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ITEM SPECIAL - MISCELLANEOUS METAL

EXISTING CASTINGS MAY PROVE TO BE UNSUITABLE FOR REUSE, AS DETERMINED BY THE ENGINEER. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO PROVIDE THE CASTINGS OF THE REQUIRED TYPE, SIZE AND STRENGTH (HEAVY OR LIGHT DUTY) FOR THE PARTICULAR STRUCTURE IN QUESTION. ALL MATERIAL SHALL MEET ITEM 611 OF THE SPECIFICATIONS AND SHALL HAVE THE PRIOR APPROVAL OF THE ENGINEER.

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY FOR USE AS DIRECTED BY THE ENGINEER.

ITEM SPECIAL - MISCELLANEOUS METAL 11,200 POUNDS

THE CONTRACTOR IS CAUTIONED TO USE EXTREME CARE IN THE REMOVAL, STORAGE AND REPLACEMENT OF ALL EXISTING CASTINGS. CASTINGS DAMAGED BY THE NEGLIGENCE OF THE CONTRACTOR, AS DETERMINED BY THE ENGINEER, SHALL BE REPLACED WITH THE PROPER NEW CASTINGS AT THE EXPENSE OF THE CONTRACTOR.

EXISTING UNDERDRAINS

IT IS INTENDED NOT TO DISTURB THE EXISTING UNDERDRAINS DURING THE CURB AND PAVEMENT REMOVAL AND REPLACEMENT OPERATIONS. ANY EXISTING UNDERDRAIN DAMAGED DURING THE REMOVAL OF EXISTING CURB AND PAVEMENT DUE TO THE CARELESSNESS OF THE CONTRACTOR SHALL BE REMOVED AND REPLACED BY THE CONTRACTOR AT HIS OWN EXPENSE.

EXISTING UNDERDRAINS WHICH THE ENGINEER DETERMINES ARE ADVERSELY AFFECTED (THROUGH NO FAULT OF THE CONTRACTOR) BY THE CONSTRUCTION OF THIS IMPROVEMENT OR ARE FOUND TO BE OTHERWISE UNSUITABLE SHALL BE REMOVED AND REPLACED IN KIND, AS DIRECTED BY THE ENGINEER.

THE COST FOR REMOVAL AND DISPOSAL OF EXISTING UNDERDRAIN PIPE IS INCLUDED UNDER THIS ITEM. NONE OF THE MATERIALS SHALL BE ORDERED BY THE CONTRACTOR UNTIL AUTHORIZED BY THE ENGINEER.

THE FOLLOWING CONTINGENCY QUANTITIES ARE CARRIED TO THE GENERAL SUMMARY FOR USE AS DIRECTED BY THE ENGINEER:

ITEM 605 - 4" UNCLASSIFIED PIPE UNDERDRAINS , A.P.P. 100 FT

PAVEMENT

PROFILE AND ALIGNMENT

THE PROPOSED PAVEMENT IS TO FOLLOW THE ALIGNMENT OF THE EXISTING PAVEMENT.

ASPHALT CONCRETE SURFACE COURSE SEALING REQUIREMENTS

IN ADDITION TO THE GUTTER SEALING REQUIREMENTS SPECIFIED ON SCD BP-3.1 AND IN 401.15, THE CONTRACTOR SHALL SEAL THE FOLLOWING LOCATIONS:

- ALL CASTINGS INCLUDING BUT NOT LIMITED TO MONUMENTS, MANHOLES, WATER VALVES, CATCH BASINS, CURB INLETS.
- BUTT JOINTS AND FEATHER JOINTS INCLUDING BRIDGE APPROACHES AND EXISTING CONCRETE PAVEMENT.
- BUTT JOINT BETWEEN PAVED SHOULDER AND DRIVEWAY ASPHALT AND TAPERED EDGE WHEN FEATHERING TO AN EXISTING ASPHALT DRIVEWAY.
- PERIMETER OF ALL PAVEMENT REPAIRS OR OTHER ASPHALT INLAYS WHEN PAVEMENT REPAIRS/INLAYS ARE NOT OVERLAID WITH AN ASPHALT CONCRETE SURFACE COURSE.
- ALL COLD LONGITUDINAL JOINTS BETWEEN PAVED SHOULDERS AND GUARDRAIL ASPHALT.

THE MATERIAL USED SHALL BE A CERTIFIED 702.01 PG BINDER. THE WIDTH OF THE SEALER SHALL BE 2-3 INCHES.

ANY ADDITIONAL COSTS ASSOCIATED WITH THE WORK IDENTIFIED IN THIS NOTE SHALL BE INCLUDED IN THE APPROPRIATE ASPHALT CONCRETE SURFACE COURSE ITEM OF WORK.

PLANED SURFACES

THE DURATION OF TIME BETWEEN MILLING AND PLACEMENT OF THE INTERMEDIATE COURSE SHALL BE NO LONGER THAN FOURTEEN (14) DAYS, UNLESS MOT NOTES STATE OTHERWISE. THE TIME LIMIT SHALL BEGIN ON THE FIRST DAY OF PLANING AND SHALL CONTINUE BASED ON CALENDAR DAYS, MINUS ANY BAD WEATHER DAYS, UNTIL COMPLETION OF THE ASPHALT CONCRETE INTERMEDIATE COURSE.

ITEM SPECIAL - UNDERCUTTING SUBGRADE AND SUBBASE

WHERE SOFT SUBGRADE IS ENCOUNTERED, DUE TO NO FAULT OR NEGLECT OF THE CONTRACTOR, THE UNSTABLE MATERIAL SHALL BE EXCAVATED TO THE DEPTH APPROVED BY THE ENGINEER, AND DISPOSED OF IN ACCORDANCE WITH 203.05. THE CONTRACTOR SHALL PROVIDE SUFFICIENT SITE DRAINAGE TO ENSURE THAT THE SUBGRADE DOES NOT BECOME SATURATED. THIS MAY INCLUDE THE NEED TO PROVIDE SUMPS AND PUMPS IF SUFFICIENT OUTLETS ARE NOT AVAILABLE FOR STORMWATER DRAINAGE. THE UNDERCUT SUBGRADE SHALL BE REPLACED WITH NO. 1'S AND NO. 2'S, CHOKED WITH ITEM 304, AND PLACED AND COMPACTED IN ACCORDANCE WITH ITEM 304. THE SUBGRADE SHALL BE PROOF ROLLED TO DETERMINE IF ADEQUATE STABILIZATION WAS ACHIEVED.

GEOTEXTILE FABRIC 712.09, TYPE D SHALL BE REQUIRED AT THE UNDERCUT DEPTHS BEFORE PLACING THE ABOVE STONE. PAYMENT FOR GEOTEXTILE FABRIC, 712.09, TYPE D SHALL BE PER SQ. YD. AND SHALL BE ITEMIZED SEPARATELY.

WHERE SOFT SUBGRADE IS DUE TO THE FAILURE, NEGLECT OR ANY OTHER FAULT OF THE CONTRACTOR, THE UNSTABLE CONDITION SHALL BE CORRECTED AS OUTLINED ABOVE AT NO ADDITIONAL EXPENSE TO THE PROJECT.

PAYMENT FOR THIS ITEM SHALL INCLUDE ALL EXCAVATION, AGGREGATE AND ADDITIONAL PROOF ROLLING, AND SHALL BE PAID FOR AT THE UNIT PRICE PER CUBIC YARD, ITEM SPECIAL, UNDERCUTTING SUBGRADE AND SUBBASE.

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY:

ITEM 204 - GEOTEXTILE FABRIC, 712.09, TYPE D 800 SY
ITEM 203 - ROADWAY, MISC.: UNDERCUTTING
SUBGRADE AND SUBBASE 150 CY

ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR (441), AS PER PLAN

THE CONTRACTOR SHALL CLEAN THE MILLED SURFACE AND THE ENGINEER SHALL IDENTIFY AREAS REQUIRING PARTIAL DEPTH PAVEMENT REPAIR AFTER THE WEARING COURSE IS REMOVED. ALL APPLICABLE PROVISIONS OF ITEM 251, AS SET FORTH IN THE CONSTRUCTION AND MATERIAL SPECIFICATIONS, SHALL APPLY EXCEPT AS MODIFIED HEREIN.

REMOVAL DEPTH SHALL BE THREE (3) INCHES OR AS DIRECTED BY THE ENGINEER AND THE REPLACEMENT MATERIAL SHALL BE ITEM 441 - ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, (448).

PARTIALLY EMBEDDED STEEL MESH EXPOSED SHALL BE WIRE-BRUSHED OR OTHERWISE CLEANED TO REMOVE ALL LOOSE RUST. LOOSENED OR TOTALLY EXPOSED WIRE MESH REINFORCING SHALL BE CUT AND REMOVED AS REQUIRED WITHOUT DISPLACEMENT OR DISRUPTION TO THE REINFORCEMENT AND/OR PAVEMENT TO REMAIN.

THE FOLLOWING ESTIMATED QUANTITIES ARE TO BE USED AS DIRECTED BY THE ENGINEER FOR PARTIAL DEPTH PAVEMENT REPAIRS AND ARE CARRIED TO THE GENERAL SUMMARY:

ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR (441), AS PER PLAN 520 SY

ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE, AS PER PLAN

PLANE THE ASPHALT SURFACE PAVEMENT ACCORDING TO C&MS ITEM 254, TO A DEPTH OF 2.25", OR TO THE DEPTH OF THE EXISTING BRICK / CONCRETE MATERIAL, WHICHEVER IS LESS. DEPTH OF PLANING SHALL NOT EXCEED THE DEPTH OF THE EXISTING ASPHALT COURSE TO BE REMOVED. THE PAVEMENT PLANING DEPTH CAN VARY AT SIDE STREETS DEPENDING ON EXISTING PAVEMENT COMPOSITION. IN ADDITION TO ODOT ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE THIS ITEM SHALL INCLUDE THE REMOVAL OF EXISTING PAVEMENT FABRIC PRESENT WITHIN ASPHALT LAYERS, SHOULD IT EXIST. SEE PAVEMENT CORE INFORMATION.

PATCHING PLANED SURFACE

THE FOLLOWING ESTIMATED CONTINGENCY QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY FOR USE AS DIRECTED BY THE ENGINEER.

ITEM 254 - PATCHING PLANED SURFACE 1,300 SY

ITEM 253 - PAVEMENT REPAIR, AS PER PLAN

THIS WORK ITEM IS FOR USE AS DIRECTED BY THE ENGINEER FOR THE PURPOSE OF PAVEMENT REPAIR. ALL LABOR AND MATERIAL NECESSARY TO PERFORM THIS WORK AND SECTION 250 OF THE CMS SHALL BE INCLUDED FOR PAYMENT UNDER ITEM 253.

DEPTH OF PAVEMENT REPAIR REMOVAL VARIES 6"-10" (PER PAVEMENT CORES) MEASURED AFTER THE PAVEMENT HAS BEEN PLANED. THE DEPTH OF REPAIR SHALL BE AS DIRECTED BY THE ENGINEER IF UNSOUND MATERIAL IS ENCOUNTERED AFTER THE REMOVAL OF 6"-10".

USE REPLACEMENT MATERIALS CONFORMING TO THE REQUIREMENTS OF ITEM 301 - ASPHALT CONCRETE BASE.

EXCAVATION OF EXISTING BASE SHALL BE INCLUDED IN ITEM 304 - AGGREGATE BASE, AS PER PLAN.

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY:

ITEM 253 - PAVEMENT REPAIR, AS PER PLAN 300 CY
ITEM 304 - AGGREGATE BASE, AS PER PLAN 50 CY

ITEM 441 - ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (449), (DRIVEWAYS)

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY FOR USE AS DIRECTED BY THE ENGINEER:

ITEM 441 - ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (449) (DRIVEWAYS) 50 CY

ITEM 441 - ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), AS PER PLAN, PG 70-22M

THE COARSE VIRGIN AGGREGATE FOR THIS ITEM SHALL BE A BLEND OF 60% MIN. AIR COOLED BLAST FURNACE SLAG (ACBFS) OR TRAP ROCK FROM ONTARIO WITH LIMESTONE COMPRISING THE REMAINING PERCENTAGE. RECYCLED MATERIAL USED IN THE SURFACE COURSE SHALL BE LIMITED TO A MAXIMUM OF 10%.

ITEM 441 - ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, (448), PG64-22, AS PER PLAN

RECYCLED MATERIAL IN THE INTERMEDIATE COURSES SHALL BE LIMITED TO A MAXIMUM OF 20%. THE BINDER FOR THIS ITEM SHALL BE PG64-22.

CALCULATED
GMS
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GENERAL NOTES

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MAINTENANCE OF TRAFFIC SIGNAL/FLASHER INSTALLATION

THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING TRAFFIC SIGNAL/FLASHER INSTALLATIONS WITHIN THE PROJECT UNDER THE FOLLOWING CONDITIONS:

- EXISTING SIGNAL/FLASHER INSTALLATIONS WHICH THE PLANS REQUIRE THE CONTRACTOR TO ADJUST, MODIFY, ADD ONTO OR REMOVE, OR WHICH THE CONTRACTOR ACTUALLY ADJUSTS, MODIFIES OR OTHERWISE DISTURBS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE ENTIRE INSTALLATION (AT AN INTERSECTION) FROM THE TIME HIS OPERATIONS FIRST DISTURB THE INSTALLATION UNTIL THE INSTALLATION HAS BEEN SUBSEQUENTLY REMOVED OR MODIFIED AND THE WORK IS ACCEPTED.
- NEW OR REUSED SIGNAL/FLASHER INSTALLATIONS OR DEVICES, INSTALLED BY THE CONTRACTOR. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTENANCE OF THESE FROM THE TIME OF INSTALLATION UNTIL THE WORK IS ACCEPTED.

THE CONTRACTOR SHALL CORRECT AS QUICKLY AS POSSIBLE ALL OUTAGES OR MALFUNCTIONS. HE SHALL PROVIDE THE MAINTAINING AGENCY AND THE ENGINEER SUCH ADDRESSES AND PHONE NUMBERS WHERE HIS MAINTENANCE FORCES CAN BE CONTACTED. THE CONTRACTOR SHALL PROVIDE ONE OR MORE PERSONS TO RECEIVE ALL CALLS AND DISPATCH THE NECESSARY MAINTENANCE FORCES TO CORRECT OUTAGES. SUCH A PERSON OR PERSONS MAY BE USED TO PERFORM OTHER DUTIES AS LONG AS PROMPT ATTENTION IS GIVEN TO THESE CALLS AND A PERSON IS READILY AVAILABLE CONTINUOUSLY 24 HOURS A DAY, 7 DAYS A WEEK. ALL LAMP OUTAGES, CABLE OUTAGES, ELECTRICAL FAILURES, EQUIPMENT MALFUNCTIONS AND MISALIGNED SIGNAL HEADS SHALL BE CORRECTED TO THE SATISFACTION OF THE ENGINEER WITH THE SIGNAL BACK TO SERVICE WITHIN FOUR HOURS AFTER THE CONTRACTOR HAS BEEN NOTIFIED OF THE OUTAGE.

IN THE EVENT NEW SIGNALS ARE DAMAGED PRIOR TO ACCEPTANCE, ALL DAMAGED EQUIPMENT EXCEPT POLES AND CONTROL EQUIPMENT SHALL BE REPLACED BY THE CONTRACTOR TO THE SATISFACTION OF THE ENGINEER WITH THE SIGNAL BACK IN SERVICE WITHIN 8 HOURS AFTER THE CONTRACTOR'S NOTIFICATION OF THE OUTAGE. THE CONTRACTOR SHALL ARRANGE FOR FULL TRAFFIC CONTROL UNTIL THE SIGNAL IS BACK IN OPERATION.

IF POLES AND/OR CONTROL EQUIPMENT ARE DAMAGED AND MUST BE REPLACED, THE CONTRACTOR SHALL MAKE TEMPORARY REPAIRS AS NECESSARY TO BRING THE SIGNAL BACK INTO FULL OPERATION WITHIN THE ALLOWED 8-HOUR PERIOD, AND SHALL MAKE PERMANENT REPAIRS OR REPLACEMENT AS SOON THEREAFTER AS POSSIBLE.

NONE OF THE ABOVE SHALL BE CONSTRUED AS COLLECTIVE OR CONSECUTIVE OUTAGE TIME PERIODS AT ANY ONE LOCATION. THAT IS, WHERE MORE THAN ONE OUTAGE OCCURS AT ANY ONE LOCATION THEN THE ALLOTTED TIME LIMIT SHALL BE FOR THE WORST SINGLE OUTAGE.

WHERE OUTAGES ARE THE DIRECT RESULT OF A VEHICLE ACCIDENT THE RESPONSE OF THE CONTRACTOR SHALL BE AS OUTLINED ABOVE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR COLLECTION OF ANY COMPENSATION FOR THIS WORK FROM THOSE PARTIES RESPONSIBLE FOR THE DAMAGE.

WHERE THE CONTRACTOR HAS FAILED TO, OR CANNOT RESPOND TO, AN OUTAGE OR SIGNAL EQUIPMENT MALFUNCTION, AT THESE LOCATIONS WITHIN HIS RESPONSIBILITY, WITHIN PERIODS AS SPECIFIED ABOVE, THE ENGINEER MAY INVOKE THE PROVISIONS OF SECTION 105.15 AND ANY SUBSEQUENT BILLINGS TO THE CITY OF NORTH ROYALTON FOR POLICE SERVICES AND MAINTENANCE SERVICES BY CITY FORCES SHALL BE DEDUCTED FROM MONIES DUE OR TO BECOME DUE THE CONTRACTOR IN ACCORDANCE WITH PROVISIONS OF SECTION 105.15.

THE CONTRACTOR SHALL PROVIDE THE MAINTENANCE SERVICE ENTIRELY WITH HIS FORCES OR HE MAY CHOOSE TO ENTER INTO A COOPERATIVE UNDERSTANDING WITH THE LOCAL MAINTAINING AGENCY TO PROVIDE THE MAINTENANCE. THE CONTRACTOR SHALL INFORM THE ENGINEER, IN WRITING, OF THE MAINTENANCE METHOD SELECTED.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO ANY TRAFFIC SIGNAL COMPONENTS REQUIRED TO BE HANDLED DURING THE RELOCATION OF POLES AND REVISIONS TO THE SIGNAL SYSTEM. WHEN A TRAFFIC SIGNAL MUST BE TAKEN OUT OF SERVICE BY THE CONTRACTOR, DUE TO CONSTRUCTION PROCEDURES, THIS OUTAGE SHALL NOT EXCEED 4 HOURS AND SHALL NOT INCLUDE THE HOURS OF 6:00 TO 8:00 AM AND 4:00 TO 6:00 PM. ANY SIGNALIZED INTERSECTION, WHERE THE SIGNAL IS OUT OF SERVICE DUE TO CONSTRUCTION PROCEDURES, OR DUE TO AN OUTAGE OR MALFUNCTION OF EQUIPMENT AS DESCRIBED ABOVE, SHALL BE PROTECTED, BY THE CONTRACTOR, BY THE INSTALLATION OF TEMPORARY "STOP" SIGNS, EXCEPT FOR THE FOLLOWING INTERSECTIONS WHICH SHALL BE PROTECTED BY OFF-DUTY CITY OF NORTH ROYALTON POLICE, HIRED BY THE CONTRACTOR:

1. YORK ROAD & ALBION ROAD

ANY VEHICULAR TRAFFIC SIGNAL HEAD, EITHER NEW OR EXISTING WHICH WILL BE OUT OF OPERATION SHALL BE COVERED IN THE MANNER DESCRIBED IN 632.25. THE CONTRACTOR SHALL MAINTAIN COMPLETE RECORDS OF MALFUNCTIONS INCLUDING:

- TIME OF NOTIFICATION OF MALFUNCTION;
- TIME OF WORK CREWS ARRIVAL TO CORRECT THE MALFUNCTION;
- ACTIONS TAKEN TO CORRECT THE MALFUNCTION, INCLUDING A LIST OF PARTS REPAIRED OR REPLACED;
- A DIAGNOSIS OF REASON FOR THE MALFUNCTION AND PROBABILITY OF REOCCURRENCE;
- TIME OF COMPLETION OF THE REPAIR AND SYSTEM RESTORED TO FULL SERVICE.

A COPY OF THESE RECORDS SHALL BE PROVIDED TO THE ENGINEER WITHIN THREE (3) WORKING DAYS FOLLOWING COMPLETION OF EACH REPAIR.

ALL COSTS RESULTING FROM THE ABOVE REQUIREMENTS SHALL BE CONSIDERED TO BE INCLUDED IN THE LUMP SUM PRICE BID FOR ITEM 614 - MAINTAINING TRAFFIC

ITEM 614, LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE

THE FOLLOWING QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY FOR USE AS DIRECTED BY THE ENGINEER.

ITEM 614 - LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE 40 HOURS
DRIVEWAY ACCESS

THIS WORK SHALL BE IN CONJUNCTION WITH ITEM 614 - MAINTAINING TRAFFIC, AS PER PLAN AND ALL COSTS INCURRED FOR THIS ITEM SHALL BE INCLUDED IN THE LUMP SUM BID FOR MAINTAINING TRAFFIC, AS PER PLAN. NO ADDITIONAL PAYMENTS WILL BE MADE. ACCESS TO ALL PROPERTY OWNERS, INCLUDING RESIDENCES AND BUSINESSES, SHALL BE MADE AVAILABLE AT ALL TIMES DURING CONSTRUCTION.

THE CONTRACTOR SHALL MAKE AVAILABLE DURING CONSTRUCTION, STEEL PLATES, BRIDGES OR OTHER MEANS APPROVED BY THE ENGINEER TO BRIDGE ACROSS THE HALF WIDTH ROADWAY CONSTRUCTION, TO PROVIDE FULL TIME (TWENTY-FOUR (24) HOURS, SEVEN (7) DAYS A WEEK) ACCESS TO DRIVEWAYS THAT REQUIRE IT. ALL DRIVEWAY CLOSURES AND/OR APRON WORK SHALL BE CONSTRUCTED IN ALTERNATING INTERVALS IN ORDER TO ELIMINATE ABUTTING PROPERTY OWNERS HAVING BOTH OF THEIR DRIVEWAYS CLOSED.

THE CONTRACTOR SHALL SUBMIT TO THE ENGINEER FOR APPROVAL, AT THE PRE-CONSTRUCTION MEETING, HIS PROPOSAL FOR PROVIDING ACCESS TO THE DRIVEWAYS.

FOR ESTIMATING PURPOSES, THE NUMBER OF DRIVE APRONS TO BE MAINTAINED SHOULD BE THE NUMBER OF DRIVEWAYS IN EACH CONSTRUCTION PHASE.

PEDESTRIAN ACCESS

DURING TEMPORARY CLOSURE OR RELOCATION OF SIDEWALKS AND OTHER PEDESTRIAN FACILITIES, TEMPORARY FACILITIES SHALL BE PROVIDED. THESE FACILITIES SHALL BE DETECTABLE AND INCLUDE ACCESSIBILITY FEATURES CONSISTENT WITH THE FEATURES PRESENT IN THE EXISTING FACILITY. PEDESTRIAN SIDEWALK CLOSURES, CROSSWALK CLOSURES, AND PEDESTRIAN DETOURS OR BYPASSES SHALL BE INSTALLED ACCORDING TO 0.M.U.T.C.D. TYPICAL APPLICATIONS TA-28 AND TA-29.

INSTALLATION OF PAVEMENT MARKINGS

ALL WORK ZONE PAVEMENT MARKINGS AND SIGNS REQUIRED FOR A PARTICULAR LANE CLOSURE OR TRAFFIC PATTERN SHALL BE INSTALLED ON A SINGLE WORK DAY, AND THE CORRESPONDING TRAFFIC PATTERN SHALL BE IMPLEMENTED IMMEDIATELY. IN ADDITION, THE REQUIREMENTS OF ODOT 614.11 SHALL APPLY.

ITEM 614, PORTABLE CHANGEABLE MESSAGE SIGNS, AS PER PLAN

THE CONTRACTOR SHALL FURNISH, INSTALL, MAINTAIN AND REMOVE, WHEN NO LONGER NEEDED, TWO (2) CHANGEABLE MESSAGE SIGNS (PCMS). 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 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.

(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 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 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 INCLUDE ALL LABOR, MATERIALS, EQUIPMENT, FUELS, LUBRICATING OILS, SOFTWARE, HARDWARE AND INCIDENTALS TO PERFORM THE ABOVE DESCRIBED WORK.

THE ESTIMATED QUANTITY PROVIDES FOR 2 PCMS UNITS AT 3 MONTHS EACH.

ITEM 614, PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN 6 SNMT

CALCULATED
GMS
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MAINTENANCE OF TRAFFIC GENERAL NOTES

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