

SEQUENCE OF CONSTRUCTION

THE PROJECT SHALL BE CONSTRUCTED IN FOUR STAGES AND EACH STAGE WILL HAVE MULTIPLE PHASES TO COMPLETE. IN GENERAL, THE SIDE ROAD, RAMP AND THE MAINLINE SHALL BE COORDINATED, AS TO MINIMIZE THE INCONVIENCE TO THE MOTORING PUBLIC. ADDITIONAL ROADWAY SHIFT SIGNING, AS REQUIRED BY THE ENGINEER, SHALL BE PER STANDARD CONSTRUCTION DRAWING MT-102.20. EXFILTRATION TRENCHES SHALL NOT BE CONSTRUCTED UNTIL THE CONCRETE BARRIER ADJACENT TO THE TRENCH IS CONSTRUCTED. THE CONTRACTOR IS ABLE TO CONSTRUCT THE NOISE BARRIER C AT ANY TIME UNLESS IT EFFECTS THE MAINTENANCE OF TRAFFIC OF THE MAINLINE. THE CONTRACTOR HAS THE ABILITY TO CONSTRUCT ANY BRIDGE SUBSTRUCTURE WORK THAT WOULD NOT EFFECT THE MAINLINE AT ANY TIME UNLESS OTHERWISE STATED IN THE NOTES. VINE STREET BRIDGE SUBSTRUCTURE WORK SHOULD BE COORDINATED WITH THE ROADWAY WORK.

RAMP CLOSURES

EACH RAMP SHALL BE CLOSED TO ALL TRAFFIC DURING PAVEMENT RECONSTRUCTION AND WIDENING. NO CONSECUTIVE RAMPS IN THE EASTBOUND OR WESTBOUND DIRECTION SHALL BE CLOSED AT THE SAME TIME. PRIOR TO CLOSING THE RAMP, THE CONTRACTOR SHALL PLACE EITHER A FLAT SHEET GROUND MOUNTED SIGN OR A PORTABLE CHANGEABLE MESSAGE SIGN (PCMS) ALONG THE RAMP AT LEAST 3 DAYS IN ADVANCE, INFORMING THE MOTORISTS OF THE PLANNED CLOSURE.

DURING THE TIME PERIOD OF THE RAMP CLOSURE, IF APPLICABLE, THE CONTRACTOR SHALL PLACE THE TEMPORARY PAVEMENT TO TIE THE RAMP TO THE EXISTING OR PROPOSED PAVEMENT AS SHOWN IN THE PLANS.

EACH RAMP SHALL BE CLOSED FOR A DURATION AS PER THE MAINTAINING TRAFFIC (TIME LIMITATION OF DETOUR) NOTE ON SHEET 49 WITH THE EXCEPTION AS STATED BELOW:

- SR 91 EASTBOUND ENTRANCE RAMP SHALL BE CLOSED DURING PM PEAK HOURS DURING STAGE 3.
- VINE STREET WESTBOUND ENTRANCE SHALL BE CLOSED DURING AM PEAK HOURS DURING STAGE 3.
- VINE STREET EXISITNG WESTBOUND ENTRANCE RAMP SHALL BE CLOSED DURING STAGE 1 PHASE B STEPS 1 & 2.
- LOST NATION RAMP A,B,E & F SHALL BE CLOSED DURING STAGE 1 PHASE B STEP 3 AND IN STAGE 2 PHASES C & D.
- LOST NATION RAMP D SHALL BE CLOSED DURING STAGE 1 PHASE B STEP 4 AND IN STAGE 2 PHASES C. DURING STAGE 2 PHASE C THE DURATION OF CLOSURE SHALL NOT EXCEED 1 WEEK FOR TEMPORARY RAMP CONSTRUCTION.

FREEWAY ENTRANCE RAMPS SHALL BE CLOSED AND DETOURED IN ACCORDANCE WITH THE DETOUR PLANS ON SHEETS 175 TO 185 CLOSURES SHALL BE AS PER MT-101.60.

FREEWAY EXIT RAMPS SHALL BE CLOSED AND DETOURED IN ACCORDANCE WITH THE DETOUR PLANS ON SHEETS 175 TO 185 THE RAMP CLOSURES SHALL BE AS PER MT-98.19.

TRAFFIC SIGNAL OPERATION

PROPOSED TRAFFIC SIGNALS SHALL BE OPERATION PRIOR TO THE START OF PRECEDING PHASES.

SPECIAL PROVISION

THE CONTRACTOR SHALL REMOVE THE HIGH MAST TOWERS IN THE VICINITY OF LOST NATION ROAD INTERCHANGE AT THE BEGINNING OF THE PROJECT AND SHALL BE COMPLETED PRIOR TO SETTING UP OF THE WORKZONES ON LOST NATION ROAD AND STATE ROUTE 2.

STAGE 1

PHASE A (SHEETS 92 TO 101)

PHASE A SHALL CONSIST OF SHOULDER RECONSTRUCTION FOR THE ENTIRE PROJECT. FROM STA. 276+00 TO STA. 334+00 THE MEDIAN SHOULDERS FOR BOTH EASTBOUND AND WESTBOUND SHALL BE RECONSTRUCTED AT A WIDTH OF 10' AND THE EXISTING CONCRETE BARRIER SHALL REMAIN. FROM STA. 334+00 TO STA. 345+15, THE CONTRACTOR SHALL REMOVE THE EXISTING MEDAIN BARRIERS, PLACE TEMPORARY PAVEMENT, STRAIGHT FACE BARRIER FOR STEVENS BLVD. AND CSXT RAILROAD OVERPASSES AND PORTABLE CONCRETE BARRIER FOR LATER PHASES OF CONSTRUCTION. THE TWO OUTSIDE SHOULDERS FOR WESTBOUND AND EASTBOUND SHALL BE RECONSTRUCTED FROM STA. 342+26 TO STA. 414+75 TO A TYPICAL WIDTH OF 12'. THE WESTBOUND SHOULDER SHALL BE RECONSTRUCTED TO A TYPICAL WIDTH OF 12' FROM STA. 414+75 TO STA. 521+50.

TRAFFIC SHALL BE MAINTAINED IN ACCORDANCE WITH STANDARD CONSTRUCTION DRAWING MT-95.30 AND SHALL BE PER THE PERMITTED LANE CLOSURE MAP NOTE ON SHEET 48 .

THE CONTRACTOR HAS THE OPTION OF SETTING UP MULTIPLE WORK ZONES FOR SHOULDER RECONSTRUCTION. THE WORK ZONES SHALL BE 1/2 MILE FROM ADJACENT TAPERS.

THE CONTRACTOR SHALL ONLY REMOVE SHOULDERS THAT CAN BE COMPLETED PER DAY AND SHALL BE IN ACCORDANCE WITH THE WORK ZONE DROP OFF SHEET 189.

PHASE A STEPS 1-3

THE CONTRACTOR SHALL CONTACT THE SURROUNDING CITIES AND ODOT TWO WEEKS PRIOR TO CLOSING S.R. 2 TO ONE LANE. THE CONTRACTOR IS LIMITED TO THREE WEEKEND CLOSURES AND SHALL BE AT THE APPROVAL OF ODOT.

PHASE A STEP 1

STEP 1 SHALL DROP ONE LANE AND SHIFT THE REMAINING LANE IN THE WESTBOUND DIRECTION TO THE MEDIAN TO CONSTRUCT THE 8'x5' AND 42" CULVERTS AT STA. 336+05 AND STA. 345+16 AS SHOWN ON SHEETS 102 TO 103 . THIS WORK SHALL BE IN ACCORDANCE WITH THE PERMITTED LANE CLOSURE MAP NOTE ON SHEET 48 . THE CONTRACTOR SHALL CONSTRUCT THE OUTLET END FIRST AND SHALL REQUIRE THE CLOSING OF STEVENS BLVD. FOR ONE WEEKEND. STEVENS BLVD. TRAFFIC SHALL BE MAINTAINED AS PER SHEET 183.

PHASE A STEP 2

STEP 2 SHALL DROP ONE LANE AND SHIFT THE REMAINING LANE TO THE OUTSIDE SHOULDER IN BOTH THE WESTBOUND AND EASTBOUND DIRECTION TO CONSTRUCT THE MIDDLE OF THE 8'x5' AND 42" CULVERTS AT STA. 336+05 AND STA. 345+16. THE CONTRACTOR SHALL ALSO CONSTRUCT THE TRUNK SEWER FROM THE 8'x5' CULVERT TO THE MANHOLE AT STA. 341+75. THE WORK COMPLETED SHALL BE AS PER DRAWINGS 104 TO 106 . THIS WORK SHALL BE IN ACCORDANCE WITH THE PERMITTED LANE CLOSURE MAP NOTE ON SHEET 48 . THE CONTRACTOR COULD CONSTRUCT THE WORK AS STATED IN PHASE A IN THIS AREA CONCURRENTLY.

PHASE A STEP 3

STEP 1 SHALL DROP ONE LANE AND SHIFT THE REMAINING LANE IN THE EASTBOUND DIRECTION TO THE MEDIAN TO CONSTRUCT THE 8'x5' AND 42" CULVERTS AT STA. 336+05 AND STA. 345+16 AS SHOWN ON SHEETS 107 TO 108 . THIS WORK SHALL BE IN ACCORDANCE WITH THE PERMITTED LANE CLOSURE MAP NOTE ON SHEET 48 .

STAGE 1 (CON'T)

STAGE 1 PHASES B-E SHALL BE FROM STA. 420+00 TO STA. 521+50. THIS STAGE SHALL INCLUDE THE EAST 361ST STREET LEFT STRUCTURE, ERIE STREET BRIDGE SUBSTRUCTURE WORK, METRO PARKS RETAINING WALL, LOST NATION ROAD INTERCHANGE, LOST NATION ROAD RAMP D (FROM STA. 376+40 TO THE EXISTING RAMP D WITHOUT AFFECTING TRAFFIC) AND RAMP D BRIDGE, REYNOLDS ROAD INTERCHANGE, CHAGRIN RIVER SUBSTRUCTURE WORK IN THE RIVER, NEWELL CREEK BRIDGE, MAINLINE CULVERTS, TEMPORARY PAVEMENT TO TIE INTO THE EXISTING FROM STA. 510+00 TO 514+50, OTHER TEMPORARY PAVMENT TIE IN WORK AND ALL ITEMS WITH IN THE LIMITS STATED ABOVE SHALL BE COMPLETED.

PHASE B (SHEETS 109 TO 118)

PHASE B SHALL ALSO INCLUDE THE CONSTRUCTION OF THE WESTBOUND MEDIAN PAVEMENT (0' -37' LT AND 0'-13' RT), NEWELL CREEK LEFT STRUCTURE, THE MEDIAN BARRIER (FROM STA. 424+00 TO STA. 446+00, STA. 452+00 TO 478+45, AND STA. 496+00 TO STA. 510+00), ALL THE MEDIAN DRAINAGE AND OUTLETS AND THE CROSS OVER PAVEMENT AT THE BEGINNING AND END OF THE LIMITS OF THIS PHASE.

EASTBOUND TRAFFIC SHALL NOT BE AFFECTED BY THE CONSTRUCTION AND SHALL BE MAINTAINED IN THE EXISTING LANES. WESTBOUND TRAFFIC SHALL BE SHIFTED TO THE OUTSIDE SHOULDER AS PER THE DETAILS ON SHEETS 113 TO 118 .

PHASE B STEP 1

STEP 1 SHALL CONSTRUCT THE EAST 361ST STREET LEFT STRUCTURE FROM 40' LT TO THE OUTSIDE AND PLACE TEMPORARY PAVEMENT TO RAMP TO THE PROPOSED STRUCTURE AT 35 FT. PER INCH AS PER THE DETAILS ON SHEETS 109 AND 110.

PHASE B STEP 2

STEP 2 SHALL CONSTRUCT THE EAST 361ST STREET LEFT STRUCTURE FROM 0' - 40' LT AND PLACE TEMPORARY PAVEMENT TO RAMP TO THE PROPOSED STRUCTURE AT 35 FT. PER INCH AS PER THE DETAILS ON SHEETS 111 AND 112.

LOST NATION ROAD INTERCHANGE (SHEETS 224 TO 231)

THE LOST NATION ROAD INTERCHANGE WORK SHALL INCLUDE THE RECONSTRUCTION AND REALIGNMENT OF LOST NATION ROAD, REPLACEMENT OF THE LOST NATION ROAD BRIDGE, RAMP RECONSTRUCTION AND REALIGNMENT, NEW DRAINAGE, SIGNING AND PAVEMENT MARKING AND SHALL BE COMPLETED IN TWO STEPS. ONE LANE IN EACH DIRECTION ON LOST NATION ROAD SHALL BE MAINTAINED AT ALL TIMES.

S.R. 2 CLOSURES FOR BEAM ERECTION AND REMOVAL SHALL BE PER THE FREEWAY CLOSURE NOTE SHEET 49 .

PHASE B STEP 3

STEP 3 SHALL CONSIST OF CONSTRUCTION OF THE EAST HALF OF LOST NATION ROAD PAVEMENT AND BRIDGE, PORTIONS OF RAMP A, B, E & F AND THE OAK HILL LANE INTERSECTION.

TRAFFIC SHALL BE MAINTAINED ON LOST NATION ROAD BY SHIFTING TRAFFIC TO THE WESTERN SIDE OF THE STREET AS PER THE DETAILS ON SHEETS 224 TO 227. DURING THIS TIME THE TRAFFIC ON OAK HILL LANE SHALL BE MAINTAINED PER THE DETAIL ON SHEET 228 .

STAGE 1 (CON'T)

PHASE B STEP 3 (CON'T)

RAMP CONSTRUCTION DURING THIS PHASE SHALL REQUIRE SHORT TERM CLOSURES FOR RAMPS A, B, E & F. RAMP TRAFFIC SHALL BE DETOURED TO THE ADJACENT INTERCHANGES AS PER THE DETOUR PLAN ON SHEET 179. THE ABOVE MENTIONED RAMPS SHALL BE CONSTRUCTED IN SECTIONS AS PER THE DETAILS ON SHEETS 122 AND 123. THE REMAINING PORTIONS OF THE RAMPS SHALL BE CONSTRUCTED IN STAGE 2 PHASES C & D.

PHASE B STEP 4

STEP 4 SHALL CONSIST OF CONSTRUCTION OF THE WEST HALF OF LOST NATION ROAD PAVEMENT AND BRIDGE, TIE IN RAMP D AND THE REEVES ROAD INTERSECTION.

TRAFFIC SHALL BE MAINTAINED ON LOST NATION ROAD BY SHIFTING TRAFFIC TO THE EASTERN SIDE OF THE STREET AS PER THE DETAILS ON SHEETS 232 TO 235 . DURING THIS TIME THE TRAFFIC ON REEVES ROAD SHALL BE DETOURED AS PER THE DETAILS ON SHEET 187.

RAMP CONSTRUCTION DURING THIS PHASE SHALL REQUIRE SHORT TERM CLOSURES FOR RAMP D. RAMP TRAFFIC SHALL BE DETOURED TO THE ADJACENT INTERCHANGES AS PER THE DETOUR PLAN ON SHEET 179. THE REMAINING PORTION OF THE RAMP SHALL BE CONSTRUCTED IN STAGE 2 PHASE C.

REYNOLDS ROAD INTERCHANGE (SHEETS 236 TO 243)

A MINIMUM OF 3 THRU LANES AND THE LEFT TURN LANE ONTO THE ENTRANCE RAMPS SHALL BE MAINTAINED IN THE INTERCHANGE AREA WITH A ONE LANE CLOSURE ADJACENT TO THE RAMP FOR RAMP RECONSTRUCTION TIE IN WORK. TRAFFIC SHALL BE MAINTAINED AS SHOWN IN THE DETAILED PHASING PLANS.

WIDENING OF REYNOLDS ROAD WILL BE REQUIRED TO ACCOMMODATE RIGHT TURN LANES AT RAMPS I AND N. TRAFFIC SHALL BE MAINTAINED AS SHOWN IN THE DETAILED PHASING PLANS. THE ENTRANCE RAMP WORK AND RIGHT TURN LANE CONSTRUCTION SHALL BE CONSTRUCTED CONCURRENTLY. THE CONTRACTOR SHALL COORDINATE REYNOLDS ROAD CONSTRUCTION WITH RAMPS I, K, N AND O CONSTRUCTION.

PHASE B STEP 5

THE EXISTING LOOPED INTERCHANGE LAYOUT SHALL BE REDESIGNED TO A DIAMOND INTERCHANGE. STEP 5 SHALL BE COORDINATED WITH THE CLOSURE RAMPS K AND N TO REYNOLDS ROAD. STEP 5A SHALL CONSTRUCT RAMP N TIE IN WHILE CLOSING THE NORTHBOUND OUTSIDE THRU LANE. WHEN RAMP N TIE IN CONSTRUCTION ACTIVITIES ARE COMPLETED, THE NORTHBOUND OUTSIDE LANE SHALL BE REOPENED BEFORE STEP 5B CAN BEGIN. STEP 5B SHALL CONSTRUCT RAMP K TIE IN WHILE CLOSING THE SOUTHBOUND OUTSIDE THRU LANE. WHEN RAMP K TIE IN CONSTRUCTION ACTIVITIES ARE COMPLETED, THE SOUTHBOUND OUTSIDE THRU LANE SHALL BE REOPENED BEFORE STEP 6 BEGINS.

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MAINTENANCE OF TRAFFIC GENERAL NOTES

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