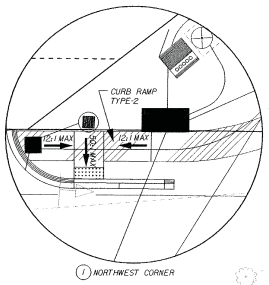
PHASE 10, STAGE 2 SIGNAL NOTES

1. REMOVE EXISTING 5-SECTION SIGNAL HEAD FOR EASTBOUND SR26 AND INSTALL PROPOSED 3-SECTION SIGNAL HEAD *3.
2. PEDESTRIAN SIGNAL POLES, HEADS AND PUSH BUTTONS SHALL NOT BE INSTALLED DURING THIS STAGE.
3. REMOVE EXISTING JUNCTION WELL TYPE 4 AND REPLACE WITH PROPOSED JUNCTION WELL TYPE 14. CARE SHALL BE TAKEN DURING THE REMOVAL AND INSTALLATION PROCESS NOT TO DAMAGE EXISTING CONDUITS AND CABLES.
4. PLUG OPEN ENDS OF CONDUIT.
5. EXISTING CABINET SHALL NOT BE REMOVED AND EXISTING COMMUNICATION TO EXISTING CAMERA SHALL NOT BE TERMINATED UNTIL THE PROPOSED CAMERA CABINET IS COMPLETED AND PROPOSED VERIZON COMMUNICATION IS ESTABLISHED.
6. EXISTING POWER TO EXISTING CAMERA CABINET SHALL NOT BE TERMINATED UNTIL THE PROPOSED CAMERA CABINET AND PROPOSED VERIZON COMMUNICATION IS ESTABLISHED.

POLE SCHEDULE

POLE *	POLE TYPE	HEIGHT	MATERIAL
*7	CAMERA	75'	STEEL
*8	STRAIN	28'	STEEL

* DENOTES EXISTING



1 NORTHWEST CORNER

CURB RAMP DETAIL

SCALE: 1"=10'
NOTE: FIELD ADJUSTMENTS SHALL BE MADE AS REQUIRED.

CONDUIT RUN SCHEDULE

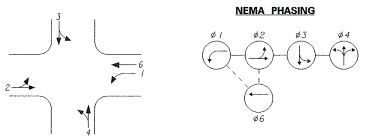
CO*	# OF CONDUITS	SIZE	LENGTH	B/T/O	AMOUNT AND TYPE OF CABLE/ WIRE
*1	1	2"	22'	-	EXISTING (1)#8/2 U.F.W/ GROUND
*1A	1	2"	28'	-	EXISTING (1)#8/2 U.F.W/ GROUND
1B	1	2"	50'	T	NEW (1)#6 BARE STRANDED COPPER (1)#8/2 U.F.W/ GROUND)
*2	1	2.5"	3'	-	EXISTING (14)#18/4 (2)#14/16)
*2A	1	2.5"	3'	-	EXISTING COMMUNICATION CABLE
*3	*2	2.5"	12'	-	EXISTING (17)#18/4 COMMUNICATION CABLE)
*4	1	4"	12'	-	EXISTING COMMUNICATION CABLE
5	1	2.5"	10'	T	EMPTY
6	1	4"	45'	T	EMPTY
7	1	1"	5'	T	EMPTY
27	1	2.5"	30'	T	EMPTY
*30	1	2.5"/4"	15'	-	EXISTING (15)#18/4 COMMUNICATION CABLE)
*31	1	1.5"	55'	-	EXISTING (6)#18/4
*32	2	2.5"/4"	100'	-	EXISTING (15)#18/4 COMMUNICATION CABLE)
*33	1	2.5"	10'	-	EXISTING (4)#18/4
*34	1	2.5"	128'	-	EXISTING (1)#18/4
*35	1	1.5"	2'	-	EXISTING (2)#18/4
*36	2	2.5"/4"	45'	-	EXISTING (13)#18/4 COMMUNICATION CABLE)
*37	1	2.5"	80'	-	EXISTING (3)#18/4
*38	1	1.5"	25'	-	EXISTING (2)#18/4
*39	1	1.5"	32'	-	EXISTING (4)#18/4
*40	1	2.5"	132'	-	EXISTING (1)#18/4
*41	1	1.5"	2'	-	EXISTING (2)#18/4
*42	1	4"	-	-	EXISTING COMMUNICATION CABLE
F48	1	4"	80'	-	COMMUNICATION CABLE (SEE SIGNING AND STRIPING PLANS)
F48A	2	4"	65'	-	COMMUNICATION CABLE (SEE SIGNING AND STRIPING PLANS)
F48B	6	4"	15'	-	COMMUNICATION AND CAMERA CABLES (SEE S&S PLANS)
F48C	1	2.5"	20'	-	CAMERA CABLE (SEE SIGNING AND STRIPING PLANS)
F48D	1	4"	20'	-	COMMUNICATION CABLE (SEE SIGNING AND STRIPING PLANS)
*F50	1	4"	95'	-	COMMUNICATION CABLE (SEE SIGNING AND STRIPING PLANS)

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

SECTION 1
PHASE 10, STAGE 2

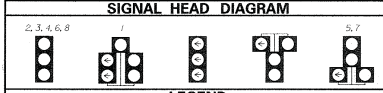
SIGNAL PHASING

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.

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 (TYPE 1OR 2)
- EXISTING LOOP DETECTOR (TYPE 1OR 2)
- REMOVE BY CONTRACTOR
- REMOVE BY OTHERS
- ABANDON
- PROPOSED POLE BASE IDENTIFIER (TYPE OF POLE BASE)
- EXISTING POLE BASE IDENTIFIER (TYPE OF POLE BASE)
- PROPOSED POLE IDENTIFIER (# OF POLE)
- EXISTING POLE IDENTIFIER (# OF POLE)
- PROPOSED JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL)
- EXISTING JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL)
- PROPOSED CONDUIT RUN IDENTIFIER (# OF CONDUIT RUN)
- EXISTING CONDUIT RUN IDENTIFIER (# OF CONDUIT RUN)
- PROPOSED OVERHEAD RUN IDENTIFIER (# OF OVERHEAD RUN)
- EXISTING OVERHEAD RUN IDENTIFIER (# OF OVERHEAD RUN)
- PROPOSED MAST ARM IDENTIFIER (SEE MAST ARM SCHEDULE)
- EXISTING MAST ARM IDENTIFIER (SEE MAST ARM SCHEDULE)
- PROPOSED CABINET IDENTIFIER (TYPE OF CABINET)
- EXISTING CABINET IDENTIFIER (TYPE OF CABINET)
- 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 DRUMS
- EXISTING PLASTIC DRUMS

GENERAL SIGNAL NOTES

1. ALL SIGNAL EQUIPMENT REMOVED FROM A PROJECT IS TO BE RETURNED TO DELDOT TRAFFIC-DOVER, DELAWARE
2. POLE BASES, CABINET BASE, AND CONDUIT JUNCTION WELLS ARE TO BE REMOVED IN ACCORDANCE WITH SECTION 203 AND 208 OF THE STANDARD SPECIFICATIONS OR AS DIRECTED BY ENGINEER. EXISTING CONDUIT IS TO BE ABANDONED EXCEPT WHERE SHOWN.
3. ALL GALVANIZED RIGID CONDUIT (GRC) SHALL BE REAMED AND THREADED. ALL GRC 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 FOR 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 (5% 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 ADJOINING 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 COUNTDOWN TYPE.
7. ALL 4", 3", 2.5", AND 2" CONDUITS SHALL BE SCHEDULE 80 PVC WITH THE EXCEPTION OF 4" BORED CONDUIT WHICH SHALL BE SDR-13.5 HDPE. ALL 1" CONDUITS LESS THAN OR EQUAL TO 6'-0" SHALL BE LIQUID TIGHT FLEXIBLE NON-METALLIC AND ALL 1" CONDUITS GREATER THAN 6'-0" SHALL BE RIGID GALVANIZED.

RECOMMENDED _____ DATE: 05/15/13
RECOMMENDED Christine Dove DATE: 7/12/13
RECOMMENDED _____ DATE: _____
APPROVED TRAFFIC ENGINEER _____ DATE: 7/12/13
APPROVED FOR INSTALLATION CHIEF TRAFFIC ENGINEER _____ DATE: 7/12/13

DELAWARE
DEPARTMENT OF TRANSPORTATION

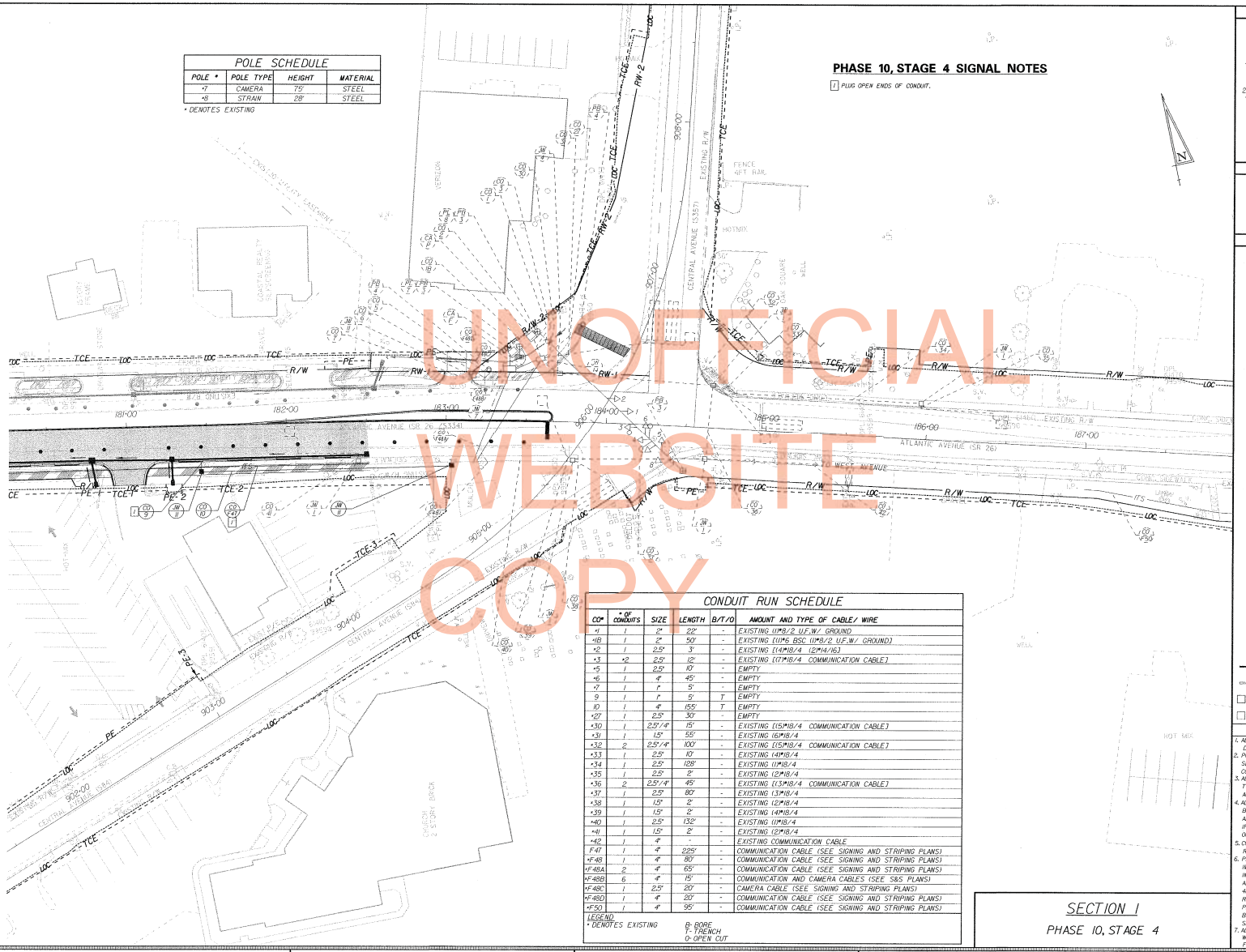
ADDENDUM / REVISIONS

SCALE
0 30 60 90
FEET

SR 26, ATLANTIC AVENUE FROM CLARKSVILLE TO ASSAWOMAN CANAL

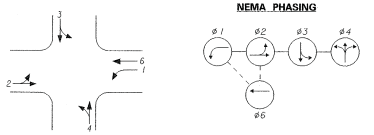
CONTRACT	PERMIT NO.	S027P	SHEET NO.
T200411210	DESIGNED BY:	MSK	536
COUNTY	CHECKED BY:	BAM	TOTAL SHTS.
SUSSEX			589

SIGNAL PLAN
SR 26 @ CENTRAL AVENUE



SIGNAL PHASING

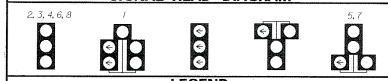
NEMA PHASING



PHASING NOTES

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

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 (TYPE I OR 2)
- EXISTING LOOP DETECTOR (TYPE I OR 2)
- REMOVE BY CONTRACTOR
- REMOVE BY OTHERS
- ABANDON
- PROPOSED POLE BASE IDENTIFIER (TYPE OF POLE BASE)
- EXISTING POLE BASE IDENTIFIER (TYPE OF POLE BASE)
- PROPOSED POLE IDENTIFIER (* OF POLE)
- EXISTING POLE IDENTIFIER (* OF POLE)
- PROPOSED JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL)
- EXISTING JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL)
- PROPOSED CONDUIT RUN IDENTIFIER (* OF CONDUIT RUN)
- EXISTING CONDUIT RUN IDENTIFIER (* OF CONDUIT RUN)
- PROPOSED OVERHEAD RUN IDENTIFIER (* OF OVERHEAD RUN)
- EXISTING OVERHEAD RUN IDENTIFIER (* OF OVERHEAD RUN)
- PROPOSED MAST ARM IDENTIFIER (SEE MAST ARM SCHEDULE)
- EXISTING MAST ARM IDENTIFIER (SEE MAST ARM SCHEDULE)
- PROPOSED CABINET IDENTIFIER (TYPE OF CABINET)
- EXISTING CABINET IDENTIFIER (TYPE OF CABINET)
- 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 DRUMS
- EXISTING PLASTIC DRUMS

GENERAL SIGNAL NOTES

1. ALL SIGNAL EQUIPMENT REMOVED FROM A PROJECT IS TO BE RETURNED TO DELDOT TRAFFIC-DOVER, DELAWARE.
2. 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.
3. ALL GALVANIZED RIGID CONDUIT (GRC) SHALL BE REAMED AND THREADED. ALL GRC 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 (5Q) 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 ADJOINING 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 COUNTDOWN TYPE.
7. ALL 4", 3", 2.5", AND 2" CONDUITS SHALL BE SCHEDULE 80 PVC WITH THE EXCEPTION OF 4" BORED CONDUIT WHICH SHALL BE SDR-35 HDPE. ALL 1" CONDUITS LESS THAN OR EQUAL TO 6'-0" SHALL BE LIQUID TIGHT FLEXIBLE NON-METALLIC AND ALL 1" CONDUITS GREATER THAN 6'-0" SHALL BE RIGID GALVANIZED.

RECOMMENDED _____ DATE: 05/15/13

RECOMMENDED Christine Dove DATE: 7/12/13

RECOMMENDED _____ DATE: _____

APPROVED TRAFFIC ENGINEER _____ DATE: 7/12/13

APPROVED FOR INSTALLATION
CHIEF TRAFFIC ENGINEER _____ 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	T200411210
COUNTY	SUSSEX
PERMIT NO.	S027P
DESIGNED BY:	MSK
CHECKED BY:	BAM

SIGNAL PLAN
SR 26 @ CENTRAL AVENUE

SHEET NO.	537
TOTAL SHTS.	589

7/12/2013
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(859939)

SPAN WIRE SCHEDULE

SPAN	LENGTH	SPAN MOUNT HEIGHT	5% SAG	SPAN LOW POINT	BOTTOM OF LOWEST HEAD
NORTH	113 FT	27.0 FT	5.65 FT	21.35 FT	16.85 FT
EAST	91 FT	26.6 FT	4.55 FT	22.05 FT	17.55 FT
SOUTH	120 FT	27.0 FT	6.0 FT	21.00 FT	16.50 FT
WEST	93 FT	26.6 FT	4.65 FT	21.95 FT	17.45 FT

NOTE: FIELD ADJUSTMENTS AS REQUIRED

POLE SCHEDULE

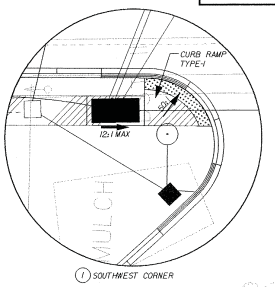
POLE *	POLE TYPE	HEIGHT	MATERIAL
2	STRAIN	32'	STEEL
3	STRAIN	32'	STEEL
5	STRAIN	32'	STEEL
*7	CAMERA	75'	STEEL
*8	STRAIN	28'	STEEL

* DENOTES EXISTING

PHASE 10, STAGE 6 SIGNAL NOTES

1. ALL EXISTING SIGNAL INSTALLATIONS SHALL NOT BE REMOVED OR ABANDONED BUT SHALL BE LEFT OPERATIONAL UNTIL THE PROPOSED MICROWAVE SIGNAL SYSTEM IS INSTALLED AND ACTIVATED.
2. 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 EXISTING NORTHWEST SIGNAL POLE AND THROUGH EXISTING CONDUIT ICO *2D TO THE EXISTING SIGNAL CABINET.
3. ONCE THE PROPOSED MICROWAVE SIGNAL INSTALLATION IS ACTIVATED, THE EXISTING SOUTH EAST SIGNAL POLE, SPAN WIRE AND ASSOCIATED SIGNAL HEADS AND OPTICOM RECEIVERS SHALL BE REMOVED.
4. PEDESTRIAN SIGNAL HEADS AND PUSH BUTTONS SHALL NOT BE INSTALLED DURING THIS STAGE.
5. POLE TO BE REMOVED BY TRAFFIC CONTRACTOR AND POLE BASE TO BE REMOVED BY PROJECT CONTRACTOR.
6. PLUG OPEN ENDS OF CONDUIT.

SECTION I
PHASE 10, STAGE 6



(1) SOUTHWEST CORNER

CURB RAMP DETAIL

SCALE: 1" = 10'
NOTE: FIELD ADJUSTMENTS SHALL BE MADE AS REQUIRED

CONDUIT RUN SCHEDULE

CO*	* OF CONDUITS	SIZE	LENGTH	B/T/O	AMOUNT AND TYPE OF CABLE/ WIRE
*1	1	2"	22'	-	EXISTING (1)#8/2 U.F.W./ GROUND
*1B	1	2"	50'	-	EXISTING (1)#6 BSC (1)#8/2 U.F.W./ GROUND)
*2	1	2.5"	3'	-	EXISTING (14)#18/4 (2)#14/16) REMOVE (14)#18/4 (2)#14/6) NEW ((4)#18/4 (2)#14/16 (4)MW DETECTION HOMERUN CABLES)
3	*2 1	2.5"	12'	T	EXISTING ((7)#18/4 COMMUNICATION CABLE) REMOVE ((7)#18/4 COMM. CABLE) (SEE SIGNAL NOTE 1) NEW COMM. CABLE
*5	1	2.5"	10'	-	EMPTY
*6	1	4"	45'	-	EMPTY
*7	1	1"	5'	-	EMPTY
8	1	4"	55'	B	EMPTY
*9	1	1"	5'	-	EMPTY
*10	1	4"	155'	-	EMPTY
12	1	4"	30'	T	EMPTY
14	1	1"	5'	T	EMPTY
15	1	3"	10'	T	EMPTY
16	1	3"	60'	T	EMPTY
18	1	4"	65'	B	EMPTY
19	1	4"	140'	T	EMPTY
21	1	3"	41'	T	EMPTY

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

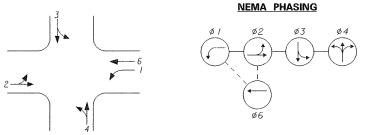
CONDUIT RUN SCHEDULE (CONT.)

CO*	* OF CONDUITS	SIZE	LENGTH	B/T/O	AMOUNT AND TYPE OF CABLE/ WIRE
*27	1	2.5"	30'	-	EMPTY
*30	1	2.5"/4"	15'	-	EXISTING ((5)#18/4 COMMUNICATION CABLE)
*31	1	1.5"	55'	-	EXISTING ((2)#18/4
*32	2	2.5"/4"	100'	-	EXISTING ((5)#18/4 COMMUNICATION CABLE)
*33	1	2.5"	10'	-	EXISTING ((4)#18/4
*34	1	2.5"	128'	-	EXISTING ((1)#18/4
*35	1	1.5"	2'	-	EXISTING ((2)#18/4
*36	2	2.5"/4"	45'	-	EXISTING ((3)#18/4 COMMUNICATION CABLE)
*37	1	2.5"	80'	-	EXISTING ((3)#18/4
*38	1	1.5"	25'	-	EXISTING ((2)#18/4
*39	1	1.5"	32'	-	EXISTING ((4)#18/4
*40	1	2.5"	132'	-	EXISTING ((1)#18/4
*41	1	1.5"	2'	-	EXISTING ((2)#18/4
*42	1	4"	-	-	EXISTING COMMUNICATION CABLE
F-47	1	4"	65'	-	COMMUNICATION CABLE (SEE SIGNING AND STRIPING PLANS)
*F-47	1	4"	225'	-	COMMUNICATION CABLE (SEE SIGNING AND STRIPING PLANS)
*F-48	1	4"	80'	-	COMMUNICATION CABLE (SEE SIGNING AND STRIPING PLANS)
*F-48A	2	4"	65'	-	COMMUNICATION CABLE (SEE SIGNING AND STRIPING PLANS)
*F-48B	6	4"	15'	-	COMMUNICATION AND CAMERA CABLES (SEE S&S PLANS)
*F-48C	1	2.5"	20'	-	CAMERA CABLE (SEE SIGNING AND STRIPING PLANS)
*F-48D	1	4"	20'	-	COMMUNICATION CABLE (SEE SIGNING AND STRIPING PLANS)
F-49	1	4"	130'	-	COMMUNICATION CABLE (SEE SIGNING AND STRIPING PLANS)
*F-50	1	4"	50'	-	COMMUNICATION CABLE (SEE SIGNING AND STRIPING PLANS)

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

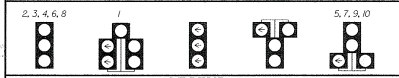
SIGNAL PHASING

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.

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 (TYPE 1 OR 2)
- EXISTING LOOP DETECTOR (TYPE 1 OR 2)
- REMOVE BY CONTRACTOR
- REMOVE BY OTHERS
- ABANDON
- PROPOSED POLE BASE IDENTIFIER (TYPE OF POLE BASE)
- EXISTING POLE BASE IDENTIFIER (TYPE OF POLE BASE)
- PROPOSED POLE IDENTIFIER (# OF POLE)
- EXISTING POLE IDENTIFIER (# OF POLE)
- PROPOSED JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL)
- EXISTING JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL)
- PROPOSED CONDUIT RUN IDENTIFIER (# OF CONDUIT RUN)
- EXISTING CONDUIT RUN IDENTIFIER (# OF CONDUIT RUN)
- PROPOSED OVERHEAD RUN IDENTIFIER (# OF OVERHEAD RUN)
- EXISTING OVERHEAD RUN IDENTIFIER (# OF OVERHEAD RUN)
- PROPOSED MAST ARM IDENTIFIER (SEE MAST ARM SCHEDULE)
- EXISTING MAST ARM IDENTIFIER (SEE MAST ARM SCHEDULE)
- PROPOSED CABINET IDENTIFIER (TYPE OF CABINET)
- EXISTING CABINET IDENTIFIER (TYPE OF CABINET)
- 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 DRUMS
- EXISTING PLASTIC DRUMS

GENERAL SIGNAL NOTES

1. ALL SIGNAL EQUIPMENT REMOVED FROM A PROJECT IS TO BE RETURNED TO DELDOT TRAFFIC DOVER, DELAWARE.
2. POLE BASES, CABINET BASE, AND CONDUIT JUNCTION WELLS ARE TO BE REMOVED IN ACCORDANCE WITH SECTION 209 AND 202 OF THE STANDARD SPECIFICATIONS OR AS DIRECTED BY ENGINEER. EXISTING CONDUIT IS TO BE ABANDONED EXCEPT WHERE SHOWN.
3. ALL GALVANIZED RIGID CONDUIT (GRC) SHALL BE REAMED AND THREADED. ALL GRC 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 (5% 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 ADJOINING 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 COUNTDOWN TYPE.
7. ALL 4", 3", 2.5", AND 2" CONDUITS SHALL BE SCHEDULE 80 PVC WITH THE EXCEPTION OF 4" BORED CONDUIT WHICH SHALL BE SDR-13.5 HDPE. ALL 1" CONDUITS LESS THAN OR EQUAL TO 6'-0" SHALL BE LIQUID TIGHT FLEXIBLE NON-METALLIC AND ALL 1" CONDUITS GREATER THAN 6'-0", SHALL BE RIGID GALVANIZED.

RECOMMENDED [signature] DATE: 05/15/13

RECOMMENDED Christina Dunn DATE: 7/12/13

RECOMMENDED _____ DATE: _____

APPROVED TRAFFIC ENGINEER [signature] DATE: 7/15/13

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	T200411210
COUNTY	SUSSEX
PERMIT NO.	S027P
DESIGNED BY:	MSK
CHECKED BY:	BAM

SIGNAL PLAN
SR 26 @ CENTRAL AVENUE

SHEET NO.	538
TOTAL SHTS.	589

SPAN WIRE SCHEDULE

SPAN	LENGTH	SPAN MOUNT HEIGHT	5% SAG	SPAN LOW POINT	BOTTOM OF LOWEST HEAD
*NORTH	113 FT	27.0 FT	5.65 FT	21.35 FT	16.85 FT
*EAST	91 FT	26.6 FT	4.55 FT	22.05 FT	17.55 FT
*SOUTH	120 FT	27.0 FT	6.0 FT	21.00 FT	16.50 FT
*WEST	93 FT	26.6 FT	4.65 FT	21.95 FT	17.45 FT

* DENOTES EXISTING

POLE SCHEDULE

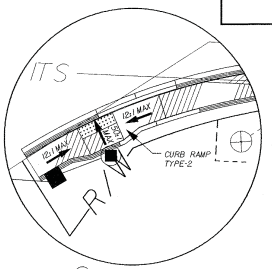
POLE *	POLE TYPE	HEIGHT	MATERIAL
*2	STRAIN	32'	STEEL
*3	STRAIN	32'	STEEL
*5	STRAIN	32'	STEEL
*7	CAMERA	75'	STEEL
*8	STRAIN	28'	STEEL

* DENOTES EXISTING

PHASE 10, STAGE 7 SIGNAL NOTES

1. REMOVE EXISTING 3-SECTION SIGNAL HEAD FOR EASTBOUND SR26 AND INSTALL PROPOSED 5-SECTION SIGNAL HEAD *3 AS SHOWN AT THE COMMENCEMENT OF THIS STAGE.
2. MICROWAVE DETECTORS SHALL BE ADJUSTED/REORIENTED AS NECESSARY TO ACHIEVE OPTIMUM DETECTION.
3. PEDESTRIAN SIGNAL POLE, HEADS AND PUSH BUTTONS SHALL NOT BE INSTALLED DURING THIS STAGE.
4. PLUG OPEN ENDS OF CONDUIT.

SECTION 1
PHASE 10, STAGE 7



(1) SOUTHEAST CORNER

CURB RAMP DETAIL

SCALE: 1" = 10'

NOTE: FIELD ADJUSTMENTS SHALL BE MADE AS REQUIRED

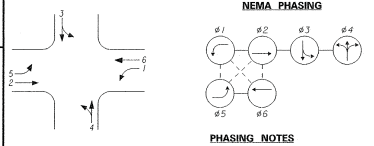
CONDUIT RUN SCHEDULE

CO*	# OF CONDUITS	SIZE	LENGTH	B/T/O	AMOUNT AND TYPE OF CABLE/ WIRE
*1	1	2"	22'	-	EXISTING (1)#8/2 U.F.W/ GROUND
*1B	1	2"	50'	-	EXISTING (1)#6 BSC (1)#8/2 U.F.W/ GROUND)
*2	1	2.5"	3'	-	EXISTING (14)#18/4 (2)#14/16 (4)MICROWAVE DETECTION HOMERUN CABLES)
*3	3	2.5"	12'	-	EXISTING COMMUNICATION CABLE
*5	1	2.5"	10'	-	EMPTY
*6	1	4"	45'	-	EMPTY
*7	1	1"	5'	-	EMPTY
*8	1	4"	55'	-	EMPTY
*9	1	1"	5'	-	EMPTY
*10	1	4"	155'	-	EMPTY
*12	1	4"	30'	-	EMPTY
13	1	4"	90'	B	EMPTY
*14	1	1"	5'	-	EMPTY
*15	1	3"	10'	-	EMPTY
*16	1	3"	60'	-	EMPTY
17	1	1"	5'	T	EMPTY
*18	1	4"	65'	-	EMPTY
*19	1	4"	130'	-	EMPTY
*21	1	3"	40'	-	EMPTY
*27	1	2.5"	30'	-	EMPTY
29	1	2.5"	10'	T	EMPTY
*F47	1	4"	290'	-	COMMUNICATION CABLE (SEE SIGNING AND STRIPING PLANS)
*F48	1	4"	80'	-	COMMUNICATION CABLE (SEE SIGNING AND STRIPING PLANS)
*F48A	2	4"	65'	-	COMMUNICATION CABLE (SEE SIGNING AND STRIPING PLANS)
*F48B	6	4"	15'	-	COMMUNICATION AND CAMERA CABLES (SEE S&S PLANS)
*F48C	1	2.5"	20'	-	CAMERA CABLE (SEE SIGNING AND STRIPING PLANS)
*F48D	1	4"	20'	-	COMMUNICATION CABLE (SEE SIGNING AND STRIPING PLANS)
F49	1	4"	205'	-	COMMUNICATION CABLE (SEE SIGNING AND STRIPING PLANS)
*F49	1	4"	130'	-	COMMUNICATION CABLE (SEE SIGNING AND STRIPING PLANS)
F50	1	4"	50'	-	COMMUNICATION CABLE (SEE SIGNING AND STRIPING PLANS)
*F50	1	4"	140'	-	COMMUNICATION CABLE (SEE SIGNING AND STRIPING PLANS)

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

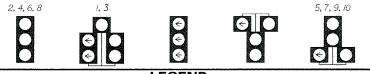
SIGNAL PHASING

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.

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 (TYPE 1 OR 2)
- EXISTING LOOP DETECTOR (TYPE 1 OR 2)
- REMOVE BY CONTRACTOR
- REMOVE BY OTHERS
- ABANDON
- PROPOSED POLE BASE IDENTIFIER (TYPE OF POLE BASE)
- EXISTING POLE BASE IDENTIFIER (TYPE OF POLE BASE)
- PROPOSED POLE IDENTIFIER (# OF POLE)
- EXISTING POLE IDENTIFIER (# OF POLE)
- PROPOSED JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL)
- EXISTING JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL)
- PROPOSED CONDUIT RUN IDENTIFIER (# OF CONDUIT RUN)
- EXISTING CONDUIT RUN IDENTIFIER (# OF CONDUIT RUN)
- PROPOSED OVERHEAD RUN IDENTIFIER (# OF OVERHEAD RUN)
- EXISTING OVERHEAD RUN IDENTIFIER (# OF OVERHEAD RUN)
- PROPOSED MAST ARM IDENTIFIER (SEE MAST ARM SCHEDULE)
- EXISTING MAST ARM IDENTIFIER (SEE MAST ARM SCHEDULE)
- PROPOSED CABINET IDENTIFIER (TYPE OF CABINET)
- EXISTING CABINET IDENTIFIER (TYPE OF CABINET)
- PROPOSED SPAN WIRE
- EXISTING SPAN WIRE
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- PROPOSED SPAN INSULATOR
- EXISTING SPAN INSULATOR
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- PROPOSED CCTV
- EXISTING CCTV
- PROPOSED PLASTIC DRUMS
- EXISTING PLASTIC DRUMS

GENERAL SIGNAL NOTES

1. ALL SIGNAL EQUIPMENT REMOVED FROM A PROJECT IS TO BE RETURNED TO DELDOT TRAFFIC: DOVER, DELAWARE.
2. 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.
3. ALL GALVANIZED RIGID CONDUIT (GRC) SHALL BE REAMED AND THREADED. ALL GRC 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 (SLOPE) OR FLAT LANDING AREA OF THE CURB RAMP OR SIDEWALK IN ACCORDANCE WITH CURRENT ADA BEST PRACTICES. THESE POLE BASES SHALL BE FLUSH WITH THE ADJOINING 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 COUNTDOWN TYPE.
7. ALL 4", 3", 2.5", AND 2" CONDUITS SHALL BE SCHEDULE 80 PVC WITH THE EXCEPTION OF 4" BORED CONDUIT WHICH SHALL BE SDR-35 HDPE. ALL 1" CONDUITS LESS THAN OR EQUAL TO 6'-0" SHALL BE LIQUID TIGHT FLEXIBLE NON-METALLIC AND ALL 1" CONDUITS GREATER THAN 6'-0" SHALL BE RIGID GALVANIZED.

RECOMMENDED _____ DATE: 05/15/13

RECOMMENDED Chelsea Dave DATE: 7/12/13

RECOMMENDED _____ DATE: _____

APPROVED TRAFFIC ENGINEER _____ DATE: 7/12/13

APPROVED FOR INSTALLATION
CHIEF TRAFFIC ENGINEER _____ 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	T200411210
COUNTY	SUSSEX
PERMIT NO.	S027P
DESIGNED BY:	MSK
CHECKED BY:	BAM

SIGNAL PLAN
SR 26 @ CENTRAL AVENUE

SHEET NO.	539
TOTAL SHTS.	589

7/12/2013
11:42:03 AM
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SPAN WIRE SCHEDULE

SPAN	LENGTH	SPAN MOUNT HEIGHT	5% SAG	SPAN LOW POINT	BOTTOM OF LOWEST HEAD
*NORTH	113 FT	27.0 FT	5.65 FT	21.35 FT	16.85 FT
*EAST	91 FT	26.6 FT	4.55 FT	22.05 FT	17.55 FT
*SOUTH	120 FT	27.0 FT	6.0 FT	21.00 FT	16.50 FT
*WEST	93 FT	26.6 FT	4.65 FT	21.95 FT	17.45 FT

* DENOTES EXISTING

POLE SCHEDULE

POLE #	POLE TYPE	HEIGHT	MATERIAL
*2	STRAIN	32'	STEEL
*3	STRAIN	32'	STEEL
*5	STRAIN	32'	STEEL
*7	CAMERA	75'	STEEL
*8	STRAIN	28'	STEEL

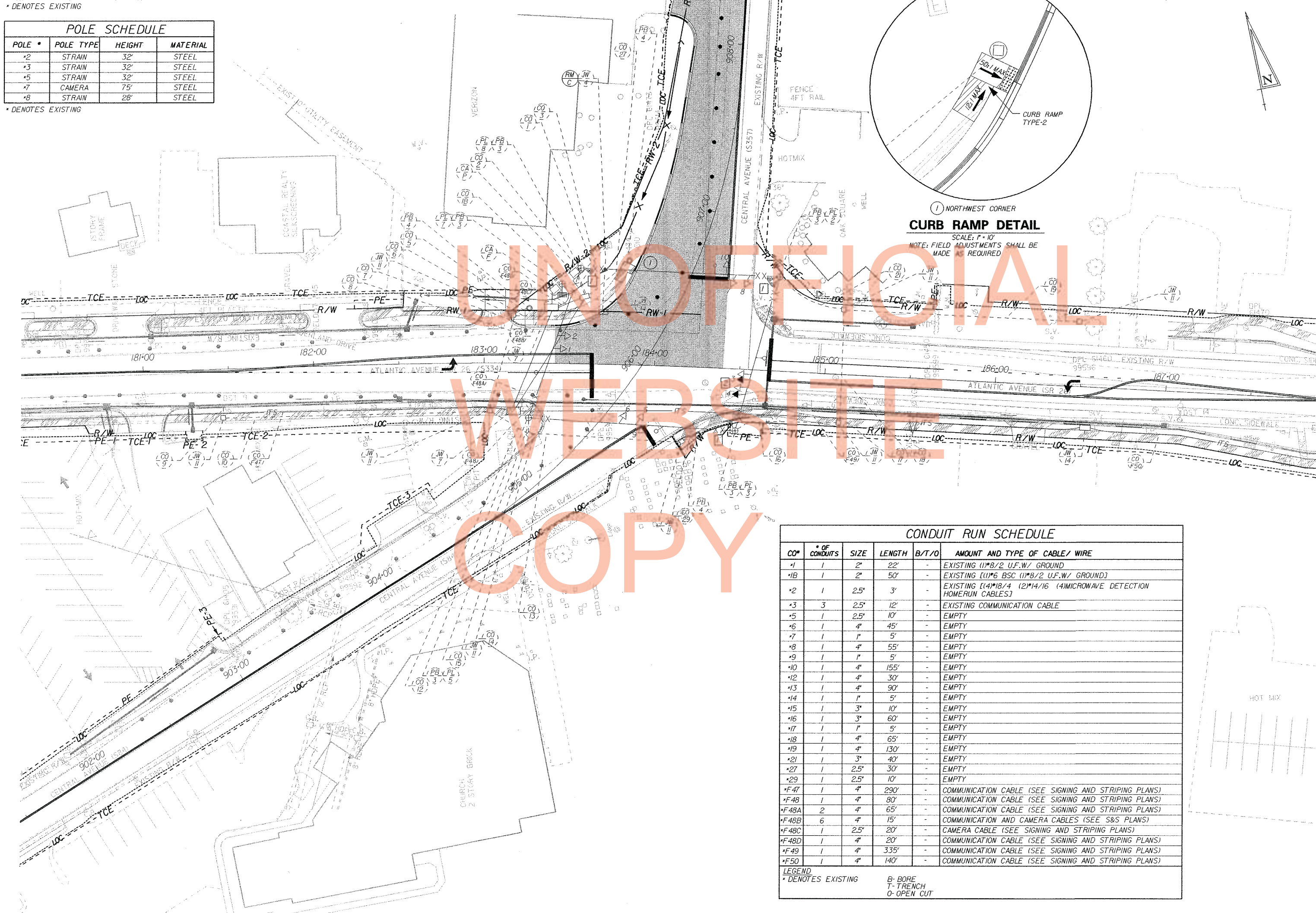
* DENOTES EXISTING

PHASE 10, STAGE 8 SIGNAL NOTES

1. MICROWAVE DETECTORS SHALL BE ADJUSTED/REORIENTED AS NECESSARY TO ACHIEVE OPTIMUM DETECTION.
2. SLIDE EXISTING SIGNAL HEADS #3, AND #4 TO NEW LOCATIONS SHOWN.

SECTION I

PHASE 10, STAGE 8



(1) NORTHWEST CORNER

CURB RAMP DETAIL

SCALE: 1" = 10'

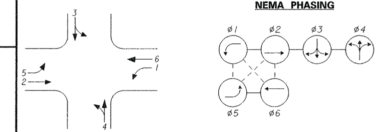
NOTE: FIELD ADJUSTMENTS SHALL BE MADE AS REQUIRED

CONDUIT RUN SCHEDULE

CO#	# OF CONDUITS	SIZE	LENGTH	B/T/O	AMOUNT AND TYPE OF CABLE/ WIRE
*1	1	2"	22'	-	EXISTING (1)#8/2 U.F.W/ GROUND
*1B	1	2"	50'	-	EXISTING [(1)#6 BSC (1)#8/2 U.F.W/ GROUND]
*2	1	2.5"	3'	-	EXISTING [(4)#18/4 (2)#14/16 (4)MICROWAVE DETECTION HOMERUN CABLES]
*3	3	2.5"	12'	-	EXISTING COMMUNICATION CABLE
*5	1	2.5"	10'	-	EMPTY
*6	1	4"	45'	-	EMPTY
*7	1	1"	5'	-	EMPTY
*8	1	4"	55'	-	EMPTY
*9	1	1"	5'	-	EMPTY
*10	1	4"	155'	-	EMPTY
*12	1	4"	30'	-	EMPTY
*13	1	4"	90'	-	EMPTY
*14	1	1"	5'	-	EMPTY
*15	1	3"	10'	-	EMPTY
*16	1	3"	60'	-	EMPTY
*17	1	1"	5'	-	EMPTY
*18	1	4"	65'	-	EMPTY
*19	1	4"	130'	-	EMPTY
*21	1	3"	40'	-	EMPTY
*27	1	2.5"	30'	-	EMPTY
*29	1	2.5"	10'	-	EMPTY
*F47	1	4"	290'	-	COMMUNICATION CABLE (SEE SIGNING AND STRIPING PLANS)
*F48	1	4"	80'	-	COMMUNICATION CABLE (SEE SIGNING AND STRIPING PLANS)
*F48A	2	4"	65'	-	COMMUNICATION CABLE (SEE SIGNING AND STRIPING PLANS)
*F48B	6	4"	15'	-	COMMUNICATION AND CAMERA CABLES (SEE S&S PLANS)
*F48C	1	2.5"	20'	-	CAMERA CABLE (SEE SIGNING AND STRIPING PLANS)
*F48D	1	4"	20'	-	COMMUNICATION CABLE (SEE SIGNING AND STRIPING PLANS)
*F49	1	4"	335'	-	COMMUNICATION CABLE (SEE SIGNING AND STRIPING PLANS)
*F50	1	4"	140'	-	COMMUNICATION CABLE (SEE SIGNING AND STRIPING PLANS)

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

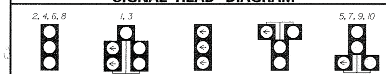
SIGNAL PHASING



PHASING NOTES

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

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
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EXISTING VIDEO DETECTION
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EXISTING MICROWAVE DETECTION
OVERHEAD SIGNING
PROPOSED OPTICOM RECEIVER
EXISTING OPTICOM RECEIVER
PROPOSED MAST ARM
EXISTING MAST ARM
PROPOSED LUMINAIRE
EXISTING LUMINAIRE
PROPOSED LOOP DETECTOR (TYPE 1 OR 2)
EXISTING LOOP DETECTOR (TYPE 1 OR 2)

RM/C REMOVE BY CONTRACTOR
RM/O REMOVE BY OTHERS
AB ABANDON
PB/X PROPOSED POLE BASE IDENTIFIER (TYPE OF POLE BASE)
PB/X EXISTING POLE BASE IDENTIFIER (TYPE OF POLE BASE)
PL/X PROPOSED POLE IDENTIFIER (# OF POLE)
PL/X EXISTING POLE IDENTIFIER (# OF POLE)
JW/X PROPOSED JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL)
JW/X EXISTING JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL)
CO/# PROPOSED CONDUIT RUN IDENTIFIER (# OF CONDUIT RUN)
CO/# EXISTING CONDUIT RUN IDENTIFIER (# OF CONDUIT RUN)
OH/# PROPOSED OVERHEAD RUN IDENTIFIER (# OF OVERHEAD RUN)
OH/# EXISTING OVERHEAD RUN IDENTIFIER (# OF OVERHEAD RUN)
MA/XX PROPOSED MAST ARM IDENTIFIER (SEE MAST ARM SCHEDULE)
MA/XX EXISTING MAST ARM IDENTIFIER (SEE MAST ARM SCHEDULE)
CA/X PROPOSED CABINET IDENTIFIER (TYPE OF CABINET)
CA/X EXISTING CABINET IDENTIFIER (TYPE OF CABINET)
PROPOSED SPAN WIRE
XX EXISTING SPAN WIRE
RIGHT-OF-WAY OR PROPERTY LINE
PROPOSED SPAN INSULATOR
EXISTING SPAN INSULATOR
P SERVICE PEDESTAL
PROPOSED CCTV
EXISTING CCTV
PROPOSED PLASTIC DRUMS
EXISTING PLASTIC DRUMS

GENERAL SIGNAL NOTES

1. ALL SIGNAL EQUIPMENT REMOVED FROM A PROJECT IS TO BE RETURNED TO DELDOT TRAFFIC-DOVER, DELAWARE
2. 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.
3. ALL GALVANIZED RIGID CONDUIT (GRC) SHALL BE REAMED AND THREADED. ALL GRC 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 (50:1 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 ADJOINING 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 COUNTDOWN TYPE.
7. ALL 4", 3", 2.5", AND 2" CONDUITS SHALL BE SCHEDULE 80 PVC WITH THE EXCEPTION OF 4" BORED CONDUIT WHICH SHALL BE SDR-13.5 HDPE. ALL 1" CONDUITS LESS THAN OR EQUAL TO 6'-0" SHALL BE LIQUID TIGHT FLEXIBLE NON-METALLIC AND ALL 1" CONDUITS GREATER THAN 6'-0" SHALL BE RIGID GALVANIZED.

RECOMMENDED [signature] DATE: 05/15/13
RECOMMENDED Chelna Dane DATE: 7/12/13
RECOMMENDED ______ DATE: ______
APPROVED TRAFFIC ENGINEER [signature] DATE: 7/12/13
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	PERMIT NO.	S027P
T200411210	DESIGNED BY:	MSK
COUNTY		
SUSSEX	CHECKED BY:	BAM

SIGNAL PLAN

SR 26 @ CENTRAL AVENUE

SHEET NO. 540
TOTAL SHTS. 589

7/10/2013
J:\PROJECTS\sr26mainline\Survey\tp_1-10-8_signal_central.dgn
16:04:33

SPAN WIRE SCHEDULE

SPAN	LENGTH	SPAN MOUNT HEIGHT	5% SAG	SPAN LOW POINT	BOTTOM OF LOWEST HEAD
*NORTH	113 FT	27.0 FT	5.65 FT	21.35 FT	16.85 FT
*EAST	91 FT	26.6 FT	4.55 FT	22.05 FT	17.55 FT
*SOUTH	120 FT	27.0 FT	6.0 FT	21.00 FT	16.50 FT
*WEST	93 FT	26.6 FT	4.65 FT	21.95 FT	17.45 FT

* DENOTES EXISTING

POLE SCHEDULE

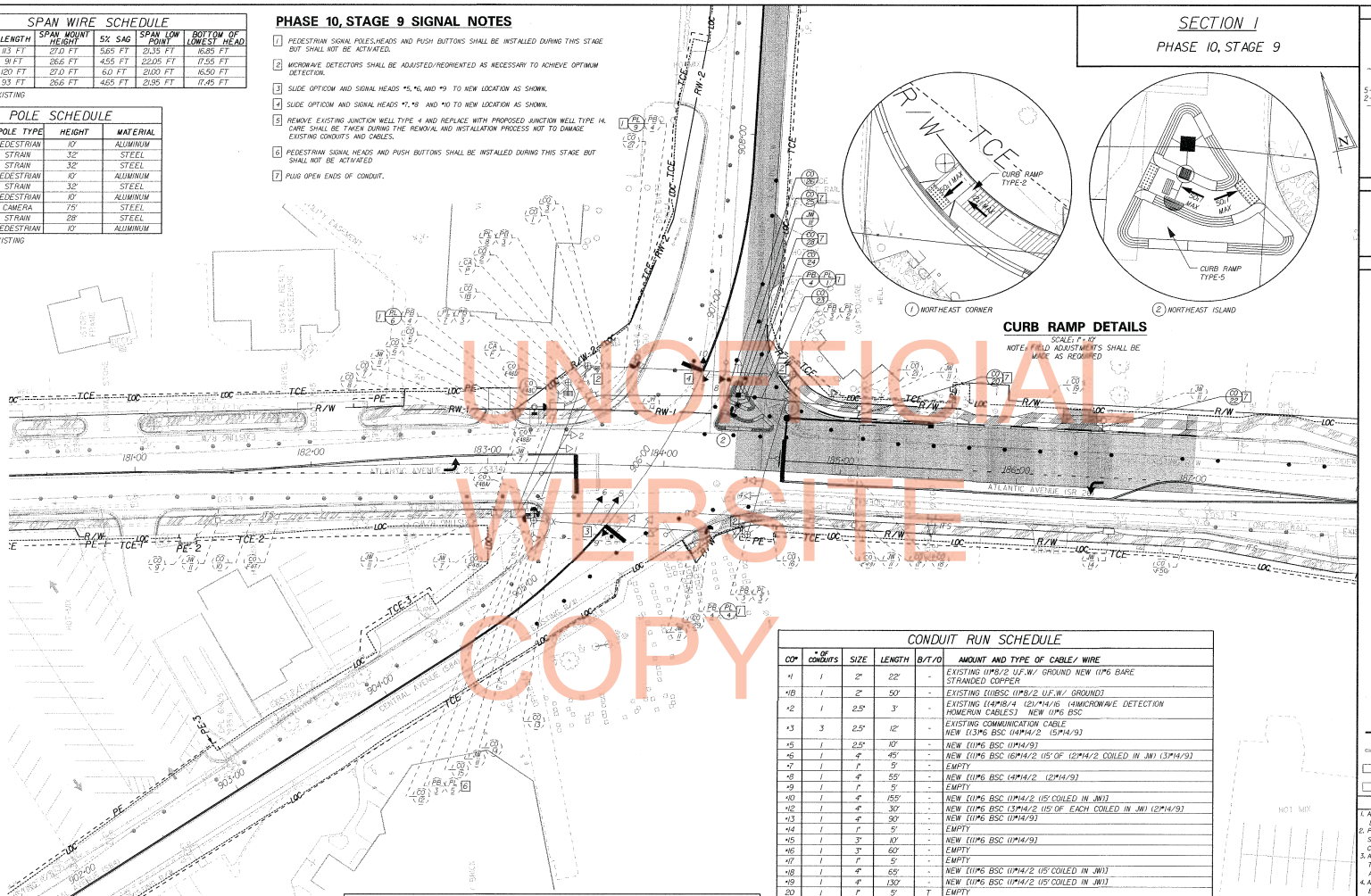
POLE *	POLE TYPE	HEIGHT	MATERIAL
1	PEDESTRIAN	10'	ALUMINUM
*2	STRAIN	32'	STEEL
*3	STRAIN	32'	STEEL
4	PEDESTRIAN	10'	ALUMINUM
*5	STRAIN	32'	STEEL
6	PEDESTRIAN	10'	ALUMINUM
*7	CAMERA	75'	STEEL
*8	STRAIN	28'	STEEL
9	PEDESTRIAN	10'	ALUMINUM

* DENOTES EXISTING

PHASE 10, STAGE 9 SIGNAL NOTES

1. PEDESTRIAN SIGNAL POLES, HEADS AND PUSH BUTTONS SHALL BE INSTALLED DURING THIS STAGE BUT SHALL NOT BE ACTIVATED.
2. MICROWAVE DETECTORS SHALL BE ADJUSTED/REORIENTED AS NECESSARY TO ACHIEVE OPTIMUM DETECTION.
3. SLIDE OPTICOM AND SIGNAL HEADS *5, *6, AND *9 TO NEW LOCATION AS SHOWN.
4. SLIDE OPTICOM AND SIGNAL HEADS *7, *8 AND *10 TO NEW LOCATION AS SHOWN.
5. REMOVE EXISTING JUNCTION WELL TYPE 4 AND REPLACE WITH PROPOSED JUNCTION WELL TYPE 14. CARE SHALL BE TAKEN DURING THE REMOVAL AND INSTALLATION PROCESS NOT TO DAMAGE EXISTING CONDUITS AND CABLES.
6. PEDESTRIAN SIGNAL HEADS AND PUSH BUTTONS SHALL BE INSTALLED DURING THIS STAGE BUT SHALL NOT BE ACTIVATED.
7. PLUG OPEN ENDS OF CONDUIT.

SECTION I
PHASE 10, STAGE 9



CURB RAMP DETAILS

SCALE: 1" = 5'
NOTE: FIELD ADJUSTMENTS SHALL BE MADE AS REQUIRED

CONDUIT RUN SCHEDULE

CO*	* OF CONDUITS	SIZE	LENGTH	B/T/O	AMOUNT AND TYPE OF CABLE/ WIRE
*1	1	2"	22'	-	EXISTING (1)#8/2 U.F.W/ GROUND NEW (1)#6 BARE STRANDED COPPER
*1B	1	2"	50'	-	EXISTING (1)#8SC (1)#8/2 U.F.W/ GROUND)
*2	1	2.5"	3'	-	EXISTING ((4)#8/4 (2)-#14/6 (4)MICROWAVE DETECTION HOMERUN CABLES) NEW (1)#6 BSC
*3	3	2.5"	12'	-	EXISTING COMMUNICATION CABLE NEW (13)#6 BSC (14)#14/2 (5)#14/9)
*5	1	2.5"	10'	-	NEW ((1)#6 BSC (1)#14/9)
*6	1	4"	45'	-	NEW ((1)#6 BSC (6)#14/2 (15' OF (2)#14/2 COILED IN JW) (3)#14/9)
*7	1	1"	5'	-	EMPTY
*8	1	4"	55'	-	NEW ((1)#6 BSC (4)#14/2 (2)#14/9)
*9	1	1"	5'	-	EMPTY
*10	1	4"	155'	-	NEW ((1)#6 BSC (1)#14/2 (15' COILED IN JW))
*12	1	4"	30'	-	NEW ((1)#6 BSC (3)#14/2 (15' OF EACH COILED IN JW) (2)#14/9)
*13	1	4"	50'	-	NEW ((1)#6 BSC (1)#14/9)
*14	1	1"	5'	-	EMPTY
*15	1	3"	10'	-	NEW ((1)#6 BSC (1)#14/9)
*16	1	3"	60'	-	EMPTY
*17	1	1"	5'	-	EMPTY
*18	1	4"	65'	-	NEW ((1)#6 BSC (1)#14/2 (15' COILED IN JW))
*19	1	4"	130'	-	NEW ((1)#6 BSC (1)#14/2 (15' COILED IN JW))
20	1	1"	5'	T	EMPTY
*21	1	3"	40'	-	EMPTY
22	1	1"	5'	T	EMPTY
23	1	4"	70'	T	NEW ((1)#6 BSC (3)#14/2 (15' OF (1)#14/2 COILED IN JW))
24	1	2.5"	5'	T	NEW ((1)#6 BSC (1)#14/9)
25	2	1"	5'	T	EMPTY
26	1	4"	80'	B	NEW ((1)#6 BSC (8)#14/2 (15' EACH OF (5)#14/2 COILED IN JW) (1)#14/9))
*27	1	2.5"	30'	-	NEW ((1)#6 BSC (1)#14/9)
28	1	1"	5'	T	EMPTY
*29	1	2.5"	10'	-	NEW ((1)#6 BSC (1)#14/9)

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

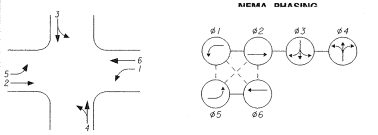
CONDUIT RUN SCHEDULE (CONT.)

CO*	* OF CONDUITS	SIZE	LENGTH	B/T/O	AMOUNT AND TYPE OF CABLE/ WIRE
*F47	1	4"	290'	-	COMMUNICATION CABLE (SEE SIGNING AND STRIPING PLANS)
*F48	1	4"	80'	-	COMMUNICATION CABLE (SEE SIGNING AND STRIPING PLANS)
*F48A	2	4"	65'	-	COMMUNICATION CABLE (SEE SIGNING AND STRIPING PLANS)
*F48B	6	4"	15'	-	COMMUNICATION AND CAMERA CABLES (SEE S&S PLANS)
*F48C	1	2.5"	20'	-	CAMERA CABLE (SEE SIGNING AND STRIPING PLANS)
*F48D	1	4"	20'	-	COMMUNICATION CABLE (SEE SIGNING AND STRIPING PLANS)
*F49	1	4"	335'	-	COMMUNICATION CABLE (SEE SIGNING AND STRIPING PLANS)
*F50	1	4"	140'	-	COMMUNICATION CABLE (SEE SIGNING AND STRIPING PLANS)

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

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.

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 (TYPE 1 OR 2)
- EXISTING LOOP DETECTOR (TYPE 1 OR 2)
- REMOVE BY CONTRACTOR
- REMOVE BY OTHERS
- ABANDON
- PROPOSED POLE BASE IDENTIFIER (TYPE OF POLE BASE)
- EXISTING POLE BASE IDENTIFIER (TYPE OF POLE BASE)
- PROPOSED POLE IDENTIFIER (# OF POLE)
- EXISTING POLE IDENTIFIER (# OF POLE)
- PROPOSED JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL)
- EXISTING JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL)
- PROPOSED CONDUIT RUN IDENTIFIER (# OF CONDUIT RUN)
- EXISTING CONDUIT RUN IDENTIFIER (# OF CONDUIT RUN)
- PROPOSED OVERHEAD RUN IDENTIFIER (# OF OVERHEAD RUN)
- EXISTING OVERHEAD RUN IDENTIFIER (# OF OVERHEAD RUN)
- PROPOSED MAST ARM IDENTIFIER (SEE MAST ARM SCHEDULE)
- EXISTING MAST ARM IDENTIFIER (SEE MAST ARM SCHEDULE)
- PROPOSED CABINET IDENTIFIER (TYPE OF CABINET)
- EXISTING CABINET IDENTIFIER (TYPE OF CABINET)
- 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 DRUMS
- EXISTING PLASTIC DRUMS

GENERAL SIGNAL NOTES

1. ALL SIGNAL EQUIPMENT REMOVED FROM A PROJECT IS TO BE RETURNED TO DELDOT TRAFFIC-DOVER, DELAWARE
2. 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.
3. ALL GALVANIZED RIGID CONDUIT (GRC) SHALL BE REAMED AND THREADED. ALL GRC 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 (5%) 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 ADJOINING 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 COUNTDOWN TYPE.
7. ALL 4", 3", 2.5", AND 2" CONDUITS SHALL BE SCHEDULE 80 PVC WITH THE EXCEPTION OF 4" BORED CONDUIT WHICH SHALL BE SDR-13.5 HDPE. ALL 1" CONDUITS LESS THAN OR EQUAL TO 6'-0" SHALL BE LIQUID TIGHT FLEXIBLE NON-METALLIC AND ALL 1" CONDUITS GREATER THAN 6'-0" SHALL BE RIGID GALVANIZED.

RECOMMENDED _____ DATE: 05/15/13

RECOMMENDED Chuck Dane DATE: 7/12/13

RECOMMENDED _____ DATE: _____

APPROVED TRAFFIC ENGINEER _____ DATE: 7/11/13

APPROVED FOR INSTALLATION
CHIEF TRAFFIC ENGINEER _____ 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	T200411210
COUNTY	SUSSEX
PERMIT NO.	S027P
DESIGNED BY:	MSK
CHECKED BY:	BAM

SIGNAL PLAN
SR 26 @ CENTRAL AVENUE

SHEET NO.	541
TOTAL SHTS.	589

7/10/2013
10:49:03
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SECTION 1
PHASE 13, STAGE 1

SPAN WIRE SCHEDULE

SPAN	LENGTH	SPAN MOUNT HEIGHT	5% SAG	SPAN LOW POINT	BOTTOM OF LOWEST HEAD
*NORTH	113 FT	27.0 FT	5.65 FT	21.35 FT	16.85 FT
*EAST	91 FT	26.6 FT	4.55 FT	22.05 FT	17.55 FT
*SOUTH	120 FT	27.0 FT	6.0 FT	21.00 FT	16.50 FT
*WEST	93 FT	26.6 FT	4.65 FT	21.95 FT	17.45 FT

* DENOTES EXISTING

POLE SCHEDULE

POLE *	POLE TYPE	HEIGHT	MATERIAL
*1	PEDESTRIAN	10'	ALUMINUM
*2	STRAIN	32'	STEEL
*3	STRAIN	32'	STEEL
*4	PEDESTRIAN	10'	ALUMINUM
*5	STRAIN	32'	STEEL
*6	PEDESTRIAN	10'	ALUMINUM
*7	CAMERA	75'	STEEL
*8	STRAIN	28'	STEEL
*9	PEDESTRIAN	10'	ALUMINUM

* DENOTES EXISTING

PHASE 13, STAGE 1 SIGNAL NOTES

1. REMOVE EXISTING INVERTED-T SIGNAL HEADS FOR NORTHBOUND AND SOUTHBOUND CENTRAL AVENUE AND INSTALL PROPOSED 5-SECTION SIGNAL HEADS *5 AND *7 AT ULTIMATE LOCATIONS SHOWN.
2. REMOVE EXISTING SUPPLEMENTAL INVERTED-T SIGNAL HEADS FOR NORTHBOUND AND SOUTHBOUND CENTRAL AVENUE AND INSTALL PROPOSED SUPPLEMENTAL 3-SECTION SIGNAL HEADS *9 AND *10 AT ULTIMATE LOCATIONS SHOWN.
3. ACTIVATE PROPOSED TRAFFIC SIGNAL AND PEDESTRIAN SIGNALS AND DEACTIVATE MICROWAVE DETECTION SIGNAL INSTALLATION, ACTIVATION AND DEACTIVATION OF THE SIGNAL SYSTEMS SHALL BE COORDINATED TO ALLOW FOR A SMOOTH TRANSITION.
4. REMOVE ALL MICROWAVE DETECTORS AND ASSOCIATED CABLES AFTER DEACTIVATION.

PROPOSED SIGNING

Central Ave.	D3-1	84"x24"
Atlantic Ave.	D3-1	90"x24"
	R3-1	24"x24"

CONDUIT RUN SCHEDULE

CO*	* OF CONDUITS	SIZE	LENGTH	B/T/O	AMOUNT AND TYPE OF CABLE/ WIRE
*1	1	2"	22'	-	EXISTING (1)#6 BSC (1)#8/2 U.F.W/ GROUND)
*1B	1	2"	50'	-	EXISTING (1)#6 BSC (1)#8/2 U.F.W/ GROUND)
*2	1	2.5"	3'	-	EXISTING (1)#6 BSC (4)#8/4 (2)/#4/16 (4)MICROWAVE DETECTION HOMERUN CABLES) REMOVE (4)MICROWAVE DETECTION HOMERUN CABLES
*3	3	2.5"	12'	-	EXISTING (3)#6 BSC (14)#14/2 (5)#14/9 COMMUNICATION CABLE)
*5	1	2.5"	10'	-	EXISTING (1)#6 BSC (1)#14/9)
*6	1	4"	45'	-	EXISTING (1)#6 BSC (6)#14/2 (3)#14/9)
*7	1	1"	5'	-	NEW (4)#14/1
*8	1	4"	55'	-	EXISTING (1)#6 BSC (4)#14/2 (2)#14/9)
*9	1	1"	5'	-	NEW (2)#14/1
*10	1	4"	155'	-	EXISTING (1)#6 BSC (1)#14/2)
*12	1	4"	30'	-	EXISTING (1)#6 BSC (3)#14/2 (2)#14/9)
*13	1	4"	90'	-	EXISTING (1)#6 BSC (1)#14/9)
*14	1	1"	5'	-	NEW (6)#14/1
*15	1	3"	10'	-	EXISTING (1)#6 BSC (1)#14/9)
*16	1	3"	60'	-	EMPTY
*17	1	1"	5'	-	NEW (2)#14/1
*18	1	4"	65'	-	EXISTING (1)#6 BSC (1)#14/2)
*19	1	4"	130'	-	EXISTING (1)#6 BSC (1)#14/2)
*20	1	1"	5'	-	NEW (2)#14/1
*21	1	3"	40'	-	EMPTY
*22	1	1"	5'	-	NEW (2)#14/1
*23	1	4"	70'	-	EXISTING (1)#6 BSC (3)#14/2)
*24	1	2.5"	5'	-	EXISTING (1)#6 BSC (1)#14/9)
*25	2	1"	5'	-	NEW (6)#14/1
*26	1	4"	80'	-	EXISTING (1)#6 BSC (8)#14/2 (1)#14/9)
*27	1	2.5"	30'	-	EXISTING (1)#6 BSC (1)#14/9)
*28	1	1"	5'	-	NEW (2)#14/1
*29	1	2.5"	10'	-	EXISTING (1)#6 BSC (1)#14/9)

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

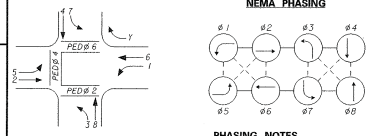
CONDUIT RUN SCHEDULE (CONT.)

CO*	* OF CONDUITS	SIZE	LENGTH	B/T/O	AMOUNT AND TYPE OF CABLE/ WIRE
*F47	1	4"	290'	-	COMMUNICATION CABLE (SEE SIGNING AND STRIPING PLANS)
*F48	1	4"	80'	-	COMMUNICATION CABLE (SEE SIGNING AND STRIPING PLANS)
*F48A	2	4"	65'	-	COMMUNICATION CABLE (SEE SIGNING AND STRIPING PLANS)
*F48B	6	4"	15'	-	COMMUNICATION AND CAMERA CABLES (SEE S&S PLANS)
*F48C	1	2.5"	20'	-	CAMERA CABLE (SEE SIGNING AND STRIPING PLANS)
*F48D	1	4"	20'	-	COMMUNICATION CABLE (SEE SIGNING AND STRIPING PLANS)
*F49	1	4"	335'	-	COMMUNICATION CABLE (SEE SIGNING AND STRIPING PLANS)
*F50	1	4"	140'	-	COMMUNICATION CABLE (SEE SIGNING AND STRIPING PLANS)

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

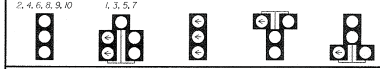
SIGNAL PHASING

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.

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 (TYPE 1OR 2)
- EXISTING LOOP DETECTOR (TYPE 1OR 2)
- REMOVE BY CONTRACTOR
- REMOVE BY OTHERS
- ABANDON
- PROPOSED POLE BASE IDENTIFIER (TYPE OF POLE BASE)
- EXISTING POLE BASE IDENTIFIER (TYPE OF POLE BASE)
- PROPOSED POLE IDENTIFIER (# OF POLE)
- EXISTING POLE IDENTIFIER (# OF POLE)
- PROPOSED JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL)
- EXISTING JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL)
- PROPOSED CONDUIT RUN IDENTIFIER (# OF CONDUIT RUN)
- EXISTING CONDUIT RUN IDENTIFIER (# OF CONDUIT RUN)
- PROPOSED OVERHEAD RUN IDENTIFIER (# OF OVERHEAD RUN)
- EXISTING OVERHEAD RUN IDENTIFIER (# OF OVERHEAD RUN)
- PROPOSED MAST ARM IDENTIFIER (SEE MAST ARM SCHEDULE)
- EXISTING MAST ARM IDENTIFIER (SEE MAST ARM SCHEDULE)
- PROPOSED CABINET IDENTIFIER (TYPE OF CABINET)
- EXISTING CABINET IDENTIFIER (TYPE OF CABINET)
- 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 DRUMS
- EXISTING PLASTIC DRUMS

GENERAL SIGNAL NOTES

1. ALL SIGNAL EQUIPMENT REMOVED FROM A PROJECT IS TO BE RETURNED TO DELDOT TRAFFIC-DOVER, DELAWARE
2. POLE BASES, CABINET BASE, AND CONDUIT JUNCTION WELLS ARE TO BE REMOVED IN ACCORDANCE WITH SECTION 209 AND 202 OF THE STANDARD SPECIFICATIONS OR AS DIRECTED BY ENGINEER. EXISTING CONDUIT IS TO BE ABANDONED EXCEPT WHERE SHOWN.
3. ALL GALVANIZED RIGID CONDUIT (GRC) SHALL BE REAMED AND THREADED. ALL GRC 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 (5.0%) 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 ADJOINING 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 COUNTDOWN TYPE.
7. ALL 4", 3", 2.5", AND 2" CONDUITS SHALL BE SCHEDULE 80 PVC WITH THE EXCEPTION OF 4" BORED CONDUIT WHICH SHALL BE SDR-13.5 HDPE. ALL 1" CONDUITS LESS THAN OR EQUAL TO 6'-0" SHALL BE LIQUID TIGHT FLEXIBLE NON-METALLIC AND ALL 1" CONDUITS GREATER THAN 6'-0" SHALL BE RIGID GALVANIZED.

RECOMMENDED _____ DATE: 05/15/13

RECOMMENDED _____ DATE: 7/12/13

RECOMMENDED _____ DATE: _____

APPROVED TRAFFIC ENGINEER _____ DATE: 7/12/13

APPROVED FOR INSTALLATION
CHIEF TRAFFIC ENGINEER _____ 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	T200411210
COUNTY	SUSSEX
PERMIT NO.	S027P
DESIGNED BY:	MSK
CHECKED BY:	BAM

SIGNAL PLAN
SR 26 @ CENTRAL AVENUE

SHEET NO.	542
TOTAL SHTS.	589

7/10/2013
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dgn_centr-dodgr

SPAN WIRE SCHEDULE

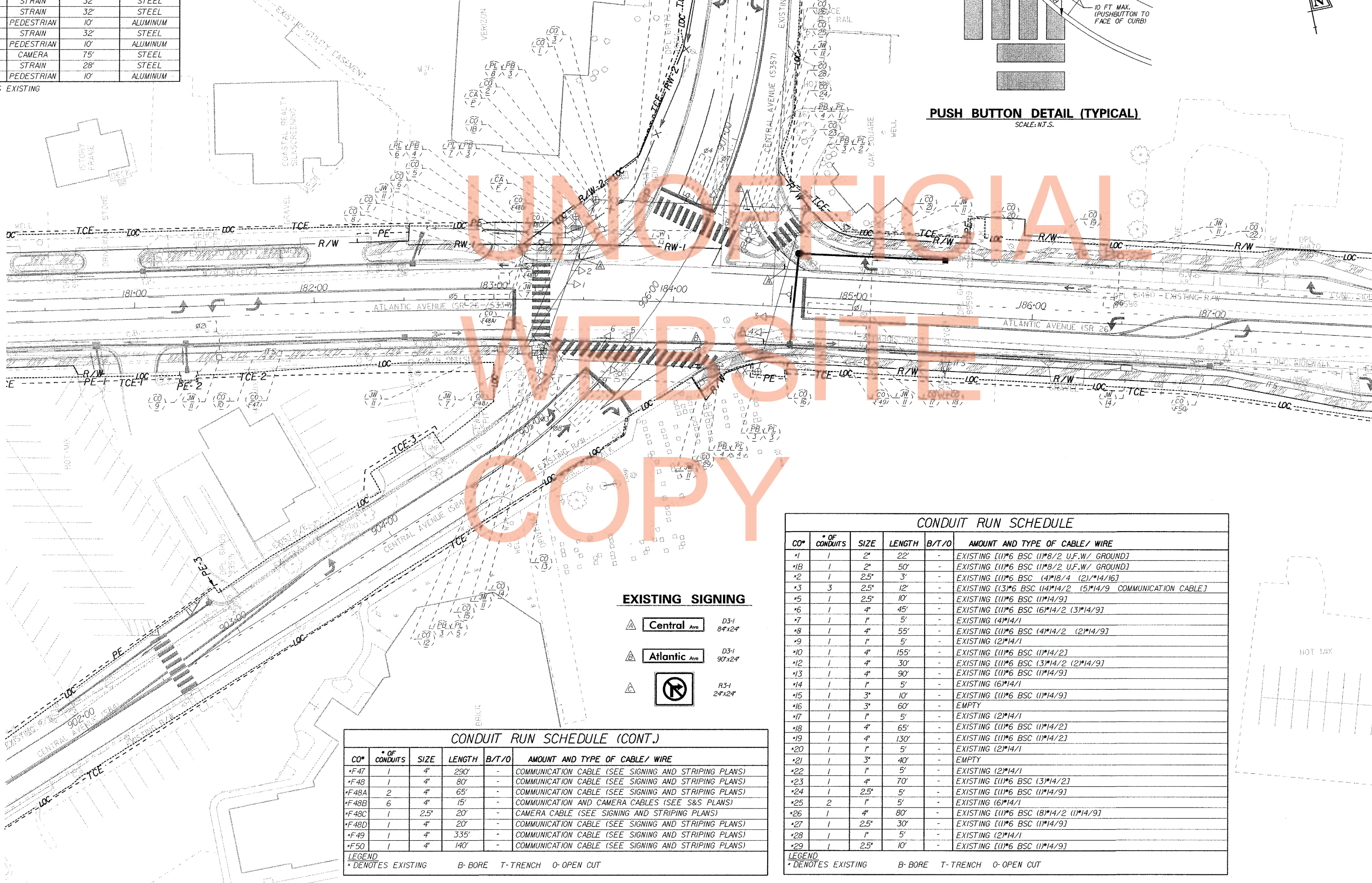
SPAN	LENGTH	SPAN MOUNT HEIGHT	5% SAG	SPAN LOW POINT	BOTTOM OF LOWEST HEAD
*NORTH	113 FT	27.0 FT	5.65 FT	21.35 FT	16.85 FT
*EAST	91 FT	26.6 FT	4.55 FT	22.05 FT	17.55 FT
*SOUTH	120 FT	27.0 FT	6.0 FT	21.00 FT	16.50 FT
*WEST	93 FT	26.6 FT	4.65 FT	21.95 FT	17.45 FT

* DENOTES EXISTING

POLE SCHEDULE

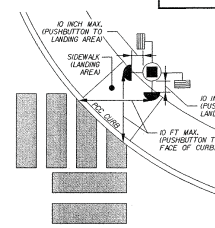
POLE #	POLE TYPE	HEIGHT	MATERIAL
*1	PEDESTRIAN	10'	ALUMINUM
*2	STRAIN	32'	STEEL
*3	STRAIN	32'	STEEL
*4	PEDESTRIAN	10'	ALUMINUM
*5	STRAIN	32'	STEEL
*6	PEDESTRIAN	10'	ALUMINUM
*7	CAMERA	75'	STEEL
*8	STRAIN	28'	STEEL
*9	PEDESTRIAN	10'	ALUMINUM

* DENOTES EXISTING



SECTION I

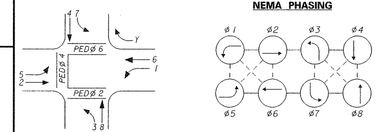
ULTIMATE



PUSH BUTTON DETAIL (TYPICAL)

SCALE: N.T.S.

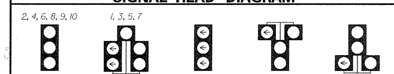
SIGNAL PHASING



PHASING NOTES

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

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 (TYPE 1 OR 2)
- EXISTING LOOP DETECTOR (TYPE 1 OR 2)
- RM/C REMOVE BY CONTRACTOR
- RM/O REMOVE BY OTHERS
- AB ABANDON
- PB/X PROPOSED POLE BASE IDENTIFIER (TYPE OF POLE BASE)
- PB/X EXISTING POLE BASE IDENTIFIER (TYPE OF POLE BASE)
- PL/X PROPOSED POLE IDENTIFIER (# OF POLE)
- PL/X EXISTING POLE IDENTIFIER (# OF POLE)
- JW/X PROPOSED JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL)
- JW/X EXISTING JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL)
- CO/# PROPOSED CONDUIT RUN IDENTIFIER (# OF CONDUIT RUN)
- CO/# EXISTING CONDUIT RUN IDENTIFIER (# OF CONDUIT RUN)
- OH/# PROPOSED OVERHEAD RUN IDENTIFIER (# OF OVERHEAD RUN)
- OH/# EXISTING OVERHEAD RUN IDENTIFIER (# OF OVERHEAD RUN)
- MA/XX PROPOSED MAST ARM IDENTIFIER (SEE MAST ARM SCHEDULE)
- MA/XX EXISTING MAST ARM IDENTIFIER (SEE MAST ARM SCHEDULE)
- CA/X PROPOSED CABINET IDENTIFIER (TYPE OF CABINET)
- CA/X EXISTING CABINET IDENTIFIER (TYPE OF CABINET)
- PROPOSED SPAN WIRE
- XX EXISTING SPAN WIRE
- RIGHT-OF-WAY OR PROPERTY LINE
- PROPOSED SPAN INSULATOR
- EXISTING SPAN INSULATOR
- P SERVICE PEDESTAL
- PROPOSED CCTV
- EXISTING CCTV
- PROPOSED PLASTIC DRUMS
- EXISTING PLASTIC DRUMS

EXISTING SIGNING

	SIGN	CODE / SIZE
A	Central Ave	D3-1 84"x24"
B	Atlantic Ave	D3-1 90"x24"
C	(No Right Turn)	R3-1 24"x24"

CONDUIT RUN SCHEDULE

CO#	# OF CONDUITS	SIZE	LENGTH	B/T/O	AMOUNT AND TYPE OF CABLE/ WIRE
*1	1	2"	22'	-	EXISTING [(1)#6 BSC (1)#8/2 U.F.W/ GROUND]
*1B	1	2"	50'	-	EXISTING [(1)#6 BSC (1)#8/2 U.F.W/ GROUND]
*2	1	2.5"	3'	-	EXISTING [(1)#6 BSC (4)#18/4 (2)/#14/16]
*3	3	2.5"	12'	-	EXISTING [(3)#6 BSC (14)#14/2 (5)#14/9 COMMUNICATION CABLE]
*5	1	2.5"	10'	-	EXISTING [(1)#6 BSC (1)#14/9]
*6	1	4"	45'	-	EXISTING [(1)#6 BSC (6)#14/2 (3)#14/9]
*7	1	1"	5'	-	EXISTING (4)#14/1
*8	1	4"	55'	-	EXISTING [(1)#6 BSC (4)#14/2 (2)#14/9]
*9	1	1"	5'	-	EXISTING (2)#14/1
*10	1	4"	155'	-	EXISTING [(1)#6 BSC (1)#14/2]
*12	1	4"	30'	-	EXISTING [(1)#6 BSC (3)#14/2 (2)#14/9]
*13	1	4"	90'	-	EXISTING [(1)#6 BSC (1)#14/9]
*14	1	1"	5'	-	EXISTING (6)#14/1
*15	1	3"	10'	-	EXISTING [(1)#6 BSC (1)#14/9]
*16	1	3"	60'	-	EMPTY
*17	1	1"	5'	-	EXISTING (2)#14/1
*18	1	4"	65'	-	EXISTING [(1)#6 BSC (1)#14/2]
*19	1	4"	130'	-	EXISTING [(1)#6 BSC (1)#14/2]
*20	1	1"	5'	-	EXISTING (2)#14/1
*21	1	3"	40'	-	EMPTY
*22	1	1"	5'	-	EXISTING (2)#14/1
*23	1	4"	70'	-	EXISTING [(1)#6 BSC (3)#14/2]
*24	1	2.5"	5'	-	EXISTING [(1)#6 BSC (1)#14/9]
*25	2	1"	5'	-	EXISTING (6)#14/1
*26	1	4"	80'	-	EXISTING [(1)#6 BSC (8)#14/2 (1)#14/9]
*27	1	2.5"	30'	-	EXISTING [(1)#6 BSC (1)#14/9]
*28	1	1"	5'	-	EXISTING (2)#14/1
*29	1	2.5"	10'	-	EXISTING [(1)#6 BSC (1)#14/9]

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

CONDUIT RUN SCHEDULE (CONT.)

CO#	# OF CONDUITS	SIZE	LENGTH	B/T/O	AMOUNT AND TYPE OF CABLE/ WIRE
*F47	1	4"	290'	-	COMMUNICATION CABLE (SEE SIGNING AND STRIPING PLANS)
*F48	1	4"	80'	-	COMMUNICATION CABLE (SEE SIGNING AND STRIPING PLANS)
*F48A	2	4"	65'	-	COMMUNICATION CABLE (SEE SIGNING AND STRIPING PLANS)
*F48B	6	4"	15'	-	COMMUNICATION AND CAMERA CABLES (SEE S&S PLANS)
*F48C	1	2.5"	20'	-	CAMERA CABLE (SEE SIGNING AND STRIPING PLANS)
*F48D	1	4"	20'	-	COMMUNICATION CABLE (SEE SIGNING AND STRIPING PLANS)
*F49	1	4"	335'	-	COMMUNICATION CABLE (SEE SIGNING AND STRIPING PLANS)
*F50	1	4"	140'	-	COMMUNICATION CABLE (SEE SIGNING AND STRIPING PLANS)

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

GENERAL SIGNAL NOTES

1. ALL SIGNAL EQUIPMENT REMOVED FROM A PROJECT IS TO BE RETURNED TO DELDOT TRAFFIC-DOVER, DELAWARE
2. 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.
3. ALL GALVANIZED RIGID CONDUIT (GRC) SHALL BE REAMED AND THREADED. ALL GRC 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 (50:1 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 ADJOINING 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 COUNTDOWN TYPE.
7. ALL 4", 3", 2.5", AND 2" CONDUITS SHALL BE SCHEDULE 80 PVC WITH THE EXCEPTION OF 4" BORED CONDUIT WHICH SHALL BE SDR-13.5 HDPE. ALL 1" CONDUITS LESS THAN OR EQUAL TO 6'-0" SHALL BE LIQUID TIGHT FLEXIBLE NON-METALLIC AND ALL 1" CONDUITS GREATER THAN 6'-0" SHALL BE RIGID GALVANIZED.

RECOMMENDED (signature) DATE: 05/15/13

RECOMMENDED (signature) DATE: 7/12/13

RECOMMENDED ______ DATE: ______

APPROVED TRAFFIC ENGINEER (signature) DATE: 7/12/13

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	T200411210	PERMIT NO.	S027P
COUNTY	SUSSEX	DESIGNED BY:	MSK
		CHECKED BY:	BAM

SIGNAL PLAN SR 26 @ CENTRAL AVENUE (ULTIMATE)

SHEET NO. 543
TOTAL SHTS. 589

7/10/2013 J:\PROJECTS\sr26mainline\Survey\tp_1-ultimate_signal_central.dgn 16:07:22

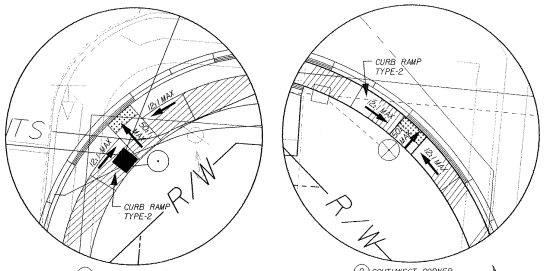
CONDUIT RUN SCHEDULE

CO*	# OF CONDUITS	SIZE	LENGTH	B/T/O	AMOUNT AND TYPE OF CABLE/ WIRE
1	1	2"	10'	T	NEW (1)#6 BARE STRANDED COPPER (1)#8/2 U.F.W/ GROUND)
1A	1	2"	10'	T	NEW (1)#6 BSC (1)#8/2 U.F.W/ GROUND)
2	1	2.5"	10'	T	NEW (1)#6 BSC (4)#18/4 (2)#14/16 (4)MICROWAVE DETECTION HR CABLES)
3	3	4"	20'	T	NEW COMMUNICATION CABLE
4	1	2.5"	7'	T	EMPTY
5	1	2.5"	15'	T	EMPTY
6	1	4"	50'	T	EMPTY
7	1	1"	5'	T	EMPTY
8	1	4"	130'	T	EMPTY
9	1	1"	5'	T	EMPTY
10	1	4"	80'	B	EMPTY
11	1	1"	6'	T	EMPTY
12	1	3"	7'	T	EMPTY
13	1	4"	80'	T	EMPTY
14	1	1"	5'	T	EMPTY
15	1	4"	90'	B	EMPTY
16	1	2.5"	45'	T	EMPTY
17	1	3"	3'	T	EMPTY
18	1	1"	12'	T	EMPTY
19	1	4"	95'	B	EMPTY
20	1	3"	15'	T	EMPTY
21	1	4"	145'	T	EMPTY
22	1	1"	5'	T	EMPTY
F50	1	4"	115'	-	NEW COMMUNICATION CABLE (SEE SIGNING AND STRIPING PLANS)
F51	1	4"	70'	-	NEW COMMUNICATION CABLE (SEE SIGNING AND STRIPING PLANS)
F52	1	4"	325'	-	NEW COMMUNICATION CABLE (SEE SIGNING AND STRIPING PLANS)

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

PHASE 9, STAGE 3 SIGNAL NOTES

1. EXISTING SIGNAL INSTALLATION SHALL NOT BE ABANDONED OR REMOVED UNTIL PROPOSED MICROWAVE DETECTION SIGNAL INSTALLATION IS COMPLETE AND ACTIVATED.
2. PROPOSED 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 NORTHEAST SIGNAL POLE AND THROUGH CONDUIT (CO *2) TO THE SIGNAL CABINET.
3. PEDESTRIAN SIGNAL POLES, HEADS AND PUSH BUTTONS SHALL NOT BE INSTALLED IN THIS STAGE.
4. PLUG OPEN ENDS OF CONDUIT.
5. POLE TO BE REMOVED BY TRAFFIC CONTRACTOR AND POLE BASE TO BE REMOVED BY PROJECT CONTRACTOR.
6. SIGNAL CABINET TO BE REMOVED BY TRAFFIC CONTRACTOR AND CABINET BASE TO BE REMOVED BY PROJECT CONTRACTOR.

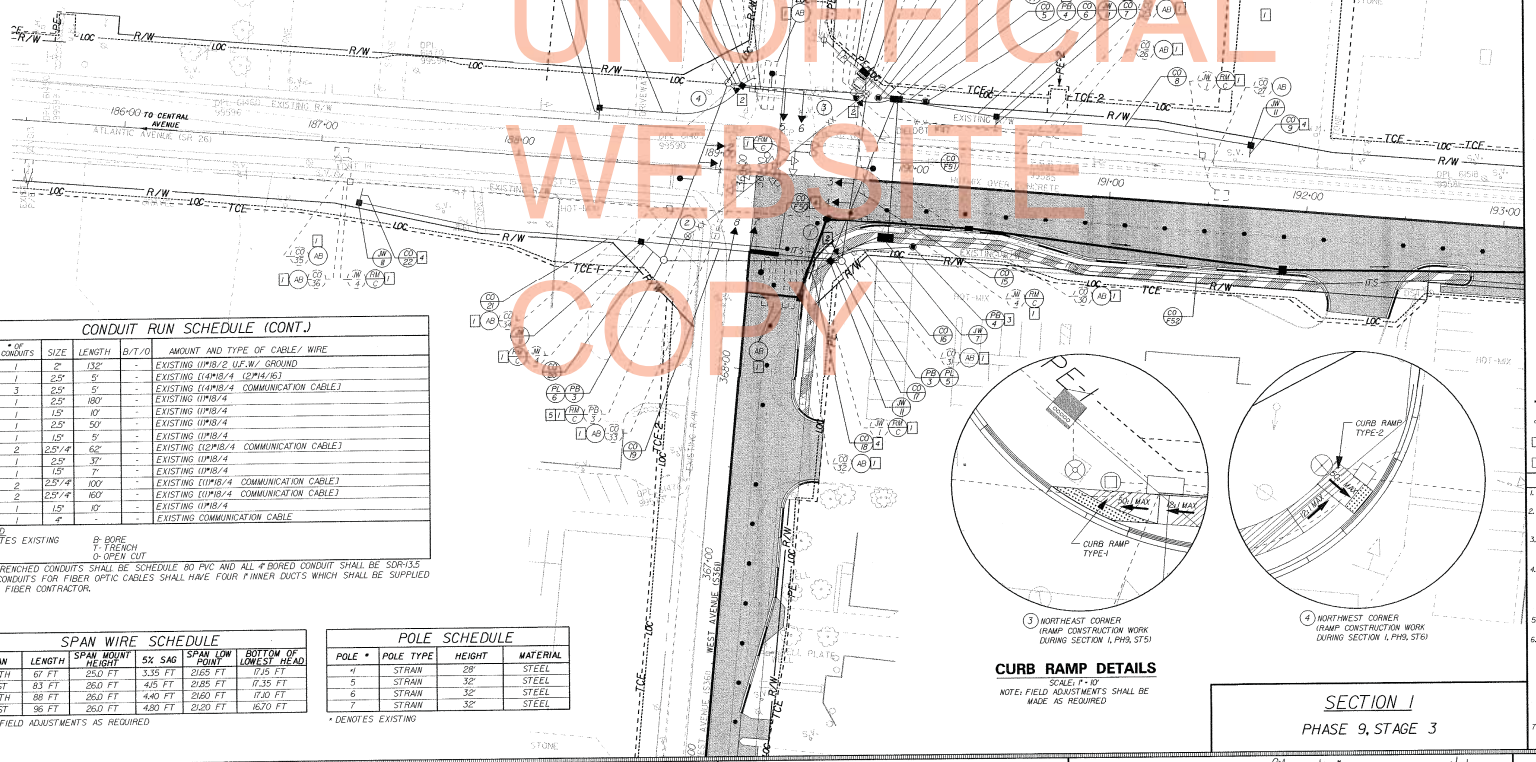


1 SOUTHEAST CORNER

2 SOUTHWEST CORNER (RAMP CONSTRUCTION WORK DURING SECTION 1, PH9, ST4)

CURB RAMP DETAILS

SCALE: 1" = 10'
NOTE: FIELD ADJUSTMENTS SHALL BE MADE AS REQUIRED



CONDUIT RUN SCHEDULE (CONT.)

CO*	# OF CONDUITS	SIZE	LENGTH	B/T/O	AMOUNT AND TYPE OF CABLE/ WIRE
*23	1	2"	132'	-	EXISTING (1)#8/2 U.F.W/ GROUND
*24	1	2.5"	6'	-	EXISTING (14)#18/4 (2)#14/16)
*25	3	2.5"	5'	-	EXISTING (14)#18/4 COMMUNICATION CABLE)
*26	1	2.5"	180'	-	EXISTING (1)#18/4
*27	1	1.5"	10'	-	EXISTING (1)#18/4
*28	1	2.5"	50'	-	EXISTING (1)#18/4
*29	1	1.5"	5'	-	EXISTING (1)#18/4
*30	2	2.5"/4"	62'	-	EXISTING (12)#18/4 COMMUNICATION CABLE)
*31	1	2.5"	37'	-	EXISTING (1)#18/4
*32	1	1.5"	7'	-	EXISTING (1)#18/4
*33	2	2.5"/4"	100'	-	EXISTING (1)#18/4 COMMUNICATION CABLE)
*34	2	2.5"/4"	160'	-	EXISTING (1)#18/4 COMMUNICATION CABLE)
*35	1	1.5"	10'	-	EXISTING (1)#18/4
*36	1	4"	-	-	EXISTING COMMUNICATION CABLE

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

ALL 4" TRENCHED CONDUITS SHALL BE SCHEDULE 80 PVC AND ALL 4" BORED CONDUIT SHALL BE SDR-13.5 HDPE. CONDUITS FOR FIBER OPTIC CABLES SHALL HAVE FOUR 1" INNER DUCTS WHICH SHALL BE SUPPLIED BY THE FIBER CONTRACTOR.

SPAN WIRE SCHEDULE

SPAN	LENGTH	SPAN MOUNT HEIGHT	% SAG	SPAN LOW POINT	BOTTOM OF LOWEST HEAD
NORTH	67 FT	25.0 FT	3.35 FT	21.65 FT	17.15 FT
EAST	83 FT	26.0 FT	4.15 FT	21.85 FT	17.35 FT
SOUTH	88 FT	26.0 FT	4.40 FT	21.60 FT	17.10 FT
WEST	96 FT	26.0 FT	4.80 FT	21.20 FT	16.70 FT

NOTE: FIELD ADJUSTMENTS AS REQUIRED

POLE SCHEDULE

POLE *	POLE TYPE	HEIGHT	MATERIAL
*1	STRAIN	28'	STEEL
5	STRAIN	32'	STEEL
6	STRAIN	32'	STEEL
7	STRAIN	32'	STEEL

* DENOTES EXISTING

3 NORTHEAST CORNER (RAMP CONSTRUCTION WORK DURING SECTION 1, PH9, ST5)

4 NORTHWEST CORNER (RAMP CONSTRUCTION WORK DURING SECTION 1, PH9, ST6)

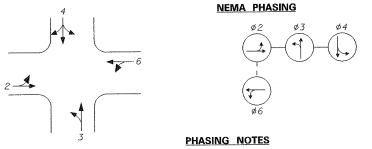
CURB RAMP DETAILS

SCALE: 1" = 10'
NOTE: FIELD ADJUSTMENTS SHALL BE MADE AS REQUIRED

SECTION 1
PHASE 9, STAGE 3

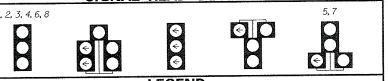
SIGNAL PHASING

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.

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 (TYPE I OR 2)
- EXISTING LOOP DETECTOR (TYPE I OR 2)
- REMOVE BY CONTRACTOR
- REMOVE BY OTHERS
- ABANDON
- PROPOSED POLE BASE IDENTIFIER (TYPE OF POLE BASE)
- EXISTING POLE BASE IDENTIFIER (TYPE OF POLE BASE)
- PROPOSED POLE IDENTIFIER (# OF POLE)
- EXISTING POLE IDENTIFIER (# OF POLE)
- PROPOSED JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL)
- EXISTING JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL)
- PROPOSED CONDUIT RUN IDENTIFIER (# OF CONDUIT RUN)
- EXISTING CONDUIT RUN IDENTIFIER (# OF CONDUIT RUN)
- PROPOSED OVERHEAD RUN IDENTIFIER (# OF OVERHEAD RUN)
- EXISTING OVERHEAD RUN IDENTIFIER (# OF OVERHEAD RUN)
- PROPOSED MAST ARM IDENTIFIER (SEE MAST ARM SCHEDULE)
- EXISTING MAST ARM IDENTIFIER (SEE MAST ARM SCHEDULE)
- PROPOSED CABINET IDENTIFIER (TYPE OF CABINET)
- EXISTING CABINET IDENTIFIER (TYPE OF CABINET)
- 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 DRUMS
- EXISTING PLASTIC DRUMS

GENERAL SIGNAL NOTES

1. ALL SIGNAL EQUIPMENT REMOVED FROM A PROJECT IS TO BE RETURNED TO DELDOT TRAFFIC-DOVER, DELAWARE.
2. 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.
3. ALL GALVANIZED RIGID CONDUIT (GRC) SHALL BE REAMED AND THREADED. ALL GRC 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 (5.0%) 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 ADJOINING 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 COUNTDOWN TYPE.
7. ALL 4", 3", AND 2" CONDUITS SHALL BE SCHEDULE 80 PVC WITH THE EXCEPTION OF 4" BORED CONDUIT WHICH SHALL BE SDR-13.5 HDPE. ALL 1" CONDUITS LESS THAN OR EQUAL TO 6'-0" SHALL BE LIQUID TIGHT FLEXIBLE NON-METALLIC AND ALL 1" CONDUITS GREATER THAN 6'-0" SHALL BE RIGID GALVANIZED.

RECOMMENDED [signature] DATE: 05/15/13

RECOMMENDED [signature] DATE: 7/12/13

RECOMMENDED _____ DATE: _____

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

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	T200411210
COUNTY	SUSSEX
PERMIT NO.	
DESIGNED BY:	MSK
CHECKED BY:	BAM

SIGNAL PLAN
SR 26 @ WEST AVENUE

SHEET NO.	544
TOTAL SHTS.	589

7.00.7203
\PROJECTS\ser2\newdrive\Surveys\12-19-3 alignal.west.dgn
[illegible]

SPAN WIRE SCHEDULE

SPAN	LENGTH	SPAN MOUNT HEIGHT	5% SAG	SPAN LOW POINT	BOTTOM OF LOWEST HEAD
*NORTH	67' FT.	25.0 FT.	3.35 FT.	21.65 FT.	17.25 FT.
*EAST	83 FT.	25.0 FT.	4.15 FT.	21.85 FT.	17.35 FT.
*SOUTH	88 FT.	26.0 FT.	4.40 FT.	21.60 FT.	17.10 FT.
*WEST	96 FT.	26.0 FT.	4.80 FT.	21.20 FT.	16.70 FT.

NOTE: FIELD ADJUSTMENTS AS REQUIRED

POLE SCHEDULE

POLE *	POLE TYPE	HEIGHT	MATERIAL
*1	STRAIN	28'	STEEL
2	PEDESTRIAN	10'	ALUMINUM
3	PEDESTRIAN	10'	ALUMINUM
4	PEDESTRIAN	10'	ALUMINUM
*5	STRAIN	32'	STEEL
*6	STRAIN	32'	STEEL
*7	STRAIN	32'	STEEL

* DENOTES EXISTING

PROPOSED SIGNING

A West Ave D3-1 60"x24"

A Atlantic Ave D3-1 90"x24"

PHASE 13, STAGE 1 SIGNAL NOTES

1. REMOVE EXISTING 3-SECTION SIGNAL HEADS FOR EB AND WB SR 26 AND REPLACE WITH PROPOSED 5-SECTION SIGNAL HEADS *1 AND *3 AT ULTIMATE LOCATIONS SHOWN.
2. SLIDE EXISTING SIGNAL HEADS AND OPTICOM RECIEVERS TO ULTIMATE LOCATIONS SHOWN.
3. ACTIVATE PROPOSED SIGNAL INSTALLATION AND DEACTIVATE EXISTING MICROWAVE DETECTION SIGNAL INSTALLATION.
4. REMOVE EXISTING MICROWAVE DETECTORS AND ASSOCIATED CABLES.
5. PROPOSED PEDESTRIAN SIGNAL POLES, HEADS AND PUSH BUTTONS SHALL BE INSTALLED AND ACTIVATED.
6. PROPOSED PEDESTRIAN SIGNAL HEADS AND PUSH BUTTONS SHALL BE INSTALLED AND ACTIVATED.

CONDUIT RUN SCHEDULE

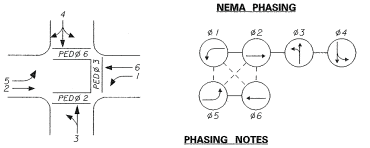
CO*	# OF CONDUITS	SIZE	LENGTH	B/T/O	AMOUNT AND TYPE OF CABLE/ WIRE
*1	1	2"	10'	-	EXISTING (1)#6 BSC (1)#8/2 UF,W/ GROUND)
*1A	1	2"	10'	-	EXISTING (1)#6 BSC (1)#8/2 UF,W/ GROUND)
*2	1	2.5"	10'	-	EXISTING (1)#6 BSC (4)#18/4 (2)#14/6 (4)MICROWAVE DETECTION HOMERUN CABLES) REMOVE (4)MICROWAVE DETECTION HOMERUN CABLES
*3	3	4"	20'	-	EXISTING COMMUNICATION CABLE NEW (3)#6 BSC (1)#14/2 (6)#14)
*4	1	2.5"	7'	-	NEW (1)#6 BSC (1)#14/9)
*5	1	2.5"	15'	-	NEW (1)#6 BSC (1)#14/9)
*6	1	4"	50'	-	NEW (1)#6 BSC (3)#14/2)
*7	1	1"	5'	-	NEW (4)#14/1
*8	1	4"	130'	-	NEW (1)#6 BSC (1)#14/2)
*9	1	1"	5'	-	NEW (2)#14/1
*10	1	4"	80'	-	NEW (1)#6 BSC (4)#14/2 (1)#14/9)
*11	1	1"	6'	-	NEW (4)#14/1
*12	1	3"	7'	-	NEW (1)#6 BSC (1)#14/9)
*13	1	4"	80'	-	NEW (1)#6 BSC (2)#14/2)
*14	1	1"	5'	-	NEW (4)#14/1
*15	1	4"	90'	-	NEW (1)#6 BSC (4)#14/2 (3)#14/9)
*16	1	2.5"	45'	-	NEW (1)#6 BSC (1)#14/9)
*17	1	3"	3'	-	NEW (1)#6 BSC (1)#14/9)
*18	1	1"	12'	-	NEW (4)#14/1
*19	1	4"	95'	-	NEW (1)#6 BSC (1)#14/2 (1)#14/9)
*20	1	3"	15'	-	NEW (1)#6 BSC (1)#14/9)
*21	1	4"	145'	-	NEW (1)#6 BSC (1)#14/2)
*22	1	1"	5'	-	NEW (2)#14/1
*F49	1	4"	110'	-	EXISTING COMMUNICATION CABLE (SEE SIGNING AND STRIPING PLANS)
*F50	1	4"	340'	-	EXISTING COMMUNICATION CABLE (SEE SIGNING AND STRIPING PLANS)
*F51	1	4"	70'	-	EXISTING COMMUNICATION CABLE (SEE SIGNING AND STRIPING PLANS)
*F52	1	4"	325'	-	EXISTING COMMUNICATION CABLE (SEE SIGNING AND STRIPING PLANS)

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

SECTION 1
PHASE 13, STAGE 1

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.

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 (TYPE I OR 2)
- EXISTING LOOP DETECTOR (TYPE I OR 2)
- REMOVE BY CONTRACTOR
- REMOVE BY OTHERS
- ABANDON
- PROPOSED POLE BASE IDENTIFIER (TYPE OF POLE BASE)
- EXISTING POLE BASE IDENTIFIER (TYPE OF POLE BASE)
- PROPOSED POLE IDENTIFIER (# OF POLE)
- EXISTING POLE IDENTIFIER (# OF POLE)
- PROPOSED JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL)
- EXISTING JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL)
- PROPOSED CONDUIT RUN IDENTIFIER (# OF CONDUIT RUN)
- EXISTING CONDUIT RUN IDENTIFIER (# OF CONDUIT RUN)
- PROPOSED OVERHEAD RUN IDENTIFIER (# OF OVERHEAD RUN)
- EXISTING OVERHEAD RUN IDENTIFIER (# OF OVERHEAD RUN)
- PROPOSED MAST ARM IDENTIFIER (SEE MAST ARM SCHEDULE)
- EXISTING MAST ARM IDENTIFIER (SEE MAST ARM SCHEDULE)
- PROPOSED CABINET IDENTIFIER (TYPE OF CABINET)
- EXISTING CABINET IDENTIFIER (TYPE OF CABINET)
- 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 DRUMS
- EXISTING PLASTIC DRUMS

GENERAL SIGNAL NOTES

1. ALL SIGNAL EQUIPMENT REMOVED FROM A PROJECT IS TO BE RETURNED TO DELDOT TRAFFIC-DOVER, DELAWARE
2. POLE BASES, CABINET BASE, AND CONDUIT JUNCTION WELLS ARE TO BE REMOVED IN ACCORDANCE WITH SECTION 203 AND 208 OF THE STANDARD SPECIFICATIONS OR AS DIRECTED BY ENGINEER. EXISTING CONDUIT IS TO BE ABANDONED EXCEPT WHERE SHOWN.
3. ALL GALVANIZED RIGID CONDUIT (GRC) SHALL BE REAMED AND THREADED. ALL GRC 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 (5.0% 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 ADJOINING 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 COUNTDOWN TYPE.
7. ALL #1, 2, 2.5, AND 3" CONDUITS SHALL BE SCHEDULE 80 PVC WITH THE EXCEPTION OF 4" BORED CONDUIT WHICH SHALL BE SDR-13.5 HDPE. ALL 1" CONDUITS LESS THAN OR EQUAL TO 6'-0" SHALL BE LIQUID TIGHT FLEXIBLE NON-METALLIC AND ALL 1" CONDUITS GREATER THAN 6'-0" SHALL BE RIGID GALVANIZED.

RECOMMENDED [signature]	DATE: 05/15/13	RECOMMENDED Cinthia Dave	DATE: 7/12/13
RECOMMENDED	DATE:	APPROVED TRAFFIC ENGINEER [signature]	DATE: 7/11/13
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	T200411210
COUNTY	SUSSEX
PERMIT NO.	S299
DESIGNED BY:	MSK
CHECKED BY:	BAM

SIGNAL PLAN
SR 26 @ WEST AVENUE

SHEET NO.	545
TOTAL SHTS.	589

7/10/2013
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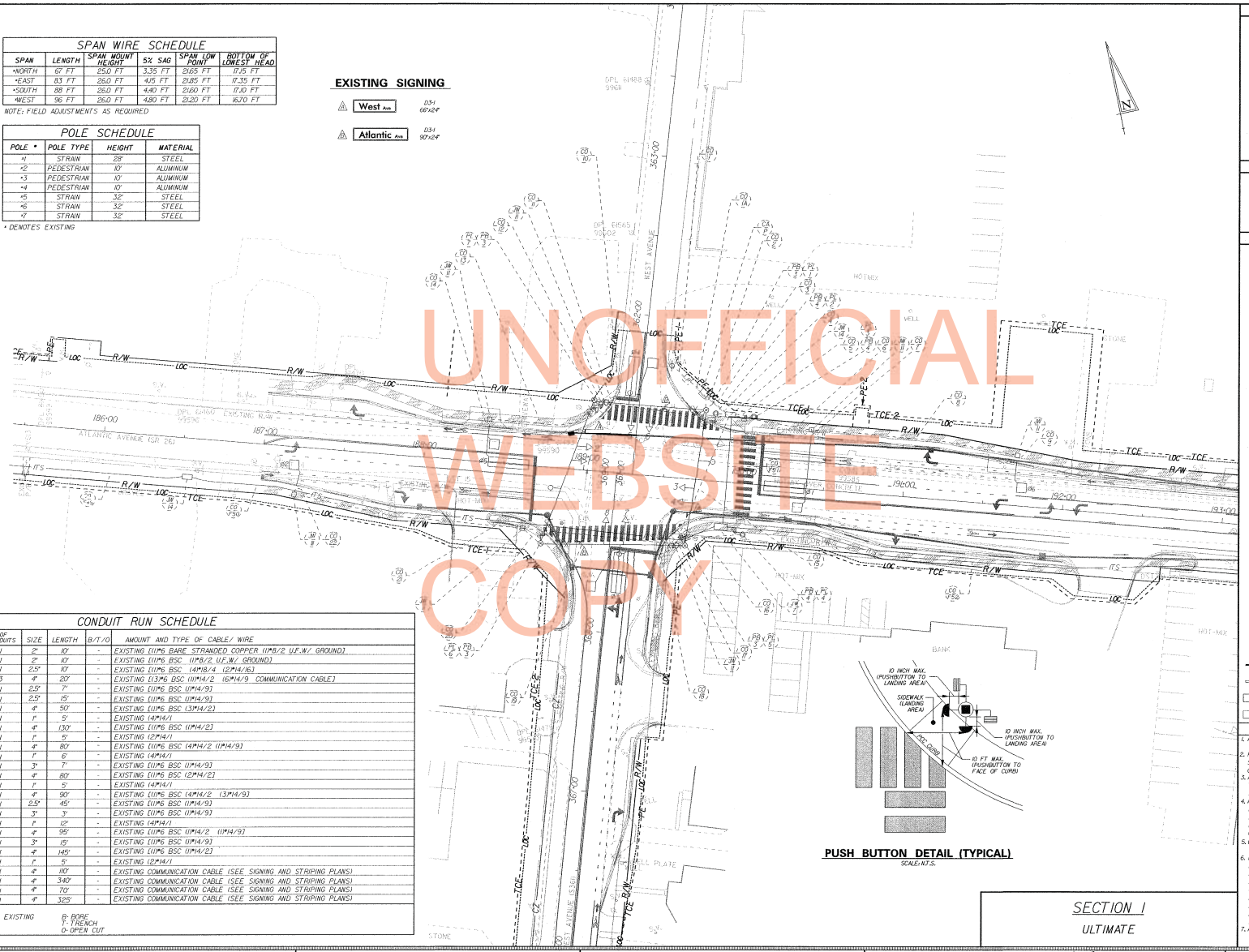
Default



SPAN WIRE SCHEDULE

SPAN	LENGTH	SPAN MOUNT HEIGHT	5% SAG	SPAN LOW POINT	BOTTOM OF LOWEST HEAD
*NORTH	67 FT	25.0 FT	3.35 FT	21.65 FT	17.65 FT
*EAST	83 FT	26.0 FT	4.15 FT	21.85 FT	17.35 FT
*SOUTH	88 FT	26.0 FT	4.40 FT	21.60 FT	17.10 FT
*WEST	96 FT	26.0 FT	4.80 FT	21.20 FT	16.70 FT

NOTE: FIELD ADJUSTMENTS AS REQUIRED

POLE SCHEDULE

POLE *	POLE TYPE	HEIGHT	MATERIAL
*1	STRAIN	28'	STEEL
*2	PEDESTRIAN	10'	ALUMINUM
*3	PEDESTRIAN	10'	ALUMINUM
*4	PEDESTRIAN	10'	ALUMINUM
*5	STRAIN	32'	STEEL
*6	STRAIN	32'	STEEL
*7	STRAIN	32'	STEEL

* DENOTES EXISTING

CONDUIT RUN SCHEDULE

CO*	* OF CONDUITS	SIZE	LENGTH	B/T/O	AMOUNT AND TYPE OF CABLE/ WIRE
*1	1	2"	10'	-	EXISTING (1)#6 BARE STRANDED COPPER ((1)#8/2 UF,W/ GROUND)
*1A	1	2"	10'	-	EXISTING (1)#6 BSC ((1)#8/2 UF,W/ GROUND)
*2	1	2.5"	10'	-	EXISTING (1)#6 BSC (4)#18/4 (2)#14/16)
*3	3	4"	20'	-	EXISTING ((3)#6 BSC ((1)#14/2 (6)#14/9 COMMUNICATION CABLE)
*4	1	2.5"	7'	-	EXISTING ((1)#6 BSC (1)#14/9)
*5	1	2.5"	15'	-	EXISTING ((1)#6 BSC (1)#14/9)
*6	1	4"	50'	-	EXISTING ((1)#6 BSC ((3)#14/2)
*7	1	1"	5'	-	EXISTING (4)#14/1
*8	1	4"	130'	-	EXISTING ((1)#6 BSC ((1)#14/2)
*9	1	1"	5'	-	EXISTING (2)#14/1
*10	1	4"	80'	-	EXISTING ((1)#6 BSC (4)#14/2 ((1)#14/9)
*11	1	1"	6'	-	EXISTING (4)#14/1
*12	1	3"	7'	-	EXISTING ((1)#6 BSC ((1)#14/9)
*13	1	4"	80'	-	EXISTING ((1)#6 BSC ((2)#14/2)
*14	1	1"	5'	-	EXISTING (4)#14/1
*15	1	4"	90'	-	EXISTING ((1)#6 BSC (4)#14/2 (3)#14/9)
*16	1	2.5"	45'	-	EXISTING ((1)#6 BSC ((1)#14/9)
*17	1	3"	3'	-	EXISTING ((1)#6 BSC ((1)#14/9)
*18	1	1"	12'	-	EXISTING (4)#14/1
*19	1	4"	95'	-	EXISTING ((1)#6 BSC ((1)#14/2 ((1)#14/9)
*20	1	3"	15'	-	EXISTING ((1)#6 BSC ((1)#14/9)
*21	1	4"	145'	-	EXISTING ((1)#6 BSC ((1)#14/2)
*22	1	1"	5'	-	EXISTING (2)#14/1
*F49	1	4"	110'	-	EXISTING COMMUNICATION CABLE (SEE SIGNING AND STRIPING PLANS)
*F50	1	4"	340'	-	EXISTING COMMUNICATION CABLE (SEE SIGNING AND STRIPING PLANS)
*F51	1	4"	70'	-	EXISTING COMMUNICATION CABLE (SEE SIGNING AND STRIPING PLANS)
*F52	1	4"	325'	-	EXISTING COMMUNICATION CABLE (SEE SIGNING AND STRIPING PLANS)

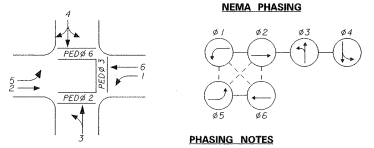
LEGEND
* DENOTES EXISTING
B- BORE
T- TRENCH
O- OPEN CUT

PUSH BUTTON DETAIL (TYPICAL)
SCALE: N.T.S.

SECTION I
ULTIMATE

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.

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 (TYPE 1 OR 2)
- EXISTING LOOP DETECTOR (TYPE 1 OR 2)
- REMOVE BY CONTRACTOR
- REMOVE BY OTHERS
- ABANDON
- PROPOSED POLE BASE, IDENTIFIER (TYPE OF POLE BASE)
- EXISTING POLE BASE, IDENTIFIER (TYPE OF POLE BASE)
- PROPOSED POLE IDENTIFIER (# OF POLE)
- EXISTING POLE IDENTIFIER (# OF POLE)
- PROPOSED JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL)
- EXISTING JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL)
- PROPOSED CONDUIT RUN IDENTIFIER (# OF CONDUIT RUN)
- EXISTING CONDUIT RUN IDENTIFIER (# OF CONDUIT RUN)
- PROPOSED OVERHEAD RUN IDENTIFIER (# OF OVERHEAD RUN)
- EXISTING OVERHEAD RUN IDENTIFIER (# OF OVERHEAD RUN)
- PROPOSED MAST ARM IDENTIFIER (SEE MAST ARM SCHEDULE)
- EXISTING MAST ARM IDENTIFIER (SEE MAST ARM SCHEDULE)
- PROPOSED CABINET IDENTIFIER (TYPE OF CABINET)
- EXISTING CABINET IDENTIFIER (TYPE OF CABINET)
- 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 DRUMS
- EXISTING PLASTIC DRUMS

GENERAL SIGNAL NOTES

1. ALL SIGNAL EQUIPMENT REMOVED FROM A PROJECT IS TO BE RETURNED TO DELDOT TRAFFIC-DOVER, DELAWARE.
2. POLE BASES, CABINET BASE, AND CONDUIT JUNCTION WELLS ARE TO BE REMOVED IN ACCORDANCE WITH SECTION 209 AND 202 OF THE STANDARD SPECIFICATIONS OR AS DIRECTED BY ENGINEER. EXISTING CONDUIT IS TO BE ABANDONED EXCEPT WHERE SHOWN.
3. ALL GALVANIZED RIGID CONDUIT (GRC) SHALL BE REAMED AND THREADED. ALL GRC 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 (SLOPE) 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 ADJOINING 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 COUNTDOWN TYPE.
7. ALL 4", 3", 2.5", AND 2" CONDUITS SHALL BE SCHEDULE 80 PVC WITH THE EXCEPTION OF 4" BORED CONDUIT WHICH SHALL BE SDR-13.5 HDPE. ALL 1" CONDUITS LESS THAN OR EQUAL TO 6'-0" SHALL BE LIQUID TIGHT FLEXIBLE NON-METALLIC AND ALL 1" CONDUITS GREATER THAN 6'-0" SHALL BE RIGID GALVANIZED.

RECOMMENDED [signature]	DATE: 05/15/13	RECOMMENDED Chelsea Dave	DATE: 7/12/13
RECOMMENDED	DATE:	APPROVED TRAFFIC ENGINEER [signature]	DATE: 7/12/13
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	T200411210
COUNTY	SUSSEX
PERMIT NO.	S299
DESIGNED BY:	MSK
CHECKED BY:	BAM

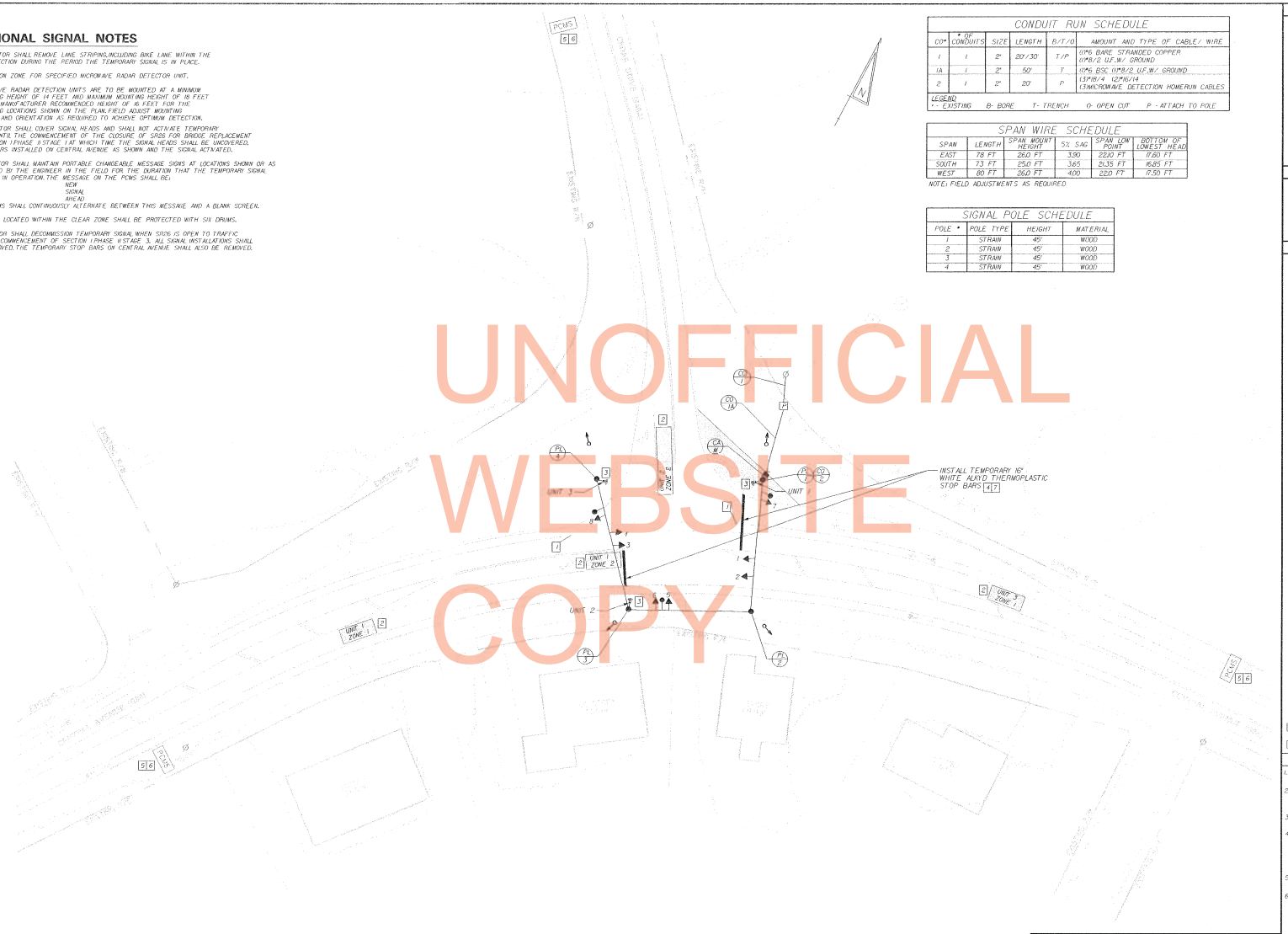
SIGNAL PLAN
SR 26 @ WEST AVENUE (ULTIMATE)

SHEET NO.	546
TOTAL SHTS.	589

7/12/2013
C:\Projects\Sr26Clarksville\Survey\tp-ultimate_signal_west.dgn
Bentley

ADDITIONAL SIGNAL NOTES

1. CONTRACTOR SHALL REMOVE LANE STRIPING, INCLUDING BIKE LANE WITHIN THE INTERSECTION DURING THE PERIOD THE TEMPORARY SIGNAL IS IN PLACE.
2. DETECTION ZONE FOR SPECIFIED MICROWAVE RADAR DETECTOR UNIT.
3. MICROWAVE RADAR DETECTION UNITS ARE TO BE MOUNTED AT A MINIMUM MOUNTING HEIGHT OF 14 FEET AND MAXIMUM MOUNTING HEIGHT OF 18 FEET WITH A MANUFACTURER RECOMMENDED HEIGHT OF 16 FEET FOR THE MOUNTING LOCATIONS SHOWN ON THE PLAN. FIELD ADJUST MOUNTING HEIGHT AND ORIENTATION AS REQUIRED TO ACHIEVE OPTIMUM DETECTION.
4. CONTRACTOR SHALL COVER SIGNAL HEADS AND SHALL NOT ACTIVATE TEMPORARY SIGNAL UNTIL THE COMMENCEMENT OF THE CLOSURE OF SR26 FOR BRIDGE REPLACEMENT IN SECTION 1 PHASE 3 STAGE 1 AT WHICH TIME THE SIGNAL HEADS SHALL BE UNCOVERED, STOP BARS INSTALLED ON CENTRAL AVENUE AS SHOWN AND THE SIGNAL ACTIVATED.
5. CONTRACTOR SHALL MAINTAIN PORTABLE CHANGEABLE MESSAGE SIGNS AT LOCATIONS SHOWN OR AS DIRECTED BY THE ENGINEER IN THE FIELD FOR THE DURATION THAT THE TEMPORARY SIGNAL REMAINS IN OPERATION. THE MESSAGE ON THE PCMS SHALL BE:
   NEW
   SIGNAL
   AHEAD
   THE PCMS SHALL CONTINUOUSLY ALTERNATE BETWEEN THIS MESSAGE AND A BLANK SCREEN.
6. ANY PCMS LOCATED WITHIN THE CLEAR ZONE SHALL BE PROTECTED WITH SIX DRUMS.
7. CONTRACTOR SHALL DECOMMISSION TEMPORARY SIGNAL WHEN SR26 IS OPEN TO TRAFFIC AT THE COMMENCEMENT OF SECTION 1 PHASE 4 STAGE 3. ALL SIGNAL INSTALLATIONS SHALL BE REMOVED. THE TEMPORARY STOP BARS ON CENTRAL AVENUE SHALL ALSO BE REMOVED.



CONDUIT RUN SCHEDULE

CO*	# OF CONDUITS	SIZE	LENGTH	B/T/O	AMOUNT AND TYPE OF CABLE/ WIRE
1	1	2"	20'/30'	T/P	11#6 BARE STRANDED COPPER 1#8/2 U.F.W/ GROUND
1A	1	2"	50'	T	11#6 BSC 1#8/2 U.F.W/ GROUND
2	1	2"	20'	P	(3)#18/4 12#16/14 (3)MICROWAVE DETECTION HOMERUN CABLES

LEGEND
*- EXISTING B- BORE T- TRENCH O- OPEN CUT P - ATTACH TO POLE

SPAN WIRE SCHEDULE

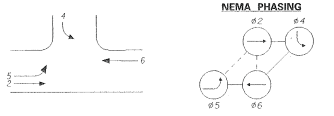
SPAN	LENGTH	SPAN MOUNT HEIGHT	% SAG	SPAN LOW POINT	BOTTOM OF LOWEST HEAD
EAST	78 FT	26.0 FT	3.90	22.10 FT	17.60 FT
SOUTH	73 FT	25.0 FT	3.65	21.35 FT	16.85 FT
WEST	80 FT	26.0 FT	4.00	22.0 FT	17.50 FT

NOTE: FIELD ADJUSTMENTS AS REQUIRED

SIGNAL POLE SCHEDULE

POLE *	POLE TYPE	HEIGHT	MATERIAL
1	STRAIN	45'	WOOD
2	STRAIN	45'	WOOD
3	STRAIN	45'	WOOD
4	STRAIN	45'	WOOD

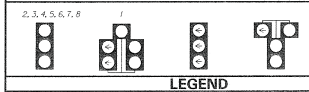
SIGNAL PHASING



PHASING NOTES

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

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 (TYPE 1 OR 2)
- EXISTING LOOP DETECTOR (TYPE 1 OR 2)
- REMOVE BY CONTRACTOR
- REMOVE BY OTHERS
- ABANDON
- PROPOSED POLE BASE IDENTIFIER (TYPE OF POLE BASE)
- EXISTING POLE BASE IDENTIFIER (TYPE OF POLE BASE)
- PROPOSED POLE IDENTIFIER (# OF POLE)
- EXISTING POLE IDENTIFIER (# OF POLE)
- PROPOSED JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL)
- EXISTING JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL)
- PROPOSED CONDUIT RUN IDENTIFIER (# OF CONDUIT RUN)
- EXISTING CONDUIT RUN IDENTIFIER (# OF CONDUIT RUN)
- PROPOSED OVERHEAD RUN IDENTIFIER (# OF OVERHEAD RUN)
- EXISTING OVERHEAD RUN IDENTIFIER (# OF OVERHEAD RUN)
- PROPOSED MAST ARM IDENTIFIER (SEE MAST ARM SCHEDULE)
- EXISTING MAST ARM IDENTIFIER (SEE MAST ARM SCHEDULE)
- PROPOSED CABINET IDENTIFIER (TYPE OF CABINET)
- EXISTING CABINET IDENTIFIER (TYPE OF CABINET)
- 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 DRUMS
- EXISTING PLASTIC DRUMS

GENERAL SIGNAL NOTES

1. ALL SIGNAL EQUIPMENT REMOVED FROM A PROJECT IS TO BE RETURNED TO DELDOT TRAFFIC DOVER, DELAWARE
2. 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.
3. ALL 4", 2.5" AND 2" CONDUITS SHALL BE SCHEDULE 80 PVC WITH THE EXCEPTION OF 4" BORED CONDUIT WHICH SHALL BE SDR-13.5 HDPE.
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. ALL PROPOSED SIGNAL WORK AND CORRESPONDING M.O.T. SHALL BE COMPLETED BY DELDOT'S TRAFFIC CONTRACTOR.
6. ROADWAY GEOMETRY AND EXISTING CONDITIONS ARE BASED ON A COMBINATION OF AERIAL PHOTOS AND CONSTRUCTION PLAN FOR SR4 & S349A, OCEAN VIEW SAFETY DATED APRIL 22, 1996. SOURCE OF RIGHT-OF-WAY HAS ALSO BEEN BEEN TAKEN FROM THE PREVIOUSLY MENTIONED PLAN.

SECTION 1
PHASE 5 , STAGE 1

RECOMMENDED [signature] DATE: 05/15/13	RECOMMENDED Chelsea Dave DATE: 7/12/13	RECOMMENDED _____ DATE: _____	APPROVED TRAFFIC ENGINEER [signature] DATE: 7/12/13

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	T200411210
COUNTY	SUSSEX
PERMIT NO.	S329
DESIGNED BY:	MSK
CHECKED BY:	BAM

SIGNAL PLAN
CENTRAL AVE. @ CEDAR DR.
(TEMPORARY CONSTR. SIGNAL)

SHEET NO.	547
TOTAL SHTS.	589

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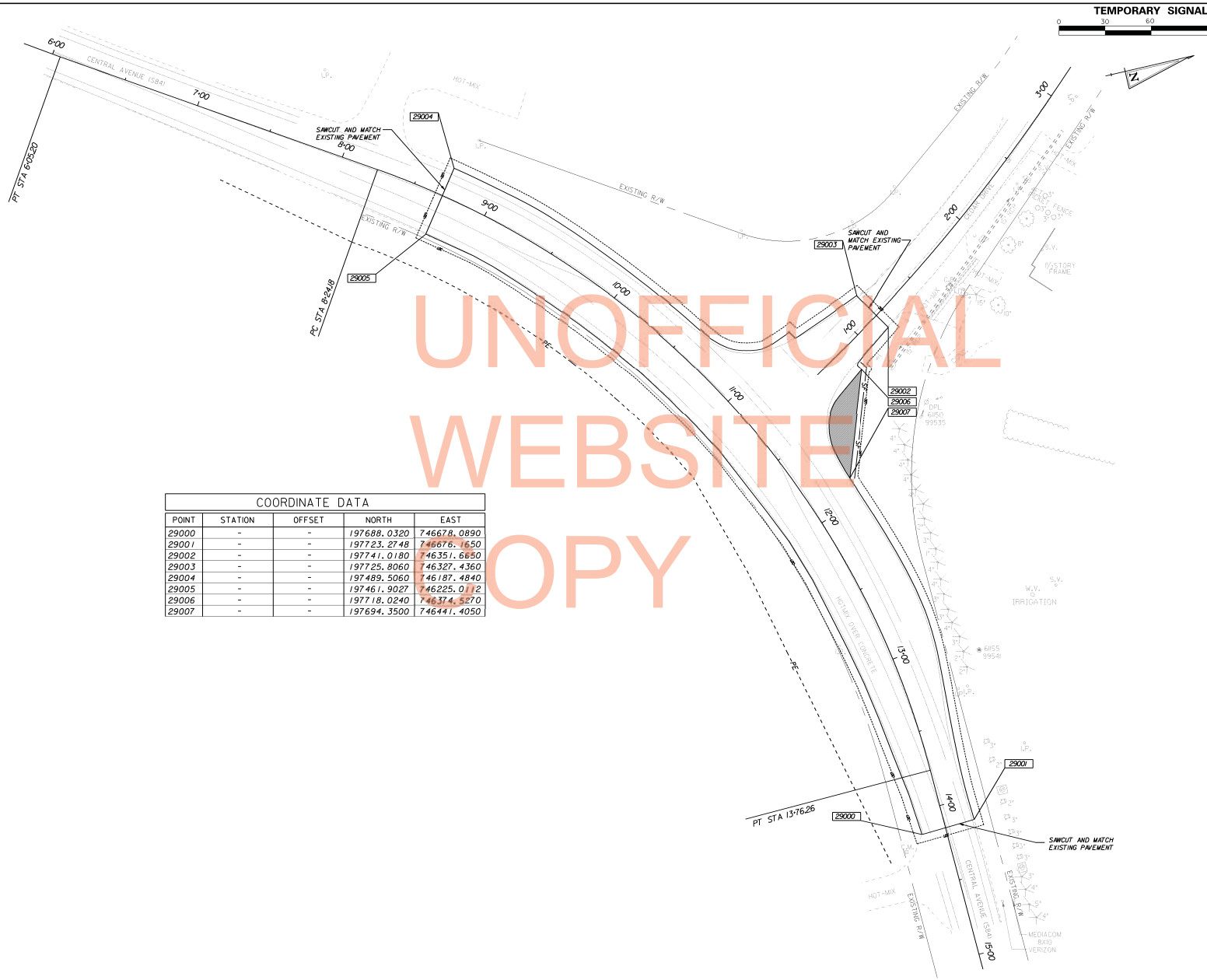

CONTRACT	COUNTY	F.A.P. NO.	SHEET NO.	TOTAL SHTS.
T200411210	SUSSEX	SEE TITLE SHEET	548	589

SR 26, ATLANTIC AVENUE FROM CLARKSVILLE TO ASSAWOMAN CANAL

REVISIONS	

NOTES:

1. CONTRACTOR SHALL CONSTRUCT PAVEMENT WIDENING AS SHOWN USING THE FULL DEPTH PAVEMENT SECTION PRIOR TO ACTIVATING THE TEMPORARY SIGNAL.

2. ALL SIGNING AND STRIPING (SEE FOLLOWING PLAN SHEET) SHALL BE INSTALLED PRIOR TO ACTIVATING THE TEMPORARY SIGNAL.

3. FOLLOWING DE-ACTIVATION OF THE TEMPORARY SIGNAL, THE INTERSECTION SHALL BE MILLED 1.25" USING ITEM 760000 - PAVEMENT - MILLING, HOT-MIX, OVERLAY MILLED AREA WITH 1.25" ITEM 401830 - WMA, SUPERPAVE, TYPE C, 160 GYRATIONS, PG 70-22 (NON-CARBONATE STONE) PER THE LIMITS SHOWN ON THE SHEET.

COORDINATE DATA

POINT	STATION	OFFSET	NORTH	EAST
29000	-	-	197688.0320	746678.0890
29001	-	-	197723.2748	746676.1650
29002	-	-	197741.0180	746351.6650
29003	-	-	197725.8060	746327.4360
29004	-	-	197489.5060	746187.4840
29005	-	-	197461.9027	746225.0112
29006	-	-	197718.0240	746374.5270
29007	-	-	197694.3500	746441.4050

PREL. TRACING _____ DESIGN _____ CHK'D. _____

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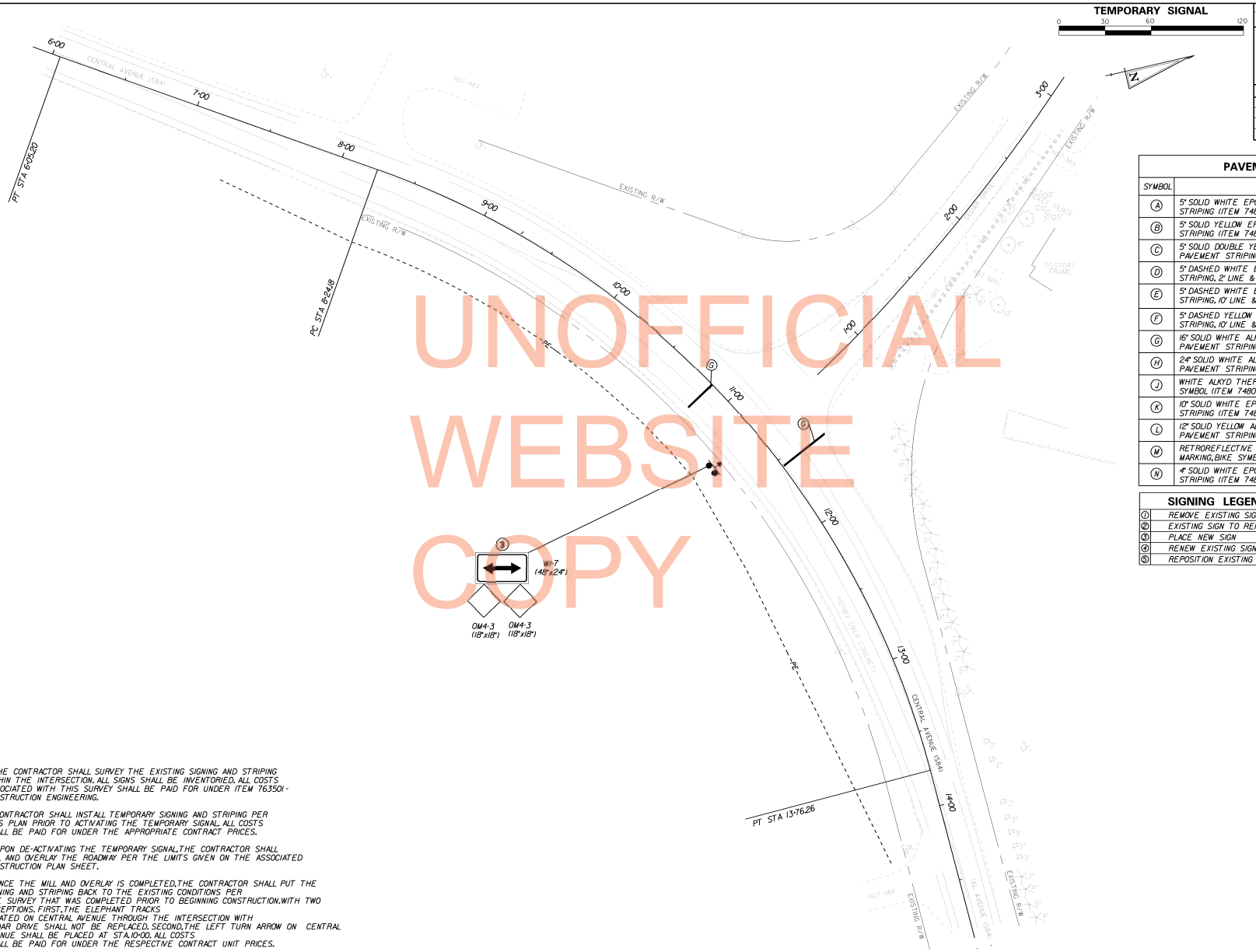
jdavis



CONTRACT	COUNTY	F.A.P. NO.	SHEET NO.	TOTAL SHTS.
T200411210	SUSSEX	SEE TITLE SHEET	549	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)	0 LF
(B)	5" SOLID YELLOW EPOXY RESIN PAVEMENT STRIPING (ITEM 748548)	0 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)	0 LF
(G)	16" SOLID WHITE ALKYD THERMOPLASTIC PAVEMENT STRIPING (ITEM 748015)	55 SF
(H)	24" SOLID WHITE ALKYD THERMOPLASTIC PAVEMENT STRIPING (ITEM 748015)	0 SF
(J)	WHITE ALKYD THERMOPLASTIC PAVEMENT SYMBOL (ITEM 748015)	0 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 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

1. THE CONTRACTOR SHALL SURVEY THE EXISTING SIGNING AND STRIPING WITHIN THE INTERSECTION. ALL SIGNS SHALL BE INVENTORIED. ALL COSTS ASSOCIATED WITH THIS SURVEY SHALL BE PAID FOR UNDER ITEM 763501 - CONSTRUCTION ENGINEERING.

2. CONTRACTOR SHALL INSTALL TEMPORARY SIGNING AND STRIPING PER THIS PLAN PRIOR TO ACTIVATING THE TEMPORARY SIGNAL. ALL COSTS SHALL BE PAID FOR UNDER THE APPROPRIATE CONTRACT PRICES.

3. UPON DE-ACTIVATING THE TEMPORARY SIGNAL, THE CONTRACTOR SHALL MILL AND OVERLAY THE ROADWAY PER THE LIMITS GIVEN ON THE ASSOCIATED CONSTRUCTION PLAN SHEET.

4. ONCE THE MILL AND OVERLAY IS COMPLETED, THE CONTRACTOR SHALL PUT THE SIGNING AND STRIPING BACK TO THE EXISTING CONDITIONS PER THE SURVEY THAT WAS COMPLETED PRIOR TO BEGINNING CONSTRUCTION. WITH TWO EXCEPTIONS. FIRST, THE ELEPHANT TRACKS LOCATED ON CENTRAL AVENUE THROUGH THE INTERSECTION WITH CEDAR DRIVE SHALL NOT BE REPLACED. SECOND, THE LEFT TURN ARROW ON CENTRAL AVENUE SHALL BE PLACED AT STA. 10+00. ALL COSTS SHALL BE PAID FOR UNDER THE RESPECTIVE CONTRACT UNIT PRICES.

PREL. TRACING _____ DESIGN _____ CHK'D. _____

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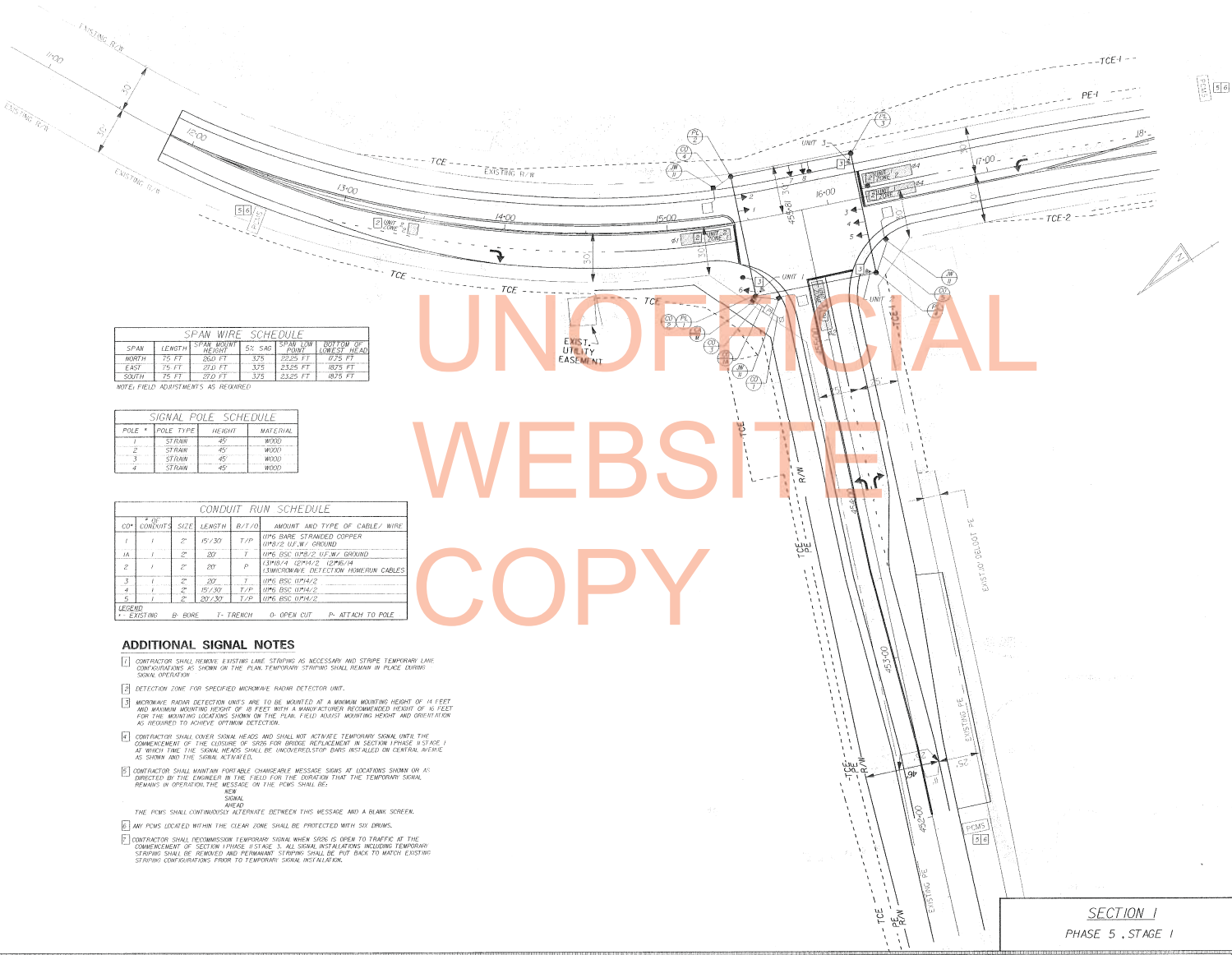


SPAN WIRE SCHEDULE

SPAN	LENGTH	SPAN MOUNT HEIGHT	% SAG	SPAN LOW POINT	BOTTOM OF LOWEST HEAD
NORTH	75 FT.	28.0 FT.	3.75	22.25 FT.	18.75 FT.
EAST	75 FT.	27.0 FT.	3.75	23.25 FT.	18.75 FT.
SOUTH	75 FT.	27.0 FT.	3.75	23.25 FT.	18.75 FT.

NOTE: FIELD ADJUSTMENTS AS REQUIRED

SIGNAL POLE SCHEDULE

POLE #	POLE TYPE	HEIGHT	MATERIAL
1	STRAIN	45'	WOOD
2	STRAIN	45'	WOOD
3	STRAIN	45'	WOOD
4	STRAIN	45'	WOOD

CONDUIT RUN SCHEDULE

CO*	# OF CONDUITS	SIZE	LENGTH	B/T/O	AMOUNT AND TYPE OF CABLE/ WIRE
1	1	2"	15'/30'	T/P	(1)#6 BARE STRANDED COPPER (1)#8/2 U.F.W/ GROUND
1A	1	2"	20'	T	(1)#6 BSC (1)#8/2 U.F.W/ GROUND
2	1	2"	20'	P	(3)#10/4 (2)#14/2 (2)#6/4 (3)MICROWAVE DETECTION HOMERUN CABLES
3	1	2"	20'	T	(1)#6 BSC (1)#14/2
4	1	2"	15'/30'	T/P	(1)#6 BSC (1)#14/2
5	1	2"	20'/30'	T/P	(1)#6 BSC (1)#14/2

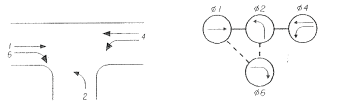
LEGEND
* - EXISTING B- BORE T- TRENCH O- OPEN CUT P- ATTACH TO POLE

ADDITIONAL SIGNAL NOTES

1. CONTRACTOR SHALL REMOVE EXISTING LANE STRIPING AS NECESSARY AND STRIPE TEMPORARY LANE CONFIGURATIONS AS SHOWN ON THE PLAN. TEMPORARY STRIPING SHALL REMAIN IN PLACE DURING SIGNAL OPERATION.
2. DETECTION ZONE FOR SPECIFIED MICROWAVE RADAR DETECTOR UNIT.
3. MICROWAVE RADAR DETECTION UNITS ARE TO BE MOUNTED AT A MINIMUM MOUNTING HEIGHT OF 14 FEET AND MAXIMUM MOUNTING HEIGHT OF 18 FEET WITH A MANUFACTURERS RECOMMENDED HEIGHT OF 16 FEET FOR THE MOUNTING LOCATIONS SHOWN ON THE PLAN. FIELD ADJUST MOUNTING HEIGHT AND ORIENTATION AS REQUIRED TO ACHIEVE OPTIMUM DETECTION.
4. CONTRACTOR SHALL COVER SIGNAL HEADS AND SHALL NOT ACTIVATE TEMPORARY SIGNAL UNTIL THE COMMENCEMENT OF THE CLOSURE OF SR26 FOR BRIDGE REPLACEMENT IN SECTION 1 PHASE 1 STAGE 1 AT WHICH TIME THE SIGNAL HEADS SHALL BE UNCOVERED, STOP BARS INSTALLED ON CENTRAL AVENUE AS SHOWN AND THE SIGNAL ACTIVATED.
5. CONTRACTOR SHALL MAINTAIN PORTABLE CHANGEABLE MESSAGE SIGNS AT LOCATIONS SHOWN OR AS DIRECTED BY THE ENGINEER IN THE FIELD FOR THE DURATION THAT THE TEMPORARY SIGNAL REMAINS IN OPERATION. THE MESSAGE ON THE PCMS SHALL BE:
   NEW
   SIGNAL
   AHEAD
   THE PCMS SHALL CONTINUOUSLY ALTERNATE BETWEEN THIS MESSAGE AND A BLANK SCREEN.
6. ANY PCMS LOCATED WITHIN THE CLEAR ZONE SHALL BE PROTECTED WITH SIX DRUMS.
7. CONTRACTOR SHALL DECOMMISSION TEMPORARY SIGNAL WHEN SR26 IS OPEN TO TRAFFIC AT THE COMMENCEMENT OF SECTION 1 PHASE 1 STAGE 3. ALL SIGNAL INSTALLATIONS INCLUDING TEMPORARY STRIPING SHALL BE REMOVED AND PERMANENT STRIPING SHALL BE PUT BACK TO MATCH EXISTING STRIPING CONFIGURATIONS PRIOR TO TEMPORARY SIGNAL INSTALLATION.

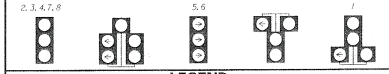
SIGNAL PHASING

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.

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 (TYPE 1 OR 2)
- EXISTING LOOP DETECTOR (TYPE 1 OR 2)
- REMOVE BY CONTRACTOR
- REMOVE BY OTHERS
- ABANDON
- PROPOSED POLE BASE IDENTIFIER (TYPE OF POLE BASE)
- EXISTING POLE BASE IDENTIFIER (TYPE OF POLE BASE)
- PROPOSED POLE IDENTIFIER (# OF POLE)
- EXISTING POLE IDENTIFIER (# OF POLE)
- PROPOSED JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL)
- EXISTING JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL)
- PROPOSED CONDUIT RUN IDENTIFIER (# OF CONDUIT RUN)
- EXISTING CONDUIT RUN IDENTIFIER (# OF CONDUIT RUN)
- PROPOSED OVERHEAD RUN IDENTIFIER (# OF OVERHEAD RUN)
- EXISTING OVERHEAD RUN IDENTIFIER (# OF OVERHEAD RUN)
- PROPOSED MAST ARM IDENTIFIER (SEE MAST ARM SCHEDULE)
- EXISTING MAST ARM IDENTIFIER (SEE MAST ARM SCHEDULE)
- PROPOSED CABINET IDENTIFIER (TYPE OF CABINET)
- EXISTING CABINET IDENTIFIER (TYPE OF CABINET)
- 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 DRUMS
- EXISTING PLASTIC DRUMS

GENERAL SIGNAL NOTES

1. ALL SIGNAL EQUIPMENT REMOVED FROM A PROJECT IS TO BE RETURNED TO DELDOT TRAFFIC-DOVER, DELAWARE.
2. POLE BASES, CABINET BASE, AND CONDUIT JUNCTION WELLS ARE TO BE REMOVED IN ACCORDANCE WITH SECTION 209 AND 202 OF THE STANDARD SPECIFICATIONS OR AS DIRECTED BY ENGINEER. EXISTING CONDUIT IS TO BE ABANDONED EXCEPT WHERE SHOWN.
3. ALL #7, 2.5" AND 2" CONDUITS SHALL BE SCHEDULE 80 PVC WITH THE EXCEPTION OF 4" BORED CONDUIT WHICH SHALL BE SDR-13.5 HDPE.
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. ALL PROPOSED SIGNAL WORK AND CORRESPONDING M.O.T. SHALL BE COMPLETED BY DELDOT'S TRAFFIC CONTRACTOR.
6. ROADWAY GEOMETRY AND EXISTING CONDITIONS ARE BASED ON A COMBINATION OF AERIAL PHOTOS AND CONSTRUCTION PLAN FOR SR4 & S349A, OCEANVIEW SAFETY DATED APRIL 22, 1986. SOURCE OF RIGHT-OF-WAY HAS ALSO BEEN BEEN TAKEN FROM THE PREVIOUSLY MENTIONED PLAN.

SECTION 1
PHASE 5 , STAGE 1

RECOMMENDED [signature]	DATE: 05/15/13	RECOMMENDED [signature]	DATE: 7/15/13	RECOMMENDED	DATE:
APPROVED TRAFFIC ENGINEER [signature]	DATE: 7/15/13	APPROVED FOR INSTALLATION CHIEF TRAFFIC ENGINEER [signature]	DATE: 7/15/13		

DELAWARE
DEPARTMENT OF TRANSPORTATION

ADDENDUM / REVISIONS

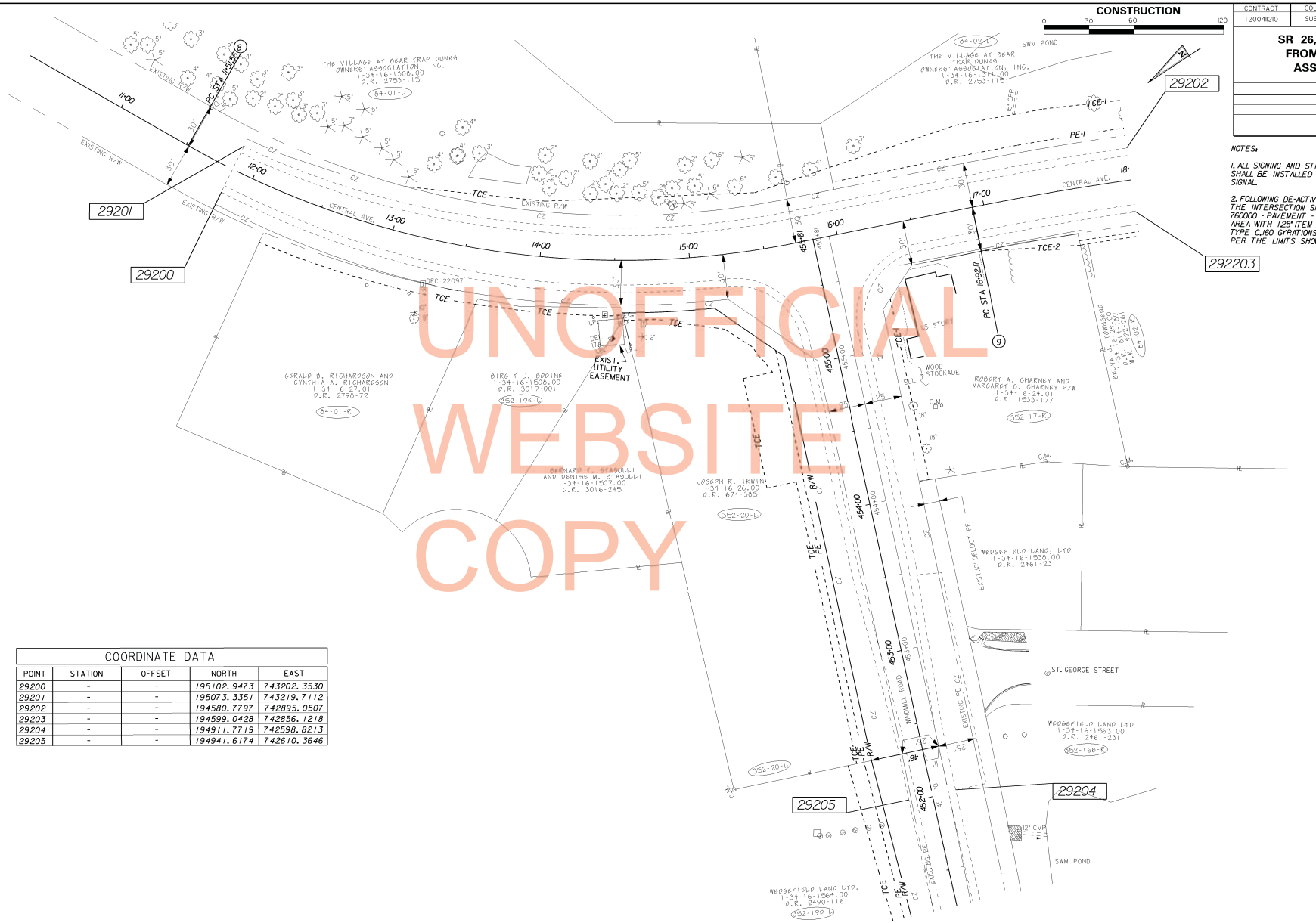
SCALE
0 30 60 90
FEET

SR 26, ATLANTIC AVENUE
FROM CLARKSVILLE TO
ASSAWOMAN CANAL

CONTRACT	T200418210
COUNTY	SUSSEX
PERMIT NO.	S341
DESIGNED BY:	MSK
CHECKED BY:	BAM

SIGNAL PLAN
CENTRAL AVE. @ WINDMILL DR
(TEMPORARY CONSTR. SIGNAL)

SHEET NO.	550
TOTAL SHTS.	589



CONTRACT	COUNTY	F.A.P. NO.	SHEET NO.	TOTAL SHTS.
T200411210	SUSSEX	SEE TITLE SHEET	551	589

SR 26, ATLANTIC AVENUE FROM CLARKSVILLE TO ASSAWOMAN CANAL

REVISIONS	

NOTES:

1. ALL SIGNING AND STRIPING (SEE FOLLOWING PLAN SHEET) SHALL BE INSTALLED PRIOR TO ACTIVATING THE TEMPORARY SIGNAL.

2. FOLLOWING DE-ACTIVATION OF THE TEMPORARY SIGNAL, THE INTERSECTION SHALL BE MILLED 1.25" USING ITEM 760000 - PAVEMENT - MILLING, HOT-MIX, OVERLAY MILLED AREA WITH 1.25" ITEM 401830 - WMA, SUPERPAVE, TYPE C, 160 GYRATIONS, PG 70-22 (NON-CARBONATE STONE) PER THE LIMITS SHOWN ON THE SHEET.

COORDINATE DATA

POINT	STATION	OFFSET	NORTH	EAST
29200	-	-	195102.9473	743202.3530
29201	-	-	195073.3351	743219.7112
29202	-	-	194580.7797	742895.0507
29203	-	-	194599.0428	742856.1218
29204	-	-	194911.7719	742598.8213
29205	-	-	194941.6174	742610.3646

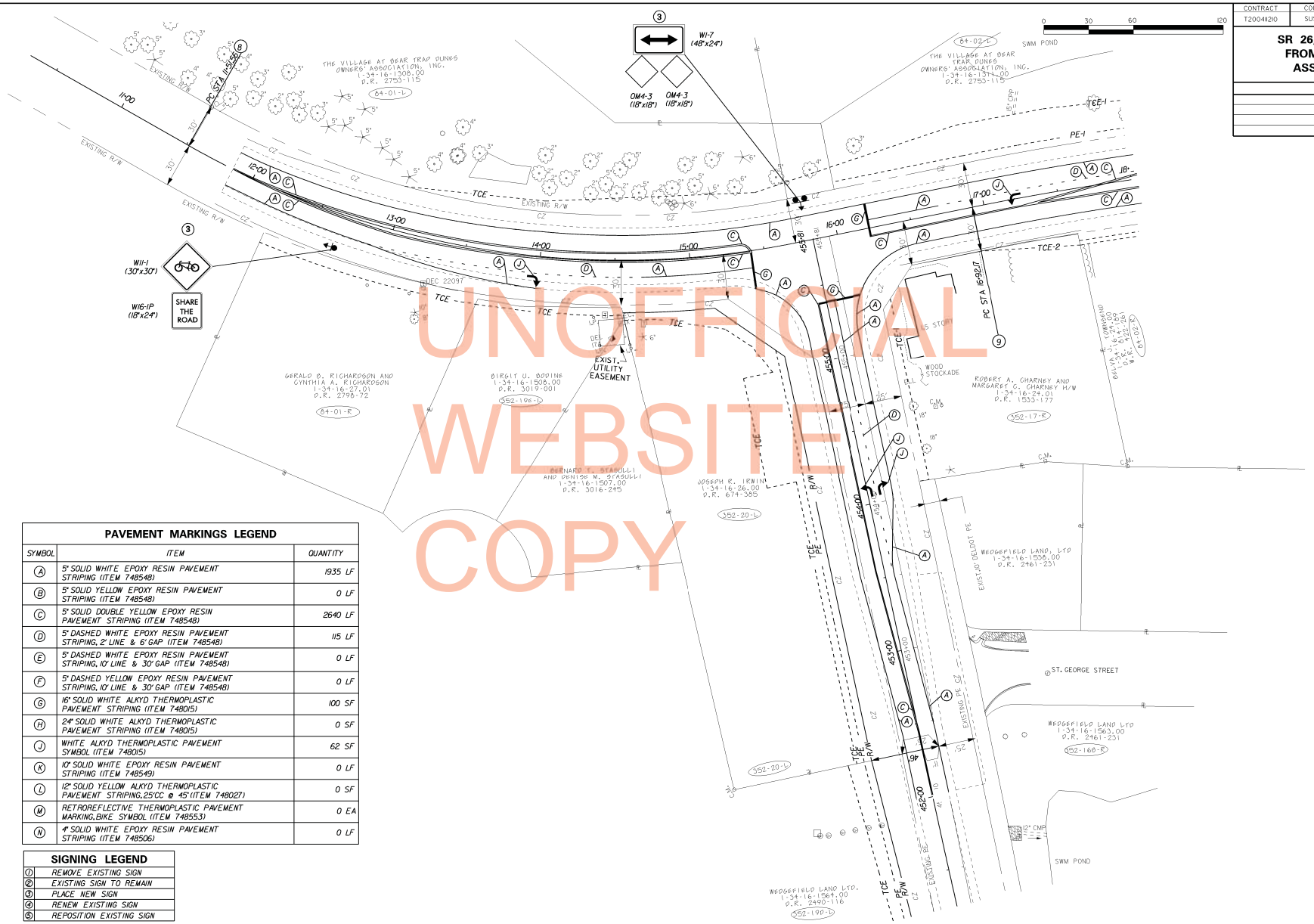
PREL. TRACING ____ DESIGN ____ CHK'D. ____

7/19/2013
J:\PROJECTS\surfacemainline\Survey\pss30_temp_signals_windmill.dgn
Gates

CONTRACT	COUNTY	F.A.P. NO.	SHEET NO.	TOTAL SHTS.
T200411210	SUSSEX	SEE TITLE SHEET	552	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)	1935 LF
(B)	5" SOLID YELLOW EPOXY RESIN PAVEMENT STRIPING (ITEM 748548)	0 LF
(C)	5" SOLID DOUBLE YELLOW EPOXY RESIN PAVEMENT STRIPING (ITEM 748548)	2640 LF
(D)	5" DASHED WHITE EPOXY RESIN PAVEMENT STRIPING, 2' LINE & 6' GAP (ITEM 748548)	115 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)	0 LF
(G)	16" SOLID WHITE ALKYD THERMOPLASTIC PAVEMENT STRIPING (ITEM 748015)	100 SF
(H)	24" SOLID WHITE ALKYD THERMOPLASTIC PAVEMENT STRIPING (ITEM 748015)	0 SF
(J)	WHITE ALKYD THERMOPLASTIC PAVEMENT SYMBOL (ITEM 748015)	62 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 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

PREL. TRACING _____ DESIGN _____ CHK'D. _____

7/17/2003
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48093

CONTRACT	COUNTY	F.A.P. NO.	SHEET NO.	TOTAL SHTS.
T20041210	SUSSEX	SEE TITLE SHEET	553	589

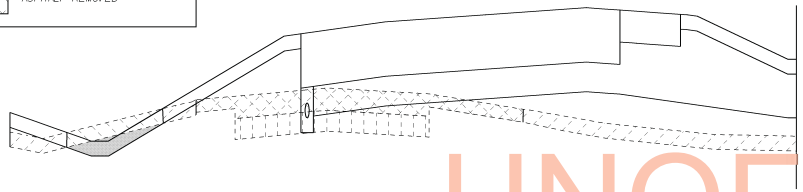
SR 26, ATLANTIC AVENUE FROM CLARKSVILLE TO ASSAWOMAN CANAL

REVISIONS

EARTHWORK SUMMARY

LEGEND

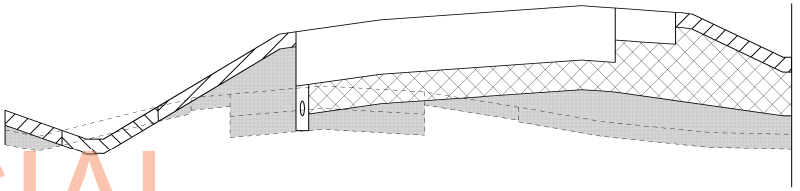
- EXCAVATION
- TOPSOIL REMOVED IN CUT
- TOPSOIL REMOVED UNDER FILL
- PCC PAVE. REMOVED
- ASPHALT REMOVED



MATERIAL REMOVED DETAIL
N.T.S.

LEGEND

- TOPSOIL PLACED IN CUT
- TOPSOIL PLACED IN FILL
- BORROW (TYPE A)
- BORROW (TYPE F)



MATERIAL PLACED DETAIL
N.T.S.

		SECTION 1	SECTION 2	SECTION 3	SECTION 4	TOTAL
	EXCAVATION					
1	FROM CROSS SECTIONS	13523.33	3540.67	2395.68	8321.24	27780.33
2	PLUS TOPSOIL REMOVED UNDER FILL	2771.49	446.32	1772.03	3568.14	8557.98
3	PLUS TOPSOIL REMOVED IN CUT	3570.57	735.85	857.28	1590.27	6753.97
4	PLUS ASPHALT REMOVED	6086.85	1668.50	1108.65	2437.02	11301.02
5	LESS PCC REMOVED	842.68	392.11	85.54	468.30	1788.63
6	LESS ROOTMAT REMOVED IN CUT	0.00	0.00	0.00	0.00	0.00
7	LESS ROCK EXCAVATION	0.00	0.00	0.00	0.00	0.00
8	TOTAL ITEM 202000 - EXCAVATION AND EMBANKMENT	24909.57	5998.64	6088.10	17287.22	54283.53
	STORMWATER MANAGEMENT POND					
9	FROM CROSS SECTIONS	170.00	0.00	2298.00	3856.00	6324.00
10	PLUS TOPSOIL REMOVED UNDER FILL	0.00	0.00	0.00	0.00	0.00
11	PLUS TOPSOIL REMOVED IN CUT	105.00	0.00	602.00	894.00	1601.00
12	PLUS OVEREXCAVATION FOR SEDIMENTATION	0.00	0.00	0.00	0.00	0.00
13	LESS ROOTMAT REMOVED IN CUT	0.00	0.00	0.00	0.00	0.00
14	LESS ROCK EXCAVATION	0.00	0.00	0.00	0.00	0.00
15	TOTAL ITEM 271000 - STORMWATER MANAGEMENT POND	275.00	0.00	2900.00	4750.00	7925.00
	EXCAVATION AVAILABLE FOR EMBANKMENT					
16	TOTAL EXCAVATION AND EMBANKMENT QUANTITY (ITEM 202000 - LINE 8)	0.00	0.00	0.00	0.00	0.00
17	PLUS STORMWATER MANAGEMENT POND EXCAVATION (ITEM 271000-LINE 15)	275.00	0.00	2900.00	4750.00	7925.00
18	PLUS EXCAVATION AND BACKFILL FOR STRUCTURES (ITEM 207000)	0.00	0.00	0.00	0.00	0.00
19	PLUS EXCAVATION AND EMBANKMENT FOR PIPE TRENCHES (ITEM 208000)	0.00	0.00	0.00	0.00	0.00
20	LESS TOPSOIL REMOVED UNDER FILL	0.00	0.00	0.00	0.00	0.00
21	LESS TOPSOIL REMOVED IN CUT	0.00	0.00	0.00	0.00	0.00
22	LESS TOPSOIL REMOVED FROM STORMWATER MANAGEMENT PONDS	105.00	0.00	602.00	894.00	1601.00
23	LESS EXISTING ASPHALT REMOVED	0.00	0.00	0.00	0.00	0.00
24	LESS UNSUITABLE EXCAVATION	0.00	0.00	0.00	0.00	0.00
25	LESS MATERIALS USED FOR BORROW TYPE A,B, AND D	0.00	0.00	0.00	0.00	0.00
26	EXCAVATION AVAILABLE FOR EMBANKMENT FROM THIS STAGE	170.00	0.00	2298.00	3856.00	6324.00
27	PLUS STOCKPILED MATERIAL FROM PREVIOUS STAGES	142.70	0.00	11544.01	35324.71	47011.42
28	TOTAL EXCAVATION AVAILABLE FOR EMBANKMENT AS TYPE A BORROW	312.70	0.00	13842.01	39180.71	53335.42
	BORROW,TYPE A					
29	BORROW,TYPE A	2158.05	618.07	644.48	1157.36	4577.96
30	PLUS ADJUSTMENT FACTOR (20%)	431.61	123.61	128.90	231.47	915.59
31	TOTAL REQUIRED BORROW,TYPE A	2589.66	741.68	773.38	1388.83	5493.55
	BORROW,TYPE B					
32	BACKFILL FOR MUCK EXCAVATION	0.00	0.00	0.00	0.00	0.00
33	PLUS BACKFILL FOR ROOTMAT REMOVAL	0.00	0.00	0.00	0.00	0.00
34	PLUS BACKFILL FOR UNSUITABLE SOIL	0.00	0.00	0.00	0.00	0.00
35	SUBTOTAL BORROW,TYPE B REQUIRED	0.00	0.00	0.00	0.00	0.00
36	PLUS ADJUSTMENT FACTOR (20%)	0.00	0.00	0.00	0.00	0.00
37	TOTAL ADJUSTED BORROW,TYPE B REQUIRED	0.00	0.00	0.00	0.00	0.00

		SECTION 1	SECTION 2	SECTION 3	SECTION 4	TOTAL
	BORROW,TYPE C					
38	FOR PIPE TRENCH BACKFILL AND STRUCTURE BACKFILL (ITEM 210000)	1352.62	243.46	1480.69	840.54	3917.31
39	PLUS ADJUSTMENT FACTOR (30%)	405.78	73.04	444.21	252.16	1175.19
40	TOTAL ADJUSTED BORROW,TYPE C REQUIRED	1758.40	316.50	1924.90	1092.70	5092.50
	BORROW,TYPE F					
41	EMBANKMENT REQUIRED BELOW CAPPING	0.00	0.00	0.00	0.00	0.00
42	PLUS ROOTMAT REMOVED UNDER FILL	0.00	0.00	0.00	0.00	0.00
43	PLUS UNSUITABLE MATERIAL REMOVED UNDER FILL	0.00	0.00	0.00	0.00	0.00
44	PLUS STORMWATER POND EMBANKMENT	0.00	3.00	0.00	0.00	0.00
45	PLUS BACKFILL FOR PIPE TRENCHES (OUTSIDE LIMITS OF TYPE C)	0.00	0.00	0.00	0.00	0.00
46	LESS TOPSOIL PLACED ON FILL SLOPES (NOT INCLUDED IN FILL AREAS)	0.00	0.00	0.00	0.00	0.00
47	LESS EXCESS TOPSOIL TO BE PLACED IN OUTER EMBANKMENTS	0.00	0.00	0.00	0.00	0.00
48	LESS MSE WALL BACKFILL (NOT INCLUDED IN EMBANKMENT QUANTITIES)	0.00	0.00	0.00	0.00	0.00
49	SUBTOTAL EMBANKMENT REQUIRED BELOW CAPPING	0.00	0.00	0.00	0.00	0.00
50	PLUS ADJUSTMENT FACTOR (20%)	0.00	0.00	0.00	0.00	0.00
51	TOTAL ADJUSTED BORROW,TYPE F REQUIRED	0.00	0.00	0.00	0.00	0.00
	CLAY BORROW					
52	CLAY BORROW,SWM POND,TYPE 1	0.00	0.00	0.00	0.00	0.00
53	PLUS ADJUSTMENT FACTOR (20%)	0.00	0.00	0.00	0.00	0.00
54	TOTAL ADJUSTED CLAY BORROW,SWM POND,TYPE 1 REQUIRED (ITEM 274000)	0.00	0.00	0.00	0.00	0.00
	EARTHWORK SUMMARY					
55	TOTAL REQUIRED BORROW,TYPE A (LINE 31)	2589.66	741.68	773.38	1388.83	5493.55
56	LESS EXCAVATION AVAILABLE FOR EMBANKMENT (LINE 28)	72.45	0.00	577.00	1388.83	2038.28
57	TOTAL ADJUSTED BORROW,TYPE A (ITEM 209001)	2517.21	741.68	196.38	0.00	3455.27
58	SURPLUS EXCAVATION AVAILABLE FOR EMBANKMENT	240.24	0.00	13265.00	37791.88	51297.12
59	TOTAL ADJUSTED BORROW,TYPE B (ITEM 209002)	0.00	0.00	0.00	0.00	0.00
60	TOTAL REQUIRED BORROW,TYPE C (LINE 40)	1758.40	316.50	11953.77	1092.70	15121.37
61	LESS EXCAVATION AVAILABLE FOR EMBANKMENT (LINE 28)	97.54	0.00	11749.87	1092.70	12940.11
62	TOTAL ADJUSTED BORROW,TYPE C (ITEM 210000)	1660.86	316.50	203.90	0.00	2181.26
63	SURPLUS EXCAVATION AVAILABLE FOR EMBANKMENT	142.70	0.00	11544.01	36699.18	48385.89
64	TOTAL ADJUSTED BORROW,TYPE F (ITEM 209006)	0.00	0.00	0.00	0.00	0.00
65	TOTAL ADJUSTED CLAY BORROW,SWM POND,TYPE 1 (ITEM 274000)	0.00	0.00	0.00	0.00	0.00
	TOPSOIL SUMMARY					
66	STOCKPILED TOPSOIL REMOVED UNDER FILL	0.00	0.00	0.00	0.00	0.00
67	PLUS STOCKPILED TOPSOIL REMOVED IN CUT	0.00	0.00	0.00	0.00	0.00
68	PLUS TOPSOIL REMOVED FROM SWM PONDS	630.00	0.00	3612.00	5364.00	9606.00
69	PLUS STOCKPILED TOPSOIL FROM PREVIOUS STAGES	0.00	0.00	9277.00	1552.00	10829.00
70	SUBTOTAL TOPSOILING AVAILABLE FOR REUSE	630.00	0.00	12889.00	6916.00	20435.00
71	LESS PROPOSED TOPSOIL PLACED	32012.90	6887.00	11803.00	2901.8.00	79720.90
72	LESS PROPOSED TOPSOIL PLACED FOR SWM PONDS	1557.10	0.00	4865.30	11747.30	18169.70
73	SUBTOTAL EXCESS (+)TOPSOIL OR NEEDED (-)TOPSOIL	-32940.00	-6887.00	-3779.30	-33849.30	-77455.60
74	LESS TOPSOIL PLACED IN OUTER EMBANKMENTS	0.00	0.00	0.00	0.00	0.00
75	TOTAL EXCESS (+)TOPSOIL OR NEEDED (-)TOPSOIL	-32940.00	-6887.00	-3779.30	-33849.30	-77455.60

PREL. TRACING _____ DESIGN _____ CHK'D. _____

7/17/2023
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164938

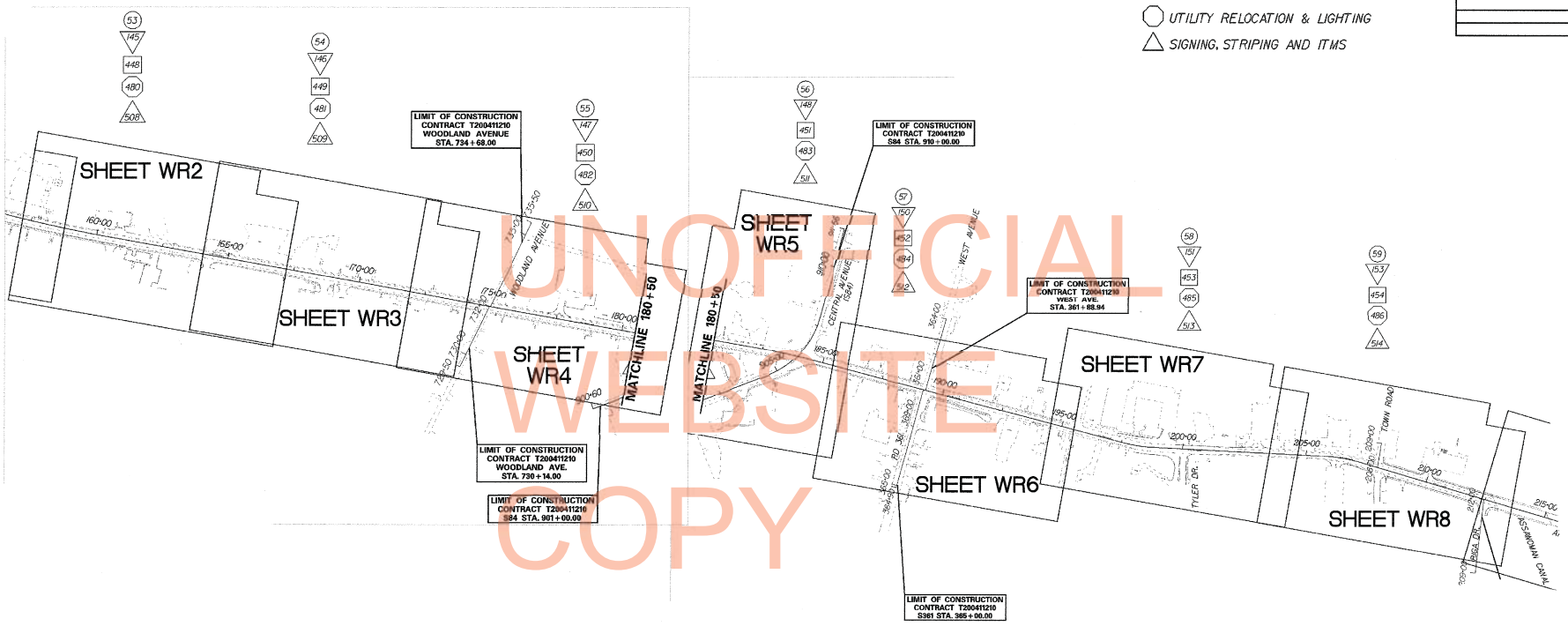
CONTRACT	COUNTY	F.A.P. NO.	SHEET NO.	TOTAL SHTS
T200411210	SUSSEX	SEE TITLE SHEET	554	589

SR 26, ATLANTIC AVENUE FROM CLARKSVILLE TO ASSAWOMAN CANAL

REVISIONS

WR 1 OF WR 11

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



PRELIM. TRACING _____ DESIGN _____ CHKD _____

GENERAL NOTES

1. THESE DRAWINGS DO NOT INCLUDE NECESSARY ELEMENTS OF CONSTRUCTION SAFETY. ALL CONSTRUCTION MUST BE COMPLETED IN ACCORDANCE WITH THE RULES AND REGULATIONS OF THE OCCUPATIONAL SAFETY AND HEALTH ACT, AND ALL FEDERAL, STATE AND LOCAL REQUIREMENTS.
2. EXISTING UTILITIES ARE SHOWN BASED ON THE BEST INFORMATION CURRENTLY AVAILABLE. LOCATIONS ARE NOT BASED ON A FIELD SURVEY. THE CONTRACTOR SHALL FIELD LOCATE ALL UTILITIES PRIOR TO CONSTRUCTION.
3. THE CONTRACTOR SHALL PROTECT ALL UTILITIES DURING CONSTRUCTION. ANY UTILITY DAMAGED SHALL BE PROMPTLY AND FULLY RESTORED TO THE SATISFACTION OF THE UTILITY COMPANY AT THE CONTRACTOR'S EXPENSE.
4. THE CONTRACTOR SHALL PLAN AND IMPLEMENT ALL NECESSARY REQUIREMENTS OF THE DELAWARE UNDERGROUND UTILITY DAMAGE PREVENTION AND SAFETY ACT.
5. THE CONTRACTOR SHALL PROVIDE EROSION AND SEDIMENT CONTROL IN ACCORDANCE WITH THE SEDIMENT CONTROL ACT. ALL EROSION AND SEDIMENT CONTROL PRACTICES SHALL BE IN ACCORDANCE WITH THE STANDARDS AND SPECIFICATIONS OF THE DELAWARE EROSION AND SEDIMENT CONTROL HANDBOOK AND ALL APPLICABLE LOCAL REQUIREMENTS.
6. TRAFFIC AND SAFETY CONTROL SHALL BE MAINTAINED DURING CONSTRUCTION IN CONFORMANCE WITH THE CURRENT REVISION OF THE MANUAL ON DELAWARE TRAFFIC CONTROLS FOR STREET AND HIGHWAY CONSTRUCTION AND MAINTENANCE OPERATIONS.
7. ALL WORK WITHIN STATE MAINTAINED ROAD RIGHTS-OF-WAY SHALL MEET THE REQUIREMENTS AS SET FORTH IN THE CURRENT REVISION OF THE STANDARD SPECIFICATION FOR ROAD AND BRIDGE CONSTRUCTION, DELAWARE DEPARTMENT OF TRANSPORTATION.
8. ALL FIRE LANES, FIRE HYDRANTS AND FIRE DEPARTMENT CONNECTIONS SHALL BE MARKED IN ACCORDANCE WITH THE STATE FIRE PREVENTION REGULATIONS.
9. WATER MAINS SHALL BE LAID AT LEAST 10 FEET HORIZONTALLY FROM ANY EXISTING OR PROPOSED SANITARY SEWER. WATER MAINS CROSSING SANITARY SEWER MAINS SHALL BE LAID TO PROVIDE A MINIMUM VERTICAL DISTANCE OF 18 INCHES BETWEEN THE WATER MAIN AND THE SEWER. CROSSINGS SHALL BE ARRANGED SO THAT THE WATER MAIN JOINTS WILL BE AS FAR AS POSSIBLE FROM SEWER MAIN JOINTS.
10. WHERE A NEW WATER MAIN IS REQUIRED TO BE CONNECTED TO AN EXISTING WATER MAIN WHICH HAS LESS THAN 4'-0" COVER, UTILIZE UP TO 3° VERTICAL DEFLECTION PER JOINT IN THE NEW WATER MAIN TO PROVIDE A GRADUAL TRANSITION TO THE REQUIRED MINIMUM COVER FOR THE WATER MAINS.
11. NOTIFY MISS UTILITY 1-800-282-8555 TWO WORKING DAYS, BUT NO MORE THAN 10 WORKING DAYS, PRIOR TO ANY EXCAVATION OR DEMOLITION ACTIVITIES.
    ELECTRIC - DELMARVA POWER ELECTRIC DISTRIBUTION
    TELEPHONE - VERIZON DELAWARE INC.
    SEWER - SUSSEX COUNTY ENGINEERING DEPARTMENT
    WATER - TIDEWATER UTILITIES, INC. (ON BEHALF OF THE TOWN OF OCEAN VIEW)
    COMMUNICATIONS - MEDIACOM & WINDSTREAM TELEPHONE INC. (FORMERLY KNOWN AS CAVALIER TELEPHONE INC)
12. ALL WORK MUST BE COORDINATED WITH TIDEWATER UTILITIES PRIOR TO EXECUTION OF WORK.
13. ADJUST ALL VALVE BOXES TO FINAL GRADE.
14. ALL ABANDONED WATER MAIN, VALVES, & APPURTENANCES SHALL BE REMOVED OR CUT AND CAPPED AS NOTED ON THE PLANS UNLESS APPROVED OTHERWISE BY TIDEWATER UTILITIES. PAYMENT IS INCIDENTAL TO ITEM 614508.
15. ALL EXISTING WATER MAIN SHALL REMAIN ACTIVE UNTIL SUCH TIME AS NEW WATER MAIN IS APPROVED FOR OPERATION BY DHSS-OFFICE OF DRINKING WATER AND NEW SERVICES CAN BE ACTIVATED.
16. CONTACT TIDEWATER UTILITIES INC., REGARDING ANY WATER SERVICE STUBS WHICH MAY NEED RELOCATION OR ADJUSTMENT.

WATERMAIN RELOCATION PLANS

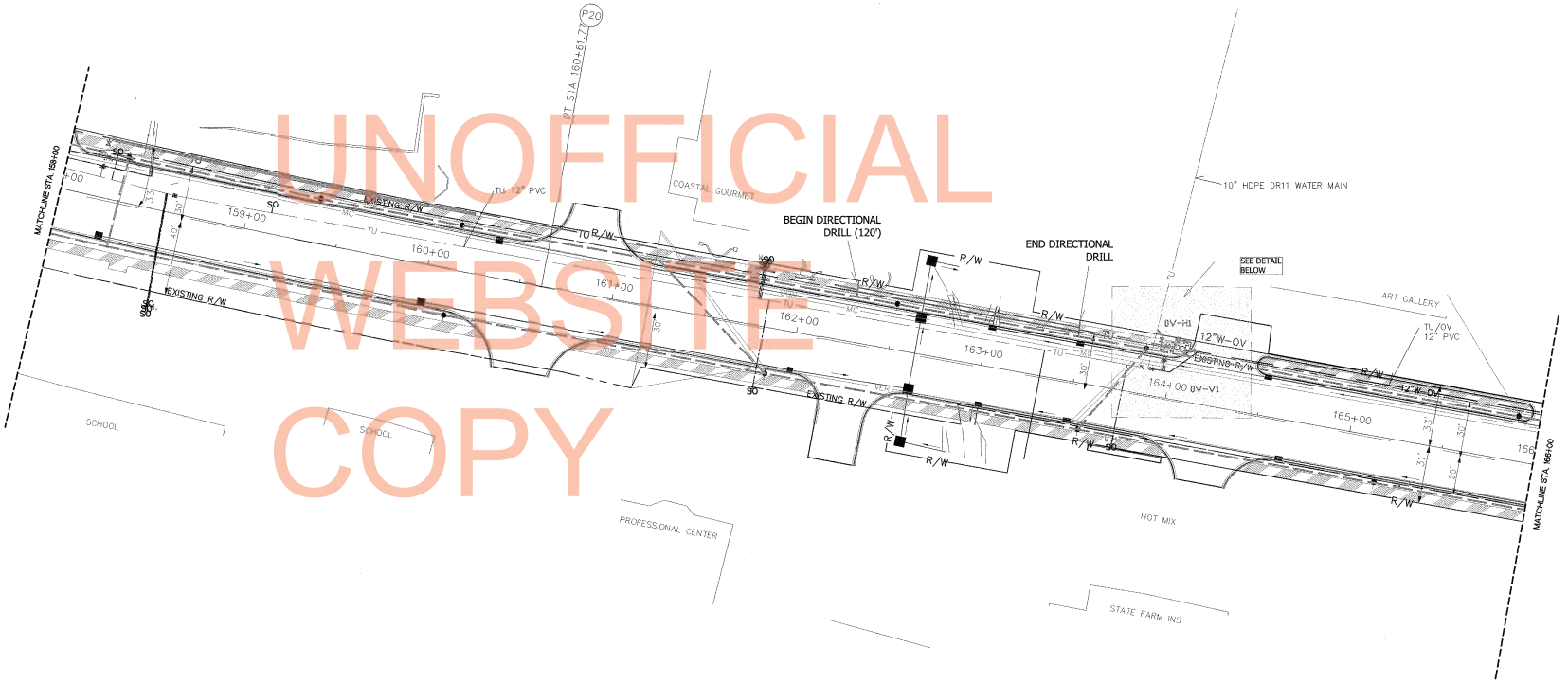
0 30 60 120

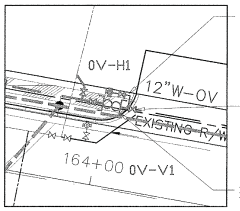
CONTRACT	COUNTY	F.A.P. NO.	SHEET NO.	TOTAL SHTS.
T200411210	SUSSEX	SEE TITLE SHEET	555	589

SR 26, ATLANTIC AVENUE FROM CLARKSVILLE TO ASSAWOMAN CANAL

REVISIONS

WR 2 OF WR 11





INSTALL NEW HYDRANT TEE AND VALVE
RELOCATE EXISTING HYDRANT ASSEMBLY

INSTALL 12" VALVE

INSTALL TEMPORARY BLOW OFF - TIE-IN TO TIDEWATER WATERMAIN AFTER APPROVAL

TIE-IN TO EXISTING MAIN AND RELOCATIION OF FIRE HYDRANT
STA 164 + 00
SCALE 1" = 20'

PREL. TRACING _____ DESIGN _____ CHK'D. _____

WATERMAIN RELOCATION PLANS

0 30 60 120

CONTRACT	COUNTY	F.A.P. NO.	SHEET NO.	TOTAL SHTS.
T200411210	SUSSEX	SEE TITLE SHEET	556	589

SR 26, ATLANTIC AVENUE FROM CLARKSVILLE TO ASSAWOMAN CANAL

REVISIONS

WR 3 OF WR 11

PREL. TRACING DESIGN CHKD.

CONTRACT	COUNTY	F.A.P. NO.	SHEET NO.	TOTAL SHTS
T200411210	SUSSEX	SEE TITLE SHEET	557	589

SR 26, ATLANTIC AVENUE FROM CLARKSVILLE TO ASSAWOMAN CANAL

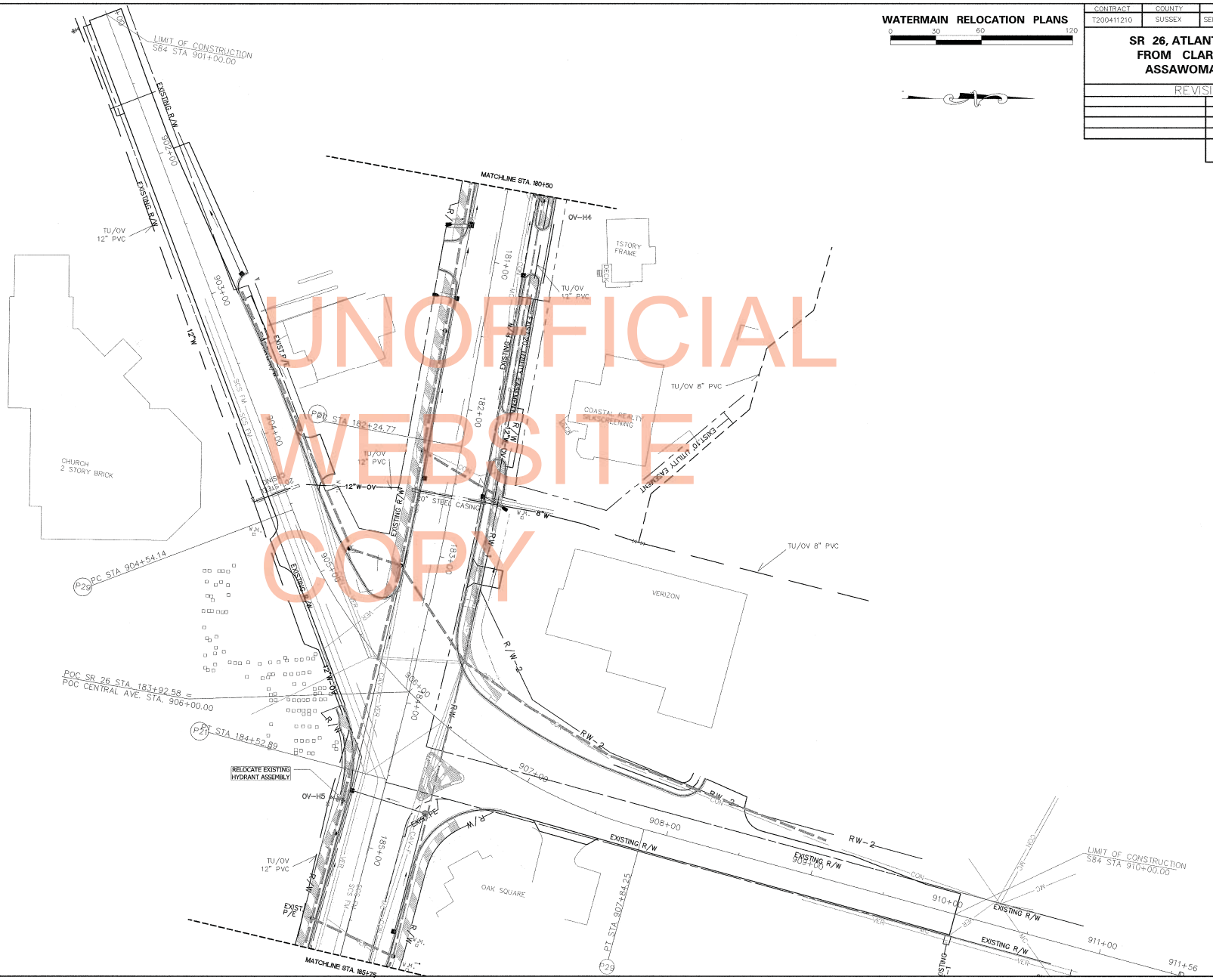
REVISIONS

WR 4 **OF WR** 11

WATERMAIN RELOCATION PLANS

0 30 60 120

PREL. TRACING _____ DESIGN _____ CHKD. _____



CONTRACT	COUNTY	F.A.P. NO.	SHEET NO.	TOTAL SHTS
T200411210	SUSSEX	SEE TITLE SHEET	559	589

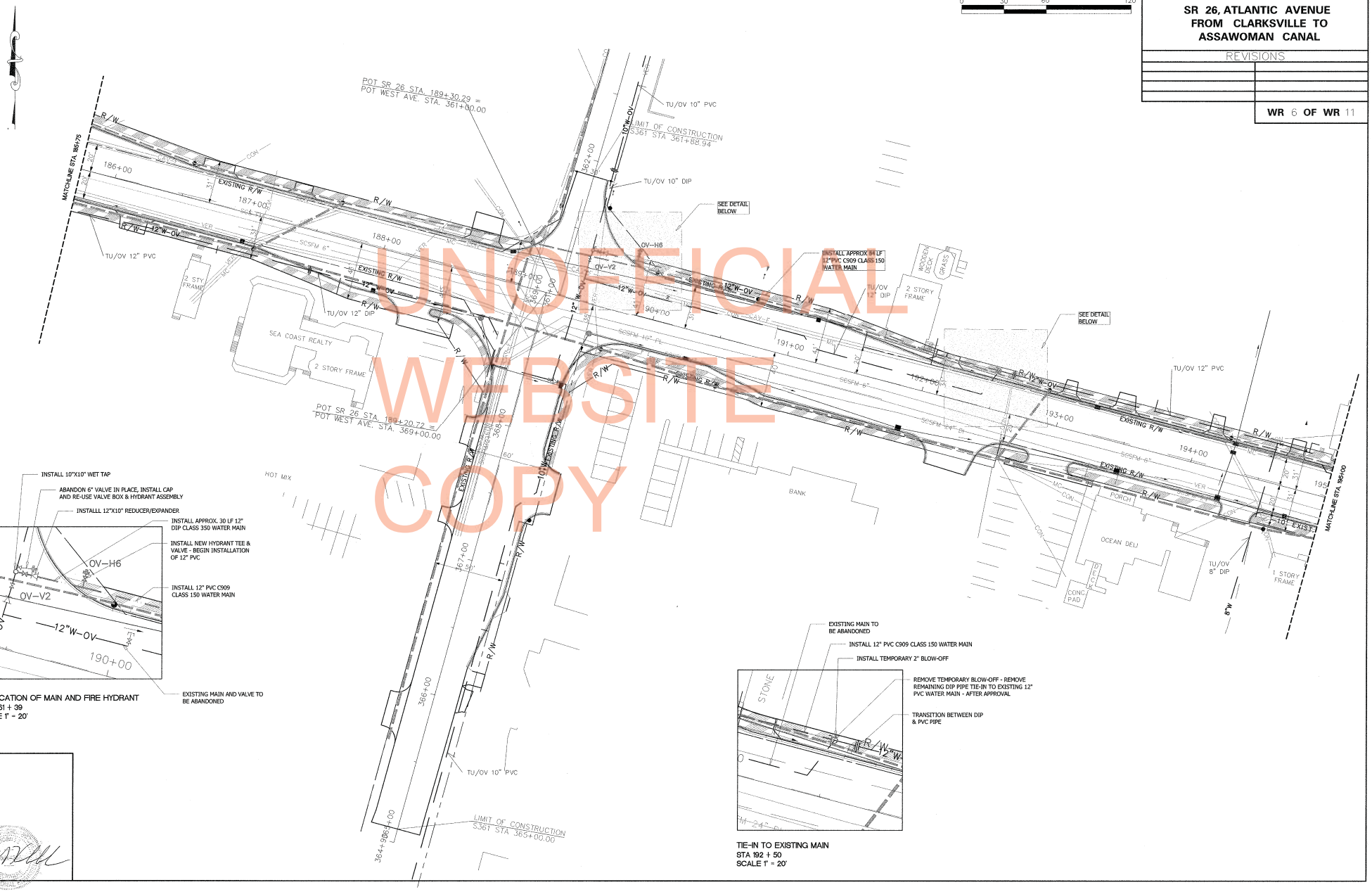
SR 26, ATLANTIC AVENUE FROM CLARKSVILLE TO ASSAWOMAN CANAL

REVISIONS

WR 6 OF WR 11

WATERMAIN RELOCATION PLANS

0 30 60 120



RELOCATION OF MAIN AND FIRE HYDRANT
STA 361 + 39
SCALE 1" = 20'

TIE-IN TO EXISTING MAIN
STA 192 + 50
SCALE 1" = 20'

PREL. TRACING _____ DESIGN _____ CHKD. _____

WATERMAIN RELOCATION PLANS

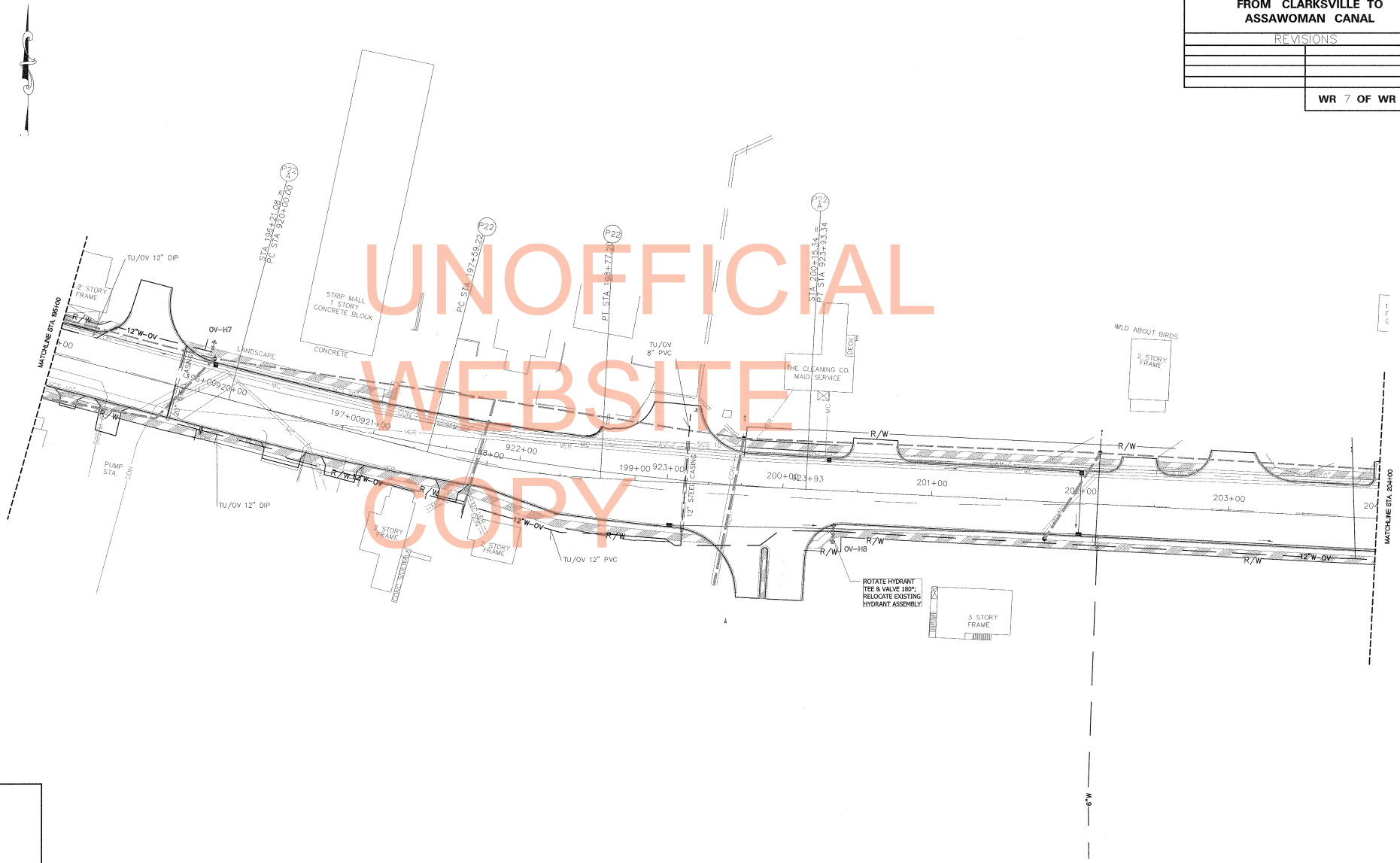
0 30 60 120

CONTRACT	COUNTY	F.A.P. NO.	SHEET NO.	TOTAL SHTS.
T200411210	SUSSEX	SEE TITLE SHEET	560	589

SR 26, ATLANTIC AVENUE FROM CLARKSVILLE TO ASSAWOMAN CANAL

REVISIONS

WR 7 OF WR 11



PREL. TRACING _____ DESIGN _____ CHK'D _____