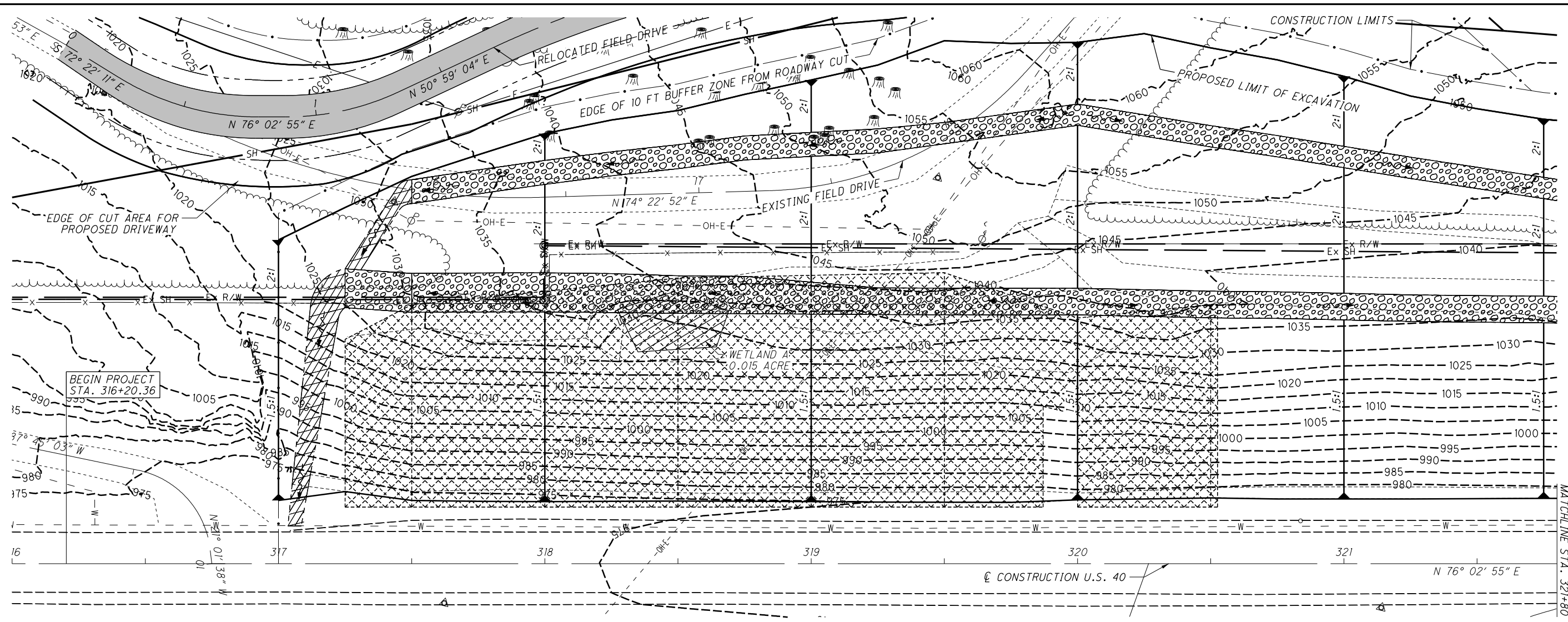


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PLAN - U.S. 40
 STA. 316+20.36 TO STA. 321+80

LEGEND

- EXISTING PINNED SLOPE DRAPE
- EXISTING WETLAND
- TIED CONCRETE BLOCK MAT WITH TYPE 2 UNDERLAYMENT
- ROCK CHANNEL PROTECTION, TYPE D WITH GEOTEXTILE FABRIC

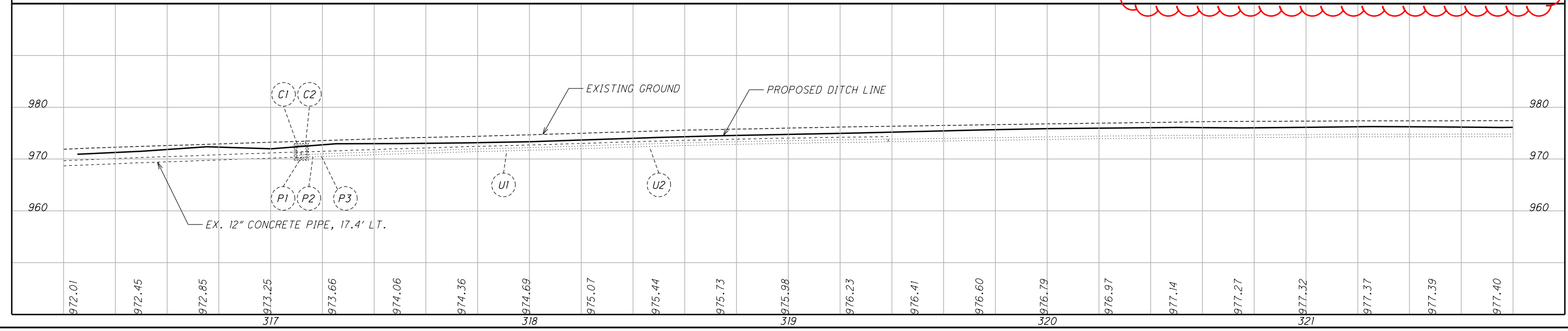
- C1** EX. CATCH BASIN, 2-2B
 STA. 317+11.26, 18.18' LT., \bar{E} EL. 970.20±
 GRATE EL. 972.20±
 INVERT EL. 970.20±
- C2** EX. CATCH BASIN, 2-2B
 STA. 317+11.26, 19.82' RT., \bar{E} EL. 970.70±
 GRATE EL. 972.60±
 INVERT EL. 970.40±

- P1** 15" CONDUIT, TYPE B, 38 FT.,
 STA. 317+11.26, 18.18' LT., \bar{E} EL. 970.20±
 STA. 317+11.26, 19.82' RT., \bar{E} EL. 970.40±
- P2** 6" CONDUIT, TYPE F, 17 FT.,
 STA. 317+11.26, 19.82' RT., \bar{E} EL. 970.40±
 STA. 317+27.95, 16.50' RT., \bar{E} EL. 970.70±
- P3** 6" CONDUIT, TYPE F, 18 FT.,
 STA. 317+11.26, 18.18' LT., \bar{E} EL. 970.20±
 STA. 317+29.22, 15.35' LT., \bar{E} EL. 970.73±

- U1** 6" ROCKCUT UNDERDRAIN, LT.
- U2** 6" ROCKCUT UNDERDRAIN, RT.

Note: The purpose of the Existing drainage structure information for easy reference. The information is from PID: 87347.

Existing plans for Slope Drape Details, see above referenced plans on TIMS PID: 87347. Also see referenced folders. \\ctrfs100\d05\$\Reference Only\GUE-107863_21



GUE-40-14.31

ITEM 614, MAINTAINING TRAFFIC

A MINIMUM OF ONE LANE OF TRAFFIC IN EACH DIRECTION SHALL BE MAINTAINED AT ALL TIMES, EXCEPT FOR A PERIOD NOT TO EXCEED 30 CONSECUTIVE CALENDAR DAYS (STARTING NO EARLIER THAN OCTOBER 4, 2021) WHEN THROUGH TRAFFIC MAY BE DETOURED AS SHOWN ON SHEETS 9-10.

THE CONTRACTOR SHALL BE RESPONSIBLE MAINTAINING TRAFFIC AT ALL TIMES IN ACCORDANCE WITH THE REQUIREMENTS OF ITEM 614 MAINTAINING TRAFFIC. THE CONTRACTOR SHALL MAINTAIN ACCESS TO LOCAL DRIVEWAYS, IF ANY, AT ALL TIMES.

ITEM 614 MAINTAINING TRAFFIC (NOTICE OF CLOSURE SIGN)

NOTICE OF CLOSURE SIGNS, AS SHOWN BELOW, SHALL BE ERECTED BY THE CONTRACTOR AT LEAST ONE WEEK IN ADVANCE OF THE SCHEDULED ROAD OR RAMP CLOSURE. 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 THE POINT OF CLOSURE. PAYMENT FOR THIS ITEM OF WORK WILL BE INCLUDED FOR PAYMENT UNDER THE LUMP SUM BID FOR ITEM 614 MAINTAINING TRAFFIC.

US 40 WILL BE
CLOSED X X, 2019
FOR X DAYS
OHIO DEPT OF TRANSPORTATION

W20-H14-60

CRITICAL WORK

IF THE CRITICAL WORK IS NOT COMPLETED WITHIN THE CALENDAR DAYS DESIGNATED THE CONTRACTOR WILL BE SUBJECT TO A DISINCENTIVE OF \$2,000.00 PER DAY. ALL OTHER WORK IS TO BE COMPLETED BY THE PROPOSAL COMPLETION DATE.

CRITICAL WORK TABLE: GUE-40-14.31

DESCRIPTION OF CRITICAL WORK	CALENDAR DAYS TO COMPLETE
OPENING OF U.S. 40 TO NORMAL TRAFFIC	THIRTY (30) CALENDAR DAYS

ITEM 614, PORTABLE CHANGEABLE MESSAGE SIGNS, AS PER PLAN

THE CONTRACTOR SHALL FURNISH, INSTALL, MAINTAIN AND REMOVE, WHEN NO LONGER NEEDED, FOUR (4) CHANGEABLE MESSAGE SIGNS. THE SIGNS 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 ----- 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.

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

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 2 SIGN MONTH ASSUMING 4 PCMS SIGN(S) FOR 8 MONTH(S)

CALCULATED
A JC
CHECKED
NK

MAINTENANCE OF TRAFFIC GENERAL NOTES

GUE-40-14.31