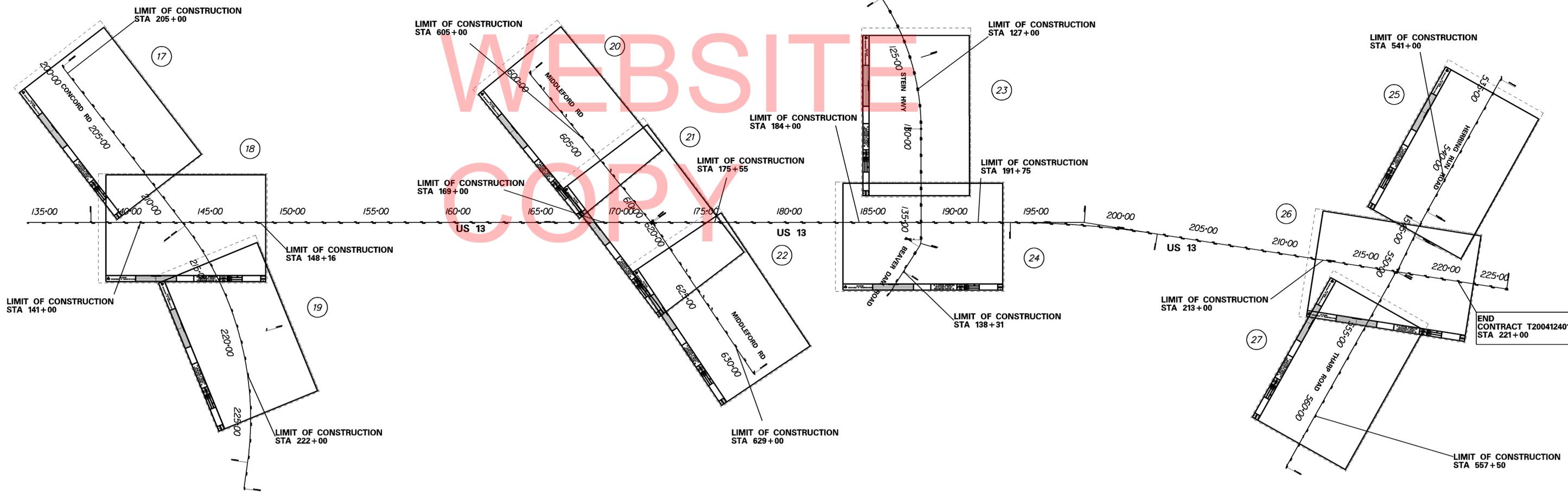
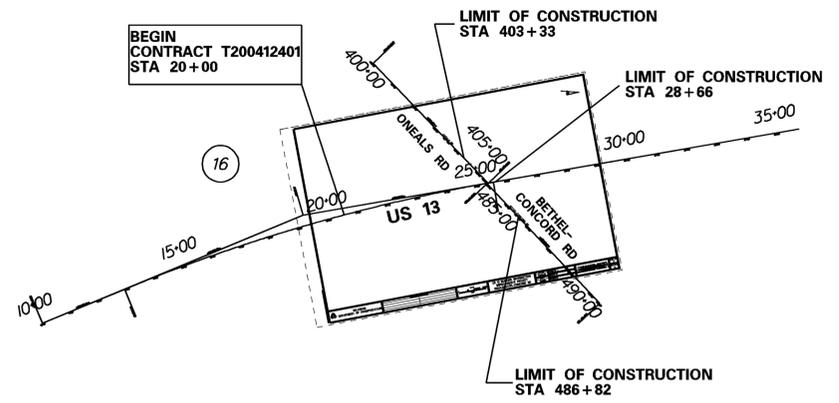


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UNOFFICIAL
WEBSITE
COPY

EXISTING SYMBOLS

DRAINAGE	
	DITCH OR STREAM CENTERLINE
	DIRECTIONAL STREAM FLOW ARROW
	DRAINAGE INLET
	DRAINAGE JUNCTION BOX
	DRAINAGE MANHOLE
	DRAINAGE PIPE AND FLOW ARROW
	DRAINAGE PIPE HEADWALL
	RIPRAP - AREA FEATURE
	RIPRAP - LINEAR FEATURE

MANMADE ROADSIDE FEATURES	
	BOLLARD - STEEL POLE
	BOLLARD - WOOD POST
	CURB
	CURB AND GUTTER
	FENCE - CHAINLINK OR STRANDED
	FENCE - STOCKADE OR SPLIT RAIL
	FLAG POLE
	GUARDRAIL - STEEL BEAM
	GUARDRAIL - WIRE ROPE
	LAMP AND POST - RESIDENTIAL
	MAILBOX
	PARKING METER AND POST
	PAVEMENT - FLEXIBLE
	PAVEMENT - RIGID
	PILE - BRIDGE
	PILLAR OR MISCELLANEOUS POST
	TRAFFIC SIGN AND POST
	WALL - BRICK OR BLOCK
	WALL - STONE

NATURAL ROADSIDE FEATURES	
	GRASS LAWN
	HEDGEROW OR THICKET
	MARSH BOUNDARY LINE
	TREE - CONIFEROUS
	TREE - DECIDUOUS
	TREE STUMP
	SHRUBBERY
	DELINEATED WETLAND BOUNDARY LINE
	WOODS LINE BOUNDARY

RIGHT-OF-WAY SYMBOLS	
	PROPERTY MARKER - CONCRETE MON.
	PROPERTY MARKER - IRON PIPE
	HISTORIC RIGHT-OF-WAY BASELINE
	EXISTING RIGHT-OF-WAY
	EXISTING PROPERTY LINE
	EXISTING EASEMENT
	EXISTING DENIAL OF ACCESS
	EXISTING R/W & DENIAL OF ACCESS

SURVEY CONTROL & MONUMENTATION	
	SURVEY BENCHMARK LOCATION
	SURVEY TIE POINT LOCATION
	SURVEY TRAVERSE POINT
	POINT OF CURVATURE OR TANGENCY
	POINT OF INTERSECTING TANGENTS

UTILITY	
	SOIL BORING LOCATION
	UTILITY TEST HOLE LOCATION
	CABLE TV DISTRIBUTION BOX
	ELECTRIC MANHOLE
	ELECTRIC METER
	ELECTRIC TRANSFORMER
	POLE MOUNTED LUMINAIRE
	GAS MANHOLE
	GAS METER
	GAS VALVE
	GAS PUMP - SERVICE STATION
	RAILROAD TRACKS
	SANITARY SEWER MANHOLE
	SANITARY SEWER VALVE
	SANITARY SEWER VENT OR CLEANOUT
	SEPTIC DRAIN FIELD
	TELEPHONE BOOTH
	TELEPHONE MANHOLE
	TELEPHONE TEST POINT
	TRAFFIC - CONDUIT JUNCTION WELL
	TRAFFIC - LIGHT POLE AND BASE
	TRAFFIC - PEDESTRIAN POLE & BASE
	TRAFFIC - SIGNAL CABINET & BASE
	TRAFFIC - SIGNAL POLE AND BASE
	UTILITY BOX
	UTILITY POLE GUY WIRE ANCHOR
	UTILITY POLE
	WATER - FIRE HYDRANT
	WATER METER
	WATER VALVE
	WELL HEAD
	MANHOLE - UNDETERMINED OWNER

UTILITY COMPANY FACILITIES	
	CHESAPEAKE UTILITIES
	EASTON SHORE NATURAL GAS
	VERIZON
	CITY OF SEAFORD SEWER
	CITY OF SEAFORD ELECTRIC
	COMCAST

CONSTRUCTION	
	CONCRETE SAFETY BARRIER - PERMANENT
	BIOFILTRATION SWALE
	BRICK PATTERNED SURFACE
	BUTT JOINT
	CONSTRUCTION BASELINE
	CONSTRUCTION SAFETY FENCE
	CURB, TYPE 1 & TYPE 3
	CURB, TYPE 2
	CURB & GUTTER, TYPE 1
	CURB & GUTTER, TYPE 2
	CURB & GUTTER, TYPE 3
	CURB & GUTTER, TYPE 4
	CLEAR ZONE
	DRAINAGE INLET
	DITCH
	FENCE - METAL
	FENCE - WOOD
	FLARED END SECTION
	GUARDRAIL, TYPE 1
	GUARDRAIL, TYPE 2
	GUARDRAIL, TYPE 3
	GUARDRAIL END ANCHORAGE
	GUARDRAIL END TREATMENT, TYPE 1
	GUARDRAIL END TREATMENT, TYPE 2
	GUARDRAIL END TREATMENT, TYPE 3
	HORIZONTAL CLEARANCE
	IMPACT ATTENUATOR
	JUNCTION BOX - DRAINAGE
	LIMIT OF CONSTRUCTION
	MAILBOX
	MANHOLE
	PAVEMENT PATCH
	PAVEMENT REMOVAL - TOPSOIL, SEED AND MULCH
	PIPE & DIRECTIONAL FLOW ARROW
	RIPRAP
	P.C.C. SIDEWALK - 4"
	P.C.C. SIDEWALK - 6"
	P.C.C. SIDEWALK - 8"
	UNDERDRAIN
	UNDERDRAIN OUTLET

RIGHT-OF-WAY SYMBOLS	
	PROPOSED RIGHT-OF-WAY MONUMENT
	PROPOSED DENIAL OF ACCESS
	PROPOSED PERMANENT EASEMENT
	PROPOSED RIGHT-OF-WAY
	PROPOSED R/W & DENIAL OF ACCESS
	TEMPORARY CONSTRUCTION EASEMENT
	PROPOSED RIGHT-OF-WAY BASELINE

PROPOSED SYMBOLS

IDENTIFIERS	
	ADJUST BY CONTRACTOR
	ADJUST BY OTHERS
	CONCRETE SAFETY BARRIER
	CURB OR CURB & GUTTER
	CONVERT TO JUNCTION BOX
	CONVERT TO DRAINAGE MANHOLE
	CURB OPENING
	CURB RAMP / TYPE
	CURB RAMP / TYPE - WITHOUT SIDEWALK SURFACE DETECTABLE WARNING SYSTEM
	CONSTRUCTION SAFETY FENCE
	DRAINAGE INLET
	DO NOT DISTURB
	ENERGY DISSIPATOR
	FENCE
	FLARED END SECTION
	FILL WITH FLOWABLE FILL
	FILTRATION STRUCTURE
	GUARDRAIL
	JUNCTION BOX
	MANHOLE
	MONUMENT - RIGHT-OF-WAY
	PIPE
	RELOCATE BY CONTRACTOR
	RELOCATE BY OTHERS
	REMOVE BY CONTRACTOR
	REMOVE BY OTHERS
	UNDERDRAIN / LENGTH
	UNDERDRAIN OUTLET PIPE

LANDSCAPING	
	LANDSCAPE PLANTINGS
	SHRUBBERY
	CONIFEROUS TREE
	DECIDUOUS TREE

TRAFFIC	
	ITMS CONDUIT
	SIGNAL CONDUIT
	CONDUIT JUNCTION WELL
	LUMINAIRE
	PAVEMENT MARKINGS
	PAVEMENT STRIPING
	TRAFFIC SIGN

PAVEMENT SECTION(S)	
	OVERLAY PAVEMENT - SEE TYPICAL SECTIONS FOR MATERIALS AND DEPTHS
	FULL DEPTH PAVEMENT - SEE TYPICAL SECTIONS FOR MATERIALS AND DEPTHS
	DRIVEWAY SECTION 2" - WMA, TYPE C 8" - GRADED AGGREGATE BASE COURSE, TYPE B

UTILITY COMPANY FACILITIES	
	VERIZON CABLE
	VERIZON TELEPHONE

CONSTRUCTION PHASING SYMBOLS	
	BARRICADE, TYPE 3
	CONCRETE SAFETY BARRIER - PORTABLE
	CONSTRUCTION WARNING SIGN LOCATION
	CONSTRUCTION WARNING SIGN
	CRASH CUSHION ARRAY
	DRUM - TRAFFIC CONTROL
	PHASING TRAFFIC FLOW ARROW

EROSION & SEDIMENT CONTROL	
	DEWATERING BASIN
	PAVEMENT REMOVAL - TOPSOIL, SEED AND MULCH
	EARTH DIKE
	INLET SEDIMENT CONTROL
	PERIMETER DIKE/SWALE
	PORTABLE SEDIMENT TANK
	REINFORCED SILT FENCE
	SANDBAG DIKE
	SANDBAG DIVERSION
	STONE CHECK DAM
	STABILIZED CONSTRUCTION ENTRANCE
	SILT FENCE
	SUMP PIT, TYPE 1
	SUMP PIT, TYPE 2
	SEDIMENT TRAP
	SEDIMENT TRAP WITH INLET AS OUTLET
	SEDIMENT TRAP PIPE OUTLET
	STILLING WELL
	TEMPORARY SWALE
	TEMPORARY SLOPE DRAIN

LAST REVISED: 01/08/2013

GENERAL NOTES

- THIS PROJECT IS TO BE CONSTRUCTED IN ACCORDANCE WITH THE DELAWARE DEPARTMENT OF TRANSPORTATION "STANDARD SPECIFICATIONS", DATED AUGUST 2001 AND THE DELAWARE DEPARTMENT OF TRANSPORTATION "STANDARD CONSTRUCTION DETAILS", DATED 2001, INCLUDING ALL REVISIONS UP TO THE DATE OF ADVERTISEMENT.
- THE CONTRACTOR SHALL GIVE TWO (2) WEEKS NOTICE TO THE PROPERTY OWNER WHEN ANY FIXTURE, SHRUB OR OTHER OBJECT MUST BE REMOVED FROM THE RIGHT OF WAY OR EASEMENT AREA. IF THE OWNER HAS NOT ATTEMPTED TO SALVAGE THIS PROPERTY, THE CONTRACTOR SHALL REMOVE IT WITHOUT OBLIGATION. COMPENSATION SHALL BE INCIDENTAL TO THE CONTRACT.
- THE ENDS OF ALL CURBS SHALL BE DEPRESSED FLUSH WITH THE PAVEMENT AT A RATIO OF TWELVE TO ONE (12:1) UNLESS OTHERWISE DIRECTED BY THE ENGINEER.
- THE CONTRACTOR SHALL PROVIDE AND INSTALL PVC SLEEVES (4" INSIDE MINIMUM DIAMETER, 6" INSIDE MAXIMUM DIAMETER) IN PROPOSED CONCRETE SIDEWALKS, ISLANDS, AND MEDIANS FOR FUTURE TRAFFIC SIGN POSTS AS DIRECTED BY THE ENGINEER. THE LOWER END OF THE SLEEVE SHALL SIT ON THE TOP OF THE SUBBASE MATERIAL. THE COST SHALL BE INCIDENTAL TO THE CONTRACT.
- STAGING AREAS - PROPER EROSION AND SEDIMENT CONTROL MEASURES AS DETERMINED BY THE ENGINEER SHALL BE INSTALLED IN ALL STAGING AREAS. ALL AREAS USED BY THE CONTRACTOR FOR STAGING OPERATIONS SHALL BE FULLY RESTORED BY THE CONTRACTOR UPON COMPLETION OF THE CONTRACT. IF THE STAGING AREA IS PAVED, IT SHALL BE RESTORED TO ITS ORIGINAL CONDITION. IF THE AREA IS UNPAVED, IT SHALL BE RE-GRADED, TOPSOILED, SEEDING AND MULCHED IN ACCORDANCE WITH DELAWARE STANDARD SPECIFICATIONS 732, 734 AND 735, FOR TOPSOIL, SEED AND MULCH RESPECTIVELY, TO THE SATISFACTION OF THE ENGINEER. THE SEED SHALL ADHERE TO THE SPECIFICATIONS OF SECTION 734 FOR PERMANENT GRASS SEEDING - DRY GROUND. ALL COSTS ASSOCIATED WITH RESTORATION OF THE STAGING AREA SHALL BE AT THE CONTRACTOR'S EXPENSE. IF THE ENGINEER DETERMINES THAT A SATISFACTORY STAND OF GRASS DOES NOT EXIST AT THE TIME OF FINAL INSPECTION, ALL COSTS ASSOCIATED WITH REESTABLISHING A SATISFACTORY STAND OF GRASS SHALL BE AT THE CONTRACTOR'S EXPENSE.
- SITE REVIEWER - AN EROSION CONTROL SITE REVIEWER SHALL BE A PERSON FROM THE CONTRACTOR'S STAFF ASSIGNED TO EROSION AND SEDIMENT CONTROL IMPLEMENTATION AND MAINTENANCE AND SHALL BE REQUIRED ON SPECIFIC PROJECTS. THE NAME AND DNREC CERTIFICATION NUMBER OF EACH SITE REVIEWER SO REQUIRED SHALL BE SUBMITTED TO THE DEPARTMENT AT THE TIME OF BID. THE NAME OF THE DELAWARE REGISTERED PROFESSIONAL ENGINEER PROVIDING DIRECTION AND SUPERVISION OF THE SITE REVIEWER, AS REQUIRED IN SECTION 12.3 OF THE DELAWARE SEDIMENT AND STORMWATER REGULATIONS, SHALL ALSO BE SUBMITTED TO THE DEPARTMENT AT THE TIME OF BID. THE SITE REVIEWER REQUIREMENTS IN EFFECT ON THIS PROJECT SHALL BE MARKED WITH AN "X" BELOW:

EROSION POTENTIAL FOR THIS PROJECT	SITE REVIEWER REQUIREMENT
() INSIGNIFICANT	NONE
() MINOR	CONTRACTOR CERTIFICATION COURSE TRAINING ONLY. SEE "A" BELOW
(x) MEDIUM	AT THE TIME OF AWARD OF THE CONTRACT, EITHER THE SUPERINTENDENT OR A SEPARATE INDIVIDUAL FROM THE CONTRACTOR'S STAFF SHALL BE A CERTIFIED CONSTRUCTION REVIEWER (CCR), SEE "B" BELOW.
() MAJOR	SUPERINTENDENT AND INDIVIDUAL FROM CONTRACTOR'S STAFF SHALL BE CCR. SEE "C" BELOW.

- ELECTRONIC PROJECT FILES THAT WILL BE MADE AVAILABLE TO THE CONTRACTOR INCLUDE:

()	NONE
(X)	ASCII DATA FILES WITH COORDINATES AND ELEVATIONS FOR PROPOSED POINTS AS SELECTED BY THE ENGINEER.
()	RASTER FILES, IN .CAL FILE FORMAT, FOR ALL PLAN SHEETS.
()	EXISTING DIGITAL TERRAIN MODEL, IN .DTM FILE FORMAT, COMPATIBLE WITH SOFTWARE CURRENTLY USED BY DELDOT.
()	PROPOSED DIGITAL TERRAIN MODEL, IN .DTM FILE FORMAT, COMPATIBLE WITH SOFTWARE CURRENTLY USED BY DELDOT.
()	DESIGN FILE, IN .DGN FILE FORMAT, CONTAINING ONLY THE PROPOSED 3D TRIANGLES OF THE PROPOSED DIGITAL TERRAIN MODEL (DTM).

NOTE: THE DOCUMENT ENTITLED "RELEASE FOR DELIVERY OF DOCUMENTS IN ELECTRONIC FORM TO A CONTRACTOR" MUST BE SIGNED BY ALL PARTIES PRIOR TO THE DELIVERY OF ANY ELECTRONIC PROJECT FILES.

- AMERICAN TRAFFIC SAFETY SERVICES ASSOCIATION (ATSSA) CERTIFIED TRAFFIC CONTROL SUPERVISOR REQUIREMENT FOR THIS PROJECT.

()	THE CONTRACTOR SHALL NOT BE REQUIRED TO HAVE AN ATSSA SUPERVISOR ASSIGNED TO THIS PROJECT.
()	THE CONTRACTOR SHALL HAVE AN ATSSA SUPERVISOR ASSIGNED TO THIS PROJECT. THE CONTRACTOR'S GENERAL SUPERINTENDENT FOR THIS PROJECT OR ANOTHER ATSSA CERTIFIED MEMBER OF THE CONTRACTOR'S PROJECT STAFF MAY BE THE ATSSA SUPERVISOR. PAYMENT FOR ATSSA SUPERVISOR IS INCIDENTAL TO ITEM 743000.
(X)	THE CONTRACTOR SHALL HAVE AN ATSSA SUPERVISOR ASSIGNED TO THIS PROJECT. THE ATSSA SUPERVISOR'S SOLE JOB SHALL BE SUPERVISION ON THE INSTALLATION, OPERATION AND MAINTENANCE OF TRAFFIC CONTROL DEVICES FOR THIS PROJECT. THE CONTRACTOR'S GENERAL SUPERINTENDENT FOR THIS PROJECT SHALL NOT BE THE ATSSA SUPERVISOR. PAYMENT FOR ATSSA SUPERVISOR SHALL BE PAID FOR UNDER ITEM 743031.

- DISTURBED AREA: 6.90 ACRES

- AT LOCATION OF US 13 & CONCORD ROAD (S020): A BALD EAGLE'S NEST WAS CONFIRMED APPROXIMATELY 330 FEET IN THE NORTHEAST CORNER OF THE INTERSECTION OF US ROUTE 13 AND CONCORD ROAD (S020). A TIME OF YEAR RESTRICTION IS REQUIRED FOR CONSTRUCTION WORK AT THIS INTERSECTION. THUS, NO WORK SHOULD BE SCHEDULED BETWEEN DECEMBER 15 THROUGH JUNE 15 OF ANY GIVEN CALENDAR YEAR.

- SEE ENVIRONMENTAL COMPLIANCE PLAN FOR FURTHER RESTRICTIONS/GUIDANCE ASSOCIATED WITH THIS PROJECT.

PROJECT NOTES

SECTION 100

- ANY DAMAGE TO ITEMS NOTED DO NOT DISTURB OR TO BE RELOCATED OR RESET BY THE CONTRACTOR, AT THE DISCRETION OF THE ENGINEER, SHALL BE REPAIRED AND/OR REPLACED IN KIND AT THE CONTRACTOR'S EXPENSE.
- THE CONTRACTOR WILL BE REQUIRED TO CONTACT THE INVOLVED UTILITY COMPANIES AND COORDINATE HIS WORK WITH ANY CONSTRUCTION ACTIVITY BY UTILITY COMPANIES, OR ADJACENT CONSTRUCTION CONTRACTS. PROPOSED UTILITY RELOCATIONS ARE SHOWN ON THE PLANS-REFER TO UTILITY STATEMENT FOR DETAILED SCOPE OF AND TIMING OF UTILITY WORK.

SECTION 200

- THE CONTRACTOR SHALL REMOVE AND RESET ALL MAILBOXES TO MAINTAIN MAIL SERVICE AS DIRECTED BY THE ENGINEER. THE CONTRACTOR SHALL RELOCATE MAILBOXES AS REQUIRED BY THE PROPOSED GEOMETRICS AND AS DIRECTED BY THE ENGINEER. WHEN RELOCATING MAILBOXES IN CURBED SECTIONS, THE FACE OF THE MAILBOX SHALL BE FLUSH WITH THE BACK EDGE OF CURB. WHEN RELOCATING MAILBOXES IN OPEN SECTIONS, THE FACE OF THE MAILBOX SHALL SET BACK 8 INCHES FROM THE EDGE OF THE PAVED SHOULDER. THE BOTTOM OF THE MAILBOX SHALL BE SET 46 INCHES ABOVE THE ROADWAY SURFACE. MAILBOXES LOCATED AT DRIVEWAY ENTRANCES SHALL BE PLACED ON THE FAR SIDE OF THE DRIVEWAY IN THE DIRECTION OF TRAVEL. POSTS BEING RESET IN CONCRETE SIDEWALK SHALL BE PLACED IN AN APPROPRIATE SIZE PVC SLEEVE. COST FOR ALL WORK AND MATERIALS SHALL BE PAID UNDER ITEM 201000 - CLEARING AND GRUBBING.
- IN AREAS WHERE TREES OR SHRUBS WILL BE OVERHANGING THE PROPOSED SIDEWALK, PRUNING MAY BE NECESSARY TO ACHIEVE A VERTICAL CLEAR SPACE OF 10 FEET ABOVE THE PROPOSED SIDEWALK ELEVATION. THE CONTRACTOR SHALL PRUNE EXISTING TREE AND SHRUB BRANCHES, WHICH OVERHANG THE SIDEWALK, IN ACCORDANCE WITH I.S.A. STANDARDS. THE CONTRACTOR SHALL NOTIFY DELDOT'S ROADSIDE ENVIRONMENTALIST ADMINISTRATOR, EUGENE 'CHIP' ROSAN, JR. AT (302) 760-2185 AND/OR HIS DESIGNEE, AT LEAST TWO (2) DAYS PRIOR TO THE PRUNING OPERATION. ALL COSTS ASSOCIATED WITH THE ABOVE WORK TO BE PAID UNDER ITEM 201000 - CLEARING AND GRUBBING.
- THE ENGINEER MAY REQUIRE THE CONTRACTOR TO EXCAVATE TEST PITS ALONG PROPOSED DRAINAGE RUNS, AT POINTS OF POSSIBLE UTILITY CONFLICTS, TO DETERMINE IF A CONFLICT EXISTS. ANY CONFLICTS SHALL BE COORDINATED BY THE CONTRACTOR, WITH THE ENGINEER AND THE UTILITY COMPANY INVOLVED. THE ENGINEER SHALL ULTIMATELY DETERMINE THE SOLUTION TO THE UTILITY CONFLICT. TEST HOLES SHALL BE MEASURED AND PAID FOR IN ACCORDANCE WITH ITEM 208000 - EXCAVATION AND BACKFILL FOR PIPE TRENCHES, BUT ONLY TO THE ACTUAL DEPTH EXCAVATED.
- THIS PROJECT IS COVERED UNDER AN NPDES GENERAL PERMIT FOR CONSTRUCTION. UNDER THE GENERAL PERMIT, COMPLIANCE WITH DELDOT'S APPROVED SEDIMENT AND STORMWATER MANAGEMENT PLANS WILL CONSTITUTE COMPLIANCE WITH THE NPDES INDUSTRIAL PERMITTING REQUIREMENTS FOR THIS CONSTRUCTION PROJECT. A COPY OF THE NPDES GENERAL PERMIT AND NOI IS KEPT ON FILE IN EACH OF THE CONSTRUCTION OFFICES AND THE DEPARTMENT'S TEAM SUPPORT SECTION. A COPY OF THE GENERAL PERMIT OR THE NOI CAN BE OBTAINED UPON REQUEST FROM EITHER THE DEPARTMENT'S STORMWATER ENGINEER OR THE APPROPRIATE CONSTRUCTION ENGINEER.
- ALL EXISTING PIPES TO BE ABANDONED WHERE NO EXCAVATION WILL TAKE PLACE, INCLUDING BELOW EXISTING TRAVEL LANES, TURN LANES, AND SHOULDERS, SHALL BE FILLED WITH ITEM 208001 - FLOWABLE FILL OR AS DIRECTED BY THE ENGINEER. ALL EXISTING PIPES TO BE ABANDONED WITHIN OR BELOW THE PROPOSED FULL DEPTH PAVEMENT BOX SHALL BE ENTIRELY REMOVED OR FILLED WITH ITEM 208001 - FLOWABLE FILL AS INDICATED ON THE PLANS. PAYMENT FOR PIPE REMOVAL SHALL BE INCLUDED UNDER ITEM 202000 - EXCAVATION AND EMBANKMENT.
- COST FOR ANY PUMPING REQUIRED TO COMPLETE THIS PROJECT SHALL BE INCIDENTAL TO ITEM 202000-EXCAVATION AND EMBANKMENT.
- ALL EXISTING AN PROPOSED PIPES AND DRAINAGE INLETS TO BE USED IN THE FINAL DRAINAGE SYSTEM SHALL BE CLEARED OF ALL OBSTRUCTIONS AND FLUSHED OF ALL SEDIMENT PRIOR TO FINAL ACCEPTANCE. COST FOR THIS WORK SHALL BE INCIDENTAL TO ITEM 201000 - CLEARING AND GRUBBING.
- ITEMS TO BE REMOVED UNDER ITEM 211000 - REMOVAL OF STRUCTURES AND OBSTRUCTIONS SHALL INCLUDE, BUT NOT BE LIMITED TO THE FOLLOWING:
 - CONCRETE SUPPORT FOUNDATIONS FOR MISCELLANEOUS SMALL STRUCTURES NOT COVERED UNDER OTHER PAY ITEMS.
 - DRAINAGE STRUCTURES.

PROJECT NOTES CONTINUED

SECTION 300

- 11. A. THE CONTRACTOR MAY ELECT TO USE ANY OF THE FOLLOWING MATERIALS TO MEET THE REQUIREMENTS OF ITEM 302007 - GRADED AGGREGATE BASE COURSE, TYPE 'B':
 - a. CRUSHED STONE (PER STANDARD SPECIFICATION 821)
 - b. CRUSHED CONCRETE (PER STANDARD SPECIFICATION 821)
 - c. HOT-MIX MILLINGS (PER SPECIAL PROVISION 302514 MILLED HOT-MIX BASE COURSE)

THE CONTRACTOR WILL NOT BE ALLOWED TO MIX DIFFERENT MATERIALS (OR SIMILAR MATERIALS FROM DIFFERENT SOURCES) TO MEET THE REQUIREMENTS OF ITEM 302007 - GRADED AGGREGATE BASE COURSE, TYPE 'B'.

ALL OF THE ABOVE LISTED MATERIALS ARE PERMITTED FOR USE ON THE JOB, PROVIDED THEY ARE SEPARATED INTO APPROVED AREAS. EACH AREA OF BASE COURSE MUST BE CONSTRUCTED USING MATERIALS FROM A SINGULAR SOURCE, FULL DEPTH, IN ORDER THAT PROPER TESTING MAY BE ACCOMPLISHED. THE CONTRACTOR AND DELDOT'S PROJECT ENGINEER SHALL AGREE ON THE LIMITS OF EACH SOURCE OF MATERIAL PRIOR TO PLACEMENT.

- B. THE QUANTITY USED FOR BASE OF EACH OF THE ABOVE LISTED MATERIALS WILL BE THE CONTRACTOR'S CHOICE, WITH THE TOTAL MEETING THE ADVERTISED QUANTITY OF ITEM 302007 - GRADED AGGREGATE BASE COURSE, TYPE 'B'.
- C. THE CONTRACTOR MAY ALSO ELECT TO RECYCLE MILLINGS FOR USE IN HOT-MIX AS PERMITTED BY THE STANDARD SPECIFICATIONS. THE CHOICE OF THE QUANTITY OF MILLINGS USED FOR THIS PURPOSE, OR FOR BASE COURSE, LIES WITH THE CONTRACTOR. ALL MILLING MATERIAL SHALL BECOME PROPERTY OF THE CONTRACTOR.
- D. HOT-MIX MILLINGS MAY BE GENERATED FROM THE FOLLOWING SOURCES:
 - a. MATERIAL MADE AVAILABLE WHEN MILLED ON THIS CONTRACT UNDER ITEM 760507.
 - b. MATERIAL MILLED ON THIS CONTRACT AT THE CONTRACTOR'S CHOICE UNDER ITEM 202000.
 - c. MILLED MATERIAL FURNISHED ON THE JOB FROM THE CONTRACTOR'S YARD OR OTHER OUTSIDE SOURCE. ALL MILLED MATERIALS SHALL MEET THE MATERIAL REQUIREMENTS OF ITEM 302514 - MILLED HOT-MIX BASE COURSE.
- E. PAYMENT CLARIFICATION:
 - a. SHOULD THE CONTRACTOR ELECT TO MILL PORTIONS OF HOT-MIX SHOWN ON THE PLANS TO BE REMOVED UNDER ITEM 202000 - EXCAVATION AND EMBANKMENT THE COST OF MILLING THIS HOT-MIX WILL BE PAID AS ITEM 202000 - EXCAVATION AND EMBANKMENT. THE MILLINGS GENERATED MAY BE RECYCLED INTO HOT-MIX, UTILIZED FOR BASE COURSE, OR DISPOSED OF TO AN APPROVED SITE. HAULING COSTS FOR DISPOSAL AND/OR RECYCLING ARE INCIDENTAL TO ITEM 202000 - EXCAVATION AND EMBANKMENT.
 - b. MILLINGS GENERATED UNDER ITEM 760507 - PROFILE MILLING, HOT-MIX MAY BE RECYCLED INTO HOT-MIX, UTILIZED FOR BASE COURSE OR DISPOSED OF BY THE CONTRACTOR TO AN APPROVED SITE. NO SEPARATE PAYMENT WILL BE MADE FOR TRANSPORTING MILLINGS ON SITE OR TO AN APPROVED DISPOSAL SITE.
 - c. SHOULD THE CONTRACTOR ELECT TO TEMPORARILY STOCKPILE MILLINGS ON THE JOB SITE FOR LATER USE, ALL COSTS FOR STOCKPILING AND SUBSEQUENT REHANDLING SHALL BE INCIDENTAL TO ITEM 202000 - EXCAVATION AND EMBANKMENT.
 - d. MILLINGS USED FOR BASE COURSE SHALL BE PLACED IN ACCORDANCE WITH THE REQUIREMENTS OF SPECIAL PROVISION 302514 - MILLED HOT-MIX BASE COURSE. NO SEPARATE PAYMENT WILL BE MADE TO FURNISH MILLINGS FROM AN OUTSIDE SOURCE OR TRANSPORT MILLINGS WITHIN THE PROJECT LIMITS. MILLINGS USED FOR BASE COURSE WILL BE PAID IN PLACE AT THE UNIT BID PRICE FOR ITEM 302007 - GRADED AGGREGATE BASE COURSE, TYPE 'B'.
 - e. ALL COSTS TO UTILIZE MILLINGS IN RECYCLED HOT-MIX WILL BE INCIDENTAL TO THE UNIT PRICE BID FOR THE HOT-MIX ITEM USING THE RECYCLED MATERIAL.
 - f. SPECIAL PROVISION 302514 - MILLED HOT-MIX BASE COURSE IS PROVIDED TO SPECIFY THE MEANS OF LAY DOWN AND COMPACTION AS WELL AS THE MATERIAL REQUIREMENTS FOR MILLINGS USED AS BASE COURSE. ALL COSTS TO BRING THE MILLINGS INTO COMPLIANCE WITH THE REQUIREMENTS OF ITEM - 302514 MILLED HOT-MIX BASE COURSE ARE INCIDENTAL TO ITEM 302007 - GRADED AGGREGATE BASE COURSE, TYPE 'B'. NO PAYMENT WILL BE MADE FOR ITEM 302514 - MILLED HOT-MIX BASE COURSE. THE QUANTITY OF MILLINGS USED FOR BASE COURSE WILL BE PAID FOR UNDER ITEM 302007 - GRADED AGGREGATE BASE COURSE.

- 12. THE CONTRACTOR SHALL REMOVE ALL TREES AND SHRUBS WITHIN THE LOC, UNLESS OTHERWISE NOTED ON THE PLANS WITH "DND." THE CONTRACTOR SHALL PROTECT TREES NOTED ON THE PLANS BY "DND" BY PLACING CONSTRUCTION SAFETY FENCE ERECTED AT THE DRIP LINE OF THE TREES WITHIN THE LIMIT OF CONSTRUCTION AS SHOWN ON THE PLANS. PAYMENT FOR TREE CLEARING, REGARDLESS OF SIZE, WILL BE MADE UNDER ITEM 201000-CLEARING AND GRUBBING, PAYMENT FOR SAFETY FENCE WILL BE MADE UNDER ITEM 727014-CONSTRUCTION SAFETY FENCE.

SECTION 400

- 13. THE PAVEMENT SECTION FOR HOT-MIX RESIDENTIAL DRIVEWAYS SHALL BE 2" HOT-MIX, TYPE 'C' OVER 8" GRADED AGGREGATE BASE COURSE, TYPE 'B', UNLESS OTHERWISE NOTED ON THE PLANS.
- 14. FOR LOCATIONS OF MILL AND OVERLAY, ALL PAVING, INCLUDING TURN LANES, SHOULDERS AND INTERSECTIONS, IS TO BE COMPLETED WITHIN SEVEN (7) CALENDAR DAYS OF EACH DAY'S MILLING OPERATION. FAILURE TO COMPLY WILL RESULT IN A SUSPENSION OF ALL OTHER CONTRACT WORK WITH TIME CHARGES CONTINUING TO BE ASSESSED.
- 15. ITEM 402000 - HOT-MIX BITUMINOUS CONCRETE AND/OR COLD-LAID BITUMINOUS CONCRETE (TRM) IS INTENDED TO BE USED IN LIMITED AMOUNTS ONLY FOR MINOR TEMPORARY GRADE ADJUSTMENTS OR PATCHING POTHOLES. THIS ITEM WILL ONLY BE USED AS DIRECTED BY THE ENGINEER IN THE FIELD.

SECTION 500

- 16. CLASS 'A' CONCRETE SHALL BE USED FOR ALL CONCRETE PATCHES TO MINIMIZE THE DURATION OF LANE CLOSURES.

SECTION 600

- 17. THE DEPARTMENT AND THE CONTRACTOR SHALL INSPECT ALL EXISTING PIPES AND DRAINAGE STRUCTURES TO BE USED IN THE FINAL DRAINAGE SYSTEM AND AGREE ON THE CONDITION PRIOR TO THE START OF CONSTRUCTION. EXISTING PIPES AND DRAINAGE STRUCTURES DAMAGED DUE TO CONTRACTOR OPERATIONS SHALL BE REPAIRED OR REPLACED IN-KIND AT THE CONTRACTOR'S EXPENSE. THE DEPARTMENT WILL VIDEO INSPECT NEW PIPE RUNS TO CONFIRM CONDITION PRIOR TO ACCEPTANCE. PIPE CLEANING PRIOR TO VIDEO INSPECTION AND MAINTENANCE OF TRAFFIC DURING THE VIDEO INSPECTION ARE THE RESPONSIBILITY OF THE CONTRACTOR AND INCIDENTAL TO THE PIPE ITEM THAT IS BEING VIDEO INSPECTED

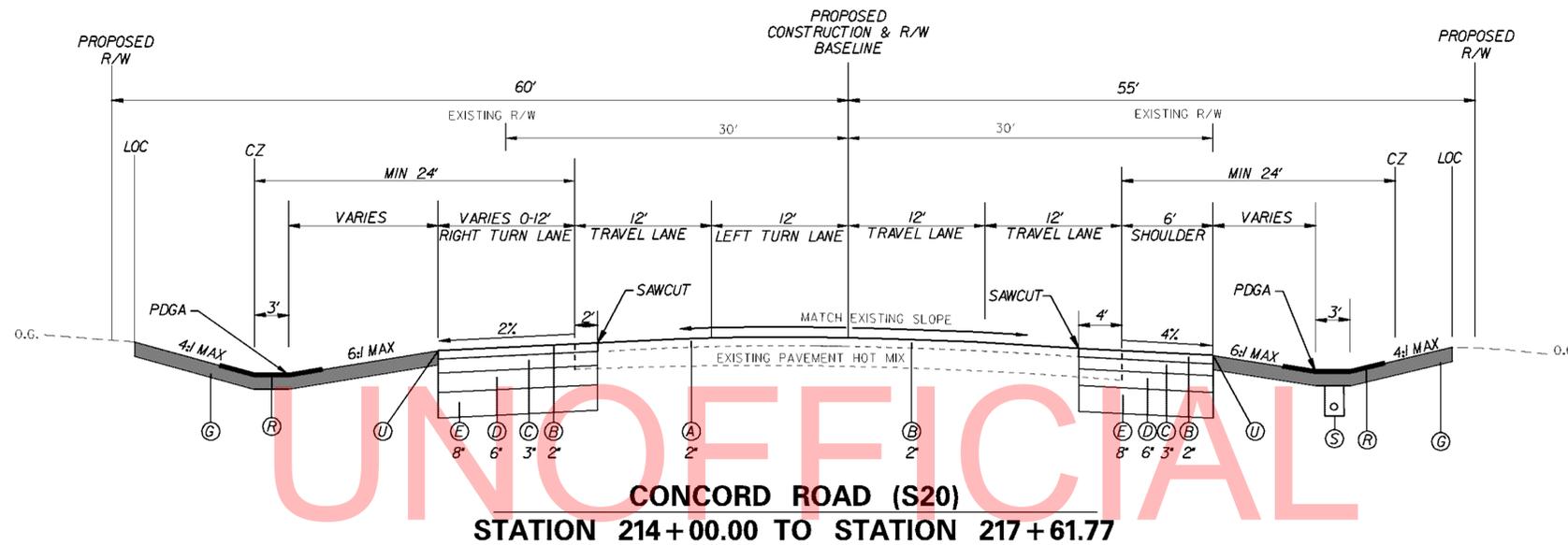
SECTION 700

- 18. IN AREAS WHERE PROPOSED CURB MEETS EXISTING CURB AND THE TWO CURB TYPES ARE NOT SIMILAR, THE PROPOSED CURB SHALL BE TRANSITIONED IN 10 LINEAR FEET, UNLESS OTHERWISE DIRECTED BY THE ENGINEER. THE CONTRACTOR SHALL VERIFY ALL EXISTING CURB TYPES. PAYMENT FOR THIS WORK, INCLUDING SAW CUTTING EXISTING CURB SHALL BE INCIDENTAL TO THE PROPOSED CURB ITEM.
- 19. WHERE PROPOSED CONCRETE SIDEWALK IS CONSTRUCTED TO MEET EXISTING SIDEWALK, THE EXISTING SIDEWALK SHALL BE SAWCUT AT THE TIE-IN POINT OR MEET THE NEAREST EXISTING SIDEWALK JOINT. ALL SAW CUTTING SHALL BE FULL DEPTH, UNLESS OTHERWISE NOTED ON THE PLANS OR DIRECTED BY THE ENGINEER AND SHALL BE PAID FOR UNDER ITEM 762002 - SAWCUTTING, CONCRETE, FULL DEPTH.
- 20. PORTLAND CEMENT CONCRETE CHANNELIZING ISLANDS THAT ARE LESS THAN 75 SQ FT MAY BE POURED MONOLITHICALLY, OR AS DIRECTED BY THE ENGINEER.
- 21. STATION, OFFSET, AND ELEVATION DATA GIVEN FOR DRAINAGE STRUCTURES ARE TO BE APPLIED TO THE CENTER OF THE GRATE FOR INLETS, AND TO THE CENTER OF THE STRUCTURE FOR JUNCTION BOXES AND MANHOLES.
- 22. DRAINAGE INLET GRATES ADJACENT TO THE ROAD, WITHIN THE PROJECT LIMITS, WHICH ARE NOT TYPE 1 SHALL BE REPLACED. THE ACTUAL LOCATIONS, THE NEED FOR ANY GRATE MODIFICATIONS OR FOR NEW FRAMES SHALL BE DETERMINED BY THE ENGINEER. ALL REPLACED GRATES/FRAMES SHALL BE DELIVERED TO THE NEAREST DISTRICT MAINTENANCE YARD WITH THE COST OF DELIVERY INCIDENTAL TO ITEM 708060 - REPLACING CATCH BASIN GRATES. FINAL PAYMENT FOR REPLACED GRATES/FRAMES SHALL NOT BE MADE UNTIL RECEIPT OF DELIVERED MATERIALS IS PRODUCED, SIGNED BY A DELDOT MAINTENANCE YARD SUPERVISOR.
- 23. ALL PAVED AREAS TO BE RECONSTRUCTED OR WIDENED SHALL BE SAWCUT AT THE POINT WHERE THE NEW PAVEMENT IS TO TIE INTO THE EXISTING PAVEMENT.
- 24. ALL HOTMIX SAW CUTTING SHALL BE FULL DEPTH, UNLESS OTHERWISE NOTED ON THE PLANS, OR AS DIRECTED BY THE ENGINEER.
- 25. THE STORAGE OF CONSTRUCTION EQUIPMENT AND MATERIAL WILL NOT BE ALLOWED IMMEDIATELY ADJACENT TO RESIDENTIAL AND COMMERCIAL PROPERTIES. LOCATION AND STORAGE AND LAY DOWN AREAS IS THE CONTRACTOR'S RESPONSIBILITY.
- 26. ROADSIDE AMENITIES WITHIN THE LIMITS OF CONSTRUCTION OR EASEMENT AREAS THAT ARE TO REMAIN IN PLACE AND ARE NOTED BY "DND" SHALL BE PROTECTED BY THE CONTRACTOR WITH SAFETY FENCE OR OTHER MEASURES AS DIRECTED BY THE ENGINEER. ANY DAMAGE TO THESE AMENITIES SHALL BE REPAIRED IN KIND AT THE CONTRACTOR'S EXPENSE. PAYMENT FOR SAFETY FENCE WILL BE MADE UNDER ITEM 727014 - CONSTRUCTION SAFETY FENCE.
- 27. ALL WORK AND MATERIALS REQUIRED TO ADJUST THE SANITARY MANHOLES AS SHOWN ON THE PLANS SHALL BE DONE IN ACCORDANCE WITH SUSSEX COUNTY STANDARD DETAILS AND PAID FOR PER EACH UNDER ITEM 710506 - ADJUST AND REPAIR EXISTING SANITARY MANHOLE. THE SUSSEX COUNTY UTILITY CONSTRUCTION DIVISION CAN BE REACHED AT (302) 855-7717. SEE CONSTRUCTION DETAILS FOR SUSSEX COUNTY SEWER MANHOLE VERTICAL ADJUSTMENT DETAIL.
- 28. THE CONTRACTOR SHALL CONSTRUCT THE SIDEWALKS USING THE CROSS SLOPES DEFINED ON THE TYPICAL SECTIONS. THE MAXIMUM CROSS SLOPE FOR SIDEWALKS SHALL BE TWO PERCENT.
- 29. ALL WORK REQUIRED FOR CALCULATING AND STAKING OF GRADES SHALL BE PAID FOR UNDER ITEM 763501 - CONSTRUCTION ENGINEERING.
- 30. THE USE OF STEEL PLATES WILL BE ALLOWED AS DIRECTED BY THE ENGINEER ON SIDE ROADS FOLLOWING THE PROVISIONS PROVIDED IN ITEM 743000-MAINTENANCE OF TRAFFIC. STEEL PLATES WILL NOT BE ALLOWED ON US 13 AT ANY TIME.

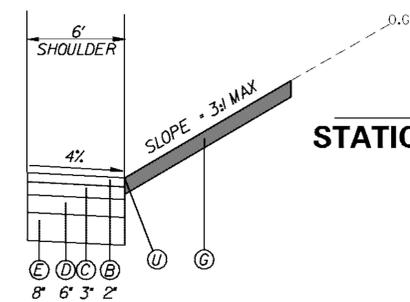
MISCELLANEOUS

- 31. RIGHT-OF-WAY PLANS FOR RIGHT-OF-WAY OR EASEMENT STAKEOUT PURPOSES ARE AVAILABLE FROM THE DEPARTMENT.

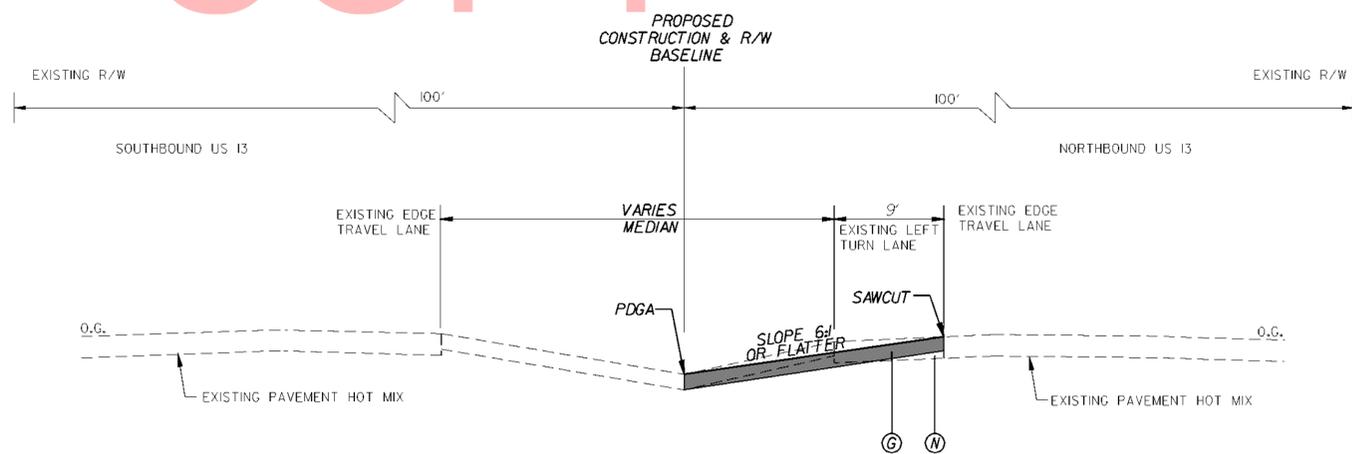
 DELAWARE DEPARTMENT OF TRANSPORTATION	ADDENDUMS / REVISIONS		US 13 SEAFORD INTERSECTION IMPROVEMENTS PROJECT	CONTRACT	BRIDGE NO.	N/A	GENERAL AND PROJECT NOTES	SHEET NO.
				T200412401	DESIGNED BY:			5
				COUNTY	CHECKED BY:	TOTAL SHTS.		
				SUSSEX		114		



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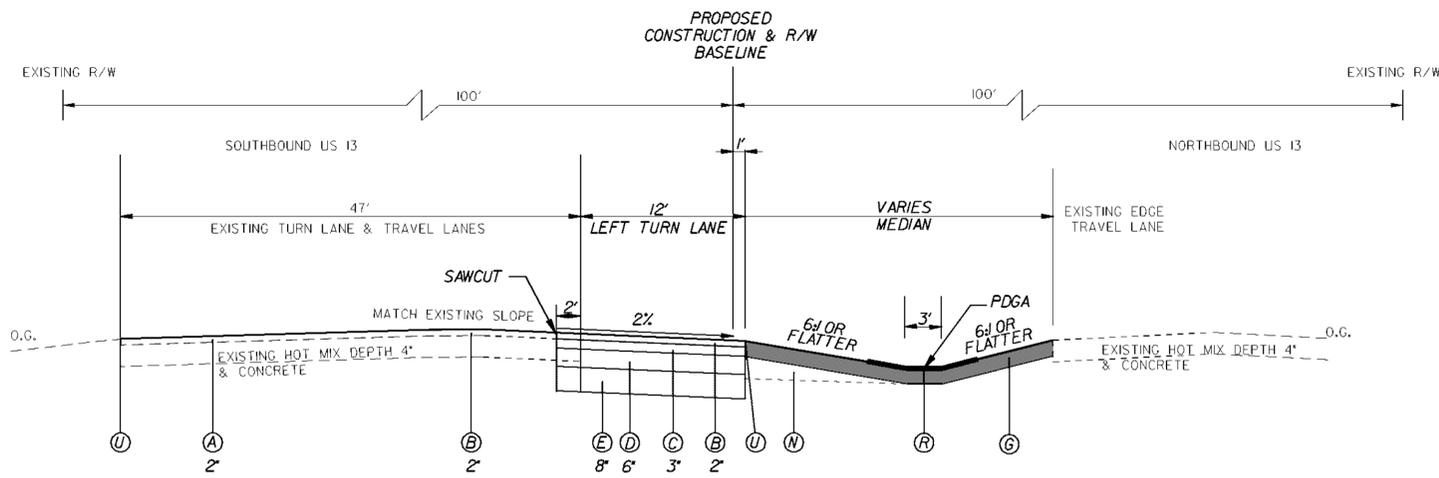


*HORIZONTAL CLEARANCE IS A MINIMUM OF 15 FT BEHIND THE FACE OF THE CURB AND A MINIMUM OF 3 FT AT INTERSECTIONS AND ENTRANCES

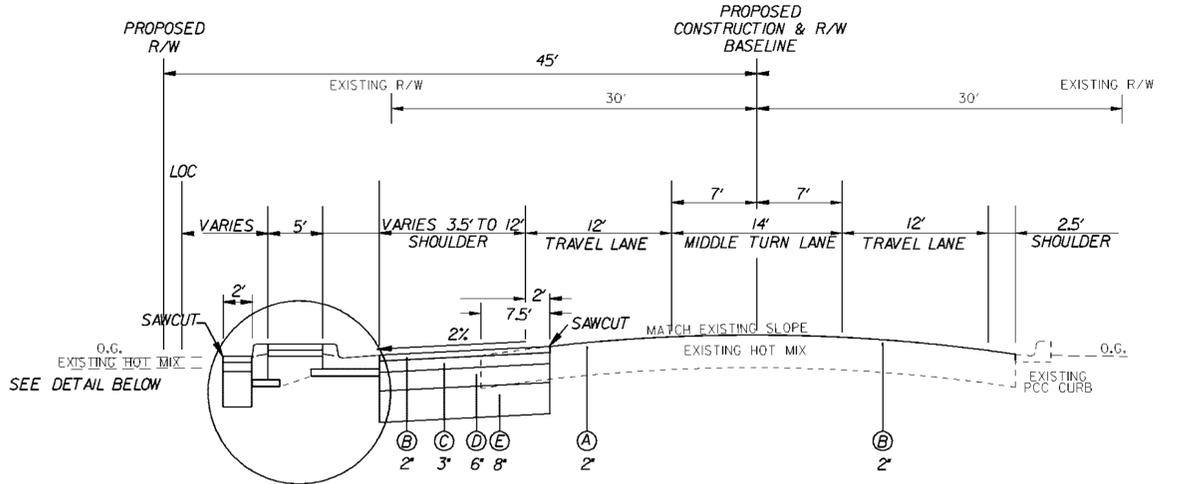


LEGEND

- (A) ITEM 760507 - PROFILE MILLING, HOT-MIX
- (B) ITEM 401833 - WMA SUPERPAVE TYPE C, 160 GYRATIONS, PG 76-22 (NON-CARBONATE STONE)
- (C) ITEM 401816 - WMA SUPERPAVE TYPE B, 160 GYRATIONS, PG 76-22
- (D) ITEM 401819 - WMA BITUMINOUS CONCRETE BASE COURSE, 160 GYRATIONS, PG 64-22
- (E) ITEM 302007 - GRADED AGGREGATE BASE COURSE, TYPE B
- (F) ITEM 401807 - WMA SUPERPAVE TYPE C, 160 GYRATIONS, PG 76-22 (CARBONATE STONE)
- (G) ITEM 732002 - TOPSOIL 6" DEPTH
ITEM 734013 - PERMANENT GRASS SEEDING, DRY GROUND
- (H) ITEM 701020 - INTEGRAL P.C.C. CURB AND GUTTER, TYPE I-8
- (I) ITEM 705001 - P.C.C. SIDEWALK, 4"
- (J) ITEM 701022 - INTEGRAL P.C.C. CURB AND GUTTER, TYPE 3-8
- (K) ITEM 701010 - P.C.C. CURB, TYPE I-8
- (N) ITEM 209006 - BORROW, TYPE F
- (O) ITEM 720050 - GALVANIZED STEEL BEAM GUARDRAIL, TYPE 2
- (P) ITEM 735535 - SOIL RETENTION MULCH, TYPE 5 FOR 1 ROLL WITH MINIMUM 6' OF WIDTH
- (S) ITEM 715001 - PERFORATED PIPE UNDERDRAINS, 6"
- (T) ITEM 209001 - BORROW, TYPE A
- (U) ITEM 401752 - SAFETY EDGE

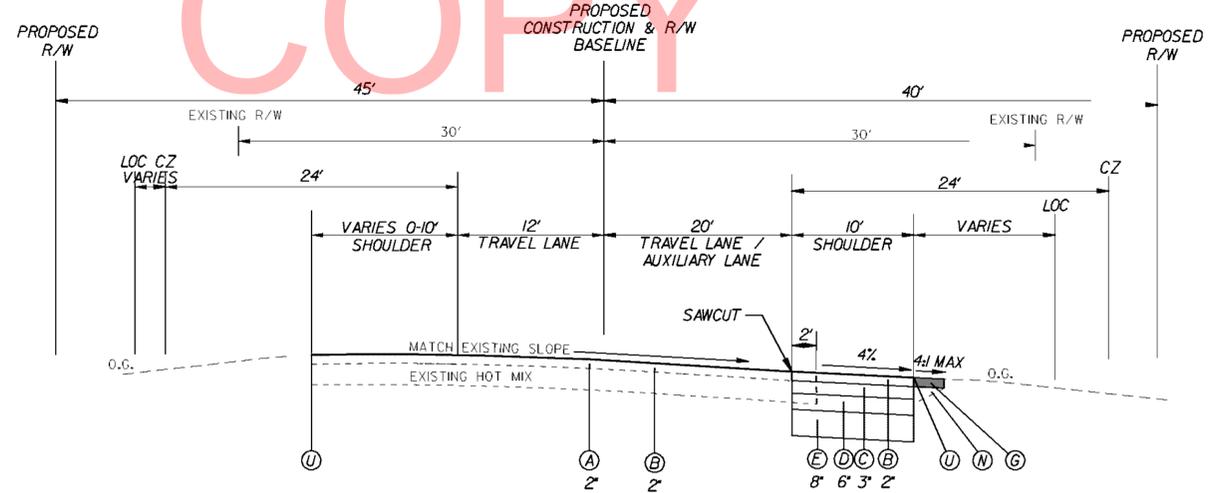
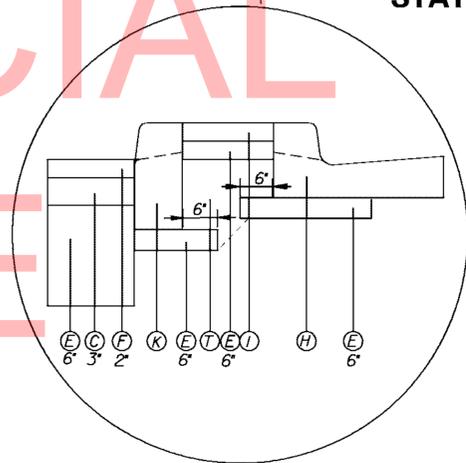


US 13 (S003) AT CONCORD RD (S20)
STATION 144+24.75 TO STATION 148+16.00



MIDDLEFORD ROAD (S535)
STATION 604+89.19 TO STATION 608+08.40

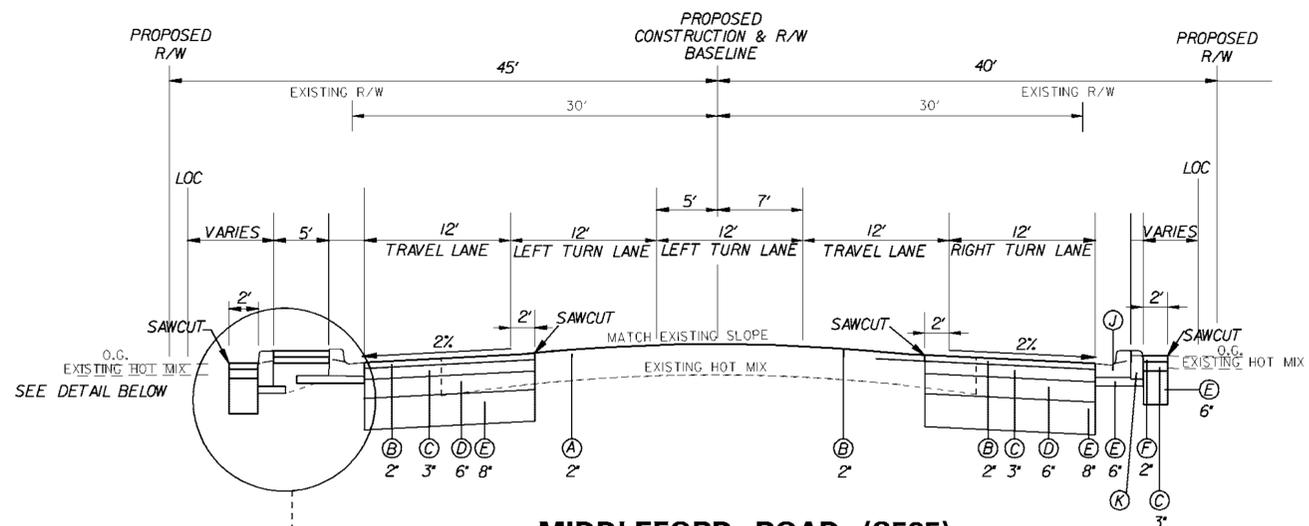
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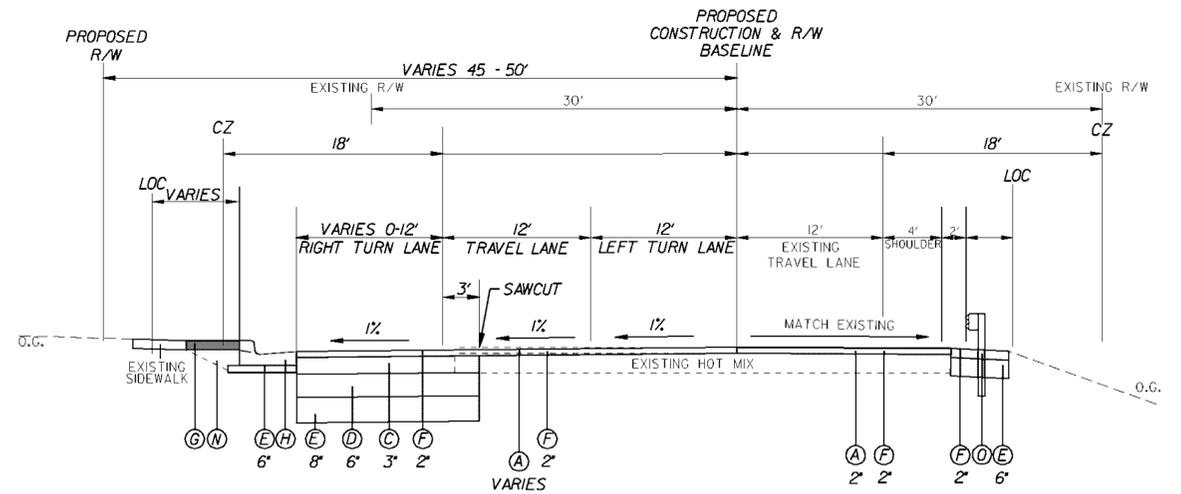
CONCORD ROAD (S20)
STATION 217+61.77 TO STATION 222+00.00

*HORIZONTAL CLEARANCE IS A MINIMUM OF 15 FT BEHIND THE FACE OF THE CURB AND A MINIMUM OF 3 FT AT INTERSECTIONS AND ENTRANCES

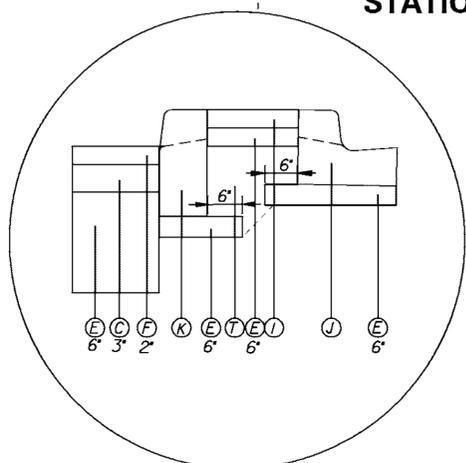
LEGEND	
(A)	ITEM 760507 - PROFILE MILLING, HOT-MIX
(B)	ITEM 401833 - WMA SUPERPAVE TYPE C, 160 GYRATIONS, PG 76-22 (NON-CARBONATE STONE)
(C)	ITEM 401816 - WMA SUPERPAVE TYPE B, 160 GYRATIONS, PG 76-22
(D)	ITEM 401819 - WMA BITUMINOUS CONCRETE BASE COURSE, 160 GYRATIONS, PG 64-22
(E)	ITEM 302007 - GRADED AGGREGATE BASE COURSE, TYPE B
(F)	ITEM 401807 - WMA SUPERPAVE TYPE C, 160 GYRATIONS, PG 76-22 (CARBONATE STONE)
(G)	ITEM 732002 - TOPSOIL 6" DEPTH ITEM 734013 - PERMANENT GRASS SEEDING, DRY GROUND
(H)	ITEM 701020 - INTEGRAL P.C.C. CURB AND GUTTER, TYPE 1-8
(I)	ITEM 705001 - P.C.C. SIDEWALK, 4"
(J)	ITEM 701022 - INTEGRAL P.C.C. CURB AND GUTTER, TYPE 3-8
(K)	ITEM 701010 - P.C.C. CURB, TYPE 1-8
(N)	ITEM 209006 - BORROW, TYPE F
(O)	ITEM 720050 - GALVANIZED STEEL BEAM GUARDRAIL, TYPE 2
(R)	ITEM 735535 - SOIL RETENTION MULCH, TYPE 5 FOR 1 ROLL WITH MINIMUM 6' OF WIDTH
(S)	ITEM 715001 - PERFORATED PIPE UNDERDRAINS, 6"
(T)	ITEM 209001 - BORROW, TYPE A
(U)	ITEM 401752 - SAFETY EDGE



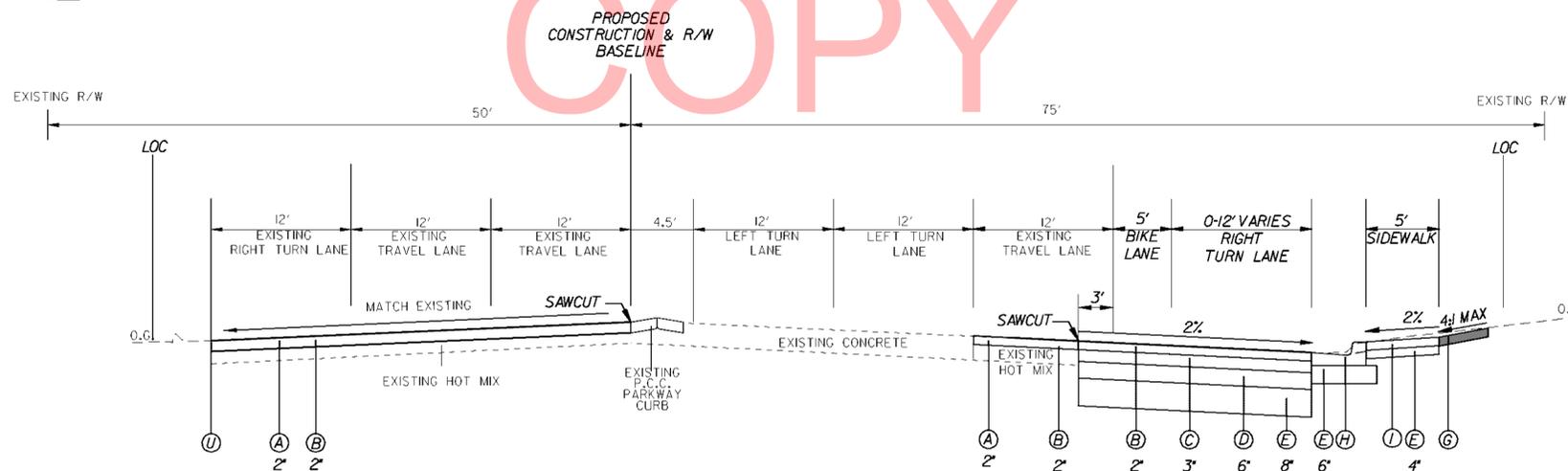
MIDDLEFORD ROAD (S535)
STATION 608+08.40 TO STATION 610+00.00



MIDDLEFORD ROAD (S535)
STATION 621+00.00 TO STATION 625+35.05



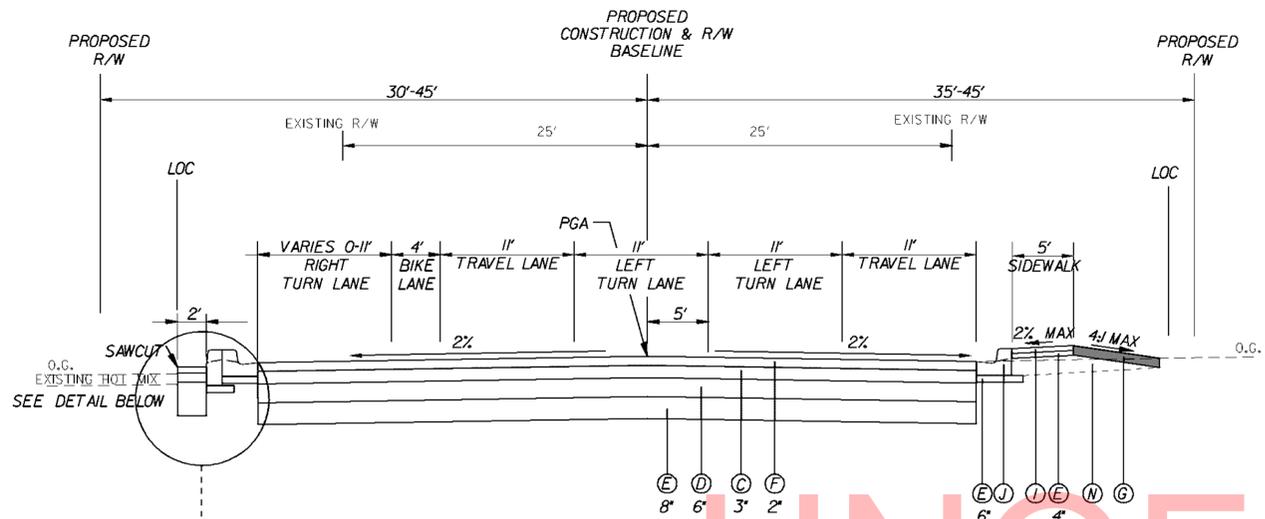
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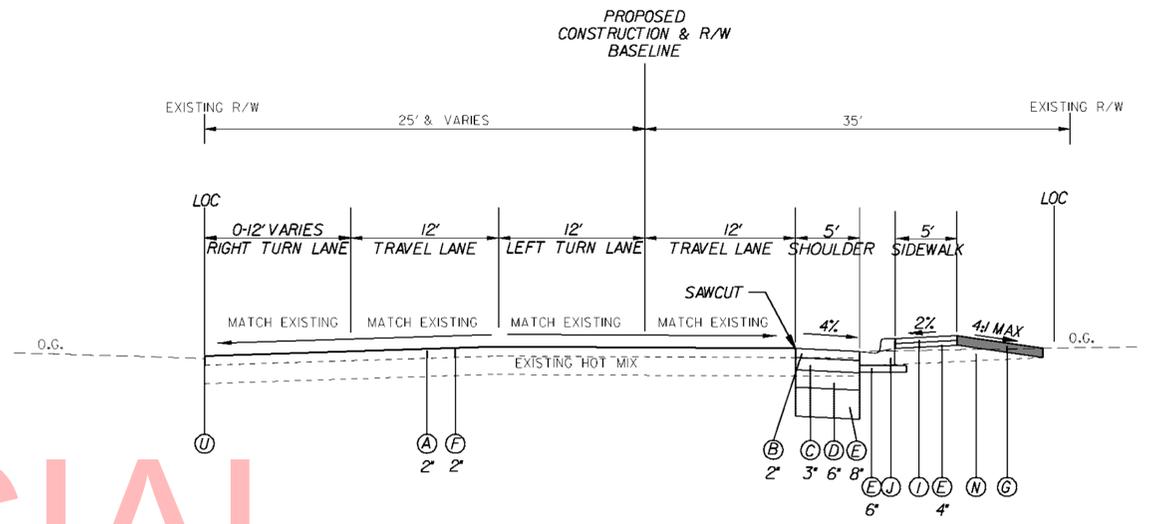
STEIN HIGHWAY/NORMAN ESKRIDGE HIGHWAY (S21)
STATION 127+00.00 TO STATION 134+00.00

*HORIZONTAL CLEARANCE IS A MINIMUM OF 15 FT BEHIND THE FACE OF THE CURB AND A MINIMUM OF 3 FT AT INTERSECTIONS AND ENTRANCES

LEGEND	
(A)	ITEM 760507 - PROFILE MILLING, HOT-MIX
(B)	ITEM 401833 - WMA SUPERPAVE TYPE C, 160 GYRATIONS, PG 76-22 (NON-CARBONATE STONE)
(C)	ITEM 401816 - WMA SUPERPAVE TYPE B, 160 GYRATIONS, PG 76-22
(D)	ITEM 401819 - WMA BITUMINOUS CONCRETE BASE COURSE, 160 GYRATIONS, PG 64-22
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(T)	ITEM 209001 - BORROW, TYPE A
(U)	ITEM 401752 - SAFETY EDGE

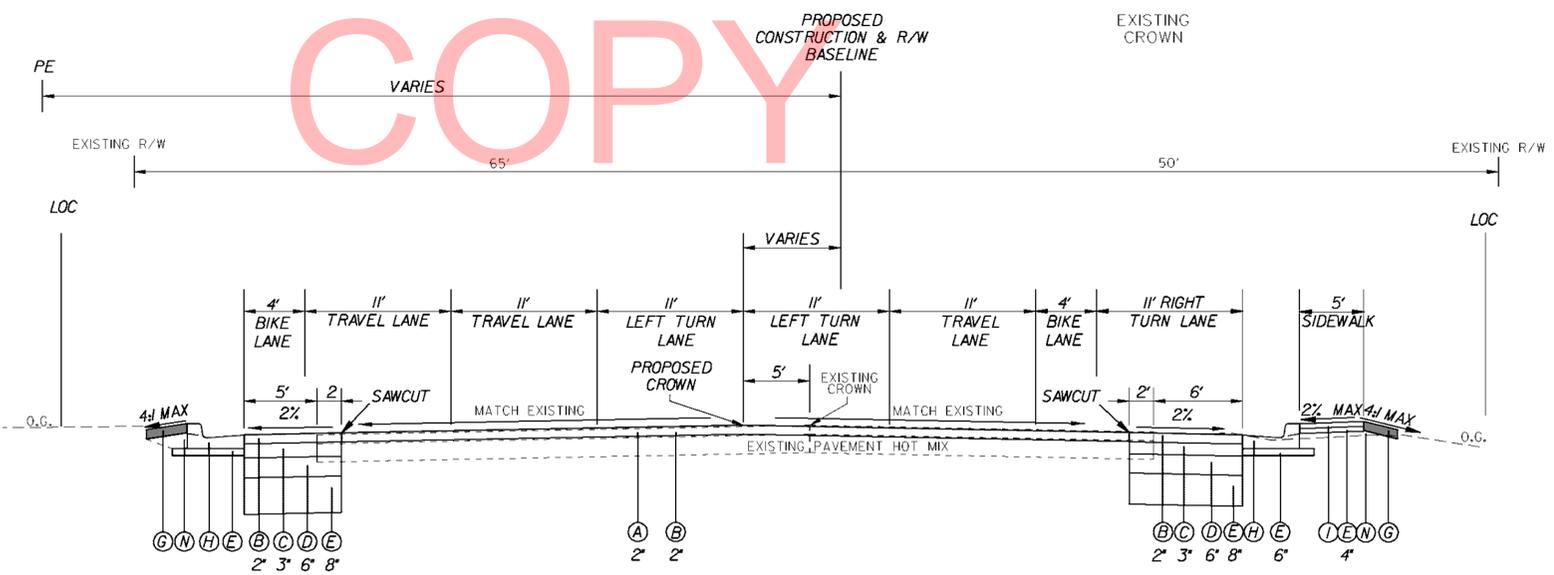
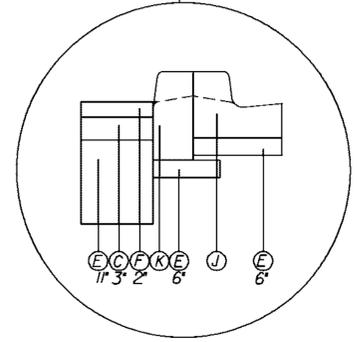


THARP ROAD (S 534)
STATION 550+50.00 TO STATION 559+00.00



BEAVER DAM DRIVE
STATION 136+00.00 TO STATION 138+38.15

NOTE:
 MILL AND OVERLAY WITH SHOULDER RECONSTRUCTION
 FROM STA 555+00.00 TO 559+00.00 SEE CONSTRUCTION PLANS
 FOR DIMENSIONS.



HERRING RUN ROAD (S 534)
STATION 542+00.00 TO STATION 546+50.00

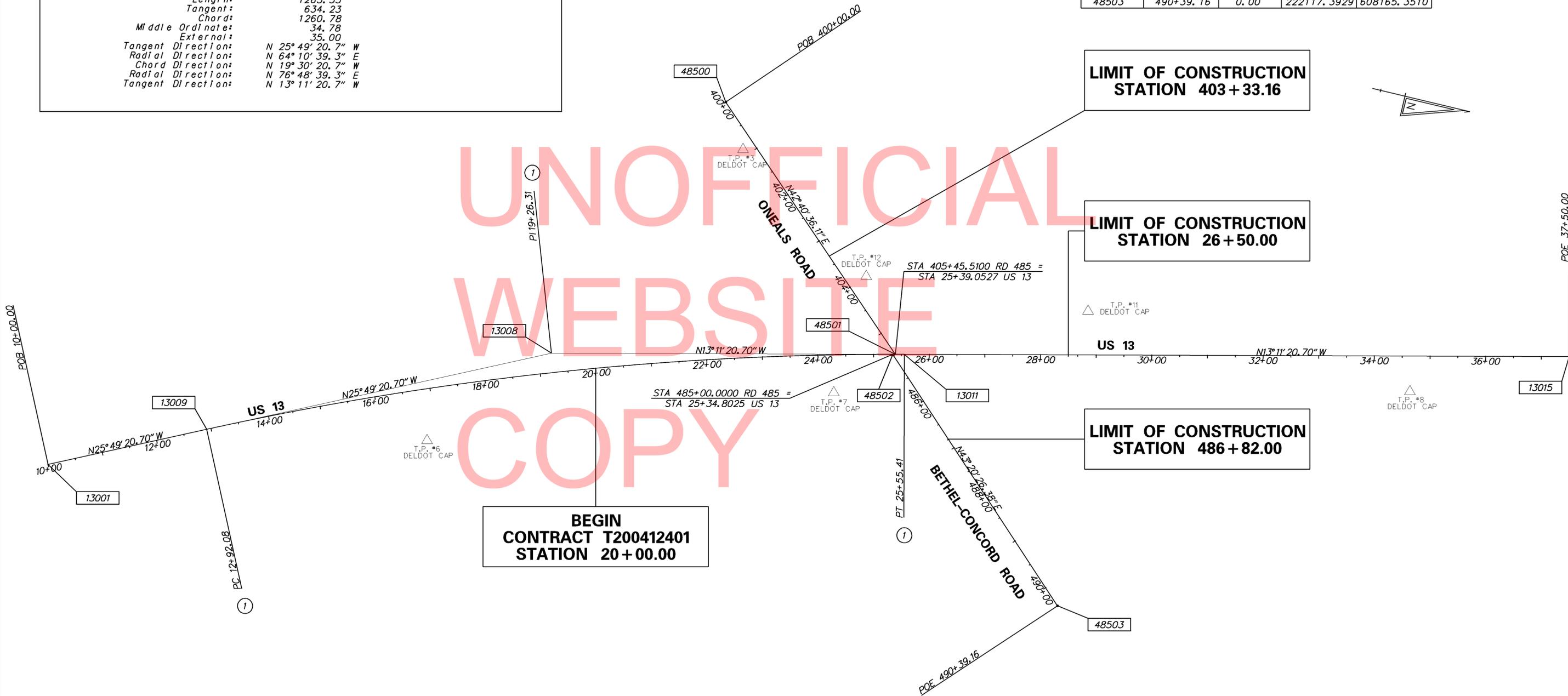
** NOTE:
 PROPOSED CROWN LINE IS OFFSET FROM PROPOSED CONSTRUCTION BASELINE
 SEE GRADES AND GEOMETRICS FOR COORDINATES AND ELEVATIONS
 OF PROPOSED CROWN LINE

*HORIZONTAL CLEARANCE IS A MINIMUM OF 15 FT BEHIND THE FACE OF THE CURB AND A MINIMUM OF 3 FT AT INTERSECTIONS AND ENTRANCES

LEGEND	
(A)	ITEM 760507 - PROFILE MILLING, HOT-MIX
(B)	ITEM 401833 - WMA SUPERPAVE TYPE C, 160 GYRATIONS, PG 76-22 (NON-CARBONATE STONE)
(C)	ITEM 401816 - WMA SUPERPAVE TYPE B, 160 GYRATIONS, PG 76-22
(D)	ITEM 401819 - WMA BITUMINOUS CONCRETE BASE COURSE, 160 GYRATIONS, PG 64-22
(E)	ITEM 302007 - GRADED AGGREGATE BASE COURSE, TYPE B
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(S)	ITEM 715001 - PERFORATED PIPE UNDERDRAINS, 6"
(T)	ITEM 209001 - BORROW, TYPE A
(U)	ITEM 401752 - SAFETY EDGE

CIRCULAR CURVE NO. ①			
Element: Circular	STATION	NORTHING	EASTING
PC (13009)	12+92.08	220556.9106	608211.5469
PI (13008)	19+26.31	221127.8193	607935.2833
CC (13010)	223052.6191	613369.0176	
PT (13011)	25+55.41	221745.3279	607790.5721
Radius:	5729.58		
Delta:	12° 38' 00.0" Right		
Degree of Curvature (Arc):	1° 00' 00.0"		
Length:	1263.33		
Tangent:	634.23		
Chord:	1260.78		
Middle Ordinate:	34.78		
External:	35.00		
Tangent Direction:	N 25° 49' 20.7" W		
Radial Direction:	N 64° 10' 39.3" E		
Chord Direction:	N 19° 30' 20.7" W		
Radial Direction:	N 76° 48' 39.3" E		
Tangent Direction:	N 13° 11' 20.7" W		

CONSTRUCTION ALIGNMENT CONTROL				
POINT	STATION	OFFSET	NORTHING	EASTING
13001	10+00.00	0.00'	220293.9986	608338.7705
13008	19+26.31	-35.00'	223052.6191	613369.0176
13009	12+92.08	0.00'	220556.9106	608211.5469
13011	25+55.41	0.00'	221745.3279	607790.5721
13015	37+50.00	0.00	222908.4079	607518.0080
48500	400+00.00	0.00	221328.3551	607424.5479
48501	405+45.51	0.00	221729.4079	607794.3269
48502	485+00.00	0.00	221725.2729	607795.3100
48503	490+39.16	0.00	222117.3929	608165.3510



NOTES:
 1. PLAN ELEVATIONS BASED ON N.G.S. SURVEY/DATUM NAVD 88
 HORIZONTAL COORDINATES ARE BASED ON DELDOT GPS SURVEY USING NAD 83
 2. OFFSETS SHOWN IN THE ALIGNMENT CONTROL TABLES WITH A MINUS SIGN ARE TO THE LEFT OF THE BASELINE.

CONSTRUCTION ALIGNMENT CONTROL				
POINT	STATION	OFFSET	NORTHING	EASTING
13000	137+86.26	0.0000	232751.8333	605705.8109
13016	143+40.52	0.0000	233305.1397	605673.3673
13017	152+86.33	0.0000	234249.3304	605618.0038
20000	200+00.00	0.0000	232525.2969	604775.6924
20001	212+13.25	0.0000	233320.9741	605691.5942
20003	227+31.58	0.0000	233782.9831	607096.2252
20004	228+91.16	0.0000	233770.2743	607225.2934
20100	219+72.42	-161.4994	233846.8438	606296.9214

LIMIT OF CONSTRUCTION
STATION 148+16

LIMIT OF CONSTRUCTION
STATION 222+00

LIMIT OF CONSTRUCTION
STATION 205+00

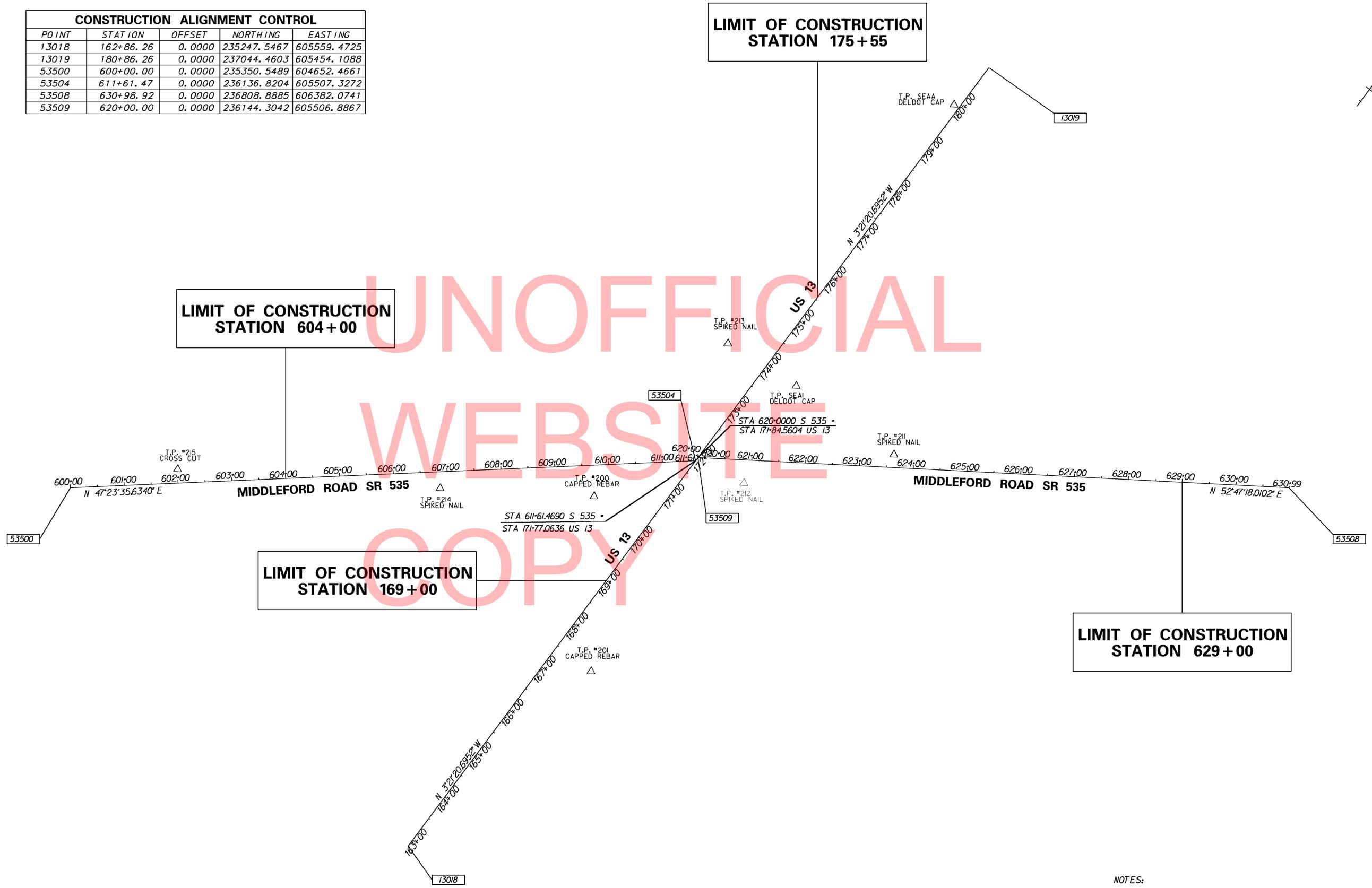
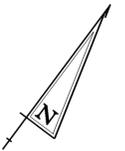
LIMIT OF CONSTRUCTION
STATION 141+00

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CIRCULAR CURVE NO. 2				
Element	STATION	NORTHING	EASTING	
PC (20001)	212+13.25	233320.9741	605691.5942	
PI (20100)	219+72.42	233846.8438	606296.9214	
CC (20002)		231879.1897	606944.1208	
PT (20003)	227+31.58	233782.9831	607096.2252	
Radius:	1909.8600			
Delta:	45°32'59.6770" Right			
Degree of Curvature (Arc):	2°59'59.9961"			
Length:	1518.3309			
Tangent:	801.8491			
Chord:	1478.6617			
Middle Ordinate:	148.9071			
External:	161.4988			
Tangent Direction:	N 49°01'05.0017" E			
Radial Direction:	S 40°58'54.9983" E			
Chord Direction:	N 71°47'34.8402" E			
Radial Direction:	S 4°34'04.6787" W			
Tangent Direction:	S 85°25'55.3213" E			

NOTES:
 1. PLAN ELEVATIONS BASED ON N.G.S SURVEY/DATUM NAVD 88
 HORIZONTAL COORDINATES ARE BASED ON DELDOT GPS SURVEY USING NAD 83
 2. OFFSETS SHOWN IN THE ALIGNMENT CONTROL TABLES WITH A MINUS SIGN ARE TO THE LEFT OF THE BASELINE.

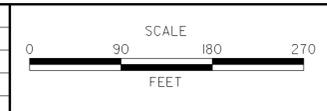
CONSTRUCTION ALIGNMENT CONTROL				
POINT	STATION	OFFSET	NORTHING	EASTING
13018	162+86.26	0.0000	235247.5467	605559.4725
13019	180+86.26	0.0000	237044.4603	605454.1088
53500	600+00.00	0.0000	235350.5489	604652.4661
53504	611+61.47	0.0000	236136.8204	605507.3272
53508	630+98.92	0.0000	236808.8885	606382.0741
53509	620+00.00	0.0000	236144.3042	605506.8867



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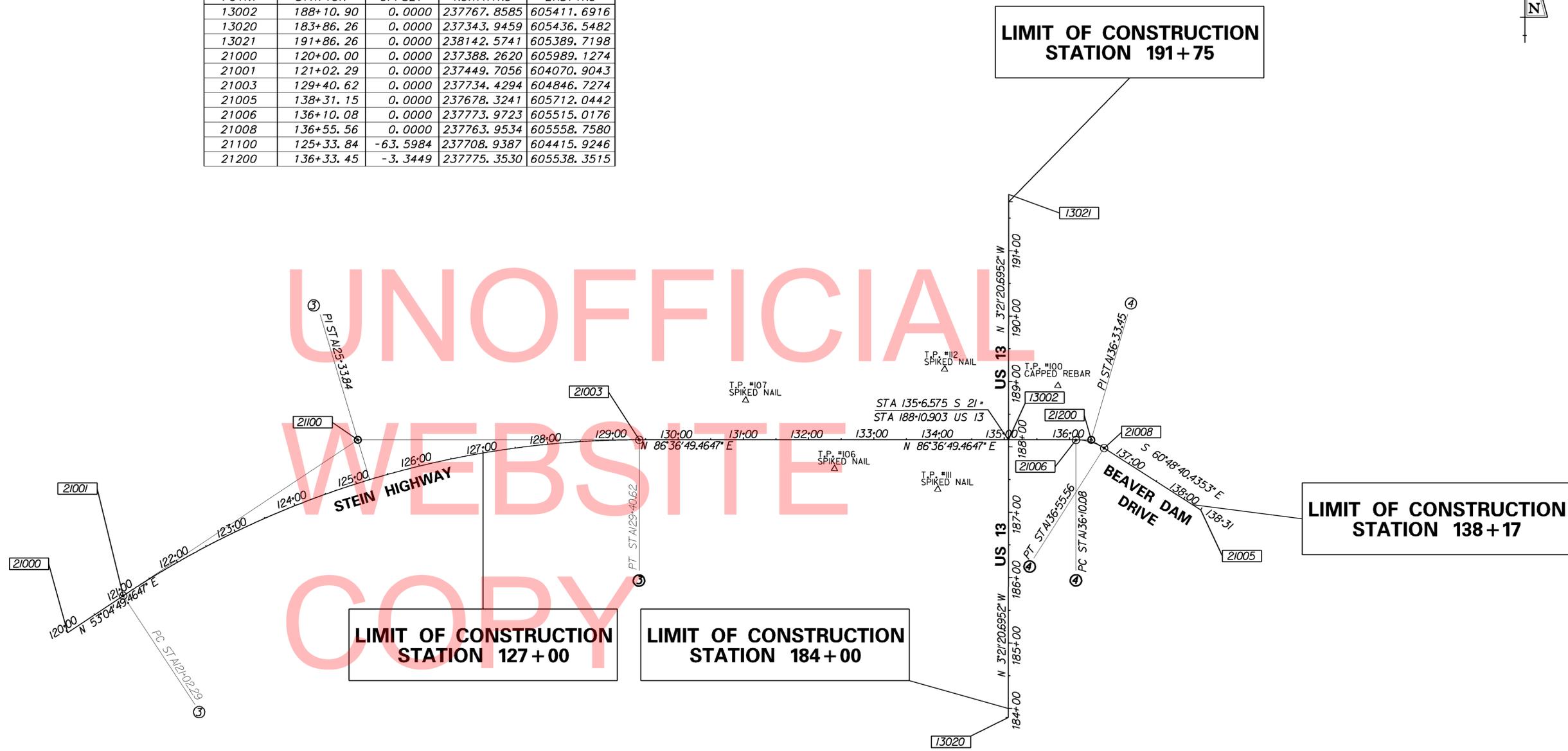
NOTES:
 1. PLAN ELEVATIONS BASED ON N.G.S. SURVEY/DATUM NAVD 88.
 HORIZONTAL COORDINATES ARE BASED ON DELDOT GPS SURVEY USING NAD 83.
 2. OFFSETS SHOWN IN THE ALIGNMENT CONTROL TABLES WITH A MINUS SIGN ARE TO THE LEFT OF THE BASELINE.

ADDENDUMS / REVISIONS



CONTRACT	BRIDGE NO.	N/A
T200412401	DESIGNED BY:	
COUNTY	CHECKED BY:	
SUSSEX		

CONSTRUCTION ALIGNMENT CONTROL				
POINT	STATION	OFFSET	NORTHING	EASTING
13002	188+10.90	0.0000	237767.8585	605411.6916
13020	183+86.26	0.0000	237343.9459	605436.5482
13021	191+86.26	0.0000	238142.5741	605389.7198
21000	120+00.00	0.0000	237388.2620	605989.1274
21001	121+02.29	0.0000	237449.7056	604070.9043
21003	129+40.62	0.0000	237734.4294	604846.7274
21005	138+31.15	0.0000	237678.3241	605712.0442
21006	136+10.08	0.0000	237773.9723	605515.0176
21008	136+55.56	0.0000	237763.9534	605558.7580
21100	125+33.84	-63.5984	237708.9387	604415.9246
21200	136+33.45	-3.3449	237775.3530	605538.3515



LIMIT OF CONSTRUCTION STATION 127+00

LIMIT OF CONSTRUCTION STATION 184+00

LIMIT OF CONSTRUCTION STATION 191+75

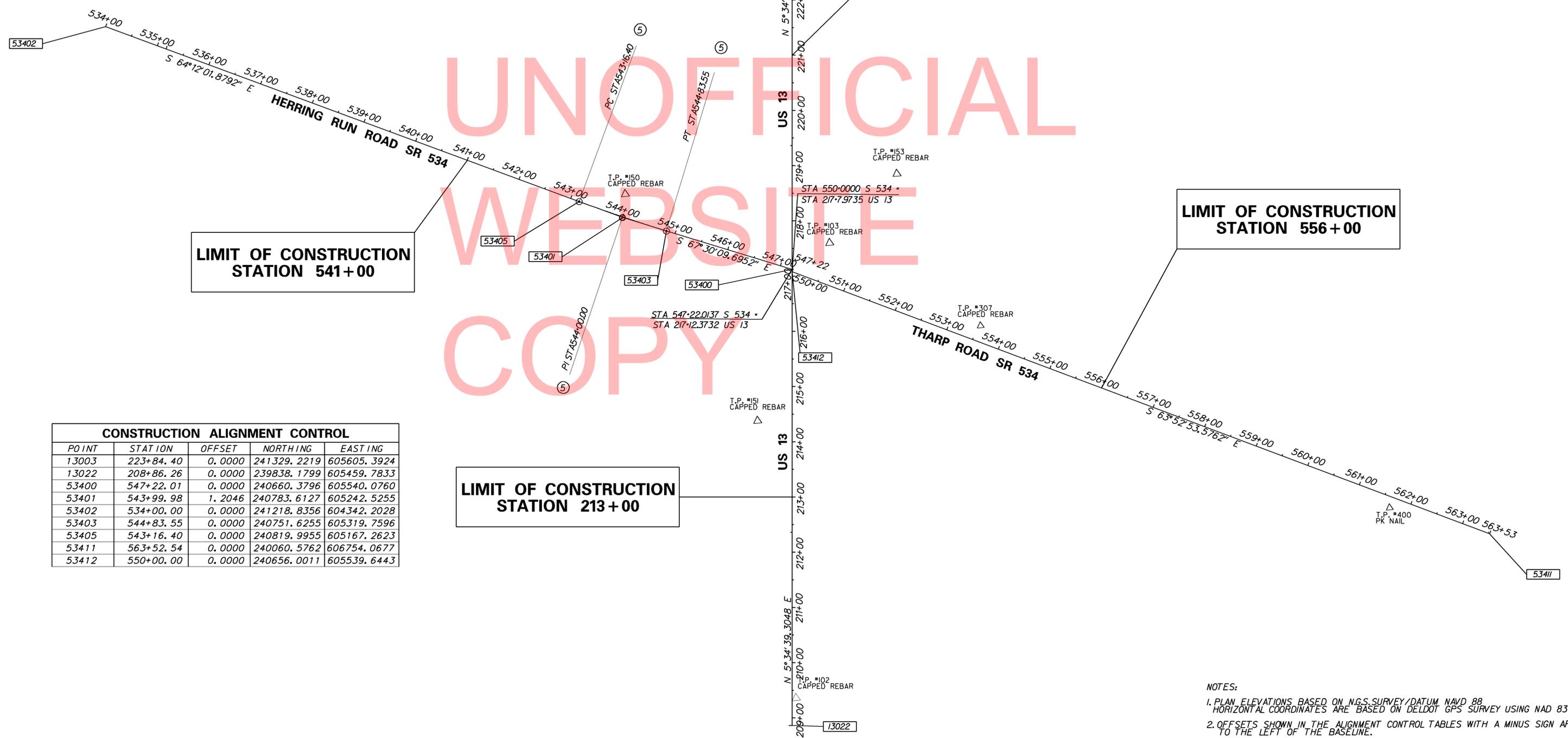
LIMIT OF CONSTRUCTION STATION 138+17

CIRCULAR CURVE NO. ③			
Element	STATION	NORTHING	EASTING
PC (21001)	121+02.29	237449.7056	604070.9043
PI (21100)	125+33.84	237708.9387	604415.9246
CC (21002)		236304.5358	604931.3346
PT (21003)	129+40.62	237734.4294	604846.7274
Radius:	1432.3945		
Delta:	33°32'00.0000" Right		
Degree of Curvature (Arc):	3°59'59.9999"		
Length:	838.3333		
Tangent:	431.5563		
Chord:	826.4194		
Middle Ordinate:	60.8947		
External:	63.5984		
Tangent Direction:	N 53°04'49.4647" E		
Radial Direction:	S 36°55'10.5353" E		
Chord Direction:	N 69°50'49.4647" E		
Radial Direction:	S 3°23'10.5353" E		
Tangent Direction:	N 86°36'49.4647" E		

CIRCULAR CURVE NO. ④			
Element	STATION	NORTHING	EASTING
PC (21006)	136+10.08	237773.9723	605515.0176
PI (21200)	136+33.45	237775.3530	605538.3515
CC (21007)		237694.1120	605519.7429
PT (21008)	136+55.56	237763.9534	605558.7580
Radius:	80.0000		
Delta:	32°34'30.1000" Right		
Degree of Curvature (Arc):	71°37'11.0078"		
Length:	45.4833		
Tangent:	23.3747		
Chord:	44.8732		
Middle Ordinate:	3.2107		
External:	3.3449		
Tangent Direction:	N 86°36'49.4647" E		
Radial Direction:	S 3°23'10.5353" E		
Chord Direction:	S 77°05'55.4853" E		
Radial Direction:	S 29°11'19.5647" W		
Tangent Direction:	S 60°48'40.4353" E		

NOTES:
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 HORIZONTAL COORDINATES ARE BASED ON DELDOT GPS SURVEY USING NAD 83
 2. OFFSETS SHOWN IN THE ALIGNMENT CONTROL TABLES WITH A MINUS SIGN ARE TO THE LEFT OF THE BASELINE.

CIRCULAR CURVE NO. ⑤			
	STATION	NORTHING	EASTING
Element: Circular			
PC (	53405)	543+16.40	240819.9955
PT (	53401)	544+00.00	240783.6127
CC (	53403)	544+83.55	243431.0505
PT (	53403)	2900.1322	606429.4662
Radius:			605319.7596
Delta:			
Degree of Curvature (Arc):	3°18'07.8160" Left		
Length:	1°58'32.2553"		
Tangent:	167.1455		
Chord:	83.5959		
Middle Ordinate:	167.1224		
External:	1.2041		
Tangent Direction:	S 64°12'01.8792" E		
Radial Direction:	S 25°47'58.1208" W		
Chord Direction:	S 65°51'05.7872" E		
Radial Direction:	S 22°29'50.3048" W		
Tangent Direction:	S 67°30'09.6952" E		



LIMIT OF CONSTRUCTION
STATION 541+00

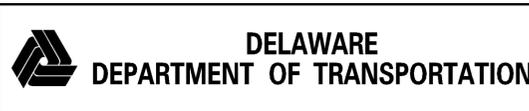
LIMIT OF CONSTRUCTION
STATION 556+00

LIMIT OF CONSTRUCTION
STATION 213+00

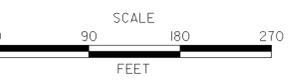
END
CONTRACT T200412401
STATION 221+00

CONSTRUCTION ALIGNMENT CONTROL				
POINT	STATION	OFFSET	NORTHING	EASTING
13003	223+84.40	0.0000	241329.2219	605605.3924
13022	208+86.26	0.0000	239838.1799	605459.7833
53400	547+22.01	0.0000	240660.3796	605540.0760
53401	543+99.98	1.2046	240783.6127	605242.5255
53402	534+00.00	0.0000	241218.8356	604342.2028
53403	544+83.55	0.0000	240751.6255	605319.7596
53405	543+16.40	0.0000	240819.9955	605167.2623
53411	563+52.54	0.0000	240060.5762	606754.0677
53412	550+00.00	0.0000	240656.0011	605539.6443

NOTES:
 1. PLAN ELEVATIONS BASED ON N.G.S SURVEY/DATUM NAVD 88
 HORIZONTAL COORDINATES ARE BASED ON DELDOT GPS SURVEY USING NAD 83
 2. OFFSETS SHOWN IN THE ALIGNMENT CONTROL TABLES WITH A MINUS SIGN ARE TO THE LEFT OF THE BASELINE.



ADDENDUMS / REVISIONS

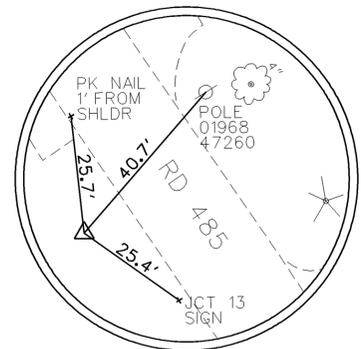


US SEAFORD INTERSECTION
IMPROVMENTS PROJECT

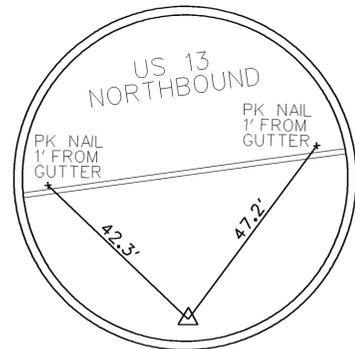
CONTRACT T200412401	BRIDGE NO.
COUNTY SUSSEX	DESIGNED BY:
	CHECKED BY:

HORIZONTAL & VERTICAL
CONTROL

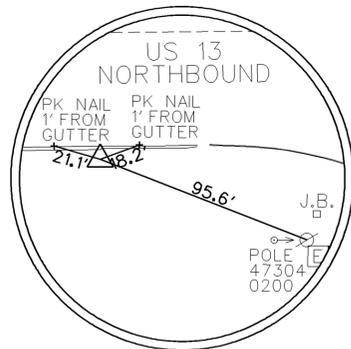
SHEET NO. 14
TOTAL SHTS. 114



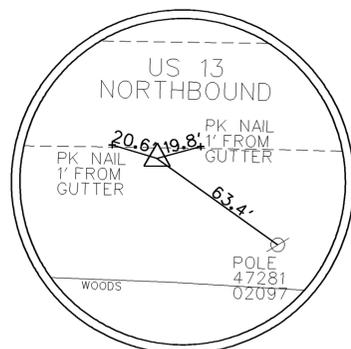
TRAVERSE POINT #3
DELDOT CAP



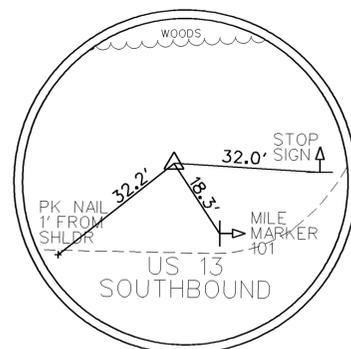
TRAVERSE POINT #6
DELDOT CAP



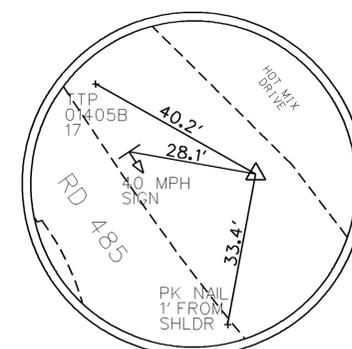
TRAVERSE POINT #7
DELDOT CAP



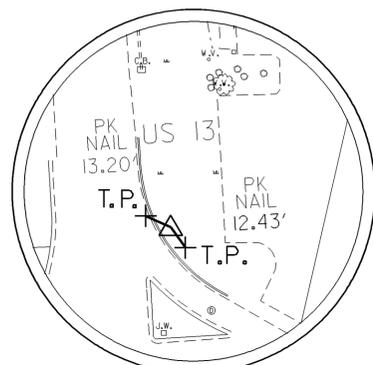
TRAVERSE POINT #8
DELDOT CAP



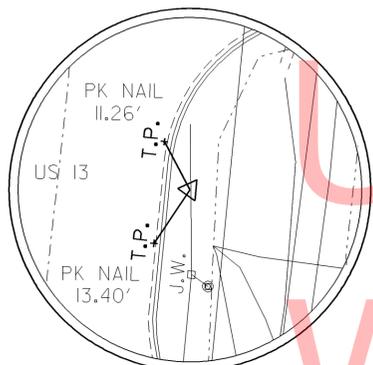
TRAVERSE POINT #11
DELDOT CAP



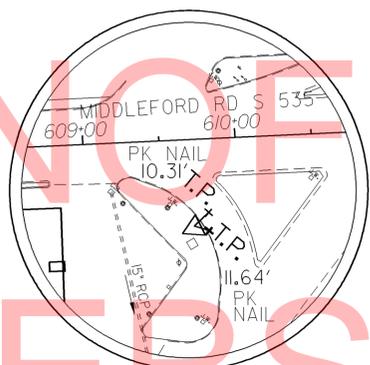
TRAVERSE POINT #12
DELDOT CAP



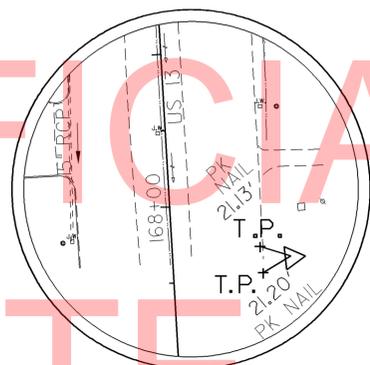
TRAVERSE POINT #100
CAPPED REBAR



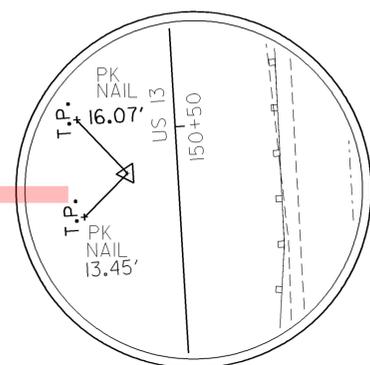
TRAVERSE POINT #103
CAPPED REBAR



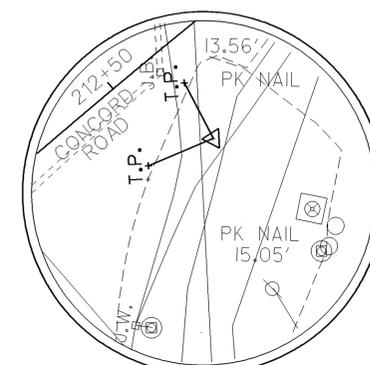
TRAVERSE POINT #200
CAPPED REBAR



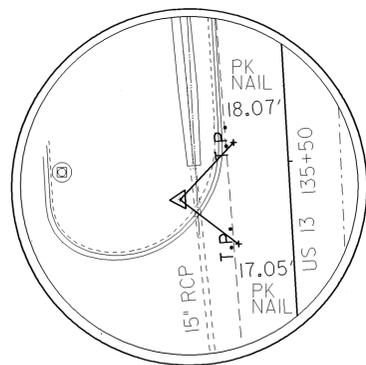
TRAVERSE POINT #201
CAPPED REBAR



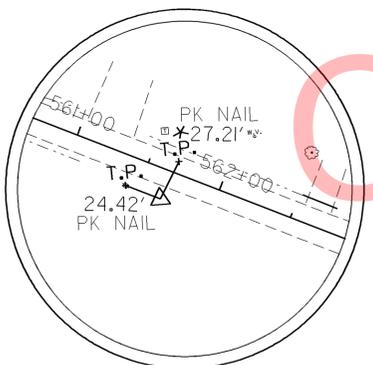
TRAVERSE POINT #203
CAPPED REBAR



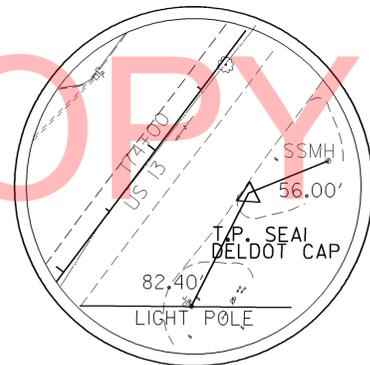
TRAVERSE POINT #204
CAPPED REBAR



TRAVERSE POINT #205
CAPPED REBAR



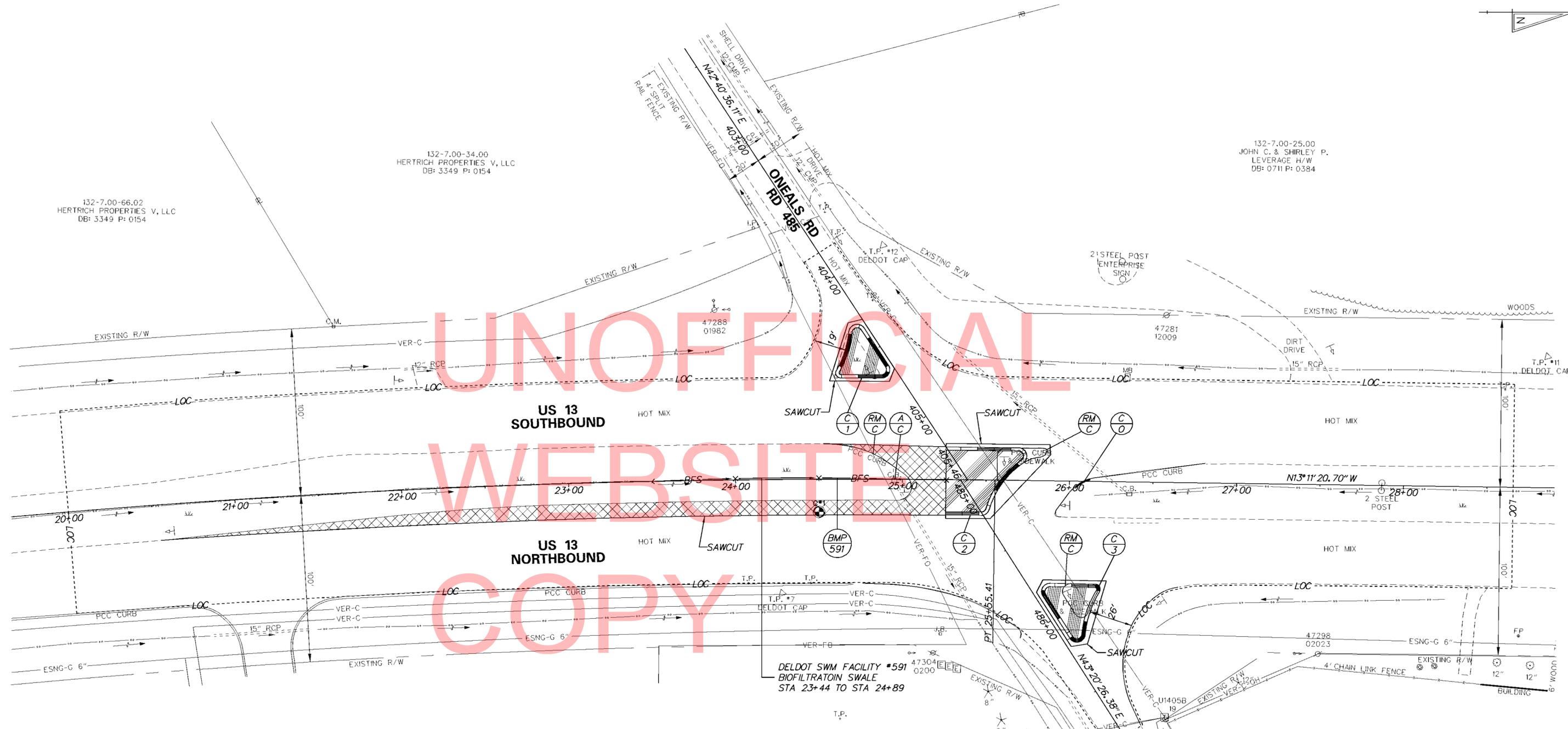
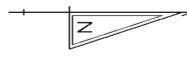
TRAVERSE POINT #400
PK NAIL



TRAVERSE POINT SEA1
ALUMINUM DISC

HORIZONTAL / VERTICAL CONTROL DATA					
POINT	STATION	OFFSET	NORTHING	EASTING	ELEVATION
3	400+88.03	-21.81	221378.2860	607500.2520	36.1900
6	16+80.86	91.95	220946.6990	608139.4880	40.1900
7	24+27.44	67.82	221638.0190	607886.8290	38.7600
8	34+64.23	63.68	222644.7080	607645.2080	41.8700
12	404+00.53	-34.73	221646.3670	607670.5110	36.7300
100	188+94.48	75.7272	237855.7210	605482.3970	22.1700
102	209+37.27	7.2216	239888.2400	605471.9280	26.5370
103	217+61.42	67.8614	240702.5977	605612.3830	26.2600
106	132+39.88	43.2178	237708.9635	605148.0187	21.4016
107	131+03.57	-61.2914	237805.2388	605005.7733	24.6388
111	133+98.18	74.9389	237686.6480	605307.9150	20.7900
112	189+19.48	-98.0269	237870.5150	605307.4770	22.8100
149	223+46.60	-81.4214	241299.5190	605520.6830	28.4800
150	543+90.45	-41.8045	240826.7120	605251.5620	28.0310
151	214+39.33	-62.9902	240394.7520	605450.8460	25.3560
153	218+86.63	189.9061	240815.3580	605746.0200	23.6470
200	609+70.57	56.6218	235965.9150	605405.1540	15.5970
201	167+49.48	77.5442	235714.5100	605609.7690	14.1550
204	212+59.02	56.8850	233306.7509	605762.7719	12.1090
205	138+41.70	-74.7673	232802.7960	605627.9270	18.8240
206	216+66.96	-23.3272	233595.9566	606055.3440	8.9504
207	209+35.86	48.0027	233102.8185	605513.6706	15.3527
209	149+61.21	-6.6137	233924.3760	605630.4327	13.1680
210	206+63.61	63.4435	232912.6129	605318.2695	15.7660
211	623+62.94	-25.0169	236383.7223	605780.8084	11.4397
212	620+87.74	41.7134	236164.1424	605601.9864	14.3122
213	173+87.74	-82.5567	236342.3020	605412.5820	15.3670
214	606+85.72	29.2572	235793.2250	605176.9770	15.6390
215	602+00.52	-26.9883	235506.1600	604781.7850	15.7560
307	553+54.79	-28.6978	240525.5790	605870.8406	23.9486
400	561+65.90	19.3657	240125.3496	606577.9663	23.4585
SEA1	174+00.90	65.9523	236364.1330	605560.0660	16.0270
SEAA	179+93.59	-11.2606	236951.2890	605448.2920	18.2130

NOTES:
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132-7.00-66.02
HERTRICH PROPERTIES V, LLC
DB: 3349 P: 0154

132-7.00-34.00
HERTRICH PROPERTIES V, LLC
DB: 3349 P: 0154

132-7.00-25.00
JOHN C. & SHIRLEY P.
LEVERAGE H/W
DB: 0711 P: 0384

US 13
SOUTHBOUND

US 13
NORTHBOUND

DELDOT SWM FACILITY #591
BIOFILTRATION SWALE
STA 23+44 TO STA 24+89

132-7.00-66.00
FREDERICK W. HERTRICH, III
DB: 1192 P: 0177

132-7.00-35.00
BRYAN H. GRAVES
DB: 3635 P: 344

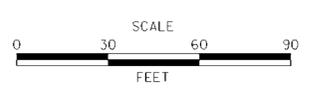
CURB SCHEDULE		
NO.	ITEM DESCRIPTION / TYPE	LENGTH
1	PCC CURB, TYPE 2	92.00'
2	PCC CURB, TYPE 2	113.00'
3	PCC CURB, TYPE 2	111.00'

ROADWAY CORE SCHEDULE			
NO.	STATION	OFFSET	DESCRIPTION
C-1	24+50	19' RT	15" HMA OVER 8" CRUSHER RUN

DELDOT SWM FACILITY SCHEDULE		
NO.	TYPE / DESCRIPTION	LOCATION
591	BIOFILTRATION SWALE	STA. 23+44 LT. TO STA. 24+89 LT.



ADDENDUMS / REVISIONS	



US 13 SEAFORD INTERSECTION
IMPROVEMENTS PROJECT

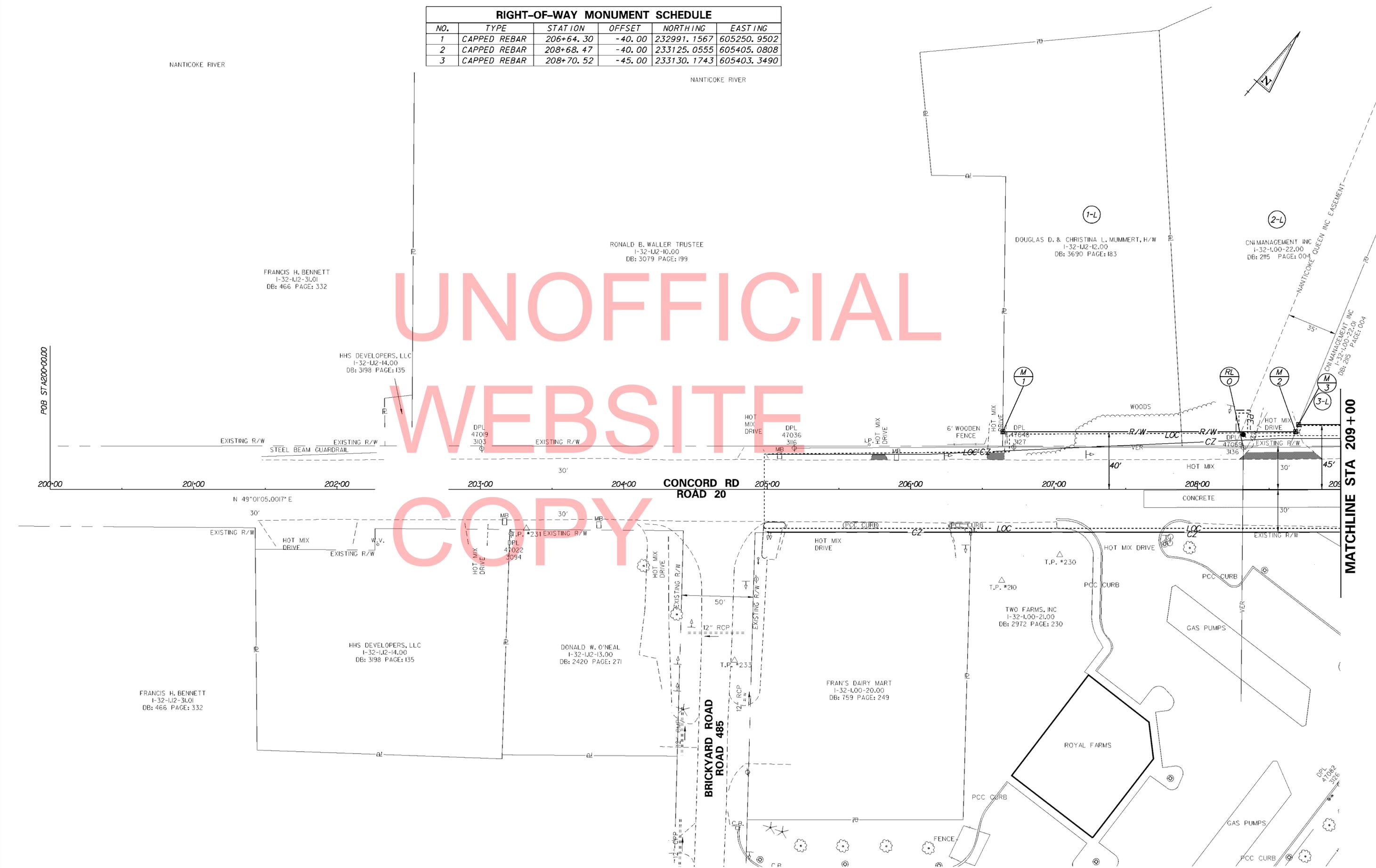
CONTRACT	BRIDGE NO.	N/A
T200412401	DESIGNED BY:	
SUSSEX	CHECKED BY:	

CONSTRUCTION PLAN

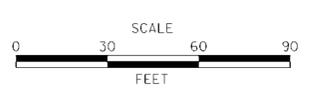
SHEET NO.	16
TOTAL SHTS.	114

RIGHT-OF-WAY MONUMENT SCHEDULE					
NO.	TYPE	STATION	OFFSET	NORTHING	EASTING
1	CAPPED REBAR	206+64.30	-40.00	232991.1567	605250.9502
2	CAPPED REBAR	208+68.47	-40.00	233125.0555	605405.0808
3	CAPPED REBAR	208+70.52	-45.00	233130.1743	605403.3490

UNOFFICIAL
WEBSITE
COPY



ADDENDUMS / REVISIONS	



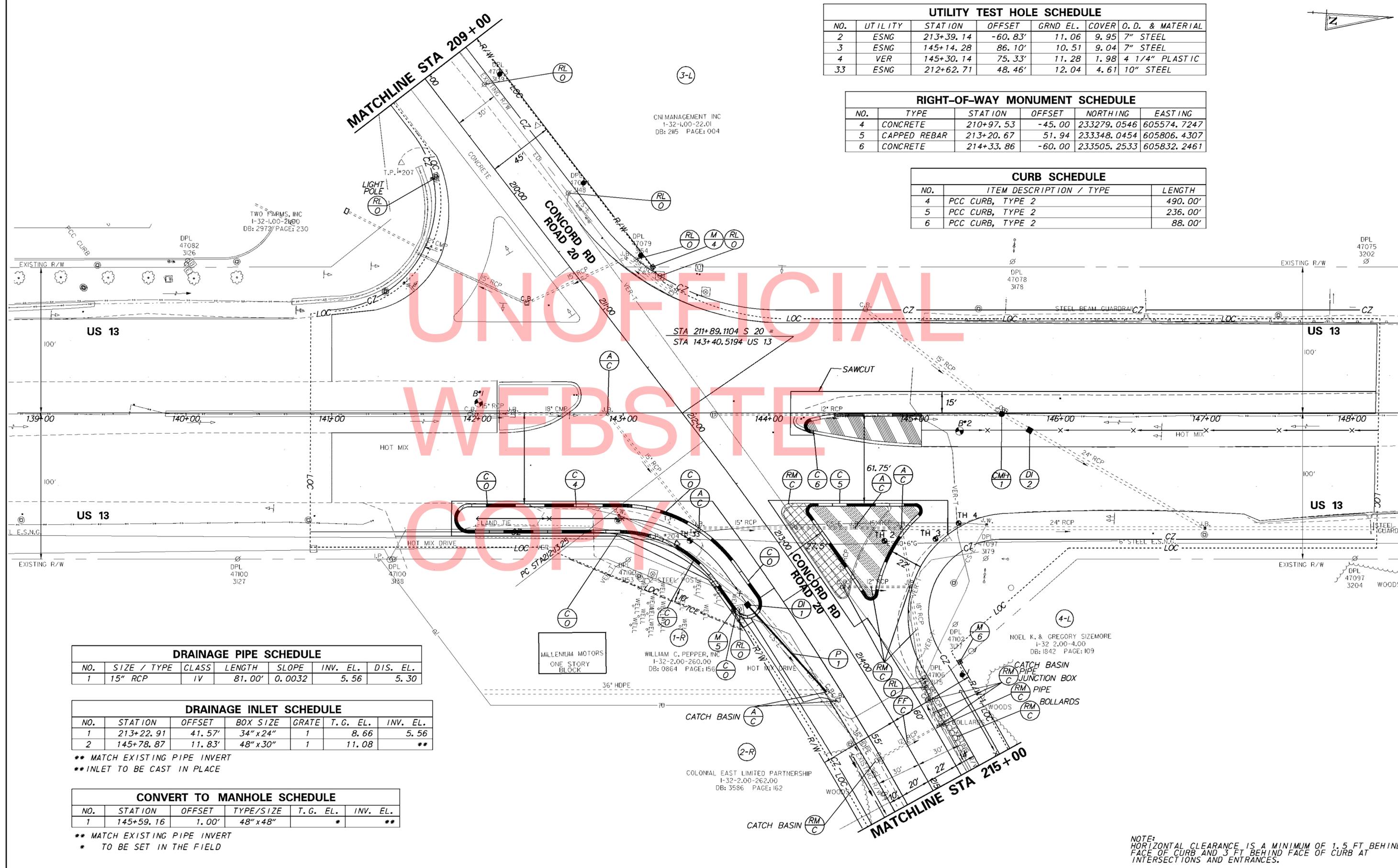
CONTRACT T200412401	BRIDGE NO.
COUNTY SUSSEX	DESIGNED BY:
	CHECKED BY:



UTILITY TEST HOLE SCHEDULE						
NO.	UTILITY	STATION	OFFSET	GRND EL.	COVER	O. D. & MATERIAL
2	ESNG	213+39.14	-60.83'	11.06	9.95	7" STEEL
3	ESNG	145+14.28	86.10'	10.51	9.04	7" STEEL
4	VER	145+30.14	75.33'	11.28	1.98	4 1/4" PLASTIC
33	ESNG	212+62.71	48.46'	12.04	4.61	10" STEEL

RIGHT-OF-WAY MONUMENT SCHEDULE					
NO.	TYPE	STATION	OFFSET	NORTHING	EASTING
4	CONCRETE	210+97.53	-45.00	233279.0546	605574.7247
5	CAPPED REBAR	213+20.67	51.94	233348.0454	605806.4307
6	CONCRETE	214+33.86	-60.00	233505.2533	605832.2461

CURB SCHEDULE		
NO.	ITEM DESCRIPTION / TYPE	LENGTH
4	PCC CURB, TYPE 2	490.00'
5	PCC CURB, TYPE 2	236.00'
6	PCC CURB, TYPE 2	88.00'



DRAINAGE PIPE SCHEDULE						
NO.	SIZE / TYPE	CLASS	LENGTH	SLOPE	INV. EL.	DIS. EL.
1	15" RCP	IV	81.00'	0.0032	5.56	5.30

DRAINAGE INLET SCHEDULE						
NO.	STATION	OFFSET	BOX SIZE	GRATE	T.G. EL.	INV. EL.
1	213+22.91	41.57'	34" x 24"	1	8.66	5.56
2	145+78.87	11.83'	48" x 30"	1	11.08	**

** MATCH EXISTING PIPE INVERT
 ** INLET TO BE CAST IN PLACE

CONVERT TO MANHOLE SCHEDULE					
NO.	STATION	OFFSET	TYPE/SIZE	T.G. EL.	INV. EL.
1	145+59.16	1.00'	48" x 48"	*	**

** MATCH EXISTING PIPE INVERT
 * TO BE SET IN THE FIELD

DRAINAGE PIPE SCHEDULE						
NO.	SIZE / TYPE	CLASS	LENGTH	SLOPE	INV. EL.	DIS. EL.
2	6" PVC	-	8.00'	0.0063	6.37	6.32
3	15" RCP	IV	40.00'	0.0032	5.90	5.77

DRAINAGE INLET SCHEDULE						
NO.	STATION	OFFSET	BOX SIZE	GRATE	T. G. EL.	INV. EL.
3	215+28.50	36.00'	34" x 18"	1	7.70	6.37

UNDERDRAIN SCHEDULE		
NO.	LENGTH	DIS. EL.
1	75.00'	6.37'
2	158.00'	6.37'

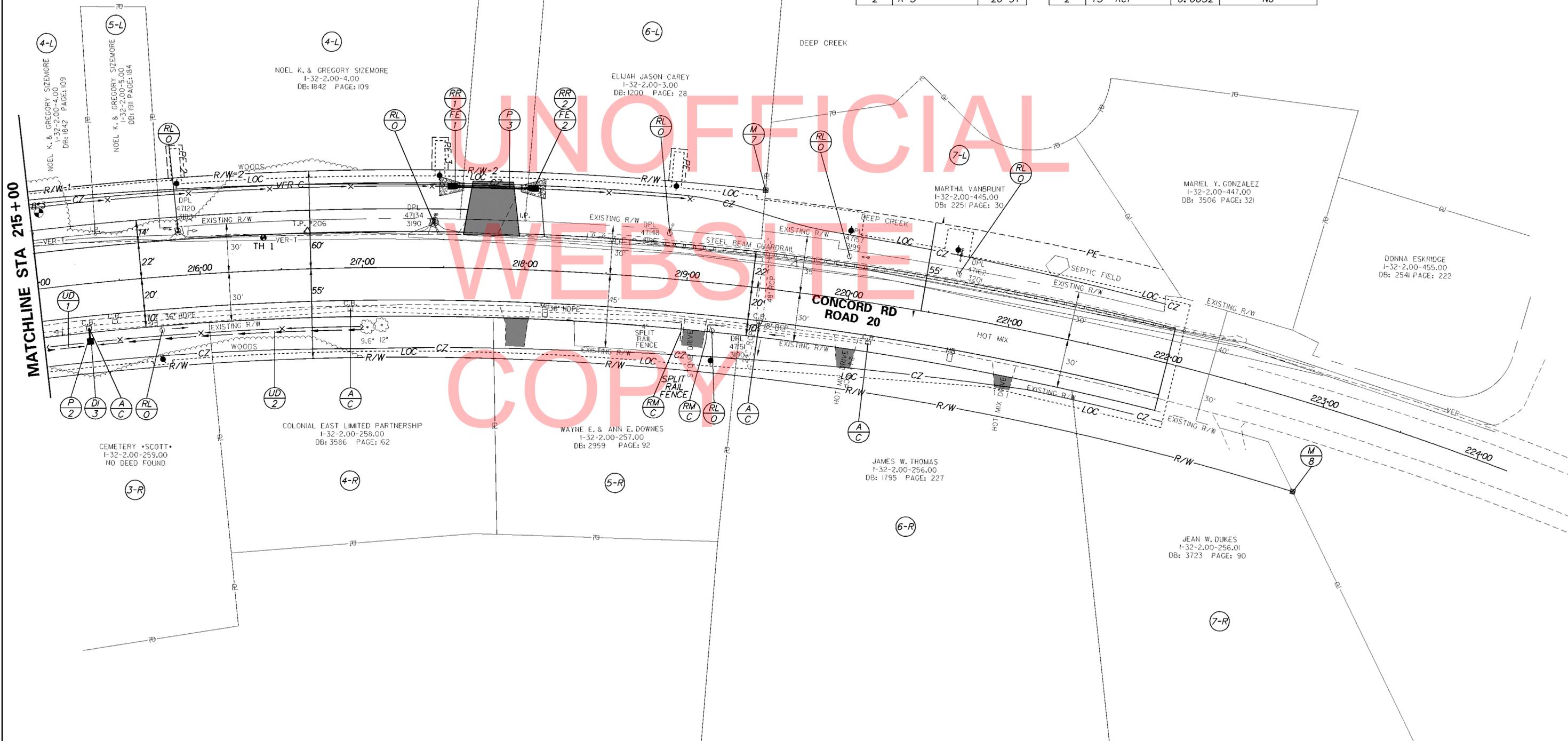
* UNDERDRAINS SHALL DISCHARGE INTO DRAINAGE INLET #3

RIGHT-OF-WAY MONUMENT SCHEDULE					
NO.	TYPE	STATION	OFFSET	NORTHING	EASTING
7	CAPPED REBAR	219+41.93	-60.00	233740.3635	606298.8454
8	CAPPED REBAR	222+54.38	55.00	233707.2688	606630.0628

UTILITY TEST HOLE SCHEDULE						
NO.	UTILITY	STATION	OFFSET	GRND EL.	COVER	O. D. & MATERIAL
1	VER	216+39.84	-20.16	9.23	3.47	1 1/2" CABLE

RIPRAP SCHEDULE		
NO.	TYPE	AREA
1	R-5	20 SY
2	R-5	20 SY

FLARED END SECTION SCHEDULE			
NO.	SIZE / TYPE	SLOPE	SAFETY GRATE
1	15" RCP	0.0032	NO
2	15" RCP	0.0032	NO



DRAINAGE INLET SCHEDULE						
NO.	STATION	OFFSET	BOX SIZE	GRATE	T.G. EL.	INV. EL.
4	605+98.44	*	34" x 24"	1	**	7.64
5	607+72.89	*	34" x 24"	1	**	12.29

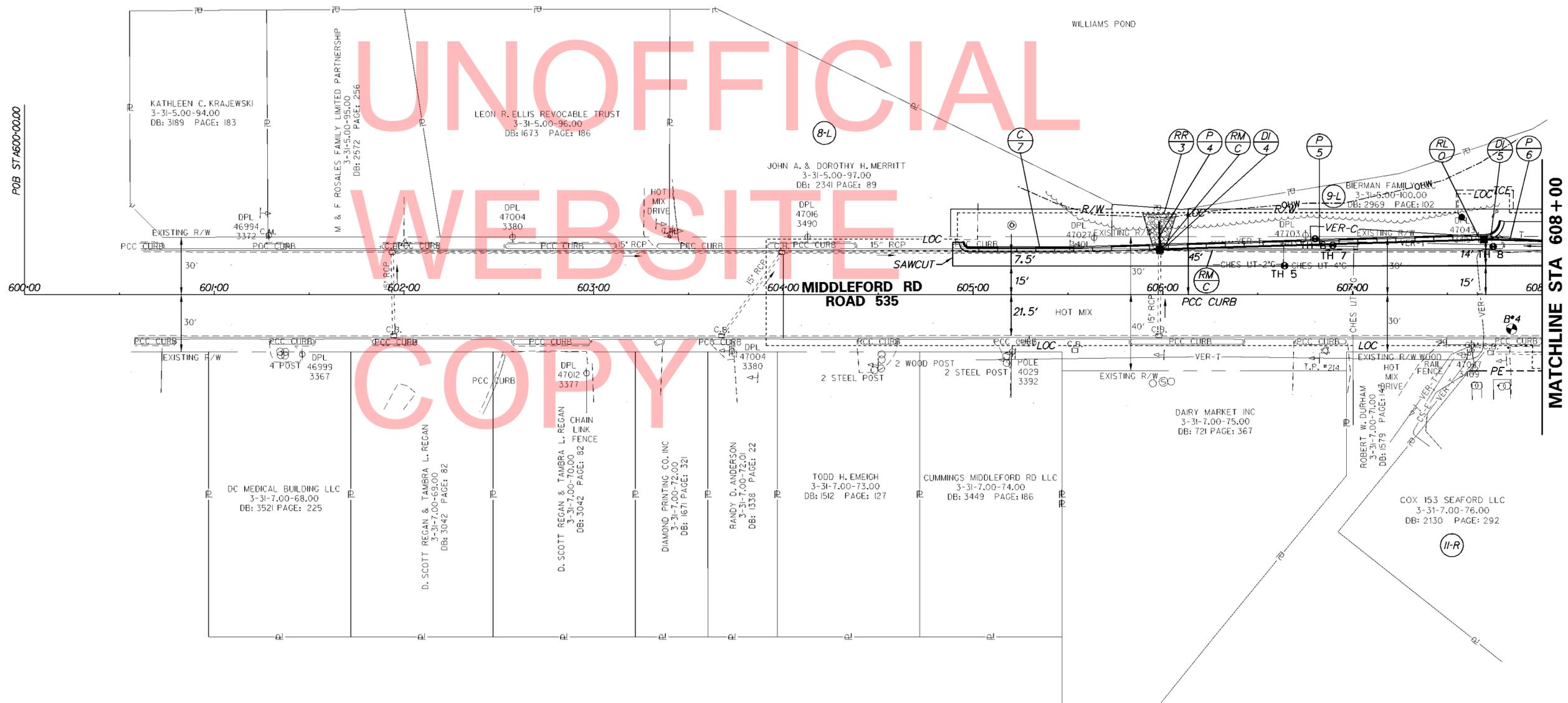
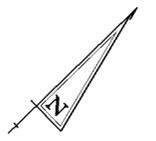
* MATCH FLOWLINE OF PROPOSED CURB AND GUTTER
 ** MATCH PROPOSED CURB LINE

DRAINAGE PIPE SCHEDULE						
NO.	SIZE / TYPE	CLASS	LENGTH	SLOPE	INV. EL.	DIS. EL.
4	24" RCP	IV	12.00'	0.0042	7.64	7.59
5	15" RCP	IV	168.00'	0.0277	12.29	7.64
6	15" RCP	IV	42.00'	0.0095	12.69	12.29

UTILITY TEST HOLE SCHEDULE						
NO.	UTILITY	STATION	OFFSET	GRND EL.	COVER	O. D. & MATERIAL
5	ESNG	606+64.22	-15.19	15.23	3.31	5" STEEL
6	VER	606+80.32	-29.35	15.03	3.33	4 1/4" PLASTIC
7	CS-GAS	606+89.59	-26.01	15.38	2.51	2 1/2" STEEL
8	VER	607+74.18	-25.28	15.67	2.93	3" CABLE

CURB SCHEDULE		
NO.	ITEM DESCRIPTION / TYPE	LENGTH
7	PCC CURB & GUTTER, TYPE 1-8	296.00'

RIPRAP SCHEDULE		
NO.	TYPE	AREA
3	R-5	23 SY



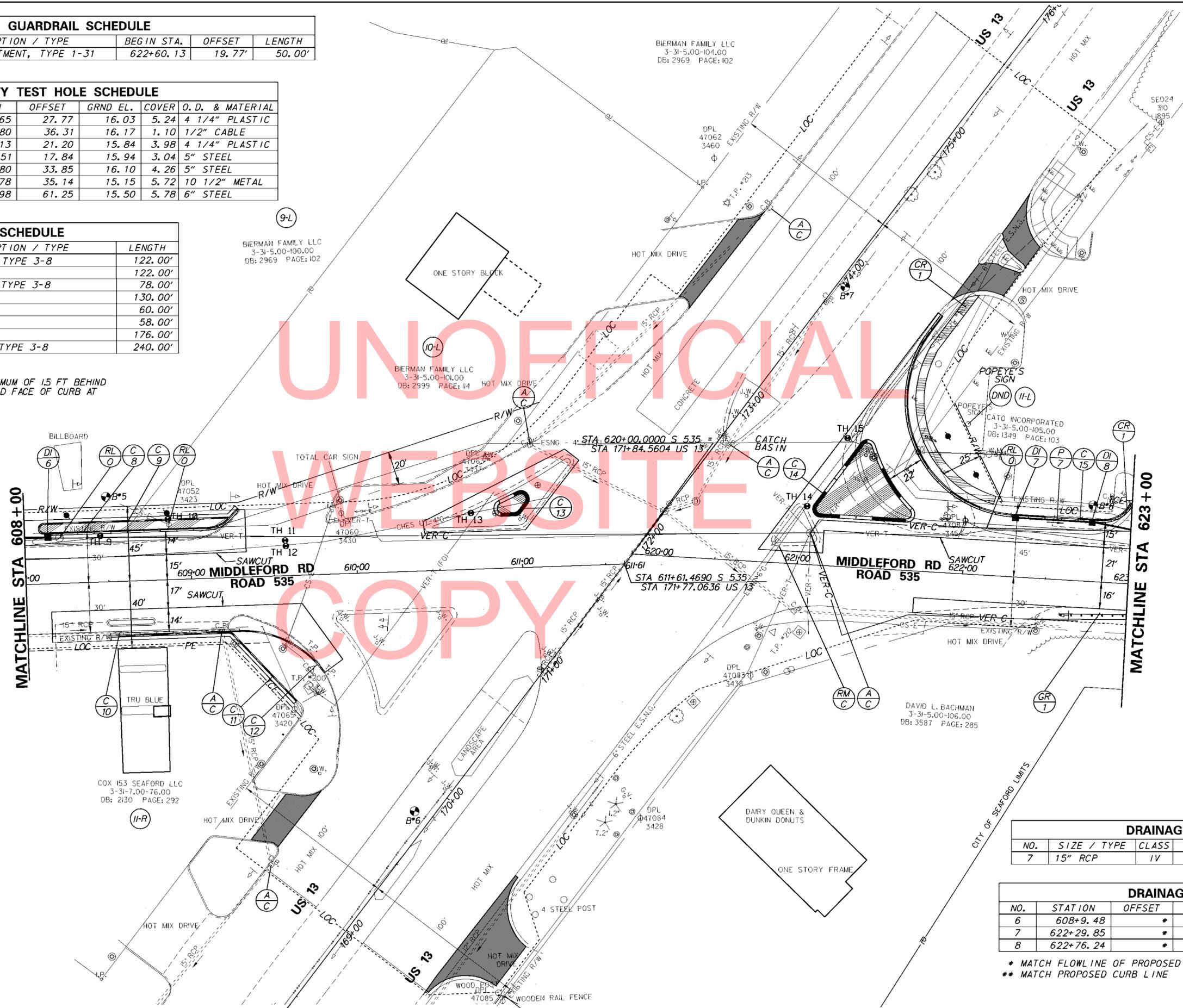
NOTE:
 HORIZONTAL CLEARANCE IS A MINIMUM OF 1.5 FT BEHIND
 FACE OF CURB AND 3 FT BEHIND FACE OF CURB AT
 INTERSECTIONS AND ENTRANCES.

GUARDRAIL SCHEDULE				
NO.	ITEM DESCRIPTION / TYPE	BEGIN STA.	OFFSET	LENGTH
1	GUARDRAIL END TREATMENT, TYPE 1-31	622+60.13	19.77'	50.00'

UTILITY TEST HOLE SCHEDULE						
NO.	UTILITY	STATION	OFFSET	GRND EL.	COVER	O. D. & MATERIAL
9	VER	608+45.65	27.77	16.03	5.24	4 1/4" PLASTIC
10	CS	608+86.80	36.31	16.17	1.10	1/2" CABLE
11	VER	609+57.13	21.20	15.84	3.98	4 1/4" PLASTIC
12	ESNG	609+57.51	17.84	15.94	3.04	5" STEEL
13	ESNG	610+69.80	33.85	16.10	4.26	5" STEEL
14	ESNG	621+03.78	35.14	15.15	5.72	10 1/2" METAL
15	ESNG	173+18.98	61.25	15.50	5.78	6" STEEL

CURB SCHEDULE		
NO.	ITEM DESCRIPTION / TYPE	LENGTH
8	PCC CURB & GUTTER, TYPE 3-8	122.00'
9	PCC CURB, TYPE 1-8	122.00'
10	PCC CURB & GUTTER, TYPE 3-8	78.00'
11	PCC CURB, TYPE 1-8	130.00'
12*	PCC CURB, TYPE 1-8	60.00'
13	PCC CURB, TYPE 2	58.00'
14	PCC CURB, TYPE 2	176.00'
15	PCC CURB & GUTTER, TYPE 3-8	240.00'

NOTE:
HORIZONTAL CLEARANCE IS A MINIMUM OF 15 FT BEHIND
FACE OF CURB AND 3 FT BEHIND FACE OF CURB AT
INTERSECTIONS AND ENTRANCES.



DRAINAGE PIPE SCHEDULE						
NO.	SIZE / TYPE	CLASS	LENGTH	SLOPE	INV. EL.	DIS. EL.
7	15" RCP	IV	43.00'	0.0028	9.21	9.09

DRAINAGE INLET SCHEDULE						
NO.	STATION	OFFSET	BOX SIZE	GRATE	T. G. EL.	INV. EL.
6	608+9.48	*	34" x 24"	1	**	12.69
7	622+29.85	*	34" x 24"	1	**	9.21
8	622+76.24	*	34" x 24"	1	**	9.09

* MATCH FLOWLINE OF PROPOSED CURB AND GUTTER
** MATCH PROPOSED CURB LINE

GUARDRAIL SCHEDULE				
NO.	ITEM DESCRIPTION / TYPE	BEGIN STA.	OFFSET	LENGTH
2	STEEL BEAM GUARDRAIL, TYPE 1-31	623+10.13	18.00'	182.12'
3	GUARDRAIL END TREATMENT, TYPE 1-31	624+92.26	18.00'	50.00'

DRAINAGE PIPE SCHEDULE						
NO.	SIZE / TYPE	CLASS	LENGTH	SLOPE	INT. EL.	DIS. EL.
8	15" RCP	IV	64.00'	0.0028	9.09	8.91
9	15" RCP	IV	8.00'	0.0028	8.94	8.91

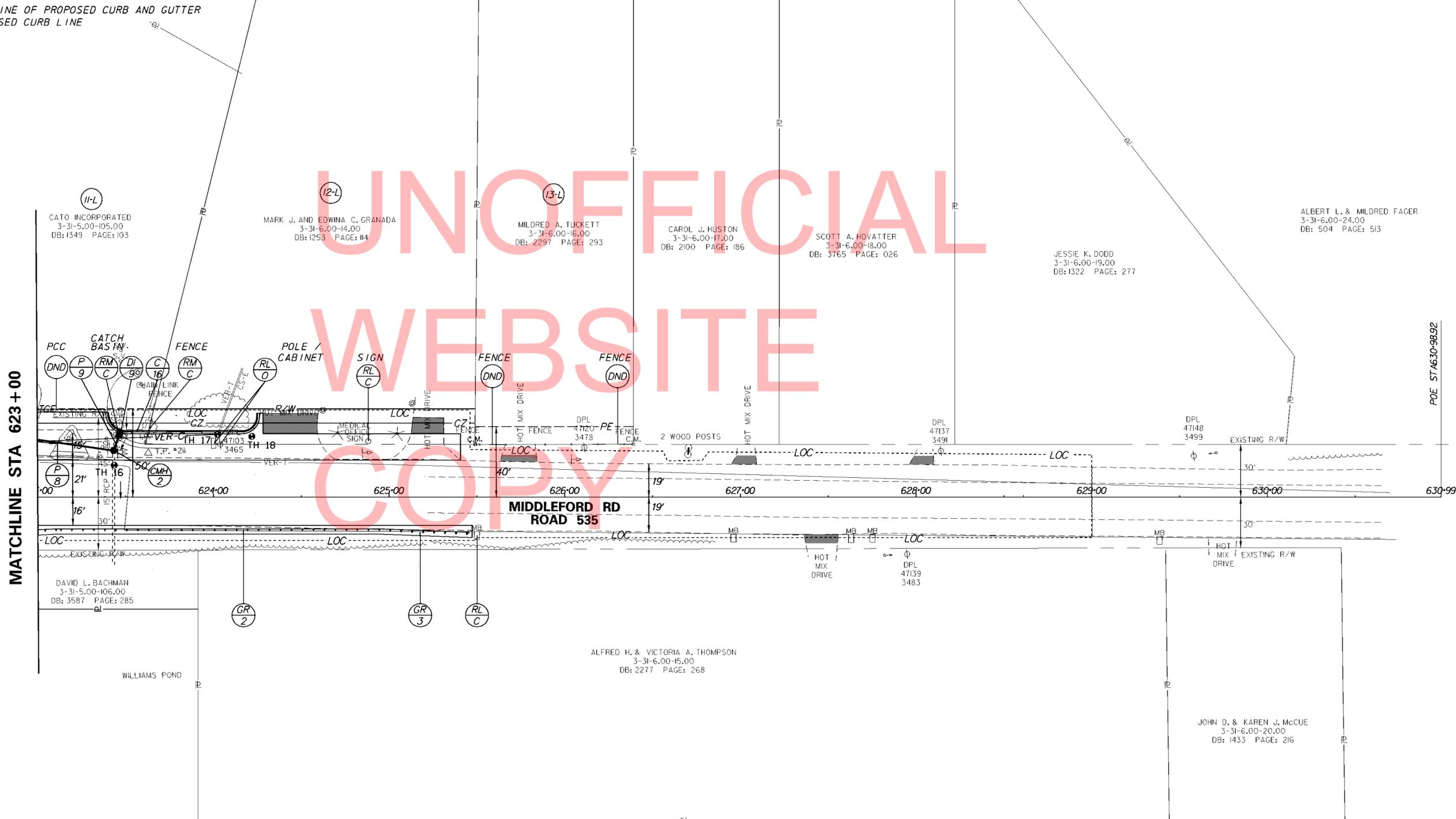
UTILITY TEST HOLE SCHEDULE						
NO.	UTILITY	STATION	OFFSET	GRND EL.	COVER	O.D. & MATERIAL
16	VER	623+43.52	18.09	11.71	2.22	2 1/2" STEEL
17	CS	624+02.36	35.71	12.69	1.79	1/2" CABLE
18	VER	624+21.83	34.47	12.55	2.26	3/4" CABLE

DRAINAGE INLET SCHEDULE						
NO.	STATION	OFFSET	BOX SIZE	GRATE	T.G. EL.	INV. EL.
9	623+46.43	*	34" x 24"	1	**	8.94

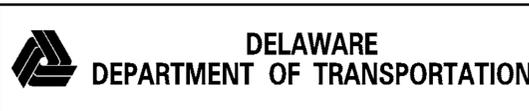
CONVERT TO MANHOLE SCHEDULE					
NO.	STATION	OFFSET	TYPE/SIZE	T.G. EL.	INV. EL.
2	623+43.16	-28.33'	48" X 48"	11.71	8.91

CURB SCHEDULE		
NO.	ITEM DESCRIPTION / TYPE	LENGTH
16	PCC CURB & GUTTER, TYPE 3-8	102.00'

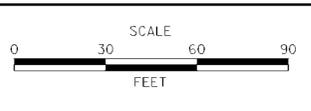
* MATCH FLOWLINE OF PROPOSED CURB AND GUTTER
 ** MATCH PROPOSED CURB LINE



NOTE: HORIZONTAL CLEARANCE IS A MINIMUM OF 15 FT BEHIND FACE OF CURB AND 3 FT BEHIND FACE OF CURB AT INTERSECTIONS AND ENTRANCES.



ADDENDUMS / REVISIONS



US 13 SEAFORD INTERSECTION IMPROVEMENTS PROJECT

CONTRACT T200412401	BRIDGE NO.
COUNTY SUSSEX	DESIGNED BY:
	CHECKED BY:

CONSTRUCTION PLAN	SHEET NO. 22
	TOTAL SHTS. 114

DRAINAGE INLET SCHEDULE						
NO.	STATION	OFFSET	BOX SIZE	GRATE	T. G. EL.	INV. EL.
10	129+72.30	*	48" x 30"	1	**	13.92
11	130+69.67	*	48" x 30"	1	**	14.53
12	132+06.91	*	48" x 30"	1	**	15.17
13	132+53.15	*	48" x 30"	1	**	15.32
14	132+53.15	70.18'	34" x 24"	1		15.35

* MATCH FLOWLINE OF PROPOSED CURB AND GUTTER
 ** MATCH PROPOSED CURB LINE

DRAINAGE PIPE SCHEDULE						
NO.	SIZE / TYPE	CLASS	LENGTH	SLOPE	INV. EL.	DIS. EL.
10	21" RCP	IV	128.00'	0.0033	13.92	13.50
11	18" RCP	IV	95.00'	0.0052	14.53	14.04
12	18" RCP	IV	132.00'	0.0033	15.17	14.74
13	18" RCP	IV	34.00'	0.0044	15.32	15.17
14	18" RCP	IV	10.00'	0.0030	15.35	15.32
15	18" RCP	IV	8.00'	0.0022	15.19	15.17

CURB SCHEDULE		
NO.	ITEM DESCRIPTION / TYPE	LENGTH
17	PCC CURB & GUTTER, TYPE 1-8	274.00'
18	PCC CURB & GUTTER, TYPE 1-8	83.00'

CITY OF SEAFORD
 3-31-5.00-50.04
 DB: 748 PAGE: 446

SEAFORD PRESERVATION ASSOCIATES
 3-31-5.00-50.02
 DB: 3328 PAGE: 299

SDRC I LLC
 3-31-5.00-58.01
 DB: 3462 PAGE: 35

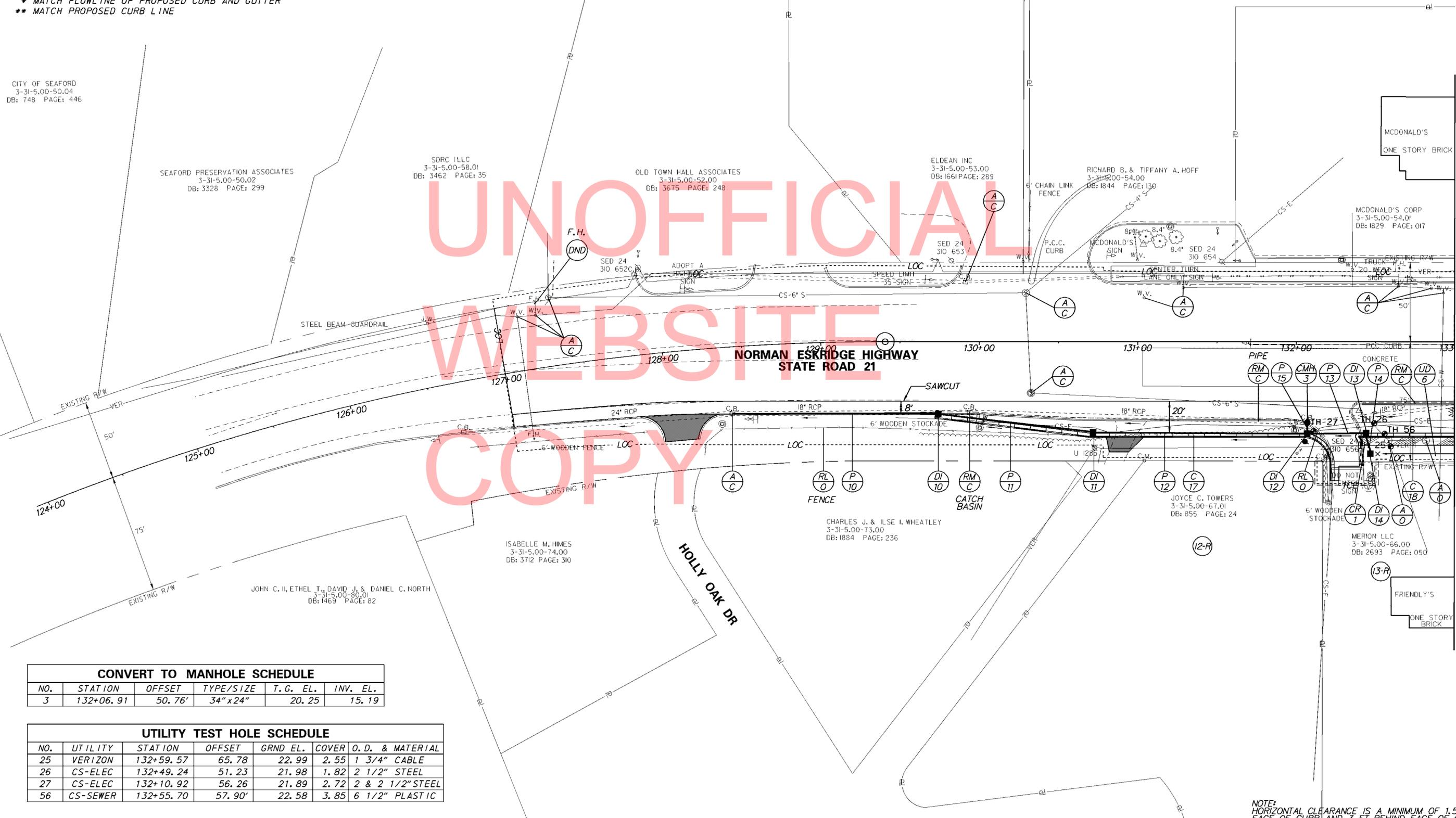
OLD TOWN HALL ASSOCIATES
 3-31-5.00-52.00
 DB: 3675 PAGE: 248

ELDEAN INC
 3-31-5.00-53.00
 DB: 1661 PAGE: 289

RICHARD B. & TIFFANY A. HOFF
 3-31-5.00-54.00
 DB: 1844 PAGE: 130

MCDONALD'S
 ONE STORY BRICK

MCDONALD'S CORP
 3-31-5.00-54.01
 DB: 1829 PAGE: 017



MATCHLINE STA 133+00

CONVERT TO MANHOLE SCHEDULE					
NO.	STATION	OFFSET	TYPE/SIZE	T. G. EL.	INV. EL.
3	132+06.91	50.76'	34" x 24"	20.25	15.19

UTILITY TEST HOLE SCHEDULE						
NO.	UTILITY	STATION	OFFSET	GRND EL.	COVER	O. D. & MATERIAL
25	VERIZON	132+59.57	65.78	22.99	2.55	1 3/4" CABLE
26	CS-ELEC	132+49.24	51.23	21.98	1.82	2 1/2" STEEL
27	CS-ELEC	132+10.92	56.26	21.89	2.72	2 & 2 1/2" STEEL
56	CS-SEWER	132+55.70	57.90'	22.58	3.85	6 1/2" PLASTIC

NOTE:
 HORIZONTAL CLEARANCE IS A MINIMUM OF 1.5 FT BEHIND
 FACE OF CURB AND 3 FT BEHIND FACE OF CURB AT
 INTERSECTIONS AND ENTRANCES.

MATCHLINE STA 133+00

DELDOT SWM FACILITY SCHEDULE		
NO.	TYPE / DESCRIPTION	LOCATION
592	BIOFILTRATION SWALE	STA. 189+51 RT. TO STA. 191+01 RT.



CURB SCHEDULE		
NO.	ITEM DESCRIPTION / TYPE	LENGTH
19	PCC CURB & GUTTER, TYPE 1-8	165.00'
20	PCC CURB, TYPE 2	62.00'
21	PCC CURB, TYPE 2	210.00'
22	PCC CURB & GUTTER, TYPE 3-8	368.00'
23	PCC CURB, TYPE 2	380.00'

SAFETY END STRUCTURE					
NO.	STATION	OFFSET	SIZE/TYPE	GRATE	INV. EL.
1	187+15.55	-10.46'	6 : 1	YES	18.95
2	189+50.26	4.79'	6 : 1	YES	20.75

DRAINAGE PIPE SCHEDULE						
NO.	SIZE / TYPE	CLASS	LENGTH	SLOPE	INT. EL.	DIS. EL.
16	18" RCP	V	42.00'	0.0023	19.05	18.954
17	14" X23" HERCP	V	104.00'	0.0022	19.28	19.05
18	15" RCP	V	85.00'	0.0173	20.75	19.28

DRAINAGE INLET SCHEDULE						
NO.	STATION	OFFSET	BOX SIZE	GRATE	T.G. EL.	INV. EL.
15	187+61.32	*	34" x24"	1	**	19.05
16	188+62.34	*	34" x24"	1	**	19.28

* MATCH FLOWLINE OF PROPOSED CURB
 ** MATCH PROPOSED CURB LINE

CONVERT TO MANHOLE SCHEDULE					
NO.	STATION	OFFSET	TYPE/SIZE	T.G. EL.	INV. EL.
4	133+17.10	-38.40	34" x24"	20.76	17.19

UTILITY TEST HOLE SCHEDULE							
NO.	UTILITY	STATION	OFFSET	GRND EL.	COVER	O. D. & MATERIAL	
19	CS	136+75.64	-15.78	20.49	2.76	4 1/2" PLASTIC	
20	CS	136+77.74	-28.36	21.15	4.32	6 1/2" PLASTIC	
21	CS	135+78.43	-62.24	21.68	3.88	2 1/2" STEEL	
22	VER	186+86.05	64.23	21.80	3.90	2" CABLE	
23	CS	186+61.46	64.29	21.47	4.25	2 1/2" STEEL	
24	CS	133+71.99	-54.38	22.01	4.13	10 3/4" PLASTIC	
34	CS	135+95.10	-84.43	20.70	2.84	6 1/2" PLASTIC	
35	ESNG	135+95.10	-81.48	20.80	1.82	7" STEEL	
38	CHES	187+10.92	74.03	20.45	3.34	4 1/2" PLASTIC	
54	CS-WATER	133+29.50	37.50'	20.99	2.97	10" PLASTIC	
55	CS-WATER	133+29.50	51.20'	22.51	4.98	10 3/4" PLASTIC	

NOTE: HORIZONTAL CLEARANCE IS A MINIMUM OF 1.5 FT BEHIND FACE OF CURB AND 3 FT BEHIND FACE OF CURB AT INTERSECTIONS AND ENTRANCES.

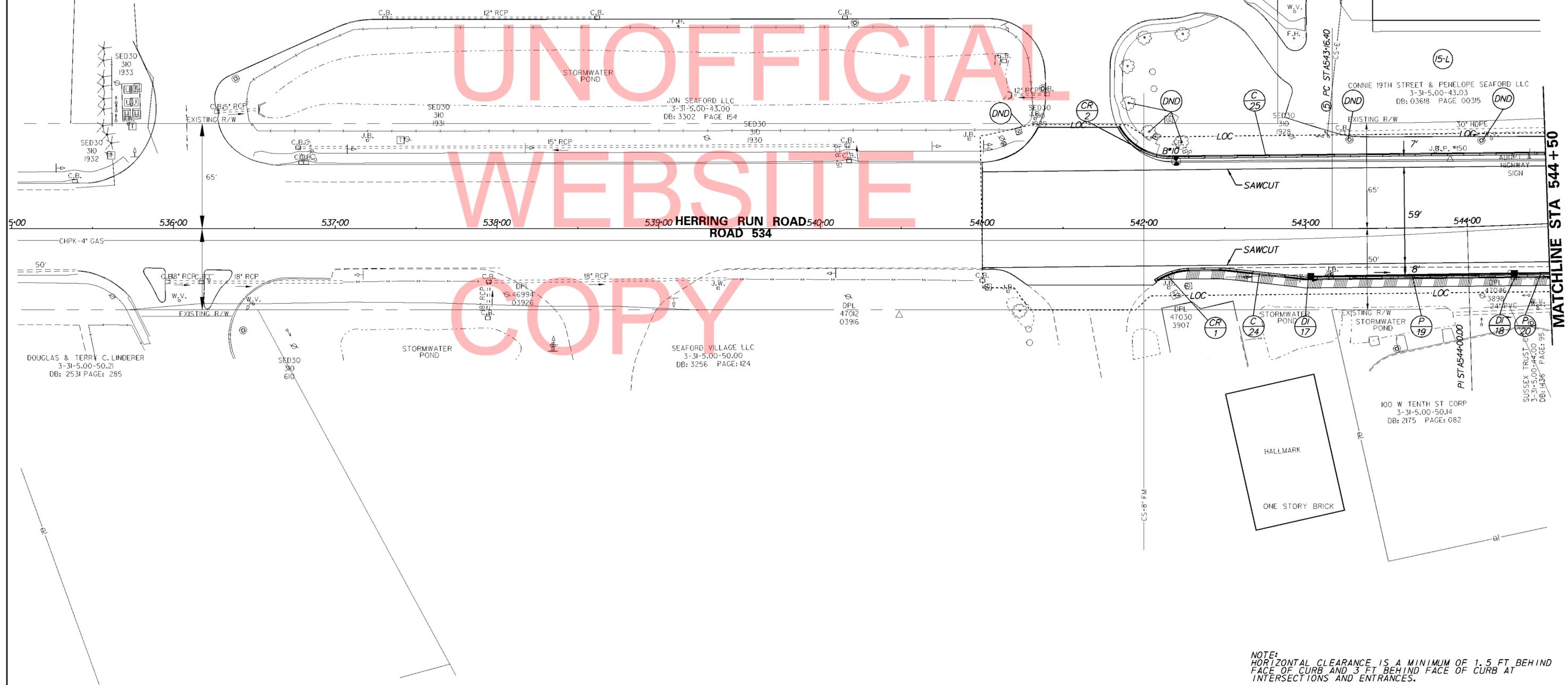
DRAINAGE INLET SCHEDULE						
NO.	STATION	OFFSET	BOX SIZE	GRATE	T. G. EL.	INV. EL.
17	543+03.08	*	48" x 30"	1	**	23.22
18	544+27.80	*	48" x 30"	1	**	21.61

* MATCH FLOW LINE OF PROPOSED CURB AND GUTTER
 ** MATCH PROPOSED CURB LINE

DRAINAGE PIPE SCHEDULE						
NO.	SIZE / TYPE	CLASS	LENGTH	SLOPE	INV. EL.	DIS. EL.
19	18" RCP	IV	122.00'	0.0116	23.22	21.81
20	18" RCP	IV	90.00'	0.0053	21.61	21.13

CURB SCHEDULE		
NO.	ITEM DESCRIPTION / TYPE	LENGTH
24	PCC CURB & GUTTER, TYPE 3-8	247.00'
25	PCC CURB & GUTTER, TYPE 3-8	272.00'

NOTE:
 DIMENSIONS SHOWN FOR HERRING RUN ROAD ARE BASED OFF OF PROPOSED ROADWAY CROWN LINE. FULL DEPTH SECTIONS ARE DIMENSIONED AS OFFSET FROM PROPOSED CURB AND GUTTER LINE.
 REFER TO TYPICAL SECTIONS AND GRADES AND GEOMETRICS SHEET FOR LOCATION OF PROPOSED ROADWAY CROWN LINE.



NOTE:
 HORIZONTAL CLEARANCE IS A MINIMUM OF 1.5 FT BEHIND FACE OF CURB AND 3 FT BEHIND FACE OF CURB AT INTERSECTIONS AND ENTRANCES.

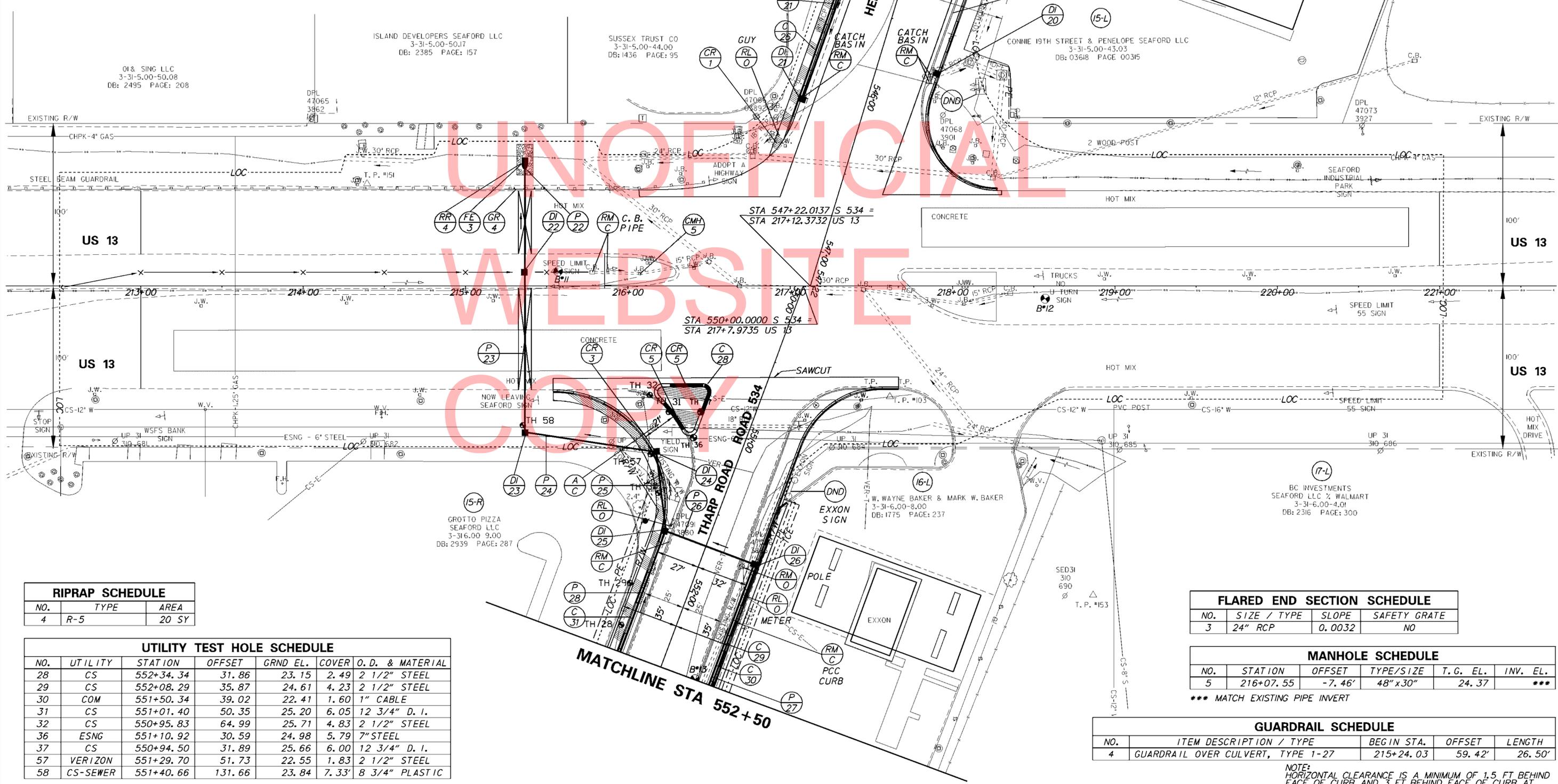
DRAINAGE INLET SCHEDULE						
NO.	STATION	OFFSET	BOX SIZE	GRATE	T. G. EL.	INV. EL.
19	545+20.76	*	48" x 30"	1	**	21.10
20	545+61.30	*	34" x 24"	1	**	20.75
21	546+13.59	*	48" x 30"	1	**	20.15
22	215+78.32	-8.44	48" x 30"	1	24.86	19.07
23	215+36.68	90.07	48" x 48"	1	23.81	19.30
24	551+26.85	*	48" x 48"	1	**	19.87
25	551+70.73	*	48" x 48"	1	**	20.20
26	551+70.73	*	34" x 24"	1	**	20.60

* MATCH FLOWLINE OF PROPOSED CURB AND GUTTER
 ** MATCH PROPOSED CURB LINE

CURB SCHEDULE		
NO.	ITEM DESCRIPTION / TYPE	LENGTH
26	PCC CURB & GUTTER, TYPE 3-8	176.00'
27	PCC CURB & GUTTER, TYPE 3-8	222.00'
28	PCC CURB, TYPE 2	108.00'
29	PCC CURB & GUTTER, TYPE 3-8	248.00'
30	PCC CURB, TYPE 1-8	137.00'
31	PCC CURB & GUTTER, TYPE 3-8	206.00'

NOTE: DIMENSIONS SHOWN FOR HERRING RUN ROAD ARE BASED OFF OF PROPOSED ROADWAY CROWN LINE. FULL DEPTH SECTIONS ARE DIMENSIONED AS OFFSET FROM PROPOSED CURB AND GUTTER LINE. REFER TO TYPICAL SECTIONS AND GRADES AND GEOMETRICS SHEET FOR LOCATION OF PROPOSED ROADWAY CROWN LINE.

DRAINAGE PIPE SCHEDULE						
NO.	SIZE / TYPE	CLASS	LENGTH	SLOPE	INV. EL.	DIS. EL.
21	18" RCP	IV	93.00'	0.0040	21.10	20.73
22	24" RCP	IV	70.00'	0.0032	19.07	18.85
23	24" RCP	IV	99.00'	0.0023	19.30	19.07
24	24" RCP	IV	78.00'	0.0073	19.87	19.30
25	24" RCP	IV	45.00'	0.0073	20.20	19.87
26	18" RCP	IV	57.00'	0.0070	20.60	20.20
27	15" RCP	IV	87.00'	0.0069	21.20	20.60
28	18" RCP	IV	96.00'	0.0046	20.64	20.20



RIPRAP SCHEDULE		
NO.	TYPE	AREA
4	R-5	20 SY

UTILITY TEST HOLE SCHEDULE						
NO.	UTILITY	STATION	OFFSET	GRND EL.	COVER	O. D. & MATERIAL
28	CS	552+34.34	31.86	23.15	2.49	2 1/2" STEEL
29	CS	552+08.29	35.87	24.61	4.23	2 1/2" STEEL
30	COM	551+50.34	39.02	22.41	1.60	1" CABLE
31	CS	551+01.40	50.35	25.20	6.05	12 3/4" D. I.
32	CS	550+95.83	64.99	25.71	4.83	2 1/2" STEEL
36	ESNG	551+10.92	30.59	24.98	5.79	7" STEEL
37	CS	550+94.50	31.89	25.66	6.00	12 3/4" D. I.
57	VERIZON	551+29.70	51.73	22.55	1.83	2 1/2" STEEL
58	CS-SEWER	551+40.66	131.66	23.84	7.33	8 3/4" PLASTIC

FLARED END SECTION SCHEDULE			
NO.	SIZE / TYPE	SLOPE	SAFETY GRATE
3	24" RCP	0.0032	NO

MANHOLE SCHEDULE					
NO.	STATION	OFFSET	TYPE/SIZE	T. G. EL.	INV. EL.
5	216+07.55	-7.46'	48" x 30"	24.37	***

*** MATCH EXISTING PIPE INVERT

GUARDRAIL SCHEDULE				
NO.	ITEM DESCRIPTION / TYPE	BEGIN STA.	OFFSET	LENGTH
4	GUARDRAIL OVER CULVERT, TYPE 1-27	215+24.03	59.42'	26.50'

NOTE: HORIZONTAL CLEARANCE IS A MINIMUM OF 1.5 FT BEHIND FACE OF CURB AND 3 FT BEHIND FACE OF CURB AT INTERSECTIONS AND ENTRANCES.

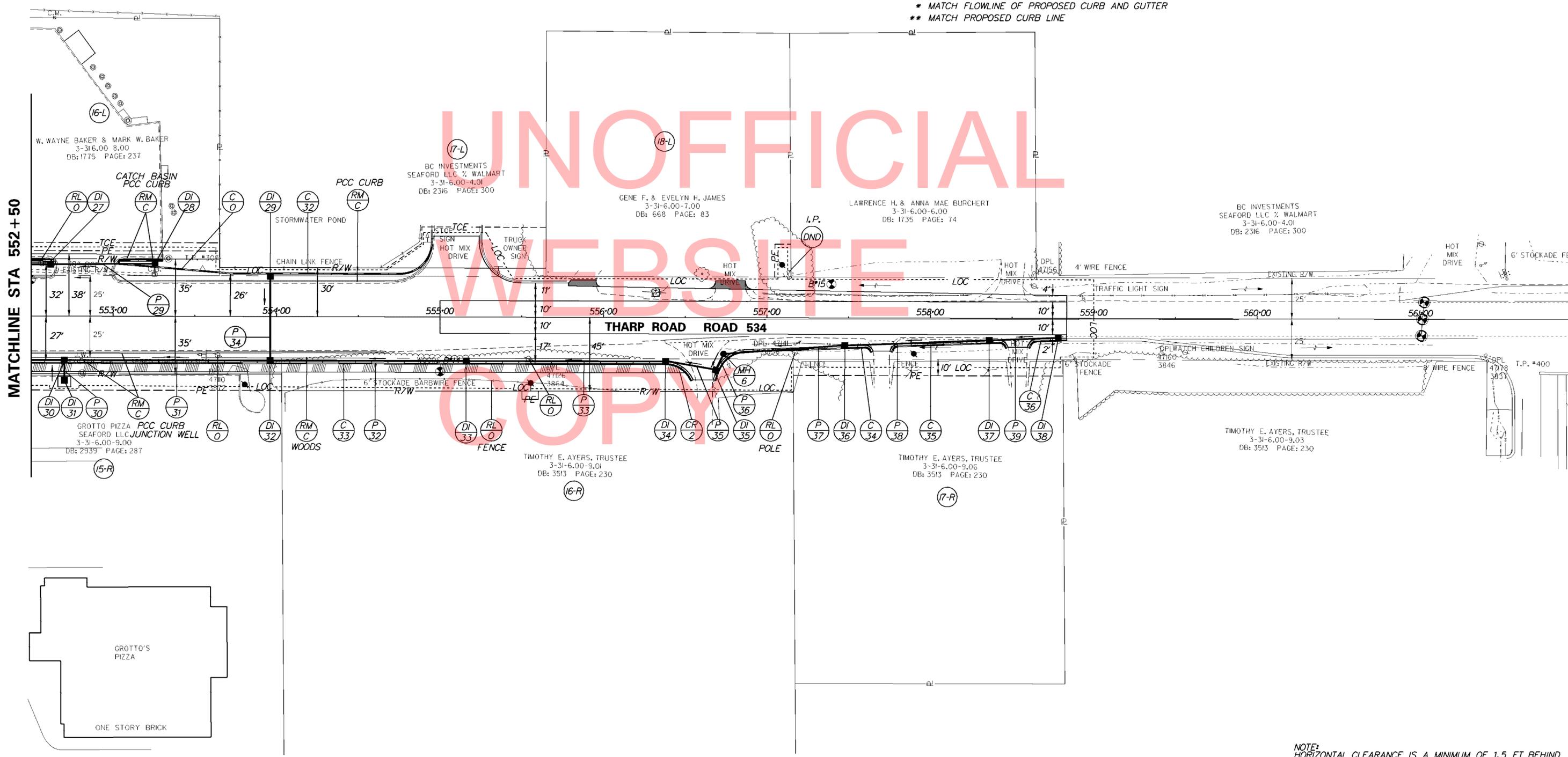
CURB SCHEDULE		
NO.	ITEM DESCRIPTION / TYPE	LENGTH
32	PCC CURB, TYPE 1-8	237.00'
33	PCC CURB & GUTTER, TYPE 3-8	410.00'
34	PCC CURB & GUTTER, TYPE 3-8	109.00'
35	PCC CURB & GUTTER, TYPE 3-8	76.00'
36	PCC CURB & GUTTER, TYPE 3-8	27.00'

DRAINAGE PIPE SCHEDULE						
NO.	SIZE / TYPE	CLASS	LENGTH	SLOPE	INV. EL.	DIS. EL.
29	15" RCP	IV	60.00'	0.0050	21.50	21.20
30	15" RCP	IV	8.00'	0.0325	20.90	20.64
31	18" RCP	IV	122.00'	0.0046	21.20	20.64
32	15" RCP	IV	116.00'	0.0061	21.91	21.20
33	15" RCP	IV	118.00'	0.0036	22.34	21.91
34	18" RCP	IV	49.00'	0.0031	21.35	21.20
35	15" RCP	IV	28.00'	0.0028	22.42	22.34
36	15" RCP	IV	9.00'	0.0028	22.45	22.42
37	15" RCP	IV	73.00'	0.0028	22.65	22.45
38	15" RCP	IV	85.00'	0.0028	22.89	22.65
39	15" RCP	IV	39.00'	0.0028	23.00	22.89

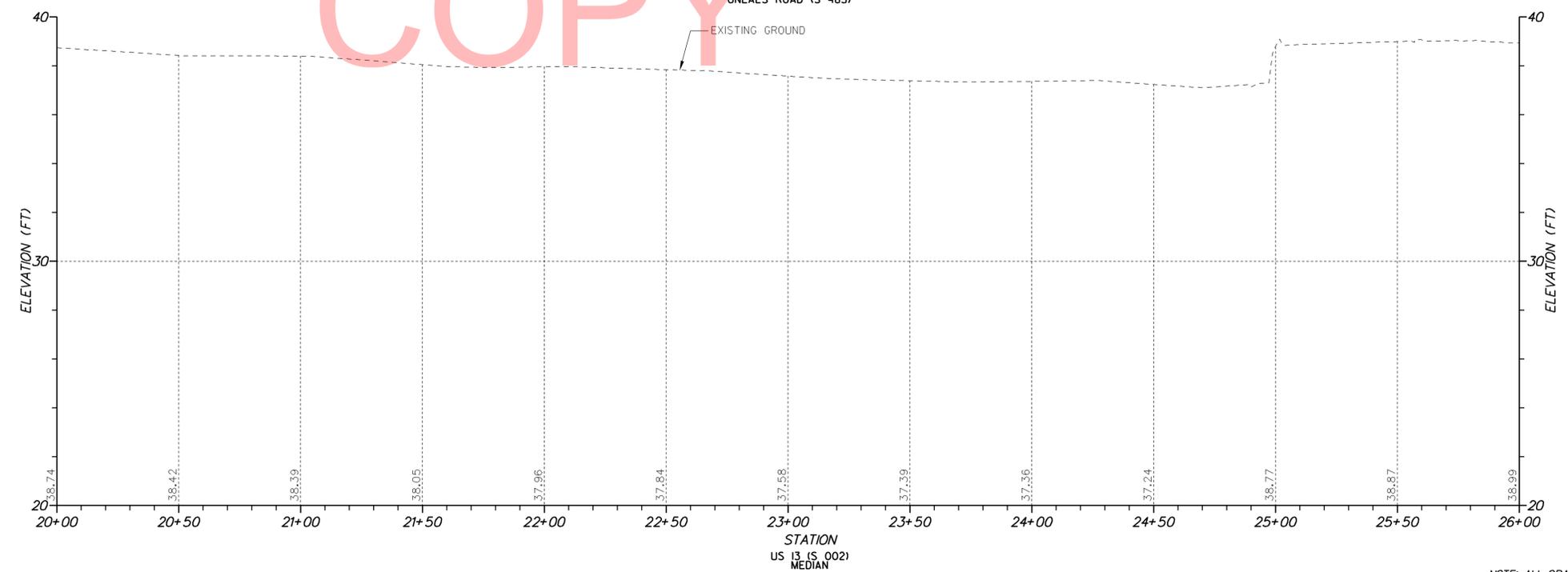
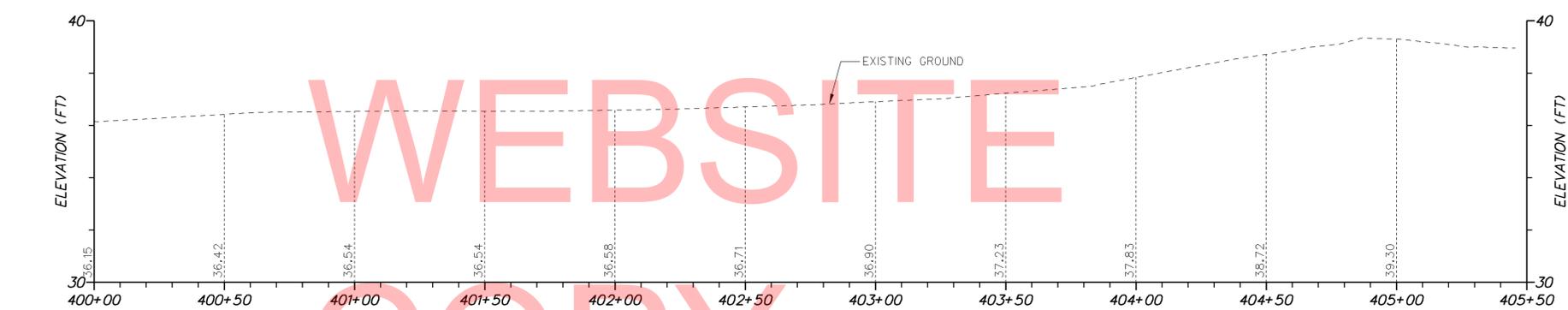
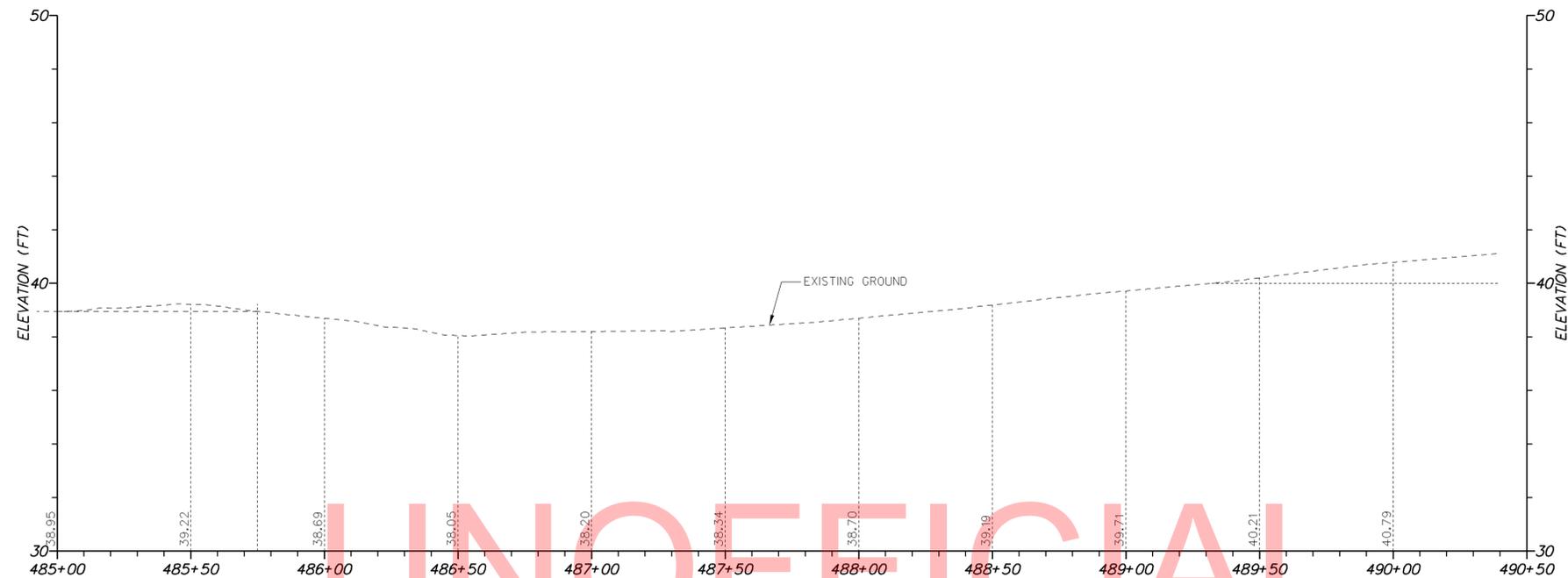
DRAINAGE INLET SCHEDULE						
NO.	STATION	OFFSET	BOX SIZE	GRATE	T.G. EL.	INV. EL.
27	552+59.73	*	34" x 24"	1	**	21.20
28	553+25.64	-32.20'	34" x 18"	1	24.00	21.50
29	553+96.12	*	34" x 24"	1	**	21.35
30	552+70.22	*	48" x 30"	1	**	20.64
31	552+70.22	38.88'	34" x 24"	1	23.90	20.90
32	553+96.12	*	48" x 30"	1	**	21.20
33	555+16.12	*	34" x 24"	1	**	21.91
34	556+38.14	*	34" x 24"	1	**	22.34
35	556+68.84	*	34" x 24"	1	**	22.42
36	557+47.73	*	34" x 24"	1	**	22.65
37	558+36.07	*	34" x 24"	1	**	22.89
38	558+78.33	*	34" x 24"	1	**	23.00

MANHOLE SCHEDULE					
NO.	STATION	OFFSET	TYPE/SIZE	T.G. EL.	INV. EL.
6	556+73.55	22.00'	48" x 30"	25.80	22.45

* MATCH FLOWLINE OF PROPOSED CURB AND GUTTER
 ** MATCH PROPOSED CURB LINE



NOTE: HORIZONTAL CLEARANCE IS A MINIMUM OF 1.5 FT BEHIND FACE OF CURB AND 3 FT BEHIND FACE OF CURB AT INTERSECTIONS AND ENTRANCES.

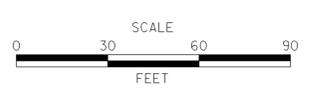


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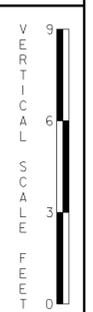
ADDENDUMS / REVISIONS	

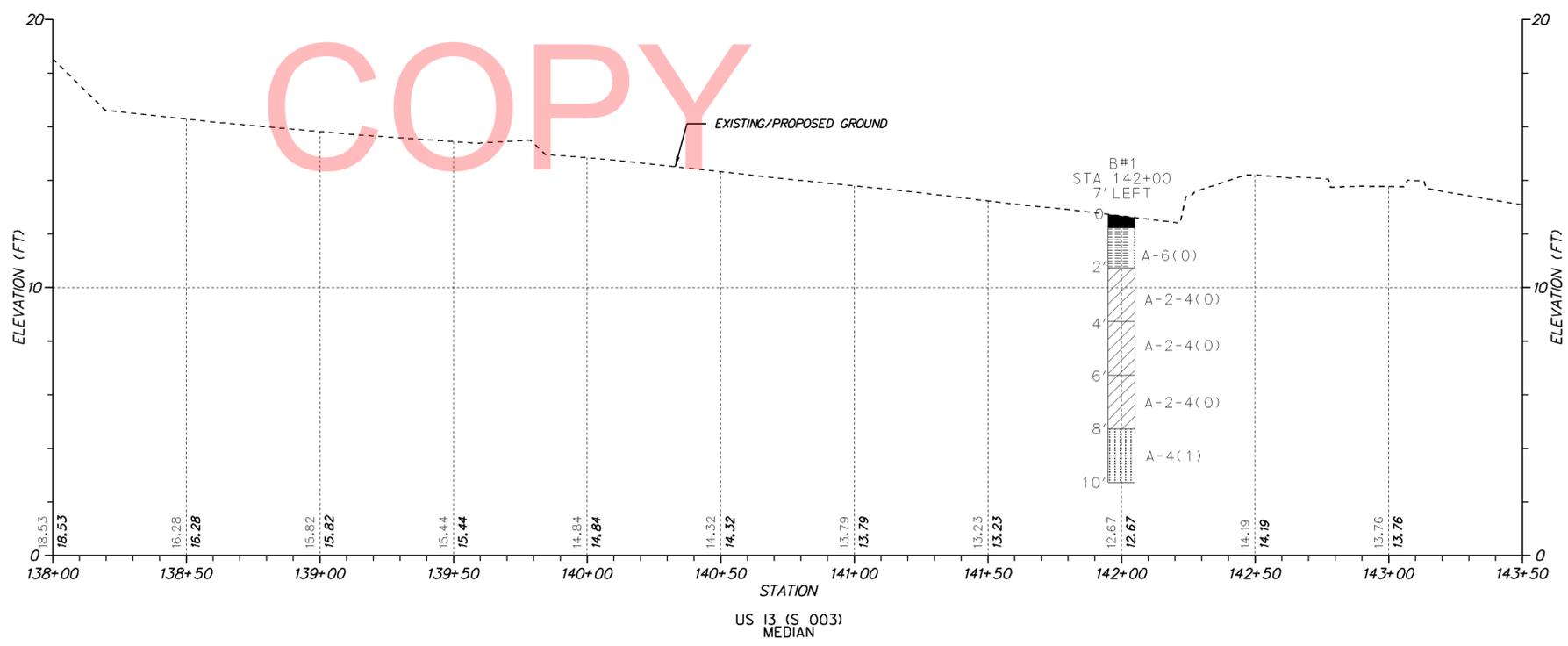
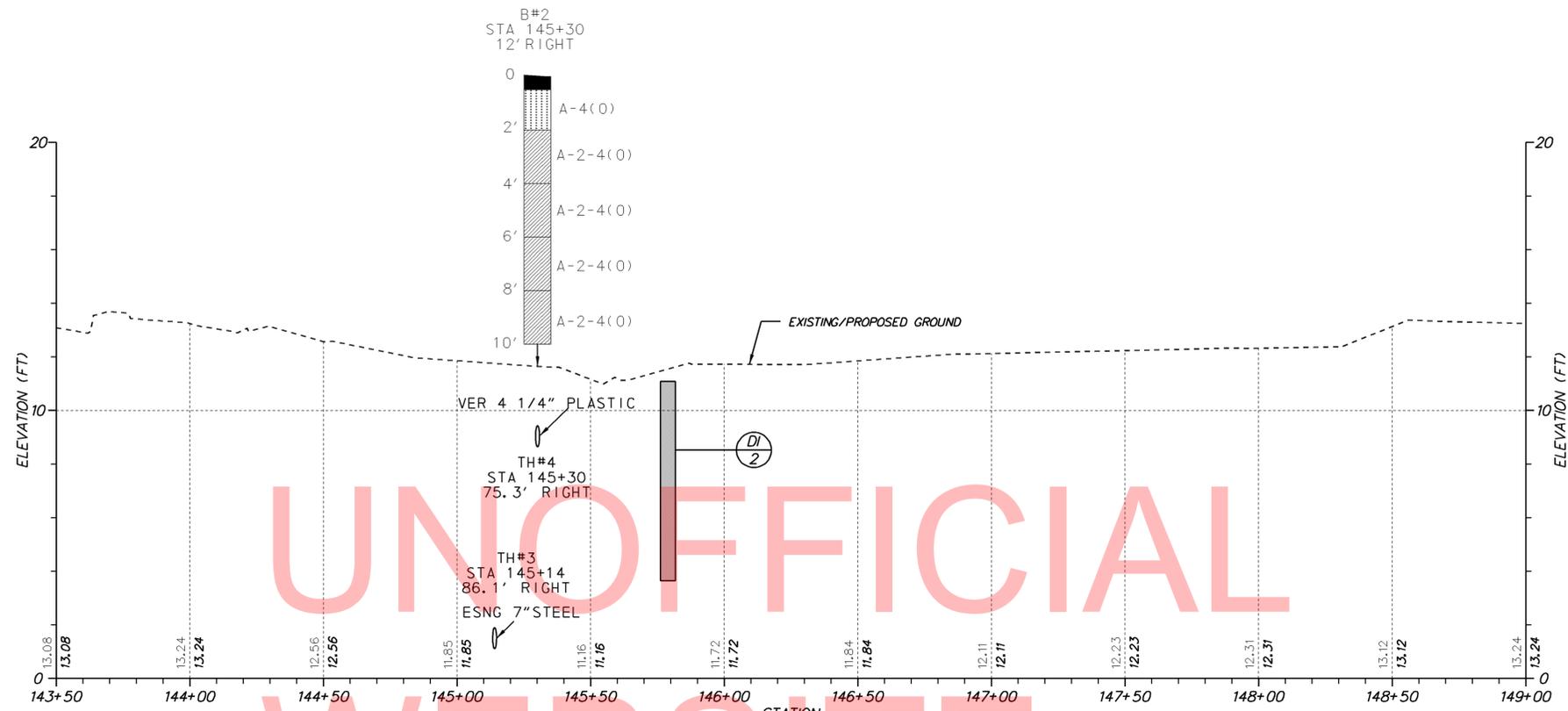


US 13 SEAFORD INTERSECTION IMPROVEMENTS PROJECT

CONTRACT T200412401	BRIDGE NO.
COUNTY SUSSEX	DESIGNED BY:
	CHECKED BY:

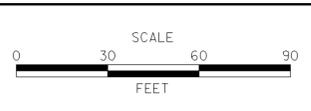
PROFILES	SHEET NO. 28
	TOTAL SHTS. 114





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ADDENDUMS / REVISIONS	

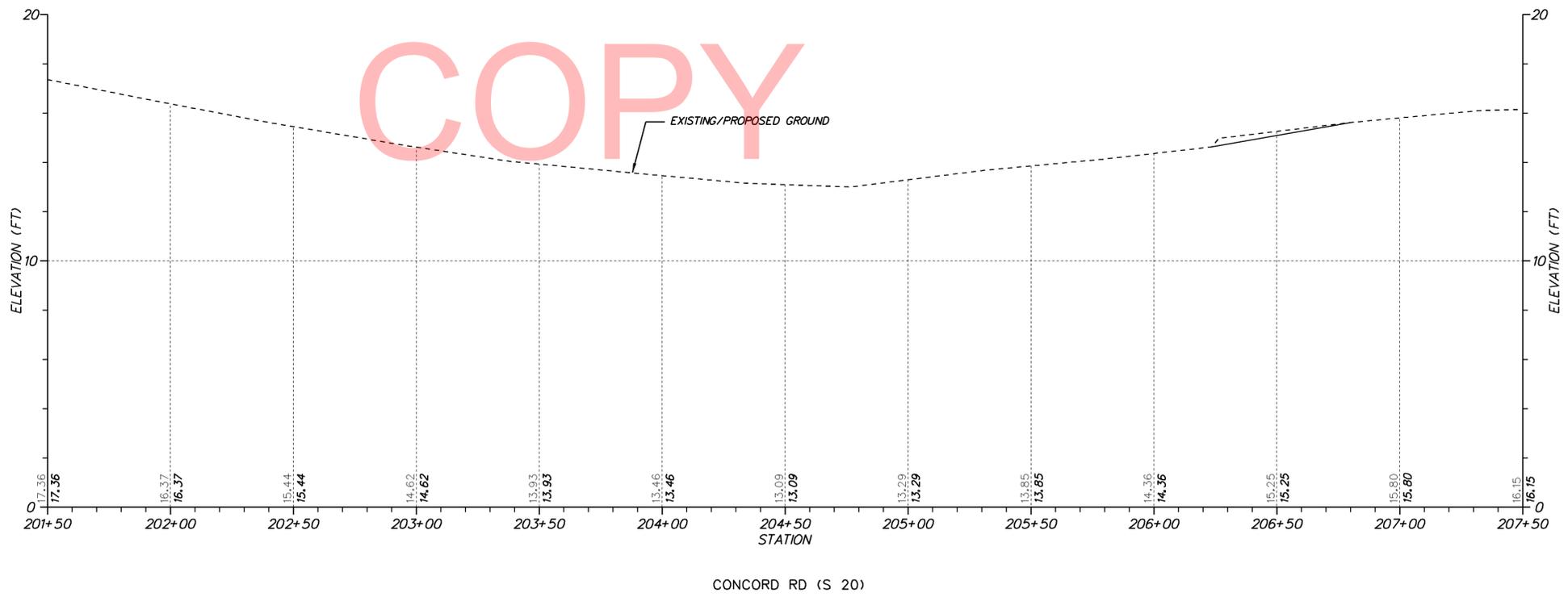
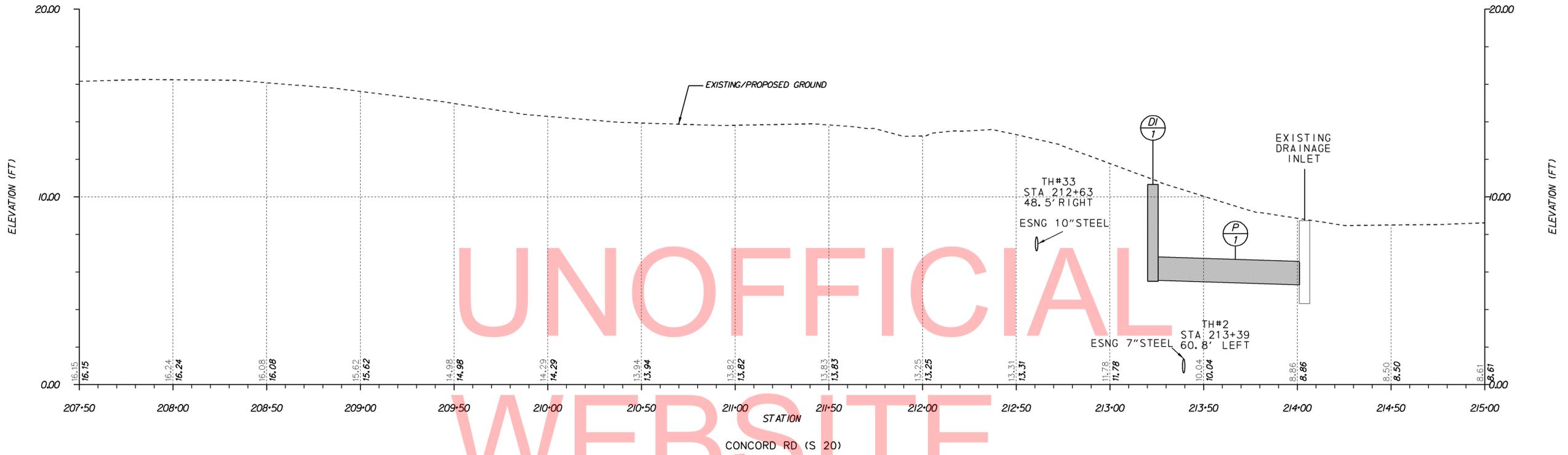


**US 13 SEAFORD INTERSECTION
IMPROVEMENTS PROJECT**

CONTRACT T200412401	BRIDGE NO.
COUNTY SUSSEX	DESIGNED BY:
	CHECKED BY:

PROFILES	SHEET NO. 29
	TOTAL SHTS. 114

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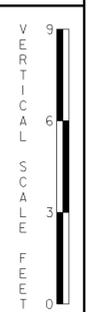
ADDENDUMS / REVISIONS	

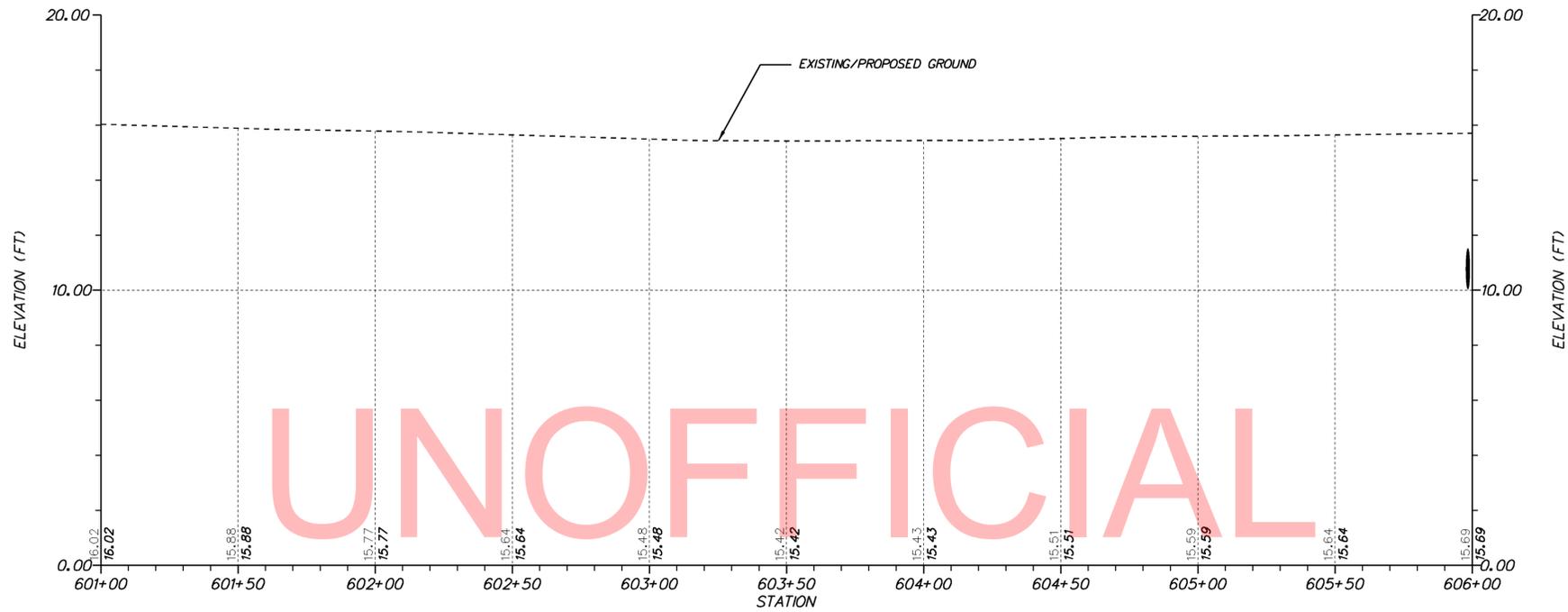


CONTRACT 24-124-01	BRIDGE NO.
COUNTY SUSSEX	DESIGNED BY:
	CHECKED BY:

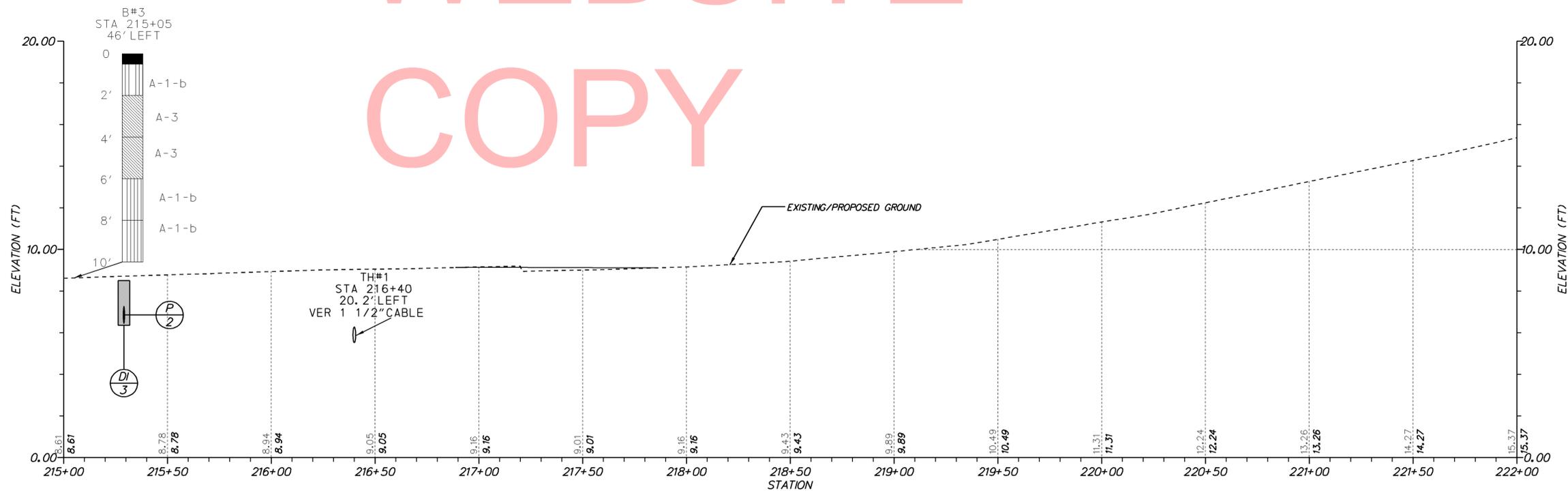
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	TOTAL SHTS. 114

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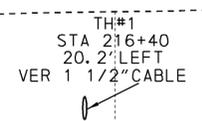
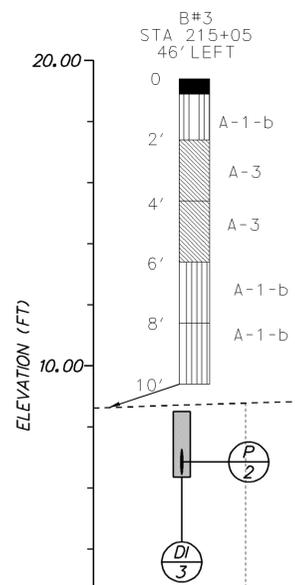




MIDDLEFORD RD (S 535)



CONCORD RD (S 20)



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ADDENDUMS / REVISIONS	

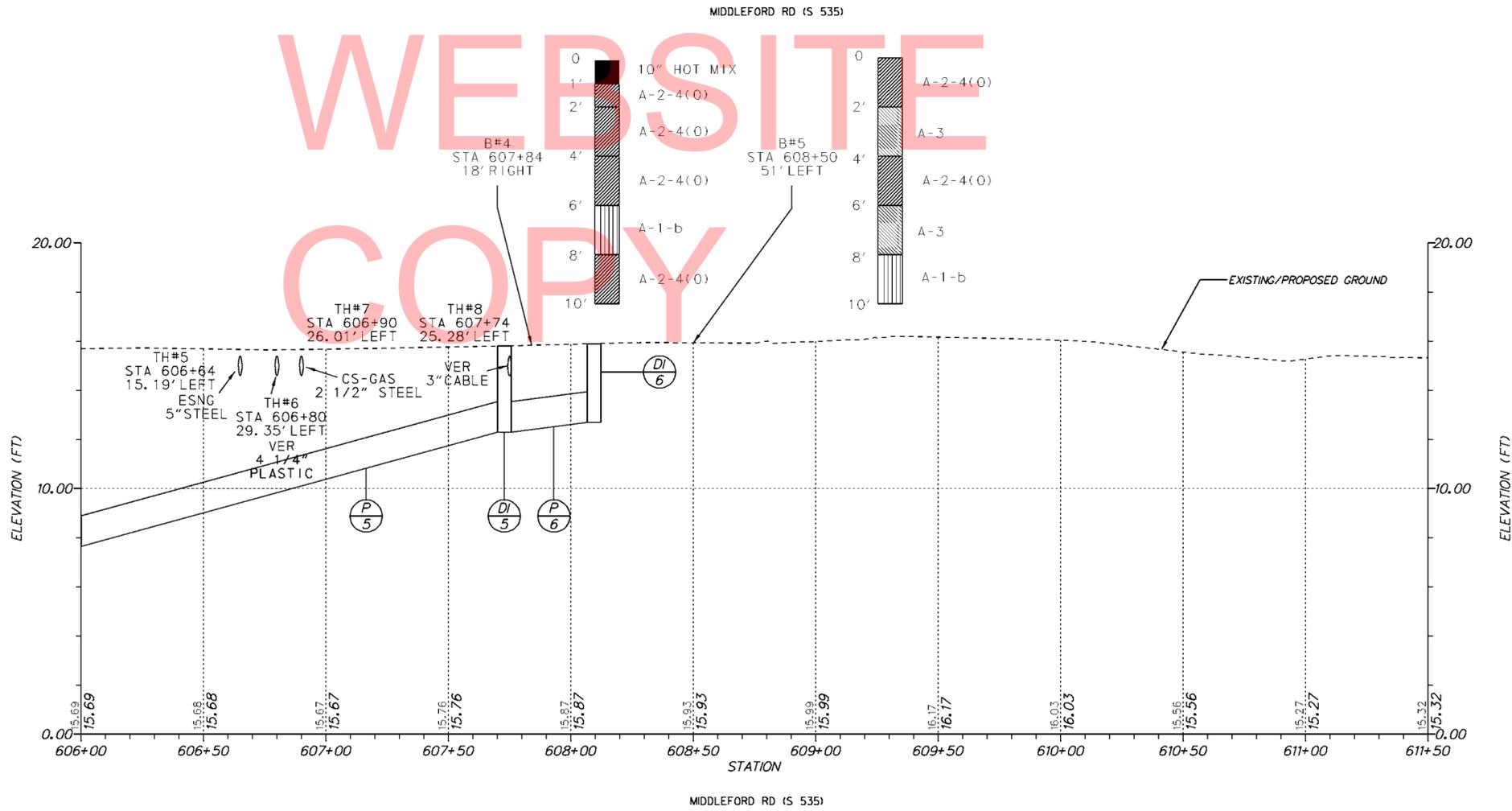
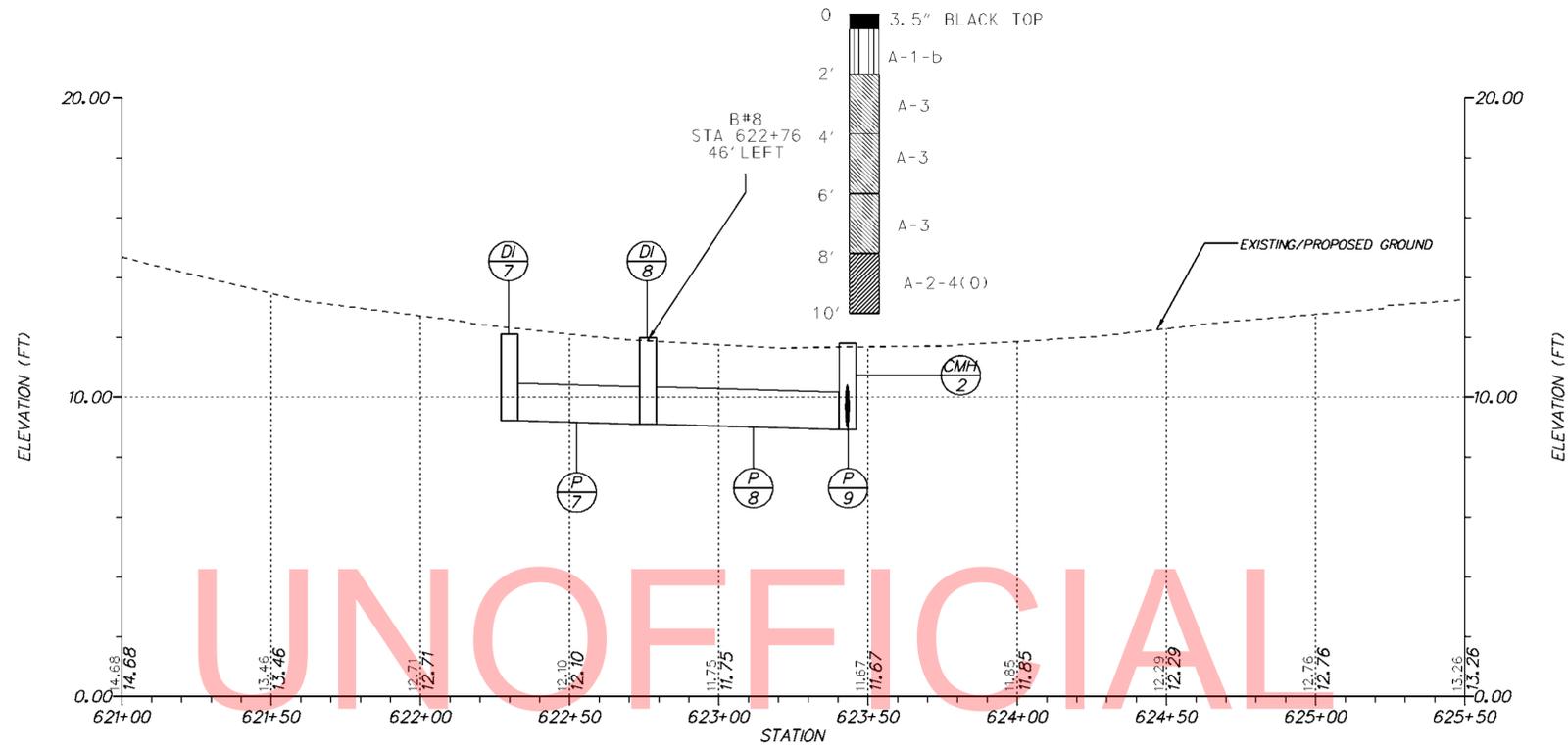


US 13 SEAFORD INTERSECTION IMPROVEMENTS PROJECT

CONTRACT T200412401	BRIDGE NO.
COUNTY SUSSEX	DESIGNED BY:
	CHECKED BY:

PROFILES	SHEET NO. 31
	TOTAL SHTS. 114





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ADDENDUMS / REVISIONS

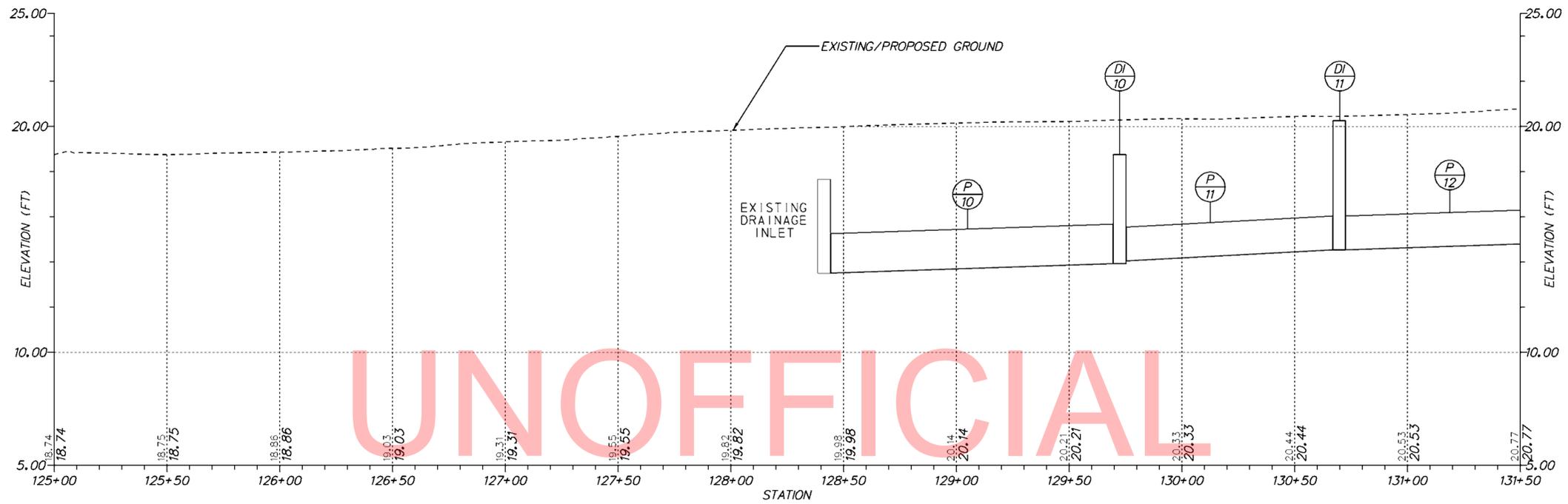


US 13 SEAFORD INTERSECTION IMPROVEMENTS PROJECT

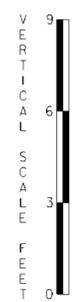
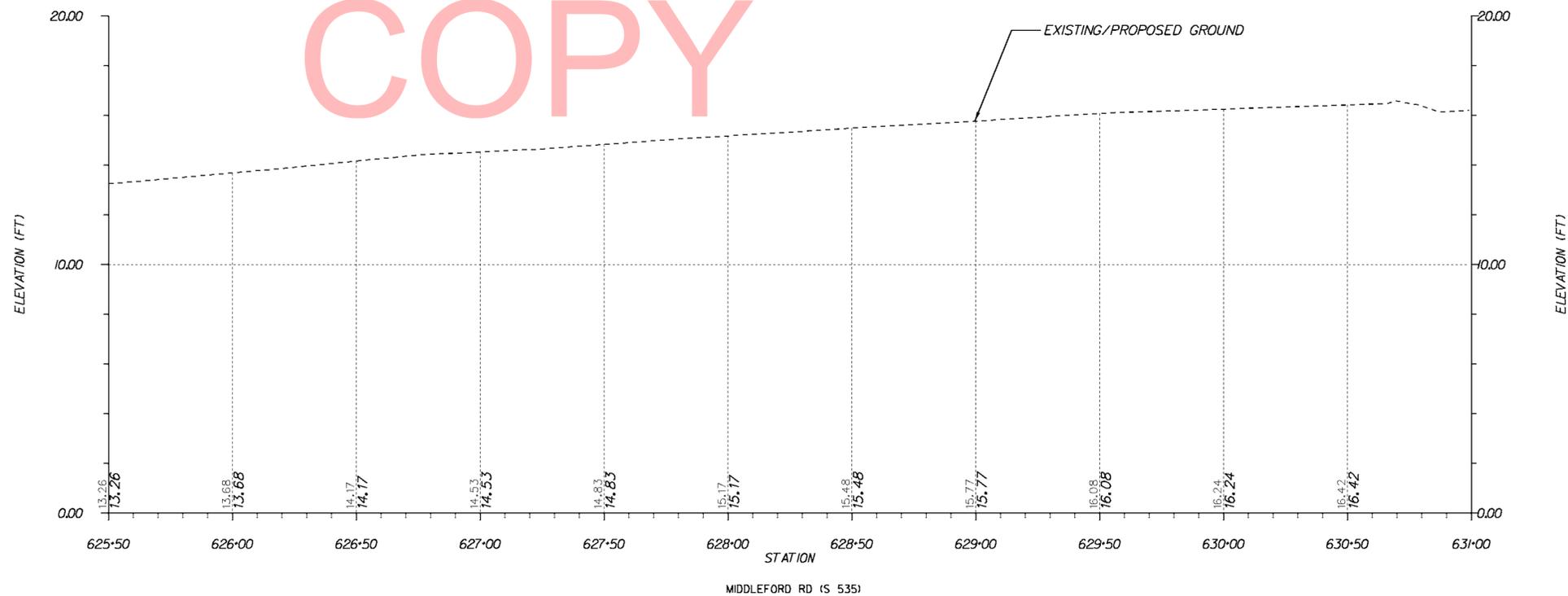
CONTRACT T200412401	BRIDGE NO.	
COUNTY SUSSEX	DESIGNED BY:	
	CHECKED BY:	

PROFILES

VERTICAL SCALE	FEET
9	9
6	6
3	3
0	0
SHEET NO.	32
TOTAL SHTS.	114



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NOTE: ALL GRAPHICS ON THIS SHEET ARE FOR INFORMATIONAL PURPOSES ONLY.



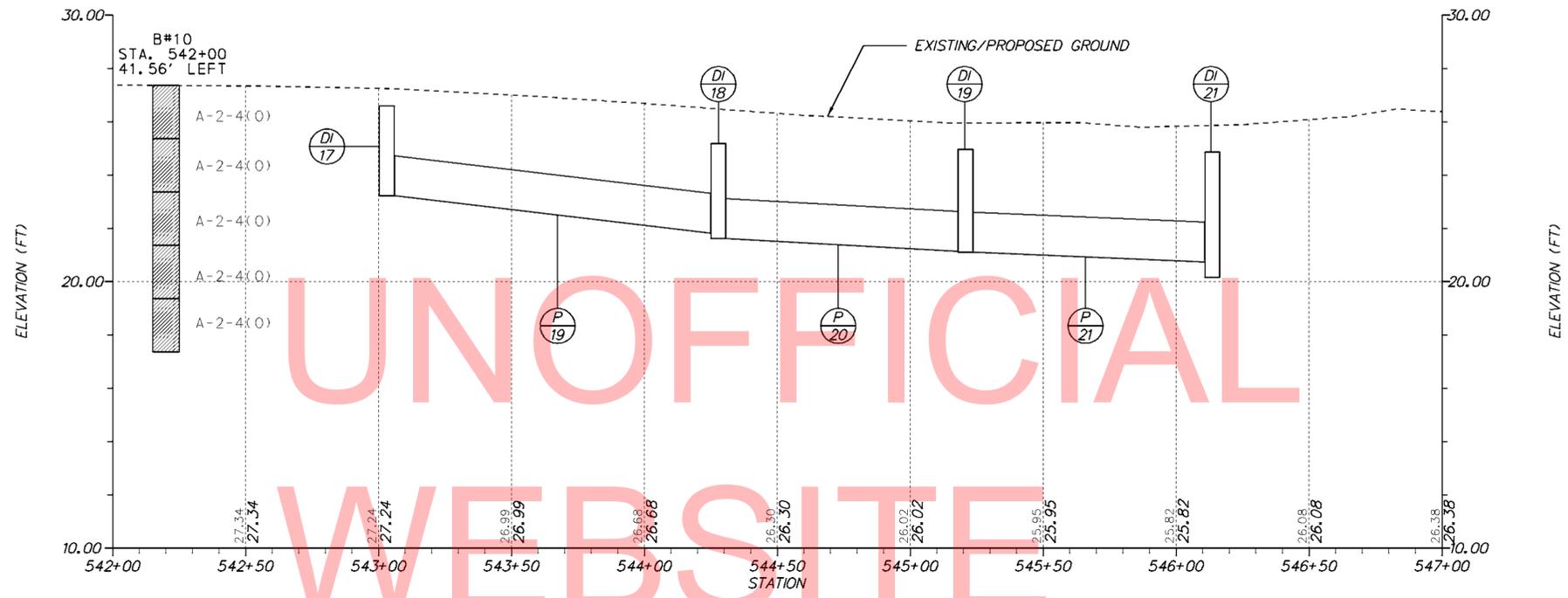
ADDENDUMS / REVISIONS	



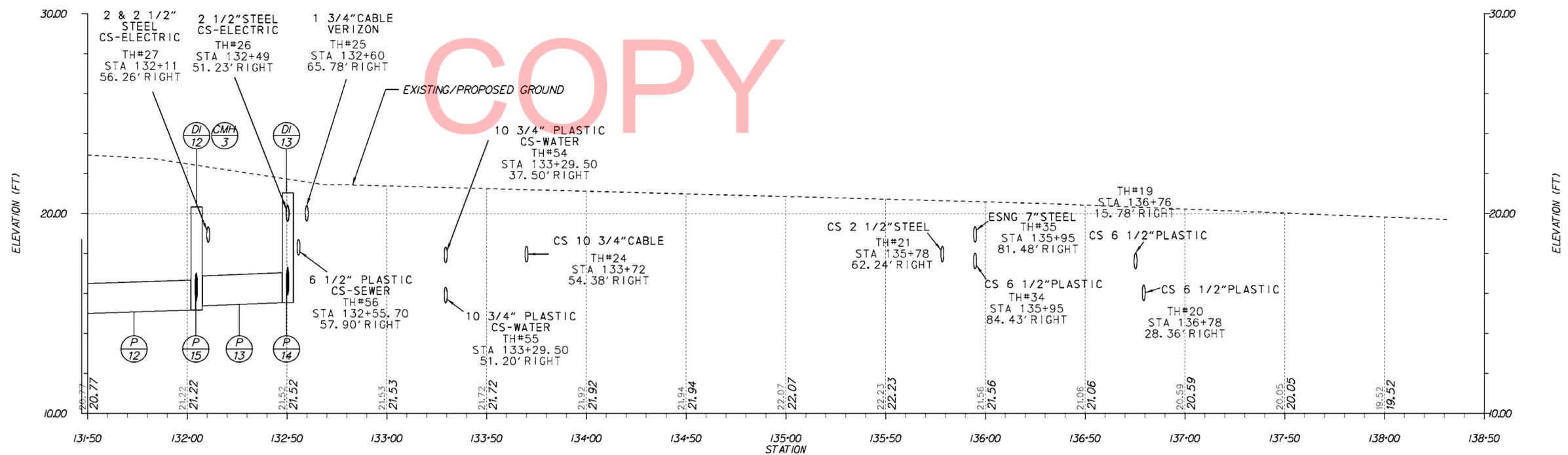
US 13 SEAFORD INTERSECTION IMPROVEMENTS PROJECT

CONTRACT	BRIDGE NO.	N/A
T200412401	DESIGNED BY:	
COUNTY	CHECKED BY:	
SUSSEX		

PROFILES	SHEET NO.	33
	TOTAL SHTS.	114



HERRING RUN RD (S 534)



STEIN HWY (S 21)

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COPY

NOTE: ALL GRAPHICS ON THIS SHEET ARE FOR INFORMATIONAL PURPOSES ONLY.



ADDENDUMS / REVISIONS	

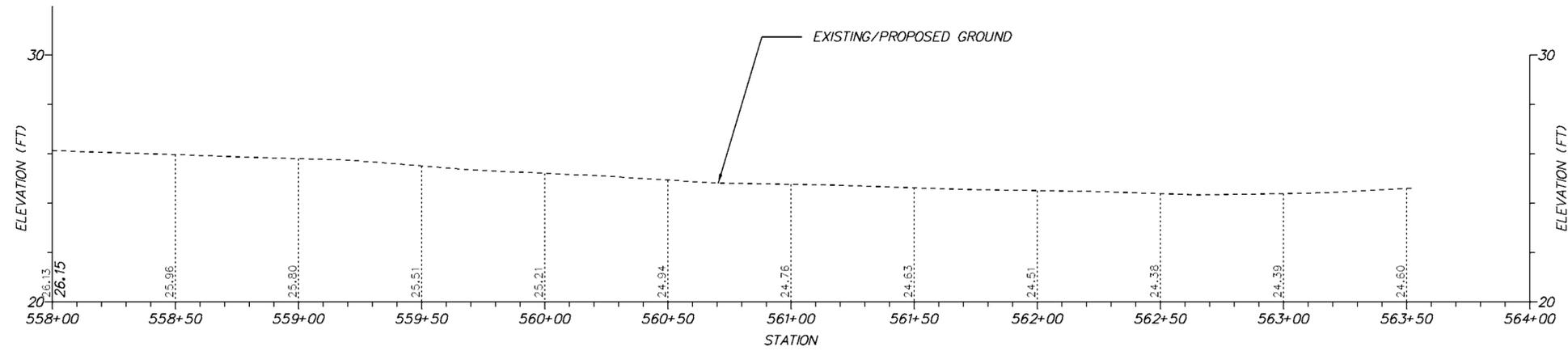


US 13 SEAFORD INTERSECTION IMPROVEMENTS PROJECT

CONTRACT T200412401	BRIDGE NO.
COUNTY SUSSEX	DESIGNED BY:
	CHECKED BY:

PROFILES

VERTICAL SCALE FEET	9
	6
	3
	0
SHEET NO.	34
TOTAL SHTS.	114



THARP RD (S 534)

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Type of Curve = Symmetric Parabola
Direction = Crest
Length = 25.00'

Type of Curve = Symmetric Parabola
Direction = Sag
Length = 50.00'

Type of Curve = Symmetric Parabola
Direction = Sag
Length = 100.00'

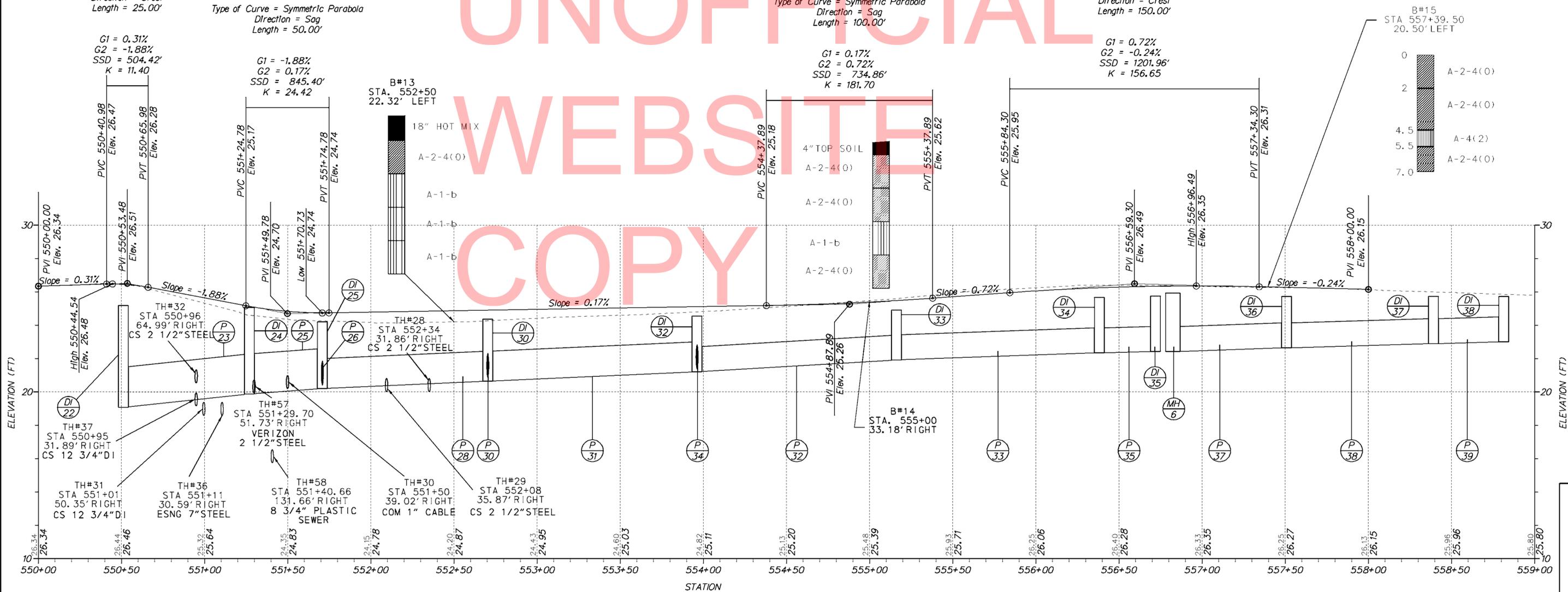
Type of Curve = Symmetric Parabola
Direction = Crest
Length = 150.00'

G1 = 0.31%
G2 = -1.88%
SSD = 504.42'
K = 11.40

G1 = -1.88%
G2 = 0.17%
SSD = 845.40'
K = 24.42

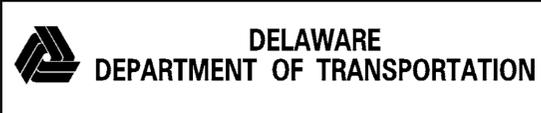
G1 = 0.17%
G2 = 0.72%
SSD = 734.86'
K = 181.70

G1 = 0.72%
G2 = -0.24%
SSD = 1201.96'
K = 156.65

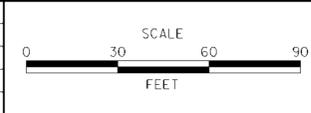


THARP RD (S 534)

NOTE: ALL GRAPHICS ON THIS SHEET ARE FOR INFORMATIONAL PURPOSES ONLY.



ADDENDUMS / REVISIONS	



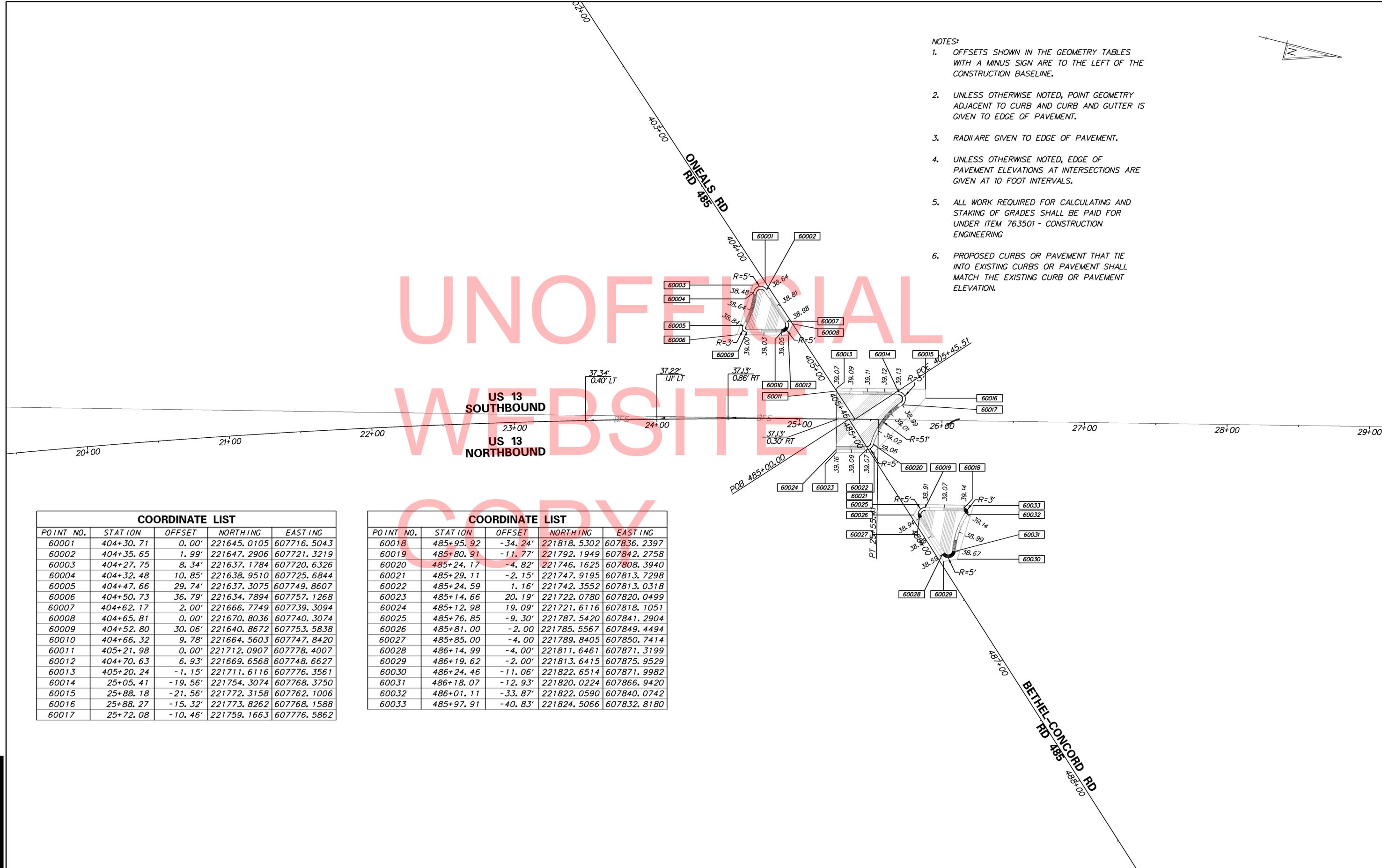
US 13 SEAFORD INTERSECTION IMPROVEMENTS PROJECT

CONTRACT	BRIDGE NO.
T200412401	
COUNTY	DESIGNED BY:
SUSSEX	
	CHECKED BY:

PROFILES	SHEET NO.
	TOTAL SHTS.
	114



- NOTES:**
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 2. UNLESS OTHERWISE NOTED, POINT GEOMETRY ADJACENT TO CURB AND CURB AND GUTTER IS GIVEN TO EDGE OF PAVEMENT.
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COORDINATE LIST				
POINT NO.	STATION	OFFSET	NORTHING	EASTING
60001	404+30.71	0.00'	221645.0105	607716.5043
60002	404+35.65	1.99'	221647.2906	607721.3219
60003	404+27.75	8.34'	221637.1784	607720.6326
60004	404+32.48	10.85'	221638.9510	607725.6844
60005	404+47.66	29.74'	221637.3075	607749.8607
60006	404+50.73	36.79'	221634.7894	607757.1268
60007	404+62.17	2.00'	221666.7749	607739.3094
60008	404+65.81	0.00'	221670.8036	607740.3074
60009	404+52.80	30.06'	221640.8672	607753.5838
60010	404+66.32	9.78'	221664.5603	607747.8420
60011	405+21.98	0.00'	221712.0907	607778.4007
60012	404+70.63	6.93'	221669.6568	607748.6627
60013	405+20.24	-1.15'	221711.6116	607776.3561
60014	25+05.41	-19.56'	221754.3074	607768.3750
60015	25+88.18	-21.56'	221772.3158	607762.1006
60016	25+88.27	-15.32'	221773.8262	607768.1588
60017	25+72.08	-10.46'	221759.1663	607776.5862

COORDINATE LIST				
POINT NO.	STATION	OFFSET	NORTHING	EASTING
60018	485+95.92	-34.24'	221818.5302	607836.2397
60019	485+80.91	-11.77'	221792.1949	607842.2758
60020	485+24.17	-4.82'	221746.1625	607808.3940
60021	485+29.11	-2.15'	221747.9195	607813.7298
60022	485+24.59	1.16'	221742.3552	607813.0318
60023	485+14.66	20.19'	221722.0780	607820.0499
60024	485+12.98	19.09'	221721.6116	607818.1051
60025	485+76.85	-9.30'	221787.5420	607841.2904
60026	485+81.00	-2.00'	221785.5567	607849.4494
60027	485+85.00	-4.00'	221789.8405	607850.7414
60028	486+14.99	-4.00'	221811.6461	607871.3199
60029	486+19.62	-2.00'	221813.6415	607875.9529
60030	486+24.46	-11.06'	221822.6514	607871.9982
60031	486+18.07	-12.93'	221820.0224	607866.9420
60032	486+01.11	-33.87'	221822.0590	607840.0742
60033	485+97.91	-40.83'	221824.5066	607832.8180



NOTES:

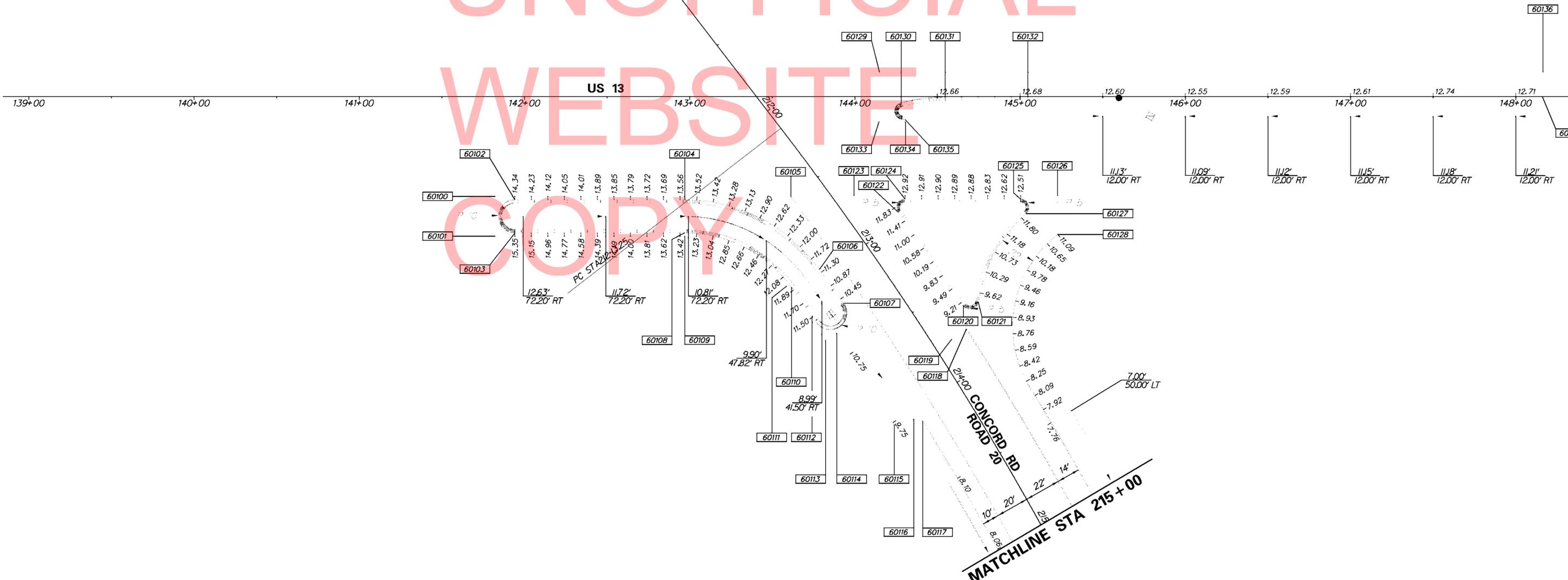
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MATCHLINE STA 209+00

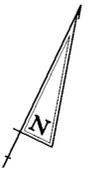
COORDINATE LIST				
POINT NO.	STATION	OFFSET	NORTHING	EASTING
60100	141+82.26	60.16'	233150.6751	605742.8889
60101	141+82.25	84.16'	233152.0699	605766.6476
60102	141+94.26	62.17'	233162.7664	605743.9876
60103	141+94.25	82.17'	233163.9287	605763.9538
60104	142+97.05	62.21'	233265.3899	605378.0134
60105	212+50.42	20.01'	233329.3904	605732.3087
60106	212+46.30	31.78'	233349.1444	605775.1830
60107	213+21.50	31.38'	233365.0148	605794.7575
60108	142+97.05	82.21'	233266.5523	605757.9796
60109	142+97.04	84.21'	233266.6635	605759.9765
60110	212+95.43	51.80'	233332.9098	605786.9316
60111	212+93.17	53.80'	233329.9376	605786.4106
60112	213+16.89	51.45'	233346.4596	605803.5808
60113	213+33.47	53.01'	233355.3560	605817.6827
60114	213+33.87	44.92'	233361.9418	605812.9744
60115	213+99.06	45.85'	233399.8745	605866.0342
60116	214+03.12	34.08'	233411.4506	605862.0347
60117	214+07.13	30.05'	233416.9278	605862.8090
60118	213+76.82	-22.02'	233440.0913	605805.8461

COORDINATE LIST				
POINT NO.	STATION	OFFSET	NORTHING	EASTING
60119	213+76.76	-11.24'	233431.6087	605812.4879
60120	213+64.03	-28.19'	233437.3635	605791.7035
60121	213+67.63	-36.90'	233446.3240	605789.1932
60122	212+95.47	-27.22'	233394.8806	605737.9098
60123	212+71.88	-11.13'	233367.4645	605729.5223
60124	144+30.37	61.74'	233398.4499	605729.7400
60125	145+00.29	61.77'	233468.2561	605725.6762
60126	145+22.68	59.79'	233490.4895	605722.3944
60127	145+03.53	70.58'	233472.0023	605734.2855
60128	145+22.66	83.22'	233491.8347	605745.7848
60129	144+14.88	-14.69'	233378.5132	605654.3449
60130	144+27.96	3.88'	233392.6608	605672.1250
60131	144+54.70	0.31'	233419.1388	605666.9886
60132	145+04.75	0.31'	233469.1023	605664.0589
60133	144+14.59	15.04'	233379.9673	605684.0495
60134	144+30.61	15.20'	233395.9702	605683.2662
60135	144+30.63	14.04'	233395.9149	605682.1083
60136	148+16.51	-14.72'	233779.4498	605630.8109
60137	148+16.26	0.31'	233780.0808	605646.8244

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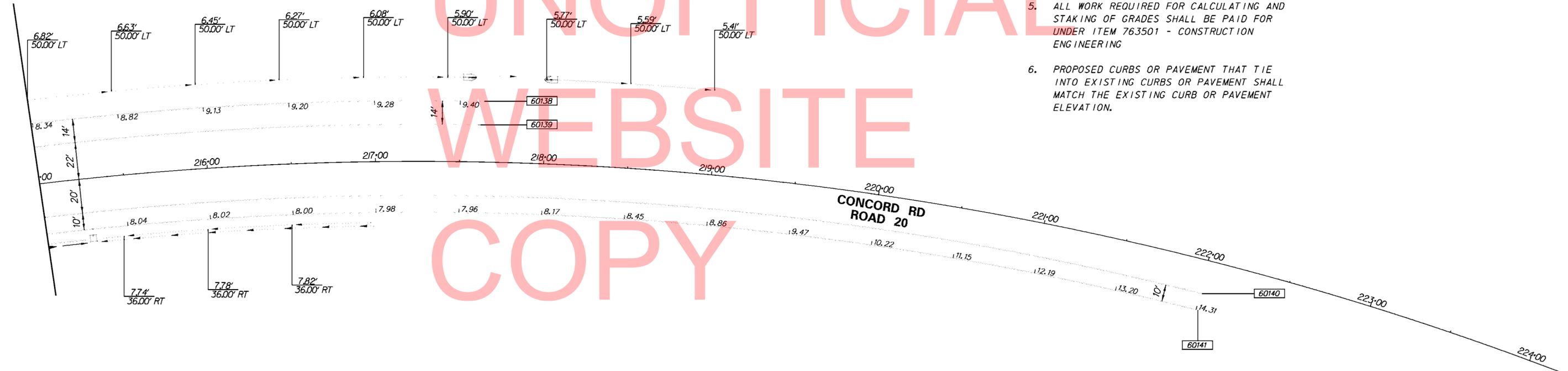


COORDINATE LIST				
POINT NO.	STATION	OFFSET	NORTHING	EASTING
60138	217+64.17	-36.00'	233650.4901	606138.5986
60139	217+61.96	-22.00'	233636.8167	606142.3537
60140	222+01.07	20.00'	233732.1096	606572.2895
60141	222+01.17	29.99'	233722.3328	606574.3546



NOTES:

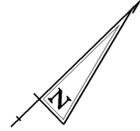
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COORDINATE LIST				
POINT NO.	STATION	OFFSET	NORTHING	EASTING
60200	604+89.20	-15.00'	235692.7567	605002.3697
60201	604+89.20	-27.48'	235701.9389	604993.9218
60202	604+92.72	-27.53'	235704.3956	604996.5132
60203	604+97.77	-22.50'	235704.0782	605003.5985
60204	607+70.23	-29.00'	235893.3116	605199.7377
60205	607+30.14	-38.53'	235906.9414	605200.4838

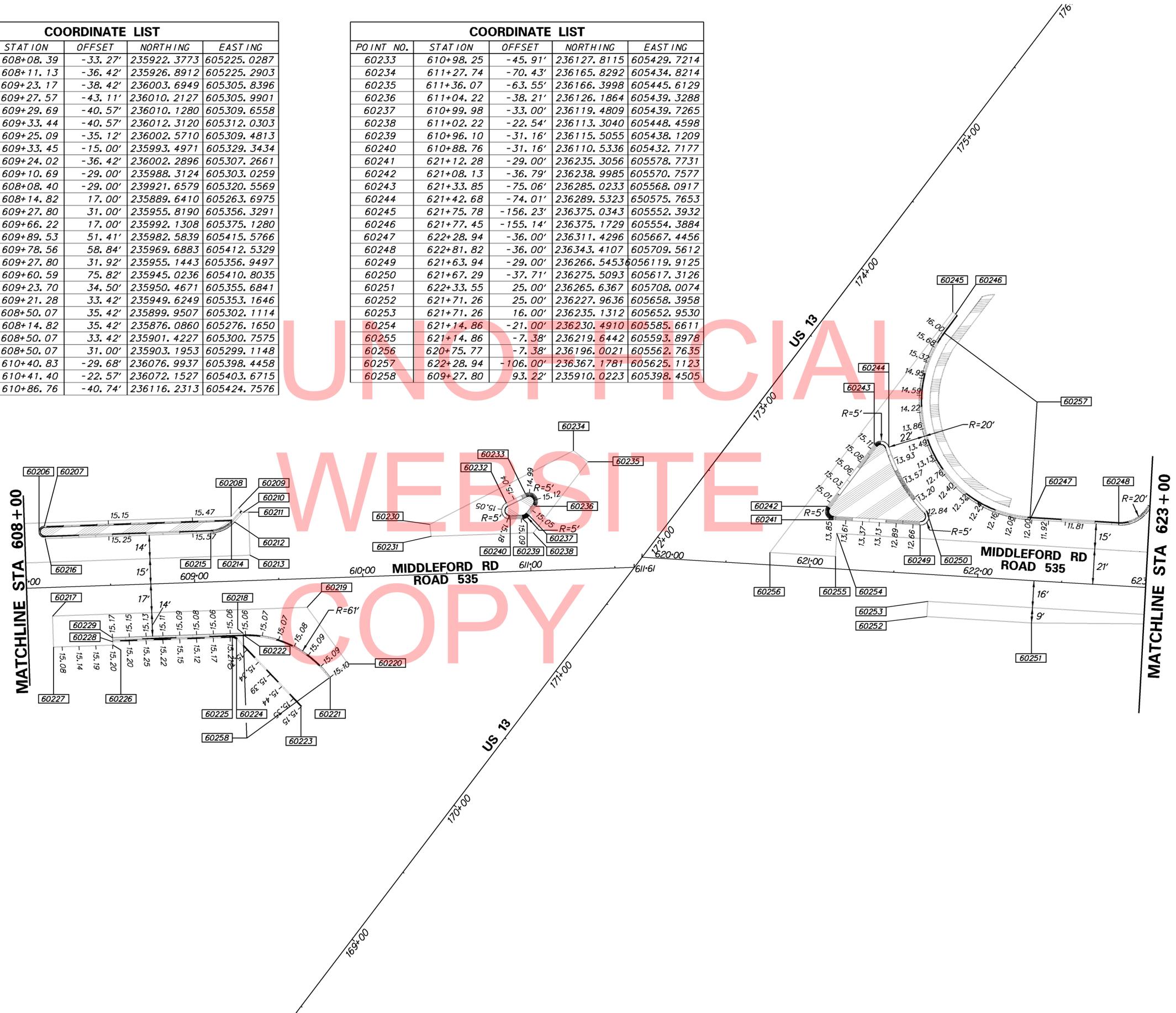


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COORDINATE LIST				
POINT NO.	STATION	OFFSET	NORTHING	EASTING
60206	608+08.39	-33.27'	235922.3773	605225.0287
60207	608+11.13	-36.42'	235926.8912	605225.2903
60208	609+23.17	-38.42'	236003.6949	605305.8396
60209	609+27.57	-43.11'	236010.2127	605305.9901
60210	609+29.69	-40.57'	236010.1280	605309.6558
60211	609+33.44	-40.57'	236012.3120	605312.0303
60212	609+25.09	-35.12'	236002.5710	605309.4813
60213	609+33.45	-15.00'	235993.4971	605329.3434
60214	609+24.02	-36.42'	236002.2896	605307.2661
60215	609+10.69	-29.00'	235988.3124	605303.0259
60216	608+08.40	-29.00'	239921.6579	605320.5569
60217	608+14.82	17.00'	235889.6410	605263.6975
60218	609+27.80	31.00'	235955.8190	605356.3291
60219	609+66.22	17.00'	235992.1308	605375.1280
60220	609+89.53	51.41'	235982.5839	605415.5766
60221	609+78.56	58.84'	235969.6883	605412.5329
60222	609+27.80	31.92'	235955.1443	605356.9497
60223	609+60.59	75.82'	235945.0236	605410.8035
60224	609+23.70	34.50'	235950.4671	605355.6841
60225	609+21.28	33.42'	235949.6249	605353.1646
60226	608+50.07	35.42'	235899.9507	605302.1114
60227	608+14.82	35.42'	235876.0860	605276.1650
60228	608+50.07	33.42'	235901.4227	605300.7575
60229	608+50.07	31.00'	235903.1953	605299.1148
60230	610+40.83	-29.68'	236076.9937	605398.4458
60231	610+41.40	-22.57'	236072.1527	605403.6715
60232	610+86.76	-40.74'	236116.2313	605424.7576

COORDINATE LIST				
POINT NO.	STATION	OFFSET	NORTHING	EASTING
60233	610+98.25	-45.91'	236127.8115	605429.7214
60234	611+27.74	-70.43'	236165.8292	605434.8214
60235	611+36.07	-63.55'	236166.3998	605445.6129
60236	611+04.22	-38.21'	236126.1864	605439.3288
60237	610+99.98	-33.00'	236119.4809	605439.7265
60238	611+02.22	-22.54'	236113.3040	605448.4598
60239	610+96.10	-31.16'	236115.5055	605438.1209
60240	610+88.76	-31.16'	236110.5336	605432.7177
60241	621+12.28	-29.00'	236235.3056	605578.7731
60242	621+08.13	-36.79'	236238.9985	605570.7577
60243	621+33.85	-75.06'	236285.0233	605568.0917
60244	621+42.68	-74.01'	236289.5323	605575.7653
60245	621+75.78	-156.23'	236375.0343	605552.3932
60246	621+77.45	-155.14'	236375.1729	605554.3884
60247	622+28.94	-36.00'	236311.4296	605667.4456
60248	622+81.82	-36.00'	236343.4107	605709.5612
60249	621+63.94	-29.00'	236266.5453	605611.9125
60250	621+67.29	-37.71'	236275.5093	605617.3126
60251	622+33.55	25.00'	236265.6367	605708.0074
60252	621+71.26	25.00'	236227.9636	605658.3958
60253	621+71.26	16.00'	236235.1312	605652.9530
60254	621+14.86	-21.00'	236230.4910	605585.6611
60255	621+14.86	-7.38'	236219.6442	605593.8978
60256	620+75.77	-7.38'	236196.0021	605562.7635
60257	622+28.94	-106.00'	236367.1781	605625.1123
60258	609+27.80	93.22'	235910.0223	605398.4505

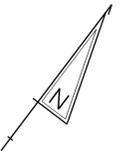


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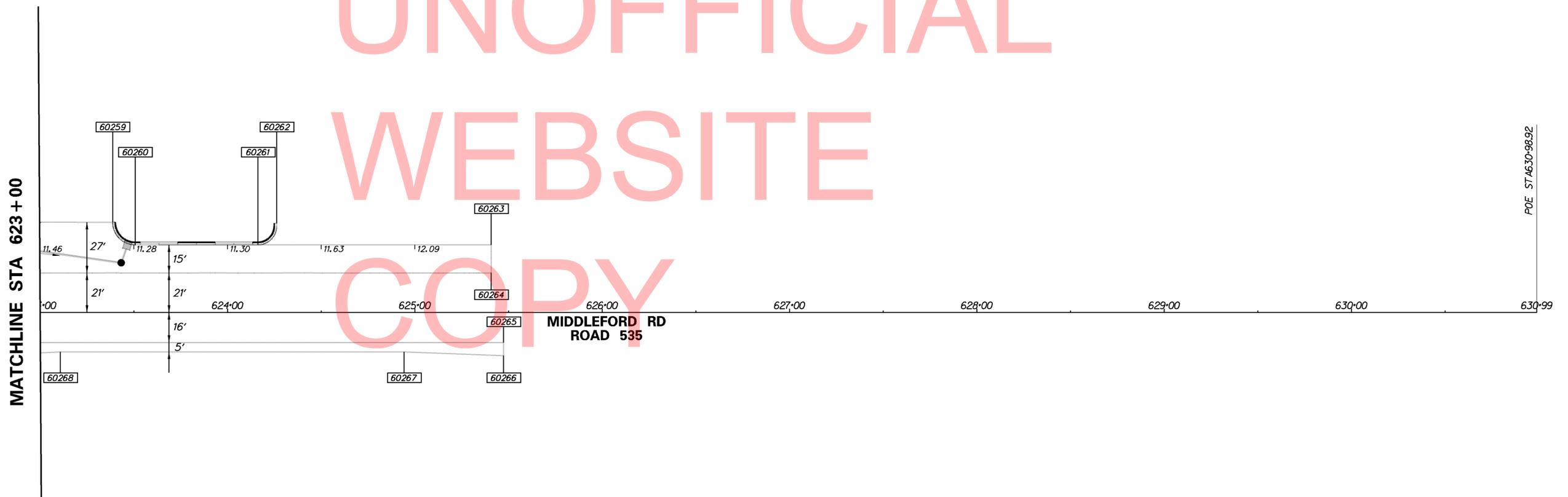
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COORDINATE LIST				
POINT NO.	STATION	OFFSET	NORTHING	EASTING
60259	623+38.63	-48.00'	236387.3309	605747.5570
60260	623+50.64	-36.00'	236385.0311	605764.3710
60261	624+16.21	-36.00'	236424.6813	605816.5861
60262	624+26.21	-47.49'	236439.8798	605817.6013
60263	625+40.68	-36.00'	236499.9585	605915.7183
60264	625+40.68	-21.00'	236488.0124	605924.7897
60265	625+47.28	16.00'	236462.5350	605952.4198
60266	625+47.28	23.00'	236456.9601	605956.6531
60267	624+94.18	21.00'	236426.4406	605913.1550
60268	623+10.67	21.00'	236315.4701	605767.0185



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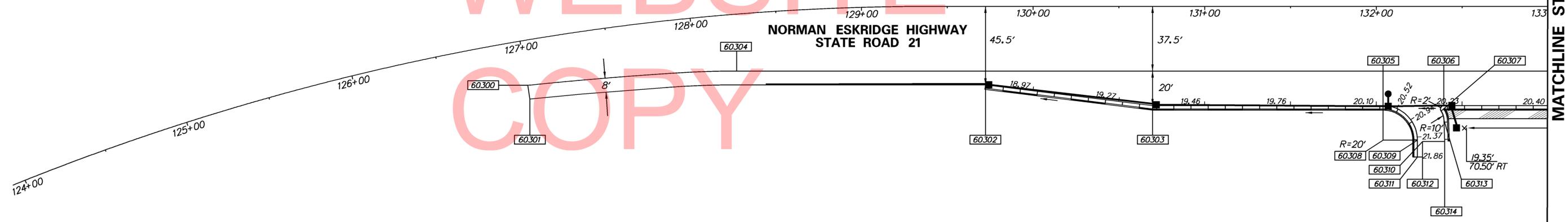
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6. PROPOSED CURBS OR PAVEMENT THAT TIE INTO EXISTING CURBS OR PAVEMENT SHALL MATCH THE EXISTING CURB OR PAVEMENT ELEVATION.

COORDINATE LIST				
POINT NO.	STATION	OFFSET	NORTHING	EASTING
60300	127+00.17	26.00'	237674.8594	604614.8637
60301	127+00.17	34.00'	237666.9483	604616.5170
60302	129+72.30	45.50'	237690.8797	604881.0341
60303	130+69.67	57.50'	237684.6520	604978.9421
60304	128+24.51	32.90'	237690.3015	604735.8224
60305	132+03.94	57.50'	237692.5830	605112.9786
60306	132+39.38	57.50'	237694.6767	605148.3626
60307	132+37.72	60.62'	237691.4651	605146.8922
60308	132+03.94	77.50'	237672.6179	605114.1599
60309	132+23.94	77.50'	237673.7993	605134.1250
60310	132+26.94	78.29'	237673.1872	605137.1665
60311	132+23.94	87.33'	237663.9825	605134.7059
60312	132+26.94	87.33'	237664.1597	605137.7007
60313	132+39.43	65.85'	237686.3428	605148.9039
60314	132+39.88	78.29'	237673.9519	605150.0904



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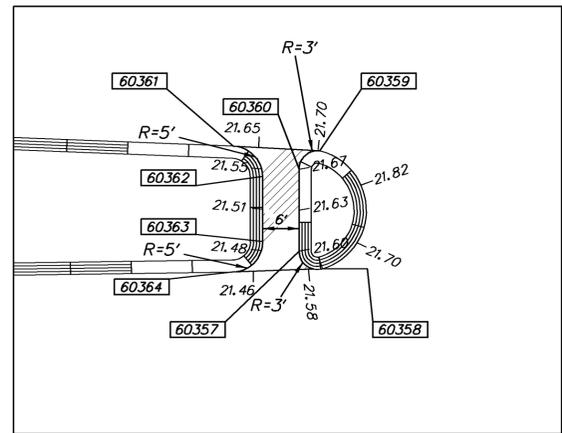
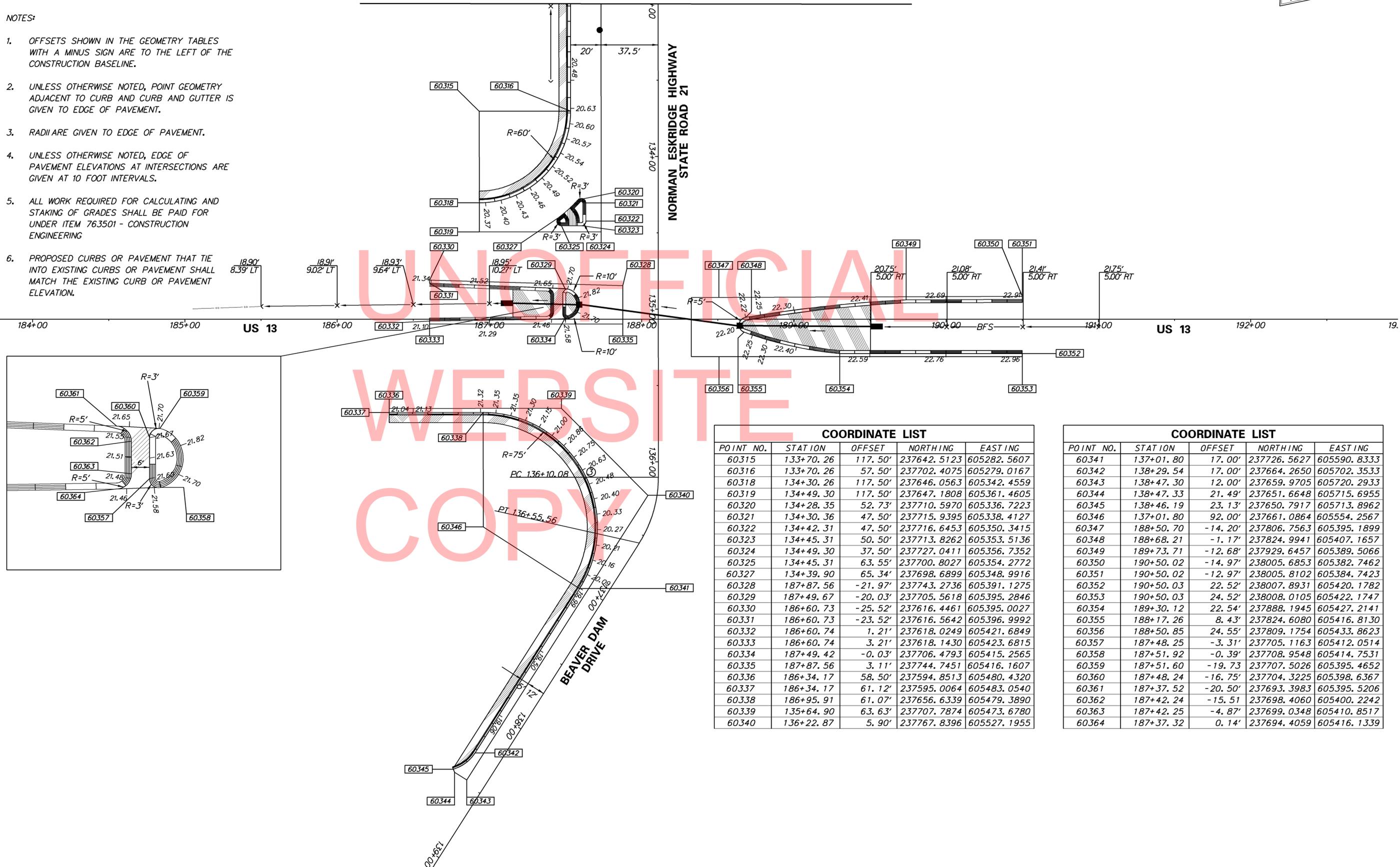


MATCHLINE STA 133+00



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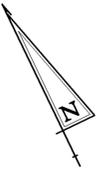
COORDINATE LIST				
POINT NO.	STATION	OFFSET	NORTHING	EASTING
60315	133+70.26	117.50'	237642.5123	605282.5607
60316	133+70.26	57.50'	237702.4075	605279.0167
60318	134+30.26	117.50'	237646.0563	605342.4559
60319	134+49.30	117.50'	237647.1808	605361.4605
60320	134+28.35	52.73'	237710.5970	605336.7223
60321	134+30.36	47.50'	237715.9395	605338.4127
60322	134+42.31	47.50'	237716.6453	605350.3415
60323	134+45.31	50.50'	237713.8262	605353.5136
60324	134+49.30	37.50'	237727.0411	605356.7352
60325	134+45.31	63.55'	237700.8027	605354.2772
60327	134+39.90	65.34'	237698.6899	605348.9916
60328	187+87.56	-21.97'	237743.2736	605391.1275
60329	187+49.67	-20.03'	237705.5618	605395.2846
60330	186+60.73	-25.52'	237616.4461	605395.0027
60331	186+60.73	-23.52'	237616.5642	605396.9992
60332	186+60.74	1.21'	237618.0249	605421.6849
60333	186+60.74	3.21'	237618.1430	605423.6815
60334	187+49.42	-0.03'	237706.4793	605415.2565
60335	187+87.56	3.11'	237744.7451	605416.1607
60336	186+34.17	58.50'	237594.8513	605480.4320
60337	186+34.17	61.12'	237595.0064	605483.0540
60338	186+95.91	61.07'	237656.6339	605479.3890
60339	135+64.90	63.63'	237707.7874	605473.6780
60340	136+22.87	5.90'	237767.8396	605527.1955

COORDINATE LIST				
POINT NO.	STATION	OFFSET	NORTHING	EASTING
60341	137+01.80	17.00'	237726.5627	605590.8333
60342	138+29.54	17.00'	237664.2650	605702.3533
60343	138+47.30	12.00'	237659.9705	605720.2933
60344	138+47.33	21.49'	237651.6648	605715.6955
60345	138+46.19	23.13'	237650.7917	605713.8962
60346	137+01.80	92.00'	237661.0864	605554.2567
60347	188+50.70	-14.20'	237806.7563	605395.1899
60348	188+68.21	-1.17'	237824.9941	605407.1657
60349	189+73.71	-12.68'	237929.6457	605389.5066
60350	190+50.02	-14.97'	238005.6853	605382.7462
60351	190+50.02	-12.97'	238005.8102	605384.7423
60352	190+50.03	22.52'	238007.8931	605420.1782
60353	190+50.03	24.52'	238008.0105	605422.1747
60354	189+30.12	22.54'	237888.1945	605427.2141
60355	188+17.26	8.43'	237824.6080	605416.8130
60356	188+50.85	24.55'	237809.1754	605433.8623
60357	187+48.25	-3.31'	237705.1163	605412.0514
60358	187+51.92	-0.39'	237708.9548	605414.7531
60359	187+51.60	-19.73'	237707.5026	605395.4652
60360	187+48.24	-16.75'	237704.3225	605398.6367
60361	187+37.52	-20.50'	237693.3983	605395.5206
60362	187+42.24	-15.51'	237698.4060	605400.2242
60363	187+42.25	-4.87'	237699.0348	605410.8517
60364	187+37.32	0.14'	237694.4059	605416.1339

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POINT NO.	STATION	OFFSET	NORTHING	EASTING
60400	541+00.00	-35.03'	240945.6899	604987.7339
60401	541+00.00	-40.78'	240950.8896	604990.1802
60402	541+34.73	-62.51'	240955.3445	605030.9028
60403	541+83.76	-62.51'	240934.0072	605075.0423
60404	542+16.21	-81.25'	240936.7489	605112.4164
60405	541+00.00	25.13'	240891.5498	604961.4920
60406	541+00.00	23.97'	240892.6000	604961.9861
60407	541+28.00	34.74'	240870.7149	604982.5209
60408	542+05.41	34.74'	240837.0174	605052.2071
60409	542+07.80	33.03'	240837.5238	605055.1083
60410	542+06.63	31.38'	240839.5227	605054.7765
60411	542+28.63	24.34'	240836.2878	605077.6428
60412	542+44.26	24.11'	240829.6861	605091.8140
60413	542+51.59	24.45'	240826.1956	605098.2652
60414	543+00.72	29.86'	240799.9425	605140.1444
60414	542+00.00	-6.08'	240876.1613	605065.0505



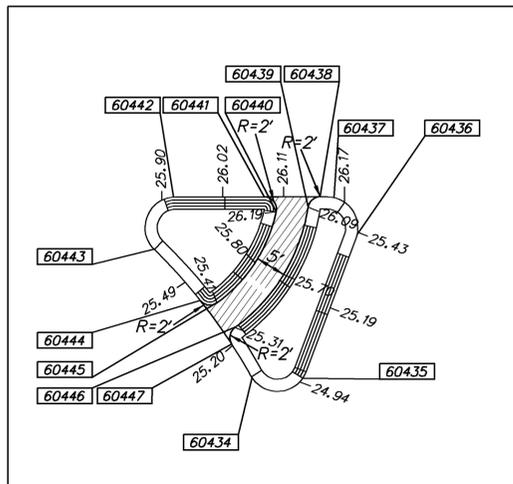
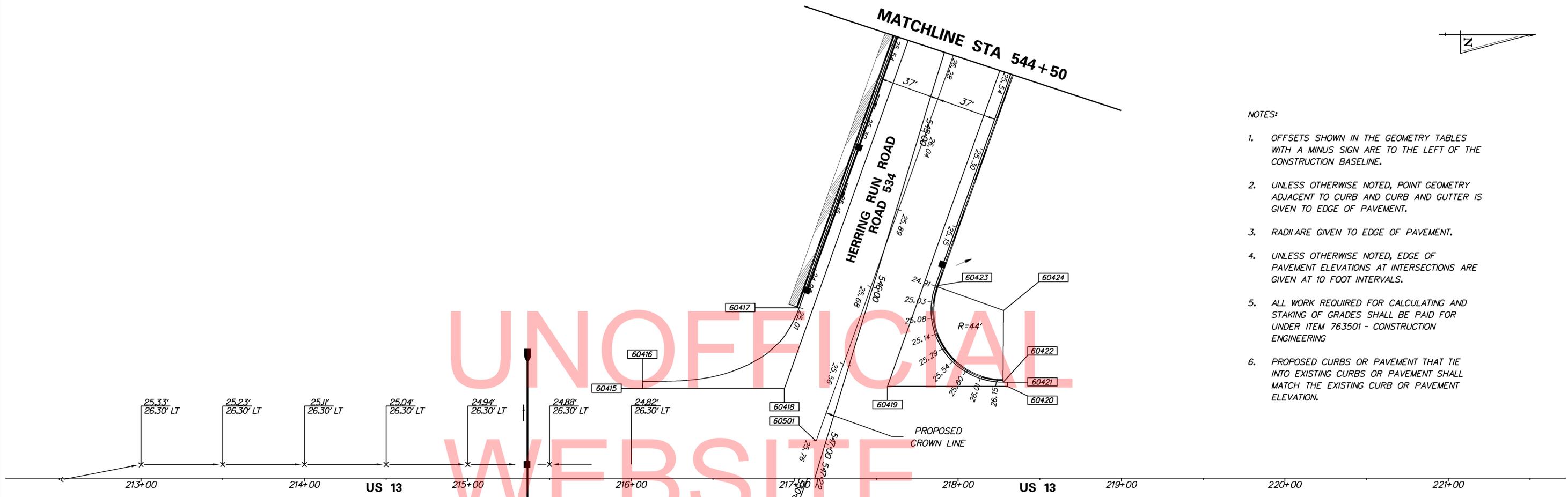
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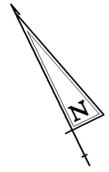


COORDINATE LIST				
POINT NO.	STATION	OFFSET	NORTHING	EASTING
60415	216+07.10	-54.76'	240560.9253	605475.3448
60416	216+06.85	-58.96'	240561.0881	605471.1343
60417	546+25.20	39.45'	240660.9748	605435.5312
60418	546+75.10	33.80'	240647.1054	605483.8043
60419	546+55.48	-26.19'	240710.0398	605488.6269
60420	218+30.20	-56.03'	240783.0943	605495.7611
60421	218+30.23	-58.60'	240783.3753	605493.2055
60422	218+25.54	-58.61'	240780.7019	650492.9395
60423	545+88.26	36.37'	240745.1613	605430.4166
60424	545+90.34	80.60'	240785.2286	605449.2667
60425	215+53.94	56.80'	240497.1729	605581.2094
60426	215+53.97	63.75'	240496.5278	605588.1263
60427	215+54.27	133.75'	240490.0269	605657.8237
60428	551+79.18	27.00'	240552.8789	605688.6397
60429	551+28.64	-38.00'	240633.4882	605671.8803
60430	551+28.34	-37.53'	240633.2023	605671.4024
60431	217+57.05	116.97'	240693.4757	605660.8362
60432	217+66.68	61.98'	240708.4033	605607.0429
60433	217+66.69	55.86'	240709.0054	605600.9464
60434	216+34.03	89.84'	240573.6716	605621.8762
60435	216+42.15	89.72'	240581.7713	605622.5468
60436	216+51.11	66.15'	240592.9717	605599.9613
60437	216+47.03	60.07'	240589.5040	605593.5065
60438	216+45.03	60.00'	240587.5244	605593.2511
60439	216+43.06	61.70'	240585.3932	605594.7469
60440	216+37.84	62.43'	240580.1286	605594.9687
60441	216+35.88	60.01'	240578.4177	605592.3665
60442	216+20.66	60.06'	240563.2463	605590.9347
60443	216+17.80	68.60'	240559.5905	605599.1560
60444	216+25.39	76.97'	240566.3253	605608.2299
60445	216+28.13	77.34'	240569.0175	605608.8630
60446	216+31.04	81.40'	240571.5231	605613.1900
60447	216+30.54	84.11'	240570.7618	605615.8372
60501	547+00.02	5.94'	240663.3103	605517.4822

NOTES:

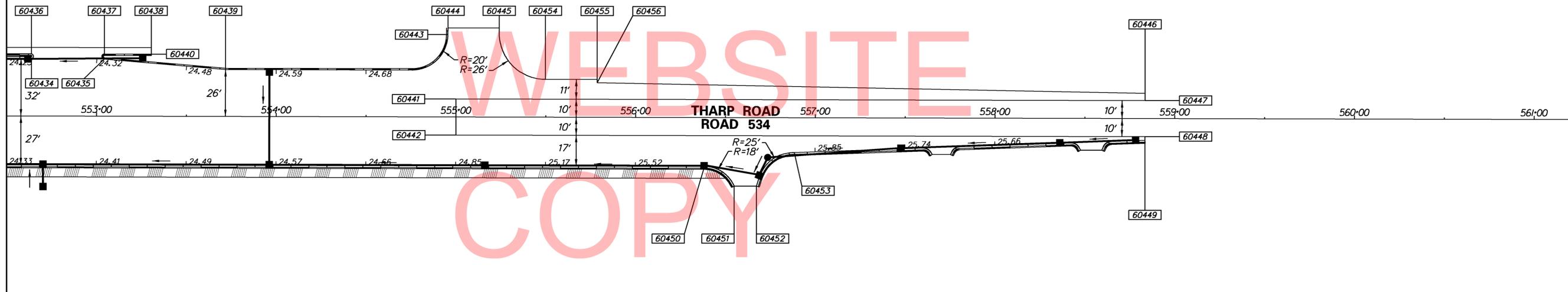
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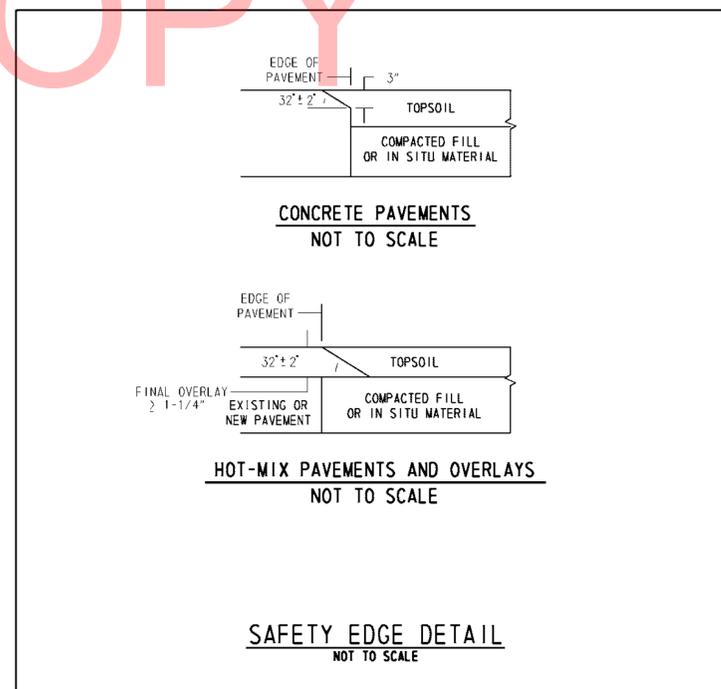
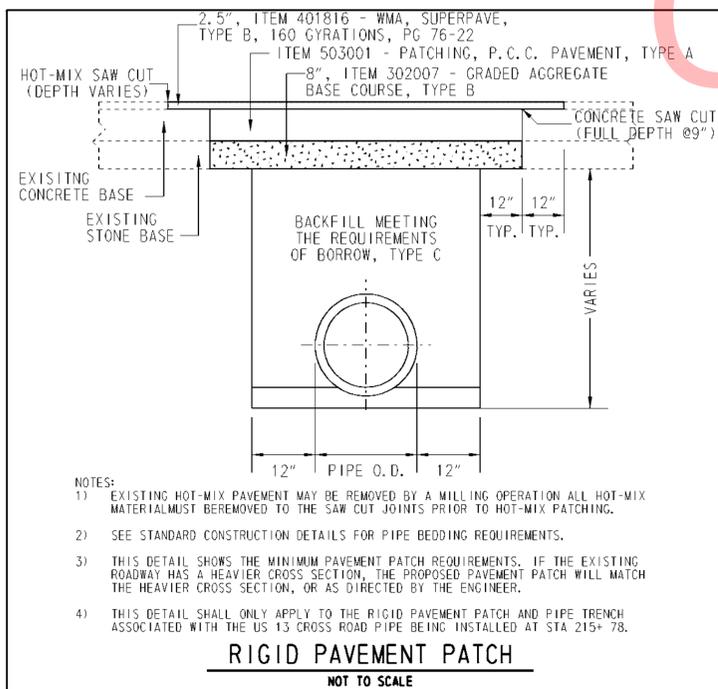
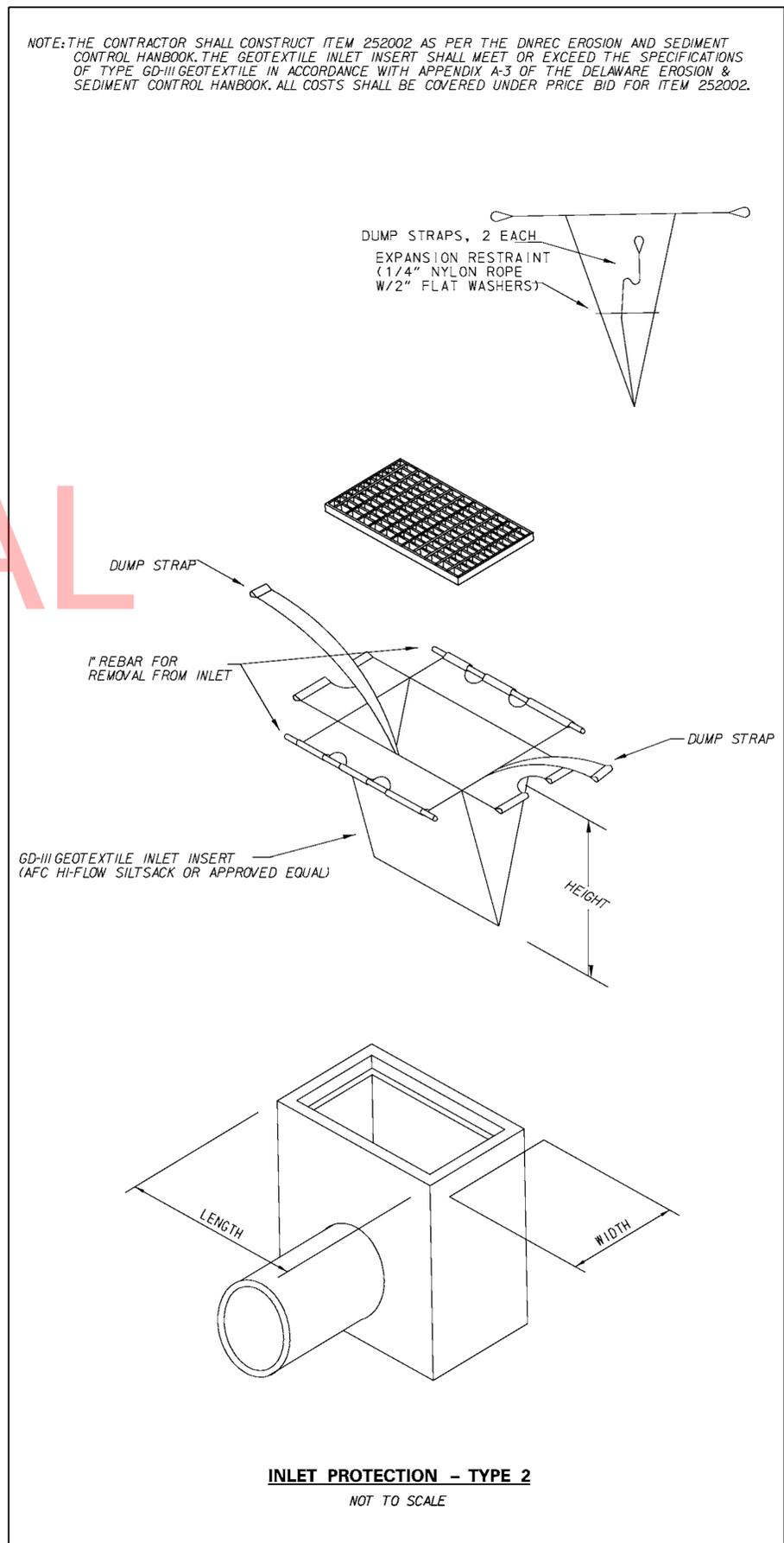
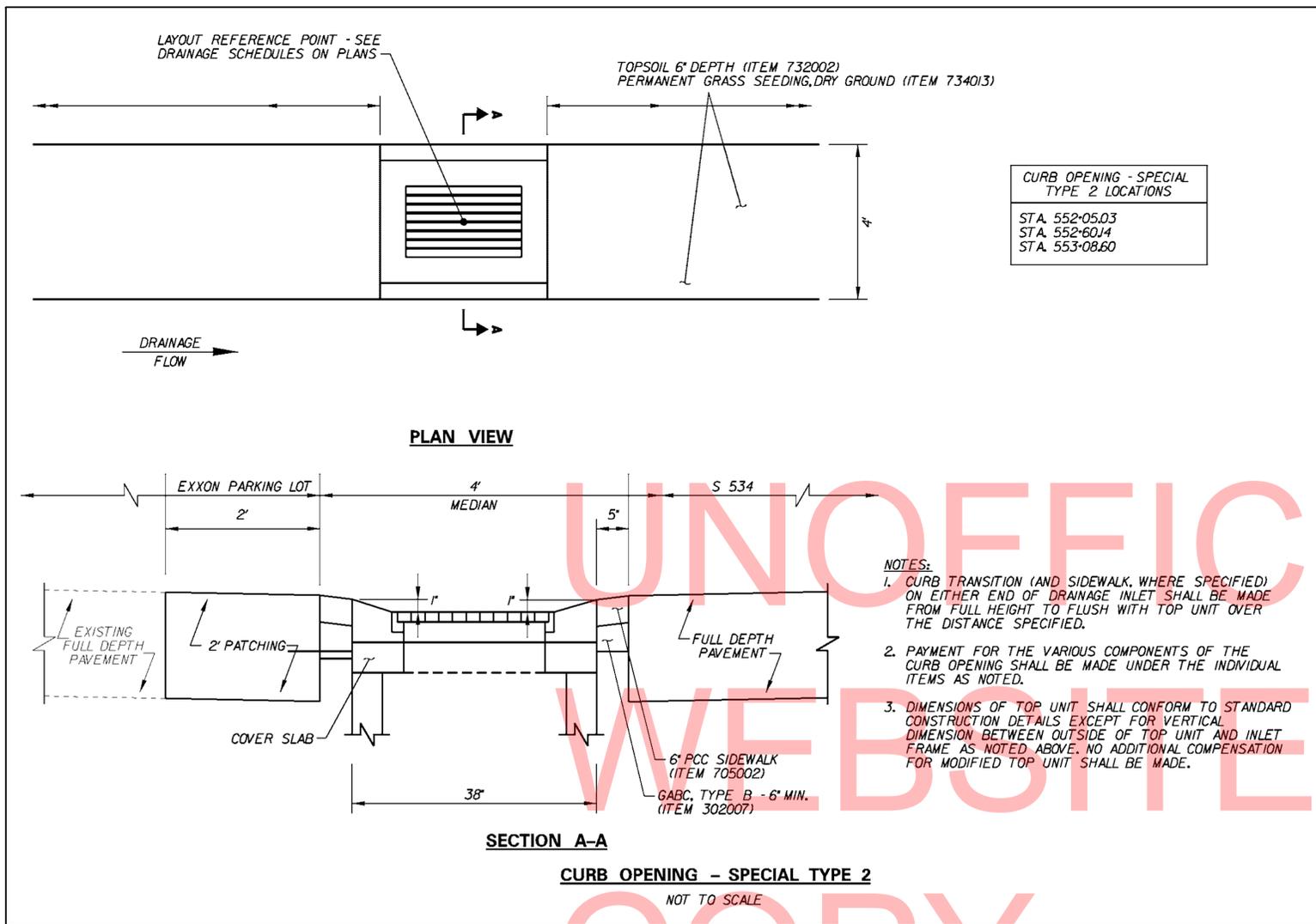
COORDINATE LIST				
POINT NO.	STATION	OFFSET	NORTHING	EASTING
60434	552+63.72	-32.00'	240568.6378	605790.5194
60435	553+04.19	-31.64'	240550.5022	605826.6999
60436	552+63.72	-34.42'	240750.8077	605791.5833
60437	553+04.30	-34.42'	240552.9409	605828.0243
60438	553+30.46	-38.00'	240544.6413	605853.0917
60439	553+71.74	-26.00'	240515.6949	605884.8718
60440	553+30.46	-34.42'	240541.4239	605851.5142
60441	555+00.00	-10.00'	240444.8658	605992.9895
60442	555+00.00	10.00'	240426.9081	605984.1850
60443	554+95.42	-45.71'	240478.9446	606004.5923
60444	554+95.47	-49.38'	240482.2185	606006.2575
60445	555+24.00	-49.38'	240469.6604	606031.8710
60446	558+83.48	-14.00'	240279.6388	606339.0712
60447	558+83.48	-10.00'	240276.0473	606337.3103
60448	558+83.48	10.00'	240258.0896	606328.5057
60449	558+83.48	12.00'	240256.2938	606327.6252
60450	556+38.40	27.00'	240350.7167	606100.9680
60451	556+54.93	37.88'	240333.6646	605111.0219
60452	556+67.31	37.88'	240328.2151	606122.1366
60453	556+88.32	19.19'	240335.7516	606149.2285
60454	555+49.73	-21.00'	240432.8507	606042.4824
60455	555+78.56	-21.00'	240420.1573	606068.3719
60456	555+78.56	-19.23'	240418.5699	606067.5936



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ENVIRONMENTAL COMPLIANCE NOTES

1. GENERAL NOTES:

- A. THE PURPOSE OF THESE SHEETS IS TO IDENTIFY THOSE ITEMS ASSOCIATED WITH ENVIRONMENTAL COMPLIANCE. IMPACT CALCULATIONS ARE FOR AGENCY PERMIT REPORTING PURPOSES ONLY AND ARE NOT TO BE USED FOR BIDDING PURPOSES.
- B. IF A DEPARTURE FROM THE APPROVED PLANS (WHICH WOULD AFFECT ANY NATURAL AND/OR CULTURAL RESOURCES) IS NECESSARY, THE ENVIRONMENTAL STUDIES SECTION SHALL BE CONTACTED AT (302)760-2264 TO ALLOW FOR COORDINATION WITH THE APPROPRIATE RESOURCE AGENCIES AND APPROVAL.
- C. USE OF THESE SHEETS DOES NOT ALLEVIATE THE CONTRACTOR'S RESPONSIBILITY TO COMPLY WITH ALL CONDITIONS SET FORTH IN THE ENVIRONMENTAL STATEMENT AND PERMITS.

2. NATURAL RESOURCE ISSUES:

- A. PERMIT REQUIREMENTS/APPROVALS:
 - U.S. ARMY CORPS OF ENGINEERS (COE): NATIONWIDE PERMIT (NWP) *3(A), NO PCN (MAINTENANCE)
 - DNREC - WETLANDS & SUBAQUEOUS LANDS (WLSL): DELAWARE CODE CH. 72, SECTION 7217 AS AMENDED BY SB186 (B)
 - DNREC - WATER QUALITY (WQC) & COASTAL ZONE CONSISTENCY (CZM): WAIVED (PROJECT NOT LOCATED IN A CRW)
- * THE PERMITS/APPROVALS LISTED ARE THOSE REQUIRED FOR THIS PROJECT. THE ENVIRONMENTAL STUDIES SECTION IS RESPONSIBLE FOR COORDINATING AND/OR OBTAINING THIS APPROVAL.
- ** THE CONTRACTOR MUST ENSURE THAT THESE PERMITS/APPROVALS ARE IN THEIR POSSESSION PRIOR TO BEGINNING CONSTRUCTION IN THE PERMITTED AREA(S) AND ENSURE IT IS DISPLAYED ON-SITE DURING THE ENTIRE CONSTRUCTION PERIOD.

THE ABSENCE OF ASTERISKS AFTER A PERMIT (I.E. COE, WLSL, WQC, CZM) INDICATES THAT COORDINATION HAS BEEN DONE WITH THAT AGENCY, BUT NO WRITTEN AUTHORIZATION WAS REQUIRED. AS SUCH, NO PAPERWORK FROM THAT AGENCY SHOULD BE ANTICIPATED.

- B. CONSTRUCTION RESTRICTIONS:
 - FISHERIES - NONE
 - ENDANGERED SPECIES - NONE
 - MIGRATORY BIRDS - NONE

3. CULTURAL RESOURCE ISSUES:

THIS PROJECT IS CONSISTENT WITH STIPULATION 14.B.10 OF THE PROGRAMMATIC AGREEMENT AMONG THE FEDERAL HIGHWAY ADMINISTRATION, DELAWARE STATE HISTORIC PRESERVATION OFFICE, DELAWARE DEPARTMENT OF TRANSPORTATION, AND ADVISORY COUNCIL OF HISTORIC PRESERVATION.

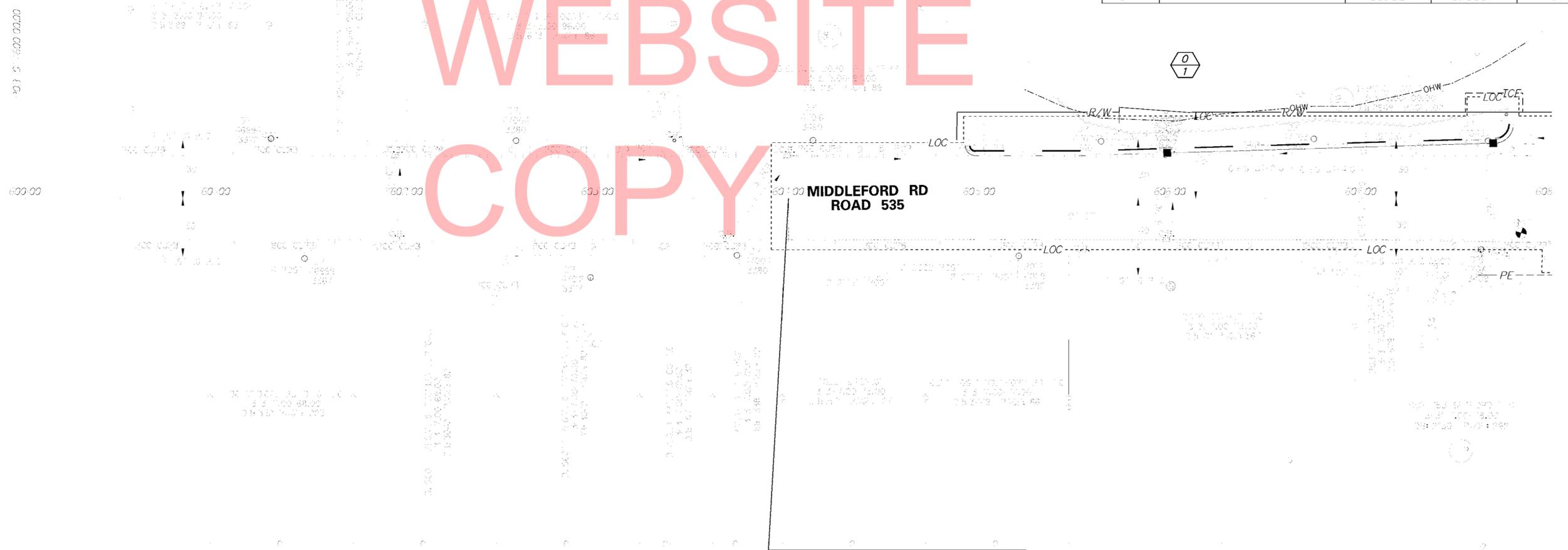
4. CONSTRUCTION ACCESS:

- A. CONTRACTOR'S ACCESS TO WILLIAMS POND IS LIMITED TO THAT AREA NEEDED TO INSTALL RIPRAP FOR THE PIPE OUTFALL LOCATED AT STATION 606+00 L.
- B. CONTRACTOR'S ACCESS TO THE WETLANDS SHOWN ON EC-02 (EXTENDING FROM APPROXIMATELY STATION 622+60 TO 625+50 R) IS STRICTLY PROHIBITED. ORANGE CONSTRUCTION FENCE SHALL BE INSTALLED ALONG THE LOC AT THIS LOCATION

LEGEND	
	TEMPORARY IMPACT AREA
	ORDINARY HIGH WATER
	TIDAL WETLAND
	IMPACT AREA TYPE ID. (SEE BELOW) IMPACT AREA ID AND/OR NUMBER
0	= OPEN WATER IMPACT

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IMPACT AREA SCHEDULE					
ID	IMPACT DESCRIPTION	AREA (SF)	AREA (AC)	VOLUME (CY)	JURISDICTION
0-1	RIPRAP	30.52	0.0007	1.72	ACOE/DNREC



ORIGINAL SHEET PREPARED BY SONYA LAGRAND ON 10-06-2011. SHEET LAST UPDATED ON 11-18-2012.

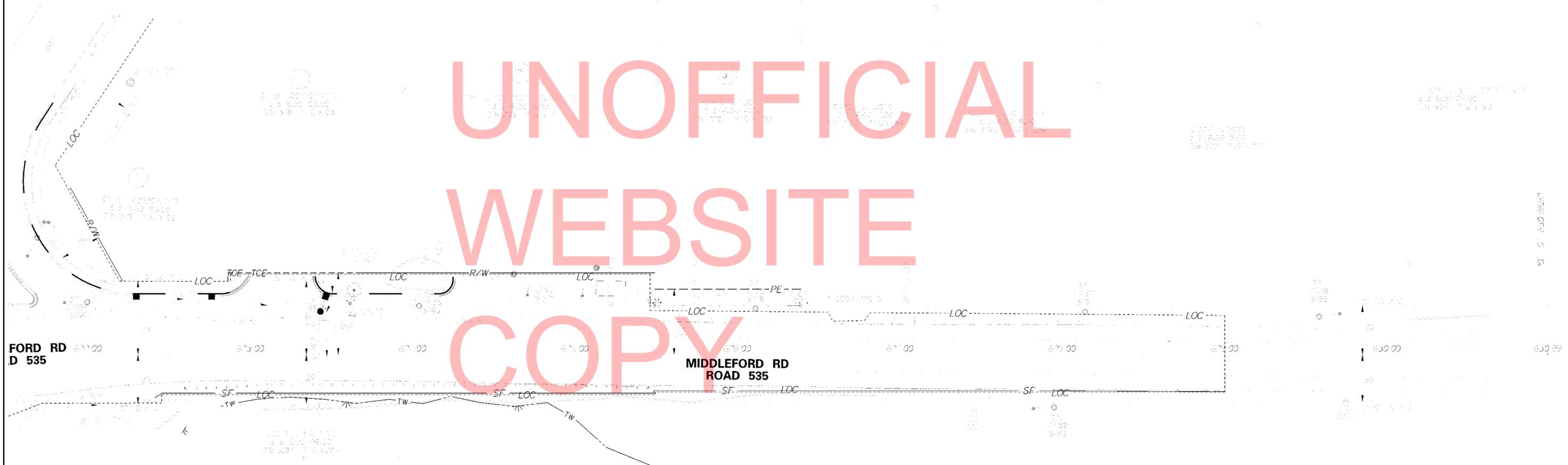
WETLANDS DELINEATED BY KENNETH DUNNE ON 01-10-2011 IN ACCORDANCE WITH THE US ARMY CORPS OF ENGINEERS "CORPS OF ENGINEERS WETLAND DELINEATION MANUAL AND REGIONAL SUPPLEMENT (1987)"

**LIMIT OF CONSTRUCTION
STATION 604+00.00**

<p>DELAWARE DEPARTMENT OF TRANSPORTATION</p>	ADDENDUMS / REVISIONS		<p>US 13 SEAFORD INTERSECTION IMPROVEMENTS PROJECT</p>	CONTRACT	BRIDGE NO.	X	<p>ENVIRONMENTAL COMPLIANCE PLAN</p>	SHEET NO.
	T200412401	DESIGNED BY:		<p>EC-01</p>	48			
	COUNTY	CHECKED BY:			TOTAL SHTS.			
	SUSSEX				114			

NO IMPACTS ON THIS SHEET.

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LEGEND	
	TEMPORARY IMPACT AREA
	OHW ORDINARY HIGH WATER
	TW TIDAL WETLAND
	IMPACT AREA TYPE ID. (SEE BELOW)
	IMPACT AREA ID AND/OR NUMBER
	0 = OPEN WATER IMPACT

ADDENDUMS / REVISIONS

CONTRACT	BRIDGE NO.	N/A
T200412401	DESIGNED BY:	
COUNTY	CHECKED BY:	
SUSSEX		

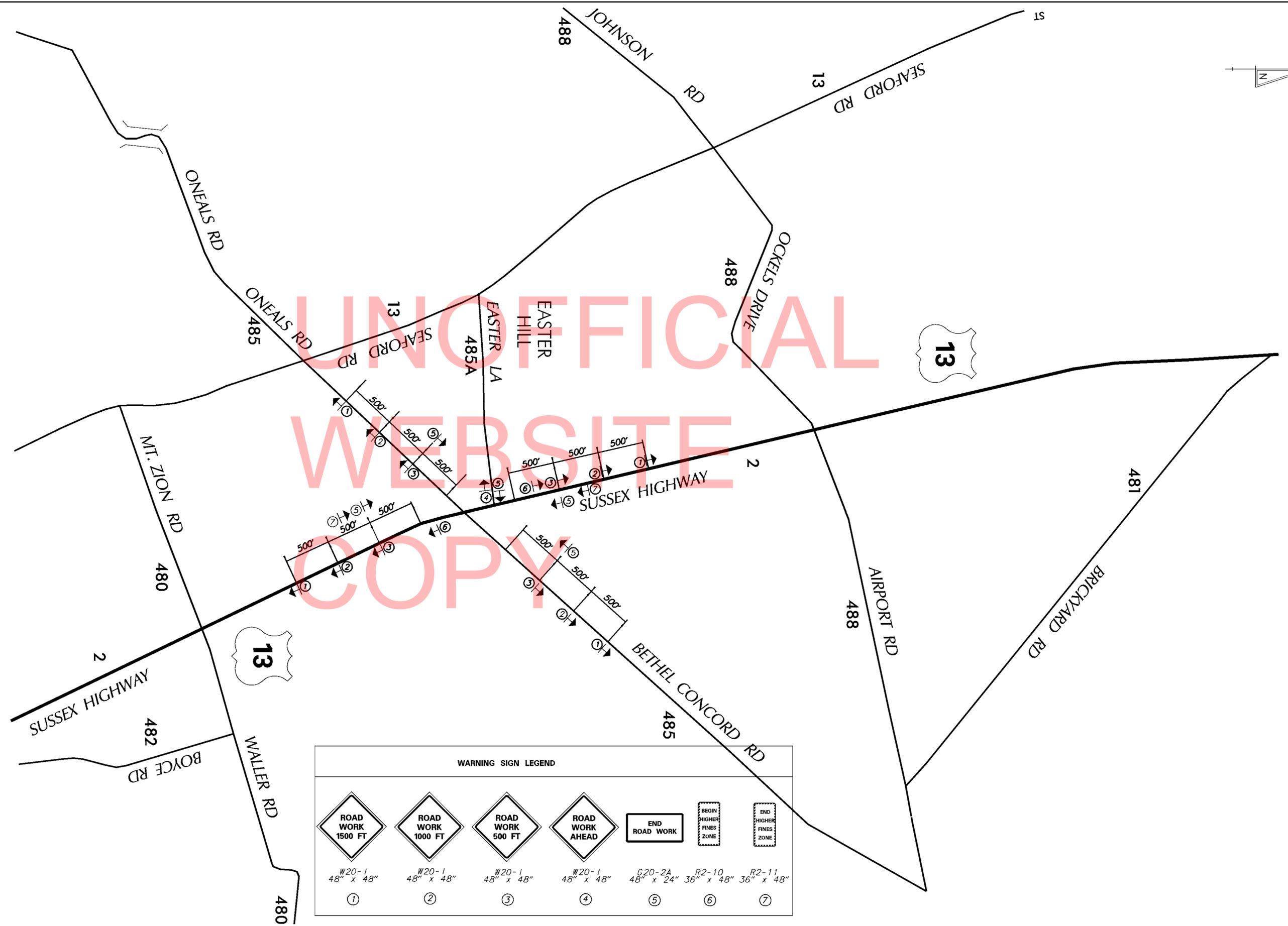
MOT NOTES

1. MAINTENANCE OF TRAFFIC DURING LANE CLOSURES AND LANE SHIFTS SHALL CONFORM TO TYPICAL APPLICATION 3, 3A, 10, 11B, 17A, 20, 23, 33, 35, 35B OF THE DELAWARE MUTCD.
2. LONGITUDINAL DIMENSIONS FOR MAINTENANCE OF TRAFFIC CONFIGURATIONS MAY BE ADJUSTED SLIGHTLY TO FIT FIELD CONDITION AS DIRECTED BY THE ENGINEER.
3. IN ADDITION TO THE CONDITIONS NOTED ELSEWHERE IN THE CONTRACT DOCUMENTS, THERE SHALL BE NO LANE CLOSURES ON US 13 TRAVEL LANES OF THIS CONTRACT DURING THE FOLLOWING TIME PERIOD: 8:00 A.M. TO 6:00 P.M.
4. NIGHT WORK SHALL BE RESTRICTED TO THE HOURS OF 8:00 P.M. TO 6:00 A.M. AND IS SUBJECT TO THE RESTRICTIONS ON LANE CLOSURES IN ITEM 743000 OR OTHER RESTRICTIONS AS NOTED IN THE CONTRACT DOCUMENTS OR AS DIRECTED BY THE ENGINEER.
5. THE CONTRACTOR SHALL SUPPLY MESSAGE BOARDS UNDER ITEM 743004 - FURNISH AND MAINTAIN PORTABLE CHANGEABLE MESSAGE SIGN. THE CONTRACTOR MUST DESIGNATE WHO SHALL BE RESPONSIBLE FOR THESE MESSAGE BOARDS. MOVING THE MESSAGE BOARDS TO DIFFERENT LOCATIONS DURING CONSTRUCTION WILL BE INCIDENTAL TO ITEM 743004. AT AT MINIMUM, MESSAGE BOARDS SHALL BE POSTED 1 WEEK PRIOR TO THE START OF CONSTRUCTION AND CHANGES IN TRAFFIC PATTERNS. THE MESSAGE IN ADVANCE OF THE SUBSEQUENT STAGES SHALL READ "NEW TRAFFIC PATTERN ON OR ABOUT XX/XX/XX TO BE APPROVED BY SOUTH DISTRICT SAFETY OFFICER."
6. A TYPE II TRUCK MOUNTED ATTENUATOR (TMA) SHALL BE REQUIRED ON THIS PROJECT DURING THE FOLLOWING OPERATIONS:
 - TEMPORARY/PERMANENT PAVEMENT MARKINGS
 - ROADSIDE SPRAYING
 - PATCHING
 - MILLING
 - SWEEPING
 - TEMPORARY TRAFFIC BARRIER PLACEMENT
 - OR AS DIRECTED BY THE ENGINEER.

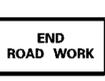
THE ROLL AHEAD DISTANCE SHALL BE AS PER THE MANUFACTURER'S RECOMMENDATIONS. THE TMA SHALL CONFORM TO THE REQUIREMENTS OF SECTION 6F OF THE DELAWARE MUTCD.
7. UNLESS OTHERWISE NOTED ON PLANS, THE COST OF ANY FLOODLIGHTING NECESSARY DUE TO WORK OCCURRING AFTER DARK WILL BE PAID FOR UNDER ITEM 743005 - FURNISH AND MAINTAIN PORTABLE LIGHT ASSEMBLY. DURING BOTH DAY AND NIGHT WORK, ALL PERSONS WORKING WITHIN THE WORK SITE MUST WEAR REFLECTORIZED VESTS IN ACCORDANCE WITH DEMUTCD.
8. EXISTING STORM FLOW SHALL BE MAINTAINED DURING THE CONSTRUCTION OF ALL PROPOSED DRAINAGE SYSTEM. STORM FLOW SHALL BE PUMPED TO BYPASS THE CONSTRUCTION AREA AS REQUIRED AND THE PUMPING LENGTH SHALL BE KEPT TO A MINIMUM. EXISTING SECTIONS SHALL REMAIN IN PLACE UPSTREAM OF THE CONSTRUCTION AREA UNTIL NO LONGER NEEDED.
9. PEDESTRIAN ACCESS ON PARCEL 3-31-5.00-105.00, PARCEL 3-31-5.00-43.03, AND ANYWHERE ACCESS WILL BE IMPACTED MUST BE MAINTAINED THROUGHTOUT THE ENTIRE PROJECT INCIDENTAL TO ITEM 743552 B AND 743553 B.
10. ROADWAY EXCAVATION ADJACENT TO TRAVEL LANES SHALL NOT BE MORE THAN THE CONTRACTOR CAN BACKFILL WITH GABC OR HOT-MIX MATERIAL TO WITHIN 2" OF THE ADJACENT ROADWAY GRADE WITHIN THE SAME WORKING DAY. AT THE END OF EACH WORKING DAY GABC SHALL NOT BE USED AS A FINAL LAYER ON THROUGH LANES. GRADING AND MAINTAINING BASE COURSE THAT IS USED AS A TEMPORARY TRAVELWAY, DRIVEWAY, ACCESS RAMP, ETC. SHALL BE INCIDENTAL TO ITEM 743000 - MAINTAINCE OF TRAFFIC. EXCESS BASE COURSE MATERIAL SHALL BE PUSHED AHEAD AND USED IN THE NEXT SEGMENT AND SHALL BE INCIDENTAL TO THE PARTICULAR BASE COURSE PAY ITEM. NO SEPERATE PAYMENT SHALL BE MADE FOR TEMPORARY ROADWAY MATERIAL (TRM) USED TO PROTECT EDGE DROP-OFFS, UNLESS THE MATERIAL IS EVENTUALLY UTILIZED AS PART OF A PERMANENT ROADWAY AT WHICH TIME THE MATERIAL WOULD BE PAID FOR UNDER THE RESPECTIVE CONTRACT MATERIAL ITEM. CONSTRUCTION OF A PLANNED RUNAROUND OR DETOUR WOULD BE ELEGIBLE FOR PAYMENT AS SPECIFIED IN THE CONTRACT.
11. ALL WORK IS TO BE COMPLETED AT THE INTERSECTION BEFORE MOVING TO THE NEXT INTERSECTION IN ORDER FOR "WORK AHEAD" SIGNS TO BE CONSISTENT WITH CONSTRUCTION ACTIVITIES.
12. DeI DOT TRAFFIC RESERVES THE RIGHT TO MODIFY THE TRAFFIC CONTROL AS FIELD CONDITIONS DICTATE.
13. ALL TRUCK TURNING MOVEMENTS MUST BE MAINTAINED.
14. CONTRACTOR MUST COORDINATE WITH STATE TRAFFIC FORCES FOR ANY SIGNAL WORK INCLUDING BUT NOT LIMITED TO HEAD ADJUSTMENTS, SIGNAL TIMING, ETC.

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 DELAWARE DEPARTMENT OF TRANSPORTATION	ADDENDUMS / REVISIONS		NOT TO SCALE	US 13 SEAFORD INTERSECTION IMPROVEMENTS PROJECT	CONTRACT	BRIDGE NO.	N/A	CONSTRUCTION PHASING, M.O.T., AND EROSION CONTROL PLAN	SHEET NO.
					T200412401	DESIGNED BY:	50		
					COUNTY	CHECKED BY:	TOTAL SHTS.		
					SUSSEX		114		



WARNING SIGN LEGEND

 <small>W20-1 48" x 48"</small> <small>①</small>	 <small>W20-1 48" x 48"</small> <small>②</small>	 <small>W20-1 48" x 48"</small> <small>③</small>	 <small>W20-1 48" x 48"</small> <small>④</small>	 <small>G20-2A 48" x 24"</small> <small>⑤</small>	 <small>R2-10 36" x 48"</small> <small>⑥</small>	 <small>R2-11 36" x 48"</small> <small>⑦</small>
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ADDENDUMS / REVISIONS

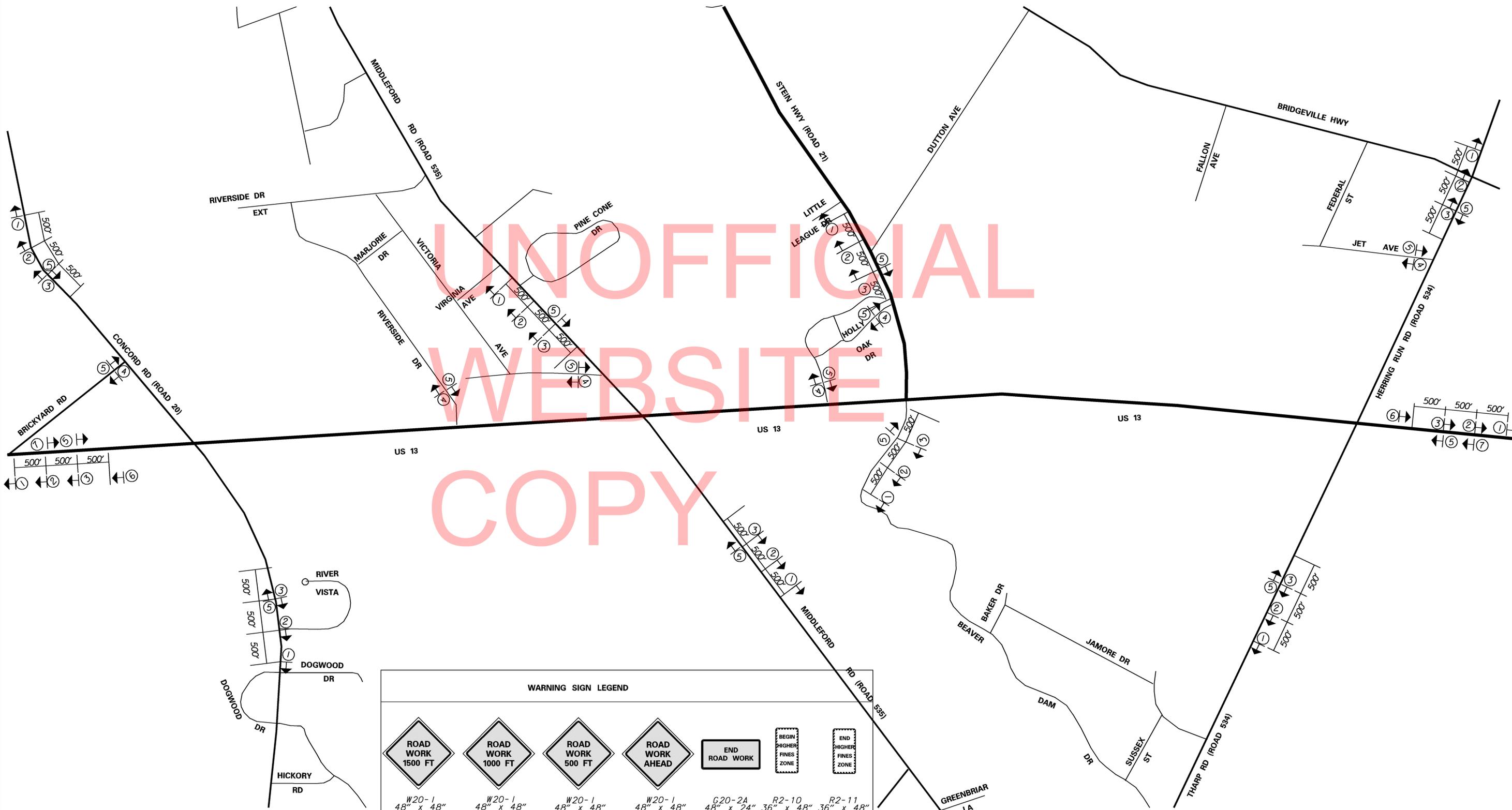
NOT TO SCALE

US 13 SEAFORD INTERSECTION IMPROVEMENTS PROJECT

CONTRACT 24-124-01	BRIDGE NO.	X
COUNTY SUSSEX	DESIGNED BY:	
	CHECKED BY:	

CONSTRUCTION PHASING, M.O.T., AND EROSION CONTROL PLAN

SHEET NO. 51
TOTAL SHTS. 114



WARNING SIGN LEGEND						
W20-1 48" x 48"	W20-1 48" x 48"	W20-1 48" x 48"	W20-1 48" x 48"	G20-2A 48" x 24"	R2-10 36" x 48"	R2-11 36" x 48"
①	②	③	④	⑤	⑥	⑦

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ADDENDUMS / REVISIONS

NOT TO SCALE

US 13 SEAFORD INTERSECTION IMPROVEMENTS PROJECT

CONTRACT T200412401	BRIDGE NO. N/A
COUNTY SUSSEX	DESIGNED BY: SONYA LAGRAND
	CHECKED BY:

CONSTRUCTION PHASING, M.O.T., AND EROSION CONTROL PLAN

SEQUENCE OF CONSTRUCTION

1. WHERE FEASIBLE, ALL NECESSARY UTILITIES SHALL BE RELOCATED BEFORE CONSTRUCTION.
2. IMPLEMENT LANE CLOSURE ON US 13 UTILIZING TYPICAL APPLICATION 33.
3. IMPLEMENT DETOUR FOR ONEALS ROAD USING TYPICAL APPLICATION 20. ALL TRAFFIC WILL BE DIRECTED NORTH TO AIRPORT ROAD/OCKELS DRIVE.
4. INSTALL ALL EROSION AND SEDIMENT CONTROL.
5. EXCAVATE AND CONSTRUCT ISLAND ON ONEALS ROAD.
6. STABILIZE WORK AREAS IN ACCORDANCE WITH DIVISION 200 OF THE DELAWARE STANDARD SPECIFICATIONS.
7. INSTALL ALL PROPOSED SIGNING AND STRIPING BEFORE REMOVAL OF ANY TEMPORARY TRAFFIC CONTROL DEVICES.
8. REMOVE ALL TEMPORARY TRAFFIC CONTROL DEVICES AND PLACE NEW PERMANENT TRAFFIC SIGNS ON ONEALS ROAD APPROACH.
9. REMOVE ALL EROSION AND SEDIMENT DEVICES.



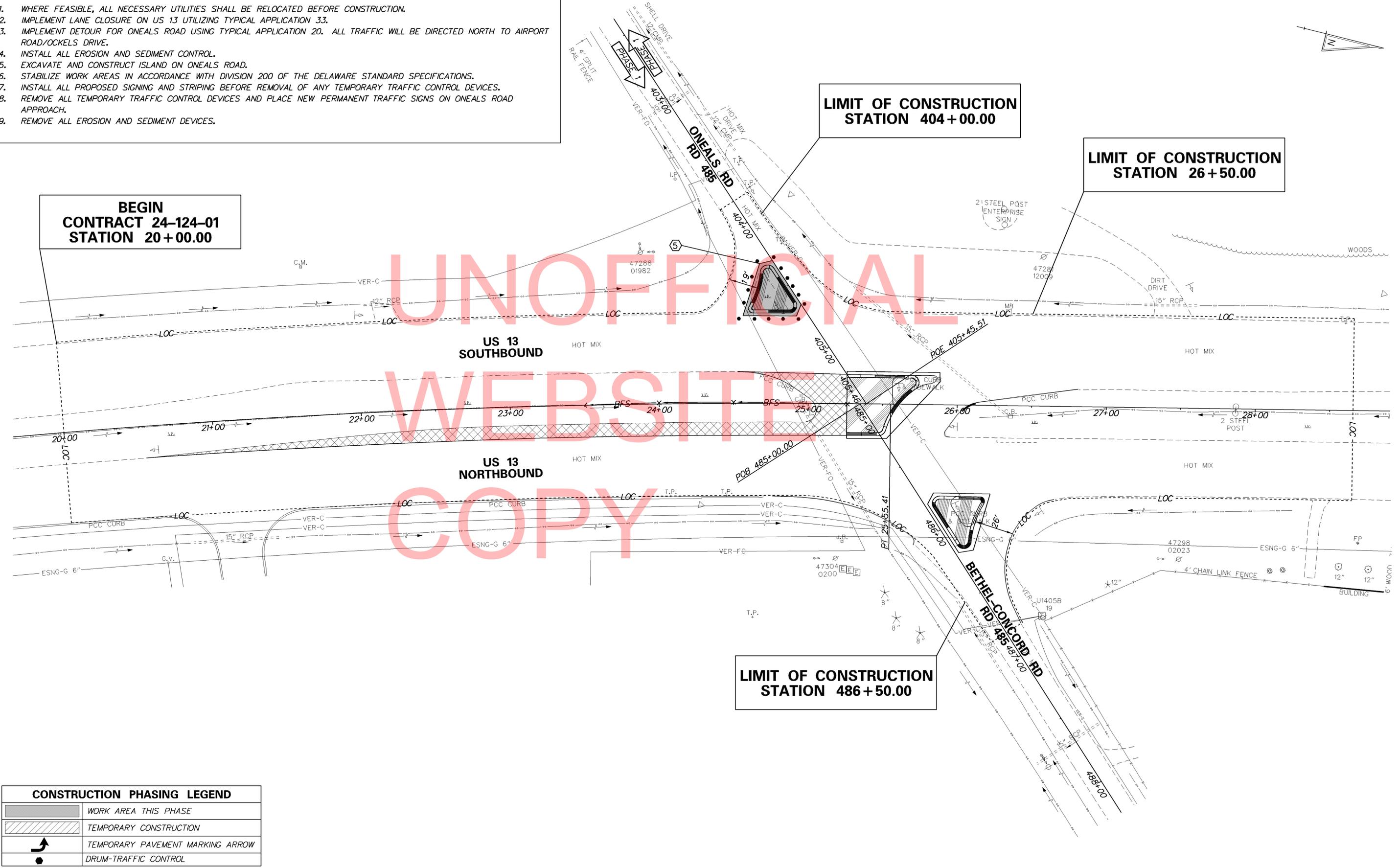
**BEGIN
CONTRACT 24-124-01
STATION 20+00.00**

**LIMIT OF CONSTRUCTION
STATION 404+00.00**

**LIMIT OF CONSTRUCTION
STATION 26+50.00**

**LIMIT OF CONSTRUCTION
STATION 486+50.00**

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WEBSITE
COPY

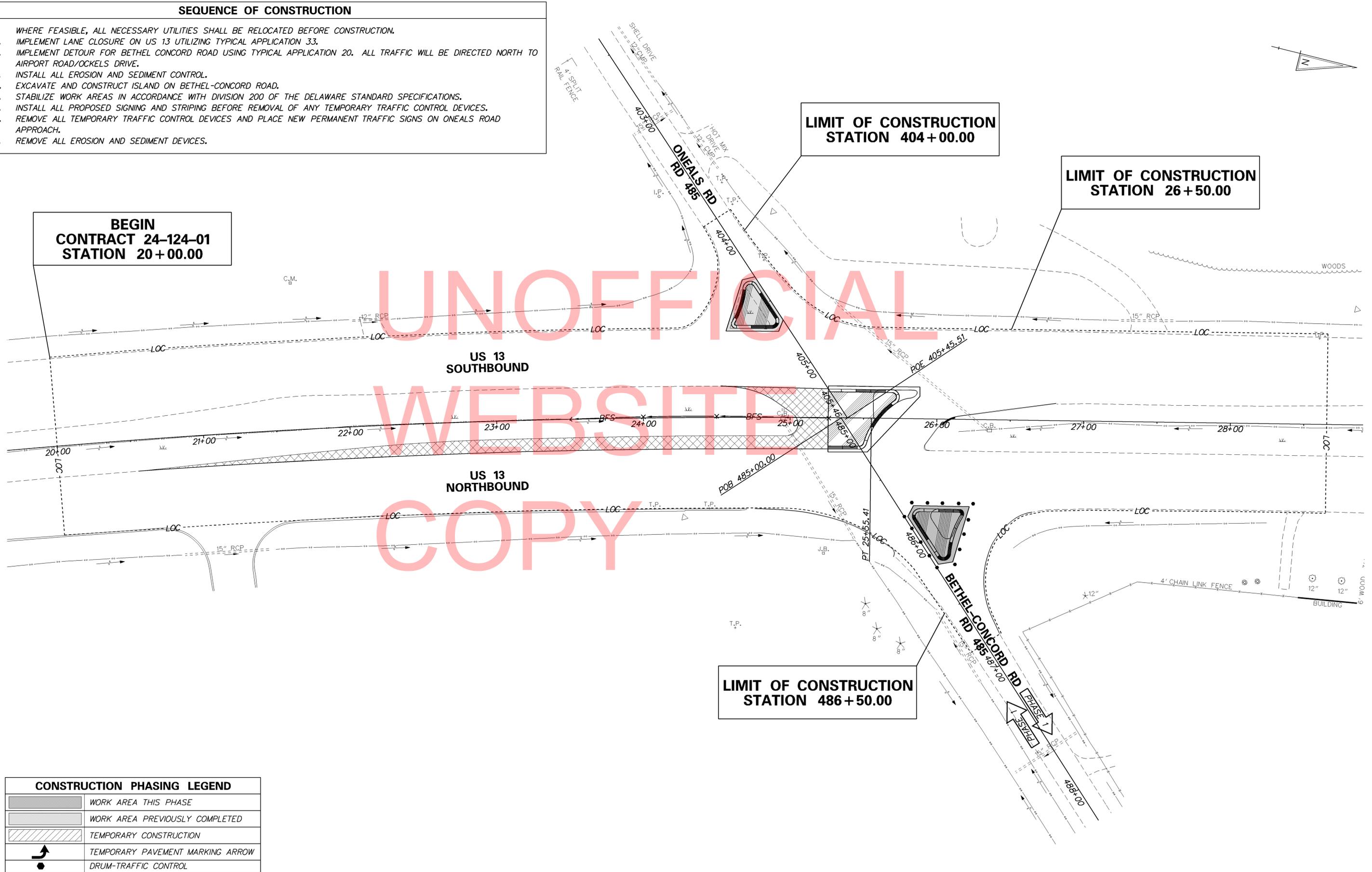


CONSTRUCTION PHASING LEGEND	
	WORK AREA THIS PHASE
	TEMPORARY CONSTRUCTION
	TEMPORARY PAVEMENT MARKING ARROW
	DRUM-TRAFFIC CONTROL

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SEQUENCE OF CONSTRUCTION

1. WHERE FEASIBLE, ALL NECESSARY UTILITIES SHALL BE RELOCATED BEFORE CONSTRUCTION.
2. IMPLEMENT LANE CLOSURE ON US 13 UTILIZING TYPICAL APPLICATION 33.
3. IMPLEMENT DETOUR FOR BETHEL CONCORD ROAD USING TYPICAL APPLICATION 20. ALL TRAFFIC WILL BE DIRECTED NORTH TO AIRPORT ROAD/OCKELS DRIVE.
4. INSTALL ALL EROSION AND SEDIMENT CONTROL.
5. EXCAVATE AND CONSTRUCT ISLAND ON BETHEL-CONCORD ROAD.
6. STABILIZE WORK AREAS IN ACCORDANCE WITH DIVISION 200 OF THE DELAWARE STANDARD SPECIFICATIONS.
7. INSTALL ALL PROPOSED SIGNING AND STRIPING BEFORE REMOVAL OF ANY TEMPORARY TRAFFIC CONTROL DEVICES.
8. REMOVE ALL TEMPORARY TRAFFIC CONTROL DEVICES AND PLACE NEW PERMANENT TRAFFIC SIGNS ON ONEALS ROAD APPROACH.
9. REMOVE ALL EROSION AND SEDIMENT DEVICES.



**BEGIN
CONTRACT 24-124-01
STATION 20+00.00**

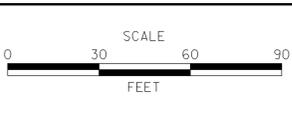
**LIMIT OF CONSTRUCTION
STATION 404+00.00**

**LIMIT OF CONSTRUCTION
STATION 26+50.00**

**LIMIT OF CONSTRUCTION
STATION 486+50.00**

CONSTRUCTION PHASING LEGEND	
	WORK AREA THIS PHASE
	WORK AREA PREVIOUSLY COMPLETED
	TEMPORARY CONSTRUCTION
	TEMPORARY PAVEMENT MARKING ARROW
	DRUM-TRAFFIC CONTROL

ADDENDUMS / REVISIONS

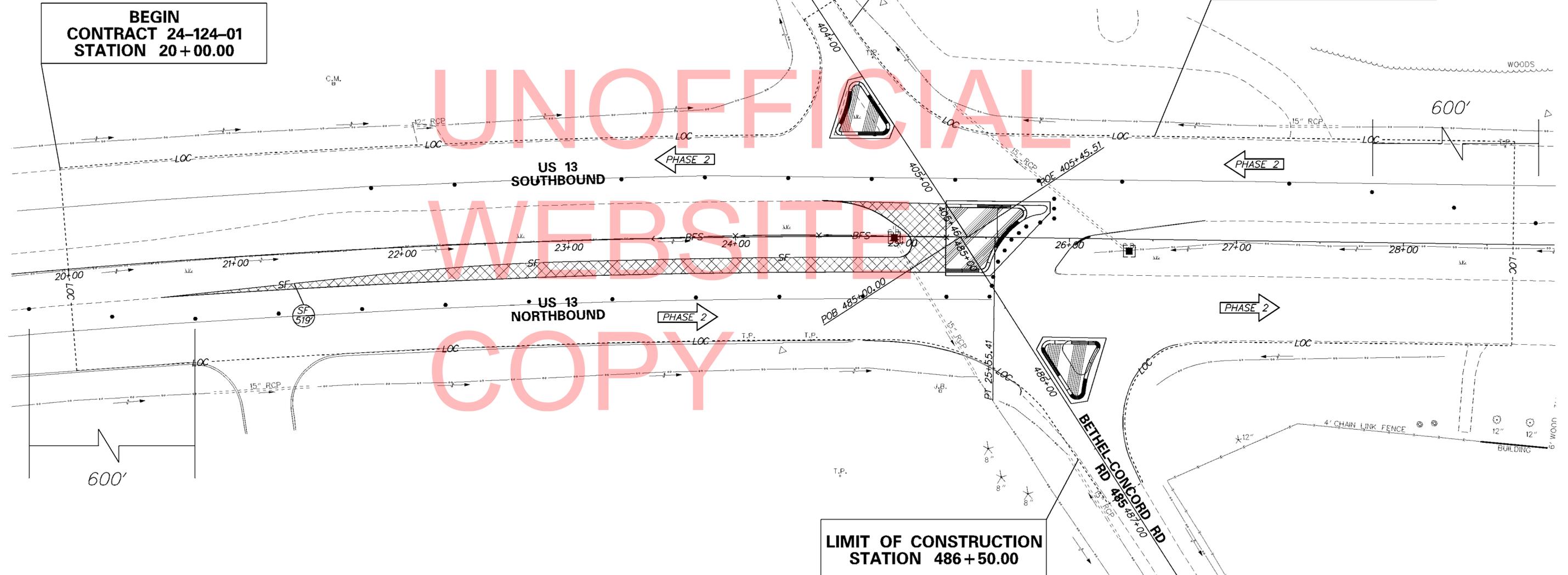


CONTRACT T200412401	BRIDGE NO. N/A
COUNTY SUSSEX	DESIGNED BY:
	CHECKED BY:

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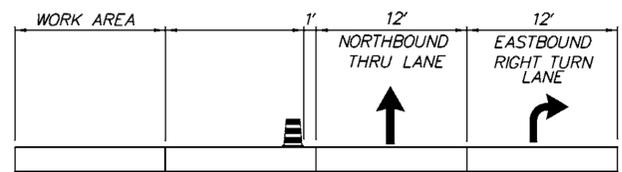
SEQUENCE OF CONSTRUCTION

1. WHERE FEASIBLE, ALL NECESSARY UTILITIES SHALL BE RELOCATED BEFORE CONSTRUCTION.
2. PLACE TEMPORARY TRAFFIC CONTROL DEVICES ALONG US 13 IN BOTH DIRECTIONS.
3. INSTALL ALL EROSION AND SEDIMENT CONTROL.
4. EXCAVATE AND CONSTRUCT THE US 13 MEDIAN ISLAND USING TYPICAL APPLICATION 33 OF THE DELAWARE TRAFFIC CONTROL MANUAL.
5. REMOVE THE US ROUTE 13 NORTHBOUND LEFT TURN LANE USING TYPICAL APPLICATION 33 OF THE DELAWARE TRAFFIC CONTROL MANUAL.
6. STABILIZE WORK AREAS IN ACCORDANCE WITH DIVISION 200 OF THE DELAWARE STANDARD SPECIFICATIONS.
7. INSTALL ALL PROPOSED SIGNING AND STRIPING BEFORE REMOVAL OF ANY TEMPORARY TRAFFIC CONTROL DEVICES.
8. REMOVE ALL TEMPORARY TRAFFIC CONTROL DEVICES AND PLACE NEW PERMANENT TRAFFIC SIGNS ON ALL FOUR APPROACHES.
9. REMOVE ALL EROSION AND SEDIMENT DEVICES.



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CONSTRUCTION PHASING LEGEND	
	WORK AREA THIS PHASE
	WORK AREA PREVIOUSLY COMPLETED
	TEMPORARY CONSTRUCTION
	TEMPORARY PAVEMENT MARKING ARROW
	DRUM-TRAFFIC CONTROL



US 13

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ADDENDUMS / REVISIONS

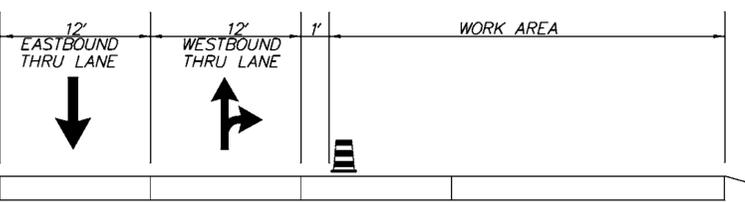
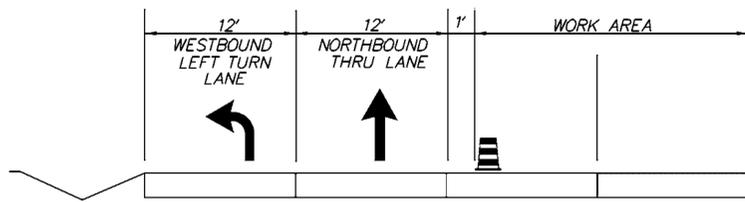
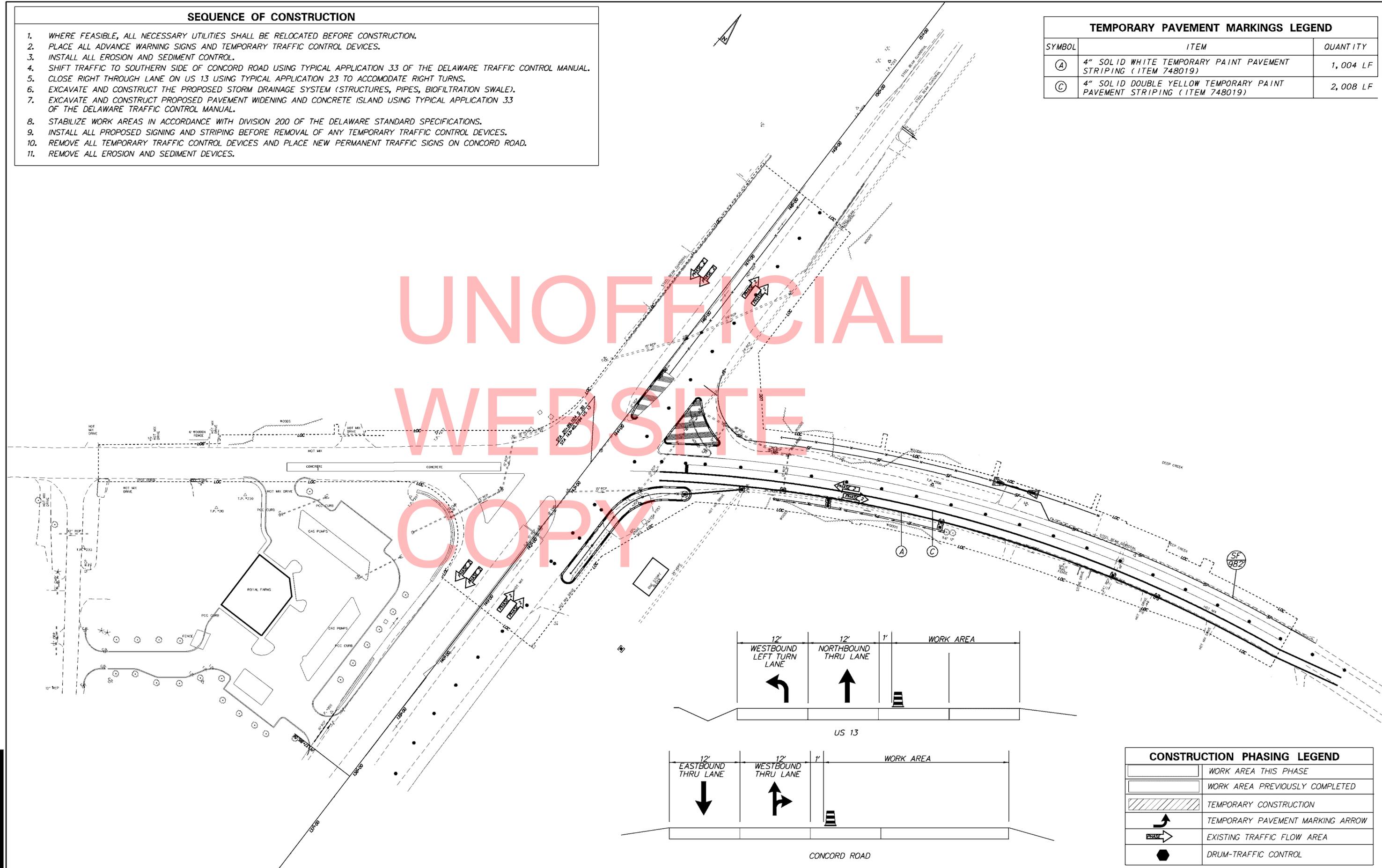
CONTRACT T200412401	BRIDGE NO. N/A
COUNTY SUSSEX	DESIGNED BY:
	CHECKED BY:

SEQUENCE OF CONSTRUCTION

1. WHERE FEASIBLE, ALL NECESSARY UTILITIES SHALL BE RELOCATED BEFORE CONSTRUCTION.
2. PLACE ALL ADVANCE WARNING SIGNS AND TEMPORARY TRAFFIC CONTROL DEVICES.
3. INSTALL ALL EROSION AND SEDIMENT CONTROL.
4. SHIFT TRAFFIC TO SOUTHERN SIDE OF CONCORD ROAD USING TYPICAL APPLICATION 33 OF THE DELAWARE TRAFFIC CONTROL MANUAL.
5. CLOSE RIGHT THROUGH LANE ON US 13 USING TYPICAL APPLICATION 23 TO ACCOMMODATE RIGHT TURNS.
6. EXCAVATE AND CONSTRUCT THE PROPOSED STORM DRAINAGE SYSTEM (STRUCTURES, PIPES, BIOFILTRATION SWALE).
7. EXCAVATE AND CONSTRUCT PROPOSED PAVEMENT WIDENING AND CONCRETE ISLAND USING TYPICAL APPLICATION 33 OF THE DELAWARE TRAFFIC CONTROL MANUAL.
8. STABILIZE WORK AREAS IN ACCORDANCE WITH DIVISION 200 OF THE DELAWARE STANDARD SPECIFICATIONS.
9. INSTALL ALL PROPOSED SIGNING AND STRIPING BEFORE REMOVAL OF ANY TEMPORARY TRAFFIC CONTROL DEVICES.
10. REMOVE ALL TEMPORARY TRAFFIC CONTROL DEVICES AND PLACE NEW PERMANENT TRAFFIC SIGNS ON CONCORD ROAD.
11. REMOVE ALL EROSION AND SEDIMENT DEVICES.

TEMPORARY PAVEMENT MARKINGS LEGEND		
SYMBOL	ITEM	QUANTITY
(A)	4" SOLID WHITE TEMPORARY PAINT PAVEMENT STRIPING (ITEM 748019)	1,004 LF
(C)	4" SOLID DOUBLE YELLOW TEMPORARY PAINT PAVEMENT STRIPING (ITEM 748019)	2,008 LF

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CONSTRUCTION PHASING LEGEND	
	WORK AREA THIS PHASE
	WORK AREA PREVIOUSLY COMPLETED
	TEMPORARY CONSTRUCTION
	TEMPORARY PAVEMENT MARKING ARROW
	EXISTING TRAFFIC FLOW AREA
	DRUM-TRAFFIC CONTROL

ADDENDUMS / REVISIONS

CONTRACT T200412401	BRIDGE NO. N/A
COUNTY SUSSEX	DESIGNED BY:
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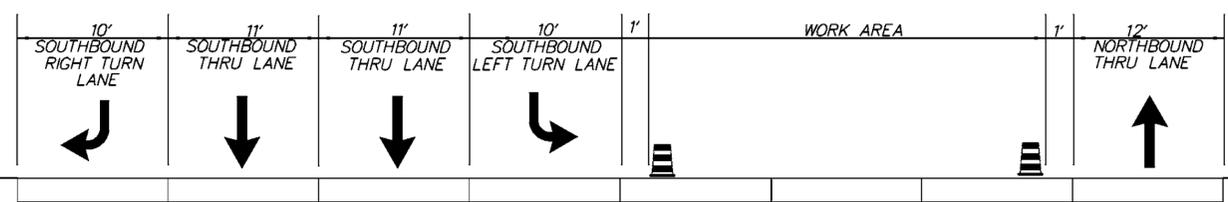
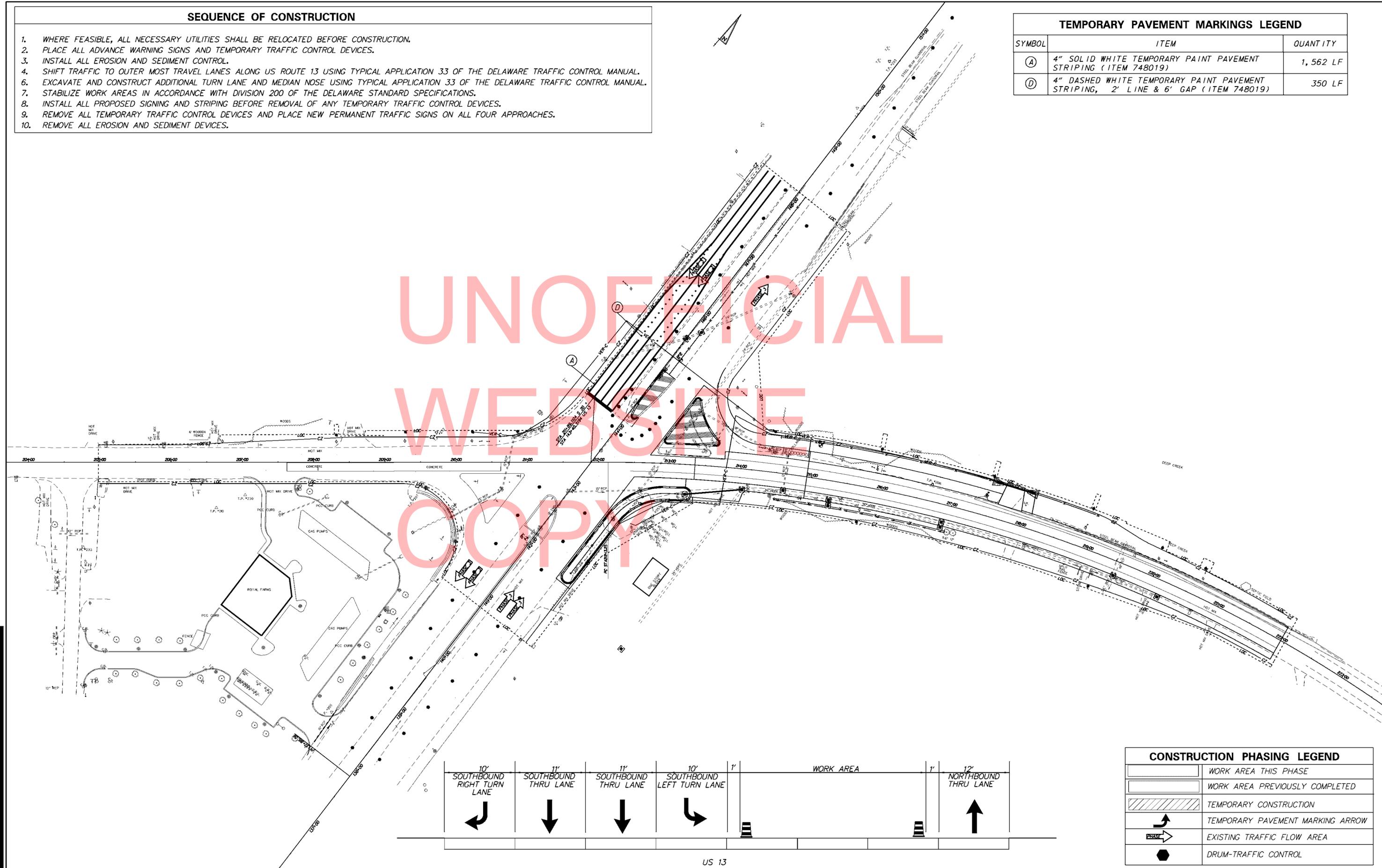
SEQUENCE OF CONSTRUCTION

1. WHERE FEASIBLE, ALL NECESSARY UTILITIES SHALL BE RELOCATED BEFORE CONSTRUCTION.
2. PLACE ALL ADVANCE WARNING SIGNS AND TEMPORARY TRAFFIC CONTROL DEVICES.
3. INSTALL ALL EROSION AND SEDIMENT CONTROL.
4. SHIFT TRAFFIC TO OUTER MOST TRAVEL LANES ALONG US ROUTE 13 USING TYPICAL APPLICATION 33 OF THE DELAWARE TRAFFIC CONTROL MANUAL.
6. EXCAVATE AND CONSTRUCT ADDITIONAL TURN LANE AND MEDIAN NOSE USING TYPICAL APPLICATION 33 OF THE DELAWARE TRAFFIC CONTROL MANUAL.
7. STABILIZE WORK AREAS IN ACCORDANCE WITH DIVISION 200 OF THE DELAWARE STANDARD SPECIFICATIONS.
8. INSTALL ALL PROPOSED SIGNING AND STRIPING BEFORE REMOVAL OF ANY TEMPORARY TRAFFIC CONTROL DEVICES.
9. REMOVE ALL TEMPORARY TRAFFIC CONTROL DEVICES AND PLACE NEW PERMANENT TRAFFIC SIGNS ON ALL FOUR APPROACHES.
10. REMOVE ALL EROSION AND SEDIMENT DEVICES.

TEMPORARY PAVEMENT MARKINGS LEGEND

SYMBOL	ITEM	QUANTITY
(A)	4" SOLID WHITE TEMPORARY PAINT PAVEMENT STRIPING (ITEM 748019)	1,562 LF
(D)	4" DASHED WHITE TEMPORARY PAINT PAVEMENT STRIPING, 2' LINE & 6" GAP (ITEM 748019)	350 LF

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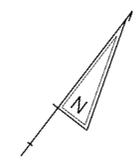


CONSTRUCTION PHASING LEGEND

	WORK AREA THIS PHASE
	WORK AREA PREVIOUSLY COMPLETED
	TEMPORARY CONSTRUCTION
	TEMPORARY PAVEMENT MARKING ARROW
	EXISTING TRAFFIC FLOW AREA
	DRUM-TRAFFIC CONTROL

SEQUENCE OF CONSTRUCTION

1. WHERE FEASIBLE, ALL NECESSARY UTILITIES SHALL BE RELOCATED BEFORE CONSTRUCTION.
2. PLACE ALL ADVANCE WARNING SIGNS AND TEMPORARY TRAFFIC CONTROL DEVICES.
3. INSTALL ALL EROSION AND SEDIMENT CONTROL.
4. SHIFT TRAFFIC USING TYPICAL APPLICATION 35 OF THE DELAWARE TRAFFIC CONTROL MANUAL.
5. MILL AND OVERLAY INTERSECTION.
6. SHIFT TRAFFIC USING TYPICAL APPLICATION 10 (CONCORD ROAD) AS NEEDED OR TYPICAL APPLICATION 33 OF THE DELAWARE TRAFFIC CONTROL MANUAL.
7. STABILIZE WORK AREAS IN ACCORDANCE WITH DIVISION 200 OF THE DELAWARE STANDARD SPECIFICATIONS.
8. INSTALL ALL PROPOSED SIGNING AND STRIPING BEFORE REMOVAL OF ANY TEMPORARY TRAFFIC CONTROL DEVICES.
9. REMOVE ALL TEMPORARY TRAFFIC CONTROL DEVICES AND PLACE NEW PERMANENT TRAFFIC SIGNS ON ALL FOUR APPROACHES.
10. REMOVE ALL EROSION AND SEDIMENT DEVICES.



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CONSTRUCTION PHASING LEGEND	
	WORK AREA THIS PHASE
	WORK AREA PREVIOUSLY COMPLETED
	TEMPORARY CONSTRUCTION
	TEMPORARY PAVEMENT MARKING ARROW
	EXISTING TRAFFIC FLOW AREA
	DRUM-TRAFFIC CONTROL

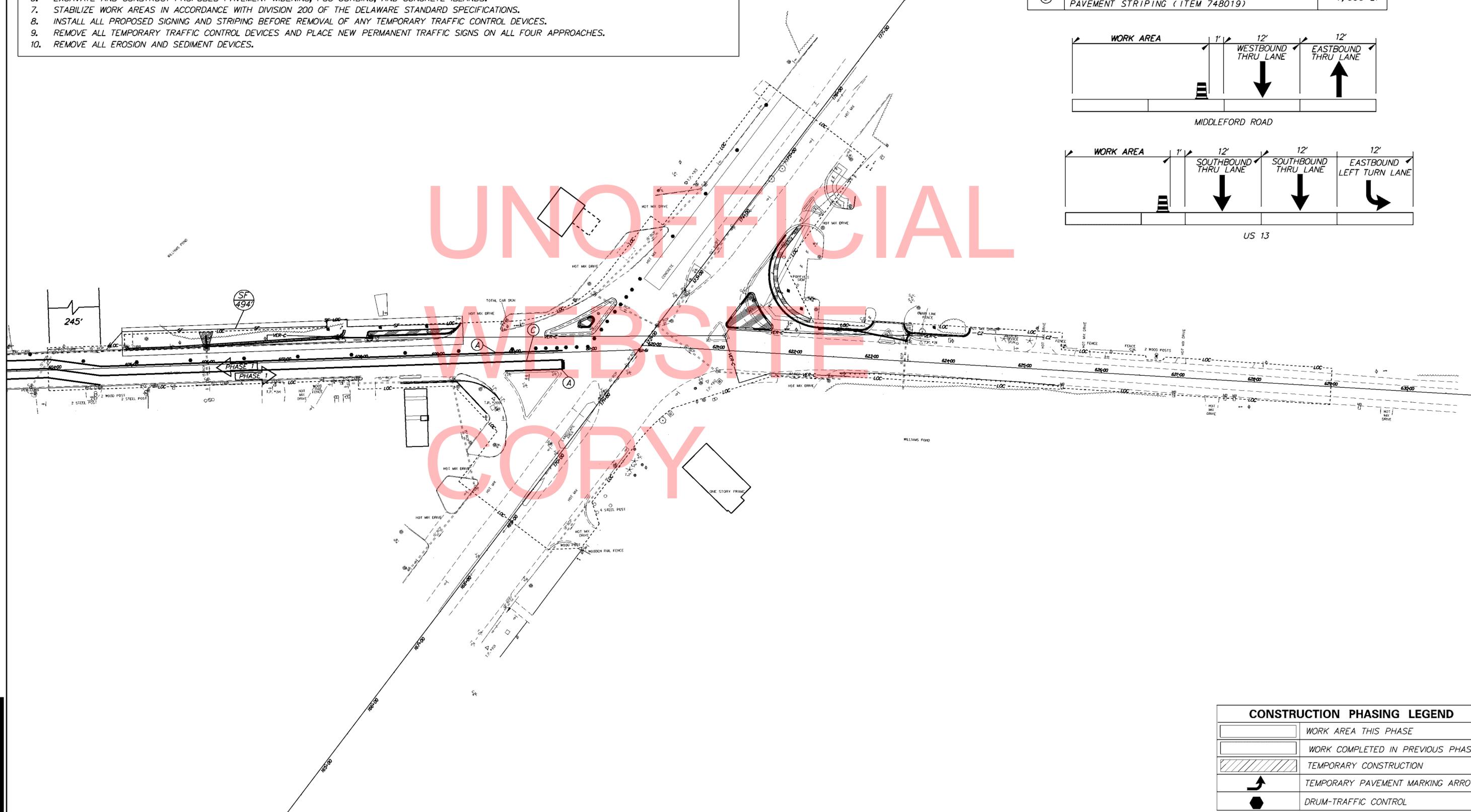
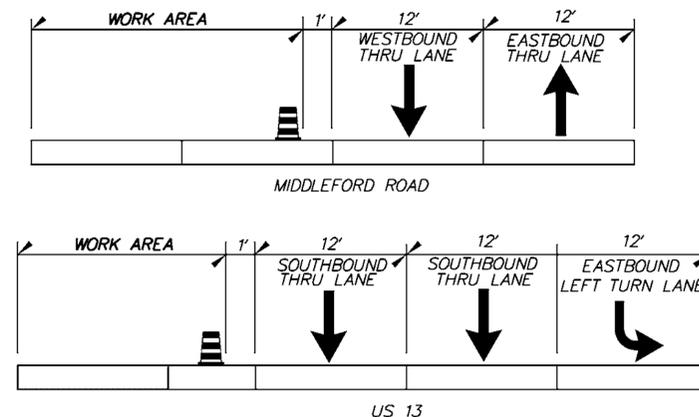
ADDENDUMS / REVISIONS

CONTRACT T200412401	BRIDGE NO. N/A
COUNTY SUSSEX	DESIGNED BY:
	CHECKED BY:

SEQUENCE OF CONSTRUCTION

1. WHERE FEASIBLE, ALL NECESSARY UTILITIES SHALL BE RELOCATED BEFORE CONSTRUCTION.
2. PLACE ALL ADVANCE WARNING SIGNS AND TEMPORARY TRAFFIC CONTROL DEVICES.
3. INSTALL ALL EROSION AND SEDIMENT CONTROL.
4. SHIFT TRAFFIC TO THE SOUTHERN SIDE OF MIDDLEFORD ROAD AND CLOSE THE RIGHT TURN LANE ON SOUTHBOUND US 13 USING TYPICAL APPLICATION 11B AND RIGHT TURN LANE CLOSED SIGN SHOULD BE PLACED USING TYPICAL APPLICATION 3A OF THE DELAWARE TRAFFIC CONTROL MANUAL.
5. EXCAVATE AND CONSTRUCT PROPOSED STORM DRAINAGE SYSTEM (STRUCTURES, PIPES).
6. EXCAVATE AND CONSTRUCT PROPOSED PAVEMENT WIDENING, PCC CURBING, AND CONCRETE ISLANDS.
7. STABILIZE WORK AREAS IN ACCORDANCE WITH DIVISION 200 OF THE DELAWARE STANDARD SPECIFICATIONS.
8. INSTALL ALL PROPOSED SIGNING AND STRIPING BEFORE REMOVAL OF ANY TEMPORARY TRAFFIC CONTROL DEVICES.
9. REMOVE ALL TEMPORARY TRAFFIC CONTROL DEVICES AND PLACE NEW PERMANENT TRAFFIC SIGNS ON ALL FOUR APPROACHES.
10. REMOVE ALL EROSION AND SEDIMENT DEVICES.

TEMPORARY PAVEMENT MARKINGS LEGEND		
SYMBOL	ITEM	QUANTITY
(A)	4" SOLID WHITE TEMPORARY PAINT PAVEMENT STRIPING (ITEM 748019)	1, 292 LF
(B)	4" SOLID YELLOW TEMPORARY PAINT PAVEMENT STRIPING (ITEM 748019)	0 LF
(C)	4" SOLID DOUBLE YELLOW TEMPORARY PAINT PAVEMENT STRIPING (ITEM 748019)	1, 696 LF



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CONSTRUCTION PHASING LEGEND	
	WORK AREA THIS PHASE
	WORK COMPLETED IN PREVIOUS PHASE
	TEMPORARY CONSTRUCTION
	TEMPORARY PAVEMENT MARKING ARROW
	DRUM-TRAFFIC CONTROL

ADDENDUMS / REVISIONS

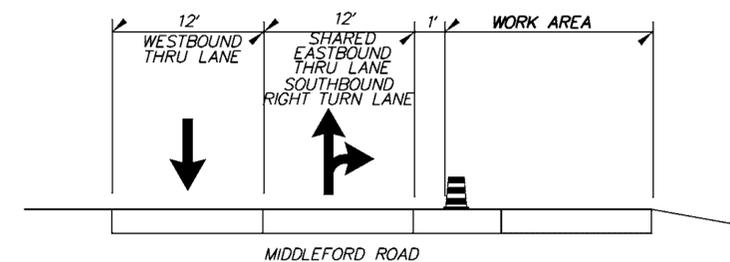
CONTRACT T200412401	BRIDGE NO. N/A
COUNTY SUSSEX	DESIGNED BY:
	CHECKED BY:

SEQUENCE OF CONSTRUCTION

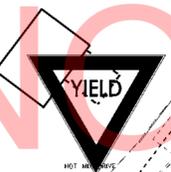
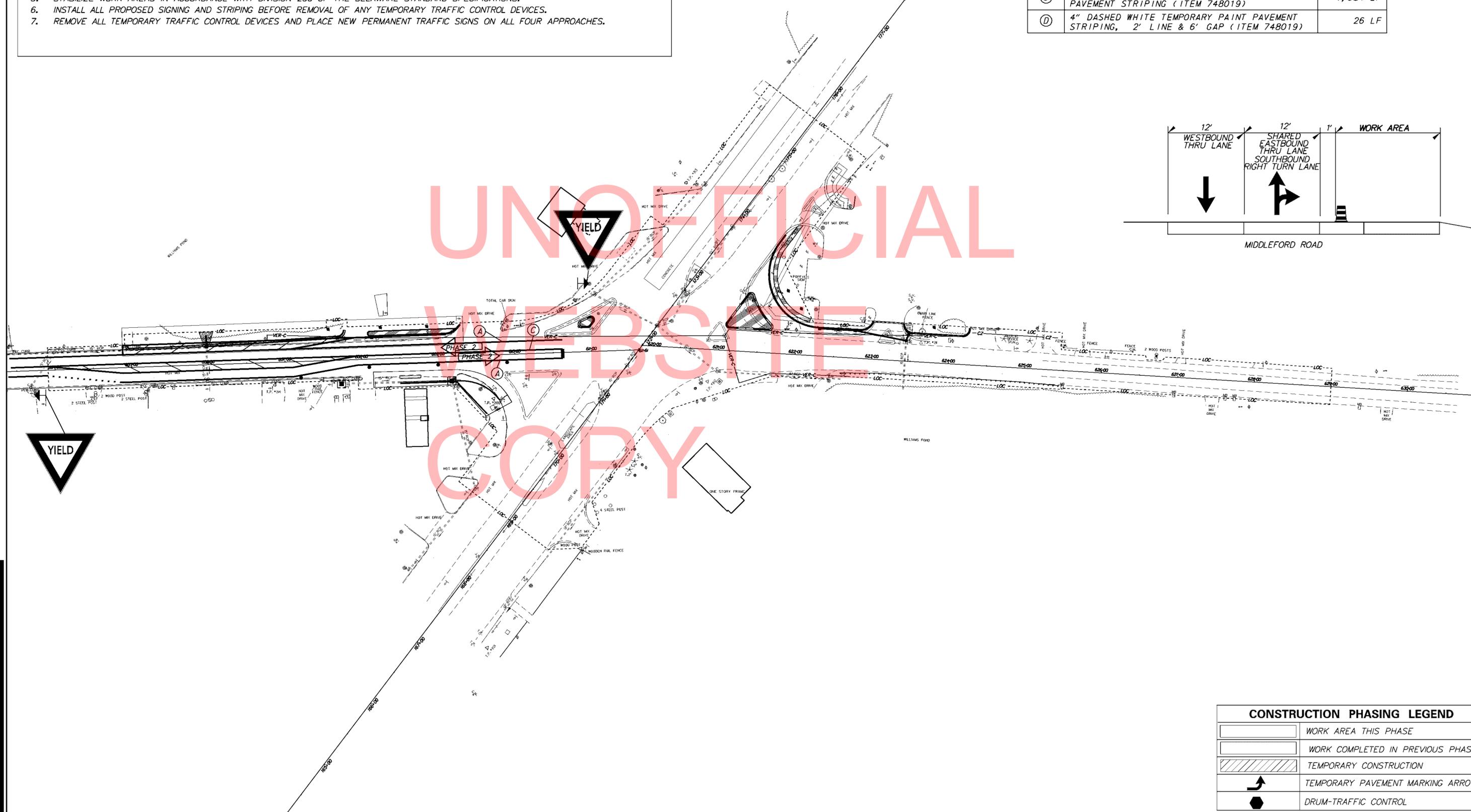
1. WHERE FEASIBLE, ALL NECESSARY UTILITIES SHALL BE RELOCATED BEFORE CONSTRUCTION.
2. PLACE ALL ADVANCE WARNING SIGNS AND TEMPORARY TRAFFIC CONTROL DEVICES.
3. SHIFT TRAFFIC TO THE NORTHERN SIDE OF MIDDLEFORD ROAD USING TYPICAL APPLICATION 11B OF THE DELAWARE TRAFFIC CONTROL MANUAL.
4. EXCAVATE AND CONSTRUCT PROPOSED PAVEMENT WIDENING, PCC CURBING, AND CONCRETE ISLANDS.
5. STABILIZE WORK AREAS IN ACCORDANCE WITH DIVISION 200 OF THE DELAWARE STANDARD SPECIFICATIONS.
6. INSTALL ALL PROPOSED SIGNING AND STRIPING BEFORE REMOVAL OF ANY TEMPORARY TRAFFIC CONTROL DEVICES.
7. REMOVE ALL TEMPORARY TRAFFIC CONTROL DEVICES AND PLACE NEW PERMANENT TRAFFIC SIGNS ON ALL FOUR APPROACHES.

TEMPORARY PAVEMENT MARKINGS LEGEND

SYMBOL	ITEM	QUANTITY
(A)	4" SOLID WHITE TEMPORARY PAINT PAVEMENT STRIPING (ITEM 748019)	1,455 LF
(B)	4" SOLID YELLOW TEMPORARY PAINT PAVEMENT STRIPING (ITEM 748019)	315 LF
(C)	4" SOLID DOUBLE YELLOW TEMPORARY PAINT PAVEMENT STRIPING (ITEM 748019)	1,084 LF
(D)	4" DASHED WHITE TEMPORARY PAINT PAVEMENT STRIPING, 2' LINE & 6' GAP (ITEM 748019)	26 LF



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CONSTRUCTION PHASING LEGEND

	WORK AREA THIS PHASE
	WORK COMPLETED IN PREVIOUS PHASE
	TEMPORARY CONSTRUCTION
	TEMPORARY PAVEMENT MARKING ARROW
	DRUM-TRAFFIC CONTROL

ADDENDUMS / REVISIONS

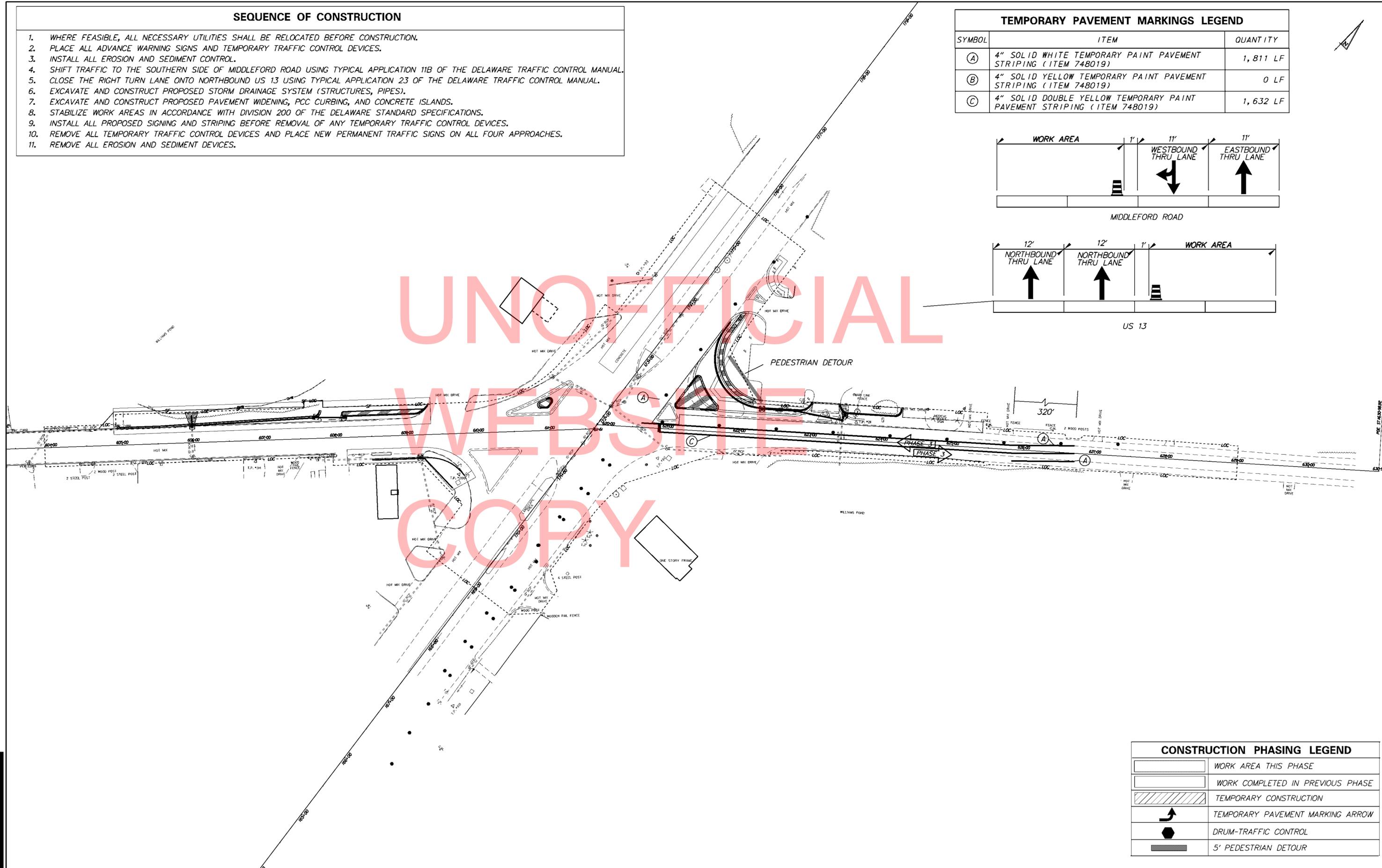
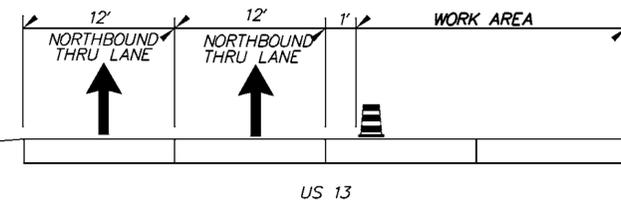
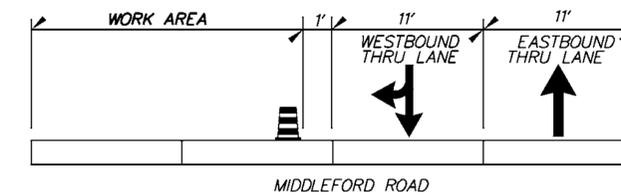
CONTRACT T200412401	BRIDGE NO. N/A
COUNTY SUSSEX	DESIGNED BY:
	CHECKED BY:

SEQUENCE OF CONSTRUCTION

1. WHERE FEASIBLE, ALL NECESSARY UTILITIES SHALL BE RELOCATED BEFORE CONSTRUCTION.
2. PLACE ALL ADVANCE WARNING SIGNS AND TEMPORARY TRAFFIC CONTROL DEVICES.
3. INSTALL ALL EROSION AND SEDIMENT CONTROL.
4. SHIFT TRAFFIC TO THE SOUTHERN SIDE OF MIDDLEFORD ROAD USING TYPICAL APPLICATION 11B OF THE DELAWARE TRAFFIC CONTROL MANUAL.
5. CLOSE THE RIGHT TURN LANE ONTO NORTHBOUND US 13 USING TYPICAL APPLICATION 23 OF THE DELAWARE TRAFFIC CONTROL MANUAL.
6. EXCAVATE AND CONSTRUCT PROPOSED STORM DRAINAGE SYSTEM (STRUCTURES, PIPES).
7. EXCAVATE AND CONSTRUCT PROPOSED PAVEMENT WIDENING, PCC CURBING, AND CONCRETE ISLANDS.
8. STABILIZE WORK AREAS IN ACCORDANCE WITH DIVISION 200 OF THE DELAWARE STANDARD SPECIFICATIONS.
9. INSTALL ALL PROPOSED SIGNING AND STRIPING BEFORE REMOVAL OF ANY TEMPORARY TRAFFIC CONTROL DEVICES.
10. REMOVE ALL TEMPORARY TRAFFIC CONTROL DEVICES AND PLACE NEW PERMANENT TRAFFIC SIGNS ON ALL FOUR APPROACHES.
11. REMOVE ALL EROSION AND SEDIMENT DEVICES.

TEMPORARY PAVEMENT MARKINGS LEGEND

SYMBOL	ITEM	QUANTITY
(A)	4" SOLID WHITE TEMPORARY PAINT PAVEMENT STRIPING (ITEM 748019)	1,811 LF
(B)	4" SOLID YELLOW TEMPORARY PAINT PAVEMENT STRIPING (ITEM 748019)	0 LF
(C)	4" SOLID DOUBLE YELLOW TEMPORARY PAINT PAVEMENT STRIPING (ITEM 748019)	1,632 LF



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CONSTRUCTION PHASING LEGEND

	WORK AREA THIS PHASE
	WORK COMPLETED IN PREVIOUS PHASE
	TEMPORARY CONSTRUCTION
	TEMPORARY PAVEMENT MARKING ARROW
	DRUM-TRAFFIC CONTROL
	5' PEDESTRIAN DETOUR

ADDENDUMS / REVISIONS

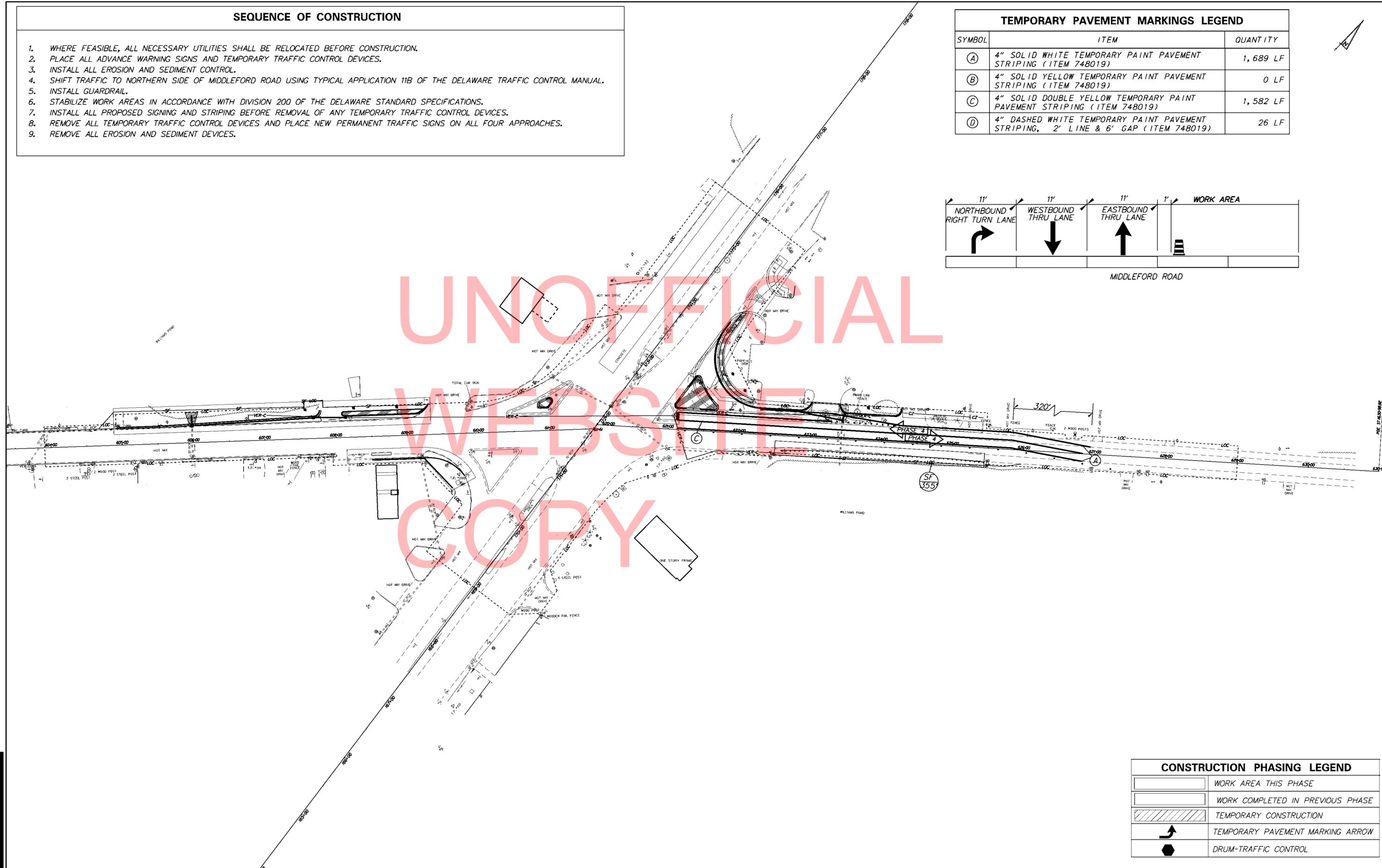
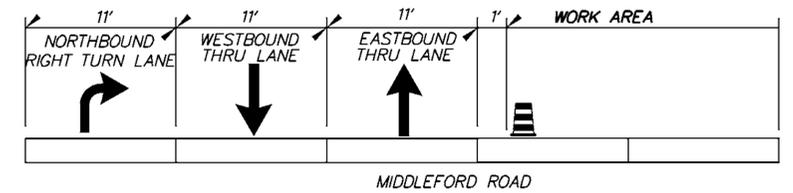
CONTRACT	BRIDGE NO.	N/A
T200412401	DESIGNED BY:	
COUNTY	CHECKED BY:	
SUSSEX		

SEQUENCE OF CONSTRUCTION

1. WHERE FEASIBLE, ALL NECESSARY UTILITIES SHALL BE RELOCATED BEFORE CONSTRUCTION.
2. PLACE ALL ADVANCE WARNING SIGNS AND TEMPORARY TRAFFIC CONTROL DEVICES.
3. INSTALL ALL EROSION AND SEDIMENT CONTROL.
4. SHIFT TRAFFIC TO NORTHERN SIDE OF MIDDLEFORD ROAD USING TYPICAL APPLICATION 11B OF THE DELAWARE TRAFFIC CONTROL MANUAL.
5. INSTALL GUARDRAIL.
6. STABILIZE WORK AREAS IN ACCORDANCE WITH DIVISION 200 OF THE DELAWARE STANDARD SPECIFICATIONS.
7. INSTALL ALL PROPOSED SIGNING AND STRIPING BEFORE REMOVAL OF ANY TEMPORARY TRAFFIC CONTROL DEVICES.
8. REMOVE ALL TEMPORARY TRAFFIC CONTROL DEVICES AND PLACE NEW PERMANENT TRAFFIC SIGNS ON ALL FOUR APPROACHES.
9. REMOVE ALL EROSION AND SEDIMENT DEVICES.

TEMPORARY PAVEMENT MARKINGS LEGEND

SYMBOL	ITEM	QUANTITY
(A)	4" SOLID WHITE TEMPORARY PAINT PAVEMENT STRIPING (ITEM 748019)	1,689 LF
(B)	4" SOLID YELLOW TEMPORARY PAINT PAVEMENT STRIPING (ITEM 748019)	0 LF
(C)	4" SOLID DOUBLE YELLOW TEMPORARY PAINT PAVEMENT STRIPING (ITEM 748019)	1,582 LF
(D)	4" DASHED WHITE TEMPORARY PAINT PAVEMENT STRIPING, 2' LINE & 6' GAP (ITEM 748019)	26 LF

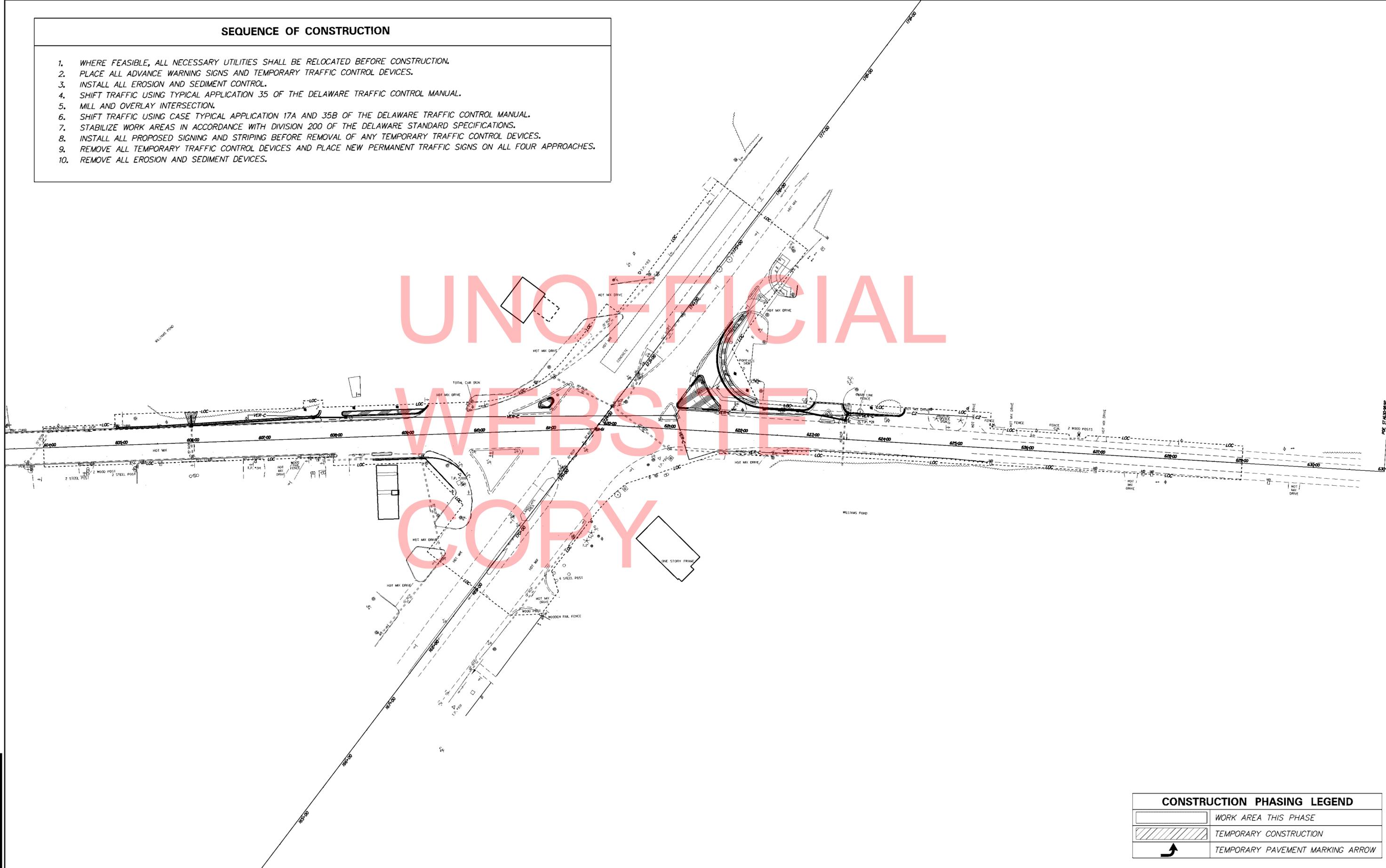


CONSTRUCTION PHASING LEGEND

	WORK AREA THIS PHASE
	WORK COMPLETED IN PREVIOUS PHASE
	TEMPORARY CONSTRUCTION
	TEMPORARY PAVEMENT MARKING ARROW
	DRUM-TRAFFIC CONTROL

SEQUENCE OF CONSTRUCTION

1. WHERE FEASIBLE, ALL NECESSARY UTILITIES SHALL BE RELOCATED BEFORE CONSTRUCTION.
2. PLACE ALL ADVANCE WARNING SIGNS AND TEMPORARY TRAFFIC CONTROL DEVICES.
3. INSTALL ALL EROSION AND SEDIMENT CONTROL.
4. SHIFT TRAFFIC USING TYPICAL APPLICATION 35 OF THE DELAWARE TRAFFIC CONTROL MANUAL.
5. MILL AND OVERLAY INTERSECTION.
6. SHIFT TRAFFIC USING CASE TYPICAL APPLICATION 17A AND 35B OF THE DELAWARE TRAFFIC CONTROL MANUAL.
7. STABILIZE WORK AREAS IN ACCORDANCE WITH DIVISION 200 OF THE DELAWARE STANDARD SPECIFICATIONS.
8. INSTALL ALL PROPOSED SIGNING AND STRIPING BEFORE REMOVAL OF ANY TEMPORARY TRAFFIC CONTROL DEVICES.
9. REMOVE ALL TEMPORARY TRAFFIC CONTROL DEVICES AND PLACE NEW PERMANENT TRAFFIC SIGNS ON ALL FOUR APPROACHES.
10. REMOVE ALL EROSION AND SEDIMENT DEVICES.



CONSTRUCTION PHASING LEGEND	
	WORK AREA THIS PHASE
	TEMPORARY CONSTRUCTION
	TEMPORARY PAVEMENT MARKING ARROW

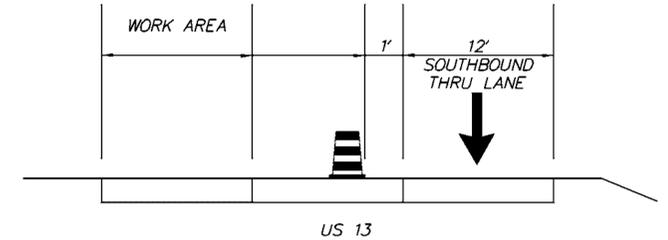
ADDENDUMS / REVISIONS

CONTRACT T200412401	BRIDGE NO. N/A
COUNTY SUSSEX	DESIGNED BY:
	CHECKED BY:

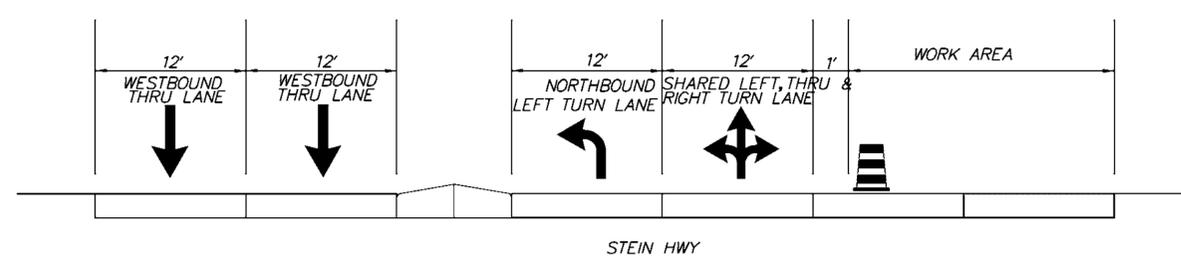
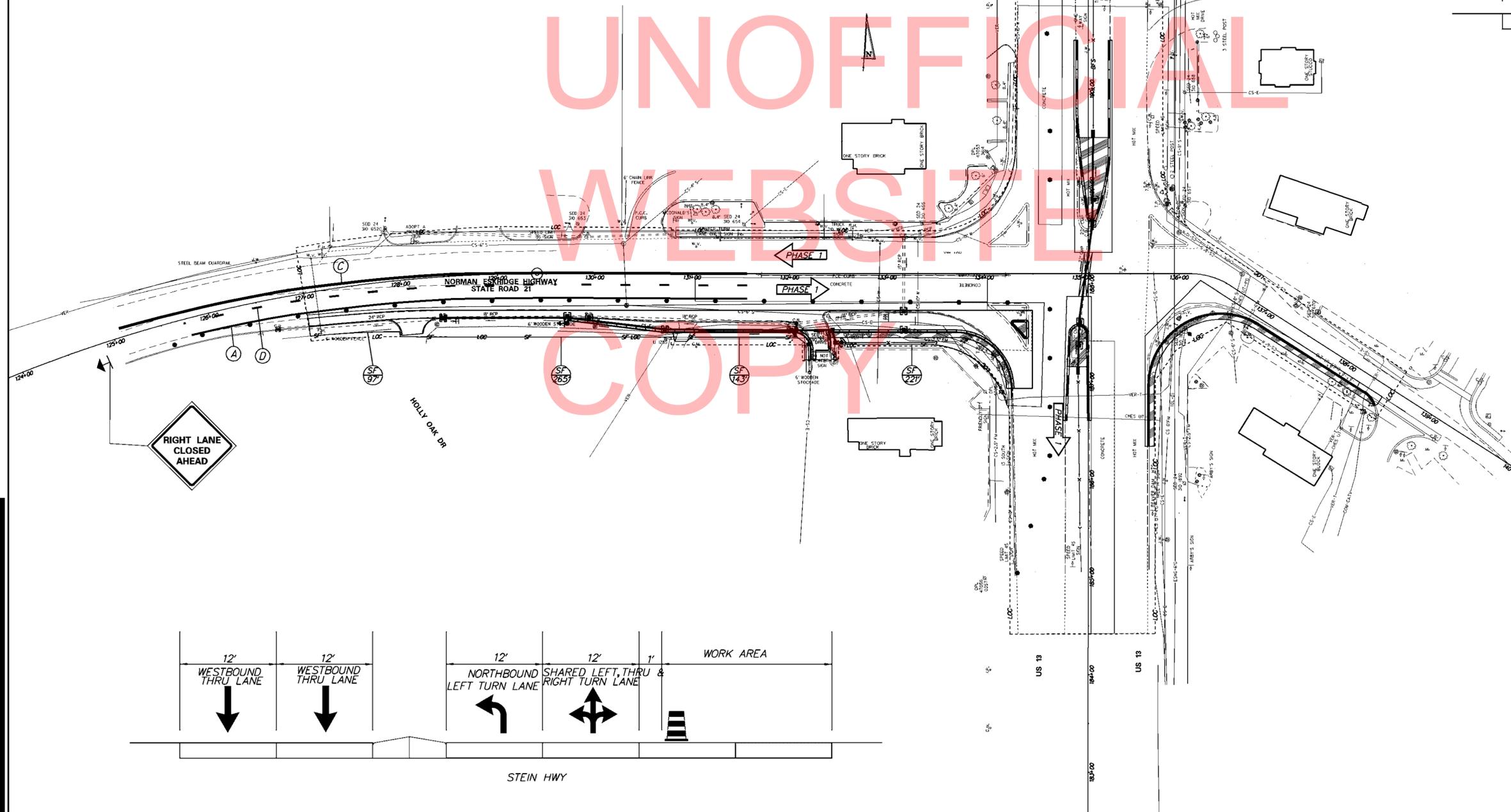
SEQUENCE OF CONSTRUCTION

1. WHERE FEASIBLE, ALL NECESSARY UTILITIES SHALL BE RELOCATED BEFORE CONSTRUCTION.
2. PLACE ALL ADVANCE WARNING SIGNS AND TEMPORARY TRAFFIC CONTROL DEVICES.
3. INSTALL ALL EROSION AND SEDIMENT CONTROL.
4. REMOVE EXISTING STRIPING AS SHOWN AND REPLACE WITH TEMPORARY STRIPING AS SHOWN.
5. SHIFT TRAFFIC ALONG EASTBOUND STEIN HIGHWAY USING TYPICAL APPLICATION 33 OF THE DELAWARE TRAFFIC CONTROL MANUAL.
6. EXCAVATE AND REMOVE EXISTING CURBING USING TYPICAL APPLICATION 33 OF THE DELAWARE TRAFFIC CONTROL MANUAL.
7. EXCAVATE AND CONSTRUCT PROPOSED STORM DRAINAGE SYSTEM (STRUCTURES, PIPES, BIOFILTRATION SWALE).
8. EXCAVATE AND CONSTRUCT PROPOSED PAVEMENT WIDENING, PCC CURBING, SIDEWALK, AND CONCRETE ISLAND USING TYPICAL APPLICATION 33 OF THE DELAWARE TRAFFIC CONTROL MANUAL.
9. STABILIZE WORK AREAS IN ACCORDANCE WITH DIVISION 200 OF THE DELAWARE STANDARD SPECIFICATIONS.
10. INSTALL ALL PROPOSED SIGNING AND STRIPING BEFORE REMOVAL OF ANY TEMPORARY TRAFFIC CONTROL DEVICES.
11. REMOVE ALL TEMPORARY TRAFFIC CONTROL DEVICES AND PLACE NEW PERMANENT TRAFFIC SIGNS ALONG EASTBOUND STEIN HIGHWAY APPROACH.
12. REMOVE ALL EROSION AND SEDIMENT DEVICES.

TEMPORARY PAVEMENT MARKINGS LEGEND		
SYMBOL	ITEM	QUANTITY
(A)	4" SOLID WHITE TEMPORARY PAINT PAVEMENT STRIPING (ITEM 748019)	574 LF
(C)	4" SOLID DOUBLE YELLOW TEMPORARY PAINT PAVEMENT STRIPING (ITEM 748019)	1,302 LF
(D)	4" DASHED WHITE TEMPORARY PAINT PAVEMENT STRIPING, 2' LINE & 6' GAP (ITEM 748019)	574 LF



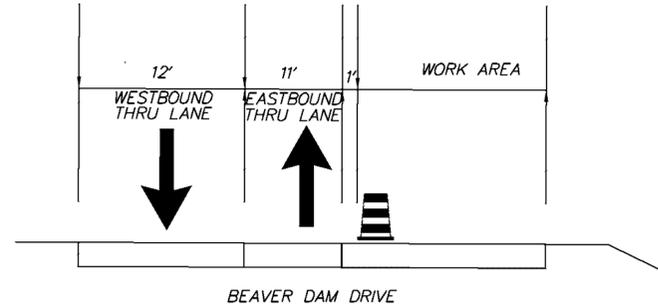
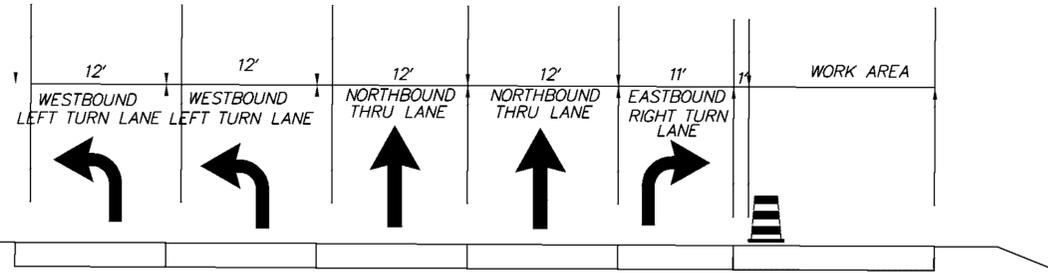
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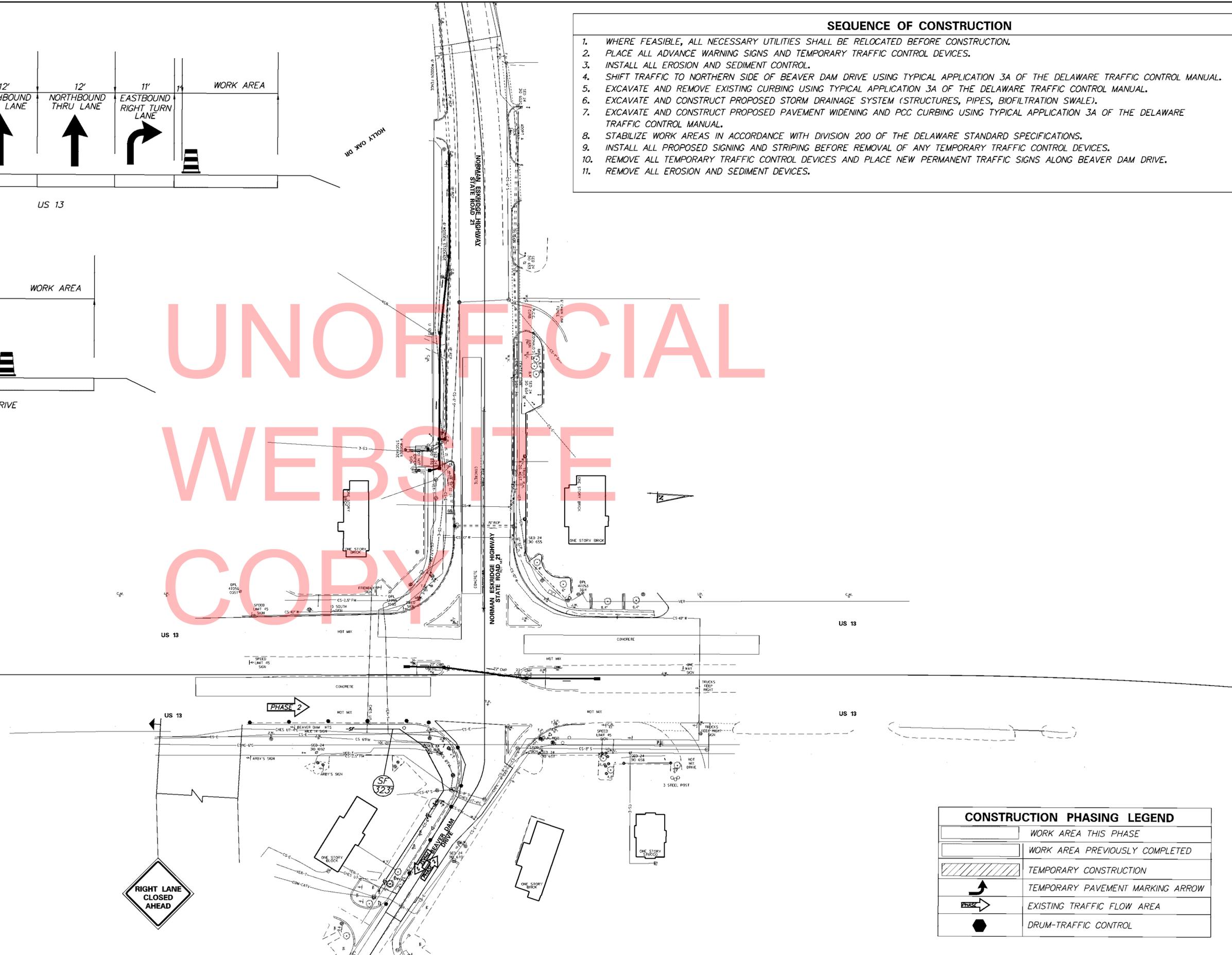
CONSTRUCTION PHASING LEGEND	
	WORK AREA THIS PHASE
	TEMPORARY CONSTRUCTION
	TEMPORARY PAVEMENT MARKING ARROW
	EXISTING TRAFFIC FLOW AREA
	DRUM - TRAFFIC CONTROL

SEQUENCE OF CONSTRUCTION

1. WHERE FEASIBLE, ALL NECESSARY UTILITIES SHALL BE RELOCATED BEFORE CONSTRUCTION.
2. PLACE ALL ADVANCE WARNING SIGNS AND TEMPORARY TRAFFIC CONTROL DEVICES.
3. INSTALL ALL EROSION AND SEDIMENT CONTROL.
4. SHIFT TRAFFIC TO NORTHERN SIDE OF BEAVER DAM DRIVE USING TYPICAL APPLICATION 3A OF THE DELAWARE TRAFFIC CONTROL MANUAL.
5. EXCAVATE AND REMOVE EXISTING CURBING USING TYPICAL APPLICATION 3A OF THE DELAWARE TRAFFIC CONTROL MANUAL.
6. EXCAVATE AND CONSTRUCT PROPOSED STORM DRAINAGE SYSTEM (STRUCTURES, PIPES, BIOFILTRATION SWALE).
7. EXCAVATE AND CONSTRUCT PROPOSED PAVEMENT WIDENING AND PCC CURBING USING TYPICAL APPLICATION 3A OF THE DELAWARE TRAFFIC CONTROL MANUAL.
8. STABILIZE WORK AREAS IN ACCORDANCE WITH DIVISION 200 OF THE DELAWARE STANDARD SPECIFICATIONS.
9. INSTALL ALL PROPOSED SIGNING AND STRIPING BEFORE REMOVAL OF ANY TEMPORARY TRAFFIC CONTROL DEVICES.
10. REMOVE ALL TEMPORARY TRAFFIC CONTROL DEVICES AND PLACE NEW PERMANENT TRAFFIC SIGNS ALONG BEAVER DAM DRIVE.
11. REMOVE ALL EROSION AND SEDIMENT DEVICES.



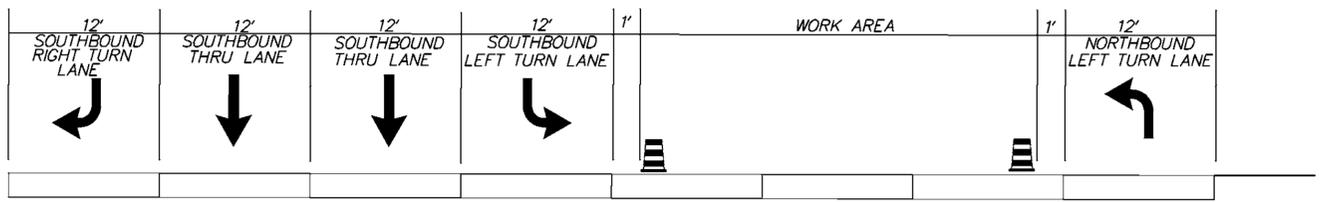
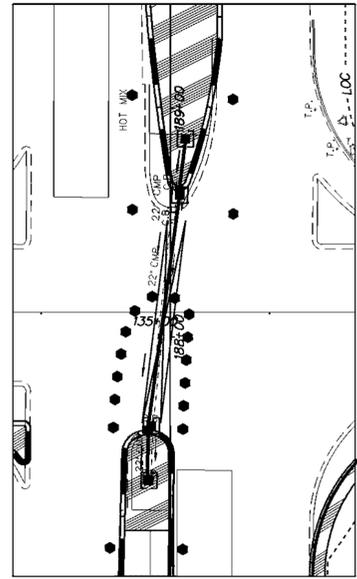
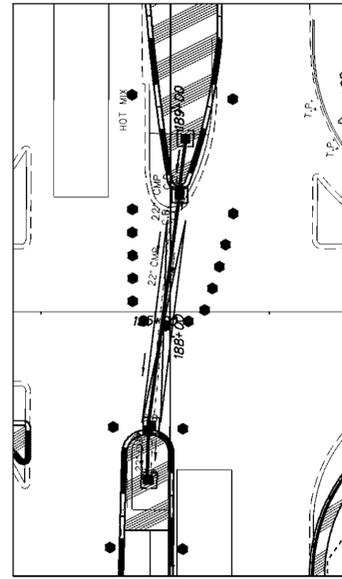
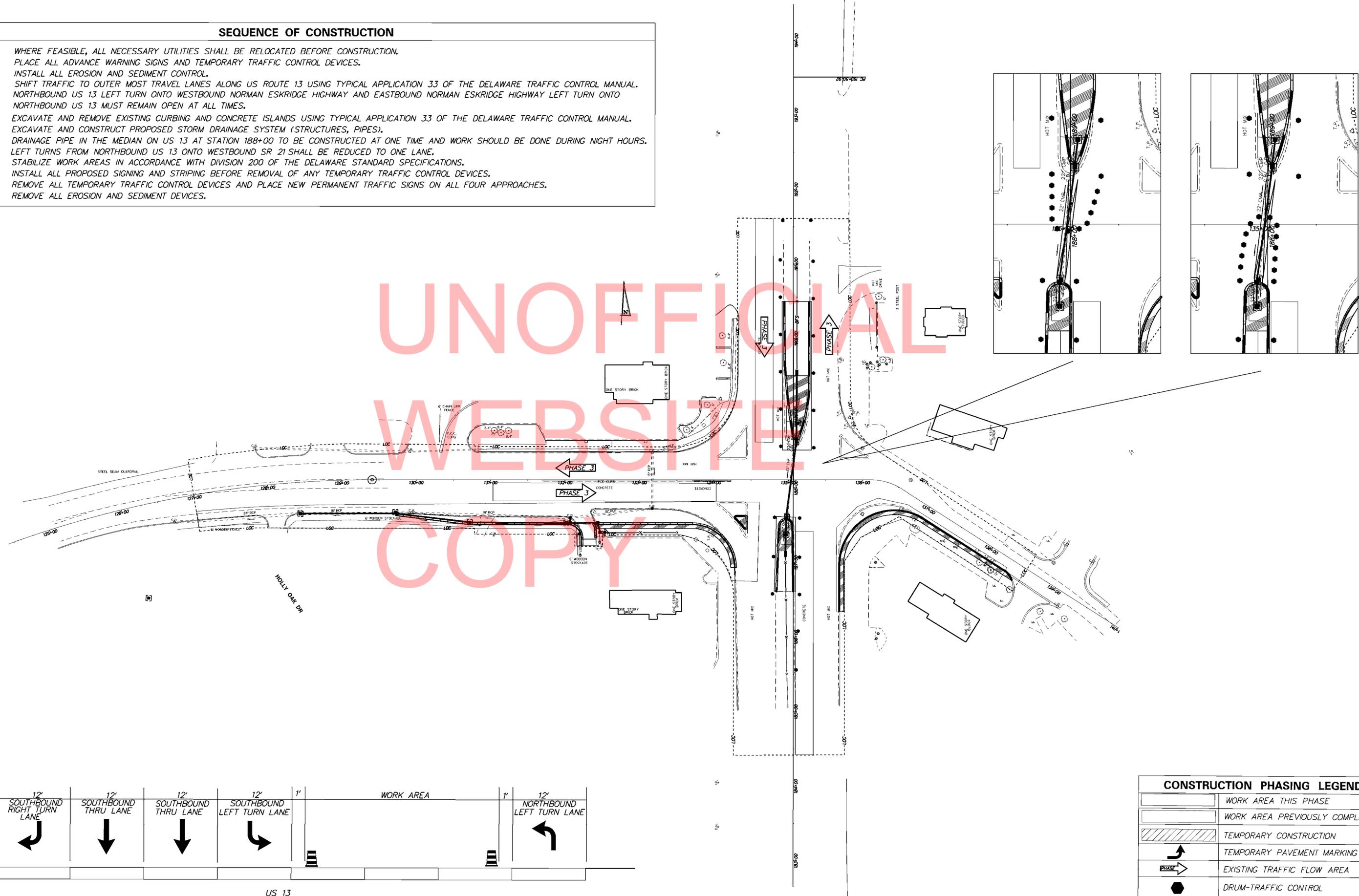
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CONSTRUCTION PHASING LEGEND	
	WORK AREA THIS PHASE
	WORK AREA PREVIOUSLY COMPLETED
	TEMPORARY CONSTRUCTION
	TEMPORARY PAVEMENT MARKING ARROW
	EXISTING TRAFFIC FLOW AREA
	DRUM-TRAFFIC CONTROL

SEQUENCE OF CONSTRUCTION

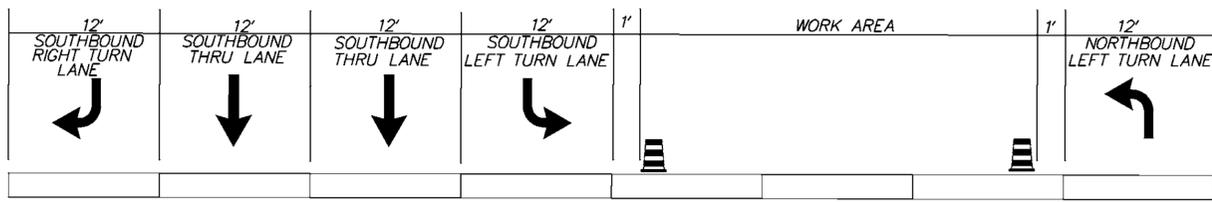
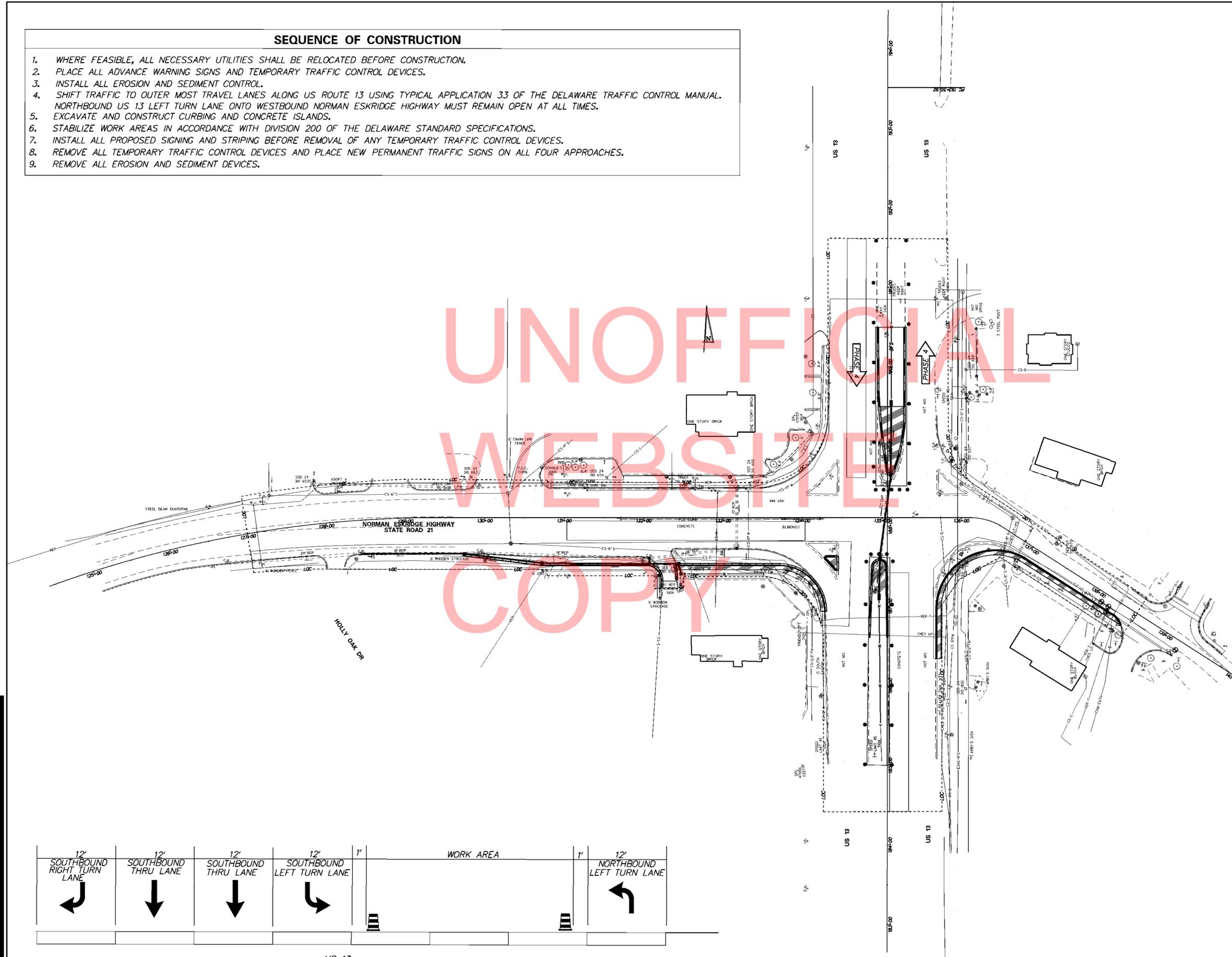
1. WHERE FEASIBLE, ALL NECESSARY UTILITIES SHALL BE RELOCATED BEFORE CONSTRUCTION.
2. PLACE ALL ADVANCE WARNING SIGNS AND TEMPORARY TRAFFIC CONTROL DEVICES.
3. INSTALL ALL EROSION AND SEDIMENT CONTROL.
4. SHIFT TRAFFIC TO OUTER MOST TRAVEL LANES ALONG US ROUTE 13 USING TYPICAL APPLICATION 33 OF THE DELAWARE TRAFFIC CONTROL MANUAL. NORTHBOUND US 13 LEFT TURN ONTO WESTBOUND NORMAN ESKRIDGE HIGHWAY AND EASTBOUND NORMAN ESKRIDGE HIGHWAY LEFT TURN ONTO NORTHBOUND US 13 MUST REMAIN OPEN AT ALL TIMES.
5. EXCAVATE AND REMOVE EXISTING CURBING AND CONCRETE ISLANDS USING TYPICAL APPLICATION 33 OF THE DELAWARE TRAFFIC CONTROL MANUAL.
6. EXCAVATE AND CONSTRUCT PROPOSED STORM DRAINAGE SYSTEM (STRUCTURES, PIPES). DRAINAGE PIPE IN THE MEDIAN ON US 13 AT STATION 188+00 TO BE CONSTRUCTED AT ONE TIME AND WORK SHOULD BE DONE DURING NIGHT HOURS. LEFT TURNS FROM NORTHBOUND US 13 ONTO WESTBOUND SR 21 SHALL BE REDUCED TO ONE LANE.
7. STABILIZE WORK AREAS IN ACCORDANCE WITH DIVISION 200 OF THE DELAWARE STANDARD SPECIFICATIONS.
8. INSTALL ALL PROPOSED SIGNING AND STRIPING BEFORE REMOVAL OF ANY TEMPORARY TRAFFIC CONTROL DEVICES.
9. REMOVE ALL TEMPORARY TRAFFIC CONTROL DEVICES AND PLACE NEW PERMANENT TRAFFIC SIGNS ON ALL FOUR APPROACHES.
10. REMOVE ALL EROSION AND SEDIMENT DEVICES.



CONSTRUCTION PHASING LEGEND	
	WORK AREA THIS PHASE
	WORK AREA PREVIOUSLY COMPLETED
	TEMPORARY CONSTRUCTION
	TEMPORARY PAVEMENT MARKING ARROW
	EXISTING TRAFFIC FLOW AREA
	DRUM-TRAFFIC CONTROL

SEQUENCE OF CONSTRUCTION

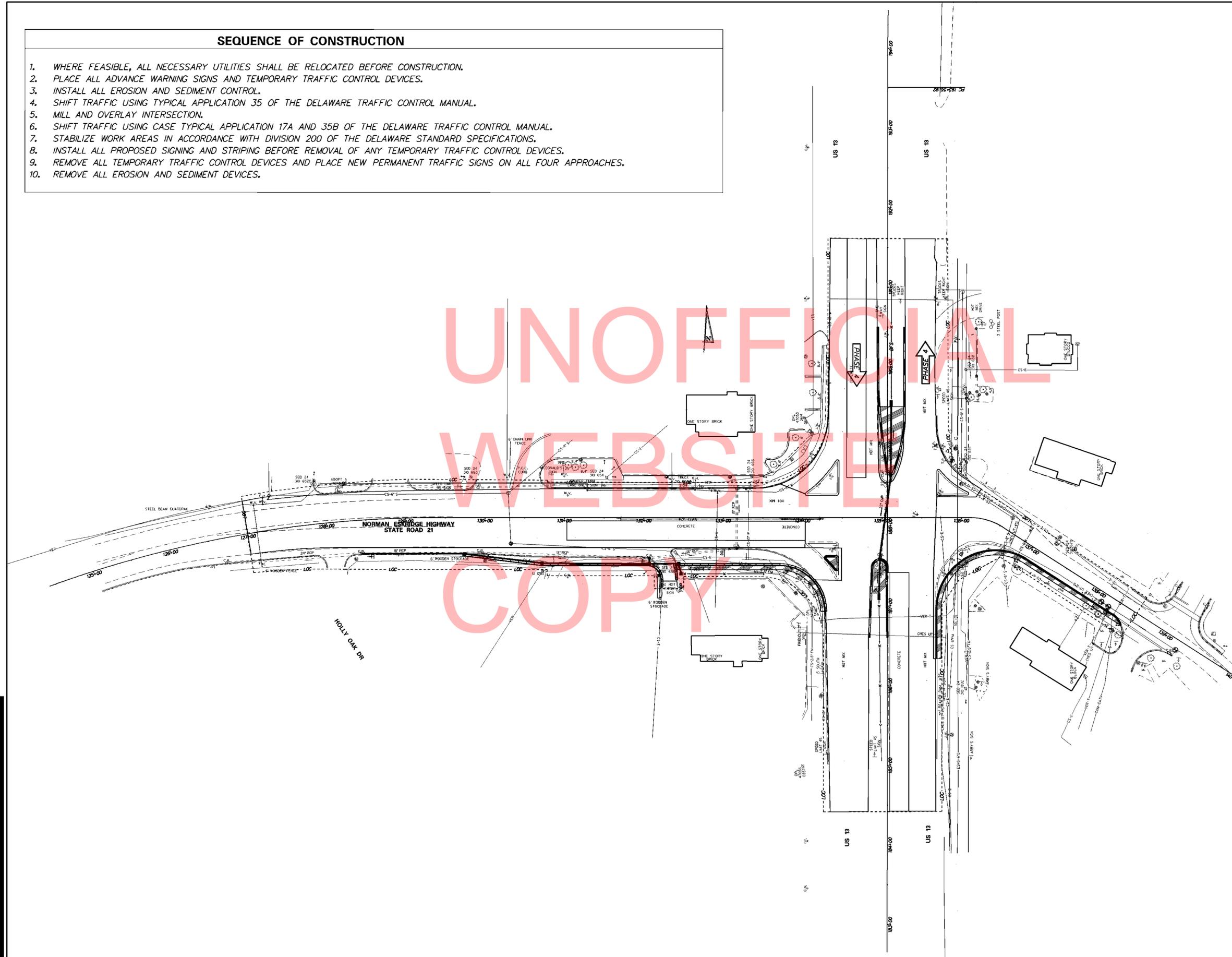
1. WHERE FEASIBLE, ALL NECESSARY UTILITIES SHALL BE RELOCATED BEFORE CONSTRUCTION.
2. PLACE ALL ADVANCE WARNING SIGNS AND TEMPORARY TRAFFIC CONTROL DEVICES.
3. INSTALL ALL EROSION AND SEDIMENT CONTROL.
4. SHIFT TRAFFIC TO OUTER MOST TRAVEL LANES ALONG US ROUTE 13 USING TYPICAL APPLICATION 33 OF THE DELAWARE TRAFFIC CONTROL MANUAL. NORTHBOUND US 13 LEFT TURN LANE ONTO WESTBOUND NORMAN ESKRIDGE HIGHWAY MUST REMAIN OPEN AT ALL TIMES.
5. EXCAVATE AND CONSTRUCT CURBING AND CONCRETE ISLANDS.
6. STABILIZE WORK AREAS IN ACCORDANCE WITH DIVISION 200 OF THE DELAWARE STANDARD SPECIFICATIONS.
7. INSTALL ALL PROPOSED SIGNING AND STRIPING BEFORE REMOVAL OF ANY TEMPORARY TRAFFIC CONTROL DEVICES.
8. REMOVE ALL TEMPORARY TRAFFIC CONTROL DEVICES AND PLACE NEW PERMANENT TRAFFIC SIGNS ON ALL FOUR APPROACHES.
9. REMOVE ALL EROSION AND SEDIMENT DEVICES.



CONSTRUCTION PHASING LEGEND	
	WORK AREA THIS PHASE
	WORK AREA PREVIOUSLY COMPLETED
	TEMPORARY CONSTRUCTION
	TEMPORARY PAVEMENT MARKING ARROW
	EXISTING TRAFFIC FLOW AREA
	DRUM-TRAFFIC CONTROL

SEQUENCE OF CONSTRUCTION

1. WHERE FEASIBLE, ALL NECESSARY UTILITIES SHALL BE RELOCATED BEFORE CONSTRUCTION.
2. PLACE ALL ADVANCE WARNING SIGNS AND TEMPORARY TRAFFIC CONTROL DEVICES.
3. INSTALL ALL EROSION AND SEDIMENT CONTROL.
4. SHIFT TRAFFIC USING TYPICAL APPLICATION 35 OF THE DELAWARE TRAFFIC CONTROL MANUAL.
5. MILL AND OVERLAY INTERSECTION.
6. SHIFT TRAFFIC USING CASE TYPICAL APPLICATION 17A AND 35B OF THE DELAWARE TRAFFIC CONTROL MANUAL.
7. STABILIZE WORK AREAS IN ACCORDANCE WITH DIVISION 200 OF THE DELAWARE STANDARD SPECIFICATIONS.
8. INSTALL ALL PROPOSED SIGNING AND STRIPING BEFORE REMOVAL OF ANY TEMPORARY TRAFFIC CONTROL DEVICES.
9. REMOVE ALL TEMPORARY TRAFFIC CONTROL DEVICES AND PLACE NEW PERMANENT TRAFFIC SIGNS ON ALL FOUR APPROACHES.
10. REMOVE ALL EROSION AND SEDIMENT DEVICES.



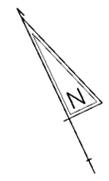
CONSTRUCTION PHASING LEGEND	
	WORK AREA THIS PHASE
	WORK AREA PREVIOUSLY COMPLETED
	TEMPORARY CONSTRUCTION
	TEMPORARY PAVEMENT MARKING ARROW
	EXISTING TRAFFIC FLOW AREA
	DRUM-TRAFFIC CONTROL

ADDENDUMS / REVISIONS

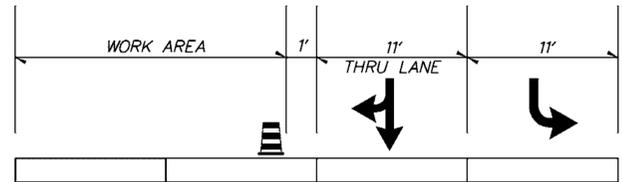
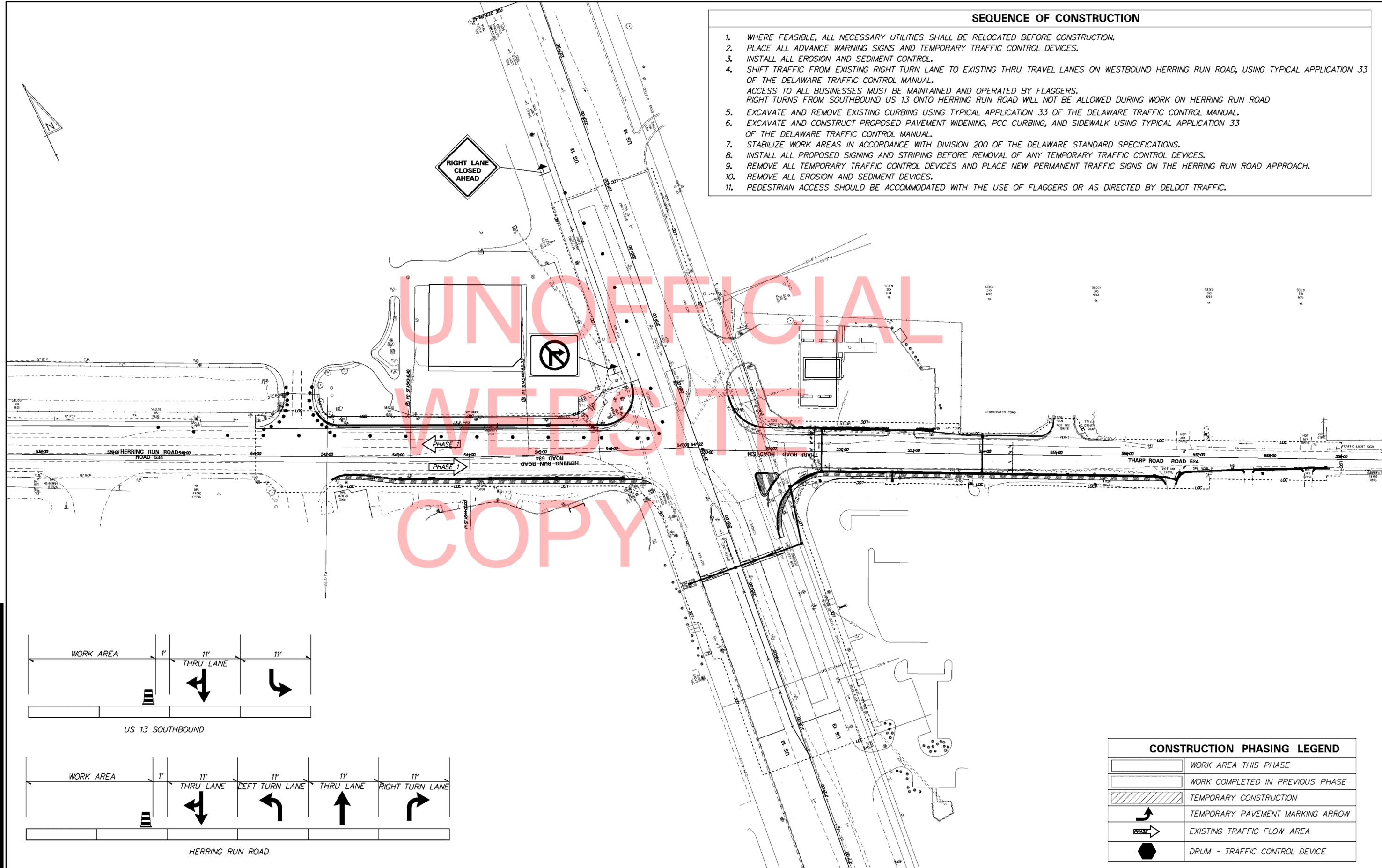
CONTRACT T200412401	BRIDGE NO. N/A
COUNTY SUSSEX	DESIGNED BY:
	CHECKED BY:

SEQUENCE OF CONSTRUCTION

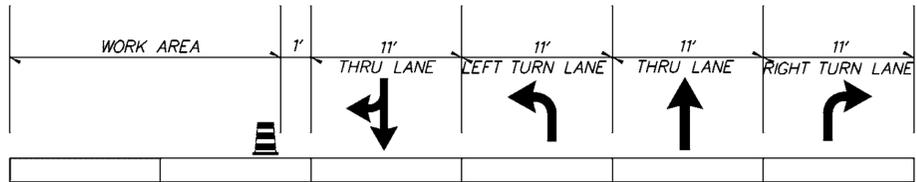
1. WHERE FEASIBLE, ALL NECESSARY UTILITIES SHALL BE RELOCATED BEFORE CONSTRUCTION.
2. PLACE ALL ADVANCE WARNING SIGNS AND TEMPORARY TRAFFIC CONTROL DEVICES.
3. INSTALL ALL EROSION AND SEDIMENT CONTROL.
4. SHIFT TRAFFIC FROM EXISTING RIGHT TURN LANE TO EXISTING THRU TRAVEL LANES ON WESTBOUND HERRING RUN ROAD, USING TYPICAL APPLICATION 33 OF THE DELAWARE TRAFFIC CONTROL MANUAL.
ACCESS TO ALL BUSINESSES MUST BE MAINTAINED AND OPERATED BY FLAGGERS.
RIGHT TURNS FROM SOUTHBOUND US 13 ONTO HERRING RUN ROAD WILL NOT BE ALLOWED DURING WORK ON HERRING RUN ROAD
5. EXCAVATE AND REMOVE EXISTING CURBING USING TYPICAL APPLICATION 33 OF THE DELAWARE TRAFFIC CONTROL MANUAL.
6. EXCAVATE AND CONSTRUCT PROPOSED PAVEMENT WIDENING, PCC CURBING, AND SIDEWALK USING TYPICAL APPLICATION 33 OF THE DELAWARE TRAFFIC CONTROL MANUAL.
7. STABILIZE WORK AREAS IN ACCORDANCE WITH DIVISION 200 OF THE DELAWARE STANDARD SPECIFICATIONS.
8. INSTALL ALL PROPOSED SIGNING AND STRIPING BEFORE REMOVAL OF ANY TEMPORARY TRAFFIC CONTROL DEVICES.
9. REMOVE ALL TEMPORARY TRAFFIC CONTROL DEVICES AND PLACE NEW PERMANENT TRAFFIC SIGNS ON THE HERRING RUN ROAD APPROACH.
10. REMOVE ALL EROSION AND SEDIMENT DEVICES.
11. PEDESTRIAN ACCESS SHOULD BE ACCOMMODATED WITH THE USE OF FLAGGERS OR AS DIRECTED BY DELDOT TRAFFIC.



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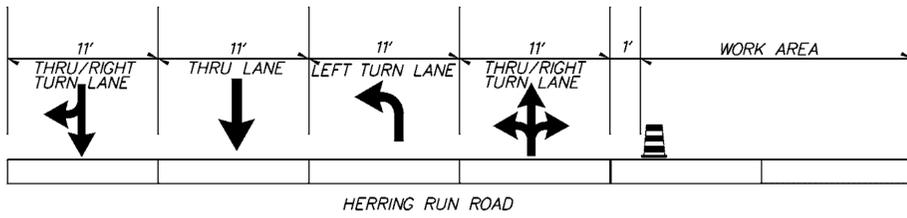
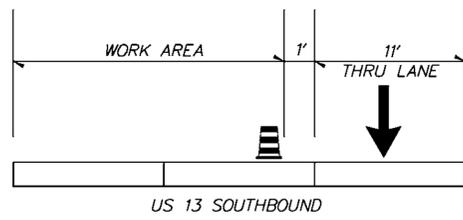


US 13 SOUTHBOUND



HERRING RUN ROAD

CONSTRUCTION PHASING LEGEND	
	WORK AREA THIS PHASE
	WORK COMPLETED IN PREVIOUS PHASE
	TEMPORARY CONSTRUCTION
	TEMPORARY PAVEMENT MARKING ARROW
	EXISTING TRAFFIC FLOW AREA
	DRUM - TRAFFIC CONTROL DEVICE



SEQUENCE OF CONSTRUCTION

1. WHERE FEASIBLE, ALL NECESSARY UTILITIES SHALL BE RELOCATED BEFORE CONSTRUCTION.
2. PLACE ALL ADVANCE WARNING SIGNS AND TEMPORARY TRAFFIC CONTROL DEVICES.
3. INSTALL ALL EROSION AND SEDIMENT CONTROL.
4. SHIFT TRAFFIC FROM EXISTING RIGHT TURN LANE NORTH TO EXISTING THRU TRAVEL LANES FROM EASTBOUND HERRING RUN ROAD, USING TYPICAL APPLICATION 33 OF THE DELAWARE TRAFFIC CONTROL MANUAL.
5. EXCAVATE AND REMOVE EXISTING CURBING USING TYPICAL APPLICATION 33 OF THE DELAWARE TRAFFIC CONTROL MANUAL.
6. EXCAVATE AND CONSTRUCT PROPOSED STORM DRAINAGE SYSTEM (STRUCTURES, PIPES, BIOFILTRATION SWALE).
7. EXCAVATE AND CONSTRUCT PROPOSED PAVEMENT WIDENING, PCC CURBING, AND SIDEWALK USING TYPICAL APPLICATION 33 OF THE DELAWARE TRAFFIC CONTROL MANUAL.
8. STABILIZE WORK AREAS IN ACCORDANCE WITH DIVISION 200 OF THE DELAWARE STANDARD SPECIFICATIONS.
9. INSTALL ALL PROPOSED SIGNING AND STRIPING BEFORE REMOVAL OF ANY TEMPORARY TRAFFIC CONTROL DEVICES.
10. REMOVE ALL TEMPORARY TRAFFIC CONTROL DEVICES AND PLACE NEW PERMANENT TRAFFIC SIGNS ON HERRING RUN ROAD APPROACH.
11. REMOVE ALL EROSION AND SEDIMENT DEVICES.

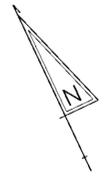
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TEMPORARY PAVEMENT MARKINGS LEGEND		
SYMBOL	ITEM	QUANTITY
(A)	4" SOLID WHITE TEMPORARY PAINT PAVEMENT STRIPING (ITEM 748019)	1,150 LF
(C)	4" SOLID DOUBLE YELLOW TEMPORARY PAINT PAVEMENT STRIPING (ITEM 748019)	750 LF

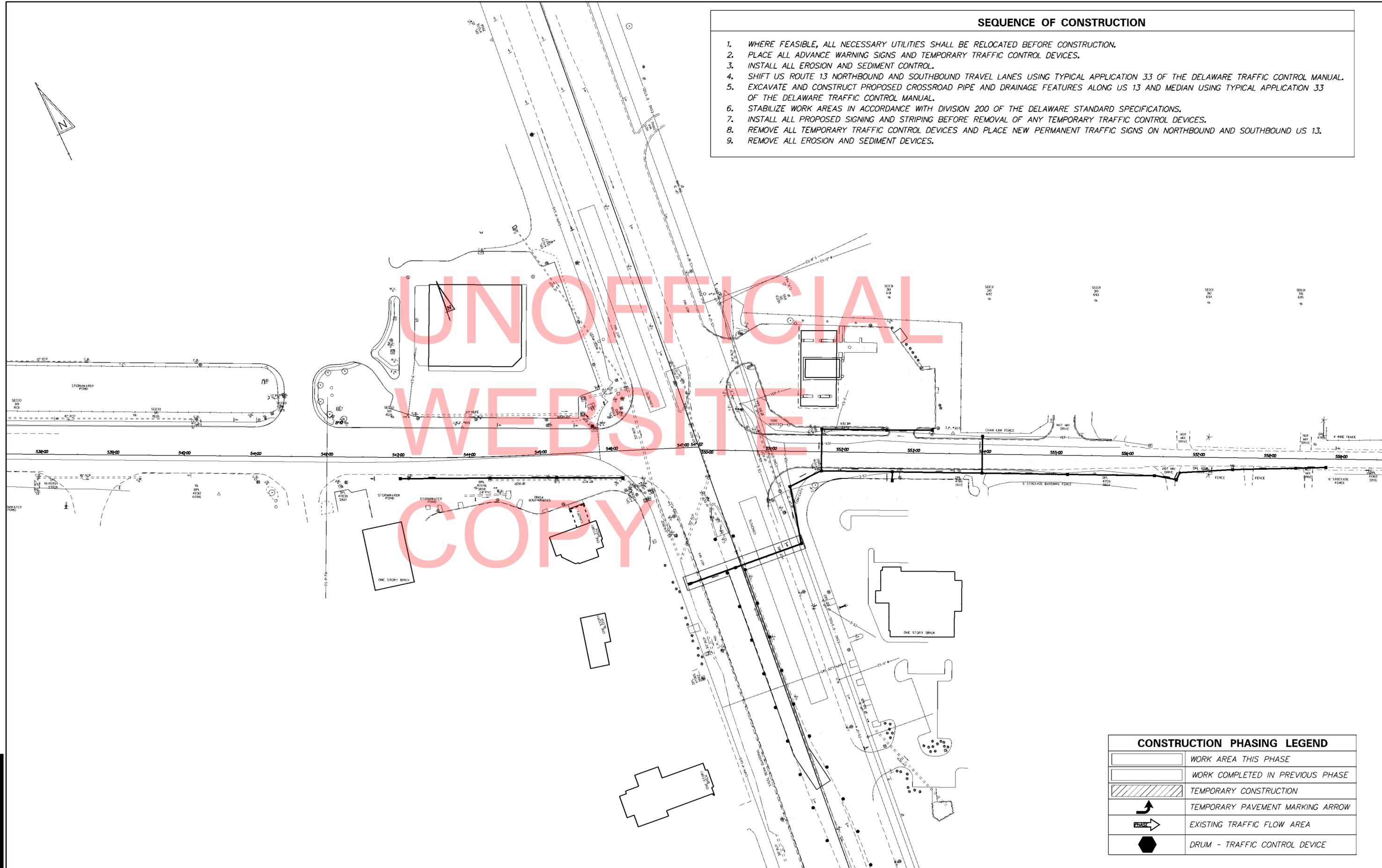
CONSTRUCTION PHASING LEGEND	
	WORK AREA THIS PHASE
	WORK COMPLETED IN PREVIOUS PHASE
	TEMPORARY CONSTRUCTION
↗	TEMPORARY PAVEMENT MARKING ARROW
→ PHASE	EXISTING TRAFFIC FLOW AREA
●	DRUM - TRAFFIC CONTROL DEVICE

SEQUENCE OF CONSTRUCTION

1. WHERE FEASIBLE, ALL NECESSARY UTILITIES SHALL BE RELOCATED BEFORE CONSTRUCTION.
2. PLACE ALL ADVANCE WARNING SIGNS AND TEMPORARY TRAFFIC CONTROL DEVICES.
3. INSTALL ALL EROSION AND SEDIMENT CONTROL.
4. SHIFT US ROUTE 13 NORTHBOUND AND SOUTHBOUND TRAVEL LANES USING TYPICAL APPLICATION 33 OF THE DELAWARE TRAFFIC CONTROL MANUAL.
5. EXCAVATE AND CONSTRUCT PROPOSED CROSSROAD PIPE AND DRAINAGE FEATURES ALONG US 13 AND MEDIAN USING TYPICAL APPLICATION 33 OF THE DELAWARE TRAFFIC CONTROL MANUAL.
6. STABILIZE WORK AREAS IN ACCORDANCE WITH DIVISION 200 OF THE DELAWARE STANDARD SPECIFICATIONS.
7. INSTALL ALL PROPOSED SIGNING AND STRIPING BEFORE REMOVAL OF ANY TEMPORARY TRAFFIC CONTROL DEVICES.
8. REMOVE ALL TEMPORARY TRAFFIC CONTROL DEVICES AND PLACE NEW PERMANENT TRAFFIC SIGNS ON NORTHBOUND AND SOUTHBOUND US 13.
9. REMOVE ALL EROSION AND SEDIMENT DEVICES.



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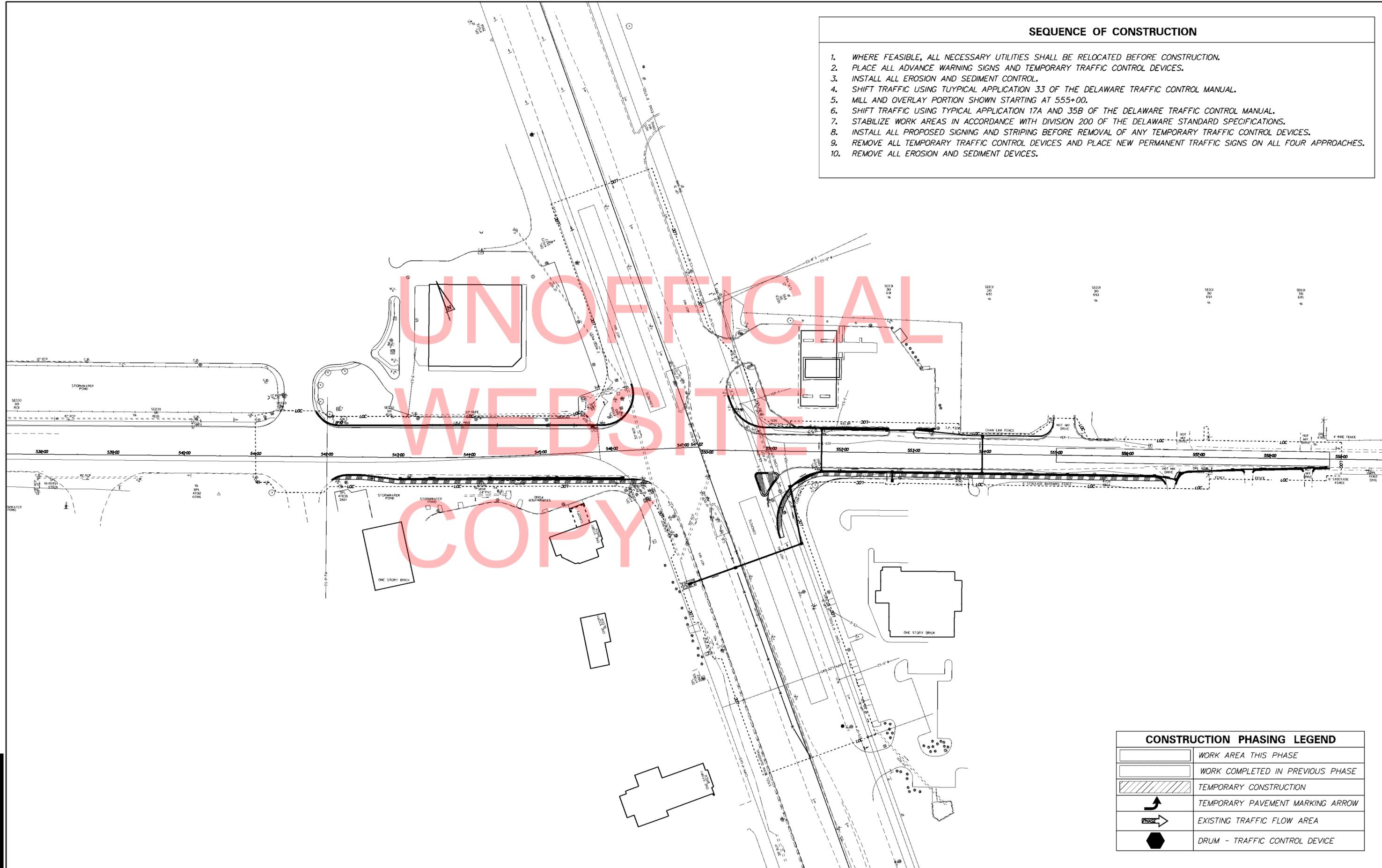
CONSTRUCTION PHASING LEGEND	
	WORK AREA THIS PHASE
	WORK COMPLETED IN PREVIOUS PHASE
	TEMPORARY CONSTRUCTION
	TEMPORARY PAVEMENT MARKING ARROW
	EXISTING TRAFFIC FLOW AREA
	DRUM - TRAFFIC CONTROL DEVICE

ADDENDUMS / REVISIONS

CONTRACT T200412401	BRIDGE NO. N/A
COUNTY SUSSEX	DESIGNED BY:
	CHECKED BY:

SEQUENCE OF CONSTRUCTION

1. WHERE FEASIBLE, ALL NECESSARY UTILITIES SHALL BE RELOCATED BEFORE CONSTRUCTION.
2. PLACE ALL ADVANCE WARNING SIGNS AND TEMPORARY TRAFFIC CONTROL DEVICES.
3. INSTALL ALL EROSION AND SEDIMENT CONTROL.
4. SHIFT TRAFFIC USING TYPICAL APPLICATION 33 OF THE DELAWARE TRAFFIC CONTROL MANUAL.
5. MILL AND OVERLAY PORTION SHOWN STARTING AT 555+00.
6. SHIFT TRAFFIC USING TYPICAL APPLICATION 17A AND 35B OF THE DELAWARE TRAFFIC CONTROL MANUAL.
7. STABILIZE WORK AREAS IN ACCORDANCE WITH DIVISION 200 OF THE DELAWARE STANDARD SPECIFICATIONS.
8. INSTALL ALL PROPOSED SIGNING AND STRIPING BEFORE REMOVAL OF ANY TEMPORARY TRAFFIC CONTROL DEVICES.
9. REMOVE ALL TEMPORARY TRAFFIC CONTROL DEVICES AND PLACE NEW PERMANENT TRAFFIC SIGNS ON ALL FOUR APPROACHES.
10. REMOVE ALL EROSION AND SEDIMENT DEVICES.



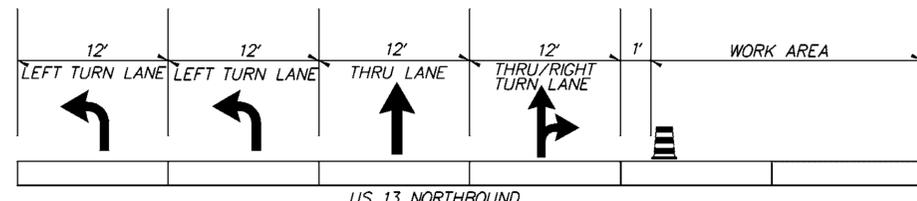
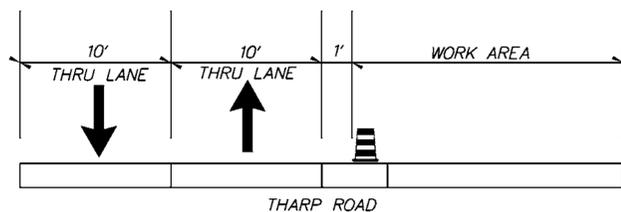
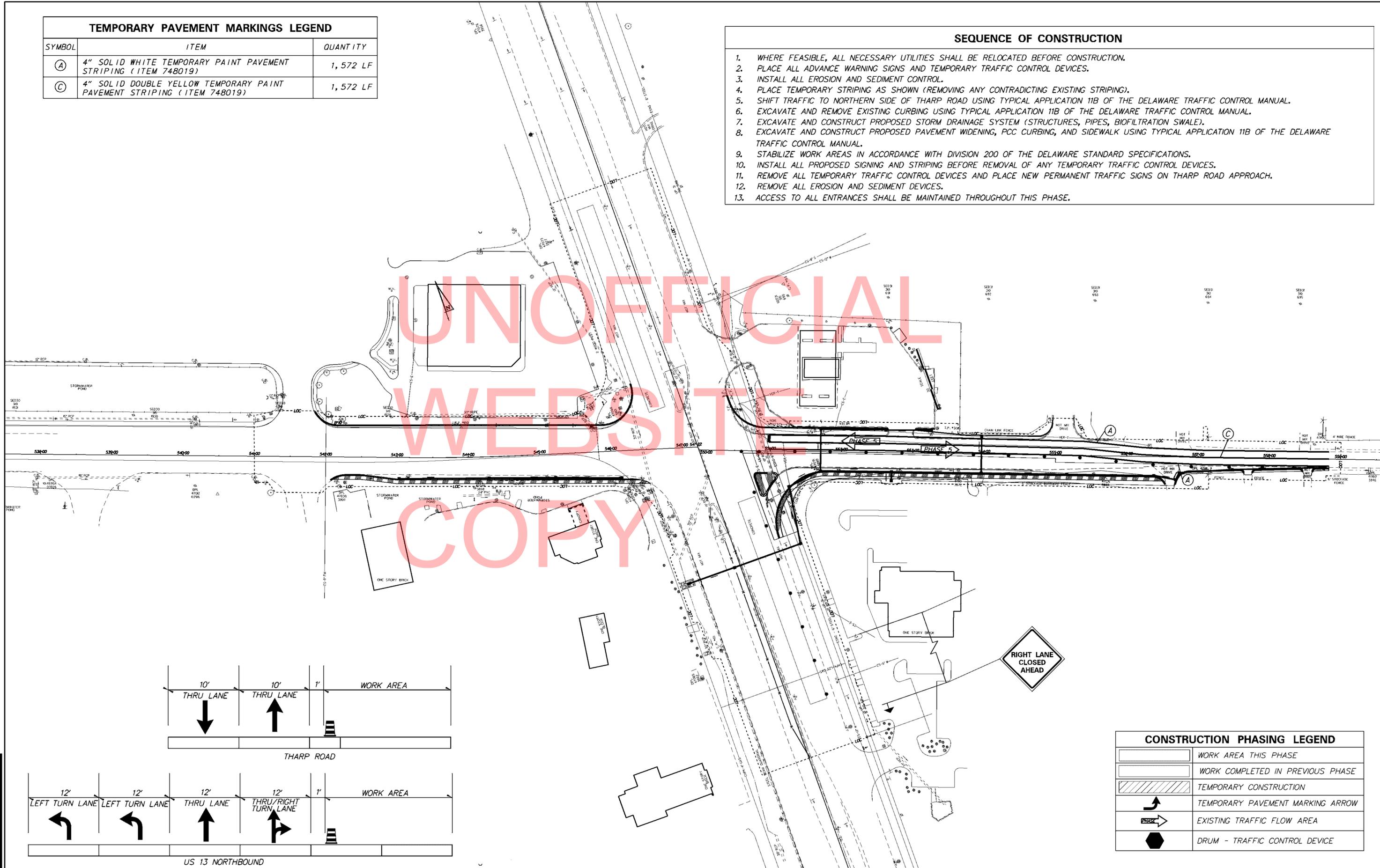
CONSTRUCTION PHASING LEGEND	
	WORK AREA THIS PHASE
	WORK COMPLETED IN PREVIOUS PHASE
	TEMPORARY CONSTRUCTION
	TEMPORARY PAVEMENT MARKING ARROW
	EXISTING TRAFFIC FLOW AREA
	DRUM - TRAFFIC CONTROL DEVICE

ADDENDUMS / REVISIONS

CONTRACT	BRIDGE NO.	N/A
T200412401	DESIGNED BY:	
COUNTY	CHECKED BY:	
SUSSEX		

TEMPORARY PAVEMENT MARKINGS LEGEND		
SYMBOL	ITEM	QUANTITY
(A)	4" SOLID WHITE TEMPORARY PAINT PAVEMENT STRIPING (ITEM 748019)	1,572 LF
(C)	4" SOLID DOUBLE YELLOW TEMPORARY PAINT PAVEMENT STRIPING (ITEM 748019)	1,572 LF

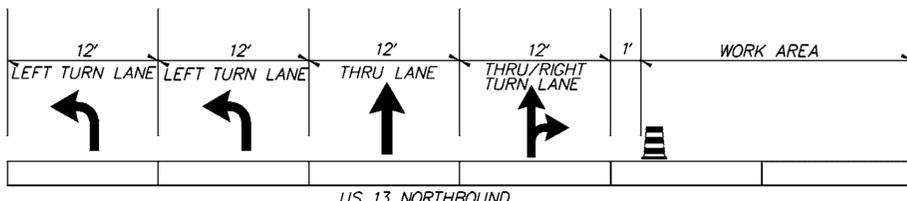
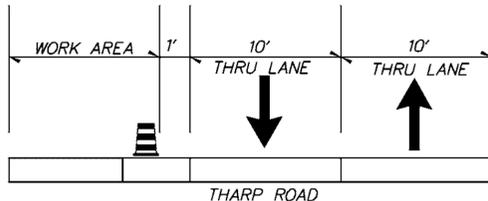
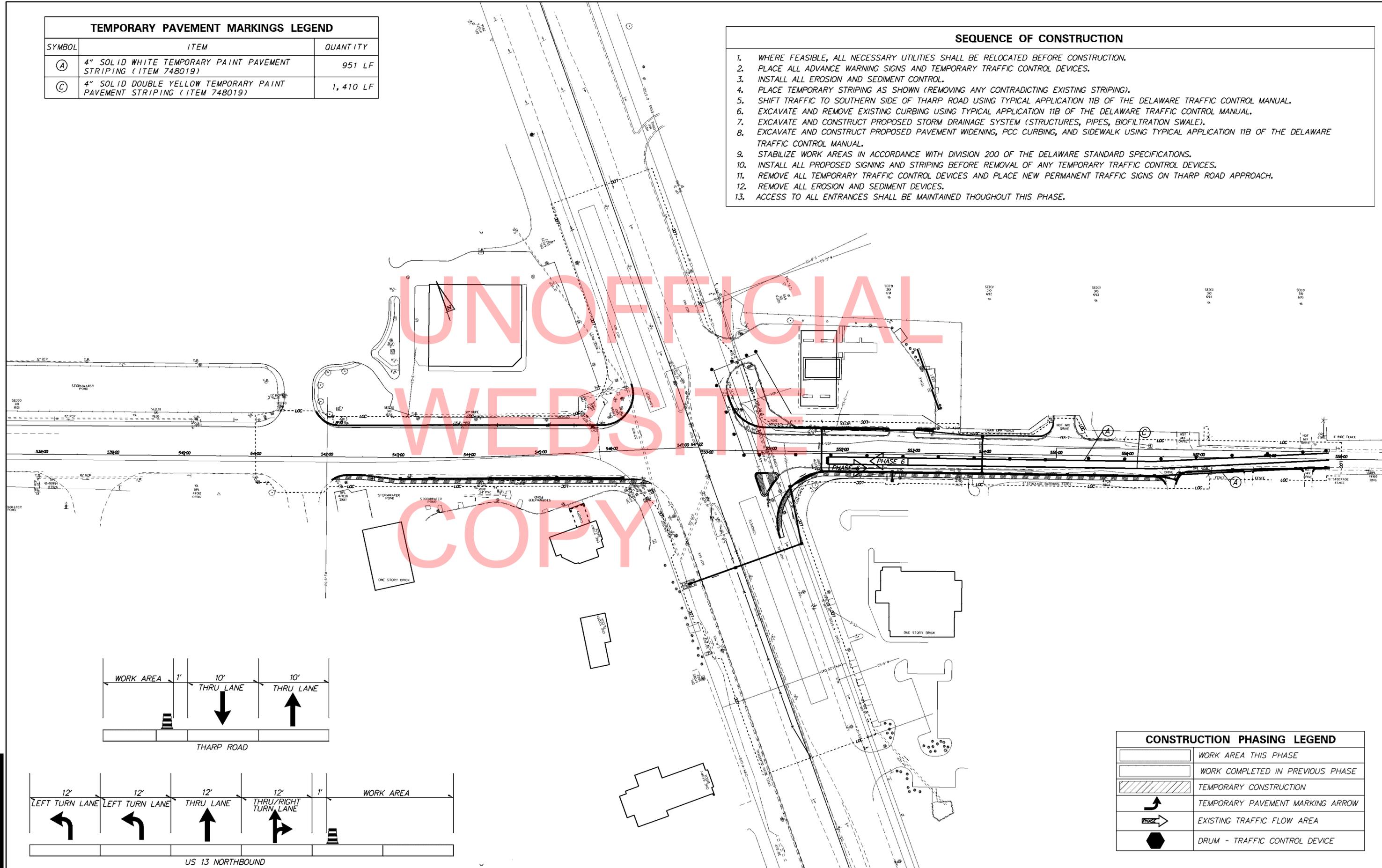
- SEQUENCE OF CONSTRUCTION**
1. WHERE FEASIBLE, ALL NECESSARY UTILITIES SHALL BE RELOCATED BEFORE CONSTRUCTION.
 2. PLACE ALL ADVANCE WARNING SIGNS AND TEMPORARY TRAFFIC CONTROL DEVICES.
 3. INSTALL ALL EROSION AND SEDIMENT CONTROL.
 4. PLACE TEMPORARY STRIPING AS SHOWN (REMOVING ANY CONTRADICTING EXISTING STRIPING).
 5. SHIFT TRAFFIC TO NORTHERN SIDE OF THARP ROAD USING TYPICAL APPLICATION 11B OF THE DELAWARE TRAFFIC CONTROL MANUAL.
 6. EXCAVATE AND REMOVE EXISTING CURBING USING TYPICAL APPLICATION 11B OF THE DELAWARE TRAFFIC CONTROL MANUAL.
 7. EXCAVATE AND CONSTRUCT PROPOSED STORM DRAINAGE SYSTEM (STRUCTURES, PIPES, BIOFILTRATION SWALE).
 8. EXCAVATE AND CONSTRUCT PROPOSED PAVEMENT WIDENING, PCC CURBING, AND SIDEWALK USING TYPICAL APPLICATION 11B OF THE DELAWARE TRAFFIC CONTROL MANUAL.
 9. STABILIZE WORK AREAS IN ACCORDANCE WITH DIVISION 200 OF THE DELAWARE STANDARD SPECIFICATIONS.
 10. INSTALL ALL PROPOSED SIGNING AND STRIPING BEFORE REMOVAL OF ANY TEMPORARY TRAFFIC CONTROL DEVICES.
 11. REMOVE ALL TEMPORARY TRAFFIC CONTROL DEVICES AND PLACE NEW PERMANENT TRAFFIC SIGNS ON THARP ROAD APPROACH.
 12. REMOVE ALL EROSION AND SEDIMENT DEVICES.
 13. ACCESS TO ALL ENTRANCES SHALL BE MAINTAINED THROUGHOUT THIS PHASE.



CONSTRUCTION PHASING LEGEND	
	WORK AREA THIS PHASE
	WORK COMPLETED IN PREVIOUS PHASE
	TEMPORARY CONSTRUCTION
	TEMPORARY PAVEMENT MARKING ARROW
	EXISTING TRAFFIC FLOW AREA
	DRUM - TRAFFIC CONTROL DEVICE

TEMPORARY PAVEMENT MARKINGS LEGEND		
SYMBOL	ITEM	QUANTITY
(A)	4" SOLID WHITE TEMPORARY PAINT PAVEMENT STRIPING (ITEM 748019)	951 LF
(C)	4" SOLID DOUBLE YELLOW TEMPORARY PAINT PAVEMENT STRIPING (ITEM 748019)	1,410 LF

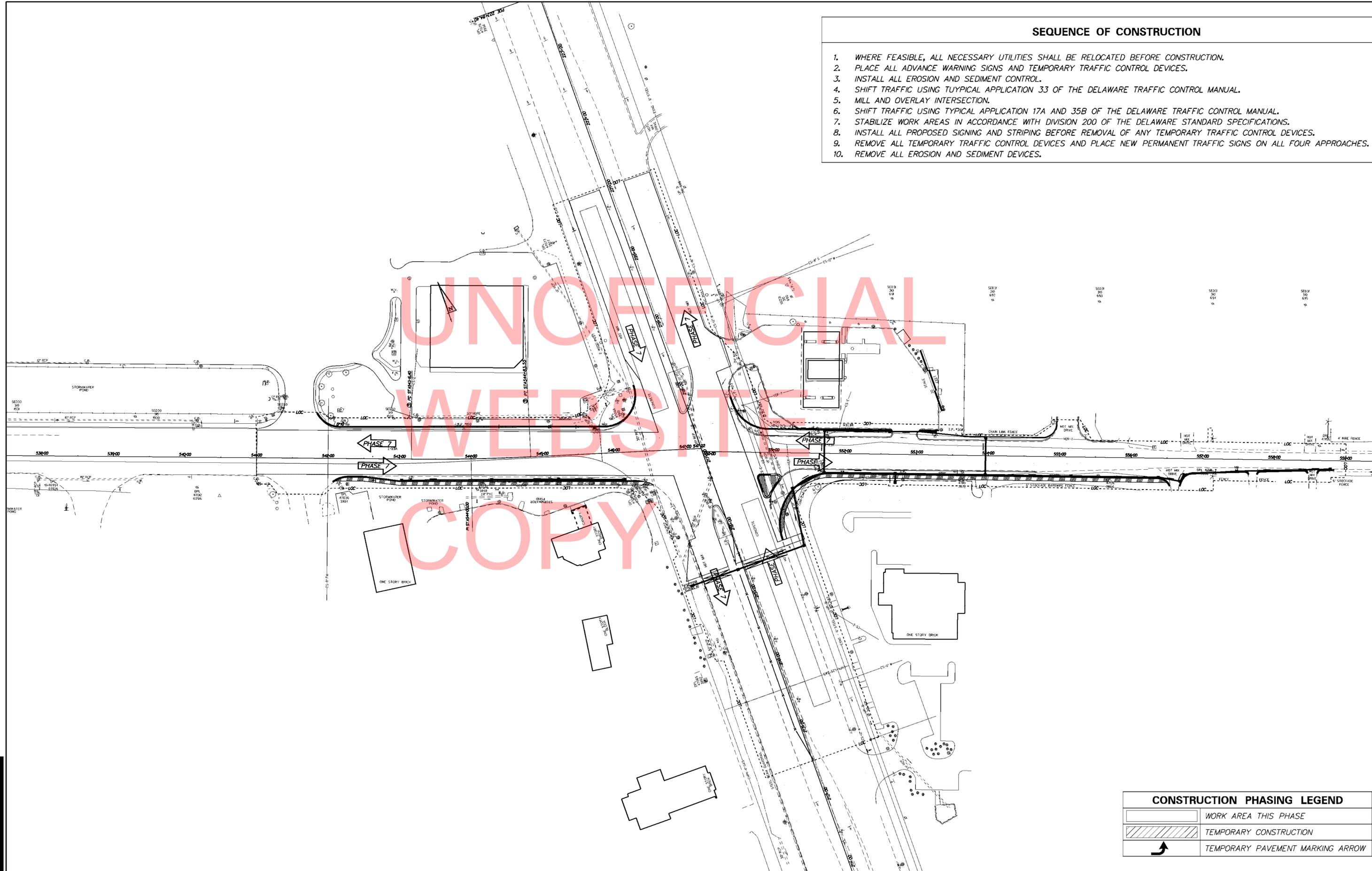
- SEQUENCE OF CONSTRUCTION**
- WHERE FEASIBLE, ALL NECESSARY UTILITIES SHALL BE RELOCATED BEFORE CONSTRUCTION.
 - PLACE ALL ADVANCE WARNING SIGNS AND TEMPORARY TRAFFIC CONTROL DEVICES.
 - INSTALL ALL EROSION AND SEDIMENT CONTROL.
 - PLACE TEMPORARY STRIPING AS SHOWN (REMOVING ANY CONTRADICTING EXISTING STRIPING).
 - SHIFT TRAFFIC TO SOUTHERN SIDE OF THARP ROAD USING TYPICAL APPLICATION 11B OF THE DELAWARE TRAFFIC CONTROL MANUAL.
 - EXCAVATE AND REMOVE EXISTING CURBING USING TYPICAL APPLICATION 11B OF THE DELAWARE TRAFFIC CONTROL MANUAL.
 - EXCAVATE AND CONSTRUCT PROPOSED STORM DRAINAGE SYSTEM (STRUCTURES, PIPES, BIOFILTRATION SWALE).
 - EXCAVATE AND CONSTRUCT PROPOSED PAVEMENT WIDENING, PCC CURBING, AND SIDEWALK USING TYPICAL APPLICATION 11B OF THE DELAWARE TRAFFIC CONTROL MANUAL.
 - STABILIZE WORK AREAS IN ACCORDANCE WITH DIVISION 200 OF THE DELAWARE STANDARD SPECIFICATIONS.
 - INSTALL ALL PROPOSED SIGNING AND STRIPING BEFORE REMOVAL OF ANY TEMPORARY TRAFFIC CONTROL DEVICES.
 - REMOVE ALL TEMPORARY TRAFFIC CONTROL DEVICES AND PLACE NEW PERMANENT TRAFFIC SIGNS ON THARP ROAD APPROACH.
 - REMOVE ALL EROSION AND SEDIMENT DEVICES.
 - ACCESS TO ALL ENTRANCES SHALL BE MAINTAINED THROUGHOUT THIS PHASE.



CONSTRUCTION PHASING LEGEND	
	WORK AREA THIS PHASE
	WORK COMPLETED IN PREVIOUS PHASE
	TEMPORARY CONSTRUCTION
	TEMPORARY PAVEMENT MARKING ARROW
	EXISTING TRAFFIC FLOW AREA
	DRUM - TRAFFIC CONTROL DEVICE

SEQUENCE OF CONSTRUCTION

1. WHERE FEASIBLE, ALL NECESSARY UTILITIES SHALL BE RELOCATED BEFORE CONSTRUCTION.
2. PLACE ALL ADVANCE WARNING SIGNS AND TEMPORARY TRAFFIC CONTROL DEVICES.
3. INSTALL ALL EROSION AND SEDIMENT CONTROL.
4. SHIFT TRAFFIC USING TYPICAL APPLICATION 33 OF THE DELAWARE TRAFFIC CONTROL MANUAL.
5. MILL AND OVERLAY INTERSECTION.
6. SHIFT TRAFFIC USING TYPICAL APPLICATION 17A AND 35B OF THE DELAWARE TRAFFIC CONTROL MANUAL.
7. STABILIZE WORK AREAS IN ACCORDANCE WITH DIVISION 200 OF THE DELAWARE STANDARD SPECIFICATIONS.
8. INSTALL ALL PROPOSED SIGNING AND STRIPING BEFORE REMOVAL OF ANY TEMPORARY TRAFFIC CONTROL DEVICES.
9. REMOVE ALL TEMPORARY TRAFFIC CONTROL DEVICES AND PLACE NEW PERMANENT TRAFFIC SIGNS ON ALL FOUR APPROACHES.
10. REMOVE ALL EROSION AND SEDIMENT DEVICES.



CONSTRUCTION PHASING LEGEND	
	WORK AREA THIS PHASE
	TEMPORARY CONSTRUCTION
	TEMPORARY PAVEMENT MARKING ARROW

ADDENDUMS / REVISIONS

CONTRACT T200412401	BRIDGE NO. N/A
COUNTY SUSSEX	DESIGNED BY:
	CHECKED BY:

CHANGEABLE MESSAGE BOARDS

CMS-1 PRIOR TO DETOUR (10 DAYS PRIOR TO BEGINNING OF DETOUR)

XXXXXXXX
XXXXXXXX
XXXXXXXX

XXXXXXXX
XXXXXXXX
XXXXXXXX

CMS-1 DURING DETOUR

ONEALS
CLOSED
AT US 13

USE AIR-
PORT RD
OCKELS DR

CMS-2 PRIOR TO DETOUR (10 DAYS PRIOR TO BEGINNING OF DETOUR)

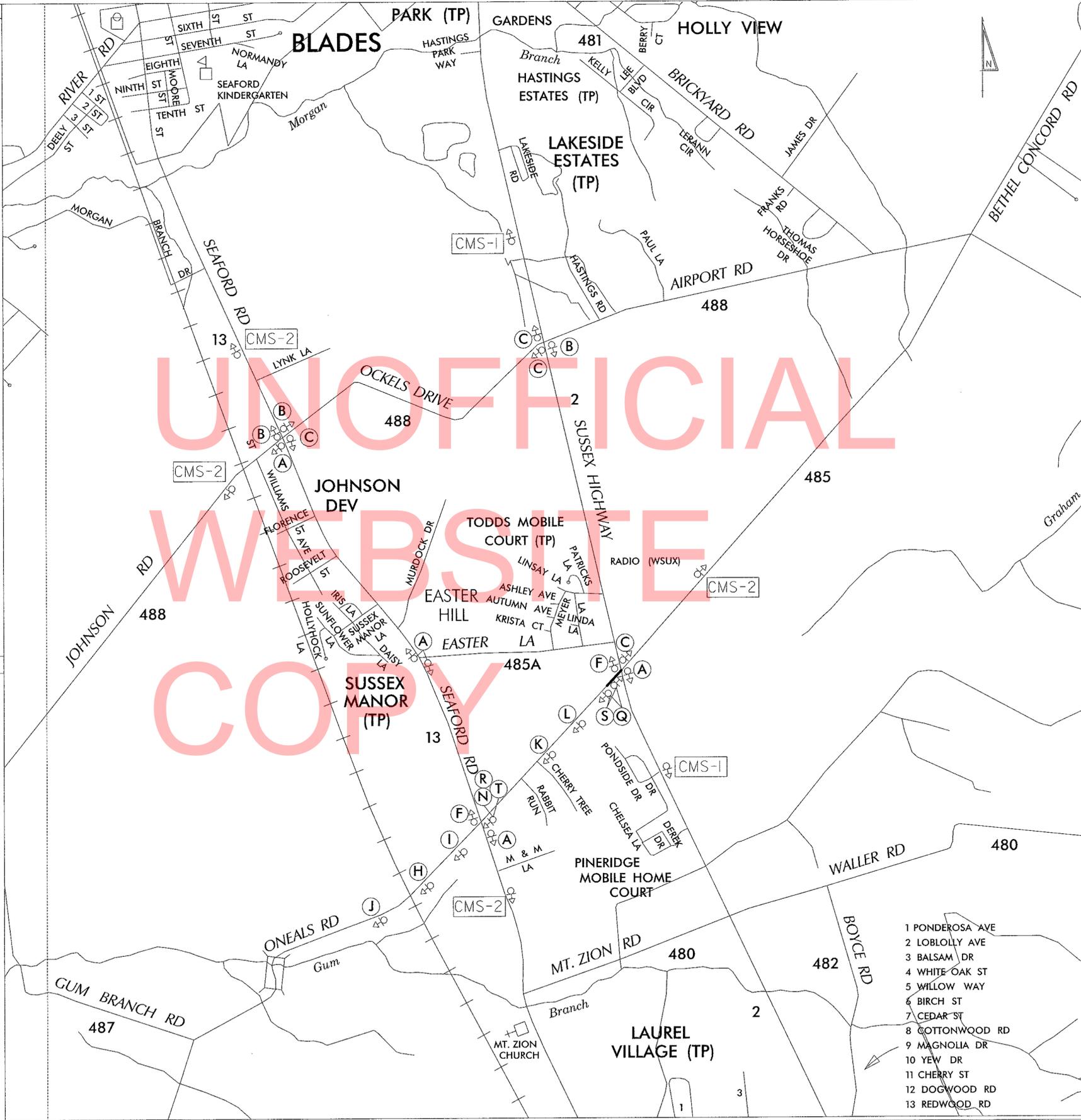
XXXXXXXX
XXXXXXXX
XXXXXXXX

XXXXXXXX
XXXXXXXX
XXXXXXXX

CMS-2 DURING DETOUR

ONEALS
ROAD
AT US13

CLOSED
FOLLOW
DETOUR



LEGEND

A DETOUR (up arrow)

B DETOUR (left arrow)

C DETOUR (right arrow)

D DETOUR (up-left arrow)

E DETOUR (up-right arrow)

F END DETOUR

G DETOUR AHEAD (diamond)

H DETOUR 1000 FT (diamond)

I DETOUR 500 FT (diamond)

J ROAD CLOSED AHEAD (diamond)

K ROAD CLOSED 1000 FT (diamond)

L ROAD CLOSED 500 FT (diamond)

M ROAD NAME (rectangle)

N DETOUR (left arrow)

O DETOUR (right arrow)

P ROAD CLOSED XX MILES AHEAD LOCAL TRAFFIC ONLY (rectangle)

Q ROAD CLOSED (rectangle)

R ROAD CLOSED TO THRU TRAFFIC (rectangle)

S BARRICADE (hatched rectangle)

T BARRICADE (hatched rectangle)

SPECIAL NOTES

1. CLOSE US 13 NORTHBOUND LEFT-TURN LANE AND US 13 SOUTHBOUND RIGHT-TURN LANE AT THE INTERSECTION OF US 13 AND ONEALS ROAD UTILIZING DRUMS

2. THE ALLOWABLE WORK HOURS FOR THIS DETOUR IS 8PM-6AM (MONDAY - THURSDAY)

GENERAL NOTES

1. ALL DETOUR SIGNING INCLUDING, TRAILBLAZERS, ARE TO BE SUPPLIED AND MAINTAINED BY THE GENERAL CONTRACTOR IN COMPLIANCE WITH THE DE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES.

2. THE CONTRACTOR SHALL COMPLY WITH GUIDELINES IN "THE DELAWARE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (DE- MUTCD PART 6) FOR LIGHTS, BARRICADES AND SIGNS (AS PER LATEST REVISION)

3. FIELD CONDITIONS MAY DICTATE CHANGES AT SOME TIME DURING THE LIFE OF THE CONTRACT. IN THE EVENT OF OMISSIONS OR CORRECTIONS, THE SIGNING PROVISIONS OF THE DELAWARE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES WILL PREVAIL.

4. SIGNS J THROUGH L AND P THROUGH R, THE WORD (ROAD) SHOULD BE CHANGED TO RAMP, R/R OR BRIDGE WHERE APPLICABLE.

5. WARNING SIGNS SHOULD BE MOUNTED ON BREAKAWAY POSTS AND HAVE RETROREFLECTIVE FLUORESCENT SHEETING.

6. "S" BARRICADES SHALL COMPLETELY RUN THE FULL WIDTH OF ROADWAY.

7. BARRICADES SHALL BE A MINIMUM OF 6 FEET WIDE UNLESS DIRECTED BY THE ENGINEER.

RECOMMENDED _____ DATE: 3/28/13

RECOMMENDED _____ DATE: _____

RECOMMENDED _____ DATE: _____

APPROVED CHIEF SAFETY OFFICER _____ DATE: 4-9-13

APPROVED TRAFFIC ENGINEER _____ DATE: 4/2/13



LANDSCAPE PLANTING SCHEDULE		
NO.	PLANTING DESCRIPTION	QUANTITY
GH	GREEN HAWTHORNE 2" - 2.5"	4

MATCHLINE STA 209+00

CONCORD RD
ROAD 20

MATCHLINE STA 215+00

US 13

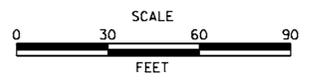
US 13

US 13

US 13

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ADDENDUMS / REVISIONS	



CONTRACT 24-124-01	BRIDGE NO.
COUNTY SUSSEX	DESIGNED BY:
	CHECKED BY:

LANDSCAPE PLANTING SCHEDULE		
NO.	PLANTING DESCRIPTION	QUANTITY
CV	FRINGE TREE, 3' - 4'	6



LANDSCAPE PLANTING SCHEDULE		
NO.	PLANTING DESCRIPTION	QUANTITY
CC	EASTERN REDBUD, 2"-2.5"	3
CV	FRINGE TREE, 3'-4'	4

LANDSCAPE PLANTING SUMMARY SCHEDULE						
ID	QTY	BOTANICAL NAME	COMMON NAME	SIZE	METHOD	COMMENTS
GH	4	CRATAGEUS VIRIDIS	'GREEN HAWTHORNE'	2"-2.5" CAL.	B&B	15' O.C.
CC	3	CERCIS CANADENSIS	EASTERN REDBUD 'FOREST PANSY'	2"-2.5" CAL	B&B	15' O.C.
CV	10	CHIONANTHUS VIRGINICUS	FRINGE TREE	3'-4' MULTI STEM	B&B/ CONT	10' O.C.



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ADDENDUMS / REVISIONS



CONTRACT 24-124-01	BRIDGE NO.
COUNTY SUSSEX	DESIGNED BY:
	CHECKED BY:

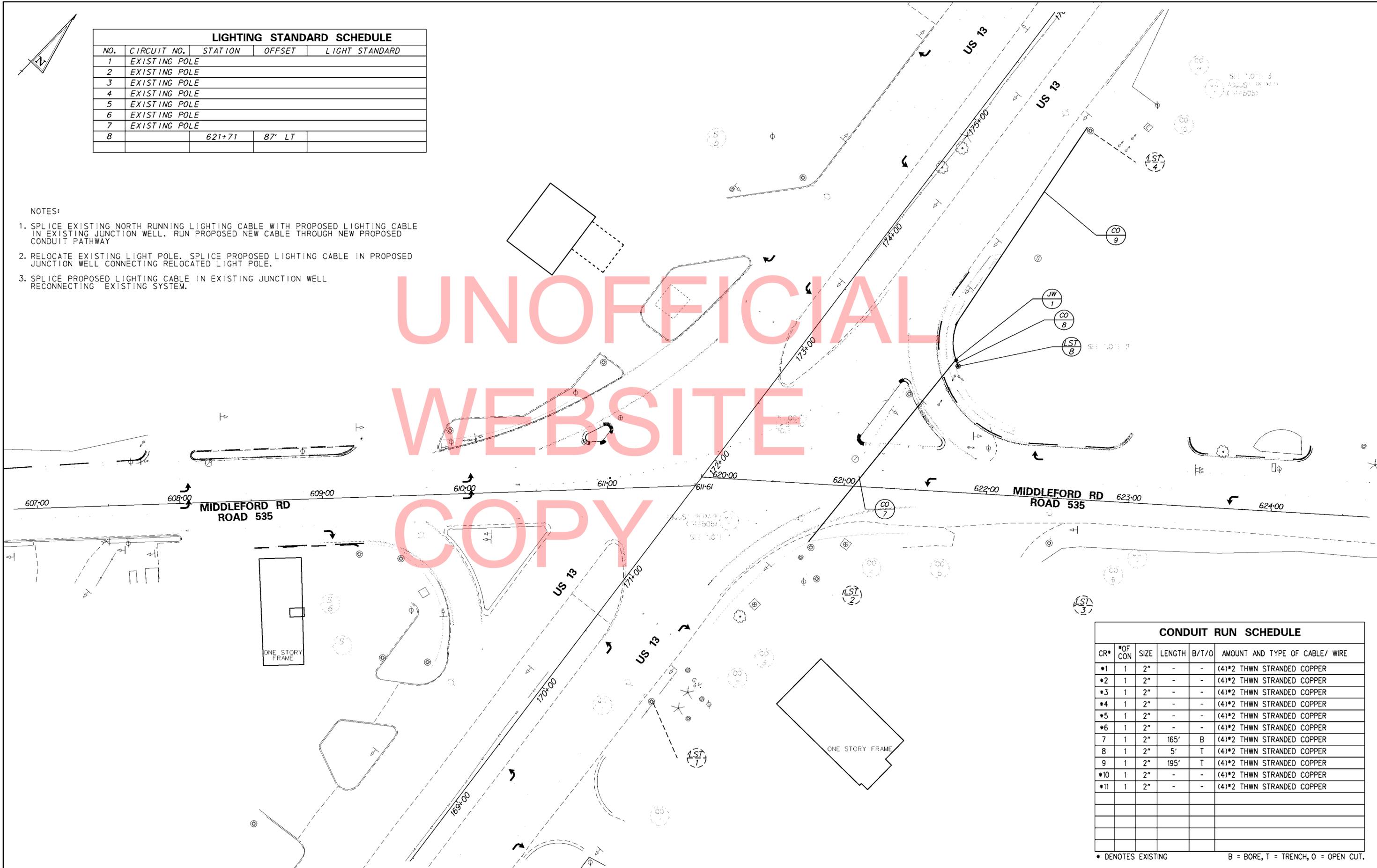
SHEET NO. 27
TOTAL SHTS. 114

LIGHTING STANDARD SCHEDULE				
NO.	CIRCUIT NO.	STATION	OFFSET	LIGHT STANDARD
1	EXISTING POLE			
2	EXISTING POLE			
3	EXISTING POLE			
4	EXISTING POLE			
5	EXISTING POLE			
6	EXISTING POLE			
7	EXISTING POLE			
8		621+71	87' LT	

NOTES:

1. SPLICE EXISTING NORTH RUNNING LIGHTING CABLE WITH PROPOSED LIGHTING CABLE IN EXISTING JUNCTION WELL. RUN PROPOSED NEW CABLE THROUGH NEW PROPOSED CONDUIT PATHWAY
2. RELOCATE EXISTING LIGHT POLE. SPLICE PROPOSED LIGHTING CABLE IN PROPOSED JUNCTION WELL CONNECTING RELOCATED LIGHT POLE.
3. SPLICE PROPOSED LIGHTING CABLE IN EXISTING JUNCTION WELL RECONNECTING EXISTING SYSTEM.

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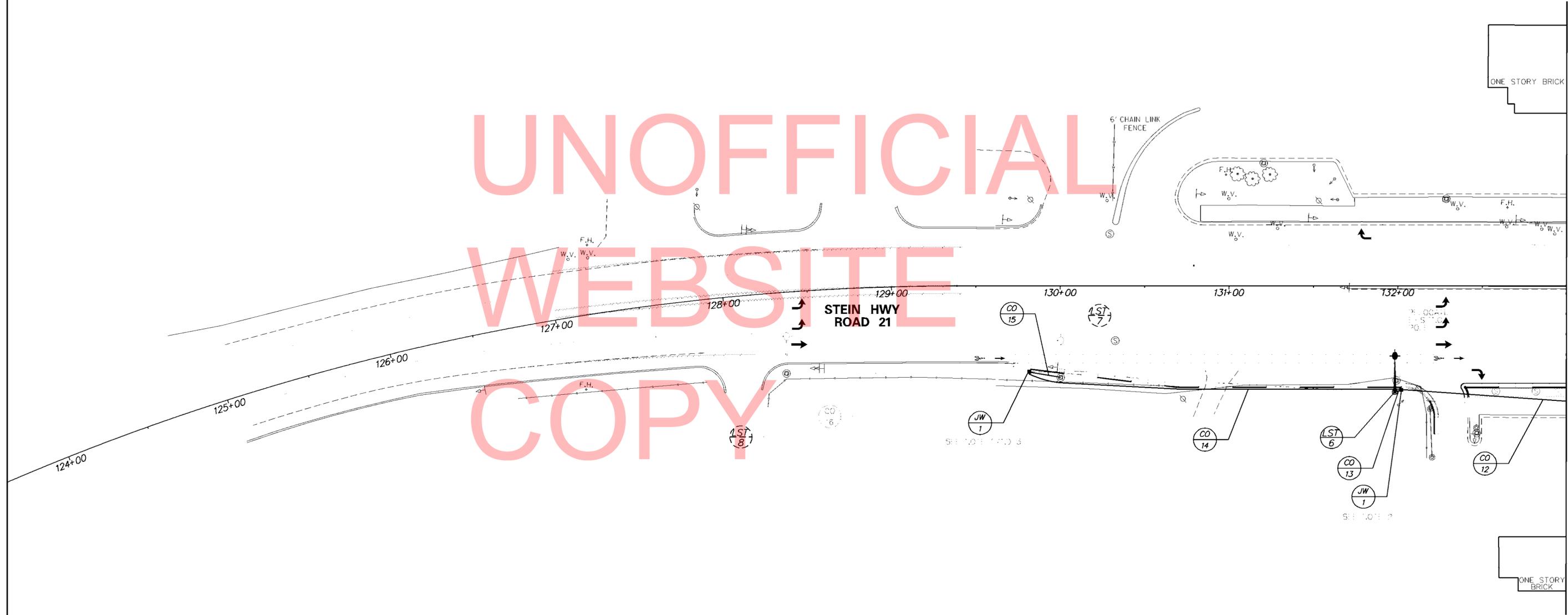
CONDUIT RUN SCHEDULE					
CR#	# OF CON	SIZE	LENGTH	B/T/O	AMOUNT AND TYPE OF CABLE/ WIRE
*1	1	2"	-	-	(4)*2 THWN STRANDED COPPER
*2	1	2"	-	-	(4)*2 THWN STRANDED COPPER
*3	1	2"	-	-	(4)*2 THWN STRANDED COPPER
*4	1	2"	-	-	(4)*2 THWN STRANDED COPPER
*5	1	2"	-	-	(4)*2 THWN STRANDED COPPER
*6	1	2"	-	-	(4)*2 THWN STRANDED COPPER
7	1	2"	165'	B	(4)*2 THWN STRANDED COPPER
8	1	2"	5'	T	(4)*2 THWN STRANDED COPPER
9	1	2"	195'	T	(4)*2 THWN STRANDED COPPER
*10	1	2"	-	-	(4)*2 THWN STRANDED COPPER
*11	1	2"	-	-	(4)*2 THWN STRANDED COPPER

* DENOTES EXISTING B = BORE, T = TRENCH, O = OPEN CUT.

LIGHTING STANDARD SCHEDULE				
NO.	CIRCUIT NO.	STATION	OFFSET	LIGHT STANDARD
6		131+98	63' RT	
7	EXISTING POLE			
8	EXISTING POLE			



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COPY



MATCHLINE STA 133+00

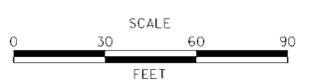
CONDUIT RUN SCHEDULE					
CR*	*OF CON	SIZE	LENGTH	B/T/O	AMOUNT AND TYPE OF CABLE/ WIRE
12	SEE SHEET 79 FOR CONDUIT RUN INFORMATION				
13	1	2"	5'	T	*2 THWN STRANDED COPPER
14	1	2"	235'	T	*2 THWN STRANDED COPPER
15	1	2"	20'	T	*2 THWN STRANDED COPPER
*16	1	2"	-	-	*2 THWN STRANDED COPPER

- NOTES:
1. LOCATE AND INTERCEPT CONDUIT WITH A TYPE 1 JUNCTION WELL, CUT AND/OR PULL BACK THE EXISTING CABLES IN THE CONDUIT TO THE PROPOSED JUNCTION WELL SO THAT THE ELECTRICAL SYSTEM CAN BE MAINTAINED. ENSURE SUFFICIENT CABLE LENGTH IS AVAILABLE FOR SPLICING TO NEW CABLES IN THE PROPOSED CONDUIT RUNS THAT ENTER THIS JUNCTION WELL.
 2. RELOCATE EXISTING LIGHT POLE. SPLICE PROPOSED LIGHTING CABLE IN PROPOSED JUNCTION WELL CONNECTING RELOCATED LIGHT POLE.
 3. SPLICE PROPOSED LIGHTING CABLE IN PROPOSED JUNCTION WELL RECONNECTING EXISTING SYSTEM.

* DENOTES EXISTING B = BORE, T = TRENCH, O = OPEN CUT.



ADDENDUMS / REVISIONS	



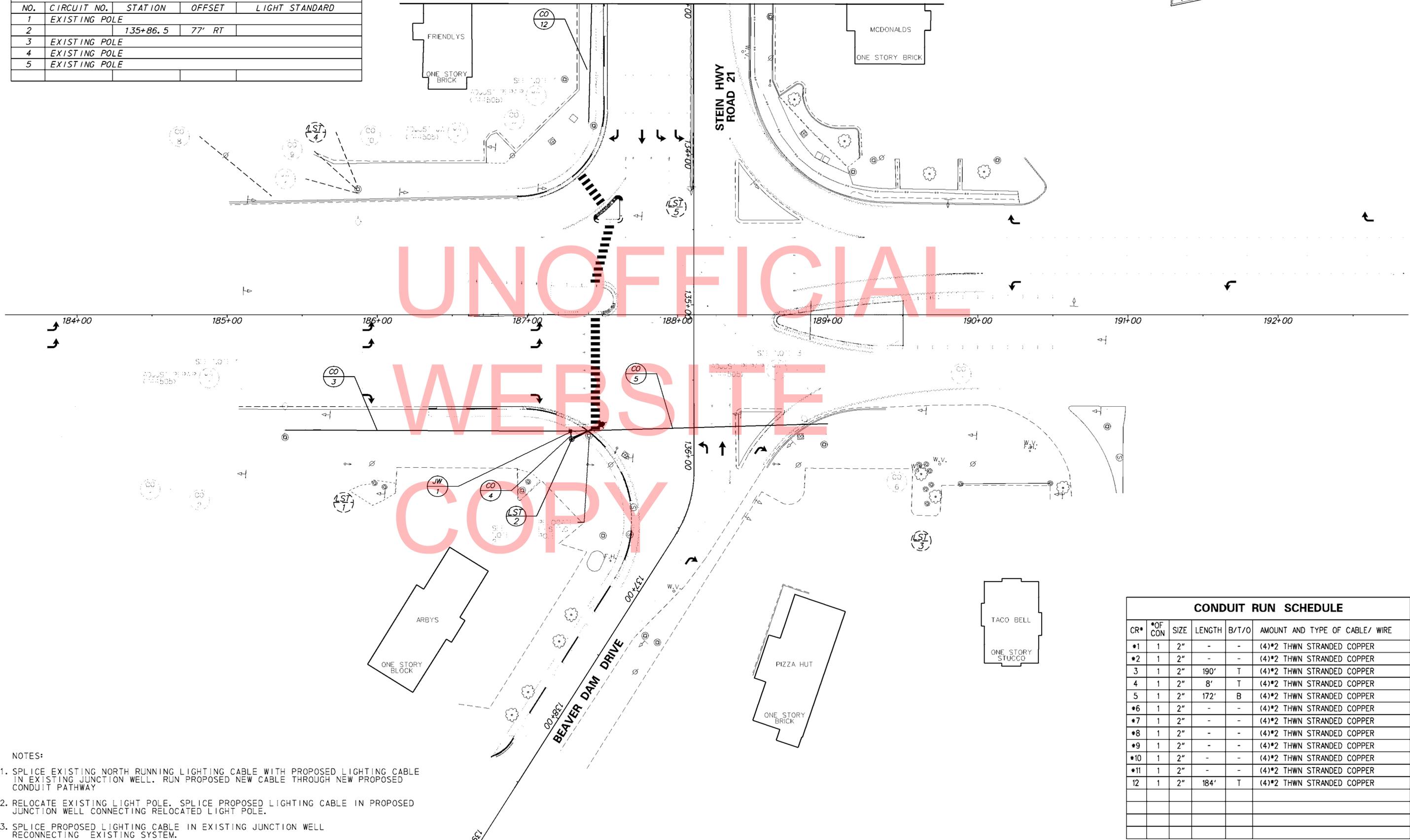
US 13 SEAFORD INTERSECTION IMPROVEMENTS PROJECT

CONTRACT	BRIDGE NO.
T200412401	
COUNTY	DESIGNED BY: JCR
SUSSEX	CHECKED BY:

LIGHTING PLAN	SHEET NO.
	83
	TOTAL SHTS.
	114

LIGHTING STANDARD SCHEDULE				
NO.	CIRCUIT NO.	STATION	OFFSET	LIGHT STANDARD
1	EXISTING POLE			
2		135+86.5	77' RT	
3	EXISTING POLE			
4	EXISTING POLE			
5	EXISTING POLE			

MATCHLINE STA 133+00



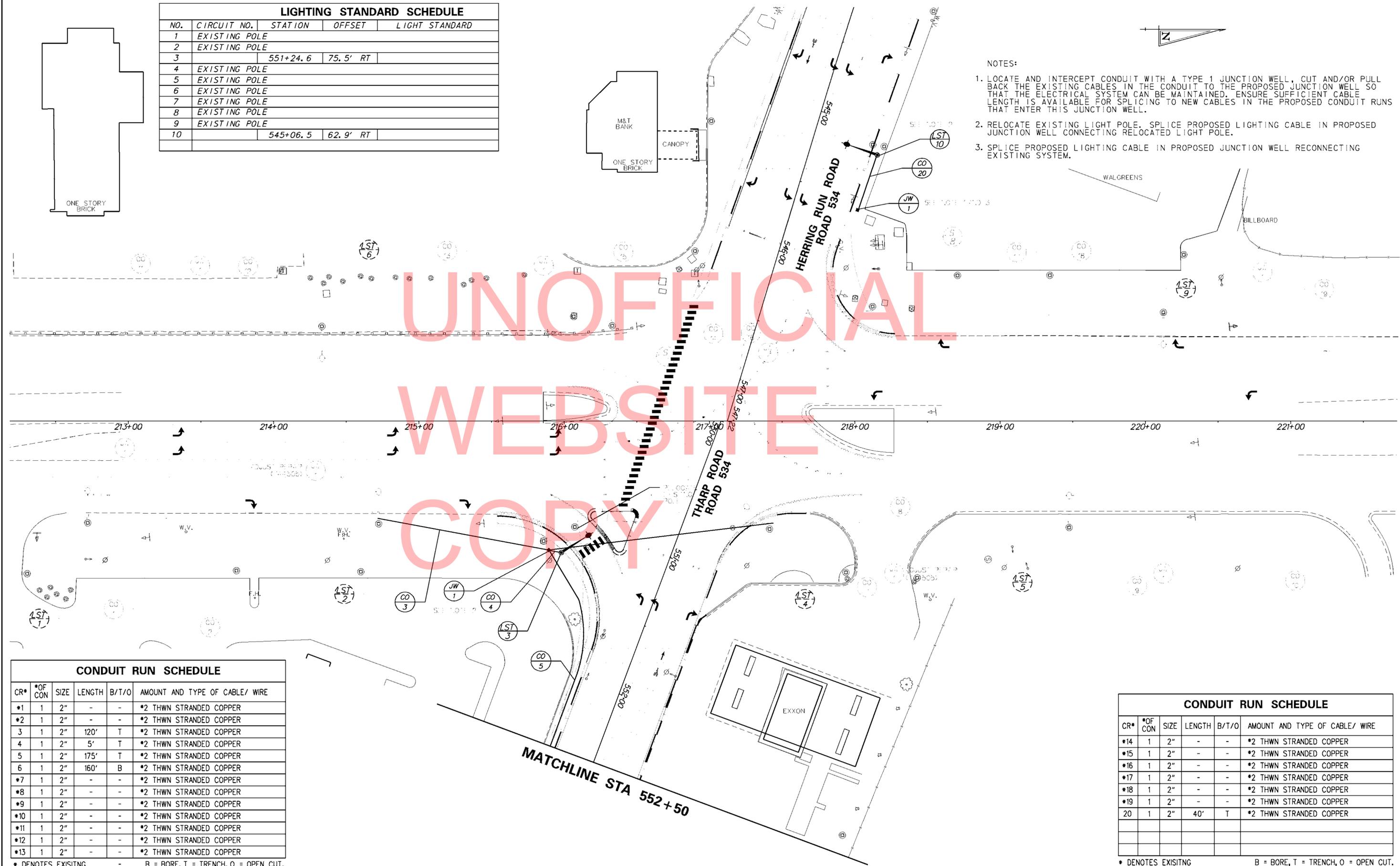
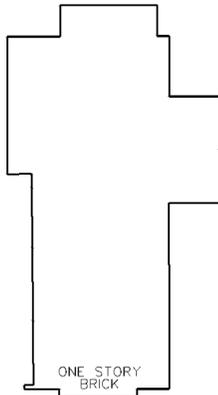
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WEBSITE
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- NOTES:
- SPLICE EXISTING NORTH RUNNING LIGHTING CABLE WITH PROPOSED LIGHTING CABLE IN EXISTING JUNCTION WELL. RUN PROPOSED NEW CABLE THROUGH NEW PROPOSED CONDUIT PATHWAY
 - RELOCATE EXISTING LIGHT POLE. SPLICE PROPOSED LIGHTING CABLE IN PROPOSED JUNCTION WELL CONNECTING RELOCATED LIGHT POLE.
 - SPLICE PROPOSED LIGHTING CABLE IN EXISTING JUNCTION WELL RECONNECTING EXISTING SYSTEM.

CONDUIT RUN SCHEDULE					
CR*	# OF CON	SIZE	LENGTH	B/T/O	AMOUNT AND TYPE OF CABLE/ WIRE
#1	1	2"	-	-	(4)*2 THWN STRANDED COPPER
#2	1	2"	-	-	(4)*2 THWN STRANDED COPPER
3	1	2"	190'	T	(4)*2 THWN STRANDED COPPER
4	1	2"	8'	T	(4)*2 THWN STRANDED COPPER
5	1	2"	172'	B	(4)*2 THWN STRANDED COPPER
#6	1	2"	-	-	(4)*2 THWN STRANDED COPPER
#7	1	2"	-	-	(4)*2 THWN STRANDED COPPER
#8	1	2"	-	-	(4)*2 THWN STRANDED COPPER
#9	1	2"	-	-	(4)*2 THWN STRANDED COPPER
#10	1	2"	-	-	(4)*2 THWN STRANDED COPPER
#11	1	2"	-	-	(4)*2 THWN STRANDED COPPER
12	1	2"	184'	T	(4)*2 THWN STRANDED COPPER

* DENOTES EXISTING B = BORE, T = TRENCH, O = OPEN CUT.

LIGHTING STANDARD SCHEDULE				
NO.	CIRCUIT NO.	STATION	OFFSET	LIGHT STANDARD
1	EXISTING POLE			
2	EXISTING POLE			
3		551+24.6	75.5' RT	
4	EXISTING POLE			
5	EXISTING POLE			
6	EXISTING POLE			
7	EXISTING POLE			
8	EXISTING POLE			
9	EXISTING POLE			
10		545+06.5	62.9' RT	



- NOTES:
1. LOCATE AND INTERCEPT CONDUIT WITH A TYPE 1 JUNCTION WELL, CUT AND/OR PULL BACK THE EXISTING CABLES IN THE CONDUIT TO THE PROPOSED JUNCTION WELL SO THAT THE ELECTRICAL SYSTEM CAN BE MAINTAINED. ENSURE SUFFICIENT CABLE LENGTH IS AVAILABLE FOR SPLICING TO NEW CABLES IN THE PROPOSED CONDUIT RUNS THAT ENTER THIS JUNCTION WELL.
 2. RELOCATE EXISTING LIGHT POLE. SPLICE PROPOSED LIGHTING CABLE IN PROPOSED JUNCTION WELL CONNECTING RELOCATED LIGHT POLE.
 3. SPLICE PROPOSED LIGHTING CABLE IN PROPOSED JUNCTION WELL RECONNECTING EXISTING SYSTEM.

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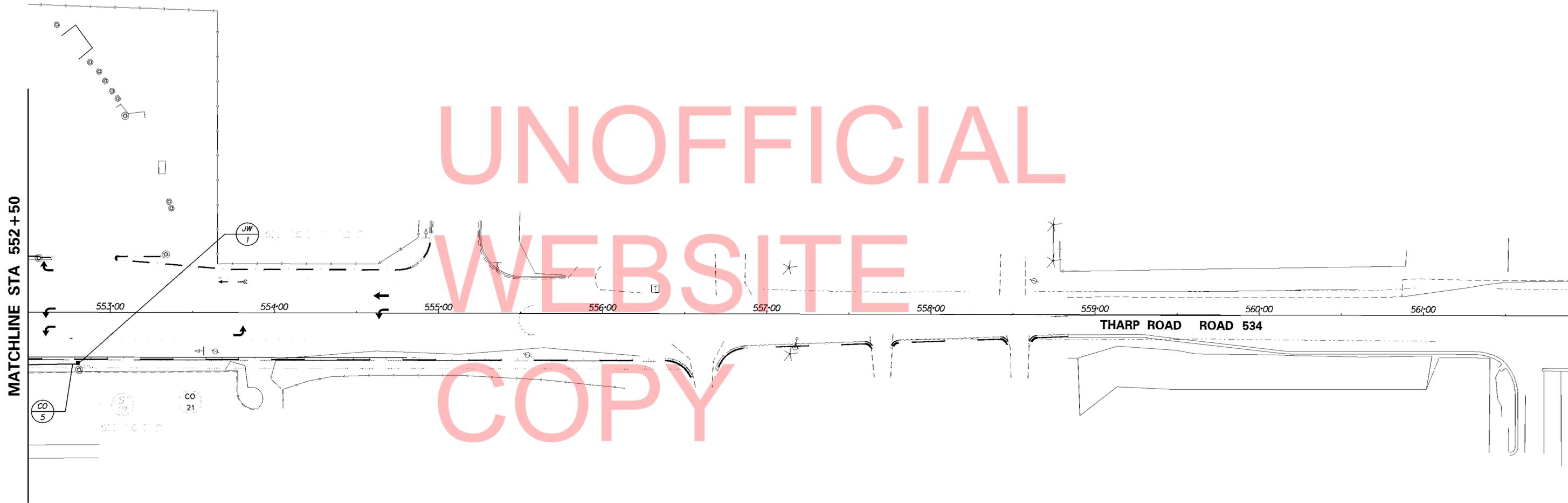
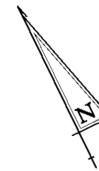
CONDUIT RUN SCHEDULE					
CR#	#OF CON	SIZE	LENGTH	B/T/O	AMOUNT AND TYPE OF CABLE/ WIRE
*1	1	2"	-	-	*2 THWN STRANDED COPPER
*2	1	2"	-	-	*2 THWN STRANDED COPPER
3	1	2"	120'	T	*2 THWN STRANDED COPPER
4	1	2"	5'	T	*2 THWN STRANDED COPPER
5	1	2"	175'	T	*2 THWN STRANDED COPPER
6	1	2"	160'	B	*2 THWN STRANDED COPPER
*7	1	2"	-	-	*2 THWN STRANDED COPPER
*8	1	2"	-	-	*2 THWN STRANDED COPPER
*9	1	2"	-	-	*2 THWN STRANDED COPPER
*10	1	2"	-	-	*2 THWN STRANDED COPPER
*11	1	2"	-	-	*2 THWN STRANDED COPPER
*12	1	2"	-	-	*2 THWN STRANDED COPPER
*13	1	2"	-	-	*2 THWN STRANDED COPPER

* DENOTES EXISTING - B = BORE, T = TRENCH, O = OPEN CUT.

CONDUIT RUN SCHEDULE					
CR#	#OF CON	SIZE	LENGTH	B/T/O	AMOUNT AND TYPE OF CABLE/ WIRE
*14	1	2"	-	-	*2 THWN STRANDED COPPER
*15	1	2"	-	-	*2 THWN STRANDED COPPER
*16	1	2"	-	-	*2 THWN STRANDED COPPER
*17	1	2"	-	-	*2 THWN STRANDED COPPER
*18	1	2"	-	-	*2 THWN STRANDED COPPER
*19	1	2"	-	-	*2 THWN STRANDED COPPER
20	1	2"	40'	T	*2 THWN STRANDED COPPER

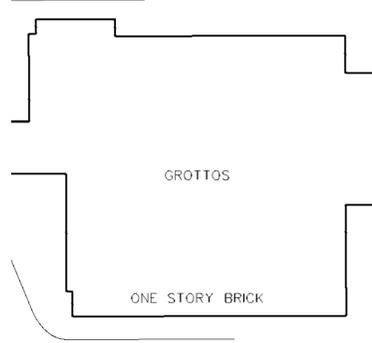
* DENOTES EXISTING B = BORE, T = TRENCH, O = OPEN CUT.

LIGHTING STANDARD SCHEDULE				
NO.	CIRCUIT NO.	STATION	OFFSET	LIGHT STANDARD
12	EXISTING POLE			



MATCHLINE STA 552+50

THARP ROAD ROAD 534



- NOTES:
1. LOCATE AND INTERCEPT CONDUIT WITH A TYPE 1 JUNCTION WELL, CUT AND/OR PULL BACK THE EXISTING CABLES IN THE CONDUIT TO THE PROPOSED JUNCTION WELL SO THAT THE ELECTRICAL SYSTEM CAN BE MAINTAINED. ENSURE SUFFICIENT CABLE LENGTH IS AVAILABLE FOR SPLICING TO NEW CABLES IN THE PROPOSED CONDUIT RUNS THAT ENTER THIS JUNCTION WELL.
 2. SPLICE PROPOSED LIGHTING CABLE IN PROPOSED JUNCTION WELL RECONNECTING EXISTING SYSTEM.

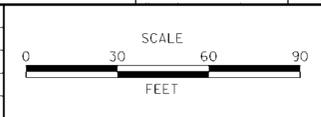
CONDUIT RUN SCHEDULE					
CR*	# OF CON	SIZE	LENGTH	B/T/O	AMOUNT AND TYPE OF CABLE/ WIRE
5	QUANTITIES SHOWN ON ADJACENT SHEET				
*24	1	2"	-	-	*2 THWN STRANDED COPPER

* DENOTES EXISTING B = BORE, T = TRENCH, O = OPEN CUT.

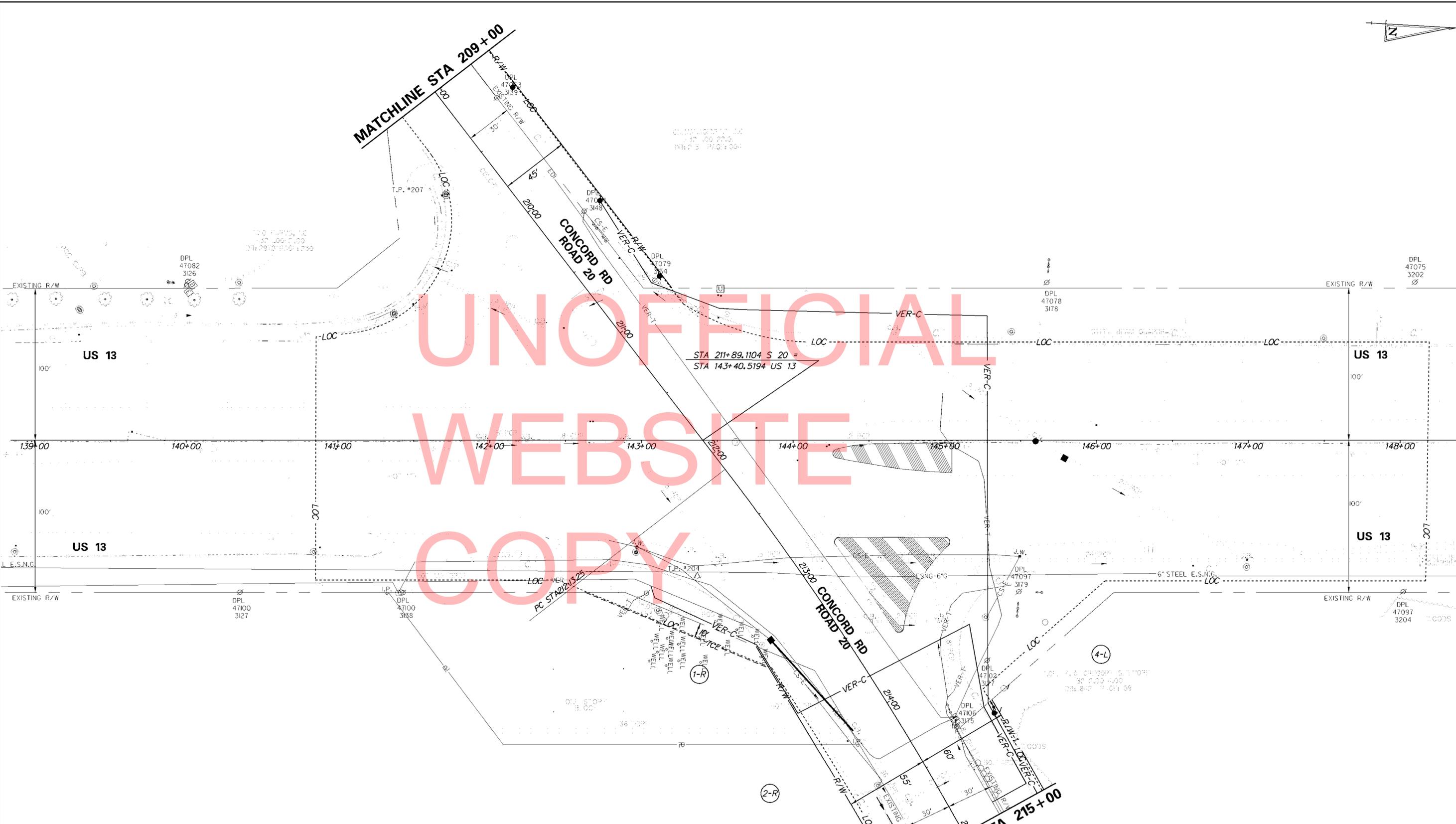
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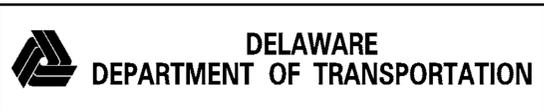
ADDENDUMS / REVISIONS	



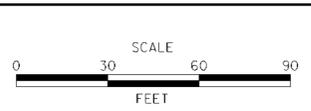
CONTRACT T200412401	BRIDGE NO.
COUNTY SUSSEX	DESIGNED BY:
	CHECKED BY:



UTILITY TEST HOLE SCHEDULE						
NO.	UTILITY	STATION	OFFSET	GRND EL.	COVER	O. D. & MATERIAL
2	ESNG	213+39.14	-60.83'	11.06	9.95	7" STEEL
3	ESNG	145+14.28	86.10'	10.51	9.04	7" STEEL
4	VER	145+30.14	75.33'	11.28	1.98	4 1/4" PLASTIC
33	ESNG	212+62.71	48.46'	12.04	4.61	10" STEEL



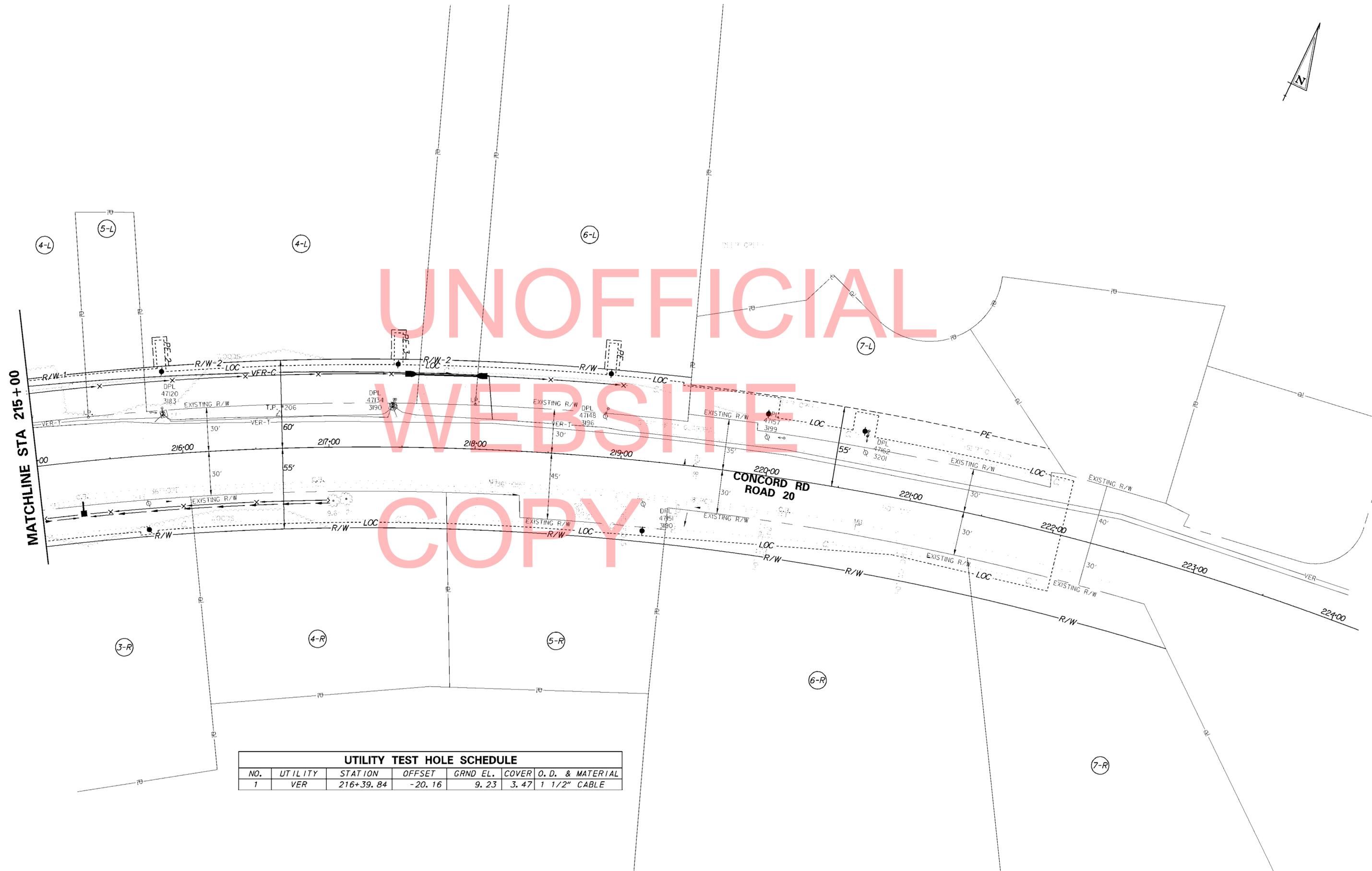
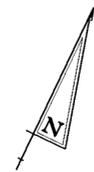
ADDENDUMS / REVISIONS	



**US 13 SEAFORD INTERSECTION
IMPROVEMENTS PROJECT**

CONTRACT T200412401	BRIDGE NO.
COUNTY SUSSEX	DESIGNED BY:
	CHECKED BY:

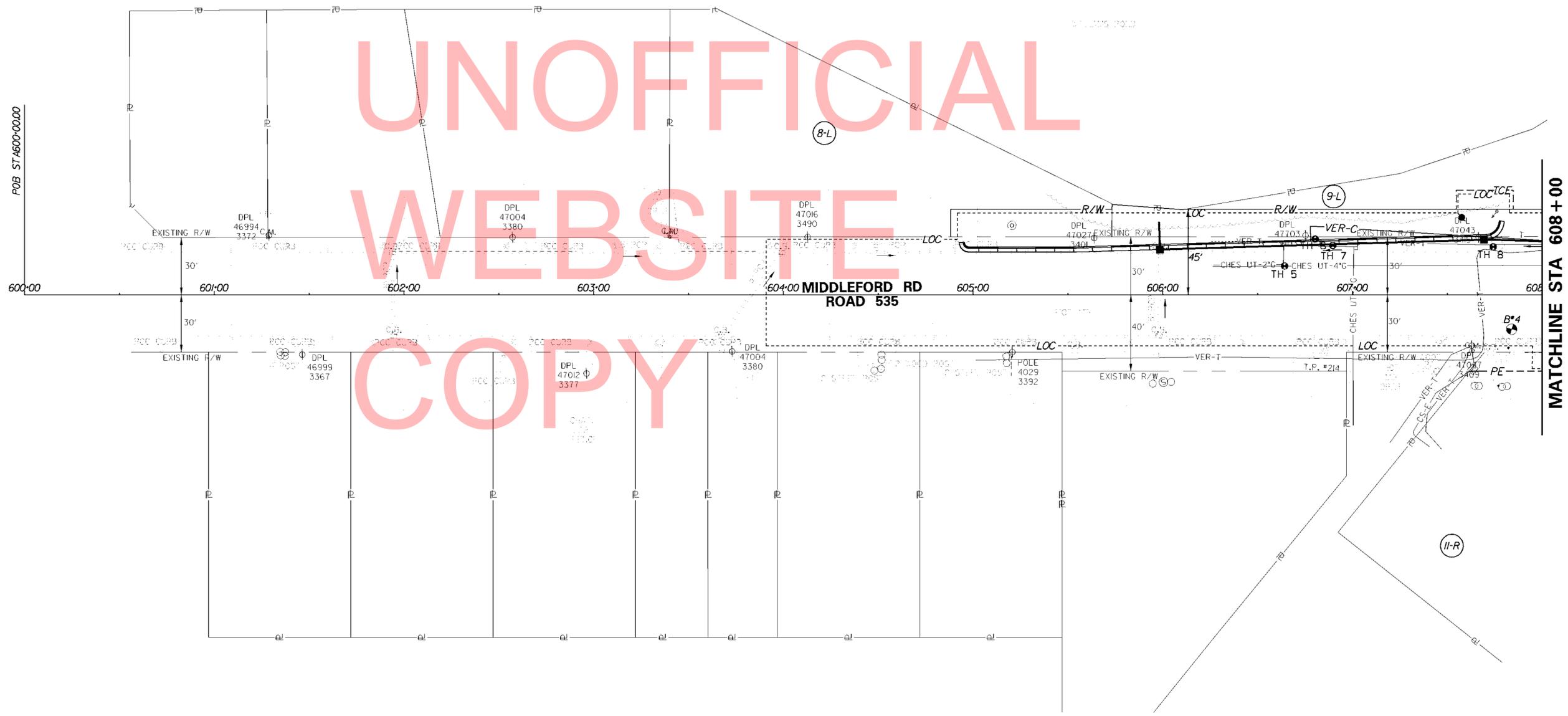
UTILITY RELOCATION PLAN	SHEET NO. 88
	TOTAL SHTS. 114



UTILITY TEST HOLE SCHEDULE						
NO.	UTILITY	STATION	OFFSET	GRND EL.	COVER	O. D. & MATERIAL
1	VER	216+39.84	-20.16	9.23	3.47	1 1/2" CABLE

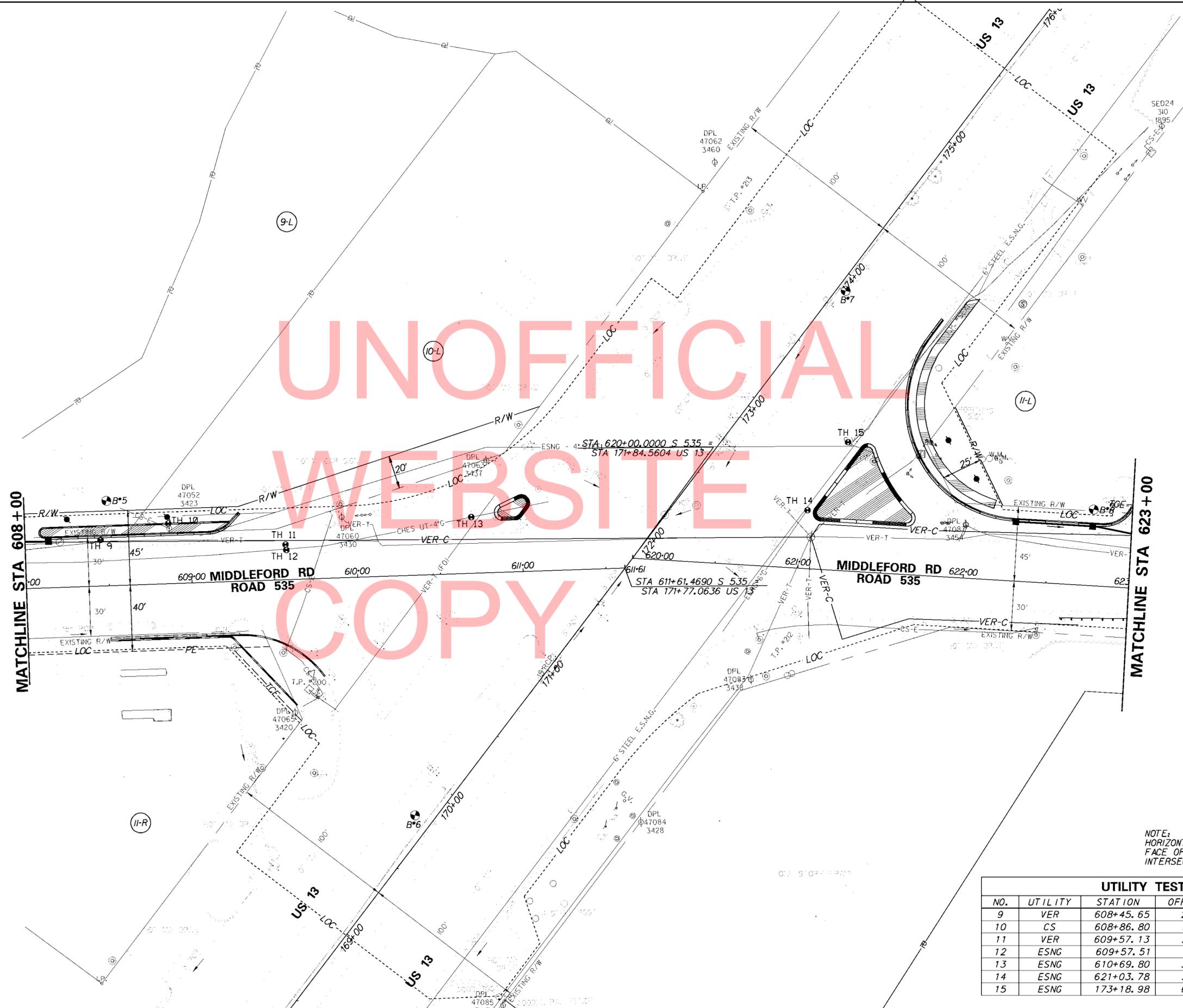


UTILITY TEST HOLE SCHEDULE						
NO.	UTILITY	STATION	OFFSET	GRND EL.	COVER	O. D. & MATERIAL
5	ESNG	606+64.22	15.19	15.23	3.31	5" STEEL
6	VER	606+80.32	29.35	15.03	3.33	4 1/4" PLASTIC
7	CS-GAS	606+89.59	26.01	15.38	2.51	2 1/2" STEEL
8	VER	607+74.18	25.28	15.67	2.93	3" CABLE



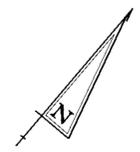
NOTE:
HORIZONTAL CLEARANCE IS A MINIMUM OF 1.5 FT BEHIND FACE OF CURB AND 3 FT BEHIND FACE OF CURB AT INTERSECTIONS AND ENTRANCES.

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WEBSITE
COPY

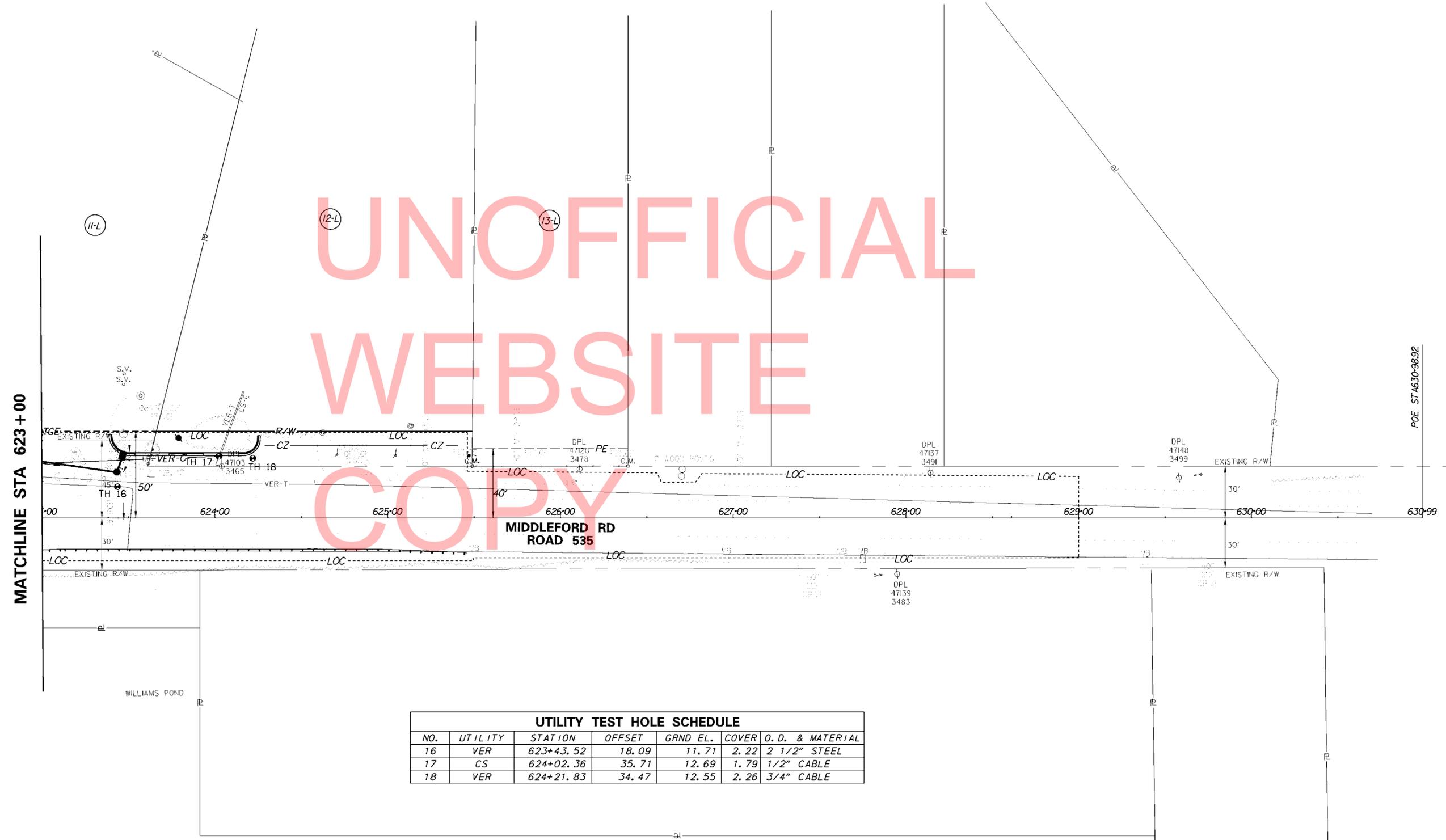


NOTE:
HORIZONTAL CLEARANCE IS A MINIMUM OF 15 FT BEHIND
FACE OF CURB AND 3 FT BEHIND FACE OF CURB AT
INTERSECTIONS AND ENTRANCES.

UTILITY TEST HOLE SCHEDULE						
NO.	UTILITY	STATION	OFFSET	GRND EL.	COVER	O. D. & MATERIAL
9	VER	608+45.65	27.77	16.03	5.24	4 1/4" PLASTIC
10	CS	608+86.80	36.31	16.17	1.10	1/2" CABLE
11	VER	609+57.13	21.20	15.84	3.98	4 1/4" PLASTIC
12	ESNG	609+57.51	17.84	15.94	3.04	5" STEEL
13	ESNG	610+69.80	33.85	16.10	4.26	5" STEEL
14	ESNG	621+03.78	35.14	15.15	5.72	10 1/2" METAL
15	ESNG	173+18.98	61.25	15.50	5.78	6" STEEL



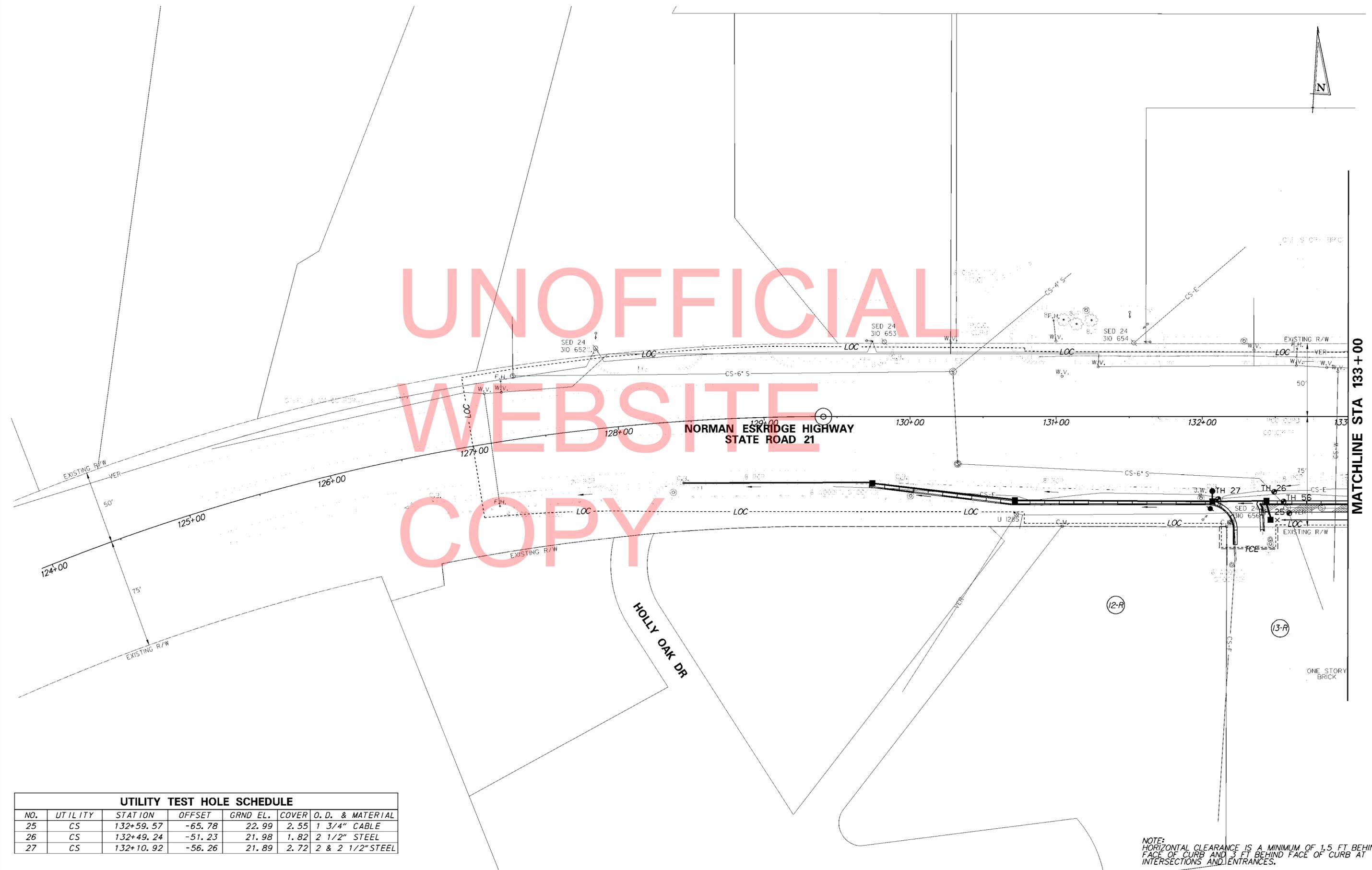
UNOFFICIAL
WEBSITE
COPY



UTILITY TEST HOLE SCHEDULE						
NO.	UTILITY	STATION	OFFSET	GRND EL.	COVER	O. D. & MATERIAL
16	VER	623+43.52	18.09	11.71	2.22	2 1/2" STEEL
17	CS	624+02.36	35.71	12.69	1.79	1 1/2" CABLE
18	VER	624+21.83	34.47	12.55	2.26	3/4" CABLE

NOTE:
HORIZONTAL CLEARANCE IS A MINIMUM OF 15 FT BEHIND
FACE OF CURB AND 3 FT BEHIND FACE OF CURB AT
INTERSECTIONS AND ENTRANCES.

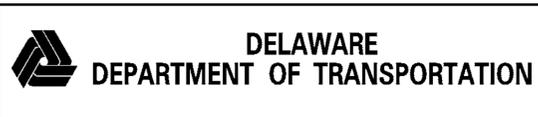
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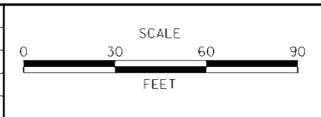
MATCHLINE STA 133 + 00

UTILITY TEST HOLE SCHEDULE						
NO.	UTILITY	STATION	OFFSET	GRND EL.	COVER	O. D. & MATERIAL
25	CS	132+59.57	-65.78	22.99	2.55	1 3/4" CABLE
26	CS	132+49.24	-51.23	21.98	1.82	2 1/2" STEEL
27	CS	132+10.92	-56.26	21.89	2.72	2 & 2 1/2" STEEL

NOTE:
HORIZONTAL CLEARANCE IS A MINIMUM OF 1.5 FT BEHIND
FACE OF CURB AND 3 FT BEHIND FACE OF CURB AT
INTERSECTIONS AND ENTRANCES.



ADDENDUMS / REVISIONS	



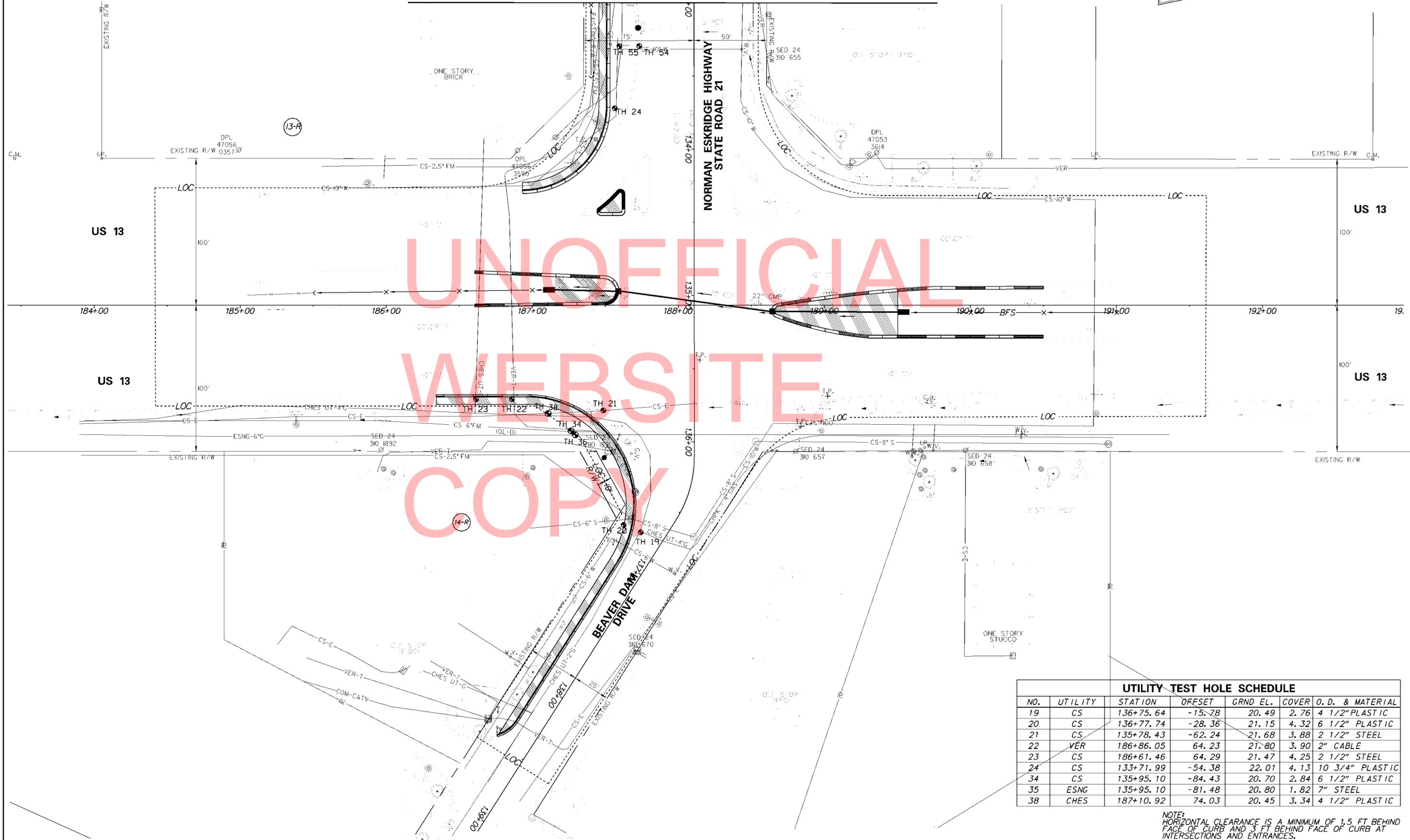
**US 13 SEAFORD INTERSECTION
IMPROVEMENTS PROJECT**

CONTRACT T200412401	BRIDGE NO.
COUNTY SUSSEX	DESIGNED BY:
	CHECKED BY:

UTILITY RELOCATION PLAN

SHEET NO. 93
TOTAL SHTS. 114

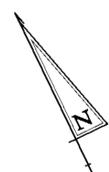
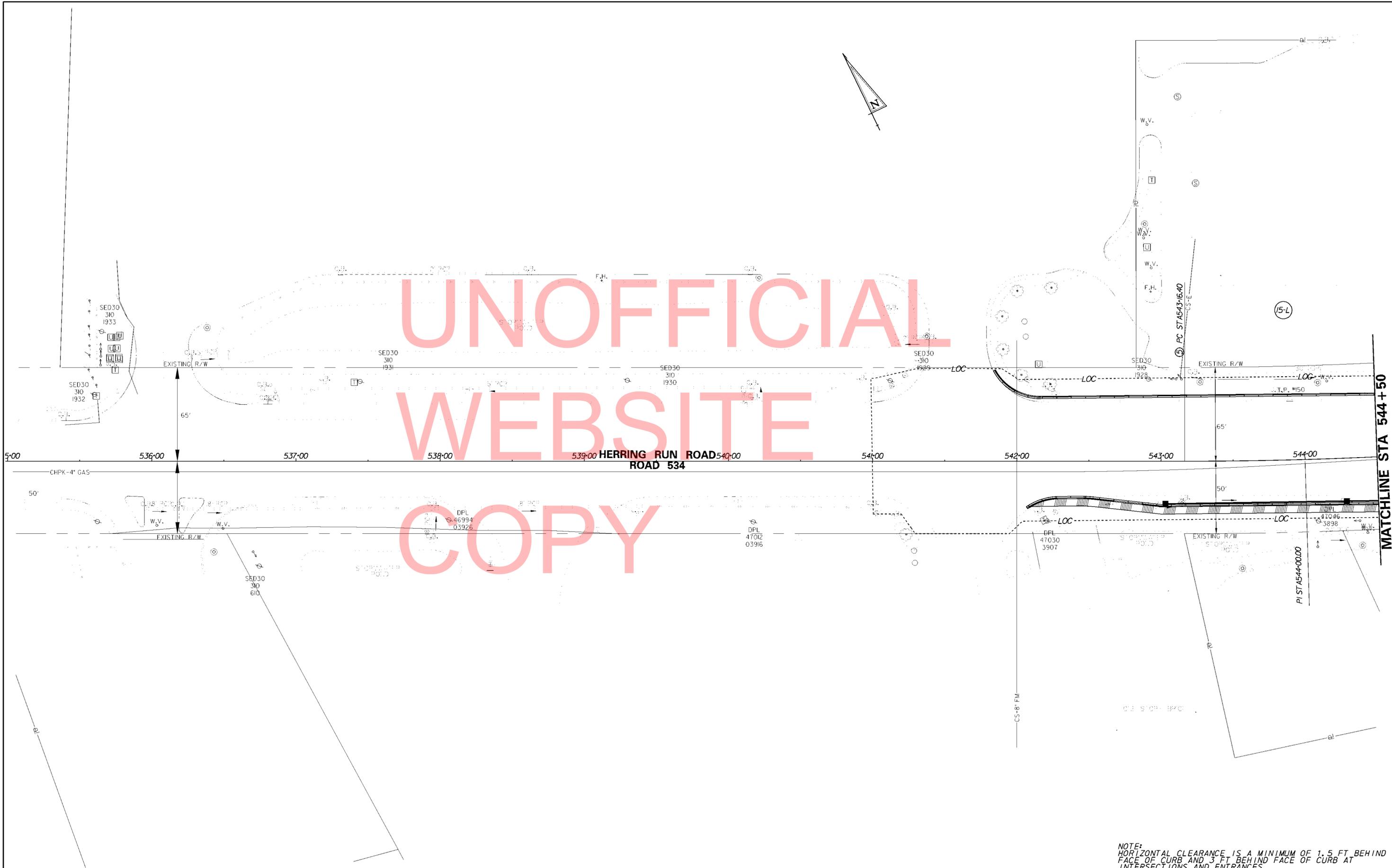
MATCHLINE STA 133+00



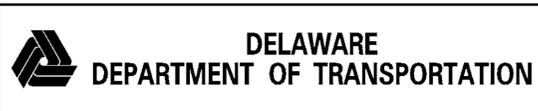
UTILITY TEST HOLE SCHEDULE						
NO.	UTILITY	STATION	OFFSET	GRND EL.	COVER	O. D. & MATERIAL
19	CS	136+75.64	-15.78	20.49	2.76	4 1/2" PLASTIC
20	CS	136+77.74	-28.36	21.15	4.32	6 1/2" PLASTIC
21	CS	135+78.43	-62.24	21.68	3.88	2 1/2" STEEL
22	VER	186+86.05	64.23	21.80	3.90	2" CABLE
23	CS	186+61.46	64.29	21.47	4.25	2 1/2" STEEL
24	CS	133+71.99	-54.38	22.01	4.13	10 3/4" PLASTIC
34	CS	135+95.10	-84.43	20.70	2.84	6 1/2" PLASTIC
35	ESNG	135+95.10	-81.48	20.80	1.82	7" STEEL
38	CHES	187+10.92	74.03	20.45	3.34	4 1/2" PLASTIC

NOTE: HORIZONTAL CLEARANCE IS A MINIMUM OF 1.5 FT. BEHIND FACE OF CURB AND 3 FT. BEHIND FACE OF CURB AT INTERSECTIONS AND ENTRANCES.

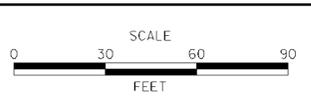
UNOFFICIAL
WEBSITE
COPY



NOTE:
HORIZONTAL CLEARANCE IS A MINIMUM OF 1.5 FT. BEHIND
FACE OF CURB AND 3 FT. BEHIND FACE OF CURB AT
INTERSECTIONS AND ENTRANCES.



ADDENDUMS / REVISIONS	



**US 13 SEAFORD INTERSECTION
IMPROVEMENTS PROJECT**

CONTRACT T200412401	BRIDGE NO.
COUNTY SUSSEX	DESIGNED BY:
	CHECKED BY:

UTILITY RELOCATION PLAN

SHEET NO. 95
TOTAL SHTS. 114

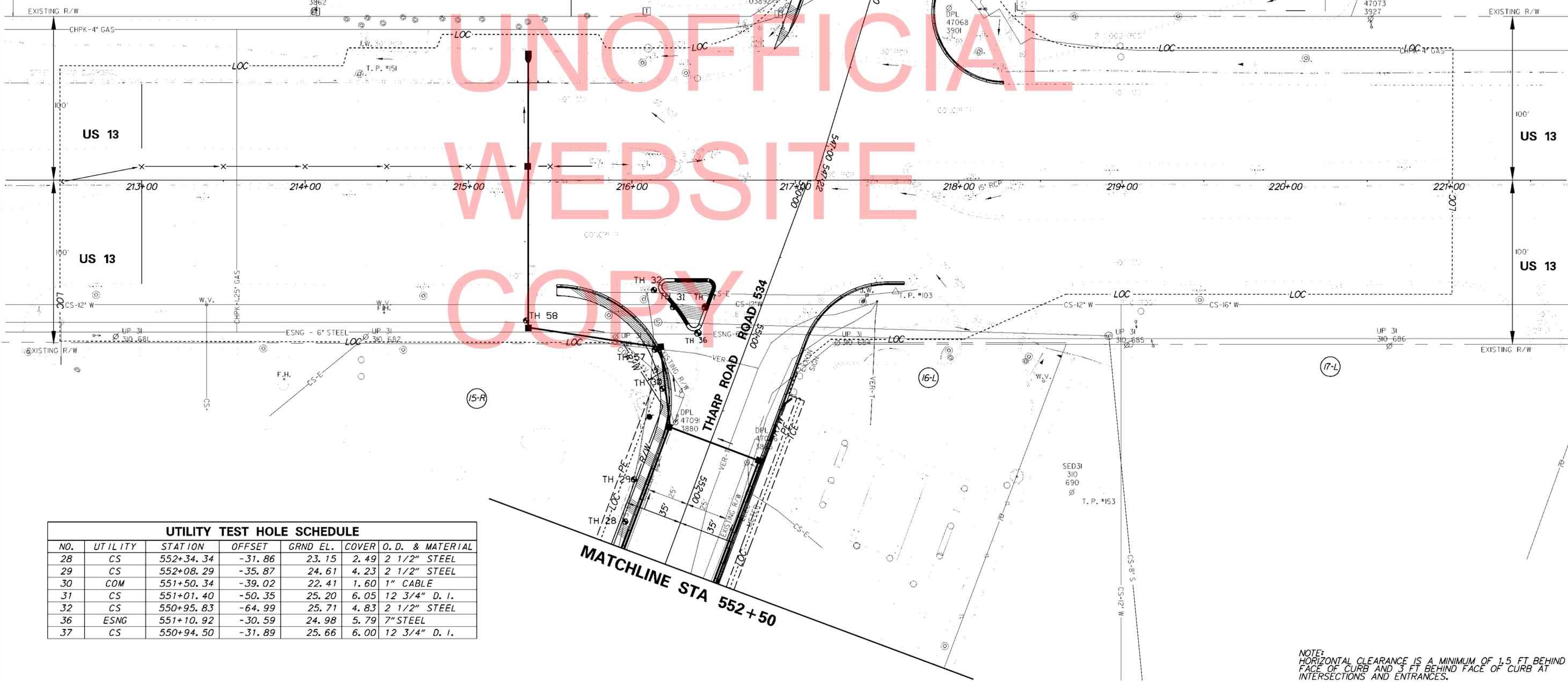


MATCHLINE STA 544+50

HERRING RUN ROAD 534

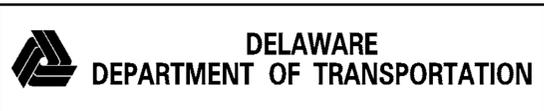
PT STA 544+83.55

UNOFFICIAL
WEBSITE
COPY

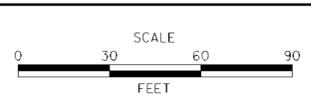


UTILITY TEST HOLE SCHEDULE						
NO.	UTILITY	STATION	OFFSET	GRND EL.	COVER	O. D. & MATERIAL
28	CS	552+34.34	-31.86	23.15	2.49	2 1/2" STEEL
29	CS	552+08.29	-35.87	24.61	4.23	2 1/2" STEEL
30	COM	551+50.34	-39.02	22.41	1.60	1" CABLE
31	CS	551+01.40	-50.35	25.20	6.05	12 3/4" D. I.
32	CS	550+95.83	-64.99	25.71	4.83	2 1/2" STEEL
36	ESNG	551+10.92	-30.59	24.98	5.79	7" STEEL
37	CS	550+94.50	-31.89	25.66	6.00	12 3/4" D. I.

NOTE:
HORIZONTAL CLEARANCE IS A MINIMUM OF 1.5 FT BEHIND
FACE OF CURB AND 3 FT BEHIND FACE OF CURB AT
INTERSECTIONS AND ENTRANCES.



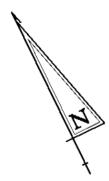
ADDENDUMS / REVISIONS	



**US 13 SEAFORD INTERSECTION
IMPROVEMENTS PROJECT**

CONTRACT T200412401	BRIDGE NO. 	N/A
COUNTY SUSSEX	DESIGNED BY: 	
	CHECKED BY: 	

UTILITY RELOCATION PLAN	SHEET NO. 96
	TOTAL SHTS. 114



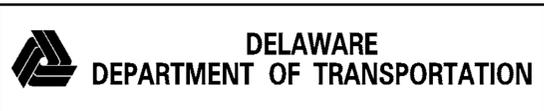
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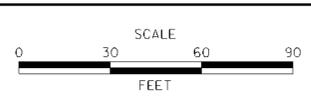
MATCHLINE STA 552+50

UNOFFICIAL
WEBSITE
COPY

NOTE:
 HORIZONTAL CLEARANCE IS A MINIMUM OF 1.5 FT BEHIND
 FACE OF CURB AND 3 FT BEHIND FACE OF CURB AT
 INTERSECTIONS AND ENTRANCES.



ADDENDUMS / REVISIONS	



**US 13 SEAFORD INTERSECTION
IMPROVEMENTS PROJECT**

CONTRACT T200412401	BRIDGE NO.
COUNTY SUSSEX	DESIGNED BY:
	CHECKED BY:

UTILITY RELOCATION PLAN

SHEET NO. 97
TOTAL SHTS. 114

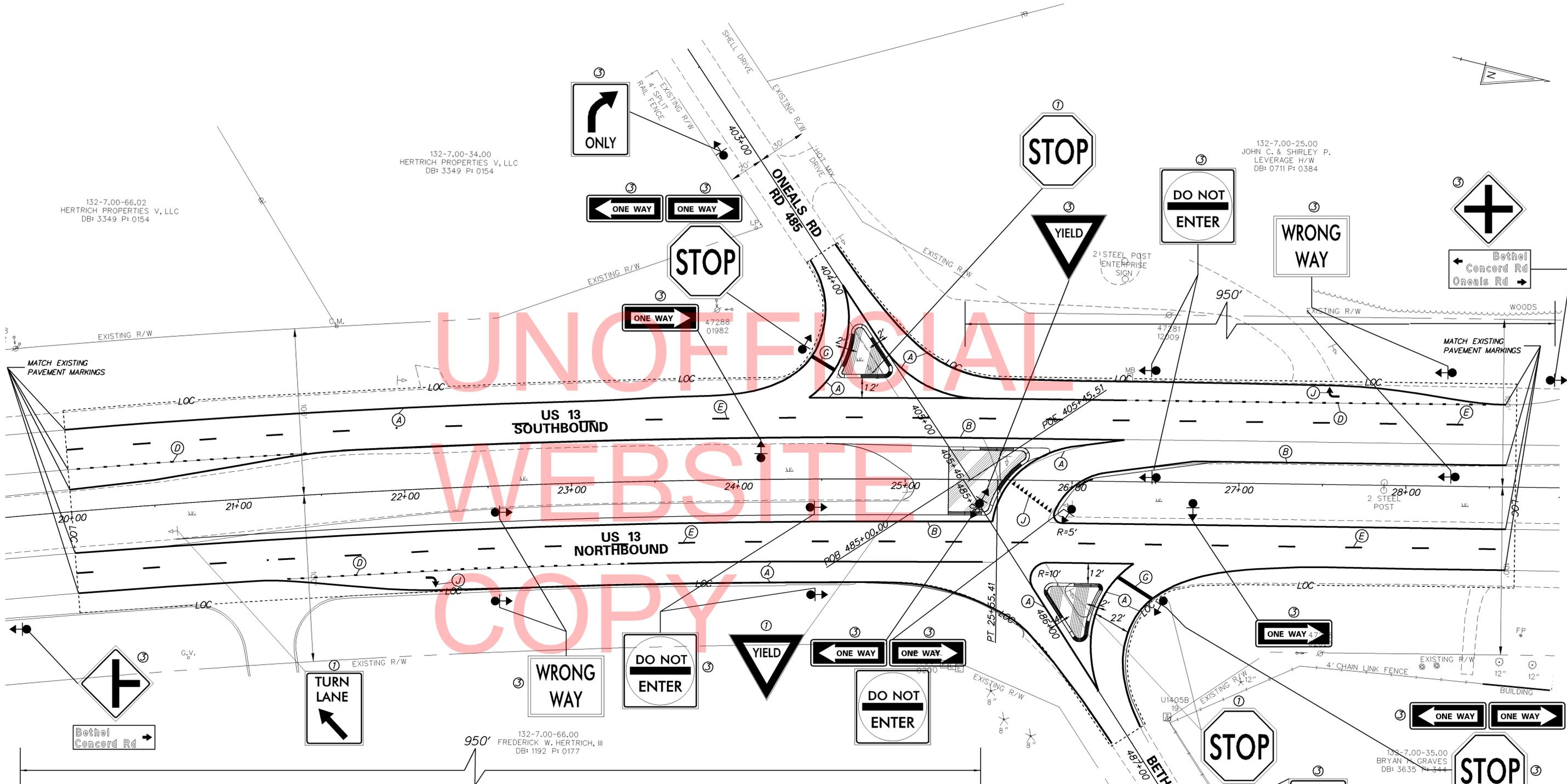
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HERTRICH PROPERTIES V, LLC
DB: 3349 P: 0154

132-7.00-34.00
HERTRICH PROPERTIES V, LLC
DB: 3349 P: 0154

132-7.00-25.00
JOHN C. & SHIRLEY P.
LEVERAGE H/W
DB: 0711 P: 0384

132-7.00-66.00
FREDERICK W. HERTRICH, III
DB: 1192 P: 0177

132-7.00-35.00
BRYAN M. GRAVES
DB: 3635 P: 314



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WEBSITE
COPY

PAVEMENT MARKINGS LEGEND

SYMBOL	ITEM	QUANTITY
(A)	5" SOLID WHITE EPOXY RESIN PAVEMENT STRIPING (ITEM 748548)	2,835 LF
(B)	5" SOLID YELLOW EPOXY RESIN PAVEMENT STRIPING (ITEM 748548)	1,740 LF
(D)	5" DASHED WHITE EPOXY RESIN PAVEMENT STRIPING, 2' LINE & 6' GAP (ITEM 748548)	141 LF
(E)	5" DASHED WHITE EPOXY RESIN PAVEMENT STRIPING, 10' LINE & 30' GAP (ITEM 748548)	430 LF
(G)	16" SOLID WHITE ALKYD THERMOPLASTIC PAVEMENT STRIPING (ITEM 748015)	55 SF
(J)	WHITE ALKYD THERMOPLASTIC PAVEMENT SYMBOL (ITEM 748015)	39 SF

SIGNING LEGEND

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

ADDENDUMS / REVISIONS



US 13 SEAFORD INTERSECTION IMPROVEMENTS PROJECT

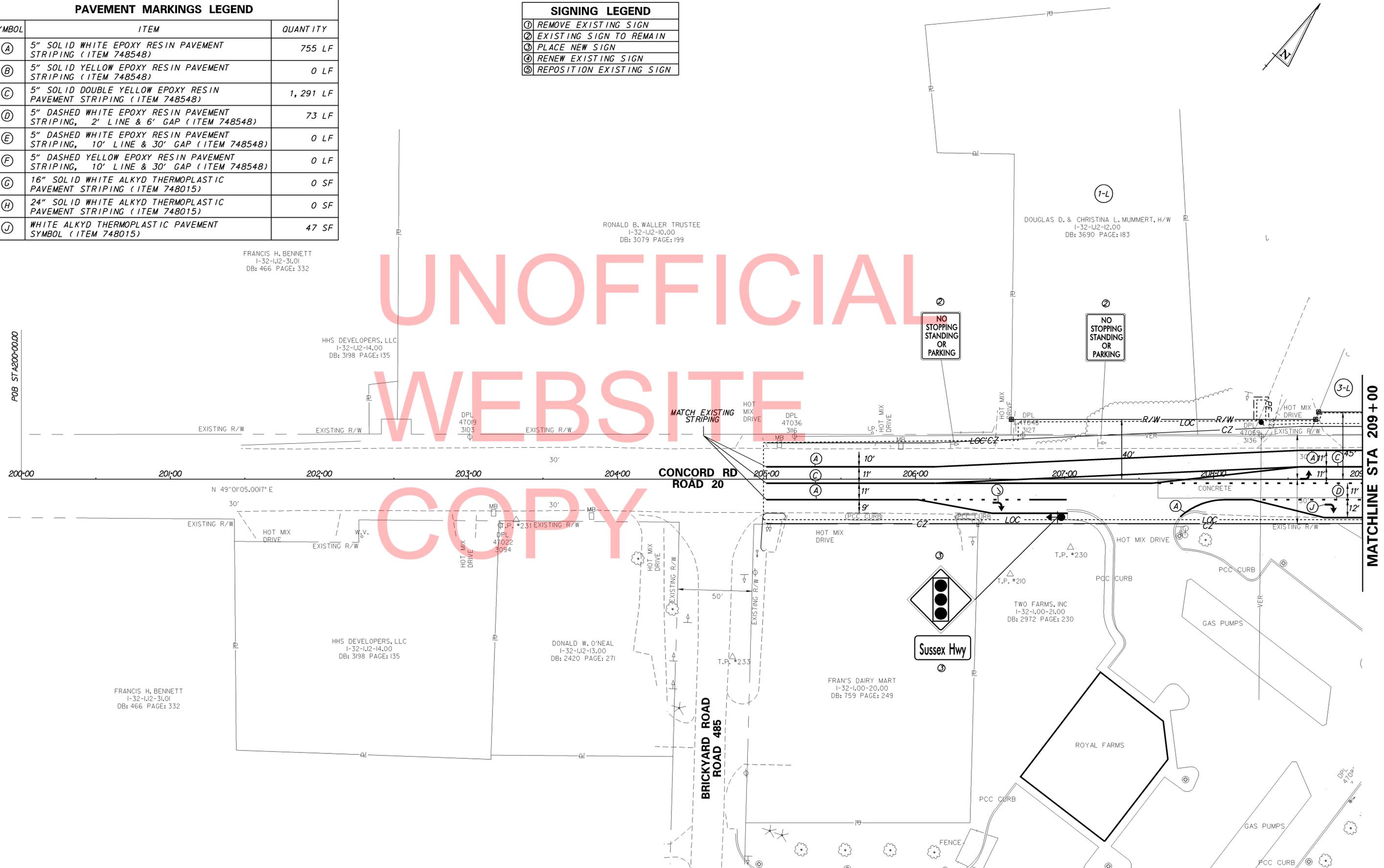
CONTRACT T200412401	BRIDGE NO.
COUNTY SUSSEX	DESIGNED BY:
	CHECKED BY:

SIGNING, STRIPING AND CONDUIT PLAN

SHEET NO. 98
TOTAL SHTS. 114

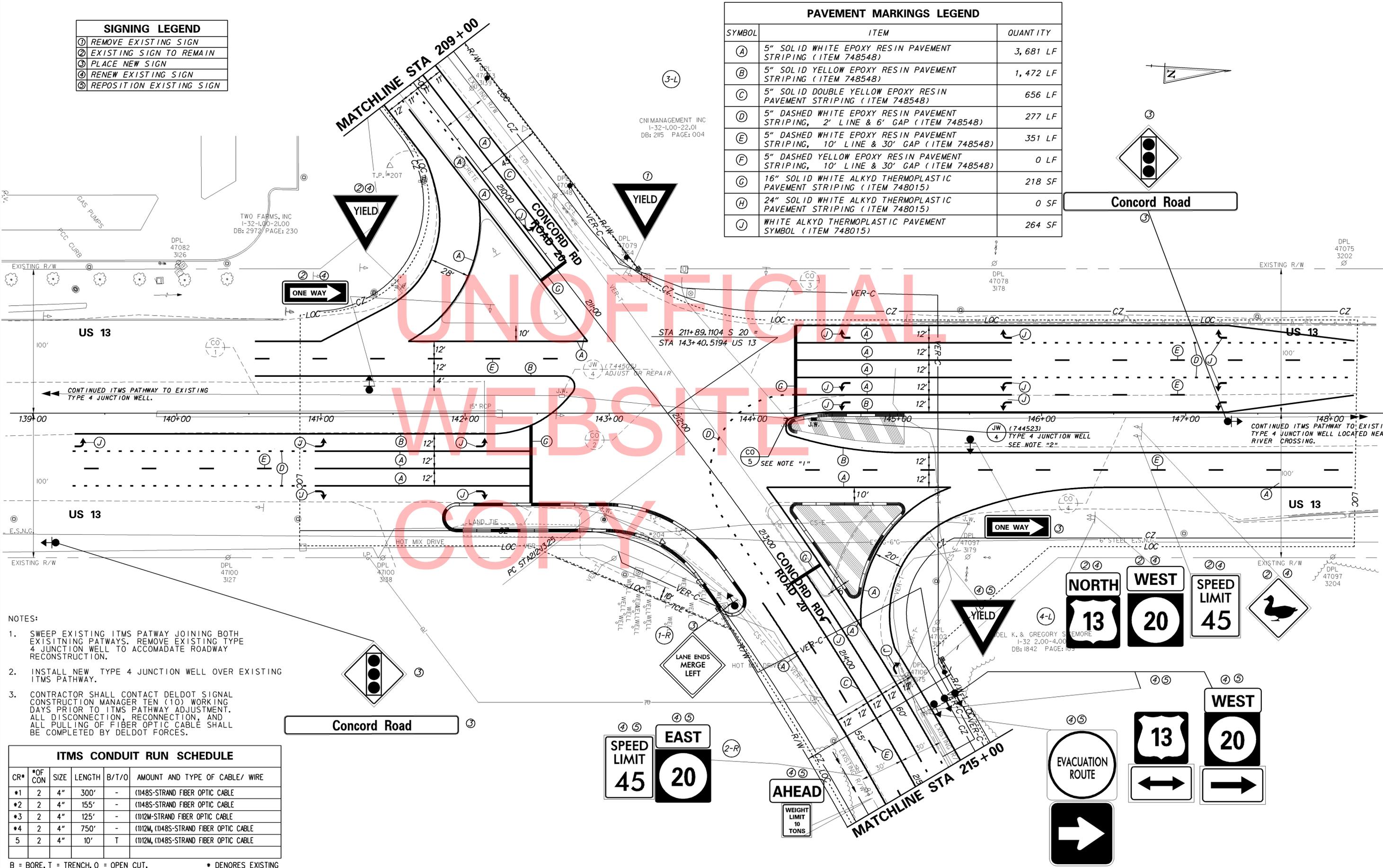
PAVEMENT MARKINGS LEGEND		
SYMBOL	ITEM	QUANTITY
(A)	5" SOLID WHITE EPOXY RESIN PAVEMENT STRIPING (ITEM 748548)	755 LF
(B)	5" SOLID YELLOW EPOXY RESIN PAVEMENT STRIPING (ITEM 748548)	0 LF
(C)	5" SOLID DOUBLE YELLOW EPOXY RESIN PAVEMENT STRIPING (ITEM 748548)	1,291 LF
(D)	5" DASHED WHITE EPOXY RESIN PAVEMENT STRIPING, 2' LINE & 6' GAP (ITEM 748548)	73 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)	0 SF
(H)	24" SOLID WHITE ALKYD THERMOPLASTIC PAVEMENT STRIPING (ITEM 748015)	0 SF
(J)	WHITE ALKYD THERMOPLASTIC PAVEMENT SYMBOL (ITEM 748015)	47 SF

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



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

PAVEMENT MARKINGS LEGEND		
SYMBOL	ITEM	QUANTITY
(A)	5" SOLID WHITE EPOXY RESIN PAVEMENT STRIPING (ITEM 748548)	3,681 LF
(B)	5" SOLID YELLOW EPOXY RESIN PAVEMENT STRIPING (ITEM 748548)	1,472 LF
(C)	5" SOLID DOUBLE YELLOW EPOXY RESIN PAVEMENT STRIPING (ITEM 748548)	656 LF
(D)	5" DASHED WHITE EPOXY RESIN PAVEMENT STRIPING, 2' LINE & 6' GAP (ITEM 748548)	277 LF
(E)	5" DASHED WHITE EPOXY RESIN PAVEMENT STRIPING, 10' LINE & 30' GAP (ITEM 748548)	351 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)	218 SF
(H)	24" SOLID WHITE ALKYD THERMOPLASTIC PAVEMENT STRIPING (ITEM 748015)	0 SF
(J)	WHITE ALKYD THERMOPLASTIC PAVEMENT SYMBOL (ITEM 748015)	264 SF



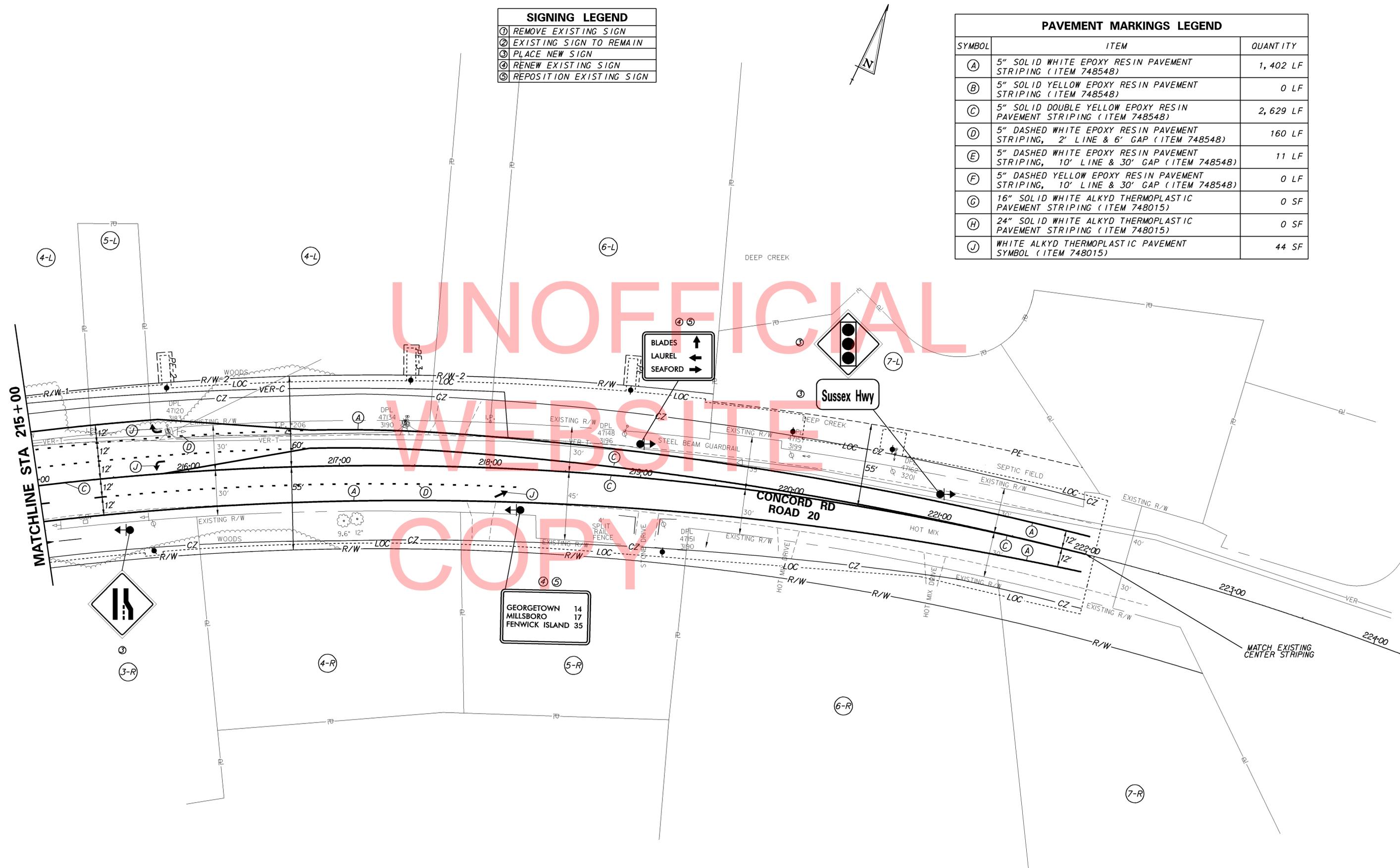
- NOTES:
- SWEEP EXISTING ITMS PATHWAY JOINING BOTH EXISTING PATHWAYS. REMOVE EXISTING TYPE 4 JUNCTION WELL TO ACCOMMODATE ROADWAY RECONSTRUCTION.
 - INSTALL NEW TYPE 4 JUNCTION WELL OVER EXISTING ITMS PATHWAY.
 - CONTRACTOR SHALL CONTACT DELDOT SIGNAL CONSTRUCTION MANAGER TEN (10) WORKING DAYS PRIOR TO ITMS PATHWAY ADJUSTMENT. ALL DISCONNECTION, RECONNECTION, AND ALL PULLING OF FIBER OPTIC CABLE SHALL BE COMPLETED BY DELDOT FORCES.

ITMS CONDUIT RUN SCHEDULE					
CR#	*OF CON	SIZE	LENGTH	B/T/O	AMOUNT AND TYPE OF CABLE/ WIRE
*1	2	4"	300'	-	(1)48S-STRAND FIBER OPTIC CABLE
*2	2	4"	155'	-	(1)48S-STRAND FIBER OPTIC CABLE
*3	2	4"	125'	-	(1)12M-STRAND FIBER OPTIC CABLE
*4	2	4"	750'	-	(1)12M, (1)48S-STRAND FIBER OPTIC CABLE
5	2	4"	10'	T	(1)12M, (1)48S-STRAND FIBER OPTIC CABLE

B = BORE, T = TRENCH, O = OPEN CUT. * DENOTES EXISTING

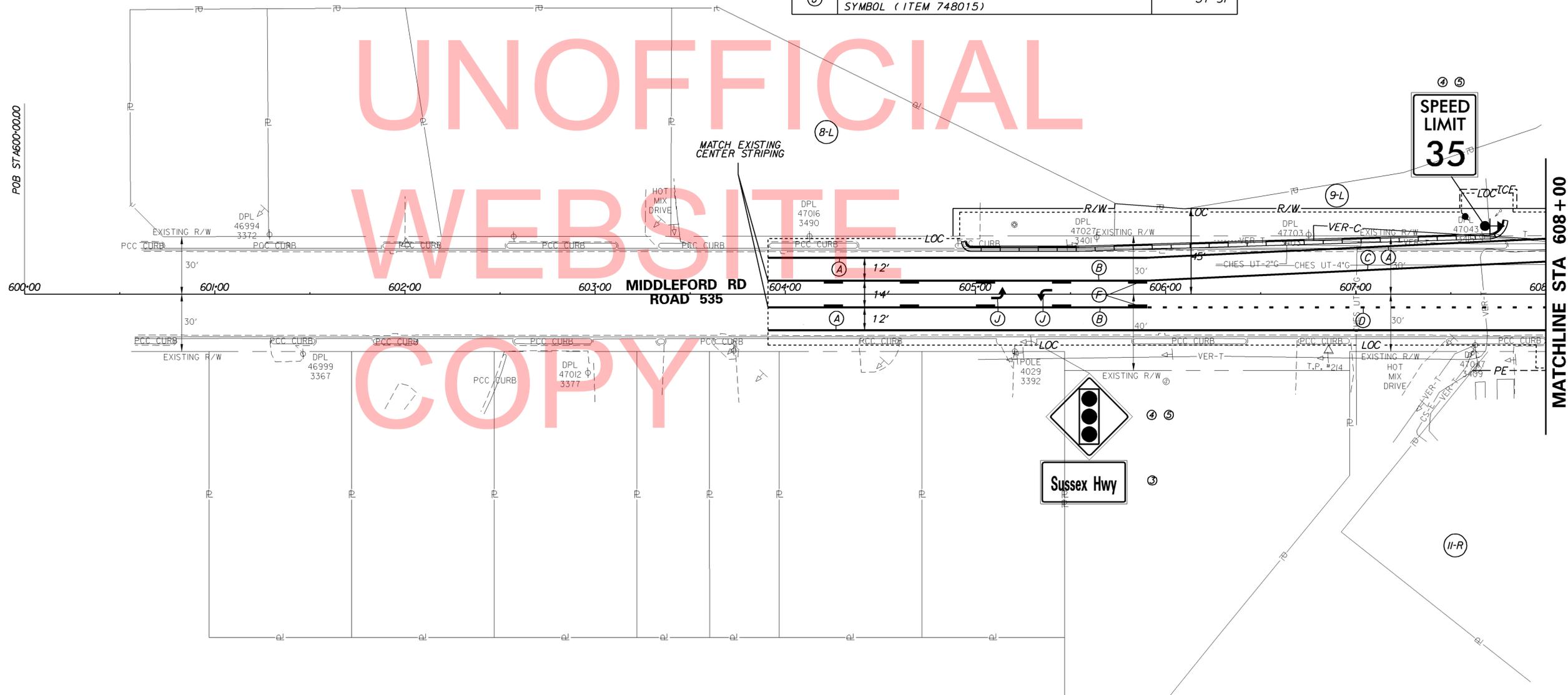
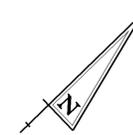
SIGNING LEGEND	
①	REMOVE EXISTING SIGN
②	EXISTING SIGN TO REMAIN
③	PLACE NEW SIGN
④	RENEW EXISTING SIGN
⑤	REPOSITION EXISTING SIGN

PAVEMENT MARKINGS LEGEND		
SYMBOL	ITEM	QUANTITY
(A)	5" SOLID WHITE EPOXY RESIN PAVEMENT STRIPING (ITEM 748548)	1,402 LF
(B)	5" SOLID YELLOW EPOXY RESIN PAVEMENT STRIPING (ITEM 748548)	0 LF
(C)	5" SOLID DOUBLE YELLOW EPOXY RESIN PAVEMENT STRIPING (ITEM 748548)	2,629 LF
(D)	5" DASHED WHITE EPOXY RESIN PAVEMENT STRIPING, 2' LINE & 6' GAP (ITEM 748548)	160 LF
(E)	5" DASHED WHITE EPOXY RESIN PAVEMENT STRIPING, 10' LINE & 30' GAP (ITEM 748548)	11 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)	0 SF
(H)	24" SOLID WHITE ALKYD THERMOPLASTIC PAVEMENT STRIPING (ITEM 748015)	0 SF
(J)	WHITE ALKYD THERMOPLASTIC PAVEMENT SYMBOL (ITEM 748015)	44 SF



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

PAVEMENT MARKINGS LEGEND		
SYMBOL	ITEM	QUANTITY
(A)	5" SOLID WHITE EPOXY RESIN PAVEMENT STRIPING (ITEM 748548)	819 LF
(B)	5" SOLID YELLOW EPOXY RESIN PAVEMENT STRIPING (ITEM 748548)	399 LF
(C)	5" SOLID DOUBLE YELLOW EPOXY RESIN PAVEMENT STRIPING (ITEM 748548)	420 LF
(D)	5" DASHED WHITE EPOXY RESIN PAVEMENT STRIPING, 2' LINE & 6' GAP (ITEM 748548)	53 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)	100 LF
(G)	16" SOLID WHITE ALKYD THERMOPLASTIC PAVEMENT STRIPING (ITEM 748015)	0 SF
(H)	24" SOLID WHITE ALKYD THERMOPLASTIC PAVEMENT STRIPING (ITEM 748015)	0 SF
(J)	WHITE ALKYD THERMOPLASTIC PAVEMENT SYMBOL (ITEM 748015)	31 SF

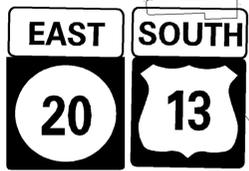
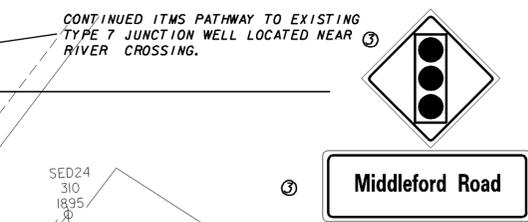
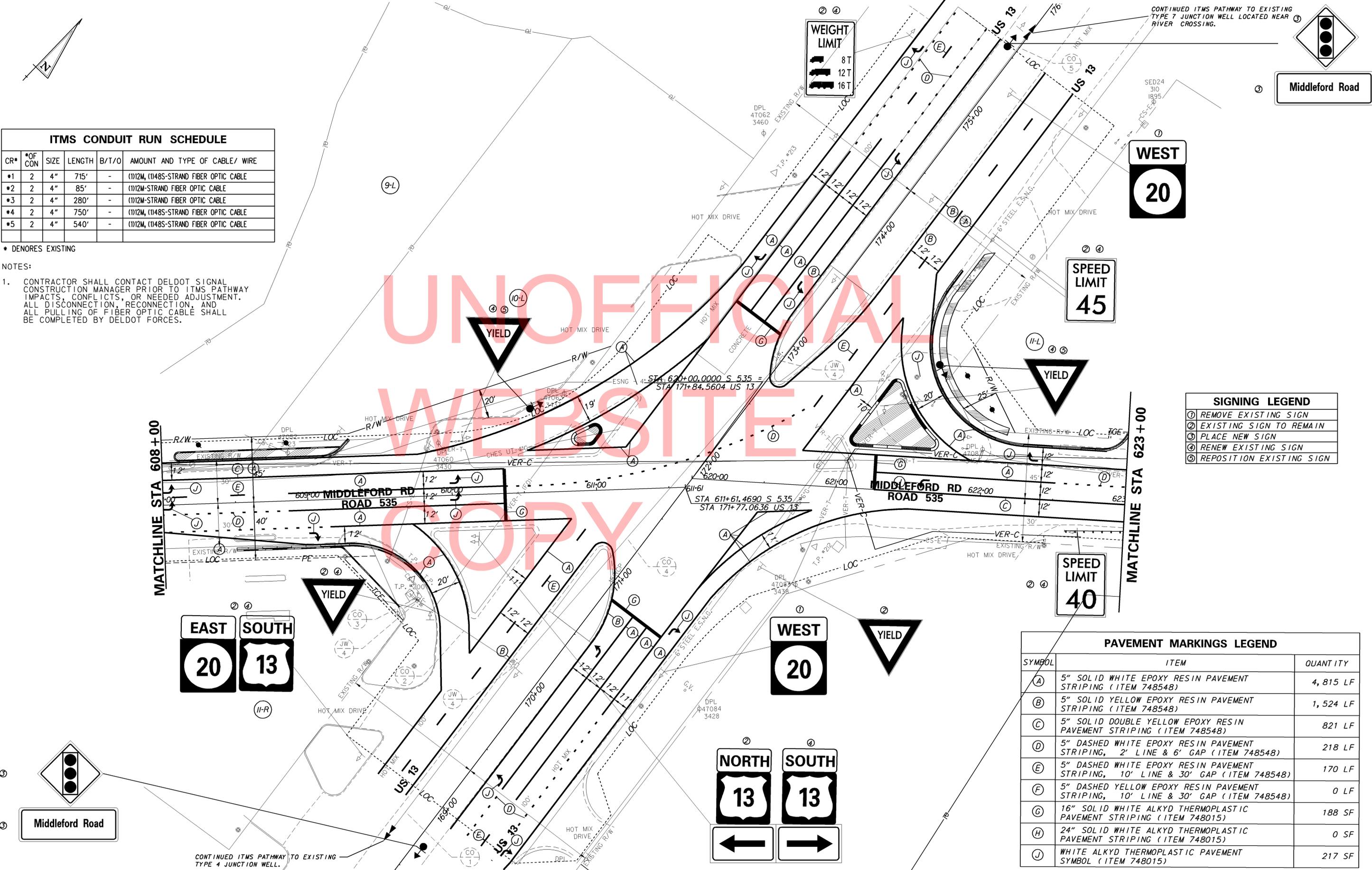


ITMS CONDUIT RUN SCHEDULE					
CR*	# OF CON	SIZE	LENGTH	B/T/O	AMOUNT AND TYPE OF CABLE/ WIRE
*1	2	4"	715'	-	(1)12M, (1)48S-STRAND FIBER OPTIC CABLE
*2	2	4"	85'	-	(1)12M-STRAND FIBER OPTIC CABLE
*3	2	4"	280'	-	(1)12M-STRAND FIBER OPTIC CABLE
*4	2	4"	750'	-	(1)12M, (1)48S-STRAND FIBER OPTIC CABLE
*5	2	4"	540'	-	(1)12M, (1)48S-STRAND FIBER OPTIC CABLE

* DENOTES EXISTING

- NOTES:
- CONTRACTOR SHALL CONTACT DELDOT SIGNAL CONSTRUCTION MANAGER PRIOR TO ITMS PATHWAY IMPACTS, CONFLICTS, OR NEEDED ADJUSTMENT. ALL DISCONNECTION, RECONNECTION, AND ALL PULLING OF FIBER OPTIC CABLE SHALL BE COMPLETED BY DELDOT FORCES.

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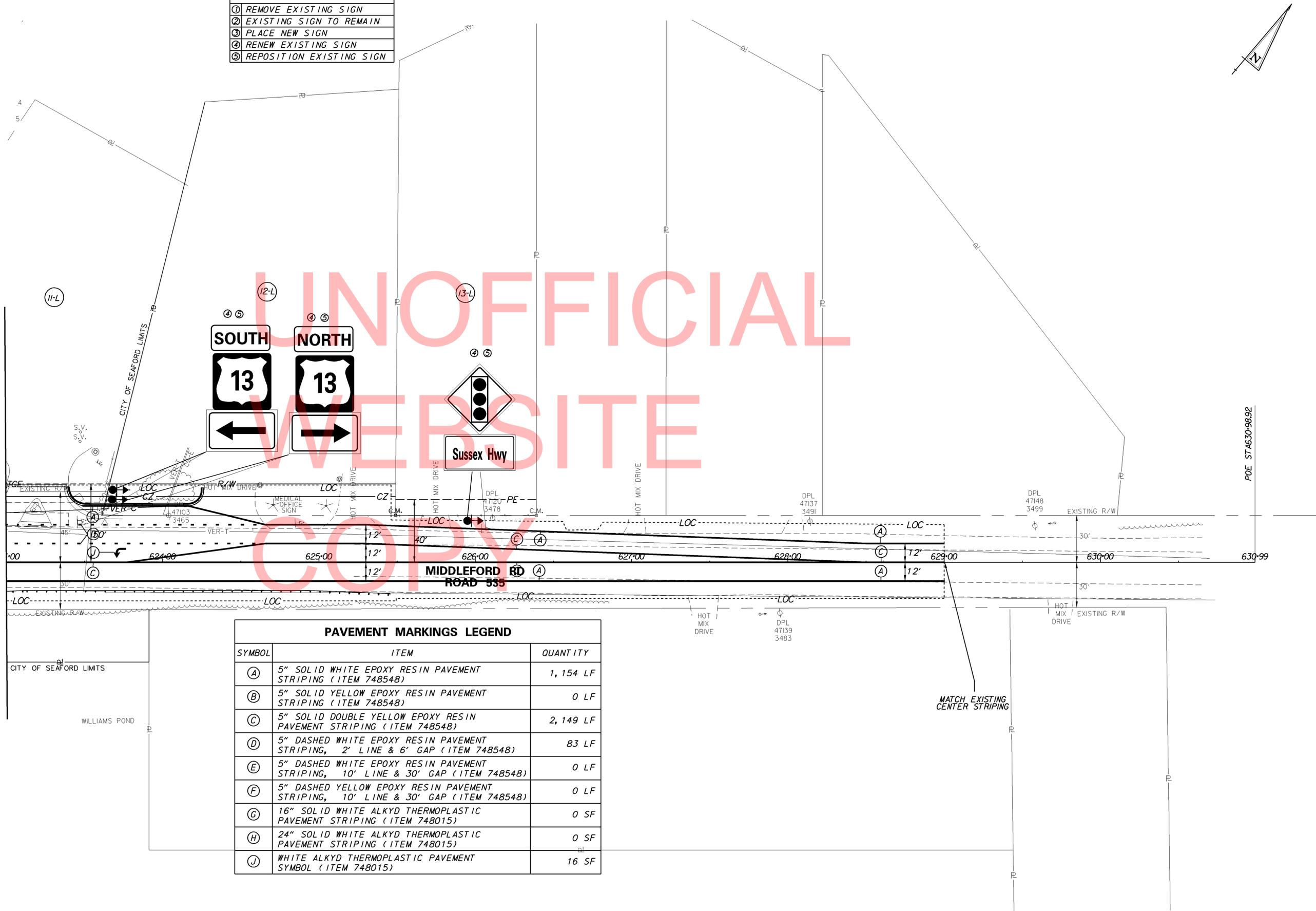


SIGNING LEGEND	
①	REMOVE EXISTING SIGN
②	EXISTING SIGN TO REMAIN
③	PLACE NEW SIGN
④	RENEW EXISTING SIGN
⑤	REPOSITION EXISTING SIGN

PAVEMENT MARKINGS LEGEND		
SYMBOL	ITEM	QUANTITY
(A)	5" SOLID WHITE EPOXY RESIN PAVEMENT STRIPING (ITEM 748548)	4,815 LF
(B)	5" SOLID YELLOW EPOXY RESIN PAVEMENT STRIPING (ITEM 748548)	1,524 LF
(C)	5" SOLID DOUBLE YELLOW EPOXY RESIN PAVEMENT STRIPING (ITEM 748548)	821 LF
(D)	5" DASHED WHITE EPOXY RESIN PAVEMENT STRIPING, 2' LINE & 6' GAP (ITEM 748548)	218 LF
(E)	5" DASHED WHITE EPOXY RESIN PAVEMENT STRIPING, 10' LINE & 30' GAP (ITEM 748548)	170 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)	188 SF
(H)	24" SOLID WHITE ALKYD THERMOPLASTIC PAVEMENT STRIPING (ITEM 748015)	0 SF
(J)	WHITE ALKYD THERMOPLASTIC PAVEMENT SYMBOL (ITEM 748015)	217 SF

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

MATCHLINE STA 623+00

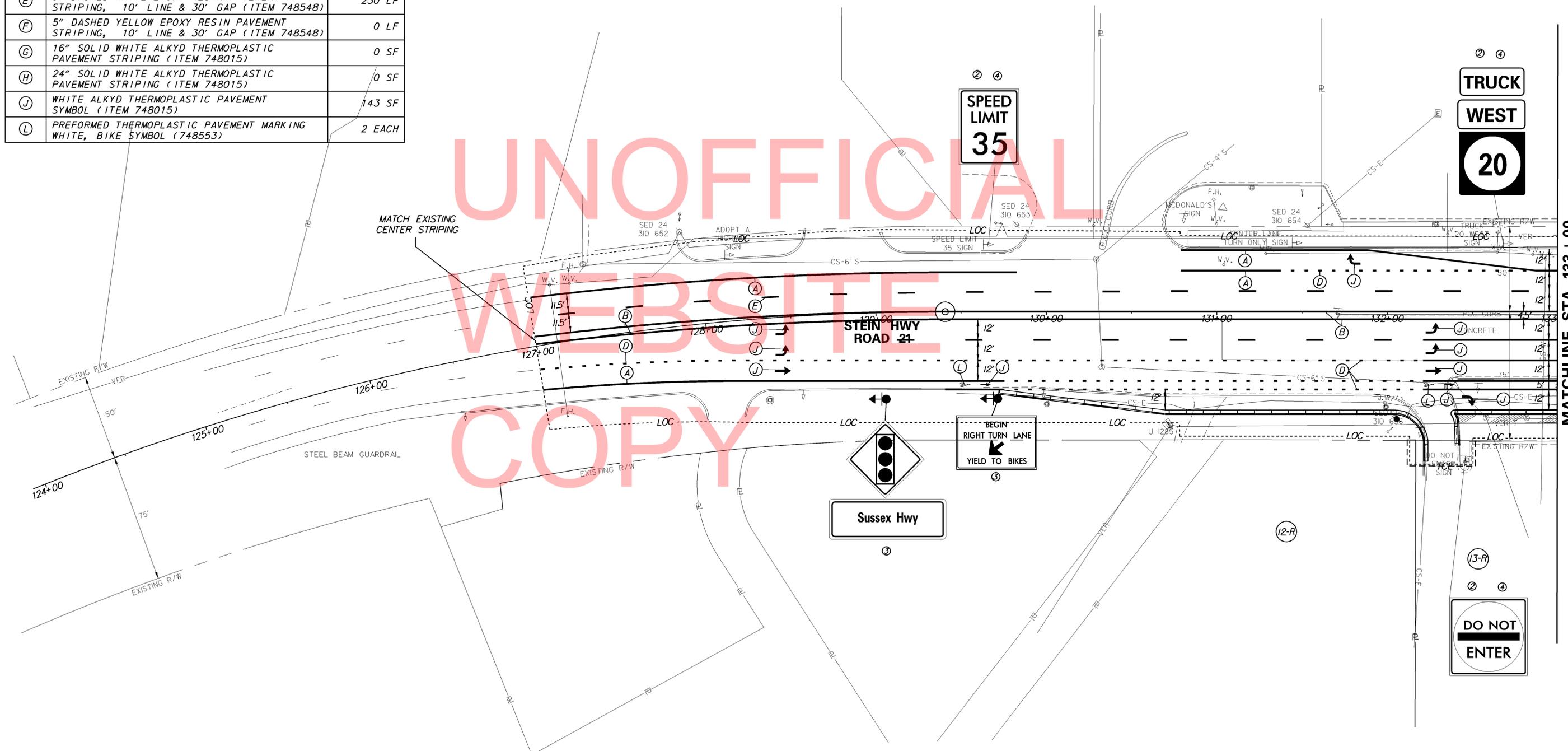


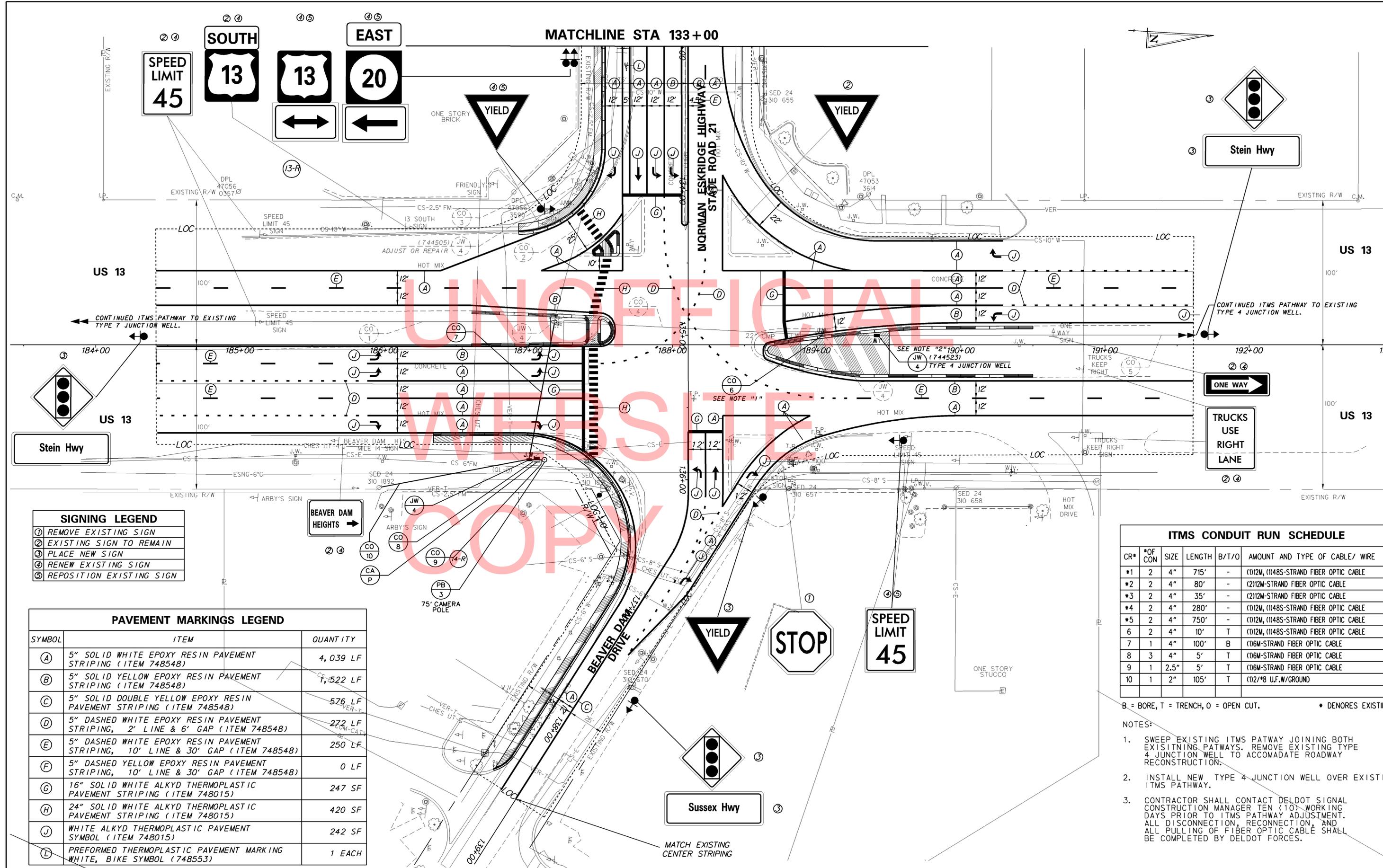
PAVEMENT MARKINGS LEGEND

SYMBOL	ITEM	QUANTITY
(A)	5" SOLID WHITE EPOXY RESIN PAVEMENT STRIPING (ITEM 748548)	1, 154 LF
(B)	5" SOLID YELLOW EPOXY RESIN PAVEMENT STRIPING (ITEM 748548)	0 LF
(C)	5" SOLID DOUBLE YELLOW EPOXY RESIN PAVEMENT STRIPING (ITEM 748548)	2, 149 LF
(D)	5" DASHED WHITE EPOXY RESIN PAVEMENT STRIPING, 2' LINE & 6' GAP (ITEM 748548)	83 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)	0 SF
(H)	24" SOLID WHITE ALKYD THERMOPLASTIC PAVEMENT STRIPING (ITEM 748015)	0 SF
(J)	WHITE ALKYD THERMOPLASTIC PAVEMENT SYMBOL (ITEM 748015)	16 SF

PAVEMENT MARKINGS LEGEND		
SYMBOL	ITEM	QUANTITY
(A)	5" SOLID WHITE EPOXY RESIN PAVEMENT STRIPING (ITEM 748548)	1,241 LF
(B)	5" SOLID YELLOW EPOXY RESIN PAVEMENT STRIPING (ITEM 748548)	1,200 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)	291 LF
(E)	5" DASHED WHITE EPOXY RESIN PAVEMENT STRIPING, 10' LINE & 30' GAP (ITEM 748548)	230 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)	0 SF
(H)	24" SOLID WHITE ALKYD THERMOPLASTIC PAVEMENT STRIPING (ITEM 748015)	0 SF
(J)	WHITE ALKYD THERMOPLASTIC PAVEMENT SYMBOL (ITEM 748015)	143 SF
(L)	PREFORMED THERMOPLASTIC PAVEMENT MARKING WHITE, BIKE SYMBOL (748553)	2 EACH

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





SIGNING LEGEND

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

PAVEMENT MARKINGS LEGEND

SYMBOL	ITEM	QUANTITY
(A)	5" SOLID WHITE EPOXY RESIN PAVEMENT STRIPING (ITEM 748548)	4,039 LF
(B)	5" SOLID YELLOW EPOXY RESIN PAVEMENT STRIPING (ITEM 748548)	7,522 LF
(C)	5" SOLID DOUBLE YELLOW EPOXY RESIN PAVEMENT STRIPING (ITEM 748548)	576 LF
(D)	5" DASHED WHITE EPOXY RESIN PAVEMENT STRIPING, 2' LINE & 6' GAP (ITEM 748548)	272 LF
(E)	5" DASHED WHITE EPOXY RESIN PAVEMENT STRIPING, 10' LINE & 30' GAP (ITEM 748548)	250 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)	247 SF
(H)	24" SOLID WHITE ALKYD THERMOPLASTIC PAVEMENT STRIPING (ITEM 748015)	420 SF
(J)	WHITE ALKYD THERMOPLASTIC PAVEMENT SYMBOL (ITEM 748015)	242 SF
(L)	PREFORMED THERMOPLASTIC PAVEMENT MARKING WHITE, BIKE SYMBOL (748553)	1 EACH

ITMS CONDUIT RUN SCHEDULE

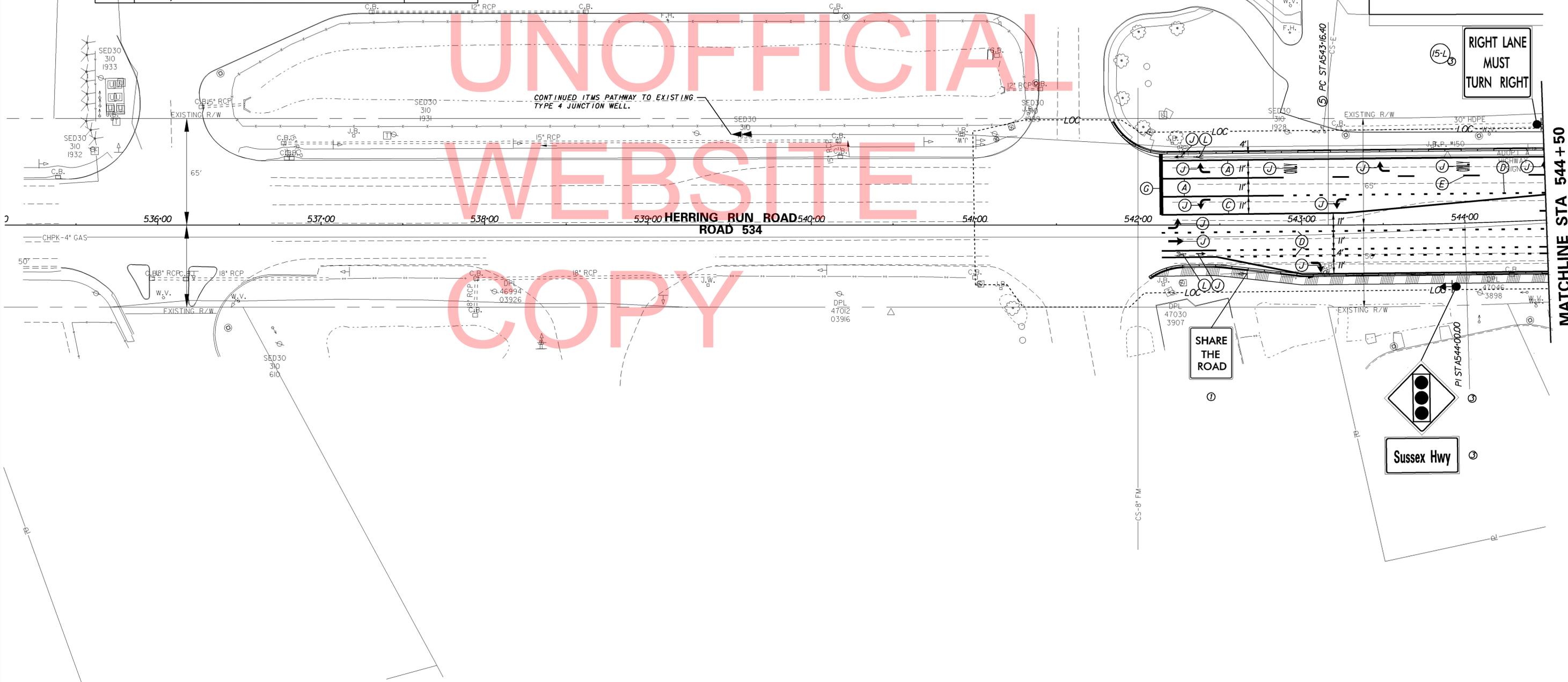
CR#	# OF CON	SIZE	LENGTH	B/T/O	AMOUNT AND TYPE OF CABLE/ WIRE
*1	2	4"	715'	-	(1)12M, (1)48S-STRAND FIBER OPTIC CABLE
*2	2	4"	80'	-	(2)12M-STRAND FIBER OPTIC CABLE
*3	2	4"	35'	-	(2)12M-STRAND FIBER OPTIC CABLE
*4	2	4"	280'	-	(1)12M, (1)48S-STRAND FIBER OPTIC CABLE
*5	2	4"	750'	-	(1)12M, (1)48S-STRAND FIBER OPTIC CABLE
6	2	4"	10'	T	(1)12M, (1)48S-STRAND FIBER OPTIC CABLE
7	1	4"	100'	B	(1)6M-STRAND FIBER OPTIC CABLE
8	3	4"	5'	T	(1)6M-STRAND FIBER OPTIC CABLE
9	1	2.5"	5'	T	(1)6M-STRAND FIBER OPTIC CABLE
10	1	2"	105'	T	(1)2"/8 U.F.W/GROUND

B = BORE, T = TRENCH, O = OPEN CUT. * DENOTES EXISTING

- NOTES:
- SWEEP EXISTING ITMS PATHWAY JOINING BOTH EXISTING PATHWAYS. REMOVE EXISTING TYPE 4 JUNCTION WELL TO ACCOMADATE ROADWAY RECONSTRUCTION.
 - INSTALL NEW TYPE 4 JUNCTION WELL OVER EXISTING ITMS PATHWAY.
 - CONTRACTOR SHALL CONTACT DELDOT SIGNAL CONSTRUCTION MANAGER TEN (10) WORKING DAYS PRIOR TO ITMS PATHWAY ADJUSTMENT. ALL DISCONNECTION, RECONNECTION, AND ALL PULLING OF FIBER OPTIC CABLE SHALL BE COMPLETED BY DELDOT FORCES.

PAVEMENT MARKINGS LEGEND		
SYMBOL	ITEM	QUANTITY
(A)	5" SOLID WHITE EPOXY RESIN PAVEMENT STRIPING (ITEM 748548)	656 LF
(B)	5" SOLID YELLOW EPOXY RESIN PAVEMENT STRIPING (ITEM 748548)	0 LF
(C)	5" SOLID DOUBLE YELLOW EPOXY RESIN PAVEMENT STRIPING (ITEM 748548)	472 LF
(D)	5" DASHED WHITE EPOXY RESIN PAVEMENT STRIPING, 2' LINE & 6' GAP (ITEM 748548)	198 LF
(E)	5" DASHED WHITE EPOXY RESIN PAVEMENT STRIPING, 10' LINE & 30' GAP (ITEM 748548)	50 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)	50 SF
(H)	24" SOLID WHITE ALKYD THERMOPLASTIC PAVEMENT STRIPING (ITEM 748015)	0 SF
(J)	WHITE ALKYD THERMOPLASTIC PAVEMENT SYMBOL (ITEM 748015)	180 SF
(L)	PREFORMED THERMOPLASTIC PAVEMENT MARKING WHITE, BIKE SYMBOL (748553)	2 EACH

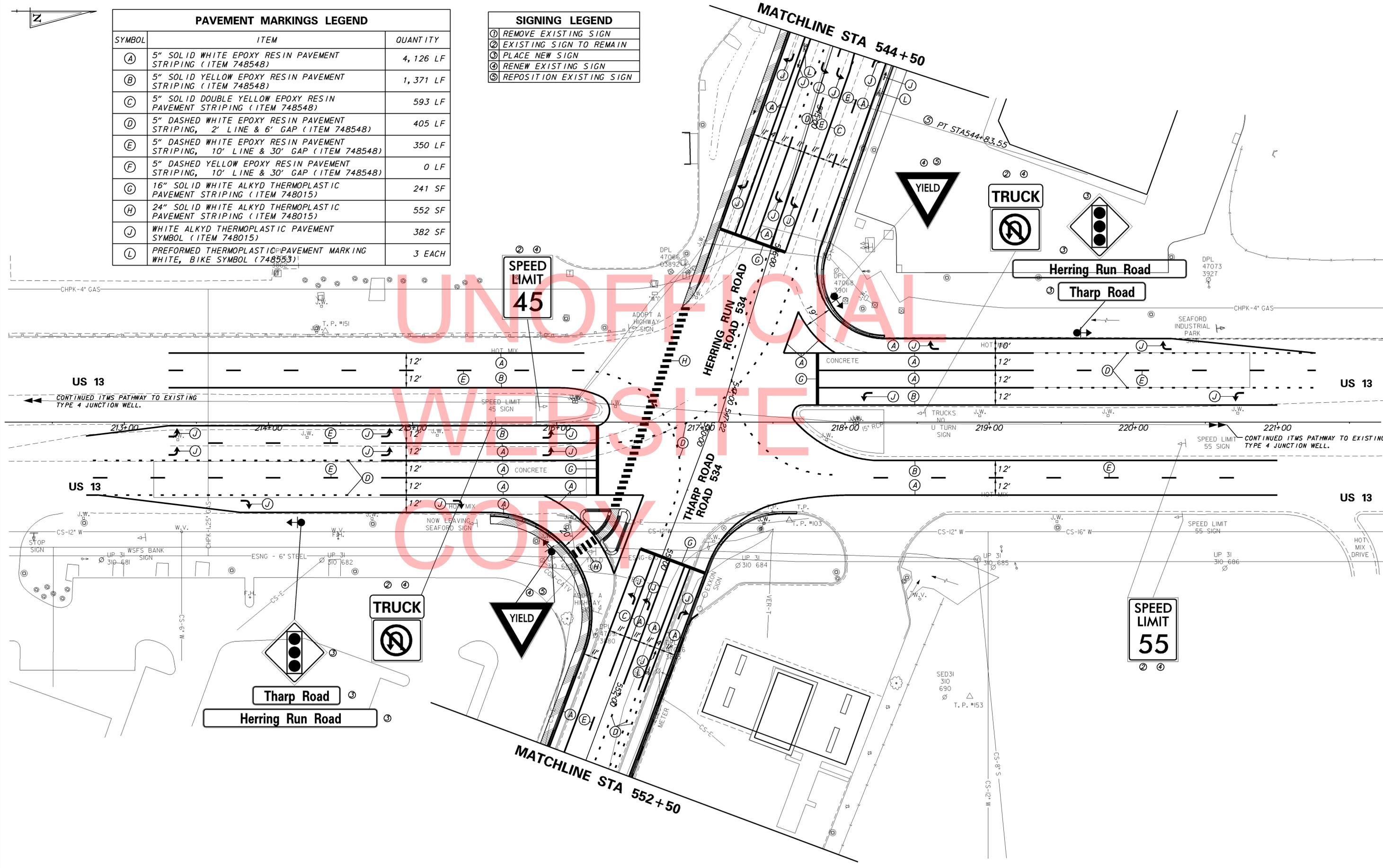
SIGNING LEGEND	
(1)	REMOVE EXISTING SIGN
(2)	EXISTING SIGN TO REMAIN
(3)	PLACE NEW SIGN
(4)	RENEW EXISTING SIGN
(5)	REPOSITION EXISTING SIGN

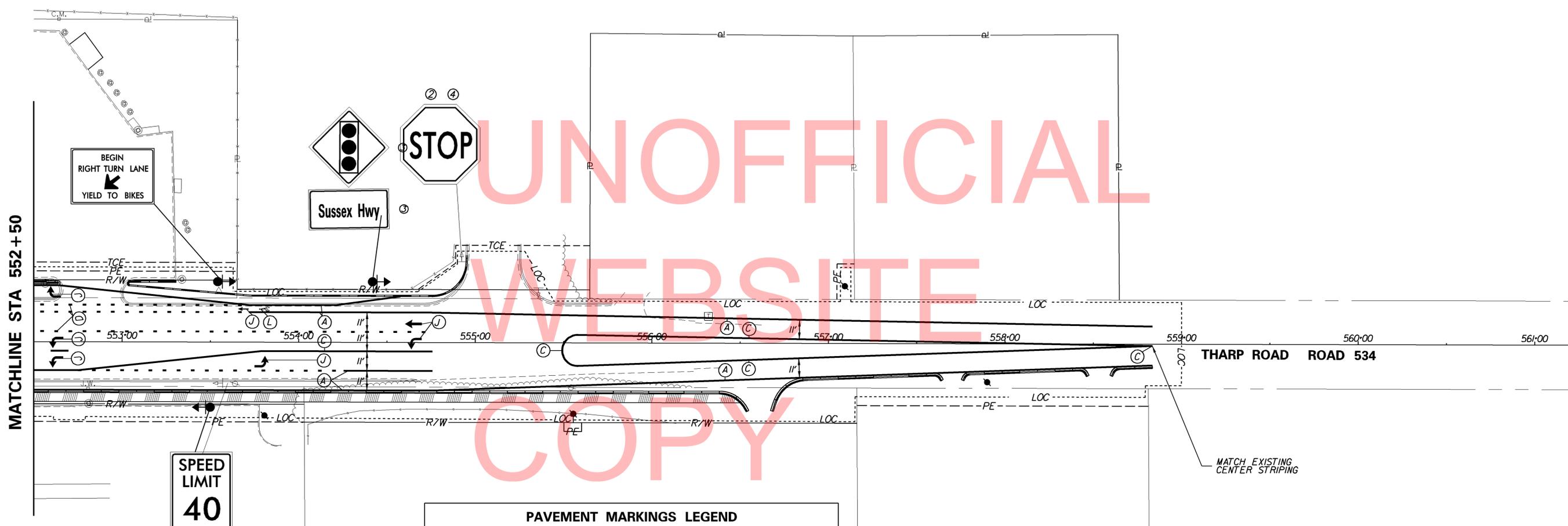
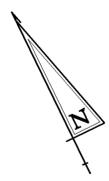




PAVEMENT MARKINGS LEGEND		
SYMBOL	ITEM	QUANTITY
(A)	5" SOLID WHITE EPOXY RESIN PAVEMENT STRIPING (ITEM 748548)	4, 126 LF
(B)	5" SOLID YELLOW EPOXY RESIN PAVEMENT STRIPING (ITEM 748548)	1, 371 LF
(C)	5" SOLID DOUBLE YELLOW EPOXY RESIN PAVEMENT STRIPING (ITEM 748548)	593 LF
(D)	5" DASHED WHITE EPOXY RESIN PAVEMENT STRIPING, 2' LINE & 6' GAP (ITEM 748548)	405 LF
(E)	5" DASHED WHITE EPOXY RESIN PAVEMENT STRIPING, 10' LINE & 30' GAP (ITEM 748548)	350 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)	241 SF
(H)	24" SOLID WHITE ALKYD THERMOPLASTIC PAVEMENT STRIPING (ITEM 748015)	552 SF
(J)	WHITE ALKYD THERMOPLASTIC PAVEMENT SYMBOL (ITEM 748015)	382 SF
(L)	PERFORMED THERMOPLASTIC PAVEMENT MARKING WHITE, BIKE SYMBOL (748553)	3 EACH

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





UNOFFICIAL
WEBSITE
COPY

SPEED LIMIT
40

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

PAVEMENT MARKINGS LEGEND		
SYMBOL	ITEM	QUANTITY
(A)	5" SOLID WHITE EPOXY RESIN PAVEMENT STRIPING (ITEM 748548)	1,353 LF
(B)	5" SOLID YELLOW EPOXY RESIN PAVEMENT STRIPING (ITEM 748548)	0 LF
(C)	5" SOLID DOUBLE YELLOW EPOXY RESIN PAVEMENT STRIPING (ITEM 748548)	1,810 LF
(D)	5" DASHED WHITE EPOXY RESIN PAVEMENT STRIPING, 2' LINE & 6' GAP (ITEM 748548)	154 LF
(E)	5" DASHED WHITE EPOXY RESIN PAVEMENT STRIPING, 10' LINE & 30' GAP (ITEM 748548)	10 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)	0 SF
(H)	24" SOLID WHITE ALKYD THERMOPLASTIC PAVEMENT STRIPING (ITEM 748015)	0 SF
(J)	WHITE ALKYD THERMOPLASTIC PAVEMENT SYMBOL (ITEM 748015)	103 SF
(K)	12" SOLID YELLOW ALKYD THERMOPLASTIC PAVEMENT STRIPING (ITEM 748015)	0 SF
(L)	PREFORMED THERMOPLASTIC PAVEMENT MARKING WHITE, BIKE SYMBOL (748553)	1 EACH

ADDITIONAL SIGNAL NOTES:

- LOCATE AND INTERCEPT CONDUIT WITH A TYPE 1 JUNCTION WELL.
- SEE SSC PLANS FOR PROPOSED/RELOCATED ITMS INFORMATION.
- SWEEP EXISTING CONDUIT INTO NEW JUNCTION WELL. REMOVE EXISTING JUNCTION WELL UPON COMPLETION.
- DELDOT TRAFFIC FORCES TO INSTALL, REMOVE, ADJUST AND REPOSITION ALL SIGNAL HEAD AS REQUIRED.
- DELDOT TRAFFIC FORCES TO PERFORM ANY NEEDED SIGNAL HEAD SLIDES TO ACCOMADATE ALL REQUIRED CONSTRUCTION PHASES. THE CONTRACTOR SHALL CONTACT THE SIGNAL CONSTRUCTION MANAGER AT 302.222.5920 A MINIMUM OF 10 DAYS PRIOR TO ANY REQUIRED TRAFFIC SWITCH AND/OR HEAD SLIDES.
- CONTRACTOR SHALL RE-INSTALL LOOP DETECTORS AS REQUIRED TO MAINTAIN SIGNAL DETECTION, DURING ALL REQUIRED PHASES OF CONSTRUCTION. THE CONTRACTOR SHALL CONTACT THE SIGNAL CONSTRUCTION MANAGER AT 302.222.5920 A MINIMUM OF 10 DAYS PRIOR TO RECUTTING OR DISCONNECTION OF LOOPS.
- THE CONTRACTOR SHALL PROVIDE M.O.T. FOR DELDOT TRAFFIC CONTRACTOR THROUGH ALL PHASES OF NEEDED CONSTRUCTION.
- CONTRACTOR SHALL CONTACT THE SIGNAL CONSTRUCTION MANAGER AT 302.222.5920 10 DAYS PRIOR TO ANY TRAFFIC SWITCHES AND/OR SIGNAL ADJUSTMENT NEEDS.

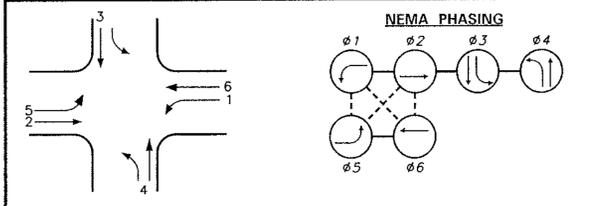


CNI MANAGEMENT INC
1-32-1.00-22.01
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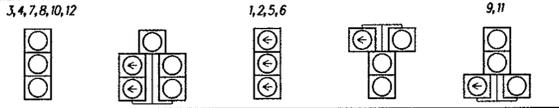
TWO FARMS, INC
1-32-1.00-21.00
DB: 2977 PAGE: 230

NOEL K. & GREGORY SIZEMORE
1-32 2.00-4.00
DB: 1842 PAGE: 109

SIGNAL PHASING



SIGNAL HEAD DIAGRAM



LEGEND

- PROPOSED SIGNAL CABINET
- EXISTING SIGNAL CABINET
- PROPOSED SIGNAL POLE BASE
- EXISTING SIGNAL POLE BASE
- PROPOSED PEDESTRIAN POLE BASE
- EXISTING PEDESTRIAN POLE BASE
- PROPOSED WOOD POLE
- EXISTING WOOD POLE
- PROPOSED JUNCTION WELL
- EXISTING JUNCTION WELL
- PROPOSED SIGNAL HEAD
- EXISTING SIGNAL HEAD
- PROPOSED PEDESTRIAN SIGNAL HEAD
- EXISTING PEDESTRIAN SIGNAL HEAD
- PROPOSED PEDESTRIAN PUSHBUTTON
- EXISTING PEDESTRIAN PUSHBUTTON
- PROPOSED VIDEO DETECTION
- EXISTING VIDEO DETECTION
- PROPOSED MICROWAVE DETECTION
- EXISTING MICROWAVE DETECTION
- OVERHEAD SIGNING
- PROPOSED OPTICOM RECEIVER
- EXISTING OPTICOM RECEIVER
- PROPOSED MAST ARM
- EXISTING MAST ARM
- PROPOSED LUMINAIRE
- EXISTING LUMINAIRE
- PROPOSED LOOP DETECTOR (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 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 (LENGTH OF ARM)
- EXISTING MAST ARM IDENTIFIER (LENGTH OF ARM)
- 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

GENERAL SIGNAL NOTES

- LOOP DETECTORS:
TYPE #1 - 6' x 6' - TO BE INSTALLED ON MAIN STREET THROUGH MOVEMENTS.
TYPE #2 - 8' x 25' - TO BE INSTALLED ON MAIN STREET LEFT TURN MOVEMENTS.
TYPE #3 - 8' x 25' - TO BE INSTALLED ON SIDE STREET THROUGH AND LEFT TURN MOVEMENTS.
- ALL SIGNAL EQUIPMENT REMOVED FROM A PROJECT IS TO BE RETURNED TO DELDOT TRAFFIC - DOVER, DELAWARE.
- POLE BASES, CABINET BASE AND CONDUIT JUNCTION WELLS 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.
- ALL GALVANIZED CONDUIT (GRC) SHALL BE REAMED AND THREADED. ALL GRC SHALL BE THREADED TOGETHER WITH APPROVED COUPLINGS, SET SCREW, BOLTED, AND COMPRESSION FITTING ARE NOT ACCEPTABLE.
- ALL UNDERGROUND AND OVERHEAD UTILITIES SHOWN ON THESE PLANS ARE SCHEMATIC ONLY AND MAY NOT BE COMPLETE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING MISS UTILITY, AND/OR THE APPROPRIATE UTILITY 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 TRAFFIC IMMEDIATELY BEFORE CONSTRUCTION.

CONDUIT RUN SCHEDULE

CR#	# OF CON	SIZE	LENGTH	B/T/O	AMOUNT AND TYPE OF CABLE/ WIRE
#1	1	2"	45'	-	(1)1/2" #8 U.F. W/ GROUND
#2	3	2.5"	5'	-	(2)1/6" #14 (8)1/4" #18 REMOVE (4)1/4" #18 INSTALL (4)1/4" #18
#3	1	2.5"	10'	-	(2)1/6" #14 (4)1/4" #18
#4	1	2.5"	105'	-	(2)1/4" #18 REMOVE (2)1/4" #18 INSTALL (2)1/4" #18
#5	1	2.5"	65'	-	(2)1/4" #18 REMOVE (1)1/4" #18 INSTALL (1)1/4" #18
#6	1	1.5"	5'	T	(1)1/4" #18
#7	1	2.5"	170'	-	(2)1/4" #18
#8	1	2.5"	130'	-	(2)1/4" #18
#9	1	4"	125'	-	COMM. CABLE
#10	1	4"	155'	-	COMM. CABLE
#11	1	2.5"	80'	-	(2)1/4" #18 REMOVE (2)1/4" #18 INSTALL (2)1/4" #18
#12	1	2.5"	75'	-	(2)1/4" #18 REMOVE (2)1/4" #18 INSTALL (2)1/4" #18
#13	1	2.5"	5'	T	(1)1/4" #18
#14	1	2.5"	100'	B	(1)1/4" #18
#15	1	1.5"	5'	T	(1)1/4" #18
#16	1	2.5"	165'	-	(2)1/4" #18
#17	1	2.5"	160'	-	(2)1/4" #18
#18	1	1.5"	20'	-	(1)1/4" #18
#19	1	1.5"	25'	-	(1)1/4" #18
#20	1	1.5"	20'	-	(1)1/4" #18

CONDUIT RUN SCHEDULE

CR#	# OF CON	SIZE	LENGTH	B/T/O	AMOUNT AND TYPE OF CABLE/ WIRE
21	1	2.5"	10'	T	(2)1/4" #18 REMOVE (2)1/4" #18 INSTALL (2)1/4" #18
22	1	1.5"	20'	O	(1)1/4" #18

• DENOTES EXISTING B = BORE, T = TRENCH, O = OPEN CUT.

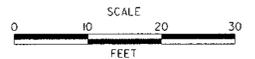
• DENOTES EXISTING B = BORE, T = TRENCH, O = OPEN CUT.

RECOMMENDED DATE: 4.16.13

RECOMMENDED DATE: _____

APPROVED TRAFFIC ENGINEER DATE: 4/16/13

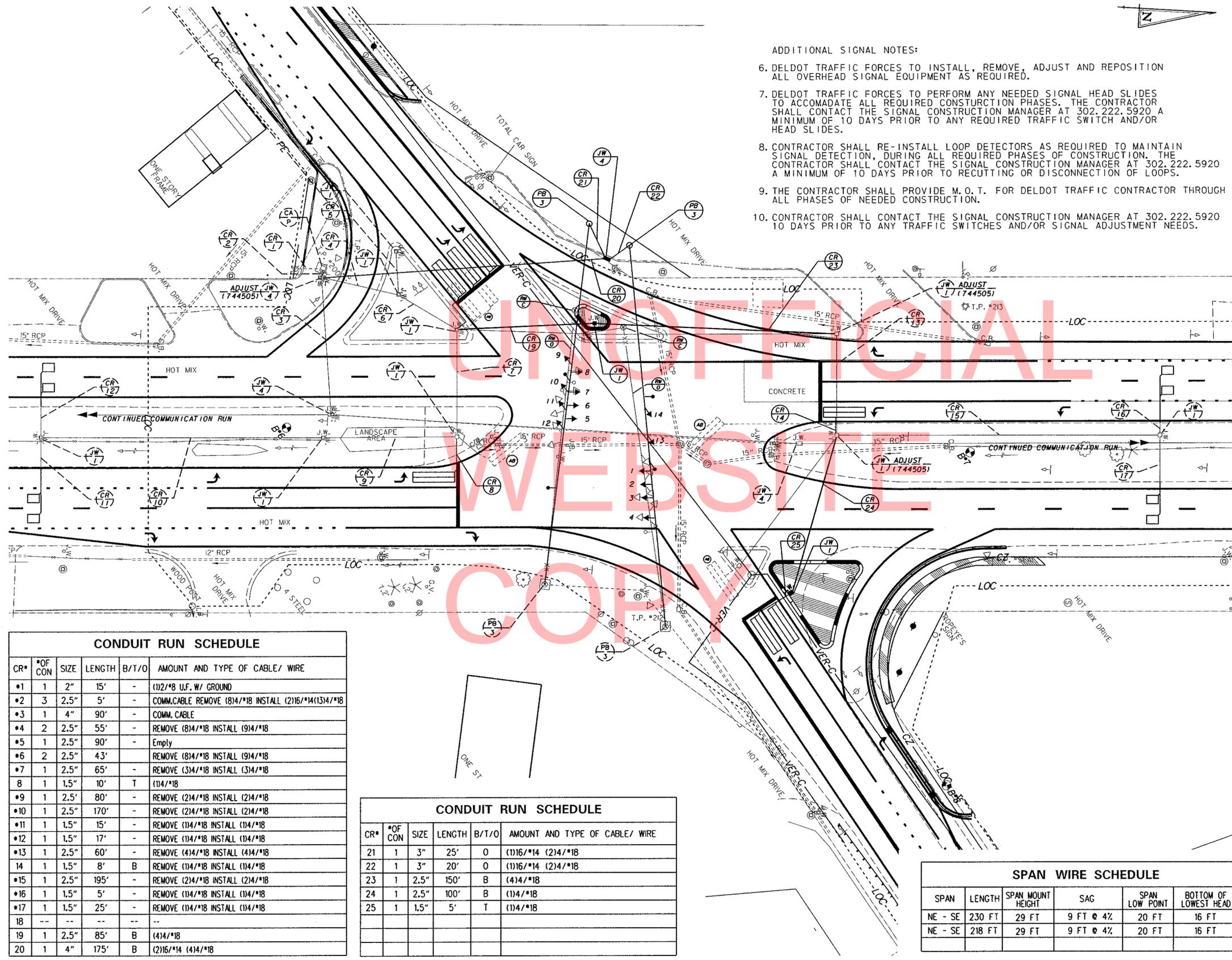
APPROVED FOR INSTALLATION CHIEF TRAFFIC ENGINEER DATE: 4/16/13



US 13 SEAFORD INTERSECTION IMPROVEMENTS PROJECT

CONTRACT	PERMIT NO.	S106
T200412401	DESIGNED BY:	JCR
COUNTY	CHECKED BY:	MH
SUSSEX		

SIGNAL PLAN		SHEET NO.
US 13 at SR 20 South		110
		TOTAL SHTS.
		114



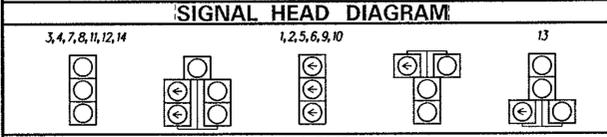
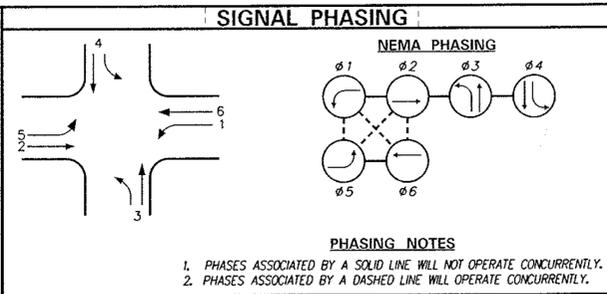
- ADDITIONAL SIGNAL NOTES:
6. DELDOT TRAFFIC FORCES TO INSTALL, REMOVE, ADJUST AND REPOSITION ALL OVERHEAD SIGNAL EQUIPMENT AS REQUIRED.
 7. DELDOT TRAFFIC FORCES TO PERFORM ANY NEEDED SIGNAL HEAD SLIDES TO ACCOMADATE ALL REQUIRED CONSTRUCTION PHASES. THE CONTRACTOR SHALL CONTACT THE SIGNAL CONSTRUCTION MANAGER AT 302.222.5920 A MINIMUM OF 10 DAYS PRIOR TO ANY REQUIRED TRAFFIC SWITCH AND/OR HEAD SLIDES.
 8. CONTRACTOR SHALL RE-INSTALL LOOP DETECTORS AS REQUIRED TO MAINTAIN SIGNAL DETECTION, DURING ALL REQUIRED PHASES OF CONSTRUCTION. THE CONTRACTOR SHALL CONTACT THE SIGNAL CONSTRUCTION MANAGER AT 302.222.5920 A MINIMUM OF 10 DAYS PRIOR TO RECUTTING OR DISCONNECTION OF LOOPS.
 9. THE CONTRACTOR SHALL PROVIDE M. O. T. FOR DELDOT TRAFFIC CONTRACTOR THROUGH ALL PHASES OF NEEDED CONSTRUCTION.
 10. CONTRACTOR SHALL CONTACT THE SIGNAL CONSTRUCTION MANAGER AT 302.222.5920 10 DAYS PRIOR TO ANY TRAFFIC SWITCHES AND/OR SIGNAL ADJUSTMENT NEEDS.

CR#	# OF CON	SIZE	LENGTH	B/T/O	AMOUNT AND TYPE OF CABLE/ WIRE
*1	1	2"	15'	-	(1)2/*8 U.F. W/ GROUND
*2	3	2.5"	5'	-	COMM. CABLE REMOVE (8)4/*18 INSTALL (2)16/*14(1)3/4/*18
*3	1	4"	90'	-	COMM. CABLE
*4	2	2.5"	55'	-	REMOVE (8)4/*18 INSTALL (9)4/*18
*5	1	2.5"	90'	-	Empty
*6	2	2.5"	43'	-	REMOVE (8)4/*18 INSTALL (9)4/*18
*7	1	2.5"	65'	-	REMOVE (3)4/*18 INSTALL (3)4/*18
8	1	1.5"	10'	T	(1)4/*18
*9	1	2.5"	80'	-	REMOVE (2)4/*18 INSTALL (2)4/*18
*10	1	2.5"	170'	-	REMOVE (2)4/*18 INSTALL (2)4/*18
*11	1	1.5"	15'	-	REMOVE (1)4/*18 INSTALL (1)4/*18
*12	1	1.5"	17'	-	REMOVE (1)4/*18 INSTALL (1)4/*18
*13	1	2.5"	60'	-	REMOVE (4)4/*18 INSTALL (4)4/*18
14	1	1.5"	8'	B	REMOVE (1)4/*18 INSTALL (1)4/*18
*15	1	2.5"	195'	-	REMOVE (2)4/*18 INSTALL (2)4/*18
*16	1	1.5"	5'	-	REMOVE (1)4/*18 INSTALL (1)4/*18
*17	1	1.5"	25'	-	REMOVE (1)4/*18 INSTALL (1)4/*18
18	--	--	--	--	--
19	1	2.5"	85'	B	(4)4/*18
20	1	4"	175'	B	(2)16/*14 (4)4/*18

* DENOTES EXISTING B = BORE, T = TRENCH, O = OPEN CUT.

CR#	# OF CON	SIZE	LENGTH	B/T/O	AMOUNT AND TYPE OF CABLE/ WIRE
21	1	3"	25'	O	(1)16/*14 (2)4/*18
22	1	3"	20'	O	(1)16/*14 (2)4/*18
23	1	2.5"	150'	B	(4)4/*18
24	1	2.5"	100'	B	(1)4/*18
25	1	1.5"	5'	T	(1)4/*18

SPAN	LENGTH	SPAN MOUNT HEIGHT	SAG	SPAN LOW POINT	BOTTOM OF LOWEST HEAD
NE - SE	230 FT	29 FT	9 FT @ 4%	20 FT	16 FT
NE - SE	218 FT	29 FT	9 FT @ 4%	20 FT	16 FT



LEGEND

■	PROPOSED SIGNAL CABINET	○	REMOVE BY CONTRACTOR
□	EXISTING SIGNAL CABINET	○	REMOVE BY OTHERS
○	PROPOSED SIGNAL POLE BASE	○	ABANDON
○	EXISTING SIGNAL POLE BASE	○	PROPOSED POLE BASE IDENTIFIER (TYPE OF POLE BASE)
○	PROPOSED PEDESTRIAN POLE BASE	○	EXISTING POLE BASE IDENTIFIER (TYPE OF POLE BASE)
○	EXISTING PEDESTRIAN POLE BASE	○	PROPOSED JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL)
○	PROPOSED WOOD POLE	○	EXISTING JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL)
○	EXISTING UTILITY POLE	○	PROPOSED JUNCTION WELL
○	PROPOSED JUNCTION WELL	○	EXISTING JUNCTION WELL
○	EXISTING JUNCTION WELL	○	PROPOSED CONDUIT RUN IDENTIFIER (# OF CONDUIT RUN)
○	PROPOSED SIGNAL HEAD	○	EXISTING CONDUIT RUN IDENTIFIER (# OF CONDUIT RUN)
○	EXISTING SIGNAL HEAD	○	PROPOSED OVERHEAD RUN IDENTIFIER (# OF OVERHEAD RUN)
○	PROPOSED PEDESTRIAN SIGNAL HEAD	○	EXISTING OVERHEAD RUN IDENTIFIER (# OF OVERHEAD RUN)
○	EXISTING PEDESTRIAN SIGNAL HEAD	○	PROPOSED MAST ARM IDENTIFIER (LENGTH OF ARM)
○	PROPOSED PEDESTRIAN PUSHBUTTON	○	EXISTING MAST ARM IDENTIFIER (LENGTH OF ARM)
○	EXISTING PEDESTRIAN PUSHBUTTON	○	PROPOSED VIDEO DETECTION
○	PROPOSED VIDEO DETECTION	○	EXISTING VIDEO DETECTION
○	EXISTING VIDEO DETECTION	○	PROPOSED MICROWAVE DETECTION
○	PROPOSED MICROWAVE DETECTION	○	EXISTING MICROWAVE DETECTION
○	EXISTING MICROWAVE DETECTION	○	PROPOSED OPTICOM RECEIVER
○	PROPOSED OPTICOM RECEIVER	○	EXISTING OPTICOM RECEIVER
○	EXISTING OPTICOM RECEIVER	○	PROPOSED MAST ARM
○	PROPOSED MAST ARM	○	EXISTING MAST ARM
○	EXISTING MAST ARM	○	PROPOSED LUMINAIRE
○	PROPOSED LUMINAIRE	○	EXISTING LUMINAIRE
○	EXISTING LUMINAIRE	○	PROPOSED LOOP DETECTOR (TYPE 1 OR 2)
○	PROPOSED LOOP DETECTOR (TYPE 1 OR 2)	○	EXISTING LOOP DETECTOR (TYPE 1 OR 2)

- GENERAL SIGNAL NOTES:**
1. LOOP DETECTORS: TYPE #1 - 6' x 6' - TO BE INSTALLED ON MAIN STREET THROUGH MOVEMENTS. TYPE #2 - 6' x 25' - TO BE INSTALLED ON MAIN STREET LEFT TURN MOVEMENTS. TYPE #3 - 6' x 25' - TO BE INSTALLED ON SIDE STREET THROUGH AND LEFT TURN MOVEMENTS.
 2. ALL SIGNAL EQUIPMENT REMOVED FROM A PROJECT IS TO BE RETURNED TO DELDOT TRAFFIC - DOVER, DELAWARE.
 3. POLE BASES, CABINET BASE AND CONDUIT JUNCTION WELLS 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.
 4. ALL GALVANIZED CONDUIT (GRC) SHALL BE REAMED AND THREADED. ALL GRC SHALL BE THREADED TOGETHER WITH APPROVED COUPLINGS, SET SCREW, BOLTED, AND COMPRESSION FITTING 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 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 TRAFFIC IMMEDIATELY BEFORE CONSTRUCTION.

RECOMMENDED _____ DATE: 4/16/13 RECOMMENDED _____ DATE: _____ RECOMMENDED _____ DATE: _____ APPROVED TRAFFIC ENGINEER *[Signature]* DATE: 4/16/13 APPROVED FOR INSTALLATION CHIEF TRAFFIC ENGINEER *[Signature]* DATE: 4/16/13

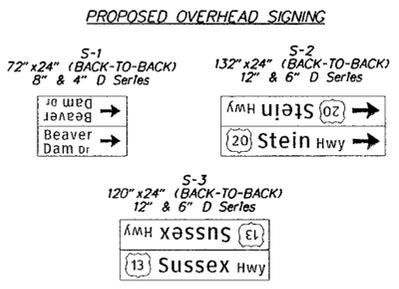
ADDENDUM / REVISIONS

SCALE 0 10 20 30 FEET

US 13 SEAFORD INTERSECTION IMPROVEMENTS PROJECT

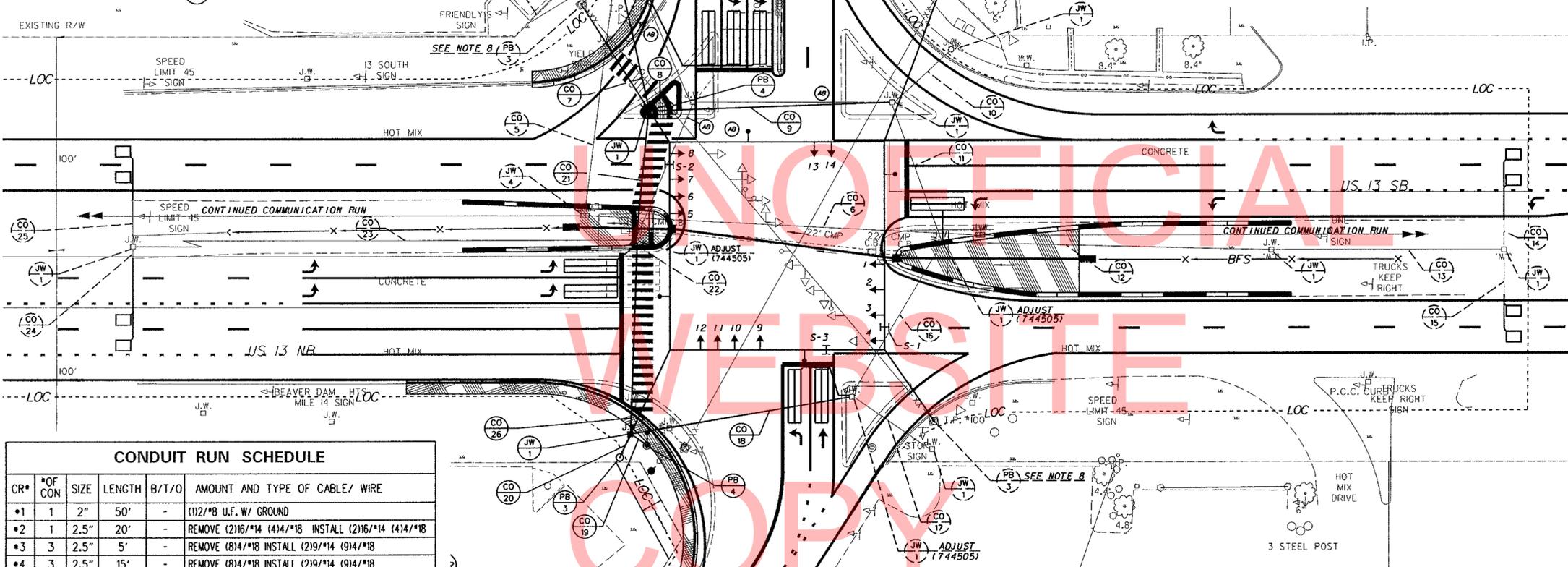
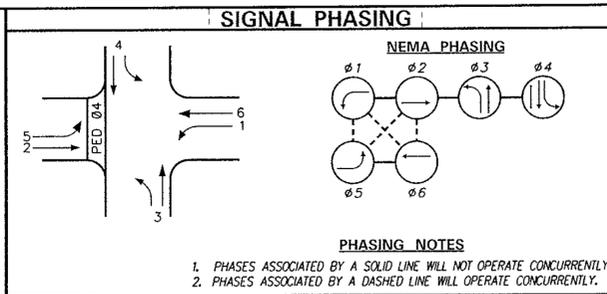
CONTRACT	PERMIT NO.	S105	SIGNAL PLAN	SHEET NO. 111	
T200412401	DESIGNED BY: JCR				TOTAL SHTS. 114
COUNTY	CHECKED BY: MH				
SUSSEX			US 13 at High St./ Middleford Rd.		

DELAWARE DEPARTMENT OF TRANSPORTATION



SPAN WIRE SCHEDULE

SPAN	LENGTH	SPAN MOUNT HEIGHT	5% DROP	BULL RING HEIGHT	5% SAG	SPAN LOW POINT
NORTHEAST	42 FT	27.1 FT	2.1 FT	25.5 FT	--	--
SOUTHEAST	55.5 FT	28.3 FT	2.78 FT	25.5 FT	--	--
NORTHWEST	75.5 FT	29.3 FT	3.78 FT	25.5 FT	--	--
SOUTHWEST	77 FT	29.4 FT	3.85 FT	25.5 FT	--	--
NORTH	97.5 FT	--	--	25.5 FT	4.9 FT	20.6 FT
SOUTH	97.5 FT	--	--	25.5 FT	4.9 FT	20.6 FT
EAST	101 FT	--	--	25.5 FT	5.1 FT	20.4 FT
WEST	101 FT	--	--	25.5 FT	5.1 FT	20.4 FT

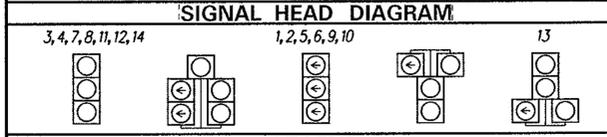


CONDUIT RUN SCHEDULE

CR#	# OF CON	SIZE	LENGTH	B/T/O	AMOUNT AND TYPE OF CABLE/ WIRE
1	1	2"	50'	-	(1) 1/2" U.F. W/ GROUND
2	1	2.5"	20'	-	REMOVE (2) 1/8" * 1/4" (4) 1/4" * 1/8" INSTALL (2) 1/8" * 1/4" (4) 1/4" * 1/8"
3	3	2.5"	5'	-	REMOVE (8) 1/4" * 1/8" INSTALL (2) 1/8" * 1/4" (9) 1/4" * 1/8"
4	3	2.5"	15'	-	REMOVE (8) 1/4" * 1/8" INSTALL (2) 1/8" * 1/4" (9) 1/4" * 1/8"
5	1	4"	115'	-	COMM. CABLE
6	1	4"	190'	-	COMM. CABLE
7	1	4"	65'	B	(2) 1/8" * 1/4" (7) 1/4" * 1/8"
8	1	2.5"	10'	T	(1) 1/8" * 1/4"
9	1	2.5"	115'	B	(4) 1/4" * 1/8"
10	1	2.5"	38'	-	EMPTY
11	1	2.5"	70'	-	REMOVE (4) 1/4" * 1/8" INSTALL (4) 1/4" * 1/8"
12	1	2.5"	155'	-	REMOVE (2) 1/4" * 1/8" INSTALL (2) 1/4" * 1/8"
13	1	2.5"	110'	-	REMOVE (2) 1/4" * 1/8" INSTALL (2) 1/4" * 1/8"
14	1	1.5"	15'	-	REMOVE (1) 1/4" * 1/8" INSTALL (1) 1/4" * 1/8"
15	1	1.5"	20'	-	REMOVE (1) 1/4" * 1/8" INSTALL (1) 1/4" * 1/8"
16	1	2.5"	82'	-	REMOVE (1) 1/4" * 1/8" INSTALL (1) 1/4" * 1/8"
17	1	2.5"	45'	-	EMPTY
18	1	2.5"	110'	B	EMPTY
19	1	2.5"	10'	T	(1) 1/8" * 1/4"
20	1	2.5"	12'	T	EMPTY
21	1	2.5"	65'	B	(1) 1/8" * 1/4" (3) 1/4" * 1/8"
22	1	1.5"	5'	-	REMOVE (1) 1/4" * 1/8" INSTALL (1) 1/4" * 1/8"
23	1	2.5"	355'	-	REMOVE (2) 1/4" * 1/8" INSTALL (2) 1/4" * 1/8"
24	1	1.5"	5'	-	REMOVE (1) 1/4" * 1/8" INSTALL (1) 1/4" * 1/8"
25	1	1.5"	25'	-	REMOVE (1) 1/4" * 1/8" INSTALL (1) 1/4" * 1/8"
26	1	2.5"	95'	B	(1) 1/8" * 1/4"

* DENOTE EXISTING B = BORE, T = TRENCH, O = OPEN CUT.

- ADDITIONAL SIGNAL NOTES:**
- DELDOT TRAFFIC FORCES TO INSTALL, REMOVE, ADJUST AND REPOSITION ALL OVERHEAD SIGNAL EQUIPMENT AS REQUIRED.
 - LOCATE AND INTERCEPT EXISTING CONDUIT WITH PROPOSED TYPE 4 JUNCTION WELL.
 - THE CONTRACTOR SHALL INSTALL BACK GUYS IN ACCORDANCE WITH ITEM 746501 ON THE EXISTING SIGNAL POLES PRIOR TO INSTALLING THE PROPOSED SPAN WIRES. THE BACK GUY SHALL BE REMOVED IN ACCORDANCE WITH ITEM 746710, WHEN THE EXISTING SPAN WIRES ARE REMOVED FROM THE EXISTING SIGNAL POLES.
 - THE CONTRACTOR SHALL ATTACH THE PROPOSED SPAN WIRES USING A GALVANIZED STEEL BULL RING. THE BULL RING SHALL HAVE A 4-INCH INSIDE DIAMETER AND BE FABRICATED FROM STEEL CONFORMING TO A668, QUENCHED AND TEMPERED. THE BAR DIAMETER SHALL NOT BE LESS THAN 3/8 INCHES. THE WELDLESS RINGS SHALL MEET FEDERAL SPECIFICATION RR-C271B TYPE VI. THE RINGS SHALL BE HOT DIP GALVANIZED IN ACCORDANCE WITH A153 SPECIFICATIONS. TWO GALVANIZED 3-BOLT GUY CLAPS AND A SERVICE SLEEVE SHALL BE INSTALLED FOR EACH SPAN WIRE ATTACHMENT IN ACCORDANCE WITH STANDARD NO T-12 (2005)
 - DELDOT TRAFFIC FORCES TO PERFORM ANY NEEDED SIGNAL HEAD SLIDES TO ACCOMMODATE ALL REQUIRED CONSTRUCTION PHASES. THE CONTRACTOR SHALL CONTACT THE SIGNAL CONSTRUCTION MANAGER AT 302.222.5920 A MINIMUM OF 10 DAYS PRIOR TO ANY REQUIRED TRAFFIC SWITCH AND/OR HEAD SLIDES.
 - CONTRACTOR SHALL RE-INSTALL LOOP DETECTORS AS REQUIRED TO MAINTAIN SIGNAL DETECTION, DURING ALL REQUIRED PHASES OF CONSTRUCTION. THE CONTRACTOR SHALL CONTACT THE SIGNAL CONSTRUCTION MANAGER AT 302.222.5920 A MINIMUM OF 10 DAYS PRIOR TO RECUTTING OR DISCONNECTION OF LOOPS.
 - THE CONTRACTOR SHALL PROVIDE M.O.T. FOR DELDOT TRAFFIC CONTRACTOR THROUGH ALL PHASES OF NEEDED CONSTRUCTION.
 - CONTRACTOR SHALL CONTACT THE SIGNAL CONSTRUCTION MANAGER AT 302.222.5920 10 DAYS PRIOR TO ANY TRAFFIC SWITCHES AND/OR SIGNAL ADJUSTMENT NEEDS.



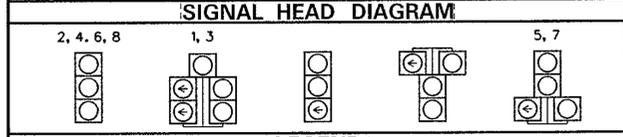
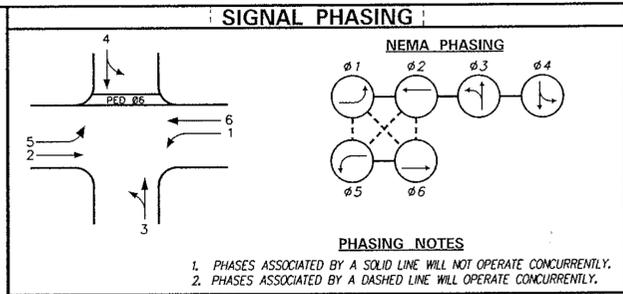
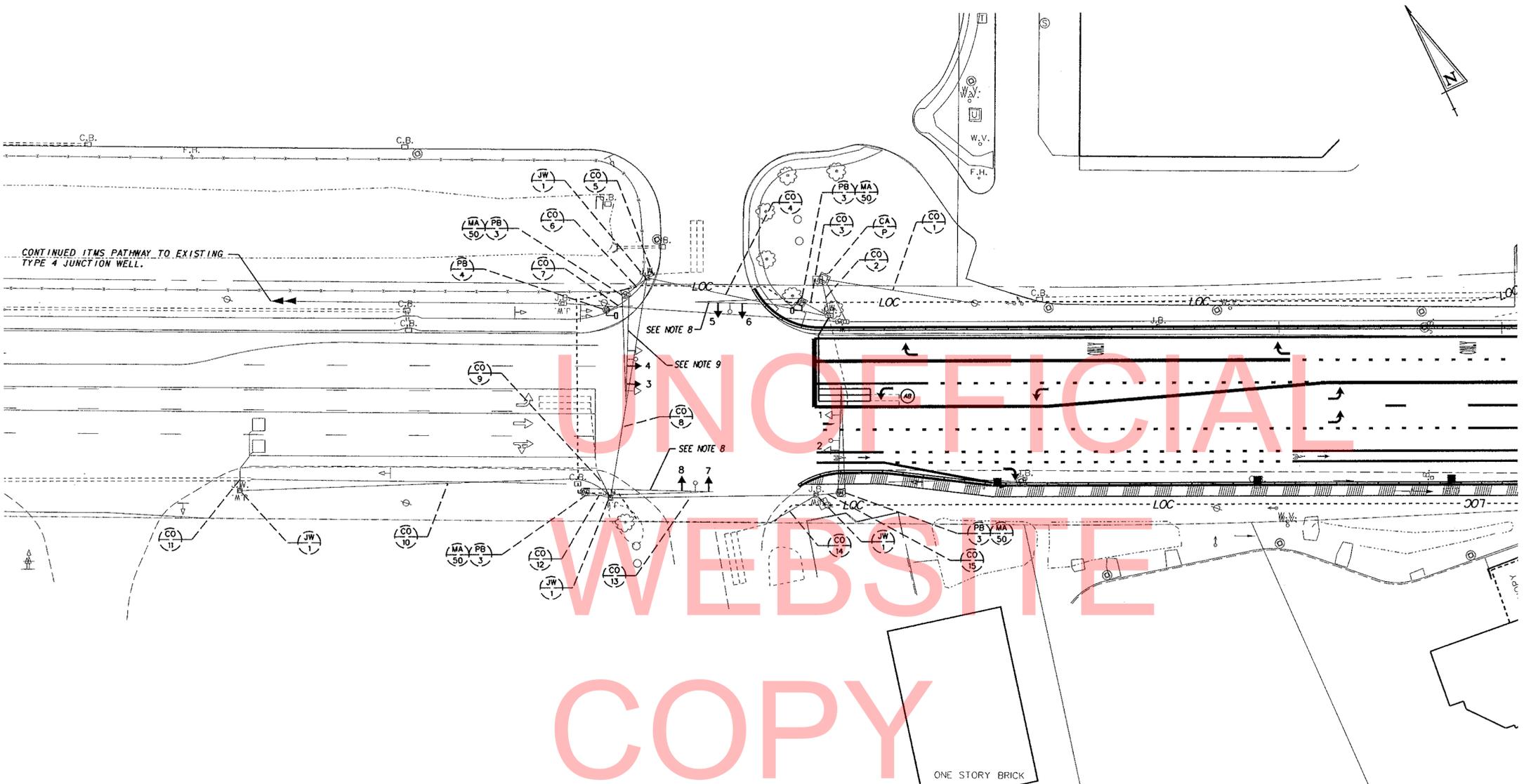
- LEGEND**
- PROPOSED SIGNAL CABINET
 - EXISTING SIGNAL CABINET
 - PROPOSED SIGNAL POLE BASE
 - EXISTING SIGNAL POLE BASE
 - PROPOSED PEDESTRIAN POLE BASE
 - EXISTING PEDESTRIAN POLE BASE
 - PROPOSED WOOD POLE
 - EXISTING UTILITY POLE
 - PROPOSED JUNCTION WELL
 - EXISTING JUNCTION WELL
 - PROPOSED SIGNAL 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 TOR 2)
 - EXISTING LOOP DETECTOR (TYPE TOR 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 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 (LENGTH OF ARM)
 - EXISTING MAST ARM IDENTIFIER (LENGTH OF ARM)
 - 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

- GENERAL SIGNAL NOTES**
- LOOP DETECTORS: TYPE #1 - 6" x 6" - TO BE INSTALLED ON MAIN STREET THROUGH MOVEMENTS. TYPE #2 - 6" x 25" - TO BE INSTALLED ON MAIN STREET LEFT TURN MOVEMENTS. TYPE #3 - 6" x 25" - TO BE INSTALLED ON SIDE STREET THROUGH AND LEFT TURN MOVEMENTS.
 - ALL SIGNAL EQUIPMENT REMOVED FROM A PROJECT IS TO BE RETURNED TO DELDOT TRAFFIC - DOVER, DELAWARE.
 - POLE BASES, CABINET BASE AND CONDUIT JUNCTION WELLS 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.
 - ALL GALVANIZED CONDUIT (GRC) SHALL BE REAMED AND THREADED. ALL GRC SHALL BE THREADED TOGETHER WITH APPROVED COUPLINGS, SET SCREW, BOLTED, AND COMPRESSION FITTING ARE NOT ACCEPTABLE.
 - ALL UNDERGROUND AND OVERHEAD UTILITIES SHOWN ON THESE PLANS ARE SCHEMATIC ONLY AND MAY NOT BE COMPLETE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING MISS UTILITY, AND/OR THE APPROPRIATE UTILITY 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 TRAFFIC IMMEDIATELY BEFORE CONSTRUCTION.

RECOMMENDED _____ DATE: 4.17.13 RECOMMENDED _____ DATE: _____ RECOMMENDED _____ DATE: _____ APPROVED TRAFFIC ENGINEER _____ DATE: 4/17/13 APPROVED FOR INSTALLATION CHIEF TRAFFIC ENGINEER _____ DATE: 4/17/13

DELAWARE DEPARTMENT OF TRANSPORTATION US 13 SEAFORD INTERSECTION IMPROVEMENTS PROJECT CONTRACT T200412401 PERMIT NO. S128 SHEET NO. 112

DESIGNED BY: JCR CHECKED BY: MH SIGNAL PLAN US 13 at SR 20 North TOTAL SHTS. 114



LEGEND

■	PROPOSED SIGNAL CABINET	⊖	REMOVE BY CONTRACTOR
◻	EXISTING SIGNAL CABINET	⊖	REMOVE BY OTHERS
○	PROPOSED SIGNAL POLE BASE	⊖	ABANDON
⊙	EXISTING SIGNAL POLE BASE	⊖	PROPOSED POLE BASE IDENTIFIER (TYPE OF POLE BASE)
⊙	PROPOSED PEDESTRIAN POLE BASE	⊖	EXISTING POLE BASE IDENTIFIER (TYPE OF POLE BASE)
⊙	EXISTING PEDESTRIAN POLE BASE	⊖	PROPOSED JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL)
⊙	PROPOSED WOOD POLE	⊖	EXISTING JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL)
⊙	EXISTING UTILITY POLE	⊖	PROPOSED CONDUIT RUN IDENTIFIER (# OF CONDUIT RUN)
⊙	PROPOSED JUNCTION WELL	⊖	EXISTING CONDUIT RUN IDENTIFIER (# OF CONDUIT RUN)
J.W.	EXISTING JUNCTION WELL	⊖	PROPOSED OVERHEAD RUN IDENTIFIER (# OF OVERHEAD RUN)
→	PROPOSED SIGNAL HEAD	⊖	EXISTING OVERHEAD RUN IDENTIFIER (# OF OVERHEAD RUN)
→	EXISTING SIGNAL HEAD	⊖	PROPOSED PEDESTRIAN SIGNAL HEAD
→	PROPOSED PEDESTRIAN SIGNAL HEAD	⊖	EXISTING PEDESTRIAN SIGNAL HEAD
→	PROPOSED PEDESTRIAN PUSHBUTTON	⊖	PROPOSED MAST ARM IDENTIFIER (LENGTH OF ARM)
→	EXISTING PEDESTRIAN PUSHBUTTON	⊖	EXISTING MAST ARM IDENTIFIER (LENGTH OF ARM)
→	PROPOSED VIDEO DETECTION	⊖	PROPOSED CABINET IDENTIFIER (TYPE OF CABINET)
→	EXISTING VIDEO DETECTION	⊖	EXISTING CABINET IDENTIFIER (TYPE OF CABINET)
→	PROPOSED MICROWAVE DETECTION	⊖	PROPOSED SPAN WIRE
→	EXISTING MICROWAVE DETECTION	⊖	EXISTING SPAN WIRE
→	OVERHEAD SIGNING	⊖	RIGHT-OF-WAY OR PROPERTY LINE
→	PROPOSED OPTICOM RECEIVER	⊖	PROPOSED SPAN INSULATOR
→	EXISTING OPTICOM RECEIVER	⊖	EXISTING SPAN INSULATOR
→	PROPOSED MAST ARM	⊖	SERVICE PEDESTAL
→	EXISTING MAST ARM	⊖	
→	PROPOSED LUMINAIRE	⊖	
→	EXISTING LUMINAIRE	⊖	
→	PROPOSED LOOP DETECTOR (TYPE TOR 2)		
→	EXISTING LOOP DETECTOR (TYPE TOR 2)		

GENERAL SIGNAL NOTES

- DETECTION - 35 M.P.H. - 4 SECONDS PASSAGE TIME AT 160 FEET FROM STOP BAR.
- LOOP DETECTORS:
TYPE #1 - 6' x 6' - TO BE INSTALLED ON MAIN STREET THROUGH MOVEMENTS.
TYPE #2 - 6' x 25' - TO BE INSTALLED ON MAIN STREET LEFT TURN MOVEMENTS.
TYPE #2 - 6' x 25' - TO BE INSTALLED ON SIDE STREET THROUGH AND LEFT TURN MOVEMENTS.
- ALL SIGNAL EQUIPMENT REMOVED FROM A PROJECT IS TO BE RETURNED TO DELDOT TRAFFIC - DOVER, DELAWARE.
- POLE BASES, CABINET BASE AND CONDUIT JUNCTION WELLS 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.
- ALL GALVANIZED CONDUIT (GRC) SHALL BE REAMED AND THREADED. ALL GRC SHALL BE THREADED TOGETHER WITH APPROVED COUPLINGS, SET SCREW, BOLTED, AND COMPRESSION FITTING ARE NOT ACCEPTABLE.
- ALL UNDERGROUND AND OVERHEAD UTILITIES SHOWN ON THESE PLANS ARE SCHEMATIC ONLY AND MAY NOT BE COMPLETE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING MISS UTILITY, AND/OR THE APPROPRIATE UTILITY 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 TRAFFIC IMMEDIATELY BEFORE CONSTRUCTION.

UNOFFICIAL WEBSITE COPY

CONDUIT RUN SCHEDULE

CR#	# OF CON	SIZE	LENGTH	B/T/O	AMOUNT AND TYPE OF CABLE/ WIRE
#1	1	2"	75'	-	(112/'#8 U.F. W/ GROUND
#2	3	2.5"	20'	-	(619/'#14 (814/'#18
#3	1	2.5"	15'	-	(219/'#14 (114/'#18
#4	1	2.5"	95'	-	(419/'#14 (714/'#18
#5	1	1.5"	5'	-	(114/'#18
#6	1	2.5"	15'	-	119/'#14 (114/'#18
#7	1	2.5"	25'	-	(119/'#14
#8	1	2.5"	110'	-	(219/'#14 (514/'#18
#9	1	1.5"	15'	-	(114/'#18
#10	1	2.5"	185'	-	(114/'#18
#11	1	1.5"	5'	-	(114/'#18
#12	1	2.5"	15'	-	(119/'#14 (114/'#18
#13	1	2.5"	100'	-	(119/'#14 (214/'#18
#14	1	1.5"	30'	-	(114/'#18
#15	1	2.5"	15'	-	(119/'#14 (114/'#18

ADDITIONAL SIGNAL NOTES:

- DELDOT TRAFFIC FORCES TO INSTALL, REMOVE, ADJUST AND REPOSITION ALL SIGNAL HEAD AS REQUIRED.
- DELDOT TRAFFIC FORCES TO REMOVE EXISTING SIGNAL INDICATION AND INSTALL PROPOSED INDICATION TO MEET CURRENT SHARED LANE SPLIT SIDE PHASING
- DELDOT TRAFFIC FORCES TO SLIDE EXISTING SIGNAL INDICATIONS TO ACCOMMODATE NEW LANE ARRANGEMENT.
- CONTRACTOR SHALL RE-INSTALL LOOP DETECTORS AS REQUIRED TO MAINTAIN SIGNAL DETECTION, DURING ALL REQUIRED PHASES OF CONSTRUCTION. THE CONTRACTOR SHALL CONTACT THE SIGNAL CONSTRUCTION MANAGER AT 302.222.5920 A MINIMUM OF 10 DAYS PRIOR TO RECUTTING OR DISCONNECTION OF LOOPS.
- THE CONTRACTOR SHALL PROVIDE M.O.T. FOR DELDOT TRAFFIC CONTRACTOR THROUGH ALL PHASES OF NEEDED CONSTRUCTION.
- THE CONTRACTOR SHALL CONTACT THE SIGNAL CONSTRUCTION MANAGER AT 302.222.5920 10 DAYS PRIOR TO ANY TRAFFIC SWITCHES AND/OR SIGNAL ADJUSTMENT NEEDS.

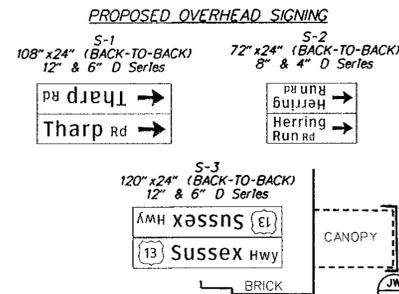
B = BORE, T = TRENCH, O = OPEN CUT.

RECOMMENDED DATE: 4/17/13	RECOMMENDED _____ DATE: _____	RECOMMENDED _____ DATE: _____	APPROVED TRAFFIC ENGINEER DATE: 4/17/13
ADDENDUM / REVISIONS			
		US 13 SEAFORD INTERSECTION IMPROVEMENTS PROJECT	
		CONTRACT T200412401 COUNTY SUSSEX PERMIT NO. S306 DESIGNED BY: JCR CHECKED BY: JMH	APPROVED FOR INSTALLATION CHIEF TRAFFIC ENGINEER DATE: 4/17/13 SIGNAL PLAN Herring Run Rd at Seaford Village Shopping Center SHEET NO. 113 TOTAL SHTS. 114

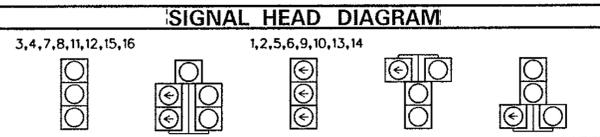
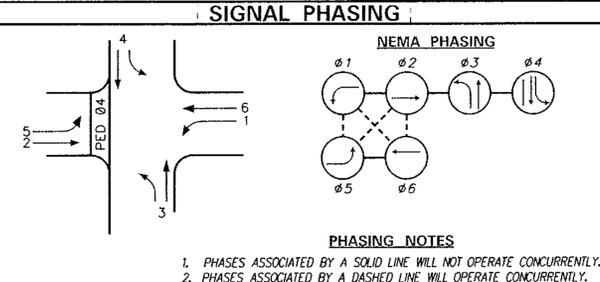
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CR#	# OF CON	SIZE	LENGTH	B/T/O	AMOUNT AND TYPE OF CABLE/ WIRE
#1	1	2"	-	-	(1)2/*8 U.F. W/ GROUND
#2	1	2.5"	10'	-	REMOVE (2)16/*14 (4)4/*18
#3	3	2.5"	5'	-	REMOVE (7)4/*18 INSTALL (2)19/*14 (1)14/*18
#4	1	2.5"	25'	-	COMM. CABLE
#5	1	2.5"	50'	-	REMOVE (3)4/*18 INSTALL (1)9/*14 (3)4/*18
#6	1	3.0"	85'	T	(2)16/*14 (4)4/*18
#7	1	2.5"	90'	-	REMOVE (2)4/*18 INSTALL (2)4/*18
#8	1	2.5"	90'	-	REMOVE (1)4/*18 INSTALL (1)4/*18
#9	1	2.5"	90'	-	REMOVE (1)4/*18 INSTALL (1)4/*18
#10	1	1.5"	5'	-	REMOVE (1)4/*18 INSTALL (1)4/*18
#11	1	1.5"	15'	-	REMOVE (1)4/*18 INSTALL (1)4/*18
#12	1	4"	95'	-	COMM. CABLE
#13	1	4"	195'	-	COMM. CABLE

* DENOTES EXISTING B = BORE, T = TRENCH, O = OPEN CUT.



SPAN	LENGTH	SPAN MOUNT HEIGHT	5% DROP	BULL RING HEIGHT	5% SAG	SPAN LOW POINT
NORTHEAST	38 FT	27.4 FT	1.9 FT	25.5 FT	--	--
SOUTHEAST	66.5 FT	28.83 FT	3.33 FT	25.5 FT	--	--
NORTHWEST	79.5 FT	29.48 FT	3.98 FT	25.5 FT	--	--
SOUTHWEST	29 FT	26.95 FT	1.45 FT	25.5 FT	--	--
NORTH	96 FT	--	--	25.5 FT	4.8 FT	20.7 FT
SOUTH	96 FT	--	--	25.5 FT	4.8 FT	20.7 FT
EAST	114 FT	--	--	25.5 FT	5.7 FT	19.8 FT
WEST	114 FT	--	--	25.5 FT	5.7 FT	19.8 FT



LEGEND

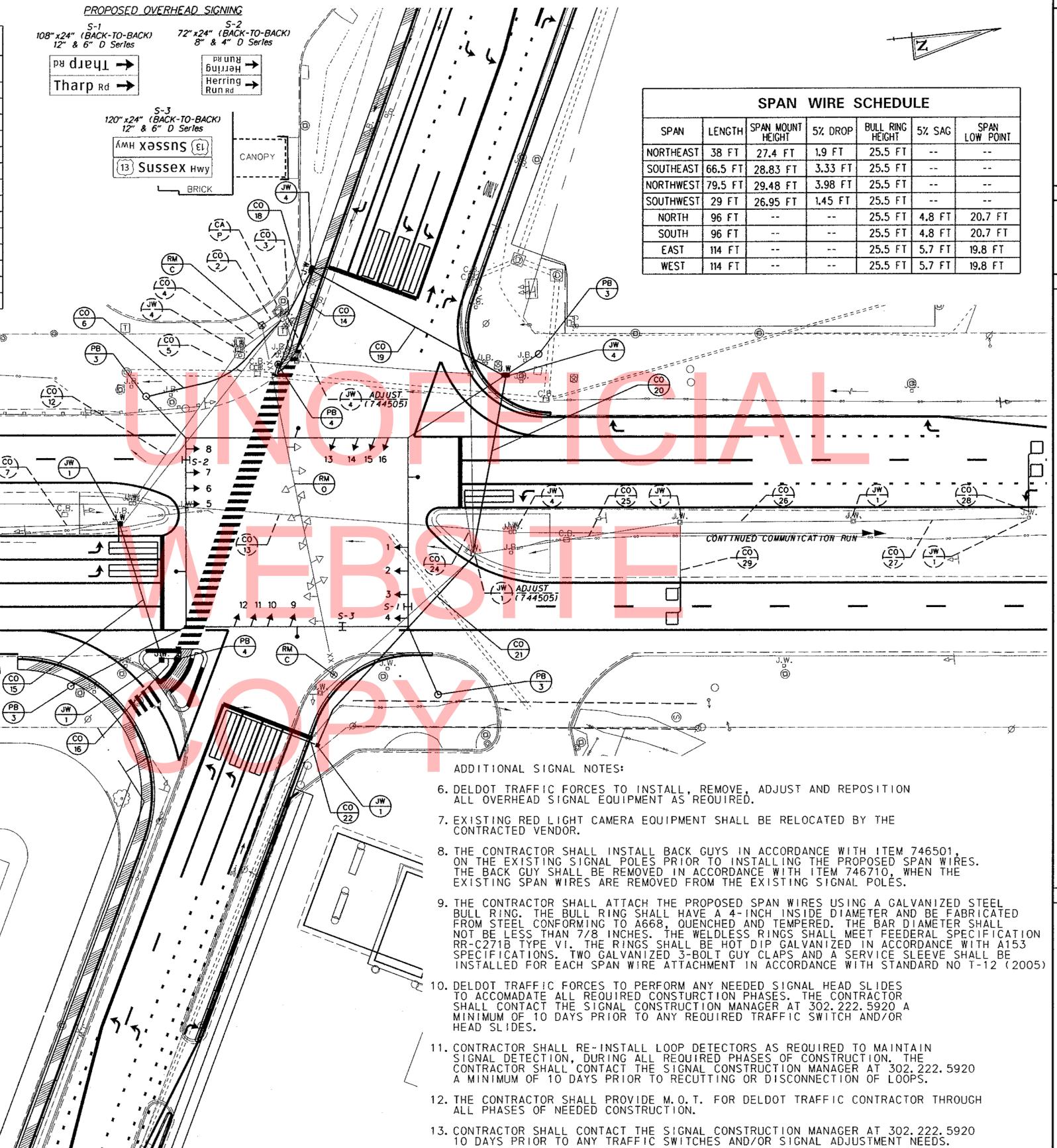
■ PROPOSED SIGNAL CABINET	○ REMOVE BY CONTRACTOR
□ EXISTING SIGNAL CABINET	○ REMOVE BY OTHERS
○ PROPOSED SIGNAL POLE BASE	○ ABANDON
○ EXISTING SIGNAL POLE BASE	○ PROPOSED POLE BASE IDENTIFIER (TYPE OF POLE BASE)
○ PROPOSED PEDESTRIAN POLE BASE	○ EXISTING POLE BASE IDENTIFIER (TYPE OF POLE BASE)
○ EXISTING PEDESTRIAN POLE BASE	○ PROPOSED JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL)
○ PROPOSED WOOD POLE	○ EXISTING JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL)
○ EXISTING UTILITY POLE	○ PROPOSED CONDUIT RUN IDENTIFIER (# OF CONDUIT RUN)
○ PROPOSED JUNCTION WELL	○ EXISTING CONDUIT RUN IDENTIFIER (# OF CONDUIT RUN)
○ EXISTING JUNCTION WELL	○ PROPOSED OVERHEAD RUN IDENTIFIER (# OF OVERHEAD RUN)
○ PROPOSED SIGNAL HEAD	○ EXISTING OVERHEAD RUN IDENTIFIER (# OF OVERHEAD RUN)
○ EXISTING SIGNAL HEAD	○ PROPOSED PEDESTRIAN SIGNAL HEAD
○ PROPOSED PEDESTRIAN SIGNAL HEAD	○ EXISTING PEDESTRIAN SIGNAL HEAD
○ PROPOSED PEDESTRIAN PUSHBUTTON	○ PROPOSED MAST ARM IDENTIFIER (LENGTH OF ARM)
○ EXISTING PEDESTRIAN PUSHBUTTON	○ EXISTING MAST ARM IDENTIFIER (LENGTH OF ARM)
○ PROPOSED VIDEO DETECTION	○ PROPOSED CABINET IDENTIFIER (TYPE OF CABINET)
○ EXISTING VIDEO DETECTION	○ EXISTING CABINET IDENTIFIER (TYPE OF CABINET)
○ PROPOSED MICROWAVE DETECTION	○ PROPOSED SPAN WIRE
○ EXISTING MICROWAVE DETECTION	○ EXISTING SPAN WIRE
○ PROPOSED OPTICOM RECEIVER	○ RIGHT-OF-WAY OR PROPERTY LINE
○ EXISTING OPTICOM RECEIVER	○ PROPOSED SPAN INSULATOR
○ PROPOSED MAST ARM	○ EXISTING SPAN INSULATOR
○ EXISTING MAST ARM	○ SERVICE PEDESTAL
○ PROPOSED LUMINAIRE	
○ EXISTING LUMINAIRE	
○ PROPOSED LOOP DETECTOR (TYPE 1 OR 2)	
○ EXISTING LOOP DETECTOR (TYPE 1 OR 2)	

GENERAL SIGNAL NOTES:

- LOOP DETECTORS: TYPE 1 - 6" x 6" - TO BE INSTALLED ON MAIN STREET THROUGH MOVEMENTS. TYPE 2 - 8" x 25" - TO BE INSTALLED ON SIDE STREET THROUGH AND LEFT TURN MOVEMENTS.
- ALL SIGNAL EQUIPMENT REMOVED FROM A PROJECT IS TO BE RETURNED TO DELDOT TRAFFIC - DOVER, DELAWARE.
- POLE BASES, CABINET BASE AND CONDUIT JUNCTION WELLS 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.
- ALL GALVANIZED CONDUIT (GRC) SHALL BE REAMED AND THREADED. ALL GRC SHALL BE THREADED TOGETHER WITH APPROVED COUPLINGS, SET SCREW, BOLTED, AND COMPRESSION FITTING ARE NOT ACCEPTABLE.
- ALL UNDERGROUND AND OVERHEAD UTILITIES SHOWN ON THESE PLANS ARE SCHEMATIC ONLY AND MAY NOT BE COMPLETE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING MISS UTILITY, AND/OR THE APPROPRIATE UTILITY 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 TRAFFIC IMMEDIATELY BEFORE CONSTRUCTION.

CR#	# OF CON	SIZE	LENGTH	B/T/O	AMOUNT AND TYPE OF CABLE/ WIRE
14	1	2.5"	50'	T	(1)9/*14
15	1	4"	70'	B	(1)9/*14
16	1	2.5"	6'	T	(1)9/*14
17	NUMBER NOT USED				
18	1	4"	30'	T	(7)4/*18
19	1	4"	120'	B	(5)4/*18
20	1	4"	95'	B	(5)4/*18
21	1	4"	130'	B	(2)4/*18
22	1	1.5"	5'	T	(2)4/*18
23	1	2.5"	10'	T	(1)9/*14
#24	1	1.5"	22'	-	REMOVE (1)4/*18 INSTALL (1)4/*18
#25	1	2.5"	107'	-	REMOVE (2)4/*18 INSTALL (2)4/*18
#26	1	2.5"	88'	-	REMOVE (1)4/*18 INSTALL (1)4/*18
#27	1	2.5"	90'	-	REMOVE (1)4/*18 INSTALL (1)4/*18
#28	1	1.5"	5'	-	REMOVE (1)4/*18 INSTALL (1)4/*18
#29	1	1.5"	28'	-	REMOVE (1)4/*18 INSTALL (1)4/*18

* DENOTES EXISTING B = BORE, T = TRENCH, O = OPEN CUT.



ADDITIONAL SIGNAL NOTES:

- DELDOT TRAFFIC FORCES TO INSTALL, REMOVE, ADJUST AND REPOSITION ALL OVERHEAD SIGNAL EQUIPMENT AS REQUIRED.
- EXISTING RED LIGHT CAMERA EQUIPMENT SHALL BE RELOCATED BY THE CONTRACTED VENDOR.
- THE CONTRACTOR SHALL INSTALL BACK GUYS IN ACCORDANCE WITH ITEM 746501, ON THE EXISTING SIGNAL POLES PRIOR TO INSTALLING THE PROPOSED SPAN WIRES. THE BACK GUY SHALL BE REMOVED IN ACCORDANCE WITH ITEM 746710, WHEN THE EXISTING SPAN WIRES ARE REMOVED FROM THE EXISTING SIGNAL POLES.
- THE CONTRACTOR SHALL ATTACH THE PROPOSED SPAN WIRES USING A GALVANIZED STEEL BULL RING. THE BULL RING SHALL HAVE A 4-INCH INSIDE DIAMETER AND BE FABRICATED FROM STEEL CONFORMING TO A668, QUENCHED AND TEMPERED. THE BAR DIAMETER SHALL NOT BE LESS THAN 7/8 INCHES. THE WELDLESS RINGS SHALL MEET FEDERAL SPECIFICATION RR-C271B TYPE VI. THE RINGS SHALL BE HOT DIP GALVANIZED IN ACCORDANCE WITH A153 SPECIFICATIONS. TWO GALVANIZED 3-BOLT GUY CLAPS AND A SERVICE SLEEVE SHALL BE INSTALLED FOR EACH SPAN WIRE ATTACHMENT IN ACCORDANCE WITH STANDARD NO T-12 (2005)
- DELDOT TRAFFIC FORCES TO PERFORM ANY NEEDED SIGNAL HEAD SLIDES TO ACCOMMODATE ALL REQUIRED CONSTRUCTION PHASES. THE CONTRACTOR SHALL CONTACT THE SIGNAL CONSTRUCTION MANAGER AT 302.222.5920 A MINIMUM OF 10 DAYS PRIOR TO ANY REQUIRED TRAFFIC SWITCH AND/OR HEAD SLIDES.
- CONTRACTOR SHALL RE-INSTALL LOOP DETECTORS AS REQUIRED TO MAINTAIN SIGNAL DETECTION, DURING ALL REQUIRED PHASES OF CONSTRUCTION. THE CONTRACTOR SHALL CONTACT THE SIGNAL CONSTRUCTION MANAGER AT 302.222.5920 A MINIMUM OF 10 DAYS PRIOR TO RECUTTING OR DISCONNECTION OF LOOPS.
- THE CONTRACTOR SHALL PROVIDE M. O. T. FOR DELDOT TRAFFIC CONTRACTOR THROUGH ALL PHASES OF NEEDED CONSTRUCTION.
- CONTRACTOR SHALL CONTACT THE SIGNAL CONSTRUCTION MANAGER AT 302.222.5920 10 DAYS PRIOR TO ANY TRAFFIC SWITCHES AND/OR SIGNAL ADJUSTMENT NEEDS.

RECOMMENDED _____ DATE: 4/18/13 RECOMMENDED _____ DATE: _____ RECOMMENDED _____ DATE: _____ APPROVED TRAFFIC ENGINEER *John C. Ho* DATE: 4/18/13 APPROVED FOR INSTALLATION CHIEF TRAFFIC ENGINEER *John C. Ho* DATE: 4/19/13

<p>DELAWARE DEPARTMENT OF TRANSPORTATION</p>	<p>ADDENDUM / REVISIONS</p>	<p>SCALE</p>	<p>US 13 SEAFORD INTERSECTION IMPROVEMENTS PROJECT</p>		<p>CONTRACT</p> <p>T200412401</p>	<p>PERMIT NO.</p> <p>S216</p>	<p>SIGNAL PLAN</p> <p>US 13 at Herring Run Road</p>	<p>SHEET NO.</p> <p>114</p>
			<p>COUNTY</p> <p>SUSSEX</p>	<p>DESIGNED BY: JCR</p> <p>CHECKED BY: MH</p>	<p>TOTAL SHTS.</p> <p>114</p>			

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