

LANE CLOSURE DISINCENTIVE

A LANE CLOSURE IS DEFINED AS ANY RESTRICTION OF A LANE OF TRAFFIC INCLUDING, BUT NOT LIMITED TO, SET UP AND TEAR DOWN OF TRAFFIC CONTROL ZONES. THE CONTRACTOR WILL BE ASSESSED A DISINCENTIVE FEE IN THE AMOUNT PER MINUTE THAT LANES ARE CLOSED TO TRAFFIC DURING TIMES DESIGNATED AS "LANE CLOSURE NOT PERMITTED"AS STATED IN THESE PLANS AND ON THE ODOT PLCM WEB SITE AT [HTTPS://ODOT.MS2SOFT.COM/TDMS.UJ/PLCS/ADMINSCHEMULES?LOC=ODOT](https://odot.ms2soft.com/TDMS.UJ/PLCS/ADMINSCHEMULES?LOC=ODOT), SHOWN IN THE TABLE BELOW.

MAINLINE SECTION	DISINCENTIVE (PER DAY)
INTERCHANGE S.R. 4 TO INTERCHANGE C.R. 330	\$10,000

TIME LIMITATION, LANE CLOSURE

DURATION OF LANE CLOSURES AND RESTRICTIONS SHALL BE AT THE APPROVAL OF THE ENGINEER. CLOSURES ARE ONLY ALLOWED BETWEEN APRIL 1 TO NOVEMBER 15.

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.

THE PROBABLE PCMS LOCATIONS AND WORK LIMITS SHALL BE AS DIRECTED BY THE ENGINEER. WORK LIMITS ARE SHOWN IN THE PLANS. 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 12 HOURS FOLLOWING TELEPHONE NOTIFICATION FROM THE PROJECT ENGINEER TO A DESIGNATED PHONE.

ITEM 614, PORTABLE CHANGEABLE MESSAGE SIGNS, AS PER PLAN CONT.

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 18 SIGN MONTH

ASSUMING 2 PCMS SIGNS FOR 9 MONTHS

ITEM 615 - PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, (CROSSOVER PAVEMENT)

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED IN IN THE GENERAL SUMMARY TO BE USED IN CONSTRUCTING THE PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A:

ITEM 615, ROADS FOR MAINTAINING TRAFFIC, LUMP SUM

ITEM 615, PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, 5,944 S.Y.

UPON COMPLETION OF THE PROJECT, THE CONTRACTOR SHALL REMOVE THE PAVEMENT FOR MAINTAINING TRAFFIC FOR THE CROSSOVER WORK SHOWN ON SHEETS 40 - 43. THE EXISTING EARTH SHALL BE RESTORED TO THE ORIGINAL CONDITION AS DIRECTED BY THE ENGINEER AND AS PER 615.08.

PAVEMENT FOR MAINTAINING TRAFFIC SHALL NOT BE OPENED TO TRAFFIC UNTIL ALL WORK ZONE TRAFFIC CONTROL DEVICES, SIGNS, PAVEMENT MARKINGS AND PORTABLE CONCRETE BARRIERS HAVE BEEN ERECTED AND APPVOED BY THE ENGINEER.

ALTHOUGH ESTIMATES FOR TEMPORARY EXCAVATION, EMBANKMENT AND TEMPORARY DRAINAGE FACILTITIES MAY BE SHOWN ON THE PLAN DETAILS, THESE ITEMS SHALL BE CONSIDERED INCIDENTAL TO, AND INCLUDED WITH PAYMENT FOR ITEM 615 ROADS FOR MAINTAINING TRAFFIC.

ITEM 615 - PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN (SHOULDER RECONSTRUCTION)

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED IN IN THE GENERAL SUMMARY TO BE USED IN CONSTRUCTING THE PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN:

ITEM 615, ROADS FOR MAINTAINING TRAFFIC, LUMP SUM

ITEM 615, PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN, 3,641 S.Y.

UPON COMPLETION OF THE PROJECT, THE CONTRACTOR SHALL KEEP THE PAVEMENT FOR MAINTAINING TRAFFIC IN PLACE FOR THE SHOULDER REPLACEMENT WORK SHOWN ON SHEET 5. THE EXISTING EARTH SHALL BE RESTORED TO THE ORIGINAL CONDITION AS DIRECTED BY THE ENGINEER AND AS PER 615.08.

PAVEMENT FOR MAINTAINING TRAFFIC SHALL NOT BE OPENED TO TRAFFIC UNTIL ALL WORK ZONE TRAFFIC CONTROL DEVICES, SIGNS, PAVEMENT MARKINGS AND PORTABLE CONCRETE BARRIERS HAVE BEEN ERECTED AND APPVOED BY THE ENGINEER.

ALTHOUGH ESTIMATES FOR TEMPORARY EXCAVATION, EMBANKMENT AND TEMPORARY DRAINAGE FACILTITIES MAY BE SHOWN ON THE PLAN DETAILS, THESE ITEMS SHALL BE CONSIDERED INCIDENTAL TO, AND INCLUDED WITH PAYMENT FOR ITEM 615 ROADS FOR MAINTAINING TRAFFIC.

ITEM 614, WORK ZONE RAISED PAVEMENT MARKER, AS PER PLAN

WORK ZONE RAISED PAVEMENT MARKERS, AS PER PLAN, AND THEIR INSTALLATION SHALL CONFORM TO C&MS 614 OR C&MS 621 AS SPECIFIED HEREIN.

RAISED PAVEMENT MARKERS IN USE DURING THE SNOW-PLOWING SEASON SHALL CONFORM TO 621.

RAISED PAVEMENT MARKERS IN USE DURING THE NON-SNOW-PLOW SEASON SHALL CONFORM TO EITHER 614 OR TO 621.

THE SNOW-PLOWING SEASON SHALL RUN FROM NOVEMBER 15 THROUGH APRIL 1.

IF PROJECT DELAYS, NOT THE FAULT OF ODOT, CAUSE THE WORK TO EXTEND INTO THE SNOW-PLOWING SEASON, THE CONTRACTOR SHALL BE RESPONSIBLE FOR REPLACING WORK ZONE RAISED PAVEMENT MARKERS (WZRPMS) CONFORMING TO C&MS 614, WITH RAISED PAVEMENT MARKERS CONFORMING TO 621, AS DETERMINED BY THE ENGINEER, AT THE CONTRACTOR'S EXPENSE.

THIS ITEM SHALL INCLUDE PURCHASE, INSTALLATION AND REMOVAL OF ITEM 614 WORK ZONE RAISED PAVEMENT MARKER, AS PER PLAN, INCLUDING FILLING OF ANY DEPRESSIONS CREATED IN THE PAVEMENT AS PER C&MS 621.08.

RESURFACING OF THE TRANSITION AREAS SHALL BE PERFORMED AT THE TIME THAT THE SURFACE COURSE IS BEING APPLIED TO THE ENTIRE PROJECT. PRIOR TO APPLICATION OF THE SURFACE COURSE ON THE PROJECT, THE EXISTING PAVEMENT WITHIN THE TRANSITION AREA SHALL BE REMOVED TO A DEPTH NECESSARY TO REACH THE LEVEL OF THE INTERMEDIATE COURSE OF THE PAVEMENT, AS DETERMINED BY THE ENGINEER.

THE FOLLOWING BID ITEMS SHOULD BE INCLUDED IN THE PLANS:

ITEM 614 WORK ZONE RAISED PAVEMENT MARKER, AS PER PLAN 1,839 EACH

PAYMENT FOR RESURFACING WITHIN THE TRANSITION AREA SHALL BE PAID FOR UNDER THE APPROPRIATE BID ITEMS FOR THE WORK REQUIRED, AS PROVIDED FOR IN THE PLANS.