

ITEM 614 - MAINTAINING TRAFFIC

LOCAL ACCESS SHALL BE MAINTAINED AT ALL TIMES BY USE OF EXISTING PAVEMENT AND/OR COMPLETED PAVEMENT.

LENGTH AND DURATION OF LANE CLOSURES AND RESTRICTIONS SHALL BE AT THE APPROVAL OF THE ENGINEER. IT IS THE INTENT TO MINIMIZE THE IMPACT TO THE TRAVELING PUBLIC. LANE CLOSURES OR RESTRICTIONS OVER SEGMENTS OF THE PROJECT IN WHICH NO WORK IS ANTICIPATED WITHIN A REASONABLE TIME FRAME, AS DETERMINED BY THE ENGINEER, SHALL NOT BE PERMITTED. THE LEVEL OF UTILIZATION OF MAINTENANCE OF TRAFFIC DEVICES SHALL BE COMMENSURATE WITH THE WORK IN PROGRESS.

THE CONTRACTOR SHALL MAINTAIN SAFE AND SATISFACTORY ACCESS TO ABUTTING PROPERTY AT ALL TIMES.

THE CONTRACTOR SHALL FURNISH AND MAINTAIN ALL NECESSARY SAFEGUARDS, SUCH AS DRUMS, REPLACEMENT DRUMS, FLAGGERS, FLASHING ARROW BOARDS, DETOUR SIGNING AND SUCH OTHER TRAFFIC CONTROL DEVICES AS PROVIDED IN ITEM 614, MAINTAINING TRAFFIC, SO AS TO AVOID DAMAGE AND/OR INJURY TO VEHICLES AND PERSONS USING THE ROADWAY DURING CONSTRUCTION.

EXISTING TRAFFIC CONTROL DEVICES (SIGNS AND/OR TRAFFIC SIGNALS), LOCATED WITHIN THE WORK AREA, WHICH ARE REQUIRED FOR INTERIM OR PERMANENT TRAFFIC CONTROL, SHALL BE RELOCATED TO POINTS APPROVED BY THE ENGINEER. APPROPRIATE TRAFFIC CONTROL DEVICES SHALL BE MAINTAINED, IN COMPLIANCE WITH THE MANUAL AT ALL TIMES. THE COST OF RELOCATION SHALL BE INCLUDED IN THE OVERALL PROJECT COST BID.

THE CONTRACTOR SHALL REMOVE OR COVER ALL CONFLICTING PAVEMENT MARKINGS, PER 614.11 G, VISIBLE TO THE TRAVELING PUBLIC PRIOR TO PLACING WORK ZONE PAVEMENT MARKINGS.

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, MATERIALS AND INCIDENTALS NECESSARY SHALL BE INCLUDED IN THE ITEM 614 - MAINTAINING TRAFFIC.

FURTHERMORE, IN ADDITION TO THE CONSTRUCTION AND MATERIAL SPECIFICATIONS, THE FOLLOWING SPECIFIC PROVISIONS ARE MANDATORY.

I. NOTIFICATION

SINCE FUNCTIONAL TRAFFIC CONTROL IS A MAJOR CONCERN ON THIS PROJECT, IT IS ESSENTIAL THAT THE MOTORIZING PUBLIC BE ADEQUATELY FOREWARNED OF TRAFFIC CONSTRICIONS. THEREFORE, THE CONTRACTOR SHALL SUBMIT A WRITTEN SCHEDULE TO:

1. THE PROJECT ENGINEER
2. ODOT PUBLIC INFORMATION OFFICE
PHONE: (216) 584-2007
3. CITY OF PAINESVILLE - POLICE DEPARTMENT
PHONE: (440) 392-5815
4. CITY OF PAINESVILLE - CITY ENGINEER'S OFFICE
PHONE: (440) 392-5926
5. LAKE COUNTY ENGINEER'S OFFICE
PHONE: (440) 350-2770
6. CITY OF PAINESVILLE - FIRE DEPARTMENT
PHONE: (440) 392-5852
7. REPUBLIC SERVICES
PHONE: (216) 441-6300

INDICATING THE LOCATIONS AND DATES OF THE LANE RESTRICTIONS AT LEAST 3 DAYS PRIOR TO THE IMPLEMENTATION OF ANY SUCH CLOSURES.

PEDESTRIAN TRAFFIC AND PUBLIC SERVICES ARE TO BE MAINTAINED THROUGHOUT CONSTRUCTION. IN AREAS OF CURB RAMP REPLACEMENT, PEDESTRIAN TRAFFIC IS TO BE DETOURED TO THE OTHER SIDE OF THE STREET UNTIL THE WALK IS REOPENED.

II. NIGHT TIME WORK

THE CONTRACTOR IS NOT PERMITTED TO WORK AT NIGHT (THE HOURS FROM 7:00 P.M. TO 7:00 A.M., MONDAY THROUGH FRIDAY) UNLESS APPROVED BY THE ENGINEER. SATURDAY AND SUNDAY WORK SHALL NOT BE PERMITTED UNLESS PRE-APPROVED BY THE CITY ENGINEER. WORK PERFORMED ON SATURDAY AND SUNDAY SHALL REQUIRE A MINIMUM OF FORTY-EIGHT (48) HOURS NOTICE SO THAT INSPECTION CAN BE APPROVED AND COORDINATED.

III. RESTRICTIONS

1. ALL MAINTENANCE OF TRAFFIC SCHEMES SHALL BE APPROVED BY THE ENGINEER.
2. ONE THROUGH LANE OF TRAFFIC SHALL BE KEPT OPEN AT ALL TIMES, TWO-WAY TRAFFIC SHALL BE MAINTAINED AT ALL TIMES.

IV. MAINTENANCE OF TRAFFIC SYSTEMS**A. WHEN REQUIRED**

WHENEVER ANY PART OF THE TRAVELED SURFACE IS BEING WORKED UPON OR IS OTHERWISE NOT SUITABLE FOR SAFE AND CONVENIENT USE BY VEHICLES, TRAFFIC CONTROL DEVICES SUFFICIENT TO PROTECT SUCH AREAS TO ASSURE THE SAFE AND CONVENIENT PASSAGE OF VEHICULAR TRAFFIC SHALL BE INSTALLED AND MAINTAINED. SUCH TRAFFIC CONTROL DEVICES AND THE MANNER IN WHICH THEY ARE USED SHALL BE CONSISTENT WITH THESE PLANS AND THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS, HEREINAFTER REFERRED TO AS THE "MANUAL." THE TRAFFIC CONTROL DEVICE SYSTEM SHALL CONSTITUTE THE MINIMUM PROVISIONS FOR TRAFFIC CONTROL FOR EACH PARTICULAR SITUATION. WHENEVER THE ENGINEER DEEMS IT NECESSARY ESPECIALLY WHERE A GRADE, CURVE, OR MERGE CONDITIONS EXISTS, THE ENGINEER MAY DIRECT THAT ADDITIONAL OR ALTERNATIVE DEVICES BE USED.

B. CONDITIONS

DURING ALL PARTS OF THIS PROJECT, FLAGGERS, SIGNING, BARRICADES, FLASHING ARROWS, ETC. SHALL BE LOCATED AS INDICATED IN THE MANUAL OR AS SHOWN IN THE STANDARD DRAWINGS.

C. ADVANCE WARNING SIGNS

ALL ADVANCE WARNING SIGNS FOR ANY CONDITION WHICH RESTRICTS TRAFFIC SHALL BE ERECTED BEFORE ANY SUCH RESTRICTION IS PUT INTO EFFECT. ALL SUCH SIGNS SHALL BE COVERED OR REMOVED FROM THE VIEW OF TRAFFIC WHENEVER THEY ARE NOT APPLICABLE.

D. FLAGGERS

THE CONTRACTOR SHALL FURNISH A MINIMUM OF TWO (2) EMPLOYEES TO SERVE AS TRAFFIC CONTROL FLAGGERS AND THE WORK ZONE SHALL FOLLOW THE SPECIFICATIONS SET FORTH IN ODOT SCD MT-97.12. THE CONTRACTOR SHALL USE A MINIMUM OF THREE (3) FLAGGERS WHEN WORKING AT INTERSECTIONS IN ORDER TO PROPERLY MAINTAIN TRAFFIC.

E. PROTECTION OF PUBLIC

PERSONAL CARS SHALL NOT BE PARKED WITHIN THE RIGHT OF WAY.

F. FAILURE TO COMPLY

IF THERE IS ANY FAILURE TO COMPLY WITH PROVISIONS FOR TRAFFIC CONTROL SET OUT IN THESE PLANS AND NOTES, OR WITH THE PROVISIONS OF THE "MANUAL", THE HIGHWAY IN THE VICINITY OF THE WORK AREA SHALL NOT BE CONSIDERED IN A CONDITION FOR THE SAFE AND CONVENIENT USE BY THE TRAVELING PUBLIC. ANY FAILURE TO KEEP THE HIGHWAY IN THE VICINITY OF THE WORK AREA IN A CONDITION FOR THE SAFE AND CONVENIENT USE BY THE TRAVELING PUBLIC SHALL BE CONSIDERED A BREACH OF THIS CONTRACT. WORK SHALL BE SUSPENDED UNTIL THE CONTRACTOR COMPLIES WITH THE PROVISIONS OF THE AFOREMENTIONED ITEMS.

V. PAYMENT

PAYMENT FOR PROVIDING, ERECTING, MAINTAINING AND REMOVING TEMPORARY MAINTENANCE OF TRAFFIC CONTROL DEVICES SHALL BE MADE UNDER THE LUMP SUM PRICE BID FOR ITEM 614 - MAINTAINING TRAFFIC.

MAINTENANCE OF TRAFFIC MATERIALS**A. SIGNS**

SIGN DIMENSIONS AND SPECIFICATIONS, INCLUDING LETTER SIZES SHALL BE AS PROVIDED IN THE "MANUAL", OR IN DESIGN DRAWINGS PROVIDED BY THE DEPARTMENT OF TRANSPORTATIONS. THE SIGNS SHALL BE SUBJECT TO APPROVAL OF THE ENGINEER PRIOR TO THE STAR OF THE PROJECT.

B. SIGN SUPPORTS

SIGN SUPPORTS SHALL BE SUFFICIENT SIZE AND MASS AS TO FIRMLY SUPPORT THE SIGNS AT THE APPROPRIATE HEIGHT. SUPPORTS SHALL BE AS SHOWN ON THE STANDARD DRAWINGS.

C. FLASHING LIGHTS

WHENEVER ANY PART OF THE TRAVELED SURFACE IS CLOSED, THE MOTORIST SHALL BE WARNED AND DIVERTED BY THE CONTRACTOR THROUGH THE USE OF ONE FLASHING ARROW BARRICADE FOR EACH LANE CLOSED. THE CONTRACTOR SHALL REFER TO THE PROVISIONS SET FORTH IN THE "MANUAL", FOR ALL INFORMATION REGARDING FURNISHINGS, MAINTAINING, AND UTILIZING FLASHING ARROW BARRICADES. PAYMENT FOR THE ABOVE SHALL BE INCLUDED IN THE CONTRACT BASE BID AMOUNT.

D. DRUMS

DRUMS SHALL BE IN ACCORDANCE WITH PERTINENT SECTIONS OF THE "MANUAL". ALL COSTS FOR INSTALLING, MAINTAINING AND SUBSEQUENT REMOVAL OF SAID DRUMS SHALL BE INCLUDED IN THE CONTRACT BASE BID AMOUNT.

E. CONES

CONES, IF UTILIZED, SHALL BE LOCATED AS SHOWN IN THE "MANUAL" AND THE STANDARD DRAWINGS.

F. FLASHERS

FLASHERS SHALL BE 12 VOLT BATTER-OPERATED MODELS WITH 7 INCH DIAMETER YELLOW LENSES ILLUMINATED BY RAPID INTERMITTENT FLASHES OF SHORT DURATION AND SHALL BE PLACED ON ALL SIGNS AT ALL TIMES AS REQUIRED BY "MANUAL" AND THE STANDARD CONSTRUCTION DRAWING.

TEMPORARY RAMPING OF VERTICAL SURFACES

IN ORDER TO PROVIDE FOR LOCAL ACCESS, LONGITUDINAL VERTICAL FACES ABUTTING DRIVES SHALL BE TEMPORARILY RAMPED IF GREATER THAN 1 1/2 INCHES. TRANSVERSE VERTICAL FACES SHALL BE TEMPORARILY RAMPED AS DIRECTED BY THE ENGINEER AND TRAFFIC SHALL BE WARNED WITH W-62 "BUMP" SIGNS IN ADVANCE OF THE RAMPED AREAS.

ALL CASTINGS ENCOUNTERED SHALL BE SET TO GRADE AND PAID FOR UNDER VARIOUS ITEMS DESCRIBED ELSEWHERE IN THE GENERAL NOTES OR SPECIFICATIONS. THE CASTING ELEVATION DIFFERENTIAL SHALL NOT BE GREATER THAN 2 INCHES WHEN EXPOSED TO TRAFFIC WITHOUT RAMPING CONSIDERATIONS.

ALL TEMPORARY RAMPING SHALL BE INSTALLED USING ITEM 614 ASPHALT CONCRETE FOR MAINTAINING TRAFFIC AT THE DIRECTION OF THE ENGINEER AND SHALL BE INCLUDED IN THE BASE BID FOR ITEM 614 - MAINTAINING TRAFFIC.

ITEM 614 - WORK ZONE PAVEMENT MARKINGS

AFTER THE PAVEMENT PLANNING PROCESS IS COMPLETED, AFTER THE ASPHALT INTERMEDIATE COURSE, AND AGAIN AFTER THE ASPHALT SURFACE COURSE IS PLACED, WORK ZONE PAVEMENT MARKINGS SHALL BE INSTALLED. WORK ZONE CROSSWALK LINES SHALL BE INSTALLED ON ALL APPROACHES AT SIGNALIZED INTERSECTIONS, AND ACROSS SR 84 AND EAST WALNUT AVE. AT UNSIGNALIZED INTERSECTIONS. WORK ZONE CENTERLINE MARKINGS ARE ONLY NECESSARY WHEN CONSTRUCTION SEQUENCING AND MOT ALLOWS FOR TWO-WAY TRAFFIC. THE FOLLOWING WORK ZONE MARKINGS SHALL BE USED:

ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 642 PAINT 4.44 MI

ITEM 614 - WORK ZONE STOP LINE, CLASS I, 642 PAINT 723 FT

ITEM 614 - WORK ZONE CROSSWALK LINE, CLASS I, 12", 642 PAINT 4182 FT

ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 4", 642 PAINT 2.58 MI

ITEM 614 - WORK ZONE RAILROAD SYMBOL MARKING, CLASS I, 642 PAINT 3 EA

INTERMEDIATE COURSE CONSTRUCTION PHASING

THE CONTRACTOR SHALL PLACE THE INTERMEDIATE COURSE WITHIN 15 CALENDAR DAYS OF THE START OF MILLING.

DESIGN AGENCY

B&J
burgessniple.com

DESIGNER

WJM

REVIEWER

SJS 03/31/25

PROJECT ID

120670

SHEET TOTAL

P.9 33

NOTIFICATION FOR 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 OF TRAFFIC RESTRICTIONS TIME TABLE

ITEM	DURATION OF CLOSURE	NOTICE DUE TO PERMITS & PIO
START OF CONSTRUCTION & TRAFFIC PATTERN CHANGES	N/A	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.

ITEM 614 - LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE

USE OF LAW ENFORCEMENT OFFICERS (LEOS) BY CONTRACTORS OTHER THAN THE USES SPECIFIED BELOW SHALL NOT BE PERMITTED AT PROJECT COST. LEOS SHOULD NOT BE USED WHERE THE OMUTCD INTENDS THAT FLAGGERS BE USED.

IN ADDITION TO THE REQUIREMENTS OF C&MS 614 AND THE OMUTCD, A UNIFORMED LEO WITH AN OFFICIAL PATROL CAR (CAR WITH TOP-MOUNTED EMERGENCY FLASHING LIGHTS AND COMPLETE MARKINGS OF THE APPROPRIATE LAW ENFORCEMENT AGENCY) SHALL BE PROVIDED FOR THE FOLLOWING TRAFFIC CONTROL TASKS:

DURING THE ENTIRE ADVANCE PREPARATION AND CLOSURE SEQUENCE WHERE COMPLETE BLOCKAGE OF TRAFFIC IS REQUIRED.

DURING A TRAFFIC SIGNAL INSTALLATION WHEN IMPACTING THE NORMAL FUNCTION OF THE SIGNAL OR THE FLOW OF TRAFFIC, OR WHEN TRAFFIC NEEDS TO BE DIRECTED THROUGH AN ENERGIZED TRAFFIC SIGNAL CONTRARY TO THE SIGNAL DISPLAY (E.G., DIRECTING MOTORISTS THROUGH A RED LIGHT).

DURING PERIODS WHERE TRAFFIC NEEDS TO BE DIRECTED CONTRARY TO A TRAFFIC CONTROL DEVICE (FLAGGER, SIGN (E.G. STOP SIGN, STREET OR HIGHWAY SIGNS, ETC), SIGNAL OR OTHER DEVICE USED TO REGULATE, WARN OR GUIDE TRAFFIC). TRAFFIC IN THIS INSTANCE INCLUDES VEHICULAR, PEDESTRIAN AND/OR SHARED USE PATH USERS.

IN ADDITION TO THE REQUIREMENT OF C&MS 614 AND THE OMUTCD, A UNIFORMED LEO WITH AN OFFICIAL PATROL CAR (CAR WITH TOP-MOUNTED EMERGENCY FLASHING LIGHTS AND COMPLETE MARKINGS OF THE APPROPRIATE LAW ENFORCEMENT AGENCY) MAY BE PROVIDED FOR THE FOLLOWING TRAFFIC CONTROL TASKS AS APPROVED BY THE ENGINEER:

FOR LANE CLOSURES THAT MEET ALL OF THE FOLLOWING CRITERIA LISTED BELOW: DURING INITIAL SET-UP PERIODS, TEAR DOWN PERIODS, SUBSTANTIAL SHIFTS OF A CLOSURE POINT OR WHEN NEW LANE CLOSURE ARRANGEMENTS ARE INITIATED FOR LONG-TERM LANE CLOSURES/SHIFTS (FOR THE FIRST AND LAST DAY OF MAJOR CHANGES IN TRAFFIC CONTROL SETUP).

CRITERIA:
ON A MULTI-LANE DIVIDED INTERSTATE, OTHER FREEWAY OR EXPRESSWAY; AND
AN AUTHORIZED SPEED LIMIT OF 45 MPH OR GREATER THAT IS IN EFFECT AT THE TIME OF THE OPERATION; AND,
AADT OF 50,000 (OR AADT OF 30,000 WITH 25% OR HIGHER PERCENT TRUCKS)

IN GENERAL, LEOS SHOULD BE POSITIONED IN ADVANCE OF AND ON THE SAME SIDE AS THE LANE RESTRICTION (OR AT THE POINT OF ROAD CLOSURE), AND TO MANUALLY CONTROL TRAFFIC MOVEMENTS THROUGH SIGNALIZED INTERSECTIONS AND/OR IN CONTRARY TO OTHER TRAFFIC CONTROL DEVICES IN WORK ZONES.

A LAW ENFORCEMENT OFFICER SHALL BE USED IN THE SIGNALIZED INTERSECTIONS WHEN PAVEMENT PLANING, PAVEMENT REPAIRS AND PAVING OPERATION WORK ARE BEING PERFORMED.

LEOS SHOULD NOT FORGO THEIR TRAFFIC CONTROL RESPONSIBILITIES TO APPREHEND MOTORISTS FOR ROUTINE TRAFFIC VIOLATIONS. HOWEVER, IF A MOTORIST'S ACTIONS ARE CONSIDERED TO BE RECKLESS, THEN PURSUIT OF THE MOTORIST IS APPROPRIATE.

THE LEOS WORK AT THE DIRECTION OF THE CONTRACTOR. THE CONTRACTOR IS RESPONSIBLE FOR SECURING THE SERVICES OF THE LEOS WITH THE APPROPRIATE AGENCIES AND COMMUNICATING THE INTENTIONS OF THE PLANS WITH RESPECT TO DUTIES OF THE LEOS. THE ENGINEER SHALL HAVE FINAL CONTROL OVER THE LEOS' DUTIES AND PLACEMENT, AND WILL RESOLVE ANY ISSUES THAT MAY ARISE BETWEEN THE TWO PARTIES.

ENSURE PROVIDED LEOS HAVE BEEN TRAINED APPROPRIATE TO THE JOB DECISIONS THEY ARE REQUIRED TO MAKE WHILE ON THE PROJECT, IN ACCORDANCE WITH C&MS 614.03.

THE LEO SHALL REPORT IN TO THE CONTRACTOR PRIOR TO THE START OF THE SHIFT, IN ORDER TO RECEIVE INSTRUCTIONS REGARDING SPECIFIC WORK ASSIGNMENTS DURING HIS/HER SHIFT. THE SHIFT DURATION SHALL NOT BE LESS THAN THE LEO'S MINIMUM SHOW-UP TIME REQUIRED BY THEIR LAW ENFORCEMENT AGENCY. THE LEO IS EXPECTED TO STAY AT THE PROJECT SITE FOR THE ENTIRE DURATION OF HIS/HER SHIFT. THE LEO SHALL REPORT TO THE CONTRACTOR AT THE END OF HIS/HER SHIFT. SHOULD IT BE NECESSARY TO LEAVE THE PROJECT SITE, THE LEO SHALL NOTIFY THE ENGINEER. THE CONTRACTOR SHALL PROVIDE THE LEO WITH A TWO-WAY COMMUNICATION DEVICE THAT SHALL BE RETURNED TO THE CONTRACTOR AT THE END OF HIS/HER SHIFT.

LEOS (WITH PATROL CAR) REQUIRED BY THE TRAFFIC MAINTENANCE TASKS ABOVE SHALL BE PAID FOR ON A UNIT PRICE (HOURLY) BASIS UNDER ITEM 614, LAW ENFORCEMENT OFFICER (WITH PATROL CAR) FOR ASSISTANCE. THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY.

ITEM 614, LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE 40 HOURS

THE HOURS PAID SHALL INCLUDE ANY MINIMUM SHOW-UP TIME REQUIRED BY THE LAW ENFORCEMENT AGENCY INVOLVED.

ANY ADDITIONAL COSTS (ADMINISTRATIVE OR OTHERWISE) INCURRED BY THE CONTRACTOR TO OBTAIN THE SERVICES OF A LEO ARE INCLUDED WITH THE BID UNIT PRICE FOR ITEM 614, LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE

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 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
ASSUMING 2 PCMS SIGN(S) FOR 3 MONTH(S) 6 SIGN MONTHS

STATION RANGE		TYPICAL SECTION		SIDE	DISTANCE (D)	AVERAGE WIDTH (W)	SURFACE AREA (A) A=DXW/9	CADD GENERATED AREA	254	407	441	441	441	441	875			
									FT	FT	SQ YD	SQ YD	SY	GAL	CY	CY	CY	CY
SOUTH STATE STREET																		
S STATE ST/HIGH ST	23+66.42	26+30.00			263.58	32.00	937.17	550.98	551	89	23	23						
S STATE ST/E SOUTH ST	27+03.50	30+50.00			346.50	32.00	1232.00	318.95	319	150	40	40	53					
S STATE ST/BANK ST								818.82	819	52	14	14						
	32+00.00	43+62.45			1162.45	32.00	4133.16		4134	198	52	52	70					
S STATE STREET/WALNUT AVE								498.08	499	132	35	35						
44+46.58		54+78.24			1031.66	32.00	3668.12		3669	662	173	173	233					
55+90.00		58+00.00			210.00	32.00	746.67		747	80	21	21						
S STATE ST/HIGH TECH AVE								378.08	379	587	153	153	207					
										120	32	32	42					
										61	16	16						
EAST WALNUT AVENUE																		
402+73.00		410+35.64			762.64	29.50	2499.76	504.45	2500	400	87	87	153					
MEADOW LANE/HOYT STREET								504.45	505	81	18	18						
411+50.00		416+84.22			534.22	30.00	1780.73		1781	285	62	62	107					
E WALNUT AVE/S ST.CLAIR								599.63	600	96	21	21						
418+00.00		420+27.71			227.71	30.00	759.03		760	122	27	27	46					
421+05.28		427+00.00			594.72	30.00	1982.40		1983	318	83	83	119					
E WALNUT AVE/BANK ST								734.55	735	118	31	31						
428+50.00		435+25.00			675.00	30.00	2250.00		2250	360	94	94	135					
E WALNUT AVE/VALLEY VIEW								544.32	545	88	23	23						
436+50.00		441+25.00			475.00	24.00	1266.67		1267	203	53	53	95					
								SUBTOTALS	26213	4202	843	215	843	215	1260			
								TOTALS CARRIED TO GENERAL SUMMARY	26213	4202	1058	1058	1058	1058	1260			

PAVEMENT AND ROADWAY SUBSUMMARIES