

MAINE TURNPIKE AUTHORITY

ADDENDUM NO. 2

CONTRACT 2016.04

MAPLE STREET UNDERPASS BRIDGE (MM 106.0)

**Make the following changes to the bid documents:**

In the Contract Documents, Part 2 – Special Provisions, **REMOVE** Section 652 MAINTENANCE OF TRAFFIC (General) and **REPLACE** with the attached revised Section 652 MAINTENANCE OF TRAFFIC (General).

In the Contract Documents, Part 2 – Special Provisions, **REMOVE** Section 652 MAINTENANCE OF TRAFFIC (Specific Project Maintenance of Traffic Requirements) and **REPLACE** with the attached revised Section 652 MAINTENANCE OF TRAFFIC (Specific Project Maintenance of Traffic Requirements).

**Questions:**

Question 1: Addendum #1, note 6 on sheet S-06 states that concrete barrier shall be used for shoulder closures during pier repairs. It appears looking at the project specific MOT that shoulder closures are not allowed. Will long term shoulder closures be granted for this project?

Response: *Yes, long term shoulder closures will be allowed for this project. The Section 652 Special Provisions for General and for Specific Project Maintenance of Traffic Requirements have been updated to clarify the restrictions on shoulder closures and the difference between a temporary and a long term mainline shoulder closure.*

Question 2: The superstructure typical sections as shown on sheet 43 and detail A show the overhang portion of the deck starting at the bottom of the top flange. Would it be acceptable to construct the overhang per MDOT Standard Details 502(03) Composite Concrete Superstructure Slab?

Response: *No, the deck overhang shall be constructed as shown in the Contract Plans.*

**Attachments**

- Special Provision 652 Maintenance of Traffic (General) (11 pages)
- Special Provision 652 Maintenance of Traffic (Specific Project Maintenance of Traffic Requirements) (3 pages)

Note: The above items shall be considered as part of the bid submittal.

The total number of pages included with this addendum is sixteen (16).

All bidders are requested to acknowledge the receipt of the Addendum No. 1 by signing below and faxing this sheet to Nate Carl, Purchasing Department, (207) 871-7739. Bidders are also required to acknowledge receipt of this Addendum No. 1 on Page P-9 of the bid package.

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Business Name

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Print Name and Title

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Signature

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Date

January 22, 2015

Very truly yours,

MAINE TURNPIKE AUTHORITY

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Purchasing Manager  
Maine Turnpike Authority

SPECIAL PROVISION

SECTION 652

MAINTENANCE OF TRAFFIC

(General)

652.1 Description

The following sentence is added to the second paragraph:

Traffic control devices shall also include portable light towers.

652.2 Materials

The first sentence in the second paragraph is replaced with the following:

Super high intensity retroreflective sheeting ASTM 4956 – Type VII, Type VIII or Type IX (Prismatic) is required for all construction signs. All Construction Series signs that use orange backgrounds shall be fluorescent orange.

652.2.5 Portable Changeable Message Sign

This section is deleted in its entirety and replaced with the following.

Portable-Changeable Message Signs (PCMS) will be furnished by the Contractor and shall be Ver-Mac PCMS-1210 or an approved equal. PCMS's shall be located and relocated to locations approved by the Resident within the Project limits for the duration of the Project.

Features to the Ver-Mac PCMS shall include:

- An all LED display.
- Be legible from a distance of 1,000 feet.
- Have three (3) lines available for messages.
- Be NTCIP compliant (NTCIP 1203 & 1204).
- Be capable of being programmed by a remote computer via a data (IP over Cell) cellular modem connection.
- Have GPS location capability by adding on a GPS device capable of providing GPS location remotely to the MTA Communications' Center.
- Be programmable by Vanguard Software by Daktronics.

The Contractor shall complete and/or provide the following:

- Submit a catalog cut shop drawing to the Resident of all proposed equipment for review and approval.
- Establish and pay for a data cellular account so that PCMS may be remotely programmed and operated from the MTA Communications' Center.

- Provide to the Authority technical support from the PCMS manufacturer that may be necessary to integrate the PCMS into the MTA software platform (Vanguard Software by Daktronics).
- Provide the manufacturer's software necessary to change the PCMS messages remotely from the MTA Communications' Center and the Resident's computer if necessary or requested.
- Provide training on the operation of the PCMS to the Resident and the MTA Communications' Center representative.
- Make all PCMS on the Project work site available to the MTA for any/all emergency situations as defined by the MTA. This shall include the preemption of any messages running at the time of need as approved by the MTA and the Resident.

The Contractor shall also:

- Furnish, operate, relocate and maintain the PCMS as approved by the Resident.
- Be responsible for the day to day programming and operation of the PCMS for Project purposes.

The PCMS(s) shall be on-site, with data cellular account established, GPS location capable, and all training required complete within one month after mobilization or seven days prior to implementing traffic shifts, detours or stoppages, whichever is sooner. Implementation of traffic shifts, detours, or stoppages of traffic will not be allowed without PCMS boards on-site with the specified MTA Communications' Center Software Platform integration and training.

#### 652.3.1 Responsibility of the Department

The first paragraph is deleted and replaced with the following:

The Authority will provide Project specific traffic control requirements and traffic control plans for use by the Contractor. The specific traffic control requirements for the Project are identified in Special Provision Section 652, Maintenance of Traffic (Specific Project Maintenance of Traffic Requirements). No revisions to these requirements or Plans will be permitted unless the Contractor can thoroughly demonstrate an overall benefit to the public and a Contract Modification is approved.

The following sentence is added to the end of this Subsection:

The Maine Turnpike Authority may erect lane closures on the mainline within the Project area to collect survey, provide layout, and for any other reasons deemed necessary by the Resident.

#### 652.3.2 Responsibility of the Contractor

The following paragraph is added:

The Contractor shall ensure all jobsite personnel shall wear a safety vest labeled as ANSI 107-2004 standard performance for Class 3 risk exposures at all times. This requirement also applies to truck drivers and equipment operators when out of an enclosed cab.

652.3.3 Submittal of Traffic Control Plan

The first paragraph is deleted and replaced with the following:

The Contractor shall provide continuous and effective traffic control and management for the Project that is appropriate to the means, methods and sequencing allowed by the Contract; and consistent with the Traffic Control Plans and Maintenance of Traffic Specifications. The Contractor is responsible for ensuring a safe environment for the Contract workforce, local road users, and turnpike users; and maintaining the safe efficient flow of traffic through the construction zone at all times during the Contract. The protocols and requirements outlined in the Contract shall be strictly enforced. The Contractor shall submit, at or before the Preconstruction Meeting, a Traffic Control Plan (TCP) that provides the following information to the Authority:

The information provided to the Authority is modified as stated below:

- (a) The following is added: The emergency contact list shall contain a listing of individuals who may be contacted during non-work hours and shall adequately respond to the request.
- (b) This section is deleted and replaced by the following: Proposed revisions to the construction phasing or sequencing.
- (f) This section is deleted and replaced by the following: A procedure for notifying the Resident of the need to change the traffic control plan or the need to remove a lane restriction.
- (l) The following is added “and or section 656”

The last paragraph is amended by the substitution of the word “Department” with “Authority”.

652.3.4 General

The third paragraph is deleted and replaced by the following:

Vehicles parked on the shoulder shall be located so all portions of the vehicle(s) are a minimum of one foot from the traveled way. No operation (including loading or unloading vehicles) shall be conducted on or near the traveled lanes or shoulders without first setting up the proper lane closure and traffic control devices. These precautions shall be maintained at all times while this Work is being performed. The Contractor shall keep all paved areas of the highway as clear as possible at all times. No materials shall be stored on any paved area of the highway or within 30 feet of the traveled way (unless protected by concrete barriers and specifically approved by the Resident). Private vehicles owned by Contractor’s employees shall be parked close together in a group no closer than 30 feet from the traveled way in pre-approved areas.

The following paragraphs are added:

Maine Turnpike Traffic Control Requirements

This Section outlines the minimum requirements that shall be maintained for working on, over, or adjacent to the Maine Turnpike roadway.

General

Two travel lanes in each direction (each direction being 24 feet wide including/excluding shoulder) in the two lane portion of the turnpike, and three travel lanes in each direction (each direction being 36 feet wide including/excluding shoulder) in the three lane portion of the turnpike (Mile 0.0 to mile 44.3) shall be maintained at all times except while performing work in a designated lane, directly over or adjacent to traffic, and during the placement and removal of traffic control devices.

No lane closures will be allowed during non-working hours, weekends and/or holiday periods unless included in the Contract as long-term traffic control requirement as outlined in Section 652 – Specific Project Maintenance of Traffic Requirements.

Any special signs, barricades or other devices deemed necessary by the Resident shall be furnished and maintained by the Contractor. Extra care shall be taken so that the traffic flow will not be disturbed. The use of construction signs and warning devices not shown on the Plans or in the MUTCD is prohibited unless approved by the Resident

The Contractor's personnel and equipment shall avoid crossing traffic whenever possible. No Contractor's vehicle may slow down or stop in a traffic lane unless said lane has previously been made safe with signs and barricades as required by the Resident.

No vehicle will move onto the traveled way at such a time or in such a manner so as to cause undue concern or danger to traffic approaching from either direction. The Contractor or his employees are not empowered to stop traffic.

The Contractor shall take necessary care at all times, in all operations and use of his equipment, to protect and facilitate traffic. During periods of idleness, the equipment shall not be left in a way to obstruct the traffic artery or to interfere with traffic.

The Contractor shall furnish approved signs reading “Construction Vehicle - Keep Back” to be used on trucks hauling to the Project. The signs shall be a minimum of 30 inch by 60 inch, Black and Orange, and meet construction sign retroreflectivity requirements

All vehicles used on the Project shall be equipped with amber flashing lights, visible from both front and rear, or by means of a single or multiple, approved type, revolving, flashing or strobe lights mounted so as to be visible 360 degrees. Auxiliary lighting shall have sufficient intensity to be visible at 500 feet in normal daylight and a flash rate between 1Hz and 4Hz. The vehicle flashing system shall be in continuous operation while the vehicle is on any part of the project and positioned or mounted in such a way to not be obstructed by vehicle mounted or other equipment. Dump trucks and utility trucks shall have a strobe light mounted on each side of the vehicle.

Failure to correct maintenance of traffic problem within one hour of notification during non-working hours or to respond immediately to a problem during Work hours, shall result in a penalty of \$150.00 per occurrence. The Resident shall be the sole judge as to the time and response.

### Temporary Mainline Lane Closures

A minimum width of 14 feet is required for all lane closures.

A lane closure is required when a danger to the traveling public may exist. The potential of any material falling onto the roadway shall be considered a potential danger. This shall include, but not necessarily be limited to, demolition debris, water, tools, equipment and materials.

A lane closure will be required whenever men or equipment will be present within four feet of a travel lane. Trucks shall be parked at least six (6) feet from the travel lane when being loaded.

The following is a partial list of activities requiring lane closures. Lane closures may be required for other activities as well:

- Removal of trees and chips from the cleared area.
- Construction of stabilized construction entrances prior to the construction of the lane shifts toward the median.
- Installation of stone check dams in existing ditches.
- Full depth sawcut at 37 or 43 feet offset line.
- Paving new travel lane adjacent to active travel lane.
- Loading of trucks within four feet of a travel lane.
- Bridge construction activities adjacent to a travel lane.
- Bridge work directly over traffic or within six feet of a travel lane as measured from the painted pavement marking line or traffic control device. This work includes but is not limited to the following::
  1. Installing and removing shielding
  2. Superstructure demolition
  3. Unbolting structural steel
  4. Removing structural steel
  5. Erecting structural steel or concrete beams
  6. Installing and removing deck and diaphragm forms
  7. Erecting or moving sign panels on bridges
  8. Bolting structural steel
  9. Painting structural steel

When approved by the Resident, Items 3, 6 and 8 may be performed over traffic if a temporary floor is provided between the bottom flanges of the beams.

Lane closures shall be removed if work requiring the lane closure is not ongoing unless included in the Contract as a long term traffic control requirement or approved by the Resident.

Daytime lane closures shall be a maximum of three (3) miles. Only one daytime lane closure will be permitted per direction. Nighttime lane closures may extend through the entire length of the Project.

The lane closure setup may not begin until the beginning time specified. Lane closures that are setup early or that remain in place outside of the approved period shall be subject to a lane

rental fee of \$500 per five minutes for every five minutes outside of the approved time. The installation of the construction signs will be considered setting up the lane closure. Removal of the last construction sign will be considered the removal of a lane closure. Construction signs shall be installed immediately prior to the start of the lane closure and shall be promptly removed when no longer required. The installation and removal of a lane closure including signs, channelizing devices and arrow boards shall be a continuous operation. The Authority reserves the right to order removal of an approved lane closure.

The Authority desires to minimize the number of daytime lane closures and the number of times that a complete stoppage of traffic is required. The Contractor is encouraged to schedule work so that the interference with the flow of traffic will be minimized. Lane closures will not be allowed until traffic associated with complete stoppages of traffic has cleared. Complete stoppages of traffic or lane closures may not be allowed on a particular day if another complete stoppage of traffic has been previously approved for another project.

The Resident is required to receive approval from the Maine Turnpike Authority for all lane closures. The request shall be submitted to the Authority by the Resident at least two (2) working days prior to the day of the requested lane closure. All requests must be received by 12:00 p.m. to be considered as received on that day. Requests received after 12:00 p.m. shall be considered as received the following day. The Contractor shall plan the work accordingly.

#### Temporary Mainline Shoulder Closures

Temporary shoulder closures are defined as shoulder closures that are used on a daily basis for not more than three (3) consecutive days. Temporary shoulder closures are anticipated at locations where Contractor access to the mainline is required.

Temporary shoulder closures with plastic drums shall be removed at the end of the workday. Temporary shoulder closures with plastic drums will not be allowed during periods of inclement weather as determined by the Authority.

#### Long Term Mainline Shoulder Closures

Long term shoulder closures are defined as shoulder closures that are required at the same location for three (3) days or longer. Long term shoulder closures are anticipated at locations where the Contractor will establish scaffolding adjacent to the bridge piers to perform pier rehabilitation.

Long term shoulder closures shall include temporary concrete barrier to isolate the work area from the traveled way. The Contractor shall not establish a long term shoulder closure on the left shoulder and right shoulder of the same roadway direction simultaneously.

The location (limits) of long term shoulder closures with concrete barrier are shown on the Plans. The barrier must be placed prior to the start of the work requiring concrete barrier and shall remain in place until the work activity is complete.

#### Work Requiring Complete Stoppages of Traffic

The following is a partial list of activities requiring complete stoppages of traffic. Complete stoppages of traffic may be required for other activities as well:

- Blasting of ledge.
- Erection or removal of structural steel or bridge beams.
- Moving of heavy or slow equipment across or on the travel lanes (stoppage less than five minutes).
- Erection or removal of overhead signs or sign bridges.

State Police will be used to stop traffic. Cost for State Police will be the responsibility of the Authority. The times requested for trooper assisted equipment moves by on-duty troopers cannot be guaranteed. The MTA will not be held responsible for any delays or costs associated with the delay, postponement or cancellation of an on-duty trooper assisted equipment move

#### Blasting of Ledge

The maximum time for which traffic may be stopped for blasting at any single time shall be eight (8) minutes. The duration shall be measured as the time between the time the last car passes the Resident until the time the Resident determines that all travel lanes are cleared of blast debris. If, due to the throw of rock onto the highway or other blasting related activities, traffic is stopped for more than eight minutes, the Contractor shall pay a penalty of \$500.00 per minute for every minute traffic is stopped in each roadway (northbound or southbound), in excess of the eight minute limit. Total penalty shall be deducted from the next pay estimate.

#### The Erection or Removal of Structural Steel

A Traffic shall be stopped and may be held for periods of up to 25 minutes during these operations. Before the roadway is reopened, all materials shall be secured so they will not endanger traffic passing underneath.

The Contractor will reimburse the Authority at the rate of \$2,500.00 per five-minute period for each roadway (northbound and southbound), in excess of the 25 minutes limit. Total penalty shall be deducted from the next pay estimate.

#### Equipment Moves

The complete stoppage of traffic for an equipment move (including delivery of materials to the median) will be considered for approval if the action can not reasonably be completed with the erection of a lane closure. Contractor shall be responsible for the installation of Signs CS-3, "Expect Stopped Traffic" and Signs W3-4 "Be Prepared to Stop", in accordance with the Single Lane Closure Detail immediately prior to the equipment move. These signs shall be covered when not applicable.

The maximum time for which traffic may be stopped and held for an equipment move at any single time shall be five (5) minutes. The duration shall be measured as the time between the time the last car passes the Resident until the time the Resident determines that all travel lanes are clear. The traffic shall only be stopped for the minimum period of time required to complete the approved activity. The Contractor shall reimburse the Authority at a rate of \$500 per minute for each minute in excess of the five-minute allowance.

Unapproved movement of equipment or materials across the travel lanes shall be considered a violation of the Maintenance of Traffic Requirements and is subject to a minimum fine of \$500 per occurrence with an additional \$500 per minute thereafter.

#### Request for Complete Stoppage of Traffic

A request for a complete stoppage of traffic must be submitted to the Resident for approval. The Resident is required to receive approval from the Maine Turnpike Authority for all stoppages. The request shall be submitted to the Authority by the Resident at least five (5) working days prior to the day of the requested stoppage of traffic and two (2) days for a stoppage less than five minutes. All requests must be received by 12:00 p.m. noon to be considered as received on that day. Requests received after 12:00 p.m. shall be considered as received the following day. The Contractor shall plan the work accordingly.

#### 652.3.5 Installation of Traffic Control Devices

The following paragraph is added after paragraph 2:

The bottom of mainline and ramp traffic control signs intending to remain longer than 3 days, except as provided in 2009 MUTCD Section 6F.03 paragraph 12, shall be mounted 5 feet or greater above the edge of pavement on posts or portable sign supports.

The following is added to the end of the fourth paragraph:

NHCRP 350 tested drums with tire sidewall ballasts are acceptable. During winter periods, drums shall be placed on the grass shoulder or removed from the roadway so winter maintenance operations will not be impacted. This requires the placement of drums behind the median guardrail. Drums shall not be placed on snow banks.

The following is added to the end of this Subsection:

The Contractor is required to cover all existing signs, including regulatory and warning signs, within the Work zone which may conflict with the proposed construction signs. The Contractor is also required to cover all permanent construction signs when they conflict with a daily traffic control setup. The method of covering existing signs must be approved by the Resident. The use of adhesives on the sign face is prohibited.

#### Short-Term or Work Hour Speed

A short-term or work hour speed (Fines Doubled) is a regulatory speed limit that indicates the maximum legal speed through a work zone which is lower than the normal posted speed. The speed limit shall be displayed by black on white speed limit signs in conjunction with a black on orange "Work Zone" plate. Speed limit signs shall be installed at each mile within the work zone. Any existing regulatory speed limit signs within the reduced speed zone shall be covered once the reduced speed signs have been erected.

Two orange fluorescent flags shall be attached to all speed limit signs that are uncovered for a period of time exceeding one week. This work shall be incidental. Signs that are covered and uncovered on a regular basis are not required to have the supplemental flags.

The reduced speed limit signs shall be used when workers are adjacent to traffic, when indicated on Maintenance of Traffic Control Plans provided or other times as approved by the Resident.

The signs shall be covered or removed when not applicable. The covering and uncovering of signs shall be included for payment under Maintenance of Traffic. Signs relating to reduced speed shall be installed in accordance with the details. The Contractor shall note that signs installed behind concrete barrier in the outside shoulder are required to be clearly visible to all drivers at all times

#### Lane Closure Installation and Removal Procedure

The Contractor will follow the following procedures when closing any travel lanes on the turnpike roadways:

1. The sign package shall be erected starting with the first sign and proceeding to the start of the taper. The sign crew shall erect signs with the vehicle within the outside shoulder;
2. Position the arrow board with the proper arrow at the beginning of the taper; and,
3. When arrow board is in place, continue with the drums/cones to secure the work area.

To dismantle the lane closure, start with last drums/cone placed and work in reverse order until all the drums are removed. The arrow board which was installed first shall be the final traffic control device removed, excluding the sign package. The remaining sign package shall be picked-up starting with the first sign placed and continuing in the direction of traffic and with the vehicle in the outside shoulder.

#### 652.3.6 Traffic Control

The first sentence of the first paragraph is deleted and replaced with the following:

The minimum roadway width for local road one-way and two-way traffic, and minimum number of lanes and lane widths for the Maine Turnpike, are identified on the Project's traffic control plans and/or in Special Provision Section 652, Maintenance of Traffic (Specific Project Maintenance of Traffic).

The last sentence of the third paragraph is deleted and not replaced.

#### 652.41 Traffic Officers

The first paragraph is deleted and replaced with the following:

Local road traffic officers, if required, shall be uniformed police officers. State Police officers and vehicles shall be used to warn and stop traffic on the Maine Turnpike. All State Police shall be scheduled through the Maine Turnpike Authority. The Authority will make payment for the State Police officers and vehicles directly to the State Police.

The Contractor will not be entitled to additional compensation if scheduled Work is not completed due to the unavailability of State Police.

#### 652.6.2 Night Work

Paragraph 4 is revised to read as follows:

The Contractor shall submit a lighting plan prior to any night work for review showing the type and location of lights to be used for night work. The Resident may require modifications be made to the lighting set up in actual field conditions.

The final sentence of paragraph 12 is revised to read as follows:

The signs shall be a minimum of 30 inches by 60 inches, Black and Orange, with reflective sheeting meeting the material requirements of this Special Provision.

The following section is added:

#### 652.6.3 Traffic Coordinator and Personnel

The Contractor shall submit to the Resident for approval a list of traffic control personnel assigned to the Project including qualifications, certifications and experience.

The Traffic Coordinator duties shall include, but are not necessarily limited to:

- a. Developing, in conjunction with the Resident and Project superintendent, a traffic control program for the days' work activities which will facilitate traffic in a safe and efficient manner;
- b. Insure that all traffic control implements (signs, arrow boards, barrels, etc.) are on-site so the traffic program can be implemented effectively;
- c. Insure a safe and effective setup or take-down of all signing implements to least impact the traveling motorist; and,
- d. Working knowledge of construction signing/traffic control requirements in conformance with the latest issued Manual on Uniform Traffic Control Devices.

#### 652.7 Method of Measurement

The following is added to the end of the second paragraph:

The number and locations of Flaggers will be determined by the Resident. Flaggers used during the Contract, for the convenience of the Contractor, will not be measured separately for payment, but shall be incidental to the various pay items. The Authority will make payment for the State Police officers and vehicles directly to the State Police when utilized for mainline traffic control activities. State Police escorts, if required to move oversize material or equipment loads to the jobsite, will not be paid separately, but shall be incidental to the various pay items.

652.8 Basis of Payment

The following paragraphs are added:

The accepted quantity of PCMS will be paid for at the Contract unit price each. This price shall be full compensation for furnishing, relocating, maintaining and removing the PCMS. The price also includes all costs associated with setting-up and paying for a data cellular account, technical support, training and any costs associated with the GPS location device.

Progress payment of each PCMS shall be pro-rated over the duration of the Contract. Contract duration shall be from the specified Contract start date to substantial completion or Contract completion, whichever is sooner.

For a PCMS that fails to operate when required, the Contractor will be given 24-hours to repair or replace the PCMS. For periods longer than 24-hours, payment will be reduced based on the pro-rated time that the PCMS is out of service.

SPECIAL PROVISION

SECTION 652

MAINTENANCE OF TRAFFIC

(Specific Project Maintenance of Traffic Requirements)

This Specification describes the specific project maintenance of traffic requirements for this Project.

The following minimum traffic requirements shall be maintained. These requirements may be adjusted based on the traffic volume when authorized by the Authority.

Maple Street Traffic Control Requirements

Maple Street will be closed to through traffic between Smith Road and Route 201 (Water Street). The Contractor shall coordinate directly with the Authority for acceptable road closure dates. The Contractor shall notify the Resident/Authority two weeks prior to the closure. A temporary detour shall be established and maintained at all times in accordance with the detour plan shown in the Plans. The detour route begins at the Maple Street bridge over the Maine Turnpike, proceeding west to Smith Road; following Smith Road to Litchfield Road; following Litchfield Road across the Turnpike to Middle Street; following Middle Street to Central Street to Water Street; following Water Street south back to Maple Street on the east side of the Turnpike. The Resident/Inspector shall notify the Towns of Farmingdale and Hallowell prior to closing Maple Street at the Turnpike.

Maine Turnpike Traffic Control Requirements

This Section outlines the minimum requirements that shall be maintained for work on, over, or adjacent to the Maine Turnpike roadway. Operations are allowed as outlined below:

<b>Mainline Northbound</b> <b>February 1, 2016 to June 24, 2016</b> <b>September 12, 2016 to November 18, 2016</b>					
		<b>Erection and Removal of Bridge Beams</b>	<b>Equipment Moves</b>	<b>Temporary Lane Closures</b>	<b>Temporary Shoulder Closures *</b>
Days of Week:	Monday through Thursday				
Time of Day:	9:00 a.m. to 3:00 p.m.		Allowed	Allowed	Allowed
Days of Week:	Sunday night through Friday morning				
Time of Day:	6:00 p.m. to 6:30 a.m. following day		Allowed	Allowed	Allowed
Time of Day:	10:00 p.m. to 5:00 a.m. following day	Allowed	Allowed	Allowed	Allowed
Day of Week:	Friday (except June 3, 2016 to October 21, 2016)				
Time of Day:	9:00 a.m. to 3:00 p.m.		Allowed	Allowed	Allowed

<b>Mainline Southbound</b> <b>February 1, 2016 to June 24, 2016</b> <b>September 12, 2016 to November 18, 2016</b>					
		<b>Erection and Removal of Bridge Beams</b>	<b>Equipment Moves</b>	<b>Temporary Lane Closures</b>	<b>Temporary Shoulder Closures *</b>
Days of Week:	Sunday night through Friday morning				
Time of Day:	6:00 p.m. to 3:00 p.m. following day		Allowed	Allowed	Allowed
Time of Day:	10:00 p.m. to 5:00 a.m. following day	Allowed	Allowed	Allowed	Allowed
Day of Week:	Friday (except June 3, 2016 to October 21, 2016)				
Time of Day:	Midnight to 2:00 p.m.		Allowed	Allowed	Allowed

<b>Mainline Northbound June 27, 2016 to September 9, 2016</b>					
		<b>Erection and Removal of Bridge Beams</b>	<b>Equipment Moves</b>	<b>Temporary Lane Closures</b>	<b>Temporary Shoulder Closures *</b>
Days of Week:	Sunday night through Friday morning				
Time of Day:	8:00 p.m. to 6:30 a.m. following day		Allowed	Allowed	Allowed
Time of Day:	10:00 p.m. to 5:00 a.m. following day	Allowed	Allowed	Allowed	Allowed

<b>Mainline Southbound June 27, 2016 to September 9, 2016</b>					
		<b>Erection and Removal of Bridge Beams</b>	<b>Equipment Moves</b>	<b>Temporary Lane Closures</b>	<b>Temporary Shoulder Closures *</b>
Days of Week:	Sunday night through Friday morning				
Time of Day:	7:00 p.m. to 8:00 a.m. following day		Allowed	Allowed	Allowed
Time of Day:	10:00 p.m. to 5:00 a.m. following day	Allowed	Allowed	Allowed	Allowed

\* Temporary mainline shoulder closures (daily shoulder closures that are removed at the end of each workday) will be allowed as shown in the Table. Long term mainline shoulder closures will be allowed at any time during the project execution (24 hours per day, 7 days per week). The Contractor shall not establish a long term shoulder closure on the left shoulder and right shoulder of the same roadway direction simultaneously.