

MAINTENANCE OF TRAFFIC

THE PROPOSED WORK SHALL BE COMPLETED USING PART WIDTH CONSTRUCTION. AT GRE-42-0263 AND GRE-42-2021, MAINTAIN ONE LANE OF TWO WAY TRAFFIC BY USE OF TEMPORARY SIGNALS. THE LAYOUT SHALL BE PER THE DETAILS SHOWN IN THESE PLANS AND PER THE STANDARD CONSTRUCTION DRAWINGS:

A MINIMUM OF 1 LANE OF TRAFFIC IN EACH DIRECTION SHALL BE MAINTAINED AT ALL TIMES BY USE OF THE EXISTING PAVEMENT, THE COMPLETED PAVEMENT OR STRUCTURE, ITEM 615 PAVEMENT FOR MAINTAINING TRAFFIC, EXCEPT AS PERMITTED BELOW. FOR A PERIOD NOT TO EXCEED 240 CALENDAR DAYS AT GRE-42-0263 NOT TO EXCEED 30 CALENDAR DAYS AT GRE-42-2021, MAINTAIN A SINGLE LANE OF TWO-WAY TRAFFIC BY USE OF WORK ZONE TRAFFIC SIGNALS. THE LAYOUT SHALL BE PER THE DETAILS SHOWN IN THESE PLANS AND PER STANDARD CONSTRUCTION DRAWINGS MT-96.11, MT-96.20 AND MT-96.26. SEE SHEETS 11 - 16 FOR DETAILS AND PHASING.

THE CONTRACTOR IS PERMITTED TO CLOSE US 42 FOR A WEEKEND BEGINNING AT 8 PM ON A FRIDAY NIGHT AND REOPENING BEFORE MONDAY MORNING AT 6 AM. THIS WEEKEND CLOSURE IS PERMITTED TO OCCUR TWICE, ONCE IN EACH PHASE, FOR SETTING BEAMS. THE CONTRACTOR SHALL INSTALL A DETOUR ACCORDING TO ITEM 614, MAINTAINING TRAFFIC, MISC.: DETOUR SIGNS AS PER THE NOTE ON SHEET 9.

SHORT DURATION COMPLETE CLOSURES OF US 42 FOR GRE-42-0263 BEAM ERECTION AS PER SCD MT-99.60, AND NOT EXCEEDING 15 MINUTES IN DURATION, SHALL BE ALLOWABLE ONLY BETWEEN THE HOURS OF 8 PM TO 6 AM. ADDITIONALLY, FULL CLOSURES OF US 42 ARE ALLOWABLE BETWEEN THE HOURS OF 11 PM AND 5 AM. CLOSURES AND RESTRICTIONS SHALL BE AT THE APPROVAL OF THE ENGINEER. IT IS THE INTENT TO MINIMIZE THE IMPACT TO THE TRAVELING PUBLIC.

ALL WORK AND TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH C&MS 614 AND OTHER APPLICABLE PORTIONS OF THE SPECIFICATIONS, AS WELL AS THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES. PAYMENT FOR ALL LABOR, EQUIPMENT AND MATERIALS SHALL BE INCLUDED IN THE LUMP SUM CONTRACT PRICE FOR ITEM 614, MAINTAINING TRAFFIC, UNLESS SEPARATELY ITEMIZED IN THE PLAN.

DESCRIPTION OF CRITICAL WORK	CALENDAR DAYS TO COMPLETE	DISINCENTIVE (PER DAY)
ALL WORK REQUIRING SIGNALIZED LANE CLOSURE (GRE-42-0263)	240	\$1,800
ALL WORK REQUIRING SIGNALIZED LANE CLOSURE (GRE-42-2021)	30	\$1,800

INTERIM COMPLETION REQUIREMENTS

THE PROJECT HAS AN INTERIM COMPLETION DATE OF 11/15/2024. ON OR BEFORE THE INTERIM COMPLETION DATE, THE ROADWAY SHALL BE PLACED IN THE FINAL CONDITION, ALL PAVEMENT MARKINGS IN PLACE AND OPEN TO TRAFFIC.

THE CONTRACTOR SHALL BE ASSESSED A DAILY DISINCENTIVE IN THE AMOUNT OF \$3,500 PER DAY FOR FAILURE TO COMPLETE ALL THE REQUIRED WORK AND ASSOCIATED INCIDENTALS RELATED TO THE WORK. DAILY DISINCENTIVES ARE APPLICABLE TO THE WORK REQUIRED TO THE INTERIM COMPLETION DATE ONLY. THE CONTRACTOR IS STILL SUBJECT TO LIQUIDATED DAMAGES AS OUTLINED IN CMS 108.07 FOR THE REMAINDER OF THE CONTRACT.

DESCRIPTION OR LOCATION OF CRITICAL WORK	COMPLETION DATE	TIME PERIOD	DISINCENTIVE \$ PER TIME PERIOD
GRE-42-0263 (OPEN TO 2-WAY TRAFFIC)	11/15/2024	DAY	\$3,500

ITEM 614, WORK ZONE IMPACT ATTENUATOR FOR 24" WIDE HAZARDS (UNIDIRECTIONAL OR BIDIRECTIONAL)

THIS ITEM SHALL CONSIST OF FURNISHING AND INSTALLING A NONGATING IMPACT ATTENUATOR. FURNISH AN IMPACT ATTENUATOR FROM THE OFFICE OF ROADWAY ENGINEERING'S APPROVED LIST FOR WORK ZONE IMPACT ATTENUATORS, FROM THE ROADWAY STANDARDS APPROVED PRODUCTS WEB PAGE.

INSTALLATION SHALL BE AT THE LOCATIONS SPECIFIED IN THE PLANS IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS.

THE CONTRACTOR SHALL REPAIR OR REPLACE A DAMAGED UNIT WITHIN 24 HOURS OF A DAMAGING IMPACT.

WHEN BIDIRECTIONAL DESIGNS ARE SPECIFIED, THE CONTRACTOR SHALL SUPPLY APPROPRIATE TRANSITIONS.

WHEN GATING IMPACT ATTENUATORS ARE DESIRED, THE CONTRACTOR SHALL SUBMIT DOCUMENTATION TO THE ENGINEER FOR ACCEPTANCE.

THE COST FOR THE ADDITIONAL BARRIER REQUIRED FOR A GATING IMPACT ATTENUATOR SHALL BE INCLUDED IN THE COST OF THE GATING IMPACT ATTENUATOR.

PAYMENT FOR THE ABOVE WORK SHALL BE MADE AT THE UNIT PRICE BID AND SHALL INCLUDE ALL LABOR, TOOLS, EQUIPMENT AND MATERIALS NECESSARY TO CONSTRUCT AND MAINTAIN A COMPLETE AND FUNCTIONAL IMPACT ATTENUATOR SYSTEM, INCLUDING ALL RELATED BACKUPS, TRANSITIONS, LEVELING PADS, HARDWARE AND GRADING, NOT SEPARATELY SPECIFIED, AS REQUIRED BY THE MANUFACTURER.

ITEM 614, MAINTAINING TRAFFIC, MISC.; POWER SUPPLY FOR WORK ZONE TRAFFIC SIGNAL AND CANOPY LIGHTING AT GRE-42-0263.

THIS ITEM SHALL CONSIST OF COORDINATING THE POWER SERVICE FOR SUPPLYING THE WORK ZONE TRAFFIC SIGNAL AT GRE-42-0263. FOR INFORMATION, THE POWER SUPPLYING AGENCY FOR THIS PROJECT AREA IS: POWER COMPANY: DAYTON POWER & LIGHTING COMPANY (DP&L) ADDRESS: 1900 DRYDEN RD, DAYTON, OH 45439 PHONE #: 937-554-9063 CONTACT NAME: BILL WARD

THE CONTRACTOR SHALL ENSURE THAT EACH POWER SERVICE ELECTRICAL ENERGY ACCOUNT IS IN THE NAME OF AND THAT THE BILLING ADDRESS IS TO THE CONTRACTOR. CONTRACTOR MAY ELECT TO COORDINATE POWER SUPPLY WITH THE REQUIREMENTS FOR ITEM 614, MAINTAINING TRAFFIC, MISC.: PEDESTRIAN PROTECTION CANOPY, AS DETAILED ON SHEET 16. ALTERNATE WAYS TO PROVIDE POWER TO THE SIGNALS MAY BE CONSIDERED; HOWEVER, FUELED GENERATORS SHALL NOT BE ALLOWED. THE WORK ZONE TRAFFIC SIGNALS AT GRE-42-0263 SHALL NOT BE A PORTABLE TYPE AND IS REQUIRED TO BE SPAN WIRE OR SIDE-MOUNT WOOD POLE INSTALLATION AS PER MT-96.20.

PAYMENT WILL BE MADE AT THE UNIT BID PRICE FOR LUMP SUM FOR ITEM 614, MAINTAINING TRAFFIC, MISC.; POWER SUPPLY FOR WORK ZONE TRAFFIC SIGNAL AND BE FOR FULL COMPENSATION FOR ALL LABOR, MATERIALS AND INCIDENTALS REQUIRED TO COMPLETE THIS ITEM.

MULTI-PLAN, TIME-OF-DAY OPERATION OF WORK ZONE SIGNAL (GRE-42-0263)

THE WORK ZONE SIGNAL CONTROL REQUIRED FOR THIS PROJECT AND SHOWN ON SHEETS 12 - 15 AND TRAFFIC SCDS MT-96.11, 96.20, AND 96.26 SHALL BE CAPABLE OF PROVIDING MULTIPLE TIMING PATTERNS CHOSEN ON A TIME-OF-DAY BASIS.

TRAFFIC CONTROL EQUIPMENT SHALL BE CAPABLE OF TIME-OF-DAY/DAY-OF-WEEK PROGRAMMING; WITH A MINIMUM OF THREE-DIAL, THREE OFFSETS AND THREE SPLITS, OR A MINIMUM OF FIFTEEN SEPARATE TIMING PLANS.

	TIMING PLAN, SECONDS	
APPROACH	A	B
NORTHBOUND GREEN	61	16
NORTHBOUND YELLOW	3	3
NORTHBOUND ALL RED (INTERNAL CLEARANCE)	26	26
SOUTHBOUND GREEN	61	16
SOUTHBOUND YELLOW	3	3
SOUTHBOUND ALL RED (INTERNAL CLEARANCE)	26	26
TOTAL CYCLE LENGTH	180	90

PROVIDE TIMING APPROPRIATE FOR THE SIGNAL LOCATION UNDER CONSIDERATION.

TIME OF DAY	SUN	MON	TUE	WED	THUR	FRI	SAT
MIDNIGHT - 7:00 AM	B	B	B	B	B	B	B
7:00 AM - 9:00 AM	B	A	A	A	A	A	B
9:00 AM - 4:00 PM	B	B	B	B	B	B	B
4:00 PM - 6:00 PM	B	A	A	A	A	A	B
6:00 PM - MIDNIGHT	B	B	B	B	B	B	B

PAYMENT IS INCIDENTAL TO THE LUMP SUM BID FOR ITEM 614, MAINTAINING TRAFFIC.

PEDESTRIAN TRAFFIC/LITTLE MIAMI SCENIC TRAIL

SEE SHEET 16 FOR REQUIREMENTS OF WORKING OVER OVER AND NEAR THE LITTLE MIAMI SCENIC TRAIL (LMST).

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.

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.

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED IN THE PLANS AND CARRIED TO THE GENERAL SUMMARY:

- ITEM 614, BARRIER REFLECTOR, TYPE 1 (ONE-WAY OR BIDIRECTIONAL) 38 EACH
- ITEM 614, OBJECT MARKER, TWO-WAY 38 EACH

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

NOTIFICATION OF TRAFFIC RESTRICTIONS

THROUGHOUT THE DURATION OF THE PROJECT, THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER IN WRITING OF ALL TRAFFIC RESTRICTIONS AND UPCOMING MAINTENANCE OF TRAFFIC CHANGES. THE CONTRACTOR SHALL ENSURE THE WRITTEN NOTIFICATION IS SUBMITTED IN A TIMELY MANNER TO ALLOW THE PROJECT ENGINEER TO MEET THE REQUIRED TIME FRAMES SET FORTH IN THE TABLE BELOW TO INFORM THE SPECIAL HAULING PERMITS SECTION (HAULING.PERMITS@DOT.OHIO.GOV) AND THE DISTRICT PUBLIC INFORMATION OFFICE (PIO). THIS NOTIFICATION SHALL BE RECEIVED BY THE PROJECT ENGINEER PRIOR TO THE PHYSICAL SETUP OF ANY APPLICABLE SIGNS OR MESSAGE BOARDS.

INFORMATION SHOULD INCLUDE, BUT IS NOT LIMITED TO, ALL CONSTRUCTION ACTIVITIES THAT IMPACT OR INTERFERE WITH TRAFFIC AND SHALL LIST THE SPECIFIC LOCATION, TYPE OF WORK, ROAD STATUS, DATE AND TIME OF RESTRICTION, DURATION OF RESTRICTION, NUMBER OF LANES MAINTAINED, NUMBER OF LANES CLOSED, MINIMUM VERTICAL CLEARANCE, MINIMUM WIDTH OF DRIVABLE PAVEMENT, DETOUR ROUTES, IF APPLICABLE, AND ANY OTHER INFORMATION REQUESTED BY THE PROJECT ENGINEER.

NOTIFICATION TIME TABLE

ITEM	DURATION OF CLOSURE	NOTICE DUE TO PERMITS & PIO
RAMP & ROAD CLOSURES	>= 2 WEEKS	21 CALENDAR DAYS PRIOR TO CLOSURE
	> 12 HOURS & < 2 WEEKS	14 CALENDAR DAYS PRIOR TO CLOSURE
	< 12 HOURS	4 BUSINESS DAYS PRIOR TO CLOSURE
LANE CLOSURES & RESTRICTIONS	>= 2 WEEKS	14 CALENDAR DAYS PRIOR TO CLOSURE
	< 2 WEEKS	5 BUSINESS DAYS PRIOR TO CLOSURE
START OF CONSTRUCTION & TRAFFIC PATTERN CHANGES		14 CALENDAR DAYS PRIOR TO IMPLEMENTATION

ANY UNFORESEEN CONDITIONS NOT SPECIFIED IN THE PLANS REQUIRING TRAFFIC RESTRICTIONS SHALL ALSO BE REPORTED TO THE PROJECT ENGINEER USING THE NOTIFICATION TIME TABLE.

CONTRACTOR TO INFORM MELISSA CLARK, LITTLE MIAMI STATE PARK MANAGER, (937) 408-8554 MELISSA.CLARK@DNR.STATE.OH.US AT LEAST ONE WEEK PRIOR TO ANY CONSTRUCTION THAT WILL CAUSE IMPACTS OR CHANGE ANY IMPACTS TO THE LMST PREVIOUSLY COMMUNICATED.

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ITEM 614, MAINTAINING TRAFFIC (NOTICE OF CLOSURE SIGN)

NOTICE OF CLOSURE SIGNS (W20-H13) SHALL BE ERECTED BY THE CONTRACTOR PRIOR TO THE SCHEDULED ROAD OR RAMP CLOSURE IN ACCORDANCE WITH THE NOTICE OF CLOSURE TIME TABLE BELOW. AT THE APPROVAL OF THE ENGINEER, PORTABLE CHANGEABLE MESSAGE SIGNS MAY BE USED IN LIEU OF THE STANDARD FLATSHEET SIGN FOR CLOSURE DURATIONS OF LESS THAN 1 WEEK.

THE SIGNS SHALL BE ERECTED ON THE RIGHT-HAND SIDE OF THE ROAD/RAMP FACING TRAFFIC. THEY SHALL BE PLACED SO AS NOT TO INTERFERE WITH THE VISIBILITY OF ANY OTHER TRAFFIC CONTROL SIGNS. ON ROADWAYS, THEY SHOULD BE ERECTED AT OR NEAR THE POINT OF CLOSURE. THE SIGNS MAY BE ERECTED ANYWHERE ON RAMPS AS LONG AS THEY ARE VISIBLE TO THE MOTORISTS USING THE RAMP. ON ENTRANCE RAMPS, THE SIGN SHALL BE ERECTED WELL IN ADVANCE OF THE MERGE AREA TO AVOID DISTRACTING MOTORISTS.

NOTICE OF CLOSURE SIGN TIME TABLE

ITEM	DURATION OF CLOSURE	SIGN DISPLAYED TO PUBLIC
RAMP & ROAD CLOSURES	> = 2 WEEKS	14 CALENDAR DAYS PRIOR TO CLOSURE
	> 12 HOURS & < 2 WEEKS	7 CALENDAR DAYS PRIOR TO CLOSURE
	< = 12 HOURS	2 BUSINESS DAYS PRIOR TO CLOSURE

THE SIGN SHALL DISPLAY THE DATE OF THE CLOSURE IN MMM-DD FORMAT AND THE NUMBER OF DAYS OF THE CLOSURE. THE LAST LINE OF THE W20-H13 SIGN LISTS A PHONE NUMBER WHICH A MOTORIST MAY CALL FOR ADDITIONAL INFORMATION. THIS IS TO BE A SPECIFIC OFFICE WITHIN THE DISTRICT RATHER THAN THE GENERAL SWITCHBOARD NUMBER.

ITEM 614, MAINTAINING TRAFFIC, MISC.: DETOUR SIGNS

THE DETOUR ROUTE IS SR 725 TO SR 48 TO IR 675 TO US 35; AND VICE-VERSA. THE ROAD SHALL BE CLOSED AT SR 725 ON THE SOUTH END OF THE PROJECT; ON THE NORTH END, THE ROAD SHALL BE CLOSED AT THE SOUTHERN LOON AT THE W SPRING VALLEY PAINTERSVILLE ROAD INTERSECTION. CLOSE THE ROAD PER MT-101.60. THESE CLOSURES SHALL NOT OCCUR DURING THE SAUERKRAUT FESTIVAL OR THE GREEN COUNTY FAIR.

USE 4 PCMS DURING THE CLOSURE; WB US 35, EB US 35, SB US 42 NORTH OF US 35, AND NB 42 NEAR MT. HOLLY. (QUANTITY CARRIED TO PORTABLE CHANGEABLE MESSAGE SIGNS, AS PER PLAN)

PROVIDE A POSTED DETOUR USING FLAT SHEET SIGN ASSEMBLIES. DETOUR SIGN ALONG THE DETOUR ROUTE MAY BE INSTALLED AND UNCOVERED WITHIN 3 DAYS BEFORE THE CLOSURE AND MAY BE REMOVED WITHIN 3 DAYS AFTER THE CLOSURE. DETOUR SIGNS AND ADVANCE WARNING SHALL BE INSTALLED JUST PRIOR TO AND REMOVED IMMEDIATELY FOLLOWING THE ROAD CLOSURE.

THE TYPICAL DETOUR SIGN ASSEMBLY CONSISTS OF A US 42 ROUTE SHIELD, A M4-8 DETOUR PLAQUE ABOVE THE ROUTE SHIELD, AND AN M-5 OR M-6 SERIES DIRECTIONAL ARROW. THE DETOUR MAP WILL BE PROVIDED AT THE PRE-CONSTRUCTION MEETING. FOR BIDDING PURPOSES, THE CONTRACTOR WILL BE REQUIRED TO PROVIDE 70 DETOUR SIGNS (35 DETOUR SIGNS PER DIRECTION).

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 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
PLAN 20 SIGN MONTHS ASSUMING 2 PCMS SIGNS FOR 6 SIGN MONTHS AND 4 PCMS SIGNS FOR 2 SIGN MONTHS

DELINEATION OF TEMPORARY AND PERMANENT GUARDRAIL

BARRIER REFLECTORS SHALL BE INSTALLED ON ALL TEMPORARY GUARDRAIL USED FOR TRAFFIC CONTROL; AND, ON ALL PERMANENT GUARDRAIL LOCATED WITHIN 5 FEET OF THE EDGE OF THE ADJACENT TRAVEL LANE. BARRIER REFLECTORS SHALL CONFORM TO C&MS 626 AND THE SPACING SHALL BE APPROXIMATELY 50 FEET.

OBJECT MARKERS SHALL BE INSTALLED ON ALL TEMPORARY AND PERMANENT GUARDRAIL LOCATED WITHIN 5 FEET OF THE EDGE OF THE ADJACENT TRAVEL LANE. GUARDRAIL-MOUNTING OF OBJECT MARKERS SHALL BE MADE BY INSTALLING THE OBJECT MARKERS ON THE EXTENSION BLOCKS RATHER THAN DIRECTLY ONTO THE GUARDRAIL ITSELF. OBJECT MARKERS SHALL CONFORM TO C&MS 614.03 AND THE SPACING SHALL BE APPROXIMATELY 50 FEET WITH A 25 FOOT OFFSET FROM THE BARRIER REFLECTORS.]

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED IN THE PLANS AND CARRIED TO THE GENERAL SUMMARY:

ITEM 614, BARRIER REFLECTOR, TYPE 1
BIDIRECTIONAL 38 EACH

ITEM 614, OBJECT MARKER,
ONE-WAY 38 EACH

PAYMENT SHALL BE FULL COMPENSATION FOR ALL MATERIAL, LABOR, INCIDENTALS AND EQUIPMENT NECESSARY FOR FURNISHING, INSTALLING, MAINTAINING AND REMOVING THE ABOVE ITEM(S).

FLOODLIGHTING

FLOODLIGHTING OF THE WORK SITE FOR OPERATIONS CONDUCTED DURING NIGHTTIME PERIODS SHALL BE ACCOMPLISHED SO THAT THE LIGHTS DO NOT CAUSE GLARE TO THE DRIVERS ON THE ROADWAY. TO ENSURE THE ADEQUACY OF THE FLOODLIGHT PLACEMENT, THE CONTRACTOR AND THE ENGINEER SHALL DRIVE THROUGH THE WORK SITE EACH NIGHT WHEN THE LIGHTING IS IN PLACE AND OPERATIVE PRIOR TO COMMENCING ANY WORK. IF GLARE IS DETECTED, THE LIGHT PLACEMENT AND SHIELDING SHALL BE ADJUSTED TO THE SATISFACTION OF THE ENGINEER BEFORE WORK PROCEEDS.

PAYMENT FOR ALL LABOR, EQUIPMENT AND MATERIALS SHALL BE INCLUDED IN THE LUMP SUM CONTRACT PRICE FOR ITEM 614, MAINTAINING TRAFFIC.

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MAINTENANCE OF TRAFFIC GENERAL NOTES

GRE-42-2.63/20.21

