

SEQUENCE OF CONSTRUCTION

THE PLANNED IMPROVEMENTS OF SR 7 SHALL BE COMPLETED OVER 2 PHASES AND MUST FOLLOW THE PHASING BELOW.

PRE-PHASE 1 PART 1
 PRIOR TO THE START OF PHASE 1, THE NORTHBOUND OUTSIDE SHOULDER SHALL BE RECONSTRUCTED (PER ITEM 615, PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN) IN ORDER TO CARRY SHIFTED PHASE 1 TRAFFIC. LANE CLOSURES (PER ODOT SCD MT-95.30) SHALL BE IMPLEMENTED DURING WORKING HOURS.

PRE-PHASE 1 PART 2
 PRE-PHASE 1 PART 2 SHALL CONSTRUCT THE MAINLINE CROSSOVERS BY REMOVING THE EXISTING MEDIAN WALL AND REPLACING IT WITH STANDARD ITEM 615, PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A. THE CONTRACTOR SHALL MAINTAIN THE DROP-OFF REQUIREMENTS PER ODOT SCD MT-101.90. THE WORK SHALL BE COMPLETED UTILIZING A LANE CLOSURE PER ODOT SCD MT-95.30. PART 1 AND 2 SHALL NOT BE COMPLETED CONCURRENTLY. THE CONTRACTOR SHALL INSTALL AND MAINTAIN CROSSOVER LIGHTING PER ODOT SCD MT-100.00.

PHASE 1
 PHASE 1 SHALL CONSTRUCT THE IMPROVEMENTS ON SOUTHBOUND SR 7. ONE LANE IN EACH DIRECTION SHALL BE MAINTAINED ON THE NORTHBOUND SIDE. RAMP B (SR 7 SOUTHBOUND TO CR 7) SHALL REMAIN OPEN BY UTILIZING A SOUTHBOUND RAMP CROSSOVER. SOUTHBOUND OUTSIDE SHOULDER SHALL BE RECONSTRUCTED (PER ITEM 615, PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN) IN ORDER TO CARRY SHIFTED PHASE 2 TRAFFIC.

AT THE COMPLETION OF PHASE 1 THE CROSSOVERS SHALL BE REMOVED AND TRAFFIC SHALL BE MAINTAINED AS PER STANDARD CONSTRUCTION DRAWING FROM OCTOBER 31, 2021 THRU MARCH 1, 2022.

THE OPEN ENDS OF THE BARRIER AT THE CROSSOVER LOCATIONS SHALL BE PROTECTED WITH PORTABLE BARRIER OR IMPACT ATTENUATORS. ALL COST FOR THE ABOVE WORK SHALL BE INCLUDED IN THE LUMP SUM ITEM BID FOR ITEM 614 MAINTAINING TRAFFIC.

PHASE 2
 PHASE 2 SHALL CONSTRUCT THE IMPROVEMENTS ON NORTHBOUND SR 7. ONE LANE IN EACH DIRECTION SHALL BE ON THE SOUTHBOUND SIDE. RAMP D (CR 7 TO SR 7 NORTHBOUND) SHALL BE CLOSED FOR THE DURATION OF THIS PHASE.

POST PHASE 2
 AT THE CONCLUSION OF PHASE 2, TRAFFIC SHALL BE RESTORED TO EXISTING ALIGNMENTS. MEDIAN WALL THAT WAS REMOVED FOR CROSSOVER INSTALLATION SHALL BE RECONSTRUCTED. LANE CLOSURES (PER ODOT SCD MT-95.30) SHALL BE IMPLEMENTED DURING MEDIAN WALL WORKING HOURS.

ITEM 614, MAINTAINING TRAFFIC
 A MINIMUM OF 1 LANE OF TRAFFIC IN EACH DIRECTION SHALL BE MAINTAINED AT ALL TIMES BY USE OF THE EXISTING PAVEMENT, THE COMPLETED PAVEMENT AND ITEM 615 PAVEMENT FOR MAINTAINING TRAFFIC.

ALL RAMPS SHALL BE MAINTAINED AT ALL TIMES WITH THE FOLLOWING EXCEPTIONS:

RAMP D PHASE 2 DETOUR 90 DAYS MAX

TRAFFIC SHALL BE DETOURED AS DETAILED WITHIN. A DISINCENTIVE SHALL BE ASSESSED IN THE AMOUNT OF \$650 PER DAY FOR EACH CALANDAR DAY ANY RAMP REMAINS CLOSED TO TRAFFIC BEYOND THE SPECIFIED LIMIT.

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.

NOTICE OF CLOSURE SIGNS (W20-H13) SHALL BE ERECTED BY THE CONTRACTOR PRIOR TO THE SCHEDULED ROAD OR RAMP CLOSURE IN ACCORDANCE WITH THE NOTICE OF CLOSURE TIME TABLE BELOW. AT THE APPROVAL OF THE ENGINEER, PORTABLE CHANGEABLE MESSAGE SIGNS MAY BE USED IN LIEU OF THE STANDARD FLATSHEET SIGN FOR CLOSURE DURATIONS OF LESS THAN 1 WEEK.

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 OR NEAR THE POINT OF CLOSURE. THE SIGNS MAY BE ERECTED ANYWHERE ON RAMPS AS LONG AS THEY ARE VISIBLE TO THE MOTORISTS USING THE RAMP. ON ENTRANCE RAMPS, THE SIGN SHALL BE ERECTED WELL IN ADVANCE OF THE MERGE AREA TO AVOID DISTRACTING MOTORISTS.

| NOTICE OF CLOSURE SIGN TIME TABLE | | |
|-----------------------------------|----------------------|-----------------------------------|
| ITEM | DURATION OF CLOSURE | SIGN DISPLAY TO PUBLIC |
| RAMP & ROAD CLOSURES | >=2 WEEKS | 14 CALENDAR DAYS PRIOR TO CLOSURE |
| | >12 HOURS & <2 WEEKS | 7 CALENDAR DAYS PRIOR TO CLOSURE |
| | <=12 HOURS | 2 BUSINESS DAYS PRIOR TO CLOSURE |

THE SIGN SHALL DISPLAY THE DATE OF THE CLOSURE IN MMM-DD FORMAT AND THE NUMBER OF DAYS OF THE CLOSURE. THE LAST LINE OF THE W20-H13 SIGN LISTS A PHONE NUMBER WHICH A MOTORIST MAY CALL FOR ADDITIONAL INFORMATION. THIS IS TO BE A SPECIFIC OFFICE WITHIN THE DISTRICT RATHER THAN THE GENERAL SWITCHBOARD NUMBER.



W20-H13-60

THE CONTRACTOR SHALL PROVIDE, ERECT AND MAINTAIN STANDARD 48 X 30 INCH ROAD CLOSED SIGNS, SIGN SUPPORTS, BARRICADES AND LIGHTS, AS DETAILED IN SCD MT-101.60 AT THE LOCATIONS DETAILED WITHIN.

THE CONTRACTOR SHALL PROVIDE, ERECT AND MAINTAIN SIGNS AND SIGN SUPPORTS, AS DETAILED IN THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES, AND TYPE III BARRICADES OF THE TYPE AND LOCATION AS DETAILED WITHIN.

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 AND MATERIALS SHALL BE INCLUDED IN THE LUMP SUM CONTRACT PRICE FOR ITEM 614, MAINTAINING TRAFFIC, UNLESS SEPARATELY ITEMIZED IN THE PLAN.

DUST CONTROL

THE CONTRACTOR SHALL FURNISH AND APPLY WATER FOR DUST CONTROL AS DIRECTED BY THE ENGINEER. THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED FOR DUST CONTROL PURPOSES:

ITEM 616, WATER 15 M. GAL.

WORK ZONE MARKINGS

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY FOR USE ON THE FINAL WEARING COURSE, PRIOR TO APPLICATION OF PERMANANT MARKINGS, PER THE REQUIREMENTS OF C&MS 614.II.

ITEM 614, WORK ZONE LANE LINE, CLASS I, 6", 807 PAINT 4.12 MILE
 ITEM 614, WORK ZONE EDGE LINE, CLASS I, 6", 807 PAINT 7.97 MILE
 ITEM 614, WORK ZONE CHANNELIZING LINE, CLASS I, 12", 807 PAINT 1907 FT

ITEM 622, PORTABLE BARRIER, 50", AS PER PLAN

THIS WORK SHALL CONSIST OF FURNISHING, MAINTAINING, AND SUBSEQUENTLY REMOVING A 50-INCH PORTABLE BARRIER AT THE LOCATIONS SHOWN ON THE PLANS. FOR DETAILS, SEE SCD RM-4.1.

PORTABLE STEEL BARRIER IS AN APPROVED ALTERNATIVE TO PORTABLE CONCRETE BARRIER. FOR INFORMATION ON APPROVED VENDORS, SEE THE APPROVED PRODUCTS LIST MAINTAINED BY THE OFFICE OF ROADWAY ENGINEERING.

PORTABLE BARRIER, 32 INCHES HIGH WITH AN 18-INCH MINIMUM HEIGHT GLARE SCREEN MAY BE USED AT THE OPTION OF THE CONTRACTOR. THE GLARE SCREEN SHALL BE CONSTRUCTED USING ONE OF THE SCREENS PROVIDED ON THE APPROVED LIST, AVAILABLE ON THE OFFICE OF ROADWAY ENGINEERING WEBSITE.

PADDLE OR INTERMITTENT TYPE GLARE SCREENS SHALL BE DESIGNED USING A 20 DEGREE CUT-OFF ANGLE BASED ON TANGENT ALIGNMENT. THAT SPACING SHALL BE USED THROUGHOUT THE BARRIER LENGTH WITHOUT REGARD TO BARRIER CURVATURE.

THE GLARE SCREEN SYSTEM SHALL BE SECURELY FASTENED TO THE 32-INCH PORTABLE BARRIER USING THE HARDWARE AND PROCEDURES SPECIFIED BY THE MANUFACTURER.

FOR DIRECTIONS ON HOW TO INSTALL THE GLARE SCREEN AND THE BARRIER, SEE THE MANUFACTURER'S INSTRUCTIONS. PAYMENT SHALL INCLUDE ALL LABOR, MATERIAL, AND EQUIPMENT NECESSARY TO PERFORM THE WORK AND SHALL BE PAID FOR AT THE CONTRACT PRICE PER FOOT FOR ITEM 622, PORTABLE BARRIER, 50", AS PER PLAN.

INTERIM COMPLETION DATE

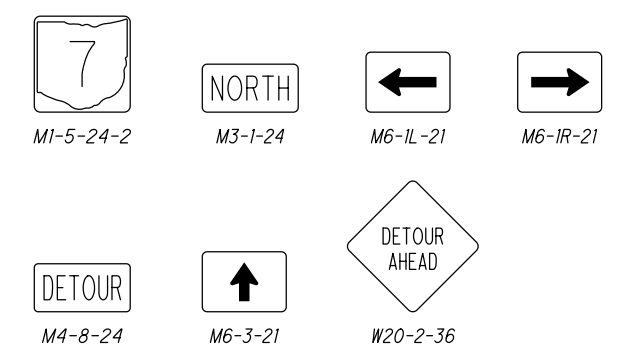
ALL PHASE ONE WORK SHALL BE COMPLETED, CROSSOVERS REMOVED, AND A MINIMUM OF ONE LANE OF TRAFFIC MAINTAINED IN EACH DIRECTION AS PER STANDARD CONSTRUCTION DRAWING MT-95.30 BY OCTOBER 31, 2021.

OCTOBER 31, 2021 SHALL BE CONSIDERED AN INTERIM COMPLETION DATE AND LIQUIDATED DAMAGES SHALL BE ASSESSED IN ACCORDANCE WITH CMS 180.07 FOR EACH CALENDAR DAY THAT PHASE ONE WORK IS NOT COMPLETE AND THE CROSSOVER IS STILL IN USE.

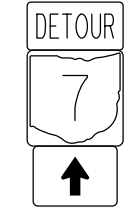
ITEM 614, DETOUR SIGNING

THE FOLLOWING SIGNS SHALL BE ERECTED ALONG THE DESIGNATED OFFICIAL DETOUR ROUTS AND SHALL BE ASSEMBLED AS SHOWN ON THE DETOUR PLANS. ALL DETOUR SIGNING SHALL BE INSTALLED BEFORE COMMENCING ANY OF THE PROPOSED WORK.

EACH SIGN ASSEMBLY SHALL BE PLACED 100 FT. (OR AS DIRECTED) IN ADVANCE OF THE IMPENDING CHANGE OF ROUTE. OFFSET SHALL BE PER STANDARD CONSTRUCTION DRAWING TC-42.20.



IN ADDITION TO THE SIGNS LISTED ABOVE AND SHOWN ON THE DETOUR MAPS, PLACE THE FOLLOWING SIGN ASSEMBLY:



AT INTERVALS NOT TO EXCEED 2 MILES IN RURAL AREAS AND AT INTERVALS NOT TO EXCEED 2 BLOCKS WITHIN URBAN AREAS. IT IS ANTICIPATED THAT 8 S.R. 7 SIGN ASSEMBLIES WILL BE REWIRED TO MEET THIS MAXIMUM SPACING.

ALL ANTICIPATED QUANTITIES ARE SHOWN IN THE TABLE BELOW AND ARE PROVIDED FOR INFORMATION ONLY.

| RAMP A DETOUR | | |
|---------------|--------------|-----------|
| SIGN CODE | NO. OF SIGNS | SIZE |
| M4-8-24 | 8 | 24" X 12" |
| M1-5-24-2 | 12 | 24" X 24" |
| M3-1-24 | 4 | 24" X 12" |
| M6-1R-21 | 1 | 21" X 15" |
| M6-1L-21 | 2 | 21" X 15" |
| M6-3-21 | 9 | 21" X 15" |
| W20-2-36 | 1 | 36" X 36" |

PAYMENT FOR ALL LABOR, EQUIPMENT AND MATERIALS SHALL BE INCLUDED IN THE LUMP SUM CONTRACT PRICE FOR ITEM 614, DETOUR SIGNING, UNLESS SEPARATELY ITEMIZED IN THE PLAN.