THE CHIEF ENGINEER SHALL BE PROVIDED ACCESS TO EACH SIGN UNIT AND SHALL BE PROVIDED WITH APPROPRIATE TRAINING AND OPERATION INSTRUCTIONS TO ENABLE OTIC 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 CHIEF 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 UNIT SHALL BE MAINTAINED IN GOOD WORKING ORDER BY THE CONTRACTOR IN ACCORDANCE WITH THE PROVISIONS OF ODOT 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 CHIEF ENGINEER TAKING APPROPRIATE ACTION TO SAFELY CONTROL TRAFFIC. THE ENTIRE COST TO CONTROL TRAFFIC, ACCRUED BY THE OTIC 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.

THE FOLLOWING QUANTITY IS FORWARDED TO THE GENERAL SUMMARY:

ODOT ITEM 614, PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN 28 SIGN-MONTHS
ASSUMING 4 PCMS SIGNS FOR SEVEN MONTHS

CONSTRUCTION TRAFFIC

ALL CONSTRUCTION TRAFFIC SHALL USE ACCEPTABLE TRUCK ROUTES TO ACCESS THE CONSTRUCTION AREA. USE OF LOCAL RESIDENTIAL STREETS IS STRICTLY PROHIBITED UNLESS ALLOWED IN WRITING BY THE LOCAL LAW ENFORCEMENT AUTHORITY.

SUSPENSION OF WORK

IF THE CONTRACTOR FAILS TO COMPLY WITH THE PROVISIONS FOR TRAFFIC CONTROL AS SET FORTH IN THESE PLANS OR WITH PROVISIONS OF THE OHIO MANUAL OF TRAFFIC CONTROL DEVICES, THE CHIEF ENGINEER WILL SUSPEND WORK UNTIL THE CONTRACTOR COMPLIES WITH THE NECESSARY REQUIREMENTS.

WORK ZONE PAVEMENT MARKINGS

THE WORK ZONE PAVEMENT MARKINGS SHALL BE 4" WIDE, UNLESS NOTED OTHERWISE ON THE PLANS OR ODOT/OTIC STANDARD DRAWING(S). REMOVAL METHODS LISTED IN SP 614C SHALL ALSO BE USED TO REMOVE ITEM 614-WORK ZONE PAVEMENT MARKINGS.

SP 614B (TEMPORARY TAPE) SHALL BE USED FOR WORK ZONE MARKINGS ON BRIDGE DECKS WHERE THE WORK ZONE PAVEMENT MARKING IS NOT IN LINE WITH EXISTING/FINAL MARKINGS.

ALL COSTS FOR THE PLACEMENT OF WORK ZONE PAVEMENT MARKINGS INCLUDING EQUIPMENT, LABOR AND MATERIALS SHALL BE INCLUDED IN THE UNIT PRICE BID FOR EACH ITEM 614 - WORK ZONE PAVEMENT MARKING ITEM.

SP 614C - REMOVAL OF PAVEMENT MARKINGS

ALL PAVEMENT MARKINGS WHICH ARE IN CONFLICT WITH THE PROPOSED MAINTENANCE OF TRAFFIC PAVEMENT MARKINGS ARE TO BE REMOVED AS PER SP 614C - REMOVAL OF PAVEMENT MARKINGS. REMOVAL OF EXISTING CONFLICTING PAVEMENT MARKINGS SHALL BE ACCOMPLISHED BY EITHER GRINDING OR WATER-BLAST AS APPROVED BY THE CHIEF ENGINEER IN ACCORDANCE WITH SP 614C.

MEASUREMENT OF THIS ITEM SHALL BE IN ACCORDANCE WITH SP 614C AND SHALL INCLUDE ALL LABOR, MATERIALS, EQUIPMENT AND INCIDENTALS NECESSARY TO REMOVE CONFLICTING PAVEMENT MARKINGS TO THE SATISFACTION OF THE CHIEF ENGINEER.

ITEM SP 622 - PORTABLE BARRIER

THE CONTRACTOR SHALL PROVIDE PORTABLE BARRIER IN ACCORDANCE WITH SP 622. THE PORTABLE BARRIER SHALL BE IN PLACE PRIOR TO REMOVING ANY PAVEMENT.

PORTABLE BARRIER TAPER RATE AND PLACEMENT SHALL BE IN ACCORDANCE WITH TCR-12 SHEET 1 OF 4 DOUBLE LANE SHIFT ZONE AND THE PLAN TYPICAL SECTION.

THE COST OF ALL LABOR, EQUIPMENT, MATERIALS, AND INCIDENTALS NEEDED TO PROVIDE THE PORTABLE BARRIER, FOR THIS PROJECT, SHALL BE PAID PER LINEAR FOOT INCLUDING ALL BARRIER REFLECTORS AND REPLACEMENT REFLECTORS.

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THE CHIEF ENGINEER SHALL BE PROVIDED ACCESS TO EACH SIGN UNIT AND SHALL BE PROVIDED WITH APPROPRIATE TRAINING AND OPERATION INSTRUCTIONS TO ENABLE OTIC 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 CHIEF 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 UNIT SHALL BE MAINTAINED IN GOOD WORKING ORDER BY THE CONTRACTOR IN ACCORDANCE WITH THE PROVISIONS OF ODOT C&MS 614.07. THE CONTRACTOR SHALL, PRIOR TO ACTIVATING THE UNIT, MAKE ARRANGEMENTS, WITH AN AUTHORIZED SERVICE AGENT FOR THE SP 614ZP ZONE PERSON WITH ZONE VEHICLE.

SP 614ZP ZONE PERSON WITH ZONE VEHICL E

A. DESCRIPTION

THIS ITEM SHALL CONSIST OF FURNISHING A QUALIFIED ZONE PERSON(S) (ZP) WITH ZONE VEHICLE (ZV) AS DESCRIBED IN THIS SPECIFICATION FOR THE PURPOSE OF PROTECTING THE MOTORING PUBLIC AND THE WORK WHILE THE CONTRACT IS IN FORCE. THE ZP SHALL HAVE A FULL WORKING KNOWLEDGE OF THE MAINTENANCE OF TRAFFIC PLANS AND SPECIAL PROVISIONS.

A "WORK ZONE" IS DEFINED AN AREA OF A HIGHWAY WITH CONSTRUCTION, MAINTENANCE, OR UTILITY WORK ACTIVITIES. A WORK ZONE IS TYPICALLY MARKED BY TEMPORARY TRAFFIC CONTROL (TTC) DEVICES SUCH AS, BUT NOT LIMITED TO, SIGNS, CHANNELIZING DEVICES, BARRIERS, PAVEMENT MARKINGS, AND/OR WORK VEHICLES. IT EXTENDS FROM THE FIRST WARNING SIGN TO THE END ROAD WORK SIGN OR THE LAST TTC DEVICE.

B. ZONE PERSON REQUIREMENTS

A ZP WITH ZV SHALL BE REQUIRED AS FOLLOWS:

(A) THE CONTRACTOR HAS A WORK ZONE IN PLACE ON TURNPIKE MAINLINE, SHOULDER AND/OR TURNPIKE TOLL PLAZA RAMPS

WHILE A WORK ZONE IS IN PLACE, THE ZP SHALL MAINTAIN THE ZONE DURING WORKING HOURS AT A MINIMUM.

IF THE CONTRACTOR REMOVES ALL TTC DEVICES FROM THE MAINLINE AS DESCRIBED IN TCR-1 NOTE 20 THEN A ZP IS NOT REQUIRED.

(B) THE CONTRACTOR HAS A WORK ZONE IN PLACE ON A ROADWAY ABOVE OR BELOW MAINLINE TURNPIKE.

WHILE ZONES ARE IN PLACE ON A ROADWAY ABOVE OR BELOW MAINLINE TURNPIKE AND THE CONTRACTOR IS ACTIVELY WORKING ON THE PROJECT, THE ZP SHALL MAINTAIN THE ZONE DURING WORKING HOURS AT A MINIMUM.

WHILE ZONES ARE IN PLACE ON A ROADWAY ABOVE OR BELOW MAINLINE TURNPIKE AND THE CONTRACTOR IS NOT ACTIVELY WORKING ON THE PROJECT, THE ZONE WILL BE MAINTAINED BY THE COMMISSION. THE COMMISSION WILL REPAIR OR REPLACE ANY DAMAGED OR MISSING TEMPORARY TRAFFIC CONTROL DEVICES. THE COMMISSION WILL NOTIFY THE CONTRACTOR OF THE REPLACED OR REPAIRED DEVICES. IT WILL BE THE CONTRACTOR'S RESPONSIBILITY TO REPLACE AND RETURN THE COMMISSION'S PROPERTY.

C. METHOD OF CALCULATION

THE FOLLOWING IS FOR INFORMATIONAL PURPOSES ONLY. THE NUMBER OF WORK ZONES NEEDED, AND THE DURATION OF EACH WORK ZONE FALLS UNDER MEANS AND METHODS OF CONSTRUCTION. FOR ESTIMATING PURPOSES, THE DESIGN ENGINEER HAS CALCULATED THE NUMBER OF HOURS NEEDED FOR THIS PAY ITEM BASED ON THE FOLLOWING ASSUMPTIONS AND THE REQUIREMENTS NOTED IN SECTION B:

LONG TERM STATIONARY ZONES (MORE THAN 3-DAYS)
5 MONTHS X 30 DAYS X 24 HOURS = 3600 HOURS

D. BASIS OF PAYMENT

PAYMENT FOR THIS ITEM SHALL INCLUDE ALL LABOR, EQUIPMENT, AND MATERIAL AND INCIDENTALS NECESSARY TO PROVIDE A ZONE PERSON WITH ZONE VEHICLE.

PAYMENT SHALL BE AT THE CONTRACT UNIT PRICE FOR:

THE FOLLOWING IS FORWARDED TO THE GENERAL SUMMARY:

SP 614ZP 3600 HOURS ZONE PERSON WITH ZONE VEHICLE

NO.	REVISIONS	BY	DATE
3	ADDENDUM NO.3	AIM	10/5/23
-	-	-	-
-	-	-	-

DESIGNED ARW | CHECKED | DRAWN ARW | IN CHARGE MAG

DESIGN AGENCY
LJB Inc. ▲ 6480 ROCKSIDE WOODS SOUTH SUITE 290
INDEPENDENCE, OH 44131
(440) 593-4504 ▲ LJBInc.com

MAINTENANCE OF TRAFFIC NOTES

PROJECT 59-23-02
DATE: 07/31/23

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OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION

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