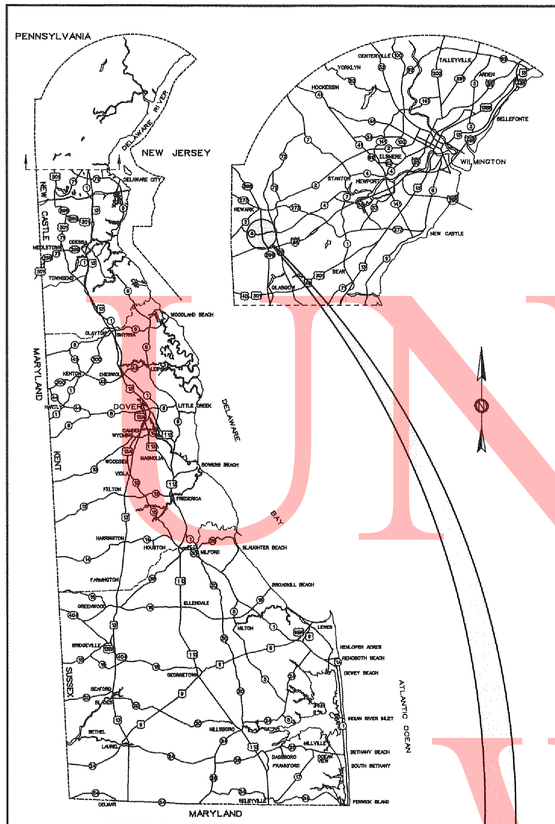
THE STATE OF DELAWARE
DEPARTMENT OF TRANSPORTATION

U.S. CUSTOMARY UNITS



GENERAL LOCATION OF CONTRACT

CONSTRUCTION PLANS FOR:

HSIP NCC, SR 896 AND OLD CHESTNUT HILL ROAD INTERSECTION IMPROVEMENT

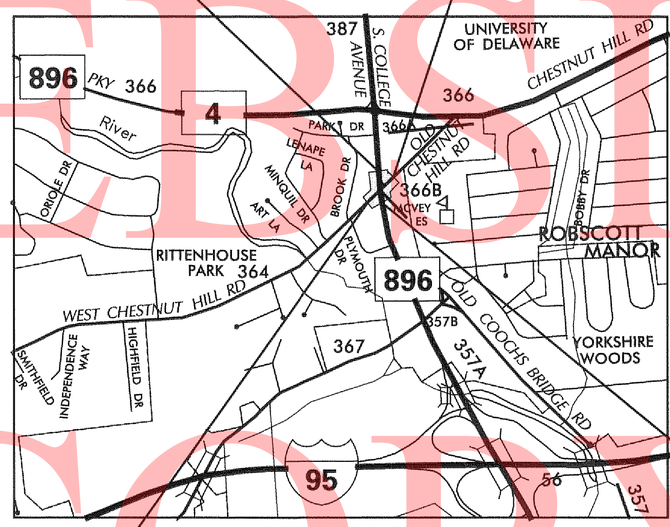
CONTRACT NUMBER: T200800714

FEDERAL AID PROJECT NUMBER: ESTP-N387 (12)

COUNTY: NEW CASTLE M.R. #: 387

LIMIT OF CONTRACT STATION 427+00

END CONTRACT STATION 15+45



LOCATION MAP
SCALE: 1" = 1000'

LIMIT OF CONTRACT STATION 416+77

BEGIN CONTRACT STATION 6+50

DESIGN DESIGNATION

S.R. 896

FUNCTIONAL CLASS: PRINCIPAL ARTERIAL		D.H.V. PROJECTED: 4767	YEAR: 2033
TYPE OF CONSTRUCTION: SAFETY IMPROVEMENTS		DESIGN SPEED: 40 M.P.H.	
A.A.D.T. CURRENT: 38,112	YEAR: 2013	TRUCKS: 6.3 %	
A.A.D.T. PROJECTED: 46,504	YEAR: 2033	DIRECTION OF DISTRIBUTION: 57 %	

OLD CHESTNUT HILL ROAD

FUNCTIONAL CLASS: MAJOR COLLECTOR		D.H.V. PROJECTED: 1118	YEAR: 2033
TYPE OF CONSTRUCTION: SAFETY IMPROVEMENTS		DESIGN SPEED: 30 M.P.H.	
A.A.D.T. CURRENT: 8,813	YEAR: 2013	TRUCKS: 11.4 %	
A.A.D.T. PROJECTED: 10,754	YEAR: 2033	DIRECTION OF DISTRIBUTION: 53 %	

INDEX OF SHEETS

SHEET №	TABLE OF CONTENTS
1	TITLE
2	PLAN SHEET INDEX
3	LEGEND
4	NOTES
5	TYPICAL SECTIONS
6-7	HORIZONTAL AND VERTICAL CONTROL
8-9	CONSTRUCTION PLANS
10-12	PROFILES
13	GRADES AND GEOMETRICS
14	CONSTRUCTION DETAILS
15-24	CONSTRUCTION PHASING, M.O.T. AND EROSION CONTROL PLANS
25-28	DETOUR PLANS
29-31	SIGNING, STRIPING AND CONDUIT PLANS
32-37	SIGNALIZATION PLANS
38-39	RIGHT-OF-WAY PLANS
40	RIGHT-OF-WAY TABULATION SHEET
41	RIGHT-OF-WAY DATA SHEET

TOTAL SHEETS: 41

APPROVED DESIGN EXCEPTIONS

DESIGN PARAMETER	REQUIRED	PROVIDED	DATE

ADDENDA & REVISIONS

DESCRIPTION	NAME & DATE

ASSOCIATED CONTRACTS

CONTRACT NO.	CONTRACT NAME
78-103-04	ROUTE 4-NEWARK CONNECTOR, SECTION 1
78-103-05	ROUTE 4-NEWARK CONNECTOR, SECTION 2, S.R. 896, AND PARK / RIDE LOT
87-108-02	SR 896, I-95 TO SR 4 (SECTION A)

PREPARED BY
THE CONSULTING FIRM OF

Pennoni

PENNONI ASSOCIATES INC.
121 CONTINENTAL DRIVE,
SUITE 207
NEWARK, DE 19713

RECOMMENDED — DATE 11·20·13

SEAL

RECOMMENDED

Edward C Fisher — SQUAD MANAGER, CONSTRUCTION — DATE 12-17-13

Christopher Carter — GROUP ENGINEER, CONSTRUCTION — DATE 12/16/13

ASSISTANT DIRECTOR, TRANSPORTATION SOLUTIONS (CONSTRUCTION) — DATE

RECOMMENDED
Vincent W Davis
STORMWATER ENGINEER
DATE 4 DEC 2013
SEAL

RECOMMENDED
Jenna Lynne Teeye
SQUAD MANAGER, TRANSPORTATION SOLUTIONS (PROJECT DEVELOPMENT OR BRIDGE DESIGN)
DATE 12·3·2013
SEAL

RECOMMENDED
BRIDGE DESIGN ENGINEER
DATE
SEAL

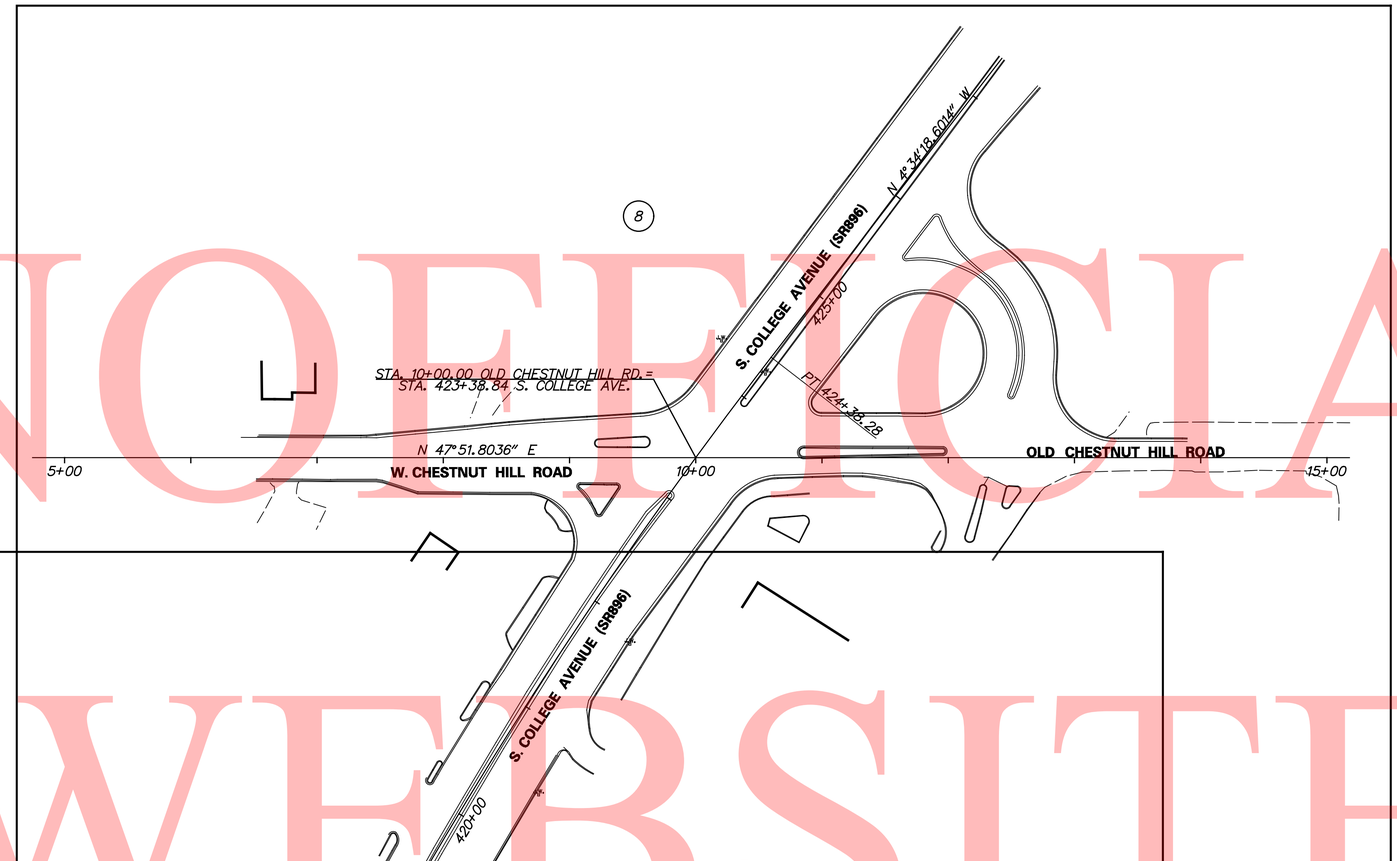
RECOMMENDED
Darren Michael O'Neill
GROUP ENGINEER, PROJECT DEVELOPMENT
DATE 12.3.2013
SEAL

RECOMMENDED
Mark C. Luhn
ASSISTANT DIRECTOR, TRANSPORTATION SOLUTIONS
DATE 12/18/13
SEAL

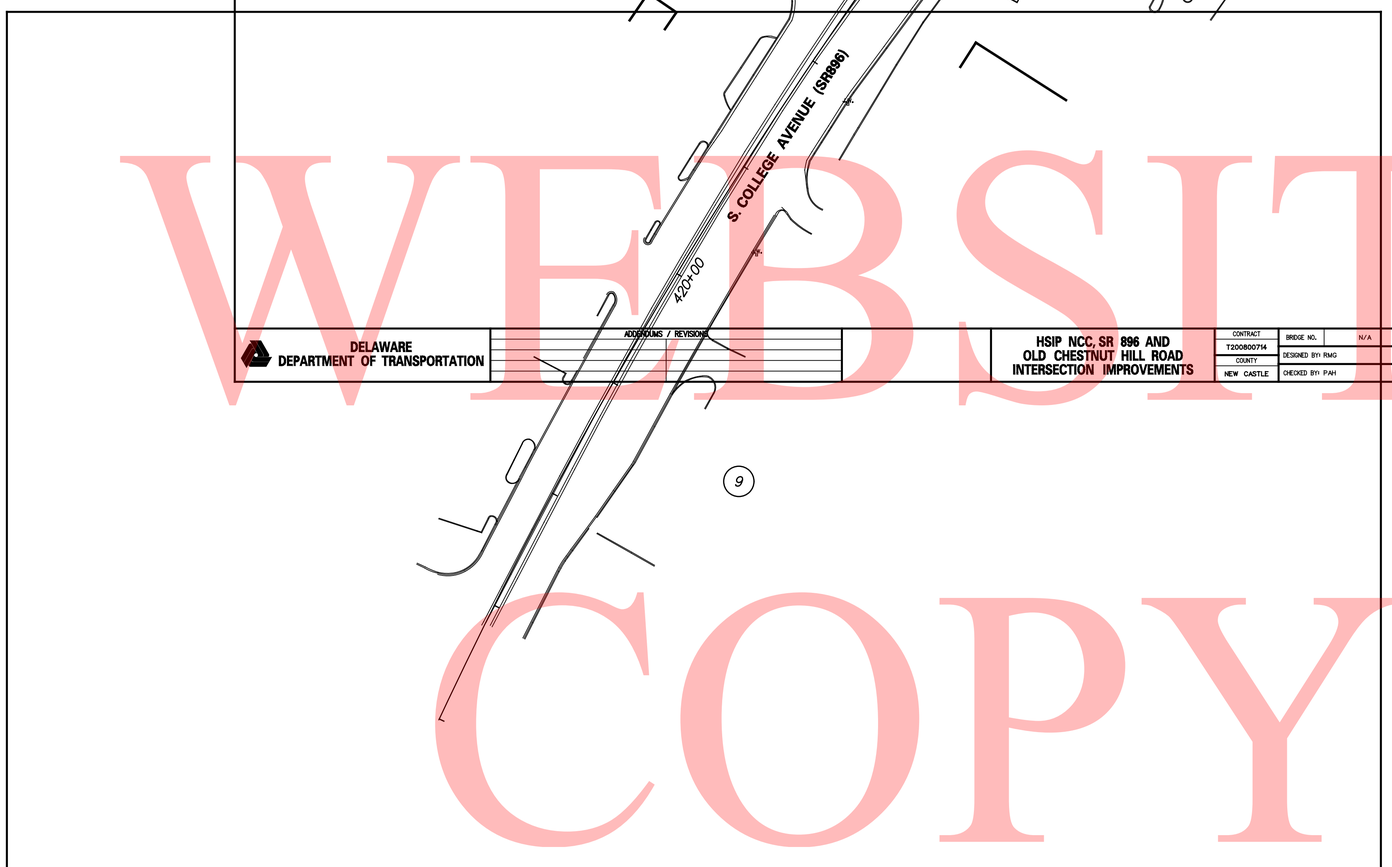
APPROVED
Robert B. McCleary
CHIEF ENGINEER
DATE December 18, 2013
SEAL

UNOFFICIAL WEBSITE COPY

PLAN SHEET INDEX CROSS REFERENCE		
CONSTRUCTION PLAN	8	9
PROFILES	10, 11, 12	11
GRADES AND GEOMETRICS	13	-
CONSTRUCTION PHASING, M.O.T. AND E&S	17-24	-
SIGNING, STRIPING AND CONDUIT PLAN	29	30
SIGNALIZATION PLANS	32-37	-
RIGHT-OF-WAY PLANS	38	39



DELAWARE DEPARTMENT OF TRANSPORTATION | ADDENDUMS / REVISIONS | HSIP NCC, SR 896 AND OLD CHESTNUT HILL ROAD INTERSECTION IMPROVEMENTS | CONTRACT T200800714 | COUNTY NEW CASTLE | BRIDGE NO. N/A | DESIGNED BY: RMG | CHECKED BY: PAH | SHEET NO. | TOTAL SHTS. 37



DELAWARE DEPARTMENT OF TRANSPORTATION | ADDENDUMS / REVISIONS | HSIP NCC, SR 896 AND OLD CHESTNUT HILL ROAD INTERSECTION IMPROVEMENTS | CONTRACT T200800714 | COUNTY NEW CASTLE | BRIDGE NO. N/A | DESIGNED BY: RMG | CHECKED BY: PAH | SHEET NO. | TOTAL SHTS. 37

DELAWARE DEPARTMENT OF TRANSPORTATION | ADDENDUMS / REVISIONS | SCALE 0 60 120 180 FEET | HSIP NCC, SR 896 AND OLD CHESTNUT HILL ROAD INTERSECTION IMPROVEMENT | CONTRACT T200800714 | COUNTY NEW CASTLE | BRIDGE NO. N/A | DESIGNED BY: RMG | CHECKED BY: PAH | PLAN SHEET INDEX | SHEET NO. 2 | TOTAL SHTS. 41

UNOFFICIAL WEBSITE COPY

EXISTING SYMBOLS

DRAINAGE	
	DITCH OR STREAM CENTERLINE
	DIRECTIONAL STREAM FLOW ARROW
C.B.	DRAINAGE CATCH BASIN
J.B.	DRAINAGE JUNCTION BOX
D	DRAINAGE MANHOLE
SIZE/TYPE LABEL	DRAINAGE PIPE AND FLOW ARROW
	DRAINAGE PIPE HEADWALL
	RIPRAP - AREA FEATURE
	RIPRAP - LINEAR FEATURE

MANMADE ROADSIDE FEATURES	
(TYPE LABEL)	CURB
(TYPE LABEL)	CURB AND GUTTER
	FENCE - CHAINLINK OR STRANDED
	FENCE - STOCKADE OR SPLIT RAIL
FP	FLAG POLE
	GUARDRAIL - STEEL BEAM
	GUARDRAIL - WIRE ROPE
LAMP	LAMP AND POST - RESIDENTIAL
MB	MAILBOX
PM	PARKING METER AND POST
	PAVEMENT - FLEXIBLE
	PAVEMENT - RIGID
	PILLAR - STONE OR MASONRY
	POST - MISCELLANEOUS
	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
WL	DELINEATED WETLAND BOUNDARY LINE
	WOODS LINE BOUNDARY

RIGHT-OF-WAY SYMBOLS	
C.M.	PROPERTY MARKER - CONCRETE MON.
I.P.	PROPERTY MARKER - IRON PIPE
100+00	HISTORIC RIGHT-OF-WAY BASELINE
	EXISTING RIGHT-OF-WAY
	EXISTING PROPERTY LINE
EASEMENT TYPE	EXISTING EASEMENT
DA	EXISTING DENIAL OF ACCESS
R/W-DA	EXISTING R/W & DENIAL OF ACCESS

SURVEY CONTROL & MONUMENTATION	
B.M.	SURVEY BENCHMARK LOCATION
T.P.	SURVEY TIE POINT LOCATION
	SURVEY TRAVERSE POINT
	POINT OF CURVATURE OR TANGENCY
	POINT OF INTERSECTING TANGENTS

UTILITY	
	SOIL BORING LOCATION
	UTILITY TEST HOLE LOCATION
TV	CABLE TV DISTRIBUTION BOX
E	ELECTRIC MANHOLE
E	ELECTRIC TRANSFORMER
	POLE MOUNTED LUMINAIRE
G	GAS MANHOLE
G.M.	GAS METER
G.V.	GAS VALVE
G.P.	GAS PUMP - SERVICE STATION
	RAILROAD TRACKS
S	SANITARY SEWER MANHOLE
S.V.	SANITARY SEWER VALVE
VENT	SANITARY SEWER VENT OR CLEANOUT
S.D.F.	SEPTIC DRAIN FIELD
B	TELEPHONE BOOTH
T	TELEPHONE MANHOLE
T	TELEPHONE TEST POINT
J.W.	TRAFFIC - CONDUIT JUNCTION WELL
	TRAFFIC - LIGHT POLE AND BASE
	TRAFFIC - PEDESTRIAN POLE & BASE
	TRAFFIC - SIGNAL CABINET & BASE
	TRAFFIC - SIGNAL POLE AND BASE
U	UTILITY BOX
	UTILITY POLE GUY WIRE ANCHOR
	UTILITY POLE
F.H.	WATER - FIRE HYDRANT
W.M.	WATER METER
W.V.	WATER VALVE
WELL	WELL HEAD

EXISTING UTILITIES	
CN-E	CITY OF NEWARK - ELECTRIC
CN-S	CITY OF NEWARK - SEWER
CN-W	CITY OF NEWARK - WATER
DP-E-OH	DELMARVA POWER ELECTRIC (OVERHEAD)
DP-G	DELMARVA POWER - GAS
VER-C	VERIZON (UNDERGROUND)
VER-C-OH	VERIZON (OVERHEAD)

PROPOSED SYMBOLS

CONSTRUCTION	
	CONCRETE SAFETY BARRIER - PERMANENT
BFS	BIOFILTRATION SWALE
	BRICK PATTERNED SURFACE
	BUTT JOINT
100+00	CONSTRUCTION BASELINE
CSF	CONSTRUCTION SAFETY FENCE
	CURB, TYPE 1 & TYPE 3
	CURB, TYPE 2
	CURB & GUTTER, TYPE 1
	CURB & GUTTER, TYPE 2
	CURB & GUTTER, TYPE 3
	CURB & GUTTER, TYPE 4
CZ	CLEAR ZONE
	DRAINAGE INLET
	DITCH
	FENCE - METAL
	FENCE - WOOD
	FLARED END SECTION
	GUARDRAIL, TYPE 1
	GUARDRAIL, TYPE 2
	GUARDRAIL, TYPE 3
	GUARDRAIL END ANCHORAGE
	GUARDRAIL END TREATMENT, TYPE 1
	GUARDRAIL END TREATMENT, TYPE 2
	GUARDRAIL END TREATMENT, TYPE 3
HC	HORIZONTAL CLEARANCE
	IMPACT ATTENUATOR
	JUNCTION BOX - DRAINAGE
LOC	LIMIT OF CONSTRUCTION
	MANHOLE
	PAVEMENT PATCH
	PAVEMENT REMOVAL - TOPSOIL, SEED AND MULCH
	PIPE & DIRECTIONAL FLOW ARROW
	RIPRAP
	P.C.C. SIDEWALK @ 4"
	P.C.C. SIDEWALK @ 6"
	P.C.C. SIDEWALK @ 8"
	UNDERDRAIN
	UNDERDRAIN OUTLET

RIGHT-OF-WAY SYMBOLS	
	PROPOSED RIGHT-OF-WAY MONUMENT
DA	PROPOSED DENIAL OF ACCESS
PE	PROPOSED PERMANENT EASEMENT
R/W	PROPOSED RIGHT-OF-WAY
R/W-DA	PROPOSED R/W & DENIAL OF ACCESS
TCE	TEMPORARY CONSTRUCTION EASEMENT
100+00	PROPOSED RIGHT-OF-WAY BASELINE

IDENTIFIERS	
A C	ADJUST BY CONTRACTOR
A O	ADJUST BY OTHERS
B	CONCRETE SAFETY BARRIER
C	CURB OR CURB & GUTTER
CJB	CONVERT TO JUNCTION BOX
CMH	CONVERT TO DRAINAGE MANHOLE
C O	CURB OPENING
CR	CURB RAMP / TYPE
CR-W	CURB RAMP / TYPE - WITHOUT SIDEWALK SURFACE DETECTABLE WARNING SYSTEM
CSF	CONSTRUCTION SAFETY FENCE
DI	DRAINAGE INLET
DND	DO NOT DISTURB
ED	ENERGY DISSIPATOR
F	FENCE
FES	FLARED END SECTION
FF C	FILL WITH FLOWABLE FILL
FS	FILTRATION STRUCTURE
GR	GUARDRAIL
JB	JUNCTION BOX
MH	MANHOLE
M	MONUMENT - RIGHT-OF-WAY
P	PIPE
RL C	RELOCATE BY CONTRACTOR
RL O	RELOCATE BY OTHERS
RM C	REMOVE BY CONTRACTOR
RM O	REMOVE BY OTHERS
UD	UNDERDRAIN / LENGTH
UDO	UNDERDRAIN OUTLET PIPE

LANDSCAPING	
LS	LANDSCAPE PLANTINGS
	SHRUBBERY
	CONIFEROUS TREE
	DECIDUOUS TREE

TRAFFIC	
ITMS-CON	ITMS CONDUIT
SIG-CON	SIGNAL CONDUIT
	CONDUIT JUNCTION WELL
	LUMINAIRE
	PAVEMENT MARKINGS
	PAVEMENT STRIPING
	TRAFFIC SIGN

PAVEMENT SECTION(S)	
	MILL AND OVERLAY PAVEMENT - SEE TYPICAL SECTIONS FOR MATERIALS AND DEPTHS
	RECONSTRUCTED PAVEMENT - SEE TYPICAL SECTIONS FOR MATERIALS AND DEPTHS
	DRIVEWAY, MULTI-USE PATH AND ENTRANCE PAVEMENT - SEE TYPICAL SECTIONS FOR MATERIALS AND DEPTHS

UTILITY COMPANY FACILITIES	
DP-E-OH	DELMARVA POWER - ELECTRIC (OVERHEAD)

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DELAWARE DEPARTMENT OF TRANSPORTATION

ADDENDUMS / REVISIONS

NOT TO SCALE

HSIP NCC, SR 896 AND OLD CHESTNUT HILL ROAD INTERSECTION IMPROVEMENT

CONTRACT	BRIDGE NO.	N/A
T200800714	DESIGNED BY: RMG	
COUNTY		
NEW CASTLE	CHECKED BY: PAH	

LEGEND

SHEET NO. 3

TOTAL SHTS. 41

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. 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 PRIOR TO THE EXECUTION OF THE CONTRACT. 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 PRIOR TO THE EXECUTION OF THE CONTRACT. 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
(X) MINOR	CONTRACTOR CERTIFICATION COURSE TRAINING ONLY, AS DEFINED IN SECTION 13 OF THE DELAWARE SEDIMENT AND STORMWATER REGULATIONS.
( ) MEDIUM	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 PRIOR TO THE EXECUTION OF THE CONTRACT. THE SUPERINTENDENT MUST BECOME A CCR WITHIN ONE YEAR AFTER THE AWARD OF CONTRACT.

3. ELECTRONIC PROJECT FILES THAT WILL BE MADE AVAILABLE TO THE AWARDED CONTRACTOR, INCLUDE:

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

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

4. PROJECT FILES THAT WILL BE MADE AVAILABLE TO THE CONTRACTOR, INCLUDE:

( )	CROSS SECTIONS
( )	RIGHT-OF-WAY PLANS (WILL BE MADE AVAILABLE TO THE AWARDED CONTRACTOR)

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

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

6. THE DISTURBED AREA FOR THIS PROJECT IS 0.33 ACRES.

7. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ADHERING TO THE CONSTRUCTION SITE POLLUTION PREVENTION SPECIFICATIONS AS DETAILED IN SECTION 3.6 OF THE "DELAWARE EROSION AND SEDIMENT CONTROL HANDBOOK". ALL COSTS ASSOCIATED WITH ADHERING TO THE STANDARDS SHALL BE INCIDENTAL TO THE OVERALL CONTRACT COSTS.

8. THE EROSION AND SEDIMENT CONTROL PLANS HAVE BEEN APPROVED BY DELDOT'S STORMWATER ENGINEER UNDER DELDOT'S DELEGATED AUTHORITY. THE EROSION AND SEDIMENT CONTROL PLANS ARE VALID FOR A THREE YEAR PERIOD, BEGINNING ON THE DATE THE STORMWATER ENGINEER SIGNED THE CONSTRUCTION TITLE SHEET. IF THE FINAL ACCEPTANCE OF THE PROJECT IS ANTICIPATED TO EXTEND BEYOND THE THREE YEARS, THE CONTRACTOR SHALL INFORM THE ENGINEER THREE MONTHS PRIOR TO THE EXPIRATION OF THE EROSION AND SEDIMENT CONTROL PLAN APPROVAL. DELDOT WILL REVIEW THE CURRENT EROSION AND SEDIMENT CONTROL PLAN AND ISSUE AN EXTENSION WITH ANY APPROPRIATE MODIFICATIONS.

PROJECT NOTES

SECTION 100

1. ANY DAMAGE TO ITEMS NOTED TO BE RELOCATED OR RESET BY THE CONTRACTOR, AT THE DISCRETION OF THE ENGINEER, SHALL BE REPAIRED AND/OR REPLACED IN KIND AT THE CONTRACTOR'S EXPENSE.

SECTION 200

2. 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.

3. IN AREAS WHERE TREES OR SHRUBS WILL BE OVERHANGING THE PROPOSED SIDEWALK, PRUNING MAY BE NECESSARY TO ACHIEVE A VERTICAL CLEAR SPACE OF 10 FEET ABOVE THE PROPOSED SIDEWALK ELEVATION. THE CONTRACTOR SHALL PRUNE EXISTING TREE AND SHRUB BRANCHES, WHICH OVERHANG THE SIDEWALK, IN ACCORDANCE WITH I.S.A. STANDARDS. THE CONTRACTOR SHALL NOTIFY DELDOT'S ROADSIDE ENVIRONMENTALIST ADMINISTRATOR, EUGENE 'CHIP' ROSAN, JR. AT (302) 760-2185 AND/OR HIS DESIGNEE, AT LEAST TWO (2) DAYS PRIOR TO THE PRUNING OPERATION. ALL COSTS ASSOCIATED WITH THE ABOVE WORK TO BE PAID UNDER ITEM 201000 - CLEARING AND GRUBBING.

4. 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 IN ACCORDANCE WITH ITEM 208000 - EXCAVATION AND BACKFILL FOR PIPE TRENCHES, BUT ONLY TO THE ACTUAL DEPTH EXCAVATED. PAYMENT FOR THIS WORK SHALL BE INCIDENTAL TO ITEM 202000- EXCAVATION AND EMBANKMENT.

5. ITEMS TO BE REMOVED UNDER ITEM 211000 - REMOVAL OF STRUCTURES AND OBSTRUCTIONS SHALL INCLUDE, BUT NOT BE LIMITED TO THE FOLLOWING:
   - FENCES
   - SIGNAL POLE FOUNDATIONS
   - JUNCTION WELLS
   - POLE BASE ALONG SOUTHEAST RETAINING WALL
   - OVERHEAD SIGN STRUCTURE (POLE, MAST ARM, EXISTING SIGN FOUNDATION)

6. THIS PROJECT IS COVERED UNDER AN NPDES GENERAL PERMIT FOR CONSTRUCTION. UNDER THE GENERAL PERMIT, COMPLIANCE WITH DELDOT'S APPROVED SEDIMENT AND STORMWATER MANAGEMENT PLANS WILL CONSTITUTE COMPLIANCE WITH THE NPDES INDUSTRIAL PERMITTING REQUIREMENTS FOR THIS CONSTRUCTION PROJECT. A COPY OF THE NPDES GENERAL PERMIT AND NOI IS KEPT ON FILE IN EACH OF THE CONSTRUCTION OFFICES AND THE DEPARTMENT'S TEAM SUPPORT SECTION. A COPY OF THE GENERAL PERMIT OR THE NOI CAN BE OBTAINED UPON REQUEST FROM EITHER THE DEPARTMENT'S STORMWATER ENGINEER OR THE APPROPRIATE CONSTRUCTION ENGINEER.

SECTION 300

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

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

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

   B. THE QUANTITY USED FOR BASE OF EACH OF THE ABOVE LISTED MATERIALS WILL BE THE CONTRACTOR'S CHOICE, WITH THE TOTAL MEETING THE ADVERTISED QUANTITY OF ITEM 302007 - GRADED AGGREGATE BASE COURSE, TYPE 'B'.

   C. THE CONTRACTOR MAY ALSO ELECT TO RECYCLE MILLINGS FOR USE IN HOT-MIX AS PERMITTED BY THE STANDARD SPECIFICATIONS. THE CHOICE OF THE QUANTITY OF MILLINGS USED FOR THIS PURPOSE, OR FOR BASE COURSE, LIES WITH THE CONTRACTOR. ALL MILLING MATERIAL SHALL BECOME PROPERTY OF THE CONTRACTOR.

   D. HOT-MIX MILLINGS MAY BE GENERATED FROM THE FOLLOWING SOURCES:
   a. MATERIAL MADE AVAILABLE WHEN MILLED ON THIS CONTRACT UNDER ITEM 760507.
   b. MATERIAL MILLED ON THIS CONTRACT AT THE CONTRACTOR'S CHOICE UNDER ITEM 202000.
   c. MILLED MATERIAL FURNISHED ON THE JOB FROM THE CONTRACTOR'S YARD OR OTHER OUTSIDE SOURCE.
   ALL MILLED MATERIALS SHALL MEET THE MATERIAL REQUIREMENTS OF ITEM 302514 - MILLED HOT-MIX BASE COURSE.

   E. PAYMENT CLARIFICATION:
   a. SHOULD THE CONTRACTOR ELECT TO MILL PORTIONS OF HOT-MIX SHOWN ON THE PLANS TO BE REMOVED UNDER ITEM 202000 - EXCAVATION AND EMBANKMENT THE COST OF MILLING THIS HOT-MIX WILL BE PAID AS ITEM 202000 - EXCAVATION AND EMBANKMENT. THE MILLINGS GENERATED MAY BE RECYCLED INTO HOT-MIX, UTILIZED FOR BASE COURSE, OR DISPOSED OF TO AN APPROVED SITE. HAULING COSTS FOR DISPOSAL AND/OR RECYCLING ARE INCIDENTAL TO ITEM 202000 - EXCAVATION AND EMBANKMENT.

   b. SHOULD THE CONTRACTOR ELECT TO TEMPORARILY STOCKPILE MILLINGS ON THE JOB SITE FOR LATER USE, ALL COSTS FOR STOCKPILING AND SUBSEQUENT REHANDLING SHALL BE INCIDENTAL TO ITEM 202000 - EXCAVATION AND EMBANKMENT.

   c. MILLINGS USED FOR BASE COURSE SHALL BE PLACED IN ACCORDANCE WITH THE REQUIREMENTS OF SPECIAL PROVISION 302514 - MILLED HOT-MIX BASE COURSE. NO SEPARATE PAYMENT WILL BE MADE TO FURNISH MILLINGS FROM AN OUTSIDE SOURCE OR TRANSPORT MILLINGS WITHIN THE PROJECT LIMITS. MILLINGS USED FOR BASE COURSE WILL BE PAID IN PLACE AT THE UNIT BID PRICE FOR ITEM 302007 - GRADED AGGREGATE BASE COURSE, TYPE 'B'.

   d. ALL COSTS TO UTILIZE MILLINGS IN RECYCLED HOT-MIX WILL BE INCIDENTAL TO THE UNIT PRICE BID FOR THE HOT-MIX ITEM USING THE RECYCLED MATERIAL.

   e. SPECIAL PROVISION 302514 - MILLED HOT-MIX BASE COURSE IS PROVIDED TO SPECIFY THE MEANS OF LAY DOWN AND COMPACTION AS WELL AS THE MATERIAL REQUIREMENTS FOR MILLINGS USED AS BASE COURSE. ALL COSTS TO BRING THE MILLINGS INTO COMPLIANCE WITH THE REQUIREMENTS OF ITEM - 302514 MILLED HOT-MIX BASE COURSE ARE INCIDENTAL TO ITEM 302007 - GRADED AGGREGATE BASE COURSE, TYPE 'B'. NO PAYMENT WILL BE MADE FOR ITEM 302514 - MILLED HOT-MIX BASE COURSE. THE QUANTITY OF MILLINGS USED FOR BASE COURSE WILL BE PAID FOR UNDER ITEM 302007 - GRADED AGGREGATE BASE COURSE.

PROJECT NOTES

SECTION 400

8. 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

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

SECTION 700

10. 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.

11. WHERE PROPOSED CONCRETE SIDEWALK IS CONSTRUCTED TO MEET EXISTING SIDEWALK, THE EXISTING SIDEWALK SHALL BE SAWCUT AT THE TIE-IN POINT OR MEET THE NEAREST EXISTING SIDEWALK JOINT. ALL SAW CUTTING SHALL BE FULL DEPTH, UNLESS OTHERWISE NOTED ON THE PLANS OR DIRECTED BY THE ENGINEER AND SHALL BE PAID FOR UNDER ITEM 762002 - SAWCUTTING, CONCRETE, FULL DEPTH.

12. FOR SIDEWALK CONSTRUCTION, NO BARE SOIL SHALL BE PERMITTED TO SHOW AT THE END OF THE WORK DAY. ALL BARE SOIL SHALL BE COVERED WITH GABC OR A METHOD APPROVED BY THE ENGINEER.

13. PORTLAND CEMENT CONCRETE 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 ITEM 708060 - REPLACING DRAINAGE INLET GRATE(S). 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. THE CITY OF NEWARK DEPARTMENT OF PUBLIC WORKS SHALL SUPPLY AND THE STATE'S CONTRACTOR SHALL INSTALL NEW SELF SEALING MANHOLE FRAMES AND COVERS ON ALL CITY SEWER MANHOLES, THAT ARE NOT BEING RELOCATED, WITHIN THE PROJECT LIMITS IN ACCORDANCE WITH THE CITY'S STANDARD SPECIFICATIONS. THE EXISTING MANHOLE FRAMES AND COVERS THAT ARE REMOVED SHALL BECOME THE PROPERTY OF THE STATE'S CONTRACTOR. PAYMENT SHALL BE INCIDENTAL TO ITEM 710506 - ADJUST AND REPAIR EXISTING SANITARY SEWER MANHOLE.

17. ALL PAVED AREAS TO BE RECONSTRUCTED OR WIDENED SHALL BE SAWCUT AT THE POINT WHERE THE NEW PAVEMENT IS TO TIE INTO THE EXISTING PAVEMENT.

MISCELLANEOUS

18. THE CONTRACTOR SHALL CONTACT MICHAEL ELLER, THE CHIEF OF SCHEDULING FOR DART FIRST STATE, 14 DAYS PRIOR TO THE START OF CONSTRUCTION AT 302-576-6061.

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

20. THERE ARE NO ENVIRONMENTAL PERMITS ASSOCIATED WITH THE PROJECT. AS SUCH, AN ENVIRONMENTAL COMPLIANCE SHEET WAS NOT PREPARED.

EARTHWORK SUMMARY

EXCAVATION	
EXCAVATION FROM CROSS SECTIONS	988 C.Y.
ROCK EXCAVATION FOR ROADWAY AND TRENCHES	0 C.Y.
TOPSOIL STRIPPING	0 C.Y.
TOTAL EXCAVATION	988 C.Y.
EXCAVATION AVAILABLE FOR EMBANKMENT	
EXCAVATION MEETING BORROW TYPE 'A'	0 C.Y.
EXCAVATION MEETING BORROW TYPE 'F'	0 C.Y.
EXCAVATION MEETING TOPSOIL	0 C.Y.
EMBANKMENT REQUIREMENTS	
BORROW TYPE 'A' REQUIRED (INCLUDING UNDERCUT)	28 C.Y.
BORROW TYPE 'F' REQUIRED	26 C.Y.
TOPSOIL REQUIRED	130 C.Y.
MATERIAL BALANCE ("+"= EXCESS, "-"= NEED)	
BORROW TYPE 'A'	-28 C.Y.
BORROW TYPE 'F'	-26 C.Y.
TOPSOIL	-130 C.Y.
UNSUITABLE MATERIAL	988 C.Y.

NOTES:
1) THE VALUES LISTED IN THE EARTHWORK SUMMARY ARE APPROXIMATE AND ARE NOT TO BE USED AS A BASIS OF PAYMENT. THE EARTHWORK SUMMARY IS CONSIDERED FOR INFORMATIONAL PURPOSES ONLY.

2) OTHER SOURCES OF EXCAVATION MAY INCLUDE PIPE TRENCH EXCAVATION, STRUCTURE EXCAVATION, UNDERCUT EXCAVATION, STORMWATER MANAGEMENT POND EXCAVATION, ENVIRONMENTAL SITE EXCAVATION, MAINTENANCE OF TRAFFIC EXCAVATION, ETC.

3) UNSUITABLE MATERIALS INCLUDE UNDERCUT SOILS, BITUMINOUS PAVEMENT, ETC.

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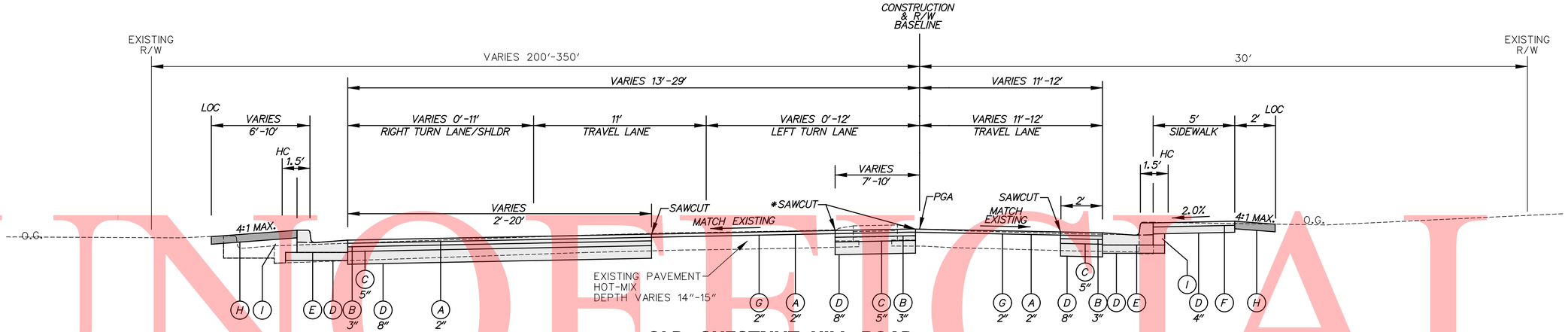
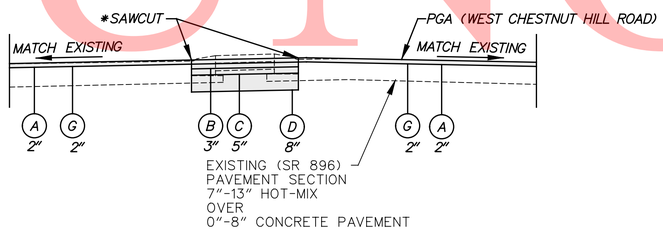
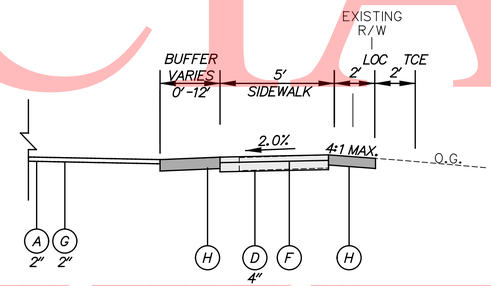


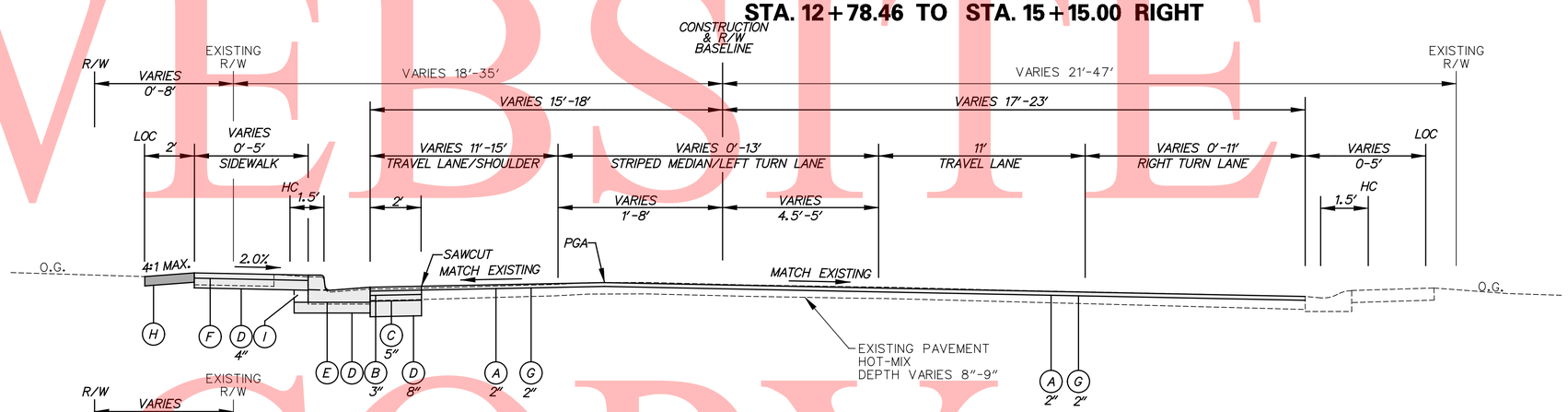
OLD CHESTNUT HILL ROAD
STA. 10+80.00 TO STA. 15+15.00



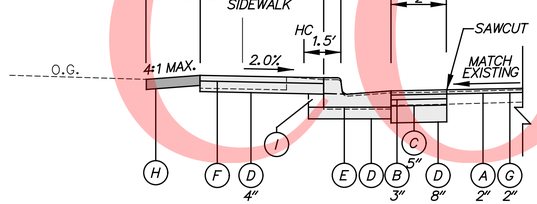


OLD CHESTNUT HILL ROAD
STA. 12+78.46 TO STA. 15+15.00 RIGHT

MEDIAN REPLACEMENT SECTION
WEST CHESTNUT HILL ROAD/
SR 896
STA. 9+17.63 TO STA. 9+65.93
STA. 423+91.60 TO STA. 424+19.70



WEST CHESTNUT HILL ROAD
STA. 6+50.00 TO STA. 9+50.00



WEST CHESTNUT HILL ROAD
STA. 9+11.00 TO STA. 9+50.00

LEGEND

- (A) ITEM 401807 - BITUMINOUS CONCRETE, TYPE C, 160 GYRATIONS, PG 76-22 (CARBONATE STONE)
- (B) ITEM 401816 - BITUMINOUS CONCRETE, SUPERPAVE, TYPE B, 160 GYRATIONS, PG 76-22
- (C) ITEM 401819 - BITUMINOUS CONCRETE, SUPERPAVE, BITUMINOUS CONCRETE BASE COURSE, 160 GYRATIONS, PG 64-22
- (D) ITEM 302007 - GRADED AGGREGATE BASE COURSE, TYPE B
- (E) ITEM 701020 - INTEGRAL P.C.C. CURB AND GUTTER, TYPE 1-8
- (F) ITEM 705001 - P.C.C. SIDEWALK, 4"
- (G) ITEM 760507 - PROFILE MILLING, HOT-MIX
- (H) ITEM 732002 - TOPSOIL, 6" DEPTH, AND ITEM 734013 - PERMANENT GRASS SEEDING, DRY GROUND
- (I) ITEM 209006 - BORROW, TYPE F OR PROJECT EXCAVATION MEETING THE REQUIREMENTS OF BORROW, TYPE F

NOTE:
*SAWCUTTING FOR MEDIAN REMOVAL SHALL ONLY BE PERFORMED IF REQUIRED FOR REMOVAL OF CURB AND APPROVED BY ENGINEER PRIOR TO COMMENCING WORK.

MATERIAL	LIFT THICKNESS	
	MINIMUM	MAXIMUM
HOT-MIX, TYPE 'C'	1.25"	2"
HOT-MIX, TYPE 'B'	2.25"	3"
BITUMINOUS CONCRETE BASE COURSE	3"	6"
GRADED AGGREGATE BASE COURSE	3"	8"

DELAWARE DEPARTMENT OF TRANSPORTATION

ADDENDUMS / REVISIONS

SCALE 0 30 60 90 FEET

HSIP NCC, SR 896 AND OLD CHESTNUT HILL ROAD INTERSECTION IMPROVEMENT

CONTRACT	BRIDGE NO.	N/A
T200800714	DESIGNED BY: RMG	
COUNTY		
NEW CASTLE	CHECKED BY: PAH	

TYPICAL SECTIONS

SHEET NO. 5
TOTAL SHTS. 41

CONSTRUCTION ALIGNMENT CONTROL				
POINT NO.	STATION	OFFSET	NORTHING	EASTING
10001	6+50.0000	0.0000	602957.4380	561669.9433
10002	10+00.0000	0.0000	603192.7013	561929.0787
10003	15+45.0000	0.0000	603559.0399	562332.5896
10004	424+38.2813	0.0000	603291.7118	561919.8630
10005	427+00.0000	0.0000	603552.5978	561899.0017

HORIZONTAL / VERTICAL CONTROL DATA			
POINT NO.	NORTHING	EASTING	ELEVATION
GPS#18	604226.019	561307.269	87.16
GPS#19	604334.723	561644.090	86.93

DATUM REFERENCE:

HORIZONTAL - THIS PROJECT IS REFERENCED TO THE DELAWARE STATE PLANE COORDINATE SYSTEM (NAD 83/91).

VERTICAL - PLAN ELEVATIONS ARE BASED ON N.G.S. SURVEY DATUM (NAVD 88) BASED ON THE FOLLOWING STATE OF DELAWARE BENCHMARKS:
GPS #18; GPS #19

CIRCULAR CURVE NO. 1			
Element: Circular			
	STATION	NORTHING	EASTING
PC	408+57.1713	601785.9698	562363.8883
PI	416+59.2110	602492.2241	561983.7927
CC		603596.1775	565727.4294
PT (10004)	424+38.2813	603291.7118	561919.8630
Radius:		3819.7200	
Delta:		23°42'59.9095" Right	
Degree of Curvature (Arc):		1°29'59.9980"	
Length:		1581.1100	
Tangent:		802.0397	
Chord:		1569.8463	
Middle Ordinate:		81.5177	
External:		83.2953	
Tangent Direction:		N 28°17'18.5108" W	
Radial Direction:		N 61°42'41.4890" E	
Chord Direction:		N 16°25'48.5561" W	
Radial Direction:		N 85°25'41.3985" E	
Tangent Direction:		N 4°34'18.6014" W	

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DELAWARE DEPARTMENT OF TRANSPORTATION	ADDENDUMS / REVISIONS	SCALE 0 30 60 90 FEET	HSIP NCC, SR 896 AND OLD CHESTNUT HILL ROAD INTERSECTION IMPROVEMENT	CONTRACT T200800714	BRIDGE NO. N/A	HORIZONTAL AND VERTICAL CONTROL	SHEET NO. 6
				COUNTY NEW CASTLE	DESIGNED BY: RMG		TOTAL SHTS. 41
					CHECKED BY: PAH		

CONSTRUCTION ALIGNMENT CONTROL				
POINT NO.	STATION	OFFSET	NORTHING	EASTING
10006	416+77.0000	0.0000	602543.8936	562055.5144

HORIZONTAL / VERTICAL CONTROL DATA			
POINT NO.	NORTHING	EASTING	ELEVATION
GPS#18	604226.019	561307.269	87.16
GPS#19	604334.723	561644.090	86.93

DATUM REFERENCE:
HORIZONTAL - THIS PROJECT IS REFERENCED TO THE DELAWARE STATE PLANE COORDINATE SYSTEM (NAD 83/91).

VERTICAL - PLAN ELEVATIONS ARE BASED ON N.G.S. SURVEY DATUM (NAVD 88) BASED ON THE FOLLOWING STATE OF DELAWARE BENCHMARKS:
GPS #18; GPS #19

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DELAWARE DEPARTMENT OF TRANSPORTATION

ADDENDUMS / REVISIONS

SCALE 0 30 60 90 FEET

HSIP NCC, SR 896 AND OLD CHESTNUT HILL ROAD INTERSECTION IMPROVEMENT

CONTRACT	BRIDGE NO.	N/A
T200800714	DESIGNED BY: RMG	
COUNTY		
NEW CASTLE	CHECKED BY: PAH	

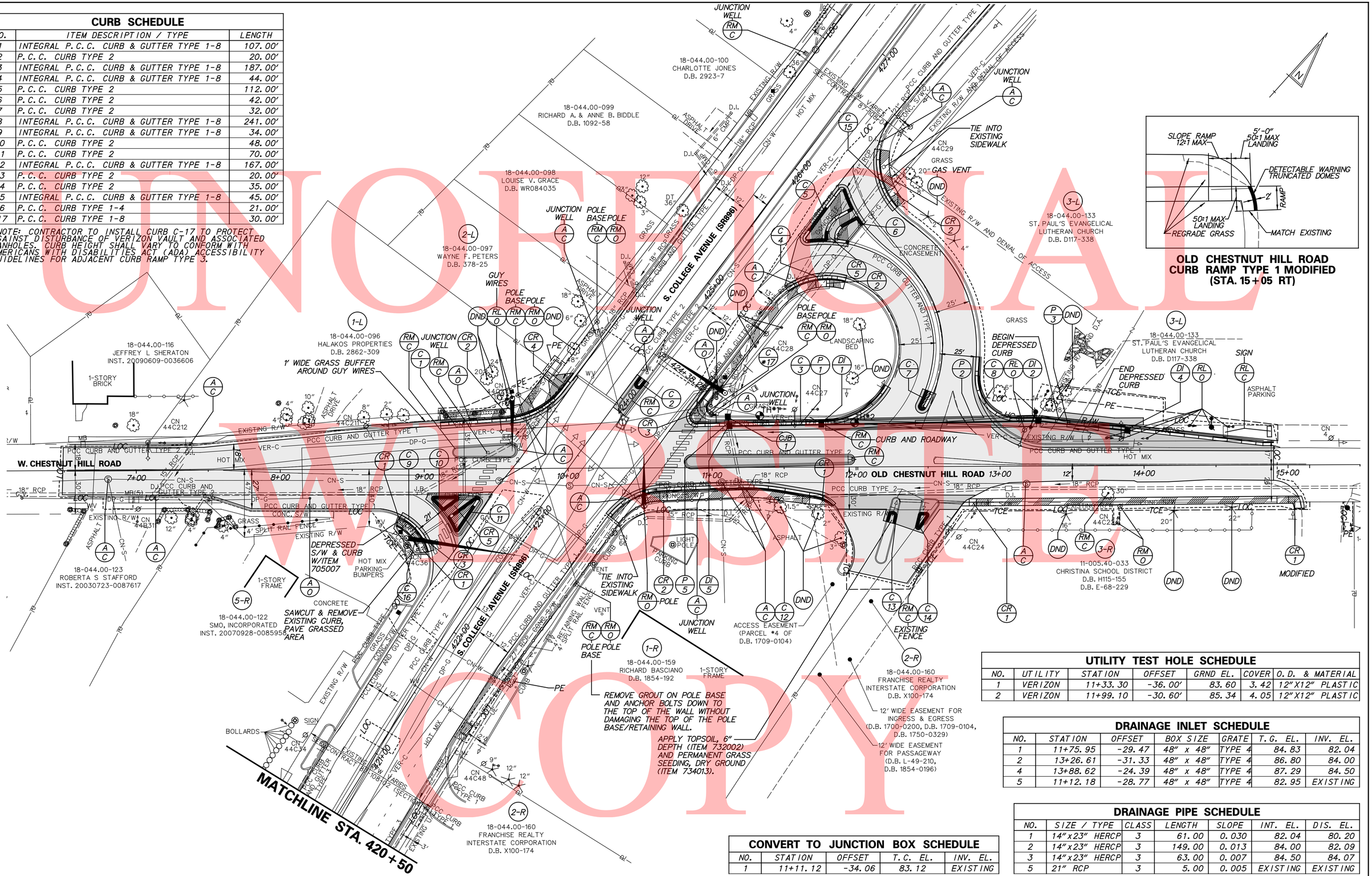
HORIZONTAL AND VERTICAL CONTROL

SHEET NO. 7
TOTAL SHTS. 41

CURB SCHEDULE

NO.	ITEM DESCRIPTION / TYPE	LENGTH
1	INTEGRAL P.C.C. CURB & GUTTER TYPE 1-8	107.00'
2	P.C.C. CURB TYPE 2	20.00'
3	INTEGRAL P.C.C. CURB & GUTTER TYPE 1-8	187.00'
4	INTEGRAL P.C.C. CURB & GUTTER TYPE 1-8	44.00'
5	P.C.C. CURB TYPE 2	112.00'
6	P.C.C. CURB TYPE 2	42.00'
7	P.C.C. CURB TYPE 2	32.00'
8	INTEGRAL P.C.C. CURB & GUTTER TYPE 1-8	241.00'
9	INTEGRAL P.C.C. CURB & GUTTER TYPE 1-8	34.00'
10	P.C.C. CURB TYPE 2	48.00'
11	P.C.C. CURB TYPE 2	70.00'
12	INTEGRAL P.C.C. CURB & GUTTER TYPE 1-8	167.00'
13	P.C.C. CURB TYPE 2	20.00'
14	P.C.C. CURB TYPE 2	35.00'
15	INTEGRAL P.C.C. CURB & GUTTER TYPE 1-8	45.00'
16	P.C.C. CURB TYPE 1-4	21.00'
*17	P.C.C. CURB TYPE 1-8	30.00'

*NOTE: CONTRACTOR TO INSTALL CURB C-17 TO PROTECT AGAINST DISTURBANCE OF VERIZON VAULT AND ASSOCIATED MANHOLES. CURB HEIGHT SHALL VARY TO CONFORM WITH AMERICANS WITH DISABILITIES ACT (ADA) ACCESSIBILITY GUIDELINES FOR ADJACENT CURB RAMP TYPE 3.



UTILITY TEST HOLE SCHEDULE

NO.	UTILITY	STATION	OFFSET	GRND EL.	COVER	O.D. & MATERIAL
1	VERIZON	11+33.30	-36.00'	83.60	3.42	12"X12" PLASTIC
2	VERIZON	11+99.10	-30.60'	85.34	4.05	12"X12" PLASTIC

DRAINAGE INLET SCHEDULE

NO.	STATION	OFFSET	BOX SIZE	GRATE	T.G. EL.	INV. EL.
1	11+75.95	-29.47	48" x 48"	TYPE 4	84.83	82.04
2	13+26.61	-31.33	48" x 48"	TYPE 4	86.80	84.00
4	13+88.62	-24.39	48" x 48"	TYPE 4	87.29	84.50
5	11+12.18	-28.77	48" x 48"	TYPE 4	82.95	EXISTING

DRAINAGE PIPE SCHEDULE

NO.	SIZE / TYPE	CLASS	LENGTH	SLOPE	INT. EL.	DIS. EL.
1	14"x23" HERCP	3	61.00	0.030	82.04	80.20
2	14"x23" HERCP	3	149.00	0.013	84.00	82.09
3	14"x23" HERCP	3	63.00	0.007	84.50	84.07
5	21" RCP	3	5.00	0.005	EXISTING	EXISTING

CONVERT TO JUNCTION BOX SCHEDULE

NO.	STATION	OFFSET	T.C. EL.	INV. EL.
1	11+11.12	-34.06	83.12	EXISTING

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DELAWARE DEPARTMENT OF TRANSPORTATION

ADDENDUMS / REVISIONS

SCALE 0 30 60 90 FEET

HSIP NCC, SR 896 AND OLD CHESTNUT HILL ROAD INTERSECTION IMPROVEMENT

CONTRACT	BRIDGE NO.	N/A
T200800714	DESIGNED BY: RMG	
COUNTY	CHECKED BY: PAH	
NEW CASTLE		

CONSTRUCTION PLAN

SHEET NO. 8 / TOTAL SHTS. 41

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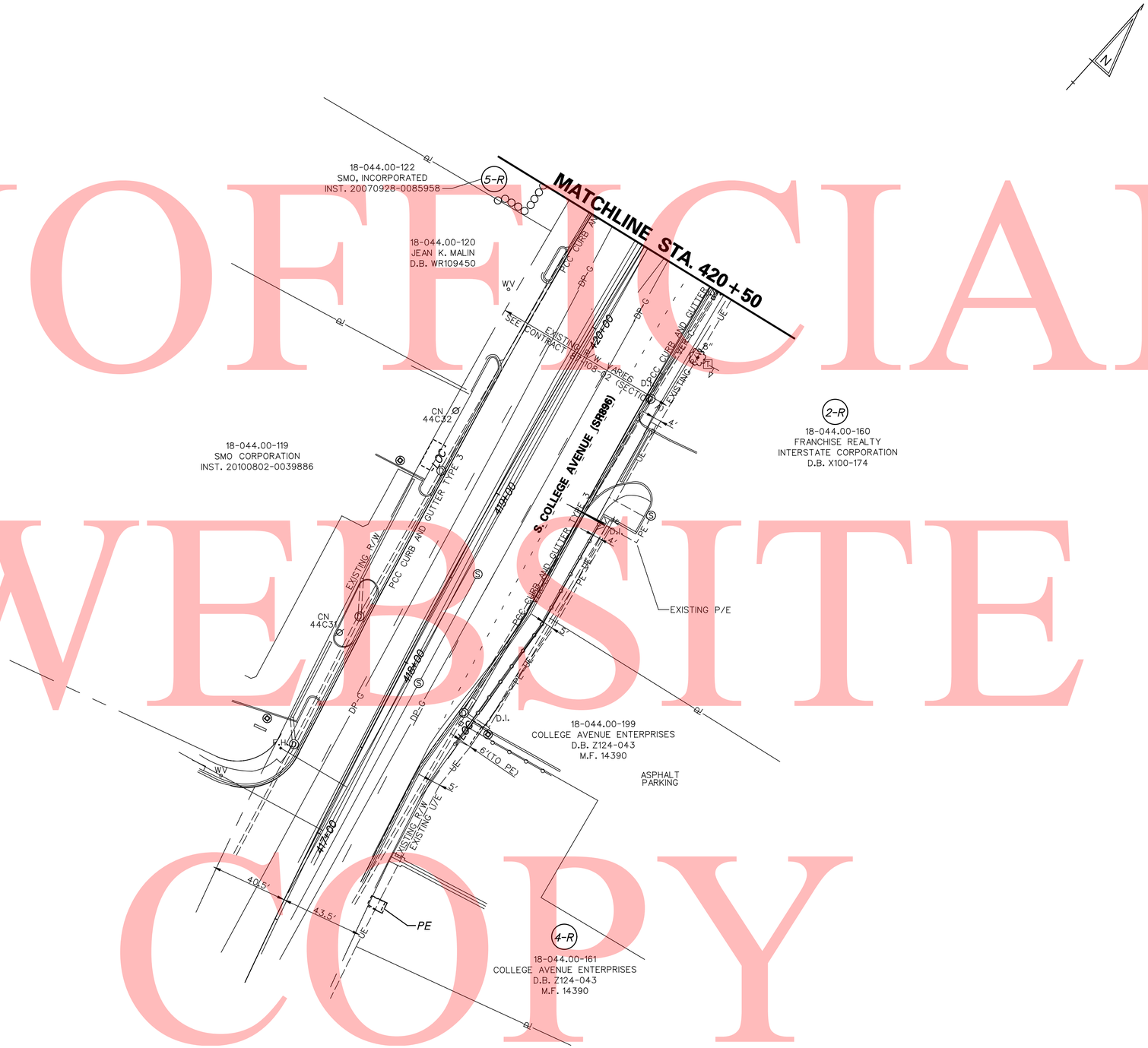
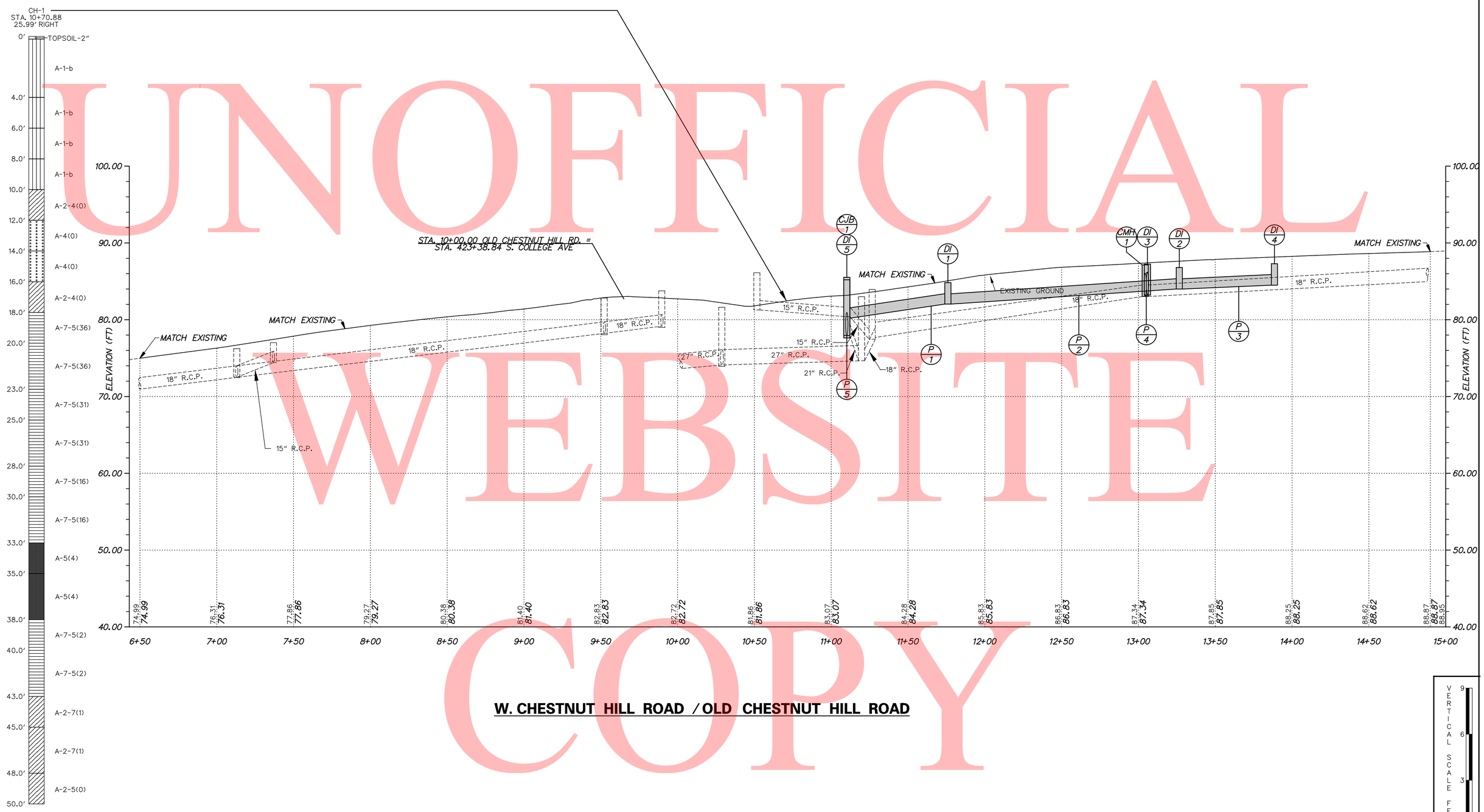


NOTE:
LOCATIONS OF EXISTING UNDERGROUND UTILITIES IS PROVIDED FOR REFERENCE ONLY. CONTRACTOR SHALL VERIFY ALL UNDERGROUND UTILITIES PRIOR TO CONSTRUCTION.

DELAWARE DEPARTMENT OF TRANSPORTATION	ADDENDUMS / REVISIONS	SCALE 0 30 60 90 FEET	**HSIP NCC, SR 896 AND OLD CHESTNUT HILL ROAD INTERSECTION IMPROVEMENT**	CONTRACT T200800714	BRIDGE NO. N/A	**CONSTRUCTION PLAN**	SHEET NO. 9
				COUNTY NEW CASTLE	DESIGNED BY: RMG		TOTAL SHTS. 41
					CHECKED BY: PAH		



W. CHESTNUT HILL ROAD / OLD CHESTNUT HILL ROAD

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DELAWARE DEPARTMENT OF TRANSPORTATION	ADDENDUMS / REVISIONS	SCALE 0 30 60 90 FEET	HSIP NCC, SR 896 AND OLD CHESTNUT HILL ROAD INTERSECTION IMPROVEMENT	CONTRACT T200800714	BRIDGE NO. N/A	PROFILE	SHEET NO. 10
				COUNTY NEW CASTLE	DESIGNED BY: RMG		TOTAL SHTS. 41
					CHECKED BY: PAH		

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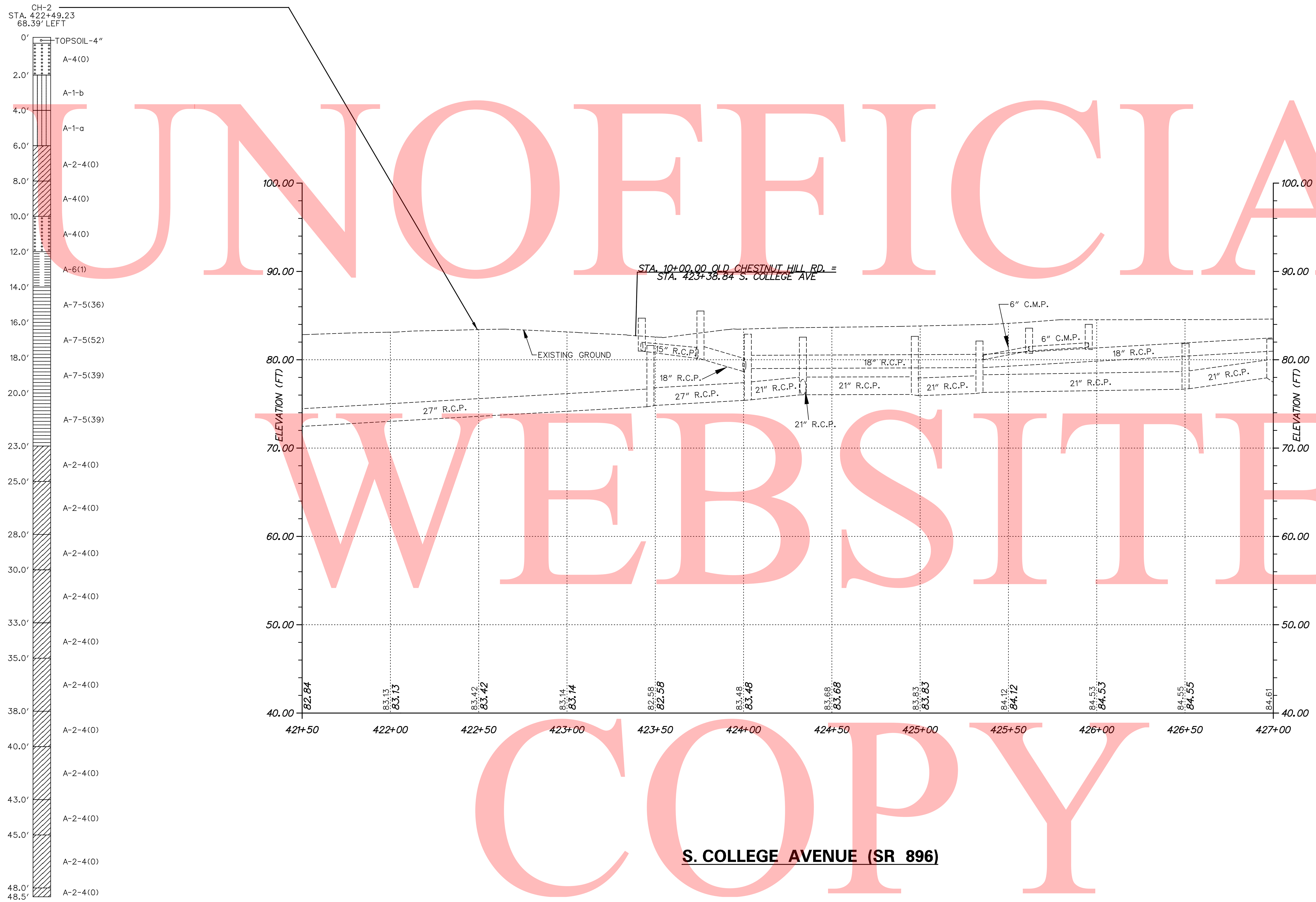
S. COLLEGE AVENUE (SR 896)

VERTICAL SCALE FEET 9 6 3 0

DELAWARE DEPARTMENT OF TRANSPORTATION	ADDENDUMS / REVISIONS	SCALE 0 30 60 90 FEET	HSIP NCC, SR 896 AND OLD CHESTNUT HILL ROAD INTERSECTION IMPROVEMENT	CONTRACT T200800714	BRIDGE NO. N/A	PROFILE	SHEET NO. 11
				COUNTY NEW CASTLE	DESIGNED BY: RMG		TOTAL SHTS. 41
					CHECKED BY: PAH		



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S. COLLEGE AVENUE (SR 896)

VERTICAL SCALE FEET 0 3 6 9

DELAWARE DEPARTMENT OF TRANSPORTATION	ADDENDUMS / REVISIONS	SCALE 0 30 60 90 FEET	HSIP NCC, SR 896 AND OLD CHESTNUT HILL ROAD INTERSECTION IMPROVEMENT	CONTRACT T200800714	BRIDGE NO. N/A	PROFILE	SHEET NO. 12
				COUNTY NEW CASTLE	DESIGNED BY: RMG		TOTAL SHTS. 41
					CHECKED BY: PAH		

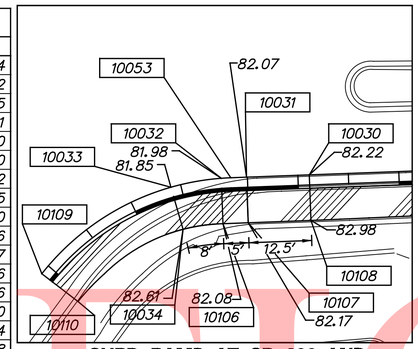
COORDINATE LIST

POINT NO.	STATION	OFFSET	NORTHING	EASTING
10001	6+49.44	-16.00	602968.9053	561658.7778
10002	6+48.55	16.74	602944.0660	561680.1197
10003	8+84.04	31.95	603091.0968	561864.7023
10004	8+80.84	38.93	603083.7821	561867.0185
10005	8+66.07	67.69	603052.5590	561875.4186
10006	8+96.93	58.03	603080.4509	561891.7735
10007	9+04.59	56.91	603086.4318	561896.6937
10008	9+11.55	-29.93	603155.4057	561843.4742
10009	9+11.00	-38.58	603161.4400	561837.2534
10010	9+57.85	-32.87	603188.7032	561875.7741
10011	9+61.66	-43.52	603199.1522	561871.4338
10012	9+66.38	-44.57	603203.0986	561874.2285
10013	9+66.78	-43.12	603202.2990	561875.4976
10014	9+54.36	-87.76	603226.9982	561836.2964
10015	9+98.32	-54.71	603232.0807	561891.0610
10016	9+91.58	-74.97	603242.5491	561872.4529
10017	10+05.74	-64.58	603244.3710	561889.9204
10018	10+49.24	-57.89	603268.6630	561926.6230
10019	10+49.83	-63.69	603273.3496	561923.1601
10020	10+54.67	-60.07	603273.9266	561929.1808
10021	11+01.20	-62.30	603306.8507	561962.1348
10022	11+07.43	-57.49	603307.4773	561969.9755
10023	11+00.98	-41.30	603291.1542	561976.0811
10024	11+02.92	-36.32	603288.7742	561980.8644
10025	10+83.79	-39.77	603278.4695	561964.3771
10026	10+89.32	-35.49	603279.0209	561971.3553
10027	10+89.41	-28.49	603273.8948	561976.1223
10028	11+78.00	-29.55	603334.2324	562041.0053
10029	12+22.43	-55.58	603383.3656	562056.4053
10030	10+80.79	13.30	603237.1584	561997.8361

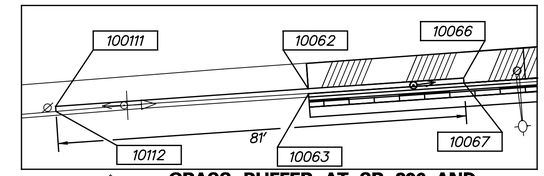
COORDINATE LIST

POINT NO.	STATION	OFFSET	NORTHING	EASTING
10031	10+68.36	13.70	603228.5078	561988.9044
10032	10+63.36	13.90	603225.0015	561985.3352
10033	10+53.38	15.63	603217.0078	561979.1035
10034	10+55.75	23.97	603212.4254	561986.4651
10035	11+60.31	16.27	603288.4133	562058.7010
10036	11+73.27	18.53	603295.4510	562069.8180
10037	11+59.22	24.59	603281.5167	562063.4912
10038	11+69.49	40.20	603276.8627	562081.5855
10039	11+85.67	25.30	603298.7748	562083.5500
10040	12+20.58	37.92	603312.8937	562117.8866
10041	12+25.11	34.04	603318.8107	562118.6297
10042	12+27.18	39.64	603316.0575	562123.9196
10043	12+48.35	-53.35	603399.1310	562077.0926
10044	12+46.08	-41.74	603389.0110	562083.2160
10045	12+53.84	-51.16	603401.2080	562082.6344
10046	12+83.73	-76.08	603439.7519	562088.0068
10047	12+82.92	-63.02	603429.5358	562096.1909
10048	13+12.87	-61.17	603448.2924	562119.6044
*10049	425+14.91	51.18	603372.1781	561964.7709
10050	13+13.23	-31.17	603426.3236	562140.0341
10051	13+28.61	-31.35	603436.7993	562151.2990
10052	10+66.83	62.94	603191.0243	562020.8658
10053	10+65.25	13.80	603226.3379	561986.6639
10054	13+97.67	-28.18	603480.8676	562204.5669
10055	13+97.73	-41.04	603490.4321	562195.9691
10056	9+61.90	-42.04	603198.2205	561872.6094
10057	8+95.23	53.71	603082.5055	561887.6108
10058	10+97.02	-44.36	603290.7604	561971.0966
10059	11+01.04	-36.30	603287.4931	561979.4858

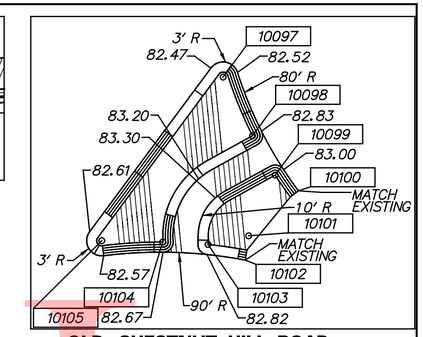
* COORDINATE POINTS CALCULATED FROM S. COLLEGE AVENUE (SR896) BASELINE.



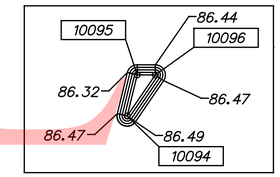
CURB RAMP AT SR 896 AND OLD CHESTNUT HILL ROAD (STA. 10+68 RT)



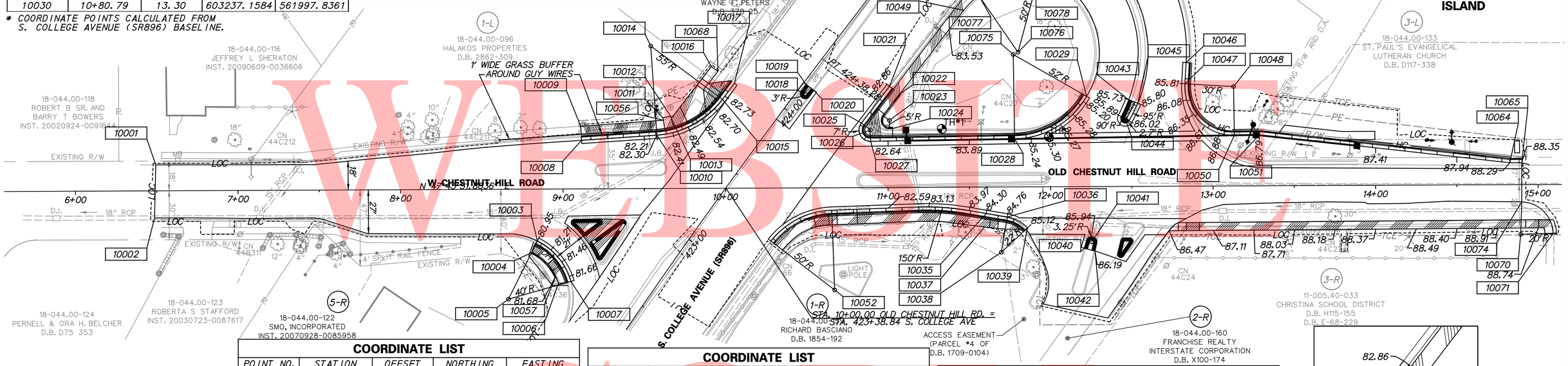
GRASS BUFFER AT SR 896 AND WEST CHESTNUT HILL ROAD (STA. 9+32 LT)

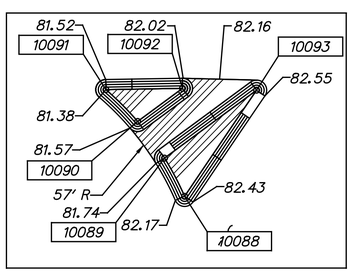


OLD CHESTNUT HILL ROAD WESTBOUND NORTHEAST ISLAND



OLD CHESTNUT HILL ROAD MATILDA ENTRANCE ISLAND





W. CHESTNUT HILL ROAD EASTBOUND SOUTHWEST ISLAND

COORDINATE LIST

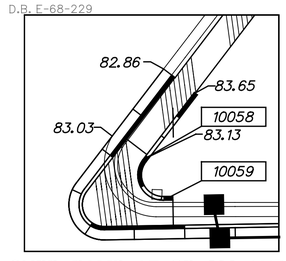
POINT NO.	STATION	OFFSET	NORTHING	EASTING
*10060	426+45.28	37.44	603501.0319	561940.6837
*10061	426+49.51	45.00	603505.8515	561947.8867
10062	9+11.31	-33.58	603157.9540	561840.8424
10063	9+11.38	-32.59	603157.2624	561841.5601
10064	14+82.64	-13.50	603527.1133	562277.3464
10065	14+90.00	-13.50	603532.0618	562282.7970
10066	9+42.10	-35.55	603180.1028	561862.3143
10067	9+42.16	-34.55	603179.4015	561863.0359
*10068	423+93.73	-46.44	603243.0782	561877.4271
10069	13+50.10	13.67	603417.9117	562197.4722
10070	14+89.14	30.61	603498.8281	562311.8022
10071	15+09.15	30.05	603512.6924	562326.2515
10074	14+89.89	10.62	603514.1317	562298.9259
*10075	425+11.79	91.88	603372.3116	562005.5938
*10076	425+14.66	93.39	603375.2905	562006.8691
*10077	425+27.70	53.17	603385.0829	561965.7329
*10078	425+53.84	77.35	603413.0660	561987.7609
*10079	425+30.08	45.84	603386.8736	561958.2353

COORDINATE LIST

POINT NO.	STATION	OFFSET	NORTHING	EASTING
*10080	425+55.73	64.88	603413.9588	561975.1711
*10081	425+60.93	74.45	603419.9072	561984.3004
*10082	426+19.52	72.20	603478.1338	561977.3916
*10083	426+44.22	38.03	603500.0226	561941.3590
*10084	426+48.45	45.60	603504.8422	561948.5620
*10085	426+68.62	81.67	603527.8278	561982.9147
*10086	426+28.03	73.86	603486.7458	561978.3637
*10087	426+22.81	61.64	603480.5642	561966.6005
10088	9+22.36	41.89	603109.4929	561899.7536
10089	9+18.41	34.30	603112.4614	561891.7321
10090	9+13.12	27.02	603114.2983	561882.9215
10091	9+06.86	20.69	603114.7759	561874.0308
10092	9+22.04	20.51	603125.1097	561885.1433
10093	9+36.70	20.94	603134.6489	561896.2918
10094	12+42.99	41.80	603325.0858	562137.0785
10095	12+45.01	33.66	603332.4726	562133.1098
10096	12+48.60	33.69	603334.8570	562135.7852

COORDINATE LIST

POINT NO.	STATION	OFFSET	NORTHING	EASTING
*10097	426+06.93	35.69	603462.6645	561941.9979
*10098	426+01.24	47.36	603457.9300	561954.0875
*10099	425+97.77	55.67	603455.1269	561962.6414
*10100	425+98.09	61.21	603455.8941	561968.1367
*10101	425+85.04	58.80	603442.6891	561966.7818
*10102	425+80.82	61.22	603438.6745	561969.5303
*10103	425+78.79	53.46	603436.0306	561961.9520
*10104	425+73.76	46.09	603430.4285	561955.0056
*10105	425+66.59	36.28	603422.5011	561945.7956
10106	10+63.66	22.90	603218.5379	561991.5999
10107	10+68.65	22.74	603222.0165	561995.1914
10108	10+81.09	22.33	603230.6698	562004.1252
10109	10+49.44	16.84	603213.4654	561976.9972
10110	10+52.47	24.97	603209.482	561984.7115
10111	8+61.27	-30.30	603121.8859	561840.8424
10112	8+61.33	-29.31	603121.1890	561806.7124



CURB RAMP AT SR 896 AND OLD CHESTNUT HILL ROAD (STA. 10+85 LT)

NOTE:
ALL RADII ALONG THE EXTERIOR BOUNDARY OF THE CONCRETE CHANNELIZATIONISLANDS ARE TWO FEET (2'), INCLUDING THE CURB RETURNS FOR THE CURB RAMPS, UNLESS NOTED OTHERWISE ON THE PLANS. ALL RADII FOR THE INTERIOR PORTION OF THE CURB RAMPS ARE FIVE FEET (5') UNLESS OTHERWISE NOTED ON THE PLANS.

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DELAWARE DEPARTMENT OF TRANSPORTATION

ADDENDUMS / REVISIONS

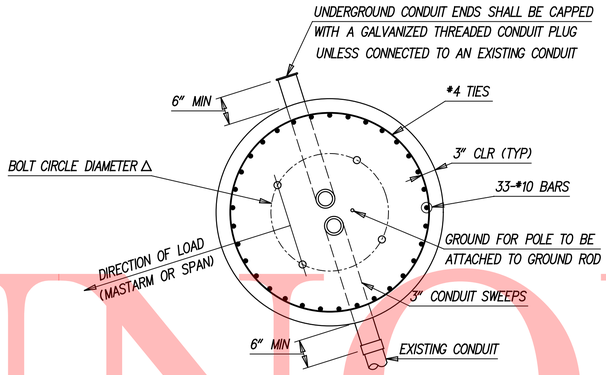
SCALE 0 30 60 90 FEET

HSIP NCC, SR 896 AND OLD CHESTNUT HILL ROAD INTERSECTION IMPROVEMENT

CONTRACT	BRIDGE NO.	N/A
T200800714	DESIGNED BY: RMG	
COUNTY		
NEW CASTLE	CHECKED BY: PAH	

GRADES AND GEOMETRICS

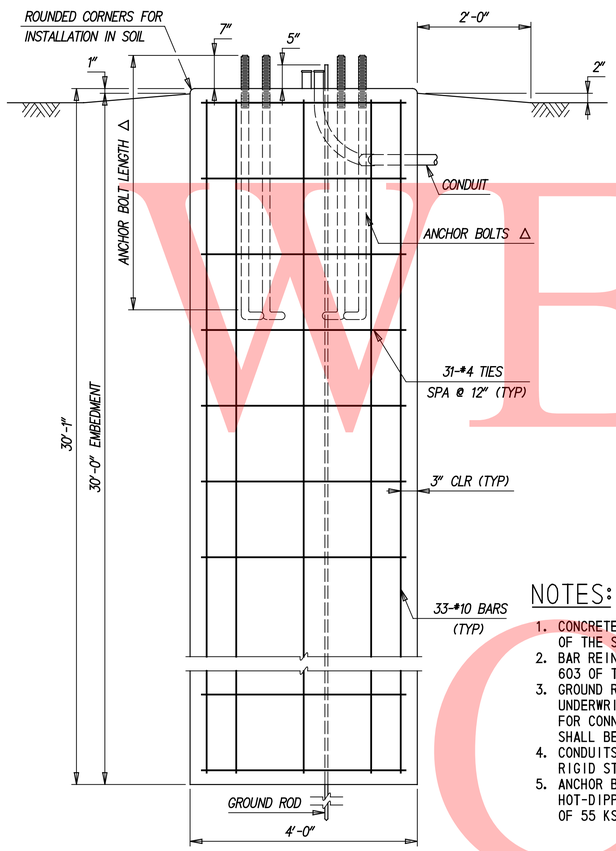
SHEET NO. 13 / TOTAL SHTS. 41



80' MAST ARM FOUNDATION PLAN

SCALE 0 1' 2' 3'

△ - AS DETERMINED BY BY POLE MANUFACTURER

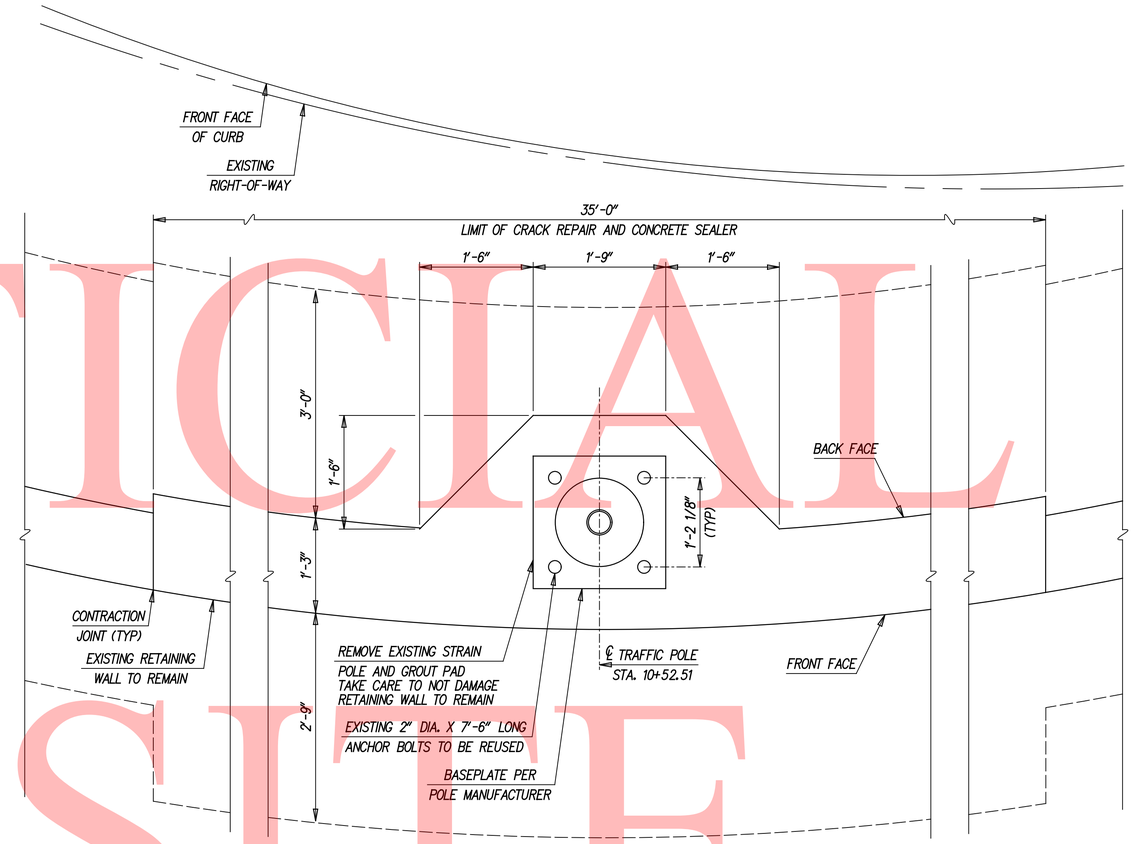


80' MAST ARM FOUNDATION ELEVATION (SOUTHWEST MAST ARM)

SCALE 0 1' 2' 3'

NOTES:

1. CONCRETE FOR POLE BASES SHALL CONFORM TO SECTION 812, CLASS B OF THE STANDARD SPECIFICATIONS.
2. BAR REINFORCEMENT SHALL MEET THE REQUIREMENTS OF SECTION 603 OF THE STANDARD SPECIFICATIONS, GRADE 60 (GRADE 420).
3. GROUND RODS SHALL BE COPPER COVERED, APPROVED BY THE UNDERWRITER'S LABORATORY AND BE SUPPLIED WITH APPROVED CLAMPS FOR CONNECTING THE GROUNDING CONDUCTOR TO THE ROD. GROUND RODS SHALL BE DRIVEN A MINIMUM OF 8' INTO UNDISTURBED SOIL.
4. CONDUITS FOR SWEEPS SHALL MEET THE REQUIREMENTS FOR GALVANIZED RIGID STEEL CONDUIT IN SECTION 745 OF THE STANDARD SPECIFICATIONS.
5. ANCHOR BOLTS WILL BE SUPPLIED BY THE CONTRACTOR, SHALL BE HOT-DIPPED GALVANIZED, AND HAVE A MINIMUM YIELD STRENGTH OF 55 KSI.

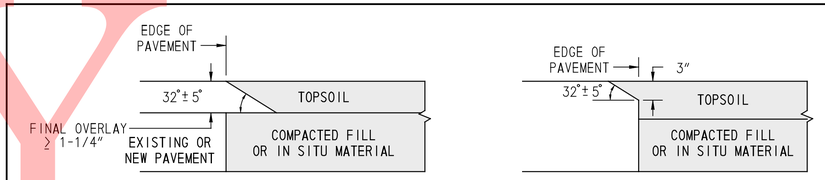


RETAINING WALL POLE BASE PLAN (SOUTHEAST MAST ARM)

SCALE 0 0.5' 1' 2'

NOTES:

1. REPAIR CRACKS IN CONCRETE RETAINING WALL WITHIN LIMITS SHOWN. CRACK REPAIR SHALL BE PERFORMED UNDER PAY ITEM NO. 602611 AND MUST BE SUBMITTED TO THE ENGINEER FOR APPROVAL PRIOR TO THE START OF THIS WORK.
2. APPLY SILANE BASED CONCRETE SEALER TO EXPOSED VERTICAL AND HORIZONTAL SURFACES OF THE RETAINING WALL WITHIN LIMITS SHOWN. PAYMENT SHALL BE UNDER ITEM NO. 602546.



HOT-MIX PAVEMENTS AND OVERLAYS
NOT TO SCALE

CONCRETE PAVEMENTS
NOT TO SCALE

SAFETY EDGE DETAIL

NOT TO SCALE

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DELAWARE DEPARTMENT OF TRANSPORTATION	ADDENDUMS / REVISIONS	NOT TO SCALE	HSIP NCC, SR 896 AND OLD CHESTNUT HILL ROAD INTERSECTION IMPROVEMENT	CONTRACT T200800714	BRIDGE NO. N/A	CONSTRUCTION DETAILS	SHEET NO. 14
				COUNTY NEW CASTLE	DESIGNED BY: CWM		TOTAL SHTS. 41
					CHECKED BY: LAA		

MOT NOTES:

1. GRADING AND MAINTAINING BASE COURSE THAT IS BEING USED AS A TEMPORARY TRAVELWAY, DRIVEWAY, ACCESS RAMP, ETC. SHALL BE INCIDENTAL TO ITEM 743000 - MAINTENANCE OF TRAFFIC. EXCESS BASE COURSE MATERIAL SHALL BE PUSHED AHEAD AND USED IN THE NEXT SEGMENT AND SHALL BE INCIDENTAL TO THE PARTICULAR BASE COURSE PAY ITEM. NO SEPARATE PAYMENT SHALL BE MADE FOR TEMPORARY ROADWAY MATERIAL (TRM) USED TO PROTECT EDGE DROP-OFFS, UNLESS THE MATERIAL IS EVENTUALLY UTILIZED AS PART OF A PERMANENT ROADWAY AT WHICH TIME THE MATERIAL WOULD BE PAID FOR UNDER THE RESPECTIVE CONTRACT MATERIAL ITEM. CONSTRUCTION OF A PLANNED RUNAROUND OR DETOUR WOULD BE ELIGIBLE FOR PAYMENT AS SPECIFIED IN THE CONTRACT.

2. THIS PROJECT IS NOT CONSIDERED A SIGNIFICANT PROJECT AS DEFINED BY DELDOT'S WORK ZONE MOBILITY PROCEDURES AND GUIDELINES THEREFORE A TYPE B TRANSPORTATION MANAGEMENT PLAN (TMP) WAS NOT REQUIRED. HOWEVER, A WORK ZONE IMPACT ASSESSMENT WAS PREPARED TO DETERMINE APPROPRIATE CONSTRUCTION WORK HOURS. THE WORK ZONE IMPACT ASSESSMENT IS AVAILABLE FOR VIEWING BY CONTACTING THE DEPARTMENT'S SAFETY PROGRAMS MANAGER AT (302)659-4060.

3. A TYPE II TRUCK MOUNTED ATTENUATOR (TMA) SHALL BE REQUIRED ON THIS PROJECT DURING THE FOLLOWING PAVEMENT OPERATIONS: TEMPORARY/PERMANENT PAVEMENT MARKINGS, ROADSIDE SPRAYING, PATCHING, MILLING, SWEEPING, TEMPORARY TRAFFIC BARRIER PLACEMENT OR AS DIRECTED BY THE ENGINEER. THE ROLL AHEAD DISTANCE SHALL BE AS PER THE MANUFACTURER'S RECOMMENDATIONS. THE TMA SHALL CONFORM TO THE REQUIREMENTS OF SECTION 6F.82 OF THE DELAWARE MUTCD.

4. THE FOLLOWING CHART INDICATES THE ALLOWABLE LANE CLOSURE HOURS FOR THE PROJECT BROKEN DOWN BY PHASE:

ALLOWABLE LANE CLOSURE HOURS

PHASE DESCRIPTION	TIME
PHASE 1A	DAY (9 A.M. - 3 P.M.) (M-F)
PHASE 1A - S.R. 896 & W. CHESTNUT HILL RD. OPERATIONS REQUIRING LANE CLOSURES	NIGHT (9 P.M. - 5 A.M.) (M-F)
PHASE 1B	DAY (9 A.M. - 3 P.M.) (M-F)
PHASE 2	DAY (9 A.M. - 3 P.M.) (M-F)
PHASE 2 - S.R. 896 OPERATIONS REQUIRING LANE CLOSURES	NIGHT (9 P.M. - 5 A.M.) (M-F)
PHASE 3A - S.R. 896 & W. CHESTNUT HILL RD. OPERATIONS REQUIRING LANE CLOSURES	NIGHT (9 P.M. - 5 A.M.) (M-F)
PHASE 3B	DAY (9 A.M. - 3 P.M.) (M-F)
PHASE 3B - S.R. 896 OPERATIONS REQUIRING LANE CLOSURES	NIGHT (9 P.M. - 5 A.M.) (M-F)
PHASE 4A	DAY (9 A.M. - 3 P.M.) (M-F)
PHASE 4A - S.R. 896 OPERATIONS REQUIRING LANE CLOSURES	NIGHT (9 P.M. - 5 A.M.) (M-F)
PHASE 4B	DAY (9 A.M. - 3 P.M.) (M-F)
PHASE 4B - DRIVEWAY CONSTRUCTION	NIGHT (9 P.M. - 5 A.M.) (M-F)
PHASE 5A	DAY (9 A.M. - 3 P.M.) (M-F)
PHASE 5A - S.R. 896 OPERATIONS REQUIRING LANE CLOSURES	NIGHT (9 P.M. - 5 A.M.) (M-F)
PHASE 5B	DAY (9 A.M. - 3 P.M.) (M-F)
PHASE 6 - S.R. 896 OPERATIONS REQUIRING LANE CLOSURES	NIGHT (9 P.M. - 5 A.M.) (M-F)
PHASE 7 - MILL & OVERLAY & ADJUSTMENTS	DAY (9 A.M. - 3 P.M.) (M-F)
PHASE 7 - MILL & OVERLAY & ADJUSTMENTS REQUIRING S.R. 896 LANE CLOSURE	NIGHT (9 P.M. - 5 A.M.) (M-F)
PHASE 7 - TRAFFIC SIGNAL WORK	NIGHT (9 P.M. - 5 A.M.) (M-F)
PHASE 7 - PERMANENT STRIPING & SIGNAGE	NIGHT (9 P.M. - 5 A.M.) (M-F)

5. THE CONTRACTOR SHALL NOT WORK DURING THE FOLLOWING DAYS DUE TO SCHEDULED HOLIDAYS RECOGNIZED BY DELDOT AND ANY RESTRICTIONS AS SPECIFIED IN STANDARD ITEM 743000:
   1. THE THURSDAY PRIOR TO MEMORIAL DAY THROUGH THE TUESDAY FOLLOWING MEMORIAL DAY
   2. JULY 3 THROUGH JULY 5 (INDEPENDENCE DAY)
   3. THURSDAY PRIOR TO LABOR DAY THROUGH THE TUESDAY FOLLOWING LABOR DAY

THE CONTRACTOR SHALL NOT WORK DURING THE FOLLOWING DAYS ASSOCIATED WITH THE UNIVERSITY OF DELAWARE AND THE CITY OF NEWARK.
   1. UNIVERSITY OF DELAWARE GRADUATION CEREMONIES (MAY 31, 2014)
   2. UNIVERSITY OF DELAWARE HOME FOOTBALL GAMES (TBD PER FALL 2014 SCHEDULE)
   3. CITY OF NEWARK COMMUNITY EVENT DAYS (CONTRACTOR SHALL COORDINATE TO CONFIRM 2014 EVENT DATES WITH THE CITY OF NEWARK) INCLUDING BUT NOT LIMITED TO:
      - EGG HUNT
      - MEMORIAL DAY PARADE
      - NEFOSKY POLICE MEMORIAL WALK/RUN
      - NEWARK DAY
      - 4TH OF JULY FIREWORKS
      - FOOD AND BREW FESTIVAL

6. PEDESTRIAN ACCESS TO ALL PROPERTIES ADJACENT TO ANY PEDESTRIAN FACILITY UNDER CONSTRUCTION SHALL BE MAINTAINED THROUGHOUT ALL PHASES OF CONSTRUCTION. TEMPORARY PEDESTRIAN PATH SHALL BE PAID FOR UNDER ITEM 402000. TEMPORARY BARRICADE, TYPE III SHALL BE PAID FOR UNDER ITEM 743023.

7. DURING CONSTRUCTION THE CONTRACTOR SHALL COORDINATE UPCOMING PEDESTRIAN IMPACTS WITH THE ENGINEER TWO (2) WEEKS IN ADVANCE OF THE CONSTRUCTION ACTIVITY.

8. THE CONTRACTOR SHALL BACKFILL DRAINAGE AND UTILITY CROSSINGS WITH TEMPORARY ROADWAY MATERIAL (TRM) AT THE END OF EACH WORK DAY. TRM SHALL BE HOT-MIX BITUMINOUS CONCRETE AND PAID FOR UNDER STANDARD ITEM 402000.

9. ALL INTERIM GUIDANCE MEMORANDUMS ON THE DELAWARE MUTCD WEBPAGE SHALL APPLY TO THIS PROJECT AS APPROPRIATE FOR TEMPORARY TRAFFIC CONTROL PURPOSES.

10. THE CONTRACTOR SHALL USE TEMPORARY ROADWAY MATERIAL (TRM) FOR MILLINGS SPECIFIED TO MAINTAIN PEDESTRIAN ACCESS. TRM SHALL BE HOT-MIX BITUMINOUS CONCRETE AND PAID FOR UNDER STANDARD ITEM 402000.

EROSION AND SEDIMENT CONTROL NOTES

1. THE CONTRACTOR SHALL REVIEW THE EROSION AND SEDIMENT CONTROL PLANS AND FAMILIARIZE THEMSELVES WITH THE METHODS REQUIRED FOR IMPLEMENTATION.

2. THE CONTRACTOR SHALL ADHERE TO THE TERMS OF THE VARIOUS PERMITS ISSUED TO THIS PROJECT.

3. CONSTRUCTION OF ANY PROPOSED DRAINAGE, TEMPORARY DRAINAGE, OR INSTALLATION OF EROSION CONTROL MEASURES SHALL START AT THE OUTFALL AND PROGRESS UPSTREAM FOR ALL CONSTRUCTION PHASES. WHEN SHOWN IN PLANS OR AS DIRECTED BY THE ENGINEER, SEDIMENT TRAPS SHALL BE CONSTRUCTED BEFORE STORMWATERS ARE ALLOWED TO DISCHARGE INTO WATERCOURSES.

4. THE CONTRACTOR IS RESPONSIBLE FOR PROVIDING POSITIVE DRAINAGE TO ALL EROSION AND SEDIMENT CONTROL DEVICES. SEDIMENT LADEN RUNOFF FROM DISTURBED AREAS SHALL NOT BE ALLOWED TO BYPASS EROSION AND SEDIMENT CONTROL DEVICES.

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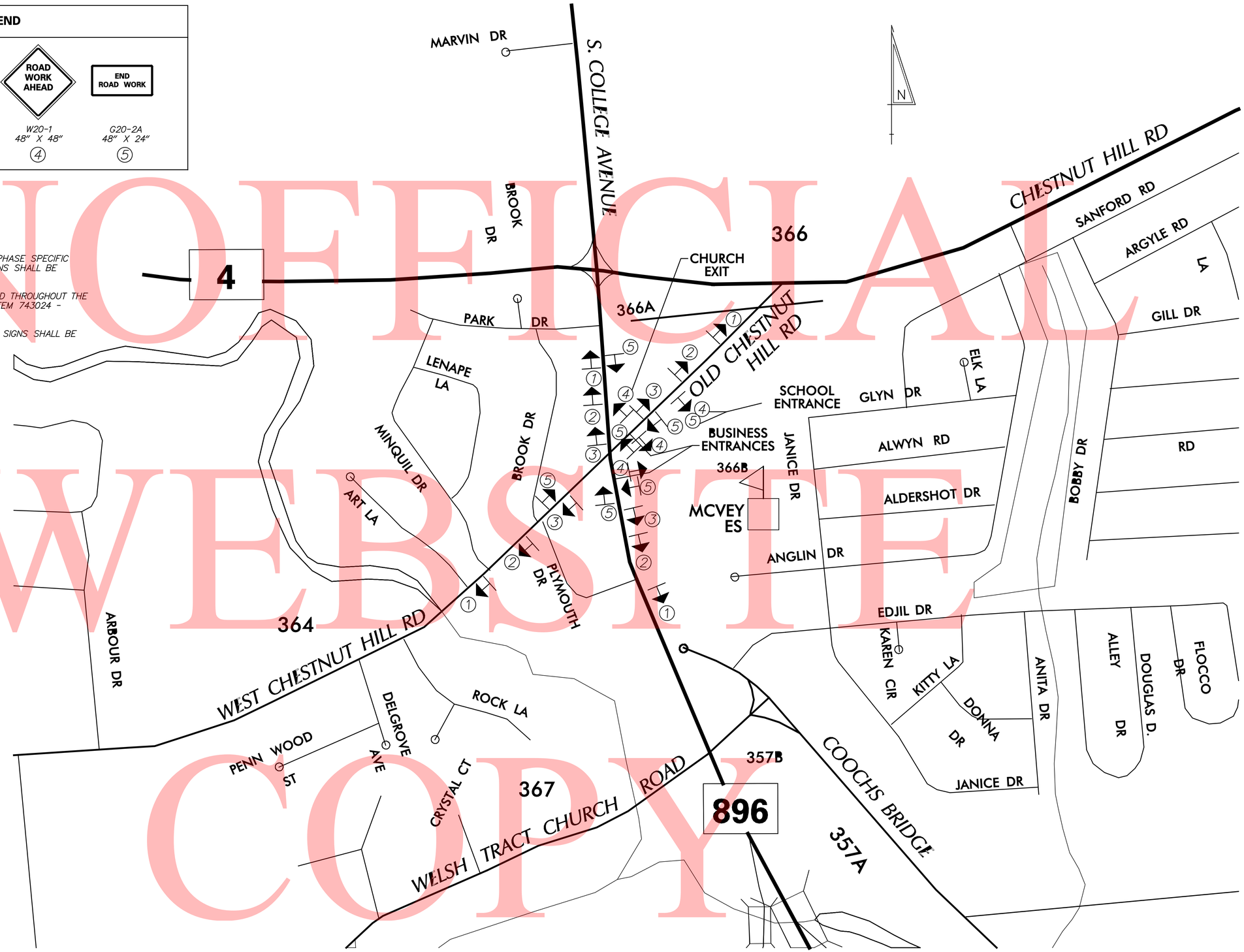
WARNING SIGN LEGEND

ROAD WORK 1500 FT	ROAD WORK 1000 FT	ROAD WORK 500 FT	ROAD WORK AHEAD	END ROAD WORK
W20-1 48" X 48"	W20-1 48" X 48"	W20-1 48" X 48"	W20-1 48" X 48"	G20-2A 48" X 24"
1	2	3	4	5

NOTES:

1. SEE INDIVIDUAL PHASING PLANS FOR PLACEMENT OF ADDITIONAL, PHASE SPECIFIC TEMPORARY WARNING SIGNS. FINAL LOCATION OF ALL WARNING SIGNS SHALL BE COORDINATED WITH THE ENGINEER.
2. 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 743024 - TEMPORARY WARNING SIGNS AND PLAQUES.
3. ANY EXISTING SIGNS THAT CONFLICT WITH CONSTRUCTION WARNING SIGNS SHALL BE COVERED AS NEEDED, AS DIRECTED BY THE ENGINEER.



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DELAWARE DEPARTMENT OF TRANSPORTATION	ADDENDUMS / REVISIONS	NOT TO SCALE	HSIP NCC, SR 896 AND OLD CHESTNUT HILL ROAD INTERSECTION IMPROVEMENT	CONTRACT T200800714	BRIDGE NO. N/A	CONSTRUCTION PHASING, M.O.T., AND EROSION CONTROL PLAN	SHEET NO. 16
				COUNTY NEW CASTLE	DESIGNED BY: RMG		TOTAL SHTS. 41
					CHECKED BY: PAH		

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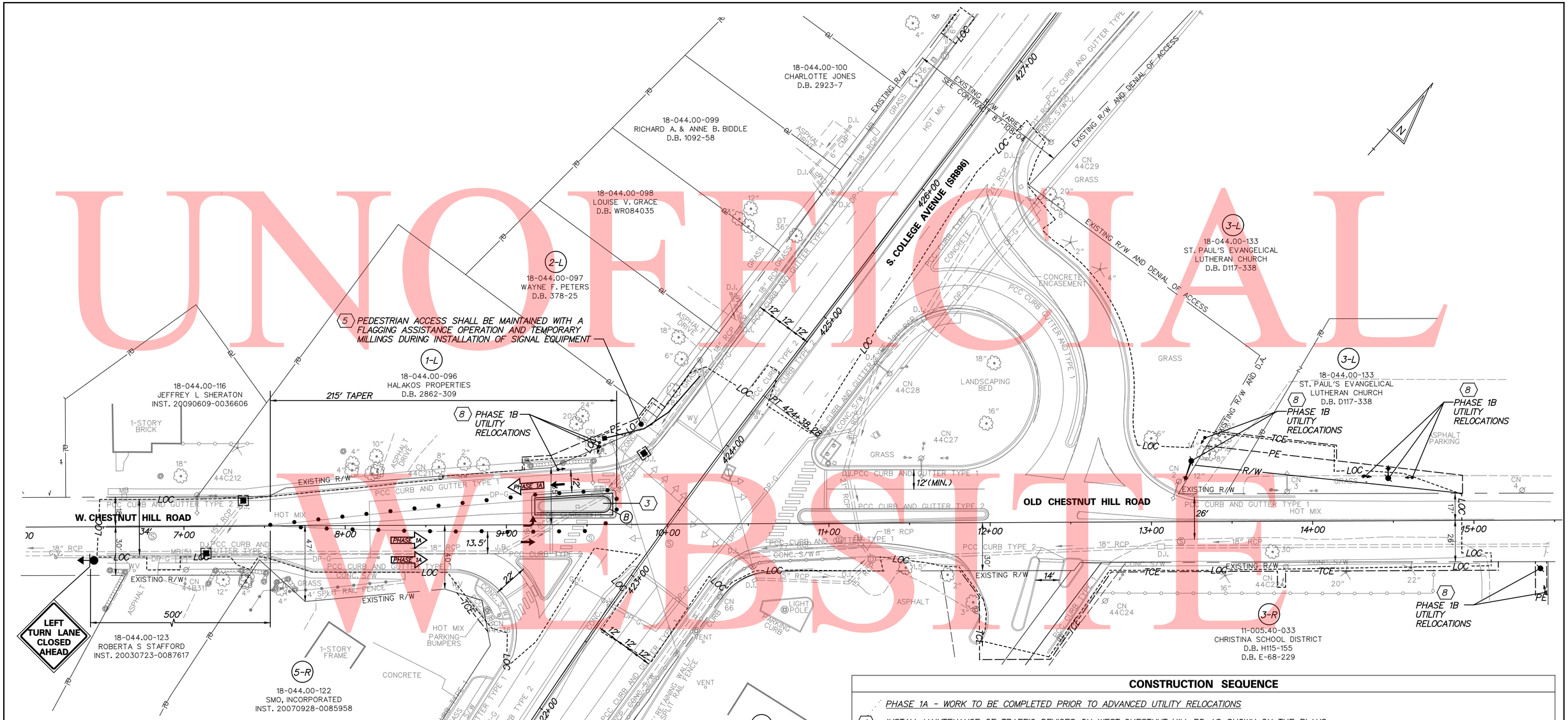


LEGEND

- TEMPORARY CONSTRUCTION
- WORK AREA THIS PHASE
- EXISTING TRAFFIC FLOW ARROW
- TEMPORARY WHITE PAVEMENT MARKING ARROW
- (A) 4" WHITE TEMPORARY PAVEMENT STRIPING
- (B) 4" YELLOW TEMPORARY PAVEMENT STRIPING
- (C) 4" DOUBLE YELLOW TEMPORARY PAVEMENT MARKING
- (D) 16" WHITE TEMPORARY PAVEMENT TAPE
- (E) 4" DASHED YELLOW TEMPORARY PAVEMENT STRIPING
- (F) 4" SKIP WHITE TEMPORARY PAVEMENT MARKING
- (G) 12" WHITE TEMPORARY PAVEMENT TAPE
- INLET SEDIMENT PROTECTION
- CHANNELIZATION DEVICE
- FLAGGER
- – SF – SILT FENCE

CONSTRUCTION SEQUENCE

PHASE 1A - WORK TO BE COMPLETED PRIOR TO ADVANCED UTILITY RELOCATIONS

1. INSTALL MAINTENANCE OF TRAFFIC DEVICES ON WEST CHESTNUT HILL RD AS SHOWN ON THE PLANS.
2. FLAGGERS SHALL BE USED TO ASSIST PEDESTRIANS AROUND THE WORK AREA DURING CONSTRUCTION.
3. REMOVE EXISTING CONCRETE MEDIAN ON WEST CHESTNUT HILL RD AS SHOWN ON THE PLANS. PLACE TEMPORARY ROADWAY MATERIAL TO FILL IN THE REMOVED MEDIAN. THE CONTRACTOR SHALL UTILIZE TYPICAL APPLICATION 33 ON SR 896 AS REQUIRED TO COMPELTE THE WORK. THE CONTRACTOR SHALL REFER TO NOTE 9 ON SHEET 15 FOR GUIDANCE IF MODIFICATIONS TO THE SIGNAL OPERATIONS ARE REQUIRED.
4. INSTALL TEMPORARY STRIPING AS SHOWN ON THE PLAN.
5. INSTALL TEMPORARY SIGNAL EQUIPMENT AS SHOWN ON THE PHASE 2 TEMPORARY SIGNAL PLAN. THE CONTRACTOR SHALL UTILIZE TYPICAL APPLICATION 33 ON SR 896 AS REQUIRED TO COMPELTE THE WORK.
6. FLAGGERS AND UNIFORMED TRAFFIC OFFICERS SHALL BE USED DURING WORK HOURS TO MAINTAIN AND CONTROL TRAFFIC ON THE EASTBOUND AND WESTBOUND APPROACHES TO SR896 DURING PHASE 1A. THE CONTRACTOR SHALL REFER TO NOTE 9 ON SHEET 15 FOR GUIDANCE IF MODIFICATIONS TO THE SIGNAL OPERATIONS ARE REQUIRED. TRAFFIC OFFICERS SHALL BE PRESENT WHENEVER THE FUNCTIONALITY OF THE TRAFFIC SIGNAL IS AFFECTED.

PHASE 1B - ADVANCED UTILITY RELOCATIONS

7. TRIM TREE CANOPY WITHIN LIMIT OF CONSTRUCTION PRIOR TO ADVANCED UTILITY WORK.
8. ADJUST AND RELOCATE UTILITIES AS SHOWN ON THE PLANS.
9. FLAGGERS AND UNIFORMED TRAFFIC OFFICERS SHALL BE USED DURING WORK HOURS TO MAINTAIN AND CONTROL TRAFFIC ON THE EASTBOUND AND WESTBOUND APPROACHES TO SR896 DURING PHASE 1B. THE CONTRACTOR SHALL FOLLOW THE PROVISIONS OUTLINED IN THE MARCH 19, 2012 DELDOT MEMORANDUM FOR TRAFFIC CONTROL WITHIN INTERSECTIONS. TRAFFIC OFFICERS SHALL BE PRESENT WHENEVER THE FUNCTIONALITY OF THE TRAFFIC SIGNAL IS AFFECTED.

DELAWARE DEPARTMENT OF TRANSPORTATION

ADDENDUMS / REVISIONS

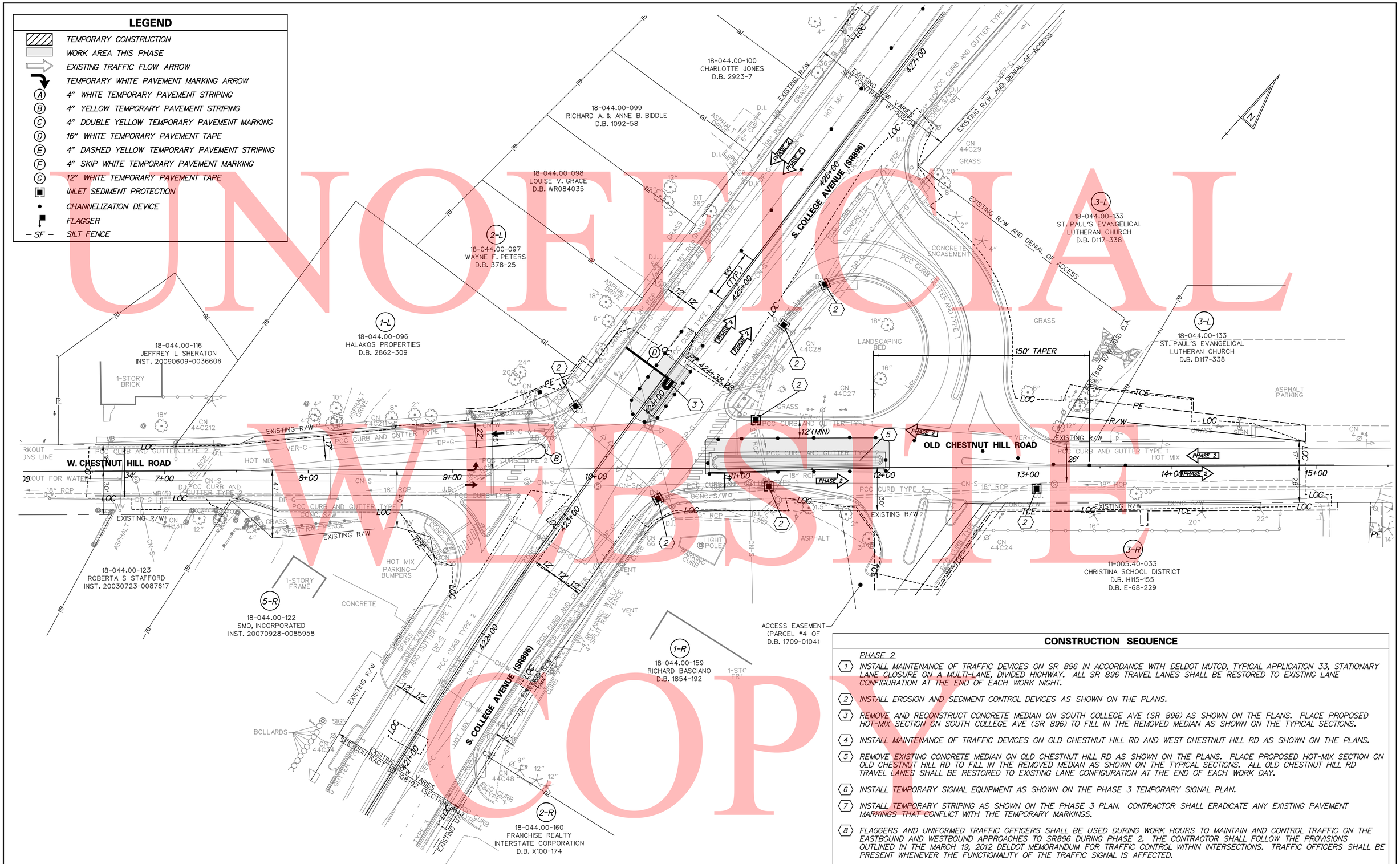
SCALE 0 30 60 90 FEET

HSIP NCC, SR 896 AND OLD CHESTNUT HILL ROAD INTERSECTION IMPROVEMENT

CONTRACT	BRIDGE NO.	N/A
T200800714	DESIGNED BY: RMG	
COUNTY		
NEW CASTLE	CHECKED BY: PAH	

CONSTRUCTION PHASING, M.O.T. AND EROSION CONTROL PLAN – PHASE 1

SHEET NO. 17
TOTAL SHTS. 41



CONSTRUCTION SEQUENCE

PHASE 2

1. INSTALL MAINTENANCE OF TRAFFIC DEVICES ON SR 896 IN ACCORDANCE WITH DELDOT MUTCD, TYPICAL APPLICATION 33, STATIONARY LANE CLOSURE ON A MULTI-LANE, DIVIDED HIGHWAY. ALL SR 896 TRAVEL LANES SHALL BE RESTORED TO EXISTING LANE CONFIGURATION AT THE END OF EACH WORK NIGHT.
2. INSTALL EROSION AND SEDIMENT CONTROL DEVICES AS SHOWN ON THE PLANS.
3. REMOVE AND RECONSTRUCT CONCRETE MEDIAN ON SOUTH COLLEGE AVE (SR 896) AS SHOWN ON THE PLANS. PLACE PROPOSED HOT-MIX SECTION ON SOUTH COLLEGE AVE (SR 896) TO FILL IN THE REMOVED MEDIAN AS SHOWN ON THE TYPICAL SECTIONS.
4. INSTALL MAINTENANCE OF TRAFFIC DEVICES ON OLD CHESTNUT HILL RD AND WEST CHESTNUT HILL RD AS SHOWN ON THE PLANS.
5. REMOVE EXISTING CONCRETE MEDIAN ON OLD CHESTNUT HILL RD AS SHOWN ON THE PLANS. PLACE PROPOSED HOT-MIX SECTION ON OLD CHESTNUT HILL RD TO FILL IN THE REMOVED MEDIAN AS SHOWN ON THE TYPICAL SECTIONS. ALL OLD CHESTNUT HILL RD TRAVEL LANES SHALL BE RESTORED TO EXISTING LANE CONFIGURATION AT THE END OF EACH WORK DAY.
6. INSTALL TEMPORARY SIGNAL EQUIPMENT AS SHOWN ON THE PHASE 3 TEMPORARY SIGNAL PLAN.
7. INSTALL TEMPORARY STRIPING AS SHOWN ON THE PHASE 3 PLAN. CONTRACTOR SHALL ERADICATE ANY EXISTING PAVEMENT MARKINGS THAT CONFLICT WITH THE TEMPORARY MARKINGS.
8. FLAGGERS AND UNIFORMED TRAFFIC OFFICERS SHALL BE USED DURING WORK HOURS TO MAINTAIN AND CONTROL TRAFFIC ON THE EASTBOUND AND WESTBOUND APPROACHES TO SR896 DURING PHASE 2. THE CONTRACTOR SHALL FOLLOW THE PROVISIONS OUTLINED IN THE MARCH 19, 2012 DELDOT MEMORANDUM FOR TRAFFIC CONTROL WITHIN INTERSECTIONS. TRAFFIC OFFICERS SHALL BE PRESENT WHENEVER THE FUNCTIONALITY OF THE TRAFFIC SIGNAL IS AFFECTED.

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DELAWARE DEPARTMENT OF TRANSPORTATION	ADDENDUMS / REVISIONS	SCALE 0 30 60 90 FEET	HSIP NCC, SR 896 AND OLD CHESTNUT HILL ROAD INTERSECTION IMPROVEMENT	CONTRACT T200800714	BRIDGE NO. N/A	CONSTRUCTION PHASING, M.O.T. AND EROSION CONTROL PLAN – PHASE 2	SHEET NO. 18
				COUNTY NEW CASTLE	DESIGNED BY: RMG		TOTAL SHTS. 41
					CHECKED BY: PAH		

LEGEND

- TEMPORARY CONSTRUCTION
- WORK AREA THIS PHASE
- EXISTING TRAFFIC FLOW ARROW
- TEMPORARY WHITE PAVEMENT MARKING ARROW
- (A) 4" WHITE TEMPORARY PAVEMENT STRIPING
- (B) 4" YELLOW TEMPORARY PAVEMENT STRIPING
- (C) 4" DOUBLE YELLOW TEMPORARY PAVEMENT MARKING
- (D) 16" WHITE TEMPORARY PAVEMENT TAPE
- (E) 4" DASHED YELLOW TEMPORARY PAVEMENT STRIPING
- (F) 4" SKIP WHITE TEMPORARY PAVEMENT MARKING
- (G) 12" WHITE TEMPORARY PAVEMENT TAPE
- INLET SEDIMENT PROTECTION
- CHANNELIZATION DEVICE
- FLAGGER
- – SF – SILT FENCE

CONSTRUCTION SEQUENCE

PHASE 3A

1. *INSTALL PEDESTRIAN DETOUR SIGNAGE IN ACCORDANCE WITH DELDOT MUTCD, TYPICAL APPLICATION 29, CROSSWALK CLOSURES AND PEDESTRIAN DETOURS, AS SHOWN ON THE PHASE 3A PEDESTRIAN DETOUR PLAN. INSTALL TEMPORARY CROSSWALK AND WARNING SIGNS ON WEST CHESTNUT HILL RD AND PLYMOUTH DR AS SHOWN ON THE PLANS.*
2. *INSTALL MAINTENANCE OF TRAFFIC DEVICES IN ACCORDANCE WITH TYPICAL APPLICATION 33 (STATIONARY LANE CLOSURE ON A MULTI-LANE, DIVIDED HIGHWAY) ALONG SR 896 FOR THE CONSTRUCTION OF CURB, ISLAND, AND SIDEWALK AS SHOWN ON THE CONSTRUCTION PLANS. ALL SR 896 TRAVEL LANES SHALL BE RESTORED TO EXISTING LANE CONFIGURATIONS AT THE END OF EACH WORK NIGHT.*
3. *ADJUST, MAINTAIN, AND INSTALL EROSION AND SEDIMENT CONTROL DEVICES AS SHOWN ON THE PLANS.*
4. *REPLACE TRM USED ON WEST CHESTNUT HILL RD DURING PHASE 1A WITH PROPOSED HOT-MIX SECTION AS SHOWN ON THE TYPICAL SECTIONS. THE CONTRACTOR SHALL UTILIZE TYPICAL APPLICATION 33 AS REQUIRED TO COMPELTE THE WORK. THE CONTRACTOR SHALL REFER TO NOTE 9 ON SHEET 15 FOR GUIDANCE IF MODIFICATIONS TO THE SIGNAL OPERATIONS ARE REQUIRED.*
5. *RECONSTRUCT CURB, CURB RAMPS, AND CHANNELIZATION ISLAND ON THE SOUTHWEST CORNER OF THE INTERSECTION OF SOUTH COLLEGE AVE (SR 896) AND WEST CHESTNUT HILL RD. THE CONTACTOR SHALL NOT CONSTRUCT THE CURB, CURB RAMPS CONCURRENTLY WITH THE CHANNELIZATION ISLAND. CONSTRUCTION IMPACTING SOUTH COLLEGE AVE (SR 896) SHALL BE DONE AT NIGHT.*
6. *INSTALL PERMANENT SIGNAL EQUIPMENT AS SHOWN ON THE ULTIMATE SIGNAL PLAN.*

CONSTRUCTION SEQUENCE

PHASE 3B

7. *INSTALL PEDESTRIAN DETOUR SIGNAGE IN ACCORDANCE WITH DELDOT MUTCD, TYPICAL APPLICATION 29, CROSSWALK CLOSURES AND PEDESTRIAN DETOURS, AS SHOWN ON THE PHASE 3B PEDESTRIAN DETOUR PLAN.*
8. *RECONSTRUCT CURB, CURB RAMP, AND SIDEWALK ALONG SOUTHBOUND SR 896 AND WESTBOUND WEST CHESTNUT HILL RD AS SHOWN ON THE PLANS. CONSTRUCTION IMPACTING SOUTH COLLEGE AVE (SR 896) SHALL BE DONE AT NIGHT.*
9. *INSTALL PERMANENT SIGNAL EQUIPMENT AS SHOWN ON THE ULTIMATE SIGNAL PLAN.*
10. *REMOVE PHASE 3 PEDESTRIAN DETOUR.*

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DELAWARE DEPARTMENT OF TRANSPORTATION

ADDENDUMS / REVISIONS

SCALE 0 30 60 90 FEET

HSIP NCC, SR 896 AND OLD CHESTNUT HILL ROAD INTERSECTION IMPROVEMENT

CONTRACT	BRIDGE NO.	N/A
T200800714	DESIGNED BY: RMG	
COUNTY		
NEW CASTLE	CHECKED BY: PAH	

CONSTRUCTION PHASING, M.O.T. AND EROSION CONTROL PLAN – PHASE 3

SHEET NO. 19

TOTAL SHTS. 41

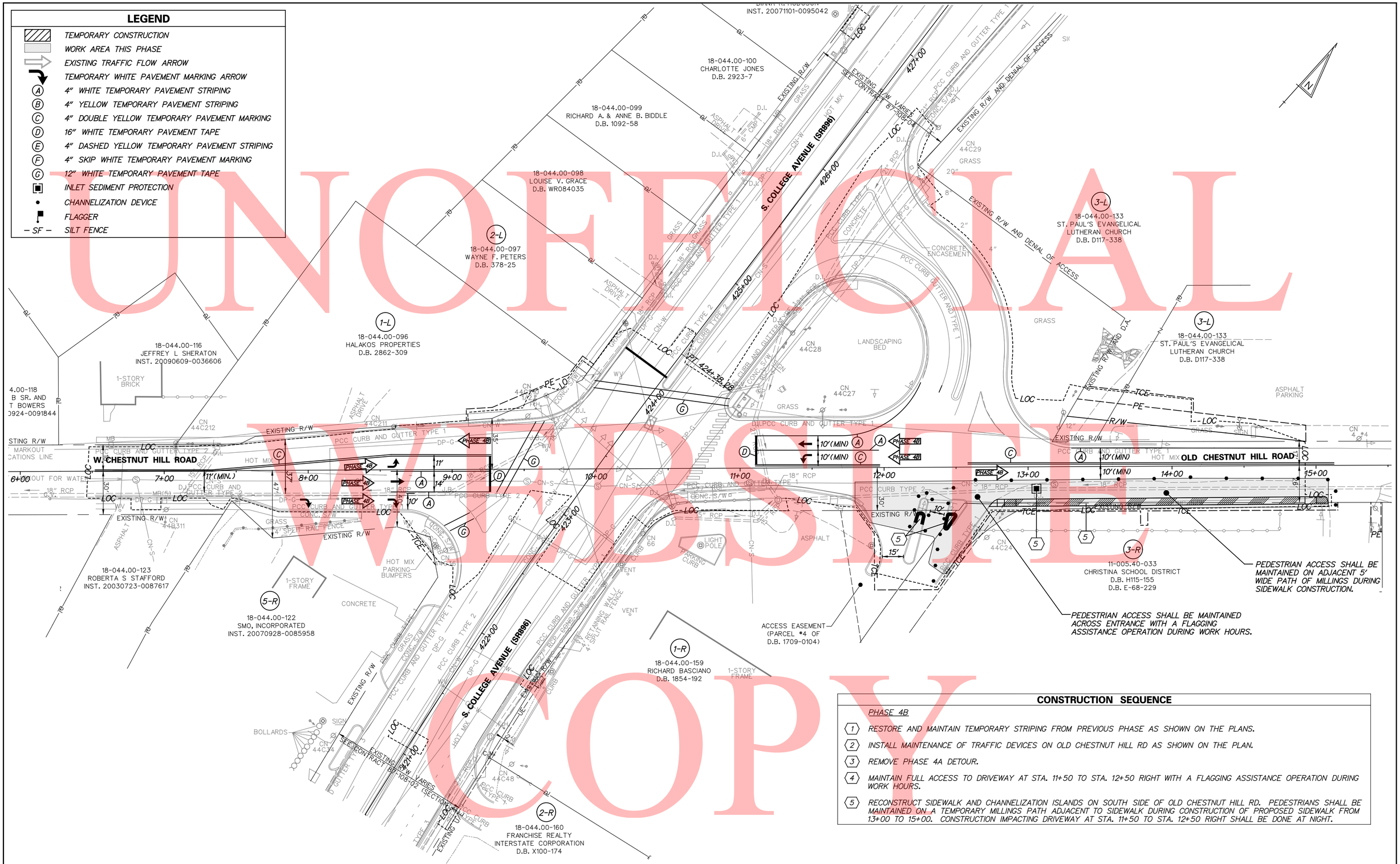
UNOFFICIAL WEBSITE COPY

CONSTRUCTION SEQUENCE

PHASE 4A

1. INSTALL MAINTENANCE OF TRAFFIC DEVICES IN ACCORDANCE WITH DELDOT MUTCD FOR RIGHT TURN LANE CLOSURE ON NB SR 896 AND LEFT TURN LANE CLOSURE ON SB SR 896. ALL TRAVEL LANES SHALL BE RESTORED TO EXISTING LANE CONFIGURATION AT THE END OF EACH WORK NIGHT.
2. INSTALL DETOUR AS SHOWN ON THE PHASE 4A DETOUR PLAN.
3. INSTALL AND MAINTAIN TEMPORARY STRIPING FROM PREVIOUS PHASE AS SHOWN ON THE PLANS.
4. ADJUST AND MAINTAIN EROSION AND SEDIMENT CONTROL DEVICES AS SHOWN ON THE PLANS.
5. MAINTAIN PEDESTRIANS IN RIGHT TURN LANE CLOSURE ON SR 896 AND EASTBOUND OLD CHESTNUT HILL RD WITH A FLAGGING ASSISTANCE OPERATION DURING WORK HOURS. SIDEWALK AND CURB RAMP SHOULD BE RETURNED TO A PASSABLE CONDITION AT THE END OF EACH WORK DAY.
6. INSTALL TEMPORARY SIGNAL EQUIPMENT AS SHOWN ON THE PHASE 4A TEMPORARY SIGNAL PLAN.
7. RECONSTRUCT CURB AND CURB RAMPS ON THE SOUTH SIDE OF OLD CHESTNUT HILL RD FROM STA. 10+50 TO 12+00 AS SHOWN ON THE PLANS. MAINTAIN PEDESTRIANS IN RIGHT TURN LANE CLOSURE ON SR 896 AND EASTBOUND OLD CHESTNUT HILL RD WITH A FLAGGING ASSISTANCE OPERATION DURING WORK HOURS. SIDEWALK AND CURB RAMP SHOULD BE RETURNED TO A PASSABLE CONDITION AT THE END OF EACH WORK DAY.
8. INSTALL PERMANENT SIGNAL EQUIPMENT AS SHOWN ON THE ULTIMATE SIGNAL PLANS.

DELAWARE DEPARTMENT OF TRANSPORTATION	ADDENDUMS / REVISIONS	SCALE 0 30 60 90 FEET	HSIP NCC, SR 896 AND OLD CHESTNUT HILL ROAD INTERSECTION IMPROVEMENT	CONTRACT T200800714 / BRIDGE NO. N/A / COUNTY NEW CASTLE / DESIGNED BY: RMG / CHECKED BY: PAH	CONSTRUCTION PHASING, M.O.T. AND EROSION CONTROL PLAN – PHASE 4A	SHEET NO. 20 / TOTAL SHTS. 41



CONSTRUCTION SEQUENCE

PHASE 4B

1. RESTORE AND MAINTAIN TEMPORARY STRIPING FROM PREVIOUS PHASE AS SHOWN ON THE PLANS.
2. INSTALL MAINTENANCE OF TRAFFIC DEVICES ON OLD CHESTNUT HILL RD AS SHOWN ON THE PLAN.
3. REMOVE PHASE 4A DETOUR.
4. MAINTAIN FULL ACCESS TO DRIVEWAY AT STA. 11+50 TO STA. 12+50 RIGHT WITH A FLAGGING ASSISTANCE OPERATION DURING WORK HOURS.
5. RECONSTRUCT SIDEWALK AND CHANNELIZATION ISLANDS ON SOUTH SIDE OF OLD CHESTNUT HILL RD. PEDESTRIANS SHALL BE MAINTAINED ON A TEMPORARY MILLINGS PATH ADJACENT TO SIDEWALK DURING CONSTRUCTION OF PROPOSED SIDEWALK FROM 13+00 TO 15+00. CONSTRUCTION IMPACTING DRIVEWAY AT STA. 11+50 TO STA. 12+50 RIGHT SHALL BE DONE AT NIGHT.

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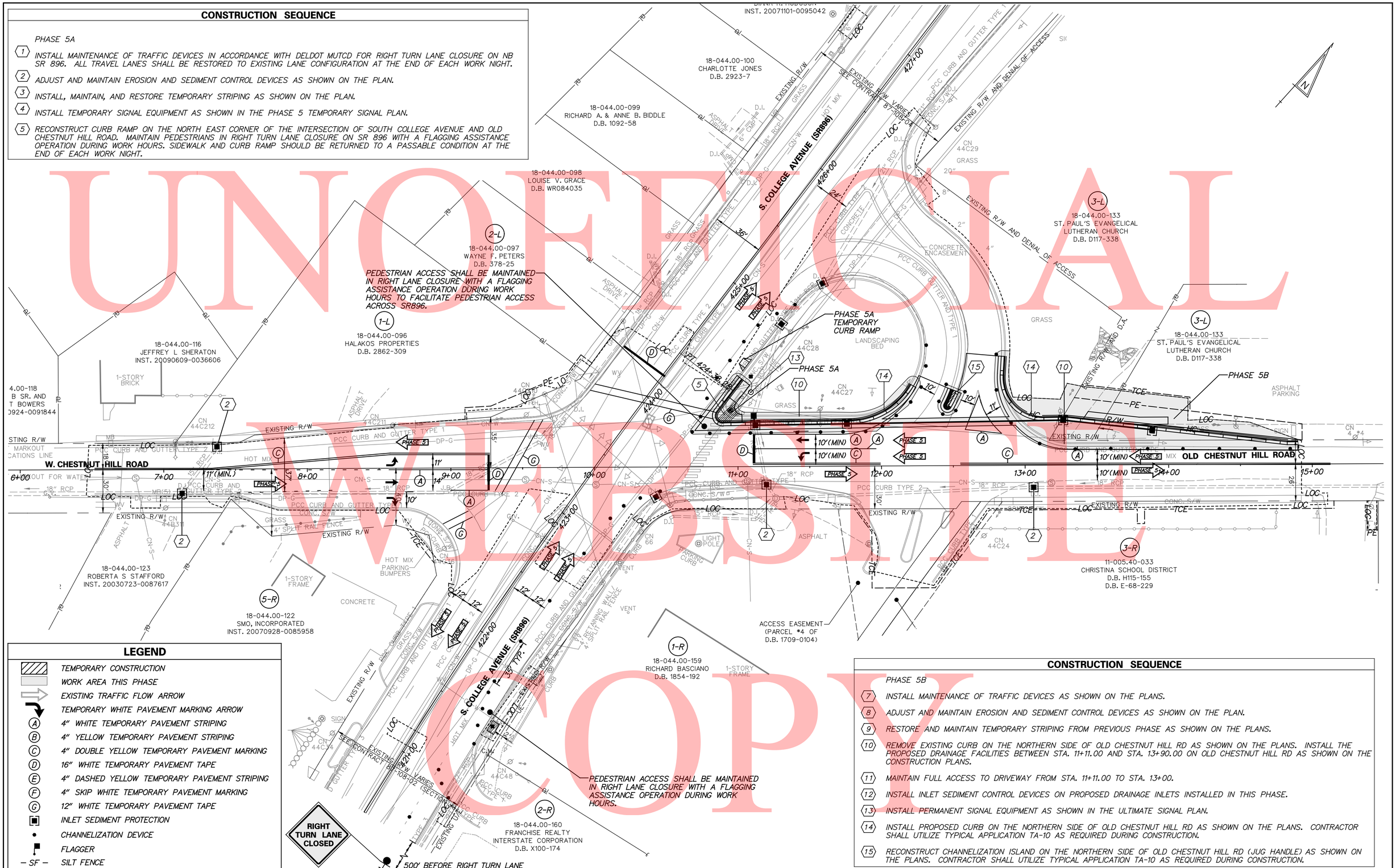
DELAWARE DEPARTMENT OF TRANSPORTATION	ADDENDUMS / REVISIONS	SCALE 0 30 60 90 FEET	HSIP NCC, SR 896 AND OLD CHESTNUT HILL ROAD INTERSECTION IMPROVEMENT	CONTRACT T200800714 / COUNTY NEW CASTLE	BRIDGE NO. N/A / DESIGNED BY: RMG / CHECKED BY: PAH	CONSTRUCTION PHASING, M.O.T. AND EROSION CONTROL PLAN – PHASE 4B	SHEET NO. 21 / TOTAL SHTS. 41

CONSTRUCTION SEQUENCE

PHASE 5A

1. *INSTALL MAINTENANCE OF TRAFFIC DEVICES IN ACCORDANCE WITH DELDOT MUTCD FOR RIGHT TURN LANE CLOSURE ON NB SR 896. ALL TRAVEL LANES SHALL BE RESTORED TO EXISTING LANE CONFIGURATION AT THE END OF EACH WORK NIGHT.*
2. *ADJUST AND MAINTAIN EROSION AND SEDIMENT CONTROL DEVICES AS SHOWN ON THE PLAN.*
3. *INSTALL, MAINTAIN, AND RESTORE TEMPORARY STRIPING AS SHOWN ON THE PLAN.*
4. *INSTALL TEMPORARY SIGNAL EQUIPMENT AS SHOWN IN THE PHASE 5 TEMPORARY SIGNAL PLAN.*
5. *RECONSTRUCT CURB RAMP ON THE NORTH EAST CORNER OF THE INTERSECTION OF SOUTH COLLEGE AVENUE AND OLD CHESTNUT HILL ROAD. MAINTAIN PEDESTRIANS IN RIGHT TURN LANE CLOSURE ON SR 896 WITH A FLAGGING ASSISTANCE OPERATION DURING WORK HOURS. SIDEWALK AND CURB RAMP SHOULD BE RETURNED TO A PASSABLE CONDITION AT THE END OF EACH WORK NIGHT.*



LEGEND

- *TEMPORARY CONSTRUCTION*
- *WORK AREA THIS PHASE*
- *EXISTING TRAFFIC FLOW ARROW*
- *TEMPORARY WHITE PAVEMENT MARKING ARROW*
- (A) *4" WHITE TEMPORARY PAVEMENT STRIPING*
- (B) *4" YELLOW TEMPORARY PAVEMENT STRIPING*
- (C) *4" DOUBLE YELLOW TEMPORARY PAVEMENT MARKING*
- (D) *16" WHITE TEMPORARY PAVEMENT TAPE*
- (E) *4" DASHED YELLOW TEMPORARY PAVEMENT STRIPING*
- (F) *4" SKIP WHITE TEMPORARY PAVEMENT MARKING*
- (G) *12" WHITE TEMPORARY PAVEMENT TAPE*
- *INLET SEDIMENT PROTECTION*
- *CHANNELIZATION DEVICE*
- *FLAGGER*
- *– SF – SILT FENCE*

CONSTRUCTION SEQUENCE

PHASE 5B

7. *INSTALL MAINTENANCE OF TRAFFIC DEVICES AS SHOWN ON THE PLANS.*
8. *ADJUST AND MAINTAIN EROSION AND SEDIMENT CONTROL DEVICES AS SHOWN ON THE PLAN.*
9. *RESTORE AND MAINTAIN TEMPORARY STRIPING FROM PREVIOUS PHASE AS SHOWN ON THE PLANS.*
10. *REMOVE EXISTING CURB ON THE NORTHERN SIDE OF OLD CHESTNUT HILL RD AS SHOWN ON THE PLANS. INSTALL THE PROPOSED DRAINAGE FACILITIES BETWEEN STA. 11+11.00 AND STA. 13+90.00 ON OLD CHESTNUT HILL RD AS SHOWN ON THE CONSTRUCTION PLANS.*
11. *MAINTAIN FULL ACCESS TO DRIVEWAY FROM STA. 11+11.00 TO STA. 13+00.*
12. *INSTALL INLET SEDIMENT CONTROL DEVICES ON PROPOSED DRAINAGE INLETS INSTALLED IN THIS PHASE.*
13. *INSTALL PERMANENT SIGNAL EQUIPMENT AS SHOWN IN THE ULTIMATE SIGNAL PLAN.*
14. *INSTALL PROPOSED CURB ON THE NORTHERN SIDE OF OLD CHESTNUT HILL RD AS SHOWN ON THE PLANS. CONTRACTOR SHALL UTILIZE TYPICAL APPLICATION TA-10 AS REQUIRED DURING CONSTRUCTION.*
15. *RECONSTRUCT CHANNELIZATION ISLAND ON THE NORTHERN SIDE OF OLD CHESTNUT HILL RD (JUG HANDLE) AS SHOWN ON THE PLANS. CONTRACTOR SHALL UTILIZE TYPICAL APPLICATION TA-10 AS REQUIRED DURING CONSTRUCTION.*

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DELAWARE DEPARTMENT OF TRANSPORTATION	ADDENDUMS / REVISIONS	SCALE 0 30 60 90 FEET	**HSIP NCC, SR 896 AND OLD CHESTNUT HILL ROAD INTERSECTION IMPROVEMENT**	CONTRACT T200800714 / COUNTY NEW CASTLE	BRIDGE NO. N/A / DESIGNED BY: RMG / CHECKED BY: PAH

CONSTRUCTION PHASING, M.O.T. AND EROSION CONTROL PLAN – PHASE 5

SHEET NO. 22 / TOTAL SHTS. 41

LEGEND

- TEMPORARY CONSTRUCTION
- WORK AREA THIS PHASE
- EXISTING TRAFFIC FLOW ARROW
- TEMPORARY WHITE PAVEMENT MARKING ARROW
- (A) 4" WHITE TEMPORARY PAVEMENT STRIPING
- (B) 4" YELLOW TEMPORARY PAVEMENT STRIPING
- (C) 4" DOUBLE YELLOW TEMPORARY PAVEMENT MARKING
- (D) 16" WHITE TEMPORARY PAVEMENT TAPE
- (E) 4" DASHED YELLOW TEMPORARY PAVEMENT STRIPING
- (F) 4" SKIP WHITE TEMPORARY PAVEMENT MARKING
- (G) 12" WHITE TEMPORARY PAVEMENT TAPE
- INLET SEDIMENT PROTECTION
- CHANNELIZATION DEVICE
- FLAGGER
- – SF – SILT FENCE

CONSTRUCTION SEQUENCE

PHASE 6

1. *INSTALL MAINTENANCE OF TRAFFIC DEVICES ON SR 896 IN ACCORDANCE WITH DELDOT MUTCD. ALL TRAVEL LANES SHALL BE RESTORED TO EXISTING LANE CONFIGURATION AT THE END OF EACH WORK NIGHT.*
2. *INSTALL PEDESTRIAN DETOUR SIGNAGE IN ACCORDANCE WITH DELDOT MUTCD, TYPICAL APPLICATION 29, CROSSWALK CLOSURES AND PEDESTRIAN DETOURS, AS SHOWN ON THE PHASE 6 PEDESTRIAN DETOUR PLAN.*
3. *RESTORE AND MAINTAIN TEMPORARY STRIPING FROM PREVIOUS PHASE AS SHOWN ON THE PLANS.*
4. *ADJUST AND MAINTAIN EROSION AND SEDIMENT CONTROL DEVICES AS SHOWN ON THE PLAN.*
5. *REMOVE AND RECONSTRUCT THE EXISTING SIDEWALK AND CURB RAMPS ALONG THE SOUTHERN SIDE OF THE JUG HANDLE ENTRANCE ALONG NORTHBOUND SR 896 AS SHOWN ON THE PLANS. MAINTENANCE OF TRAFFIC SHALL BE SET UP IN ACCORDANCE WITH DELDOT MUTCD, TYPICAL APPLICATION 33, STATIONARY LANE CLOSURE ON A MULTI-LANE, DIVIDED HIGHWAY.*
6. *REMOVE AND RECONSTRUCT THE EXISTING MEDIAN ISLAND AT THE JUG HANDLE ENTRANCE ALONG NORTHBOUND SR 896 AS SHOWN ON THE PLANS. MAINTENANCE OF TRAFFIC SHALL BE SET UP IN ACCORDANCE WITH DELDOT MUTCD, TYPICAL APPLICATION 33, STATIONARY LANE CLOSURE ON A MULTI-LANE, DIVIDED HIGHWAY.*
7. *REMOVE AND RECONSTRUCT THE EXISTING SIDEWALK AND CURB RAMPS ALONG THE NORTHERN SIDE OF THE JUG HANDLE EXIT ALONG NORTHBOUND SR 896 AS SHOWN ON THE PLANS. MAINTENANCE OF TRAFFIC SHALL BE SET UP IN ACCORDANCE WITH DELDOT MUTCD, TYPICAL APPLICATION 33, STATIONARY LANE CLOSURE ON A MULTI-LANE, DIVIDED HIGHWAY.*
8. *REMOVE PEDESTRIAN DETOUR SIGNAGE IN PREPARATION FOR PHASE 7.*

DELAWARE DEPARTMENT OF TRANSPORTATION

ADDENDUMS / REVISIONS

SCALE 0 30 60 90 FEET

HSIP NCC, SR 896 AND OLD CHESTNUT HILL ROAD INTERSECTION IMPROVEMENT

CONTRACT	BRIDGE NO.	N/A
T200800714	DESIGNED BY: RMG	
COUNTY	CHECKED BY: PAH	
NEW CASTLE		

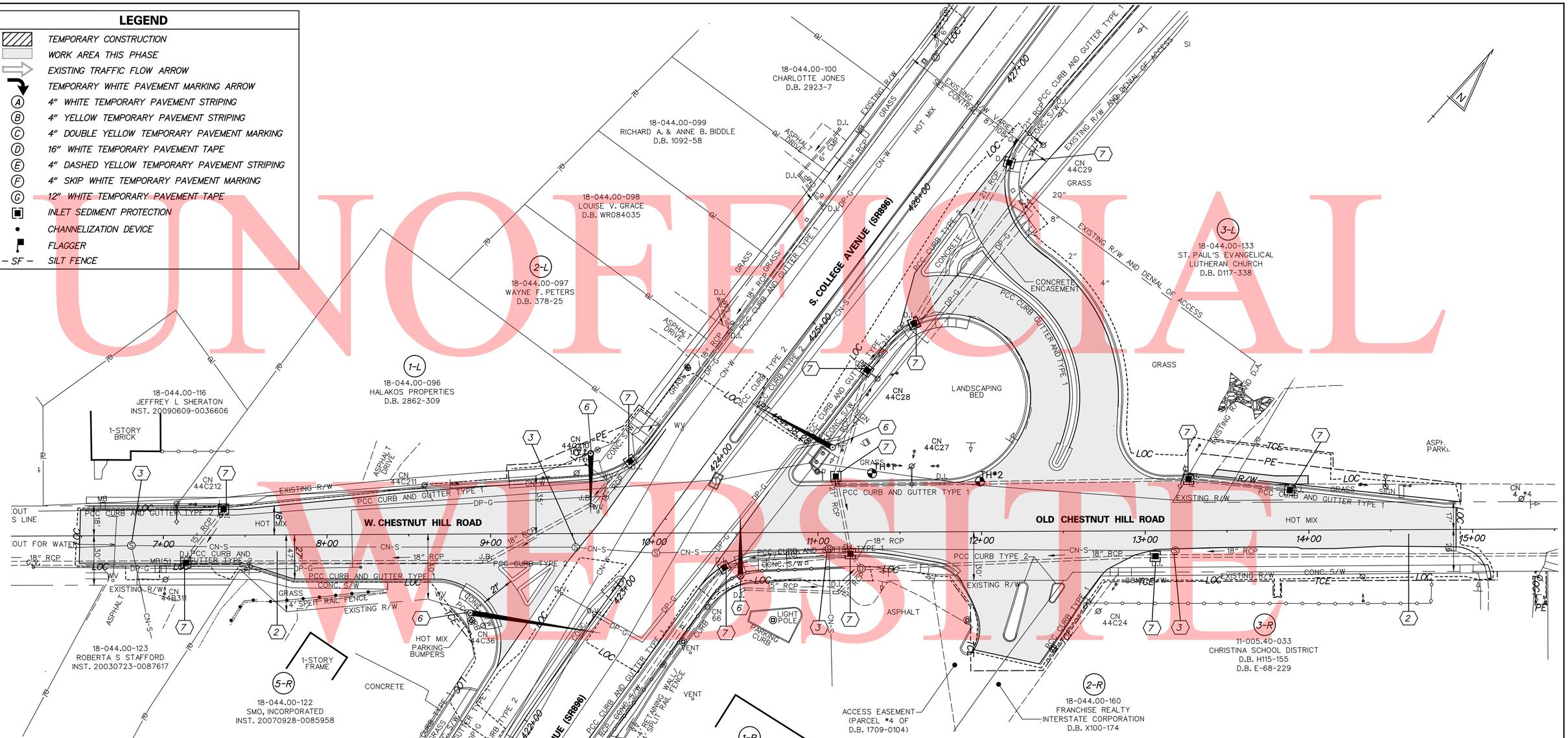
CONSTRUCTION PHASING, M.O.T. AND EROSION CONTROL PLAN – PHASE 6

SHEET NO. 23
TOTAL SHTS. 41

UNOFFICIAL WEBSITE COPY

LEGEND

- TEMPORARY CONSTRUCTION
- WORK AREA THIS PHASE
- EXISTING TRAFFIC FLOW ARROW
- TEMPORARY WHITE PAVEMENT MARKING ARROW
- (A) 4" WHITE TEMPORARY PAVEMENT STRIPING
- (B) 4" YELLOW TEMPORARY PAVEMENT STRIPING
- (C) 4" DOUBLE YELLOW TEMPORARY PAVEMENT MARKING
- (D) 16" WHITE TEMPORARY PAVEMENT TAPE
- (E) 4" DASHED YELLOW TEMPORARY PAVEMENT STRIPING
- (F) 4" SKIP WHITE TEMPORARY PAVEMENT MARKING
- (G) 12" WHITE TEMPORARY PAVEMENT TAPE
- INLET SEDIMENT PROTECTION
- CHANNELIZATION DEVICE
- FLAGGER
- – SF – SILT FENCE



CONSTRUCTION SEQUENCE

PHASE 7

1. *FOR MILLING AND PAVING OPERATIONS ALONG OLD CHESTNUT HILL ROAD AND WEST CHESTNUT HILL ROAD INSTALL MAINTENANCE OF TRAFFIC DEVICES AS PER DELDOT MUTCD, TA-10 (LANE CLOSURE ON A TWO-LANE ROAD USING FLAGGERS). FOR PAVING OPERATIONS ALONG SR 896 INSTALL MAINTENANCE OF TRAFFIC DEVICES AS PER DELDOT MUTCD TA-33 (STATIONARY LANE CLOSURE ON A MULTI-LANE, DIVIDED HIGHWAY).*
2. *MILL AND OVERLAY AS SHOWN ON THE PLANS.*
3. *PERFORM CASTING ADJUSTMENTS ON REQUIRED UTILITIES.*
4. *FOR STRIPING OPERATIONS ALONG OLD CHESTNUT HILL ROAD AND WEST CHESTNUT HILL ROAD INSTALL MAINTENANCE OF TRAFFIC DEVICES AS PER DELDOT MUTCD TA-10 (LANE CLOSURE ON A TWO-LANE ROAD USING FLAGGERS). FOR STRIPING OPERATIONS ALONG SR 896 INSTALL MAINTENANCE OF TRAFFIC DEVICES AS PER DELDOT MUTCD TA-35B (MOBILE STRIPING OPERATIONS ON A MULTI-LANE, DIVIDED HIGHWAY WITH A SINGLE CONVOY.*
5. *INSTALL PROPOSED SIGNING AND STRIPING AS SHOWN ON THE SIGNING, STRIPING, AND CONDUIT PLANS.*
6. *INSTALL/REMOVE TRAFFIC SIGNAL EQUIPMENT AS SHOWN ON THE ULTIMATE TRAFFIC SIGNAL PLAN. FLAGGERS SHALL BE USED TO ASSIST PEDESTRIANS AROUND THE WORK AREAS.*
7. *REMOVE TRAFFIC CONTROL, EROSION CONTROL MEASURES, AND ADVANCED WARNING SIGNAGE.*

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DELAWARE DEPARTMENT OF TRANSPORTATION	ADDENDUMS / REVISIONS	SCALE 0 30 60 90 FEET	**HSIP NCC, SR 896 AND OLD CHESTNUT HILL ROAD INTERSECTION IMPROVEMENT**	CONTRACT T200800714 / COUNTY NEW CASTLE	BRIDGE NO. N/A / DESIGNED BY: RMG / CHECKED BY: PAH
CONSTRUCTION PHASING, M.O.T. AND EROSION CONTROL PLAN – PHASE 7	SHEET NO. 24 / TOTAL SHTS. 41				

PORTABLE CHANGEABLE MESSAGE SIGNS

PRIOR TO DETOUR
(10 DAYS PRIOR TO BEGINNING OF DETOUR)

CMS-1

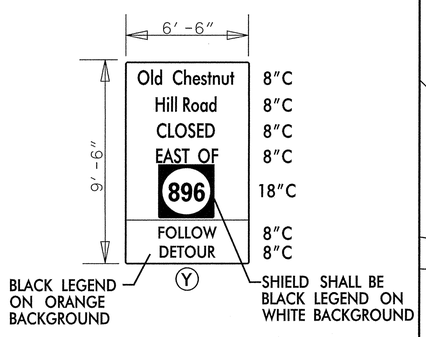
EB OLD CHESTNUT HILL RD	TO CLOSE STARTING XX/XX/XX

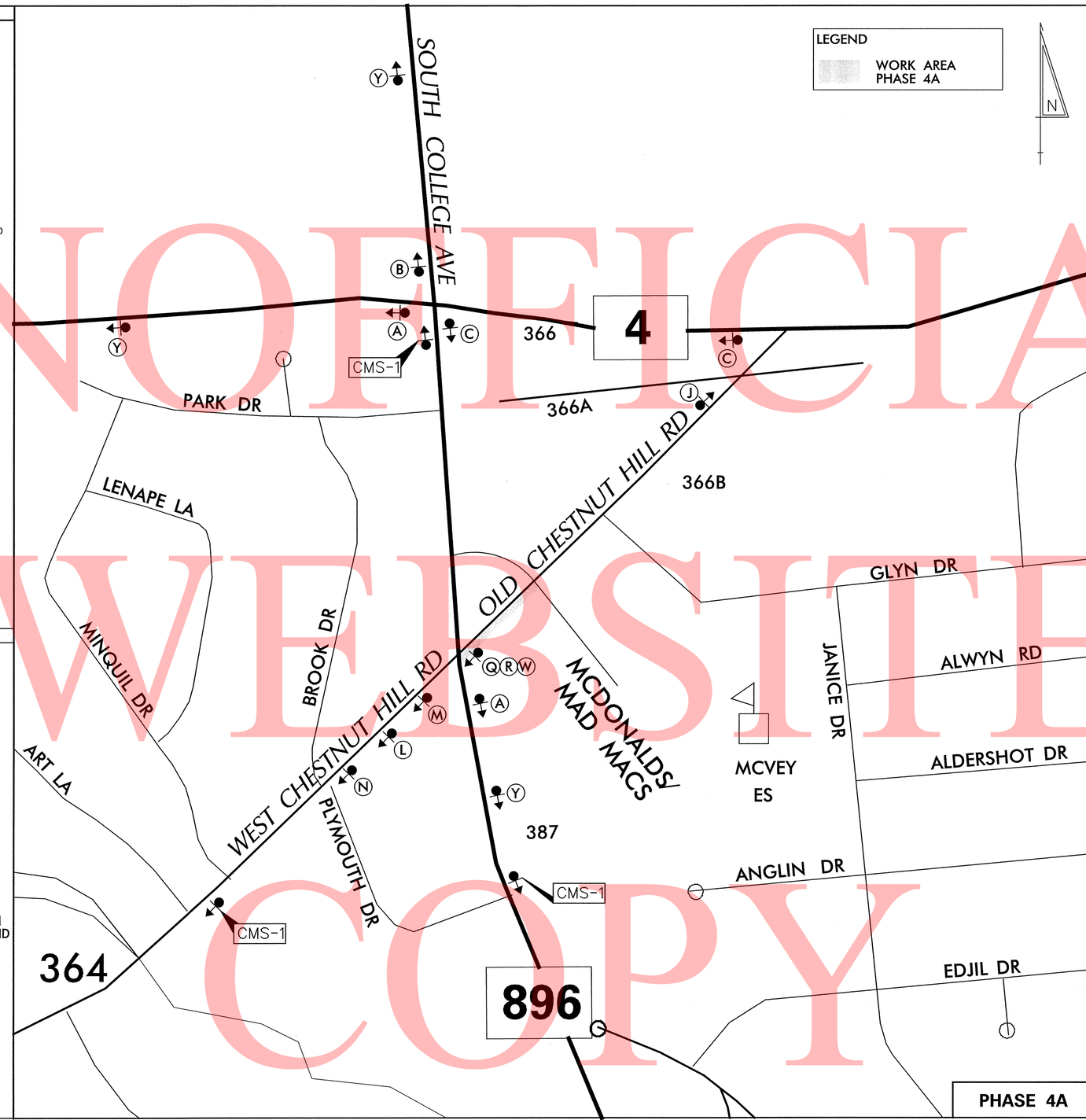
DURING DETOUR
(SHALL BE INSTALLED FOR 5 DAYS AFTER IMPLEMENTATION OF DETOUR)

CMS-1

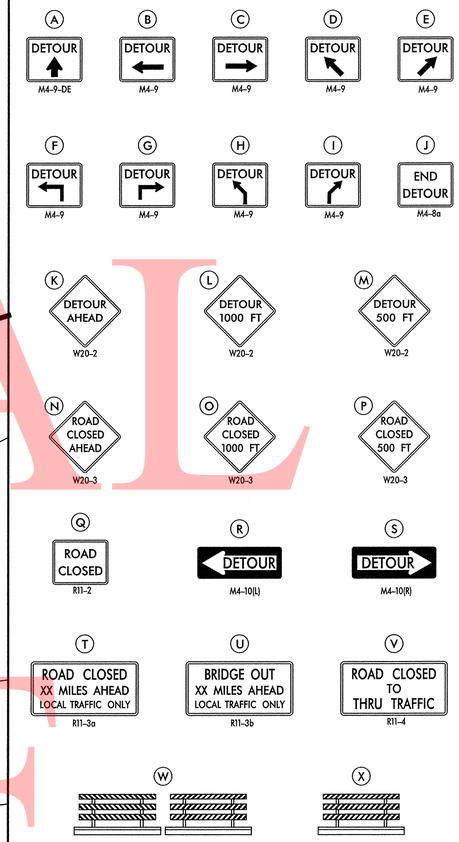
EB OLD CHESTNUT HILL RD	CLOSED FOLLOW DETOUR

SPECIAL SIGNS





LEGEND



GENERAL NOTES

1. ALL DETOUR SIGNING, INCLUDING TRAILBLAZERS, ARE TO BE SUPPLIED AND MAINTAINED BY THE GENERAL CONTRACTOR IN COMPLIANCE WITH "THE DELAWARE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" (DE MUTCD.)
2. THE CONTRACTOR SHALL COMPLY WITH GUIDELINES IN "THE DELAWARE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" (DE MUTCD PART 6) FOR BARRICADES AND SIGNS (AS PER LATEST REVISION.)
3. DESIGN OF ALL SIGNS SHALL BE IN ACCORDANCE WITH THE FHWA STANDARD HIGHWAY SIGNS BOOK.
4. SIZES OF ALL SIGNS SHALL BE IN ACCORDANCE WITH "THE DELAWARE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" (DE MUTCD.) SIZE OF SIGN SHALL BE BASED ON TYPE OF ROADWAY ON WHICH THE SIGN IS INSTALLED.
5. SIGNS NO LONGER IN USE SHALL BE COMPLETELY COVERED WITH NO RETROREFLECTIVE MATERIAL SHOWING, OR SHALL BE REMOVED, AS DIRECTED BY THE ENGINEER.
6. FIELD CONDITIONS MAY DICTATE CHANGES AT SOME TIME DURING THE LIFE OF THE CONTRACT. IN THE EVENT OF OMISSIONS OR CORRECTIONS, THE SIGNING PROVISIONS OF "THE DELAWARE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" (DE MUTCD) WILL PREVAIL.
7. SIGNS "N" THROUGH "Q" AND "T" AND "V", THE WORD "ROAD" SHOULD BE CHANGED TO "RAMP", "RR XING", OR "BRIDGE" WHERE APPLICABLE.
8. WARNING SIGNS AND DETOUR TRAILBLAZERS SHALL BE MOUNTED ON BREAKAWAY POSTS AND HAVE RETROREFLECTIVE FLUORESCENT ORANGE SHEETING.
9. "W" BARRICADES SHALL COMPLETELY RUN THE FULL WIDTH OF THE ROADWAY.
10. BARRICADES SHALL BE A MINIMUM OF 6 FEET WIDE UNLESS DIRECTED BY THE ENGINEER.

RECOMMENDED Aman Deep DATE: 12/24/2013 | RECOMMENDED _____ DATE: _____ | RECOMMENDED _____ DATE: 1/21/14 | APPROVED CHIEF SAFETY OFFICER _____ DATE: 1/27/2014 | APPROVED TRAFFIC ENGINEER _____ DATE: 1/27/2014

DELAWARE DEPARTMENT OF TRANSPORTATION

ADDENDUM / REVISIONS

NOT TO SCALE

HSIP NCC, SR 896 AND OLD CHESTNUT HILL ROAD INTERSECTION IMPROVEMENT

CONTRACT	PERMIT NO.
T200800714	DESIGNED BY: AB
COUNTY	
NEW CASTLE	CHECKED BY: TLM

DETOUR PLAN
PHASE 4A

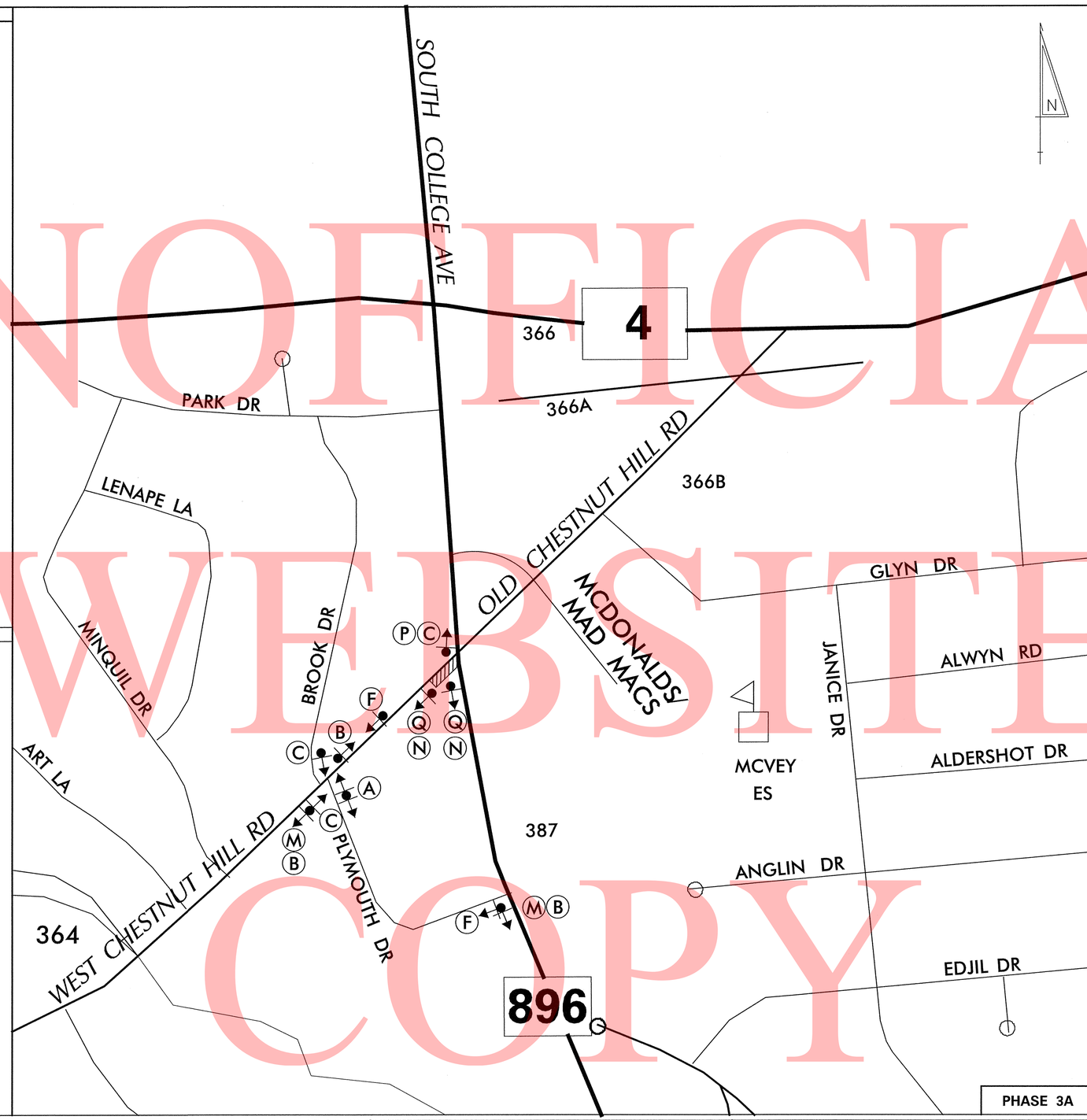
SHEET NO. 25
TOTAL SHTS. 41

H:\TRANSPORTATION\DDOT\0805 (OLD CHESTNUT HILL ROAD)\04 FINAL ENGINEERING\DGNS\DP01.DGN

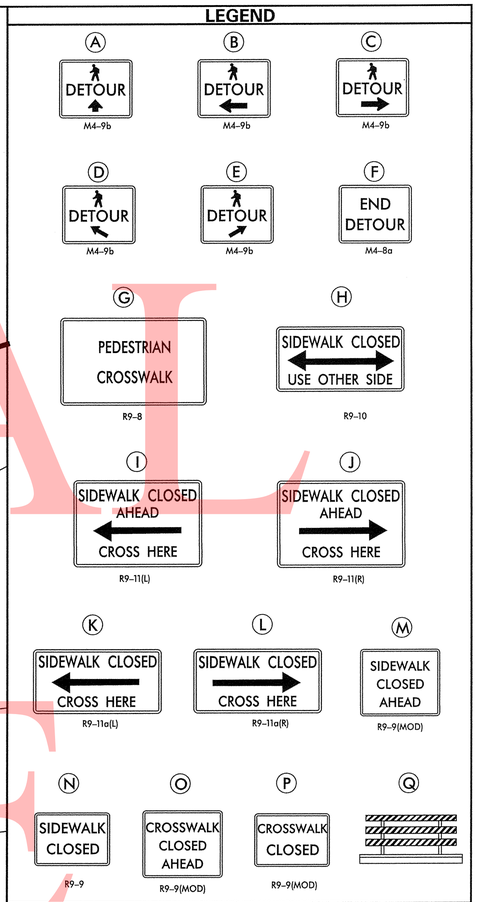
UNOFFICIAL WEBSITE COPY

SPECIAL SIGNS

SPECIAL NOTES



LEGEND



GENERAL NOTES

1. ALL DETOUR SIGNING, INCLUDING TRAILBLAZERS, ARE TO BE SUPPLIED AND MAINTAINED BY THE GENERAL CONTRACTOR IN COMPLIANCE WITH "THE DELAWARE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" (DE MUTCD.)
2. THE CONTRACTOR SHALL COMPLY WITH GUIDELINES IN "THE DELAWARE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" (DE MUTCD PART 6) FOR BARRICADES AND SIGNS (AS PER LATEST REVISION.)
3. DESIGN OF ALL SIGNS SHALL BE IN ACCORDANCE WITH THE FHWA STANDARD HIGHWAY SIGNS BOOK.
4. SIZES OF ALL SIGNS SHALL BE IN ACCORDANCE WITH THE DELAWARE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" (DE MUTCD.) SIZE OF SIGN SHALL BE BASED ON TYPE OF ROADWAY ON WHICH THE SIGN IS INSTALLED.
5. SIGNS NO LONGER IN USE SHALL BE COMPLETELY COVERED WITH NO RETROREFLECTIVE MATERIAL SHOWING, OR SHALL BE REMOVED, AS DIRECTED BY THE ENGINEER.
6. FIELD CONDITIONS MAY DICTATE CHANGES AT SOME TIME DURING THE LIFE OF THE CONTRACT. IN THE EVENT OF OMISSIONS OR CORRECTIONS, THE SIGNING PROVISIONS OF "THE DELAWARE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" (DE MUTCD) WILL PREVAIL.
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9. BARRICADES SHALL BE A MINIMUM OF 6 FEET WIDE UNLESS DIRECTED BY THE ENGINEER.
10. PEDESTRIAN DETOUR TRAILBLAZERS NOT ATTACHED TO BARRICADES ARE TO EITHER BE GROUND MOUNTED OR ATTACHED TO AN EXISTING SIGN POST AT THE LOCATION SHOWN ON THE PLAN.

UNOFFICIAL WEBSITE COPY

RECOMMENDED Aman Deep DATE: 12/24/2013 | RECOMMENDED _____ DATE: _____ | RECOMMENDED _____ DATE: 1/13/14 | APPROVED CHIEF SAFETY OFFICER _____ DATE: 1-17-14 | APPROVED TRAFFIC ENGINEER _____ DATE: 1/27/2014

DELAWARE DEPARTMENT OF TRANSPORTATION

ADDENDUM / REVISIONS

NOT TO SCALE

HSIP NCC, SR 896 AND OLD CHESTNUT HILL ROAD INTERSECTION IMPROVEMENT

CONTRACT	PERMIT NO.	
T200800714	DESIGNED BY: AB	
COUNTY		
NEW CASTLE	CHECKED BY: TLM	

PEDESTRIAN DETOUR PLAN PHASE 3A

SHEET NO. 26 / TOTAL SHTS. 41

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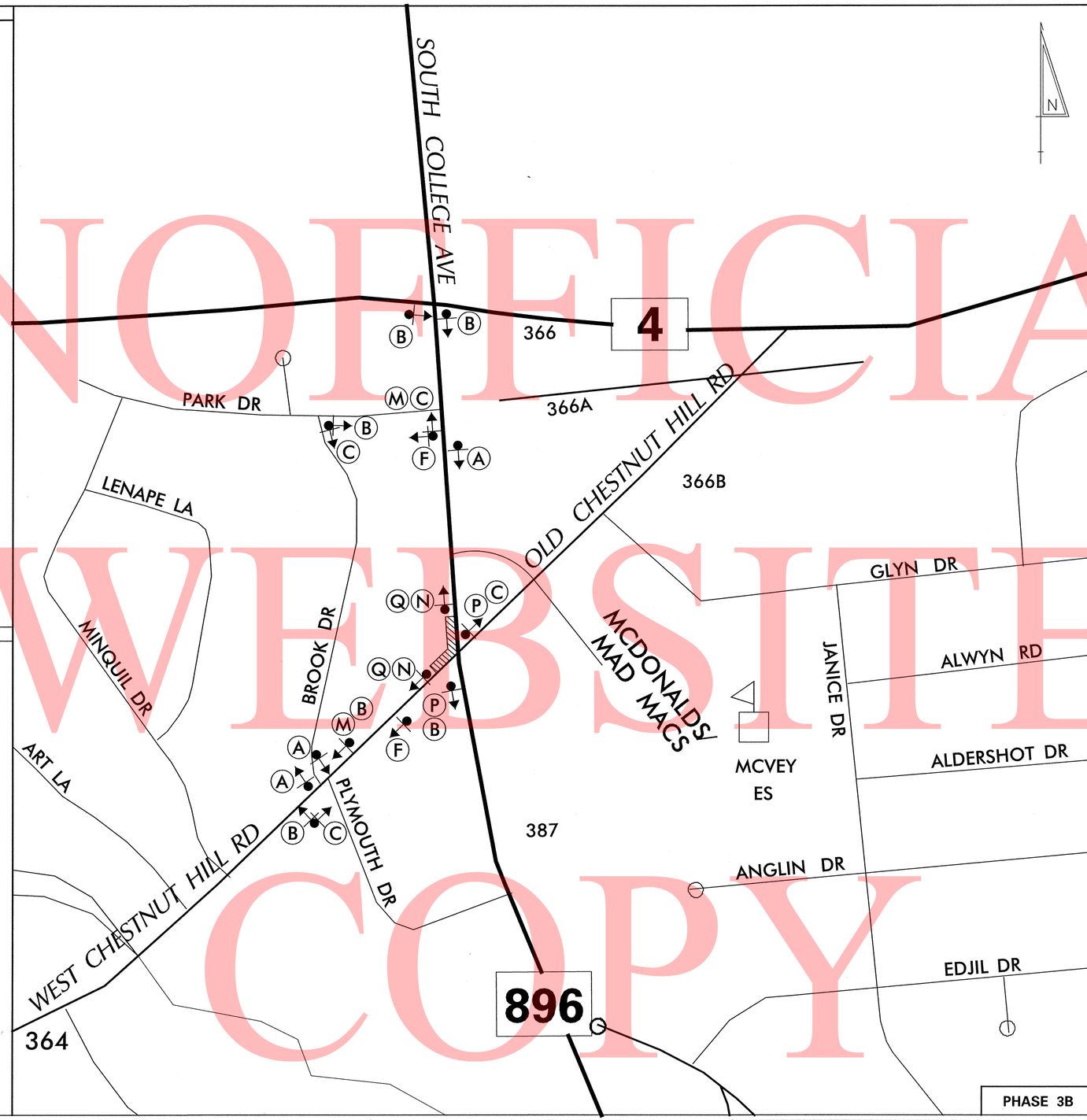
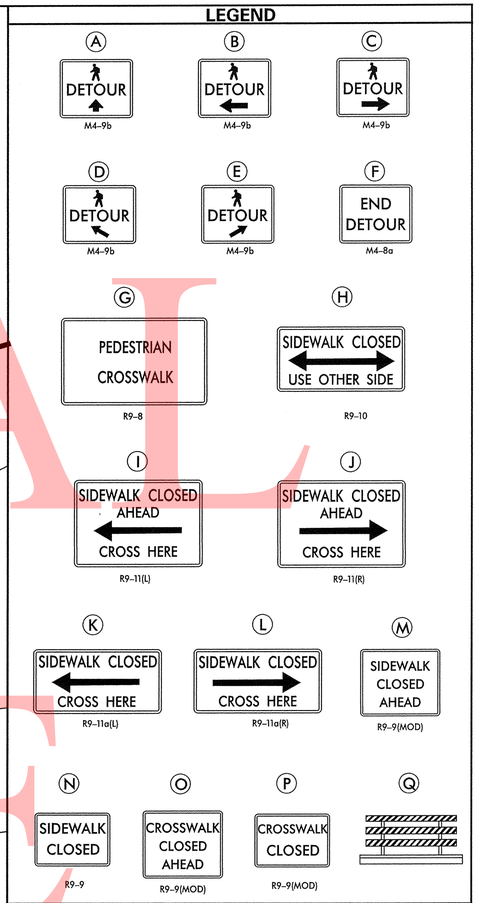
SPECIAL SIGNS

SPECIAL NOTES



LEGEND



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UNOFFICIAL WEBSITE COPY

RECOMMENDED Aman Deep DATE: 12/24/2013	RECOMMENDED _____ DATE: _____	RECOMMENDED _____ DATE: 1/13/14	APPROVED CHIEF SAFETY OFFICER _____ DATE: 1-17-14
			APPROVED TRAFFIC ENGINEER _____ DATE: 1/27/2014

DELAWARE DEPARTMENT OF TRANSPORTATION

ADDENDUM / REVISIONS

NOT TO SCALE

HSIP NCC, SR 896 AND OLD CHESTNUT HILL ROAD INTERSECTION IMPROVEMENT

CONTRACT	PERMIT NO.
T200800714	DESIGNED BY: AB
COUNTY	
NEW CASTLE	CHECKED BY: TLM

PEDESTRIAN DETOUR PLAN PHASE 3B

SHEET NO. 27

TOTAL SHTS. 41

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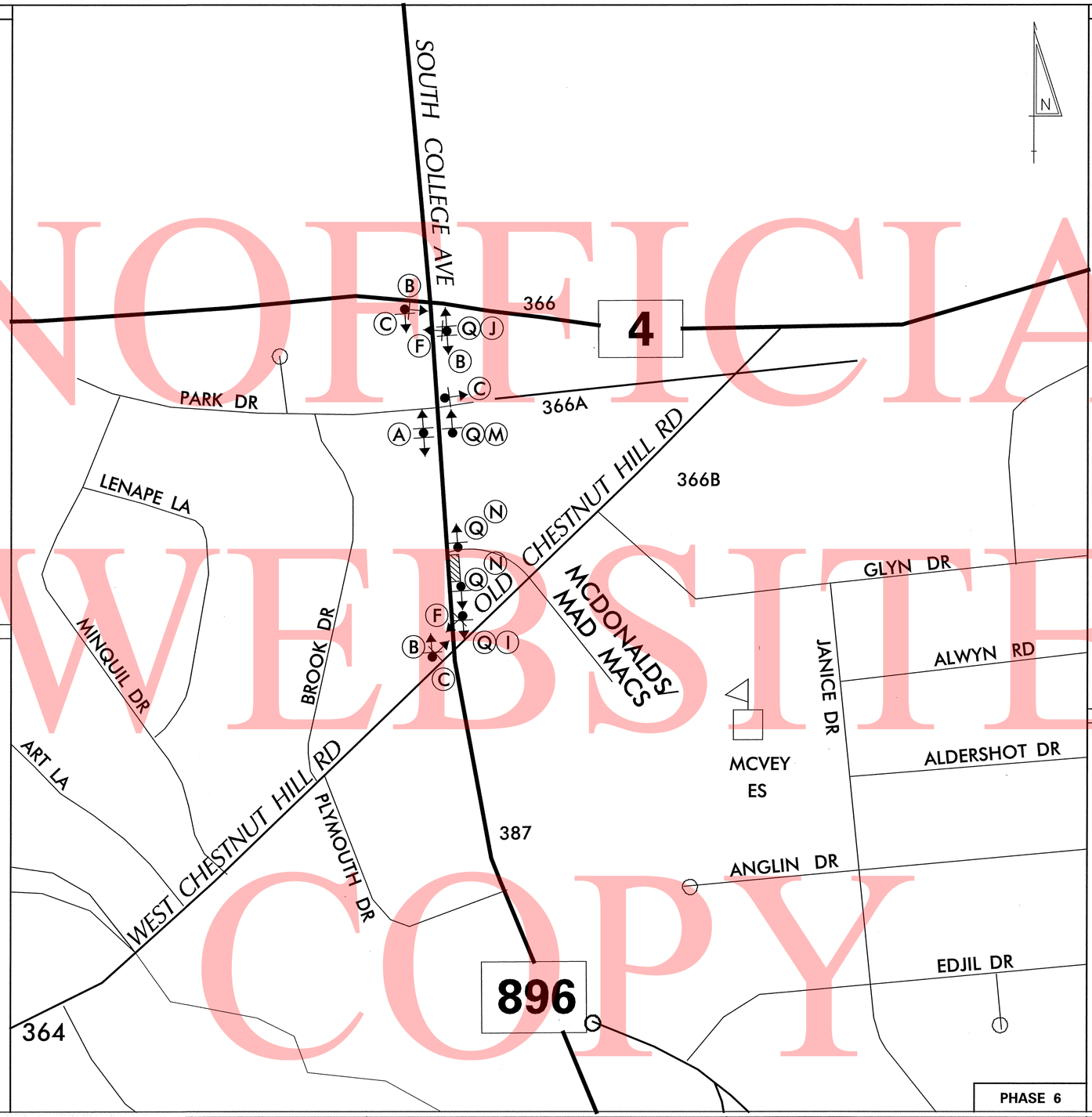
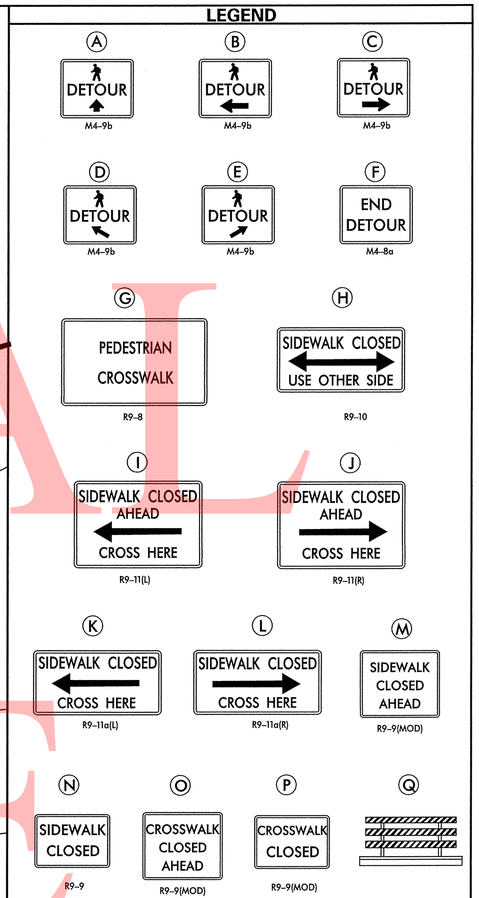
SPECIAL SIGNS

SPECIAL NOTES



LEGEND



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RECOMMENDED Aman Deep DATE: 12/24/2013 | RECOMMENDED _____ DATE: _____ | RECOMMENDED _____ DATE: 1/21/14 | APPROVED CHIEF SAFETY OFFICER _____ DATE: 1/27/2014 | APPROVED TRAFFIC ENGINEER _____ DATE: 1/27/2014

DELAWARE DEPARTMENT OF TRANSPORTATION

ADDENDUM / REVISIONS

NOT TO SCALE

HSIP NCC, SR 896 AND OLD CHESTNUT HILL ROAD INTERSECTION IMPROVEMENT

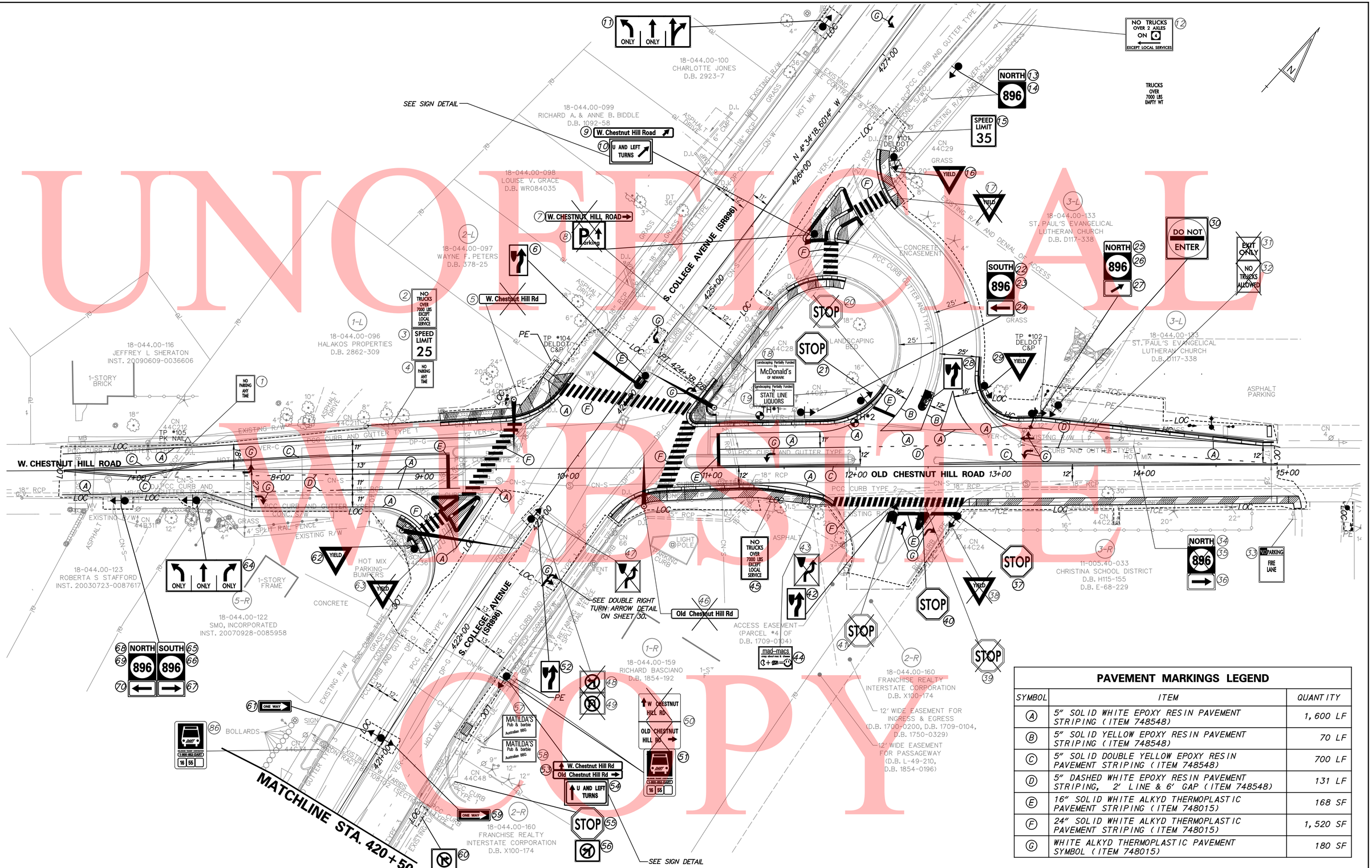
CONTRACT	PERMIT NO.
T200800714	DESIGNED BY: AB
COUNTY	
NEW CASTLE	CHECKED BY: TLM

PEDESTRIAN DETOUR PLAN PHASE 6

SHEET NO. 28 / TOTAL SHTS. 38

H:\TRANSPORTATION\DDOT\0805 (OLD CHESTNUT HILL ROAD)\04 FINAL ENGINEERING\DGNS\DP03_PED.DGN

UNOFFICIAL WEBSITE COPY



PAVEMENT MARKINGS LEGEND

SYMBOL	ITEM	QUANTITY
A	5" SOLID WHITE EPOXY RESIN PAVEMENT STRIPING (ITEM 748548)	1,600 LF
B	5" SOLID YELLOW EPOXY RESIN PAVEMENT STRIPING (ITEM 748548)	70 LF
C	5" SOLID DOUBLE YELLOW EPOXY RESIN PAVEMENT STRIPING (ITEM 748548)	700 LF
D	5" DASHED WHITE EPOXY RESIN PAVEMENT STRIPING, 2' LINE & 6' GAP (ITEM 748548)	131 LF
E	16" SOLID WHITE ALKYD THERMOPLASTIC PAVEMENT STRIPING (ITEM 748015)	168 SF
F	24" SOLID WHITE ALKYD THERMOPLASTIC PAVEMENT STRIPING (ITEM 748015)	1,520 SF
G	WHITE ALKYD THERMOPLASTIC PAVEMENT SYMBOL (ITEM 748015)	180 SF

UNOFFICIAL WEBSITE COPY

DELAWARE DEPARTMENT OF TRANSPORTATION

ADDENDUMS / REVISIONS

SCALE 0 30 60 90 FEET

HSIP NCC, SR 896 AND OLD CHESTNUT HILL ROAD INTERSECTION IMPROVEMENT

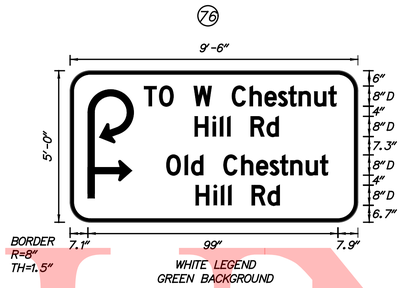
CONTRACT	BRIDGE NO.	N/A
T200800714	DESIGNED BY: RMG	
COUNTY	CHECKED BY: PAH	
NEW CASTLE		

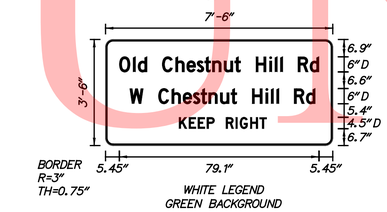
SIGNING, STRIPING AND CONDUIT PLAN

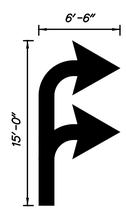
SHEET NO. 29

TOTAL SHTS. 41

UNOFFICIAL WEBSITE COPY

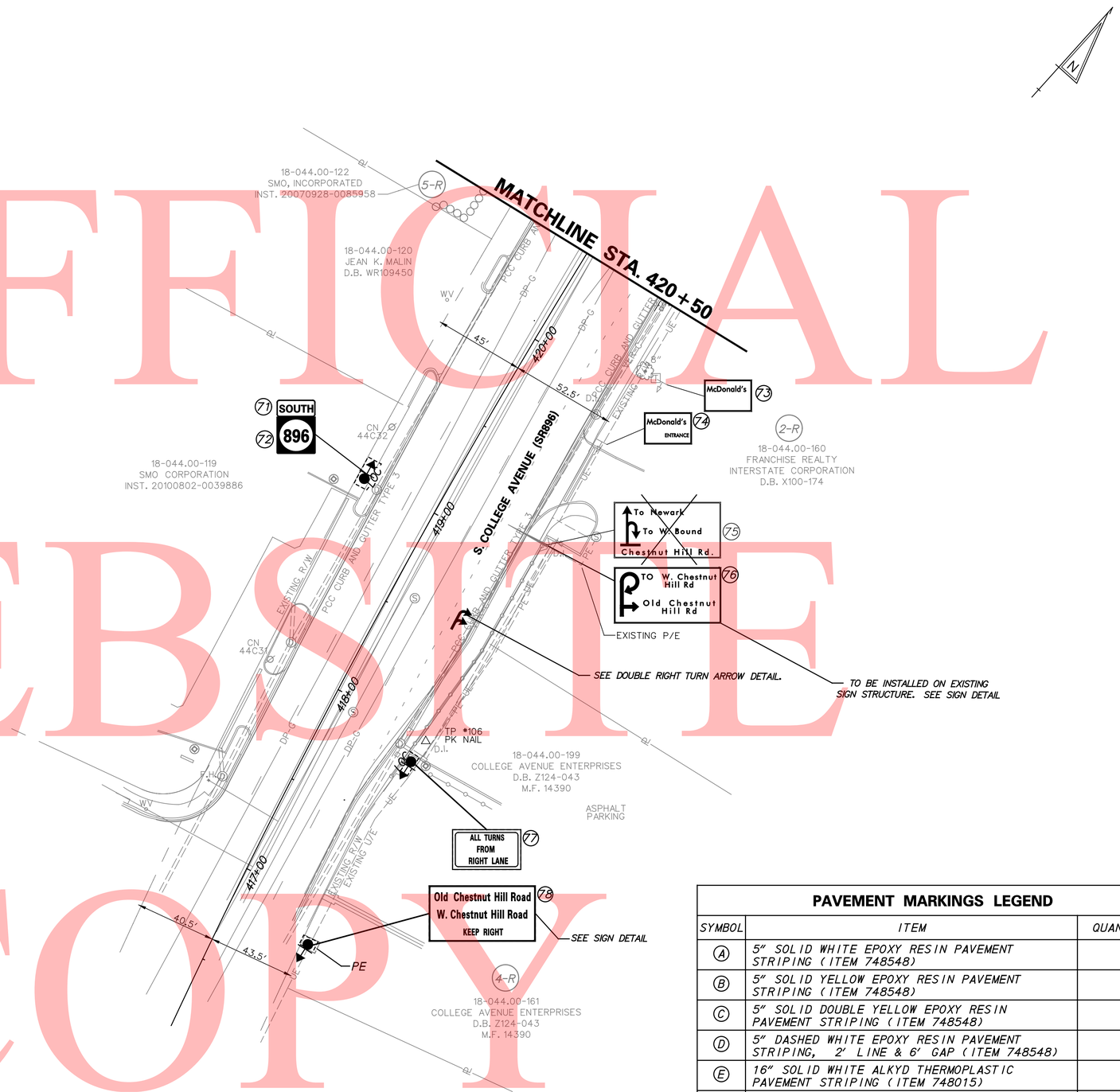






DOUBLE RIGHT TURN ARROW DETAIL

N.T.S.



PAVEMENT MARKINGS LEGEND

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

DELAWARE DEPARTMENT OF TRANSPORTATION

ADDENDUMS / REVISIONS

SCALE 0 30 60 90 FEET

HSIP NCC, SR 896 AND OLD CHESTNUT HILL ROAD INTERSECTION IMPROVEMENT

CONTRACT	BRIDGE NO.	N/A
T200800714	DESIGNED BY: RMG	
COUNTY		
NEW CASTLE	CHECKED BY: PAH	

SIGNING, STRIPING AND CONDUIT PLAN

SHEET NO. 30

TOTAL SHTS. 41

SIGN SCHEDULE

SHEET NO.	PLAN INDICATOR	CODE (DE-MUTCD)	QTY.	DESCRIPTION	ASSEMBLY NO.	SIGN WIDTH (IN)	SIGN HEIGHT (IN)	SIGN AREA (SF)	ITEM 749687 SINGLE POST (EACH)			ITEM 749690 MULTI POST (SF)		POST INSTALLATION TYPE	Code X11 12' Post (W/Basepost)	ITEM 749688 4" HOLE, 0-6" (EACH)	ITEM 749689 4" HOLE, >6" (EACH)	REMARKS
									SIGN DISPOSTION	REMOVE	INSTALL	SIGN DISPOSTION	TOTAL SIGN AREA (SF)					
29	1	R7-1	1	NO PARKING ANY TIME	1	12	18	2	REMAIN				0	SOIL				
29	2	R12-3	1	NO TRUCKS OVER 7000 LBS EXCEPT LOCAL SERVICE		24	36	6	REMAIN				0	SOIL				
29	3	R2-1-25(24)	1	SPEED LIMIT (25 MPH - 24x30)	2	24	30	5	REMAIN				0	SOIL				
29	4	R7-1	1	NO PARKING ANY TIME		12	18	2	REMAIN				0	SOIL				
29	5	D3-1(12)	1	STREET NAME (W. Chestnut Hill Rd)		48	12	4					0					Remove from signal pole
29	6	R4-7c	1	NARROW KEEP RIGHT	3	18	30	4	NEW		1		0	CONCRETE	1	1		
29	7	D3-1(12)	1	STREET NAME w/Arrow (W. Chestnut Hill Rd)		60	24	10				REMOVE						
29	8		1	Parking w/Straight Arrow					REPOSITION	1	1							Remove and install w/9 and 10
29	9	D3-1(8)	1	STREET NAME w/Arrow (W. Chestnut Hill Rd)	4	48	12	4				NEW	4	CONCRETE	2	2		
29	10	R3-25a	1	U AND LEFT TURNS (with arrow)		60	24	10				NEW	10	CONCRETE				
29	11	R3-8b(48)	1	ADVANCE INTERSECTION LANE CONTROL (Left, Ahead, Right) - 48"x30"	5	48	30	10				NEW	10	SOIL	2			
29	12			No Trucks over 2 Axles on SR 4 except local services	6				REMAIN									
29	13	M3-1(24)	1	CARDINAL DIRECTION - NORTH - 24x12	7	24	12	2	REPOSITION	1	1		0	SOIL				
29	14	M1-5(30)	1	STATE ROUTE (896) - 30x24		30	24	5	REPOSITION				0	SOIL				
29	15	R2-1-35(24)	1	SPEED LIMIT (35 MPH - 24x30)	8	24	30	5	REMAIN				0					
29	16	R1-2(48)	1	YIELD	9	48	48	7				NEW	7	SOIL	2			
29	17	R1-2(36)	1	YIELD		36	36	9	REMOVE	1			0					
29	18		1	Landscaping sponsor sign - McDonalds	10				REMAIN									
29	19		1	Landscaping sponsor sign - State Line	11				REMAIN									
29	20	R1-1(36)	1	STOP		36	36	9	REMOVE	1			0					
29	21	R1-1(36)	1	STOP	12	36	36	9	NEW		1		0	SOIL	1			
29	22	M3-3(24)	1	CARDINAL DIRECTION - SOUTH - 24x12		24	12	2	NEW				0	SOIL				
29	23	M1-5(30)	1	STATE ROUTE (896) - 30x24	13	30	24	5	NEW		1		0	SOIL	1			
29	24	M6-1_L(21)	1	DIRECTIONAL ARROW (Left) - 21x15		21	15	2	NEW				0	SOIL				
29	25	M3-1(24)	1	CARDINAL DIRECTION - NORTH - 24x12		24	12	2	NEW				0	SOIL				
29	26	M1-5(30)	1	STATE ROUTE (896) - 30x24	14	30	24	5	NEW		1		0	SOIL	1			
29	27	M6-2_R(21)	1	DIRECTIONAL ARROW (Right - upward 45) - 21x15		21	15	2	NEW				0	SOIL				
29	28	R4-7C	1	NARROW KEEP RIGHT	15	18	30	4	NEW		1		0	CONCRETE	1	1		
29	29	R1-2(48)	1	YIELD	16	48	48	9				NEW	7	SOIL	2			
29	30	R5-1(30)	1	DO NOT ENTER - 30x30	17	30	30	6	NEW		1		0	SOIL	1			
29	31		1	EXIT ONLY		12	18	2	REMOVE	1			0					
29	32		1	NO TRUCKS ALLOWED		24	24	4	REMOVE				0					
29	33		1	No Parking Fire Lane	18				REMAIN									
29	34	M3-1(24)	1	CARDINAL DIRECTION - NORTH - 24x12		24	12	2	REMOVE				0					
29	35	M1-5(30)	1	STATE ROUTE (896) - 30x24		30	24	5	REMOVE	1			0					
29	36	M6-1_R(21)	1	DIRECTIONAL ARROW (Right) - 21x15		21	15	2	REMOVE				0					
29	37	R1-1(36)	1	STOP	19	36	36	9	NEW		1		0	SOIL	1			
29	38	R1-2(36)	1	YIELD		36	36	9	REMOVE	1			0					
29	39	R1-1(36)	1	STOP		36	36	9	REMOVE	1			0					
29	40	R1-1(36)	1	STOP	20	36	36	9	NEW		1		0	CONCRETE	1	1		
29	41	R1-1(36)	1	STOP		36	36	9	REMOVE	1			0					
29	42	R4-7c	1	NARROW KEEP RIGHT	21	18	30	4	NEW		1		0	CONCRETE	1	1		
29	43	R4-7(24)	1	KEEP RIGHT (Symbol) - 24x30		24	30	5	REMOVE	1			0		0			
29	44		1	MAD MACS (BUSINESS SIGN)	22			0	REMAIN				0		0			
29	45	R12-3	1	NO TRUCKS OVER 7000 LBS EXCEPT LOCAL SERVICE	23	24	36	6	REMAIN				0		0			
29	46	D3-1(8)	1	STREET NAME (Old Chestnut Hill Rd)		48	12	4					0		0			Remove from signal pole
29	47	R4-7(24)	1	KEEP RIGHT (Symbol) - 24x30		24	30	5	REMOVE	1			0		0			
29	48	R3-2(36)	1	LEFT TURN PROHIBITION (Symbol) - 36x36		36	36	9	REMOVE	1			0		0			
29	49	R3-4(36)	1	U - TURN PROHIBITION (Symbol) - 36x36		36	36	9	REMOVE				0		0			
29	50	D3-2(30)	1	ADVANCE STREET NAME (Old Chestnut Hill Rd, W. Chestnut Hill Rd)		36	36	9	REMOVE	1			0		0			
29	51	D4-3-DE	1	BUS STOP (DART)		18	12	3				REPOSITION	3		0			Reposition to assembly 25
29	52	R4-7c	1	NARROW KEEP RIGHT	24	18	30	4	NEW		1		0	CONCRETE	1	1		
29	53	D3-2(30)	1	ADVANCE STREET NAME (Old Chestnut Hill Rd, W. Chestnut Hill Rd)	25	108	30	23				NEW	23	SOIL	3			
29	54	R3-24a	1	U AND LEFT TURNS (with up arrow)		60	24	10				NEW	10	SOIL				
29	55	R1-1(36)	1	STOP	26	36	36	9	REMAIN				0		0			
29	56	R3-2(36)	1	LEFT TURN PROHIBITION (Symbol) - 36x36		36	36	9	REMAIN				0		0			
29	57		1	Matildas Business Sign	27				REMAIN									
29	58		1	Matildas Business Sign					REMAIN									
29	59	R6-1_R(54)	1	ONE WAY (ENCLOSED IN RIGHT ARROW) - 54x18	28	54	18	7	NEW		1		0	CONCRETE	1	1		
29	60	R3-1(36)	1	RIGHT TURN PROHIBITION (Symbol) - 36x36	29	36	36	9	NEW		1		0	SOIL	1			
29	61	R6-1_R(54)	1	ONE WAY (ENCLOSED IN RIGHT ARROW) - 54x18	30	54	18	7	NEW		1		0	CONCRETE	1	1		
29	62	R1-2(48)	1	YIELD	31	48	48	7				NEW	7	HOTMIX	2		2	
29	63	R1-2(36)	1	YIELD		36	36	9	REMOVE	1			0		0			
29	64	R3-8b(48)	1	ADVANCE INTERSECTION LANE CONTROL (Left, Ahead, Right) - 48"x30"	32	48	30	10				NEW	10	SOIL	2			
29	65	M3-3(24)	1	CARDINAL DIRECTION - SOUTH - 24x12		24	12	2	NEW				0	SOIL				
29	66	M1-5(30)	1	STATE ROUTE (896) - 30x24	33	30	24	5	NEW		1		0	SOIL	1			
29	67	M6-1_R(21)	1	DIRECTIONAL ARROW (Right) - 21x15		21	15	2	NEW				0	SOIL				
29	68	M3-1(24)	1	CARDINAL DIRECTION - NORTH - 24x12		24	12	2	NEW				0	SOIL				
29	69	M1-5(30)	1	STATE ROUTE (896) - 30x24	34	30	24	5	NEW		1		0	SOIL	1			
29	70	M6-1_L(21)	1	DIRECTIONAL ARROW (Left) - 21x15		21	15	2	NEW				0	SOIL				
30	71	M3-3(24)	1	CARDINAL DIRECTION - SOUTH - 24x12	35	24	12	2	NEW		1		0	SOIL	1			
30	72	M1-5(30)	1	STATE ROUTE (896) - 30x24		30	24	5	NEW				0	SOIL				
30	73			MCDONALDS (BUSINESS SIGN)	36			0	REMAIN				0		0			
30	74			MCDONALDS (BUSINESS SIGN)	37			0	REMAIN				0		0			
30	75		1	OVERHEAD GUIDE SIGN FOR JUGHANDLE - EXISTING		114	60	48					0		0			Remove from sign structure
30	76		1	OVERHEAD GUIDE SIGN FOR JUGHANDLE - NEW		114	60	48					0		0			Install on sign structure
30	77	R3-23	1	ALL TURNS FROM RIGHT LANE	38	60	36	15				NEW	15	SOIL	2			
30	78	D3-2(42)	1	ADVANCE STREET NAME (Old Chestnut Hill Rd, W. Chestnut Hill Rd, KEEP RIGHT	39	90	42	26				NEW	26	SOIL	3			
36	79	R3-1(36)	1	RIGHT TURN PROHIBITION (Symbol) - 36x36		36	36	9					0		0			Install on mast arm
36	80	R10-11a(36)	1	NO TURN ON RED - 36x48		36	48	12					0		0			Install on mast arm
36	81	R3-18(36)	1	COMBINATION U-TURN AND LEFT TURN PROHIBITION (Symbol) - 36x36		36	36	9					0		0			Install on mast arm
36	82	D3-1(12)	1	OVERHEAD STREET NAME (Old Chestnut Hill Rd, W. Chestnut Hill Rd)		156	40	43					0		0			Install on mast arm
36	83	D3-1(12)	1	OVERHEAD STREET NAME (Old Chestnut Hill Rd, W. Chestnut Hill Rd)		156	40	43					0		0			Install on mast arm
36	84	D3-1(12)	1	OVERHEAD STREET NAME (S. College Ave)		102	16	11					0		0			Install on mast arm
36	85	D3-1(12)	1	OVERHEAD STREET NAME (S. College Ave)		102	16	11					0		0			Install on mast arm
29	86	D4-3-DE	1	BUS STOP (DART)					REMAIN									
										0	0		0		0	0	0	
										4	7		94		19	3	2	
				JOB TOTALS						14	18		132		36	9	2	

UNOFFICIAL WEBSITE COPY

DELAWARE DEPARTMENT OF TRANSPORTATION

ADDENDUMS / REVISIONS

NOT TO SCALE

HSIP NCC, SR 896 AND OLD CHESTNUT HILL ROAD INTERSECTION IMPROVEMENT

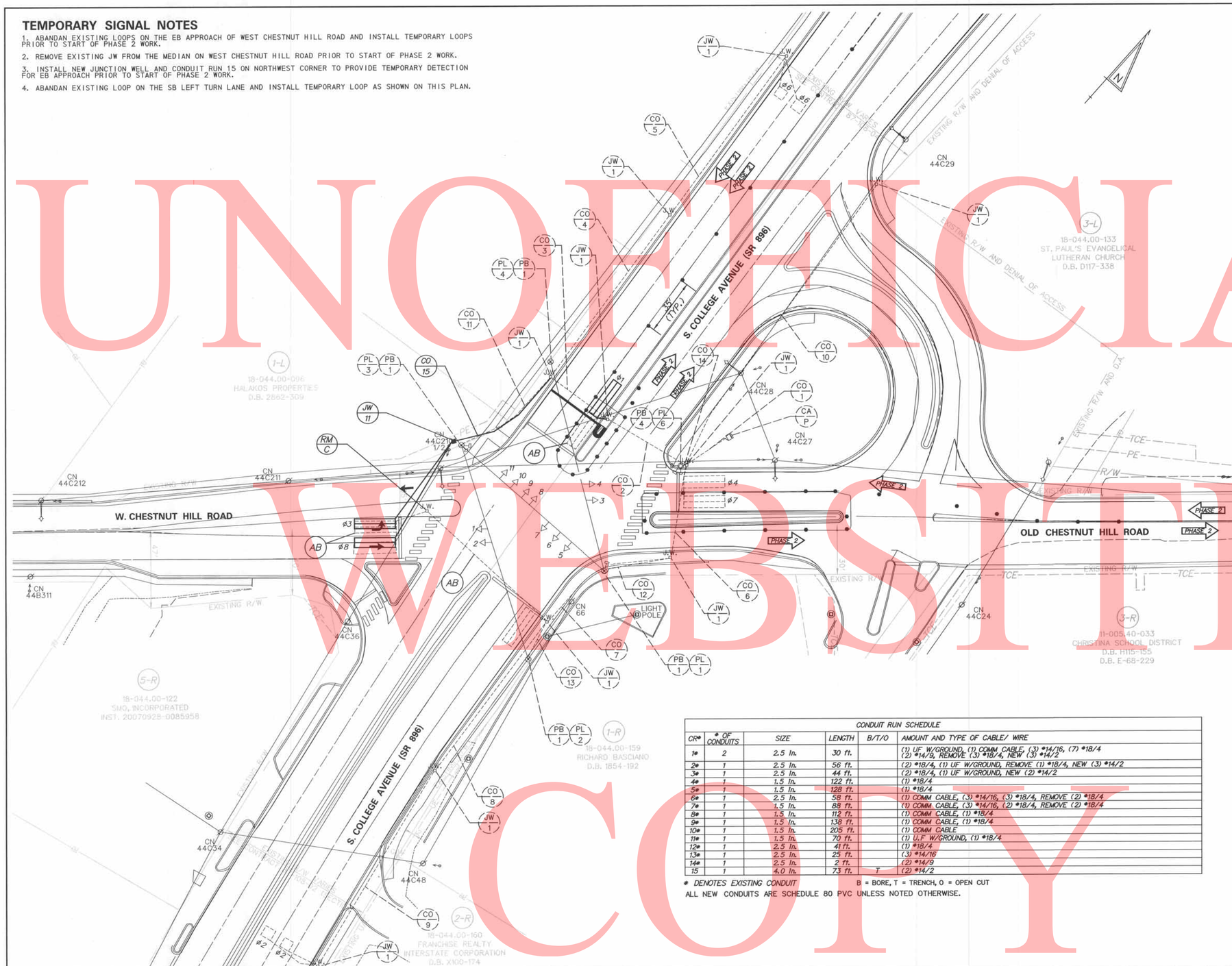
CONTRACT T200800714 | COUNTY NEW CASTLE | BRIDGE NO. N/A | DESIGNED BY: RMG | CHECKED BY: PAH

SIGNING, STRIPING AND CONDUIT PLAN

SHEET NO. 31 | TOTAL SHTS. 41

TEMPORARY SIGNAL NOTES

1. ABANDAN EXISTING LOOPS ON THE EB APPROACH OF WEST CHESTNUT HILL ROAD AND INSTALL TEMPORARY LOOPS PRIOR TO START OF PHASE 2 WORK.
2. REMOVE EXISTING JW FROM THE MEDIAN ON WEST CHESTNUT HILL ROAD PRIOR TO START OF PHASE 2 WORK.
3. INSTALL NEW JUNCTION WELL AND CONDUIT RUN 15 ON NORTHWEST CORNER TO PROVIDE TEMPORARY DETECTION FOR EB APPROACH PRIOR TO START OF PHASE 2 WORK.
4. ABANDAN EXISTING LOOP ON THE SB LEFT TURN LANE AND INSTALL TEMPORARY LOOP AS SHOWN ON THIS PLAN.



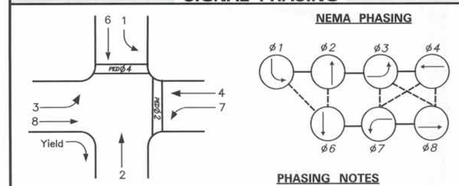
CONDUIT RUN SCHEDULE					
CR#	# OF CONDUITS	SIZE	LENGTH	B/T/O	AMOUNT AND TYPE OF CABLE/ WIRE
1#	2	2.5 In.	30 ft.		(1) UF W/GROUND, (1) COMM CABLE, (3) #14/16, (7) #18/4 (2) #14/9, REMOVE (3) #18/4, NEW (3) #14/2
2#	1	2.5 In.	56 ft.		(2) #18/4, (1) UF W/GROUND, REMOVE (1) #18/4, NEW (3) #14/2
3#	1	2.5 In.	44 ft.		(2) #18/4, (1) UF W/GROUND, NEW (2) #14/2
4#	1	1.5 In.	122 ft.		(1) #18/4
5#	1	1.5 In.	128 ft.		(1) #18/4
6#	1	2.5 In.	58 ft.		(1) COMM CABLE, (3) #14/16, (3) #18/4, REMOVE (2) #18/4
7#	1	1.5 In.	88 ft.		(1) COMM CABLE, (3) #14/16, (2) #18/4, REMOVE (2) #18/4
8#	1	1.5 In.	112 ft.		(1) COMM CABLE, (1) #18/4
9#	1	1.5 In.	138 ft.		(1) COMM CABLE, (1) #18/4
10#	1	1.5 In.	205 ft.		(1) COMM CABLE
11#	1	1.5 In.	70 ft.		(1) U.F W/GROUND, (1) #18/4
12#	1	2.5 In.	41 ft.		(1) #18/4
13#	1	2.5 In.	25 ft.		(3) #14/16
14#	1	2.5 In.	2 ft.		(2) #14/9
15	1	4.0 In.	73 ft.	T	(2) #14/2

\# DENOTES EXISTING CONDUIT

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

ALL NEW CONDUITS ARE SCHEDULE 80 PVC UNLESS NOTED OTHERWISE.

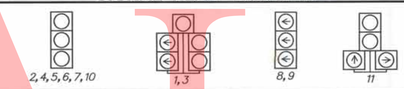
SIGNAL PHASING



PHASING NOTES

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

SIGNAL HEAD DIAGRAM



LEGEND

- PROPOSED SIGNAL CABINET
- EXISTING SIGNAL CABINET
- PROPOSED SIGNAL POLE BASE
- EXISTING SIGNAL POLE BASE
- PROPOSED PEDESTRIAN POLE BASE
- EXISTING PEDESTRIAN POLE BASE
- PROPOSED WOOD POLE
- EXISTING UTILITY POLE
- PROPOSED JUNCTION WELL
- EXISTING JUNCTION WELL
- PROPOSED SIGNAL HEAD
- EXISTING SIGNAL HEAD
- PROPOSED PEDESTRIAN SIGNAL HEAD
- EXISTING PEDESTRIAN SIGNAL HEAD
- PROPOSED PEDESTRIAN PUSHBUTTON
- EXISTING PEDESTRIAN PUSHBUTTON
- PROPOSED VIDEO DETECTION
- EXISTING VIDEO DETECTION
- PROPOSED MICROWAVE DETECTION
- EXISTING MICROWAVE DETECTION
- OVERHEAD SIGNING
- PROPOSED OPTICOM RECEIVER
- EXISTING OPTICOM RECEIVER
- PROPOSED MAST ARM
- EXISTING MAST ARM
- PROPOSED LUMINAIRE
- EXISTING LUMINAIRE
- PROPOSED LOOP DETECTOR (TYPE 1 OR 2)
- EXISTING LOOP DETECTOR (TYPE 1 OR 2)
- RM/C — REMOVE BY CONTRACTOR
- RM/TC — REMOVE BY TRAFFIC CONTRACTOR
- RM/O — REMOVE BY OTHERS
- AB — ABANDON
- PB/X — PROPOSED POLE BASE IDENTIFIER (TYPE OF POLE BASE)
- PB/X — EXISTING POLE BASE IDENTIFIER (TYPE OF POLE BASE)
- PL/X — PROPOSED POLE IDENTIFIER (# OF POLE)
- PL/X — EXISTING POLE IDENTIFIER (# OF POLE)
- JW/X — PROPOSED JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL)
- JW/X — EXISTING JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL)
- CO/# — PROPOSED CONDUIT RUN IDENTIFIER (# OF CONDUIT RUN)
- CO/# — EXISTING CONDUIT RUN IDENTIFIER (# OF CONDUIT RUN)
- OH/# — PROPOSED OVERHEAD RUN IDENTIFIER (# OF OVERHEAD RUN)
- OH/# — EXISTING OVERHEAD RUN IDENTIFIER (# OF OVERHEAD RUN)
- MA/XX — PROPOSED MAST ARM IDENTIFIER (LENGTH OF ARM)
- MA/XX — EXISTING MAST ARM IDENTIFIER (LENGTH OF ARM)
- CA/X — PROPOSED CABINET IDENTIFIER (TYPE OF CABINET)
- CA/X — EXISTING CABINET IDENTIFIER (TYPE OF CABINET)
- PROPOSED SPAN WIRE
- XX — EXISTING SPAN WIRE
- RIGHT-OF-WAY OR PROPERTY LINE
- PROPOSED SPAN INSULATOR
- EXISTING SPAN INSULATOR
- P — SERVICE PEDESTAL

GENERAL SIGNAL NOTES

1. ALL SIGNAL EQUIPMENT REMOVED FROM A PROJECT IS TO BE RETURNED TO DELDOT TRAFFIC-DOVER, DELAWARE.
2. POLE BASES, CABINET BASE AND CONDUIT JUNCTION WELLS TO BE REMOVED IN ACCORDANCE WITH SECTION 201 AND 202 OF THE STANDARD SPECIFICATIONS OR AS DIRECTED BY ENGINEER. EXISTING CONDUIT IS TO BE ABANDONED.
3. 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.
4. ALL UNDERGROUND AND OVERHEAD UTILITIES SHOWN ON THESE PLANS ARE SCHEMATIC ONLY AND MAY NOT BE COMPLETE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING MISS UTILITY, AND/OR THE APPROPRIATE UTILITY 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.
5. 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 POLE BASES SHALL BE FLUSH WITH THE ADJOINING LANDING AREA. THE PEDESTRIAN PUSHBUTTON SHOULD BE INSTALLED AT A HEIGHT OF 42 TO 48 INCHES ABOVE THE LANDING AREA/SIDEWALK, AND SHALL BE LOCATED SUCH THAT THE MAXIMUM REACH DISTANCE IS 10 INCHES FROM THE LANDING AREA TO THE FACE OF THE PUSHBUTTON. PEDESTRIAN SIGNAL HEADS SHALL BE MOUNTED WITH THE BOTTOM OF THE SIGNAL HOUSING INCLUDING BRACKETS NOT LESS THAN 7 FEET OR MORE THAN 10 FEET ABOVE SIDEWALK LEVEL.
6. ALL PEDESTRIAN SIGNALS SHALL CONTAIN COUNTDOWN PEDESTRIAN HEADS.
7. ALL PROPOSED LOOP DETECTOR LEAD-IN CONDUIT SHALL BE 1" FLEXIBLE NON-METALLIC LIQUID TIGHT CONDUIT.

RECOMMENDED Aman Deep DATE: 12/24/2013	RECOMMENDED [signature] DATE: 1/10/14	RECOMMENDED ____ DATE: ____	APPROVED TRAFFIC ENGINEER [signature] DATE: 1/10/14
APPROVED FOR INSTALLATION CHIEF TRAFFIC ENGINEER [signature] DATE: 1/13/14			

DELAWARE DEPARTMENT OF TRANSPORTATION

ADDENDUM / REVISIONS

SCALE 0 30 60 90 FEET

HSIP NCC, SR 896 AND OLD CHESTNUT HILL ROAD INTERSECTION IMPROVEMENT

CONTRACT	PERMIT NO.	N435T
T200800714	DESIGNED BY:	TLM
COUNTY	CHECKED BY:	PAH
NEW CASTLE		

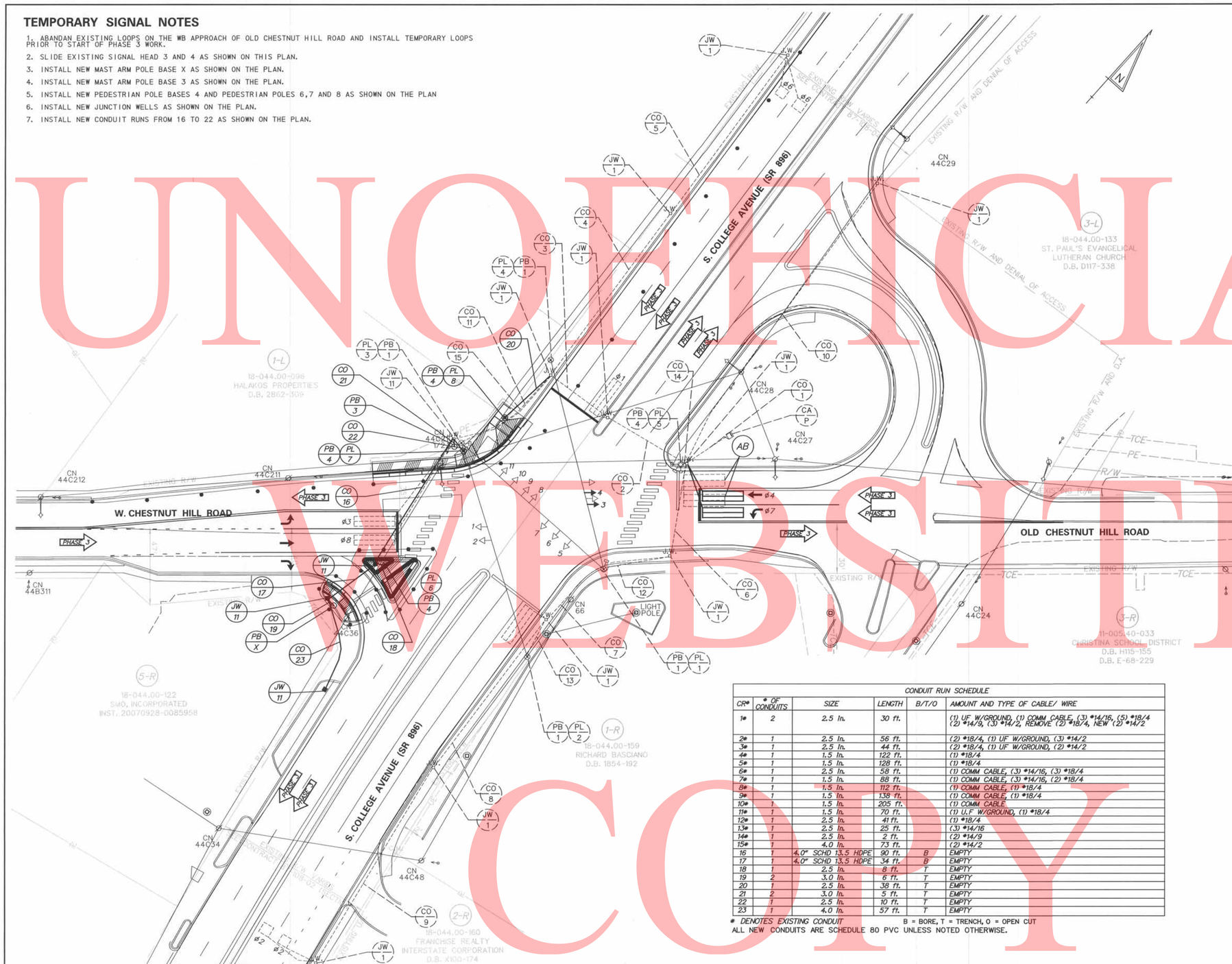
TEMPORARY SIGNAL PLAN PHASE 2

SHEET NO. 32 / TOTAL SHTS. 41

UNOFFICIAL WEBSITE COPY

TEMPORARY SIGNAL NOTES

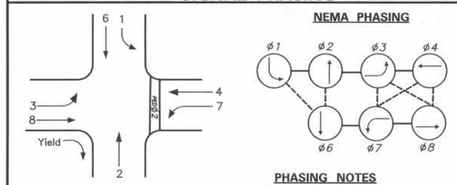
1. ABANDAN EXISTING LOOPS ON THE WB APPROACH OF OLD CHESTNUT HILL ROAD AND INSTALL TEMPORARY LOOPS PRIOR TO START OF PHASE 3 WORK.
2. SLIDE EXISTING SIGNAL HEAD 3 AND 4 AS SHOWN ON THIS PLAN.
3. INSTALL NEW MAST ARM POLE BASE X AS SHOWN ON THE PLAN.
4. INSTALL NEW MAST ARM POLE BASE 3 AS SHOWN ON THE PLAN.
5. INSTALL NEW PEDESTRIAN POLE BASES 4 AND PEDESTRIAN POLES 6,7 AND 8 AS SHOWN ON THE PLAN
6. INSTALL NEW JUNCTION WELLS AS SHOWN ON THE PLAN.
7. INSTALL NEW CONDUIT RUNS FROM 16 TO 22 AS SHOWN ON THE PLAN.



CONDUIT RUN SCHEDULE					
CR#	# OF CONDUITS	SIZE	LENGTH	B/T/O	AMOUNT AND TYPE OF CABLE/ WIRE
1*	2	2.5 In.	30 ft.		(1) UF W/GROUND, (1) COMM CABLE, (3) #14/16, (5) #18/4 (2) #14/9, (3) #14/2, REMOVE (2) #18/4, NEW (2) #14/2
2#	1	2.5 In.	56 ft.		(2) #18/4, (1) UF W/GROUND, (3) #14/2
3#	1	2.5 In.	44 ft.		(2) #18/4, (1) UF W/GROUND, (2) #14/2
4#	1	1.5 In.	122 ft.		(1) #18/4
5#	1	1.5 In.	128 ft.		(1) #18/4
6#	1	2.5 In.	58 ft.		(1) COMM CABLE, (3) #14/16, (3) #18/4
7#	1	1.5 In.	88 ft.		(1) COMM CABLE, (3) #14/16, (2) #18/4
8#	1	1.5 In.	112 ft.		(1) COMM CABLE, (1) #18/4
9#	1	1.5 In.	138 ft.		(1) COMM CABLE, (1) #18/4
10#	1	1.5 In.	205 ft.		(1) COMM CABLE
11#	1	1.5 In.	70 ft.		(1) U.F W/GROUND, (1) #18/4
12#	1	2.5 In.	41 ft.		(1) #18/4
13#	1	2.5 In.	25 ft.		(3) #14/16
14#	1	2.5 In.	2 ft.		(2) #14/9
15#	1	4.0 In.	73 ft.		(2) #14/2
16	1	4.0" SCHD 13.5 HDPE	90 ft.	B	EMPTY
17	1	4.0" SCHD 13.5 HDPE	34 ft.	B	EMPTY
18	1	2.5 In.	8 ft.	T	EMPTY
19	2	3.0 In.	6 ft.	T	EMPTY
20	1	2.5 In.	38 ft.	T	EMPTY
21	2	3.0 In.	5 ft.	T	EMPTY
22	1	2.5 In.	10 ft.	T	EMPTY
23	1	4.0 In.	57 ft.	T	EMPTY

* DENOTES EXISTING CONDUIT B = BORE, T = TRENCH, O = OPEN CUT
ALL NEW CONDUITS ARE SCHEDULE 80 PVC UNLESS NOTED OTHERWISE.

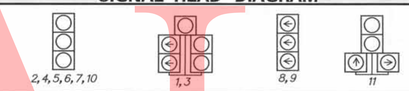
SIGNAL PHASING



PHASING NOTES

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

SIGNAL HEAD DIAGRAM



LEGEND

	PROPOSED SIGNAL CABINET	RM/C	REMOVE BY CONTRACTOR
	EXISTING SIGNAL CABINET	RM/TC	REMOVE BY TRAFFIC CONTRACTOR
	PROPOSED SIGNAL POLE BASE	RM/O	REMOVE BY OTHERS
	EXISTING SIGNAL POLE BASE	AB	ABANDON
	PROPOSED PEDESTRIAN POLE BASE	PB/X	PROPOSED POLE BASE IDENTIFIER (TYPE OF POLE BASE)
	EXISTING PEDESTRIAN POLE BASE	PB/X	EXISTING POLE BASE IDENTIFIER (TYPE OF POLE BASE)
	PROPOSED WOOD POLE	PL/X	PROPOSED POLE IDENTIFIER (# OF POLE)
	EXISTING UTILITY POLE	PL/X	EXISTING POLE IDENTIFIER (# OF POLE)
	PROPOSED JUNCTION WELL	JW/X	PROPOSED JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL)
J.W.	EXISTING JUNCTION WELL	JW/X	EXISTING JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL)
	PROPOSED SIGNAL HEAD	CO/#	PROPOSED CONDUIT RUN IDENTIFIER (# OF CONDUIT RUN)
	EXISTING SIGNAL HEAD	CO/#	EXISTING CONDUIT RUN IDENTIFIER (# OF CONDUIT RUN)
	PROPOSED PEDESTRIAN SIGNAL HEAD	OH/#	PROPOSED OVERHEAD RUN IDENTIFIER (# OF OVERHEAD RUN)
	EXISTING PEDESTRIAN SIGNAL HEAD	OH/#	EXISTING OVERHEAD RUN IDENTIFIER (# OF OVERHEAD RUN)
	PROPOSED PEDESTRIAN PUSHBUTTON	MA/XX	PROPOSED MAST ARM IDENTIFIER (LENGTH OF ARM)
	EXISTING PEDESTRIAN PUSHBUTTON	MA/XX	EXISTING MAST ARM IDENTIFIER (LENGTH OF ARM)
	PROPOSED VIDEO DETECTION	CA/X	PROPOSED CABINET IDENTIFIER (TYPE OF CABINET)
	EXISTING VIDEO DETECTION	CA/X	EXISTING CABINET IDENTIFIER (TYPE OF CABINET)
	PROPOSED MICROWAVE DETECTION		PROPOSED SPAN WIRE
	EXISTING MICROWAVE DETECTION	XX	EXISTING SPAN WIRE
	OVERHEAD SIGNING		RIGHT-OF-WAY OR PROPERTY LINE
	PROPOSED OPTICOM RECEIVER		PROPOSED SPAN INSULATOR
	EXISTING OPTICOM RECEIVER		EXISTING SPAN INSULATOR
	PROPOSED MAST ARM	P	SERVICE PEDESTAL
	EXISTING MAST ARM		
	PROPOSED LUMINAIRE		
	EXISTING LUMINAIRE		
	PROPOSED LOOP DETECTOR (TYPE 1 OR 2)		
	EXISTING LOOP DETECTOR (TYPE 1 OR 2)		

GENERAL SIGNAL NOTES

1. ALL SIGNAL EQUIPMENT REMOVED FROM A PROJECT IS TO BE RETURNED TO DELDOT TRAFFIC-DOVER, DELAWARE.
2. POLE BASES, CABINET BASE AND CONDUIT JUNCTION WELLS TO BE REMOVED IN ACCORDANCE WITH SECTION 201 AND 202 OF THE STANDARD SPECIFICATIONS OR AS DIRECTED BY ENGINEER. EXISTING CONDUIT IS TO BE ABANDONED.
3. 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.
4. ALL UNDERGROUND AND OVERHEAD UTILITIES SHOWN ON THESE PLANS ARE SCHEMATIC ONLY AND MAY NOT BE COMPLETE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING MISS UTILITY, AND/OR THE APPROPRIATE UTILITY 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.
5. PROPOSED POLE BASES SUPPORTING POLES WITH PEDESTRIAN PUSH BUTTONS SHALL BE CONSTRUCTED IMMEDIATELY ADJACENT TO THE FLAT (SQU OR FLATTER) LANDING AREA OF THE CURB RAMP OR SIDEWALK IN ACCORDANCE WITH CURRENT ADA BEST PRACTICES. THESE POLE BASES SHALL BE FLUSH WITH THE ADJOINING LANDING AREA. THE PEDESTRIAN PUSHBUTTON SHOULD BE INSTALLED AT A HEIGHT OF 42 TO 48 INCHES ABOVE THE LANDING AREA/SIDEWALK, AND SHALL BE LOCATED SUCH THAT THE MAXIMUM REACH DISTANCE IS 10 INCHES FROM THE LANDING AREA TO THE FACE OF THE PUSHBUTTON. PEDESTRIAN SIGNAL HEADS SHALL BE MOUNTED WITH THE BOTTOM OF THE SIGNAL HOUSING INCLUDING BRACKETS NOT LESS THAN 7 FEET OR MORE THAN 10 FEET ABOVE SIDEWALK LEVEL.
6. ALL PEDESTRIAN SIGNALS SHALL CONTAIN COUNTDOWN PEDESTRIAN HEADS.
7. ALL PROPOSED LOOP DETECTOR LEAD-IN CONDUIT SHALL BE 1" FLEXIBLE NON-METALLIC LIQUID TIGHT CONDUIT.

RECOMMENDED Aman Deep DATE: 12/24/2013 | RECOMMENDED [signature] DATE: 1/10/14 | RECOMMENDED ____ DATE: ____ | APPROVED TRAFFIC ENGINEER [signature] DATE: 1/10/14 | APPROVED FOR INSTALLATION CHIEF TRAFFIC ENGINEER [signature] DATE: 1/13/14

DELAWARE DEPARTMENT OF TRANSPORTATION

ADDENDUM / REVISIONS

SCALE 0 30 60 90 FEET

HSIP NCC, SR 896 AND OLD CHESTNUT HILL ROAD INTERSECTION IMPROVEMENT

CONTRACT	PERMIT NO.	N435T
T200800714	DESIGNED BY:	TLM
COUNTY	CHECKED BY:	PAH
NEW CASTLE		

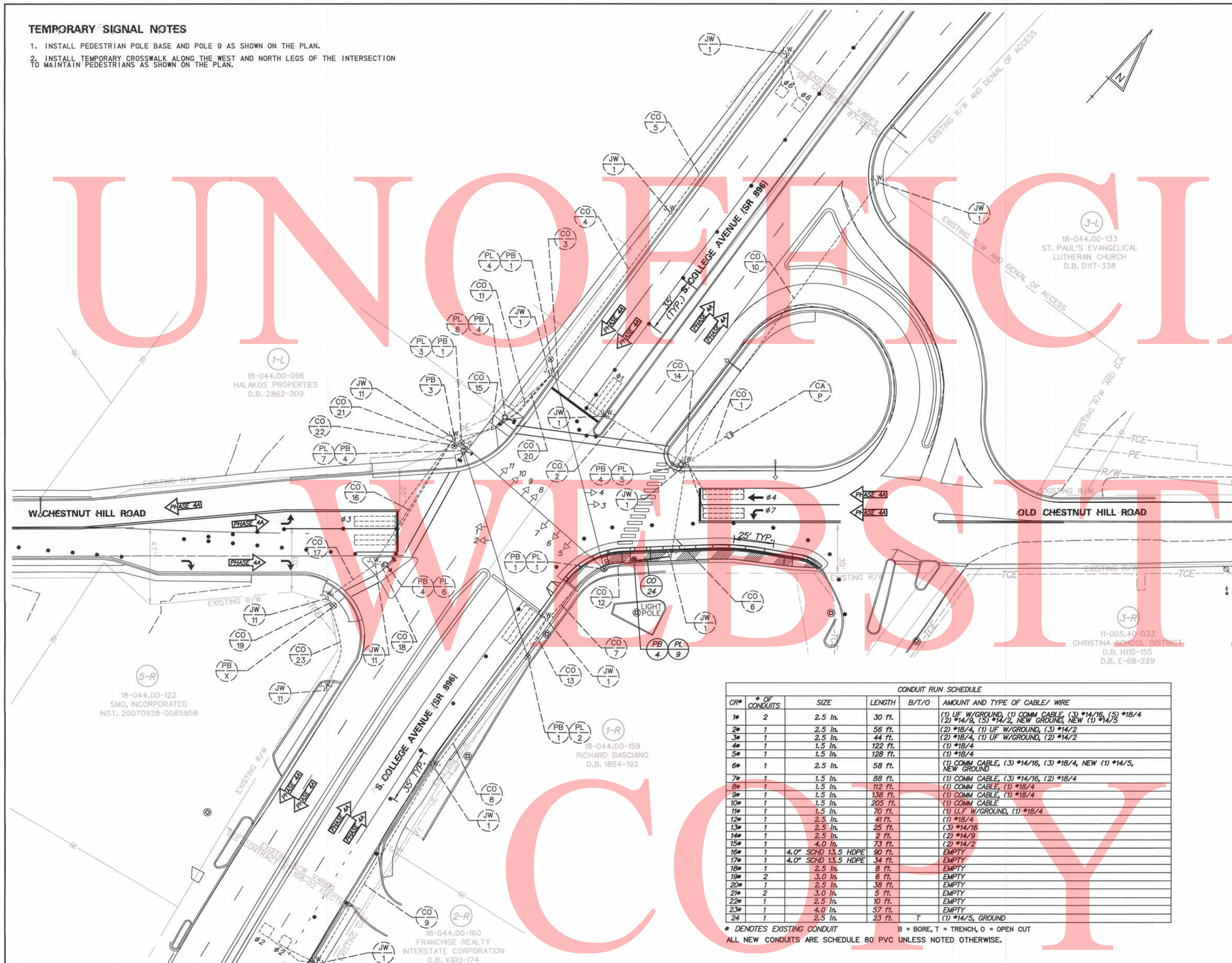
TEMPORARY SIGNAL PLAN PHASE 3

SHEET NO. 33 | TOTAL SHTS. 41

UNOFFICIAL WEBSITE COPY

TEMPORARY SIGNAL NOTES

1. INSTALL PEDESTRIAN POLE BASE AND POLE 9 AS SHOWN ON THE PLAN.
2. INSTALL TEMPORARY CROSSWALK ALONG THE WEST AND NORTH LEGS OF THE INTERSECTION TO MAINTAIN PEDESTRIANS AS SHOWN ON THE PLAN.

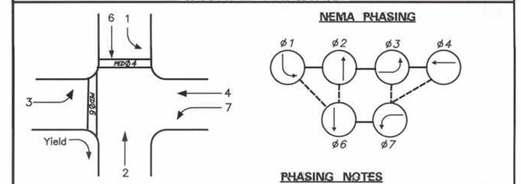


CONDUIT RUN SCHEDULE					
CR#	# OF CONDUITS	SIZE	LENGTH	B/T/O	AMOUNT AND TYPE OF CABLE/ WIRE
1*	2	2.5 In.	30 ft.		(1) UF W/GROUND, (1) COMM CABLE, (3) #14/16, (5) #18/4 (2) #14/9, (3) #14/2, NEW GROUND, NEW (1) #14/5
2*	1	2.5 In.	56 ft.		(2) #18/4, (1) UF W/GROUND, (3) #14/2
3*	1	2.5 In.	44 ft.		(2) #18/4, (1) UF W/GROUND, (2) #14/2
4*	1	1.5 In.	122 ft.		(1) #18/4
5*	1	1.5 In.	128 ft.		(1) #18/4
6*	1	2.5 In.	58 ft.		(1) COMM CABLE, (3) #14/16, (3) #18/4, NEW (1) #14/5, NEW GROUND
7*	1	1.5 In.	88 ft.		(1) COMM CABLE, (3) #14/16, (2) #18/4
8*	1	1.5 In.	112 ft.		(1) COMM CABLE, (1) #18/4
9*	1	1.5 In.	138 ft.		(1) COMM CABLE, (1) #18/4
10*	1	1.5 In.	205 ft.		(1) COMM CABLE
11*	1	1.5 In.	70 ft.		(1) U.F. W/GROUND, (1) #18/4
12*	1	2.5 In.	41 ft.		(1) #18/4
13*	1	2.5 In.	25 ft.		(3) #14/16
14*	1	2.5 In.	2 ft.		(2) #14/9
15*	1	4.0 In.	73 ft.		(2) #14/2
16*	1	4.0" SCHD 13.5 HDPE	90 ft.		EMPTY
17*	1	4.0" SCHD 13.5 HDPE	34 ft.		EMPTY
18*	1	2.5 In.	8 ft.		EMPTY
19*	2	3.0 In.	6 ft.		EMPTY
20*	1	2.5 In.	38 ft.		EMPTY
21*	2	3.0 In.	5 ft.		EMPTY
22*	1	2.5 In.	10 ft.		EMPTY
23*	1	4.0 In.	57 ft.		EMPTY
24	1	2.5 In.	23 ft.	T	(1) #14/5, GROUND

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

ALL NEW CONDUITS ARE SCHEDULE 80 PVC UNLESS NOTED OTHERWISE.

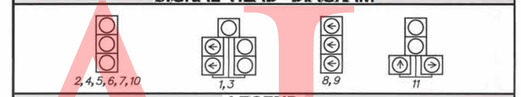
SIGNAL PHASING



PHASING NOTES

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

SIGNAL HEAD DIAGRAM



LEGEND

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

GENERAL SIGNAL NOTES

1. ALL SIGNAL EQUIPMENT REMOVED FROM A PROJECT IS TO BE RETURNED TO DELDOT TRAFFIC-DOVER, DELAWARE.

2. POLE BASES, CABINET BASE AND CONDUIT JUNCTION WELLS TO BE REMOVED IN ACCORDANCE WITH SECTION 201 AND 202 OF THE STANDARD SPECIFICATIONS OR AS DIRECTED BY ENGINEER. EXISTING CONDUIT IS TO BE ABANDONED.

3. 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.

4. ALL UNDERGROUND AND OVERHEAD UTILITIES SHOWN ON THESE PLANS ARE SCHEMATIC ONLY AND MAY NOT BE COMPLETE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING MISS UTILITY, AND/OR THE APPROPRIATE UTILITY 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.

5. 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 POLE BASES SHALL BE FLUSH WITH THE ADJOINING LANDING AREA. THE PEDESTRIAN PUSHBUTTON SHOULD BE INSTALLED AT A HEIGHT OF 42 TO 48 INCHES ABOVE THE LANDING AREA/SIDEWALK, AND SHALL BE LOCATED SUCH THAT THE MAXIMUM REACH DISTANCE IS 10 INCHES FROM THE LANDING AREA TO THE FACE OF THE PUSHBUTTON. PEDESTRIAN SIGNAL HEADS SHALL BE MOUNTED WITH THE BOTTOM OF THE SIGNAL HOUSING INCLUDING BRACKETS NOT LESS THAN 7 FEET OR MORE THAN 10 FEET ABOVE SIDEWALK LEVEL.

6. ALL PEDESTRIAN SIGNALS SHALL CONTAIN COUNTDOWN PEDESTRIAN HEADS.

7. ALL PROPOSED LOOP DETECTOR LEAD-IN CONDUIT SHALL BE 1" FLEXIBLE NON-METALLIC LIQUID TIGHT CONDUIT.

RECOMMENDED Aman Deep DATE: 12/24/2013 | RECOMMENDED DATE: 1/10/14 | RECOMMENDED DATE: | APPROVED TRAFFIC ENGINEER DATE: 1/10/14 | APPROVED FOR INSTALLATION CHIEF TRAFFIC ENGINEER DATE: 1/13/14

DELAWARE DEPARTMENT OF TRANSPORTATION

ADDENDUM / REVISIONS

SCALE 0 30 60 90 FEET

HSIP NCC, SR 896 AND OLD CHESTNUT HILL ROAD INTERSECTION IMPROVEMENT

CONTRACT	PERMIT NO.	N435T
T200800714	DESIGNED BY:	TLM
COUNTY		
NEW CASTLE	CHECKED BY:	PAH

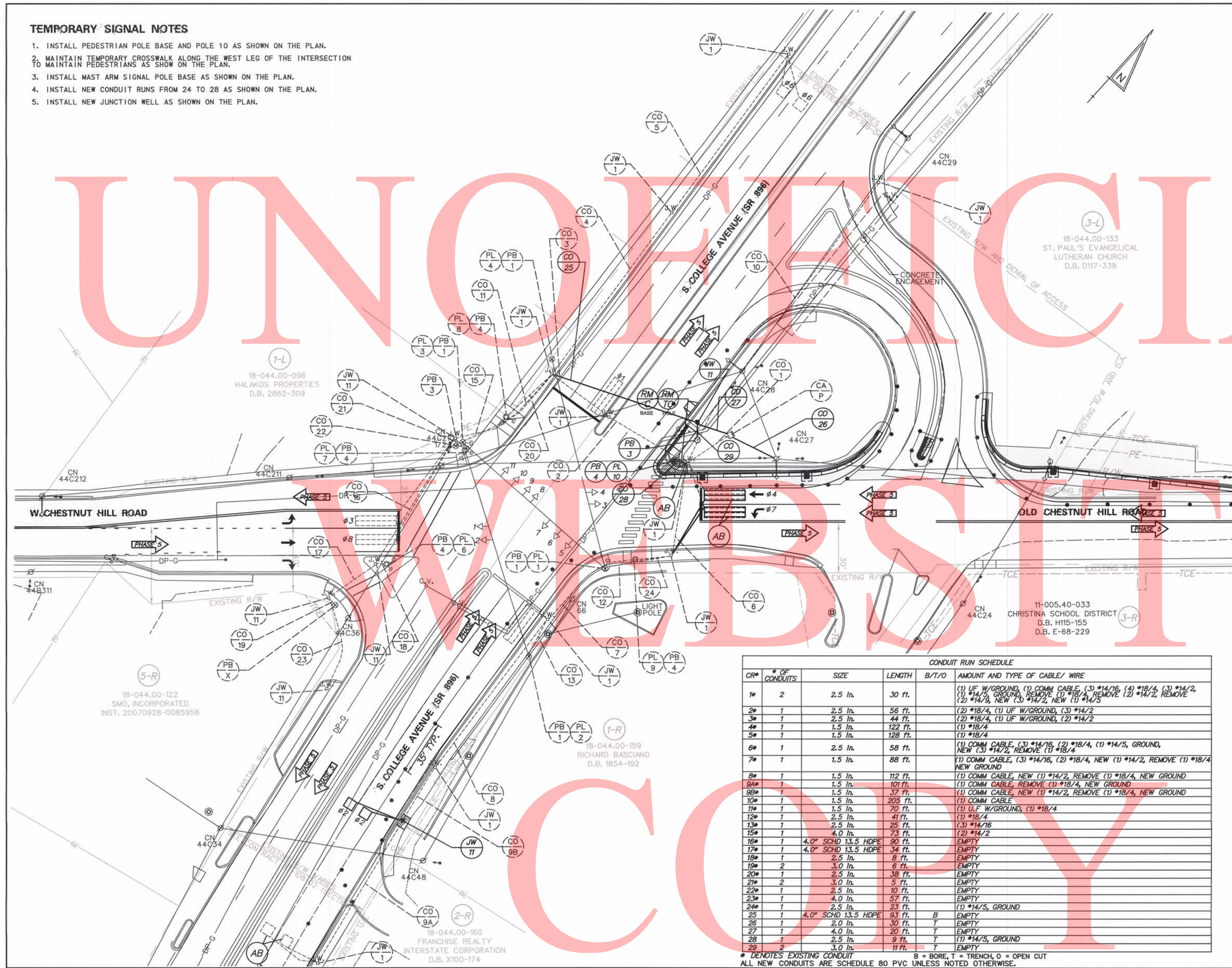
TEMPORARY SIGNAL PLAN PHASE 4A

SHEET NO. 34 TOTAL SHTS. 41

UNOFFICIAL WEBSITE COPY

TEMPORARY SIGNAL NOTES

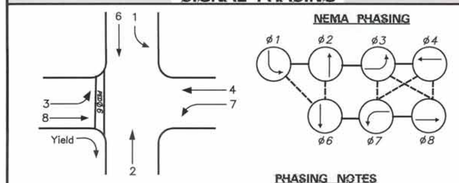
1. INSTALL PEDESTRIAN POLE BASE AND POLE 10 AS SHOWN ON THE PLAN.
2. MAINTAIN TEMPORARY CROSSWALK ALONG THE WEST LEG OF THE INTERSECTION TO MAINTAIN PEDESTRIANS AS SHOW ON THE PLAN.
3. INSTALL MAST ARM SIGNAL POLE BASE AS SHOWN ON THE PLAN.
4. INSTALL NEW CONDUIT RUNS FROM 24 TO 28 AS SHOWN ON THE PLAN.
5. INSTALL NEW JUNCTION WELL AS SHOWN ON THE PLAN.



CONDUIT RUN SCHEDULE					
CR#	# OF CONDUITS	SIZE	LENGTH	B/T/O	AMOUNT AND TYPE OF CABLE/ WIRE
1#	2	2.5 In.	30 ft.		(1) UF W/GROUND, (1) COMM CABLE, (3) #14/16, (4) #18/4, (3) #14/2, (1) #14/5, GROUND, REMOVE (1) #18/4, REMOVE (2) #14/2, REMOVE (2) #14/3, NEW (3) #14/2, NEW (1) #14/5
2#	1	2.5 In.	56 ft.		(2) #18/4, (1) UF W/GROUND, (3) #14/2
3#	1	2.5 In.	44 ft.		(2) #18/4, (1) UF W/GROUND, (2) #14/2
4#	1	1.5 In.	122 ft.		(1) #18/4
5#	1	1.5 In.	128 ft.		(1) #18/4
6#	1	2.5 In.	58 ft.		(1) COMM CABLE, (3) #14/16, (2) #18/4, (1) #14/5, GROUND, NEW (3) #14/2, REMOVE (1) #18/4
7#	1	1.5 In.	88 ft.		(1) COMM CABLE, (3) #14/16, (2) #18/4, NEW (1) #14/2, REMOVE (1) #18/4 NEW GROUND
8#	1	1.5 In.	112 ft.		(1) COMM CABLE, NEW (1) #14/2, REMOVE (1) #18/4, NEW GROUND
9A#	1	1.5 In.	101 ft.		(1) COMM CABLE, REMOVE (1) #18/4, NEW GROUND
9B#	1	1.5 In.	37 ft.		(1) COMM CABLE, NEW (1) #14/2, REMOVE (1) #18/4, NEW GROUND
10#	1	1.5 In.	205 ft.		(1) COMM CABLE
11#	1	1.5 In.	70 ft.		(1) U.F W/GROUND, (1) #18/4
12#	1	2.5 In.	41 ft.		(1) #18/4
13#	1	2.5 In.	25 ft.		(3) #14/16
15#	1	4.0 In.	73 ft.		(2) #14/2
16#	1	4.0" SCHD 13.5 HDPE	90 ft.		EMPTY
17#	1	4.0" SCHD 13.5 HDPE	34 ft.		EMPTY
18#	1	2.5 In.	8 ft.		EMPTY
19#	2	3.0 In.	6 ft.		EMPTY
20#	1	2.5 In.	38 ft.		EMPTY
21#	2	3.0 In.	5 ft.		EMPTY
22#	1	2.5 In.	10 ft.		EMPTY
23#	1	4.0 In.	57 ft.		EMPTY
24#	1	2.5 In.	23 ft.		(1) #14/5, GROUND
25	1	4.0" SCHD 13.5 HDPE	93 ft.	B	EMPTY
26	1	2.0 In.	30 ft.	T	EMPTY
27	1	4.0 In.	20 ft.	T	EMPTY
28	1	2.5 In.	9 ft.	T	(1) #14/5, GROUND
29	2	3.0 In.	11 ft.	T	EMPTY

# DENOTES EXISTING CONDUIT B = BORE, T = TRENCH, O = OPEN CUT
ALL NEW CONDUITS ARE SCHEDULE 80 PVC UNLESS NOTED OTHERWISE.

SIGNAL PHASING



PHASING NOTES

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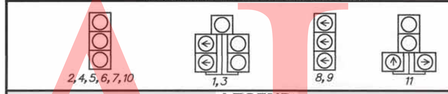
SIGNAL HEAD DIAGRAM



LEGEND

- PROPOSED SIGNAL CABINET
- EXISTING SIGNAL CABINET
- PROPOSED SIGNAL POLE BASE
- EXISTING SIGNAL POLE BASE
- PROPOSED PEDESTRIAN POLE BASE
- EXISTING PEDESTRIAN POLE BASE
- PROPOSED WOOD POLE
- EXISTING UTILITY POLE
- PROPOSED JUNCTION WELL
- EXISTING JUNCTION WELL
- PROPOSED SIGNAL HEAD
- EXISTING SIGNAL HEAD
- PROPOSED PEDESTRIAN SIGNAL HEAD
- EXISTING PEDESTRIAN SIGNAL HEAD
- PROPOSED PEDESTRIAN PUSHBUTTON
- EXISTING PEDESTRIAN PUSHBUTTON
- PROPOSED VIDEO DETECTION
- EXISTING VIDEO DETECTION
- PROPOSED MICROWAVE DETECTION
- EXISTING MICROWAVE DETECTION
- OVERHEAD SIGNING
- PROPOSED OPTICOM RECEIVER
- EXISTING OPTICOM RECEIVER
- PROPOSED MAST ARM
- EXISTING MAST ARM
- PROPOSED LUMINAIRE
- EXISTING LUMINAIRE
- PROPOSED LOOP DETECTOR (TYPE 1 OR 2)
- EXISTING LOOP DETECTOR (TYPE 1 OR 2)
- RM/C — REMOVE BY CONTRACTOR
- RM/TC — REMOVE BY TRAFFIC CONTRACTOR
- RM/O — REMOVE BY OTHERS
- AB — ABANDON
- PB/X — PROPOSED POLE BASE IDENTIFIER (TYPE OF POLE BASE)
- PB/X — EXISTING POLE BASE IDENTIFIER (TYPE OF POLE BASE)
- PL/X — PROPOSED POLE IDENTIFIER (# OF POLE)
- PL/X — EXISTING POLE IDENTIFIER (# OF POLE)
- JW/X — PROPOSED JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL)
- JW/X — EXISTING JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL)
- CO/# — PROPOSED CONDUIT RUN IDENTIFIER (# OF CONDUIT RUN)
- CO/# — EXISTING CONDUIT RUN IDENTIFIER (# OF CONDUIT RUN)
- OH/# — PROPOSED OVERHEAD RUN IDENTIFIER (# OF OVERHEAD RUN)
- OH/# — EXISTING OVERHEAD RUN IDENTIFIER (# OF OVERHEAD RUN)
- MA/XX — PROPOSED MAST ARM IDENTIFIER (LENGTH OF ARM)
- MA/XX — EXISTING MAST ARM IDENTIFIER (LENGTH OF ARM)
- CA/X — PROPOSED CABINET IDENTIFIER (TYPE OF CABINET)
- CA/X — EXISTING CABINET IDENTIFIER (TYPE OF CABINET)
- PROPOSED SPAN WIRE
- XX — EXISTING SPAN WIRE
- RIGHT-OF-WAY OR PROPERTY LINE
- PROPOSED SPAN INSULATOR
- EXISTING SPAN INSULATOR
- P — SERVICE PEDESTAL

GENERAL SIGNAL NOTES

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RECOMMENDED Aman Deep DATE: 12/24/2013 | RECOMMENDED [signature] DATE: 1/10/14 | RECOMMENDED ____ DATE: ____ | APPROVED TRAFFIC ENGINEER [signature] DATE: 1/10/14 | APPROVED FOR INSTALLATION CHIEF TRAFFIC ENGINEER [signature] DATE: 1/13/14

DELAWARE DEPARTMENT OF TRANSPORTATION

ADDENDUM / REVISIONS

SCALE 0 30 60 90 FEET

HSIP NCC, SR 896 AND OLD CHESTNUT HILL ROAD INTERSECTION IMPROVEMENT

CONTRACT	PERMIT NO.	N435T
T200800714	DESIGNED BY:	TLM
COUNTY	CHECKED BY:	PAH
NEW CASTLE		

TEMPORARY SIGNAL PLAN PHASE 5

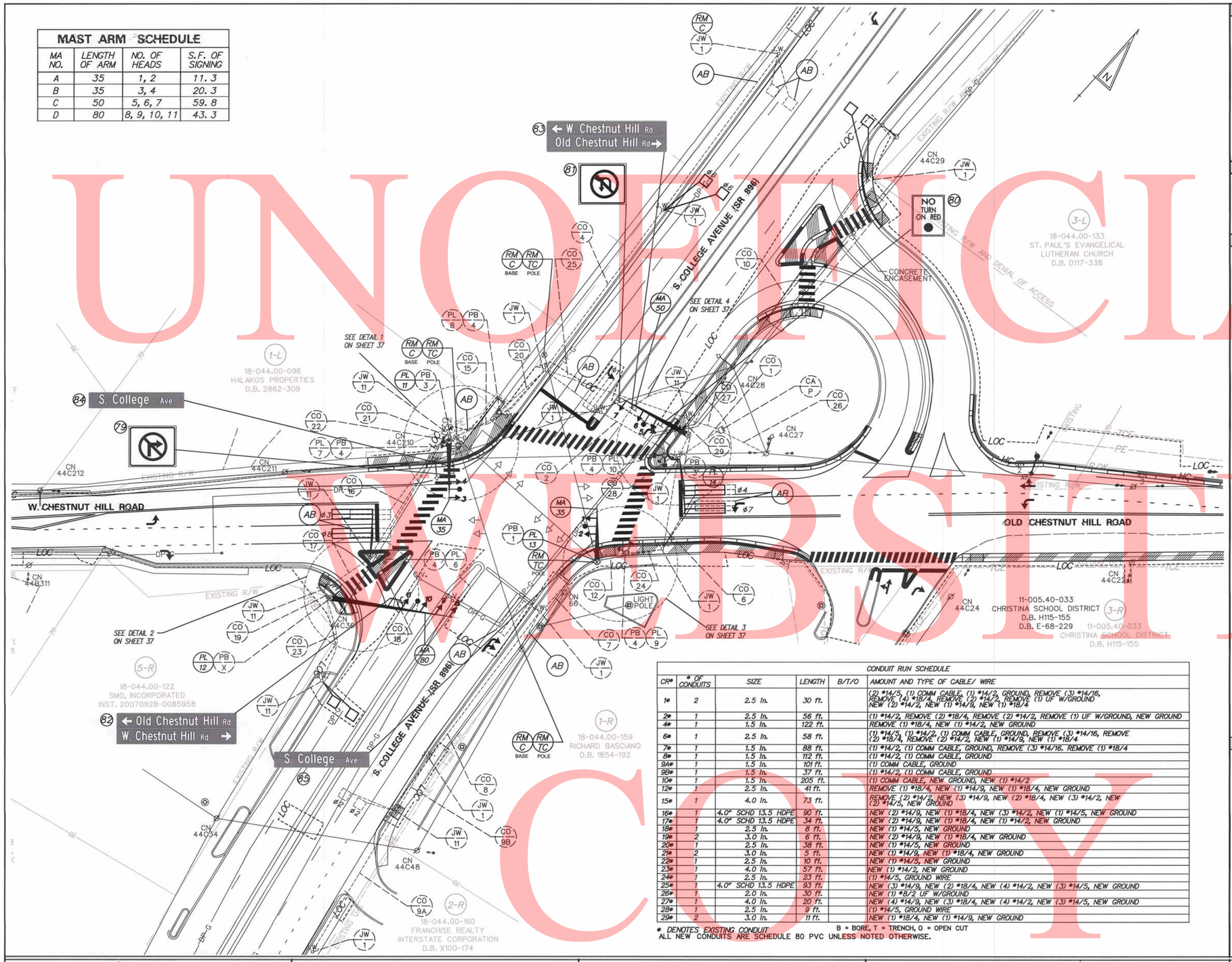
SHEET NO. 35 / TOTAL SHTS. 41

UNOFFICIAL WEBSITE COPY

UNOFFICIAL WEBSITE COPY

MAST ARM SCHEDULE

MA NO.	LENGTH OF ARM	NO. OF HEADS	S.F. OF SIGNING
A	35	1, 2	11. 3
B	35	3, 4	20. 3
C	50	5, 6, 7	59. 8
D	80	8, 9, 10, 11	43. 3



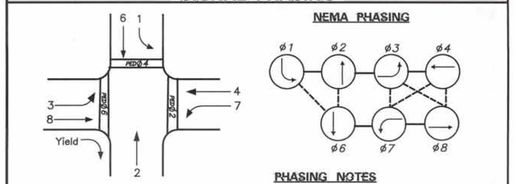
CONDUIT RUN SCHEDULE

CR#	# OF CONDUITS	SIZE	LENGTH	B/T/O	AMOUNT AND TYPE OF CABLE/ WIRE
1#	2	2.5 In.	30 ft.		(2) #14/5, (1) COMM CABLE, (1) #14/2, GROUND, REMOVE (3) #14/16, REMOVE (4) #18/4, REMOVE (2) #14/2, REMOVE (1) UF W/GROUND NEW (2) #14/2, NEW (1) #14/9, NEW (1) #18/4
2#	1	2.5 In.	56 ft.		(1) #14/2, REMOVE (2) #18/4, REMOVE (2) #14/2, REMOVE (1) UF W/GROUND, NEW GROUND
4#	1	1.5 In.	122 ft.		REMOVE (1) #18/4, NEW (1) #14/2, NEW GROUND
6#	1	2.5 In.	58 ft.		(1) #14/5, (1) #14/2, (1) COMM CABLE, GROUND, REMOVE (3) #14/16, REMOVE (2) #18/4, REMOVE (2) #14/2, NEW (1) #14/9, NEW (1) #18/4
7#	1	1.5 In.	88 ft.		(1) #14/2, (1) COMM CABLE, GROUND, REMOVE (3) #14/16. REMOVE (1) #18/4
8#	1	1.5 In.	112 ft.		(1) #14/2, (1) COMM CABLE, GROUND
9A#	1	1.5 In.	101 ft.		(1) COMM CABLE, GROUND
9B#	1	1.5 In.	37 ft.		(1) #14/2, (1) COMM CABLE, GROUND
10#	1	1.5 In.	205 ft.		(1) COMM CABLE, NEW GROUND, NEW (1) #14/2
12#	1	2.5 In.	41 ft.		REMOVE (1) #18/4, NEW (1) #14/9, NEW (1) #18/4, NEW GROUND
15#	1	4.0 In.	73 ft.		REMOVE (2) #14/2, NEW (3) #14/9, NEW (2) #18/4, NEW (3) #14/2, NEW (2) #14/5, NEW GROUND
16#	1	4.0" SCHD 13.5 HDPE	90 ft.		NEW (2) #14/9, NEW (1) #18/4, NEW (3) #14/2, NEW (1) #14/5, NEW GROUND
17#	1	4.0" SCHD 13.5 HDPE	34 ft.		NEW (2) #14/9, NEW (1) #18/4, NEW (1) #14/2, NEW GROUND
18#	1	2.5 In.	8 ft.		NEW (1) #14/9, NEW GROUND
19#	2	3.0 In.	6 ft.		NEW (2) #14/9, NEW (1) #18/4, NEW GROUND
20#	1	2.5 In.	38 ft.		NEW (1) #14/5, NEW GROUND
21#	2	3.0 In.	5 ft.		NEW (1) #14/9, NEW (1) #18/4, NEW GROUND
22#	1	2.5 In.	10 ft.		NEW (1) #14/5, NEW GROUND
23#	1	4.0 In.	57 ft.		NEW (1) #14/2, NEW GROUND
24#	1	2.5 In.	23 ft.		(1) #14/5, GROUND WIRE
25#	1	4.0" SCHD 13.5 HDPE	93 ft.		NEW (3) #14/9, NEW (2) #18/4, NEW (4) #14/2, NEW (3) #14/5, NEW GROUND
26#	1	2.0 In.	30 ft.		NEW (1) #8/2 UF W/GROUND
27#	1	4.0 In.	20 ft.		NEW (4) #14/9, NEW (3) #18/4, NEW (4) #14/2, NEW (3) #14/5, NEW GROUND
28#	1	2.5 In.	9 ft.		(1) #14/5, GROUND WIRE
29#	2	3.0 In.	11 ft.		NEW (1) #18/4, NEW (1) #14/9, NEW GROUND

* DENOTES EXISTING CONDUIT
ALL NEW CONDUITS ARE SCHEDULE 80 PVC UNLESS NOTED OTHERWISE.

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

SIGNAL PHASING



PHASING NOTES

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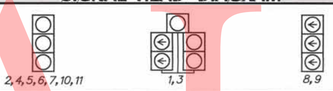
SIGNAL HEAD DIAGRAM



LEGEND

- PROPOSED SIGNAL CABINET
- EXISTING SIGNAL CABINET
- PROPOSED SIGNAL POLE BASE
- EXISTING SIGNAL POLE BASE
- PROPOSED PEDESTRIAN POLE BASE
- EXISTING PEDESTRIAN POLE BASE
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- EXISTING UTILITY POLE
- PROPOSED JUNCTION WELL
- EXISTING JUNCTION WELL
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- EXISTING OPTICOM RECEIVER
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- EXISTING MAST ARM
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- EXISTING LUMINAIRE
- PROPOSED LOOP DETECTOR (TYPE 1 OR 2)
- EXISTING LOOP DETECTOR (TYPE 1 OR 2)
- REMOVE BY CONTRACTOR
- REMOVE BY TRAFFIC CONTRACTOR
- REMOVE BY OTHERS
- ABANDON
- PROPOSED POLE BASE IDENTIFIER (TYPE OF POLE BASE)
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- PROPOSED POLE IDENTIFIER (# OF POLE)
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- EXISTING JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL)
- PROPOSED CONDUIT RUN IDENTIFIER (# OF CONDUIT RUN)
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- EXISTING OVERHEAD RUN IDENTIFIER (# OF OVERHEAD RUN)
- PROPOSED MAST ARM IDENTIFIER (LENGTH OF ARM)
- EXISTING MAST ARM IDENTIFIER (LENGTH OF ARM)
- PROPOSED CABINET IDENTIFIER (TYPE OF CABINET)
- EXISTING CABINET IDENTIFIER (TYPE OF CABINET)
- PROPOSED SPAN WIRE
- EXISTING SPAN WIRE
- RIGHT-OF-WAY OR PROPERTY LINE
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- EXISTING SPAN INSULATOR
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4. ALL UNDERGROUND AND OVERHEAD UTILITIES SHOWN ON THESE PLANS ARE SCHEMATIC ONLY AND MAY NOT BE COMPLETE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING MISS UTILITY, AND/OR THE APPROPRIATE UTILITY 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.

5. 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 POLE BASES SHALL BE FLUSH WITH THE ADJOINING LANDING AREA. THE PEDESTRIAN PUSHBUTTON SHOULD BE INSTALLED AT A HEIGHT OF 42 TO 48 INCHES ABOVE THE LANDING AREA/SIDEWALK, AND SHALL BE LOCATED SUCH THAT THE MAXIMUM REACH DISTANCE IS 10 INCHES FROM THE LANDING AREA TO THE FACE OF THE PUSHBUTTON. PEDESTRIAN SIGNAL HEADS SHALL BE MOUNTED WITH THE BOTTOM OF THE SIGNAL HOUSING INCLUDING BRACKETS NOT LESS THAN 7 FEET OR MORE THAN 10 FEET ABOVE SIDEWALK LEVEL.

6. ALL PEDESTRIAN SIGNALS SHALL CONTAIN COUNTDOWN PEDESTRIAN HEADS.

7. ALL PROPOSED LOOP DETECTOR LEAD-IN CONDUIT SHALL BE 1" FLEXIBLE NON-METALLIC LIQUID TIGHT CONDUIT.

RECOMMENDED Aman Deep DATE: 12/24/2013	RECOMMENDED DATE: 1/10/14	RECOMMENDED DATE:	APPROVED TRAFFIC ENGINEER DATE: 1/10/14

APPROVED FOR INSTALLATION
CHIEF TRAFFIC ENGINEER DATE: 1/13/14

DELAWARE DEPARTMENT OF TRANSPORTATION

ADDENDUM / REVISIONS

SCALE 0 30 60 90 FEET

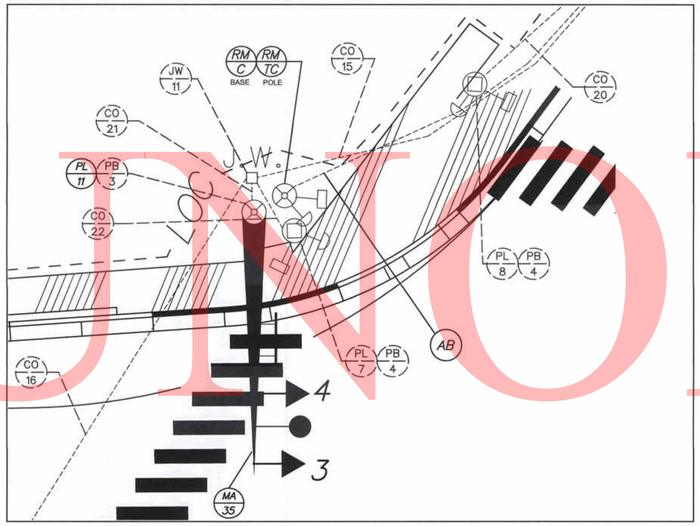
HSIP NCC, SR 896 AND OLD CHESTNUT HILL ROAD INTERSECTION IMPROVEMENT

CONTRACT	PERMIT NO.	N435T
T200800714	DESIGNED BY:	TLM
COUNTY	CHECKED BY:	PAH
NEW CASTLE		

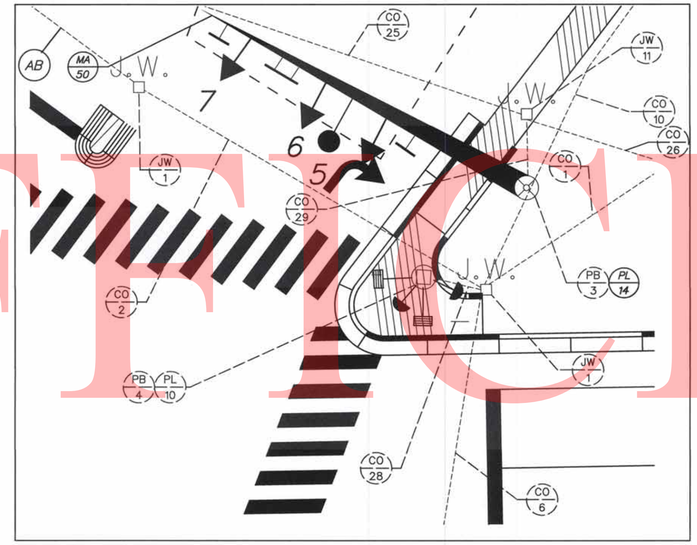
ULTIMATE SIGNAL PLAN

SHEET NO. 36
TOTAL SHTS. 41

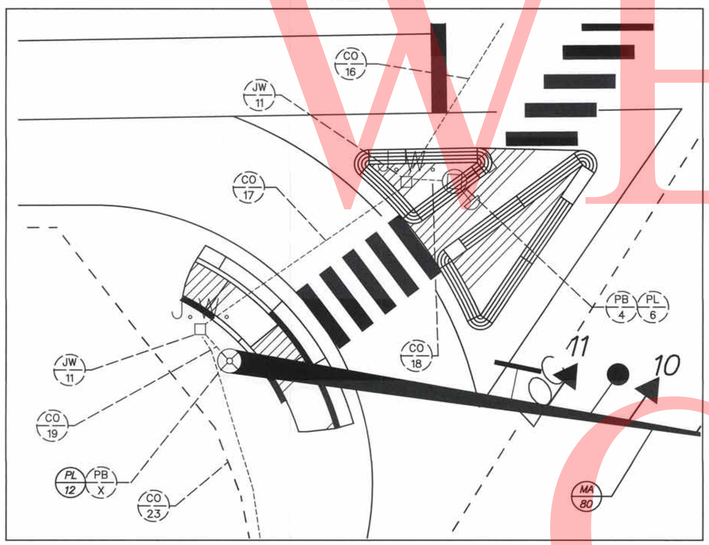
DETAIL 1 (NW CORNER)
SCALE 1" = 10'



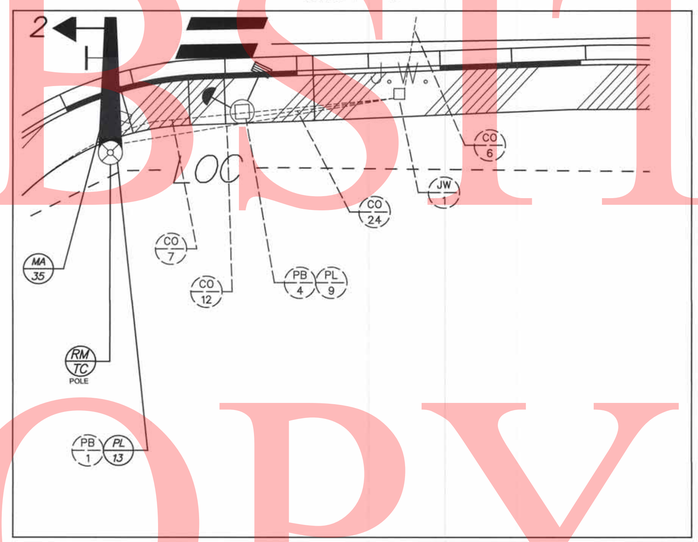
DETAIL 4 (NE CORNER)
SCALE 1" = 10'



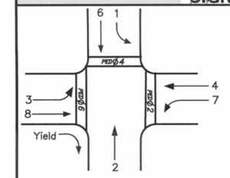
DETAIL 2 (SW CORNER)
SCALE 1" = 10'



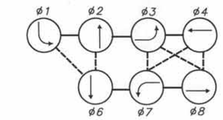
DETAIL 3 (SE CORNER)
SCALE 1" = 10'



SIGNAL PHASING



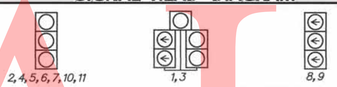
NEMA PHASING



PHASING NOTES

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

SIGNAL HEAD DIAGRAM



LEGEND

- PROPOSED SIGNAL CABINET
- EXISTING SIGNAL CABINET
- PROPOSED SIGNAL POLE BASE
- EXISTING SIGNAL POLE BASE
- PROPOSED PEDESTRIAN POLE BASE
- EXISTING PEDESTRIAN POLE BASE
- PROPOSED WOOD POLE
- EXISTING UTILITY POLE
- PROPOSED JUNCTION WELL
- EXISTING JUNCTION WELL
- PROPOSED SIGNAL HEAD
- EXISTING SIGNAL HEAD
- PROPOSED PEDESTRIAN SIGNAL HEAD
- EXISTING PEDESTRIAN SIGNAL HEAD
- PROPOSED PEDESTRIAN PUSHBUTTON
- EXISTING PEDESTRIAN PUSHBUTTON
- PROPOSED VIDEO DETECTION
- EXISTING VIDEO DETECTION
- PROPOSED MICROWAVE DETECTION
- EXISTING MICROWAVE DETECTION
- OVERHEAD SIGNING
- PROPOSED OPTICOM RECEIVER
- EXISTING OPTICOM RECEIVER
- PROPOSED MAST ARM
- EXISTING MAST ARM
- PROPOSED LUMINAIRE
- EXISTING LUMINAIRE
- PROPOSED LOOP DETECTOR (TYPE 1 OR 2)
- EXISTING LOOP DETECTOR (TYPE 1 OR 2)
- RM/C — REMOVE BY CONTRACTOR
- RM/TC — REMOVE BY TRAFFIC CONTRACTOR
- RM/O — REMOVE BY OTHERS
- AB — ABANDON
- PB/X — PROPOSED POLE BASE IDENTIFIER (TYPE OF POLE BASE)
- PB/X — EXISTING POLE BASE IDENTIFIER (TYPE OF POLE BASE)
- PL/X — PROPOSED POLE IDENTIFIER (# OF POLE)
- PL/X — EXISTING POLE IDENTIFIER (# OF POLE)
- JW/X — PROPOSED JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL)
- JW/X — EXISTING JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL)
- CO/# — PROPOSED CONDUIT RUN IDENTIFIER (# OF CONDUIT RUN)
- CO/# — EXISTING CONDUIT RUN IDENTIFIER (# OF CONDUIT RUN)
- OH/# — PROPOSED OVERHEAD RUN IDENTIFIER (# OF OVERHEAD RUN)
- OH/# — EXISTING OVERHEAD RUN IDENTIFIER (# OF OVERHEAD RUN)
- MA/XX — PROPOSED MAST ARM IDENTIFIER (LENGTH OF ARM)
- MA/XX — EXISTING MAST ARM IDENTIFIER (LENGTH OF ARM)
- CA/X — PROPOSED CABINET IDENTIFIER (TYPE OF CABINET)
- CA/X — EXISTING CABINET IDENTIFIER (TYPE OF CABINET)
- PROPOSED SPAN WIRE
- XX — EXISTING SPAN WIRE
- RIGHT-OF-WAY OR PROPERTY LINE
- PROPOSED SPAN INSULATOR
- EXISTING SPAN INSULATOR
- P — SERVICE PEDESTAL

GENERAL SIGNAL NOTES

1. ALL SIGNAL EQUIPMENT REMOVED FROM A PROJECT IS TO BE RETURNED TO DELDOT TRAFFIC-DOVER, DELAWARE.

2. POLE BASES, CABINET BASE AND CONDUIT JUNCTION WELLS 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.

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6. ALL PEDESTRIAN SIGNALS SHALL CONTAIN COUNTDOWN PEDESTRIAN HEADS.

7. ALL PROPOSED LOOP DETECTOR LEAD-IN CONDUIT SHALL BE 1" FLEXIBLE NON-METALLIC LIQUID TIGHT CONDUIT.

8. REMOVE PEDESTRIAN SIGNAL HEAD FROM POLE 14.

RECOMMENDED Aman Deep DATE: 12/24/2013 | RECOMMENDED ____ DATE: ____ | RECOMMENDED ____ DATE: ____ | APPROVED TRAFFIC ENGINEER [signature] DATE: 1/6/14 | APPROVED FOR INSTALLATION CHIEF TRAFFIC ENGINEER [signature] DATE: 1/13/14

DELAWARE DEPARTMENT OF TRANSPORTATION

ADDENDUM / REVISIONS

SCALE 0 30 60 90 FEET

HSIP NCC, SR 896 AND OLD CHESTNUT HILL ROAD INTERSECTION IMPROVEMENT

CONTRACT	PERMIT NO.	N435T
T200800714	DESIGNED BY:	TLM
COUNTY	CHECKED BY:	PAH
NEW CASTLE		

ULTIMATE SIGNAL PLAN

SHEET NO. 37
TOTAL SHTS. 41

UNOFFICIAL WEBSITE COPY

RECOMMENDED

TEAM SUPPORT SQUAD MANAGER — DATE 8/30 2013

TEAM SUPPORT ENGINEER — DATE 8.30 2013

ASSISTANT DIRECTOR, DESIGN — DATE 8/30 2013

PREPARED BY
THE CONSULTING FIRM OF
Pennoni
PENNONI ASSOCIATES INC.
121 CONTINENTAL DRIVE, SUITE 207
NEWARK, DE 19713

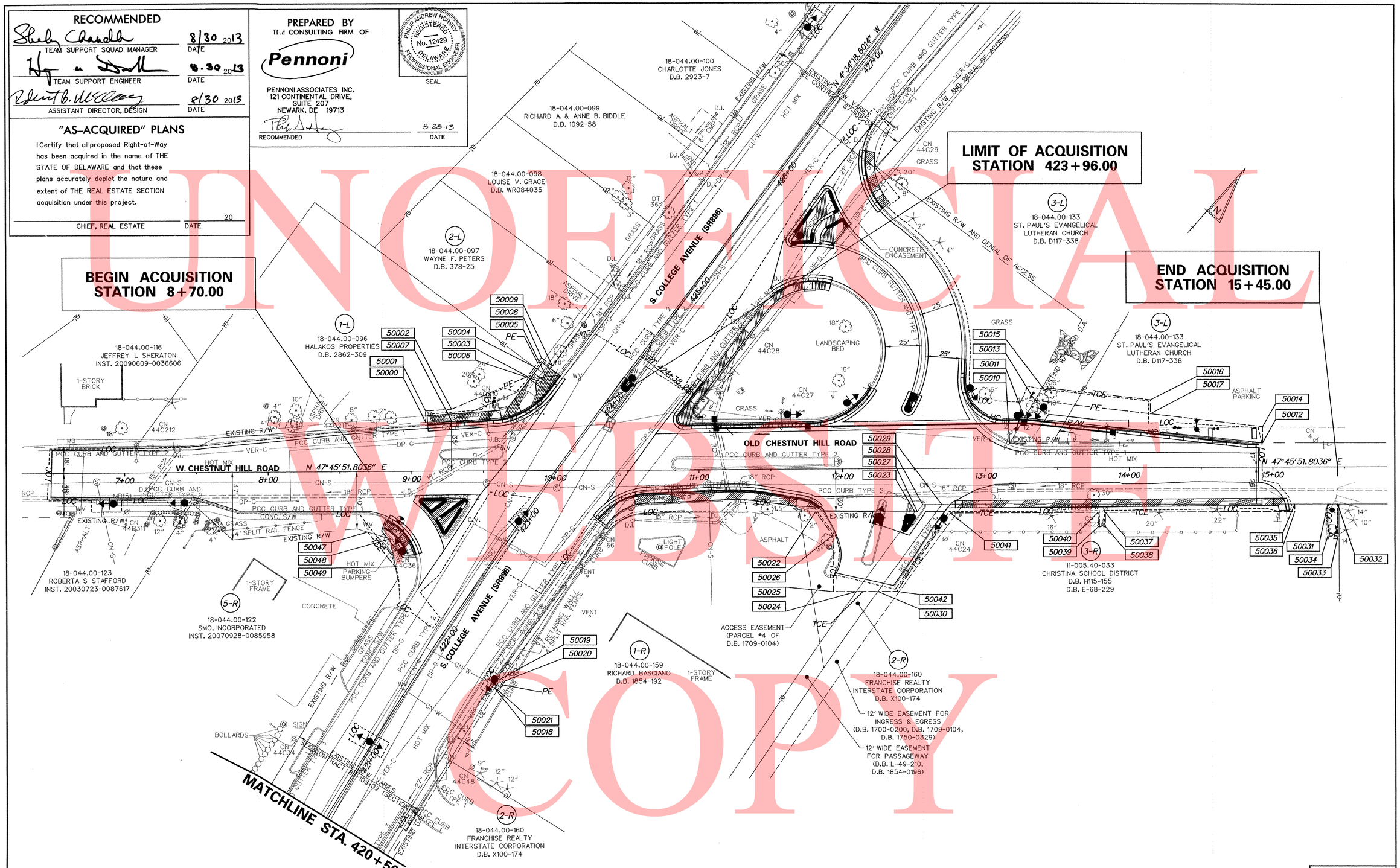
RECOMMENDED — DATE 8-28-13

PHILIP ANDREW HORSEY REGISTERED No. 12429 DELAWARE PROFESSIONAL ENGINEER — SEAL

"AS-ACQUIRED" PLANS

I Certify that all proposed Right-of-Way has been acquired in the name of THE STATE OF DELAWARE and that these plans accurately depict the nature and extent of THE REAL ESTATE SECTION acquisition under this project.

CHIEF, REAL ESTATE — DATE 20



UNOFFICIAL WEBSITE COPY

RW-01 OF 04

DELAWARE DEPARTMENT OF TRANSPORTATION

ADDENDUMS / REVISIONS

SCALE 0 30 60 90 FEET

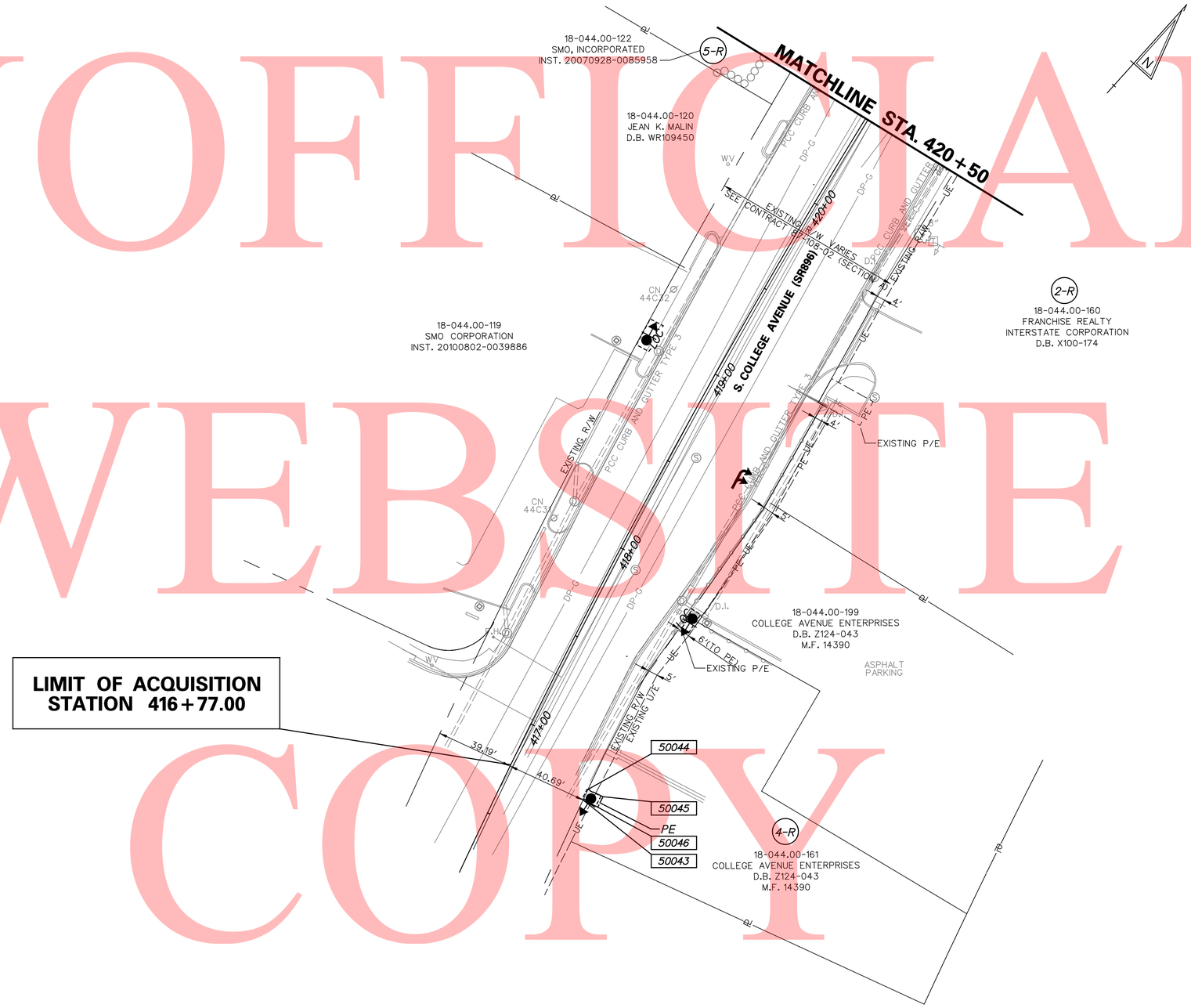
HSIP NCC, SR 896 AND OLD CHESTNUT HILL ROAD INTERSECTION IMPROVEMENT

CONTRACT	BRIDGE NO.	N/A
T200800714	DESIGNED BY: RMG	
COUNTY		
NEW CASTLE	CHECKED BY: PAH	

RIGHT OF WAY PLAN

SHEET NO. 38
TOTAL SHTS. 41

UNOFFICIAL WEBSITE COPY



RW-02 OF 04

DELAWARE DEPARTMENT OF TRANSPORTATION	ADDENDUMS / REVISIONS	SCALE 0 30 60 90 FEET	HSIP NCC, SR 896 AND OLD CHESTNUT HILL ROAD INTERSECTION IMPROVEMENT	CONTRACT T200800714 / COUNTY NEW CASTLE	BRIDGE NO. N/A / DESIGNED BY: RMG / CHECKED BY: PAH	RIGHT OF WAY PLAN	SHEET NO. 39 / TOTAL SHTS. 41

ASSESSMENT NUMBER	OWNERSHIP OF RECORD	TYPE OF ACQUISITION	TITLE SOURCE	PARCEL AREA (ACRES)
18-044.00-096	(1-L) HALAKOS PROPERTIES	P/E	D.B. 2862-309	0.550

ALIGNMENT NUMBER & DESCRIPTION: 1001 - OLD CHESTNUT HILL RD, 1000 - S. COLLEGE AVENUE

PT. NO.	ALIGN. NO.	STATION	OFFSET *	NORTH	EAST	BEARING	DISTANCE	CHORD BEARING	CHORD LENGTH	ARC LENGTH	RADIUS **
50000	1001	9+10.00	-34.06	603157.4189	561839.5528	N 42°14′08.20″ W	7.94				
50001	1001	9+10.00	-42.00	603163.3013	561834.2123	N 44°35′04.42″ E	18.03				
50002	1001	9+28.00	-43.00	603176.1409	561846.8671	N 24°54′34.73″ E	57.76				
50003	1000	423+80.00	-54.00	603228.5286	561871.1954	N 5°23′07.62″ W	8.19				
50004	1000	423+88.08	-54.00	603236.6872	561870.4262	N 84°44′38.61″ E	9.59				
50005	1000	423+88.07	-44.41	603237.5660	561879.9785			S 6°09′46.78″ E	5.56	5.56	-3854.72
50006	1000	423+82.57	-44.33	603232.0346	561880.5758	S 24°55′32.09″ W	68.00				
50007	1001	9+27.86	-35.33	603170.3696	561851.9184	S 43°40′34.35″ W	17.91				
50000	1001	9+10.00	-34.06	603157.4189	561839.5528						

FIGURE 1-L PE AREA = 647.6927 SQ. FT. (0.0149 ACRES)

ASSESSMENT NUMBER	OWNERSHIP OF RECORD	TYPE OF ACQUISITION	TITLE SOURCE	PARCEL AREA (ACRES)
18-044.00-097	(2-L) WAYNE F. PETERS	P/E	D.B. 378-25	0.213

ALIGNMENT NUMBER & DESCRIPTION: 1000 - S. COLLEGE AVENUE

PT. NO.	ALIGN. NO.	STATION	OFFSET *	NORTH	EAST	BEARING	DISTANCE	CHORD BEARING	CHORD LENGTH	ARC LENGTH	RADIUS **
50005	1000	423+88.07	-44.41	603237.5660	561879.9785	S 84°44′38.61″ W	9.59				
50004	1000	423+88.08	-54.00	603236.6872	561870.4262	N 5°15′55.62″ W	8.03				
50008	1000	423+96.00	-54.00	603244.6847	561869.6892	N 84°47′38.21″ E	9.48				
50009	1000	423+96.00	-44.52	603245.5450	561879.1312			S 6°03′43.25″ E	8.02	8.02	-3854.72
50005	1000	423+88.07	-44.41	603237.5660	561879.9785						

FIGURE 2-L PE AREA = 76.5435 SQ. FT. (0.0018 ACRES)

ASSESSMENT NUMBER	OWNERSHIP OF RECORD	TYPE OF ACQUISITION	TITLE SOURCE	PARCEL AREA (ACRES)
18-044.00-133	(3-L) ST. PAUL'S EVANGELICAL LUTHERAN CHURCH	FEE	D.B. D117-338	3.523

ALIGNMENT NUMBER & DESCRIPTION: 1001 - OLD CHESTNUT HILL RD

PT. NO.	ALIGN. NO.	STATION	OFFSET *	NORTH	EAST	BEARING	DISTANCE	CHORD BEARING	CHORD LENGTH	ARC LENGTH	RADIUS **
50010	1001	13+16.75	-17.27	603418.4064	562151.9879	N 11°27′38.12″ W	20.63				
50011	1001	13+27.31	-35.00	603438.6265	562147.8885	N 54°01′48.35″ E	166.69				
50012	1001	14+93.00	-16.81	603536.5309	562282.7915	S 47°54′56.90″ W	176.25				
50010	1001	13+16.75	-17.27	603418.4064	562151.9879						

FIGURE 3-L FEE AREA = 1564.5470 SQ. FT. (0.0359 ACRES)

ASSESSMENT NUMBER	OWNERSHIP OF RECORD	TYPE OF ACQUISITION	TITLE SOURCE	PARCEL AREA (ACRES)
18-044.00-133	(3-L) ST. PAUL'S EVANGELICAL LUTHERAN CHURCH	P/E	D.B. D117-338	3.523

ALIGNMENT NUMBER & DESCRIPTION: 1001 - OLD CHESTNUT HILL RD

PT. NO.	ALIGN. NO.	STATION	OFFSET *	NORTH	EAST	BEARING	DISTANCE	CHORD BEARING	CHORD LENGTH	ARC LENGTH	RADIUS **
50011	1001	13+27.31	-35.00	603438.6265	562147.8885	N 11°27′38.12″ W	13.97				
50013	1001	13+34.46	-47.00	603452.3147	562145.1134	N 54°35′53.44″ E	159.68				
50014	1001	14+93.00	-28.00	603544.8173	562275.2684	S 42°14′08.20″ E	11.19				
50012	1001	14+93.00	-16.81	603536.5309	562282.7915	S 54°01′48.35″ W	166.69				
50011	1001	13+27.31	-35.00	603438.6265	562147.8885						

FIGURE 3-L PE AREA = 1946.3488 SQ. FT. (0.0447 ACRES)

ASSESSMENT NUMBER	OWNERSHIP OF RECORD	TYPE OF ACQUISITION	TITLE SOURCE	PARCEL AREA (ACRES)
18-044.00-133	(3-L) ST. PAUL'S EVANGELICAL LUTHERAN CHURCH	TCE	D.B. D117-338	3.523

ALIGNMENT NUMBER & DESCRIPTION: 1001 - OLD CHESTNUT HILL RD

PT. NO.	ALIGN. NO.	STATION	OFFSET *	NORTH	EAST	BEARING	DISTANCE	CHORD BEARING	CHORD LENGTH	ARC LENGTH	RADIUS **
50013	1001	13+34.46	-47.00	603452.3147	562145.1134	N 11°27′38.12″ W	10.48				
50015	1001	13+39.82	-56.00	603462.5809	562143.0321	N 54°35′26.14″ E	75.72				
50016	1001	14+15.00	-47.00	603506.4546	562204.7468	S 42°14′08.20″ E	9.65				
50017	1001	14+15.00	-37.35	603499.3080	562211.2350	S 54°35′53.44″ W	81.12				
50013	1001	13+34.46	-47.00	603452.3147	562145.1134						

FIGURE 3-L TCE AREA = 751.1656 SQ. FT. (0.0172 ACRES)

ASSESSMENT NUMBER	OWNERSHIP OF RECORD	TYPE OF ACQUISITION	TITLE SOURCE	PARCEL AREA (ACRES)
18-044.00-159	(1-R) RICHARD BASCIANO	P/E	D.B. 1854-192	1.032

ALIGNMENT NUMBER & DESCRIPTION: 1000 - S. COLLEGE AVENUE

PT. NO.	ALIGN. NO.	STATION	OFFSET *	NORTH	EAST	BEARING	DISTANCE	CHORD BEARING	CHORD LENGTH	ARC LENGTH	RADIUS **
50018	1000	421+90.00	50.63	603052.3424	561997.7762	N 5°00′33.28″ W	7.91				
50019	1000	421+98.00	51.07	603060.2183	561997.0859	N 81°49′26.21″ E	2.93				
50020	1000	421+98.00	54.00	603060.6348	561999.9851	S 8°14′09.79″ E	7.89				
50021	1000	421+90.00	54.00	603052.8293	562001.1149	S 81°42′14.21″ W	3.37				
50018	1000	421+90.00	50.63	603052.3424	561997.7762						

FIGURE 1-R PE AREA = 24.8658 SQ. FT. (0.0006 ACRES)

ASSESSMENT NUMBER	OWNERSHIP OF RECORD	TYPE OF ACQUISITION	TITLE SOURCE	PARCEL AREA (ACRES)
18-044.00-159	(1-R) RICHARD BASCIANO	TCE	D.B. 1854-192	1.032

ALIGNMENT NUMBER & DESCRIPTION: 1001 - OLD CHESTNUT HILL RD

PT. NO.	ALIGN. NO.	STATION	OFFSET *	NORTH	EAST	BEARING	DISTANCE	CHORD BEARING	CHORD LENGTH	ARC LENGTH	RADIUS **
50022	1001	11+81.00	29.79	603292.3119	562083.1112	N 47°54′56.90″ E	69.11				
50023	1001	12+50.11	29.97	603338.6318	562134.4029			S 5°29′56.67″ E	68.67	68.67	-3591.71
50024	1001	12+09.04	85.00	603270.2799	562140.9833	S 47°45′51.80″ W	16.04				
50025	1001	11+93.00	85.00	603259.4993	562129.1088	N 42°14′08.20″ W	39.00				
50026	1001	11+93.00	46.00	603288.3744	562102.8937	N 78°44′34.73″ W	20.17				
50022	1001	11+81.00	29.79	603292.3119	562083.1112						

FIGURE 1-R TCE AREA = 2106.5867 SQ. FT. (0.0484 ACRES)

ASSESSMENT NUMBER	OWNERSHIP OF RECORD	TYPE OF ACQUISITION	TITLE SOURCE	PARCEL AREA (ACRES)
18-044.00-160	(2-R) FRANCHISE REALTY INTERSTATE CORPORATION	TCE	D.B. X100-174	1.330

ALIGNMENT NUMBER & DESCRIPTION: 1001 - OLD CHESTNUT HILL RD

PT. NO.	ALIGN. NO.	STATION	OFFSET *	NORTH	EAST	BEARING	DISTANCE	CHORD BEARING	CHORD LENGTH	ARC LENGTH	RADIUS **
50023	1001	12+50.11	29.97	603338.6318	562134.4029	N 47°54′56.90″ E	1.73				
50027	1001	12+51.84	29.97	603339.7903	562135.6857	N 4°32′57.79″ W	6.20				
50028	1001	12+55.63	25.06	603345.9751	562135.1936	N 47°54′56.90″ E	13.31				
50029	1001	12+68.94	25.10	603354.8931	562145.0687			S 5°18′23.52″ E	74.93	74.93	-3579.72
50030	1001	12+23.92	85.00	603280.2807	562151.9989	S 47°45′51.80″ W	14.88				
50024	1001	12+09.04	85.00	603270.2799	562140.9833			N 5°29′56.67″ W	68.67	68.67	3591.71
50023	1001	12+50.11	29.97	603338.6318	562134.4029						

FIGURE 2-R TCE AREA = 889.8188 SQ. FT. (0.0204 ACRES)

ASSESSMENT NUMBER	OWNERSHIP OF RECORD	TYPE OF ACQUISITION	TITLE SOURCE	PARCEL AREA (ACRES)
11-005.40-033	(3-R) CHRISTINA SCHOOL DISTRICT	P/E	D.B. H115-155 / D.B. E-68-229	14.246

ALIGNMENT NUMBER & DESCRIPTION: 1001 - OLD CHESTNUT HILL RD

PT. NO.	ALIGN. NO.	STATION	OFFSET *	NORTH	EAST	BEARING	DISTANCE	CHORD BEARING	CHORD LENGTH	ARC LENGTH	RADIUS **
50031	1001	15+38.00	25.81	603535.2247	562344.7564	N 47°54′56.90″ E	7.00				
50032	1001	15+45.00	25.83	603539.9163	562349.9515	S 42°14′08.20″ E	22.17				
50033	1001	15+45.00	48.00	603523.5013	562364.8543	S 47°45′51.80″ W	7.00				
50034	1001	15+38.00	48.00	603518.7960	562359.6716	N 42°14′08.20″ W	22.19				
50031	1001	15+38.00	25.81	603535.2247	562344.7564						

FIGURE 3-R PE AREA = 155.2602 SQ. FT. (0.0036 ACRES)

ASSESSMENT NUMBER	OWNERSHIP OF RECORD	TYPE OF ACQUISITION	TITLE SOURCE	PARCEL AREA (ACRES)
11-005.40-033	(3-R) CHRISTINA SCHOOL DISTRICT	TCE	D.B. H115-155 / D.B. E-68-229	14.246

ALIGNMENT NUMBER & DESCRIPTION: 1001 - OLD CHESTNUT HILL RD

PT. NO.	ALIGN. NO.	STATION	OFFSET *	NORTH	EAST	BEARING	DISTANCE	CHORD BEARING	CHORD LENGTH	ARC LENGTH	RADIUS **
50029	1001	12+68.94	25.10	603354.8931	562145.0687	N 47°54′56.90″ E	246.06				
50035	1001	15+15.00	25.75	603519.8095	562327.6866	S 42°14′08.20″ E	5.25				
50036	1001	15+15.00	31.00	603515.9225	562331.2156	S 47°45′51.80″ W	132.00				
50037	1001	13+83.00	31.00	603427.1946	562233.4845	S 42°14′08.20″ E	10.00				
50038	1001	13+83.00	41.00	603419.7907	562240.2063	S 47°45′51.80″ W	5.00				
50039	1001	13+78.00	41.00	603416.4298	562236.5044	N 42°14′08.20″ W	10.00				
50040	1001	13+78.00	31.00	603423.8337	562229.7826	S 47°45′51.80″ W	103.00				
50041	1001	12+75.00	31.00	603354.5991	562153.5227	S 7°06′05.10″ E	66.03				
50042	1001	12+37.00	85.00	603289.0753	562161.6858	S 47°45′51.80″ W	13.08				
50030	1001	12+23.92	85.00	603280.2807	562151.9989			N 5°18′23.52″ W	74.93	74.93	3579.72
50029	1001	12+68.94	25.10	603354.8931	562145.0687						

FIGURE 3-R TCE AREA = 2081.3792 SQ. FT. (0.0478 ACRES)

ASSESSMENT NUMBER	OWNERSHIP OF RECORD	TYPE OF ACQUISITION	TITLE SOURCE	PARCEL AREA (ACRES)
18-044.00-161	(4-R) COLLEGE AVENUE ENTERPRISES	P/E	D.B. Z124-43 / M.F. 14390	0.386

ALIGNMENT NUMBER & DESCRIPTION: 1000 - S. COLLEGE AVENUE

PT. NO.	ALIGN. NO.	STATION	OFFSET *	NORTH	EAST	BEARING	DISTANCE	CHORD BEARING	CHORD LENGTH	ARC LENGTH	RADIUS **
50043	1000	416+77.00	40.69	602555.1039	562094.6322			N 16°46′18.89″ W	5.94	5.94	3779.72
50044	1000	416+83.00	40.61	602560.7881	562092.9191	N 74°05′56.22″ E	8.39				
50045	1000	416+83.00	49.00	602563.0876	562100.9911	S 15°56′45.78″ E	5.92				
50046	1000	416+77.00	49.00	602557.3925	562102.6184	S 74°00′32.22″ W	8.31				
50043	1000	416+77.00	40.69	602555.1039	562094.6322						

FIGURE 4-R PE AREA = 49.5193 SQ. FT. (0.0011 ACRES)

ASSESSMENT NUMBER	OWNERSHIP OF RECORD	TYPE OF ACQUISITION	TITLE SOURCE	PARCEL AREA (ACRES)
18-044.00-122	(5-R) SMO, INCORPORATED	TCE	INSTR. 20070928-0085958	0.613

ALIGNMENT NUMBER & DESCRIPTION: 1001 - OLD CHESTNUT HILL RD, 1000 - S. COLLEGE AVENUE

PT. NO.	ALIGN. NO.	STATION	OFFSET *	NORTH	EAST	BEARING	DISTANCE	CHORD BEARING	CHORD LENGTH	ARC LENGTH	RADIUS **
50047	1001	8+69.00	41.95	603073.5855	561860.2869	N 64°57′07.21″ E	16.33				
50048	1001	8+84.61	46.78	603080.5012	561875.0854	S 52°32′52.79″ E	19.74				
50049	1000	422+21.00	-53.07	603068.4998	561890.7531	N 80°31′23.06″ W	30.89				
50047	1001	8+69.00	41.95	603073.5855	561860.2869						

FIGURE 5-R TCE AREA = 142.9793 SQ. FT. (0.0033 ACRES)

LEGEND

FEE AREA OF ACQUISITION
RW AREA OCCUPIED BY EXISTING RW
P/E PERMANENT EASEMENT
TCE TEMPORARY CONSTRUCTION EASEMENT

* "-" OFFSET IS LEFT OF BASELINE
** "-" CURVE TURNS TO THE LEFT

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RW-03 OF 04

DELAWARE DEPARTMENT OF TRANSPORTATION

ADDENDUMS / REVISIONS

HSIP NCC, SR 896 AND OLD CHESTNUT HILL ROAD INTERSECTION IMPROVEMENT

CONTRACT	BRIDGE NO.	N/A
T200800714	DESIGNED BY: RMG	
COUNTY		
NEW CASTLE	CHECKED BY: PAH	

RIGHT-OF-WAY DATA SHEET

SHEET NO. 40
TOTAL SHTS. 41

COUNTY ASSESSMENT PARCEL NUMBER	PLAN SHEET NUMBER	OWNERSHIP OF RECORD	TITLE SOURCE	PROPERTY AREA BEFORE ACQUISITION (ACRE) D=DEED C=CALCULATED A=ASSESMENT	ACQUISITION CODE FEE, R/W, P/E, TCE	AREA TO BE ACQUIRED				PROPERTY AREA REMAINING (SQ. FEET /ACRES)	DEED RECORD OF ACQUISTITION	REMARKS
						ACQUISITION (SQ. FEET /ACRES)	AREA OCCUPIED BY EXISTING RIGHT OF WAY (SQ. FEET /ACRES)	EASEMENT PERMANENT (SQ. FEET /ACRES)	EASEMENT TEMPORARY (SQ. FEET /ACRES)			
18-044.00-096	9	(1-L) HALAKOS PROPERTIES	D.B. 2862-309	C - 0.55	P/E			647.6927 / 0.01		23944.9809 / 0.55		
18-044.00-097	9	(2-L) WAYNE F. PETERS	D.B. 378-25	C - 0.21	P/E			76.5435 / 0.00		9276.5759 / 0.21		
18-044.00-133	9	(3-L) ST. PAUL'S EVANGELICAL LUTHERAN CHURCH	D.B. D117-338	C - 3.52	FEE	1564.547 / 0.04						
					P/E			1946.3488 / 0.04				
					TCE				751.1656 / 0.02	151903.808 / 3.49		
18-044.00-159	9	(1-R) RICHARD BASCIANO	D.B. 1854-192	D - 1.03	P/E			24.8658 / 0.00				PORTION OF PE IS WITHIN EXISTING UTILITY EASEMENT (17.73 SF)
					TCE				2106.5867 / 0.05	44933.8824 / 1.03		
18-044.00-160	9	(2-R) FRANCHISE REALTY INTERSTATE CORPORATION	D.B. X100-174	D - 1.33	TCE				889.8188 / 0.02	57934.80 / 1.33		
11-005.40-033	9	(3-R) CHRISTINA SCHOOL DISTRICT	D.B. H115-155 / D.B. E-68-229	C - 14.25	P/E			155.2602 / 0.00				
					TCE				2081.3792 / 0.05	620564.345 / 14.25		
18-044.00-161	10	(4-R) COLLEGE AVENUE ENTERPRISES	D.B. Z124-43 / M.F. 14390	D - 0.39	P/E			49.5193 / 0.00		16801.092 / 0.39		PORTION OF PE IS WITHIN EXISTING UTILITY EASEMENT (25.08 SF)
18-044.00-122	9	(5-R) SMO, INCORPORATED	INSTR. 20070928-0085958	D - 0.61	TCE				142.9793 / 0.00	26702.28 / 0.61		

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ACQUISITION CODES

FEE - ACQUISITION
R/W - AREA OCCUPIED BY EXISTING R/W
P/E - PERMANENT EASEMENT
TCE - TEMPORARY EASEMENT

RW-04 OF 04

DELAWARE DEPARTMENT OF TRANSPORTATION

ADDENDUMS / REVISIONS

HSIP NCC, SR 896 AND OLD CHESTNUT HILL ROAD INTERSECTION IMPROVEMENT

CONTRACT: T200800714
COUNTY: NEW CASTLE
BRIDGE NO.: N/A
DESIGNED BY: RMG
CHECKED BY: PAH

RIGHT-OF-WAY TABULATION SHEET

SHEET NO. 41
TOTAL SHTS. 41