

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 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 ___4___ SIGN MONTH ASSUMING ___2___ PCMS SIGN(S) FOR ___2___ MONTH(S)

WINDOW CONTRACT TABLE

DESCRIPTION OF CRITICAL WORK	CALENDAR DAYS TO COMPLETE	DISINCENTIVE \$ PER DAY	WORK WINDOW	
			START	END
FULL DEPTH RECLAMATION WORK INLCUDING ASPHALT BASE AND INTERMEDIATE COURSE PLACEMENT DURING ROAD CLOSURE.	60 DAYS	\$22,500 PER DAY	6/1/2026	7/31/26

ADJACENT PROJECT COORDINATION:

PID 112992 (CLI-CULVERTS-2026) AND PID 113981 (CLI-350-7.91) WILL BE UNDER CONSTRUCTION AT THE SAME TIME. PID 112992 (CLI-CULVERTS-2026) CONSISTS OF PAVING THE INVERT OF TWO CULVERTS LOCATED ON SR 350 WITHIN 1 MILE WEST OF SR 134. THE CONTRACTOR FOR PID 112992 (CLI-CULVERTS-2026) SHALL COORDINATE THEIR WORK AND MOT WITH THE ADJACENT PROJECT; WORK AND MOT ON PID 113981 (CLI-350-7.91) GOVERNS AND CONTROLS.

PID 114506 (CLI-CHIP-FY2026) AND PID 113981 (CLI-350-7.91) WILL BE UNDER CONSTRUCTION AT THE SAME TIME. PID 114506 (CLI-CHIP-FY2026) WILL PERFORM CHIP AND SEAL ON SR 28. THE CONTRACTOR FOR PID 113981 (CLI-350-7.91) SHALL COORDINATE THEIR WORK AND MOT WITH THIS PROJECT; WORK AND MOT ON PID 114506 (CLI-CHIP-FY2026) GOVERNS AND CONTROLS.

- PID 113981 (CLI-350-7.91) THE CONTRACTOR WILL INSTALL, MAINTAIN, AND SUBSEQUENTLY REMOVE DETOUR SIGNING ON SR 28 FOR THE SR 350 CLOSURE.

PID 113008 (CLI-28-16.91) AND PID 113981 (CLI-350-7.91) WILL BE UNDER CONSTRUCTION AT THE SAME TIME. PID 113008 (CLI-28-16.91) IS A BRIDGE REHABILITATION PROJECT THAT MAINTAINS TRAFFIC USING A SIGNALIZED LANE CLOSURE AND CLOSES SR 28 TWO TIMES, A COUPLE DAYS EACH TIME. THE CONTRACTORS FOR BOTH PROJECTS SHALL COORDINATE THEIR WORK AND MOT WITH THE ADJACENT PROJECT; WORK AND MOT ON PID 113981 (CLI-350-7.91) GOVERNS AND CONTROLS.

- PID 113981 (CLI-350-7.91) THE CONTRACTOR WILL INSTALL, MAINTAIN, AND SUBSEQUENTLY REMOVE DETOUR SIGNING ON SR 28 DURING THE SR 350 ROAD CLOSURE.
- PID 113008 (CLI-28-16.91) THE SR 28 ROAD CLOSURES ARE PROHIBITED FROM OCCURRING AT THE SAME TIME AS THE SR 350 CLOSURE.

PID 105224 (CLI-134-2.25) AND PID 113981 (CLI-350-7.91) WILL BE UNDER CONSTRUCTION AT THE SAME TIME. PID 105224 (CLI-134-2.25) WILL RECONSTRUCT A BRIDGE BY ROAD CLOSURE. THE CONTRACTOR FOR PID 113981 (CLI-350-7.91) SHALL COORDINATE THEIR DETOUR SIGNING OVERLAPPING TRAILBLAZING DETOUR SIGNS SHALL BE MOUNTED SIDE BY SIDE PER THE OMUTCD.

DESIGN AGENCY



DESIGNER

JED

REVIEWER

JDO 12-10-24

PROJECT ID

113981

SHEET

P.5

TOTAL

49