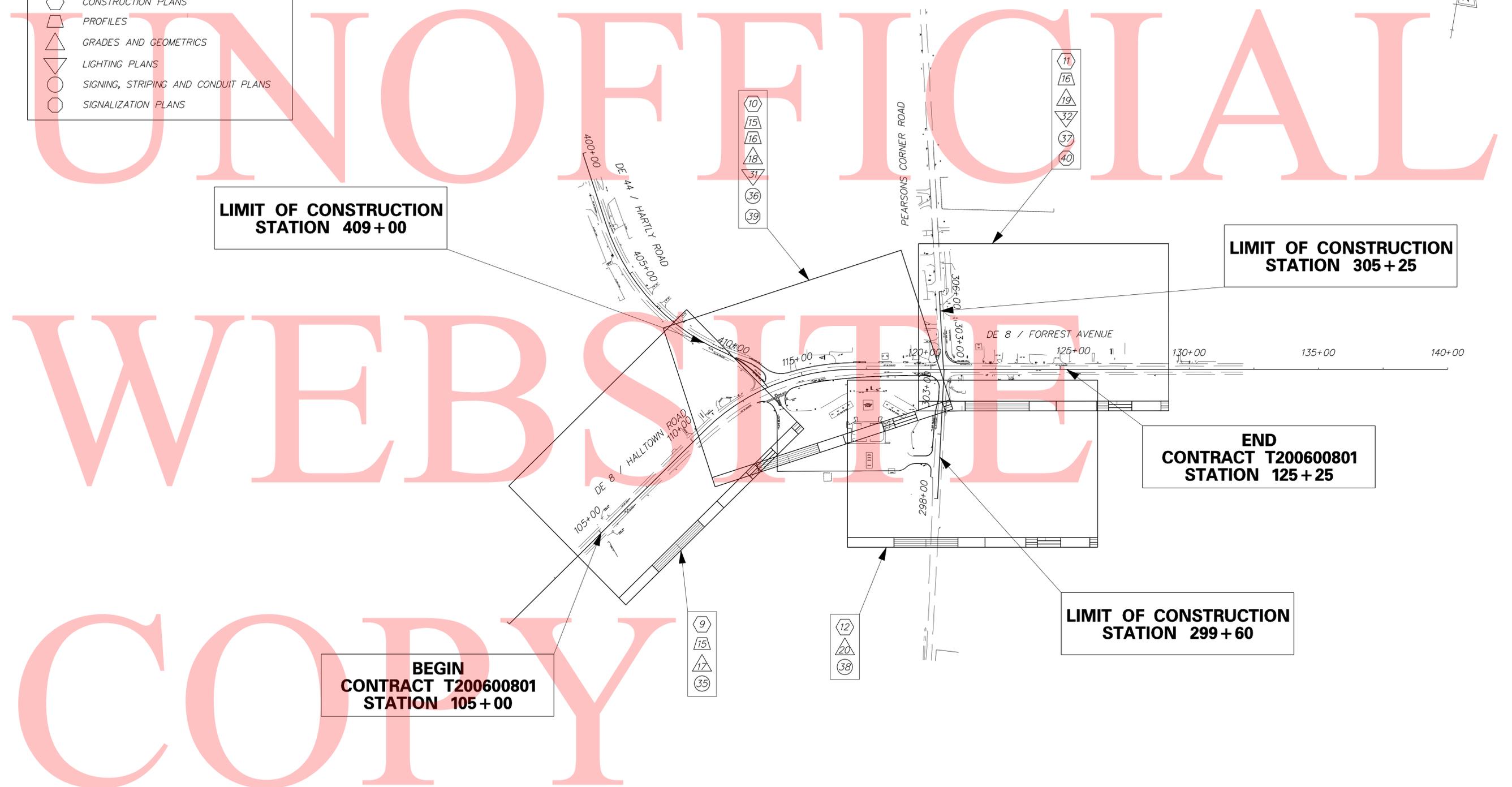
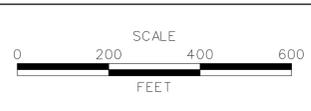


LEGEND	
	CONSTRUCTION PLANS
	PROFILES
	GRADES AND GEOMETRICS
	LIGHTING PLANS
	SIGNING, STRIPING AND CONDUIT PLANS
	SIGNALIZATION PLANS



ADDENDUMS / REVISIONS	



CONTRACT T200600801	BRIDGE NO. X
COUNTY KENT	DESIGNED BY: RHP
	CHECKED BY: CSF

SHEET NO. 2
TOTAL SHTS. 40

EXISTING SYMBOLS

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

UTILITY	
	SOIL BORING LOCATION
	UTILITY TEST HOLE LOCATION
	CABLE TV DISTRIBUTION BOX
	ELECTRIC MANHOLE
	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

MANMADE ROADSIDE FEATURES	
	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

SURVEY CONTROL & MONUMENTATION	
	SURVEY BENCHMARK LOCATION
	SURVEY TIE POINT LOCATION
	SURVEY TRAVERSE POINT
	POINT OF CURVATURE OR TANGENCY
	POINT OF INTERSECTING TANGENTS
	PROPERTY MARKER - CONCRETE MON.
	PROPERTY MARKER - IRON PIPE

UTILITY COMPANY FACILITIES	
	VERIZON BURIED TELEPHONE
	DBC COMMUNICATION

PROPOSED SYMBOLS

CONSTRUCTION	
	CONCRETE SAFETY BARRIER - PERMANENT
	BIOFILTRATION SWALE
	BUTT JOINT
	CONSTRUCTION BASELINE
	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, TYPES 1 & 3
	GUARDRAIL, TYPE 2
	GUARDRAIL END TREATMENT - PARALLEL
	GUARDRAIL END TREATMENT - PARABOLIC
	HORIZONTAL CLEARANCE
	JUNCTION BOX - DRAINAGE
	LIMIT OF CONSTRUCTION
	MANHOLE
	PAVEMENT PATCH
	PIPE & DIRECTIONAL FLOW ARROW
	RIPRAP
	P.C.C. SIDEWALK @ 4"
	P.C.C. SIDEWALK @ 6"
	UNDERDRAIN
	UNDERDRAIN OUTLET

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

LANDSCAPING	
	SHRUBBERY
	CONIFEROUS TREE
	DECIDUOUS TREE

EROSION & SEDIMENT CONTROL	
	DEWATERING BASIN
	EROSION CONTROL BLANKET
	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

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
	DRAINAGE INLET
	DO NOT DISTURB
	FLARED END SECTION
	FILTRATION STRUCTURE
	GUARDRAIL
	JUNCTION BOX
	LANDSCAPE PLANTINGS
	MANHOLE
	MONUMENT - RIGHT-OF-WAY
	PIPE
	RELOCATE BY CONTRACTOR
	RELOCATE BY OTHERS
	REMOVE BY CONTRACTOR
	REMOVE BY OTHERS
	SEDIMENT TRAP
	SILT FENCE
	UNDERDRAIN

PAVEMENT SECTION(S)	
	OVERLAY PAVEMENT - SEE TYPICAL SECTIONS FOR MATERIALS AND DEPTHS
	RECONSTRUCTED PAVEMENT - SEE TYPICAL SECTIONS FOR MATERIALS AND DEPTHS
	DRIVEWAY AND ENTRANCE PAVEMENT - SEE PROJECT NOTE #10 FOR MATERIALS AND DEPTHS

RIGHT-OF-WAY SYMBOLS	
	PROPOSED RIGHT-OF-WAY MONUMENT
	EXISTING PROPERTY LINE
	EXISTING EASEMENT
	EXISTING RIGHT-OF-WAY
	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
	HISTORIC RIGHT-OF-WAY BASELINE

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

GENERAL NOTES

1. 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.
2. 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.
3. 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.
4. 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.
5. 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, AS DEFINED IN SECTION 13 OF THE DELAWARE SEDIMENT AND STORMWATER REGULATIONS.
(X) MEDIUM	AT THE TIME OF BID OF THE CONTRACT, EITHER THE SUPERINTENDENT OR A SEPARATE INDIVIDUAL FROM THE CONTRACTOR'S STAFF SHALL BE A CERTIFIED CONSTRUCTION REVIEWER (CCR), AS DEFINED IN SECTION 12 OF THE DELAWARE SEDIMENT AND STORMWATER REGULATIONS.
() MAJOR	SUPERINTENDENT AND AN INDIVIDUAL FROM CONTRACTOR'S STAFF SHALL BE CCR. ONE INDIVIDUAL FROM THE CONTRACTOR'S STAFF MUST BE A CCR AT THE TIME OF BID OF THE CONTRACT. THE SUPERINTENDENT MUST BECOME A CCR WITHIN ONE YEAR AFTER THE AWARD OF CONTRACT.

6. 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, SEEDED 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.
7. DISTURBED AREA: 5.5 ACRES
8. 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.
(X)	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).

9. 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
(X)	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.
(X)	THE CONTRACTOR SHALL HAVE AN ATSSA SUPERVISOR ASSIGNED TO THIS PROJECT. THE ATSSA SUPERVISOR'S SOLE JOB SHALL BE SUPERVISION OF 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.

PROJECT NOTES

SECTION 100

1. ANY DAMAGE TO ITEMS NOTED TO BE RELOCATED OR RESET BY THE CONTRACTOR, AT THE DISCRETION OF THE ENGINEER, AS WELL AS DAMAGE TO EXISTING CURBLINES NOT SHOWN TO BE REPLACED ON THE CONTRACT DOCUMENTS SHALL BE REPAIRED AND/OR REPLACED IN KIND AT THE CONTRACTOR'S EXPENSE.
2. UNLESS OTHERWISE NOTED ON THE PLANS, THE CONTRACTOR SHALL, AS PART OF HIS PROJECT SCHEDULE, SUBMIT TO THE ENGINEER AN ESTIMATE OF THE MONTHLY PAYMENTS EXPECTED TO BE RECEIVED ON THE CONTRACT. THIS WILL BE REFERENCED AS THE "MONTHLY PAYMENT CHART".
3. A CHART IN MICROSOFT EXCEL, MICROSOFT WORD, OR HAND WRITTEN FORMAT WILL BE ACCEPTABLE FOR THIS PURPOSE. THE CHART SHOULD INCLUDE, AS A MINIMUM, COLUMNS FOR THE MONTH, YEAR, AND ESTIMATED MONTHLY PAYMENTS. THE TOTAL OF ALL ESTIMATED MONTHLY PAYMENTS SHOULD EQUAL THE AWARDED CONTRACT TOTAL BID PRICE.
4. THE ENGINEER MAY REQUEST AN UPDATED "MONTHLY PAYMENT CHART" AT HIS DISCRETION, DEPENDING ON THE ACCURACY OF THE INITIAL ESTIMATES AND ACCORDING TO THE OVERALL NEEDS OF THE DEPARTMENT.
5. THE "MONTHLY PAYMENT CHART" WILL NOT BE CONSIDERED A BINDING DOCUMENT BY EITHER THE CONTRACTOR OR THE DEPARTMENT AND IS CONSIDERED SOLELY INFORMATIONAL.
6. ON PROJECTS REQUIRING CPM SCHEDULES, THE CONTRACTOR MAY, BUT IS NOT REQUIRED TO, "COST LOAD" THE CPM SCHEDULE IN ORDER TO GENERATE THE MONTHLY PAYMENT ESTIMATES.
7. COSTS TO PREPARE AND/OR UPDATE THE "MONTHLY PAYMENT CHART" ARE ADDRESSED AS FOLLOWS:
 - A. ON CONTRACTS REQUIRING CPM SCHEDULES AND UPDATES, PREPARATION OF THE INITIAL CHART SHALL BE INCIDENTAL TO ITEM 763508. UPDATES SHALL BE INCIDENTAL TO ITEM 763509.
 - B. ON CONTRACTS NOT REQUIRING CPM SCHEDULES, THE COST TO PREPARE AND UPDATE THE "MONTHLY PAYMENT CHART" SHALL BE INCLUDED IN ITEM 763000, INITIAL EXPENSE.

SECTION 200

8. 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.
9. 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, BUT ONLY TO THE ACTUAL DEPTH EXCAVATED.
10. ITEMS TO BE REMOVED UNDER ITEM 211000 - REMOVAL OF STRUCTURES AND OBSTRUCTIONS SHALL INCLUDE, BUT NOT BE LIMITED TO THE FOLLOWING:
 - HEADWALLS
 - DRIVEWAY CULVERTS
 - SIGNS
 - CATCH BASINS
 - CONCRETE WHEEL STOPS

SECTION 400

11. 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.

SECTION 600

11. 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 CONSTRUCTION. DAMAGES TO EXISTING PIPES AND DRAINAGE STRUCTURES DUE TO CONTRACTOR OPERATIONS SHALL BE REPAIRED OR REPLACED IN-KIND AT THE CONTRACTOR'S EXPENSE. THE CONTRACTOR IS REQUIRED TO VIDEO INSPECT NEW PIPE RUNS TO CONFIRM CONDITION PRIOR TO ACCEPTANCE. PAYMENT FOR VIDEO INSPECTION OF NEW PIPES WILL BE MADE UNDER ITEM 612529-VIDEO INSPECTION.

SECTION 700

12. 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. PAYMENT FOR THIS WORK, INCLUDING SAW CUTTING EXISTING CURB SHALL BE INCIDENTAL TO THE PROPOSED CURB ITEM.
13. P.C.C. CHANNELIZING ISLANDS THAT ARE LESS THAN 75 SQ FT MAY BE POURED MONOLITHICALLY, OR AS DIRECTED BY THE ENGINEER.
14. STATION 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.
15. 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 708500 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.
16. ALL PAVED AREAS (INCLUDING DRIVEWAYS) TO BE RECONSTRUCTED OR WIDENED SHALL BE SAWCUT AT THE POINT WHERE THE NEW PAVEMENT IS TO TIE IN.

MISCELLANEOUS

17. CROSS SECTIONS USED IN THE PREPARATION OF THIS CONTRACT ARE AVAILABLE FROM THE DEPARTMENT.
18. RIGHT-OF-WAY PLANS FOR RIGHT-OF-WAY OR EASEMENT STAKEOUT PURPOSES ARE AVAILABLE FROM THE DEPARTMENT.
19. TREES ARE TO BE REMOVED WITHIN THE LIMIT OF CONSTRUCTION UNLESS NOTED BY A DO NOT DISTURB (DND) IDENTIFIER.
20. THERE ARE NO ENVIRONMENTAL PERMITS ASSOCIATED WITH THIS PROJECT. AS SUCH, AN ENVIRONMENTAL COMPLIANCE SHEET WAS NOT PREPARED.

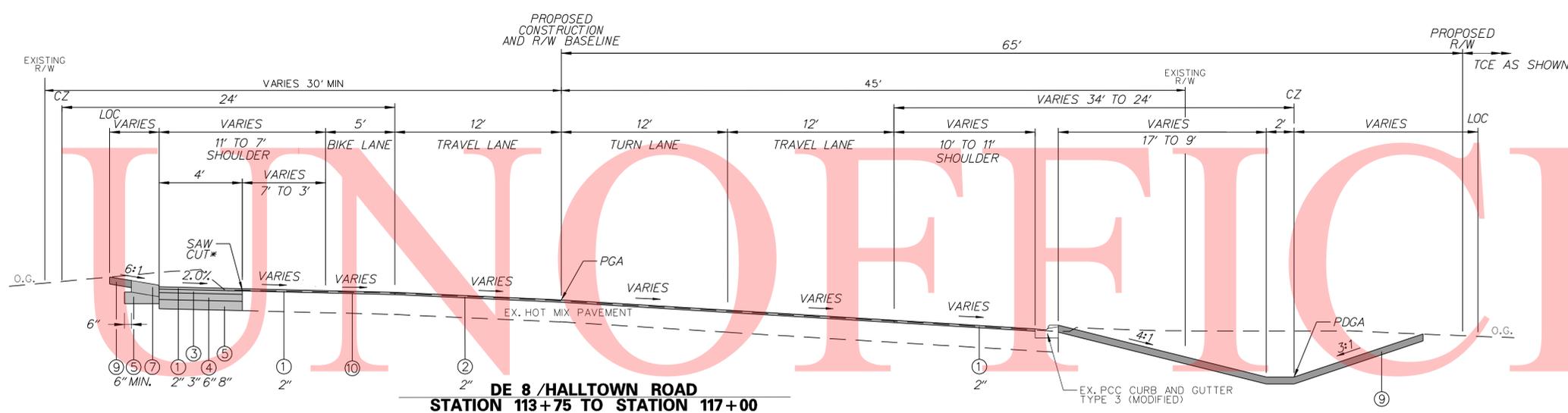
EARTHWORK SUMMARY

EXCAVATION	
EXCAVATION FROM CROSS SECTIONS	5792 CY
ROCK EXCAVATION FOR ROADWAY AND TRENCHES	0 CY
TOPSOIL STRIPPING	1725 CY
EXCAVATION AVAILABLE FOR EMBANKMENT	
EXCAVATION MEETING BORROW TYPE 'A'	0 CY
EXCAVATION MEETING BORROW TYPE 'F'	3660 CY
EXCAVATION MEETING TOPSOILING	1725 CY
EMBANKMENT REQUIREMENTS	
BORROW TYPE 'A' REQUIRED (INCLUDING UNDERCUT)	407 CY
BORROW TYPE 'F' REQUIRED	62 CY
TOPSOILING REQUIRED	976 CY
MATERIAL BALANCE (+ = EXCESS, - = NEED)	
BORROW TYPE 'A'	-407 CY
BORROW TYPE 'F'	3598 CY
TOPSOILING	749 CY
UNSUITABLE MATERIAL	407 CY
THIS CHART IS FOR INFORMATIONAL PURPOSES ONLY. EARTHWORK SUMMARY IS BASED ON ESTIMATED QUANTITIES FOR EXCAVATION, BORROW, AND TOPSOILING.	

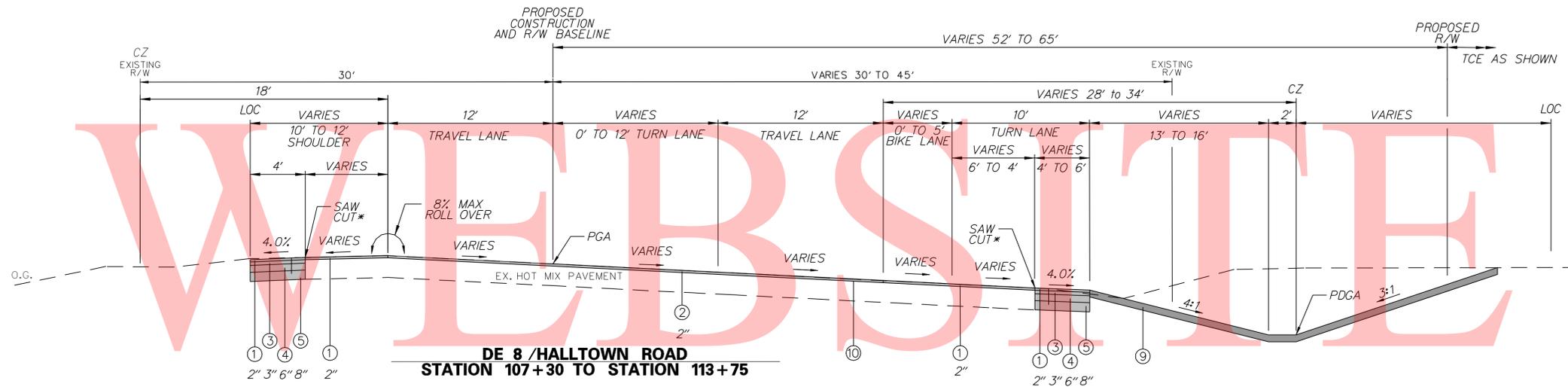
LEGEND

- ① ITEM 401645 - SUPERPAVE TYPE C, PG 64-22, 160 GYRATIONS (SHOULDERS/TURN LANES)
- ② ITEM 401651 - SUPERPAVE TYPE C, PG 70-22, 160 GYRATIONS (MAINLINE)
- ③ ITEM 401648 - SUPERPAVE TYPE B, PG 64-22, 160 GYRATIONS
- ④ ITEM 401663 - BITUMINOUS CONCRETE BASE COURSE, PG 64-22, 160 GYRATIONS
- ⑤ ITEM 302007 - GRADED AGGREGATE BASE COURSE TYPE B
- ⑥ ITEM 701010 - PORTLAND CEMENT CONCRETE CURB, TYPE 1
- ⑦ ITEM 701011 - PORTLAND CEMENT CONCRETE CURB, TYPE 2
- ⑧ ITEM 705002 - PORTLAND CEMENT CONCRETE SIDEWALK, 6" DEPTH
- ⑨ ITEM 733002 - TOPSOILING 6" DEPTH
- ITEM 734013 - PERMANENT GRASS SEED, DRY GROUND
- ITEM 735535 - SOIL - RETENTION BLANKET MULCH, TYPE 5 (USED FOR DITCH BOTTOMS)
- ⑩ ITEM 760507 - PROFILE-MILLING, HOT-MIX
- ⑪ ITEM 701028 - PORTLAND CEMENT CONCRETE CURB AND GUTTER TYPE 3 (MODIFIED)
- ⑫ ITEM 705001 - PORTLAND CEMENT CONCRETE SIDEWALK, 4" DEPTH

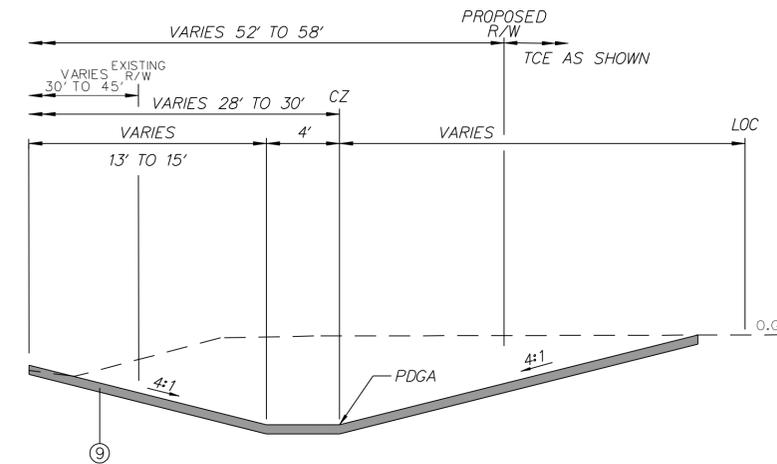
NOTE: *SAWCUT 1' INSIDE EDGE OF EXISTING PAVEMENT UNLESS OTHERWISE NOTED



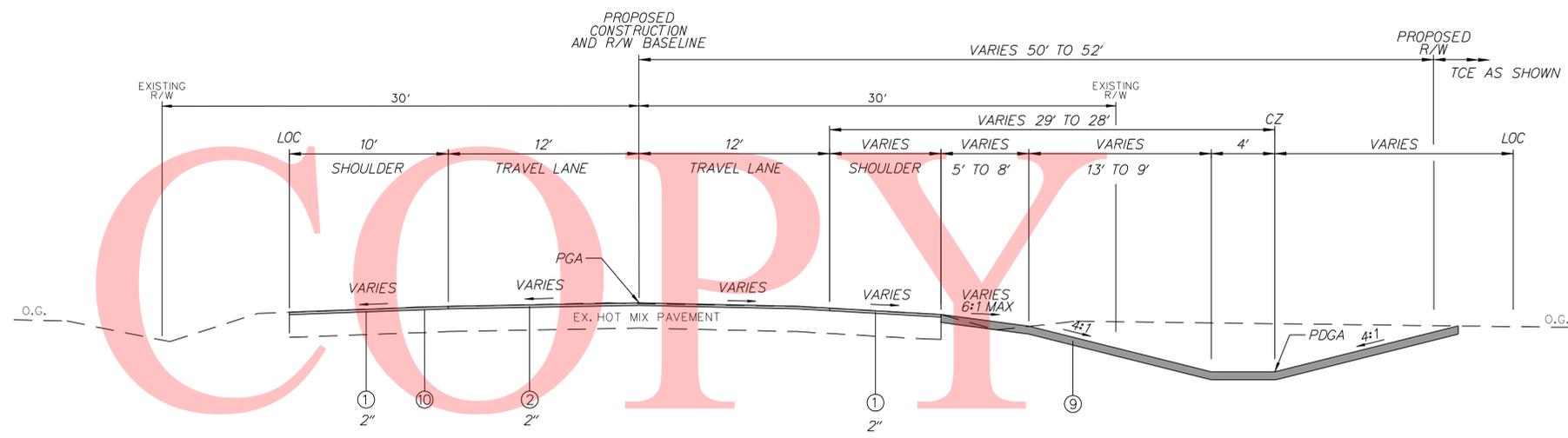
**DE 8 / HALLTOWN ROAD
STATION 113+75 TO STATION 117+00**



**DE 8 / HALLTOWN ROAD
STATION 107+30 TO STATION 113+75**

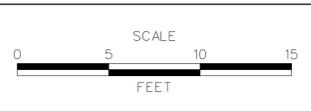


**PARTIAL SECTION
STATION 107+30 TO STATION 109+75**



**DE 8 / HALLTOWN ROAD
STATION 105+00 TO STATION 107+30**

ADDENDUMS / REVISIONS

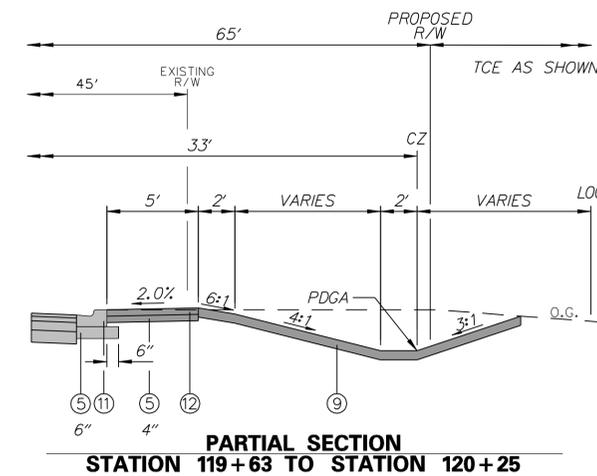
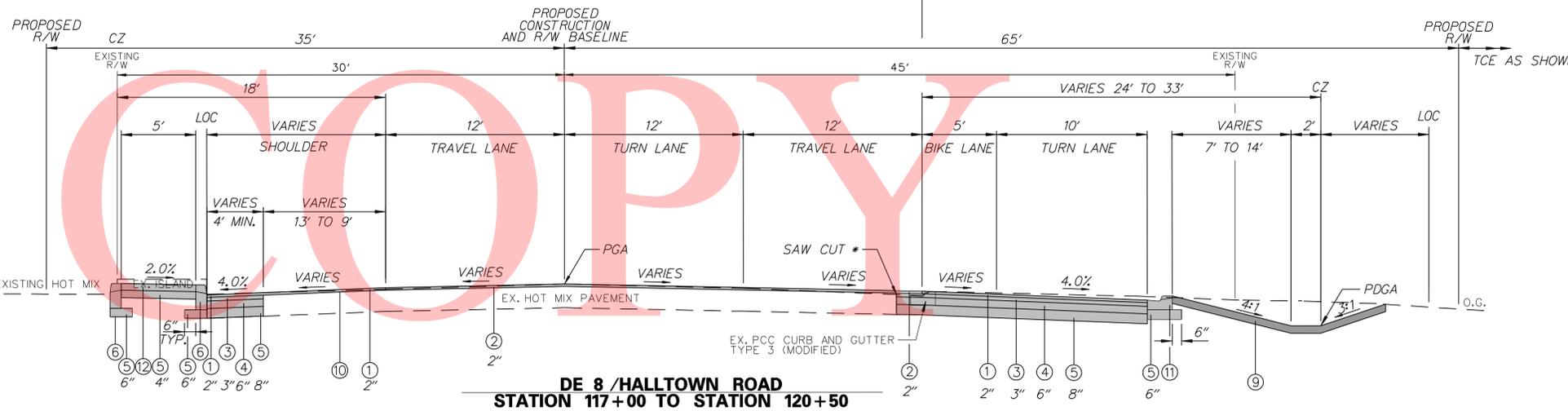
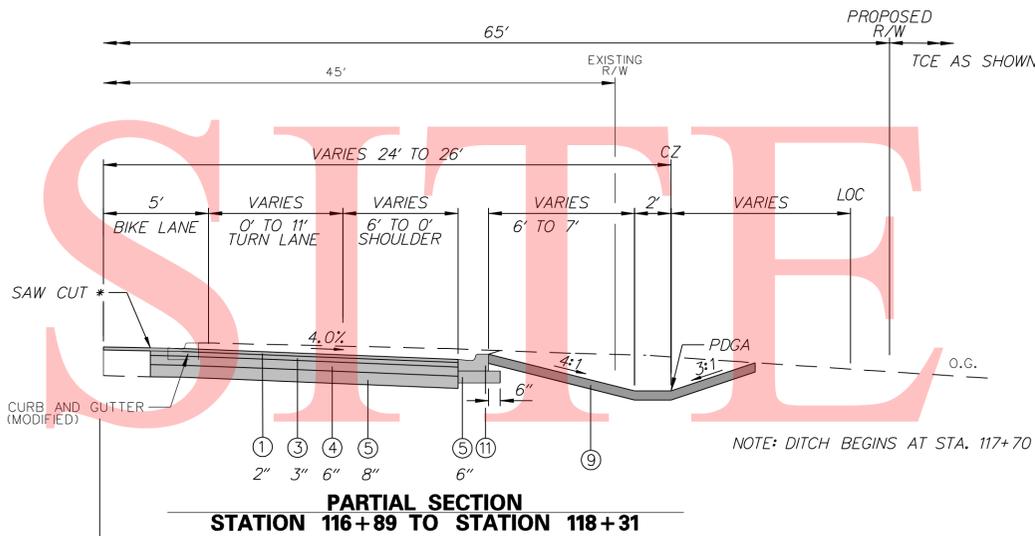
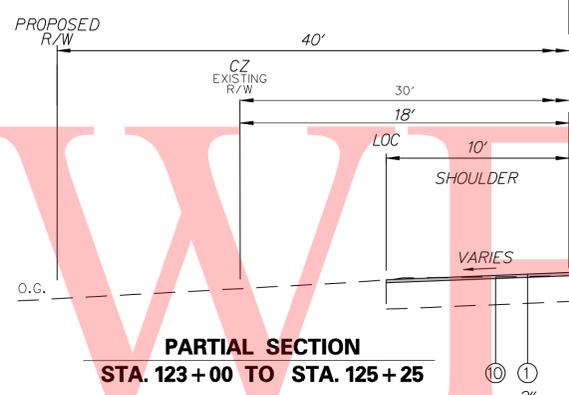
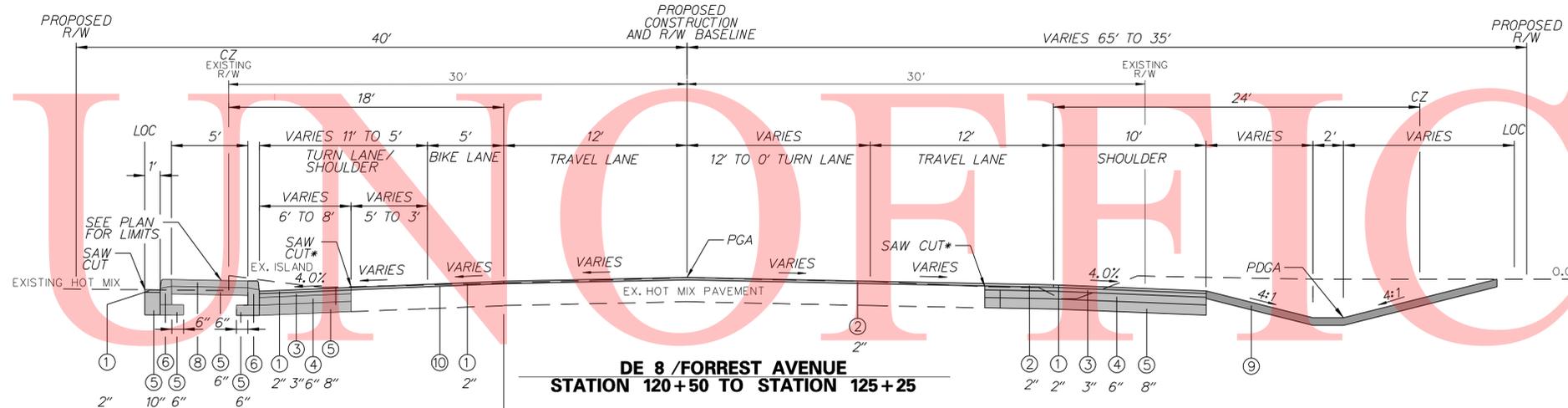


CONTRACT T200600801	BRIDGE NO. X
COUNTY KENT	DESIGNED BY: RHP
	CHECKED BY: CSF

TYPICAL SECTION	SHEET NO. 5
	TOTAL SHTS. 40

LEGEND

- ① ITEM 401645 - SUPERPAVE TYPE C, PG 64-22, 160 GYRATIONS (SHOULDERS/TURN LANES)
 - ② ITEM 401651 - SUPERPAVE TYPE C, PG 70-22, 160 GYRATIONS (MAINLINE)
 - ③ ITEM 401648 - SUPERPAVE TYPE B, PG 64-22, 160 GYRATIONS
 - ④ ITEM 401663 - BITUMINOUS CONCRETE BASE COURSE, PG 64-22, 160 GYRATIONS
 - ⑤ ITEM 302007 - GRADED AGGREGATE BASE COURSE TYPE B
 - ⑥ ITEM 701010 - PORTLAND CEMENT CONCRETE CURB, TYPE 1
 - ⑦ ITEM 701011 - PORTLAND CEMENT CONCRETE CURB, TYPE 2
 - ⑧ ITEM 705002 - PORTLAND CEMENT CONCRETE SIDEWALK, 6" DEPTH
 - ⑨ ITEM 733002 - TOPSOILING 6" DEPTH
ITEM 734013 - PERMANENT GRASS SEED, DRY GROUND
ITEM 735535 - SOIL - RETENTION BLANKET MULCH, TYPE 5 (USED FOR DITCH BOTTOMS)
 - ⑩ ITEM 760507 - PROFILE-MILLING, HOT-MIX
 - ⑪ ITEM 701028 - PORTLAND CEMENT CONCRETE CURB AND GUTTER TYPE 3 (MODIFIED)
 - ⑫ ITEM 705001 - PORTLAND CEMENT CONCRETE SIDEWALK, 4" DEPTH
- NOTE: *SAWCUT 1' INSIDE EDGE OF EXISTING PAVEMENT UNLESS OTHERWISE NOTED

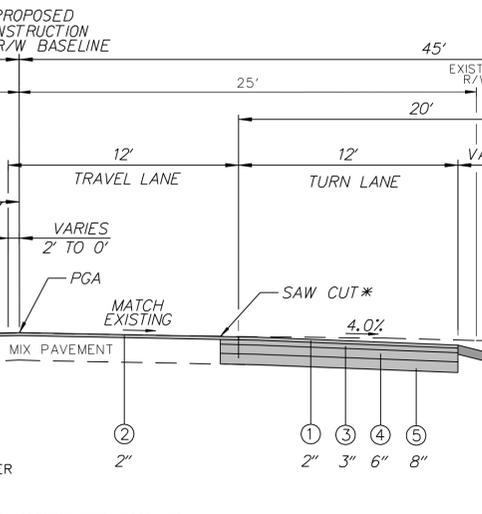
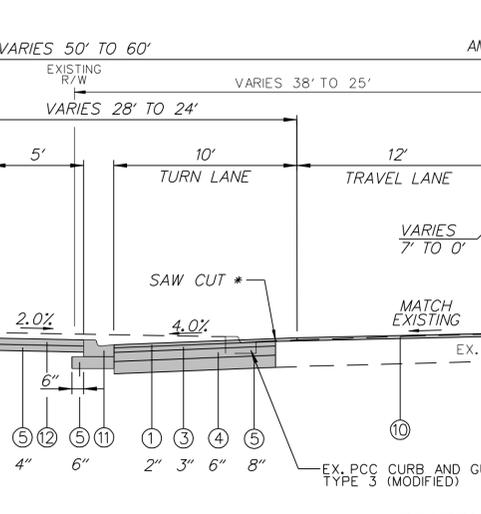
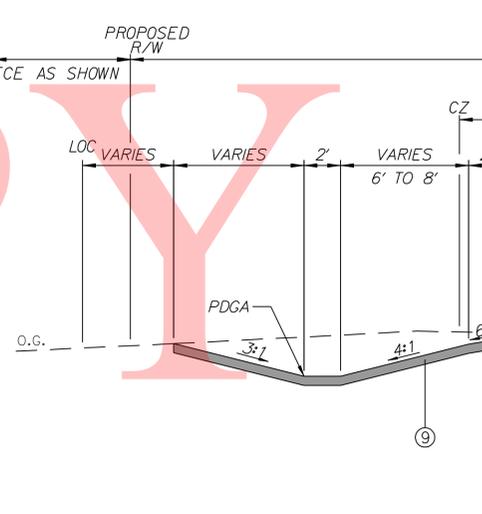
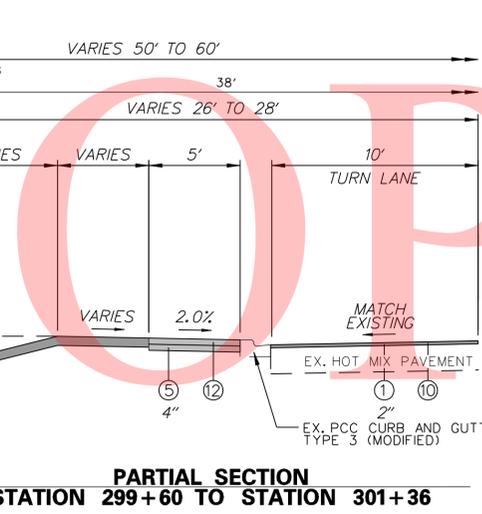
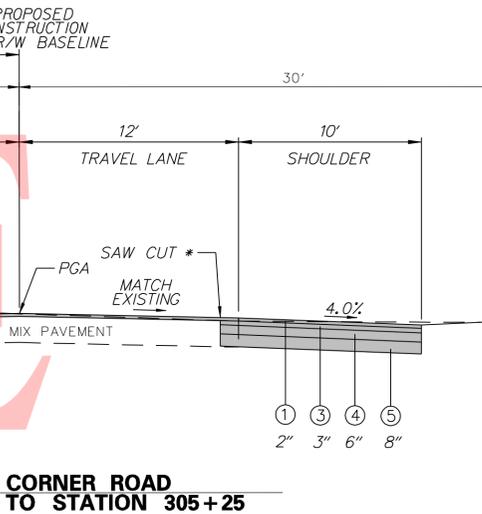
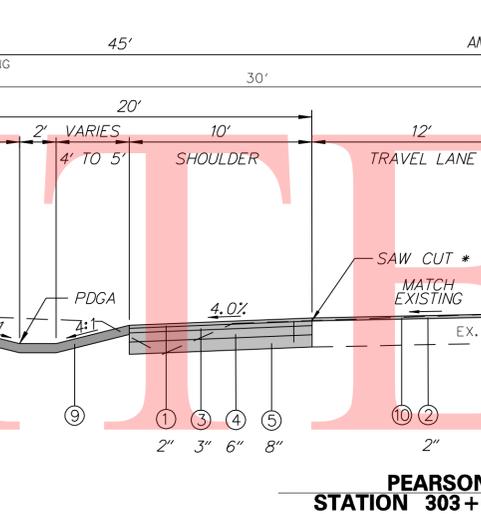
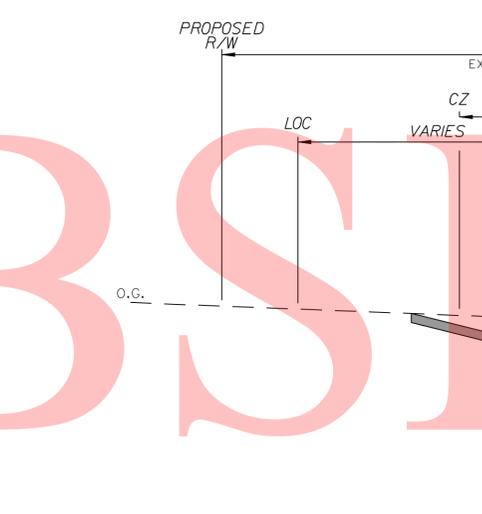
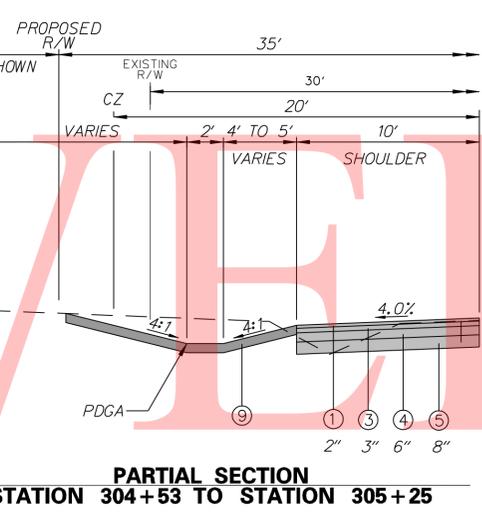


UNNOTIFIED

LEGEND	
①	ITEM 401645 - SUPERPAVE TYPE C, PG 64-22, 160 GYRATIONS (SHOULDERS/TURN LANES)
②	ITEM 401651 - SUPERPAVE TYPE C, PG 70-22, 160 GYRATIONS (MAINLINE)
③	ITEM 401648 - SUPERPAVE TYPE B, PG 64-22, 160 GYRATIONS
④	ITEM 401663 - BITUMINOUS CONCRETE BASE COURSE, PG 64-22, 160 GYRATIONS
⑤	ITEM 302007 - GRADED AGGREGATE BASE COURSE TYPE B
⑥	ITEM 701010 - PORTLAND CEMENT CONCRETE CURB, TYPE 1
⑦	ITEM 701011 - PORTLAND CEMENT CONCRETE CURB, TYPE 2
⑧	ITEM 705002 - PORTLAND CEMENT CONCRETE SIDEWALK, 6" DEPTH
⑨	ITEM 733002 - TOPSOILING 6" DEPTH
	ITEM 734013 - PERMANENT GRASS SEED, DRY GROUND
	ITEM 735535 - SOIL - RETENTION BLANKET MULCH, TYPE 5 (USED FOR DITCH BOTTOMS)
⑩	ITEM 760507 - PROFILE-MILLING, HOT-MIX
⑪	ITEM 701028 - PORTLAND CEMENT CONCRETE CURB AND GUTTER TYPE 3 (MODIFIED)
⑫	ITEM 705001 - PORTLAND CEMENT CONCRETE SIDEWALK, 4" DEPTH

NOTE: *SAWCUT 1' INSIDE EDGE OF EXISTING PAVEMENT UNLESS OTHERWISE NOTED

**PARTIAL SECTION
STATION 409+00 TO STATION 410+71**



**PARTIAL SECTION
STATION 299+60 TO STATION 301+36**

**PEARSONS CORNER ROAD
STATION 299+60 TO STATION 302+50**

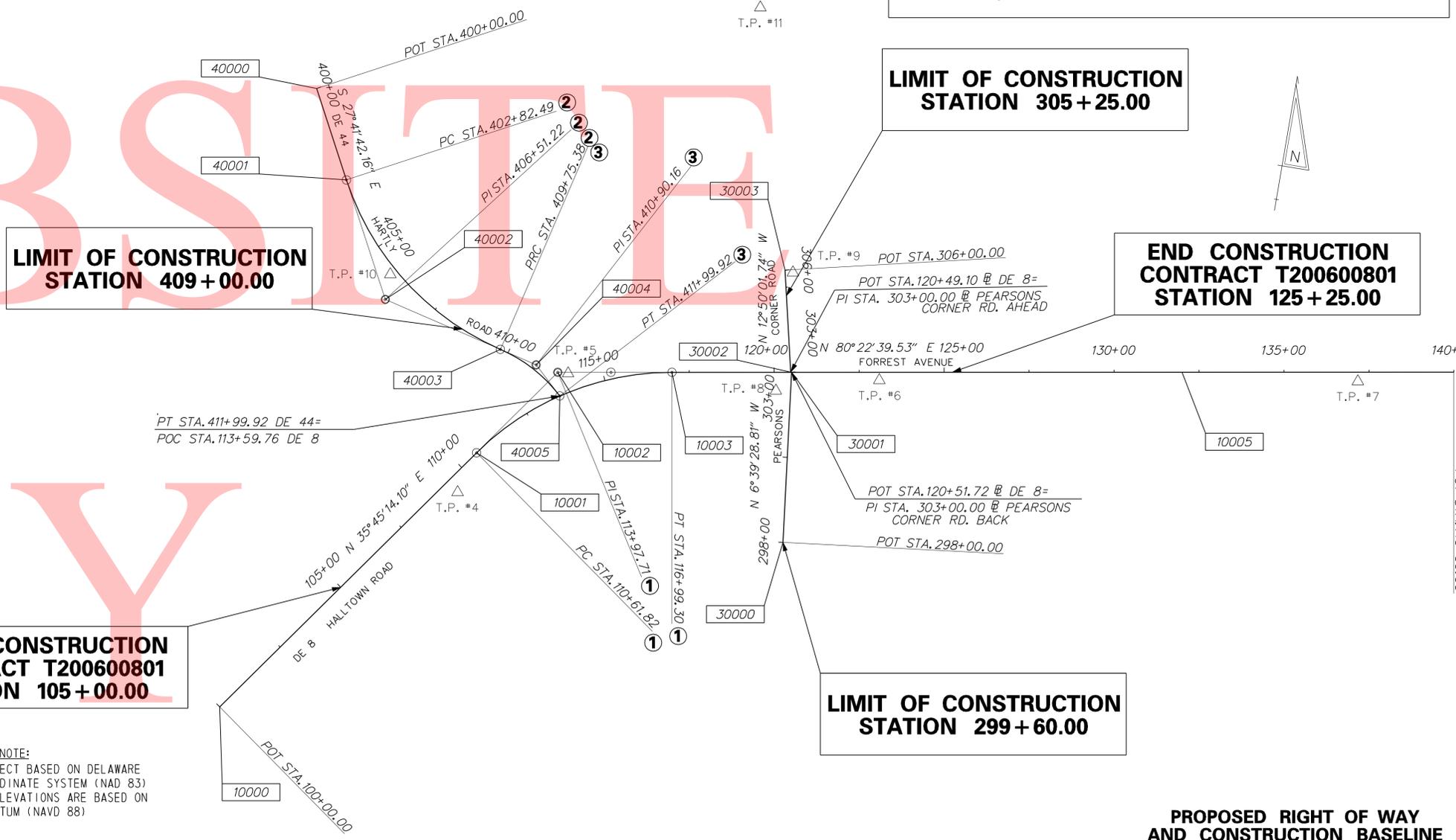
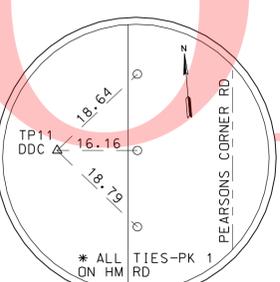
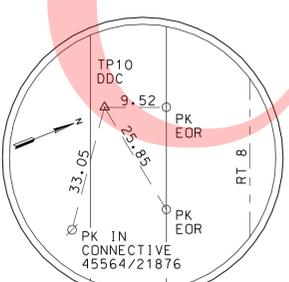
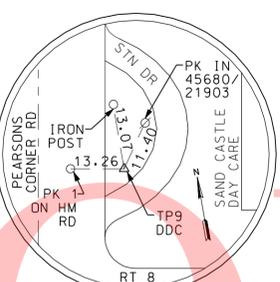
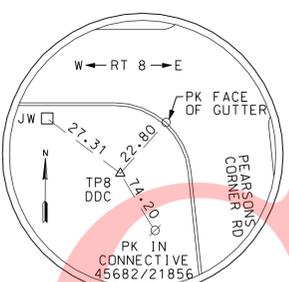
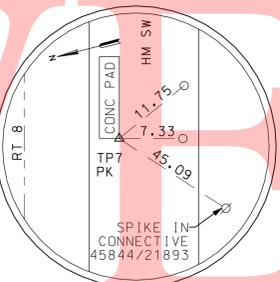
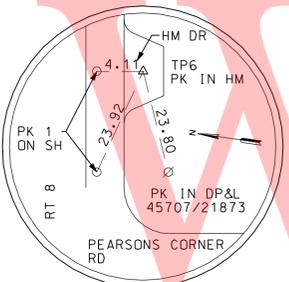
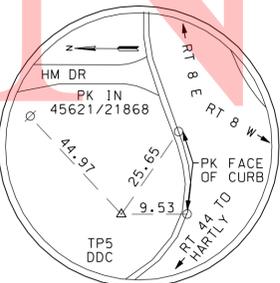
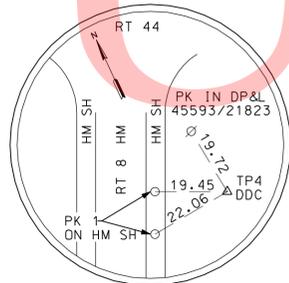
CONSTRUCTION ALIGNMENT CONTROL						
	POINT	TYPE	STATION	OFFSET	NORTHING	EASTING
DE 8/HALLTOWN RD CONSTRUCTION @	10000	POT	100+00.00	0.0000	419238.6872	589263.5940
	10001	PC	110+61.82	0.0000	420100.3888	589884.0198
	10002	PI	113+97.71	-66.2403	420372.9781	590080.2843
	10003	PT	116+99.30	0.0000	420429.1239	590411.4524
DE 8/FORREST AVE. CONSTRUCTION @	10005	POT	132+00.00	0.0000	420679.9710	591891.0390
	30000	POT	298+00.00	0.0000	419991.4046	590816.8886
PEARSONS CORNER RD CONSTRUCTION @	30001	PI	303+00.00	0.0000	420488.0326	590758.9172
	30002	PI	303+00.00	0.0000	420487.5935	590756.3272
	30003	POT	306+00.00	0.0000	420780.0990	590689.6900
	40000	POT	400+00.00	0.0000	421075.8431	589241.7177
DE 44/HARTLY RD. CONSTRUCTION @	40001	PC	402+82.49	0.0000	420825.7142	589373.0106
	40002	PI	406+51.22	79.2214	420499.2265	589544.3845
	40003	PRC	409+75.38	0.0000	420411.2549	589902.4687
	40004	PI	410+90.16	-14.7228	420383.8725	590013.9272
	40005	PT	411+99.92	0.0000	420305.5362	590097.8092

CIRCULAR CURVE NO. ①			
Element:	Circular		
STATION		NORTHING	EASTING
PC (10001)	110+61.82	420100.3888	589884.0198
PI (10002)	113+97.71	420372.9781	590080.2843
PT (10003)	116+99.30	420429.1239	590411.4524
Radius:	818.510		
Delta:	44°37'25.4246" Right		
Degree of Curvature(Arc):	7°00'00.0042"		
Length:	637.4817		
Tangent:	335.8938		
Chord:	621.4917		
Middle Ordinate:	61.2810		
External:	66.2403		
Tangent Direction:	N 35°45'14.024" E		
Radial Direction:	S 54°14'45.8976" E		
Chord Direction:	N 58°03'56.8147" E		
Radial Direction:	S 9°37'20.4729" E		
Tangent Direction:	N 80°22'39.5271" E		

CIRCULAR CURVE NO. ②			
Element:	Circular		
STATION		NORTHING	EASTING
PC (40001)	402+82.49	420825.7142	589373.0106
PI (40002)	406+51.22	420499.2265	589544.3845
CC ()	()	421206.1299	590097.7480
PRC (40003)	409+75.38	420411.2549	589902.4687
Radius:	818.510		
Delta:	48°30'08.2354" Left		
Degree of Curvature(Arc):	7°00'00.0042"		
Length:	692.8897		
Tangent:	368.7320		
Chord:	672.3856		
Middle Ordinate:	72.2304		
External:	79.2214		
Tangent Direction:	S 27°41'42.1559" E		
Radial Direction:	S 62°18'17.8441" W		
Chord Direction:	S 51°56'46.2736" E		
Radial Direction:	S 13°48'09.6087" W		
Tangent Direction:	S 76°11'50.3913" E		

HORIZONTAL / VERTICAL CONTROL DATA					
POINT	STATION	OFFSET	NORTHING	EASTING	ELEVATION
1			418094.9479	586838.8263	65.08
2			418235.7744	588089.8507	65.56
3			418602.3532	588818.7056	66.75
4	109+40.49	43.53	419976.2225	589850.0622	65.80
5	411+85.38	13.30	420374.1549	590112.3501	70.00
6	123+09.65	23.83	420507.4397	591018.7637	67.51
7	137+17.45	27.24	420739.4809	592407.2824	66.21
8	120+05.12	54.57	420426.2256	590723.6578	67.75
9	305+91.62	22.98	420776.8203	590715.5075	67.51
10	405+85.57	20.60	420573.4069	589547.8131	67.84
11			421576.2939	590482.2586	66.89

CIRCULAR CURVE NO. ③			
Element:	Circular		
STATION		NORTHING	EASTING
PRC (40003)	409+75.38	420411.2549	589902.4687
PI (40004)	410+90.16	420383.8725	590013.9272
CC ()	()	419983.9608	589797.4941
PT (40005)	411+99.92	420305.5362	590097.8092
Radius:	440.0000		
Delta:	29°14'21.6391" Right		
Degree of Curvature(Arc):	13°01'18.3757"		
Length:	224.5420		
Tangent:	114.7727		
Chord:	222.1134		
Middle Ordinate:	14.2461		
External:	14.7228		
Tangent Direction:	S 63°02'31.2478" W		
Radial Direction:	S 27°41'42.1559" E		
Chord Direction:	S 51°56'46.2736" E		
Radial Direction:	S 13°48'09.6087" W		
Tangent Direction:	S 46°57'28.7522" E		



**BEGIN CONSTRUCTION
CONTRACT T200600801
STATION 105 + 00.00**

**LIMIT OF CONSTRUCTION
STATION 409 + 00.00**

**LIMIT OF CONSTRUCTION
STATION 305 + 25.00**

**END CONSTRUCTION
CONTRACT T200600801
STATION 125 + 25.00**

**LIMIT OF CONSTRUCTION
STATION 299 + 60.00**

DATUM REFERENCE NOTE:
HORIZONTAL - PROJECT BASED ON DELAWARE
STATE PLANE COORDINATE SYSTEM (NAD 83)
VERTICAL - PLAN ELEVATIONS ARE BASED ON
N. G. S. SURVEY DATUM (NAVD 88)

DRAINAGE PIPE SCHEDULE						
NO.	SIZE / TYPE	CLASS	LENGTH	SLOPE	INV. EL.	DIS. EL.
8	18" RCP	IV	25.00'	0.80%	60.89	60.69

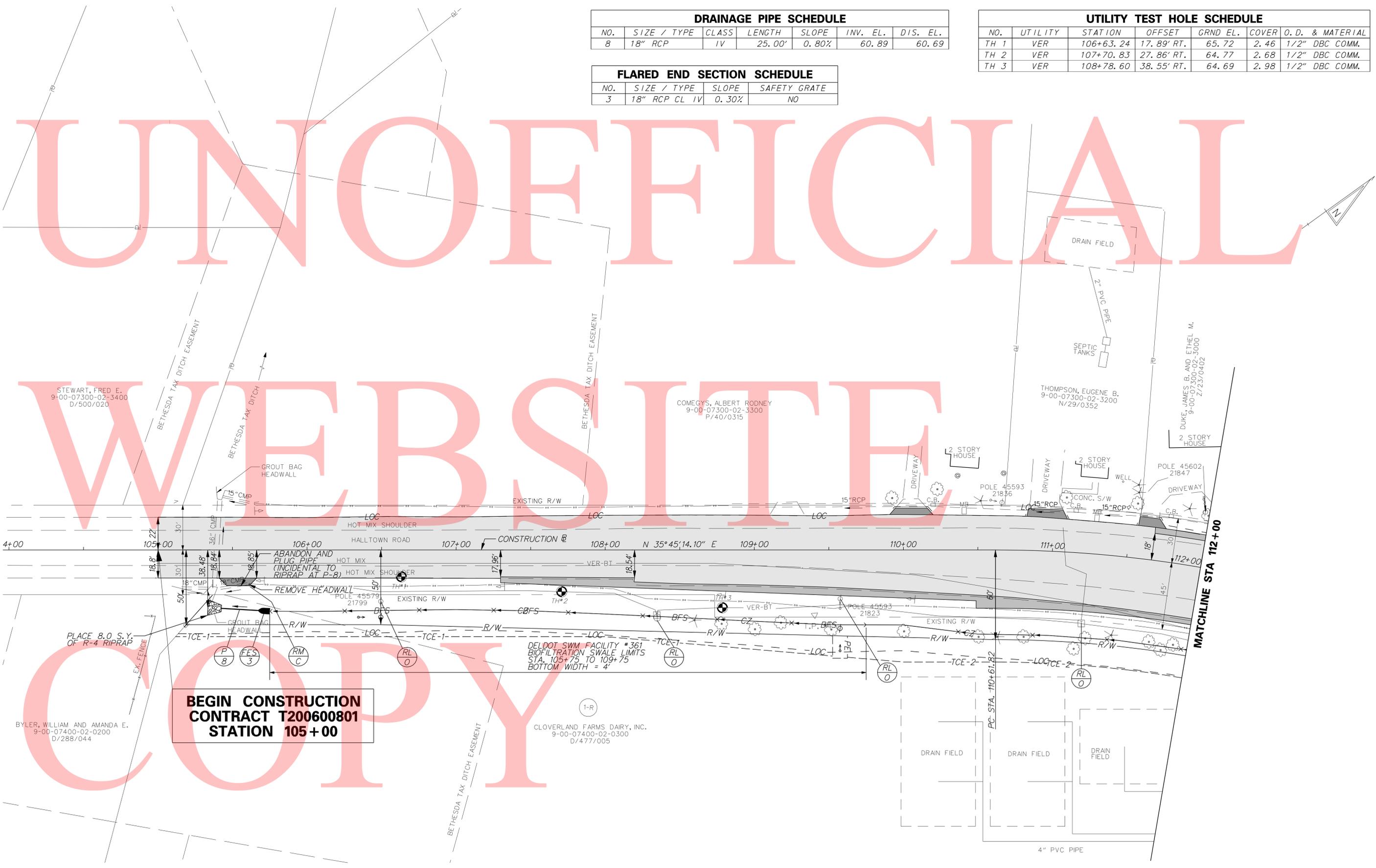
FLARED END SECTION SCHEDULE			
NO.	SIZE / TYPE	SLOPE	SAFETY GRATE
3	18" RCP CL IV	0.30%	NO

UTILITY TEST HOLE SCHEDULE						
NO.	UTILITY	STATION	OFFSET	GRND EL.	COVER	O. D. & MATERIAL
TH 1	VER	106+63.24	17.89' RT.	65.72	2.46	1/2" DBC COMM.
TH 2	VER	107+70.83	27.86' RT.	64.77	2.68	1/2" DBC COMM.
TH 3	VER	108+78.60	38.55' RT.	64.69	2.98	1/2" DBC COMM.

UNOFFICIAL

WEBSITE

COPY



**BEGIN CONSTRUCTION
CONTRACT T200600801
STATION 105+00**

DRAINAGE PIPE SCHEDULE						
NO.	SIZE / TYPE	CLASS	LENGTH	SLOPE	INV. EL.	DIS. EL.
1	15" RCP	IV	115.00'	0.60%	63.84	63.15
2	15" CMP	16G	30.00'	0.30%	65.88	65.79

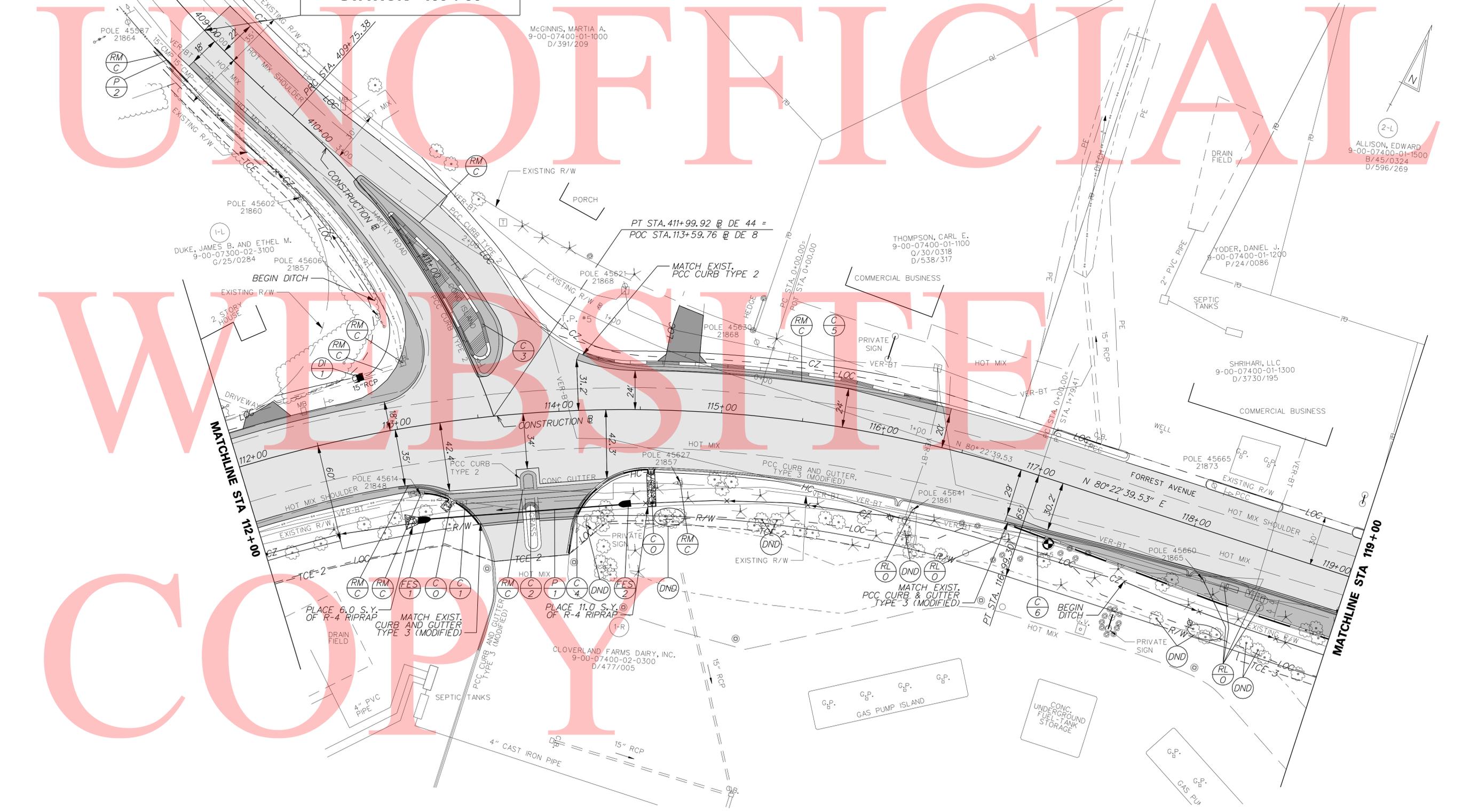
UTILITY TEST HOLE SCHEDULE						
NO.	UTILITY	STATION	OFFSET	GRND EL.	COVER	O. D. & MATERIAL
TH 5	VER	117+17.83	38.10' RT.	68.24	2.09	2" DBC COMM.

CURB SCHEDULE		
NO.	ITEM DESCRIPTION / TYPE	LENGTH
1	PCC CURB AND GUTTER, TYPE 3 (MODIFIED)	55'
2	PCC CURB, TYPE 2	27'
3	PCC CURB, TYPE 2	226'
4	PCC CURB AND GUTTER, TYPE 3	90'
5	PCC CURB, TYPE 2	229'
6	PCC CURB AND GUTTER, TYPE 3 (MODIFIED)	210'

FLARED END SECTION SCHEDULE			
NO.	SIZE / TYPE	SLOPE	SAFETY GRATE
1	15" RCP CL IV	0.50%	NO
2	15" RCP CL IV	0.80%	NO

DRAINAGE INLET SCHEDULE						
NO.	STATION	OFFSET	BOX SIZE	GRATE	T.G. EL.	INV. EL.
1	112+83.50	-35.57	34" X 24"	TYPE 1	66.60	MATCH EX.

**LIMIT OF CONSTRUCTION
STATION 409+00**



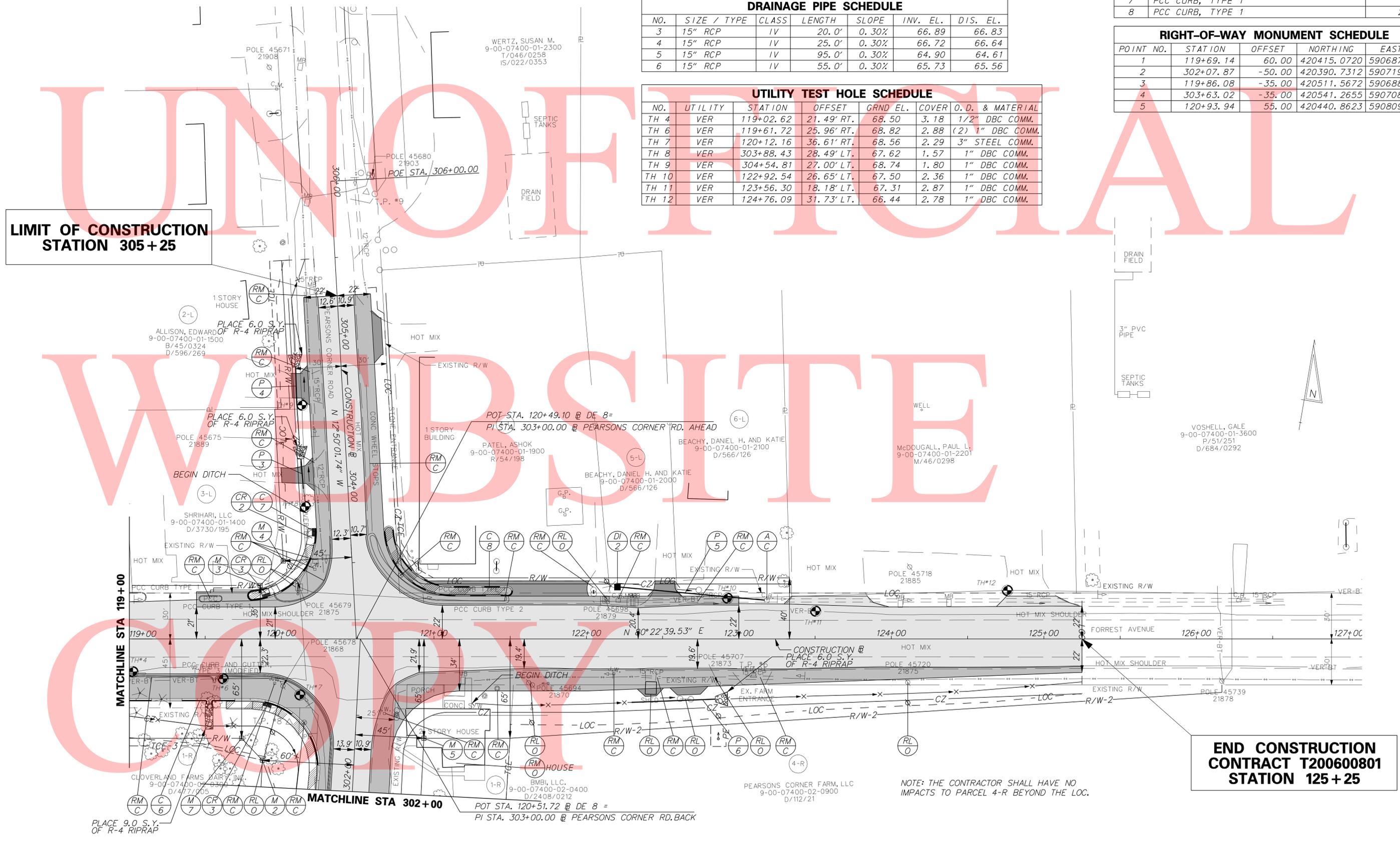
DRAINAGE INLET SCHEDULE						
NO.	STATION	OFFSET	BOX SIZE	GRATE	T. G. EL.	INV. EL.
2	122+20.38	-33.92	34" x 24"	TYPE 1	67.90	64.90

CURB SCHEDULE		
NO.	ITEM DESCRIPTION / TYPE	LENGTH
6	PCC CURB AND GUTTER, TYPE 3 (MODIFIED)	170'
7	PCC CURB, TYPE 1	95'
8	PCC CURB, TYPE 1	220'

DRAINAGE PIPE SCHEDULE						
NO.	SIZE / TYPE	CLASS	LENGTH	SLOPE	INV. EL.	DIS. EL.
3	15" RCP	IV	20.0'	0.30%	66.89	66.83
4	15" RCP	IV	25.0'	0.30%	66.72	66.64
5	15" RCP	IV	95.0'	0.30%	64.90	64.61
6	15" RCP	IV	55.0'	0.30%	65.73	65.56

RIGHT-OF-WAY MONUMENT SCHEDULE					
POINT NO.	STATION	OFFSET	NORTHING	EASTING	
1	119+69.14	60.00	420415.0720	590687.5215	
2	302+07.87	-50.00	420390.7312	590719.9357	
3	119+86.08	-35.00	420511.5672	590688.3445	
4	303+63.02	-35.00	420541.2655	590708.2032	
5	120+93.94	55.00	420440.8623	590809.7289	

UTILITY TEST HOLE SCHEDULE						
NO.	UTILITY	STATION	OFFSET	GRND EL.	COVER	O. D. & MATERIAL
TH 4	VER	119+02.62	21.49' RT.	68.50	3.18	1/2" DBC COMM.
TH 6	VER	119+61.72	25.96' RT.	68.82	2.88	(2) 1" DBC COMM.
TH 7	VER	120+12.16	36.61' RT.	68.56	2.29	3" STEEL COMM.
TH 8	VER	303+88.43	28.49' LT.	67.62	1.57	1" DBC COMM.
TH 9	VER	304+54.81	27.00' LT.	68.74	1.80	1" DBC COMM.
TH 10	VER	122+92.54	26.65' LT.	67.50	2.36	1" DBC COMM.
TH 11	VER	123+56.30	18.18' LT.	67.31	2.87	1" DBC COMM.
TH 12	VER	124+76.09	31.73' LT.	66.44	2.78	1" DBC COMM.



**LIMIT OF CONSTRUCTION
STATION 305+25**

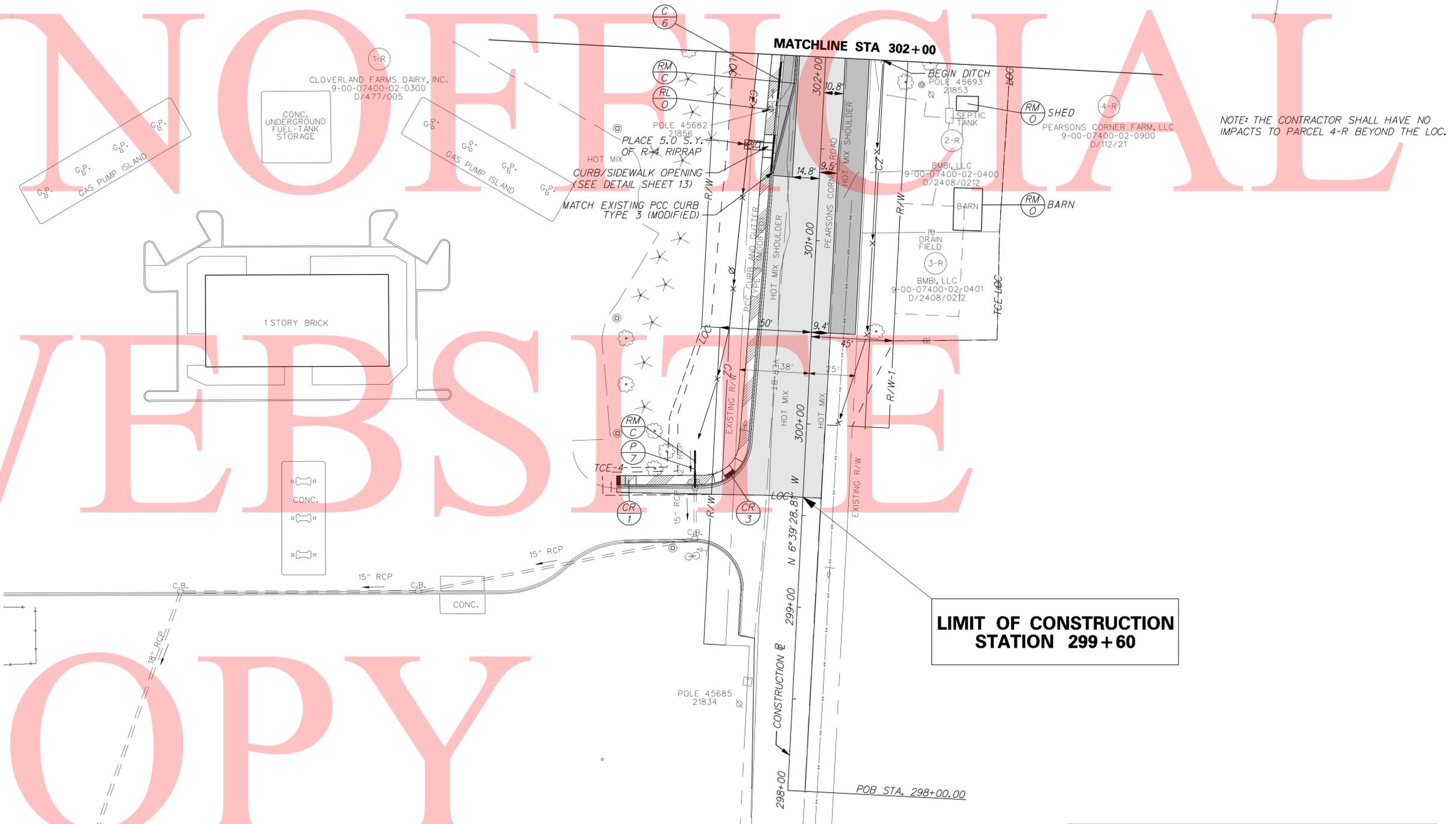
**END CONSTRUCTION
CONTRACT T200600801
STATION 125+25**

NOTE: THE CONTRACTOR SHALL HAVE NO IMPACTS TO PARCEL 4-R BEYOND THE LOC.

UNOFFICIAL

WEBSITES

COPY

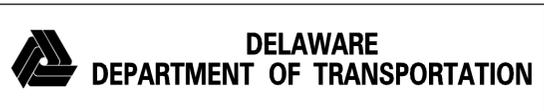


NOTE: THE CONTRACTOR SHALL HAVE NO IMPACTS TO PARCEL 4-R BEYOND THE LOC.

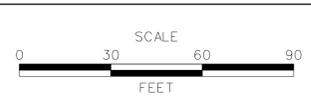
LIMIT OF CONSTRUCTION STATION 299+60

CURB SCHEDULE		
NO.	ITEM DESCRIPTION / TYPE	LENGTH
6	PCC CURB AND GUTTER, TYPE 3(MODIFIED)	64'

DRAINAGE PIPE SCHEDULE						
NO.	SIZE / TYPE	CLASS	LENGTH	SLOPE	INV. EL.	DIS. EL.
7	15" RCP	IV	20.00'	1.50%	63.61	63.31



ADDENDUMS / REVISIONS	

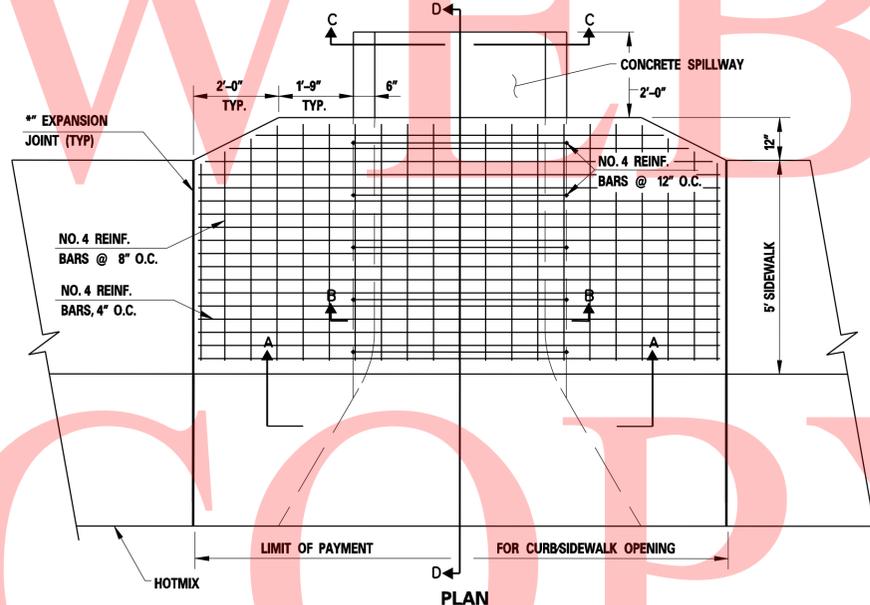
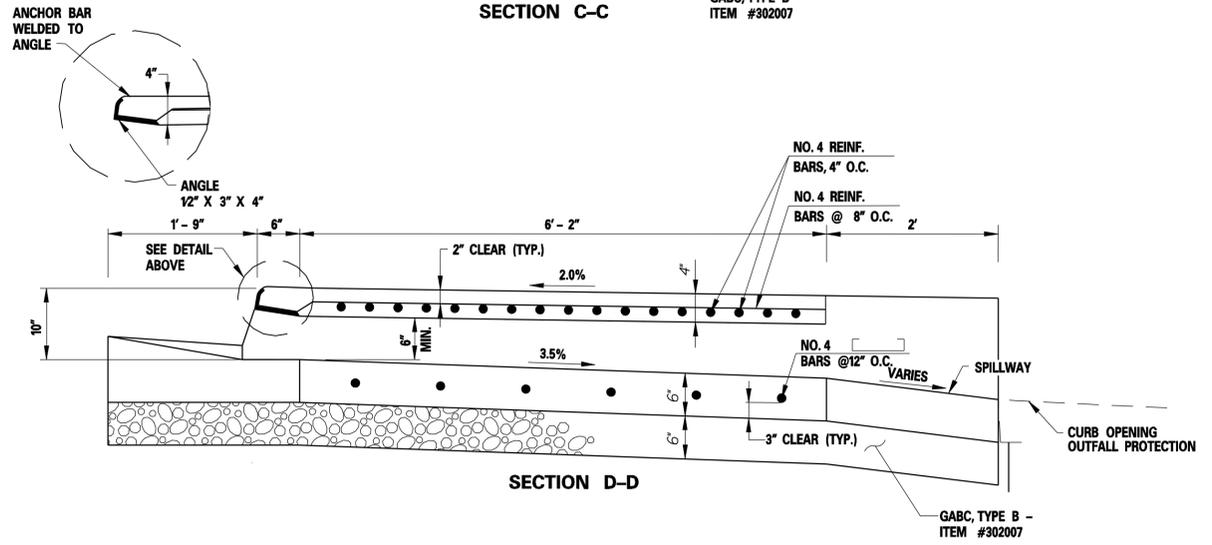
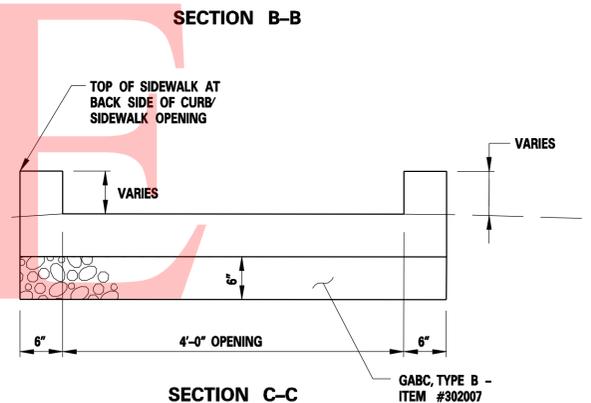
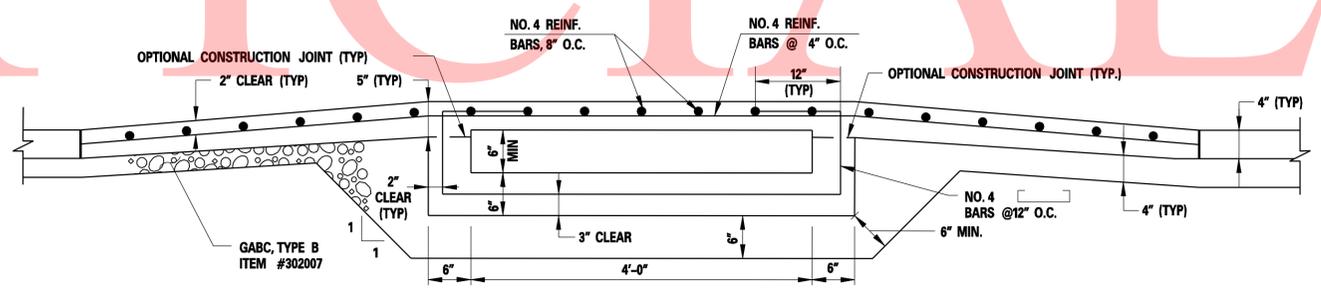
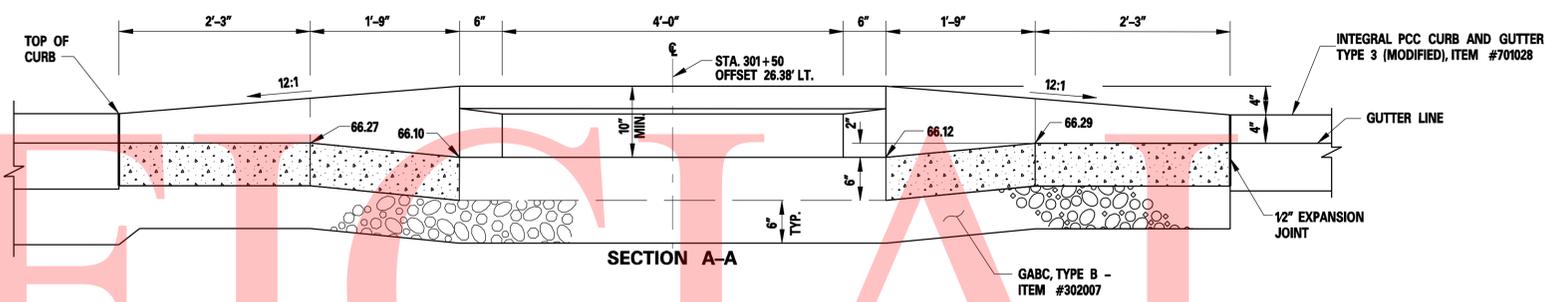
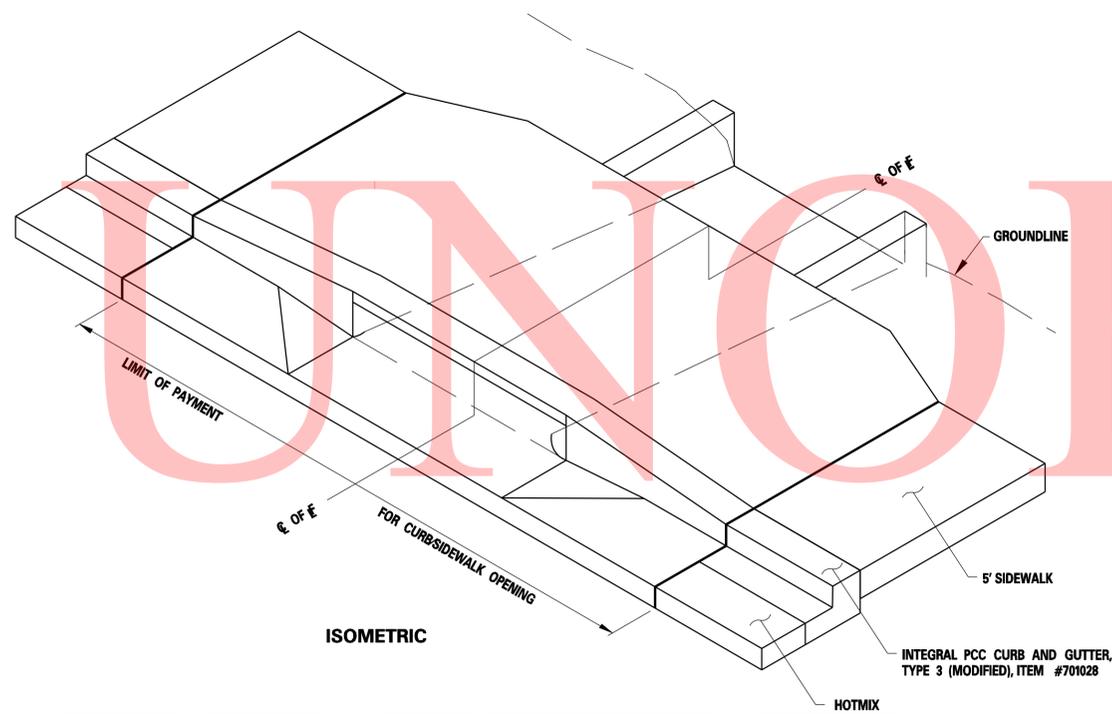


SR 8, FORREST AVENUE & PEARSONS CORNER ROAD INTERSECTION IMPROVEMENTS

CONTRACT T200600801	BRIDGE NO. X
COUNTY KENT	DESIGNED BY: RHP
	CHECKED BY: CSF

CONSTRUCTION PLAN

SHEET NO. 12
TOTAL SHTS. 40



CURBSIDEWALK OPENING (ITEM #718511)

- NOTES:**
1. SIDEWALK SLAB OVER CURB OPENING MAY BE PRECAST OR CAST IN PLACE CONCRETE.
 2. ALL REINFORCING BARS SHALL BE EPOXY COATED. COST SHALL BE INCIDENTAL TO ITEM #718511.
 3. PAYMENT FOR ALL WORK NECESSARY TO FURNISH AND INSTALL CURBSIDEWALK OPENING SHALL BE COVERED UNDER ITEM #718511.

ADDENDUMS / REVISIONS

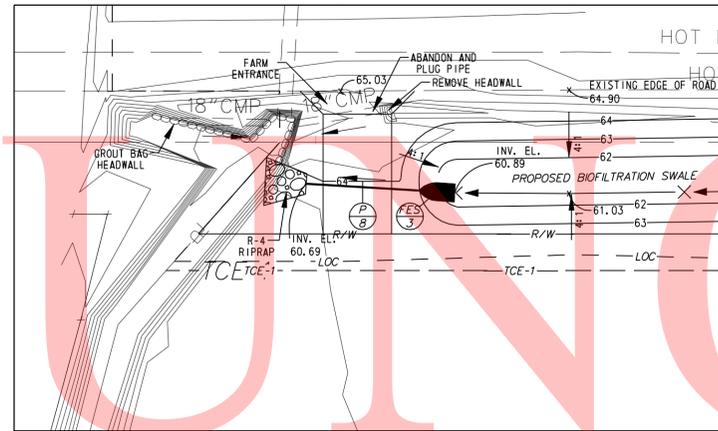
NOT TO SCALE

SR 8, FORREST AVENUE & PEARSONS CORNER ROAD INTERSECTION IMPROVEMENTS

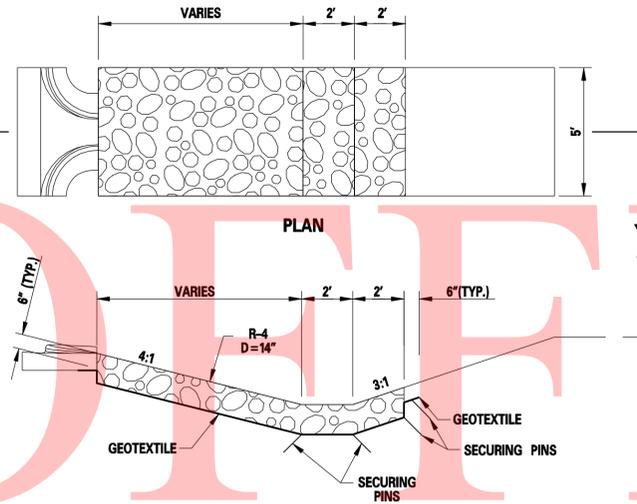
CONTRACT T200600801	BRIDGE NO. X
COUNTY KENT	DESIGNED BY: RHP
	CHECKED BY: CSF

CONSTRUCTION DETAILS

SHEET NO. 13
TOTAL SHTS. 40

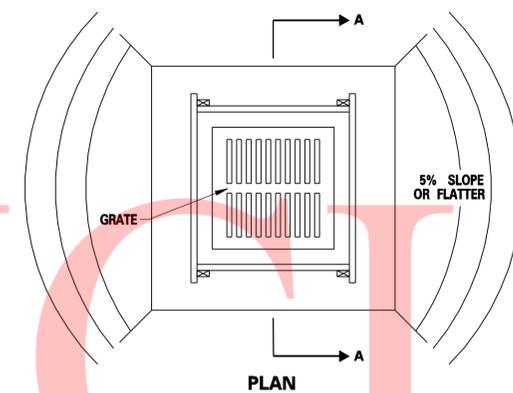


FARM ENTRANCE DETAIL
SCALE: 1" = 20'

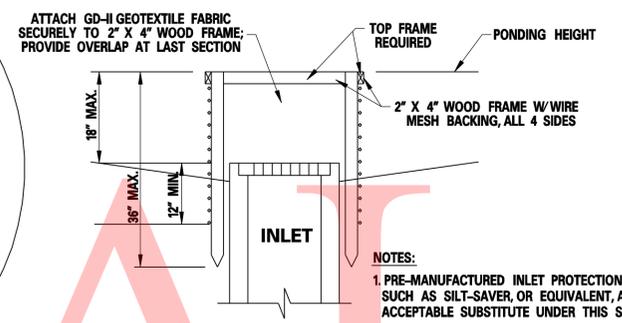


CURB OPENING OUTFALL PROTECTION

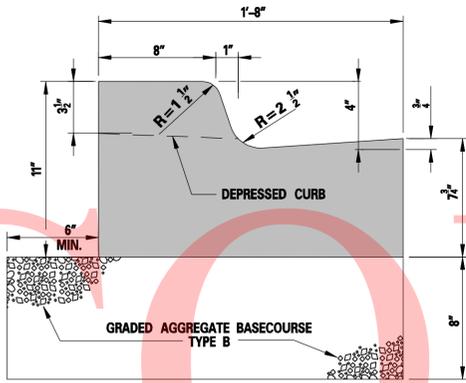
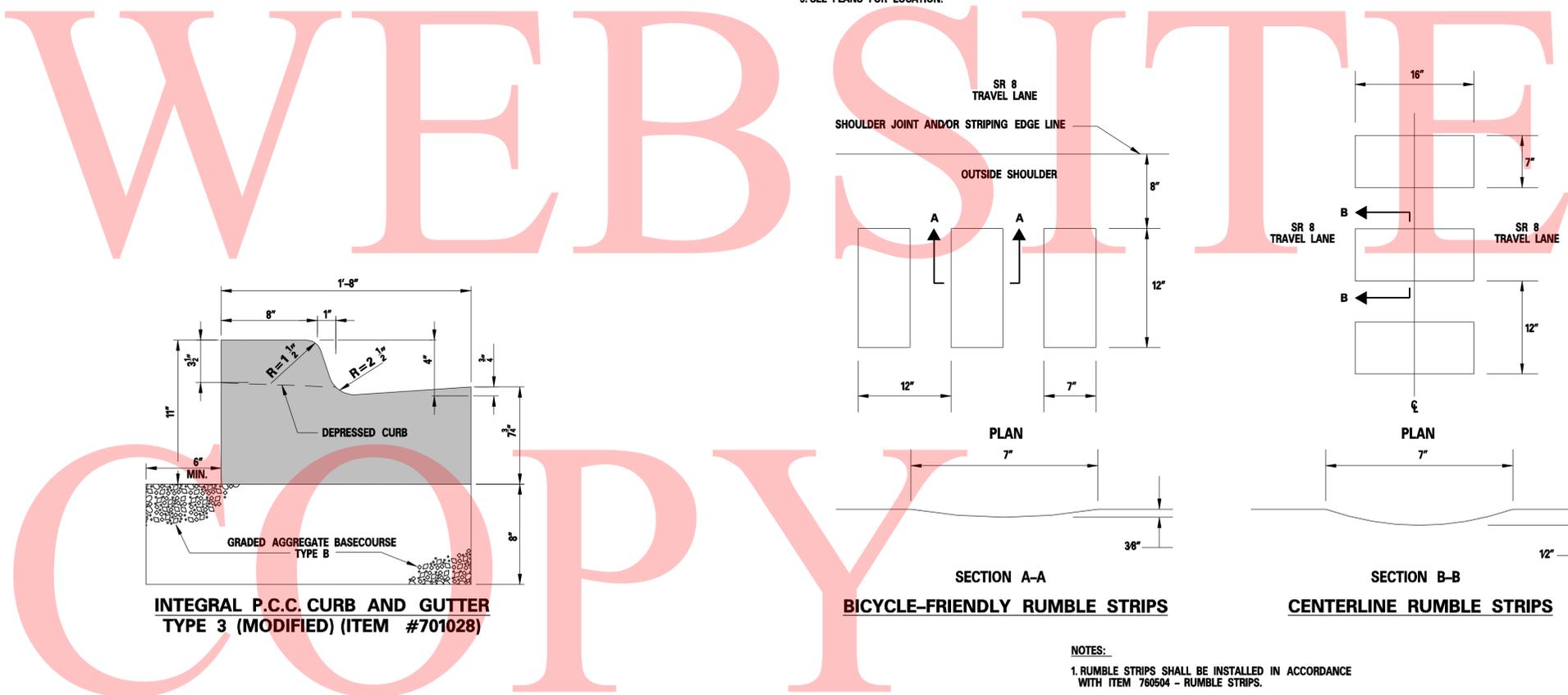
- NOTES:**
1. EXTEND RIPRAP 2' UP BACKSLOPE.
 2. SECURING PINS ARE TO BE PLACED AT LOCATIONS SHOWN AND AT 24" (600) LONGITUDINAL AND LATERAL SPACING.
 3. SEE PLANS FOR LOCATION.



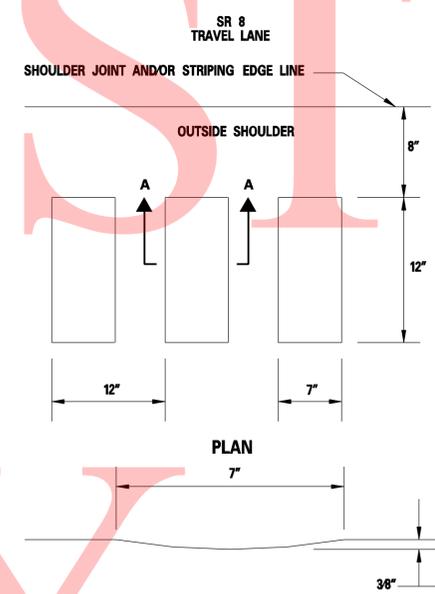
ISC-1, INLET SEDIMENT CONTROL, AT GRADE INLET
(ITEM #252002)



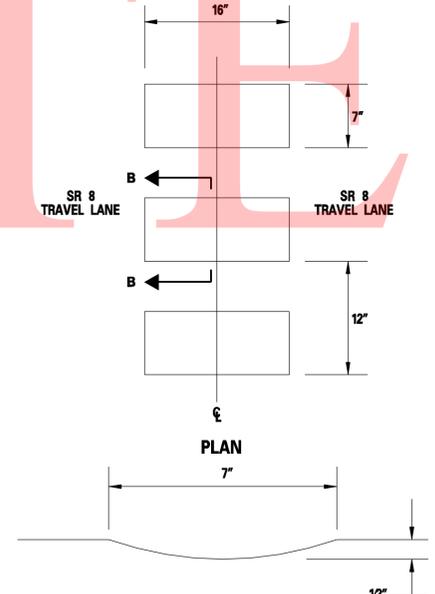
- NOTES:**
1. PRE-MANUFACTURED INLET PROTECTION DEVICES SUCH AS SILT-SAVER, OR EQUIVALENT, ARE AN ACCEPTABLE SUBSTITUTE UNDER THIS STANDARD.



INTEGRAL P.C.C. CURB AND GUTTER
TYPE 3 (MODIFIED) (ITEM #701028)

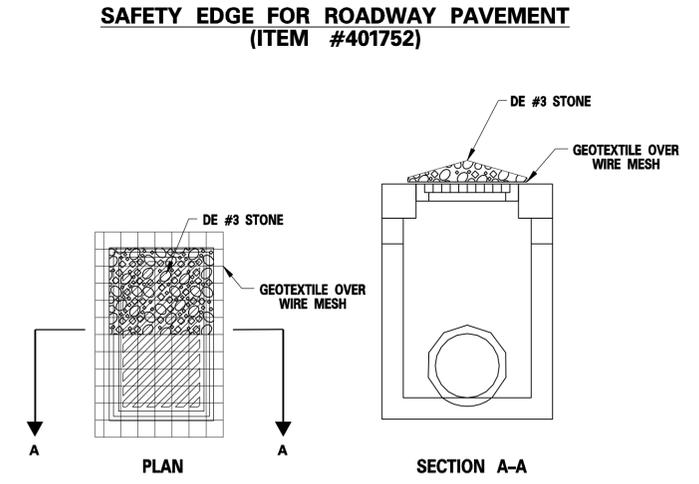


BICYCLE-FRIENDLY RUMBLE STRIPS

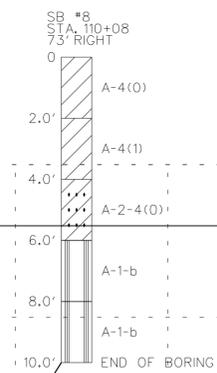
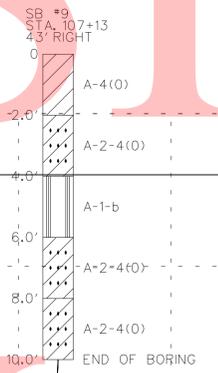
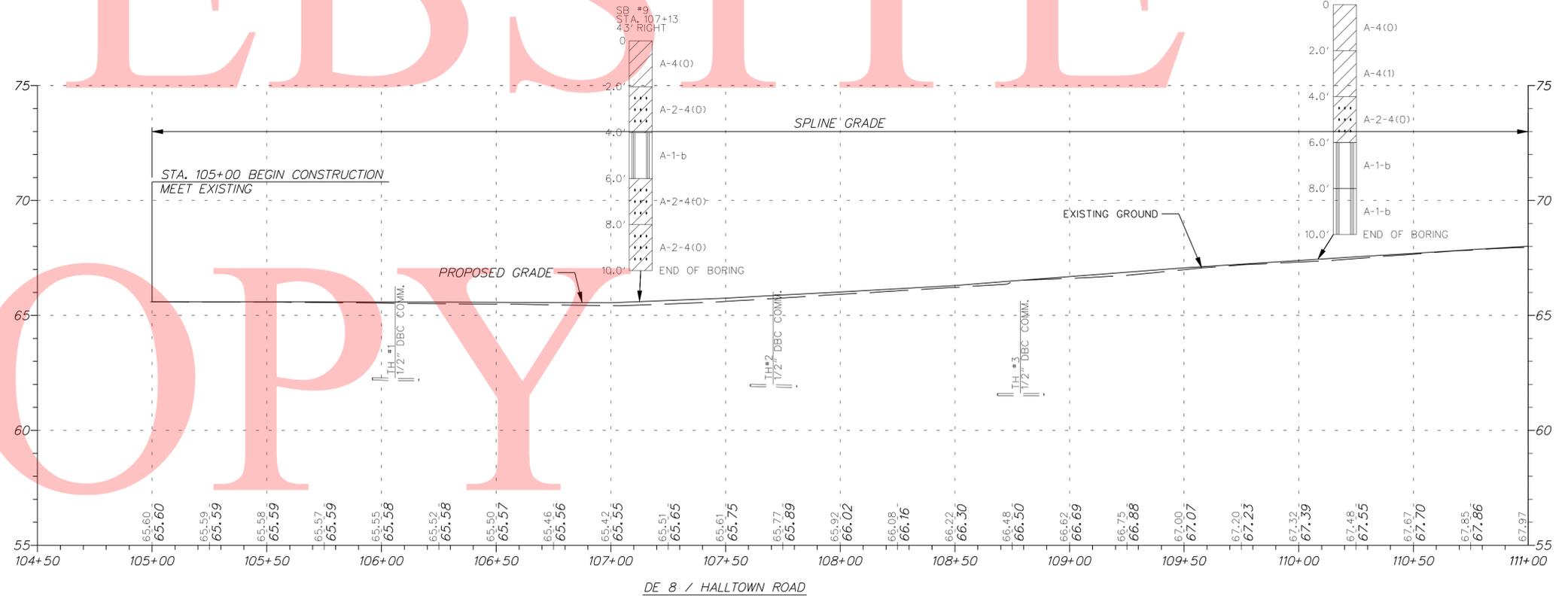
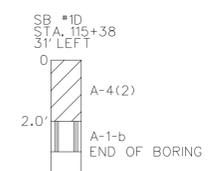
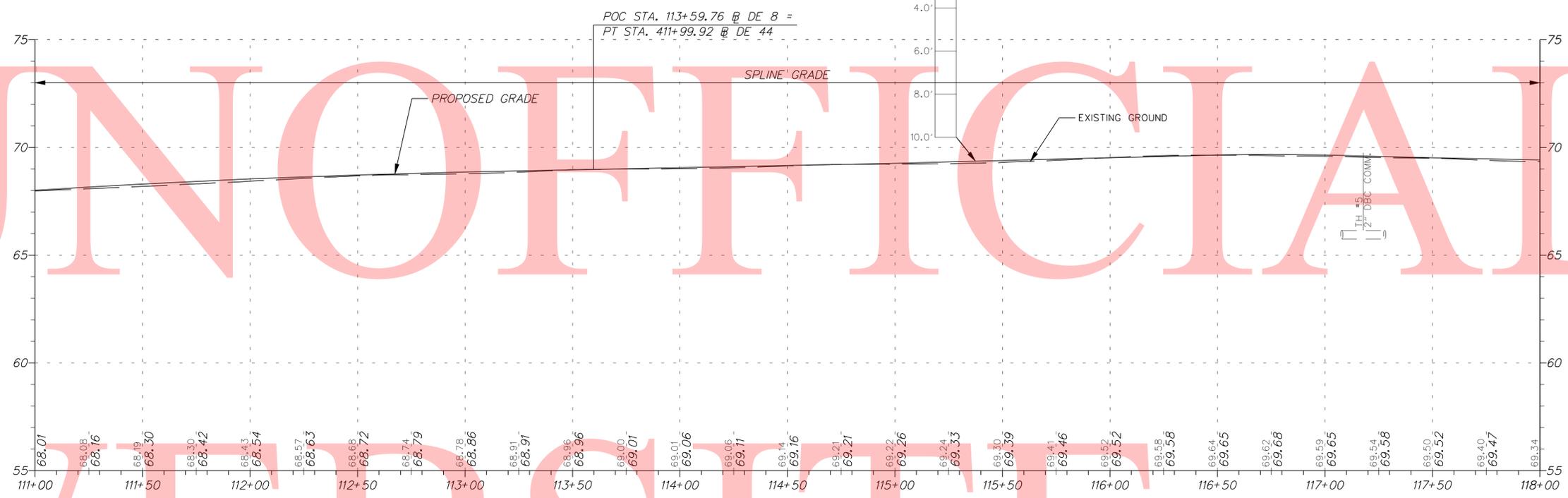
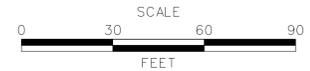


CENTERLINE RUMBLE STRIPS

- NOTES:**
1. RUMBLE STRIPS SHALL BE INSTALLED IN ACCORDANCE WITH ITEM 760504 - RUMBLE STRIPS.
 2. BICYCLE-FRIENDLY RUMBLE STRIPS SHALL BE PLACED IN SR 8 SHOULDERS AND CENTERLINE RUMBLE STRIPS IN SR 8 CENTERLINE RUMBLE STRIPS SHALL BE PLACED FROM STA. 105+00 TO STA. 125+25 AS DIRECTED BY ENGINEER.
 3. RUMBLE STRIPS SHALL NOT BE PLACED IN ACCEL/DECEL LANES OR BRIDGE DECKS.
 4. CENTERLINE RUMBLE STRIPS ARE CONTINUOUS. BICYCLE-FRIENDLY RUMBLE STRIP PATTERN CONSISTS OF 30-FOOT LONG RUMBLE STRIPS WITH 10-FOOT LONG GAPS WITH NO RUMBLE STRIPS.



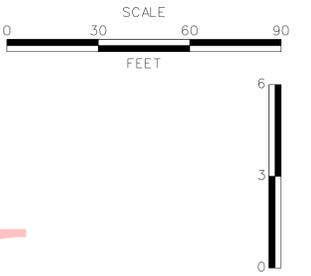
ISC-2, INLET SEDIMENT CONTROL, AT GRADE INLET
(ITEM #252002)



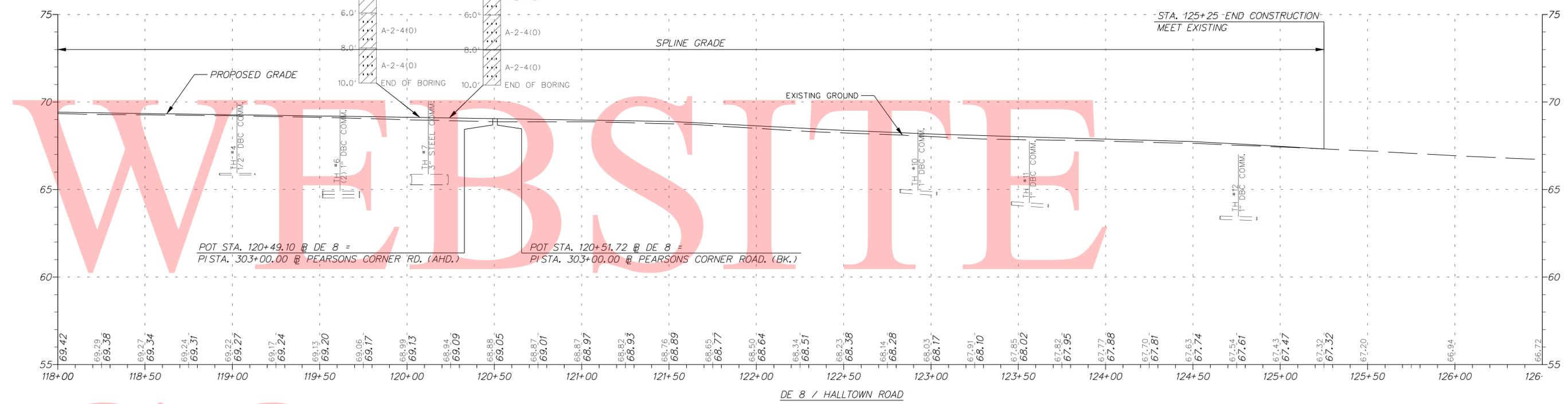
NOTES:
1. SOIL BORINGS ARE FOR INFORMATIONAL PURPOSES ONLY.

ADDENDUMS / REVISIONS	

CONTRACT T200600801	BRIDGE NO. X
COUNTY KENT	DESIGNED BY: RHP
	CHECKED BY: CSF

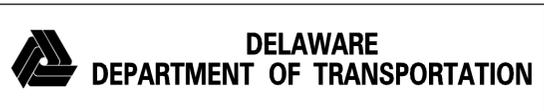


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NOTES:
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ADDENDUMS / REVISIONS	

SR 8, FORREST AVENUE & PEARSONS CORNER ROAD INTERSECTION IMPROVEMENTS

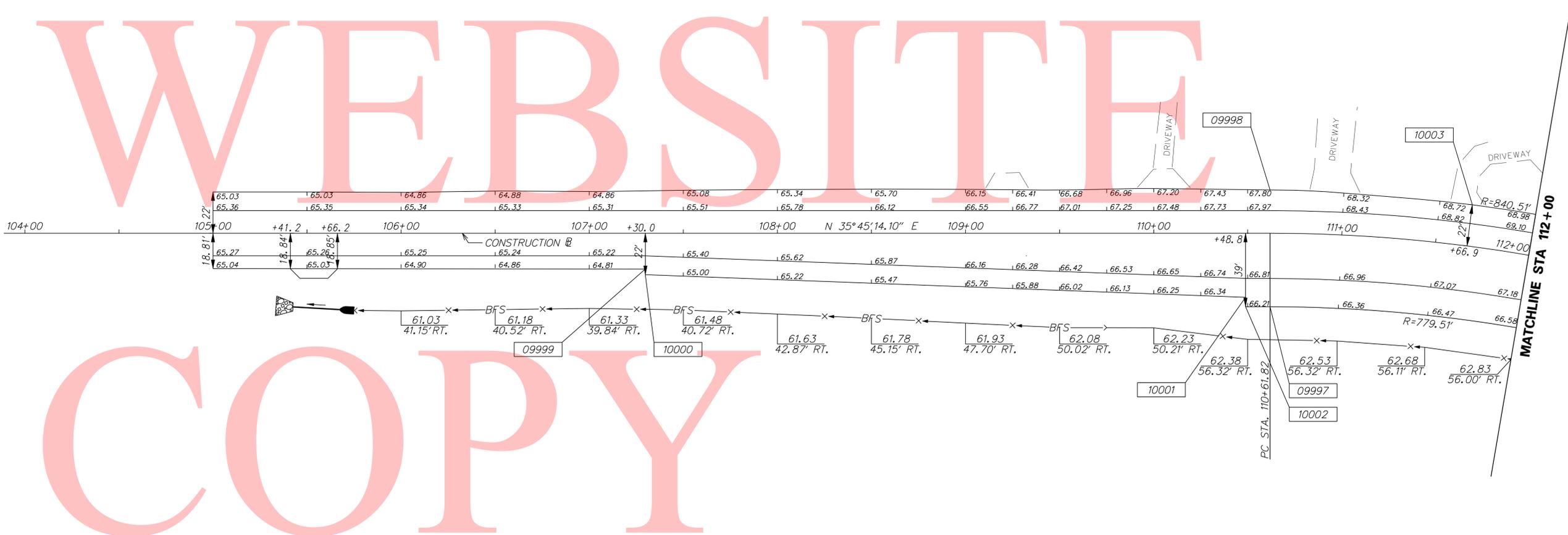
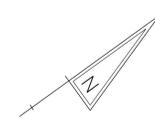
CONTRACT T200600801	BRIDGE NO. X
COUNTY KENT	DESIGNED BY: RHP
	CHECKED BY: CSF

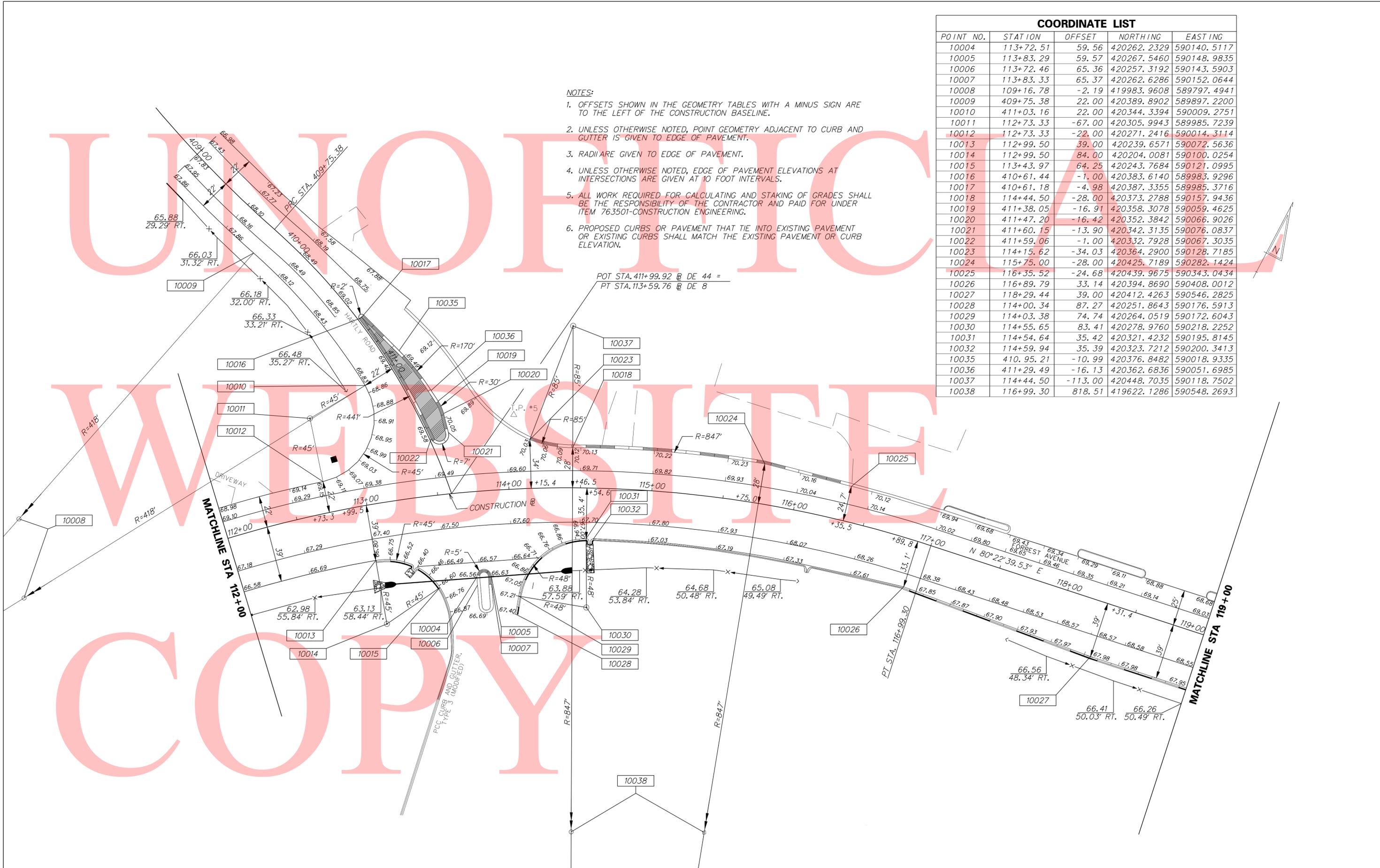
PROFILES	SHEET NO. 16
	TOTAL SHTS. 40

COORDINATE LIST				
POINT NO.	STATION	OFFSET	NORTHING	EASTING
09997	110+61.82	39.00	420077.6009	589915.6696
09998	110+61.82	-22.98	420113.8175	589865.3687
09999	107+30.00	18.95	419819.8817	589705.4067
10000	107+30.00	22.00	419818.1002	589707.8810
10001	110+48.80	33.96	420069.9837	589903.9775
10002	110+48.80	39.00	420067.0401	589908.0658
10003	111+66.85	-22.00	420196.4964	589934.6242

NOTES:

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2. UNLESS OTHERWISE NOTED, POINT GEOMETRY ADJACENT TO CURB AND GUTTER IS GIVEN TO EDGE OF PAVEMENT.
3. RADII ARE GIVEN TO EDGE OF PAVEMENT.
4. UNLESS OTHERWISE NOTED, EDGE OF PAVEMENT ELEVATIONS AT INTERSECTIONS ARE GIVEN AT 10 FOOT INTERVALS.
5. ALL WORK REQUIRED FOR CALCULATING AND STAKING OF GRADES SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR AND PAID FOR UNDER ITEM 763501-CONSTRUCTION ENGINEERING.
6. PROPOSED CURBS OR PAVEMENT THAT TIE INTO EXISTING PAVEMENT OR EXISTING CURBS SHALL MATCH THE EXISTING PAVEMENT OR CURB ELEVATION.





NOTES:

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3. RADIARE GIVEN TO EDGE OF PAVEMENT.
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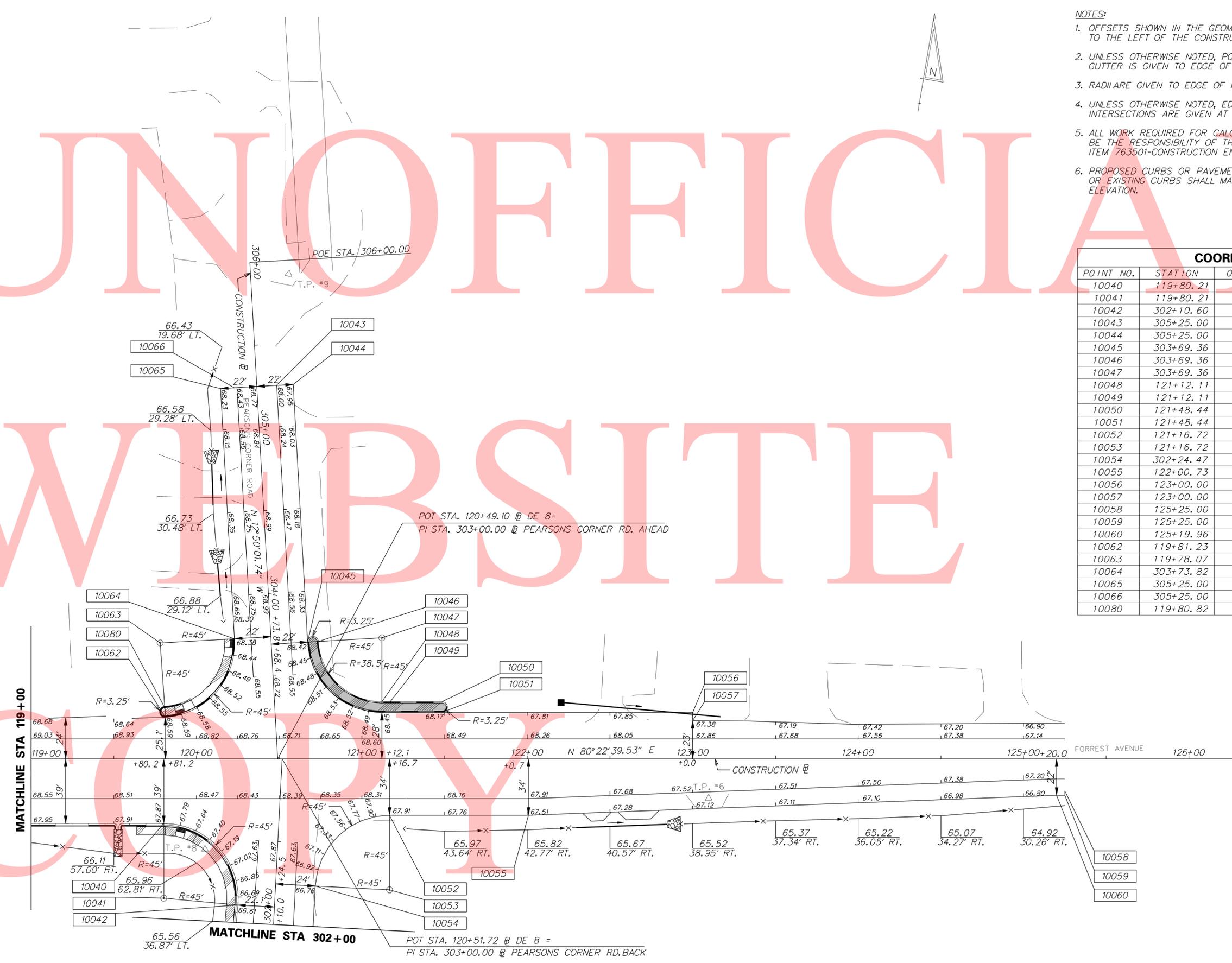
COORDINATE LIST

POINT NO.	STATION	OFFSET	NORTHING	EASTING
10004	113+72.51	59.56	420262.2329	590140.5117
10005	113+83.29	59.57	420267.5460	590148.9835
10006	113+72.46	65.36	420257.3192	590143.5903
10007	113+83.33	65.37	420262.6286	590152.0644
10008	109+16.78	-2.19	419983.9608	589797.4941
10009	409+75.38	22.00	420389.8902	589897.2200
10010	411+03.16	22.00	420344.3394	590009.2751
10011	112+73.33	-67.00	420305.9943	589985.7239
10012	112+73.33	-22.00	420271.2416	590014.3114
10013	112+99.50	39.00	420239.6571	590072.5636
10014	112+99.50	84.00	420204.0081	590100.0254
10015	113+43.97	64.25	420243.7684	590121.0995
10016	410+61.44	-1.00	420383.6140	589985.9296
10017	410+61.18	-4.98	420387.3355	589985.3716
10018	114+44.50	-28.00	420373.2788	590157.9436
10019	411+38.05	-16.91	420358.3078	590059.4625
10020	411+47.20	-16.42	420352.3842	590066.9026
10021	411+60.15	-13.90	420342.3135	590076.0837
10022	411+59.06	-1.00	420332.7928	590067.3035
10023	114+15.62	-34.03	420364.2900	590128.7185
10024	115+75.00	-28.00	420425.7189	590282.1424
10025	116+35.52	-24.68	420439.9675	590343.0434
10026	116+89.79	33.14	420394.8690	590408.0012
10027	118+29.44	39.00	420412.4263	590546.2825
10028	114+00.34	87.27	420251.8643	590176.5913
10029	114+03.38	74.74	420264.0519	590172.6043
10030	114+55.65	83.41	420278.9760	590218.2252
10031	114+54.64	35.42	420321.4232	590195.8145
10032	114+59.94	35.39	420323.7212	590200.3413
10035	410.95.21	-10.99	420376.8482	590018.9335
10036	411+29.49	-16.13	420362.6836	590051.6985
10037	114+44.50	-113.00	420448.7035	590118.7502
10038	116+99.30	818.51	419622.1286	590548.2693

NOTES:

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3. RADIARE GIVEN TO EDGE OF PAVEMENT.
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5. ALL WORK REQUIRED FOR CALCULATING AND STAKING OF GRADES SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR AND PAID FOR UNDER ITEM 763501-CONSTRUCTION ENGINEERING.
6. PROPOSED CURBS OR PAVEMENT THAT TIE INTO EXISTING PAVEMENT OR EXISTING CURBS SHALL MATCH THE EXISTING PAVEMENT OR CURB ELEVATION.

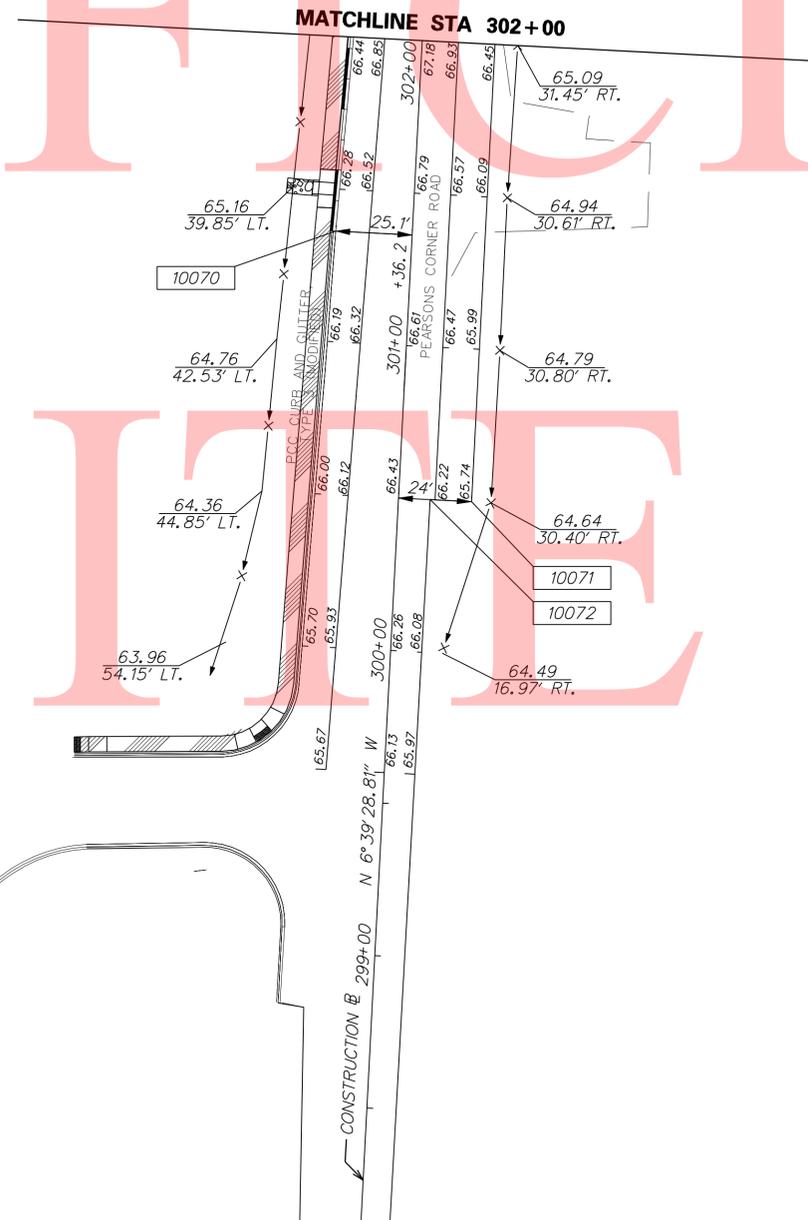
COORDINATE LIST				
POINT NO.	STATION	OFFSET	NORTHING	EASTING
10040	119+80.21	39.00	420437.6280	590694.9317
10041	119+80.21	84.00	420393.2611	590702.4536
10042	302+10.60	-22.11	420396.6770	590747.3238
10043	305+25.00	11.88	420709.6123	590717.9363
10044	305+25.00	22.00	420711.8593	590727.7997
10045	303+69.36	22.00	420560.1031	590762.3721
10046	303+69.36	28.50	420561.5469	590768.7097
10047	303+69.36	67.00	420570.0987	590806.2479
10048	121+12.11	-34.50	420532.1403	590812.6833
10049	121+12.11	-28.00	420525.7318	590813.7698
10050	121+48.44	-34.50	420538.2133	590848.5042
10051	121+48.44	-28.00	420531.8048	590849.5907
10052	121+16.72	34.00	420465.3761	590828.6874
10053	121+16.72	79.00	420421.0092	590836.2093
10054	302+24.47	24.00	420415.7918	590791.5128
10055	122+00.73	34.00	420479.4183	590911.5135
10056	123+00.00	-28.00	420557.1391	590999.0216
10057	123+00.00	-23.15	420552.3535	590999.8330
10058	125+25.00	19.33	420548.0823	591228.7671
10059	125+25.00	22.00	420545.4520	591229.2130
10060	125+19.96	22.00	420544.6094	591224.2430
10062	119+81.23	-25.06	420500.9592	590685.2281
10063	119+78.07	-69.95	420544.6870	590674.6037
10064	303+73.82	-22.00	420554.6826	590718.4796
10065	305+25.00	-22.00	420702.0859	590684.8989
10066	305+25.00	-13.66	420703.9388	590693.0324
10080	119+80.82	-30.88	420506.6276	590683.8508



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NOTES:

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3. RADII ARE GIVEN TO EDGE OF PAVEMENT.
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6. PROPOSED CURBS OR PAVEMENT THAT TIE INTO EXISTING PAVEMENT OR EXISTING CURBS SHALL MATCH THE EXISTING PAVEMENT OR CURB ELEVATION.

COORDINATE LIST

POINT NO.	STATION	OFFSET	NORTHING	EASTING
10070	301+36.22	-25.10	420322.4486	590752.9745
10071	300+50.00	24.00	420242.5012	590811.7410
10072	300+50.00	10.38	420240.9219	590798.2116

MOT GENERAL NOTES

1. CONSTRUCTION SHALL OCCUR ONLY BETWEEN THE HOURS OF 8:30 AM AND 4:00 PM FOR DAYTIME CONSTRUCTION OPERATIONS. ONE LANE IN EACH DIRECTION MUST BE MAINTAINED AT ALL TIMES ALONG DE 8. TEMPORARY LANE CLOSURES ALONG HARTLY ROAD AND PEARSONS CORNER ROAD SHALL OCCUR AFTER 8:30 AM.
2. MAINTENANCE OF TRAFFIC DURING LANE CLOSURES ON TWO-LANE ROADWAYS FOR PAVING OPERATIONS, UTILITY TRENCHWORK, PERMANENT PAVEMENT MARKINGS, PATCHING, OR FOR OTHER OPERATIONS AS DIRECTED BY THE ENGINEER SHALL CONFORM TO CASE 2, 3, 6, 10-A OR 23 OF THE TRAFFIC CONTROL MANUAL.
3. REMOVAL OF EXISTING PAVEMENT MARKINGS AS DIRECTED BY THE ENGINEER SHALL BE PAID UNDER ITEM 748530 - REMOVAL OF PAVEMENT STRIPING. ALL MARKINGS THAT ARE NO LONGER IN USE AND CONFLICT WITH THE PAVEMENT MARKINGS IN USE BY THE TRAVELING PUBLIC ARE TO BE REMOVED AND MUST BE COMPLETELY OBLITERATED BY A METHOD APPROVED BY THE ENGINEER. PAINTING OVER THE CONFLICTING STRIPING WILL NOT BE ACCEPTED AS A METHOD OF REMOVAL. MAINTENANCE OF TRAFFIC DURING INSTALLATION OF THE TEMPORARY PAVEMENT MARKINGS SHALL CONFORM TO CASE 2, 6 OR 23 OF THE TRAFFIC CONTROL MANUAL.
4. THE CONTRACTOR IS RESPONSIBLE FOR THE MAINTENANCE OF EXISTING PAVEMENT WITHIN THE PROJECT LIMITS FOR THE DURATION OF THE CONTRACT OR AS DIRECTED BY THE ENGINEER. THE COST OF ALL TEMPORARY ROADS, DETOURS AND PAVEMENT WIDENING SHALL BE PAID UNDER THE RESPECTIVE BID ITEMS AND NOT UNDER "HOT-MIX TRM" ITEM. THE USE OF ITEM 402000 SHALL BE USED ONLY AS DIRECTED BY THE ENGINEER OR AS INDICATED ON PLANS.
5. THE CONTRACTOR SHALL SUPPLY MESSAGE BOARDS UNDER ITEM 743004 - FURNISH AND MAINTAIN MESSAGE BOARD. MOVING THE MESSAGE BOARDS TO DIFFERENT LOCATIONS DURING CONSTRUCTION WILL BE INCIDENTAL TO ITEM 743004. AT A MINIMUM, MESSAGE BOARDS SHALL BE POSTED TWO WEEKS PRIOR TO THE START OF CONSTRUCTION AND CHANGES IN TRAFFIC PATTERNS.
6. A TYPE II TRUCK MOUNTED ATTENUATOR (TMA) SHALL BE REQUIRED ON THIS PROJECT DURING THE FOLLOWING OPERATIONS: TEMPORARY/PERMANENT PAVEMENT MARKING, 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.82 OF THE DELAWARE MUTCD.
8. SHOULDER, ENTRANCE AND SIDE ROAD TIE-IN AREAS SHALL BE CONSTRUCTED ONLY TO THE EXTENT THAT CAN BE PAVED OR TEMPORARILY STABILIZED WITH HOT MIX TEMPORARY ROADWAY MATERIAL AT THE END OF A WORK DAY.
9. LANE CLOSURES ARE PROHIBITED ON THE FOLLOWING DAYS:
 - DECEMBER 24 THROUGH DECEMBER 27 (CHRISTMAS DAY)
 - DECEMBER 31 THROUGH JANUARY 3 (NEW YEARS DAY)
 - FRIDAY PRIOR TO EASTER THROUGH EASTER SUNDAY
 - THURSDAY PRIOR TO MEMORIAL DAY THROUGH TUESDAY FOLLOWING MEMORIAL DAY
 - DOVER INTERNATIONAL SPEEDWAY RACE EVENTS (WEEK PRIOR TO RACE THROUGH WEEK AFTER RACE. THIS NOTE SHALL SUPERCEDE GUIDANCE PERTAINING TO RACE WEEKENDS IN ITEM 763500)
 - JULY 3 THROUGH JULY 5 (INDEPENDENCE DAY)
 - THURSDAY PRIOR TO LABOR DAY THROUGH TUESDAY FOLLOWING LABOR DAY
 - WEDNESDAY PRIOR TO THANKSGIVING DAY THROUGH THE MONDAY FOLLOWING THANKSGIVING DAY

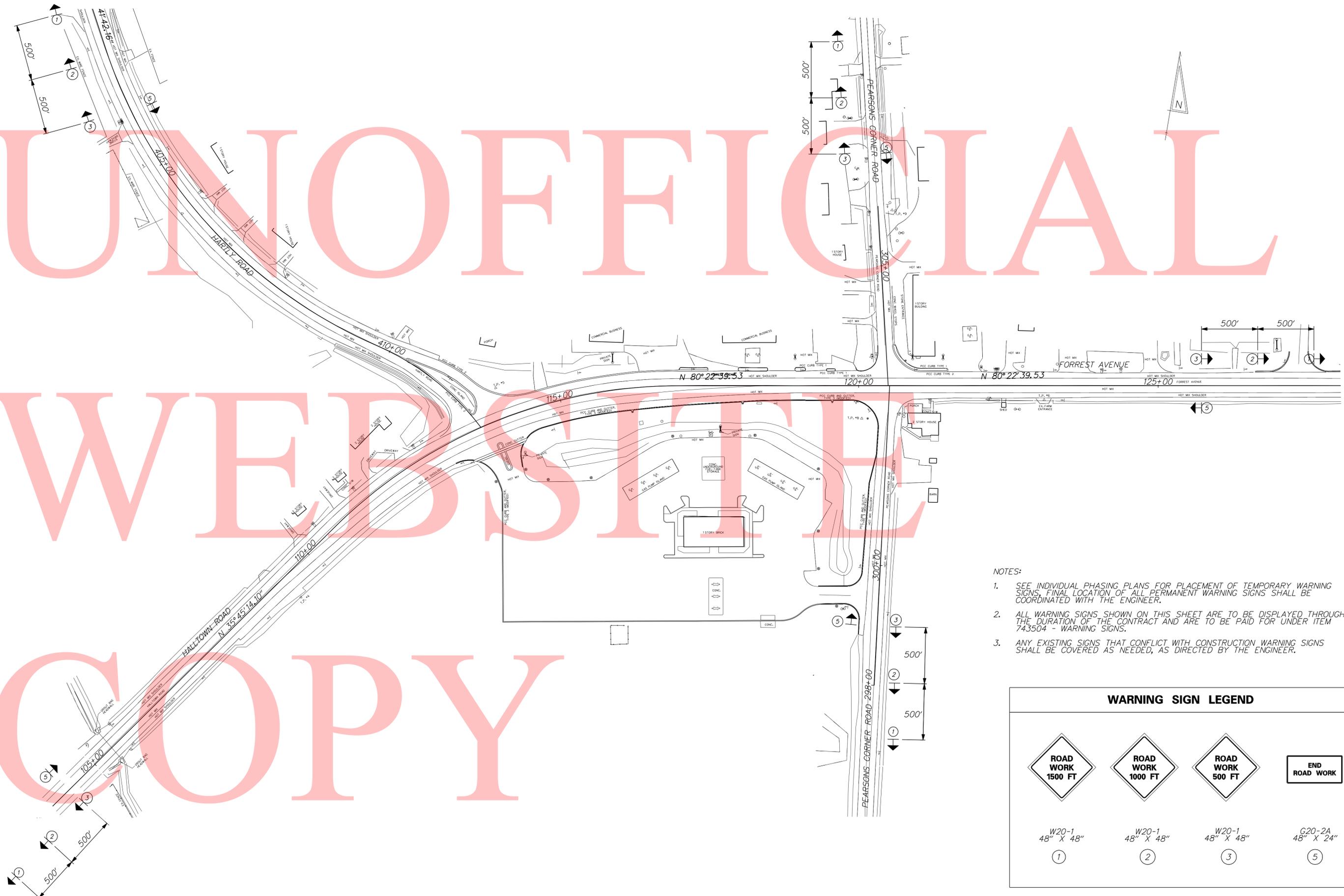
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 DELAWARE DEPARTMENT OF TRANSPORTATION	ADDENDUMS / REVISIONS		NOT TO SCALE	SR 8, FORREST AVENUE & PEARSONS CORNER ROAD INTERSECTION IMPROVEMENTS	CONTRACT	BRIDGE NO.	X	CONSTRUCTION PHASING, M.O.T., AND EROSION CONTROL PLAN	SHEET NO.
					T200600801	DESIGNED BY: RHP			21
					COUNTY	CHECKED BY: CSF			TOTAL SHTS.
					KENT				40

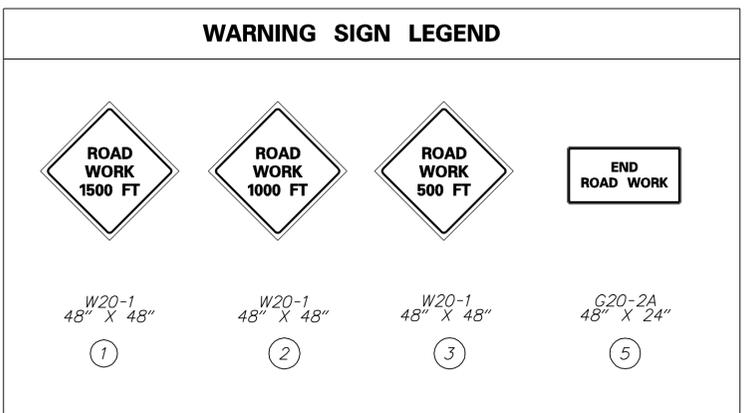
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- NOTES:
- SEE INDIVIDUAL PHASING PLANS FOR PLACEMENT OF TEMPORARY WARNING SIGNS. FINAL LOCATION OF ALL PERMANENT WARNING SIGNS SHALL BE COORDINATED WITH THE ENGINEER.
 - ALL WARNING SIGNS SHOWN ON THIS SHEET ARE TO BE DISPLAYED THROUGHOUT THE DURATION OF THE CONTRACT AND ARE TO BE PAID FOR UNDER ITEM 74.3504 - WARNING SIGNS.
 - ANY EXISTING SIGNS THAT CONFLICT WITH CONSTRUCTION WARNING SIGNS SHALL BE COVERED AS NEEDED, AS DIRECTED BY THE ENGINEER.



SEQUENCE OF CONSTRUCTION

1. ESTABLISH PERMANENT WARNING SIGNAGE ALONG EACH ROADWAY APPROACH IN ACCORDANCE WITH THE MAINTENANCE OF TRAFFIC PLAN. USING CASE 2 OR 6 OF THE TRAFFIC CONTROL MANUAL, PLACE PLASTIC DRUMS ALONG THE SOUTH SIDE OF DE 8 BETWEEN STA. 106+25 TO 113+00 AND STA. 114+00 TO 299+60.
2. INSTALL THE PROPOSED MAST ARM POLE BASES FOR BOTH INTERSECTIONS. DELDOT FORCES WILL INSTALL THE POLES, MAST ARMS, SIGNAL HEADS, OPTICOM AND CAMERA. MAINTAIN THE EXISTING SIGNAL AT PEARSONS CORNER ROAD WHILE THE PROPOSED SIGNALS ARE CONSTRUCTED.
3. INSTALL NEW TRAFFIC SIGNAL AT PEARSONS CORNER ROAD PER TRAFFIC SIGNAL PLAN AND ACTIVATE ONCE ALL PHASE 1 CONSTRUCTION IS COMPLETE.
4. MAINTAIN AT LEAST ONE LANE IN EACH DIRECTION ALONG DE 8. USING CASE 10-A ERADICATE CONFLICTING PAVEMENT STRIPING ALONG PEARSONS CORNER ROAD AND PLACE TEMPORARY STRIPING AS REQUIRED. ESTABLISH SHOULDER CLOSURE/WORK AREA AS SHOWN ON MOT PLANS. CONSTRUCT THE PROPOSED IMPROVEMENTS ALONG THE SOUTH SIDE OF DE 8 INCLUDING CURB AND GUTTER, DRAINAGE AND STORMWATER MANAGEMENT IMPROVEMENTS, AND FULL DEPTH HMA WEST OF HARTLY ROAD AND UP TO PEARSONS CORNER ROAD AT STA. 120+50, INCLUDING THE ENTRANCE TO THE ROYAL FARM STORE.
5. MAINTAIN ONE LANE IN EACH DIRECTION ALONG PEARSONS CORNER ROAD USING CASE 10-A WHILE CONSTRUCTING THE IMPROVEMENTS INCLUDING CURB AND GUTTER AND FULL DEPTH PAVEMENT ALONG THE WEST SIDE OF PEARSONS CORNER ROAD.

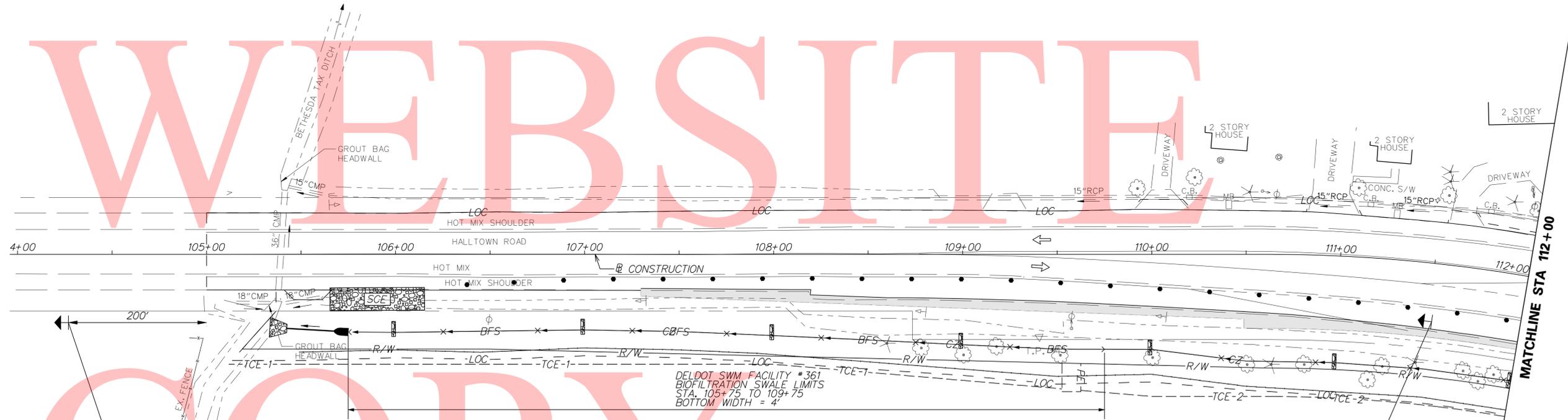
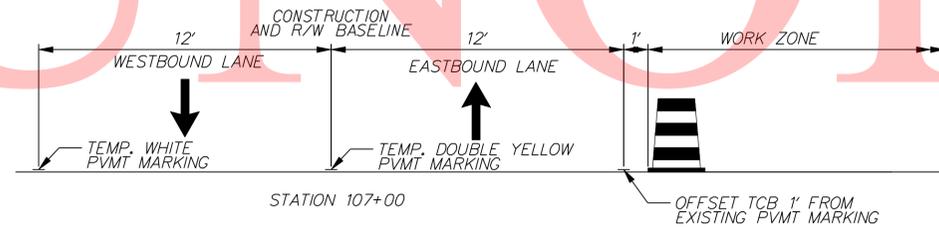
EROSION AND SEDIMENT CONTROL NOTES

NO DISTURBED AREA SHALL BE UNSTABILIZED OVERNIGHT UNLESS THE RUNOFF IS DIRECTED TO AN APPROVED SEDIMENT CONTROL DEVICE. AREAS PAVED SHOULD BE STABILIZED WITH STONE. PVIOUS AREAS SHOULD BE STABILIZED WITH SOIL STABILIZATION MATTING.

THE CONTRACTOR MUST CLEAN ANY SEDIMENT LAYING ON THE ADJACENT PAVEMENT AT THE END OF EACH WORKING DAY. OTHERWISE, VEHICLES MAY RE-ENTER PAVED SURFACES ONLY BY WAY OF A STABILIZED CONSTRUCTION ENTRANCE (SCE), AT A LOCATION APPROVED BY THE EROSION AND SEDIMENT INSPECTOR.

THE FOLLOWING ITEMS ARE REQUIRED TO BE CONSTRUCTED AT AN EARLIER TIME THAN THAT OUTLINED IN THE MAIN PHASE 1 SEQUENCE OF CONSTRUCTION. THE CONTRACTOR SHALL PERFORM THE FOLLOWING WORK TASKS:

1. NOTIFY THE EROSION AND SEDIMENT INSPECTOR, BY WRITING AND/OR BY TELEPHONE, TO ARRANGE A PRE-CONSTRUCTION MEETING PRIOR TO CONSTRUCTION.
2. EROSION AND SEDIMENT CONTROL DEVICES AND/OR MEASURES ARE TO BE INSTALLED PRIOR TO ANY EXCAVATION OR DISTURBANCE WITHIN THE PROJECT LIMITS.
3. STAKE OUT LIMIT OF CONSTRUCTION AT STAGING AREA.
4. INSTALL SILT FENCE AT STAGING AREA.
5. PERFORM DEMOLITION AT STAGING AREA, AND CLEAR THIS SITE.
6. STAKE REMAINDER OF LIMIT OF CONSTRUCTION.
7. INSTALL PERIMETER SILT FENCE.



CONSTRUCTION PHASING LEGEND	
	WORK AREA THIS PHASE
	TEMPORARY CONSTRUCTION
	TEMPORARY PAVEMENT MARKING ARROW
	EXISTING TRAFFIC FLOW ARROW
(A)	4" WHITE TEMP. PAVEMENT STRIPING
(B)	4" YELLOW TEMP. PAVEMENT STRIPING
(C)	4" DOUBLE YELLOW TEMP. PAVEMENT STRIPING
(D)	16" WHITE TEMP. PAVEMENT STRIPING



SEQUENCE OF CONSTRUCTION

1. ESTABLISH PERMANENT WARNING SIGNAGE ALONG EACH ROADWAY APPROACH IN ACCORDANCE WITH THE MAINTENANCE OF TRAFFIC PLAN. USING CASE 2 OR 6 OF THE TRAFFIC CONTROL MANUAL, PLACE PLASTIC DRUMS ALONG THE SOUTH SIDE OF DE 8 BETWEEN STA. 106+25 TO 113+00 AND STA. 114+00 TO 299+60.
2. INSTALL THE PROPOSED MAST ARM POLE BASES FOR BOTH INTERSECTIONS. DELDOT FORCES WILL INSTALL THE POLES, MAST ARMS, SIGNAL HEADS, OPTICOM AND CAMERA. MAINTAIN THE EXISTING SIGNAL AT PEARSONS CORNER ROAD WHILE THE PROPOSED SIGNALS ARE CONSTRUCTED.
3. INSTALL NEW TRAFFIC SIGNAL AT PEARSONS CORNER ROAD PER TRAFFIC SIGNAL PLAN AND ACTIVATE ONCE ALL PHASE 1 CONSTRUCTION IS COMPLETE.
4. MAINTAIN AT LEAST ONE LANE IN EACH DIRECTION ALONG DE 8. USING CASE 10-A ERADICATE CONFLICTING PAVEMENT STRIPING ALONG PEARSONS CORNER ROAD AND PLACE TEMPORARY STRIPING AS REQUIRED. ESTABLISH SHOULDER CLOSURE/WORK AREA AS SHOWN ON MOT PLANS. CONSTRUCT THE PROPOSED IMPROVEMENTS ALONG THE SOUTH SIDE OF DE 8 INCLUDING CURB AND GUTTER, DRAINAGE AND STORMWATER MANAGEMENT IMPROVEMENTS, AND FULL DEPTH HMA WEST OF HARTLY ROAD AND UP TO PEARSONS CORNER ROAD AT STA. 120+50, INCLUDING THE ENTRANCE TO THE ROYAL FARM STORE.
5. MAINTAIN ONE LANE IN EACH DIRECTION ALONG PEARSONS CORNER ROAD USING CASE 10-A WHILE CONSTRUCTING THE IMPROVEMENTS INCLUDING CURB AND GUTTER AND FULL DEPTH PAVEMENT ALONG THE WEST SIDE OF PEARSONS CORNER ROAD.

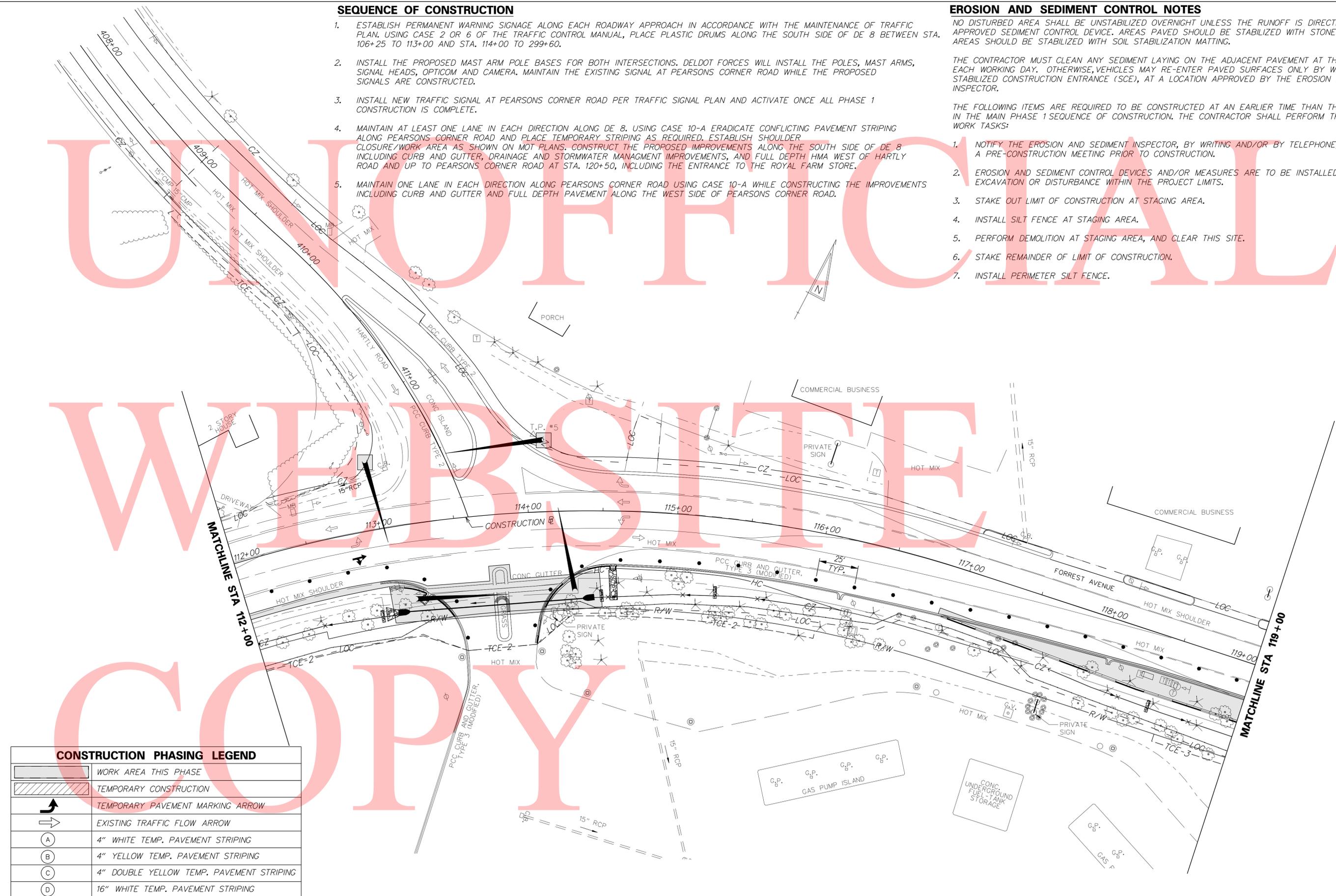
EROSION AND SEDIMENT CONTROL NOTES

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THE CONTRACTOR MUST CLEAN ANY SEDIMENT LAYING ON THE ADJACENT PAVEMENT AT THE END OF EACH WORKING DAY. OTHERWISE, VEHICLES MAY RE-ENTER PAVED SURFACES ONLY BY WAY OF A STABILIZED CONSTRUCTION ENTRANCE (SCE), AT A LOCATION APPROVED BY THE EROSION AND SEDIMENT INSPECTOR.

THE FOLLOWING ITEMS ARE REQUIRED TO BE CONSTRUCTED AT AN EARLIER TIME THAN THAT OUTLINED IN THE MAIN PHASE 1 SEQUENCE OF CONSTRUCTION. THE CONTRACTOR SHALL PERFORM THE FOLLOWING WORK TASKS:

1. NOTIFY THE EROSION AND SEDIMENT INSPECTOR, BY WRITING AND/OR BY TELEPHONE, TO ARRANGE A PRE-CONSTRUCTION MEETING PRIOR TO CONSTRUCTION.
2. EROSION AND SEDIMENT CONTROL DEVICES AND/OR MEASURES ARE TO BE INSTALLED PRIOR TO ANY EXCAVATION OR DISTURBANCE WITHIN THE PROJECT LIMITS.
3. STAKE OUT LIMIT OF CONSTRUCTION AT STAGING AREA.
4. INSTALL SILT FENCE AT STAGING AREA.
5. PERFORM DEMOLITION AT STAGING AREA, AND CLEAR THIS SITE.
6. STAKE REMAINDER OF LIMIT OF CONSTRUCTION.
7. INSTALL PERIMETER SILT FENCE.



CONSTRUCTION PHASING LEGEND	
	WORK AREA THIS PHASE
	TEMPORARY CONSTRUCTION
	TEMPORARY PAVEMENT MARKING ARROW
	EXISTING TRAFFIC FLOW ARROW
	4" WHITE TEMP. PAVEMENT STRIPING
	4" YELLOW TEMP. PAVEMENT STRIPING
	4" DOUBLE YELLOW TEMP. PAVEMENT STRIPING
	16" WHITE TEMP. PAVEMENT STRIPING

UNION BRITAIN

SEQUENCE OF CONSTRUCTION

1. ESTABLISH PERMANENT WARNING SIGNAGE ALONG EACH ROADWAY APPROACH IN ACCORDANCE WITH THE MAINTENANCE OF TRAFFIC PLAN. USING CASE 2 OR 6 OF THE TRAFFIC CONTROL MANUAL, PLACE PLASTIC DRUMS ALONG THE SOUTH SIDE OF DE 8 BETWEEN STA. 106+25 TO 113+00 AND STA. 114+00 TO 299+60.
2. INSTALL THE PROPOSED MAST ARM POLE BASES FOR BOTH INTERSECTIONS. DELDOT FORCES WILL INSTALL THE POLES, MAST ARMS, SIGNAL HEADS, OPTICOM AND CAMERA. MAINTAIN THE EXISTING SIGNAL AT PEARSONS CORNER ROAD WHILE THE PROPOSED SIGNALS ARE CONSTRUCTED.
3. INSTALL NEW TRAFFIC SIGNAL AT PEARSONS CORNER ROAD PER TRAFFIC SIGNAL PLAN AND ACTIVATE ONCE ALL PHASE 1 CONSTRUCTION IS COMPLETE.
4. MAINTAIN AT LEAST ONE LANE IN EACH DIRECTION ALONG DE 8. USING CASE 10-A ERADICATE CONFLICTING PAVEMENT STRIPING ALONG PEARSONS CORNER ROAD AND PLACE TEMPORARY STRIPING AS REQUIRED. ESTABLISH SHOULDER CLOSURE/WORK AREA AS SHOWN ON MOT PLANS. CONSTRUCT THE PROPOSED IMPROVEMENTS ALONG THE SOUTH SIDE OF DE 8 INCLUDING CURB AND GUTTER, DRAINAGE AND STORMWATER MANAGEMENT IMPROVEMENTS, AND FULL DEPTH HMA WEST OF HARTLY ROAD AND UP TO PEARSONS CORNER ROAD AT STA. 120+50, INCLUDING THE ENTRANCE TO THE ROYAL FARM STORE.
5. MAINTAIN ONE LANE IN EACH DIRECTION ALONG PEARSONS CORNER ROAD USING CASE 10-A WHILE CONSTRUCTING THE IMPROVEMENTS INCLUDING CURB AND GUTTER AND FULL DEPTH PAVEMENT ALONG THE WEST SIDE OF PEARSONS CORNER ROAD.

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CONSTRUCTION PHASING LEGEND	
	WORK AREA THIS PHASE
	TEMPORARY CONSTRUCTION
	TEMPORARY PAVEMENT MARKING ARROW
	EXISTING TRAFFIC FLOW ARROW
	4" WHITE TEMP. PAVEMENT STRIPING
	4" YELLOW TEMP. PAVEMENT STRIPING
	4" DOUBLE YELLOW TEMP. PAVEMENT STRIPING
	16" WHITE TEMP. PAVEMENT STRIPING

PHASE 1

SEQUENCE OF CONSTRUCTION

1. ESTABLISH PERMANENT WARNING SIGNAGE ALONG EACH ROADWAY APPROACH IN ACCORDANCE WITH THE MAINTENANCE OF TRAFFIC PLAN. USING CASE 2 OR 6 OF THE TRAFFIC CONTROL MANUAL, PLACE PLASTIC DRUMS ALONG THE SOUTH SIDE OF DE 8 BETWEEN STA. 106+25 TO 113+00 AND STA. 114+00 TO 299+60.
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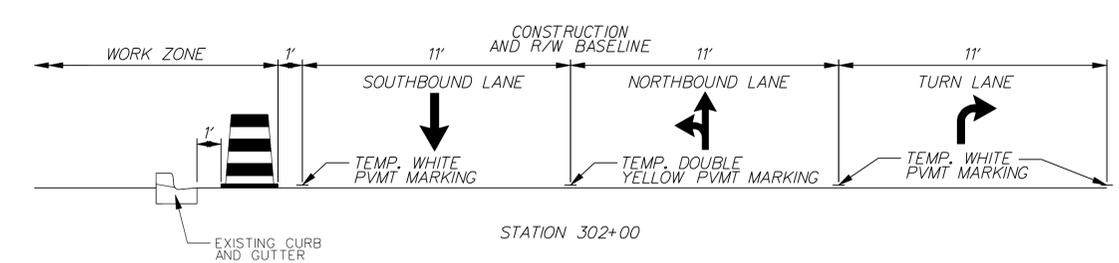
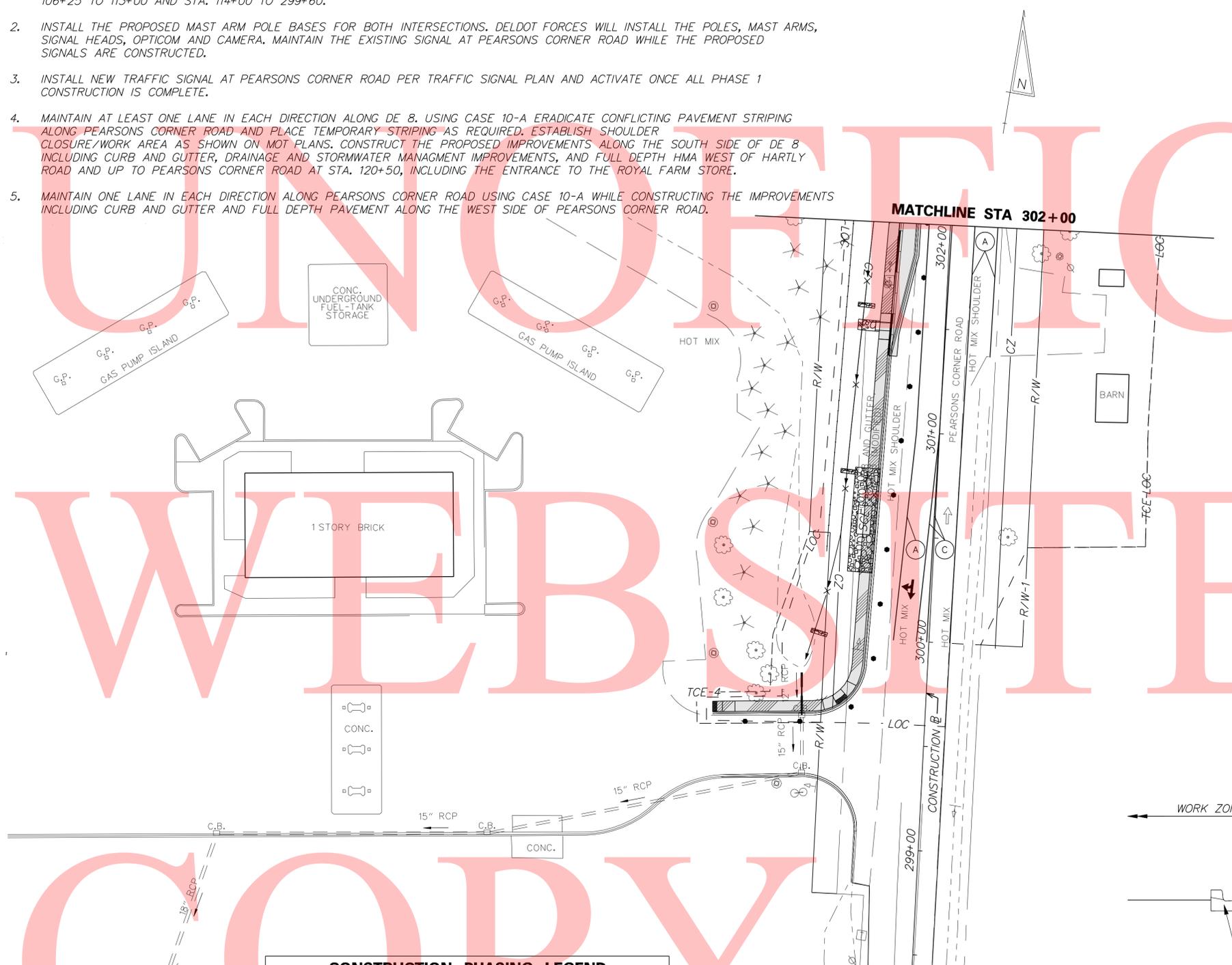
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CONSTRUCTION PHASING LEGEND	
	WORK AREA THIS PHASE
	TEMPORARY CONSTRUCTION
	TEMPORARY PAVEMENT MARKING ARROW
	EXISTING TRAFFIC FLOW ARROW
	4" WHITE TEMP. PAVEMENT STRIPING
	4" YELLOW TEMP. PAVEMENT STRIPING
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	16" WHITE TEMP. PAVEMENT STRIPING

SEQUENCE OF CONSTRUCTION

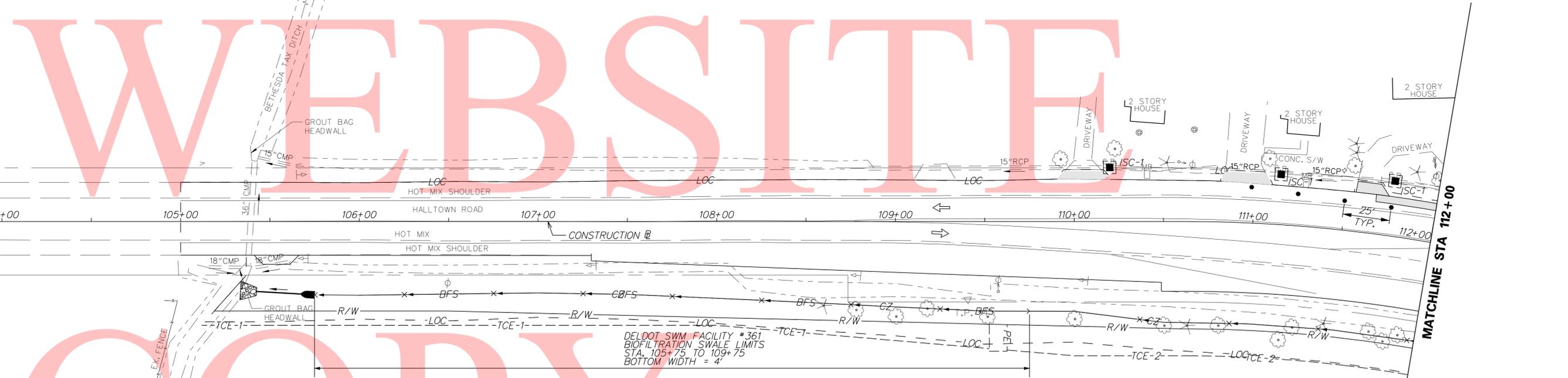
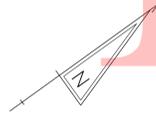
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2. MAINTAIN AT LEAST ONE LANE IN EACH DIRECTION ALONG DE 8. USING CASE 10-A, ERADICATE CONFLICTING PAVEMENT STRIPING ALONG PEARSONS CORNER ROAD AND THROUGHOUT THE DE 44 AND DE 8 INTERSECTION AND DE 8 AND PEARSONS CORNER ROAD INTERSECTION. ESTABLISH SHOULDER CLOSURE/WORK AREAS AS SHOWN ON MOT PLANS. CONSTRUCT THE PROPOSED IMPROVEMENTS ALONG THE NORTH SIDE OF DE 8 INCLUDING CURB AND GUTTER, ISLANDS, DRAINAGE AND STORMWATER MANAGEMENT IMPROVEMENTS, AND FULL DEPTH HMA EAST OF PEARSONS CORNER ROAD AND AT THE HARTLY ROAD INTERSECTION.
3. CONSTRUCT ROADWAY WIDENING ALONG THE EAST SIDE OF PEARSONS CORNER ROAD (SOUTH OF DE 8) AND SOUTH SIDE OF DE 8 (EAST OF PEARSONS CORNER ROAD) FROM STA. 300+50 TO THE LIMIT OF WORK AT STA 125+25. DURING ACTIVE WORK HOURS, MAINTAIN AT LEAST ONE LANE OF TRAFFIC IN EACH DIRECTION USING CASE 10-A.
4. CONSTRUCT ROADWAY WIDENING ALONG PEARSONS CORNER ROAD NORTH OF DE 8. PHASE CONSTRUCTION SO ONLY ONE SIDE OF THE ROAD IS AN ACTIVE WORK ZONE. DURING CONSTRUCTION UTILIZE MODIFIED CASE 10-A TO MAINTAIN TRAFFIC. MAINTAIN DRUMS ALONG THE EDGE OF THE WORKZONE DURING NON-WORKING HOURS.
5. PLACE PLASTIC DRUMS ALONG HARTLY ROAD/DE 44. CONSTRUCT ISLAND IMPROVEMENTS ALONG DE 44. MAINTAIN ONE 1ST LANE IN EACH DIRECTION DURING NON WORKING HOURS AS SHOWN ON PLAN. USE CASE 6 DURING ACTIVE WORKING HOURS.
6. ONCE ALL ROADWAY IMPROVEMENTS ARE COMPLETE PROCEED WITH PROFILE MILLING, RESURFACING, AND PERMANENT STRIPING OPERATIONS USING CASES 6 AND 23-A.
7. UPON COMPLETION OF ALL PROPOSED CONSTRUCTION, ACTIVATE THE TRAFFIC SIGNAL AT THE INTERSECTION OF DE 44 AND DE 8.

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UNOFFICIAL



COPY

CONSTRUCTION PHASING LEGEND	
	WORK AREA THIS PHASE
	TEMPORARY CONSTRUCTION
	TEMPORARY PAVEMENT MARKING ARROW
	EXISTING TRAFFIC FLOW ARROW
(A)	4" WHITE TEMP. PAVEMENT STRIPING
(B)	4" YELLOW TEMP. PAVEMENT STRIPING
(C)	4" DOUBLE YELLOW TEMP. PAVEMENT STRIPING
(D)	16" WHITE TEMP. PAVEMENT STRIPING

PHASE 2

<p>DELAWARE DEPARTMENT OF TRANSPORTATION</p>	ADDENDUMS / REVISIONS	<p>SCALE</p> <p>FEET</p>	<p>SR 8, FORREST AVENUE & PEARSONS CORNER ROAD INTERSECTION IMPROVEMENTS</p>	CONTRACT	BRIDGE NO.	X	<p>CONSTRUCTION PHASING, M.O.T., AND EROSION CONTROL PLAN</p>	SHEET NO.	
					T200600801			DESIGNED BY: RHP	27
					KENT			CHECKED BY: CSF	TOTAL SHTS. 40

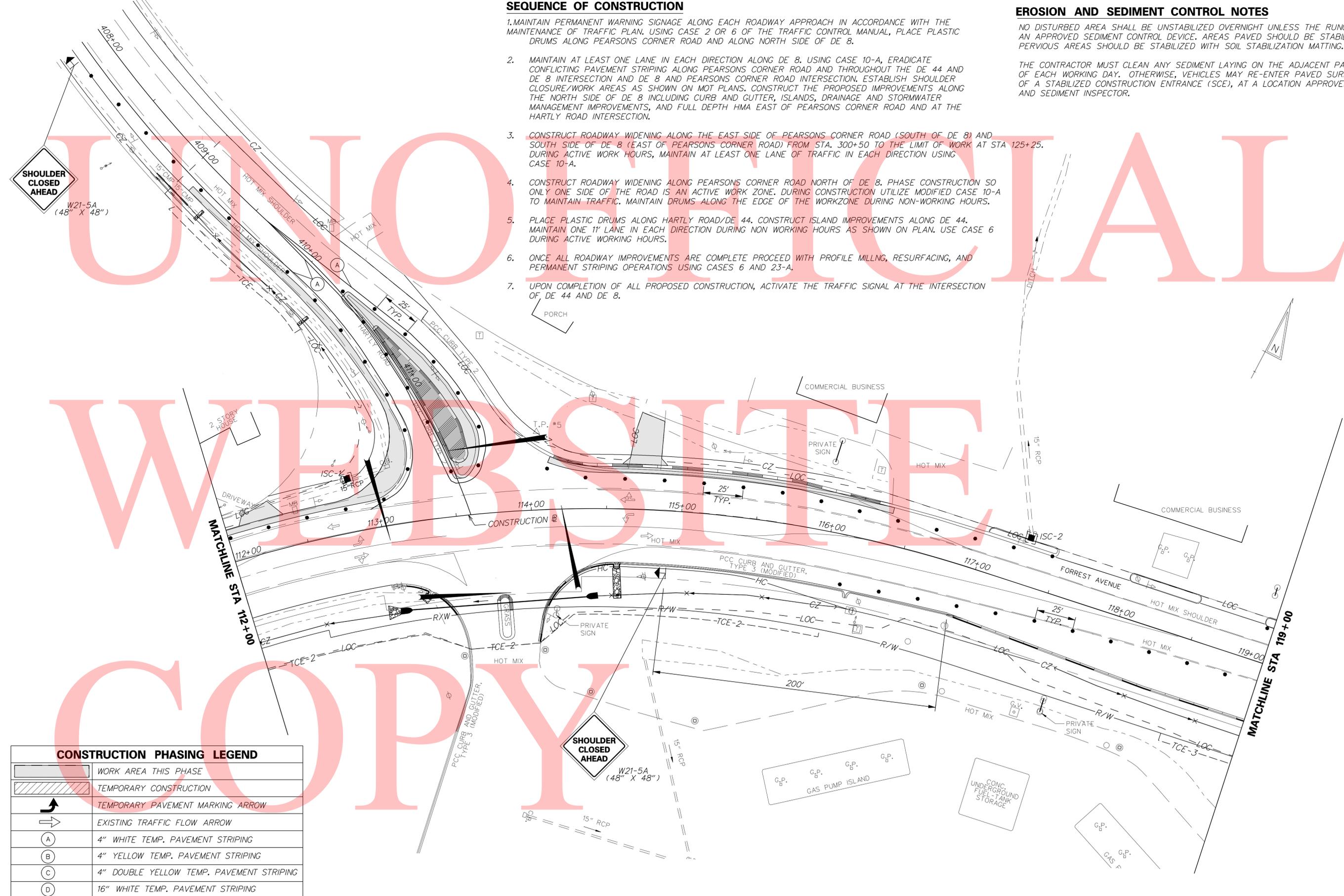
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5. PLACE PLASTIC DRUMS ALONG HARTLY ROAD/DE 44. CONSTRUCT ISLAND IMPROVEMENTS ALONG DE 44. MAINTAIN ONE 11' LANE IN EACH DIRECTION DURING NON WORKING HOURS AS SHOWN ON PLAN. USE CASE 6 DURING ACTIVE WORKING HOURS.
6. ONCE ALL ROADWAY IMPROVEMENTS ARE COMPLETE PROCEED WITH PROFILE MILLING, RESURFACING, AND PERMANENT STRIPING OPERATIONS USING CASES 6 AND 23-A.
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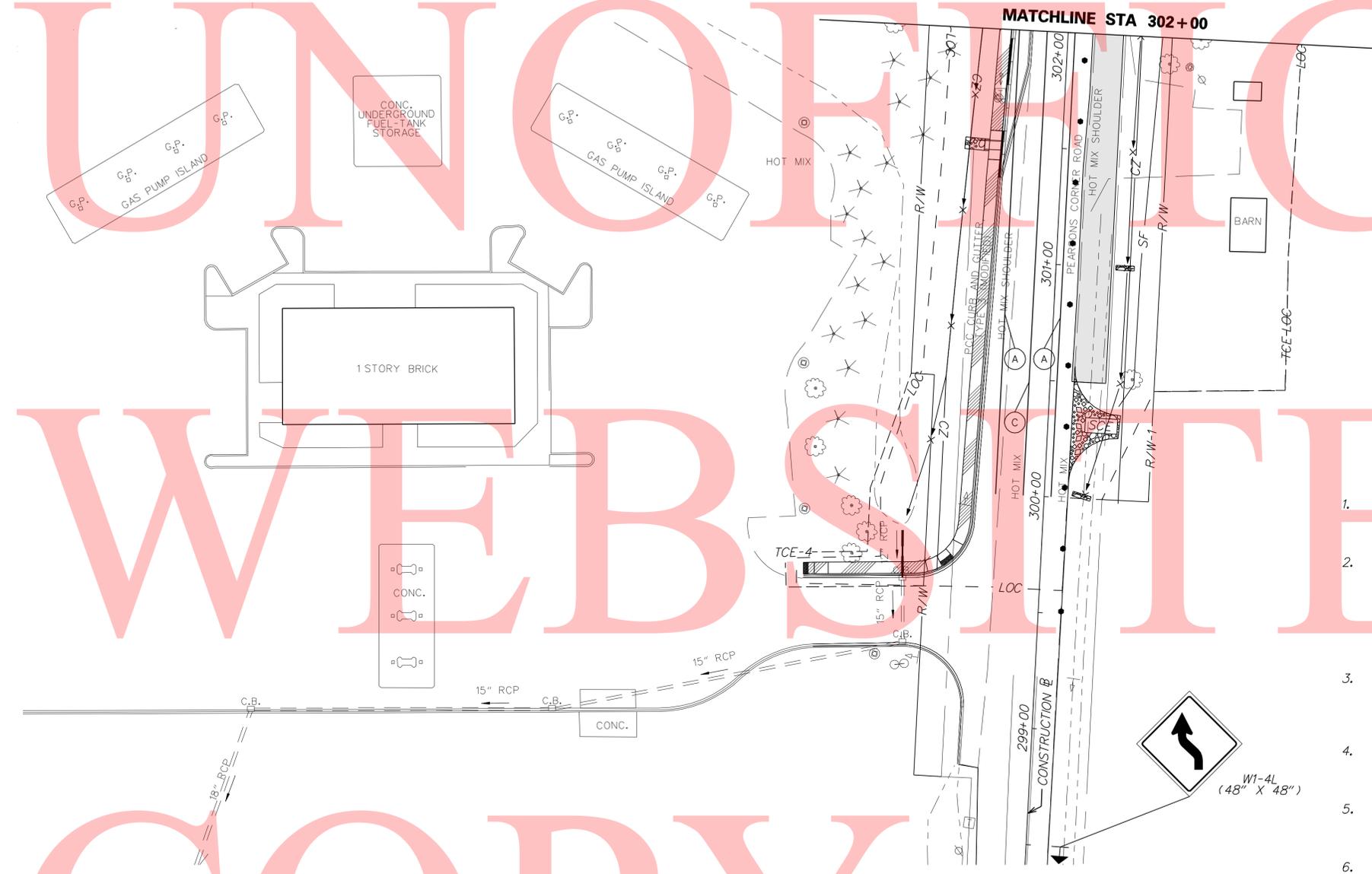
W21-5A
(48" X 48")



W21-5A
(48" X 48")

CONSTRUCTION PHASING LEGEND	
	WORK AREA THIS PHASE
	TEMPORARY CONSTRUCTION
	TEMPORARY PAVEMENT MARKING ARROW
	EXISTING TRAFFIC FLOW ARROW
	4" WHITE TEMP. PAVEMENT STRIPING
	4" YELLOW TEMP. PAVEMENT STRIPING
	4" DOUBLE YELLOW TEMP. PAVEMENT STRIPING
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UNOFFICIAL



CONSTRUCTION PHASING LEGEND	
	WORK AREA THIS PHASE
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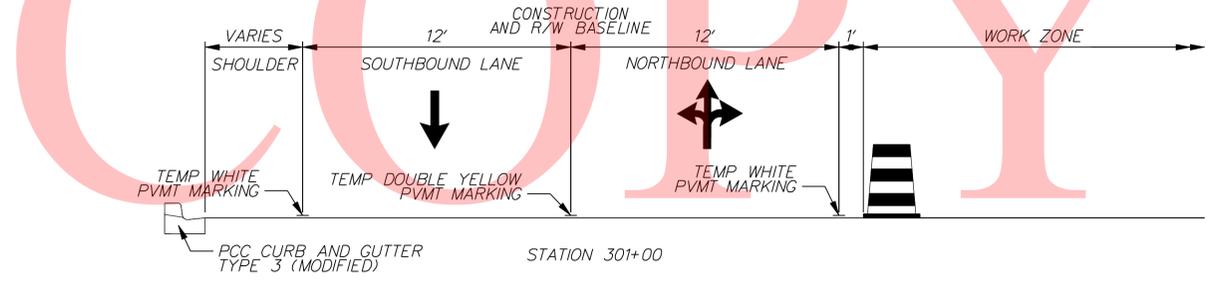
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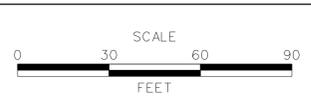
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ADDENDUMS / REVISIONS

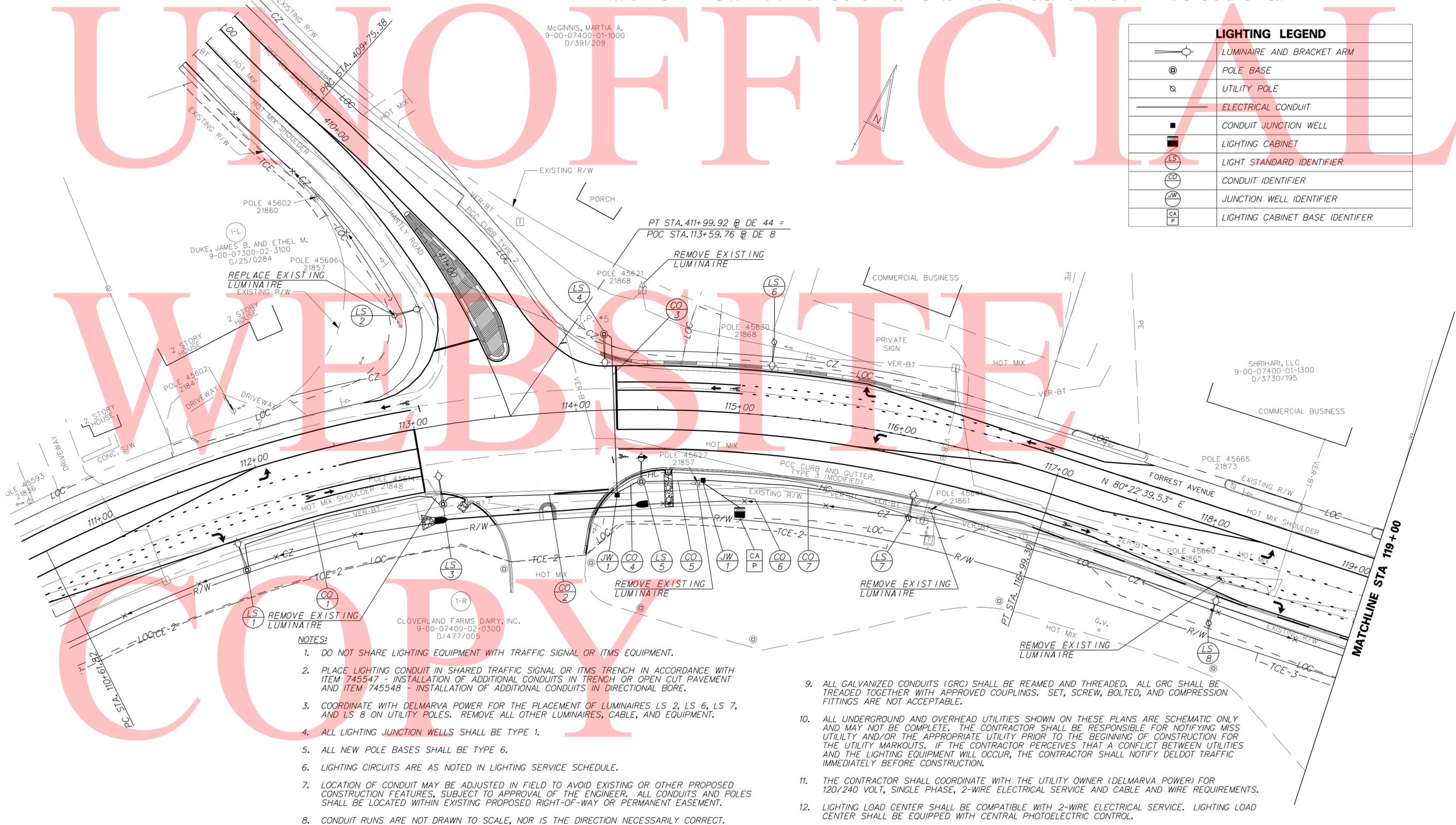


CONTRACT T200600801	BRIDGE NO. X
COUNTY KENT	DESIGNED BY: RHP
	CHECKED BY: CSF

LIGHTING SERVICE SCHEDULE			
SERVICE RUN	DISTANCE (L.F.)	DESCRIPTION	INSTALLATION
1	155.0'	2 #8 & 1 #6 GND. IN 2.5" GALV. CONDUIT	SHARED / DIRECT BURIAL
2	120.0'	3 #8 & 1 #6 GND. IN 2.5" GALV. CONDUIT	SHARED / DIRECT BURIAL
3	110.0'	2 #8 & 1 #6 GND. IN 2.5" GALV. CONDUIT	SHARED / DIRECT BURIAL
4	30.0'	3 #8 & 2 #6 GND. IN 2.5" GALV. CONDUIT	SHARED / DIRECT BURIAL
5	50.0'	3 #8 & 2 #6 GND. IN 2.5" GALV. CONDUIT	SHARED / DIRECT BURIAL
6	45.0'	6 #8 & 1 #6 GND. IN 2.5" GALV. CONDUIT	DIRECT BURIAL
7	415.0'	3 #8 & 1 #6 GND. IN 2.5" GALV. CONDUIT	SHARED TRENCH

LIGHTING STANDARD SCHEDULE										
NO.	CIRCUIT NO.	STATION	OFFSET	ARM	LUMINAIRE	MOUNTING HEIGHT	LUMINAIRE TILT ANGLE	POLE BASE TYPE	LIGHT STANDARD	
1	A	111+75	58.4' RT	15'	250 W HPS COBRA HEAD	30'	0 DEGREES	TRANSFORMER	30' ALUMINUM POLE	
2	DELMARVA	113+00	97.8' RT	12'	250 W HPS COBRA HEAD	30'*	0 DEGREES	-	EXIST. WOOD POLE	
3	A	113+10	48.0' RT	15'	250 W HPS COBRA HEAD	30'	0 DEGREES	TRANSFORMER	30' ALUMINUM POLE	
4	A	114+20	46.6' LT	15'	250 W HPS COBRA HEAD	30'	0 DEGREES	TRANSFORMER	30' ALUMINUM POLE	
5	A	114+40	44.0' RT	12'	250 W HPS COBRA HEAD	30'	0 DEGREES	TRANSFORMER	30' ALUMINUM POLE	
6	DELMARVA	115+18	45.1' LT	12'	250 W HPS COBRA HEAD	30'*	0 DEGREES	-	EXIST. WOOD POLE	
7	DELMARVA	116+15	48.9' RT	12'	250 W HPS COBRA HEAD	30'*	0 DEGREES	-	EXIST. WOOD POLE	
8	DELMARVA	118+16	57.1' RT	12'	250 W HPS COBRA HEAD	30'*	0 DEGREES	-	EXIST. WOOD POLE	

* COORDINATE WITH THE CONTRACTOR AND THE UTILITY SO THE MOUNTING HEIGHT DOES NOT CONFLICT WITH OVERHEAD UTILITIES.



LIGHTING LEGEND	
	LUMINAIRE AND BRACKET ARM
	POLE BASE
	UTILITY POLE
	ELECTRICAL CONDUIT
	CONDUIT JUNCTION WELL
	LIGHTING CABINET
	LIGHT STANDARD IDENTIFIER
	CONDUIT IDENTIFIER
	JUNCTION WELL IDENTIFIER
	LIGHTING CABINET BASE IDENTIFIER

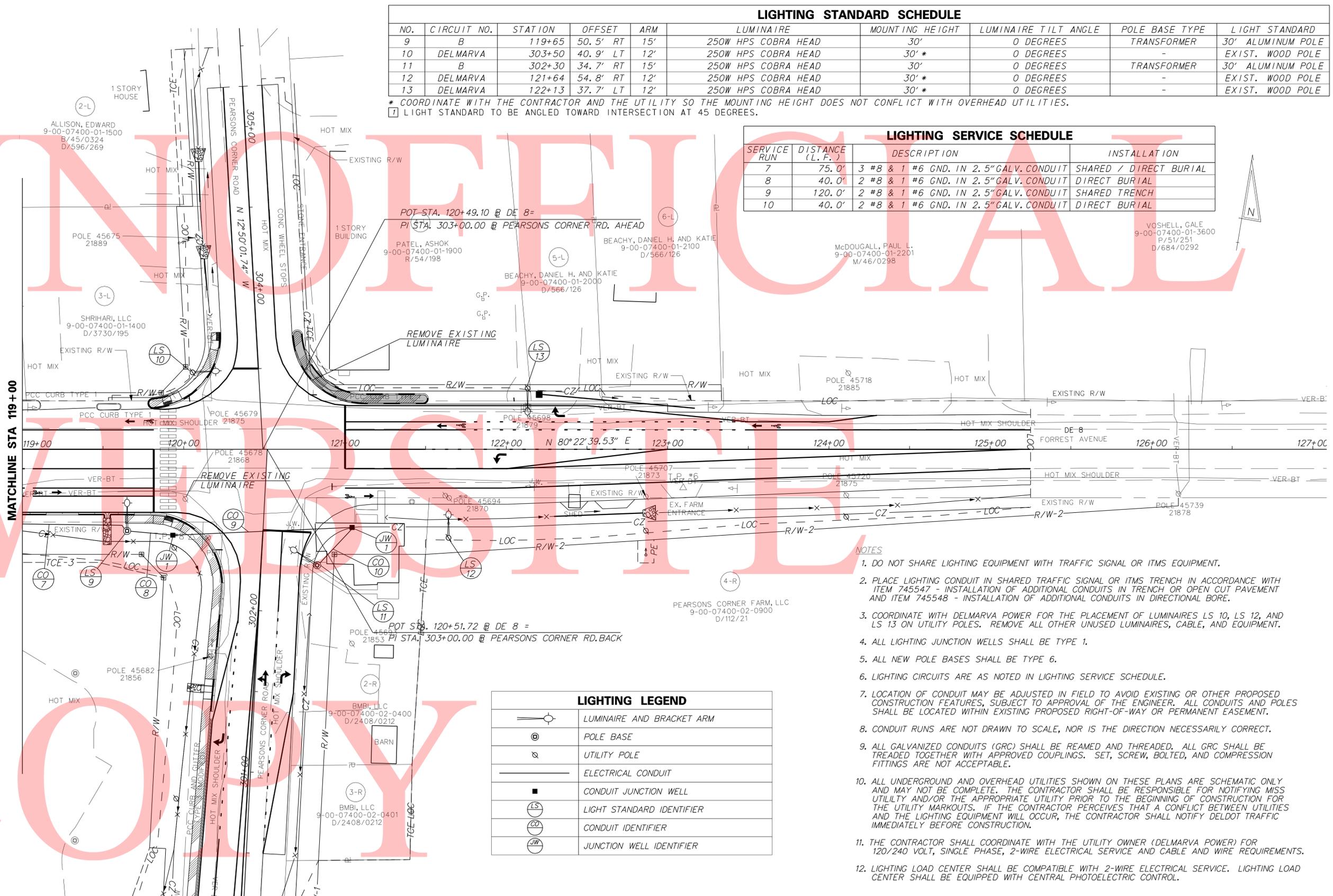
NOTES:

- DO NOT SHARE LIGHTING EQUIPMENT WITH TRAFFIC SIGNAL OR ITMS EQUIPMENT.
- PLACE LIGHTING CONDUIT IN SHARED TRAFFIC SIGNAL OR ITMS TRENCH IN ACCORDANCE WITH ITEM 745547 - INSTALLATION OF ADDITIONAL CONDUITS IN TRENCH OR OPEN CUT PAVEMENT AND ITEM 745548 - INSTALLATION OF ADDITIONAL CONDUITS IN DIRECTIONAL BORE.
- COORDINATE WITH DELMARVA POWER FOR THE PLACEMENT OF LUMINAIRES LS 2, LS 6, LS 7, AND LS 8 ON UTILITY POLES. REMOVE ALL OTHER LUMINAIRES, CABLE, AND EQUIPMENT.
- ALL LIGHTING JUNCTION WELLS SHALL BE TYPE 1.
- ALL NEW POLE BASES SHALL BE TYPE 6.
- LIGHTING CIRCUITS ARE AS NOTED IN LIGHTING SERVICE SCHEDULE.
- LOCATION OF CONDUIT MAY BE ADJUSTED IN FIELD TO AVOID EXISTING OR OTHER PROPOSED CONSTRUCTION FEATURES, SUBJECT TO APPROVAL OF THE ENGINEER. ALL CONDUITS AND POLES SHALL BE LOCATED WITHIN EXISTING PROPOSED RIGHT-OF-WAY OR PERMANENT EASEMENT.
- CONDUIT RUNS ARE NOT DRAWN TO SCALE, NOR IS THE DIRECTION NECESSARILY CORRECT.
- ALL GALVANIZED CONDUITS (GRC) SHALL BE REAMED AND THREADED. ALL GRC SHALL BE TREADED TOGETHER WITH APPROVED COUPLINGS. SET, SCREW, BOLTED, AND COMPRESSION FITTINGS ARE NOT ACCEPTABLE.
- ALL UNDERGROUND AND OVERHEAD UTILITIES SHOWN ON THESE PLANS ARE SCHEMATIC ONLY AND MAY NOT BE COMPLETE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING MISS 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 LIGHTING EQUIPMENT WILL OCCUR, THE CONTRACTOR SHALL NOTIFY DELDOT TRAFFIC IMMEDIATELY BEFORE CONSTRUCTION.
- THE CONTRACTOR SHALL COORDINATE WITH THE UTILITY OWNER (DELMARVA POWER) FOR 120/240 VOLT, SINGLE PHASE, 2-WIRE ELECTRICAL SERVICE AND CABLE AND WIRE REQUIREMENTS.
- LIGHTING LOAD CENTER SHALL BE COMPATIBLE WITH 2-WIRE ELECTRICAL SERVICE. LIGHTING LOAD CENTER SHALL BE EQUIPPED WITH CENTRAL PHOTOELECTRIC CONTROL.

LIGHTING STANDARD SCHEDULE									
NO.	CIRCUIT NO.	STATION	OFFSET	ARM	LUMINAIRE	MOUNTING HEIGHT	LUMINAIRE TILT ANGLE	POLE BASE TYPE	LIGHT STANDARD
9	B	119+65	50.5' RT	15'	250W HPS COBRA HEAD	30'	0 DEGREES	TRANSFORMER	30' ALUMINUM POLE
10	DELMARVA	303+50	40.9' LT	12'	250W HPS COBRA HEAD	30' *	0 DEGREES	-	EXIST. WOOD POLE
11	B	302+30	34.7' RT	15'	250W HPS COBRA HEAD	30'	0 DEGREES	TRANSFORMER	30' ALUMINUM POLE
12	DELMARVA	121+64	54.8' RT	12'	250W HPS COBRA HEAD	30' *	0 DEGREES	-	EXIST. WOOD POLE
13	DELMARVA	122+13	37.7' LT	12'	250W HPS COBRA HEAD	30' *	0 DEGREES	-	EXIST. WOOD POLE

* COORDINATE WITH THE CONTRACTOR AND THE UTILITY SO THE MOUNTING HEIGHT DOES NOT CONFLICT WITH OVERHEAD UTILITIES.
 1 LIGHT STANDARD TO BE ANGLED TOWARD INTERSECTION AT 45 DEGREES.

LIGHTING SERVICE SCHEDULE			
SERVICE RUN	DISTANCE (L.F.)	DESCRIPTION	INSTALLATION
7	75.0'	3 #8 & 1 #6 GND. IN 2.5" GALV. CONDUIT	SHARED / DIRECT BURIAL
8	40.0'	2 #8 & 1 #6 GND. IN 2.5" GALV. CONDUIT	DIRECT BURIAL
9	120.0'	2 #8 & 1 #6 GND. IN 2.5" GALV. CONDUIT	SHARED TRENCH
10	40.0'	2 #8 & 1 #6 GND. IN 2.5" GALV. CONDUIT	DIRECT BURIAL

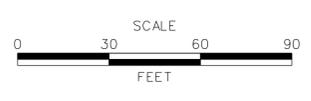


LIGHTING LEGEND	
	LUMINAIRE AND BRACKET ARM
	POLE BASE
	UTILITY POLE
	ELECTRICAL CONDUIT
	CONDUIT JUNCTION WELL
	LIGHT STANDARD IDENTIFIER
	CONDUIT IDENTIFIER
	JUNCTION WELL IDENTIFIER

- NOTES
- DO NOT SHARE LIGHTING EQUIPMENT WITH TRAFFIC SIGNAL OR ITMS EQUIPMENT.
 - PLACE LIGHTING CONDUIT IN SHARED TRAFFIC SIGNAL OR ITMS TRENCH IN ACCORDANCE WITH ITEM 745547 - INSTALLATION OF ADDITIONAL CONDUITS IN TRENCH OR OPEN CUT PAVEMENT AND ITEM 745548 - INSTALLATION OF ADDITIONAL CONDUITS IN DIRECTIONAL BORE.
 - COORDINATE WITH DELMARVA POWER FOR THE PLACEMENT OF LUMINAIRES LS 10, LS 12, AND LS 13 ON UTILITY POLES. REMOVE ALL OTHER UNUSED LUMINAIRES, CABLE, AND EQUIPMENT.
 - ALL LIGHTING JUNCTION WELLS SHALL BE TYPE 1.
 - ALL NEW POLE BASES SHALL BE TYPE 6.
 - LIGHTING CIRCUITS ARE AS NOTED IN LIGHTING SERVICE SCHEDULE.
 - LOCATION OF CONDUIT MAY BE ADJUSTED IN FIELD TO AVOID EXISTING OR OTHER PROPOSED CONSTRUCTION FEATURES, SUBJECT TO APPROVAL OF THE ENGINEER. ALL CONDUITS AND POLES SHALL BE LOCATED WITHIN EXISTING PROPOSED RIGHT-OF-WAY OR PERMANENT EASEMENT.
 - CONDUIT RUNS ARE NOT DRAWN TO SCALE, NOR IS THE DIRECTION NECESSARILY CORRECT.
 - ALL GALVANIZED CONDUITS (GRC) SHALL BE REAMED AND THREADED. ALL GRC SHALL BE TREADED TOGETHER WITH APPROVED COUPLINGS. SET, SCREW, BOLTED, AND COMPRESSION FITTINGS ARE NOT ACCEPTABLE.
 - ALL UNDERGROUND AND OVERHEAD UTILITIES SHOWN ON THESE PLANS ARE SCHEMATIC ONLY AND MAY NOT BE COMPLETE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING MISS 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 LIGHTING EQUIPMENT WILL OCCUR, THE CONTRACTOR SHALL NOTIFY DELDOT TRAFFIC IMMEDIATELY BEFORE CONSTRUCTION.
 - THE CONTRACTOR SHALL COORDINATE WITH THE UTILITY OWNER (DELMARVA POWER) FOR 120/240 VOLT, SINGLE PHASE, 2-WIRE ELECTRICAL SERVICE AND CABLE AND WIRE REQUIREMENTS.
 - LIGHTING LOAD CENTER SHALL BE COMPATIBLE WITH 2-WIRE ELECTRICAL SERVICE. LIGHTING LOAD CENTER SHALL BE EQUIPPED WITH CENTRAL PHOTOELECTRIC CONTROL.



ADDENDUMS / REVISIONS	



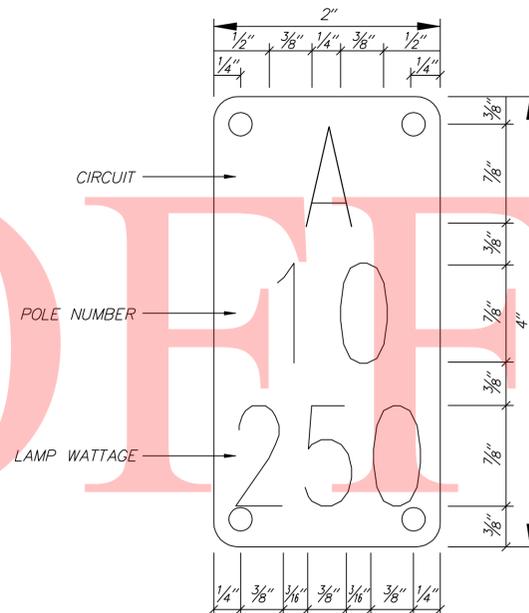
SR 8, FORREST AVENUE & PEARSONS CORNER ROAD INTERSECTION IMPROVEMENTS

CONTRACT T200600801	BRIDGE NO. X
COUNTY KENT	DESIGNED BY: TMW
	CHECKED BY: STS

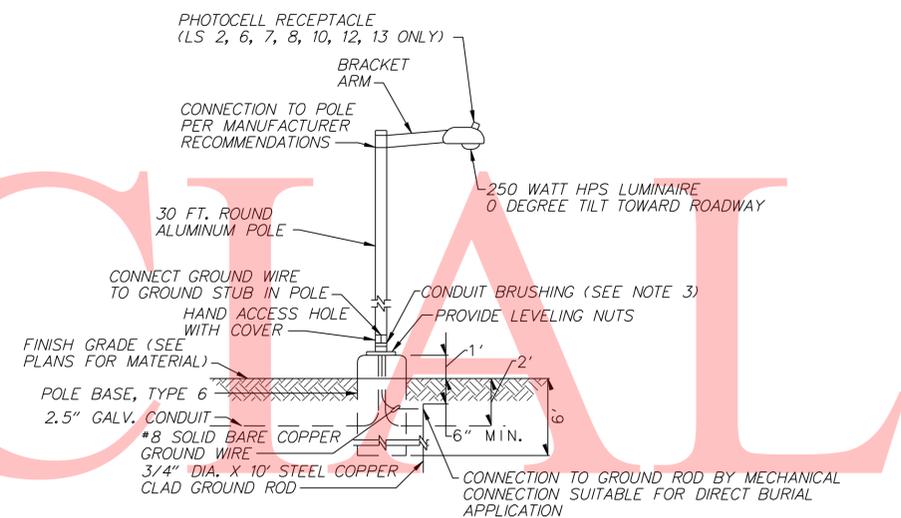
LIGHTING PLAN	
SHEET NO.	32
TOTAL SHTS.	40

NOTES:

- ELECTRICAL WORK SHALL BE PERFORMED AND ALL MATERIAL PROVIDED SHALL BE IN ACCORDANCE WITH THE NATIONAL ELECTRIC CODE OF THE NATIONAL FIRE PROTECTION PUBLICATION, TO ALL LOCAL AND SPECIAL LAWS, AND/OR TO ORDINANCES GOVERNING SUCH ELECTRICAL CODE SHALL BE CONSIDERED THE MINIMUM REQUIREMENTS FOR THE ELECTRICAL WORK AND IF THERE IS A CONFLICT BETWEEN THE REQUIREMENTS SPECIFIED IN THE CONTRACT DOCUMENTS AND THE CODE, THE MORE STRINGENT REQUIREMENTS WILL APPLY AS DETERMINED AND APPROVED BY THE ENGINEER. WHEN THESE REQUIREMENTS DO NOT GOVERN, AND WHERE NOT OTHERWISE SPECIFIED, ELECTRICAL MATERIALS SHALL CONFORM TO THE STANDARDIZATION RULES OF THE INSTITUTE OF ELECTRICAL ENGINEERS.
- CONDUIT RUNS ARE SHOWN IN APPROXIMATE LOCATIONS. THE CONTRACTOR SHALL LOCATE THE CONDUIT RUNS IN A MANNER THAT AVOIDS CONFLICTS WITH ALL EXISTING AND PROPOSED FEATURES APPROVED BY THE ENGINEER. ALL CONDUITS AND POLES SHALL BE LOCATED WITHIN EXISTING PROPOSED RIGHT-OF-WAY OR PERMANENT EASEMENT.
- THE CONTRACTOR SHALL PROVIDE AND SECURE ALL ELECTRICAL INSPECTIONS AS REQUIRED AND FOR THE SAME.
- THE ELECTRICAL CONTRACTOR SHALL GUARANTEE ALL WORK MATERIAL AND LABOR TO BE FREE FROM DEFECTS FOR A ONE YEAR PERIOD FROM THE TIME OF OWNER ACCEPTANCE. ANY DEFECTS OCCURRING DURING THIS PERIOD SHALL BE CORRECTED BY THE ELECTRICAL CONTRACTOR AT NO ADDITIONAL COST TO THE OWNER.
- THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND CONDITIONS AT SITE PRIOR TO WORK.
- ALL ELECTRICAL WORK INCLUDES FURNISHING LABOR, MATERIAL, EQUIPMENT AND SERVICE NECESSARY AND INCIDENTAL TO PROPER COMPLETION OF THE ELECTRICAL WORK AS SHOWN. MINOR ITEMS, ACCESSORIES OR DEVICES NECESSARY FOR THE COMPLETION AND PROPER OPERATION OF ANY SYSTEM SHALL BE PROVIDED WHETHER OR NOT THEY ARE SPECIFICALLY CALLED FOR BY SPECIFICATIONS OR DRAWINGS.
- THE ELECTRICAL CONTRACTOR SHALL COORDINATE HIS WORK WITH ALL THE CONTRACTORS INVOLVED ON THIS PROJECT. THE ELECTRICAL CONTRACTOR SHALL COORDINATE WITH THE ENGINEER AND THE GENERAL SUPERINTENDENT THE LOCATIONS OF ALL CONDUIT AND POLE BASES TO ELIMINATE CONSTRUCTION CONFLICTS.
- THE ELECTRICAL CONTRACTOR SHALL OBTAIN AT HIS EXPENSE ALL NECESSARY PERMITS AND CERTIFICATES AS REQUIRED.
- EXISTING UTILITY LOCATIONS SHOWN ON THE PLANS ARE APPROXIMATE. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO VERIFY THE EXACT LOCATIONS PRIOR TO COMMENCING WORK.
- TERMINATE ALL CONDUITS WHEN ENTERING ENCLOSURES WITH LOCKNUT AND BONDING BUSHINGS. ALL OTHER CONDUITS SHALL BE PROVIDED WITH BONDING BUSHINGS. ALL CONDUITS SHALL BE BONDED WITH THE GROUND WIRE.
- COLOR CODING SHALL BE PROVIDED THROUGHOUT THE ENTIRE NETWORK FOR SERVICE, FEEDER, BRANCH AND CONTROL CONDUCTORS. EACH PHASE SHALL BE AN INDEPENDENT COLOR. CONDUCTORS SHALL HAVE FACTORY IMPREGNATED COLOR THROUGHOUT THEIR ENTIRE LENGTH. PHASE TAPING IS NOT PERMITTED.
- EXISTING LIGHT POLES AND JUNCTION WELLS TO BE REMOVED SHALL BE SALVAGED AND DELIVERED TO DELDOT CENTRAL DISTRICT MAINTENANCE SHOP, 930 PUBLIC SAFETY BLVD, DOVER, DELAWARE.
- THE CONTRACTOR SHALL NOTIFY DELMARVA POWER TWO WEEKS IN ADVANCE TO ARRANGE FINAL POWER CONNECTIONS.
- ALL FUSED CONNECTIONS SHALL BE MADE IN THE POLE BASE. SPLICES IN JUNCTION WELLS SHALL NOT BE FUSED.
- USE CAUTION WHEN INSTALLING CONDUITS UNDER EXISTING CULVERTS. WHEN COMPLETE, ENSURE ALL STORM WATER MANAGEMENT FACILITIES ARE RESTORED TO EXISTING CONDITIONS.
- DO NOT SHARE HIGHWAY LIGHTING EQUIPMENT WITH SIGNAL OR ITMS EQUIPMENT.
- KEEP EXISTING LIGHTING ENERGIZED TO SERVE AS TEMPORARY LIGHTING UNTIL THE NEW LUMINAIRES ARE ENERGIZED.

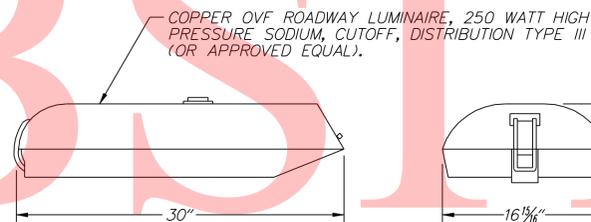


TYPICAL POLE IDENTIFICATION TAG
NOT TO SCALE

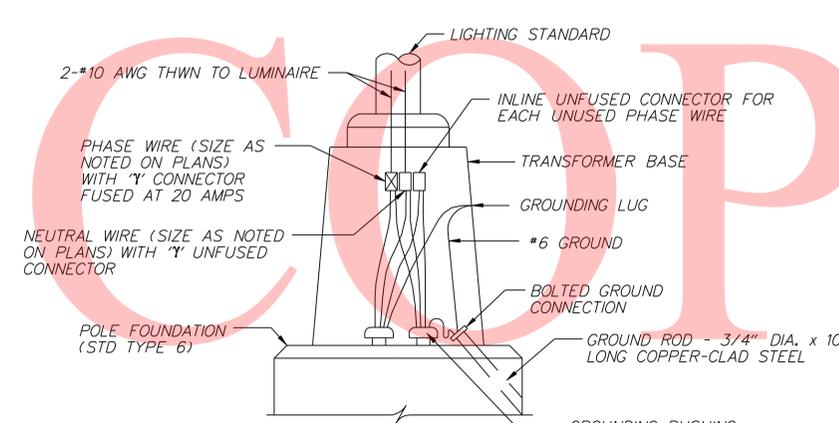


ROADWAY LUMINAIRE AND POLE
NOT TO SCALE

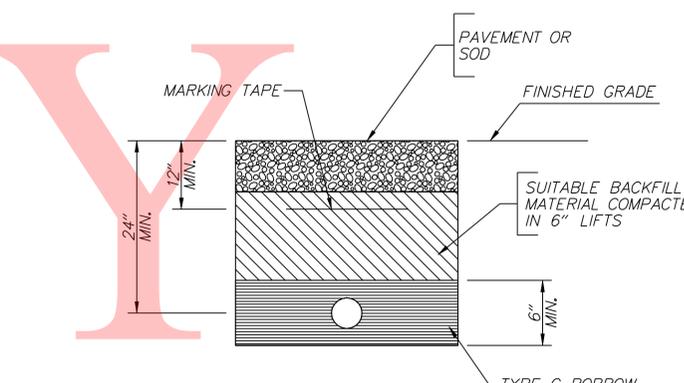
- NOTES:**
- STATION AND OFFSET NOTED IN LIGHTING STANDARD SCHEDULE IS GIVEN TO THE CENTER OF THE POLE.
 - PAYMENT FOR LIGHT POLE, FIXTURE AND ALL AMENITIES SHOWN ABOVE (EXCEPT POLE BASE, CONDUIT AND CABLES) SHALL BE MADE UNDER ITEM 746517 - ALUMINUM LIGHTING STANDARD WITH SINGLE DAVIT ARM, 30' POLE.
 - GROUND WIRE TO BE BONDED TO THE CONDUIT BUSHING.



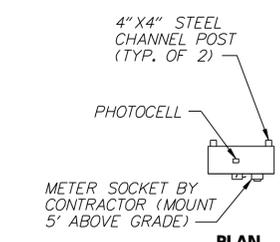
250 WATT HP LUMINAIRE
NOT TO SCALE



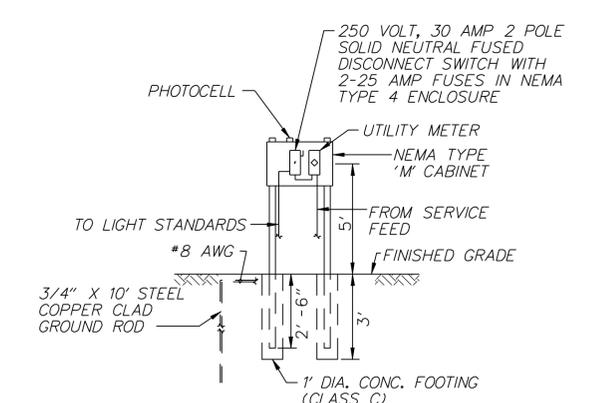
TYPICAL LUMINAIRE CONNECTION
NOT TO SCALE



DIRECT BURIED CONDUIT DETAIL
NOT TO SCALE



PLAN

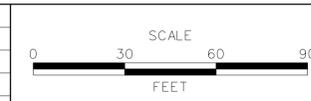


ELEVATION

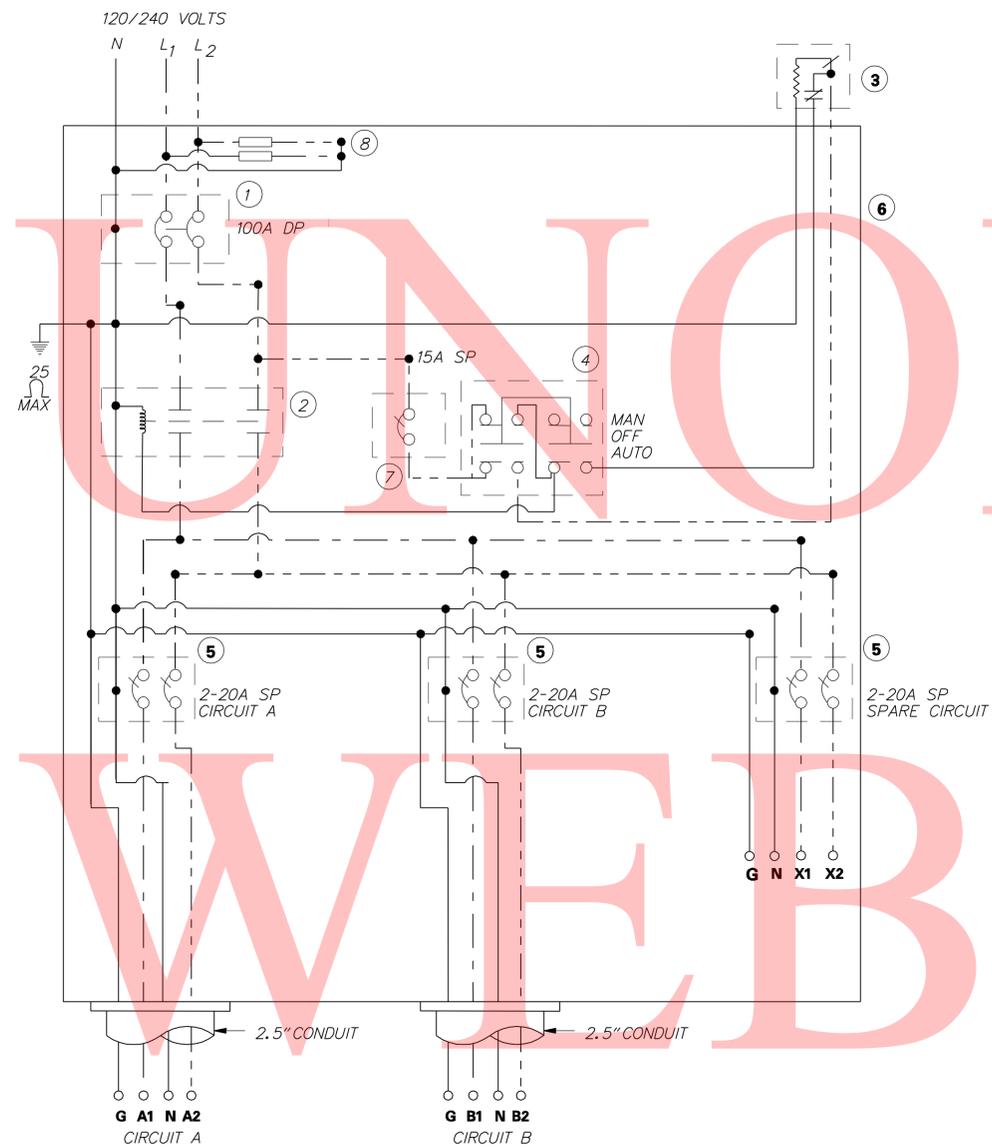
LIGHTING SERVICE
NOT TO SCALE

- NOTES:**
- LIGHTING SERVICE TO BE 120 V/240 V, SINGLE PHASE, 2-POLE.
 - POWER SERVICE TO BE LOCATED OUTSIDE THE CLEAR ZONE AT STA. 114+50 RT.
 - CONTRACTOR TO COORDINATE WITH UTILITY OWNER (DELMARVA POWER) FOR CABLE AND SERVICE CONNECTION REQUIREMENTS PER ITEM 747508 - LIGHTING CONTROL CENTER - 100A.
 - THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROPERLY GROUNDING ALL PROPOSED LIGHTING JUNCTION WELLS.

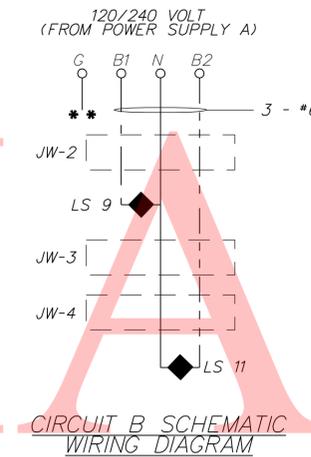
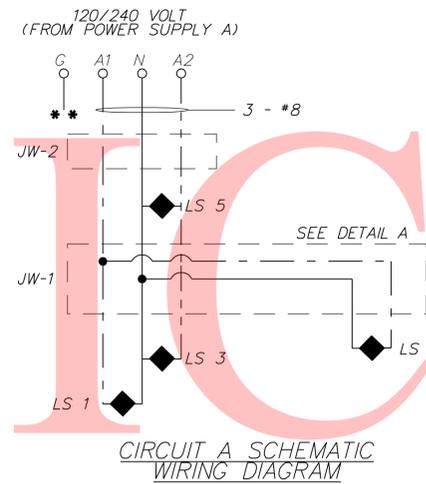
ADDENDUMS / REVISIONS



CONTRACT T200600801	BRIDGE NO. 	X
COUNTY KENT	DESIGNED BY: TMW	CHECKED BY: STS

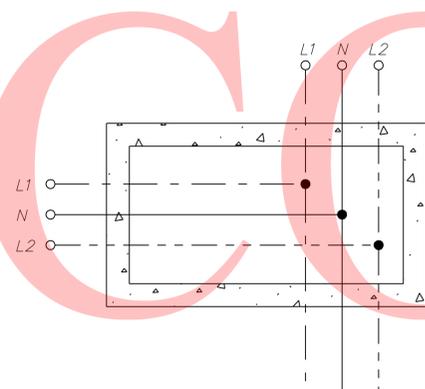


POWER SUPPLY "A" SYSTEM SCHEMATIC
SCHEMATIC WIRING DIAGRAM



NOTES:

1. CONSTRUCTION DETAILS NOT SHOWN ON THE DRAWINGS ARE TO CONFORM TO THE DELDOT STANDARDS.
2. THE STANDARD SPECIFICATIONS FOR THIS PROJECT ARE DELDOT SPECIFICATIONS.
3. PROVIDE ELECTRIC SERVICE.
4. PROVIDE WATERTIGHT, SUBMERSIBLE, PREMOLDED, DISCONNECTIBLE, CONNECTOR KITS FOR ALL SPLICES.
5. PROVIDE INDIVIDUAL FUSING FOR ALL LUMINAIRES.
6. DURING CONSTRUCTION, ALL ELECTRICAL SYSTEMS INCLUDING WIRES AND CONNECTIONS TO BE PROTECTED IN A MANNER THAT ENSURES THE SAFETY OF WORKERS AND THE GENERAL PUBLIC.
7. PRIOR TO CLOSING ANY LANES, THE CONTRACTOR WITHIN THE PROJECT LIMITS SHALL PERFORM AN INSPECTION OF THE EXISTING LIGHTING SYSTEM TO INSURE PROPER FUNCTIONING OF THE SYSTEM.
8. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROPERLY GROUNDING ALL PROPOSED LIGHTING JUNCTION WELLS.



DETAIL A
N.T.S.

ITEMS

- ① -100 AMP MAIN CIRCUIT BREAKER*
- ② -100 AMP CONTACTOR
- ③ -PHOTOELECTRIC CELL
- ④ -SELECTOR SWITCH
- ⑤ -20 AMP SINGLE POLE BREAKER
- ⑥ -CONTROL CABINET (NEMA 3R OR 4)
- ⑦ -15 AMP SINGLE POLE BREAKER
- ⑧ -LIGHTNING ARRESTOR

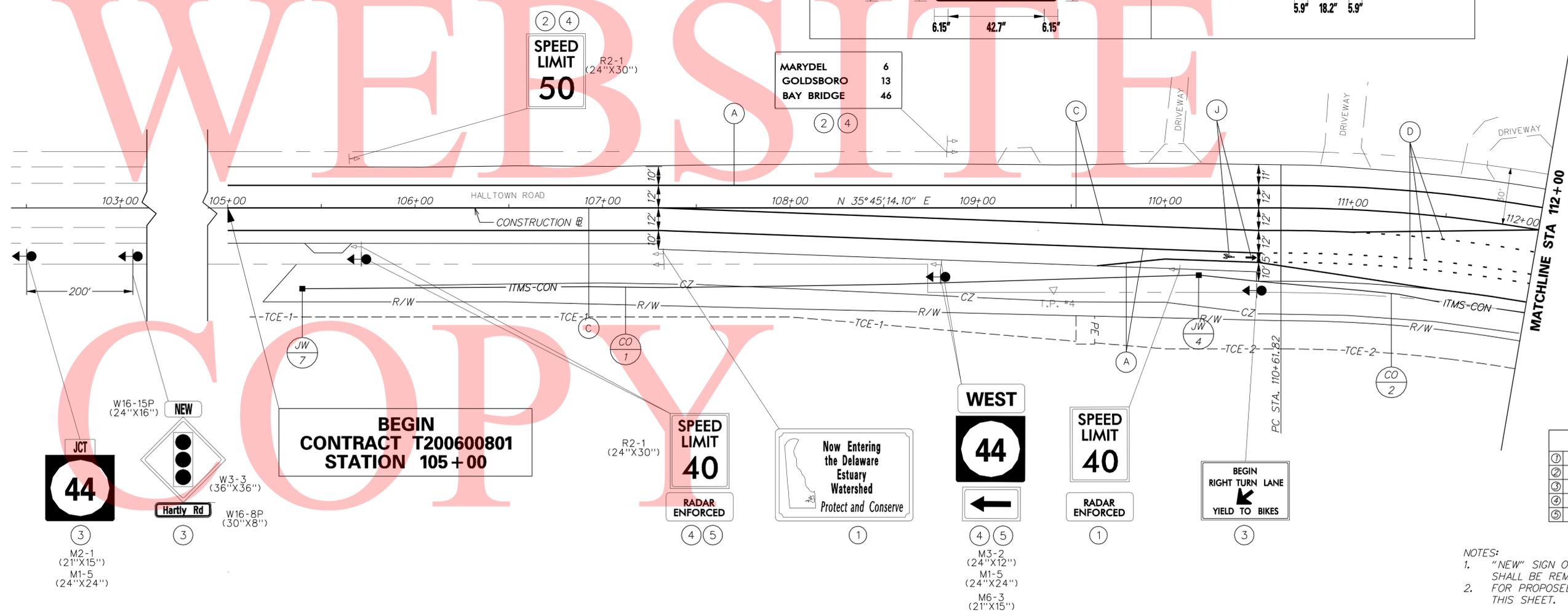
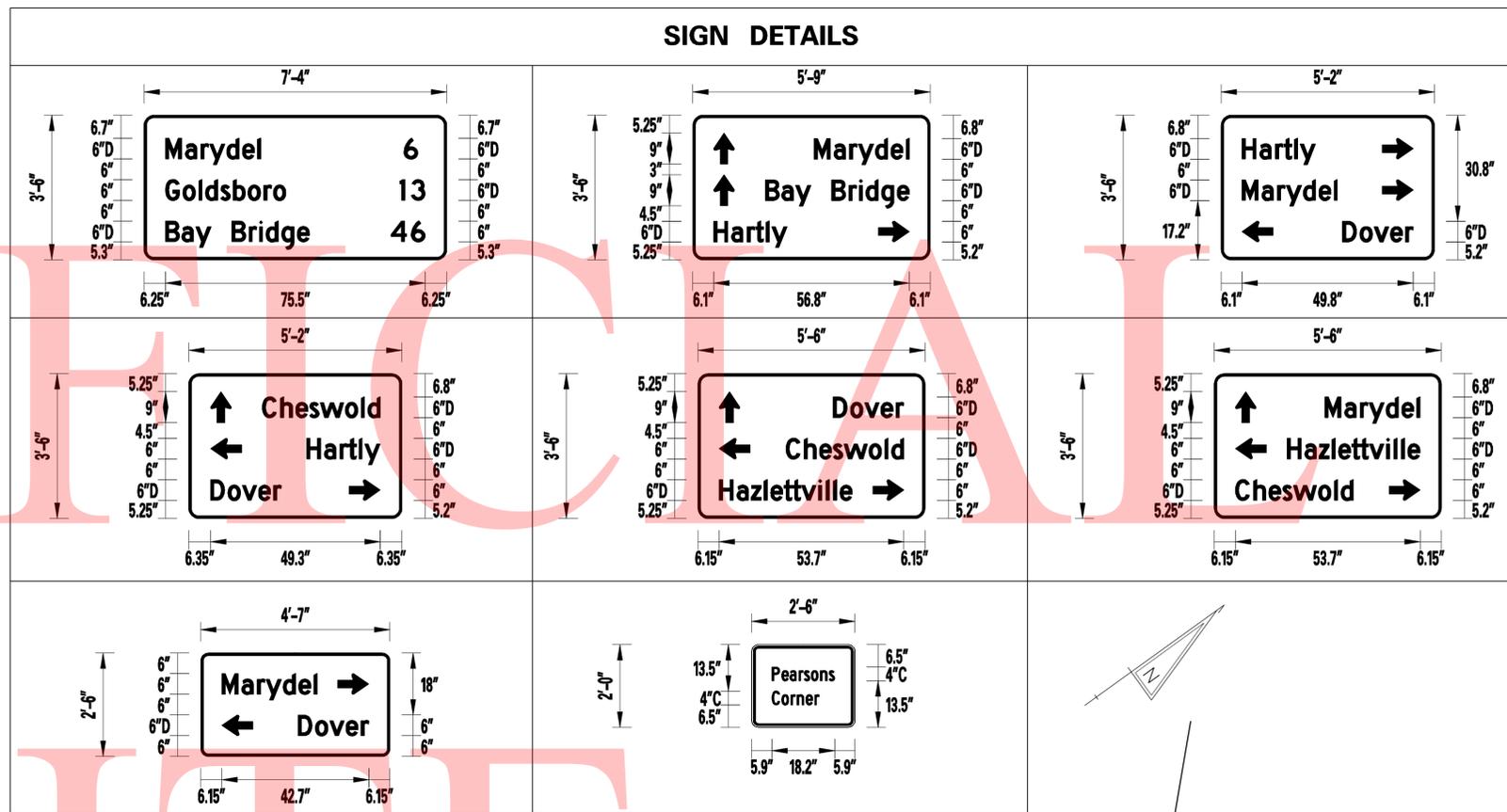
* PROVIDE A DISCONNECT BREAKER THAT IS SERVICE RATED AND MARKED "SUITABLE FOR USE AS SERVICE EQUIPMENT".

IF REQUIRED BY THE ELECTRICAL INSPECTOR, PROVIDE AS A SEPARATE UNIT, OUTSIDE THE MAIN ENCLOSURE WITH PROVISION TO PREVENT OPERATION BY UNAUTHORIZED PERSONNEL.

PAVEMENT MARKINGS LEGEND		
SYMBOL	ITEM	QUANTITY
(A)	5" SOLID WHITE EPOXY RESIN PAVEMENT STRIPING (ITEM 748506)	1,483 LF
(B)	5" SOLID YELLOW EPOXY RESIN PAVEMENT STRIPING (ITEM 748506)	0 LF
(C)	5" SOLID DOUBLE YELLOW EPOXY RESIN PAVEMENT STRIPING (ITEM 748506)	1,400 LF
(D)	5" DASHED WHITE EPOXY RESIN PAVEMENT STRIPING, 2' LINE & 6' GAP (ITEM 748506)	101 LF
(E)	5" DASHED WHITE EPOXY RESIN PAVEMENT STRIPING, 10' LINE & 30' GAP (ITEM 748506)	0 LF
(F)	5" DASHED YELLOW EPOXY RESIN PAVEMENT STRIPING, 10' LINE & 30' GAP (ITEM 748506)	0 LF
(G)	16" SOLID WHITE ALKYD THERMOPLASTIC PAVEMENT STRIPING (ITEM 748015)	0 LF
(H)	24" SOLID WHITE ALKYD THERMOPLASTIC PAVEMENT STRIPING (ITEM 748015)	0 LF
(J)	WHITE ALKYD THERMOPLASTIC PAVEMENT SYMBOL (ITEM 748015)	11 LF
(K)	12" SOLID YELLOW ALKYD THERMOPLASTIC PAVEMENT STRIPING (ITEM 748027)	0 LF

CONDUIT RUN SCHEDULE				
CR. #	# OF CONDUITS	SIZE	LENGTH	AMOUNT AND TYPE OF CABLE/ WIRE
1	1	4" PVC	475'	(4) 1.0" RIBBED INNER DUCTS
2	1	4" PVC	185'	(4) 1.0" RIBBED INNER DUCTS

ITMS LEGEND	
ITMS-CON	- MULTIDUCT CONDUIT
EX-ITMS	- EXISTING ITMS CONDUIT
SIG-CON	- CONDUIT INSTALLED UNDER PROPOSED SIGNAL PLAN
EX-SIG	- EXISTING SIGNAL CONDUIT
■	- ITMS CONDUIT JUNCTION WELL
■	- CONDUIT JUNCTION WELL INSTALLED UNDER PROPOSED SIGNAL PLAN
□	- EXISTING CONDUIT JUNCTION WELL
■	- TRAFFIC SIGNAL CONTROLLER INSTALLED UNDER PROPOSED SIGNAL PLAN
■	- EXISTING TRAFFIC SIGNAL CONTROLLER
(JW)	- PROPOSED JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL)
(CO)	- PROPOSED CONDUIT RUN IDENTIFIER (* OF CONDUIT RUN)
(JW)	- EXISTING JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL)
(CO)	- EXISTING CONDUIT RUN IDENTIFIER (* OF CONDUIT RUN)



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

NOTES:
 1. "NEW" SIGN ON THE SIGNAL AHEAD SIGN ASSEMBLY SHALL BE REMOVED AFTER 60 DAYS.
 2. FOR PROPOSED DESTINATION SIGN DETAILS, SEE THIS SHEET.

END CONSTRUCTION CONTRACT T200600801 STATION 409+00

SIGNING LEGEND

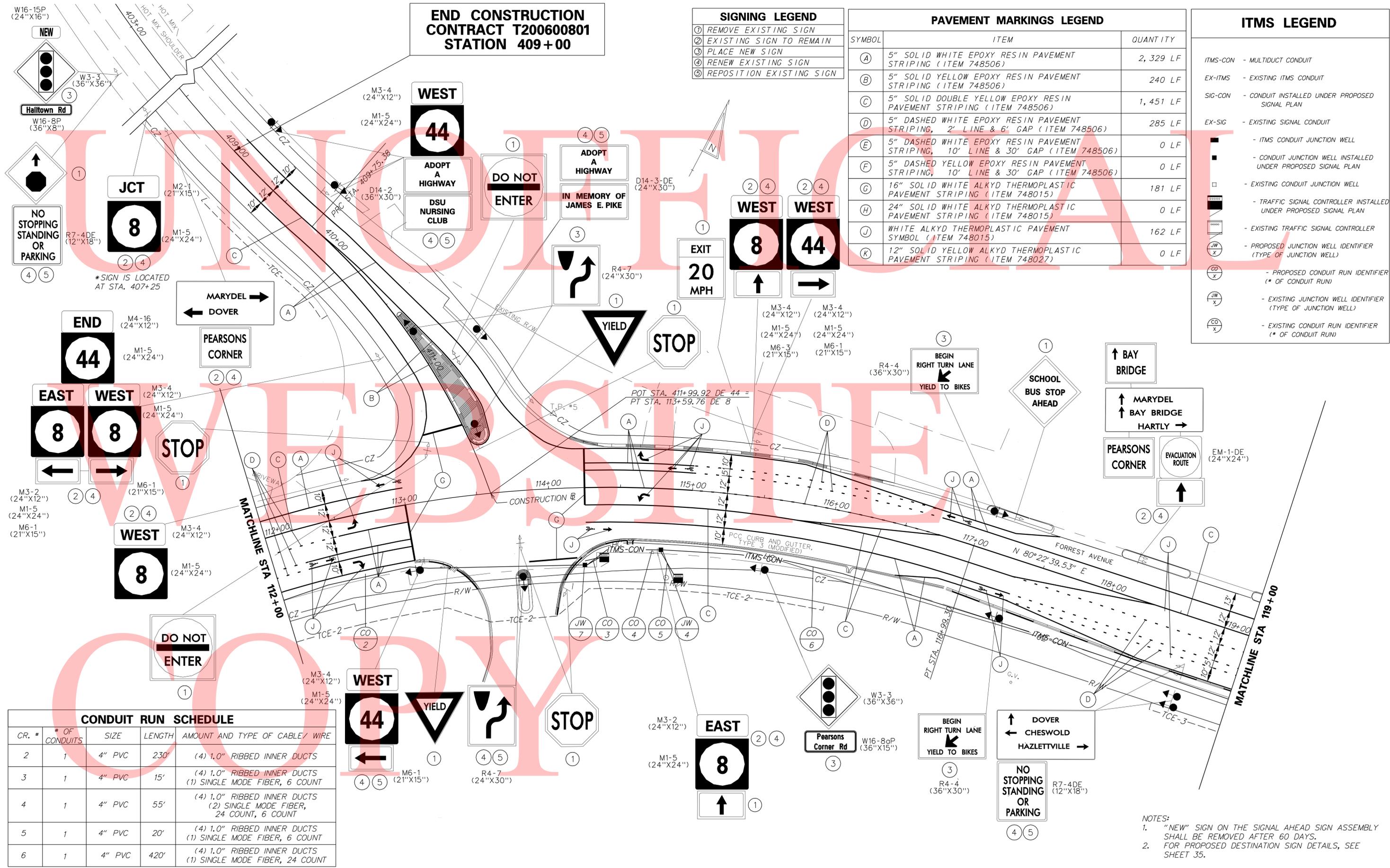
①	REMOVE EXISTING SIGN
②	EXISTING SIGN TO REMAIN
③	PLACE NEW SIGN
④	RENEW EXISTING SIGN
⑤	REPOSITION EXISTING SIGN

PAVEMENT MARKINGS LEGEND

SYMBOL	ITEM	QUANTITY
(A)	5" SOLID WHITE EPOXY RESIN PAVEMENT STRIPING (ITEM 748506)	2,329 LF
(B)	5" SOLID YELLOW EPOXY RESIN PAVEMENT STRIPING (ITEM 748506)	240 LF
(C)	5" SOLID DOUBLE YELLOW EPOXY RESIN PAVEMENT STRIPING (ITEM 748506)	1,451 LF
(D)	5" DASHED WHITE EPOXY RESIN PAVEMENT STRIPING, 2' LINE & 6' GAP (ITEM 748506)	285 LF
(E)	5" DASHED WHITE EPOXY RESIN PAVEMENT STRIPING, 10' LINE & 30' GAP (ITEM 748506)	0 LF
(F)	5" DASHED YELLOW EPOXY RESIN PAVEMENT STRIPING, 10' LINE & 30' GAP (ITEM 748506)	0 LF
(G)	16" SOLID WHITE ALKYD THERMOPLASTIC PAVEMENT STRIPING (ITEM 748015)	181 LF
(H)	24" SOLID WHITE ALKYD THERMOPLASTIC PAVEMENT STRIPING (ITEM 748015)	0 LF
(J)	WHITE ALKYD THERMOPLASTIC PAVEMENT SYMBOL (ITEM 748015)	162 LF
(K)	12" SOLID YELLOW ALKYD THERMOPLASTIC PAVEMENT STRIPING (ITEM 748027)	0 LF

ITMS LEGEND

ITMS-CON	- MULTIDUCT CONDUIT
EX-ITMS	- EXISTING ITMS CONDUIT
SIG-CON	- CONDUIT INSTALLED UNDER PROPOSED SIGNAL PLAN
EX-SIG	- EXISTING SIGNAL CONDUIT
JW	- ITMS CONDUIT JUNCTION WELL
JW	- CONDUIT JUNCTION WELL INSTALLED UNDER PROPOSED SIGNAL PLAN
JW	- EXISTING CONDUIT JUNCTION WELL
JW	- TRAFFIC SIGNAL CONTROLLER INSTALLED UNDER PROPOSED SIGNAL PLAN
JW	- EXISTING TRAFFIC SIGNAL CONTROLLER
JW	- PROPOSED JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL)
CO	- PROPOSED CONDUIT RUN IDENTIFIER (* OF CONDUIT RUN)
CO	- EXISTING JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL)
CO	- EXISTING CONDUIT RUN IDENTIFIER (* OF CONDUIT RUN)



CONDUIT RUN SCHEDULE

CR. #	* OF CONDUITS	SIZE	LENGTH	AMOUNT AND TYPE OF CABLE/ WIRE
2	1	4" PVC	230'	(4) 1.0" RIBBED INNER DUCTS
3	1	4" PVC	15'	(4) 1.0" RIBBED INNER DUCTS (1) SINGLE MODE FIBER, 6 COUNT
4	1	4" PVC	55'	(4) 1.0" RIBBED INNER DUCTS (2) SINGLE MODE FIBER, 24 COUNT, 6 COUNT
5	1	4" PVC	20'	(4) 1.0" RIBBED INNER DUCTS (1) SINGLE MODE FIBER, 6 COUNT
6	1	4" PVC	420'	(4) 1.0" RIBBED INNER DUCTS (1) SINGLE MODE FIBER, 24 COUNT

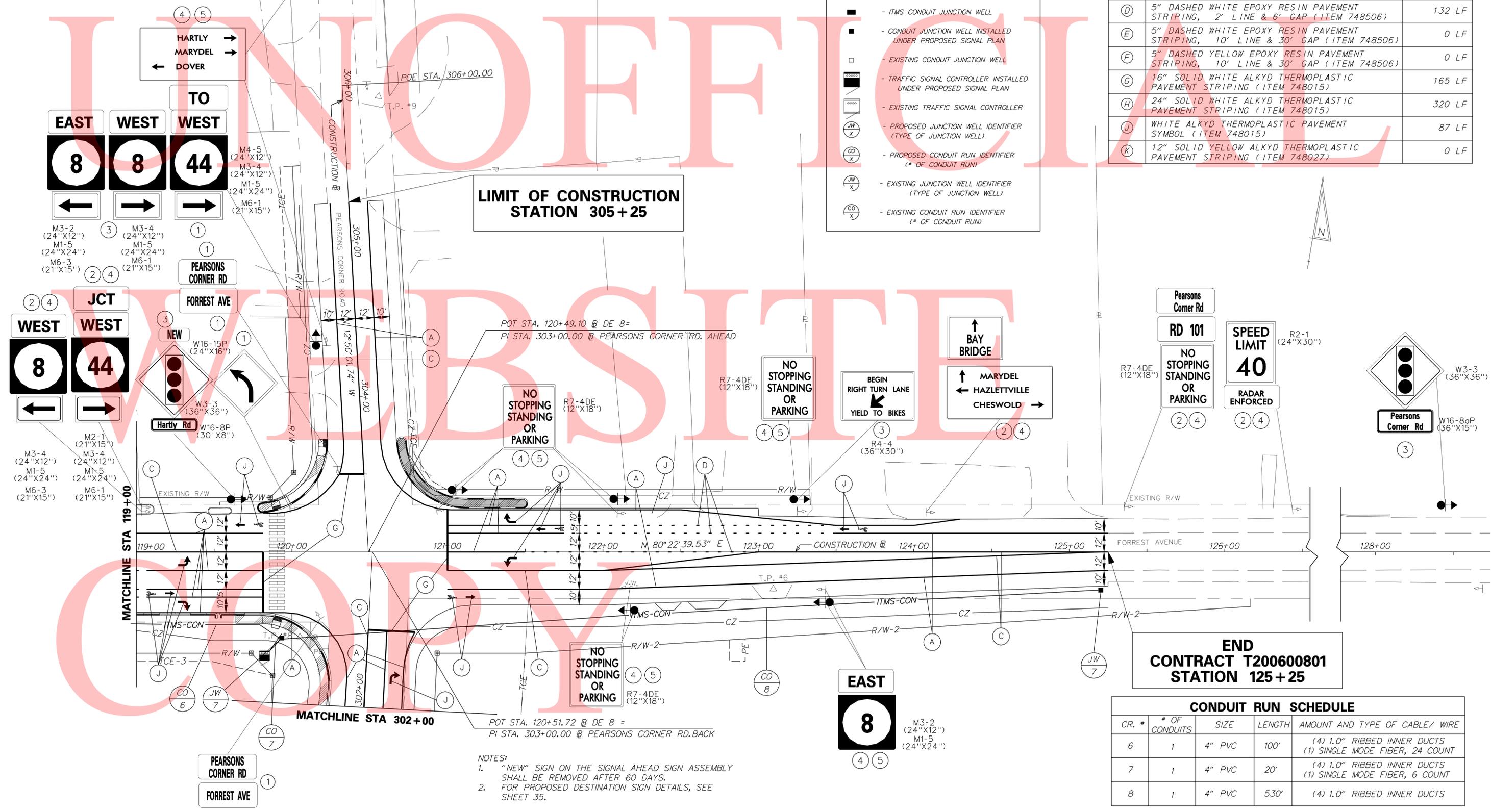
NOTES:

- "NEW" SIGN ON THE SIGNAL AHEAD SIGN ASSEMBLY SHALL BE REMOVED AFTER 60 DAYS.
- FOR PROPOSED DESTINATION SIGN DETAILS, SEE SHEET 35.

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

ITMS LEGEND	
ITMS-CON	- MULTIDUCT CONDUIT
EX-ITMS	- EXISTING ITMS CONDUIT
SIG-CON	- CONDUIT INSTALLED UNDER PROPOSED SIGNAL PLAN
EX-SIG	- EXISTING SIGNAL CONDUIT
■	- ITMS CONDUIT JUNCTION WELL
■	- CONDUIT JUNCTION WELL INSTALLED UNDER PROPOSED SIGNAL PLAN
□	- EXISTING CONDUIT JUNCTION WELL
■	- TRAFFIC SIGNAL CONTROLLER INSTALLED UNDER PROPOSED SIGNAL PLAN
□	- EXISTING TRAFFIC SIGNAL CONTROLLER
⊙	- PROPOSED JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL)
⊙	- PROPOSED CONDUIT RUN IDENTIFIER (* OF CONDUIT RUN)
⊙	- EXISTING JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL)
⊙	- EXISTING CONDUIT RUN IDENTIFIER (* OF CONDUIT RUN)

PAVEMENT MARKINGS LEGEND		
SYMBOL	ITEM	QUANTITY
(A)	5" SOLID WHITE EPOXY RESIN PAVEMENT STRIPING (ITEM 748506)	2,171 LF
(B)	5" SOLID YELLOW EPOXY RESIN PAVEMENT STRIPING (ITEM 748506)	0 LF
(C)	5" SOLID DOUBLE YELLOW EPOXY RESIN PAVEMENT STRIPING (ITEM 748506)	1,463 LF
(D)	5" DASHED WHITE EPOXY RESIN PAVEMENT STRIPING, 2' LINE & 6' GAP (ITEM 748506)	132 LF
(E)	5" DASHED WHITE EPOXY RESIN PAVEMENT STRIPING, 10' LINE & 30' GAP (ITEM 748506)	0 LF
(F)	5" DASHED YELLOW EPOXY RESIN PAVEMENT STRIPING, 10' LINE & 30' GAP (ITEM 748506)	0 LF
(G)	16" SOLID WHITE ALKYD THERMOPLASTIC PAVEMENT STRIPING (ITEM 748015)	165 LF
(H)	24" SOLID WHITE ALKYD THERMOPLASTIC PAVEMENT STRIPING (ITEM 748015)	320 LF
(J)	WHITE ALKYD THERMOPLASTIC PAVEMENT SYMBOL (ITEM 748015)	87 LF
(K)	12" SOLID YELLOW ALKYD THERMOPLASTIC PAVEMENT STRIPING (ITEM 748027)	0 LF



**LIMIT OF CONSTRUCTION
STATION 305+25**

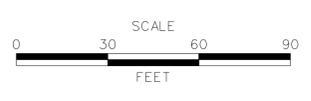
**END
CONTRACT T200600801
STATION 125+25**

CONDUIT RUN SCHEDULE				
CR. #	# OF CONDUITS	SIZE	LENGTH	AMOUNT AND TYPE OF CABLE/ WIRE
6	1	4" PVC	100'	(4) 1.0" RIBBED INNER DUCTS (1) SINGLE MODE FIBER, 24 COUNT
7	1	4" PVC	20'	(4) 1.0" RIBBED INNER DUCTS (1) SINGLE MODE FIBER, 6 COUNT
8	1	4" PVC	530'	(4) 1.0" RIBBED INNER DUCTS

- NOTES:
 1. "NEW" SIGN ON THE SIGNAL AHEAD SIGN ASSEMBLY SHALL BE REMOVED AFTER 60 DAYS.
 2. FOR PROPOSED DESTINATION SIGN DETAILS, SEE SHEET 35.



ADDENDUMS / REVISIONS



SR 8, FORREST AVENUE & PEARSONS CORNER ROAD INTERSECTION IMPROVEMENTS

CONTRACT T200600801	BRIDGE NO. X
COUNTY KENT	DESIGNED BY: RHP
	CHECKED BY: CSF

SIGNING, STRIPING & CONDUIT PLAN	SHEET NO. 37
	TOTAL SHTS. 40

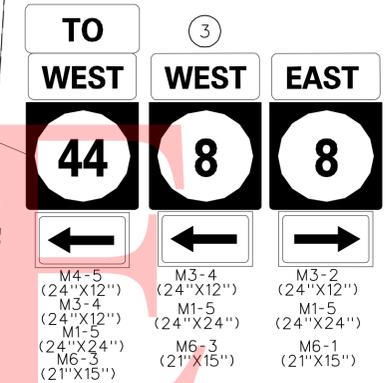
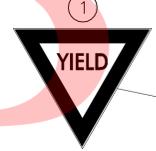
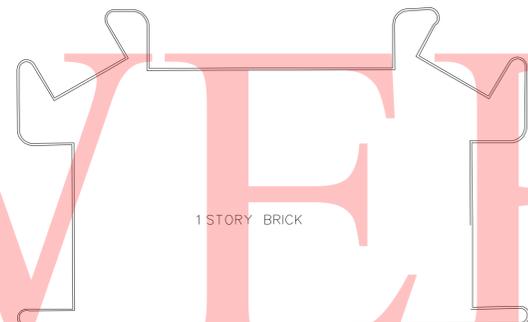
PAVEMENT MARKINGS LEGEND		
SYMBOL	ITEM	QUANTITY
(A)	5" SOLID WHITE EPOXY RESIN PAVEMENT STRIPING (ITEM 748506)	523 LF
(B)	5" SOLID YELLOW EPOXY RESIN PAVEMENT STRIPING (ITEM 748506)	0 LF
(C)	5" SOLID DOUBLE YELLOW EPOXY RESIN PAVEMENT STRIPING (ITEM 748506)	432 LF
(D)	5" DASHED WHITE EPOXY RESIN PAVEMENT STRIPING, 2' LINE & 6' GAP (ITEM 748506)	72 LF
(E)	5" DASHED WHITE EPOXY RESIN PAVEMENT STRIPING, 10' LINE & 30' GAP (ITEM 748506)	0 LF
(F)	5" DASHED YELLOW EPOXY RESIN PAVEMENT STRIPING, 10' LINE & 30' GAP (ITEM 748506)	0 LF
(G)	16" SOLID WHITE ALKYD THERMOPLASTIC PAVEMENT STRIPING (ITEM 748015)	30 LF
(H)	24" SOLID WHITE ALKYD THERMOPLASTIC PAVEMENT STRIPING (ITEM 748015)	0 LF
(J)	WHITE ALKYD THERMOPLASTIC PAVEMENT SYMBOL (ITEM 748015)	52 LF
(K)	12" SOLID YELLOW ALKYD THERMOPLASTIC PAVEMENT STRIPING (ITEM 748027)	0 LF

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

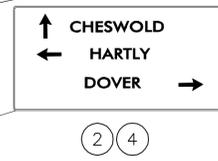
ITMS LEGEND	
ITMS-CON	- MULTIDUCT CONDUIT
EX-ITMS	- EXISTING ITMS CONDUIT
SIG-CON	- CONDUIT INSTALLED UNDER PROPOSED SIGNAL PLAN
EX-SIG	- EXISTING SIGNAL CONDUIT
■	- ITMS CONDUIT JUNCTION WELL
■	- CONDUIT JUNCTION WELL INSTALLED UNDER PROPOSED SIGNAL PLAN
□	- EXISTING CONDUIT JUNCTION WELL
■	- TRAFFIC SIGNAL CONTROLLER INSTALLED UNDER PROPOSED SIGNAL PLAN
□	- EXISTING TRAFFIC SIGNAL CONTROLLER
⊙	- PROPOSED JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL)
⊙	- PROPOSED CONDUIT RUN IDENTIFIER (# OF CONDUIT RUN)
⊙	- EXISTING JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL)
⊙	- EXISTING CONDUIT RUN IDENTIFIER (# OF CONDUIT RUN)

NOTES:
1. FOR PROPOSED DESTINATION SIGN DETAILS, SEE SHEET 35.

NO OFFICIAL COPY



LIMIT OF CONSTRUCTION STATION 299+60



CONDUIT RUN SCHEDULE

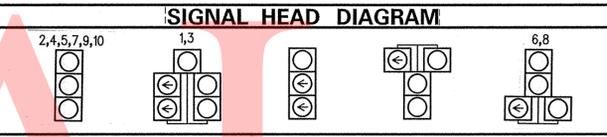
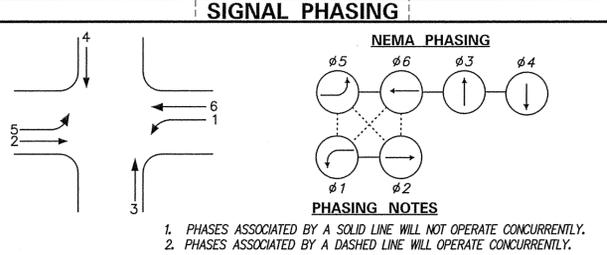
CR. #	# OF CONDUITS	SIZE	LENGTH	AMOUNT AND TYPE OF CABLE/ WIRE	CR. #	# OF CONDUITS	SIZE	LENGTH	AMOUNT AND TYPE OF CABLE/ WIRE
1	2	1.5"	3'	LOOP WIRE (2) 4/*18	10	2	2.5"	15'	(5) 9/*14, (4) COAX, LOOP DETECTOR LEAD IN (9) 4/*18
2	1	2.5"	200'	LOOP DETECTOR LEAD IN (2) 4/*18	11	1	2.0"	35'	SERVICE WIRE (SIGNAL)
3	1	2.5"	10'	(1) 9/*14, COAX, (1) 4/*18	12	1	2.0"	25'	SERVICE WIRE (CCTV)
4	2	2.5"	110'	(1) 9/*14, COAX, LOOP DETECTOR LEAD IN (3) 4/*18	13	1	2.5"	10'	CCTV CONTROL CABLE
5	2	2.5"	90'	(3) 9/*14, (2) COAX LOOP DETECTOR LEAD IN (1) 4/*18	14	1	2.5"	200'	LOOP DETECTOR LEAD IN (2) 4/*18
6	1	2.5"	10'	(1) 9/*14, COAX, (1) 4/*18	15	1	1.5"	3'	LOOP WIRE (1) 4/*18
7	1	2.5"	120'	(1) 9/*14, COAX, (1) 4/*18	16	1	2.5"	80'	(1) LOOP DETECTOR LEAD IN (1) 4/*18
8	1	2.5"	5'	(1) 9/*14, COAX, (1) 4/*18	17	1	1.5"	3'	LOOP WIRE (1) 4/*18
9	1	2.5"	5'	(1) 9/*14, COAX, (1) 4/*18	18	1	2.5"	115'	6P/*22 (T-1 CABLE)
					19	1	2.5"	10'	6P/*22 (T-1 CABLE)

MAST ARM SCHEDULE

MA #	HEIGHT OF POLE	LENGTH OF ARM	# OF HEADS	# OPTICOM RECEIVERS	SF OF SIGNING	ARM MOUNT HEIGHT
1	21'	55'	2	1	5.3	20'
2	21'	60'	2	1	6.0	20'
3	21'	60'	2	1	6.0	20'
4	21'	55'	2	1	5.3	20'

SIGNAL POLE SCHEDULE

POLE #	POLE TYPE	HEIGHT	MATERIAL
1	STRAIN	21'	STEEL
2	STRAIN	21'	STEEL
3	STRAIN	75'	STEEL
4	STRAIN	21'	STEEL
4	STRAIN	21'	STEEL

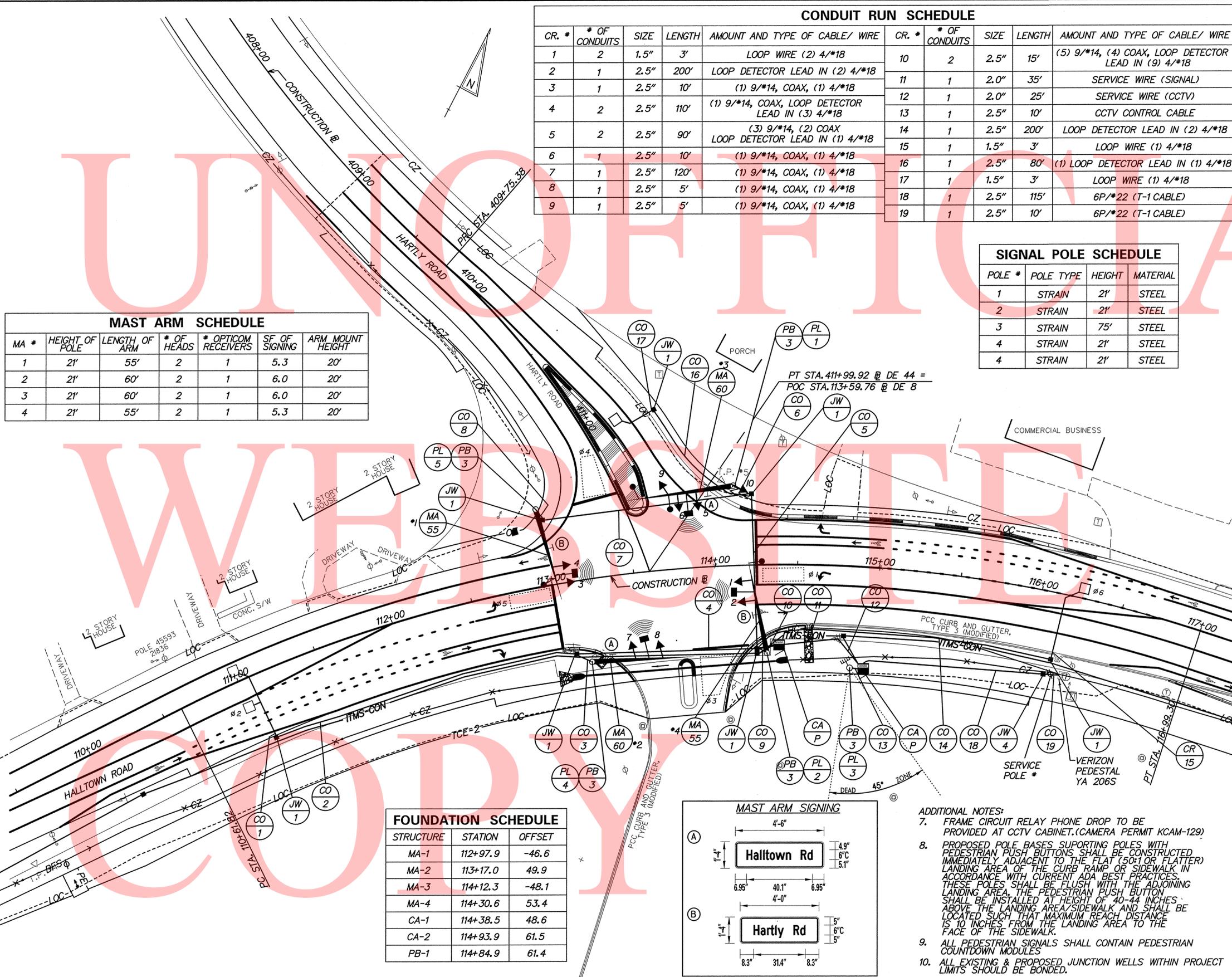


LEGEND

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

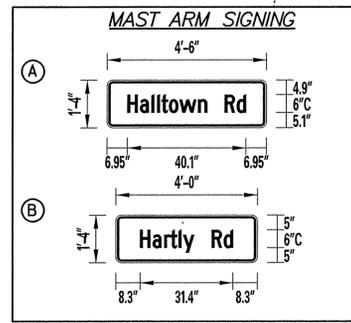
	EXISTING SYMBOL	PROPOSED SYMBOL
JUNCTION WELL	J.W.	■
LOOP DETECTOR, TYPE 1	□	□
LOOP DETECTOR, TYPE 2	□	□
LUMINAIRE	⬇	⬇
MAST ARM	↗	↗
MICROWAVE DETECTION	⬇	⬇
OPTICOM RECEIVER	⬇	⬇
OVERHEAD SIGNING	⬇	⬇
PEDESTRIAN POLE/BASE	⊙	⊙
PEDESTRIAN PUSHBUTTON	⬇	⬇
PEDESTRIAN SIGNAL HEAD	⬇	⬇
RIGHT-OF-WAY	---	--- R/W
SERVICE PEDESTAL	⬇	⬇
SIGNAL CABINET	⬇	⬇
SIGNAL HEAD	⬇	⬇
SIGNAL POLE/BASE	⊙	⊙
SPAN INSULATOR	◇	◇
SPAN WIRE	--- XX ---	--- XX ---
UTILITY POLE	⊙	⊙
VIDEO DETECTION	⬇	⬇
CCTV	⬇	⬇

- ### GENERAL SIGNAL NOTES
- ALL MAST ARM SIGNAL POLES WILL BE 21 FEET, EXCEPT WHERE SHOWN.
 - CO #1 IS NOT DRAWN TO SCALE, NOR IS THE DIRECTION NECESSARILY CORRECT.
 - 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.



FOUNDATION SCHEDULE

STRUCTURE	STATION	OFFSET
MA-1	112+97.9	-46.6
MA-2	113+17.0	49.9
MA-3	114+12.3	-48.1
MA-4	114+30.6	53.4
CA-1	114+38.5	48.6
CA-2	114+93.9	61.5
PB-1	114+84.9	61.4



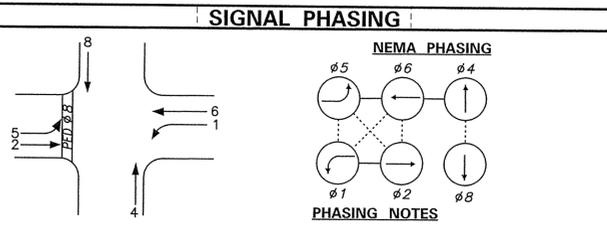
- ### ADDITIONAL NOTES:
- FRAME CIRCUIT RELAY PHONE DROP TO BE PROVIDED AT CCTV CABINET. (CAMERA PERMIT KCAM-129)
 - PROPOSED POLE BASES SUPPORTING POLES WITH PEDESTRIAN PUSH BUTTONS SHALL BE CONSTRUCTED IMMEDIATELY ADJACENT TO THE FLAT (50:1 OR FLATTER) LANDING AREA OF THE CURB RAMP OR SIDEWALK IN ACCORDANCE WITH CURRENT ADA BEST PRACTICES. THESE POLES SHALL BE FLUSH WITH THE ADJOINING LANDING AREA. THE PEDESTRIAN PUSH BUTTON SHALL BE INSTALLED AT HEIGHT OF 40-44 INCHES ABOVE THE LANDING AREA/SIDEWALK AND SHALL BE LOCATED SUCH THAT MAXIMUM REACH DISTANCE IS 10 INCHES FROM THE LANDING AREA TO THE FACE OF THE SIDEWALK.
 - ALL PEDESTRIAN SIGNALS SHALL CONTAIN PEDESTRIAN COUNTDOWN MODULES
 - ALL EXISTING & PROPOSED JUNCTION WELLS WITHIN PROJECT LIMITS SHOULD BE BONDED.

RECOMMENDED <i>Hog</i> DATE: 8/4/2011	RECOMMENDED _____ DATE: _____	RECOMMENDED _____ DATE: _____	APPROVED TRAFFIC ENGINEER <i>Neil J...</i> DATE: 8/4/11
ADDENDUM / REVISIONS		SCALE 0 30 60 90 FEET	APPROVED FOR INSTALLATION CHIEF TRAFFIC ENGINEER <i>Paul</i> DATE: 8/4/11
DELAWARE DEPARTMENT OF TRANSPORTATION		SR 8, FORREST AVENUE & PEARSONS CORNER ROAD INTERSECTION IMPROVEMENTS	SIGNAL PLAN HALLTOWN ROAD (DE 8) HARTLY ROAD (DE 44)
		CONTRACT 26-008-01 COUNTY KENT	PERMIT NO. K292 DESIGNED BY: E.R. CHECKED BY: H.R.
		SHEET NO. 39 TOTAL SHTS. 40	

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CONDUIT RUN SCHEDULE				
CR. #	* OF CONDUITS	SIZE	LENGTH	AMOUNT AND TYPE OF CABLE/ WIRE
1	1	1.5"	3'	LOOP WIRE (1) 4/*18
2	1	2.5"	200'	LOOP DETECTOR LEAD IN (1) 4/*18
3	2	2.5"	20'	(6) 9/*14, (4) COAX, LOOP DETECTOR LEAD IN (6) 4/*18
4	1	2.5"	10'	(1) 9/*14, COAX, (1) 4/*18
5	1	2.5"	5'	(1) 9/*14
6	1	2.0"	85'	SERVICE WIRE (SIGNAL)
7	1	2.5"	80'	(2) 9/*14, (1) 4/*14, (2) COAX, (2) 4/*18
8	1	2.5"	5'	(1) 9/*14
9	1	2.5"	10'	(1) 9/*14, COAX, (1) 4/*18
10	1	2.5"	110'	(1) 9/*14, COAX, (1) 4/*18
11	1	2.5"	10'	(1) 9/*14, COAX, (1) 4/*18
12	1	2.5"	110'	(1) 9/*14, COAX, LOOP DETECTOR LEAD IN (3) 4/*18
13	1	2.5"	10'	(1) 9/*14, COAX, (1) 4/*18
14	1	2.5"	200'	LOOP DETECTOR LEAD IN (2) 4/*18
15	1	1.5"	3'	LOOP WIRE (2) 4/*18

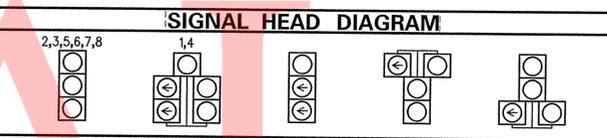
MAST ARM SCHEDULE						
MA #	HEIGHT OF POLE	LENGTH OF ARM	* OF HEADS	* OPTICOM RECEIVERS	SF OF SIGNING	ARM MOUNT HEIGHT
1	21'	50'	2	1	5.3	20'
2	21'	50'	2	1	8.7	20'
3	21'	55'	2	1	8.7	20'
4	21'	45'	2	1	5.3	20'



ADDITIONAL SIGNAL NOTES:

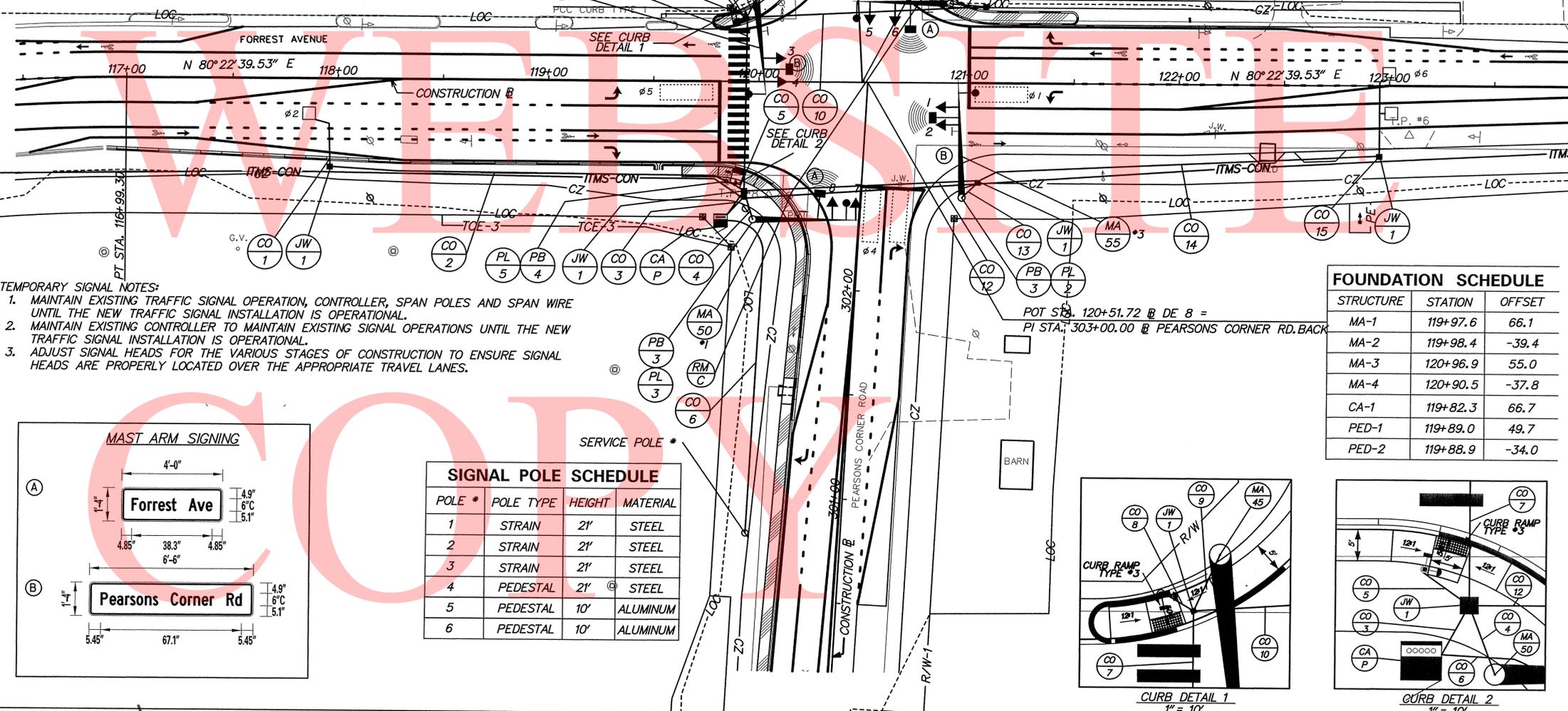
7. PROPOSED POLE BASES SUPPORTING POLES WITH PEDESTRIAN PUSH BUTTONS SHALL BE CONSTRUCTED IMMEDIATELY ADJACENT TO THE FLAT (50:1 OR FLATTER) LANDING AREA OF THE CURB RAMP OR SIDEWALK IN ACCORDANCE WITH CURRENT ADA BEST PRACTICES. THESE POLES SHALL BE FLUSH WITH THE ADJOINING LANDING AREA. THE PEDESTRIAN PUSH BUTTON SHALL BE INSTALLED AT HEIGHT OF 40-44 INCHES ABOVE THE LANDING AREA/SIDEWALK AND SHALL BE LOCATED SUCH THAT MAXIMUM REACH DISTANCE IS 10 INCHES FROM THE LANDING AREA TO THE FACE OF THE SIDEWALK.

8. ALL EXISTING & PROPOSED JUNCTION WELLS WITHIN PROJECT LIMITS SHOULD BE BONDED.



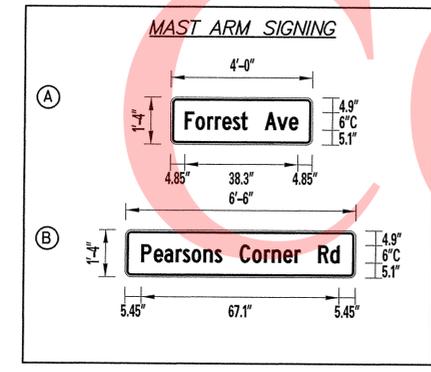
LEGEND			
(AB)	ABANDON	(OH)	EXISTING OVERHEAD RUN IDENTIFIER (* OF OVERHEAD RUN)
(CA)	EXISTING CABINET IDENTIFIER (TYPE OF CABINET)	(OH)	PROPOSED OVERHEAD RUN IDENTIFIER (* OF OVERHEAD RUN)
(CX)	PROPOSED CABINET IDENTIFIER (TYPE OF CABINET)	(FB)	EXISTING POLE BASE IDENTIFIER (TYPE OF POLE BASE)
(CO)	EXISTING CONDUIT RUN IDENTIFIER (* OF CONDUIT RUN)	(FB)	PROPOSED POLE BASE IDENTIFIER (TYPE OF POLE BASE)
(CO)	PROPOSED CONDUIT RUN IDENTIFIER (* OF CONDUIT RUN)	(FL)	EXISTING POLE IDENTIFIER (* OF POLE)
(JW)	EXISTING JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL)	(FL)	PROPOSED POLE IDENTIFIER (* OF POLE)
(JW)	PROPOSED JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL)	(RM)	REMOVE BY CONTRACTOR
(MA)	EXISTING MAST ARM IDENTIFIER (LENGTH OF ARM)	(RM)	REMOVE BY OTHERS
(MA)	PROPOSED MAST ARM IDENTIFIER (LENGTH OF ARM)	(RM)	REMOVE BY TRAFFIC CONTRACTOR

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



TEMPORARY SIGNAL NOTES:

1. MAINTAIN EXISTING TRAFFIC SIGNAL OPERATION, CONTROLLER, SPAN POLES AND SPAN WIRE UNTIL THE NEW TRAFFIC SIGNAL INSTALLATION IS OPERATIONAL.
2. MAINTAIN EXISTING CONTROLLER TO MAINTAIN EXISTING SIGNAL OPERATIONS UNTIL THE NEW TRAFFIC SIGNAL INSTALLATION IS OPERATIONAL.
3. ADJUST SIGNAL HEADS FOR THE VARIOUS STAGES OF CONSTRUCTION TO ENSURE SIGNAL HEADS ARE PROPERLY LOCATED OVER THE APPROPRIATE TRAVEL LANES.



SIGNAL POLE SCHEDULE			
POLE #	POLE TYPE	HEIGHT	MATERIAL
1	STRAIN	21'	STEEL
2	STRAIN	21'	STEEL
3	STRAIN	21'	STEEL
4	PEDESTAL	21'	STEEL
5	PEDESTAL	10'	ALUMINUM
6	PEDESTAL	10'	ALUMINUM

FOUNDATION SCHEDULE		
STRUCTURE	STATION	OFFSET
MA-1	119+97.6	66.1
MA-2	119+98.4	-39.4
MA-3	120+96.9	55.0
MA-4	120+90.5	-37.8
CA-1	119+82.3	66.7
PED-1	119+89.0	49.7
PED-2	119+88.9	-34.0

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RECOMMENDED <i>Handwritten</i> DATE: 8/4/2011	RECOMMENDED DATE:	RECOMMENDED DATE:	APPROVED TRAFFIC ENGINEER <i>Handwritten</i> DATE: 8/4/11	APPROVED FOR INSTALLATION CHIEF TRAFFIC ENGINEER <i>Handwritten</i> DATE: 8/4/11
DELAWARE DEPARTMENT OF TRANSPORTATION		SCALE 0 30 60 90 FEET	SR 8, FORREST AVENUE & PEARSONS CORNER ROAD INTERSECTION IMPROVEMENTS	
		CONTRACT 26-008-01 COUNTY KENT	PERMIT NO. K178 DESIGNED BY: E.R. CHECKED BY: H.R.	SIGNAL PLAN FORREST AVE (DE 8) PEARSONS CORNER RD
				SHEET NO. 40 TOTAL SHTS. 40