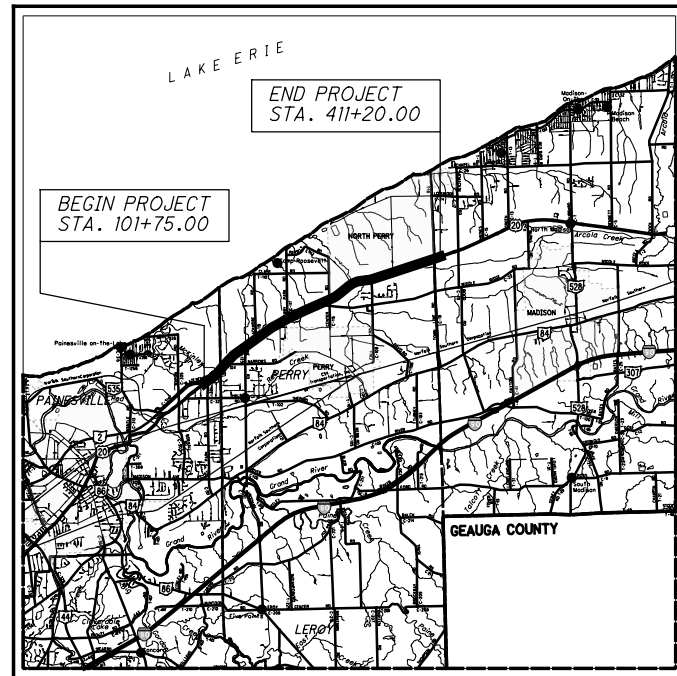


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LOCATION MAP

LATITUDE: 41°45'58.7" LONGITUDE: 81°10'51.7"



PORTION TO BE IMPROVED	—————
INTERSTATE HIGHWAY	—————
FEDERAL ROUTES	—————
STATE ROUTES	—————
COUNTY & TOWNSHIP ROADS	—————
OTHER ROADS	—————

**DESIGN DESIGNATION: LAK-US-20-19.59**

CURRENT ADT (2022)	25,000
DESIGN YEAR ADT (2042)	31,850
DESIGN HOURLY VOLUME (2042)	3,185
DIRECTIONAL DISTRIBUTION	62%
TRUCKS (24 HOUR B&C)	10%
DESIGN SPEED	45 MPH
LEGAL SPEED	45 MPH

DESIGN FUNCTIONAL CLASSIFICATION:  
URBAN PRINCIPAL ARTERIAL  
NHS PROJECT YES

**DESIGN EXCEPTIONS**

NONE REQUIRED

**ADA DESIGN WAIVERS**

NONE REQUIRED



PLAN PREPARED BY:



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STANDARD CONSTRUCTION DRAWINGS										SUPPLEMENTAL SPECIFICATIONS	SPECIAL PROVISIONS
BP-2.1	1-21-22	CB-1	7-16-21	DM-3.1	1-18-13	MT-101.75	1-17-20	TC-42.20	10-18-13	800 SEE PROPOSAL	WATERWAY PERMIT 4/10/2023
BP-2.2	1-15-21	CB-2-2ABC	1-20-23	DM-4.3	1-15-16	MT-101.90	7-17-20	TC-51.11	1-15-16	809 1-20-23	
BP-3.1	1-21-22	CB-2-34	1-20-23	DM-4.4	1-15-16	MT-102.10	1-17-20	TC-52.10	10-18-13	815 4-16-21	
BP-4.1	7-19-13	CB-3	7-16-21			MT-102.20	4-19-19	TC-52.20	1-15-21	821 4-20-12	
BP-5.1	7-15-22	CB-3A	7-16-21	HW-2.1	7-20-18	MT-103.10	1-21-22	TC-65.10	1-17-14	832 7-15-22	
BP-7.1	1-21-22	CB-6	1-21-22	HW-2.2	7-20-18	MT-105.10	1-17-20	TC-65.11	7-15-22	870 10-21-22	
								TC-71.10	7-15-22	878 1-21-22	
MGS-1.1	7-16-21	I-2	7-16-21	HL-30.11	1-15-21	TC-12.31	4-15-22	TC-72.20	7-20-18	895 4-18-14	
MGS-2.1	1-19-18	I-2A	7-16-21	HL-30.22	1-15-21	TC-15.116	7-16-21	TC-74.10	1-20-23	906 10-15-10	
MGS-3.1	1-19-18			MT-095.31	7-19-19	TC-16.22	7-16-21	TC-81.22	7-15-22	909 10-21-22	
MGS-4.2	7-19-13	MH-1	7-15-22	MT-095.32	4-19-19	TC-21.11	7-16-21	TC-83.20	7-15-22	921 4-20-12	
		MH-2	7-16-21	MT-095.41	1-17-20	TC-21.21	1-20-23	TC-83.20	7-15-22	938 1-19-18	
RM-1.1	1-15-21	MH-3	7-16-21	MT-097.12	1-20-17	TC-22.10	4-17-20	TC-84.20	10-18-13	995 7-17-15	
RM-3.1	7-20-18			MT-099.20	4-19-19	TC-22.20	1-17-14	TC-85.10	4-17-20		
RM-4.2	4-17-20	DM-1.1	7-17-20	MT-101.60	1-17-20	TC-41.20	10-18-13	TC-85.20	7-20-18		
		DM-1.2	7-16-21	MT-101.70	1-17-20	TC-41.30	10-18-13				

**PROJECT DESCRIPTION**

MAJOR REHABILITATION OF 5.4 MILES OF NORTH RIDGE ROAD (US-20) FROM SR. 2 TO TOWNLINE ROAD IN PERRY TOWNSHIP. WORK WILL INCLUDE ROADWAY WIDENING, RESURFACING AND SIDEWALK, DRAINAGE AND TRAFFIC SIGNAL IMPROVEMENTS.

**EARTH DISTURBED AREAS**

PROJECT EARTH DISTURBED AREA:	55.1 ACRES
ESTIMATED CONTRACTOR EARTH DISTURBED AREA:	1.0 ACRES
NOTICE OF INTENT EARTH DISTURBED AREA:	56.1 ACRES

**2019 SPECIFICATIONS**

THE STANDARD SPECIFICATIONS OF THE STATE OF OHIO, DEPARTMENT OF TRANSPORTATION, INCLUDING SUPPLEMENTAL SPECIFICATIONS LISTED IN THE PLANS AND CHANGES LISTED IN THE PROPOSAL SHALL GOVERN THIS IMPROVEMENT.

I HEREBY APPROVE THESE PLANS AND DECLARE THAT THE MAKING OF THIS IMPROVEMENT WILL NOT REQUIRE THE CLOSING TO TRAFFIC OF THE HIGHWAY AND THAT PROVISIONS FOR THE MAINTENANCE AND SAFETY OF TRAFFIC WILL BE AS SET FORTH ON THE PLANS AND ESTIMATES.

DISTRICT DEPUTY DIRECTOR

*John Picuri*  
John Picuri, P.E., S.I.  
12

DIRECTOR, DEPARTMENT OF TRANSPORTATION

*John Madanski*

ENGINEER'S SEAL



FEDERAL PROJECT NO.  
**E191(584)**

PID NO.  
**108665**

CONSTRUCTION PROJECT NO.

RAILROAD INVOLVEMENT  
**NONE**

**LAK-US-20-19.59**  
**PART 1**

1  
1088



**MAINTAINING DRIVEWAY ACCESS**

COMMERCIAL AND HANDICAP PROPERTIES: ACCESS TO ALL COMMERCIAL AND HANDICAP PROPERTY SHALL BE MAINTAINED AT ALL TIMES, AS FOLLOWS:

FOR PROPERTIES WITH MULTIPLE DRIVEWAYS: DRIVEWAY CONSTRUCTION WILL BE SCHEDULED SO THAT AT LEAST ONE ACCESS DRIVEWAY IS OPEN AND CLEAR WHILE THE OTHER DRIVEWAY(S) ARE BEING CONSTRUCTED.

FOR PROPERTIES WITH ONLY ONE ACCESS AND PROPERTIES WITH ONE WAY DIRECTIONAL DRIVEWAYS: DRIVEWAY CONSTRUCTION SHALL BE SCHEDULED OUTSIDE OF NORMAL BUSINESS HOURS. IF THE PROPERTY CANNOT BE WITHOUT ACCESS TEMPORARILY (SUCH AS OUTSIDE OF NORMAL BUSINESS HOURS OR OVER THE WEEKEND), ACCESS TO THE PROPERTY SHALL BE MAINTAINED AS FOLLOWS:

THE PAVEMENT IN FRONT OF THE DRIVEWAY SHALL BE REMOVED AND TRAFFIC COMPACTED SURFACE FURNISHED, INSTALLED, AND COMPACTED ON TOP OF THE EXPOSED SUBGRADE. THIS WORK SHALL BE PERFORMED IN ONE OPERATION SO THAT THE DISRUPTION TO THE PROPERTY IS KEPT AT AN ABSOLUTE MINIMUM. THE CONTRACTOR WILL MAINTAIN THE RAMP AND REPLACE MATERIAL AS NECESSARY.

THE INSTALLATION OF THE PROPOSED DRIVEWAY AND THE CONCRETE PAVEMENT IN FRONT OF THE DRIVEWAY SHALL BE PERFORMED AS ONE OPERATION UNLESS APPROVED BY THE ENGINEER IN ORDER TO MINIMIZE THE DURATION OF A REQUIRED OUTAGE. IF THE DRIVEWAY IS MORE THAN 20 FEET WIDE, CONSTRUCTION ON THE DRIVEWAY AND PAVEMENT SHALL BE IN TWO (2) PHASES, WITH ONE HALF OF THE DRIVE REMAINING OPEN WHILE THE OTHER HALF IS CLOSED AND BEING CONSTRUCTED. THE CONTRACTOR SHALL PROVIDE ACCESS IMMEDIATELY AFTER ANY MINIMUM REQUIRED TIME TO PERFORM DRIVEWAY RECONSTRUCTION WORK. THE CONTRACTOR SHALL ALSO PROVIDE ACCESS TO THE PROPERTY DURING THE CURE PERIOD.

IN LOCATIONS WHERE A DRIVEWAY TO A PARKING LOT IS CLOSED TO TRAFFIC, THE DRIVE SHALL HAVE PROPER PROTECTION, SUCH AS SIGNS, FENCING, BARRICADES, AND DRUMS, PLACED AND MAINTAINED AROUND IT.

WHERE DIRECTED BY THE ENGINEER, ONE (1) BUSINESS ENTRANCE SIGN (M4-H15) SIGN SHALL BE PROVIDED, INSTALLED, MAINTAINED, AND SUBSEQUENTLY REMOVED BY THE CONTRACTOR AT AFFECTED COMMERCIAL DRIVEWAYS. THE SIGN SHALL BE 36 INCH X 48 INCH IN SIZE WITH TYPE G OR TYPE H ORANGE RETROREFLECTIVE SHEETING AND BE MOUNTED ON TWO #3 POSTS OR ON TEMPORARY POSTS IN ACCORDANCE WITH ODOT STANDARD CONSTRUCTION DRAWING MT-105.10. THE SIGN SHALL HAVE THE STANDARD M4-H15 LEGEND, EXCEPT THAT THE ACTUAL BUSINESS NAME SHALL BE SUBSTITUTED FOR THE WORD "BUSINESS."

RESIDENTIAL PROPERTIES: THE CONTRACTOR SHALL MAKE REASONABLE PROVISIONS TO ALLOW RESIDENTIAL ACCESS AT ALL TIME OR OTHERWISE ALLOW RESIDENTS TO PARK SAFELY WITHIN THE PROJECT LIMITS WHEN ACCESS IS NOT POSSIBLE. THE MAXIMUM OUT OF SERVICE TIME FOR ANY RESIDENTIAL DRIVE SHALL BE ONE (1) DAY. RESIDENTIAL ACCESS SHALL BE MAINTAINED USING THE FOLLOWING PROCEDURES, AS DIRECTED BY THE ENGINEER:

AFTER THE EXISTING PAVEMENT AND CURB HAVE BEEN REMOVED, THE CONTRACTOR SHALL IMMEDIATELY MAINTAIN VEHICULAR ACCESS TO THE DRIVEWAY USING ITEM 410, TRAFFIC COMPACTED SURFACE, BETWEEN THE PAVEMENT AND THE DRIVEWAY. STEEL PLATES MAY ALSO BE USED.

WHILE THE CONCRETE PAVEMENT AND CURB IS BEING INSTALLED AND IS CURING, THE CONTRACTOR SHALL PROVIDE PARKING AREAS SAFELY WITHIN THE PROJECT WORK LIMITS OR ALONG ADJACENT SIDE STREETS. DURING THIS TIME, THE EXISTING SIDEWALKS BETWEEN THE SIDE STREETS SHALL REMAIN IN SERVICE FOR ACCESS FROM THE PARKING AREA TO THE PROPERTY.

PRIOR TO THE START OF CONSTRUCTION, THE CONTRACTOR SHALL SUBMIT A PLAN, FOR THE APPROVAL OF THE ENGINEER, WHICH OUTLINES HIS/HER STRATEGY FOR THE MAINTENANCE OF SAFE ACCESS TO COMMERCIAL, HANDICAP AND RESIDENTIAL PROPERTY AND/OR FOR ALLOWING RESIDENTS TO PARK SAFELY WITHIN THE PROJECT LIMITS WHEN ACCESS IS NOT POSSIBLE.

THE PAYMENT FOR ALL LABOR, EQUIPMENT AND MATERIALS REQUIRED TO MAINTAIN COMMERCIAL, HANDICAP AND RESIDENTIAL ACCESS AND/OR SAFE PARKING AREAS FOR RESIDENTS, INCLUDING TRAFFIC COMPACTED SURFACE AND ASPHALT CONCRETE FOR MAINTAINING TRAFFIC SHALL BE INCLUDED IN THE LUMP SUM CONTRACT PRICE FOR ITEM 614 - MAINTAINING TRAFFIC; EXCEPT FOR THE SEPARATELY ESTIMATED ITEMS/QUANTITIES ADDITIONALLY PROVIDED IN THE PLANS FOR MAINTAINING TRAFFIC (ACCESS).

**EXISTING SIGNS**

IN ANY PHASE, WHEN A MAINTENANCE OF TRAFFIC SIGN CONTRADICTS AN EXISTING SIGN, THE EXISTING SIGN SHALL BE COVERED. ALL OTHER SIGNS SHALL BE MAINTAINED DURING CONSTRUCTION AND RELOCATED NEARBY IF NECESSARY.

**LAKETRAN BUS STOPS**

LAKETRAN BUS STOPS SHALL BE MAINTAINED DURING ALL PHASES OF CONSTRUCTION. EXISTING BUS STOP SIGNS SHALL BE MOVED TO A NEARBY LOCATION IF NECESSARY. ALL BUS STOP SIGNS SHALL BE MAINTAINED AND RELOCATED AS NECESSARY.

**MAIL BOXES**

MAIL BOXES SHALL BE CAREFULLY RELOCATED AS NECESSARY BY THE CONTRACTOR DURING CONSTRUCTION SO THAT THEY ARE ACCESSIBLE TO MAIL DELIVERY TRUCKS. ANY DAMAGE TO THE MAILBOX SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR. DAMAGED MAILBOXES SHALL BE REPLACED BY THE CONTRACTOR IN KIND.

**ITEM 611 CATCH BASIN. NO. 6. AS PER PLAN**

THIS ITEM INCLUDES THE REMOVAL AND DISPOSAL OF THE CATCH BASIN AFTER THE MAINTENANCE OF TRAFFIC PHASE IN WHICH IT IS USED IS COMPLETE.

**ITEM 611 12" CONDUIT. TYPE B. AS PER PLAN  
ITEM 611 15" CONDUIT. TYPE B. AS PER PLAN  
ITEM 611 24" CONDUIT. TYPE B. AS PER PLAN**

THIS ITEM INCLUDES THE REMOVAL OF THE CONDUIT, OR ABANDONEMENT OF THE CONDUIT IF THE CONDUIT HAS BEEN PLACED UNDER PERMANENT PAVEMENT, AFTER THE MAINTENANCE OF TRAFFIC PHASE IN WHICH IT IS USED HAS BEEN COMPLETED. THE ABANDONED CONDUIT SHALL BE FILLED AND PLUGGED AS PER THE ITEM SPECIAL-FILL AND PLUG EXISTING CONDUIT NOTE SHOWN ON SHEET 24.

**ITEM 611 CATCH BASIN RECONSTRUCTED TO GRADE. AS PER PLAN  
ITEM 611 INLET RECONSTRUCTED TO GRADE. AS PER PLAN**

WHEN RECONSTRUCTING CATCH BASINS AND INLETS TO GRADE FOR THE PURPOSE OF MAINTAINING TRAFFIC, FOLLOW THE PROCEDURE BELOW.

- CAREFULLY REMOVE AND CLEAN THE EXISTING CASTINGS.
- REMOVE EXISTING WALLS OF CATCH BASINS AND INLETS BELOW THE GRATES TO THE DEPTH NECESSARY FOR PLACEMENT OF TEMPORARY PAVEMENT, OR ANY POINTS OF WALL FAILURE.
- INSTALL A 1-1/4 INCH MINIMUM STEEL ROAD PLATE AS SHOWN IN THE TEMPORARY DRAINAGE DETAIL.
- WHERE EXISTING BASINS WILL NOT BE REMOVED IN A LATER PHASE OF THE CONTRACT, REMOVE THE ROAD PLATE AND USING THE SALVAGED CASTING, RECONSTRUCT THE STRUCTURE TO THE ORIGINAL PLAN GRADE, CONFORMING AS NEARLY AS PRACTICABLE TO THE EXISTING DIMENSION AND TYPE OF CONSTRUCTION.

**ITEM 606 - GUARDRAIL. TYPE MGS. AS PER PLAN  
ITEM 606 - ANCHOR ASSEMBLY. MGS TYPE E. AS PER PLAN (MASH 2016)  
ITEM 606 - ANCHOR ASSEMBLY. MGS TYPE T. AS PER PLAN**

GUARDRAIL AND ANCHOR ASSEMBLIES INSTALLED FOR MAINTAINING TRAFFIC SHALL BE REMOVED AND DISPOSED OF AFTER COMPLETION OF THE PHASE IN WHICH THEY WERE CONSTRUCTED AND USED.

**ITEM 614 - DETOUR SIGNING**

SIZE AND PLACEMENT OF DETOUR SIGNS (M4-9) SHOULD FOLLOW THE REQUIREMENTS OF THE ODOT SECTION 6F.03, SECTION 2A.11 AND TABLE 6F.01.

DETOUR SIGNING SHALL PROVIDE DRIVERS ADEQUATE TIME TO CLEARLY READ THE SIGNS AND MAKE THE PROPER DECISIONS AT EACH REQUIRED TURNING MOVEMENT. THE DESIGNATED DETOUR ROUTE SHALL BE SIGNED IN ACCORDANCE WITH THE REQUIREMENTS BELOW:

- APPROXIMATELY 1500 FEET PRIOR TO TIP OF THE PAINTED GORE AT AN INTERCHANGE WHEN EXITING A HIGH SPEED (45 MPH OR HIGHER) FACILITY.
- AT OR NEAR THE EXISTING SIGN IN THE GORE OF AN INTERCHANGE RAMP.
- AT OR NEAR THE FIRST EXISTING LANE ASSIGNMENT SIGN ON AN INTERCHANGE EXIT RAMP.
- AT OR NEAR THE EXISTING LANE ASSIGNMENT SIGN OR EXISTING ROUTE MARKER AT THE END OF AN EXIT RAMP.
- APPROXIMATELY 500 FEET PRIOR TO A REQUIRED TURN AT AN INTERSECTION NOT CONTROLLED BY A STOP SIGN (FOR 45 MPH OR HIGHER ONLY).
- AT OR NEAR THE EXISTING LANE ASSIGNMENT SIGN OR EXISTING ROUTE MARKER AT AN INTERSECTION.
- EVERY TWO MILES ALONG A TANGENT SECTION BETWEEN TURNING MOVEMENTS OUTSIDE A CITY.
- EVERY TWO BLOCKS ALONG A TANGENT SECTION BETWEEN TURNING MOVEMENTS WITHIN A CITY.
- AT ANY OTHER INTERSECTION OR DECISION POINT WHERE THE DETOUR ROUTE IS CONTRARY TO THE NORMAL, EXPECTED TURNING MANEUVER OR OTHERWISE UNCLEAR.

DETOUR SIGNS SHALL BE PLACED, WHEN POSSIBLE, NEXT TO BUT NOT BLOCKING EXISTING ROUTE MARKERS OR LANE ASSIGNMENT SIGNS. DETOUR SIGNS SHALL NOT OBSCURE OR BE OBSCURED BY OTHER EXISTING OR TEMPORARY SIGNS.

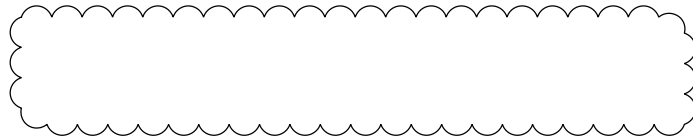
DETOUR SIGNS SHALL BE ERECTED AND/OR UNCOVERED PRIOR TO THE ROAD OR RAMP BEING CLOSED TO TRAFFIC BUT NO EARLIER THAN FOUR HOURS PRIOR TO THE CLOSURE. DETOUR SIGNS SHALL BE COVERED AND/OR REMOVED NO LATER THAN FOUR HOURS FOLLOWING THE ROAD OR RAMP RE-OPENING TO TRAFFIC.

PAYMENT FOR ACCEPTED QUANTITIES WILL BE MADE AT THE CONTRACT UNIT PRICE. PAYMENT SHALL BE FOR ALL MATERIALS, LABOR, INCIDENTALS AND EQUIPMENT FOR FURNISHING, PROPER SIGN PLACEMENT AND SIZING, TIMELY ERECTING AND/OR UNCOVERING OF SIGNS, MAINTAINING SIGNS, AND TIMELY COVERING AND/OR REMOVING SIGNS AND SUPPORTS.

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY.  
ITEM 614 - DETOUR SIGNING LUMP SUM

**ITEM 615 PAVEMENT FOR MAINTAINING TRAFFIC. CLASS A. AS PER PLAN**

ANY ASPHALT OR CONCRETE CURBS THAT ARE CONSTRUCTED ON TOP OF THE TEMPORARY PAVEMENT OR INTEGRAL TO THE TEMPORARY PAVEMENT SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 615 PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN.



**690E98000 - ITEM SPECIAL - REIMBURSEMENT FOR MOT ITEMS PERMANENTLY DAMAGED BY TRAFFIC**

THIS ITEM OF WORK PROVIDES A FIXED UNIT COST OF 18 PER EACH FOR THE REPAIR OR REPLACEMENT OF PERMANENTLY DAMAGED TEMPORARY MAINTENANCE OF TRAFFIC ITEMS ELIGIBLE UNDER C&MS 614.16.C AND C&MS 107.15.

IF THE ENGINEER DETERMINES THAT THE REQUIREMENTS OF C&MS 614.16.C AND C&MS 107.15 HAVE BEEN MET, THE DEPARTMENT WILL REIMBURSE THE CONTRACTOR UPON RECEIPT AND ACCEPTANCE OF THE COSTS IN ACCORDANCE WITH C&MS 109.05. THE PAYMENT DUE WILL BE DEDUCTED FROM ITEM SPECIAL - REIMBURSEMENT FOR MOT ITEMS PERMANENTLY DAMAGED BY TRAFFIC. C&MS TABLE 104.02-2 DOES NOT APPLY TO REDUCTIONS IN THIS CONTRACT ITEM.

THE FOLLOWING QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY TO COMPLETE THIS ITEM OF WORK:

ITEM SPECIAL - REIMBURSEMENT FOR MOT ITEMS PERMANENTLY DAMAGED BY TRAFFIC 250,000 EACH

CALCULATED  
JDC  
CHECKED  
EJT

MAINTENANCE OF TRAFFIC GENERAL NOTES

LAK-US-20-19.59  
PART 1

30  
1088

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**MAINTENANCE OF TRAFFIC NARRATIVE**

THIS PROJECT HAS BEEN DIVIDED INTO TWO PARTS: PART 1 AND PART 2. PART 2 (LAK-US-20-24.99) IS A TWO YEAR PROJECT AND SHALL BE BUILT FIRST. PART 1 (LAK-US-20-19.59) IS A THREE YEAR PROJECT AND SHALL BE BUILT SECOND. WITHIN EACH OF THESE PARTS, PHASES SHALL BE CONSTRUCTED FROM EAST TO WEST PER THE CONSTRUCTION SEQUENCES. CONSTRUCTION OF TEMPORARY PAVEMENT SHALL ONLY OCCUR IN THE PHASE WHERE IT IS IMMEDIATELY NEEDED UNLESS APPROVED BY THE ENGINEER. NO CONSTRUCTION SHALL OCCUR DURING THE WINTER MONTHS, (BETWEEN NOVEMBER 1 TO APRIL 1), UNLESS APPROVED BY THE ENGINEER.

**SEQUENCE OF CONSTRUCTION**

UTILITY RECONSTRUCTION

UTILITY RECONSTRUCTION (BY OTHERS) IS TO OCCUR IN 2023.

PRE-PHASE 1A:

1. CONSTRUCT THE TEMPORARY PAVEMENT BETWEEN STA. 250+00 TO STA. 257+00, RT. WORK SHALL BE COMPLETED USING SHORT TERM LANE CLOSURES.
2. CONSTRUCT THE LEFT HALF OF THE CULVERT AT STA. 253+86.

PRE-PHASE 1B:

1. CONSTRUCT THE TEMPORARY PAVEMENT BETWEEN STA. 247+00 TO STA. 260+50, LT. WORK SHALL BE COMPLETED USING SHORT TERM LANE CLOSURES.
2. CONSTRUCT THE RIGHT HALF OF THE CULVERT AT STA. 253+86.

PHASE 1:

THIS PHASE WILL INVOLVE THE RECONSTRUCTION OF THE SOUTH SIDE OF U.S. 20 FROM CENTER ROAD (STA. 286+00) TO TOWNLINE ROAD (STA. 399+90). ONE (1) LANE OF WESTBOUND TRAFFIC AND ONE (1) LANE OF EASTBOUND TRAFFIC WILL BE MAINTAINED AT ALL TIMES ALONG THIS SECTION OF U.S. 20.

THE CONTRACTOR SHALL BE ALLOWED TO CLOSE EACH SIDE STREET FOR FOURTEEN (14) CONSECUTIVE CALENDAR DAYS. A DISINCENTIVE SHALL BE ASSESSED IN THE AMOUNT OF \$300 FOR EACH CALENDAR DAY THAT THE SIDE STREET REMAINS CLOSED TO TRAFFIC BEYOND THIS SPECIFIED TIME LIMIT.

THE FOLLOWING IS A LIST OF SIDE STREETS TO BE CLOSED DURING THIS PHASE:

CALL ROAD STA. 332+79 RT SIDE STREET

THE CONTRACTOR SHALL NOT BE ALLOWED TO CLOSE TWO (2) ADJACENT SIDE STREETS AT THE SAME TIME. PEDESTRIAN TRAFFIC SHALL BE MAINTAINED.

CONSTRUCT THE TEMPORARY PAVEMENT AND TEMPORARY DRAINAGE BETWEEN STA. 283+46.3 AND STA. 402+72.3. PRIOR TO SHIFTING TRAFFIC.

PHASE 1 SHALL BE COMPLETED BY JULY 1, 2026.

PHASE 2:

THIS PHASE WILL INVOLVE THE RECONSTRUCTION OF THE NORTH SIDE OF U.S. 20 FROM CENTER ROAD (STA. 286+00) TO TOWNLINE ROAD (STA. 399+90). ONE (1) LANE OF WESTBOUND TRAFFIC AND ONE (1) LANE OF EASTBOUND TRAFFIC WILL BE MAINTAINED AT ALL TIMES ALONG THIS SECTION OF U.S. 20.

THE CONTRACTOR SHALL BE ALLOWED TO CLOSE EACH SIDE STREET FOR FOURTEEN (14) CONSECUTIVE CALENDAR DAYS. LIQUIDATED DAMAGES SHALL BE ASSESSED IN THE AMOUNT OF \$300 FOR EACH CALENDAR DAY THAT THE SIDE STREET REMAINS CLOSED TO TRAFFIC BEYOND THIS SPECIFIED TIME LIMIT.

THE FOLLOWING IS A LIST OF SIDE STREETS TO BE CLOSED DURING THIS PHASE:

PARMLY ROAD STA. 309+94 LT SIDE STREET  
RED MILL VALLEY ROAD STA. 318+50 LT SIDE STREET  
ANTIOCH ROAD STA. 357+71 LT SIDE STREET

THE CONTRACTOR SHALL NOT BE ALLOWED TO CLOSE TWO (2) ADJACENT SIDE STREETS AT THE SAME TIME.

PLACE TEMPORARY STRIPING AS PER THE STRIPING PLAN AFTER CONSTRUCTION IS COMPLETE.

PEDESTRIAN TRAFFIC SHALL BE MAINTAINED.

PHASE 2 SHALL BE COMPLETED BY OCTOBER 15, 2026.

TRAFFIC TO RETURN TO NORMAL FOR WINTER BY NOVEMBER 1, 2026

PRE-PHASE 3:

CONSTRUCT THE CULVERT EXTENSION AT STA. 199+57.52, LT. CONSTRUCT THE TEMPORARY PAVEMENT AND TEMPORARY DRAINAGE BETWEEN STA. 182+20 AND STA. 273+30.

PRE-PHASE 3 SHALL BE COMPLETED BY APRIL 1, 2027.

PHASE 3:

THIS PHASE WILL INVOLVE THE RECONSTRUCTION OF THE SOUTH SIDE OF U.S. 20 FROM LANE ROAD (STA. 182+20) TO CENTER ROAD (STA. 273+30). ONE (1) LANE OF WESTBOUND TRAFFIC AND ONE (1) LANE OF EASTBOUND TRAFFIC WILL BE MAINTAINED AT ALL TIMES ALONG THIS SECTION OF U.S. 20.

THE FOLLOWING IS A LIST OF SIDE STREETS TO BE CONSTRUCTED UTILIZING PART-WIDTH CONSTRUCTION:

OHIO STREET STA. 219+68 RT

PEDESTRIAN TRAFFIC SHALL BE MAINTAINED.

PHASE 3 SHALL BE COMPLETED BY JULY 1, 2027.

PHASE 4:

THIS PHASE WILL INVOLVE THE RECONSTRUCTION OF THE NORTH SIDE OF U.S. 20 FROM LANE ROAD (STA. 182+20) TO CENTER ROAD (STA. 273+30). ONE (1) LANE OF WESTBOUND TRAFFIC AND ONE (1) LANE OF EASTBOUND TRAFFIC WILL BE MAINTAINED AT ALL TIMES ALONG THIS SECTION OF U.S. 20.

THE CONTRACTOR SHALL BE ALLOWED TO CLOSE EACH SIDE STREET FOR FOURTEEN (14) CONSECUTIVE CALENDAR DAYS. LIQUIDATED DAMAGES SHALL BE ASSESSED IN THE AMOUNT OF \$300 FOR EACH CALENDAR DAY THAT THE SIDE STREET REMAINS CLOSED TO TRAFFIC BEYOND THIS SPECIFIED TIME LIMIT.

THE FOLLOWING IS A LIST OF SIDE STREETS TO BE CLOSED DURING THIS PHASE:

BLACKMORE ROAD STA. 188+06 LT SIDE STREET  
PERRY PARK ROAD STA. 229+21 LT SIDE STREET

THE CONTRACTOR SHALL NOT BE ALLOWED TO CLOSE TWO (2) ADJACENT SIDE STREETS AT THE SAME TIME.

AFTER CONSTRUCTION IS COMPLETE, PLACE TEMPORARY STRIPING AS PER THE STRIPING PLAN.

PEDESTRIAN TRAFFIC SHALL BE MAINTAINED.

PHASE 4 SHALL BE COMPLETED BY OCTOBER 15, 2027.

TRAFFIC TO RETURN TO NORMAL FOR WINTER BY NOVEMBER 1, 2027

PRE-PHASE 5:

CONSTRUCT THE CULVERT EXTENSION AT STA. 149+38, LT. CONSTRUCT THE TEMPORARY PAVEMENT AND TEMPORARY DRAINAGE BETWEEN STA. 101+50 AND STA. 170+88.8.

PRE-PHASE 5 SHALL BE COMPLETED BY APRIL 1, 2028.

PHASE 5:

THIS PHASE WILL INVOLVE THE RECONSTRUCTION OF THE SOUTH SIDE OF U.S. 20 FROM BRIDGE OVER S.R. 2 EASTBOUND (STA. 101+75) TO LANE ROAD (STA. 168+10). ONE (1) LANE OF WESTBOUND TRAFFIC AND ONE (1) LANE OF EASTBOUND TRAFFIC WILL BE MAINTAINED AT ALL TIMES ALONG THIS SECTION OF U.S. 20.

THE FOLLOWING IS A LIST OF RAMPS TO BE CONSTRUCTED UTILIZING PART-WIDTH CONSTRUCTION:

S.R. 2 (EASTBOUND) STA. 108+07 RT

THE CONTRACTOR SHALL BE ALLOWED TO CLOSE EACH SIDE STREET FOR FOURTEEN (14) CONSECUTIVE CALENDAR DAYS. LIQUIDATED DAMAGES SHALL BE ASSESSED IN THE AMOUNT OF \$300 FOR EACH CALENDAR DAY THAT THE SIDE STREET REMAINS CLOSED TO TRAFFIC BEYOND THIS SPECIFIED TIME LIMIT.

THE FOLLOWING IS A LIST OF SIDE STREETS TO BE CLOSED DURING THIS PHASE:

NARROWS RD. STA. 144+89 RT SIDE STREET

THE CONTRACTOR SHALL NOT BE ALLOWED TO CLOSE TWO (2) ADJACENT SIDE STREETS AT THE SAME TIME.

PEDESTRIAN TRAFFIC SHALL BE MAINTAINED.

PHASE 5 SHALL BE COMPLETED BY JULY 1, 2028.

PHASE 6:

THIS PHASE WILL INVOLVE THE RECONSTRUCTION OF THE NORTH SIDE OF U.S. 20 FROM BRIDGE OVER S.R. 2 EASTBOUND (STA. 101+75) TO LANE ROAD (STA. 168+10). ONE (1) LANE OF WESTBOUND TRAFFIC AND ONE (1) LANE OF EASTBOUND TRAFFIC WILL BE MAINTAINED AT ALL TIMES ALONG THIS SECTION OF U.S. 20.

THE FOLLOWING IS A LIST OF RAMPS TO BE CONSTRUCTED UTILIZING PART-WIDTH CONSTRUCTION:

S.R. 2 (WESTBOUND) STA. 105+16 LT

THE FOLLOWING IS A LIST OF SIDE STREETS TO BE CONSTRUCTED UTILIZING PART-WIDTH CONSTRUCTION:

BLASE NEMETH ROAD STA. 119+99 LT

AFTER CONSTRUCTION IS COMPLETE, PERFORM THE FOLLOWING WORK:

1. CONSTRUCT CONCRETE MEDIAN FROM STA. 109+50 TO STA. 119+00 PER THE PLANS.

2. PLACE TEMPORARY STRIPING AS PER THE STRIPING PLAN.

PEDESTRIAN TRAFFIC SHALL BE MAINTAINED.

PHASE 6 SHALL BE COMPLETED BY SEPTEMBER 15, 2028.

PHASE 7:

MILL OFF 1.5 INCHES OFF THE TOP COURSE OF PAVEMENT AND THEN FILL WITH ITEM 441 OR 442 ASPHALT CONCRETE SURFACE COURSE PER THE FINAL PAVEMENT BUILDUP SHOWN IN THE TYPICAL SECTIONS WHILE MAINTAINING TRAFFIC USING SCD MT-97.12 OVER THE ENTIRE PROJECT (NEWLY CONSTRUCTED PAVEMENT AND RESURFACING AREA. AFTER RESURFACING THE ENTIRE PROJECT SHALL BE RESTRIPIED PER THE STRIPING PLAN.

PEDESTRIAN TRAFFIC SHALL BE MAINTAINED.

PHASE 7 SHALL BE PERFORMED IN CONJUNCTION WITH PART 2, PHASE 5 AND SHALL BE COMPLETED BY OCTOBER 15, 2028.

DISINCENTIVE TABLE			
LOCATION OF CRITICAL WORK	COMPLETION DATE	TIME PERIOD	DISINCENTIVE \$ PER TIME PERIOD
CALL ROAD STA. 332+79 RT	FOURTEEN (14) CONSECUTIVE CALENDAR DAYS	DAY	\$300
PARMLY ROAD STA. 309+94 LT	FOURTEEN (14) CONSECUTIVE CALENDAR DAYS	DAY	\$300
RED MILL VALLEY ROAD STA. 318+50 LT	FOURTEEN (14) CONSECUTIVE CALENDAR DAYS	DAY	\$300
ANTIOCH ROAD STA. 357+71 LT	FOURTEEN (14) CONSECUTIVE CALENDAR DAYS	DAY	\$300
PHASE 2	OCTOBER 15, 2026	DAY	\$1,500
BLACKMORE ROAD STA. 188+06 LT	FOURTEEN (14) CONSECUTIVE CALENDAR DAYS	DAY	\$300
PERRY PARK ROAD STA. 229+21 LT	FOURTEEN (14) CONSECUTIVE CALENDAR DAYS	DAY	\$300
PHASE 4	OCTOBER 15, 2027	DAY	\$1,500
NARROWS ROAD STA. 173+57 RT	FOURTEEN (14) CONSECUTIVE CALENDAR DAYS	DAY	\$300
PHASE 6	SEPTEMBER 15 2028	DAY	\$1,500
PHASE 7	OCTOBER 15, 2028	DAY	\$1,500

CALCULATED  
JDC  
CHECKED  
EJT

MAINTENANCE OF TRAFFIC GENERAL NOTES

LAK-US-20-19.59  
PART 1

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SHEET NUM.												PART.	ITEM	ITEM	GRAND	UNIT	DESCRIPTION	SEE SHEET NO.
23	24	25	26		397	398	399	414	418	761	862	01/NHS/PV	EXT	TOTAL				
												<b>ROADWAY</b>						
LS												LS	201	11000	LS	CLEARING AND GRUBBING		
					1							1	202	20010	1	EACH	HEADWALL REMOVED	
									130,060	14,662		144,722	202	23001	144,722	SY	PAVEMENT REMOVED, AS PER PLAN	26
							55,804					55,804	202	30000	55,804	SF	WALK REMOVED	
					589							589	202	30600	589	SY	CONCRETE MEDIAN REMOVED	
							449		1,544			1,993	202	32000	1,993	FT	CURB REMOVED	
					20,619							20,619	202	35100	20,619	FT	PIPE REMOVED, 24" AND UNDER	
					2,342							2,342	202	35200	2,342	FT	PIPE REMOVED, OVER 24"	
					5,001							5,001	202	38000	5,001	FT	GUARDRAIL REMOVED	
					8							8	SPECIAL	20252990	8	EACH	PARKING BLOCK REMOVED	24
					128							128	202	53100	128	EACH	MAILBOX REMOVED	
					5							5	202	58000	5	EACH	MANHOLE REMOVED	
					148							148	202	58300	148	EACH	CATCH BASIN OR INLET REMOVED	
					10							10	202	60010	10	EACH	MONUMENT ASSEMBLY REMOVED	
					945							945	SPECIAL	20270000	945	FT	FILL AND PLUG EXISTING CONDUIT, 12" TO 36" DIA.	25
										100		100	SPECIAL	20270000	100	FT	FILL AND PLUG EXISTING CONDUIT, 4' x 3' BOX	25
												4,400	SPECIAL	20270110	4,400	FT	PIPE CLEANOUT, 24" AND UNDER	26
					4,400							275	SPECIAL	20270120	275	FT	PIPE CLEANOUT, 27" TO 48"	26
												989	202	75000	989	FT	FENCE REMOVED	
	LS											LS	202	98000	LS		REMOVAL MISC.: WEATHER STATION FOUNDATION	24
					1							1	202	98100	1	EACH	REMOVAL MISC.: BUILDING FOUNDATION	24
					24							24	202	98100	24	EACH	REMOVAL MISC.: BOULDER	24
					48							48	202	98100	48	EACH	REMOVAL MISC.: BUSINESS SIGN	24
					2							2	202	98100	2	EACH	REMOVAL MISC.: LIGHT POLE	24
					24							24	202	98100	24	EACH	REMOVAL MISC.: CONCRETE BLOCK	24
					9							9	202	98100	9	EACH	REMOVAL MISC.: BOLLARD	24
					77							77	202	98100	77	EACH	REMOVAL MISC.: POST	24
					14							14	202	98100	14	EACH	REMOVAL MISC.: LANDSCAPE LIGHT	24
					112							112	202	98200	112	FT	REMOVAL MISC.: CONCRETE WALL	24
					181							181	202	98200	181	FT	REMOVAL MISC.: STONE WALL	24
								34,907		1,349		36,256	203	10000	36,256	CY	EXCAVATION	
								12,275				12,275	203	20000	12,275	CY	EMBANKMENT	
									168,180	12,582		180,762	204	10000	180,762	SY	SUBGRADE COMPACTION	
10,050												10,050	204	13000	10,050	CY	EXCAVATION OF SUBGRADE	
10,050												10,050	204	30010	10,050	CY	GRANULAR MATERIAL, TYPE B	
60												60	204	45000	60	HOUR	PROOF ROLLING	
18,100												18,100	204	50000	18,100	SY	GEOTEXTILE FABRIC	
18,100												18,100	204	51000	18,100	SY	GEOGRID	
					5,088							5,088	606	15050	5,088	FT	GUARDRAIL, TYPE MGS	
					25							25	606	16000	25	FT	GUARDRAIL REBUILT	
					50							50	606	17360	50	FT	GUARDRAIL, TYPE MGS, LONG-SPAN	
					17							17	606	26150	17	EACH	ANCHOR ASSEMBLY, MGS TYPE E (MASH 2016)	24
					12							12	606	26550	12	EACH	ANCHOR ASSEMBLY, MGS TYPE T	
					2							2	606	35002	2	EACH	MGS BRIDGE TERMINAL ASSEMBLY, TYPE 1	
							49,452					49,452	608	10000	49,452	SF	4" CONCRETE WALK	
							2,022					2,022	608	52000	2,022	SF	CURB RAMP	
34												34	623	38500	34	EACH	MONUMENT ASSEMBLY, TYPE C	
3												3	623	39500	3	EACH	MONUMENT ASSEMBLY ADJUSTED TO GRADE	
					128							128	SPECIAL	69050100	128	EACH	MAILBOX SUPPORT SYSTEM, SINGLE	24
		8,200										8,200	SPECIAL	69065016	8,200	TON	WORK INVOLVING PETROLEUM CONTAMINATED SOIL	25
		4,100										4,100	SPECIAL	69065022	4,100	GAL	WORK INVOLVING NON-REGULATED WATER	25
		4,100										4,100	SPECIAL	69065024	4,100	GAL	WORK INVOLVING REGULATED WATER	25

**GENERAL SUMMARY**

**LAK-US-20-19.59 PART 1**

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SHEET NUM.											PART.	ITEM	ITEM	GRAND	UNIT	DESCRIPTION	SEE SHEET NO.
25	26	27	398	399	400	408	411	418	761		01/NHS/PV	EXT	TOTAL				
<b>DRAINAGE</b>																	
45											45	611	98631	45	EACH	CATCH BASIN ADJUSTED TO GRADE, AS PER PLAN	25
5											5	611	98634	5	EACH	CATCH BASIN RECONSTRUCTED TO GRADE	
	5										5	611	98700	5	EACH	INLET, SIDE DITCH	
								2			2	611	98710	2	EACH	INLET, NO. 2-6	
								134			134	611	99574	134	EACH	MANHOLE, NO. 3	
								6			6	611	99586	6	EACH	MANHOLE, NO. 3 WITH 108" BASE I.D. AND 12" WEIR	
17											17	611	99655	17	EACH	MANHOLE ADJUSTED TO GRADE, AS PER PLAN	25
5											5	611	99660	5	EACH	MANHOLE RECONSTRUCTED TO GRADE	
									5		5	611	99710	5	EACH	PRECAST REINFORCED CONCRETE OUTLET	
		10									10	611	99720	10	EACH	INSPECTION WELL	
		10,000									10,000	SPECIAL	61199820	10,000	LB	MISCELLANEOUS METAL	26
								6			6	895	10040	6	EACH	MANUFACTURED WATER QUALITY STRUCTURE, TYPE 4	
<b>PAVEMENT</b>																	
		1,400									1,400	251	01000	1,400	SY	PARTIAL DEPTH PAVEMENT REPAIR (441)	
								1,177	3,273		4,450	252	01500	4,450	FT	FULL DEPTH PAVEMENT SAWING	
								143,528			143,528	254	01000	143,528	SY	PAVEMENT PLANING, ASPHALT CONCRETE (T=1.5")	
								28,075			28,075	254	01000	28,075	SY	PAVEMENT PLANING, ASPHALT CONCRETE (T=3.25")	
								784			894	301	56000	894	CY	ASPHALT CONCRETE BASE, PG64-22, (449)	
								23,164			23,164	301	56001	23,164	CY	ASPHALT CONCRETE BASE, (449), AS PER PLAN, PG64-22	26
									477		477	301	56100	477	CY	ASPHALT CONCRETE BASE, PG64-22, (449), (DRIVEWAYS)	
		110						27,528	883		28,521	304	20000	28,521	CY	AGGREGATE BASE	
								20,447	212		20,659	407	20000	20,659	GAL	NON-TRACKING TACK COAT	
								273			273	441	70000	273	CY	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (449), PG64-22	
								519			519	441	70300	519	CY	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, (449)	
									123		123	441	70500	123	CY	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (449), (DRIVEWAYS)	
			271								271	441	70801	271	CY	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, (449), (UNDER GUARDRAIL), AS PER PLAN	24
								43,189			43,189	442	00100	43,189	CY	ANTI-SEGREGATION EQUIPMENT	
								6,265			6,265	442	10001	6,265	CY	ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (446), AS PER PLAN, PG76-22M	26
								13,761			13,761	442	10101	13,761	CY	ASPHALT CONCRETE INTERMEDIATE COURSE, 19 MM, TYPE A (446), AS PER PLAN, PG64-28	26
									1,966		1,966	452	10050	1,966	SY	6" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC MS	
									3,609		3,609	452	12050	3,609	SY	8" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC MS	
								475			475	452	13010	475	SY	9" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC 1P	
								44,398			44,398	609	12000	44,398	FT	COMBINATION CURB AND GUTTER, TYPE 2	
								4,372			4,372	609	12001	4,372	FT	COMBINATION CURB AND GUTTER, TYPE 2, AS PER PLAN	18
								199			199	609	20000	199	FT	CURB, TYPE 3-A	
				400				1,550			1,950	609	26000	1,950	FT	CURB, TYPE 6	
								423			423	609	71000	423	SF	CONCRETE MEDIAN	
								104			104	617	10100	104	CY	COMPACTED AGGREGATE	
<b>WATER WORK</b>																	
		10									10	638	11101	10	EACH	METER AND CHAMBER REMOVED AND RESET, AS PER PLAN	27
		10									28	SPECIAL	63820500	28	EACH	VALVE BOX ADJUSTED TO GRADE, LCDU STANDARD	27
											42	SPECIAL	63820750	42	EACH	6" FIRE HYDRANT, LCDU STANDARD	27
											42	SPECIAL	63820752	42	EACH	FIRE HYDRANT REMOVED FOR STORAGE, LCDU STANDARD	27
		3,500									3,500	SPECIAL	63820770	3,500	FT	1" COPPER WATER SERVICE LINE, LCDU STANDARD	27
		20									20	SPECIAL	63820902	20	EACH	SERVICE BOX ADJUSTED TO GRADE, LCDU STANDARD	27

**GENERAL SUMMARY**

**LAK-US-20-19.59 PART 1**

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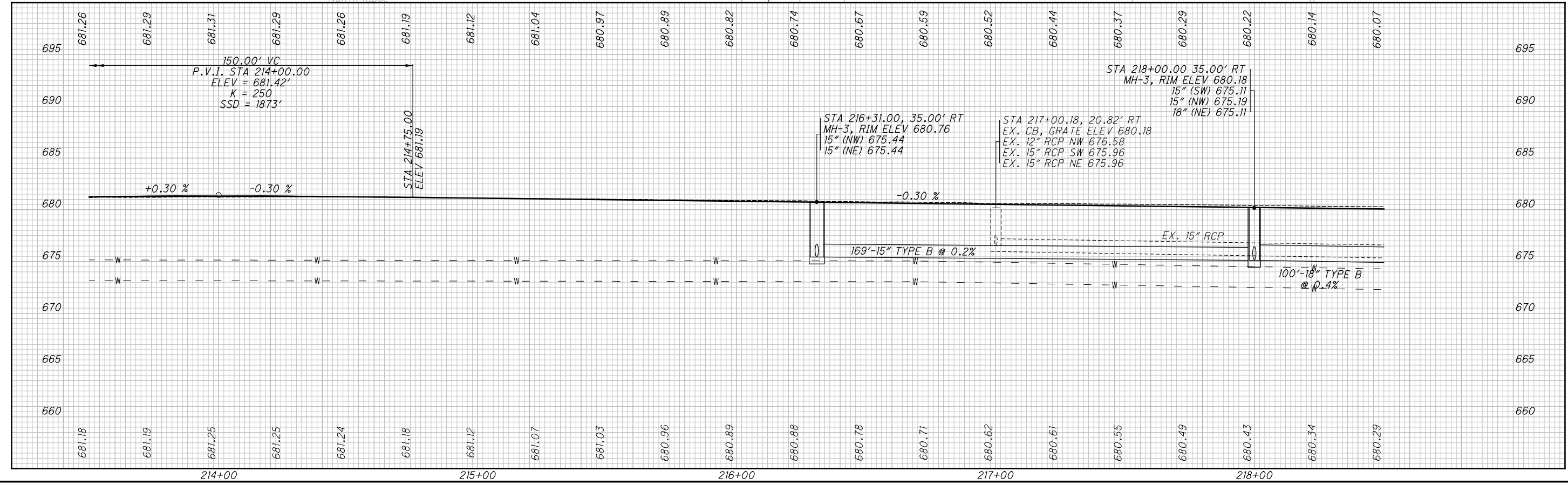
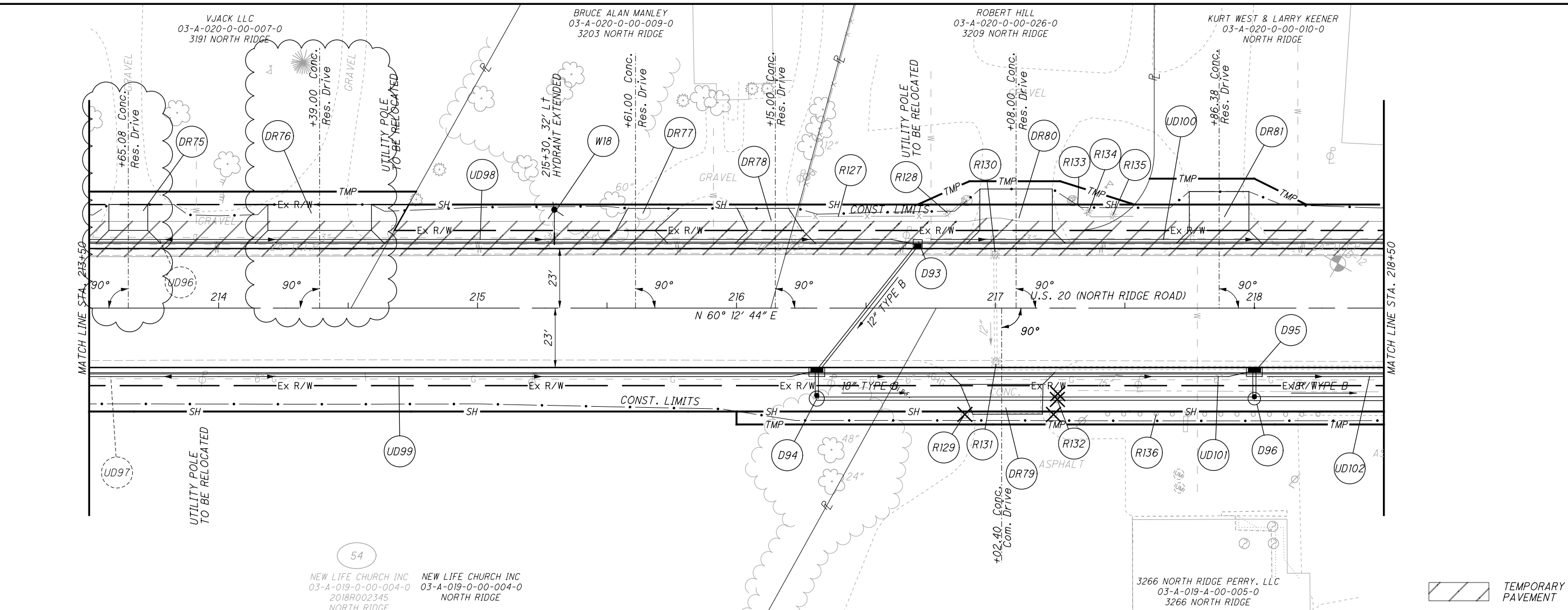
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**PLAN AND PROFILE U.S. 20  
STA. 213+50 TO STA. 218+50**

**LAK-US-20-19.59  
PART 1**

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SHEET NO.	REFERENCE NO.	STATION	SIDE	COMMERCIAL "C" RESIDENTIAL "R" CONCRETE "C" ASPHALT "A" GRAVEL "G"	DRIVE ANGLE	APRON LENGTH "L1"	WALK DRIVEWAY LENGTH "L2"	DRIVEWAY LENGTH "L3"	APRON WIDTH "W1"	APRON WIDTH "W2"	DRIVE WIDTH "W3"	CALCULATED APRON SURFACE AREA	CALCULATED WALK SURFACE AREA	CALCULATED DRIVE SURFACE AREA	CADD GENERATED DRIVE SURFACE AREA	202	203	204	252	301		304		407	441	452	452
																PAVEMENT REMOVED, AS PER PLAN	EXCAVATION	SUBGRADE COMPACTION	FULL DEPTH PAVEMENT SAWING	3.5" ASPHALT CONCRETE BASE, PG64-22, (449), (DIVEWAYS)	5" ASPHALT CONCRETE BASE, PG64-22, (449), (DIVEWAYS)	8" AGGREGATE BASE	10" AGGREGATE BASE	NON-TRACKING TACK COAT	1.25" ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (449), (DIVEWAYS)	6" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC MS	8" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC MS
																SY	CY	SY	FT	CY	CY	CY	CY	GAL	CY	SY	SY
442	DR-56	193+84.00	R	C	A	4.5		13.0	38.0	29.0	28.5	150.7		373.8		140.5		58.3	29.0		5.8			2.5	1.4		16.7
442	DR-57	195+20.00	R	R	G	4.5		13.0	23.0	14.0	15.5	83.3		191.8			6.3	30.6				4.7				9.3	
442	DR-58	196+55.74	L	R	G	4.5		8.5	44.0	35.0	35.0	177.8		297.5			10.6	52.8				7.3				19.8	
442	DR-59	196+52.01	R	C	A	4.5		13.0	53.0	43.0	43.0	216.0		559.0		129.9		86.1	43.0		8.6			3.7	2.2		24.0
442	DR-60	197+30.00	L	R	G	4.5		8.5	21.0	12.0	8.6	74.3		87.6			3.6	18.0				2.2				8.3	
442	DR-61	197+91.51	R	C	A	4.5		13.0	57.0	46.0	46.0	231.8		598.0		136.5		92.2	46.0		9.2			4.0	2.3		25.8
442	DR-62	198+10.00	L	R	G	4.5		8.5	21.0	12.0	8.7	74.3		87.9			3.6	18.0				2.2				8.3	
443	DR-63	201+13.50	L	C	G	4.5		11.0	44.0	35.0	35.0	177.8		385.0			16.3	62.5					11.9			19.8	
443	DR-64	202+98.00	R	R	G	4.5		9.0	23.0	14.0	13.6	83.3		124.3			4.7	23.1				3.1				9.3	
443	DR-65	203+08.00	L	C	G	4.5		8.5	44.0	35.0	35.0	177.8		297.5			13.6	52.8				9.2				19.8	
444	DR-66	204+75.50	R	R	A	4.5		11.5	24.0	15.0	11.6	87.8		153.0		42.1		26.8	15.0	1.7				1.0	0.6		9.8
444	DR-67	206+30.00	L	R	G	4.5		8.5	24.0	15.0	10.8	87.8		109.8			4.3	22.0				2.7				9.8	
444	DR-68	207+21.50	L	R	G	4.5		8.5	25.0	16.0	12.8	92.3		122.5			4.7	23.9				3.0				10.3	
445	DR-69	208+50.35	R	R	A	4.5		12.5	21.0	12.0	12.0	84.9		150.0		42.5		26.1	12.0	1.6				1.0	0.6		9.4
445	DR-70	209+42.87	L	R	G	4.5		20.0	21.0	12.0	12.0	74.3		240.0			7.3	34.9				5.9				8.3	
445	DR-71	210+83.60	R	R	G	4.5		11.0	21.0	12.0	11.1	74.3		127.1			4.5	22.4				3.1				8.3	
445	DR-72	211+87.50	L	R	G	4.5		8.5	21.0	12.0	8.2	74.3		85.7			3.5	17.8				2.1				8.3	
445	DR-73	212+12.50	R	R	G	4.5		4.5	21.0	12.0	12.0	74.3		54.0			2.7	14.3				1.3				8.3	
445	DR-74	212+65.50	L	R	G	4.5		18.0	21.0	12.0	8.5	74.3		184.1			5.9	28.7				4.5				8.3	
446	DR-75	213+65.08	L	R	G	4.5		10.0	25.0	15.0	15.0	90.0		150.0			5.4	26.7				3.7				10.0	
446	DR-76	214+39.00	L	R	G	4.5		10.0	50.0	40.0	40.0	202.5		400.0			13.7	66.9				9.9				22.5	
446	DR-77	215+61.00	L	R	G	4.5		8.5	24.0	15.0	19.7	87.8		147.3			5.2	28.1				3.6				9.8	
446	DR-78	216+15.00	L	R	G	4.5		8.5	30.0	21.0	19.9	114.8		173.9			6.4	32.1				4.3				12.8	
446	DR-79	217+02.40	R	C	C	4.5		11.0	41.0	32.0	26.9	164.3		323.8		80.8		54.2	32.0							54.2	
446	DR-80	217+08.00	L	R	A	4.5		16.0	37.0	28.0	28.0	146.3		448.0			9.2	66.0	28.0	4.8				3.0	1.7		16.3
446	DR-81	217+86.38	L	R	G	4.5		15.0	32.0	23.0	23.0	123.8		345.0			10.8	52.1				8.5				13.8	
447	DR-82	219+96.13	L	R	G	4.5		9.0	27.0	18.0	18.0	101.3		162.0			5.9	29.3				4.0				11.3	
447	DR-83	220+63.65	L	R	G	4.5		12.0	24.0	15.0	15.0	87.8		180.0			6.0	29.8				4.4				9.8	
447	DR-84	221+55.00	R	C	A	4.5		11	33	24	24	128.3		264.0		201.1		43.6	24.0		4.1			1.8	1.0		14.3
447	DR-85	222+82.93	L	C	A	4.5		9.0	44.0	35.0	35.0	177.8		315.0		198.4		54.8	35.0		4.9			2.1	1.2		19.8
447	DR-86	223+31.00	R	R	G	4.5		11.0	28.0	19.0	19.0	105.8		209.0			7.2	35.0				5.2				11.8	
448	DR-87	224+19.00	R	C	A	4.5		11.0	44.0	35.0	55.6	177.8		498.4		109.6		75.1	35.0		7.7			3.3	1.9		19.8
448	DR-88	224+29.00	L	R	G	4.5		8.5	26.0	17.0	15.7	96.8		139.1			5.2	26.2				3.4				10.8	
448	DR-89	225+22.00	R	C	A	4.5		11.0	44.0	35.0	44.7	177.8		438.4		91.1		68.5	35.0		6.8			2.9	1.7		19.8
448	DR-90	225+66.00	R	C	G	4.5		11.0	34.0	25.0	31.8	132.8		312.4		67.7	12.9	49.5								14.8	
448	DR-91	226+54.10	R	C	G	4.5		11.0	34.0	25.0	27.2	132.8		287.3		67.2	12.2	46.7				9.6				14.8	
448	DR-92	227+84.00	L	C	A	4.5		8.5	36.0	27.0	27.0	141.8		229.5		197.9		41.3	27.0		3.5			1.5	0.9		15.8
448	DR-93	227+91.00	R	C	A	4.5		11.0	44.0	35.0	35.0	177.8		385.0		129.3		62.5	35.0		5.9			2.6	1.5		19.8
449	DR-94	231+53.78	R	R	G	4.5		5.0	25.0	16.0	16.0	92.3		80.0			3.7	19.1				2.0				10.3	
450	DR-95	233+65.57	R	C	A	4.5		11.0	27.0	18.0	18.0	115.1		198.0		70.8		34.8	18.0		3.1			1.3	0.8		12.8
450	DR-96	233+69.92	L	C	G	4.5		10.0	21.0	12.0	12.0	74.3		120.0			5.5	21.6				3.7				8.3	
450	DR-97	234+54.42	L	C	G	4.5		8.5	44.0	35.0	35.0	177.8		297.5			13.6	52.8				9.2				19.8	
450	DR-98	235+32.83	L	C	G	4.5		9.0	27.0	18.0	18.0	101.3		162.0			7.5	29.3				5.0				11.3	
450	DR-99	235+78.00	R	C	A	4.5		17.0	37.0	28.0	20.3	146.3		410.9		85.9		61.9	28.0		6.3			2.7	1.6		16.3
450	DR-100	236+57.86	R	C	A	4.5		11.0	37.0	28.0	24.6	146.3		289.0		81.4		48.4	28.0		4.5			1.9	1.1		16.3
450	DR-101	237+16.00	L	C	A	4.5		8.5	26.0	17.0	17.0	96.8		144.5		49.0		26.8	17.0		2.2			1.0	0.6		10.8
450	DR-102	237+52.00	L	C	A	4.5		15.0	33.0	24.0	24.0	128.3		360.0		68.3		54.3	24.0		5.6			2.4	1.4		14.3
450	DR-103	238+30.97	R	C	G	4.5		13.0	21.0	12.0	12.0	74.3		156.0			6.6	25.6				4.8				8.3	
450	DR-104	238+47.00	L	C	A	4.5		8.5	44.0	35.0	35.0	177.8		297.5		109.4		52.8	35.0		4.6			2.0	1.1		19.8
451	DR-105	239+04.20	L	C	A	4.5		8.5	21.0	12.0	12.0	74.3		102.0		57.3		19.6	12.0		1.6			0.7	0.4		8.3
451	DR-106	239+57.00	L	C	G	4.5		15.0	44.0	35.0	35.0	177.8		525.0			20.6	78.1				16.2				19.8	
451	DR-107	240+50.35	L	C	G	4.5		8.0	44.0	35.0	33.1	177.8		272.6			12.8	50.0				8.4				19.8	
451	DR-108	241+59.70	L	C	G	4.5		8.0	44.0	35.0	35.0	177.8		280.0			13.0	50.9				8.6				19.8	
451	DR-109	242+80.21	L	C	G	4.5		16.0	44.0	35.0	35.0	177.8		560.0			21.7	82.0				17.3				19.8	
TOTALS																2156.6	296.7	2305.7	558.0	8.1	84.4	91.1	112.8	41.4	24.0	275.0	524.7
SUBTOTALS CARRIED TO SHEET 761																2157	297	2306	558	9	85	92	113	42	24	275	525

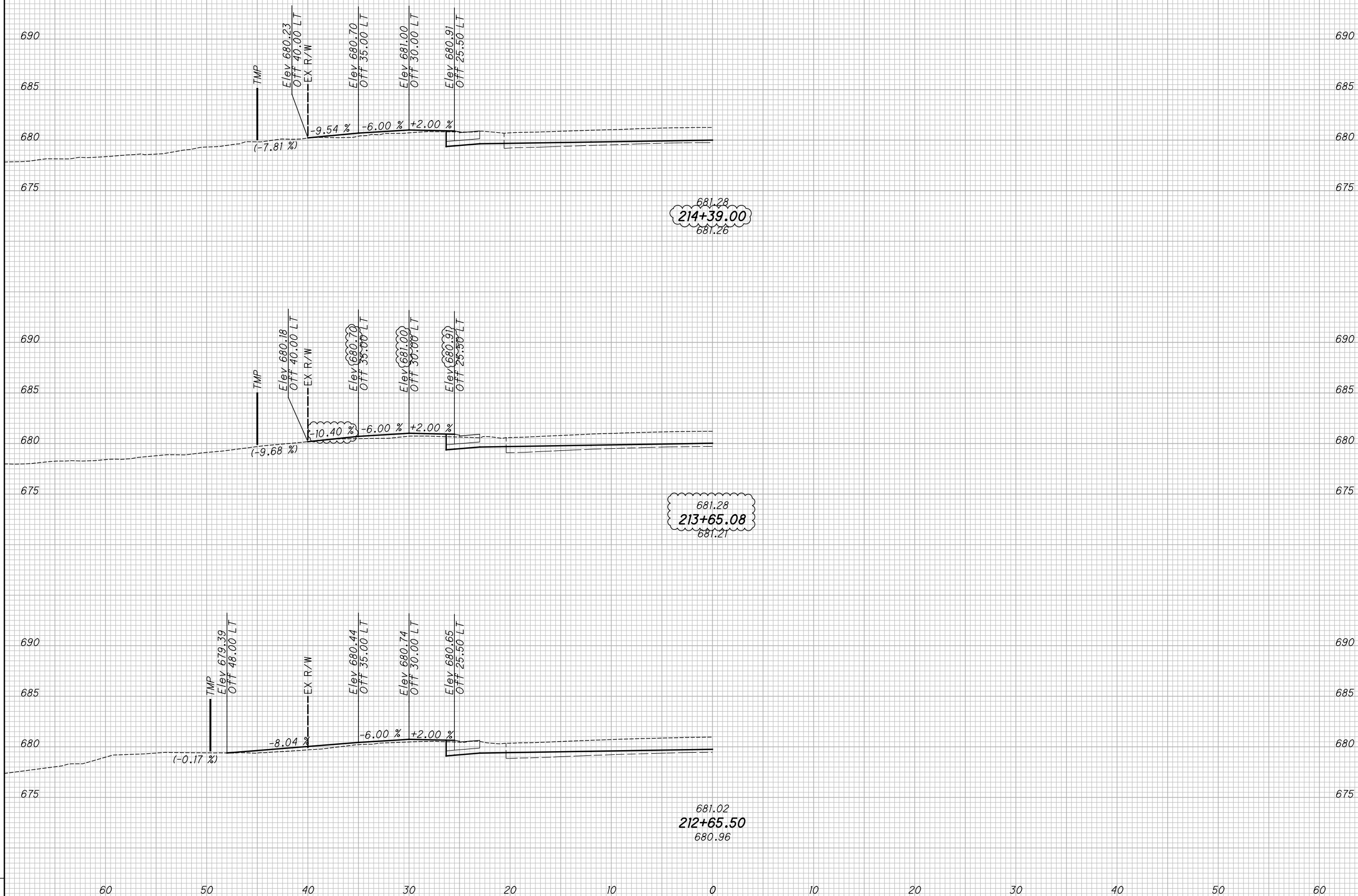
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**DRIVEWAY SUBSUMMARY**  
**LAK-US-20-19.59**  
**PART 1**  
 (757)  
 (1088)



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DRIVEWAY PROFILES U.S. 20  
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LAK-US-20-19.59  
PART 1

785  
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**MAINTAINING DRIVEWAY ACCESS**

COMMERCIAL AND HANDICAP PROPERTIES: ACCESS TO ALL COMMERCIAL AND HANDICAP PROPERTY SHALL BE MAINTAINED AT ALL TIMES, AS FOLLOWS:

FOR PROPERTIES WITH MULTIPLE DRIVEWAYS: DRIVEWAY CONSTRUCTION WILL BE SCHEDULED SO THAT AT LEAST ONE ACCESS DRIVEWAY IS OPEN AND CLEAR WHILE THE OTHER DRIVEWAY(S) ARE BEING CONSTRUCTED.

FOR PROPERTIES WITH ONLY ONE ACCESS AND PROPERTIES WITH ONE WAY DIRECTIONAL DRIVEWAYS: DRIVEWAY CONSTRUCTION SHALL BE SCHEDULED OUTSIDE OF NORMAL BUSINESS HOURS. IF THE PROPERTY CANNOT BE WITHOUT ACCESS TEMPORARILY (SUCH AS OUTSIDE OF NORMAL BUSINESS HOURS OR OVER THE WEEKEND), ACCESS TO THE PROPERTY SHALL BE MAINTAINED AS FOLLOWS:

THE PAVEMENT IN FRONT OF THE DRIVEWAY SHALL BE REMOVED AND TRAFFIC COMPACTED SURFACE FURNISHED, INSTALLED, AND COMPACTED ON TOP OF THE EXPOSED SUBGRADE. THIS WORK SHALL BE PERFORMED IN ONE OPERATION SO THAT THE DISRUPTION TO THE PROPERTY IS KEPT AT AN ABSOLUTE MINIMUM. THE CONTRACTOR WILL MAINTAIN THE RAMP AND REPLACE MATERIAL AS NECESSARY.

THE INSTALLATION OF THE PROPOSED DRIVEWAY AND THE CONCRETE PAVEMENT IN FRONT OF THE DRIVEWAY SHALL BE PERFORMED AS ONE OPERATION UNLESS APPROVED BY THE ENGINEER IN ORDER TO MINIMIZE THE DURATION OF A REQUIRED OUTAGE. IF THE DRIVEWAY IS MORE THAN 20 FEET WIDE, CONSTRUCTION ON THE DRIVEWAY AND PAVEMENT SHALL BE IN TWO (2) PHASES, WITH ONE HALF OF THE DRIVE REMAINING OPEN WHILE THE OTHER HALF IS CLOSED AND BEING CONSTRUCTED. THE CONTRACTOR SHALL PROVIDE ACCESS IMMEDIATELY AFTER ANY MINIMUM REQUIRED TIME TO PERFORM DRIVEWAY RECONSTRUCTION WORK. THE CONTRACTOR SHALL ALSO PROVIDE ACCESS TO THE PROPERTY DURING THE CURE PERIOD.

IN LOCATIONS WHERE A DRIVEWAY TO A PARKING LOT IS CLOSED TO TRAFFIC, THE DRIVE SHALL HAVE PROPER PROTECTION, SUCH AS SIGNS, FENCING, BARRICADES, AND DRUMS, PLACED AND MAINTAINED AROUND IT.

WHERE DIRECTED BY THE ENGINEER, ONE (1) BUSINESS ENTRANCE SIGN (M4-H15) SIGN SHALL BE PROVIDED, INSTALLED, MAINTAINED, AND SUBSEQUENTLY REMOVED BY THE CONTRACTOR AT AFFECTED COMMERCIAL DRIVEWAYS. THE SIGN SHALL BE 36 INCH X 48 INCH IN SIZE WITH TYPE G OR TYPE H ORANGE RETROREFLECTIVE SHEETING AND BE MOUNTED ON TWO #3 POSTS OR ON TEMPORARY POSTS IN ACCORDANCE WITH ODOT STANDARD CONSTRUCTION DRAWING MT-105.10. THE SIGN SHALL HAVE THE STANDARD M4-H15 LEGEND, EXCEPT THAT THE ACTUAL BUSINESS NAME SHALL BE SUBSTITUTED FOR THE WORD "BUSINESS."

RESIDENTIAL PROPERTIES: THE CONTRACTOR SHALL MAKE REASONABLE PROVISIONS TO ALLOW RESIDENTIAL ACCESS AT ALL TIME OR OTHERWISE ALLOW RESIDENTS TO PARK SAFELY WITHIN THE PROJECT LIMITS WHEN ACCESS IS NOT POSSIBLE. THE MAXIMUM OUT OF SERVICE TIME FOR ANY RESIDENTIAL DRIVE SHALL BE ONE (1) DAY. RESIDENTIAL ACCESS SHALL BE MAINTAINED USING THE FOLLOWING PROCEDURES, AS DIRECTED BY THE ENGINEER:

AFTER THE EXISTING PAVEMENT AND CURB HAVE BEEN REMOVED, THE CONTRACTOR SHALL IMMEDIATELY MAINTAIN VEHICULAR ACCESS TO THE DRIVEWAY USING ITEM 410, TRAFFIC COMPACTED SURFACE, BETWEEN THE PAVEMENT AND THE DRIVEWAY. STEEL PLATES MAY ALSO BE USED.

WHILE THE CONCRETE PAVEMENT AND CURB IS BEING INSTALLED AND IS CURING, THE CONTRACTOR SHALL PROVIDE PARKING AREAS SAFELY WITHIN THE PROJECT WORK LIMITS OR ALONG ADJACENT SIDE STREETS. DURING THIS TIME, THE EXISTING SIDEWALKS BETWEEN THE SIDE STREETS SHALL REMAIN IN SERVICE FOR ACCESS FROM THE PARKING AREA TO THE PROPERTY.

PRIOR TO THE START OF CONSTRUCTION, THE CONTRACTOR SHALL SUBMIT A PLAN, FOR THE APPROVAL OF THE ENGINEER, WHICH OUTLINES HIS/HER STRATEGY FOR THE MAINTENANCE OF SAFE ACCESS TO COMMERCIAL, HANDICAP AND RESIDENTIAL PROPERTY AND/OR FOR ALLOWING RESIDENTS TO PARK SAFELY WITHIN THE PROJECT LIMITS WHEN ACCESS IS NOT POSSIBLE. CLOSING A DRIVEWAY AND ALLOWING PARKING WITHIN THE PROJECT LIMITS SHALL BE A LAST RESORT.

THE PAYMENT FOR ALL LABOR, EQUIPMENT AND MATERIALS REQUIRED TO MAINTAIN COMMERCIAL, HANDICAP AND RESIDENTIAL ACCESS AND/OR SAFE PARKING AREAS FOR RESIDENTS, INCLUDING TRAFFIC COMPACTED SURFACE AND ASPHALT CONCRETE FOR MAINTAINING TRAFFIC SHALL BE INCLUDED IN THE LUMP SUM CONTRACT PRICE FOR ITEM 614 - MAINTAINING TRAFFIC; EXCEPT FOR THE SEPARATELY ESTIMATED ITEMS/QUANTITIES ADDITIONALLY PROVIDED IN THE PLANS FOR MAINTAINING TRAFFIC (ACCESS).

**EXISTING SIGNS**

IN ANY PHASE, WHEN A MAINTENANCE OF TRAFFIC SIGN CONTRADICTS AN EXISTING SIGN, THE EXISTING SIGN SHALL BE COVERED. ALL OTHER SIGNS SHALL BE MAINTAINED DURING CONSTRUCTION AND RELOCATED NEARBY IF NECESSARY.

**LAKETRAN BUS STOPS**

LAKETRAN BUS STOPS SHALL BE MAINTAINED DURING ALL PHASES OF CONSTRUCTION. EXISTING BUS STOP SIGNS SHALL BE MOVED TO A NEARBY LOCATION IF NECESSARY. ALL BUS STOP SIGNS SHALL BE MAINTAINED AND RELOCATED AS NECESSARY.

**MAIL BOXES**

MAIL BOXES SHALL BE CAREFULLY RELOCATED AS NECESSARY BY THE CONTRACTOR DURING CONSTRUCTION SO THAT THEY ARE ACCESSIBLE TO MAIL DELIVERY TRUCKS. ANY DAMAGE TO THE MAILBOX SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR. DAMAGED MAILBOXES SHALL BE REPLACED BY THE CONTRACTOR IN KIND.

**ITEM 611 12" CONDUIT, TYPE B, AS PER PLAN**

THIS ITEM INCLUDES THE REMOVAL OF THE CONDUIT, OR ABANDONEMENT OF THE CONDUIT IF THE CONDUIT HAS BEEN PLACED UNDER PERMANENT PAVEMENT, AFTER THE MAINTENANCE OF TRAFFIC PHASE IN WHICH IT IS USED HAS BEEN COMPLETED. THE CONDUIT SHALL BE FILLED AND PLUGGED AS PER THE ITEM SPECIAL-FILL AND PLUG EXISTING CONDUIT NOTE SHOWN ON SHEET 17.

**ITEM 611 CATCH BASIN RECONSTRUCTED TO GRADE, AS PER PLAN**

WHEN RECONSTRUCTING CATCH BASINS TO GRADE FOR THE PURPOSE OF MAINTAINING TRAFFIC, FOLLOW THE PROCEDURE BELOW.

- CAREFULLY REMOVE AND CLEAN THE EXISTING CASTINGS.
- REMOVE EXISTING WALLS OF CATCH BASINS AND INLETS BELOW THE GRATES TO THE DEPTH NECESSARY FOR PLACEMENT OF TEMPORARY PAVEMENT, OR ANY POINTS OF WALL FAILURE.
- INSTALL A 1-1/4 INCH MINIMUM STEEL ROAD PLATE AS SHOWN IN THE TEMPORARY DRAINAGE DETAIL.
- WHERE EXISTING BASINS WILL NOT BE REMOVED IN A LATER PHASE OF THE CONTRACT, REMOVE THE ROAD PLATE AND USING THE SALVAGED CASTING, RECONSTRUCT THE STRUCTURE TO THE ORIGINAL PLAN GRADE, CONFORMING AS NEARLY AS PRACTICABLE TO THE EXISTING DIMENSION AND TYPE OF CONSTRUCTION.

**ITEM 606 - GUARDRAIL, TYPE MGS, AS PER PLAN  
ITEM 606 - ANCHOR ASSEMBLY, MGS TYPE E, AS PER PLAN (MASH 2016)  
ITEM 606 - ANCHOR ASSEMBLY, MGS TYPE T, AS PER PLAN**

GUARDRAIL AND ANCHOR ASSEMBLIES INSTALLED FOR MAINTAINING TRAFFIC SHALL BE REMOVED AND DISPOSED OF AFTER COMPLETION OF THE PHASE IN WHICH THEY WERE CONSTRUCTED AND USED.

**ITEM 614 - DETOUR SIGNING**

SIZE AND PLACEMENT OF DETOUR SIGNS (M4-9) SHOULD FOLLOW THE REQUIREMENTS OF THE ODOT SECTION 6F.03, SECTION 2A.11 AND TABLE 6F.01.

DETOUR SIGNING SHALL PROVIDE DRIVERS ADEQUATE TIME TO CLEARLY READ THE SIGNS AND MAKE THE PROPER DECISIONS AT EACH REQUIRED TURNING MOVEMENT. THE DESIGNATED DETOUR ROUTE SHALL BE SIGNED IN ACCORDANCE WITH THE REQUIREMENTS BELOW:

- APPROXIMATELY 1500 FEET PRIOR TO TIP OF THE PAINTED GORE AT AN INTERCHANGE WHEN EXITING A HIGH SPEED (45 MPH OR HIGHER) FACILITY.
- AT OR NEAR THE EXISTING SIGN IN THE GORE OF AN INTERCHANGE RAMP.
- AT OR NEAR THE FIRST EXISTING LANE ASSIGNMENT SIGN ON AN INTERCHANGE EXIT RAMP.
- AT OR NEAR THE EXISTING LANE ASSIGNMENT SIGN OR EXISTING ROUTE MARKER AT THE END OF AN EXIT RAMP.
- APPROXIMATELY 500 FEET PRIOR TO A REQUIRED TURN AT AN INTERSECTION NOT CONTROLLED BY A STOP SIGN (FOR 45 MPH OR HIGHER ONLY).
- AT OR NEAR THE EXISTING LANE ASSIGNMENT SIGN OR EXISTING ROUTE MARKER AT AN INTERSECTION.
- EVERY TWO MILES ALONG A TANGENT SECTION BETWEEN TURNING MOVEMENTS OUTSIDE A CITY.
- EVERY TWO BLOCKS ALONG A TANGENT SECTION BETWEEN TURNING MOVEMENTS WITHIN A CITY.
- AT ANY OTHER INTERSECTION OR DECISION POINT WHERE THE DETOUR ROUTE IS CONTRARY TO THE NORMAL, EXPECTED TURNING MANEUVER OR OTHERWISE UNCLEAR.

DETOUR SIGNS SHALL BE PLACED, WHEN POSSIBLE, NEXT TO BUT NOT BLOCKING EXISTING ROUTE MARKERS OR LANE ASSIGNMENT SIGNS. DETOUR SIGNS SHALL NOT OBSCURE OR BE OBSCURED BY OTHER EXISTING OR TEMPORARY SIGNS.

DETOUR SIGNS SHALL BE ERECTED AND/OR UNCOVERED PRIOR TO THE ROAD OR RAMP BEING CLOSED TO TRAFFIC BUT NO EARLIER THAN FOUR HOURS PRIOR TO THE CLOSURE. DETOUR SIGNS SHALL BE COVERED AND/OR REMOVED NO LATER THAN FOUR HOURS FOLLOWING THE ROAD OR RAMP RE-OPENING TO TRAFFIC.

PAYMENT FOR ACCEPTED QUANTITIES WILL BE MADE AT THE CONTRACT UNIT PRICE. PAYMENT SHALL BE FOR ALL MATERIALS, LABOR, INCIDENTALS AND EQUIPMENT FOR FURNISHING, PROPER SIGN PLACEMENT AND SIZING, TIMELY ERECTING AND/OR UNCOVERING OF SIGNS, MAINTAINING SIGNS, AND TIMELY COVERING AND/OR REMOVING SIGNS AND SUPPORTS.

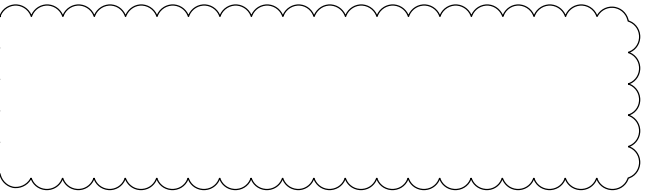
THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY.  
ITEM 614 - DETOUR SIGNING LUMP SUM

**ITEM 615 PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN**

ANY ASPHALT OR CONCRETE CURBS THAT ARE CONSTRUCTED ON TOP OF THE TEMPORARY PAVEMENT OR INTEGRAL TO THE TEMPORARY PAVEMENT SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 615 PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN.

**ITEM 615 PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN, TYPE 1**

THE PAVEMENT FOR MAINTAINING TRAFFIC ALONG DERUBERTIS DRIVE AND HUBBARD ROAD (SR 528) SHALL INCLUDE THE REPLACEMENT OF ANY EXISTING DRIVEWAYS AND CONCRETE CURB IMPACTED BY THE INSTALLATION OF THIS PAVEMENT FOR MAINTAINING TRAFFIC. THE PAYMENT FOR ALL LABOR, EQUIPMENT AND MATERIALS REQUIRED TO REPLACE EXISTING DRIVEWAYS AND CONCRETE CURB SHALL BE INCLUDED IN THE CONTRACT PRICE FOR ITEM 615 PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN, TYPE 1.



**690E98000 - ITEM SPECIAL - REIMBURSEMENT FOR MOT ITEMS PERMANENTLY DAMAGED BY TRAFFIC**

THIS ITEM OF WORK PROVIDES A FIXED UNIT COST OF 18 PER EACH FOR THE REPAIR OR REPLACEMENT OF PERMANENTLY DAMAGED TEMPORARY MAINTENANCE OF TRAFFIC ITEMS ELIGIBLE UNDER C&MS 614.16.C AND C&MS 107.15.

IF THE ENGINEER DETERMINES THAT THE REQUIREMENTS OF C&MS 614.16.C AND C&MS 107.15 HAVE BEEN MET, THE DEPARTMENT WILL REIMBURSE THE CONTRACTOR UPON RECEIPT AND ACCEPTANCE OF THE COSTS IN ACCORDANCE WITH C&MS 109.05. THE PAYMENT DUE WILL BE DEDUCTED FROM ITEM SPECIAL - REIMBURSEMENT FOR MOT ITEMS PERMANENTLY DAMAGED BY TRAFFIC. C&MS TABLE 104.02-2 DOES NOT APPLY TO REDUCTIONS IN THIS CONTRACT ITEM.

THE FOLLOWING QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY TO COMPLETE THIS ITEM OF WORK:

ITEM SPECIAL - REIMBURSEMENT FOR MOT ITEMS PERMANENTLY DAMAGED BY TRAFFIC 250,000 EACH

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MAINTENANCE OF TRAFFIC GENERAL NOTES

LAK-US-20-24.99  
PART 2

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**MAINTENANCE OF TRAFFIC NARRATIVE**

THIS PROJECT HAS BEEN DIVIDED INTO TWO PARTS: PART 1 AND PART 2. PART 2 (LAK-US-20-24.99) IS A TWO YEAR PROJECT AND SHALL BE BUILT FIRST. PART 1 (LAK-US-20-19.59) IS A THREE YEAR PROJECT AND SHALL BE BUILT SECOND. WITHIN EACH OF THESE PARTS, PHASES SHALL BE CONSTRUCTED FROM EAST TO WEST PER THE CONSTRUCTION SEQUENCES. CONSTRUCTION OF TEMPORARY PAVEMENT SHALL ONLY OCCUR IN THE PHASE WHERE IT IS IMMEDIATELY NEEDED UNLESS APPROVED BY THE ENGINEER. NO CONSTRUCTION SHALL OCCUR DURING THE WINTER MONTHS, (BETWEEN NOVEMBER 1 TO APRIL 1), UNLESS APPROVED BY THE ENGINEER.

**SEQUENCE OF CONSTRUCTION**

UTILITY RELOCATION

UTILITY RELOCATION (BY OTHERS) IS TO OCCUR IN 2023.

PRE-PHASE 1:

THE TEMPORARY PAVEMENT AND THE TEMPORARY DRAINAGE ARE TO BE CONSTRUCTED UNDER THIS PHASE. WORK SHALL BE COMPLETED USING SHORT TERM LANE CLOSURES BY APRIL 1, 2024.

PHASE 1:

THIS PHASE WILL INVOLVE FIRSTLY THE RECONSTRUCTION OF HUBBARD ROAD SOUTH OF U.S. 20 AND ITS DRAINAGE OUTLET; AND SECONDLY THE SOUTH SIDE OF U.S. 20 FROM STA. 500+40 TO STA. 572+50. ONE (1) LANE OF WESTBOUND TRAFFIC AND ONE (1) LANE OF EASTBOUND TRAFFIC WILL BE MAINTAINED AT ALL TIMES ALONG THIS SECTION OF U.S. 20. ONE (1) LANE OF NORTHBOUND TRAFFIC AND ONE (1) LANE OF SOUTHBOUND TRAFFIC WILL BE MAINTAINED AT ALL TIMES ALONG THIS SECTION OF HUBBARD ROAD. HUBBARD ROAD AND ITS DRAINAGE OUTLET SHALL BE CONSTRUCTED PRIOR TO THE WORK ON U.S. 20. CONSTRUCTION OF THE INTERSECTION OF HUBBARD ROAD AND U.S. 20 SHALL BE PERFORMED ON WEEKENDS.

THE SURFACE COURSE SHALL BE NON-PERFORMED AT THIS TIME AND THE INTERMEDIATE COURSE SHALL BE BUILT UP TO THE TOP OF PAVEMENT WITH A THICKNESS OF 3 INCHES.

THERE WILL BE NO RESURFACING DURING THIS PHASE.

THE CONTRACTOR SHALL BE ALLOWED TO CLOSE EACH SIDE STREET FOR FOURTEEN (14) CONSECUTIVE CALENDAR DAYS. A DISINCENTIVE SHALL BE ASSESSED IN THE AMOUNT OF \$800 FOR EACH CALENDAR DAY THAT THE SIDE STREET REMAINS CLOSED TO TRAFFIC BEYOND THIS SPECIFIED TIME LIMIT.

THE FOLLOWING IS A LIST OF SIDE STREETS TO BE CLOSED DURING THIS PHASE:

BURNS ROAD STA. 517+13 RT SIDE STREET

THE CONTRACTOR SHALL NOT BE ALLOWED TO CLOSE TWO (2) ADJACENT SIDE STREETS AT THE SAME TIME.

THE CONTRACTOR SHALL BE ALLOWED TO CLOSE EACH ACCESS DRIVEWAY FOR FOURTEEN (14) CONSECUTIVE CALENDAR DAYS. A DISINCENTIVE SHALL BE ASSESSED IN THE AMOUNT OF \$800 FOR EACH CALENDAR DAY THAT THE DRIVEWAY REMAINS CLOSED TO TRAFFIC BEYOND THIS SPECIFIED TIME LIMIT.

THE FOLLOWING IS A LIST OF ACCESS DRIVEWAYS TO BE CLOSED DURING THIS PHASE:

ACCESS DRIVE STA. 550+31 RT MAJOR DRIVE  
ACCESS DRIVE STA. 556+02 RT MAJOR DRIVE

THE CONTRACTOR SHALL NOT BE ALLOWED TO CLOSE TWO (2) ADJACENT MAJOR DRIVEWAYS AT THE SAME TIME.

THE FOLLOWING IS A LIST OF SIDE STREETS TO BE CONSTRUCTED UTILIZING PART-WIDTH CONSTRUCTION:

HUBBARD ROAD STA. 565+71 RT  
(INCLUDING THE DRAINAGE OUTLET)

PEDESTRIAN TRAFFIC SHALL BE MAINTAINED.

PHASE 1 SHALL BE COMPLETED BY JULY 1, 2024.

PHASE 2:

THIS PHASE WILL INVOLVE THE RECONSTRUCTION OF THE NORTH SIDE OF U.S. 20 FROM STA. 500+40 TO STA. 572+50 AND HUBBARD ROAD NORTH OF U.S. 20. ONE (1) LANE OF WESTBOUND TRAFFIC AND ONE (1) LANE OF EASTBOUND TRAFFIC WILL BE MAINTAINED AT ALL TIMES ALONG THIS SECTION OF U.S. 20. ONE (1) LANE OF NORTHBOUND TRAFFIC AND ONE (1) LANE OF SOUTHBOUND TRAFFIC WILL BE MAINTAINED AT ALL TIMES ALONG THIS SECTION OF HUBBARD ROAD. CONSTRUCTION OF THE INTERSECTION OF HUBBARD ROAD AND U.S. 20 SHALL BE PERFORMED ON WEEKENDS.

THE SURFACE COURSE SHALL BE NON-PERFORMED AT THIS TIME AND THE INTERMEDIATE COURSE SHALL BE BUILT UP TO THE TOP OF PAVEMENT WITH A THICKNESS OF 3 INCHES.

THERE WILL BE NO RESURFACING DURING THIS PHASE.

THE FOLLOWING ITEMS SHALL BE PERFORMED AT THE END OF PHASE 2 IN THE PHASE 1 / 2 WORK AREA:

- A. TRAFFIC SIGNAL AND FINAL CURB AND GUTTER WORK AT THE HUBBARD RD INTERSECTION.
- B. ALL OTHER TRAFFIC SIGNAL WORK.
- C. PERMANENT SIGNING.
- D. TEMPORARY STRIPING.

THE CONTRACTOR SHALL BE ALLOWED TO CLOSE EACH SIDE STREET FOR FOURTEEN (14) CONSECUTIVE CALENDAR DAYS. A DISINCENTIVE SHALL BE ASSESSED IN THE AMOUNT OF \$800 FOR EACH CALENDAR DAY THAT THE SIDE STREET REMAINS CLOSED TO TRAFFIC BEYOND THIS SPECIFIED TIME LIMIT.

THE FOLLOWING IS A LIST OF SIDE STREETS TO BE CLOSED DURING THIS PHASE:

WALMART DR. STA. 504+50 LT SIDE STREET  
STONEYRIDGE DR. STA. 532+95 LT SIDE STREET  
MORNINGSTAR DR. STA. 536+43 LT SIDE STREET

THE CONTRACTOR SHALL NOT BE ALLOWED TO CLOSE TWO (2) ADJACENT SIDE STREETS AT THE SAME TIME.

THE CONTRACTOR SHALL BE ALLOWED TO CLOSE EACH ACCESS DRIVEWAY FOR FOURTEEN (14) CONSECUTIVE CALENDAR DAYS. A DISINCENTIVE SHALL BE ASSESSED IN THE AMOUNT OF \$800 FOR EACH CALENDAR DAY THAT THE DRIVEWAY REMAINS CLOSED TO TRAFFIC BEYOND THIS SPECIFIED TIME LIMIT.

THE FOLLOWING IS A LIST OF ACCESS DRIVEWAYS TO BE CLOSED DURING THIS PHASE:

ACCESS DRIVE STA. 558+30 LT MAJOR DRIVE

THE CONTRACTOR SHALL NOT BE ALLOWED TO CLOSE TWO (2) ADJACENT MAJOR DRIVEWAYS AT THE SAME TIME.

THE FOLLOWING IS A LIST OF SIDE STREETS TO BE CONSTRUCTED UTILIZING PART-WIDTH CONSTRUCTION:

DERUBERTIS ROAD STA. 550+35 LT  
HUBBARD ROAD STA. 565+71 LT

PEDESTRIAN TRAFFIC SHALL BE MAINTAINED.

APPLY TEMPORARY STRIPING ON NEWLY CONSTRUCTED PAVEMENT AS PER THE STRIPING PLANS.

PHASE 2 SHALL BE COMPLETED BY OCTOBER 15, 2024.

TRAFFIC TO RETURN TO NORMAL BY NOVEMBER 1, 2024.

PRE-PHASE 3:

THE TEMPORARY PAVEMENT AND TEMPORARY DRAINAGE TO BE CONSTRUCTED UNDER THIS PHASE. WORK SHALL BE COMPLETED BY APRIL 1, 2025.

PHASE 3:

THIS PHASE WILL INVOLVE THE RECONSTRUCTION OF THE SOUTH SIDE OF U.S. 20 FROM STA. 411+20 TO STA. 426+00 AND FROM STA. 440+15 TO STA. 486+40. ONE (1) LANE OF WESTBOUND TRAFFIC AND ONE (1) LANE OF EASTBOUND TRAFFIC WILL BE MAINTAINED AT ALL TIMES ALONG THIS SECTION OF U.S. 20.

THE SURFACE COURSE SHALL BE NON-PERFORMED AT THIS TIME AND THE INTERMEDIATE COURSE SHALL BE BUILT UP TO THE TOP OF PAVEMENT WITH A THICKNESS OF 3 INCHES. THERE WILL BE NO RESURFACING DURING THIS PHASE.

PEDESTRIAN TRAFFIC SHALL BE MAINTAINED.

PHASE 3 SHALL BE COMPLETED BY JULY 1, 2025.

PHASE 4:

THIS PHASE WILL INVOLVE THE RECONSTRUCTION OF THE NORTH SIDE OF U.S. 20 FROM STA. 411+20 TO STA. 426+00 AND FROM STA. 440+15 TO STA. 486+40. ONE (1) LANE OF WESTBOUND TRAFFIC AND ONE (1) LANE OF EASTBOUND TRAFFIC WILL BE MAINTAINED AT ALL TIMES ALONG THIS SECTION OF U.S. 20.

THE SURFACE COURSE SHALL BE NON-PERFORMED AT THIS TIME AND THE INTERMEDIATE COURSE SHALL BE BUILT UP TO THE TOP OF PAVEMENT WITH A THICKNESS OF 3 INCHES. THERE WILL BE NO RESURFACING DURING THIS PHASE.

THE FOLLOWING ITEMS SHALL BE PERFORMED AT THE END OF PHASE 4:

- A. TRAFFIC SIGNAL WORK.
- B. PERMANENT SIGNING.
- C. TEMPORARY STRIPING.

THE CONTRACTOR SHALL BE ALLOWED TO CLOSE EACH SIDE STREET FOR FOURTEEN (14) CONSECUTIVE CALENDAR DAYS. A DISINCENTIVE SHALL BE ASSESSED IN THE AMOUNT OF \$800 FOR EACH CALENDAR DAY THAT THE SIDE STREET REMAINS CLOSED TO TRAFFIC BEYOND THIS SPECIFIED TIME LIMIT.

THE FOLLOWING IS A LIST OF SIDE STREETS TO BE CLOSED DURING THIS PHASE:

HAINES ROAD STA. 463+33 LT SIDE STREET

THE CONTRACTOR SHALL NOT BE ALLOWED TO CLOSE TWO (2) ADJACENT SIDE STREETS AT THE SAME TIME.

PEDESTRIAN TRAFFIC SHALL BE MAINTAINED.

PHASE 4 SHALL BE COMPLETED BY SEPTEMBER 15, 2025.

TRAFFIC SHALL RETURN TO NORMAL BY NOVEMBER 1, 2025.

PHASE 5:

MILL OFF 1.25 INCHES OFF THE TOP OF THE PAVEMENT AND THEN FILL WITH ITEM 441 SURFACE COURSE PER THE FINAL PAVEMENT BUILDUP SHOWN IN THE TYPICAL SECTIONS WHILE MAINTAINING TRAFFIC USING SCD MT-97.12 OVER THE ENTIRE PROJECT (NEWLY CONSTRUCTED PAVEMENT AND RESURFACING AREA ON U.S. 20 (BETWEEN STA. 411+20 TO STA. 552+50), HUBBARD ROAD, AND ALL OF THE SIDE ROADS. AFTER RESURFACING, THE ENTIRE PROJECT SHALL BE RESTRIPIED PER THE STRIPING PLAN. FIRST WITH CLASS 3 PRE-STRIPING AND THEN WITH THE FINAL STRIPING.

PEDESTRIAN TRAFFIC SHALL BE MAINTAINED.

PHASE 5 SHALL BE PERFORMED IN CONJUNCTION WITH PART 1, PHASE 7 AND SHALL BE COMPLETED BY OCTOBER 15, 2028.

DISINCENTIVE TABLE			
LOCATION OF CRITICAL WORK	COMPLETION DATE	TIME PERIOD	DISINCENTIVE \$ PER TIME PERIOD
BURNS ROAD STA. 517+13 RT	FOURTEEN (14) CONSECUTIVE CALENDAR DAYS	DAY	\$800
ACCESS DRIVE STA. 550+31 RT	FOURTEEN (14) CONSECUTIVE CALENDAR DAYS	DAY	\$800
ACCESS DRIVE STA. 556+02 RT	FOURTEEN (14) CONSECUTIVE CALENDAR DAYS	DAY	\$800
WALMART DRIVE STA. 504+50 LT	FOURTEEN (14) CONSECUTIVE CALENDAR DAYS	DAY	\$800
STONY RIDGE DRIVE STA. 504+50 LT	FOURTEEN (14) CONSECUTIVE CALENDAR DAYS	DAY	\$800
MORNINGSTAR DRIVE STA. 504+50 LT	FOURTEEN (14) CONSECUTIVE CALENDAR DAYS	DAY	\$800
PHASE 2	OCTOBER 15, 2024	DAY	\$1,500
HAINES ROAD STA. 463+33	FOURTEEN (14) CONSECUTIVE CALENDAR DAYS	DAY	\$800
PHASE 4	SEPTEMBER 15, 2025	DAY	\$1,500
PHASE 5	OCTOBER 15, 2028	DAY	\$1,500

CALCULATED EJT CHECKED WDB  
**MAINTENANCE OF TRAFFIC GENERAL NOTES**

**LAK-US-20-24.99 PART 2**

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SHEET NUM.											PART.	ITEM	ITEM	GRAND	UNIT	DESCRIPTION	SEE SHEET NO.
21	22	23		37	41	46	50				02/NHS/ PV	EXT	TOTAL				
<b>MAINTENANCE OF TRAFFIC</b>																	
						325					325	606	15051	325	FT	GUARDRAIL, TYPE MGS, AS PER PLAN	23
						1					1	606	26151	1	EACH	ANCHOR ASSEMBLY, MGS TYPE E, AS PER PLAN (MASH 2016)	23
						1					1	606	26551	1	EACH	ANCHOR ASSEMBLY, MGS TYPE T, AS PER PLAN	23
86,000											86,000	608	21200	86,000	SF	TEMPORARY ASPHALT CONCRETE WALK	
				451		734					1,185	611	04401	1,185	FT	12" CONDUIT, TYPE B, AS PER PLAN	23, 25
				10		24					34	611	98371	34	EACH	CATCH BASIN, NO. 6, AS PER PLAN	19, 25
				10		25					35	611	98635	35	EACH	CATCH BASIN RECONSTRUCTED TO GRADE, AS PER PLAN	23, 25
						10					10	611	99654	10	EACH	MANHOLE ADJUSTED TO GRADE	
	1,000										1,000	614	11110	1,000	HOUR	LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE	
20				12	12	32	36				20	SPECIAL	61411300	20	EACH	WORK ZONE TRAFFIC SIGNAL	21
			LS								92	614	12384	92	EACH	WORK ZONE IMPACT ATTENUATOR, 24" WIDE HAZARDS, (BIDIRECTIONAL)	
											LS	614	12420	LS		DETOUR SIGNING	
				15	15	83	63				176	614	13310	176	EACH	BARRIER REFLECTOR, TYPE 1 (BIDIRECTIONAL)	
						10					10	614	13312	10	EACH	BARRIER REFLECTOR, TYPE 2 (BIDIRECTIONAL)	
				15	15	88	63				181	614	13360	181	EACH	OBJECT MARKER, TWO WAY	
120											120	614	18601	120	SNMT	PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN	21
3.61				0.36	0.17	0.67	0.14				4.95	614	20100	4.95	MILE	WORK ZONE LANE LINE, CLASS I, 4", 642 PAINT	
6.19											6.19	614	20550	6.19	MILE	WORK ZONE LANE LINE, CLASS III, 4", 642 PAINT	
2.71				2.93	2.59	3.07	2.59				13.89	614	21100	13.89	MILE	WORK ZONE CENTER LINE, CLASS I, 642 PAINT	
4.33											4.33	614	21550	4.33	MILE	WORK ZONE CENTER LINE, CLASS III, 642 PAINT	
1.33				4.75	3.37	4.13	2.97				16.55	614	22110	16.55	MILE	WORK ZONE EDGE LINE, CLASS I, 6", 642 PAINT	
2.13											2.13	614	22360	2.13	MILE	WORK ZONE EDGE LINE, CLASS III, 6", 642 PAINT	
1,506				467	707	1,571	1,620				5,871	614	23200	5,871	FT	WORK ZONE CHANNELIZING LINE, CLASS I, 8", 642 PAINT	
2,016											2,016	614	23680	2,016	FT	WORK ZONE CHANNELIZING LINE, CLASS III, 8", 642 PAINT	
				1,168	500	990					2,658	614	24200	2,658	FT	WORK ZONE DOTTED LINE, CLASS I, 4", 642 PAINT	
648				171	81	501	471				1,872	614	25200	1,872	FT	WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS I, 642 PAINT	
838											838	614	25620	838	FT	WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS III, 642 PAINT	
566				459	357	278	190				1,850	614	26200	1,850	FT	WORK ZONE STOP LINE, CLASS I, 642 PAINT	
669											669	614	26610	669	FT	WORK ZONE STOP LINE, CLASS III, 642 PAINT	
1,582				274		1,016					2,872	614	27050	2,872	FT	WORK ZONE CROSSWALK LINE, CLASS I, 12", 642 PAINT	
1,695											1,695	614	27250	1,695	FT	WORK ZONE CROSSWALK LINE, CLASS III, 12", 642 PAINT	
23				10	14	29	31				107	614	30200	107	EACH	WORK ZONE ARROW, CLASS I, 642 PAINT	
31											31	614	30650	31	EACH	WORK ZONE ARROW, CLASS III, 642 PAINT	
51											51	614	32700	51	SF	WORK ZONE ISLAND MARKING, CLASS I	
51											51	614	32800	51	SF	WORK ZONE ISLAND MARKING, CLASS III, 642 PAINT	
	65										65	614	40051	65	EACH	BUSINESS ENTRANCE SIGN, AS PER PLAN	22
			LS								LS	615	10000	LS		ROADS FOR MAINTAINING TRAFFIC	
				6,515		8,647					15,162	615	20001	15,162	SY	PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN	23
				1,410	790						2,200	615	20001	2,200	SY	PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN, (TYPE 1)	23
550											550	616	10000	550	MGAL	WATER	
				1,060	1,530	6,179	4,713				13,482	622	41100	13,482	FT	PORTABLE BARRIER, UNANCHORED	
		250,000									250,000	SPECIAL	69098000	250,000	EACH	REIMBURSEMENT FOR MOT ITEMS PERMANENTLY DAMAGED BY TRAFFIC	23
<b>INCIDENTALS</b>																	
											97,500	100	51100	97,500	EACH	DEPARTMENT'S SHARE OF THE DISPUTE RESOLUTION BOARD	
											LS	108	10000	LS		CPM PROGRESS SCHEDULE	
											LS	614	11000	LS		MAINTAINING TRAFFIC	
											24	619	16021	24	MNTH	FIELD OFFICE, TYPE C AS PER PLAN	20A
											LS	623	10000	LS		CONSTRUCTION LAYOUT STAKES AND SURVEYING	
											LS	624	10000	LS		MOBILIZATION	
											LS	SPECIAL	69098400	LS		PRECONSTRUCTION VIDEO DOCUMENTATION	16

**GENERAL SUMMARY**

**LAK-US-20-24.99 PART 2**