SEQUENCE OF CONSTRUCTION

IT IS THE INTENT OF THE FOLLOWING SEQUENCE OF CONSTRUCTION TO PROVIDE A WORK AREA FOR THE CONTRACTOR WHILE ALSO MAINTAINING TRAFFIC IN A MANNER WHICH IS SAFE FOR THE TRAVELING PUBLIC; THEREFORE, ALL PHASES SHALL HAVE STRICT ADHERENCE. ALL TEMPORARY OR PERMANENT PAVEMENT MARKINGS SHALL BE IN PLACE BEFORE ANY PAVEMENT IS OPEN TO TRAFFIC. CONTRACTOR SHALL ERECT ALL TRAFFIC CONTROL DEVICES AND ENSURE THEY ARE IN GOOD WORKING ORDER PRIOR TO COMMENCING CONSTRUCTION ACTIVITIES ON THE BRIDGE AND APPROACHES. PRIOR TO ERECTING PORTABLE BARRIER, PAVEMENT FOR MAINTAINING TRAFFIC SHALL BE PLACED AS SHOWN ON ALL PLAN SHEETS. EXISTING GUARDRAIL SHALL BE MAINTAINED IN PLACE FOR THE DURATION OF ALL PHASES THAT DO NOT REQUIRE THE CONSTRUCTION OF PROPOSED GUARDRAIL. ALL WORK ZONE SIGNING AND STRIPING SHALL BE IN PLACE PRIOR TO ERECTING BARRIER.

WORK IN THE VICINITY OF RAMP A, RAMP B, AND SR 225 THAT DOES NOT REQUIRE A DETOUR OR A CLOSURE OF SR 225 OR AFFECT THE EXISTING RAMP MOVEMENTS WITHIN THE US 62T/SR 225 INTERCHANGE MAY BE PERFORMED CONCURRENTLY WITH OTHER PROJECT ACTIVITIES. US 62T BRIDGE CONSTRUCTION SHALL BE COMPLETE AND US 62T RETURNED TO NORMAL TRAFFIC FLOW BEFORE CLOSING AND DETOURING SR 225. SR 225 WORK SHALL BE FULLY OPENED TO TRAFFIC WITH INTERIM COMPLETION DATE OF 10-31-2022 INCLUDING WORK UP THROUGH THE INTERMEDIATE COURSE.

PART 2 WORK SHALL NOT BE COMPLETED SIMULTANEOUSLY WITH ANY SR 225 WORK. DURING THE SETTLEMENT WAITING PERIOD THE CONTRACTOR SHALL MONOTOR SETTLEMENT ALONG SR 225. THE CONTRACTOR SHALL PROVIDE SETTLEMENT RESULTS TO DISTRICT 4 PROJECT ENGINEER, SEE PLAN SHEET 194/194 FOR GENERAL NOTES.

THE LEVELING COURSE, FINAL SURACE AND PAVMENT MARKINGS SHALL NOT BE INSTALLED ALONG SR 225 PRIOR TO WAITING PERIOD NOTED ON PLAN SHEET 194/194.

THE INTERIM COMPLETION DATE FOR ALL WORK IN PART 1 AND 2 SHALL BE 7-31-2023.

PART 3 WORK SHALL BE COMPLETED AFTER PART 1, PART 2 AND BY 9-30-2023

THE FOLLOWING CONTINGENCY QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY AND SHALL BE USED TO COMPLETE THE PAVEMENT LEVELING WORK DESCRIBED ABOVE, AS DIRECTED BY THE ENGINEER.

ITEM 254, PAVEMENT PLANING, ASPHALT CONCRETE, 1 3/4" 2950 SY

ITEM 407, NON-TRACKING TACK COAT 250 GAL

ITEM 441, ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, (448) 145 CY

US 62T

PRE-PHASE

CONSTRUCT ALL TEMPORARY SINGLE LANE CROSSOVERS TO BE USED IN PHASES 1 & 2 USING SCD MT-95.45 AS SHOWN IN THE MAINTENANCE OF TRAFFIC PLANS. INSTALL ALL TEMPORARY TRAFFIC CONTROL DEVICES INCLUDING PORTABLE BARRIER, WORK ZONE PAVEMENT MARKINGS AND SIGNAGE, AND TEMPORARY PAVEMENT RUMBLE STRIPE OVERLAY PRIOR TO SHIFTING TRAFFIC INTO THE PHASE 1 SCHEME. PAYMENT FOR ALL MATERIALS AND LABOR REQUIRED TO PERFORM THE ABOVE WORK SHALL BE INCLUDED IN THE LUMP SUM BID PRICE FOR ITEM 614, MAINTAINING TRAFFIC, AS PER PLAN.

BEFORE SHIFTING TRAFFIC TO THE PHASE 1 LAYOUT, THE CONTRACTOR SHALL CAREFULLY REMOVE THE "BEESON ST" GUIDE SIGN AT STA. 1847+08 EASTBOUND AND REERECT ON TEMPORARY SUPPORTS AT STA. 1847+00 AS PER SCD MT-105.10 FOR THE SINGLE LANE EASTBOUND TRAFFIC THAT WILL CROSS OVER TO THE WESTBOUND SIDE OF US 62T.

PHASE 1

MAINTAIN TRAFFIC AS SHOWN IN THE PLANS FOR PHASE 1. BEGINNING EAST OF THE STA-62-1.37/1.38 STRUCTURES, REDUCE THE TWO LANES OF EASTBOUND US 62T TRAFFIC TO A SINGLE 12.0' OUTSIDE LANE PER SCD MT-95.30. SHIFT THE SINGLE LANE TO THE INSIDE OF THE WESTBOUND SIDE OF US 62T USING THE CROSSOVER CONSTRUCTED IN THE PRE-PHASE. THE STA-62-1.38L STRUCTURE WILL CARRY TWO-12.0' LANES EACH WITH A 2.0' PORTABLE BARRIER OFFSET AND 5.0'/3.0' SHOULDER OFFSETS FOR EASTBOUND AND WESTBOUND TRAFFIC, RESPECTIVELY. REMOVE AND CONSTRUCT THE STA-62-1.37R STRUCTURE AS SHOWN IN THE BRIDGE PLANS AND ALL EASTBOUND ROADWAY APPROACH WORK UP TO THE PROPOSED INTERMEDIATE COURSE INCLUDING THE APPROACH EASTBOUND MEDIAN GUARDRAIL ATTACHED TO THE PROPOSED BRIDGE PARAPET.

THE EASTBOUND LANE WILL CROSS BACK OVER TO THE EASTBOUND SIDE OF US 62T AFTER THE WORK AREA AND TRANSITION BACK TO THE EXISTING LANE CONFIGURATION. THE WESTBOUND TRAFFIC WILL INCREASE FROM ONE LANE TO TWO LANES AS PER SCD MT-95.30 AFTER THE EXISTING RAMP MERGE AREA. ALL RAMPS SHALL REMAIN OPEN AT ALL TIMES DURING PHASE 1. TRAFFIC SHALL NOT BE SHIFTED INTO THE PHASE 2 SEQUENCE UNTIL ALL PHASE 1 WORK HAS BEEN COMPLETED AS SHOWN IN THE PLANS.

PHASE 2

MAINTAIN TRAFFIC AS SHOWN IN THE PLANS FOR PHASE 2. BEGINNING EAST OF THE BEESON STREET ENTRANCE RAMP, REDUCE THE TWO LANES OF WESTBOUND US 62T TRAFFIC TO A SINGLE 12.0' OUTSIDE LANE PER SCD MT-95.30. SHIFT THE SINGLE LANE TO THE INSIDE OF THE EASTBOUND SIDE OF US 62T USING THE CROSSOVER CONSTRUCTED IN THE PRE-PHASE. THE STA-62-1.37R STRUCTURE WILL CARRY TWO-12.0' LANES EACH WITH A 2.0' PORTABLE BARRIER OFFSET AND 6.0'/3.5' SHOULDER OFFSETS FOR EASTBOUND AND WESTBOUND TRAFFIC, RESPECTIVELY. REMOVE AND CONSTRUCT THE STA-62-1.38L STRUCTURE AS SHOWN IN THE BRIDGE PLANS AND ALL WESTBOUND ROADWAY APPROACH WORK UP TO THE PROPOSED INTERMEDIATE COURSE INCLUDING THE REMAINING MEDIAN GUARDRAIL ATTACHED TO THE PROPOSED BRIDGE PARAPET.

THE WESTBOUND LANE WILL CROSS BACK OVER TO THE WESTBOUND SIDE OF US 62T AFTER THE WORK AREA AND TRANSITION BACK TO THE EXISTING LANE CONFIGURATION. THE EASTBOUND TRAFFIC WILL INCREASE FROM ONE LANE TO TWO LANES AS PER SCD MT-95.30 AFTER THE WORK AREA. ALL RAMPS SHALL REMAIN OPEN AT ALL TIMES DURING PHASE 2. TRAFFIC SHALL NOT BE SHIFTED TO THE PROPOSED LANE SEQUENCE UNTIL ALL PHASE 2 WORK HAS BEEN COMPLETED AS SHOWN IN THE PLANS.

POST-PHASE

REMOVE TEMPORARY CROSSOVERS UTILIZING SCD MT-95.45, REGRADE BACK TO EXISTING CONDITIONS, AND SEED AND MULCH CROSSOVER AREAS AS PER EXISTING CONDITIONS AND IN ACCORDANCE WITH CMS 659.01. PAYMENT FOR ALL MATERIALS AND LABOR REQUIRED TO PERFORM THE ABOVE WORK SHALL BE INCLUDED IN THE LUMP SUM BID PRICE FOR ITEM 614, MAINTAINING TRAFFIC, AS PER PLAN.

THE FOLLOWING QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY AND SHALL BE USED TO FULLY REOPEN US 62T AFTER PHASE 2 AND PRIOR TO PART 3 WORK. PLACEMENT OF THESE TEMPORARY PAVEMENT MARKINGS SHALL FOLLOW THE EXISTING PAVEMENT MARKING LAYOUT AND US 62T TRAFFIC CONTROL SHEETS.

ITEM 614, WORK ZONE LANE LINE, CLASS I, 6", APP 2.6 MILE

ITEM 614, WORK ZONE EDGE LINE, CLASS I, 6", APP 5.2 MILE

CR 23 (FRESHLEY AVENUE)

DURING DAYTIME HOURS THE CONTRACTOR SHALL MAINTAIN TRAFFIC IN ACCORDANCE WITH SCD MT-97.10 TO PERFORM ALL PROPOSED WORK ON FRESHLEY AVENUE (CR 23) TO ENSURE A MINIMUM OF ONE LANE SHALL REMAIN OPEN AT ALL TIMES. BEFORE DAILY CONSTRUCTION ACTIVITIES ARE COMPLETED AND THE ROADWAY IS REOPENED TO TWO-WAY TRAFFIC, THE CONTRACTOR MUST BACKFILL ALL CAVITIES AND PROPERLY GRADE THE AREA, TO THE SATISFACTION OF THE ENGINEER. PAYMENT FOR ALL MATERIALS AND LABOR REQUIRED TO PERFORM THE ABOVE WORK SHALL BE INCLUDED IN THE LUMP SUM BID PRICE FOR ITEM 614, MAINTAINING TRAFFIC, AS PER PLAN.

SR 225

PRE-PHASE

REPOSITION EXISTING BARRIER ALONG US 62T/SR 225 RAMP 'A' AND CONSTRUCT ALL TEMPORARY SINGLE LANE CROSSOVERS TO BE USED TO MAINTAIN US 62T/SR 225 INTERCHANGE TRAFFIC USING SCD MT-98.28 AS SHOWN IN THE MAINTENANCE OF TRAFFIC PLANS.

THE CONTRACTOR SHALL CLEAN AND RESTORE SR 225 RAMP 'B' UNUSED PAVEMENT BACK TO AN ACCEPTABLE CONDITION AS DESCRIBED IN THE SR 225, RAMP B PAVEMENT RESTORATION MOT NOTE.

INSTALL ALL TEMPORARY TRAFFIC CONTROL DEVICES INCLUDING PORTABLE BARRIER, WORK ZONE PAVEMENT MARKINGS AND SIGNAGE, AND TEMPORARY PAVEMENT RUMBLE STRIPE OVERLAY PRIOR TO SHIFTING TRAFFIC INTO THE TEMPORARY SCHEME.

UPON COMPLETION OF THE PRE-PHASE CAREFULLY REMOVE AND STORE THE EXISTING CONCRETE BARRIER (FOR ODOT'S FUTURE USE) IN THE GRASS INFIELD AREA OF SR 225 RAMP B AS SHOWN ON SHEET 76.

PHASE 1

MAINTAIN TRAFFIC AS SHOWN IN THE SR 225 PLANS FOR PHASE 1. SHIFT SR 225 RAMP 'A' TRAFFIC ONTO CROSSOVER 5 TEMPORARY PAVEMENT TO ALLOW FOR A FULL CLOSURE OF THE RAMP DURING THIS PHASE. REDUCE SR 225 TRAFFIC TO A SINGLE INSIDE LANE IN BOTH DIRECTIONS USING SCD MT-95.31. CONSTRUCT THE REMAINDER OF CROSSOVER 6 TEMPORARY PAVEMENT, SR 225 RAMP 'A' (UP TO PROPOSED INTERMEDIATE COURSE) AND SR 225 OUTSIDE SHOULDER IMPROVEMENTS (UP TO PROPOSED INTERMEDIATE COURSE) FROM STA. 21+00 TO STA. 28+50.

AT THE END OF PHASE 1 UTILIZE SCD MT-97.12 TO MILL AND RESURFACE (UP TO INTERMEDIATE COURSE) THE OUTSIDE EASTBOUND AND WESTBOUND LANES AND RAMP 'A' INTERSECTION AS SHOWN ON PHASE 2 MOT PLAN SHEETS 72-74. INSTALL A WEDGE PER SCD MT-101.90 ALONG THE JOINT LINES WHERE THE PROPOSED INTERMEDIATE COURSE PAVEMENT ELEVATIONS ARE HIGHER THAN THE EXISTING SURFACE. THE COST OF REMOVING THE WEDGE COURSE SHALL BE INCLUDED IN ITEM 614, MAINTAINING TRAFFIC, AS PER PLAN.

REMOVE EXISTING CURBED MEDIAN ALONG SR 225 FROM STA. 36+25 TO STA. 36+90 AND CONSTRUCT A SHOULDER IMPROVEMENT SECTION FROM STA. 36+50 (LT) TO STA. 36+61 (LT) UTILIZING SCD MT-95.32 & SCD MT-95.41.

THE FOLLOWING QUANTITIES SHALL BE USED TO COMPLETE THE WEDGE WORK DESCRIBED ABOVE.

ITEM 614, ASPHALT CONCRETE FOR MAINTAINING TRAFFIC 26 CY

PHASE 2

SET UP DETOUR ROUTE PER MOT PLAN SHEET 67. MAINTAIN TRAFFIC AS SHOWN ON THE SR 225 PLANS FOR PHASE 2. SHIFT NORTHBOUND SR 225 TRAFFIC TO THE MOST EASTERLY LANE USING SCD MT-95.32, IN ORDER TO PROVIDE A SINGLE LANE TO REVERSE FLOW DOWN RAMP A. THE SR 225 NORTHBOUND LANE SHALL BE CONTROLLED BY A STOP SIGN AT THE INTERSECTION OF THE US 62T WB TO SR 225 NB RAMP. THE SR 225 NORTHBOUND RAMP SHALL BE PERMITTED A RIGHT TURN ONLY ALONG RAMP B IN ORDER TO CONTINUE NORTHBOUND TO SR 225.

THE SOUTHBOUND 225 TRAFFIC SHALL FOLLOW THE DETOUR ROUTE OF US 62T WEST TO BEESON ST EAST TO US 62T NORTH IN ORDER TO BYPASS THE WORK AREA ALONG SR 225.

REMOVE THE EXISTING BRIDGE, INSTALL SETTLEMENT PLATFORMS, AND CONSTRUCT FULL DEPTH PAVEMENT UP TO THE INTERMEDIATE COURSE PER THE LIMITS SHOWN IN THE PLANS. INSTALL ALL PROPOSED ROADWAY ITEMS WITHIN THE SPECIFIED WORK AREA INCLUDING GUARDRAIL, GRADING, AND UTILITIES. TRAFFIC SHALL REMAIN IN THE TEMPORARY SCHEME UNTIL THE ABOVE WORK HAS BEEN COMPLETED TO THE SATISFACTION OF THE ENGINEER.

POST-PHASE

UPON COMPLETION OF PHASE 2 WORK COVER DETOUR SIGNS IN CASE THEY ARE NEEDED DURING THE WINTER MONTHS IF EXCESSIVE SETTLEMENT OCCURS. DO NOT REMOVE TEMPORARY CROSSOVERS UNTIL THE ENGINEER DETERMINES SETTLEMENT IN THE AREA OF THE REMOVED BRIDGE WILL NOT REQUIRE THE CLOSURE OF SR 225. REMOVE THE REMAINING EXISTING PAVEMENT ALONG US 62T/SR225 INTERCHANGE TO THE LIMITS SHOWN IN THE MOT PLANS IN ACCORDANCE WITH SCD MT-95.32. REGRADE AND SEED AND MULCH CROSSOVER AREAS AS PER EXISTING CONDITIONS AND IN ACCORDANCE WITH CMS 659.01. PAYMENT FOR ALL MATERIALS AND LABOR REQUIRED TO PERFORM THE ABOVE WORK SHALL BE INCLUDED IN THE LUMP SUM BID PRICE FOR ITEM 614, MAINTAINING TRAFFIC, AS PER PLAN.

THE CONTRACTOR SHALL COMPLETE THE RESURFACING ALONG SR 225 FROM STA. 21+00 TO STA 28+50 UP TO THE INTERMEDIATE COURSE INCLUDING PAVEMENT PLANING, INTERMEDIATE PAVEMENT COURSE, AND INSTALLATION OF TEMPORARY MARKINGS AND PERMANENT SIGNING UTILIZING SCD MT-97.12.

THE FOLLOWING QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY AND SHALL BE USED TO FULLY REOPEN SR 225 AND SR 225 RAMP 'A' AFTER PHASE 2. PLACEMENT OF THESE TEMPORARY PAVEMENT MARKINGS SHALL FOLLOW THE PERMANENT PAVEMENT MARKING LAYOUT SHOWN ON THE SR 225 TRAFFIC CONTROL SHEETS.

ITEM 614, WORK ZONE CENTER LINE, CLASS I, 6", APP 0.29 MILE

ITEM 614, WORK ZONE LANE LINE, CLASS I, 6", APP 0.52 MILE

ITEM 614, WORK ZONE EDGE LINE, CLASS I, 6", APP 0.78 MILE

ITEM 614, WORK ZONE CHANNELIZING LINE, CLASS 1, 12", APP 151 FT

ITEM 614, WORK ZONE STOP LINE, CLASS I, 24", APP 27 FT

ITEM 614, WORK ZONE ARROW, CLASS I 3 EA

DURING THE PERIOD OF TIME WHEN THE FINAL SURFACE COURSE IS BEING PLACED ALONG SR 225 & SR 225 RAMP 'A', THE CONTRACTOR SHALL MILL ALL OF THE EXISTING PAVEMENT WHERE THE SURFACE HAS BEEN DISTURBED BY TEMPORARY STRIPING OPERATIONS WITHIN THE SR 225 INTERCHANGE PROJECT LIMITS. MILLING SHALL BE PERFORMED FOR THE ENTIRE WIDTH OF THE PAVEMENT INCLUDING THE SHOULDERS. MAINTAIN TRAFFIC IN ACCORDANCE WITH SCD MT-97.12.

PAYMENT FOR ALL LABOR, MATERIALS, AND EQUIPMENT, TO PERFORM THE ABOVE DESCRIBED WORK SHALL BE INCLUDED IN THE UNIT CONTRACT PRICE FOR THE FOLLOWING ITEMS:

ITEM 254, PAVEMENT PLANING, ASPHALT CONCRETE, 1¼" 3110 SY

ITEM 441, 1¼" ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), PG64-22, AS PER PLAN 110 CY

ITEM 407, NON-TRACKING TACK COAT 280 GAL

ITEM 621, RPM 20 EA

ITEM 621, RAISED PAVEMENT MARKER REMOVED 20 EA

ITEM 646, EDGE LINE, 6" 0.31 MI

CALCULATED JEP
CHECKED EAK

MAINTENANCE OF TRAFFIC - SEQUENCE OF CONSTRUCTION

STA-62T/225-
01.38L&01.37R/00.59

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