CONSTRUCTION PHASING, MOT AND EROSION CONTROL
PHASE 1

1. PLACE ALL PERMANENT WARNING SIGNS AS SHOWN ON THE FIRST CONSTRUCTION PHASING, MOT AND EROSION CONTROL SHEET.
2. REMOVE EXISTING STRIPING AS NECESSARY USING CASE 6, AND PLACE TEMPORARY PAVING STRIPING, USING CASE 6A, AS SHOWN UNDER PHASE 1 TRAFFIC CONTROL.
3. SHIFT TRAFFIC TO NEW LANE DESIGNATED FOR PHASE 1.
4. INSTALL ALL EROSION AND SEDIMENT CONTROL MEASURES AS SHOWN.
5. REMOVE EXISTING SHOULDER AND PLACE GRADE/RAIN SYSTEM WORKING UPSTREAM FROM OUTLET POINT S.
6. CONSTRUCT CURB AND CURB/BARRIER WITH UNDERCONE AS SHOWN.
7. PLACE PROPOSED HOT-MIX PAVING SECTION UP TO THE TOP OF THE TYPE B HOT-MIX LAYER TO LIMITS SHOWN.
8. PLACEMENT OF DUSTED GOM AND TOPSOIL, SEED AND MULCH PRIOR TO REMOVAL OF SEDIMENT CONTROL DEVICES AND SWITCH TO PHASE 2 TRAFFIC CONTROL.
9. PLACEMENT OF DUSTED GOM TO LIMITS SHOWN.
10. INSTALL ALL EROSION AND SEDIMENT CONTROL MEASURES AS SHOWN.
SEQUENCE OF CONSTRUCTION

1. Place all permanent warning signs as shown on the first construction phasing, wet and erosion control sheet.
2. Under case 3 of the traffic control manual, place and/or relocate portable concrete safety barrier along the east side of the Valley Road approach 100 feet offset to the left, as shown on the phase 1 detail. Place plastic drop curbs along the left side of the Valley Road approach 100 feet offset to the left.
3. Remove existing striping as necessary using case 4.1, and place temporary pavement striping, using case 8A, as shown under phase 1B for the Valley Road approach.
4. Shift traffic to new lanes designated for phase 1B on Valley Road.
5. Set up signs as shown on this sheet and the main phase 1 construction phasing sheets.
6. Using case 3 of the traffic control manual, place portable concrete safety barrier along the south side of SR 41 to close the intersection of Old Lancaster Pike from St. Weird to St. Weird 100 feet offset to the left. Place additional Type 3 barricades as necessary to fully close Old Lancaster Pike approach to SR 41.
7. Install all additional erosion and sediment control measures as shown.
8. Remove existing shoulder and place drainage system and curb and gutter barrier with underdrain as shown.
9. Construct widening of SR 41 and Valley Road up to the top of wet-fill type B layer to limits shown.
10. During non-peak hours flagging operation construct remaining milling and overlay on Valley Road approach to SR 41.

PHASE 1B

NOTE:
Phase 1B shall occur at the end of phase 1A and shall serve to complete the eastbound of 4-laning in the area of Old Lancaster Pike intersection and the widening, widening of the Valley Road approach. The duration of this phase shall be minimal as much as practical.
**CONSTRUCTION PHASING, MOT AND EROSION CONTROL PHASE 1 AND 1A**

**NOTES:**
- Phase 1A shall occur at the beginning of Phase 1. Upon completion of Phase 1A, traffic control setup shall revert to Phase 1. Stop sign on man phasing sheets.
- Duration of Phase 1A shall be minimized as much as practical.

**SEQUENCE OF CONSTRUCTION – PHASE 1A**
1. Place all pertinent warning signs as shown on the first construction phasing, mot and erosion control sheet.
2. Remove existing concrete island and place temporary pavement.
3. Shift traffic to new right turn lane designated for Phase 1A.
4. Place plastic drags as shown to delineate right turn lane, at 20'-0" maximum spacing.
5. Remove existing turn lane and place curb and gutter as shown.
6. Construct widening of new turning roadway up to top of hot-mix, type E layer.
7. Upon completion of this task, reset all pertinent traffic control devices related to turn lane per Phase 1.1.

**SEQUENCE OF CONSTRUCTION – PHASE 1**
1. After completion of phase 1A, remove striping as necessary using case G, and place temporary pavement striping using case B as shown under phase 1A traffic control.
2. Shift traffic to new right turn lane designated for phase 1.
3. Place plastic drags as shown to delineate right turn lane, at 20'-0" maximum spacing on center.
4. Remove existing pavement and construct full-depth paving from STA 64+00 to STA 65+30 RT, as shown in Phase 1.
5. Detail: Place full-depth paving in the area to be occupied by proposed triangular island located at 60+47 RT, use temporary pavement materials placed in Phase 1A in proposed section to the extent practical.
**CONSTRUCTION PHASING, MOT AND EROSION CONTROL PHASE 1**

**Supplemental Sequencing**

THE FOLLOWING ITEMS ARE REQUIRED TO BE CONSTRUCTED AT AN EARLIER TIME THAN THAT OUTLINED IN THE MAIN PHASE 1 SEQUENCE OF CONSTRUCTION:

1. PLACE ALL PERMANENT WARNING SIGNS AS SHOWN ON THE FIRST CONSTRUCTION PHASING, MOT AND EROSION CONTROL SHEET. REMIND EXISTING TRAFFIC FLOW AREA FOR WORK AHEAD. PLACE PORTABLE CONCRETE SAFETY BARRIER ALONG SOUTH SIDE OF SR 41, 200' OFFSET RT. BETWEEN STA. 78+40 TO STA. 80+50.

2. INSTALL ALL EROSION AND SEDIMENT CONTROL MEASURES AS SHOWN.

3. CONSTRUCT ALL SIGNAL POLE BASES AND OTHER SIGNAL SUPPORT FACILITIES AT INTERCONNECTION. SEE SIGNAL PHASING PLANS.

4. COORDINATE WITH PROPERTY OWNER TO RELOCATE SANITARY SEWER SERVICE LINES. SEE SANITARY SEWER PLANS AND PROFILE SHEET FOR INTERMEDIATE PHASING AND CONSTRUCTION DETAILS. SEE SUPPLEMENTAL SEQUENCING THIS SHEET FOR TIMING.

5. CONSTRUCT STORMWATER MANAGEMENT POND AT MIST OF EROSION PROTECTION WORK (SEEN IN THIS SHEET). POND TO FUNCTION AS TEMPORARY SEDIMENT BASIN DURING CONSTRUCTION. SEE STORMWATER MANAGEMENT PLANS FOR DETAILS ON SEDIMENT BASIN, SEE SUPPLEMENTAL SEQUENCING THIS SHEET FOR TIMING.

6. REMOVE EXISTING SHOULDER AND PLACE DRAINAGE SYSTEM WORKING UPSTREAM FROM OUTLET POINT 0.

7. CONSTRUCT CURB AND GUTTER WITH UNDERDRAIN AS SHOWN.

8. GRADE AND BOX OUT AREA FOR PROPOSED SIDEWALK PAVING SECTORS OF SR 41 TO LIMITS SHOWN. PLACE TRIM HOT-MIX AS NECESSARY TO PROVIDE TEMPORARY ACCESS DURING RECONSTRUCTION.

9. CONSTRUCT PORTION OF CURB ALONG STA. 78+40 RT. AND STA. 82+50 RT. AND TEMPORARILY BLOCK UPSTREAM END OF CURB AT LIMITS OF EXCAVATION.

10. PLACE PROPOSED HOT-MIX PAVING SECTORS OF SR 41 WORKING TO THE TOP OF HOT-MIX TYPE B LAYER TO LIMITS SHOWN.

11. TO ALL DISTURBED AREAS WITH TOPSOIL, SEEDS AND MULCH PRIOR TO REMOVAL OF SEDIMENT CONTROL DEVICES AND SWITCH TO PHASE 2 TRAFFIC CONTROL.

12. USING CASE 7 OF THE TRAFFIC CONTROL MANUAL, REMOVE/RELOCATE PORTABLE PVC BARRIER AS NEEDED PRIOR TO SWITCH TO PHASE 2 TRAFFIC CONTROL.

NOTES:

1. CONTRACTOR SHALL COORDINATE WITH PROPERTY OWNER A MINIMUM OF 48 HOURS PRIOR TO BEGINNING WORK IN THIS PHASE TO ARRANGE FOR TRAFFIC SIGN OPERATION MODIFICATIONS AT INTERSECTION.

2. ENTRANCES AT STATIONS 78+50 AND 78+60 TO BE MOST DESIRABLE BEGINNING WITH WEST ENTRANCE TYPICAL OR MORE SHOT. TRAFFIC CONTROL DEVICES SHOWN TO BE SHOWN UNDER CONSTRUCTION OF WEST ENTRANCE. TIMING OF ENTRANCE CLOSURES SHALL BE COORDINATED WITH PROPERTY OWNER.
SEQUENCE OF CONSTRUCTION:

1. PLACE ALL PERMANENT WARNING SIGNS AS SHOWN ON THE FIRST CONSTRUCTION PHASING, MOT AND EROSION CONTROL SHEET.
2. REMOVE EXISTING STRIPING AS NECESSARY, USING CASE 6, AND PLACE TEMPORARY PAVEMENT STRIPING, USING CASE 8A.
3. AS SHOWN UNDER PHASE 1 TRAFFIC CONTROL.
4. SHIFT TRAFFIC TO NEW LANES DESIGNATED FOR PHASE 1.
5. USING CASE 3 OF THE TRAFFIC CONTROL MANUAL, PLACE PORTABLE CONCRETE SAFETY BARRIER ALONG SOUTH SIDE OF SR 41.
6. TAPER OFF SIDE RT 1 BETWEEN STA. 55+50 TO STA. 105+50.
7. INSTALL ALL EROSION AND SEDIMENT CONTROL MEASURES AS SHOWN.
8. REMOVE EXISTING SHOULDER AND PLACE DRAINAGE SYSTEM WORKING UPSTREAM FROM OUTFALL POINT S1.
9. CONSTRUCT CURB AND GUTTER WITH UNDERDRAIN AS SHOWN.
10. GRADE AND BOX OUT FOR PROPOSED PAVEMENT SECTION TO THE LIMITS SHOWN. PLACE TEMP-MIX AS NEEDED TO PROVIDE TEMPORARY ACCESS TO DURING RECONSTRUCTION.
11. PLACE PROPOSED HOT-MIX PAVING SECTION UP TO THE TOP OF TEMP-MIX TYPE B LAYER TO LIMITS SHOWN.
12. STABILIZE ALL DISTURBED AREAS WITH TOPSOIL, SEED AND MULCH PRIOR TO REMOVAL OF SEDIMENT CONTROL DEVICES AND SWITCH TO PHASE 2 TRAFFIC CONTROL.
13. USING CASE 2 OF THE TRAFFIC CONTROL MANUAL, REMOVE/RELOCATE PORTABLE PVC BARRIER AS NEEDED PRIOR TO SWITCH TO PHASE 2 TRAFFIC CONTROL.

PORTABLE WEATHER BOARD SHALL BE PLACED TWO WEEKS PRIOR TO BEGINNING OF PHASE 2.

LOCATION OF WEATHER BOARD SHALL BE AS DIRECTED BY THE ENGINEER AND SHALL BE ADJUSTED TO MORE CONFORM TO OTHER WORK ZONE SIGNAL.