

ITEM 614- MAINTAINING TRAFFIC

ALL EXISTING LANES SHALL BE MAINTAINED AT ALL TIMES, EXCEPT LANE CLOSURE ARE PERMITTED IN ACCORDANCE WITH THE LANE VALUE CONTRACT TABLE AND THE APPROVED MAINTENANCE OF TRAFFIC POLICY EXCEPTION NOTE, BY USE OF THE EXISTING PAVEMENT, THE COMPLETED PAVEMENT AND TEMPORARY SURFACES USING ITEM 614.

ON KEMPER ROAD, MAINTAIN A MINIMUM OF ONE SIDEWALK AT ALL TIMES.

ANY WORK (FALSEWORK, TRAFFIC PROTECTION, CONTAINMENT, ETC.) OVER LIVE TRAFFIC BY THE CONTRACTOR THAT REDUCES THE EXISTING VERTICAL CLEARANCE IS PROHIBITED UNLESS 4 WEEKS ADVANCED NOTICE IS PROVIDED WITH NEW PROPOSED VERTICAL CLEARANCES. THE CONTRACTOR SHALL PROVIDE FIELD MEASUREMENTS BEFORE ALLOWING TRAFFIC UNDERNEATH. IF ANY WORK IS TO OCCUR BELOW 14'-6", THEN SIGNS ON THE STRUCTURE AND ADVANCE WARNING SIGNS SHALL BE INSTALLED A MINIMUM OF 2 WEEKS PRIOR TO PERFORMING SUCH WORK. SIGNING SHALL BE IN ACCORDANCE WITH THE "OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES" (OMUTCD) AND THE OHIO "TRAFFIC ENGINEERING MANUAL" (TEM). NO WORK OVER TRAFFIC SHALL OCCUR WITH A VERTICAL CLEARANCE LESS THAN 13'-10". LOWERING THE VERTICAL CLEARANCE DURING CONSTRUCTION IS CONSIDERED THE CONTRACTOR'S MEANS AND METHODS OF ACCOMPLISHING THE WORK, AND THEREFORE THE STATE IS NOT RESPONSIBLE FOR ANY DAMAGE FROM VEHICULAR IMPACTS THAT MAY RESULT AS PER 107.10.

NO WORK SHALL BE PERFORMED AND ALL EXISTING LANES SHALL BE OPEN TO TRAFFIC DURING THE FOLLOWING DESIGNATED HOLIDAYS OR EVENTS:

CHRISTMAS	FOURTH OF JULY
NEW YEARS	LABOR DAY
MEMORIAL DAY	THANKSGIVING
EASTER	

THE PERIOD OF TIME THAT THE LANES ARE TO BE OPEN DEPENDS ON THE DAY OF THE WEEK ON WHICH THE HOLIDAY OR EVENT FALLS. THE FOLLOWING SCHEDULE SHALL BE USED TO DETERMINE THIS PERIOD:

DAY OF HOLIDAY OR EVENT TIME ALL LANES MUST BE OPEN TO TRAFFIC

SUNDAY	12:00N	FRIDAY THROUGH 6:00AM	MONDAY
MONDAY	12:00N	FRIDAY THROUGH 6:00AM	TUESDAY
TUESDAY	12:00N	MONDAY THROUGH 6:00AM	WEDNESDAY
WEDNESDAY	12:00N	TUESDAY THROUGH 6:00AM	THURSDAY
THURSDAY	12:00N	WEDNESDAY THROUGH 6:00AM	FRIDAY
THURSDAY	(THANKSGIVING ONLY)		
	6:00AM	WEDNESDAY THROUGH 6:00AM	MONDAY
FRIDAY	12:00N	THURSDAY THROUGH 6:00AM	MONDAY
SATURDAY	12:00N	FRIDAY THROUGH 6:00AM	MONDAY

SHOULD THE CONTRACTOR FAIL TO MEET ANY OF THESE REQUIREMENTS, THE CONTRACTOR SHALL BE ASSESSED A DISINCENTIVE PER THE LANE VALUE CONTRACT (PN 127).

LENGTH AND DURATION OF LANE CLOSURES AND RESTRICTIONS SHALL BE AT THE APPROVAL OF THE ENGINEER. IT IS THE INTENT TO MINIMIZE THE IMPACT TO THE TRAVELING PUBLIC. LANE CLOSURES OR RESTRICTIONS OVER SEGMENTS OF THE PROJECT IN WHICH NO WORK IS ANTICIPATED WITHIN A REASONABLE TIME FRAME, AS DETERMINED BY THE ENGINEER, SHALL NOT BE PERMITTED. THE LEVEL OF UTILIZATION OF MAINTENANCE OF TRAFFIC DEVICES SHALL BE COMMENSURATE WITH THE WORK IN PROGRESS.

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 THE ITEMS REQUIRED TO MAINTAIN TRAFFIC IN ACCORDANCE WITH THE REQUIREMENTS SHALL BE INCLUDED IN THE LUMP SUM CONTRACT PRICE FOR ITEM 614, MAINTAINING TRAFFIC, AS PER PLAN, UNLESS SEPARATELY ITEMIZED IN THE PLAN.

PERMITTED LANE CLOSURE TIMES

SHORT TERM LANE CLOSURES ARE THOSE WHICH ARE PERMITTED BY THE PERMITTED LANE CLOSURE NOTE. THESE TIMES SHALL NOT BE REVISED WITHOUT PRIOR APPROVAL FROM THE DISTRICT 8 WORK ZONE TRAFFIC CONTROL ENGINEER. SHORT TERM LANE CLOSURES SHALL ONLY BE IMPLEMENTED WHEN WORK IS BEING CONTINUOUSLY PERFORMED IN THE LANE. THE CLOSURE SHALL BE REMOVED AS SOON AS POSSIBLE AFTER WORK HAS STOPPED. PERMITTED LANE CLOSURES SHALL ONLY BE ALLOWED DURING THE TIMES SPECIFIED IN THE DISTRICT 8 PERMITTED LANE CLOSURE TIMES, WHICH IS LOCATED ON THE ODOT WEBSITE: <http://plcm.dot.state.oh.us> AND AS LISTED IN THE LANE VALUE CONTRACT TABLE.

LANE VALUE CONTRACT TABLE			
DESCRIPTION OF CRITICAL LANE/RAMP TO BE MAINTAINED	RESTRICTED TIME PERIOD	UNIT TIME	DISINCENTIVE \$ PER TIME UNIT PER LANE
HAM IR-75	SEE PERMITTED LANE CLOSURE MAP	1 MINUTE PERIOD	\$500.00
ALL RAMP			
PARTIAL-WIDTH CLOSURE	6:00 AM. TO 9:00 PM.	1 MINUTE PERIOD	\$500.00
COMPLETE CLOSURE	5 AM TO 10 PM		
KEMPER ROAD	DURING CONSTRUCTION 6:00 AM TO 9:00 AM & 3:00 PM TO 7:00 PM	1 MINUTE PERIOD	\$65.00

APPROVED MAINTENANCE OF TRAFFIC (MOT) POLICY EXCEPTION(S)

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(KSP)).

APPROVED MOT EXCEPTION(S) INCLUDE:

THE CONTRACTOR IS PERMITTED TO CLOSE 1 LANE OF NORTHBOUND I-75 FOR A WEEKEND. A WEEKEND IS DEFINED AS BEGINNING FRIDAY AT 8 PM AND ENDING MONDAY AT 6 AM. ON THE SAME WEEKEND, THE CONTRACTOR IS PERMITTED TO CLOSE 2 LANES OF NORTHBOUND I-75 OVERNIGHT STARTING AT 9 PM AND ENDING AT 6 AM THE FOLLOWING MORNING. THIS EXCEPTION IS PERMITTED TO OCCUR A MAXIMUM OF 4 TIMES. FAILURE TO REOPEN THE LANE(S) AS SPECIFIED ABOVE SHALL RESULT IN A DISINCENTIVE ACCORDING TO THE LANE VALUE CONTRACT TABLE.

IN ADDITION TO THE STANDARD TTC REQUIRED TO CLOSE A LANE(S), THE FOLLOWING MEASURES SHALL BE TAKEN DURING THE WEEKEND OPERATIONS. EXTRA ADVANCE WARNINGS SIGNS AND WORK ZONE QUEUE DETECTION WARNING SYSTEMS SHALL BE PROVIDED PER THE RESPECTIVE PLAN NOTES. PORTABLE CHANGEABLE MESSAGE SIGNS SHALL BE USED TO PROVIDE ADVANCE NOTICE OF THE LANE CLOSURE AND TO PROVIDE ALTERNATE ROUTE SIGNING. LAW ENFORCEMENT OFFICERS SHALL BE USED TO MIND THE QUEUE.

THE DWZTM WILL COORDINATE WITH THE TMC, INCLUDING SPECIFIC MESSAGING FOR THE LANE CLOSURE AND ALTERNATE ROUTE. THE PIO WILL INCLUDE THE TRUCKING ASSOCIATION IN THEIR NOTIFICATION.

A MAINTENANCE OF TRAFFIC MEETING SHALL BE HELD A MINIMUM OF 30 CALENDAR DAYS PRIOR TO IMPLEMENTATION OF EACH APPROVED MOT EXCEPTION. THIS MEETING SHALL INCLUDE THE DISTRICT WORK ZONE TRAFFIC MANAGER AND 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 EXCEPTION(S) 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 EXCEPTION(S) REFERENCED ABOVE. REFERENCE "EXCEPTION REQUEST APPROVAL DATED 8/9/19 FOR PID 110111" IN THE NOTIFICATION AND OTHER CORRESPONDENCE.

ANY CHANGES TO THE MOT THAT IMPACT THE PREVIOUSLY APPROVED MOT EXCEPTION(S) 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.

SEQUENCE OF CONSTRUCTION

PHASE 1A

TRAFFIC: SHIFT NORTHBOUND I-75 TOWARDS THE INSIDE SHOULDER; PROVIDE 2-10.5' LANES AND 1-12' LANE. LANE CLOSURES TO INSTALL LANE SHIFT OR PERFORM WORK SHALL BE ACCORDING TO THE LANE VALUE CONTRACT TABLE.

WORK: REMOVE THE PHASE 1A EXPANSION JOINTS.

PHASE 1B

TRAFFIC: CLOSE THE RIGHT LANE OF NORTHBOUND I-75 FOR THE WEEKEND ACCORDING TO THE APPROVED MAINTENANCE OF TRAFFIC POLICY EXCEPTION NOTE. RELOCATE THE PORTABLE BARRIER (PB) INTO THE CLOSED LANE.

WORK: COMPLETE PHASE 1A/1B EXPANSION JOINT REMOVALS AND INSTALL THE NEW EXPANSION JOINTS.

PHASE 2A

TRAFFIC: SHIFT NORTHBOUND I-75 TOWARDS THE OUTSIDE SHOULDER; PROVIDE 2-10.5' LANES AND 1-12' LANE. LANE CLOSURES TO INSTALL LANE SHIFT OR PERFORM WORK SHALL BE ACCORDING TO THE LANE VALUE CONTRACT TABLE.

WORK: REMOVE THE PHASE 2A EXPANSION JOINTS. AFTER COMPLETING THE EXPANSION JOINTS, REMOVE THE TOP PORTION OF THE PHASE 2A CONCRETE DECK USING HYDRO DEMOLITION.

PHASE 2B

TRAFFIC: CLOSE THE LEFT LANE OF NORTHBOUND I-75 FOR THE WEEKEND ACCORDING TO THE APPROVED MAINTENANCE OF TRAFFIC POLICY EXCEPTION NOTE. RELOCATE THE PB INTO THE CLOSED LANE.

WORK: COMPLETE PHASE 2A/2B EXPANSION JOINT REMOVALS AND INSTALL THE NEW EXPANSION JOINTS. IN A SEPARATE WEEKEND, COMPLETE THE PHASE 2A/2B CONCRETE DECK HYDRO DEMOLITION REMOVALS AND POUR THE PHASE 2A/2B CONCRETE OVERLAY.

PHASE 3A

TRAFFIC: SAME AS PHASE 1A

WORK: REMOVE THE TOP PORTION OF THE PHASE 1A CONCRETE DECK USING HYDRO DEMOLITION.

PHASE 3B

TRAFFIC: SAME AS PHASE 1B

WORK: COMPLETE THE PHASE 1A/1B CONCRETE DECK HYDRO DEMOLITION REMOVALS AND POUR THE PHASE 1A/1B CONCRETE OVERLAY.

PHASE 4

TRAFFIC: RESTORE ALL LANES TO THE EXISTING CONFIGURATION.

WORK: PERFORM ASPHALT CONCRETE RESURFACING OF NORTHBOUND I-75.

ANY WORK NOT DESCRIBED HERE IS TO BE COMPLETED IN THE APPLICABLE PHASE OR ACCORDING TO THE LANE VALUE CONTACT TABLE. THE CONTRACTOR HAS THE OPTION TO PERFORM PHASE 2, THEN PHASE 1.

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MAINTENANCE OF TRAFFIC GENERAL NOTES - 1

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ITEM 614- MAINTAINING TRAFFIC (MILL/FILL WORK ZONE MARKINGS)

THE CONTRACTOR SHALL APPLY ALL OF THE WORK ZONE MARKINGS AFTER THE INTERMEDIATE COURSE AND AGAIN AFTER THE SURFACE COURSE, UNLESS PERMANENT MARKINGS ARE INSTALLED PRIOR TO OPENING A LANE TO TRAFFIC.

CLASS I, WORK ZONE PAVEMENT STRIPING FOR INTERMEDIATE COURSE.

ITEM 614-WORK ZONE EDGE LINE, CLASS I, 642 PAINT = 0.44 MILE
ITEM 614-WORK ZONE LANE LINE, CLASS I, 642 PAINT = 0.44 MILE
ITEM 614-WORK ZONE CHANNELIZING LINE, CLASS I, 642 PAINT = 515 FEET

CLASS III, WORK ZONE PAVEMENT STRIPING FOR SURFACE COURSE.

ITEM 614-WORK ZONE EDGE LINE, CLASS III, 642 PAINT = 1.26 MILE
ITEM 614-WORK ZONE LANE LINE, CLASS III, 642 PAINT = 1.47 MILE
ITEM 614-WORK ZONE CHANNELIZING LINE, CLASS III, 642 PAINT = 515 FEET
ITEM 614-WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS III, 642 PAINT = 450 FT

ITEM 614- MAINTAINING TRAFFIC (WORK ZONE MARKINGS FOR WEEKEND BRIDGE WORK)

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY FOR USE AT BRIDGE LOCATIONS IDENTIFIED BY THE ENGINEER FOR WEEKEND WORK ZONE PAVEMENT MARKINGS AND SIGNS PER THE REQUIREMENTS OF CMS 614.04 AND 614.11.

I-75 PHASE ONE & THREE (QUANTITY REFLECTS 2 WEEKENDS)

ITEM 614-WORK ZONE EDGE LINE, CLASS I, 642 PAINT = 1.77 MILE
ITEM 614-WORK ZONE WORK ZONE CHANNELIZING LINE, CLASS I, 642 PAINT = 9,340 FT
ITEM 614-WORK ZONE IMPACT ATTENUATOR (UNIDIRECTIONAL) = 2 EACH
ITEM 622-PORTABLE CONCRETE BARRIER, 32" = 2,144 FT

I-75 PHASE TWO (QUANTITY REFLECTS 2 WEEKENDS)

ITEM 614-WORK ZONE EDGE LINE, CLASS I, 642 PAINT = 1.26 MILE
ITEM 614-WORK ZONE WORK ZONE CHANNELIZING LINE, CLASS I, 642 PAINT = 6,650 FT
ITEM 614-WORK ZONE IMPACT ATTENUATOR (UNIDIRECTIONAL) = 1 EACH
ITEM 622-PORTABLE CONCRETE BARRIER, 32" = 884 FT
ITEM 614-WORK ZONE DOTTED LINE, CLASS I, 6" = 420 FT
ITEM 614-WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS I, 642 PAINT = 450 FT

ITEM 614- WORK ZONE PAVEMENT REPAIR

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY FOR USE AT LOCATIONS IDENTIFIED BY THE ENGINEER FOR WORK ZONE POT HOLE PATCHING.

ITEM 614 - ASPHALT CONCRETE FOR MAINTAINING TRAFFIC = 2 CY

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 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 CMS 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 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 SHALL CONTAIN A CELLULAR TELEPHONE DATA LINK WHICH WILL (IN ACTIVE CELLULAR PHONE AREAS) ALLOW REMOTE SIGN ACTIVATION, MESSAGE CHANGES, MESSAGE ADDITIONS AND REVISIONS TO TIME OF DAY PROGRAMS. THE SYSTEM SHALL ALSO PERMIT VERIFICATION OF CURRENT AND PROGRAMMED MESSAGES. ONE REMOTE DATA INPUT DEVICE (LAPTOP COMPUTER PLUS MODEM OR EQUIVALENT) SHALL BE FURNISHED FOR USE BY THE DISTRICT TRAFFIC ENGINEER, OR EQUIVALENT, AND SHALL BE INSURED AGAINST THEFT.

THE PCMS UNIT SHALL BE MAINTAINED IN GOOD WORKING ORDER BY THE CONTRACTOR IN ACCORDANCE WITH THE PROVISIONS OF CMS 614.07. THE CONTRACTOR SHALL, PRIOR TO ACTIVATING THE UNIT, MAKE ARRANGEMENTS, WITH AN

ITEM 614, PORTABLE CHANGEABLE MESSAGE SIGNS, AS PER PLAN (CONTINUED):

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 TO 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 18 SIGN MONTH ASSUMING 6 PCMS SIGNS FOR 3 MONTHS

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 C&MS 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 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 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) 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 A 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.

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 THE 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 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 600 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.

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MAINTENANCE OF TRAFFIC GENERAL NOTES - 4

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