MAINTENANCE OF TRAFFIC

DUE TO ONGOING ROADWAY OPERATIONS, SOME OF THE WORK WILL BE PERFORMED IN STAGES. ALL DEMOLITION, TEMPORARY FACILITIES AND FINAL CONSTRUCTION WORK SHALL BE PERFORMED IN ACCORDANCE WITH ODOT CONSTRUCTION AND MATERIAL SPECIFICATIONS, ODOT SUPPLEMENTAL SPECIFICATIONS AND THE COMMISSION SPECIAL PROVISIONS. THE CONTRACTOR SHALL VERIFY ALL EXISTING CONDITIONS AND DIMENSIONS AT THE SITE.

THE CONTRACTOR WILL BE ALLOWED TO CLOSE LANES IN ACCORDANCE WITH THE COMMISSIONS PERMITTED LANE CLOSURE CHARTS IN ORDER TO COMPLETE THE WIM INSTALLATION WORK. ALL LANE CLOSURES FOR SHORT TERM STATIONARY ZONES SHALL ALSO BE PER THE PERMITTED LANE CLOSURE CHARTS AND SHALL BE PER OTIC STANDARD DRAWING TCR-WORK THAT REQUIRES RESTRICTING TRAFFIC TO A SINGLE LANE SHALL BE ACCOMPLISHED ACCORDANCE WITH SP 104.

DURING STAGE 2 AND 3, THE NUMBER OF LANES THAT ARE TO BE MAINTAINED SHALL BE IN ACCORDANCE WITH THE PERMITTED LANE CLOSURE CHART AS STATED IN THE SPECIFICATIONS AND PLANS. THE CONTRACTOR SHALL STAGE THEIR WORK DURING STAGE 3 SO THE CENTER LANE WILL BE IN ACCORDANCE WITH MT-101.90 WITHIN ONE WORK SHIFT. DROP OFFS THAT REMAIN ADJACENT TO AN OPEN TRAVEL LANE SHALL NOT BE REOPENED TO TRAFFIC UNTIL THE REQUIREMENTS OF ODOT STANDARD CONSTRUCTION DRAWING MT-101.90 IS MET. 1 5/28/21

THE CONTRACTOR'S RESPONSIBILITY TO THE SAFETY OF THE MOTORING PUBLIC WHILE PERFORMING THE REQUIREMENTS OF THIS CONSTRUCTION CONTRACT WITHIN THE PROJECT LIMITS SHALL BE IN ACCORDANCE WITH THESE MAINTENANCE OF TRAFFIC PLANS, SPECIFICATIONS AND SPECIAL PROVISIONS, AND THE CURRENT EDITION, LATEST REVISION, OF THE "OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (OMUTCD)". THIS WORK SHALL BE INCLUDED IN THE LUMP SUM BID FOR ITEM SP 614, MAINTAINING TRAFFIC, AS PER PLAN.

THE CONTRACTOR SHALL BE RESPONSIBLE AT ALL TIMES FOR MAINTAINING ALL TEMPORARY TRAFFIC CONTROL DEVICES REQUIRED FOR THE MAINTENANCE OF TRAFFIC AND SAFETY OF THEIR WORK WITHIN THE WORK AREA OR AS DIRECTED BY THE CHIEF ENGINEER.

THE CONTRACTOR SHALL SCHEDULE THEIR OPERATIONS SO THE NUMBER OF LANES AS INDICATED ON THE MAINTENANCE OF TRAFFIC DRAWINGS, ARE MAINTAINED AT ALL TIMES. NO WORK WILL BE PERMITTED WHICH WILL REDUCE THOSE NUMBERS.

THE CONTRACTOR WILL BE RESPONSIBLE FOR FURNISHING, TRANSPORTING, INSTALLING, MAINTAINING, MOVING AND SUBSEQUENTLY REMOVING THE PORTABLE BARRIER FOR THE VARIOUS STAGES OF THE CONTRACT IN ACCORDANCE WITH SPECIAL PROVISION ITEM SP 622 – PORTABLE BARRIER. ENDS OF THE PORTABLE BARRIER FACING ONCOMING TRAFFIC ARE TO BE FITTED WITH TEMPORARY IMPACT ATTENUATORS. ALL PORTABLE BARRIER MUST BE EQUIPPED WITH BARRIER REFLECTORS AND OTIC SPECIAL – GLARE SCREENS IN ACCORDANCE WITH SP 622. THE PORTABLE BARRIER CAN NOT BE STOCKPILED ON SITE.

THE CONTRACTOR IS RESTRICTED FROM PERFORMING ANY WORK OVERHEAD OF A LANE OPEN TO TRAFFIC.

A CONTINGENCY QUANTITY OF PERMANENT PAVEMENT MARKINGS HAS BEEN INCLUDED IN THE ESTIMATED QUANTITIES FOR USE AS DIRECTED BY THE CHIEF ENGINEER TO RE-STRIPE PAVEMENT MARKINGS THAT ARE OUTSIDE OF THE WORK LIMITS OF THE CONTRACT. START AND END LOCATIONS TO BE DETERMINED BY THE CHIEF ENGINEER PRIOR TO FINAL STRIPING OPERATION. CONTRACTOR SHALL PLAN FINAL STRIPING OPERATION TO INCLUDE THE AREAS OUTSIDE THE LIMITS OF THE PROJECT.

THE CONTRACTOR SHALL USE 4" WHITE/YELLOW TAPE IN PLACE OF PAINT ON THE MAINLINE BRIDGE DECKS.

TRAFFIC IS TO BE MAINTAINED TO AND FROM EXIT 140 IN ACCORDANCE WITH APPLICABLE STANDARD DRAWINGS. MAINTAIN 12' MIN. RAMP LANE WIDTH. FINAL PLACEMENT OF ZONES MAY BE ADJUSTED BY THE CHIEF ENGINEER TO ENSURE SAFE TRAFFIC FLOW IN THE ZONE AND TO/FROM THE EXISTS AND SERVICE PLAZAS.

THE CONTRACTOR SHALL COVER ALL PERMANENT SIGNS, OR PORTIONS THEREOF, AS REQUIRED BY THE PLANS AND/OR AS DIRECTED BY THE CHIEF ENGINEER, INCLUDING ALL SPEED LIMIT SIGNS, THAT MAY CONFLICT WITH TEMPORARY TRAFFIC CONTROL PHASING. SIGN COVERS WILL BE FURNISHED BY THE COMMISSION. THE CONTRACTOR SHALL RETURN THE SIGN COVERS TO THE COMMISSION AT THE END OF THE CONTRACT.

AT PERMITTED TIME, THE CONTRACTOR SHALL COORDINATE WITH THE TCS INTEGRATOR FOR SCHEDULING TCS WORK ITEMS AND SIMULTANEOUS OPERATIONS.

IF THE CONTRACTOR SO ELECTS, THEY MAY SUBMIT IN WRITING ALTERNATE METHODS FOR THE MAINTENANCE OF TRAFFIC, PROVIDED THAT THE INTENT OF THE ABOVE PROVISIONS IS FOLLOWED AND NO ADDITIONAL INCONVENIENCE TO THE TRAVELING PUBLIC RESULTS THEREFROM. THE SUBMISSION SHALL BE MADE AT LEAST 2 WEEKS IN ADVANCE OF THE INTENDED DATE TO IMPLEMENT. NO ALTERNATE PLANS SHALL BE PLACED INTO EFFECT UNTIL APPROVAL HAS BEEN GRANTED IN WRITING BY THE CHIEF ENGINEER.

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

THE CONTRACTOR SHALL PROVIDE, INSTALL, AND MAINTAIN ALL CONSTRUCTION SIGNS, AS INDICATED HEREIN. ALL OTHER TEMPORARY SIGNING, AS REQUIRED, SHALL BE FURNISHED AND INSTALLED BY THE CONTRACTOR. ALL SIGNING WILL BE SUBSEQUENTLY REMOVED BY THE CONTRACTOR AT PROJECT COMPLETION. WHILE CONSTRUCTION IS ONGOING, IF ANY ERECTED SIGN BECOMES DAMAGED DUE TO THE CONSTRUCTION ACTIVITY, THE CONTRACTOR SHALL REPAIR OR REPLACE THE SAME AT THE CONTRACTOR'S OWN EXPENSE. THE CONTRACTOR SHALL REMOVE AND REINSTALL ALL GROUND MOUNTED CONSTRUCTION SIGNS, WARNING LIGHTS AND SIGN SUPPORTS. THE CONTRACTOR SHALL REMOVE AND REINSTALL ALL CONSTRUCTION SIGNS AND WARNING LIGHTS MOUNTED ON TEMPORARY SUPPORTS. ALL OF THIS WORK SHALL BE AS DETAILED IN THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES, ODOT STANDARD CONSTRUCTION DRAWINGS, AND THE COMMISSION STANDARD DRAWINGS.

PAYMENT FOR THE MAINTENANCE OF TRAFFIC ITEMS, UNLESS OTHERWISE SPECIFIED SEPARATELY, SHALL BE PAID FOR UNDER THE LUMP SUM PRICE BID FOR ITEM SP 614 MAINTAINING TRAFFIC, AS PER PLAN WHICH SHALL INCLUDE ALL LABOR, EQUIPMENT, MATERIALS, AND INCIDENTALS REQUIRED TO COMPLETE THE WORK AS DETAILED IN THE PLANS.

SUGGESTED SEQUENCE OF OPERATIONS

THE WORK LIMITS ARE DIVIDED INTO 3 PARTS PER LOCATION:

STAGE 1 – THE REMOVAL AND REPLACEMENT OF THE MEDIAN BARRIER, PLACEMENT OF OVERHEAD SIGN SUPPORT FOUNDATIONS, THE DIRECTIONAL BORE OF THE CONDUIT ACROSS ALL LANES AND PLACEMENT OF JUNCTION BOXES IN THE MEDIAN BARRIER.

STAGE 2 – THE PAVEMENT WORK IN THE LEFT LANE AND LEFT SHOULDER IN BOTH THE EASTBOUND AND WESTBOUND DIRECTIONS.

STAGE 3 – THE PAVEMENT WORK IN THE CENTER AND RIGHT LANE AND RIGHT SHOULDER IN BOTH EASTBOUND AND WESTBOUND DIRECTIONS.

THE CONTRACTOR HAS THE ABILITY TO DO ANY WORK CONCURRENTLY AT EACH LOCATION THAT WILL NOT AFFECT THE MAINLINE AT ANY TIME UNLESS OTHERWISE STATED IN THE NOTES. TRAFFIC TO BE MAINTAINED AT ALL TIMES TO AND FROM ALL TOLL AND SERVICE PLAZAS, WITHIN PROJECT LIMITS, UTILIZING THE APPROPRIATE OTIC STANDARD DRAWINGS.

WHEN TRAFFIC IS SHIFTED, THE SHIFT MOST COMPLY WITH THE COMMISSION STANDARD DRAWING TCR-12.

DUE TO THE NEED TO COORDINATE WITH THE TCS INTEGRATOR, IT MAYBE NEEDED TO REPEAT STAGES 2 AND 3 TO INSTALL ALL THE SAW CUTS, SENSORS AND THE SIGN TRUSSES. THERE IS A POTENTIAL FOR DOWN TIME, THE CONTRACTOR SHALL PLAN AND ACCOUNT FOR THIS AS NO ADDITIONAL COMPENSATION SHALL BE PROVIDED FOR ANY DOWN TIME.

CONSTRUCTION MAY BE PERFORMED IN THE FOLLOWING GENERAL SEQUENCE:

STAGE 1 – MEDIAN BARRIER REMOVAL AND REPLACEMENT

IMPLEMENTATION OF TRAFFIC PATTERN TO CLOSE LEFT LANE AND LEFT/MEDIAN SHOULDER WITH PORTABLE BARRIER TO PERMIT THE REMOVAL AND REPLACEMENT OF THE MEDIAN BARRIER, PLACEMENT OF OVERHEAD SIGN SUPPORT FOUNDATIONS, THE DIRECTIONAL BORE OF THE CONDUIT ACROSS ALL LANES AND PLACEMENT OF JUNCTION BOXES IN THE MEDIAN BARRIER.

REMOVE PORTABLE BARRIER AND INSTALL TEMPORARY TRAFFIC CONTROL FOR FOLLOWING STAGE 2.

STAGE 2 – LEFT LANE AND LEFT SHOULDER WORK

IMPLEMENTATION OF TRAFFIC PATTERN TO CLOSE LEFT LANE AND LEFT/MEDIAN SHOULDER WITH DRUMS TO PERMIT THE MILL AND FILL OPERATIONS AND REMOVE RPM'S. THE SAW CUTTING OF LOOPS AND SENSORS CAN NOT BE CUT UNTIL THE TCS INTEGRATOR IS AVAILABLE. THE TCS INTEGRATOR WON'T BE AVAILABLE UNTIL AFTER THE ROAD WORK DATE PROVIDED IN THE CONSTRUCTION SCHEDULE.

PERFORM PAVEMENT REPAIRS AS NEEDED AND CLEAN AND TACK COAT ALL EXPOSED SURFACES FOR THE AREAS THAT WERE MILLED.

MILL, CLEAN, TACK, AND RESURFACE THE LEFT LANE AND THE LEFT SHOULDER (MEDIAN) TO THE DEPTH SPECIFIED IN THE PLANS. ANY WORK THAT ENCROACHES ON THE CENTER LANE AND REDUCES TRAFFIC DOWN TO A SINGLE LANE SHALL BE PERFORMED IN ACCORDANCE WITH THE REQUIREMENTS OF SP 614. THE CONTRACTOR SHALL NOT SAW CUT LOOPS AND SENSORS PER THE PLANS CAN NOT BE CUT UNTIL THE TCS INTEGRATOR IS AVAILABLE. THE TCS INTEGRATOR WON'T BE ABLE TO BE CUT UNTIL AFTER THE ROAD WORK DATE PROVIDED IN THE CONSTRUCTION SCHEDULE. THE CONTRACTOR SHALL COORDINATE WITH TCS INTEGRATOR FOR INSTALLATION OF LOOPS AND SENSORS.

INSTALL TEMPORARY TRAFFIC CONTROL FOR FOLLOWING STAGE 3.

STAGE 3 – CENTER AND RIGHT LANES AND RIGHT SHOULDER

IMPLEMENTATION OF NEW TRAFFIC PATTERNS WHICH CLOSES RIGHT AND CENTER LANE AND SHIFTS TRAFFIC TO LEFT LANE AND MEDIAN SHOULDER TO PERMIT THE MILL AND FILL OPERATIONS, COMPLETE CONDUIT RUNS AND REMOVE RPM'S OPERATIONS AND REMOVE RPM'S. THE SAW CUTTING OF LOOPS AND SENSORS CAN NOT BE CUT UNTIL THE TCS INTEGRATOR IS AVAILABLE. THE TCS INTEGRATOR WON'T BE ABLE AVAILABLE UNTIL AFTER THE ROAD WORK DATE PROVIDED IN THE CONSTRUCTION SCHEDULE.

REMOVAL OF ASPHALT SURFACE BY MILLING OF RIGHT AND CENTER LANE(S) TO THE DEPTH SPECIFIED IN THE PLANS. PERFORM PAVEMENT REPAIRS AS NEEDED AND CLEAN AND TACK COAT ALL EXPOSED SURFACES FOR THE AREAS THAT WERE MILLED. ASPHALT OVERLAY OF PAVEMENT. ANY WORK THAT ENCROACHES ON THE CENTER LANE AND REDUCES TRAFFIC DOWN TO A SINGLE LANE SHALL BE PERFORMED IN ACCORDANCE WITH THE REQUIREMENTS OF SP 614. THE SURFACE COURSE SHALL BE PAVED FULL WIDTH AT NIGHT AS DESCRIBED IN SP 400 AND PER THE NOTES AND DETAILS IN THE PLANS AND SHALL PERFORM PAVEMENT MARKINGS. THE CONTRACTOR SHALL NOT SAW CUT LOOPS AND SENSORS PER THE PLANS CAN NOT BE CUT UNTIL THE TCS INTEGRATOR IS AVAILABLE. THE TCS INTEGRATOR WON'T BE ABLE TO BE CUT UNTIL AFTER THE ROAD WORK DATE PROVIDED IN THE CONSTRUCTION SCHEDULE. THE CONTRACTOR SHALL COORDINATE WITH TCS INTEGRATOR FOR INSTALLATION OF LOOPS AND SENSORS.

CHECKING PRINT
CHECKED: ____ DATE: ____ CORRECTED: ____ DATE: ____
BACKCHECKED: ____ DATE: ____ APPROVED: ____ DATE: ____

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NO.	REVISIONS	BY	DATE
1	ADDENDUM NO. 1	MAH	5/21
-	-	-	-
-	-	-	-

DESIGNED MJB | CHECKED DRJ
DRAWN MJB | IN CHARGE DRJ

DESIGN AGENCY
ARCADIS
1111 Superior Ave. Ste. 1300
Cleveland, Ohio 44114
(216) 937-2120

OHIO TURNPIKE

OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION

MOT NOTES 1 OF 2
WEIGH IN MOTION

PROJECT 59-21-03
DATE: 4/9/21