

MAINTENANCE OF TRAFFIC

GENERAL

IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO PROVIDE THRU VEHICULAR ACCESS IN BOTH DIRECTIONS ON S.R. 7, S.R. 339, & S.R. 618 AT ALL TIMES THROUGHOUT THE PROJECT AREA. THE PROJECT SHALL BE CONSTRUCTED IN TWO MAJOR PHASES IN ORDER TO MINIMIZE TRAFFIC DISRUPTION AND INCONVENIENCE TO THE GENERAL PUBLIC. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING ALL EQUIPMENT, MATERIALS AND MANPOWER NEEDED TO ADEQUATELY MAINTAIN TRAFFIC AS PROVIDED FOR IN THE PLANS AND SPECIFICATIONS.

THE CONTRACTOR IS REMINDED THAT, IN THE CONDUCT OF THIS PROJECT, HIS SEQUENCE OF OPERATIONS SHALL BE PLANNED IN SUCH A WAY AS TO MINIMIZE THE NUMBER OF LANE REDUCTIONS AND/OR LANE-WIDTH REDUCTIONS REQUIRED TO MAINTAIN TRAFFIC THROUGH THE PROJECT.

A MINIMUM OF ONE LANE OF TRAFFIC IN EACH DIRECTION ON EXISTING U.S. 50/ S.R. 7 SHALL BE MAINTAINED AT ALL TIMES BY USE OF THE EXISTING PAVEMENT DURING ALL PHASES OF THE PROJECT. EXCEPT FOR CLOSURES AS PERMITTED BY THE "SCHEDULE OF THRU LANES TO BE MAINTAINED" NOTE, NO LONG TERM CLOSURES OF EXISTING U.S. 50/ S.R. 7 WILL BE PERMITTED.

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 HAVE ALL NORMAL LANES OF TRAFFIC OPENED BETWEEN NOVEMBER 15 AND APRIL 15. THE CONTRACTOR IS CAUTIONED TO SCHEDULE HIS WORK, ESPECIALLY ASPHALT PLACEMENT, TO MEET THIS REQUIREMENT. SHORT TERM LANE CLOSURES MAY BE PERMITTED BETWEEN NOVEMBER 15 AND APRIL 15, AS APPROVED BY THE PROJECT ENGINEER.

THE SCHEDULED DATE FOR COMPLETION OF ALL PHASES REQUIRING TRAFFIC SHIFTS SHALL BE NO LATER THAN OCTOBER 15. APPROVED TIME EXTENSION DUE TO WEATHER OR OTHER REASONS SHALL EXTEND THE OCTOBER 15TH DATE TO NO LATER THAN NOVEMBER 15TH IN THE YEAR WHICH THEY OCCUR.

NOVEMBER 15TH SHALL BE CONSIDERED TO CONSTITUTE AN INTERIM COMPLETION DATE AND LIQUIDATED DAMAGES SHALL BE ASSESSED IN ACCORDANCE WITH 108.07 FOR EACH CALENDAR DAY THAT ALL LANES HAVE NOT BEEN RETURNED TO THEIR NORMAL POSITION.

NO EXTENSIONS OF TIME SHALL BE GRANTED FOR DELAYS IN MATERIAL DELIVERIES, UNLESS SUCH DELAYS ARE INDUSTRY-WIDE, OR FOR LABOR STRIKES, UNLESS SUCH STRIKES ARE AREA-WIDE.

SHOULD THE CONTRACTOR FAIL TO MEET THIS REQUIREMENT THE CONTRACTOR SHALL BE ASSESSED LIQUIDATED DAMAGES IN ACCORDANCE WITH 108.07 OF THE CONSTRUCTION AND MATERIAL SPECIFICATIONS.

OVERHEAD SIGNS AND SUPPORTS THAT ARE BEING MODIFIED SHALL NOT BE REMOVED UNTIL THE NEW FOUNDATION IS CONSTRUCTED AND ANY REQUIRED SUPPORT MODIFICATIONS ARE AT THE SITE.

ALL WORK AND TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH 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 614, MAINTAINING TRAFFIC, UNLESS SEPERATELY ITEMIZED IN THE PLAN.

MAJOR WORK ITEMS

THE FOLLOWING MAJOR WORK ITEMS WILL REQUIRE TRAFFIC MAINTENANCE PROCEDURES WHICH SHALL BE INCORPORATED INTO THE CONTRACTOR'S SEQUENCE OF OPERATIONS:

- A. TEMPORARY PAVEMENT REPLACEMENT ON OUTSIDE SHOULDER OF EXISTING RAMP D (SEE SHEETS 36, 45).
- B. CONSTRUCTION OF NEW INTERCHANGE AND ASSOCIATED RAMPS
- C. WIDENING OF SHOULDERS ON S.R. 7 AND CONSTRUCTION OF A MERGE LANE ON WESTBOUND S.R. 7
- D. BRIDGE CONSTRUCTION
- E. INSTALLATION AND/OR REPAIR OF CONCRETE BARRIER AND GUARDRAIL
- F. INSTALLATION AND/OR REPLACEMENT OF HIGHWAY LIGHTING POLES
- G. PAVEMENT MARKINGS
- H. INSTALLATION OF NEW OVERHEAD SIGNS

MAJOR CONSTRUCTION PHASES

PHASE 1A, 1B, AND 1C SHALL OVERLAP AS NECESSARY (WHEN FEASIBLE) TO MEET THE OVERALL COMPLETION TIME REQUIREMENTS.

PHASE 1A

- ESTABLISH A PERMANENT TRAFFIC CONTROL ZONE TO CLOSE EXISTING RAMP E
- INSTALL TEMPORARY PAVEMENT MARKINGS
- REMOVE EXISTING RAMP E
- CONSTRUCT NEW RAMP E AND A PORTION OF US 50 EAST
- INSTALL CONDUITS UNDER PAVEMENT FOR LIGHTING

(REMAINING PORTIONS OF US 50 EAST MAY BE CONSTRUCTED DURING THIS OR OTHER MOT PHASES AS APPROVED BY THE PROJECT ENGINEER)

PRIOR TO OPENING RAMP E & PORTION OF US 50 EAST TO TRAFFIC, CONTRACTOR SHALL INSTALL PERMANENT PAVEMENT MARKINGS AS PER TRAFFIC CONTROL PLANS.

PHASE 1A SHALL BE COMPLETED AND RAMP E OPENED IN 150 DAYS

PRELIMINARY PHASE 1B

- RECONSTRUCT OUTSIDE SHOULDER ON EXISTING RAMP D PRIOR TO IMPLEMENTING TRAFFIC SHIFTS

PHASE 1B

ONCE PHASE 1A WORK IS COMPLETED THE CONTRACTOR SHALL:

- ESTABLISH A PERMANENT TRAFFIC CONTROL ZONE TO CLOSE THE EASTBOUND S.R. 7 OUTSIDE SHOULDER, AND THE WESTBOUND S.R. 7 OUTSIDE LANE AND SHOULDER
- INSTALL TEMPORARY PAVEMENT MARKINGS
- CONSTRUCT RAMP D, PORTIONS OF RAMP D ACCELERATION LANE, NEW WESTBOUND S.R. 7 OUTSIDE LANE, AND EASTBOUND AND WESTBOUND S.R. 7 OUTSIDE SHOULDERS.
- INSTALL CONDUITS UNDER PAVEMENT FOR LIGHTING
- COMPLETE FOUNDATION WORK FOR SIGNING

(REMAINING PORTIONS OF US 50 EAST, US 50 WEST, RAMP H, AND U.S.50, INCLUDING BRIDGES, MAY BE CONSTRUCTED DURING THIS OR OTHER PHASES AS APPROVED BY THE ENGINEER)

THE RAMP D PORTION OF PHASE 1B SHALL BE COMPLETED IN 60 DAYS AND PHASE 1C IMPLEMENTED.

PHASE 1C

ONCE (RAMP D) PHASE 1B WORK IS COMPLETED THE CONTRACTOR SHALL:

- MAINTAIN A PERMANENT TRAFFIC CONTROL ZONE TO CLOSE THE EASTBOUND S.R. 7 OUTSIDE LANE
- ESTABLISH A PERMANENT TRAFFIC CONTROL ZONE TO CLOSE RAMP F

- CONSTRUCT REMAINING PORTIONS OF THE NEW RAMP D ACCELERATION LANE AND NORTHBOUND S.R. 339 SHOULDER
- INSTALL CONDUITS UNDER PAVEMENT FOR LIGHTING
- COMPLETE FOUNDATION WORK FOR SIGNING

(REMAINING PORTIONS OF US 50 EAST, US 50 WEST, RAMP H, AND U.S. 50 MAY BE CONSTRUCTED DURING THIS OR OTHER PHASES AS APPROVED BY THE ENGINEERS)

THE REMAINING PORTION OF PHASES 1B AND ALL PHASE 1C WORK SHALL BE COMPLETED IN 150 DAYS FROM THE START OF PHASE 1B.

PHASE 2

ONCE PHASE 1C WORK IS COMPLETED THE CONTRACTOR SHALL:

- MAINTAIN A PERMANENT TRAFFIC CONTROL ZONE TO CLOSE THE ENTRANCE TO RAMP F
- CONSTRUCT RAMP F AND REMAINING PORTIONS OF US 50 EAST
- COMPLETE REMAINING LIGHTING WORK
- COMPLETE ALL SIGNING WORK INCLUDING INSTALLATION OF OVERHEAD SIGNS

ESTIMATED SIGN QUANTITIES (FOR INFORMATION USE ONLY, PAYMENT INCLUDED IN LUMP SUM ITEM 614, MAINTAINING TRAFFIC):

SIGN CODE:	QUANTITY:	SIGN CODE:	QUANTITY:
(M4-8A-24)	6 EA.	(W20-5-48)	8 EA.
(M1-5-24-3)	6 EA.	(W16-3A-30)	8 EA.
(M6-2-24)	1 EA.	(W3-H7-48)	4 EA.
(M6-3-24)	1 EA.	(W13-1-24)	4 EA.
(M6-1-24)	1 EA.	(W4-2-48)	4 EA.
(OC-46-24)	1 EA.		
(G20-2-48)	6 EA.		
(W20-1-48)	10 EA.		
(W5-1-36)	2 EA.		
(W1-H11-36)	7 EA.		
(W4-1R-48)	2 EA.		
(W3-2A-48)	1 EA.		
(R1-2-48)	1 EA.		
(R11-2-48)	2 EA.		
(W21-H5-48)	4 EA.		

NOTICE OF CLOSURE

NOTICE OF CLOSURE SIGNS, AS DETAILED IN THESE PLANS, SHALL BE ERECTED BY THE CONTRACTOR AT LEAST ONE WEEK IN ADVANCE OF THE SCHEDULED EXISTING RAMP CLOSURES. 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. THE SIGNS MAY BE ERECTED ANYWHERE ON THE RAMP AS LONG AS THEY ARE VISABLE TO THE MOTORISTS USING THE RAMP.

TRUCKS AND EQUIPMENT INGRESS AND ENGRESS

OPENINGS IN THE PORTABLE CONCRETE BARRIER (PCB) MAY BE ALLOWED AT THE ENGINEER'S DISCRETION. THESE OPENINGS OR BEGINNING SECTIONS THAT ARE CLOSER THAN 20 FEET TO THE TRAVELED WAY ON FREEWAY MAINLINES MUST BE PROTECTED BY A TEMPORARY IMPACT ATTENUATOR. THE TEMPORARY IMPACT ATTENUATOR MUST MEET THE REQUIREMENTS OF NCHRP (NATIONAL COOPERATIVE HIGHWAY RESEARCH PROGRAM) 350 FOR 65 MPH. WHEN USED THE TEMPORARY IMPACT ATTENUATOR SHALL NOT BE LOCATED ANY CLOSER TO THE TRAFFIC THAN THE NORMAL CONCRETE BARRIER OFFSET, AND PREFERABLY AT LEAST 2 FEET FARTHER AWAY. ALL COSTS FOR THE TEMPORARY IMPACT ATTENUATORS SHALL BE INCLUDED UNDER ITEM 614, MAINTAINING TRAFFIC. WARNING SIGNS SHALL BE POSTED WHENEVER TRUCKS ARE ENTERING OR EXITING THE ROADWAY.

CLEAR ZONE

THE CONTRACTOR SHALL NOT STORE ANY MATERIALS OR EQUIPMENT, NOR PERMIT PARKING OF PRIVATE VEHICLES WITHIN 30 FEET OF AN ACTIVE EDGE OF A TRAVELED WAY, UNLESS BEHIND A PORTABLE CONCRETE BARRIER OR PERMANENT GUARD RAIL.