

MOT - 75-6.86
 -220366 PID - 107375
 Dist 7 7/14/2022

STATE OF OHIO DEPARTMENT OF TRANSPORTATION

MOT-75-6.86 CITY OF DAYTON CITY OF MORAIN CITY OF WEST CARROLLTON MONTGOMERY COUNTY

FEDERAL PROJECT NUMBER

E 180 (372)

RAILROAD INVOLVEMENT

NONE

PROJECT DESCRIPTION

MAJOR RECONSTRUCTION OF 2.68 MILES OF INTERSTATE 75 INCLUDING NEW PAVEMENT, STORM SEWERS, LIGHTING, MINOR BRIDGE REPAIRS, TRAFFIC CONTROL SIGNS AND PAVEMENT MARKINGS. RESURFACING OF 0.90 MILES OF INTERSTATE 75 INCLUDING MEDIAN BARRIER REPLACEMENT IS ALSO INCLUDED.

EARTH DISTURBED AREAS

PROJECT EARTH DISTURBED AREA: 66.42 ACRES
 ESTIMATED CONTRACTOR EARTH DISTURBED AREA: 1.00 ACRES
 NOTICE OF INTENT EARTH DISTURBED AREA: 67.42 ACRES

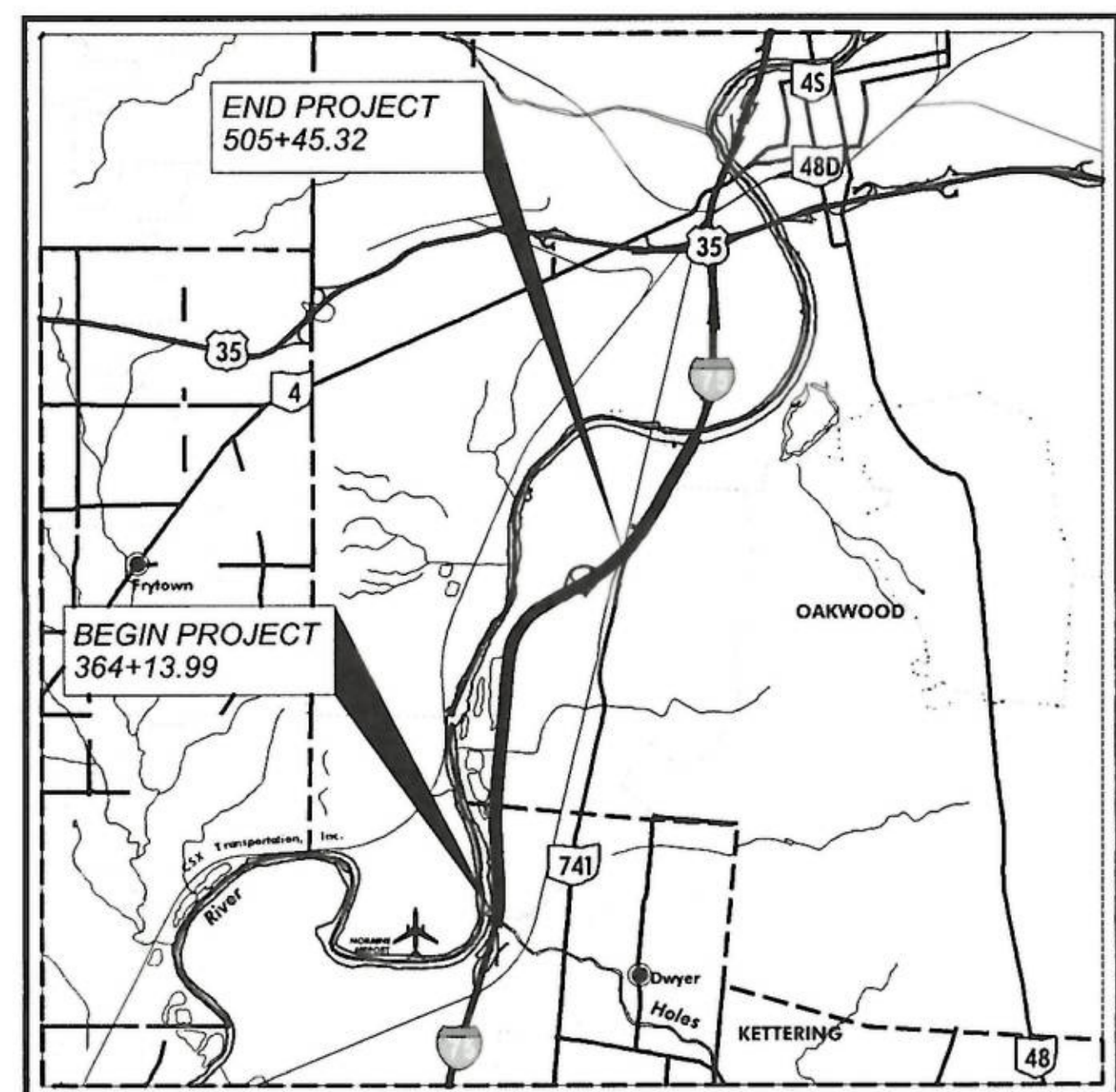
LIMITED ACCESS

THIS IMPROVEMENT IS ESPECIALLY DESIGNED FOR THROUGH TRAFFIC AND HAS BEEN DECLARED A LIMITED ACCESS HIGHWAY OR FREEWAY BY ACTION OF THE DIRECTOR IN ACCORDANCE WITH THE PROVISIONS OF SECTION 5511.02 OF THE OHIO REVISED CODE.

2019 SPECIFICATIONS

THE STANDARD SPECIFICATIONS OF THE STATE OF OHIO, DEPARTMENT OF TRANSPORTATION, INCLUDING SUPPLEMENTAL SPECIFICATIONS LISTED IN THE PLANS AND CHANGES LISTED IN THE PROPOSAL SHALL GOVERN THIS IMPROVEMENT.

I HEREBY APPROVE THESE PLANS AND DECLARE THAT THE MAKING OF THIS IMPROVEMENT WILL NOT REQUIRE THE CLOSING TO TRAFFIC OF THE HIGHWAY EXCEPT FOR THE RAMPS AS DESCRIBED ON SHEETS 175 -174 AND THAT PROVISIONS FOR THE MAINTENANCE AND SAFETY OF TRAFFIC WILL BE AS SET FORTH ON THE PLANS AND ESTIMATES.



PORTION TO BE IMPROVED	-----
INTERSTATE HIGHWAY	=====
FEDERAL ROUTES	-----
STATE ROUTES	-----
COUNTY & TOWNSHIP ROADS	-----
OTHER ROADS	-----

DESIGN DESIGNATION

	SLM 6.86 TO 8.51	SLM 8.51 TO 9.32	SLM 9.32 TO 10.42
CURRENT ADT (2024)	117,000	117,000	116,000
DESIGN YEAR ADT (2044)	140,000	140,000	133,000
DESIGN HOURLY VOLUME (2044)	12,500	12,500	12,000
DIRECTIONAL DISTRIBUTION	0.55	0.55	0.50
TRUCKS (24 HOUR B&C)	22%	22%	23%
DESIGN SPEED	70 MPH	60 MPH	60 MPH
LEGAL SPEED	65 MPH	55 MPH	55 MPH
DESIGN FUNCTIONAL CLASSIFICATION:	URBAN INTERSTATE (01)		
NHS PROJECT	YES		

DESIGN EXCEPTIONS

DESIGN FEATURE	APPROVAL DATE	SHEET REF.
SHOULDER WIDTH	12/21/20	11 - 13
SUPERELEVATION RATE	12/21/20	3
VERTICAL CLEARANCE	12/21/20	212

ADA DESIGN WAIVER: NONE REQUIRED

UNDERGROUND UTILITIES
 Contact Two Working Days Before You Dig

 OHIO811, 8-1-1, or 1-800-362-2764 (Non-members must be called directly)

PLAN PREPARED BY:

 222 SOUTH MAIN STREET SUITE 200
 AKRON, OHIO 44308
 (330) 434-1995
 www.arcadis.com

INDEX OF SHEETS:

TITLE SHEET	1
SCHEMATIC PLAN	2 - 5
TYPICAL SECTIONS	6 - 18
GENERAL NOTES	19 - 21, 21A
MAINTENANCE OF TRAFFIC	22 - 180
GENERAL SUMMARY	181 - 185
SUBSUMMARIES	186 - 195
PROJECT SITE PLAN	196 - 206
PLAN AND PROFILE - MAINLINE	207 - 232
PLAN AND PROFILE - RAMPS	233 - 238
CROSS SECTIONS - MAINLINE	239 - 361
CROSS SECTIONS - RAMPS	362 - 430
SUPERELEVATION TABLES	431 - 443
INTERCHANGE DETAILS	444 - 447
INTERSECTION DETAILS	448 - 449
PAVEMENT JOINT DETAILS	450 - 451
MISCELLANEOUS DETAILS	452 - 454
STORM SEWER PROFILES	455
TRAFFIC CONTROL	456 - 458, 458A, 459 - 485
LIGHTING	486 - 492
STRUCTURES	494
SOIL PROFILE	495 - 517

ENGINEER'S SEAL:	ENGINEER'S SEAL:	STANDARD CONSTRUCTION DRAWINGS										SUPPLEMENTAL SPECIFICATIONS	
ROADWAY STRUCTURE	LIGHTING	BP-2.1	1/21/22	RM-1.1	1/15/21	HL-10.11	1/15/21	TC-21.50	4/17/20	MT-98.10	1/17/20	800	5/02/22
 SIGNED: [Signature] DATE: 01/26/2022	 SIGNED: [Signature] DATE: 01/26/2022	BP-2.2	1/15/21	RM-4.2	4/17/20	HL-10.12	1/20/17	TC-41.10	7/19/13	MT-98.29	1/17/20	807	1/21/22
		BP-3.1	1/21/22	RM-4.3	1/21/22	HL-10.13	4/17/20	TC-41.20	10/18/13	MT-98.30	7/16/21	808	1/18/19
 SIGNED: [Signature] DATE: 01/26/2022	 SIGNED: [Signature] DATE: 01/26/2022	BP-5.1	1/21/22	RM-4.4	7/19/19	HL-20.11	1/15/21	TC-42.10	10/18/13	MT-99.20	4/19/19	813	10/19/18
		BP-6.1	7/19/13	RM-4.5	7/21/17	HL-20.13	4/17/20	TC-42.20	10/18/13	MT-99.30	1/17/20	821	4/20/12
		BP-9.1	1/18/19	RM-4.6	7/19/13	HL-30.11	1/15/21	TC-51.11	1/15/16	MT-99.60	7/15/16	825	1/17/20
		F-1.1	7/19/13	HW-2.1	7/20/18	HL-30.21	4/17/20	TC-52.10	10/18/13	MT-100.00	7/16/21	832	10/19/18
		F-3.3	7/19/13	HW-2.2	7/20/18	HL-30.22	1/15/21	TC-52.20	1/15/21	MT-101.60	1/17/20	836	1/19/18
				CB-2-3, 2-4	7/16/21	HL-30.33	1/21/22	TC-61.10	1/17/20	MT-101.70	1/17/20	850	1/21/22
				CB-3	7/16/21	HL-40.10	7/17/20	TC-64.10	7/16/21	MT-101.75	1/17/20	861	1/15/21
				CB-3A	7/16/21	HL-50.11	1/15/21	TC-65.10	1/17/14	MT-101.80	1/17/20	872	1/21/22
				CB-4	7/16/21	HL-50.21	1/15/21	TC-71.10	7/16/21	MT-101.90	7/17/20	873	4/16/21
				I-3B	7/16/21	HL-60.11	7/21/17	TC-72.20	7/20/18	MT-102.10	1/17/20	905	4/17/20
		MH-3	7/16/21	HL-60.21	7/20/18	TC-73.20	1/17/20	MT-102.20	4/19/19	908	10/20/17		
		DM-1.1	7/17/20	HL-60.31	1/17/20			MT-102.30	10/16/15	913	4/16/21		
		DM-1.2	7/16/21			MT-95.30	7/19/19	MT-103.10	1/21/22	921	4/20/12		
		DM-3	7/16/21	TC-12.31	1/21/22	MT-95.31	7/19/19	MT-104.10	10/16/15				
		DM-4.3	1/15/16	TC-15.116	7/16/21	MT-95.45	1/17/20	MT-105.10	1/17/20				
		DM-4.4	1/15/16	TC-21.11	7/16/21	MT-95.70	1/17/20						
				TC-21.21	7/16/21	MT-95.71	1/17/20						
						MT-95.73	1/17/20						

SPECIAL PROVISIONS
 SP400 3/30/22

APPROVED:
 DATE 1-27-2022 DISTRICT DEPUTY DIRECTOR

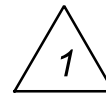
APPROVED:
 DATE 4-25-22 DIRECTOR, DEPARTMENT OF TRANSPORTATION

TITLE SHEET

DESIGN AGENCY	ARCADIS
DESIGNER	MJB
REVIEWER	SMG
PROJECT ID	107375
SHEET	1
TOTAL	517

Contract Proposal available @ www.contracts.dot.state.oh.us
 98-9-57-10M
 MODEL: Sheet PAPER SIZE: 34x22 (in.) DATE: 1/24/2022 TIME: 8:32:51 AM USER: mbeve
 p:\arcadis-us-pw-bentley.com\arcadis-us-pw\11\Documents\01 Active Projects\30042266\00_CAD\400-Engineering\Roadway\Sheets\107375_G1001.dgn

ITEM SPECIAL, ANTI-SEGREGATION EQUIPMENT



PROVIDE A MATERIAL TRANSFER VEHICLE (MTV) WITH PAVER HOPPER INSERT; A MATERIAL TRANSFER DEVICE (MTD) WITH PAVER HOPPER INSERT; OR A REMIXING PAVER SPECIFICALLY MANUFACTURED TO ELIMINATE SEGREGATION. USE PAVER HOPPER INSERTS WITH A MINIMUM CAPACITY OF 10 TONS (9 METRIC TONS). REMIXING MAY BE DONE BY THE MTV, MTD, IN THE PAVER HOPPER INSERT, OR BY THE REMIXING PAVER.

PROVIDE AND OPERATE EQUIPMENT IN A MANNER THAT DOES NOT RESULT IN PHYSICAL SEGREGATION AND LIMITS TEMPERATURE DIFFERENTIALS TO LESS THAN 35 °F (19.5 °C) THROUGHOUT THE MIXTURE AS MEASURED BEHIND THE PAVER AND BEFORE ROLLING. CONSTRUCT A TEST STRIP ACCORDING TO 401.08.B TO DEMONSTRATE THE EQUIPMENT MEETS THESE REQUIREMENTS.

USE ANTI-SEGREGATION EQUIPMENT FOR PAVING THE 302 BASE COURSE ON ALL LANES AND ADJACENT SHOULDERS INCLUDING MAINLINE LANES, EXPRESS LANES, COLLECTOR DISTRIBUTOR LANES, CONTINUOUS CENTER TURN LANES, ACCELERATION/ DECELERATION LANES, AND RAMP LANES.

ITEM SPECIAL, PAVER MOUNTED THERMAL PROFILING (PMTP)

THIS ITEM CONSISTS OF PROVIDING A PAVER MOUNTED THERMAL PROFILING (PMTP) SYSTEM TO IDENTIFY THE PRESENCE OF ANY THERMAL SEGREGATION OF AN UNCOMPACTED MAT OF HOT MIX ASPHALT. METHODS AND PROCEDURES FOR DETERMINING THE THERMAL PROFILE USING A PAVER-MOUNTED THERMAL IMAGING SYSTEM SHALL CONFORM TO THE SPECIFICATIONS FOUND IN THE SPECIAL PROVISIONS.

ODOT OFFICE OF PAVEMENT ENGINEERING SHALL BE NOTIFIED AT LEAST TWO WEEKS PRIOR TO THE START OF PMTP DATA COLLECTION.

ALL, LABOR, EQUIPMENT, SOFTWARE, AND INCIDENTALS NECESSARY TO INSTALL THE EQUIPMENT AND ANALYZING THE DATA SHALL BE INCLUDED FOR PAYMENT WITH THE LUMP SUM BID FOR ITEM SPECIAL, PAVER MOUNTED THERMAL PROFILING (PMTP).

RAMP DETOUR TIME LIMITATIONS

A MINIMUM OF ONE LANE OF TRAFFIC IN EACH DIRECTION ON THE DRYDEN ROAD RAMPS SHALL BE MAINTAINED AT ALL TIMES, EXCEPT FOR A PERIOD NOT TO EXCEED 60 CONSECUTIVE CALENDAR DAYS FOR EACH RAMP, WHEN THROUGH TRAFFIC MAY BE DETOURED AS SHOWN ON SHEETS 174 TO 175. A DISINCENTIVE SHALL BE ASSESSED IN THE AMOUNT OF \$ 1,500 PER DAY FOR EACH CALENDAR DAY THE RAMPS REMAIN CLOSED TO TRAFFIC BEYOND THE SPECIFIED LIMIT.

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.

THE PROBABLE PCMS LOCATIONS AND WORK LIMITS FOR THOSE LOCATIONS ARE SHOWN ON SHEETS 51 TO 150. 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.

THE CONTRACTOR SHALL IMPLEMENT A SYSTEM WHEREBY CHANGEABLE MESSAGES WILL BE IMPLEMENTED WITHIN 4 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 PRE-CONSTRUCTION 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.

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

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 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 96 SNMT (ASSUMES 4 SIGNS FOR 24 MONTHS)

ITEM 614 - WORK ZONE IMPACT ATTENUATOR (UNIDIRECTIONAL), AS PER PLAN

ALL PROVISIONS OF 614 SHALL APPLY WITH THE FOLLOWING ADDITIONS. WORK INCLUDES THE SAWCUTTING AND REMOVAL APPROXIMATELY 20' OF CONCRETE BARRIER (HEIGHT TRANSITION) AND RESTORATION/GRADING OF THE LOCATION TO MEET THE REQUIREMENTS OF SCD MT-101.75. CONNECTION TO THE EXISTING BARRIER SHALL MEET THE REQUIREMENTS OF MT-101.80, INCLUDING ANY BARRIER TRANSITIONS. ANY ASPHALT LEVELING SHALL ALSO BE INCLUDED WITH THIS ITEM. PAYMENT FOR THE ABOVE DESCRIBED WORK SHALL BE AT THE CONTRACT UNIT PRICE AND SHALL INCLUDE ALL LABOR, MATERIALS, EQUIPMENT AND INCIDENTALS.

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 OMTUCD INTENDS THAT FLAGGERS BE USED.

IN ADDITION TO THE REQUIREMENTS 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) 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 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,
 - 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.

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

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.

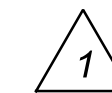
LEOS (WITH PATROL CAR) REQUIRED BY THE TRAFFIC MAINTENANCE TASKS ABOVE SHALL BE PAID FOR ON A UNIT PRICE (HOURLY) BASIS UNDER ITEM 614, LAW ENFORCEMENT OFFICER (WITH PATROL CAR) FOR ASSISTANCE. THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY.

ITEM 614, LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE 1,920 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, ASPHALT CONCRETE FOR MAINTAINING TRAFFIC, AS PER PLAN



THIS WORK SHALL CONSIST OF PLACING ASPHALT FOR MAINTAINING TRAFFIC AT VARIABLE DEPTH (MIN. DEPTH 2") FROM THE EDGE OF THE PROPOSED PAVEMENT TO THE EXISTING MEDIAN BARRIER DURING PHASE 1. THE CROSS SLOPE SHALL NOT EXCEED LOCATION AND DESIGN VOLUME ONE DESIGN STANDARDS.

PAYMENT FOR THE ABOVE WORK SHALL BE MADE AT THE UNIT PRICE BID PER SQUARE YARD AND SHALL INCLUDE ALL LABOR, TOOLS, EQUIPMENT AND MATERIALS NECESSARY TO PLACE, COMPACT AND SUBSEQUENTLY REMOVE THE PAVEMENT.

