

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 ABANDONMENT 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.

THE REQUIREMENTS OF 611.04.D, 611.12 AND 611.13 DO NOT APPLY TO CONDUIT USED FOR MAINTENANCE OF TRAFFIC.

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

THE CATCH BASIN SHALL BE AS PER ITEM 611, EXCEPT THAT THE GRATE SHALL BE WELDED TO THE FRAME AS SHOWN IN THE DETAIL ON SHEET 25. THE CATCH BASIN SHALL BE TEMPORARILY USED DURING PHASES 1 AND 3 AND REMOVED IN PHASES 2 AND 4. THE CATCH BASINS CAN BE USED ELSEWHERE IN THE PROJECT FOR MAINTENANCE OF TRAFFIC IF APPLICABLE. ANY CATCH BASINS LEFT OVER AFTER COMPLETION OF THE PROJECT SHALL BECOME THE PROPERTY OF THE CONTRACTOR.

THE REQUIREMENTS OF 611.04.D AND 611.14 DO NOT APPLY TO DRAINAGE STRUCTURES USED FOR MAINTENANCE OF TRAFFIC.

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.

ANTI-SEGREGATION IS NOT REQUIRED FOR ITEM 302 USED IN THE FLEXIBLE PAVEMENT OPTION.

ADJUSTMENT OF VALVE BOXES AND SERVICE BOXES NECESSARY FOR THE PLACEMENT OF THIS ITEM SHALL BE CONSIDERED INCIDENTAL TO THIS WORK.

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

DRIVEWAY ACCESS TO WALMART

PRIOR ADVANCED NOTICE TO STORE MANAGERS: THE CONTRACTOR SHALL PROVIDE WRITTEN NOTICE TO THE STORE MANAGER AT THE WALMART LOCATED IN WALTER GREENS COMMONS IN MADISON, OHIO AND WALMART'S OUTSIDE COUNSEL (GREGORY G. GUICE; 216-430-2227; GGUICE@REMINGER.COM) AT LEAST FOURTEEN (14) DAYS PRIOR TO ANY CLOSURE OF THE PRIMARY ENTRANCE ON NORTH RIDGE ROAD TO THE WALMART SUPER STORE.

MAXIMUM DURATION OF COMPLEX CLOSURE: THE CONTRACTOR SHALL NOT COMPLETELY CLOSE THE PRIMARY ENTRANCE ON NORTH RIDGE ROAD FOR MORE THAN 14-CONSECUTIVE DAYS. ADDITIONALLY, THE CONTRACTOR SHALL ONLY BE ENTITLED TO COMPLETELY CLOSE THE PRIMARY ENTRANCE ON NORTH RIDGE ROAD ONE TIME DURING THE TERM OF THE EASEMENT.

BLACK OUT PERIOD: THE CONTRACTOR AGREES NOT TO CLOSE THE PRIMARY ENTRANCE, OR REDUCE ACCESS TO ONE LANE RELATIVE TO THE PRIMARY ENTRANCE ON NORTH RIDGE ROAD, FROM OCTOBER 15 THROUGH JANUARY 15 EACH YEAR.

ITEM 614. REPLACEMENT DRUM

DRUMS FURNISHED BY THE CONTRACTOR IN ACCORDANCE WITH THE REQUIREMENTS OF THE PLANS, SPECIFICATIONS AND PROPOSAL WHICH BECOME DAMAGED BY TRAFFIC FOR REASONS BEYOND THE CONTROL OF THE CONTRACTOR SHALL BE REPLACED IN KIND WHEN ORDERED BY THE ENGINEER. REPLACEMENT DRUMS SHALL BE NEW.

THE COST OF REMOVING AND DISPOSING OF THE DAMAGED DRUM, AND PROVIDING AND MAINTAINING THE REPLACEMENT DRUM IN ACCORDANCE WITH THE CONTRACT REQUIREMENTS FOR THE ORIGINAL DRUM SHALL BE INCIDENTAL TO THE LUMP SUM ITEM 614 MAINTAINING TRAFFIC.

MAINTENANCE OF TRAFFIC NARRATIVE

PHASES SHALL BE CONSTRUCTED FROM EAST TO WEST PER THE CONSTRUCTION SEQUENCES. THE ONLY WORK PERMITTED TO OCCUR DURING THE WINTER MONTHS, BETWEEN NOVEMBER 1 AND APRIL 1, IS PRE-PHASE 1 AND TREE CLEARING.

SEQUENCE OF CONSTRUCTION

UTILITY RELOCATION

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

PRE-PHASE 1:

THE TEMPORARY PAVEMENT AND THE TEMPORARY DRAINAGE NECESSARY FOR PHASE 1 ARE TO BE CONSTRUCTED UNDER THIS PHASE.

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, INCLUDING THE DRAINAGE WORK FROM STA. 495+32 TO STA. 500+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. 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.

THERE WILL BE **NO MILL AND FILL** 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 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.

THERE WILL BE **NO MILL AND FILL** RESURFACING DURING THIS PHASE.

THE FOLLOWING ITEMS SHALL ALSO 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.

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.

PHASE 2 SHALL BE COMPLETED BY OCTOBER 15, 2024.

PRE-PHASE 3 (TO BE COMPLETED CONCURRENTLY WITH PHASE 2):

THE TEMPORARY PAVEMENT AND TEMPORARY DRAINAGE NECESSARY FOR PHASE 3 TO BE CONSTRUCTED UNDER THIS PHASE.

THE CONTRACTOR MAY UTILIZE A LONG TERM CLOSURE OF THE WESTBOUND OUTSIDE LANE FOR A DURATION OF FOURTEEN (14) CALENDAR DAYS IN ORDER TO INSTALL THE TEMPORARY PAVEMENT. A DISINCENTIVE SHALL BE ASSESSED IN THE AMOUNT OF \$1,500 FOR EACH CALENDAR DAY THAT THE WESTBOUND OUTSIDE LANE REMAINS CLOSED TO TRAFFIC BEYOND THIS SPECIFIED LIMIT.

WORK SHALL NOT COMMENCE PRIOR TO APRIL 1, 2024 AND SHALL BE COMPLETED BY OCTOBER 15, 2024.

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.

THERE WILL BE **NO MILL AND FILL** RESURFACING DURING THIS PHASE.

PEDESTRIAN TRAFFIC SHALL BE MAINTAINED.

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.

AT THE END OF PHASE 4, MILL THE AREAS FROM STA. 426+00 TO STA. 440+15, FROM STA. 486+40 TO STA. 500+40, MCMACKIN ROAD AND GREEN ROAD. PLACE THE ITEM 441 INTERMEDIATE COURSE AND SURFACE COURSE IN THESE LOCATIONS WHILE MAINTAINING TRAFFIC USING SCD MT-97.12.

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

- A. TRAFFIC SIGNAL WORK.
- B. PERMANENT SIGNING.

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 OCTOBER 15, 2025.

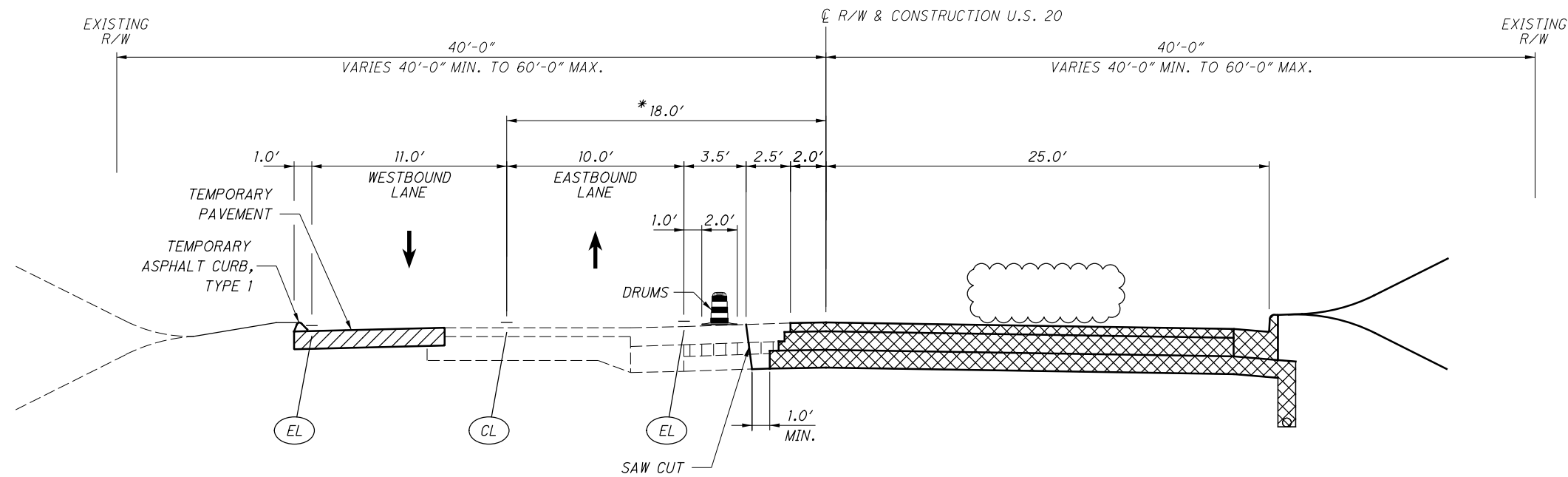
PEDESTRIAN TRAFFIC SHALL BE MAINTAINED.

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	\$5,000
HAINES ROAD STA. 463+33	FOURTEEN (14) CONSECUTIVE CALENDAR DAYS	DAY	\$800
PRE-PHASE 3	FOURTEEN (14) CONSECUTIVE CALENDAR DAYS	DAY	\$1,500

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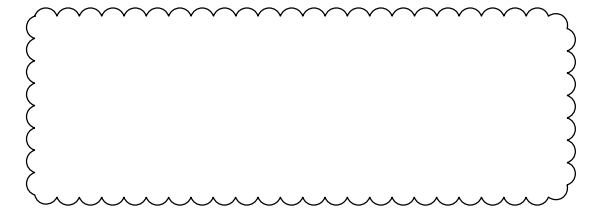
CALCULATED EJT CHECKED WDB
MAINTENANCE OF TRAFFIC GENERAL NOTES
LAK-US-20-24.99
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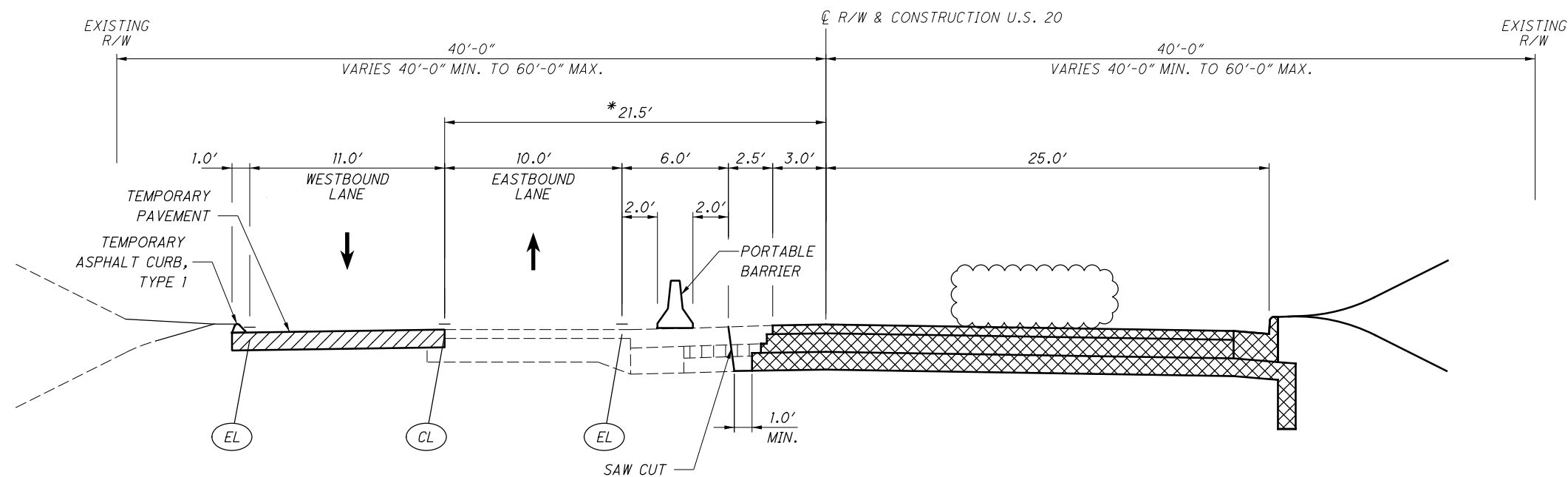
PHASE 1
STA. 516+30 TO STA. 572+50

*LANE SHIFT
FROM STA. 512+00 TO STA. 514+50
VARIES FROM 21.5' LT TO 18.0' LT



LEGEND

- (CL) WORK ZONE CENTER LINE, CLASS I, 642 PAINT
- (EL) WORK ZONE EDGE LINE, CLASS I, 642 PAINT
- [Cross-hatched] PROPOSED PERMANENT PAVEMENT CONSTRUCTED THIS PHASE
- [Diagonal lines] PROPOSED TEMPORARY PAVEMENT CONSTRUCTED UNDER PRE-PHASE 1
- ← TRAFFIC FLOW



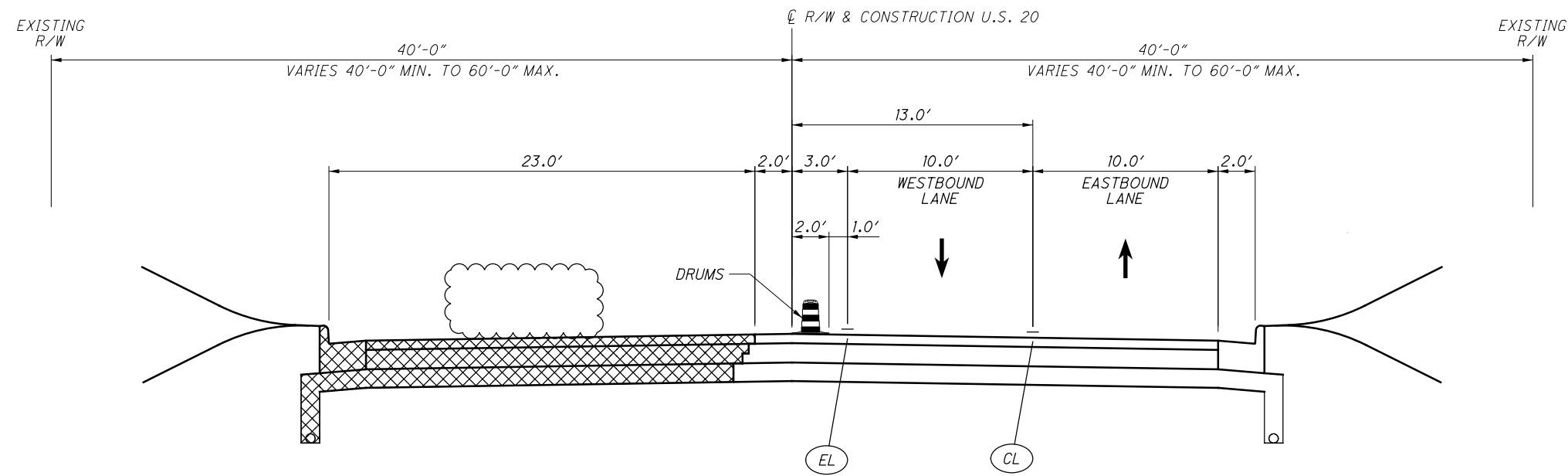
PHASE 1
STA. 500+40 TO STA. 516+30

PHASE 3
STA. 411+20 TO STA. 426+00
STA. 440+15 TO STA. 486+40

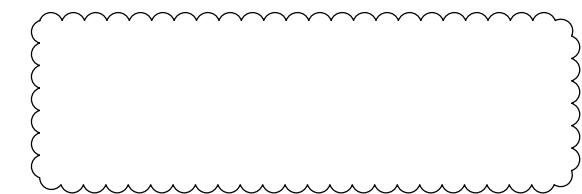
LEGEND

- (CL) WORK ZONE CENTER LINE, CLASS I, 642 PAINT
- (EL) WORK ZONE EDGE LINE, CLASS I, 642 PAINT
- [Cross-hatched] PROPOSED PERMANENT PAVEMENT CONSTRUCTED THIS PHASE
- [Diagonal lines] PROPOSED TEMPORARY PAVEMENT CONSTRUCTED UNDER PRE-PHASE 1 & 3
- ← TRAFFIC FLOW





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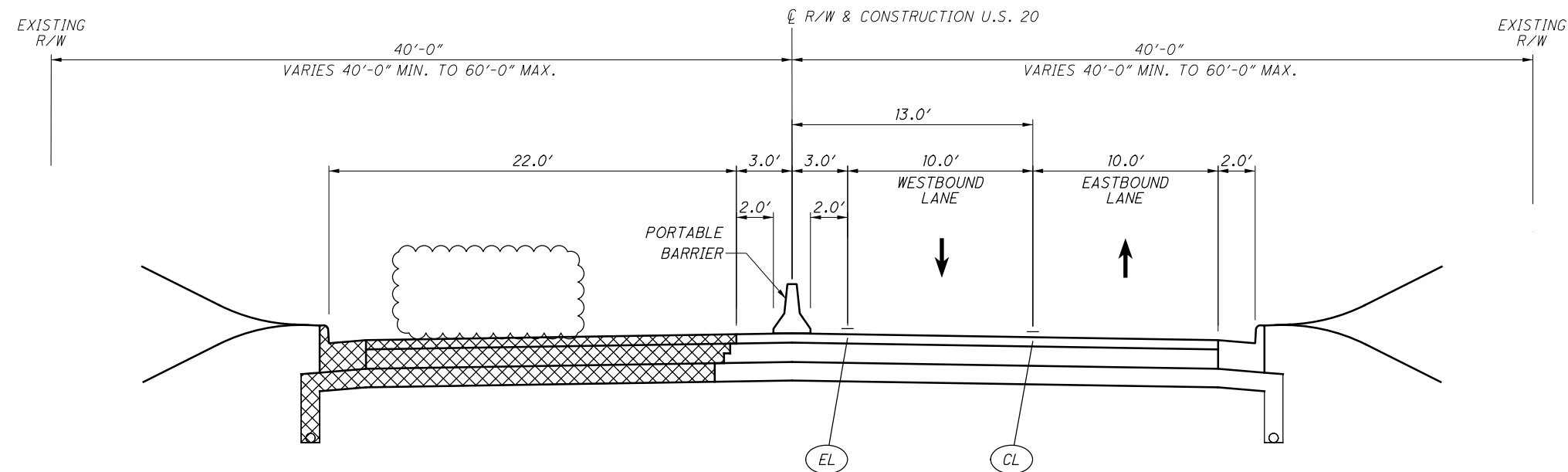


PHASE 2
STA. 516+90 TO STA. 572+50



LEGEND





-  WORK ZONE CENTER LINE, CLASS I, 642 PAINT
-  WORK ZONE EDGE LINE, CLASS I, 642 PAINT
-  PROPOSED PERMANENT PAVEMENT CONSTRUCTED THIS PHASE
-  TRAFFIC FLOW



PHASE 2
STA. 500+40 TO STA. 516+90

PHASE 4
STA. 411+20 TO STA. 426+00
STA. 440+15 TO STA. 486+40

LEGEND

-  WORK ZONE CENTER LINE, CLASS I, 642 PAINT
-  WORK ZONE EDGE LINE, CLASS I, 642 PAINT
-  PROPOSED PERMANENT PAVEMENT CONSTRUCTED THIS PHASE
-  TRAFFIC FLOW