

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 temporary safety features in place.

Description or Location of Critical Work	Completion Date	Time Unit	Disincentive
All work needed to re-open SR-91 Ramp A to traffic	Day 30	Day	\$5000/Day
All work needed to re-open SR-91 Ramp B to traffic	Day 30	Day	\$7000/Day
All work needed to re-open SR-640 Ramp A to traffic	Day 30	Day	\$5000/Day
All work needed to re-open SR-640 Ramp D to traffic	Day 30	Day	\$5000/Day
All work needed to re-open SR-6401 Ramp E to traffic	Day 30	Day	\$5000/Day
All work needed to re-open SR-640 Ramp H to traffic	Day 30	Day	\$5000/Day
All work needed to re-open Lost Nation Ramp A to traffic	Day 30	Day	\$6000/Day
All work needed to re-open Lost Nation Ramp B to traffic	Day 30	Day	\$7500/Day
All work needed to re-open Lost Nation Ramp E to traffic	Day 30	Day	\$500/Day
All work needed to re-open Lost Nation Ramp F to traffic	Day 30	Day	\$4500/Day
All work needed to re-open SR-306 Ramp I to traffic	Day 30	Day	\$11,500/Day
All work needed to re-open SR-306 Ramp K to traffic	Day 30	Day	\$9000/Day
All work needed to re-open SR-306 Ramp N to traffic	Day 30	Day	\$13,000/Day
All work needed to re-open SR-306 Ramp O to traffic	Day 30	Day	\$7500/Day

All references to the Vine St. culvert (LAK-2-0395) in Phase B, Step 7 shall be disregarded. The following note shall apply.

Vine Street Culvert
Phase A Step 1

The culvert lining of LAK-2-0395 shall be completed in Stage 1, Phase A. All work associated with this work must be done by June 1, 2009.

Vehicular access to the properties south of Lakeland Boulevard via E. 367th must be maintained at all times during construction operations.

The contractor is alerted to the fact that before the temporary excavation of work area number 1 can begin two sections of the existing waterline must be relocated as shown on sheet 1033.

Also note that before the initial stage of the existing 72-inch removal can begin, the existing power pole is to be relocated, by others, as indicated on the plans.

The existing 72-inch RCP that flows into the inlet of the existing 180-inch CMP is in conflict with the temporary excavation required for work area No. 1. The contractor is required to remove and replace 110' of the existing 72-inch RCP.

Note that during construction, the storm water currently flowing through the existing 72-inch RCP must be