

SIGNING, STRIPING & ITMS PLANS

CONTRACT	COUNTY	F.A.R. NO.	SHEET NO.	TOTAL SHEETS
T2004820	SUSSEX	SEE TITLE SHEET	58	589

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

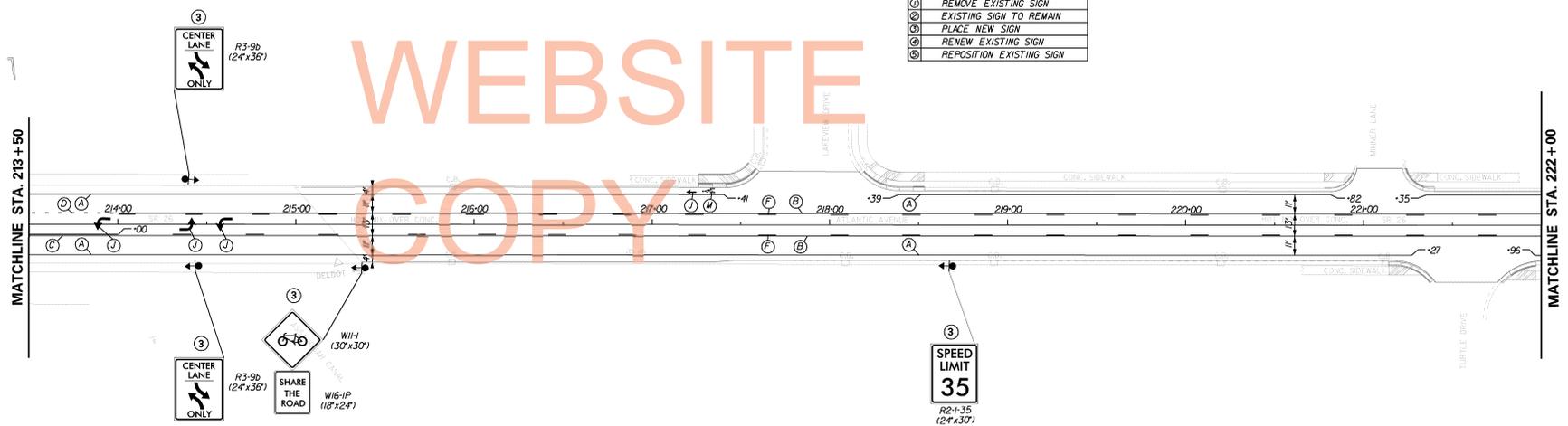
REVISIONS

PAVEMENT MARKINGS LEGEND		
SYMBOL	ITEM	QUANTITY
(A)	5' SOLID WHITE EPOXY RESIN PAVEMENT STRIPING (ITEM 748548)	1481 LF
(B)	5' SOLID YELLOW EPOXY RESIN PAVEMENT STRIPING (ITEM 748548)	1600 LF
(C)	5' SOLID DOUBLE YELLOW EPOXY RESIN PAVEMENT STRIPING (ITEM 748548)	100 LF
(D)	5' DASHED WHITE EPOXY RESIN PAVEMENT STRIPING, 2' LINE & 8' GAP (ITEM 748548)	12 LF
(E)	5' DASHED WHITE EPOXY RESIN PAVEMENT STRIPING, 10' LINE & 30' GAP (ITEM 748548)	0 LF
(F)	5' DASHED YELLOW EPOXY RESIN PAVEMENT STRIPING, 10' LINE & 30' GAP (ITEM 748548)	400 LF
(G)	16' SOLID WHITE ALKYD THERMOPLASTIC PAVEMENT STRIPING (ITEM 748015)	0 SF
(H)	24' SOLID WHITE ALKYD THERMOPLASTIC PAVEMENT STRIPING (ITEM 748015)	0 SF
(J)	WHITE ALKYD THERMOPLASTIC PAVEMENT SYMBOL (ITEM 748015)	52 SF
(K)	10' SOLID WHITE EPOXY RESIN PAVEMENT STRIPING (ITEM 748548)	0 LF
(L)	12' SOLID YELLOW ALKYD THERMOPLASTIC PAVEMENT STRIPING, 25" CC @ 45 (ITEM 748027)	0 SF
(M)	RETROREFLECTIVE THERMOPLASTIC PAVEMENT MARKING, BIKER SYMBOL (ITEM 748553)	1 EA
(N)	4' SOLID WHITE EPOXY RESIN PAVEMENT STRIPING (ITEM 748506)	0 LF

SIGNING LEGEND	
(1)	REMOVE EXISTING SIGN
(2)	EXISTING SIGN TO REMAIN
(3)	PLACE NEW SIGN
(4)	RENEW EXISTING SIGN
(5)	REPOSITION EXISTING SIGN



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PREL. TRACING DESIGN CHFD.

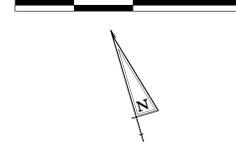
SIGNING, STRIPING & ITMS PLANS

CONTRACT T2004210	COUNTY SUSSEX	F.A.R. NO. SEE TITLE SHEET	SHEET NO. 512	TOTAL SHEETS 589
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**SR 26, ATLANTIC AVENUE
FROM CLARKSVILLE TO
ASSAWOMAN CANAL**

REVISIONS

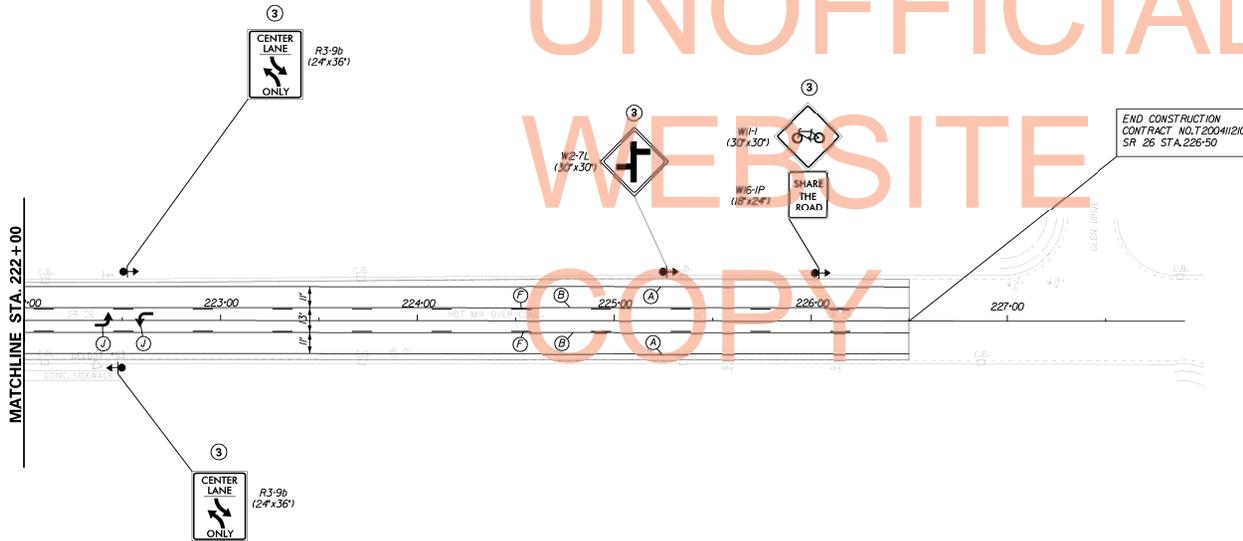
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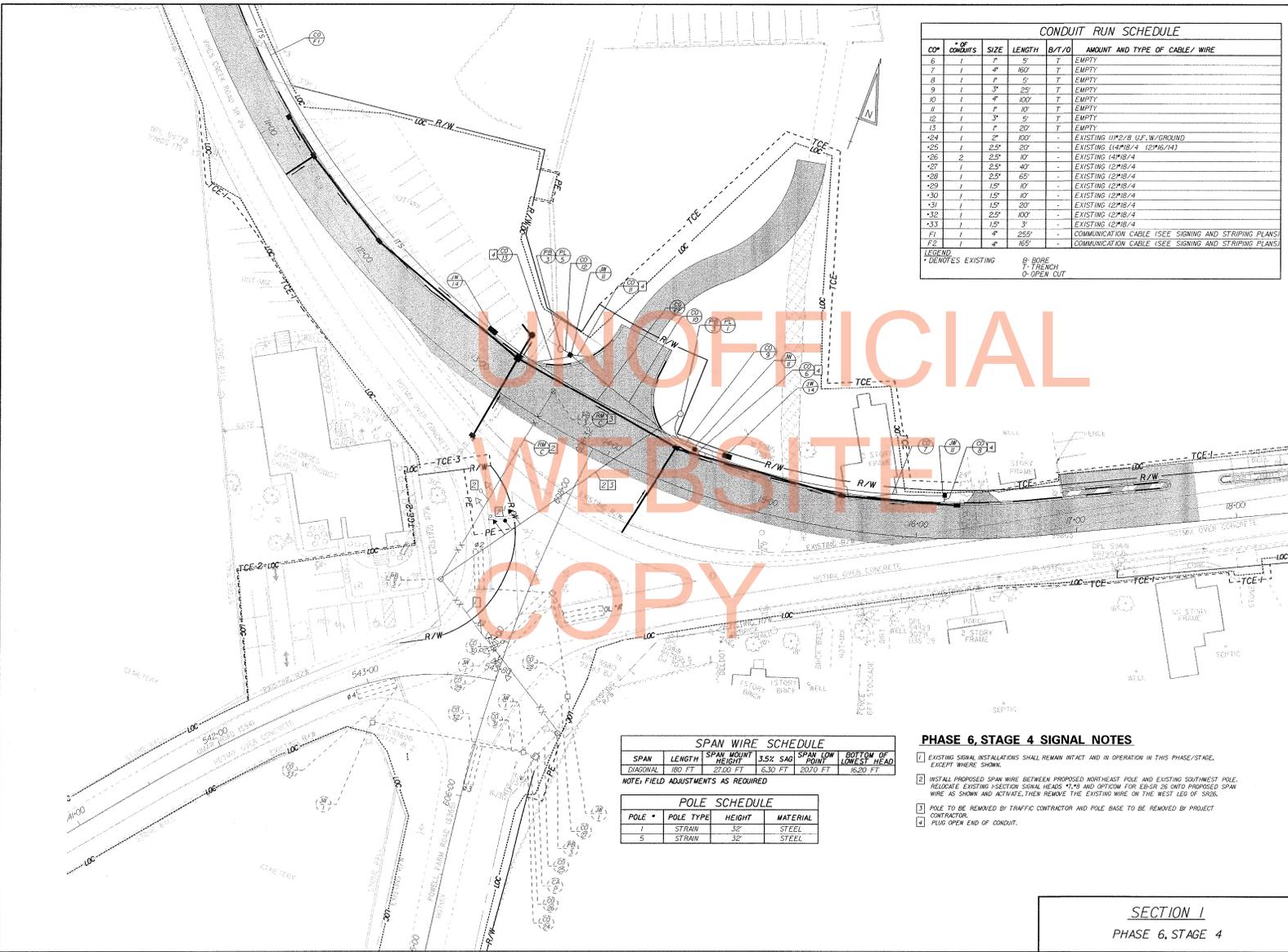


PAVEMENT MARKINGS LEGEND		
SYMBOL	ITEM	QUANTITY
(A)	5' SOLID WHITE EPOXY RESIN PAVEMENT STRIPING (ITEM 748548)	900 LF
(B)	5' SOLID YELLOW EPOXY RESIN PAVEMENT STRIPING (ITEM 748548)	900 LF
(C)	5' SOLID DOUBLE YELLOW EPOXY RESIN PAVEMENT STRIPING (ITEM 748548)	0 LF
(D)	5' DASHED WHITE EPOXY RESIN PAVEMENT STRIPING, 2' LINE & 6' GAP (ITEM 748548)	0 LF
(E)	5' DASHED WHITE EPOXY RESIN PAVEMENT STRIPING, 10' LINE & 30' GAP (ITEM 748548)	0 LF
(F)	5' DASHED YELLOW EPOXY RESIN PAVEMENT STRIPING, 10' LINE & 30' GAP (ITEM 748548)	225 LF
(G)	16' SOLID WHITE ALKYD THERMOPLASTIC PAVEMENT STRIPING (ITEM 748015)	0 SF
(H)	24' SOLID WHITE ALKYD THERMOPLASTIC PAVEMENT STRIPING (ITEM 748015)	0 SF
(J)	WHITE ALKYD THERMOPLASTIC PAVEMENT (ITEM 748015)	31 SF
(K)	10' SOLID WHITE EPOXY RESIN PAVEMENT STRIPING (ITEM 748549)	0 LF
(L)	12' SOLID YELLOW ALKYD THERMOPLASTIC PAVEMENT STRIPING, 25' CC @ 45' (ITEM 748027)	0 SF
(M)	RETROREFLECTIVE THERMOPLASTIC PAVEMENT MARKING, BIKE SYMBOL (ITEM 748553)	0 EA
(N)	4' SOLID WHITE EPOXY RESIN PAVEMENT STRIPING (ITEM 748556)	0 LF

SIGNING LEGEND	
(1)	REMOVE EXISTING SIGN
(2)	EXISTING SIGN TO REMAIN
(3)	PLACE NEW SIGN
(4)	RENEW EXISTING SIGN
(5)	REPOSITION EXISTING SIGN

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WEBSITE
COPY





CONDUIT RUN SCHEDULE					
COP	CONDS	SIZE	LENGTH	B/T/O	AMOUNT AND TYPE OF CABLE / WIRE
6	1	1"	5'	T	EMPTY
7	1	1"	150'	T	EMPTY
8	1	1"	5'	T	EMPTY
9	1	1"	25'	T	EMPTY
10	1	1"	100'	T	EMPTY
11	1	1"	10'	T	EMPTY
12	1	1"	5'	T	EMPTY
13	1	1"	200'	T	EMPTY
*24	1	2"	100'	-	EXISTING (1/2" B UF, W/GROUND)
*25	1	2.5"	20'	-	EXISTING (1/4" B/U 12" W/4)
*26	2	2.5"	10'	-	EXISTING (1/4" B/U 12" W/4)
*27	1	2.5"	40'	-	EXISTING (1/4" B/U 12" W/4)
*28	1	2.5"	65'	-	EXISTING (1/4" B/U 12" W/4)
*29	1	1.5"	10'	-	EXISTING (1/4" B/U 12" W/4)
*30	1	1.5"	10'	-	EXISTING (1/4" B/U 12" W/4)
*31	1	1.5"	20'	-	EXISTING (1/4" B/U 12" W/4)
*32	1	2.5"	100'	-	EXISTING (1/4" B/U 12" W/4)
*33	1	1.5"	3'	-	EXISTING (1/4" B/U 12" W/4)
F1	1	1"	255'	-	COMMUNICATION CABLE (SEE SIGNING AND STRAPPING PLANS)
F2	1	1"	155'	-	COMMUNICATION CABLE (SEE SIGNING AND STRAPPING PLANS)

SPAN WIRE SCHEDULE					
SPAN	LENGTH	SPAN WEIGHT	3.5% SAG	SPAN LOW POINT	BOTTOM OF LOWEST HEAD
DIAGONAL	180 FT	27.00 FT	6.30 FT	2070 FT	1620 FT

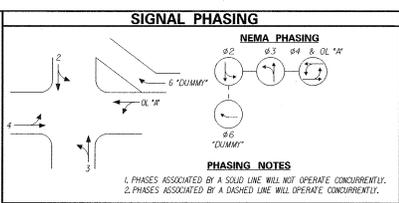
NOTE: FIELD ADJUSTMENTS AS REQUIRED

POLE SCHEDULE			
POLE #	POLE TYPE	HEIGHT	MATERIAL
1	STRAIN	32'	STEEL
5	STRAIN	32'	STEEL

PHASE 6, STAGE 4 SIGNAL NOTES

- EXISTING SIGNAL INSTALLATIONS SHALL REMAIN INTACT AND IN OPERATION IN THIS PHASE/STAGE, EXCEPT WHERE SHOWN.
- INSTALL PROPOSED SPAN WIRE BETWEEN PROPOSED NORTHEAST POLE AND EXISTING SOUTHWEST POLE. RELOCATE EXISTING SECTION SIGNAL HEADS #1, #2 AND OPTION FOR ED-SR 28 ONTO PROPOSED SPAN WIRE AS SHOWN AND ACTIVATE THEM REMOVE THE EXISTING WIRE ON THE WEST LEG OF SIGNAL.
- POLE TO BE REMOVED BY TRAFFIC CONTRACTOR AND POLE BASE TO BE REMOVED BY PROJECT CONTRACTOR.
- PLUS OPEN END OF CONDUIT.

SECTION 1
PHASE 6, STAGE 4

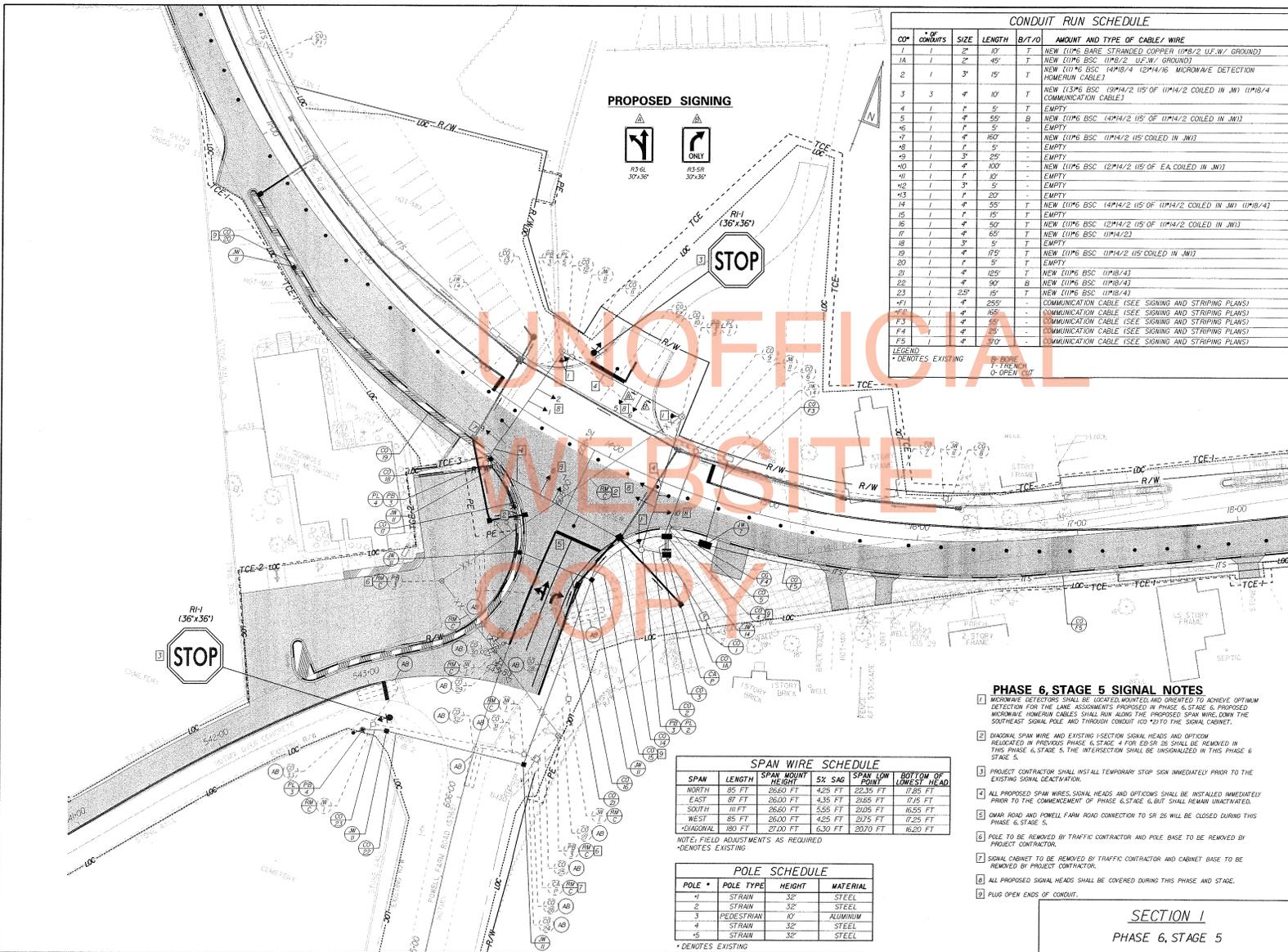


LEGEND

■ PROPOSED SIGNAL CABINET	○ REMOVE BY CONTRACTOR
■ EXISTING SIGNAL CABINET	○ REMOVE BY OTHERS
○ PROPOSED SIGNAL POLE BASE	○ ABANDON
○ EXISTING SIGNAL POLE BASE	○ PROPOSED POLE BASE IDENTIFIER (TYPE OF POLE BASE)
○ PROPOSED PEDESTRIAN POLE BASE	○ EXISTING POLE BASE IDENTIFIER (TYPE OF POLE BASE)
○ EXISTING PEDESTRIAN POLE BASE	○ PROPOSED WOOD POLE
○ PROPOSED WOOD POLE	○ EXISTING WOOD POLE
○ EXISTING WOOD POLE	○ PROPOSED POLE IDENTIFIER (# OF POLE)
■ PROPOSED JUNCTION WELL	○ EXISTING POLE IDENTIFIER (# OF POLE)
○ EXISTING JUNCTION WELL	○ PROPOSED JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL)
○ EXISTING JUNCTION WELL	○ EXISTING JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL)
○ EXISTING SIGNAL HEAD	○ PROPOSED CONDUIT RUN IDENTIFIER (# OF CONDUIT RUN)
○ EXISTING SIGNAL HEAD	○ EXISTING CONDUIT RUN IDENTIFIER (# OF CONDUIT RUN)
○ EXISTING PEDESTRIAN SIGNAL HEAD	○ PROPOSED OVERHEAD RUN IDENTIFIER (# OF OVERHEAD RUN)
○ EXISTING PEDESTRIAN SIGNAL HEAD	○ EXISTING OVERHEAD RUN IDENTIFIER (# OF OVERHEAD RUN)
○ PROPOSED PEDESTRIAN PUSHBUTTON	○ EXISTING PEDESTRIAN RUN IDENTIFIER (# OF OVERHEAD RUN)
○ EXISTING PEDESTRIAN PUSHBUTTON	○ PROPOSED MAST ARM IDENTIFIER (SEE MAST ARM SCHEDULE)
○ PROPOSED VIDEO DETECTION	○ EXISTING MAST ARM IDENTIFIER (SEE MAST ARM SCHEDULE)
○ EXISTING VIDEO DETECTION	○ PROPOSED CABINET IDENTIFIER (TYPE OF CABINET)
○ PROPOSED MICROWAVE DETECTION	○ EXISTING CABINET IDENTIFIER (TYPE OF CABINET)
○ EXISTING MICROWAVE DETECTION	○ PROPOSED OPTICOM RECEIVER
○ OVERHEAD SIGNAL	○ EXISTING OPTICOM RECEIVER
○ PROPOSED OPTICOM RECEIVER	○ EXISTING OPTICOM RECEIVER
○ EXISTING OPTICOM RECEIVER	○ PROPOSED SPAN WIRE
○ PROPOSED MAST ARM	○ RIGHT OF WAY OR PROPERTY LINE
○ EXISTING MAST ARM	○ PROPOSED SPAN INSULATOR
○ PROPOSED LUMINAIRE	○ EXISTING SPAN INSULATOR
○ EXISTING LUMINAIRE	○ SERVICE PEDESTAL
○ PROPOSED LOOP DETECTOR (TYPE TOR 2)	○ EXISTING OCTV
○ EXISTING LOOP DETECTOR (TYPE TOR 2)	○ EXISTING OCTV
○ EXISTING LOOP DETECTOR (TYPE TOR 2)	○ EXISTING PLASTIC DRAWS
○ EXISTING LOOP DETECTOR (TYPE TOR 2)	○ EXISTING PLASTIC DRAWS

- GENERAL SIGNAL NOTES**
- ALL SIGNAL EQUIPMENT REMOVED FROM A PROJECT IS TO BE RETURNED TO DELDOT TRAFFIC CONTROL/DEPARTMENT.
 - POLE BASES/CABINET BASE AND CONDUIT JUNCTION WELLS ARE TO BE REMOVED IN ACCORDANCE WITH SECTION 201 AND 202 OF THE STANDARD SPECIFICATIONS OR AS DIRECTED BY ENGINEER. EXISTING CONDUIT IS TO BE ABANDONED EXCEPT WHERE SHOWN.
 - ALL UNRAISED RIGID CONDUIT (RIGID) SHALL BE REMOVED AND THREADED. ALL DRG SHALL BE THREADED TOGETHER WITH APPROVED COUPLINGS. SET SCREW/BOLTED AND COMPRESSOR FITTINGS ARE NOT ACCEPTABLE.
 - ALL UNDERGROUND AND OVERHEAD UTILITIES SHOWN ON THESE PLANS ARE SCHEMATIC ONLY AND MAY NOT BE COMPLETE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING MISS UTILITY AND/OR THE APPROPRIATE UTILITY ENTITY FOR THE UTILITY MARKETS PRIOR TO THE BEGINNING OF CONSTRUCTION. IF THE CONTRACTOR PERCEIVES THAT A CONFLICT BETWEEN UTILITIES AND THE TRAFFIC SIGNAL WILL OCCUR, THE CONTRACTOR SHALL NOTIFY DELDOT IMMEDIATELY BEFORE CONSTRUCTION.
 - CONTRACTOR SHALL COORDINATE WITH TRAFFIC SIGNAL MAINTENANCE FOR THE IDENTIFICATION AND REMOVAL OF ALL UNUSED AND REDUNDANT COPPER CABLE.
 - ALL 4, 3, 2.5, AND 2" CONDUITS SHALL BE SCHEDULE 80 PVC WITH THE EXCEPTION OF # BORED CONDUIT WHICH SHALL BE SERVICE HOPE. ALL CONDUITS LESS THAN 6" O.D. SHALL BE LIQUID TIGHT FLEXIBLE NONMETALLIC AND ALL CONDUITS GREATER THAN 6" O.D. SHALL BE RIGID GALVANIZED.

RECOMMENDED <i>[Signature]</i> DATE: 05/15/13	RECOMMENDED <i>[Signature]</i> DATE: 7/12/13	RECOMMENDED _____ DATE: _____	APPROVED TRAFFIC ENGINEER <i>[Signature]</i> DATE: 9/12/13	APPROVED FOR INSTALLATION CHIEF TRAFFIC ENGINEER <i>[Signature]</i> DATE: 7/12/13												
			SR 26, ATLANTIC AVENUE FROM CLARKVILLE TO ASSAWOMAN CANAL	<table border="1"> <tr><td>CONTRACT</td><td>T2004820</td><td>PERMIT NO.</td><td>S196</td></tr> <tr><td>COUNTY</td><td>SUSSEX</td><td>DESIGNED BY:</td><td>MSK</td></tr> <tr><td></td><td></td><td>CHECKED BY:</td><td>BAM</td></tr> </table>	CONTRACT	T2004820	PERMIT NO.	S196	COUNTY	SUSSEX	DESIGNED BY:	MSK			CHECKED BY:	BAM
CONTRACT	T2004820	PERMIT NO.	S196													
COUNTY	SUSSEX	DESIGNED BY:	MSK													
		CHECKED BY:	BAM													
DELAWARE DEPARTMENT OF TRANSPORTATION		SIGNAL PLAN SR 26 @ POWELL FARM ROAD	SHEET NO. 513 TOTAL SHEETS 589													



CONDUIT RUN SCHEDULE

CONDUIT NO.	NO. OF CONDUITS	SIZE	LENGTH	B/T/O	AMOUNT AND TYPE OF CABLE/WIRE
1	1	2"	10'	T	NEW (1) 16 BARE STRANDED COPPER (1) 16/2 (1) F.W./ GROUND
1A	1	2"	45'	T	NEW (1) 16 BSC (1) 16/2 (1) F.W./ GROUND
2	1	3"	15'	T	NEW (1) 16 BSC (1) 16/4 (1) 12M/16 MICROWAVE DETECTION (1) 16/4 (1) COMMUNICATION CABLE
3	3	4"	10'	T	NEW (3) 16 BSC (1) 16/2 (1) 15' OF (1) 16/2 COILED IN JNY (1) 16/4 (1) COMMUNICATION CABLE
4	1	1"	5'	T	EMPTY
5	1	4"	55'	B	NEW (1) 16 BSC (1) 16/4 (1) 15' OF (1) 16/4 COILED IN JNY
6	1	1"	5'	T	EMPTY
7	1	4"	150'	T	NEW (1) 16 BSC (1) 16/4 (1) 15' OF (1) 16/4 COILED IN JNY
8	1	1"	5'	T	EMPTY
9	1	2"	25'	T	EMPTY
10	1	4"	100'	T	NEW (1) 16 BSC (1) 16/4 (1) 15' OF (1) 16/4 COILED IN JNY
11	1	1"	10'	T	EMPTY
12	1	3"	5'	T	EMPTY
13	1	1"	20'	T	EMPTY
14	1	4"	55'	T	NEW (1) 16 BSC (1) 16/4 (1) 15' OF (1) 16/4 COILED IN JNY (1) 16/4
15	1	1"	15'	T	EMPTY
16	1	4"	50'	T	NEW (1) 16 BSC (1) 16/4 (1) 15' OF (1) 16/4 COILED IN JNY
17	1	4"	65'	T	NEW (1) 16 BSC (1) 16/4 (1) 2
18	1	3"	5'	T	EMPTY
19	1	4"	175'	T	NEW (1) 16 BSC (1) 16/4 (1) 15' COILED IN JNY
20	1	1"	5'	T	EMPTY
21	1	4"	125'	T	NEW (1) 16 BSC (1) 16/4
22	1	4"	90'	B	NEW (1) 16 BSC (1) 16/4
23	1	2.5"	15'	T	NEW (1) 16 BSC (1) 16/4
24	1	4"	255'	T	COMMUNICATION CABLE (SEE SIGNING AND STRIPING PLANS)
25	1	4"	125'	T	COMMUNICATION CABLE (SEE SIGNING AND STRIPING PLANS)
F3	1	4"	15'	T	COMMUNICATION CABLE (SEE SIGNING AND STRIPING PLANS)
F4	1	4"	15'	T	COMMUNICATION CABLE (SEE SIGNING AND STRIPING PLANS)
F5	1	4"	15'	T	COMMUNICATION CABLE (SEE SIGNING AND STRIPING PLANS)

LEGEND
 * DENOTES EXISTING
 B - BURIED
 T - TRUNK
 O - OPEN CUT

SPAN WIRE SCHEDULE

SPAN	LENGTH	SPAN MOUNT HEIGHT	SX SAG	SPAN LOW POINT	LOWEST HEAD
NORTH	95 FT	26.50 FT	4.25 FT	23.35 FT	17.85 FT
EAST	87 FT	26.00 FT	4.35 FT	21.65 FT	17.15 FT
SOUTH	111 FT	26.50 FT	5.55 FT	20.95 FT	16.55 FT
WEST	85 FT	26.00 FT	4.25 FT	23.75 FT	17.25 FT
DIAGONAL	180 FT	27.00 FT	6.30 FT	20.70 FT	16.20 FT

POLE SCHEDULE

POLE #	POLE TYPE	HEIGHT	MATERIAL
1	STRAIN	32'	STEEL
2	STRAIN	32'	STEEL
3	PEDESTRIAN	10'	ALUMINUM
4	STRAIN	32'	STEEL
5	STRAIN	32'	STEEL

* DENOTES EXISTING

- ### PHASE 6, STAGE 5 SIGNAL NOTES
- MICROWAVE DETECTORS SHALL BE LOCATED, MOUNTED AND ORIENTED TO ACHIEVE OPTIMUM DETECTION FOR THE LANE ASSIGNMENTS PROPOSED IN PHASE 6, STAGE 5. PROPOSED MICROWAVE DETECTION CABLES SHALL RUN ALONG THE PROPOSED SPAN WIRE DOWN THE SOUTHEAST SIGNAL POLE AND THROUGH CONDUIT #21 TO THE SIGNAL CABINET.
 - DIAGONAL SPAN WIRE AND EXISTING 1-SECTION SIGNAL HEADS AND OPTION HEADS IN PREVIOUS PHASE 6, STAGE 4 FOR EB OR SB SHALL BE REMOVED IN THIS PHASE 6, STAGE 5. THE INTERSECTION SHALL BE UNSIGNALIZED IN THIS PHASE 6 STAGE 5.
 - PROJECT CONTRACTOR SHALL INSTALL TEMPORARY STOP SIGN IMMEDIATELY PRIOR TO THE EXISTING SIGNAL DEACTIVATION.
 - ALL PROPOSED SPAN WIRES, SIGNAL HEADS AND OPTIONS SHALL BE INSTALLED IMMEDIATELY PRIOR TO THE COMMENCEMENT OF PHASE 6, STAGE 6. LIGHT SHALL REMAIN UNACTIVATED.
 - ONAR ROAD AND POWELL FARM ROAD CONNECTION TO SR 26 WILL BE CLOSED DURING THIS PHASE 6, STAGE 5.
 - POLE TO BE REMOVED BY TRAFFIC CONTRACTOR AND POLE BASE TO BE REMOVED BY PROJECT CONTRACTOR.
 - SIGNAL CABINET TO BE REMOVED BY TRAFFIC CONTRACTOR AND CABINET BASE TO BE REMOVED BY PROJECT CONTRACTOR.
 - ALL PROPOSED SIGNAL HEADS SHALL BE COVERED DURING THIS PHASE AND STAGE.
 - PLUS OPEN ENDS OF CONDUIT.

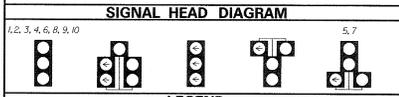
SECTION 1
PHASE 6, STAGE 5

SIGNAL PHASING

NEMA PHASING

PHASING NOTES

1. PHASES ASSOCIATED BY A SOLID LINE WILL NOT OPERATE CONCURRENTLY.
 2. PHASES ASSOCIATED BY A DASHED LINE WILL OPERATE CONCURRENTLY.



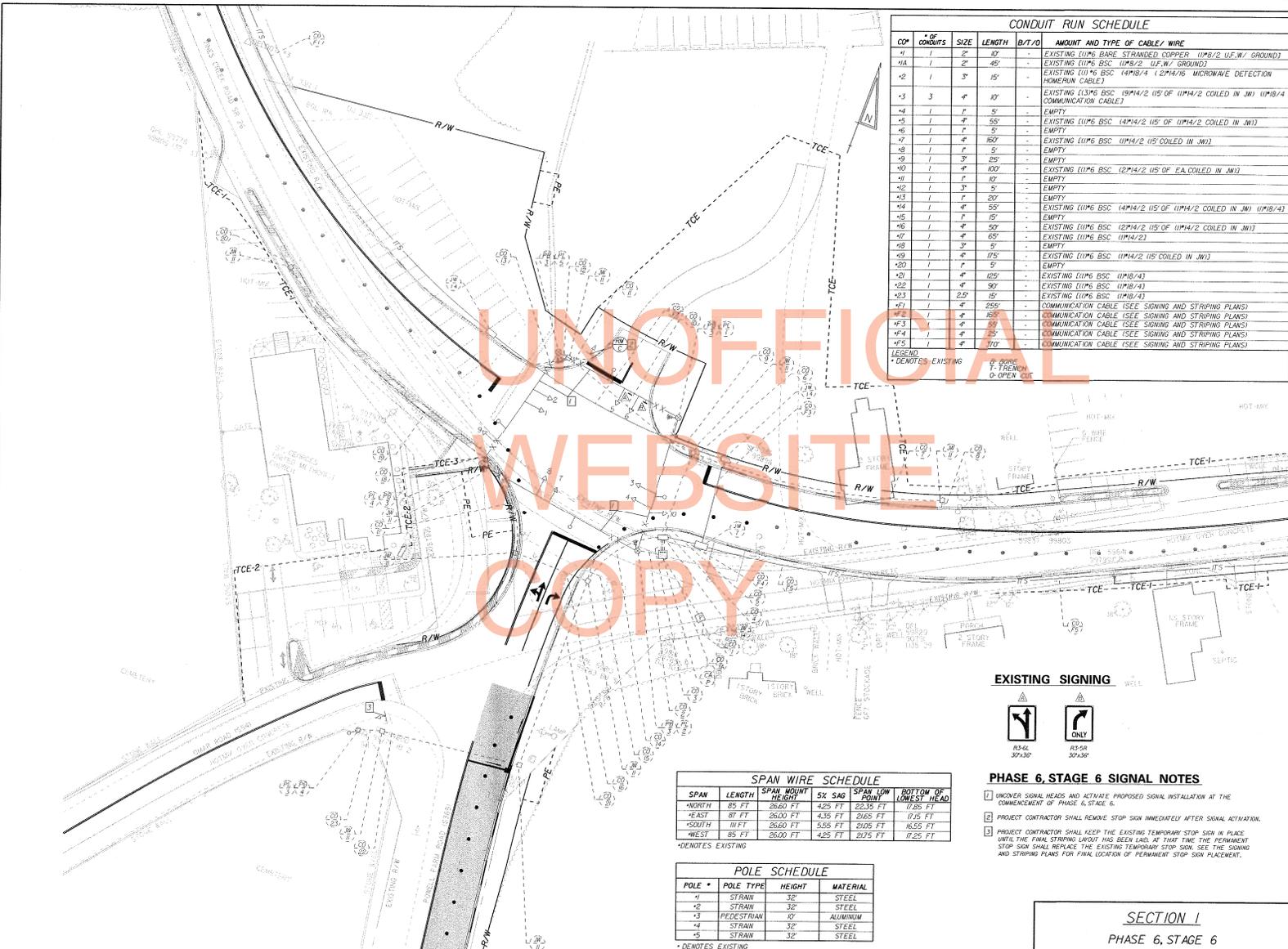
LEGEND

PROPOSED SIGNAL CABINET	(Symbol)	REMOVE BY CONTRACTOR
EXISTING SIGNAL CABINET	(Symbol)	REMOVE BY OTHERS
PROPOSED SIGNAL POLE BASE	(Symbol)	ABANDON
EXISTING SIGNAL POLE BASE	(Symbol)	ABANDON
PROPOSED PEDESTRIAN SIGNAL POLE BASE	(Symbol)	PROPOSED POLE BASE IDENTIFIER (TYPE OF POLE BASE)
EXISTING PEDESTRIAN SIGNAL POLE BASE	(Symbol)	EXISTING POLE BASE IDENTIFIER (TYPE OF POLE BASE)
PROPOSED WOOD POLE	(Symbol)	PROPOSED POLE IDENTIFIER (# OF POLE)
EXISTING WOOD POLE	(Symbol)	EXISTING POLE IDENTIFIER (# OF POLE)
PROPOSED JUNCTION WELL	(Symbol)	EXISTING JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL)
EXISTING JUNCTION WELL	(Symbol)	EXISTING JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL)
PROPOSED SIGNAL HEAD	(Symbol)	EXISTING SIGNAL HEAD IDENTIFIER (TYPE OF SIGNAL HEAD)
EXISTING SIGNAL HEAD	(Symbol)	EXISTING SIGNAL HEAD IDENTIFIER (TYPE OF SIGNAL HEAD)
PROPOSED PEDESTRIAN SIGNAL HEAD	(Symbol)	PROPOSED CONDUIT RUN IDENTIFIER (# OF CONDUIT RUN)
EXISTING PEDESTRIAN SIGNAL HEAD	(Symbol)	EXISTING CONDUIT RUN IDENTIFIER (# OF CONDUIT RUN)
PROPOSED PEDESTRIAN PROHIBITION	(Symbol)	PROPOSED OVERHEAD RUN IDENTIFIER (# OF OVERHEAD RUN)
EXISTING PEDESTRIAN PROHIBITION	(Symbol)	EXISTING OVERHEAD RUN IDENTIFIER (# OF OVERHEAD RUN)
PROPOSED VIDEO DETECTION	(Symbol)	PROPOSED WEST ARM IDENTIFIER (SEE WEST ARM SCHEDULE)
EXISTING VIDEO DETECTION	(Symbol)	EXISTING WEST ARM IDENTIFIER (SEE WEST ARM SCHEDULE)
PROPOSED MICROWAVE DETECTION	(Symbol)	EXISTING WEST ARM IDENTIFIER (SEE WEST ARM SCHEDULE)
EXISTING MICROWAVE DETECTION	(Symbol)	EXISTING WEST ARM IDENTIFIER (SEE WEST ARM SCHEDULE)
OVERHEAD SIGNALING	(Symbol)	EXISTING CABINET IDENTIFIER (TYPE OF CABINET)
PROPOSED OPTION RECEIVER	(Symbol)	EXISTING SPAN WIRE
EXISTING OPTION RECEIVER	(Symbol)	EXISTING SPAN WIRE
PROPOSED SPAN WIRE	(Symbol)	RIGHT-OF-WAY OR PROPERTY LINE
EXISTING SPAN WIRE	(Symbol)	PROPOSED SPAN INSULATOR
PROPOSED LUMINAIRE	(Symbol)	EXISTING SPAN INSULATOR
EXISTING LUMINAIRE	(Symbol)	SERVICE PEDESTAL
PROPOSED CCTV	(Symbol)	PROPOSED CCTV
EXISTING CCTV	(Symbol)	EXISTING CCTV
PROPOSED LOOP DETECTOR (TYPE TOR 2)	(Symbol)	PROPOSED PLASTIC DRINKS
EXISTING LOOP DETECTOR (TYPE TOR 2)	(Symbol)	EXISTING PLASTIC DRINKS

- ### GENERAL SIGNAL NOTES
- ALL SIGNAL EQUIPMENT REMOVED FROM A PROJECT IS TO BE RETURNED TO DELDOT TRAFFIC CONTROL/DELAWARE.
 - POLE BASES/SIGNAL CABINETS AND CONDUIT JUNCTION WELLS ARE TO BE REMOVED IN ACCORDANCE WITH SECTION 201 AND 202 OF THE STANDARD SPECIFICATIONS OR AS DIRECTED BY ENGINEER. EXISTING CONDUIT IS TO BE ABANDONED EXCEPT WHERE SHOWN.
 - ALL GALVANIZED RIGID CONDUIT (RIGID) SHALL BE REMOVED AND THREADED. ALL ORG SHALL BE THREADED TOGETHER WITH APPROVED COUPLINGS, SET SCHEDULED AND COMPRESSION FITTINGS ARE NOT ACCEPTABLE.
 - ALL UNDERGROUND AND OVERHEAD UTILITIES SHOWN ON THESE PLANS ARE SCHEMATIC ONLY AND MAY NOT BE COMPLETE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING THE LOCATION AND DEPTH OF ALL UTILITIES PRIOR TO THE BEGINNING OF CONSTRUCTION. IF THE CONTRACTOR PERCEIVES THAT A CONFLICT BETWEEN UTILITIES AND THE TRAFFIC SIGNAL WILL OCCUR, THE CONTRACTOR SHALL NOTIFY DELDOT IMMEDIATELY BEFORE CONSTRUCTION.
 - CONTRACTOR SHALL COORDINATE WITH TRAFFIC SIGNAL MAINTENANCE FOR THE IDENTIFICATION AND REMOVAL OF ALL UNUSED AND REDUNDANT COPPER CABLE.
 - ALL #4, #2, #3 AND #4 CONDUITS SHALL BE SCHEDULE 80 PVC WITH THE EXCEPTION OF #4 SCHEDULE 40 WHICH SHALL BE SERVICE HOPE. ALL #4 CONDUITS LESS THAN 6" IN DIAMETER SHALL BE LINED THROT FLEXIBLE NON-METALLIC AND ALL #4 CONDUITS GREATER THAN 6" SHALL BE RIGID GALVANIZED.

RECOMMENDED <i>[Signature]</i> DATE: 05/15/13	RECOMMENDED <i>[Signature]</i> DATE: 7/11/13	RECOMMENDED _____ DATE: _____	APPROVED TRAFFIC ENGINEER <i>[Signature]</i> DATE: 7/1/13
APPENDIX / REVISIONS			
 DELAWARE DEPARTMENT OF TRANSPORTATION		SCALE FEET	SR 26, ATLANTIC AVENUE FROM CLARKVILLE TO ASSAWOMAN CANAL
CONTRACT T2004120	PERMIT NO. S196	DESIGNED BY: MSK	CHECKED BY: BAM
SIGNAL PLAN SR 26 @ POWELL FARM ROAD		SHEET NO. 54 TOTAL SHEETS 589	APPROVED FOR INSTALLATION CHIEF TRAFFIC ENGINEER <i>[Signature]</i> DATE: 7/1/13

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CONDUIT RUN SCHEDULE

CON	# OF CONDUITS	SIZE	LENGTH	B/T/O	AMOUNT AND TYPE OF CABLE/ WIRE
*1	1	2"	80'	-	EXISTING (11)PS BARE STRANDED COPPER (11)S/2 (U.F.W./ GROUND)
*1A	1	2"	45'	-	EXISTING (11)PS BSC (11)S/2 (U.F.W./ GROUND)
*2	1	3"	15'	-	EXISTING (11)PS BSC (11)S/4 (1)PS/4 (6) MORNOWAVE DETECTION HOMERUN CABLE
*3	3	4"	10'	-	EXISTING (11)PS BSC (11)S/2 (1)S OF (11)PS/4 COILED IN JWI (11)PS/4 COMMUNICATION CABLE
*4	1	1"	5'	-	EMPTY
*5	1	1"	55'	-	EXISTING (11)PS BSC (11)S/2 (1)S OF (11)PS/4 COILED IN JWI
*6	1	1"	5'	-	EMPTY
*7	1	4"	80'	-	EXISTING (11)PS BSC (11)S/2 (1)S COILED IN JWI
*8	1	1"	5'	-	EMPTY
*9	1	3"	25'	-	EMPTY
*10	1	4"	100'	-	EXISTING (11)PS BSC (11)S/2 (1)S OF EA COILED IN JWI
*11	1	1"	10'	-	EMPTY
*12	1	3"	5'	-	EMPTY
*13	1	1"	20'	-	EMPTY
*14	1	4"	55'	-	EXISTING (11)PS BSC (11)S/2 (1)S OF (11)PS/4 COILED IN JWI (11)PS/4
*15	1	1"	10'	-	EMPTY
*16	1	4"	50'	-	EXISTING (11)PS BSC (11)S/2 (1)S OF (11)PS/4 COILED IN JWI
*17	1	4"	65'	-	EXISTING (11)PS BSC (11)S/2
*18	1	3"	5'	-	EMPTY
*19	1	4"	175'	-	EXISTING (11)PS BSC (11)S/2 (1)S COILED IN JWI
*20	1	1"	5'	-	EMPTY
*21	1	4"	125'	-	EXISTING (11)PS BSC (11)S/2
*22	1	4"	50'	-	EXISTING (11)PS BSC (11)S/2
*23	1	2 1/2"	65'	-	EXISTING (11)PS BSC (11)S/4
*24	1	4"	255'	-	COMMUNICATION CABLE (SEE SIGNING AND STRIPING PLANS)
*25	1	4"	25'	-	COMMUNICATION CABLE (SEE SIGNING AND STRIPING PLANS)
*26	1	4"	25'	-	COMMUNICATION CABLE (SEE SIGNING AND STRIPING PLANS)
*27	1	4"	25'	-	COMMUNICATION CABLE (SEE SIGNING AND STRIPING PLANS)
*28	1	4"	25'	-	COMMUNICATION CABLE (SEE SIGNING AND STRIPING PLANS)
*29	1	4"	25'	-	COMMUNICATION CABLE (SEE SIGNING AND STRIPING PLANS)
*30	1	4"	25'	-	COMMUNICATION CABLE (SEE SIGNING AND STRIPING PLANS)

LEGEND:
 * DENOTES EXISTING
 O - 30" R.F. TRENCH
 O - OPEN CUT

SPAN WIRE SCHEDULE

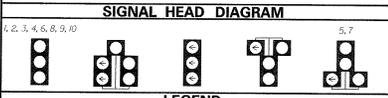
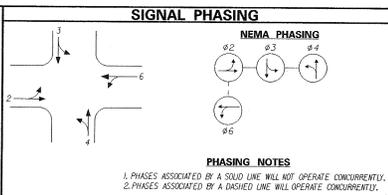
SPAN	LENGTH	SPAN HEIGHT	5% SAG	SPAN LOW POINT	BOTTOM OF LOWEST HEAD
*NORTH	85 FT	26.60 FT	4.25 FT	22.35 FT	17.85 FT
*EAST	87 FT	26.00 FT	4.35 FT	21.65 FT	17.15 FT
*SOUTH	111 FT	26.60 FT	5.55 FT	21.05 FT	16.55 FT
*WEST	85 FT	26.00 FT	4.25 FT	21.75 FT	17.25 FT

* DENOTES EXISTING

POLE SCHEDULE

POLE #	POLE TYPE	HEIGHT	MATERIAL
*1	STRAIN	32'	STEEL
*2	STRAIN	32'	STEEL
*3	PEDESTRIAN	45'	ALUMINUM
*4	STRAIN	32'	STEEL
*5	STRAIN	32'	STEEL

* DENOTES EXISTING



LEGEND

■	PROPOSED SIGNAL CABINET	○	REMOVE BY CONTRACTOR
□	EXISTING SIGNAL CABINET	○	REMOVE BY OTHERS
□	PROPOSED SIGNAL POLE BASE	○	ABANDON
○	EXISTING SIGNAL POLE BASE	○	PROPOSED POLE BASE IDENTIFIER (TYPE OF POLE BASE)
○	PROPOSED PEDESTRIAN POLE BASE	○	EXISTING PEDESTRIAN POLE BASE IDENTIFIER (TYPE OF POLE BASE)
○	EXISTING PEDESTRIAN POLE BASE	○	PROPOSED POLE IDENTIFIER (TYPE OF POLE)
○	PROPOSED WOOD POLE	○	EXISTING WOOD POLE IDENTIFIER (TYPE OF POLE)
○	EXISTING WOOD POLE	○	PROPOSED JUNCTION WELL
○	PROPOSED JUNCTION WELL	○	EXISTING JUNCTION WELL
○	EXISTING JUNCTION WELL	○	PROPOSED JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL)
○	PROPOSED SIGNAL HEAD	○	EXISTING SIGNAL HEAD IDENTIFIER (TYPE OF SIGNAL HEAD)
○	EXISTING SIGNAL HEAD	○	PROPOSED CONDUIT RUN IDENTIFIER (TYPE OF CONDUIT RUN)
○	PROPOSED PEDESTRIAN SIGNAL HEAD	○	EXISTING CONDUIT RUN IDENTIFIER (TYPE OF CONDUIT RUN)
○	EXISTING PEDESTRIAN SIGNAL HEAD	○	PROPOSED OVERHEAD RUN IDENTIFIER (TYPE OF OVERHEAD RUN)
○	PROPOSED PEDESTRIAN PUSHBUTTON	○	EXISTING OVERHEAD RUN IDENTIFIER (TYPE OF OVERHEAD RUN)
○	EXISTING PEDESTRIAN PUSHBUTTON	○	PROPOSED MAST ARM IDENTIFIER (SEE MAST ARM SCHEDULE)
○	PROPOSED VIDEO DETECTION	○	EXISTING MAST ARM IDENTIFIER (SEE MAST ARM SCHEDULE)
○	EXISTING VIDEO DETECTION	○	PROPOSED CABINET IDENTIFIER (TYPE OF CABINET)
○	PROPOSED MORNOWAVE DETECTION	○	EXISTING CABINET IDENTIFIER (TYPE OF CABINET)
○	EXISTING MORNOWAVE DETECTION	○	PROPOSED OPTFORM RECEIVER
○	OVERHEAD SIGNING	○	EXISTING OPTFORM RECEIVER
○	PROPOSED OPTFORM RECEIVER	○	PROPOSED SPAN WIRE
○	EXISTING OPTFORM RECEIVER	○	EXISTING SPAN WIRE
○	PROPOSED MAST ARM	○	RIGHT-OF-WAY OR PROPERTY LINE
○	EXISTING MAST ARM	○	PROPOSED SPAN INSULATOR
○	PROPOSED LUMINAIRE	○	EXISTING SPAN INSULATOR
○	EXISTING LUMINAIRE	○	PROPOSED PEDESTAL
○	PROPOSED LOOP DETECTOR	○	EXISTING CCTV
○	EXISTING LOOP DETECTOR	○	EXISTING CCTV
○	PROPOSED VIDEO DETECTION	○	PROPOSED PLASTIC DRAWS
○	EXISTING VIDEO DETECTION	○	EXISTING PLASTIC DRAWS



PHASE 6, STAGE 6 SIGNAL NOTES

- UNCOVER SIGNAL HEADS AND ACTIVATE PROPOSED SIGNAL INSTALLATION AT THE COMMENCEMENT OF PHASE 6, STAGE 6.
- PROJECT CONTRACTOR SHALL REMOVE STOP SIGN IMMEDIATELY AFTER SIGNAL ACTIVATION.
- PROJECT CONTRACTOR SHALL KEEP THE EXISTING TEMPORARY STOP SIGN IN PLACE UNTIL THE FINAL STRIPING WORK HAS BEEN LAID AS THAT TIME THE PERMANENT STOP SIGN SHALL REPLACE THE EXISTING TEMPORARY STOP SIGN. SEE THE SIGNING AND STRIPING PLANS FOR FINAL LOCATION OF PERMANENT STOP SIGN PLACEMENT.

SECTION 1

PHASE 6, STAGE 6

GENERAL SIGNAL NOTES

- ALL SIGNAL EQUIPMENT REMOVED FROM A PROJECT IS TO BE RETURNED TO DELDOT TRAFFIC SIGNALS/DELAWARE.
- POLE BASES, CABINET BASES AND CONDUIT JUNCTION WELLS ARE TO BE REMOVED IN ACCORDANCE WITH SECTION 30 AND 30E OF THE STANDARD SPECIFICATIONS OR AS DIRECTED BY ENGINEER. EXISTING CONDUIT IS TO BE ABANDONED EXCEPT WHERE SHOWN.
- ALL OVERHEADED ROAD CONDUIT (ROD) SHALL BE REMOVED AND THREADED. ALL GRD. SHALL BE THREADED TOGETHER WITH APPROVED ENDINGS, SET, SIGNWELLS AND COMPRESSION FITTINGS ARE NOT ACCEPTABLE.
- ALL UNDERGROUND AND OVERHEAD UTILITIES SHOWN ON THESE PLANS ARE SCHEMATIC ONLY AND MAY NOT BE COMPLETE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING MISS UTILITIES AND FOR THE APPROPRIATE UTILITY ENTITY FOR THE UTILITY MARKETS PRIOR TO THE BEGINNING OF CONSTRUCTION. IF THE CONTRACTOR PERCEIVES THAT A CONFLICT BETWEEN UTILITIES AND THE TRAFFIC SIGNAL WILL OCCUR, THE CONTRACTOR SHALL NOTIFY DELDOT IMMEDIATELY BEFORE CONSTRUCTION.
- CONTRACTOR SHALL COORDINATE WITH TRAFFIC SIGNAL MAINTENANCE FOR THE IDENTIFICATION AND REMOVAL OF ALL UNDER AND OVERHEAD COPPER CABLES.
- ALL # 3, 2S AND 2C CONDUITS SHALL BE SCHEDULE 80 PVC WITH THE EXCEPTION OF # 6 BORED CONDUIT WHICH SHALL BE SCHEDULE 40. ALL CONDUITS LESS THAN OR EQUAL TO # 4 SHALL BE LIGHT TIGHT FLEXIBLE NON-METALLIC AND ALL CONDUITS GREATER THAN # 4 SHALL BE RIGID UNDRINKED.

RECOMMENDED *[Signature]* DATE: 05/15/13 RECOMMENDED *[Signature]* DATE: 7/12/13 RECOMMENDED _____ DATE: _____ APPROVED TRAFFIC ENGINEER *[Signature]* DATE: 7/10 APPROVED FOR INSTALLATION CHIEF TRAFFIC ENGINEER *[Signature]* DATE: 7/12/13

DELAWARE
 DEPARTMENT OF TRANSPORTATION

ADDENDUM / REVISIONS

SCALE
 0 30 60 90
 FEET

SR 26, ATLANTIC AVENUE FROM CLARKSVILLE TO ASSAWOMAN CANAL

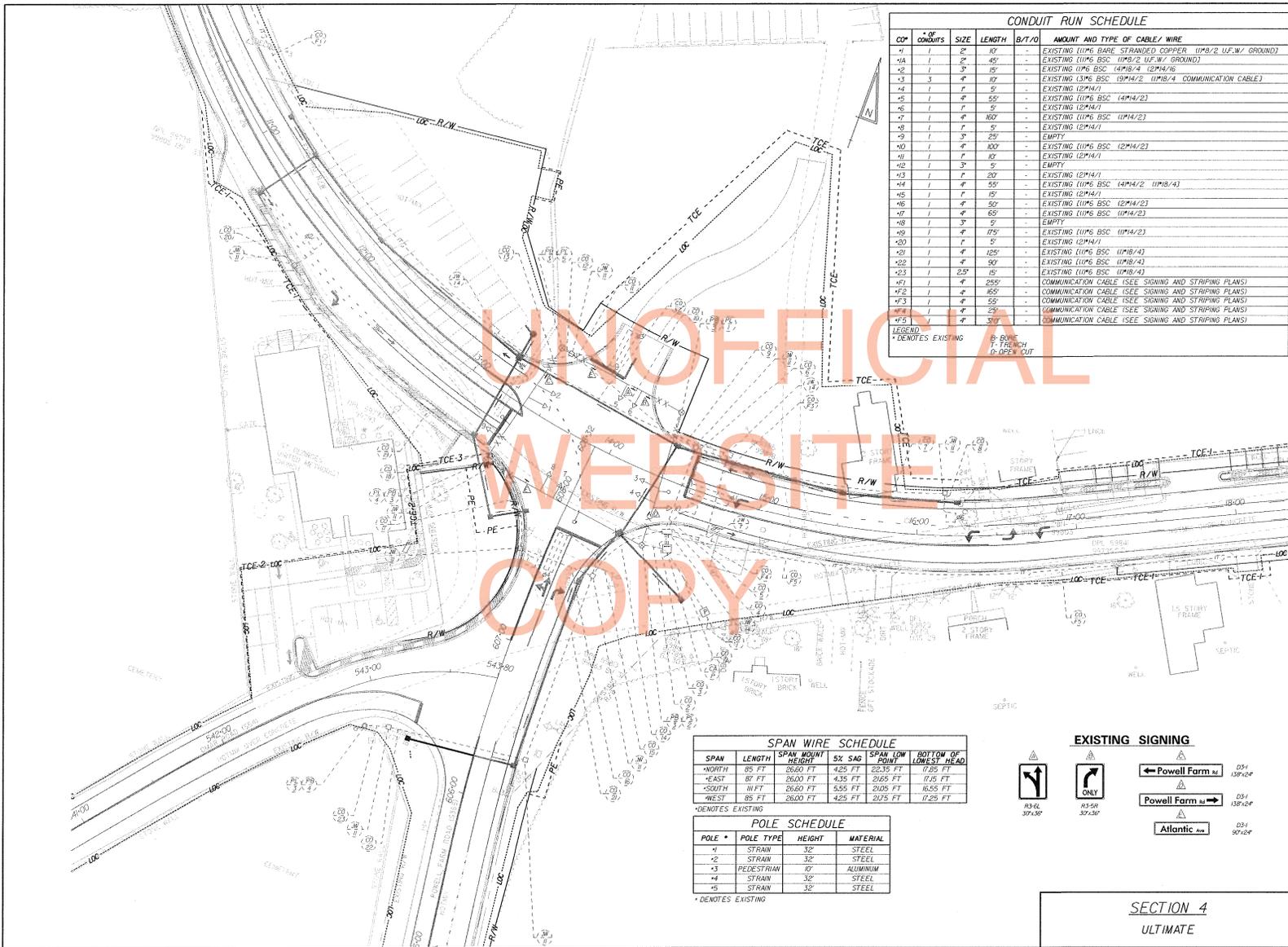
CONTRACT T2004/210
 COUNTY SUSSEX
 PERMIT NO. S196
 DESIGNED BY: MSK
 CHECKED BY: BAM

SIGNAL PLAN
 SR 26 @ POWELL FARM ROAD

SHEET NO. 515
 TOTAL SHEETS 589

I:\Projects\2013\SR 26 Atlantic Ave from Clarksville to Assawoman Canal\11-4-13-signal.dwg (10/10/13)

7/10/2013 10:41:53 AM C:\Users\jg\Documents\Survey\13\4\utilitie.schematic.dwg



CONDUIT RUN SCHEDULE

CON	# OF CONDUITS	SIZE	LENGTH	B/T/O	AMOUNT AND TYPE OF CABLE / WIRE
*1	2	2"	45'	-	EXISTING (11P6 BARE STRANDED COPPER (1P6/2 U.F.W./ GROUND))
*2	1	3"	15'	-	EXISTING (11P6 BSC (1P6/2 U.F.W./ GROUND))
*3	3	4"	10'	-	EXISTING (11P6 BSC (4P6/4 (2P6/4/6))
*4	1	4"	5'	-	EXISTING (11P6 BSC (1P6/4 (1P6/4 COMMUNICATION CABLE))
*5	1	4"	55'	-	EXISTING (11P6 BSC (4P6/4/2))
*6	1	4"	5'	-	EXISTING (12P6/4/1)
*7	1	4"	100'	-	EXISTING (11P6 BSC (1P6/4/2))
*8	1	4"	10'	-	EXISTING (12P6/4/1)
*9	1	3"	5'	-	EMPTY
*10	1	4"	100'	-	EXISTING (11P6 BSC (2P6/4/2))
*11	1	4"	10'	-	EXISTING (12P6/4/1)
*12	1	3"	5'	-	EMPTY
*13	1	4"	20'	-	EXISTING (12P6/4/1)
*14	1	4"	55'	-	EXISTING (11P6 BSC (4P6/4/2 (1P6/4/4))
*15	1	4"	15'	-	EXISTING (12P6/4/1)
*16	1	4"	50'	-	EXISTING (11P6 BSC (2P6/4/2))
*17	1	4"	65'	-	EXISTING (11P6 BSC (1P6/4/2))
*18	1	3"	5'	-	EMPTY
*19	1	4"	105'	-	EXISTING (11P6 BSC (1P6/4/2))
*20	1	4"	5'	-	EXISTING (12P6/4/1)
*21	1	4"	125'	-	EXISTING (11P6 BSC (1P6/4/4))
*22	1	4"	90'	-	EXISTING (11P6 BSC (1P6/4/4))
*23	1	2.5"	15'	-	EXISTING (11P6 BSC (1P6/4/4))
*24	1	4"	255'	-	COMMUNICATION CABLE (SEE SIGNING AND STRIPPING PLANS)
*25	1	4"	155'	-	COMMUNICATION CABLE (SEE SIGNING AND STRIPPING PLANS)
*26	1	4"	55'	-	COMMUNICATION CABLE (SEE SIGNING AND STRIPPING PLANS)
*27	1	4"	30'	-	COMMUNICATION CABLE (SEE SIGNING AND STRIPPING PLANS)

* DENOTES EXISTING
 S- BARE
 B- BENCH
 R- OPEN CUT

SPAN WIRE SCHEDULE

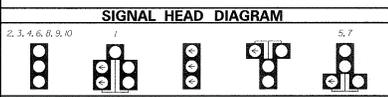
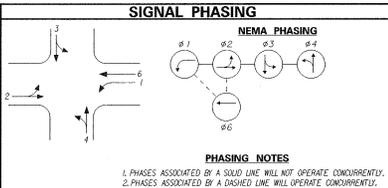
SPAN	LENGTH	SPAN MOUNT HEIGHT	SX SAG	SPAN LOW POINT	SPAN LOW POINT	BOTTOM OF LOWEST HEAD
*NORTH	85 FT	26.60 FT	4.25 FT	22.35 FT	17.85 FT	
*EAST	87 FT	26.60 FT	4.35 FT	21.65 FT	17.35 FT	
*SOUTH	110 FT	26.60 FT	4.55 FT	21.05 FT	16.55 FT	
*WEST	85 FT	26.60 FT	4.25 FT	22.35 FT	17.85 FT	

* DENOTES EXISTING

POLE SCHEDULE

POLE #	POLE TYPE	HEIGHT	MATERIAL
*1	STRAIN	32'	STEEL
*2	STRAIN	32'	STEEL
*3	PEDESTRIAN	32'	ALUMINUM
*4	STRAIN	32'	STEEL
*5	STRAIN	32'	STEEL

* DENOTES EXISTING



LEGEND

	PROPOSED SIGNAL CABINET		REMOVE BY CONTRACTOR
	EXISTING SIGNAL CABINET		REMOVE BY OTHERS
	PROPOSED SIGNAL POLE BASE		ABANDON
	EXISTING SIGNAL POLE BASE		PROPOSED POLE BASE IDENTIFIER (TYPE OF POLE BASE)
	PROPOSED PEDESTRIAN POLE BASE		EXISTING POLE BASE IDENTIFIER (TYPE OF POLE BASE)
	EXISTING PEDESTRIAN POLE BASE		PROPOSED WOOD POLE
	PROPOSED WOOD POLE		EXISTING WOOD POLE
	EXISTING WOOD POLE		PROPOSED POLE IDENTIFIER (M OF POLE)
	PROPOSED JUNCTION WELL		EXISTING JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL)
	EXISTING JUNCTION WELL		PROPOSED SIGNAL HEAD
	PROPOSED SIGNAL HEAD		EXISTING SIGNAL HEAD IDENTIFIER (TYPE OF JUNCTION WELL)
	EXISTING SIGNAL HEAD		PROPOSED PEDESTRIAN SIGNAL HEAD
	PROPOSED PEDESTRIAN SIGNAL HEAD		EXISTING PEDESTRIAN SIGNAL HEAD IDENTIFIER (TYPE OF CONDUIT RUN)
	EXISTING PEDESTRIAN SIGNAL HEAD		PROPOSED PEDESTRIAN PUSHBUTTON
	PROPOSED PEDESTRIAN PUSHBUTTON		EXISTING PEDESTRIAN PUSHBUTTON IDENTIFIER (TYPE OF OVERHEAD RUN)
	EXISTING PEDESTRIAN PUSHBUTTON		PROPOSED VIDEO DETECTION
	PROPOSED VIDEO DETECTION		EXISTING VIDEO DETECTION
	EXISTING VIDEO DETECTION		PROPOSED MICROWAVE DETECTION
	PROPOSED MICROWAVE DETECTION		EXISTING MICROWAVE DETECTION
	EXISTING MICROWAVE DETECTION		OVERHEAD WIRING
	OVERHEAD WIRING		PROPOSED OPTION RECEIVER
	PROPOSED OPTION RECEIVER		EXISTING OPTION RECEIVER
	EXISTING OPTION RECEIVER		PROPOSED SPAN WIRE
	PROPOSED SPAN WIRE		EXISTING SPAN WIRE
	EXISTING SPAN WIRE		RIGHT OF WAY OR PROPERTY LINE
	RIGHT OF WAY OR PROPERTY LINE		PROPOSED SPAN INSULATOR
	PROPOSED SPAN INSULATOR		EXISTING SPAN INSULATOR
	EXISTING SPAN INSULATOR		SERVICE PEDESTAL
	SERVICE PEDESTAL		EXISTING LUMINAIRE
	EXISTING LUMINAIRE		PROPOSED LOOP DETECTOR (TYPE OR S)
	PROPOSED LOOP DETECTOR (TYPE OR S)		EXISTING LOOP DETECTOR (TYPE OR S)
	EXISTING LOOP DETECTOR (TYPE OR S)		PROPOSED PLASTIC DRAWS
	PROPOSED PLASTIC DRAWS		EXISTING PLASTIC DRAWS

GENERAL SIGNAL NOTES

- ALL SIGNAL EQUIPMENT REMOVED FROM A PROJECT IS TO BE RETURNED TO DELDOT TRAFFIC SIGNALS DIVISION.
- POLE BASES, CABINET BASE, AND CONDUIT JUNCTION WELLS ARE TO BE REMOVED IN ACCORDANCE WITH SECTION 203 AND 202 OF THE STANDARD SPECIFICATIONS OR AS DIRECTED BY ENGINEER. EXISTING CONDUIT IS TO BE ABANDONED EXCEPT WHERE SHOWN.
- ALL GUARANTEED IRIG CONDUIT (IRIG) SHALL BE REAMED AND THREADED. ALL OHC SHALL BE THREADED TOGETHER WITH APPROVED COUPLINGS, SET SCHEDULED AND COMPRESSION FITTINGS ARE NOT ACCEPTABLE.
- ALL UNDERGROUND AND OVERHEAD UTILITIES SHOWN ON THESE PLANS ARE SCHEMATIC ONLY AND MAY NOT BE COMPLETE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING MISS UTILITIES AND/OR THE APPROPRIATE UTILITY ENTITY FOR THE UTILITY MARKETS PRIOR TO THE BEGINNING OF CONSTRUCTION. IF THE CONTRACTOR PERCEIVES THAT A CONFLICT BETWEEN UTILITIES AND THE TRAFFIC SIGNAL WILL OCCUR, THE CONTRACTOR SHALL NOTIFY DELDOT IMMEDIATELY BEFORE CONSTRUCTION.
- CONTRACTOR SHALL COORDINATE WITH TRAFFIC SIGNAL MAINTENANCE FOR THE IDENTIFICATION AND REMOVAL OF ALL UNUSED AND REDUNDANT COPPER CABLE.
- ALL 4", 3", 2.5", AND 2" CONDUITS SHALL BE SCHEDULE 80 PVC WITH THE EXCEPTION OF 4" BORED CONDUIT WHICH SHALL BE SERVICE HOPE. ALL PULLBOOTS SHALL BE 6" OR EQUAL TO 6" SHALL BE LIGID TIGHT FLEXIBLE NONMETALLIC AND ALL PULLBOOTS GREATER THAN 6" SHALL BE IRIG CHANGED.

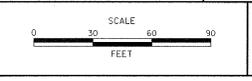
SECTION 4
ULTIMATE

RECOMMENDED Paul DATE: 05/15/13
 RECOMMENDED Chloe Davis DATE: 7/10/13
 RECOMMENDED _____ DATE: _____
 APPROVED TRAFFIC ENGINEER Paul H. H. DATE: 9/11/13
 APPROVED FOR INSTALLATION CHIEF TRAFFIC ENGINEER Will J. J. DATE: 7/12/13

DELAWARE
 DEPARTMENT OF TRANSPORTATION

ADDENDUM / REVISIONS

NO.	DATE	DESCRIPTION



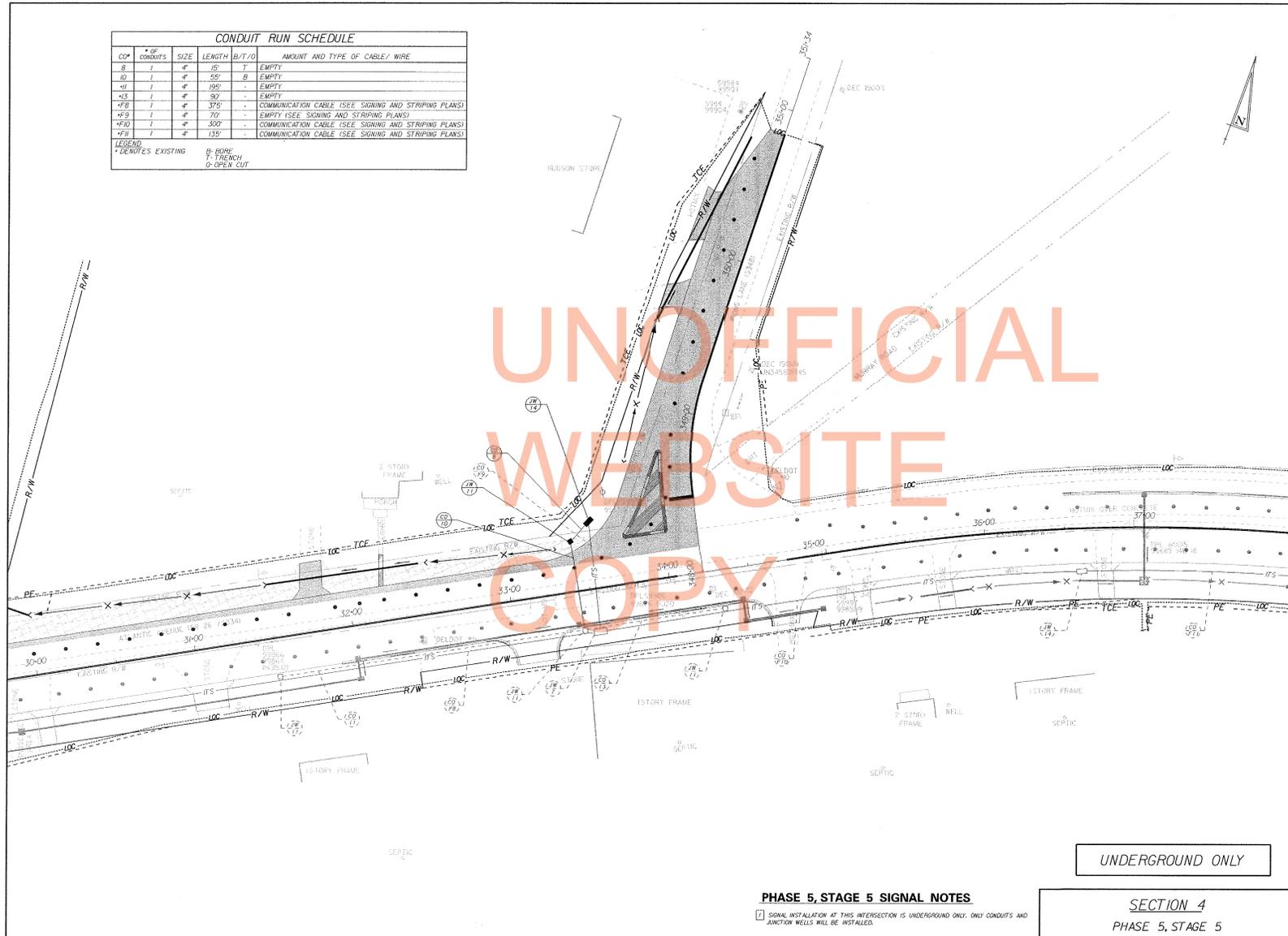
**SR 26, ATLANTIC AVENUE
 FROM CLARKVILLE TO
 ASSAWOMAN CANAL**

CONTRACT	T2004820	PERMIT NO.	S196
COUNTY	SUSSEX	DESIGNED BY:	MSK
		CHECKED BY:	BAM

SIGNAL PLAN SR 26 @ POWELL FARM ROAD (ULTIMATE)	SHEET NO. 517 TOTAL SHEETS 589
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CONDUIT RUN SCHEDULE				
CON	# OF CONDUITS	SIZE	LENGTH B/T/O	AMOUNT AND TYPE OF CABLE / WIRE
B	1	4"	35'	T EMPTY
RD	1	4"	55'	B EMPTY
WT	1	4"	285'	EMPTY
NS	1	4"	97'	EMPTY
*FB	1	4"	375'	COMMUNICATION CABLE (SEE SIGNING AND STRIPING PLANS)
*F9	1	4"	77'	EMPTY (SEE SIGNING AND STRIPING PLANS)
*FD	1	4"	300'	COMMUNICATION CABLE (SEE SIGNING AND STRIPING PLANS)
*F11	1	4"	135'	COMMUNICATION CABLE (SEE SIGNING AND STRIPING PLANS)

LEGEND
 * DENOTES EXISTING
 B-BORE
 T-TRENCH
 G-OPEN CUT



SIGNAL PHASING

SIGNAL HEAD DIAGRAM



LEGEND

- PROPOSED SIGNAL CABINET (SMB) REMOVE BY CONTRACTOR
- EXISTING SIGNAL CABINET (SMB) REMOVE BY OTHERS
- PROPOSED SIGNAL POLE BASE (SMB) REMOVE BY OTHERS
- EXISTING SIGNAL POLE BASE (SMB) REMOVE BY OTHERS
- PROPOSED PEDESTRIAN POLE BASE (SMB) ABANDON
- EXISTING PEDESTRIAN POLE BASE (SMB) ABANDON
- PROPOSED WOOD POLE (SMB) PROPOSED POLE IDENTIFIER (# OF POLES)
- EXISTING WOOD POLE (SMB) PROPOSED POLE IDENTIFIER (# OF POLES)
- PROPOSED JUNCTION WELL (SMB) EXISTING JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL)
- EXISTING JUNCTION WELL (SMB) EXISTING JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL)
- PROPOSED SIGNAL HEAD (SMB) EXISTING SIGNAL HEAD IDENTIFIER (TYPE OF SIGNAL HEAD)
- EXISTING SIGNAL HEAD (SMB) EXISTING SIGNAL HEAD IDENTIFIER (TYPE OF SIGNAL HEAD)
- PROPOSED PEDESTRIAN SIGNAL HEAD (SMB) PROPOSED CONDUIT RUN IDENTIFIER (# OF CONDUIT RUN)
- EXISTING PEDESTRIAN SIGNAL HEAD (SMB) EXISTING CONDUIT RUN IDENTIFIER (# OF CONDUIT RUN)
- PROPOSED PEDESTRIAN PUSHBUTTON (SMB) PROPOSED OVERHEAD RUN IDENTIFIER (# OF OVERHEAD RUN)
- EXISTING PEDESTRIAN PUSHBUTTON (SMB) EXISTING OVERHEAD RUN IDENTIFIER (# OF OVERHEAD RUN)
- PROPOSED VIDEO DETECTION (SMB) PROPOSED VIDEO DETECTION (SEE WAST ARM SCHEDULE)
- EXISTING VIDEO DETECTION (SMB) EXISTING VIDEO DETECTION (SEE WAST ARM SCHEDULE)
- PROPOSED MONOWAVE DETECTION (SMB) PROPOSED MONOWAVE DETECTION (SEE WAST ARM SCHEDULE)
- EXISTING MONOWAVE DETECTION (SMB) EXISTING MONOWAVE DETECTION (SEE WAST ARM SCHEDULE)
- OVERHEAD SIGNING (SMB) EXISTING OVERHEAD SIGNING (TYPE OF CABINET)
- PROPOSED OPTICOM RECEIVER (SMB) PROPOSED OPTICOM RECEIVER
- EXISTING OPTICOM RECEIVER (SMB) EXISTING OPTICOM RECEIVER
- PROPOSED WAST ARM (SMB) PROPOSED WAST ARM IDENTIFIER (SEE WAST ARM SCHEDULE)
- EXISTING WAST ARM (SMB) EXISTING WAST ARM IDENTIFIER (SEE WAST ARM SCHEDULE)
- PROPOSED LUMINAIRE (SMB) PROPOSED LUMINAIRE
- EXISTING LUMINAIRE (SMB) EXISTING LUMINAIRE
- PROPOSED LOOP DETECTOR (TYPE FOR S) (SMB) PROPOSED LOOP DETECTOR (TYPE FOR S)
- EXISTING LOOP DETECTOR (TYPE FOR S) (SMB) EXISTING LOOP DETECTOR (TYPE FOR S)
- PROPOSED PLASTIC DRAWS (SMB) PROPOSED PLASTIC DRAWS
- EXISTING PLASTIC DRAWS (SMB) EXISTING PLASTIC DRAWS

GENERAL SIGNAL NOTES

- ALL GALVANIZED RIGID CONDUIT (GRK) SHALL BE CLEANED AND THREADED. ALL ORG SHALL BE THREADED TOGETHER WITH APPROVED COUPLERS, SET, SENSORIZED AND COMPRESSION FITTINGS ARE NOT ACCEPTABLE.
- ALL UNDERGROUND AND OVERHEAD UTILITIES SHOWN ON THESE PLANS ARE SCHEMATIC ONLY AND MAY NOT BE COMPLETE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING ALL UTILITIES AND OBTAINING THE APPROPRIATE UTILITY ENTRY FOR THE UTILITY MAINTENANCE PRIOR TO THE BEGINNING OF CONSTRUCTION. IF THE CONTRACTOR PERCEIVES THAT A CONFLICT BETWEEN UTILITIES AND THE TRAFFIC SIGNAL WILL OCCUR, THE CONTRACTOR SHALL NOTIFY DELOT IMMEDIATELY BEFORE CONSTRUCTION.
- ALL 4", 3", 2", AND 2" CONDUITS SHALL BE SCHEDULE 40 PIPE WITH THE EXCEPTION OF 4" BORED CONDUIT WHICH SHALL BE SCHEDULE 40 PIPE. ALL CONDUITS LESS THAN OR EQUAL TO 3" SHALL BE LIQUID TIGHT FLEXIBLE NON-METALLIC AND ALL CONDUITS GREATER THAN 3" SHALL BE RIGID GALVANIZED.

UNDERGROUND ONLY

PHASE 5, STAGE 5 SIGNAL NOTES
 1. SIGNAL INSTALLATION AT THIS INTERSECTION IS UNDERGROUND ONLY. ONLY CONDUITS AND JUNCTION WELLS WILL BE INSTALLED.

SECTION 4
 PHASE 5, STAGE 5

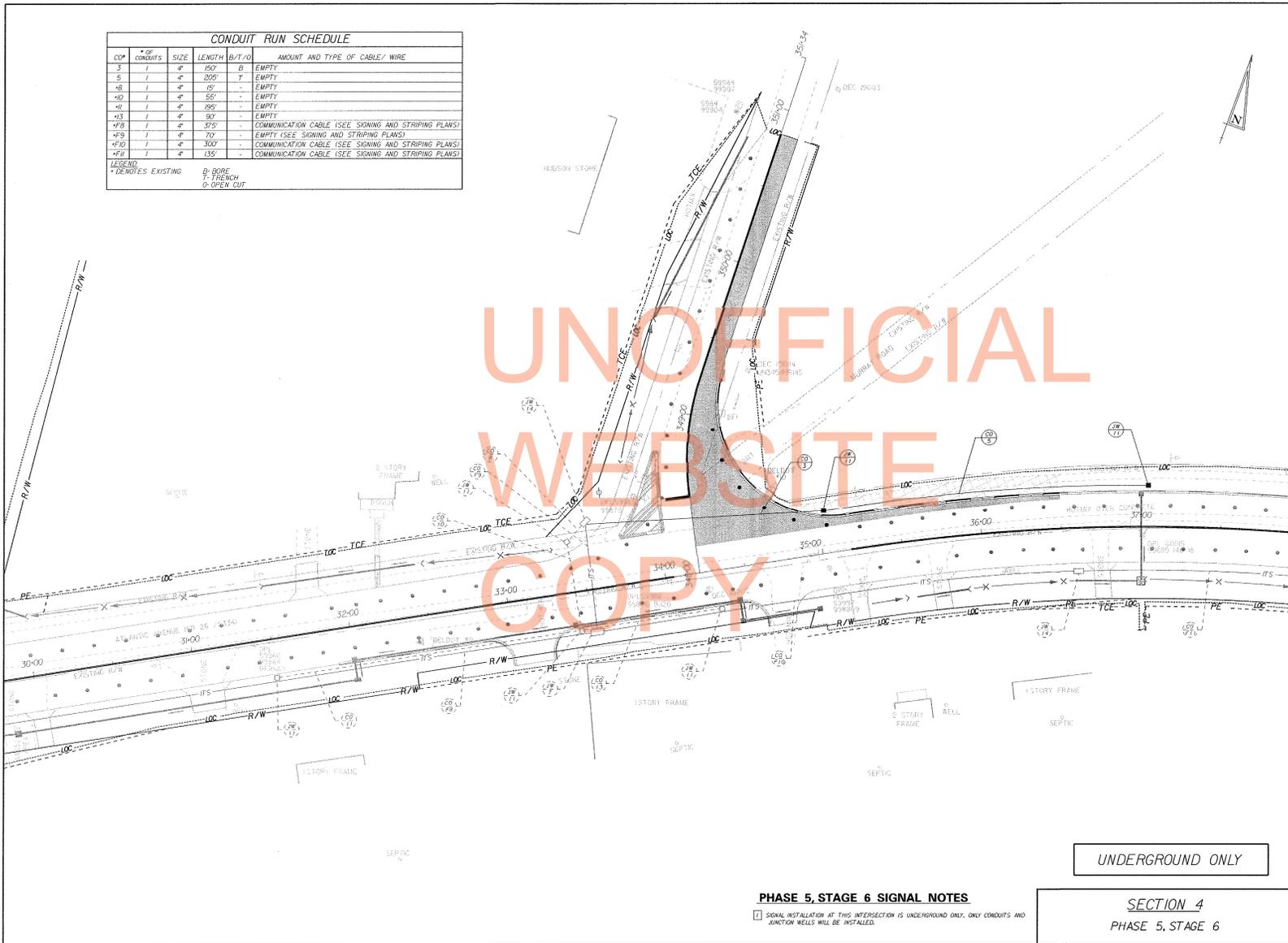
RECOMMENDED <i>[Signature]</i> DATE: 05/15/13	RECOMMENDED <i>[Signature]</i> DATE: 7/1/13	RECOMMENDED _____ DATE: _____	APPROVED TRAFFIC ENGINEER <i>[Signature]</i> DATE: 7/1/13	APPROVED FOR INSTALLATION CHIEF TRAFFIC ENGINEER <i>[Signature]</i> DATE: 7/1/13
DELAWARE DEPARTMENT OF TRANSPORTATION		SR 26, ATLANTIC AVENUE FROM CLARKVILLE TO ASSAWOMAN CANAL		CONTRACT T2004R210 COUNTY SUSSEX PERMIT NO. S327 DESIGNED BY: MSK CHECKED BY: BAM
ADDENDUM / REVISIONS		SCALE 0 30 60 90 FEET		SIGNAL PLAN SR 26 @ IRONS LANE SHEET NO. S9 TOTAL SHTS. 589

7/1/13 10:30 AM SR 26 @ IRONS LANE (Survey) 100_4-5-5.dwg (Iron)

CONDUIT RUN SCHEDULE				
CONDUIT NO.	NO. OF CONDUITS	SIZE	LENGTH B/T/O	AMOUNT AND TYPE OF CABLE/WIRE
3	1	4"	150'	B EMPTY
5	1	4"	205'	T EMPTY
8	1	4"	85'	EMPTY
10	1	4"	55'	EMPTY
11	1	4"	185'	EMPTY
13	1	4"	90'	EMPTY
16	1	4"	375'	COMMUNICATION CABLE (SEE SIGNING AND STRIPING PLANS)
19	1	4"	70'	EMPTY (SEE SIGNING AND STRIPING PLANS)
110	1	4"	300'	COMMUNICATION CABLE (SEE SIGNING AND STRIPING PLANS)
111	1	4"	135'	COMMUNICATION CABLE (SEE SIGNING AND STRIPING PLANS)

LEGEND
 * DENOTES EXISTING
 B- BORE
 F- FRENCH
 O- OPEN CUT

UNOFFICIAL
WEBSITE
COPY



SIGNAL PHASING

SIGNAL HEAD DIAGRAM



LEGEND

- | | |
|---------------------------------------|-----------------------------------------------------|
| ■ PROPOSED SIGNAL CABINET | ○ REMOVE BY CONTRACTOR |
| ■ EXISTING SIGNAL CABINET | ○ REMOVE BY OTHERS |
| ○ PROPOSED SIGNAL POLE BASE | ○ ABANDON |
| ○ EXISTING SIGNAL POLE BASE | ○ PROPOSED POLE BASE IDENTIFIER (TYPE OF POLE BASE) |
| ○ PROPOSED PEDESTRIAN POLE BASE | ○ EXISTING POLE BASE IDENTIFIER (TYPE OF POLE BASE) |
| ○ EXISTING PEDESTRIAN POLE BASE | ○ PROPOSED WOOD POLE |
| ○ PROPOSED WOOD POLE | ○ EXISTING WOOD POLE |
| ○ EXISTING WOOD POLE | ■ PROPOSED JUNCTION WELL |
| ■ PROPOSED JUNCTION WELL | ○ EXISTING JUNCTION WELL |
| ○ EXISTING JUNCTION WELL | ○ PROPOSED SIGNAL HEAD |
| ○ PROPOSED SIGNAL HEAD | ○ EXISTING SIGNAL HEAD |
| ○ EXISTING SIGNAL HEAD | ○ PROPOSED PEDESTRIAN SIGNAL HEAD |
| ○ PROPOSED PEDESTRIAN SIGNAL HEAD | ○ EXISTING PEDESTRIAN SIGNAL HEAD |
| ○ EXISTING PEDESTRIAN SIGNAL HEAD | ○ PROPOSED PEDESTRIAN PUSHBUTTON |
| ○ PROPOSED PEDESTRIAN PUSHBUTTON | ○ EXISTING PEDESTRIAN PUSHBUTTON |
| ○ EXISTING PEDESTRIAN PUSHBUTTON | ○ PROPOSED VIDEO DETECTION |
| ○ PROPOSED VIDEO DETECTION | ○ EXISTING VIDEO DETECTION |
| ○ EXISTING VIDEO DETECTION | ○ PROPOSED MICROWAVE DETECTION |
| ○ PROPOSED MICROWAVE DETECTION | ○ EXISTING MICROWAVE DETECTION |
| ○ EXISTING MICROWAVE DETECTION | ○ OVERHEAD SIGNING |
| ○ OVERHEAD SIGNING | ○ PROPOSED OPTICOM RECEIVER |
| ○ PROPOSED OPTICOM RECEIVER | ○ EXISTING OPTICOM RECEIVER |
| ○ EXISTING OPTICOM RECEIVER | ○ PROPOSED SPAN WIRE |
| ○ PROPOSED SPAN WIRE | ○ EXISTING SPAN WIRE |
| ○ EXISTING SPAN WIRE | ○ RIGHT-OF-WAY OR PROPERTY LINE |
| ○ RIGHT-OF-WAY OR PROPERTY LINE | ○ PROPOSED SPAN INSULATOR |
| ○ PROPOSED SPAN INSULATOR | ○ EXISTING SPAN INSULATOR |
| ○ EXISTING SPAN INSULATOR | ○ PROPOSED LUMINAIRE |
| ○ PROPOSED LUMINAIRE | ○ EXISTING LUMINAIRE |
| ○ EXISTING LUMINAIRE | ○ PROPOSED LOOP DETECTOR (TYPE TOR 2) |
| ○ PROPOSED LOOP DETECTOR (TYPE TOR 2) | ○ EXISTING LOOP DETECTOR (TYPE TOR 2) |
| ○ EXISTING LOOP DETECTOR (TYPE TOR 2) | ○ PROPOSED PLASTIC DRAWS |
| ○ PROPOSED PLASTIC DRAWS | ○ EXISTING PLASTIC DRAWS |
| ○ EXISTING PLASTIC DRAWS | |

GENERAL SIGNAL NOTES

- ALL GALVANIZED RIGID CONDUIT (GR) SHALL BE REAMED AND THREADED. ALL GR SHALL BE THREADED TOGETHER WITH APPROVED EQUIPMENT SCHEDULED AND COMPRESSION FITTINGS ARE NOT ACCEPTABLE.
- ALL UNDERGROUNDS AND OVERHEAD UTILITIES SHOWN IN THESE PLANS ARE SCHEMATIC ONLY AND MAY NOT BE COMPLETE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING MISS UTILITIES AND/OR THE APPROPRIATE UTILITY ENTITY FOR THE UTILITY MARKETS PRIOR TO THE BEGINNING OF CONSTRUCTION. IF THE CONTRACTOR PERCEIVES THAT A CONFLICT BETWEEN UTILITIES AND THE TRAFFIC SIGNAL WILL OCCUR, THE CONTRACTOR SHALL NOTIFY DELDOT IMMEDIATELY BEFORE CONSTRUCTION.
- ALL # 3, 3.55 AND # 2 CONDUITS SHALL BE SCHEDULE 80 PVC WITH THE EXCEPTION OF # 2 BORED CONDUIT WHICH SHALL BE SOLVED HERE. ALL CONDUITS LESS THAN OR EQUAL TO 6'-0" SHALL BE LOUIS RIGID FLEXIBLE NON-METALLIC AND ALL CONDUITS GREATER THAN 6'-0" SHALL BE RIGID GALVANIZED.

UNDERGROUND ONLY

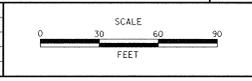
PHASE 5, STAGE 6 SIGNAL NOTES
 □ SIGNAL INSTALLATION AT THIS INTERSECTION IS UNDERGROUND ONLY. ONLY CONDUITS AND JUNCTION WELLS WILL BE INSTALLED.

SECTION 4
 PHASE 5, STAGE 6

RECOMMENDED B. Baker DATE: 05/15/13 RECOMMENDED Chad Dore DATE: 07/12/13 RECOMMENDED _____ DATE: _____ APPROVED TRAFFIC ENGINEER Paul L. He DATE: 7/12/13 APPROVED FOR INSTALLATION CHIEF TRAFFIC ENGINEER Will Ross DATE: 7/12/13

DELAWARE
 DEPARTMENT OF TRANSPORTATION

ADDENDUM / REVISIONS



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

CONTRACT	T20041210	PERMIT NO.	S327
COUNTY	SUSSEX	DESIGNED BY:	MSK
		CHECKED BY:	BAM

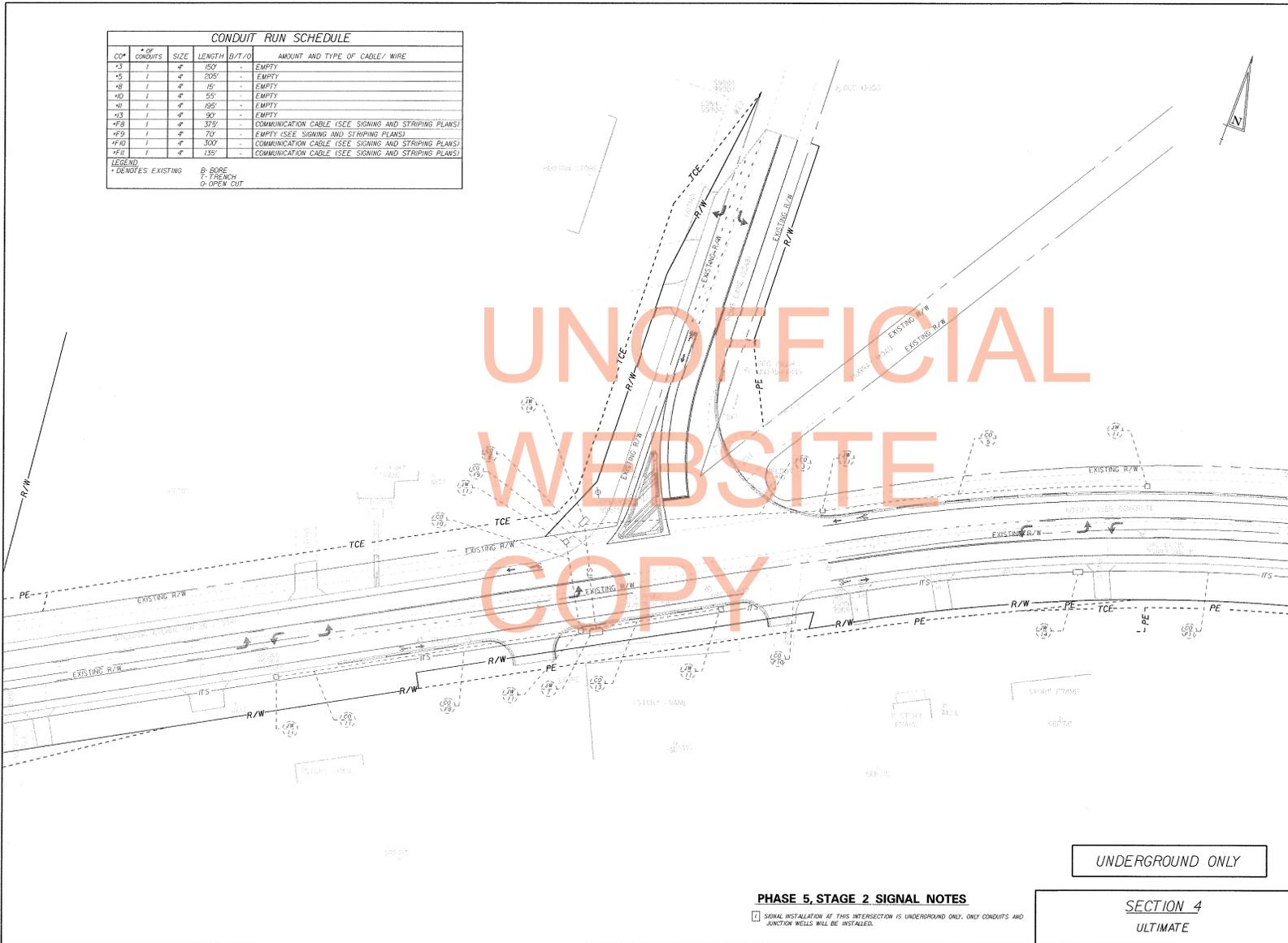
SIGNAL PLAN	SHEET NO.
SR 26 @ IRONS LANE	S20
	TOTAL SHTS.
	589

7/02/2013 10:26:00 AM C:\Users\jlsur26\Documents\Survey\13\13-4-16-6-13.dwg from: jlsur26

CONDUIT RUN SCHEDULE				
CONDUIT NO.	# OF CONDUITS	SIZE	LENGTH	AMOUNT AND TYPE OF CABLE / WIRE
*3	1	4"	150'	EMPTY
*5	1	4"	205'	EMPTY
*8	1	4"	165'	EMPTY
*10	1	4"	55'	EMPTY
*11	1	4"	195'	EMPTY
*13	1	4"	80'	EMPTY
*16	1	4"	375'	COMMUNICATION CABLE (SEE SIGNING AND STRIPING PLANS)
*19	1	4"	70'	EMPTY (SEE SIGNING AND STRIPING PLANS)
*110	1	4"	300'	COMMUNICATION CABLE (SEE SIGNING AND STRIPING PLANS)
*111	1	4"	150'	COMMUNICATION CABLE (SEE SIGNING AND STRIPING PLANS)

LEGEND:
 * DENOTES EXISTING
 B- BORE
 T- TRENCH
 O- OPEN CUT

UNOFFICIAL
WEBSITE
COPY



SIGNAL PHASING



SIGNAL HEAD DIAGRAM



LEGEND

- PROPOSED SIGNAL CABINET
- EXISTING SIGNAL CABINET
- PROPOSED SIGNAL POLE BASE
- EXISTING SIGNAL POLE BASE
- PROPOSED PEDESTRIAN POLE BASE
- EXISTING PEDESTRIAN POLE BASE
- PROPOSED WOOD POLE
- EXISTING WOOD POLE
- PROPOSED JUNCTION WELL
- EXISTING JUNCTION WELL
- PROPOSED SIGNAL HEAD
- EXISTING SIGNAL HEAD
- PROPOSED PEDESTRIAN SIGNAL HEAD
- EXISTING PEDESTRIAN SIGNAL HEAD
- PROPOSED PEDESTRIAN PUSHBUTTON
- EXISTING PEDESTRIAN PUSHBUTTON
- PROPOSED VIDEO DETECTION
- EXISTING VIDEO DETECTION
- PROPOSED MICROWAVE DETECTION
- EXISTING MICROWAVE DETECTION
- OVERHEAD SIGNING
- PROPOSED OPTICOM RECEIVER
- EXISTING OPTICOM RECEIVER
- PROPOSED MAST ARM
- EXISTING MAST ARM
- PROPOSED LUMINAIRE
- EXISTING LUMINAIRE
- PROPOSED LOOP DETECTOR
- EXISTING LOOP DETECTOR
- PROPOSED SIGNAL CABINET
- EXISTING SIGNAL CABINET
- PROPOSED SIGNAL POLE BASE
- EXISTING SIGNAL POLE BASE
- PROPOSED PEDESTRIAN POLE BASE
- EXISTING PEDESTRIAN POLE BASE
- PROPOSED WOOD POLE
- EXISTING WOOD POLE
- PROPOSED JUNCTION WELL
- EXISTING JUNCTION WELL
- PROPOSED SIGNAL HEAD
- EXISTING SIGNAL HEAD
- PROPOSED PEDESTRIAN SIGNAL HEAD
- EXISTING PEDESTRIAN SIGNAL HEAD
- PROPOSED PEDESTRIAN PUSHBUTTON
- EXISTING PEDESTRIAN PUSHBUTTON
- PROPOSED VIDEO DETECTION
- EXISTING VIDEO DETECTION
- PROPOSED MICROWAVE DETECTION
- EXISTING MICROWAVE DETECTION
- OVERHEAD SIGNING
- PROPOSED OPTICOM RECEIVER
- EXISTING OPTICOM RECEIVER
- PROPOSED MAST ARM
- EXISTING MAST ARM
- PROPOSED LUMINAIRE
- EXISTING LUMINAIRE
- PROPOSED LOOP DETECTOR
- EXISTING LOOP DETECTOR
- REMOVE BY CONTRACTOR
- REMOVE BY OTHERS
- ABANDON
- PROPOSED POLE BASE IDENTIFIER
- EXISTING POLE BASE IDENTIFIER
- PROPOSED POLE IDENTIFIER
- EXISTING POLE IDENTIFIER
- PROPOSED JUNCTION WELL IDENTIFIER
- EXISTING JUNCTION WELL IDENTIFIER
- PROPOSED SIGNAL HEAD IDENTIFIER
- EXISTING SIGNAL HEAD IDENTIFIER
- PROPOSED CONDUIT RUN IDENTIFIER
- EXISTING CONDUIT RUN IDENTIFIER
- PROPOSED OVERHEAD RUN IDENTIFIER
- EXISTING OVERHEAD RUN IDENTIFIER
- PROPOSED MAST ARM IDENTIFIER
- EXISTING MAST ARM IDENTIFIER
- PROPOSED CABINET IDENTIFIER
- EXISTING CABINET IDENTIFIER
- PROPOSED SPAN WIRE
- EXISTING SPAN WIRE
- RIGHT-OF-WAY OR PROPERTY LINE
- PROPOSED SPAN INSULATOR
- EXISTING SPAN INSULATOR
- SERVICE PEDESTAL
- PROPOSED CCTV
- EXISTING CCTV
- PROPOSED PLASTIC DRAWS
- EXISTING PLASTIC DRAWS

GENERAL SIGNAL NOTES

1. ALL GALVANIZED RIGID CONDUIT (GR) SHALL BE REAMED AND THREADED. ALL GR SHALL BE THREADED TOGETHER WITH APPROVED COUPLERS, SET SCHEDULED AND COMPRESSION FITTINGS ARE NOT ACCEPTABLE.
2. ALL UNDERGROUND AND OVERHEAD UTILITIES SHOWN ON THESE PLANS ARE SCHEMATIC ONLY AND MAY NOT BE COMPLETED. THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING ALL UTILITIES AND/OR THE APPROPRIATE UTILITY ENTITY FOR THE UTILITY MARKOUTS PRIOR TO THE BEGINNING OF CONSTRUCTION. IF THE CONTRACTOR PERCEIVES THAT A CONFLICT BETWEEN UTILITIES AND THE TRAFFIC SIGNAL WILL OCCUR, THE CONTRACTOR SHALL NOTIFY DELDOT IMMEDIATELY BEFORE CONSTRUCTION.
3. ALL 4", 6", 8" AND 12" CONDUITS SHALL BE SCHEDULE 80 PVC WITH THE EXCEPTION OF 4" BORED CONDUIT WHICH SHALL BE SCHEDULE 40 PVC. ALL CONDUITS LESS THAN OR EQUAL TO 6'-0" SHALL BE LIQUID TIGHT FLEXIBLE NON-METALLIC AND ALL CONDUITS GREATER THAN 6'-0" SHALL BE RIGID GALVANIZED.

UNDERGROUND ONLY

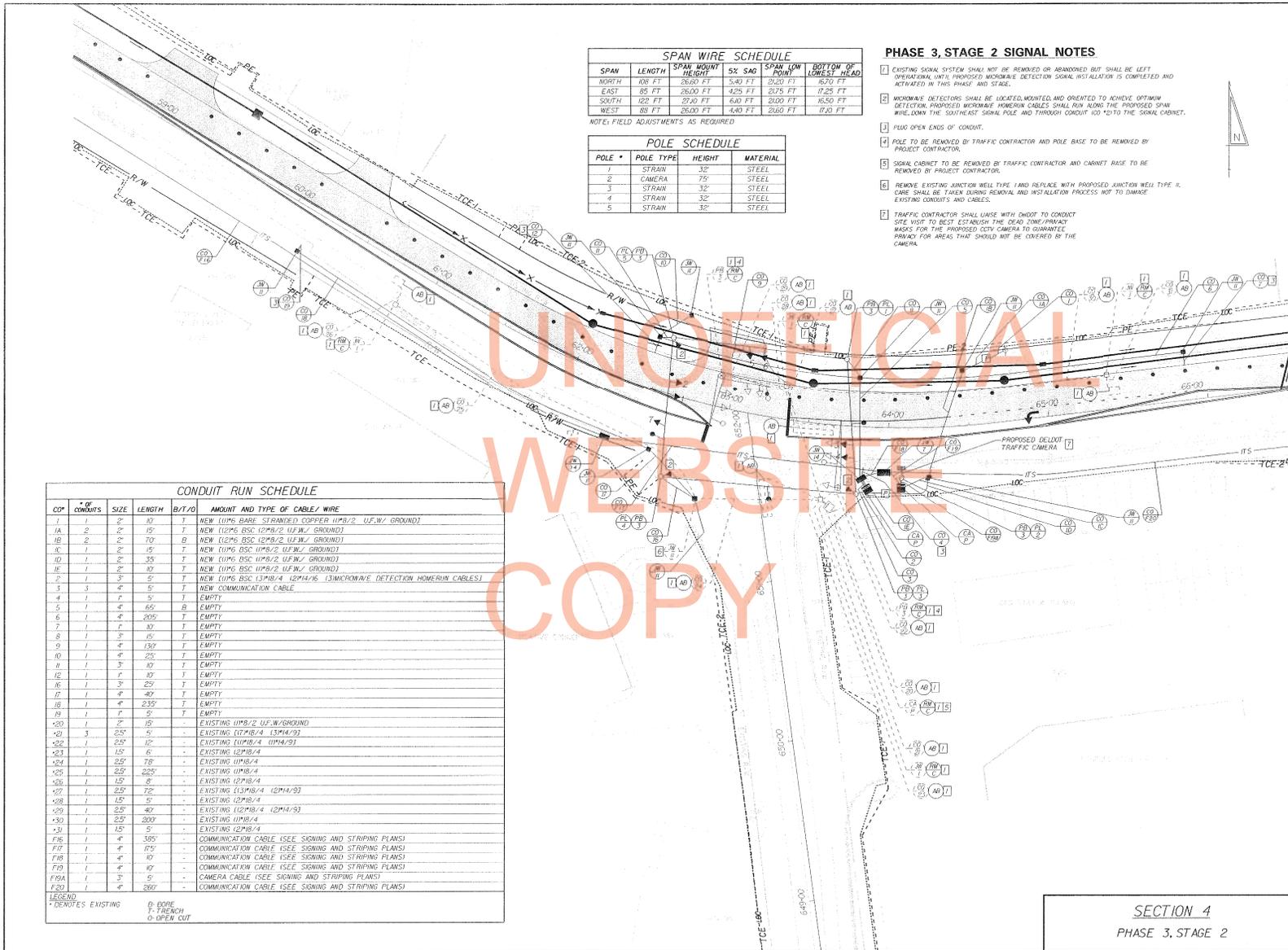
PHASE 5, STAGE 2 SIGNAL NOTES

- SIGNAL INSTALLATION AT THIS INTERSECTION IS UNDERGROUND ONLY. ONLY CONDUITS AND JUNCTION WELLS WILL BE INSTALLED.

SECTION 4
ULTIMATE

RECOMMENDED <i>[Signature]</i> DATE: 05/15/13	RECOMMENDED <i>[Signature]</i> DATE: 2/12/2013	RECOMMENDED _____ DATE: _____	APPROVED TRAFFIC ENGINEER <i>[Signature]</i> DATE: 3/12/13
ADDENDUM / REVISIONS			
SCALE 0 30 60 90 FEET		SR 26, ATLANTIC AVENUE FROM CLARKSVILLE TO ASSAWOMAN CANAL	
DELAWARE DEPARTMENT OF TRANSPORTATION		CONTRACT T2004#210 COUNTY SUSSEX	
SHEET NO. 521 TOTAL SHEETS 589		PERMIT NO. S327 DESIGNED BY: MSK CHECKED BY: BAM	
APPROVED FOR INSTALLATION CHIEF TRAFFIC ENGINEER <i>[Signature]</i> DATE: 7/12/13		SIGNAL PLAN SR 26 @ IRONS LANE (ULTIMATE)	

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SPAN WIRE SCHEDULE					
SPAN	LENGTH	SPAN HIGHT	5% SAG	SPAN LOW POINT	BOTTOM OF LOWEST HEAD
NORTH	108 FT	26.00 FT	3.40 FT	20.20 FT	16.70 FT
EAST	85 FT	26.00 FT	4.20 FT	21.75 FT	17.25 FT
SOUTH	122 FT	27.00 FT	4.80 FT	21.00 FT	16.50 FT
WEST	88 FT	26.00 FT	4.40 FT	21.60 FT	17.00 FT

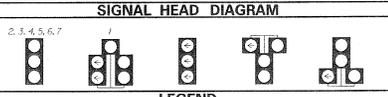
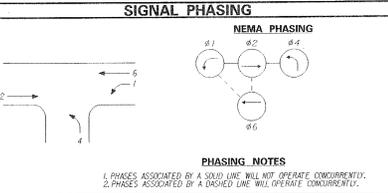
POLE SCHEDULE			
POLE #	POLE TYPE	HEIGHT	MATERIAL
1	STRAIN	32'	STEEL
2	CAMERA	75'	STEEL
3	STRAIN	32'	STEEL
4	STRAIN	32'	STEEL
5	STRAIN	32'	STEEL

- ### PHASE 3, STAGE 2 SIGNAL NOTES
- EXISTING SIGNAL SYSTEM SHALL NOT BE REMOVED OR ABANDONED BUT SHALL BE LEFT OPERATIONAL UNTIL PROPOSED MICROWAVE DETECTION SIGNAL INSTALLATION IS COMPLETED AND ACTIVATED IN THIS PHASE AND STAGE.
 - MICROWAVE DETECTORS SHALL BE LOCATED, MOUNTED AND ORIENTED TO ACHIEVE OPTIMUM DETECTION. PROPOSED MICROWAVE HOMERUN CABLES SHALL RUN ALONG THE PROPOSED SPAN WIRE DOWN THE SOUTHEAST SIGNAL POLE AND THROUGH CONDUIT (C) TO THE SIGNAL CABINET.
 - FIELD ADJUSTMENTS AS REQUIRED.
 - POLE TO BE REMOVED BY TRAFFIC CONTRACTOR AND POLE BASE TO BE REMOVED BY PROJECT CONTRACTOR.
 - SIGNAL CABINET TO BE REMOVED BY TRAFFIC CONTRACTOR AND CABINET BASE TO BE REMOVED BY PROJECT CONTRACTOR.
 - REMOVE EXISTING JUNCTION WELL TYPE 1 AND REPLACE WITH PROPOSED JUNCTION WELL TYPE 1L. CARE SHALL BE TAKEN DURING REMOVAL AND INSTALLATION PROCESS NOT TO DAMAGE EXISTING CONDUITS AND CABLES.
 - TRAFFIC CONTRACTOR SHALL UNISE WITH DOWOT TO CONDUIT SITE VISIT TO BEST ESTABLISH THE DEAD OVERHEAD MASSES FOR THE PROPOSED CCTV CAMERA TO GUARANTEE PRIVACY FOR AREAS THAT SHOULD NOT BE COVERED BY THE CAMERA.

CONDUIT RUN SCHEDULE

CON	# OF CONDUITS	SIZE	LENGTH	B/T/D	AMOUNT AND TYPE OF CABLES/WIRE
1A	2	2"	10'	T	NEW (1)2" BSC STRANDED COPPER (1)2" (U.F.W./GROUND)
1B	2	2"	15'	T	NEW (1)2" BSC (1)2" (U.F.W./GROUND)
1C	2	2"	70'	B	NEW (1)2" BSC (1)2" (U.F.W./GROUND)
1D	1	2"	15'	T	NEW (1)2" BSC (1)2" (U.F.W./GROUND)
1E	1	2"	35'	T	NEW (1)2" BSC (1)2" (U.F.W./GROUND)
1F	1	2"	10'	T	NEW (1)2" BSC (1)2" (U.F.W./GROUND)
2	1	3"	5'	T	NEW (1)3" BSC (1)3" (U.F.W./GROUND)
3	3	4"	5'	T	NEW COMMUNICATION CABLE
4	1	4"	5'	T	EMPTY
5	1	4"	65'	B	EMPTY
6	1	4"	205'	T	EMPTY
7	1	4"	30'	T	EMPTY
8	1	4"	15'	T	EMPTY
9	1	4"	130'	T	EMPTY
10	1	4"	25'	T	EMPTY
11	1	3"	10'	T	EMPTY
12	1	4"	10'	T	EMPTY
16	1	3"	25'	T	EMPTY
17	1	4"	40'	T	EMPTY
18	1	4"	235'	T	EMPTY
19	1	4"	5'	T	EMPTY
20	1	2"	15'	-	EXISTING (1)2" (U.F.W./GROUND)
21	3	2.5"	5'	-	EXISTING (1)2" (U.F.W./GROUND)
22	1	2.5"	10'	-	EXISTING (1)2" (U.F.W./GROUND)
23	1	1.5"	6'	-	EXISTING (1)1.5" (U.F.W./GROUND)
24	1	2.5"	78'	-	EXISTING (1)2" (U.F.W./GROUND)
25	1	2.5"	225'	-	EXISTING (1)2" (U.F.W./GROUND)
26	1	1.5"	8'	-	EXISTING (1)1.5" (U.F.W./GROUND)
27	1	2.5"	72'	-	EXISTING (1)2" (U.F.W./GROUND)
28	1	1.5"	5'	-	EXISTING (1)1.5" (U.F.W./GROUND)
29	1	2.5"	40'	-	EXISTING (1)2" (U.F.W./GROUND)
30	1	2.5"	200'	-	EXISTING (1)2" (U.F.W./GROUND)
31	1	1.5"	5'	-	EXISTING (1)1.5" (U.F.W./GROUND)
F16	1	4"	385'	-	COMMUNICATION CABLE (SEE SIGNING AND STRIPING PLANS)
F17	1	4"	175'	-	COMMUNICATION CABLE (SEE SIGNING AND STRIPING PLANS)
F18	1	4"	10'	-	COMMUNICATION CABLE (SEE SIGNING AND STRIPING PLANS)
F19	1	4"	10'	-	COMMUNICATION CABLE (SEE SIGNING AND STRIPING PLANS)
F19A	1	3"	5'	-	CAMERA CABLE (SEE SIGNING AND STRIPING PLANS)
F20	1	4"	285'	-	COMMUNICATION CABLE (SEE SIGNING AND STRIPING PLANS)

LEGEND:
 ○ IDENTIFIES EXISTING
 □ BODGE
 T TRENCH
 O OPEN CUT



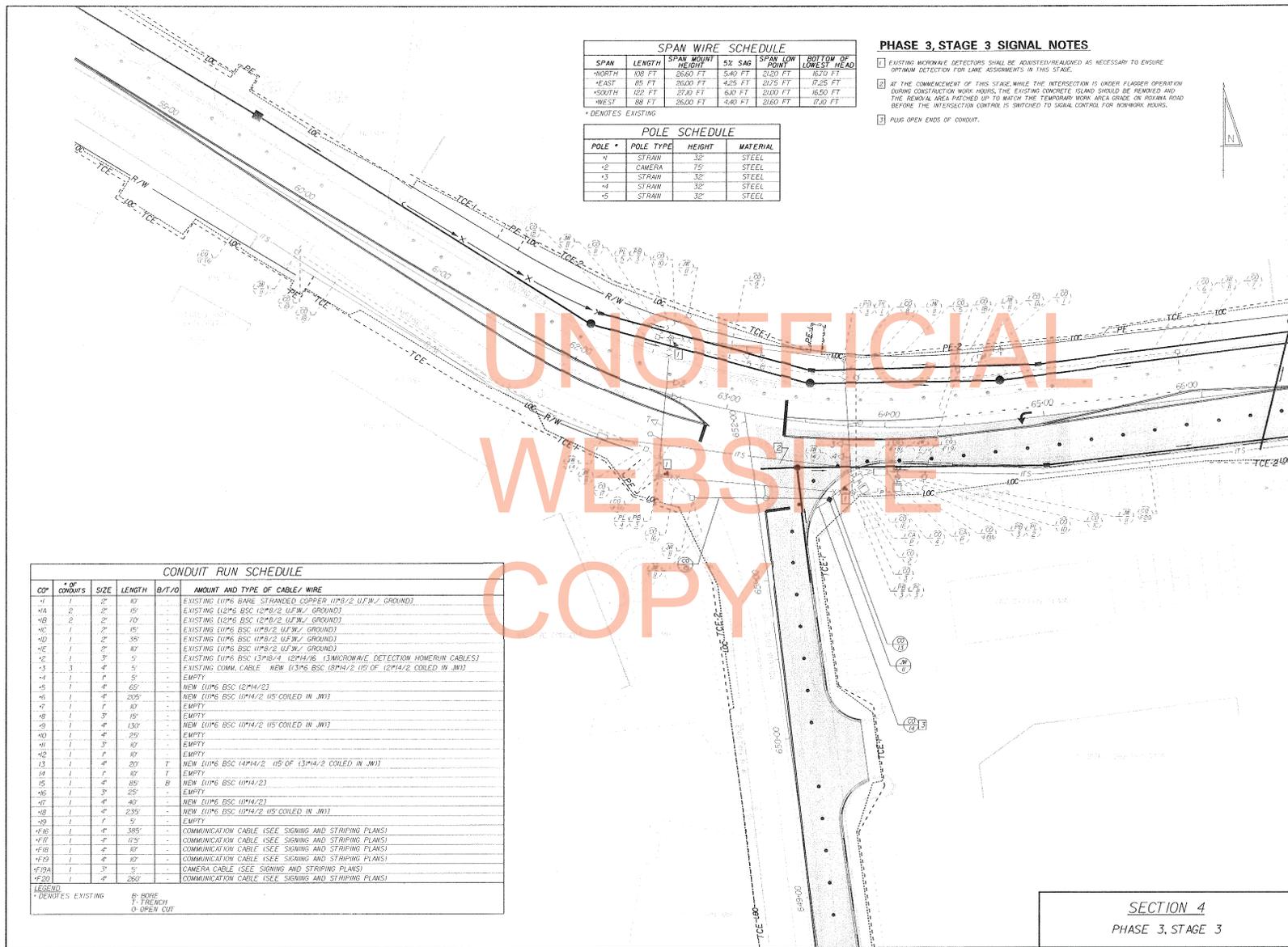
LEGEND

■	PROPOSED SIGNAL CABINET	○	REMOVE BY CONTRACTOR
□	EXISTING SIGNAL CABINET	○	REMOVE BY OTHERS
○	PROPOSED SIGNAL POLE BASE	○	ABANDON
○	EXISTING SIGNAL POLE BASE	○	PROPOSED POLE BASE IDENTIFIER (TYPE OF POLE BASE)
○	PROPOSED PEDESTRIAN POLE BASE	○	EXISTING PEDESTRIAN POLE BASE IDENTIFIER (TYPE OF POLE BASE)
○	EXISTING PEDESTRIAN POLE BASE	○	PROPOSED WOOD POLE
○	PROPOSED WOOD POLE	○	EXISTING WOOD POLE
○	EXISTING WOOD POLE	○	PROPOSED POLE IDENTIFIER (TYPE OF POLE)
○	PROPOSED JUNCTION WELL	○	EXISTING POLE IDENTIFIER (TYPE OF POLE)
○	EXISTING JUNCTION WELL	○	PROPOSED JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL)
○	PROPOSED SIGNAL HEAD	○	EXISTING JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL)
○	EXISTING SIGNAL HEAD	○	PROPOSED CONDUIT RUN IDENTIFIER (TYPE OF CONDUIT RUN)
○	PROPOSED PEDESTRIAN SIGNAL HEAD	○	EXISTING CONDUIT RUN IDENTIFIER (TYPE OF CONDUIT RUN)
○	EXISTING PEDESTRIAN SIGNAL HEAD	○	PROPOSED OVERHEAD RUN IDENTIFIER (TYPE OF OVERHEAD RUN)
○	PROPOSED PEDESTRIAN PUSHBUTTON	○	EXISTING OVERHEAD RUN IDENTIFIER (TYPE OF OVERHEAD RUN)
○	EXISTING PEDESTRIAN PUSHBUTTON	○	PROPOSED VIDEO DETECTION
○	PROPOSED VIDEO DETECTION	○	EXISTING VIDEO DETECTION
○	EXISTING VIDEO DETECTION	○	PROPOSED MAST ARM IDENTIFIER (SEE MAST ARM SCHEDULE)
○	PROPOSED MAST ARM	○	EXISTING MAST ARM IDENTIFIER (SEE MAST ARM SCHEDULE)
○	EXISTING MAST ARM	○	PROPOSED MICROWAVE DETECTION
○	PROPOSED MICROWAVE DETECTION	○	EXISTING MICROWAVE DETECTION
○	EXISTING MICROWAVE DETECTION	○	PROPOSED CABINET IDENTIFIER (TYPE OF CABINET)
○	PROPOSED CABINET IDENTIFIER (TYPE OF CABINET)	○	EXISTING CABINET IDENTIFIER (TYPE OF CABINET)
○	EXISTING CABINET IDENTIFIER (TYPE OF CABINET)	○	PROPOSED SPAN WIRE
○	PROPOSED SPAN WIRE	○	EXISTING SPAN WIRE
○	EXISTING SPAN WIRE	○	RIGHT-OF-WAY OR PROPERTY LINE
○	PROPOSED SPAN INSULATOR	○	EXISTING SPAN INSULATOR
○	EXISTING SPAN INSULATOR	○	PROPOSED LUMINAIRE
○	PROPOSED LUMINAIRE	○	EXISTING LUMINAIRE
○	EXISTING LUMINAIRE	○	PROPOSED LOOP DETECTOR (TYPE TOR 2)
○	PROPOSED LOOP DETECTOR (TYPE TOR 2)	○	EXISTING LOOP DETECTOR (TYPE TOR 2)
○	EXISTING LOOP DETECTOR (TYPE TOR 2)	○	PROPOSED PLASTIC DRAWS
○	PROPOSED PLASTIC DRAWS	○	EXISTING PLASTIC DRAWS

- ### GENERAL SIGNAL NOTES
- ALL SIGNAL EQUIPMENT REMOVED FROM A PROJECT IS TO BE RETURNED TO BIDDING TRAFFIC SIGNAL CONTRACTOR.
 - POLE BASES, CABINET BASES AND CONDUIT JUNCTION WELLS ARE TO BE REMOVED IN ACCORDANCE WITH SECTION 30 AND 30D OF THE STANDARD SPECIFICATIONS OR AS DIRECTED BY ENGINEER. EXISTING CONDUIT IS TO BE ABANDONED EXCEPT WHERE SHOWN.
 - ALL CHANGED ROAD CONDUIT GROUPS SHALL BE REMOVED AND THREADED. ALL ORS SHALL BE THREADED TOGETHER WITH APPROVED COUPLINGS, SET SCREW/BOLTED AND COMPRESSION FITTINGS ARE NOT ACCEPTABLE.
 - ALL UNDERGROUND AND OVERHEAD UTILITIES SHOWN ON THESE PLANS ARE SCHEMATIC ONLY AND MAY NOT BE COMPLETE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING MISS UTILITIES AND/OR THE APPROPRIATE UTILITY ENTITY FOR THE UTILITY WAREHOUSES PRIOR TO THE BEGINNING OF CONSTRUCTION. IF THE CONTRACTOR PERCEIVES THAT A CONFLICT BETWEEN UTILITIES AND THE TRAFFIC SIGNAL WILL OCCUR, THE CONTRACTOR SHALL NOTIFY DELDOT IMMEDIATELY BEFORE CONSTRUCTION.
 - CONTRACTOR SHALL COORDINATE WITH TRAFFIC SIGNAL MAINTENANCE FOR THE IDENTIFICATION AND REMOVAL OF ALL UNUSED AND REDUNDANT COPPER CABLE.
 - ALL # 3, 3.25 AND #2 CONDUITS SHALL BE SCHEDULE 80 PVC WITH THE EXCEPTION OF #80 CONDUIT WHICH SHALL BE SCHEDULE 40 PVC. ALL CONDUITS LESS THAN OR EQUAL TO 6'-0" SHALL BE JOINED TOGETHER WITH FLEXIBLE NON-METALLIC AND ALL CONDUITS GREATER THAN 6'-0" SHALL BE RIGID JOINTED.

SECTION 4
 PHASE 3, STAGE 2

RECOMMENDED <i>[Signature]</i> DATE: 05/15/13	RECOMMENDED <i>[Signature]</i> DATE: 7/12/13	RECOMMENDED _____ DATE: _____	APPROVED TRAFFIC ENGINEER <i>[Signature]</i> DATE: 7/12/13	APPROVED FOR INSTALLATION CHIEF TRAFFIC ENGINEER <i>[Signature]</i> DATE: 7/12/13												
		SCALE 0 30 60 90 FEET	SR 26, ATLANTIC AVENUE FROM CLARKSVILLE TO ASSAWOMAN CANAL	<table border="1"> <tr> <td>CONTRACT</td> <td>T2004#210</td> <td>PERMIT NO.</td> <td>S169</td> </tr> <tr> <td>COUNTY</td> <td>SUSSEX</td> <td>DESIGNED BY:</td> <td>MSK</td> </tr> <tr> <td></td> <td></td> <td>CHECKED BY:</td> <td>BAM</td> </tr> </table>	CONTRACT	T2004#210	PERMIT NO.	S169	COUNTY	SUSSEX	DESIGNED BY:	MSK			CHECKED BY:	BAM
CONTRACT	T2004#210	PERMIT NO.	S169													
COUNTY	SUSSEX	DESIGNED BY:	MSK													
		CHECKED BY:	BAM													
ADDENDUM / REVISIONS		SIGNAL PLAN SR 26 @ ROXANA ROAD	SHEET NO. 522	INITIAL SHEET 589												



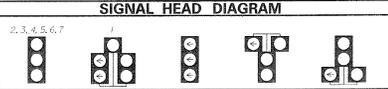
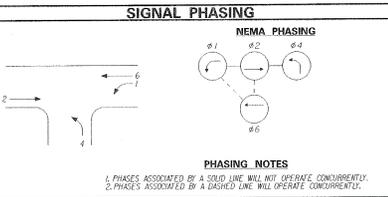
SPAN WIRE SCHEDULE					
SPAN	LENGTH	SPAN MOUNT HEIGHT	5% SAG	SPAN POINT LOW	BOTTOM OF LOWEST HEAD
NORTH	108 FT	26.60 FT	5.40 FT	21.20 FT	16.70 FT
EAST	115 FT	26.00 FT	4.25 FT	21.75 FT	17.25 FT
SOUTH	122 FT	27.00 FT	5.00 FT	21.00 FT	16.50 FT
WEST	88 FT	26.00 FT	4.80 FT	21.60 FT	17.00 FT

* DENOTES EXISTING

POLE SCHEDULE			
POLE #	POLE TYPE	HEIGHT	MATERIAL
+1	STRAN	32'	STEEL
+2	CAMERA	75'	STEEL
+3	STRAN	32'	STEEL
+4	STRAN	32'	STEEL
+5	STRAN	32'	STEEL

PHASE 3, STAGE 3 SIGNAL NOTES

- EXISTING MICROWAVE DETECTORS SHALL BE ADJUSTED/REALIGNED AS NECESSARY TO ENSURE OPTIMAL DETECTION FOR LANE ASSIGNMENTS IN THIS STAGE.
- AT THE COMMENCEMENT OF THIS STAGE WHILE THE INTERSECTION IS UNDER FLAGGER OPERATION DURING REMOVAL WORK HOURS, THE EXISTING CONCRETE ISLAND SHOULD BE REMOVED AND THE REMOVAL AREA PATCHED UP TO MATCH THE TEMPORARY WORK AREA GRADE ON ROXANA ROAD BEFORE THE INTERSECTION CONTROL IS SWITCHED TO SIGNAL CONTROL FOR NONWORK HOURS.
- PLUS OPEN ENDS OF CONDUIT.



LEGEND	
PROPOSED SIGNAL CABINET	REMOVE BY CONTRACTOR
EXISTING SIGNAL CABINET	REMOVE BY OTHERS
PROPOSED SIGNAL POLE BASE	REMOVE BY OTHERS
EXISTING SIGNAL POLE BASE	REMOVE BY OTHERS
PROPOSED PEDESTRIAN POLE BASE	ABANDON
EXISTING PEDESTRIAN POLE BASE	ABANDON
PROPOSED WOOD POLE	PROPOSED POLE BASE IDENTIFIER (TYPE OF POLE BASE)
EXISTING WOOD POLE	EXISTING POLE BASE IDENTIFIER (TYPE OF POLE)
PROPOSED JUNCTION WELL	EXISTING POLE IDENTIFIER (TYPE OF POLE)
EXISTING JUNCTION WELL	EXISTING POLE IDENTIFIER (TYPE OF POLE)
PROPOSED SIGNAL HEAD	EXISTING JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL)
EXISTING SIGNAL HEAD	EXISTING JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL)
PROPOSED PEDESTRIAN SIGNAL HEAD	PROPOSED CONDUIT RUN IDENTIFIER (TYPE OF CONDUIT RUN)
EXISTING PEDESTRIAN SIGNAL HEAD	EXISTING CONDUIT RUN IDENTIFIER (TYPE OF CONDUIT RUN)
PROPOSED PEDESTRIAN PUSHBUTTON	PROPOSED OVERHEAD RUN IDENTIFIER (TYPE OF OVERHEAD RUN)
EXISTING PEDESTRIAN PUSHBUTTON	EXISTING OVERHEAD RUN IDENTIFIER (TYPE OF OVERHEAD RUN)
PROPOSED VIDEO DETECTION	PROPOSED MAST ARM IDENTIFIER (SEE MAST ARM SCHEDULE)
EXISTING VIDEO DETECTION	EXISTING MAST ARM IDENTIFIER (SEE MAST ARM SCHEDULE)
PROPOSED MAST ARM DETECTION	PROPOSED MAST ARM IDENTIFIER (SEE MAST ARM SCHEDULE)
EXISTING MAST ARM DETECTION	EXISTING MAST ARM IDENTIFIER (SEE MAST ARM SCHEDULE)
PROPOSED MICROWAVE DETECTION	PROPOSED CABINET IDENTIFIER (TYPE OF CABINET)
EXISTING MICROWAVE DETECTION	EXISTING CABINET IDENTIFIER (TYPE OF CABINET)
PROPOSED OVERHEAD SIGNALING	PROPOSED SPAN WIRE
EXISTING OVERHEAD SIGNALING	EXISTING SPAN WIRE
PROPOSED OPTICOM RECEIVER	RIGHT-OF-WAY OR PROPERTY LINE
EXISTING OPTICOM RECEIVER	EXISTING SPAN WIRE
PROPOSED MAST ARM	PROPOSED SPAN INSULATOR
EXISTING MAST ARM	EXISTING SPAN INSULATOR
PROPOSED LUMINAIRE	EXISTING SPAN INSULATOR
EXISTING LUMINAIRE	EXISTING SPAN INSULATOR
PROPOSED LOOP DETECTOR	EXISTING LOOP DETECTOR (TYPE OF DETECTOR)
EXISTING LOOP DETECTOR	EXISTING LOOP DETECTOR (TYPE OF DETECTOR)
PROPOSED LOOP DETECTOR	EXISTING LOOP DETECTOR (TYPE OF DETECTOR)
EXISTING LOOP DETECTOR	EXISTING LOOP DETECTOR (TYPE OF DETECTOR)

CONDUIT RUN SCHEDULE					
CONDUIT #	# OF CONDUITS	SIZE	LENGTH	B/T/O	AMOUNT AND TYPE OF CABLE / WIRE
1	1	2"	80'	-	EXISTING (10P6 BARE STRANDED COPPER (10P6/2 (U.F.W./ GROUND)
2	2	2"	85'	-	EXISTING (10P6 BSC (10P6/2 (U.F.W./ GROUND)
3	2	2"	70'	-	EXISTING (10P6 BSC (10P6/2 (U.F.W./ GROUND)
4	1	2"	85'	-	EXISTING (10P6 BSC (10P6/2 (U.F.W./ GROUND)
5	1	2"	35'	-	EXISTING (10P6 BSC (10P6/2 (U.F.W./ GROUND)
6	1	2"	87'	-	EXISTING (10P6 BSC (10P6/2 (U.F.W./ GROUND)
7	1	2"	87'	-	EXISTING (10P6 BSC (10P6/2 (U.F.W./ GROUND)
8	3	4"	5'	-	EXISTING COMM. CABLE NEW (13P6 BSC (13P6/2 (15' OF (12P6/2 COILED IN JN))
9	1	1"	5'	-	EMPTY
10	1	4"	65'	-	NEW (10P6 BSC (10P6/2)
11	1	4"	205'	-	NEW (10P6 BSC (10P6/2 (15' COILED IN JN))
12	1	1"	80'	-	EMPTY
13	1	3"	15'	-	EMPTY
14	1	4"	130'	-	NEW (10P6 BSC (10P6/2 (15' COILED IN JN))
15	1	4"	25'	-	EMPTY
16	1	3"	80'	-	EMPTY
17	1	4"	200'	-	NEW (10P6 BSC (10P6/2 (15' OF (13P6/2 COILED IN JN))
18	1	1"	80'	-	EMPTY
19	1	4"	85'	-	NEW (10P6 BSC (10P6/2)
20	1	3"	25'	-	EMPTY
21	1	4"	45'	-	NEW (10P6 BSC (10P6/2)
22	1	4"	235'	-	NEW (10P6 BSC (10P6/2 (15' COILED IN JN))
23	1	1"	5'	-	EMPTY
24	1	4"	385'	-	COMMUNICATION CABLE (SEE SIGNALING AND STRIPING PLANS)
25	1	4"	123'	-	COMMUNICATION CABLE (SEE SIGNALING AND STRIPING PLANS)
26	1	4"	80'	-	COMMUNICATION CABLE (SEE SIGNALING AND STRIPING PLANS)
27	1	4"	80'	-	COMMUNICATION CABLE (SEE SIGNALING AND STRIPING PLANS)
28	1	4"	80'	-	COMMUNICATION CABLE (SEE SIGNALING AND STRIPING PLANS)
29	1	3"	15'	-	CAMERA CABLE (SEE SIGNALING AND STRIPING PLANS)
30	1	4"	280'	-	COMMUNICATION CABLE (SEE SIGNALING AND STRIPING PLANS)

LEGEND
 * DENOTES EXISTING
 B: NEWS
 T: TRENCH
 O: OPEN CUT

GENERAL SIGNAL NOTES

- ALL SIGNAL EQUIPMENT REMOVED FROM A PROJECT IS TO BE RETURNED TO DELOIT TRAFFIC COOLERS, DELAWARE.
- POLE BASES, CABINET BASES, AND CONDUIT JUNCTION WELLS ARE TO BE REMOVED IN ACCORDANCE WITH SECTION SIGNALING AND THE STANDARD SPECIFICATIONS OR AS DETERMINED BY ENGINEER. EXISTING CONDUIT IS TO BE ABANDONED EXCEPT WHERE SHOWN.
- ALL GUARANTEED HOOD CONDUIT (HOC) SHALL BE REMOVED AND THREADED. ALL HOC SHALL BE THREADED TOGETHER WITH APPROVED COUPLERS. SET SCREW, BOLTED AND COMPRESSION FITTINGS ARE NOT ACCEPTABLE.
- ALL UNDERGROUND AND OVERHEAD UTILITIES SHOWN ON THESE PLANS ARE SCHEMATIC ONLY AND MAY NOT BE COMPLETE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING MISS UTILITIES AND/OR THE APPROPRIATE UTILITY ENTITY FOR THE UTILITY MARKETS PRIOR TO THE BEGINNING OF CONSTRUCTION. IF THE CONTRACTOR PERCEIVES THAT A CONFLICT BETWEEN UTILITIES AND THE TRAFFIC SIGNAL WILL OCCUR, THE CONTRACTOR SHALL NOTIFY DELOIT IMMEDIATELY BEFORE CONSTRUCTION.
- CONTRACTOR SHALL COORDINATE WITH TRAFFIC SIGNAL WHITEHOUSE FOR THE IDENTIFICATION AND REMOVAL OF ALL UNUSED AND REDUNDANT COPPER CABLE.
- ALL #1, #2, AND #3 CONDUITS SHALL BE SCHEDULE 80 PVC WITH THE EXCEPTION OF #3 CONDUIT WHICH SHALL BE SCHEDULE 40. ALL FITTINGS LESS THAN OR EQUAL TO 6" SHALL BE LINED THROT. FLEXIBLE NON-METALLIC AND ALL FITTINGS GREATER THAN 6" SHALL BE IRON COULMIZED.

SECTION 4
PHASE 3, STAGE 3

RECOMMENDED <i>[Signature]</i> DATE: 05/15/13	RECOMMENDED <i>[Signature]</i> DATE: 7/12/13	RECOMMENDED _____ DATE: _____	APPROVED TRAFFIC ENGINEER <i>[Signature]</i> DATE: 7/12/13	APPROVED FOR INSTALLATION CHIEF TRAFFIC ENGINEER <i>[Signature]</i> DATE: 7/12/13
ADDENDUM / REVISIONS		SCALE 0 30 60 90 FEET		
DELAWARE DEPARTMENT OF TRANSPORTATION		SR 26, ATLANTIC AVENUE FROM CLARKVILLE TO ASSAWOMAN CANAL		CONTRACT 12004120 PERMIT NO. S169 COUNTY SUSSEX CHECKED BY: MSK BAM
		SIGNAL PLAN		SHEET NO. 523 TOTAL SHEETS 589

SPAN WIRE SCHEDULE					
SPAN	LENGTH	SPAN MOUNT HEIGHT	5% SAG	SPAN LOW POINT	BOTTOM OF LOWEST HEAD
*NORTH	100 FT	26.00 FT	5.40 FT	21.20 FT	16.70 FT
*EAST	85 FT	26.00 FT	4.25 FT	20.75 FT	17.25 FT
*SOUTH	122 FT	29.00 FT	6.00 FT	23.00 FT	18.50 FT
*WEST	88 FT	26.00 FT	4.40 FT	21.60 FT	17.00 FT

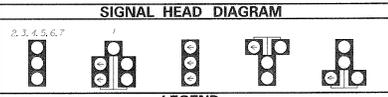
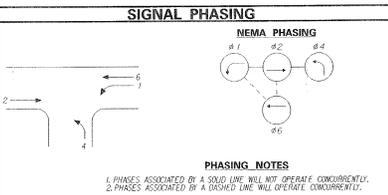
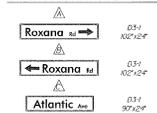
* DENOTES EXISTING

POLE SCHEDULE			
POLE #	POLE TYPE	HEIGHT	MATERIAL
*1	STRAW	32'	STEEL
*2	CAMERA	75'	STEEL
*3	STRAW	32'	STEEL
*4	STRAW	32'	STEEL
*5	STRAW	32'	STEEL

PHASE 7, STAGE 1 SIGNAL NOTES

1. SLIDE EXISTING SIGNAL HEAD TO ULTIMATE POSITION SHOWN.
2. ACTIVATE PROPOSED ULTIMATE SIGNAL INSTALLATION AND DEACTIVATE WORKWAVE DETECTION SIGNAL INSTALLATION. ACTIVATION AND DEACTIVATION SHOULD BE COORDINATED TO ALLOW FOR A SMOOTH SIGNAL TRANSITION.
3. REMOVE WORKWAVE DETECTORS AND ASSOCIATED CABLES.

PROPOSED SIGNING



LEGEND

PROPOSED SIGNAL CABINET	REMOVE BY CONTRACTOR
EXISTING SIGNAL CABINET	REMOVE BY OTHERS
PROPOSED SIGNAL POLE BASE	ABANDON
EXISTING SIGNAL POLE BASE	PROPOSED POLE BASE IDENTIFIER (TYPE OF POLE BASE)
PROPOSED PEDESTRIAN POLE BASE	EXISTING PEDESTRIAN POLE BASE IDENTIFIER (TYPE OF POLE BASE)
EXISTING PEDESTRIAN POLE BASE	EXISTING POLE IDENTIFIER (TYPE OF POLE)
PROPOSED WOOD POLE	PROPOSED POLE IDENTIFIER (TYPE OF POLE)
EXISTING WOOD POLE	EXISTING POLE IDENTIFIER (TYPE OF POLE)
PROPOSED JUNCTION WELL	PROPOSED JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL)
EXISTING JUNCTION WELL	EXISTING JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL)
PROPOSED SIGNAL HEAD	PROPOSED CONDUIT RUN IDENTIFIER (TYPE OF CONDUIT RUN)
EXISTING SIGNAL HEAD	EXISTING CONDUIT RUN IDENTIFIER (TYPE OF CONDUIT RUN)
PROPOSED PEDESTRIAN SIGNAL HEAD	PROPOSED OVERHEAD RUN IDENTIFIER (TYPE OF OVERHEAD RUN)
EXISTING PEDESTRIAN SIGNAL HEAD	EXISTING OVERHEAD RUN IDENTIFIER (TYPE OF OVERHEAD RUN)
PROPOSED PEDESTRIAN PUSHBUTTON	EXISTING OVERHEAD RUN IDENTIFIER (SEE MAST ARM SCHEDULE)
EXISTING PEDESTRIAN PUSHBUTTON	EXISTING MAST ARM IDENTIFIER (SEE MAST ARM SCHEDULE)
PROPOSED VIDEO DETECTION	PROPOSED CABINET IDENTIFIER (TYPE OF CABINET)
EXISTING VIDEO DETECTION	EXISTING CABINET IDENTIFIER (TYPE OF CABINET)
PROPOSED MICROWAVE DETECTION	PROPOSED SPAN WIRE
EXISTING MICROWAVE DETECTION	EXISTING SPAN WIRE
PROPOSED MAST ARM	RIGHT-OF-WAY OR PROPERTY LINE
EXISTING MAST ARM	PROPOSED SPAN INSULATOR
PROPOSED LUMINAIRE	EXISTING SPAN INSULATOR
EXISTING LUMINAIRE	PROPOSED OCTV
PROPOSED LOOP DETECTOR (TYPE TOR 2)	EXISTING OCTV
EXISTING LOOP DETECTOR (TYPE TOR 2)	EXISTING PLASTIC DRAWS
	EXISTING PLASTIC DRAWS

GENERAL SIGNAL NOTES

1. ALL SIGNAL EQUIPMENT REMOVED FROM A PROJECT IS TO BE RETURNED TO GDOT/TRAFFIC/OPER/DELAWARE.
2. POLE BASES, CABINET BASES, AND CONDUIT JUNCTION WELLS ARE TO BE REMOVED IN ACCORDANCE WITH SECTION 20 AND 20B OF THE STANDARD SPECIFICATIONS OR AS DIRECTED BY ENGINEER EXISTING CONDUIT IS TO BE ABANDONED EXCEPT WHERE SHOWN.
3. ALL OVERHEAD RUNS, CONDUIT (TOR) SHALL BE REMOVED AND THREADED. ALL BSC SHALL BE THREADED TOGETHER WITH APPROVED COMPRESS, SET, SCHEDULED AND COMPRESSION FITTINGS ARE NOT ACCEPTABLE.
4. ALL UNDERGROUND AND OVERHEAD UTILITIES SHOWN ON THESE PLANS ARE SCHEMATIC ONLY AND MAY NOT BE COMPLETE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING MISS UTILITY AND/OR THE APPROPRIATE UTILITY ENTITY FOR THE UTILITY MARKOUTS PRIOR TO THE BEGINNING OF CONSTRUCTION. IF THE CONTRACTOR PERCEIVES THAT A CONFLICT BETWEEN UTILITIES AND THE TRAFFIC SIGNAL WILL OCCUR, THE CONTRACTOR SHALL NOTIFY GDOT IMMEDIATELY BEFORE CONSTRUCTION.
5. CONTRACTOR SHALL COORDINATE WITH TRAFFIC SIGNAL MAINTENANCE FOR THE IDENTIFICATION AND REMOVAL OF ALL UNUSED AND REDUNDANT COPPER CABLE.
6. ALL 4", 3", 2.5" AND 2" CONDUITS SHALL BE SCHEDULE 80 PVC WITH THE EXCEPTION OF 4" BORED CONDUIT WHICH SHALL BE SCHEDULE 40. ALL CONDUITS LESS THAN OR EQUAL TO 6" SHALL BE LINED WITH FLEXIBLE NON-METALLIC AND ALL CONDUITS GREATER THAN 6" SHALL BE RIGID GALVANIZED.

CONDUIT RUN SCHEDULE

CON	# OF CONDUITS	SIZE	LENGTH	DATE	AMOUNT AND TYPE OF CABLE / WIRE
*A1	2	2"	80'	-	EXISTING (1) 16# STRANDED COPPER (1) 16# 2' U.F.W. GROUND)
*A2	2	2"	80'	-	EXISTING (1) 16# BSC (1) 16# 2' U.F.W. GROUND)
*A3	2	2"	70'	-	EXISTING (1) 16# BSC (1) 16# 2' U.F.W. GROUND)
*A4	2	2"	15'	-	EXISTING (1) 16# BSC (1) 16# 2' U.F.W. GROUND)
*A5	1	2"	35'	-	EXISTING (1) 16# BSC (1) 16# 2' U.F.W. GROUND)
*A6	1	2"	80'	-	EXISTING (1) 16# BSC (1) 16# 2' U.F.W. GROUND)
*A7	1	3"	5'	-	EXISTING (1) 16# BSC (1) 16# 4' 12" 1/4" 1/8" (1) MICROWAVE DETECTION HOMERUN CABLES) REMOVE (1) MICROWAVE DETECTION HOMERUN CABLES)
*A8	1	3"	80'	-	EXISTING (1) 16# BSC (1) 16# 4' 12" 1/4" 1/8" COMMUNICATION CABLES)
*A9	1	4"	65'	-	EXISTING (1) 16# BSC (1) 16# 4' 12" 1/4" 1/8" COMMUNICATION CABLES)
*A10	1	4"	205'	-	EXISTING (1) 16# BSC (1) 16# 4' 12" 1/4" 1/8" COMMUNICATION CABLES)
*A11	1	4"	10'	-	NEW (1) 16# 4' 12" 1/4" 1/8" COMMUNICATION CABLES)
*A12	1	4"	15'	-	EMPTY
*A13	1	4"	150'	-	EXISTING (1) 16# BSC (1) 16# 4' 12" 1/4" 1/8" COMMUNICATION CABLES)
*A14	1	4"	25'	-	EMPTY
*A15	1	3"	80'	-	EMPTY
*A16	1	4"	20'	-	EXISTING (1) 16# BSC (1) 16# 4' 12" 1/4" 1/8" COMMUNICATION CABLES)
*A17	1	4"	80'	-	NEW (1) 16# 4' 12" 1/4" 1/8" COMMUNICATION CABLES)
*A18	1	4"	25'	-	EMPTY
*A19	1	4"	40'	-	EXISTING (1) 16# BSC (1) 16# 4' 12" 1/4" 1/8" COMMUNICATION CABLES)
*A20	1	4"	235'	-	EXISTING (1) 16# BSC (1) 16# 4' 12" 1/4" 1/8" COMMUNICATION CABLES)
*A21	1	4"	5'	-	NEW (1) 16# 4' 12" 1/4" 1/8" COMMUNICATION CABLES)
*A22	1	4"	175'	-	COMMUNICATION CABLE (SEE SIGNING AND STRIPING PLANS)
*A23	1	4"	10'	-	COMMUNICATION CABLE (SEE SIGNING AND STRIPING PLANS)
*A24	1	4"	10'	-	COMMUNICATION CABLE (SEE SIGNING AND STRIPING PLANS)
*A25	1	3"	5'	-	CAMERA CABLE (SEE SIGNING AND STRIPING PLANS)
*A26	1	4"	200'	-	COMMUNICATION CABLE (SEE SIGNING AND STRIPING PLANS)

LEGEND:
 B BORE
 T TRENCH
 O OPEN CUT

UNOFFICIAL WEBSITE COPY

SECTION 4
PHASE 7, STAGE 1

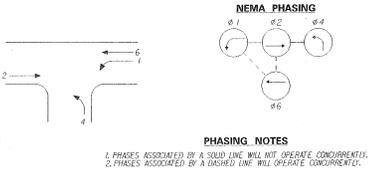
RECOMMENDED <i>[Signature]</i> DATE: 05/15/13	RECOMMENDED <i>[Signature]</i> DATE: 7/12/13	RECOMMENDED _____ DATE: _____	APPROVED TRAFFIC ENGINEER <i>[Signature]</i> DATE: 7/12/13			
ADDENDUM / REVISIONS		APPROVED CHIEF TRAFFIC ENGINEER <i>[Signature]</i> DATE: 7/12/13				
<p>DELAWARE DEPARTMENT OF TRANSPORTATION</p>		<p>SR 26, ATLANTIC AVENUE FROM CLARKVILLE TO ASSAWOMAN CANAL</p>				
				<table border="1" style="width: 100%;"> <tr> <td>CONTRACT T200-4120</td> <td>PERMIT NO. S169</td> </tr> <tr> <td>COUNTY SUSSEX</td> <td>DESIGNED BY: MSK</td> </tr> <tr> <td></td> <td>CHECKED BY: BAM</td> </tr> </table>	CONTRACT T200-4120	PERMIT NO. S169
CONTRACT T200-4120	PERMIT NO. S169					
COUNTY SUSSEX	DESIGNED BY: MSK					
	CHECKED BY: BAM					
<p>SIGNAL PLAN</p> <p>SR 26 @ ROXANA ROAD</p>		<table border="1" style="width: 100%;"> <tr> <td>SHEET NO. 524</td> <td>TOTAL SHEETS 589</td> </tr> </table>		SHEET NO. 524	TOTAL SHEETS 589	
		SHEET NO. 524	TOTAL SHEETS 589			

SPAN WIRE SCHEDULE					
SPAN	LENGTH	SPAN MOUNT HEIGHT	5% SAG	SPAN LOW POINT	BOTTOM OF LOWEST RE-AD
NORTH	108 FT	26.60 FT	5.40 FT	21.20 FT	16.70 FT
EAST	86 FT	26.60 FT	4.26 FT	20.75 FT	17.25 FT
SOUTH	122 FT	27.00 FT	4.80 FT	20.00 FT	16.50 FT
WEST	88 FT	26.00 FT	4.83 FT	20.60 FT	17.10 FT

POLE SCHEDULE			
POLE #	POLE TYPE	HEIGHT	MATERIAL
-1	STRAIN	32'	STEEL
-2	CAMERA	75'	STEEL
-3	STRAIN	32'	STEEL
-4	STRAIN	32'	STEEL
-5	STRAIN	32'	STEEL



SIGNAL PHASING



SIGNAL HEAD DIAGRAM



LEGEND

■ PROPOSED SIGNAL CABINET	○ REMOVE BY CONTRACTOR
■ EXISTING SIGNAL CABINET	○ REMOVE BY OTHERS
○ PROPOSED SIGNAL POLE BASE	○ ABANDON
○ EXISTING SIGNAL POLE BASE	○ PROPOSED POLE BASE IDENTIFIER (TYPE OF POLE BASE)
○ PROPOSED PEDESTRIAN POLE BASE	○ EXISTING POLE BASE IDENTIFIER (TYPE OF POLE BASE)
○ EXISTING PEDESTRIAN POLE BASE	○ PROPOSED WOOD POLE
○ PROPOSED WOOD POLE	○ EXISTING WOOD POLE
○ EXISTING WOOD POLE	○ EXISTING POLE IDENTIFIER (TYPE OF POLE)
■ PROPOSED JUNCTION WELL	○ EXISTING JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL)
○ EXISTING JUNCTION WELL	○ EXISTING JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL)
→ PROPOSED SIGNAL HEAD	→ EXISTING SIGNAL HEAD
→ EXISTING SIGNAL HEAD	→ PROPOSED PEDESTRIAN SIGNAL HEAD
→ PROPOSED PEDESTRIAN SIGNAL HEAD	→ EXISTING PEDESTRIAN SIGNAL HEAD
→ EXISTING PEDESTRIAN SIGNAL HEAD	→ PROPOSED PEDESTRIAN PUSHBUTTON
→ PROPOSED PEDESTRIAN PUSHBUTTON	→ EXISTING PEDESTRIAN PUSHBUTTON
→ EXISTING PEDESTRIAN PUSHBUTTON	→ PROPOSED OVERHEAD RUN IDENTIFIER (TYPE OF OVERHEAD RUN)
→ PROPOSED OVERHEAD RUN IDENTIFIER (TYPE OF OVERHEAD RUN)	→ EXISTING OVERHEAD RUN IDENTIFIER (TYPE OF OVERHEAD RUN)
→ EXISTING OVERHEAD RUN IDENTIFIER (TYPE OF OVERHEAD RUN)	→ PROPOSED VIDEO DETECTION
→ PROPOSED VIDEO DETECTION	→ EXISTING VIDEO DETECTION
→ EXISTING VIDEO DETECTION	→ PROPOSED MICROWAVE DETECTION
→ PROPOSED MICROWAVE DETECTION	→ EXISTING MICROWAVE DETECTION
→ EXISTING MICROWAVE DETECTION	→ PROPOSED CABINET IDENTIFIER (TYPE OF CABINET)
→ PROPOSED CABINET IDENTIFIER (TYPE OF CABINET)	→ EXISTING CABINET IDENTIFIER (TYPE OF CABINET)
→ EXISTING CABINET IDENTIFIER (TYPE OF CABINET)	→ PROPOSED SPAN WIRE
→ PROPOSED SPAN WIRE	→ EXISTING SPAN WIRE
→ EXISTING SPAN WIRE	→ RIGHT-OF-WAY OR PROPERTY LINE
→ RIGHT-OF-WAY OR PROPERTY LINE	→ PROPOSED SPAN INSULATOR
→ PROPOSED SPAN INSULATOR	→ EXISTING SPAN INSULATOR
→ EXISTING SPAN INSULATOR	→ SERVICE PEDESTAL
→ PROPOSED SERVICE PEDESTAL	→ EXISTING SERVICE PEDESTAL
→ EXISTING SERVICE PEDESTAL	→ EXISTING CCTV
→ PROPOSED EXISTING CCTV	→ EXISTING PLASTIC DRUMS
→ EXISTING PLASTIC DRUMS	→ EXISTING PLASTIC DRUMS

GENERAL SIGNAL NOTES

- ALL SIGNAL EQUIPMENT REMOVED FROM A PROJECT IS TO BE RETURNED TO DELDOT TRAFFIC CONTROL/CLARE.
- POLE BASES, CABINET BASES, AND CONDUIT JUNCTION WELLS ARE TO BE REWIRED IN ACCORDANCE WITH SECTION 80 AND 80B OF THE STANDARD SPECIFICATIONS OR AS DIRECTED BY ENGINEER EXISTING CONDUIT IS TO BE ABANDONED EXCEPT WHERE SHOWN.
- ALL GUARDED ROAD CONDUIT GROUPS SHALL BE REWIRED AND THREADED ALL DRG SHALL BE THREADED TOGETHER WITH APPROVED CONDUITS, SET, SCHEDULED AND COMPRESSION FITTINGS ARE NOT ACCEPTABLE.
- ALL UNDERGROUND AND OVERHEAD UTILITIES SHOWN ON THESE PLANS ARE SCHEMATIC ONLY AND MAY NOT BE COMPLETE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING MISS UTILITY AND/OR THE APPROPRIATE UTILITY ENTITY FOR THE UTILITY WALKOUTS PRIOR TO THE BEGINNING OF CONSTRUCTION. IF THE CONTRACTOR PERCEIVES THAT A CONFLICT BETWEEN UTILITIES AND THE TRAFFIC SIGNAL WILL OCCUR, THE CONTRACTOR SHALL NOTIFY DELDOT IMMEDIATELY BEFORE CONSTRUCTION.
- CONTRACTOR SHALL COORDINATE WITH TRAFFIC SIGNAL MAINTENANCE FOR THE IDENTIFICATION AND REMOVAL OF ALL UNUSED AND REDUNDANT COPPER CABLE.
- ALL 4", 3", 2" AND 1" CONDUITS SHALL BE SCHEDULE 80 PVC WITH THE EXCEPTION OF 4" BORED CONDUIT WHICH SHALL BE SCHEDULE 40. ALL CONDUITS LESS THAN 18" EQUAL TO 18" SHALL BE LINED WITH FLEXIBLE NON-METALLIC AND ALL CONDUITS GREATER THAN 6" SHALL BE RIGID GALVANIZED.

CONDUIT RUN SCHEDULE						
CON	# OF CONDUITS	SIZE	LENGTH	B/T/O	AMOUNT AND TYPE OF CABLE/WIRE	
01	1	2"	10'	-	EXISTING 11116 BARE STRANDED COPPER 11116/2 (U.F.W./ GROUND)	
04	2	2"	75'	-	EXISTING 11116 BSC 11116/2 (U.F.W./ GROUND)	
10	2	2"	70'	-	EXISTING 11116 BSC 11116/2 (U.F.W./ GROUND)	
14	1	2"	15'	-	EXISTING 11116 BSC 11116/2 (U.F.W./ GROUND)	
16	1	2"	35'	-	EXISTING 11116 BSC 11116/2 (U.F.W./ GROUND)	
18	1	2"	10'	-	EXISTING 11116 BSC 11116/2 (U.F.W./ GROUND)	
12	1	3"	5'	-	EXISTING 11116 BSC 11116/4 (11116/4)	
13	3	4"	5'	-	EXISTING 11116 BSC 11116/2 COMMUNICATION CABLE	
14	1	1"	5'	-	EXISTING 11116/1	
15	1	4"	65'	-	EXISTING 11116 BSC 11116/2	
16	1	4"	205'	-	EXISTING 11116 BSC 11116/2	
17	1	1"	10'	-	EXISTING 11116/1	
18	1	3"	15'	-	EMPTY	
19	1	4"	130'	-	EXISTING 11116 BSC 11116/2	
10	1	4"	85'	-	EMPTY	
11	1	1"	10'	-	EMPTY	
12	1	1"	10'	-	EXISTING 11116/1	
13	1	1"	10'	-	EXISTING 11116/1	
14	1	1"	10'	-	EXISTING 11116/1	
15	1	1"	10'	-	EXISTING 11116/1	
16	1	1"	10'	-	EMPTY	
17	1	1"	10'	-	EXISTING 11116 BSC 11116/2	
18	1	1"	10'	-	EXISTING 11116 BSC 11116/2	
19	1	1"	10'	-	EXISTING 11116/1	
1116	1	4"	305'	-	COMMUNICATION CABLE (SEE SIGNALING AND STRIPING PLANS)	
1117	1	4"	175'	-	COMMUNICATION CABLE (SEE SIGNALING AND STRIPING PLANS)	
1118	1	4"	10'	-	COMMUNICATION CABLE (SEE SIGNALING AND STRIPING PLANS)	
1119	1	4"	10'	-	COMMUNICATION CABLE (SEE SIGNALING AND STRIPING PLANS)	
11114	1	3"	5'	-	CAMERA CABLE (SEE SIGNALING AND STRIPING PLANS)	
1120	1	4"	260'	-	COMMUNICATION CABLE (SEE SIGNALING AND STRIPING PLANS)	

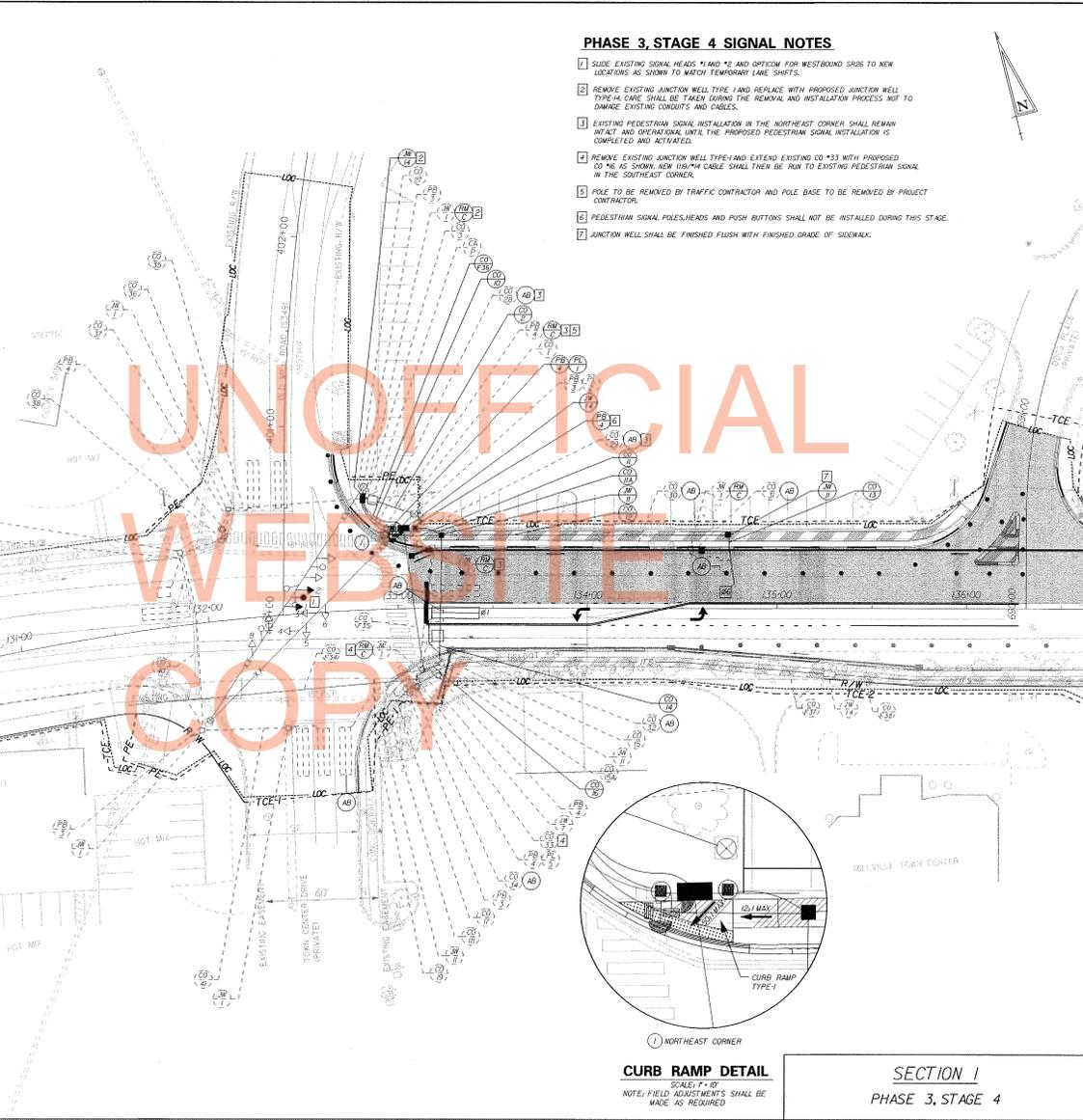
LEGEND
 * DENOTES EXISTING
 B BORE
 F FRENCH
 O OPEN CUT

UNOFFICIAL
WEBSITE
COPY

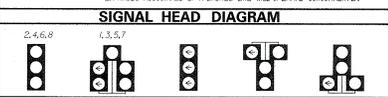
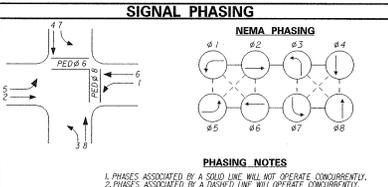
SECTION 4
ULTIMATE

RECOMMENDED <i>[Signature]</i> DATE: 05/15/13	RECOMMENDED <i>[Signature]</i> DATE: 7/12/13	RECOMMENDED _____ DATE: _____	APPROVED TRAFFIC ENGINEER <i>[Signature]</i> DATE: 7/12/13
ADDENDUM / REVISIONS		SCALE 0 30 60 90 FEET	APPROVED FOR INSTALLATION CHIEF TRAFFIC ENGINEER <i>[Signature]</i> DATE: 7/12/13
DELAWARE DEPARTMENT OF TRANSPORTATION		SR 26, ATLANTIC AVENUE FROM CLARKSVILLE TO ASSAWOMAN CANAL	CONTRACT T2004210 PERMIT NO. S169 DESIGNED BY: MSK COUNTY SUSSEX CHECKED BY: BAM
		SIGNAL PLAN SR 26 @ ROXANA ROAD (ULTIMATE)	SHEET NO. 505 TOTAL SHEETS 589

CONDUIT RUN SCHEDULE				
CON	NO	SIZE	LENGTH (L/T/O)	AMOUNT AND TYPE OF CABLE / WIRE
1	1	2"	-	NEW 10# BARE STRANDED COPPER
2	1	2"	-	EXISTING 10# BARE STRANDED COPPER
3	1	2"	-	EXISTING 10# BARE STRANDED COPPER
4	1	2"	-	EXISTING 10# BARE STRANDED COPPER
5	1	2"	-	EXISTING 10# BARE STRANDED COPPER
6	1	2"	-	EXISTING 10# BARE STRANDED COPPER
7	1	2"	-	EXISTING 10# BARE STRANDED COPPER
8	1	2"	-	EXISTING 10# BARE STRANDED COPPER
9	1	2"	-	EXISTING 10# BARE STRANDED COPPER
10	1	2"	-	EXISTING 10# BARE STRANDED COPPER
11	1	2"	-	EXISTING 10# BARE STRANDED COPPER
12	1	2"	-	EXISTING 10# BARE STRANDED COPPER
13	1	2"	-	EXISTING 10# BARE STRANDED COPPER
14	1	2"	-	EXISTING 10# BARE STRANDED COPPER
15	1	2"	-	EXISTING 10# BARE STRANDED COPPER
16	1	2"	-	EXISTING 10# BARE STRANDED COPPER
17	1	2"	-	EXISTING 10# BARE STRANDED COPPER
18	1	2"	-	EXISTING 10# BARE STRANDED COPPER
19	1	2"	-	EXISTING 10# BARE STRANDED COPPER
20	1	2"	-	EXISTING 10# BARE STRANDED COPPER
21	1	2"	-	EXISTING 10# BARE STRANDED COPPER
22	1	2"	-	EXISTING 10# BARE STRANDED COPPER
23	1	2"	-	EXISTING 10# BARE STRANDED COPPER
24	1	2"	-	EXISTING 10# BARE STRANDED COPPER
25	1	2"	-	EXISTING 10# BARE STRANDED COPPER
26	1	2"	-	EXISTING 10# BARE STRANDED COPPER
27	1	2"	-	EXISTING 10# BARE STRANDED COPPER
28	1	2"	-	EXISTING 10# BARE STRANDED COPPER
29	1	2"	-	EXISTING 10# BARE STRANDED COPPER
30	1	2"	-	EXISTING 10# BARE STRANDED COPPER
31	1	2"	-	EXISTING 10# BARE STRANDED COPPER
32	1	2"	-	EXISTING 10# BARE STRANDED COPPER
33	1	2"	-	EXISTING 10# BARE STRANDED COPPER
34	1	2"	-	EXISTING 10# BARE STRANDED COPPER
35	1	2"	-	EXISTING 10# BARE STRANDED COPPER
36	1	2"	-	EXISTING 10# BARE STRANDED COPPER
37	1	2"	-	EXISTING 10# BARE STRANDED COPPER
38	1	2"	-	EXISTING 10# BARE STRANDED COPPER
39	1	2"	-	EXISTING 10# BARE STRANDED COPPER
40	1	2"	-	EXISTING 10# BARE STRANDED COPPER
41	1	2"	-	EXISTING 10# BARE STRANDED COPPER
42	1	2"	-	EXISTING 10# BARE STRANDED COPPER
43	1	2"	-	EXISTING 10# BARE STRANDED COPPER
44	1	2"	-	EXISTING 10# BARE STRANDED COPPER
45	1	2"	-	EXISTING 10# BARE STRANDED COPPER
46	1	2"	-	EXISTING 10# BARE STRANDED COPPER
47	1	2"	-	EXISTING 10# BARE STRANDED COPPER
48	1	2"	-	EXISTING 10# BARE STRANDED COPPER
49	1	2"	-	EXISTING 10# BARE STRANDED COPPER
50	1	2"	-	EXISTING 10# BARE STRANDED COPPER
51	1	2"	-	EXISTING 10# BARE STRANDED COPPER
52	1	2"	-	EXISTING 10# BARE STRANDED COPPER
53	1	2"	-	EXISTING 10# BARE STRANDED COPPER
54	1	2"	-	EXISTING 10# BARE STRANDED COPPER
55	1	2"	-	EXISTING 10# BARE STRANDED COPPER
56	1	2"	-	EXISTING 10# BARE STRANDED COPPER
57	1	2"	-	EXISTING 10# BARE STRANDED COPPER
58	1	2"	-	EXISTING 10# BARE STRANDED COPPER
59	1	2"	-	EXISTING 10# BARE STRANDED COPPER
60	1	2"	-	EXISTING 10# BARE STRANDED COPPER
61	1	2"	-	EXISTING 10# BARE STRANDED COPPER
62	1	2"	-	EXISTING 10# BARE STRANDED COPPER
63	1	2"	-	EXISTING 10# BARE STRANDED COPPER
64	1	2"	-	EXISTING 10# BARE STRANDED COPPER
65	1	2"	-	EXISTING 10# BARE STRANDED COPPER
66	1	2"	-	EXISTING 10# BARE STRANDED COPPER
67	1	2"	-	EXISTING 10# BARE STRANDED COPPER
68	1	2"	-	EXISTING 10# BARE STRANDED COPPER
69	1	2"	-	EXISTING 10# BARE STRANDED COPPER
70	1	2"	-	EXISTING 10# BARE STRANDED COPPER
71	1	2"	-	EXISTING 10# BARE STRANDED COPPER
72	1	2"	-	EXISTING 10# BARE STRANDED COPPER
73	1	2"	-	EXISTING 10# BARE STRANDED COPPER
74	1	2"	-	EXISTING 10# BARE STRANDED COPPER
75	1	2"	-	EXISTING 10# BARE STRANDED COPPER
76	1	2"	-	EXISTING 10# BARE STRANDED COPPER
77	1	2"	-	EXISTING 10# BARE STRANDED COPPER
78	1	2"	-	EXISTING 10# BARE STRANDED COPPER
79	1	2"	-	EXISTING 10# BARE STRANDED COPPER
80	1	2"	-	EXISTING 10# BARE STRANDED COPPER
81	1	2"	-	EXISTING 10# BARE STRANDED COPPER
82	1	2"	-	EXISTING 10# BARE STRANDED COPPER
83	1	2"	-	EXISTING 10# BARE STRANDED COPPER
84	1	2"	-	EXISTING 10# BARE STRANDED COPPER
85	1	2"	-	EXISTING 10# BARE STRANDED COPPER
86	1	2"	-	EXISTING 10# BARE STRANDED COPPER
87	1	2"	-	EXISTING 10# BARE STRANDED COPPER
88	1	2"	-	EXISTING 10# BARE STRANDED COPPER
89	1	2"	-	EXISTING 10# BARE STRANDED COPPER
90	1	2"	-	EXISTING 10# BARE STRANDED COPPER
91	1	2"	-	EXISTING 10# BARE STRANDED COPPER
92	1	2"	-	EXISTING 10# BARE STRANDED COPPER
93	1	2"	-	EXISTING 10# BARE STRANDED COPPER
94	1	2"	-	EXISTING 10# BARE STRANDED COPPER
95	1	2"	-	EXISTING 10# BARE STRANDED COPPER
96	1	2"	-	EXISTING 10# BARE STRANDED COPPER
97	1	2"	-	EXISTING 10# BARE STRANDED COPPER
98	1	2"	-	EXISTING 10# BARE STRANDED COPPER
99	1	2"	-	EXISTING 10# BARE STRANDED COPPER
100	1	2"	-	EXISTING 10# BARE STRANDED COPPER



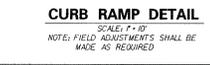
- ### PHASE 3, STAGE 4 SIGNAL NOTES
1. SLIDE EXISTING SIGNAL HEADS #1 AND #2 AND OPTION FOR WESTBOUND SBUS TO NEW LOCATIONS AS SHOWN TO MATCH TYPICAL LINE SHIFTS.
 2. REMOVE EXISTING JUNCTION WELL TYPE 1 AND REPLACE WITH PROPOSED JUNCTION WELL TYPE 1A. CARE SHALL BE TAKEN DURING THE REMOVAL AND INSTALLATION PROCESS NOT TO DAMAGE EXISTING CONDUITS AND CABLES.
 3. EXISTING PEDESTRIAN SIGNAL INSTALLATION IN THE NORTHEAST CORNER SHALL REMAIN IN PLACE AND OPERATIONAL UNTIL THE PROPOSED PEDESTRIAN SIGNAL INSTALLATION IS COMPLETED AND ACTIVATED.
 4. REMOVE EXISTING JUNCTION WELL TYPE 1 AND EXTEND EXISTING CO #33 WITH PROPOSED CO #6 AS SHOWN. NEW 10# 4" CABLE SHALL THEN BE RUN TO EXISTING PEDESTRIAN SIGNAL IN THE SOUTHEAST CORNER.
 5. POLE TO BE REMOVED BY TRAFFIC CONTRACTOR AND POLE BASE TO BE REMOVED BY PROJECT CONTRACTOR.
 6. PEDESTRIAN SIGNAL POLES, HEADS AND PUSH BUTTONS SHALL NOT BE INSTALLED DURING THIS STAGE.
 7. JUNCTION WELL SHALL BE FINISHED FLUSH WITH FINISHED GRADE OF SIDEWALK.



LEGEND

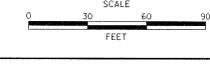
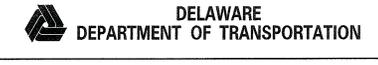
PROPOSED SIGNAL CABINET	REMOVE BY CONTRACTOR
EXISTING SIGNAL CABINET	REMOVE BY OTHERS
PROPOSED SIGNAL POLE BASE	ABANDON
EXISTING SIGNAL POLE BASE	PROPOSED POLE BASE IDENTIFIER (TYPE OF POLE BASE)
PROPOSED PEDESTRIAN POLE BASE	EXISTING PEDESTRIAN POLE BASE IDENTIFIER (TYPE OF POLE BASE)
EXISTING PEDESTRIAN POLE BASE	PROPOSED WOOD POLE
PROPOSED WOOD POLE	EXISTING WOOD POLE
EXISTING WOOD POLE	PROPOSED JUNCTION WELL
PROPOSED JUNCTION WELL	EXISTING JUNCTION WELL
EXISTING JUNCTION WELL	PROPOSED SIGNAL HEAD
PROPOSED SIGNAL HEAD	EXISTING SIGNAL HEAD
EXISTING SIGNAL HEAD	PROPOSED PEDESTRIAN SIGNAL HEAD
PROPOSED PEDESTRIAN SIGNAL HEAD	EXISTING PEDESTRIAN SIGNAL HEAD
EXISTING PEDESTRIAN SIGNAL HEAD	PROPOSED PEDESTRIAN PUSHBUTTON
PROPOSED PEDESTRIAN PUSHBUTTON	EXISTING PEDESTRIAN PUSHBUTTON
EXISTING PEDESTRIAN PUSHBUTTON	PROPOSED VIDEO DETECTION
PROPOSED VIDEO DETECTION	EXISTING VIDEO DETECTION
EXISTING VIDEO DETECTION	PROPOSED MICROWAVE DETECTION
PROPOSED MICROWAVE DETECTION	EXISTING MICROWAVE DETECTION
EXISTING MICROWAVE DETECTION	OVERHEAD SIGNING
OVERHEAD SIGNING	PROPOSED OPTICOM RECEIVER
PROPOSED OPTICOM RECEIVER	EXISTING OPTICOM RECEIVER
EXISTING OPTICOM RECEIVER	PROPOSED MAST ARM
PROPOSED MAST ARM	RIGHT-OF-WAY OR PROPERTY LINE
RIGHT-OF-WAY OR PROPERTY LINE	EXISTING MAST ARM
EXISTING MAST ARM	PROPOSED SPAN WIRE
PROPOSED SPAN WIRE	EXISTING SPAN WIRE
EXISTING SPAN WIRE	PROPOSED SPAN INSULATOR
PROPOSED SPAN INSULATOR	EXISTING SPAN INSULATOR
EXISTING SPAN INSULATOR	PROPOSED LUMINAIRE
PROPOSED LUMINAIRE	EXISTING LUMINAIRE
EXISTING LUMINAIRE	PROPOSED LOOP DETECTOR (TYPE TOR 2)
PROPOSED LOOP DETECTOR (TYPE TOR 2)	EXISTING LOOP DETECTOR (TYPE TOR 2)
EXISTING LOOP DETECTOR (TYPE TOR 2)	PROPOSED LOOP DETECTOR (TYPE TOR 2)
PROPOSED LOOP DETECTOR (TYPE TOR 2)	EXISTING LOOP DETECTOR (TYPE TOR 2)
EXISTING LOOP DETECTOR (TYPE TOR 2)	PROPOSED PLASTIC DRAWS
PROPOSED PLASTIC DRAWS	EXISTING PLASTIC DRAWS
EXISTING PLASTIC DRAWS	

- ### GENERAL SIGNAL NOTES
1. ALL SIGNAL EQUIPMENT REMOVED FROM A PROJECT IS TO BE RETURNED TO DELDOT TRAFFIC CONTROL.
 2. POLE BASES, CABINET BASES AND CONDUIT JUNCTION WELLS ARE TO BE REMOVED IN ACCORDANCE WITH SECTION 300 AND 305 OF THE STANDARD SPECIFICATIONS OR AS DIRECTED BY ENGINEER. EXISTING CONDUIT IS TO BE ABANDONED EXCEPT WHERE SHOWN.
 3. ALL UNBUNDLED WOOD CONDUIT (WC) SHALL BE REMOVED AND THREADED. ALL ONE SHALL BE THREADED TOGETHER WITH APPROVED COUPLINGS, SET SCHEDULED AND COMPRESSION FITTINGS ARE NOT ACCEPTABLE.
 4. ALL UNDERGROUND AND OVERHEAD UTILITIES SHOWN ON THESE PLANS ARE SCHEMATIC ONLY AND MAY NOT BE COMPLETE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING MISS UTILITY, AND/OR THE APPROPRIATE UTILITY ENTITY FOR THE UTILITY MARKOUTS PRIOR TO THE BEGINNING OF CONSTRUCTION. IF THE CONTRACTOR PERCEIVES THAT A CONFLICT BETWEEN UTILITIES AND THE TRAFFIC SIGNAL WILL OCCUR, THE CONTRACTOR SHALL NOTIFY DELDOT IMMEDIATELY BEFORE CONSTRUCTION.
 5. CONTRACTOR SHALL COORDINATE WITH TRAFFIC SIGNAL MAINTENANCE FOR THE IDENTIFICATION AND REMOVAL OF ALL UNUSED AND REDUNDANT COPPER CABLE.
 6. PROPOSED POLE BASES SUPPORTING POLES WITH PEDESTRIAN PUSHBUTTONS SHALL BE CONSTRUCTED IMMEDIATELY ADJACENT TO THE FLAT SIDE OF FLATTER LANDING AREA OF THE CURB RAMP OR SIDEWALK IN ACCORDANCE WITH CURRENT ADA BEST PRACTICES. THESE POLE BASES SHALL BE FLUSH WITH THE ADJACENT LANDING AREA. THE PEDESTRIAN PUSHBUTTON SHALL BE INSTALLED AT A HEIGHT OF 42 TO 48 INCHES ABOVE THE LANDING AREA. SIDEWALK SHALL BE LOCATED SUCH THAT THE MAXIMUM REACH DISTANCE IS 10 INCHES FROM THE LANDING AREA TO THE FACE OF THE PUSHBUTTON. PEDESTRIAN SIGNAL HEADS SHALL BE MOUNTED WITH THE BOTTOM OF THE SIGNAL HOUSING INCLUDING BRACKETS NOT LESS THAN 7 FEET OR MORE THAN 10 FEET ABOVE SIDEWALK LEVEL. ALL PEDESTRIAN SIGNAL HEADS SHALL BE DOWNFLOW TYPE.
 7. ALL 4" IS 50' AND 2" CONDUITS SHALL BE SCHEDULE 80 PVC WITH THE EXCEPTION OF 4" BORED CONDUIT WHICH SHALL BE SCHEDULE 40. ALL CONDUITS LESS THAN OR EQUAL TO 6" SHALL BE LINED TIGHT FLUOREN POLYESTER AND SHALL BE MOUNTED TO CONCRETE OR METAL STRUCTURE THAT SHALL BE 100% COVERED.



SECTION 1
PHASE 3, STAGE 4

RECOMMENDED <i>[Signature]</i> DATE: 05/15/13	RECOMMENDED <i>[Signature]</i> DATE: 7/11/13	RECOMMENDED _____ DATE: _____	APPROVED TRAFFIC ENGINEER <i>[Signature]</i> DATE: 7/12/13	APPROVED FOR INSTALLATION CHIEF TRAFFIC ENGINEER <i>[Signature]</i> DATE: 7/12/13
ADDENDUM / REVISIONS				



SR 26, ATLANTIC AVENUE FROM CLARKSVILLE TO ASSAWOMAN CANAL

CONTRACT	PERMIT NO.	S263
1200420	DESIGNED BY:	MSK
COUNTY	CHECKED BY:	BAM
SUSSEX		

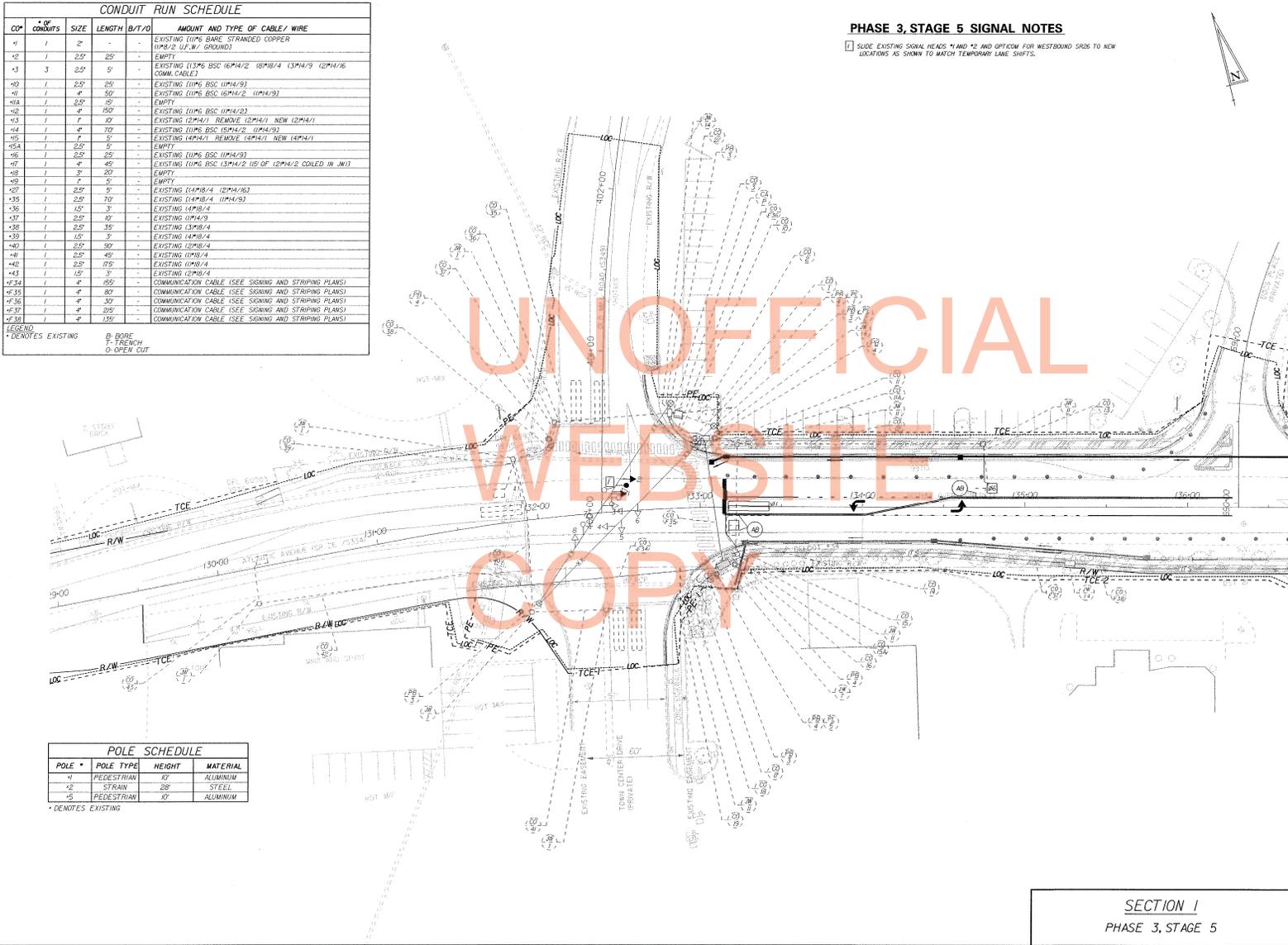
SIGNAL PLAN		SHEET NO.
SR 26 @ OLD MILL ROAD		527
		TOTAL SHOTS
		589

CONDUIT RUN SCHEDULE					
CON	# OF CONDUITS	SIZE	LENGTH	B/T/O	AMOUNT AND TYPE OF CABLE / WIRE
1	1	2"	-	-	EXISTING (1) #6 BARE STRANDED COPPER (1) #6-2 (L.V.W. GROUND)
2	1	2 1/2"	25'	-	EMPTY
3	3	2 1/2"	5'	-	EXISTING (1) #6 BSC (1) #14/2 (1) #18/4 (1) #14/9 (1) #14/16 (1) #14/9)
4	1	2 1/2"	25'	-	EXISTING (1) #6 BSC (1) #14/9)
5	1	4"	50'	-	EXISTING (1) #6 BSC (1) #14/2 (1) #14/9)
6	1	2 1/2"	5'	-	EMPTY
7	1	4"	150'	-	EXISTING (1) #6 BSC (1) #14/2)
8	1	7"	10'	-	EXISTING (1) #4/1 (1) #4/1) NEW (1) #4/1)
9	1	4"	70'	-	EXISTING (1) #6 BSC (1) #14/2 (1) #14/9)
10	1	7"	5'	-	EXISTING (1) #4/1 (1) #4/1) REMOVE (1) #4/1) NEW (1) #4/1)
11	1	2 1/2"	5'	-	EMPTY
12	1	2 1/2"	25'	-	EXISTING (1) #6 BSC (1) #14/9)
13	1	4"	45'	-	EXISTING (1) #6 BSC (1) #14/2 (1) #14/2 COILED IN MW)
14	1	3"	20'	-	EMPTY
15	1	7"	5'	-	EMPTY
16	1	2 1/2"	5'	-	EXISTING (1) #4/1 (1) #4/1)
17	1	2 1/2"	70'	-	EXISTING (1) #4/1 (1) #14/9)
18	1	1 1/2"	3'	-	EXISTING (1) #4/1)
19	1	2 1/2"	35'	-	EXISTING (1) #4/1)
20	1	1 1/2"	3'	-	EXISTING (1) #4/1)
21	1	2 1/2"	30'	-	EXISTING (1) #4/1)
22	1	2 1/2"	45'	-	EXISTING (1) #4/1)
23	1	2 1/2"	175'	-	EXISTING (1) #4/1)
24	1	1 1/2"	3'	-	EXISTING (1) #4/1)
25	1	4"	155'	-	COMMUNICATION CABLE (SEE SIGNING AND STRIPING PLANS)
26	1	4"	80'	-	COMMUNICATION CABLE (SEE SIGNING AND STRIPING PLANS)
27	1	4"	30'	-	COMMUNICATION CABLE (SEE SIGNING AND STRIPING PLANS)
28	1	4"	225'	-	COMMUNICATION CABLE (SEE SIGNING AND STRIPING PLANS)
29	1	4"	135'	-	COMMUNICATION CABLE (SEE SIGNING AND STRIPING PLANS)

LEGEND
 * DENOTES EXISTING
 B-BORE
 T-TRENCH
 O-OPEN CUT

POLE SCHEDULE			
POLE #	POLE TYPE	HEIGHT	MATERIAL
1	PEDESTRIAN	10'	ALUMINUM
2	STRAN	20'	STEEL
3	PEDESTRIAN	10'	ALUMINUM

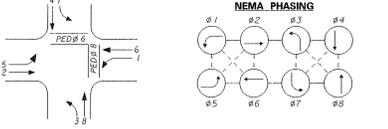
* DENOTES EXISTING



PHASE 3, STAGE 5 SIGNAL NOTES

1. SLICE EXISTING SIGNAL HEADS #1 AND #2 AND OPTCOM FOR WESTBOUND STRIPS TO NEW LOCATIONS AS SHOWN TO MATCH TEMPORARY LANE SHIFTS.

SIGNAL PHASING



SIGNAL HEAD DIAGRAM



LEGEND

- PROPOSED SIGNAL CABINET
- EXISTING SIGNAL CABINET
- PROPOSED SIGNAL POLE BASE
- EXISTING SIGNAL POLE BASE
- PROPOSED PEDESTRIAN POLE BASE
- EXISTING PEDESTRIAN POLE BASE
- PROPOSED WOOD POLE
- EXISTING WOOD POLE
- PROPOSED JUNCTION WELL
- EXISTING JUNCTION WELL
- PROPOSED SIGNAL HEAD
- EXISTING SIGNAL HEAD
- ▶ PROPOSED PEDESTRIAN SIGNAL HEAD
- ▶ EXISTING PEDESTRIAN SIGNAL HEAD
- ▶ PROPOSED PEDESTRIAN PUSHBUTTON
- ▶ EXISTING PEDESTRIAN PUSHBUTTON
- ▶ PROPOSED VIDEO DETECTION
- ▶ EXISTING VIDEO DETECTION
- ▶ PROPOSED MICROWAVE DETECTION
- ▶ EXISTING MICROWAVE DETECTION
- ▶ OVERHEAD SIGNING
- ▶ PROPOSED OPTCOM RECEIVER
- ▶ EXISTING OPTCOM RECEIVER
- ▶ PROPOSED MAST ARM
- ▶ EXISTING MAST ARM
- ▶ PROPOSED LUMINAIRE
- ▶ EXISTING LUMINAIRE
- ▶ PROPOSED LOOP DETECTOR
- ▶ EXISTING LOOP DETECTOR
- ▶ PROPOSED SIGNAL CABINET IDENTIFIER (TYPE OF CABINET)
- ▶ EXISTING SIGNAL CABINET IDENTIFIER (TYPE OF CABINET)
- ▶ PROPOSED SIGNAL WIRE
- ▶ EXISTING SIGNAL WIRE
- ▶ RIGHT-OF-WAY OR PROPERTY LINE
- ▶ EXISTING SPAN WIRE
- ▶ PROPOSED SPAN WIRE
- ▶ EXISTING SPAN INSULATOR
- ▶ EXISTING SPAN INSULATOR
- ▶ SERVICE PEDESTAL
- ▶ EXISTING CCTV
- ▶ PROPOSED PLASTIC DRAWS
- ▶ EXISTING PLASTIC DRAWS

GENERAL SIGNAL NOTES

- ALL SIGNAL EQUIPMENT REMOVED FROM A PROJECT IS TO BE RETURNED TO DELDOT TRAFFIC SIGNALS DIVISION.
- POLE BASES, CABINET BASES AND CONDUIT JUNCTION WELLS ARE TO BE REMOVED IN ACCORDANCE WITH SECTION 20 AND 20B OF THE STANDARD SPECIFICATIONS OR AS DIRECTED BY ENGINEER. EXISTING CONDUIT IS TO BE ABANDONED EXCEPT WHERE SHOWN.
- ALL UNWANTED PIPES, CONDUIT AND CABLES SHALL BE REMOVED AND THREADED. ALL CABLES SHALL BE THREADED TOGETHER WITH APPROVED COUPLINGS, SEE STANDARD SPECIFICATIONS AND NOT ACCEPTABLE.
- ALL UNDERGROUND AND OVERHEAD UTILITIES SHOWN ON THESE PLANS ARE SCHEMATIC ONLY AND MAY NOT BE COMPLETE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING MISS UTILITY, AND/OR THE APPROPRIATE UTILITY ENTITY FOR THE UTILITY MARKOUTS PRIOR TO THE BEGINNING OF CONSTRUCTION. IF THE CONTRACTOR PERCEIVES THAT A CONFLICT BETWEEN UTILITIES AND THE TRAFFIC SIGNAL WELLS OCCUR, THE CONTRACTOR SHALL NOTIFY DELDOT IMMEDIATELY BEFORE CONSTRUCTION.
- CONTRACTOR SHALL COORDINATE WITH TRAFFIC SIGNAL MAINTENANCE FOR THE IDENTIFICATION AND REMOVAL OF ALL UNUSED AND REDUNDANT COPPER CABLE.
- PROPOSED POLE BASES SUPPORTING POLES WITH PEDESTRIAN PUSHBUTTONS SHALL BE CONSTRUCTED IMMEDIATELY ADJACENT TO THE FLAT 150/0 OR FLATTER LANDING AREA OF THE OVERHANG OR SIDEWALK IN ACCORDANCE WITH CURRENT ADA BEST PRACTICES. THESE POLE BASES SHALL BE FLUSH WITH THE ADJACENT LANDING AREA. THE PEDESTRIAN PUSHBUTTON SHALL BE INSTALLED AT A HEIGHT OF 42 TO 48 INCHES ABOVE THE LANDING AREA. SIDEWALK SHALL BE LOCATED SUCH THAT THE MAXIMUM REACH DISTANCE IS 10 INCHES FROM THE LANDING AREA TO THE FACE OF THE PUSHBUTTON.
- PEDESTRIAN SIGNAL HEADS SHALL BE MOUNTED WITH THE BOTTOM OF THE SIGNAL HOUSING INCLUDING BRACKETS NOT LESS THAN 7 FEET OR MORE THAN 10 FEET ABOVE SIDEWALK LEVEL. ALL PEDESTRIAN SIGNAL HEADS SHALL BE COUNTERDOWN TYPE.
- ALL #2, #3, #4 AND #6 CONCRETE SHALL BE SCHEDULE 80 PVC WITH THE EXCEPTION OF #4 BORED CONDUIT WHICH SHALL BE SCHEDULE 40. ALL CONDUITS LESS THAN OR EQUAL TO 6" SHALL BE LOUD TIGHT FLEXIBLE. ALL CONDUITS GREATER THAN 6" SHALL BE RIGID. UNLESS OTHERWISE NOTED.

SECTION 1
PHASE 3, STAGE 5

RECOMMENDED <i>[Signature]</i> DATE: 05/15/13	RECOMMENDED <i>[Signature]</i> DATE: 7/12/13	RECOMMENDED _____ DATE: _____	APPROVED TRAFFIC ENGINEER <i>[Signature]</i> DATE: 7/12/13	APPROVED FOR INSTALLATION CHIEF TRAFFIC ENGINEER <i>[Signature]</i> DATE: 7/12/13
ADDENDUM / REVISIONS		SCALE 0 30 60 90 FEET		
DELAWARE DEPARTMENT OF TRANSPORTATION		SR 26, ATLANTIC AVENUE FROM CLARKSVILLE TO ASSAWOMAN CANAL		CONTRACT 12004420 COUNTY SUSSEX PERMIT NO. S263 DESIGNED BY: MSK CHECKED BY: BAM
				SIGNAL PLAN SR 26 @ OLD MILL ROAD SHEET NO. 528 TOTAL SHITS. 589

CONDUIT RUN SCHEDULE					
CON	NO. OF CONDUITS	SIZE	LENGTH	B/T/Y/O	AMOUNT AND TYPE OF CABLE / WIRE
4	1	2"	-	-	EXISTING (10# BARE STRANDED COPPER 10#2/2 U.S.W. GROUND)
*12	1	2.5"	25'	-	EXISTING (10# BSC 10#4/4 10#4/6 (MICROWAVE DETECTION MORNWAVE CABLES))
*13	3	2.5"	5'	-	EXISTING (13# BSC 10#4/2 10#4/9 COMM. CABLE) REMOVE 10#4/9 - NEW 10#4/2 (10#4/9)
14	1	4"	100'	-	EXIST (10# BSC 10#4/2 10# OF EA. COILED IN JN)
5	1	4"	35'	T	NEW (10# BSC 13#4/2 10# OF EA. COILED IN JN) (10#4/9)
5A	1	2.5"	5'	T	NEW (10# BSC 10#4/9)
6	1	1"	15'	-	EMPTY
7	1	2.5"	20'	T	NEW (10# BSC 10#4/9)
*9	1	3"	60'	-	EMPTY
*9	1	1"	15'	-	EMPTY
*10	1	2.5"	25'	-	EXISTING (10# BSC 10#4/9)
*11	1	4"	50'	-	EXISTING (10# BSC 10#4/2 13#4/4)
*12A	1	2.5"	15'	-	EMPTY
*12B	1	4"	150'	-	EXISTING (10# BSC 10#4/2)
*13	1	1"	10'	-	EMPTY
*14	1	4"	70'	-	EXISTING (10# BSC 10#4/2 13#4/4)
*15	1	1"	5'	-	EMPTY
*16A	1	2.5"	5'	-	EMPTY
*16	1	2.5"	25'	-	EXISTING (10# BSC 10#4/9)
*17	1	4"	45'	-	EXISTING (10# BSC 10#4/2 10# OF 12#4/2 COILED IN JN) (10#4/9)
*18	1	1"	5'	-	EMPTY
*19	1	3"	20'	-	EMPTY
*20	1	4"	100'	-	EXISTING (10# BSC 13#4/2 10# OF 12#4/2 COILED IN JN) (10#4/9)
*21	1	4"	35'	-	EXISTING (10# BSC 10#4/9)
*22A	1	2.5"	5'	-	EXISTING (10# BSC 10#4/9)
*22	1	2.5"	30'	-	EXISTING (10# BSC 10#4/9)
*23	1	1"	20'	-	EMPTY
*24	1	3"	10'	-	EMPTY
*25	1	4"	100'	-	EXISTING (10# BSC 10#4/2 10# COILED IN JN)
*26	1	1"	10'	-	EMPTY
*27	1	2.5"	70'	-	EXISTING (10#4/4 10#4/9)
*27	1	2.5"	10'	-	EXISTING (10#4/9)

CONDUIT RUN SCHEDULE (CONT.)					
CON	NO. OF CONDUITS	SIZE	LENGTH	B/T/Y/O	AMOUNT AND TYPE OF CABLE / WIRE
*F33	1	4"	130'	-	COMMUNICATION CABLE (SEE SIGNING AND STRIPING PLANS)
*F34	1	4"	285'	-	COMMUNICATION CABLE (SEE SIGNING AND STRIPING PLANS)
*F35	1	4"	300'	-	COMMUNICATION CABLE (SEE SIGNING AND STRIPING PLANS)
*F36	1	4"	30'	-	COMMUNICATION CABLE (SEE SIGNING AND STRIPING PLANS)
*F37	1	4"	295'	-	COMMUNICATION CABLE (SEE SIGNING AND STRIPING PLANS)
*F38	1	4"	135'	-	COMMUNICATION CABLE (SEE SIGNING AND STRIPING PLANS)

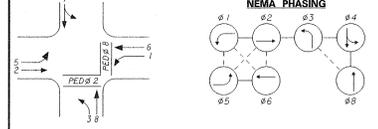
LEGEND
 * DENOTES EXISTING
 B BORE
 T TRENCH
 O OPEN CUT

PHASE 3, STAGE 6 SIGNAL NOTES

1. TEMPORARY CROSSWALK FOR THE SOUTH LEG OF THE INTERSECTION SHALL BE STRIPPED AT THE COMMENCEMENT OF THIS STAGE.
2. THE PEDESTRIAN SIGNAL HEADS AND PUSH BUTTONS TO CONTROL THE CROSSWALK ON THE SOUTH LEG SHALL BE UNCOVERED AND ACTIVATED.
3. EXISTING CROSSWALK STRIPING ON THE NORTH LEG SHALL BE REMOVED AT THE COMMENCEMENT OF THIS STAGE.
4. EXISTING MORNWAVE DETECTORS SHALL BE ADJUSTED/ RE-ORIENTED WHERE NECESSARY TO ACHIEVE OPTIMAL DETECTION FOR LINE ASSIGNMENTS IN THIS STAGE.
5. INSTALL PROPOSED CONCRETE ISLAND/PEDESTRIAN POLE BASES, POLES, SIGNAL HEADS AND PUSH BUTTONS IMMEDIATELY PRIOR TO THE END OF THIS STAGE. THESE PROPOSED PEDESTRIAN INSTALLATIONS SHALL NOT BE ACTIVATED IN THIS STAGE. COVER PROPOSED PEDESTRIAN SIGNAL HEADS AND PUSH BUTTONS THAT WILL CONTROL FUTURE CROSSWALK ON THE NORTH LEG OF THE INTERSECTION.
6. PROPOSED PEDESTRIAN SIGNAL HEAD AND PUSH BUTTON TO CONTROL THE PROPOSED CROSSWALK ON THE WEST LEG OF THE INTERSECTION SHALL REMAIN COVERED.
7. REMOVE EXISTING 5-SECTION SIGNAL HEAD "A" AND REPLACE WITH PROPOSED 3-SECTION SIGNAL HEAD AT LOCATION AS SHOWN.
8. SLIDE EXISTING OPTICON FOR EASTBOUND SBRS TO LOCATION AS SHOWN.
9. POLE TO BE REMOVED BY TRAFFIC CONTRACTOR AND POLE BASE TO BE REMOVED BY PROJECT CONTRACTOR.
10. PLUG OPEN ENDS OF CONDUIT.



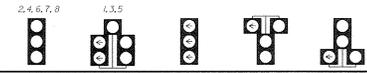
SIGNAL PHASING



PHASING NOTES

1. PHASES ASSOCIATED BY A SOLID LINE WILL NOT OPERATE CONJUNCTIVELY.
2. PHASES ASSOCIATED BY A DASHED LINE WILL OPERATE CONJUNCTIVELY.

SIGNAL HEAD DIAGRAM

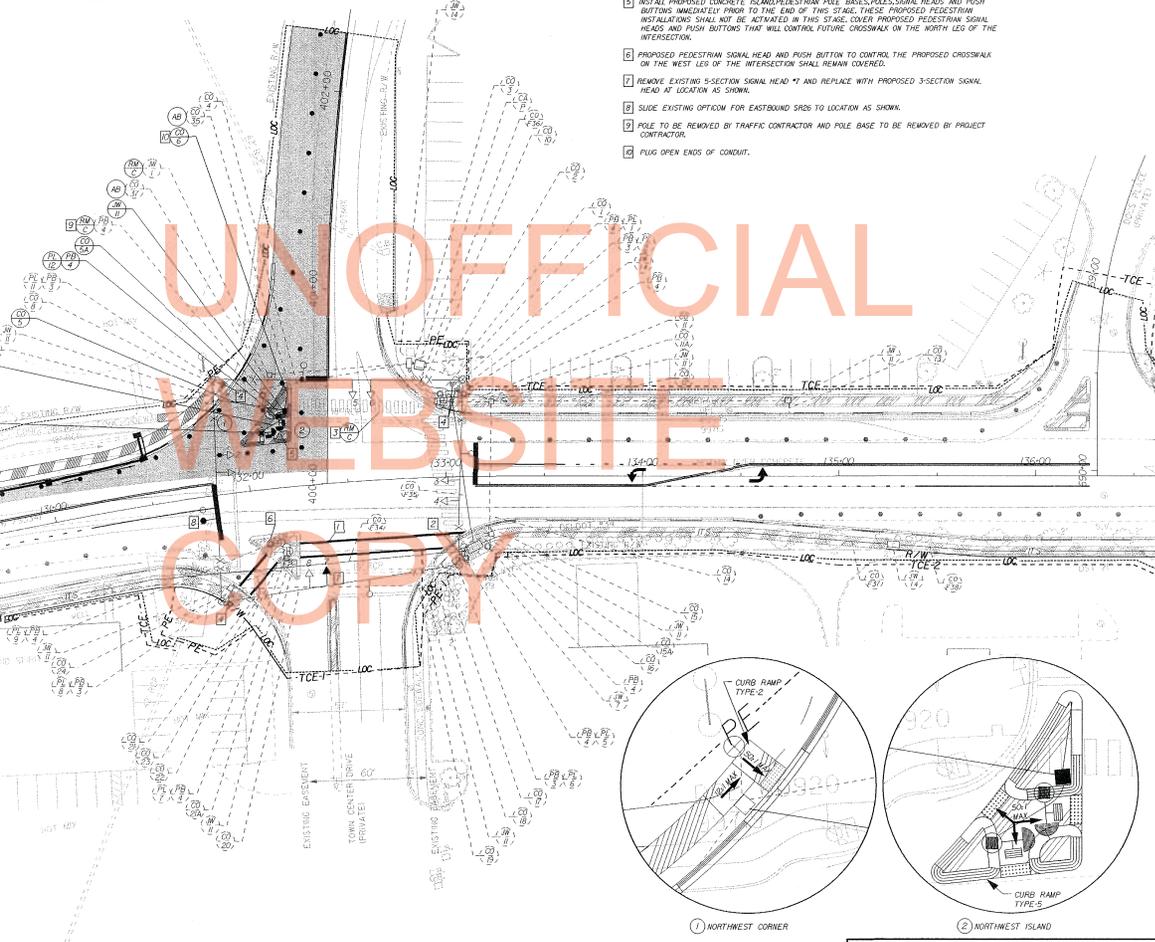


LEGEND

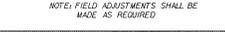
- PROPOSED SIGNAL CABINET (RM) REMOVE BY CONTRACTOR
- EXISTING SIGNAL CABINET (RM) REMOVE BY OTHERS
- PROPOSED SIGNAL POLE BASE (AB) REMOVE BY OTHERS
- EXISTING SIGNAL POLE BASE (AB) REMOVE BY OTHERS
- PROPOSED PEDESTRIAN POLE BASE (PB) PROPOSED POLE BASE IDENTIFIER (TYPE OF POLE BASE)
- EXISTING PEDESTRIAN POLE BASE (PB) EXISTING POLE BASE IDENTIFIER (TYPE OF POLE BASE)
- PROPOSED WOOD POLE (FW) PROPOSED POLE IDENTIFIER (TYPE OF POLE)
- EXISTING WOOD POLE (FW) EXISTING POLE IDENTIFIER (TYPE OF POLE)
- PROPOSED JUNCTION WELL (JW) PROPOSED JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL)
- EXISTING JUNCTION WELL (JW) EXISTING JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL)
- PROPOSED SIGNAL HEAD (SH) EXISTING SIGNAL HEAD IDENTIFIER (TYPE OF SIGNAL HEAD)
- EXISTING SIGNAL HEAD (SH) EXISTING SIGNAL HEAD IDENTIFIER (TYPE OF SIGNAL HEAD)
- PROPOSED PEDESTRIAN SIGNAL HEAD (PSH) PROPOSED PEDESTRIAN SIGNAL HEAD IDENTIFIER (TYPE OF CONDUIT RUN)
- EXISTING PEDESTRIAN SIGNAL HEAD (PSH) EXISTING PEDESTRIAN SIGNAL HEAD IDENTIFIER (TYPE OF CONDUIT RUN)
- PROPOSED PEDESTRIAN PUSHBUTTON (PPB) PROPOSED OVERHEAD ARM IDENTIFIER (TYPE OF OVERHEAD ARM)
- EXISTING PEDESTRIAN PUSHBUTTON (PPB) EXISTING OVERHEAD ARM IDENTIFIER (TYPE OF OVERHEAD ARM)
- PROPOSED VIDEO DETECTION (VD) PROPOSED VIDEO DETECTION IDENTIFIER (TYPE OF VIDEO DETECTION)
- EXISTING VIDEO DETECTION (VD) EXISTING VIDEO DETECTION IDENTIFIER (TYPE OF VIDEO DETECTION)
- PROPOSED MORNWAVE DETECTION (MD) PROPOSED MORNWAVE DETECTION IDENTIFIER (TYPE OF MORNWAVE DETECTION)
- EXISTING MORNWAVE DETECTION (MD) EXISTING MORNWAVE DETECTION IDENTIFIER (TYPE OF MORNWAVE DETECTION)
- OVERHEAD SIGNING (OS) EXISTING OVERHEAD SIGNING IDENTIFIER (TYPE OF OVERHEAD SIGNING)
- PROPOSED OPTICON RECEIVER (OR) PROPOSED OPTICON RECEIVER IDENTIFIER (TYPE OF OPTICON RECEIVER)
- EXISTING OPTICON RECEIVER (OR) EXISTING OPTICON RECEIVER IDENTIFIER (TYPE OF OPTICON RECEIVER)
- PROPOSED MAST ARM (MA) PROPOSED MAST ARM IDENTIFIER (TYPE OF MAST ARM)
- EXISTING MAST ARM (MA) EXISTING MAST ARM IDENTIFIER (TYPE OF MAST ARM)
- PROPOSED SPAN WIRE (SW) PROPOSED SPAN WIRE IDENTIFIER (TYPE OF SPAN WIRE)
- EXISTING SPAN WIRE (SW) EXISTING SPAN WIRE IDENTIFIER (TYPE OF SPAN WIRE)
- PROPOSED SPAN INSULATOR (SI) PROPOSED SPAN INSULATOR IDENTIFIER (TYPE OF SPAN INSULATOR)
- EXISTING SPAN INSULATOR (SI) EXISTING SPAN INSULATOR IDENTIFIER (TYPE OF SPAN INSULATOR)
- PROPOSED LUMINAIRE (L) PROPOSED LUMINAIRE IDENTIFIER (TYPE OF LUMINAIRE)
- EXISTING LUMINAIRE (L) EXISTING LUMINAIRE IDENTIFIER (TYPE OF LUMINAIRE)
- PROPOSED LOOP DETECTOR (LD) PROPOSED LOOP DETECTOR IDENTIFIER (TYPE OF LOOP DETECTOR)
- EXISTING LOOP DETECTOR (LD) EXISTING LOOP DETECTOR IDENTIFIER (TYPE OF LOOP DETECTOR)
- PROPOSED PLASTIC DUMPS (PD) PROPOSED PLASTIC DUMPS IDENTIFIER (TYPE OF PLASTIC DUMPS)
- EXISTING PLASTIC DUMPS (PD) EXISTING PLASTIC DUMPS IDENTIFIER (TYPE OF PLASTIC DUMPS)

GENERAL SIGNAL NOTES

1. ALL SIGNAL EQUIPMENT REMOVED FROM A PROJECT IS TO BE RETURNED TO DELDOT TRAFFIC CONTROL/DELAWARE.
2. POLE BASES, CABINET BASES AND CONDUIT JUNCTION WELLS ARE TO BE REMOVED IN ACCORDANCE WITH SECTION 04 AND 05 OF THE STANDARD SPECIFICATIONS OR AS DIRECTED BY ENGINEER. EXISTING CONDUIT IS TO BE ABANDONED EXCEPT WHERE SHOWN.
3. ALL GUARDED AND UNGUARDED CONDUIT SHALL BE REMOVED AND THREADED. ALL SPC SHALL BE THREADED TOGETHER WITH APPROVED COUPLINGS, SET SCREW, BOLTED AND COMPRESSION FITTINGS ARE NOT ACCEPTABLE.
4. ALL UNDERGROUND AND OVERHEAD UTILITIES SHOWN ON THESE PLANS ARE SCHEMATIC ONLY AND MAY NOT BE COMPLETE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING MISS UTILITY AND/OR THE APPROPRIATE UTILITY ENTITY FOR THE UTILITY MARKOUTS PRIOR TO THE BEGINNING OF CONSTRUCTION. IF THE CONTRACTOR PERCEIVES THAT A CONFLICT BETWEEN UTILITIES AND THE TRAFFIC SIGNAL WILL OCCUR, THE CONTRACTOR SHALL NOTIFY DELDOT IMMEDIATELY BEFORE CONSTRUCTION.
5. CONTRACTOR SHALL COORDINATE WITH TRAFFIC SIGNAL MAINTENANCE FOR THE IDENTIFICATION AND REMOVAL OF ALL UNUSED AND REDUNDANT COPPER CABLE.
6. PROPOSED POLE BASES SUPPORTING POLES WITH PEDESTRIAN PUSHBUTTONS SHALL BE CONSTRUCTED IMMEDIATELY ADJACENT TO THE FLAT ISLAND OR FLATLANDING AREA OF THE CURB RAMP OR SIDEWALK IN ACCORDANCE WITH CURRENT ADA BEST PRACTICES. THESE POLE BASES SHALL BE FLUSH WITH THE ADJACENT LANDING AREA. THE PEDESTRIAN PUSHBUTTON SHALL BE INSTALLED AT A HEIGHT OF 42 TO 48 INCHES ABOVE THE LANDING AREA/SIDEWALK AND SHALL BE LOCATED SUCH THAT THE MAXIMUM REACH DISTANCE IS 10 INCHES FROM THE LANDING AREA TO THE FACE OF THE PUSHBUTTON. PEDESTRIAN SIGNAL HEADS SHALL BE MOUNTED WITH THE BOTTOM OF THE SIGNAL HOUSING INCLUDING BRACKETS NOT LESS THAN 7 FEET OR MORE THAN 10 FEET ABOVE SIDEWALK LEVEL. ALL PEDESTRIAN SIGNAL HEADS SHALL BE DOWNDOME TYPE.
7. ALL 1.5" DIA. AND 2" CONDUITS SHALL BE SCHEDULE 80 PVC WITH THE EXCEPTION OF 4" BORED CONDUIT WHICH SHALL BE SPP-15 HOPE. ALL CONDUITS LESS THAN OR EQUAL TO 6" SHALL BE LOUD TIGHT FLEXIBLE, NON-METALLIC AND ALL CONDUITS GREATER THAN 6" SHALL BE HOOD CHANDLER.



CURB RAMP DETAILS



SECTION 2

PHASE 3, STAGE 6

SPAN WIRE SCHEDULE					
SPAN	LENGTH	SPAN MOUNT HEIGHT	SIG. SAG	SPAN LOW POINT	BOTTOM OF LOWEST HEAD
NORTH	125 FT	27.50 FT	6.25 FT	21.25 FT	16.75 FT
EAST	90 FT	26.50 FT	4.50 FT	21.00 FT	17.40 FT
SOUTH	119 FT	27.00 FT	5.95 FT	21.05 FT	16.55 FT
WEST	140 FT	27.00 FT	6.50 FT	20.50 FT	17.00 FT

NOTE: FIELD ADJUSTMENTS AS REQUIRED

POLE SCHEDULE			
POLE #	POLE TYPE	HEIGHT	MATERIAL
*1	PEDESTRIAN	10'	ALUMINUM
*2	STRAIN	28'	STEEL
*3	PEDESTRIAN	10'	ALUMINUM
*4	STRAIN	32'	STEEL
*5	PEDESTRIAN	10'	ALUMINUM
*6	STRAIN	32'	STEEL
*7	PEDESTRIAN	10'	ALUMINUM
*8	STRAIN	32'	STEEL
*9	PEDESTRIAN	10'	ALUMINUM
*10	PEDESTRIAN	10'	ALUMINUM
*11	STRAIN	32'	STEEL
*12	PEDESTRIAN	10'	ALUMINUM

* DENOTES EXISTING

RECOMMENDED [Signature] DATE: 05/15/13

RECOMMENDED [Signature] DATE: 7/16/13

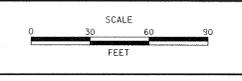
RECOMMENDED _____ DATE: _____

APPROVED TRAFFIC ENGINEER [Signature] DATE: 7/16/13

APPROVED FOR INSTALLATION CHIEF TRAFFIC ENGINEER [Signature] DATE: 7/16/13

DELAWARE
 DEPARTMENT OF TRANSPORTATION

ADDENDUM / REVISIONS	



SR 26, ATLANTIC AVENUE FROM CLARKSVILLE TO ASSAWOMAN CANAL

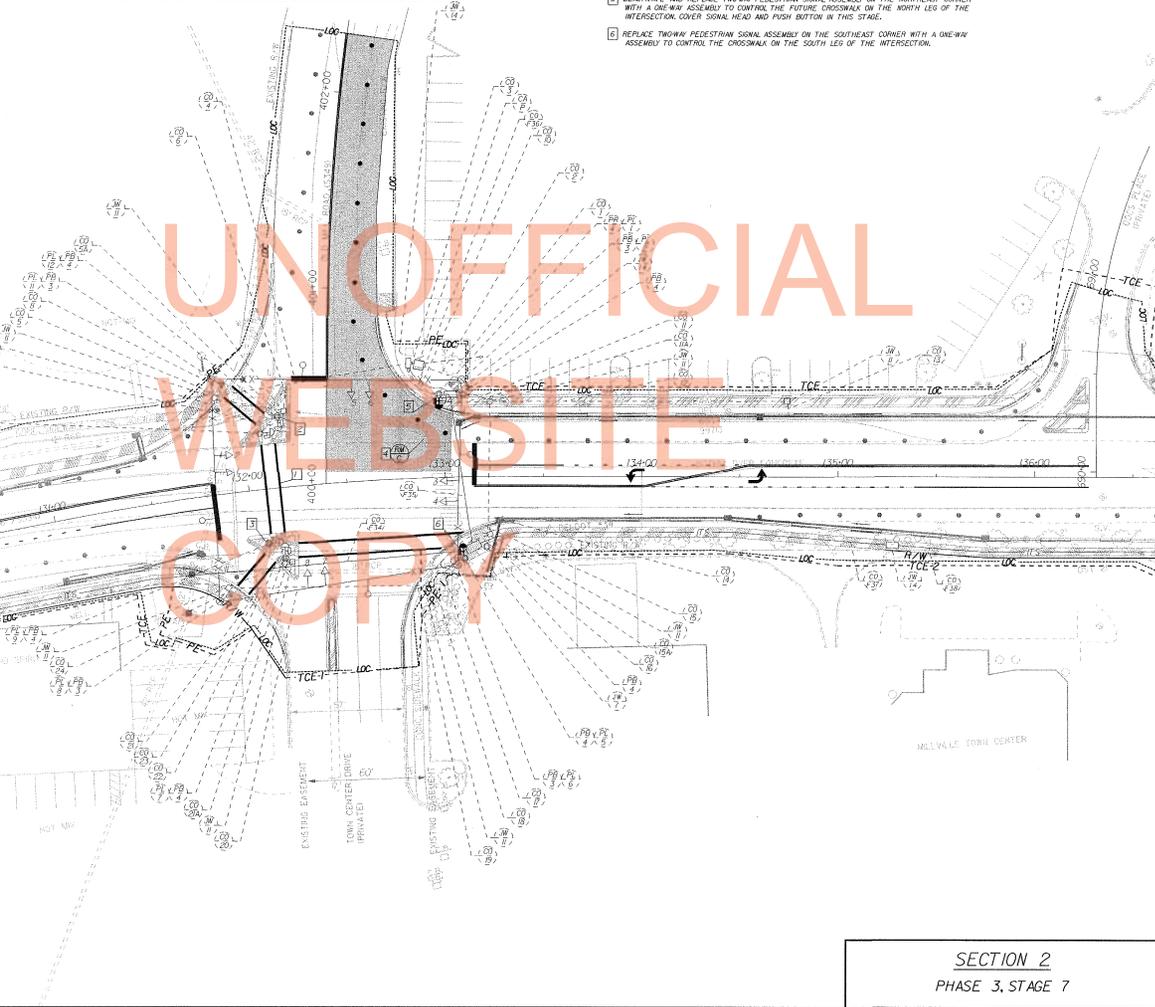
CONTRACT	PERMIT NO.	S263
T2004420	DESIGNED BY:	MSK
COUNTY	CHECKED BY:	BAM
SUSSEX		

SIGNAL PLAN	SHEET NO.
SR 26 @ OLD MILL ROAD	530
TOTAL SHEETS	589

CONDUIT RUN SCHEDULE					
CONDUIT NO.	NO. OF CONDUITS	SIZE	LENGTH	B/T/V/O	AMOUNT AND TYPE OF CABLE / WIRE
1	1	2"	-	-	EXISTING (10# BARE STRANDED COPPER (10#*2 1/2" W. GROUND)
2	1	2.5"	25'	-	EXISTING (10# BSC (10#*1/4" (10#*1/8" (MICROWAVE DETECTION HOMERUN CABLES)
3	3	2.5"	5'	-	EXISTING (13# BSC (10#*1/2" (6#*1/4" (10#*1/8" COMM. CABLE)
4	1	4"	100'	-	EXISTING (10# BSC (13#*1/2" 1/5" OF 10#*1/2" COILED IN JMI (12#*1/2")
5	1	4"	33'	-	EXISTING (10# BSC (13#*1/2" 1/5" OF EA. COILED IN JMI (12#*1/2")
6	1	2.5"	5'	-	EXISTING (10# BSC (10#*1/4")
7	1	2.5"	20'	-	EXISTING (10# BSC (10#*1/4")
8	1	2"	40'	-	EMPTY
9	1	2"	15'	-	EMPTY
10	1	2.5"	25'	-	EXISTING (10# BSC (10#*1/4")
11	1	4"	50'	-	EXISTING (10# BSC (10#*1/2" (13#*1/4")
12	1	4"	100'	-	EMPTY
13	1	4"	100'	-	EXISTING (10# BSC (10#*1/2")
14	1	4"	70'	-	EXISTING (10# BSC (10#*1/2" (13#*1/4")
15	1	4"	5'	-	EMPTY
16	1	2.5"	5'	-	EMPTY
17	1	2.5"	5'	-	EMPTY
18	1	2.5"	5'	-	EMPTY
19	1	2.5"	5'	-	EMPTY
20	1	2.5"	5'	-	EMPTY
21	1	2.5"	5'	-	EMPTY
22	1	2.5"	5'	-	EMPTY
23	1	4"	45'	-	EXISTING (10# BSC (10#*1/2" 1/5" OF 10#*1/2" COILED IN JMI (12#*1/2")
24	1	4"	20'	-	EMPTY
25	1	4"	20'	-	EMPTY
26	1	4"	5'	-	EMPTY
27	1	4"	100'	-	EXISTING (10# BSC (13#*1/2" 1/5" OF 10#*1/2" COILED IN JMI (12#*1/2")
28	1	4"	33'	-	EXISTING (10# BSC (10#*1/2")
29	1	2.5"	5'	-	EXISTING (10# BSC (10#*1/4")
30	1	2.5"	5'	-	EMPTY
31	1	2.5"	20'	-	EXISTING (10# BSC (10#*1/4")
32	1	4"	20'	-	EMPTY
33	1	4"	20'	-	EMPTY
34	1	4"	20'	-	EMPTY
35	1	4"	20'	-	EMPTY
36	1	4"	20'	-	EMPTY

CONDUIT RUN SCHEDULE (CONT.)					
CONDUIT NO.	NO. OF CONDUITS	SIZE	LENGTH	B/T/V/O	AMOUNT AND TYPE OF CABLE / WIRE
37	1	4"	130'	-	COMMUNICATION CABLE (SEE SIGNING AND STRIPING PLANS)
38	1	4"	285'	-	COMMUNICATION CABLE (SEE SIGNING AND STRIPING PLANS)
39	1	4"	400'	-	COMMUNICATION CABLE (SEE SIGNING AND STRIPING PLANS)
40	1	4"	30'	-	COMMUNICATION CABLE (SEE SIGNING AND STRIPING PLANS)
41	1	4"	257'	-	COMMUNICATION CABLE (SEE SIGNING AND STRIPING PLANS)
42	1	4"	135'	-	COMMUNICATION CABLE (SEE SIGNING AND STRIPING PLANS)

LEGEND
 * DENOTES EXISTING
 B-BORE
 T-TRENCH
 O-OPEN CUT



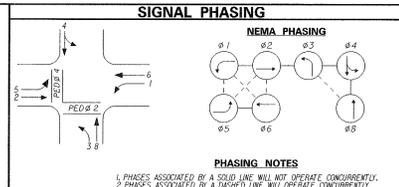
SPAN WIRE SCHEDULE					
SPAN	LENGTH	SPAN MOUNT HEIGHT	5X SAO POINT	SPAN LOW POINT	BOTTOM OF LOWEST HEAD
NORTH	125 FT	27.50 FT	6.25 FT	18.75 FT	18.75 FT
EAST	92 FT	26.50 FT	4.60 FT	21.90 FT	17.40 FT
SOUTH	119 FT	27.00 FT	5.95 FT	21.05 FT	16.55 FT
WEST	110 FT	27.00 FT	5.50 FT	21.50 FT	17.00 FT

NOTE: FIELD ADJUSTMENTS AS REQUIRED

POLE SCHEDULE			
POLE #	POLE TYPE	HEIGHT	MATERIAL
1	PEDESTRIAN	10'	ALUMINUM
2	STRAIN	28'	STEEL
5	PEDESTRIAN	10'	ALUMINUM
6	STRAIN	32'	STEEL
7	PEDESTRIAN	10'	ALUMINUM
8	STRAIN	32'	STEEL
9	PEDESTRIAN	10'	ALUMINUM
10	PEDESTRIAN	10'	ALUMINUM
11	STRAIN	32'	STEEL
12	PEDESTRIAN	10'	ALUMINUM

* DENOTES EXISTING

- PHASE 3, STAGE 7 SIGNAL NOTES**
- TEMPORARY CROSSWALK FOR THE WEST LEG OF THE INTERSECTION SHALL BE STRIPPED AT THE COMMENCEMENT OF THIS STAGE.
 - THE ISLAND PEDESTRIAN SIGNAL HEAD AND PUSH BUTTON TO CONTROL THE FUTURE CROSSWALK ON THE NORTH LEG OF THE INTERSECTION SHALL REMAIN UNACTIVATED AND COVERED IN THIS STAGE.
 - UNCOVER AND ACTIVATE THE ISLAND PEDESTRIAN SIGNAL HEAD AND PUSH BUTTON FOR CONTROL OF THE CROSSWALK ON THE WEST LEG OF THE INTERSECTION.
 - EXISTING CROSSWALK STRIPING ON THE EAST LEG SHALL BE REMOVED AT THE COMMENCEMENT OF THIS STAGE.
 - DEACTIVATE AND REPLACE TOWNSHIP PEDESTRIAN SIGNAL ASSEMBLY ON THE NORTHEAST CORNER WITH A ONE-WAY ASSEMBLY TO CONTROL THE FUTURE CROSSWALK ON THE NORTH LEG OF THE INTERSECTION. COVER SIGNAL HEAD AND PUSH BUTTON IN THIS STAGE.
 - REPLACE TOWNSHIP PEDESTRIAN SIGNAL ASSEMBLY ON THE SOUTHWEST CORNER WITH A ONE-WAY ASSEMBLY TO CONTROL THE CROSSWALK ON THE SOUTH LEG OF THE INTERSECTION.



SIGNAL HEAD DIAGRAM

2, 4, 6, 7, 8
 1, 3, 5

LEGEND

EXISTING SIGNAL CABINET	REMOVE BY CONTRACTOR
EXISTING SIGNAL CABINET	REMOVE BY OTHERS
PROPOSED SIGNAL POLE BASE	ABANDON
EXISTING SIGNAL POLE BASE	PROPOSED POLE BASE IDENTIFIER (TYPE OF POLE BASE)
PROPOSED PEDESTRIAN POLE BASE	EXISTING PEDESTRIAN POLE BASE IDENTIFIER (TYPE OF POLE BASE)
EXISTING PEDESTRIAN POLE BASE	PROPOSED WOOD POLE
PROPOSED WOOD POLE	EXISTING WOOD POLE
EXISTING WOOD POLE	PROPOSED JUNCTION WELL
PROPOSED JUNCTION WELL	EXISTING JUNCTION WELL
EXISTING JUNCTION WELL	PROPOSED SIGNAL HEAD
PROPOSED SIGNAL HEAD	EXISTING SIGNAL HEAD
EXISTING SIGNAL HEAD	PROPOSED PEDESTRIAN SIGNAL HEAD
PROPOSED PEDESTRIAN SIGNAL HEAD	EXISTING PEDESTRIAN SIGNAL HEAD
EXISTING PEDESTRIAN SIGNAL HEAD	PROPOSED PEDESTRIAN PUSHBUTTON
PROPOSED PEDESTRIAN PUSHBUTTON	EXISTING PEDESTRIAN PUSHBUTTON
EXISTING PEDESTRIAN PUSHBUTTON	PROPOSED VIDEO DETECTION
PROPOSED VIDEO DETECTION	EXISTING VIDEO DETECTION
EXISTING VIDEO DETECTION	PROPOSED MICROWAVE DETECTION
PROPOSED MICROWAVE DETECTION	EXISTING MICROWAVE DETECTION
EXISTING MICROWAVE DETECTION	OVERHEAD SIGNING
OVERHEAD SIGNING	PROPOSED OPTICUM RECEIVER
PROPOSED OPTICUM RECEIVER	EXISTING OPTICUM RECEIVER
EXISTING OPTICUM RECEIVER	PROPOSED MAST ARM
PROPOSED MAST ARM	EXISTING MAST ARM
EXISTING MAST ARM	PROPOSED SPAN INSULATOR
PROPOSED SPAN INSULATOR	EXISTING SPAN INSULATOR
EXISTING SPAN INSULATOR	PROPOSED LUMINAIRE
PROPOSED LUMINAIRE	EXISTING LUMINAIRE
EXISTING LUMINAIRE	PROPOSED LOOP DETECTOR
PROPOSED LOOP DETECTOR	EXISTING LOOP DETECTOR
EXISTING LOOP DETECTOR	PROPOSED PLASTIC DRAWING
PROPOSED PLASTIC DRAWING	EXISTING PLASTIC DRAWING

- GENERAL SIGNAL NOTES**
- ALL SIGNAL EQUIPMENT REMOVED FROM A PROJECT IS TO BE RETURNED TO DELDOT TRAFFIC CONTROL/DELAWARE.
 - POLE BASES, CABINET BASES AND CONDUIT JUNCTION WELLS ARE TO BE REMOVED IN ACCORDANCE WITH SECTION 204 AND ONE OF THE STANDARD SPECIFICATIONS OR AS DIRECTED BY ENGINEER. EXISTING CONDUIT IS TO BE ABANDONED EXCEPT WHERE SHOWN.
 - ALL UNWANTED ROAD CONDUIT (GRO) SHALL BE REMOVED AND THREADED. ALL GRO SHALL BE THREADED TOGETHER WITH APPROVED CONDUITS, SET SCHEDULED AND COMPRESSION FITTINGS ARE NOT ACCEPTABLE.
 - ALL UNDERGROUND AND OVERHEAD UTILITIES SHOWN ON THESE PLANS ARE SCHEMATIC ONLY AND MAY NOT BE COMPLETE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING MISS UTILITY, AND/OR THE APPROPRIATE UTILITY ENTITY FOR THE UTILITY MARKETS PRIOR TO THE BEGINNING OF CONSTRUCTION. IF THE CONTRACTOR PERCEIVES THAT A CONFLICT BETWEEN UTILITIES AND THE TRAFFIC SIGNAL WELLS OCCURS, THE CONTRACTOR SHALL NOTIFY DELDOT IMMEDIATELY BEFORE CONSTRUCTION.
 - CONTRACTOR SHALL MAINTAINANCE WITH TRAFFIC SIGNAL MAINTENANCE FOR THE IDENTIFICATION AND REMOVAL OF ALL UNUSED AND REDUNDANT COPPER CABLE.
 - PROPOSED POLE BASES SUPPORTING POLES WITH PEDESTRIAN PUSHBUTTONS SHALL BE CONSTRUCTED UNIMPAIRED ADJACENT TO THE FLAT SIDE OR FLATTER LANDING AREA OF THE CURB RAMP OR SIDEWALK IN ACCORDANCE WITH CURRENT ADA BEST PRACTICES. THESE POLE BASES SHALL BE FLUSH WITH THE ADJACENT LANDING AREA. THE PEDESTRIAN PUSHBUTTON SHALL BE INSTALLED AT A HEIGHT OF 42 TO 48 INCHES ABOVE THE LANDING AREA. SIDEWALKS SHALL BE LOCATED SUCH THAT THE MAXIMUM REACH DISTANCE IS 10 INCHES FROM THE LANDING AREA TO THE FACE OF THE PUSHBUTTON. PEDESTRIAN SIGNAL HEADS SHALL BE MOUNTED WITH THE BOTTOM OF THE SIGNAL HOUSING INCLUDING BRACKETS NOT LESS THAN 7 FEET OR MORE THAN 10 FEET ABOVE SIDEWALK LEVEL. ALL PEDESTRIAN SIGNAL HEADS SHALL BE COUNTERDOWN TYPE.
 - ALL 4", 6", 8" AND 12" CONDUITS SHALL BE SCHEDULED 80 PVC WITH THE EXCEPTION OF 4" BORED CONDUIT WHICH SHALL BE SCHEDULED HDPE. ALL CONDUITS LESS THAN OR EQUAL TO 6" SHALL BE ROAD LIGHT COLOR. ALL CONDUITS MORE THAN 6" SHALL BE ROAD LIGHTED.

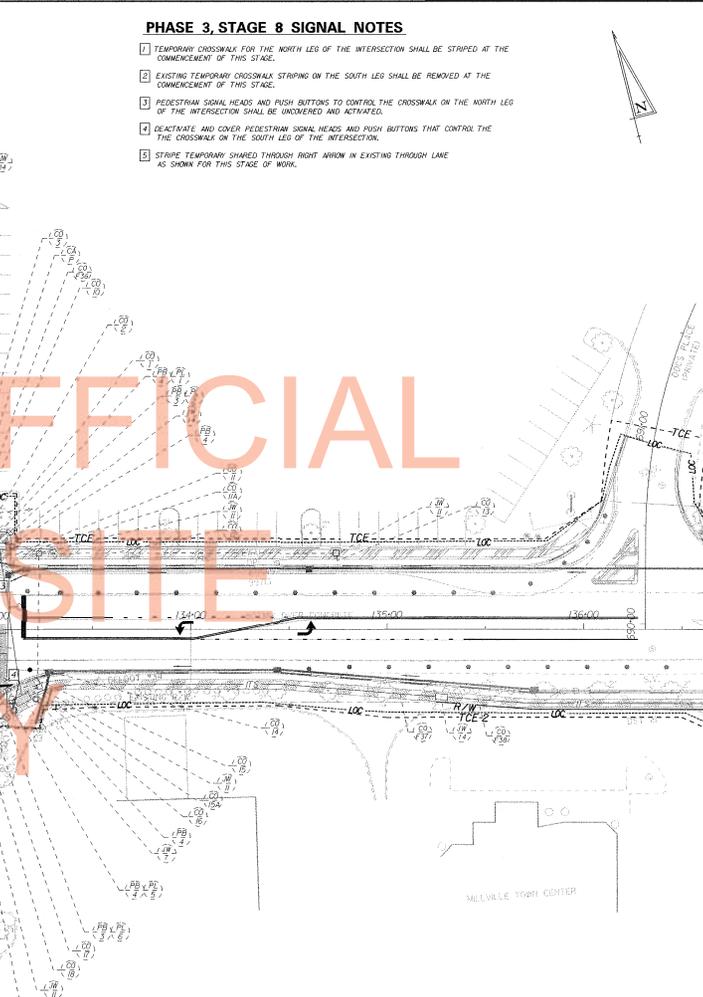
SECTION 2
 PHASE 3, STAGE 7

RECOMMENDED <i>[Signature]</i> DATE: 05/15/13	RECOMMENDED <i>[Signature]</i> DATE: 7/16/13	RECOMMENDED _____ DATE: _____	APPROVED TRAFFIC ENGINEER <i>[Signature]</i> DATE: 7/16/13	APPROVED FOR INSTALLATION CHIEF TRAFFIC ENGINEER <i>[Signature]</i> DATE: 7/12/13
		SCALE 0 30 60 90 FEET		CONTRACT 120041210 COUNTY SUSSEX PERMIT NO. S263 DESIGNED BY: MSK CHECKED BY: BAM
SR 26, ATLANTIC AVENUE FROM CLARKSVILLE TO ASSAWOMAN CANAL			SIGNAL PLAN SR 26 @ OLD MILL ROAD	
ADDENDUM / REVISIONS			SHEET NO. 531 TOTAL SHEETS 589	

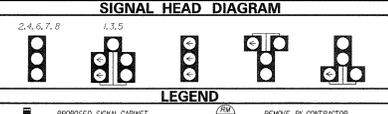
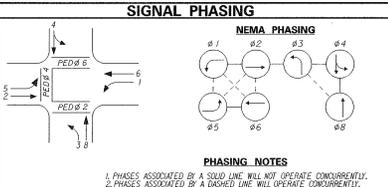
7/12/2013 10:52:33 AM C:\Users\jmartinez\Documents\Sussex\12-2-13-1 Signal.dwg (1)

CONDUIT RUN SCHEDULE					
CONDUIT NO.	NO. OF CONDUITS	SIZE	LENGTH	B/T/O	AMOUNT AND TYPE OF CABLE / WIRE
41	1	2"	-	-	EXISTING (10# BARE STRANDED COPPER W/ #2 U.F.W. GROUND)
42	1	2.5"	25'	-	EXISTING (10# BSC 12M4/2 12M4/16 (MICROWAVE DETECTION HOMERUN CABLES))
43	3	2.5"	5'	-	EXISTING (13#S BSC 12M4/2 16M4/9 COMM. CABLE)
44	1	4"	100'	-	EXISTING (10# BSC 12M4/2 1/5 OF 12M4/2 COILED IN JN) 12M4/9
45	1	4"	35'	-	EXISTING (10# BSC 13M4/2 1/5 OF EA COILED IN JN) 12M4/9
46	1	2.5"	5'	-	EXISTING (10# BSC 12M4/9)
47	1	7"	15'	-	EMPTY
48	1	2.5"	20'	-	EXISTING (10# BSC 12M4/9)
49	1	7"	10'	-	EMPTY
50	1	2.5"	25'	-	EXISTING (10# BSC 12M4/9)
51	1	4"	50'	-	EXISTING (10# BSC 12M4/2 13M4/9)
52	1	2.5"	15'	-	EMPTY
53	1	4"	150'	-	EXISTING (10# BSC 12M4/2)
54	1	7"	10'	-	EMPTY
55	1	4"	70'	-	EXISTING (10# BSC 12M4/2 13M4/9)
56	1	7"	5'	-	EMPTY
57	1	2.5"	5'	-	EMPTY
58	1	2.5"	20'	-	EXISTING (10# BSC 12M4/9)
59	1	4"	45'	-	EXISTING (10# BSC 12M4/2 1/5 OF 12M4/2 COILED IN JN) 12M4/9
60	1	7"	5'	-	EMPTY
61	1	4"	100'	-	EXISTING (10# BSC 13M4/2 1/5 OF 12M4/2 COILED IN JN) 12M4/9
62	1	4"	35'	-	EXISTING (10# BSC 12M4/9)
63	1	2.5"	5'	-	EXISTING (10# BSC 12M4/9)
64	1	2.5"	20'	-	EXISTING (10# BSC 12M4/9)
65	1	7"	20'	-	EMPTY
66	1	7"	10'	-	EMPTY
67	1	7"	10'	-	EMPTY

CONDUIT RUN SCHEDULE (CONT.)					
CONDUIT NO.	NO. OF CONDUITS	SIZE	LENGTH	B/T/O	AMOUNT AND TYPE OF CABLE / WIRE
68	1	4"	130'	-	COMMUNICATION CABLE (SEE SIGNING AND STRIPING PLANS)
69	1	4"	285'	-	COMMUNICATION CABLE (SEE SIGNING AND STRIPING PLANS)
70	1	4"	80'	-	COMMUNICATION CABLE (SEE SIGNING AND STRIPING PLANS)
71	1	4"	30'	-	COMMUNICATION CABLE (SEE SIGNING AND STRIPING PLANS)
72	1	4"	205'	-	COMMUNICATION CABLE (SEE SIGNING AND STRIPING PLANS)
73	1	4"	135'	-	COMMUNICATION CABLE (SEE SIGNING AND STRIPING PLANS)



- ### PHASE 3, STAGE 8 SIGNAL NOTES
- TEMPORARY CROSSWALK FOR THE NORTH LEG OF THE INTERSECTION SHALL BE STRIPED AT THE COMMENCEMENT OF THIS STAGE.
 - EXISTING TEMPORARY CROSSWALK STRIPING ON THE SOUTH LEG SHALL BE REMOVED AT THE COMMENCEMENT OF THIS STAGE.
 - PEDESTRIAN SIGNAL HEADS AND PUSH BUTTONS TO CONTROL THE CROSSWALK ON THE NORTH LEG OF THE INTERSECTION SHALL BE UNCOVERED AND ACTIVATED.
 - DEACTIVATE AND COVER PEDESTRIAN SIGNAL HEADS AND PUSH BUTTONS THAT CONTROL THE CROSSWALK ON THE SOUTH LEG OF THE INTERSECTION.
 - STRIP TEMPORARY SHOULDER THROUGH RIGHT TURN LANE IN EXISTING THROUGH LANE AS SHOWN FOR THIS STAGE OF WORK.



LEGEND

■	PROPOSED SIGNAL CABINET	⊗	REMOVE BY CONTRACTOR
⊗	EXISTING SIGNAL CABINET	⊗	REMOVE BY OTHERS
⊗	PROPOSED SIGNAL POLE BASE	⊗	ABANDON
⊗	EXISTING SIGNAL POLE BASE	⊗	PROPOSED POLE BASE IDENTIFIER (TYPE OF POLE BASE)
⊗	PROPOSED PEDESTRIAN POLE BASE	⊗	EXISTING POLE BASE IDENTIFIER (TYPE OF POLE BASE)
⊗	EXISTING PEDESTRIAN POLE BASE	⊗	EXISTING POLE IDENTIFIER (TYPE OF POLE)
⊗	PROPOSED WOOD POLE	⊗	EXISTING WOOD POLE
⊗	EXISTING WOOD POLE	⊗	PROPOSED JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL)
⊗	PROPOSED JUNCTION WELL	⊗	EXISTING JUNCTION WELL
⊗	EXISTING JUNCTION WELL	⊗	PROPOSED SIGNAL HEAD
⊗	PROPOSED SIGNAL HEAD	⊗	EXISTING SIGNAL HEAD
⊗	EXISTING SIGNAL HEAD	⊗	PROPOSED CONDUIT RUN IDENTIFIER (TYPE OF CONDUIT RUN)
⊗	PROPOSED PEDESTRIAN SIGNAL HEAD	⊗	EXISTING PEDESTRIAN SIGNAL HEAD
⊗	EXISTING PEDESTRIAN SIGNAL HEAD	⊗	PROPOSED PEDESTRIAN PUSHBUTTON
⊗	PROPOSED PEDESTRIAN PUSHBUTTON	⊗	EXISTING PEDESTRIAN PUSHBUTTON
⊗	EXISTING PEDESTRIAN PUSHBUTTON	⊗	PROPOSED VIDEO DETECTION
⊗	PROPOSED VIDEO DETECTION	⊗	EXISTING VIDEO DETECTION
⊗	EXISTING VIDEO DETECTION	⊗	PROPOSED MICROWAVE DETECTION
⊗	PROPOSED MICROWAVE DETECTION	⊗	EXISTING MICROWAVE DETECTION
⊗	EXISTING MICROWAVE DETECTION	⊗	PROPOSED OVERHEAD SIGNALING
⊗	PROPOSED OVERHEAD SIGNALING	⊗	EXISTING OVERHEAD SIGNALING
⊗	EXISTING OVERHEAD SIGNALING	⊗	PROPOSED OPTICOM RECEIVER
⊗	PROPOSED OPTICOM RECEIVER	⊗	EXISTING OPTICOM RECEIVER
⊗	EXISTING OPTICOM RECEIVER	⊗	PROPOSED MAST ARM
⊗	PROPOSED MAST ARM	⊗	EXISTING MAST ARM
⊗	EXISTING MAST ARM	⊗	PROPOSED SPAN WIRE
⊗	PROPOSED SPAN WIRE	⊗	EXISTING SPAN WIRE
⊗	EXISTING SPAN WIRE	⊗	PROPOSED SPAN INSULATOR
⊗	PROPOSED SPAN INSULATOR	⊗	EXISTING SPAN INSULATOR
⊗	EXISTING SPAN INSULATOR	⊗	PROPOSED LUMINAIRE
⊗	PROPOSED LUMINAIRE	⊗	EXISTING LUMINAIRE
⊗	EXISTING LUMINAIRE	⊗	PROPOSED LOOP DETECTOR
⊗	PROPOSED LOOP DETECTOR	⊗	EXISTING LOOP DETECTOR
⊗	EXISTING LOOP DETECTOR	⊗	PROPOSED PLASTIC DRAWING
⊗	PROPOSED PLASTIC DRAWING	⊗	EXISTING PLASTIC DRAWING
⊗	EXISTING PLASTIC DRAWING	⊗	EXISTING PLASTIC DRAWING

SPAN WIRE SCHEDULE

SPAN	LENGTH	SPAN MOUNT HEIGHT	5X SAG	SPAN LOW POINT	BOTTOM OF LOWEST HEAD
NORTH	125 FT	27.50 FT	6.25 FT	21.25 FT	16.75 FT
EAST	52 FT	26.50 FT	4.80 FT	21.50 FT	17.40 FT
SOUTH	119 FT	27.00 FT	5.95 FT	21.05 FT	16.55 FT
WEST	110 FT	27.00 FT	5.50 FT	21.50 FT	17.00 FT

NOTE: FIELD ADJUSTMENTS AS REQUIRED

POLE SCHEDULE

POLE NO.	POLE TYPE	HEIGHT	MATERIAL
41	PEDESTRIAN	10'	ALUMINUM
42	STRAN	28'	STEEL
43	PEDESTRIAN	10'	ALUMINUM
44	STRAN	32'	STEEL
45	PEDESTRIAN	10'	ALUMINUM
46	STRAN	32'	STEEL
47	PEDESTRIAN	10'	ALUMINUM
48	STRAN	32'	STEEL
49	PEDESTRIAN	10'	ALUMINUM
50	STRAN	32'	STEEL
51	PEDESTRIAN	10'	ALUMINUM
52	STRAN	32'	STEEL
53	PEDESTRIAN	10'	ALUMINUM
54	STRAN	32'	STEEL
55	PEDESTRIAN	10'	ALUMINUM
56	STRAN	32'	STEEL
57	PEDESTRIAN	10'	ALUMINUM
58	STRAN	32'	STEEL
59	PEDESTRIAN	10'	ALUMINUM
60	STRAN	32'	STEEL
61	PEDESTRIAN	10'	ALUMINUM
62	STRAN	32'	STEEL
63	PEDESTRIAN	10'	ALUMINUM
64	STRAN	32'	STEEL
65	PEDESTRIAN	10'	ALUMINUM
66	STRAN	32'	STEEL
67	PEDESTRIAN	10'	ALUMINUM
68	STRAN	32'	STEEL
69	PEDESTRIAN	10'	ALUMINUM
70	STRAN	32'	STEEL
71	PEDESTRIAN	10'	ALUMINUM
72	STRAN	32'	STEEL
73	PEDESTRIAN	10'	ALUMINUM
74	STRAN	32'	STEEL

* DENOTES EXISTING

SECTION 2
PHASE 3, STAGE 8

RECOMMENDED <u>B. Smith</u> DATE: 05/15/13	RECOMMENDED <u>Chitra Dave</u> DATE: 7/12/13	RECOMMENDED _____ DATE: _____	APPROVED TRAFFIC ENGINEER <u>Anna C. Ho</u> DATE: 7/12/13	APPROVED FOR INSTALLATION CHIEF TRAFFIC ENGINEER <u>Will Kyg</u> DATE: 7/12/13																				
ADDENDUM / REVISIONS		SCALE 0 30 60 90 FEET																						
DELAWARE DEPARTMENT OF TRANSPORTATION		SR 26, ATLANTIC AVENUE FROM CLARKSVILLE TO ASSAWOMAN CANAL		<table border="1"> <tr><td>CONTRACT</td><td>PERMIT NO.</td><td>S263</td><td>SIGNAL PLAN</td><td>SHEET NO.</td></tr> <tr><td>T2004120</td><td>DESIGNED BY:</td><td>MSK</td><td>SR 26 @ OLD MILL ROAD</td><td>532</td></tr> <tr><td>COUNTY</td><td>CHECKED BY:</td><td>BAM</td><td></td><td>TOTAL SHTS.</td></tr> <tr><td>SUSSEX</td><td></td><td></td><td></td><td>589</td></tr> </table>	CONTRACT	PERMIT NO.	S263	SIGNAL PLAN	SHEET NO.	T2004120	DESIGNED BY:	MSK	SR 26 @ OLD MILL ROAD	532	COUNTY	CHECKED BY:	BAM		TOTAL SHTS.	SUSSEX				589
CONTRACT	PERMIT NO.	S263	SIGNAL PLAN	SHEET NO.																				
T2004120	DESIGNED BY:	MSK	SR 26 @ OLD MILL ROAD	532																				
COUNTY	CHECKED BY:	BAM		TOTAL SHTS.																				
SUSSEX				589																				

CONDUIT RUN SCHEDULE				
CON	NO. OF CONDUITS	SIZE	LENGTH B/T/V/O	AMOUNT AND TYPE OF CABLE / WIRE
1	1	2"	-	EXISTING (10PG BARE STRANDED COPPER W/IMP/2 U.P.W. GROUND)
2	1	2 1/2"	25'	EXISTING (10PG BSC 10M4/2 (10M4/2G))
3	3	2 1/2"	5'	EXISTING (10PG BSC 10M4/2 (10M4/2G) DOWN CABLE)
4	1	4"	100'	EXISTING (10PG BSC 10M4/2 (10M4/2G))
5	1	4"	35'	EXISTING (10PG BSC 10M4/2 (10M4/2G))
6A	1	2 1/2"	5'	EXISTING (10PG BSC 10M4/2)
7	1	2 1/2"	20'	EXISTING (10PG BSC 10M4/2)
8	1	3"	10'	EMPTY
9	1	3"	15'	EXISTING (10M4/2)
10	1	2 1/2"	25'	EXISTING (10PG BSC 10M4/2)
11	1	4"	50'	EXISTING (10PG BSC 10M4/2 (10M4/2G))
12A	1	2 1/2"	10'	EXISTING (10PG BSC 10M4/2)
12	1	4"	150'	EXISTING (10PG BSC 10M4/2)
13	1	1"	10'	EXISTING (10M4/2)
14	1	4"	70'	EXISTING (10PG BSC 10M4/2 (10M4/2G))
15	1	7"	5'	EXISTING (10M4/2)
16A	1	2 1/2"	5'	EXISTING (10PG BSC 10M4/2)
16	1	2 1/2"	25'	EXISTING (10PG BSC 10M4/2)
17	1	4"	45'	EXISTING (10PG BSC 10M4/2 (10M4/2G))
18	1	3"	20'	EMPTY
19	1	3"	5'	EXISTING (10M4/2)
20	1	4"	100'	EXISTING (10PG BSC 10M4/2 (10M4/2G))
21	1	4"	15'	EXISTING (10PG BSC 10M4/2)
22A	1	2 1/2"	5'	EXISTING (10PG BSC 10M4/2)
22	1	2 1/2"	20'	EXISTING (10PG BSC 10M4/2)
23	1	1"	20'	EXISTING (10M4/2)
24	1	3"	10'	EMPTY
25	1	4"	170'	EXISTING (10PG BSC 10M4/2)
26	1	7"	10'	EXISTING (10M4/2)

LEGEND
 * DENOTES EXISTING
 B-BORE
 T-TRENCH
 O-OPEN CUT

CONDUIT RUN SCHEDULE (CONT.)				
CON	NO. OF CONDUITS	SIZE	LENGTH B/T/V/O	AMOUNT AND TYPE OF CABLE / WIRE
27	1	4"	130'	COMMUNICATION CABLE (SEE SIGNING AND STRIPING PLANS)
28	1	4"	285'	COMMUNICATION CABLE (SEE SIGNING AND STRIPING PLANS)
29	1	4"	80'	COMMUNICATION CABLE (SEE SIGNING AND STRIPING PLANS)
30	1	4"	30'	COMMUNICATION CABLE (SEE SIGNING AND STRIPING PLANS)
31	1	4"	25'	COMMUNICATION CABLE (SEE SIGNING AND STRIPING PLANS)
32	1	4"	135'	COMMUNICATION CABLE (SEE SIGNING AND STRIPING PLANS)

LEGEND
 * DENOTES EXISTING
 B-BORE
 T-TRENCH
 O-OPEN CUT

SPAN WIRE SCHEDULE					
SPAN	LENGTH	SPAN MOUNT HEIGHT	5X SAG	SPAN POINT	BOTTOM OF LOWEST HEAD
NORTH	125 FT	21.50 FT	6.25 FT	21.25 FT	16.75 FT
EAST	302 FT	21.50 FT	4.80 FT	21.00 FT	17.40 FT
SOUTH	119 FT	21.00 FT	5.95 FT	21.05 FT	16.55 FT
WEST	110 FT	21.00 FT	5.90 FT	21.50 FT	17.00 FT

NOTE: FIELD ADJUSTMENTS AS REQUIRED

POLE SCHEDULE			
POLE #	POLE TYPE	HEIGHT	MATERIAL
1	PEDESTRIAN	10'	ALUMINUM
2	STRAN	28'	STEEL
3	PEDESTRIAN	10'	ALUMINUM
4	PEDESTRIAN	10'	ALUMINUM
5	PEDESTRIAN	10'	ALUMINUM
6	STRAN	32'	STEEL
7	PEDESTRIAN	10'	ALUMINUM
8	STRAN	32'	STEEL
9	PEDESTRIAN	10'	ALUMINUM
10	PEDESTRIAN	10'	ALUMINUM
11	STRAN	32'	STEEL
12	PEDESTRIAN	10'	ALUMINUM

* DENOTES EXISTING

RECOMMENDED [Signature] DATE: 05/15/13

DELAWARE DEPARTMENT OF TRANSPORTATION

RECOMMENDED [Signature] DATE: 7/12/13

ADDENDUM / REVISIONS

RECOMMENDED _____ DATE: _____

APPROVED TRAFFIC ENGINEER [Signature] DATE: 7/12/13

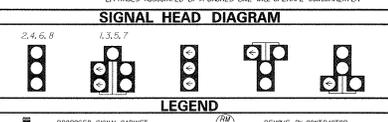
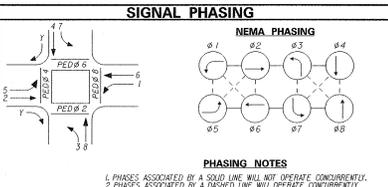
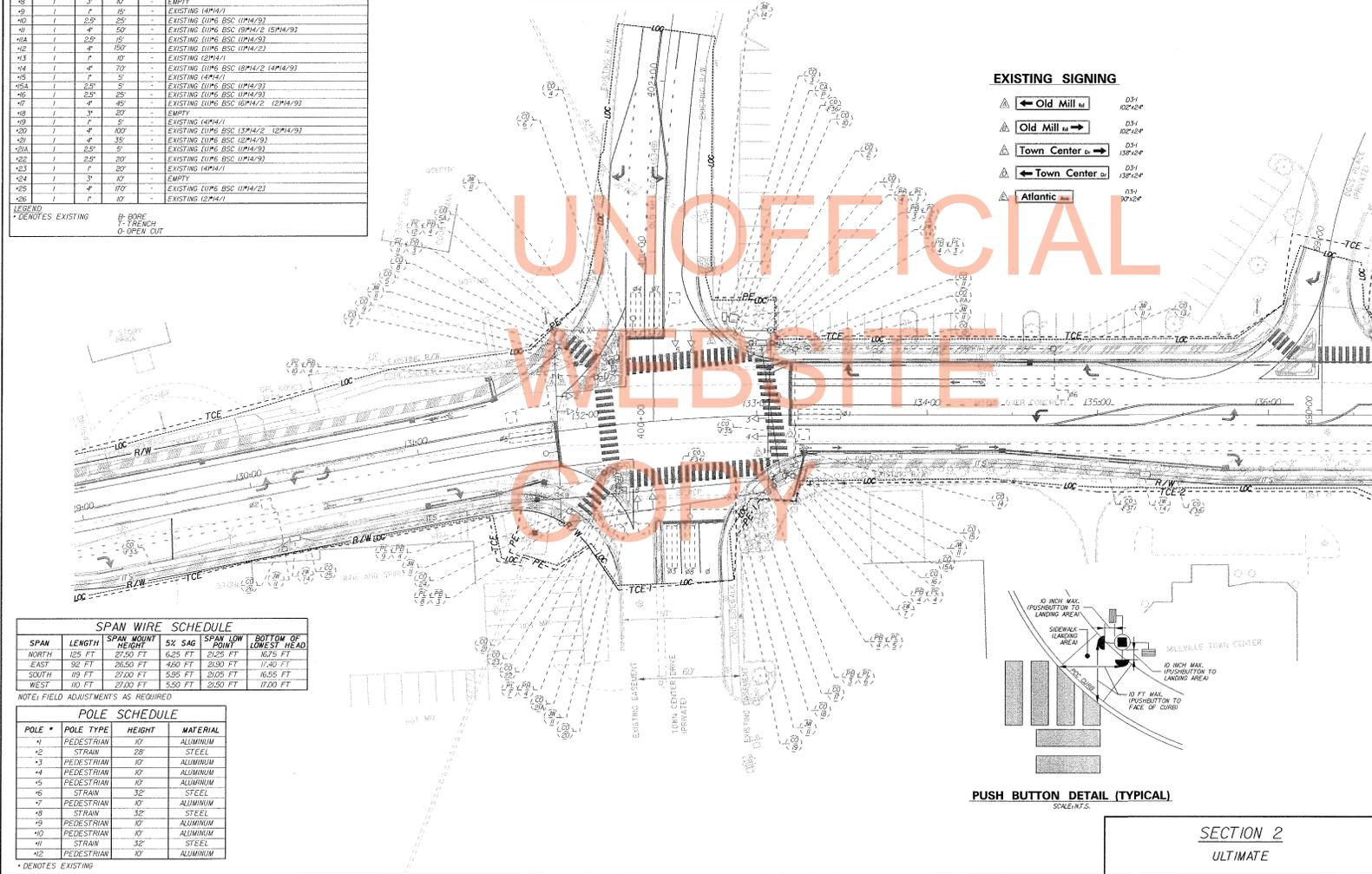
APPROVED FOR INSTALLATION CHIEF [Signature] DATE: 7/12/13

CONTRACT T2004N20 PERMIT NO. S263

COUNTY SUSSEX DESIGNED BY: MSK CHECKED BY: BAM

SIGNAL PLAN SR 26 @ OLD MILL ROAD (ULTIMATE)

SHEET NO. 534 TOTAL SHEETS 589



PROPOSED SIGNAL CABINET	REMOVE BY CONTRACTOR
EXISTING SIGNAL CABINET	REMOVE BY OTHERS
PROPOSED SIGNAL POLE BASE	REMOVE BY OTHERS
EXISTING SIGNAL POLE BASE	ABANDON
PROPOSED PEDESTRIAN POLE BASE	PROPOSED POLE BASE IDENTIFIER (TYPE OF POLE BASE)
EXISTING PEDESTRIAN POLE BASE	EXISTING POLE BASE IDENTIFIER (TYPE OF POLE BASE)
PROPOSED WOOD POLE	PROPOSED POLE IDENTIFIER (TYPE OF POLE)
EXISTING WOOD POLE	EXISTING POLE IDENTIFIER (TYPE OF POLE)
PROPOSED JUNCTION WELL	EXISTING JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL)
EXISTING JUNCTION WELL	EXISTING JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL)
PROPOSED SIGNAL HEAD	EXISTING SIGNAL HEAD IDENTIFIER (TYPE OF SIGNAL HEAD)
EXISTING SIGNAL HEAD	EXISTING SIGNAL HEAD IDENTIFIER (TYPE OF SIGNAL HEAD)
PROPOSED PEDESTRIAN SIGNAL HEAD	EXISTING PEDESTRIAN SIGNAL HEAD IDENTIFIER (TYPE OF SIGNAL HEAD)
EXISTING PEDESTRIAN SIGNAL HEAD	EXISTING PEDESTRIAN SIGNAL HEAD IDENTIFIER (TYPE OF SIGNAL HEAD)
PROPOSED PEDESTRIAN PUSHBUTTON	EXISTING PEDESTRIAN PUSHBUTTON IDENTIFIER (TYPE OF PUSHBUTTON)
EXISTING PEDESTRIAN PUSHBUTTON	EXISTING PEDESTRIAN PUSHBUTTON IDENTIFIER (TYPE OF PUSHBUTTON)
PROPOSED VIDEO DETECTION	PROPOSED VIDEO DETECTION IDENTIFIER (TYPE OF VIDEO DETECTION)
EXISTING VIDEO DETECTION	EXISTING VIDEO DETECTION IDENTIFIER (TYPE OF VIDEO DETECTION)
PROPOSED MICROWAVE DETECTION	EXISTING MICROWAVE DETECTION IDENTIFIER (TYPE OF MICROWAVE DETECTION)
EXISTING MICROWAVE DETECTION	EXISTING MICROWAVE DETECTION IDENTIFIER (TYPE OF MICROWAVE DETECTION)
OVERHEAD SIGNING	EXISTING CABINET IDENTIFIER (TYPE OF CABINET)
PROPOSED OPTICOM RECEIVER	EXISTING OPTICOM RECEIVER IDENTIFIER (TYPE OF RECEIVER)
EXISTING OPTICOM RECEIVER	EXISTING OPTICOM RECEIVER IDENTIFIER (TYPE OF RECEIVER)
PROPOSED MAST ARM	RIGHT-OF-WAY OR PROPERTY LINE
EXISTING MAST ARM	PROPOSED SPAN WIRE IDENTIFIER (TYPE OF SPAN WIRE)
PROPOSED LUMINAIRE	EXISTING SPAN WIRE IDENTIFIER (TYPE OF SPAN WIRE)
EXISTING LUMINAIRE	EXISTING SPAN WIRE IDENTIFIER (TYPE OF SPAN WIRE)
PROPOSED LOOP DETECTOR	EXISTING LOOP DETECTOR IDENTIFIER (TYPE OF LOOP DETECTOR)
EXISTING LOOP DETECTOR	EXISTING LOOP DETECTOR IDENTIFIER (TYPE OF LOOP DETECTOR)
PROPOSED WALKING PLASTIC DRUMS	EXISTING WALKING PLASTIC DRUMS IDENTIFIER (TYPE OF DRUMS)
EXISTING WALKING PLASTIC DRUMS	EXISTING WALKING PLASTIC DRUMS IDENTIFIER (TYPE OF DRUMS)

GENERAL SIGNAL NOTES

- ALL SIGNAL EQUIPMENT REMOVED FROM A PROJECT IS TO BE RETURNED TO DELDOT TRAFFIC-CONTROL/ENGINEERING.
- POLE BASES, CABINET BASES AND CONDUIT JUNCTION WELLS ARE TO BE REMOVED IN ACCORDANCE WITH SECTION 20 AND USE OF THE STANDARD SPECIFICATIONS OR AS DIRECTED BY ENGINEER. EXISTING CONDUIT IS TO BE ABANDONED EXCEPT WHERE SHOWN.
- ALL GUARDED WOOD CONDUIT WELLS SHALL BE REMOVED AND THREADED. ALL SIG SHALL BE THREADED TOGETHER WITH APPROVED EQUIPMENT SET, SCHEDULED AND COMPRESSION FITTINGS ARE NOT ACCEPTABLE.
- ALL UNDERGROUND AND OVERHEAD UTILITIES SHOWN ON THESE PLANS ARE SCHEMATIC ONLY AND MAY NOT BE COMPLETE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING MISS UTILITY, AND/OR THE APPROPRIATE UTILITY ENTITY FOR THE UTILITY WARRANTS PRIOR TO THE BEGINNING OF CONSTRUCTION. IF THE CONTRACTOR PERCEIVES THAT A CONFLICT BETWEEN UTILITIES AND THE TRAFFIC SIGNAL WILL OCCUR, THE CONTRACTOR SHALL NOTIFY DELDOT IMMEDIATELY BEFORE CONSTRUCTION.
- CONTRACTOR SHALL COORDINATE WITH TRAFFIC SIGNAL MAINTENANCE FOR THE IDENTIFICATION AND REMOVAL OF ALL UNUSED AND REDUNDANT CABLES.
- PROPOSED POLE BASES SUPPORTING POLES WITH PEDESTRIAN PUSHBUTTONS SHALL BE CONSTRUCTED IMMEDIATELY ADJACENT TO THE FLAT SIDE OF FLATTER/LANDING AREA OF THE CURB RAMP OR SIDEWALK IN ACCORDANCE WITH CURRENT ADA BEST PRACTICES. THESE POLE BASES SHALL BE FLUSH WITH THE ADDJACENT LANDING AREA. THE PEDESTRIAN PUSHBUTTON SHALL BE INSTALLED AT A HEIGHT OF 42 TO 48 INCHES ABOVE THE LANDING AREA. SIDEWALKS SHALL BE LOCATED SUCH THAT THE MAXIMUM REACH DISTANCE IS 10 INCHES FROM THE LANDING AREA TO THE FACE OF THE PUSHBUTTON. PEDESTRIAN SIGNAL HEADS SHALL BE MOUNTED WITH THE BOTTOM OF THE SIGNAL HOUSING INCLUDING BRACKETS NOT LESS THAN 7 FEET OR MORE THAN 10 FEET ABOVE SIDEWALK LEVEL. ALL PEDESTRIAN SIGNAL HEADS SHALL BE COUNTERDOWN TYPE.
- ALL 4", 2", 1.5" AND 1" CONDUITS SHALL BE SCHEDULE 40 PVC WITH THE EXCEPTION OF 4" BORED CONDUIT WHICH SHALL BE 50#-35 HOPE. ALL CONDUITS LESS THAN OR EQUAL TO 6" SHALL BE LOUDED TIGHT FLEXIBLE. MINIMUMAL AND ALL CONDUITS GREATER THAN 6" SHALL BE LOUDED GANTRY.

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