

THE STATE OF DELAWARE



DEPARTMENT OF TRANSPORTATION  
OFFICE OF TRANSPORTATION SOLUTIONS  
CONSTRUCTION PLANS AND SPECIFICATIONS FOR

PAVEMENT & REHABILITATION – KENT I (MILFORD-US113 RAMP), 2015

CONTRACT NUMBER - T201506201.01

PRIMAVERA ID – 15-06201

FUNDING - 100% STATE

CENTRAL DISTRICT MAINTENANCE

PLANS PREPARED BY: Paul Tarkas  
DESIGN TECHNICIAN

DATE RECOMMENDED: 4/30/2015

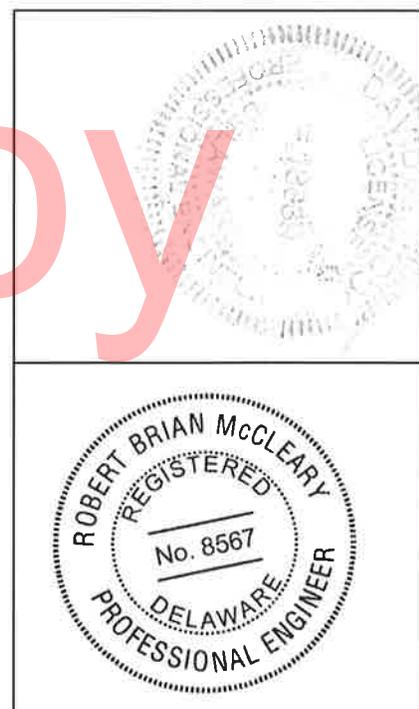
Bradford L. Sehnub  
GROUP ENGINEER, CONSTRUCTION

DATE RECOMMENDED: 5/19/2015

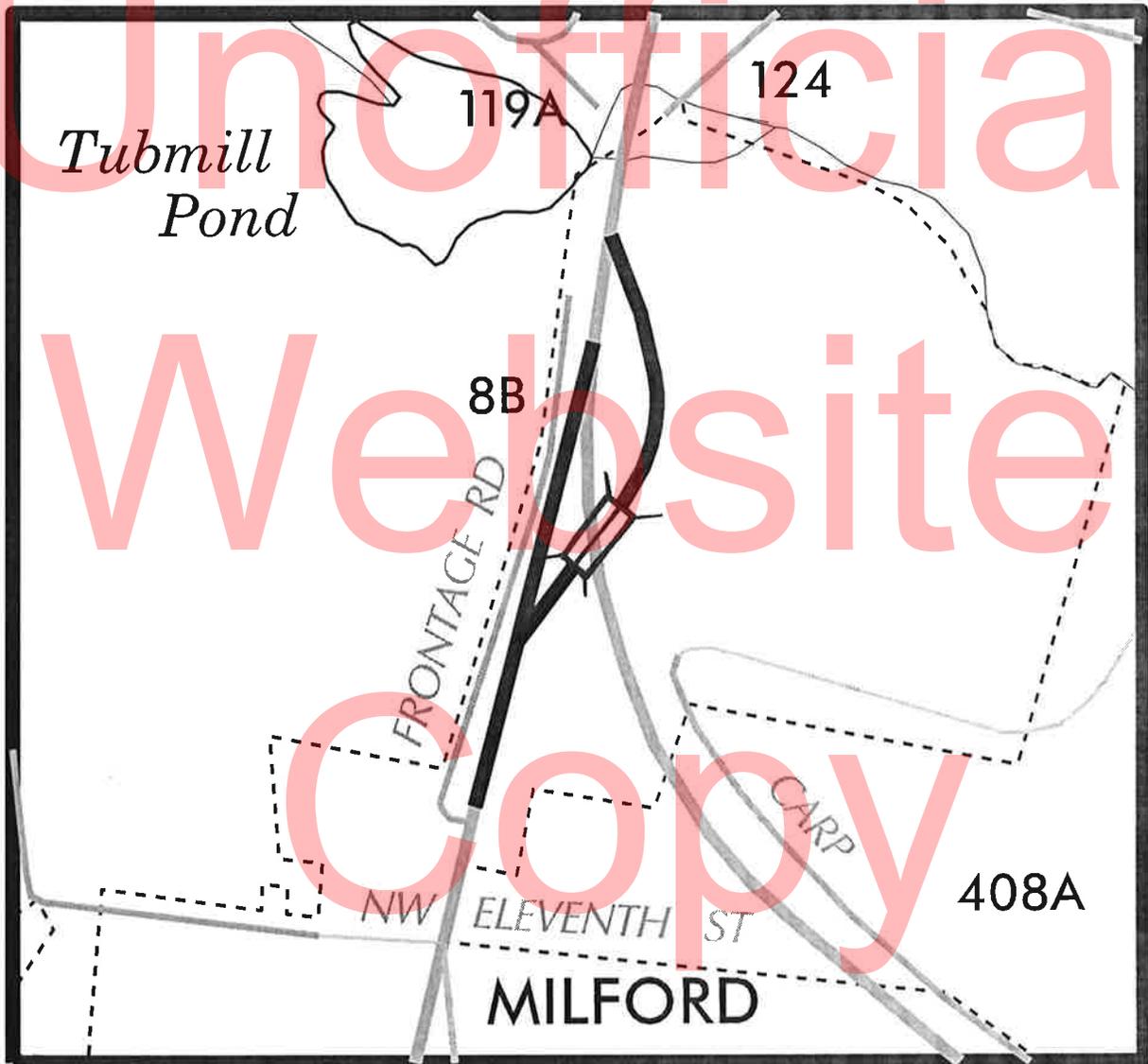
Kevin A. Nier  
ASSIST. DIRECTOR, ENGINEERING SUPPORT

DATE RECOMMENDED: 5/5/15

Robert Brian McCleary  
CHIEF ENGINEER



LOCATION MAP



See attached sheet 2A for locations 1 –3.

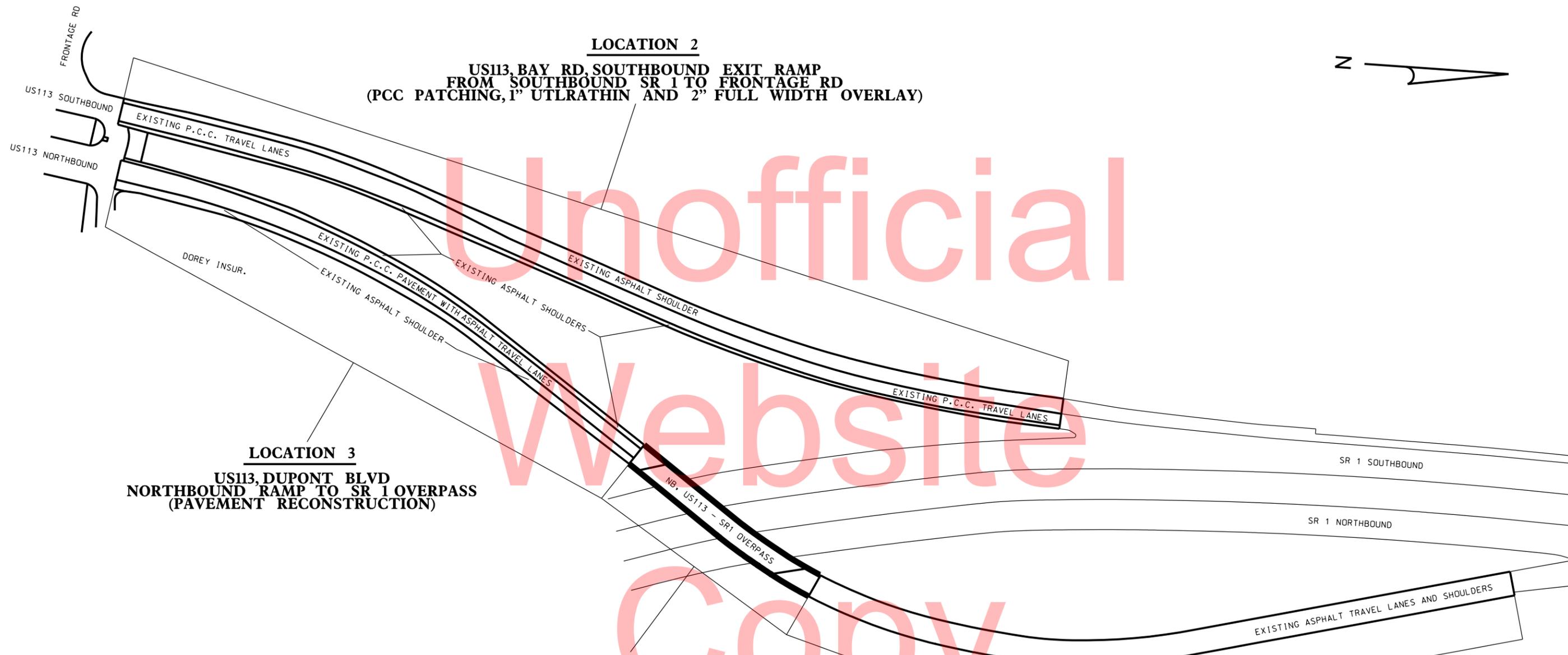


**LOCATION 2**  
 US113, BAY RD, SOUTHBOUND EXIT RAMP  
 FROM SOUTHBOUND SR 1 TO FRONTAGE RD  
 (PCC PATCHING, 1" UTLRATHIN AND 2" FULL WIDTH OVERLAY)

**LOCATION 3**  
 US113, DUPONT BLVD  
 NORTHBOUND RAMP TO SR 1 OVERPASS  
 (PAVEMENT RECONSTRUCTION)

**LOCATION 1**  
 US113, BAY RD, NORTHBOUND  
 BRIDGE DECK AND APPROACHES  
 (P.C.C. SEALANT AND STRIPING)

**LOCATION 1**  
 US113, BAY RD, NORTHBOUND  
 FROM SR 1 OVERPASS TO NORTHBOUND SR1  
 (2" MILLING AND 2" FULL WIDTH OVERLAY)



ADDENDUMS / REVISIONS	

CONTRACT	BRIDGE NO.	2-008J
T201506201.01	DESIGNED BY:	PGF
COUNTY	CHECKED BY:	
KENT		

## PAVEMENT &amp; REHABILITATION, KENT I, (MILFORD - US113 RAMP), 2015

## GENERAL CONTRACT PLAN NOTES

REVISED 5/15

GENERAL

1. CONSTRUCTION OF THIS CONTRACT SHALL CONFORM TO DELAWARE DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS DATED AUGUST 2001 AS AMENDED BY THE SUPPLEMENTAL SPECIFICATIONS, THE SPECIAL PROVISIONS, THE MOST RECENT STANDARD CONSTRUCTION DETAILS, DELAWARE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES AND THESE PLANS.
2. THE PURPOSE OF THIS CONTRACT IS TO MAKE GENERAL IMPROVEMENTS TO ROADS AND/OR STREETS WITHIN THE DISTRICT HEREIN SPECIFIED. DEPENDING ON FUND AVAILABILITY, THE DEPARTMENT RESERVES THE RIGHT TO ADD OR DELETE LOCATIONS AND/OR QUANTITIES FOR THIS CONTRACT. SUCH LOCATION OR QUANTITY ADDITIONS OR DELETIONS SHALL NOT BE CAUSE FOR AN INCREASE OR DECREASE IN ANY CONTRACT UNIT BID PRICES. NO ITEM PRICES ARE TO BE RENEGOTIATED DUE TO EITHER AN INCREASE OR DECREASE IN QUANTITY USAGE RESULTING FROM SAID ADDITIONS OR DELETIONS.
3. THE CONTRACTOR SHALL PROVIDE ALL RESIDENTS AND BUSINESSES WHO LIVE ADJACENT TO THE WORK ZONE A MINIMUM 48 HR. PRIOR WRITTEN NOTICE FOR THE START OF CONSTRUCTION WORK. THIS NOTIFICATION SHALL INCLUDE THE SCOPE OF WORK, WORKING HOURS, ANTICIPATED START AND COMPLETION DATES, CONTRACTOR NAME & ADDRESS, AND DELDOT CONTACT NUMBERS. FAILURE TO GIVE PROPER NOTICE WILL RESULT IN A SUSPENSION OF WORK REQUIRING NOTICE, UNTIL PROPER NOTICE IS PROVIDED. ACCESS TO ALL BUSINESSES AND RESIDENCES WITHIN THE PROJECT LIMITS SHALL BE MAINTAINED THROUGHOUT THE DURATION OF THIS CONTRACT. ANY TEMPORARY CLOSURE OF A DRIVEWAY FOR TIE-IN PURPOSES SHALL BE COORDINATED WITH THE ENGINEER AND/OR PROPERTY OWNER IN ADVANCE OF THE CLOSURE.
4. THE CONTRACTOR SHALL SUBMIT THE REQUIRED COPIES OF A DETAILED PROGRESS SCHEDULE (PSC) AS OUTLINED IN STANDARD SPECIFICATION 108.04 PRIOR TO OR AT THE PRECONSTRUCTION MEETING. DETAILS SHALL INCLUDE A DESCRIPTION OF EACH WORK ACTIVITY, THE PLANNED DAYS OF WORK, MULTIPLE CREWS OR SHIFTS, AND SCHEDULED WORKING HOURS. DURING THE CONTRACT, THE CONTRACTOR SHALL SUBMIT TWO-WEEK (OR AS REQUIRED) "LOOK AHEAD" SCHEDULES TO THE AREA ENGINEER/MANAGER NO LATER THAN NOON OF EACH THURSDAY. FAILURE TO COMPLY WILL RESULT IN A SUSPENSION OF ALL CONTRACT WORK WITH TIME CHARGES CONTINUING TO BE ASSESSED.
- 5. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING THE REQUIRED CLEARANCES AND INSURANCES FOR EACH RAILWAY COMPANY INVOLVED IF THE RAILROAD PROPERTY AND/OR FACILITIES ARE LOCATED WITHIN OR NEAR THE PROPOSED LIMITS OF WORK AND/OR IF THE PROPOSED WORK ENCROACHES UPON THE RAILROAD'S RIGHT-OF-WAY, IN ACCORDANCE WITH DELDOT MAINTENANCE OF RAILROAD TRAFFIC ITEM NO. 763502. THE CONTRACTOR MUST CONTACT DELDOT'S RAILROAD SECTION MANAGER AT (302) 760-2183 PRIOR TO ANY WORK STARTED TO COORDINATE THE EXECUTION OF THE APPROPRIATE AGREEMENTS AND AUTHORIZATIONS REQUIRED FROM ANY RAILWAY COMPANY INVOLVED, INCLUDING COORDINATION FOR RAILROAD FLAGGING, IF NECESSARY.**

MAINTENANCE OF TRAFFIC

6. PERMANENT ADVANCE WARNING SIGNS WITH THE LEGENDS "ROAD WORK 1500 FT," "ROAD WORK 1000 FT" AND "ROAD WORK 500 FT" SHALL BE INSTALLED IN ADVANCE OF THE WORK AREA IN BOTH DIRECTIONS. A "END ROAD WORK" SIGN SHALL BE LOCATED 500 FEET AFTER THE PROJECT LIMITS. A "ROAD WORK AHEAD" SIGN SHALL BE PLACED AT A DISTANCE NOT LESS THAN 500 FEET BEFORE

## PAVEMENT &amp; REHABILITATION, KENT I, (MILFORD - US113 RAMP), 2015

## GENERAL CONTRACT PLAN NOTES

**THE WORK AREA. ALL PERMANENT ADVANCE WARNING SIGNS SHALL BE GROUND-MOUNTED ON TWO NCHRP-40 OR MASH APPROVED BREAKAWAY POSTS AND SHALL BE MOUNTED IN COMPLIANCE WITH THE DE-MUTCD. PERMANENT ADVANCE WARNING SHALL BE MOUNTED AT A HEIGHT OF 7 FEET, MEASURED FROM THE PAVEMENT GRADE TO THE BOTTOM OF THE SIGN. THE USE OF SKID-MOUNTED SIGN SUPPORTS IS NOT ALLOWED UNLESS THE CONTRACTOR CAN DEMONSTRATE THAT A UTILITY CONFLICT EXISTS AND/ OR CONCRETE MEDIANS PREVENT THE INSTALLATION OF THE PERMANENT SIGNS IN THE APPROPRIATE LOCATION WHICH SHALL BE VERIFIED BY THE ENGINEER.**

7. THE CONTRACTOR SHALL BE REQUIRED TO SHOW PROOF THAT HE HAS SUFFICIENT APPROVED STRIPING MATERIALS ON HAND TO ENSURE STRIPING IS COMPLETED PRIOR TO FULL OPENING ROADWAY TO TRAFFIC.

8. AT THE END OF EACH DAY'S OPERATION AND BEFORE TRAFFIC IS RETURNED TO UNRESTRICTED ROADWAY USE, TEMPORARY STRIPING SHALL BE UTILIZED AT LOCATIONS THAT REQUIRE PERMANENT STRIPING, SHALL BE INSTALLED IN ACCORDANCE WITH THE TEMPORARY STRIPING POLICY. TEMPORARY PAVEMENT STRIPING MUST MATCH PERMANENT PAVEMENT STRIPING IN ALL REGARDS. TEMPORARY PAVEMENT MARKINGS SHALL BE PAID AT THE APPLICABLE CONTRACT UNIT PRICE. THE CONTRACTOR IS RESPONSIBLE FOR MAINTAINING THE TEMPORARY MARKINGS IN GOOD CONDITION SUCH THAT THE PAVEMENT IS PROPERLY DELINEATED AT ALL TIMES. ANY REFRESHING OF THE TEMPORARY MARKINGS WILL BE AT THE CONTRACTOR'S EXPENSE.

9. ALL WORK SHALL BE PERFORMED IN A MANNER THAT WILL REASONABLY PROVIDE THE LEAST PRACTICABLE OBSTRUCTION TO ALL ROAD USERS, INCLUDING VEHICULAR, PEDESTRIAN AND BICYCLE TRAFFIC, AND SHALL CONFORM TO THE REQUIREMENTS OF THE 2011 DELAWARE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, PART 6, INCLUDING ALL REVISIONS UP TO THE DATE OF ADVERTISEMENT FOR BIDS.

10. THE CONTRACTOR SHALL MAINTAIN ACCESS TO AND ALONG PEDESTRIAN FACILITIES AT ALL TIMES DURING CONSTRUCTION. EARTH, STONE AND GRAVEL SURFACES ARE NOT ACCEPTABLE FOR PROVIDING PEDESTRIAN ACCESS. WHERE PEDESTRIAN ROUTES ARE CLOSED OR BLOCKED, ALTERNATE PEDESTRIAN ACCESS SHALL BE PROVIDED USING TA-28 AND/OR TA-29 OF THE 2011 DELAWARE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES OR TO THE SATISFACTION OF THE ENGINEER. PEDESTRIAN DETOUR ROUTES OR ALTERNATE PEDESTRIAN FACILITIES SHALL CONSIST OF ADA COMPLIANT FACILITIES TO THE LEVEL OF WHICH EXISTS ON THE PEDESTRIAN ROUTE. THE COST FOR ANY PROVISIONS SHALL BE INCIDENTAL TO ITEM 763643 - MAINTENANCE OF TRAFFIC, ALL INCLUSIVE.

PEDESTRIAN MAINTENANCE OF TRAFFIC: THIS WORK SHALL CONSIST OF PROVIDING AND MAINTAINING AN ACCESSIBLE PEDESTRIAN ROUTE THROUGHOUT THE PROJECT'S LIMITS IN ACCORDANCE WITH THE AMERICANS WITH DISABILITIES ACT OF 1990 (ADA) TITLE II, PARAGRAPH 35.130.

THE CONTRACTOR SHALL BE REQUIRED TO REVIEW EACH CURB RAMP LOCATION AND SUBMIT THE APPROPRIATE MAINTENANCE OF TRAFFIC DETAIL AND DEVICES TO THE ENGINEER FOR EACH LOCATION AT LEAST 2 WEEKS BEFORE CONSTRUCTION FOR REVIEW, COMMENT, AND APPROVAL. THE FOLLOWING CONSIDERATIONS SHALL BE TAKEN INTO ACCOUNT WHEN ADDRESSING ACCESSIBLE PEDESTRIAN MAINTENANCE OF TRAFFIC:

- ALL PEDESTRIANS, INCLUDING PERSONS WITH DISABILITIES, SHALL BE PROVIDED WITH A REASONABLY SAFE, CONVENIENT AND ACCESSIBLE PATH THAT REPLICATES AS MUCH AS PRACTICABLE THE EXISTING PEDESTRIAN FACILITIES.
- MAINTAIN ACCESS TO ALL BUSINESSES AND RESIDENCES AT ALL TIMES.
- PROVIDE PEDESTRIAN ACCESS THROUGH OR AROUND THE WORK ZONE. IF A DETOUR IS CHOSEN THE CONTRACTOR MUST SUBMIT THE DETOUR ROUTE TO THE ENGINEER

## PAVEMENT &amp; REHABILITATION, KENT I, (MILFORD - US113 RAMP), 2015

## GENERAL CONTRACT PLAN NOTES

FOR REVIEW AND APPROVAL. THE DETOUR ROUTE MUST MEET OR EXCEED THE CURRENT CONDITIONS.

- WORK SHOULD BE PHASED SO THAT ALL AREAS OF AN INTERSECTION/SIDEWALK PATH ARE NOT UNDER CONSTRUCTION AT THE SAME TIME UNLESS A CLEAR PATH IS PROVIDED AND IDENTIFIED.
- TRAFFIC CONTROL DEVICES AND OTHER CONSTRUCTION MATERIALS AND FEATURES SHALL NOT INTRUDE INTO THE USABLE WIDTH OF THE SIDEWALK, TEMPORARY PATHWAY OR OTHER PEDESTRIAN FACILITY.
- SIGNS AND OTHER DEVICES MOUNTED LOWER THAN 7FT ABOVE THE TEMPORARY PEDESTRIAN PATHWAY SHALL NOT PROJECT MORE THAN 4 IN. INTO ACCESSIBLE PEDESTRIAN ROUTE.

A SMOOTH, CONTINUOUS HARD SURFACE SHALL BE PROVIDED THROUGHOUT THE ENTIRE LENGTH AND WIDTH OF THE PEDESTRIAN ROUTE THROUGHOUT CONSTRUCTION. THERE SHALL BE NO CURBS OR VERTICAL ELEVATION CHANGES GREATER THAN ¼ IN. IN GRADE OR TERRAIN THAT COULD CAUSE TRIPPING OR BE A BARRIER TO WHEELCHAIR USE.

11. AN AMERICAN TRAFFIC SAFETY SERVICES ASSOCIATION (ATSSA) CERTIFIED TRAFFIC CONTROL SUPERVISOR SHALL BE REQUIRED FOR ALL LOCATIONS SPECIFIED IN THE CONTRACT PLANS. A COPY OF THE CERTIFICATION CARD FOR THE ATSSA TRAFFIC CONTROL SUPERVISOR SHALL BE SUBMITTED AT THE PRECONSTRUCTION MEETING. THE PAPER CERTIFICATE IS NOT ACCEPTABLE.

PAVEMENT MARKINGS

12. AT THE PRECONSTRUCTION MEETING, THE CONTRACTOR SHALL SUBMIT DETAILED DRAWINGS (INCLUDING BUT NOT LIMITED TO EXISTING STRIPING LENGTHS, LANE AND SHOULDER WIDTHS, TURN LANE LENGTHS, LOCATIONS OF STOP BARS, TURN ARROWS, CROSSWALKS AND RAILROAD CROSSINGS) THAT DEPICT THE EXISTING PAVEMENT MARKINGS FOR EACH PROJECT LOCATION. THESE DRAWINGS WILL BE REVIEWED BY THE DEPARTMENT'S TRAFFIC SECTION TO DETERMINE IF ANY CHANGES TO THE FINAL PAVEMENT MARKINGS ARE REQUIRED. FINAL PAVEMENT MARKINGS SHALL CONFORM TO ALL EXISTING PATTERNS UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

THE DEPARTMENT WILL PROVIDE STRIPING LAYOUT AT LOCATIONS WHERE NO PAVEMENT MARKINGS PREVIOUSLY EXISTED. IF DEPARTMENT FORCES PROVIDE STRIPING LAYOUT ON LOCATIONS WHERE MARKINGS PREVIOUSLY EXISTED, THEN THE CONTRACTOR SHALL REIMBURSE THE DEPARTMENT FOR THE LAYOUT COSTS.

UNLESS OTHERWISE DIRECTED BY THE ENGINEER, WHITE EDGE LINES SHALL WRAP AROUND THE RADIUS OF ALL SIDE STREETS AND MAJOR COMMERCIAL ENTRANCES TO A TANGENT POINT. YELLOW CENTERLINES SHALL BE CONTINUOUS AROUND MEDIAN ISLANDS. ALL DOUBLE YELLOW CENTERLINES SHALL BE PLACED IN A 5-6-5 CONFIGURATION (2 EACH, 5" YELLOW STRIPES WITH A 6" GAP BETWEEN).

13. ANY ERRONEOUS MARKING WILL NOT BE PAID FOR AND SHALL BE CORRECTED IMMEDIATELY AT THE CONTRACTORS EXPENSE. ERRONEOUS MARKINGS OR SHADOWS THAT EXCEED ONE (1) INCH IN WIDTH SHALL BE REMOVED BY EITHER SAND OR WATER BLASTING AS DIRECTED BY THE ENGINEER. NO OTHER REMOVAL METHODS WILL BE ALLOWED. A FLAT BLACK PAINT OR DRIVEWAY SEALER SHALL BE APPLIED IN THE AREA OF THE REMOVED MARKING TO MASK THE REPAIR. ANY DAMAGE TO THE PAVEMENT CAUSED BY REMOVAL OF ERRONEOUS MARKINGS SHALL BE REPAIRED / REPLACED TO THE SATISFACTION OF THE ENGINEER AT THE CONTRACTORS EXPENSE.

14. STOP LINES "BARS" SHALL BE INSTALLED IN ACCORDANCE WITH SECTION 3B.16 OF THE 2011 DELAWARE

PAVEMENT & REHABILITATION, KENT I, (MILFORD - US113 RAMP), 2015

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GENERAL CONTRACT PLAN NOTES

MUTCD.

15. ALL CROSSWALKS SHALL BE INSTALLED IN ACCORDANCE WITH SECTION 3B.18 OF THE 2011 DELAWARE MUTCD.

TRAFFIC SIGNAL NOTES

16. TRAFFIC DETECTION LOOPS SHALL BE PLACED IN THE FINAL WEARING SURFACE UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

17. TRAFFIC DETECTION LOOPS THAT ARE CURRENTLY 5'x7' SHALL BE REPLACED WITH LOOPS THAT ARE 6'x6' AT THE SAME LOCATION. STOP BAR DETECTION LOOPS SHALL BE THE SAME SIZE AS CURRENTLY EXISTING, AND SHOULD BE PLACED STARTING TWO FEET BEHIND THE STOP BAR, UNLESS OTHERWISE DIRECTED BY THE ENGINEER. IF SEPARATE SIGNAL PLANS HAVE BEEN DEVELOPED, THE PLANS SUPERSEDE THIS NOTE.

PROJECT

18. UNLESS SPECIFIED, OVERLAY WIDTHS SHALL MATCH EXISTING WIDTHS.

19. THE COST OF CLIPPING BACK THE EDGES OF THE ROADWAY, SHOULDERS, AND THE FIRST 3' OF UNPAVED DRIVEWAY ENTRANCES, PICKING UP AND DISPOSING OF WASTE AND EXCESS MATERIAL, AND CLEANING THE EXISTING PAVEMENT PRIOR TO OVERLAY SHALL BE INCIDENTAL TO SECTION 401(.). PREPARING UNPAVED DRIVEWAY ENTRANCES BEYOND THE FIRST 3' SHALL BE PAID UNDER THE APPROPRIATE CONTRACT ITEMS: 202000 AND/OR 30200X.

20. BUTT JOINTS SHALL BE PLACED AT ALL INTERSECTING HOT MIX ROADS AND ANY OTHER LOCATIONS AS DIRECTED BY THE ENGINEER. BUTT JOINTS AT DRAINAGE STRUCTURES NOT TO BE RESURFACED SHALL BE AS PER THE INCLUDED PLAN DETAIL OR LOCATION NOTES. BUTT JOINTS CUT PRIOR TO THE DAY OF THE PAVEMENT OVERLAY SHALL BE RAMPED WITH HOT MIX TRM. IN MILLING AREAS, THERE WILL BE NO SEPARATE PAYMENT FOR BUTT JOINTS. AFTER PAVEMENT MILLING, ALL TRANSVERSE VERTICAL DIFFERENCES, RAISED EDGES OF MANHOLES, CATCH BASINS, WATER VALVE BOXES, ETC...SHALL BE RAMPED WITH HOT-MIX TRM AT A 20:1 OR FLATTER SLOPE PRIOR TO OPENING THE ROADWAY TO TRAFFIC. PAVEMENT MILLINGS WILL NOT BE ALLOWED FOR USE AS RAMPING MATERIAL.

21. TAPER MILLING IS INTENDED FOR MILLING IN THE AREA OF FIXED STRUCTURES (I.E. CURBS GUARDRAIL, ETC.) THE MILLED DEPTH AT THE STRUCTURE SHALL BE THE DEPTH OF THE PROPOSED OVERLAY AND 0" AT A DISTANCE OF +/- 6½' FROM THE STRUCTURE. THE COMPUTED DEPTH FOR PAYMENT PURPOSES IS THE AVERAGE OF THE TWO DEPTHS.

22. ALL MILLED MATERIAL SHALL REMAIN THE PROPERTY OF THE CONTRACTOR UNLESS OTHERWISE STATED.

23. EXCAVATION FOR P.C.C. CURBS, SIDEWALK OR VALLEY GUTTER SHALL BE INCIDENTAL TO THE BID PRICE FOR THESE RESPECTIVE ITEMS. EXCAVATED MATERIAL, NOT NEEDED ON THE PROJECT, SHALL BE REMOVED FROM THE CONTRACT AT THE CONTRACTORS EXPENSE. ITEM 732XXX, TOPSOIL, SHALL BE USED AS BACKFILL MATERIAL FOR CURB AND SIDEWALK AS DIRECTED BY THE ENGINEER. TOPSOIL SHALL BE SCREENED/SIFTED SO AS NO MATERIAL GREATER THAN .5" IS PRESENT IN MATERIAL USED FOR BACKFILL. AT EACH LOCATION, BACKFILLING SHALL BE PERFORMED IMMEDIATELY UPON REMOVAL OF FORMS FOR CURB OR SIDEWALK WORK. COMPLETE RESTORATION, TOPSOIL, SEEDING, AND REMOVAL OF ALL MATERIALS FOR CURB & GUTTER OR SIDEWALK; SEALING OF VALLEY GUTTERS AND PARGING OF CATCH

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PAVEMENT & REHABILITATION, KENT I, (MILFORD - US113 RAMP), 2015

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**GENERAL CONTRACT PLAN NOTES**

BASINS, SHALL BE COMPLETED WITHIN SEVEN (7) CALENDAR DAYS OF COMPLETION OF THE ITEM OF WORK. FAILURE TO COMPLY WILL RESULT IN A SUSPENSION OF ALL OTHER CONTRACT WORK WITH TIME CHARGES CONTINUING TO BE ASSESSED.

24. ALL ADJUSTMENTS SHALL BE MADE NO MORE THAN SEVEN (7) CALENDAR DAYS PRIOR TO THE PLACEMENT OF THE FINAL COURSE OF HOT MIX UNLESS OTHERWISE APPROVED BY THE ENGINEER. FAILURE TO COMPLY WILL RESULT IN A SUSPENSION OF ALL OTHER CONTRACT WORK WITH TIME CHARGES CONTINUING TO BE ASSESSED.

25. ALL PAVING, INCLUDING TURN LANES, SHOULDERS AND INTERSECTIONS, IS TO BE COMPLETED WITHIN SEVEN (7) CALENDAR DAYS FROM THE TIME THE AREA WAS MILLED. FAILURE TO COMPLY WILL RESULT IN A SUSPENSION OF ALL OTHER CONTRACT WORK WITH TIME CHARGES CONTINUING TO BE ASSESSED.

26. THE CONTRACTOR SHALL TAKE CARE IN REMOVING PAVEMENT AROUND UTILITIES, BUTT JOINTS, CURBING, ETC. SO THAT EXISTING PAVEMENT BEYOND THE SPECIFIED DEPTHS IS NOT DAMAGED. ANY DAMAGE CAUSED BY THE CONTRACTOR'S OPERATIONS MAY RESULT IN PLACING LEVELING COURSES AT THE CONTRACTOR'S EXPENSE. THE REMOVAL AND CLEAN UP OF THE HOT MIX RESIDUE WEDGE REMAINING AFTER MILLING OPERATIONS SHALL BE INCIDENTAL TO THE MILLING ITEM. THE REMOVAL OF EXISTING RAISED PAVEMENT MARKERS (RPM'S) SHALL BE INCIDENTAL TO THE APPLICABLE MILLING AND/OR RECLAMATION ITEMS.

27. ALL PORTLAND CEMENT CONCRETE MUST BE RECEIVED FROM AN APPROVED PRODUCTION PLANT UNLESS OTHERWISE APPROVED BY THE ENGINEER. ONLY CALIBRATED VOLUMETRIC CONCRETE TRUCKS WILL BE PERMITTED TO PROVIDE ON-SITE MIXTURES. THIS PERTAINS TO BOTH WORK OCCURRING DURING NORMAL WORKING HOURS AND NIGHTTIME RESTRICTED WORK.

28. DRAINAGE INLETS, WHICH ARE 4' GREATER IN DEPTH AND ARE SLATED FOR REPAIR WILL HAVE STEPS INSTALLED IN ACCORDANCE WITH SECTION 708.07 OF THE STANDARD SPECIFICATIONS. PAYMENT SHALL BE INCIDENTAL TO THE UNIT PRICE BID FOR ITEM 710001.

29. THE PORTLAND CEMENT CONCRETE USED WITHIN ITEM 701002 - ADJUST AND REPAIR EXISTING MAN HOLES AND ITEM 750000 - ADJUST WATER VALVE BOX SHALL CONFORM TO THE REQUIREMENTS OF CLASS A CONCRETE AS STATED WITHIN SECTION 503.02 OF THE DEPARTMENT'S STANDARD SPECIFICATIONS.

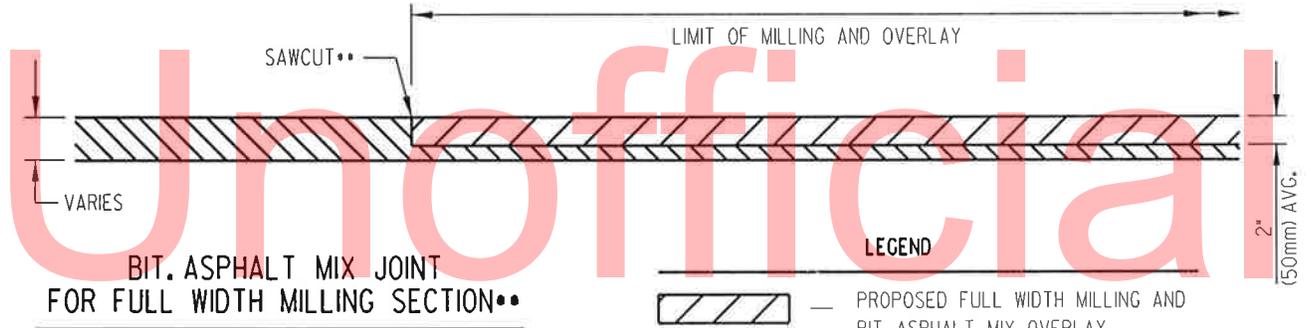
DELAWARE DEPARTMENT OF TRANSPORTATION

CONTRACT NUMBER- T201506201

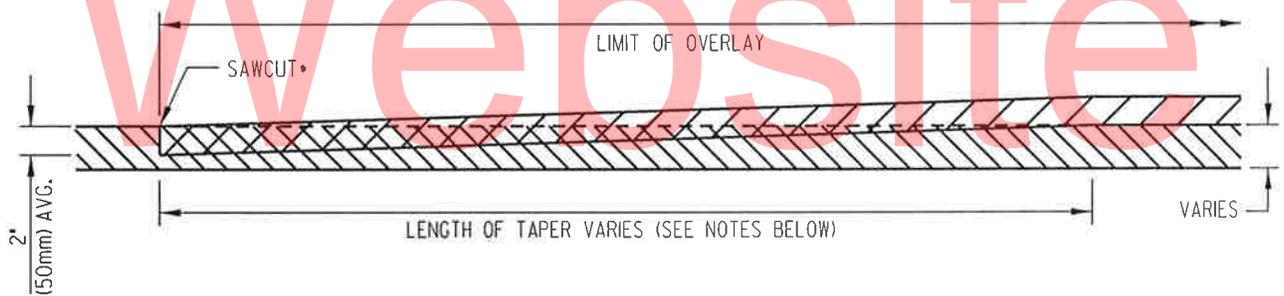
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CENTRAL MAINTENANCE MILFORD US113 OVERPASS AND EXIT LANES.

DETAILS SHEET



PAYMENT INCIDENTAL TO ITEM 760XXX, MILLING.  
\*\*SAWCUT SHALL BE PAID UNDER ITEM 76200I.



BIT. ASPHALT MIX JOINT FOR OVERLAY SECTION\*

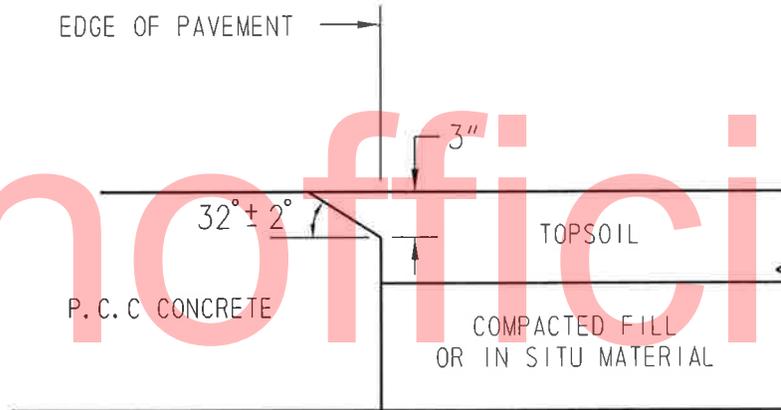
PAYMENT UNDER ITEM 76100I.  
\*SAWCUT IS INCIDENTAL TO ITEM 76100I.

NOTES:

- THE FOLLOWING LENGTHS ARE BASED ON THE POSTED SPEED OF THE ROADWAY:
1. EQUAL TO OR GREATER THAN 55 MPH = 40 FT (9.1m) PER 1" (25mm) OF OVERLAY DEPTH.
  2. LESS THAN 55 MPH = 30 FT (6m) PER 1" (25mm) OF OVERLAY DEPTH.
  3. AT STOP SIGNS = 15 FT (4.6m) PER 1" (25mm) OF OVERLAY DEPTH.

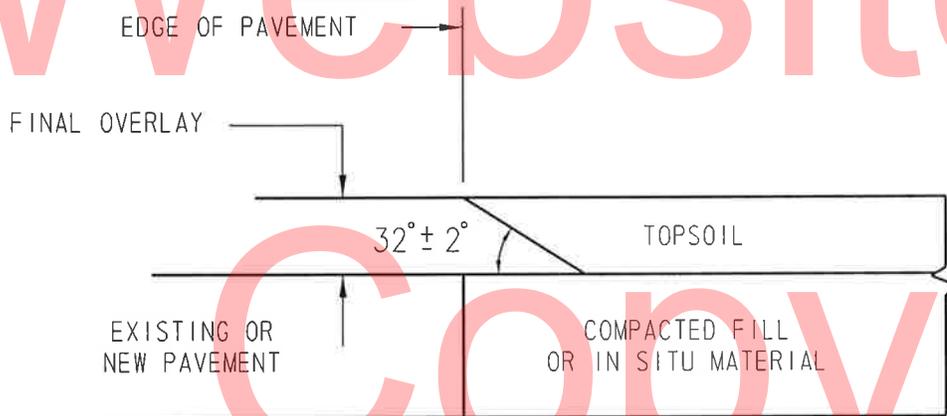
BITUMINOUS ASPHALT MIX JOINT DETAILS

DETAILS SHEET



CONCRETE PAVEMENTS

NOT TO SCALE



BIT. ASPHALT MIX PAVEMENTS AND OVERLAYS

NOT TO SCALE

SAFETY EDGE DETAIL

NOT TO SCALE

DELAWARE DEPARTMENT OF TRANSPORTATION

CONTRACT T201506201

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CENTRAL  
MAINTENANCE

PAVEMENT & REHABILITATION, KENT I, (MILFORD - US113 RAMP), 2015

LOCATION 1 US113, BAY RD, NB ON RAMP - (MILFORD) FROM BRIDGE OVERPASS TO SR1.

LENGTH 286.512 m 940 L.F.

GENERAL IMPROVEMENTS

2" MILLING AND 2" TYPE C (70-22, NC) FULL WIDTH OVERLAY.

COMMENTS:

Please see attached sheets for comments

MATERIAL ESTIMATE FOR LOCATION 1

401830	BITUMINOUS CONCRETE, SUPERPAVE, TYPE C, 160 GYRATIONS, PG 70-22 (NON-CARBONATE STONE)	341.00 TON
602546	WATERPROOFING P.C.C. MASONRY	8,300.00 S.F.
743007	** TRAFFIC OFFICERS	140.00 HOUR
743010	FURNISH AND MAINTAIN TRUCK MOUNTED ATTENUATOR, TYPE II	14.00 EA-DY
743051	FLAGGER, KENT COUNTY, STATE	140.00 HOUR
743063	FLAGGER, KENT COUNTY, STATE, OVERTIME	21.00 HOUR
748019	TEMPORARY MARKINGS, PAINT, 4"	1,880.00 L.F.
748548	PERMANENT PAVEMENT STRIPING, EPOXY RESIN PAINT, WHITE/YELLOW, 5"	1,880.00 L.F.
748557	PERMANENT PAVEMENT STRIPING, EPOXY RESIN PAINT, BLACK, 3"	570.00 L.F.
760012	RUMBLE STRIPS, BIKE-FRIENDLY, HOT-MIX	1,040.00 L.F.
760016	RUMBLE STRIPS, HOT-MIX	1,040.00 L.F.
760507	PROFILE MILLING, BITUMINOUS CONCRETE	5,849.00 SY-IN
762001	SAW CUTTING, BITUMINOUS CONCRETE	60.00 L.F.
908001	TOPSOIL (TON)	29.00 TON
908014	PERMANENT GRASS SEEDING, DRY GROUND	313.00 S.Y.

\*\* DENOTES FIXED PRICE ITEM

CENTRAL  
MAINTENANCE

PAVEMENT & REHABILITATION, KENT I, (MILFORD - US113 RAMP), 2015

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LOCATION 1 US113, BAY RD, NB ON RAMP - (MILFORD) FROM BRIDGE OVERPASS TO SR1.

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**COMMENTS:**

1. RECOMMENDED M.O.T. TYPICAL APPLICATION, TA-20 (ROAD CLOSURE, DETOUR).
2. THIS LOCATION SHALL BE COMPLETED CONCURRENTLY WITH THE ROAD CLOSURE FOR THE RAMP RECONSTRUCTION.
3. CONTACT "TMC" TO ADVISE THEM OF ROAD CLOSURE DATES ONCE THE APPROVED WORK SCHEDULE HAS BEEN ESTABLISHED.
4. EXISTING "ATR" STATION DETECTION WITH "WIM" SENSORS ARE LOCATED ON THE NORTHBOUND AND SOUTHBOUND RAMPS. THE CONTRACTOR SHALL CONTACT MR. MICHAEL SOMERS, TRAFFIC-STUDIES, AT (302)-659-4099 A MINIMUM OF TEN (10) DAYS PRIOR TO THE PAVEMENT RE-SURFACING OPERATION AND WITHIN TEN (10) DAYS AFTER THE FINAL PAVEMENT RE-SURFACING IS COMPLETED.
5. \*\*\*\*\*DO NOT OVERLAY BRIDGE DECK AND APPROACH SLABS\*\*\*\*\*  
CARE SHALL BE TAKEN AS TO PREVENT DAMAGE AND CONTAMINATION (SUCH AS TACK, OIL, FLUIDS, ETC...) THE BRIDGE DECK SURFACE AND APPROACH SLABS BEFORE AND AFTER SURFACE SEALANT IS APPLIED. STEPS SHALL BE TAKEN TO PROTECT THE SURFACES BY PLACING A SUITABLE MATERIAL, SUCH AS PLYWOOD, TO MINIMIZE EXPOSURE TO DAMAGE FROM EQUIPMENT TRAVEL INCLUDING TRUCKS.
6. DO NOT PLACE RUMBLESTRIPS INTO THE P.C.C. BRIDGE DECK AND APPROACH SLABS.

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THIS LOCATION SHALL MEET THE TOLERANCES OF SUBSECTION 401580 - RIDE QUALITY OF HOT-MIX PAVEMENT REQUIREMENTS, AS SPECIFIED IN THE SPECIAL PROVISIONS.

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Copy

LOCATION 2 US113, BAY RD, SB EXIT RAMP - (MILFORD) FROM SR1 TO FRONTAGE RD.

LENGTH 402.336 m 1320 L.F.

GENERAL IMPROVEMENTS

PCC PATCHING, 1" ULTRATHIN OVERLAY AND 2" TYPE C (70-22, NC) FULL WIDTH OVERLAY.

COMMENTS:

Please see attached sheets for comments

MATERIAL ESTIMATE FOR LOCATION 2

212001	UNDERCUT EXCAVATION, PATCHING	2.00 C.Y.
302008	GRADED AGGREGATE BASE COURSE, TYPE B, PATCHING	2.00 C.Y.
401577	PAVER-LAID ULTRATHIN HOT MIX	5,489.00 S.Y.
401830	BITUMINOUS CONCRETE, SUPERPAVE, TYPE C, 160 GYRATIONS, PG 70-22 (NON-CARBONATE STONE)	719.00 TON
402000	BITUMINOUS CONCRETE AND/OR COLD-LAID BITUMINOUS CONCRETE (TRM)	10.00 TON
503001	PATCHING P.C.C. PAVEMENT, 6' TO 15', TYPE A	80.00 S.Y.
503006	DOWEL BARS	160.00 EACH
503503	** PATCHING CONCRETE	72.00 SY-IN
743003	ARROWPANELS, TYPE C	14.00 EA-DY
743004	FURNISH AND MAINTAIN PORTABLE CHANGEABLE MESSAGE SIGN	14.00 EA-DY
743005	FURNISH AND MAINTAIN PORTABLE LIGHT ASSEMBLY	54.00 EA-DY
743007	** TRAFFIC OFFICERS	135.00 HOUR
743010	FURNISH AND MAINTAIN TRUCK MOUNTED ATTENUATOR, TYPE II	14.00 EA-DY
743051	FLAGGER, KENT COUNTY, STATE	541.00 HOUR
743064	FLAGGER, SUSSEX COUNTY, STATE, OVERTIME	81.00 HOUR
748019	TEMPORARY MARKINGS, PAINT, 4"	5,460.00 L.F.
748027	PERMANENT PAVEMENT STRIPING, ALKYD-THERMOPLASTIC, 12"	540.00 L.F.
748502	RAISED/RECESSED PAVEMENT MARKER	17.00 EACH
748548	PERMANENT PAVEMENT STRIPING, EPOXY RESIN PAINT, WHITE/YELLOW, 5"	2,730.00 L.F.
760012	RUMBLE STRIPS, BIKE-FRIENDLY, HOT-MIX	1,320.00 L.F.
760016	RUMBLE STRIPS, HOT-MIX	1,320.00 L.F.
761001	BUTT JOINTS, HOT MIX	733.00 S.Y.
762001	SAW CUTTING, BITUMINOUS CONCRETE	175.00 L.F.
762002	SAW CUTTING, CONCRETE, FULL DEPTH	300.00 L.F.
908001	TOPSOIL (TON)	41.00 TON

CONTRACT T201506201

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CENTRAL  
MAINTENANCE

PAVEMENT & REHABILITATION, KENT I, (MILFORD - US113 RAMP), 2015

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LOCATION 2                    US113, BAY RD, SB EXIT RAMP - (MILFORD) FROM SR1 TO FRONTAGE RD.

LENGTH            402.336 m                    1320 L.F.

**GENERAL IMPROVEMENTS**

PCC PATCHING, 1" ULTRATHIN OVERLAY AND 2" TYPE C (70-22, NC) FULL WIDTH OVERLAY.

**COMMENTS:**

Please see attached sheets for comments

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**MATERIAL ESTIMATE FOR LOCATION 2**

908014            PERMANENT GRASS SEEDING, DRY GROUND

433.00 S.Y.

\*\* DENOTES FIXED PRICE ITEM

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CENTRAL  
MAINTENANCE

PAVEMENT & REHABILITATION, KENT I, (MILFORD - US113 RAMP), 2015

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LOCATION 2 US113, BAY RD, SB EXIT RAMP - (MILFORD) FROM SR1 TO FRONTAGE RD.

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**COMMENTS:**

1. RECOMMENDED M.O.T. TYPICAL APPLICATION, TA-11-B (TRAVEL LANES).  
TYPICAL APPLICATION, TA-3 (SHOULDERS).

2. NIGHTTIME WORK HOURS: 8:00P - 6:00A, (SUNDAY - FRIDAY).

3. EXISTING "ATR" STATION DETECTION WITH "WIM" SENSORS ARE LOCATED ON THE NORTHBOUND AND SOUTHBOUND RAMP. THE CONTRACTOR SHALL CONTACT MR. MICHAEL SOMERS, TRAFFIC-STUDIES, AT (302)-659-4099 A MINIMUM OF TEN (10) DAYS PRIOR TO THE PAVEMENT RE-SURFACING OPERATION AND WITHIN TEN (10) DAYS AFTER THE FINAL PAVEMENT RE-SURFACING IS COMPLETED.

-----  
THIS LOCATION SHALL MEET THE TOLERANCES OF SUBSECTION 401580 - RIDE QUALITY OF HOT-MIX PAVEMENT REQUIREMENTS, AS SPECIFIED IN THE SPECIAL PROVISIONS.  
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Unofficial  
Website  
Copy

DELAWARE DEPARTMENT OF TRANSPORTATION

CONTRACT T201506201

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CENTRAL  
MAINTENANCE

PAVEMENT & REHABILITATION, KENT I, (MILFORD - US113 RAMP), 2015

LOCATION 3 US113, DUPONT BLVD - (MILFORD), NORTHBOUND RAMP TO SR1 OVERPASS.

LENGTH 243.84 m 800 L.F.

GENERAL IMPROVEMENTS

RECONSTRUCTION OF EXISTING PAVEMENT.

COMMENTS:

Please see attached sheets for comments

MATERIAL ESTIMATE FOR LOCATION 3

202000	EXCAVATION AND EMBANKMENT	1,204.00 C.Y.
302007	GRADED AGGREGATE BASE COURSE, TYPE B	563.00 C.Y.
401813	BITUMINOUS CONCRETE, SUPERPAVE, TYPE B, 160 GYRATIONS, PG 70-22	584.00 TON
401819	BITUMINOUS CONCRETE, SUPERPAVE, BITUMINOUS CONCRETE BASE COURSE, 160 GYRATIONS, PG 64-22	865.00 TON
401830	BITUMINOUS CONCRETE, SUPERPAVE, TYPE C, 160 GYRATIONS, PG 70-22 (NON-CARBONATE STONE)	288.00 TON
720585	GUARDRAIL END TREATMENT ATTENUATOR, TYPE 1-31	1.00 EACH
743004	FURNISH AND MAINTAIN PORTABLE CHANGEABLE MESSAGE SIGN	42.00 EA-DY
743007	** TRAFFIC OFFICERS	280.00 HOUR
743051	FLAGGER, KENT COUNTY, STATE	140.00 HOUR
743063	FLAGGER, KENT COUNTY, STATE, OVERTIME	21.00 HOUR
748015	PERMANENT PAVEMENT STRIPING, SYMBOL/LEGEND ALKYD-THERMOPLAST IC	50.00 S.F.
748019	TEMPORARY MARKINGS, PAINT, 4"	1,630.00 L.F.
748548	PERMANENT PAVEMENT STRIPING, EPOXY RESIN PAINT, WHITE/YELLOW, 5"	1,630.00 L.F.
749687	INSTALLATION OR REMOVAL OF TRAFFIC SIGN(S) ON SINGLE SIGN POST	9.00 EACH
749690	INSTALLATION OR REMOVAL OF TRAFFIC SIGNS ON MULTIPLE SIGN POSTS	90.00 S.F.
758000	REMOVAL OF EXISTING PORTLAND CEMENT CONCRETE PAVEMENT, CURB, SIDEWALK, ETC.	1,414.00 S.Y.
760012	RUMBLE STRIPS, BIKE-FRIENDLY, HOT-MIX	800.00 L.F.
760016	RUMBLE STRIPS, HOT-MIX	800.00 L.F.
763501	CONSTRUCTION ENGINEERING	1.00 L.S.
908001	TOPSOIL (TON)	10.00 TON
908014	PERMANENT GRASS SEEDING, DRY GROUND	125.00 S.Y.

\*\* DENOTES FIXED PRICE ITEM

LOCATION 3 US113, DUPONT BLVD - (MILFORD), NORTHBOUND RAMP TO SR1 OVERPASS.

COMMENTS:

1. RECOMMENDED M.O.T. TYPICAL APPLICATION, TA-20 (ROAD CLOSURE, DETOUR).
2. THE MAXIMUM DURATION FOR THE US113 RAMP CLOSURE IS 14 CALENDAR DAYS. ALL WORK AFFECTING TRAFFIC MOVEMENTS ON THE RAMP MUST BE COMPLETED DURING THE CLOSURE.
3. CONTACT "TMC" TO ADVISE THEM OF ROAD CLOSURE DATES ONCE THE APPROVED WORK SCHEDULE HAS BEEN ESTABLISHED.
4. EXISTING "ATR" STATION DETECTION WITH "WIM" SENSORS ARE LOCATED ON THE NORTHBOUND AND SOUTHBOUND RAMPS. THE CONTRACTOR SHALL CONTACT MR. MICHAEL SOMERS, TRAFFIC-STUDIES, AT (302)-659-4099 A MINIMUM OF TEN (10) DAYS PRIOR TO THE PAVEMENT RE-SURFACING OPERATION AND WITHIN TEN (10) DAYS AFTER THE FINAL PAVEMENT RE-SURFACING IS COMPLETED.
5. \*\*\*\*\*DO NOT OVERLAY BRIDGE DECK AND APPROACH SLABS\*\*\*\*\*  
CARE SHALL BE TAKEN AS TO PREVENT DAMAGE AND CONTAMINATION (SUCH AS TACK, OIL, FLUIDS, ETC...) THE BRIDGE DECK SURFACE AND APPROACH SLABS BEFORE AND AFTER SURFACE SEALANT IS APPLIED. STEPS SHALL BE TAKEN TO PROTECT THE SURFACES BY PLACING A SUITABLE MATERIAL, SUCH AS PLYWOOD, TO MINIMIZE EXPOSURE TO DAMAGE FROM EQUIPMENT TRAVEL INCLUDING TRUCKS.
6. SCOPE OF WORK FROM BEGINNING OF LIMITS TO BRIDGE P.C.C APPROACH SLABS  
-----  
A. EXCAVATE FULL WIDTH, TRAVEL LANES AND SHOULDERS, 22" +/- TO REMOVE EXISTING BIT. ASPHALT AND PCC PAVEMENT AND BASE.  
  
B. PLACE BACK FULL WIDTH 8" GABC, 6" ASPHALT BCBC, 4" ASPHALT MIX TYPE B AND 2" ASPHALT MIX TYPE C - FINAL OVERLAY.
7. EXISITNG PAVEMENT  
-----  
A. EXISTING TRAVEL LANES: WIDTHS VARIES FROM 24' TO 14'.  
. (2" BIT. ASPHALT MIX OVER 8" - 9" P.C.C. CONCRETE OVER SELECT BORROW.)\*  
  
B. EXISTING SHOULDERS: WIDTHS VARIES FROM 4' TO 6' -LEFT SIDE & 8' TO 10' -RIGHT SIDE.  
. (4" - 6" BIT. ASPHALT MIX OVER SELECT BORROW.)\*  
  
\*CORE INFO FOR INFORMATIONAL PURPOSES ONLY:
8. THE CONTRACTOR SHALL CROSS SECTION THE EXISTING PAVEMENT AT 25' INTERVALS TO ESTABLISH CONTROL POINTS, GRADE ELEVATIONS, CENTERLINES AND SLOPES. A COPY OF THE COMPUTATIONS AND SURVEY NOTES SHALL BE PROVIDED TO THE DEPARTMENT, PRIOR TO REMOVAL OF EXISTING PAVEMENT, FOR REVIEW AND REVISION, AS NECESSARY, TO RE-ESTABLISH THE ORIGINAL PAVEMENT PROFILE. PAYMENT FOR THIS WORK WILL BE INCLUDED UNDER ITEM 763501 (CONSTRUCTION ENGINEERING).
9. REPLACE EXISTING ET-PLUS SYSTEM ON LEFT SIDE GUARDRAIL.
10. DO NOT PLACE RUMBLESTRIPS INTO THE P.C.C. BRIDGE DECK AND APPROACH SLABS.

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LOCATION 3 US113, DUPONT BLVD - (MILFORD), NORTHBOUND RAMP TO SR1 OVERPASS.

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THIS LOCATION SHALL MEET THE TOLERANCES OF SUBSECTION 401580 - RIDE QUALITY OF  
HOT-MIX PAVEMENT REQUIREMENTS, AS SPECIFIED IN THE SPECIAL PROVISIONS.  
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DELAWARE DEPARTMENT OF TRANSPORTATION

CONTRACT: T201506201

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CENTRAL PAVEMENT & REHABILITATION, KENT I, (MILFORD - US113 RAMP),  
MAINTENANCE 2015

CONTRACT QUANTITIES SUMMARY SHEET

202000	EXCAVATION AND EMBANKMENT	1,204.00 C.Y.
212001	UNDERCUT EXCAVATION, PATCHING	2.00 C.Y.
302007	GRADED AGGREGATE BASE COURSE, TYPE B	563.00 C.Y.
302008	GRADED AGGREGATE BASE COURSE, TYPE B, PATCHING	2.00 C.Y.
401577	PAVER-LAID ULTRATHIN HOT MIX	5,489.00 S.Y.
401813	BITUMINOUS CONCRETE, SUPERPAVE, TYPE B, 160 GYRATIONS, PG 70-22	584.00 TON
401819	BITUMINOUS CONCRETE, SUPERPAVE, BITUMINOUS CONCRETE BASE COURSE, 160 GYRATIONS, PG 64-22	865.00 TON
401830	BITUMINOUS CONCRETE, SUPERPAVE, TYPE C, 160 GYRATIONS, PG 70-22 (NON-CARBONATE STONE)	1,348.00 TON
402000	BITUMINOUS CONCRETE AND/OR COLD-LAID BITUMINOUS CONCRETE (TRM)	10.00 TON
503001	PATCHING P.C.C. PAVEMENT, 6' TO 15', TYPE A	80.00 S.Y.
503006	DOWEL BARS	160.00 EACH
503503	** PATCHING CONCRETE	72.00 SY-IN
602546	WATERPROOFING P.C.C. MASONRY	8,300.00 S.F.
720585	GUARDRAIL END TREATMENT ATTENUATOR, TYPE 1-31	1.00 EACH
743003	ARROWPANELS, TYPE C	14.00 EA-DY
743004	FURNISH AND MAINTAIN PORTABLE CHANGEABLE MESSAGE SIGN	56.00 EA-DY
743005	FURNISH AND MAINTAIN PORTABLE LIGHT ASSEMBLY	54.00 EA-DY
743007	** TRAFFIC OFFICERS	555.00 HOUR
743010	FURNISH AND MAINTAIN TRUCK MOUNTED ATTENUATOR, TYPE II	28.00 EA-DY
743051	FLAGGER, KENT COUNTY, STATE	821.00 HOUR
743063	FLAGGER, KENT COUNTY, STATE, OVERTIME	42.00 HOUR
743064	FLAGGER, SUSSEX COUNTY, STATE, OVERTIME	81.00 HOUR
748015	PERMANENT PAVEMENT STRIPING, SYMBOL/LEGEND ALKYD-THERMOPLAST IC	50.00 S.F.
748019	TEMPORARY MARKINGS, PAINT, 4"	8,970.00 L.F.
748027	PERMANENT PAVEMENT STRIPING, ALKYD-THERMOPLASTIC, 12"	540.00 L.F.
748502	RAISED/RECESSED PAVEMENT MARKER	17.00 EACH
748548	PERMANENT PAVEMENT STRIPING, EPOXY RESIN PAINT, WHITE/YELLOW, 5"	6,240.00 L.F.
748557	PERMANENT PAVEMENT STRIPING, EPOXY RESIN PAINT, BLACK, 3"	570.00 L.F.

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DELAWARE DEPARTMENT OF TRANSPORTATION

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CENTRAL  
MAINTENANCE

PAVEMENT & REHABILITATION, KENT I, (MILFORD - US113 RAMP),  
2015

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CONTRACT QUANTITIES SUMMARY SHEET

749687	INSTALLATION OR REMOVAL OF TRAFFIC SIGN(S) ON SINGLE SIGN POST	9.00 EACH
749690	INSTALLATION OR REMOVAL OF TRAFFIC SIGNS ON MULTIPLE SIGN POSTS	90.00 S.F.
758000	REMOVAL OF EXISTING PORTLAND CEMENT CONCRETE PAVEMENT, CURB, SIDEWALK, ETC.	1,414.00 S.Y.
760012	RUMBLE STRIPS, BIKE-FRIENDLY, HOT-MIX	3,160.00 L.F.
760016	RUMBLE STRIPS, HOT-MIX	3,160.00 L.F.
760507	PROFILE MILLING, BITUMINOUS CONCRETE	5,849.00 SY-IN
761001	BUTT JOINTS, HOT MIX	733.00 S.Y.
762001	SAW CUTTING, BITUMINOUS CONCRETE	235.00 L.F.
762002	SAW CUTTING, CONCRETE, FULL DEPTH	300.00 L.F.
763000	INITIAL EXPENSE	LUMP SUM
763501	CONSTRUCTION ENGINEERING	1.00 L.S.
763643	MAINTENANCE OF TRAFFIC, ALL INCLUSIVE	LUMP SUM
908001	TOPSOIL (TON)	80.00 TON
908014	PERMANENT GRASS SEEDING, DRY GROUND	871.00 S.Y.

\*\* DENOTES FIXED PRICE ITEM

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Website  
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**PORTABLE CHANGEABLE MESSAGE SIGNS**

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

PCMS-1

NB US113  
RAMP TO  
NB DE 1

TO CLOSE  
STARTING  
XXXXXX

**DURING DETOUR**  
(DISPLAY FOR DURATION OF DETOUR)

PCMS-2

NB US113  
CLOSED  
AT DE 1

FOLLOW  
DETOUR

**DURING DETOUR**  
(DISPLAY FOR DURATION OF DETOUR)

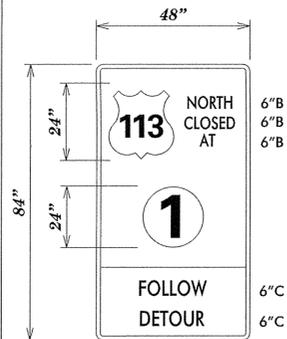
PCMS-3

THRU  
TRUCKS  
TO DE 1

MUST  
FOLLOW  
DETOUR

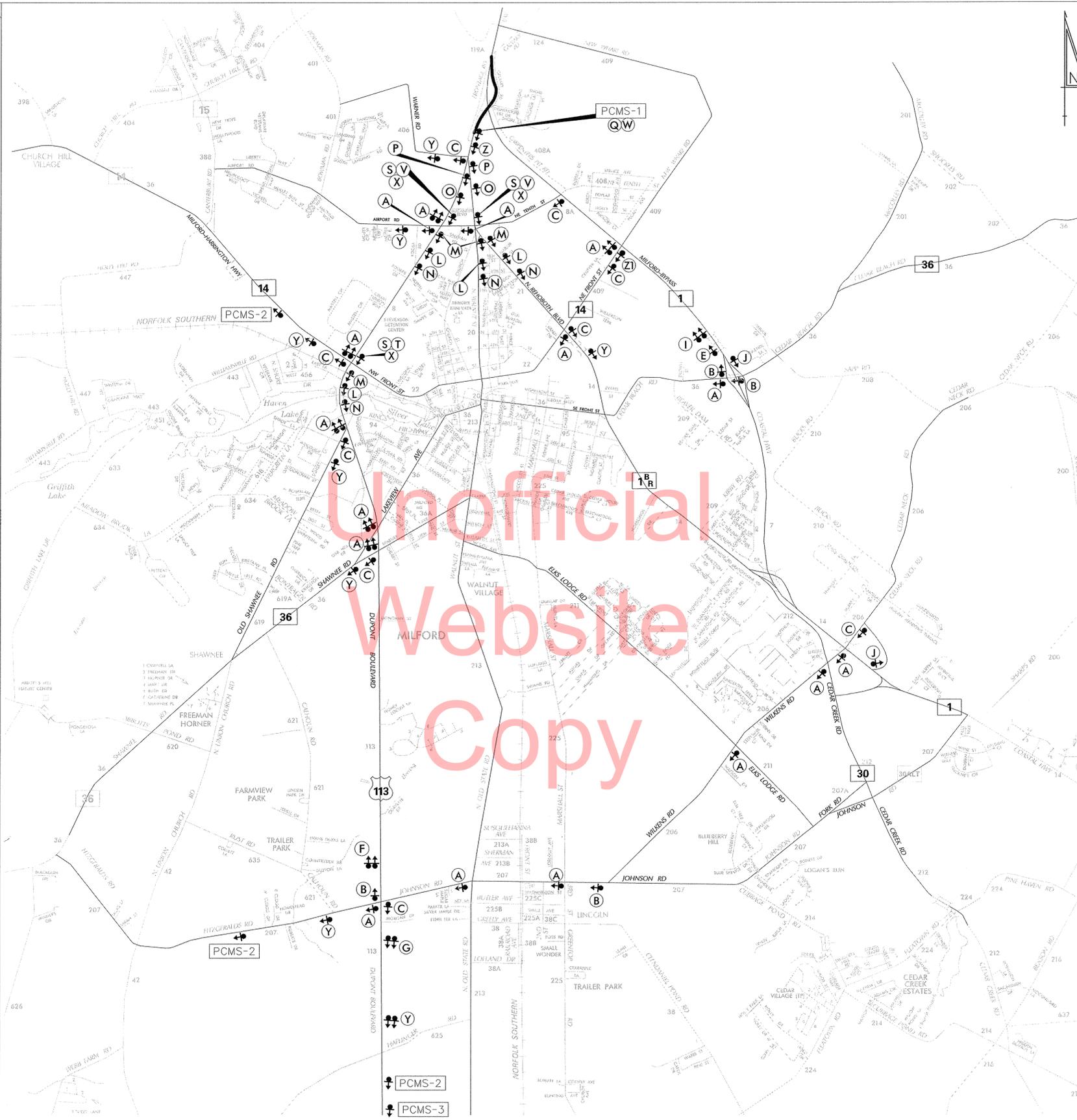
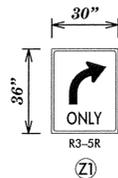
**SPECIAL SIGNS**

\*ROUTE SHIELDS-WHITE BACKGROUND; BLACK LEGEND



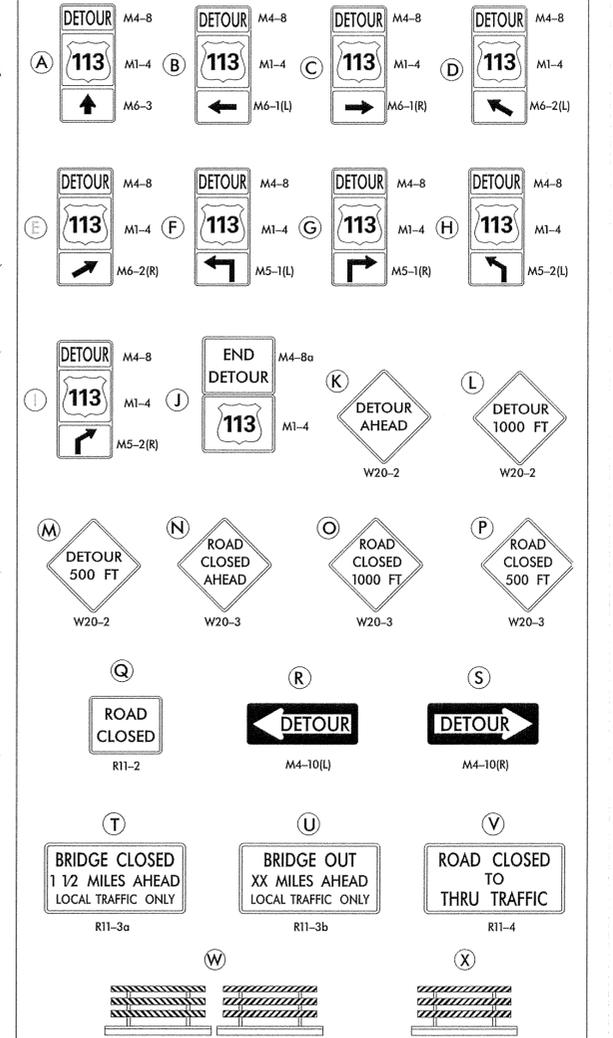
\*DG RETROREFLECTIVE FLUORESCENT  
ORANGE BACKGROUND; BLACK LEGEND

WHITE BACKGROUND; BLACK LEGEND



**LEGEND**

\*ROUTE SHIELDS-WHITE BACKGROUND; BLACK 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. THE COLORS, DIMENSIONS, AND CHARACTERISTICS OF ALL INTERSTATE, U.S. ROUTE, AND STATE ROUTE SHIELD SIGNS SHALL BE IN ACCORDANCE WITH SECTION 2D.11 OF "THE DELAWARE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" (DE MUTCD.)
6. SIGNS NO LONGER IN USE SHALL BE COMPLETELY COVERED WITH NO RETROREFLECTIVE MATERIAL SHOWING, OR SHALL BE REMOVED, AS DIRECTED BY THE ENGINEER.
7. 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.
8. SIGNS "N" THROUGH "Q" AND "T" AND "V". THE WORD "ROAD" SHOULD BE CHANGED TO "RAMP", "RR XING", OR "BRIDGE" WHERE APPLICABLE.
9. WARNING SIGNS AND DETOUR TRAILBLAZERS SHALL BE MOUNTED ON BREAKAWAY POSTS AND HAVE RETROREFLECTIVE FLUORESCENT ORANGE SHEETING.
10. "W" BARRICADES SHALL COMPLETELY RUN THE FULL WIDTH OF THE ROADWAY.
11. BARRICADES SHALL BE A MINIMUM OF 6 FEET WIDE UNLESS DIRECTED BY THE ENGINEER.

RECOMMENDED *[Signature]* DATE: 4/19/2015

RECOMMENDED *[Signature]* DATE: 4-20-15

RECOMMENDED \_\_\_\_\_ DATE: \_\_\_\_\_

APPROVED CHIEF SAFETY OFFICER *[Signature]* DATE: 4-20-15

APPROVED TRAFFIC ENGINEER *[Signature]* DATE: 4/20/2015

**DELAWARE DEPARTMENT OF TRANSPORTATION**

ADDENDUM / REVISIONS

NOT TO SCALE

BR 2-008J ON NB US 113  
OVER DE 1

CONTRACT	ROAD NO.	<b>K8</b>
TXXXXXXXXXX	DESIGNED BY: MFR	
COUNTY	CHECKED BY: ASW	
KENT		

<b>VEHICULAR DETOUR PLAN</b>		SHEET NO.
<b>US 113 NB BRIDGE</b>		1
<b>TO NB DE 1</b>		TOTAL SHTS.
		3

**PORTABLE CHANGEABLE MESSAGE SIGNS**

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

PCMS-1

DE 14  
CROSS-  
OVER

TO CLOSE  
STARTING  
XX/XX/XX

**DURING DETOUR**  
(DISPLAY FOR 5 DAYS AFTER IMPLEMENTATION OF DETOUR)

PCMS-2

WB DE 14  
CLOSED  
AT DE 1

FOLLOW  
DETOUR

**DURING DETOUR**  
(DISPLAY FOR DURATION OF DETOUR)

PCMS-3

TO  
DE 1  
NORTH

FOLLOW  
DETOUR

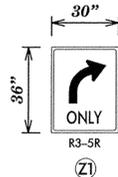
**SPECIAL SIGNS**

**\*ROUTE SHIELDS-WHITE BACKGROUND; BLACK LEGEND**

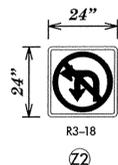
48" width, 84" height. Signs Y and Z details.

**\*DG RETROREFLECTIVE FLUORESCENT ORANGE BACKGROUND; BLACK LEGEND**

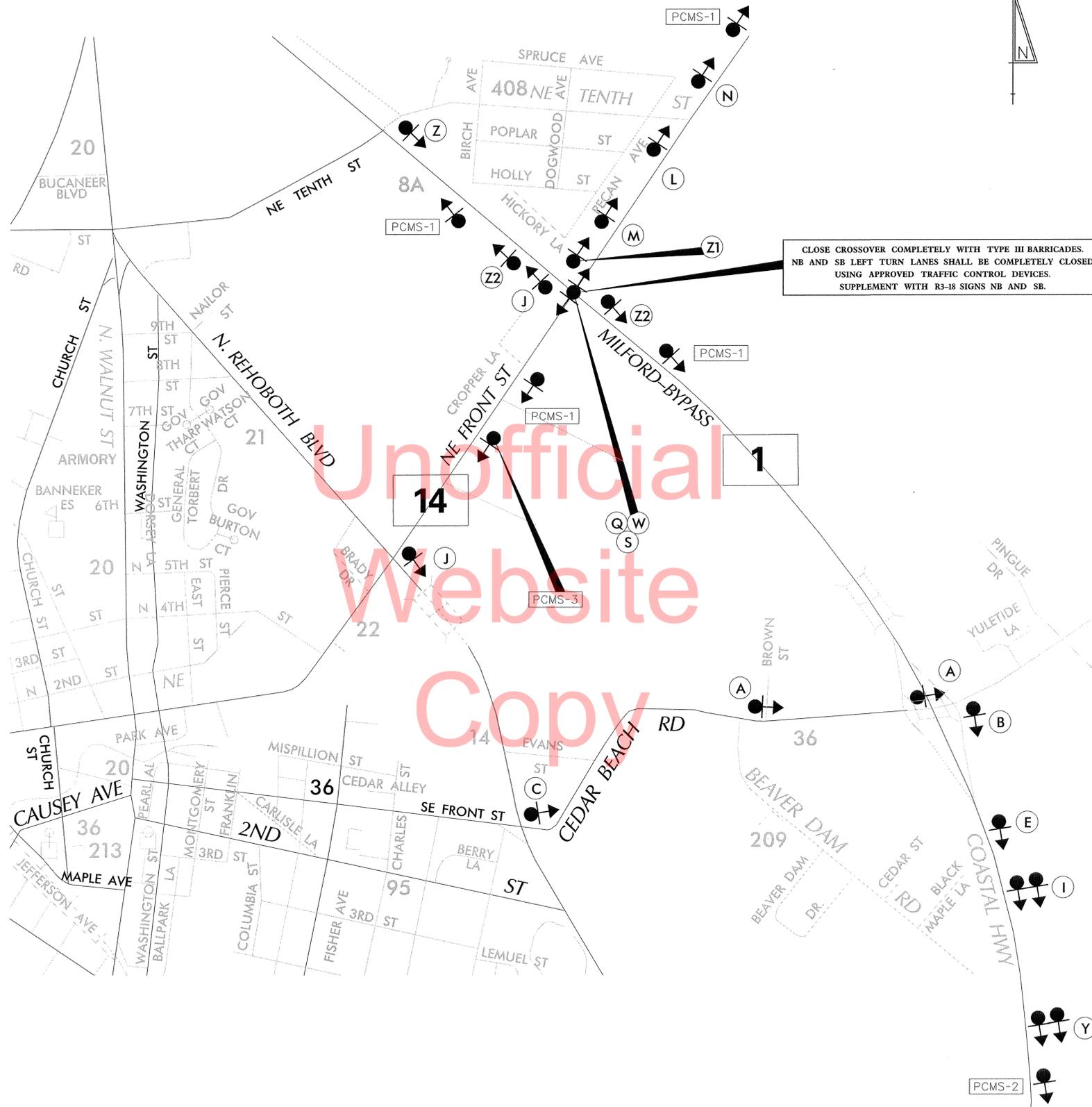
**WHITE BACKGROUND; BLACK LEGEND**



**WHITE BACKGROUND; BLACK & RED LEGEND**



\*MOUNT IN MEDIAN (NB & SB)



**LEGEND**

**\*ROUTE SHIELDS-WHITE BACKGROUND; BLACK LEGEND**

**GENERAL NOTES**

- 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).
- 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.)
- DESIGN OF ALL SIGNS SHALL BE IN ACCORDANCE WITH THE FHWA STANDARD HIGHWAY SIGNS BOOK.
- 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.
- THE COLORS, DIMENSIONS, AND CHARACTERISTICS OF ALL INTERSTATE, U.S. ROUTE, AND STATE ROUTE SHIELD SIGNS SHALL BE IN ACCORDANCE WITH SECTION 2D.11 OF "THE DELAWARE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" (DE MUTCD.)
- SIGNS NO LONGER IN USE SHALL BE COMPLETELY COVERED WITH NO RETROREFLECTIVE MATERIAL SHOWING, OR SHALL BE REMOVED, AS DIRECTED BY THE ENGINEER.
- 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.
- SIGNS "N" THROUGH "Q" AND "T" AND "V"; THE WORD "ROAD" SHOULD BE CHANGED TO "RAMP", "RR XING", OR "BRIDGE" WHERE APPLICABLE.
- WARNING SIGNS AND DETOUR TRAILBLAZERS SHALL BE MOUNTED ON BREAKAWAY POSTS AND HAVE RETROREFLECTIVE FLUORESCENT ORANGE SHEETING.
- "W" BARRICADES SHALL COMPLETELY RUN THE FULL WIDTH OF THE ROADWAY.
- BARRICADES SHALL BE A MINIMUM OF 6 FEET WIDE UNLESS DIRECTED BY THE ENGINEER.

RECOMMENDED *MWB* DATE: 4/20/15

RECOMMENDED \_\_\_\_\_ DATE: \_\_\_\_\_

RECOMMENDED \_\_\_\_\_ DATE: \_\_\_\_\_

APPROVED CHIEF SAFETY OFFICER *[Signature]* DATE: 4-20-15

APPROVED TRAFFIC ENGINEER *[Signature]* DATE: 4/20/2015



ADDENDUM / REVISIONS

NOT TO SCALE

BR 2-008J ON NB US 113  
OVER DE 1

CONTRACT	ROAD NO.	<b>K409</b>
TXXXXXXXXXX	DESIGNED BY: MFR	
COUNTY	CHECKED BY: ASW	
KENT		

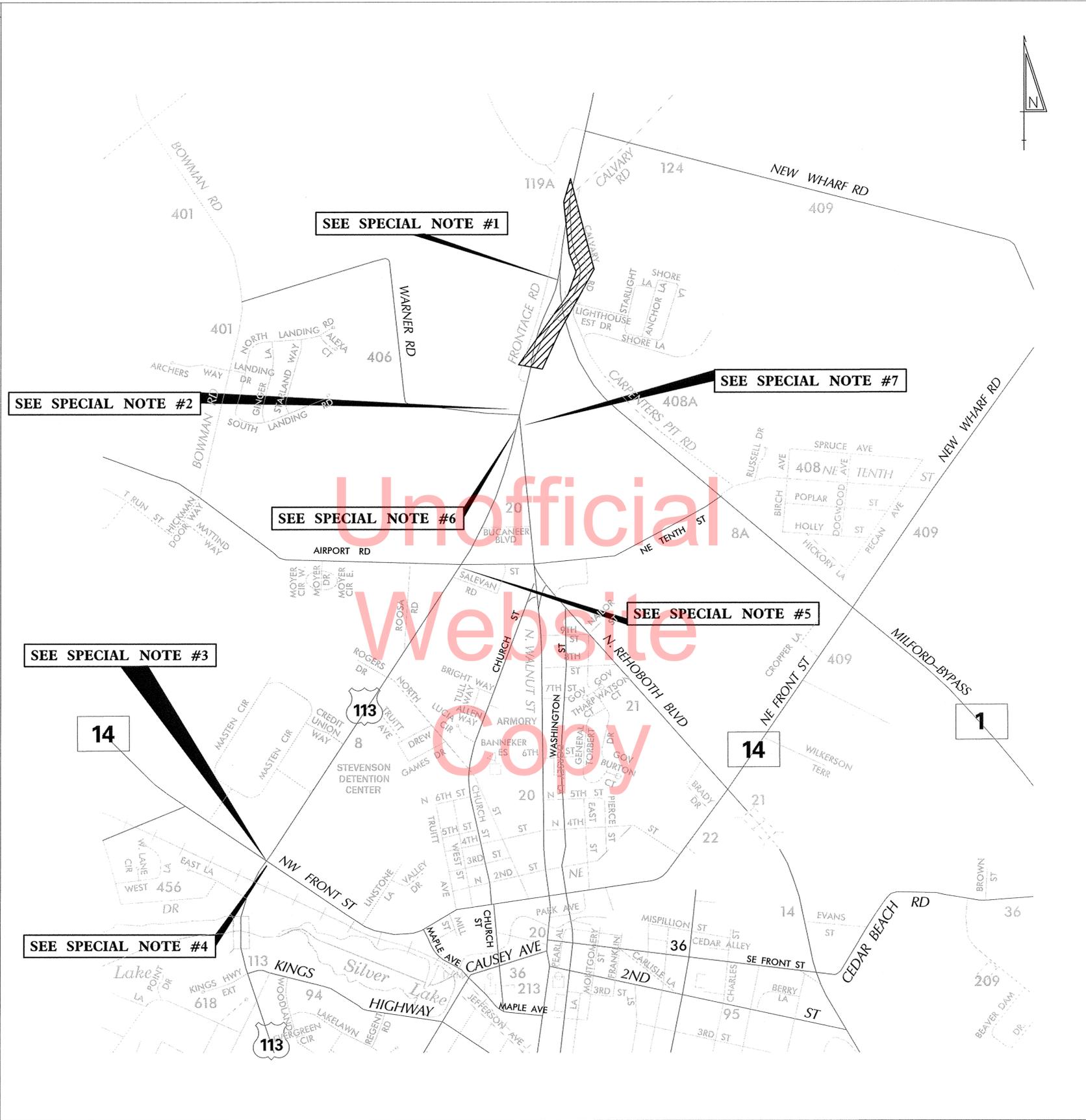
**VEHICULAR DETOUR PLAN**  
**DE 14 (NE FRONT ST) AT DE 1**

SHEET NO.	2
TOTAL SHTS.	3

**SPECIAL NOTES**

1. SB DE 1 RAMP TO SB US 113 - SHIFT TRAFFIC FROM THE LEFT LANE TO THE RIGHT LANE AT THE BEGINNING OF THE RIGHT ADD LANE USING TA-11B FROM THE DE-MUTCD. SHIFT WILL PROVIDE A DEDICATED SB LEFT LANE TO FACILITATE THE NB US 113 U-TURN MOVEMENT.
2. CONTRACTOR SHALL CLOSE INTERIOR EB LEFT TURN LANE USING APPROVED TEMPORARY TRAFFIC CONTROL DEVICES.
3. CONTRACTOR SHALL CLOSE INTERIOR EB LEFT TURN LANE USING APPROVED TEMPORARY TRAFFIC CONTROL DEVICES.
4. CONTRACTOR SHALL CLOSE LEFT LANE NB US 113 SOUTH OF DE 14 USING TA-33. CONTRACTOR TO PROVIDE POCKET FOR ACCESS TO LEFT TURN TO DE 14 WEST. LANE CLOSURE SHALL EXTEND TO THE BEGINNING OF THE NEXT LEFT TURN LANE NORTH OF DE 14.
5. CONTRACTOR SHALL CLOSE LEFT LANE NB US 113 SOUTH OF AIRPORT RD USING A MODIFIED TA-33. CONTRACTOR TO PROVIDE POCKET FOR ACCESS TO LEFT TURN AT AIRPORT RD. LANE CLOSURE SHALL EXTEND TO THE BEGINNING OF THE LEFT TURN LANE NORTH OF AIRPORT RD.
6. CONTRACTOR SHALL CLOSE LEFT LANE NB US 113 SOUTH OF WARNER RD USING TA-33 FROM THE DE-MUTCD. LANE CLOSURE SHALL EXTEND TO THE CLOSURE POINT WHILE PROVIDING POCKETS FOR LEFT AND U-TURN MOVEMENTS WITHIN THE LANE CLOSURE.
7. CONTRACTOR SHALL COMPLETELY CLOSE NB RIGHT LANE OF REHOBOTH BLVD AT US 113 USING APPROVED TEMPORARY TRAFFIC CONTROL DEVICES.

**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. THE COLORS, DIMENSIONS, AND CHARACTERISTICS OF ALL INTERSTATE, U.S. ROUTE, AND STATE ROUTE SHIELD SIGNS SHALL BE IN ACCORDANCE WITH SECTION 2D.11 OF "THE DELAWARE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" (DE MUTCD.)
6. SIGNS NO LONGER IN USE SHALL BE COMPLETELY COVERED WITH NO RETROREFLECTIVE MATERIAL SHOWING, OR SHALL BE REMOVED, AS DIRECTED BY THE ENGINEER.
7. 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.
8. SIGNS "N" THROUGH "Q" AND "T" AND "V", THE WORD "ROAD" SHOULD BE CHANGED TO "RAMP", "RR XING", OR "BRIDGE" WHERE APPLICABLE.
9. WARNING SIGNS AND DETOUR TRAILBLAZERS SHALL BE MOUNTED ON BREAKAWAY POSTS AND HAVE RETROREFLECTIVE FLUORESCENT ORANGE SHEETING.
10. "W" BARRICADES SHALL COMPLETELY RUN THE FULL WIDTH OF THE ROADWAY.
11. BARRICADES SHALL BE A MINIMUM OF 6 FEET WIDE UNLESS DIRECTED BY THE ENGINEER.

RECOMMENDED \_\_\_\_\_ DATE: \_\_\_\_\_

RECOMMENDED \_\_\_\_\_ DATE: \_\_\_\_\_

RECOMMENDED \_\_\_\_\_ DATE: \_\_\_\_\_

APPROVED CHIEF SAFETY OFFICER *[Signature]* DATE: 4-20-15

APPROVED TRAFFIC ENGINEER *[Signature]* DATE: 4/20/15



ADDENDUM / REVISIONS	

NOT TO SCALE

BR 2-008J ON NB US 113 OVER DE 1

CONTRACT	ROAD NO.	<b>K8</b>
TXXXXXXXXXX	DESIGNED BY:	
COUNTY	CHECKED BY:	
KENT		

**MOT PLAN**  
US 113 NB BRIDGE  
TO NB DE 1

SHEET NO.	3
TOTAL SHTS.	3



**SIGNING AND STRIPING GENERAL NOTES**

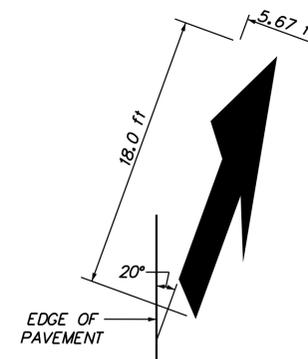
1. ROADWAY GEOMETRY IS BASED OFF AERIAL PHOTOGRAPHY. THE CONTRACTOR SHALL FOLLOW PROPOSED STRIPING AND PAVEMENT MARKINGS LEGEND. LOCATIONS OF EXISTING STRIPING SHOWN ON AERIAL ARE NOT TO BE REPRODUCED.
2. THE CONTRACTOR SHALL BE GOVERNED BY THE STANDARDS AND REQUIREMENTS OF THE FOLLOWING PUBLICATIONS. EXCEPT AS MODIFIED BY THE SPECIAL PROVISIONS OF THIS CONTRACT OR THROUGH WRITTEN APPROVAL BY THE ENGINEER.

DELDOT - 'MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES', 2011 EDITION AND SUBSEQUENT REVISIONS (DE MUTCD)

A. A. S. H. T. O. - STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES AND TRAFFIC SIGNALS - 4TH EDITION AND SUBSEQUENT PUBLICATIONS.

FHWA - STANDARD HIGHWAY SIGNS AND MARKINGS, 2004 EDITION AND 2012 SUPPLEMENT.

3. CONTRACTOR SHALL INSTALL NEW POSTS WHERE ADDITIONAL SIGN HEIGHT IS WARRANTED.
4. CONTRACTOR SHALL MATCH EXISTING STRIPING CENTERLINE(S): REPLACE CENTERLINE STRIPING IN-PLACE OF EXISTING, UNLESS NOTED OTHERWISE. TRAVEL LANE WIDTH DIMENSIONS ARE SHOWN FROM THE STRIPING CENTERLINE(S) TO THE EDGE OF TRAVEL LANE. PLEASE NOTE: SHOULDER WIDTHS MAY VARY THROUGHOUT CORRIDOR.
5. CONTRACTOR SHALL INSTALL RAISED PAVEMENT MARKERS IN ACCORDANCE WITH THE DE MUTCD SECTION 3B-11 AND FIGURES 3B-15A TO 3B-15C. RAISED PAVEMENT MARKERS WILL BE PAID UNDER ITEM #748502.

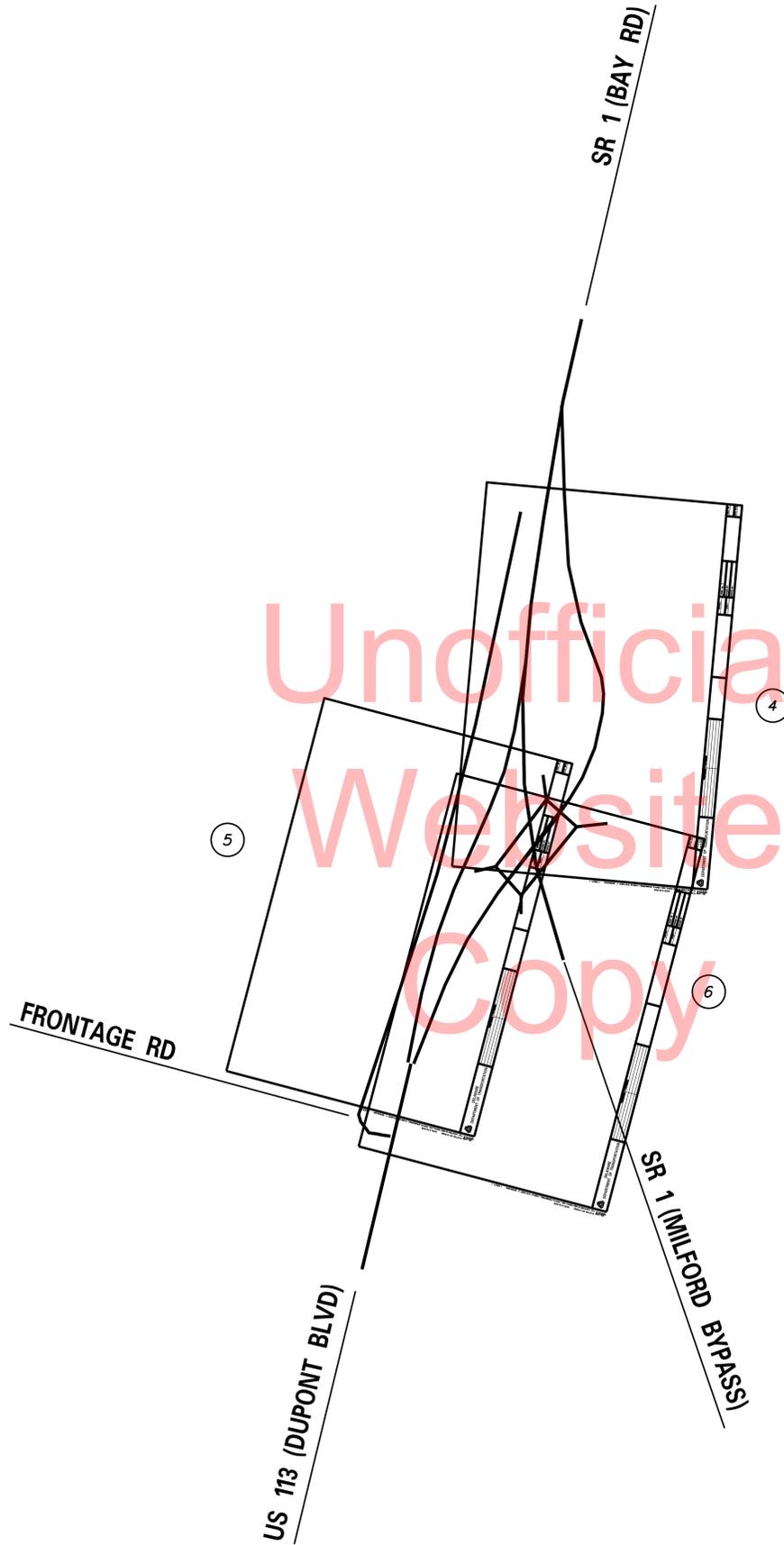


**LANE REDUCTION ARROW DETAIL**

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PLOTTED BY: GYOUNG DATE: 5/12/2015 FILE LOCATION: Q:\INDE\120142\_000\_TRAFFIC\_ENGINEERING...\CADD\6 (P.R)\KENT II - DESIGN.DGN [ SHEET: ]

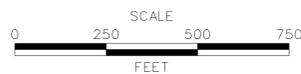
<p><b>DELAWARE DEPARTMENT OF TRANSPORTATION</b></p>	ADDENDUMS / REVISIONS		NOT TO SCALE	<b>PAVEMENT &amp; REHABILITATION KENT I, 2015</b>	CONTRACT	PERMIT NO.	-	<b>PROJECT NOTES AND DETAILS</b>	SHEET NO.
					T201506201.01	DESIGNED BY:	GYB		2
					COUNTY	CHECKED BY:	MAW		TOTAL SHTS.
					KENT				7



PLOTTED BY: GYOUNG DATE: 5/12/2015  
 FILE LOCATION: Q:\INDE\120142\_000\_TRAFFIC\_ENGINEERING\_\CADD\6 (P.R)\KENT II - DESIGN.DGN [ SHEET: ]


**DELAWARE**  
**DEPARTMENT OF TRANSPORTATION**

ADDENDUMS / REVISIONS	



**PAVEMENT & REHABILITATION**  
**KENT I, 2015**

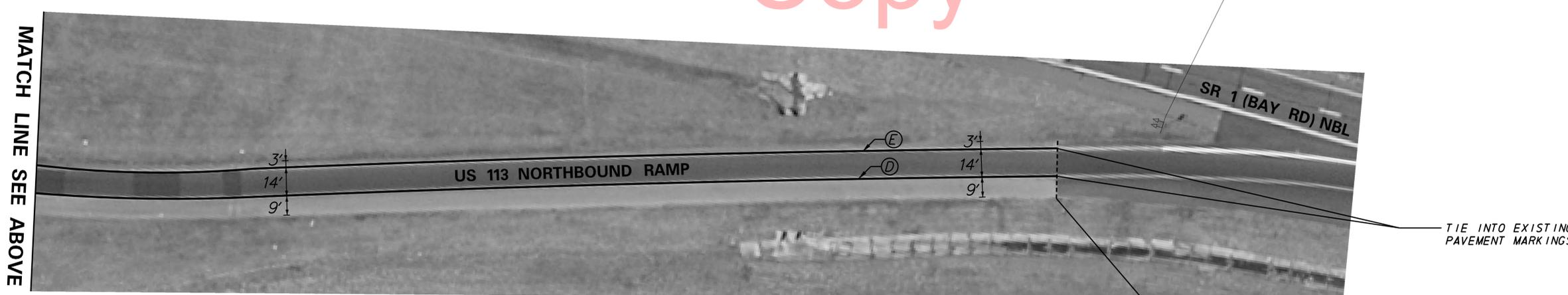
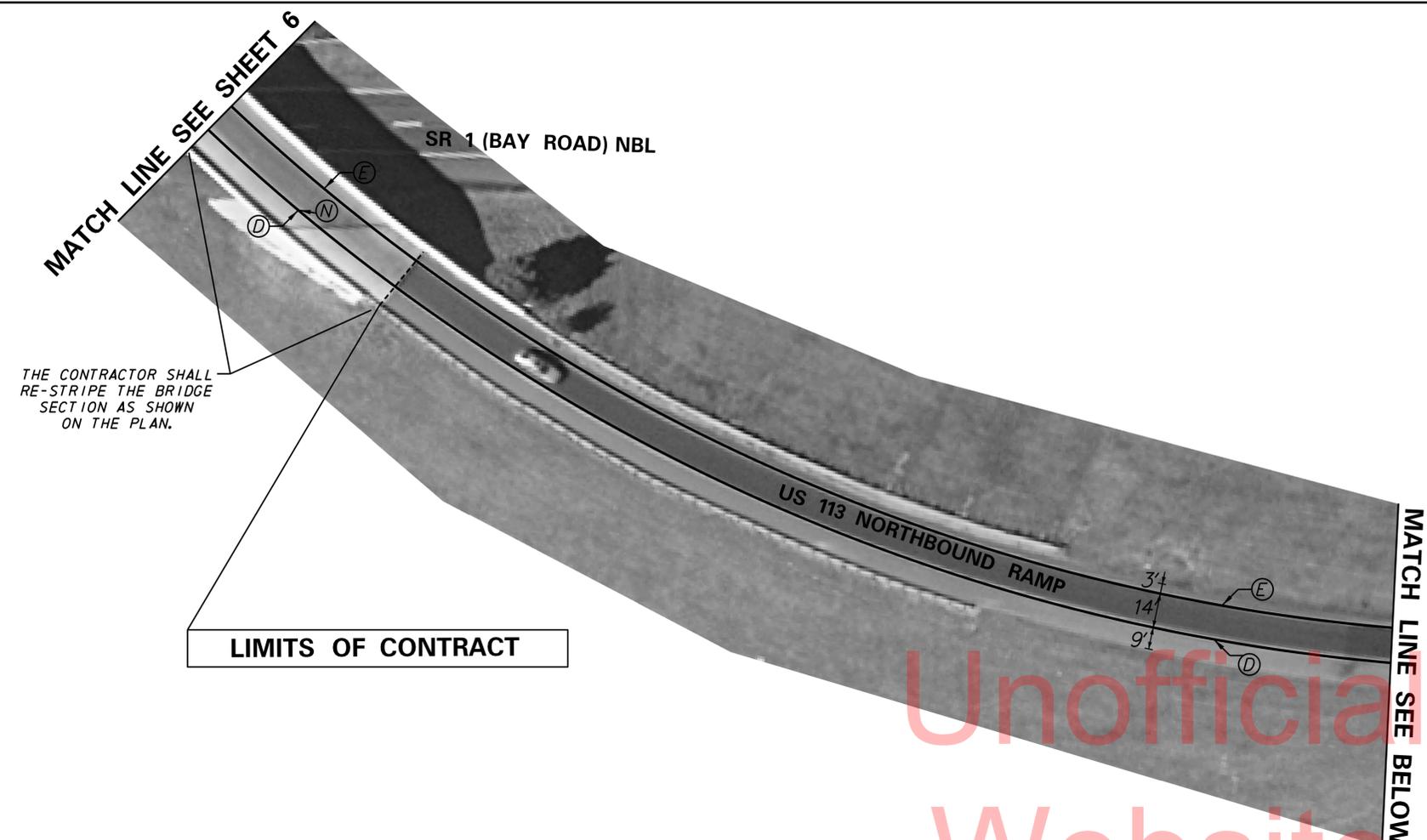
CONTRACT	PERMIT NO.	-
T201506201.01	DESIGNED BY:	GYB
COUNTY	CHECKED BY:	MAW
KENT		

**PLAN SHEET INDEX**

SHEET NO.	3
TOTAL SHTS.	7

PAVEMENT MARKING QUANTITIES		
ITEM #	DESCRIPTION	QUANTITY
748548	PERMANENT PAVEMENT STRIPING, EPOXY RESIN PAINT, WHITE/YELLOW, 5"	2,245 LF
748557	PERMANENT PAVEMENT STRIPING, EPOXY RESIN PAINT, BLACK, 3"	110 LF

PAVEMENT MARKINGS LEGEND	
SYMBOL	ITEM
(A)	24" SOLID WHITE ALKYD THERMOPLASTIC PAVEMENT STRIPING
(B)	16" SOLID WHITE ALKYD THERMOPLASTIC PAVEMENT STRIPING
(C)	12" SOLID WHITE ALKYD THERMOPLASTIC PAVEMENT STRIPING
(D)	5" SOLID WHITE EPOXY RESIN PAVEMENT STRIPING
(E)	5" SOLID YELLOW EPOXY RESIN PAVEMENT STRIPING
(F)	5" SOLID DOUBLE YELLOW EPOXY RESIN PAVEMENT STRIPING
(G)	5" DASHED WHITE EPOXY RESIN PAVEMENT STRIPING, 2' LINE & 6' GAP
(H)	5" DASHED WHITE/YELLOW EPOXY RESIN PAVEMENT STRIPING, 10' LINE & 30' GAP
(J)	WHITE ALKYD THERMOPLASTIC SYMBOL
(K)	RETROREFLECTIVE PREFORMED PATTERNED MARKINGS, SYMBOL/LEGEND
(N)	3" SOLID BLACK EPOXY RESIN PAVEMENT STRIPING
(O)	9" BLACK EPOXY RESIN PAVEMENT STRIPING
(P)	14" BLACK EPOXY RESIN PAVEMENT STRIPING
(R)	5" BLACK EPOXY RESIN PAVEMENT STRIPING
(S)	5" DASHED WHITE ALKYD THERMOPLASTIC PAVEMENT STRIPING, 2' LINE & 6' GAP
(T)	10" SOLID WHITE EPOXY RESIN PAVEMENT STRIPING
(U)	10" DASHED WHITE EPOXY RESIN PAVEMENT STRIPING, 2' LINE & 6' GAP

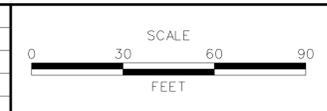


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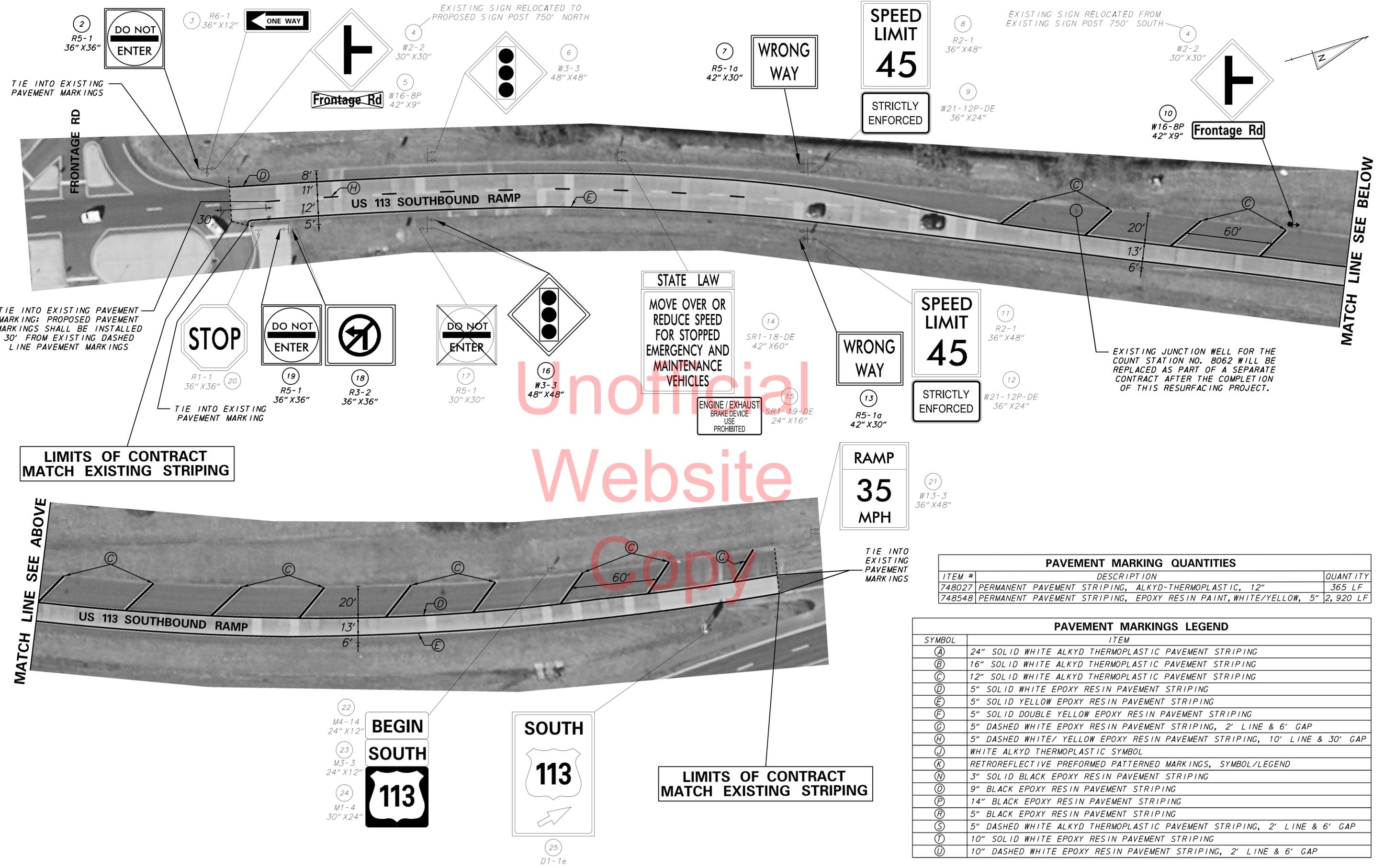
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ADDENDUMS / REVISIONS



CONTRACT T201506201.01	PERMIT NO. -
COUNTY KENT	DESIGNED BY: GYB
	CHECKED BY: MAW

PLOTTED BY: GYOUNG DATE: 5/12/2015  
 FILE LOCATION: Q:\INDE\120142\_000\_TRAFFIC\_ENGINEERING\_V\CADD\6 (P.R.)\KENT II - DESIGN.DGN [ SHEET: ]



**LIMITS OF CONTRACT MATCH EXISTING STRIPING**

**MATCH LINE SEE ABOVE**

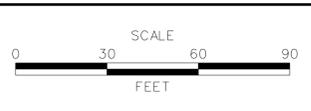
**MATCH LINE SEE BELOW**

PAVEMENT MARKING QUANTITIES		
ITEM #	DESCRIPTION	QUANTITY
748027	PERMANENT PAVEMENT STRIPING, ALKYD-THERMOPLASTIC, 12"	365 LF
748548	PERMANENT PAVEMENT STRIPING, EPOXY RESIN PAINT, WHITE/YELLOW, 5"	2,920 LF

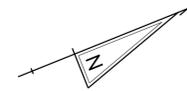
PAVEMENT MARKINGS LEGEND	
SYMBOL	ITEM
(A)	24" SOLID WHITE ALKYD THERMOPLASTIC PAVEMENT STRIPING
(B)	16" SOLID WHITE ALKYD THERMOPLASTIC PAVEMENT STRIPING
(C)	12" SOLID WHITE ALKYD THERMOPLASTIC PAVEMENT STRIPING
(D)	5" SOLID WHITE EPOXY RESIN PAVEMENT STRIPING
(E)	5" SOLID YELLOW EPOXY RESIN PAVEMENT STRIPING
(F)	5" SOLID DOUBLE YELLOW EPOXY RESIN PAVEMENT STRIPING
(G)	5" DASHED WHITE EPOXY RESIN PAVEMENT STRIPING, 2' LINE & 6' GAP
(H)	5" DASHED WHITE/ YELLOW EPOXY RESIN PAVEMENT STRIPING, 10' LINE & 30' GAP
(J)	WHITE ALKYD THERMOPLASTIC SYMBOL
(K)	RETROREFLECTIVE PREFORMED PATTERNED MARKINGS, SYMBOL/LEGEND
(N)	3" SOLID BLACK EPOXY RESIN PAVEMENT STRIPING
(O)	9" BLACK EPOXY RESIN PAVEMENT STRIPING
(P)	14" BLACK EPOXY RESIN PAVEMENT STRIPING
(R)	5" BLACK EPOXY RESIN PAVEMENT STRIPING
(S)	5" DASHED WHITE ALKYD THERMOPLASTIC PAVEMENT STRIPING, 2' LINE & 6' GAP
(T)	10" SOLID WHITE EPOXY RESIN PAVEMENT STRIPING
(U)	10" DASHED WHITE EPOXY RESIN PAVEMENT STRIPING, 2' LINE & 6' GAP

**LIMITS OF CONTRACT MATCH EXISTING STRIPING**

ADDENDUMS / REVISIONS



CONTRACT T201506201.01	PERMIT NO. -
COUNTY KENT	DESIGNED BY: GYB
	CHECKED BY: MAW

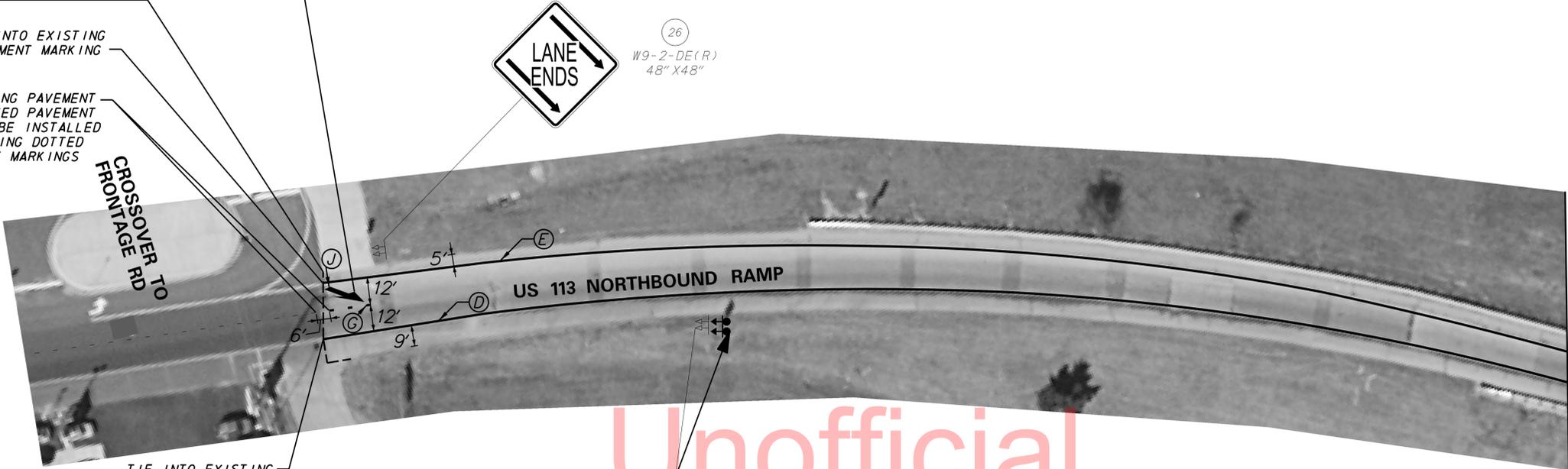


**LIMITS OF CONTRACT  
MATCH EXISTING STRIPING**

SEE 'LANE REDUCTION ARROW DETAIL'  
ON SHEET 2 OF 7 FOR  
TYPICAL INSTALLATION DIMENSIONS

TIE INTO EXISTING  
PAVEMENT MARKING

TIE INTO EXISTING PAVEMENT  
MARKING; PROPOSED PAVEMENT  
MARKINGS SHALL BE INSTALLED  
6' FROM EXISTING DOTTED  
LINE PAVEMENT MARKINGS



CROSSOVER RD  
FRONTAGE

TIE INTO EXISTING  
PAVEMENT MARKING

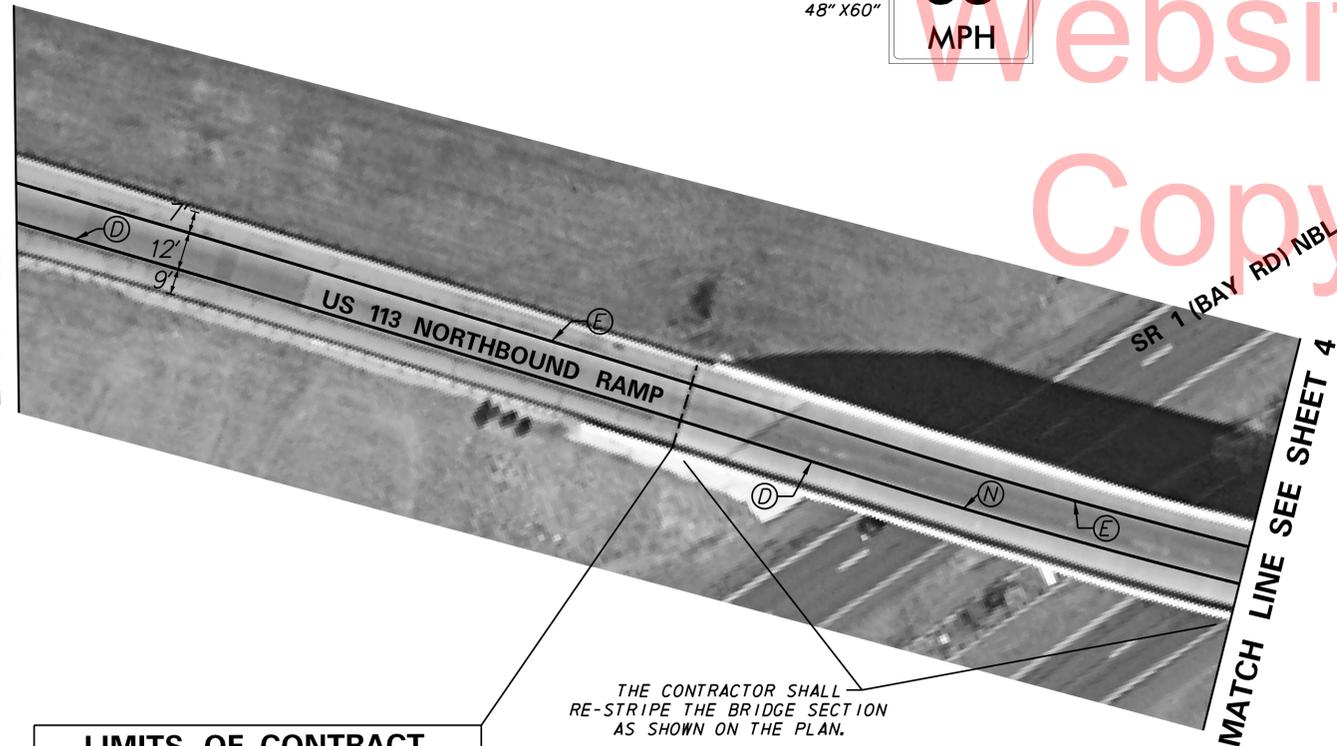
MATCH LINE SEE BELOW



27  
W13-3  
48\"/>

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MATCH LINE SEE ABOVE



**LIMITS OF CONTRACT**

THE CONTRACTOR SHALL  
RE-STRIPE THE BRIDGE SECTION  
AS SHOWN ON THE PLAN.

MATCH LINE SEE SHEET 4

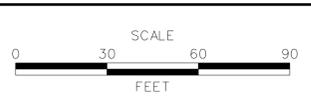
PAVEMENT MARKING QUANTITIES		
ITEM #	DESCRIPTION	QUANTITY
748015	PERMANENT PAVEMENT STRIPING, SYMBOL/LEGEND, ALKYD-THERMOPLASTIC	45 SF
748548	PERMANENT PAVEMENT STRIPING, EPOXY RESIN PAINT, WHITE/YELLOW, 5"	2,120 LF
748557	PERMANENT PAVEMENT STRIPING, EPOXY RESIN PAINT, BLACK, 3"	210 LF

PAVEMENT MARKINGS LEGEND	
SYMBOL	ITEM
(A)	24" SOLID WHITE ALKYD THERMOPLASTIC PAVEMENT STRIPING
(B)	16" SOLID WHITE ALKYD THERMOPLASTIC PAVEMENT STRIPING
(C)	12" SOLID WHITE ALKYD THERMOPLASTIC PAVEMENT STRIPING
(D)	5" SOLID WHITE EPOXY RESIN PAVEMENT STRIPING
(E)	5" SOLID YELLOW EPOXY RESIN PAVEMENT STRIPING
(F)	5" SOLID DOUBLE YELLOW EPOXY RESIN PAVEMENT STRIPING
(G)	5" DASHED WHITE EPOXY RESIN PAVEMENT STRIPING, 2' LINE & 6' GAP
(H)	5" DASHED WHITE/ YELLOW EPOXY RESIN PAVEMENT STRIPING, 10' LINE & 30' GAP
(J)	WHITE ALKYD THERMOPLASTIC SYMBOL
(K)	RETROREFLECTIVE PREFORMED PATTERNED MARKINGS, SYMBOL/LEGEND
(N)	3" SOLID BLACK EPOXY RESIN PAVEMENT STRIPING
(O)	9" BLACK EPOXY RESIN PAVEMENT STRIPING
(P)	14" BLACK EPOXY RESIN PAVEMENT STRIPING
(R)	5" BLACK EPOXY RESIN PAVEMENT STRIPING
(S)	5" DASHED WHITE ALKYD THERMOPLASTIC PAVEMENT STRIPING, 2' LINE & 6' GAP
(T)	10" SOLID WHITE EPOXY RESIN PAVEMENT STRIPING
(U)	10" DASHED WHITE EPOXY RESIN PAVEMENT STRIPING, 2' LINE & 6' GAP

PLOTTED BY: GYOUNG DATE: 5/12/2015  
 FILE LOCATION: Q:\INDE\120142\_000\_TRAFFIC\_ENGINEERING\_V\CADD\6 (P.R.)\KENT II - DESIGN.DGN [ SHEET: ]



ADDENDUMS / REVISIONS



**PAVEMENT & REHABILITATION  
KENT I, 2015**

CONTRACT T201506201.01	PERMIT NO. -
COUNTY KENT	DESIGNED BY: GYB
	CHECKED BY: MAW

**PROPOSED SIGNING  
AND STRIPING PLAN  
LOCATION 3 (1 OF 1)**

SHEET NO. 6
TOTAL SHTS. 7

**SIGN SCHEDULE (Location 1)**

#	SHEET NO.	PLAN INDICATOR	CODE	QTY.	DESCRIPTION	SIGN WIDTH (IN)	SIGN HEIGHT (IN)	SIGN AREA (SF)	ITEM 749687 SINGLE POST (EACH)			ITEM 749690 MULTIPOST (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 DISPOSITION	REMOVE	INSTALL	SIGN DISPOSITION	REMOVE	INSTALL					
901	4	1	W4-1_R(48)	1	MERGE (Right) - 48x48	48	48				REMAIN				0	0	0		
<b>LOCATION 1 TOTALS</b>									0	0	0		0	0	0				

**SIGN SCHEDULE (Location 2)**

NO.	SHEET NO.	PLAN INDICATOR	CODE	QTY.	DISCRIPTION	SIGN WIDTH (IN)	SIGN HEIGHT (IN)	SIGN AREA (SF)	ITEM 749687 SINGLE POST (EACH)			ITEM 749690 MULTIPOST (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 DISPOSITION	REMOVE	INSTALL	SIGN DISPOSITION	REMOVE	INSTALL					
	5	2	R5-1(36)	1	DO NOT ENTER - 36x36	36	36	9	NEW		1							INSTALL ON EXISTING SIGN POST	
394	5	3	R6-1_L(36)	1	ONE WAY (ENCLOSED IN LEFT ARROW) - 36x12	36	12		REMAIN										
822	5	4	W2-2_R(30)	1	SIDE ROAD (Perpendicular - Right) - 30x30	30	30		REPOSITION	1	1		SOIL	1				RELOCATE TO PROPOSED SIGN POST	
1367	5	5	W16-8P	1	ADVANCE STREET NAME (1 - line plaque)	42	9	2.63	REMOVE	1								"Frontage Rd."	
878	5	6	W3-3(48)	1	SIGNAL AHEAD (Symbol) - 48x48	48	48	16											
	5	7	R5-1a(42)	1	WRONG WAY - 42x30	42	30	8.75										INSTALL ON BACK OF EXISTING SPEED LIMIT SIGN	
59	5	8	R2-1-45(36)	1	SPEED LIMIT (45 MPH - 36x48)	36	48											45 M.P.H.	
1447	5	9	W21-12P-DE	1	STRICTLY ENFORCED (plaque)	36	24												
	5	10	W16-8P	1	ADVANCE STREET NAME (1 - line plaque)	42	9	2.63	NEW		1							"Frontage Rd."	
59	5	11	R2-1-45(36)	1	SPEED LIMIT (45 MPH - 36x48)	36	48											45 M.P.H.	
1447	5	12	W21-12P-DE	1	STRICTLY ENFORCED (plaque)	36	24												
	5	13	R5-1a(42)	1	WRONG WAY - 42x30	42	30	8.75										INSTALL ON BACK OF EXISTING SPEED LIMIT SIGN	
696	5	14	SR1-18-DE(40)	1	MOVE OVER OR REDUCE SPEED - 42x60	42	60											STRAIGHTEN SIGN POSTS	
698	5	15	SR1-19-DE	1	ENGINE COMPRESSION BRAKE PROHIBITION	24	16											STRAIGHTEN SIGN POSTS	
878	5	16	W3-3(48)	1	SIGNAL AHEAD (Symbol) - 48x48	48	48	16											
	5	17	R5-1(30)	1	DO NOT ENTER - 30x30	30	30	9	REMOVE	1									
111	5	18	R3-2(36)	1	LEFT TURN PROHIBITION (Symbol) - 36x36	36	36	9	RENEW	1	1								
	5	19	R5-1(36)	1	DO NOT ENTER - 36x36	36	36	9	NEW		1							INSTALL ON EXISTING SIGN POST	
4	5	20	R1-1(36)	1	STOP	36	36		REMAIN										
1304	5	21	W13-3(36)	1	ADVISORY RAMP SPEED - 36x48	36	48											35 M.P.H.	
1576	5	22	M4-14(24)	1	BEGIN - 24x12	24	12		REMAIN										
1514	5	23	M3-3(24)	1	CARDINAL DIRECTION - SOUTH - 24x12	24	12		REMAIN										
1485	5	24	M1-4(30)	1	US ROUTE (3 - Digit Sign) - 30x24	30	24		REMAIN									US ROUTE 113	
1651	5	25	D1-1e	1	INTERSECTION DEPARTURE GUIDE SIGN													I-BEAM MOUNTED SIGN, DAMAGED; SOUTH US ROUTE 113	
<b>LOCATION 2 TOTALS</b>									63.13	4	5		16	33.5	1	0	0		

**SIGN SCHEDULE (Location 3)**

NO.	SHEET NO.	PLAN INDICATOR	CODE	QTY.	DISCRIPTION	SIGN WIDTH (IN)	SIGN HEIGHT (IN)	SIGN AREA (SF)	ITEM 749687 SINGLE POST (EACH)			ITEM 749690 MULTIPOST (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 DISPOSITION	REMOVE	INSTALL	SIGN DISPOSITION	REMOVE	INSTALL					
1108	6	26	W9-2-DE_R(48)	1	LANE ENDS (Right Arrows) - 48x48	48	48												
	6	27	W13-3(48)	1	ADVISORY RAMP SPEED - 48x60	48	60												
1305	6	27	W13-3(48)	1	ADVISORY RAMP SPEED - 48x60	48	60	20					SOIL	2				35 M.P.H.	
<b>LOCATION 3 TOTALS</b>									20	0	0		20	20	2	0	0		
<b>JOB TOTALS</b>									83.13	4	5		36	53.5	3	0	0		

PLOTTED BY: GYOUNG DATE: 5/12/2015  
 FILE LOCATION: Q:\INDE\120142\_000\_TRAFFIC\_ENGINEERING\_V\CADD\6 (P-R)\KENT II - DESIGN.DGN [ SHEET : 1 ]



ADDENDUMS / REVISIONS

NOT TO SCALE

**PAVEMENT & REHABILITATION  
KENT I, 2015**

CONTRACT	T201506201.01	PERMIT NO.	-
COUNTY	KENT	DESIGNED BY:	GYB
		CHECKED BY:	MAW

**PROPOSED SIGNING  
AND STRIPING PLAN  
SIGN SCHEDULE**

SHEET NO.	7
TOTAL SHTS.	7