

PROPOSAL NOTE 140 - WORK ZONE 0			
	DESCRIPTION OF CRITICAL WORK	HOURS TO COMPLETE	DISINCENTIVE \$ PER HOUR
WEEKEND 1	I-270 MAINLINE SINGLE LANE CLOSURE (2:1), BETWEEN THE HOURS OF 7 PM FRIDAY THROUGH 6 AM MONDAY TO PERFORM ALL WORK ASSOCIATED WITH WEEKEND 1.	59 HOURS	\$2,000
WEEKEND 2	I-270 MAINLINE FULL CLOSURE AND I-270 COLLECTOR DISTRIBUTOR SINGLE LANE CLOSURE (2:1) AND RAMP C, BETWEEN THE HOURS OF 7 PM FRIDAY THROUGH 6 AM MONDAY TO PERFORM ALL WORK ASSOCIATED WITH WEEKEND 2.	59 HOURS	\$4,500
WEEKEND 3	I-270 COLLECTOR DISTRIBUTOR SINGLE LANE CLOSURE (2:1) AND COMPLETE CLOSURE OF RAMP C BETWEEN THE HOURS OF 7 PM FRIDAY THROUGH 6 AM MONDAY TO PERFORM ALL WORK ASSOCIATED WITH WEEKEND 3.	59 HOURS	\$2,500
WEEKEND 4	I-270 MAINLINE SINGLE LANE CLOSURE (2:1) AND I-270 COLLECTOR DISTRIBUTOR SINGLE LANE CLOSURE (2:1) AND COMPLETE CLOSURE OF RAMP C BETWEEN THE HOURS OF 7 PM FRIDAY THROUGH 6 AM MONDAY TO PERFORM ALL WORK ASSOCIATED WITH WEEKEND 4.	59 HOURS	\$2,500

PROPOSAL NOTE 140 - WORK ZONE 4			
	DESCRIPTION OF CRITICAL WORK	HOURS TO COMPLETE	DISINCENTIVE \$ PER HOUR
WEEKEND 1 WEEKEND 2	I-270 MAINLINE SINGLE LANE CLOSURE (2:1) 9 PM FRIDAY THROUGH 6 AM MONDAY TO PERFORM ALL WORK ASSOCIATED WITH PHASE 1A (OVERLAY TO OCCUR DURING SECOND WEEKEND CLOSURE)	57 HOURS	\$2,000
WEEKEND 3 WEEKEND 4	I-270 MAINLINE SINGLE LANE CLOSURE (2:1) 9 PM FRIDAY THROUGH 6 AM MONDAY TO PERFORM ALL WORK ASSOCIATED WITH PHASE 2A (OVERLAY TO OCCUR DURING THE SECOND WEEKEND CLOSURE)	57 HOURS	\$2,000
WEEKEND 5 WEEKEND 6	I-270 COLLECTOR DISTRIBUTOR SINGLE LANE CLOSURE (2:1) AND COMPLETE CLOSURE OF RAMP C BETWEEN THE HOURS OF 9 PM FRIDAY THROUGH 6 AM MONDAY TO PERFORM ALL WORK ASSOCIATED WITH PHASE 3A (OVERLAY TO OCCUR DURING THE SECOND WEEKEND CLOSURE)	57 HOURS	\$2,500
WEEKEND 7 WEEKEND 8	I-270 COLLECTOR DISTRIBUTOR SINGLE LANE CLOSURE (2:1) AND COMPLETE CLOSURE OF RAMP C BETWEEN THE HOURS OF 9 PM FRIDAY THROUGH 6 AM MONDAY TO PERFORM ALL WORK ASSOCIATED WITH PHASE 4A (OVERLAY TO OCCUR DURING THE SECOND WEEKEND CLOSURE)	57 HOURS	\$2,500

PROPOSAL NOTE 129 - WORK ZONE 2				
DESCRIPTION OF CRITICAL WORK	CALENDAR DAYS TO COMPLETE (DAYS SHALL BE CONSECUTIVE)	DISINCENTIVE \$ PER DAY	WORK WINDOW	
			START	END
ALL WORK ASSOCIATED WITH WORK ZONE 2 - PHASE 1	30	\$27,000	CONTRACT EXECUTION DATE	PRIOR TO STARTING WORK ZONE 2 PHASE 2
ALL WORK ASSOCIATED WITH WORK ZONE 2 - PHASE 2	30	\$20,000	COMPLETION OF WORK ZONE 2 PHASE 1	PRIOR TO STARTING WORK ZONE 2 PHASE 3
ALL WORK ASSOCIATED WITH WORK ZONE 2 - PHASE 3	30	\$15,000	COMPLETION OF WORK ZONE 2 PHASE 2	PRIOR TO STARTING WORK ZONE 2 PHASE 4
ALL WORK ASSOCIATED WITH WORK ZONE 2 - PHASE 4	30	\$15,000	COMPLETION OF WORK ZONE 2 PHASE 3	PRIOR TO STARTING WORK ZONE 2 PHASE 5
ALL WORK ASSOCIATED WITH WORK ZONE 2 - PHASE 5	30	\$10,000	COMPLETION OF WORK ZONE 2 PHASE 4	PROJECT COMPLETION DATE

PROPOSAL NOTE 140 - WORK ZONE 5			
	DESCRIPTION OF CRITICAL WORK	HOURS TO COMPLETE	DISINCENTIVE \$ PER HOUR
WEEKEND 1	I-270 MAINLINE SINGLE LANE CLOSURE (3:2), BETWEEN THE HOURS OF 7 PM FRIDAY THROUGH 6 AM MONDAY TO PERFORM ALL WORK ASSOCIATED WITH WEEKEND 1.	59 HOURS	\$2,000
WEEKEND 2	I-270 MAINLINE SINGLE LANE CLOSURE (3:2), BETWEEN THE HOURS OF 7 PM FRIDAY THROUGH 6 AM MONDAY TO PERFORM ALL WORK ASSOCIATED WITH WEEKEND 2.	59 HOURS	\$2,000
WEEKEND 3	I-270 MAINLINE SINGLE LANE CLOSURE (3:2), BETWEEN THE HOURS OF 7 PM FRIDAY THROUGH 6 AM MONDAY TO PERFORM ALL WORK ASSOCIATED WITH WEEKEND 3.	59 HOURS	\$2,000
WEEKEND 4	I-270 MAINLINE DOUBLE LANE CLOSURE (3:1), BETWEEN THE HOURS OF 7 PM FRIDAY THROUGH 6 AM MONDAY TO PERFORM ALL WORK ASSOCIATED WITH WEEKEND 4.	59 HOURS	\$4,500

PROPOSAL NOTE 129 - WORK ZONE 3				
DESCRIPTION OF CRITICAL WORK	CALENDAR DAYS TO COMPLETE (DAYS SHALL BE CONSECUTIVE)	DISINCENTIVE \$ PER DAY	WORK WINDOW	
			START	END
ALL WORK ASSOCIATED WITH WORK ZONE 3 - PHASE 1	30	\$15,000	CONTRACT EXECUTION DATE	PRIOR TO STARTING WORK ZONE 3 PHASE 2
ALL WORK ASSOCIATED WITH WORK ZONE 3 - PHASE 3	30	\$15,000	COMPLETION OF WORK ZONE 3 PHASE 2	PRIOR TO STARTING WORK ZONE 3 PHASE 4



**SEQUENCE OF CONSTRUCTION**

THE FOLLOWING DESIGNATED WORK ZONES HAVE BEEN ESTABLISHED TO BE CONSTRUCTED INDEPENDENTLY OF EACH OTHER. WORK ZONE 0 SHALL BE COMPLETED PRIOR TO OR ALONG WITH PRE-PHASE PAVEMENT OPERATIONS. WORK ZONE 1 AND 4 CAN BE COMPLETED AT ANY TIME, INCLUDING CONCURRENTLY WITH WORK ZONE 2 OR WORK ZONE 3. WORK ZONE 2 AND WORK ZONE 3 SHALL NOT BE CONSTRUCTED AT THE SAME TIME DUE TO OVERLAP OF THE LANE SHIFTS/CLOSURES. IT IS ANTICIPATED THAT WORK ZONE 0, WORK ZONE 1 AND WORK ZONE 3 WILL BE COMPLETED DURING THE FIRST CONSTRUCTION SEASON AND WORK ZONE 2, WORK ZONE 4 AND WORK ZONE 5 WILL BE COMPLETED IN THE SECOND CONSTRUCTION SEASON. PAVEMENT RESURFACING SHALL ONLY OCCUR ONCE ALL WORK ZONES ARE COMPLETE AND ALL PAVEMENT REPAIRS ARE FINISHED.

PRE-PHASE PAVEMENT OPERATIONS

PRIOR TO SHIFTING TRAFFIC FOR ANY CONSTRUCTION ACTIVITIES WITHIN WORK ZONE 2 AND WORK ZONE 3, ALL INSIDE AND OUTSIDE SHOULDERS MUST BE REPLACED WITH FULL DEPTH PAVEMENT AND WIDENED AS SHOWN IN THE PLANS. SHOULDER REPLACEMENT REQUIRED PRIOR TO SHIFTING TRAFFIC IN WORK ZONE 1 AND WORK ZONE 4 SHALL BE DONE DURING ALLOWABLE LANE CLOSURE TIMES AS SHOWN IN THE LANE VALUE CONTRACT TABLE.

WORK ZONE 0 (SOUTHBOUND NOE BIXBY)

PHASE 1A

DROP THE INSIDE LANE OF SOUTHBOUND I-270 MAINLINE ALONG WITH THE INSIDE LANE OF SOUTHBOUND I-270 COLLECTOR DISTRIBUTOR AS SHOWN. COMPLETE PHASE 1A WORK ON THE SOUTHBOUND NOE BIXBY STRUCTURE. THESE LANE REDUCTIONS SHALL LAST ONE WEEKEND AS PER PROPOSAL NOTE 140.

PHASE 1B

CLOSE THE SOUTHBOUND I-270 MAINLINE LANES NORTH OF MAIN STREET AND DIVERT ALL TRAFFIC TO THE SOUTHBOUND I-270 COLLECTOR DISTRIBUTOR. CLOSE RAMP C AND REDUCE THE SOUTHBOUND COLLECTOR DISTRIBUTOR TO A SINGLE LANE AS SHOWN IN THE PLANS. COMPLETE PHASE 1B WORK ON THE SOUTHBOUND NOE BIXBY STRUCTURE. THESE LANE CLOSURES/REDUCTIONS SHALL LAST ONE WEEKEND AS PER PROPOSAL NOTE 140.

PHASE 2A

DROP THE OUTSIDE LANE OF SOUTHBOUND I-270 MAINLINE ALONG WITH THE OUTSIDE LANE OF SOUTHBOUND I-270 COLLECTOR DISTRIBUTOR AND SHIFT LANES TO THE INSIDE. COMPLETE PHASE 1B WORK ON THE SOUTHBOUND NOE BIXBY STRUCTURE. THESE LANE REDUCTIONS SHALL LAST ONE WEEKEND AS PER PROPOSAL NOTE 140.

PHASE 2B

DROP THE OUTSIDE LANE OF SOUTHBOUND I-270 MAINLINE ALONG WITH THE OUTSIDE LANE OF SOUTHBOUND I-270 COLLECTOR DISTRIBUTOR AND SHIFT LANES TO THE INSIDE. COMPLETE PHASE 1B WORK ON THE SOUTHBOUND NOE BIXBY STRUCTURE. THESE LANE REDUCTIONS SHALL LAST ONE WEEKEND AS PER PROPOSAL NOTE 140.

WORK ZONE 1 (IORY RAILROAD AND ALUM CREEK)

PHASE 1

DROP THE INSIDE LANE OF NORTHBOUND I-270 AND SHIFT REMAINING 2 LANES ONTO THE OUTSIDE SHOULDER. COMPLETE WORK ON THE IORY RAILROAD AND ALUM CREEK STRUCTURES AS SHOWN IN THE PLANS. THIS LANE REDUCTION SHALL LAST ONE WEEKEND AS PER THE LANE VALUE CONTRACT TABLE.

PHASE 2A

DROP THE OUTSIDE LANE OF NORTHBOUND I-270 AND SHIFT REMAINING 2 LANES ONTO THE INSIDE SHOULDER. COMPLETE WORK ON THE IORY RAILROAD AND ALUM CREEK STRUCTURES AS SHOWN IN THE PLANS. THIS LANE REDUCTION SHALL LAST ONE WEEKEND AS PER THE LANE VALUE CONTRACT TABLE.

PHASE 2B

REOPEN THE OUTSIDE LANE OF NORTHBOUND I-270 IN THE SHIFTED PHASE 2A CONFIGURATION AS SHOWN IN THE PLANS. COMPLETE ANY REMAINING WORK NOT FINISHED DURING THE PHASE 2A WEEKEND LANE CLOSURE.

PHASE 3

DROP THE INSIDE LANE OF SOUTHBOUND I-270 AND SHIFT REMAINING 2 LANES ONTO THE OUTSIDE SHOULDER. COMPLETE WORK ON THE IORY RAILROAD AND ALUM CREEK STRUCTURES AS SHOWN IN THE PLANS. THIS LANE REDUCTION SHALL LAST ONE WEEKEND AS PER THE LANE VALUE CONTRACT TABLE.

PHASE 4A

DROP THE OUTSIDE LANE OF SOUTHBOUND I-270 AND SHIFT REMAINING 2 LANES ONTO THE INSIDE SHOULDER. COMPLETE WORK ON THE IORY RAILROAD AND ALUM CREEK STRUCTURES AS SHOWN IN THE PLANS. THIS LANE REDUCTION SHALL LAST ONE WEEKEND AS PER THE LANE VALUE CONTRACT TABLE.

PHASE 4B

REOPEN THE OUTSIDE LANE OF SOUTHBOUND I-270 IN THE SHIFTED PHASE 4A CONFIGURATION AS SHOWN IN THE PLANS. COMPLETE ANY REMAINING WORK NOT FINISHED DURING THE PHASE 2A WEEKEND LANE CLOSURE.

WORK ZONE 2 (US 33)

PHASE 1

REDIRECT MIDDLE LANE OF NORTHBOUND I-270 ONTO THE CD RAMP AT THE US 33 INTERCHANGE. ENTRANCE RAMP FROM US 33 EAST TO I-270 NORTH SHALL BE CLOSED FOR PHASES 1-5 AND DETOURED AS SHOWN IN THE PLANS. CROSSOVER INSIDE LANE OF SOUTHBOUND I-270 TRAFFIC. SHIFT REMAINING TWO LANES OF SOUTHBOUND TRAFFIC ONTO THE OUTSIDE SHOULDER AND COMPLETE WORK ON THE SOUTHBOUND I-270 STRUCTURE AS SHOWN. ENTRANCE RAMP FROM US 33 EAST TO I-270 SOUTH SHALL BE CLOSED FOR PHASES 1-2 AND DETOURED AS SHOWN.

PHASE 2

NORTHBOUND I-270 TRAFFIC REMAINS IN THE PHASE 1 CONFIGURATION FOR PHASE 2. INSIDE SOUTHBOUND I-270 LANE CROSSES OVER IN THE SAME CONFIGURATION AS PHASE 1. SHIFT 2 REMAINING OUTSIDE I-270 SOUTHBOUND LANES ONTO THE INSIDE SHOULDER AND COMPLETE REMAINING WORK ON THE SOUTHBOUND STRUCTURE AS SHOWN.

PHASE 3

I-270 SOUTHBOUND TRAFFIC SHALL BE RETURNED TO ORIGINAL LANE CONFIGURATION PRIOR TO THE START OF PHASE 3. I-270 NORTHBOUND TRAFFIC REMAINS IN THE PHASE 1 CONFIGURATION. COMPLETE WORK ON THE I-270 NORTHBOUND STRUCTURE AS SHOWN IN THE PLANS.

PHASE 4

THE TWO OUTSIDE I-270 NORTHBOUND TRAFFIC REMAINS IN THE PHASE 1 CONFIGURATION. SHIFT THE INSIDE I-270 NORTHBOUND LANE TO THE INSIDE SHOULDER AND COMPLETE WORK ON THE I-270 NORTHBOUND STRUCTURE AS SHOWN IN THE PLANS.

PHASE 5 (NOT SHOWN)

RETURN NORTHBOUND I-270 TRAFFIC TO ORIGINAL CONFIGURATION PRIOR TO THE START OF PHASE 5. FULLY CLOSE THE I-270 CD STRUCTURE AND DETOUR US 33 EAST TO I-270 NORTH AND US 33 WEST TO I-270 NORTH. COMPLETE ALL STRUCTURES WORK AS SHOWN IN THE PLANS.

WORK ZONE 3 (MASON RUN, REFUGEE ROAD AND HAMILTON ROAD)

PHASE 1

DROP THE OUTSIDE LANE OF NORTHBOUND I-270 AND CROSSOVER REMAINING NORTHBOUND LANE AS SHOWN IN THE PLANS. SHIFT THE NORTHBOUND I-270 CD LANE TO THE OUTSIDE AND COMPLETE WORK ON THE MASON RUN, REFUGEE ROAD AND HAMILTON ROAD STRUCTURES AS SHOWN.

PHASE 2

CROSSOVER INSIDE NORTHBOUND LANE IN THE PHASE 1 CONFIGURATION. SHIFT OUTSIDE MAINLINE NORTHBOUND LANE AND THE I-270 CD LANE TO THE INSIDE AND COMPLETE WORK ON THE MASON RUN, REFUGEE ROAD AND HAMILTON ROAD STRUCTURES AS SHOWN.

PHASE 3

DROP THE OUTSIDE LANE OF SOUTHBOUND I-270 AND CROSSOVER INSIDE SOUTHBOUND LANE AS SHOWN IN THE PLANS. SHIFT REMAINING SOUTHBOUND LANE TO THE INSIDE AND COMPLETE WORK ON THE MASON RUN, REFUGEE ROAD AND HAMILTON ROAD STRUCTURES AS SHOWN.

PHASE 4

CROSSOVER I-270 INSIDE SOUTHBOUND LANE IN THE PHASE 3 CONFIGURATION. SHIFT REMAINING TWO SOUTHBOUND LANES TO THE OUTSIDE AND COMPLETE WORK ON THE MASON RUN, REFUGEE ROAD AND HAMILTON ROAD STRUCTURES AS SHOWN.

WORK ZONE 4 (NORFOLK SOUTHERN RAILROAD)

PHASE 1A

DROP THE OUTSIDE LANE OF SOUTHBOUND I-270 AND SHIFT REMAINING INSIDE LANE ONTO THE INSIDE SHOULDER. COMPLETE WORK ON THE NORFOLK SOUTHERN STRUCTURE AS SHOWN IN THE PLANS. THIS LANE REDUCTION SHALL LAST TWO WEEKENDS AS PER PROPOSAL NOTE 140.

PHASE 1B

INSIDE LANE OF I-270 SOUTHBOUND REMAINS IN THE 1A CONFIGURATION. OPEN THE OUTSIDE LANE AND COMPLETE OUTSIDE BARRIER WORK AS SHOWN. ANY LANE CLOSURES DURING THE BARRIER WORK SHALL ONLY OCCUR DURING THE ALLOWABLE TIMES IN THE LANE VALUE CONTRACT TABLES.

PHASE 2A

DROP THE INSIDE LANE OF SOUTHBOUND I-270 AND SHIFT REMAINING OUTSIDE LANE ONTO THE OUTSIDE SHOULDER. COMPLETE WORK ON THE NORFOLK SOUTHERN RAILROAD STRUCTURE AS SHOWN IN THE PLANS. THIS LANE REDUCTION SHALL LAST TWO WEEKENDS AS PER PROPOSAL NOTE 140.

PHASE 2B

OUTSIDE LANE OF I-270 SOUTHBOUND REMAINS IN THE 2A CONFIGURATION. OPEN THE INSIDE LANE AND COMPLETE INSIDE BARRIER WORK AS SHOWN. ANY LANE CLOSURES DURING THE BARRIER WORK SHALL ONLY OCCUR DURING THE ALLOWABLE TIMES IN THE LANE VALUE CONTRACT TABLES.

PHASE 3A

CLOSE THE ENTRANCE RAMP FROM I-70 EAST TO I-270 SOUTH PRIOR TO THE START OF PHASE 3 AND DETOUR AS SHOWN IN THE PLANS. DROP INSIDE LANE OF THE SOUTHBOUND I-270 CD PRIOR TO THE I-70 INTERCHANGE. SHIFT REMAINING OUTSIDE SOUTHBOUND I-270 CD LANE TO THE INSIDE AND COMPLETE WORK ON THE NORFOLK SOUTHERN STRUCTURE AS SHOWN. THIS LANE REDUCTION SHALL LAST TWO WEEKENDS AS PER PROPOSAL NOTE 140.

PHASE 3B

OPEN THE ENTRANCE RAMP FROM I-70 EAST TO I-270 SOUTH AND OPEN INSIDE LANE OF THE SOUTHBOUND I-270 CD PRIOR TO THE I-70 INTERCHANGE. SHIFT RAMP TRAFFIC AS SHOWN IN THE PLANS AND COMPLETE OUTSIDE BARRIER WORK. ANY LANE CLOSURES DURING THE BARRIER WORK SHALL ONLY OCCUR DURING THE ALLOWABLE TIMES IN THE LANE VALUE CONTRACT TABLES. ANY RAMP CLOSURES DURING THE BARRIER WORK SHALL ONLY OCCUR DURING THE ALLOWABLE TIMES IN THE RAMP CLOSURE RESTRICTIONS TABLES.

PHASE 4A

DROP THE INSIDE LANE OF THE SOUTHBOUND I-270 CD PRIOR TO THE I-70 INTERCHANGE. SHIFT REMAINING OUTSIDE SOUTHBOUND I-270 CD LANE TO THE OUTSIDE AND COMPLETE WORK ON THE NORFOLK SOUTHERN STRUCTURE AS SHOWN. THIS LANE REDUCTION SHALL LAST TWO WEEKENDS AS PER PROPOSAL NOTE 140.

PHASE 4B

OUTSIDE SOUTHBOUND I-270 CD LANE REMAINS IN THE PHASE 4A CONFIGURATION. OPEN INSIDE SOUTHBOUND I-270 CD LANE. COMPLETE INSIDE BARRIER WORK ON THE NORFOLK SOUTHERN RAILROAD STRUCTURE AS SHOWN. ANY LANE CLOSURES DURING THE BARRIER WORK SHALL ONLY OCCUR DURING THE ALLOWABLE TIMES IN THE LANE VALUE CONTRACT TABLES. ANY RAMP CLOSURES DURING THE BARRIER WORK SHALL ONLY OCCUR DURING THE ALLOWABLE TIMES IN THE RAMP CLOSURE RESTRICTIONS TABLES.

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PROJECT ID

112798

SHEET TOTAL

P.25 | 617

**SEQUENCE OF CONSTRUCTION (CONT'D)**

**WORK ZONE 5 (NORTHBOUND NOE BIXBY)**

**PHASE 1A**

DROP THE INSIDE LANE OF NORTHBOUND I-270 AS SHOWN. COMPLETE PHASE 1A WORK ON THE NORTHBOUND NOE BIXBY STRUCTURE. THIS LANE REDUCTION SHALL LAST ONE WEEKEND AS PER PROPOSAL NOTE 140.

**PHASE 1B**

DROP THE INSIDE LANE OF NORTHBOUND I-270 AND SHIFT REMAINING TWO LANES OUTSIDE AS SHOWN. COMPLETE PHASE 1B WORK ON THE NORTHBOUND NOE BIXBY STRUCTURE. THIS LANE REDUCTION SHALL LAST ONE WEEKEND AS PER PROPOSAL NOTE 140.

**PHASE 2A**

DROP THE OUTSIDE LANE OF NORTHBOUND I-270 AND SHIFT REMAINING TWO LANES INSIDE AS SHOWN. COMPLETE PHASE 2A WORK ON THE NORTHBOUND NOE BIXBY STRUCTURE. THIS LANE REDUCTION SHALL LAST ONE WEEKEND AS PER PROPOSAL NOTE 140.

**PHASE 2B**

DROP THE OUTSIDE TWO LANES OF NORTHBOUND I-270 IN ORDER TO REDUCE TRAFFIC TO A SINGLE LANE OVER THE NORTHBOUND NOE BIXBY STRUCTURE. COMPLETE PHASE 2B WORK AS SHOWN IN THE PLANS. THESE LANE REDUCTIONS SHALL LAST ONE WEEKEND AS PER PROPOSAL NOTE 140.

**APPROVED MAINTENANCE OF TRAFFIC (MOT) POLICY EXCEPTION(S):**

PORTIONS OF THE MOT PLANS AS DESCRIBED BELOW HAVE APPROVED MOT EXCEPTIONS PER TRAFFIC MANAGEMENT IN WORK ZONES POLICY (21-008(P)) AND STANDARD PROCEDURE (123-001(SP)).

**APPROVED MOT EXCEPTION(S) INCLUDE:**

**WORK ZONE 0:**

1) I-270 SOUTHBOUND MAINLINE 2 TO 1 LANE REDUCTION FOR 1 WEEKEND.

2) I-270 SOUTHBOUND COLLECTOR DISTRIBUTOR 2 TO 1 LANE REDUCTION AND I-70 EAST TO I-270 SOUTH RAMP C CLOSED FOR 3 WEEKENDS.

3) I-270 SOUTHBOUND MAINLINE CLOSED 1 WEEKEND.

**WORK ZONE 2:**

1) I-270 SOUTHBOUND MAINLINE 3 TO 2 LANE REDUCTION FOR 2 MONTHS.

2) I-270 NORTHBOUND MAINLINE 3 TO 2 LANE REDUCTION FOR 4 MONTHS.

3) US-33 WEST TO I-270 SOUTH RAMP CLOSURE FOR 2 MONTHS.

4) US-33 EAST TO I-270 NORTH RAMP CLOSURE FOR 5 MONTHS.

5) I-270 NORTH TO US-33 WEST RAMP CLOSURE FOR 1 MONTH.

**WORK ZONE 3:**

1) I-270 SOUTHBOUND 3 TO 2 LANE REDUCTION FOR 1 MONTH.

2) I-270 NORTHBOUND 3 TO 2 LANE REDUCTION FOR 1 MONTH.

3) US-33 EAST TO I-270 NORTH RAMP CLOSURE FOR 1 MONTH.

**WORK ZONE 4:**

1) I-270 SOUTHBOUND MAINLINE 2 TO 1 LANE REDUCTION FOR 4 WEEKENDS.

2) I-270 SOUTHBOUND COLLECTOR DISTRIBUTOR 2 TO 1 LANE REDUCTION FOR 4 WEEKENDS.

3) I-70 EAST TO I-270 SOUTH RAMP C CLOSED FOR 4 WEEKENDS.

**WORK ZONE 5:**

1) I-270 NORTHBOUND MAINLINE 3 TO 2 LANE REDUCTION FOR 3 WEEKENDS.

2) I-270 NORTHBOUND MAINLINE 3 TO 1 LANE REDUCTION FOR 1 WEEKEND.

PROPOSAL NOTES 129 AND 140 HAVE BEEN PROVIDED IN THESE PLANS ON SHEET 19A. CONTRACTOR TO REFER TO THESE TABLES FOR FURTHER INFORMATION FOR DISINCENTIVE AMOUNTS AND DURATIONS.

A MAINTENANCE OF TRAFFIC MEETING SHALL BE HELD A MINIMUM OF 30 CALENDAR DAYS PRIOR TO IMPLEMENTATION OF EACH APPROVED MOT EXCEPTION. THIS MEETING SHALL INCLUDE THE DISTRICT WORK ZONE TRAFFIC MANAGER AND CITY OF COLUMBUS AS WELL AS THE CONTRACTOR, WORKSITE TRAFFIC SUPERVISOR (WTS) AND ANY SUBCONTRACTORS INVOLVED WITH TEMPORARY TRAFFIC CONTROL.

IN ADDITION TO ANY NOTIFICATIONS REQUIRED IN OTHER NOTES, THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER AT LEAST 3 BUSINESS DAYS IN ADVANCE OF IMPLEMENTATION OF THE APPROVED MOT EXCEPTIONS REFERENCED ABOVE SO THAT THE PROJECT ENGINEER CAN SEND EMAIL NOTIFICATION TO THE OFFICE OF ROADWAY ENGINEERING, STATEWIDE TMC, DWZTM AND SPECIAL HAULING PERMITS AT LEAST 2 BUSINESS DAYS IN ADVANCE OF THE IMPLEMENTATION OF THE APPROVED MOT EXCEPTIONS REFERENCED ABOVE. REFERENCE "EXCEPTION REQUEST APPROVAL DATED 02/05/2024 FOR PID 112798" IN THE NOTIFICATION AND OTHER CORRESPONDENCE.

ANY CHANGES TO THE MOT THAT IMPACT THE PREVIOUSLY APPROVED MOT EXCEPTIONS LISTED ABOVE SHALL BE APPROVED IN WRITING BY THE MOT EXCEPTION COMMITTEE (MOTEC). IN THE EVENT THAT SUCH CHANGES ARE PROPOSED, THE REQUEST SHALL BE COORDINATED THROUGH THE DISTRICT WORK ZONE TRAFFIC MANAGER (DWZTM) A MINIMUM OF 30 CALENDAR DAYS PRIOR TO THE DESIRED IMPLEMENTATION DATE. IF THE DISTRICT AGREES WITH THE PROPOSED CHANGES THE DWZTM SHALL SEEK APPROVAL FROM THE MOTEC. IN THE EVENT THE PROPOSED CHANGES ARE APPROVED IN WRITING, THE CLOSURES ARE STILL SUBJECT TO NOTIFICATION REQUIREMENTS WITHIN THIS NOTE PRIOR TO IMPLEMENTATION.

**NOTIFICATIONS DURING CLOSURE REQUIRED**

A DESIGNATED ON-SITE POINT OF CONTACT SHOULD COMMUNICATE WITH THE TMC AS THE STATUS OF THE CLOSURE CHANGES.

**CONTACT THE TMC:**

IF THE CLOSURE IS POSTPONED OR CANCELLED

AT THE TIME THE CLOSURE IS IMPLEMENTED

AT THE TIME THE CLOSURE IS REMOVED AND ALL LANES RESTORED

IF THE CLOSURE WILL NOT BE OPENING ON TIME

**CONTACT CAN BE MADE WITH THE TMC IN THE FOLLOWING WAYS:**

PHONE: 1-614-387-2438 OR 1-800-884-4030

EMAIL: STATEWIDETMC@DOT.OHIO.GOV

RADIO: XDOT MAIN

**RETURNING TRAFFIC TO EXISTING CONFIGURATION:**

AFTER EACH PHASE OF CONSTRUCTION THE CONTRACTOR SHALL RE-STRIP ALL TRAFFIC LANES BACK TO EXISTING CONDITION. THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN PROVIDED FOR EACH WORK ZONE:

**PRE-PHASE PAVEMENT OPERATIONS:**

ITEM 614 - WORK ZONE EDGE LINE, CLASS 1, 807 PAINT = 11.09 MI.  
ITEM 614 - WORK ZONE LANE LINE, CLASS 1, 807 PAINT = 22.18 MI.

**WORK ZONE 0 (SOUTHBOUND NOE BIXBY)**

ITEM 614 - WORK ZONE EDGE LINE, CLASS 1, 807 PAINT = 0.94 MI.  
ITEM 614 - WORK ZONE LANE LINE, CLASS 1, 807 PAINT = 2.98 MI.

**WORK ZONE 1 (IORY RAILROAD AND ALUM CREEK)**

ITEM 614 - WORK ZONE EDGE LINE, CLASS 1, 807 PAINT = 4.18 MI.  
ITEM 614 - WORK ZONE LANE LINE, CLASS 1, 807 PAINT = 9.92 MI.

**WORK ZONE 2 (US 33)**

ITEM 614 - WORK ZONE EDGE LINE, CLASS 1, 807 PAINT = 6.71 MI.  
ITEM 614 - WORK ZONE LANE LINE, CLASS 1, 807 PAINT = 5.85 MI.

**WORK ZONE 3 (MASON RUN, REFUGEE ROAD AND HAMILTON ROAD)**

ITEM 614 - WORK ZONE EDGE LINE, CLASS 1, 807 PAINT = 7.63 MI.  
ITEM 614 - WORK ZONE LANE LINE, CLASS 1, 807 PAINT = 15.26 MI.

**WORK ZONE 4 (NORFOLK SOUTHERN RAILROAD)**

ITEM 614 - WORK ZONE EDGE LINE, CLASS 1, 807 PAINT = 1.97 MI.  
ITEM 614 - WORK ZONE LANE LINE, CLASS 1, 807 PAINT = 2.58 MI.

**WORK ZONE 5 (NORTHBOUND NOE BIXBY)**

ITEM 614 - WORK ZONE EDGE LINE, CLASS 1, 807 PAINT = 0.82 MI.  
ITEM 614 - WORK ZONE LANE LINE, CLASS 1, 807 PAINT = 2.50 MI.

**THE FOLLOWING TOTALS HAVE BEEN CARRIED TO THE GENERAL SUMMARY:**

ITEM 614 - WORK ZONE EDGE LINE, CLASS 1, 807 PAINT = 33.34 MI.  
ITEM 614 - WORK ZONE LANE LINE, CLASS 1, 807 PAINT = 61.27 MI.

**MAINTENANCE OF TRAFFIC FOR RESURFACING:**

THE CONTRACTOR SHALL USE OFF PEAK LANE CLOSURES PER THE LANE VALUE CONTRACT TABLE TO COMPLETE THE RESURFACING SHOWN IN THE PLANS. THE CONTRACTOR SHALL COMPLY WITH THE DROP OFF REQUIREMENTS OF STANDARD CONSTRUCTION DRAWING MT-101.90 AND APPLICABLE LANE SHIFT/CLOSURE DRAWINGS.

THE FOLLOWING QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY FOR TEMPORARY STRIPING OF THE FINAL SURFACE COURSE PRIOR TO FINAL PAVEMENT MARKINGS BEING APPLIED:

ITEM 614 - WORK ZONE LANE LINE, CLASS III, 6", 642 PAINT - 19.25 MI

ITEM 614 - WORK ZONE EDGE LINE, CLASS III, 6", 642 PAINT - 23.25 MI

ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS III, 12", 642 PAINT - 6,289

ITEM 614 - WORK ZONE DOTTED LINE, CLASS III, 6", 642 PAINT - 10,211

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