

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 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).

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).

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,

AADT OF 50,000 (OR AADT 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.

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

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.

614, LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE 240 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 AN LEO ARE INCLUDED WITH THE BID UNIT PRICE FOR ITEM 614, LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE.

TIME LIMITATIONS AND DISINCENTIVES

SUBSTANTIAL COMPLETION DATE: SEPTEMBER 30, 2025 - PHASE 4 COMPLETE

A \$5000 PER DAY DISINCENTIVE WILL BE APPLIED FOR MISSING THE SUBSTANTIAL COMPLETION DATE.

ITEM SPECIAL - WORK ZONE TRAFFIC SIGNAL

THIS WORK SHALL CONSIST OF FURNISHING, ERECTING, OPERATING, MAINTAINING, AND REMOVING A TEMPORARY TRAFFIC SIGNAL. THE CONTRACTOR WILL SUBMIT TEMPORARY SIGNAL PLANS TO THE ENGINEER FOR APPROVAL TWO WEEKS PRIOR TO THE INSTALLATION OF THE SIGNAL. THE TEMPORARY SIGNAL WILL MEET THE REQUIREMENTS OF THE OMUTCD, PART 4. THE CONTRACTOR SHALL ARRANGE FOR AND PAY FOR POWER. ALL MATERIALS AND CONSTRUCTION SHALL COMPLY WITH APPLICABLE PORTIONS OF 630, 632, 633, 730, 732, AND 733 EXCEPT: THE WORKING DRAWING REQUIREMENT OF 632.04 IS WAIVED AND USED MATERIALS IN GOOD CONDITION IS ACCEPTABLE.

THE CONTRACTOR SHALL PROVIDE TEMPORARY VEHICLE DETECTION FOR ANY MOVEMENT WHERE AN EXISTING LOOP DETECTOR IS NO LONGER ABLE TO PROVIDE SUCH DETECTION DUE TO THE SHIFTING OF LANES FOR MAINTENANCE OF TRAFFIC PURPOSES. THE USE OF PHASE RECALL IS NOT AN ACCEPTABLE ALTERNATIVE TO PROVIDING THE REQUIRED TEMPORARY VEHICLE DETECTION.

IF TIMING CHANGES ARE REQUESTED BY THE ENGINEER, THE CHANGES SHALL BE IMPLEMENTED BY THE CONTRACTOR. THE CONTRACTOR SHALL ADJUST THE LOCATIONS OF THE EXISTING, TEMPORARY, OR PROPOSED SIGNAL HEADS FOR EACH PHASE OF CONSTRUCTION IN ACCORDANCE WITH THE OMUTCD. THE CONTRACTOR SHALL ENSURE THAT ALL MINIMUM/MAXIMUM SIGNAL HEAD TO PAVEMENT CLEARANCES ARE MAINTAINED AT ALL TIMES, AND SHALL FIRST BE APPROVED BY THE ENGINEER. NO REDUCTION IN CLEARANCES SHALL BE PERMITTED.

THE COST FOR ALL LABOR, MATERIALS, EQUIPMENT, TOOLS, AND INCIDENTALS NECESSARY TO PROVIDE AND MAINTAIN THE WORK ZONE TRAFFIC SIGNAL SHALL BE INCLUDED IN THE UNIT PRICE FOR EACH ITEM SPECIAL - WORK ZONE TRAFFIC SIGNAL. THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY:

SPECIAL, WORK ZONE TRAFFIC SIGNAL 2 EACH

ITEM 615 - PAVEMENT FOR MAINTAINING TRAFFIC, CLASS B

THIS WORK SHALL BE PERFORMED BY THE CONTRACTOR IN ACCORDANCE WITH THE ODOT C&MS. THE FOLLOWING IS AN ESTIMATED QUANTITY FOR EACH LOCATION:

PHASE 1

WALLINGS ROAD
STA. 76+05 TO STA. 79+62, LT 278 SY
STA. 80+23 TO STA. 85+18, LT 385 SY
STA. 86+00 TO STA. 92+06, LT 270 SY
STA. 93+08 TO STA. 93+97, LT 40 SY
STA. 97+20 TO STA. 98+33, LT 100 SY
STA. 98+72 TO STA. 102+03, LT 454 SY

MILL ROAD
STA. 26+65 TO STA. 29+72, LT 563 SY

RAMP D2
STA. 52+23 TO STA. 53+37, RT 83 SY

PHASE 2

RAMP D3
STA. 53+36 TO STA. 55+32, LT 135 SY

TOTAL CARRIED TO GENERAL SUMMARY: 2,308 SY

ITEM 622 - PORTABLE BARRIER, ANCHORED, AS PER PLAN

THIS ITEM OF WORK CONSISTS OF FURNISHING AND INSTALLING ANCHORED PORTABLE BARRIER IN CONFORMANCE WITH THE PLANS, STANDARD DRAWING PCB-91, AND C&MS 622. THE USE OF PORTABLE BARRIER PER STANDARD DRAWING PCB-91 IS REQUIRED AT BEAM LINE D IN BRIDGE CONSTRUCTION PHASES 2.1 AND 2.2. PORTABLE BARRIER PER STANDARD DRAWING RM-4.2 IS NOT PERMITTED AT THIS LOCATION DUE TO NEED TO ANCHOR PORTABLE BARRIER ON THE EXISTING BRIDGE DECK WITH ZERO OFFSET TO THE DECK CUT LINE.

TEMPORARY VANDAL PROTECTION FENCE, TYPE B, IN ACCORDANCE WITH STANDARD DRAWING TVPF-1-18, SHALL EXTEND OVER THE BRIDGE LIMITS AND WILL BE PAID FOR SEPARATELY UNDER ITEM 607 - TEMPORARY VANDAL FENCE, TYPE B.

DELINEATION OF PORTABLE AND PERMANENT BARRIER

BARRIER REFLECTORS AND OBJECT MARKERS SHALL BE INSTALLED ON ALL PORTABLE BARRIER (PB) USED FOR TRAFFIC CONTROL; AND, ON PERMANENT CONCRETE BARRIER (INCLUDING BRIDGE PARAPETS) LOCATED WITHIN 5 FEET OF THE EDGE OF THE ADJACENT TRAVEL LANE.

BARRIER REFLECTORS SHALL CONFORM TO C&MS 626, EXCEPT THAT THE SPACING SHALL BE AS PER TRAFFIC SCD MT-101.70. OBJECT MARKERS AND THEIR INSTALLATION SHALL CONFORM TO C&MS 614.03 AND SCD MT-101.70. WHEN THE PB CONTAINS GLARE SCREEN, ONE SET OF THREE VERTICAL STRIPES OF SHEETING SHALL BE CONSIDERED EQUIVALENT TO AN OBJECT MARKER, ONE-WAY.

INCREASED BARRIER DELINEATION, AS SPECIFIED HEREIN, SHALL BE INSTALLED ON ALL PB AND PERMANENT CONCRETE BARRIER LOCATED WITHIN 5 FEET OF THE EDGE OF THE TRAVELED LANE UNDER EITHER OF THE FOLLOWING CONDITIONS: ALONG TAPERS AND TRANSITION AREAS; OR ALONG CURVES (OUSTIDE ONLY) WITH DEGREE OF CURVATURE GREATER THAN OR EQUAL TO 3 DEGREES.

THE INCREASED BARRIER DELINEATION SHALL CONSIST OF EITHER DELINEATION PANELS OR THE TRIPLE STACKING OF WORK ZONE BARRIER REFLECTORS.

DELINEATION PANELS SHALL CONSIST OF PANELS OF DELINEATION, APPROXIMATELY 34 INCHES LONG AND 6 INCHES WIDE AND SHALL BE "CRIMPED." PANELS SHALL BE INSTALLED AND SPACED PER TRAFFIC SCD MT-101.70.

TRIPLE-STACKED BARRIER REFLECTORS SHALL CONSIST OF ALIGNING THREE BARRIER REFLECTORS VERTICALLY, AT LOCATIONS WHERE A SINGLE BARRIER REFLECTOR WOULD BE OTHERWISE ATTACHED. THERE SHALL BE NO OPEN SPACE BETWEEN THE ADJACENT BARRIER REFLECTORS. THE TRIPLE-STACKED BARRIER REFLECTORS SHALL CONFORM TO C&MS 626, EXCEPT THAT THEY SHALL BE SPACED AND ALIGNED PER TRAFFIC SCD MT-101.70.

THE FOLLOWING PAY ITEMS HAVE BEEN QUANTIFIED IN THE MAINTENANCE OF TRAFFIC SUBSUMMARY:

614, BARRIER REFLECTOR, TYPE 1 (ONE-WAY OR BIDIRECTIONAL)

614, OBJECT MARKER, ONE-WAY

614, OBJECT MARKER, TWO-WAY

614, INCREASED BARRIER DELINEATION

PAYMENT SHALL BE FULL COMPENSATION FOR ALL MATERIAL, LABOR, INCIDENTALS AND EQUIPMENT NECESSARY FOR FURNISHING, INSTALLING, MAINTAINING AND REMOVING EACH OF THE ABOVE ITEMS.

ALONG RUNS OF INCREASED BARRIER DELINEATION WHERE THIS ITEM IS PROVIDED, THE QUANTITY SHALL BE MEASURED AS THE ENTIRE LENGTH OF THE RUN OF INCREASED BARRIER DELINEATION, INCLUDING THE SPACES BETWEEN THE INDIVIDUAL DELINEATION PANELS OR STACKS OF BARRIER REFLECTORS.

PHASE 1 BRIDGE WALK REMOVAL

THE FOLLOWING ITEMS HAVE BEEN CARRIED TO THE GENERAL SUMMARY TO BE USED ON THE EXISTING REMAINING BRIDGE PARAPET DURING PHASE 1 OF CONSTRUCTION FOR REMOVAL OF THE WALK ON THE NORTH SIDE OF THE BRIDGE:

614, INCREASED BARRIER DELINIATION 50 FT

614, WORK ZONE IMPACT ATTENUATOR, 24" WIDE HAZARDS, (BIDIRECTIONAL) 2 EACH

614, BARRIER REFLECTOR, TYPE 1, BIDIRECTIONAL 8 EACH

614, OBJECT MARKER, TWO-WAY 8 EACH

614, PORTABLE BARRIER, UNANCHORED 380 FT

CALCULATED
KAH
CHECKED
FRR

MAINTENANCE OF TRAFFIC GENERAL NOTES

CUY-77-4.79

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