ENVIRONMENTAL COMPLIANCE – 04

0 30 60 120

CONTRACT	COUNTY	F.A.P. NO.	SHEET NO.	TOTAL SHTS.
T200411210	SUSSEX	SEE TITLE SHEET	201	589

SR 26, ATLANTIC AVENUE FROM CLARKSVILLE TO ASSAWOMAN CANAL

REVISIONS

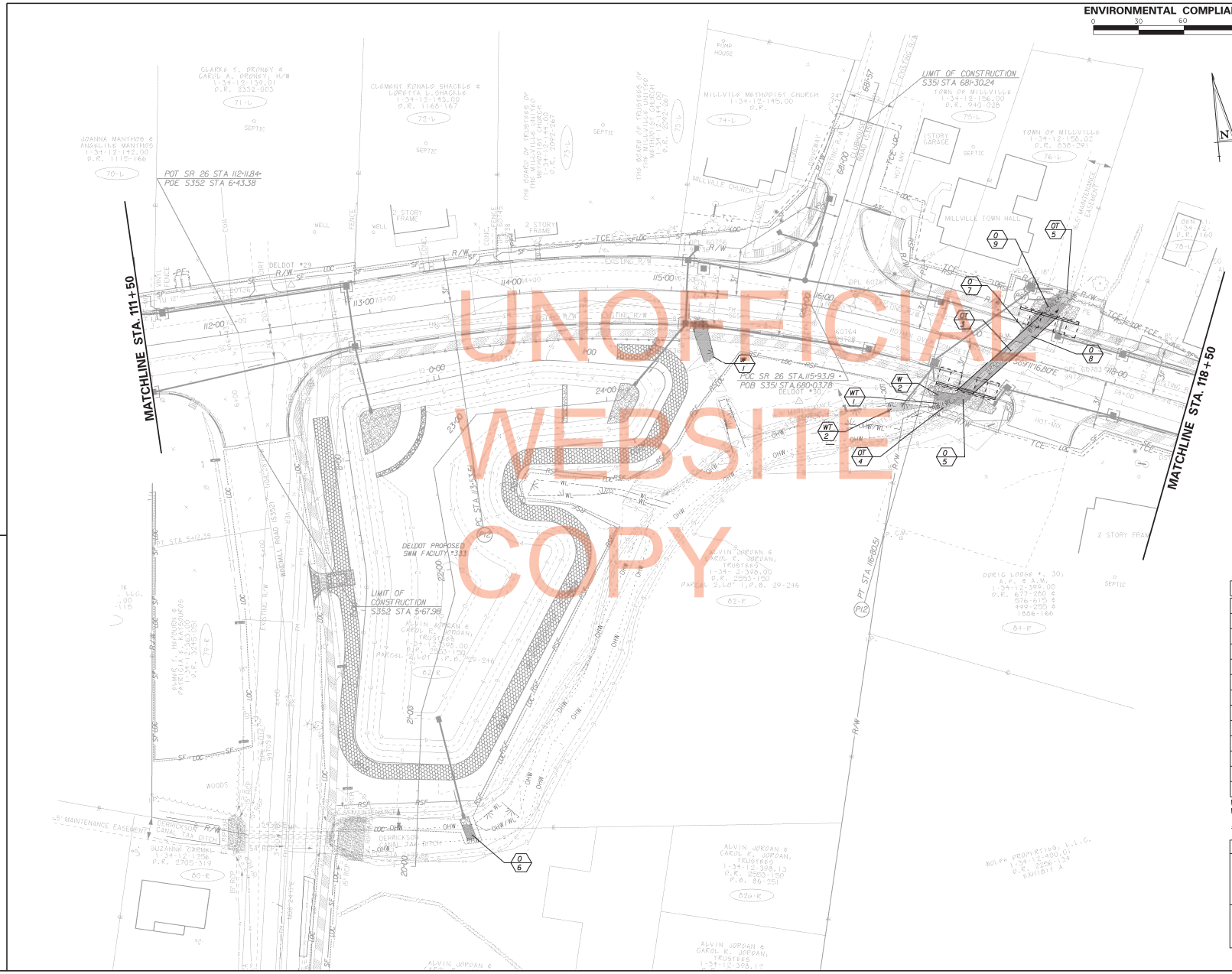

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TABLE OF IMPACT AREAS

IDENTIFIER	AREA (SF)	AREA (ACRE)	VOLUME (CY)
RIPRAP '0-5'	62.82	0.0014	2.33
RIPRAP '0-6'	61.20	0.0014	2.27
FILL '0-7'	38.90	0.0009	1.44
BRIDGE EXPANSION '0-8'	430.47	0.0099	15.94
RIPRAP '0-9'	134.94	0.0031	5.00
FILL 'W-1'	223.51	0.0051	N/A
RIPRAP 'W-2'	94.53	0.0022	N/A
TEMPORARY DEWATERING 'WT-1'	33.53	0.0008	N/A
GRADING 'WT-2'	89.97	0.0021	N/A
EXISTING BRIDGE 'OT-3'	220.07	0.0051	8.15
TEMPORARY DEWATERING 'OT-4'	52.24	0.0012	1.93
TEMPORARY DEWATERING 'OT-5'	92.14	0.0021	3.41

WATERS ARE DNREC AND CORPS OF ENGINEERS JURISDICTIONAL
WETLANDS ARE CORPS OF ENGINEERS JURISDICTIONAL

**IMPACT '0-10' HAS BEEN ELIMINATED

LEGEND

- PERMANENT IMPACT AREA
- TEMPORARY IMPACT AREA
- WL - WETLAND BOUNDARY
- OHW - ORDINARY HIGH WATER

IMPACT AREA TYPE IDENTIFIER
IMPACT AREA LOCATION NUMBER
O - OPEN WATER IMPACT W - WETLAND IMPACT
T - TEMPORARY IMPACT

PRELIM. TRACING _____ DESIGN _____ CHKD. _____

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CONTRACT	COUNTY	F.A.P. NO.	SHEET NO.	TOTAL SHTS.
T200411210	SUSSEX	SEE TITLE SHEET	202	589

SR 26, ATLANTIC AVENUE FROM CLARKSVILLE TO ASSAWOMAN CANAL

REVISIONS

TABLE OF IMPACT AREAS

IDENTIFIER	AREA (SF)	AREA (ACRE)	VOLUME (CY)
FILL '0-11'	89.87	0.0021	3.33
RIPRAP '0-12'	100.82	0.0023	3.73
EXISTING PIPE 'OT-6'	84.19	0.0019	3.67
SANDBAG DIKE 'OT-7'	212.66	0.0049	5.91

WATERS ARE DNREC AND CORPS OF ENGINEERS JURISDICTIONAL
WETLANDS ARE CORPS OF ENGINEERS JURISDICTIONAL

ENVIRONMENTAL COMPLIANCE – 05

0 30 60 120

LEGEND

- PERMANENT IMPACT AREA
- TEMPORARY IMPACT AREA
- WL - WETLAND BOUNDARY
- OHW - ORDINARY HIGH WATER

IMPACT AREA TYPE IDENTIFIER
IMPACT AREA LOCATION NUMBER
O = OPEN WATER IMPACT W = WETLAND IMPACT
T = TEMPORARY IMPACT

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CONTRACT	COUNTY	F.A.P. NO.	SHEET NO.	TOTAL SHTS.
T200411210	SUSSEX	SEE TITLE SHEET	203	589

SR 26, ATLANTIC AVENUE FROM CLARKSVILLE TO ASSAWOMAN CANAL

REVISIONS

ENVIRONMENTAL COMPLIANCE – 06

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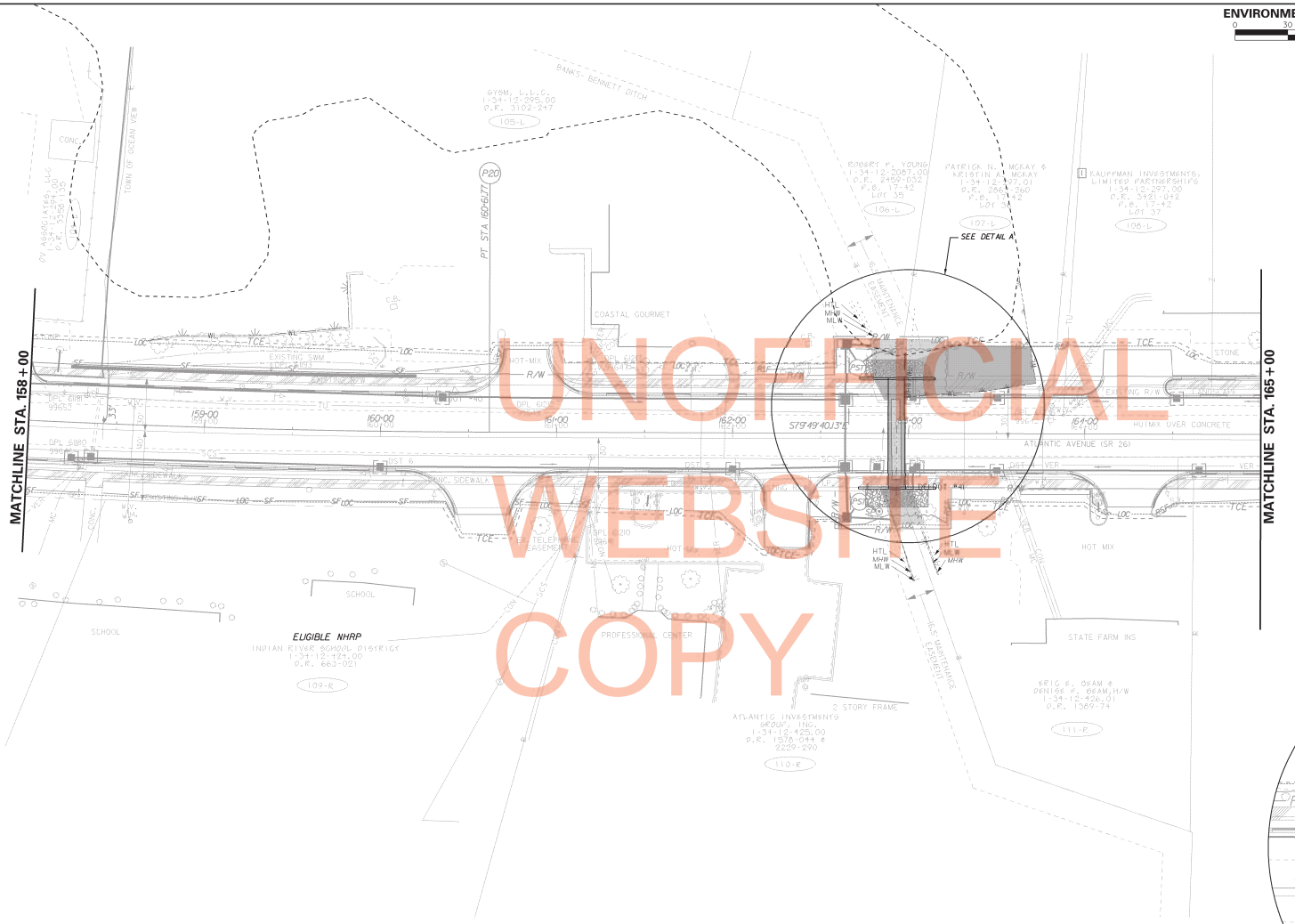

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LEGEND

- TEMPORARY IMPACT AREA
- PERMANENT IMPACT AREA
- WL — WETLAND BOUNDARY
- MHW/WL — MEAN HIGH WATER/ WETLAND BOUNDARY
- MHW — MEAN HIGH WATER
- HTL — HIGH TIDE LINE
- MLW — MEAN LOW WATER
- DNREC TIDAL BOUNDARY

AA/BB — IMPACT AREA TYPE IDENTIFIER / IMPACT AREA LOCATION NUMBER

O = OPEN WATER IMPACT W = WETLAND IMPACT

T = TEMPORARY IMPACT

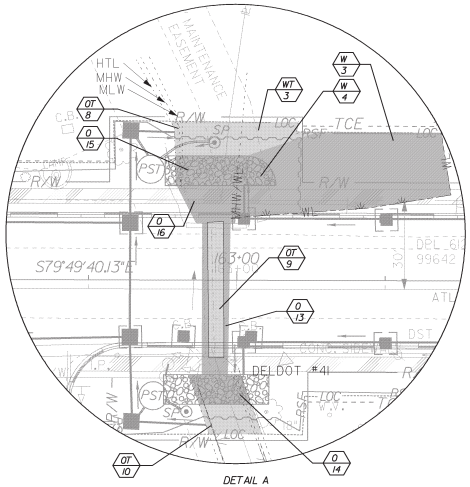
TABLE OF IMPACT AREAS

IDENTIFIER	AREA (SF)	AREA (ACRE)	VOLUME (CY)
BRIDGE EXPANSION 'O-13'	375.47	0.0086	13.91
RIPRAP 'O-14'	176.46	0.0041	3.26
RIPRAP 'O-15'	210.42	0.0048	3.89
FILL 'O-16'	88.55	0.0020	3.28
TEMPORARY DEWATERING 'OT-8'	254.12	0.0058	4.71
EXISTING BRIDGE 'OT-9'	239.09	0.0055	8.85
TEMPORARY DEWATERING 'OT-10'	180.18	0.0041	3.34
**TEMPORARY DEWATERING 'WT-3'	178.72	0.0041	3.31
FILL 'W-3'	1583.60	0.0364	N/A
RIPRAP 'W-4'	106.78	0.0025	N/A

** TIDAL WETLANDS (SOURCE: DNREC TIDAL WETLAND MAP #42)

NOTES:

1. WATERS AND NON-TIDAL WETLANDS ARE DNREC AND CORPS OF ENGINEERS JURISDICTIONAL
2. TIDAL WETLANDS ARE CORPS OF ENGINEERS JURISDICTIONAL



DETAIL A
SCALE 1" = 10'

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ENVIRONMENTAL COMPLIANCE – 07

0 30 60 120

CONTRACT	COUNTY	F.A.P. NO.	SHEET NO.	TOTAL SHTS.
T20041210	SUSSEX	SEE TITLE SHEET	204	589

SR 26, ATLANTIC AVENUE FROM CLARKSVILLE TO ASSAWOMAN CANAL

REVISIONS

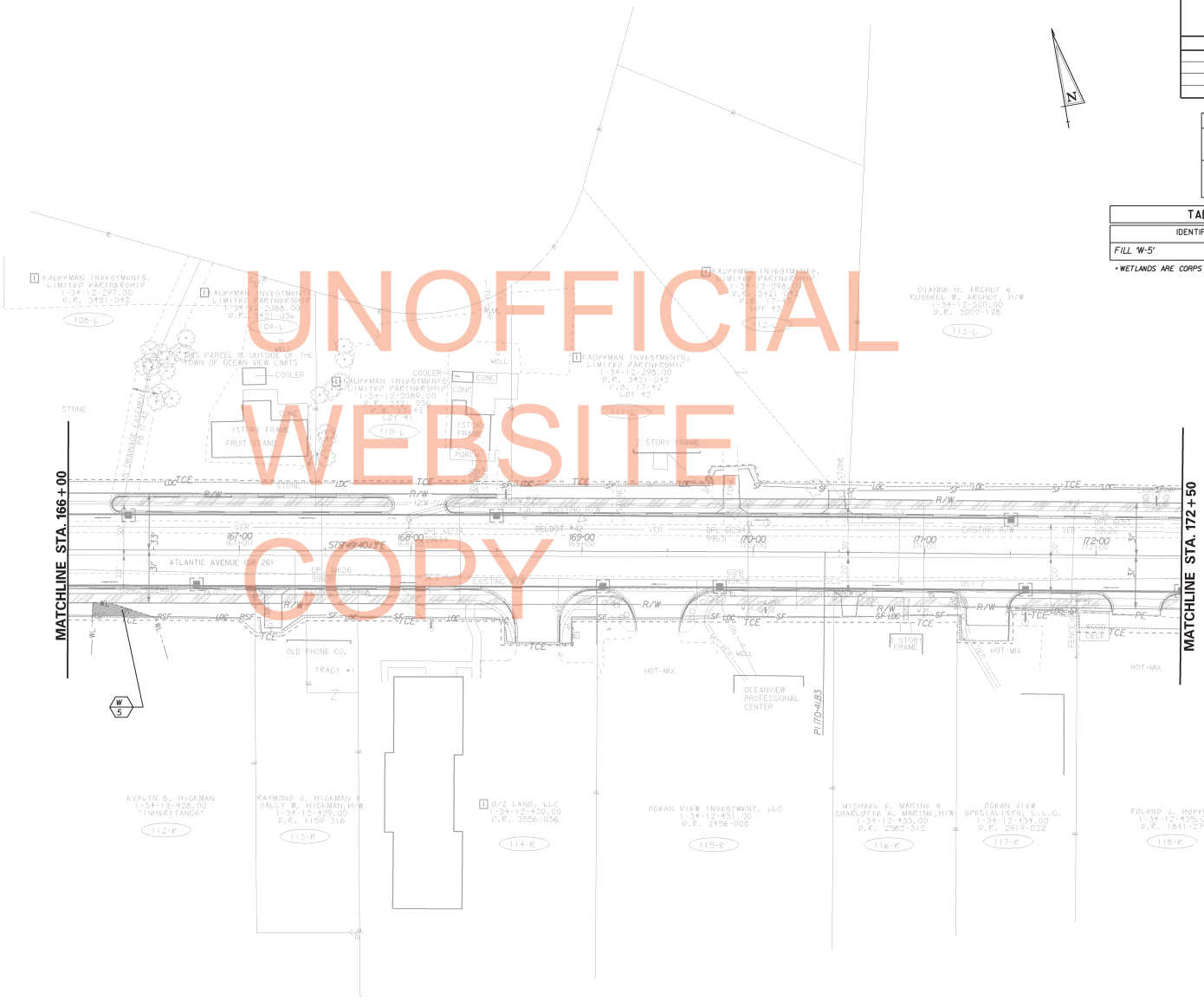
LEGEND

- PERMANENT IMPACT AREA
- WL • WETLAND BOUNDARY
- IMPACT AREA TYPE IDENTIFIER / IMPACT AREA LOCATION NUMBER / W • WETLAND IMPACT

TABLE OF IMPACT AREAS

IDENTIFIER	AREA (SF)	AREA (ACRE)	VOLUME (CY)
FILL 'W-5'	172.14	0.004	N/A

• WETLANDS ARE CORPS OF ENGINEERS JURISDICTIONAL



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PHASING AND SCHEDULING PARAMETERS:

THE FOLLOWING NOTES APPLY TO THE SUGGESTED CONSTRUCTION PHASING INCLUDED IN THE PLANS AND ALSO TO ANY ALTERNATIVE PHASING PROPOSED BY THE CONTRACTOR.

1. THE CONTRACTOR SHALL USE METHODS THAT WILL NOT CAUSE EQUIPMENT TO "SWING" INTO LIVE TRAVEL LANES. GRADALLS, MILLING MACHINES, ROAD WIDENRS, ETC. ARE SUGGESTED FOR USE DURING PHASES WHEN EXCAVATORS MAY BE CLOSE TO VEHICULAR TRAFFIC. INTERMITTENT LANE CLOSURES SPECIFICALLY DUE TO EQUIPMENT SWINGING INTO TRAVEL LANES WILL NOT BE PERMITTED.

2. STATIONING LIMITS FOR THE FOUR SECTIONS OF THE PROJECT REFERENCED IN THE CONSTRUCTION PHASING PLANS ARE LISTED BELOW FOR THE CONTRACTOR'S INFORMATION:
   - SECTION 1: STA 174+00 TO STA 213+00 (SECTION 1ALSO INCLUDES "EARLY ACTION" PROJECT WIDE CLEARING & GRUBBING, UTILITY RELOCATIONS, TEMPORARY SIGNAL WORK AT CEDAR DRIVE AND OLD MILL ROAD, AND WORK AT THE WESTERLY END OF THE PROJECT INCLUDING OMAR ROAD AND POWELL FARM ROAD)
   - SECTION 2: STA 117+00 TO STA 174+00
   - SECTION 3: STA 80+00 TO STA 117+00
   - SECTION 4: STA 8+00 TO STA 80+00

3. AT LEAST TWO LANES (ONE IN EACH DIRECTION), EACH MEASURING AT LEAST 11 FEET IN WIDTH, MUST BE AVAILABLE FOR TRAFFIC EXCEPT WHEN LANE RESTRICTIONS ARE PERMITTED UNLESS OTHERWISE APPROVED BY THE ENGINEER.

4. IT IS ANTICIPATED THAT IN ORDER TO MEET THE CONSTRUCTION SCHEDULE, THE CONTRACTOR WILL WORK CONCURRENTLY IN MULTIPLE AREAS OF THE PROJECT. WORK ZONES IMPACTING A TRAVEL LANE MUST BE SEPARATED BY AT LEAST ONE MILE, MEASURED FROM THE LAST TRAFFIC CONTROL DEVICE IN ONE ZONE TO THE FIRST TRAFFIC CONTROL DEVICE IN THE NEXT ZONE OR AS DIRECTED BY THE TRAFFIC ENGINEER. IMPACTING A TRAVEL LANE SHALL MEAN A LANE OR TURN LANE RESTRICTION OR LANE SHIFT. SHOULDER CLOSURES WILL NOT BE CONSIDERED AS AN IMPACT. EACH INDIVIDUAL WORK ZONE, REGARDLESS OF WHETHER IT IS A SINGULAR ZONE OR ONE OF SEVERAL CONCURRENT WORK ZONES, SHALL NOT EXCEED 1,000 FEET IN LENGTH IF IT INVOLVES A LANE RESTRICTION, TURN LANE RESTRICTION, OR LANE SHIFT. FINAL SURFACE MILLING AND PAVING OPERATIONS MAY OCCUPY LONGER WORK ZONES, IF APPROVED BY THE ENGINEER, BUT SHALL NOT EXCEED THE LENGTH ANTICIPATED TO BE MILLED OR PAVED IN ONE WORK SHIFT.

5. UNLESS OTHERWISE APPROVED, CONCURRENT WORK MAY BE PERFORMED ON ROADS ABUTTING SR 26, BUT ONLY WHEN THE LANE RESTRICTIONS ON SR 26 OCCUR THROUGH THE INTERSECTION OF THE ABUTTING ROAD OR A MILE OF SEPARATION EXISTS BETWEEN THE ABUTTING ROAD AND A LANE RESTRICTION ON SR 26.

6. TEMPORARY PAVEMENT WIDENING MAY BE PROPOSED BY THE CONTRACTOR IN ORDER TO MAINTAIN TWO LANES OF TRAFFIC THROUGH THE WORK ZONE AND MINIMZE THE NUMBER OF LANE CLOSURES. THE CONTRACTOR'S PROPOSAL MUST BE APPROVED TWO WEEKS IN ADVANCE BY DELDOT AND MUST INCLUDE THE LIMITS OF TEMPORARY PAVING. THE PROPOSED PAVEMENT SECTION (MINIMUM ACCEPTABLE IS 6 INCHES TYPE B WARM MIX ASPHALT), THE TIME GAINED IN THE CONSTRUCTION SCHEDULE BY ADDING THE WIDENING, AND THE EXPECTED DURATION THE TEMPORARY PAVEMENT WILL BE IN SERVICE. DELDOT DOES NOT GUARANTEE THAT THE EXISTING SHOULDERS ARE OF SUFFICIENT SECTION TO MAINTAIN LIVE TRAFFIC. SHOULD ANY TEMPORARY PAVEMENT OR EXISTING SHOULDERS SHOW SIGNS OF FAILURE UNDER TRAFFIC, THE CONTRACTOR MUST SHIFT TRAFFIC ONTO EXISTING MAINLINE OR NEWLY CONSTRUCTEDFULL DEPTH PAVEMENT AND PROCEED WITH CONSTRUCTION USING LANE CLOSURES WHEN PERMITTED. IF APPROVED, PAYMENT FOR TEMPORARY PAVEMENT WILL BE MADE USING UNIT BID PRICES FOR MAINLINE PAVING, EXCAVATION, AND GABC ITEMS, NOT PATCHING OR TRM ITEMS. TRM MAY BE USED TO REPAIR TEMPORARY PAVEMENT, IF REQUIRED, AFTER ITS INITIAL CONSTRUCTION.

7. UNLESS PROJECT DOCUMENTS SPECIFY OTHERWISE, WHEN SUFFICIENT ROADWAY WIDTH IS AVAILABLE TO MAINTAIN AT LEAST TWO (2) 11' THROUGH TRAVEL LANES (ONE IN EACH DIRECTION) THROUGH THE WORK ZONE, THE CONTRACTOR MAY ELECT TO WORK DAYS, NIGHTS, OR BOTH IN ORDER TO MAINTAIN THE CONSTRUCTION SCHEDULE. PER STATE LEGAL CODE, BICYCLE TRAFFIC SHALL BE MAINTAINED WITHIN THE TRAVEL LANES IF SEPARATE BIKEWAYS ARE NOT AVAILABLE.

8. THE PROJECT HAS BEEN APPROVED FOR NIGHT WORK THROUGH DELDOT'S FORMAL PROCEDURE.

9. CONSTRUCTION PHASING OVERVIEW SHEETS ARE PROVIDED FOR ALL SECTIONS AND ALL PHASES WITH MORE THAT ONE STAGE OF CONSTRUCTION. OVERVIEW SHEETS ARE NOT PROVIDED FOR THOSE PHASES WITH ONLY ONE STAGE.

10. ANY PROPOSED PHASING CHANGES MUST INCLUDE PLANS TO ACCOMMODATE BICYCLE AND PEDESTRIAN TRAFFIC THROUGH THE WORK ZONE AT ALL TIMES. FAILURE TO ADEQUATELY MAINTAIN BIKE AND PEDESTRIAN TRAFFIC WILL IN ITSELF BE SUFFICIENT GROUNDS TO DISAPPROVE A PROPOSED ALTERNATIVE PHASING PLAN. BICYCLE AND/OR PEDESTRIAN TRAFFIC PLANS MUST MEET CURRENT ADA (AMERICANS WITH DISABILITIES ACT) STANDARDS.

11. THE CONTRACTOR MAY ELECT TO UTILIZE ADDITIONAL TEMPORARY CONCRETE BARRIER AS PART OF AN ALTERNATIVE PHASING PROPOSAL. IF USE OF CONCRETE BARRIER IS PROPOSED, THE FOLLOWING CONDITIONS WILL APPLY UNLESS SPECIFICALLY APPROVED OTHERWISE:
    - A. NO BARRIER RUN SHALL BE LESS THAN 100 FT IN LENGTH
    - B. NO BREAKS SHALL BE PERMITTED IN A RUN OF BARRIER TO PROVIDE AN ENTRANCE TO A BUSINESS OR PERSONAL PROPERTY
    - C. ALL EXPOSED ENDS OF BARRIER MUST BE PROTECTED WITH AN APPROVED ATTENUATING DEVICE
    - D. IF APPROVED FOR USE, THE PLACEMENT AND ANY RELOCATION OF THE BARRIER WILL BE PAID AT THE APPLICABLE UNIT BID PRICE
    - E. SUBMIT BARRIER LAYOUT DETAIL THAT INCLUDES LENGTH OF NEED.

12. PIPE TRENCHES SHALL BE BACKFILLED TO ORIGINAL GROUND, PLATED OR COVERED WITH GABC AS PART OF THE PERMANENT ROADWAY BOX SECTION AT THE END OF EACH WORK SHIFT. INCOMPLETE DRAINAGE STRUCTURES SHALL BE STEEL PLATED OR PLATED AND BACKFILLED WITH SOIL OR GABC AT THE END OF EACH WORK SHIFT. THE CONTRACTOR SHALL SUBMIT FOR REVIEW AND APPROVAL TO DELDOT, A MEANS AND METHODS PLAN TO PLATE PIPE TRENCHES, DRAINAGE STRUCTURES, OR OTHER OPEN EXCAVATIONS. COSTS TO PREPARE THE PLAN, AND TO FURNISH, PLACE, RELOCATE, AND REMOVE THE PLATES ARE INCIDENTAL TO ITEM 743000, MAINTENANCE OF TRAFFIC. REQUIREMENTS FOR STEEL PLATES ARE INCLUDED IN STANDARD SPECIFICATION 743.05D.

13. UNLESS PROTECTED BY CONCRETE BARRIER, AT THE CONCLUSION OF EACH WORK SHIFT, ALL AREAS OF PAVEMENT DROP-OFF MUST BE CORRECTED TO COMPLY WITH TABLE 6G-1 (P.6G-15) OF THE DELAWARE MUTCD.

14. THE INTENT OF THIS CONTRACT IS TO CONSTRUCT THE TWO CULVERT REPLACEMENTS (BR.427 &BR.428) SIMULTANEOUSLY UNDER A VEHICLE DETOUR. THIS WORK SHALL TAKE PLACE ONLY BETWEEN JAN.3 AND MARCH 31 OF THE SAME CALENDAR YEAR. THE ROADWAY MUST BE OPEN TO TRAFFIC BY MARCH 31. SHOULD THE CONTRACTOR FAIL TO OPEN ONE LANE OF TRAFFIC IN EACH DIRECTION WITHIN THE SPECIFIED TIMEFRAME (PLUS ANY APPROVED TIME EXTENSION), A ROAD USERCOST IN THE AMOUNT OF $12,450.87 PER CALENDAR DAY WILL BE ASSESSED FOR EVERY DAY EXCEEDING THE APPROVED COMPLETION TIME UNTIL THE ROAD IS OPENED TO TRAFFIC. FOR THIS PURPOSE, ANY PORTION OF A DAY (BEGINNING AT MIDNIGHT) WILL BE CONSIDERED A FULL DAY IN REFERENCE TO ROAD USER ASSESSMENT. IN ORDER TO OPEN THE ROADWAY TO TRAFFIC, THE TYPE B WARM MIX, TEMPORARY STRIPING, GUARDRAIL AND ATTENUATORS MUST BE COMPLETED THROUGH THE CULVERT AREAS.

PHASING AND SCHEDULING PARAMETERS (CONT.):

A. SECTION 1, PHASES 3,4,5, AND 10 OF CONSTRUCTION MUST BE COMPLETE AND THE TEMPORARY TRAFFIC SIGNAL AT THE INTERSECTION OF CENTRAL AVENUE AND CEDAR DRIVE MUST BE ACTIVATED BEFORE SR 26 CAN BE CLOSED TO TRAFFIC FOR THE CULVERT REPLACEMENTS.

B. THE ROADWAY WILL BE CLOSED TO VEHICLE TRAFFIC ONLY. THE CONTRACTOR SHALL MAINTAIN PEDESTRIAN TRAFFIC AT ALL TIMES DURING THE CONSTRUCTION OF THE CULVERT REPLACEMENTS.

15. NO ADDITIONAL AREAS WITHIN THE LIMITS OF CONSTRUCTION, OTHER THAN THOSE SHOWN ON THE CONSTRUCTION PLANS, ARE AVAILABLE FOR EQUIPMENT STAGING, EQUIPMENT MOVEMENT, OR WORKER MOBILITY DURING ACTIVE CONSTRUCTION.

16. SR 26 IS AN EMERGENCY EVACUATION ROUTE. AS SUCH IF A STATE OF EMERGENCY IS DECLARED ALL WORK SHALL BE SUSPENDED UNTIL THE DECLARATION IS LIFTED. IN ADDITION, IF THE INDIAN RIVER INLET BRIDGE ON SR 1 IS CLOSED, ALL WORK ON SR 26 SHALL BE SUSPENDED UNTIL SUCH TIME THAT THE BRIDGE HAS BEEN RE-OPENED. ALL TIME CHARGES FOR THIS PROJECT SHALL BE SUSPENDED FOR THE DURATION OF BOTH THE STATE OF EMERGENCY AND WHILE THE INDIAN RIVER INLET BRIDGEIS CLOSED. NO EXTENDED OVERHEAD OR OTHER DELAY COSTS WILL BE CONSIDERED DURING SUCH SUSPENSIONS

MAINTENANCE OF TRAFFIC NOTES:

1. ENDS OF PORTABLE P.C.C. SAFETY BARRIER SHALL BE PROTECTED WITH A TYPE II IMPACT ATTENUATOR. CRASH CUSHIONS SHALL NOT BE ALLOWED ON THIS PROJECT. THE ATTENUATOR SHALL BE A TYPE II, NON-GATING REDIRECTIVE IMPACT ATTENUATOR. COSTS SHALL BE PAID UNDER ITEMS 743025, 743029 AND 743030.

2. LATERAL TAPERS OF PORTABLE P.C.C. SAFETY BARRIERS TOWARDS A TRAVEL LANE SHALL BE INSTALLED AS FOLLOWS UNLESS OTHERWISE NOTED ON THE PLANS OR DIRECTED BY THE ENGINEER.

LOCATION	TAPER RATE
SR 26	15 TO 1
ALL OTHER STREETS	15 TO 1

3. THE CONTRACTOR SHALL SUPPLY MESSAGE SIGNS UNDER ITEM 743004 - FURNISH AND MAINTAIN PORTABLE CHANGEABLE MESSAGE SIGN. MOVING THE MESSAGE SIGNS TO DIFFERENT LOCATIONS DURING CONSTRUCTION WILL BE INCIDENTAL TO ITEM 743004. AT A MINIMUM, MESSAGE SIGNS SHALL BE POSTED TEN (10) DAYS PRIOR TO, THROUGH FIVE (5) DAYS AFTER, THE START OF CONTRUCTION AND DURING CHANGES IN TRAFFIC PATTERNS AS DIRECTED IN THE FIELD BY THE ENGINEER. ALL MESSAGES ON THE PCMS BOARDS AND THEIR LOCATIONS SHALL BE APPROVED BY THE DISTRICT SAFETY OFFICER.

4. UNLESS OTHERWISE NOTED ON THE PLANS, THE COST OF ANY FLOODLIGHTING NECESSARY DUE TO WORK OCCURRING AFTER DARK WILL BE PAID FOR UNDER ITEM 743005 - FURNISH AND MAINTAIN PORTABLE LIGHT ASSEMBLY. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO ADEQUATELY ILLUMINATE THE WORK ZONE.

5. TYPE II TRUCK MOUNTED ATTENUATORS (TMA) SHALL BE REQUIRED ON THIS PROJECT WHERE DIRECTED BY THE ENGINEER OR AS REQUIRED BY THE DE MUTCD, SECTION 6.

6. THE CONTRACTOR IS REQUIRED TO PROVIDE MAINTENANCE OF PEDESTRIAN TRAFFIC IN AREAS WITH EXISTING SIDEWALK AND AREAS IDENTIFIED ON THE PLANS. THE SURFACE SHALL BE EITHER COMPACTED MILLINGS OR WARM MIX ASPHALT. SIGNAGE FOR PEDESTRIAN MOT SHALL BE PAID AS ITEM 743024 - TEMPORARY WARNING SIGNS & PLAQUES. THE CONTRACTOR SHALL NOT REMOVE THE PEDESTRIAN MOT SIGNS AT THE END OF EACH WORK DAY AND SHALL MAINTAIN THEM IN PLACE UNTIL THEIR REMOVAL IS DIRECTED BY THE ENGINEER.

7. AT THE END OF EACH SHIFT THE CONTRACTOR IS REQUIRED TO MAINTAIN TWO TRAVEL LANES THROUGH THE PROJECT UNLESS OTHERWISE SHOWN ON THE PLANS. THESE TRAVEL LANES SHALL HAVE A MINIMUM WIDTH OF 11 FEET.

8. UTILITY RELOCATIONS ON THIS PROJECT WILL IMPACT EXISTING PEDESTRIAN SIDEWALKS. DEPENDING ON THE STATUS OF THE RELOCATION WORK, THE CONTRACTOR MAY NEED TO PROVIDE TEMPORARY SIDEWALKS TO MAINTAIN PEDESTRIAN ACCESS AT IMPACTED LOCATIONS WHERE UTILITY RELOCATIONS RESTRICT EXISTING SIDEWALKS. TEMPORARY SIDEWALKS SHALL BE LOCATED AS SHOWN IN THE PLANS OR AS DIRECTED BY THE ENGINEER IN THE FIELD AND SHALL BE CONSTRUCTED FOLLOWING THE TEMPORARY SIDEWALK DETAIL. REQUIRED TEMPORARY SIDEWALKS SHALL BE PAID FOR UNDER ITEM 402000, TRM.

9. A DOUBLE CENTERLINE STRIPE MUST BE IN PLACE AT ALL TIMES DURING THE LIFE OF THIS PROJECT UNLESS OTHER TEMPORARY DEVICES ARE UTILIZED TO ESTABLISH LANES THROUGH AN ACTIVE WORK ZONE. BY THE END OF EACH CONSTRUCTION WORK WEEK, THE CONTRACTOR SHALL STRIPE ROADWAY EDGE LINES USING TEMPORARY MARKINGS THROUGH THE WORK ZONE, OR COMPLETED WORK AREA, SUCH THAT TWO 11 FOOT WIDE LANES ARE MAINTAINED, MEASURED FROM THE CENTERLINE, UNLESS DIRECTED OTHERWISE BY THE PLANS OR THE ENGINEER IN THE FIELD. ANY CONFLICTING MARKINGS SHALL BE REMOVED PRIOR TO OPENING LANES TO TRAFFIC.

10. TEMPORARY CROSSWALKS SHALL BE STRIPED 6 FEET WIDE USING TEMPORARY TAPE. TAPE SHALL BE 1 FOOT WIDE ON EACH STRIPE. COST FOR PLACING, MAINTAINING, AND REMOVING TEMPORARY CROSSWALKS SHALL BE INCLUDED IN ITEM 748526 - TEMPORARY MARKINGS, TAPE, 6" (USE AND PAY FOR TWO ADJOINING 6 INCH STRIPES TO CREATE 1 FOOT WIDTH).

11. TO MAINTAIN BICYCLE TRAFFIC THROUGH THE WORK ZONES THE CONTRACTOR SHALL PLACE DIAMOND GRADE FLOURESCENT ORANGE WITH BLACK LEGEND "BICYCLE" SIGN (W11-1) AND "SHARE THE ROAD" SIGN (W16-1p) IN EACH DIRECTION OFTRAVEL. PAYMENT TO BE MADE UNDER ITEM 743024 TEMPORARY WARNING SIGNS AND PLAQUES.

12. THE CONTRACTOR SHALL SET ALL MANHOLES, INLETS, AND/OR UTILITIES AT THE GRADE THAT MATCHES THE TOP OF THE CURRENT PAVEMENT LIFT PRIOR TO OPENING THE LANE TO TRAFFIC. EACH ADJUSTMENT SHALL BE PAID FOR UNDER THE APPROPRIATE ADJUSTMENT ITEM.

13. TRAFFIC OFFICERS IN ACCORDANCE WITH ITEM 743007 SHALL BE UTILIZED AT ALL SIGNALIZED INTERSECTIONS, WHEN UNDER CONSTRUCTION OR AS DIRECTED BY THE ENGINEER.

14. UNLESS APPROVED OTHERWISE, CONSTRUCTION VEHICLES SHALL NOT MAKE "U-TURNS" WITHIN THE PROJECT LIMITS EXCEPT AT SIGNALIZED INTERSECTIONS.

15. DELDOT HAS SET THE TRAFFIC RESTRICTIONS NOTED IN THE PLANS. THE PURPOSE OF THESE RESTRICTIONS IS TO MINIMIZE THE IMPACTS TO THE TRAVELING PUBLIC WHILE MAXIMIZING THE CONTRACTOR'S ABILITY TO WORK. UNDER CERTAIN CONDITIONS ON THE SITE, THE DELDOT TRAFFIC ENGINEER MAY, BUT IS UNDER NO OBLIGATION TO, OVERRIDE THE RESTRICTIONS FOR THE BENEFIT OF JOB PROGRESS OR THE GENERAL TRAVELING PUBLIC.

16. THE CONTRACTOR SHALL HAVE TEN (10) REMOTE PROGRAMMABLE MESSAGE BOARDS AVAILABLE FOR THE DURATION OF THE CONTRACT, IN ADDITION TO THE SPECIFIED CONVENTIONAL MESSAGE BOARDS THAT ARE PAID UNDER ITEM 743004. THESE REMOTE PROGRAMMABLE MESSAGE BOARDS WILL BE PLACED PER THE ADVANCED MESSAGE BOARD LAYOUT SHEET. ALL COSTS ASSOCIATED WITH SUPPLYING AND MAINTAINING THESE MESSAGE BOARDS WILL BE PAID FOR UNDER ITEM 743551.

TRAFFIC NOTES (CONT.):

15. THE FOLLOWING SHALL BE IN ADDITION TO THE DUTIES DESCRIBED FOR THE CONTRACTOR'S ATSSA SUPERVISOR UNDER STANDARD SPECIFICATION 743.01.L:
    - A. AN ACTIVE ATSSA SUPERVISOR SHALL BE ON-SITE AT ALL TIMES.
    - B. VERIFY THAT WARNING SIGNS, DETOUR SIGNS (IF APPLICABLE), AND ALL OTHER TRAFFIC CONTROL DEVICES ARE PROPERLY PLACED AND FUNCTIONING AT THE BEGINNING AND END OF EACH WORK SHIFT. INTERIM INSPECTIONS SHALL ALSO BE MADE AS TIME PERMITS DURING THE WORK SHIFT.
    - C. VERIFY THAT THE CONTRACTOR HAS INFORMED RESIDENTS, BUSINESSES, APPLICABLE POLICE, AND APPLICABLE FIRE COMPANIES OF WORK ACTIVITIES THAT WILL RESTRICT TRAFFIC MOVEMENTS, INGRESS, AND/OR EGRESS.
    - D. MEET EACH WORK DAY WITH DELDOT'S DESIGNATED PERSON TO REVIEW MOT ITEM QUANTITIES FROM THE PREVIOUS DAY. A SIGNED WORK SHEET SHALL BE PROVIDED IN A FORMAT AGREEABLE TO THE CONTRACTOR AND DELDOT TO DOCUMENT THE DAILY QUANTITIES. THE SIGNED COPY SHALL BE CONSIDERED A BINDING RECORD OF THE QUANTITIES PROVIDED EACH DAY ON THE JOB.
    - E. VERIFY THAT ALL DRIVEWAYS AND/OR BUSINESS ENTRANCES ARE PROPERLY GRADED AND FUNCTIONING AT THE END OF EACH WORK SHIFT AND THAT ANY PAVEMENT EDGE DROP-OFFS HAVE BEEN PROPERLY PROTECTED.

16. TRAFFIC IMPACTS DUE TO CONSTRUCTION ACTIVITY SHALL BE GOVERNED BY THE FOLLOWING RESTRICTIONS:
    - A. NON-SUMMER TIME RESTRICTIONS (OCTOBER 1 THRU MAY 14)

      •THERE SHALL BE NO LANE CLOSURES BETWEEN 6:00 AM AND 9:00 AM EACH DAY, SUNDAY THROUGH SATURDAY. LANE SHIFTS SHALL BE PERMITTED DURING THIS PERIOD (AND THE REMAINDER OF EACH DAY) PROVIDED A MINIMUM OF TWO LANES (ONE LANE IN EACH DIRECTION) OF TRAFFIC ARE MAINTAINED. TURN LANES, ACCEL, AND/OR DECEL LANES CAN BE USED AS TEMPORARY THROUGH LANES AND THEREFORE DO NOT HAVE TO BE MAINTAINED TO MEET THIS REQUIREMENT.
    - B. SUMMER TIME RESTRICTIONS (MAY 15 THRU SEPTEMBER 30)

      •LANE CLOSURES SHALL BE ALLOWED ONLY BETWEEN 7:00 PM AND 6:00 AM EACH NIGHT, MONDAY NIGHT THROUGH FRIDAY MORNING.

      •LANE SHIFTS PROVIDED THAT TWO LANES OF TRAFFIC (ONE IN EACH DIRECTION) ARE MAINTAINED, SHALL BE ALLOWED 24 HOURS AROUND THE CLOCK FROM 7:00 PM MONDAY THRU 6:00 AM FRIDAY

      •TRAFFIC IMPACTS (LANE CLOSURES, SHIFTS, FLAGGING, DIVERSIONS, OR SHOULDER CLOSURES) WILL NOT BE PERMITTED FROM 6:00 AM FRIDAY THROUGH 7:00 PM MONDAY

17. IN ADDITION TO THE RESTRICTIONS ABOVE, ALL STATE HOLIDAYS LISTED IN STANDARD SPECIFICATION 101.39 WILL HAVE THE FOLLOWING ADDITIONAL RESTRICTIONS ASSOCIATED WITH THEM, UNLESS OTHERWISE APPROVED:
    - A. FOR A HOLIDAY FALLING ON A MONDAY, NO TRAFFIC IMPACTS (LANE CLOSURES, SHIFTS, FLAGGING, DIVERSIONS OR SHOULDER CLOSURES) WILL BE PERMITTED FROM 6:00 AM OF THE FRIDAY PRECEDING THE HOLIDAY THROUGH TUESDAY AT NOON FOLLOWING THE HOLIDAY.
    - B. FOR A HOLIDAY FALLING ON A FRIDAY, NO TRAFFIC IMPACTS WILL BE PERMITTED FROM NOON ON THE THURSDAY PRECEDING THE HOLIDAY THROUGH 7:00 PM MONDAY FOLLOWING THE HOLIDAY.
    - C. FOR A HOLIDAY FALLING ON TUESDAY OR WEDNESDAY, NO TRAFFIC IMPACTS WILL BE PERMITTED FROM NOON ON THE DAY PRECEDING THE HOLIDAY THROUGH NOON OF THE DAY FOLLOWING THE HOLIDAY.
    - D. FOR A HOLIDAY FALLING ON THURSDAY, (INCLUDING THANKSGIVING) NO TRAFFIC IMPACTS ARE PERMITTED FROM NOON ON THEWEDNESDAY PRECEDING THE HOLIDAY THROUGH 7:00 PM ON THE MONDAY AFTER THE HOLIDAY.

18. THE DEPARMENT MAY RESTRICT LANE CLOSURES DURING FESTIVALS AND/OR EVENTS OR AS DIRECTED IN THE FIELD BY THE ENGINEER. IF THIS OCCURS, AND THE RESTRICTION IMPOSED BY DELDOT CAUSES THE CRITICAL PATH OF THE PROJECT TO BE AFFECTED, AN EQUITABLE TIME EXTENSION WILL BE GRANTED BY THE ENGINEER. NO EXTENDED OVERHEAD OR OTHER DELAY COSTS WILL BE CONSIDERED.

19. THIS PROJECT IS CONSIDERED A SIGNIFICANT PROJECT AS DEFINED BY DELDOT'S WORK ZONE MOBILITY PROCEDURES AND GUIDELINES. A TYPE B TRANSPORTATION MANAGEMENT PLAN (TMP) HAS BEEN PREPARED AND IS AVAILABLE FOR VIEWING BY CONTACTING THE DEPARTMENT'S SAFETY PROGRAMS MANAGER AT (302) 659-4060. ALL MONITORING REQUIREMENTS OF THE TMP SHALL BE CONDUCTED BY DELDOT FORCES UNLESS OTHERWISE DIRECTED BY THE ENGINEER. MODIFICATIONS TO THE TMP SHALL BE COMPLETED BY THE CONTRACTOR IF CHANGES TO THE TIME RESTRICTIONS OR THE TRAFFIC CONTROL PLAN ARE DESIRED. THE MODIFIED TMP SHALL BE PREPARED BY A PREPARED BY A PROFESSIONAL ENGINEER, REGISTERED IN THE STATE OF DELAWARE.

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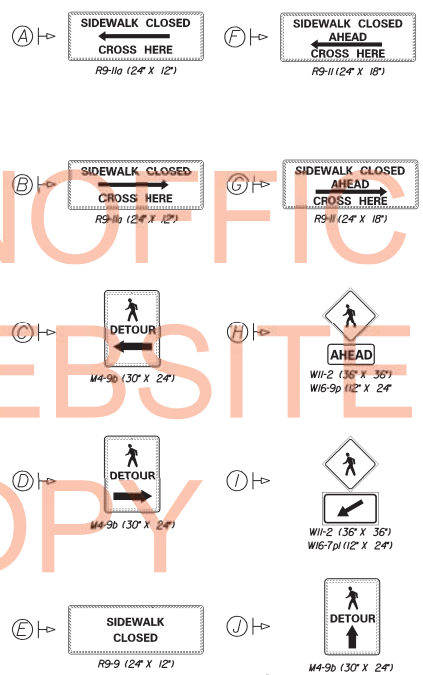
CONTRACT	COUNTY	F.A.P. NO.	SHEET NO.	TOTAL SHTS.
T200411210	SUSSEX	SEE TITLE SHEET	206	589

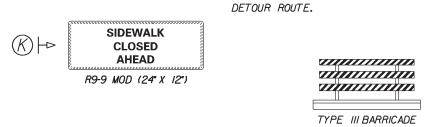
SR 26, ATLANTIC AVENUE FROM CLARKSVILLE TO ASSAWOMAN CANAL

REVISIONS

PEDESTRIAN DETOUR SIGNING LEGEND



NOTE: (J) SIGNS SHALL BE INSTALLED ALONG ALL PEDESTRIAN DETOUR ROUTES LONGER THAN 500'. SIGNS SHALL BE SPACED WITH APPROXIMATELY 500' BETWEEN SIGNS AND SHALL BE PLACED AT ALL INTERSECTING ROADS ALONG THE PEDESTRIAN DETOUR ROUTE.



NOTE: PEDESTRIAN DETOUR SIGNS A,B,F,G, AND H SHALL BE MOUNTED TO TYPE 3 BARRICADES

* NOTE: ALL SIGNS PAID FOR UNDER ITEM 743024.

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7/17/2013
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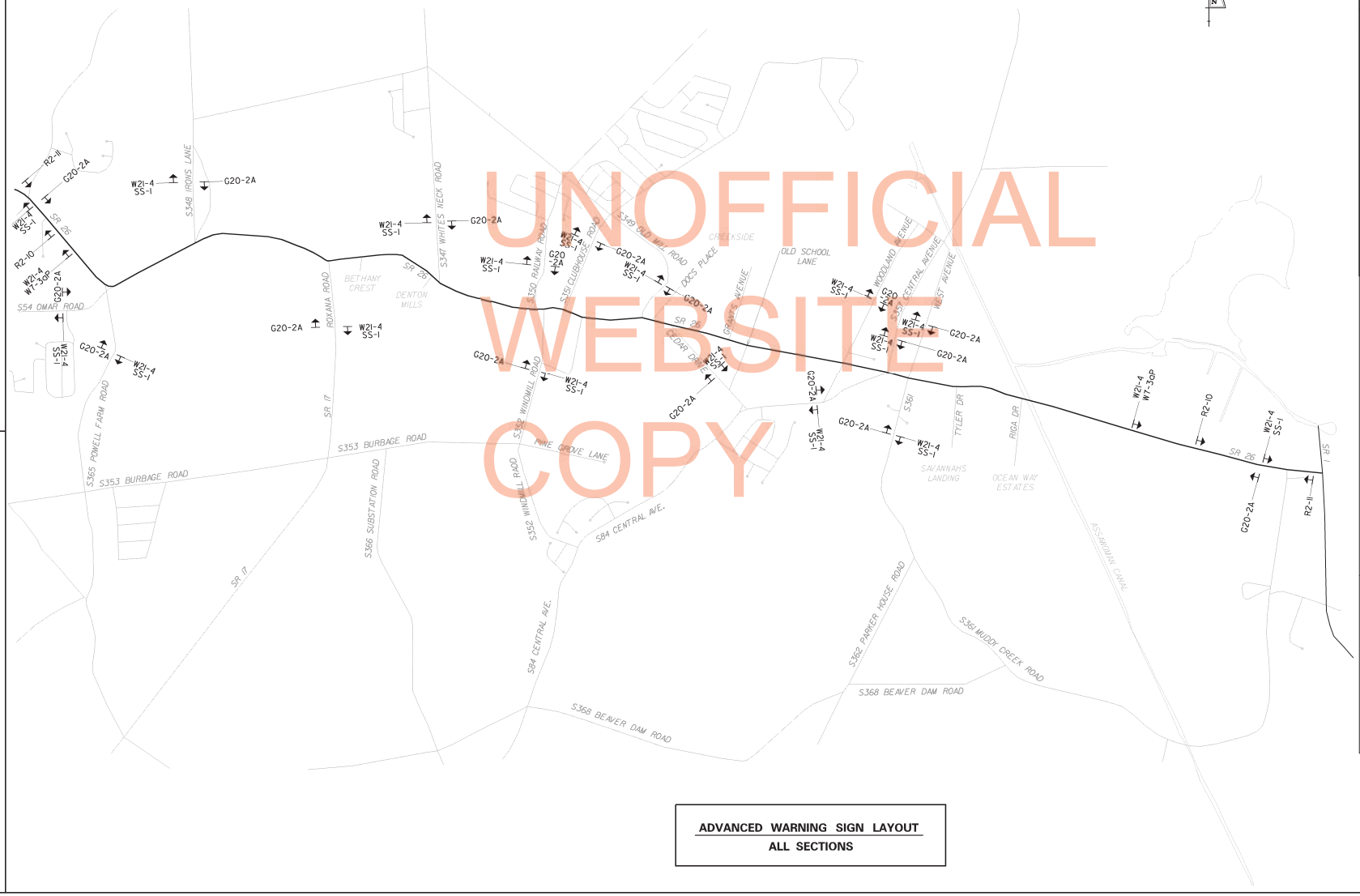
CONTRACT	COUNTY	F.A.P. NO.	SHEET NO.	TOTAL SHTS.
T200411210	SUSSEX	SEE TITLE SHEET	207	589

SR 26, ATLANTIC AVENUE FROM CLARKSVILLE TO ASSAWOMAN CANAL

CONSTRUCTION PHASING & M.O.T. PLANS

0 1000 2000 4000



UNOFFICIAL WEBSITE COPY

ADVANCED WARNING SIGN LAYOUT
ALL SECTIONS

REVISIONS

SPECIAL SIGNS

24"
10"
BUSINESS OPEN
6" C
6" C

SS-1
18"X24"
D/G FLUORESCENT ORANGE
BLACK LEGEND

SIGNS ARE TO REMAIN IN PLACE FOR THE DURATION OF THE CONTRACT. ALL COSTS ASSOCIATED WITH PLACING AND MAINTAINING THESE SIGNS SHALL BE INCIDENTAL TO ITEM #743024 - TEMPORARY WARNING SIGNS.

END ROAD WORK
G20-2A
48" X 24"

ROAD WORK AHEAD
W21-4
48" X 48"

BEGIN HIGHER FINES ZONE
R2-10
48" X 36"

END HIGHER FINES ZONE
R2-11
48" X 36"

NEXT 4 MILES
W7-3aP
36" X 30"

CMS CHANGEABLE MESSAGE SIGN LOCATION

PLACE ROAD WORK AHEAD AND END ROAD WORK SIGNS ON THE FOLLOWING INTERSECTING STREETS AND SUBDIVISION STREETS:

BETHANY CREST (SUBDIVISON ENTRANCE)
DENTON MILLS (SUBDIVISION ENTRANCE)
DUKE DRIVE
DOCS PLACE
GRANTS AVENUE
OCEAN WAY ESTATES (SUBDIVISION ENTRANCE)
OLD SCHOOL LANE
SAVANNAH'S LANDING (SUBDIVISION ENTRANCE)
TYLER DRIVE
RIGA DRIVE

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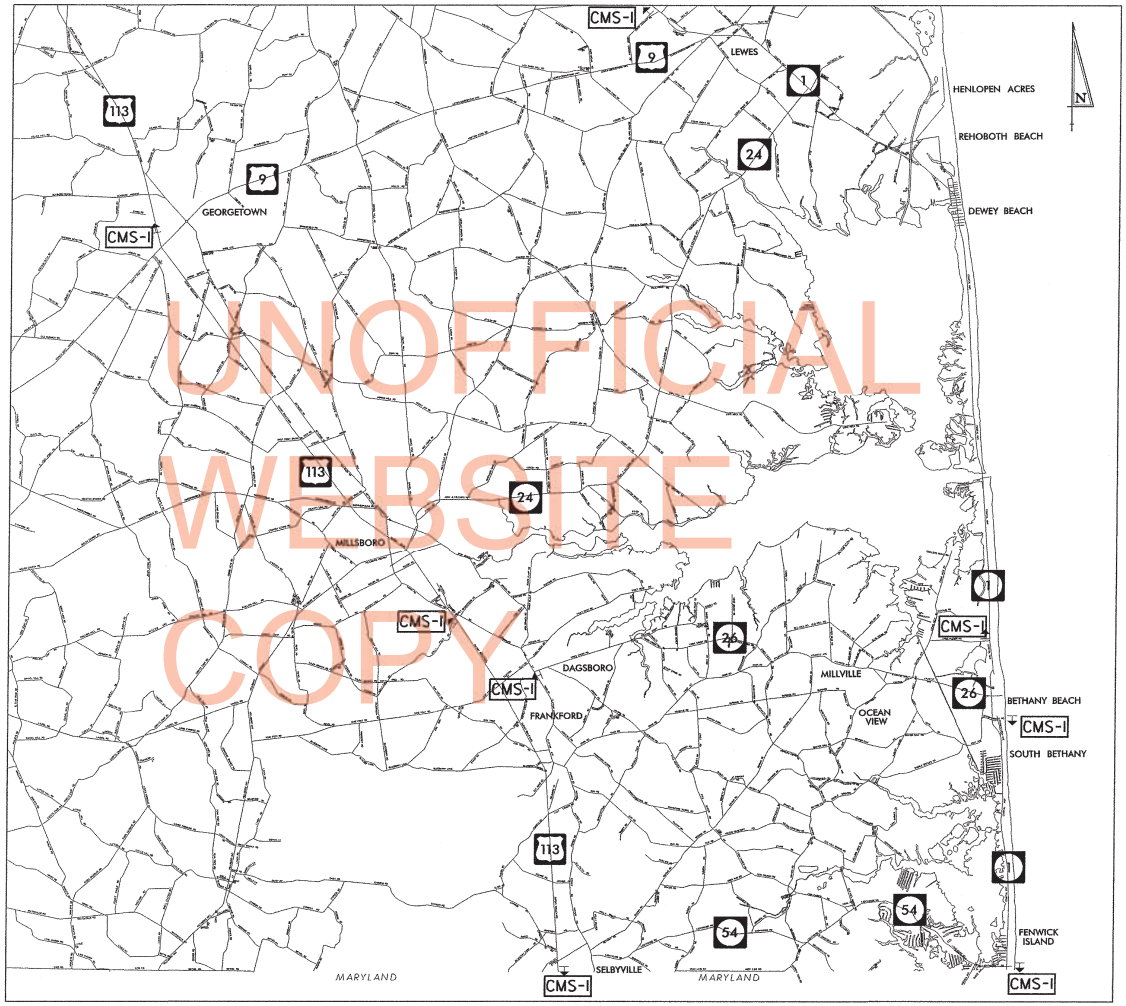
CHANGEABLE MESSAGE BOARDS

ADVENCED MESSAGE

CMS-1

ROAD WORK ON SR26

EXPECT DELAYS



UNOFFICIAL WEBSITE COPY

ADVANCED MESSAGE BOARD LAYOUT

1. THE CONTRACTOR SHALL COORDINATE WITH THE DELDOT SAFETY SECTION TO DETERMINE THE EXACT LOCATION OF THESE SIGNS IN THE FIELD. ALL COSTS ASSOCIATED WITH THIS COORDINATION SHALL BE INCIDENTAL TO THE CONTRACT.

2. CHANGEABLE MESSAGE BOARDS SHALL BE SUPPLIED BY THE CONTRACTOR AND SHALL BE REMOTE PROGRAMABLE. PAYMENT FOR THESE BOARDS SHALL BE UNDER ITEM 74355I - FURNISH AND MAINTAIN REMOTE COMMUNICATION PORTABLE CHANGEABLE MESSAGE SIGN.

3. THE CONTRACTOR SHALL PROVIDE TWO SPARE CHANGEABLE MESSAGE BOARDS THAT ARE REMOTE PROGRAMABLE. PAYMENT FOR THESE BOARDS SHALL BE UNDER ITEM 74355I - FURNISH AND MAINTAIN REMOTE COMMUNICATION PORTABLE CHANGEABLE MESSAGE SIGN.

RECOMMENDED _____ DATE: 7/10/13 | RECOMMENDED _____ DATE: 7/11/13 | RECOMMENDED _____ DATE: _____ | APPROVED CHIEF SAFETY OFFICER _____ DATE: 7-12-13 | APPROVED TRAFFIC ENGINEER _____ DATE: 7/12/13

DELAWARE DEPARTMENT OF TRANSPORTATION

ADDENDUM / REVISIONS

NOT TO SCALE

SR 26, ATLANTIC AVENUE FROM CLARKSVILLE TO ASSAWOMAN CANAL

CONTRACT	ROAD NO.	
T200412120	DESIGNED BY:	MSK
COUNTY	CHECKED BY:	BAM
SUSSEX		

ADVANCED MESSAGE BOARD LAYOUT

SHEET NO.
208
TOTAL SHTS.
589

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CONSTRUCTION PHASING & M.O.T. PLANS

CONTRACT	COUNTY	F.A.P. NO.	SHEET NO.	TOTAL SHTS.
T200411210	SUSSEX	SEE TITLE SHEET	209	589

SR 26, ATLANTIC AVENUE FROM CLARKSVILLE TO ASSAWOMAN CANAL

REVISIONS

<u>SECTION I: WESTERN LIMITS TO EASTERN LIMITS</u>

<u>PHASE I: STA.132+70 TO STA.149+14, STA.109+50 TO STA.113+00, WESTERN LIMITS TO STA.20+18, SR 26; OMAR ROAD; POWELL FARM ROAD</u>

<u>PHASE I, STAGE I: STA.132+70 TO STA.149+14, STA.109+50 TO STA.113+00, WESTERN LIMITS TO STA.20+18, SR 26; OMAR ROAD; POWELL FARM ROAD</u>

1. INSTALL ADVANCE WARNING SIGNS AS SHOWN ON THE ADVANCE WARNING SIGN SHEETS FOR ALL SECTIONS, INCLUDING BUSINESSES OPEN SIGNS.

2. PERFORM CLEARING AND GRUBBING AS REQUIRED FOR UTILITY RELOCATIONS WITHIN PHASE 1. USE TA-10 AND TA-3 OF THE TRAFFIC CONTROL MANUAL AS NECESSARY TO MAINTAIN TRAFFIC. HAUL ALL MATERIAL TO AN APPROVED OFF-SITE FACILITY.

3. PLACE TEMPORARY SIDEWALK AT LOCATIONS SHOWN, OR AS DIRECTED BY THE ENGINEER. ONCE TEMPORARY SIDEWALK IS IN PLACE REMOVE EXISTING SIDEWALK. UTILITY POLES THAT WILL IMPACT EXISTING SIDEWALK SHALL NOT BE RELOCATED UNTIL TEMPORARY SIDEWALK IS IN PLACE.

4. PERFORM UTILITY RELOCATIONS WITHIN PHASE 1. DO NOT RELOCATE POLE AT STATION 12+78 RIGHT.

<u>PHASE 2: STA.20+18 TO EASTERN LIMITS</u>

<u>PHASE 2, STAGE 1: STA 20+18 TO EASTERN LIMITS</u>

1. PERFORM CLEARING AND GRUBBING AS REQUIRED FOR UTILITY RELOCATIONS WITHIN REMAINDER OF PROJECT LIMITS. USE TA-10 AND TA-3 OF THE TRAFFIC CONTROL MANUAL AS NECESSARY TO MAINTAIN TRAFFIC. HAUL ALL MATERIAL TO AN APPROVED OFF-SITE FACILITY.

2. PLACE TEMPORARY SIDEWALK AT LOCATIONS SHOWN, OR AS DIRECTED BY THE ENGINEER. ONCE TEMPORARY SIDEWALK IS IN PLACE, REMOVE EXISTING SIDEWALK. UTILITY POLES THAT WILL IMPACT EXISTING SIDEWALK SHALL NOT BE RELOCATED UNTIL TEMPORARY SIDEWALK IS IN PLACE.

3. PERFORM UTILITY RELOCATIONS FROM EASTERN LIMITS OF PROJECT TO STA.20+18.

<u>PHASE 3: STA.132+70 TO STA.149+14, SR 26; CEDAR DRIVE; OLD MILL ROAD</u>

<u>PHASE 3, STAGE 1: STA.132+70 TO STA.149+14, SR 26; CEDAR DRIVE, OLD MILL ROAD</u>

1. MAINTAIN PREVIOUSLY INSTALLED ADVANCED WARNING SIGNS FOR ALL SECTIONS, INCLUDING BUSINESSES OPEN SIGNS.

2. CLEAR AND GRUB AS NECESSARY TO INSTALL ALL PERIMETER EROSION AND SEDIMENT CONTROLS WITHIN SECTION 1, PHASE 3. REMOVE ALL MATERIAL TO AN APPROVED OFF-SITE FACILITY. INSTALL ALL PERIMETER EROSION AND SEDIMENT CONTROLS WITHIN SECTION 1, PHASE 3.

3. CLEAR AND GRUB FROM EDGE OF EXISTING PAVEMENT TO LOC LINE WITHIN PHASE 3 AND INSTALL ALL EROSION AND SEDIMENT CONTROLS FOR PHASE 3 AS SHOWN ON THE EROSION AND SEDIMENT CONTROL PLANS. HAUL MATERIAL TO AN APPROVED OFF-SITE FACILITY. USE TA-10 AND TA-3 OF THE TRAFFIC CONTROL MANUAL AS NECESSARY.

<u>PHASE 3, STAGE 2: STA.143+32 TO STA.143+91, SR 26</u>

1. USING TA-10 OF THE TRAFFIC CONTROL MANUAL TO MAINTAIN TRAFFIC ON THE SOUTH SIDE OF SR 26, BEGIN AT NORTH EDGE OF PAVE ON SR 26 AND CUT OFFSET TRENCH ALONG EXISTING CROSS-PIPE. CUT TRENCH TO CENTERLINE OF EXISTING ROAD. USE AN APPROVED METHOD TO PLATE OVER TRENCH. TRENCH AND PLATING COST TO BE INCLUDED IN ITEM 265500 - STREAM DIVERSION.

2. USING TA-10 OF THE TRAFFIC CONTROL MANUAL TO MAINTAIN TRAFFIC ON THE NORTH SIDE OF SR 26, CONTINUE TO CUT OFFSET TRENCH ALONG EXISTING CROSS-PIPE, EXTENDING TRENCH TO EDGE OF PAVE ON THE SOUTH SIDE OF THE ROAD. USE AN APPROVED METHOD TO PLATE OVER TRENCH. TRENCH AND PLATING COST TO BE INCLUDED IN THE PRICE BID FOR THE ITEM BEING INSTALLED. CONTRACTOR SHALL USE A FLAGGER ESCORT TO MAINTAIN PEDESTRIAN TRAFFIC THROUGH THE WORK ZONE DURING CONSTRUCTION. COST SHALL BE INCLUDED IN ITEM 743000 - MAINTENANCE OF TRAFFIC. AT THE END OF EACH WORK DAY THE EXISTING AND TEMPORARY SIDEWALK SHALL BE IN USABLE CONDITION AS APPROVED BY THE ENGINEER IN THE FIELD.

3. BLOCK UPSTREAM END OF EXISTING ROADWAY CROSS-PIPE LOCATED AT STA 143+35 USING A SANDBAG DIKE AS SHOWN ON THE EROSION AND SEDIMENT CONTROL PLANS. INSTALL PUMPING PIT AND INSTALL PUMP OUTLET HOSE IN TRENCH AND PUMP ANY FLOW AROUND EXISTING PIPE TO A STABILIZED OUTFALL ON THE NORTH SIDE OF THE ROAD. THE CONTRACTOR MAY SUBMIT AN ALTERNATE MEANS OF STREAM DIVERSION FOR REVIEW AND APPROVAL BY THE ENGINEER. THE ALTERNATE METHOD SHALL NOT INCUR ADDITIONAL TIME OR COST TO THE PROJECT.

4. USING TA-10, MAINTAIN TRAFFIC ON SOUTH SIDE OF ROADWAY WHILE REMOVING EXISTING PIPE UNDER NORTH SIDE OF ROADWAY. PLACE OUTLET PIPE, PROPOSED DRAINAGE INLET AND PORTION OF PROPOSED ROADWAY CROSS-PIPE, EXTENDING THE PROPOSED PIPE A MINUMIM DISTANCE OF 2 FEET BEYOND THE CENTERLINE OF THE EXISTING ROADWAY. SET TOP OF INLET TO MATCH EXISTING GRADE. TEMPORARILY PLUG UNUSED PIPE OPENINGS TO ALLOW FOR CONNECTION IN A LATER STAGE. TEMPORARILY PLUG CROSS-PIPE TO ALLOW FOR CONNECTION IN A LATER STEP. PATCH CONCRETE ABOVE EXISTING PIPE, MATCHING EXISTING GRADE.

5. USING TA-10, MAINTAIN TRAFFIC ON NORTH SIDE OF ROADWAY WHILE REMOVING EXISTING PIPE UNDER SOUTH SIDE OF ROADWAY. COMPLETE CONSTRUCTION OF PROPOSED ROADWAY CROSS-PIPE, PLACE PROPOSED DRAINAGE INLET, AND CONSTRUCT PROPOSED INLET PIPE. SET TOP OF INLET TO MATCH EXISTING GRADE. TEMPORARILY PLUG UNUSED PIPE OPENINGS TO ALLOW FOR CONNECTION IN A LATER STAGE. PATCH CONCRETE ABOVE EXISTING PIPE FOLLOWING PATCHING DETAIL AND MATCHING EXISTING GRADE. REMOVE EXISTING LATERAL PIPE AND CATCHBASIN. CONTRACTOR SHALL MAINTAIN PEDESTRIAN TRAFFIC ON EXISTING AND TEMPORARY SIDEWALK DURING THIS STEP OF CONSTRUCTION.

6. USING TA-10 OF THE TRAFFIC CONTROL MANUAL TO MAINTAIN TRAFFIC, REMOVE STREAM DIVERSION. PATCH TRENCH TO MATCH EXISTING GRADE FOLLOWING THE PATCHING DETAIL. RESTORE IMPACTED STREAM AREA FOLLOWING THE NOTES ON THE ENVIRONMENTAL COMPLIANCE SHEETS.

<u>PHASE 3, STAGE 3: STA.132+70 TO STA.138+05, SOUTH SIDE OF SR 26</u>

1. CONSTRUCT STEEL SHEETPILE RETAINING WALL AFTER FIELD LOCATING UTILITIES.

2. INSTALL AND CONFIGURE PROPOSED TRAFFIC SIGNAL AND INTERSECTION STRIPING FOLLOWING THE SIGNAL PLANS FOR THIS SECTION, PHASE, AND STAGE. INSTALL ITMS CONDUIT AND JUNCTION WELLS FROM STATION 131+50 TO 138+50, INCLUDING CONDUIT CROSSING SR 26 AT STATION 133+15.

3. USING TA-10 TO MAINTAIN TRAFFIC ON THE NORTH SIDE OF SR 26, CONSTRUCT DRAINAGE AS SHOWN IN THIS STAGE. TIE DRAINAGE TO EXISTING CATCH BASIN NEAR 133+20 RIGHT, AS SHOWN.

4. USING TA-10 AND TA-21 TO MAINTAIN TRAFFIC ON THE NORTH SIDE OF SR 26 AND WEST SIDE OF TOWN CENTER DRIVE, CONSTRUCT ALL IMPROVEMENTS ON THE SOUTH SIDE OF SR 26 AND EAST SIDE OF TOWN CENTER DRIVE. CONSTRUCT FULL CURB RADIUS AT SOUTHEAST QUADRANT OF TOWN CENTER DRIVE INTERSECTION AND PATCH EXISTING PAVEMENT USING TYPE B WARM MIX. CONSTRUCT ALL FULL DEPTH PAVEMENT TO THE BOTTOM OF THE FINAL LIFT OF SUPERPAVE TYPE B WARM MIX. CONSTRUCT ALL RESIDENTIAL AND COMMERCIAL ENTRANCES.

5. PLACE WEDGE LIFT OF TYPE C WARM MIX TO THE APPROPRIATE GRADE AS NECESSARY TO MEET DROP-OFF CRITERIA AND OPERATE TWO-WAY TRAFFIC AT THE END OF EACH WORK DAY. MAINTAIN EXISTING CROSSWALK AND CENTERLINE STRIPING.

<u>PHASE 3, STAGE 4: STA.132+70 TO STA.139+00, NORTH SIDE OF SR 26</u>

1. INSTALL AND CONFIGURE PROPOSED TRAFFIC SIGNAL AND INTERSECTION STRIPING FOLLOWING THE SIGNAL PLANS FOR THIS SECTION, PHASE, AND STAGE. INSTALL ITMS CONDUIT AND JUNCTION WELLS ON NORTH SIDE OF SR 26 WITHIN LIMITS OF THIS STAGE.

2. INSTALL TEMPORARY CROSSWALK AT STATION 139+05 USING TEMPORARY TAPE. CONSTRUCT TEMPORARY SIDEWALK AS SHOWN. INSTALL PEDESTRIAN DETOUR SIGNAGE AS SHOWN.

3. USING TA-10 OF THE TRAFFIC CONTROL MANUAL TO MAINTAIN TRAFFIC ON THE SOUTH SIDE OF SR 26, CONSTRUCT DRAINAGE AS SHOWN IN THIS STAGE. TIE DRAINAGE TO EXISTING CATCH BASIN NEAR 133+10 LEFT, AS SHOWN.

4. USING TA-10 AND TA-23, MAINTAIN TRAFFIC ON THE SOUTH SIDE OF SR 26 AND THE WEST SIDE OF OLD MILL ROAD WHILE CONSTRUCTING ALL IMPROVEMENTS ON THE NORTH SIDE OF SR 26 AND EAST SIDE OF OLD MILL ROAD. CONSTRUCT FULL CURB RADIUS AT NORTHEAST QUADRANT OF OLD MILL ROAD INTERSECTION AND PATCH EXISTING PAVEMENT USING TYPE B WARM MIX. CONSTRUCT PRIVATE PARKING LOT CURB NEAR STATION 138+00 LEFT AND PATCH EXISTING PAVEMENT WITH TYPE C WARM MIX. CONSTRUCT ALL FULL DEPTH PAVEMENT TO THE BOTTOM OF THE FINAL LIFT OF SUPERPAVE TYPE B WARM MIX. CONSTRUCT ALL RESIDENTIAL AND COMMERCIAL ENTRANCES.

5. PLACE WEDGE LIFT OF TYPE C WARM MIX TO THE APPROPRIATE GRADE AS NECESSARY TO MEET DROP-OFF CRITERIA AND OPERATE TWO-WAY TRAFFIC AT THE END OF EACH WORK DAY. MAINTAIN EXISTING CROSSWALK AND CENTERLINE STRIPING.

6. ONCE THE NEW PEDESTRIAN FACILITY IS OPEN, REMOVE TEMPORARY CROSSWALK at stae 139+05 AND PEDESTRIAN DETOUR SIGNAGE.

<u>PHASE 3, STAGE 5: STA.139+00 TO STA.149+14, NORTH SIDE OF SR 26</u>

1. CONFIGURE TRAFFIC SIGNAL TO MATCH ROADWAY CONDITIONS FOLLOWING THE OLD MILL ROAD TRAFFIC SIGNAL PLAN FOR THIS SECTION, PHASE, AND STAGE.

2. INSTALL TEMPORARY CROSSWALK AT STATION 138+95 USING TEMPORARY TAPE. MAINTAIN TEMPORARY CROSSWALK AT CEDAR DRIVE. INSTALL PEDESTRIAN DETOUR SIGNAGE AS SHOWN.

3. USING TA-10 OF THE TRAFFIC CONTROL MANUAL TO MAINTAIN TRAFFIC ON THE SOUTH SIDE OF SR 26, CONSTRUCT DRAINAGE AS SHOWN IN THIS STAGE. TIE DRAINAGE TO NEW INLET PLACED IN A PRIOR STAGE, AS SHOWN. ADJUST GRATE ELEVATION ON NEW INLET AT STATION 143+37 TO MATCH FINAL PROPOSED GRADE.

4. USING TA-10 OF THE TRAFFIC CONTROL MANUAL, MAINTAIN TRAFFIC ON THE SOUTH SIDE OF SR 26 WHILE CONSTRUCTING ALL IMPROVEMENTS ON THE NORTH SIDE OF SR 26. CONSTRUCT ALL FULL DEPTH PAVEMENT TO THE BOTTOM OF THE FINAL LIFT OF SUPERPAVE TYPE B WARM MIX. CONSTRUCT ALL RESIDENTIAL AND COMMERCIAL ENTRANCES. CONSTRUCT TEMPORARY SIDEWALK, FOLLOWING THE TEMPORARY SIDEWALK DETAIL IN THE CONSTRUCTION DETAILS, FROM STATION 149+14 TO 150+00. CONSTRUCT TEMPORARY SIDEWALK ON SOUTH SIDE OF ROAD AT STATION 149+48 AS SHOWN.

5. PLACE WEDGE LIFT OF TYPE C WARM MIX TO THE APPROPRIATE GRADE AS NECESSARY TO MEET DROP-OFF CRITERIA AND OPERATE TWO-WAY TRAFFIC AT THE END OF EACH WORK DAY. MAINTAIN EXISTING CENTERLINE STRIPING.

6. ONCE THE NEW PEDESTRIAN FACILITY IS OPEN, REMOVE TEMPORARY CROSSWALK AND PEDESTRIAN DETOUR SIGNAGE. REMOVE TEMPORARY SIDEWALK AT SOUTHWEST CORNER OF SR 26 AND CEDAR DRIVE.

<u>PHASE 3, STAGE 6: STA.139+39 TO STA.149+14, SOUTH SIDE OF SR 26; SOUTHEAST QUADRANT CEDAR DRIVE</u>

1. INSTALL TEMPORARY CROSSWALK AT STATION 149+97 USING TEMPORARY TAPE. INSTALL PEDESTRIAN DETOUR SIGNAGE AS SHOWN. INSTALL ITMS CONDUIT AND JUNCTION WELLS FROM STATION 138+50 TO 149+14.

2. USING TA-10 AND TA-21 TO MAINTAIN TRAFFIC ON THE NORTH SIDE OF SR 26 AND THE WEST SIDE OF CEDAR DRIVE, CONSTRUCT DRAINAGE AS SHOWN IN THIS STAGE. TIE DRAINAGE TO NEW INLET PLACED IN A PRIOR STAGE, AS SHOWN. ADJUST GRATE ELEVATION ON NEW INLET AT STATION 143+37 TO MATCH FINAL PROPOSED GRADE. INSTALL PORTIONOF ROADWAY CROSS-PIPE UNDER CEDAR DRIVE AND TEMPORARY PLUG TO ALLOW FOR CONNECTION IN A LATER STAGE. INSTALL CROSS-PIPE TO A MINIMUM DISTANCE OF 2 FEET BEYOND CENTERLINE OF PROPOSED ROADWAY.

3. USING TA-10 AND TA-21, MAINTAIN TRAFFIC ON THE NORTH SIDE OF SR 26 AND WEST SIDE OF CEDAR DRIVE WHILE CONSTRUCTING ALL IMPROVEMENTS ON THE SOUTH SIDE OF SR 26 AND EAST SIDE OF CEDAR DRIVE. CONSTRUCT ALL FULL DEPTH PAVEMENT TO THE BOTTOM OF THE FINAL LIFT OF SUPERPAVE TYPE B WARM MIX. CONSTRUCT ALL RESIDENTIAL AND COMMERCIAL ENTRANCES. MAINTAIN TRAFFIC ON EXISTING PORTION OF CEDAR DRIVE. STRIPE PRIVATE PARKING LOT NEAR STATION 148+50 RIGHT. DO NOT CONSTRUCT TRAFFIC CHANNELIZING ISLAND.

4. PLACE WEDGE LIFT OF TYPE C WARM MIX TO THE APPROPRIATE GRADE AS NECESSARY TO MEET DROP-OFF CRITERIA AND OPERATE TWO-WAY TRAFFIC AT THE END OF EACH WORK DAY. MAINTAIN EXISTING CENTERLINE STRIPING.

<u>PHASE 3, STAGE 7: STA.138+05 TO STA.139+39, SOUTH SIDE OF SR 26; SOUTHWEST QUADRANT CEDAR DRIVE</u>

1. MAINTAIN TEMPORARY CROSSWALK AND PEDESTRIAN DETOUR SIGNAGE AS SHOWN.

2. USING TA-10 AND TA-23 TO MAINTAIN TRAFFIC ON THE NORTH SIDE OF SR 26 AND THE EAST SIDE OF CEDAR DRIVE, CONSTRUCT DRAINAGE AS SHOWN IN THIS STAGE. COMPLETE CONSTRUCTION OF CROSS-PIPE UNDER CEDAR DRIVE. PATCH ROADWAY ABOVE CROSS-PIPE FOLLOWING PATCHING DETAIL AND MATCHING EXISTING GRADE.

3. USING TA-10 AND TA-23, MAINTAIN TRAFFIC ON THE NORTH SIDE OF SR 26 AND EAST SIDE OF CEDAR DRIVE WHILE CONSTRUCTING ALL IMPROVEMENTS ON THE SOUTH SIDE OF THE SR 26 AND WEST SIDE OF CEDAR DRIVE. CONSTRUCT PORTION OF PROPOSED CEDAR DRIVE THAT DOES NOT IMPACT EXISTING CEDAR DRIVE. SWITCH TRAFFIC TO PROPOSED CEDAR DRIVE WHILE REMOVING PORTIONS OF EXISTING CEDAR DRIVE AS REQUIRED TO COMPLETE CONSTRUCTION OF PROPOSED CEDAR DRIVE. COMPLETE CONSTRUCTION OF PROPOSED CEDAR DRIVE. CONSTRUCT ALL FULL DEPTH PAVEMENT TO THE BOTTOM OF THE FINAL LIFT OF SUPERPAVE TYPE B WARM MIX. CONSTRUCT ALL RESIDENTIAL AND COMMERCIAL ENTRANCES. REMOVE REMNANTS OF EXISTING CEDAR DRIVE AFTER TRAFFIC HAS BEEN SHIFTED TO PROPOSED CEDAR DRIVE. DO NOT CONSTRUCT TRAFFIC CHANNELIZING ISLAND.

4. PLACE WEDGE LIFT OF TYPE C WARM MIX TO THE APPROPRIATE GRADE AS NECESSARY TO MEET DROP-OFF CRITERIA AND OPERATE TWO-WAY TRAFFIC AT THE END OF EACH WORK DAY. MAINTAIN EXISTING CENTERLINE STRIPING.

5. ONCE THE NEW FACILITY IS OPEN, REMOVE TEMPORARY CROSS-WALK AND PEDESTRIAN DETOUR SIGNAGE.

<u>PHASE 3, STAGE 8: STA.132+70 TO 149+14, SR 26; CEDAR DRIVE, OLD MILL ROAD</u>

1. USING TA-10 OF THE TRAFFIC CONTROL MANUAL, MAINTAIN TRAFFIC TO COMPLETE ALL ROADWAY PAVING TO THE BOTTOM OF THE SUPERPAVE TYPE C LIFT. USE TA-21 AND TA-23 IN THE AREA OF CEDAR DRIVE AND OLD MILL ROAD.

2. USING TA-10 OF THE TRAFFIC CONTROL MANUAL, MAINTAIN TRAFFIC TO COMPLETE PROFILE MILLING OF ALL AREAS WITHIN LIMITS OF THIS PHASE AS SHOWN ON THE CONSTRUCTION PLANS. PLACE FINAL SUPERPAVE TYPE C LIFT ON ROADWAY. PLACE TYPE C WEDGE AT LIMITS OF PHASE WHERE NEW CONSTRUCTION MEETS THE EXISTING ROADWAY AS NECESSARY.

3. PLACE TEMPORARY STRIPING USING PERMANENT MARKINGS. STRIPING SHALL FOLLOW EXISTING CENTERLINE. TIE INTO THE EXISTING MARKINGS AS DETERMINED BY THE ENGINEER IN THE FIELD. STRIPE ALL CROSSWALKS FOLLOWING THE FINAL STRIPING CONFIGURATION.

4. STABILIZE ALL DISTURBED AREAS WITHIN SECTION 1, PHASE 3 USING PERMANENT STABILIZATION MEASURES.

5. AT THE DIRECTION OF THE ENGINEER, REMOVE ALL EROSION AND SEDIMENT CONTROL DEVICES WITHIN SECTION 1, PHASE 3.

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CONTRACT	COUNTY	F.A.P. NO.	SHEET NO.	TOTAL SHTS.
T200411210	SUSSEX	SEE TITLE SHEET	210	589

SR 26, ATLANTIC AVENUE FROM CLARKSVILLE TO ASSAWOMAN CANAL

REVISIONS

PHASE 4: STA.109+50 TO STA.113+00, SOUTH SIDE OF SR 26; WINDMILL RD.

PHASE 4, STAGE 1: STA.109+50 TO STA.113+00, SOUTH SIDE OF SR 26; WINDMILL RD.

1. MAINTAIN PREVIOUSLY INSTALLED ADVANCED WARNING SIGNS FOR ALL SECTIONS, INCLUDING BUSINESSES OPEN SIGNS.

2. CLEAR AND GRUB AS NECESSARY TO INSTALL ALL PERIMETER EROSION AND SEDIMENT CONTROLS WITHIN SECTION 1, PHASE 4. REMOVE ALL MATERIAL TO AN APPROVED OFF-SITE FACILITY. INSTALL ALL PERIMETER EROSION AND SEDIMENT CONTROLS WITHIN SECTION 1, PHASE 4.

3. CLEAR AND GRUB FROM EDGE OF EXISTING PAVEMENT TO LOC LINE WITHIN PHASE 4 AND INSTALL ALL EROSION AND SEDIMENT CONTROLS FOR PHASE 4 AS SHOWN ON THE EROSION AND SEDIMENT CONTROL PLANS. HAUL MATERIAL TO AN APPROVED OFF-SITE FACILITY. USE TA-10 AND TA-3 OF THE TRAFFIC CONTROL MANUAL AS NECESSARY.

PHASE 4, STAGE 2: STA.109+50 TO STA.113+00, SOUTH SIDE OF SR 26; WINDMILL RD.

1. INSTALL ITMS CONDUIT AND JUNCTION WELLS WITHIN THE LIMITS OF THIS STAGE.

2. USING TA-10, TA-21, AND TA-23, MAINTAIN TRAFFIC ON THE NORTH SIDE OF SR 26 AND THE WEST SIDE OF WINDMILL ROAD WHILE INSTALLING ALL DRAINAGE ON THE SOUTH SIDE OF SR 26 AND THE EAST SIDE OF WINDMILL ROAD. CONSTRUCT TEMPORARY DITCH. CONSTRUCT OUTLET PIPE ON SOUTH SIDE OF SR 26. INSTALL CROSS-PIPE AT STA 112+80 TO A MINIMUM DISTANCE OF 2 FEET BEYOND THE EXISTING ROADWAY CENTERLINE AND TEMPORARILY PLUG FOR CONNECTION IN A LATER STEP. PATCH PAVEMENT ABOVE PIPE, FOLLOWING PATCHING DETAIL AND MATCHING EXISTING GRADE. ADJUST EXISTING INLETS ALONG SOUTH SIDE OF SR26 TO MATCH FINISHED PAVEMENT ELEVATION.

3. USING TA-10 OF THE TRAFFIC CONTROL MANUAL TO MAINTAIN TRAFFIC ON THE SOUTH SIDE OF SR 26. COMPLETE CONSTRUCTION OF ROADWAY CROSS-PIPE AT STATION 112+80. PATCH PAVEMENT ABOVE PIPE, FOLLOWING PATCHING DETAIL AND MATCHING EXISTING GRADE. INSTALL CATCHBASIN AT STATION 112+80 LEFT, AND TEMPORARILY PLUG UNUSED PIPE OPENINGS FOR CONNECTION IN A LATER SECTION. INSTALL TYPE A INLET TOP AND SET GRATE TO MATCH EXISTING GROUND.

4. USING TA-10, TA-21, AND TA-23, MAINTAIN TRAFFIC TO CONSTRUCT ALL IMPROVEMENTS SHOWN WITHIN THIS PHASE. PERFORM 2" MILLING (ITEM# 760000 - MILLING, HOT MIX) AND CONSTRUCT ALL PAVEMENT TO THE BOTTOM OF THE SUPERPAVE TYPE C WARM MIX. CONSTRUCT ALL RESIDENTIAL AND COMMERCIAL ENTRANCES.

5. PLACE LIFT OF SUPERPAVE TYPE C WARM MIX AS SHOWN ON THE TYPICAL SECTION FOR THIS AREA. USE SINGLE LIFT SUPERPAVE TYPE C WEDGE TO TEMPORARILY MATCH EXISTING ROADWAY ALONG NORTH SIDE OF TURN LANE AND AT WINDMILL ROAD INTERSECTION.

6. PLACE TEMPORARY STRIPING USING PERMANENT MARKINGS. STRIPING SHALL FOLLOW EXISTING CENTERLINE. TIE INTO THE EXISTING MARKINGS AS DETERMINED BY THE ENGINEER IN THE FIELD.

7. STABILIZE ALL DISTURBED AREAS WITHIN SECTION 1, PHASE 4 USING PERMANENT STABILIZATION MEASURES.

8. AT THE DIRECTION OF THE ENGINEER, REMOVE ALL EROSION AND SEDIMENT CONTROL DEVICES WITHIN SECTION 1, PHASE 4.

PHASE 5: INTERSECTION OF CENTRAL AVENUE AND CEDAR DRIVE; INTERSECTION OF WINDMILL ROAD AND CENTRAL AVENUE

PHASE 5, STAGE 1: INTERSECTION OF CENTRAL AVENUE & CEDAR DRIVE; INTERSECTION OF WINDMILL ROAD AND CENTRAL AVENUE

1. INSTALL CHANGEABLE MESSAGE SIGNS A MINIMUM OF TEN (10) CALENDAR DAYS IN ADVANCE OF CONSTRUCTION PER THE ADVANCE WARNING SIGN LAYOUT PLAN - SECTION 1, PHASE 5 TO INFORM THE TRAVELING PUBLIC OF IMPENDING ROADWORK.

2. INSTALL PERMANENT WARNING SIGNS PER THE ADVANCE WARNING SIGN LAYOUT PLAN - SECTION 1, PHASE 5. MAINTAIN PREVIOUSLY INSTALLED ADVANCED WARNING SIGNS FOR ALL SECTIONS, INCLUDING BUSINESSES OPEN SIGNS.

3. CLEAR AND GRUB AS NECESSARY TO INSTALL ALL PERIMETER EROSION AND SEDIMENT CONTROLS WITHIN SECTION 1, PHASE 5. REMOVE ALL MATERIAL TO AN APPROVED OFF-SITE FACILITY. INSTALL ALL PERIMETER EROSION AND SEDIMENT CONTROLS WITHIN SECTION 1, PHASE 5.

4. CLEAR AND GRUB FROM EDGE OF EXISTING PAVEMENT TO LOC LINE WITHIN PHASE 5 AND INSTALL ALL EROSION AND SEDIMENT CONTROLS FOR PHASE 5 AS SHOWN ON THE EROSION AND SEDIMENT CONTROL PLANS. HAUL MATERIAL TO AN APPROVED OFF-SITE FACILITY. USE TA-10 AND TA-3 OF THE TRAFFIC CONTROL MANUAL AS NECESSARY.

5. USING TA-3 OF THE TRAFFIC CONTROL MANUAL TO MAINTAIN TRAFFIC, ADD ADDITIONAL PAVEMENT AS SHOWN AT THE NORTHEAST CORNER OF THE CENTRAL AVENUE AND CEDAR DRIVE INTERSECTION. PAVEMENT SHALL BE CONSTRUCTED FOLLOWING THE RESIDENTIAL DRIVEWAY SECTION SHOWN IN THE CONSTRUCTION DETAILS. INSTALL TEMPORARY TRAFFIC SIGNALS AT BOTH INTERSECTIONS FOLLOWING THE SIGNAL PLANS FOR THIS SECTION, PHASE, AND STAGE. THE SIGNALS SHALL NOT BE ACTIVATED UNTIL SR 26 IS CLOSED FOR CULVERTINSTALLATION.

6. STABILIZE ALL DISTURBED AREAS WITHIN SECTION 1, PHASE 5 USING PERMANENT STABILIZATION MEASURES.

7. AT THE DIRECTION OF THE ENGINEER, REMOVE ALL EROSION AND SEDIMENT CONTROL DEVICES WITHIN SECTION 1, PHASE 5. REMOVE PERMANENT WARNING SIGNS FOR SECTION 1, PHASE 5.

PHASE 6: WESTERN PROJECT LIMITS TO STA.20+18, SR 26; OMAR ROAD; POWELL FARM ROAD

PHASE 6 STAGE 1: WESTERN PROJECT LIMITS TO STA.20+18, SR 26; OMAR ROAD; POWELL FARM ROAD

1. MAINTAIN PREVIOUSLY INSTALLED ADVANCED WARNING SIGNS FOR ALL SECTIONS, INCLUDING BUSINESSES OPEN SIGNS.

2. CLEAR AND GRUB AS NECESSARY TO INSTALL ALL PERIMETER EROSION AND SEDIMENT CONTROLS WITHIN SECTION 1, PHASE 6. REMOVE ALL MATERIAL TO AN APPROVED OFF-SITE FACILITY. INSTALL ALL PERIMETER EROSION AND SEDIMENT CONTROLS WITHIN SECTION 1, PHASE 6.

3. CLEAR AND GRUB FROM EDGE OF EXISTING PAVEMENT TO LOC LINE WITHIN PHASE 6 AND INSTALL ALL EROSION AND SEDIMENT CONTROLS FOR PHASE 6 AS SHOWN ON THE EROSION AND SEDIMENT CONTROL PLANS. HAUL MATERIAL TO AN APPROVED OFF-SITE FACILITY. USE TA-10 OF THE TRAFFIC CONTROL MANUAL AS NECESSARY.

PHASE 6 STAGE 2: STA.19+30 TO STA.20+18, SOUTH SIDE OF SR 26

1. INSTALL ITMS CONDUIT AND JUNCTION WELLS WITHIN THE LIMITS OF THIS STAGE.

2. USING TA-10 OF THE TRAFFIC CONTROL MANUAL, MAINTAIN TRAFFIC ON THE SOUTH SIDE OF SR 26 WHILE CONSTRUCTING PROPOSED DRAINAGE FROM OUTFALL AT STATION 19+00 LEFT TO PROPOSED ROADWAY INLET AT STATION 20+13 LEFT. REMOVE ONLY EXISTING DRAINAGE NECCESARY FOR CONSTRUCTION OF PROPOSED DRAINAGE. TEMPORARILY PLUG UNUSED PIPE OPENINGS IN INLET AT STATION 20+13 LEFT TO ALLOW FOR CONNECTION IN A LATER STAGE. CONSTRUCT PARALLEL ROADWAY CROSS-PIPES TO A DISTANCE OF 4 FEET BEYOND EXISTING ROADWAY CENTERLINE. PATCH PAVEMENT ABOVE PIPES FOLLOWING THE PATCHING DETAIL.

3. USING TA-10 OF THE TRAFFIC CONTROL, MANUAL MAINTAIN TRAFFIC ON THE NORTH SIDE OF SR 26 WHILE CONSTRUCTING PROPOSED DRAINAGE ON THE SOUTH SIDE OF SR 26. FOLLOWING THE DETAILS ON THE EROSION AND SEDIMENT CONTROL PLANS, PLACE STREAM DIVERSION IN CHANNEL UPSTREAM OF PROPOSED HEADWALL LOCATION. PUMP STREAM FLOW THROUGH EXISTING ROADWAY CROSS-PIPE WHILE PLACING PROPOSED HEADWALL. CONSTRUCT EASTERN PROPOSED ROADWAY CROSS-PIPE TO PROPOSED HEADWALL, REMOVING PORTIONS OF EXISTING HEADWALL AND DRAINAGE AS NECESSARY. SWITCH PUMPING OPERATION TO FLOW THROUGH NEW ROADWAY CROSS-PIPE. THE CONTRACTOR MAY SUBMIT AN ALTERNATE METHOD OF STREAM DIVERSION FOR REVIEW AND APPROVAL BY THE ENGINEER.

4. USING TA-10 OF THE TRAFFIC CONTROL MAUNAL, MAINTAIN TRAFFIC ON THE NORTH SIDE OF SR 26 WHILE COMPLETING CONSTRUCTION OF PROPOSED WESTERN PARALLEL ROADWAY CROSS-PIPE. REMOVE EXISTING HEADWALL. REMOVE EXISTING ROADWAY CROSS-PIPE BENEATH SOUTH SIDE OF ROAD TO A DISTANCE OF 2 FEET BEYOND EXISTING ROADWAY CENTERLINE. PATCH PCC PAVEMENT, MATCHING EXISTING GRADE. REMOVE STREAM DIVERSION. RESTORE IMPACTED STREAM AREA FOLLOWING THE NOTES ON THE ENVIRONMENTAL COMPLIANCE SHEETS.

5. INSTALL PROPOSED DRAINAGE ALONG SOUTH SIDE OF SR 26 AS SHOWN IN THIS STAGE. TEMPORARILY CONNECT EXISTING 12" PLASTIC PIPE TO PROPOSED INLET AT STATION 19+35 LEFT. COST TO PERFORM THIS CONNECTION SHALL BE INCIDENTAL TO THE INLET BEING INSTALLED. REMOVE ALL EXISTING DRAINAGE ON SOUTH SIDE OF SR 26 FROM STATION 19+30 TO 20+18. PATCH EXISTING HOT MIX AND ENTRANCES ABOVE PIPES FOLLOWING THE PATCHING DETAIL.

6. USING TA-10 OF THE TRAFFIC CONTROL MANUAL, MAINTAIN TRAFFIC ON THE NORTH SIDE OF SR 26 WHILE CONSTRUCTING ALL IMPROVEMENTS ON THE SOUTH SIDE OF SR 26. CONSTRUCT ALL FULL DEPTH PAVEMENT TO THE BOTTOM OF THE FINAL LIFT OF SUPERPAVE TYPE B WARM MIX. CONSTRUCT ALL RESIDENTIAL AND COMMERCIAL ENTRANCES.

7. PLACE WEDGE LIFT OF TYPE C WARM MIX TO THE APPROPRIATE GRADE AS NECESSARY TO MEET DROP-OFF CRITERIA AND OPERATE TWO-WAY TRAFFIC AT THE END OF EACH WORK DAY. MAINTAIN EXISTING CENTERLINE STRIPING.

PHASE 6 STAGE 3: STA.17+75 TO STA.20+18, NORTH SIDE OF SR 26

1. USING TA-10 OF THE TRAFFIC CONTROL MANUAL AS NECESSARY, MAINTAIN TRAFFIC ON THE SOUTH SIDE OF SR 26 WHILE CONSTRUCTING PROPOSED DRAINAGE ON THE NORTH SIDE OF SR 26. REMOVE REMAINING PORTION OF EXISTING ROADWAY CROSS-PIPE AND PATCH PCC PAVEMENT, FOLLOWING THE PATCHING DETAIL AND MATCHING EXISTING GRADE. INSTALL PROPOSED DRAINAGE, TYING INTO NEW BASIN AT STATION 20+13 LEFT. REMOVE EXISTING MANHOLE AND 12" CMP AT STATION 20+00 LEFT. CAP AND FILL EXISTING 36" CMP.

2. USING TA-10 OF THE TRAFFIC CONTROL MANUAL AS NECESSARY, MAINTAIN TRAFFIC ON THE SOUTH SIDE OF SR 26 WHILE CONSTRUCTING ALL IMPROVEMENTS ON THE NORTH SIDE OF SR 26. CONSTRUCT ALL FULL DEPTH PAVEMENT TO THE BOTTOM OF THE FINAL LIFT OF SUPERPAVE TYPE B WARM MIX. CONSTRUCT ALL RESIDENTIAL AND COMMERCIAL ENTRANCES.

3. PLACE WEDGE LIFT OF TYPE C WARM MIX TO THE APPROPRIATE GRADE AS NECESSARY TO MEET DROP-OFF CRITERIA AND OPERATE TWO-WAY TRAFFIC AT THE END OF EACH WORK DAY. MAINTAIN EXISTING CENTERLINE STRIPING. STRIPE EXISTING PARKING LOT AT STATION 18+50 LEFT.

PHASE 6 STAGE 4: WESTERN PROJECT LIMITS TO STA.17+75, NORTH SIDE OF SR 26

1. INSTALL AND CONFIGURE PROPOSED TRAFFIC SIGNAL AND INTERSECTION STRIPING FOLLOWING THE SIGNAL PLANS FOR THIS SECTION, PHASE, AND STAGE. INSTALL ITMS CONDUIT AND JUNCTION WELLS ALONG NORTH SIDE OF SR 26 WITHIN THE LIMITS OF THIS STAGE.

2. USING TA-6 AND TA-10 OF THE TRAFFIC CONTROL MANUAL AS NECESSARY, MAINTAIN TRAFFIC ON THE SOUTH SIDE OF SR 26 WHILE CONSTRUCTING PROPOSED DRAINAGE ON THE NORTH SIDE OF SR 26. REMOVE EXISTING FLEXIBLE DELINEATORS AT INTERSECTION OF SR 26 AND POWELL FARM ROAD. PROPOSED ROADWAY CROSS-PIPE AT STATION 11+30 SHALL BE CONSTRUCTED TO A DISTANCE OF 2 FEET BEYOND THE PROPOSED ROADWAY CENTERLINE. TEMPORARILY PLUG CROSS-PIPE FOR CONNECTION IN A LATER STAGE. PROPOSED ROADWAY CROSS-PIPE AT STATION 13+22 SHALL BE CONSTRUCTED TO PROPOSED INLET AT STATION 13+24 LEFT. TEMPORARILY TIE PROPOSED INLET TO EXISTING DRAINAGE AND INSTALL SOLID COVER. COST SHALL BE INCIDENTAL TO THE INLET BEING INSTALLED. TEMPORARILY PLUG UNUSED PIPE OPENING IN INLET TO ALLOW FOR CONNECTION IN A LATER STAGE. CONSTRUCT PROPOSED ROADWAY CROSS-PIPE AT STATION 14+33 TO THE EDGE OF THE EXISTING TRAVEL LANE. TEMPORARILY PLUG CROSS-PIPE FOR CONNECTION IN A LATER STAGE. PLACE 1 SEGMENT OF PIPE EXITING MANHOLE AT STATION 13+18 LEFT AND CONSTRUCT TEMPORARY DITCH TO SEDIMENT TRAP SHOWN IN EROSION AND SEDIMENT CONTROL PLANS. FILL EXISTING DITCH TO OUTLET OF TEMPORARY DITCH. PATCH EXISTING HOT MIX AND ENTRANCES FOLLOWING THE PATCHING DETAIL.

3. USING TA-10 OF THE TRAFFIC CONTROL MANUAL AS NECESSARY, MAINTAIN TRAFFIC ON THE SOUTH SIDE OF SR 26 WHILE CONSTRUCTING ALL IMPROVEMENTS ON THE NORTH SIDE OF SR 26. CONSTRUCT ALL FULL DEPTH PAVEMENT TO THE BOTTOM OF THE FINAL LIFT OF SUPERPAVE TYPE B WARM MIX. CONSTRUCT ALL RESIDENTIAL AND COMMERCIAL ENTRANCES CONSTRUCT RESIDENTIAL DRIVEWAY AT STATION 13+86 LEFT PRIOR TO REMOVING EXISTING DRIVEWAY AT STATION 15+10 LEFT. STRIPE PARKING LOT.

4. PLACE WEDGE LIFT OF TYPE C WARM MIX TO THE APPROPRIATE GRADE AS NECESSARY TO MEET DROP-OFF CRITERIA AND OPERATE TWO-WAY TRAFFIC AT THE END OF EACH WORK DAY.

PHASE 6 STAGE 5: WESTERN PROJECT LIMITS TO STA.19+30, SOUTH SIDE OF SR 26; NORTH SIDE OMAR ROAD

1. INSTALL SIGNS, CHANNELIZING DEVICES, AND BARRICADES FOLLOWING INFORMATION SHOWN ON THE DETOUR PLAN FOR SECTION 1, PHASE 6, STAGE 5.

2. INSTALL AND CONFIGURE PROPOSED TRAFFIC SIGNAL AND INTERSECTION STRIPING FOLLOWING THE SIGNAL PLANS FOR THIS SECTION, PHASE, AND STAGE. INSTALL ITMS CONDUIT AND JUNCTION WELLS WITHIN THE LIMITS OF THIS STAGE.

3. USING TA-10 OF THE TRAFFIC CONTROL MANUAL AS NECESSARY, MAINTAIN TRAFFIC ON THE NORTH SIDE OF SR 26 WHILE CONSTRUCTING PROPOSED DRAINAGE ON THE SOUTH SIDE OF SR 26. COMPLETE CONSTRUCTION OF PROPOSED ROADWAY CROSS-PIPE AT STATION 11+30 AND INSTALL PROPOSED INLET. REMOVE EXISTING DRAINAGE AT STATION 13+20 RIGHT, INSTALL FINAL TOP ON NEW BASIN CONSTRUCTED IN PRIOR STAGE, AND CONSTRUCT REMAINING PROPOSED DRAINAGE. CONSTRUCT PROPOSED LATERAL PIPE ALONG POWELL FARM ROAD TO STATION 606+75 AND TEMPORARILY PLUG TO ALLOW FOR CONNECTION IN A LATER STAGE. PATCH ALL PAVEMENT ABOVE PIPES FOLLOWING THE PATCHING DETAIL.

4. USING TA-10 OF THE TRAFFIC CONTROL MANUAL AS NECESSARY, MAINTAIN TRAFFIC ON THE NORTH SIDE OF SR 26 WHILE CONSTRUCTING ALL IMPROVEMENTS ON THE SOUTH SIDE OF SR 26. CONSTRUCT ALL FULL DEPTH PAVEMENT TO THE BOTTOM OF THE FINAL LIFT OF SUPERPAVE TYPE B WARM MIX. CONSTRUCT ALL RESIDENTIAL AND COMMERCIAL ENTRANCES.

5. PLACE WEDGE LIFT OF TYPE C WARM MIX TO THE APPROPRIATE GRADE AS NECESSARY TO MEET DROP-OFF CRITERIA AND OPERATE TWO-WAY TRAFFIC AT THE END OF EACH WORK DAY.

6. USING TA-10 OF THE TRAFFIC CONTROL MANUAL AS NECESSARY, MAINTAIN TRAFFIC ON THE SOUTH SIDE OF OMAR ROAD WHILE CONSTRUCTING ALL IMPROVEMENTS ON THE NORTH SIDE OF OMAR ROAD. CONSTRUCT ALL FULL DEPTH PAVEMENT TO THE BOTTOM OF THE FINAL LIFT OF SUPERPAVE TYPE B HOT-MIX. CONSTRUCT ALL RESIDENTIAL AND COMMERCIAL ENTRANCES. CONSTRUCT AND STRIPE PARKING LOT.

7. PLACE WEDGE LIFT OF TYPE C WARM MIX TO THE APPROPRIATE GRADE AS NECESSARY TO MEET DROP-OFF CRITERIA AND OPERATE TWO-WAY TRAFFIC AT THE END OF EACH WORK DAY. MAINTAIN EXISTING CENTERLINE STRIPING.

8. INSTALL AND CONFIGURE PROPOSED TRAFFIC SIGNAL AND INTERSECTION STRIPING FOLLOWING THE SIGNAL PLANS FOR SECTION 1, PHASE 6, STAGE 6.

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SR 26, ATLANTIC AVENUE FROM CLARKSVILLE TO ASSAWOMAN CANAL

REVISIONS

PHASE 6 STAGE 6: EAST SIDE OF POWELL FARM ROAD

1. ENSURE PROPOSED TRAFFIC SIGNAL AND INTERSECTION STRIPING ARE CONFIGURED FOLLOWING THE SIGNAL PLANS FOR THIS SECTION, PHASE, AND STAGE.

2. REMOVE DETOUR ROUTE SIGNAGE, CHANNELIZING DEVICES, AND BARRICADES AND OPEN INTERSECTION TO TRAFFIC.

3. USING TA-10 OF THE TRAFFIC CONTROL MANUAL AS NECESSARY, MAINTAIN TRAFFIC ON THE WEST SIDE OF POWELL FARM ROAD WHILE INSTALLING DRAINAGE ON THE EAST SIDE. CONNECT TO LATERAL PIPE INSTALLED IN PREVIOUS PHASE. CONSTRUCT PROPOSED DRAINAGE ALONG POWELL FARM ROAD AND CONSTRUCT PROPOSED ROADWAY CROSS-PIPE TO A DISTANCE OF 2 FEET BEYOND CENTERLINE OF EXISTING ROAD. TEMPORARILY PLUG TO ALLOW FOR CONNECTION IN A LATER STAGE. PATCH PAVEMENT ABOVE ALL PIPES FOLLOWING THE PATCHING DETAIL.

4. USING TA-10 OF THE TRAFFIC CONTROL MANUAL, MAINTAIN TRAFFIC ON THE WEST SIDE OF POWELL FARM ROAD WHILE CONSTRUCTING ALL IMPROVEMENTS ON THE EAST SIDE. CONSTRUCT ALL FULL DEPTH PAVEMENT TO THE BOTTOM OF THE FINAL LIFT OF SUPERPAVE TYPE B WARM MIX. CONSTRUCT ALL RESIDENTIAL AND COMMERCIAL ENTRANCES. STRIPE PRIVATE PARKING LOT NEAR STATION 163+75 RIGHT.

5. PLACE WEDGE LIFT OF TYPE C WARM MIX TO THE APPROPRIATE GRADE AS NECESSARY TO MEET DROP-OFF CRITERIA AND OPERATE TWO-WAY TRAFFIC AT THE END OF EACH WORK DAY. MAINTAIN EXISTING CENTERLINE STRIPING.

PHASE 6 STAGE 7: SOUTH SIDE OMAR ROAD; WEST SIDE POWELL FARM ROAD

1. USING TA-10 OF THE TRAFFIC CONTROL MANUAL, MAINTAIN TRAFFIC ON THE EAST SIDE OF POWELL FARM ROAD WHILE COMPLETING INSTALLATION OF PROPOSED ROADWAY CROSS-PIPE AND INLET AT STATION 606+25. PATCH PAVEMENT ABOVE PIPE FOLLOWING THE PATCHING DETAIL.

2. USING TA-10 OF THE TRAFFIC CONTROL MANUAL, MAINTAIN TRAFFIC ON THE EAST SIDE OF POWELL FARM ROAD WHILE CONSTRUCTING ALL IMPROVEMENTS ON THE WEST SIDE OF POWELL FARM ROAD. CONSTRUCT ALL FULL DEPTH PAVEMENT TO THE BOTTOM OF THE FINAL LIFT OF SUPERPAVE TYPE B WARM MIX. CONSTRUCT ALL RESIDENTIAL AND COMMERCIAL ENTRANCES.

3. USING TA-10 OF THE TRAFFIC CONTROL MANUAL, MAINTAIN TRAFFIC ON THE NORTH SIDE OF OMAR ROAD WHILE CONSTRUCTING ALL IMPROVEMENTS ON THE SOUTH SIDE OF OMAR ROAD. CONSTRUCT ALL FULL DEPTH PAVEMENT TO THE BOTTOM OF THE FINAL LIFT OF SUPERPAVE TYPE C WARM MIX. CONSTRUCT ALL RESIDENTIAL AND COMMERCIAL ENTRANCES.

4. PLACE WEDGE LIFT OF TYPE C WARM MIX TO THE APPROPRIATE GRADE AS NECESSARY TO MEET DROP-OFF CRITERIA AND OPERATE TWO-WAY TRAFFIC AT THE END OF EACH WORK DAY. MAINTAIN EXISTING CENTERLINE STRIPING.

PHASE 6 STAGE 8: WESTERN PROJECT LIMITS TO STA. 20+18, POWELL FARM ROAD, OMAR ROAD

1. RELOCATE EXISTING UTILITY POLE AT STATION 12+78 RIGHT.

2. USING TA-10, TA-21, AND TA-23 OF THE TRAFFIC CONTROL MANUAL, MAINTAIN TRAFFIC TO COMPLETE ALL ROADWAY PAVING TO THE BOTTOM OF THE SUPERPAVE TYPE C LIFT.

3. USING TA-10, TA-21, AND TA-23 OF THE TRAFFIC CONTROL MANUAL, MAINTAIN TRAFFIC TO COMPLETE PROFILE MILLING OF ALL AREAS WITHIN LIMITS OF THIS PHASE AS SHOWN ON THE CONSTRUCTION PLANS. PLACE FINAL SUPERPAVE TYPE C LIFT ON ROADWAY. PLACE TYPE C WEDGE AT LIMITS OF PHASE WHERE NEW CONSTRUCTION MEETS THE EXISTING ROADWAY AS NECESSARY.

4. PLACE TEMPORARY STRIPING USING PERMANENT MARKINGS. STRIPING SHALL BE BASED OFF THE PROPOSED NORTH CURBLINE, WITH THE CENTERLINE OFFSET 12 FEET FROM THE PROPOSED CURBLINE. STRIPE OMAR ROAD AND POWELL FARM ROAD FOLLOWING THE FINAL CONFIGURATION. TIE INTO THE EXISTING MARKINGS AS DETERMINED BY THE ENGINEER IN THE FIELD.

5. STABILIZED ALL DISTURBED AREAS WITHIN SECTION 1, PHASE 6 USING PERMANENT STABILIZATION MEASURES.

6. CONSTRUCT STORMWATER BMP AS SHOWN, FOLLOWING THE STORMWATER BMP DETAIL SHEETS.

7. AT THE DIRECTION OF THE ENGINEER, REMOVE ALL EROSION AND SEDIMENT CONTROL DEVICES WITHIN SECTION 1, PHASE 6.

PHASE 7: STA. 162+61 TO STA. 213+12, SR 26; CENTRAL AVENUE; RIGA DRIVE; WEST AVENUE; WOODLAND AVENUE

PHASE 7, STAGE 1: STA. 162+61 TO STA. 213+12, SR 26; CENTRAL AVENUE; RIGA DRIVE; WEST AVENUE; WOODLAND AVENUE

1. MAINTAIN PREVIOUSLY INSTALLED ADVANCED WARNING SIGNS FOR ALL SECTIONS, INCLUDING BUSINESSES OPEN SIGNS.

2. CLEAR AND GRUB AS NECESSARY TO INSTALL ALL PERIMETER EROSION AND SEDIMENT CONTROLS WITHIN SECTION 1, PHASES 7-13. REMOVE ALL MATERIAL TO AN APPROVED OFF-SITE FACILITY. INSTALL ALL PERIMETER EROSION AND SEDIMENT CONTROLS WITHIN SECTION 1, PHASES 7-13.

PHASE 8: STA. 921+78 TO 213+12, SR 26; RIGA DRIVE

PHASE 8 STAGE 1: STA. 921+78 TO 213+12, SR 26; RIGA DRIVE

1. CLEAR AND GRUB FROM EDGE OF EXISTING PAVEMENT TO LOC LINE WITHIN PHASE 8 AND INSTALL ALL EROSION AND SEDIMENT CONTROLS FOR PHASE 8 AS SHOWN ON THE EROSION AND SEDIMENT CONTROL PLANS. HAUL MATERIAL TO AN APPROVED OFF-SITE FACILITY. USE TA-10 AND TA-3 OF THE TRAFFIC CONTROL MANUAL AS NECESSARY.

PHASE 8 STAGE 2: STA. 202+05 TO 213+12, NORTH SIDE OF SR 26

1. CONSTRUCT TEMPORARY SIDEWALK ALONG SOUTH SIDE OF SR 26 FROM INTERSECTION OF SR 26 AND TOWN ROAD TO STATION 922+70. THE TEMPORARY SIDEWALK SHALL FOLLOW THE SAME ALIGNMENT AS THE PROPOSED SIDEWALK AND SHALL BE CONSTRUCTED FOLLOWING THE TEMPORARY SIDEWALK DETAIL SHOWN IN THE CONSTRUCTION DETAILS.

2. FOLLOWING TEMPORARY CROSSWALK DETAIL, PLACE TEMPORARY CROSSWALK AT INTERSECTION OF SR 26 AND LAKEVIEW DRIVE (STATION 217+40). PLACE TEMPORARY CROSS WALK AT STATION 922+70. PLACE PEDESTRIAN DETOUR SIGNAGE AS SHOWN.

3. USING TA-10 OF THE TRAFFIC CONTROL MANUAL TO MAINTAIN TRAFFIC ON THE SOUTH SIDE OF SR 26, INSTALL ALL DRAINAGE AND CROSS-ROAD PIPES AS SHOWN WITHIN THIS STAGE OF CONSTRUCTION. BEGIN DRAINAGE INSTALLATION FROM OUTFALL, REMOVING EXISTING DRAINAGE AS PROPOSED DRAINAGE IS INSTALLED. TEMPORARILY TIE EXISTING CROSS-PIPE AT STATION 211+00 TO PROPOSED INLET AT STATION 211+00 LEFT. COST TO CONSTRUCT THIS TIE SHALL BE INCIDENTAL TO THE PIPE BEING INSTALLED. CONSTRUCT ROADWAY CROSS-PIPE AT STATION 204+25 TO A MINIMUM OF 2 FEET BEYOND THE CENTERLINE OF EXISTING ROADWAY AND TEMPORARILY PLUG FOR CONNECTION IN A LATER STAGE. PATCH PAVEMENT ABOVE ROADWAY CROSS-PIPE, FOLLOWING THE PATCHING DETAIL AND MATCHING EXISTING GRADE. REMOVE EXISTING ROADWAY CROSS-PIPE AT STATION 209+16 IN AREA OF FULL DEPTH PAVING AND CAP SECTION OF PIPE UNDER CONCRETE. PATCH EXISTING HOT MIX AND DRIVEWAYS ABOVE PIPES FOLLOWING THE PATCHING DETAIL.

4. USING TA-10 OF THE TRAFFIC CONTROL MANUAL, MAINTAIN TRAFFIC ON THE SOUTH SIDE OF THE ROADWAY WHILE CONSTRUCTING ALL IMPROVEMENTS ON THE NORTH SIDE OF SR 26 FROM STATION 202+05 TO 213+12. CONSTRUCT ALL FULL DEPTH PAVEMENT TO THE BOTTOM OF THE FINAL LIFT OF SUPERPAVE TYPE B WARM MIX. CONSTRUCT ALL RESIDENTIAL AND COMMERCIAL ENTRANCES.

5. PLACE WEDGE LIFT OF TYPE C WARM MIX TO THE APPROPRIATE GRADE AS NECESSARY TO MEET DROP-OFF CRITERIA AND OPERATE TWO-WAY TRAFFIC AT THE END OF EACH WORK DAY. MAINTAIN EXISTING CENTERLINE STRIPING.

6. CONSTRUCT PROPOSED SIDEWALK FROM STATION 202+05 TO 923+50 AND TIE TO EXISTING SIDEWALK USING A TEMPORARY SIDEWALK. PROPOSED SIDEWALK SHALL BE STOPPED AT A DISTANCE OF 5 FEET FROM THE EXISTING ENTRANCE AT STATION 200+61 AND A TEMPORARY SIDEWALK SHALL BE USED TO TRANSITION THE PROPOSED SIDEWALK TO EXISTING GRADE AT THE ENTRANCE.

7. CONSTRUCT PROPOSED SIDEWALK FROM STATION 195+90 TO 197+30. TIE TO EXISTING SIDEWALK AT STATION 197+30. PROPOSED SIDEWALK SHALL BE STOPPED AT A DISTANCE OF 5 FEET FROM THE EXISTING ENTRANCE AT STATION 195+54 AND A TEMPORARY SIDEWALK SHALL BE USED TO TRANSITION THE PROPOSED SIDEWALK TO EXISTING GRADE AT THE ENTRANCE.

8. CONTRACTOR SHALL COORDINATE WITH VERIZON DELAWARE, INC. TO COMPLETE THE WORK AT STATION 204+25. VERIZON WILL COMPLETE THE WORK AFTER THE STATE'S CONTRACTOR HAS OPENED THE ROADWAY. SEE UTILITY STATEMENT FOR DETAIL ON WHAT WORK IS THE RESPONSIBILITY OF THE STATE'S CONTRACTOR. ALL WORK PERFORMED BY VERIZON SHALL BE COMPLETED PRIOR TO THE START OF SECTION 1, PHASE 8, STAGE 6.

PHASE 8 STAGE 3: STA. 204+50 TO 213+12, SOUTH SIDE OF SR 26; RIGA DRIVE

1. MAINTAIN TEMPORARY CROSSWALKS AT STATIONS 217+40 AND 922+70. PLACE PEDESTRIAN DETOUR SIGNAGE AS SHOWN.

2. INSTALL ITMS CONDUIT AND JUNCTION WELLS WITHIN THE LIMITS OF THIS STAGE.

3. USING TA-10 OF THE TRAFFIC CONTROL MANUAL TO MAINTAIN TRAFFIC ON THE NORTH SIDE OF SR 26, CONSTRUCT ALL DRAINAGE SHOWN IN THIS STAGE. REMOVE SECTION OF EXISTING CROSS-PIPE UNDER FULL DEPTH PAVING AT STATION 209+16 AND CAP AND FILL REMAINING PORTION OF PIPE. REMOVE EXISTING CATCH BASIN AT STATION 210+98 AND REMOVE PORTION OF EXISTING PIPE UNDER FULL DEPTH PAVING. CAP AND FILL REMAINING PORTION OF PIPE. PATCH EXISTING HOT MIX AND DRIVEWAYS ABOVE PIPES FOLLOWING THE PATCHING DETAIL.

4. USING TA-10, TA-21, AND TA-23 OF THE TRAFFIC CONTROL MANUAL, MAINTAIN TRAFFIC ON THE NORTH SIDE OF THE ROADWAY WHILE CONSTRUCTING ALL IMPROVEMENTS ON THE SOUTH SIDE OF THE ROADWAY AND ON RIGA DRIVE. CONSTRUCT ALL FULL DEPTH PAVEMENT TO THE BOTTOM OF THE FINAL LIFT OF SUPERPAVE TYPE B WARM MIX. CONSTRUCT ALL RESIDENTIAL AND COMMERCIAL ENTRANCES.

5. PLACE WEDGE LIFT OF TYPE C WARM MIX TO THE APPROPRIATE GRADE AS NECESSARY TO MEET DROP-OFF CRITERIA AND OPERATE TWO-WAY TRAFFIC AT THE END OF EACH WORK DAY. MAINTAIN EXISTING CENTERLINE STRIPING.

PHASE 8 STAGE 4: STA. 921+78 TO 204+50, SOUTH SIDE OF SR 26

1. PLACE TEMPORARY CROSSWALK AT STATION 196+00. PLACE PEDESTRIAN DETOUR SIGNAGE AS SHOWN. REMOVE TEMPORARY CROSSWALK AT STATION 922+70. MAINTAIN TEMPORARY CROSSWALK AT STATION 217+40.

2. INSTALL ITMS CONDUIT AND JUNCTION WELLS WITHIN THE LIMITS OF THIS STAGE.

3. USING TA-10 OF THE TRAFFIC CONTROL MANUAL TO MAINTAIN TRAFFIC ON THE NORTH SIDE OF SR 26, CONSTRUCT ALL DRAINAGE SHOWN IN THIS STAGE. COMPLETE CONSTRUCTION OF ROADWAY CROSS-PIPE AT STATION 204+25. CONSTRUCT PORTION OF ROADWAY CROSS-PIPE AT STATION 202+00 TO A MINIMUM DISTANCE OF 2 FEET BEYOND CENTERLINE OF EXISTING ROADWAY AND TEMPORARILY PLUG TO ALLOW FOR CONNECTION IN A LATER STAGE. PATCH PAVEMENT ABOVE CROSS PIPES, FOLLOWING THE PATCHING DETAIL AND MATCHING EXISTING GRADE. PATCH EXISTING HOT MIX AND DRIVEWAYS ABOVE PIPES FOLLOWING THE PATCHING DETAIL.

4. USING TA-10 OF THE TRAFFIC CONTROL MANUAL, MAINTAIN TRAFFIC ON THE NORTH SIDE OF THE ROADWAY WHILE CONSTRUCTING ALL IMPROVEMENTS ON THE SOUTH SIDE OF THE ROADWAY. CONSTRUCT ALL FULL DEPTH PAVEMENT TO THE BOTTOM OF THE FINAL LIFT OF SUPERPAVE TYPE B WARM MIX. CONSTRUCT ALL RESIDENTIAL AND COMMERCIAL ENTRANCES.

5. PLACE WEDGE LIFT OF TYPE C WARM MIX TO THE APPROPRIATE GRADE AS NECESSARY TO MEET DROP-OFF CRITERIA AND OPERATE TWO-WAY TRAFFIC AT THE END OF EACH WORK DAY. MAINTAIN EXISTING CENTERLINE STRIPING.

6. CONSTRUCT TEMPORARY SIDEWALK ALONG SOUTH SIDE OF SR 26 FROM STATION 921+78 TO STATION 196+00. THE TEMPORARY SIDEWALK SHALL FOLLOW THE SAME ALIGNMENT AS THE PROPOSED SIDEWALK AND SHALL BE CONSTRUCTED FOLLOWING THE TEMPORARY SIDEWALK DETAIL SHOWN IN THE CONSTRUCTION DETAILS.

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PREL. TRACING ____ DESIGN ____ CHKD. ____

CONTRACT	COUNTY	F.A.P. NO.	SHEET NO.	TOTAL SHTS.
T200411210	SUSSEX	SEE TITLE SHEET	212	589

SR 26, ATLANTIC AVENUE FROM CLARKSVILLE TO ASSAWOMAN CANAL

REVISIONS

PHASE 8 STAGE 5: STA.921+78 TO 202+05,NORTH SIDE OF SR 26

1. MAINTAIN TEMPORARY CROSSWALKS AT STATION 196+00 AND 217+40. PLACE PEDESTRIAN DETOUR SIGNAGE AS SHOWN.

2. USING TA-10 OF THE TRAFFIC CONTROL MANUAL TO MAINTAIN TRAFFIC ON THE SOUTH SIDE OF SR 26,CONSTRUCT ALL DRAINAGE SHOWN IN THIS STAGE. COMPLETE CONSTRUCTION OF CROSS-PIPE AT STATION 202+00. PATCH PAVEMENT ABOVE CROSS-PIPE,FOLLOWING THE PATCHING DETAIL AND MATCHING EXISTING GRADE. PATCH EXISTING HOT MIX AND DRIVEWAYS ABOVE PIPES USING TEMPORARY ROADWAY MATERIALS.

3. USING TA-10 OF THE TRAFFIC CONTROL MANUAL,MAINTAIN TRAFFIC ON THE SOUTH SIDE OF THE ROADWAY WHILE CONSTRUCTING ALL IMPROVEMENTS ON THE NORTH SIDE OF THE ROADWAY. CONSTRUCT ALL FULL DEPTH PAVEMENT TO THE BOTTOM OF THE FINAL LIFT OF SUPERPAVE TYPE B WARM MIX. CONSTRUCT ALL RESIDENTIAL AND COMMERCIAL ENTRANCES.

4. PLACE WEDGE LIFT OF TYPE C WARM MIX TO THE APPROPRIATE GRADE AS NECESSARY TO MEET DROP- OFF CRITERIA AND OPERATE TWO-WAY TRAFFIC AT THE END OF EACH WORK DAY. MAINTAIN EXISTING CENTERLINE STRIPING.

5. REMOVE ALL PEDESTRIAN DETOUR SIGNAGE. REMOVE TEMPORARY CROSSWALKS AT STATIONS 196+00 AND 217+40.

6. CONTRACTOR SHALL COORDINATE WITH VERIZON DELAWARE,INC.TO COMPLETE THE WORK AT STATION 202+00. VERIZON WILL COMPLETE THE WORK AFTER THE STATE'S CONTRACTOR HAS OPENED THE ROADWAY. SEE UTILITY STATEMENT FOR DETAIL ON WHAT WORK IS THE RESPONSIBILITY OF THE STATE'S CONTRACTOR. ALL WORK PERFORMED BY VERIZON SHALL BE COMPLETED PRIOR TO THE START OF SECTION 1,PHASE 8,STAGE 6.

PHASE 8 STAGE 6: STA.921+78 TO 213+12,SR 26; RIGA DRIVE

1. USING TA-10,TA-21,TA-23,AND TA-27 OF THE TRAFFIC CONTROL MANUAL,MAINTAIN TRAFFIC TO COMPLETE ALL ROADWAY PAVING TO THE BOTTOM OF THE SUPERPAVE TYPE C LIFT.

2. PLACE TEMPORARY MATERIAL AT NECESSARY LOCATIONS (LIMITS,ENTRANCES,MANHOLES, ETC).

3. PLACE TEMPORARY STRIPING USING TEMPORARY PAINT. STRIPING SHALL FOLLOW EXISTING CENTERLINE. ARROWS SHALL BE PLACED AT SIGNALIZED INTERSECTIONS AS SHOWN IN THE ULTIMATE CONFIGURATION. TIE INTO THE EXISTING MARKINGS AS DETERMINED BY THE ENGINEER IN THE FIELD.

4. STABILIZE ALL DISTURBED AREAS WITHIN SECTION 1,PHASE 8 USING PERMANENT STABILIZATION MEASURES.

5. AT THE DIRECTION OF THE ENGINEER,REMOVE ALL EROSION AND SEDIMENT CONTROL DEVICES WITHIN SECTION 1,PHASE 8.

PHASE 9: STA.187+05 TO 921+78,SR 26; WEST AVENUE

PHASE 9 STAGE 1: STA.187+05 TO 921+78,SR 26; WEST AVENUE

1. CLEAR AND GRUB FROM EDGE OF EXISTING PAVEMENT TO LOC LINE WITHIN PHASE 9 AND INSTALL ALL EROSION AND SEDIMENT CONTROLS FOR PHASE 9 AS SHOWN ON THE EROSION AND SEDIMENT CONTROL PLANS. HAUL MATERIAL TO AN APPROVED OFF-SITE FACILITY. USE TA-10 AND TA-3 OF THE TRAFFIC CONTROL MANUAL AS NECESSARY.

PHASE 9 STAGE 2: STA.194+20 TO 194+35,SR 26

1. USING TA-10 OF THE TRAFFIC CONTROL MANUAL AS NECESSARY TO MAINTAIN TRAFFIC ON THE SOUTH SIDE OF SR 26,INSTALL OUTLET PIPE,PROPOSED INLET,AND PORTION OF ROADWAY CROSS-PIPE AT STATION 194+28. PROPOSED INLET SHALL HAVE TEMPORARY PLUGS TO ALLOW FOR CONNECTION IN A LATER STAGE. PORTION OF ROADWAY CROSS-PIPE SHALL EXTEND A MINIMUM DISTANCE OF 2 FEET BEYOND CENTERLINE OF EXISTING ROADWAY. TEMPORARILY PLUG CROSS-PIPE TO ALLOW FOR CONNECTION IN A LATER STEP. TEMPORARILY TIE EXISTING DRAINAGE ON SOUTH SIDE OF SR 26 TO PROPOSED JUNCTION BOX AS SHOWN. COST TO BE INCIDENTAL TO INSTALLATION OF JUNCTION BOX. PATCH PAVEMENT OVER PROPOSED CROSS-PIPE,FOLLOWING THE PATCHING DETAIL AND MATCHING EXISTING GRADE. REMOVE EXISTING DRAINAGE AS PROPOSED DRAINAGE IS INSTALLED. ENSURE THAT PEDESTRIAN TRAFFIC IS MAINTAINED ALONG SR 26 DURING WORK OPERATIONS. SIDEWALK THAT IS CUT DURING WORK SHALL BE REPAIRED BY THE END OF THE WORK DAY FOLLOWING THE TEMPORARY SIDEWALK DETAIL.

2. USING TA-10 OF THE TRAFFIC CONTROL MANUAL TO MAINTAIN TRAFFIC ON THE NORTH SIDE OF SR 26,COMPLETE CONSTRUCTION OF ROADWAY CROSS-PIPE AT STATION 194+28 AND INSTALL PROPOSED INLET AT STATION 194+28 RIGHT. PATCH HOT MIX PAVEMENT OVER PIPE FOLLOWING THE PATCHING DETAIL. ENSURE THAT PEDESTRIAN TRAFFIC IS MAINTAINED ALONG SR 26 DURING WORK OPERATIONS. SIDEWALK THAT IS CUT DURING WORK SHALL BE REPAIRED BY THE END OF THE WORK DAY FOLLOWING THE TEMPORARY SIDEWALK DETAIL.

PHASE 9 STAGE 3: STA.189+21 TO 921+78,SOUTH SIDE OF SR 26; SOUTHEAST QUADRANT OF WEST AVENUE

1. INSTALL TEMPORARY CROSSWALK AT STATION 200+37 AND 184+85. INSTALL PEDESTRIAN DETOUR SIGNAGE AS SHOWN.

2. INSTALL AND CONFIGURE PROPOSED TRAFFIC SIGNAL AND INTERSECTION STRIPING FOLLOWING THE SIGNAL PLANS FOR THIS SECTION,PHASE,AND STAGE. INSTALL ITMS CONDUIT AND JUNCTION WELLS FROM STATION 188+70 TO 921+78.

3. USING TA-10,TA-21,AND TA-23 OF THE TRAFFIC CONTROL MANUAL TO MAINTAIN TRAFFIC ON THE NORTH SIDE OF SR 26 AND THE WEST SIDE OF WEST AVENUE,CONSTRUCT REMAINING DRAINAGE FROM STATION 189+21 TO STATION 921+78,TYING IN TO NEW INLET PLACED IN PRIOR STAGE. CONSTRUCT PORTION OF ROADWAY CROSS-PIPE UNDER WEST AVENUE,EXTENDING TO A MINIMUM DISTANCE OF 2 FEET BEYOND EXISTING ROADWAY CENTERLINE. TEMPORARILY PLUG PIPE TO ALLOW FOR CONNECTION IN A LATER STAGE. PATCH EXISTING HOT MIX AND DRIVEWAYS ABOVE PIPES FOLLOWING THE PATCHING DETAIL.

4. USING TA-10,TA-21,AND TA-23 OF THE TRAFFIC CONTROL MANUAL,MAINTAIN TRAFFIC ON THE NORTH SIDE OF SR 26 AND THE WEST SIDE OF WEST AVENUE WHILE CONSTRUCTING ALL IMPROVEMENTS ON THE SOUTH SIDE OF SR 26 AND THE EAST SIDE OF WEST AVENUE. CONSTRUCT ALL FULL DEPTH PAVEMENT TO THE BOTTOM OF THE FINAL LIFT OF SUPERPAVE TYPE B WARM MIX.CONSTRUCT ALL RESIDENTIAL AND COMMERCIAL ENTRANCES.

5. PLACE WEDGE LIFT OF TYPE C WARM MIX TO THE APPROPRIATE GRADE AS NECESSARY TO MEET DROP- OFF CRITERIA AND OPERATE TWO-WAY TRAFFIC AT THE END OF EACH WORK DAY. MAINTAIN EXISTING CENTERLINE STRIPING.

6. CONTRACTOR SHALL COORDINATE WITH VERIZON DELAWARE,INC.TO COMPLETE THE WORK ON WEST AVENUE. VERIZON WILL COMPLETE THE WORK AFTER THE STATE'S CONTRACTOR HAS OPENED THE ROADWAY. SEE UTILITY STATEMENT FOR DETAIL ON WHAT WORK IS THE RESPONSIBILITY OF THE STATE'S CONTRACTOR. ALL WORK PERFORMED BY VERIZON SHALL BE COMPLETED PRIOR TO THE START OF SECTION 1,PHASE 9,STAGE 7.

PHASE 9 STAGE 4: STA.187+05 TO 189+21,SOUTH SIDE OF SR 26; SOUTHWEST QUADRANT OF WEST AVENUE

1. MAINTAIN TEMPORARY CROSSWALKS AND PEDESTRIAN DETOUR SIGNAGE AS SHOWN.

2. INSTALL AND CONFIGURE PROPOSED TRAFFIC SIGNAL AND INTERSECTION STRIPING FOLLOWING THE SIGNAL PLANS FOR THIS SECTION,PHASE,AND STAGE. INSTALL ITMS CONDUIT AND JUNCTION WELLS FROM STATION 187+05 TO 188+70.

3. USING TA-10,TA-21,AND TA-23 OF THE TRAFFIC CONTROL MANUAL,MAINTAIN TRAFFIC ON THE NORTH SIDE OF SR 26 AND THE EAST SIDE OF WEST AVENUE WHILE CONSTRUCTING DRAINAGE FROM STATION 187+00 TO STATION 189+21. COMPLETE CONSTRUCTION OF ROADWAY CROSS-PIPE UNDER WEST AVENUE. PATCH EXISTING HOT MIX AND DRIVEWAYS ABOVE PIPES FOLLOWING THE PATCHING DETAIL.

4. USING TA-10,TA-21,AND TA-23 OF THE TRAFFIC CONTROL MANUAL,MAINTAIN TRAFFIC ON THE NORTH SIDE OF SR 26 AND THE EAST SIDE OF WEST AVENUE WHILE CONSTRUCTING ALL IMPROVEMENTS ON THE SOUTH SIDE OF SR 26 AND THE WEST SIDE OF WEST AVENUE. REMOVE EXISTING CATCH BASIN AND PORTION OF 15" CROSS-PIPE IN THE WORK AREA AT THE INTERSECTION OF SR 26 AND WEST AVENUE. CONSTRUCT ALL FULL DEPTH PAVEMENT TO THE BOTTOM OF THE FINAL LIFT OF SUPERPAVE TYPE B WARM MIX. CONSTRUCT ALL RESIDENTIAL AND COMMERCIAL ENTRANCES.

5. PLACE WEDGE LIFT OF TYPE C WARM MIX TO THE APPROPRIATE GRADE AS NECESSARY TO MEET DROP- OFF CRITERIA AND OPERATE TWO-WAY TRAFFIC AT THE END OF EACH WORK DAY. MAINTAIN EXISTING CENTERLINE STRIPING.

6. CONSTRUCT TEMPORARY SIDEWALK FROM STATION 187+05 TO STATION 187+00,CONNECTING NEW SIDEWALK TO EXISTING SIDEWALK AS SHOWN.

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PHASE 9 STAGE 5: STA.189+30 TO 921+78,NORTH SIDE OF SR 26; NORTHEAST QUADRANT OF WEST AVENUE

1. MAINTAIN TEMPORARY CROSSWALKS AT STATIONS 200+37 AND 184+85. PLACE PEDESTRIAN DETOUR SIGNAGE AS SHOWN

2. INSTALL AND CONFIGURE PROPOSED TRAFFIC SIGNAL AND INTERSECTION STRIPING FOLLOWING THE SIGNAL PLANS FOR THIS SECTION,PHASE,AND STAGE.

3. USING TA-10,TA-21,AND TA-23 OF THE TRAFFIC CONTROL MANUAL TO MAINTAIN TRAFFIC ON THE SOUTH SIDE OF SR 26 AND THE WEST SIDE OF WEST AVENUE,CONSTRUCT DRAINAGE FROM STATION 189+30 TO STATION 921+78,TYING IN TO NEW INLET PLACED IN A PRIOR STAGE. CONSTRUCT PORTION OF ROADWAY CROSS-PIPE UNDER WEST AVENUE,EXTENDING TO A DISTANCE OF 2 FEET BEYOND THE CENTERLINE OF WEST AVENUE. REMOVE EXISTING DRAINAGE ONCE PROPOSED DRAINAGE IS INSTALLED. PATCH EXISTING HOT MIX AND DRIVEWAYS ABOVE PIPES FOLLOWING THE PATCHING DETAIL.

4. USING TA-10,TA-21,AND TA-23 OF THE TRAFFIC CONTROL MANUAL TO MAINTAIN TRAFFIC ON THE SOUTH SIDE OF SR 26 AND THE EAST SIDE OF WEST AVENUE,COMPLETE INSTALLATION OF CROSS-PIPE UNDER WEST AVENUE AND INSTALL PROPOSED DRAINAGE INLET AT NORTHWEST CORNER OF SR 26 AND WEST AVENUE INTERSECTION. REMOVE REMAINING PORTION OF EXISTING 15" CROSS-PIPE UNDER SR 26 AND EXISTING INLET AT STATION 189+05. PATCH EXISTING HOT MIX AND DRIVEWAYS ABOVE PIPES FOLLOWING THE PATCHING DETAIL.

5. USING TA-10,TA-21,AND TA-23 OF THE TRAFFIC CONTROL MANUAL,MAINTAIN TRAFFIC ON THE SOUTH SIDE OF SR 26 AND THE WEST SIDE OF WEST AVENUE WHILE CONSTRUCTING ALL IMPROVEMENTS ON THE NORTH SIDE OF SR 26 AND THE EAST SIDE OF WEST AVENUE. CONSTRUCT ALL FULL DEPTH PAVEMENT TO THE BOTTOM OF THE FINAL LIFT OF SUPERPAVE TYPE B WARM MIX.CONSTRUCT ALL RESIDENTIAL AND COMMERCIAL ENTRANCES.

6. PLACE WEDGE LIFT OF TYPE C WARM MIX TO THE APPROPRIATE GRADE AS NECESSARY TO MEET DROP- OFF CRITERIA AND OPERATE TWO-WAY TRAFFIC AT THE END OF EACH WORK DAY. MAINTAIN EXISTING CENTERLINE STRIPING..

7. CONTRACTOR SHALL COORDINATE WITH VERIZON DELAWARE,INC.TO COMPLETE THE WORK AT STATION 194+50. VERIZON WILL COMPLETE THE WORK AFTER THE STATE'S CONTRACTOR HAS OPENED THE ROADWAY. SEE UTILITY STATEMENT FOR DETAIL ON WHAT WORK IS THE RESPONSIBILITY OF THE STATE'S CONTRACTOR. ALL WORK PERFORMED BY VERIZON SHALL BE COMPLETED PRIOR TO THE START OF SECTION 1,PHASE 9,STAGE 7.

PHASE 9 STAGE 6: STA.187+05 TO 189+30,NORTH SIDE OF SR 26; NORTHWEST QUADRANT OF WEST AVENUE

1. MAINTAIN TEMPORARY CROSSWALKS AND PEDESTRIAN DETOUR SIGNAGE AS SHOWN.

2. INSTALL AND CONFIGURE PROPOSED TRAFFIC SIGNAL AND INTERSECTION STRIPING FOLLOWING THE SIGNAL PLANS FOR THIS SECTION,PHASE,AND STAGE.

3. USING TA-10,TA-21,AND TA-23 OF THE TRAFFIC CONTROL MANUAL,MAINTAIN TRAFFIC ON THE SOUTH SIDE OF SR 26 AND THE EAST SIDE OF WEST AVENUE WHILE CONSTRUCTING ALL IMPROVEMENTS ON THE NORTH SIDE OF SR 26 AND THE WEST SIDE OF WEST AVENUE. CONSTRUCT ALL FULL DEPTH PAVEMENT TO THE BOTTOM OF THE FINAL LIFT OF SUPERPAVE TYPE B WARM MIX.CONSTRUCT ALL RESIDENTIAL AND COMMERCIAL ENTRANCES.

4. PLACE WEDGE LIFT OF TYPE C WARM MIX TO THE APPROPRIATE GRADE AS NECESSARY TO MEET DROP- OFF CRITERIA AND OPERATE TWO-WAY TRAFFIC AT THE END OF EACH WORK DAY. MAINTAIN EXISTING CENTERLINE STRIPING..

5. ONCE THE NEW PEDESTRIAN FACILITY IS OPEN,REMOVE ALL TEMPORARY CROSSWALKS AND PEDESTRIAN DETOUR SIGNAGE.

PREL. TRACING ______ DESIGN ______ CHKD. ______

7/16/2013
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CONSTRUCTION PHASING & M.O.T. PLANS

CONTRACT	COUNTY	F.A.P. NO.	SHEET NO.	TOTAL SHTS.
T200411210	SUSSEX	SEE TITLE SHEET	213	589

SR 26, ATLANTIC AVENUE FROM CLARKSVILLE TO ASSAWOMAN CANAL

REVISIONS

PHASE 9 STAGE 7: STA.187+05 TO 921+78, SR 26; WEST AVENUE

1. USING TA-10, TA-21, TA-23, AND TA-27 OF THE TRAFFIC CONTROL MANUAL, MAINTAIN TRAFFIC TO COMPLETE ALL ROADWAY PAVING TO THE BOTTOM OF THE SUPERPAVE TYPE C LIFT.

2. PLACE TEMPORARY MATERIAL AT NECESSARY LOCATIONS (LIMITS, ENTRANCES, MANHOLES, ETC).

3. PLACE TEMPORARY STRIPING USING TEMPORARY PAINT. STRIPING SHALL FOLLOW EXISTING CENTERLINE. TIE INTO THE EXISTING MARKINGS AS DETERMINED BY THE ENGINEER IN THE FIELD.

4. STABILIZE ALL DISTURBED AREAS WITHIN SECTION 1, PHASE 9 USING PERMANENT STABILIZATION MEASURES.

5. AT THE DIRECTION OF THE ENGINEER, REMOVE ALL EROSION AND SEDIMENT CONTROL DEVICES WITHIN SECTION 1, PHASE 9.

PHASE 10: STA.174+00 TO 187+05, SR 26; CENTRAL AVENUE; WOODLAND AVENUE

PHASE 10 STAGE 1: STA.174+00 TO 187+05, SR 26; CENTRAL AVENUE; WOODLAND AVENUE

1. CLEAR AND GRUB FROM EDGE OF EXISTING PAVEMENT TO LOC LINE WITHIN PHASE 10 AND INSTALL ALL EROSION AND SEDIMENT CONTROLS FOR PHASE 10 AS SHOWN ON THE EROSION AND SEDIMENT CONTROL PLANS. HAUL MATERIAL TO AN APPROVED OFF-SITE FACILITY. USE TA-10 AND TA-3 OF THE TRAFFIC CONTROL MANUAL AS NECESSARY.

PHASE 10, STAGE 2: STA.175+00 TO 183+40, SR 26; NORTHEAST QUADRANT OF WOODLAND AVENUE

1. PLACE PEDESTRIAN DETOUR SIGNAGE AS SHOWN.

2. USING TA-10 OF THE TRAFFIC CONTROL MANUAL, MAINTAIN TRAFFIC ON THE EAST SIDE OF WOODLAND AVENUE WHILE CONSTRUCTING PROPOSED DRAINAGE INLET AND OUTLET PIPE ON WEST SIDE OF WOODLAND AVENUE. CONSTRUCT PORTION OF ROADWAY CROSS-PIPE UNDER WOODLAND AVENUE TO A MINIMUM DISTANCE OF 2 FEET BEYOND EXISTING CENTERLINE OF WOODLAND AVENUE. PATCH PAVEMENT OVER PIPE FOLLOWING THE PATCHING DETAIL. EXISTING DRAINAGE SHALL NOT BE DISTURBED.

3. USING TA-10 OF THE TRAFFIC CONTROL MANUAL, MAINTAIN TRAFFIC ON WEST SIDE OF WOODLAND AVENUE WHILE COMPLETING CONSTRUCTION OF PROPOSED CROSS-ROAD PIPE. PATCH PAVEMENT OVER PIPE FOLLOWING THE PATCHING DETAIL. CONSTRUCT PROPOSED DITCH AS SHOWN. CONSTRUCT PROPOSED CONCRETE RETAINING WALL NEAR STATION 177+00 LEFT.

4. USING TA-10 OF THE TRAFFIC CONTROL MANUAL TO MAINTAIN TRAFFIC ON THE SOUTH SIDE OF SR 26. CONSTRUCT REMAINING DRAINAGE SHOWN WITHIN THIS STAGE. CONSTRUCT PORTION OF PROPOSED ROADWAY CROSS-PIPE AT STATION 176+10 TO A DISTANCE OF 2 FEET BEYOND CENTERLINE OF EXISTING ROAD AND TEMPORARILY PLUG FOR CONNECTION IN A LATER STAGE. PATCH PAVEMENT ABOVE PIPE USING TEMPORARY ROADWAY MATERIALS. PATCH EXISTING HOT MIX AND DRIVEWAYS ABOVE PIPES FOLLOWING THE PATCHING DETAIL. REMOVE PORTION OF EXISTING 15" CROSS-PIPE AT STATION 176+92 IN AREA OF FULL DEPTH PAVE AND CAP REMAINING PORTION OF PIPE UNDER CONCRETE. REMOVE EXISTING DRAINAGE ALONG EAST SIDE OF WOODLAND AVENUE.

5. CONSTRUCT PORTION OF PROPOSED SIGNAL AT CENTRAL AVENUE FOLLOWING THE SIGNAL PLAN FOR THIS SECTION, PHASE, AND STAGE.

6. USING TA-10, TA-21, AND TA-23 OF THE TRAFFIC CONTROL MANUAL, MAINTAIN TRAFFIC ON THE SOUTH SIDE OF SR 26 AND THE WEST SIDE OF WOODLAND AVENUE WHILE CONSTRUCTING ALL IMPROVEMENTS ON THE NORTH SIDE OF SR 26 AND THE EAST SIDE OF WOODLAND AVENUE. CONSTRUCT PROPOSED SIDEWALK TO STATION 183+90 AS SHOWN AND USE A TEMPORARY SIDEWALK TO CONNECT TO CENTRAL AVENUE AS SHOWN. CONSTRUCT TEMPORARY SIDEWALK AND CURB RAMP AT NORTH EAST QUADRANT OF CENTRAL AVENUE AS SHOWN. CONSTRUCT ALL FULL DEPTH PAVEMENT TO THE BOTTOM OF THE FINAL LIFT OF SUPERPAVE TYPE B WARM MIX. CONSTRUCT ALL RESIDENTIAL AND COMMERCIAL ENTRANCES.

7. PLACE WEDGE LIFT OF TYPE C WARM MIX TO THE APPROPRIATE GRADE AS NECESSARY TO MEET DROP-OFF CRITERIA AND OPERATE TWO-WAY TRAFFIC AT THE END OF EACH WORK DAY. MAINTAIN EXISTING CENTERLINE STRIPING.

8. CONTRACTOR SHALL COORDINATE WITH VERIZON DELAWARE, INC. TO COMPLETE THE WORK AT STATION 176+20. VERIZON WILL COMPLETE THE WORK AFTER THE STATE'S CONTRACTOR HAS OPENED THE ROADWAY. SEE UTILITY STATEMENT FOR DETAIL ON WHAT WORK IS THE RESPONSIBILITY OF THE STATE'S CONTRACTOR. ALL WORK PERFORMED BY VERIZON SHALL BE COMPLETED PRIOR TO THE START OF SECTION 1, PHASE 10, STAGE 10.

PHASE 10, STAGE 3: STA.174+00 TO 175+00, SR26; NORTHWEST QUADRANT OF WOODLAND AVENUE

1. MAINTAIN PEDESTRIAN DETOUR SIGNAGE AS SHOWN.

2. USING TA-10 OF THE TRAFFIC CONTROL MANUAL TO MAINTAIN TRAFFIC ON THE EAST SIDE OF WOODLAND AVENUE, CONSTRUCT DRAINAGE ALONG WEST SIDE OF WOODLAND AVENUE AS SHOWN. BEGINNING AT DOWNSTREAM END, INSTALL PROPOSED DRAINAGE TO PROPOSED MANHOLE AT STATION 174+80 LEFT. TEMPORARILY TIE EXISTING 15" RCP AND 24" RCP TO PROPOSED MANHOLE. COST TO CONSTRUCT TIE SHALL BE INCIDENTAL TO THE MANHOLE INSTALLATION. REMOVE EXISTING DRAINAGE ALONG WOODLAND AVENUE AS PROPOSED DRAINAGE IS INSTALLED. CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING FLOW BETWEEN EXISTING AND PROPOSED DRAINAGE. COST FOR MAINTAINING FLOW SHALL BE INCIDENTAL TO THE DRAINAGE ITEM BEING INSTALLED. PATCH EXISTING HOT MIX AND DRIVEWAYS ABOVE PIPES FOLLOWING THE PATCHING DETAIL.

3. USING THE APPROVED TRAFFIC CONTROL SCHEME, MAINTAIN TRAFFIC ON THE SOUTH SIDE OF SR 26 AND THE EAST SIDE OF WOODLAND AVENUE WHILE CONSTRUCTING ALL IMPROVEMENTS ON THE NORTH SIDE OF SR 26 AND THE WEST SIDE OF WOODLAND AVENUE. CONSTRUCT ALL FULL DEPTH PAVEMENT TO THE BOTTOM OF THE FINAL LIFT OF SUPERPAVE TYPE B WARM MIX. CONSTRUCT ALL RESIDENTIAL AND COMMERCIAL ENTRANCES. CONSTRUCT TEMPORARY SIDEWALK AT STATION 174+00 AS SHOWN.

4. PLACE WEDGE LIFT OF TYPE C WARM MIX TO THE APPROPRIATE GRADE AS NECESSARY TO MEET DROP-OFF CRITERIA AND OPERATE TWO-WAY TRAFFIC AT THE END OF EACH WORK DAY. MAINTAIN EXISTING CENTERLINE STRIPING.

PHASE 10, STAGE 4: STA.174+96 TO 182+50, SR 26; SOUTHEAST QUADRANT OF WOODLAND AVENUE

1. INSTALL PORTIONS OF PROPOSED TRAFFIC SIGNAL AT CENTRAL AVENUE AS SHOWN IN THE SIGNAL PLANS FOR THIS SECTION, PHASE, AND STAGE. INSTALL ITMS CONDUIT AND JUNCTION WELLS FROM STATION 174+00 TO 182+50.

2. PLACE TEMPORARY CROSSWALK AT SR 26 STATION 173+90, ON WOODLAND AVENUE AS SHOWN, AND ON CENTRAL AVENUE AS SHOWN. PLACE PEDESTRIAN DETOUR SIGNAGE AS SHOWN.

3. USING TA-10, TA-21, AND TA-23 OF THE TRAFFIC CONTROL MANUAL TO MAINTAIN TRAFFIC ON THE NORTH SIDE OF SR 26 AND THE WEST SIDE OF WOODLAND AVENUE, CONSTRUCT ALL DRAINAGE IN THIS STAGE AS SHOWN. REMOVE EXISTING DRAINAGE AS PROPOSED DRAINAGE IS INSTALLED. CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING FLOW FROM EXISTING INLETS AS PROPOSED DRAINAGE IS INSTALLED. ALL COSTS FOR MAINTAINING FLOW SHALL BE INCIDENTAL TO THE REMOVAL OF THE INLET. COMPLETE CONSTRUCTION OF CROSS-PIPE AT STATION 176+10 AND PATCH PAVEMENT ABOVE PIPE FOLLOWING THE PATCHING DETAIL. REMOVE PORTION OF EXISTING 15" PIPE AT STATION 176+92 IN AREA OF FULL DEPTH PAVE AND CAP AND FILL REMAINDER. REMOVE PORTION OF EXISTING 24" PIPE IN WORK AREA AT INTERSECTION OF SR 26 AND WOODLAND AVENUE. DO NOT DISTURB EXISTING UTILITIES WHILE REMOVING PIPE. CAP AND FILL PORTION OF PIPE TO REMAIN. PATCH EXISTING HOT MIX DRIVEWAYS ABOVE PIPES FOLLOWING THE PATCHING DETAIL.

4. USING TA-10, TA-21, AND TA-23 OF THE TRAFFIC CONTROL MANUAL, MAINTAIN TRAFFIC ON THE NORTH SIDE OF SR 26 AND THE WEST SIDE OF WOODLAND AVENUE WHILE CONSTRUCTING ALL IMPROVEMENTS ON THE SOUTH SIDE OF SR 26 AND THE EAST SIDE OF WOODLAND AVENUE. CONSTRUCT ALL FULL DEPTH PAVEMENT TO THE BOTTOM OF THE FINAL LIFT OF SUPERPAVE TYPE B WARM MIX. CONSTRUCT ALL RESIDENTIAL AND COMMERCIAL ENTRANCES.

5. PLACE WEDGE LIFT OF TYPE C WARM MIX TO THE APPROPRIATE GRADE AS NECESSARY TO MEET DROP-OFF CRITERIA AND OPERATE TWO-WAY TRAFFIC AT THE END OF EACH WORK DAY. MAINTAIN EXISTING CENTERLINE STRIPING.

PHASE 10, STAGE 5: STA.174+00 TO 174+96, SR 26; SOUTHWEST QUADRANT OF WOODLAND AVENUE

1. MAINTAIN TEMPORARY CROSSWALK AT SR 26 STATION 173+90, ON WOODLAND AVENUE, AND ON CENTRAL AVENUE AS SHOWN. ADJUST PEDESTRIAN DETOUR SIGNAGE AS SHOWN.

2. USING TA-10, TA-21, AND TA-23 OF THE TRAFFIC CONTROL MANUAL TO MAINTAIN TRAFFIC ON THE SOUTH SIDE OF SR 26 AND THE EAST SIDE OF WOODLAND AVENUE, CONSTRUCT PORTION OF ROADWAY CROSS-PIPE UNDER SR 26 AT STATION 174+75. EXTEND CROSS-PIPE TO A MINIMUM DISTANCE OF 2 FEET BEYOND CENTERLINE OF EXISTING ROADWAY. REMOVE EXISTING DRAINAGE AS PROPOSED DRAINAGE IS INSTALLED. REMOVE EXISTING 24" CROSS-PIPE. PATCH PAVEMENT ABOVE PIPE FOLLOWING THE PATCHING DETAIL.

3. USING TA-10, TA-21, AND TA-23 OF THE TRAFFIC CONTROL MANUAL TO MAINTAIN TRAFFIC ON THE NORTH SIDE OF SR 26 AND THE EAST SIDE OF WOODLAND AVENUE, COMPLETE CONSTRUCTION OF ALL DRAINAGE SHOWN IN THIS STAGE. REMOVE EXISTING DRAINAGE AS PROPOSED DRAINAGE IS INSTALLED. COMPLETE CONSTRUCTION OF CROSS-PIPE AT STATION 174+75 AND PATCH PAVEMENT ABOVE PIPE FOLLOWING THE PATCHING DETAIL. PATCH EXISTING HOT MIX AND DRIVEWAYS ABOVE PIPES FOLLOWING THE PATCHING DETAIL.

4. USING TA-10, TA-21, AND TA-23 OF THE TRAFFIC CONTROL MANUAL, MAINTAIN TRAFFIC ON THE NORTH SIDE OF SR 26 AND THE EAST SIDE OF WOODLAND AVENUE WHILE CONSTRUCTING ALL IMPROVEMENTS ON THE SOUTH SIDE OF SR 26 AND THE WEST SIDE OF WOODLAND AVENUE. CONSTRUCT ALL FULL DEPTH PAVEMENT TO THE BOTTOM OF THE FINAL LIFT OF SUPERPAVE TYPE B WARM MIX. CONSTRUCT ALL RESIDENTIAL AND COMMERCIAL ENTRANCES. CONSTRUCT TEMPORARY SIDEWALK FROM STATION 173+91 TO 174+00 RIGHT AS SHOWN

5. PLACE WEDGE LIFT OF TYPE C WARM MIX TO THE APPROPRIATE GRADE AS NECESSARY TO MEET DROP-OFF CRITERIA AND OPERATE TWO-WAY TRAFFIC AT THE END OF EACH WORK DAY. MAINTAIN EXISTING CENTERLINE STRIPING.

PHASE 10, STAGE 6: STA.182+50 TO 184+45, SR 26; SOUTHWEST QUADRANT OF CENTRAL AVENUE

1. MAINTAIN TEMPORARY CROSSWALK AT SR 26 STATION 173+90, ON WOODLAND AVENUE, AND ON CENTRAL AVENUE AS SHOWN. ADJUST PEDESTRIAN DETOUR SIGNAGE AS SHOWN.

2. INSTALL AND CONFIGURE PROPOSED TRAFFIC SIGNAL AND INTERSECTION STRIPING FOLLOWING THE SIGNAL PLANS FOR THIS SECTION, PHASE, AND STAGE. INSTALL ITMS CONDUIT AND JUNCTION WELLS FROM STATION 182+50 TO 185+00, INCLUDING CONDUIT UNDERNEATH SR 26 AT STATION 183+35.

3. USING TA-10, TA-21, AND TA-23 TO MAINTAIN TRAFFIC ON THE NORTH SIDE OF SR 26 AND THE EAST SIDE OF CENTRAL AVENUE, CONSTRUCT ALL DRAINAGE AS SHOWN WITHIN THIS STAGE. CONSTRUCT PORTION OF ROADWAY CROSS-PIPE UNDER CENTRAL AVENUE. EXTEND CROSS-PIPE TO A MINIMUM DISTANCE OF 2 FEET BEYOND CENTERLINE OF EXISTING ROADWAY AND TEMPORARILY PLUG TO ALLOW FOR CONNECTION IN A LATER STAGE. PATCH PAVEMENT ABOVE PIPE FOLLOWING THE PATCHING DETAIL. REMOVE EXISTING DRAINAGE AS PROPOSED DRAINAGE IS INSTALLED. PATCH EXISTING DRIVEWAYS ABOVE PIPES FOLLOWING THE PATCHING DETAIL.

4. USING TA-10, TA-21, AND TA-23 OF THE TRAFFIC CONTROL MANUAL, MAINTAIN TRAFFIC ON THE NORTH SIDE OF SR 26 AND THE EAST SIDE OF CENTRAL AVENUE WHILE CONSTRUCTING ALL IMPROVEMENTS ON THE SOUTH SIDE OF SR 26 AND THE WEST SIDE OF CENTRAL AVENUE. CONSTRUCT ALL FULL DEPTH PAVEMENT TO THE BOTTOM OF THE FINAL LIFT OF SUPERPAVE TYPE B WARM MIX. CONSTRUCT ALL RESIDENTIAL AND COMMERCIAL ENTRANCES.

6. PLACE WEDGE LIFT OF TYPE C WARM MIX TO THE APPROPRIATE GRADE AS NECESSARY TO MEET DROP-OFF CRITERIA AND OPERATE TWO-WAY TRAFFIC AT THE END OF EACH WORK DAY. MAINTAIN EXISTING CENTERLINE STRIPING.

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SR 26, ATLANTIC AVENUE FROM CLARKSVILLE TO ASSAWOMAN CANAL

REVISIONS

PHASE 10,STAGE 7:STA.184+45 TO 187+05,SR 26;SOUTHEAST QUADRANT OF CENTRAL AVENUE

1. MAINTAIN TEMPORARY CROSSWALK AT SR 26 STATION 173+90,ON WOODLAND AVENUE,AND ON CENTRAL AVENUE AS SHOWN. ADJUST PEDESTRIAN DETOUR SIGNAGE AS SHOWN.

2. INSTALL AND CONFIGURE PROPOSED TRAFFIC SIGNAL AND INTERSECTION STRIPING FOLLOWING THE SIGNAL PLANS FOR THIS SECTION,PHASE,AND STAGE. INSTALL ITMS CONDUIT AND JUNCTION WELLS FROM STATION 185+00 TO 187+00.

3. USING TA-10,TA-21,AND TA-23 OF THE TRAFFIC CONTROL MANUAL TO MAINTAIN TRAFFIC ON THE NORTH SIDE OF SR 26 AND THE WEST SIDE OF CENTRAL AVENUE,CONSTRUCT ALL DRAINAGE AS SHOWN WITHIN THIS STAGE. COMPLETE CONSTRUCTION OF ROADWAY CROSS-PIPE UNDER CENTRAL AVENUE. PATCH PAVEMENT ABOVE PIPE FOLLOWING THE PATCHING DETAIL. CONSTRUCT PORTION OF ROADWAY CROSS-PIPE UNDER SR 26 STATION AT 184+66. EXTEND CROSS-PIPE TO A MINIMUM DISTANCE OF 2 FEET BEYOND CENTERLINE OF EXISTING ROADWAY AND TEMPORARILY PLUG TO ALLOW FOR CONNECTION IN A LATER STAGE. PATCH EXISTING HOT MIX AND DRIVEWAYS ABOVE PIPES FOLLOWING THE PATCHING DETAIL.

4. USING TA-10,TA-21,AND TA-23 OF THE TRAFFIC CONTROL MANUAL,MAINTAIN TRAFFIC ON THE NORTH SIDE OF SR 26 AND THE WEST SIDE OF CENTRAL AVENUE WHILE CONSTRUCTING ALL IMPROVEMENTS ON THE SOUTH SIDE OF SR 26 AND THE EAST SIDE OF CENTRAL AVENUE. CONSTRUCT ALL FULL DEPTH PAVEMENT TO THE BOTTOM OF THE FINAL LIFT OF SUPERPAVE TYPE B WARM MIX.CONSTRUCT ALL RESIDENTIAL AND COMMERCIAL ENTRANCES

5.PLACE WEDGE LIFT OF TYPE C WARM MIX TO THE APPROPRIATE GRADE AS NECESSARY TO MEET DROP-OFF CRITERIA AND OPERATE TWO-WAY TRAFFIC AT THE END OF EACH WORK DAY. MAINTAIN EXISTING CENTERLINE STRIPING.

6. ONCE NEW PEDESTRIAN FACILITY IS OPEN,REMOVE TEMPORARY CROSSWALK ON WOODLAND AVENUE.

PHASE 10,STAGE 8:STA.183+40 TO 184+40,SR 26;NORTHWEST QUADRANT OF CENTRAL AVENUE

1. MAINTAIN TEMPORARY CROSSWALK AT SR 26 STATION 173+90,AND ON CENTRAL AVENUE AS SHOWN. PLACE TEMPORARY CROSSWALK ON WOODLAND AVENUE AS SHOWN. ADJUST PEDESTRIAN DETOUR SIGNAGE AS SHOWN.

2. INSTALL AND CONFIGURE PROPOSED TRAFFIC SIGNAL AND INTERSECTION STRIPING FOLLOWING THE SIGNAL PLANS FOR THIS SECTION,PHASE,AND STAGE.

3. USING TA-10,TA-21,AND TA-23 OF THE TRAFFIC CONTROL MANUAL TO MAINTAIN TRAFFIC ON THE SOUTH SIDE OF SR 26 AND THE EAST SIDE OF CENTRAL AVENUE,CONSTRUCT ALL DRAINAGE AS SHOWN WITHIN THIS STAGE.

4. USING TA-10,TA-21,AND TA-23 OF THE TRAFFIC CONTROL MANUAL,MAINTAIN TRAFFIC ON THE SOUTH SIDE OF SR 26 AND THE EAST SIDE OF CENTRAL AVENUE WHILE CONSTRUCTING ALL IMPROVEMENTS ON THE NORTH SIDE OF SR 26 AND THE WEST SIDE OF CENTRAL AVENUE. DO NOT CONSTRUCT TRAFFIC CHANNELIZING ISLAND. CONSTRUCT ALL FULL DEPTH PAVEMENT TO THE BOTTOM OF THE FINAL LIFT OF SUPERPAVE TYPE B HOT MIX.CONSTRUCT ALL RESIDENTIAL AND COMMERCIAL ENTRANCES.

6. PLACE WEDGE LIFT OF TYPE C WARM MIX TO THE APPROPRIATE GRADE AS NECESSARY TO MEET DROP-OFF CRITERIA AND OPERATE TWO-WAY TRAFFIC AT THE END OF EACH WORK DAY. MAINTAIN EXISTING CENTERLINE STRIPING.

PHASE 10,STAGE 9:STA.184+40 TO 187+05,SR 26;NORTHEAST QUADRANT OF CENTRAL AVENUE

1. MAINTAIN TEMPORARY CROSSWALK AT SR 26 STATION 173+90,ON WOODLAND AVENUE,AND ON CENTRAL AVENUE AS SHOWN. ADJUST PEDESTRIAN DETOUR SIGNAGE AS SHOWN.

2. INSTALL AND CONFIGURE PROPOSED TRAFFIC SIGNAL AND INTERSECTION STRIPING FOLLOWING THE SIGNAL PLANS FOR THIS SECTION,PHASE,AND STAGE.

3. USING TA-10,TA-21,AND TA-23 OF THE TRAFFIC CONTROL MANUAL TO MAINTAIN TRAFFIC ON THE SOUTH SIDE OF SR 26 AND THE WEST SIDE OF CENTRAL AVENUE,CONSTRUCT ALL DRAINAGE AS SHOWN WITHIN THIS STAGE. COMPLETE CONSTRUCTION OF ROADWAY CROSS-PIPE UNDER SR 26. PATCH PAVEMENT FOLLOWING THE PATCHING DETAIL.

4. USING TA-10,TA-21,AND TA-23 OF THE TRAFFIC CONTROL MANUAL,MAINTAIN TRAFFIC ON THE SOUTH SIDE OF SR 26 AND THE WEST SIDE OF CENTRAL AVENUE WHILE CONSTRUCTING ALL IMPROVEMENTS ON THE NORTH SIDE OF SR 26 AND THE EAST SIDE OF CENTRAL AVENUE. DO NOT CONSTRUCT TRAFFIC CHANNELIZING ISLAND. CONSTRUCT ALL FULL DEPTH PAVEMENT TO THE BOTTOM OF THE FINAL LIFT OF SUPERPAVE TYPE B HOT MIX.CONSTRUCT ALL RESIDENTIAL AND COMMERCIAL ENTRANCES.

6. PLACE WEDGE LIFT OF TYPE C WARM MIX TO THE APPROPRIATE GRADE AS NECESSARY TO MEET DROP-OFF CRITERIA AND OPERATE TWO-WAY TRAFFIC AT THE END OF EACH WORK DAY. MAINTAIN EXISTING CENTERLINE STRIPING.

7. REMOVE PEDESTRIAN DETOUR SIGNAGE AND TEMPORARY CROSSWALK AT WEST AVENUE. DO NOT REMOVE TEMPORARY CROSSWALK AND PEDESTRIAN DETOUR SIGNAGE AT WOODLAND AVENUE..

8. USING TA-10,TA-21,AND TA-23,CONSTRUCT TRAFFIC CHANNELIZING ISLAND ON CENTRAL AVENUE.

9. CONTRACTOR SHALL COORDINATE WITH VERIZON DELAWARE,INC.TO COMPLETE THE WORK AT STATION 184+75. VERIZON WILL COMPLETE THE WORK AFTER THE STATE'S CONTRACTOR HAS OPENED THE ROADWAY. SEE UTILITY STATEMENT FOR DETAIL ON WHAT WORK IS THE RESPONSIBILITY OF THE STATE'S CONTRACTOR. ALL WORK PERFORMED BY VERIZON SHALL BE COMPLETED PRIOR TO THE START OF SECTION 1,PHASE 10,STAGE 10. THE WORK SHALL BE COMPLETED UNDER ROAD CLOSURE OF CENTRAL AVENUE. SEE DETOUR SHEETS FOR CENTRAL AVENUE DETOUR.

PHASE 10,STAGE 10:STA.174+00 TO 187+05,SR 26;CENTRAL AVENUE;WOODLAND AVENUE

1. USING TA-10,TA-21,TA-23,AND TA-27 OF THE TRAFFIC CONTROL MANUAL,MAINTAIN TRAFFIC TO COMPLETE ALL ROADWAY PAVING TO THE BOTTOM OF THE SUPERPAVE TYPE C LIFT.

2. PLACE TEMPORARY MATERIAL AT NECESSARY LOCATIONS (LIMITS,ENTRANCES,MANHOLES, ETC).

3. PLACE TEMPORARY STRIPING USING TEMPORARY PAINT. STRIPING SHALL FOLLOW EXISTING CENTERLINE. TIE INTO THE EXISTING MARKINGS AS DETERMINED BY THE ENGINEER IN THE FIELD..

4. STABILIZED ALL DISTURBED AREAS WITHIN SECTION 1,PHASE 10 USING PERMANENT STABILIZATION MEASURES.

5. AT THE DIRECTION OF THE ENGINEER,REMOVE ALL EROSION AND SEDIMENT CONTROL DEVICES WITHIN SECTION 1,PHASE 10.

PHASE 11:STA.116+75 TO 117+75,STA.162+61 TO 163+19,SR 26;INTERSECTION OF CENTRAL AVENUE AND CEDAR DRIVE;INTERSECTION OF WINDMILL ROAD AND CENTRAL AVENUE

PHASE 11,STAGE 1:INTERSECTION OF CENTRAL AVENUE AND CEDAR DRIVE;INTERSECTION OF WINDMILL ROAD AND CENTRAL AVENUE

1. USING TA-10,AND TA-13 TO MAINTAIN EXISTING TRAFFIC,REMOVE EXISTING INTERSECTION STRIPING USING AN APPROVED REMOVAL METHOD AND STRIPE AS SHOWN IN THE SIGNAL DETAIL SHEETS FOR ACTIVE SIGNAL.

2. ACTIVATE SIGNAL AT INTERSECTION OF CENTRAL AVENUE AND CEDAR DRIVE AND SIGNAL AT INTERSECTION OF WINDMILL ROAD AND CENTRAL AVENUE.

3. CLOSE SR 26 AT BRIDGE 427 AND 428. INSTALL ALL ROAD CLOSED AND DETOUR SIGNS PER THE DETOUR PLAN FOR ATLANTIC AVENUE CLOSURE. ALL PEDESTRIAN TRAFFIC SHALL BE MAINTAINED DURING THE CLOSURE OF SR 26.THE CONTRACTOR SHALL SUBMIT A PLAN DETAILING THE MEANS AND METHODS OF MAINTAINING PEDESTRIAN TRAFFIC BEFORE THE START OF THIS PHASE OF CONSTRUCTION. ALL COSTS FOR MAINTAINING PEDESTRIAN TRAFFIC SHALL BE INCIDENTAL TO ITEM 743000 - MAINTENANCE OF TRAFFIC.

PHASE 11,STAGE 2:116+75 TO STA.117+75,STA.162+61 TO 163+19,SR 26

1. CLEAR AND GRUB AS REQUIRED TO INSTALL ALL PERIMETER EROSION AND SEDIMENT CONTROLS AT BRIDGES 427 AND 428. REMOVE ALL MATERIAL TO AN APPROVED OFF-SITE FACILITY. INSTALL ALL PERIMETER EROSION AND SEDIMENT CONTROLS.

2. COMPLETE CLEARING AND GRUBBING AND INSTALL REMAINING EROSION AND SEDIMENT CONTROLS. REMOVE ALL MATERIAL TO AN APPROVED OFF-SITE FACILITY.

3. IMPLEMENT DETOURS FOR BRIDGES 427 & 428 FOLLOWING THE DETOUR SHEETS FOR THIS SECTION, PHASE,AND STAGE. REMOVE AND REPLACE BRIDGES 427 AND 428 FOLLOWING THE SEQUENCE OF CONSTRUCTION SHOWN IN THE BRIDGE DETAIL SHEETS FOR BRIDGES 427 AND 428.

4. INSTALL DRAINAGE PIPES AND INLETS AND CONSTRUCT WIDENING IMPROVEMENTS AS SHOWN. CONSTRUCT HOT-MIX PAVEMENT TO THE BOTTOM OF THE TYPE C LIFT. PLACE TYPE C WEDGE AS NECESSARY AT LIMITS OF WORK TO MINIMIZE EXCESS DROP-OFF. INSTALL ITMS CONDUIT ALONG BRIDGES,FROM STATION 116+75 TO STATION 118+00 AND FROM STATION 162+61 TO 163+19.

5. PERFORM PERMANENT STABILIZATION OF DISTURBED AREAS. TOPSOIL,SEED AND MULCH ALL BARE AREAS. REMOVE EROSION AND SEDIMENT CONTROL MEASURES AT THE DIRECTION OF THE ENGINEER.

6. PLACE TEMPORARY STRIPING USING PERMANENT MARKING TO MATCH EXISTING CONDITIONS OR AS DIRECTED BY THE ENGINEER.

PHASE 11,STAGE 3:INTERSECTION OF CENTRAL AVENUE AND CEDAR DRIVE;INTERSECTION OF WINDMILL ROAD AND CENTRAL AVENUE

1. REMOVE ROAD CLOSED AND DETOUR SIGNS AND RE-OPEN SR 26 TO TRAFFIC.

2. DE-ACTIVATE SIGNAL AT INTERSECTION OF CENTRAL AVENUE AND CEDAR DRIVE AND AT WINDMILL ROAD AND CENTRAL AVENUE.

3. USING TA-10, AND TA-13 TO MAINTAIN EXISTING TRAFFIC,MILL AND OVERLAY WORK AREA WITHIN THE LIMTS SHOWN ON THE CONSTRUCTION PLAN.STRIPE INTERSECTION AS SHOWN IN THE SIGNING AND STRIPING DETAIL SHEETS.

4. INSTALL ALL EROSION AND SEDIMENT CONTROLS IN THE WORK AREA.

5. REMOVE TEMPORARY SIGNAL AND ASPHALT AS SHOWN. PERFORM PERMANENT STABILIZATION OF DISTURBED AREAS. TOPSOIL,SEED AND MULCH ALL BARE AREAS.

6. REMOVE ALL EROSION AND SEDIMENT CONTROLS AT THE DIRECTION OF THE ENGINEER.

PHASE 12:STA.163+19 TO 178+00,SR 26

PHASE 12 STAGE 1:STA.163+19 TO 174+00,SR 26

1. CLEAR AND GRUB FROM EDGE OF EXISTING PAVEMENT TO LOC LINE WITHIN PHASE 12 AND INSTALL ALL EROSION AND SEDIMENT CONTROLS FOR PHASE 12 AS SHOWN ON THE EROSION AND SEDIMENT CONTROL PLANS. HAUL MATERIAL TO AN APPROVED OFF-SITE FACILITY. USE TA-10 AND TA-3 OF THE TRAFFIC CONTROL MANUAL AS NECESSARY.

PHASE 12,STAGE 2:STA.163+19 TO 174+00,NORTH SIDE SR 26

1. REMOVE TEMPORARY SIDEWALK NEAR STATION 174+00 ON NORTH SIDE OF SR 26. INSTALL TEMPORARY SIDEWALK AND CURB RAMPS ON NORTH AND SOUTH SIDE OF SR 26 AT STATION 174+05. INSTALL TEMPORARY CROSSWALK AT SR 26 AND WOODLAND AVENUE INTERSECTION AS SHOWN. INSTALL CONCRETE SAFETY BARRIER ALONG THE NORTH SIDE OF SR 26 AS SHOWN. PLACE TEMPORARY CROSSWALK AT STATION 164+10 AS SHOWN. PLACE PEDESTRIAN DETOUR SIGNAGE AS SHOWN.

2. USING TA-10 OF THE TRAFFIC CONTROL MAINUAL TO MAINTAIN TRAFFIC ON THE SOUTH SIDE OF SR 26,CONSTRUCT ALL DRAINAGE AS SHOWN WITHIN THIS STAGE. TIE NEW DRAINAGE IN NEW INLET AT STATION 163+17 PLACED IN AN EARLIER SECTION. PATCH EXISTING DRIVEWAYS ABOVE PIPES FOLLOWING THE PATCHING DETAIL.

3. USING TA-10 OF THE TRAFFIC CONTROL MAINUAL,MAINTAIN TRAFFIC ON THE SOUTH SIDE OF SR 26 WHILE CONSTRUCTING ALL IMPROVEMENTS ON THE NORTH SIDE OF SR 26. CONSTRUCT ALL FULL DEPTH PAVEMENT TO THE BOTTOM OF THE FINAL LIFT OF SUPERPAVE TYPE B HOT-MIX. CONSTRUCT ALL RESIDENTIAL AND COMMERCIAL ENTRANCES.

4. PLACE WEDGE LIFT OF TYPE C WARM MIX TO THE APPROPRIATE GRADE AS NECESSARY TO MEET DROP-OFF CRITERIA AND OPERATE TWO-WAY TRAFFIC AT THE END OF EACH WORK DAY. MAINTAIN EXISTING CENTERLINE STRIPING.

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CONTRACT	COUNTY	F.A.P. NO.	SHEET NO.	TOTAL SHTS.
T200411210	SUSSEX	SEE TITLE SHEET	215	589

SR 26, ATLANTIC AVENUE FROM CLARKSVILLE TO ASSAWOMAN CANAL

REVISIONS

PHASE 12, STAGE 3: STA.163+19 TO 174+00, SOUTH SIDE SR 26

1. MAINTAIN TEMPORARY CROSSWALK AT SR 26 AND WOODLAND AVENUE INTERSECTION AS SHOWN. MAINTAIN CONCRETE BARRIER AND CROSSWALK AT STATION 164+10 AS SHOWN. ADJUST PEDESTRIAN DETOUR SIGNAGE AS SHOWN. REMOVE WESTERNMOST TEMPORARY SIDEWALK NEAR STATION 174+00 ON SOUTH SIDE OF SR 26.

2. INSTALL ITMS CONDUIT AND JUNCTION WELLS WITHIN THE LIMITS OF THIS STAGE.

3. USING TA-10 OF THE TRAFFIC CONTROL MANUAL TO MAINTAIN TRAFFIC ON THE NORTH SIDE OF SR 26, CONSTRUCT ALL DRAINAGE AS SHOWN WITHIN THIS STAGE. TIE NEW DRAINAGE IN NEW INLET AT STATION 163+17 PLACED IN AN EARLIER SECTION. PATCH EXISTING DRIVEWAYS ABOVE PIPES FOLLOWING THE PATCHING DETAIL.

4. USING TA-10 OF THE TRAFFIC CONTROL MAINUAL, MAINTAIN TRAFFIC ON THE NORTH SIDE OF SR 26 WHILE CONSTRUCTING ALL IMPROVEMENTS ON THE NORTH SIDE OF SR 26. CONSTRUCT ALL FULL DEPTH PAVEMENT TO THE BOTTOM OF THE FINAL LIFT OF SUPERPAVE TYPE B HOT-MIX. CONSTRUCT ALL RESIDENTIAL AND COMMERCIAL ENTRANCES. STRIPE PRIVATE PARKING LOT NEAR STATION 163+75 RIGHT.

5. PLACE WEDGE LIFT OF TYPE C WARM MIX TO THE APPROPRIATE GRADE AS NECESSARY TO MEET DROP-OFF CRITERIA AND OPERATE TWO-WAY TRAFFIC AT THE END OF EACH WORK DAY. MAINTAIN EXISTING CENTERLINE STRIPING.

PHASE 12, STAGE 4: STA.163+19 TO 174+00, SR 26

1. REMOVE CONCRETE BARRIER AND TEMPORARY CROSSWALK AT STATION 164+10. MAINTAIN TEMPORARY CROSSWALK AND TEMPORARY SIDEWALK AND CURB RAMPS AT STATION 174+05. PLACE PEDESTRIAN DETOUR SIGNAGE AS SHOWN.

2. USING TA-10 OF THE TRAFFIC CONTROL MANUAL, MAINTAIN TRAFFIC TO COMPLETE ALL ROADWAY PAVING TO THE BOTTOM OF THE SUPERPAVE TYPE C LIFT.

3. PLACE TEMPORARY MATERIAL AT NECESSARY LOCATIONS (LIMITS, ENTRANCES, MANHOLES, ETC). PLACE TEMPORARY STRIPING FOLLOWING THE FINAL CONFIGURATION AND TYING INTO THE EXISTING MARKINGS AS SHOWN, OR WHERE DETERMINED BY THE ENGINEER IN THE FIELD.

4. STABILIZE ALL DISTURBED AREAS WITHIN PHASE 12 USINGING PERMANENT STABILIZATION MEASURES.

5. AT THE DIRECTION OF THE ENGINEER, REMOVE ALL EROSION AND SEDIMENT CONTROL DEVICES WITHIN PHASE 12.

6. REMOVE TEMPORARY CROSSWALK AT STATION 174+05 AND TEMPORARY SIDEWALK AND CURB RAMPS. REMOVE PEDESTRIAN DETOUR SIGNAGE.

PHASE 13: STA.162+61 TO 226+50, SR 26; CENTRAL AVENUE; RIGA DRIVE; WEST AVENUE; WOODLAND AVENUE

PHASE 13 STAGE 1: STA.162+61 TO 226+50, SR 26; CENTRAL AVENUE; RIGA DRIVE; WEST AVENUE; WOODLAND AVENUE

1. PLACE PEDESTRIAN DETOUR SIGNAGE AS SHOWN.

2. USING TA-6 OF THE TRAFFIC CONTROL MANUAL, INSTALL ALL CURB RAMP AND SIDEWALK UPGRADES FROM STATION 215+00 TO STATION 226+50.

3. USING TA-10, TA-17A, TA-17B, TA-21, TA-23, AND TA-27 OF THE TRAFFIC CONTROL MANUAL, MAINTAIN TRAFFIC TO PERFORM MILLING AND REMOVAL OF TEMPORARY MATERIAL FROM STATION 162+61 TO STATION 226+50, EXCLUDING THE ASSAWOMAN CANAL BRIDGE DECK. PROFILE MILL FROM STATION 162+61 TO WESTERN EDGE OF ASSAWOMAN CANAL BRIDGE DECK. FROM EASTERN EDGE OF ASSAWOMAN CANAL BRIDGE DECK TO STATION 226+50 PERFORM 2.00" MILLING (ITEM # 760000 - PAVEMENT - MILLING, HOT MIX). PLACE FINAL 2.00" LIFT OF SUPERPAVE TYPE C ON ROADWAY FROM STATION 162+61 TO WESTERN EDGE OF ASSAWOMAN CANAL BRIDGE DECK AND FROM EASTERN EDGE OF ASSAWOMAN CANAL BRIDGE DECK TO STATION 226+50.

4. PLACE PERMANENT PAVEMENT MARKINGS FOLLOWING THE ULTIMATE CONFIGURATION FROM STATION 162+61 TO STATION 226+50 AS SHOWN ON THE SIGNING AND STRIPING SHEETS. TIE INTO EXISTING STRIPING AT THE EASTERN AND WESTERN LIMITS. TIE TO EXISTING STRIPING AT WESTERN LIMITS SHALL BE DONE USING TEMPORARY TAPE. NO TEMPORARY MARKINGS SHALL BE PLACED ON NEW PAVEMENT WITH PAINT.

5. CONFIGURE SIGNAL AT CENTRAL AVENUE AND WEST AVENUE FOLLOWING THE SIGNAL PLANS FOR THIS SECTION, PHASE, AND STAGE.

6. ALL DISTURBED AREAS SHALL BE GRADED TO DRAIN PROPERLY. STABILIZE ALL DISTURBED AREAS WITHIN SECTION 1 USING PERMANENT STABILIZATION MEASURES.

7. AT THE DIRECTION OF THE ENGINEER, REMOVE ALL EROSION AND SEDIMENT CONTROL DEVICES WITHIN SECTION 1.

8. ALL AREAS DISTURBED BY THE REMOVAL OF THE EROSION AND SEDIMENT CONTROL SYSTEMS SHALL BE STABILIZED AS DIRECTED BY THE ENGINEER WITH ALL COSTS INCIDENTAL TO THE ITEM OF EROSION AND SEDIMENT CONTROL BEING REMOVED.

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CONSTRUCTION PHASING & M.O.T. PLANS

CONTRACT	COUNTY	F.A.P. NO.	SHEET NO.	TOTAL SHTS.
T200411210	SUSSEX	SEE TITLE SHEET	216	589

SR 26, ATLANTIC AVENUE FROM CLARKSVILLE TO ASSAWOMAN CANAL

REVISIONS

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SECTION 2: STA.116+75 TO STA.162+61,SR 26;CEDAR DRIVE;DUKES DRIVE;OLD MILL ROAD;OLD SCHOOL LANE;TOWN CENTER DRIVE

PHASE 1:STA.116+75 TO STA.133+10,SR 26;STA 149+14 TO STA.162+61,SR 26;DUKES DRIVE,OLD MILL ROAD,OLD SCHOOL LANE;TOWN CENTER DRIVE

PHASE 1,STAGE 1:STA.116+75 TO STA.133+10,SR 26;STA 149+14 TO STA.162+61,SR 26;DUKES DRIVE, OLD MILL ROAD,OLD SCHOOL LANE;TOWN CENTER DRIVE

1. MAINTAIN PREVIOUSLY INSTALLED ADVANCED WARNING SIGNS FOR ALL SECTIONS,INCLUDING BUSINESSES OPEN SIGNS.

2. CLEAR AND GRUB AS NECESSARY TO INSTALL ALL PERIMETER EROSION AND SEDIMENT CONTROLS WITHIN SECTION 2. HAUL MATERIAL TO AN APPROVED OFF-SITE FACILITY. INSTALL ALL PERIMETER EROSION AND SEDIMENT CONTROLS WITHIN SECTION 2. PERIMETER CONTROLS SHALL BE INSTALLED FROM STATION 117+75 TO STATION 133+10 AND FROM STATION 149+14 TO 162+61. DO NOT INSTALL ANY PERIMETER CONTROLS WITHIN AREAS OF WORK COMPLETED UNDER SECTION 1.

PHASE 2:STA.149+14 TO 162+61,SR 26;OLD SCHOOL LANE

PHASE 2 STAGE 1:STA.149+14 TO 162+61,SR 26;OLD SCHOOL LANE

1. CLEAR AND GRUB FROM EDGE OF EXISTING PAVEMENT TO LOC LINE WITHIN PHASE 2 AND INSTALL ALL EROSION AND SEDIMENT CONTROLS FOR PHASE 2 AS SHOWN ON THE EROSION AND SEDIMENT CONTROL PLANS. HAUL MATERIAL TO AN APPROVED OFF-SITE FACILITY. USE TA-10 OF THE TRAFFIC CONTROL MANUAL AS NECESSARY.

PHASE 2 STAGE 2:STA.158+00 TO 162+61,SOUTH SIDE OF SR 26

1. PLACE CONCRETE BARRIER ALONG NORTH SIDE OF SR 26 FROM STATION 158+18 TO 162+61 AS SHOWN. PLACE TEMPORARY CROSSWALK AT STATION 157+90. PLACE PEDESTRIAN DETOUR SIGNAGE AS SHOWN.

2. REMOVE EXISTING LORD BALTIMORE SCHOOL SIGNAGE AND SIGNALS AS SHOWN IN THE SIGNAL PLAN FOR THIS SECTION,STAGE,AND PHASE. INSTALL ITMS CONDUIT AND JUNCTION WELLS WITHIN THE LIMITS OF THIS STAGE.

3. USING TA-10 OF THE TRAFFIC CONTROL MANUAL TO MAINTAIN TRAFFIC ON THE NORTH SIDE OF SR 26,INSTALL ALL DRAINAGE AS SHOWN WITHIN THIS STAGE OF CONSTRUCTION,TYING INTO NEW INLET AT STATION 162+64,PLACED IN PRIOR SECTION. REMOVE EXISTING CATCHBASIN AND ROADWAY CROSS-PIPE AT STATION 158+38 IN AREA OF FULL DEPTH PAVING AND CAP SECTION OF PIPE UNDER CONCRETE. PATCH EXISTING HOT MIX PAVEMENT AND DRIVEWAYS ABOVE PIPES FOLLOWING THE PATCHING DETAIL.

4. USING TA-10 OF THE TRAFFIC CONTROL MANUAL,MAINTAIN TRAFFIC ON THE NORTH SIDE OF THE ROADWAY WHILE CONSTRUCTING ALL IMPROVEMENTS ON THE SOUTH SIDE OF SR 26. CONSTRUCT ALL FULL DEPTH PAVEMENT TO THE BOTTOM OF THE FINAL LIFT OF SUPERPAVE TYPE B WARM MIX. CONSTRUCT ALL RESIDENTIAL AND COMMERCIAL ENTRANCES.

5. PLACE WEDGE LIFT OF TYPE C WARM MIX TO THE APPROPRIATE GRADE AS NECESSARY TO MEET DROP-OFF CRITERIA AND OPERATE TWO-WAY TRAFFIC AT THE END OF EACH WORK DAY. MAINTAIN EXISTING CENTERLINE STRIPING.

6. REMOVE CONCRETE BARRIER,TEMPORARY CROSSWALK AT STATION 157+90,AND ALL PEDESTRIAN DETOUR SIGNAGE.

PHASE 2 STAGE 3:STA.149+14 TO 162+61,NORTH SIDE OF SR 26

1. PLACE PEDESTRIAN DETOUR SIGNAGE AS SHOWN.

2. CONSTRUCT RETAINING WALL AT STATION 159+00 LEFT.

3. USING TA-10 OF THE TRAFFIC CONTROL MANUAL TO MAINTAIN TRAFFIC ON THE SOUTH SIDE OF SR 26,INSTALL ALL DRAINAGE AS SHOWN WITHIN THIS STAGE OF CONSTRUCTION,TYING INTO NEW INLET AT STATION 162+64,PLACED IN PRIOR SECTION. EXISTING DRAINAGE SHALL BE REMOVED AS PROPOSED DRAINAGE IS INSTALLED. CONTRACTOR SHALL BE RESPONSIBLE FOR ENSURING THAT FLOW IS MAINTAINED BETWEEN EXISTING DRAINAGE AND PROPOSED DRAINAGE. ALL COSTS ARE INCIDENTAL TO THE ITEM OF DRAINAGE BEING INSTALLED. REMOVE EXISTING HEADWALL AND CROSS-PIPE AT STATION 158+38 IN AREA OF FULL DEPTH PAVING AND CAP AND FILL SECTION OF PIPE UNDER CONCRETE. REMOVE EXISTING CATCHBASIN AND CROSS-PIPE IN AREA OF FULL DEPTH PAVING AT STATION 155+04 AND CAP SECTION OF PIPE UNDER CONCRETE. CONSTRUCT PROPOSED CROSS-PIPE AT STATION 154+25 TO A MINIMUM DISTANCE OF 2 FEET BEYOND THE CENTERLINE OF EXISTING ROAD AND TEMPORARILY PLUG FOR CONNECTION IN A LATER STAGE. PATCH PAVEMENT ABOVE CROSS-PIPE,FOLLOWING THE PATCHING DETAIL AND MATCHING EXISTING GRADE. PATCH EXISTING HOT MIX PAVEMENT AND DRIVEWAYSABOVE PIPES FOLLOWING THE PATCHING DETAIL.

4. USING TA-10 OF THE TRAFFIC CONTROL MANUAL,MAINTAIN TRAFFIC ON THE SOUTH SIDE OF THE ROADWAY WHILE CONSTRUCTING ALL IMPROVEMENTS ON THE NORTH SIDE OF SR 26. CONSTRUCT ALL FULL DEPTH PAVEMENT TO THE BOTTOM OF THE FINAL LIFT OF SUPERPAVE TYPE B WARM MIX. CONSTRUCT ALL RESIDENTIAL AND COMMERCIAL ENTRANCES.

5. PLACE WEDGE LIFT OF TYPE C WARM MIX TO THE APPROPRIATE GRADE AS NECESSARY TO MEET DROP-OFF CRITERIA AND OPERATE TWO-WAY TRAFFIC AT THE END OF EACH WORK DAY. MAINTAIN EXISTING CENTERLINE STRIPING.

6. ONCE THE NEW PEDESTRIAN FACILTY IS OPEN,REMOVE ALL PEDESTRIAN DETOUR SIGNAGE.

PHASE 2 STAGE 4:STA.154+84 TO 158+00,SOUTH SIDE OF SR 26;SOUTHEAST SIDE OLD SCHOOL LANE

1. PLACE PEDESTRIAN DETOUR SIGNAGE AS SHOWN.

2. INSTALL ITMS CONDUIT AND JUNCTION WELLS FROM STATION,154+00 TO STATION 158+00.

3. USING TA-10 TO MAINTAIN TRAFFIC ON THE NORTH SIDE OF SR 26,INSTALL ALL DRAINAGE AS SHOWN WITHIN THIS STAGE OF CONSTRUCTION. REMOVE EXISTING CROSS-PIPE AT STATION 155+04 IN AREA OF FULL DEPTH PAVING AND CAP AND FILL SECTION OF PIPE UNDER CONCRETE. PATCH EXISTING HOT MIX PAVEMENT AND DRIVEWAYS ABOVE PIPES FOLLOWING THE PATCHING DETAIL.

4. USING TA-10,TA-21,TA-23,AND TA-27,MAINTAIN TRAFFIC ON THE NORTH SIDE OF SR 26 AND WEST SIDE OF OLD SCHOOL LANE WHILE CONSTRUCTING ALL IMPROVEMENTS ON THE SOUTH SIDE OF SR 26 AND EAST SIDE OF OLD SCHOOL LANE. THE CONTRACTOR SHALL PROVIDE INGRESS AND EGRESS TO ALL RESIDENTIAL DRIVEWAYS AND COMMERCIAL ENTRANCES. CONSTRUCT ALL FULL DEPTH PAVEMENT TO THE BOTTOM OF THE FINAL LIFT OF SUPERPAVE TYPE B WARM MIX. CONSTRUCT ALL RESIDENTIAL AND COMMERCIAL ENTRANCES.

5. PLACE WEDGE LIFT OF TYPE C WARM MIX TO THE APPROPRIATE GRADE AS NECESSARY TO MEET DROP-OFF CRITERIA AND OPERATE TWO-WAY TRAFFIC AT THE END OF EACH WORK DAY. MAINTAIN EXISTING CENTERLINE STRIPING.

PHASE 2 STAGE 5:STA.149+14 TO 154+84,SOUTH SIDE OF SR 26;SOUTHWEST SIDE OLD SCHOOL LANE

1. MAINTAIN PEDESTRIAN DETOUR SIGNAGE AS SHOWN.

2. INSTALL ITMS CONDUIT AND JUNCTION WELLS FROM STATION 149+14 TO STATION 154+00.

3. USING TA-10 TO MAINTAIN TRAFFIC ON THE NORTH SIDE OF SR 26,INSTALL ALL DRAINAGE AS SHOWN WITHIN THIS STAGE OF CONSTRUCTION. COMPLETE CONSTRUCTION OF ROADWAY CROSS-PIPE AT STATION 154+25. PATCH PAVEMENT ABOVE PIPE,FOLLOWING THE PATCHING DETAIL AND MATCHING EXISTING GRADE. PATCH EXISTING HOT MIX PAVEMENT AND DRIVEWAYS ABOVE PIPES FOLLOWING THE PATCHING DETAIL.

4. USING TA-10,TA-21,TA-23,AND TA-27,MAINTAIN TRAFFIC ON THE NORTH SIDE OF SR 26 AND THE EAST SIDE OF OLD SCHOOL LANE WHILE CONSTRUCTING ALL IMPROVEMENTS ON THE SOUTH SIDE OF SR 26 AND THE WEST SIDE OF OLD SCHOOL LANE. CONSTRUCT ALL FULL DEPTH PAVEMENT TO THE BOTTOM OF THE FINAL LIFT OF SUPERPAVE TYPE B WARM MIX. CONSTRUCT ALL RESIDENTIAL AND COMMERCIAL ENTRANCES.

5. PLACE WEDGE LIFT OF TYPE C WARM MIX TO THE APPROPRIATE GRADE AS NECESSARY TO MEET DROP-OFF CRITERIA AND OPERATE TWO-WAY TRAFFIC AT THE END OF EACH WORK DAY. MAINTAIN EXISTING CENTERLINE STRIPING. STRIPE PRIVATE PARKING LOT NEAR STATION 149+50 RIGHT.

6. ONCE THE NEW PEDESTRIAN FACILITY IS OPEN,REMOVE ALL PEDESTRIAN DETOUR SIGNAGE

PHASE 2 STAGE 6:STA.149+14 TO 162+61,SR 26;OLD SCHOOL LANE

1. USING TA-10,TA-21,TA-23,AND TA-27 OF THE TRAFFIC CONTROL MANUAL,MAINTAIN TRAFFIC TO COMPLETE ALL ROADWAY PAVING TO THE BOTTOM OF THE SUPERPAVE TYPE C LIFT.

2. PLACE TEMPORARY MATERIAL AT NECESSARY LOCATIONS (LIMITS,ENTRANCES,MANHOLES, ETC). PLACE TEMPORARY STRIPING FOLLOWING THE EXISTING CONFIGURATION AND TYING INTO THE EXISTING MARKINGS AS DIRECTED BY THE ENGINEER IN THE FIELD.

3. STABILIZE ALL DISTURBED AREAS WITHIN PHASE 2 USING PERMANENT STABILIZATION MEASURES.

4. AT THE DIRECTION OF THE ENGINEER,REMOVE ALL EROSION AND SEDIMENT CONTROL DEVICES WITHIN PHASE 2.

PHASE 3:STA.117+75 TO 132+70,NORTH SIDE SR 26;117+35 TO 132+70 SOUTH SIDE SR 26;DUKES DRIVE; OLD MILL ROAD;TOWN CENTER DRIVE

PHASE 3 STAGE 1:STA.117+35 TO 132+70,SR 26;DUKES DRIVE;OLD MILL ROAD;TOWN CENTER DRIVE

1. CLEAR AND GRUB FROM EDGE OF EXISTING PAVEMENT TO LOC LINE WITHIN PHASE 3 AND INSTALL ALL EROSION AND SEDIMENT CONTROLS FOR PHASE 3 AS SHOWN ON THE EROSION AND SEDIMENT CONTROL PLANS. HAUL MATERIAL TO AN APPROVED OFF-SITE FACILITY. USE TA-10 OF THE TRAFFIC CONTROL MANUAL AS NECESSARY.

PHASE 3 STAGE 2:STA.117+75 TO 125+75,NORTH SIDE OF SR 26

1. USING TA-10 OF THE TRAFFIC CONTROL MANUAL TO MAINTAIN TRAFFIC ON THE SOUTH SIDE OF SR 26,INSTALL ALL DRAINAGE AS SHOWN WITHIN THIS STAGE OF CONSTRUCTION,TYING INTO NEW INLET AT STATION 117+73,PLACED IN PRIOR SECTION. INSTALL PORTION OF ROADWAY CROSS-PIPE AT STATION 124+69 TO A MINIMUM DISTANCE OF WITHIN 2 FEET OF THE CENTERLINE OF THE EXISTING ROADWAY AND TEMPORARILY PLUG FOR CONNECTION IN A LATER STAGE. PATCH PAVEMENT ABOVE CROSS-PIPE,FOLLOWING THE PATCHING DETAIL AND MATCHING EXISTING GRADE. PATCH EXISTING DRIVEWAYS ABOVE PIPES FOLLOWING THE PATCHING DETAIL.

2. USING TA-10 OF THE TRAFFIC CONTROL MANUAL,MAINTAIN TRAFFIC ON THE SOUTH SIDE OF THE ROADWAY WHILE CONSTRUCTING ALL IMPROVEMENTS ON THE NORTH SIDE OF SR 26. CONSTRUCT ALL FULL DEPTH PAVEMENT TO THE BOTTOM OF THE FINAL LIFT OF SUPERPAVE TYPE B WARM MIX. CONSTRUCT ALL RESIDENTIAL AND COMMERCIAL ENTRANCES.

3. PLACE WEDGE LIFT OF TYPE C WARM MIX TO THE APPROPRIATE GRADE AS NECESSARY TO MEET DROP-OFF CRITERIA AND OPERATE TWO-WAY TRAFFIC AT THE END OF EACH WORK DAY. MAINTAIN EXISTING CENTERLINE STRIPING. STRIPE PARKING LOT NEAR STATION 125+50 LEFT.

4. CONSTRUCT TEMPORARY SIDEWALK FROM STATION 125+90 TO 128+75 LEFT,FOLLOWING THE TEMPORARY SIDEWALK DETAIL IN THE CONSTRUCTION DETAILS. CONNECT TEMPORARY SIDEWALK TO EXISTING SIDEWALK AT STATION 128+75. CONSTRUCT TEMPORARY SIDEWALK FROM STATION 130+31 TO 130+47 LEFT,CONNECTING TO EXISTING SIDEWALK ON BOTH SIDES. COST FOR CONNECTION TO EXISTING SIDEWALK SHALL BE INCIDENTAL TO THE INSTALLATION OF THE TEMPORARY SIDEWALK.

PHASE 3 STAGE 3:STA.117+35 TO 121+75,SOUTH SIDE OF SR 26;DUKES DRIVE

1. INSTALL ITMS CONDUIT AND JUNCTION WELLS FROM STATION 118+00 TO 121+75.

2. USING TA-10 TO MAINTAIN TRAFFIC ON THE NORTH SIDE OF SR 26,INSTALL ALL DRAINAGE AS SHOWN WITHIN THIS STAGE OF CONSTRUCTION,TYING INTO NEW INLET AT STATION 117+33,PLACED IN PRIOR SECTION. PATCH HOT MIX PAVEMENT AND EXISTING DRIVEWAYS ABOVE PIPES FOLLOWING THE PATCHING DETAIL.

3. USING TA-10,TA-21,AND TA-23,MAINTAIN TRAFFIC ON THE NORTH SIDE OF SR 26 AND DUKE'S DRIVE WHILE CONSTRUCTING ALL IMPROVEMENTS ON THE SOUTH SIDE OF SR 26 AND ON DUKE'S DRIVE. PATCH AREA ON SOUTH SIDE OF SR 26 FROM STATION 117+35 TO 117+75 DISTURBED DURING PIPE INSTALLATION FOLLOWING THE WARM MIX PATCHING DETAIL. CONSTRUCT ALL FULL DEPTH PAVEMENT TO THE BOTTOM OF THE FINAL LIFT OF SUPERPAVE TYPE B WARM MIX. CONSTRUCT ALL RESIDENTIAL AND COMMERCIAL ENTRANCES.

4. PLACE WEDGE LIFT OF TYPE C WARM MIX TO THE APPROPRIATE GRADE AS NECESSARY TO MEET DROP-OFF CRITERIA AND OPERATE TWO-WAY TRAFFIC AT THE END OF EACH WORK DAY. MAINTAIN EXISTING CENTERLINE STRIPING.

PHASE 3 STAGE 4:STA.121+75 TO 127+55,SOUTH SIDE OF SR 26

1. INSTALL ITMS CONDUIT AND JUNCTION WELLS FROM STATION 121+75 TO 127+65.

2. PLACE TEMPORARY CROSSWALK AT STATION 120+62. PLACE PEDESTRIAN DETOUR SIGNAGE AS SHOWN.

3. USING TA-10 OF THE TRAFFIC CONTROL MANUAL TO MAINTAIN TRAFFIC ON THE NORTH SIDE OF SR 26,INSTALL ALL DRAINAGE AS SHOWN WITHIN THIS STAGE OF CONSTRUCTION. COMPLETE CONSTRUCTION OF ROADWAY CROSS-PIPE AT STATION 124+69. PATCH PAVEMENT ABOVE CROSS-PIPE,FOLLOWING THE PATCHING DETAIL AND MATCHING EXISTING GRADE. PATCH EXISTING HOT MIX AND DRIVEWAYS DRIVEWAYS ABOVE PIPES FOLLOWING THE PATCHING DETAIL.

4. USING TA-10 OF THE TRAFFIC CONTROL MANUAL,MAINTAIN TRAFFIC ON THE NORTH SIDE OF THE ROADWAY WHILE CONSTRUCTING ALL IMPROVEMENTS ON THE SOUTH SIDE OF SR 26. CONSTRUCT ALL FULL DEPTH PAVEMENT TO THE BOTTOM OF THE FINAL LIFT OF SUPERPAVE TYPE B WARM MIX. CONSTRUCT ALL RESIDENTIAL AND COMMERCIAL ENTRANCES.

5. PLACE WEDGE LIFT OF TYPE C WARM MIX TO THE APPROPRIATE GRADE AS NECESSARY TO MEET DROP-OFF CRITERIA AND OPERATE TWO-WAY TRAFFIC AT THE END OF EACH WORK DAY. MAINTAIN EXISTING CENTERLINE STRIPING.

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CONSTRUCTION PHASING & M.O.T. PLANS

CONTRACT	COUNTY	F.A.P. NO.	SHEET NO.	TOTAL SHTS.
T200411210	SUSSEX	SEE TITLE SHEET	217	589

SR 26, ATLANTIC AVENUE FROM CLARKSVILLE TO ASSAWOMAN CANAL

REVISIONS

PHASE 3 STAGE 5: STA.127+55 TO 132+39, SOUTH SIDE OF SR 26; SOUTHWEST QUADRANT OF TOWN CENTER DRIVE

1. MAINTAIN TEMPORARY CROSSWALK AT STATION 120+62. ADJUST PEDESTRIAN DETOUR SIGNAGE, AS SHOWN.

2. CONFIGURE TRAFFIC SIGNAL AT OLD MILL DRIVE FOLLOWING THE SIGNAL SHEETS FOR THIS SECTION, PHASE, AND STAGE. INSTALL ITMS CONDUIT AND JUNCTION WELLS FROM STATION 127+65 TO STATION 131+50.

3. USING TA-10, TA-21, TA-23, AND TA-27 TO MAINTAIN TRAFFIC ON THE NORTH SIDE OF SR 26 AND THE EAST SIDE OF TOWN CENTER DRIVE. INSTALL ALL DRAINAGE AS SHOWN WITHIN THIS STAGE OF CONSTRUCTION. TYING INTO EXISTING CATCH BASIN AT STATION 131+71. PATCH EXISTING HOT MIX AND DRIVEWAY'S ABOVE PIPES FOLLOWING THE PATCHING DETAIL.

4. USING TA-10, TA-21, TA-23, AND TA-27, MAINTAIN TRAFFIC ON THE NORTH SIDE OF SR 26 AND THE EAST SIDE OF TOWN CENTER DRIVE WHILE CONSTRUCTING ALL IMPROVEMENTS ON THE SOUTH SIDE OF SR 26 AND WEST SIDE OF TOWN CENTER DRIVE. CONSTRUCT ALL FULL DEPTH PAVEMENT TO THE BOTTOM OF THE FINAL LIFT OF SUPERPAVE TYPE B WARM MIX. CONSTRUCT ALL RESIDENTIAL AND COMMERCIAL ENTRANCES.

5. PLACE WEDGE LIFT OF TYPE C WARM MIX TO THE APPROPRIATE GRADE AS NECESSARY TO MEET DROP-OFF CRITERIA AND OPERATE TWO-WAY TRAFFIC AT THE END OF EACH WORK DAY. MAINTAIN EXISTING CENTERLINE STRIPING.

6. ONCE THE NEW PEDESTRIAN FACILITY IS OPEN, REMOVE ALL PEDESTRIAN DETOUR SIGNAGE.

PHASE 3 STAGE 6: STA.125+75 TO 132+39, NORTH SIDE OF SR 26; NORTHWEST QUADRANT OF OLD MILL ROAD

1. MAINTAIN TEMPORARY CROSSWALK AT STATION 120+62. PLACE PEDESTRIAN DETOUR SIGNAGE AS SHOWN.

2. CONFIGURE TRAFFIC SIGNAL AT OLD MILL ROAD FOLLOWING THE SIGNAL SHEETS FOR THIS SECTION, PHASE, AND STAGE.

3. USING TA-10, TA-21, TA-23, AND TA-27 TO MAINTAIN TRAFFIC ON THE SOUTH SIDE OF SR 26 AND THE EAST SIDE OF OLD MILL ROAD. INSTALL ALL DRAINAGE AS SHOWN WITHIN THIS STAGE OF CONSTRUCTION. TYING INTO EXISTING CATCH BASIN AT STATION 131+98. COST TO TIE INTO EXISTING CATCH BASIN SHALL BE INCIDENTAL TO THE PIPE BEING INSTALLED. DO NOT DISTURB EXISTING PIPE CROSSING UNDER SR 26 EXCEPT AS NECESSARY TO CONNECT PROPOSED DRAINAGE. PATCH EXISTING HOT MIX AND DRIVEWAY'S ABOVE PIPES FOLLOWING THE PATCHING DETAIL.

4. USING TA-10, TA-21, TA-23, AND TA-27, MAINTAIN TRAFFIC ON THE SOUTH SIDE OF SR 26 AND THE EAST SIDE OF OLD MILL ROAD WHILE CONSTRUCTING ALL IMPROVEMENTS ON THE NORTH SIDE OF SR 26 AND WEST SIDE OF OLD MILL ROAD. CONSTRUCT ALL FULL DEPTH PAVEMENT TO THE BOTTOM OF THE FINAL LIFT OF SUPERPAVE TYPE B WARM MIX. CONSTRUCT ALL RESIDENTIAL AND COMMERCIAL ENTRANCES. REMOVE TEMPORARY SIDEWALK AS PROPOSED SIDEWALK IS INSTALLED.

5. PLACE WEDGE LIFT OF TYPE C WARM MIX TO THE APPROPRIATE GRADE AS NECESSARY TO MEET DROP-OFF CRITERIA AND OPERATE TWO-WAY TRAFFIC AT THE END OF EACH WORK DAY. MAINTAIN EXISTING CENTERLINE STRIPING. STRIPE PARKING LOT NEAR STATION 126+00 LEFT.

6. ONCE THE NEW PEDESTRIAN FACILITY IS OPEN, REMOVE TEMPORARY CROSSWALK AT STATION 120+62. REMOVE ALL PEDESTRIAN DETOUR SIGNAGE.

PHASE 3 STAGE 7: STA.132+39 TO 133+08, NORTH SIDE OF SR 26; NORTHEAST QUADRANT OF OLD MILL ROAD

1. CONFIGURE TRAFFIC SIGNAL AT OLD MILL ROAD FOLLOWING THE SIGNAL SHEETS FOR THIS SECTION, PHASE, AND STAGE.

2. INSTALL TEMPORARY CROSSWALKS AT INTERSECTION OF SR 26 AND OLD MILL DRIVE/TOWN CENTER DRIVE AS SHOWN. INSTALL TEMPORARY CURB RAMPS AT TEMPORARY CROSSWALK ON EAST SIDE OF INTERSECTION. INSTALL PEDESTRIAN DETOUR SIGNAGE AS SHOWN.

3. USING TA-10, TA-21, TA-23, AND TA-27, MAINTAIN TRAFFIC ON THE SOUTH SIDE OF SR 26 AND THE WEST SIDE OF OLD MILL ROAD WHILE CONSTRUCTING ALL IMPROVEMENTS ON THE NORTH SIDE OF SR 26 AND EAST SIDE OF OLD MILL ROAD. CONSTRUCT ALL FULL DEPTH PAVEMENT TO THE BOTTOM OF THE FINAL LIFT OF SUPERPAVE TYPE B WARM MIX. CONSTRUCT ALL RESIDENTIAL AND COMMERCIAL ENTRANCES.

4. PLACE WEDGE LIFT OF TYPE C WARM MIX TO THE APPROPRIATE GRADE AS NECESSARY TO MEET DROP-OFF CRITERIA AND OPERATE TWO-WAY TRAFFIC AT THE END OF EACH WORK DAY. MAINTAIN EXISTING CENTERLINE STRIPING.

PHASE 3 STAGE 8: STA.132+39 TO 133+08, SOUTH SIDE OF SR 26; SOUTHEAST QUADRANT OF TOWN CENTER DRIVE

1. CONFIGURE TRAFFIC SIGNAL AT OLD MILL ROAD FOLLOWING THE SIGNAL SHEETS FOR THIS SECTION, PHASE, AND STAGE. INSTALL ITMS CONDUIT AND JUNCTION WELLS.

2. MAINTAIN TEMPORARY CROSSWALK AND TEMPORARY CURB RAMPS. PLACE PEDESTRIAN DETOUR SIGNAGE AS SHOWN.

3. USING TA-10, TA-21, TA-23, AND TA-27, MAINTAIN TRAFFIC ON THE NORTH SIDE OF SR 26 AND THE WEST SIDE OF TOWN CENTER DRIVE WHILE CONSTRUCTING ALL IMPROVEMENTS ON THE SOUTH SIDE OF SR 26 AND EAST SIDE OF TOWN CENTER DRIVE. CONSTRUCT ALL FULL DEPTH PAVEMENT TO THE BOTTOM OF THE FINAL LIFT OF SUPERPAVE TYPE B WARM MIX. CONSTRUCT ALL RESIDENTIAL AND COMMERCIAL ENTRANCES.

4. MILL EXISTING ROADWAY AS NECESSARY AND/OR PLACE WEDGE LIFT OF TYPE C WARM MIX TO THE APPROPRIATE GRADE TO MEET DROP-OFF CRITERIA AND OPERATE TWO-WAY TRAFFIC AT THE END OF EACH WORK DAY. MAINTAIN EXISTING CENTERLINE STRIPING.

5. ONCE THE NEW PEDESTRIAN FACILITY IS OPEN, REMOVE ALL TEMPORARY CROSSWALKS AND PEDESTRIAN DETOUR SIGNAGE AS SHOWN.

6. CONTRACTOR SHALL MAINTAIN PEDESTRIAN SIGNALS DURING CONSTRUCTION.

PHASE 3 STAGE 9: STA.117+75 TO 133+08, SR 26; DUKES DRIVE; OLD MILL ROAD; TOWN CENTER DRIVE

1. USING TA-10, TA-21, TA-23, AND TA-27 OF THE TRAFFIC CONTROL MANUAL, MAINTAIN TRAFFIC TO COMPLETE ALL ROADWAY PAVING TO THE BOTTOM OF THE SUPERPAVE TYPE C LIFT.

2. PLACE TEMPORARY MATERIAL AT NECESSARY LOCATIONS (LIMITS, ENTRANCES, MANHOLES, ETC). PLACE TEMPORARY STRIPING FOLLOWING THE EXISTING CONFIGURATION AND TYING INTO THE EXISTING MARKINGS AS DIRECTED BY THE ENGINEER IN THE FIELD.

3. CONFIGURE TRAFFIC SIGNAL AT OLD MILL ROAD FOLLOWING THE SIGNAL CONFIGURATION FOR THIS SECTION, PHASE, AND STAGE.

4. STABILIZE ALL DISTURBED AREAS WITHIN PHASE 3 USINGING PERMANENT STABILIZATION MEASURES.

5. AT THE DIRECTION OF THE ENGINEER, REMOVE ALL EROSION AND SEDIMENT CONTROL DEVICES WITHIN PHASE 3.

PHASE 4: STA.116+75 TO STA.162+61, SR 26; CEDAR DRIVE; DUKES DRIVE; OLD MILL ROAD; OLD SCHOOL LANE; TOWN CENTER DRIVE

PHASE 4, STAGE 1: STA.116+75 TO STA.162+61, SR 26; CEDAR DRIVE; DUKES DRIVE; OLD MILL ROAD; OLD SCHOOL LANE; TOWN CENTER DRIVE

1. USING TA-10 OF THE TRAFFIC CONTROL MANUAL, CONSTRUCT TRAFFIC CHANNELIZING ISLANDS AT INTERSECTION OF SR26 AND CEDAR DRIVE.

2. USING TA-10, TA- 17A, TA- 17B, TA-21, TA-23, AND TA-27 OF THE TRAFFIC CONTROL MANUAL, MAINTAIN TRAFFIC TO PERFORM MILLING AND REMOVAL OF TEMPORARY MATERIAL. PROFILE MILL FROM EASTERN LIMITS OF SECTION 2 TO EASTERN LIMITS OF SECTION 1, PHASE 3, AND FROM WESTERN LIMITS OF SECTION 1, PHASE 3 TO WESTERN LIMITS OF SECTION 2. WITHIN THE LIMITS OF SECTION 1, PHASE 3, PERFORM 2.00" MILLING (ITEM # 760000 - PAVEMENT - MILLING, HOT MIX) TO REMOVE C COURSE PLACED IN SECTION 1, PHASE 3. PLACE FINAL 2.00" LIFT OF SUPERPAVE TYPE C ON ROADWAY FROM STATION 116+75 TO STATION 162+61, MATCHING PAVEMENT PLACED IN SECTION 1 AT EAST END. PLACE TYPE C WEDGE AT WEST END TO MEET EXISTING PAVEMENT.

3. PLACE PERMANENT PAVEMENT MARKINGS THROUGH SECTION 2 AS SHOWN ON THE SIGNING AND STRIPING SHEETS, TYING INTO SECTION 1 AT THE EASTERN LIMITS AND EXISTING STRIPING AT THE WESTERN LIMITS AS DIRECTED BY THE ENGINEER IN THE FIELD. TIE TO EXISTING STRIPING AT WESTERN LIMITS SHALL BE DONE USING TEMPORARY TAPE. NO TEMPORARY MARKINGS SHALL BE PLACED ON NEW PAVEMENT WITH PAINT.

4. CONFIGURE SIGNAL AT OLD MILL ROAD FOLLOWING THE SIGNAL PLANS FOR THIS SECTION, PHASE, AND STAGE.

5. ALL DISTURBED AREAS SHALL BE GRADED TO DRAIN PROPERLY. STABILIZE ALL DISTURBED AREAS WITHIN SECTION 2 USING PERMANENT STABILIZATION MEASURES.

6. AT THE DIRECTION OF THE ENGINEER, REMOVE ALL EROSION AND SEDIMENT CONTROL DEVICES WITHIN SECTION 2

7. ALL AREAS DISTURBED BY THE REMOVAL OF THE EROSION AND SEDIMENT CONTROL SYSTEMS SHALL BE STABILIZED AS DIRECTED BY THE ENGINEER WITH ALL COSTS INCIDENTAL TO THE ITEM OF EROSION AND SEDIMENT CONTROL BEING REMOVED.

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CONTRACT	COUNTY	F.A.P. NO.	SHEET NO.	TOTAL SHTS.
T200411210	SUSSEX	SEE TITLE SHEET	218	589

SR 26, ATLANTIC AVENUE FROM CLARKSVILLE TO ASSAWOMAN CANAL

REVISIONS

SECTION 3: STA.78+00 TO STA.116+75,SR 26;CLUBHOUSE ROAD;RAILWAY ROAD;WHITE'S NECK ROAD;WINDMILL ROAD

PHASE 1: STA.78+00 TO STA.116+75,SR 26;CLUBHOUSE ROAD;RAILWAY ROAD;WHITE'S NECK ROAD;WINDMILL ROAD

PHASE 1,STAGE 1: STA.78+00 TO STA.116+75,SR 26;CLUBHOUSE ROAD;RAILWAY ROAD;WHITE'S NECK ROAD;WINDMILL ROAD

1. MAINTAIN PREVIOUSLY INSTALLED ADVANCED WARNING SIGNS FOR ALL SECTIONS,INCLUDING BUSINESSES OPEN SIGNS.

2. CLEAR AND GRUB AS NECESSARY TO INSTALL ALL PERIMETER EROSION AND SEDIMENT CONTROLS WITHIN SECTION 3. HAUL ALL MATERIAL TO AN APPROVED OFF-SITE FACILITY. INSTALL ALL PERIMETER EROSION AND SEDIMENT CONTROLS WITHIN SECTION 3.

PHASE 2: STA.106+00 TO 116+75,SR 26;CLUBHOUSE ROAD;RAILWAY ROAD;WINDMILL ROAD

PHASE 2 STAGE 1: STA.106+00 TO 116+75,SR 26;WINDMILL ROAD

1. CLEAR AND GRUB FROM EDGE OF EXISTING PAVEMENT TO LOC LINE WITHIN PHASE 2 AND INSTALL ALL EROSION AND SEDIMENT CONTROLS FOR PHASE 2 AS SHOWN ON THE EROSION AND SEDIMENT CONTROL PLANS. HAUL MATERIAL TO AN APPROVED OFF-SITE FACILITY. USE TA-10 OF THE TRAFFIC CONTROL MANUAL AS NECESSARY.

PHASE 2 STAGE 2: STA.112+12 TO 116+75,SOUTH SIDE OF SR 26;EAST SIDE OF WINDMILL ROAD

1. CONSTRUCT STORMWATER MANAGEMENT POND FOLLOWING THE SEQUENCE OF CONSTRUCTION SHOWN ON THE STORMWATER DETAIL PLAN. THE STORMWATER POND SHALL FUNCTION AS A SEDIMENT TRAP DURING THIS PHASE OF CONSTRUCTION.

2. INSTALL ITMS CONDUIT AND JUNCTION WELLS FROM STATION 113+00 TO STATION 116+75.

3. USING TA-10 TO MAINTAIN TRAFFIC ON THE NORTH SIDE OF SR 26,INSTALL POND INLET PIPE, DRAINAGE INLET,AND PORTION OF CROSS-ROAD PIPE AT STATION 115+10 AS SHOWN WITHIN THIS STAGE OF CONSTRUCTION. CONSTRUCT ROADWAY CROSS-PIPE AT STATION 115+10 TO A MINIMUM OF 2 FEET BEYOND THE CENTERLINE OF EXISTING ROADWAY AND TEMPORARILY PLUG FOR CONNECTION IN A LATER STEP. PATCH PAVEMENT ABOVE ROADWAY CROSS-PIPE,FOLLOWING THE PATCHING DETAIL AND MATCHING EXISTING GRADE. PATCH EXISTING HOT MIX AND DRIVEWAYS ABOVE PIPES FOLLOWING THE PATCHING DETAIL.

4. USING TA-10 OF THE TRAFFIC CONTROL MANUAL TO MAINTAIN TRAFFIC ON THE SOUTH SIDE OF SR 26,COMPLETE CONSTRUCTION OF CROSS-ROAD PIPE AS SHOWN WITHIN THIS STAGE OF CONSTRUCTION AND INSTALL DRAINAGE INLET ON NORTH SIDE OF SR 26. TEMPORARILY PLUG UNUSED PIPE OPENINGS TO ALLOW FOR CONNECTION IN A LATER STAGE. REMOVE EXISTING INLET AT STATION 115+20 AND CAP AND FILL EXISTING PIPE. PATCH PAVEMENT ABOVE ROADWAY CROSS-PIPES, FOLLOWING THE PATCHING DETAIL AND MATCHING EXISTING GRADE. PATCH EXISTING HOT MIX AND DRIVEWAYS ABOVE PIPES FOLLOWING THE PATCHING DETAIL.

5. USING THE TA-10 OF THE TRAFFIC CONTROL MANUAL,MAINTAIN TRAFFIC ON THE NORTH SIDE OF SR 26 WHILE CONSTRUCTING ALL IMPROVEMENTS ON THE SOUTH SIDE OF SR 26. CONSTRUCT ALL FULL DEPTH PAVEMENT TO THE BOTTOM OF THE FINAL LIFT OF SUPERPAVE TYPE B WARM MIX. CONSTRUCT ALL COMMERCIAL AND RESIDENTIAL ENTRANCES.

6. PLACE WEDGE LIFT OF TYPE C WARM MIX TO THE APPROPRIATE GRADE AS NECESSARY TO MEET DROP-OFF CRITERIA AND OPERATE TWO-WAY TRAFFIC AT THE END OF EACH WORK DAY. MAINTAIN EXISTING CENTERLINE STRIPING.

7. USING TA-3 OF THE TRAFFIC CONTROL MANUAL TO MAINTAIN TWO LANES OF TRAFFIC ON WINDMILL ROAD,CONSTRUCT SIDEWALK ALONG EAST SIDE OF WINDMILL ROAD. CONTRACTOR SHALL ONLY EXCAVATE AREAS THAT CAN BE COVERED WITH STONE BY THE END OF EACH WORK DAY. NO UNSTABILIZED AREAS SHALL BE EXPOSED AT THE END OF EACH WORK DAY.

PHASE 2 STAGE 3: STA.106+25 TO 109+50,SOUTH SIDE OF SR 26

1. CONSTRUCT RETAINING WALLS AT STATION 106+25 RIGHT AND 107+50 RIGHT.

2. INSTALL ITMS CONDUIT AND JUNCTION WELLS WITHIN THE LIMITS OF THIS STAGE.

3. USING TA-10,MAINTAIN TRAFFIC ON THE NORTH SIDE OF SR 26 WHILE CONSTRUCTING ALL IMPROVEMENTS ON THE SOUTH SIDE OF SR 26 .CONSTRUCT ALL FULL DEPTH PAVEMENT TO THE BOTTOM OF THE FINAL LIFT OF SUPERPAVE TYPE B WARM MIX. CONSTRUCT ALL COMMERCIAL AND RESIDENTIAL ENTRANCES.

4. PLACE WEDGE LIFT OF TYPE C WARM MIX TO THE APPROPRIATE GRADE AS NECESSARY TO MEET DROP-OFF CRITERIA AND OPERATE TWO-WAY TRAFFIC AT THE END OF EACH WORK DAY. MAINTAIN EXISTING CENTERLINE STRIPING.

PHASE 2 STAGE 4: STA 108+80 TO 115+93,NORTH SIDE OF SR26;EAST SIDE OF RAILWAY ROAD; WEST SIDE OF CLUBHOUSE ROAD.

1. USING TA-10,TA-21,TA-23,AND TA-27 TO MAINTAIN TRAFFIC ON THE SOUTH SIDE OF SR 26,WEST SIDE OF RAILWAY ROAD,AND EAST SIDE OF CLUBHOUSE ROAD,INSTALL ALL,DRAINAGE AND ROADWAY CROSS-PIPES SHOWN WITHIN THIS STAGE OF CONSTRUCTION. CONNECT DRAINAGE TO NEW INLETS PLACED IN A PRIOR SECTION AND STAGE. CONSTRUCT ROADWAY CROSS-PIPES AT RAILWAY ROAD AND CLUBHOUSE ROAD TO A MINIMUM OF 2 FEET BEYOND THE CENTERLINE OF EXISTING ROADWAY AND TEMPORARILY PLUG FOR CONNECTION IN A LATER STAGE. RESET INLET GRATE AT STATION 112+87 LEFT TO MATCH PROPOSED GRADE.PATCH EXISTING HOT MIX AND DRIVEWAYS ABOVE PIPES FOLLOWING THE PATCHING DETAIL.

2. USING TA-10,TA-21,TA-23,AND TA-27,MAINTAIN TRAFFIC ON THE SOUTH SIDE OF SR 26,WEST SIDE OF RAILWAY ROAD,AND EAST SIDE OF CLUBHOUSE ROAD WHILE CONSTRUCTING ALL IMPROVEMENTS ON THE NORTH SIDE OF SR 26,EAST SIDE OF RAILWAY ROAD,AND WEST SIDE OF CLUBHOUSE ROAD. CONSTRUCT ALL FULL DEPTH PAVEMENT TO THE BOTTOM OF THE FINAL LIFT OF SUPERPAVE TYPE B WARM MIX. CONSTRUCT ALL RESIDENTIAL AND COMMERCIAL ENTRANCES.

3. PLACE WEDGE LIFT OF TYPE C WARM MIX TO THE APPROPRIATE GRADE AS NECESSARY TO MEET DROP-OFF CRITERIA AND OPERATE TWO-WAY TRAFFIC AT THE END OF EACH WORK DAY. MAINTAIN EXISTING CENTERLINE STRIPING.

PHASE 2 STAGE 5: STA 115+93 TO 116+75,NORTH SIDE OF SR 26;EAST SIDE OF CLUBHOUSE ROAD.

1. USING TA-10,TA-21,TA-23,AND TA-27 TO MAINTAIN TRAFFIC ON THE SOUTH SIDE OF SR 26 AND WEST SIDE OF CLUBHOUSE ROAD,COMPLETE CONSTRUCTION OF ROADWAY PIPE UNDER CLUBHOUSE ROAD. PATCH PAVEMENT ABOVE PIPE FOLLOWING THE PATCHING DETAIL.

2. USING TA-10,TA-21,TA-23,AND TA-27,MAINTAIN TRAFFIC ON THE SOUTH SIDE OF SR 26 AND WEST SIDE OF CLUBHOUSE ROAD WHILE CONSTRUCTING ALL IMPROVEMENTS ON THE NORTH SIDE OF SR 26 AND EAST SIDE OF CLUBHOUSE ROAD. CONSTRUCT ALL FULL DEPTH PAVEMENT TO THE BOTTOM OF THE FINAL LIFT OF SUPERPAVE TYPE B WARM MIX. CONSTRUCT ALL RESIDENTIAL AND COMMERCIAL ENTRANCES.

3. PLACE WEDGE LIFT OF TYPE C WARM MIX TO THE APPROPRIATE GRADE AS NECESSARY TO MEET DROP-OFF CRITERIA AND OPERATE TWO-WAY TRAFFIC AT THE END OF EACH WORK DAY. MAINTAIN EXISTING CENTERLINE STRIPING.

PHASE 2 STAGE 6: STA 106+00 TO 108+80,NORTH SIDE OF SR 26;WEST SIDE OF RAILWAY ROAD.

1. USING TA-10,TA-21,TA-23,AND TA-27 TO MAINTAIN TRAFFIC ON THE SOUTH SIDE OF SR 26 AND EAST SIDE OF RAILWAY ROAD,CONSTRUCT ALL DRAINAGE SHOWN IN THIS STAGE. COMPLETE CONSTRUCTION OF ROADWAY CROSS-PIPE UNDER RAILWAY ROAD. PATCH PAVEMENT ABOVE PIPES FOLLOWING THE PATCHING DETAIL. PATCH EXISTING HOT MIX AND DRIVEWAYS ABOVE PIPES FOLLOWING THE PATCHING DETAIL.

2. USING TA-10,TA-21,TA-23,AND TA-27,MAINTAIN TRAFFIC ON THE SOUTH SIDE OF SR 26 AND EAST SIDE OF RAILWAY ROAD WHILE CONSTRUCTING ALL IMPROVEMENTS ON THE NORTH SIDE OF SR 26 AND WEST SIDE OF RAILWAY ROAD. CONSTRUCT ALL FULL DEPTH PAVEMENT TO THE BOTTOM OF THE FINAL LIFT OF SUPERPAVE TYPE B WARM MIX. CONSTRUCT ALL RESIDENTIAL AND COMMERCIAL ENTRANCES.

3. PLACE WEDGE LIFT OF TYPE C WARM MIX TO THE APPROPRIATE GRADE AS NECESSARY TO MEET DROP-OFF CRITERIA AND OPERATE TWO-WAY TRAFFIC AT THE END OF EACH WORK DAY. MAINTAIN EXISTING CENTERLINE STRIPING.

PHASE 2 STAGE 7: STA 106+00 TO 116+75,SR 26; CLUBHOUSE ROAD;RAILWAY ROAD

1. USING TA-10,TA-21,TA-23,AND TA-27 OF THE TRAFFIC CONTROL MANUAL,MAINTAIN TRAFFIC TO COMPLETE ALL ROADWAY PAVING TO THE BOTTOM OF THE SUPERPAVE TYPE C LIFT. NO PAVING WILL BE DONE IN AREA OF WINDMILL ROAD AND SR 26 CONSTRUCTED IN SECTION 1,PHASE 4.

2. PLACE TEMPORARY MATERIAL AT NECESSARY LOCATIONS (LIMITS,ENTRANCES,MANHOLES, ETC). PLACE TEMPORARY STRIPING FOLLOWING THE EXISTING CONFIGURATION AND TYING INTO THE EXISTING MARKINGS AS DIRECTED BY THE ENGINEER IN THE FIELD.

3. STABILIZE ALL DISTURBED AREAS WITHIN PHASE 2 USINGING PERMANENT STABILIZATION MEASURES.

4. AT THE DIRECTION OF THE ENGINEER,REMOVE ALL EROSION AND SEDIMENT CONTROL DEVICES WITHIN PHASE 2.

5. CONVERT SEDIMENT BASIN TO PERMANENT STORMWATER FACILITY FOLLOWING THE NOTES ON THE STORMWATER DETAIL SHEETS.

PHASE 3: STA.93+50 TO 106+25,SR 26

PHASE 3 STAGE 1: STA.93+50 TO 106+25,SR 26

1. CLEAR AND GRUB FROM EDGE OF EXISTING PAVEMENT TO LOC LINE WITHIN PHASE 3 AND INSTALL ALL EROSION AND SEDIMENT CONTROLS FOR PHASE 3 AS SHOWN ON THE EROSION AND SEDIMENT CONTROL PLANS. HAUL MATERIAL TO AN APPROVED OFF-SITE FACILITY. USE TA-10 OF THE TRAFFIC CONTROL MANUAL AS NECESSARY.

PHASE 3 STAGE 2: STA.98+50 TO 106+25,SOUTH SIDE OF SR 26

1. INSTALL ITMS AND JUNCTION WELLS WITHIN THE LIMITS OF THIS STAGE.

2. USING TA-10 OF THE TRAFFIC CONTROL MANUAL TO MAINTAIN TRAFFIC ON THE NORTH SIDE OF SR 26,INSTALL ALL DRAINAGE AND CROSS-ROAD PIPES AS SHOWN WITHIN THIS STAGE OF CONSTRUCTION. COMPLETE CONSTRUCTION OF ROADWAY CROSS-PIPE AT STATION 106+25. CONSTRUCT ROADWAY CROSS-PIPE AT STATION 101+10 TO A MINIMUM OF 2 FEET BEYOND THE CENTERLINE OF EXISTING ROADWAY AND TEMPORARILY PLUG FOR CONNECTION IN A LATER STEP. PATCH ALL PAVEMENT ABOVE ROADWAY CROSS-PIPES FOLLOWING THE PATCHING DETAIL AND MATCHING EXISTING GRADE. PATCH EXISTING HOT MIX AND DRIVEWAYS ABOVE PIPES FOLLOWING THE PATCHING DETAIL.

3. USING TA-10 OF THE TRAFFIC CONTROL MANUAL,MAINTAIN TRAFFIC ON THE NORTH SIDE OF SR 26 WHILE CONSTRUCTING ALL IMPROVEMENTS ON THE SOUTH SIDE OF SR 26. CONSTRUCT ALL FULL DEPTH PAVEMENT TO THE BOTTOM OF THE FINAL LIFT OF SUPERPAVE TYPE B WARM MIX. CONSTRUCT ALL COMMERCIAL AND RESIDENTIAL ENTRANCES.

4. PLACE WEDGE LIFT OF TYPE C WARM MIX TO THE APPROPRIATE GRADE AS NECESSARY TO MEET DROP-OFF CRITERIA AND OPERATE TWO-WAY TRAFFIC AT THE END OF EACH WORK DAY. MAINTAIN EXISTING CENTERLINE STRIPING.

PHASE 3 STAGE 3: STA.98+00 TO 106+00,NORTH SIDE OF SR 26

1. USING TA-10 OF THE TRAFFIC CONTROL MANUAL TO MAINTAIN TRAFFIC ON THE SOUTH SIDE OF SR 26,INSTALL ALL DRAINAGE AND CROSS-ROAD PIPES AS SHOWN WITHIN THIS STAGE OF CONSTRUCTION. COMPLETE CONSTRUCTION OF ROADWAY CROSS-PIPE AT STATION 101+10. PATCH ALL PAVEMENT ABOVE ROADWAY CROSS-PIPES FOLLOWING THE PATCHING DETAIL AND MATCHING EXISTING GRADE. PATCH EXISTING HOT MIX AND DRIVEWAYS ABOVE PIPES FOLLOWING THE PATCHING DETAIL.

2. USING TA-10 OF THE TRAFFIC CONTROL MANUAL,MAINTAIN TRAFFIC ON THE SOUTH SIDE OF SR 26 WHILE CONSTRUCTING ALL IMPROVEMENTS ON THE NORTH SIDE OF SR 26. CONSTRUCT ALL FULL DEPTH PAVEMENT TO THE BOTTOM OF THE FINAL LIFT OF SUPERPAVE TYPE B WARM MIX. CONSTRUCT ALL COMMERCIAL AND RESIDENTIAL ENTRANCES.

3. PLACE WEDGE LIFT OF TYPE C WARM MIX TO THE APPROPRIATE GRADE AS NECESSARY TO MEET DROP-OFF CRITERIA AND OPERATE TWO-WAY TRAFFIC AT THE END OF EACH WORK DAY. MAINTAIN EXISTING CENTERLINE STRIPING.

PHASE 3 STAGE 4: STA.93+50 TO 98+50,SOUTH SIDE OF SR 26

1. INSTALL ITMS CONDUIT AND JUNCTION WELLS WITHIN THE LIMITS OF THIS STAGE.

2. USING TA-10 OF THE TRAFFIC CONTROL MANUAL TO MAINTAIN TRAFFIC ON THE NORTH SIDE OF SR 26,INSTALL ALL DRAINAGE AS SHOWN WITHIN THIS STAGE OF CONSTRUCTION. PATCH EXISTING HOT MIX AND DRIVEWAYS ABOVE PIPES FOLLOWING THE PATCHING DETAIL.

3. USING TA-10 OF THE TRAFFIC CONTROL MANUAL,MAINTAIN TRAFFIC ON THE NORTH SIDE OF SR 26 WHILE CONSTRUCTING ALL IMPROVEMENTS ON THE SOUTH SIDE OF SR 26. CONSTRUCT ALL FULL DEPTH PAVEMENT TO THE BOTTOM OF THE FINAL LIFT OF SUPERPAVE TYPE B WARM MIX. CONSTRUCT ALL COMMERCIAL AND RESIDENTIAL ENTRANCES.

4. PLACE WEDGE LIFT OF TYPE C WARM MIX TO THE APPROPRIATE GRADE AS NECESSARY TO MEET DROP-OFF CRITERIA AND OPERATE TWO-WAY TRAFFIC AT THE END OF EACH WORK DAY. MAINTAIN EXISTING CENTERLINE STRIPING.

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SR 26, ATLANTIC AVENUE FROM CLARKSVILLE TO ASSAWOMAN CANAL

REVISIONS

PHASE 3 STAGE 5: STA.94+00 TO 98+00, NORTH SIDE OF SR 26

1. USING TA-10 OF THE TRAFFIC CONTROL MANUAL TO MAINTAIN TRAFFIC ON THE SOUTH SIDE OF SR 26 ,INSTALL ALL DRAINAGE AND CROSS-ROAD PIPES AS SHOWN WITHIN THIS STAGE OF CONSTRUCTION. PATCH EXISTING HOT MIX AND DRIVEWAYS ABOVE PIPES FOLLOWING THE PATCHING DETAIL.

2. USING TA-10 OF THE TRAFFIC CONTROL MANUAL, MAINTAIN TRAFFIC ON THE SOUTH SIDE OF SR 26 WHILE CONSTRUCTING ALL IMPROVEMENTS ON THE NORTH SIDE OF SR 26. CONSTRUCT ALL FULL DEPTH PAVEMENT TO THE BOTTOM OF THE FINAL LIFT OF SUPERPAVE TYPE B WARM MIX. CONSTRUCT ALL COMMERCIAL AND RESIDENTIAL ENTRANCES.

3. PLACE WEDGE LIFT OF TYPE C WARM MIX TO THE APPROPRIATE GRADE AS NECESSARY TO MEET DROP-OFF CRITERIA AND OPERATE TWO-WAY TRAFFIC AT THE END OF EACH WORK DAY. MAINTAIN EXISTING CENTERLINE STRIPING. STRIPE PARKING LOT NEAR STATION 96+00 LEFT.

PHASE 3 STAGE 6: STA.93+50 TO 106+25, SR 26

1. USING TA-10 OF THE TRAFFIC CONTROL MANUAL, MAINTAIN TRAFFIC TO COMPLETE ALL ROADWAY PAVING TO THE BOTTOM OF THE SUPERPAVE TYPE C LIFT.

2. PLACE TEMPORARY MATERIAL AT NECESSARY LOCATIONS (LIMITS, ENTRANCES, MANHOLES, ETC). PLACE TEMPORARY STRIPING FOLLOWING THE EXISTING CONFIGURATION AND TYING INTO THE EXISTING MARKINGS AS DIRECTED BY THE ENGINEER IN THE FIELD.

3. STABILIZE ALL DISTURBED AREAS WITHIN PHASE 3 USINGING PERMANENT STABILIZATION MEASURES.

4. AT THE DIRECTION OF THE ENGINEER, REMOVE ALL EROSION AND SEDIMENT CONTROL DEVICES WITHIN PHASE 3.

PHASE 4: STA.78+00 TO 94+00, SR 26; WHITE'S NECK ROAD

PHASE 4 STAGE 1: STA.78+00 TO 94+00

1. CLEAR AND GRUB FROM EDGE OF EXISTING PAVEMENT TO LOC LINE WITHIN PHASE 4 AND INSTALL ALL EROSION AND SEDIMENT CONTROLS FOR PHASE 4 AS SHOWN ON THE EROSION AND SEDIMENT CONTROL PLANS. HAUL MATERIAL TO AN APPROVED OFF-SITE FACILITY. USE TA-10 OF THE TRAFFIC CONTROL MANUAL AS NECESSARY.

PHASE 4 STAGE 2: STA.91+50 TO 91+75

1. USING TA-3 OF THE TRAFFIC CONTROL MANUAL TO MAINTAIN TWO LANES OF TRAFFIC ON THE NORTH SIDE OF SR 26, BLOCK OUTLET OF EXISTING CATCHBASIN AT STATION 91+65 RIGHT. CONTRACTOR SHALL BE RESPONSIBLE FOR PUMPING TO ENSURE THAT THIS CATCHBASIN REMAINS FREE OF STANDING WATER. ANY PUMPING SHALL OUTLET TO A STABILIZED OUTFALL IN THE ROADWAY DITCH AT STATION 93+50 RIGHT. PLUGGING EXISTING INLET AND ALL ITEMS ASSOCIATED WITH PUMPING SHALL BE INCIDENTAL TO REMOVAL OF THE EXISTING INLET.

2. USING TA-3 OF THE TRAFFIC CONTROL MANUAL, MAINTAIN TWO LANES OF TRAFFIC ON THE NORTH SIDE OF SR 26 WHILE CONSTRUCTING PROPOSED OUTLET PIPE AND INLET ON THE SOUTH SIDE OF SR 26. TEMPORARILY PLUG UNUSED PIPE OPENINGS IN INLET TO ALLOW FOR CONNECTION IN A LATER STEP AND STAGE. REMOVE EXISTING OUTLET DRAINAGE PIPE AS NEW PIPE IS CONSTRUCTED. USING TA-10 OF THE TRAFFIC CONTROL MANUAL TO MAINTAIN TRAFFIC ON THE NORTH SIDE OF SR 26, PLACE PORTION OF PROPOSED ROADWAY CROSS-PIPE AT STATION 91+68 TO A MINIMUM DISTANCE OF 2 FEET BEYOND CENTERLINE OF EXISTING ROAD AND TEMPORARILY PLUG FOR CONNECTION IN A LATER STEP. PATCH PAVEMENT ABOVE CROSS-ROAD PIPE FOLLOWING THE PATCHING DETAIL AND MATCHING EXISTING GRADE. PATCH EXISTING HOT MIX FOLLOWING THE PATCHING DETAIL.

3. USING TA-10 OF THE TRAFFIC CONTROL MANUAL TO MAINTAIN TRAFFIC ON THE SOUTH SIDE OF THE ROAD, COMPLETE CONSTRUCTION OF ROADWAY CROSS-PIPE AND INSTALL PROPOSED INLET AT STATION 91+68 LEFT. TEMPORARILY PLUG UNUSED PIPE OPENINGS TO ALLOW FOR CONNECTION IN A LATER STAGE. REMOVE EXISTING CATCHBASIN AT STATION 91+65 AND PORTION OF EXISTING PIPE UNDER ROADWAY TO A MINIMUM DISTANCE OF 2 FEET BEYOND CENTERLINE OF EXISTING ROADWAY. PATCH PAVEMENT ABOVE CROSS-ROAD PIPE, FOLLOWING THE PATCHING DETAIL AND MATCHING EXISTING GRADE. PATCH EXISTING HOT MIX FOLLOWING THE PATCHING DETAIL.

4. USING TA-10 OF THE TRAFFIC CONTROL MANUAL, MAINTAIN TRAFFIC ON THE NORTH SIDE OF SR 26 WHILE COMPLETING REMOVAL OF EXISTING DRAINAGE. PATCH PCC PAVEMENT ABOVE CROSS-ROAD PIPE, MATCHING EXISTING GRADE. PATCH EXISTING HOT MIX FOLLOWING THE PATCHING DETAIL. REMOVE PUMPING APPARATUS AND STABILIZED OUTFALL.

PHASE 4 STAGE 3: STA.87+50 TO 93+50, SOUTH SIDE OF SR 26

1. INSTALL ITMS CONDUIT AND JUNCTION WELLS WITHIN LIMITS OF THIS STAGE.

2. USING TA-10 OF THE TRAFFIC CONTROL MANUAL TO MAINTAIN TRAFFIC ON THE NORTH SIDE OF SR 26, INSTALL ALL DRAINAGE AND CROSS-ROAD PIPES AS SHOWN WITHIN THIS STAGE OF CONSTRUCTION. CONSTRUCT ROADWAY CROSS-PIPE AT STATION 87+50 TO A MINIMUM OF 2 FEET BEYOND THE CENTERLINE OF EXISTING ROADWAY AND TEMPORARILY PLUG FOR CONNECTION IN A LATER STEP. PATCH ALL PAVEMENT ABOVE ROADWAY CROSS-PIPES, FOLLOWING THE PATCHING DETAIL AND MATCHING EXISTING GRADE. PATCH EXISTING HOT MIX AND DRIVEWAYS ABOVE PIPES FOLLOWING THE PATCHING DETAIL.

3. USING TA-10 OF THE TRAFFIC CONTROL MANUAL, MAINTAIN TRAFFIC ON THE NORTH SIDE OF SR 26 WHILE CONSTRUCTING ALL IMPROVEMENTS ON THE SOUTH SIDE OF SR 26. CONSTRUCT ALL FULL DEPTH PAVEMENT TO THE BOTTOM OF THE FINAL LIFT OF SUPERPAVE TYPE B WARM MIX. CONSTRUCT ALL COMMERCIAL AND RESIDENTIAL ENTRANCES

4. PLACE WEDGE LIFT OF TYPE C WARM MIX TO THE APPROPRIATE GRADE AS NECESSARY TO MEET DROP-OFF CRITERIA AND OPERATE TWO-WAY TRAFFIC AT THE END OF EACH WORK DAY. MAINTAIN EXISTING CENTERLINE STRIPING.

PHASE 4 STAGE 4: STA.88+83 TO 94+00, NORTH SIDE OF SR26; EAST SIDE OF WHITE'S NECK ROAD

1. USING TA-10, TA-21, TA-23, AND TA-27 TO MAINTAIN TRAFFIC ON THE SOUTH SIDE OF SR 26 AND WEST SIDE OF WHITE'S NECK ROAD, INSTALL ALL DRAINAGE AND CROSS-ROAD PIPES AS SHOWN WITHIN THIS STAGE OF CONSTRUCTION. PATCH EXISTING HOT MIX AND DRIVEWAYS ABOVE PIPES FOLLOWING THE PATCHING DETAIL.

2. USING TA-10, TA-21, TA-23, AND TA-27, MAINTAIN TRAFFIC ON THE SOUTH SIDE OF SR 26 AND THE WEST SIDE OF WHITE'S NECK ROAD WHILE CONSTRUCTING ALL IMPROVEMENTS ON THE NORTH SIDE OF SR 26 AND THE EAST SIDE OF WHITE'S NECK ROAD. CONSTRUCT ALL FULL DEPTH PAVEMENT TO THE BOTTOM OF THE FINAL LIFT OF SUPERPAVE TYPE B WARM MIX. CONSTRUCT ALL COMMERCIAL AND RESIDENTIAL ENTRANCES.

4. PLACE WEDGE LIFT OF TYPE C WARM MIX TO THE APPROPRIATE GRADE AS NECESSARY TO MEET DROP-OFF CRITERIA AND OPERATE TWO-WAY TRAFFIC AT THE END OF EACH WORK DAY. MAINTAIN EXISTING CENTERLINE STRIPING.

PHASE 4 STAGE 5: STA.78+00 TO 87+50, SOUTH SIDE OF SR 26

1. INSTALL ITMS CONDUIT AND JUNCTION WELLS WITHIN LIMITS OF THIS STAGE.

2. USING TA-10 OF THE TRAFFIC CONTROL MANUAL TO MAINTAIN TRAFFIC ON THE NORTH SIDE OF SR 26, INSTALL ALL DRAINAGE AS SHOWN WITHIN THIS STAGE OF CONSTRUCTION. PATCH EXISTING HOT MIX AND DRIVEWAYS ABOVE PIPES FOLLOWING THE PATCHING DETAIL.

3. USING TA-10 OF THE TRAFFIC CONTROL MANUAL, MAINTAIN TRAFFIC ON THE NORTH SIDE OF SR 26 WHILE CONSTRUCTING ALL IMPROVEMENTS ON THE SOUTH SIDE OF SR 26. CONSTRUCT ALL FULL DEPTH PAVEMENT TO THE BOTTOM OF THE FINAL LIFT OF SUPERPAVE TYPE B WARM MIX. CONSTRUCT ALL COMMERCIAL AND RESIDENTIAL ENTRANCES.

4. PLACE WEDGE LIFT OF TYPE C WARM MIX TO THE APPROPRIATE GRADE AS NECESSARY TO MEET DROP-OFF CRITERIA AND OPERATE TWO-WAY TRAFFIC AT THE END OF EACH WORK DAY. MAINTAIN EXISTING CENTERLINE STRIPING.

PHASE 4 STAGE 6: STA.78+00 TO 88+83, NORTH SIDE OF SR 26, WEST SIDE OF WHITE'S NECK ROAD

1. USING TA-3 OF THE TRAFFIC CONTROL MANUAL TO MAINTAIN TWO LANES OF TRAFFIC ON THE SOUTH SIDE OF SR 26 AND EAST SIDE OF WHITE'S NECK ROAD, INSTALL ALL DRAINAGE AND CROSS-ROAD PIPES AS SHOWN WITHIN THIS STAGE OF CONSTRUCTION. COMPLETE CONSTRUCTION OF ROADWAY CROSS-PIPE AT STATION 87+50. PATCH PAVEMENT ABOVE PIPE, FOLLOWING THE PATCHING DETAIL AND MATCHING EXISTING GRADE. PATCH EXISTING HOT MIX AND DRIVEWAYS ABOVE PIPES FOLLOWING THE PATCHING DETAIL.

2. USING TA-10, TA-21, TA-23, AND TA-27, MAINTAIN TRAFFIC ON THE SOUTH SIDE OF SR 26 AND THE EAST SIDE OF WHITE'S NECK ROAD WHILE CONSTRUCTING ALL IMPROVEMENTS ON THE NORTH SIDE OF SR 26 AND THE WEST SIDE OF WHITE'S NECK ROAD. CONSTRUCT ALL FULL DEPTH PAVEMENT TO THE BOTTOM OF THE FINAL LIFT OF SUPERPAVE TYPE B WARM MIX. CONSTRUCT ALL COMMERCIAL AND RESIDENTIAL ENTRANCES. STRIPE PRIVATE PARKING LOT NEAR STATION 83+00 LEFT.

3. PLACE WEDGE LIFT OF TYPE C WARM MIX TO THE APPROPRIATE GRADE AS NECESSARY TO MEET DROP-OFF CRITERIA AND OPERATE TWO-WAY TRAFFIC AT THE END OF EACH WORK DAY. MAINTAIN EXISTING CENTERLINE STRIPING. STRIPE PARKING LOT NEAR 80+83 LEFT USING PERMANENT MARKINGS.

PHASE 4 STAGE 7: STA.78+00 TO 94+00, SR 26; WHITE'S NECK ROAD

1. USING TA-10, TA-21, TA-23, AND TA-27 OF THE TRAFFIC CONTROL MANUAL, MAINTAIN TRAFFIC TO COMPLETE ALL ROADWAY PAVING TO THE BOTTOM OF THE SUPERPAVE TYPE C LIFT.

2. PLACE TEMPORARY MATERIAL AT NECESSARY LOCATIONS (LIMITS, ENTRANCES, MANHOLES, ETC). PLACE TEMPORARY STRIPING FOLLOWING THE EXISTING CONFIGURATION AND TYING INTO THE EXISTING MARKINGS AS DIRECTED BY THE ENGINEER IN THE FIELD.

3. STABILIZE ALL DISTURBED AREAS WITHIN PHASE 4 USINGING PERMANENT STABILIZATION MEASURES.

4. AT THE DIRECTION OF THE ENGINEER, REMOVE ALL EROSION AND SEDIMENT CONTROL DEVICES WITHIN PHASE 4.

PHASE 5: STA.78+00 TO STA.116+75, SR 26; CLUBHOUSE ROAD, RAILWAY ROAD, WHITE'S NECK ROAD; WINDMILL ROAD

PHASE 5, STAGE 1: STA.78+00 TO STA.116+75, SR 26; CLUBHOUSE ROAD, RAILWAY ROAD, WHITE'S NECK ROAD; WINDMILL ROAD

1. USING TA-10, TA-17A, TA-17B, TA-21, TA-23, AND TA-27 OF THE TRAFFIC CONTROL MANUAL, MAINTAIN TRAFFIC TO PERFORM MILLING AND REMOVAL OF TEMPORARY MATERIAL. PROFILE MILL FROM EASTERN LIMITS OF SECTION 3 TO WESTERN LIMITS OF SECTION 3, EXCLUDING AREA WITHIN LIMITS OF SECTION 1, PHASE 4. WITHIN THE LIMITS OF SECTION 1, PHASE 4, PERFORM 2.00" MILLING (ITEM * 760000 - PAVEMENT - MILLING, HOT MIX) TO REMOVE C COURSE PLACED IN SECTION 1, PHASE 4. PLACE FINAL 2.00" LIFT OF SUPERPAVE TYPE C ON ROADWAY.

2. PLACE PERMANENT PAVEMENT MARKINGS THROUGH SECTION 3 AS SHOWN ON THE SIGNING AND STRIPING SHEETS, TYING INTO SECTION 2 AT THE EASTERN LIMITS AND EXISTING STRIPING AT THE WESTERN LIMITS AS DIRECTED BY THE ENGINEER IN THE FIELD. TIE TO EXISTING STRIPING AT WESTERN LIMITS SHALL BE DONE USING TEMPORARY TAPE. NO TEMPORARY MARKINGS SHALL BE PLACED ON NEW PAVEMENT WITH PAINT.

3. ALL DISTURBED AREAS SHALL BE GRADED TO DRAIN PROPERLY. STABILIZE ALL DISTURBED AREAS WITHIN SECTION 3 USING PERMANENT STABILIZATION MEASURES.

4. AT THE DIRECTION OF THE ENGINEER, REMOVE ALL EROSION AND SEDIMENT CONTROL DEVICES WITHIN SECTION 3

5. ALL AREAS DISTURBED BY THE REMOVAL OF THE EROSION AND SEDIMENT CONTROL SYSTEMS SHALL BE STABILIZED AS DIRECTED BY THE ENGINEER WITH ALL COSTS INCIDENTAL TO THE ITEM OF EROSION AND SEDIMENT CONTROL BEING REMOVED.

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SECTION 4: WESTERN LIMITS TO STA.78+00

PHASE 1: STA.20+18 TO STA.78+00,SR 26;IRON'S LANE;ROXANA ROAD

PHASE 1,STAGE 1:STA.20+18 TO STA.78+00,SR 26;IRON'S LANE;ROXANA ROAD

1. MAINTAIN PREVIOUSLY INSTALLED SIGNS FOR ALL SECTIONS,INCLUDING BUSINESSES OPEN SIGNS.

2. CLEAR AND GRUB AS NECESSARY TO INSTALL ALL PERIMETER EROSION AND SEDIMENT CONTROLS WITHIN SECTION 4 FROM STATION 20+18 TO 78+00. REMOVE ALL MATERIAL TO AN APPROVED OFF-SITE FACILITY. INSTALL ALL PERIMETER EROSION AND SEDIMENT CONTROLS WITHIN SECTION 4.

PHASE 2:STA.67+20 TO 78+00

PHASE 2 STAGE 1:STA.67+20 TO 78+00

1. CLEAR AND GRUB FROM EDGE OF EXISTING PAVEMENT TO LOC LINE WITHIN PHASE 2 AND INSTALL ALL EROSION AND SEDIMENT CONTROLS FOR PHASE 2 AS SHOWN ON THE EROSION AND SEDIMENT CONTROL PLANS. HAUL MATERIAL TO AN APPROVED OFF-SITE FACILITY. USE TA-10 OF THE TRAFFIC CONTROL MANUAL AS NECESSARY.

PHASE 2 STAGE 2:STA.67+20 TO 78+00,NORTH SIDE OF SR 26

1. CONSTRUCT STORMWATER MANAGEMENT POND FOLLOWING THE SEQUENCE OF CONSTRUCTION SHOWN ON THE STORMWATER DETAIL PLAN. THE STORMWATER POND SHALL FUNCTION AS A SEDIMENT BASIN DURING PHASES 2 AND 3 OF CONSTRUCTION.

2. USING TA-10 OF THE TRAFFIC CONTROL MANUAL TO MAINTAIN TRAFFIC ON THE SOUTH SIDE OF SR 26,CONSTRUCT ROADWAY CROSS-PIPE AT STATION 68+00 TO A MINIMUM OF 2 FEET BEYOND THE CENTERLINE OF EXISTING ROADWAY AND TEMPORARILY PLUG FOR CONNECTION IN A LATER STAGE. USING TA-3 OF THE TRAFFIC CONTROL MANUAL TO MAINTAIN TWO LANES OF TRAFFIC,INSTALL REMAINING DRAINAGE WITHIN THIS STAGE. CONSTRUCT DRAINAGE ENTERING WEST SIDE OF STORMWATER POND TO MANHOLES LOCATED AT STATION 67+35 LEFT. PATCH ALL HOT MIX FOLLOWING THE PATCHING DETAIL.

3. USING TA-10 OF THE TRAFFIC CONTROL MANUAL,MAINTAIN TRAFFIC ON THE SOUTH SIDE OF THE ROADWAY WHILE CONSTRUCTING ALL IMPROVEMENTS ON THE NORTH SIDE OF SR 26. CONSTRUCT ALL FULL DEPTH PAVEMENT TO THE BOTTOM OF THE FINAL LIFT OF SUPERPAVE TYPE B WARM MIX. CONSTRUCT ALL RESIDENTIAL AND COMMERCIAL ENTRANCES.

4. PLACE WEDGE LIFT OF TYPE C WARM MIX TO THE APPROPRIATE GRADE AS NECESSARY TO MEET DROP-OFF CRITERIA AND OPERATE TWO-WAY TRAFFIC AT THE END OF EACH WORK DAY. MAINTAIN EXISTING CENTERLINE STRIPING.

PHASE 2 STAGE 3: STA.67+20 TO 78+00,SOUTH SIDE OF SR 26

1. INSTALL ITMS CONDUIT AND JUNCTION WELLS WITHIN LIMITS OF THIS STAGE.

2. USING TA-10 OF THE TRAFFIC CONTROL MANUAL TO MAINTAIN TRAFFIC ON THE NORTH SIDE OF SR 26,COMPLETE INSTALLATION OF CROSS-ROAD PIPE AT STATION 68+00. USING TA-3 OF THE TRAFFIC CONTROL MANUAL,MAINTAIN TWO LANES OF TRAFFIC WHILE CONTINUING INSTALLATION OF DRAINAGE SHOWN IN THIS STAGE. REMOVE EXISTING BASIN AT STATION 68+03 RIGHT,PLUG EXISTING PIPE EXITING BASIN ON WEST SIDE,AND REMOVE EXISTING PIPE ENTERING BASIN ON EAST SIDE. INSTALL INLET AT STATION 68+03 RIGHT AND INSTALL PROPOSED DRAINAGE FROM STATION 68+03 RIGHT TO 69+00 RIGHT. CONSTRUCT TEMPORARY TIE-IN BETWEEN EXISTING AND PROPOSED DRAINAGE AS SHOWN. PATCH ALL HOT MIX FOLLOWING THE PATCHING DETAIL. ALL WORK IN THIS STEP SHALL BE COMPLETED WITHIN 1 WORKING DAY.

3. USING TA-3 OF THE TRAFFIC CONTROL MANUAL,CONSTRUCT REMAINING PROPOSED DRAINAGE FROM STATION 69+00 RIGHT TO STATION 78+00 RIGHT. CONSTRUCT PROPOSED DRAINAGE FROM 68+03 RIGHT TO 67+21 RIGHT. REMOVE EXISTING INLET AT STATION 67+23 RIGHT AND PLUG PIPE EXITING EXISTING BASIN. PATCH ALL HOT MIX FOLLOWING THE PATCHING DETAIL.

4. USING TA-10 OF THE TRAFFIC CONTROL MANUAL,MAINTAIN TRAFFIC ON THE NORTH SIDE OF THE ROADWAY WHILE CONSTRUCTING ALL IMPROVEMENTS ON THE SOUTH SIDE OF THE ROADWAY. BEGINNING AT STATION 78+00 AND WORKING WEST,REMOVE EXISTING DRAINAGE AS IMPROVEMENTS ARE CONSTRUCTED. CONSTRUCT ALL FULL DEPTH PAVEMENT TO THE BOTTOM OF THE FINAL LIFT OF SUPERPAVE TYPE B WARM MIX. CONSTRUCT ALL RESIDENTIAL AND COMMERCIAL ENTRANCES. REMOVE TEMPORARY PIPE AND PATCH NEW BASIN. COST TO PATCH BASIN SHALL BE INCIDENTAL TO INSTALLATION OF THE BASIN BEING PATCHED.

5. PLACE WEDGE LIFT OF TYPE C WARM MIX TO THE APPROPRIATE GRADE AS NECESSARY TO MEET DROP-OFF CRITERIA AND OPERATE TWO-WAY TRAFFIC AT THE END OF EACH WORK DAY. MAINTAIN EXISTING CENTERLINE STRIPING.

PHASE 2 STAGE 4:STA 67+20 TO 78+00,SR 26

1. USING TA-10 OF THE TRAFFIC CONTROL MANUAL,MAINTAIN TRAFFIC TO COMPLETE ALL ROADWAY PAVING TO THE BOTTOM OF THE SUPERPAVE TYPE C LIFT.

2. PLACE TEMPORARY MATERIAL AT NECESSARY LOCATIONS (LIMITS,ENTRANCES,MANHOLES, ETC). PLACE TEMPORARY STRIPING FOLLOWING THE EXISTING CONFIGURATION AND TYING INTO THE EXISTING MARKINGS AS DIRECTED BY THE ENGINEER IN THE FIELD.

3. STABILIZED ALL DISTURBED AREAS WITHIN PHASE 2 USINGING PERMANENT STABILIZATION MEASURES.

4. AT THE DIRECTION OF THE ENGINEER,REMOVE ALL EROSION AND SEDIMENT CONTROL DEVICES WITHIN PHASE 2.

PHASE 3: STA.48+40 TO 67+20,SR 26;ROXANA ROAD

PHASE 3 STAGE 1:STA.48+40 TO 67+20,SR 26;ROXANA ROAD

1. CLEAR AND GRUB FROM EDGE OF EXISTING PAVEMENT TO LOC LINE WITHIN PHASE 3 AND INSTALL ALL EROSION AND SEDIMENT CONTROLS FOR PHASE 3 AS SHOWN ON THE EROSION AND SEDIMENT CONTROL PLANS. HAUL MATERIAL TO AN APPROVED OFF-SITE FACILITY. USE TA-10 OF THE TRAFFIC CONTROL MANUAL AS NECESSARY.

PHASE 3 STAGE 2: STA.56+50 TO 67+20,NORTH SIDE OF SR 26

1. INSTALL AND CONFIGURE PROPOSED TRAFFIC SIGNAL AND INTERSECTION STRIPING FOLLOWING THE SIGNAL PLANS FOR THIS SECTION,PHASE,AND STAGE. INSTALL ITMS CONDUIT AND JUNCTION WELLS ALONG SOUTH SIDE OF SR 26 WITHIN LIMITS OF THIS STAGE.

2. USING TA-3 OF THE TRAFFIC CONTROL MANUAL TO MAINTAIN TWO LANES OF TRAFFIC ON SR 26. CONSTRUCT PARALLEL PIPE RUN TO STATION 66+60. REMOVE EXISTING CATCH BASIN AND PIPE AT STATION 67+18 LEFT. PATCH ALL HOT MIX FOLLOWING THE PATCHING DETAIL.

3. USING TA-10 TO MAINTAIN TRAFFIC ON THE SOUTH SIDE OF SR 26,REMOVE EXISTING ROADWAY CROSS-PIPE TO A DISTANCE OF 4 FEET BEYOND EXISTING ROADWAY CENTERLINE. PLACE PROPOSED MANHOLE AT STATION 66+60 LEFT.

4. USING TA-10 TO MAINTAIN TRAFFIC ON THE SOUTH SIDE OF SR 26,PLACE 1 SEGMENT OF EACH PARALLEL PIPE ALONG NORTH SHOULDER OF SR 26 AS REQUIRED TO EXTEND BEYOND THE PROPOSED MANHOLE INSTALL IN PREVIOUS STEP.

5. USING TA-10 OF THE TRAFFIC CONTROL MANUAL,CONSTRUCT PORTION OF PROPOSED ROADWAY CROSS-PIPE. TIE NEW PORTION OF PIPE INTO EXISTING PIPE USING TEMPORARY JUNCTION BOX. PATCH HOT MIX ABOVE CROSS-PIPE IN AREA OF MILL AND OVERLAY FOLLOWING THE HOT MIX PATCHING DETAIL. STEPS 3-5 SHALL BE COMPLETED WITHIN 1 WORKING DAY.

6. USING TA-3 TO MAINTAIN TWO LANES OF TRAFFIC ON SR 26,COMPLETE CONSTRUCTION OF ALL LATERAL DRAINAGE AS SHOWN. CONSTRUCT PROPOSED INLET AT STATION 56+50 LEFT AND TEMPORARILY PLUG UNUSUED PIPE OPENINGS TO ALLOW FOR CONNECTION IN A LATER STAGE. USING TA-10 TO MAINTAIN TRAFFIC ON THE SOUTH SIDE OF SR 26,CONSTRUCT ROADWAY CROSS-PIPE AT STATION 56+50 TO A MINIMUM OF 2 FEET BEYOND CENTERLINE OF EXISTING ROADWAY AND TEMPORARILY PLUG FOR CONNECTION IN A LATER STAGE. PATCH EXISTING HOT MIX IN AREAS OF MILL AND OVERLAY FOLLOWING THE HOT MIX PATCHING DETAIL. PATCH EXISTING HOT MIX IN AREAS OF FULL DEPTH REPLACEMENT USING TEMPORARY ROADWAY MATERIALS. PATCH DRIVEWAYS ABOVE PIPES USING TEMPORARY ROADWAY MATERIALS.

7. USING TA-10 OF THE TRAFFIC CONTROL MANUAL,MAINTAIN TRAFFIC ON THE SOUTH SIDE OF THE ROADWAY WHILE CONSTRUCTING ALL IMPROVEMENTS ON THE NORTH SIDE OF SR 26. CONSTRUCT ALL FULL DEPTH PAVEMENT TO THE BOTTOM OF THE FINAL LIFT OF SUPERPAVE TYPE B WARM MIX. CONSTRUCT ALL RESIDENTIAL AND COMMERCIAL ENTRANCES.

8. PLACE WEDGE LIFT OF TYPE C WARM MIX TO THE APPROPRIATE GRADE AS NECESSARY TO MEET DROP-OFF CRITERIA AND OPERATE TWO-WAY TRAFFIC AT THE END OF EACH WORK DAY. MAINTAIN EXISTING CENTERLINE STRIPING.

PHASE 3 STAGE 3: STA.63+12 TO 67+20,SOUTH SIDE OF SR 26;EAST SIDE OF ROXANA ROAD

1. INSTALL AND CONFIGURE PROPOSED TRAFFIC SIGNAL AND INTERSECTION STRIPING FOLLOWING THE SIGNAL PLANS FOR THIS SECTION,PHASE,AND STAGE.

2. USING TA-10,TA-21,AND TA-23 TO MAINTAIN TRAFFIC,REMOVE EXISTING TRAFFIC CHANNELIZING ISLAND AT INTERSECTION OF SR 26 AND ROXANA ROAD. PLACE TEMPORARY MATERIAL TO MATCH EXISTING GRADE.

3. USING TA-3 TO MAINTAIN TWO LANES OF TRAFFIC ON THE NORTH SIDE OF SR 26,REMOVE EXISTING INLET PIPE ON THE SOUTH SIDE OF THE EXISTING BASIN AT STATION 66+32 RIGHT. CONTRACTOR SHALL PUMP WATER FROM THE EXISTING PARKING LOT INTO THE EXISTING BASIN IF NECESSARY. COST TO PUMP WATER SHALL BE INCIDENTAL TO THE BASIN BEING INSTALLED.

4. USING TA-10 TO MAINTAIN TRAFFIC ON THE WEST SIDE OF ROXANA ROAD INSTALL DRAINAGE FROM NEW INLET AT STATION 67+21 TO CENTERLINE OF EXISTING ROXANA ROAD. TEMPORARILY PLUG PROPOSED ROADWAY CROSS-PIPE UNDER ROXANA ROAD FOR CONNECTION IN A LATER STAGE. PATCH ROADWAY ABOVE PIPE FOLLOWING THE PATCHING DETAIL. REMOVE ONLY EXISTING DRAINAGE NECESSARY TO INSTALL PROPOSED DRAINAGE.

5. USING TA-3 TO MAINTAIN TWO LANES OF TRAFFIC ON THE NORTH SIDE OF SR 26 AND TA-10 TO MAINTAIN TRAFFIC ON THE WEST SIDE OF ROXANA ROAD,REMOVE EXISTING DRAINAGE ALONG SOUTH SIDE OF SR 26 AND EAST SIDE OF ROXANA ROAD FROM STATION 62+50 TO 67+21. USING TA-3 TO MAINTAIN TRAFFIC ON THE NORTH SIDE OF SR 26,REMOVE TEMPORARY JUNCTION BOX ON CROSS-ROAD PIPE AT STATION 66+45 AND COMPLETE CONSTRUCTION OF CROSS-ROAD PIPE. PATCH ALL HOT MIX FOLLOWING THE PATCHING DETAIL.

6. USING TA-10,TA-21,AND TA-23 TO MAINTAIN TRAFFIC ON THE NORTH SIDE OF SR 26 AND THE WEST SIDE OF ROXANA ROAD WHILE CONSTRUCTING ALL IMPROVEMENTS ON THE SOUTH SIDE OF SR 26 AND EAST SIDE OF ROXANA ROAD. CONSTRUCT ALL FULL DEPTH PAVEMENT TO THE BOTTOM OF THE FINAL LIFT OF SUPERPAVE TYPE B WARM MIX. CONSTRUCT ALL RESIDENTIAL AND COMMERCIAL ENTRANCES.

7. PLACE WEDGE LIFT OF TYPE C WARM MIX TO THE APPROPRIATE GRADE AS NECESSARY TO MEET DROP-OFF CRITERIA AND OPERATE TWO-WAY TRAFFIC AT THE END OF EACH WORK DAY. MAINTAIN EXISTING CENTERLINE STRIPING.

PHASE 3 STAGE 4: STA.56+50 TO 63+12,SOUTH SIDE OF SR 26;WEST SIDE OF ROXANA ROAD

1. USING TA-3 TO MAINTAIN TRAFFIC ON THE NORTH SIDE OF SR 26,COMPLETE CONSTRUCTION OF PROPOSED CROSS-ROAD PIPE AT STATION 56+50 AND CONSTRUCT PROPOSED INLET AT STATION 56+50 RIGHT. TEMPORARILY PLUG UNUSED PIPE OPENINGS TO ALLOW FOR CONNECTION IN A LATER STAGE. USING TA-3 TO MAINTAIN TWO LANES OF TRAFFIC ON THE NORTH SIDE OF SR 26,CONSTRUCT DRAINAGE ALONG SOUTH SIDE OF SR 26. PATCH ALL HOT MIX FOLLOWING THE PATCHING DETAIL. USING TA-10 TO MAINTAIN TRAFFIC ON THE EAST SIDE OF ROXANA ROAD,COMPLETE CONSTRUCTION OF PROPOSED CROSS-ROAD PIPE UNDER ROXANA ROAD AND INSTALL PROPOSED BASIN. PATCH ROADWAY ABOVE PIPE FOLLOWING THE PATCHING DETAIL.

2. USING THE TA-10,TA-21,AND TA-23,MAINTAIN TRAFFIC ON THE NORTH SIDE OF SR 26 AND THE EAST SIDE OF ROXANA ROAD WHILE CONSTRUCTING ALL IMPROVEMENTS ON THE SOUTH SIDE OF SR 26 AND WEST SIDE OF ROXANA ROAD. CONSTRUCT ALL FULL DEPTH PAVEMENT TO THE BOTTOM OF THE FINAL LIFT OF SUPERPAVE TYPE B WARM MIX. CONSTRUCT ALL RESIDENTIAL AND COMMERCIAL ENTRANCES.

3. PLACE WEDGE LIFT OF TYPE C WARM MIX TO THE APPROPRIATE GRADE AS NECESSARY TO MEET DROP-OFF CRITERIA AND OPERATE TWO-WAY TRAFFIC AT THE END OF EACH WORK DAY. MAINTAIN EXISTING CENTERLINE STRIPING.

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CONTRACT	COUNTY	F.A.P. NO.	SHEET NO.	TOTAL SHTS.
T200411210	SUSSEX	SEE TITLE SHEET	221	589

SR 26, ATLANTIC AVENUE FROM CLARKSVILLE TO ASSAWOMAN CANAL

REVISIONS

PHASE 3 STAGE 5: STA.48+40 TO STA.56+50, SOUTH SIDE OF SR 26

1. INSTALL ITMS CONDUIT AND JUNCTION WELLS FROM STATION 48+00 TO 56+50.

2. USING TA-3 OF THE TRAFFIC CONTROL MANUAL TO MAINTAIN TWO LANES OF TRAFFIC ON THE NORTH SIDE OF SR 26, INSTALL ALL DRAINAGE SHOWN WITHIN THIS STAGE OF CONSTRUCTION. WORK FROM STATION 56+50 TO 48+40. PATCH EXISTING HOT MIX AND DRIVEWAYS ABOVE PIPES FOLLOWING THE PATCHING DETAIL.

3. USING TA-10 OF THE TRAFFIC CONTROL MANUAL, MAINTAIN TRAFFIC ON THE NORTH SIDE OF SR 26 WHILE CONSTRUCTING ALL IMPROVEMENTS ON THE SOUTH SIDE OF SR 26. CONSTRUCT ALL FULL DEPTH PAVEMENT TO THE BOTTOM OF THE FINAL LIFT OF SUPERPAVE TYPE B WARM MIX. CONSTRUCT ALL RESIDENTIAL AND COMMERCIAL ENTRANCES.

4. PLACE WEDGE LIFT OF TYPE C WARM MIX TO THE APPROPRIATE GRADE AS NECESSARY TO MEET DROP-OFF CRITERIA AND OPERATE TWO-WAY TRAFFIC AT THE END OF EACH WORK DAY. MAINTAIN EXISTING CENTERLINE STRIPING.

PHASE 3 STAGE 6: STA.49+00 TO 56+50, NORTH SIDE OF SR 26

1. USING TA-3 OF THE TRAFFIC CONTROL MANUAL TO MAINTAIN TWO LANES OF TRAFFIC ON THE SOUTH SIDE OF SR 26, INSTALL ALL DRAINAGE SHOWN WITHIN THIS STAGE OF CONSTRUCTION. WORK FROM STATION 56+50 TO 49+00. PATCH EXISTING HOT MIX AND DRIVEWAYS ABOVE PIPES FOLLOWING THE PATCHING DETAIL.

2. USING TA-10 OF THE TRAFFIC CONTROL MANUAL AS NECESSARY, MAINTAIN TRAFFIC ON THE SOUTH SIDE OF SR 26 WHILE CONSTRUCTING ALL IMPROVEMENTS ON THE NORTH SIDE OF SR 26. CONSTRUCT ALL FULL DEPTH PAVEMENT TO THE BOTTOM OF THE FINAL LIFT OF SUPERPAVE TYPE B WARM MIX. CONSTRUCT ALL RESIDENTIAL AND COMMERCIAL ENTRANCES.

3. PLACE WEDGE LIFT OF TYPE C WARM MIX TO THE APPROPRIATE GRADE AS NECESSARY TO MEET DROP-OFF CRITERIA AND OPERATE TWO-WAY TRAFFIC AT THE END OF EACH WORK DAY. MAINTAIN EXISTING CENTERLINE STRIPING.

PHASE 3 STAGE 7: STA 49+00 TO 67+20, NORTH SIDE OF SR 26; STA 48+40 TO 67+20, SOUTH SIDE OF SR 26; ROXANA ROAD

1. USING TA-10, TA-21, TA-23, AND TA-27 OF THE TRAFFIC CONTROL MANUAL, MAINTAIN TRAFFIC TO COMPLETE ALL ROADWAY PAVING TO THE BOTTOM OF THE SUPERPAVE TYPE C LIFT.

2. PLACE TEMPORARY MATERIAL AT NECESSARY LOCATIONS (LIMITS, ENTRANCES, MANHOLES, ETC). PLACE TEMPORARY STRIPING FOLLOWING THE EXISTING CONFIGURATION AND TYING INTO THE EXISTING STRIPING AS DIRECTED BY THE ENGINEER IN THE FIELD.

3. CONFIGURE PROPOSED TRAFFIC SIGNAL AT ROXANA ROAD FOLLOWING THE SIGNAL PLAN FOR THIS SECTION, PHASE, AND STAGE.

4. STABILIZE ALL DISTURBED AREAS WITHIN PHASE 3 USINGING PERMANENT STABILIZATION MEASURES.

5. AT THE DIRECTION OF THE ENGINEER, REMOVE ALL EROSION AND SEDIMENT CONTROL DEVICES WITHIN PHASE 3.

6. CONVERT STORMWATER FACILITY FROM SEDIMENT BASIN TO PERMANENT FACILITY FOLLOWING THE STORMWATER DETAIL PLAN.

PHASE 4: STA.36+50 TO 49+00, NORTH SIDE OF SR 26; STA.35+30 TO 48+40, SOUTH SIDE OF SR 26

PHASE 4 STAGE 1: STA.36+50 TO 49+00, SR 26

1. CLEAR AND GRUB FROM EDGE OF EXISTING PAVEMENT TO LOC LINE WITHIN PHASE 4 AND INSTALL ALL EROSION AND SEDIMENT CONTROLS FOR PHASE 4 AS SHOWN ON THE EROSION AND SEDIMENT CONTROL PLANS. HAUL MATERIAL TO AN APPROVED OFF-SITE FACILITY. USE TA-10 OF THE TRAFFIC CONTROL MANUAL AS NECESSARY.

PHASE 4 STAGE 2: STA.35+30 TO 48+40, SOUTH SIDE OF SR 26

1. INSTALL ITMS CONDUIT AND JUNCTION WELLS FROM STATION 35+30 TO 48+40.

2. USING TA-10 OF THE TRAFFIC CONTROL MANUAL TO MAINTAIN TRAFFIC ON SOUTH SIDE OF SR26, INSTALL PORTION OF OUTLET PIPE, PROPOSED INLET, AND ROADWAY CROSS-PIPE AT STATION 45+55. INSTALL ONLY PORTION OF OUTLET PIPE REQUIRED TO OUTLET TO EXISTING DITCH. INSTALL PROPOSED INLET AND TEMPORARILY PLUG UNUSED PIPE OPENINGS TO ALLOW FOR CONNECTION IN A LATER STAGE. INSTALL ROADWAY CROSS-PIPE TO EXTEND A MINIMUM OF 2 FEET BEYOND CENTERLINE OF EXISTING ROAD. TEMPORARILY PLUG CROSS-ROAD PIPE TO ALLOW FOR CONNECTION IN A LATER STEP. PATCH PAVEMENT ABOVE PIPES, FOLLOWING THE PATCHING DETAIL AND MATCHING EXISTING GRADE. PATCH EXISTING HOT MIX PAVEMENT AND DRIVEWAYS ABOVE PIPES FOLLOWING THE PATCHING DETAIL. DO NOT DISTURB EXISTING DRAINAGE.

3. USING TA-10 OF THE TRAFFIC CONTROL MANUAL TO MAINTAIN TRAFFIC ON THE NORTH SIDE OF SR 26, COMPLETE INSTALLATION OF PROPOSED ROADWAY CROSS-PIPE AT STATION 45+55. CONSTRUCT PROPOSED JUNCTION BOX AND TIE INTO EXISTING 15" CMP ON WEST SIDE. CONSTRUCT PROPOSED INLET AT STATION 45+55 RIGHT. PATCH PAVEMENT ABOVE PIPES, FOLLOWING THE PATCHING DETAIL AND MATCHING EXISTING GRADE. PATCH EXISTING HOT MIX PAVEMENT AND DRIVEWAYS ABOVE PIPES USING TEMPORARY ROADWAY MATERIAL.

4. USING TA-3 TO MAINTAIN TWO LANES OF TRAFFIC ON THE NORTH SIDE OF SR 26, CONSTRUCT PROPOSED DRAINAGE ON SOUTH SIDE OF SR 26 AS SHOWN. PLACE TEMPORARY PIPE AND DITCHES TO TIE EXISTING DRAINAGE INTO PROPOSED DRAINAGE. PATCH EXISTING HOT MIX AND ENTRANCES ABOVE PIPES FOLLOWING THE PATCHING DETAIL.

5. USING TA-10 TO MAINTAIN TRAFFIC ON THE NORTH SIDE OF SR 26, CONSTRUCT PORTION OF PROPOSED ROADWAY CROSS-PIPE AT STATION 37+00 TO EXTEND A MINIMUM OF 2 FEET BEYOND CENTERLINE OF EXISTING ROADWAY. TEMPORARILY PLUG END OF PIPE TO ALLOW FOR CONNECTION IN A LATER STAGE. PATCH PCC PAVEMENT ABOVE PIPES, MATCHING EXISTING GRADE. PATCH EXISTING HOT MIX PAVEMENT AND DRIVEWAYS ABOVE PIPES FOLLOWING THE PATCHING DETAIL.

6. USING TA-10 OF THE TRAFFIC CONTROL MANUAL, MAINTAIN TRAFFIC ON THE NORTH SIDE OF SR 26 WHILE CONSTRUCTING ALL IMPROVEMENTS ON THE SOUTH SIDE OF SR 26. REMOVE EXISTING DRAINAGE AS IMPROVEMENTS ARE CONSTRUCTED. WORK SHALL PROGRESS FROM STATION 45+55 TO 35+30 AND FROM STATION 45+55 TO 48+40. REMOVE PORTION OF EXISTING 24" CMP IN AREA OF FULL DEPTH PAVING. CONSTRUCT ALL FULL DEPTH PAVEMENT TO THE BOTTOM OF THE FINAL LIFT OF SUPERPAVE TYPE B WARM MIX. CONSTRUCT ALL RESIDENTIAL AND COMMERCIAL ENTRANCES.

7. PLACE WEDGE LIFT OF TYPE C WARM MIX TO THE APPROPRIATE GRADE AS NECESSARY TO MEET DROP-OFF CRITERIA AND OPERATE TWO-WAY TRAFFIC AT THE END OF EACH WORK DAY. MAINTAIN EXISTING CENTERLINE STRIPING.

PHASE 4 STAGE 3: STA.36+50 TO 49+00, NORTH SIDE OF SR 26

1. USING TA-3 OF THE TRAFFIC CONTROL MANUAL TO MAINTAIN TWO LANES OF TRAFFIC ON THE SOUTH SIDE OF SR 26, COMPLETE CONSTRUCTION OF PROPOSED ROADWAY CROSS-PIPE AT STATION 45+55 AND CONSTRUCT PROPOSED INLET AT STATION 37+00 LEFT. CONSTRUCT ALL DRAINAGE ON NORTH SIDE OF SR 26 AS SHOWN. PATCH EXISTING HOT MIX AND ENTRANCES ABOVE PIPES FOLLOWING THE PATCHING DETAIL.

2. USING TA-10 OF THE TRAFFIC CONTROL MANUAL, MAINTAIN TRAFFIC ON THE SOUTH SIDE OF SR 26 WHILE CONSTRUCTING ALL IMPROVEMENTS ON THE NORTH SIDE OF SR 26. REMOVE PORTION OF EXISTING 24" CMP IN AREA OF FULL DEPTH PAVING AND CAP AND FILL REMAINDER OF PIPE UNDER CONCRETE. CONSTRUCT ALL FULL DEPTH PAVEMENT TO THE BOTTOM OF THE FINAL LIFT OF SUPERPAVE TYPE B WARM MIX. CONSTRUCT ALL RESIDENTIAL AND COMMERCIAL ENTRANCES.

3. PLACE WEDGE LIFT OF TYPE C WARM MIX TO THE APPROPRIATE GRADE AS NECESSARY TO MEET DROP-OFF CRITERIA AND OPERATE TWO-WAY TRAFFIC AT THE END OF EACH WORK DAY. MAINTAIN EXISTING CENTERLINE STRIPING.

PHASE 4 STAGE 4: STA.36+50 TO 49+00, NORTH SIDE OF SR 26; STA.35+30 TO 48+40, SOUTH SIDE OF SR 26

1. USING TA-10 AND TA-27 OF THE TRAFFIC CONTROL MANUAL, MAINTAIN TRAFFIC TO COMPLETE ALL ROADWAY PAVING TO THE BOTTOM OF THE SUPERPAVE TYPE C LIFT.

2. PLACE TEMPORARY MATERIAL AT NECESSARY LOCATIONS (LIMITS, ENTRANCES, MANHOLES, ETC). PLACE TEMPORARY STRIPING FOLLOWING THE EXISTING CONFIGURATION AND TYING INTO THE EXISTING MARKINGS AS DIRECTED BY THE ENGINEER IN THE FIELD.

3. STABILIZE ALL DISTURBED AREAS WITHIN PHASE 4 USING PERMANENT STABILIZATION MEASURES.

4. AT THE DIRECTION OF THE ENGINEER, REMOVE ALL EROSION AND SEDIMENT CONTROL DEVICES WITHIN PHASE 4.

PHASE 5: STA.24+00 TO 36+50, NORTH SIDE OF SR 26; STA.24+00 TO 35+30, SOUTH SIDE OF SR 26; IRONS LANE

PHASE 5 STAGE 1: STA.24+00 TO 36+50, NORTH SIDE OF SR 26; STA.24+00 TO 35+30, SOUTH SIDE OF SR 26; IRONS LANE

1. CLEAR AND GRUB FROM EDGE OF EXISTING PAVEMENT TO LOC LINE WITHIN PHASE 5 AND INSTALL ALL EROSION AND SEDIMENT CONTROLS FOR PHASE 5 AS SHOWN ON THE EROSION AND SEDIMENT CONTROL PLANS. HAUL MATERIAL TO AN APPROVED OFF-SITE FACILITY. USE TA-10 OF THE TRAFFIC CONTROL MANUAL AS NECESSARY.

PHASE 5 STAGE 2: STA.29+30 TO 35+30, SOUTH SIDE OF SR 26

1. CONSTRUCT STORMWATER MANAGEMENT POND FOLLOWING THE SEQUENCE OF CONSTRUCTION SHOWN ON THE STORMWATER DETAIL PLAN. THE STORMWATER POND SHALL FUNCTION AS A SEDIMENT BASIN DURING THIS PHASE OF CONSTRUCTION.

2. INSTALL SIGNAL CONDUIT AND JUNCTION WELLS AS SHOWN IN THE SIGNAL PLAN FOR THIS SECTION, PHASE, AND STAGE OF CONSTRUCTION. INSTALL ITMS CONDUIT AND JUNCTION WELLS WITHIN THE LIMITS OF THIS STAGE.

3. USING TA-10 OF THE TRAFFIC CONTROL MANUAL TO MAINTAIN TRAFFIC ON THE SOUTH SIDE OF SR 26, INSTALL PORTION OF ROADWAY CROSS-PIPE UNDER SR 26. INSTALL CROSS-PIPE TO A MINIMUM OF 2 FEET BEYOND EXISTING ROADWAY CENTERLINE AND PATCH PAVEMENT ABOVE PIPE, FOLLOWING THE PATCHING DETAIL AND MATCHING EXISTING GRADE. TEMPORARILY PLUG PIPE TO ALLOW FOR CONNECTION IN A LATER STEP. CONSTRUCT PORTION OF PIPE ENTERING STORMWATER FACILITY ON NORTH SIDE OF ROAD. TEMPORARILY PLUG UPSTREAM SIDE FOR CONNECTION IN A LATER STAGE.

4. USING TA-10 OF THE TRAFFIC CONTROL MANUAL TO MAINTAIN TRAFFIC ON THE NORTH SIDE OF SR 26, COMPLETE CONSTRUCTION OF ROADWAY CROSS-PIPE. PATCH PAVEMENT ABOVE PIPE, FOLLOWING THE PATCHING DETAIL AND MATCHING EXISTING GRADE. USING TA-3 TO MAINTAIN TWO LANES OF TRAFFIC ON THE NORTH SIDE OF SR 26, CONSTRUCT DRAINAGE ALONG SOUTH SIDE OF SR 26 AS SHOWN AND REMOVE TEMPORARY PIPE AND DITCHES INSTALLED IN PRIOR PHASE. PATCH EXISTING HOT MIX AND ENTRANCES ABOVE PIPES FOLLOWING THE PATCHING DETAIL.

5. USING TA-10 OF THE TRAFFIC CONTROL MANUAL, MAINTAIN TRAFFIC ON THE NORTH SIDE OF SR 26 WHILE CONSTRUCTING ALL IMPROVEMENTS ON THE SOUTH SIDE OF SR 26. CONSTRUCT ALL FULL DEPTH PAVEMENT TO THE BOTTOM OF THE FINAL LIFT OF SUPERPAVE TYPE B WARM MIX. CONSTRUCT ALL RESIDENTIAL AND COMMERCIAL ENTRANCES.

6. PLACE WEDGE LIFT OF TYPE C WARM MIX TO THE APPROPRIATE GRADE AS NECESSARY TO MEET DROP-OFF CRITERIA AND OPERATE TWO-WAY TRAFFIC AT THE END OF EACH WORK DAY. MAINTAIN EXISTING CENTERLINE STRIPING.

PHASE 5 STAGE 3: STA.24+00 TO 29+30, SOUTH SIDE OF SR 26

1. INSTALL ITMS CONDUIT AND JUNCTION WELLS WITHIN THE LIMITS OF THIS STAGE.

2. USING TA-3 OF THE TRAFFIC CONTROL MANUAL TO MAINTAIN TWO LANES OF TRAFFIC ON THE NORTH SIDE OF SR 26, INSTALL DRAINAGE AS SHOWN WITHIN THIS STAGE OF CONSTRUCTION. PATCH EXISTING HOT MIX AND ENTRANCES ABOVE PIPES FOLLOWING THE PATCHING DETAIL. BACKFILL PIPE TRENCHES USING EXCAVATED MATERIAL, TYPE C FILL, OR TEMPORARY ROADWAY MATERIAL, AS APPROPRIATE. GRADE TEMPORARY DITCH FROM STATION 27+80 TO 29+40 AND INSTALL TEMPORARY PIPE TO CONNECT TO NEW INLET INSTALLED IN PREVIOUS STAGE. USING TA-10 TO MAINTAIN TRAFFIC ON THE NORTH SIDE OF SR 26, REMOVE UPSTREAM PORTION OF EXISTING 18" RCP ROADWAY CROSS-PIPE AT STATION 27+80 TO A DISTANCE OF 4 FEET BEYOND SOUTH EDGE OF EXISTING CONCRETE ROADWAY AND PLUG UPSTREAM END OF PIPE. INSTALL PORTION OF PROPOSED ROADWAY CROSS PIPE AS SHOWN TO A DISTANCE OF 4 FEET BEYOND SOUTH EDGE OF EXISTING CONCRETE ROADWAY. TEMPORARILY PLUG DOWNSTREAM END OF PIPE TO ALLOW FOR CONNECTION IN A LATER STAGE. TEMPORARILY BLOCK UPSTREAM END OF PIPE. PATCH PAVEMENT ABOVE PIPE, FOLLOWING THE PATCHING DETAIL AND MATCHING EXISTING GRADE.

3. USING TA-10 OF THE TRAFFIC CONTROL MANUAL, MAINTAIN TRAFFIC ON THE NORTH SIDE OF SR 26 WHILE CONSTRUCTING ALL IMPROVEMENTS ON THE SOUTH SIDE OF SR 26. CONSTRUCT ALL FULL DEPTH PAVEMENT TO THE BOTTOM OF THE FINAL LIFT OF SUPERPAVE TYPE B WARM MIX. CONSTRUCT ALL RESIDENTIAL AND COMMERCIAL ENTRANCES.

4. PLACE WEDGE LIFT OF TYPE C WARM MIX TO THE APPROPRIATE GRADE AS NECESSARY TO MEET DROP-OFF CRITERIA AND OPERATE TWO-WAY TRAFFIC AT THE END OF EACH WORK DAY. MAINTAIN EXISTING CENTERLINE STRIPING.

PREL. TRACING ____ DESIGN ____ CHKD. ____

7/16/2013
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CONSTRUCTION PHASING & M.O.T. PLANS

CONTRACT	COUNTY	F.A.P. NO.	SHEET NO.	TOTAL SHTS.
T200411210	SUSSEX	SEE TITLE SHEET	222	589

SR 26, ATLANTIC AVENUE FROM CLARKSVILLE TO ASSAWOMAN CANAL

REVISIONS

PHASE 5 STAGE 4: STA. 24+00 TO 29+75, NORTH SIDE OF SR 26

1. USING TA-10 OF THE TRAFFIC CONTROL MANUAL TO MAINTAIN TRAFFIC ON THE SOUTH SIDE OF SR 26, COMPLETE CONSTRUCTION OF PROPOSED ROADWAY CROSS-PIPE AT STATION 27+80 AND REMOVE EXISTING 18" RCP. PATCH PAVEMENT ABOVE PIPE, FOLLOWING THE PATCHING DETAIL AND MATCHING EXISTING GRADE. USING TA-3 TO MAINTAIN TWO LANES OF TRAFFIC, CONSTRUCT ALL DRAINAGE ON NORTH SIDE OF SR 26 AS SHOWN. PATCH EXISTING HOT MIX AND ENTRANCES ABOVE PIPES FOLLOWING THE PATCHING DETAIL.

2. USING TA-3 OF THE TRAFFIC CONTROL MANUAL, MAINTAIN TWO LANES OF TRAFFIC ON THE SOUTH SIDE OF SR 26 WHILE CONSTRUCTING ALL IMPROVEMENTS ON THE NORTH SIDE OF SR 26. CONTRACTOR SHALL NOT REMOVE EXISTING PAVEMENT FROM STATION 24+00 TO 25+00 ON THE NORTH SIDE OF SR 26 TO ALLOW FOR TRANSITION OF TRAFFIC FROM EXISTING PAVEMENT. DO NOT CONSTRUCT NEW ENTRANCE AT STATION 24+40 LEFT. CONSTRUCT ALL FULL DEPTH PAVEMENT TO THE BOTTOM OF THE FINAL LIFT OF SUPERPAVE TYPE B WARM MIX. CONSTRUCT ALL RESIDENTIAL AND COMMERCIAL ENTRANCES EXCEPT ENTRANCE AT 24+40 LEFT.

3. PLACE WEDGE LIFT OF TYPE C WARM MIX TO THE APPROPRIATE GRADE AS NECESSARY TO MEET DROP-OFF CRITERIA AND OPERATE TWO-WAY TRAFFIC AT THE END OF EACH WORK DAY. MAINTAIN EXISTING CENTERLINE STRIPING.

4. USING TA-3 OF THE TRAFFIC CONTROL MANUAL TO MAINTAIN TWO LANES OF TRAFFIC ON THE NORTH SIDE OF SR 26, CONSTRUCT PROPOSED DITCH BETWEEN STATION 27+80 AND STATION 29+25. REMOVE TEMPORARY PIPE AND PATCH INLET. COST TO PATCH INLET SHALL BE INCIDENTAL TO PIPE BEING REMOVED.

PHASE 5 STAGE 5: STA. 29+75 TO 34+13, NORTH SIDE OF SR 26; WEST SIDE OF IRONS LANE

1. INSTALL SIGNAL CONDUIT AND JUNCTION WELLS AS SHOWN IN THE SIGNAL PLAN FOR THIS SECTION, PHASE, AND STAGE OF CONSTRUCTION.

2. TA-3 OF THE TRAFFIC CONTROL MANUAL TO MAINTAIN TWO LANES OF TRAFFIC ON THE SOUTH SIDE OF SR 26 WHILE CONSTRUCTING ALL DRAINAGE ON NORTH SIDE OF SR 26 AS SHOWN. USING TA-10 TO MAINTAIN TRAFFIC ON THE EAST SIDE OF IRONS LANE CONSTRUCT DRAINAGE ON WEST SIDE OF IRONS LANE AS SHOWN AND CONNECT TO EXISTING DITCH. DO NOT DISTURB EXISTING DRAINAGE WITHIN WORK AREA. PATCH EXISTING HOT MIX AND ENTRANCES ABOVE PIPES FOLLOWING THE PATCHING DETAIL.

3. USING TA-3, MAINTAIN TWO LANES OF TRAFFIC ON THE SOUTH SIDE OF SR 26 WHILE CONSTRUCTING ALL IMPROVEMENTS ON THE NORTH SIDE OF SR 26. CONSTRUCT ALL FULL DEPTH PAVEMENT TO THE BOTTOM OF THE FINAL LIFT OF SUPERPAVE TYPE B WARM MIX. CONSTRUCT ALL RESIDENTIAL AND COMMERCIAL ENTRANCES.

4. USING TA-10, TA-21, AND TA-23, MAINTAIN TRAFFIC ON THE EAST SIDE OF IRONS LANE WHILE CONSTRUCTING ALL IMPROVEMENTS ON THE WEST SIDE OF IRONS LANE. REMOVE EXISTING DRAINAGE ON IRONS LANE WITHIN THE WORK AREA DURING THIS STEP. CONSTRUCT ALL FULL DEPTH PAVEMENT TO THE BOTTOM OF THE FINAL LIFT OF SUPERPAVE TYPE B WARM MIX. CONSTRUCT ALL RESIDENTIAL AND COMMERCIAL ENTRANCES.

5. PLACE WEDGE LIFT OF TYPE C WARM MIX TO THE APPROPRIATE GRADE AS NECESSARY TO MEET DROP-OFF CRITERIA AND OPERATE TWO-WAY TRAFFIC AT THE END OF EACH WORK DAY. MAINTAIN EXISTING CENTERLINE STRIPING.

PHASE 5 STAGE 6: STA. 34+13 TO 36+50, NORTH SIDE OF SR 26; EAST SIDE OF IRONS LANE

1. INSTALL SIGNAL CONDUIT AND JUNCTION WELLS AS SHOWN IN THE SIGNAL PLAN FOR THIS SECTION, PHASE, AND STAGE OF CONSTRUCTION.

2. USING TA-3 MAINTAIN TWO LANES OF TRAFFIC ON THE SOUTH SIDE OF SR 26 WHILE CONSTRUCTING ALL IMPROVEMENTS ON THE NORTH SIDE OF SR 26. CONSTRUCT ALL FULL DEPTH PAVEMENT TO THE BOTTOM OF THE FINAL 2.25" LIFT OF SUPERPAVE TYPE B WARM MIX. CONSTRUCT ALL RESIDENTIAL AND COMMERCIAL ENTRANCES.

3. USING TA-10, TA-21, AND TA-23 OF THE TRAFFIC CONTROL MANUAL, MAINTAIN TRAFFIC ON THE WEST SIDE OF IRONS LANE WHILE CONSTRUCTING ALL IMPROVEMENTS ON THE EAST SIDE OF IRONS LANE. CONSTRUCT ALL FULL DEPTH PAVEMENT TO THE BOTTOM OF THE FINAL LIFT OF SUPERPAVE TYPE B WARM MIX. CONSTRUCT ALL RESIDENTIAL AND COMMERCIAL ENTRANCES.

4. PLACE WEDGE LIFT OF TYPE C WARM MIX TO THE APPROPRIATE GRADE AS NECESSARY TO MEET DROP-OFF CRITERIA AND OPERATE TWO-WAY TRAFFIC AT THE END OF EACH WORK DAY. MAINTAIN EXISTING CENTERLINE STRIPING.

PHASE 5 STAGE 7: STA. 24+00 TO 36+50, SR 26; IRONS LANE

1. USING TA-10, TA-21, TA-23, AND TA-27 OF THE TRAFFIC CONTROL MANUAL, MAINTAIN TRAFFIC TO COMPLETE ALL ROADWAY PAVING TO THE BOTTOM OF THE SUPERPAVE TYPE C LIFT.

2. PLACE TEMPORARY MATERIAL AT NECESSARY LOCATIONS (UMITS, ENTRANCES, MANHOLES, ETC). PLACE TEMPORARY STRIPING FOLLOWING THE EXISTING CONFIGURATION AND TYING INTO THE EXISTING MARKINGS AS DIRECTED BY THE ENGINEER IN THE FIELD.

3. STABILIZE ALL DISTURBED AREAS WITHIN PHASE 5 USING PERMANENT STABILIZATION MEASURES.

4. AT THE DIRECTION OF THE ENGINEER, REMOVE ALL EROSION AND SEDIMENT CONTROL DEVICES WITHIN PHASE 5.

5. CONVERT STORMWATER FACILITY FROM SEDIMENT BASIN TO PERMANENT FACILITY FOLLOWING THE SEQUENCE OF CONSTRUCTION ON THE STORMWATER DETAIL SHEETS.

PHASE 6: STA. 20+18 TO STA. 24+00, SR 26

PHASE 6 STAGE 1: STA. 20+18 TO STA. 24+00, SR 26

1. CLEAR AND GRUB FROM EDGE OF EXISTING PAVEMENT TO LOC LINE WITHIN PHASE 6 AND INSTALL ALL EROSION AND SEDIMENT CONTROLS FOR PHASE 6 AS SHOWN ON THE EROSION AND SEDIMENT CONTROL PLANS. HAUL MATERIAL TO AN APPROVED OFF-SITE FACILITY. USE TA-10 OF THE TRAFFIC CONTROL MANUAL AS NECESSARY.

PHASE 6 STAGE 2: STA. 20+18 TO STA. 24+00, SOUTH SIDE OF SR 26

1. INSTALL ITMS CONDUIT AND JUNCTION WELLS WITHIN LIMITS OF THIS STAGE.

2. USING TA-3 OF THE TRAFFIC CONTROL MANUAL TO MAINTAIN 2 LANES OF TRAFFIC ON SR 26, CONSTRUCT DRAINAGE ON SOUTH SIDE OF SR 26 AS SHOWN. PATCH EXISTING HOT MIX AND ENTRANCES OVER PIPES FOLLOWING THE PATCHING DETAIL.

3. USING TA-10 OF THE TRAFFIC CONTROL MANUAL, MAINTAIN TRAFFIC ON THE NORTH SIDE OF SR 26 WHILE CONSTRUCTING ALL IMPROVEMENTS ON THE SOUTH SIDE OF SR 26. CONSTRUCT ALL FULL DEPTH PAVEMENT TO THE BOTTOM OF THE FINAL LIFT OF SUPERPAVE TYPE B WARM MIX. CONSTRUCT ALL RESIDENTIAL AND COMMERCIAL ENTRANCES.

4. PLACE WEDGE LIFT OF TYPE C WARM MIX TO THE APPROPRIATE GRADE AS NECESSARY TO MEET DROP-OFF CRITERIA AND OPERATE TWO-WAY TRAFFIC AT THE END OF EACH WORK DAY. MAINTAIN EXISTING CENTERLINE STRIPING.

PHASE 6 STAGE 3: STA. 20+18 TO STA. 24+00, NORTH SIDE OF SR 26

1. USING TA-3 OF THE TRAFFIC CONTROL MANUAL, MAINTAIN 2 LANES OF TRAFFIC ON SR 26 WHILE CONSTRUCTING PROPOSED DRAINAGE ON THE NORTH SIDE OF SR 26. TIE INTO NEW BASIN AT STATION 20+13 LEFT, PLACED IN A PROR SECTION. PATCH EXISTING HOT MIX AND ENTRANCES OVER PIPES FOLLOWING THE PATCHING DETAIL.

2. USING TA-10 OF THE TRAFFIC CONTROL MANUAL, MAINTAIN TRAFFIC ON THE SOUTH SIDE OF SR 26 WHILE CONSTRUCTING ALL IMPROVEMENTS ON THE NORTH SIDE OF SR 26. REMOVE EXISTING HOT MIX FROM STATION 24+00 TO 25+00 LEFT. CONSTRUCT ALL FULL DEPTH PAVEMENT TO THE BOTTOM OF THE FINAL LIFT OF SUPERPAVE TYPE B WARM MIX. CONSTRUCT ALL RESIDENTIAL AND COMMERCIAL ENTRANCES, INCLUDING ENTRANCE AT 24+40 LEFT.

3. PLACE WEDGE LIFT OF TYPE C WARM MIX TO THE APPROPRIATE GRADE AS NECESSARY TO MEET DROP-OFF CRITERIA AND OPERATE TWO-WAY TRAFFIC AT THE END OF EACH WORK DAY. MAINTAIN EXISTING CENTERLINE STRIPING.

PHASE 6 STAGE 4: STA. 20+18 TO STA. 24+00, SR 26

1. USING TA-10 OF THE TRAFFIC CONTROL MANUAL, MAINTAIN TRAFFIC TO COMPLETE ALL ROADWAY PAVING TO THE BOTTOM OF THE SUPERPAVE TYPE C LIFT.

2. PLACE TEMPORARY MATERIAL AT NECESSARY LOCATIONS (UMITS, ENTRANCES, MANHOLES, ETC). PLACE TEMPORARY STRIPING FOLLOWING THE EXISTING CONFIGURATION AND TYING INTO THE EXISTING MARKINGS AS DIRECTED BY THE ENGINEER IN THE FIELD.

3. STABILIZE ALL DISTURBED AREAS WITHIN PHASE 6 USING PERMANENT STABILIZATION MEASURES.

4. AT THE DIRECTION OF THE ENGINEER, REMOVE ALL EROSION AND SEDIMENT CONTROL DEVICES WITHIN PHASE 6.

PHASE 7: WESTERN PROJECT LIMITS TO STATION 78+00

PHASE 7, STAGE 1: WESTERN PROJECT LIMITS TO STATION 78+00

1. USING TA-10, TA-17A, TA-17B, TA-21, TA-23, AND TA-27 OF THE TRAFFIC CONTROL MANUAL, MAINTAIN TRAFFIC TO PERFORM MILLING AND REMOVAL OF TEMPORARY MATERIAL. PROFILE MILL FROM EASTERN LIMITS OF SECTION 4 TO EASTERN LIMITS OF SECTION 1, PHASE 6. WITHIN THE LIMITS OF SECTION 1, PHASE 6, PERFORM 2.00" MILLING (ITEM # 760000 - PAVEMENT - MILLING, HOT MIX) TO REMOVE C COURSE PLACED IN SECTION 1, PHASE 6. PLACE FINAL 2.00" LIFT OF SUPERPAVE TYPE C ON ROADWAY.

2. PLACE PERMANENT PAVEMENT MARKINGS THROUGH SECTION 4 AS SHOWN ON THE SIGNING AND STRIPING SHEETS, TYING INTO SECTION 3 AT THE EASTERN LIMITS AND EXISTING STRIPING AT THE WESTERN LIMITS, AS SHOWN ON THE SIGNING AND STRIPING SHEETS.

3. CONFIGURE SIGNALS AT ROXANA ROAD AND POWELL FARM ROAD FOLLOWING THE SIGNAL PLANS FOR THIS SECTION, PHASE, AND STAGE.

4. ALL DISTURBED AREAS SHALL BE GRADED TO DRAIN PROPERLY. STABILIZE ALL DISTURBED AREAS WITHIN SECTION 4 USING PERMANENT STABILIZATION MEASURES.

5. AT THE DIRECTION OF THE ENGINEER, REMOVE ALL EROSION AND SEDIMENT CONTROL DEVICES WITHIN SECTION 4.

6. ALL AREAS DISTURBED BY THE REMOVAL OF THE EROSION AND SEDIMENT CONTROL SYSTEMS SHALL BE STABILIZED AS DIRECTED BY THE ENGINEER WITH ALL COSTS INCIDENTAL TO THE ITEM OF EROSION AND SEDIMENT CONTROL BEING REMOVED.

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CONTRACT	COUNTY	F.A.P. NO.	SHEET NO.	TOTAL SHTS.
T200411210	SUSSEX	SEE TITLE SHEET	223	589

SR 26, ATLANTIC AVENUE FROM CLARKSVILLE TO ASSAWOMAN CANAL

REVISIONS

CONSTRUCTION PHASING LEGEND

- WORK AREA
- WORK AREA (REMOVAL)
- WORK COMPLETED IN PREVIOUS PHASING
- CONCRETE SAFETY BARRIER
- TRAFFIC FLOW ARROW
- TEMPORARY CROSSWALK
- TEMPORARY SIDEWALK

SECTION 1

PHASES 1-13 (OVERVIEW)

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CONSTRUCTION PHASING & M.O.T. PLANS

0 60 120 240

CONTRACT	COUNTY	F.A.P. NO.	SHEET NO.	TOTAL SHTS.
T200411210	SUSSEX	SEE TITLE SHEET	224	589

SR 26, ATLANTIC AVENUE FROM CLARKSVILLE TO ASSAWOMAN CANAL

REVISIONS

CONSTRUCTION PHASING LEGEND

- WORK AREA
- WORK AREA (REMOVAL)
- WORK COMPLETED IN PREVIOUS PHASING
- CONCRETE SAFETY BARRIER
- TRAFFIC FLOW ARROW
- TEMPORARY CROSSWALK
- TEMPORARY SIDEWALK

SECTION 1

PHASES 1-13 (OVERVIEW)

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CONSTRUCTION PHASING & M.O.T. PLANS

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CONTRACT	COUNTY	F.A.P. NO.	SHEET NO.	TOTAL SHTS.
T200411210	SUSSEX	SEE TITLE SHEET	225	589

SR 26, ATLANTIC AVENUE FROM CLARKSVILLE TO ASSAWOMAN CANAL

REVISIONS

CONSTRUCTION PHASING LEGEND

- WORK AREA
- WORK AREA (REMOVAL)
- WORK COMPLETED IN PREVIOUS PHASING
- CONCRETE SAFETY BARRIER
- TRAFFIC FLOW ARROW
- TEMPORARY CROSSWALK
- TEMPORARY SIDEWALK

SECTION 1

PHASES 1-13 (OVERVIEW)

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CONSTRUCTION PHASING & M.O.T. PLANS

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CONTRACT	COUNTY	F.A.P. NO.	SHEET NO.	TOTAL SHTS.
T200411210	SUSSEX	SEE TITLE SHEET	226	589

SR 26, ATLANTIC AVENUE FROM CLARKSVILLE TO ASSAWOMAN CANAL

REVISIONS

CONSTRUCTION PHASING LEGEND

- WORK AREA
- WORK AREA (REMOVAL)
- WORK COMPLETED IN PREVIOUS PHASING
- CONCRETE SAFETY BARRIER
- TRAFFIC FLOW ARROW
- TEMPORARY CROSSWALK
- TEMPORARY SIDEWALK

SECTION I

PHASES I-13 (OVERVIEW)

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CONSTRUCTION PHASING & M.O.T. PLANS

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CONTRACT	COUNTY	F.A.P. NO.	SHEET NO.	TOTAL SHTS.
T200411210	SUSSEX	SEE TITLE SHEET	227	589

SR 26, ATLANTIC AVENUE FROM CLARKSVILLE TO ASSAWOMAN CANAL

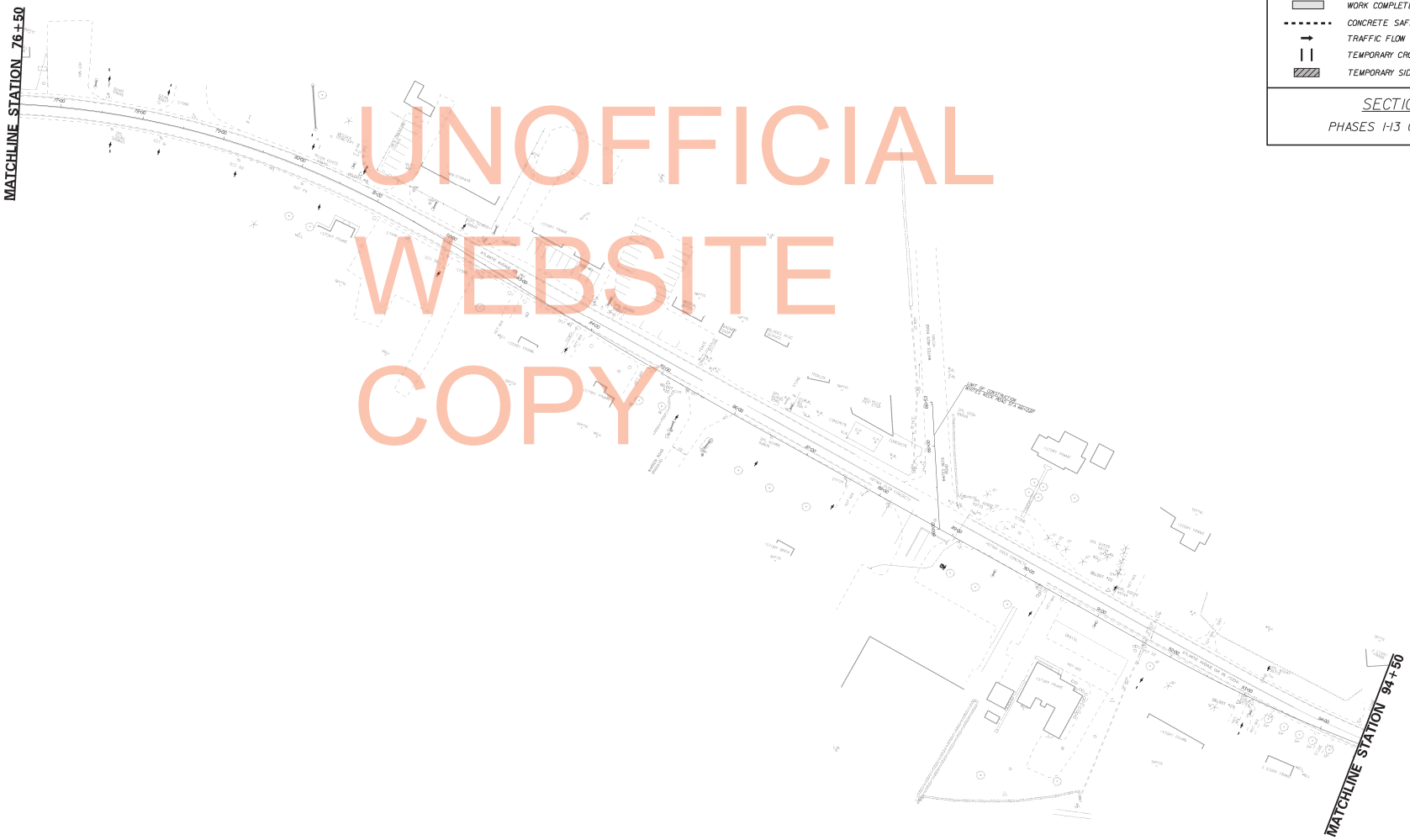
REVISIONS

CONSTRUCTION PHASING LEGEND

- WORK AREA
- WORK AREA (REMOVAL)
- WORK COMPLETED IN PREVIOUS PHASING
- CONCRETE SAFETY BARRIER
- TRAFFIC FLOW ARROW
- TEMPORARY CROSSWALK
- TEMPORARY SIDEWALK

SECTION I

PHASES 1-13 (OVERVIEW)



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CONSTRUCTION PHASING & M.O.T. PLANS

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CONTRACT	COUNTY	F.A.P. NO.	SHEET NO.	TOTAL SHTS.
T200411210	SUSSEX	SEE TITLE SHEET	228	589

SR 26, ATLANTIC AVENUE FROM CLARKSVILLE TO ASSAWOMAN CANAL

REVISIONS

CONSTRUCTION PHASING LEGEND

- WORK AREA
- WORK AREA (REMOVAL)
- WORK COMPLETED IN PREVIOUS PHASING
- CONCRETE SAFETY BARRIER
- TRAFFIC FLOW ARROW
- TEMPORARY CROSSWALK
- TEMPORARY SIDEWALK

SECTION I

PHASES 1-13 (OVERVIEW)

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CONSTRUCTION PHASING & M.O.T. PLANS

CONTRACT	COUNTY	F.A.P. NO.	SHEET NO.	TOTAL SHTS.
T200411210	SUSSEX	SEE TITLE SHEET	229	589

SR 26, ATLANTIC AVENUE FROM CLARKSVILLE TO ASSAWOMAN CANAL

REVISIONS

1. TURN LANE WIDENING ON SR 26 AT WINDMILL ROAD HAS BEEN COMPLETED AS PART OF CONTRACT NO. 21-112-4 DETOUR ROUTES.

0 60 120 240

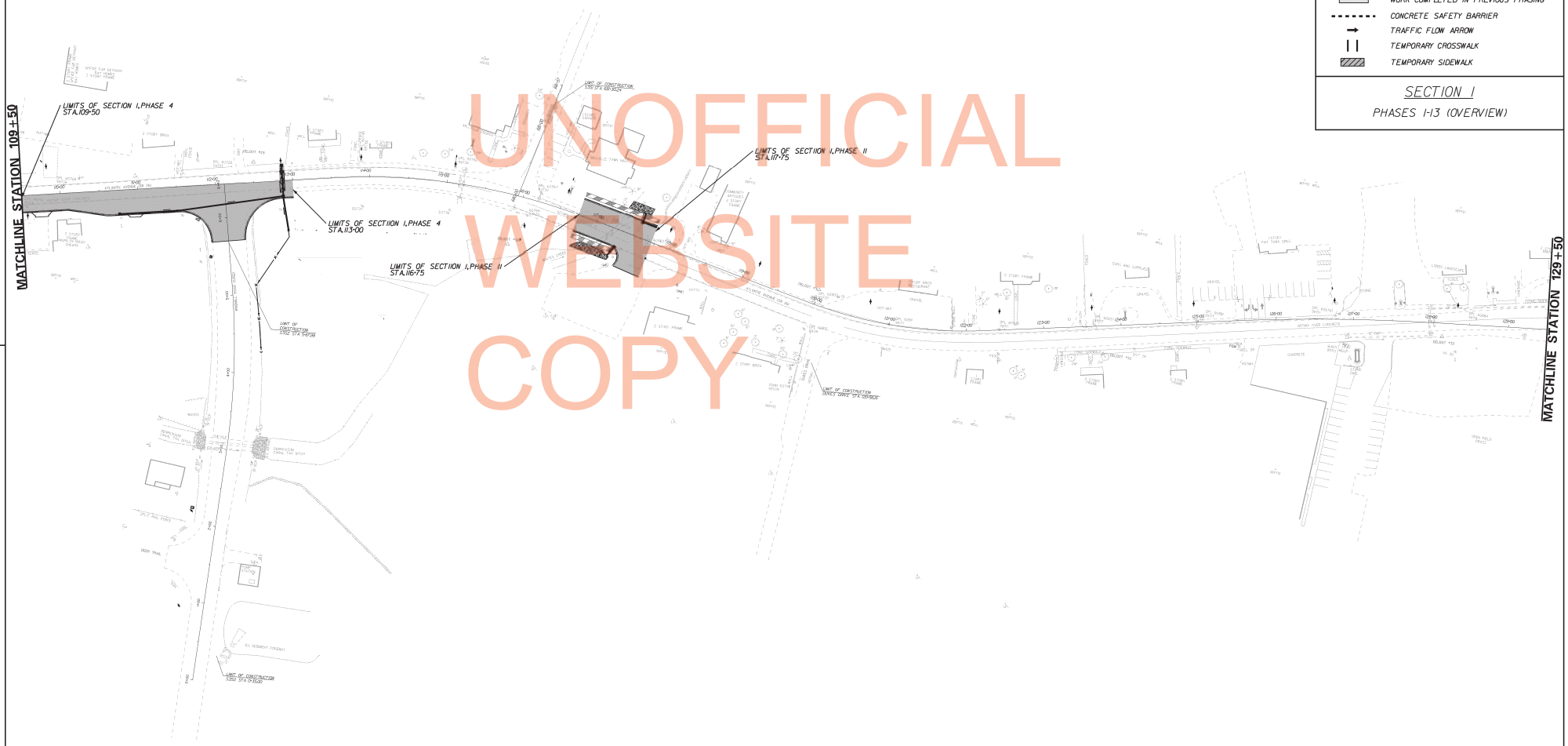
N

CONSTRUCTION PHASING LEGEND

- WORK AREA
- WORK AREA (REMOVAL)
- WORK COMPLETED IN PREVIOUS PHASING
- CONCRETE SAFETY BARRIER
- TRAFFIC FLOW ARROW
- TEMPORARY CROSSWALK
- TEMPORARY SIDEWALK

SECTION 1

PHASES 1-13 (OVERVIEW)



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CONSTRUCTION PHASING & M.O.T. PLANS

0 60 120 240

CONTRACT	COUNTY	F.A.P. NO.	SHEET NO.	TOTAL SHTS.
T200411210	SUSSEX	SEE TITLE SHEET	230	589

SR 26, ATLANTIC AVENUE FROM CLARKSVILLE TO ASSAWOMAN CANAL

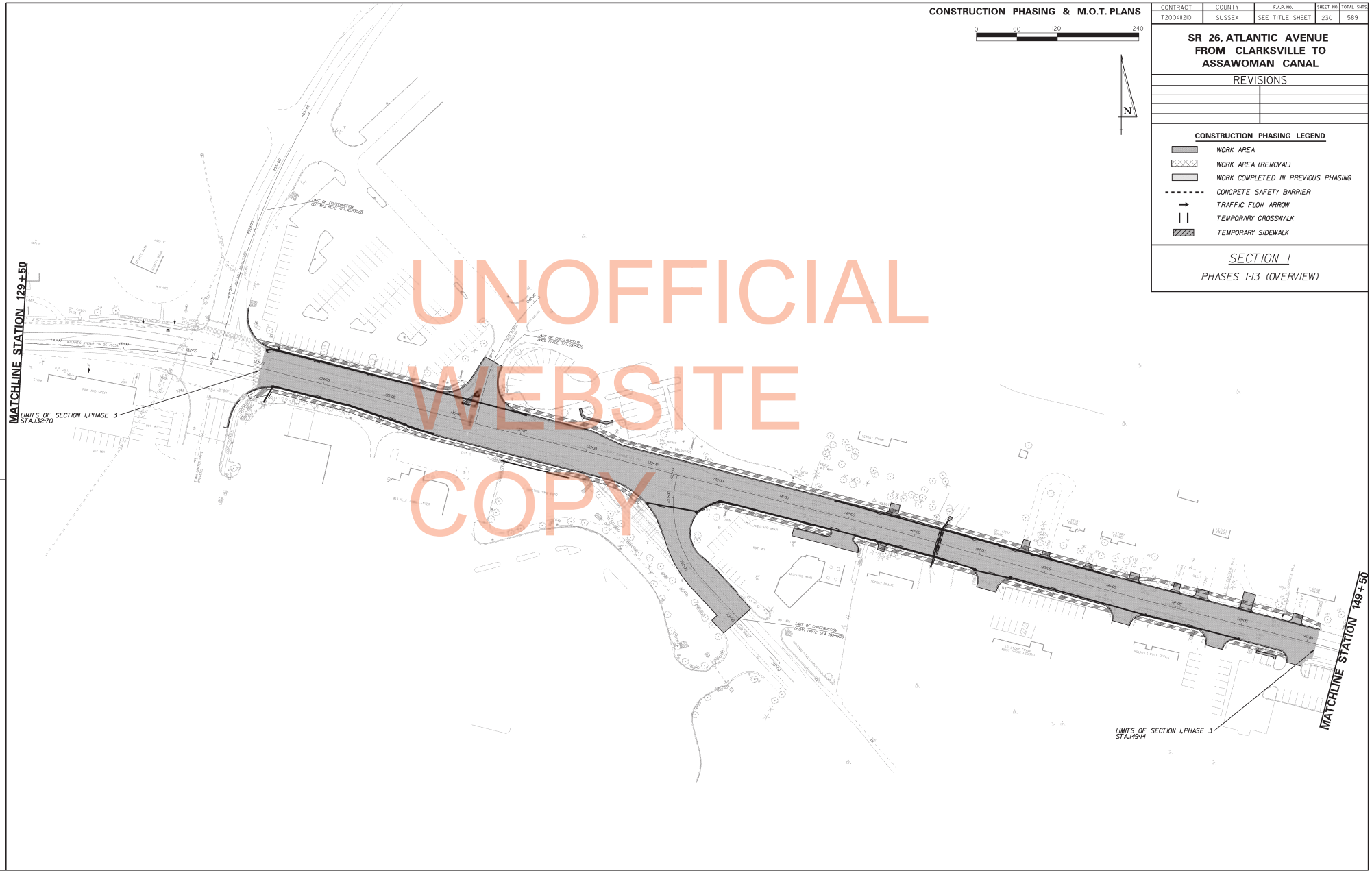
REVISIONS

CONSTRUCTION PHASING LEGEND

- WORK AREA
- WORK AREA (REMOVAL)
- WORK COMPLETED IN PREVIOUS PHASING
- CONCRETE SAFETY BARRIER
- TRAFFIC FLOW ARROW
- TEMPORARY CROSSWALK
- TEMPORARY SIDEWALK

SECTION I

PHASES I-I3 (OVERVIEW)



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CONSTRUCTION PHASING & M.O.T. PLANS

0 60 120 240

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CONTRACT	COUNTY	F.A.P. NO.	SHEET NO.	TOTAL SHTS.
T200411210	SUSSEX	SEE TITLE SHEET	231	589

SR 26, ATLANTIC AVENUE FROM CLARKSVILLE TO ASSAWOMAN CANAL

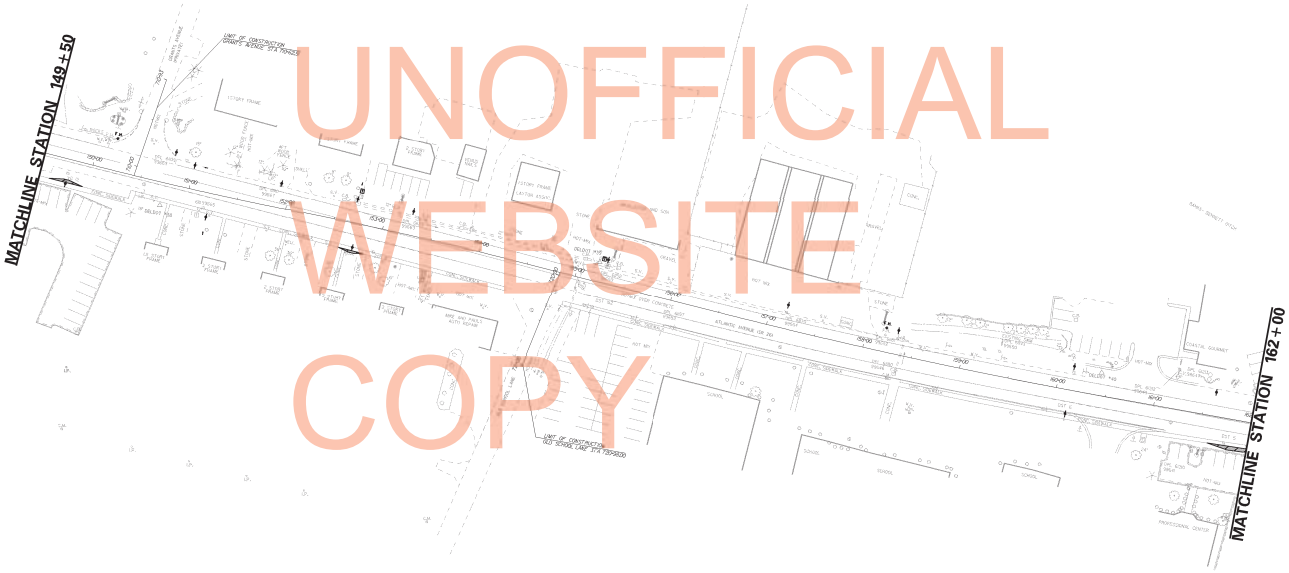
REVISIONS

CONSTRUCTION PHASING LEGEND

- WORK AREA
- WORK AREA (REMOVAL)
- WORK COMPLETED IN PREVIOUS PHASING
- CONCRETE SAFETY BARRIER
- TRAFFIC FLOW ARROW
- TEMPORARY CROSSWALK
- TEMPORARY SIDEWALK

SECTION I

PHASES I-13 (OVERVIEW)



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CONSTRUCTION PHASING & M.O.T. PLANS

0 60 120 240

N

CONTRACT	COUNTY	F.A.P. NO.	SHEET NO.	TOTAL SHTS.
T200411210	SUSSEX	SEE TITLE SHEET	232	589

SR 26, ATLANTIC AVENUE FROM CLARKSVILLE TO ASSAWOMAN CANAL

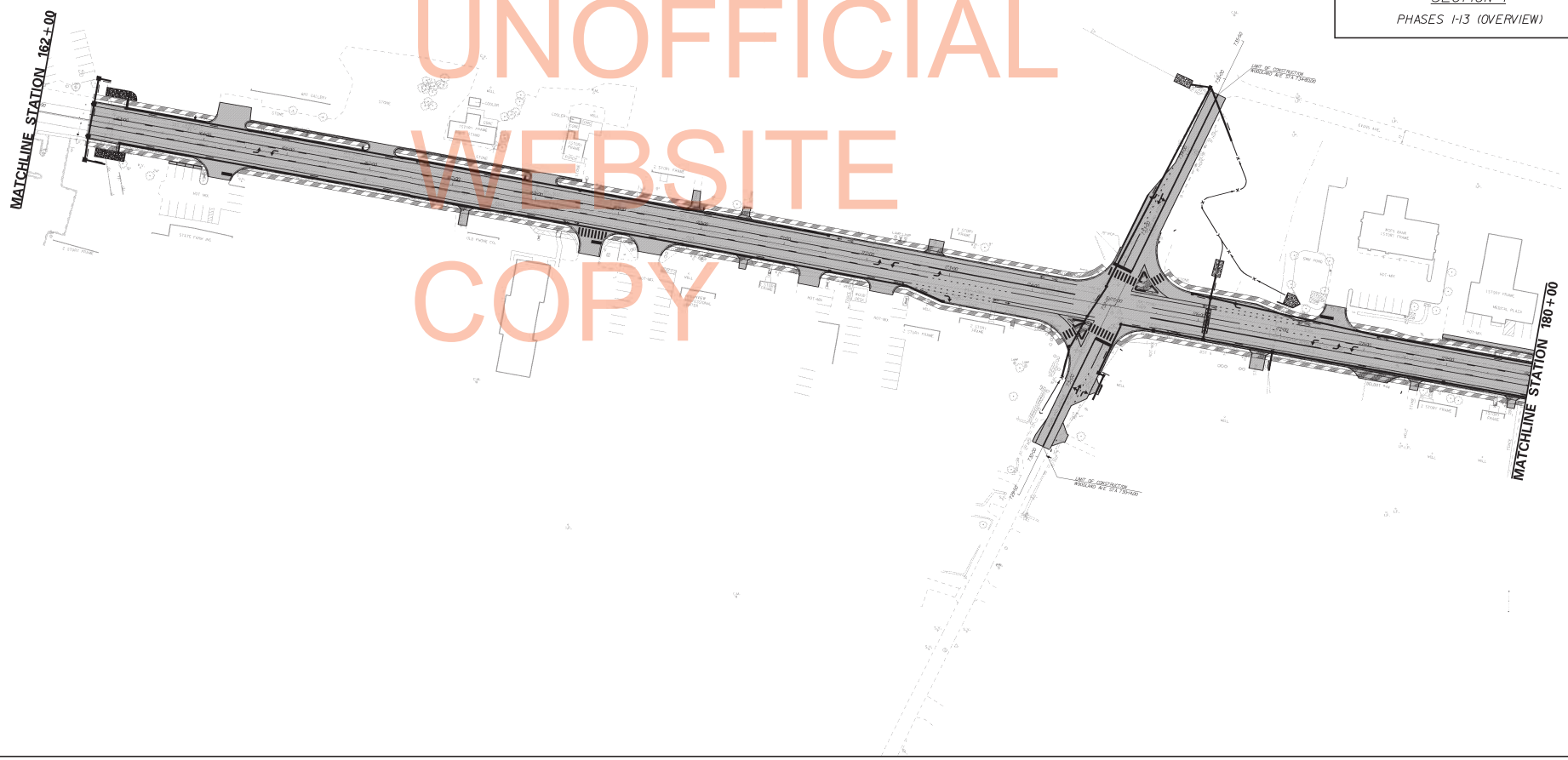
REVISIONS

CONSTRUCTION PHASING LEGEND

- WORK AREA
- WORK AREA (REMOVAL)
- WORK COMPLETED IN PREVIOUS PHASING
- CONCRETE SAFETY BARRIER
- TRAFFIC FLOW ARROW
- TEMPORARY CROSSWALK
- TEMPORARY SIDEWALK

SECTION 1

PHASES 1-13 (OVERVIEW)



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CONSTRUCTION PHASING & M.O.T. PLANS

0 60 120 240

CONTRACT	COUNTY	F.A.P. NO.	SHEET NO.	TOTAL SHTS.
T200411210	SUSSEX	SEE TITLE SHEET	233	589

SR 26, ATLANTIC AVENUE FROM CLARKSVILLE TO ASSAWOMAN CANAL

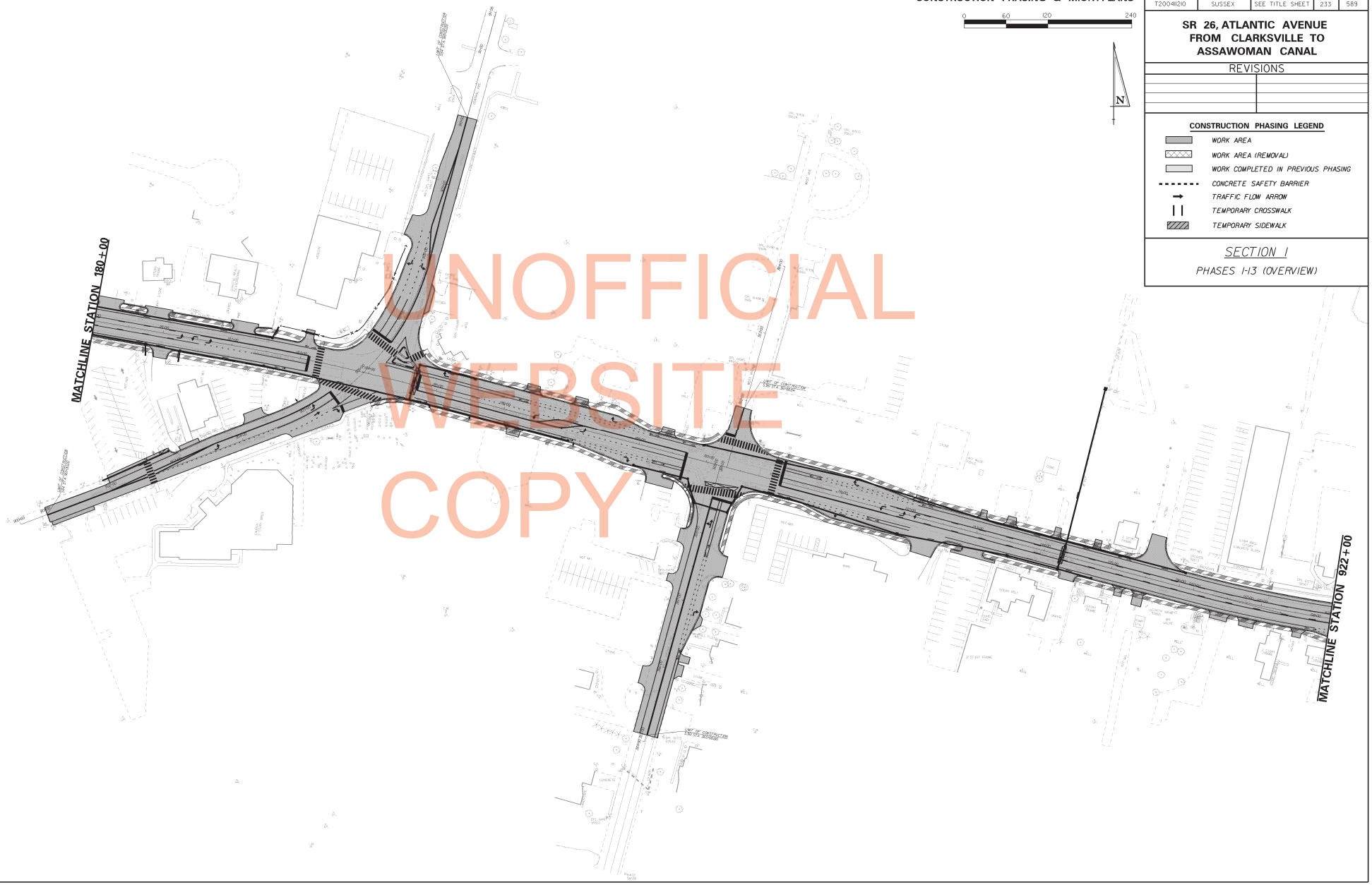
REVISIONS

CONSTRUCTION PHASING LEGEND

- WORK AREA
- WORK AREA (REMOVAL)
- WORK COMPLETED IN PREVIOUS PHASING
- CONCRETE SAFETY BARRIER
- TRAFFIC FLOW ARROW
- TEMPORARY CROSSWALK
- TEMPORARY SIDEWALK

SECTION 1

PHASES 1-13 (OVERVIEW)



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CONSTRUCTION PHASING & M.O.T. PLANS

0 60 120 240

CONTRACT	COUNTY	F.A.P. NO.	SHEET NO.	TOTAL SHTS.
T200411210	SUSSEX	SEE TITLE SHEET	234	589

SR 26, ATLANTIC AVENUE FROM CLARKSVILLE TO ASSAWOMAN CANAL

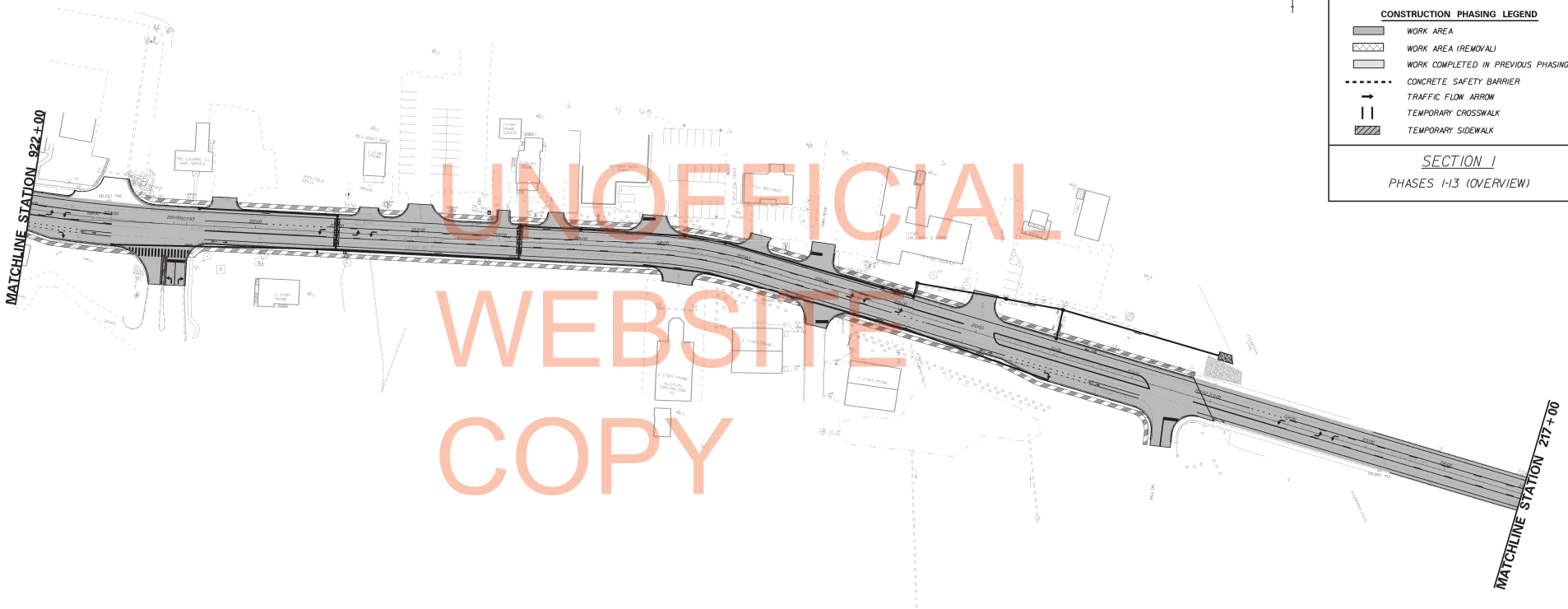
REVISIONS

CONSTRUCTION PHASING LEGEND

- WORK AREA
- WORK AREA (REMOVAL)
- WORK COMPLETED IN PREVIOUS PHASING
- CONCRETE SAFETY BARRIER
- TRAFFIC FLOW ARROW
- TEMPORARY CROSSWALK
- TEMPORARY SIDEWALK

SECTION 1

PHASES 1-13 (OVERVIEW)



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CONSTRUCTION PHASING & M.O.T. PLANS

0 60 120 240

N

CONTRACT	COUNTY	F.A.P. NO.	SHEET NO.	TOTAL SHTS.
T200411210	SUSSEX	SEE TITLE SHEET	235	589

SR 26, ATLANTIC AVENUE FROM CLARKSVILLE TO ASSAWOMAN CANAL

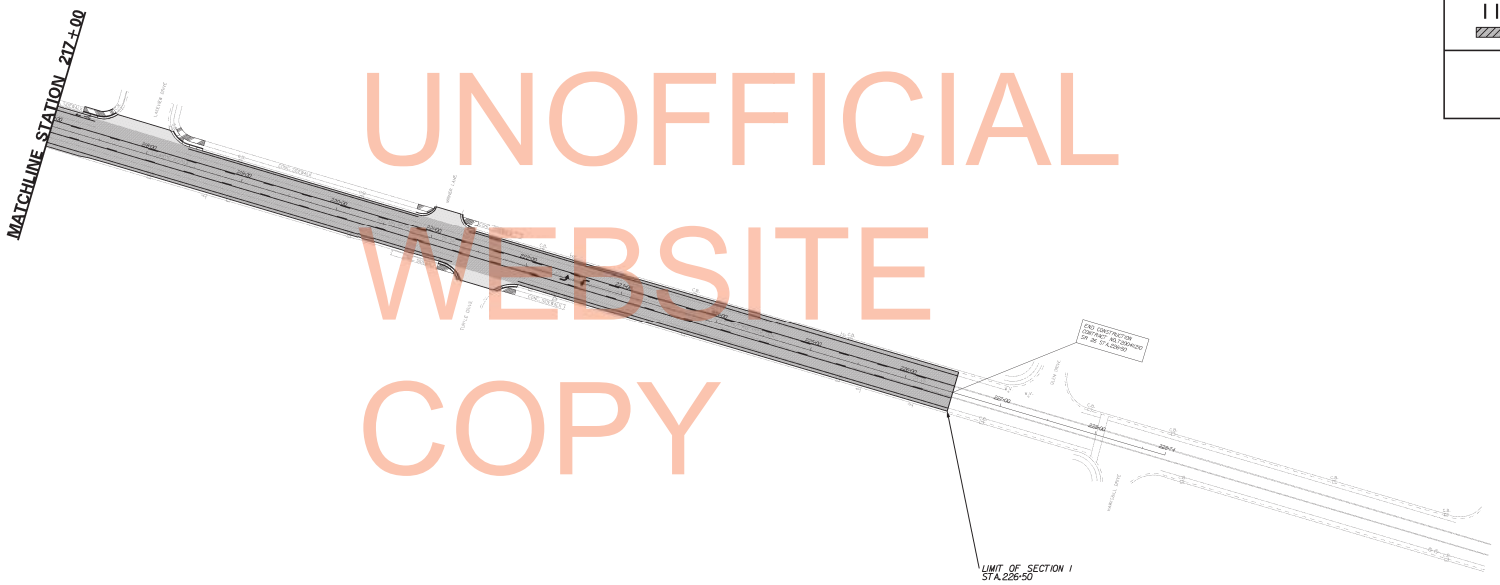
REVISIONS

CONSTRUCTION PHASING LEGEND

- WORK AREA
- WORK AREA (REMOVAL)
- WORK COMPLETED IN PREVIOUS PHASING
- CONCRETE SAFETY BARRIER
- TRAFFIC FLOW ARROW
- TEMPORARY CROSSWALK
- TEMPORARY SIDEWALK

SECTION 1

PHASES 1-13 (OVERVIEW)



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CONSTRUCTION PHASING & M.O.T. PLANS

0 30 60 120

N

CONTRACT	COUNTY	F.A.P. NO.	SHEET NO.	TOTAL SHTS.
T200411210	SUSSEX	SEE TITLE SHEET	236	589

SR 26, ATLANTIC AVENUE FROM CLARKSVILLE TO ASSAWOMAN CANAL

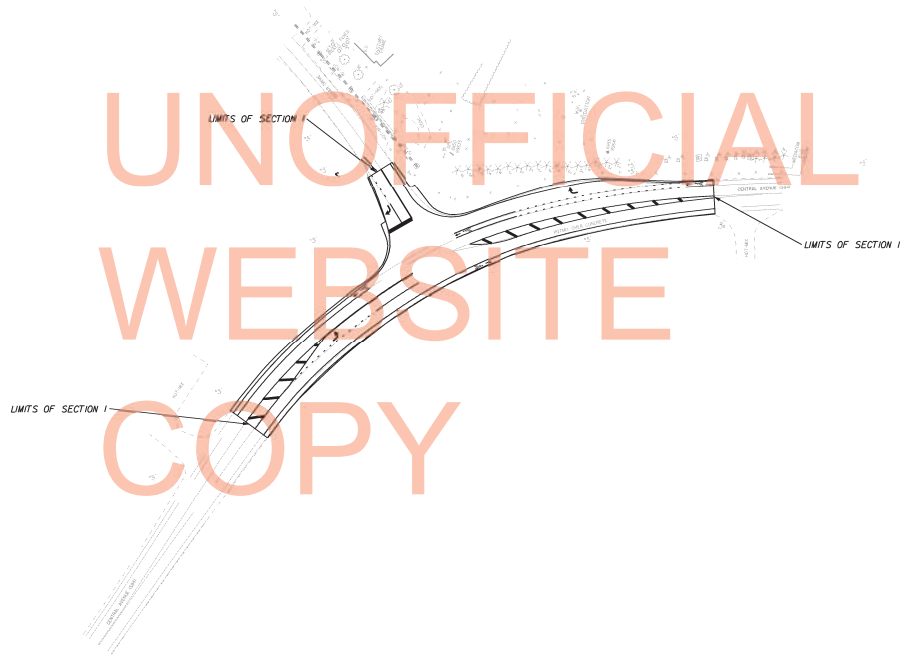
REVISIONS

CONSTRUCTION PHASING LEGEND

- WORK AREA
- WORK AREA (REMOVAL)
- WORK COMPLETED IN PREVIOUS PHASING
- CONCRETE SAFETY BARRIER
- TRAFFIC FLOW ARROW
- TEMPORARY CROSSWALK
- TEMPORARY SIDEWALK

SECTION 1

PHASES 1-13 (OVERVIEW)



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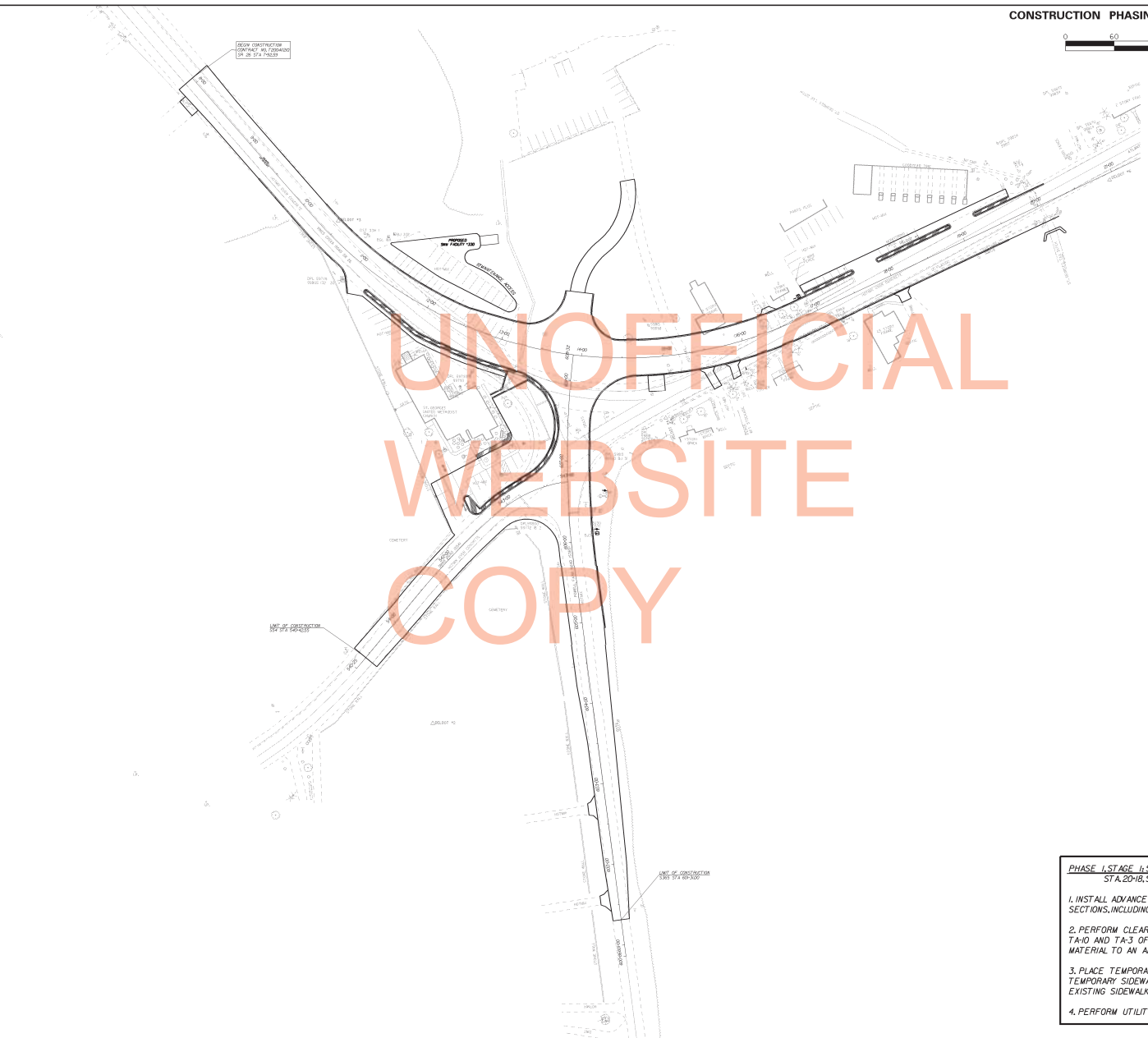
CONSTRUCTION PHASING & M.O.T. PLANS

0 60 120 240

CONTRACT	COUNTY	F.A.P. NO.	SHEET NO.	TOTAL SHTS.
T200411210	SUSSEX	SEE TITLE SHEET	237	589

SR 26, ATLANTIC AVENUE FROM CLARKSVILLE TO ASSAWOMAN CANAL

REVISIONS



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CONSTRUCTION PHASING LEGEND

- WORK AREA
- WORK AREA (REMOVAL)
- WORK COMPLETED IN PREVIOUS PHASING
- CONCRETE SAFETY BARRIER
- TRAFFIC FLOW ARROW
- TEMPORARY CROSSWALK
- TEMPORARY SIDEWALK

SECTION 1

PHASE 1, STAGE 1

PHASE 1, STAGE 1: STA. 132+70 TO STA. 149+14, STA. 109+50 TO STA. 113+00, WESTERN LIMITS TO STA. 20+18, SR 26; OMAR ROAD; POWELL FARM ROAD

1. INSTALL ADVANCE WARNING SIGNS AS SHOWN ON THE ADVANCE WARNING SIGN SHEETS FOR ALL SECTIONS, INCLUDING BUSINESSES OPEN SIGNS.

2. PERFORM CLEARING AND GRUBBING AS REQUIRED FOR UTILITY RELOCATIONS WITHIN PHASE 1. USE TA-10 AND TA-3 OF THE TRAFFIC CONTROL MANUAL AS NECESSARY TO MAINTAIN TRAFFIC. HAUL ALL MATERIAL TO AN APPROVED OFF-SITE FACILITY.

3. PLACE TEMPORARY SIDEWALK AT LOCATIONS SHOWN, OR AS DIRECTED BY THE ENGINEER. ONCE TEMPORARY SIDEWALK IS IN PLACE REMOVE EXISTING SIDEWALK. UTILITY POLES THAT WILL IMPACT EXISTING SIDEWALK SHALL NOT BE RELOCATED UNTIL TEMPORARY SIDEWALK IS IN PLACE.

4. PERFORM UTILITY RELOCATIONS WITHIN PHASE 1. DO NOT RELOCATE POLE AT STATION 12+78 RIGHT.

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CONSTRUCTION PHASING & M.O.T. PLANS

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CONTRACT	COUNTY	F.A.P. NO.	SHEET NO.	TOTAL SHTS.
T200411210	SUSSEX	SEE TITLE SHEET	238	589

SR 26, ATLANTIC AVENUE FROM CLARKSVILLE TO ASSAWOMAN CANAL

REVISIONS

CONSTRUCTION PHASING LEGEND

- WORK AREA
- WORK AREA (REMOVAL)
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- CONCRETE SAFETY BARRIER
- TRAFFIC FLOW ARROW
- TEMPORARY CROSSWALK
- TEMPORARY SIDEWALK

SECTION 1

PHASE 1, STAGE 1

UNOFFICIAL WEBSITE COPY

PHASE 1, STAGE 1: STA. 132+70 TO STA. 149+14, STA. 109+50 TO STA. 113+00, WESTERN LIMITS TO STA. 20+18, SR 26; OMAR ROAD; POWELL FARM ROAD

1. INSTALL ADVANCE WARNING SIGNS AS SHOWN ON THE ADVANCE WARNING SIGN SHEETS FOR ALL SECTIONS, INCLUDING BUSINESSES OPEN SIGNS.

2. PERFORM CLEARING AND GRUBBING AS REQUIRED FOR UTILITY RELOCATIONS WITHIN PHASE 1. USE TA-10 AND TA-3 OF THE TRAFFIC CONTROL MANUAL AS NECESSARY TO MAINTAIN TRAFFIC. HAUL ALL MATERIAL TO AN APPROVED OFF-SITE FACILITY.

3. PLACE TEMPORARY SIDEWALK AT LOCATIONS SHOWN, OR AS DIRECTED BY THE ENGINEER. ONCE TEMPORARY SIDEWALK IS IN PLACE REMOVE EXISTING SIDEWALK. UTILITY POLES THAT WILL IMPACT EXISTING SIDEWALK SHALL NOT BE RELOCATED UNTIL TEMPORARY SIDEWALK IS IN PLACE.

4. PERFORM UTILITY RELOCATIONS WITHIN PHASE 1. DO NOT RELOCATE POLE AT STATION 12+78 RIGHT.

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CONSTRUCTION PHASING & M.O.T. PLANS

0 60 120 240

CONTRACT	COUNTY	F.A.P. NO.	SHEET NO.	TOTAL SHTS.
T200411210	SUSSEX	SEE TITLE SHEET	239	589

SR 26, ATLANTIC AVENUE FROM CLARKSVILLE TO ASSAWOMAN CANAL

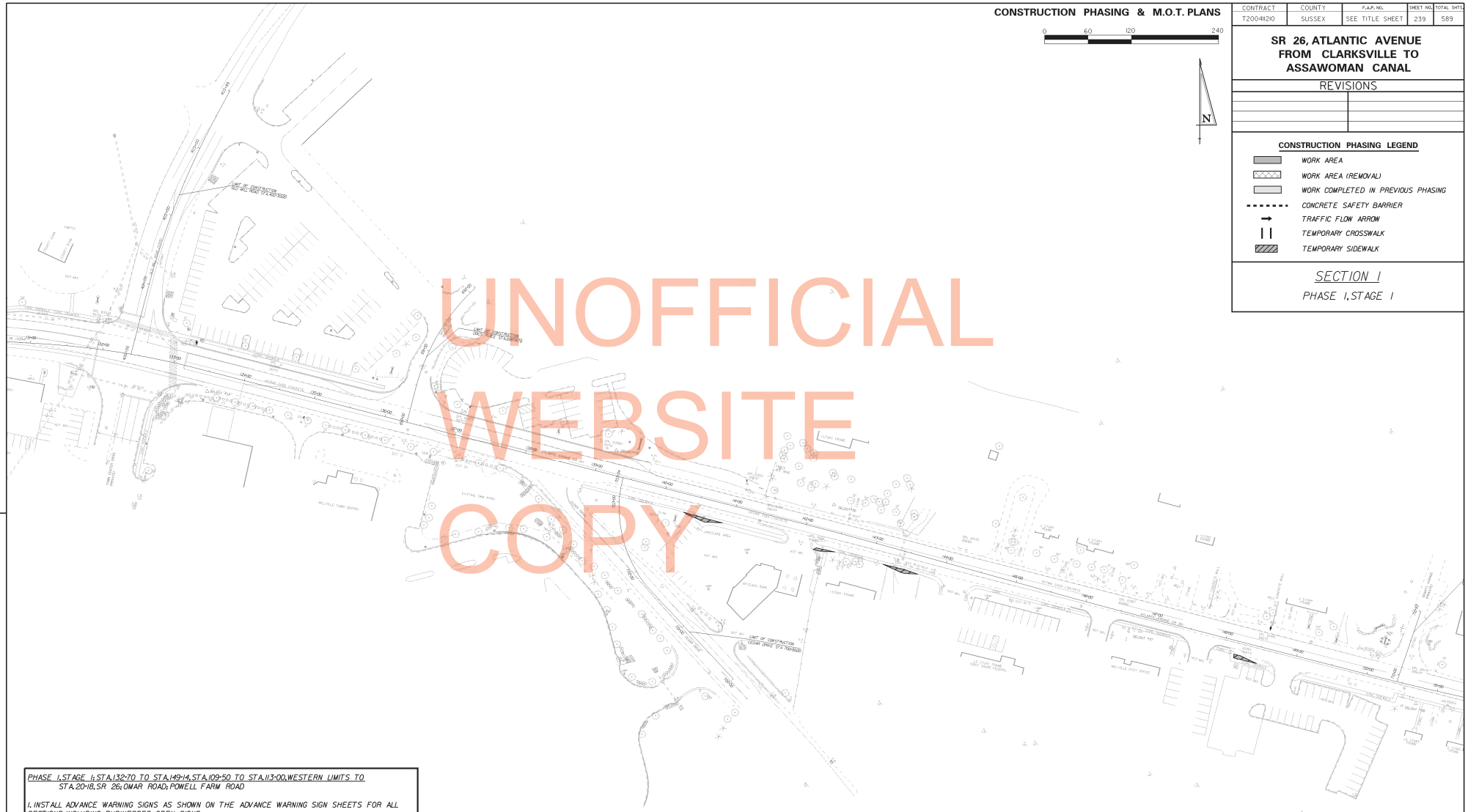
REVISIONS

CONSTRUCTION PHASING LEGEND

- WORK AREA
- WORK AREA (REMOVAL)
- WORK COMPLETED IN PREVIOUS PHASING
- CONCRETE SAFETY BARRIER
- TRAFFIC FLOW ARROW
- TEMPORARY CROSSWALK
- TEMPORARY SIDEWALK

SECTION 1

PHASE 1, STAGE 1



PHASE 1, STAGE 1: STA.132+70 TO STA.149+14, STA.109+50 TO STA.113+00, WESTERN LIMITS TO STA.20+18, SR 26: OMAR ROAD; POWELL FARM ROAD

1. INSTALL ADVANCE WARNING SIGNS AS SHOWN ON THE ADVANCE WARNING SIGN SHEETS FOR ALL SECTIONS, INCLUDING BUSINESSES OPEN SIGNS.

2. PERFORM CLEARING AND GRUBBING AS REQUIRED FOR UTILITY RELOCATIONS WITHIN PHASE 1. USE TA-10 AND TA-3 OF THE TRAFFIC CONTROL MANUAL AS NECESSARY TO MAINTAIN TRAFFIC. HAUL ALL MATERIAL TO AN APPROVED OFF-SITE FACILITY.

3. PLACE TEMPORARY SIDEWALK AT LOCATIONS SHOWN, OR AS DIRECTED BY THE ENGINEER. ONCE TEMPORARY SIDEWALK IS IN PLACE REMOVE EXISTING SIDEWALK. UTILITY POLES THAT WILL IMPACT EXISTING SIDEWALK SHALL NOT BE RELOCATED UNTIL TEMPORARY SIDEWALK IS IN PLACE.

4. PERFORM UTILITY RELOCATIONS WITHIN PHASE 1. DO NOT RELOCATE POLE AT STATION 12+78 RIGHT.

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CONSTRUCTION PHASING & M.O.T. PLANS

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CONTRACT	COUNTY	F.A.P. NO.	SHEET NO.	TOTAL SHTS.
T200411210	SUSSEX	SEE TITLE SHEET	240	589

SR 26, ATLANTIC AVENUE FROM CLARKSVILLE TO ASSAWOMAN CANAL

REVISIONS

N

CONSTRUCTION PHASING LEGEND

- WORK AREA
- WORK AREA (REMOVAL)
- WORK COMPLETED IN PREVIOUS PHASING
- CONCRETE SAFETY BARRIER
- TRAFFIC FLOW ARROW
- TEMPORARY CROSSWALK
- TEMPORARY SIDEWALK

SECTION 1

PHASE 2, STAGE 1

PHASE 2, STAGE 1: STA 20+18 TO EASTERN LIMITS

1. PERFORM CLEARING AND GRUBBING AS REQUIRED FOR UTILITY RELOCATIONS WITHIN REMAINDER OF PROJECT LIMITS. USE TA-10 AND TA-3 OF THE TRAFFIC CONTROL MANUAL AS NECESSARY TO MAINTAIN TRAFFIC. HAUL ALL MATERIAL TO AN APPROVED OFF-SITE FACILITY.

2. PLACE TEMPORARY SIDEWALK AT LOCATIONS SHOWN, OR AS DIRECTED BY THE ENGINEER. ONCE TEMPORARY SIDEWALK IS IN PLACE, REMOVE EXISTING SIDEWALK. UTILITY POLES THAT WILL IMPACT EXISTING SIDEWALK SHALL NOT BE RELOCATED UNTIL TEMPORARY SIDEWALK IS IN PLACE.

3. PERFORM UTILITY RELOCATIONS FROM EASTERN LIMITS OF PROJECT TO STA. 20+18.

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