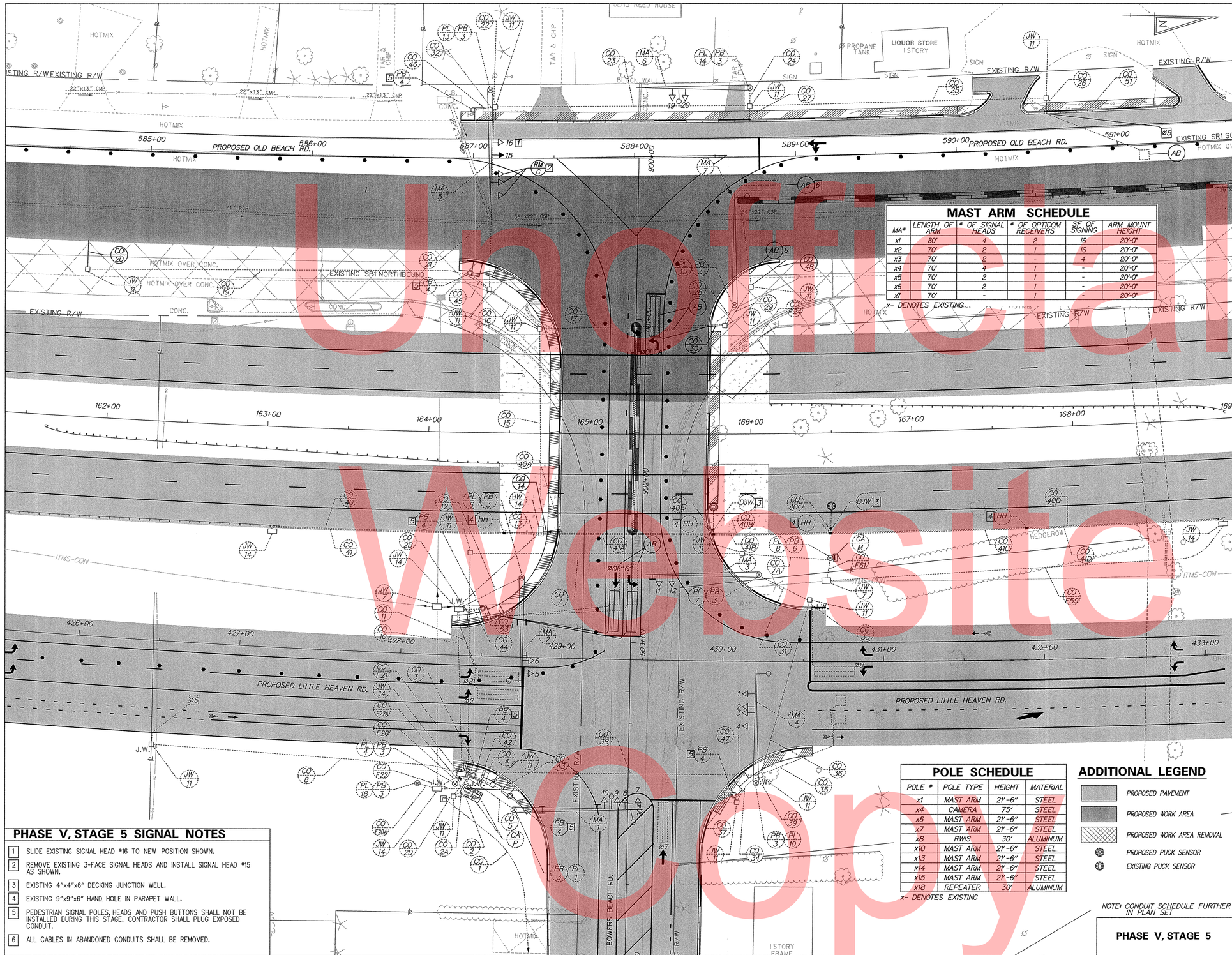


MAST ARM SCHEDULE

MA#	LENGTH OF ARM	# OF SIGNAL HEADS	# OF OPTICOM RECEIVERS	SF OF SIGNING	ARM MOUNT HEIGHT
x1	80'	4	2	16	20'-0"
x2	70'	2	1	16	20'-0"
x3	70'	2	-	4	20'-0"
x4	70'	4	1	-	20'-0"
x5	70'	2	1	-	20'-0"
x6	70'	2	1	-	20'-0"
x7	70'	-	1	-	20'-0"

x- DENOTES EXISTING

POLE SCHEDULE

POLE #	POLE TYPE	HEIGHT	MATERIAL
x1	MAST ARM	21'-6"	STEEL
x4	CAMERA	75'	STEEL
x6	MAST ARM	21'-6"	STEEL
x7	MAST ARM	21'-6"	STEEL
x8	RWIS	30'	ALUMINUM
x10	MAST ARM	21'-6"	STEEL
x13	MAST ARM	21'-6"	STEEL
x14	MAST ARM	21'-6"	STEEL
x15	MAST ARM	21'-6"	STEEL
x18	REPEATER	30'	ALUMINUM

x- DENOTES EXISTING

ADDITIONAL LEGEND

- PROPOSED PAVEMENT
- PROPOSED WORK AREA
- PROPOSED WORK AREA REMOVAL
- PROPOSED PUCK SENSOR
- EXISTING PUCK SENSOR

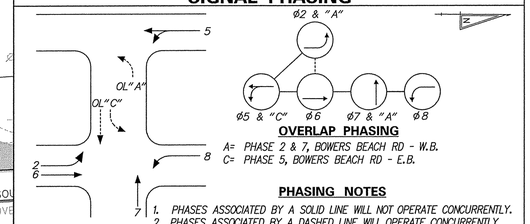
NOTE: CONDUIT SCHEDULE FURTHER IN PLAN SET

PHASE V, STAGE 5

PHASE V, STAGE 5 SIGNAL NOTES

1. SLIDE EXISTING SIGNAL HEAD #16 TO NEW POSITION SHOWN.
2. REMOVE EXISTING 3-FACE SIGNAL HEADS AND INSTALL SIGNAL HEAD #15 AS SHOWN.
3. EXISTING 4"x4"x6" DECKING JUNCTION WELL.
4. EXISTING 9"x9"x6" HAND HOLE IN PARAPET WALL.
5. PEDESTRIAN SIGNAL POLES, HEADS AND PUSH BUTTONS SHALL NOT BE INSTALLED DURING THIS STAGE. CONTRACTOR SHALL PLUG EXPOSED CONDUIT.
6. ALL CABLES IN ABANDONED CONDUITS SHALL BE REMOVED.

SIGNAL PHASING



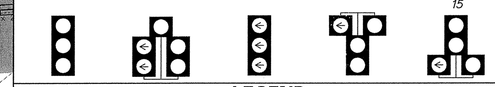
OVERLAP PHASING

A= PHASE 2 & 7, BOWERS BEACH RD - W.B.
C= PHASE 5, BOWERS BEACH RD - E.B.

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

- AB — ABANDON
- CA X — EXISTING CABINET IDENTIFIER (TYPE OF CABINET)
- CA X — PROPOSED CABINET IDENTIFIER (TYPE OF CABINET)
- CO * — EXISTING CONDUIT RUN IDENTIFIER (# OF CONDUIT RUN)
- CO * — PROPOSED CONDUIT RUN IDENTIFIER (# OF CONDUIT RUN)
- JW X — EXISTING JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL)
- JW X — PROPOSED JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL)
- MA X — EXISTING MAST ARM IDENTIFIER (LENGTH OF ARM)
- MA X — PROPOSED MAST ARM IDENTIFIER (LENGTH OF ARM)
- OH * — EXISTING OVERHEAD RUN IDENTIFIER (# OF OVERHEAD RUN)
- OH * — PROPOSED OVERHEAD RUN IDENTIFIER (# OF OVERHEAD RUN)
- PB X — EXISTING POLE BASE IDENTIFIER (TYPE OF POLE BASE)
- PB X — PROPOSED POLE BASE IDENTIFIER (TYPE OF POLE BASE)
- PL X — EXISTING POLE IDENTIFIER (# OF POLE)
- PL X — PROPOSED POLE IDENTIFIER (# OF POLE)
- RM C — REMOVE BY CONTRACTOR
- RM O — REMOVE BY OTHERS
- RM TC — REMOVE BY TRAFFIC CONTRACTOR

	EXISTING SYMBOL	PROPOSED SYMBOL
JUNCTION WELL	J.W.	
LOOP DETECTOR, TYPE 1		
LOOP DETECTOR, TYPE 2		
LUMINAIRE		
MAST ARM		
MICROWAVE DETECTION		
OPTICOM RECEIVER		
OVERHEAD SIGNING		
PEDESTRIAN POLE/BASE		
PEDESTRIAN PUSHBUTTON		
PEDESTRIAN SIGNAL HEAD		
RIGHT-OF-WAY		
SERVICE PEDESTAL	P	P
SIGNAL CABINET		
SIGNAL HEAD		
SIGNAL POLE/BASE		
SPAN INSULATOR		
SPAN WIRE	XX	
UTILITY POLE		
CAMERA (CCTV)		

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.
3. PROPOSED POLE BASES SUPPORTING POLES WITH PEDESTRIAN PUSHBUTTONS SHALL BE CONSTRUCTED IMMEDIATELY ADJACENT TO THE FLAT (50:1 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 SHOULD 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.
4. ALL GALVANIZED CONDUIT (GRC) SHALL BE REAMED AND THREADED. ALL GRC SHALL BE THREADED TOGETHER WITH APPROVED COUPLINGS. SET, BOLTED AND COMPRESSION FITTINGS ARE NOT ACCEPTABLE.
5. 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 PRIOR TO THE BEGINNING OF CONSTRUCTION FOR THE UTILITY MARKOUTS. IF THE CONTRACTOR PERCEIVES THAT A CONFLICT BETWEEN UTILITIES AND THE TRAFFIC SIGNAL WILL OCCUR, THE CONTRACTOR SHALL NOTIFY DELDOT IMMEDIATELY BEFORE CONSTRUCTION.
6. CONTRACTOR SHALL COORDINATE WITH TRAFFIC SIGNAL MAINTENANCE FOR THE IDENTIFICATION AND REMOVAL OF ALL UNUSED AND REDUNDANT COPPER CABLE.

RECOMMENDED _____ DATE: _____

RECOMMENDED _____ DATE: 12/5/14

RECOMMENDED _____ DATE: 12/2/14

APPROVED TRAFFIC ENGINEER _____ DATE: 12/5/14

APPROVED FOR INSTALLATION
CHIEF TRAFFIC ENGINEER _____ DATE: 12/9/14

DELAWARE DEPARTMENT OF TRANSPORTATION

ADDENDUM / REVISIONS

SCALE 0 30 60 90 FEET

SR1, LITTLE HEAVEN GRADE SEPARATED INTERSECTION

CONTRACT	PERMIT NO.	K145	SIGNAL PLAN	SHEET NO.
T200412202	DESIGNED BY:	MSK	SR1 @ BOWERS BEACH RD	601
COUNTY				TOTAL SHTS.
KENT	CHECKED BY:	BAM		641

12/2/2014
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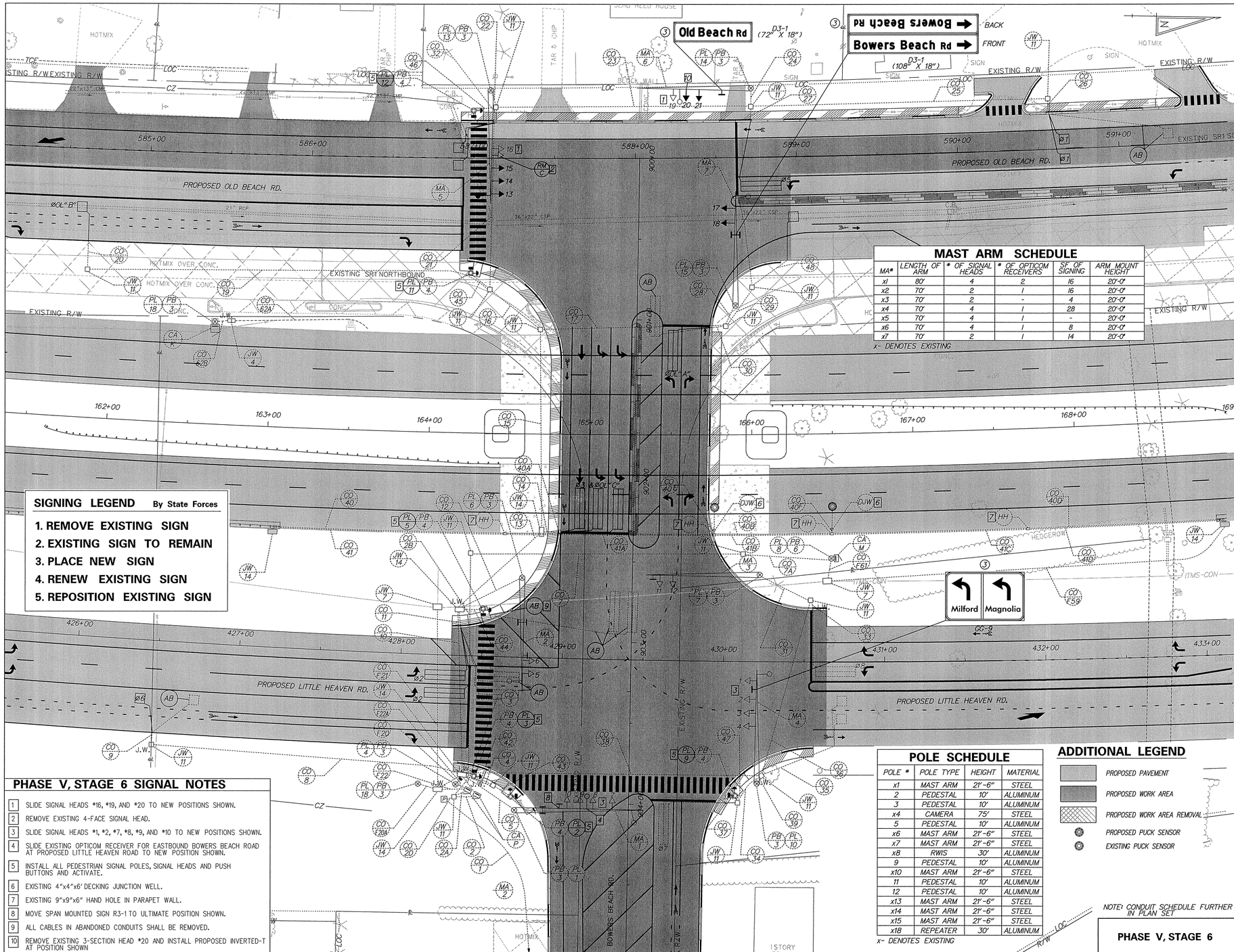
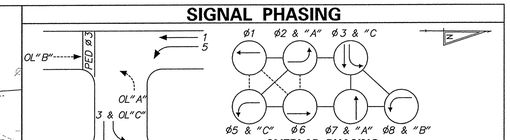


SIGNAL PHASING



OVERLAP PHASING

A= PHASE 2 & 7, BOWERS BEACH RD - W.B.
B= CLAPHAM RD - N.B.
C= PHASE 3 (PED) & PHASE 5, BOWERS BEACH RD - E.B.

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

AB	ABANDON	OH/#	EXISTING OVERHEAD RUN IDENTIFIER (# OF OVERHEAD RUN)
CA/X	EXISTING CABINET IDENTIFIER (TYPE OF CABINET)	OH/#	PROPOSED OVERHEAD RUN IDENTIFIER (# OF OVERHEAD RUN)
CA/X	PROPOSED CABINET IDENTIFIER (TYPE OF CABINET)	PB/X	EXISTING POLE BASE IDENTIFIER (TYPE OF POLE BASE)
CO/#	EXISTING CONDUIT RUN IDENTIFIER (# OF CONDUIT RUN)	PB/X	PROPOSED POLE BASE IDENTIFIER (TYPE OF POLE BASE)
CO/#	PROPOSED CONDUIT RUN IDENTIFIER (# OF CONDUIT RUN)	PL/X	EXISTING POLE IDENTIFIER (# OF POLE)
JW/X	EXISTING JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL)	PL/X	PROPOSED POLE IDENTIFIER (# OF POLE)
JW/X	PROPOSED JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL)	RM/C	REMOVE BY CONTRACTOR
MA/X	EXISTING MAST ARM IDENTIFIER (LENGTH OF ARM)	RM/O	REMOVE BY OTHERS
MA/X	PROPOSED MAST ARM IDENTIFIER (LENGTH OF ARM)	RM/TC	REMOVE BY TRAFFIC CONTRACTOR

	EXISTING SYMBOL	PROPOSED SYMBOL
JUNCTION WELL	J.W.	
LOOP DETECTOR, TYPE 1		
LOOP DETECTOR, TYPE 2		
LUMINAIRE		
MAST ARM		
MICROWAVE DETECTION		
OPTICOM RECEIVER		
OVERHEAD SIGNING		
PEDESTRIAN POLE/BASE		
PEDESTRIAN PUSHBUTTON		
PEDESTRIAN SIGNAL HEAD		
RIGHT-OF-WAY		
SERVICE PEDESTAL	P	P
SIGNAL CABINET		
SIGNAL HEAD		
SIGNAL POLE/BASE		
SPAN INSULATOR		
SPAN WIRE	XX	
UTILITY POLE		
CAMERA (CCTV)		

MAST ARM SCHEDULE

MA#	LENGTH OF ARM	# OF SIGNAL HEADS	# OF OPTICOM RECEIVERS	SF OF SIGNING	ARM MOUNT HEIGHT
x1	80'	4	2	16	20'-0"
x2	70'	2	1	16	20'-0"
x3	70'	2	-	4	20'-0"
x4	70'	4	1	28	20'-0"
x5	70'	4	1	-	20'-0"
x6	70'	4	1	8	20'-0"
x7	70'	2	1	14	20'-0"

x- DENOTES EXISTING

SIGNING LEGEND By State Forces

1. REMOVE EXISTING SIGN
2. EXISTING SIGN TO REMAIN
3. PLACE NEW SIGN
4. RENEW EXISTING SIGN
5. REPOSITION EXISTING SIGN

PHASE V, STAGE 6 SIGNAL NOTES

1. SLIDE SIGNAL HEADS #16, #19, AND #20 TO NEW POSITIONS SHOWN.
2. REMOVE EXISTING 4-FACE SIGNAL HEAD.
3. SLIDE SIGNAL HEADS #1, #2, #7, #8, #9, AND #10 TO NEW POSITIONS SHOWN.
4. SLIDE EXISTING OPTICOM RECEIVER FOR EASTBOUND BOWERS BEACH ROAD AT PROPOSED LITTLE HEAVEN ROAD TO NEW POSITION SHOWN.
5. INSTALL ALL PEDESTRIAN SIGNAL POLES, SIGNAL HEADS AND PUSH BUTTONS AND ACTIVATE.
6. EXISTING 4"x4"x6' DECKING JUNCTION WELL.
7. EXISTING 9"x9"x6" HAND HOLE IN PARAPET WALL.
8. MOVE SPAN MOUNTED SIGN R3-1 TO ULTIMATE POSITION SHOWN.
9. ALL CABLES IN ABANDONED CONDUITS SHALL BE REMOVED.
10. REMOVE EXISTING 3-SECTION HEAD #20 AND INSTALL PROPOSED INVERTED-T AT POSITION SHOWN

POLE SCHEDULE

POLE #	POLE TYPE	HEIGHT	MATERIAL
x1	MAST ARM	21'-6"	STEEL
2	PEDESTAL	10'	ALUMINUM
3	PEDESTAL	10'	ALUMINUM
x4	CAMERA	75'	STEEL
5	PEDESTAL	10'	ALUMINUM
x6	MAST ARM	21'-6"	STEEL
x7	MAST ARM	21'-6"	STEEL
x8	RWIS	30'	ALUMINUM
9	PEDESTAL	10'	ALUMINUM
x10	MAST ARM	21'-6"	STEEL
11	PEDESTAL	10'	ALUMINUM
12	PEDESTAL	10'	ALUMINUM
x13	MAST ARM	21'-6"	STEEL
x14	MAST ARM	21'-6"	STEEL
x15	MAST ARM	21'-6"	STEEL
x18	REPEATER	30'	ALUMINUM

x- DENOTES EXISTING

ADDITIONAL LEGEND

- PROPOSED PAVEMENT
- PROPOSED WORK AREA
- PROPOSED WORK AREA REMOVAL
- PROPOSED PUCK SENSOR
- EXISTING PUCK SENSOR

NOTE: CONDUIT SCHEDULE FURTHER IN PLAN SET

PHASE V, STAGE 6

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.
3. PROPOSED POLE BASES SUPPORTING POLES WITH PEDESTRIAN PUSHBUTTONS SHALL BE CONSTRUCTED IMMEDIATELY ADJACENT TO THE FLAT (50:1 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 SHOULD 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 THAT 7 FEET OR MORE THAN 10 FEET ABOVE SIDEWALK LEVEL.
4. ALL GALVANIZED CONDUIT (GRC) SHALL BE REAMED AND THREADED. ALL GRC SHALL BE THREADED TOGETHER WITH APPROVED COUPLINGS. SET, BOLTED AND COMPRESSION FITTINGS ARE NOT ACCEPTABLE.
5. 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 PRIOR TO THE BEGINNING OF CONSTRUCTION FOR THE UTILITY MARKOUTS. IF THE CONTRACTOR PERCEIVES THAT A CONFLICT BETWEEN UTILITIES AND THE TRAFFIC SIGNAL WILL OCCUR, THE CONTRACTOR SHALL NOTIFY DELDOT IMMEDIATELY BEFORE CONSTRUCTION.
6. CONTRACTOR SHALL COORDINATE WITH TRAFFIC SIGNAL MAINTENANCE FOR THE IDENTIFICATION AND REMOVAL OF ALL UNUSED AND REDUNDANT COPPER CABLE.

RECOMMENDED _____ DATE: _____

RECOMMENDED _____ DATE: 12/5/14

RECOMMENDED _____ DATE: 12/2/14

APPROVED TRAFFIC ENGINEER _____ DATE: 12/8/14

APPROVED FOR INSTALLATION
CHIEF TRAFFIC ENGINEER _____ DATE: 12/9/14

DELAWARE DEPARTMENT OF TRANSPORTATION

ADDENDUM / REVISIONS

SCALE 0 30 60 90 FEET

SR1, LITTLE HEAVEN GRADE SEPARATED INTERSECTION

CONTRACT	T200412202
COUNTY	KENT
PERMIT NO.	K145
DESIGNED BY:	MSK
CHECKED BY:	BAM

SIGNAL PLAN

SR1 @ BOWERS BEACH RD

SHEET NO. 602
TOTAL SHTS. 641

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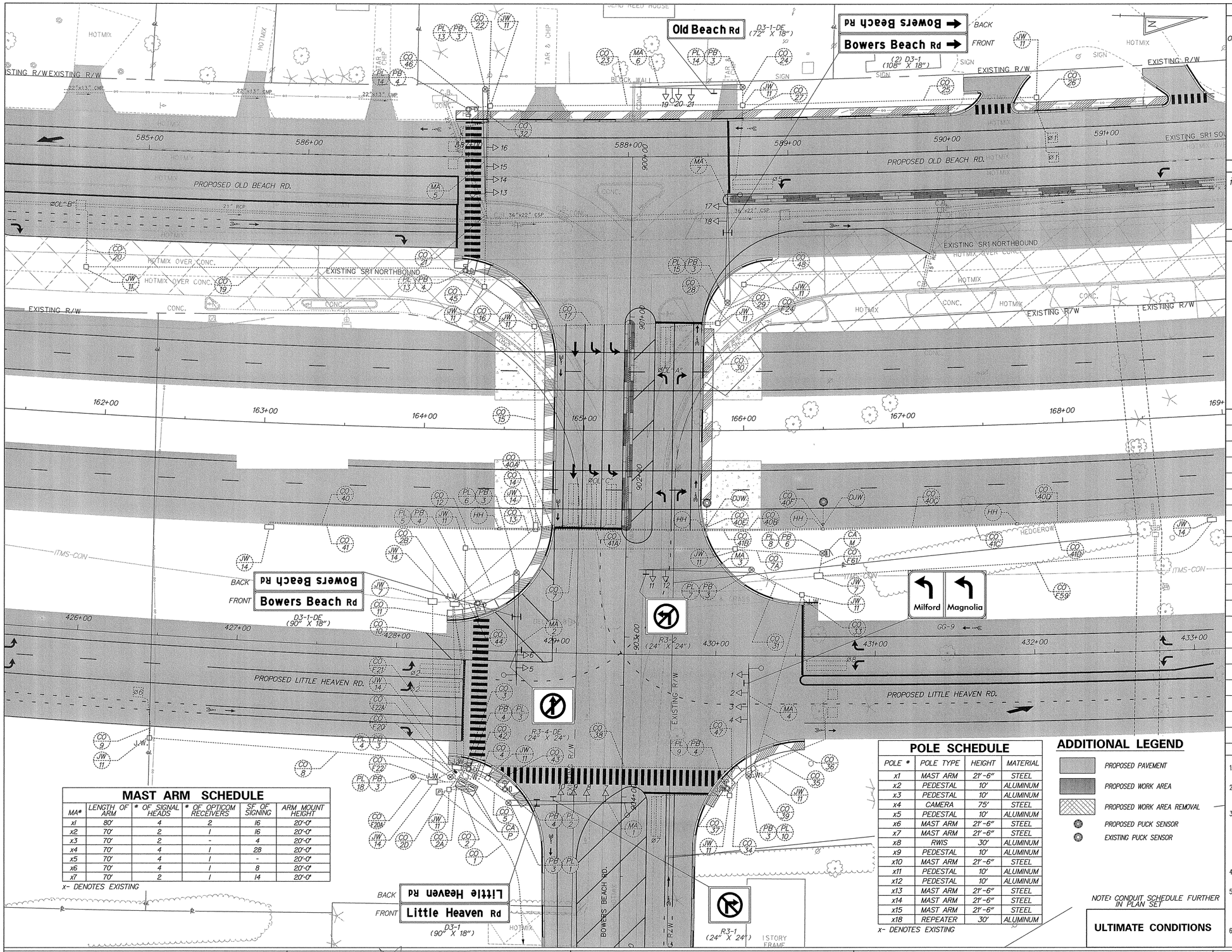
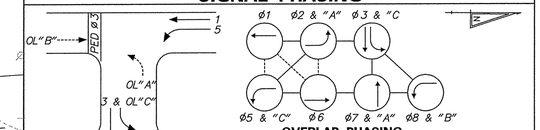


SIGNAL PHASING



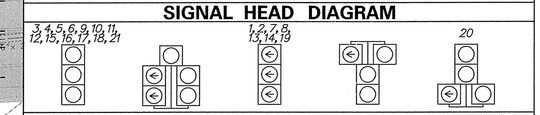
OVERLAP PHASING

A= PHASE 2 & 7, BOWERS BEACH RD - W.B.
B= CLAPHAM RD - N.B.
C= PHASE 3 (PED) & PHASE 5, BOWERS BEACH RD - E.B.

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

AB	ABANDON	OH #	EXISTING OVERHEAD RUN IDENTIFIER (# OF OVERHEAD RUN)
CA X	EXISTING CABINET IDENTIFIER (TYPE OF CABINET)	OH #	PROPOSED OVERHEAD RUN IDENTIFIER (# OF OVERHEAD RUN)
CA X	PROPOSED CABINET IDENTIFIER (TYPE OF CABINET)	PB X	EXISTING POLE BASE IDENTIFIER (TYPE OF POLE BASE)
CO #	EXISTING CONDUIT RUN IDENTIFIER (# OF CONDUIT RUN)	PB X	PROPOSED POLE BASE IDENTIFIER (TYPE OF POLE BASE)
CO #	PROPOSED CONDUIT RUN IDENTIFIER (# OF CONDUIT RUN)	PL X	EXISTING POLE IDENTIFIER (# OF POLE)
JW X	EXISTING JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL)	PL X	PROPOSED POLE IDENTIFIER (# OF POLE)
JW X	PROPOSED JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL)	RM C	REMOVE BY CONTRACTOR
MA X	EXISTING MAST ARM IDENTIFIER (LENGTH OF ARM)	RM O	REMOVE BY OTHERS
MA X	PROPOSED MAST ARM IDENTIFIER (LENGTH OF ARM)	RM TC	REMOVE BY TRAFFIC CONTRACTOR

	EXISTING SYMBOL	PROPOSED SYMBOL
JUNCTION WELL	J.W.	
LOOP DETECTOR, TYPE 1		
LOOP DETECTOR, TYPE 2		
LUMINAIRE		
MAST ARM		
MICROWAVE DETECTION		
OPTICOM RECEIVER		
OVERHEAD SIGNING		
PEDESTRIAN POLE/BASE		
PEDESTRIAN PUSHBUTTON		
PEDESTRIAN SIGNAL HEAD		
RIGHT-OF-WAY		
SERVICE PEDESTAL	P	P
SIGNAL CABINET		
SIGNAL HEAD		
SIGNAL POLE/BASE		
SPAN INSULATOR		
SPAN WIRE	XX	
UTILITY POLE		
CAMERA (CCTV)		

MAST ARM SCHEDULE

MA#	LENGTH OF ARM	# OF SIGNAL HEADS	# OF OPTICOM RECEIVERS	SF OF SIGNING	ARM MOUNT HEIGHT
x1	80'	4	2	16	20'-0"
x2	70'	2	1	16	20'-0"
x3	70'	2	-	4	20'-0"
x4	70'	4	1	28	20'-0"
x5	70'	4	1	-	20'-0"
x6	70'	4	1	8	20'-0"
x7	70'	2	1	14	20'-0"

x- DENOTES EXISTING

POLE SCHEDULE

POLE #	POLE TYPE	HEIGHT	MATERIAL
x1	MAST ARM	21'-6"	STEEL
x2	PEDESTAL	10'	ALUMINUM
x3	PEDESTAL	10'	ALUMINUM
x4	CAMERA	75'	STEEL
x5	PEDESTAL	10'	ALUMINUM
x6	MAST ARM	21'-6"	STEEL
x7	MAST ARM	21'-6"	STEEL
x8	RWIS	30'	ALUMINUM
x9	PEDESTAL	10'	ALUMINUM
x10	MAST ARM	21'-6"	STEEL
x11	PEDESTAL	10'	ALUMINUM
x12	PEDESTAL	10'	ALUMINUM
x13	MAST ARM	21'-6"	STEEL
x14	MAST ARM	21'-6"	STEEL
x15	MAST ARM	21'-6"	STEEL
x18	REPEATER	30'	ALUMINUM

x- DENOTES EXISTING

ADDITIONAL LEGEND

- PROPOSED PAVEMENT
- PROPOSED WORK AREA
- PROPOSED WORK AREA REMOVAL
- PROPOSED PUCK SENSOR
- EXISTING PUCK SENSOR

NOTE: CONDUIT SCHEDULE FURTHER IN PLAN SET

ULTIMATE CONDITIONS

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.
3. PROPOSED POLE BASES SUPPORTING POLES WITH PEDESTRIAN PUSHBUTTONS SHALL BE CONSTRUCTED IMMEDIATELY ADJACENT TO THE FLAT (50:1 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 SHOULD 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.
4. ALL GALVANIZED CONDUIT (GRC) SHALL BE REAMED AND THREADED. ALL GRC SHALL BE THREADED TOGETHER WITH APPROVED COUPLINGS. SET, BOLTED AND COMPRESSION FITTINGS ARE NOT ACCEPTABLE.
5. 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 PRIOR TO THE BEGINNING OF CONSTRUCTION FOR THE UTILITY MARKOUTS. IF THE CONTRACTOR PERCEIVES THAT A CONFLICT BETWEEN UTILITIES AND THE TRAFFIC SIGNAL WILL OCCUR, THE CONTRACTOR SHALL NOTIFY DELDOT IMMEDIATELY BEFORE CONSTRUCTION.
6. CONTRACTOR SHALL COORDINATE WITH TRAFFIC SIGNAL MAINTENANCE FOR THE IDENTIFICATION AND REMOVAL OF ALL UNUSED AND REDUNDANT COPPER CABLE.

RECOMMENDED _____ DATE: _____

RECOMMENDED [signature] DATE: 12/5/14

RECOMMENDED [signature] DATE: 12/2/14

APPROVED TRAFFIC ENGINEER [signature] DATE: 12/5/14

APPROVED FOR INSTALLATION
CHIEF TRAFFIC ENGINEER [signature] DATE: 12/9/14

DELAWARE DEPARTMENT OF TRANSPORTATION

ADDENDUM / REVISIONS

SCALE 0 30 60 90 FEET

SR1, LITTLE HEAVEN GRADE SEPARATED INTERSECTION

CONTRACT	PERMIT NO.	K145	SIGNAL PLAN	SHEET NO.
T200412202	DESIGNED BY:	MSK	SR1 @ BOWERS BEACH RD	603
COUNTY				TOTAL SHTS.
KENT	CHECKED BY:	BAM		641

12/2/2014
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PHASE III, STAGE 4 CONDUIT RUN SCHEDULE

CO#	# OF CONDUITS	SIZE	TYPE	LENGTH	B/T/O/P	AMOUNT AND TYPE OF CABLE/WIRE
1	1	2"	GALV	190'/30'	T/P	(1) 2/#8 UFW/GROUND
2	1	2"	GALV	15'	T	(1) 2/#8 UFW/GROUND
2A	1	2"	GALV	10'	T	*(SEE UTILITY & ITMS PLANS)
2B	1	2"	GALV	115'	T	*(SEE UTILITY & ITMS PLANS)
2D	1	3"	GALV	5'	T	(1)2/#8 UFW/GROUND *(SEE UTILITY & ITMS PLANS)
3	3	4"	PVC	15'	T	(10) 2/#14 (1)#6 BSC
4	1	4"	PVC	20'	T	EMPTY
5	1	3"	PVC	40'	T	EMPTY
7	1	2"	GALV	125'	B	*(SEE UTILITY & ITMS PLANS)
8	1	4"	PVC	190'	T	(2) 2/#14 (20' COILED IN JW), (1)#6 BSC
9	1	1.5"	GALV	10'	T	EMPTY
10	1	4"	PVC	105'	T	(4) 2/#14 (20' OF (1) 2/#14COILED IN JW), (1)#6 BSC
12	1	3"	PVC	45'	T	EMPTY
31	1	3"	PVC	35'	T	EMPTY
34	1	4"	PVC	25'	T	(1) 2/#14 (20' COILED IN JW), (1)#6 BSC
35	1	1.5"	GALV	50'	T	EMPTY
36	1	4"	PVC	115'	T	(1) 2/#14 (20' COILED IN JW), (1)#6 BSC
37	1	1.5"	GALV	15'	T	EMPTY
38	1	4"	HDPE	185'	B	(4)2/#14 (20' EACH OF (2)2/#14 COILED IN JW), (1)#6 BSC
39	1	3"	PVC	10'	T	EMPTY
42	1	2.5"	PVC	15'	T	EMPTY
43	1	2.5"	PVC	15'	T	EMPTY
44	1	2.5"	PVC	15'	T	EMPTY
47	1	2.5"	PVC	5'	T	EMPTY
49	1	4"	HDPE	215'	B	EMPTY
x50	1	1.5"	-	10'	-	EXISTING (4)4/#18
x51	1	1.5"	-	10'	-	EXISTING (4)4/#18
x52	1	2.5"	-	235'	-	EXISTING (2) 4/#18
x53	1	1.5"	-	20'	-	EXISTING (2) 4/#18
x54	1	2.5"	-	65'	-	EXISTING (2) 4/#18
x55	1	2.5"	-	290'	-	EXISTING (3) 4/#18
x56	1	2.5"	-	15'	-	EXISTING [(3) 4/#18 (2) 16/#14]
x57	1	2.5"	-	50'	-	EXISTING (6) 4/#18 REMOVE (1) 4/#18 NEW (2) 2/#14
x58	1	1.5"	-	15'	-	EXISTING (2) 4/#18
x59	2	2.5"	-	85'	-	EXISTING [(2)2/#8 UFW/GRND (2) 6/#22] REMOVE [(1)2/#8 (1)6/#22]
x60	2	2.5"	-	70'	-	EXISTING [(2)2/#8 UFW/GRND (2) 6/#22] REMOVE [(1)2/#8 (1)6/#22]
x61	2	2.5"	-	180'	-	EXISTING [(2)2/#8 UFW/GRND (2) 6/#22] REMOVE [(1)2/#8 (1)6/#22]
x62	1	2.5"	-	15'	-	EXISTING [(1)2/#8 UFW/GRND (1) 6/#22]
x62A	1	2.5"	-	90'	-	EXISTING [(1)2/#8 UFW/GRND (1) 6/#22] REMOVE [(1)2/#8 (1)6/#22]
x62B	1	2.5"	-	15'	-	EXISTING [(1)2/#8 UFW/GRND (1) 6/#22] REMOVE [(1)2/#8 (1)6/#22]
x64	1	2.5"	-	75'	-	EXISTING (1)2/#8 UFW/GROUND
x65	1	2.5"	-	75'	-	EXISTING (3) 4/#18 REMOVE (1) 4/#18 NEW (2) 2/#14
x66	1	2.5"	-	125'	-	EXISTING (2)4/#18 REMOVE (1)4/#18 NEW (2) 2/#14
x67	1	2.5"	-	370'	-	EXSTING (2)4/#18 REMOVE (1)4/#18 NEW (2) 2/#14
x68	1	1.5"	-	15'	-	EXISTING (4)4/#18 REMOVE (4)4/#18 NEW (4) 1/#14
x69	1	1.5"	-	15'	-	EXISTING (4) 4/#18
F20	1	xx4"	-	20'	-	*(SEE UTILITY AND ITMS PLANS)
F20A	1	3"	-	15'	-	*(SEE UTILITY AND ITMS PLANS)
F21	1	xx4"	-	115'	-	*(SEE UTILITY AND ITMS PLANS)
F22	1	4"	-	20'	-	*(SEE UTILITY AND ITMS PLANS)
F22A	1	3"	-	20'	-	*(SEE UTILITY AND ITMS PLANS)

LEGEND

x DENOTES EXISTING

xx ALL 4" ITMS CONDUIT TO BE MULTI-DUCT WITH FOUR 1" INNER DUCTS EXCEPT WHERE SHOWN. THE 1" INNER DUCTS SHALL BE FURNISHED AND INSTALLED BY THE FIBER CONTRACTOR.

* SEE UTILITY AND ITMS PLANS FOR SCHEDULE FOR THE INSTALLATION OF FIBER OPTIC CABLES AND/OR POWER CABLES TO ITMS DEVICES.

B-BORE P- ATTACH TO POLE
T-TRENCH SM- SINGLE MODE FIBER
O-OPEN CUT BSC- BARE STRANDED COPPER

PHASE III, STAGE 5 CONDUIT RUN SCHEDULE

CO#	# OF CONDUITS	SIZE	TYPE	LENGTH	B/T/O/P	AMOUNT AND TYPE OF CABLE/WIRE
x1	1	2"	GALV	190'/30'	-	EXISTING (1) 2/#8 UFW/GROUND
x2	1	2"	GALV	15'	-	EXISTING (1) 2/#8 UFW/GROUND
x2A	1	2"	GALV	10'	-	*(SEE UTILITY & ITMS PLANS)
x2B	1	2"	GALV	115'	-	*(SEE UTILITY & ITMS PLANS)
x2C	1	2"	GALV	25'	-	*(SEE UTILITY & ITMS PLANS)
x2D	1	3"	GALV	5'	-	EXISTING (1)2/#8 UFW/GROUND *(SEE UTILITY & ITMS PLANS)
x3	3	4"	PVC	15'	-	EXISTING [(10) 2/#14 (1) #6 BSC] NEW [(6) 4/#18 (4) 2/#14 (3) 9/#14 (2) 16/#14]
x4	1	4"	PVC	20'	-	EMPTY
x5	1	3"	PVC	40'	-	NEW (2)4/#18 (1)9/#14 (1)#6 BSC
x7	1	2"	GALV	125'	-	*(SEE UTILITY & ITMS PLANS)
x8	1	4"	PVC	190'	-	EXISTING (2) 2/#14 (1)#6 BSC
x9	1	1.5"	GALV	10'	-	(4) 1/#14
x10	1	4"	PVC	105'	-	EX.[(4) 2/#14 (20' OF (1)2/#14 COILED IN JW), (1)#6 BSC] NEW (1)4/#18
11	1	1.5"	GALV	15'	T	(2) 1/#14
x12	1	3"	PVC	45'	-	NEW (1)4/#18 (1)#6 BSC
22	1	3"	PVC	15'	T	EMPTY
23	1	4"	HDPE	160'	B	EMPTY
24	1	3"	PVC	15'	T	EMPTY
25	1	4"	HDPE	185'	B	EMPTY
27	1	1.5"	GALV	10'	T	EMPTY
x31	1	3"	PVC	35'	-	NEW (1)9/#14 (1)#6 BSC
x34	1	4"	PVC	25'	-	EXISTING (1) 2/#14 (1)#6 BSC
x35	1	1.5"	GALV	50'	-	EMPTY
x36	1	4"	PVC	115'	-	EXISTING [(1) 2/#14 (20' COILED IN JW), (1)#6 BSC] NEW [(3)4/#18 (4)2/#14 (1)9/#14 (2)16/#14]
x37	1	1.5"	GALV	15'	-	NEW (2) 1/#14
x38	1	4"	HDPE	185'	-	EXISTING [(4) 2/#14 (20' EACH OF (2)2/#14 COILED IN JW), (1)#6 BSC] NEW [(3)4/#18 (4)2/#14 (2)9/#14 (2)16/#14]
x39	1	3"	PVC	10'	-	NEW (1)9/#14 (1)#6 BSC
x42	1	2.5"	PVC	15'	-	EMPTY
x43	1	2.5"	PVC	15'	-	EMPTY
x44	1	2.5"	PVC	15'	-	EMPTY
46	1	2.5"	PVC	10'	T	EMPTY
x47	1	2.5"	PVC	5'	-	EMPTY
x49	1	4"	HDPE	215'	-	NEW [(3) 4/#18 (4) 2/#14 (2) 16/#14]
x51	1	1.5"	-	10'	-	EXISTING (4) 4/#18 REMOVE (4)4/#18 NEW (4)1/#14
x52	1	2.5"	-	235'	-	EXISTING (2)4/#18 REMOVE (1)4/#18 NEW (2)2/#14
x53	1	1.5"	-	20'	-	EXISTING (2)4/#18 REMOVE (2)4/#18 NEW (2)1/#14
x54	1	2.5"	-	65'	-	EXISTING (2)4/#18 REMOVE (1)4/#18 NEW (2)2/#14
x55	1	2.5"	-	290'	-	EXISTING (3) 4/#18
x56	1	2.5"	-	15'	-	EXISTING [(3) 4/#18 (2) 16/#14] REMOVE [(3) 4/#18 (2) 16/#14] NEW [(3)4/#18 (2)16/#14]
x57	1	2.5"	-	50'	-	EXISTING [(5)4/#18 (2)2/#14] REMOVE [(5)4/#18 (2)2/#14] NEW [(3)4/#18 (2)16/#14]
63	1	1.5"	GALV	30'	T	(4) 1/#14
x64	1	4"	-	75'	-	EXISTING (1) 2/#8 UFW/GROUND
x65	1	2.5"	-	75'	-	EXISTING [(2)4/#18 (2)2/#14] REMOVE [(2)4/#18 (2)2/#14] NEW (3)2/#14
xF20	1	xx4"	-	20'	-	*(SEE UTILITY AND ITMS PLANS)
xF20A	1	3"	-	15'	-	*(SEE UTILITY AND ITMS PLANS)
xF21	1	xx4"	-	115'	-	*(SEE UTILITY AND ITMS PLANS)
xF22	1	4"	-	20'	-	*(SEE UTILITY AND ITMS PLANS)
xF22A	1	3"	-	20'	-	*(SEE UTILITY AND ITMS PLANS)

LEGEND

x DENOTES EXISTING

xx ALL 4" ITMS CONDUIT TO BE MULTI-DUCT WITH FOUR 1" INNER DUCTS EXCEPT WHERE SHOWN. THE 1" INNER DUCTS SHALL BE FURNISHED AND INSTALLED BY THE FIBER CONTRACTOR.

* SEE UTILITY AND ITMS PLANS FOR SCHEDULE FOR THE INSTALLATION OF FIBER OPTIC CABLES AND/OR POWER CABLES TO ITMS DEVICES.

B-BORE P- ATTACH TO POLE
T-TRENCH SM- SINGLE MODE FIBER
O-OPEN CUT BSC- BARE STRANDED COPPER

SIGNAL PHASING

SIGNAL HEAD DIAGRAM

LEGEND

AB	ABANDON	OH #	EXISTING OVERHEAD RUN IDENTIFIER (# OF OVERHEAD RUN)
CA X	EXISTING CABINET IDENTIFIER (TYPE OF CABINET)	OH #	PROPOSED OVERHEAD RUN IDENTIFIER (# OF OVERHEAD RUN)
CA X	PROPOSED CABINET IDENTIFIER (TYPE OF CABINET)	PB X	EXISTING POLE BASE IDENTIFIER (TYPE OF POLE BASE)
CO #	EXISTING CONDUIT RUN IDENTIFIER (# OF CONDUIT RUN)	PB X	PROPOSED POLE BASE IDENTIFIER (TYPE OF POLE BASE)
CO #	PROPOSED CONDUIT RUN IDENTIFIER (# OF CONDUIT RUN)	PL X	EXISTING POLE IDENTIFIER (# OF POLE)
JW X	EXISTING JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL)	PL X	PROPOSED POLE IDENTIFIER (# OF POLE)
JW X	PROPOSED JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL)	RM C	REMOVE BY CONTRACTOR
MA X	EXISTING MAST ARM IDENTIFIER (LENGTH OF ARM)	RM O	REMOVE BY OTHERS
MA X	PROPOSED MAST ARM IDENTIFIER (LENGTH OF ARM)	RM TC	REMOVE BY TRAFFIC CONTRACTOR

	EXISTING SYMBOL	PROPOSED SYMBOL
JUNCTION WELL	J.W.	
LOOP DETECTOR, TYPE 1		
LOOP DETECTOR, TYPE 2		
LUMINAIRE		
MAST ARM		
MICROWAVE DETECTION		
OPTICOM RECEIVER		
OVERHEAD SIGNING		
PEDESTRIAN POLE/BASE		
PEDESTRIAN PUSHBUTTON		
PEDESTRIAN SIGNAL HEAD		
RIGHT-OF-WAY		
SERVICE PEDESTAL	P	P
SIGNAL CABINET		
SIGNAL HEAD		
SIGNAL POLE/BASE		
SPAN INSULATOR		
SPAN WIRE	XX	
UTILITY POLE		
CAMERA (CCTV)		

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.
3. PROPOSED POLE BASES SUPPORTING POLES WITH PEDESTRIAN PUSHBUTTONS SHALL BE CONSTRUCTED IMMEDIATELY ADJACENT TO THE FLAT (5G:1 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 SHOULD 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 THAT 7 FEET OR MORE THAN 10 FEET ABOVE SIDEWALK LEVEL.
4. ALL GALVANIZED CONDUIT (GRC) SHALL BE REAMED AND THREADED. ALL GRC SHALL BE THREADED TOGETHER WITH APPROVED COUPLINGS. SET, BOLTED AND COMPRESSION FITTINGS ARE NOT ACCEPTABLE.
5. 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 PRIOR TO THE BEGINNING OF CONSTRUCTION FOR THE UTILITY MARKOUTS. IF THE CONTRACTOR PERCEIVES THAT A CONFLICT BETWEEN UTILITIES AND THE TRAFFIC SIGNAL WILL OCCUR, THE CONTRACTOR SHALL NOTIFY DELDOT IMMEDIATELY BEFORE CONSTRUCTION.
6. CONTRACTOR SHALL COORDINATE WITH TRAFFIC SIGNAL MAINTENANCE FOR THE IDENTIFICATION AND REMOVAL OF ALL UNUSED AND REDUNDANT COPPER CABLE.

RECOMMENDED _____ DATE: _____

RECOMMENDED _____ DATE: 12/5/14

RECOMMENDED _____ DATE: 12/2/14

APPROVED TRAFFIC ENGINEER _____ DATE: 12/5/14

APPROVED FOR INSTALLATION
CHIEF TRAFFIC ENGINEER _____ DATE: 12/9/14

DELAWARE DEPARTMENT OF TRANSPORTATION

ADDENDUM / REVISIONS

SR1, LITTLE HEAVEN GRADE SEPARATED INTERSECTION

CONTRACT	T200412202	PERMIT NO.	K145
COUNTY	KENT	DESIGNED BY:	MSK
		CHECKED BY:	BAM

SIGNAL PLAN

SR1 @ BOWERS BEACH RD

SHEET NO. 604
TOTAL SHTS. 641

12/2/2014
G:\PROJECTS\03517.00 (DELDOT AGMT 1223 DOTS Open End)\03517.16 SR1, LITTLE HEAVEN FINAL DESIGN\DGN Files\signal_bowers10.dgn
3:22:22 PM

PHASE IV, STAGE 4A CONDUIT RUN SCHEDULE

CO*	* OF CONDUITS	SIZE	TYPE	LENGTH	B/T/O/P	AMOUNT AND TYPE OF CABLE/WIRE
x1	1	2"	GALV	190'/30'	-	EXISTING (1) 2/*8 UFW/GROUND
x2	1	2"	GALV	15'	-	EXISTING (1) 2/*8 UFW/GROUND
x2A	1	2"	GALV	10'	-	*(SEE UTILITY & ITMS PLANS)
x2B	1	2"	GALV	115'	-	*(SEE UTILITY & ITMS PLANS)
x2C	1	2"	GALV	25'	-	*(SEE UTILITY & ITMS PLANS)
x2D	1	3"	GALV	5'	-	EXISTING (1)2/*8 UFW/GROUND *(SEE UTILITY & ITMS PLANS)
x3	3	4"	PVC	15'	-	EXISTING [(14)2/*14 (6)4/*18 (3)9/*14 (2)16/*14 (1)*6 BSC]
x4	1	4"	PVC	20'	-	EMPTY
x5	1	3"	PVC	40'	-	EXISTING [(2)4/*18 (1)9/*14 (1)*6 BSC]
x7	1	2"	GALV	125'	-	*(SEE UTILITY & ITMS PLANS)
x8	1	4"	PVC	190'	-	EXISTING [(2) 2/*14 (1)*6 BSC]
x9	1	1.5"	GALV	10'	-	EXISTING (4) 1/*14
x10	1	4"	PVC	105'	-	EX. [(1)4/*18 (4) 2/*14 (20' EA.OF (1)2/*14 COILED IN JW), (1)*6 BSC]
x11	1	1.5"	GALV	15'	-	EXISTING (2) 1/*14
x12	1	3"	PVC	45'	-	EXISTING [(1)4/*18 (1)*6 BSC]
x22	1	3"	PVC	15'	-	EMPTY
x23	1	4"	HDPE	160'	-	EMPTY
x24	1	3"	PVC	15'	-	EMPTY
x25	1	4"	HDPE	185'	-	EMPTY
x27	1	1.5"	GALV	10'	-	EMPTY
x31	1	3"	PVC	35'	-	EXISTING [(1)9/*14 (1)*6 BSC]
x34	1	4"	PVC	25'	-	EXISTING [(1) 2/*14 (1)*6 BSC]
x35	1	1.5"	GALV	50'	-	EMPTY
x36	1	4"	PVC	115'	-	EXISTING [(3)4/*18 (5)2/*14 (20' OF (1)2/*14 COILED IN JW) (1)9/*14 (2)16/*14 (1)*6 BSC]
x37	1	1.5"	GALV	15'	-	EXISTING (2) 1/*14
x38	1	4"	HDPE	185'	-	EXISTING [(3)4/*18 (8) 2/*14 (20' EACH OF (4)2/*14 COILED IN JW) (2)9/*14 (2)16/*14 (1)*6 BSC]
x39	1	3"	PVC	10'	-	EXISTING (1)9/*14 (1)*6 BSC
x42	1	2.5"	PVC	15'	-	EMPTY
x43	1	2.5"	PVC	15'	-	EMPTY
x44	1	2.5"	PVC	15'	-	EMPTY
x46	1	2.5"	PVC	10'	-	EMPTY
x47	1	2.5"	PVC	5'	-	EMPTY
x49	1	4"	HDPE	215'	-	EXISTING [(3)4/*18 (4)2/*14 (2)16/*14]
x51	1	1.5"	-	10'	-	EXISTING (4) 1/*14 REMOVE (4)1/*14 NEW (4)1/*14
x52	1	2.5"	-	235'	-	EXISTING [(1) 4/*18 (2)2/*14]
x53	1	1.5"	-	20'	-	EXISTING (2) 1/*14
x54	1	2.5"	-	65'	-	EXISTING [(1) 4/*18 (2)2/*14]
x55	1	2.5"	-	290'	-	EXISTING (3) 4/*18
x56	1	2.5"	-	15'	-	EXISTING [(3) 4/*18 (2) 16/*14]
x57	1	2.5"	-	50'	-	EXISTING [(3)4/*18 (2)16/*14]
x63	1	1.5"	GALV	30'	-	EXISTING (4) 1/*14
x64	1	4"	-	75'	-	EXISTING (1) 2/*8 UFW/GROUND
x65	1	2.5"	-	75'	-	EXISTING (3)2/*14
xF20	1	xx4"	-	20'	-	*(SEE UTILITY AND ITMS PLANS)
xF20A	1	3"	-	15'	-	*(SEE UTILITY AND ITMS PLANS)
xF21	1	xx4"	-	115'	-	*(SEE UTILITY AND ITMS PLANS)
xF22	1	4"	-	20'	-	*(SEE UTILITY AND ITMS PLANS)
xF22A	1	3"	-	20'	-	*(SEE UTILITY AND ITMS PLANS)

LEGEND
x DENOTES EXISTING

xx ALL 4" ITMS CONDUIT TO BE MULTI-DUCT WITH FOUR 1" INNER DUCTS EXCEPT WHERE SHOWN. THE 1" INNER DUCTS SHALL BE FURNISHED AND INSTALLED BY THE FIBER CONTRACTOR.

* SEE UTILITY AND ITMS PLANS FOR SCHEDULE FOR THE INSTALLATION OF FIBER OPTIC CABLES AND/OR POWER CABLES TO ITMS DEVICES.

B-BORE P- ATTACH TO POLE
T-TRENCH SM- SINGLE MODE FIBER
O-OPEN CUT BSC- BARE STRANDED COPPER

PHASE IV, STAGE 4B CONDUIT RUN SCHEDULE

CO*	* OF CONDUITS	SIZE	TYPE	LENGTH	B/T/O/P	AMOUNT AND TYPE OF CABLE/WIRE
x1	1	2"	GALV	190'/30'	-	EXISTING (1) 2/*8 UFW/GROUND
x2	1	2"	GALV	15'	-	EXISTING (1) 2/*8 UFW/GROUND
x2A	1	2"	GALV	10'	-	*(SEE UTILITY & ITMS PLANS)
x2B	1	2"	GALV	115'	-	*(SEE UTILITY & ITMS PLANS)
x2C	1	2"	GALV	25'	-	*(SEE UTILITY & ITMS PLANS)
x2D	1	3"	GALV	5'	-	EXISTING (1)2/*8 UFW/GROUND *(SEE UTILITY & ITMS PLANS)
x3	3	4"	PVC	15'	-	EXISTING [(14)2/*14 (6)4/*18 (3)9/*14 (2)16/*14 (1)*6 BSC] REMOVE [(3)4/*18 (4)2/*14 (2)16/*14] NEW [(2)4/*18 (8)2/*14 (2)9/*14]
x4	1	4"	PVC	20'	-	EMPTY
x5	1	3"	PVC	40'	-	EXISTING (2)4/*18 (1)9/*14 (1)*6 BSC
x7	1	2"	GALV	125'	-	*(SEE UTILITY & ITMS PLANS)
x8	1	4"	PVC	190'	-	EXISTING (2) 2/*14 (1)*6 BSC
x9	1	1.5"	GALV	10'	-	EXISTING (4) 1/*14
x10	1	4"	PVC	105'	-	EX. [(1)4/*18 (4)2/*14 (20' EA.OF (1)2/*14 COILED IN JW), (1)*6 BSC] NEW [(2)4/*18 (8)2/*14 (2)9/*14]
x11	1	1.5"	GALV	15'	-	EXISTING (2) 1/*14
x12	1	3"	PVC	45'	-	EXISTING (1)4/*18 (1)*6 BSC
13	1	4"	PVC	70'	T	(2)4/*18 (8)2/*14 (2)9/*14 (1)*6 BSC
15	1	4"	PVC	125'	T	(2)4/*18 (8)2/*14 (2)9/*14 (1)*6 BSC
16	1	4"	PVC	40'	T	(1)4/*18 (6)2/*14 (2)9/*14 (1)*6 BSC
17	1	4"	HDPE	115'	B	(1)4/*18 (2)2/*14 (1)*6 BSC
18	1	1.5"	GALV	40'	T	(2)1/*14
19	1	4"	PVC	255'	T	(1)2/*14 (20' COILED IN JW), (1)*6 BSC
21	1	4"	HDPE	115'	B	(1)4/*18 (5)2/*14 (20' EA.OF (2)2/*14 COILED IN JW),(2)9/*14 (1)*6 BSC
x22	1	3"	PVC	15'	-	NEW (1)9/*14 (1)*6 BSC
x23	1	4"	HDPE	160'	-	NEW (1)4/*18 (3)2/*14 (20' OF (1)2/*14 COILED IN JW), (1)9/*14 (1)*6 BSC
x24	1	3"	PVC	15'	-	NEW (1)4/*18 (1)9/*14 (1)*6 BSC
x25	1	4"	HDPE	185'	-	NEW (2)2/*14 (1)*6 BSC
26	1	1.5"	GALV	10'	T	(4)1/*14
x27	1	1.5"	GALV	10'	-	EMPTY
28	1	3"	PVC	10'	T	(1)4/*18 (1)*6 BSC
29	1	4"	PVC	30'	T	(1)2/*14 (1)*6 BSC
x31	1	3"	PVC	35'	-	EXISTING (1)9/*14 (1)*6 BSC
x34	1	4"	PVC	25'	-	EXISTING (1) 2/*14 (1)*6 BSC
x35	1	1.5"	GALV	50'	-	EMPTY
x36	1	4"	PVC	115'	-	EXISTING [(3)4/*18 (5)2/*14 (20' OF (1)2/*14 COILED IN JW) (1)9/*14 (2)16/*14 (1)*6 BSC] REMOVE [(3)4/*18 (4)2/*14 (2)16/*14]
x37	1	1.5"	GALV	15'	-	EXISTING (2) 1/*14
x38	1	4"	HDPE	185'	-	EXISTING [(3)4/*18 (8) 2/*14 (20' EACH OF (4)2/*14 COILED IN JW) (2)9/*14 (2)16/*14 (1)*6 BSC] REMOVE [(3)4/*18 (4)2/*14 (2)16/*14]
x39	1	3"	PVC	10'	-	EXISTING (1)9/*14 (1)*6 BSC
40	1	2.5"	-	145'	-	*(SEE UTILITY AND ITMS PLANS)
40A	1	2.5"	-	130'	-	*(SEE UTILITY AND ITMS PLANS)
40B	1	2.5"	-	75'	-	*(SEE UTILITY AND ITMS PLANS)
40C	1	2.5"	-	125'	-	*(SEE UTILITY AND ITMS PLANS)
40D	1	2.5"	-	130'	-	*(SEE UTILITY AND ITMS PLANS)
41	1	2.5"	-	145'	-	*(SEE UTILITY AND ITMS PLANS)
41A	1	2.5"	-	130'	-	*(SEE UTILITY AND ITMS PLANS)
41B	1	2.5"	-	75'	-	*(SEE UTILITY AND ITMS PLANS)
41C	1	2.5"	-	125'	-	*(SEE UTILITY AND ITMS PLANS)
41D	1	2.5"	-	130'	-	*(SEE UTILITY AND ITMS PLANS)
x42	1	2.5"	PVC	15'	-	EMPTY
x43	1	2.5"	PVC	15'	-	EMPTY
x44	1	2.5"	PVC	15'	-	EMPTY
45	1	2.5"	PVC	15'	T	EMPTY
x46	1	2.5"	PVC	10'	-	EMPTY
x47	1	2.5"	PVC	5'	-	EMPTY
53	1	1.5"	GALV	55'	T	(2)1/*14
58	1	1.5"	GALV	40'	T	(2)1/*14
x63	1	1.5"	GALV	30'	-	EXISTING (4) 1/*14
xF20	1	xx4"	-	20'	-	*(SEE UTILITY AND ITMS PLANS)
xF20A	1	3"	-	15'	-	*(SEE UTILITY AND ITMS PLANS)
xF21	1	xx4"	-	115'	-	*(SEE UTILITY AND ITMS PLANS)
xF22	1	4"	-	20'	-	*(SEE UTILITY AND ITMS PLANS)
xF22A	1	3"	-	20'	-	*(SEE UTILITY AND ITMS PLANS)

LEGEND
x DENOTES EXISTING

xx ALL 4" ITMS CONDUIT TO BE MULTI-DUCT WITH FOUR 1" INNER DUCTS EXCEPT WHERE SHOWN. THE 1" INNER DUCTS SHALL BE FURNISHED AND INSTALLED BY THE FIBER CONTRACTOR.

* SEE UTILITY AND ITMS PLANS FOR SCHEDULE FOR THE INSTALLATION OF FIBER OPTIC CABLES AND/OR POWER CABLES TO ITMS DEVICES.

B-BORE P- ATTACH TO POLE
T-TRENCH SM- SINGLE MODE FIBER
O-OPEN CUT BSC- BARE STRANDED COPPER

SIGNAL PHASING

SIGNAL HEAD DIAGRAM

LEGEND

AB — ABANDON	OH/# — EXISTING OVERHEAD RUN IDENTIFIER (* OF OVERHEAD RUN)
CA/X — EXISTING CABINET IDENTIFIER (TYPE OF CABINET)	OH/# — PROPOSED OVERHEAD RUN IDENTIFIER (* OF OVERHEAD RUN)
CA/X — PROPOSED CABINET IDENTIFIER (TYPE OF CABINET)	PB/X — EXISTING POLE BASE IDENTIFIER (TYPE OF POLE BASE)
CO/# — EXISTING CONDUIT RUN IDENTIFIER (* OF CONDUIT RUN)	PB/X — PROPOSED POLE BASE IDENTIFIER (TYPE OF POLE BASE)
CO/# — PROPOSED CONDUIT RUN IDENTIFIER (* OF CONDUIT RUN)	PL/X — EXISTING POLE IDENTIFIER (* OF POLE)
JW/X — EXISTING JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL)	PL/X — PROPOSED POLE IDENTIFIER (* OF POLE)
JW/X — PROPOSED JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL)	RM/C — REMOVE BY CONTRACTOR
MA/X — EXISTING MAST ARM IDENTIFIER (LENGTH OF ARM)	RM/O — REMOVE BY OTHERS
MA/X — PROPOSED MAST ARM IDENTIFIER (LENGTH OF ARM)	RM/TC — REMOVE BY TRAFFIC CONTRACTOR

	EXISTING SYMBOL	PROPOSED SYMBOL
JUNCTION WELL	J.W.	
LOOP DETECTOR, TYPE 1		
LOOP DETECTOR, TYPE 2		
LUMINAIRE		
MAST ARM		
MICROWAVE DETECTION		
OPTICOM RECEIVER		
OVERHEAD SIGNING		
PEDESTRIAN POLE/BASE		
PEDESTRIAN PUSHBUTTON		
PEDESTRIAN SIGNAL HEAD		
RIGHT-OF-WAY		
SERVICE PEDESTAL	P	P
SIGNAL CABINET		
SIGNAL HEAD		
SIGNAL POLE/BASE		
SPAN INSULATOR		
SPAN WIRE	XX	
UTILITY POLE		
CAMERA (CCTV)		

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.
3. PROPOSED POLE BASES SUPPORTING POLES WITH PEDESTRIAN PUSHBUTTONS SHALL BE CONSTRUCTED IMMEDIATELY ADJACENT TO THE FLAT (50:1 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 SHOULD 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 THAT 7 FEET OR MORE THAN 10 FEET ABOVE SIDEWALK LEVEL.
4. ALL GALVANIZED CONDUIT (GRC) SHALL BE REAMED AND THREADED. ALL GRC SHALL BE THREADED TOGETHER WITH APPROVED COUPLINGS. SET, BOLTED AND COMPRESSION FITTINGS ARE NOT ACCEPTABLE.
5. 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 PRIOR TO THE BEGINNING OF CONSTRUCTION FOR THE UTILITY MARKOUTS. IF THE CONTRACTOR PERCEIVES THAT A CONFLICT BETWEEN UTILITIES AND THE TRAFFIC SIGNAL WILL OCCUR, THE CONTRACTOR SHALL NOTIFY DELDOT IMMEDIATELY BEFORE CONSTRUCTION.
6. CONTRACTOR SHALL COORDINATE WITH TRAFFIC SIGNAL MAINTENANCE FOR THE IDENTIFICATION AND REMOVAL OF ALL UNUSED AND REDUNDANT COPPER CABLE.

RECOMMENDED ____________ DATE: ______

RECOMMENDED Man Saintil DATE: 12/5/14

RECOMMENDED [signature] DATE: 12/2/14

APPROVED TRAFFIC ENGINEER [signature] DATE: 12/5/14

APPROVED FOR INSTALLATION CHIEF TRAFFIC ENGINEER [signature] DATE: 12/9/14

DELAWARE DEPARTMENT OF TRANSPORTATION

ADDENDUM / REVISIONS

SR1, LITTLE HEAVEN GRADE SEPARATED INTERSECTION

CONTRACT	PERMIT NO.	K145	SIGNAL PLAN	SHEET NO.
T200412202	DESIGNED BY:	MSK	SR1 @ BOWERS BEACH RD	605
COUNTY				TOTAL SHTS.
KENT	CHECKED BY:	BAM		641

12/2/2014
G:\PROJECTS\03517.00 (DELDOT AGMT 1223 DOTS Open End)\03517.16 SR1, LITTLE HEAVEN FINAL DESIGN\DGN Files\signal_bowers11.dgn
3:22:01 PM

PHASE IV, STAGE 6 CONDUIT RUN SCHEDULE

CO#	# OF CONDUITS	SIZE	TYPE	LENGTH	B/T/O/P	AMOUNT AND TYPE OF CABLE/WIRE
x1	1	2"	GALV	190'/30'	-	EXISTING (1) 2/*8 UFW/GROUND
x2	1	2"	GALV	15'	-	EXISTING (1) 2/*8 UFW/GROUND
x2A	1	2"	GALV	10'	-	*(SEE UTILITY & ITMS PLANS)
x2B	1	2"	GALV	115'	-	*(SEE UTILITY & ITMS PLANS)
2B^E	1	2"	GALV	40'	T	*(SEE UTILITY & ITMS PLANS)
x2C	1	2"	GALV	25'	-	*(SEE UTILITY & ITMS PLANS)
x2D	1	3"	GALV	5'	-	EXISTING (1)2/*8 UFW/GROUND *(SEE UTILITY & ITMS PLANS)
x3	3	4"	PVC	15'	-	EXISTING [(18) 2/*14 (5)4/*18 (5)9/*14 (1)*6 BSC] REMOVE (1)2/*14 NEW [(1)4/*18 (1)9/*14]
x4	1	4"	PVC	20'	-	EMPTY
x5	1	3"	PVC	40'	-	EXISTING (2)4/*18 (1)9/*14 (1)*6 BSC
x7	1	2"	GALV	125'	-	*(SEE UTILITY & ITMS PLANS)
7E	1	2"	GALV	45'	T	*(SEE UTILITY & ITMS PLANS)
7A	1	3"	GALV	55'	T	*(SEE UTILITY & ITMS PLANS)
x8	1	4"	PVC	190'	-	EXISTING [(2) 2/*14 (1)*6 BSC] REMOVE (1)2/*14
x9	1	1.5"	GALV	10'	-	EXISTING (4) 1/*14
x10	1	4"	PVC	105'	-	EX. [(3)4/*18 (12)2/*14 (20' OF (1)2/*14 COILED IN JW), (2)9/*14 (1)*6 BSC] NEW (1)9/*14
x11	1	1.5"	GALV	15'	-	EXISTING (2)1/*14 REMOVE (2)1/*14 NEW (4)1/*14
x12	1	3"	PVC	45'	-	EXISTING [(1)4/*18 (1)*6 BSC] NEW (1)9/*14
x13	1	4"	PVC	70'	-	EXISTING (2)4/*18 (8)2/*14 (2)9/*14 (1)*6 BSC
x15	1	4"	PVC	125'	-	EXISTING (2)4/*18 (8)2/*14 (2)9/*14 (1)*6 BSC
x16	1	4"	PVC	40'	-	EXISTING (1)4/*18 (6)2/*14 (2)9/*14 (1)*6 BSC
x17	1	4"	HDPE	115'	-	EXISTING (1)4/*18 (2)2/*14 (1)*6 BSC
x18	1	1.5"	GALV	40'	-	EXISTING (2)1/*14
x19	1	4"	PVC	255'	-	EXISTING (1)2/*14 (20' COILED IN JW), (1)*6 BSC
x21	1	4"	HDPE	115'	-	EX.(1)4/*18 (5)2/*14 (20' EA.OF (2)2/*14 COILED IN JW), (2)9/*14 (1)*6 BSC
x22	1	3"	PVC	15'	-	EXISTING (1)9/*14 (1)*6 BSC
x23	1	4"	HDPE	160'	-	EX.(1)4/*18 (3)2/*14 (20' OF (1)2/*14 COILED IN JW), (1)9/*14 (1)*6 BSC
x24	1	3"	PVC	15'	-	EXISTING (1)4/*18 (1)9/*14 (1)*6 BSC
x25	1	4"	HDPE	185'	-	EXISTING (2)2/*14 (1)*6 BSC
x26	1	1.5"	GALV	10'	-	EXISTING (4)1/*14
x27	1	1.5"	GALV	10'	-	EMPTY
x28	1	3"	PVC	10'	-	EXISTING (1)4/*18 (1)*6 BSC
x29	1	4"	PVC	30'	-	EXISTING (1)2/*14 (1)*6 BSC
x31	1	3"	PVC	35'	-	EXISTING (1)9/*14 (1)*6 BSC
33	1	1.5"	GALV	10'	T	(2)1/*14
x34	1	4"	PVC	25'	-	EXISTING (1) 2/*14 (1)*6 BSC
x35	1	1.5"	GALV	50'	-	NEW (4)1/*14
x36	1	4"	PVC	115'	-	EXISTING (1)2/*14 (1)9/*14 (1)*6 BSC
x37	1	1.5"	GALV	15'	-	EXISTING (2) 1/*14
x38	1	4"	HDPE	185'	-	EXISTING [(4) 2/*14 (2)9/*14 (1)*6 BSC] NEW (1)4/*18
x39	1	3"	PVC	10'	-	EXISTING [(1)9/*14 (1)*6 BSC] NEW (1)4/*18
x40	1	2.5"	-	145'	-	*(SEE UTILITY AND ITMS PLANS)
x40A	1	2.5"	-	130'	-	*(SEE UTILITY AND ITMS PLANS)
x40B	1	2.5"	-	75'	-	*(SEE UTILITY AND ITMS PLANS)
x40C	1	2.5"	-	125'	-	*(SEE UTILITY AND ITMS PLANS)
x40D	1	2.5"	-	130'	-	*(SEE UTILITY AND ITMS PLANS)
x41	1	2.5"	-	145'	-	*(SEE UTILITY AND ITMS PLANS)
x41A	1	2.5"	-	130'	-	*(SEE UTILITY AND ITMS PLANS)
x41B	1	2.5"	-	75'	-	*(SEE UTILITY AND ITMS PLANS)
x41C	1	2.5"	-	125'	-	*(SEE UTILITY AND ITMS PLANS)
x41D	1	2.5"	-	130'	-	*(SEE UTILITY AND ITMS PLANS)
x42	1	2.5"	PVC	15'	-	EMPTY
x43	1	2.5"	PVC	15'	-	EMPTY
x44	1	2.5"	PVC	15'	-	EMPTY
x45	1	2.5"	PVC	15'	-	EMPTY
x46	1	2.5"	PVC	10'	-	EMPTY
x47	1	2.5"	PVC	5'	-	EMPTY
x53	1	1.5"	GALV	55'	-	EXISTING (2)1/*14
x58	1	1.5"	GALV	40'	-	EXISTING (2)1/*14
x63	1	1.5"	GALV	30'	-	EXISTING (4) 1/*14
xF20	1	xx4"	-	20'	-	*(SEE UTILITY AND ITMS PLANS)
xF20A	1	3"	-	15'	-	*(SEE UTILITY AND ITMS PLANS)
xF21	1	xx4"	-	115'	-	*(SEE UTILITY AND ITMS PLANS)
xF22	1	4"	-	20'	-	*(SEE UTILITY AND ITMS PLANS)
xF22A	1	3"	-	20'	-	*(SEE UTILITY AND ITMS PLANS)
F59	1	4"	-	260'	-	*(SEE UTILITY AND ITMS PLANS)
F61	1	3"	-	15'	-	*(SEE UTILITY AND ITMS PLANS)

LEGEND
x DENOTES EXISTING
xx ALL 4" ITMS CONDUIT TO BE MULTI-DUCT WITH FOUR 1" INNER DUCTS EXCEPT WHERE SHOWN. THE 1" INNER DUCTS SHALL BE FURNISHED AND INSTALLED BY THE FIBER CONTRACTOR.
* SEE UTILITY AND ITMS PLANS FOR SCHEDULE FOR THE INSTALLATION OF FIBER OPTIC CABLES AND/OR POWER CABLES TO ITMS DEVICES.

B-BORE P- ATTACH TO POLE
T-TRENCH SM- SINGLE MODE FIBER
O-OPEN CUT BSC- BARE STRANDED COPPER

PHASE V, STAGE 4 CONDUIT RUN SCHEDULE

CO#	# OF CONDUITS	SIZE	TYPE	LENGTH	B/T/O/P	AMOUNT AND TYPE OF CABLE/WIRE
x1	1	2"	GALV	190'/30'	-	EXISTING (1) 2/*8 UFW/GROUND
x2	1	2"	GALV	15'	-	EXISTING (1) 2/*8 UFW/GROUND
x2A	1	2"	GALV	10'	-	*(SEE UTILITY & ITMS PLANS)
x2B	1	2"	GALV	155'	-	*(SEE UTILITY & ITMS PLANS)
x2C	1	2"	GALV	25'	-	*(SEE UTILITY & ITMS PLANS)
x2D	1	3"	GALV	5'	-	EXISTING (1)2/*8 UFW/GROUND *(SEE UTILITY & ITMS PLANS)
x3	3	4"	PVC	15'	-	EXISTING (1)4/*18 (17) 2/*14 (5)4/*18 (6)9/*14 (1)*6 BSC
x4	1	4"	PVC	20'	-	EMPTY
x5	1	3"	PVC	40'	-	EXISTING (2)4/*18 (1)9/*14 (1)*6 BSC
x7	1	2"	GALV	170'	-	*(SEE UTILITY & ITMS PLANS)
x7A	1	3"	GALV	55'	-	*(SEE UTILITY & ITMS PLANS)
x8	1	4"	PVC	190'	-	EXISTING (1) 2/*14 (1)*6 BSC
x9	1	1.5"	GALV	10'	-	EXISTING (4) 1/*14
x10	1	4"	PVC	105'	-	EX.[(3)4/*18 (12)2/*14 (20' OF (1)2/*14 COILED IN JW), (3)9/*14 (1)*6 BSC]
x11	1	1.5"	GALV	15'	-	EXISTING (4)1/*14
x12	1	3"	PVC	45'	-	EXISTING (1)4/*18 (1)9/*14 (1)*6 BSC
x13	1	4"	PVC	70'	-	EXISTING (2)4/*18 (8)2/*14 (2)9/*14 (1)*6 BSC
x15	1	4"	PVC	125'	-	EXISTING (2)4/*18 (8)2/*14 (2)9/*14 (1)*6 BSC
x16	1	4"	PVC	40'	-	EXISTING (1)4/*18 (6)2/*14 (2)9/*14 (1)*6 BSC
x17	1	4"	HDPE	115'	-	EXISTING (1)4/*18 (2)2/*14 (1)*6 BSC
x18	1	1.5"	GALV	40'	-	EXISTING (2)1/*14
x19	1	4"	PVC	255'	-	EXISTING (1)2/*14 (20' COILED IN JW), (1)*6 BSC
x21	1	4"	HDPE	115'	-	EX.(1)4/*18 (5)2/*14 (20' EA.OF (2)2/*14 COILED IN JW), (2)9/*14 (1)*6 BSC
x22	1	3"	PVC	15'	-	EXISTING (1)9/*14 (1)*6 BSC
x23	1	4"	HDPE	160'	-	EX.(1)4/*18 (3)2/*14 (20' OF (1)2/*14 COILED IN JW), (1)9/*14 (1)*6 BSC
x24	1	3"	PVC	15'	-	EXISTING (1)4/*18 (1)9/*14 (1)*6 BSC
x25	1	4"	HDPE	185'	-	EXISTING (2)2/*14 (1)*6 BSC
x26	1	1.5"	GALV	10'	-	EXISTING (4)1/*14
x27	1	1.5"	GALV	10'	-	EMPTY
x28	1	3"	PVC	10'	-	EXISTING (1)4/*18 (1)*6 BSC
x29	1	4"	PVC	30'	-	EXISTING (1)2/*14 (1)*6 BSC
x31	1	3"	PVC	35'	-	EXISTING (1)9/*14 (1)*6 BSC
32	1	1.5"	GALV	5'	T	EMPTY
x33	1	1.5"	GALV	10'	-	EXISTING (2)1/*14
x34	1	4"	PVC	25'	-	EXISTING (1) 2/*14 (1)*6 BSC
x35	1	1.5"	GALV	50'	-	EXISTING (4)1/*14
x36	1	4"	PVC	115'	-	EXISTING (1)2/*14 (1)9/*14 (1)*6 BSC
x37	1	1.5"	GALV	15'	-	EXISTING (2) 1/*14
x38	1	4"	HDPE	185'	-	EXISTING (1)4/*18 (4) 2/*14 (2)9/*14 (1)*6 BSC
x39	1	3"	PVC	10'	-	EXISTING (1)4/*18 (1)9/*14 (1)*6 BSC
x40	1	2.5"	-	145'	-	*(SEE UTILITY AND ITMS PLANS)
x40A	1	2.5"	-	130'	-	*(SEE UTILITY AND ITMS PLANS)
x40B	1	2.5"	-	75'	-	*(SEE UTILITY AND ITMS PLANS)
x40C	1	2.5"	-	125'	-	*(SEE UTILITY AND ITMS PLANS)
x40D	1	2.5"	-	130'	-	*(SEE UTILITY AND ITMS PLANS)
x41	1	2.5"	-	145'	-	*(SEE UTILITY AND ITMS PLANS)
x41A	1	2.5"	-	130'	-	*(SEE UTILITY AND ITMS PLANS)
x41B	1	2.5"	-	75'	-	*(SEE UTILITY AND ITMS PLANS)
x41C	1	2.5"	-	125'	-	*(SEE UTILITY AND ITMS PLANS)
x41D	1	2.5"	-	130'	-	*(SEE UTILITY AND ITMS PLANS)
x42	1	2.5"	PVC	15'	-	EMPTY
x43	1	2.5"	PVC	15'	-	EMPTY
x44	1	2.5"	PVC	15'	-	EMPTY
x45	1	2.5"	PVC	15'	-	EMPTY
x46	1	2.5"	PVC	10'	-	EMPTY
x47	1	2.5"	PVC	5'	-	EMPTY
x53	1	1.5"	GALV	55'	-	EXISTING (2)1/*14 REMOVE (2)1/*14 NEW (2)1/*14
x58	1	1.5"	GALV	40'	-	EXISTING (2)1/*14 REMOVE (2)1/*14 NEW (2)1/*14
x63	1	1.5"	GALV	30'	-	EXISTING (4) 1/*14
xF20	1	xx4"	-	20'	-	*(SEE UTILITY AND ITMS PLANS)
xF20A	1	3"	-	15'	-	*(SEE UTILITY AND ITMS PLANS)
xF21	1	xx4"	-	115'	-	*(SEE UTILITY AND ITMS PLANS)
xF22	1	4"	-	20'	-	*(SEE UTILITY AND ITMS PLANS)
xF22A	1	3"	-	20'	-	*(SEE UTILITY AND ITMS PLANS)
xF59	1	4"	-	260'	-	*(SEE UTILITY AND ITMS PLANS)
xF61	1	3"	-	15'	-	*(SEE UTILITY AND ITMS PLANS)

LEGEND
x DENOTES EXISTING
xx ALL 4" ITMS CONDUIT TO BE MULTI-DUCT WITH FOUR 1" INNER DUCTS EXCEPT WHERE SHOWN. THE 1" INNER DUCTS SHALL BE FURNISHED AND INSTALLED BY THE FIBER CONTRACTOR.
* SEE UTILITY AND ITMS PLANS FOR SCHEDULE FOR THE INSTALLATION OF FIBER OPTIC CABLES AND/OR POWER CABLES TO ITMS DEVICES.

B-BORE P- ATTACH TO POLE
T-TRENCH SM- SINGLE MODE FIBER
O-OPEN CUT BSC- BARE STRANDED COPPER

SIGNAL PHASING

SIGNAL HEAD DIAGRAM

LEGEND

AB	ABANDON	OH#	EXISTING OVERHEAD RUN IDENTIFIER (# OF OVERHEAD RUN)
CA X	EXISTING CABINET IDENTIFIER (TYPE OF CABINET)	OH#	PROPOSED OVERHEAD RUN IDENTIFIER (# OF OVERHEAD RUN)
CA X	PROPOSED CABINET IDENTIFIER (TYPE OF CABINET)	PB X	EXISTING POLE BASE IDENTIFIER (TYPE OF POLE BASE)
CO #	EXISTING CONDUIT RUN IDENTIFIER (# OF CONDUIT RUN)	PB X	PROPOSED POLE BASE IDENTIFIER (TYPE OF POLE BASE)
CO #	PROPOSED CONDUIT RUN IDENTIFIER (# OF CONDUIT RUN)	PL X	EXISTING POLE IDENTIFIER (# OF POLE)
JW X	EXISTING JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL)	PL X	PROPOSED POLE IDENTIFIER (# OF POLE)
JW X	PROPOSED JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL)	RM C	REMOVE BY CONTRACTOR
MA X	EXISTING MAST ARM IDENTIFIER (LENGTH OF ARM)	RM O	REMOVE BY OTHERS
MA X	PROPOSED MAST ARM IDENTIFIER (LENGTH OF ARM)	RM TC	REMOVE BY TRAFFIC CONTRACTOR

	EXISTING SYMBOL	PROPOSED SYMBOL
JUNCTION WELL	J.W.	
LOOP DETECTOR, TYPE 1		
LOOP DETECTOR, TYPE 2		
LUMINAIRE		
MAST ARM		
MICROWAVE DETECTION		
OPTICOM RECEIVER		
OVERHEAD SIGNING		
PEDESTRIAN POLE/BASE		
PEDESTRIAN PUSHBUTTON		
PEDESTRIAN SIGNAL HEAD		
RIGHT-OF-WAY		
SERVICE PEDESTAL	P	P
SIGNAL CABINET		
SIGNAL HEAD		
SIGNAL POLE/BASE		
SPAN INSULATOR		
SPAN WIRE	XX	
UTILITY POLE		
CAMERA (CCTV)		

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.
3. PROPOSED POLE BASES SUPPORTING POLES WITH PEDESTRIAN PUSHBUTTONS SHALL BE CONSTRUCTED IMMEDIATELY ADJACENT TO THE FLAT (50:1 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 SHOULD 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 THAT 7 FEET OR MORE THAN 10 FEET ABOVE SIDEWALK LEVEL.
4. ALL GALVANIZED CONDUIT (GRC) SHALL BE REAMED AND THREADED. ALL GRC SHALL BE THREADED TOGETHER WITH APPROVED COUPLINGS. SET, BOLTED AND COMPRESSION FITTINGS ARE NOT ACCEPTABLE.
5. 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 PRIOR TO THE BEGINNING OF CONSTRUCTION FOR THE UTILITY MARKOUTS. IF THE CONTRACTOR PERCEIVES THAT A CONFLICT BETWEEN UTILITIES AND THE TRAFFIC SIGNAL WILL OCCUR, THE CONTRACTOR SHALL NOTIFY DELDOT IMMEDIATELY BEFORE CONSTRUCTION.
6. CONTRACTOR SHALL COORDINATE WITH TRAFFIC SIGNAL MAINTENANCE FOR THE IDENTIFICATION AND REMOVAL OF ALL UNUSED AND REDUNDANT COPPER CABLE.

RECOMMENDED _____ DATE: _____
RECOMMENDED _____ DATE: 12/5/14
RECOMMENDED _____ DATE: 12/2/14
APPROVED TRAFFIC ENGINEER _____ DATE: 12/5/14
APPROVED FOR INSTALLATION CHIEF TRAFFIC ENGINEER _____ DATE: 12/9/14

DELAWARE DEPARTMENT OF TRANSPORTATION

ADDENDUM / REVISIONS

SR1, LITTLE HEAVEN GRADE SEPARATED INTERSECTION

CONTRACT	PERMIT NO.	K145	SIGNAL PLAN	SHEET NO.
T200412202	DESIGNED BY:	MSK	SR1 @ BOWERS BEACH RD	606
COUNTY				TOTAL SHTS.
KENT	CHECKED BY:	BAM		641

12/2/2014
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PHASE V, STAGE 5 CONDUIT RUN SCHEDULE

CO*	# OF CONDUITS	SIZE	TYPE	LENGTH	B/T/O/P	AMOUNT AND TYPE OF CABLE/WIRE
x1	1	2"	GALV	190'/30'	-	EXISTING (1) 2/#8 UFW/GROUND
x2	1	2"	GALV	15'	-	EXISTING (1) 2/#8 UFW/GROUND
x2A	1	2"	GALV	10'	-	*(SEE UTILITY & ITMS PLANS)
x2B	1	2"	GALV	155'	-	*(SEE UTILITY & ITMS PLANS)
x2C	1	2"	GALV	25'	-	*(SEE UTILITY & ITMS PLANS)
x2D	1	3"	GALV	5'	-	EXISTING (1)2/#8 UFW/GROUND *(SEE UTILITY & ITMS PLANS)
x3	3	4"	PVC	15'	-	EXISTING (1)4/#18 (17) 2/#14 (5)4/#18 (6)9/#14 (1)#6 BSC
x4	1	4"	PVC	20'	-	EMPTY
x5	1	3"	PVC	40'	-	EXISTING (2)4/#18 (1)9/#14 (1)#6 BSC
x7	1	2"	GALV	170'	-	*(SEE UTILITY & ITMS PLANS)
x7A	1	3"	GALV	55'	-	*(SEE UTILITY & ITMS PLANS)
x8	1	4"	PVC	190'	-	EXISTING (1) 2/#14 (1)#6 BSC
x9	1	1.5"	GALV	10'	-	EXISTING (4) 1/#14
x10	1	4"	PVC	105'	-	EX.(3)4/#18 (12)2/#14 (20' OF (1)2/#14 COILED IN JW), (3)9/#14 (1)#6 BSC
x11	1	1.5"	GALV	15'	-	EXISTING (4)1/#14
x12	1	3"	PVC	45'	-	EXISTING (1)4/#18 (1)9/#14 (1)#6 BSC
x13	1	4"	PVC	70'	-	EXISTING (2)4/#18 (8)2/#14 (2)9/#14 (1)#6 BSC
14	1	1.5"	GALV	5'	T	EMPTY
x15	1	4"	PVC	125'	-	EXISTING (2)4/#18 (8)2/#14 (2)9/#14 (1)#6 BSC
x16	1	4"	PVC	40'	-	EXISTING (1)4/#18 (6)2/#14 (2)9/#14 (1)#6 BSC
x17	1	4"	HDPE	115'	-	EXISTING (1)4/#18 (2)2/#14 (1)#6 BSC
x18	1	1.5"	GALV	40'	-	EXISTING (2)1/#14
x19	1	4"	PVC	255'	-	EXISTING (1)2/#14 (20' COILED IN JW), (1)#6 BSC
20	1	1.5"	GALV	20'	T	EMPTY
x21	1	4"	HDPE	115'	-	EX.(1)4/#18 (5)2/#14 (20' EA.OF (2)2/#14 COILED IN JW), (2)9/#14 (1)#6 BSC
x22	1	3"	PVC	15'	-	EXISTING (1)9/#14 (1)#6 BSC
x23	1	4"	HDPE	160'	-	EX.(1)4/#18 (3)2/#14 (20' OF (1)2/#14 COILED IN JW), (1)9/#14 (1)#6 BSC
x24	1	3"	PVC	15'	-	EXISTING (1)4/#18 (1)9/#14 (1)#6 BSC
x25	1	4"	HDPE	185'	-	EXISTING (2)2/#14 (1)#6 BSC
x26	1	1.5"	GALV	10'	-	EXISTING (4)1/#14
x27	1	1.5"	GALV	10'	-	EMPTY
x28	1	3"	PVC	10'	-	EXISTING (1)4/#18 (1)#6 BSC
x29	1	4"	PVC	30'	-	EXISTING (1)2/#14 (1)#6 BSC
30	1	1.5"	GALV	10'	T	(2)1/#14
x31	1	3"	PVC	35'	-	EXISTING (1)9/#14 (1)#6 BSC
x32	1	1.5"	GALV	5'	-	EMPTY
x33	1	1.5"	GALV	10'	-	EXISTING (2)1/#14
x34	1	4"	PVC	25'	-	EXISTING (1) 2/#14 (1)#6 BSC
x35	1	1.5"	GALV	50'	-	EXISTING (4)1/#14
x36	1	4"	PVC	115'	-	EXISTING (1)2/#14 (1)9/#14 (1)#6 BSC
x37	1	1.5"	GALV	15'	-	EXISTING (2) 1/#14
x38	1	4"	HDPE	185'	-	EXISTING (1)4/#18 (4) 2/#14 (2)9/#14 (1)#6 BSC
x39	1	3"	PVC	10'	-	EXISTING (1)4/#18 (1)9/#14 (1)#6 BSC
x40	1	2.5"	-	145'	-	*(SEE UTILITY AND ITMS PLANS)
x40A	1	2.5"	-	130'	-	*(SEE UTILITY AND ITMS PLANS)
x40B	1	2.5"	-	75'	-	*(SEE UTILITY AND ITMS PLANS)
x40C	1	2.5"	-	125'	-	*(SEE UTILITY AND ITMS PLANS)
x40D	1	2.5"	-	130'	-	*(SEE UTILITY AND ITMS PLANS)
x41	1	2.5"	-	145'	-	*(SEE UTILITY AND ITMS PLANS)
x41A	1	2.5"	-	130'	-	*(SEE UTILITY AND ITMS PLANS)
x41B	1	2.5"	-	75'	-	*(SEE UTILITY AND ITMS PLANS)
x41C	1	2.5"	-	125'	-	*(SEE UTILITY AND ITMS PLANS)
x41D	1	2.5"	-	130'	-	*(SEE UTILITY AND ITMS PLANS)
x42	1	2.5"	PVC	15'	-	EMPTY
x43	1	2.5"	PVC	15'	-	EMPTY
x44	1	2.5"	PVC	15'	-	EMPTY
x45	1	2.5"	PVC	15'	-	EMPTY
x46	1	2.5"	PVC	10'	-	EMPTY
x47	1	2.5"	PVC	5'	-	EMPTY
48	1	1.5"	GALV	30'	T	EMPTY
x63	1	1.5"	GALV	30'	-	EXISTING (4) 1/#14
xF20	1	xx4"	-	20'	-	*(SEE UTILITY AND ITMS PLANS)
xF20A	1	3"	-	15'	-	*(SEE UTILITY AND ITMS PLANS)
xF21	1	xx4"	-	115'	-	*(SEE UTILITY AND ITMS PLANS)
xF22	1	4"	-	20'	-	*(SEE UTILITY AND ITMS PLANS)
xF22A	1	3"	-	20'	-	*(SEE UTILITY AND ITMS PLANS)
xF59	1	4"	-	260'	-	*(SEE UTILITY AND ITMS PLANS)
xF61	1	3"	-	15'	-	*(SEE UTILITY AND ITMS PLANS)

LEGEND

x DENOTES EXISTING

xx ALL 4" ITMS CONDUIT TO BE MULTI-DUCT WITH FOUR 1" INNER DUCTS EXCEPT WHERE SHOWN. THE 1" INNER DUCTS SHALL BE FURNISHED AND INSTALLED BY THE FIBER CONTRACTOR.

* SEE UTILITY AND ITMS PLANS FOR SCHEDULE FOR THE INSTALLATION OF FIBER OPTIC CABLES AND/OR POWER CABLES TO ITMS DEVICES.

B-BORE P- ATTACH TO POLE
T-TRENCH SM- SINGLE MODE FIBER
O-OPEN CUT BSC- BARE STRANDED COPPER

PHASE V, STAGE 6 CONDUIT RUN SCHEDULE

CO*	# OF CONDUITS	SIZE	TYPE	LENGTH	B/T/O/P	AMOUNT AND TYPE OF CABLE/WIRE
x1	1	2"	GALV	190'/30'	-	EXISTING (1) 2/#8 UFW/GROUND
x2	1	2"	GALV	15'	-	EXISTING (1) 2/#8 UFW/GROUND
x2A	1	2"	GALV	10'	-	*(SEE UTILITY & ITMS PLANS)
x2B	1	2"	GALV	155'	-	*(SEE UTILITY & ITMS PLANS)
x2C	1	2"	GALV	25'	-	*(SEE UTILITY & ITMS PLANS)
x2D	1	3"	GALV	5'	-	EXISTING (1)2/#8 UFW/GROUND *(SEE UTILITY & ITMS PLANS)
x3	3	4"	PVC	15'	-	EXISTING [(5)4/#18 (17) 2/#14 (6)9/#14 (1)#6 BSC] REMOVE (2)2/#14 NEW [(1)4/#18 (3)2/#14 (6)5/#14 (1)9/#14
x4	1	4"	PVC	20'	-	NEW (2)5/#14 (1)#6 BSC
x5	1	3"	PVC	40'	-	EXISTING (2)4/#18 (1)9/#14 (1)#6 BSC
x7	1	2"	GALV	170'	-	*(SEE UTILITY & ITMS PLANS)
x7A	1	3"	GALV	55'	-	*(SEE UTILITY & ITMS PLANS)
x8	1	4"	PVC	190'	-	EXISTING (1) 2/#14 (1)#6 BSC
x9	1	1.5"	GALV	10'	-	EXISTING (4) 1/#14
x10	1	4"	PVC	105'	-	EXISTING [(3)4/#18 (12)2/#14 (3)9/#14 (1)#6 BSC] REMOVE (2)2/#14 NEW [(3)2/#14 (3)5/#14 (1)9/#14]
x11	1	1.5"	GALV	15'	-	EXISTING (4)1/#14
x12	1	3"	PVC	45'	-	EXISTING (1)4/#18 (1)9/#14 (1)#6 BSC
x13	1	4"	PVC	70'	-	EX.[(2)4/#18 (8)2/#14 (2)9/#14 (1)#6 BSC] NEW[(3)2/#14 (2)5/#14 (1)9/#14]
x14	1	1.5"	GALV	5'	-	NEW (6)1/#14
x15	1	4"	PVC	125'		EX.[(2)4/#18 (8)2/#14 (2)9/#14 (1)#6 BSC] NEW[(1)4/#18 (2)5/#14 (1)9/#14]
x16	1	4"	PVC	40'	-	EXISTING [(1)4/#18 (6)2/#14 (2)9/#14 (1)#6 BSC] NEW [(1)4/#18 (2)5/#14]
x17	1	4"	HDPE	115'	-	EXISTING [(1)4/#18 (2)2/#14 (1)#6 BSC] NEW (1)9/#14
x18	1	1.5"	GALV	40'	-	EXISTING (2)1/#14
x19	1	4"	PVC	255'	-	EXISTING (1)2/#14 (1)#6 BSC
x20	1	1.5"	GALV	20'	-	NEW (2)1/#14
x21	1	4"	HDPE	115'	-	EXISTING [(1)4/#18 (5)2/#14 (2)9/#14 (1)#6 BSC] NEW [(1)4/#18 (1)5/#14]
x22	1	3"	PVC	15'	-	EXISTING [(1)9/#14 (1)#6 BSC] NEW (1)4/#18
x23	1	4"	HDPE	160'	-	EXISTING (1)4/#18 (3)2/#14 (1)9/#14 (1)#6 BSC
x24	1	3"	PVC	15'	-	EXISTING (1)4/#18 (1)9/#14 (1)#6 BSC
x25	1	4"	HDPE	185'	-	EXISTING (2)2/#14 (1)#6 BSC
x26	1	1.5"	GALV	10'	-	EXISTING (4)1/#14
x27	1	1.5"	GALV	10'	-	NEW (2)1/#14
x28	1	3"	PVC	10'	-	EXISTING [(1)4/#18 (1)#6 BSC] NEW (1)9/#14
x29	1	4"	PVC	30'	-	EXISTING (1)2/#14 (1)#6 BSC
x30	1	1.5"	GALV	10'	-	EXISTING (2)1/#14 REMOVE (2)1/#14 NEW (2)1/#14
x31	1	3"	PVC	35'	-	EXISTING (1)9/#14 (1)#6 BSC
x32	1	1.5"	GALV	5'	-	NEW (4)1/#14
x33	1	1.5"	GALV	10'	-	EXISTING (2)1/#14
x34	1	4"	PVC	25'	-	EXISTING [(1) 2/#14 (1)#6 BSC] NEW (1)15/#14
x35	1	1.5"	GALV	50'	-	EXISTING (4)1/#14
x36	1	4"	PVC	115'	-	EXISTING (1)2/#14 (1)9/#14 (1)#6 BSC
x37	1	1.5"	GALV	15'	-	EXISTING (2) 1/#14
x38	1	4"	HDPE	185'	-	EXISTING [(1)4/#18 (4) 2/#14 (2)9/#14 (1)#6 BSC] NEW (1)15/#14
x39	1	3"	PVC	10'	-	EXISTING (1)4/#18 (1)9/#14 (1)#6 BSC
x40	1	2.5"	-	145'	-	*(SEE UTILITY AND ITMS PLANS)
x40A	1	2.5"	-	130'	-	*(SEE UTILITY AND ITMS PLANS)
x40B	1	2.5"	-	75'	-	*(SEE UTILITY AND ITMS PLANS)
x40C	1	2.5"	-	125'	-	*(SEE UTILITY AND ITMS PLANS)
x40D	1	2.5"	-	130'	-	*(SEE UTILITY AND ITMS PLANS)
x41	1	2.5"	-	145'	-	*(SEE UTILITY AND ITMS PLANS)
x41A	1	2.5"	-	130'	-	*(SEE UTILITY AND ITMS PLANS)
x41B	1	2.5"	-	75'	-	*(SEE UTILITY AND ITMS PLANS)
x41C	1	2.5"	-	125'	-	*(SEE UTILITY AND ITMS PLANS)
x41D	1	2.5"	-	130'	-	*(SEE UTILITY AND ITMS PLANS)
x42	1	2.5"	PVC	15'	-	NEW (1)5/#14 (1)#6 BSC
x43	1	2.5"	PVC	15'	-	NEW (1)5/#14 (1)#6 BSC
x44	1	2.5"	PVC	15'	-	NEW (1)5/#14 (1)#6 BSC
x45	1	2.5"	PVC	15'	-	NEW (1)5/#14 (1)#6 BSC
x46	1	2.5"	PVC	10'	-	NEW (1)5/#14 (1)#6 BSC
x47	1	2.5"	PVC	5'	-	NEW (1)5/#14 (1)#6 BSC
x48	1	1.5"	GALV	30'	-	NEW (2)1/#14
x63	1	1.5"	GALV	30'	-	EXISTING (4) 1/#14
xF20	1	xx4"	-	20'	-	*(SEE UTILITY AND ITMS PLANS)
xF20A	1	3"	-	15'	-	*(SEE UTILITY AND ITMS PLANS)
xF21	1	xx4"	-	115'	-	*(SEE UTILITY AND ITMS PLANS)
xF22	1	4"	-	20'	-	*(SEE UTILITY AND ITMS PLANS)
xF22A	1	3"	-	20'	-	*(SEE UTILITY AND ITMS PLANS)
xF59	1	4"	-	260'	-	*(SEE UTILITY AND ITMS PLANS)
xF61	1	3"	-	15'	-	*(SEE UTILITY AND ITMS PLANS)

LEGEND

x DENOTES EXISTING

xx ALL 4" ITMS CONDUIT TO BE MULTI-DUCT WITH FOUR 1" INNER DUCTS EXCEPT WHERE SHOWN. THE 1" INNER DUCTS SHALL BE FURNISHED AND INSTALLED BY THE FIBER CONTRACTOR.

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B-BORE P- ATTACH TO POLE
T-TRENCH SM- SINGLE MODE FIBER
O-OPEN CUT BSC- BARE STRANDED COPPER

SIGNAL PHASING

SIGNAL HEAD DIAGRAM

LEGEND

AB	ABANDON	OH-#	EXISTING OVERHEAD RUN IDENTIFIER (# OF OVERHEAD RUN)
CA-X	EXISTING CABINET IDENTIFIER (TYPE OF CABINET)	OH-#	PROPOSED OVERHEAD RUN IDENTIFIER (# OF OVERHEAD RUN)
CA-X	PROPOSED CABINET IDENTIFIER (TYPE OF CABINET)	PB-X	EXISTING POLE BASE IDENTIFIER (TYPE OF POLE BASE)
CO-#	EXISTING CONDUIT RUN IDENTIFIER (# OF CONDUIT RUN)	PB-X	PROPOSED POLE BASE IDENTIFIER (TYPE OF POLE BASE)
CO-#	PROPOSED CONDUIT RUN IDENTIFIER (# OF CONDUIT RUN)	PL-X	EXISTING POLE IDENTIFIER (# OF POLE)
JW-X	EXISTING JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL)	PL-X	PROPOSED POLE IDENTIFIER (# OF POLE)
JW-X	PROPOSED JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL)	RM-C	REMOVE BY CONTRACTOR
MA-X	EXISTING MAST ARM IDENTIFIER (LENGTH OF ARM)	RM-O	REMOVE BY OTHERS
MA-X	PROPOSED MAST ARM IDENTIFIER (LENGTH OF ARM)	RM-TC	REMOVE BY TRAFFIC CONTRACTOR

	EXISTING SYMBOL	PROPOSED SYMBOL
JUNCTION WELL	J.W.	
LOOP DETECTOR, TYPE 1		
LOOP DETECTOR, TYPE 2		
LUMINAIRE		
MAST ARM		
MICROWAVE DETECTION		
OPTICOM RECEIVER		
OVERHEAD SIGNING		
PEDESTRIAN POLE/BASE		
PEDESTRIAN PUSHBUTTON		
PEDESTRIAN SIGNAL HEAD		
RIGHT-OF-WAY		
SERVICE PEDESTAL	P	P
SIGNAL CABINET		
SIGNAL HEAD		
SIGNAL POLE/BASE		
SPAN INSULATOR		
SPAN WIRE	XX	
UTILITY POLE		
CAMERA (CCTV)		

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.
3. PROPOSED POLE BASES SUPPORTING POLES WITH PEDESTRIAN PUSHBUTTONS SHALL BE CONSTRUCTED IMMEDIATELY ADJACENT TO THE FLAT (50:1 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 SHOULD 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 THAT 7 FEET OR MORE THAN 10 FEET ABOVE SIDEWALK LEVEL.
4. ALL GALVANIZED CONDUIT (GRC) SHALL BE REAMED AND THREADED. ALL GRC SHALL BE THREADED TOGETHER WITH APPROVED COUPLINGS. SET, BOLTED AND COMPRESSION FITTINGS ARE NOT ACCEPTABLE.
5. 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 PRIOR TO THE BEGINNING OF CONSTRUCTION FOR THE UTILITY MARKOUTS. IF THE CONTRACTOR PERCEIVES THAT A CONFLICT BETWEEN UTILITIES AND THE TRAFFIC SIGNAL WILL OCCUR, THE CONTRACTOR SHALL NOTIFY DELDOT IMMEDIATELY BEFORE CONSTRUCTION.
6. CONTRACTOR SHALL COORDINATE WITH TRAFFIC SIGNAL MAINTENANCE FOR THE IDENTIFICATION AND REMOVAL OF ALL UNUSED AND REDUNDANT COPPER CABLE.

RECOMMENDED _____ DATE: _____

RECOMMENDED Max Saintil DATE: 12/5/14

RECOMMENDED [illegible] DATE: 12/2/14

APPROVED TRAFFIC ENGINEER [illegible] DATE: 12/8/14

APPROVED FOR INSTALLATION
CHIEF TRAFFIC ENGINEER [illegible] DATE: 12/9/14

DELAWARE DEPARTMENT OF TRANSPORTATION

ADDENDUM / REVISIONS

SR1, LITTLE HEAVEN GRADE SEPARATED INTERSECTION

CONTRACT	PERMIT NO.	K145	SIGNAL PLAN	SHEET NO.
T200412202	DESIGNED BY:	MSK	SR1 @ BOWERS BEACH RD	607
COUNTY				TOTAL SHTS.
KENT	CHECKED BY:	BAM		641

12/2/2014
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