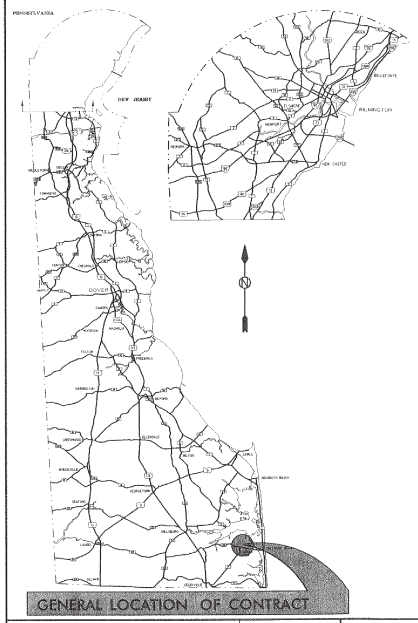


# THE STATE OF DELAWARE
# DEPARTMENT OF TRANSPORTATION

U.S. CUSTOMARY

| COUNTY | M.P. NO. | | SHEET NUMBER | TOTAL SHEETS |
|---|---|---|---|---|
| SUSSEX | 26 | | 1 | 589 |

SPECIFICATION AND CONSTRUCTION PLANS FOR:

## SR 26, ATLANTIC AVENUE
## FROM CLARKSVILLE TO ASSAWOMAN CANAL

**CONTRACT NUMBER:** T200411210

**FEDERAL AID PROJECT NUMBER:** ESTP-S026(6)

ROADWAY LENGTH: 21,838 FEET= 4.1361 MILES
STRUCTURE LENGTH: 19 FEET= 0.0036 MILES
TOTAL LENGTH: 21,857 FEET= 4.1397 MILES

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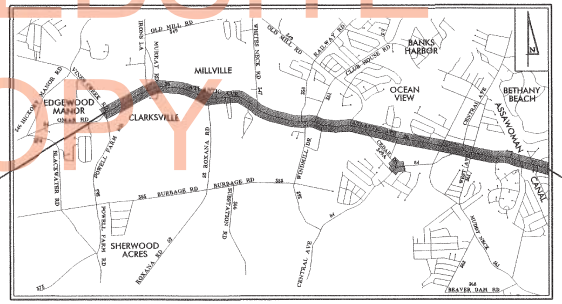


LOCATION MAP
NOT TO SCALE

## DESIGN DESIGNATION

FUNCTIONAL CLASS: RURAL MINOR ARTERIAL
TYPE OF CONSTRUCTION: ROADWAY WIDENING
A.A.D.T. CURRENT: 17,638 YEAR: 2004
A.A.D.T. PROJECTED: 34,980 YEAR: 2025
D.H.V. PROJECTED: 4,480 YEAR: 2025
DESIGN SPEED: 40 M.P.H.
TRUCKS: 10.8 %
DIRECTION OF DISTRIBUTION: 54.5 %

## INDEX OF SHEETS


| SHEET Nº | TABLE OF CONTENTS |
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| 1 | TITLE SHEET |
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| 198-204 | ENVIRONMENTAL COMPLIANCE PLANS |
| 205-412 | CONSTRUCTION PHASING & M.O.T. PLANS |
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| 453-455 | LANDSCAPE PLANS |
| 456-482 | UTILITY RELOCATION AND LIGHTING PLANS |
| 483-512 | SIGNING, STRIPING, & ITMS PLANS |
| 513-546 | SIGNALIZATION PLANS |
| 547-552 | TEMPORARY SIGNAL PLANS |
| 553 | EARTHWORK SUMMARY |
| 554-564 | WATER RELOCATION PLANS |
| 565-572 | SEWER FORCEMAIN RELOCATION PLANS |
| 573-589 | SEWER EXPANSION PLANS |


## APPROVED DESIGN EXCEPTIONS DATE: _____

| DESIGN PARAMETER | REQUIRED | PROVIDED |
|---|---|---|

## PROJECT ADDENDA & REVISIONS

| DESCRIPTION | NAME & DATE |
|---|---|


PREPARED BY
THE CONSULTING FIRM OF
CENTURY ENGINEERING, INC.
4134 N. DUPONT HIGHWAY
DOVER, DELAWARE, 19901
(302) 734-9188


WILLIAM FRANKLIN CONWAY — No. 12991 — REGISTERED PROFESSIONAL ENGINEER — DELAWARE — SEAL

RECOMMENDED _____ VICE PRESIDENT 7-15-13 DATE

RECOMMENDED

N/A — SQUAD MANAGER, CONSTRUCTION — 7/16/13 DATE

Bradford E Schultz — GROUP ENGINEER, CONSTRUCTION — 7/16/2013 DATE

N/A — ASSISTANT DIRECTOR, TRANSPORTATION SOLUTIONS (CONSTRUCTION) — 7/16/13 DATE

DEPARTMENT OF TRANSPORTATION

RECOMMENDED
Vincent W. Davis
STORMWATER ENGINEER
DATE 17 JUL 2013
VINCENT W. DAVIS — No. 12898 — REGISTERED PROFESSIONAL ENGINEER — DELAWARE — SEAL

RECOMMENDED
SQUAD MANAGER, TRANSPORTATION SOLUTIONS
DATE JULY 17, 2013
THOMAS M. PENNEZ — No. 13701 — LICENSED PROFESSIONAL ENGINEER — DELAWARE — SEAL

RECOMMENDED
for BRIDGE DESIGN ENGINEER
DATE 7/18/13
MICHAEL J. GOTTLIEB — No. 16274 — LICENSED PROFESSIONAL ENGINEER — DELAWARE — SEAL

RECOMMENDED
GROUP ENGINEER, PROJECT DEVELOPMENT
DATE 7-18-13
JAMES K. SATTERFIELD IV — No. 10391 — LICENSED PROFESSIONAL ENGINEER — DELAWARE — SEAL

RECOMMENDED
ASSISTANT DIRECTOR, TRANSPORTATION SOLUTIONS
DATE 7/19/13
MICHAEL H. SIMMONS — No. 8211 — REGISTERED PROFESSIONAL ENGINEER — DELAWARE — SEAL

APPROVED
CHIEF ENGINEER
DATE 7/19/13
NATALIE M. BARNHART — No. 9629 — REGISTERED PROFESSIONAL ENGINEER — DELAWARE — SEAL

| CONTRACT | COUNTY | F.A.P. NO. | SHEET NO. | TOTAL SHTS. |
|---|---|---|---|---|
| T200411210 | SUSSEX | SEE TITLE SHEET | 2 | 589 |

**SR 26, ATLANTIC AVENUE FROM CLARKSVILLE TO ASSAWOMAN CANAL**

REVISIONS

**LEGEND**

- CONSTRUCTION PLANS
- GRADES AND GEOMETRICS
- EROSION AND SEDIMENT CONTROL
- UTILITY RELOCATION & LIGHTING
- SIGNING, STRIPING AND ITMS

**PLAN SHEET INDEX**
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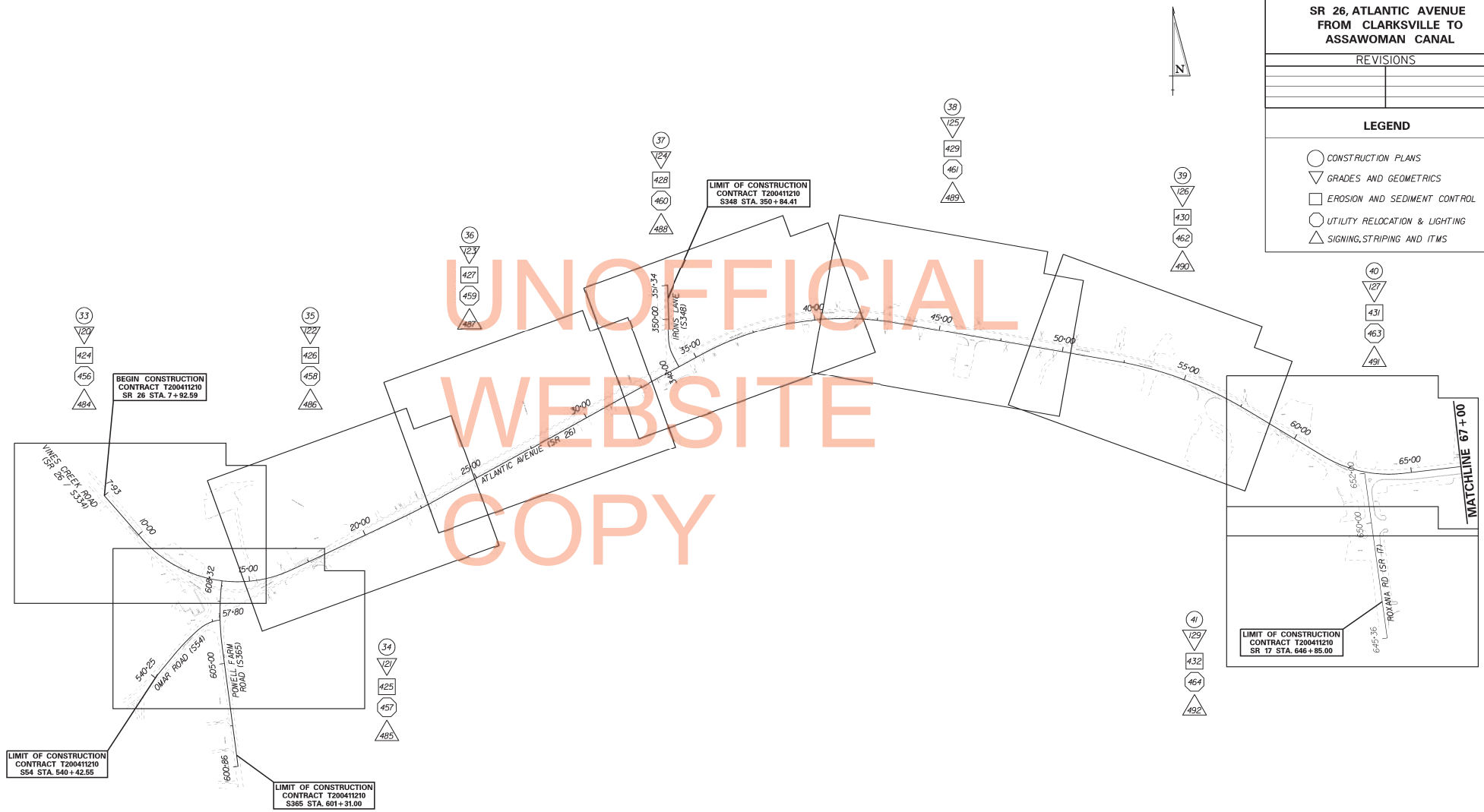


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| CONTRACT | COUNTY | F.A.P. NO. | SHEET NO. | TOTAL SHTS. |
|---|---|---|---|---|
| T200411210 | SUSSEX | SEE TITLE SHEET | 3 | 589 |

**SR 26, ATLANTIC AVENUE FROM CLARKSVILLE TO ASSAWOMAN CANAL**

REVISIONS

**LEGEND**

- CONSTRUCTION PLANS
- GRADES AND GEOMETRICS
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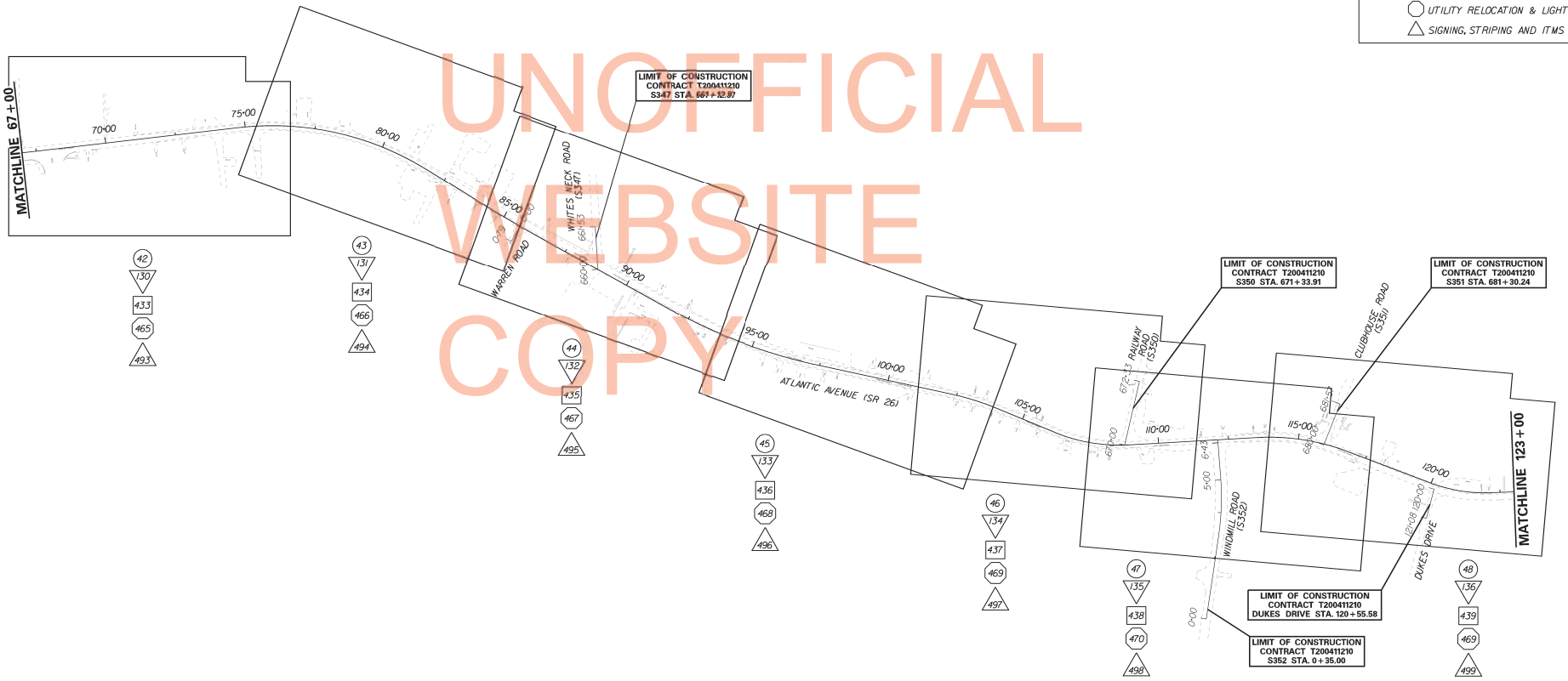
NOT TO SCALE

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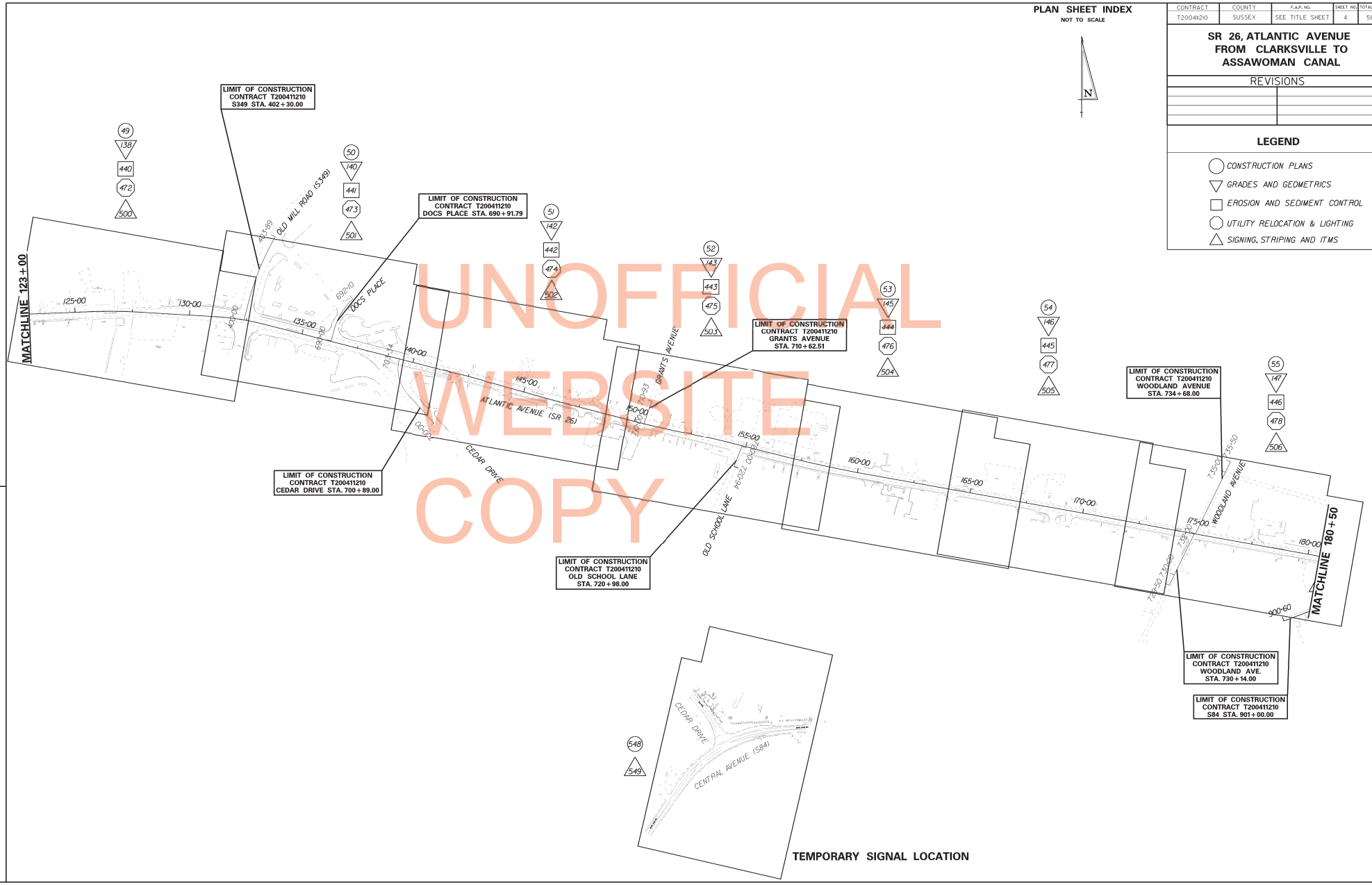


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| CONTRACT | COUNTY | F.A.P. NO. | SHEET NO. | TOTAL SHTS. |
|---|---|---|---|---|
| T200411210 | SUSSEX | SEE TITLE SHEET | 5 | 589 |

**SR 26, ATLANTIC AVENUE FROM CLARKSVILLE TO ASSAWOMAN CANAL**

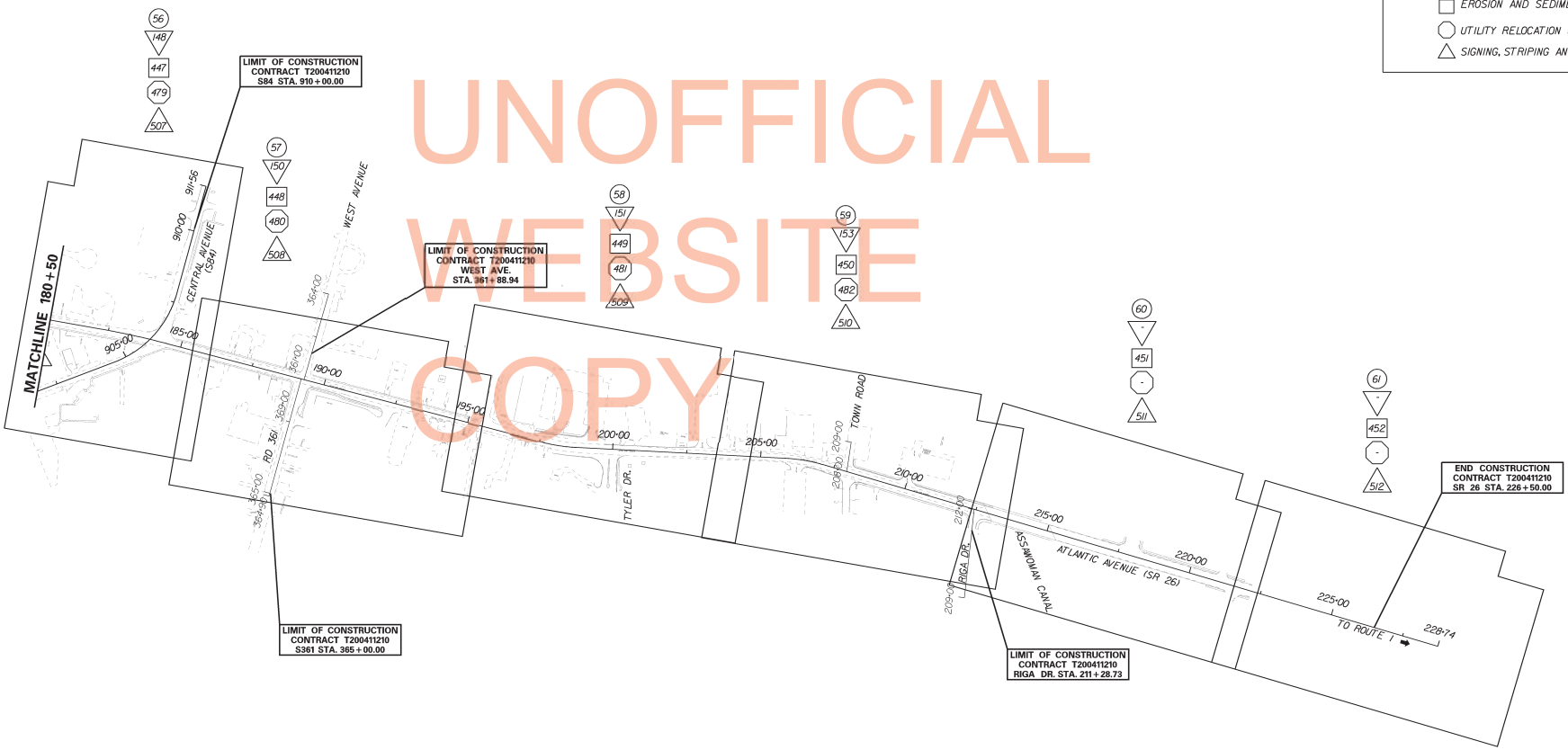
REVISIONS

**LEGEND**

- CONSTRUCTION PLANS
- GRADES AND GEOMETRICS
- EROSION AND SEDIMENT CONTROL
- UTILITY RELOCATION & LIGHTING
- SIGNING, STRIPING AND ITMS

**PLAN SHEET INDEX**

NOT TO SCALE

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# GENERAL NOTES AND LEGEND

**SYMBOLS SHOWN ON THIS SHEET DO NOT NECESSARILY APPEAR IN THIS CONTRACT.**

| CONTRACT | COUNTY | F.A.P. NO. | SHEET NO. | TOTAL SHTS. |
|---|---|---|---|---|
| T200411210 | SUSSEX | SEE TITLE SHEET | 6 | 589 |

## SR 26, ATLANTIC AVENUE FROM CLARKSVILLE TO ASSAWOMAN CANAL

| REVISIONS | |
|---|---|
| | |
| | |
| | |
| | |

## CONSTRUCTION

- FULL DEPTH PAVING
- COMMERCIAL ENTRANCE PAVING
- RESIDENTIAL ENTRANCE PAVING
- MILL AND OVERLAY PAVING
- P.C.C. SIDEWALK AT 4"
- P.C.C. SIDEWALK AT 6"
- BUTT JOINT
- HOTMIX PAVEMENT PATCH
- PCC PAVEMENT PATCH
- RIPRAP
- DRAINAGE INLET
- DRAINAGE INLET IDENTIFIER
- MANHOLE
- MANHOLE IDENTIFIER
- DRAINAGE PIPE & FLOW ARROW
- PIPE IDENTIFIER
- FLARED END SECTION
- FLARED END SECTION IDENTIFIER
- JUNCTION BOX
- JUNCTION BOX IDENTIFIER
- CONVERT TO JB IDENTIFIER
- UNDERDRAIN
- UNDERDRAIN IDENTIFIER
- UNDERDRAIN OUTLET STRUCTURE
- DITCH
- CONVERT TO DRAINAGE INLET
- INTEGRAL P.C.C. CURB AND GUTTER TYPE 1-B
- P.C.C. CURB TYPE 1-B OR 1-A
- P.C.C. CURB TYPE 2
- INTEGRAL P.C.C. CURB AND GUTTER TYPE 2
- INTEGRAL P.C.C. CURB AND GUTTER TYPE 3-B
- CURB (BY OTHERS)
- CURB IDENTIFIER
- CURB OPENING
- CURB ACCESS RAMP IDENTIFIER WITH TYPE NUMBER
- CONCRETE SAFETY BARRIER
- BARRIER IDENTIFIER
- STEEL BEAM GUARDRAIL
- GUARDRAIL END SECTION
- GUARDRAIL IDENTIFIER
- METAL FENCE
- WOOD FENCE
- FENCE IDENTIFIER
- DO NOT DISTURB IDENTIFIER
- R/W MONUMENT IDENTIFIER
- RELOCATE BY CONTRACTOR
- ADJUST BY CONTRACTOR
- REMOVE BY CONTRACTOR
- RELOCATE BY OTHERS
- ADJUST BY OTHERS
- REMOVE BY OTHERS
- CONVERT TO MANHOLE

## CONSTRUCTION PHASING

- STONE CHECK DAM
- INLET SEDIMENT CONTROL
- PERIMETER DIKE SWALE
- TEMPORARY SWALE
- EARTH DIKE
- SAND BAG DIVERSION
- EROSION CONTROL FABRIC
- SEDIMENT TRAP
- TRAFFIC CONTROL PLASTIC DRUMS
- CONSTRUCTION WARNING SIGNS
- EXISTING CONTOURS
- PROPOSED CONTOURS
- CRASH CUSHION (SAND BARRELS)
- PORTABLE SEDIMENT TANK
- SILT FENCE
- REINFORCED SILT FENCE
- SILT FENCE IDENTIFIER
- STILLING WELL
- SUMP PIT
- DEWATERING BASIN
- SEDIMENT TRAP PIPE OUTLET
- TEMPORARY SLOPE DRAIN
- SAND BAG DIKE
- TYPE 3 BARRICADE
- TRAFFIC FLOW ARROW
- PORTABLE CONCRETE SAFETY BARRIER
- STABILIZED CONSTRUCTION ENTRANCE

## SIGNING, STRIPING AND CONDUITS

- CONDUITS UNDER PAVEMENT
- CONDUITS IN TRENCH
- CONDUIT JUNCTION WELL
- PAVEMENT MARKINGS
- LANE STRIPING
- PROPOSED CONDUIT RUN IDENTIFIER
- TRAFFIC SIGN AND POST

## RIGHT OF WAY

- PROPOSED RIGHT-OF-WAY
- PROPOSED RIGHT OF WAY AND DENIAL OF ACCESS
- PROPOSED DENIAL OF ACCESS
- PROPOSED PERMANENT EASEMENT
- PROPOSED TEMPORARY CONSTRUCTION EASEMENT
- HISTORIC R/W CENTERLINE OR BASELINE
- PROPOSED RIGHT OF WAY BASELINE
- EXISTING RIGHT-OF-WAY LINE
- EXISTING PROPERTY LINE
- R/W MONUMENT

## PROPOSED LANDSCAPING

- CONIFEROUS TREE
- SHRUB
- DECIDUOUS TREE

## MISCELLANEOUS SYMBOLS

- LIMIT OF CONSTRUCTION
- NORTH ARROW
- CLEAR ZONE
- CONSTRUCTION BASELINE
- PROPOSED LUMINAIRE
- IMPACT AREA INDENTIFIER
- PERSONNEL SAFETY GRATE
- RIPRAP ENERGY DISSIPATER
- RIPRAP
- REMOVE EXISTING PAVEMENT, GRADE TO DRAIN, TOPSOIL, SEED AND MULCH

## UTILITIES

- TOWN OF OCEAN VIEW WATER
- DELMARVA POWER
- SUSSEX COUNTY SEWER
- MEDIACOM
- TIDEWATER UTILITIES
- VERIZON
- DEL. ELEC. COOP
- WINDSTREAM
- TIDEWATER UTILITIES RELOCATION
- SUSSEX COUNTY SEWER RELOCATION
- TOWN OF OCEAN VIEW WATER RELOCATION

## EXISTING DETAIL

- SURVEY TRAVERSE POINT
- POINT OF INTERSECTION - TANGENTS
- POINT OF TANGENCY & CURVATURE
- SURVEY TIE POINT LOCATION
- BENCH MARK LOCATION
- SOIL BORING LOG - PROFILE VIEW
- SOIL BORING LOCATION - PLAN VIEW
- SOIL TYPE AND BOUNDARY LINE
- MARSH OR WET AREAS
- LAWN
- SMALL BUSH OR ORNAMENTAL SHRUB
- CONIFEROUS TREE - 6" AND LARGER
- DECIDUOUS TREE - 6" AND LARGER
- HEDGEROW OR THICKET
- WOODS LINE
- TREE STUMP
- UTILITY TEST HOLE LOCATION
- GAS MANHOLE
- SANITARY SEWER MANHOLE
- TELEPHONE MANHOLE
- ELECTRIC MANHOLE
- FIRE HYDRANT
- TELEPHONE BOOTH
- UTILITY POLE GUY WIRE ANCHOR
- GAS VALVE
- WATER VALVE
- WOOD POLE
- WATER METER
- SANITARY SEWER VENT
- SANITARY SEWER SURFACE FIXTURE
- TELEPHONE TEST POINT
- GAS METER
- POLE MOUNTED LUMINAIRE
- RESIDENTIAL STREET LAMP AND POST
- FLAG POLE
- MAIL BOX
- CURB
- INTEGRAL CURB & GUTTER
- FLEXIBLE PAVEMENT EDGE
- RIGID PAVEMENT EDGE
- STEEL BEAM GUARD RAIL
- WOOD POST AND CABLE GUARD RAIL
- STORM DRAINAGE SURFACE INLET
- STORM DRAINAGE MANHOLE
- STORM DRAINAGE JUNCTION BOX
- EXISTING DRAINAGE PIPE AND FLOW ARROW
- DRAINAGE PIPE HEADWALL
- EROSION CONTROL STONE
- STREAM, DITCH OR POND BOUNDARY
- STREAM FLOW DIRECTION ARROW
- TRAFFIC CONTROL SIGN POST
- TRAFFIC SIGNAL SUPPORT BASE
- TRAFFIC SIGNAL CONTROL BOX AND/OR BASE
- TRAFFIC SIGNAL CONDUIT JUNCTION WELL
- ELECTRIC TRANSFORMER
- CABLE TELEVISION DISTRIBUTION BOX
- CONCRETE MONUMENT OR PROPERTY MARKER
- PROPERTY LINE MARKER
- STONE PILLAR - CONC. BLOCK OR POURED
- STRAND OR WOVEN WIRE FENCE
- WOODEN FENCE
- LUMINAIRE SUPPORT POLE AND/OR BASE
- SERVICE STATION FUEL PUMP
- WELL HEAD
- SEPTIC DRAIN FIELD
- STONE WALL
- BLOCK WALL
- RAILROAD TRACKS
- DELINEATED WETLANDS
- GRAVE HEADSTONE

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PREL. TRACING ____ DESIGN ____ CHK'D. ____

7/14/2021
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Eddie

## GENERAL NOTES

1. THIS PROJECT IS TO BE CONSTRUCTED IN ACCORDANCE WITH THE DELAWARE DEPARTMENT OF TRANSPORTATION "STANDARD SPECIFICATIONS", DATED AUGUST 2001 AND THE DELAWARE DEPARTMENT OF TRANSPORTATION "STANDARD CONSTRUCTION DETAILS", DATED 2001, INCLUDING ALL REVISIONS UP TO THE DATE OF ADVERTISEMENT.

2. THE CONTRACTOR SHALL GIVE TWO (2) WEEKS NOTICE TO THE PROPERTY OWNER WHEN ANY FIXTURE, SHRUB OR OTHER OBJECT MUST BE REMOVED FROM THE RIGHT OF WAY OR EASEMENT AREA. IF THE OWNER HAS NOT ATTEMPTED TO SALVAGE THIS PROPERTY, THE CONTRACTOR SHALL REMOVE IT WITHOUT OBLIGATION. COMPENSATION SHALL BE INCIDENTAL TO THE CONTRACT.

3. THE ENDS OF ALL CURBS SHALL BE DEPRESSED FLUSH WITH THE PAVEMENT AT A RATIO OF TWELVE TO ONE (12:1) UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

4. THE CONTRACTOR SHALL PROVIDE AND INSTALL PVC SLEEVES (4" INSIDE MINIMUM DIAMETER, 6" INSIDE MAXIMUM DIAMETER) IN PROPOSED CONCRETE SIDEWALKS, ISLANDS, AND MEDIANS FOR FUTURE TRAFFIC SIGN POSTS AS DIRECTED BY THE ENGINEER. THE LOWER END OF THE SLEEVE SHALL SIT ON THE TOP OF THE SUBBASE MATERIAL. THE COST SHALL BE INCIDENTAL TO THE CONTRACT.

5. STAGING AREAS - PROPER EROSION AND SEDIMENT CONTROL MEASURES AS DETERMINED BY THE ENGINEER SHALL BE INSTALLED IN ALL STAGING AREAS. ALL AREAS USED BY THE CONTRACTOR FOR STAGING OPERATIONS SHALL BE FULLY RESTORED BY THE CONTRACTOR UPON COMPLETION OF THE CONTRACT. IF THE STAGING AREA IS PAVED, IT SHALL BE RESTORED TO ITS ORIGINAL CONDITION. IF THE AREA IS UNPAVED, IT SHALL BE RE-GRADED, TOPSOILED, SEEDED AND MULCHED IN ACCORDANCE WITH DELAWARE STANDARD SPECIFICATIONS 732, 734 AND 735, FOR TOPSOIL, SEED AND MULCH RESPECTIVELY, TO THE SATISFACTION OF THE ENGINEER. THE SEED SHALL ADHERE TO THE SPECIFICATIONS OF SECTION 734 FOR PERMANENT GRASS SEEDING - DRY GROUND. ALL COSTS ASSOCIATED WITH RESTORATION OF THE STAGING AREA SHALL BE AT THE CONTRACTOR'S EXPENSE. IF THE ENGINEER DETERMINES THAT A SATISFACTORY STAND OF GRASS DOES NOT EXIST AT THE TIME OF FINAL INSPECTION, ALL COSTS ASSOCIATED WITH REESTABLISHING A SATISFACTORY STAND OF GRASS SHALL BE AT THE CONTRACTOR'S EXPENSE.

6. SITE REVIEWER - AN EROSION CONTROL SITE REVIEWER SHALL BE A PERSON FROM THE CONTRACTOR'S STAFF ASSIGNED TO EROSION AND SEDIMENT CONTROL IMPLEMENTATION AND MAINTENANCE AND SHALL BE REQUIRED ON SPECIFIC PROJECTS. THE NAME AND DNREC CERTIFICATION NUMBER OF EACH SITE REVIEWER SO REQUIRED SHOULD BE SUBMITTED TO THE DEPARTMENT PRIOR TO AWARD OF THE CONTRACT SO THAT THE START OF CONSTRUCTION IS NOT DELAYED. THE NAME OF THE DELAWARE REGISTERED PROFESSIONAL ENGINEER PROVIDING DIRECTION AND SUPERVISION OF THE SITE REVIEWER, AS REQUIRED IN SECTION 12.3 OF THE DELAWARE SEDIMENT AND STORMWATER REGULATIONS, SHOULD ALSO BE SUBMITTED TO THE DEPARTMENT PRIOR TO AWARD. THE SITE REVIEWER REQUIREMENTS IN EFFECT ON THIS PROJECT SHALL BE MARKED WITH AN "X" BELOW:

| EROSION POTENTIAL FOR THIS PROJECT | SITE REVIEWER REQUIREMENT |
|---|---|
| ( ) INSIGNIFICANT | NONE |
| ( ) MINOR | CONTRACTOR CERTIFICATION COURSE TRAINING ONLY. AS DEFINED IN SECTION 13 OF THE DELAWARE SEDIMENT AND STORMWATER REGULATIONS. |
| (x) MEDIUM | AT THE TIME OF BID OF THE CONTRACT, EITHER THE SUPERINTENDENT OR A SEPARATE INDIVIDUAL FROM THE CONTRACTOR'S STAFF SHALL BE A CERTIFIED CONSTRUCTION REVIEWER (CCR), AS DEFINED IN SECTION 12 OF THE DELAWARE AND STORMWATER REGULATIONS. |
| ( ) MAJOR | SUPERINTENDENT AND INDIVIDUAL FROM CONTRACTOR'S STAFF SHALL BE CCR. ONE INDIVIDUAL FROM THE CONTRACTOR'S STAFF MUST BE A CCR AT THE TIME OF BID OF THE CONTRACT. THE SUPERINTENDENT MUST BECOME A CCR WITHIN ONE YEAR AFTER THE AWARD OF CONTRACT. |

7. ELECTRONIC PROJECT FILES THAT WILL BE MADE AVAILABLE TO THE CONTRACTOR INCLUDE:

| | |
|---|---|
| ( ) | NONE |
| ( ) | ASCII DATA FILES WITH COORDINATES AND ELEVATIONS FOR PROPOSED POINTS AS SELECTED BY THE ENGINEER. |
| (x) | RASTER FILES, IN .CAL FILE FORMAT, FOR ALL PLAN SHEETS. |
| ( ) | EXISTING DIGITAL TERRAIN MODEL, IN .DTM FILE FORMAT, COMPATIBLE WITH SOFTWARE CURRENTLY USED BY DELDOT. |
| ( ) | PROPOSED DIGITAL TERRAIN MODEL, IN .DTM FILE FORMAT, COMPATIBLE WITH SOFTWARE CURRENTLY USED BY DELDOT. |
| ( ) | DESIGN FILE, IN .DGN FILE FORMAT, CONTAINING ONLY THE PROPOSED 3D TRIANGLES OF THE PROPOSED DIGITAL TERRAIN MODEL (DTM). |

NOTE: THE DOCUMENT ENTITLED "RELEASE FOR DELIVERY OF DOCUMENTS IN ELECTRONIC FORM TO A CONTRACTOR" MUST BE SIGNED BY ALL PARTIES PRIOR TO THE DELIVERY OF ANY ELECTRONIC PROJECT FILES.

8. AMERICAN TRAFFIC SAFETY SERVICES ASSOCIATION (ATSSA) CERTIFIED TRAFFIC CONTROL SUPERVISOR REQUIREMENT FOR THIS PROJECT.

| | |
|---|---|
| ( ) | THE CONTRACTOR SHALL NOT BE REQUIRED TO HAVE AN ATSSA SUPERVISOR ASSIGNED TO THIS PROJECT. |
| ( ) | THE CONTRACTOR SHALL HAVE AN ATSSA SUPERVISOR ASSIGNED TO THIS PROJECT. THE CONTRACTOR'S GENERAL SUPERINTENDENT FOR THIS PROJECT OR ANOTHER ATSSA CERTIFIED MEMBER OF THE CONTRACTOR'S PROJECT STAFF MAY BE THE ATSSA SUPERVISOR. |
| (x) | THE CONTRACTOR SHALL HAVE AN ATSSA SUPERVISOR ASSIGNED TO THIS PROJECT. THE ATSSA SUPERVISOR'S SOLE JOB SHALL BE SUPERVISION OF THE INSTALLATION, OPERATION AND MAINTENANCE OF TRAFFIC CONTROL DEVICES FOR THIS PROJECT. THE CONTRACTOR'S GENERAL SUPERINTENDENT FOR THIS PROJECT SHALL NOT BE THE ATSSA SUPERVISOR. PAYMENT FOR ATSSA SUPERVISOR SHALL BE PAID FOR UNDER ITEM 743031. |

9. THE DISTURBED AREA FOR THIS PROJECT IS 32.85 ACRES.

10. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ADHERING TO THE CONSTRUCTION SITE POLLUTION PREVENTION SPECIFICATIONS AS DETAILED IN SECTION 3.6 OF THE "DELAWARE EROSION AND SEDIMENT CONTROL HANDBOOK". ALL COSTS ASSOCIATED WITH ADHERING TO THE STANDARDS SHALL BE INCIDENTAL TO THE OVERALL CONTRACT COSTS.

## GENERAL NOTES (CONT.)

11. THE EROSION AND SEDIMENT CONTROL PLANS HAVE BEEN APPROVED BY DELDOT'S STORMWATER ENGINEER UNDER DELDOT'S DELEGATED AUTHORITY. THE EROSION AND SEDIMENT CONTROL PLANS ARE VALID FOR A THREE YEAR PERIOD, BEGINNING ON THE DATE THE STORMWATER ENGINEER SIGNED THE CONSTRUCTION TITLE SHEET. IF THE FINAL ACCEPTANCE OF THE PROJECT IS ANTICIPATED TO EXTEND BEYOND THE THREE YEARS, THE CONTRACTOR SHALL INFORM THE ENGINEER THREE MONTHS PRIOR TO THE EXPIRATION OF THE EROSION AND SEDIMENT CONTROL PLAN APPROVAL. DELDOT WILL REVIEW THE CURRENT EROSION AND SEDIMENT CONTROL PLAN AND ISSUE AN EXTENSION WITH ANY APPROPRIATE MODIFICATIONS.

12. EXISTING UTILITIES ARE SHOWN IN ACCORDANCE WITH THE BEST AVAILABLE INFORMATION. COMPLETENESS OR CORRECTNESS THEREOF IS NOT GUARANTEED. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO CONTACT THE UTILITY COMPANIES INVOLVED IN ORDER TO SECURE THE MOST ACCURATE INFORMATION AVAILABLE AS TO UTILITY LOCATION AND ELEVATION. NO CONSTRUCTION AROUND OR ADJACENT TO UTILITIES SHALL BEGIN WITHOUT NOTIFYING THEIR OWNERS AT LEAST TWO WORKING DAYS (48 HOURS) IN ADVANCE. THE CONTRACTOR SHALL TAKE THE NECESSARY PRECAUTIONS TO PROTECT THE EXISTING UTILITIES AND MAINTAIN UNINTERRUPTED SERVICE AND ANY DAMAGE DONE TO THEM DUE TO HIS/HER NEGLIGENCE SHALL BE IMMEDIATELY AND COMPLETELY REPAIRED AT THE CONTRACTOR'S EXPENSE. TO LOCATE EXISTING UTILITIES IN THE FIELD PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL CONTACT MISS UTILITY OF DELMARVA THREE (3) CONSECUTIVE WORKING DAYS PRIOR TO EXCAVATION, AT 1-800-282-8555.

13. THE CONTRACTOR WILL BE REQUIRED TO COORDINATE WORK WITH ANY CONSTRUCTION ACTIVITY BY UTILITY COMPANIES, OR ADJACENT CONSTRUCTION CONTRACTS. PROPOSED UTILITY RELOCATIONS ARE SHOWN ON THE PLANS. ALL PROPOSED UTILITY WORK SHOWN ON THE PLANS SHALL BE INSTALLED BY THE RESPECTIVE UTILITY COMPANY, UNLESS OTHERWISE NOTED. REFER TO UTILITY STATEMENT FOR DETAILED SCOPE AND TIMING OF UTILITY WORK.

14. DELDOT HAS COMPLETED AN ADVANCE CLEARING CONTRACT AND UTILITY RELOCATION IS ONGOING. FOLLOWING THE UTILITY RELOCATIONS IN A PARTICULAR PHASE AND STAGE, THE CONTRACTOR SHALL COMPLETE ANY REMAINING CLEARING AND GRUBBING WITHIN THOSE LIMITS OF CONSTRUCTION (OR AS OTHERWISE INDICATED ON THE PLANS) AND PERIMETER EROSION AND SEDIMENT CONTROL ITEMS SHALL THEN BE IMMEDIATELY INSTALLED.

15. THE CONTRACTOR SHALL HAVE THE RIGHT-OF-WAY AND EASEMENT LINES STAKED OUT AND VERIFIED PRIOR TO PERFORMING ANY WORK. LINES SHALL BE STAKED AT ALL BREAK POINTS AND A MINIMUM OF EVERY 100'. THE RIGHT OF WAY LINES MUST REMAIN STAKED FOR THE DURATION OF THE WORK. COSTS TO PERFORM THIS WORK SHALL BE INCLUDED IN ITEM 763501 - CONSTRUCTION ENGINEERING.

16. ALL SURVEY AND STAKEOUT SHALL BE SET USING CONVENTIONAL SURVEYING METHODS. SURVEY AND STAKEOUT SHALL BE TAKEN FROM THE CLOSEST CONTROL POINT SHOWN ON THE PLANS. NO GPS CONTROL SHALL BE USED ON THIS CONTRACT UNLESS OTHERWISE DIRECTED BY THE ENGINEER. ALL COSTS ARE INCIDENTAL TO ITEM 763501 - CONSTRUCTION ENGINEERING. ALL SURVEY CONTROL POINTS AND EXISTING TOPOGRAPHIC SURVEY WERE INITIALLY ESTABLISHED BY THE DELAWARE DEPARTMENT OF TRANSPORTATION FORCES AND PROVIDED TO CENTURY ENGINEERING INC. UPON REQUEST. SURVEY INFORMATION COMPILED BY THE CONTRACTOR (INCLUDING FIELD BOOKS AND CALCULATIONS) SHALL BE PROVIDED TO THE DEPARTMENT.

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**PROJECT NOTES**

| CONTRACT | COUNTY | F.A.P. NO. | SHEET NO. | TOTAL SHTS. |
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**SR 26, ATLANTIC AVENUE FROM CLARKSVILLE TO ASSAWOMAN CANAL**

REVISIONS

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## PROJECT NOTES

SECTION 100:

1. ANY DAMAGE CAUSED BY THE CONTRACTOR TO ITEMS NOTED TO BE RELOCATED OR RESET BY THE CONTRACTOR, AT THE DISCRETION OF THE ENGINEER, SHALL BE REPAIRED AND/OR REPLACED IN KIND AT THE CONTRACTOR'S EXPENSE.

2. PROPERTY MARKERS LOCATED ALONG RIGHT OF WAY LINES THAT ARE NOT REVISED AS PART OF THIS CONTRACT SHALL BE PROTECTED IN ACCORDANCE WITH SECTION 107.09 OF THE STANDARD SPECIFICATIONS. ANY SUCH PROPERTY MARKERS THAT ARE DISTURBED OR DESTROYED DURING CONSTRUCTION SHALL BE REPLACED BY THE CONTRACTOR WITH NEW MARKERS OF COMPARABLE MATERIAL AND SIZE TO THE ORIGINAL AND MEETING THE CURRENT STANDARDS. ALL MARKERS THAT ARE PLACED SHALL BE LOCATED AND SET BY, OR UNDER THE SUPERVISION OF, A REGISTERED PROFESSIONAL ENGINEER OR LAND SURVEYOR LICENSED TO PRACTICE IN THE STATE OF DELAWARE. COSTS TO BE INCIDENTAL TO THE LUMP SUM BID FOR ITEM 763501, CONSTRUCTION ENGINEERING. PROPERTY MARKERS REQUESTED TO BE INSTALLED ALONG REVISED RIGHT OF WAY LINES ARE THE RESPONSIBILITY OF THE PROPERTY OWNERS. IN THESE CASES, THE CONTRACTOR NEED ONLY ESTABLISH THE NEW RIGHT OF WAY LINE ALONG THE PROPERTY IN QUESTION. COSTS TO ESTABLISH THE RIGHT OF WAY LINE, IF NECESSARY, TO BE INCIDENTAL TO ITEM 763501, CONSTRUCTION ENGINEERING.

3. THE CONTRACTOR MAY SUBMIT A REVISED CONSTRUCTION SEQUENCE FOR APPROVAL BY THE ENGINEER PRIOR TO OR DURING CONSTRUCTION OF THE PROJECT. ANY PROPOSED REVISED SEQUENCE OF CONSTRUCTION MUST COMPLY WITH ALL CONDITIONS LISTED UNDER "CONSTRUCTION SCHEDULE PARAMETERS", "MAINTENANCE OF TRAFFIC" NOTES, "GENERAL NOTES", "ENVIRONMENTAL REQUIREMENTS", AND "PROJECT NOTES". UNLESS APPROVED OTHERWISE BY THE ENGINEER, THE REVISED PLAN SHALL NOT ADD COST OR CONSTRUCTION TIME TO THE CONTRACT..

4. THE CONTRACTOR SHALL NOTIFY THE PROJECT RESIDENT FOURTEEN (14) DAYS PRIOR TO THE START OF CONSTRUCTION, AND PRIOR TO ANY DETOURS OR ROAD CLOSURES, IN ORDER FOR DELDOT TO PROPERLY NOTIFY THE PUBLIC. THE MILLVILLE FIRE COMPANY WILL SUPPLY THE CONTRACTOR WITH A RADIO AND INSTRUCTIONS ON WHEN TO CONTACT THEM REGARDING ROAD CLOSURES, DETOURS OR HANDLING OF EMERGENCIES. THE CONTACT PERSON AT MILLVILLE FIRE CO. IS BOBBY MEGEE (302-539-9535).

5. THE CONTRACTOR IS RESPONSIBLE FOR PROVIDING AN AREA SUITABLE FOR STOCKPILING BORROW, TOPSOIL, AND OTHER MATERIALS AND EQUIPMENT REQUIRED FOR THE PROJECT IN ACCORDANCE WITH SECTIONS 110.07 AND 110.10 OF THE STANDARD SPECIFICATIONS. SUBJECT TO THE APPROVAL OF THE ENGINEER, THE STOCKPILE AREA MAY BE LOCATED OUTSIDE THE PROJECT LIMITS, IF NECESSARY. COSTS FOR SECONDARY MOVEMENTS OF STOCKPILED MATERIALS (EXCEPT TOPSOIL) TO BE INCORPORATED PERMANENTLY INTO THE PROJECT, OR TAKEN TO OFFSITE DISPOAL SITES, WILL BE INCIDENTAL TO THE EXCAVATION ITEMS THAT GENERATED THE MATERIAL. PAYMENT WILL BE MADE ONLY ONE TIME, THAT BEING WHEN THE MATERIAL IS ORIGINALLY EXCAVATED. STOCKPILED TOPSOILTHAT CAN BE INCORPORATED INTO THE PERMANENT PROJECT WILL BE PAID FOR UNDER ITEM 733002, TOPSOILING 6" DEPTH. NO ADDITIONAL PAYMENT WILL BE MADE FOR OFF-SITE STOCKPILING.

6. ANY DEWATERING MEASURES NECESSARY FOR THE INSTALLATION OF THE PROPOSED DITCHES, PIPES, DRAINAGE INLETS, MANHOLES, JUNCTION BOXES, CULVERTS, STORMWATER PONDS, BRIDGES, AND STORMWATER OUTLET STRUCTURES SHALL BE INCIDENTAL TO THE ITEM BEING INSTALLED. THE METHOD OF DEWATERING SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PRIOR TO BEGINNING CONSTRUCTION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ANY PERMITS NECESSARY FOR DEWATERING (SEE STANDARD SPECIFICATION SECTION 111).

7. UNLESS OTHERWISE NOTED ON THE PLANS, THE CONTRACTOR SHALL, AS PART OF THE PROJECT SCHEDULE, SUBMIT TO THE ENGINEER AN ESTIMATE OF THE MONTHLY PAYMENTS EXPECTED TO BE RECEIVED ON THE CONTRACT. THIS WILL BE REFERENCED AS THE "MONTHLY PAYMENT CHART". REFER TO STANDARD SPECIFICATION 108.04D FOR DETAILS.

8. ALL ITEMS REQUIRED FOR STREAM DIVERSIONS AND EROSION AND SEDIMENT CONTROL DURING STREAM DIVERSIONS SHALL BE INCLUDED UNDER ITEM 265500 - STREAM DIVERSION. THESE SHALL INCLUDE, BUT ARE NOT LIMITED TO, SANDBAGS, SHEETPILES, BARRIER, PUMPS, PUMPING PITS, PUMPING, SEDIMENT TANKS, AND ANY EXCAVATION NECESSARY TO INSTALL THE STREAM DIVERSION. THE EROSION AND SEDIMENT CONTROL PLANS DEPICT AREAS WHERE STREAM DIVERSIONS MAY BE REQUIRED, ALONG WITH THE MINIMUM EROSION AND SEDIMENT CONTROLS. ADDITIONAL CONTROL MAY BE REQUIRED BY THE ENGINEER OR THE CCR IN THE FIELD. THE CONTRACTOR MAY SUBMIT ALTERNATE METHODS OF STREAM DIVERSION TO THE ENGINEER FOR APPROVAL. NO DEVIATION FROM THE ORIGINAL PLANS MAY PROCEED UNTIL APPROVAL FROM THE ENGINEER IS RECEIVED.

9. UNDER STANDARD SPECIFICATION 104.09, DELETE THE SECOND SENTENCE OF PARAGRAPH TWO AND REPLACE WITH THE FOLLOWING: THE CONTRACTOR MAY BE ASKED TO ASSIST DELDOT WITH SNOW REMOVAL, DEPENDING ON THE CONDITION OF THE PROJECT, ANTICIPATED SEVERITY OF STORMS, AND AVAILABILITY OF DELDOT FORCES. IF ASSISTANCE IS REQUIRED, THE CONTRACTOR WILL BE SO NOTIFIED AT THE START OF EACH WINTER SEASON. FRONT END LOADERS, GRADERS, AND/OR TRUCKS MAY BE REQUESTED AND THE CONTRACTOR SHALL BE OBLIGATED TO SUPPLY EQUIPMENT AND MANPOWER AS NECESSARY. COSTS TO PROVIDE SNOW REMOVAL SERVICES WILL BE PAID UNDER ITEM 763695, SNOW REMOVAL BY CONTRACTOR.

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# PROJECT NOTES (CONT.)

SECTION 100 (CONT.):

10. FOLLOWING SNOW REMOVAL PERFORMED BY THE CONTRACTOR OR BY DELDOT,THE CONTRACTOR AND ENGINEER SHALL JOINTLY REVIEW THE CONDITION OF ALL MAINTENANCE OF TRAFFIC DEVICES AS SOON AS POSSIBLE. DAMAGED DEVICES SHALL BE REPAIRED OR REPLACED. PAYMENT WILL BE MADE ONLY FOR DEVICES IN ACCEPTABLE CONDITION. COSTS TO REPAIR DEVICES,WHICH WERE DAMAGED,ARE INCIDENTAL TO ITEM 743000 - MAINTENANCE OF TRAFFIC.

11. DELETE STANDARD SPEC 104.10 AND REPLACE WITH:THE CONTRACTOR,WITH THE APPROVAL OF THE ENGINEER, SHALL BE DIRECTED TO USE ON THE PROJECT MATERIALS,AS MAY BE FOUND IN THE EXCAVATIONS,THAT ARE DETERMINED TO BE SUITABLE BY THE ENGINEER FOR USE IN AREAS REQUIRING BORROW TYPES A,B,OR C ELSEWHERE WITHIN THE PROJECT LIMITS. PAYMENT FOR PLACING THESE MATERIALS AT LOCATIONS AS DIRECTED BY THE ENGINEER SHALL BE INCIDENTAL TO THE ITEM THAT GENERATED THE MATERIAL. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO DRY OR WET THE MATERIALS,IF NEEDED SO THAT THE MATERIALS WILL MEET THE REQUIREMENTS OF ITS INTENDED USE. THE CONTRACTOR MAY,WITH THE APPROVAL OF THE ENGINEER,STOCKPILE MATERIALS TO MEET THESE REQUIREMENTS,HOWEVER,MOVING THE MATERIAL FROM THE STOCKPILE AND THEN UTILIZING THE MATERIAL SHALL NOT BE MEASURED FOR PAYMENT. ALL MATERIALS ENCOUNTERED IN THE EXCAVATIONS OF THE PROJECT THAT ARE NOT USED ELSEWHERE ON THE PROJECT SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR. ALL COSTS ASSOCIATED WITH STOCKPILING THE MATERIAL,MOVING ANY MATERIALS FROM ANY STOCKPILES,WETTING AND/OR DRYING THE MATERIAL,OR REMOVAL AND FINAL DISPOSAL SHALL BE INCIDENTAL TO THE ITEM THAT GENERATED THE MATERIAL.

SECTION 200

12. REMOVAL OF EXISTING UNDERDRAIN,IF ENCOUNTERED,SHALL BE INCIDENTAL TO ITEM 202000. CONNECTING TO AN EXISTING UNDERDRAIN,IF REQUIRED,SHALL BE INCIDENTAL TO THE CONTRACT.

13. THE CONTRACTOR SHALL FLUSH AND CLEAN OUT ALL EXISTING PIPES TO REMAIN WITHIN THE PROJECT LIMITS. FLUSHING MUST BE CONDUCTED PRIOR TO TYING IN TO THE EXISTING PIPE. MATERIAL FLUSHED FROM THE PIPES SHALL BE CAPTURED AND REMOVED BY THE CONTRACTOR. ALL WORK SHALL BE INCIDENTAL TO ITEM 201000 - CLEARING AND GRUBBING.

14. THE CONTRACTOR SHALL REMOVE AND RESET ALL MAILBOXES TO MAINTAIN MAIL SERVICE AS DIRECTED BY THE ENGINEER. THE CONTRACTOR SHALL RELOCATE MAILBOXES AS REQUIRED BY THE PROPOSED GEOMETRICS AND AS DIRECTED BY THE ENGINEER. WHEN RELOCATING MAILBOXES IN CURBED SECTIONS, THE FACE OF THE MAILBOX SHALL BE FLUSH WITH THE BACK EDGE OF CURB. WHEN RELOCATING MAILBOXES IN OPEN SECTIONS,THE FACE OF THE MAILBOX SHALL BE SET BACK 8 INCHES FROM THE EDGE OF THE PAVED SHOULDER. THE BOTTOM OF THE MAILBOX SHALL BE SET 46 INCHES ABOVE THE ROADWAY SURFACE. MAILBOXES LOCATED AT DRIVEWAY ENTRANCES SHALL BE PLACED ON THE FAR SIDE OF THE DRIVEWAY IN THE DIRECTION OF TRAVEL. POSTS BEING RESET IN CONCRETE SIDEWALK SHALL BE PLACED IN AN APPROPRIATE SIZE PVC SLEEVE. ANY POST OR MAILBOX THAT CANNOT BE RESET DUE TO DISREPAIR,MUST BE REPLACED. COST FOR ALL WORK AND MATERIALS INCLUDING ANY NEW POSTS OR MAILBOXES SHALL BE INCLUDED IN THE PRICE BID FOR ITEM 201000 - CLEARING AND GRUBBING.

15. THE ENGINEER MAY REQUIRE THE CONTRACTOR TO EXCAVATE TEST PITS ALONG PROPOSED DRAINAGE RUNS,OR AT POINTS OF POSSIBLE UTILITY CONFLICTS,TO DETERMINE IF A CONFLICT EXISTS. ANY CONFLICTS SHALL BE COORDINATED BY THE CONTRACTOR,WITH THE ENGINEER AND THE UTILITY COMPANY INVOLVED. THE ENGINEER SHALL ULTIMATELY DETERMINE THE SOLUTION TO THE UTILITY CONFLICT. TEST HOLES SHALL BE MEASURED AND PAID FOR IN ACCORDANCE WITH ITEM 208000 - EXCAVATION AND BACKFILLING FOR PIPE TRENCHES,BUT ONLY TO THE ACTUAL DEPTH EXCAVATED.

16. EXCEPT WHERE NOTED ON THE PLANS,THE CONTRACTOR SHALL CLEAR ALL TREES AND SHRUBS WITHIN THE LIMIT OF CONSTRUCTION. THE CONTRACTOR SHALL PROTECT TREES NOTED ON THE PLANS BY "DND" BY PLACING CONSTRUCTION SAFETY FENCE AT THE DRIP LINE OF THE TREES WITHIN THE LIMIT OF CONSTRUCTION AS SHOWN ON THE PLANS. ALL WORK WITHIN DESIGNATED WETLANDS SHALL FOLLOW ADDITIONAL INSTRUCTIONS FOUND ON THE ENVIRONMENTAL COMPLIANCE PLANS. COST,INCLUDING THE CONSTRUCTION SAFETY FENCE,TO BE INCIDENTAL TO THE PRICE BID FOR ITEM 201000 - CLEARING AND GRUBBING.

17. THE EXISTING HISTORIC SIGN LOCATED ON THE ST.GEORGES CHURCH PARCEL (PARCEL 19-R) SHALL BE REMOVED,STORED,AND RESET AT THE END OF THE PHASE OF CONSTRUCTION. THIS WORK SHALL BE COORDINATED WITH THOMAS SUMMERS FROM THE OFFICE OF THE STATE ARCHIVES (302-744-5047). ALL COSTS ASSOCIATED WITH REMOVING THE SIGN,SECURING AND STORING THE SIGN,RESETTING THE SIGN AND COORDINATION WITH THE OFFICE OF THE STATE ARCHIVES SHALL BE INCIDENTAL TO ITEM 201000- CLEARING AND GRUBBING.

18. BORROW TYPE A,OR EXCAVATED MATERIAL MEETING TYPE A REQUIREMENTS,SHALL BE USED TO BACKFILL ALL DRY UNDERCUT AREAS AS DIRECTED BY THE ENGINEER.BORROW TYPE B,OR EXCAVATED MATERIAL MEETING TYPE B REQUIREMENTS,SHALL BE USED IN UNDERCUT WITH WET CONDITIONS AS DIRECTED BY THE ENGINEER.

19. EXISTING HOT MIX (UNLESS MILLED FOR RECYCLED USE AS GABC OR IN WARM MIX ASPHALT),CONCRETE,AND OTHER UNSUITABLE MATERIALS FROM THE ROADWAY AND UNDERCUT EXCAVATION SHALL NOT BE USED AS FILL AND SHALL BE DISPOSED OF OUTSIDE THE PROJECT LIMITS. ALL COSTS FOR THE PROPER DISPOSAL OF THESE MATERIALS SHALL BE INCIDENTAL TO THE CORRESPONDING ITEMS.

20. THE CONTRACTOR SHALL NOT USE THE AREAS OCCUPIED BY STORMWATER MANAGEMENT PONDS FOR STOCKPILING OR DISPOSING OF ANY MATERIALS DURING CONSTRUCTION.

21. BURIAL OF ORGANIC MATERIAL IS NOT PERMITTED. OPEN BURNING OF DOWNED TREES AND STUMPS IS NOT PERMITTED. CHIPPED MATERIALS MUST BE REMOVED PRIOR TO THE PLACEMENT OF EMBANKMENT OR TOPSOIL.

22. ITEMS TO BE REMOVED UNDER ITEM 211000 - REMOVAL OF STRUCTURES AND OBSTRUCTIONS SHALL INCLUDE,BUT NOT BE LIMITED TO,THE FOLLOWING ITEMS:

    A. REMOVAL OF THE EXISTING SIGNAL POLES,JUNCTION WELLS,CABINETS AND CABINET PADS INCLUDING REMOVAL OF THE POLE FOUNDATIONS TO 2 FEET BELOW GRADE. THE WORK WILL ALSO INCLUDE ALL BACKFILL,AND PLUGGING OF CONDUITS.

    B. REMOVAL OF EXISTING BOX CULVERTS ALONG AND/OR WITHIN SR 26.

    C. FOUNDATIONS,GATES,FENCES,STRUCTURES,WHICH ARE NOT DESIGNATED TO REMAIN WITHIN THE LIMITS OF CONSTRUCTION

    D. ADVERTISING SIGNS,HOUSING DEVELOPMENT ENTRANCE SIGNS OR STRUCTURES,AND COMMERCIAL SIGNS NOT RELOCATED BY THE PROPERTY OWNERS. ALSO INCLUDED IS THE REMOVAL OF ELECTRICAL SERVICES FOR SIGNS OR STRUCTURES THAT ARE TO BE REMOVED. ELECTRICAL WORK MUST BE PERFORMED BY AN ELECTRCIAN LICENSED TO WORK IN THE STATE OF DELAWARE.

    E. WELL PIT ON CENTRAL AVENUE.

SECTION 200 (CONT.):

23. IT SHALL BE REQUIRED THAT,AT A MINIMUM,A CREW CONSISTING OF THREE PERSONS WITH A BACKHOE BE DEVOTED SOLELY TO ADDRESSING EROSION AND SEDIMENT CONTROL ITEMS ON THE CONTRACT ON A DAILY BASIS. ADDITIONAL PERSONNEL AND OTHER TOOLS AND/OR MECHANIZED EQUIPMENT MAY BE DEEMED NECESSARY TO ADDRESS THESE ITEMS AND SHALL BE MADE AVAILABLE AS REQUIRED. THE CREW,TOOLS AND EQUIPMENT MAY BE RELEASED OR REDUCED BY THE ENGINEER ON A DAILY BASIS ONCE IT HAS BEEN DETERMINED THAT ALL EROSION AND SEDIMENT CONTROL ITEMS HAVE BEEN ADEQUATELY ADDRESSED. IF THE NECESSARY CREW,TOOLS AND EQUIPMENT ARE NOT DEVOTED AND ACTIVELY WORKING TO ADDRESS THE NECESSARY EROSION AND SEDIMENT CONTROL ITEMS AND HAVE NOT BEEN RELEASED BY THE ENGINEER,PAYMENT MAY BE DENIED FOR ALL WORK PERFORMED DURING THE TIME PERIOD THAT THE EROSION AND SEDIMENT CONTROL ITEMS HAVE NOT BEEN ADDRESSED TO THE SATISFACTION OF THE ENGINEER. ALL COSTS ASSOCIATED WITH PROVIDING A CREW,TOOLS AND EQUIPMENT SHALL BE INCIDENTAL TO THE APPLICABLE EROSION AND SEDIMENT CONTROL ITEMS. THE CONTRACTOR'S SITE REVIEWER SHALL BE AVAILABLE TO ACCOMPANY DELDOT ON REGULARLY SCHEDULED EROSION AND SEDIMENT CONTROL INSPECTIONS. ALL COSTS ASSOCIATED WITH PROVIDING A CREW,CCR,TOOLS AND EQUIPMENT SHALL BE INCIDENTAL TO THE APPLICABLE EROSION AND SEDIMENT CONTROL ITEMS.

24. IN AREAS WHERE TREES OR SHRUBS WILL BE OVERHANGING THE PROPOSED SIDEWALK.PRUNING MAY BE NECESSARY TO ACHIEVE A VERTICAL CLEAR SPACE OF 10 FEET ABOVE THE PROPOSED SIDEWALK ELEVATION. THE CONTRACTOR SHALL PRUNE EXISTING TREE AND SHRUB BRANCHES WHICH OVERHANG THE SIDEWALK IN ACCORDANCE WITH I.S.A.STANDARDS. THE CONTRACTOR SHALL NOTIFY DELDOT'S ROADSIDE ENVIRONMENTAL ADMINISTRATOR,EUGENE "CHIP" ROSAN,JR.(302) 760-2185 AND/OR HIS DESIGNEE,AT LEAST TWO (2) DAYS PRIOR TO THE PRUNING OPERATION. ALL COSTS ASSOCIATED WITH THE ABOVE WORK TO BE PAID UNDER ITEM 201000 - CLEARING AND GRUBBING. TRIMMING OR PRUNING IN CLOSE PROXIMITY TO "LIVE" UTILITY LINES WILL PERFORMED BY THE RESPECTIVE UTILITY COMPANIES PRIOR TO WORK BY THE CONTRACTOR.

25. THIS PROJECT IS COVERED UNDER A NPDES GENERAL PERMIT FOR CONSTRUCTION.UNDER THE GENERAL PERMIT,COMPLIANCE WITH DELDOT'S APPROVED SEDIMENT AND STORMWATER MANAGEMENT PLANS WILL CONSTITUTE COMPLIANCE WITH THE NPDES INDUSTRIAL PERMITTING REQUIREMENTS FOR THIS CONSTRUCTION PROJECT. A COPY OF THE NPDES GENERAL PERMIT AND NOI IS KEPT ON FILE IN EACH OF THE CONSTRUCTION OFFICES AND THE DEPARTMENT'S TEAM SUPPORT SECTION. A COPY OF THE GENERAL PERMIT OR THE NOI CAN BE OBTAINED UPON REQUEST FROM EITHER THE DEPARTMENT'S STORMWATER ENGINEER OR THE APPROPRIATE CONSTRUCTION ENGINEER.

26. WHEN EXCAVATING FOR ROADWAY WIDENING,SITUATIONS ARE ANTICIPATED TO BE ENCOUNTERED AS LISTED BELOW:

    A. EXCAVATE TO THE EDGE OF THE EXISTING OVERLAID CONCRETE ROADWAY - FOR THIS CASE,IT IS INTENDED THAT THE CONTRACTOR LOCATE THE EXISTING CONCRETE PAVEMENT,SAWCUT,AND EXCAVATE TO THE EDGE OF CONCRETE. THE EXISTING OVERLAID CONCRETE PAVEMENT SHALL REMAIN IN PLACE. FINISHED SURFACE ELEVATIONS OVER THE CONCRETE WILL BE ACHIEVED BY MILLING,WEDGING,AND/OR FINAL PAVING. NOTE THAT THE LIMITS OF EXISTING CONCRETE AS SHOWN ON THE PLANS ARE BASED ON THE BEST AVAILABLE INFORMATION INCLUDING HISTORIC ROADWAY PLANS,ENTRANCE PLANS,SANITARY SEWER PLANS,PAVEMENT CORES,ETC. IF ADDITIONAL CONCRETE IS PRESENT,THE ENGINEER MAY DETERMINE THAT THE CONCRETE SHALL REMAIN IN PLACE. IF CONCRETE IS NOT PRESENT AS SHOWN ON THE PLANS,FULL DEPTH PAVEMENT SHALL BE PLACED AS DIRECTED BY THE ENGINEER IN THE FIELD. ALL ADDITIONAL PAVEMENT WILL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR THE RESPECTIVE ITEMS. COSTS ASSOCIATED WITH DETERMINING THE LIMITS OF EXISTING CONCRETE SHALL BE INCIDENTAL TO ITEM 763501,CONSTRUCTION ENGINEERING.

    B. EXCAVATE TO A SPECIFIED EDGE OF EXISTING FULL-DEPTH HOTMIX PAVEMENT - FOR THIS CASE,A FULL-DEPTH SAWCUT WILL BE MADE AT THE EDGE OF THE HOTMIX PAVEMENT TO BE RETAINED. EXCAVATION SHALL PROCEED BETWEEN THE SAWCUT AND PROPOSED OUTER EDGE OF ROADWAY WIDENING. THE PROPOSED PAVEMENT TO BE RETAINED WILL BE INDICATED ON THE PLANS BUT MAY BE ADJUSTED BASED ON THE ACTUAL THICKNESS OF PAVEMENT FOUND IN THE FIELD. FINISHED SURFACE ELEVATIONS OVER THE RETAINED FULL-DEPTH HOTMIX PAVEMENT SHALL BE ACHIEVED BY MILLING,WEDGING,AND/OR FINAL PAVING.

    C. AREAS WHERE IT IS INTENDED THAT MILL AND/OR OVERLAY BE PERFORMED ARE SHOWN AS UNSHADED WITHIN THE LIMITS OF CONSTRUCTION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR FIELD VERIFYING THE LIMITS OF THE EXISTING CONCRETE AND FULL DEPTH HOT MIX AND COORDINATING WITH THE ENGINEER TO DETERMINE THE LIMITS OF FULL DEPTH PAVING AND MILL AND/OR OVERLAY. THE ENGINEER SHALL HAVE SOLE AUTHORITY TO DETERMINE THE LIMITS. THE WORK REQUIRED TO FIELD VERIFY AND LOCATE THE LIMITS OF THE EXISTING CONCRETE AND FULL DEPTH HOT MIX AND TO COORDINATE WITH THE ENGINEER SHALL BE INCIDENTAL TO CONSTRUCTION ENGINEERING (ITEM 763501)

27. FOR ESTIMATING PAYMENT OF EARTHWORK ITEMS,TWO-THIRDS (0.67) OF THE FACTORY RATED CAPACITY OF THE EARTHWORK MOVING EQUIPMENT SHALL BE USED. FOR TEN-WHEEL DUMP TRUCKS,TEN (10) CUBIC YARDS SHALL BE USED.

SECTION 300:

28. A. THE CONTRACTOR MAY ELECT TO USE ANY OF THE FOLLOWING MATERIALS TO MEET THE REQUIREMENTS OF ITEM 302005 - GRADED AGGREGATE BASE COURSE,TYPE "B":

        1. CRUSHED STONE (PER STANDARD SPECIFICATION 821)

        2. CRUSHED CONCRETE (PER STANDARD SPECIFICATION 821)

        3. HOT-MIX MILLINGS (PER SPECIAL PROVISION 302514 - MILLED HOT-MIX BASE COURSE)

    THE CONTRACTOR WILL NOT BE ALLOWED TO MIX DIFFERENT MATERIALS OR SIMILAR MATERIALS FROM DIFFERENT SOURCES TO MEET THE REQUIREMENTS OF ITEM 302005 - GRADED AGGREGATE BASE COURSE,TYPE "B".

    ALL OF THE ABOVE LISTED MATERIALS ARE PERMITTED FOR USE ON THE JOB,PROVIDED THAT THEY ARE SEPARATED INTO APPROVED AREAS. EACH AREA OF BASE COURSE MUST BE CONSTRUCTED USING MATERIALS FROM A SINGULAR SOURCE,FULL DEPTH,IN ORDER THAT PROPER TESTING MAY BE ACCOMPLISHED. THE CONTRACTOR AND DELDOT'S PROJECT RESIDENT SHALL AGREE ON THE LIMITS OF EACH SOURCE OF MATERIAL PRIOR TO PLACEMENT.

    B. THE QUANTITY USED FOR BASE COURSE OF EACH OF THE ABOVE LISTED MATERIALS WILL BE THE CONTRACTOR'S CHOICE,WITH THE TOTAL MEETING THE ADVERTISED QUANTITY OF ITEM 302005 - GRADED AGGREGATE BASE COURSE,TYPE "B".

    C. THE CONTRACTOR MAY ALSO ELECT TO RECYCLYE MILLINGS FOR USE IN HOT-MIX AS PERMITTED BY THE STANDARD SPECIFICATIONS. THE CHOICE OF THE QUANTITY OF MILLINGS USED FOR THIS PURPOSE,OR FOR BASE COURSE,LIES WITH THE CONTRACTOR. ALL MILLING MATERIAL SHALL BECOME PROPERTY OF THE CONTRACTOR.

    D. HOT-MIX MILLINGS MAY BE GENERATED FROM THE FOLLOWING SOURCES:

        1. MATERIAL MADE AVAILABLE WHEN MILLED ON THIS CONTRACT UNDER ITEMS 760507 AND/OR 760000.

        2. MATERIAL MILLED ON THIS CONTRACT AT THE CONTRACTOR'S CHOICE UNDER ITEM 202000 - EXCAVATION AND EMBANKMENT.

        3. MILLED MATERIAL FURNISHED TO THE JOB FROM AN OUTSIDE SOURCE. (ALL MILLED MATERIALS SHALL MEET THE MATERIAL REQUIREMENTS OF ITEM 302514 - MILLED HOT-MIX BASE COURSE)

SECTION 300 (CONT.):

E. PAYMENT CLARIFICATION

    1. SHOULD THE CONTRACTOR ELECT TO MILL PORTIONS OF THE HOT-MIX SHOWN ON THE PLANS TO BE REMOVED UNDER ITEM 202000 - EXCAVATION AND EMBANKMENT,THE COST OF MILLING THIS HOT-MIX WILL BE PAID AS ITEM 202000 - EXCAVATION AND EMBANKMENT. THE MILLINGS GENERATED MAY BE RECYCLED INTO WARM MIX,UTILIZED FOR BASE COURSE,OR DISPOSED OF PER STANDARD SPECIFICATION 106.09. THIS INCLUDES EXISTING HOTMIX OVER CONCRETE ROADWAY IN AREAS DESIGNATED TO BE REMOVED.

    2. MILLINGS GENERATED UNDER ITEMS 760507 - PROFILE MILLING AND/OR 760000 - PAVEMENT MILLING HOT-MIX,MAY BE RECYCLED INTO WARM MIX,UTILIZED AS BASE COURSE,OR DISPOSED OF PER STANDARD SPECIFICATION 106.09.

    3. SHOULD THE CONTRACTOR ELECT TO TEMPORARILY STOCKPILE MILLINGS ON THE JOB SITE FOR LATER USE,ALL COSTS FOR STOCKPILING AND SUBSEQUENT REHANDLING SHALL BE INCIDENTAL TO THE ITEM UNDER WHICH THE MILLING WAS PAID,EITHER ITEM 202000 - EXCAVATION AND EMBANKMENT, ITEM 760507 - PROFILE MILLING,HOT-MIX,OR ITEM 760000 - PAVEMENT MILLING,HOTMIX.

    4. MILLINGS USED FOR BASE COURSE SHALL BE PLACED IN ACCORDANCE WITH THE REQUIREMENTS OF SPECIAL PROVISION 302514 - MILLED HOT-MIX BASE COURSE. NO SEPARATE PAYMENT WILL BE MADE TO FURNISH MILLINGS FROM AN OUTSIDE SOURCE OR TO TRANSPORT MILLINGS WITHIN THE PROJECT LIMITS. MILLINGS USED FOR BASE COURSE SHALL BE PAID UNDER ITEM 302005 - GRADED AGGREGATE BASE COURSE,TYPE B.

    5. MILLINGS GENERATED ON-SITE OR SUPPLIED FROM AN OUTSIDE SOURCE AND UTILIZED FOR BASE COURSE WILL BE MEASURED IN PLACE ON A CUBIC YARD BASIS,(UNLESS WEIGHT TICKETS ACCOMPANY THE DELIVERED MILLINGS) IN ACCORDANCE WITH STANDARD SPECIFICATION 302.05,AND THEN CONVERTED TO TONS FOR PAYMENT USING A FACTOR OF 1.64 TONS PER CUBIC YARD. PAYMENT TO BE MADE UNDER ITEM 302005.

    6. ALL COSTS TO UTILIZE MILLINGS IN RECYCLED WARM MIX WILL BE INCIDENTAL TO THE WARM MIX ITEM USING THE RECYCLED MATERIAL.

    7. SPECIAL PROVISION 302514 - MILLED HOT-MIX BASE COURSE IS REFERENCED TO PROVIDE A MEANS OF LAY DOWN AND COMPACTION AS WELL AS THE MATERIAL REQUIREMENTS FOR MILLINGS USED AS A BASE COURSE. NO PAYMENT SHALL OCCUR UNDER SPECIAL PROVISION 302514 - MILLED HOT- MIX BASE COURSE.

29. ITEM 402000,TRM,SHALL BE USED ONLY FOR ROADWAY POTHOLE REPAIRS,TEMPORARY SIDEWALK, OR OTHER AREAS DESIGNATED ON THE PLANS. TRM SHALL NOT BE USED TO PAVE PIPE TRENCH PATCHES,OR TO PAVE TEMPORARY AND/OR PERMANENT ENTRANCES AND DRIVEWAYS. IN ADDITION TO THE GABC USED IN THE PAVEMENT BOX,ITEM 302005 SHALL BE USED FOR THE CONSTRUCTION AND MAINTENANCE OF TEMPORARY DRIVEWAYS AND ENTRANCES,INCLUDING REMOVAL WHEN NO LONGER REQUIRED. PAYMENT WILL ALSO BE MADE FOR THE QUANTITY OF GABC REQUIRED TO CONSTRUCT TEMPORARY PROTECTION OF PAVEMENT EDGES IF NECESSARY TO MEET THE REQUIREMENTS OF PAGE 6G-15 OF THE DELAWARE MUTCD. UNLESS DEEMED UNSUITABLE BY THE ENGINEER,THIS MATERIAL SHALL SUBSEQUENTLY BE UTILIZED BY MOVING IT TO OTHER LOCATIONS ON THE PROJECT FOR USE IN THE PAVEMENT BOX. MOVING AND PLACING IT A SECOND TIME IS CONSIDERED INCIDENTAL TO THE BID PRICE FOR ITEM 302005. SIMILARLY, ANY MATERIAL USED FOR DRIVEWAYS AND ENTRANCES SHALL BE RE-USED IN THE PAVEMENT BOX UNLESS DISAPPROVED BY THE ENGINEER. COSTS TO EXCAVATE,MOVE,AND PLACE SUCH MATERIAL AT A SECONDARY LOCATION SHALL BE INCIDENTAL TO THE PRICE BID FOR ITEM 302005. ANY MATERIAL DEEMED UNSUITABLE FOR PERMANENT USE DUE TO EXCESS SOIL OR OTHER CONTAMINENTS SHALL BE REMOVED FROM THE PROJECT WITH COSTS INCIDENTAL TO THE PRICE BID PER TON FOR ITEM 302005.

SECTION 400:

30. EXCEPT FOR THE MILL AND OVERLAY OPERATION FROM STA 215+18 TO 226+50,THE CONTRACTOR SHALL PROVIDE A FINAL 5 INCHES (3" TYPE B + 2" TYPE C) OF NEW ASPHALT PAVEMENT OVER NEWLY CONSTRUCTED BASE ASPHALT AND OVER EXISTING PAVEMENTS. THE CONTRACTOR SHALL COMPUTE,AS PART OF CONSTRUCTION ENGINEERING,THE FINAL PAVEMENT ELEVATIONS AND CROSS SLOPES ALONG THE LENGTH AND WIDTH OF THE NEW ALIGNMENT AS NECESSARY TO DETERMINE CUTS AND FILLS OVER THE EXISTING ROADWAY SO THAT A MINIMUM OF 5 INCHES (IN 2 LIFTS) OF NEW PAVEMENT IS PLACED WHEREVER POSSIBLE. PROFILE MILLING AND HOTMIX WEDGE PAVING (ITEM 401824) ARE ANTICIPATED TO BE NECESSARY IN SOME AREAS TO PROVIDE THE REQUIRED PAVEMENT THICKNESS AND CROSS SLOPE. THIS SECTION MAY BE REDUCED IF THE MILLING OPERATION OVER EXISTING PAVEMENT ENCOUNTERS THE TOP OF CONCRETE. IF THIS OCCURS,MILLING SHALL STOP AT THE CONCRETE SURFACE,AND PAVING MAY THEN BE PERFORMED FROM TOP OF CONCRETE TO FINISHED GRADE.

31. UNLESS APPROVED OTHERWISE,BEFORE MAKING A TEMPORARY TRAFFIC SHIFT ONTO NEWLY CONSTRUCTED PAVEMENT SECTIONS,AT LEAST THE FULL DEPTH GRADED AGGREGATE (8" GABC) AND INITIAL LIFT OF WARM MIX,TYPE B (4" THICKNESS) MUST BE IN PLACE.

32. DURING PAVING OPERATIONS,IF AN EDGE DROP OFF IS CORRECTED USING WARM MIX MATERIAL,THE MATERIAL USED TO CONSTRUCT THE SAFETY FILLET IN ACCORDANCE WITH THE REQUIREMENTS LISTED ON PAGE 6G-15 (TABLE 6G-1) OF THE DELAWARE MUTCD WILL BE PAID FOR AT THE UNIT BID PRICE FOR THE PAVEMENT ITEM BEING PLACED. PAYMENT PER TON INCLUDES PLACING,GRADING,COMPACTING,AND REMOVING THE FILLET.

33. NO SURCHARGE OR PREMIUM PAYMENT IN ADDITION TO THE UNIT BID PRICES WILL BE MADE FOR PAVING DRIVEWAYS AND/OR ENTRANCES. THESE COSTS ARE TO BE INCIDENTAL TO THE PRICES BID FOR THE ITEMS USED TO PAVE THE DRIVEWAYS AND/OR ENTRANCES. THE INTENT OF THE CONTRACT IS TO TIE THE IMPROVEMENTS INTO RESIDENTIAL AND COMMERCIAL DRIVEWAYS AND ENTRANCES AS SHOWN ON THE PLANS. THE LIMITS OF THE TIE IN MAY BE ADJUSTED IN THE FIELD WITH THE APPROVAL OF THE ENGINEER TO ENSURE PROPER GRADING OF THE DRIVEWAY/ENTRANCE. ALL WORK SHALL OCCUR WITHIN THE LIMITS OF THE RIGHT OF WAY AND EASEMENTS SHOWN ON THE PLANS.

34. NON-PAVED PORTIONS OF THE PROJECT ARE TO BE KEPT TO A MINIMUM DURING CONSTRUCTION. THE CONTRACTOR SHALL SCHEDULE PAVING OPERATIONS SO THAT THE EXPOSED AREAS OF GABC ARE PAVED TO MATCH THE EXISTING ROADWAY SURFACE AS SOON AS PRACTICAL TO COMPLETELY ELIMINATE THE PAVEMENT EDGE DROP-OFF. DELDOT RESERVES THE RIGHT TO SUSPEND ROADWAY EXCAVATION ITEMS UNTIL PAVING IS COMPLETED SO THAT NO MORE THAN 10,000 +/- SQUARE FEET OF NON-PAVED SURFACE IS EXPOSED AT ANY ONE TIME WITHIN A WORK ZONE.

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# PROJECT NOTES (CONT.)

SECTION 600:

35. SHOULD THE CONTRACTOR ELECT TO INITIALLY PLACE PORTIONS OF PIPE RUNS,OR SHOULD THE PHASING PLANS DICTATE PLACING PORTIONS OF PIPE RUNS,AND IF THE PARTIAL RUNS REQUIRE COMPLETION DURING A LATER PHASE OF WORK,ANY PIPE JOINTS THAT ARE NON - STANDARD MUST BE CONSTRUCTED USING A CONCRETE BOX, CONCRETE COLLAR,OR OTHER APPROVED DEVICE. UNLESS NOTED OTHERWISE ON THE PLANS,THE CONTRACTOR SHALL PROPOSE AND SUBMIT THE CONNECTION DEVICE FOR APPROVAL,SUBJECT TO THE CONDITIONS LISTED IN PROJECT NOTE 3.COSTS FOR THE CONNECTION DEVICES ARE INCIDENTAL TO THE PRICE OF THE PIPES BEING INSTALLED.

36. THE DEPARTMENT AND THE CONTRACTOR SHALL INSPECT ALL EXISTING PIPES AND DRAINAGE STRUCTURES TO BE USED IN THE FINAL DRAINAGE SYSTEM AND AGREE ON THE CONDITION PRIOR TO THE START OF CONSTRUCTION. EXISTING PIPES AND DRAINAGE STRUCTURES DAMAGED DUE TO CONTRACTOR OPERATIONS SHALL BE REPAIRED OR REPLACED IN-KIND AT THE CONTRACTOR'S EXPENSE.THE DEPARTMENT WILL VIDEO INSPECT NEW PIPE RUNS TO CONFIRM CONDITION PRIOR TO ACCEPTANCE. PIPE CLEANING PRIOR TO VIDEO INSPECTION AND MAINTENANCE OF TRAFFIC DURING THE VIDEO INSPECTION ARE THE RESPONSIBILITY OF THE CONTRACTOR AND INCIDENTAL TO THE PIPE ITEM THAT IS BEING VIDEO INSPECTED.

SECTION 700:

37. WHERE NEW CONCRETE SIDEWALK IS CONSTRUCTED TO MEET EXISTING SIDEWALK,SAWCUT THE EXISTING SIDEWALK AT THE JOINT NEAREST THE NEW CONSTRUCTION. ALL SAW CUTTING SHALL BE FULL DEPTH, UNLESS OTHERWISE NOTED ON THE PLANS OR DIRECTED BY THE ENGINEER AND SHALL BE PAID UNDER ITEM 762002 - SAWCUTTING,CONCRETE,FULL DEPTH.

38. IN AREAS WHERE PROPOSED CURB MEETS EXISTING CURB AND THE TWO CURB TYPES ARE NOT SIMILAR, THE PROPOSED CURB SHALL BE TRANSITIONED OVER A DISTANCE OF 10 LINEAR FEET,UNLESS OTHERWISE DIRECTED BY THE ENGINEER.PAYMENT FOR THIS WORK,EXCLUDING SAW CUTTING EXISTING CURB,SHALL BE PAID UNDER THE PROPOSED CURB ITEM. SAW CUTTING OF CURB SHALL BE PAID UNDER ITEM 762002 - SAWCUTTING,CONCRETE,FULL DEPTH.

39. UNLESS OTHERWISE APPROVED BY THE ENGINEER,CONSTRUCTION OF ANY PROPOSED DRAINAGE, TEMPORARY DRAINAGE,OR INSTALLATION OF EROSION CONTROL MEASURES SHALL START AT THE OUTFALL AND PROGRESS UPSTREAM FOR ALL CONSTRUCTION PHASES.

40. STATION,ELEVATIONS,AND OFFSET DATA GIVEN FOR DRAINAGE STRUCTURES ARE TO BE APPLIED TO THE CENTER OF THE GRATE FOR INLETS THAT ARE NOT LOCATED ALONG A CURBLINE. INLETS THAT ARE LOCATED ALONG A CURB SHALL HAVE THE GRATE ELEVATION MATCH THE PROPOSED CURBLINE ELEVATION. STATION,OFFSET,AND ELEVATION DATA FOR MANHOLES IS GIVEN TO THE CENTER OF THE LID. STATION,OFFSET, AND ELEVATION DATA FOR JUNCTION BOXES IS GIVEN TO THE CENTER OF THE STRUCTURE.

41. DRAINAGE INLET INVERTS ARE GIVEN TO THE LOWEST PIPE INVERT IN THE INLET.THE PIPE THICKNESS SHALL BE TAKEN INTO ACCOUNT WHEN THE INLETS ARE PRECAST.

42. THE CONTRACTOR SHALL GIVE AT LEAST 5 BUSINESS DAYS NOTICE TO ALL BUSINESSES LOCATED IN THE VICINITY OF THE PROJECT,AND TO THE PROJECT RESIDENT,PRIOR TO COMMENCING WORK IN A PARTICULAR PHASE.THE CONTRACTOR SHALL PROVIDE AT LEAST ONE ACCESS TO BUSINESSES AND RESIDENCES AT ALL TIMES.THE PROPOSED METHOD TO MAINTAIN ACCESS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL 5 BUSINESS DAYS PRIOR TO CONSTRUCTION. COST OF PLAN PREPARATION AND APPROVAL SHALL BE INCIDENTAL TO ITEM 743000 - MAINTENANCE OF TRAFFIC. ANY TEMPORARY ENTRANCE CLOSURES MUST BE COORDINATED BY THE CONTRACTOR WITH THE PROPERTY OWNER AT LEAST TWO BUSINESS DAYS IN ADVANCE OF THE CLOSURE. THE CONTRACTOR SHALL ALSO BE RESPONSIBLE FOR POSTING DRIVEWAY AND ENTRANCE CLOSURES ON THE AFFECTED RESIDENCE OR BUSINESS 2 DAYS IN ADVANCE OF THE CLOSURE BY USE OF A FLYER OR DOORHANGER. POSTING METHOD SHALL BE APPROVED BY THE ENGINEER. COST FOR THIS WORK IS INCIDENTAL TO ITEM 743000 - MAINTENANCE OF TRAFFIC.THE CONTRACTOR IS EXPECTED TO MAKE EVERY EFFORT TO MINIMIZE THE TIME THAT ENTRANCES AND/OR DRIVEWAYS ARE DISRUPTED AND SHALL PAVE THE ENTRANCES/DRIVEWAYS AS SOON AS PRACTICAL.

43. P.C.C. CHANNELIZING ISLANDS THAT ARE LESS THAN 75 SQ.FT.MAY BE POURED MONOLITHICALLY,OR AS DIRECTED BY THE ENGINEER.

44. ALL PAVED AREAS (INCLUDING DRIVEWAYS) TO BE RECONSTRUCTED OR WIDENED SHALL BE SAWCUT AT THE POINT WHERE THE NEW PAVEMENT IS TO TIE IN. COSTS PAID UNDER ITEM 762001 - SAWCUTTING, HOTMIX,OR UNDER ITEM 762002 - SAWCUTTING,CONCRETE FULL DEPTH. IF THE CONTRACTOR IS REQUIRED TO SAWCUT THROUGH HOT-MIX PAVEMENT IN ORDER TO SAWCUT CONCRETE PAVEMENT,PAYMENT SHALL BE MADE FOR EACH SAWCUT UNDER THE RESPECTIVE ITEM NUMBER.

45. EXISTING CONCRETE PAVEMENT DESIGNATED TO BE REMOVED SHALL BE REMOVED IN ITS ENTIRETY AND NO CONCRETE SHALL BE PERMITTED TO REMAIN. REMOVAL OF THIS CONCRETE SHALL BE PAID FOR UNDER ITEM 758000 - REMOVAL OF EXISTING PORTLAND CEMENT CONCRETE PAVEMENT,CURB,SIDEWALK,ETC. THE CONTRACTOR SHALL SUBMIT A METHOD OF REMOVAL ALONG WITH A DISPOSAL LOCATION TO THE ENGINEER FOR APPROVAL PRIOR TO BEGINNING CONSTRUCTION. BACKFILL OF THE VOID RESULTING FROM THE REMOVAL OF THE CONCRETE SHALL BE PAID UNDER THE REQUIRED BORROW ITEM. REMOVAL OF EXISTING HOTMIX SHALL BE PAID UNDER ITEM 202000 - EXCAVATION AND EMBANKMENT,EXCEPT FOR AREAS DESIGNATED ON THE PLANS AS MILL AND OVERLAY.

46. THE CONTRACTOR MUST HAVE A SELF-CONTAINING VACUUM SWEEPER AVAILABLE FOR USE AT ALL TIMES DURING CONSTRUCTION OF THIS PROJECT AND USE THE SWEEPER AS DIRECTED BY THE ENGINEER. AT A MINIMUM, ALL PAVED SURFACES ADJOINING THE PROJECT LIMITS SHALL BE LEFT IN A BROOM CLEAN CONDITION AT THE END OF EACH SHIFT. ALL COSTS SHALL BE INCIDENTAL TO ITEM 743000 - MAINTENANCE OF TRAFFIC.

47. THE CONTRACTOR SHALL SUBMIT A LOCATION FOR A FIELD OFFICE TO THE ENGINEER FOR APPROVAL.THE FIELD OFFICE SHALL BE COMPLETE AND IN PLACE PRIOR TO BEGINNING CONSTRUCTION. ALL COSTS PAID UNDER ITEM 759502 - FIELD OFFICE,SPECIAL I. STATE OWNED PARCEL 64-R MAY BE AVAILABLE FOR A FIELD OFFICE SITE IF AN ACCEPTABLE LEASE AGREEMENT CAN BE NEGOTIATED WITH DELDOT'S REAL ESTATE SECTION. ADDITIONALLY,AN EXISTING OFFICE SPACE AMY BE AVAILABLE FOR USE AS A FIELD OFFICE AT THE ADDRESS LISTED BELOW.THE CONTRACTOR IS RESPONSIBLE FOR CONFIRMING USE OF THE SITE AND TO ENTER INTO AN ACCEPTABLE LEASE WITH THE PROPERTY OWNER SHOULD THE SITE BE SELECTED FOR USE:

    SHOPPES OF MILLVILLE
    35259 ATLANTIC AVE UNIT *3
    MILLVILLE,DE 19970

    CONTACT: MEARL LAYTON
    LAYTON ASSOCIATES REAL ESTATE
    P.O.BOX 987
    OCEAN VIEW,DE 19970
    302-537-5599 (O)
    302-245-0315 (C)

48. EXISTING DRAINAGE INLET GRATES ADJACENT TO THE ROAD,WITHIN THE PROJECT LIMITS,THAT ARE TO REMAIN AND ARE NOT TYPE I SHALL BE REPLACED. THE ACTUAL LOCATIONS AND THE NEED FOR ANY GRATE MODIFICATIONS OR FOR NEW FRAMES SHALL BE DETERMINED BY THE ENGINEER. ALL REPLACED GRATES/FRAMES SHALL BE DELIVERED TO THE DELDOT SOUTH DISTRICT DAGSBORO MAINTENANCE YARD WITH THE COST OF DELIVERY INCIDENTAL TO ITEMS 708060,708061,OR 708062 AS APPLICABLE. FINAL PAYMENT FOR REPLACED GRATES/FRAMES SHALL NOT BE MADE UNTIL RECEIPT OF DELIVERED MATERIALS IS PRODUCED,SIGNED BY A DELDOT MAINTENANCE YARD SUPERVISOR.

49. ALL DISTURBED AREAS WITHIN THE LIMITS OF CONSTRUCTION SHALL BE TOPSOILED (6" MINIMUM), FERTILIZED,SEEDED,AND MULCHED AS DIRECTED BY THE ENGINEER. ALL COSTS PAID UNDER THE RESPECTIVE ITEMS BEING INSTALLED. IN ACCORDANCE WITH STANDARD SPECIFICATION SECTIONS 734.01 AND 734.10, FURNISHING AND PLACING MULCH IS INCIDENTAL TO THE SEEDING ITEM BEING PLACED. UNLESS SPECIFICALLY CALLED OUT ON THE PLANS,THE TYPE OF MULCH TO BE USED IS THE CONTRACTOR'S CHOICE,INCLUDING SOIL RETENTION BLANKETS AT LEVEL 4 AND BELOW. SOIL RETENTION BLANKETS AT LEVEL 5 AND ABOVE WILL BE PAID FOR UNDER THEIR RESPECTIVE ITEMS AS DETAILED ON THE PLANS.

SECTION 700 (CONT.):

50. UNLESS SPECIFIED OTHERWISE,PERMANENT SIGNS WILL BE FABRICATED BY DELDOT AND INSTALLED BY THE CONTRACTOR UNDER ITEMS 749687 AND 749690. POSTS AND MOUNTING HARDWARE WILL ALSO BE SUPPLIED BY DELDOT. AT THE PRECONSTRUCTION MEETING,THE CONTRACTOR SHALL SUBMIT THE ANTICIPATED TIMEFRAME OF WHEN THE SIGNS TO BE SUPPLIED BY DELDOT WILL BE NEEDED ON THE JOB. ANY CHANGES OR UPDATES SHALL BE PROVIDED TO DELDOT'S TRAFFIC SECTION AS SOON AS THE CHANGES HAVE BEEN IDENTIFIED. ALL TEMPORARY SIGNING SHALL BE FURNISHED AND INSTALLED BY THE CONTRACTOR UNDER ITEM 743024.

51. TUBULAR MARKERS MEETING THE REQUIREMENTS OF ITEM 743550 - TUBULAR DELINEATOR,SHALL BE INSTALLED ON ALL CORNERS OF ISLANDS. THE COST OF PROVIDING AND INSTALLING THE TUBULAR MARKERS SHALL BE PAID UNDER ITEM 743550 - TUBULAR DELINEATOR. THE MARKERS MUST BE IN PLACE PRIOR TO OPENING THE AREA ADJACENT THE ISLANDS TO TRAFFIC.

# MISCELLANIOUS:

52. ONLY THE UNIT BID PRICES (NO SURCHARGES OR PREMIUMS) FOR NECESSARY TRAFFIC CONTROL DEVICES AND ITEMS,WILL BE MADE FOR NIGHTTIME PAVING OR ANY OTHER WORK PERFORMED AFTER DARK. ALL COSTS ASSOCIATED WITH PERFORMING WORK AT NIGHT SHALL BE CONSIDERED INCIDENTAL TO THE BID ITEMS BEING CONSTRUCTED AT NIGHT.

53. DUE TO ANTICIPATED SANDY SOIL CONDITIONS COMBINED WITH A HIGH WATER TABLE,A CASING SHALL BE INSTALLED TO SUPPORT THE EXCAVATION FOR EACH POLE BASE,TYPE 3.THE CASING SHALL BE STEEL HDPE,OR OTHER PERMANENT MATERIAL SELECTED BY THE CONTRACTOR AND APPROVED BY THE ENGINEER,CAPABLE OF SUPPORTING THE AUGERED HOLE TO ITS FULL 10 FOOT DEPTH. THE CASING SHALL BE ADVANCED AS THE EXCAVATION PROGRESSES TO ELIMINATE ANY VOID BETWEEN THE CASING AND THE SURROUNDING SOIL. ANY RESULTING VOIDS BETWEEN THE CASING AND ORIGINAL GROUND SHALL BE PRESSURE GROUTED FOLLOWING CONCRETE PLACEMENT. AFTER INSTALLATION OF THE CASING, THE RESULTING HOLE SHALL BE AT LEAST 48 INCHES IN DIAMETER FOR ITS ENTIRE DEPTH. THE CASING SHALL BE INSTALLED,OR CUT OFF IF REQUIRED,SO THAT THE TOP OF THE CASING IS AT OR BELOW THE FINISHED GROUND ELEVATION SURROUNDING THE POLE BASE. THE CASING SHALL REMAIN IN PLACE. JUST PRIOR TO CONCRETE PLACEMENT,THE EXCAVATION SHALL BE INSPECTED AND ANY EXCESS WATER SHALL BE PUMPED SO THAT THE CONCRETE IS PLACED IN A DRY HOLE. COSTS TO FURNISH AND INSTALL THE CASING,PRESSURE GROUT IF REQUIRED,CUT OFF IF REQUIRED,AND PUMP OUT ANY EXCESS WATER SHALL BE INCLUDED IN THE UNIT PRICE BID PER EACH POLE BASE,TYPE 3.

54. UPON REQUEST,THE CROSS SECTIONS USED IN THE PREPARATION OF THE CONTRACT ARE AVAILABLE TO THE SUCCESSFUL BIDDER FROM THE DEPARTMENT AFTER THE CONTRACT IS AWARDED.

55. UPON REQUEST,RIGHT-OF-WAY PLANS FOR RIGHT-OF-WAY OR EASEMENT STAKEOUT PURPOSES ARE AVAILABLE TO THE SUCCESSFUL BIDDER FROM THE DEPARTMENT AFTER THE CONTRACT IS AWARDED.

56. SEE ENVIRONMENTAL COMPLIANCE SHEETS FOR FURTHER RESTRICTIONS/GUIDANCE ASSOCIATED WITH THIS PROJECT.THE INTENT OF THIS CONTRACT IS TO MINIMIZE IMPACTS TO THE WATERS AND WETLANDS WITHIN THE PROJECT LIMITS. WORK SHALL BE DONE FROM THE ROADSIDE WHEN POSSIBLE. IF THE CONTRACTOR CHOOSES TO WORK IN THE WATERS THE CONTRACTOR SHALL USE TIMBER MATTING UNDER ALL EQUIPMENT TO MINIMIZE IMPACTS.THE CONTRACTOR SHALL SEE THE ENVIRONMENTAL COMPLIANCE PLANS FOR ADDITIONAL INFORMATION. ALL COSTS ASSOCIATED WITH THE USE OF MATTING SHALL BE INCIDENTAL TO THE ITEMS BEING CONSTRUCTED.

57. THE CONTRACTOR SHALL BE REQUIRED TO MAINTAIN AN APPROPRIATE CLEAR ZONE AT THE END OF EACH SHIFT. IN AREAS WITH CURB,THE CLEAR ZONE SHALL BE FROM THE EDGE OF THE TRAVEL LANE TO THE BACK OF THE CURB. IN AREAS WITHOUT CURB THE CLEAR ZONE SHALL BE FROM THE EDGE OF THE TRAVEL LANE TO 16 FEET BEYOND THE EDGE OF THE TRAVEL LANE. THE CLEAR ZONE SHALL NOT CONTAIN ANY OBSTACLES,SUCH AS EQUIPMENT,MATERIAL,OR STOCKPILES. THE CLEAR ZONE ALSO SHALL NOT CONTAIN OPEN EXCAVATIONS,TRENCHES,OR STRUCTURES. THIS INCLUDES COVERING DRAINAGE INLETS AND MANHOLES WITHOUT TOPS AND GRATES. STEEL PLATES OR OTHER APPROVED PROTECTION CAPABLE OF SUPPORTING AN ERRANT VEHICLE ARE REQUIRED FOR COVERING THE DRAINAGE INLETS ,MANHOLES,AND/OR TRENCHES NOTED ABOVE. COSTS TO MAINTAIN THE CLEAR ZONE ARE INCIDENTAL TO THE CONTRACT.

58. THE DEPARTMENT HAS IDENTIFIED AT A MINIMUM THE POTENTIAL FOR ENCOUNTERING HAZARDOUS MATERIALS WHEN PERFORMING WORK WITHIN AND IN THE VICINITY OF PROJECT PARCEL NUMBERS 25-L, 44-L,47-R,56-R,57-L,AND 108-R. IT SHOULD ALSO BE NOTED THAT THE POTENTIAL FOR UNDERGROUND STORAGE TANKS EXISTS ON PARCEL NUMBER 57-L. THE CONTRACTOR SHALL COORDINATE WITH THE DEPARTMENT AND PROVIDE THE DEPARTMENT WITH A MINIMUM 14 CALENDAR DAY NOTICE PRIOR TO PERFORMING ANY EXCAVATION WORK IN THESE AREAS. ITEM 202560 - CONTAMINATED MATERIAL HAS BEEN INCLUDED IN THE CONTRACT FOR THIS POTENTIAL.

59. IN ADDITION TO DISTRIBUTION FACILITIES FOR UNDERGROUND SEWER AND WATER UTILITIES IT IS ANTICIPATED THAT NUMEROUS SERVICE CONNECTIONS TO PRIVATE HOMES AND BUSINESSES WILL BE ENCOUNTERED WHILE EXCAVATING FOR DRAINAGE AND ROADWAY CONSTRUCTION. THE CONTRACTOR SHALL LOCATE THE SERVICE CONNECTIONS,DETERMINE ANY CONFLICTS,AND RELOCATE THE SERVICE AS NECESSARY PRIOR TO BEGINNING THE RUN OF PIPE OR PORTION OF ROADWAY EXCAVATION IN CONFLICT WITH THE SERVICE. PAYMENT FOR RELOCATING THE SERVICES WILL BE MADE UNDER ITEM 753000 OR 754000 AS APPLICABLE. PAYMENT FOR LOCATING THE SERVICES IS INCIDENTAL TO THE RESPECTIVE RELOCATION ITEM.

60. THE CONTRACTOR IS REQUIRED TO MAINTAIN DRAINAGE THROUGHOUT THE WORK ZONE DURING CONSTRUCTION EITHER THROUGH POSITIVE SURFACE FLOW,USE OF ANY EXISTING DRAINAGE FACILITIES,USE OF THE NEWLY INSTALLED DRAINAGE SYSTEM,AND/OR USE OF TEMPORARY DRAINAGE PIPES. THIS MAY INVOLVE PHASED CONSTRUCTION OF CATCH BASINS,OR OPENINGS CREATED IN THE STRUCTURES AS CONSTRUCTION PROGRESSES. THE DRAINAGE STRUCTURES MAY BE PRECAST OR CAST-IN-PLACE CONCRETE,BUT THE MAINTENANCE OF DRAINAGE DURING CONSTRUCTION MUST BE ADDRESSED BY THE CONTRACTOR BASED ON THE CHOSEN CONSTRUCTION METHODS. TEMPORARY PIPE,WHEN DIRECTED BY THE ENGINEER,SHALL BE MEASURED AND PAID FOR USING ITEM 715510. OTHER COSTS TO ACCOMMODATE TEMPORARY DRAINAGE SHALL BE INCIDENTAL TO THE BID PRICES FOR THE VARIOUS DRAINAGE STRUCTURES.

61. THE CONTRACTOR SHALL MAKE AVAILABLE AT LEAST ONE EMPLOYEE TO ATTEND AND REPRESENT THE FIRM AT ALL SCHEDULED JOB PROGRESS MEETINGS,PROJECT WORKING GROUP MEETINGS,OR OTHER INFORMATIONAL MEETINGS AS REQUESTED BY THE ENGINEER. THE PERSON ATTENDING SHALL BE KNOWLEDGEABLE OF CURRENT JOB PROGRESS,THE ANTICIPATED CONSTRUCTION SCHEDULE,AND ANY ONGOING OR POTENTIAL CONTRACT ISSUES. COSTS ARE INCIDENTAL TO ITEM 743000,MAINTENANCE OF TRAFFIC.

62. UTILITY POLES THAT NEED TO BE SUPPORTED DURING THE CONSTRUCTION OF THE ROADWAY IMPROVEMENTS SHALL BE COORDINATED WITH THE RESPECTIVE UTILITY COMPANIES. UTILITY COMPANIES SHALL BE GIVEN A MINIMUM OF 48 HOURS NOTICE FOR THIS WORK. ALL COSTS ASSOCIATED WITH THE SUPPORTING OF EXISTING UTILITIES SHALL BE INCIDENTAL TO THE CONTRACT.

63. THERE ARE SEVERAL CEMETERIES LOCATED WITHIN THE PROJECT LIMITS. THE CONTRACTOR SHALL MAKE ALL EFFORTS TO AVOID IMPACTS TO THESE LOCATIONS AS INDICATED ON THE PLANS. IF THE CONTRACTOR IMPACTS THESE LOCATIONS OR IF GRAVE SITES ARE ENCOUNTERED WITHIN THE PROJECT LIMITS,ALL WORK WITHIN THE IMPACTED AREA SHALL STOP IMMEDIATLEY AND THE CONTRACTOR SHALL CONTACT DAVID CLARKE OF DELDOT'S CULTURAL RESOURCES SECTION AT 302-760-2271.

# UTILITY NOTES:

64. THE CONTRACTOR SHALL FURNISH ONLY NEW MATERIALS,PARTS AND PRODUCTS. ALL IRON AND STEEL MATERIALS MUST BE MANUFACTURED IN THE USA IN ACCORDANCE WITH THE PROJECT'S BUY AMERICA REQUIREMENTS UNLESS SPECIFICALLY APPROVED OTHERWISE. SHOP DRAWINGS, PROPOSED MATERIALS,FIELD CHANGES,AND ANY REQUESTS FOR "APPROVED EQUALS" MUST BE SUBMITTED TO,REVIEWED,AND APPROVED BY THE OWNER OF THE APPLICABLE UTILITY PRIOR TO INSTALLATION.

65. THE CONTRACTOR SHALL REFER TO SPECIAL PROVISIONS FOR ITEMS 614508,753516,AND 753558 FOR THE REQUIRED SUBMITTALS AND AS-BUILT DRAWINGS.

66. THE CONTRACTOR SHALL OPEN ONLY THAT SECTION OF TRENCH,OR OTHER EXCAVATION,THAT CAN BE BACKFILLED OR OTHERWISE PROTECTED AT THE END OF EACH WORKING SHIFT. STEEL PLATES SHALL BE USED OVER ANY TRENCH OR EXCAVATION THAT MUST REMAIN OPEN OVERNIGHT. THIS REQUIREMENT DOES NOT APPLY TO AREAS COMPLETELY CLOSED AND SECURED FROM VEHICULAR AND/OR PEDESTRIAN TRAFFIC. COSTS TO COMPLY ARE INCIDENTAL TO ITEM 743000 - MAINTENANCE OF TRAFFIC.

67. ANY TEMPORARY SHEETING OR SHORING SHALL BE REMOVED BY THE CONTRACTOR FOLLOWING ITS USE IN THE FIELD. COSTS ARE INCIDENTAL TO THE ITEM REQUIRING PLACEMENT OF THE SHEETING AND/OR SHORING.

68. FOR ALL WORK ITEMS RELATED TO THE SANITARY SEWER AND WATER RELOCATIONS,THE HIERARCHY OF DOCUMENTS SHALL,IN THE EVENT OF A CONFLICT, BE:

    UTILITY PLAN NOTES AND DETAIL TAKE PRECEDENCE OVER
    TECHNICAL SPECIFICATIONS (APPENDIX A OR B AS APPLICABLE) WHICH TAKE PRECIDENCE OVER
    SPECIAL PROVISIONS WHICH TAKE PRECEDENCE OVER
    REFERENCED DELDOT STANDARD SPECIFICATIONS WHICH TAKE PRECEDENCE OVER
    SUSSEX COUNTY OR TOWN OF OCEAN VIEW WATER STANDARD DETAILS

69. THE CONTRACTOR SHALL COORDINATE SUPPORT AND/OR TEMPORARY RELOCATION OF EXISTING UTILITIES IF NEEDED DURING INSTALLATION OF PERMANENT AND/OR TEMPORARY SEWER AND WATER PIPES ASSOCIATED WITH THE RELOCATIONS. COSTS ARE INCIDENTAL TO THE UTILITY ITEM BEING PLACED.

70. THE CONTRACTOR SHALL MAINTAIN THE EXISTING DRAINAGE SYSTEM DURING PLACEMENT OF THE RELOCATED UTILITIES. ANY TEMPORARY PIPES REQUIRED TO MAINTAIN FLOW WILL BE PAID FOR UNDER THEIR RESPECTIVE BID ITEMS.

71. THE CONTRACTOR IS RESPONSIBLE FOR ALL CONSTRUCTION ENGINEERING ASSOCIATED WITH ITEMS 614508,753516 AND 753558. THE WORK SHALL INCLUDE,BUT NOT BE LIMITED TO,SUBMISSION OF UTILITY CUTSHEETS FOR APPROVAL,LAYOUT OF PIPES,LATERALS,STRUCTURES,AND ALL OTHER WORK RELATED TO THE UTILITY INSTALLATIONS. PROTECTION OF SURVEY DATA AND ANY SECONDARY LAYOUT REQUIRED DUE TO THE FAILURE TO PROTECT THE FIELD LAYOUT IS ALSO THE CONTRACTOR'S RESPONSIBILITY. COSTS FOR CONSTRUCTION ENGINEERING RELATED TO ITEMS 614508,753516,AND 753558 ARE INCIDENTAL TO EACH RESPECTIVE LUMP SUM BID ITEM. COSTS FOR PREPARATION AND SUBMISSION OF ANY REQUIRED AS-BUILT DRAWINGS ARE ALSO INCIDENTAL TO ITEMS 614508,753516,AND 753558 AS APPLICABLE.

72. MATERIAL MEETING TYPE C BORROW REQUIREMENTS SHALL BE USED TO BACKFILL UTILITY TRENCHES FROM BOTTOM OF TRENCH TO BOTTOM OF AGGREGATE BASE UNDER THE EXISTING ROAD AND ALSO TO THE BOTTOM OF AGGREGATE BASE UNDER PROPOSED ROADWAY TO BE CONSTRUCTED AS PART OF THE CONTRACT.

73. UNLESS APPROVED OTHERWISE BY THE ENGINEER AND UTILITY OWNER,THE FINAL PAVED WIDTH OF ANY ROADWAY PATCH OVER A UTILITY TRENCH SHALL BE 5 FEET PLUS THE OUTSIDE DIAMETER OF THE UTILITY PIPE BEING PATCHED. ANY ADDITIONAL EXCAVATION,BACKFILL MATERIAL,GABC,OR ASPHALT PAVEMENT OUTSIDE OF THE APPROVED LIMIT WILL BE PROVIDED AT THE CONTRACTOR'S EXPENSE.

74. RELOCATED FIRE HYDRANTS AND APPURTENANCES MUST BE POSITIONED WITHIN THE STATE'S RIGHT OF WAY UNLESS AN EASEMENT IS OBTAINED BY OTHERS.



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| CONTRACT | COUNTY | F.A.P. NO. | SHEET NO. | TOTAL SHTS. |
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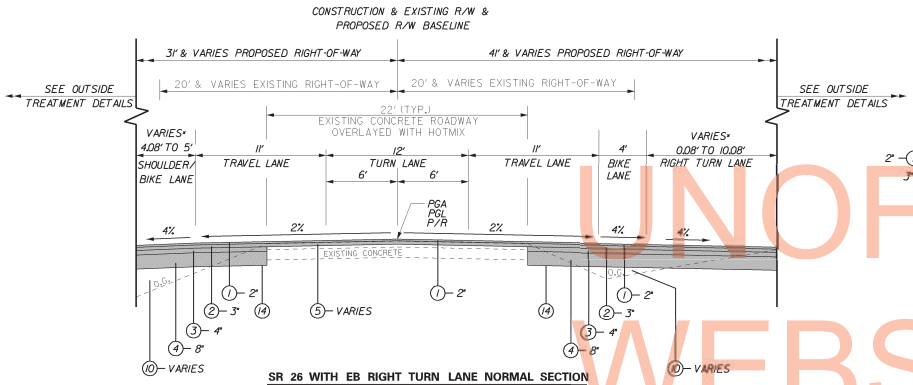
# SR 26, ATLANTIC AVENUE FROM CLARKSVILLE TO ASSAWOMAN CANAL

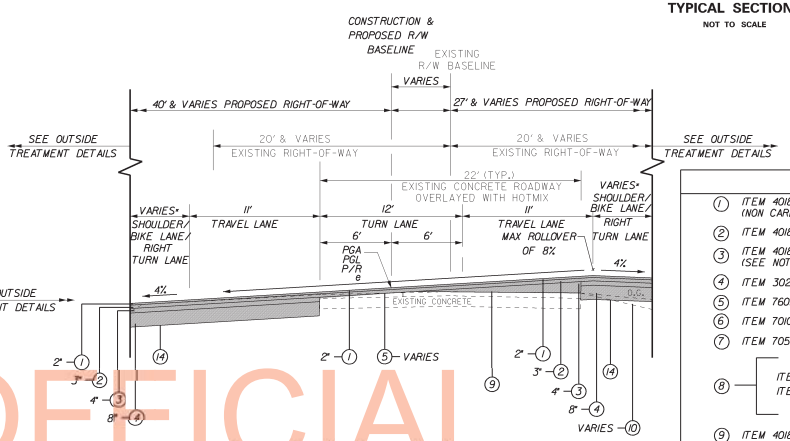
REVISIONS

## TYPICAL SECTIONS

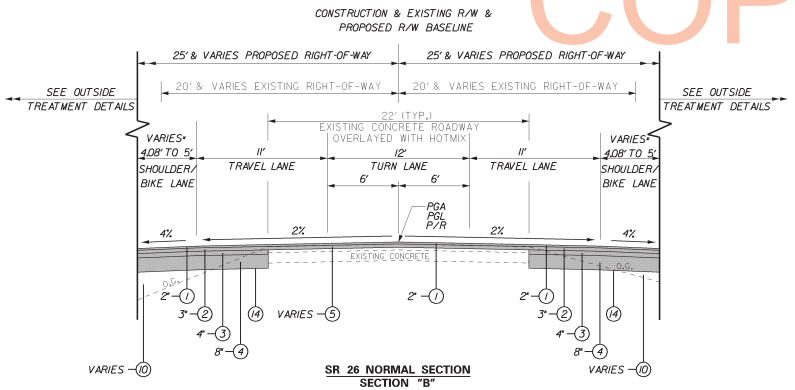
NOT TO SCALE



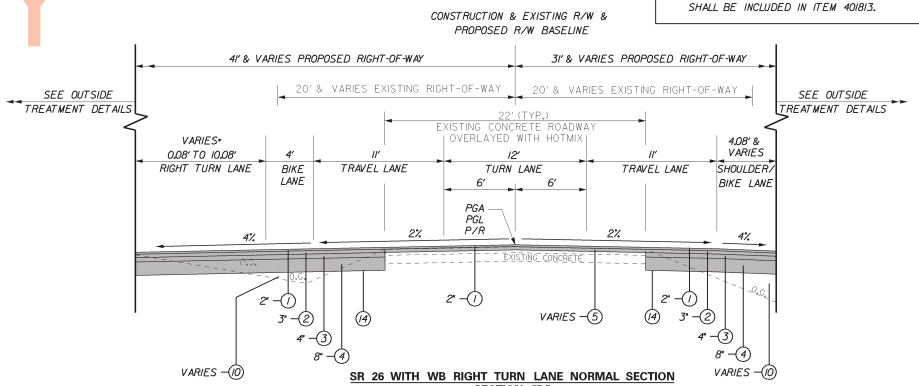

**SR 26 WITH EB RIGHT TURN LANE NORMAL SECTION**
**SECTION "A"**
STA. 66+24 TO 68+03
STA. 111+41 TO 112+10
STA. 174+00 TO 174+96
STA. 187+09 TO 189+21
STA. 192+10 TO 192+30
STA. 210+39 TO 212+44




**SR 26 – CONSTRUCTON BASELINE ALIGNMENT SHIFT**
**SECTION "C"**
STA. 920+00 TO 923+93 – LT. MAX e=3.4%




**SR 26 NORMAL SECTION**
**SECTION "B"**
STA. 68+03 TO 73+45
STA. 98+49 TO 100+93
STA. 174+96 TO 175+00
STA. 177+15 TO 181+29
STA. 186+60 TO 187+09
STA. 189+21 TO 189+30
STA. 192+30 TO 195+11
STA. 201+25 TO 204+27
STA. 208+69 TO 210+39
STA. 212+44 TO 212+92




**SR 26 WITH WB RIGHT TURN LANE NORMAL SECTION**
**SECTION "D"**
STA. 175+00 TO 177+15
STA. 185+48 TO 186+60
STA. 189+30 TO 190+47

## LEGEND

1. ITEM 401830 - WMA, SUPERPAVE TYPE C, 160 GYRATIONS PG 70-22 (NON CARBONATE STONE)
2. ITEM 401813 - WMA, SUPERPAVE TYPE B, 160 GYRATIONS, PG 70-22
3. ITEM 401813 - WMA, SUPERPAVE TYPE B, 160 GYRATIONS, PG 70-22 (SEE NOTE BELOW)
4. ITEM 302005 - GRADED AGGREGATE BASE COURSE, TYPE B
5. ITEM 760507 - PROFILE MILLING AS REQUIRED
6. ITEM 701022 - IPCC CURB & GUTTER, TYPE 3-8
7. ITEM 705001 - PCC SIDEWALK, 4"
8. ITEM 732002 OR 733002 - TOPSOIL OR TOPSOILING, 6" DEPTH
   ITEM 734013 - PERMANENT GRASS SEEDING, DRY GROUND
9. ITEM 401824 - WMA, SUPERPAVE, TYPE C, 160 GYRATIONS, PG 64-22, WEDGE
10. ITEM 209001 - BORROW, TYPE A
11. ITEM 209006 - BORROW, TYPE F
12. ITEM 705002 - PCC SIDEWALK 6"
13. ITEM 401752 - SAFETY EDGE FOR ROADWAY PAVEMENT (SEE DETAIL)
14. ITEM 713002 - GEOTEXTILE, SEPARATION

NOTE:
1. * IN SECTIONS WITH CURB AND GUTTER, THE SHOULDER WIDTH IS 4.08' OF HOT-MIX AND 0.92' OF GUTTER PAN. THE RIGHT TURN LANE WIDTH IS 10.08' OF HOT-MIX AND 0.92' OF GUTTER PAN. IN SECTIONS WITHOUT CURB AND GUTTER, THE SHOULDER WIDTH IS 5' OF HOT-MIX. THE RIGHT TURN LANE WIDTH IS 11'.
2. THE FIRST 4" LIFT OF TYPE B WMA (ITEM 401813) (3) SHALL HAVE ADDITIONAL ASPHALT CEMENT TO ACT AS A PERPETUAL BASE COURSE AND SHALL HAVE A MINIMUM VOIDS-IN-MINERAL AGGREGATE (VMA) OF 14.5% FOR THE 19.0 MM MIXTURE. ALL COSTS ASSOCIATED TO MODIFYING THE WMA SHALL BE INCLUDED IN ITEM 401813.

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kcrane

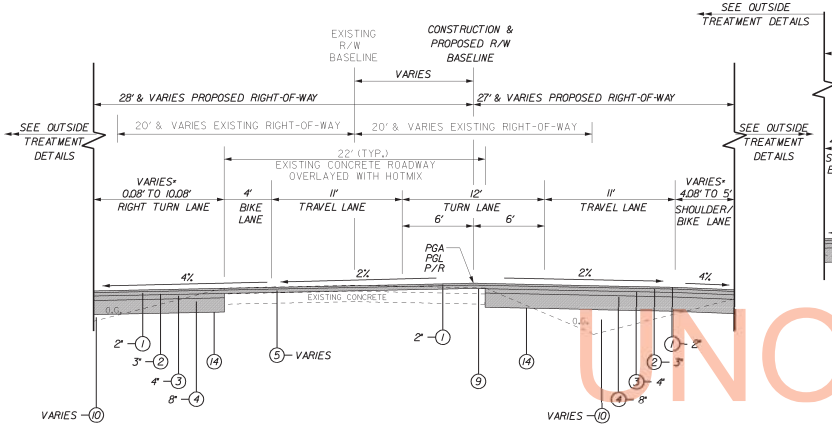
# TYPICAL SECTIONS

NOT TO SCALE

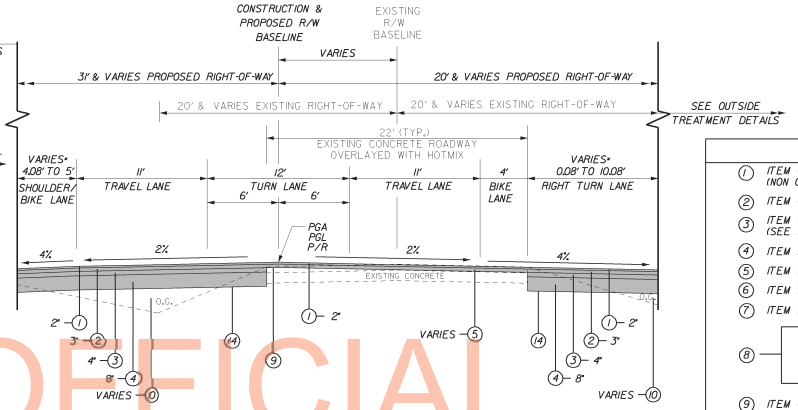
| CONTRACT | COUNTY | F.A.P. NO. | SHEET NO. | TOTAL SHTS. |
|---|---|---|---|---|
| T200411210 | SUSSEX | SEE TITLE SHEET | 11 | 589 |

## SR 26, ATLANTIC AVENUE FROM CLARKSVILLE TO ASSAWOMAN CANAL

REVISIONS




**SR 26 WITH WB RIGHT TURN – OFFSET RIGHT NORMAL SECTION**
**SECTION "E"**
**STA. 88+83 TO 90+69**




**SR 26 WITH EB RIGHT TURN – OFFSET LEFT NORMAL SECTION**
**SECTION "G"**
**STA. 172+54 TO 174+00**

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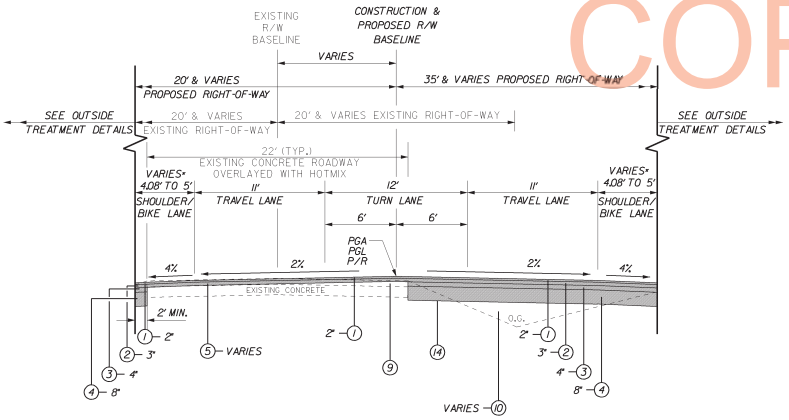
## LEGEND

| | |
|---|---|
| (1) | ITEM 401830 - WMA, SUPERPAVE TYPE C, 160 GYRATIONS PG 70-22 (NON CARBONATE STONE) |
| (2) | ITEM 401813 - WMA, SUPERPAVE TYPE B, 160 GYRATIONS, PG 70-22 |
| (3) | ITEM 401813 - WMA, SUPERPAVE TYPE B, 160 GYRATIONS, PG 70-22 (SEE NOTE BELOW) |
| (4) | ITEM 302005 - GRADED AGGREGATE BASE COURSE, TYPE B |
| (5) | ITEM 760507 - PROFILE MILLING AS REQUIRED |
| (6) | ITEM 701022 - IPCC CURB & GUTTER, TYPE 3-8 |
| (7) | ITEM 705001 - PCC SIDEWALK, 4" |
| (8) | ITEM 732002 OR 733002 - TOPSOIL OR TOPSOILING, 6" DEPTH<br>ITEM 734013 - PERMANENT GRASS SEEDING, DRY GROUND |
| (9) | ITEM 401824 - WMA, SUPERPAVE, TYPE C, 160 GYRATIONS, PG 64-22, WEDGE |
| (10) | ITEM 209001 - BORROW, TYPE A |
| (11) | ITEM 209006 - BORROW, TYPE F |
| (12) | ITEM 705002 - PCC SIDEWALK 6" |
| (13) | ITEM 401752 - SAFETY EDGE FOR ROADWAY PAVEMENT (SEE DETAIL) |
| (14) | ITEM 713002 - GEOTEXTILE, SEPARATION |

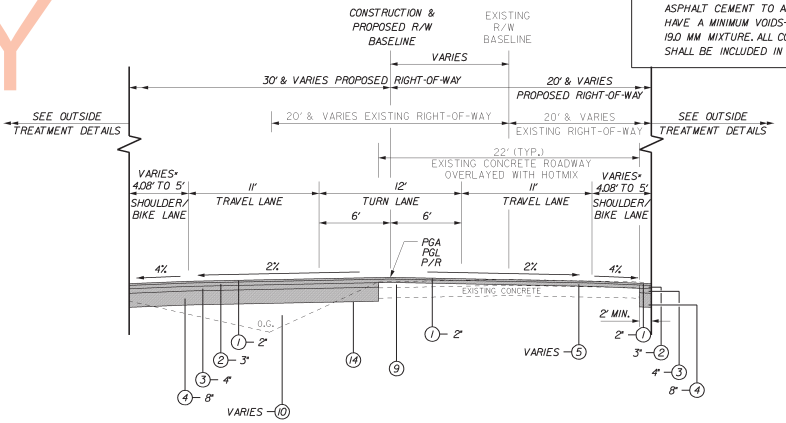
NOTE:

1. * IN SECTIONS WITH CURB AND GUTTER, THE SHOULDER WIDTH IS 4.08' OF HOT-MIX AND 0.92' OF GUTTER PAN. THE RIGHT TURN LANE WIDTH IS 10.08' OF HOT-MIX AND 0.92' OF GUTTER PAN. IN SECTIONS WITHOUT CURB AND GUTTER, THE SHOULDER WIDTH IS 5' OF HOT-MIX. THE RIGHT TURN LANE WIDTH IS 11'.

2. THE FIRST 4" LIFT OF TYPE B WMA (ITEM 401813) (3) SHALL HAVE ADDITIONAL ASPHALT CEMENT TO ACT AS A PERPETUAL BASE COURSE AND SHALL HAVE A MINIMUM VOIDS-IN-MINERAL AGGREGATE (VMA) OF 14.5% FOR THE 19.0 MM MIXTURE. ALL COSTS ASSOCIATED TO MODIFYING THE WMA SHALL BE INCLUDED IN ITEM 401813.




**SR 26 WITH OFFSET RIGHT NORMAL SECTION**
**SECTION "F"**
**STA. 18+32 TO 20+42**
**STA. 24+09 TO 33+93**
**STA. 44+55 TO 51+00**
**STA. 58+92 TO 59+78**
**STA. 83+07 TO 88+83**
**STA. 139+39 TO 149+13**




**SR 26 WITH OFFSET LEFT NORMAL SECTION**
**SECTION "H"**
**STA. 118+24 TO 118+40**
**STA. 123+73 TO 124+51**
**STA. 155+18 TO 172+54**

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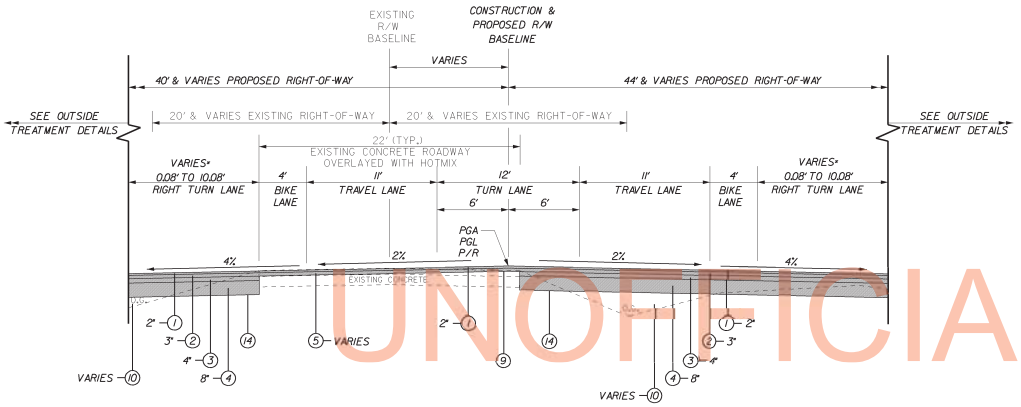
| CONTRACT | COUNTY | F.A.P. NO. | SHEET NO. | TOTAL SHTS. |
|---|---|---|---|---|
| T200411210 | SUSSEX | SEE TITLE SHEET | 12 | 589 |

# SR 26, ATLANTIC AVENUE FROM CLARKSVILLE TO ASSAWOMAN CANAL

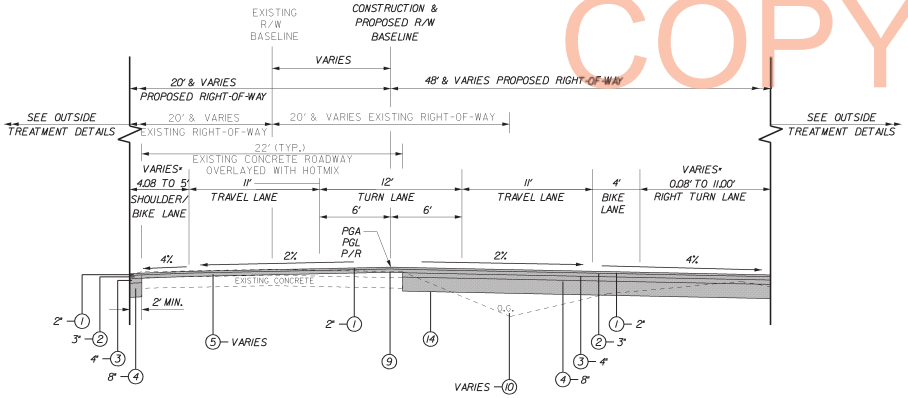
REVISIONS

## TYPICAL SECTIONS

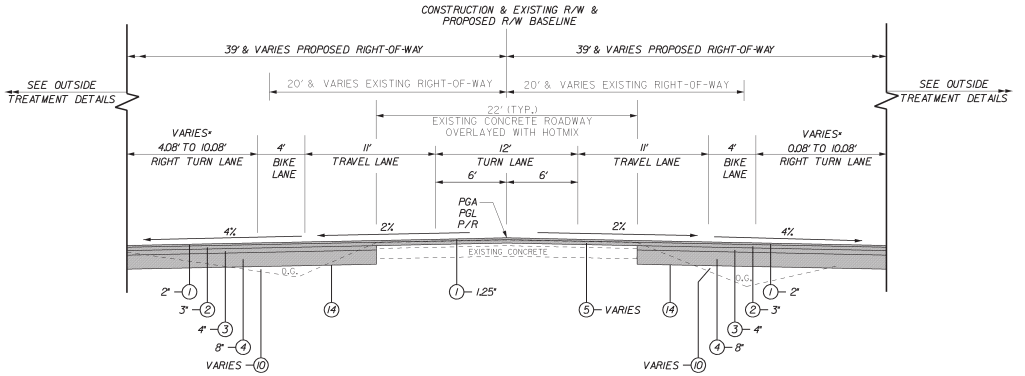
NOT TO SCALE




**SR 26 WITH EB & WB RIGHT TURN LANES – OFFSET RIGHT NORMAL SECTION**
**SECTION "I"**
**STA. 134+60 TO 138+49**




**SR 26 WITH EB RIGHT TURN LANE – OFFSET RIGHT NORMAL SECTION**
**SECTION "J"**
**STA. 50+99 TO 51+01**
**STA. 128+98 TO 129+82**
**STA. 138+49 TO 139+39**




**SR 26 WITH EB & WB RIGHT TURN LANE NORMAL SECTION**
**SECTION "K"**
**STA. 110+45 TO 111+41**
**STA. 190+47 TO 192+10**

## LEGEND

1. ITEM 401830 - WMA,SUPERPAVE TYPE C,160 GYRATIONS PG 70-22 (NON CARBONATE STONE)
2. ITEM 401813 - WMA,SUPERPAVE TYPE B,160 GYRATIONS,PG 70-22
3. ITEM 401813 - WMA,SUPERPAVE TYPE B,160 GYRATIONS,PG 70-22 (SEE NOTE BELOW)
4. ITEM 302005 - GRADED AGGREGATE BASE COURSE,TYPE B
5. ITEM 760507 - PROFILE MILLING AS REQUIRED
6. ITEM 701022 - IPCC CURB & GUTTER,TYPE 3-8
7. ITEM 705001 - PCC SIDEWALK,4"
8. ITEM 732002 OR 733002 - TOPSOIL OR TOPSOILING,6" DEPTH
   ITEM 734013 - PERMANENT GRASS SEEDING,DRY GROUND
9. ITEM 401824 - WMA,SUPERPAVE,TYPE C,160 GYRATIONS,PG 64-22,WEDGE
10. ITEM 209001 - BORROW,TYPE A
11. ITEM 209006 - BORROW,TYPE F
12. ITEM 705002 - PCC SIDEWALK 6"
13. ITEM 401752 - SAFETY EDGE FOR ROADWAY PAVEMENT (SEE DETAIL)
14. ITEM 713002 - GEOTEXTILE,SEPARATION

NOTE:
1. * IN SECTIONS WITH CURB AND GUTTER,THE SHOULDER WIDTH IS 4.08' OF HOT-MIX AND 0.92' OF GUTTER PAN.THE RIGHT TURN LANE WIDTH IS 10.08' OF HOT-MIX AND 0.92' OF GUTTER PAN.IN SECTIONS WITHOUT CURB AND GUTTER,THE SHOULDER WIDTH IS 5' OF HOT-MIX.THE RIGHT TURN LANE WIDTH IS 11'.

2. THE FIRST 4" LIFT OF TYPE B WMA (ITEM 401813) (3) SHALL HAVE ADDITIONAL ASPHALT CEMENT TO ACT AS A PERPETUAL BASE COURSE AND SHALL HAVE A MINIMUM VOIDS-IN-MINERAL AGGREGATE (VMA) OF 14.5% FOR THE 19.0 MM MIXTURE. ALL COSTS ASSOCIATED TO MODIFYING THE WMA SHALL BE INCLUDED IN ITEM 401813.

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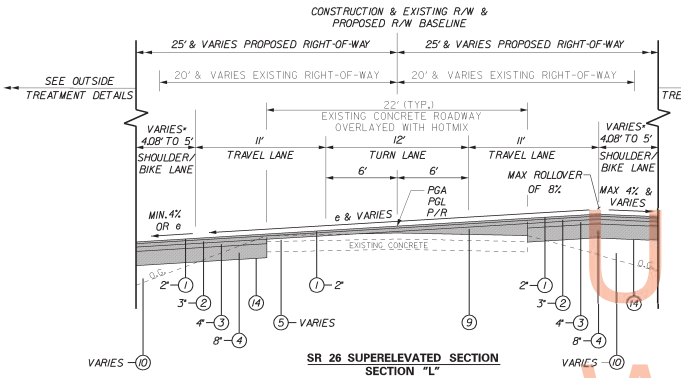
## TYPICAL SECTIONS

NOT TO SCALE

| CONTRACT | COUNTY | F.A.P. NO. | SHEET NO. | TOTAL SHTS. |
|---|---|---|---|---|
| T200411210 | SUSSEX | SEE TITLE SHEET | 13 | 589 |

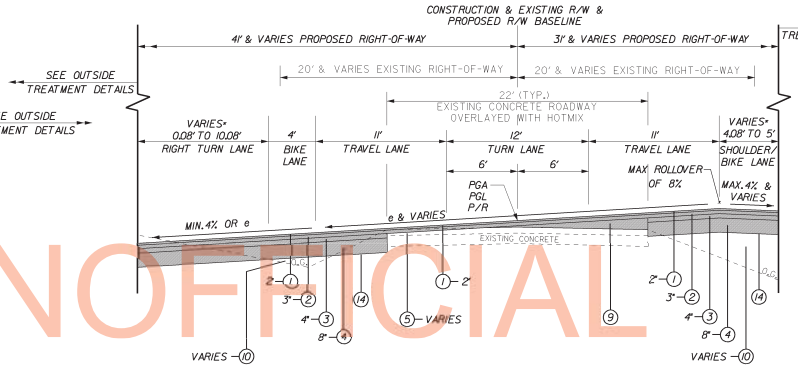
# SR 26, ATLANTIC AVENUE FROM CLARKSVILLE TO ASSAWOMAN CANAL

REVISIONS




**SR 26 SUPERELEVATED SECTION**
**SECTION "L"**

**STA 9+34 TO 10+18 – LT MAX e=6.0%**
**STA. 73+45 TO 81+26 RT. MAX e=4.7%**
**STA. 97+54 TO 98+49 – LT. MAX e=3.4%**
**STA. 100+93 TO 105+02 – RT.MAX e=4.9%**
**STA 105+02 TO 108+80 – LT. MAX e=5.8%**
**STA. 112+12 TO 113+54 – RT. MAX e=5.3%**
**STA. 181+29 TO 183+93 – RT. MAX e=2.5%**
**STA. 195+11 TO 196+21 – LT MAX e=3.4%**
**STA. 200+15 TO 201+25 – LT MAX e=3.4%**
**STA. 204+27 TO 208+69 – RT. MAX e=5.9%**




**SR 26 WITH WB RIGHT TURN LANE SUPERELEVATED SECTION**
**SECTION "N"**

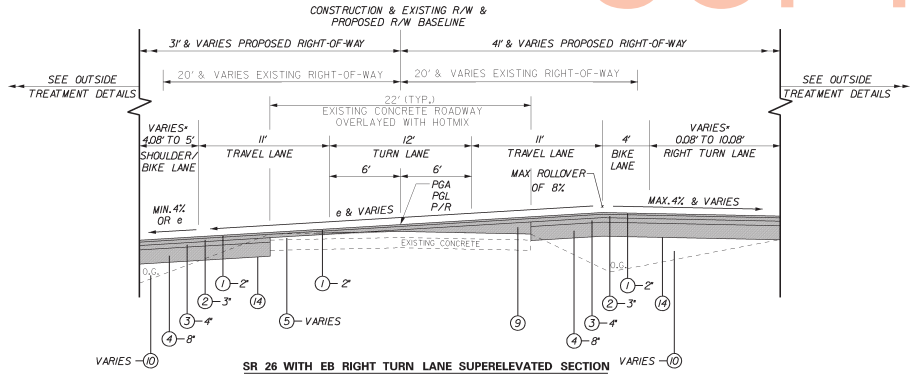
**STA. 108+80 TO 110+10 – LT. MAX e=5.8%**
**STA. 183+93 TO 185+48 – RT. MAX e=2.5%**

## LEGEND

1. ITEM 401830 - WMA,SUPERPAVE TYPE C,160 GYRATIONS PG 70-22 (NON CARBONATE STONE)
2. ITEM 401813 - WMA,SUPERPAVE TYPE B,160 GYRATIONS,PG 70-22
3. ITEM 401813 - WMA,SUPERPAVE TYPE B,160 GYRATIONS,PG 70-22 (SEE NOTE BELOW)
4. ITEM 302005 - GRADED AGGREGATE BASE COURSE,TYPE B
5. ITEM 760507 - PROFILE MILLING AS REQUIRED
6. ITEM 701022 - IPCC CURB & GUTTER,TYPE 3-8
7. ITEM 705001 - PCC SIDEWALK,4"
8. ITEM 732002 OR 733002 - TOPSOIL OR TOPSOILING,6" DEPTH
   ITEM 734013 - PERMANENT GRASS SEEDING,DRY GROUND
9. ITEM 401824 - WMA,SUPERPAVE,TYPE C,160 GYRATIONS,PG 64-22,WEDGE
10. ITEM 209001 - BORROW,TYPE A
11. ITEM 209006 - BORROW,TYPE F
12. ITEM 705002 - PCC SIDEWALK 6"
13. ITEM 401752 - SAFETY EDGE FOR ROADWAY PAVEMENT (SEE DETAIL)
14. ITEM 713002 - GEOTEXTILE,SEPARATION

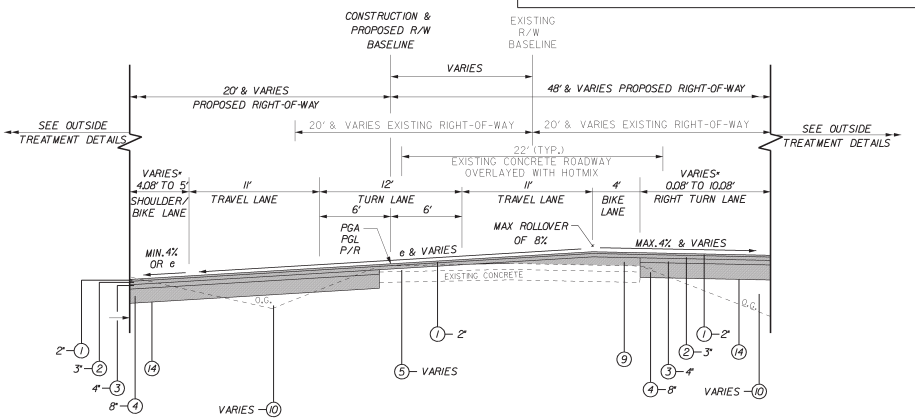
NOTE:

1. * IN SECTIONS WITH CURB AND GUTTER,THE SHOULDER WIDTH IS 4.08' OF HOT-MIX AND 0.92' OF GUTTER PAN.THE RIGHT TURN LANE WIDTH IS 10.08' OF HOT-MIX AND 0.92' OF GUTTER PAN.IN SECTIONS WITHOUT CURB AND GUTTER,THE SHOULDER WIDTH IS 5' OF HOT-MIX.THE RIGHT TURN LANE WIDTH IS 11'.
2. THE FIRST 4" LIFT OF TYPE B WMA (ITEM 401813) (3) SHALL HAVE ADDITIONAL ASPHALT CEMENT TO ACT AS A PERPETUAL BASE COURSE AND SHALL HAVE A MINIMUM VOIDS-IN-MINERAL AGGREGATE (VMA) OF 14.5% FOR THE 19.0 MM MIXTURE. ALL COSTS ASSOCIATED TO MODIFYING THE WMA SHALL BE INCLUDED IN ITEM 401813.




**SR 26 WITH EB RIGHT TURN LANE SUPERELEVATED SECTION**
**SECTION "M"**

**STA. 64+69 TO 66+24 – LT. MAX e=6.0%**
**STA. 112+10 TO 112+12 – LT. MAX e=5.3%**




**SR 26 WITH (EB) RIGHT TURN LANE – OFFSET LEFT SUPERELEVATED SECTION**
**SECTION "O"**

**STA. 11+28 TO 13+90 – LT. MAX e=6.0%**
**STA. 61+08 TO 63+12 – LT. MAX e=6.0%**
**STA. 64+03 TO 64+69 – LT MAX e=6.0%**
**STA. 128+12 TO 128+37 – RT. MAX e=2.8%**

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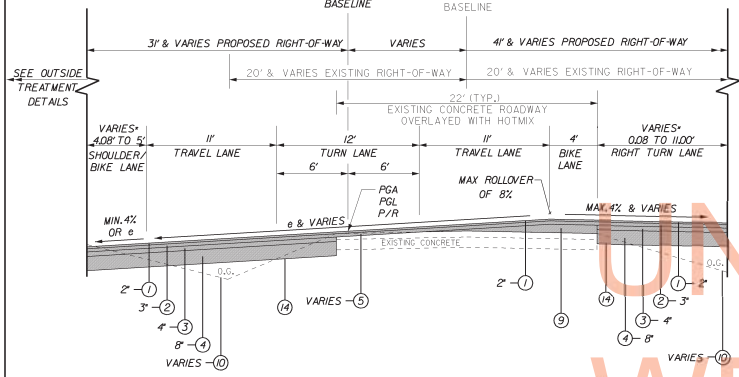
| CONTRACT | COUNTY | F.A.P. NO. | SHEET NO. | TOTAL SHTS. |
|---|---|---|---|---|
| T20041210 | SUSSEX | SEE TITLE SHEET | 14 | 589 |

# SR 26, ATLANTIC AVENUE FROM CLARKSVILLE TO ASSAWOMAN CANAL

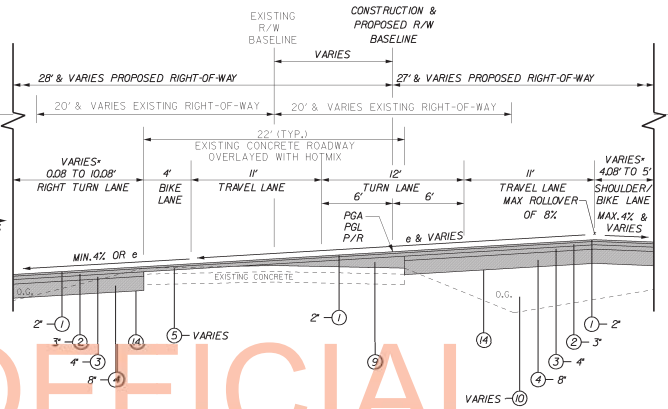
REVISIONS

## TYPICAL SECTIONS

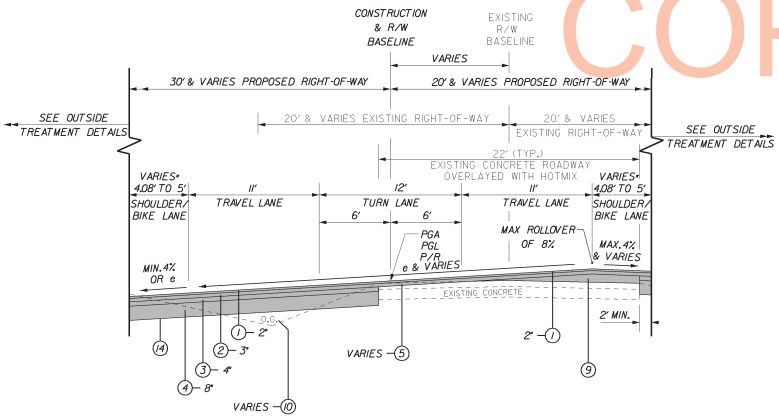
NOT TO SCALE



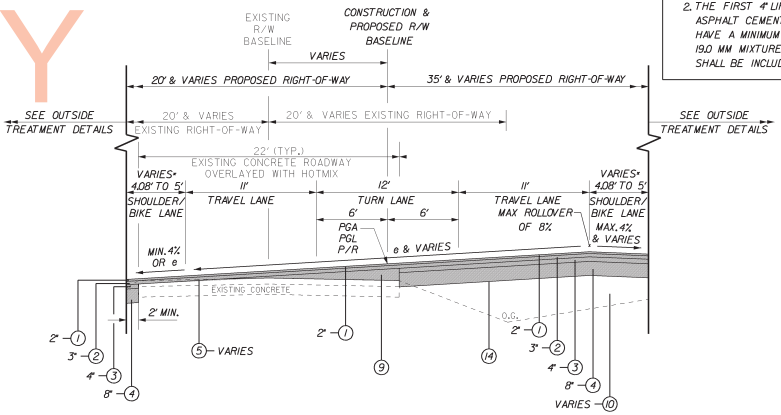

**SR 26 WITH EB RIGHT TURN – OFFSET RIGHT SUPERELEVATED SECTION**
**SECTION "P"**
STA. 51+01 TO 53+64 – RT MAX e=3.9%
STA. 60+92 TO 61+08 – LT MAX e=6.0%
STA. 128+37 TO 128+98 – RT MAX e=2.8%
STA. 129+82 TO 132+39 – RT MAX e=4.5%




**SR 26 WITH WB RIGHT TURN – OFFSET RIGHT SUPERELEVATED SECTION**
**SECTION "R"**
STA. 90+69 TO 93+31 – LT. MAX e=3.4%
STA. 132+39 TO 134+46 – RT. MAX e=4.5%




**SR 26 – OFFSET LEFT SUPERELEVATED SECTION**
**SECTION "Q"**
STA. 10+18 TO 11+28 – LT. MAX e=6.0%
STA. 13+90 TO 18+32 – LT MAX e=6.0%
STA. 63+12 TO 64+03 – LT MAX e=6.0%
STA. 115+21 TO 118+24 – RT.MAX e=5.3%
STA. 118+40 TO 123+73 – LT MAX e=5.9%
STA. 124+51 TO 128+12 – RT. MAX e=2.8%
STA. 152+98 TO 155+18 – RT. MAXe=2.0%




**SR 26 – OFFSET RIGHT SUPERELEVATED SECTION**
**SECTION "S"**
STA. 20+42 TO 24+09 – LT. MAX e=2.5%
STA. 33+93 TO 44+55 – RT. MAX e=4.3%
STA. 53+64 TO 58+92 – RT. MAX e=3.9%
STA. 59+78 TO 60+92 – LT MAX e=6.0%
STA. 81+26 TO 83+07 – RT. MAX e=4.7%
STA. 93+31 TO 97+54 – LT. MAX e=3.4%
STA. 113+54 TO 115+21 – RT. MAX e=5.3%
STA. 149+13 TO 152+20 – LT. MAX e=2.0%
STA. 152+20 TO 152+98 – RT MAX e=2.0%

## LEGEND

(1) ITEM 401830 - WMA, SUPERPAVE TYPE C, 160 GYRATIONS PG 70-22 (NON CARBONATE STONE)
(2) ITEM 401813 - WMA, SUPERPAVE TYPE B, 160 GYRATIONS, PG 70-22
(3) ITEM 401813 - WMA, SUPERPAVE TYPE B, 160 GYRATIONS, PG 70-22 (SEE NOTE BELOW)
(4) ITEM 302005 - GRADED AGGREGATE BASE COURSE, TYPE B
(5) ITEM 760507 - PROFILE MILLING AS REQUIRED
(6) ITEM 701022 - IPCC CURB & GUTTER, TYPE 3-8
(7) ITEM 705001 - PCC SIDEWALK, 4"
(8) ITEM 732002 OR 733002 - TOPSOIL OR TOPSOILING, 6" DEPTH
ITEM 734013 - PERMANENT GRASS SEEDING, DRY GROUND
(9) ITEM 401824 - WMA, SUPERPAVE, TYPE C, 160 GYRATIONS, PG 64-22, WEDGE
(10) ITEM 209001 - BORROW, TYPE A
(11) ITEM 209006 - BORROW, TYPE F
(12) ITEM 705002 - PCC SIDEWALK 6"
(13) ITEM 401752 - SAFETY EDGE FOR ROADWAY PAVEMENT (SEE DETAIL)
(14) ITEM 713002 - GEOTEXTILE, SEPARATION

NOTE:
1. * IN SECTIONS WITH CURB AND GUTTER, THE SHOULDER WIDTH IS 4.08' OF HOT-MIX AND 0.92' OF GUTTER PAN. THE RIGHT TURN LANE WIDTH IS 10.08' OF HOT-MIX AND 0.92' OF GUTTER PAN. IN SECTIONS WITHOUT CURB AND GUTTER, THE SHOULDER WIDTH IS 5' OF HOT-MIX. THE RIGHT TURN LANE WIDTH IS 11'.

2. THE FIRST 4" LIFT OF TYPE B WMA (ITEM 401813) (3) SHALL HAVE ADDITIONAL ASPHALT CEMENT TO ACT AS A PERPETUAL BASE COURSE AND SHALL HAVE A MINIMUM VOIDS-IN-MINERAL AGGREGATE (VMA) OF 14.5% FOR THE 19.0 MM MIXTURE. ALL COSTS ASSOCIATED TO MODIFYING THE WMA SHALL BE INCLUDED IN ITEM 401813.

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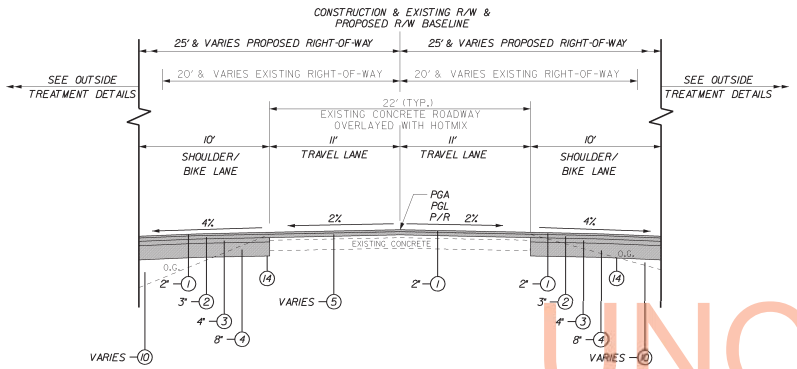
# TYPICAL SECTIONS

NOT TO SCALE

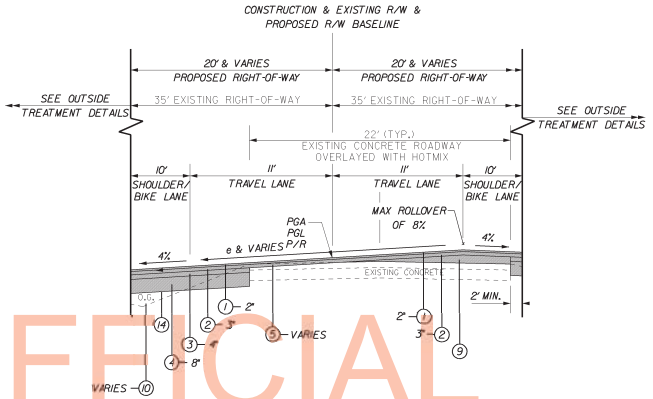
| CONTRACT | COUNTY | F.A.P. NO. | SHEET NO. | TOTAL SHTS. |
|---|---|---|---|---|
| T200411210 | SUSSEX | SEE TITLE SHEET | 15 | 589 |

## SR 26, ATLANTIC AVENUE FROM CLARKSVILLE TO ASSAWOMAN CANAL

REVISIONS




**SR 26 NORMAL SECTION WITHOUT TURN LANE**
**SECTION "T"**
**STA. 7+93 TO 8+63**




**SR 26 – SUPERELEVATED SECTION WITHOUT TURN LANE**
**SECTION "V"**
**STA. 8+63 TO 9+34 – LT MAX e=2.0%**

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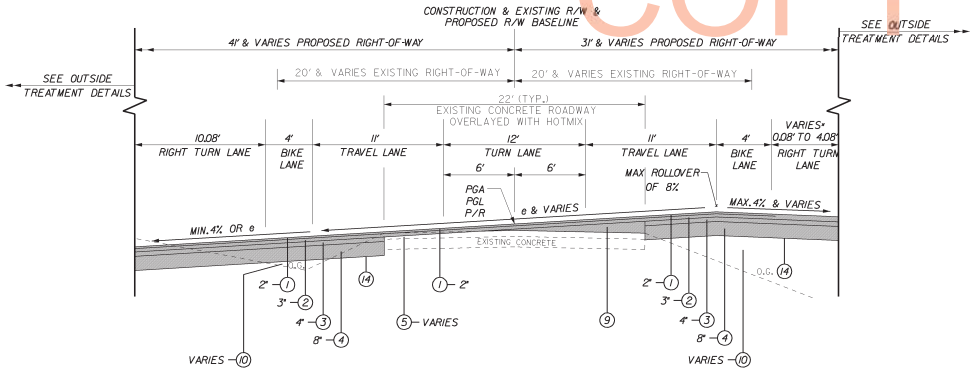
## LEGEND

1. ITEM 401830 - WMA,SUPERPAVE TYPE C,160 GYRATIONS PG 70-22 (NON CARBONATE STONE)
2. ITEM 401813 - WMA,SUPERPAVE TYPE B,160 GYRATIONS,PG 70-22
3. ITEM 401813 - WMA,SUPERPAVE TYPE B,160 GYRATIONS,PG 70-22 (SEE NOTE BELOW)
4. ITEM 302005 - GRADED AGGREGATE BASE COURSE,TYPE B
5. ITEM 760507 - PROFILE MILLING AS REQUIRED
6. ITEM 701022 - IPCC CURB & GUTTER,TYPE 3-8
7. ITEM 705001 - PCC SIDEWALK,4"
8. ITEM 732002 OR 733002 - TOPSOIL OR TOPSOILING,6" DEPTH
   ITEM 734013 - PERMANENT GRASS SEEDING,DRY GROUND
9. ITEM 401824 - WMA,SUPERPAVE,TYPE C,160 GYRATIONS,PG 64-22,WEDGE
10. ITEM 209001 - BORROW,TYPE A
11. ITEM 209006 - BORROW,TYPE F
12. ITEM 705002 - PCC SIDEWALK 6"
13. ITEM 401752 - SAFETY EDGE FOR ROADWAY PAVEMENT (SEE DETAIL)
14. ITEM 713002 - GEOTEXTILE,SEPARATION

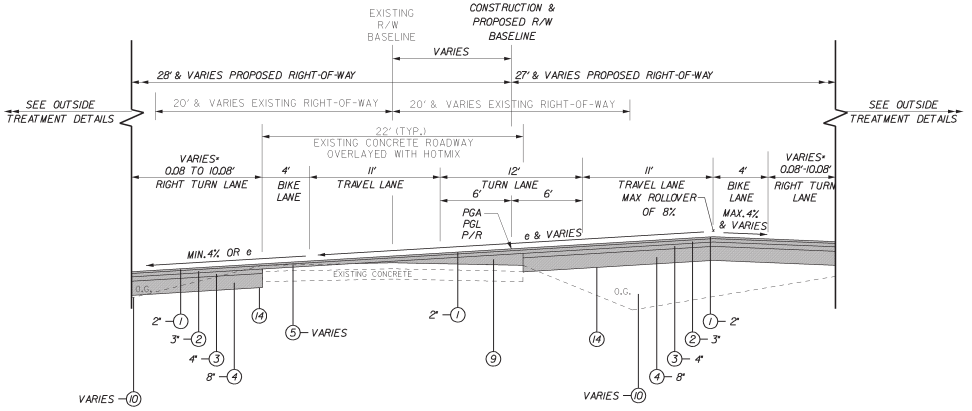
NOTE:

1. * IN SECTIONS WITH CURB AND GUTTER,THE SHOULDER WIDTH IS 4.08' OF HOT-MIX AND 0.92' OF GUTTER PAN.THE RIGHT TURN LANE WIDTH IS 10.08' OF HOT-MIX AND 0.92' OF GUTTER PAN. IN SECTIONS WITHOUT CURB AND GUTTER,THE SHOULDER WIDTH IS 5' OF HOT-MIX. THE RIGHT TURN LANE WIDTH IS 11'.

2. THE FIRST 4" LIFT OF TYPE B WMA (ITEM 401813) (3) SHALL HAVE ADDITIONAL ASPHALT CEMENT TO ACT AS A PERPETUAL BASE COURSE AND SHALL HAVE A MINIMUM VOIDS-IN-MINERAL AGGREGATE (VMA) OF 14.5% FOR THE 19.0 MM MIXTURE. ALL COSTS ASSOCIATED TO MODIFYING THE WMA SHALL BE INCLUDED IN ITEM 401813.




**SR 26 WITH EB & WB RIGHT TURN LANE SUPERELEVATED SECTION**
**SECTION "U"**
**STA. 110+10 TO 110+45 – LT. MAX e=5.8%**




**SR 26 WITH EB & WB RIGHT TURN – OFFSET RIGHT SUPERELEVATED SECTION**
**SECTION "W"**
**STA. 134+46 TO 134+60 – RT. MAX e=4.5%**

DESIGN ____ CHK'D. ____
PREL. TRACING ____

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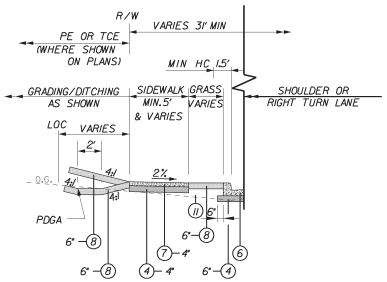
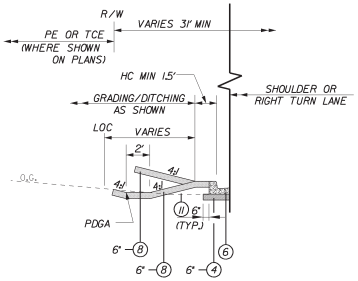
tie26m25c




**TYPICAL CLOSED CURB AND SIDEWALK SECTION – OFFSET LEFT FROM ROADWAY CENTERLINE**

**SECTION "L1"**

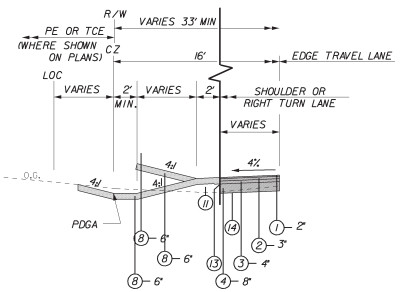
**STA. 115+45 TO 123+65**
**STA. 128+72 TO 152+73**
**STA. 158+00 TO 164+48**
**STA. 168+50 TO 178+89**
**STA. 182+52 TO 196+21**
**STA. 200+15 TO 212+73**
**STA. 920+00 TO 921+10**
**STA. 923+23 TO 923+93**




**TYPICAL CLOSED CURB ONLY SECTION – OFFSET LEFT FROM ROADWAY CENTERLINE**

**SECTION "L2"**

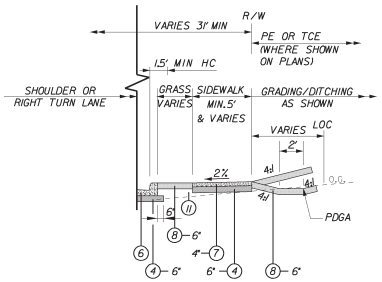
**STA. 10+18 TO 16+94**
**STA. 19+72 TO 22+11**
**STA. 34+13 TO 40+82**
**STA. 78+65 TO 82+75**
**STA. 83+86 TO 84+50**
**STA. 94+56 TO 95+44**
**STA. 99+50 TO 115+45**
**STA. 921+10 TO 923+23**




**TYPICAL OPEN DITCH SECTION – OFFSET LEFT FROM ROADWAY CENTERLINE**

**SECTION "L3"**

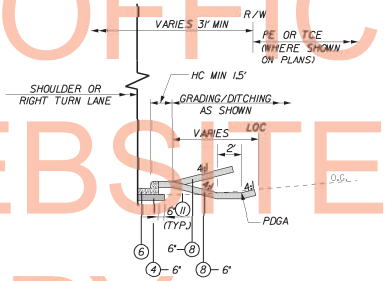
**STA 7+93 TO 10+18**
**STA. 22+11 TO 34+13**
**STA. 40+82 TO 78+65**
**STA. 87+81 TO 94+56**




**TYPICAL CLOSED CURB AND SIDEWALK SECTION – OFFSET RIGHT FROM ROADWAY CENTERLINE**

**SECTION "R1"**

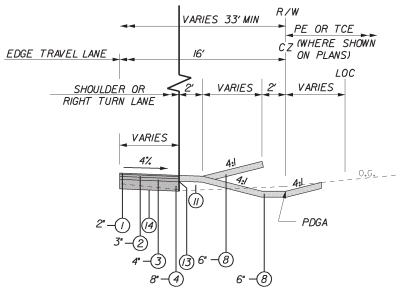
**STA. 112+35 TO 141+25**
**STA. 142+14 TO 153+67**
**STA. 154+87 TO 188+45**
**STA. 188+62 TO 196+21**
**STA. 920+00 TO 923+00**
**STA. 200+15 TO 212+70**




**TYPICAL CLOSED CURB ONLY SECTION – OFFSET RIGHT FROM ROADWAY CENTERLINE**

**SECTION "R2"**

**STA. 9+40 TO 11+27**
**STA. 14+25 TO 19+50**
**STA. 31+90 TO 34+60**
**STA. 41+72 TO 47+71**
**STA. 55+56 TO 68+87**
**STA. 85+77 TO 112+35**
**STA. 212+70 TO 212+93**




**TYPICAL OPEN DITCH SECTION – OFFSET RIGHT FROM ROADWAY CENTERLINE**

**SECTION "R3"**

**STA. 7+93 TO 9+40**
**STA. 19+50 TO 31+90**
**STA. 34+60 TO 41+72**
**STA. 47+71 TO 55+56**
**STA. 68+87 TO 85+77**

## TYPICAL SECTIONS

NOT TO SCALE

**OUTSIDE TREATMENT DETAILS**

| CONTRACT | COUNTY | F.A.P. NO. | SHEET NO. | TOTAL SHTS. |
|---|---|---|---|---|
| T20041210 | SUSSEX | SEE TITLE SHEET | 16 | 589 |

**SR 26, ATLANTIC AVENUE FROM CLARKSVILLE TO ASSAWOMAN CANAL**

REVISIONS

| | |
|---|---|
| | |
| | |
| | |

### LEGEND

(1) ITEM 401830 - WMA, SUPERPAVE TYPE C, 160 GYRATIONS PG 70-22 (NON CARBONATE STONE)
(2) ITEM 401813 - WMA, SUPERPAVE TYPE B, 160 GYRATIONS, PG 70-22
(3) ITEM 401813 - WMA, SUPERPAVE TYPE B, 160 GYRATIONS, PG 70-22 (SEE NOTE BELOW)
(4) ITEM 302005 - GRADED AGGREGATE BASE COURSE, TYPE B
(5) ITEM 760507 - PROFILE MILLING AS REQUIRED
(6) ITEM 701022 - IPCC CURB & GUTTER, TYPE 3-8
(7) ITEM 705001 - PCC SIDEWALK, 4"
(8) ITEM 732002 OR 733002 - TOPSOIL OR TOPSOILING, 6" DEPTH
ITEM 734013 - PERMANENT GRASS SEEDING, DRY GROUND
(9) ITEM 401824 - WMA, SUPERPAVE, TYPE C, 160 GYRATIONS, PG 64-22, WEDGE
(10) ITEM 209001 - BORROW, TYPE A
(11) ITEM 209006 - BORROW, TYPE F
(12) ITEM 705002 - PCC SIDEWALK 6"
(13) ITEM 401752 - SAFETY EDGE FOR ROADWAY PAVEMENT (SEE DETAIL)
(14) ITEM 713002 - GEOTEXTILE, SEPARATION

NOTE:
1. * IN SECTIONS WITH CURB AND GUTTER, THE SHOULDER WIDTH IS 4.08' OF HOT-MIX AND 0.92' OF GUTTER PAN. THE RIGHT TURN LANE WIDTH IS 10.08' OF HOT-MIX AND 0.92' OF GUTTER PAN. IN SECTIONS WITHOUT CURB AND GUTTER, THE SHOULDER WIDTH IS 5' OF HOT-MIX. THE RIGHT TURN LANE WIDTH IS 11'.

2. THE FIRST 4" LIFT OF TYPE B WMA (ITEM 401813) (3) SHALL HAVE ADDITIONAL ASPHALT CEMENT TO ACT AS A PERPETUAL BASE COURSE AND SHALL HAVE A MINIMUM VOIDS-IN-MINERAL AGGREGATE (VMA) OF 14.5% FOR THE 19.0 MM MIXTURE. ALL COSTS ASSOCIATED TO MODIFYING THE WMA SHALL BE INCLUDED IN ITEM 401813.

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PREL. TRACING ____ DESIGN ____ CHK'D. ____

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kdavis

# TYPICAL SECTIONS

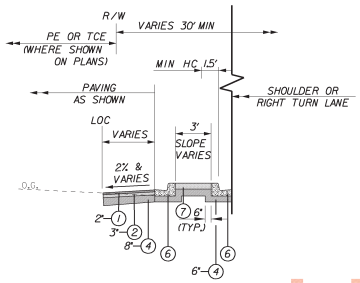
NOT TO SCALE

**OUTSIDE TREATMENT DETAILS**

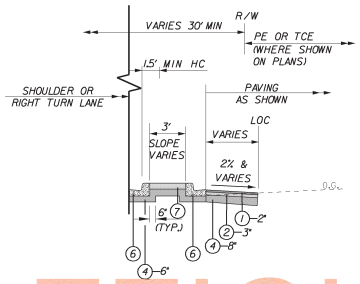
| CONTRACT | COUNTY | F.A.P. NO. | SHEET NO. | TOTAL SHTS. |
|---|---|---|---|---|
| T200411210 | SUSSEX | SEE TITLE SHEET | 17 | 589 |

## SR 26, ATLANTIC AVENUE FROM CLARKSVILLE TO ASSAWOMAN CANAL

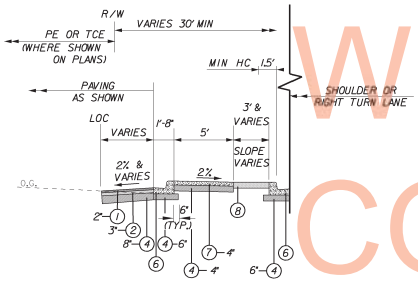
REVISIONS



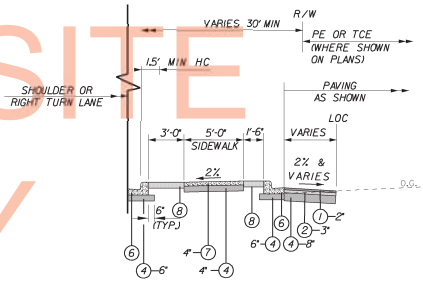

**TYPICAL ISLAND CURB SECTION – OFFSET LEFT FROM ROADWAY CENTERLINE**
**SECTION "L4"**
**STA. 16+94 TO 19+72**
**STA. 82+75 TO 83+86**
**STA. 84+50 TO 87+81**
**STA. 95+44 TO 99+50**




**TYPICAL ISLAND CURB SECTION – OFFSET RIGHT FROM ROADWAY CENTERLINE**
**SECTION "R4"**
**STA. 11+27 TO 13+84**
**STA. 153+67 TO 154+87**
**STA. 188+45 TO 188+62**




**TYPICAL ISLAND CURB SECTION WITH SIDEWALK– OFFSET LEFT FROM ROADWAY CENTERLINE**
**SECTION "L5"**
**STA. 123+65 TO 128+42**
**STA. 152+73 TO 158+00**
**STA. 164+48 TO 168+50**
**STA. 178+89 TO 182+52**




**TYPICAL ISLAND CURB SECTION WITH SIDEWALK– OFFSET RIGHT FROM ROADWAY CENTERLINE**
**SECTION "R5"**
**STA. 141+25 TO 142+14**

## LEGEND

1. ITEM 401830 - WMA, SUPERPAVE TYPE C, 160 GYRATIONS PG 70-22 (NON CARBONATE STONE)
2. ITEM 401813 - WMA, SUPERPAVE TYPE B, 160 GYRATIONS, PG 70-22
3. ITEM 401813 - WMA, SUPERPAVE TYPE B, 160 GYRATIONS, PG 70-22 (SEE NOTE BELOW)
4. ITEM 302005 - GRADED AGGREGATE BASE COURSE, TYPE B
5. ITEM 760507 - PROFILE MILLING AS REQUIRED
6. ITEM 701022 - IPCC CURB & GUTTER, TYPE 3-8
7. ITEM 705001 - PCC SIDEWALK, 4"
8. ITEM 732002 OR 733002 - TOPSOIL OR TOPSOILING, 6" DEPTH
   ITEM 734013 - PERMANENT GRASS SEEDING, DRY GROUND
9. ITEM 401824 - WMA, SUPERPAVE, TYPE C, 160 GYRATIONS, PG 64-22, WEDGE
10. ITEM 209001 - BORROW, TYPE A
11. ITEM 209006 - BORROW, TYPE F
12. ITEM 705002 - PCC SIDEWALK 6"
13. ITEM 401752 - SAFETY EDGE FOR ROADWAY PAVEMENT (SEE DETAIL)
14. ITEM 713002 - GEOTEXTILE, SEPARATION

NOTE:

1. * IN SECTIONS WITH CURB AND GUTTER, THE SHOULDER WIDTH IS 4.08' OF HOT-MIX AND 0.92' OF GUTTER PAN. THE RIGHT TURN LANE WIDTH IS 10.08' OF HOT-MIX AND 0.92' OF GUTTER PAN. IN SECTIONS WITHOUT CURB AND GUTTER, THE SHOULDER WIDTH IS 5' OF HOT-MIX. THE RIGHT TURN LANE WIDTH IS 11'.

2. THE FIRST 4" LIFT OF TYPE B WMA (ITEM 401813) (3) SHALL HAVE ADDITIONAL ASPHALT CEMENT TO ACT AS A PERPETUAL BASE COURSE AND SHALL HAVE A MINIMUM VOIDS-IN-MINERAL AGGREGATE (VMA) OF 14.5% FOR THE 19.0 MM MIXTURE. ALL COSTS ASSOCIATED TO MODIFYING THE WMA SHALL BE INCLUDED IN ITEM 401813.

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PREL. TRACING ____ DESIGN ____ CHK'D. ____

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tx26m3

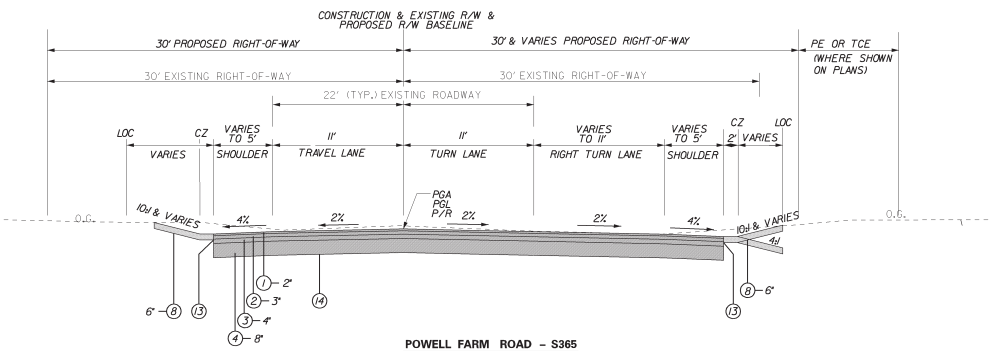
## TYPICAL SECTIONS

NOT TO SCALE

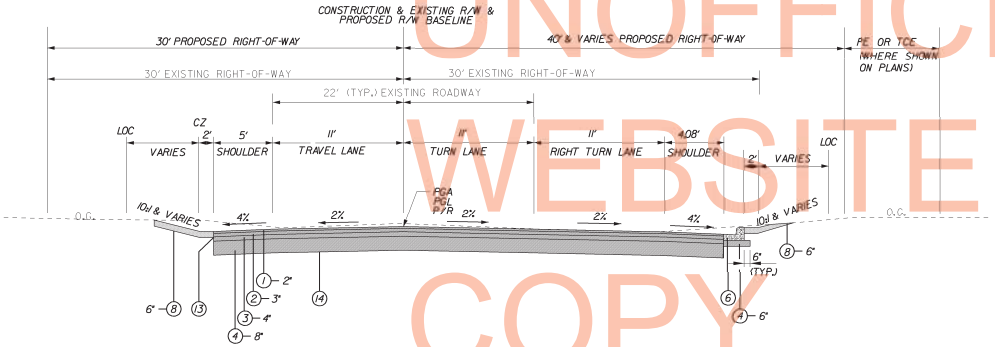
| CONTRACT | COUNTY | F.A.P. NO. | SHEET NO. | TOTAL SHTS. |
|---|---|---|---|---|
| T200411210 | SUSSEX | SEE TITLE SHEET | 18 | 589 |

**SR 26, ATLANTIC AVENUE FROM CLARKSVILLE TO ASSAWOMAN CANAL**

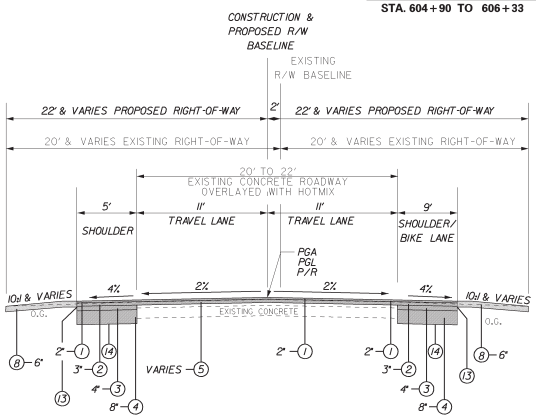
REVISIONS



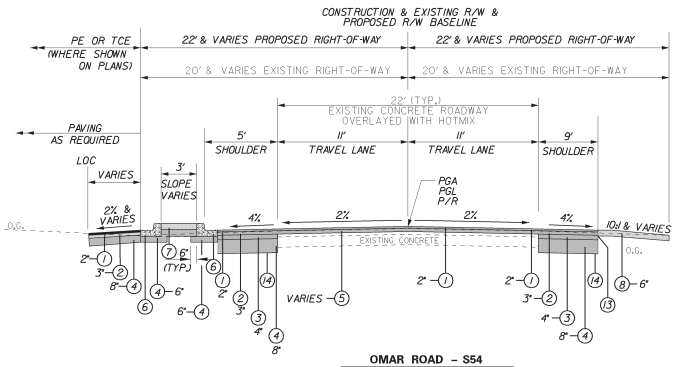

**POWELL FARM ROAD – S365**
**STA. 601+31 TO 604+90**




**POWELL FARM ROAD – S365**
**STA. 604+90 TO 606+33**




**OMAR ROAD – S54**
**STA. 540+43 TO 542+60**




**OMAR ROAD – S54**
**STA. 542+60 TO 543+50**

## LEGEND

1. ITEM 401830 - WMA, SUPERPAVE TYPE C, 160 GYRATIONS PG 70-22 (NON CARBONATE STONE)
2. ITEM 401813 - WMA, SUPERPAVE TYPE B, 160 GYRATIONS, PG 70-22
3. ITEM 401813 - WMA, SUPERPAVE TYPE B, 160 GYRATIONS, PG 70-22 (SEE NOTE BELOW)
4. ITEM 302005 - GRADED AGGREGATE BASE COURSE, TYPE B
5. ITEM 760507 - PROFILE MILLING AS REQUIRED
6. ITEM 701022 - IPCC CURB & GUTTER, TYPE 3-8
7. ITEM 705001 - PCC SIDEWALK, 4"
8. ITEM 732002 OR 733002 - TOPSOIL OR TOPSOILING, 6" DEPTH
   ITEM 734013 - PERMANENT GRASS SEEDING, DRY GROUND
9. ITEM 401824 - WMA, SUPERPAVE, TYPE C, 160 GYRATIONS, PG 64-22, WEDGE
10. ITEM 209001 - BORROW, TYPE A
11. ITEM 209006 - BORROW, TYPE F
12. ITEM 705002 - PCC SIDEWALK 6"
13. ITEM 401752 - SAFETY EDGE FOR ROADWAY PAVEMENT (SEE DETAIL)
14. ITEM 713002 - GEOTEXTILE, SEPARATION

NOTE:

1. * IN SECTIONS WITH CURB AND GUTTER, THE SHOULDER WIDTH IS 4.08' OF HOT-MIX AND 0.92' OF GUTTER PAN. THE RIGHT TURN LANE WIDTH IS 10.08' OF HOT-MIX AND 0.92' OF GUTTER PAN. IN SECTIONS WITHOUT CURB AND GUTTER, THE SHOULDER WIDTH IS 5' OF HOT-MIX. THE RIGHT TURN LANE WIDTH IS 11'.

2. THE FIRST 4" LIFT OF TYPE B WMA (ITEM 401813) (3) SHALL HAVE ADDITIONAL ASPHALT CEMENT TO ACT AS A PERPETUAL BASE COURSE AND SHALL HAVE A MINIMUM VOIDS-IN-MINERAL AGGREGATE (VMA) OF 14.5% FOR THE 19.0 MM MIXTURE. ALL COSTS ASSOCIATED TO MODIFYING THE WMA SHALL BE INCLUDED IN ITEM 401813.

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7/18/2013
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MSHT

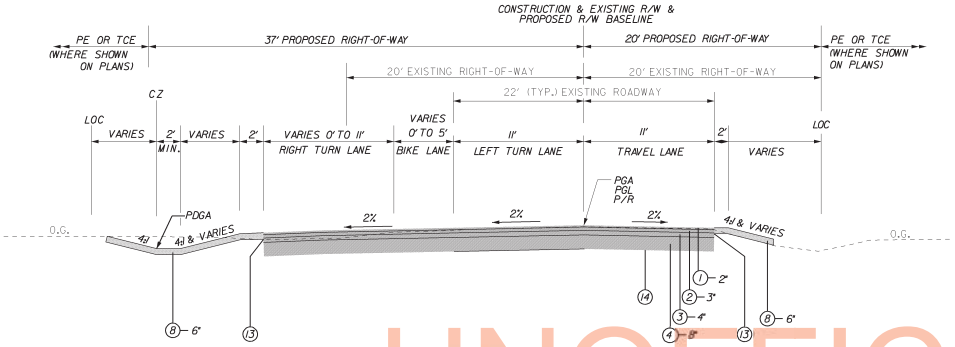
## TYPICAL SECTIONS

NOT TO SCALE

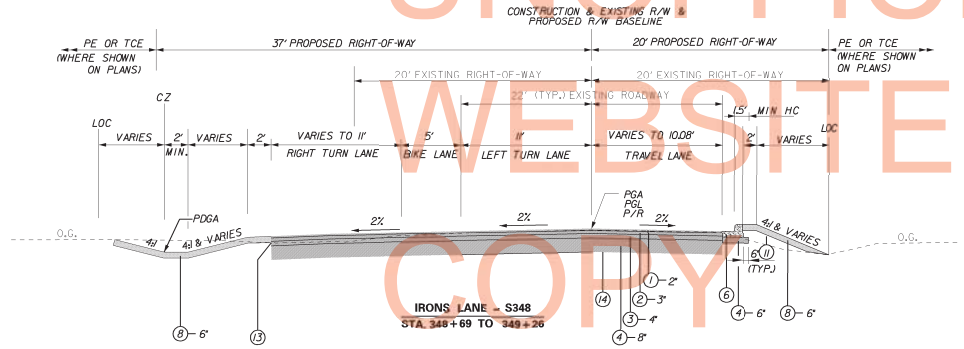
| CONTRACT | COUNTY | F.A.P. NO. | SHEET NO. | TOTAL SHTS. |
|---|---|---|---|---|
| T202411210 | SUSSEX | SEE TITLE SHEET | 19 | 589 |

# SR 26, ATLANTIC AVENUE FROM CLARKSVILLE TO ASSAWOMAN CANAL

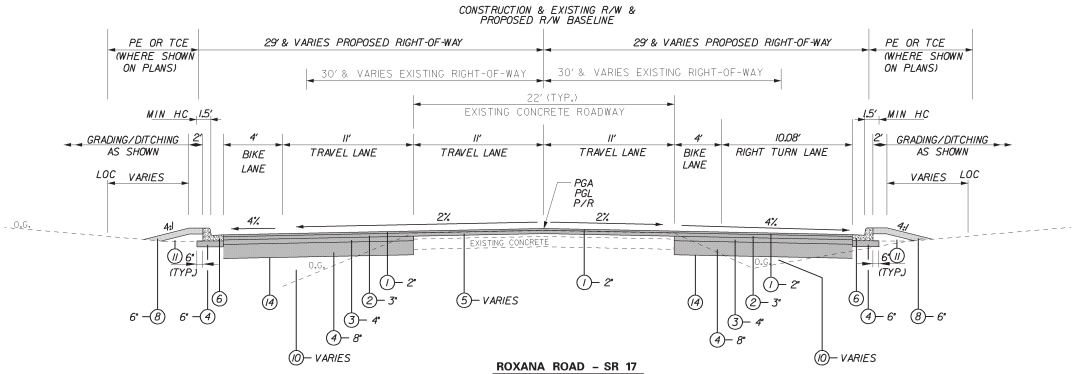
REVISIONS




**IRONS LANE – S348**
**STA. 349+26 TO 350+84**




**IRONS LANE – S348**
**STA. 348+69 TO 349+26**




**ROXANA ROAD – SR 17**
**STA. 650+88 TO 651+00**

## LEGEND

1. ITEM 401830 - WMA, SUPERPAVE TYPE C, 160 GYRATIONS PG 70-22 (NON CARBONATE STONE)
2. ITEM 401813 - WMA, SUPERPAVE TYPE B, 160 GYRATIONS, PG 70-22
3. ITEM 401813 - WMA, SUPERPAVE TYPE B, 160 GYRATIONS, PG 70-22 (SEE NOTE BELOW)
4. ITEM 302005 - GRADED AGGREGATE BASE COURSE, TYPE B
5. ITEM 760507 - PROFILE MILLING AS REQUIRED
6. ITEM 701022 - IPCC CURB & GUTTER, TYPE 3-8
7. ITEM 705001 - PCC SIDEWALK, 4"
8. ITEM 732002 OR 733002 - TOPSOIL OR TOPSOILING, 6" DEPTH
   ITEM 734013 - PERMANENT GRASS SEEDING, DRY GROUND
9. ITEM 401824 - WMA, SUPERPAVE, TYPE C, 160 GYRATIONS, PG 64-22, WEDGE
10. ITEM 209001 - BORROW, TYPE A
11. ITEM 209006 - BORROW, TYPE F
12. ITEM 705002 - PCC SIDEWALK 6"
13. ITEM 401752 - SAFETY EDGE FOR ROADWAY PAVEMENT (SEE DETAIL)
14. ITEM 713002 - GEOTEXTILE, SEPARATION

NOTE:

1. * IN SECTIONS WITH CURB AND GUTTER, THE SHOULDER WIDTH IS 4.08' OF HOT-MIX AND 0.92' OF GUTTER PAN. THE RIGHT TURN LANE WIDTH IS 10.08' OF HOT-MIX AND 0.92' OF GUTTER PAN. IN SECTIONS WITHOUT CURB AND GUTTER, THE SHOULDER WIDTH IS 5' OF HOT-MIX. THE RIGHT TURN LANE WIDTH IS 11'.

2. THE FIRST 4" LIFT OF TYPE B WMA (ITEM 401813) (3) SHALL HAVE ADDITIONAL ASPHALT CEMENT TO ACT AS A PERPETUAL BASE COURSE AND SHALL HAVE A MINIMUM VOIDS-IN-MINERAL AGGREGATE (VMA) OF 14.5% FOR THE 19.0 MM MIXTURE. ALL COSTS ASSOCIATED TO MODIFYING THE WMA SHALL BE INCLUDED IN ITEM 401813.

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PREL. TRACING ____ DESIGN ____ CHK'D. ____

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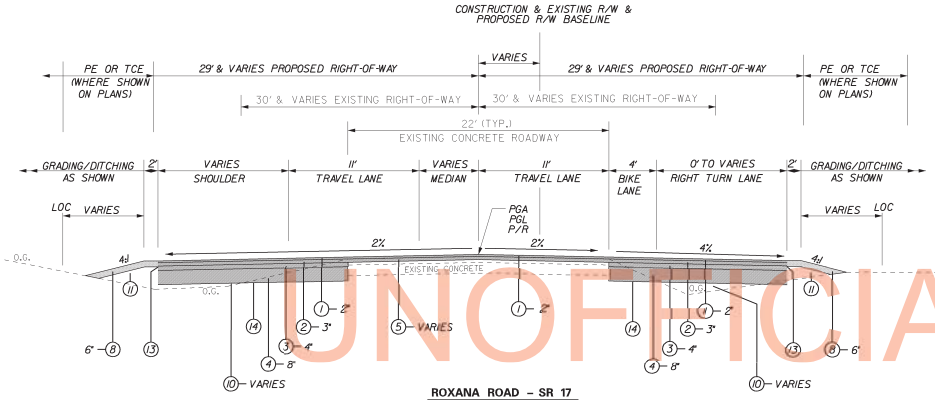
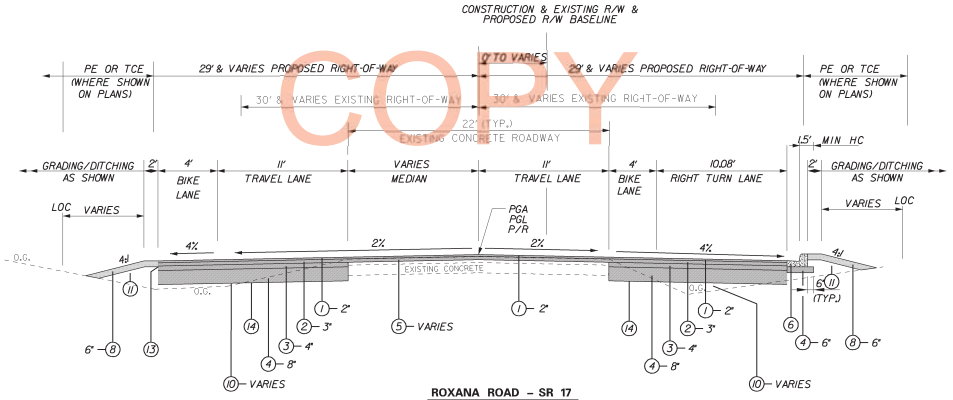
ML26

## TYPICAL SECTIONS
NOT TO SCALE




ROXANA ROAD – SR 17
STA. 646+85 TO 648+27




ROXANA ROAD – SR 17
STA. 648+27 TO 650+87

## NOTE

(1) * IN SECTIONS WITH CURB AND GUTTER, THE 5' SHOULDER CONSISTS OF 4.08' OF HOT-MIX AND 1' OF GUTTER PAN. THE 11' RIGHT TURN LANE CONSISTS OF 10.08' OF HOT-MIX AND 1' OF GUTTER PAN.

| CONTRACT | COUNTY | F.A.P. NO. | SHEET NO. | TOTAL SHTS. |
|---|---|---|---|---|
| T200411210 | SUSSEX | SEE TITLE SHEET | 20 | 589 |

# SR 26, ATLANTIC AVENUE FROM CLARKSVILLE TO ASSAWOMAN CANAL

REVISIONS

## LEGEND

(1) ITEM 401830 - WMA, SUPERPAVE TYPE C, 160 GYRATIONS PG 70-22 (NON CARBONATE STONE)
(2) ITEM 401813 - WMA, SUPERPAVE TYPE B, 160 GYRATIONS, PG 70-22
(3) ITEM 401813 - WMA, SUPERPAVE TYPE B, 160 GYRATIONS, PG 70-22 (SEE NOTE BELOW)
(4) ITEM 302005 - GRADED AGGREGATE BASE COURSE, TYPE B
(5) ITEM 760507 - PROFILE MILLING AS REQUIRED
(6) ITEM 701022 - IPCC CURB & GUTTER, TYPE 3-8
(7) ITEM 705001 - PCC SIDEWALK, 4"
(8) ITEM 732002 OR 733002 - TOPSOIL OR TOPSOILING, 6" DEPTH
ITEM 734013 - PERMANENT GRASS SEEDING, DRY GROUND
(9) ITEM 401824 - WMA, SUPERPAVE, TYPE C, 160 GYRATIONS, PG 64-22, WEDGE
(10) ITEM 209001 - BORROW, TYPE A
(11) ITEM 209006 - BORROW, TYPE F
(12) ITEM 705002 - PCC SIDEWALK 6"
(13) ITEM 401752 - SAFETY EDGE FOR ROADWAY PAVEMENT (SEE DETAIL)
(14) ITEM 713002 - GEOTEXTILE, SEPARATION

NOTE:
1. * IN SECTIONS WITH CURB AND GUTTER, THE SHOULDER WIDTH IS 4.08' OF HOT-MIX AND 0.92' OF GUTTER PAN. THE RIGHT TURN LANE WIDTH IS 10.08' OF HOT-MIX AND 0.92' OF GUTTER PAN. IN SECTIONS WITHOUT CURB AND GUTTER, THE SHOULDER WIDTH IS 5' OF HOT-MIX. THE RIGHT TURN LANE WIDTH IS 11'.

2. THE FIRST 4" LIFT OF TYPE B WMA (ITEM 401813) (3) SHALL HAVE ADDITIONAL ASPHALT CEMENT TO ACT AS A PERPETUAL BASE COURSE AND SHALL HAVE A MINIMUM VOIDS-IN-MINERAL AGGREGATE (VMA) OF 14.5% FOR THE 19.0 MM MIXTURE. ALL COSTS ASSOCIATED TO MODIFYING THE WMA SHALL BE INCLUDED IN ITEM 401813.

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PREL. TRACING ____ DESIGN ____ CHK'D. ____

7/18/2013
J:\PROJECTS\surfacemainline\Survey\tsltmd06.dgn
MDT

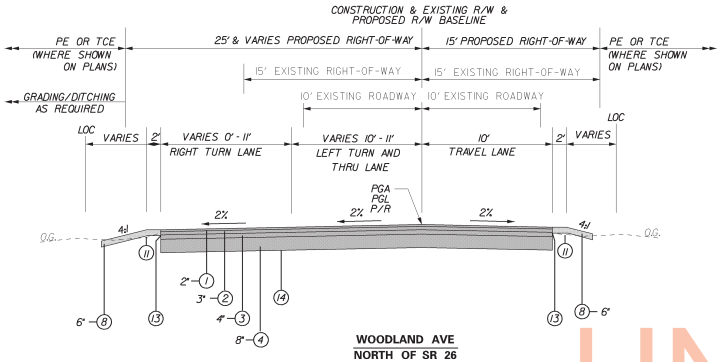
# TYPICAL SECTIONS

NOT TO SCALE

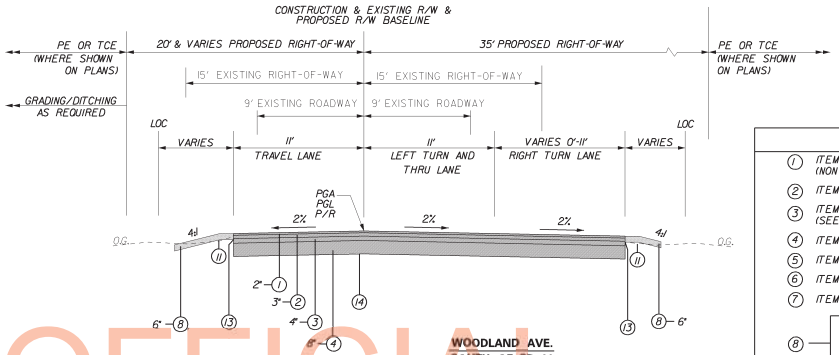
| CONTRACT | COUNTY | F.A.P. NO. | SHEET NO. | TOTAL SHTS. |
|---|---|---|---|---|
| T200411210 | SUSSEX | SEE TITLE SHEET | 21 | 589 |

## SR 26, ATLANTIC AVENUE FROM CLARKSVILLE TO ASSAWOMAN CANAL

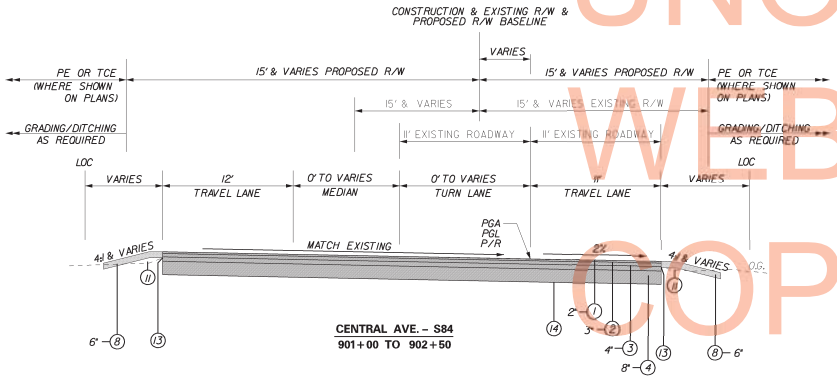
REVISIONS



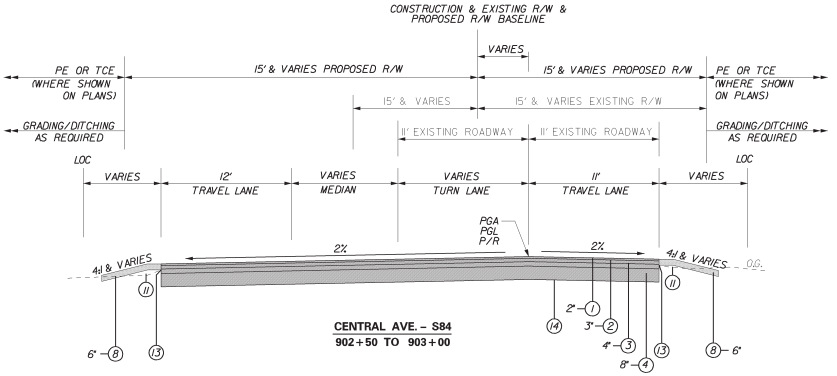

WOODLAND AVE
NORTH OF SR 26



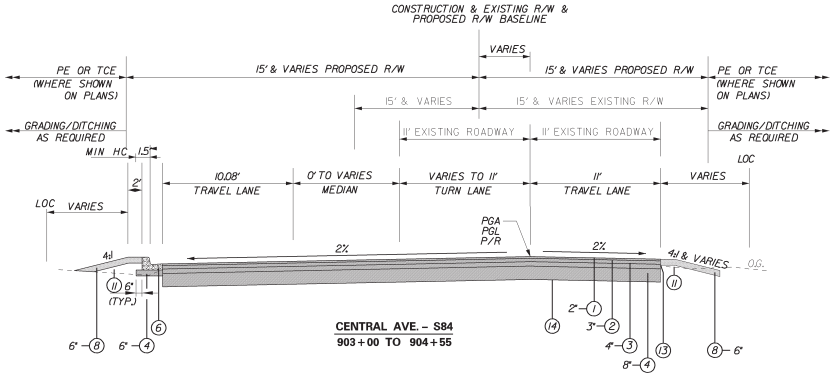

WOODLAND AVE.
SOUTH OF SR 26




CENTRAL AVE. – S84
901+00 TO 902+50




CENTRAL AVE. – S84
902+50 TO 903+00




CENTRAL AVE. – S84
903+00 TO 904+55

## LEGEND

1. ITEM 401830 - WMA, SUPERPAVE TYPE C, 160 GYRATIONS PG 70-22 (NON CARBONATE STONE)
2. ITEM 401813 - WMA, SUPERPAVE TYPE B, 160 GYRATIONS, PG 70-22
3. ITEM 401813 - WMA, SUPERPAVE TYPE B, 160 GYRATIONS, PG 70-22 (SEE NOTE BELOW)
4. ITEM 302005 - GRADED AGGREGATE BASE COURSE, TYPE B
5. ITEM 760507 - PROFILE MILLING AS REQUIRED
6. ITEM 701022 - IPCC CURB & GUTTER, TYPE 3-8
7. ITEM 705001 - PCC SIDEWALK, 4"
8. ITEM 732002 OR 733002 - TOPSOIL OR TOPSOILING, 6" DEPTH
   ITEM 734013 - PERMANENT GRASS SEEDING, DRY GROUND
9. ITEM 401824 - WMA, SUPERPAVE, TYPE C, 160 GYRATIONS, PG 64-22, WEDGE
10. ITEM 209001 - BORROW, TYPE A
11. ITEM 209006 - BORROW, TYPE F
12. ITEM 705002 - PCC SIDEWALK 6"
13. ITEM 401752 - SAFETY EDGE FOR ROADWAY PAVEMENT (SEE DETAIL)
14. ITEM 713002 - GEOTEXTILE, SEPARATION

NOTE:

1. * IN SECTIONS WITH CURB AND GUTTER, THE SHOULDER WIDTH IS 4.08' OF HOT-MIX AND 0.92' OF GUTTER PAN. THE RIGHT TURN LANE WIDTH IS 10.08' OF HOT-MIX AND 0.92' OF GUTTER PAN. IN SECTIONS WITHOUT CURB AND GUTTER, THE SHOULDER WIDTH IS 5' OF HOT-MIX. THE RIGHT TURN LANE WIDTH IS 11'.

2. THE FIRST 4" LIFT OF TYPE B WMA (ITEM 401813) (3) SHALL HAVE ADDITIONAL ASPHALT CEMENT TO ACT AS A PERPETUAL BASE COURSE AND SHALL HAVE A MINIMUM VOIDS-IN-MINERAL AGGREGATE (VMA) OF 14.5% FOR THE 19.0 MM MIXTURE. ALL COSTS ASSOCIATED TO MODIFYING THE WMA SHALL BE INCLUDED IN ITEM 401813.

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7/18/2013
J:\PROJECTS\surfacemainline\Survey\T4202_SideRoads_mi06.dgn
T4202

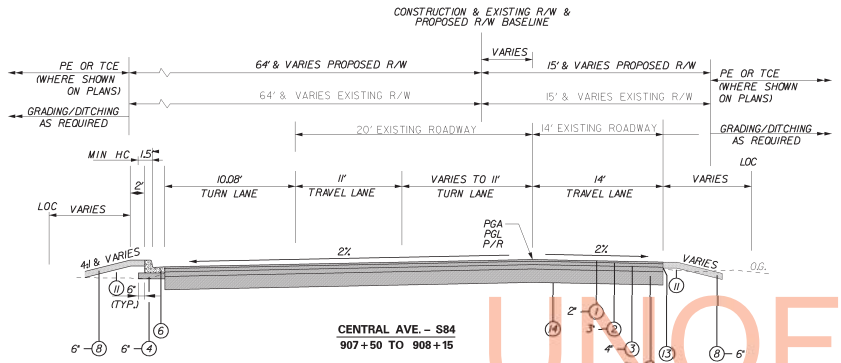
# TYPICAL SECTIONS

NOT TO SCALE

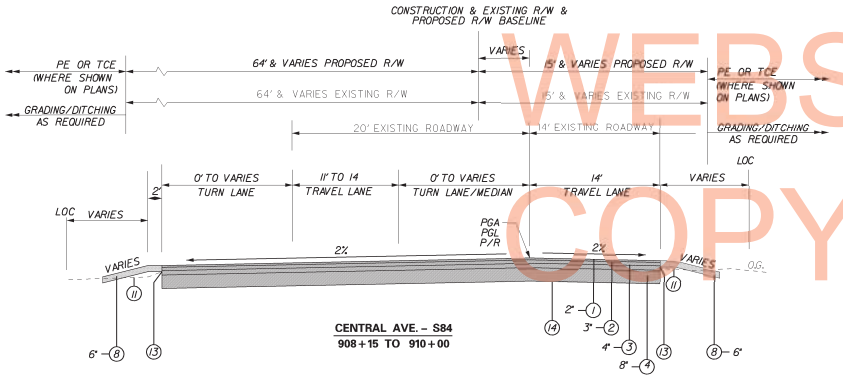
| CONTRACT | COUNTY | F.A.P. NO. | SHEET NO. | TOTAL SHTS. |
|---|---|---|---|---|
| T202411210 | SUSSEX | SEE TITLE SHEET | 22 | 589 |

## SR 26, ATLANTIC AVENUE FROM CLARKSVILLE TO ASSAWOMAN CANAL

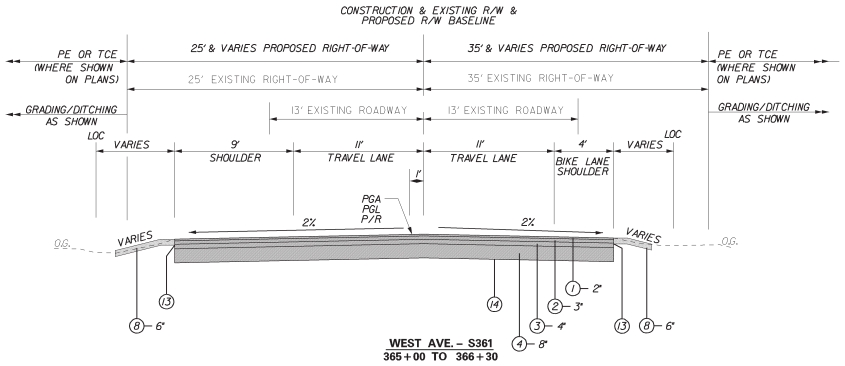
REVISIONS



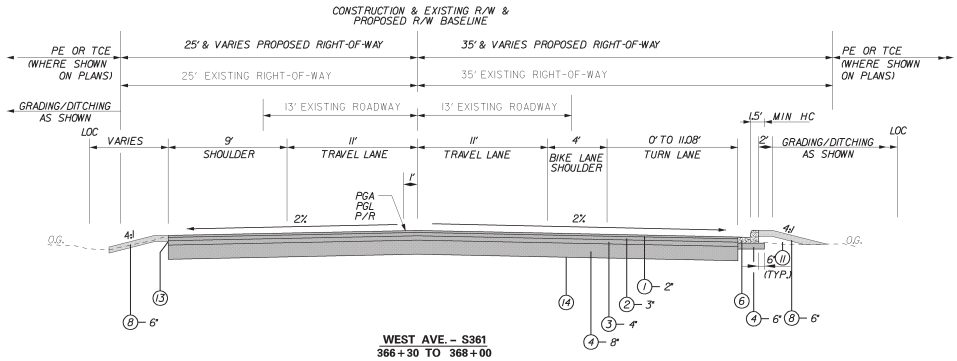

**CENTRAL AVE. – S84**
**907+50 TO 908+15**




**CENTRAL AVE. – S84**
**908+15 TO 910+00**




**WEST AVE. – S361**
**365+00 TO 366+30**




**WEST AVE. – S361**
**366+30 TO 368+00**

## LEGEND

1. ITEM 401830 - WMA, SUPERPAVE TYPE C, 160 GYRATIONS PG 70-22 (NON CARBONATE STONE)
2. ITEM 401813 - WMA, SUPERPAVE TYPE B, 160 GYRATIONS, PG 70-22
3. ITEM 401813 - WMA, SUPERPAVE TYPE B, 160 GYRATIONS, PG 70-22 (SEE NOTE BELOW)
4. ITEM 302005 - GRADED AGGREGATE BASE COURSE, TYPE B
5. ITEM 760507 - PROFILE MILLING AS REQUIRED
6. ITEM 701022 - IPCC CURB & GUTTER, TYPE 3-8
7. ITEM 705001 - PCC SIDEWALK, 4"
8. ITEM 732002 OR 733002 - TOPSOIL OR TOPSOILING, 6" DEPTH
   ITEM 734013 - PERMANENT GRASS SEEDING, DRY GROUND
9. ITEM 401824 - WMA, SUPERPAVE, TYPE C, 160 GYRATIONS, PG 64-22, WEDGE
10. ITEM 209001 - BORROW, TYPE A
11. ITEM 209006 - BORROW, TYPE F
12. ITEM 705002 - PCC SIDEWALK 6"
13. ITEM 401752 - SAFETY EDGE FOR ROADWAY PAVEMENT (SEE DETAIL)
14. ITEM 713002 - GEOTEXTILE, SEPARATION

NOTE:

1. * IN SECTIONS WITH CURB AND GUTTER, THE SHOULDER WIDTH IS 4.08' OF HOT-MIX AND 0.92' OF GUTTER PAN. THE RIGHT TURN LANE WIDTH IS 10.08' OF HOT-MIX AND 0.92' OF GUTTER PAN. IN SECTIONS WITHOUT CURB AND GUTTER, THE SHOULDER WIDTH IS 5' OF HOT-MIX. THE RIGHT TURN LANE WIDTH IS 11'.

2. THE FIRST 4" LIFT OF TYPE B WMA (ITEM 401813) (3) SHALL HAVE ADDITIONAL ASPHALT CEMENT TO ACT AS A PERPETUAL BASE COURSE AND SHALL HAVE A MINIMUM VOIDS-IN-MINERAL AGGREGATE (VMA) OF 14.5% FOR THE 19.0 MM MIXTURE. ALL COSTS ASSOCIATED TO MODIFYING THE WMA SHALL BE INCLUDED IN ITEM 401813.

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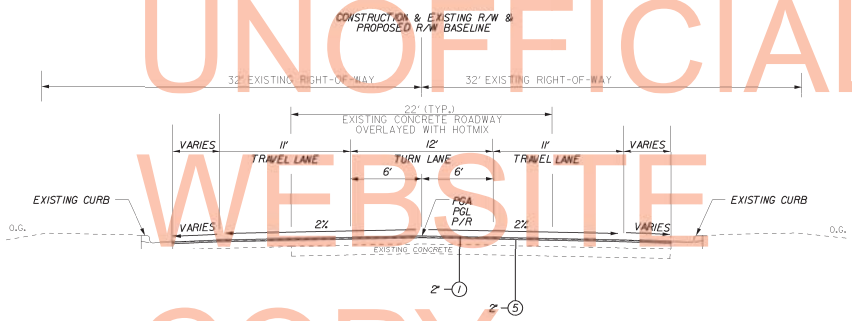
7/18/2013
J:\PROJECTS\surfacemainline\Survey\t4d2m26c.dgn
MASS

**TYPICAL SECTIONS**
NOT TO SCALE

| CONTRACT | COUNTY | F.A.P. NO. | SHEET NO. | TOTAL SHTS. |
|---|---|---|---|---|
| T200411210 | SUSSEX | SEE TITLE SHEET | 23 | 589 |

**SR 26, ATLANTIC AVENUE FROM CLARKSVILLE TO ASSAWOMAN CANAL**

REVISIONS




**SR 26 NORMAL SECTION**
**STA. 212+92 TO 226+50**

## LEGEND

1. ITEM 401830 - WMA, SUPERPAVE TYPE C, 160 GYRATIONS PG 70-22 (NON CARBONATE STONE)
2. ITEM 401813 - WMA, SUPERPAVE TYPE B, 160 GYRATIONS, PG 70-22
3. ITEM 401813 - WMA, SUPERPAVE TYPE B, 160 GYRATIONS, PG 70-22 (SEE NOTE BELOW)
4. ITEM 302005 - GRADED AGGREGATE BASE COURSE, TYPE B
5. ITEM 760507 - PROFILE MILLING AS REQUIRED
6. ITEM 701022 - IPCC CURB & GUTTER, TYPE 3-8
7. ITEM 705001 - PCC SIDEWALK, 4"
8. ITEM 732002 OR 733002 - TOPSOIL OR TOPSOILING, 6" DEPTH
   ITEM 734013 - PERMANENT GRASS SEEDING, DRY GROUND
9. ITEM 401824 - WMA, SUPERPAVE, TYPE C, 160 GYRATIONS, PG 64-22, WEDGE
10. ITEM 209001 - BORROW, TYPE A
11. ITEM 209006 - BORROW, TYPE F
12. ITEM 705002 - PCC SIDEWALK 6"
13. ITEM 401752 - SAFETY EDGE FOR ROADWAY PAVEMENT (SEE DETAIL)
14. ITEM 713002 - GEOTEXTILE, SEPARATION

NOTE:

1. * IN SECTIONS WITH CURB AND GUTTER, THE SHOULDER WIDTH IS 4.08' OF HOT-MIX AND 0.92' OF GUTTER PAN. THE RIGHT TURN LANE WIDTH IS 10.08' OF HOT-MIX AND 0.92' OF GUTTER PAN. IN SECTIONS WITHOUT CURB AND GUTTER, THE SHOULDER WIDTH IS 5' OF HOT-MIX. THE RIGHT TURN LANE WIDTH IS 11'.

2. THE FIRST 4" LIFT OF TYPE B WMA (ITEM 401813) 3 SHALL HAVE ADDITIONAL ASPHALT CEMENT TO ACT AS A PERPETUAL BASE COURSE AND SHALL HAVE A MINIMUM VOIDS-IN-MINERAL AGGREGATE (VMA) OF 14.5% FOR THE 19.0 MM MIXTURE. ALL COSTS ASSOCIATED TO MODIFYING THE WMA SHALL BE INCLUDED IN ITEM 401813.

UNOFFICIAL WEBSITE COPY

PREL. TRACING _____ DESIGN _____ CHKD. _____

7/18/2013
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ldbill

UNOFFICIAL WEBSITE COPY

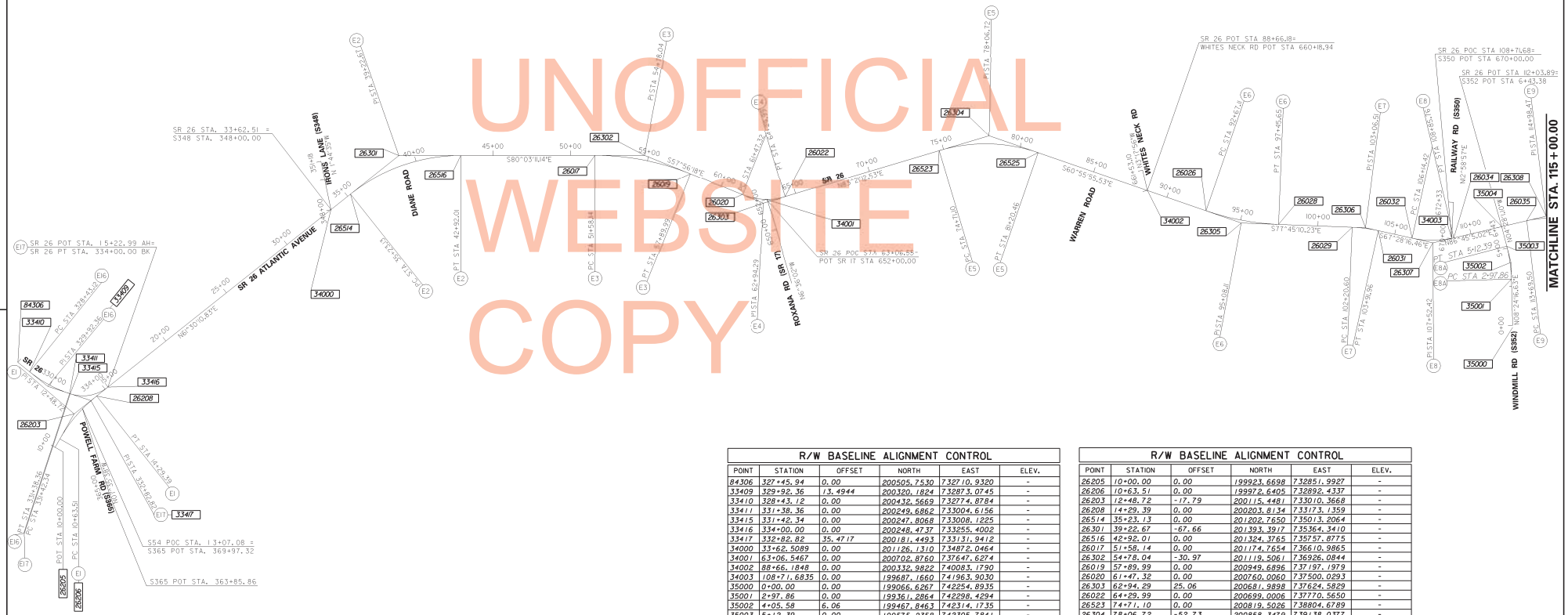
## HORIZONTAL AND VERTICAL CONTROL
## SR 26 EXISTING ALIGNMENT
## R/W BASELINE
## 1" = 300'

| CONTRACT | COUNTY | F.A.P. NO. | SHEET NO. | TOTAL SHTS. |
|---|---|---|---|---|
| T200411210 | SUSSEX | SEE TITLE SHEET | 24 | 589 |

# SR 26, ATLANTIC AVENUE FROM CLARKSVILLE TO ASSAWOMAN CANAL

REVISIONS

ALL COORDINATES ARE EXPRESSED IN TERMS OF GRID COORDINATES AND GRID AZIMUTHS OF THE DELAWARE PLANE COORDINATE SYSTEM AS ESTABLISHED BY THE US COASTAL AND GEODETIC SURVEY 1983. ALL VERTICAL CRITERION IS ESTABLISHED AS SET FORTH BY THE NATIONAL GEODETIC VERTICAL DATUM OF 1988.




### R/W BASELINE ALIGNMENT CONTROL

| POINT | STATION | OFFSET | NORTH | EAST | ELEV. |
|---|---|---|---|---|---|
| 84306 | 327+45.94 | 0.00 | 200505.7530 | 732710.9320 | - |
| 33409 | 329+92.36 | 13.4944 | 200320.1824 | 732873.0745 | - |
| 33410 | 328+43.12 | 0.00 | 200432.5669 | 732774.8784 | - |
| 33411 | 331+38.36 | 0.00 | 200249.6862 | 733004.6156 | - |
| 33415 | 331+42.34 | 0.00 | 200247.8068 | 733008.1225 | - |
| 33416 | 334+00.00 | 0.00 | 200248.4737 | 733255.4002 | - |
| 33417 | 332+82.82 | 35.4717 | 200181.4493 | 733131.9412 | - |
| 34000 | 33+62.5089 | 0.00 | 201126.1310 | 734872.0464 | - |
| 34001 | 63+06.5467 | 0.00 | 200702.8760 | 737647.6274 | - |
| 34002 | 88+66.1848 | 0.00 | 200332.9822 | 740083.1790 | - |
| 34003 | 108+71.6835 | 0.00 | 199687.1660 | 741963.9030 | - |
| 35000 | 0+00.00 | 0.00 | 199066.6267 | 742254.8935 | - |
| 35001 | 2+97.86 | 0.00 | 199361.2864 | 742298.4294 | - |
| 35002 | 4+05.58 | 6.06 | 199467.8463 | 742314.1735 | - |
| 35003 | 5+12.39 | 0.00 | 199575.2358 | 742305.7841 | - |
| 35004 | 6+43.38 | 0.00 | 199705.8280 | 742295.5820 | - |

### R/W BASELINE ALIGNMENT CONTROL

| POINT | STATION | OFFSET | NORTH | EAST | ELEV. |
|---|---|---|---|---|---|
| 26205 | 10+00.00 | 0.00 | 199923.6698 | 732851.9927 | - |
| 26206 | 10+63.51 | 0.00 | 199972.6405 | 732892.4337 | - |
| 26203 | 12+48.72 | -17.79 | 200115.4481 | 733010.3668 | - |
| 26208 | 14+29.39 | 0.00 | 200203.8134 | 733173.1359 | - |
| 26514 | 35+23.13 | 0.00 | 201202.7650 | 735013.2064 | - |
| 26301 | 39+22.67 | -67.66 | 201393.3917 | 735364.3410 | - |
| 26516 | 42+92.01 | 0.00 | 201324.3765 | 735757.8775 | - |
| 26017 | 51+58.14 | 0.00 | 201174.7654 | 736610.9865 | - |
| 26302 | 54+78.04 | -30.97 | 201119.5061 | 736926.0844 | - |
| 26019 | 57+89.99 | 0.00 | 200949.6896 | 737197.1979 | - |
| 26020 | 61+47.32 | 0.00 | 200760.0060 | 737500.0293 | - |
| 26303 | 62+94.29 | 25.06 | 200681.9898 | 737624.5829 | - |
| 26022 | 64+29.99 | 0.00 | 200699.0006 | 737770.5650 | - |
| 26523 | 74+71.10 | 0.00 | 200819.5026 | 738804.6789 | - |
| 26304 | 78+06.72 | -52.73 | 200858.3479 | 739138.0377 | - |
| 26525 | 81+20.46 | 0.00 | 200695.2910 | 739431.3797 | - |
| 26026 | 92+67.11 | 0.00 | 200138.1955 | 740433.6034 | - |
| 26305 | 95+08.11 | 17.72 | 200021.1055 | 740644.2501 | - |
| 26028 | 97+45.65 | 000 | 199969.9819 | 740879.7676 | - |
| 26029 | 102+20.60 | 0.00 | 199869.2301 | 741343.9133 | - |
| 26306 | 103+06.51 | -3.86 | 199851.0059 | 741427.8688 | - |
| 26031 | 103+91.96 | 0.00 | 199818.0895 | 741507.2234 | - |
| 26032 | 106+14.42 | 0.00 | 199732.8556 | 741712.7044 | - |
| 26307 | 107+52.42 | 15.59 | 199679.9789 | 741840.1789 | - |
| 26034 | 108+85.76 | 0.00 | 199687.7995 | 741977.9632 | - |
| 26035 | 113+69.50 | 0.00 | 199715.2122 | 742460.9227 | - |
| 26308 | 114+98.47 | -14.34 | 199722.5209 | 742589.6878 | - |

NOTE: NEGATIVE OFFSET DENOTES LEFT OF BASELINE.

PRELIM. TRACING ____ DESIGN ____ CHK'D. ____

7/14/2003
J:\PROJECTS\surfaces\mainline\Survey\hz20m26.dgn
S26136

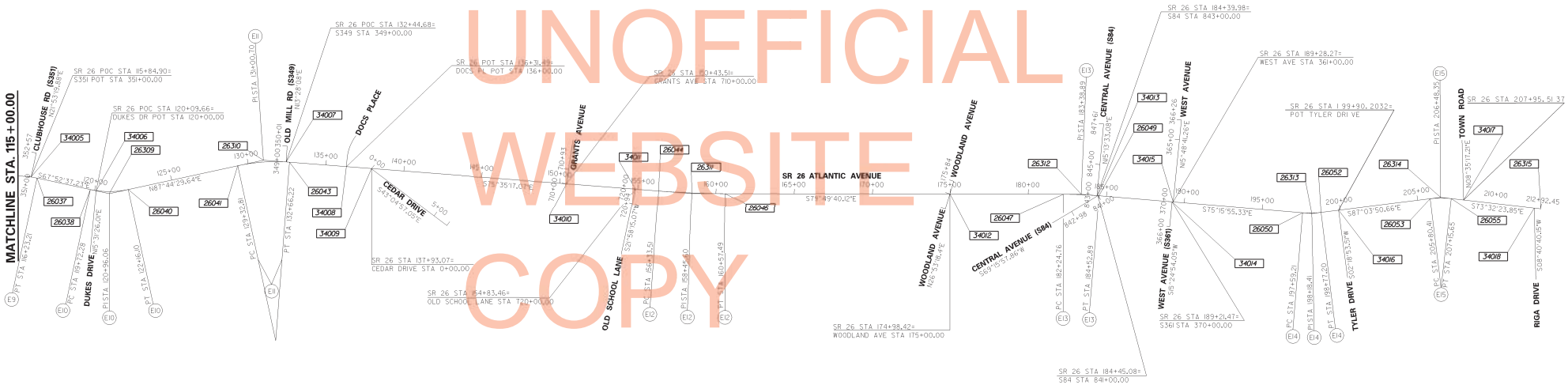
| CONTRACT | COUNTY | F.A.P. NO. | SHEET NO. | TOTAL SHTS. |
|---|---|---|---|---|
| T200411210 | SUSSEX | SEE TITLE SHEET | 25 | 589 |

# SR 26, ATLANTIC AVENUE FROM CLARKSVILLE TO ASSAWOMAN CANAL

REVISIONS

ALL COORDINATES ARE EXPRESSED IN TERMS OF GRID COORDINATES AND GRID AZIMUTHS OF THE DELAWARE PLANE COORDINATE SYSTEM AS ESTABLISHED BY THE US COASTAL AND GEODETIC SURVEY 1983. ALL VERTICAL CRITERION IS ESTABLISHED AS SET FORTH BY THE NATIONAL GEODETIC VERTICAL DATUM OF 1988.

## HORIZONTAL AND VERTICAL CONTROL
## SR 26 EXISTING ALIGNMENT
## R/W BASELINE
1" = 300'




| R/W BASELINE ALIGNMENT CONTROL | | | | | |
|---|---|---|---|---|---|
| POINT | STATION | OFFSET | NORTH | EAST | ELEV. |
| 34005 | 115+84.9009 | 0.00 | 199687.1810 | 742673.2196 | - |
| 34006 | 120+09.6592 | 0.00 | 199528.3955 | 743067.2110 | - |
| 34007 | 132+44.6804 | 0.00 | 199498.9914 | 744296.5031 | - |
| 34008 | 136+31.4864 | 0.00 | 199402.9151 | 744671.1859 | - |
| 34009 | 137+93.0703 | 0.00 | 199362.6982 | 744827.6850 | - |
| 34010 | 150+43.5085 | 0.00 | 199051.4748 | 746038.7737 | - |
| 34011 | 154+83.4612 | 0.00 | 198941.9743 | 746464.8817 | - |
| 34012 | 174+98.4197 | 0.00 | 198559.9076 | 748442.6547 | - |
| 34013 | 184+45.0842 | 0.00 | 198384.4236 | 749372.7299 | - |
| 34014 | 189+21.4727 | 0.00 | 198263.2680 | 749833.4547 | - |
| 34015 | 189+28.2730 | 0.00 | 198261.5384 | 749840.0313 | - |
| 34016 | 199+90.1946 | 0.00 | 198026.3176 | 750872.8725 | - |
| 34017 | 207+95.5095 | 0.00 | 197950.7303 | 750872.8725 | - |
| 34018 | 212+50.2049 | 0.00 | 197821.8939 | 752107.9590 | - |

| R/W BASELINE ALIGNMENT CONTROL | | | | | |
|---|---|---|---|---|---|
| POINT | STATION | OFFSET | NORTH | EAST | ELEV. |
| 26037 | 116+23.21 | 0.00 | 199673.9504 | 742709.1650 | - |
| 26038 | 119+72.28 | 0.00 | 199542.4916 | 743032.5364 | - |
| 26309 | 120+96.06 | 13.22 | 199495.8764 | 743147.2041 | - |
| 26040 | 122+16.10 | 0.00 | 199500.7542 | 743270.8885 | - |
| 26041 | 129+32.81 | 0.00 | 199528.9976 | 743987.0460 | - |
| 26310 | 131+00.70 | -12.23 | 199535.6136 | 744154.8053 | - |
| 26043 | 132+66.22 | 0.00 | 199493.8273 | 744317.4117 | - |
| 26044 | 156+33.51 | 0.00 | 198904.6276 | 746610.2120 | - |
| 26311 | 158+45.60 | 3.92 | 198851.8418 | 746815.6216 | - |
| 26046 | 160+57.49 | 0.00 | 198814.3863 | 747024.3715 | - |
| 26047 | 182+24.76 | 0.00 | 198431.6301 | 749157.5817 | - |
| 26312 | 183+38.89 | -2.27 | 198411.4755 | 749269.9092 | - |
| 26049 | 184+52.89 | 0.00 | 198382.4496 | 749380.2776 | - |
| 26050 | 197+59.21 | 0.00 | 198050.1953 | 750643.6440 | - |
| 26313 | 198+18.41 | 3.05 | 198035.1375 | 750700.9000 | - |
| 26052 | 198+77.20 | 0.00 | 198032.1052 | 750760.0251 | - |
| 26053 | 205+80.41 | 0.00 | 197996.0873 | 751462.3124 | - |
| 26314 | 206+48.35 | -4.01 | 197992.6077 | 751530.1596 | - |
| 26055 | 207+15.65 | 0.00 | 197973.3582 | 751595.3117 | - |
| 26315 | 212+92.45 | 0.00 | 197809.9252 | 752148.4686 | - |

NOTE: NEGATIVE OFFSET DENOTES LEFT OF BASELINE.

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PREL. TRACING _____ DESIGN _____ CHKD. _____

7/14/2013
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5x29x08

UNOFFICIAL WEBSITE COPY

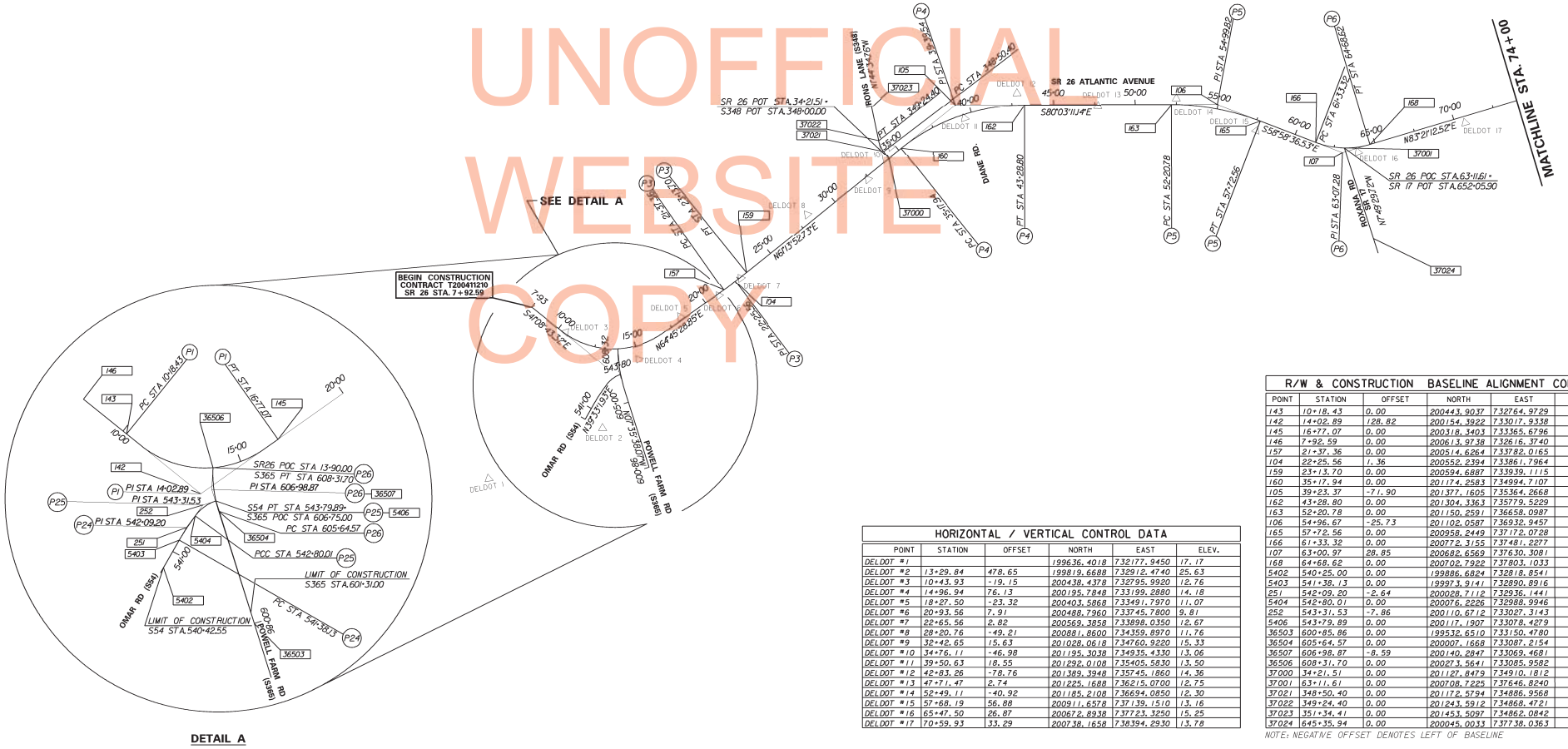
# HORIZONTAL AND VERTICAL CONTROL
## PROPOSED SR 26 ALIGNMENT
## R/W & CONSTRUCTION BASELINE
1" = 300'

| CONTRACT | COUNTY | F.A.P. NO. | SHEET NO. | TOTAL SHTS. |
|---|---|---|---|---|
| T200411210 | SUSSEX | SEE TITLE SHEET | 26 | 589 |

## SR 26, ATLANTIC AVENUE FROM CLARKSVILLE TO ASSAWOMAN CANAL

REVISIONS

ALL COORDINATES ARE EXPRESSED IN TERMS OF GRID COORDINATES AND GRID AZIMUTHS OF THE DELAWARE PLANE COORDINATE SYSTEM AS ESTABLISHED BY THE US COASTAL AND GEODETIC SURVEY 1983. ALL VERTICAL CRITERION IS ESTABLISHED AS SET FORTH BY THE NATIONAL GEODETIC VERTICAL DATUM OF 1988.




DETAIL A




## HORIZONTAL / VERTICAL CONTROL DATA

| POINT | STATION | OFFSET | NORTH | EAST | ELEV. |
|---|---|---|---|---|---|
| DELDOT #1 | | | 199636.4018 | 732177.9450 | 17.17 |
| DELDOT #2 | 13+29.84 | 478.65 | 199819.6688 | 732912.4740 | 25.63 |
| DELDOT #3 | 10+43.93 | -19.15 | 200438.4378 | 732795.9920 | 12.76 |
| DELDOT #4 | 14+96.94 | 76.13 | 200195.7848 | 733199.2880 | 14.18 |
| DELDOT #5 | 18+27.50 | -23.32 | 200403.5868 | 733491.7970 | 11.07 |
| DELDOT #6 | 20+93.56 | 7.91 | 200488.7960 | 733745.7800 | 9.81 |
| DELDOT #7 | 22+65.56 | 2.82 | 200569.3858 | 733898.0350 | 12.67 |
| DELDOT #8 | 28+20.76 | -49.21 | 200881.8600 | 734359.8970 | 11.76 |
| DELDOT #9 | 32+42.65 | 15.63 | 201028.0618 | 734760.9220 | 15.33 |
| DELDOT #10 | 34+76.11 | -46.98 | 201195.3038 | 734935.4330 | 13.06 |
| DELDOT #11 | 39+50.63 | 18.55 | 201292.0108 | 735405.5830 | 13.50 |
| DELDOT #12 | 42+83.26 | -78.76 | 201389.3948 | 735745.1860 | 14.36 |
| DELDOT #13 | 47+71.47 | 2.74 | 201225.1688 | 736215.0700 | 12.75 |
| DELDOT #14 | 52+49.11 | -40.92 | 201185.2108 | 736694.0850 | 12.30 |
| DELDOT #15 | 57+68.19 | 56.88 | 200911.6578 | 737139.1510 | 13.16 |
| DELDOT #16 | 65+47.50 | 26.87 | 200672.8938 | 737723.3250 | 15.25 |
| DELDOT #17 | 70+59.93 | 33.29 | 200738.1658 | 738394.2930 | 13.78 |

## R/W & CONSTRUCTION BASELINE ALIGNMENT CONTROL

| POINT | STATION | OFFSET | NORTH | EAST | ELEV. |
|---|---|---|---|---|---|
| 143 | 10+18.43 | 0.00 | 200443.9037 | 732764.9729 | - |
| 142 | 14+02.89 | 128.82 | 200154.3922 | 733017.9338 | - |
| 145 | 16+77.07 | 0.00 | 200318.3403 | 733365.6796 | - |
| 146 | 7+92.59 | 0.00 | 200613.9738 | 732616.3740 | - |
| 157 | 21+37.36 | 0.00 | 200514.6264 | 733782.0165 | - |
| 104 | 22+25.56 | 1.36 | 200552.2394 | 733861.7964 | - |
| 159 | 23+13.70 | 0.00 | 200594.6887 | 733939.1115 | - |
| 160 | 35+17.94 | 0.00 | 201174.2583 | 734994.7107 | - |
| 105 | 39+23.37 | -71.90 | 201377.1605 | 735364.2668 | - |
| 162 | 43+28.80 | 0.00 | 201304.3363 | 735779.5229 | - |
| 163 | 52+20.78 | 0.00 | 201150.2591 | 736658.0987 | - |
| 106 | 54+96.67 | -25.73 | 201102.0587 | 736932.9457 | - |
| 165 | 57+72.56 | 0.00 | 200958.2449 | 737172.0728 | - |
| 166 | 61+33.32 | 0.00 | 200772.3155 | 737481.2277 | - |
| 107 | 63+00.97 | 28.85 | 200682.6569 | 737630.3081 | - |
| 168 | 64+68.62 | 0.00 | 200702.7922 | 737803.1033 | - |
| 5402 | 540+25.00 | 0.00 | 199886.6824 | 732818.8541 | - |
| 5403 | 541+38.13 | 0.00 | 199973.9141 | 732890.8916 | - |
| 251 | 542+09.20 | -2.64 | 200028.7112 | 732936.1441 | - |
| 5404 | 542+80.01 | 0.00 | 200076.2226 | 732988.9946 | - |
| 252 | 543+31.53 | -7.86 | 200110.6712 | 733027.3143 | - |
| 5406 | 543+79.89 | 0.00 | 200117.1907 | 733078.4279 | - |
| 36503 | 600+85.86 | 0.00 | 199832.6510 | 733150.4780 | - |
| 36504 | 605+64.57 | 0.00 | 200007.1668 | 733087.2154 | - |
| 36507 | 606+98.87 | -8.59 | 200140.2847 | 733069.4681 | - |
| 36506 | 608+31.70 | 0.00 | 200273.5641 | 733085.9582 | - |
| 37000 | 34+21.51 | 0.00 | 201127.8479 | 734910.1812 | - |
| 37001 | 63+11.61 | 0.00 | 200708.7225 | 737646.8240 | - |
| 37021 | 348+50.40 | 0.00 | 201172.5794 | 734886.9568 | - |
| 37022 | 349+24.40 | 0.00 | 201243.5912 | 734868.4721 | - |
| 37023 | 351+34.41 | 0.00 | 201453.5097 | 734862.0842 | - |
| 37024 | 645+35.94 | 0.00 | 200045.0033 | 737738.0363 | - |

NOTE: NEGATIVE OFFSET DENOTES LEFT OF BASELINE

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PREL. TRACING _____ DESIGN _____ CHK'D. _____

UNOFFICIAL WEBSITE COPY

**HORIZONTAL AND VERTICAL CONTROL**
**SR 26 PROPOSED ALIGNMENT**
**R/W & CONSTRUCTION BASELINE**
**1" = 300'**

| CONTRACT | COUNTY | F.A.P. NO. | SHEET NO. | TOTAL SHTS. |
|---|---|---|---|---|
| T200411210 | SUSSEX | SEE TITLE SHEET | 27 | 589 |

# SR 26, ATLANTIC AVENUE FROM CLARKSVILLE TO ASSAWOMAN CANAL

| REVISIONS | |
|---|---|
| | |
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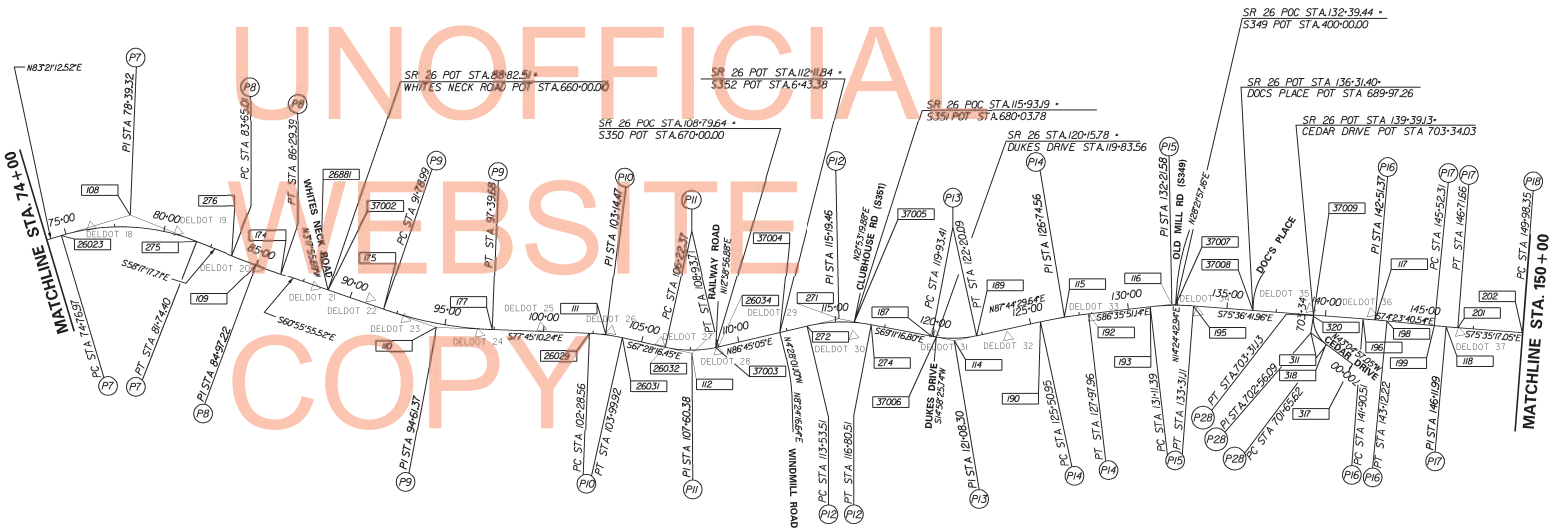
| | |




## CONSTRUCTION ALIGNMENT CONTROL

| POINT | STATION | OFFSET | NORTH | EAST | ELEV. |
|---|---|---|---|---|---|
| 26023 | 74+76.97 | 0.00 | 200819.5026 | 738804.6789 | - |
| 108 | 78+25.67 | -61.22 | 200861.4421 | 739164.5910 | - |
| 275 | 81+74.40 | 0.00 | 200670.9756 | 739472.8412 | - |
| 276 | 83+65.01 | 0.00 | 200570.7814 | 739634.9951 | - |
| 109 | 84+97.20 | 1.53 | 200501.2829 | 739747.4711 | - |
| 174 | 86+29.39 | 0.00 | 200437.0466 | 739863.0331 | - |
| 175 | 91+78.99 | 0.00 | 200170.0260 | 740343.4075 | - |
| 110 | 94+61.37 | 20.76 | 200032.8343 | 740590.2175 | - |
| 177 | 97+39.68 | 0.00 | 199972.9339 | 740866.1680 | - |
| 37002 | 88+82.51 | 0.00 | 200314.0705 | 740084.2691 | - |
| 26029 | 102+28.56 | 0.00 | 199869.2301 | 741343.9133 | - |
| 111 | 103+14.24 | -3.86 | 199851.0059 | 741427.8688 | - |
| 26031 | 103+99.92 | 0.00 | 199818.0895 | 741507.2234 | - |
| 26032 | 106+22.37 | 0.00 | 199732.8556 | 741712.7044 | - |
| 112 | 107+58.04 | 15.59 | 199679.9789 | 741840.1789 | - |
| 37003 | 108+79.64 | 0.00 | 199687.1660 | 741963.9030 | - |
| 26034 | 108+93.71 | 0.00 | 199687.7995 | 741977.9632 | - |
| 37004 | 112+11.85 | 0.00 | 199705.5073 | 742295.6073 | - |
| 272 | 113+53.51 | 0.00 | 199713.8557 | 742437.0241 | - |
| 271 | 115+17.01 | -17.49 | 199723.2609 | 742602.7028 | - |
| 37005 | 115+93.19 | 0.00 | 199690.6874 | 742674.6283 | - |
| 274 | 116+80.51 | 0.00 | 199664.2993 | 742757.8171 | - |
| 187 | 119+93.41 | 0.00 | 199553.1254 | 743050.2998 | - |
| 37006 | 120+15.78 | 0.00 | 199545.5951 | 743071.3617 | - |
| 114 | 121+06.75 | 11.61 | 199512.3027 | 743157.6985 | - |
| 189 | 122+20.09 | 0.00 | 199516.8304 | 743272.5047 | - |

## CONSTRUCTION ALIGNMENT CONTROL

| POINT | STATION | OFFSET | NORTH | EAST | ELEV. |
|---|---|---|---|---|---|
| 190 | 125+50.95 | 0.00 | 199529.8688 | 743603.1151 | - |
| 115 | 126+74.45 | -3.05 | 199534.7396 | 743726.6212 | - |
| 192 | 127+97.96 | 0.00 | 199527.4039 | 743850.0054 | - |
| 193 | 131+11.39 | 0.00 | 199508.8020 | 744162.8844 | - |
| 116 | 132+21.25 | -5.29 | 199502.2619 | 744272.8868 | - |
| 37007 | 132+39.44 | 0.00 | 199494.0839 | 744290.0177 | - |
| 195 | 133+31.11 | 0.00 | 199474.8788 | 744379.6270 | - |
| 37008 | 136+31.40 | 0.00 | 199400.2576 | 744670.5030 | - |
| 37009 | 139+39.13 | 0.00 | 199323.7898 | 744968.5771 | - |
| 196 | 141+90.51 | 0.00 | 199261.3233 | 745212.0737 | - |
| 117 | 142+51.37 | -0.32 | 199246.2001 | 745271.0245 | - |
| 198 | 143+12.22 | 0.00 | 199229.8282 | 745329.6408 | - |
| 199 | 145+52.31 | 0.00 | 199165.2429 | 745560.8749 | - |
| 118 | 146+11.99 | 0.31 | 199149.1883 | 745618.3552 | - |
| 201 | 146+71.66 | 0.00 | 199134.3344 | 745676.1575 | - |
| 202 | 149+98.35 | 0.00 | 199053.0254 | 745992.5614 | - |
| 318 | 701+65.63 | 0.00 | 199167.2732 | 745007.1691 | - |
| 311 | 702+56.09 | -22.39 | 199233.3480 | 744945.3752 | - |
| 320 | 703+31.13 | 0.00 | 199320.9779 | 744967.8557 | - |
| 317 | 700+00.00 | 0.00 | 199046.3056 | 745120.2994 | - |
| 26881 | 661+53.10 | 0.00 | 200466.9210 | 740075.4590 | - |

NOTE: NEGATIVE OFFSET DENOTES LEFT OF BASELINE

## HORIZONTAL / VERTICAL CONTROL DATA

| POINT | STATION | OFFSET | NORTH | EAST | ELEV. |
|---|---|---|---|---|---|
| DELDOT #18 | 76+32.27 | -16.34 | 200842.2630 | 738960.2420 | 14.20 |
| DELDOT #19 | 80+67.18 | -20.88 | 200741.3430 | 739387.9820 | 14.38 |
| DELDOT #20 | 85+11.39 | 6.01 | 200490.2490 | 739757.4610 | 12.59 |
| DELDOT #21 | 88+12.93 | 2.20 | 200345.9600 | 740022.3850 | 12.31 |
| DELDOT #22 | 90+95.37 | -90.41 | 200240.6820 | 740287.0060 | 11.95 |
| DELDOT #23 | 92+96.85 | 10.83 | 200106.2150 | 740443.4590 | 11.90 |
| DELDOT #24 | 96+73.82 | 20.57 | 199968.0750 | 740797.0080 | 11.95 |
| DELDOT #25 | 99+86.95 | -25.87 | 199945.7710 | 741113.2970 | 11.89 |
| DELDOT #26 | 103+39.25 | -27.43 | 199865.4902 | 741459.3762 | 12.38 |
| DELDOT #27 | 105+93.80 | -23.25 | 199765.2848 | 741695.2257 | 12.09 |
| DELDOT #28 | 108+87.71 | 17.06 | 199670.2460 | 741927.7710 | 11.48 |
| DELDOT #29 | 112+51.03 | -26.97 | 199734.6380 | 742333.1620 | 11.68 |
| DELDOT #30 | 115+95.46 | 63.33 | 199628.8010 | 742660.9030 | 6.45 |
| DELDOT #31 | 119+99.06 | -20.15 | 199570.0550 | 743062.5730 | 9.79 |
| DELDOT #32 | 123+75.00 | 35.88 | 199487.0840 | 743428.7210 | 11.33 |
| DELDOT #33 | 128+14.96 | 16.69 | 199509.7230 | 743865.9900 | 9.71 |
| DELDOT #34 | 133+53.53 | 26.75 | 199443.3970 | 744394.7140 | 9.26 |
| DELDOT #35 | 139+20.03 | -34.92 | 199362.3560 | 744958.7640 | 10.38 |
| DELDOT #36 | 142+29.53 | -36.55 | 199286.8430 | 745259.1690 | 7.71 |
| DELDOT #37 | 146+82.25 | 19.64 | 199112.6840 | 745681.5240 | 7.58 |

PREL. TRACING ____ DESIGN ____ CHK'D. ____

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| CONTRACT | COUNTY | F.A.P. NO. | SHEET NO. | TOTAL SHTS. |
|---|---|---|---|---|
| T200411210 | SUSSEX | SEE TITLE SHEET | 28 | 589 |

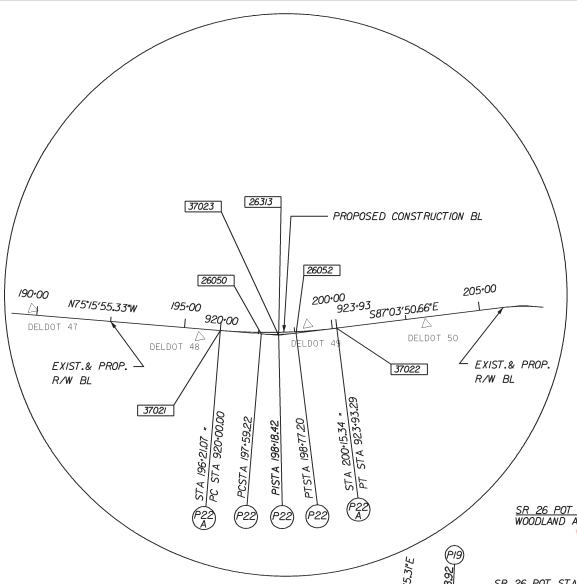
# SR 26, ATLANTIC AVENUE FROM CLARKSVILLE TO ASSAWOMAN CANAL

REVISIONS

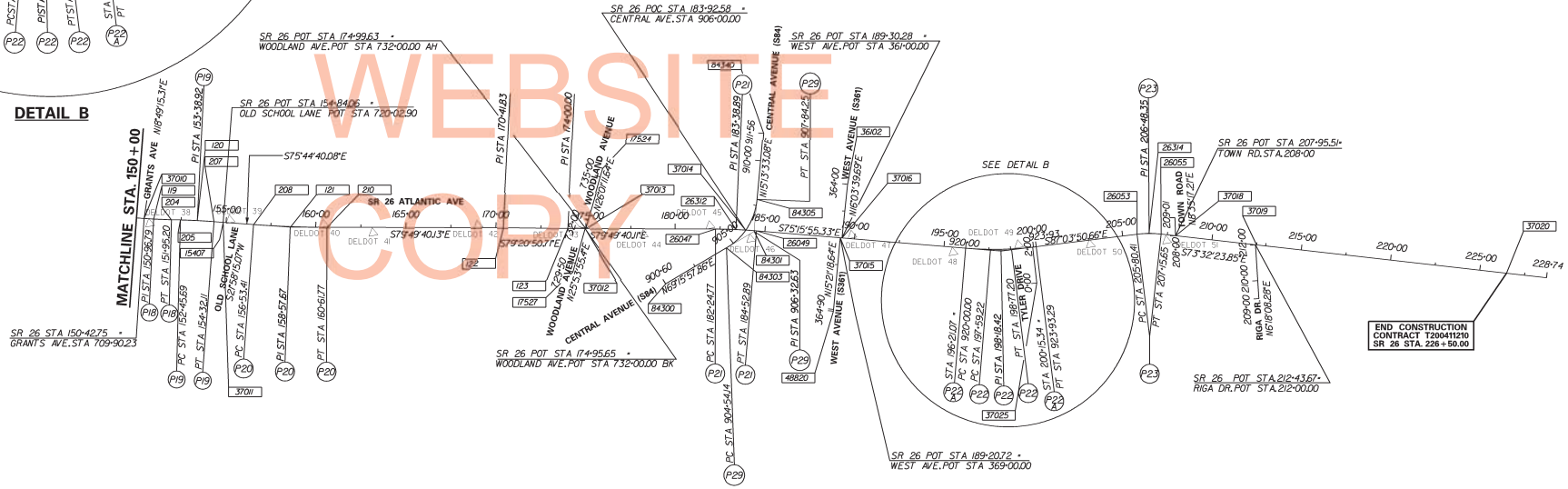
NOTE: ALIGNMENT SHIFT SHOWN FOR CONSTRUCTION BASELINE FROM STATION 196+21.07 TO STATION 200+15.34. SEE DETAIL 'B'. SEE CURVE DATA AND GRADES & GEOMETRIC SHEET FOR LAYOUT AND COORDINATE POINT DATA.

ALL COORDINATES ARE EXPRESSED IN TERMS OF GRID COORDINATES AND GRID AZIMUTHS OF THE DELAWARE PLANE COORDINATE SYSTEM AS ESTABLISHED BY THE US COASTAL AND GEODETIC SURVEY 1983. ALL VERTICAL CRITERION IS ESTABLISHED AS SET FORTH BY THE NATIONAL GEODETIC VERTICAL DATUM OF 1988.

## HORIZONTAL AND VERTICAL CONTROL
## SR 26 PROPOSED ALIGNMENT
## R/W & CONSTRUCTION BASELINE
1" = 300'




## DETAIL B




### CONSTRUCTION ALIGNMENT CONTROL

| POINT | STATION | OFFSET | NORTH | EAST | ELEV. |
|---|---|---|---|---|---|
| 37010 | 150+42.75 | 0.00 | 199042.2242 | 746035.6298 | - |
| 37011 | 154+84.07 | 0.00 | 198944.6592 | 746465.9649 | - |
| 37012 | 174+95.65 | 0.00 | 198560.3979 | 748439.9219 | - |
| 37013 | 174+99.63 | 0.00 | 198559.6954 | 748443.8374 | - |
| 37014 | 183+92.58 | 0.00 | 198397.1738 | 749321.7944 | - |
| 37015 | 189+20.72 | 0.00 | 198263.4618 | 749832.7177 | - |
| 37016 | 189+30.28 | 0.00 | 198261.0278 | 749841.9729 | - |
| 37018 | 207+95.51 | 0.00 | 197950.7303 | 751671.8980 | - |
| 37019 | 212+50.00 | 0.00 | 197521.9532 | 752107.7583 | - |
| 37020 | 226+50.00 | 0.00 | 197425.2528 | 753450.3680 | - |
| 37021 | 196+21.0760 | 0.00 | 198085.3302 | 750510.0468 | - |
| 37022 | 200+15.3431 | 0.00 | 198025.0298 | 750897.9839 | - |
| 37023 | 198+18.4189 | 10.1685 | 198035.1375 | 750700.9000 | - |
| 17524 | 735+50.00 | 0.00 | 198874.2200 | 748597.3766 | - |
| 17527 | 729+50.00 | 0.00 | 198335.5060 | 748330.7265 | - |

NOTE: NEGATIVE OFFSET DENOTES LEFT OF BASELINE

### CONSTRUCTION ALIGNMENT CONTROL

| POINT | STATION | OFFSET | NORTH | EAST | ELEV. |
|---|---|---|---|---|---|
| 15407 | 720+94.01 | 0.00 | 198854.7900 | 746429.7085 | - |
| 84300 | 900+59.83 | 0.00 | 198179.4020 | 748831.1262 | - |
| 84340 | 911+55.97 | 0.00 | 198913.0739 | 749511.3243 | - |
| 48820 | 364+90.00 | 0.00 | 197868.0976 | 749724.1490 | - |
| 36102 | 364+74.33 | 0.00 | 198620.7472 | 749945.5356 | - |
| 37025 | 0+00.00 | 0.00 | 197826.4253 | 750865.7897 | - |
| 119 | 150+96.77 | 1.27 | 199028.5232 | 746087.9088 | - |
| 204 | 151+95.20 | 0.00 | 199008.9646 | 746184.3917 | - |
| 205 | 152+45.69 | 0.00 | 198998.9319 | 746233.8836 | - |
| 120 | 153+38.91 | -1.14 | 198980.4098 | 746325.2536 | - |
| 207 | 154+32.11 | 0.00 | 198957.4526 | 746415.6113 | - |
| 208 | 156+53.41 | 0.00 | 198902.9603 | 746630.0892 | - |
| 121 | 158+57.59 | 3.64 | 198852.6595 | 746828.0681 | - |
| 210 | 160+61.77 | 0.00 | 198816.5842 | 747029.1261 | - |
| 122 | 170+41.83 | 0.00 | 198643.4984 | 747993.7831 | - |
| 123 | 174+00.00 | 0.00 | 198577.2892 | 748345.7820 | - |

### CONSTRUCTION ALIGNMENT CONTROL

| POINT | STATION | OFFSET | NORTH | EAST | ELEV. |
|---|---|---|---|---|---|
| 26047 | 182+24.77 | 0.00 | 198431.6301 | 749157.5817 | - |
| 26312 | 183+38.83 | -2.27 | 198411.4755 | 749269.9092 | - |
| 26049 | 184+52.89 | 0.00 | 198382.4496 | 749380.2776 | - |
| 26050 | 197+59.22 | 0.00 | 198050.1953 | 750643.6440 | - |
| 26313 | 198+18.21 | 3.05 | 198035.1375 | 750700.9000 | - |
| 26052 | 198+77.20 | 0.00 | 198032.1052 | 750760.0251 | - |
| 26053 | 205+80.41 | 0.00 | 197996.0873 | 751462.3124 | - |
| 26314 | 206+48.03 | -4.01 | 197992.6077 | 751530.1596 | - |
| 26055 | 207+15.65 | 0.00 | 197973.3582 | 751595.3117 | - |
| 84303 | 904+54.14 | 0.00 | 198318.9990 | 749199.8984 | - |
| 84301 | 906+32.63 | | 198382.1891 | 749366.8272 | - |
| 84305 | 907+84.25 | 0.00 | 198554.4125 | 749413.7027 | - |

### HORIZONTAL / VERTICAL CONTROL DATA

| POINT | STATION | OFFSET | NORTH | EAST | ELEV. |
|---|---|---|---|---|---|
| DELDOT #38 | 150+74.82 | 22.92 | 199012.4270 | 746061.5560 | 8.16 |
| DELDOT #39 | 155+20.31 | -20.08 | 198955.1900 | 746506.0440 | 7.04 |
| DELDOT #40 | 160+42.09 | -23.36 | 198843.0690 | 747013.9690 | 6.15 |
| DELDOT #41 | 163+16.29 | 26.47 | 198745.5810 | 747274.9730 | 4.15 |
| DELDOT #42 | 168+99.77 | 19.34 | 198687.6250 | 747857.3700 | 6.79 |
| DELDOT #43 | 174+36.62 | -21.69 | 198592.1740 | 748385.6600 | 7.02 |
| DELDOT #44 | 178+21.87 | 28.77 | 198474.4620 | 748755.9380 | 8.02 |
| DELDOT #45 | 181+93.13 | -22.63 | 198459.4890 | 749130.4410 | 10.55 |
| DELDOT #46 | 184+23.02 | 43.41 | 198347.7990 | 749340.7540 | 13.63 |
| DELDOT #47 | 189+83.60 | -23.61 | 198270.2990 | 749899.5460 | 11.83 |
| DELDOT #48 | 195+52.27 | 24.78 | 198078.8610 | 750437.2090 | 10.61 |
| DELDOT #49 | 199+18.90 | -26.73 | 198056.6660 | 750803.0440 | 10.14 |
| DELDOT #50 | 203+15.62 | 20.49 | 197989.1850 | 751196.8170 | 6.14 |
| DELDOT #51 | 207+49.02 | 28.45 | 197936.6160 | 751619.2560 | 5.46 |

PREL. TRACING _____ DESIGN _____ CHK'D. _____

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## HORIZONTAL AND VERTICAL CONTROL
NOT TO SCALE

| CONTRACT | COUNTY | F.A.P. NO. | SHEET NO. | TOTAL SHTS. |
|---|---|---|---|---|
| T200411210 | SUSSEX | SEE TITLE SHEET | 29 | 589 |

**SR 26, ATLANTIC AVENUE FROM CLARKSVILLE TO ASSAWOMAN CANAL**

REVISIONS

UNOFFICIAL WEBSITE COPY

Circular Curve No. E 1

| | | | |
|---|---|---|---|
| PC ( 26206) | 10+63.5108 | 199972.6405 | 732892.4337 |
| PI ( 26203) | 12+48.7193 | 200115.4481 | 733010.3668 |
| CC ( 26207) | | 199364.5809 | 733628.7449 |
| PT ( 26208) | 14+29.3853 | 200203.8134 | 733173.1359 |
| Radius: | 954.9297 | | |
| Delta: | 21^57'08.9057" Right | | |
| Degree of Curvature(Arc): | 6^00'00" | | |
| Length: | 365.8746 | | |
| Tangent: | 185.2085 | | |
| Chord: | 363.6408 | | |
| Middle Ordinate: | 17.4693 | | |
| External: | 17.7948 | | |
| Tangent Direction: | N 39^33'01.9278" E | | |
| Radial Direction: | S 50^26'58.0722" E | | |
| Chord Direction: | N 50^31'36.3807" E | | |
| Radial Direction: | S 28^29'49.1664" E | | |
| Tangent Direction: | N 61^30'10.8336" E | | |

Circular Curve No. E 2

| | | | |
|---|---|---|---|
| PC ( 26514) | 35+23.1293 | 201202.7650 | 735013.2064 |
| PI ( 26301) | 39+22.6716 | 201393.3917 | 735364.3410 |
| CC ( 26515) | | 201195.6860 | 735559.9371 |
| PT ( 26516) | 42+92.0072 | 201324.3765 | 735757.8775 |
| Radius: | 1145.9156 | | |
| Delta: | 38^26'38.0259" Right | | |
| Degree of Curvature(Arc): | 5^00'00" | | |
| Length: | 768.8779 | | |
| Tangent: | 399.5423 | | |
| Chord: | 754.5359 | | |
| Middle Ordinate: | 63.8844 | | |
| External: | 67.6562 | | |
| Tangent Direction: | N 61^30'10.8336" E | | |
| Radial Direction: | S 28^29'49.1664" E | | |
| Chord Direction: | N 80^43'29.8465" E | | |
| Radial Direction: | S 9^56'48.8595" W | | |
| Tangent Direction: | S 80^03'11.1405" E | | |

Circular Curve No. E 3

| | | | |
|---|---|---|---|
| PC ( 26017) | 51+58.1357 | 201174.7654 | 736610.9865 |
| PI ( 26302) | 54+78.0423 | 201119.5061 | 736926.0844 |
| CC ( 26018) | | 199562.3504 | 736328.2146 |
| PT ( 26019) | 57+89.9860 | 200949.6896 | 737197.1979 |
| Radius: | 1637.0223 | | |
| Delta: | 22^06'53.1362" Right | | |
| Degree of Curvature(Arc): | 3^29'59.9998" | | |
| Length: | 631.8503 | | |
| Tangent: | 319.9066 | | |
| Chord: | 627.9355 | | |
| Middle Ordinate: | 30.3903 | | |
| External: | 30.9652 | | |
| Tangent Direction: | S 80^03'11.1405" E | | |
| Radial Direction: | S 9^56'48.8595" W | | |
| Chord Direction: | S 68^59'44.5724" E | | |
| Radial Direction: | S 32^03'41.9957" W | | |
| Tangent Direction: | S 57^56'18.0043" E | | |

Circular Curve No. E 4

| | | | |
|---|---|---|---|
| PC ( 26020) | 61+47.3187 | 200760.0060 | 737500.0293 |
| PI ( 26303) | 62+94.2886 | 200681.9898 | 737624.5829 |
| CC ( 26021) | | 201114.6017 | 737722.1363 |
| PT ( 26022) | 64+29.9925 | 200699.0006 | 737770.5650 |
| Radius: | 418.4132 | | |
| Delta: | 38^42'29.4700" Left | | |
| Degree of Curvature(Arc): | 13^41'36.9166" | | |
| Length: | 282.6738 | | |
| Tangent: | 146.9698 | | |
| Chord: | 277.3287 | | |
| Middle Ordinate: | 23.6452 | | |
| External: | 25.0614 | | |
| Tangent Direction: | S 57^56'18.0043" E | | |
| Radial Direction: | S 32^03'41.9957" W | | |
| Chord Direction: | S 77^17'32.7393" E | | |
| Radial Direction: | S 6^38'47.4743" E | | |
| Tangent Direction: | N 83^21'12.5257" E | | |

Circular Curve No. E 5

| | | | |
|---|---|---|---|
| PC ( 26523) | 74+71.1037 | 200819.5026 | 738804.6789 |
| PI ( 26304) | 78+06.7181 | 200858.3479 | 739138.0377 |
| CC ( 26524) | | 199784.7627 | 738925.2539 |
| PT ( 26525) | 81+20.4569 | 200695.2910 | 739431.3797 |
| Radius: | 1041.7414 | | |
| Delta: | 35^42'51.9405" Right | | |
| Degree of Curvature(Arc): | 5^30'00.0009" | | |
| Length: | 649.3532 | | |
| Tangent: | 335.6144 | | |
| Chord: | 638.8915 | | |
| Middle Ordinate: | 50.1873 | | |
| External: | 52.7275 | | |
| Tangent Direction: | N 83^21'12.5257" E | | |
| Radial Direction: | S 6^38'47.4743" E | | |
| Chord Direction: | S 78^47'21.5040" E | | |
| Radial Direction: | S 29^04'04.4662" W | | |
| Tangent Direction: | S 60^55'55.5338" E | | |

Circular Curve No. E 6

| | | | |
|---|---|---|---|
| PC ( 26026) | 92+67.1075 | 200138.1955 | 740433.6034 |
| PI ( 26305) | 95+08.1099 | 200021.1055 | 740644.2501 |
| CC ( 26027) | | 201562.9075 | 741225.5430 |
| PT ( 26028) | 97+45.6453 | 199969.9819 | 740879.7676 |
| Radius: | 1630.0223 | | |
| Delta: | 16^49'14.6919" Left | | |
| Degree of Curvature(Arc): | 3^30'54.1095" | | |
| Length: | 478.5378 | | |
| Tangent: | 241.0023 | | |
| Chord: | 476.8211 | | |
| Middle Ordinate: | 17.5295 | | |
| External: | 17.7200 | | |
| Tangent Direction: | S 60^55'55.5338" E | | |
| Radial Direction: | S 29^04'04.4662" W | | |
| Chord Direction: | S 69^20'32.8798" E | | |
| Radial Direction: | S 12^14'49.7743" W | | |
| Tangent Direction: | S 77^45'10.2257" E | | |

Circular Curve No. E 7

| | | | |
|---|---|---|---|
| PC ( 26029) | 102+20.6002 | 199869.2301 | 741343.9133 |
| PI ( 26306) | 103+06.5109 | 199851.0059 | 741427.8688 |
| CC ( 26030) | | 198936.0330 | 741141.3448 |
| PT ( 26031) | 103+91.9603 | 199818.0895 | 741507.2234 |
| Radius: | 954.9297 | | |
| Delta: | 10^16'53.7705" Right | | |
| Degree of Curvature(Arc): | 6^00'00" | | |
| Length: | 171.3601 | | |
| Tangent: | 85.9107 | | |
| Chord: | 171.1302 | | |
| Middle Ordinate: | 3.8412 | | |
| External: | 3.8567 | | |
| Tangent Direction: | S 77^45'10.2257" E | | |
| Radial Direction: | S 12^14'49.7743" W | | |
| Chord Direction: | S 72^36'43.3404" E | | |
| Radial Direction: | S 22^31'43.5448" W | | |
| Tangent Direction: | S 67^28'16.4552" E | | |

Circular Curve No. E 8

| | | | |
|---|---|---|---|
| PC ( 26032) | 106+14.4176 | 199732.8556 | 741712.7044 |
| PI ( 26307) | 107+52.4236 | 199679.9789 | 741840.1789 |
| CC ( 26033) | | 200289.9439 | 741943.7857 |
| PT ( 26034) | 108+85.7583 | 199687.7995 | 741977.9632 |
| Radius: | 603.1135 | | |
| Delta: | 25^46'38.5289" Left | | |
| Degree of Curvature(Arc): | 9^30'00" | | |
| Length: | 271.3407 | | |
| Tangent: | 138.0061 | | |
| Chord: | 269.0581 | | |
| Middle Ordinate: | 15.1953 | | |
| External: | 15.5880 | | |
| Tangent Direction: | S 67^28'16.4552" E | | |
| Radial Direction: | S 22^31'43.5448" W | | |
| Chord Direction: | S 80^21'35.7197" E | | |
| Radial Direction: | S 3^14'54.9841" E | | |
| Tangent Direction: | N 86^45'05.0159" E | | |

Circular Curve No. E 8A

| | | | |
|---|---|---|---|
| PC ( 35001) | 2+97.8586 | 199361.2864 | 742298.4294 |
| PI ( 35002) | 4+05.5753 | 199467.8463 | 742314.1735 |
| CC ( 35005) | | 199500.8616 | 741353.7551 |
| PT ( 35003) | 5+12.3851 | 199575.2358 | 742305.7841 |
| Radius: | 954.9297 | | |
| Delta: | 12^52'17.7307" Left | | |
| Degree of Curvature(Arc): | 5^59'59.9991" | | |
| Length: | 214.5265 | | |
| Tangent: | 107.7167 | | |
| Chord: | 214.0757 | | |
| Middle Ordinate: | 6.0179 | | |
| External: | 6.0561 | | |
| Tangent Direction: | N 8^24'16.6350" E | | |
| Radial Direction: | S 81^35'43.3650" E | | |
| Chord Direction: | N 1^58'07.7696" E | | |
| Radial Direction: | N 85^31'58.9043" E | | |
| Tangent Direction: | N 4^28'01.0957" W | | |

Circular Curve No. E 9

| | | | |
|---|---|---|---|
| PC ( 26035) | 113+69.4951 | 199715.2122 | 742460.9227 |
| PI ( 26308) | 114+98.4675 | 199722.5209 | 742589.6878 |
| CC ( 26036) | | 199143.1751 | 742493.3914 |
| PT ( 26037) | 116+23.2111 | 199673.9504 | 742709.1650 |
| Radius: | 572.9578 | | |
| Delta: | 25^22'17.7497" Right | | |
| Degree of Curvature(Arc): | 10^00'00" | | |
| Length: | 253.7160 | | |
| Tangent: | 128.9724 | | |
| Chord: | 251.6481 | | |
| Middle Ordinate: | 13.9865 | | |
| External: | 14.3364 | | |
| Tangent Direction: | N 86^45'05.0159" E | | |
| Radial Direction: | S 3^14'54.9841" E | | |
| Chord Direction: | S 80^33'46.1093" E | | |
| Radial Direction: | S 22^07'22.7656" W | | |
| Tangent Direction: | S 67^52'37.2344" E | | |

Circular Curve No. E 10

| | | | |
|---|---|---|---|
| PC ( 26038) | 119+72.2820 | 199542.4916 | 743032.5364 |
| PI ( 26309) | 120+96.0626 | 199495.8764 | 743147.2041 |
| CC ( 26039) | | 200073.2669 | 743248.3101 |
| PT ( 26040) | 122+16.0962 | 199500.7542 | 743270.8885 |
| Radius: | 572.9578 | | |
| Delta: | 24^22'53.1239" Left | | |
| Degree of Curvature(Arc): | 10^00'00" | | |
| Length: | 243.8142 | | |
| Tangent: | 123.7806 | | |
| Chord: | 241.9788 | | |
| Middle Ordinate: | 12.9201 | | |
| External: | 13.2182 | | |
| Tangent Direction: | S 67^52'37.2344" E | | |
| Radial Direction: | S 22^07'22.7656" W | | |
| Chord Direction: | S 80^04'03.7964" E | | |
| Radial Direction: | S 2^15'30.3583" E | | |
| Tangent Direction: | N 87^44'29.6417" E | | |

Circular Curve No. E 11

| | | | |
|---|---|---|---|
| PC ( 26041) | 129+32.8104 | 199528.9976 | 743987.0460 |
| PI ( 26310) | 131+00.7001 | 199535.6136 | 744154.8053 |
| CC ( 26042) | | 198383.9718 | 744032.2030 |
| PT ( 26043) | 132+66.2177 | 199493.8273 | 744317.4117 |
| Radius: | 1145.9159 | | |
| Delta: | 16^40'13.2890" Right | | |
| Degree of Curvature(Arc): | 5^00'00" | | |
| Length: | 333.4073 | | |
| Tangent: | 167.8897 | | |
| Chord: | 332.2325 | | |
| Middle Ordinate: | 12.1043 | | |
| External: | 12.2336 | | |
| Tangent Direction: | N 87^44'29.6417" E | | |
| Radial Direction: | S 2^15'30.3583" E | | |
| Chord Direction: | S 83^55'23.7138" E | | |
| Radial Direction: | S 14^24'42.9307" W | | |
| Tangent Direction: | S 75^35'17.0693" E | | |

Circular Curve No. E 12

| | | | |
|---|---|---|---|
| PC ( 26044) | 156+33.5135 | 198904.6276 | 746610.2120 |
| PI ( 26311) | 158+45.5971 | 198851.8418 | 746815.6216 |
| CC ( 26045) | | 204453.9037 | 748036.2551 |
| PT ( 26046) | 160+57.4871 | 198814.3863 | 747024.3715 |
| Radius: | 5729.5780 | | |
| Delta: | 4^14'23.0501" Left | | |
| Degree of Curvature(Arc): | 1^00'00.0000" | | |
| Length: | 423.9736 | | |
| Tangent: | 212.0836 | | |
| Chord: | 423.8769 | | |
| Middle Ordinate: | 3.9212 | | |
| External: | 3.9239 | | |
| Tangent Direction: | S 75^35'17.0693" E | | |
| Radial Direction: | S 14^24'42.9307" W | | |
| Chord Direction: | S 77^42'28.5943" E | | |
| Radial Direction: | S 10^10'19.8806" W | | |
| Tangent Direction: | S 79^49'40.1194" E | | |

Circular Curve No. E 13

| | | | |
|---|---|---|---|
| PC ( 26047) | 182+24.7637 | 198431.6301 | 749157.5817 |
| PI ( 26312) | 183+38.8851 | 198411.4755 | 749269.9092 |
| CC ( 26048) | | 195611.8715 | 748651.6399 |
| PT ( 26049) | 184+52.8858 | 198382.4496 | 749380.2776 |
| Radius: | 2864.7890 | | |
| Delta: | 4^33'44.7904" Right | | |
| Degree of Curvature(Arc): | 2^00'00" | | |
| Length: | 228.1221 | | |
| Tangent: | 114.1214 | | |
| Chord: | 228.0618 | | |
| Middle Ordinate: | 2.2704 | | |
| External: | 2.2722 | | |
| Tangent Direction: | S 79^49'40.1194" E | | |
| Radial Direction: | S 10^10'19.8806" W | | |
| Chord Direction: | S 77^32'47.7242" E | | |
| Radial Direction: | S 14^44'04.6710" W | | |
| Tangent Direction: | S 75^15'55.3290" E | | |

Circular Curve No. E 14

| | | | |
|---|---|---|---|
| PC ( 26050) | 197+59.2118 | 198050.1953 | 750643.6440 |
| PI ( 26313) | 198+18.4147 | 198035.1375 | 750700.9000 |
| CC ( 26051) | | 198604.3109 | 750789.3716 |
| PT ( 26052) | 198+77.1988 | 198032.1052 | 750760.0251 |
| Radius: | 572.9578 | | |
| Delta: | 11^47'55.3339" Left | | |
| Degree of Curvature(Arc): | 10^00'00" | | |
| Length: | 117.9870 | | |
| Tangent: | 59.2029 | | |
| Chord: | 117.7787 | | |
| Middle Ordinate: | 3.0344 | | |
| External: | 3.0506 | | |
| Tangent Direction: | S 75^15'55.3290" E | | |
| Radial Direction: | S 14^44'04.6710" W | | |
| Chord Direction: | S 81^09'52.9959" E | | |
| Radial Direction: | S 2^56'09.3371" W | | |
| Tangent Direction: | S 87^03'50.6629" E | | |

Circular Curve No. E 15

| | | | |
|---|---|---|---|
| PC ( 26053) | 205+80.4091 | 197996.0873 | 751462.3124 |
| PI ( 26314) | 206+48.3454 | 197992.6077 | 751530.1596 |
| CC ( 26054) | | 197423.8816 | 751432.9660 |
| PT ( 26055) | 207+15.6503 | 197973.3582 | 751595.3117 |
| Radius: | 572.9578 | | |
| Delta: | 13^31'26.8109" Right | | |
| Degree of Curvature(Arc): | 10^00'00" | | |
| Length: | 135.2411 | | |
| Tangent: | 67.9363 | | |
| Chord: | 134.9274 | | |
| Middle Ordinate: | 3.9857 | | |
| External: | 4.0136 | | |
| Tangent Direction: | S 87^03'50.6629" E | | |
| Radial Direction: | S 2^56'09.3371" W | | |
| Chord Direction: | S 80^18'07.2574" E | | |
| Radial Direction: | S 16^27'36.1480" W | | |
| Tangent Direction: | S 73^32'23.8520" E | | |

Circular Curve No. E 16

| | | | |
|---|---|---|---|
| PC ( 33410) | 328+43.1242 | 200432.5669 | 732774.8784 |
| PI ( 33409) | 329+92.3649 | 200320.1824 | 732873.0745 |
| CC ( 33408) | | 200971.1241 | 733391.2521 |
| PT ( 33411) | 331+38.3623 | 200249.6862 | 733004.6156 |
| Radius: | 818.5111 | | |
| Delta: | 20^40'00.0000" Left | | |
| Degree of Curvature(Arc): | 7^00'00.00" | | |
| Length: | 295.2381 | | |
| Tangent: | 149.2406 | | |
| Chord: | 293.6402 | | |
| Middle Ordinate: | 13.2756 | | |
| External: | 13.4944 | | |
| Tangent Direction: | S 41^08'43.3240" E | | |
| Radial Direction: | S 48^51'16.6760" W | | |
| Chord Direction: | S 51^28'43.3240" E | | |
| Radial Direction: | S 28^11'16.6760" W | | |
| Tangent Direction: | S 61^48'43.3240" E | | |

Circular Curve No. E 17

| | | | |
|---|---|---|---|
| PC ( 33415) | 331+42.3410 | 200247.8068 | 733008.1225 |
| PI ( 33417) | 332+82.8202 | 200181.4493 | 733131.9412 |
| CC ( 33413) | | 200477.3553 | 733131.1432 |
| PT ( 33416) | 334+00.0000 | 200248.4737 | 733255.4002 |
| Radius: | 260.4354 | | |
| Delta: | 56^41'05.8424" Left | | |
| Degree of Curvature(Arc): | 22^00'00" | | |
| Length: | 257.6589 | | |
| Tangent: | 140.4792 | | |
| Chord: | 247.2786 | | |
| Middle Ordinate: | 31.2195 | | |
| External: | 35.4717 | | |
| Tangent Direction: | S 61^48'43.3240" E | | |
| Radial Direction: | S 28^11'16.6760" W | | |
| Chord Direction: | N 89^50'43.7548" E | | |
| Radial Direction: | S 28^29'49.1664" E | | |
| Tangent Direction: | N 61^30'10.8336" E | | |

*Circular Curve No. P1*

| | | | |
|---|---|---|---|
| PC ( 143) | 10+18.4311 | 200443.9037 | 732764.9729 |
| PI ( 142) | 14+02.8867 | 200154.3922 | 733017.9338 |
| CC ( 144) | | 200779.0059 | 733148.4943 |
| PCC ( 145) | 16+77.0676 | 200318.3403 | 733365.6796 |
| Radius: | 509.2958 | | |
| Delta: | 74°05'47.8229" Left | | |
| Degree of Curvature(Arc): | 11°15'00.0000" | | |
| Length: | 658.6366 | | |
| Tangent: | 384.4556 | | |
| Chord: | 613.6894 | | |
| Middle Ordinate: | 102.8127 | | |
| External: | 128.8173 | | |
| Tangent Direction: | S 41°08'43.3240" E | | |
| Radial Direction: | S 48°51'16.6760" W | | |
| Chord Direction: | S 78°11'37.2354" E | | |
| Radial Direction: | S 25°14'31.1469" E | | |
| Tangent Direction: | S 64°45'28.8531" E | | |

*Circular Curve No. P3*

| | | | |
|---|---|---|---|
| PC ( 157) | 21+37.3552 | 200514.6264 | 733782.0165 |
| PI ( 104) | 22+25.5571 | 200552.2394 | 733861.7964 |
| CC ( 158) | | 203106.0613 | 732560.2595 |
| PT ( 159) | 23+13.71 | 200594.6887 | 733939.1115 |
| Radius: | 2865.0000 | | |
| Delta: | 3°31'36.1239" Left | | |
| Degree of Curvature(Arc): | 1°59'59.4697" | | |
| Length: | 176.3480 | | |
| Tangent: | 88.2019 | | |
| Chord: | 176.3202 | | |
| Middle Ordinate: | 1.3567 | | |
| External: | 1.3574 | | |
| Tangent Direction: | N 64°45'28.8531" E | | |
| Radial Direction: | S 25°14'31.1469" E | | |
| Chord Direction: | N 62°59'40.7912" E | | |
| Radial Direction: | S 28°46'07.2708" E | | |
| Tangent Direction: | N 61°13'52.7292" E | | |

*Circular Curve No. P4*

| | | | |
|---|---|---|---|
| PC ( 160) | 35+17.9418 | 201174.2583 | 734994.7107 |
| PI ( 105) | 39+39.5353 | 201377.1605 | 735364.2668 |
| CC ( 161) | | 201122.3745 | 735572.2403 |
| PT ( 162) | 43+28.7993 | 201304.3363 | 735779.5229 |
| Radius: | 1200.0000 | | |
| Delta: | 38°42'56.1295" Right | | |
| Degree of Curvature(Arc): | 4°46'28.7339" | | |
| Length: | 810.8575 | | |
| Tangent: | 421.5934 | | |
| Chord: | 795.5190 | | |
| Middle Ordinate: | 67.8395 | | |
| External: | 71.9045 | | |
| Tangent Direction: | N 61°13'52.7292" E | | |
| Radial Direction: | S 28°46'07.2708" E | | |
| Chord Direction: | N 80°35'20.7939" E | | |
| Radial Direction: | S 9°56'48.8586" W | | |
| Tangent Direction: | S 80°03'11.1414" E | | |

*Circular Curve No. P5*

| | | | |
|---|---|---|---|
| PC ( 163) | 52+20.7831 | 201150.2591 | 736658.0987 |
| PI ( 106) | 54+99.8246 | 201102.0587 | 736932.9457 |
| CC ( 164) | | 199672.8067 | 736398.9954 |
| PT ( 165) | 57+72.5589 | 200958.2449 | 737172.0728 |
| Radius: | 1500.0000 | | |
| Delta: | 21°04'34.6143" Right | | |
| Degree of Curvature(Arc): | 3°49'10.9871" | | |
| Length: | 551.7758 | | |
| Tangent: | 279.0415 | | |
| Chord: | 548.6701 | | |
| Middle Ordinate: | 25.2999 | | |
| External: | 25.7340 | | |
| Tangent Direction: | S 80°03'11.1414" E | | |
| Radial Direction: | S 9°56'48.8586" W | | |
| Chord Direction: | S 69°30'53.8342" E | | |
| Radial Direction: | S 31°01'23.4729" W | | |
| Tangent Direction: | S 58°58'36.5271" E | | |

*Circular Curve No. P6*

| | | | |
|---|---|---|---|
| PC ( 166) | 61+33.3171 | 200772.3155 | 737481.2277 |
| PI ( 107) | 63+07.2816 | 200682.6569 | 737630.3081 |
| CC ( 167) | | 201209.3645 | 737744.0741 |
| PT ( 168) | 64+68.6220 | 200702.7922 | 737803.1033 |
| Radius: | 510.0000 | | |
| Delta: | 37°40'10.9506" Left | | |
| Degree of Curvature(Arc): | 11°14'04.0797" | | |
| Length: | 335.3048 | | |
| Tangent: | 173.9644 | | |
| Chord: | 329.2983 | | |
| Middle Ordinate: | 27.3089 | | |
| External: | 28.8540 | | |
| Tangent Direction: | S 58°58'36.5271" E | | |
| Radial Direction: | S 31°01'23.4729" W | | |
| Chord Direction: | S 77°48'42.0024" E | | |
| Radial Direction: | S 6°38'47.4777" E | | |
| Tangent Direction: | N 83°21'12.5223" E | | |

*Circular Curve No. P7*

| | | | |
|---|---|---|---|
| PC ( 26023) | 74+76.9746 | 200819.5026 | 738804.6789 |
| PI ( 108) | 78+39.3220 | 200861.4421 | 739164.5910 |
| CC ( 26024) | | 199784.7627 | 738925.2539 |
| PT ( 275) | 81+74.3976 | 200670.9756 | 739472.8412 |
| Radius: | 1041.7414 | | |
| Delta: | 38°21'29.7631" Right | | |
| Degree of Curvature(Arc): | 5°30'00.0009" | | |
| Length: | 697.4230 | | |
| Tangent: | 362.3474 | | |
| Chord: | 684.4714 | | |
| Middle Ordinate: | 57.8207 | | |
| External: | 61.2186 | | |
| Tangent Direction: | N 83°21'12.5257" E | | |
| Radial Direction: | S 6°38'47.4743" E | | |
| Chord Direction: | S 77°28'02.5927" E | | |
| Radial Direction: | S 31°42'42.2889" W | | |
| Tangent Direction: | S 58°17'17.7111" E | | |

PREL. TRACING ____ DESIGN ____ CHKD. ____

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# HORIZONTAL AND VERTICAL CONTROL

NOT TO SCALE

| CONTRACT | COUNTY | F.A.P. NO. | SHEET NO. | TOTAL SHTS. |
|---|---|---|---|---|
| T200411210 | SUSSEX | SEE TITLE SHEET | 30 | 589 |

## SR 26, ATLANTIC AVENUE FROM CLARKSVILLE TO ASSAWOMAN CANAL

REVISIONS

| | |
|---|---|
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Circular Curve No. P8

| | | | |
|---|---|---|---|
| PC ( 276) | 83+65.0091 | 200570.7814 | 739634.9951 |
| PI ( 109) | 84+97.2245 | 200501.2829 | 739747.4711 |
| CC ( 173) | | 205444.9526 | 742646.7253 |
| PT ( 174) | 86+29.3928 | 200437.0466 | 739863.0331 |
| Radius: | 5729.5780 | | |
| Delta: | 2°38'37.8127" Left | | |
| Degree of Curvature(Arc): | 1°00'00.0000" | | |
| Length: | 264.3837 | | |
| Tangent: | 132.2153 | | |
| Chord: | 264.3602 | | |
| Middle Ordinate: | 1.5249 | | |
| External: | 1.5253 | | |
| Tangent Direction: | S 58°17'17.7111" E | | |
| Radial Direction: | S 31°42'42.2889" W | | |
| Chord Direction: | S 59°36'36.6175" E | | |
| Radial Direction: | S 29°04'04.4761" W | | |
| Tangent Direction: | S 60°55'55.5239" E | | |

Circular Curve No. P9

| | | | |
|---|---|---|---|
| PC ( 175) | 91+78.9923 | 200170.0260 | 740343.4075 |
| PI ( 110) | 94+61.3692 | 200032.8343 | 740590.2175 |
| CC ( 176) | | 201839.3279 | 741271.3049 |
| PT ( 177) | 97+39.6841 | 199972.9339 | 740866.1680 |
| Radius: | 1909.8593 | | |
| Delta: | 16°49'14.7115" Left | | |
| Degree of Curvature(Arc): | 3°00'00.0001" | | |
| Length: | 560.6918 | | |
| Tangent: | 282.3769 | | |
| Chord: | 558.6804 | | |
| Middle Ordinate: | 20.5389 | | |
| External: | 20.7622 | | |
| Tangent Direction: | S 60°55'55.5239" E | | |
| Radial Direction: | S 29°04'04.4761" W | | |
| Chord Direction: | S 69°20'32.8796" E | | |
| Radial Direction: | S 12°14'49.7646" W | | |
| Tangent Direction: | S 77°45'10.2354" E | | |

Circular Curve No. P10

| | | | |
|---|---|---|---|
| PC ( 26029) | 102+28.5553 | 199869.2301 | 741343.9133 |
| PI ( 111) | 103+14.4660 | 199851.0059 | 741427.8688 |
| CC ( 26030) | | 198936.0330 | 741141.3448 |
| PT ( 26031) | 103+99.9154 | 199818.0895 | 741507.2234 |
| Radius: | 954.9297 | | |
| Delta: | 10°16'53.7893" Right | | |
| Degree of Curvature(Arc): | 5°59'59.9991" | | |
| Length: | 171.3601 | | |
| Tangent: | 85.9107 | | |
| Chord: | 171.1303 | | |
| Middle Ordinate: | 3.8412 | | |
| External: | 3.8567 | | |
| Tangent Direction: | S 77°45'10.2354" E | | |
| Radial Direction: | S 12°14'49.7646" W | | |
| Chord Direction: | S 72°36'43.3407" E | | |
| Radial Direction: | S 22°31'43.5539" W | | |
| Tangent Direction: | S 67°28'16.4461" E | | |

Circular Curve No. P11

| | | | |
|---|---|---|---|
| PC ( 26032) | 106+22.3727 | 199732.8556 | 741712.7044 |
| PI ( 112) | 107+60.3788 | 199679.9789 | 741840.1789 |
| CC ( 26033) | | 200289.9439 | 741943.7857 |
| PT ( 26034) | 108+93.7134 | 199687.7995 | 741977.9632 |
| Radius: | 603.1135 | | |
| Delta: | 25°46'38.5289" Left | | |
| Degree of Curvature(Arc): | 9°29'59.9982" | | |
| Length: | 271.3407 | | |
| Tangent: | 138.0061 | | |
| Chord: | 269.0581 | | |
| Middle Ordinate: | 15.1953 | | |
| External: | 15.5880 | | |
| Tangent Direction: | S 67°28'16.4552" E | | |
| Radial Direction: | S 22°31'43.5448" W | | |
| Chord Direction: | S 80°21'35.7197" E | | |
| Radial Direction: | S 3°14'54.9841" E | | |
| Tangent Direction: | N 86°45'05.0159" E | | |

Circular Curve No. P12

| | | | |
|---|---|---|---|
| PC ( 272) | 113+53.5132 | 199713.8557 | 742437.0241 |
| PI ( 271) | 115+19.4568 | 199723.2595 | 742602.7011 |
| CC ( 273) | | 198936.4291 | 742481.1507 |
| PT ( 274) | 116+80.5088 | 199664.2993 | 742757.8171 |
| Radius: | 778.6779 | | |
| Delta: | 24°03'38.1884" Right | | |
| Degree of Curvature(Arc): | 7°21'29.1050" | | |
| Length: | 326.9955 | | |
| Tangent: | 165.9436 | | |
| Chord: | 324.5981 | | |
| Middle Ordinate: | 17.1017 | | |
| External: | 17.4857 | | |
| Tangent Direction: | N 86°45'05.0159" E | | |
| Radial Direction: | S 3°14'54.9841" E | | |
| Chord Direction: | S 81°13'05.8899" E | | |
| Radial Direction: | S 20°48'43.2043" W | | |
| Tangent Direction: | S 69°11'16.7957" E | | |

Circular Curve No. P13

| | | | |
|---|---|---|---|
| PC ( 187) | 119+93.4078 | 199553.1254 | 743050.2998 |
| PI ( 114) | 121+08.3032 | 199512.3027 | 743157.6985 |
| CC ( 188) | | 200079.3509 | 743250.3203 |
| PT ( 189) | 122+20.0856 | 199516.8304 | 743272.5047 |
| Radius: | 562.9578 | | |
| Delta: | 23°04'13.5633" Left | | |
| Degree of Curvature(Arc): | 10°10'39.4792" | | |
| Length: | 226.6778 | | |
| Tangent: | 114.8955 | | |
| Chord: | 225.1496 | | |
| Middle Ordinate: | 11.3706 | | |
| External: | 11.6050 | | |
| Tangent Direction: | S 69°11'16.7957" E | | |
| Radial Direction: | S 20°48'43.2043" W | | |
| Chord Direction: | S 80°43'23.5773" E | | |
| Radial Direction: | S 2°15'30.3589" E | | |
| Tangent Direction: | N 87°44'29.6411" E | | |

Circular Curve No. P14

| | | | |
|---|---|---|---|
| PC ( 190) | 125+50.9530 | 199529.8688 | 743603.1151 |
| PI ( 115) | 126+74.5551 | 199534.7396 | 743726.6212 |
| CC ( 191) | | 197031.8107 | 743701.6323 |
| PT ( 192) | 127+97.9561 | 199527.4039 | 743850.0054 |
| Radius: | 2500.0000 | | |
| Delta: | 5°39'39.2174" Right | | |
| Degree of Curvature(Arc): | 2°17'30.5922" | | |
| Length: | 247.0031 | | |
| Tangent: | 123.6021 | | |
| Chord: | 246.9026 | | |
| Middle Ordinate: | 3.0499 | | |
| External: | 3.0536 | | |
| Tangent Direction: | N 87°44'29.6411" E | | |
| Radial Direction: | S 2°15'30.3589" E | | |
| Chord Direction: | S 89°25'40.7502" E | | |
| Radial Direction: | S 3°24'08.8585" W | | |
| Tangent Direction: | S 86°35'51.1415" E | | |

Circular Curve No. P15

| | | | |
|---|---|---|---|
| PC ( 193) | 131+11.3875 | 199508.8020 | 744162.8844 |
| PI ( 116) | 132+21.5842 | 199502.2619 | 744272.8868 |
| CC ( 194) | | 198364.9063 | 744094.8752 |
| PT ( 195) | 133+31.1052 | 199474.8788 | 744379.6270 |
| Radius: | 1145.9156 | | |
| Delta: | 10°59'09.1855" Right | | |
| Degree of Curvature(Arc): | 4°59'59.9998" | | |
| Length: | 219.7177 | | |
| Tangent: | 110.1967 | | |
| Chord: | 219.3813 | | |
| Middle Ordinate: | 5.2620 | | |
| External: | 5.2863 | | |
| Tangent Direction: | S 86°35'51.1415" E | | |
| Radial Direction: | S 3°24'08.8585" W | | |
| Chord Direction: | S 81°06'16.5488" E | | |
| Radial Direction: | S 14°23'18.0440" W | | |
| Tangent Direction: | S 75°36'41.9560" E | | |

Circular Curve No. P16

| | | | |
|---|---|---|---|
| PC ( 196) | 141+90.5081 | 199261.3233 | 745212.0737 |
| PI ( 117) | 142+51.3679 | 199246.2001 | 745271.0245 |
| CC ( 197) | | 193711.0521 | 743788.2095 |
| PT ( 198) | 143+12.2231 | 199229.8282 | 745329.6408 |
| Radius: | 5730.0000 | | |
| Delta: | 1°13'01.4170" Right | | |
| Degree of Curvature(Arc): | 0°59'59.7348" | | |
| Length: | 121.7150 | | |
| Tangent: | 60.8598 | | |
| Chord: | 121.7127 | | |
| Middle Ordinate: | 0.3232 | | |
| External: | 0.3232 | | |
| Tangent Direction: | S 75°36'41.9560" E | | |
| Radial Direction: | S 14°23'18.0440" W | | |
| Chord Direction: | S 75°00'11.2475" E | | |
| Radial Direction: | S 15°36'19.4610" W | | |
| Tangent Direction: | S 74°23'40.5390" E | | |

Circular Curve No. P17

| | | | |
|---|---|---|---|
| PC ( 199) | 145+52.3073 | 199165.2429 | 745560.8749 |
| PI ( 118) | 146+11.9877 | 199149.1883 | 745618.3552 |
| CC ( 200) | | 204684.0190 | 747102.3061 |
| PT ( 201) | 146+71.6637 | 199134.3344 | 745676.1575 |
| Radius: | 5730.0000 | | |
| Delta: | 1°11'36.5104" Left | | |
| Degree of Curvature(Arc): | 0°59'59.7348" | | |
| Length: | 119.3563 | | |
| Tangent: | 59.6803 | | |
| Chord: | 119.3541 | | |
| Middle Ordinate: | 0.3108 | | |
| External: | 0.3108 | | |
| Tangent Direction: | S 74°23'40.5390" E | | |
| Radial Direction: | S 15°36'19.4610" W | | |
| Chord Direction: | S 74°59'28.7942" E | | |
| Radial Direction: | S 14°24'42.9506" W | | |
| Tangent Direction: | S 75°35'17.0494" E | | |

Circular Curve No. P18

| | | | |
|---|---|---|---|
| PC ( 202) | 149+98.3479 | 199053.0254 | 745992.5614 |
| PI ( 119) | 150+96.7933 | 199028.5232 | 746087.9088 |
| CC ( 203) | | 202752.8152 | 746943.3272 |
| PT ( 204) | 151+95.1951 | 199008.9646 | 746184.3917 |
| Radius: | 3820.0000 | | |
| Delta: | 2°57'08.9650" Left | | |
| Degree of Curvature(Arc): | 1°29'59.6023" | | |
| Length: | 196.8472 | | |
| Tangent: | 98.4454 | | |
| Chord: | 196.8254 | | |
| Middle Ordinate: | 1.2679 | | |
| External: | 1.2683 | | |
| Tangent Direction: | S 75°35'17.0494" E | | |
| Radial Direction: | S 14°24'42.9506" W | | |
| Chord Direction: | S 77°03'51.5319" E | | |
| Radial Direction: | S 11°27'33.9856" W | | |
| Tangent Direction: | S 78°32'26.0144" E | | |

Circular Curve No. P19

| | | | |
|---|---|---|---|
| PC ( 205) | 152+45.6936 | 198998.9319 | 746233.8836 |
| PI ( 120) | 153+38.9220 | 198980.4098 | 746325.2536 |
| CC ( 206) | | 195255.0813 | 745474.9482 |
| PT ( 207) | 154+32.1135 | 198957.4526 | 746415.6113 |
| Radius: | 3820.0000 | | |
| Delta: | 2°47'45.9314" Right | | |
| Degree of Curvature(Arc): | 1°29'59.6023" | | |
| Length: | 186.4199 | | |
| Tangent: | 93.2284 | | |
| Chord: | 186.4014 | | |
| Middle Ordinate: | 1.1371 | | |
| External: | 1.1375 | | |
| Tangent Direction: | S 78°32'26.0144" E | | |
| Radial Direction: | S 11°27'33.9856" W | | |
| Chord Direction: | S 77°08'33.0487" E | | |
| Radial Direction: | S 14°15'19.9170" W | | |
| Tangent Direction: | S 75°44'40.0830" E | | |

Circular Curve No. P20

| | | | |
|---|---|---|---|
| PC ( 208) | 156+53.4058 | 198902.9600 | 746630.0894 |
| PI ( 121) | 158+57.6746 | 198852.6595 | 746828.0681 |
| CC ( 209) | | 204456.5169 | 748041.0840 |
| PT ( 210) | 160+61.7704 | 198816.5842 | 747029.1261 |
| Radius: | 5730.0000 | | |
| Delta: | 4°05'00.0428" Left | | |
| Degree of Curvature(Arc): | 0°59'59.7348" | | |
| Length: | 408.3646 | | |
| Tangent: | 204.2688 | | |
| Chord: | 408.2782 | | |
| Middle Ordinate: | 3.6375 | | |
| External: | 3.6398 | | |
| Tangent Direction: | S 75°44'40.0830" E | | |
| Radial Direction: | S 14°15'19.9170" W | | |
| Chord Direction: | S 77°47'10.1044" E | | |
| Radial Direction: | S 10°10'19.8742" W | | |
| Tangent Direction: | S 79°49'40.1258" E | | |

Circular Curve No. P21

| | | | |
|---|---|---|---|
| PC ( 26047) | 182+24.7680 | 198431.6301 | 749157.5817 |
| PI ( 26312) | 183+38.8893 | 198411.4755 | 749269.9092 |
| CC ( 26048) | | 195611.8715 | 748651.6399 |
| PT ( 26049) | 184+52.8900 | 198382.4496 | 749380.2776 |
| Radius: | 2864.7890 | | |
| Delta: | 4°33'44.7904" Right | | |
| Degree of Curvature(Arc): | 1°59'59.9999" | | |
| Length: | 228.1221 | | |
| Tangent: | 114.1214 | | |
| Chord: | 228.0618 | | |
| Middle Ordinate: | 2.2704 | | |
| External: | 2.2722 | | |
| Tangent Direction: | S 79°49'40.1194" E | | |
| Radial Direction: | S 10°10'19.8806" W | | |
| Chord Direction: | S 77°32'47.7242" E | | |
| Radial Direction: | S 14°44'04.6710" W | | |
| Tangent Direction: | S 75°15'55.3290" E | | |

Circular Curve No. P22

| | | | |
|---|---|---|---|
| PC ( 26050) | 197+59.2160 | 198050.1953 | 750643.6440 |
| PI ( 26313) | 198+18.4189 | 198035.1375 | 750700.9000 |
| CC ( 26051) | | 198604.3109 | 750789.3716 |
| PT ( 26052) | 198+77.2031 | 198032.1052 | 750760.0251 |
| Radius: | 572.9578 | | |
| Delta: | 11°47'55.3339" Left | | |
| Degree of Curvature(Arc): | 9°59'59.9997" | | |
| Length: | 117.9870 | | |
| Tangent: | 59.2029 | | |
| Chord: | 117.7787 | | |
| Middle Ordinate: | 3.0344 | | |
| External: | 3.0506 | | |
| Tangent Direction: | S 75°15'55.3290" E | | |
| Radial Direction: | S 14°44'04.6710" W | | |
| Chord Direction: | S 81°09'52.9959" E | | |
| Radial Direction: | S 2°56'09.3371" W | | |
| Tangent Direction: | S 87°03'50.6629" E | | |

Circular Curve No. P23

| | | | |
|---|---|---|---|
| PC ( 26053) | 205+80.4134 | 197996.0873 | 751462.3124 |
| PI ( 26314) | 206+48.3497 | 197992.6077 | 751530.1596 |
| CC ( 26054) | | 197423.8816 | 751432.9660 |
| PT ( 26055) | 207+15.6545 | 197973.3582 | 751595.3117 |
| Radius: | 572.9578 | | |
| Delta: | 13°31'26.8109" Right | | |
| Degree of Curvature(Arc): | 9°59'59.9997" | | |
| Length: | 135.2411 | | |
| Tangent: | 67.9363 | | |
| Chord: | 134.9274 | | |
| Middle Ordinate: | 3.9857 | | |
| External: | 4.0136 | | |
| Tangent Direction: | S 87°03'50.6629" E | | |
| Radial Direction: | S 2°56'09.3371" W | | |
| Chord Direction: | S 80°18'07.2574" E | | |
| Radial Direction: | S 16°27'36.1480" W | | |
| Tangent Direction: | S 73°32'23.8520" E | | |

Circular Curve No. P24

| | | | |
|---|---|---|---|
| PC ( 5403) | 541+38.1316 | 199973.9141 | 732890.8916 |
| PI ( ) | 542+09.1986 | 200028.7112 | 732936.1441 |
| CC ( 26207) | | 199364.5809 | 733628.7449 |
| PCC ( 5404) | 542+80.0051 | 200076.2226 | 732988.9946 |
| Radius: | 956.9297 | | |
| Delta: | 8°29'40.6229" Right | | |
| Degree of Curvature(Arc): | 5°59'14.8547" | | |
| Length: | 141.8735 | | |
| Tangent: | 71.0670 | | |
| Chord: | 141.7436 | | |
| Middle Ordinate: | 2.6280 | | |
| External: | 2.6353 | | |
| Tangent Direction: | N 39°33'01.9278" E | | |
| Radial Direction: | S 50°26'58.0722" E | | |
| Chord Direction: | N 43°47'52.2393" E | | |
| Radial Direction: | S 41°57'17.4493" E | | |
| Tangent Direction: | N 48°02'42.5507" E | | |

Circular Curve No. P25

| | | | |
|---|---|---|---|
| PCC ( 5404) | 542+80.0051 | 200076.2226 | 732988.9946 |
| PI ( ) | 543+31.5328 | 200110.6712 | 733027.3143 |
| CC ( 5405) | | 199953.5168 | 733099.3045 |
| PT ( 5406) | 543+79.8937 | 200117.1907 | 733078.4279 |
| Radius: | 165.0000 | | |
| Delta: | 34°41'09.6980" Right | | |
| Degree of Curvature(Arc): | 34°43'28.9735" | | |
| Length: | 99.8886 | | |
| Tangent: | 51.5277 | | |
| Chord: | 98.3702 | | |
| Middle Ordinate: | 7.5013 | | |
| External: | 7.8586 | | |
| Tangent Direction: | N 48°02'42.5507" E | | |
| Radial Direction: | S 41°57'17.4493" E | | |
| Chord Direction: | N 65°23'17.3997" E | | |
| Radial Direction: | S 7°16'07.7513" E | | |
| Tangent Direction: | N 82°43'52.2487" E | | |

Circular Curve No. P26

| | | | |
|---|---|---|---|
| PC ( ) | 605+64.5743 | 200007.1668 | 733087.2154 |
| PI ( ) | 606+98.8700 | 200140.2847 | 733069.4681 |
| CC ( ) | | 200145.2566 | 734122.9906 |
| PT ( ) | 608+31.7014 | 200273.5641 | 733085.9582 |
| Radius: | 1044.9397 | | |
| Delta: | 14°38'49.2731" Right | | |
| Degree of Curvature(Arc): | 5°28'59.3980" | | |
| Length: | 267.1271 | | |
| Tangent: | 134.2957 | | |
| Chord: | 266.4003 | | |
| Middle Ordinate: | 8.5244 | | |
| External: | 8.5945 | | |
| Tangent Direction: | N 7°35'38.0654" W | | |
| Radial Direction: | N 82°24'21.9346" E | | |
| Chord Direction: | N 0°16'13.4289" W | | |
| Radial Direction: | S 82°56'48.7923" E | | |
| Tangent Direction: | N 7°03'11.2077" E | | |

Circular Curve No. P27

| | | | |
|---|---|---|---|
| PC ( ) | 348+50.4012 | 201172.5794 | 734886.9568 |
| PI ( ) | 348+88.0324 | 201205.9774 | 734869.6167 |
| CC ( ) | | 201248.6099 | 735033.3957 |
| PT ( ) | 349+24.3979 | 201243.5912 | 734868.4721 |
| Radius: | 165.0000 | | |
| Delta: | 25°41'42.6111" Right | | |
| Degree of Curvature(Arc): | 34°43'28.9735" | | |
| Length: | 73.9968 | | |
| Tangent: | 37.6312 | | |
| Chord: | 73.3782 | | |
| Middle Ordinate: | 4.1308 | | |
| External: | 4.2368 | | |
| Tangent Direction: | N 27°26'17.3669" W | | |
| Radial Direction: | N 62°33'42.6331" E | | |
| Chord Direction: | N 14°35'26.0613" W | | |
| Radial Direction: | N 88°15'25.2442" E | | |
| Tangent Direction: | N 1°44'34.7558" W | | |

Circular Curve No. P28

| | | | |
|---|---|---|---|
| PC ( 318) | 701+65.0000 | 199166.0802 | 745004.6790 |
| PI ( 311) | 702+53.8345 | 199231.8820 | 744944.9991 |
| CC ( 319) | | 199276.9288 | 745126.8984 |
| PT ( 320) | 703+27.9826 | 199317.9301 | 744967.0739 |
| Radius: | 165.0000 | | |
| Delta: | 56°35'42.8724" Right | | |
| Degree of Curvature(Arc): | 34°43'28.9735" | | |
| Length: | 162.9826 | | |
| Tangent: | 88.8345 | | |
| Chord: | 156.4370 | | |
| Middle Ordinate: | 19.7180 | | |
| External: | 22.3942 | | |
| Tangent Direction: | N 42°12'24.7989" W | | |
| Radial Direction: | N 47°47'35.2011" E | | |
| Chord Direction: | N 13°54'33.3627" W | | |
| Radial Direction: | S 75°36'41.9265" E | | |
| Tangent Direction: | N 14°23'18.0735" E | | |

Circular Curve No. P29

| | | | |
|---|---|---|---|
| PC ( 8431) | 904+54.1368 | 198318.9990 | 749199.8984 |
| PI ( ) | 906+32.6254 | 198382.1891 | 749366.8272 |
| CC ( 8432) | | 198646.3311 | 749075.9884 |
| PT ( 8433) | 907+84.2497 | 198554.4125 | 749413.7027 |
| Radius: | 350.0000 | | |
| Delta: | 54°02'24.7798" Left | | |
| Degree of Curvature(Arc): | 16°22'12.8018" | | |
| Length: | 330.1129 | | |
| Tangent: | 178.4887 | | |
| Chord: | 318.0122 | | |
| Middle Ordinate: | 38.2035 | | |
| External: | 42.8845 | | |
| Tangent Direction: | N 69°15'57.8557" E | | |
| Radial Direction: | S 20°44'02.1443" E | | |
| Chord Direction: | N 42°14'45.4658" E | | |
| Radial Direction: | S 74°46'26.9241" E | | |
| Tangent Direction: | N 15°13'33.0759" E | | |

Circular Curve * 22A

| | | | |
|---|---|---|---|
| PC ( 4001) | 920+00.0000 | 198085.3302 | 750510.0468 |
| PI ( ) | 921+97.3429 | 198035.1375 | 750700.9000 |
| CC ( 4002) | | 199932.3823 | 750995.8053 |
| PT ( 4003) | 923+93.2901 | 198025.0298 | 750897.9839 |
| Radius: | 1909.8593 | | |
| Delta: | 11°47'55.3339" Left | | |
| Degree of Curvature(Arc): | 3°00'00.0001" | | |
| Length: | 393.2901 | | |
| Tangent: | 197.3429 | | |
| Chord: | 392.5956 | | |
| Middle Ordinate: | 10.1147 | | |
| External: | 10.1685 | | |
| Tangent Direction: | S 75°15'55.3290" E | | |
| Radial Direction: | S 14°44'04.6710" W | | |
| Chord Direction: | S 81°09'52.9959" E | | |
| Radial Direction: | S 2°56'09.3371" W | | |
| Tangent Direction: | S 87°03'50.6629" E | | |

PREL. TRACING — DESIGN — CHKD.

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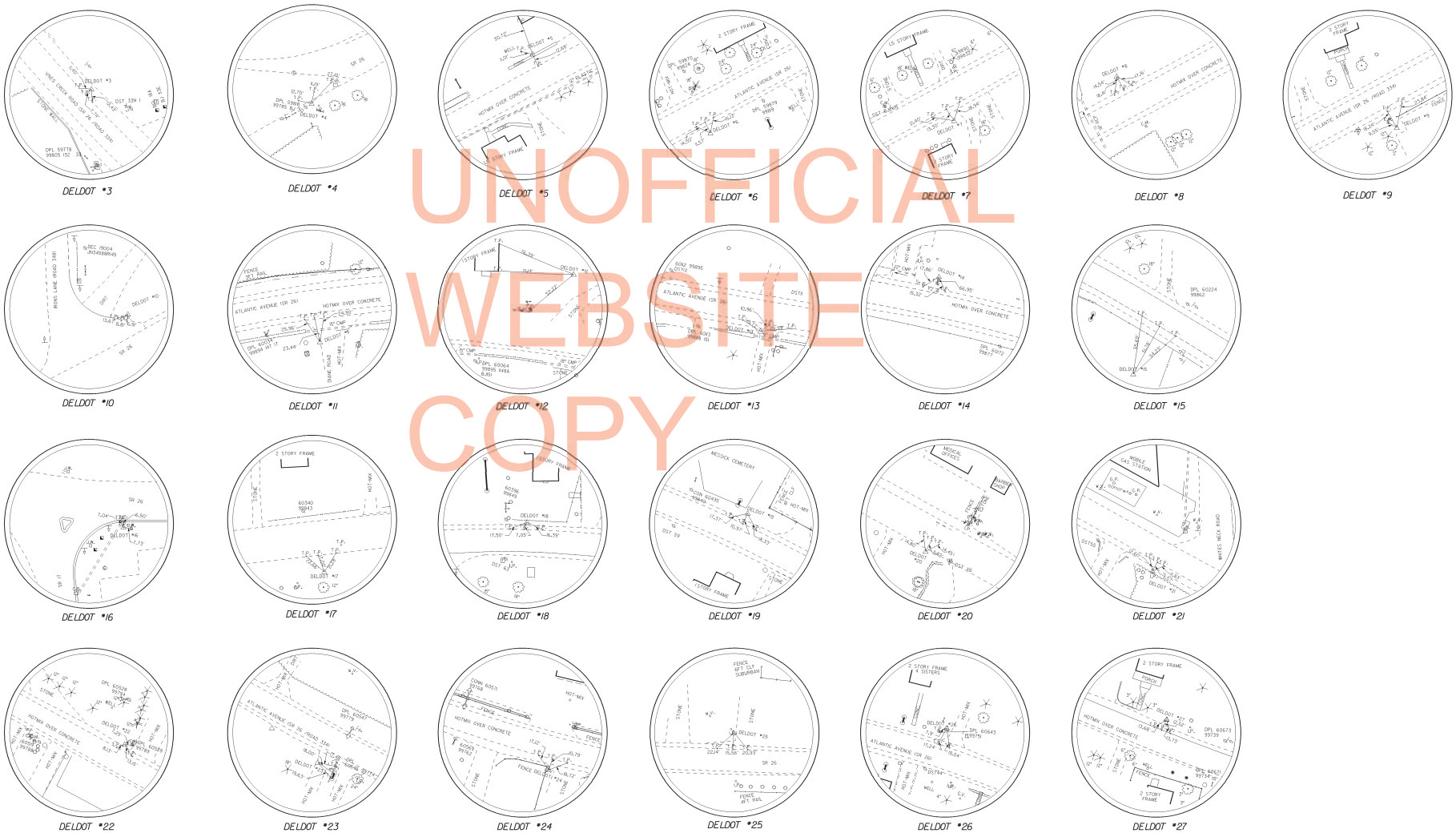
| CONTRACT | COUNTY | F.A.P. NO. | SHEET NO. | TOTAL SHTS. |
|---|---|---|---|---|
| T200411210 | SUSSEX | SEE TITLE SHEET | 31 | 589 |

**HORIZONTAL AND VERTICAL CONTROL**
**TRAVERSE POINT DIAGRAMS**
**NOT TO SCALE**

N

**SR 26, ATLANTIC AVENUE FROM CLARKSVILLE TO ASSAWOMAN CANAL**

REVISIONS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DELDOT #4
DELDOT #5
DELDOT #6
DELDOT #7
DELDOT #8
DELDOT #9
DELDOT #10
DELDOT #11
DELDOT #12
DELDOT #13
DELDOT #14
DELDOT #15
DELDOT #16
DELDOT #17
DELDOT #18
DELDOT #19
DELDOT #20
DELDOT #21
DELDOT #22
DELDOT #23
DELDOT #24
DELDOT #25
DELDOT #26
DELDOT #27

NOTE: TRAVERSE POINTS DELDOT #1 & #2 ARE DELDOT GPS DISCS
ALL TRAVERSE POINTS DELDOT #3 THOUGH #27 ARE DELDOT CAPS

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PREL. TRACING _____ DESIGN _____ CHKD. _____

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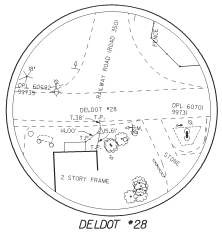
**HORIZONTAL AND VERTICAL CONTROL**
**TRAVERSE POINT DIAGRAMS**
**NOT TO SCALE**

| CONTRACT | COUNTY | F.A.P. NO. | SHEET NO. | TOTAL SHTS. |
|---|---|---|---|---|
| T200411210 | SUSSEX | SEE TITLE SHEET | 32 | 589 |

**SR 26, ATLANTIC AVENUE FROM CLARKSVILLE TO ASSAWOMAN CANAL**

REVISIONS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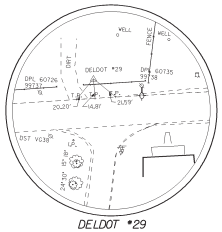
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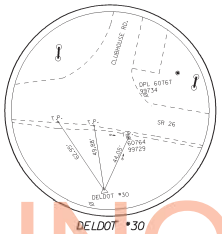
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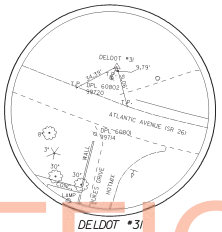
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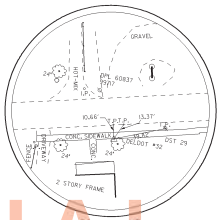
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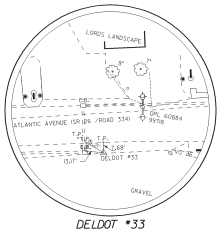
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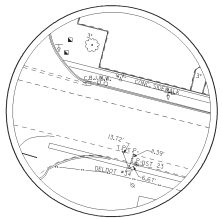
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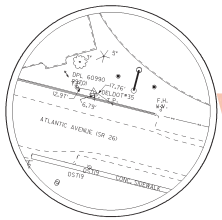
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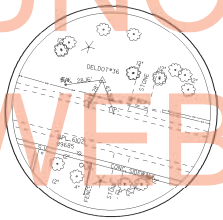
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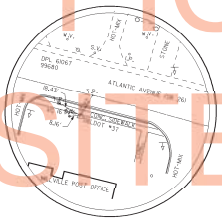
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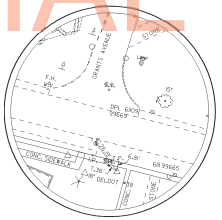
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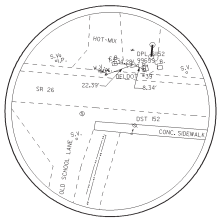
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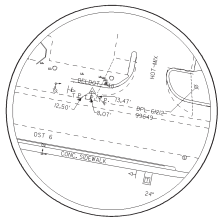
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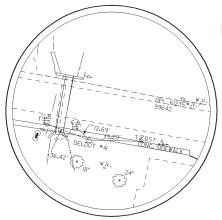
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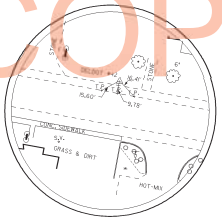
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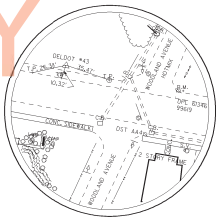
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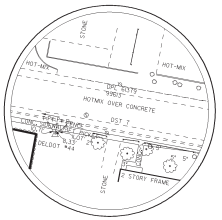
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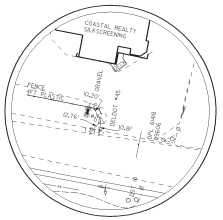
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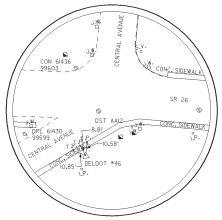
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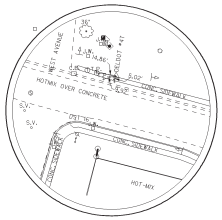
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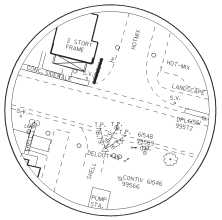
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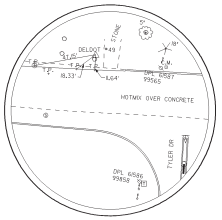
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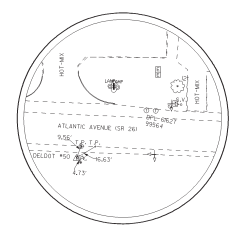
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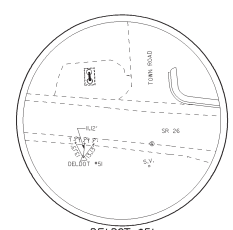
DELDOT #51

NOTE: ALL TRAVERSE POINTS DELDOT # 28 THOUGH # 51 ARE DELDOT CAPS

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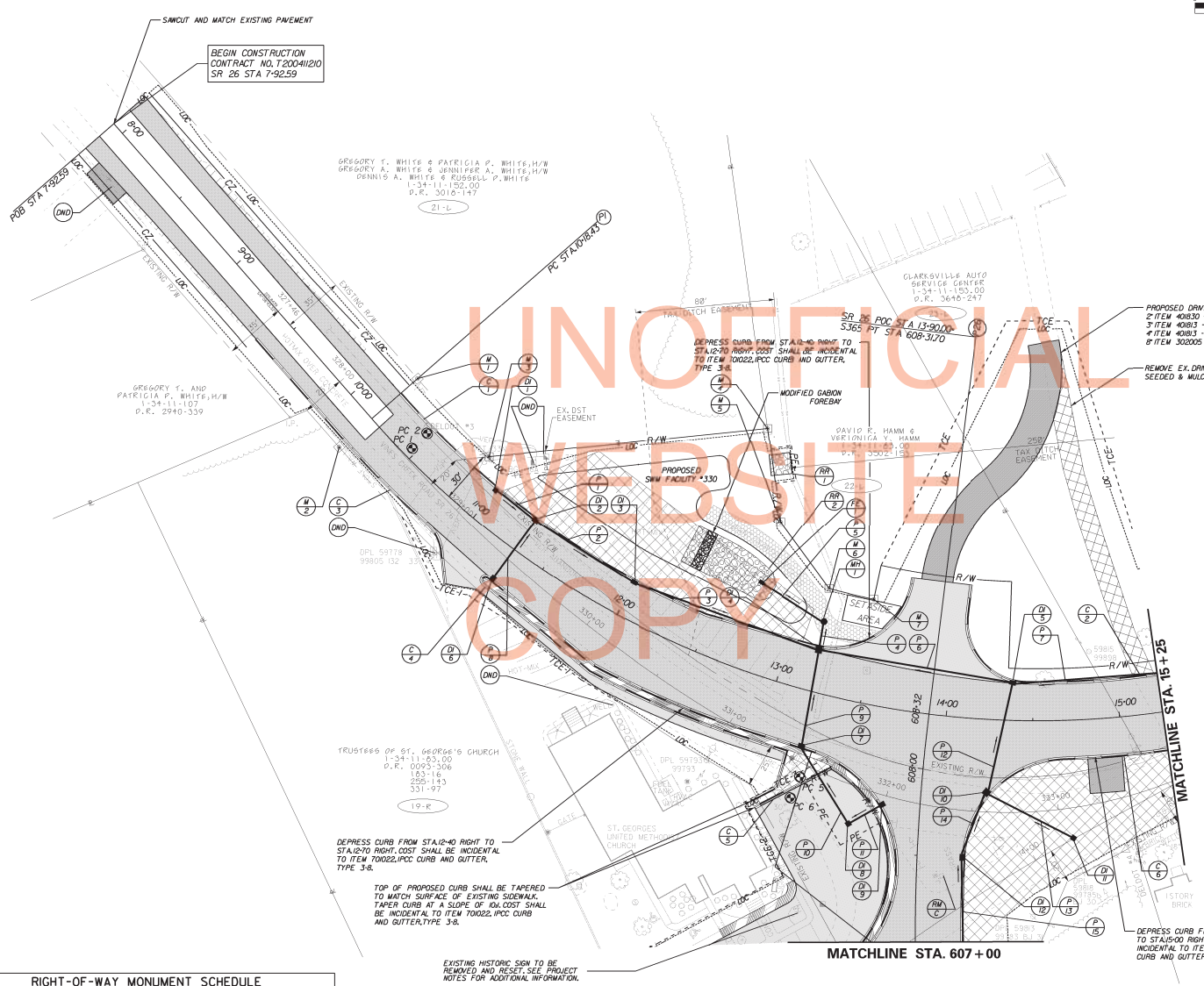


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**CONSTRUCTION PLANS**

0 30 60 120

| CONTRACT | COUNTY | F.A.P. NO. | SHEET NO. | TOTAL SHTS. |
|---|---|---|---|---|
| T200411210 | SUSSEX | SEE TITLE SHEET | 33 | 589 |

# SR 26, ATLANTIC AVENUE FROM CLARKSVILLE TO ASSAWOMAN CANAL

| REVISIONS | |
|---|---|
| | |
| | |
| | |
| | |

NOTE: UTILITY RELOCATION PLANS IDENTIFY ALL UTILITIES TO BE REMOVED, RELOCATED, PROTECTED AND/OR ADJUSTED. UTILITY TEST HOLE SCHEDULES ARE ALSO LOCATED ON THE UTILITY RELOCATION PLANS.

## CURB SCHEDULE

| NO. | TYPE | LENGTH |
|---|---|---|
| 1 | IPCC CURB & GUTTER, TYPE 3-8 | 361.7' |
| 2 | IPCC CURB & GUTTER, TYPE 3-8 | 150.0' |
| 3 | IPCC CURB & GUTTER, TYPE 3-8 | 182.2' |
| 4 | IPCC CURB & GUTTER, TYPE 3-8 | 596.5' |
| 5 | IPCC CURB & GUTTER, TYPE 3-8 | 165.8' |
| 6 | IPCC CURB & GUTTER, TYPE 3-8 | 197.8' |

## RIPRAP SCHEDULE

| NO. | CLASS | LENGTH | WIDTH | AREA |
|---|---|---|---|---|
| 1 | R-4 | 12.0 | 12.0 | 16.0 SY. |
| 2 | R-4 | 42.0 | 21.4 | 100.0 SY. |

## FLARED END SECTION SCHEDULE

| NO. | SIZE / TYPE | SLOPE | SAFETY GRATE |
|---|---|---|---|
| 1 | 24" / RCP | 0.0027 | NO |

## MANHOLE SCHEDULE

| NO. | TYPE/SIZE | T.G. EL. | INV. EL. | STATION | OFFSET |
|---|---|---|---|---|---|
| 1 | 48"X48" | 12.00 | 8.17 | 13+18 | -40.7 |

## PIPE SCHEDULE

| NO. | SIZE / TYPE | LENGTH | SLOPE | INT. INV. | DIS. INV. | CLASS |
|---|---|---|---|---|---|---|
| 1 | 15" RCP | 25 | 0.0027 | 8.74 | 8.67 | V |
| 2 | 15" RCP | 63 | 0.0027 | 8.67 | 8.50 | V |
| 3 | 15" RCP | 109 | 0.0027 | 8.50 | 8.20 | V |
| 4 | 19"X30" RCEP | 13 | 0.0027 | 8.20 | 8.17 | IV |
| 5 | 24" RCP | 36 | 0.0027 | 8.17 | 8.07 | IV |
| 6 | 18" RCP | 109 | 0.0041 | 8.65 | 8.20 | IV |
| 7 | 15" RCP | 104 | 0.0029 | 8.95 | 8.65 | V |
| 8 | 15" RCP | 40 | 0.0027 | 8.78 | 8.67 | V |
| 9 | 15" RCP | 53 | 0.0026 | 9.20 | 8.86 | V |
| 10 | 15" RCP | 50 | 0.0060 | 9.50 | 9.20 | V |
| 11 | 15" RCP | 20 | 0.0050 | 9.60 | 9.50 | V |
| 12 | 15" RCP | 62 | 0.0056 | 9.40 | 9.00 | V |
| 13 | 15" RCP | 54 | 0.0100 | 9.54 | 9.40 | V |
| 14 | 15" RCP | 36 | 0.0055 | 10.80 | 10.60 | V |
| 15 | 15" RCP | 118 | 0.0038 | 11.25 | 10.80 | V |

## DRAINAGE INLET SCHEDULE

| NO. | BOX | GRATE | T.G. EL. | INV. EL. | STATION | OFFSET |
|---|---|---|---|---|---|---|
| 1 | 3.4'X2.4' | 1 | ** | 8.74 | 11+00 | *** |
| 2 | 4.8'X3.0' | 1 | ** | 8.67 | 11+30 | *** |
| 3 | 4.8'X3.0' | 1 | ** | 8.50 | 12+00 | *** |
| 4 | 4.8'X4.8' | 1 | ** | 8.20 | 13+18 | *** |
| 5 | 4.8'X3.0' | 1 | ** | 8.65 | 14+38 | *** |
| 6 | 3.4'X2.4' | 1 | ** | 8.78 | 11+30 | *** |
| 7 | 4.8'X3.0' | 1 | ** | 9.20 | 13+24 | *** |
| 8 | 3.4'X2.4' | 1 | 14.75 | 9.50 | 13+56 | 69.73 |
| 9 | 3.4'X2.4' | 1 | ** | 9.60 | 13+71 | *** |
| 10 | 4.8'X4.8' | 1 | ** | 9.40 | 14+27 | *** |
| 11 | 3.4'X2.4' | 1 | 13.75 | 9.94 | 14+71 | 35.90 |
| 12 | 4.8'X3.0' | 1 | ** | 10.80 | S365° 607+50 | *** |

* SPECIAL INLET REQUIRED. SEE DETAIL FOR ITEM #708514
** MATCH FLOWLINE OF PROPOSED CURB AND GUTTER
*** MATCH PROPOSED CURBLINE

## RIGHT-OF-WAY MONUMENT SCHEDULE

| POINT NO. | STATION | OFFSET | NORTHING | EASTING | TYPE |
|---|---|---|---|---|---|
| 1 | 10+18.43 | -35.00 | 200465.9327 | 732791.3294 | CONCRETE |
| 2 | 10+18.43 | 25.00 | 200427.4554 | 732746.1485 | CAPPED REBAR |
| 3 | 10+83.91 | -32.42 | 200421.7850 | 732832.5780 | CONCRETE |
| 4 | 12+34.75 | -134.63 | 200438.1267 | 732993.0146 | CONCRETE |
| 5 | 12+69.70 | -87.90 | 200384.5236 | 733000.3225 | CONCRETE |
| 6 | 13+15.00 | -60.00 | 200346.0312 | 733028.4961 | CONCRETE |
| 7 | 13+45.00 | -60.00 | 200339.7177 | 733054.9938 | CONCRETE |

## ROADWAY CORE SUMMARY

| C NO. | STATION | OFFSET | DESCRIPTION |
|---|---|---|---|
| PC-1 | 328+60 | -6.4 | 7.75" HMA, 5.5" PCC |
| PC-2 | 328+60 | -18.00 | 7.00" HMA, 1" ST |
| PC-5 | 331+50 | 8.00 | 9" HMA, 7" PCC |
| PC-6 | 331+50 | 21.00 | 14" HMA |

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| CONTRACT | COUNTY | F.A.P. NO. | SHEET NO. | TOTAL SHTS. |
|---|---|---|---|---|
| T200411210 | SUSSEX | SEE TITLE SHEET | 34 | 589 |

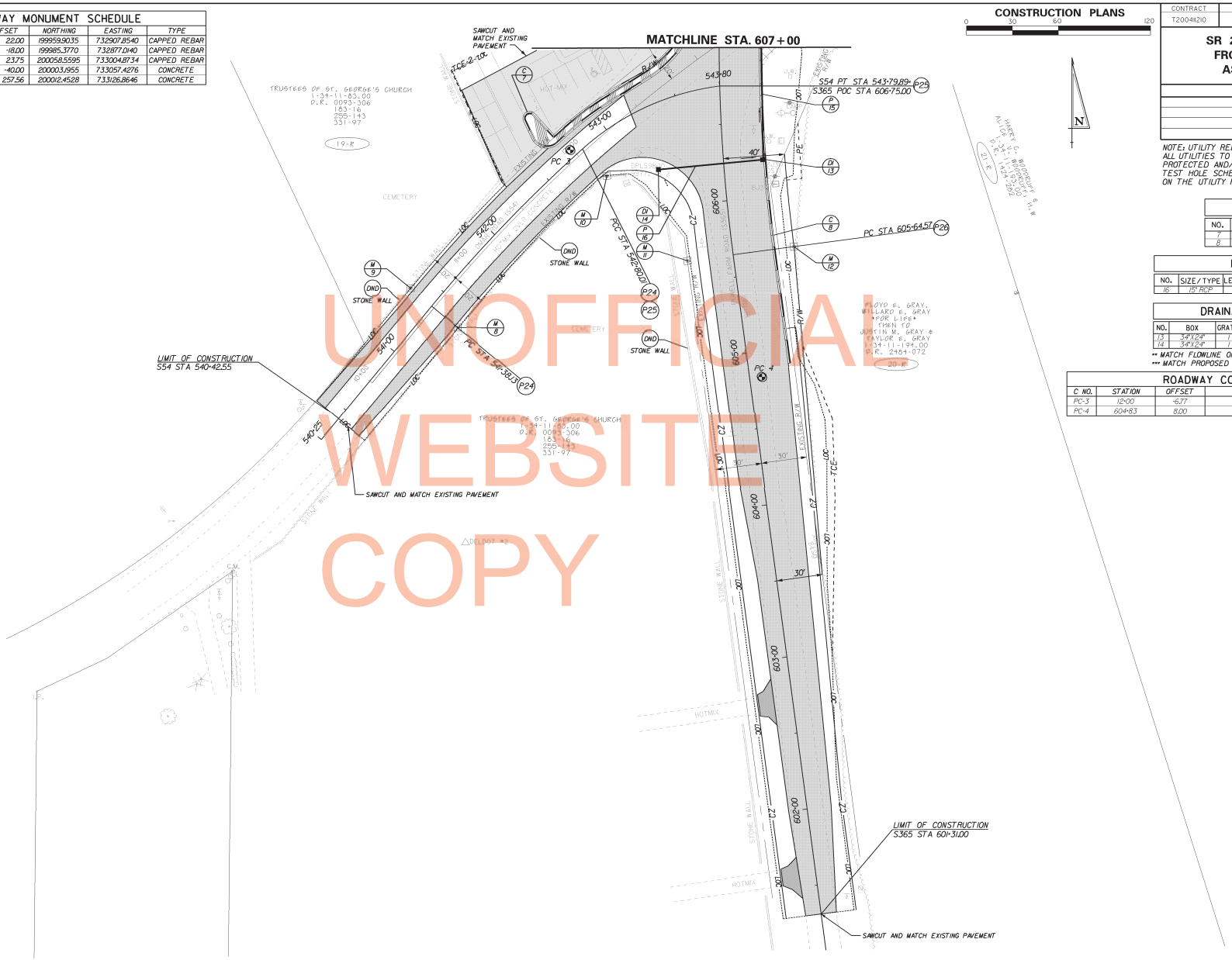
# SR 26, ATLANTIC AVENUE FROM CLARKSVILLE TO ASSAWOMAN CANAL

## REVISIONS

NOTE: UTILITY RELOCATION PLANS IDENTIFY ALL UTILITIES TO BE REMOVED, RELOCATED, PROTECTED AND/OR ADJUSTED. UTILITY TEST HOLE SCHEDULES ARE ALSO LOCATED ON THE UTILITY RELOCATION PLANS.

## RIGHT-OF-WAY MONUMENT SCHEDULE

| POINT NO. | STATION | OFFSET | NORTHING | EASTING | TYPE |
|---|---|---|---|---|---|
| 8 | 541+38.13 | 22.00 | 199959.9035 | 732907.8540 | CAPPED REBAR |
| 9 | 541+38.13 | -18.00 | 199985.3770 | 732877.0140 | CAPPED REBAR |
| 10 | 542+80.01 | 23.75 | 200058.5595 | 733004.8734 | CAPPED REBAR |
| 11 | 605+64.57 | -40.00 | 200003.1955 | 733057.4276 | CONCRETE |
| 12 | 14+38.33 | 257.56 | 200012.4528 | 733126.8646 | CONCRETE |




## CONSTRUCTION PLANS

0 30 60 120

## CURB SCHEDULE

| NO. | TYPE | LENGTH |
|---|---|---|
| 7 | IPCC CURB & GUTTER, TYPE 3-8 | 259' |
| 8 | IPCC CURB & GUTTER, TYPE 3-8 | 206.5' |

## PIPE SCHEDULE

| NO. | SIZE/TYPE | LENGTH | SLOPE | INT. INV. | DIS. INV. | CLASS |
|---|---|---|---|---|---|---|
| 16 | 15" RCP | 66 | 0.0038 | 11.50 | 11.25 | V |

## DRAINAGE INLET SCHEDULE

| NO. | BOX | GRATE | T.G. EL. | INV. EL. | STATION | OFFSET |
|---|---|---|---|---|---|---|
| 13 | 34"X24" | 1 | ** | 11.25 | S365 606+25 | *** |
| 14 | 34"X24" | 1 | 15.00 | 11.50 | S54 543+17 | 40.00 |

** MATCH FLOWLINE OF PROPOSED CURB AND GUTTER
*** MATCH PROPOSED CURBLINE

## ROADWAY CORE SUMMARY

| C NO. | STATION | OFFSET | DESCRIPTION |
|---|---|---|---|
| PC-3 | 12+00 | -6.77 | 9" HMA, 7.5" PCC |
| PC-4 | 604+83 | 8.00 | 5" HMA |

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## PIPE SCHEDULE

| NO. | SIZE / TYPE | LENGTH | SLOPE | INT. INV. | DIS. INV. | CLASS |
|---|---|---|---|---|---|---|
| 17 | 15" RCP | 68 | 0.0029 | 9.15 | 8.95 | V |
| 19 | 15" RCP | 131 | 0.0046 | 7.50 | 6.90 | V |
| 20 | 48" RCP | 167 | 0.0024 | 5.14 | 4.74 | IV |
| 21 | 48" RCP | 177 | 0.0023 | 5.14 | 4.73 | IV |
| 22 | 15" RCP | 4 | 0.1500 | 7.80 | 7.80 | V |
| 23 | 48" RCP | 29 | 0.0023 | 5.21 | 5.14 | IV |
| 24 | 48" RCP | 29 | 0.0023 | 5.21 | 5.14 | IV |
| 25 | 48" RCP | 56 | 0.0023 | 5.34 | 5.21 | IV |
| 26 | 48" RCP | 56 | 0.0023 | 5.34 | 5.21 | IV |
| 27 | 15" RCP | 74 | 0.0048 | 7.25 | 6.90 | V |
| 28 | 15" RCP | 105 | 0.0019 | 7.67 | 7.25 | V |
| 29 | 15" RCP | 35 | 0.0037 | 7.80 | 7.67 | IV |
| 30 | 15" RCP | 9 | 0.0053 | 6.55 | 6.50 | IV |
| 31 | 15" RCP | 56 | 0.0062 | 6.50 | 6.15 | IV |
| 32 | 15" RCP | 12 | 0.1343 | 7.76 | 6.15 | IV |
| 33 | 15" RCP | 55 | 0.0073 | 9.65 | 9.25 | IV |
| 34 | 15" RCP | 83 | 0.0030 | 9.30 | 9.65 | IV |

## DRAINAGE INLET SCHEDULE

| NO. | BOX | GRATE | T.G. EL. | INV. EL. | STATION | OFFSET |
|---|---|---|---|---|---|---|
| 15 | 48"X 30" | I | ** | 8.95 | 15+90 | *** |
| 16 | 48"X 30" | I | ** | 9.15 | 16+25 | *** |
| 18 | 34"X 24" | I | ** | 7.50 | 18+75 | *** |
| 19 | 34"X 24" | I | 10.25 | 7.80 | 19+99 | -48.75 |
| 20* | SEE DETAIL | I | 10.56 | 5.14 | 20+17 | -55.26 |
| 21* | SEE DETAIL | I | ** | 5.21 | 20+13 | -56.00 |
| 22 | 34"X 24" | I | ** | 7.25 | 20+95 | *** |
| 23 | 48"X 30" | I | ** | 7.67 | 22+04 | *** |
| 24 | 34"X 24" | I | 11.00 | 7.80 | 22+40 | -34.52 |
| 25 | 66"X 66" | I | ** | 6.55 | 19+35 | *** |
| 26 | 48"X 30" | I | 9.73 | 6.50 | 19+35 | 32.69 |
| 27 | 34"X 24" | I | 12.00 | 9.65 | 22+25 | 36.00 |
| 27A | 34"X 24" | I | 12.14 | 9.50 | 23+13 | 36.00 |

* SPECIAL INLET REQUIRED. SEE DETAIL FOR ITEM *708653
* SPECIAL INLET REQUIRED. SEE DETAIL FOR ITEM *708518
** MATCH FLOWLINE OF PROPOSED CURB AND GUTTER
*** MATCH PROPOSED CURBLINE

## FLARED END SECTION SCHEDULE

| NO. | SIZE / TYPE | SLOPE | SAFETY GRATE |
|---|---|---|---|
| 2 | 48" / RCP | 0.0023 | NO |
| 3 | 48" / RCP | 0.0024 | NO |

## RIPRAP SCHEDULE

| NO. | CLASS | LENGTH | WIDTH | AREA |
|---|---|---|---|---|
| *3 | R-5 | 46.0 | 12.0 | 61.3 SY. |
| 4 | R-5 | 20.0 | 7.0 | 15.2 SY. |
| 5 | R-4 | 5.0 | 5.0 | 2.8 SY. |

* BURIED/CHOKED RIPRAP. SEE GABION DETAIL IN CONSTRUCTION DETAILS.

## ROADWAY CORE SUMMARY

| C NO. | STATION | OFFSET | DESCRIPTION |
|---|---|---|---|
| PC-7 | 17+00 | -12.80 | 4" HMA1, 7" ST |
| PC-8 | 17+00 | -3.00 | 8" HMA, 6" PCC |

## CURB SCHEDULE

| NO. | TYPE | LENGTH |
|---|---|---|
| 9 | IPCC CURB & GUTTER, TYPE 3-8 | 239' |
| 10 | IPCC CURB & GUTTER, TYPE 3-8 | 204.5' |
| 11 | IPCC CURB & GUTTER, TYPE 3-8 | 338' |
| 12 | IPCC CURB & GUTTER, TYPE 3-8 | 431.5' |

CONSTRUCTION PLANS

0 30 60 120

| CONTRACT | COUNTY | F.A.P. NO. | SHEET NO. | TOTAL SHTS. |
|---|---|---|---|---|
| T20041210 | SUSSEX | SEE TITLE SHEET | 35 | 589 |

# SR 26, ATLANTIC AVENUE FROM CLARKSVILLE TO ASSAWOMAN CANAL

REVISIONS

NOTES

1. UTILITY RELOCATION PLANS IDENTIFY ALL UTILITIES TO BE REMOVED, RELOCATED, PROTECTED AND/OR ADJUSTED. UTILITY TEST HOLE SCHEDULES ARE ALSO LOCATED ON THE UTILITY RELOCATION PLANS.

2. CONTRACTOR SHALL REMOVE ALL EXISTING HEADWALLS ASSOCIATED WITH ROADWAY CROSS-PIPE AT STATION 20+00. REMOVAL WILL BE PAID FOR UNDER ITEM 210000 - REMOVAL OF STRUCTURES AND OBSTRUCTIONS.

CONTAMINATED SOILS AND GROUNDWATER MAY BE ENCOUNTERED ON THIS SITE

SEE GABION STREAM STABILIZATION DETAIL

EXISTING 36" CMP TO BE CAPPED AND FILLED.

DEPRESS INNER AND OUTER CURB AND CURB ISLANDS FROM STA.18+80 LEFT TO STA.19+35 LEFT. COST SHALL BE INCIDENTAL TO ITEM 700622, IPCC CURB & GUTTER, TYPE 3-8.

THE EVANS PROPERTY ELIGIBLE NRHP

THE WEBB PROPERTY ELIGIBLE NRHP

HEADWALL REPLACEMENT SEE CONSTRUCTION DETAILS

MATCHLINE STA. 15+25

MATCHLINE STA. 23+50

PC STA 21+37.36

PT STA 23+13.70

PT STA 16+77.10

## RIGHT-OF-WAY MONUMENT SCHEDULE

| POINT NO. | STATION | OFFSET | NORTHING | EASTING | TYPE |
|---|---|---|---|---|---|
| 13 | 16+77.07 | -30.00 | 200345.4762 | 733352.8855 | CONCRETE |
| 14 | 16+77.07 | 28.83 | 200292.2613 | 733377.9748 | CONCRETE |
| 15 | 21+37.36 | -37.41 | 200548.4649 | 733766.0630 | CONCRETE |
| 16 | 21+37.36 | 45.00 | 200473.9232 | 733801.2064 | CONCRETE |
| 17 | 23+13.70 | -41.94 | 200631.4523 | 733918.9278 | CONCRETE |
| 18 | 23+13.70 | 45.00 | 200555.2431 | 733960.7689 | CONCRETE |

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PRELIM. TRACING ____ DESIGN ____ CHK'D. ____

## PIPE SCHEDULE

| NO. | SIZE / TYPE | LENGTH | SLOPE | INT. INV. | DIS. INV. | CLASS |
|---|---|---|---|---|---|---|
| 35 | 15" RCP | 32 | 0.0025 | 10.06 | 10.08 | IV |
| 36 | 15" RCP | 32 | 0.0025 | 9.86 | 9.78 | IV |
| 37 | 22"X34" RCEP | 74 | 0.0165 | 8.96 | 8.31 | IV |
| 38 | 15" RCP | 72 | 0.0083 | 10.15 | 9.55 | IV |
| 39 | 15" RCP | 96 | 0.0050 | 11.88 | 11.40 | V |
| 40 | 15" RCP | 40 | 0.0030 | 9.68 | 9.56 | V |
| 41 | 21" RCP | 102 | 0.0039 | 8.42 | 8.02 | V |
| 42 | 21" RCP | 31 | 0.0039 | 8.54 | 8.42 | IV |
| 43 | 18" RCP | 211 | 0.0038 | 9.35 | 8.54 | IV |
| 44 | 15" RCP | 10 | 0.0035 | 9.38 | 9.35 | IV |
| 45 | 15" RCP | 137 | 0.0035 | 9.86 | 9.38 | V |

## DRAINAGE INLET SCHEDULE

| NO. | BOX | GRATE | T.G. EL. | INV. EL. | STATION | OFFSET |
|---|---|---|---|---|---|---|
| 28 | 48"X48" | I | 12.47 | 8.42 | 29+50 | 32.00 |
| 28A | 3'-4"X2'-4" | I | 12.03 | 9.68 | 24+65 | 32.00 |
| 29 | 48"X48" | I | 12.59 | 8.54 | 29+95 | 34.00 |
| 30 | 48"X30" | I | 12.88 | 9.35 | 32+00 | 33.50 |
| 31 | 3'-4"X2'-4" | I | ** | 9.38 | 32+00 | *** |

** MATCH FLOWLINE OF PROPOSED CURB AND GUTTER
*** MATCH PROPOSED CURBLINE

## RIGHT-OF-WAY MONUMENT SCHEDULE

| POINT NO. | STATION | OFFSET | NORTHING | EASTING | TYPE |
|---|---|---|---|---|---|
| 19 | 27+78.44 | -39.74 | 200853.1870 | 734327.3644 | CAPPED REBAR |
| 20 | 28+40.03 | -317.17 | 201126.0210 | 734247.8254 | CONCRETE |
| 21 | 29+54.90 | -291.18 | 201158.5201 | 734361.0236 | CONCRETE |
| 22 | 30+19.07 | -300.63 | 201197.6885 | 734412.7335 | CONCRETE |
| 23 | 31+15.29 | -355.06 | 201291.7107 | 734470.8783 | CONCRETE |
| 24 | 29+79.32 | -38.78 | 200949.0272 | 734503.9020 | CONCRETE |

## CURB SCHEDULE

| NO. | TYPE | LENGTH |
|---|---|---|
| 13 | UPCC CURB & GUTTER, TYPE 3-8 | 35' |

## RIPRAP SCHEDULE

| NO. | CLASS | LENGTH | WIDTH | AREA |
|---|---|---|---|---|
| 6 | R-4 | 7.0 | 10.0 | 7.8 SY. |
| 6A | R-4 | 7.0 | 10.0 | 7.8 SY. |
| 7 | R-4 | 26.0 | 30.3 | 87.4 SY. |
| 8 | R-4 | 10.2 | 8.0 | 9.0 SY. |
| 8A | R-5 | 30.0 | 12.0 | 40.0 SY. |

## FLARED END SECTION SCHEDULE

| NO. | SIZE / TYPE | SLOPE | SAFETY GRATE |
|---|---|---|---|
| 5 | 22"x34" / RCEP | 0.0205 | NO |
| 6 | 21" / RCP | 0.0039 | NO |
| 7 | 15" / RCP | 0.0083 | NO |

CONSTRUCTION PLANS

0 30 60 120

| CONTRACT | COUNTY | F.A.P. NO. | SHEET NO. | TOTAL SHTS. |
|---|---|---|---|---|
| T200411210 | SUSSEX | SEE TITLE SHEET | 36 | 589 |

# SR 26, ATLANTIC AVENUE FROM CLARKSVILLE TO ASSAWOMAN CANAL

REVISIONS

NOTE: UTILITY RELOCATION PLANS IDENTIFY ALL UTILITIES TO BE REMOVED, RELOCATED, PROTECTED AND/OR ADJUSTED. UTILITY TEST HOLE SCHEDULES ARE ALSO LOCATED ON THE UTILITY RELOCATION PLANS.

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MATCHLINE STA. 23+50

MATCHLINE STA. 32+25

ATLANTIC AVENUE (SR 26 /S334)

PROPOSED DELDOT SWM FACILITY #331

MODIFIED GABION FOREBAY

SETASIDE AREA

TAX DITCH EASEMENT

250' TAX DITCH EASEMENT

KAREN R. NEFF & MARI ROBIN NEFF RASHFORO
1-34-11-160.00
D.R. 2657-210
29-L

JOAN S. NEFF
1-34-11-161.00
D.R. 2153-065
30-L

RICHARD A. HUDSON & MELODY A. HUDSON
1-34-11-162.06
D.R. 3175-022
31-L

DOROTHY SOMERVILLE, MARK P. THERIAULT & DAWN THERIAULT H/W
1-34-11-189.00
D.R. 3274-242
25-R

OBEDE MEDICAL CENTER, INC.
1-34-11-166.02
D.R. 3283-335
PARCEL C
26-R

OBEDE MEDICAL CENTER INC.
1-34-11-166.00
D.R. 3283-335
PARCEL A
26A-R

J. ROBERT HUDSON
1-34-11-166.05
D.R. 1672-80
27-R

DOROTHY THERIAULT SOMERVILLE
1-34-11-167.00
D.R. 3222-061 & 2371-152
26-R

GRADE TO DRAIN

FLAG POLE

WELL

SIGN

PREL. TRACING ____ DESIGN ____ CHK'D. ____

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| CONTRACT | COUNTY | F.A.P. NO. | SHEET NO. | TOTAL SHTS. |
|---|---|---|---|---|
| T200411210 | SUSSEX | SEE TITLE SHEET | 37 | 589 |

# SR 26, ATLANTIC AVENUE FROM CLARKSVILLE TO ASSAWOMAN CANAL

## REVISIONS

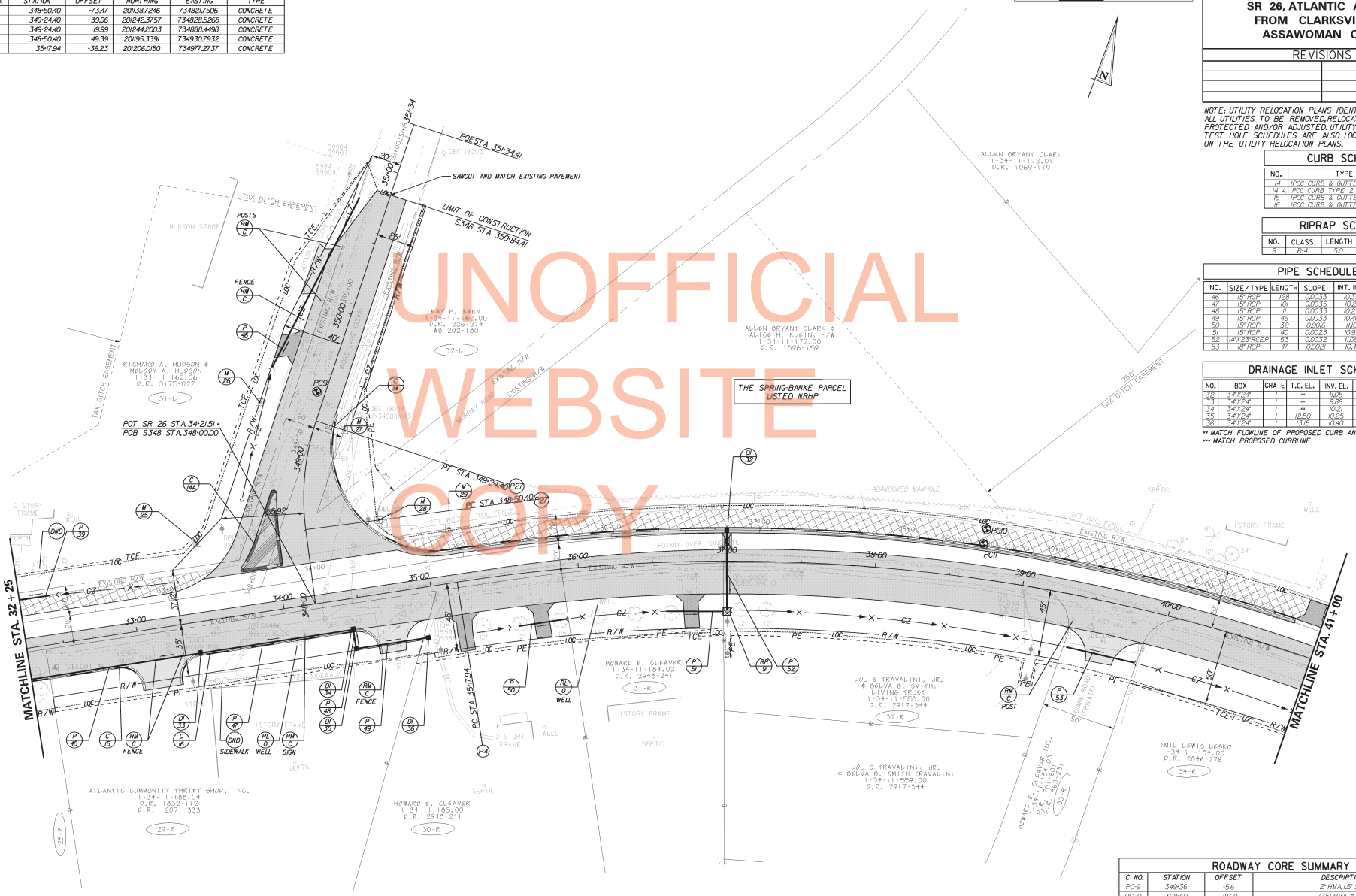
NOTE: UTILITY RELOCATION PLANS IDENTIFY ALL UTILITIES TO BE REMOVED, RELOCATED, PROTECTED AND/OR ADJUSTED. UTILITY TEST HOLE SCHEDULES ARE ALSO LOCATED ON THE UTILITY RELOCATION PLANS.

## RIGHT-OF-WAY MONUMENT SCHEDULE

| POINT NO. | STATION | OFFSET | NORTHING | EASTING | TYPE |
|---|---|---|---|---|---|
| 25 | 348+50.40 | -73.47 | 201138.7246 | 734821.7506 | CONCRETE |
| 26 | 349+24.40 | -39.96 | 201242.3757 | 734828.5268 | CONCRETE |
| 27 | 349+24.40 | 19.99 | 201244.2003 | 734888.4498 | CONCRETE |
| 28 | 348+50.40 | 49.39 | 201195.3391 | 734930.7932 | CONCRETE |
| 29 | 35+17.94 | -36.23 | 201206.0150 | 734977.2737 | CONCRETE |

## CONSTRUCTION PLANS

0 30 60 120




## CURB SCHEDULE

| NO. | TYPE | LENGTH |
|---|---|---|
| 14 | IPCC CURB & GUTTER, TYPE 3-8 | 717.2' |
| 14 A | PCC CURB TYPE 2 | 139.6' |
| 15 | IPCC CURB & GUTTER, TYPE 3-8 | 85.5' |
| 16 | IPCC CURB & GUTTER, TYPE 3-8 | 158' |

## RIPRAP SCHEDULE

| NO. | CLASS | LENGTH | WIDTH | AREA |
|---|---|---|---|---|
| 9 | R-4 | 5.0 | 5.0 | 2.8 S.Y. |

## PIPE SCHEDULE

| NO. | SIZE/TYPE | LENGTH | SLOPE | INT. INV. | DIS. INV. | CLASS |
|---|---|---|---|---|---|---|
| 46 | 15" RCP | 128 | 0.0033 | 10.35 | 9.93 | V |
| 47 | 15" RCP | 101 | 0.0035 | 10.21 | 9.86 | V |
| 48 | 15" RCP | 11 | 0.0033 | 10.25 | 10.21 | IV |
| 49 | 15" RCP | 46 | 0.0033 | 10.40 | 10.25 | IV |
| 50 | 15" RCP | 32 | 0.0016 | 11.16 | 11.11 | V |
| 51 | 15" RCP | 40 | 0.0023 | 10.97 | 10.88 | IV |
| 52 | 14"X23" RCEP | 53 | 0.0032 | 11.05 | 10.88 | V |
| 53 | 18" RCP | 47 | 0.0021 | 10.41 | 10.31 | IV |

## DRAINAGE INLET SCHEDULE

| NO. | BOX | GRATE | T.G. EL. | INV. EL. | STATION | OFFSET |
|---|---|---|---|---|---|---|
| 32 | 34"X24" | 1 | ** | 11.05 | 37+00 | *** |
| 33 | 34"X24" | 1 | ** | 9.86 | 33+40 | *** |
| 34 | 34"X24" | 1 | ** | 10.21 | 34+44 | *** |
| 35 | 34"X24" | 1 | 12.50 | 10.25 | 34+44 | 34.00 |
| 36 | 34"X24" | 1 | 13.15 | 10.40 | 34+93 | 34.00 |

** MATCH FLOWLINE OF PROPOSED CURB AND GUTTER
*** MATCH PROPOSED CURBLINE

## ROADWAY CORE SUMMARY

| C NO. | STATION | OFFSET | DESCRIPTION |
|---|---|---|---|
| PC-9 | 349+36 | -5.6 | 2" HMA, 1.5" ST |
| PC-10 | 328+60 | -18.00 | 1.75" HMA, 1" ST |
| PC-11 | 331+50 | 8.00 | 12" HMA, 6" PCC |

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## FLARED END SECTION SCHEDULE

| NO. | SIZE / TYPE | SLOPE | SAFETY GRATE |
|---|---|---|---|
| 8 | 18"X30" / RCEP | 0.0041 | NO |
| 9 | 15" / RCP | 0.0050 | YES |
| 10 | 18" / RCP | 0.0025 | YES |
| 11 | 15" / RCP | 0.0333 | YES |

## ENERGY DISSIPATOR SCHEDULE

| NO. | RIPRAP SIZE | D | T1 | T2 | W1 | W2 | L | EL |
|---|---|---|---|---|---|---|---|---|
| 1 | R-4 | 0.50 | 1.25 | 0.25 | 1.0 | 3.0 | 3.0 | 8.80 |

## CURB SCHEDULE

| NO. | TYPE | LENGTH |
|---|---|---|
| 17 | 1PCC CURB & GUTTER,TYPE 3-8 | 471.2' |
| 18 | 1PCC CURB & GUTTER,TYPE 3-8 | 143.3' |

## JUNCTION BOX SCHEDULE

| NO. | TYPE | INV. EL. | STATION | OFFSET |
|---|---|---|---|---|
| 1A | 48"X30" | 8.39 | 45+58 | 8.92 |

## PIPE SCHEDULE

| NO. | SIZE/TYPE | LENGTH | SLOPE | INT. INV. | DIS. INV. | CLASS |
|---|---|---|---|---|---|---|
| 54 | 15" RCP | 40 | 0.0058 | 12.49 | 12.26 | V |
| 55 | 15" RCP | 52 | 0.0039 | 9.02 | 8.82 | IV |
| 56 | 18"X30"RCEP | 10 | 0.0041 | 8.82 | 8.78 | IV |
| 57 | 15" RCP | 162 | 0.0050 | 10.80 | 10.00 | IV |
| 58 | 18" RCP | 28 | 0.0025 | 9.97 | 9.90 | IV |
| 59 | 18" RCP | 15 | 0.0027 | 9.90 | 9.86 | IV |
| 60 | 18" RCP | 130 | 0.0023 | 9.86 | 9.56 | V |
| 61 | 18" RCP | 227 | 0.0022 | 9.56 | 9.05 | V |
| 62 | 24" RCP | 10 | 0.0041 | 9.03 | 8.99 | V |
| 62A | 24" RCP | 41 | 0.0041 | 8.99 | 8.82 | V |
| 63 | 18" RCP | 46 | 0.0041 | 9.24 | 9.05 | V |
| 64 | 15" RCP | 9 | 0.0035 | 9.27 | 9.24 | IV |
| 65 | 18" RCP | 143 | 0.0040 | 9.82 | 9.24 | V |
| 66 | 15" RCP | 11 | 0.0040 | 9.86 | 9.82 | IV |
| 67 | 15" RCP | 29 | 0.0333 | 10.88 | 9.90 | V |
| 68 | 15" RCP | 88 | 0.0020 | 11.42 | 11.24 | V |

## DRAINAGE INLET SCHEDULE

| NO. | BOX | GRATE | T.G. EL. | INV. EL. | STATION | OFFSET |
|---|---|---|---|---|---|---|
| 37 | 3'4"X2'4" | / | 11.30 | 9.02 | 45+00 | -37.00 |
| 38 | 4'8"X3'0" | / | 13.50 | 8.82 | 45+56 | -34.50 |
| 39 | 4'8"X3'0" | / | 13.50 | 9.90 | 41+89 | 38.00 |
| 40 | 4'8"X3'0" | / | ** | 9.86 | 41+89 | *** |
| 41 | 4'8"X3'0" | / | ** | 9.56 | 43+26 | *** |
| 42 | 4'8"X3'0" | / | ** | 9.03 | 45+55 | *** |
| 43 | 4'8"X3'0" | / | ** | 9.24 | 46+06 | *** |
| 44 | 3'4"X2'4" | / | 12.00 | 9.27 | 46+06 | 33.00 |
| 45 | 4'8"X3'0" | / | ** | 9.82 | 47+53 | *** |
| 46 | 3'4"X2'4" | / | 12.25 | 9.86 | 47+53 | 34.00 |

* SPECIAL INLET REQUIRED, SEE DETAIL FOR ITEM 708SP
** MATCH FLOWLINE OF PROPOSED CURB AND GUTTER
*** MATCH PROPOSED CURBLINE

## RIGHT-OF-WAY MONUMENT SCHEDULE

| POINT NO. | STATION | OFFSET | NORTHING | EASTING | TYPE |
|---|---|---|---|---|---|
| 30 | 43+28.80 | -45.00 | 201348.6599 | 735787.2960 | CONCRETE |
| 31 | 43+28.80 | 30.00 | 201274.7873 | 735774.3409 | CONCRETE |
| 32 | 48+28.80 | -45.00 | 201262.2923 | 736279.7819 | CONCRETE |
| 33 | 48+28.80 | 45.00 | 201173.6444 | 736264.2352 | CONCRETE |

CONSTRUCTION PLANS

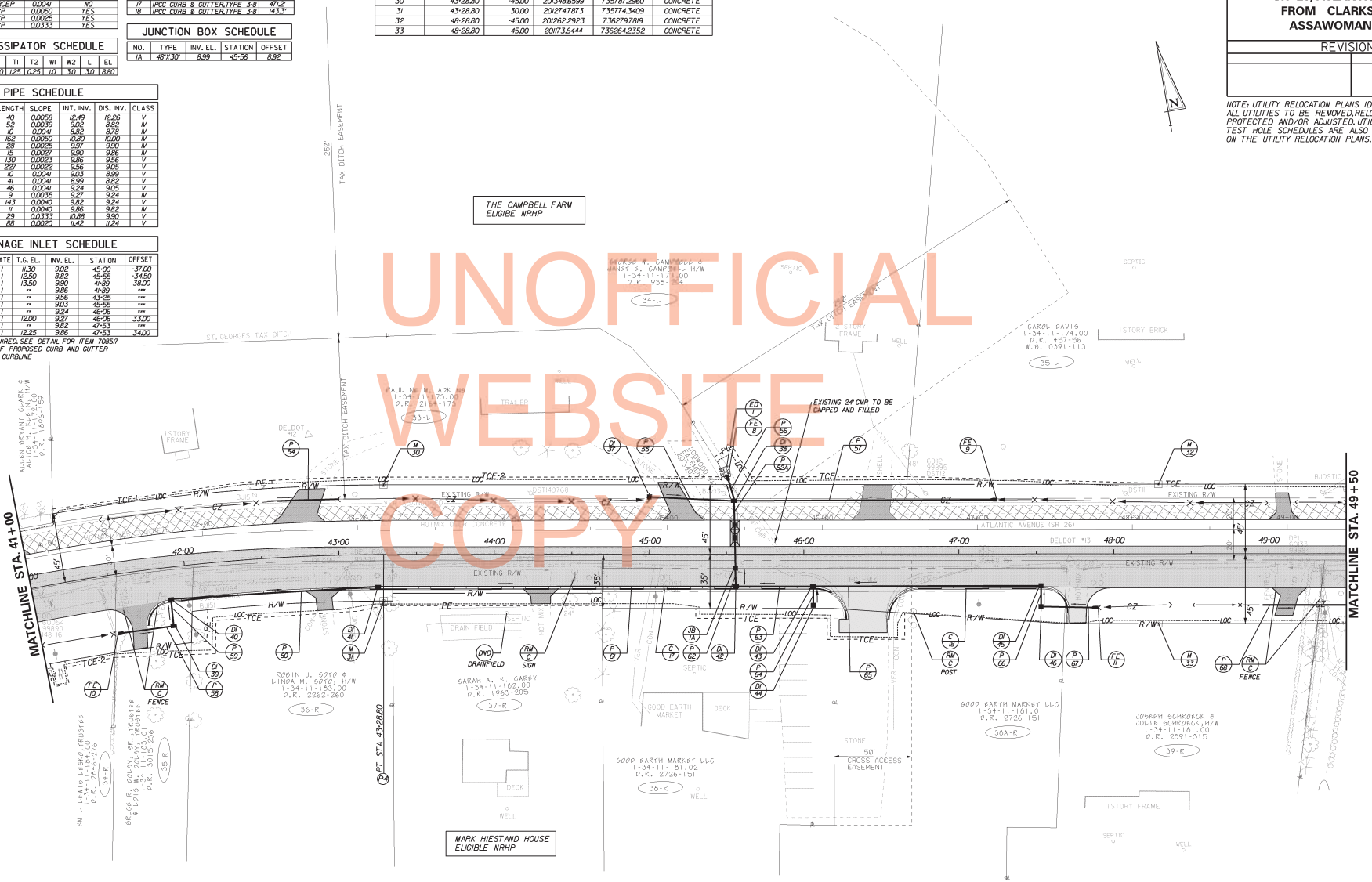
0 30 60 120

| CONTRACT | COUNTY | F.A.P. NO. | SHEET NO. | TOTAL SHTS. |
|---|---|---|---|---|
| T200411210 | SUSSEX | SEE TITLE SHEET | 38 | 589 |

# SR 26, ATLANTIC AVENUE FROM CLARKSVILLE TO ASSAWOMAN CANAL

REVISIONS

NOTE: UTILITY RELOCATION PLANS IDENTIFY ALL UTILITIES TO BE REMOVED,RELOCATED, PROTECTED AND/OR ADJUSTED.UTILITY TEST HOLE SCHEDULES ARE ALSO LOCATED ON THE UTILITY RELOCATION PLANS.

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| CONTRACT | COUNTY | F.A.P. NO. | SHEET NO. | TOTAL SHTS. |
|---|---|---|---|---|
| T200411210 | SUSSEX | SEE TITLE SHEET | 39 | 589 |

# SR 26, ATLANTIC AVENUE FROM CLARKSVILLE TO ASSAWOMAN CANAL

## REVISIONS

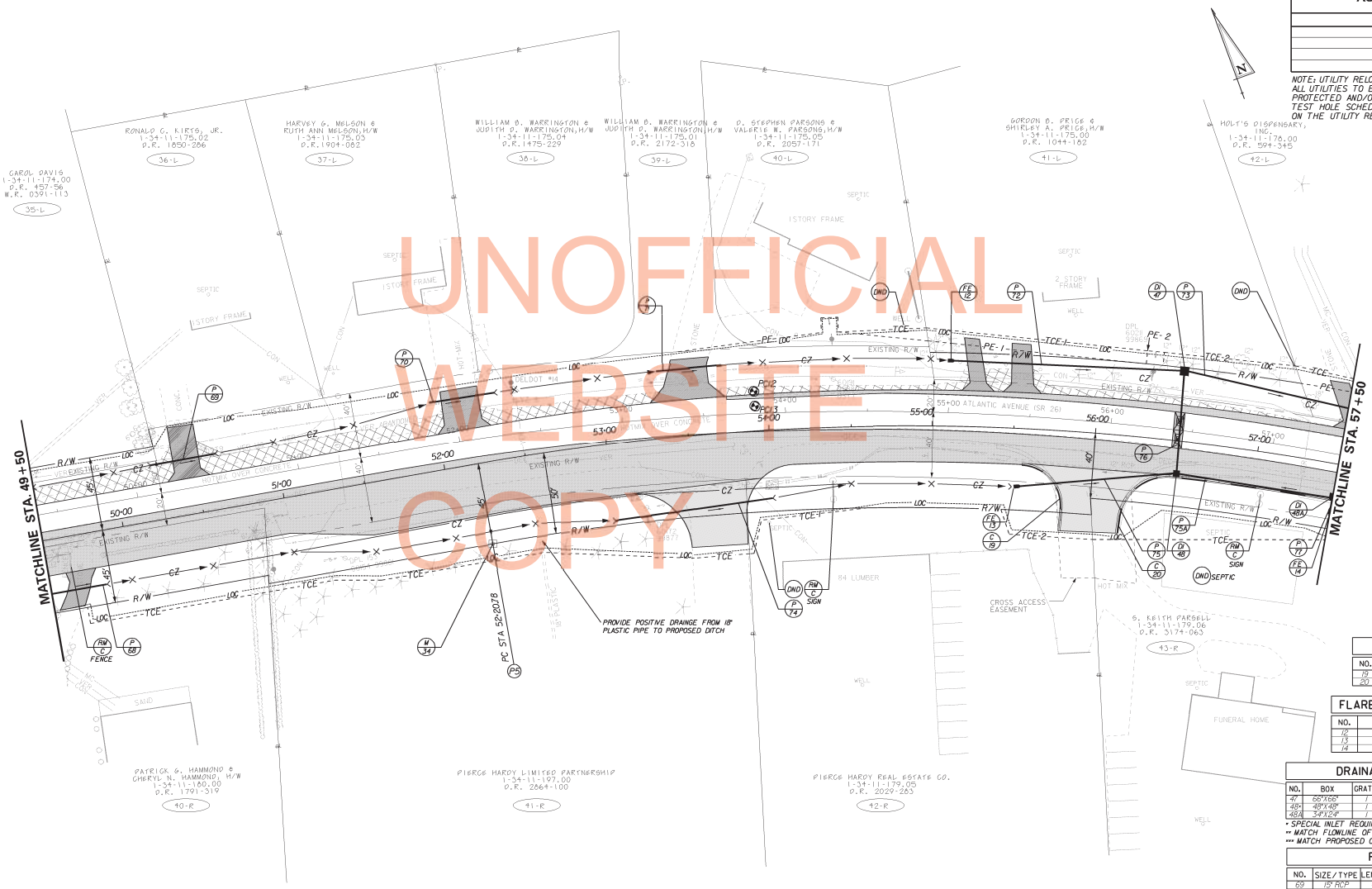
NOTE: UTILITY RELOCATION PLANS IDENTIFY ALL UTILITIES TO BE REMOVED, RELOCATED, PROTECTED AND/OR ADJUSTED. UTILITY TEST HOLE SCHEDULES ARE ALSO LOCATED ON THE UTILITY RELOCATION PLANS.

## CONSTRUCTION PLANS

0 30 60 120

## ROADWAY CORE SUMMARY

| C NO. | STATION | OFFSET | DESCRIPTION |
|---|---|---|---|
| PC-12 | 53+80 | -13.3 | 1.5" HMA, 7.5" PCC |
| PC-13 | 53+80 | -4.3 | 9.5" HMA, 6" PCC |

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## CURB SCHEDULE

| NO. | TYPE | LENGTH |
|---|---|---|
| 19 | 1PCC CURB & GUTTER, TYPE 3-8 | 53.7' |
| 20 | 1PCC CURB & GUTTER, TYPE 3-8 | 153.8' |

## FLARED END SECTION SCHEDULE

| NO. | SIZE / TYPE | SLOPE | SAFETY GRATE |
|---|---|---|---|
| 12 | 15" / RCP | 0.0048 | YES |
| 13 | 15" / RCP | 0.0085 | YES |
| 14 | 15" / RCP | 0.2056 | YES |

## DRAINAGE INLET SCHEDULE

| NO. | BOX | GRATE | T.G. EL. | INV. EL. | STATION | OFFSET |
|---|---|---|---|---|---|---|
| 47 | 66"X66" | 1 | 12.05 | 8.73 | 56+50 | -42.90 |
| 48* | 48"X48" | 1 | ** | 8.88 | 56+52 | *** |
| 48A | 34"X24" | 1 | ** | 9.20 | 57+50 | *** |

* SPECIAL INLET REQUIRED. SEE DETAIL FOR ITEM #708516
** MATCH FLOWLINE OF PROPOSED CURB AND GUTTER
*** MATCH PROPOSED CURBLINE

## PIPE SCHEDULE

| NO. | SIZE/TYPE | LENGTH | SLOPE | INT. INV. | DIS. INV. | CLASS |
|---|---|---|---|---|---|---|
| 69 | 15" RCP | 40 | 0.0040 | 11.01 | 10.85 | V |
| 70 | 15" RCP | 40 | 0.0030 | 10.40 | 10.28 | V |
| 71 | 18" RCP | 40 | 0.0030 | 9.95 | 9.83 | IV |
| 72 | 15" RCP | 137 | 0.0048 | 9.38 | 8.73 | IV |
| 73 | 19"X30" RCEP | 149 | 0.0020 | 8.73 | 8.43 | IV |
| 74 | 15" RCP | 97 | 0.0029 | 10.41 | 10.13 | V |
| 75 | 15" RCP | 98 | 0.0082 | 9.63 | 8.88 | IV |
| 75A | 15" RCP | 93 | 0.0034 | 9.20 | 8.88 | IV |
| 76 | 19"X30" RCEP | 58 | 0.0026 | 8.88 | 8.73 | V |
| 77 | 15" RCP | 3 | 0.2056 | 9.82 | 9.20 | IV |

## RIGHT-OF-WAY MONUMENT SCHEDULE

| POINT NO. | STATION | OFFSET | NORTHING | EASTING | TYPE |
|---|---|---|---|---|---|
| 34 | 52+20.78 | 50.00 | 201101.0107 | 736649.4619 | CONCRETE |

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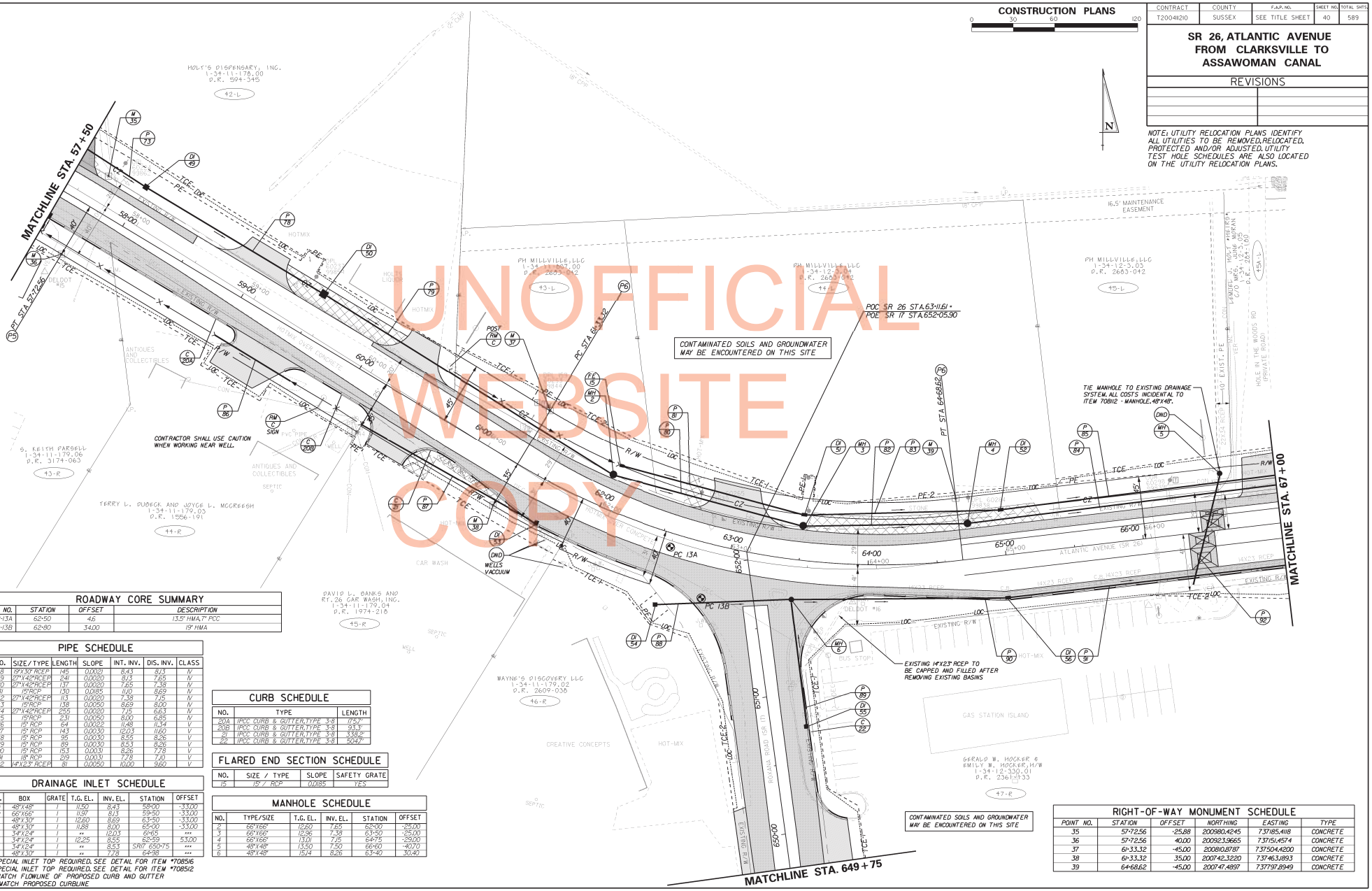


| CONTRACT | COUNTY | F.A.P. NO. | SHEET NO. | TOTAL SHTS. |
|---|---|---|---|---|
| T200411210 | SUSSEX | SEE TITLE SHEET | 40 | 589 |

# SR 26, ATLANTIC AVENUE FROM CLARKSVILLE TO ASSAWOMAN CANAL

REVISIONS

NOTE: UTILITY RELOCATION PLANS IDENTIFY ALL UTILITIES TO BE REMOVED, RELOCATED, PROTECTED AND/OR ADJUSTED. UTILITY TEST HOLE SCHEDULES ARE ALSO LOCATED ON THE UTILITY RELOCATION PLANS.

## ROADWAY CORE SUMMARY

| C NO. | STATION | OFFSET | DESCRIPTION |
|---|---|---|---|
| PC-13A | 62-50 | 46 | 13.5" HMA, 7" PCC |
| PC-13B | 62-80 | 34.00 | 19" HMA |

## PIPE SCHEDULE

| NO. | SIZE / TYPE | LENGTH | SLOPE | INT. INV. | DIS. INV. | CLASS |
|---|---|---|---|---|---|---|
| 78 | 19"X30" RCEP | 145 | 0.0021 | 8.43 | 8.13 | N |
| 79 | 27"X42" RCEP | 241 | 0.0020 | 8.13 | 7.65 | N |
| 80 | 27"X42" RCEP | 137 | 0.0020 | 7.65 | 7.38 | N |
| 81 | 15" RCP | 130 | 0.0185 | 11.10 | 8.69 | N |
| 82 | 27"X42" RCEP | 113 | 0.0020 | 7.38 | 7.15 | N |
| 83 | 15" RCP | 138 | 0.0050 | 8.69 | 8.00 | N |
| 84 | 27"X42" RCEP | 255 | 0.0020 | 7.15 | 6.63 | N |
| 85 | 15" RCP | 231 | 0.0050 | 8.00 | 6.85 | N |
| 86 | 15" RCP | 64 | 0.0025 | 11.48 | 11.34 | V |
| 87 | 15" RCP | 143 | 0.0030 | 12.03 | 11.60 | V |
| 88 | 15" RCP | 95 | 0.0030 | 8.55 | 8.26 | V |
| 89 | 15" RCP | 89 | 0.0030 | 8.53 | 8.26 | V |
| 90 | 15" RCP | 153 | 0.0031 | 8.26 | 7.78 | V |
| 91 | 18" RCP | 219 | 0.0031 | 7.78 | 7.00 | V |
| 92 | 14"X23" RCEP | 81 | 0.0050 | 10.00 | 9.60 | V |

## CURB SCHEDULE

| NO. | TYPE | LENGTH |
|---|---|---|
| 20A | 1PCC CURB & GUTTER, TYPE 3-8 | 1757' |
| 20B | 1PCC CURB & GUTTER, TYPE 3-8 | 933' |
| 21 | 1PCC CURB & GUTTER, TYPE 3-8 | 1338.2' |
| 22 | 1PCC CURB & GUTTER, TYPE 3-8 | 5047' |

## FLARED END SECTION SCHEDULE

| NO. | SIZE / TYPE | SLOPE | SAFETY GRATE |
|---|---|---|---|
| 15 | 15" / RCP | 0.0185 | YES |

## DRAINAGE INLET SCHEDULE

| NO. | BOX | GRATE | T.G. EL. | INV. EL. | STATION | OFFSET |
|---|---|---|---|---|---|---|
| 49* | 48"X48" | I | 11.50 | 8.43 | 58+00 | -33.00 |
| 50* | 66"X66" | I | 11.91 | 8.13 | 59+50 | -33.00 |
| 51 | 48"X30" | I | 12.60 | 8.69 | 63+50 | -33.00 |
| 52 | 48"X30" | I | 11.88 | 8.00 | 65+00 | -33.00 |
| 53 | 3'4"X2'4" | I | ** | 12.03 | 61+65 | *** |
| 54 | 3'4"X2'4" | I | 12.25 | 8.55 | 62+59 | 53.00 |
| 55 | 3'4"X2'4" | I | ** | 8.53 | SR17 650+75 | *** |
| 56 | 48"X30" | I | ** | 7.78 | 64+98 | *** |

* SPECIAL INLET TOP REQUIRED. SEE DETAIL FOR ITEM *708516
• SPECIAL INLET TOP REQUIRED. SEE DETAIL FOR ITEM *708512
** MATCH FLOWLINE OF PROPOSED CURB AND GUTTER
*** MATCH PROPOSED CURBLINE

## MANHOLE SCHEDULE

| NO. | TYPE/SIZE | T.G. EL. | INV. EL. | STATION | OFFSET |
|---|---|---|---|---|---|
| 2 | 66"X66" | 12.60 | 7.65 | 62+00 | -25.00 |
| 3 | 66"X66" | 12.96 | 7.38 | 63+50 | -25.00 |
| 4 | 66"X66" | 13.01 | 7.15 | 64+75 | -29.00 |
| 5 | 48"X48" | 13.50 | 7.50 | 66+60 | -40.70 |
| 6 | 48"X48" | 15.14 | 8.26 | 63+40 | 30.40 |

## RIGHT-OF-WAY MONUMENT SCHEDULE

| POINT NO. | STATION | OFFSET | NORTHING | EASTING | TYPE |
|---|---|---|---|---|---|
| 35 | 57+72.56 | -25.88 | 200980.4245 | 737185.4118 | CONCRETE |
| 36 | 57+72.56 | 40.00 | 200923.9665 | 737151.4574 | CONCRETE |
| 37 | 61+33.32 | -45.00 | 200810.8787 | 737504.4200 | CONCRETE |
| 38 | 61+33.32 | 35.00 | 200742.3220 | 737463.8893 | CONCRETE |
| 39 | 64+68.62 | -45.00 | 200747.4897 | 737737.8949 | CONCRETE |

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PREL. TRACING ____ DESIGN ____ CHK'D. ____

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