

**NOTIFICATION OF TRAFFIC RESTRICTIONS**

THROUGHOUT THE DURATION OF THE PROJECT, THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER IN WRITING OF ALL TRAFFIC RESTRICTIONS AND UPCOMING MAINTENANCE OF TRAFFIC CHANGES. THE CONTRACTOR SHALL ENSURE THE WRITING OF ALL TRAFFIC RESTRICTIONS AND UPCOMING MAINTENANCE OF TRAFFIC CHANGES. THE CONTRACTOR SHALL ENSURE THE WRITTEN NOTIFICATION IS SUBMITTED IN A TIMELY MANNER TO ALLOW THE PROJECT ENGINEER TO MEET THE REQUIRED TIME FRAMES SET FORTH IN THE TABLE BELOW TO INFORM THE SPECIAL HAULING PERMITS SECTION (HAULING.PERMITS@DOT.OHIO.GOV) AND THE DISTRICT PUBLIC INFORMATION OFFICE (PIO). THIS NOTIFICATION SHALL BE RECEIVED BY THE PROJECT ENGINEER PRIOR TO THE PHYSICAL SETUP OF ANY APPLICABLE SIGNS OR MESSAGE BOARDS.

INFORMATION SHOULD INCLUDE, BUT IS NOT LIMITED TO, ALL CONSTRUCTION ACTIVITIES THAT IMPACT OR INTERFERE WITH TRAFFIC AND SHALL LIST THE SPECIFIC LOCATION, TYPE OF WORK, ROAD STATUS, DATE AND TIME OF RESTRICTION, DURATION OF RESTRICTION, NUMBER OF LANES MAINTAINED, NUMBER OF LANES CLOSED, MINIMUM VERTICAL CLEARANCE, MINIMUM WIDTH OF DRIVABLE PAVEMENT, DETOUR ROUTES, IF APPLICABLE, AND ANY OTHER INFORMATION REQUESTED BY THE PROJECT ENGINEER.

NOTIFICATION TIME FRAME TABLE		
ITEM	DURATION OF CLOSURE	NOTIFICATION DUE TO PERMITS & PIO
RAMP & ROAD CLOSURES	>= 2 WEEKS	21 CALENDAR DAYS PRIOR TO CLOSURE
	> 12 HOURS & < 2 WEEKS	14 CALENDAR DAYS PRIOR TO CLOSURE
	< 12 HOURS	4 BUSINESS DAYS PRIOR TO CLOSURE
LANE CLOSURES & RESTRICTIONS	>= 2 WEEKS	14 CALENDAR DAYS PRIOR TO CLOSURE
	< 2 WEEKS	5 BUSINESS DAYS PRIOR TO CLOSURE
START OF CONSTRUCTION & TRAFFIC PATTERN CHANGES	N/A	14 CALENDAR DAYS PRIOR TO IMPLEMENTATION

ANY UNFORESEEN CONDITIONS NOT SPECIFIED IN THE PLANS REQUIRING TRAFFIC RESTRICTIONS SHALL ALSO BE REPORTED TO THE PROJECT ENGINEER USING THE NOTIFICATION TIME TABLE.

**PN 127 - LANE VALUE CONTRACT**

THE CONTRACTOR SHALL BE ASSESSED DISINCENTIVES AS DESIGNATED IN THE LANE VALUE CONTRACT TABLE FOR EACH UNIT OF TIME THE DESCRIBED CRITICAL LANE/RAMP IS RESTRICTED FROM FULL USE BY THE TRAVELING PUBLIC WITHIN THE RESTRICTED TIME PERIOD. THE DISINCENTIVES WILL BE ASSESSED FOR ALL RESTRICTIONS OF THE CRITICAL WORK.

CRITICAL WORK IS SHOWN IN THE LANE VALUE CONTRACT TABLE. CRITICAL WORK IS DEFINED AS HAVING THE DESIGNATED SECTIONS OPEN TO UNRESTRICTED TRAFFIC AS SHOWN IN THE TABLE, OR THE ENTIRE PROJECT IF NOT OTHERWISE LISTED.

UNRESTRICTED TRAFFIC IS DEFINED AS ALL TRAFFIC LANES BEING AVAILABLE FOR USE WITH SPECIFIED STRIPING AND SAFETY FEATURES IN PLACE.

LANE VALUE CONTRACT TABLE			
DESCRIPTION OF CRITICAL LANE/RAMP TO BE MAINTAINED	RESTRICTED TIME PERIOD	TIME UNIT	DISINCENTIVE \$ PER TIME UNIT
USR 35	SEE PLCS NOTE ON SHEET 16	PER LANE PER MINUTE	\$250

**SEQUENCE OF CONSTRUCTION**

GENERAL

PRIOR TO THE START OF EACH PHASE OF CONSTRUCTION, PLACE ALL TEMPORARY TRAFFIC CONTROL DEVICES AND TEMPORARY PAVEMENT MARKINGS REQUIRED FOR OPERATIONS DURING THAT PHASE.

THE CONTRACTOR MAY UTILIZE LANE SHIFTS OR LANE CLOSURES IN ORDER TO COMPLY PROTECTION OF DROP-OFFS IN WORK ZONES AS REQUIRED BY THE PLANS. LANE SHIFTS SHALL BE PER STANDARD CONSTRUCTION DRAWINGS MT-102.10 OR MT-102.20. LANE CLOSURES SHALL BE PER THE NOTES LISTED HEREIN. LANE CLOSURES SHALL BE PER STANDARD CONSTRUCTION DRAWING MT-95.30 OR MT-95.40.

PHASE 1

REMOVE AND REPLACE THE EXISTING MEDIAN CURB ISLAND ALONG WOODMAN DR. FROM STA. 9+45 TO STA. 12+45 WITH PAVEMENT FOR MAINTAINING TRAFFIC TO REMAIN IN PLACE FOLLOWING CONSTRUCTION, AND PLACE WOODMAN DRIVE TEMPORARY CROSSOVER PAVEMENT NORTH OF THE WOODMAN PARK DRIVE INTERSECTION AS DETAILED IN THE PLANS. UTILIZE SINGLE LANE CLOSURES TO COMPLETE WORK.

REMOVE PORTION OF EXISTING SOUTHBOUND MEDIAN CURB ISLAND INCONFLICT WITH PHASE 2 PORTABLE BARRIER FROM THE MOT-835-0002C STRUCTURE.

INSTALL TEMPORARY TRAFFIC SIGNALS AS SHOWN IN THE PLANS. PLACE ALL TEMPORARY PAVEMENT MARKINGS AND PLACE TEMPORARY SIGNALS IN OPERATION.

REMOVE OR COVER ALL SIGNING IN CONFLICT WITH PROPOSED MOT SCHEME. INSTALL MOT SIGNING AS PER STANDARD CONSTRUCTION DRAWINGS LISTED AND AS SHOWN IN THE PLANS.

CONSTRUCT OBIE BIKE PATH CONNECTION TO THE CREEKSIDE TRAIL PRIOR TO THE START OF PHASE 2. PLACE DETOUR SIGNS FOR THE CLOSING OF THE CREEKSIDE TRAIL.

PHASE 2A

CLOSE EXISTING NORTHBOUND WOODMAN DRIVE LANES AND CROSS OVER NORTHBOUND TRAFFIC TO THE SOUTHBOUND INSIDE LANE OF WOODMAN DRIVE.

CLOSE EXISTING LEFT-HAND LEFT TURN LANE ON EASTBOUND LINDEN AVE. AND EXISTING LEFT-HAND LEFT TURN LANE ON WESTBOUND LINDEN AVE.

KEEP ALL RAMPS OPEN TO TRAFFIC AS SHOWN IN THE PLANS.

BEGIN REMOVAL AND INSTALLATION OF THE RIGHT SIDE OF PROPOSED MOT-835-0002.

BEGIN RECONSTRUCTION OF MOT-74-0065 STRUCTURE. THE CONTRACTOR SHALL CLOSE THE CREEKSIDE TRAIL DURING PHASES 2A, 2B, AND 3A FOR A MAXIMUM DURATION OF 9 MONTHS. THE TRAIL SHALL BE DETOURED AS SHOWN IN THE PLANS.

CONSTRUCT PORTIONS OF PROPOSED RAMP D AS SHOWN IN THE PLANS, AND NORTHBOUND WOODMAN DRIVE NOT USED TO MAINTAIN TRAFFIC.

PHASE 2B

CLOSE EXISTING RAMP C TO TRAFFIC AS SHOWN IN THE PLANS. RAMP CLOSURES SHALL END AT THE START OF PHASE 3. THE MAXIMUM DURATION FOR THE EXISTING RAMP C CLOSURE SHALL BE FIFTY (50) CONSECUTIVE CALENDAR DAYS.

CONSTRUCT RAMP C AND REMAINING PROPOSED PAVEMENT ON NORTHBOUND WOODMAN DRIVE. UTILIZE SINGLE LANE CLOSURES ON U.S. 35 TO COMPLETE CONSTRUCTION OF RAMP C.

REMOVE AND REPLACE SECTION OF EXISTING RAMP D WITH PAVEMENT FOR MAINTAINING TRAFFIC AS SHOWN IN THE PLANS. DO NOT PLACE PROPOSED CURB. TEMPORARILY CLOSE EXISTING RAMP D TO COMPLETE PROPOSED FULL DEPTH PAVEMENT ON NORTHBOUND WOODMAN DRIVE. THE MAXIMUM DURATION FOR THE RAMP D CLOSURE SHALL BE FOUR (4) DAYS AND SHALL BEGIN ON A FRIDAY AND BE COMPLETED ON THE FOLLOWING MONDAY. REOPEN EXISTING RAMP D PRIOR TO THE END OF PHASE 2B.

PHASE 2B SHALL HAVE AN INTERIM COMPLETION DATE OF 10/14/2023 IN WHICH ALL TRAFFIC SHALL BE PLACED IN THE PHASE 3A CONFIGURATION WITH ALL RAMPS OPEN TO TRAFFIC. SHOULD THE CONTRACTOR FAIL TO MEET THIS REQUIREMENT, THE CONTRACTOR SHALL BE ASSESSED A DISINCENTIVE IN THE AMOUNT OF \$7,000 PER DAY THE PROPOSED INTERIM COMPLETION DATE IS EXCEEDED (PN 121).

PHASE 3A

KEEP EXISTING RAMP A, EXISTING RAMP B, WOODMAN DRIVE, EASTBOUND LINDEN AVE., AND WESTBOUND LINDEN AVE. OPEN TO TRAFFIC IN THE PHASE 2 CONFIGURATION AS SHOWN IN THE PLANS.

REMOVE OR COVER ALL SIGNING IN CONFLICT WITH PROPOSED MOT SCHEME. INSTALL MOT SIGNING AS PER STANDARD CONSTRUCTION DRAWINGS LISTED AND AS SHOWN IN THE PLANS.

RECONFIGURE THE WESTBOUND LINDEN AVE. RIGHT TURN LANE, REOPEN PROPOSED RAMP C TO TRAFFIC AS SHOWN IN THE PLANS.

CLOSE EXISTING SOUTHBOUND WOODMAN DRIVE LANES AND CROSS OVER SOUTHBOUND TRAFFIC TO THE COMPLETED NORTHBOUND INSIDE LANE OF WOODMAN DRIVE PRIOR TO THE START OF THIS PHASE.

ACCESS TO THE WOODMAN PARK APARTMENTS SHALL BE MAINTAINED AT ALL TIMES IN ACCORDANCE WITH THE NOTES SHOWN ON THE PLANS.

SHIFT TEMPORARY SIGNAL HEADS AND/OR PLACE TEMPORARY SIGNAL INTO PHASE 3 OPERATION.

REMOVE AND CONSTRUCT LEFT SIDE OF MOT-835-0002 STRUCTURE. REMOVE AND CONSTRUCT LEFT SIDE OF MOT-74-0065 STRUCTURE.

CONSTRUCT PORTIONS OF PROPOSED RAMP A AS SHOWN IN THE PLANS.

PHASE 3B

CLOSE EXISTING RAMPS A, B AND D TO TRAFFIC AS SHOWN IN THE PLANS. RAMP CLOSURES MAY BEGIN INDEPENDENT OF EACH OTHER. HOWEVER, RAMP CLOSURES SHALL END TOGETHER AT THE END OF PHASE 3. THE MAXIMUM DURATION FOR THE EXISTING RAMP A CLOSURE SHALL BE TWENTY-ONE (21) CONSECUTIVE CALENDAR DAYS. THE MAXIMUM DURATION FOR THE EXISTING RAMP B CLOSURE SHALL BE TWENTY-ONE (21) CALENDAR DAYS. THE MAXIMUM DURATION FOR THE EXISTING RAMP D CLOSURE SHALL BE TWENTY-ONE (21) CONSECUTIVE CALENDAR DAYS.

COMPLETE CONSTRUCTION OF RAMPS A, B AND D AND REMAINING PROPOSED PAVEMENT ON SOUTHBOUND WOODMAN DRIVE. UTILIZE SINGLE LANE CLOSURES ON U.S. 35 TO COMPLETE CONSTRUCTION OF RAMPS A AND D.

USR 35

THE CONTRACTOR MAY UTILIZE LANE SHIFTS OR LANE CLOSURES IN ORDER TO COMPLY WITH STANDARD CONSTRUCTION DRAWING MT-101.90 FOR PROTECTION OF DROP-OFFS IN WORK ZONES. LANE SHIFTS SHALL BE PER STANDARD CONSTRUCTION DRAWINGS MT-102.10 OR MT-102.20. LANE CLOSURES SHALL BE PER THE PERMITTED LANE CLOSURE SCHEDULE AND NOTES LISTED HEREIN. LANE CLOSURES SHALL BE PER STANDARD CONSTRUCTION DRAWING MT-95.30 OR MT-95.40.

**PN 121 - INCENTIVE/DISINCENTIVE CONTRACT**

THE CONTRACTOR SHALL COMPLETE ALL CRITICAL WORK AND SAFETY ITEMS ACCORDING TO THE INCENTIVE/ DISINCENTIVE CONTRACT TABLE. THE INCENTIVE/DISINCENTIVE CONTRACT TABLE IS LOCATED IN THE PLAN GENERAL NOTES.

IN THE EVENT THE CONTRACTOR IMPEDES THE FLOW OF TRAFFIC SUBSEQUENT TO THE OPENING TO UNRESTRICTED TRAFFIC, THE CONTRACTOR SHALL BE ASSESSED A DISINCENTIVE ACCORDING TO THE INCENTIVE/ DISINCENTIVE CONTRACT TABLE.

CRITICAL WORK IS SHOWN IN THE INCENTIVE/DISINCENTIVE CONTRACT TABLE. CRITICAL WORK IS DEFINED AS HAVING THE DESIGNATED SECTION OF WORK OPEN TO UNRESTRICTED TRAFFIC AS SHOWN IN THE TABLE, OR THE ENTIRE PROJECT IF NOT OTHERWISE LISTED.

UNRESTRICTED TRAFFIC IS DEFINED AS ALL TRAFFIC LANES BEING AVAILABLE FOR USE AT THEIR FINAL DESIGN WIDTH WITH ALL MARKINGS, RPM'S, AND SAFETY FEATURES INSTALLED, ALONG WITH NO RESTRICTIONS WITHIN 2 FEET OF THE EDGE LINE ON THE SHOULDERS.

INCENTIVE/DISINCENTIVE TABLE			
DESCRIPTION OR LOCATION OF CRITICAL WORK	COMPLETION DATE OR TIME DURATION	TIME UNIT	DISINCENTIVE \$ PER TIME UNIT
RAMP A	21 DAY CLOSURE	DAY	\$7,000
RAMP B	35 DAY CLOSURE	DAY	\$8,000
RAMP C	50 DAY CLOSURE	DAY	\$14,000
RAMP D - PHASE 3B	21 DAY CLOSURE	DAY	\$8,000
RAMP D - PHASE 2B	4 DAY CLOSURE	DAY	\$8,000
INTERIM COMPLETION	10/14/23	DAY	\$7,000

THE CONTRACTOR WILL BE PAID AN INCENTIVE OR WILL BE ASSESSED A DISINCENTIVE ACCORDING TO THE INCENTIVE/ DISINCENTIVE CONTRACT TABLE.

EXTENSIONS OF TIME WILL BE FOR CALENDAR DAYS AND CALCULATED IN ACCORDANCE WITH C&MS 108.06 EXCEPT AS FOLLOWS: NO EXTENSIONS OF TIME WILL BE GRANTED FOR DELAYS IN MATERIAL DELIVERIES (UNLESS SUCH DELAYS ARE INDUSTRY WIDE), AND LABOR STRIKES (UNLESS SUCH STRIKES ARE AREA WIDE).

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