ITEM 614 - PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN:

THE CONTRACTOR SHALL FURNISH, INSTALL, MAINTAIN, AND REMOVE WHEN NO LONGER NEEDED. CHANGEABLE MESSAGE SIGNS. ON SITE. FOR THE DURATION OF THE PROJECT. THE SIGN SHALL BE OF A TYPE SHOWN ON A LIST OF APPROVED PCMS UNITS MAINTAINED BY THE DIRECTOR. ONLY CLASS I OR II SIGNS WILL BE PERMITTED

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 TROUBLE SHOOT THE UNIT. THE SIGN SHALL ALSO BE CAPABLE OF BEING POWERED BY AN ELECTRICAL SERVICE DROP FROM A LOCAL UTILITY COMPANY. PCMS TRAILERS SHOULD BE DELINEATED ON A PERMANENT BASIS BY AFFIXING RETRO REFLECTIVE MATERIAL, IN A CONTINUOUS LINE ON THE FACE OF THE TRAILER AS SEEN BY ONCOMING ROAD USERS.

A PCMS SHALL BE PLACED "AS DIRECTED BY THE PROJECT ENGINEER" IN CONJUNCTION WITH LANE CLOSURES. THE MESSAGES SHALL BE AS DIRECTED BY THE ENGINEER. THE 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 WILL BE OFF, FACING AWAY FROM ALL TRAFFIC, AND SHALL DISPLAY ONE OR MORE HIGH INTENSITY YELLOW REFLECTIVE SHEETING SURFACES OF 9" BY 15" MINIMUM, FACING 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 TROUBLE SHOOT THE UNIT AND TO REVISE SIGN MESSAGES, IF NEEDED.

THE SIGN SHALL HAVE THE CAPABILITY TO STORE UP TO 99 MESSAGES. MESSAGE MEMORY OR PRE-PROGRAMMED DISPLAYS SHALL NOT BE LAST 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 SHOULD BE SUPPORTED, BUT NORMALLY, NOT MORE THAN TWO MESSAGE PHASES SHOULD BE EMPLOYED, ALTHOUGH THREE PHASES MAY BE USED IN UNUSUAL CONDITIONS. PCMS FORMAT SHALL PERMIT THE COMPLETE MESSAGE FOR EACH PHASE TO BE READ AT LEAST ONCE. 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 FOR DIFFERENT DAYS OF THE WEEK.

THE CONTRACTOR, IN ACCORDANCE WITH THE PROVISIONS OF 614.03, SHALL MAINTAIN THE PCMS UNIT IN GOOD WORKING ORDER. THE CONTRACTOR SHALL, PRIOR TO ACTIVATING THE UNIT, MAKE ARRANGEMENTS WITH AN AUTHORIZED SERVICE AGENT FOR THE PCMS TO ENSURE PROMPT SERVICE IN THE EVENT OF A FAILURE. ANY FAILURE SHALL NOT RESULT IN AN ORDER TO STOP WORK AND OPEN ALL TRAFFIC LANES AND/OR IN THE DEPARTMENT TAKING APPROPRIATE ACTION TO SAFELY CONTROL TRAFFIC AND THE ENTIRE COST TO CONTROL TRAFFIC ACCRUED BY THE DEPARTMENT WILL BE DEDUCTED FROM MONEYS DUE, OR TO BECOME DUE TO THE CONTRACTOR ON THE CONTRACT.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR 24 HOUR PER DAY OPERATIONS AND MAINTENANCE OF THESE SIGNS ON THE PROJECT FOR THE DURATION OF THE PHASES WHEN THE PLAN REQUIRES THEIR USE. THE REQUIREMENT TO FURNISH, INSTALL, MAINTAIN, AND REMOVE A PCMS UNIT ON THIS PROJECT SHALL NOT IN ANY WAY RELIEVE THE CONTRACTOR OF ITS RESPONSIBILITIES AS OUTLINED IN 104.04.

PAYMENT FOR THE ABOVE DESCRIBED ITEM SHALL BE AT THE CONTRACT BID PRICE PER MONTH FOR EACH ITEM 614 - PORTABLE CHANGEABLE MESSAGE SIGN. AS PER PLAN AND SHALL INCLUDE ALL LABOR, MATERIALS, EQUIPMENT, FUELS, LUBRICATING OILS, SOFTWARE, HARDWARE, AND INCIDENTALS TO PERFORM THE ABOVE DESCRIBED WORK.

THE FOLLOWING QUANTITY HAS BEEN PROVIDED AND HAS BEEN CARRIED TO THE GENERAL SUMMARY:

ITEM 614 - PORTABLE CHANGEABLE MESSAGE SIGN. AS PER PLAN ASSUMING 2 SIGNS X 4 MONTHS = 8 SNMT

ITEM 614 - WORK ZONE MARKING SIGN:

"DO NOT PASS" AND "PASS WITH CARE" SIGNS SHALL BE PLACED TO REFLECT THE EXISTING PASSING AND NO PASSING ZONES. THESE SIGNS SHALL BE COVERED OR REMOVED WITHIN 24 HOURS OF THE PLACEMENT OF THE FINAL CENTERLINE MARKINGS. "NO EDGE LINE" SIGNS SHALL BE PLACED AS PER SPECIFICATIONS OF ITEM 614.

WORK ZONE MARKING SIGN				
ROUTE	R4-1-18	R4-2-18	W8-H2A-36	
	NO EDGE LINES	DO NOT PASS	PASS WITH CARE	
	EACH	EACH	EACH	
MAR-95	18	17	14	
TOTAL		49		

THE FOLLOWING QUANTITY HAS BEEN PROVIDED AND CARRIED TO THE GENERAL SUMMARY:

ITEM 614 - WORK ZONE MARKING SIGN

ITEM 614 - WORK ZONE PAVEMENT MARKING, CLASS III, 642 PAINT:

= 49 EACH

WORK ZONE CENTER LINE SHALL BE PLACED TO REFLECT THE PROPOSED CENTER LINE AS DETERMINED FROM THE PROPOSED MARKINGS WITHIN THE PROJECT LIMITS. AN ADDITIONAL QUANTITY HAS BEEN INCLUDED TO STRIPE PAVEMENT REPAIRS LOCATED ON THE CENTER LINE.

WORK ZONE EDGE LINE SHALL BE PLACED TO REFLECT THE PROPOSED EDGE LINE AS DETERMINED FROM THE PROPOSED MARKINGS IN LOCATIONS WHERE THERE ARE TURN LANES OR WIDE SHOULDERS PRESENT. THESE LOCATIONS ARE ESTIMATED TO BE SLM 18.48 TO SLM 18.91. SLM 19.80 TO SLM 20.12. AND SLM 21.13 TO SLM 21.56.

IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY THE LOCATION, SIZE, AND TYPE OF WORK ZONE MARKINGS NEEDED MEETING THE REQUIREMENTS OF ITEM 614 BEFORE THE REMOVAL OR RESURFACING OBLITERATES THE EXISTING.

TOTAL QUANTITY PROVIDED IS FOR EACH ITEM IS FOR TWO APPLICATIONS THE FOLLOWING QUANTITIES HAVE BEEN PROVIDED AND CARRIED TO THE GENERAL SUMMARY:

ITEM 614 - WORK ZONE CENTER LINE, CLASS III, 642 PAINT = 13.38 MILE = 4.72 MILE ITEM 614 - WZ EDGE LINE, CLASS III, 6", 642 PAINT ITEM 614 - WZ CHANNELIZING LINE, CLASS III, 8", 642 PAINT = 6398 FT ITEM 614 - WORK ZONE STOP LINE, CLASS III, 642 PAINT = 370 FT

WORK ZONE PAVEMENT MARKINGS ARE NOT TO BE SUBSTITUTED FOR PERMANENT PAVEMENT MARKINGS.

COORDINATION WITH ADJACENT PROJECTS:

THE CONTRACTOR SHALL COORDINATE WORK WITH ODOT AND THE CONTRACTORS ON THE ADJACENT PROJECTS: MRW-VAR CR PAVING FY24, PID 111254 MRW-95/95A-5.47/0.00, PID 110582 MAR-95-13.95, PID 108749

COORDINATION SHALL BE MADE TO PREVENT CONFLICTING ADVANCE WARNING SIGNS. CONFLICTING DETOUR ROUTES. OVERLAPING/CONFLICTING LANE CLOSURES, AND TO ENSURE THAT A MINIMUM DISTANCE OF 2 MILES BETWEEN ADJACENT LANE CLOSURES IS MAINTAINED. THIS IS NOT AN EXHAUSTIVE LIST OF COORDINATION ITEMS THAT MAY NEED TO BE RESOLVED BETWEEN PROJECTS. THE DEPARTMENT RESERVES THE RIGHT TO DECIDE WHICH PROJECT'S ACTIVITIES TAKE PRECEDENCE. PROJECTS THAT HAVE ACTIVITIES DELAYED DUE TO CONFLICTS WILL CONSIDER THIS AN EXCUSABLE, NON-COMPENSABLE DELAY PER 108.06.B. ON PROJECTS THAT HAVE ACTIVITIES DELAYED DUE TO CONFLICTS WHERE THE CONTRACTOR FAILED TO MEET THE NOTIFICATION REQUIREMENTS, THE DELAYS SHALL NOT BE CONSIDERED EXCUSABLE OR COMPENSABLE. ATTENDANCE AT DEPARTMENT ORDERED TRAFFIC COORDINATION MEETINGS BETWEEN ADJACENT PROJECTS SHALL BE CONSIDERED MANDATORY FOR EACH PROJECT'S SUPERINTENDENT AND WORKSITE TRAFFIC SUPERVISOR (WTS)*, AND INCIDENTAL TO THE LUMP SUM MAINTENANCE OF TRAFFIC PAYMENT ITEM.

*IF REQUIRED BY THE PROJECT

ITEM 614 - MAINTENANCE OF TRAFFIC: PAYMENT

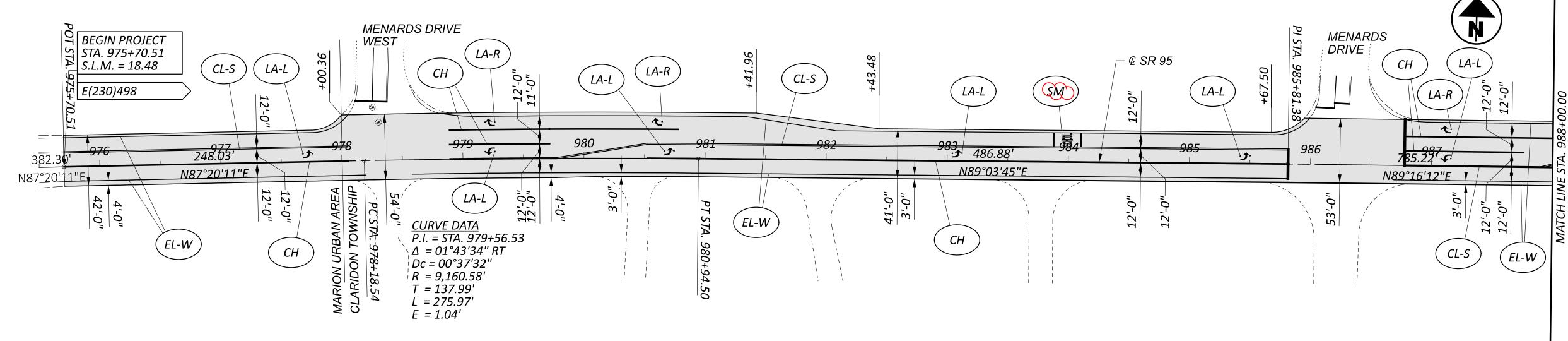
NO ADDITIONAL COMPENSATION SHALL BE MADE BEYOND THE QUANTITIES LISTED ABOVE. ANY OTHER WORK SHALL BE PAID UNDER THE LUMP SUM PAY ITEM FOR ITEM 614, MAINTAINING TRAFFIC.

ESIGN AGENCY



ESIGNER KLM REVIEWER XXX MM-DD-ROJECT ID 116584

P.11 35



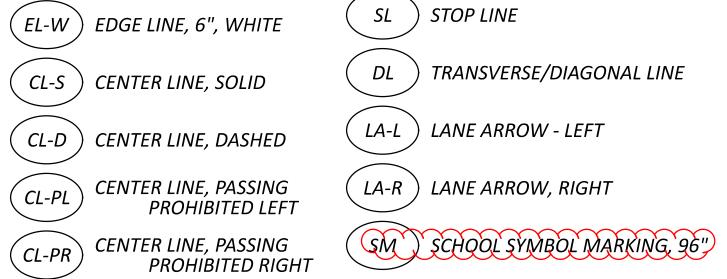
CROSS REFERENCES	
PAVEMENT QUANTITIES	P.15
ROADWAY QUANTITIES	P.16
TRAFFIC CONTROL QUANTITIES	P.30-P.31
STRUCTURE QUANTITIES	P.33-P.35

NOTES:

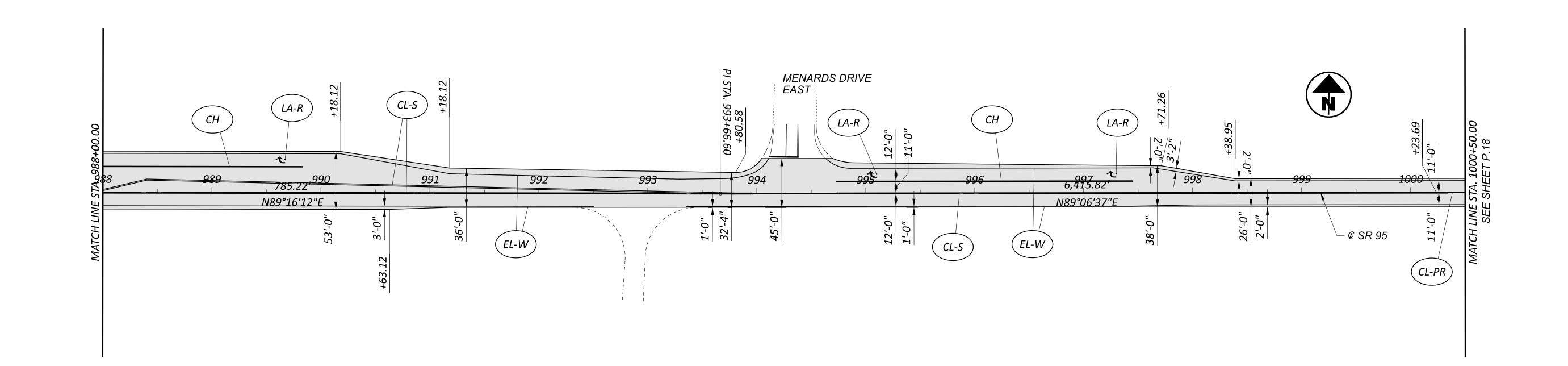
MAR-95-18.48

- 1. UTILITIES ONLY SHOWN AT GUARDRAIL LOCATIONS
- 2. NOT ALL DRIVEWAYS ARE SHOWN. DRIVEWAYS SHOWN ARE FOR LOCATION REFERENCE ONLY.
 3. SEE TYPICAL DETAILS FOR EMBANKMENT, AS PER PLAN DETAILS

	EL-W EDGE LINE, 6", WHITE	
5" PLANING AND 442 (446) RESURFACING	CL-S CENTER LINE, SOLID	D
5" PLANING AND 442 (449) RESURFACING [SIDE ROADS]	CL-D CENTER LINE, DASHED	LA



CHANNELIZING LINE, 8"



DESIGN AGENCY



DESIGNER
KLM
REVIEWER
XXX MM-DD-Y
PROJECT ID
116584
SHEET TOTAL
P.17 35

ESIGNER KLM REVIEWER XXX MM-DD-

116584

P.22 35

EL-W

P ST REMOVE EX. AA TYPE A EX. OVERHEAD TELECOM, DO NOT DISTURB REMOVE EX. AA TYPE A (GR-10) +07.39 PR. AA TYPE E PR. AA TYPE E $\left(CL-D \right)$ +24.41 CL-S (EL-W € SR 95 -200' MGS 3939 SR 95 837.39 101.13' 2,404.77 N88°01'51"E N87°43'30"E N87°29'41"E 50' MGS -C' 26'-0"— +47.97 +46.42 125 MGS _25' MGS PR. AA TYPE E EX. GAS, DO NOT DISTURB -REMOVE EX. AA TYPE A GR-9 EX. ELECTRIC TELECOM, DO NOT DISTURB -MAR-95-2102 SFN: 5102677 REMOVE EX. AA TYPE A REMOVE AND REERECT EX. MM 21 SIGN — ITEM 203 - EMBANKMENT, AS PER PLAN CROSS REFERENCES 1.5" PLANING AND 442 (446) RESURFACING

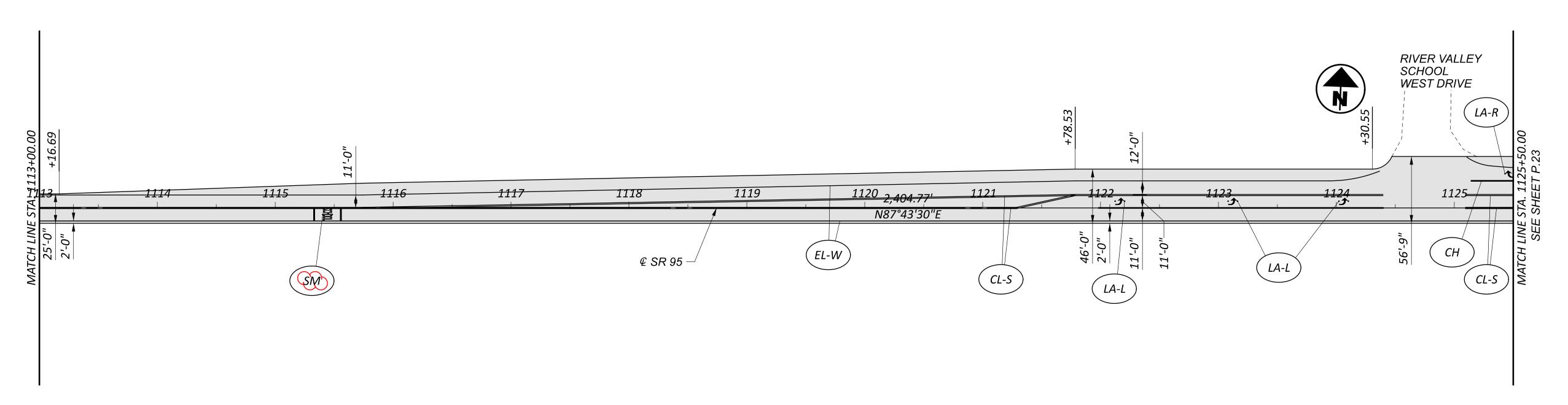
1.5" PLANING AND 442 (449) RESURFACING [SIDE ROADS]

PAVEMENT QUANTITIES P.15 P.16 ROADWAY QUANTITIES P.30-P.31 TRAFFIC CONTROL QUANTITIES STRUCTURE QUANTITIES P.33-P.35

-18.48

MAR-95-

- 1. UTILITIES ONLY SHOWN AT GUARDRAIL LOCATIONS
- 2. NOT ALL DRIVEWAYS ARE SHOWN. DRIVEWAYS SHOWN ARE FOR LOCATION REFERENCE ONLY.
- 3. SEE TYPICAL DETAILS FOR EMBANKMENT, AS PER PLAN DETAILS



HORIZONTAL SCALE IN FEET 0 50

ROADWAY PLAN 125+50 TO STA. 1150+50

S

DESIGN AGENCY

DESIGNER
KLM
REVIEWER
XXX MM-DD-Y
PROJECT ID
116584

116584
SHEET TOTAL
P.23 35

LOCATION 644 (THERMO) 646 (EPOXY) LANE ARROW CROSSWALK LINE, CENTER LINE **REMARKS** WHITE YELLOW LT LT THRU RT RT WHITE YELLOW WHITE YELLOW MILE | MILE | MILE | FT | FT | THRU EACH MILE | MILE | MILE | FT | FT | FT FT MILE THRU FT FT BEGIN TO MENARDS DRIVE #1 975+70.51 | 978+00.31 | 18.479 | 18.523 | 230 | 0.044 230 0.09 0.04 1 978+00.31 978+54.93 18.523 18.533 55 0.010 0.02 0.01 MENARDS DRIVE #1 TO MENARDS DRIVE #2 MAR 95 986+40.20 | 18.533 | 18.682 | 785 | 0.149 801 24 2 978+54.93 0.30 | 0.15 4 MAR 95 "SCHOOL" 983+99.12 18.636 CALCULATIONS MENARDS DRIVE #2 TO MENARDS DRIVE #3 986+40.20 987+90.24 18.682 18.710 150 0.028 MAR 95 0.06 0.03 210 987+90.24 | 994+37.09 | 18.710 | 18.833 | 647 | 0.123 0.25 0.25 192 MENARDS DRIVE #3 TO TWO LANE SECTION MAR 95 994+37.09 998+38.95 18.833 18.909 402 0.076 0.15 0.08 271 2 TWO LANE SECTION PAVEMENT MARKING 1005+73.71 | 18.909 | 19.048 | 735 | 0.139 998+38.95 0.28 0.14 1005+73.71 | 1006+78.21 | 19.048 | 19.068 | 105 0.020 0.04 0.02 STRUCTURE MAR-95-1905 1006+78.21 | 1045+31.50 | 19.068 | 19.798 | 3853 | 0.730 1.46 0.73 SR 98 1045+31.50 | 1050+31.50 | 19.798 | 19.892 0.19 0.19 1050+31.50 | 1054+17.58 | 19.892 | 19.965 | 386 0.073 0.15 0.07 297 25 3 1054+17.58 | 1057+28.34 | 19.965 | 20.024 | 311 | 0.059 0.12 0.06 229 26 3 1057+28.34 | 1062+28.34 | 20.024 | 20.119 | 500 | 0.095 0.19 0.19 TWO LANE SECTION 1062+28.34 | 1072+56.42 | 20.119 | 20.314 | 1028 | 0.195 0.39 0.20 1072+56.42 | 1073+56.32 | 20.314 | 20.333 | 100 0.019 0.04 0.02 STRUCTURE MAR-95-2033 1.60 0.80 MAR 1073+56.32 1115+73.73 20.333 21.131 4217 0.799 MAR 95 1111+44.81 WILLIAMS RD (CR 173) 21.050 MAR 95 1115+44.33 21.126 "SCHOOL" RIVER VALLEY SCHOOL TO BROCKELSBY RD 1115+73.73 | 1121+78.73 | 21.131 | 21.246 | 605 | 0.115 0.23 0.23 1121+78.73 | 1124+83.40 | 21.246 | 21.304 | 305 | 0.058 0.12 0.06 241 3 1124+83.40 | 1128+64.70 | 21.304 | 21.376 | 381 | 0.072 0.14 0.14 281 3 1128+64.70 | 1131+69.68 | 21.376 | 21.434 | 305 | 0.058 231 95 0.12 0.06 3
 MAR
 95
 1131+69.68
 1137+49.33
 21.434
 21.543
 580
 0.110
 0.22 0.22 216 2 TWO LANE SECTION 1137+49.33 | 1192+34.94 | 21.543 | 22.582 | 5486 | 1.039 2.08 1.04 95 1142+86.19 21.645 "SCHOOL" *MAR* 95 1171+05.92 22.179 MAR 95 1175+03.38 22.254 12 WHETSTONE RIVER RD S (CR 163) SUSPEND RESURFACING MAR 95 | 1192+34.94 | 1198+38.61 | 22.582 | 22.697 | 604 | 0.114 ESIGN AGENCY TWO LANE SECTION 1198+38.61 | 1243+30.52 | 22.697 | 23.547 | 4492 | 0.851 1.70 0.85 1232+29.91 23.339 95 10 SALEM RD (CR 158) STRUCTURE MAR-95-2355 1243+30.52 | 1244+12.22 | 23.547 | 23.563 | 82 0.015 0.03 0.02 1244+12.22 | 1285+09.84 | 23.563 | 24.339 | 4098 | 0.776 1.55 0.78 1271+77.77 95 24.087 0.001 SR 746 (NORTH) 15 ESIGNER 18 MAR 95 1271+90.10 24.089 0.004 SR 746 (SOUTH) 14 KLM REVIEWER 5 LANE WIDTH: 11' LANE OR AS SHOWN ON PLAN SHEETS XXX MM-DD-6-ROJECT ID MAR-116584 18 11 P.30 35 TOTALS CARRIED TO GENERAL SUMMARY | 11.52 | 6.39 3199 185 29