORMATION OFFICE (PIO), THE DISTRICT DETOUR NOTIFICATION EMAIL LIST (D03.DETOUR.NOTIFICATION@DOT.OHIO.GOV), AND THE DISTRICT LANE CLOSURE NOTIFICATION EMAIL LIST (D03.LANECLOSURE@DOT.OHIO.GOV). 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 TIME TABLE		
ITEM	DURATION OF CLOSURE	NOTICE DUE TO PERMITS AND PIO*
RAMP AND/OR ROAD CLOSURES	2 WEEKS OR GREATER	21 CALENDAR DAYS
	12 HOURS TO 2 WEEKS	14 CALENDAR DAYS
	12 HOURS OR LESS	4 BUSINESS DAYS

LANE CLOSURES AND RESTRICTIONS	2 WEEKS OR GREATER	14 CALENDAR DAYS
	LESS THAN 2 WEEKS	5 BUSINESS DAYS

START OF CONSTRUCTION AND TRAFFIC PATTERN CHANGES	N/A	14 CALENDAR DAYS
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\* - PRIOR TO CLOSURE DATE, UNLESS NOTED OTHERWISE

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

**APPROVED MAINTENANCE OF TRAFFIC (MOT) POLICY EXCEPTIONS**

PORTIONS OF THE MOT PLANS AS DESCRIBED BELOW HAVE BEEN APPROVED BY THE MOT EXCEPTION COMMITTEE (MOTEC) OR THE PROJECT IMPACT ADVISORY COUNCIL (PIAC) PER TRAFFIC MANAGEMENT IN WORK ZONES POLICY (21-008(P)) AND STANDARD PROCEDURE (123-001(SP)).

APPROVED MOT EXCEPTION(S) INCLUDE:

- LANE REDUCTION AT LOR-2-0.97 FROM 2 LANES TO 1 LANE FOR UP TO 60 DAYS. A \$2,500 PER 15-MINUTE DISINCENTIVE SHALL BE ASSESSED FOR LANE RESTRICTIONS AT THIS LOCATION BEYOND THE 60-DAY DURATION. UTILIZE A QUEUE WARNING SYSTEM.
- LANE REDUCTION AT LOR-2-7.42 FROM 2 LANES TO 1 LANE FOR UP TO 30 DAYS. A \$2,500 PER 15-MINUTE DISINCENTIVE SHALL BE ASSESSED FOR LANE RESTRICTIONS AT THIS LOCATION BEYOND THE 60-DAY DURATION. UTILIZE A QUEUE WARNING SYSTEM.

A MAINTENANCE OF TRAFFIC MEETING SHALL BE HELD A MINIMUM OF THIRTY (30) CALENDAR DAYS PRIOR TO IMPLEMENTATION OF EACH APPROVED MOT EXCEPTION. THIS MEETING SHALL INCLUDE THE DISTRICT WORK ZONE TRAFFIC MANAGER, AS WELL AS THE CONTRACTOR, WORKSITE TRAFFIC SUPERVISOR (WTS) AND ANY SUBCONTRACTORS INVOLVED WITH TEMPORARY TRAFFIC CONTROL.

IN ADDITION TO ANY NOTIFICATIONS REQUIRED IN OTHER NOTES, THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER AT LEAST 3 BUSINESS DAYS IN ADVANCE OF IMPLEMENTATION OF THE APPROVED MOT EXCEPTIONS REFERENCED ABOVE SO THAT THE PROJECT ENGINEER CAN SEND EMAIL NOTIFICATION TO THE OFFICE OF ROADWAY ENGINEERING, STATEWIDE TMC, DWZTM AND SPECIAL HAULING PERMITS AT LEAST 2 BUSINESS DAYS IN ADVANCE OF THE IMPLEMENTATION OF THE APPROVED MOT EXCEPTIONS REFERENCED ABOVE. REFERENCE “EXCEPTION REQUEST APPROVAL DATED MARCH 15, 2024 FOR PID 119939” IN THE NOTIFICATION AND OTHER CORRESPONDENCE.

ANY CHANGES TO THE MOT THAT IMPACT THE PREVIOUSLY APPROVED MOT EXCEPTIONS LISTED ABOVE SHALL BE APPROVED IN WRITING BY THE APPLICABLE ODOT CENTRAL OFFICE COMMITTEE (MOTEC OR PIAC). IN THE EVENT THAT SUCH CHANGES ARE PROPOSED, THE REQUEST SHALL BE COORDINATED THROUGH THE DISTRICT WORK ZONE TRAFFIC MANAGER (DWZTM) A MINIMUM OF 30 CALENDAR DAYS PRIOR TO THE DESIRED IMPLEMENTATION DATE. IF THE DISTRICT AGREES WITH THE PROPOSED CHANGES THE DWZTM SHALL SEEK APPROVAL FROM THE APPLICABLE ODOT CENTRAL OFFICE COMMITTEE. IN THE EVENT THE PROPOSED CHANGES ARE APPROVED IN WRITING, THE CLOSURES ARE STILL SUBJECT TO NOTIFICATION REQUIREMENTS WITHIN THIS NOTE PRIOR TO IMPLEMENTATION.

**WORK ZONE QUEUE DETECTION WARNING SYSTEM**

THE CONTRACTOR SHALL FURNISH, INSTALL, AND MAINTAIN AN APPROVED WORK ZONE QUEUE DETECTION WARNING SYSTEM (WZQDWS) AS PER SUPPLEMENTAL SPECIFICATION 896.

THE PROBABLE INITIAL LOCATIONS OF THE WZQDWS DEVICES ARE SHOWN ON SHEETS 5, 7, AND 9 OF THE PLAN. IT IS EXPECTED THAT THESE LOCATIONS WILL VARY BASED ON PLANNED OR UNPLANNED PHASE AND TRAFFIC PATTERN CHANGES. PLACEMENT, OPERATION, MAINTENANCE AND ALL ACTIVATION OF THE DEVICES BY THE CONTRACTOR SHALL BE DIRECTED BY THE ENGINEER.

THE FOLLOWING TRAFFIC SENSOR THRESHOLDS AND PORTABLE CHANGEABLE MESSAGE SIGNS (PCMS) MESSAGES SHALL BE USED:

GREATER THAN OR EQUAL TO 50 MPH – USE FOUR CORNER FLASHING CAUTION MODE

BETWEEN 50 MPH AND 25 MPH – TRAFFIC AHEAD XX MPH / SLOW DOWN

BELOW OR EQUAL TO 25 MPH – TRAFFIC AHEAD XX MPH / PREPARE TO STOP

FOUR CORNER FLASHING CAUTION MODE SHALL CONSIST OF THE USE OF ONE ASTERISK IN EACH CORNER OF THE PCMS DISPLAY (4 TOTAL ASTERISKS).

XX SHALL BE ROUNDED UP TO THE NEAREST MULTIPLE OF 5 MPH MINUS 1. OCCUPANCY MAY BE DIRECTED TO BE USED BASED ON CERTAIN TRAFFIC CONDITIONS AND SCENARIOS. ODOT WILL DIRECT THE CONTRACTOR OF THE THRESHOLDS TO BE USED FOR THOSE AREAS WHERE OCCUPANCY IS DIRECTED TO BE USED.

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY:

ITEM 896, PORTABLE NON-INTRUSIVE TRAFFIC SENSOR, CLASS II ASSUMING 4 SENSORS FOR 1 MONTH (LOR-2-0.97 PHASE A) ASSUMING 4 SENSORS FOR 1 MONTH (LOR-2-0.97 PHASE B) ASSUMING 9 SENSORS FOR 1 MONTH (LOR-2-7.42) 17 SIGN MONTH

ITEM 896, PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN ASSUMING 4 SIGNS FOR 1 MONTH (LOR-2-0.97 PHASE A) ASSUMING 4 SIGNS FOR 1 MONTH (LOR-2-0.97 PHASE B) ASSUMING 9 SIGNS FOR 1 MONTH (LOR-2-7.42) 17 SIGN MONTH




LOR-2-(0.97)(7.42)

MODEL: GENERAL SUMMARY PAPER SIZE: 34x22 (in.) DATE: 6/10/2024 TIME: 11:19:57 AM USER: jclark8  
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SHEET NUM.						PART.	ITEM	ITEM	GRAND	UNIT	DESCRIPTION	SEE SHEET NO.
3	4	5	10	12	13	01/NHS/13	EXT	TOTAL				
											<b>EROSION CONTROL</b>	
						1,000	832	30000	1,000	EACH	EROSION CONTROL	
											<b>TRAFFIC CONTROL</b>	
				0.42		0.42	642	00104	0.42	MILE	EDGE LINE, 6", TYPE 1 (WHITE)	
				0.1	0.12	0.22	642	00104	0.22	MILE	EDGE LINE, 6", TYPE 1 (YELLOW)	
				0.25	0.26	0.51	642	00204	0.51	MILE	LANE LINE, 6", TYPE 1	
				1,046		1,046	642	01510	1,046	FT	DOTTED LINE, 6", TYPE 1	
				2		2	642	40001	2	EACH	SPEED MEASUREMENT MARKING, AS PER PLAN	2
											<b>MAINTENANCE OF TRAFFIC</b>	
		80	40			120	614	11111	120	HOUR	LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE, AS PER PLAN	4
		3,658	904			4,562	614	11630	4,562	FT	INCREASED BARRIER DELINEATION	
		4	2			6	614	12384	6	EACH	WORK ZONE IMPACT ATTENUATOR, 24" WIDE HAZARDS, (BIDIRECTIONAL)	
			LS			LS	614	12420	LS		DETOUR SIGNING	
20						20	614	13000	20	CY	ASPHALT CONCRETE FOR MAINTAINING TRAFFIC	
		54	14			68	614	13310	68	EACH	BARRIER REFLECTOR, TYPE 1, 1WAY	
		54	14			68	614	13350	68	EACH	OBJECT MARKER, ONE WAY	
3						3	614	18601	3	SNMT	PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN	3
		0.97	0.64			1.61	614	22360	1.61	MILE	WORK ZONE EDGE LINE, CLASS III, 6", 642 PAINT (WHITE)	
		1.07	0.08			1.15	614	22360	1.15	MILE	WORK ZONE EDGE LINE, CLASS III, 6", 642 PAINT (YELLOW)	
		3,393	1,204			4,597	614	24612	4,597	FT	WORK ZONE DOTTED LINE, CLASS III, 6", 642 PAINT	
		2,680				2,680	622	41100	2,680	FT	PORTABLE BARRIER, UNANCHORED	
			700			700	622	41110	700	FT	PORTABLE BARRIER, ANCHORED	
	17					17	896	00012	17	SNMT	PORTABLE NON-INTRUSIVE TRAFFIC SENSOR, CLASS II	
	17					17	896	00020	17	SNMT	PORTABLE CHANGEABLE MESSAGE SIGN	
											<b>STRUCTURE OVER 20 FOOT SPAN (SFN: 4700309)</b>	
				239		239	512	10300	239	SY	SEALING CONCRETE BRIDGE DECKS WITH HMWM RESIN	
				2,028		2,028	848	10200	2,028	SY	SUPERPLASTICIZED DENSE CONCRETE OVERLAY USING HYDRODEMOLITION, 3.25" THICK	
				2,028		2,028	848	20000	2,028	SY	SURFACE PREPARATION USING HYDRODEMOLITION	
				19		19	848	30200	19	CY	SUPERPLASTICIZED DENSE CONCRETE OVERLAY (VARIABLE THICKNESS), MATERIAL ONLY	
				61		61	848	50000	61	SY	HAND CHIPPING	
				LS		LS	848	50100	LS		TEST SLAB	
				14		14	848	50200	14	CY	FULL-DEPTH REPAIR	
				2,028		2,028	848	50320	2,028	SY	EXISTING CONCRETE OVERLAY REMOVED	2
				609		609	848	50341	609	SY	REMOVAL OF DEBONDED OR DETERIORATED EXISTING VARIABLE THICKNESS CONCRETE OVERLAY, AS PER PLAN	2
											<b>STRUCTURE OVER 20 FOOT SPAN (SFN:4707796)</b>	
					15	15	202	11301	15	CY	PORTIONS OF STRUCTURE REMOVED, AS PER PLAN	2
					144	144	509	10001	144	LB	EPOXY COATED STEEL REINFORCEMENT, AS PER PLAN	2
					15	15	511	71100	15	CY	CONCRETE, MISC.: CLASS QC MS CONCRETE, AS PER PLAN	2
					70	70	512	10300	70	SY	SEALING CONCRETE BRIDGE DECKS WITH HMWM RESIN	
											<b>INCIDENTALS</b>	
						LS	614	11000	LS		MAINTAINING TRAFFIC	
						2	619	16010	2	MNTH	FIELD OFFICE, TYPE B	
						LS	623	10000	LS		CONSTRUCTION LAYOUT STAKES AND SURVEYING	
						LS	624	10000	LS		MOBILIZATION	

GENERAL SUMMARY

DESIGN AGENCY  
**DISTRICT 3**



BRIDGE  
 ENGINEERING

DESIGNER  
**JNC**

REVIEWER  
**KAK 03-06-24**

PROJECT ID  
**119939**

SHEET TOTAL  
 11 13