

Item 614 - Law Enforcement Officer With Patrol Car for Assistance

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).

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.

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. 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.

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 Assistance ..... **160 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.

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.

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.

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 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 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.

Item 614, Portable Changeable Message Sign, As Per Plan ..... **8 SNMT**  
Assuming 4 PCMS Sign(s) for 2 Month(s)

Permitted Lane Closures

Lane closure(s) shall conform to the PLCS. Published **PLCS** information can be found on the **ODOT** website.  
( <https://www.transportation.ohio.gov/working/data-tools/resources/permitted-lane-closure> )

The monthly published schedules required to be used, for each **PLCS** segment within the project area, are those that comprise the consecutive 12-month period beginning 15 months prior to the month and year of sale and ending 4 months prior to the month and year of sale. These same 12 months apply for the life of the project and shall be applied to each respective month of construction (month of lane closure(s) shall match month of **PLCS** used). Lane closure(s) in place for multiple months shall always comply with the current respective month.

(FOR EXAMPLE: If the sale date for the project was March of 2021, the monthly published schedules for each applicable **PLCS** segment would be December 2019 to November 2020. If this was a three-year project, year three would still be using the December 2019 to November 2020 monthly schedules. If the project desired to close two lanes in June 2021, reference would be made to the June 2020 schedule(s) for the respective **PLCS** segment(s). If the same two lanes were desired to be closed again in July 2021, reference would be made to the July 2020 schedule(s) for the respective **PLCS** segment(s).)

More restrictive changes to the allowable lane closure hours are at the discretion of the Engineer in order to comply with the Traffic Management in Work Zones Policy (21-008(P)) and Standard Procedure (123-001(SP)).  
Less restrictive changes to the allowable lane closure hours are subject to the Traffic Management in Work Zones Policy (21-008(P)) and Standard Procedure (123-001(SP)) and shall not be implemented until, and unless, approved by the proper **ODOT** authority.

No lane or shoulder closures shall be in place when no work is being performed, unless directed by the Engineer.  
Shoulder closures shall only be allowed at the times specified for lane closures.

Any roadway not listed shall not have any lane closures on weekdays from 6:30am to 9:00am and 3:00pm to 6:00pm. Contact Troy Onesti, District 12 Work Zone Traffic Manager, at (216) 379-5337 if there are any questions.

DESIGN AGENCY



DESIGNER

JAG

REVIEWER

DAB 07/21/25

PROJECT ID

121312

SHEET

P.14

TOTAL

32