

**2025 INDOT  
Highway Design Conference -  
Maintenance of Traffic – The Phase  
Between the Phase**

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# Who am I?

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- Currently a General Superintendent for Rieth-Riley.
- Previous experience in Estimating as well as Project Management on various Interstate and Alternative Delivery Projects.
- 16 Years of Experience in Horizontal Construction





Today's Goal

# What is the Phase between the Phase?

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- Complex Maintenance of Traffic plans have a period between the phases detailed on paper that need to be completed prior to switching into the next phase.
- Work to identify the locations where there will be conflict points that Contractors will encounter when they are switching from one phase to the next so they can be designed prior to the letting.

# Why is it important?

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- Maintenance of Traffic plans show where traffic will be while building a phase, but it is hard to detail what happens to get into that next phase.
- Understanding that something must happen will help the Contractors know how to get into the next phase with out guessing at bid time.



# Where, What, When, How?

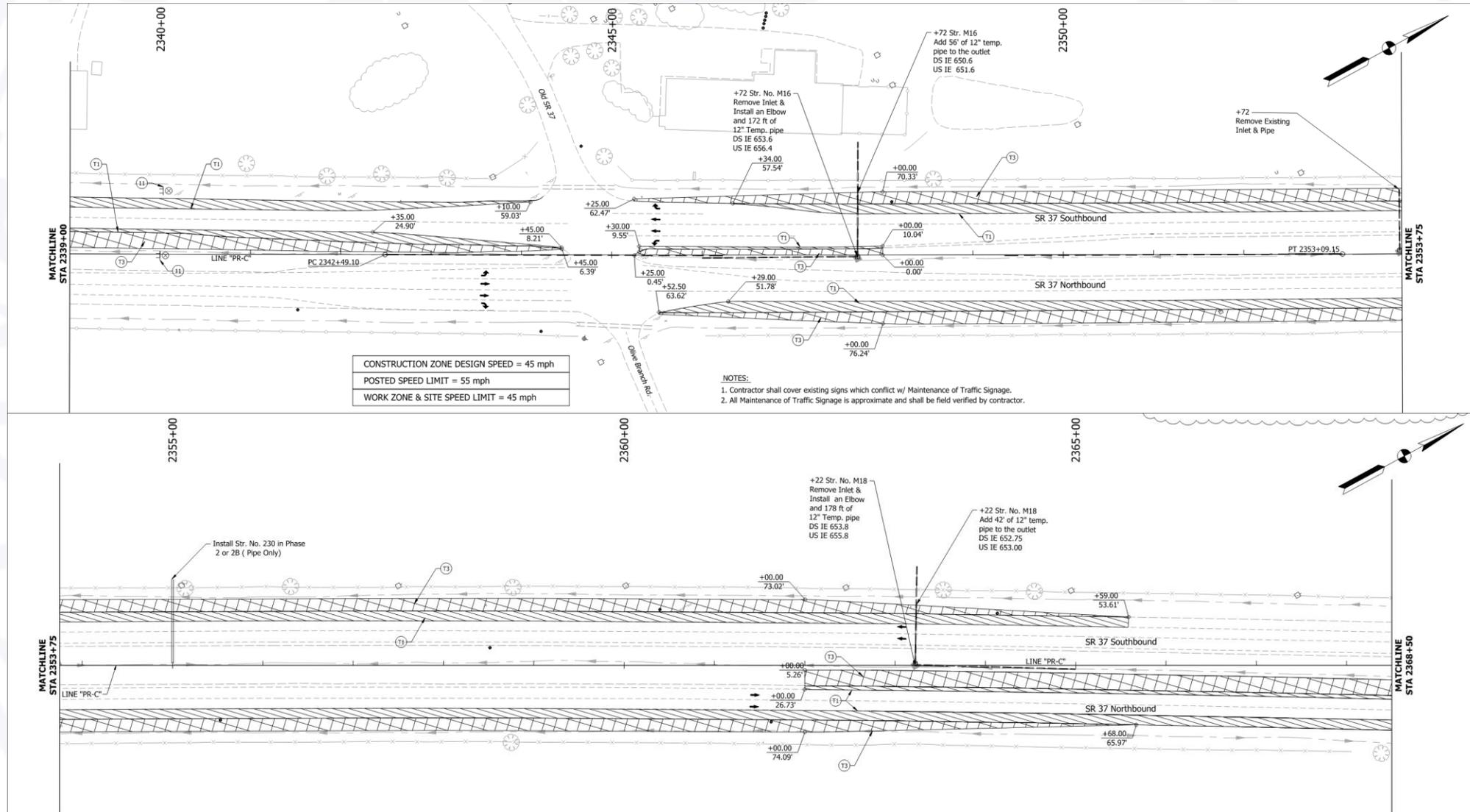
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- Where is the traveling public?
  - Do they need moved between phases?
- What must happen between phases?
  - Temporary Barrier Wall, Temporary Pavement
- When will the switch happen?
  - Same day, multiple day switch or in some cases a couple weeks
- How do we get traffic moved between phases?



# Case Study

# Phase 2

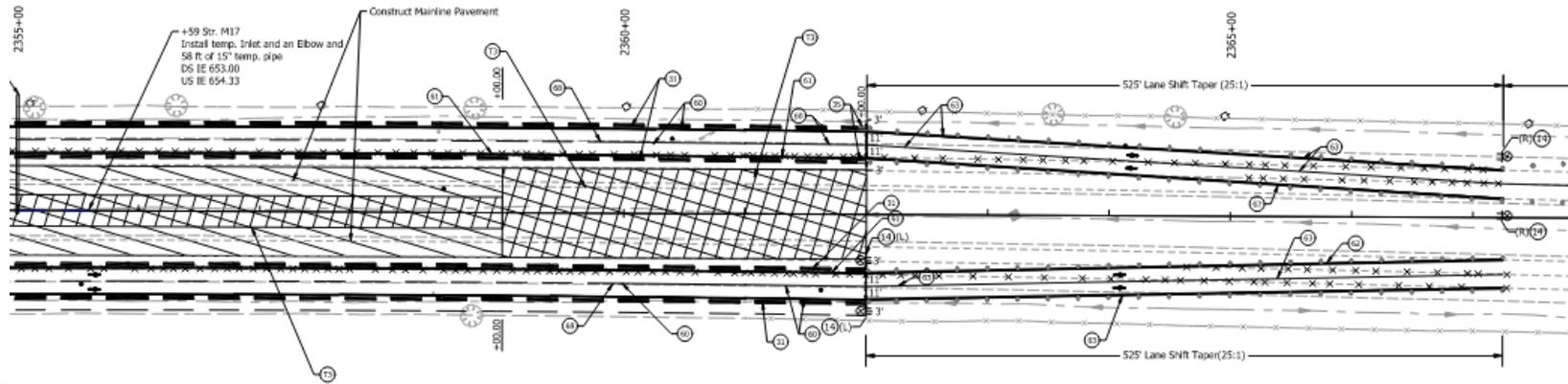
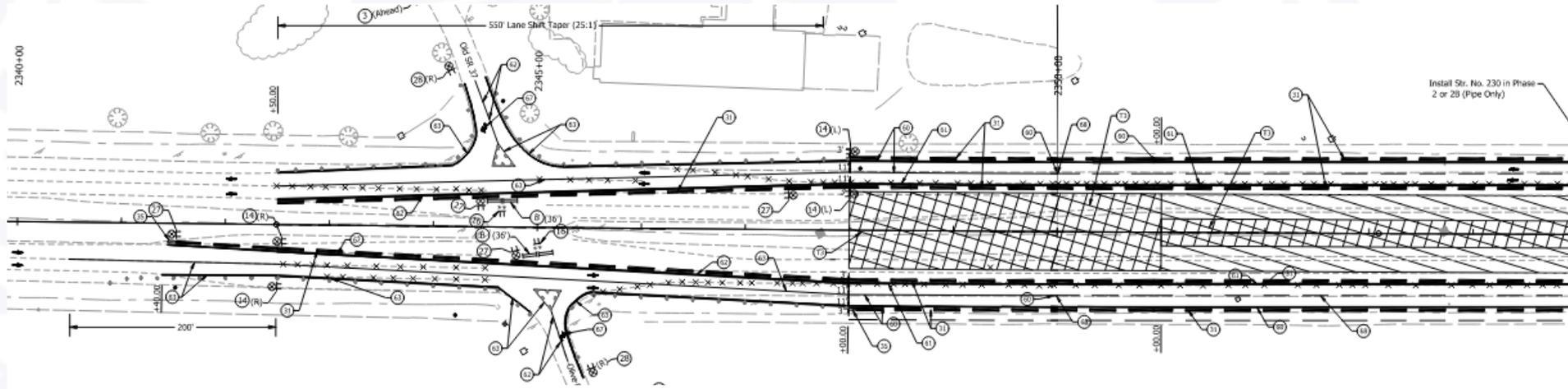


# Phase 2

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- Temporary HMA Widening and shoulder strengthening
- Day work behind barrels
- Nightly Lane Closures to install temporary surface

# Phase 2A



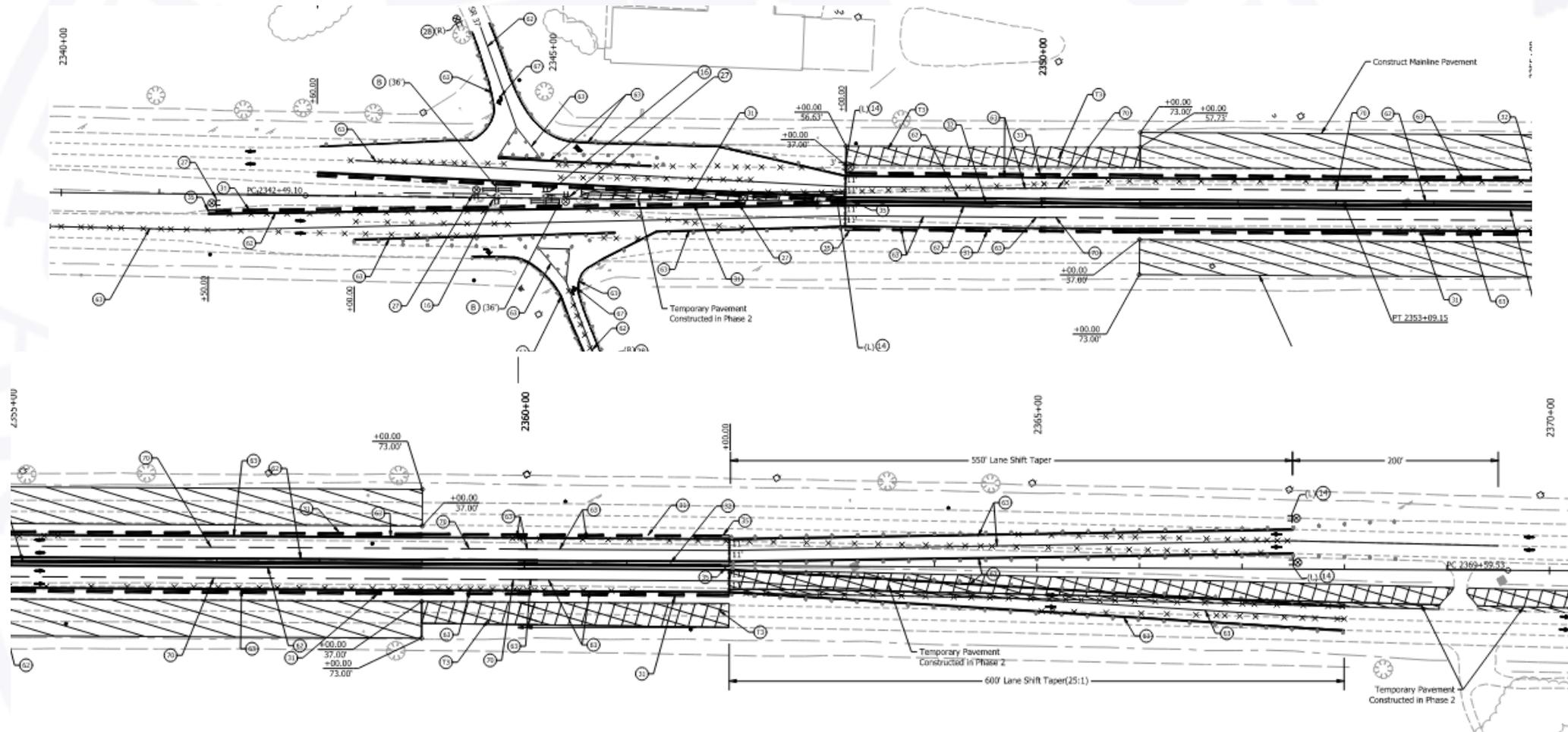
# Phase 2A

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- Shift traffic to temporary HMA pavement
- Construct permanent PCCP inside lane and inside shoulder
- Construct temporary HMA pavement between shoulders
- Added median drainage



# Phase 2B



# Phase 2B

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- Shift traffic to permanent PCCP inside lane and temporary HMA pavement median
- Construct permanent PCCP middle and outside lanes and outside shoulder

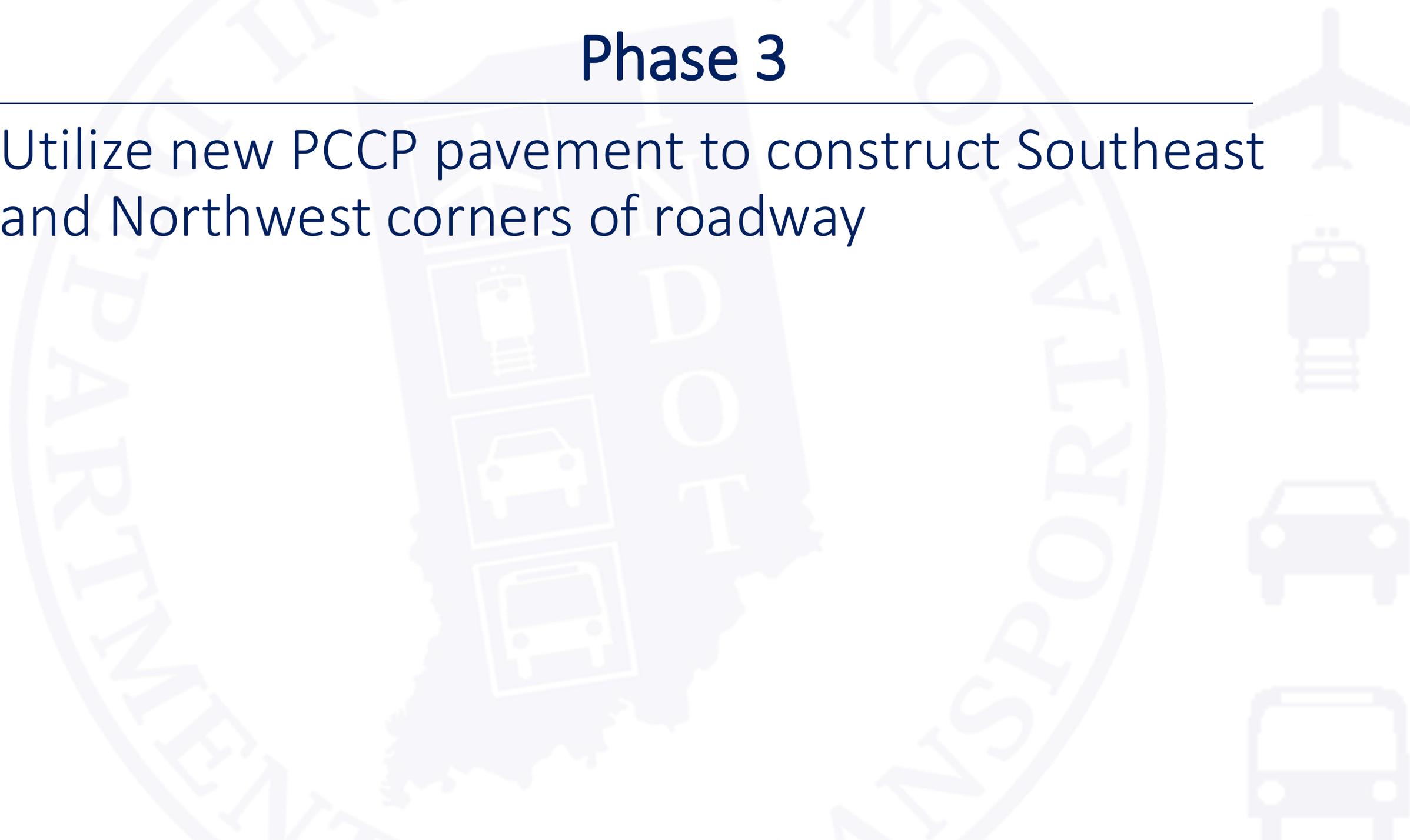




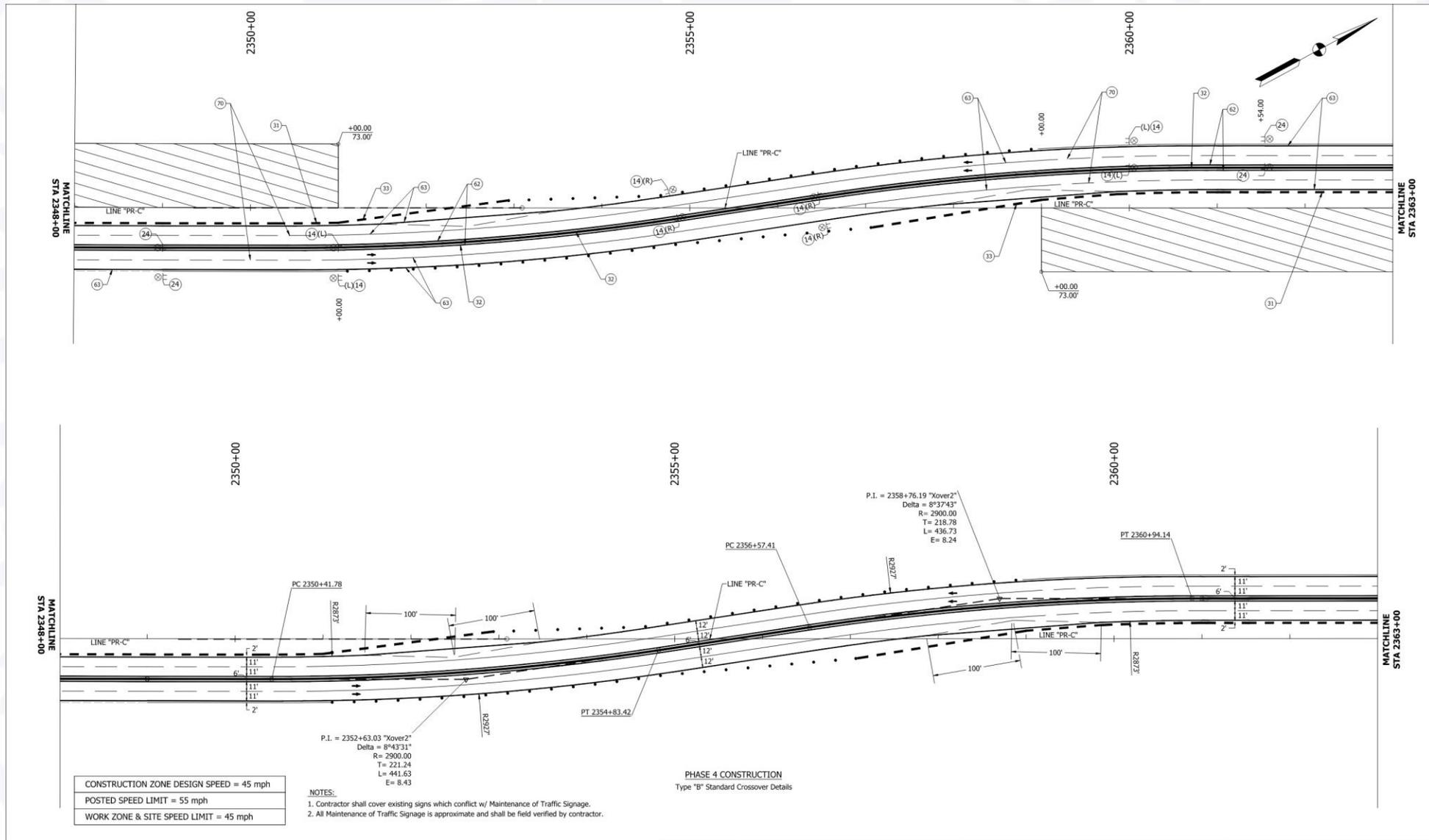
# Phase 3

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- Utilize new PCCP pavement to construct Southeast and Northwest corners of roadway



# Phase 4

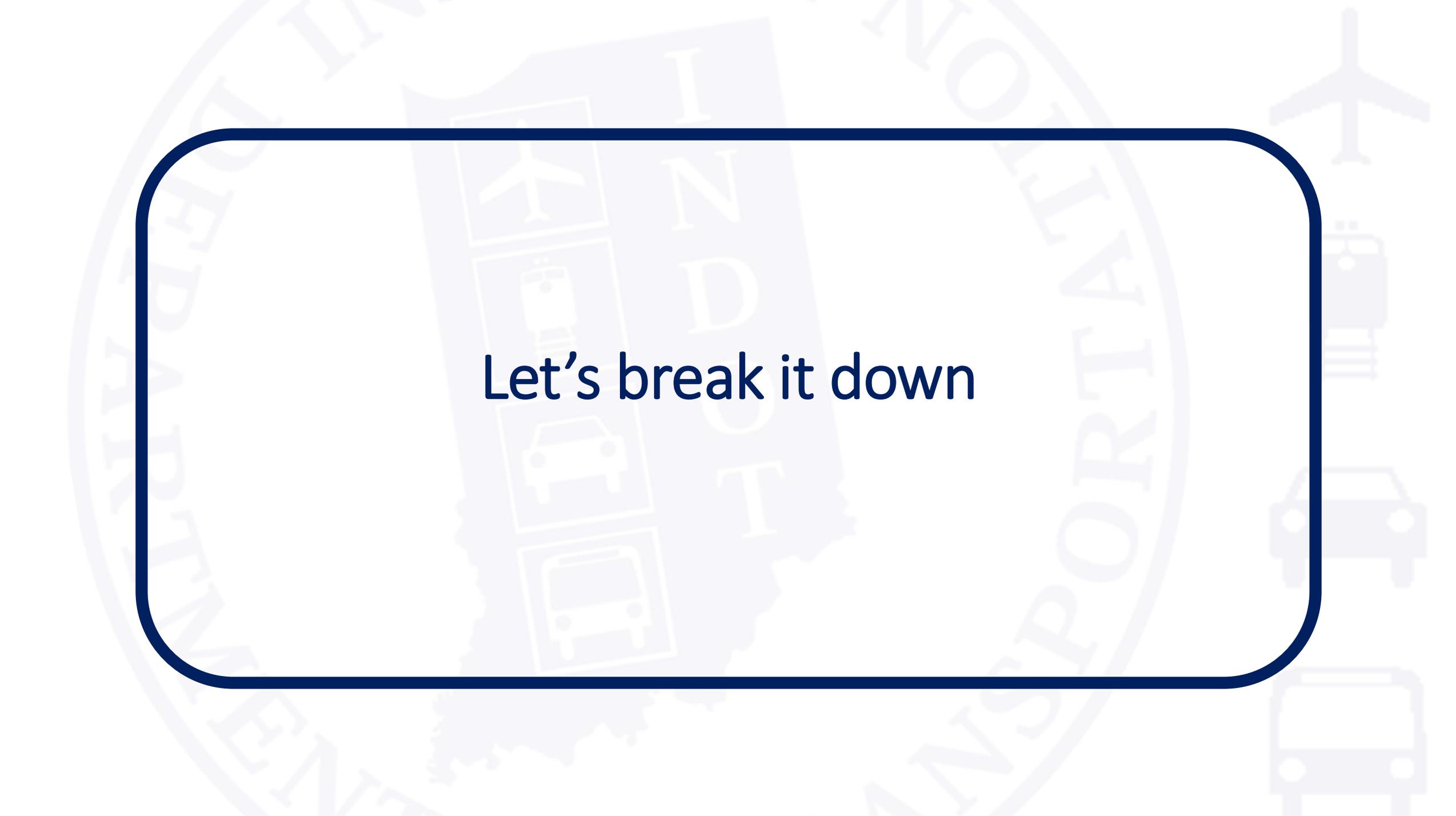


# Phase 4

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- Utilize new PCCP pavement to construct Southwest and Northeast corners of roadway

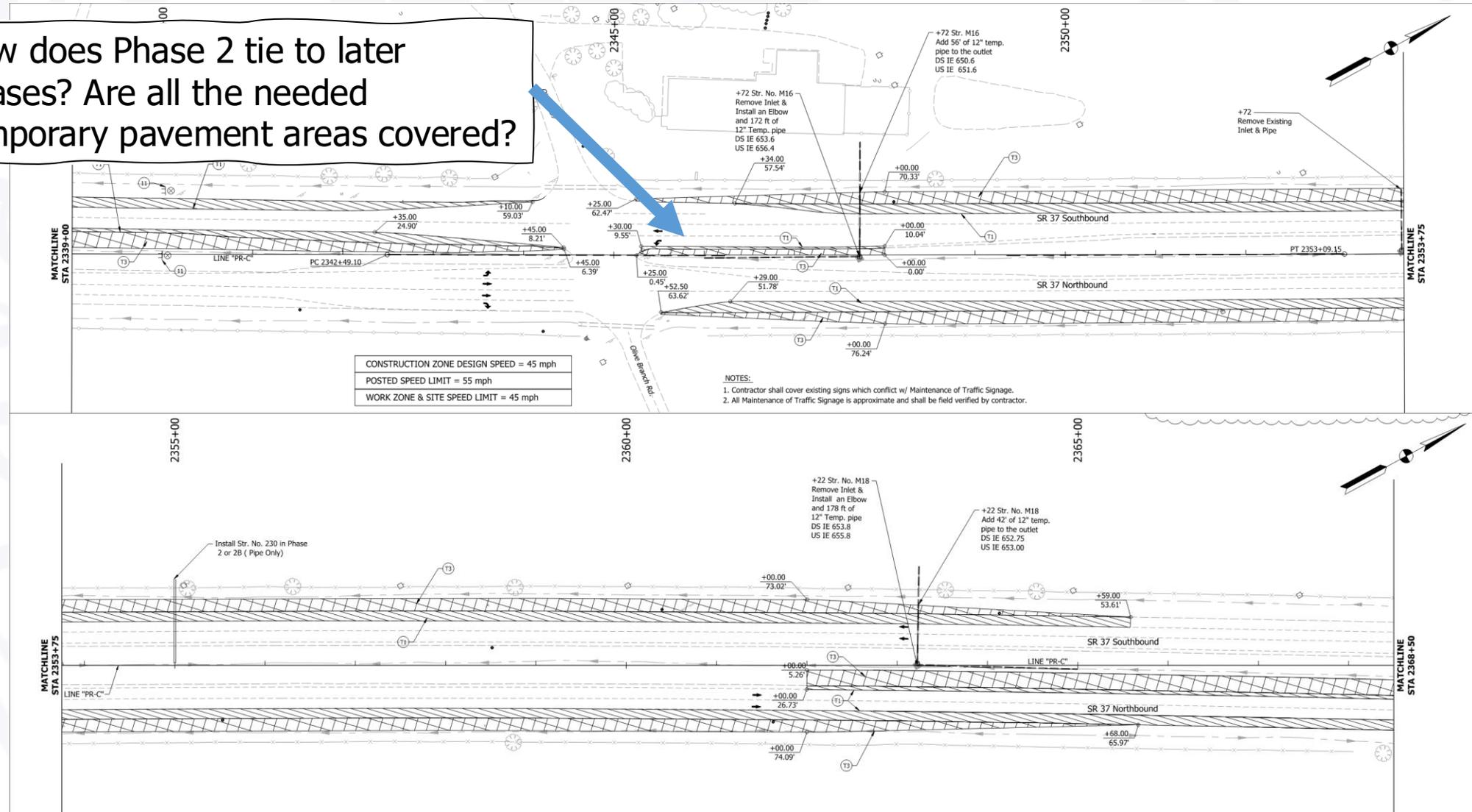




Let's break it down

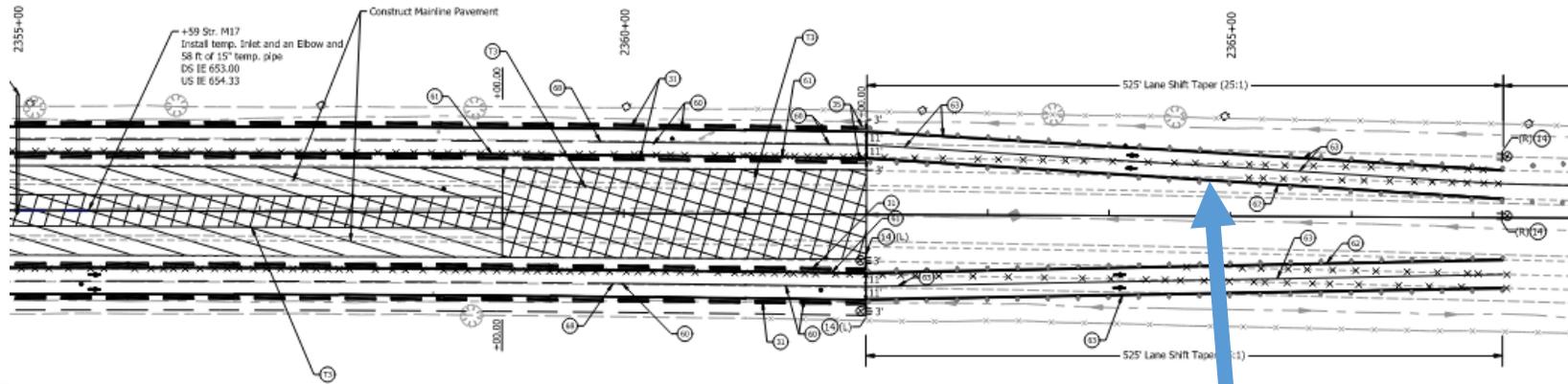
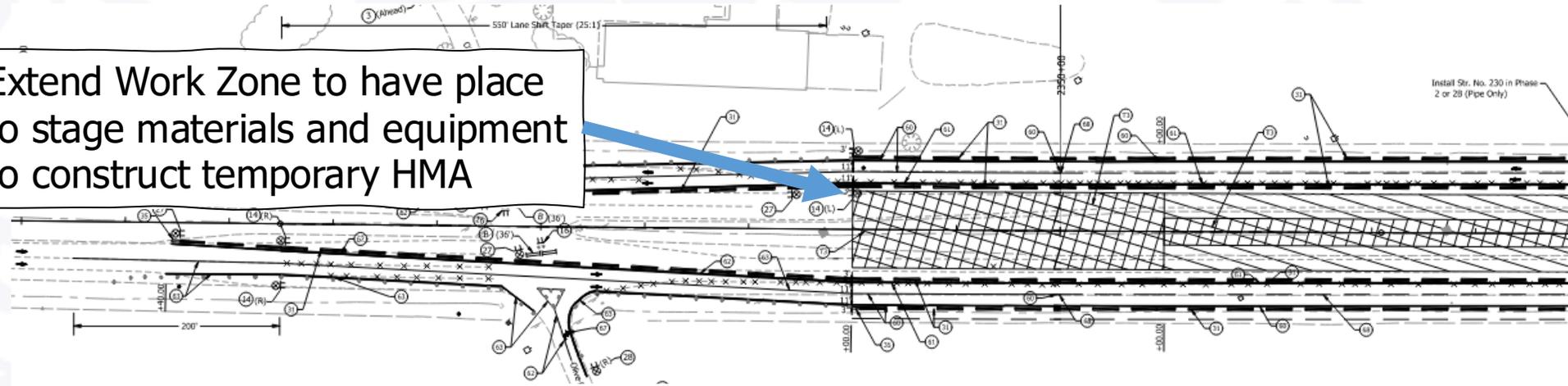
# Phase 2

How does Phase 2 tie to later phases? Are all the needed temporary pavement areas covered?



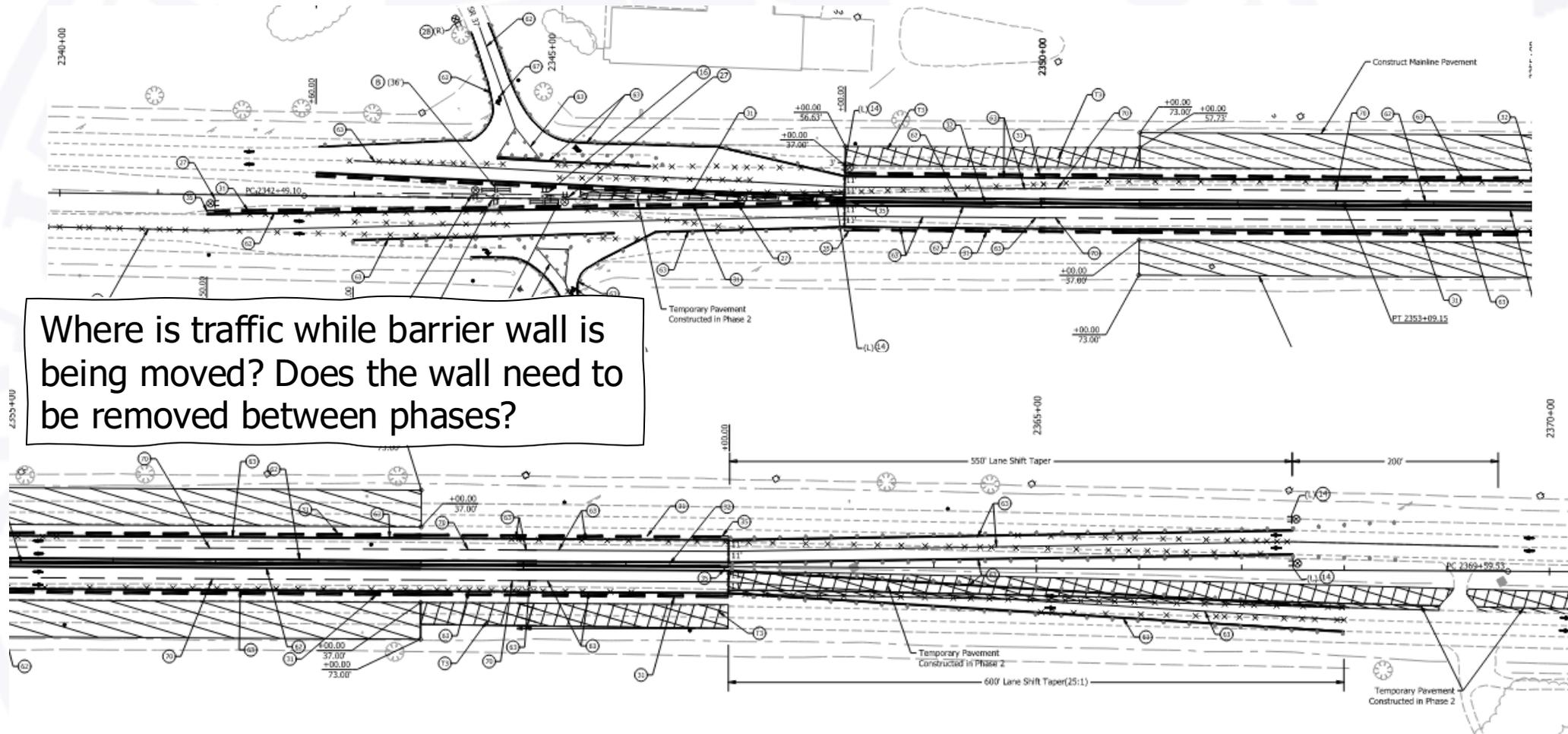
# Phase 2A

Extend Work Zone to have place to stage materials and equipment to construct temporary HMA

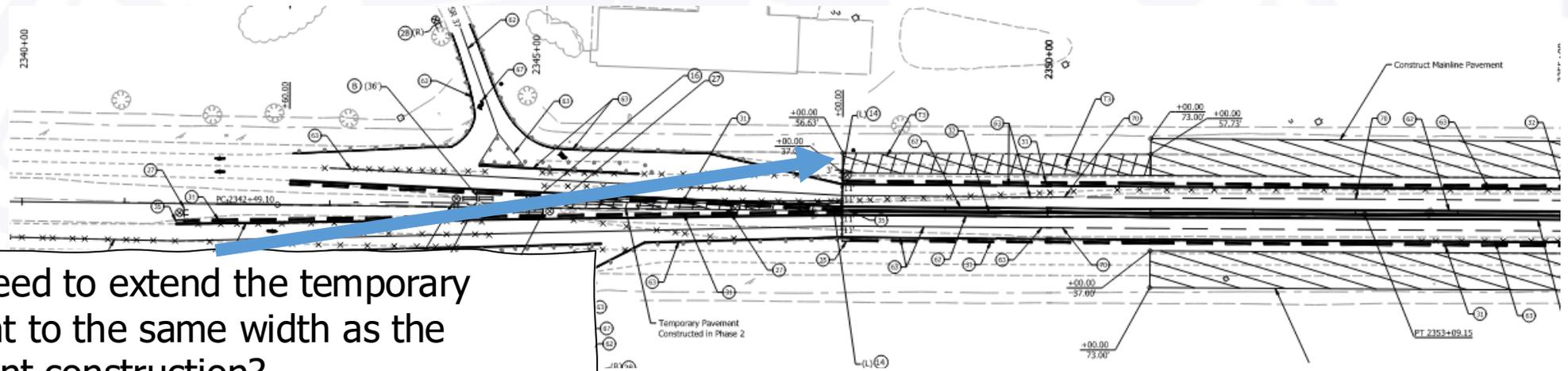


Carry barrier wall along lane shifts

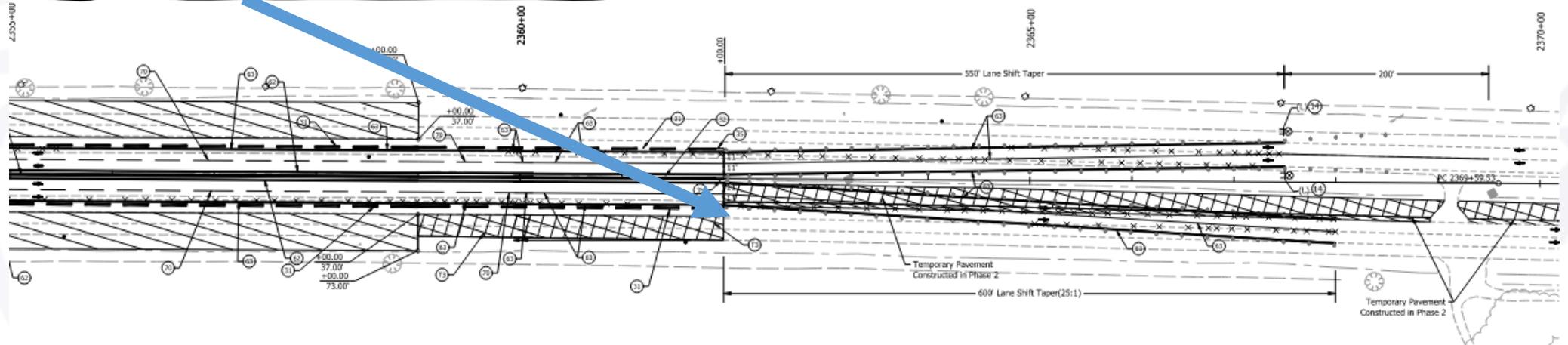
# Phase 2B



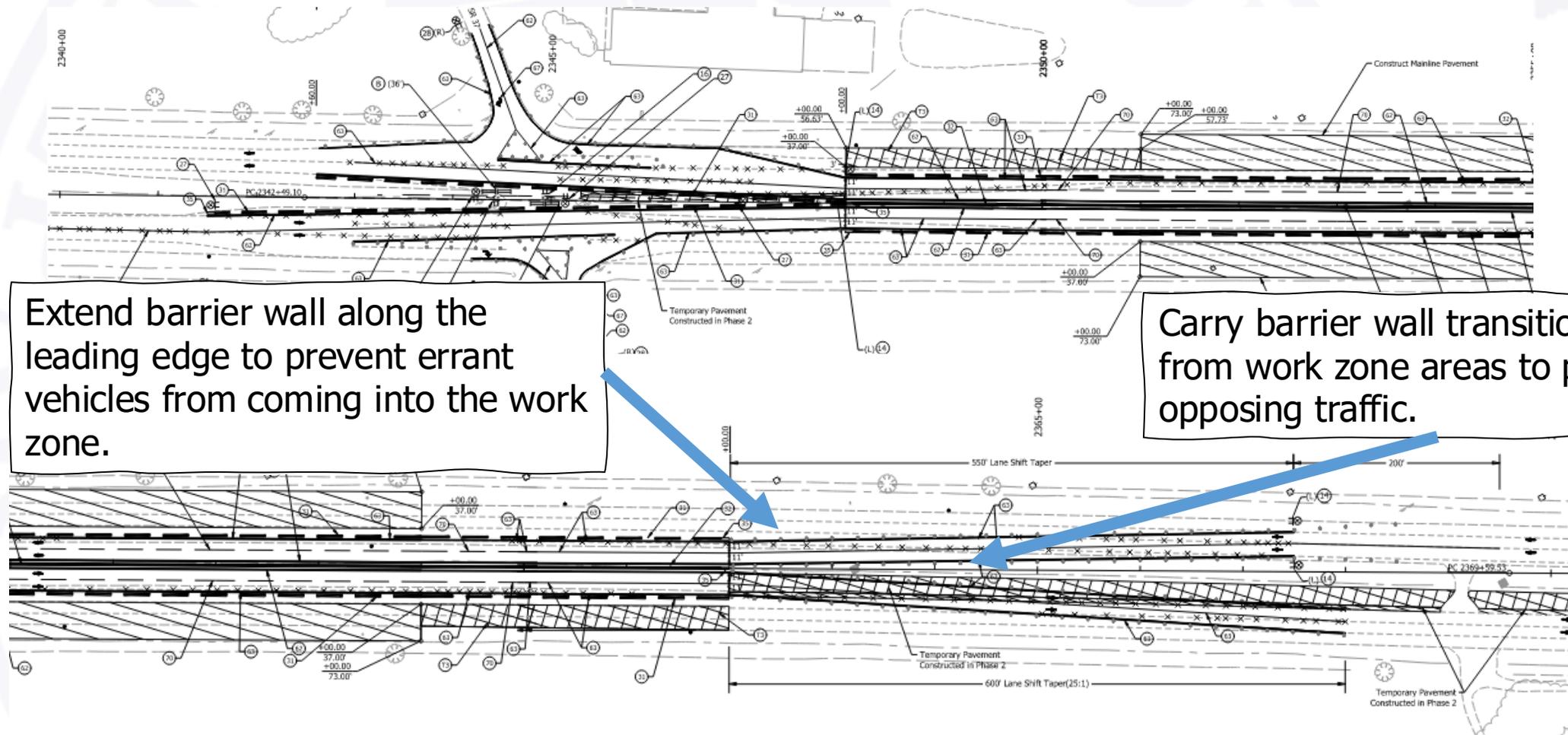
# Phase 2B



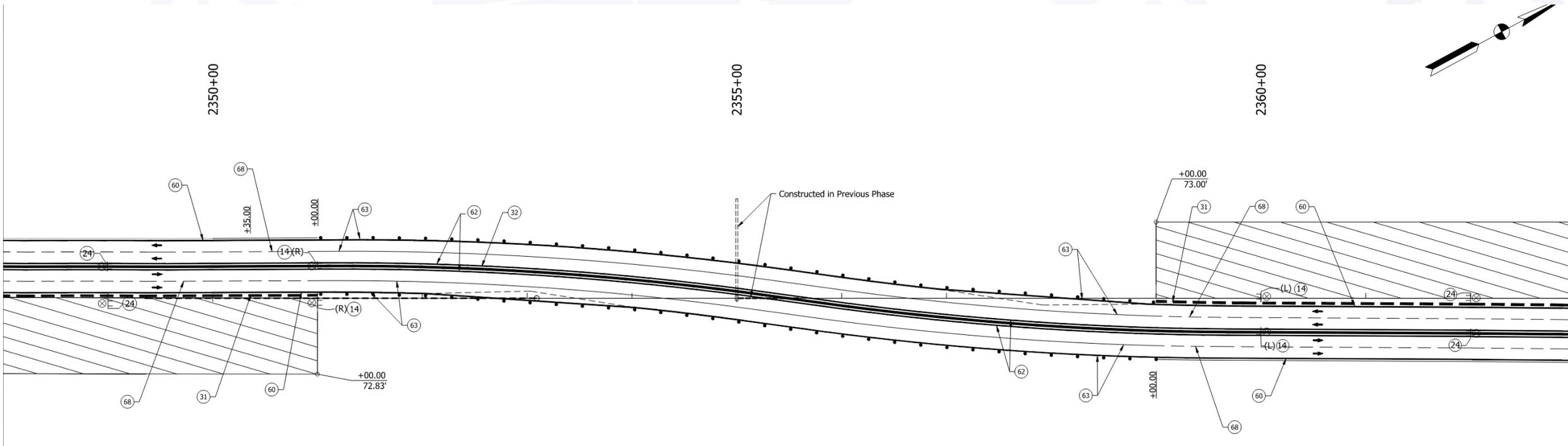
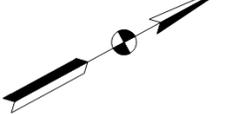
Do we need to extend the temporary pavement to the same width as the permanent construction?



# Phase 2B

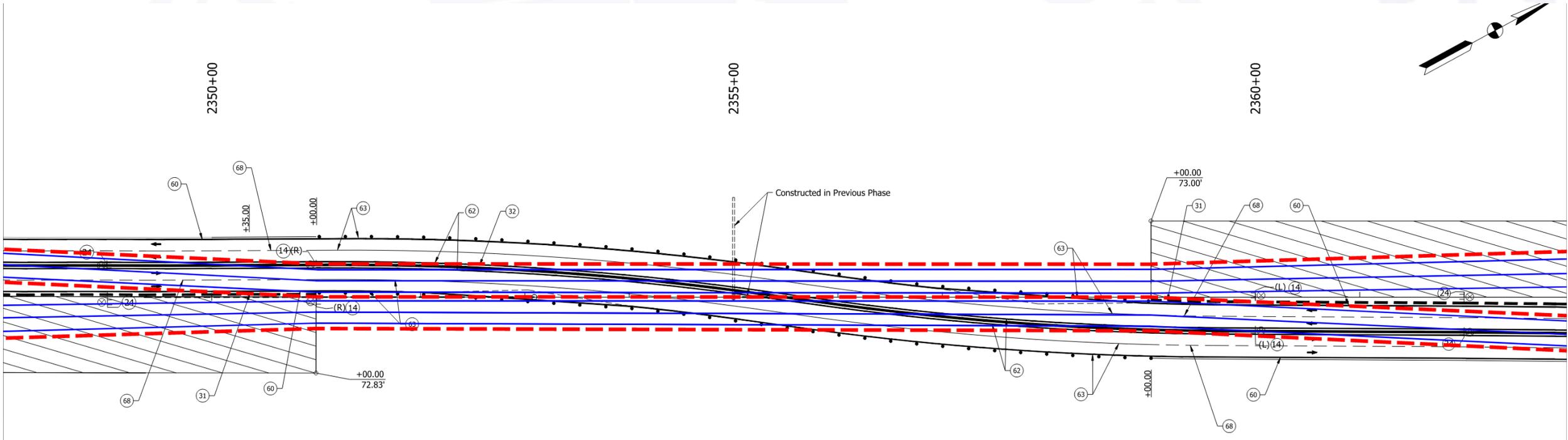


# Phase 3

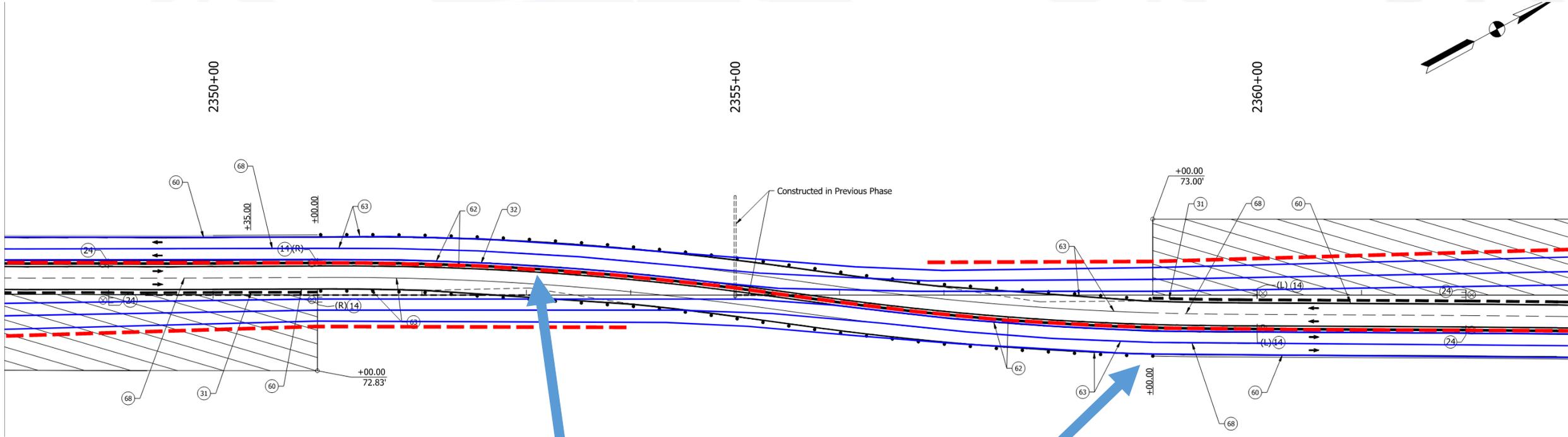


Where is traffic in Phase 2B?  
How do we switch into Phase 3?

# Phase 3

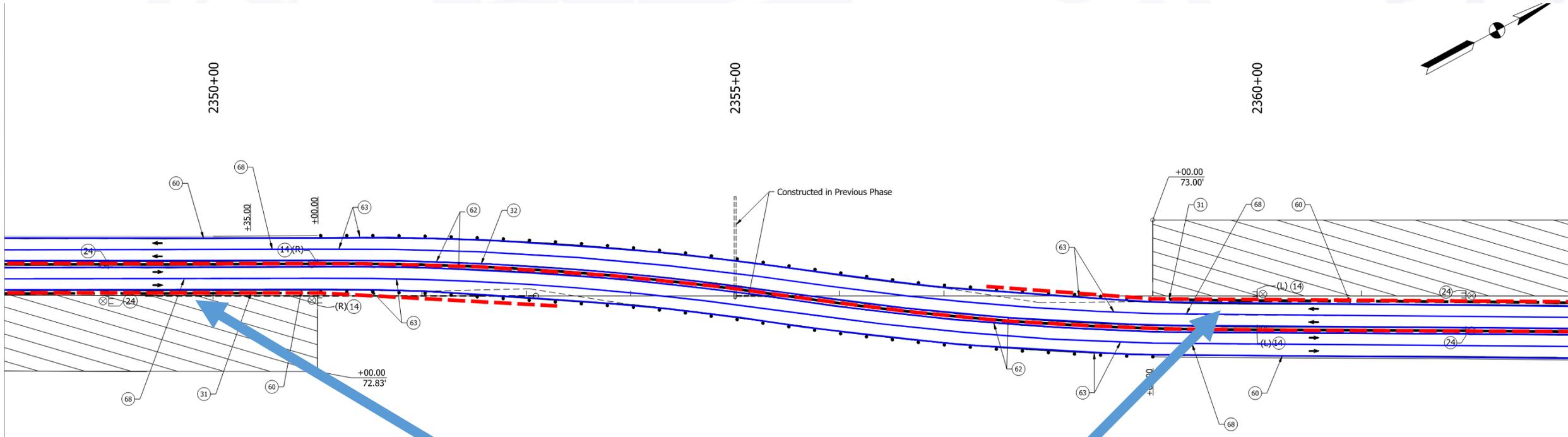


# Phase 3





# Phase 3

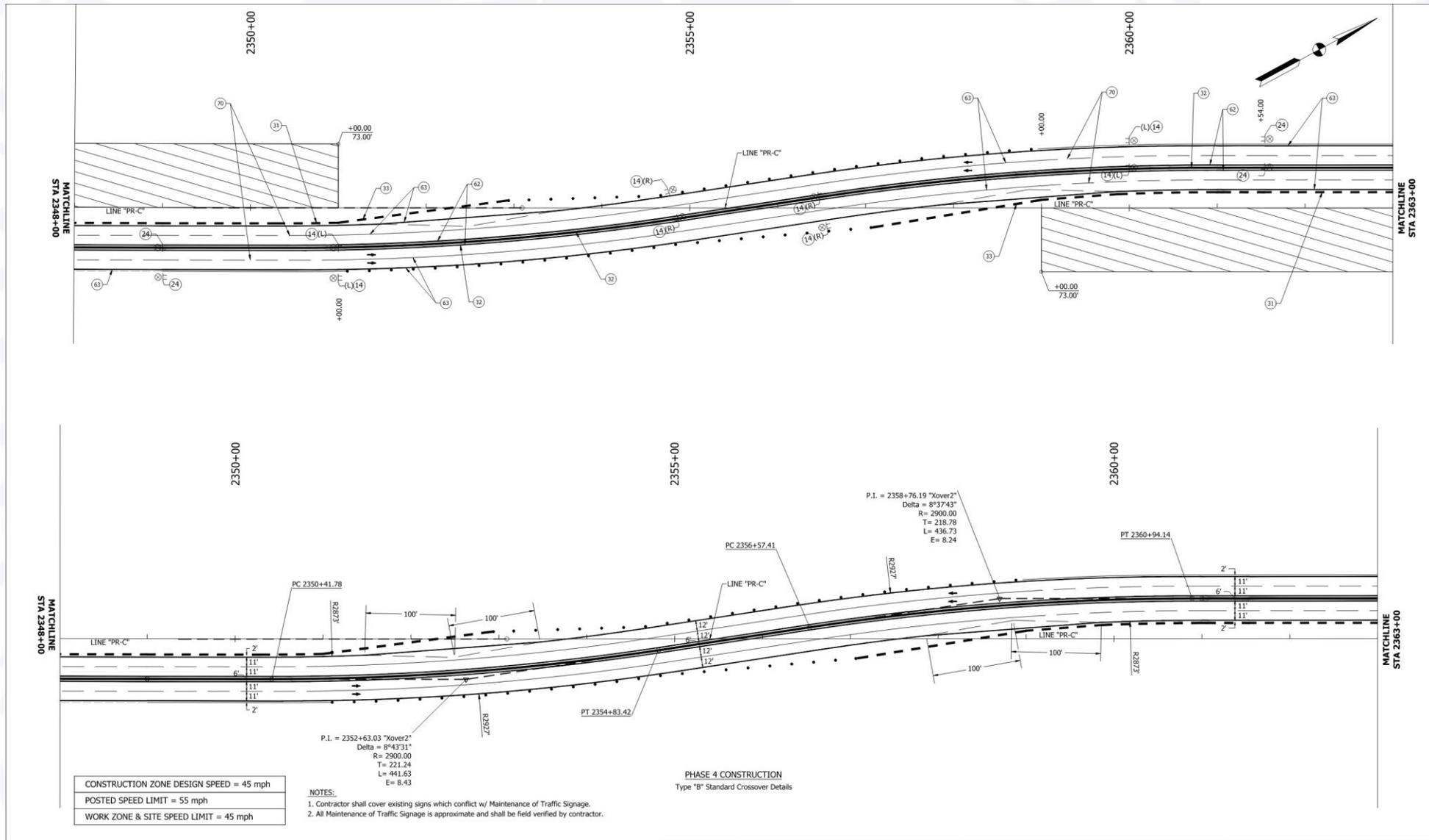


After traffic is completely in Phase 3. Type 2 Wall can be shifted into place.

# Phase 3



# Phase 4



# Key Items to Remember

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- Where is the traveling public going to be between phases?
- Do we have to do partial phase switches to allow enough time to complete the work?
- Extend work zone past the end limits for staging of materials and equipment during construction



# Key Items to Remember

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- Do you have enough room to fit the lanes in an area?
- Is temporary pavement required?
- Does barrier wall need completely removed between phases?

# Questions

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