CONSTRUCTION PLANS FOR:
MAIN STREET NEWARK REHABILITATION
AND PEDESTRIAN IMPROVEMENTS

CONTRACT NUMBER: T201606114
FEDERAL AID PROJECT NUMBER: NH-N018(20)

COUNTY: NEW CASTLE M.R. #: N 11

LOCATION MAP

BEGIN CONTRACT T201606114
STATION 1003 + 31

RECOMMENDED

RECOMMENDED

ASSOCIATED CONTRACTS

RECOMMENDED

APPROVED
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.

2. The Contractor will contact the Delaware T&M at 302-620-6600 prior to any unmanned aircraft vehicle (UAV) flights. The Contractor will be required to provide the following information: the registration number of the UAV, the flight time, the flight path, the pilot’s name, and the pilot’s discretion of the flight, the location of the flight, the pilot’s name and the pilot’s discretion of the flight.

SECTION 200

3. Items to be removed under Item 211000 - Removal of Structures and Obstructions shall be removed and/or replaced at the Contractor’s expense. Any excavation that is not included in the Plans shall be removed and/or replaced by the Contractor at the Contractor’s expense.

4. The Parking Meter Posts to be installed by the Contractor, the Contractor shall contact the City of Newark Public Works Department and the City of Newark Public Works Department and the City of Newark Public Works Department.

5. The Contractor shall contact the City of Newark Public Works Department and the City of Newark Public Works Department.

SECTION 300

5. The Engineer shall direct the Contractor to remove any inaccessible materials as a result of potential conflicts, relocation is paid for by Item 211000 and 705001.

6. Any materials handled areas that are disturbed during construction shall be repaired in kind. Any costs associated with this handling will be incidental to Item 211000 and 705001.
Degree of Curvature (Arc): 1°08'45.30"
Element: Circular
Tangent Direction: N 80°19'21.27" E
External: 1.0395
Tangent Direction: N 82°39'32.64" E
Radial Direction: S 9°40'38.73" E
Delta: 2°20'11.37" Left
Middle Ordinate: 1.0393
Radius: 5000.0000

PT ( ) 1062+33.69 613808.7072 566596.5430
CC ( ) 618567.7864 565063.1921
PI ( ) 1058+77.32 613699.0474 566256.1907
PC ( ) 1055+19.74 613638.9375 565903.7430

Tangent Direction: N 72°08'28.77" E
Radial Direction: S 9°40'38.73" E

Tangent Direction: N 80°19'21.27" E
Radial Direction: S 9°40'38.73" E
Chord: 713.3424
Tangent: 357.5821

Degree of Curvature (Arc): 1°25'56.62"
Element: Circular
Tangent Direction: N 72°08'28.77" E
Radial Direction: S 9°08'30.74" E
Chord Direction: N 76°29'59.01" E
External: 11.6008
Chord: 607.9608
Tangent: 357.5821
Radius: 4000.0000

PT ( ) 1069+68.62 614034.0900 567296.0662
CC ( ) 610133.3346 568232.5745
PI ( ) 1066+83.76 613940.5975 567005.8937
PC ( ) 1063+59.00 613856.8746 566796.0662

Delta: 8°43'00.49" Right
Radius: 4000.0000

Construction Alignment Control

DELTA: 0.0000
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EASTING 613840.8457
NORTHING 566172.3206

DELTA: 0.0000
DATE: 0.0000
STATION 0054-00.00
EASTING 613840.8457
NORTHING 566172.3206

DELTA: 0.0000
DATE: 0.0000
STATION 0054-00.00
EASTING 613840.8457
NORTHING 566172.3206
Curb Schedule

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Drainage Inlet Schedule

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Drainage Pipe Schedule

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Notes:
1. Any existing depressed curb at driveway entrance that will exceed 6" up above finished hot-mix type C elevation shall be replaced as directed by the engineer.
2. See construction detail plans for curb ramp details.
3. Offsets shown in the construction tables with a minus sign are to the left of the construction baseline.
4. Existing right-of-way is shown for informational purposes only. Right-of-way as shown is based on contract BB-207-03 from STA 1056+40 to STA 1079+25.
5. Existing right-of-way is shown for informational purposes only. Right-of-way as shown is based on contract H-230-01 from STA 1034+40 to STA 1056+40.
NOTES:
1- ANY EXISTING DEPRESSED CURB AT DRIVEWAY ENTRANCE THAT WILL EXCEED 1" LIP ABOVE FINISHED HOT-MIX TYPE C ELEVATION SHALL BE REPLACED AS DIRECTED BY THE ENGINEER.
2- SEE CONSTRUCTION DETAIL PLANS FOR CURB RAMP DETAILS.
3- OFFSETS SHOWN IN THE CONSTRUCTION TABLES WITH A MINUS SIGN ARE TO THE LEFT OF THE CONSTRUCTION BASELINE.
4- EXISTING RIGHT-OF-WAY IS SHOWN FOR INFORMATIONAL PURPOSE ONLY. RIGHT-OF-WAY AS SHOWN IS BASED ON CONTRACT 98-007-03 FROM STA 1056+40 TO STA 1071+25.
5- EXISTING RIGHT-OF-WAY IS SHOWN FOR INFORMATIONAL PURPOSE ONLY. RIGHT-OF-WAY AS SHOWN IS BASED ON CONTRACT 24-200-03 FROM STA 1034+70 TO STA 1056+40.

FINISHED HOT-MIX TYPE C ELEVATION SHALL BE REPLACED AS DIRECTED BY THE ENGINEER.

DELTAIR DEPARTMENT OF TRANSPORTATION
ADDITIONS / REVISIONS
MAIN STREET NEWARK
REHABILITATION AND PEDESTRIAN IMPROVEMENTS

CONSTRUCTION PLAN
NOTED:
1- ANY EXISTING DEPRESSED CURB AT DRIVEWAY ENTRANCE THAT WILL EXCEED 1" UP ABOVE FINISHED HOT-MIX TYPE C ELEVATION SHALL BE REPLACED AS DIRECTED BY THE ENGINEER.
2- SEE CONSTRUCTION DETAIL PLANS FOR CURB RAMP DETAILS.
3- OFFSETS SHOWN IN THE CONSTRUCTION TABLES WITH A MINUS SIGN ARE TO THE LEFT OF THE CONSTRUCTION BASELINE.
4- EXISTING RIGHT-OFT-WAY IS SHOWN FOR INFORMATIONAL PURPOSE ONLY. RIGHT-OFT-WAY AS SHOWN IS BASED ON CONTRACT 98-007-03 FROM STA 1056+40 TO STA 1071+25.
5- EXISTING RIGHT-OFT-WAY IS SHOWN FOR INFORMATIONAL PURPOSE ONLY. RIGHT-OFT-WAY AS SHOWN IS BASED ON CONTRACT 24-200-03 FROM STA 1034+70 TO STA 1056+40.

NOTES:
- HOT-MIX TYPE C ELEVATION SHALL BE REPLACED AS DIRECTED BY THE ENGINEER.
- OFFSETS SHOWN IN THE CONSTRUCTION TABLES WITH A MINUS SIGN ARE TO THE LEFT OF THE CONSTRUCTION BASELINE.
- EXISTING RIGHT-OFT-WAY IS SHOWN FOR INFORMATIONAL PURPOSE ONLY. RIGHT-OFT-WAY AS SHOWN IS BASED ON CONTRACT 98-007-03 FROM STA 1056+40 TO STA 1071+25.
- EXISTING RIGHT-OFT-WAY IS SHOWN FOR INFORMATIONAL PURPOSE ONLY. RIGHT-OFT-WAY AS SHOWN IS BASED ON CONTRACT 24-200-03 FROM STA 1034+70 TO STA 1056+40.
NOTE: EXISTING PIPES WITH "*" ARE ESTIMATED BASED ON THE PROJECT'S LIMITS.
Type of Curve = Symmetric Parabola
Direction = Sag
Length = 585.00'
L1 = 292.50'
L2 = 292.50'
G1 = -0.61%
G2 = 1.05%
SSD = 1337.31'
K = 352.00

Type of Curve = Symmetric Parabola
Direction = Crest
Length = 165.00'
L1 = 82.50'
L2 = 82.50'
G1 = 1.05%
G2 = -0.48%
SSD = 788.85'
K = 108.00

Existing pipes with "*" are estimated based on the project's limits.
**PROPOSED GRADE**

- 15" RCP
- *18" RCP
- 18" RCP

**EXISTING GRADE**

- 1053+00
- 1057+00

**SLOPE = -1.05%**

**Type of Curve = Symmetric Parabola**

**Direction = Crest**

**Length = 50.00'**

**L1 = 25.00'**

**L2 = 25.00'**

**G1 = -0.79%**

**G2 = -1.05%**

**SSD = 4284.07'**

**K = 197.33**

**NOTE:** Existing pipes with *" are estimated based on the project's limits.
NOTE: EXISTING PIPES WITH "*" ARE ESTIMATED BASED ON THE PROJECT'S LIMITS.
NOTE: EXISTING PIPES WITH "*" ARE ESTIMATED BASED ON THE PROJECT'S LIMITS.
EXISTING GRADE

NOTE:
- EXISTING PIPES WITH "*" ARE ESTIMATED BASED ON THE PROJECT'S LIMITS.
### Notes:
1. Offsets shown in the geometry tables with a minus sign are to the left of the construction baseline.
2. Unless otherwise noted, point geometry alignment to curbs and curb and gutter is given at the edge of pavement.
3. Unites otherwise noted, sides of paved curb elevations along intersection curves are given at 10-foot intervals.
4. Radii given to the edge of pavement.
5. Proposed pavement or curbs that tie into existing pavement or existing curbs shall match the existing pavement or existing curb elevations.
6. All work required for calculating and staking of curbs shall be paid for under Item 763501 - Construction Engineering.
7. All radius ≥ 2 unless otherwise stated.
8. See construction detail plans for curb ramp and sidewalk dimensions.
NOTE:
1. OFFSETS SHOWN IN THE GEOMETRY TABLES WITH A MINUS SIGN ARE TO THE LEFT OF THE CONSTRUCTION BASELINE.
2. UNLESS OTHERWISE NOTED, POINT GEOMETRY ADJACENT TO CURB AND CURB AND GUTTER IS GIVEN AT THE EDGE OF PAVEMENT.
3. UNLESS OTHERWISE NOTED, EDGE OF PAVEMENT ELEVATIONS ALONG INTERSECTION CURVES ARE GIVEN AT 10 FOOT INTERVALS.
4. RADII ARE GIVEN TO THE EDGE OF PAVEMENT.
5. PROPOSED PAVEMENT OR CURB THAT TIE INTO EXISTING PAVEMENT OR EXISTING CURB ELEVATIONS SHALL MATCH THE EXISTING PAVEMENT OR CURB ELEVATIONS.
6. ALL WORK REQUIRED FOR CALCULATING AND STAKING OF GRADES SHALL BE PAID FOR UNDER ITEM 763501 - CONSTRUCTION ENGINEERING.
7. ALL RADII ARE GIVEN TO THE EDGE OF PAVEMENT.
8. SEE CONSTRUCTION DETAIL PLANS FOR CURB RAMP AND SIDEWALK DIMENSIONS.

COORDINATE LIST

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DETAIL GG-01-B

INTERSECTION GRADING
1. Offsets shown in the geometry tables with a minus sign are to the left of the construction baseline.
2. Unless otherwise noted, point geometry adjacent to curb and curb and gutter is given at the edge of pavement.
3. Unless otherwise noted, edge of pavement elevations along intersection curves are given at 10 foot intervals.
4. Radii are shown to the edge of pavement.
5. Proposed pavement or curbs that tie into existing pavement or existing curbs shall match the existing pavement or existing curbs elevations.
6. All work required for calculating and staking of grades shall be paid for under Item 10105 - Construction Engineering.
7. All radii ± 7.7’ unless otherwise stated.
8. See construction detail plans for curb ramp and sidewalk dimensions.

**COORDINATE LIST**

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**NOTES:**

- See construction detail plans for curb ramp and sidewalk dimensions.
**COORDINATE LIST**

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**NOTES:**

1. OFFSETS SHOWN IN THE GEOMETRY TABLES WITH A MINUS SIGN ARE TO THE LEFT OF THE CONSTRUCTION BASELINE.
2. UNLESS OTHERWISE NOTED, POINT GEOMETRY ADJACENT TO CURB AND CURB AND GUTTER.
3. NOTES AND CURB AND GUTTER ARE GIVEN AT THE EDGE OF PAVEMENT.
4. UNLESS OTHERWISE NOTED, EDGE OF PAVEMENT ELEVATIONS ALONG INTERSECTION CURVES ARE GIVEN AT 10 FOOT INTERVALS.
5. RADII GIVEN TO THE EDGE OF PAVEMENT.
6. PROPOSED CURVE OR CURBS THAT TIE INTO EXISTING PAVEMENT OR EXISTING CURBS.
7. MATCH THE EXISTING PAVEMENT OR EXISTING CURB ELEVATIONS.
8. ALL WORK REQUIRED FOR CALCULATING AND STAKING OF GRADES SHALL BE PAID FOR UNDER ITEM NO. 61 - CONSTRUCTION ENGINEERING.
9. ALL RADII 2 UNLESS OTHERWISE STATED.
10. SEE CONSTRUCTION DETAIL PLANS FOR CURB RAMP AND SIDEWALK.

**DETAIL GG-02-A**

**INTERSECTION & BUMPOUT GRADING**

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**Construction Baseline:**

- **R:**
  - 25'
  - 20'
  - 10'
  - 20'
  - 10'

---

**Coordinate List:**

- **EASTING:**
  - 613183.7889
  - 613183.8001
  - 613183.7529
  - 613183.7051
  - 613183.6583
  - 613183.6115
  - 613183.5647
  - 613183.5179

- **NORTHING:**
  - 561172.5237
  - 561172.4999
  - 561172.5435
  - 561172.5971
  - 561172.6509
  - 561172.7047
  - 561172.7585
  - 561172.8123

---

**Construction Remarks:**

- **GRADE AND GEOMETRIC:**
  - MAIN STREET NEWARK REHABILITATION AND PEDESTRIAN IMPROVEMENTS
  - DELAWARE DEPARTMENT OF TRANSPORTATION
  - CONTRACT SHEET NO.
  - TOTAL SHTS.
  - CHECKED BY:
  - DESIGNED BY:
  - BRIDGE NO.
  - SCALE
  - FEET
  - 40

---

**ADDENDUMS / REVISIONS:**

- ITEM NO. 61 - CONSTRUCTION ENGINEERING.
- ALL WORK REQUIRED FOR CALCULATING AND STAKING OF GRADES SHALL BE PAID FOR UNDER ITEM NO. 61 - CONSTRUCTION ENGINEERING.
- MATCH THE EXISTING PAVEMENT OR EXISTING CURB ELEVATIONS.
- ALL RADII 2 UNLESS OTHERWISE STATED.
- SEE CONSTRUCTION DETAIL PLANS FOR CURB RAMP AND SIDEWALK.
COORDINATE LIST

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NOTES:

1. OFFSETS SHOWN IN THE GEOMETRY TABLES WITH A MINUS SIGN ARE TO THE LEFT OF THE CONSTRUCTION BASELINE.
2. UNLESS OTHERWISE NOTED, POINT GEOMETRY ADJACENT TO CURB AND CURB AND GUTTER IS GIVEN AT THE EDGE OF PAVEMENT.
3. UNLESS OTHERWISE NOTED, EDGE OF PAVEMENT ELEVATIONS ALONG INTERSECTION CURVES ARE GIVEN AT 10 FOOT INTERVALS.
4. PROPOSED PAVEMENT OR CURBS THAT TIE INTO EXISTING PAVEMENT OR EXISTING CURBS SHALL MATCH THE EXISTING PAVEMENT OR EXISTING CURB ELEVATIONS.
5. PROPOSED PAVEMENT OR CURBS THAT TIE INTO EXISTING PAVEMENT OR EXISTING CURBS SHALL MATCH THE EXISTING PAVEMENT OR EXISTING CURB ELEVATIONS.
6. ALL WORK REQUIRED FOR CALCULATING AND STAKING OF GRADES SHALL BE PAID FOR UNDER ITEM 78050 - CONSTRUCTION ENGINEERING.
7. ALL RADII ARE 2' UNLESS OTHERWISE STATED.
8. SEE CONSTRUCTION DETAIL PLANS FOR CURB RAMP AND SIDEWALK DIMENSIONS.
**NOTES:**
1. OFFSETS SHOWN IN THE GEOMETRY TABLES WITH A MINUS SIGN ARE TO THE LEFT OF THE CONSTRUCTION BASELINE.
2. UNLESS OTHERWISE NOTED, FRONT CURB ELEVATION ADJACENT TO CURB AND GUTTER IS GIVEN AT THE EDGE OF PAVEMENT.
3. UNLESS OTHERWISE NOTED, EDGE OF PAVEMENT ELEVATIONS ALONG INTERSECTION CURVES ARE GIVEN AT 10 FOOT INTERVALS.
4. RADII ARE GIVEN TO THE EDGE OF PAVEMENT.
5. PROPOSED PAVEMENT OR CURBS THAT TIE INTO EXISTING PAVEMENT OR EXISTING CURBS SHALL MATCH THE EXISTING PAVEMENT OR EXISTING CURB ELEVATIONS.
6. ALL WORK REQUIRED FOR CALCULATING AND STAKING OF GRADES SHALL BE PAID FOR UNDER ITEM 763501 - CONSTRUCTION ENGINEERING.
7. ALL RADII ARE 2' UNLESS OTHERWISE STATED.
8. SEE CONSTRUCTION DETAIL PLANS FOR CURB RAMP AND SIDEWALK DIMENSIONS.

**COORDINATE LIST**

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**DETAIL GG-O3-B1**

**BUMPOUT GRADING**

**DETAIL GG-O3-B2**

**BUMPOUT GRADING**
COORDINATE LIST

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NOTES:
1. OFFSETS SHOWN IN THE GEOMETRY TABLES WITH A MINUS SIGN ARE TO THE LEFT OF THE CONSTRUCTION BASELINE.
2. UNLESS OTHERWISE NOTED, POINT GEOMETRY ADJACENT TO CURB AND CURB AND GUTTER IS GIVEN AT THE EDGE OF PAVEMENT.
3. UNLESS OTHERWISE NOTED, ELEVATION ELEVATIONS ALONG INTERSECTION CURVES ARE GIVEN AT 10 FOOT INTERVALS.
4. RADII ARE GIVEN TO THE EDGE OF PAVEMENT.
5. PROPOSED PAVEMENT OR CURBS THAT TIE INTO EXISTING PAVEMENT OR EXISTING CURBS SMALL MATCH THE EXISTING PAVEMENT OR EXISTING CURB ELEVATIONS.
6. ALL WORK REQUIRED FOR CALCULATING AND STAKING OF GRADES SHALL BE PAID FOR UNDER ITEM 1001 - CONSTRUCTION ENGINEERING.
7. ALL RADII ARE 2' UNLESS OTHERWISE STATED.
8. SEE CONSTRUCTION DETAIL PLANS FOR CURB RAMP AND SIDEWALK DIMENSIONS.

MATCH LINE STA 1077+00

MATCH LINE STA 1023+00

DELTA GG-04-A1

DETAIL GG-04-A3

DETAIL GG-04-A4

DETAIL GG-04-A5

MAIN STREET NEWARK REHABILITATION AND PEDESTRIAN IMPROVEMENTS
1. Offsets shown in the geometry tables with a minus sign are to the left of the construction baseline.

2. Unless otherwise noted, pipe geometry adjacent to curbs and gutter is given at the edge of pavement.

3. Unless otherwise noted, edge of pavement elevations along intersection curves are given at 5 foot intervals.

4. Radii are given to the edge of pavement.

5. Proposed pavement or curbs that tie into existing pavement or existing curbs shall match the existing pavement or existing curb elevations.

6. All work required for calculating and grading of grades shall be paid for under item 07600 - construction engineering.

7. All radii are 5 unless otherwise stated.

8. See construction detail plans for curb ramp and sidewalk dimensions.

DETAIL GG-04-A1
BUMPOUT GRADING

DETAIL GG-04-A2
BUMPOUT GRADING

DETAIL GG-04-A3
BUMPOUT GRADING

COORDINATE LIST

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MAIN STREET NEWARK
REHABILITATION AND
PEDESTRIAN IMPROVEMENTS

DESIGNED BY:

JAG
NOTES:
1. OFFSETS SHOWN IN THE GEOMETRY TABLES WITH A PLUS SIGN ARE TO THE LEFT OF THE CONSTRUCTION BASELINE.
2. UNLESS OTHERWISE NOTED, POINT GEOMETRY ADJACENT TO CURB AND CURB AND GUTTER IS GIVEN AT THE EDGE OF PAVEMENT.
3. UNLESS OTHERWISE NOTED, EDGE OF PAVEMENT ELEVATIONS ALONG INTERSECTION CURVES ARE GIVEN AT 10 FOOT INTERVALS.
4. RADII ARE GIVEN TO THE EDGE OF PAVEMENT.
5. PROPOSED PAVEMENT OR CURBS THAT TIE INTO EXISTING PAVEMENT OR EXISTING CURBS SHALL MATCH THE EXISTING PAVEMENT OR EXISTING CURB ELEVATIONS.
6. ALL WORK REQUIRED FOR CALCULATING AND STAKING OF GRADES SHALL BE PAID FOR UNDER ITEM 78350 - CONSTRUCTION ENGINEERING.
7. ALL RADII ARE 2' UNLESS OTHERWISE STATED.
8. SEE CONSTRUCTION DETAIL PLANS FOR CURB RAMP AND SIDEWALK DIMENSIONS.
**COORDINATE LIST**

**NOTES:**
1. OFFSETS SHOWN IN THE GEOMETRY TABLES WITH A MINUS SIGN ARE TO THE LEFT OF THE CONSTRUCTION BASELINE.
2. UNLESS OTHERWISE NOTED, POINT GEOMETRY ADJACENT TO CURB AND CURB AND GUTTER IS GIVEN AT THE EDGE OF PAVEMENT.
3. UNLESS OTHERWISE NOTED, EDGE OF PAVEMENT ELEVATIONS ALONG INTERSECTION CURVES ARE GIVEN AT 10 FOOT INTERVALS.
4. RADII ARE GIVEN TO THE EDGE OF PAVEMENT.
5. PROPOSED PAVEMENT OR CURBS THAT TIE INTO EXISTING PAVEMENT OR EXISTING CURBS SHALL MATCH THE EXISTING PAVEMENT OR EXISTING CURB ELEVATIONS.
6. ALL WORK REQUIRED FOR CALCULATING AND STAKING OF GRADES SHALL BE PAID FOR UNDER ITEM 763501 - CONSTRUCTION ENGINEERING.
7. ALL RADII ARE GIVEN AT 10 FOOT INTERVALS.
8. SEE CONSTRUCTION DETAIL PLANS FOR CURB RAMP AND SIDEWALK DIMENSIONS.

**DETAIL GG-05-A**

**INTERSECTION & BUMPOUT GRADING**
### DETAIL GG-05-B1
**Bumpout Grading**

### DETAIL GG-05-B2
**Intersection & Bumpout Grading**

### COORDINATE LIST

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**NOTES:**
1. OFFSETS ShOWN IN THE GEOMETRY TABLES WITH A MINUS SIGN ARE TO THE LEFT OF THE CONSTRUCTION BASELINE.
2. UNLESS OTHERWISE NOTED, POINT GEOMETRY ALIGNED TO CURB AND CURB AND GUTTER IS GIVEN AT THE EDGE OF PAVEMENT.
3. UNLESS OTHERWISE NOTED, EDGE OF PAVEMENT ELEVATIONS ALONG INTERSECTION CURVES ARE GIVEN AT 10 FOOT INTERVALS.
4. RADII ARE GIVEN TO THE EDGE OF PAVEMENT.
5. PROPOSED PAVEMENT OR CURBS THAT TIE INTO EXISTING PAVEMENT OR EXISTING CURB ELEVATIONS. MATCH THE EXISTING PAVEMENT OR EXISTING CURB ELEVATIONS.
6. ALL WORK REQUIRED FOR CALCULATING AND STAKING OF GRADES SHALL BE PERFORMED.
7. ITEM 763501 - CONSTRUCTION ENGINEERING.
8. SEE CONSTRUCTION DETAIL PLANS FOR CURB RAMP AND SIDEWALK DIMENSIONS.

---

*Source: Delaware Department of Transportation*
UNOFFICIAL WEBSITE COPY

COORDINATE LIST

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NOTES:
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3. UNLESS OTHERWISE NOTED, EDGE OF PAVEMENT ELEVATIONS ALONG INTERSECTION CURVES ARE GIVEN AT 10 FOOT INTERVALS.
4. RAISED GIVEN TO THE EDGE OF PAVEMENT.
5. PROPOSED CURB OR CURBS THAT TIE INTO EXISTING PAVEMENT OR EXISTING CURB SHALL MATCH THE EXISTING PAVEMENT OR EXISTING CURB ELEVATIONS.
6. ALL WORK REQUIRED FOR CALCULATING AND STAKING OF GRADES SHALL BE PAID FOR UNDER ITEM 763501 - CONSTRUCTION ENGINEERING.
7. ALL RADII ARE GIVEN AT 10 FOOT INTERVALS.
8. ALL RADII ARE GIVEN AT THE EDGE OF PAVEMENT.
9. SUPPORT POLE FOR OVERHANG.
10. SUPPORT POLE FOR OVERHANG.

DELTA GG-06

DATE: 06/11/2016

MAIN STREET NEWARK REHABILITATION AND PEDESTRIAN IMPROVEMENTS

GRADE NO. 00

TOTAL SHEETS: 00

SHEET NO.

DELTA GG-06-C1

MATCH LINE STA. 1035+00

DELTA GG-06-C2

MATCH LINE STA. 1028+00

DELTA GG-06-C3

DELTA GG-06-C4

ADDENDUMS / REVISIONS

1. SEE CONSTRUCTION DETAIL PLANS FOR CURB RAMP AND SIDEWALK DIMENSIONS.
2. UNLESS OTHERWISE NOTED, POINT GEOMETRY ADJACENT TO CURB AND CURB AND GUTTER IS GIVEN AT THE EDGE OF PAVEMENT.
3. UNLESS OTHERWISE NOTED, EDGE OF PAVEMENT ELEVATIONS ALONG INTERSECTION CURVES ARE GIVEN AT 10 FOOT INTERVALS.
4. RAISED GIVEN TO THE EDGE OF PAVEMENT.
5. PROPOSED CURB OR CURBS THAT TIE INTO EXISTING PAVEMENT OR EXISTING CURB SHALL MATCH THE EXISTING PAVEMENT OR EXISTING CURB ELEVATIONS.
6. ALL WORK REQUIRED FOR CALCULATING AND STAKING OF GRADES SHALL BE PAID FOR UNDER ITEM 763501 - CONSTRUCTION ENGINEERING.
7. ALL RADII ARE GIVEN AT 10 FOOT INTERVALS.
8. ALL RADII ARE GIVEN AT THE EDGE OF PAVEMENT.
9. SUPPORT POLE FOR OVERHANG.
10. SUPPORT POLE FOR OVERHANG.
COORDINATE LIST

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NOTES:
A. OFFSETS SHOWN IN THE GEOMETRY TABLES WITH A MINUS SIGN ARE TO THE LEFT OF THE CONSTRUCTION BASELINE.
B. UNLESS OTHERWISE NOTED, POINT GEOMETRY ADJACENT TO CURB AND CURB AND GUTTER IS GIVEN AT THE EDGE OF PAVEMENT.
C. UNLESS OTHERWISE NOTED, EDGE OF PAVEMENT ELEVATIONS ALONG INTERSECTION CURVES ARE GIVEN AT 10 FOOT INTERVALS.
D. RADII GIVEN TO THE EDGE OF PAVEMENT.
E. PROPOSED PAVEMENT OR CURBS THAT TIE INTO EXISTING PAVEMENT OR EXISTING CURBS SHALL MATCH THE EXISTING PAVEMENT OR EXISTING CURB ELEVATIONS.
F. ALL WORK REQUIRED FOR CALCULATING AND STAKING OF GRADES OR EXISTING CURBS SHALL BE PAID FOR UNDER ITEM 618 - CONSTRUCTION BASELINE.
G. CHECKED BY: JAG
H. DESIGNED BY: PM
I. BRIDGE NO.: 190
J. COUNTY: DELAWARE
K. TOTAL SHTS.: 52
L. DRAWN DATE: 201606114
M. CHECKED DATE: 20160626
N. REVISED DATE: 20160629
O. PROJECT: PEDESTRIAN IMPROVEMENTS REHABILITATION AND MAIN STREET NEWARK
P. SCALE: FEET
Q. GRADES AND GEOMETRICS
R. 1. OFFSETS SHOWN IN THE GEOMETRY TABLES WITH A MINUS SIGN ARE TO THE LEFT OF THE CONSTRUCTION BASELINE.
2. UNLESS OTHERWISE NOTED, POINT GEOMETRY ADJACENT TO CURB AND CURB AND GUTTER IS GIVEN AT THE EDGE OF PAVEMENT.
3. UNLESS OTHERWISE NOTED, EDGE OF PAVEMENT ELEVATIONS ALONG INTERSECTION CURVES ARE GIVEN AT 10 FOOT INTERVALS.
4. RADII GIVEN TO THE EDGE OF PAVEMENT.
5. PROPOSED PAVEMENT OR CURBS THAT TIE INTO EXISTING PAVEMENT OR EXISTING CURBS SHALL MATCH THE EXISTING PAVEMENT OR EXISTING CURB ELEVATIONS.
6. ALL WORK REQUIRED FOR CALCULATING AND STAKING OF GRADES OR EXISTING CURBS SHALL BE PAID FOR UNDER ITEM 618 - CONSTRUCTION BASELINE.
7. ALL RADII ARE 2' UNLESS OTHERWISE STATED.
8. SEE CONSTRUCTION DETAIL PLANS FOR CURB RAMP AND SIDEWALK DIMENSIONS.
### Coordinate List

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### Notes:
1. Offsets shown in the geometry tables with a minus sign are to the left of the construction baseline.
2. Unless otherwise noted, point geometry adjacent to curb and curb and gutter is given at the edge of pavement.
3. Unless otherwise noted, edge of pavement elevations along intersection curves are given at 10-foot intervals.
4. Radii are given to the edge of pavement.
5. Proposed pavement on curbs that tie into existing pavement or existing curbs shall match the existing pavement or existing curb elevations.
6. All work required for calculating and staking of grades shall be paid for under Item 70.350 - Construction Engineering.
7. All radii are 2 unless otherwise stated.
8. See construction detail plans for curb ramp and sidewalk dimensions.

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**UNOFFICIAL WEBSITE COPY**

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**COORDINATE LIST**

**MATCH LINE STA. 1035+00**

**MATCH LINE STA. 1041+00**

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**UNOFFICIAL WEBSITE COPY**
**NOTES:**


2. U NLESS O THER W ISE N OTED, PO INT GEOM ETR Y A DJACENT T O C URB A ND C URB GUTTE R S I S GIV EN AT T HE EDGE O F P AVEMENT.

3. U NLESS O THER W ISE N OTED, C ODE O F P AVEMENT ELEVATIONS A LO NG I NTERSECTION C UV ERS A R E G IVEN AT 10 F OOT I NTERVALS.

4. R ADIUS ES G IVEN T O T HE EDGE O F P AVEMENT.

5. P ROPOSED P AVEMENT O R C URB S T HAT T IE I NTO E XISTING P AVEMENT OR E XISTING C URB S S HALL MATCH T HE E XISTING P AVEMENT OR E XISTING C URB S.

6. A LL W ORK R EQUIRED F OR C ALCULATING A ND S TAKING O F G EOM ETR Y S HALL BE PAID FOR U NDER I TEM 763501 - C ONSTRUCTION E NGINEERING.

7. A LL PA RA C ED 2 U NLESS O THER W ISE STATED.

8. S EE C ONSTRUCTION D ETAIL D ESIGNS F OR C URB R AMP A ND SIDEWALK D IMENSIONS.
1. OFFSETS SHOWN IN THE GEOMETRY TABLES WITH A MINUS SIGN ARE TO THE LEFT OF THE CONSTRUCTION CENTERLINE. POINTS DEFINING ADJACENT TO CURB AND GUTTER ARE GIVEN AT THE CENTER OF PAVEMENT, EDGE OF PAVEMENT, OR CURB. POINTS DEFINING ADJACENT TO INTERSECTIONS ALONG INTERSECTION CURVES ARE GIVEN AT 10 FOOT INTERVALS.

2. UNLESS OTHERWISE NOTED, POINT GEOMETRY ADJACENT TO CURB AND GUTTER IS CONSTRUCTION BASELINE.

3. UNLESS OTHERWISE NOTED, EDGE OF PAVEMENT ELEVATIONS ALONG INTERSECTION CURVES ARE GIVEN AT THE EDGE OF PAVEMENT.

4. RADII ARE GIVEN TO THE EDGE OF PAVEMENT.

5. PROPOSED PAVEMENT OR CURBS THAT TIE INTO EXISTING PAVEMENT OR EXISTING CURB ELEVATIONS MUST MATCH THE EXISTING PAVEMENT OR EXISTING CURB ELEVATIONS.

6. ALL WORK REQUIRED FOR CALCULATING AND STAKING OF GRADES SHALL BE PAID FOR UNDER MATCH THE EXISTING PAVEMENT OR EXISTING CURB ELEVATIONS.

7. ALL RADII ARE 2' UNLESS OTHERWISE STATED.

8. SEE CONSTRUCTION DETAIL PLANS FOR CURB RAMP AND SIDEWALK DIMENSIONS.

NOTES:

MATCH LINE STA. 1041+00
NOTES:
1. OFFSETS SHOWN IN THE GEOMETRY TABLES WITH A MINUS SIGN ARE TO THE LEFT OF THE CONSTRUCTION BASELINE.
2. UNLESS OTHERWISE NOTED, POINT GEOMETRY ADJACENT TO CURB AND CURB AND GUTTER IS GIVEN AT THE EDGE OF PAVEMENT.
3. UNLESS OTHERWISE NOTED, EDGE OF PAVEMENT ELEVATIONS ALONG INTERSECTION CURVES ARE GIVEN AT 10 FOOT INTERVALS.
4. RADII ARE GIVEN TO THE EDGE OF PAVEMENT.
5. PROPOSED PAVEMENT OR CURBS THAT TIE INTO EXISTING PAVEMENT OR EXISTING CURBS SHALL MATCH THE EXISTING PAVEMENT OR EXISTING CURB ELEVATIONS.
6. ALL WORK REQUIRED FOR CALCULATING AND STAKING OF GRADES SHALL BE PAID FOR UNDER ITEM 763501 - CONSTRUCTION ENGINEERING.
7. ALL RADII ARE 2' UNLESS OTHERWISE STATED.
8. SEE CONSTRUCTION DETAIL PLANS FOR CURB RAMP AND SIDEWALK DIMENSIONS.
NOTES:
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3. UNLESS OTHERWISE NOTED, EDGE OF PAVEMENT ELEVATIONS ALONG INTERSECTION CURVES ARE GIVEN AT 10 FOOT INTERVALS.
4. RADII ARE GIVEN TO THE EDGE OF PAVEMENT.
5. PROPOSED PAVEMENT OR CURBS THAT TIE INTO EXISTING PAVEMENT OR EXISTING CURBS SHALL MATCH THE EXISTING PAVEMENT OR EXISTING CURB ELEVATIONS.
6. ALL WORK REQUIRED FOR CALCULATING AND STAKING OF GRADES SHALL BE REFLECTED ON ITEM 73501 - CONSTRUCTION ENGINEERING.
7. ALL PAVEMENT UNLESS OTHERWISE STATED.
8. SEE CONSTRUCTION DETAIL PLANS FOR CURB RAMP AND SIDEWALK DIMENSIONS.
DETAIL GG-09-A
INTERSECTION & BUMPOUT GRADING

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3. UNLESS OTHERWISE NOTED, CURB ELEVATIONS ALONG INTERSECTION CURVES ARE GIVEN AT 10 FOOT INTERVALS.
4. RADII ARE GIVEN TO THE EDGE OF PAVEMENT.
5. PROPOSED CURB ELEVATIONS THAT TIE INTO EXISTING PAVEMENT OR EXISTING CURBS SHALL MATCH THE EXISTING PAVEMENT OR EXISTING CURB ELEVATIONS.
6. ALL WORK REQUIRED FOR CALCULATING AND STAKING OF GRADES SHALL BE PAID FOR UNDER ITEM 909 - CONSTRUCTION ENGINEERING.
7. ALL RADII ARE 2' UNLESS OTHERWISE STATED.
8. SEE CONSTRUCTION DETAIL PLANS FOR CURB RAMP AND SIDEWALK DIMENSIONS.
NOTE:

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5. PROPOSED PAVEMENT OR CURBS THAT TIE INTO EXISTING PAVEMENT OR EXISTING CURBS SHALL MATCH THE EXISTING PAVEMENT OR EXISTING CURB ELEVATIONS.

6. ALL WORK REQUIRED FOR CALCULATING AND STAKING OF GRADES SHALL BE PAID FOR UNDER ITEM 763501 - CONSTRUCTION ENGINEERING.

7. ALL RADII ARE 2' UNLESS OTHERWISE STATED.

8. SEE CONSTRUCTION DETAIL PLANS FOR CURB RAMP AND SIDEWALK DIMENSIONS.

9. PREPARE CONSTRUCTION DETAIL PLANS FOR CURB RAMP AND SIDEWALK DIMENSIONS.

10. ALL PAVEMENT CURVES ARE GIVEN AT 10 FOOT INTERVALS.

11. ALL working for Calculating and staking of grades shall be PAID FOR UNDER ITEM 763501 - CONSTRUCTION ENGINEERING.

12. ALL RADII ARE 2' UNLESS OTHERWISE STATED.

13. SEE CONSTRUCTION DETAIL PLANS FOR CURB RAMP AND SIDEWALK Dimensions.

14. MATCH THE EXISTING PAVEMENT OR EXISTING CURB ELEVATIONS.

15. ALL WORK REQUIRED FOR CALCULATING AND STAKING OF GRADES SHALL BE PAID FOR UNDER ITEM 763501 - CONSTRUCTION ENGINEERING.
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6. ALL WORK REQUIRED FOR CALCULATING AND STAKING OF GRADES SHALL BE PAID FOR UNDER ITEM 105-00 - CONSTRUCTION ENGINEERING.
7. ALL RADII ARE 2' UNLESS OTHERWISE STATED.
8. SEE CONSTRUCTION DETAIL PLANS FOR CURB RAMP AND SIDEWALK DIMENSIONS.

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5. PROPOSED PAVEMENT OR CURBS THAT TIE INTO EXISTING PAVEMENT OR EXISTING CURBS SHALL MATCH THE EXISTING PAVEMENT OR EXISTING CURB ELEVATIONS.
6. ALL WORK REQUIRED FOR CALCULATING AND STAKING OF GRADES SHALL BE PAID FOR UNDER ITEM 763501 - CONSTRUCTION ENGINEERING.
7. ALL RADII ARE 2’ UNLESS OTHERWISE STATED.
8. SEE CONSTRUCTION DETAIL PLANS FOR CURB RAMP AND SIDEWALK DIMENSIONS.

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MATCH LINE STA. 1065+00

MATCH LINE STA. 1071+00

UNOFFICIAL WEBSITE COPY
1. OFFSETS SHOWN IN THE GEOMETRY TABLES WITH A MINUS SIGN ARE TO THE LEFT OF THE CONSTRUCTION BASELINE.

2. UNLESS OTHERWISE NOTED, POINT GEOMETRY ADJACENT TO CURB AND GUTTER IS GIVEN AT THE EDGE OF PAVEMENT.

3. UNLESS OTHERWISE NOTED, EDGE OF PAVEMENT ELEVATIONS ALONG AND CURB AND GUTTER IS GIVEN AT 10 FOOT INTERVALS.

4. RADII ARE GIVEN TO THE EDGE OF PAVEMENT.

5. PROPOSED PAVEMENT OR CURBS THAT TIE INTO EXISTING PAVEMENT OR EXISTING CURB ELEVATIONS OR EXISTING CURBS SHALL MATCH THE EXISTING PAVEMENT OR EXISTING CURB ELEVATIONS.

6. ALL WORK REQUIRED FOR CALCULATING AND STAKING OF GRADES MATCH THE EXISTING PAVEMENT OR EXISTING CURB ELEVATIONS.

7. ALL RADII ARE 2' UNLESS OTHERWISE STATED.

8. SEE CONSTRUCTION DETAIL PLANS FOR CURB RAMP AND SIDEWALK.

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NOTES:

CONSTRUCTION BASELINE, CURB, AND GRADE ELEVATIONS MIGHT NOT MATCH THE EXISTING PAVEMENT OR EXISTING CURB ELEVATIONS OR EXISTING CURBS.

CUT-POINTS SHOWN IN THE GEOMETRY TABLES WHEN A BANG (°) ARE CONSTRUCTION BASELINE, CURB, AND GRADE ELEVATIONS MIGHT NOT MATCH THE EXISTING PAVEMENT OR EXISTING CURB ELEVATIONS OR EXISTING CURBS.

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NOT TO SCALE

SECTION A-A

CITY OF NEWARK GENERAL NOTES:

1. ALL WATER AND SANITARY SEWER CONSTRUCTION METHODS AND MATERIALS SHALL BE IN ACCORDANCE WITH CITY OF NEWARK STANDARDS AND SPECIFICATIONS.

2. ANY DAMAGE TO THE CITY STORM SEWER, WATER, OR SANITARY SEWER INFRASTRUCTURE SHALL BE IMMEDIATELY REPORTED TO THE CITY OF NEWARK REPAIRED OR REPLACED TO THE SATISFACTION OF THE PUBLIC WORKS AND WATER RESOURCES DIRECTOR.

3. CITY OF NEWARK SHALL SUPPLY DELDOT’S CONTRACTOR WITH NEW MANHOLE FRAMES AND COVERS AS NEEDED AT THE DISCRETION OF THE PUBLIC WORKS AND WATER RESOURCES DIRECTOR OR DESIGNEE.

4. CITY OF NEWARK SHALL SUPPLY DELDOT’S CONTRACTOR WITH NEW VALVE BOXES AS NEEDED, AT THE DISCRETION OF THE PUBLIC WORKS AND WATER RESOURCES DIRECTOR OR DESIGNEE.

5. CONTRACTOR SHALL COORDINATE ALL REQUIRED UTILITY INTERRUPTIONS WITH THE CITY OF PUBLIC WORKS AND WATER RESOURCES DEPARTMENT.

6. CONTRACTOR SHALL SUBMIT SHOP DRAWINGS FOR ALL PROPOSED MATERIALS AND EQUIPMENT ASSOCIATED WITH THE WATER DISTRIBUTION SYSTEM OR SANITARY SEWER SYSTEM TO THE CITY OF NEWARK FOR REVIEW AND APPROVAL, INCLUDING BUT NOT LIMITED TO PIPE, FITTINGS, VALVES, AND HYDRANTS.

7. CONTRACTOR SHALL CONTACT AND COORDINATE WITH THE CITY OF NEWARK WATER AND WASTEWATER INSPECTOR FOR INSPECTION AND ACCEPTANCE OF ALL WATER OR WASTEWATER IMPROVEMENTS ASSOCIATED WITH THE PROJECT. CONTACT SHAWN GEALY (WATER AND WASTEWATER INSPECTOR) AT 302-229-1396.
NOT TO SCALE

1. The 10" water main in Main Street is an older cement lined pit cast pipe. Contractor shall use gaskets and fittings adaptable to pit cast pipe.

2. Potable water system valves shall be operated by City of Newark personnel unless permission is granted in writing to the contractor.

3. All removed pipe sections, fire hydrants and valves shall be delivered to the public works and water resources maintenance yard located on Phillips Avenue.

4. All mechanical joints will be assembled using EMA Mega Lug Series 100 mechanical joint restraint clamps or Ford Uni-Flange Series 1000 mechanical action restrained clamps.

5. HD pipes shall be encased in concrete or covered with concrete during construction of thrust restraint buttresses.

6. Maintain a minimum of 3'-0" of cover over all mains as measured from the top of pipe unless noted or shown otherwise.

7. Maintain a minimum of 10'-0" horizontal separation between water and sewer mains.

8. Maintain 18" vertical separation between outside of water main and the outside of sewers at crossings. At crossings, one full length of water pipe shall be located so both joints will be as far from the sewers as possible.

9. Contractor shall disinfect all new water pipes and fittings in accordance with the City of Newark Water and Wastewater Standards and Specifications effective date August 8, 2018. This work is incidental to the pipe and valve installations.

10. All pipe that is installed shall be wrapped with V-BIO Enhanced Polyethylene Encasement and corrosion control from McWane Ductile. This is incidental to the applicable pipe work.

11. All pipe shall be installed per ANSI/AWWA C104/A21.4 unless otherwise noted.

12. Restrain all fire hydrants to main. Do not block fire hydrant or fire hydrant tee.

13. Restrain all joints on water main between branch valves and tees/crosses.

14. The developer shall paint all proposed fire hydrants associated with this project to reflect the flow capacity and apply 2-inch reflective tape in accordance with the state fire code.

15. Insertion values shall be team insert-valve resilient wedge gate valve or City of Newark approved equal.

16. A quantity of 20 LF for Item 10500 - Ductile Iron Pipe, Class 52, Cement Lined, 10" has not been shown on the plans, but is being included as a contingency for unanticipated work.

17. Plug the end of partially removed pipe with a mechanical joint plug and 3500# concrete buttress. This work is incidental to the removal work when a plug is required.

18. All water pipes shall be ductile iron pipe, push-on cement lined class 52 with locking gaskets meeting the requirements of ANSI/AWWA C104/A.4.
NOT TO SCALE

HERRINGBONE PATTERN DETAIL
NOT TO SCALE

BRICK PAVERS IN HERRINGBONE PATTERN
PATTERN 1/2" X 1/2"
Match existing brick color.
Subject to the approval of the Engineer.
Hand tight with sand swept joints.

FULL WIDTH BRICK SIDEWALK DETAIL
NOT TO SCALE

BRICK PAVERS IN HERRINGBONE PATTERN

CONCRETE SIDEWALK WITH BRICK BAND DETAIL
NOT TO SCALE

BRICK PAVERS IN HERRINGBONE PATTERN

CURB (SEE CONSTRUCTION PLANS)

HERRINGBONE PATTERN DETAIL
SEE DETAIL

SINGLE BRICK BAND
4" X 2"
Match existing brick color.
Subject to approval of the Engineer.

NOTES:
1. Must be heel safe and ADA Compliant
2. Must be H-20 Loading
3. Must be Boltable

BOLTED PER MANUFACTURER REQUIREMENTS.
SEE NOTES.

NOTES:
1. Must be heel safe and ADA Compliant
2. Must be H-20 Loading
3. Must be Boltable
NOTES:
1. All shaded areas are landing areas and shall not exceed 2% slope in all directions.
2. All detectable warning surfaces must be level on both sides as shown on the plans.
3. Refer to grades and geometric plans for roadway grades.
4. The contractor shall tie-in back to the existing surface at the locations that are shown as "match existing" or "M.E.".
NOTES:
1- ALL SHAPED AREAS ARE LANDING AREAS AND SHALL NOT EXCEED 2% SLOPE IN ALL DIRECTIONS.
2- ALL DETECTABLE WARNING SURFACES MUST BE LEVEL ON BOTH SIDES AS SHOWN ON THE PLANS.
3- REFER TO GRADES AND GEOMETRIC PLANS FOR ROADWAY GRADES.
4- THE CONTRACTOR SHALL TIE-IN BACK TO THE EXISTING SURFACE AT THE LOCATIONS THAT ARE SHOWN AS "MATCH EXISTING" OR "M.E."

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CURB RAMP CONSTRUCTION DETAIL

CURB RAMP CONSTRUCTION DETAIL

CURB RAMP CONSTRUCTION DETAIL

DELTA MARIS DEPARTMENT OF TRANSPORTATION

MAIN STREET NEWARK REHABILITATION AND PEDESTRIAN IMPROVEMENTS

CONSTRUCTION DETAILS
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DT-27 CURB RAMP CONSTRUCTION DETAIL

DT-28 CURB RAMP CONSTRUCTION DETAIL

DT-29 CURB RAMP CONSTRUCTION DETAIL
NOTES:
1. All shaded areas are landing areas and shall not exceed 2% slope in all directions.
2. All detectable warning surfaces must be level on both sides as shown on the plans.
3. Refer to grades and geometric plans for roadway grades.
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1- ALL SHADED AREAS ARE LANDING AREAS AND SHALL NOT EXCEED 2% SLOPE IN ALL DIRECTIONS.
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3- REFER TO GRUES AND GEOMETRIC PLANS FOR ROADWAY GRADES.
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DT-18 CURB RAMP CONSTRUCTION DETAIL

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3. Refer to grades and geometric plans for roadway grades.
4. The contractor shall tie-in back to the existing surface at the locations that are shown as "match existing" or "M.E."
1. All shaded areas are landing areas and shall not exceed 2% slope in all directions.
2. All detectable warning surfaces must be level on both sides as shown on the plans.
3. Refer to grades and geometric plans for roadway grades.
4. The contractor shall tie-in back to the existing surface at the locations that are shown as "match existing" or "M.E."
1. GENERAL MOT NOTES:

A. REMOVAL OF TRAFFIC SIGN(S) ON MULTIPLE SIGNPOSTS.

B. ALL STREET BLADE SIGNS THAT HAVE A CITY OF NEWARK STICKER ON THE BACK SHALL BE RETURNED TO THE CITY OF NEWARK PUBLIC WORKS DEPARTMENT.

C. FOLLOWING CONSIDERATIONS SHALL BE TAKEN INTO ACCOUNT WHEN ADDRESSING ACCESSIBLE PEDESTRIAN MAINTENANCE OF TRAFFIC:

1. EACH LOCATION AT LEAST 2 WEEKS BEFORE CONSTRUCTION FOR REVIEW, COMMENT, AND APPROVAL BY THE DISTRICT TRAFFIC SAFETY OFFICER. THE REQUIRED TO REVIEW EACH CURB RAMP LOCATION AND SUBMIT THE APPROPRIATE MAINTENANCE OF TRAFFIC DETAIL AND DEVICES TO THE ENGINEER FOR PEDESTRIAN MAINTENANCE OF TRAFFIC: THIS WORK SHALL CONSIST OF PROVIDING AND MAINTAINING AN ACCESSIBLE PEDESTRIAN ROUTE THROUGHOUT THE ROUTES OR ALTERNATE PEDESTRIAN FACILITIES SHALL CONSIST OF ADA COMPLIANT FACILITIES TO THE LEVEL OF WHICH EXISTS ON THE PEDESTRIAN ROUTE.

2. BOND BREAKER TO BE PLACED AT THE BACK OF THE CURB AND EDGE OF SIDEWALK. IF THE CURB RAMP/SIDEWALK CANNOT BE COMPLETED IN A SINGLE BACK THE SAME DAY AND OPEN TO PEDESTRIAN TRAFFIC AT THE END OF THE WORK DAY. THE USE OF A MONOLITHIC POUR SHALL BE PERMITTED WITH A CURB RAMP AND/OR SIDEWALK CONSTRUCTION SHALL BE COMPLETED DURING A SINGLE OPERATION. THE RAMP/SIDEWALK SHALL BE REMOVED AND PLACED BACK TO THE CURB CONCRETE BEFORE A PERMUTATION IS MADE IN FLASHING.

3. THE TRAFFIC OFFICER IS THE ONLY INDIVIDUAL THAT CAN PLACE A TRAFFIC SIGNAL IN FLASH-MODE AND THE TRAFFIC OFFICER MUST STAY ON LOCATION UNTIL THE TRAFFIC SIGNAL IS PLACED BACK IN STOP-AND-GO OPERATION IN ACCORDANCE WITH DELDOT'S TEMPORARY TRAFFIC CONTROL WITHIN INTERSECTIONS MEMORANDUM.

4. PEDESTRIAN IMPROVEMENTS TO INCLUDE CONCRETE, HOT-MIX, COMPACTED WALKS OR PLILOAD WALKWAY STRUCTURES. PILOLOAD WALKWAY STRUCTURES SHALL ALSO INCLUDE DETECTABLE EDGINGS AND RAISING IN ACCORDANCE WITH ADA GUIDELINES AND THE DELAWARE MUTCD. TEMPORARY PEDESTRIAN PATHS SHALL BE INACCESSIBLE TO ITEM 903000. MAINTENANCE OF TRAFFIC. THE BASE COURSE MATERIAL SHALL BE PAINTED NO GREATER THAN THE SCORP SPECIFIED IN TABLE 6-1 AND SHALL BE COMPACTION AT OR THE BACK OF THE CURB.

5. ACCESSIBLE MATERIALS FOR TEMPORARY PEDESTRIAN PATHS SHALLL INCLUDE CONCRETE, HOT-MIX, COMPACTED WALKS OR PLILOAD WALKWAY STRUCTURE. UNLESS OTHERWISE SPECIFIED IN THE PLANS. STONE OR GRASS ACCORDING TO BASE COURSE SHALL NOT BE USED FOR TEMPORARY PEDESTRIAN PATHS.


7. PEDESTRIAN MAINTENANCE OF TRAFFIC: THIS WORK SHALL CONSIST OF PROVIDING AND MAINTAINING AN ACCESSIBLE PEDESTRIAN ROUTE THROUGHOUT THE PROJECT. THE CONTRACTOR SHALL HAVE AN ATSSA CERTIFIED TRAFFIC SUPERVISOR ASSIGNED TO THIS PROJECT.

8. PEDESTRIANS, INCLUDING PERSONS WITH DISABILITIES, SHALL BE PROVIDED WITH A REASONABLY SAFE, CONVENIENT AND ACCESSIBLE PATH THAT IS PRECARIOUS AND FACILITATES AS MUCH AS POSSIBLE THE EXISTING PEDESTRIAN FACILITIES.

9. PEDESTRIANS, INCLUDING PERSONS WITH DISABILITIES, SHALL BE PROVIDED WITH A REASONABLY SAFE, CONVENIENT AND ACCESSIBLE PATH THAT IS ALREADY PROVIDE PEDESTRIAN ACCESS THROUGH OR AROUND THE WORK ZONE. IF A DETOUR IS CHOSEN THE CONTRACTOR MUST SUBMIT THE DETOUR ROUTE TO THE ENGINEER FOR REVIEW AND APPROVAL. THE DETOUR ROUTE MUST MEET OR EXCEED THE CURRENT AADOT ARTIRI S GPS.
NOTES

LANE CLOSURE AND OTHER RESTRICTIONS

10. WORK AT THE FOLLOWING LOCATIONS SHALL OCCUR DURING WEEKEND TIMEFRAMES STARTING AT 8 PM FRIDAY UNTIL 6 AM MONDAY. THE CONTRACTOR SHALL PROVIDE TWO WEEKS NOTICE TO THE ENGINEER PRIOR TO STARTING WORK AT THESE LOCATIONS:

- CHAPEL STREET, PHASE 3B
- CHAPEL STREET, PHASE 4C
- CHAPEL STREET, PHASE 5B
- CHAPEL STREET, PHASE 6B
- SOUTH COLLEGE AVENUE, PHASE 7A (SUMMER ONLY, 6/10/2019 - 8/24/2019)

11. THE CONTRACTOR MAY WORK CERTAIN PHASES OF THIS PROJECT CONCURRENTLY. ONLY THOSE PHASES AS SHOWN BELOW MAY BE WORKED CONCURRENTLY. NO MORE THAN TWO PHASES MAY BE WORKED CONCURRENTLY. THE CONTRACTOR SHALL SUBMIT PROPOSALS FOR WORKING CONCURRENTLY IN MULTIPLE PHASES OF THE PROJECT TO THE ENGINEER FOR APPROVAL. THE CONTRACTOR IS PROHIBITED FROM WORKING ANY OTHERS PHASES CONCURRENTLY.

- PHASE 9 MAY BE WORKED CONCURRENTLY WITH PHASE 1 OR PHASE 2 OR PHASE 3 OR PHASE 4 OR PHASE 6.
- PHASE 8 MAY BE WORKED CONCURRENTLY WITH PHASE 1 OR PHASE 2 OR PHASE 3 OR PHASE 4.
- PHASE 7 MAY BE WORKED CONCURRENTLY WITH PHASE 1 OR PHASE 2.
- PHASE 6 MAY BE WORKED CONCURRENTLY WITH PHASE 1 OR PHASE 9.
- PHASE 5 MAY BE WORKED CONCURRENTLY WITH PHASE 1 OR PHASE 2.
- PHASE 4 MAY BE WORKED CONCURRENTLY WITH PHASE 8 OR PHASE 9.
- PHASE 3 MAY BE WORKED CONCURRENTLY WITH PHASE 8 OR PHASE 9.
- PHASE 2 MAY BE WORKED CONCURRENTLY WITH PHASE 5 OR PHASE 7 OR PHASE 8 OR PHASE 9.
- PHASE 1 MAY BE WORKED CONCURRENTLY WITH PHASE 5 OR PHASE 6 OR PHASE 7 OR PHASE 8 OR PHASE 9.

12. WHERE TEMPORARY TRAFFIC CONTROL SIGNAGE IS INSTALLED ADJACENT TO PEDESTRIAN FACILITIES, THE SIGNS SHALL BE INSTALLED SUCH THAT THERE IS 7' FEET OF VERTICAL CLEARANCE FROM THE TOP OF THE SIDEWALK TO THE BOTTOM OF THE SIGN. SIGNS SHALL BE PLACED SUCH THAT THEY DO NOT BLOCK WHERE TEMPORARY TRAFFIC CONTROL SIGNAGE IS INSTALLED ADJACENT TO PEDESTRIAN FACILITIES, THE SIGNS SHALL BE INSTALLED SUCH THAT THERE IS 7' FEET OF VERTICAL CLEARANCE FROM THE TOP OF THE SIDEWALK TO THE BOTTOM OF THE SIGN. SIGNS SHALL BE PLACED SUCH THAT THEY DO NOT BLOCK.

13. THE CONTRACTOR SHALL MAINTAIN 25% EXTRA TUBULAR MARKERS ON-HAND AT THE PROJECT STAGING AREA FOR MAINTENANCE/REPLACEMENT PURPOSES.

14. PEDESTRIAN FLAGGERS SHALL BE PAID UNDER ITEM 801001 FLAGGER, NEW CASTLE COUNTY, STATE.

15. THE CONTRACTOR IS RESPONSIBLE FOR WORKING WITH BUSINESSES ALONG MAIN STREET TO ENSURE APPROPRIATE LOADING/UNLOADING ZONES ARE PROVIDED DURING CONSTRUCTION.

NOT TO SCALE

CUSTOM SIGN 1

CUSTOM SIGN 2 & 3

NOT TO SCALE

TYPICAL DRIVEWAY/ENTRANCE RECONSTRUCTION

NOT TO SCALE

NOTE:

1. THIS DETAIL PROVIDES THE PROPER TRAFFIC CONTROL DEVICES AT DRIVEWAYS AND ENTRANCES THAT ARE TO BE BUILT IN HALF-SECTION UNDER CLOSERED CONTROL. APPLICATION OF THIS DETAIL SHALL BE AS INSTRUCTED ON THE PLANS DURING DAILY MEETINGS OR AS DIRECTED BY THE ENGINEER. TRAFFIC CONTROL DEVICES AT ENTRANCES SHALL BE INSTALLED TO MAIN PHASE AT END OF WORKING DAY.

2. CHANNELIZATION THROUGH ENTRANCE AREA SHALL BE ACCOMPANY WITH DRUMS PLACED AT 11' ON EDGES, UNLESS OTHERWISE DIRECTED BY THE ENGINEER. GRAY LAYOUT SHALL ACCOMMODATE LARGEST DESIGN VEHICLE EXPECTED TO USE ENTRANCE.

3. TRAFFIC CONTROL DEVICES ALONG MAINLINE ROADWAY SHALL BE AS SHOWN ON CONSTRUCTION PHASING PLANS.

4. DEPENDING ON TRAFFIC VOLUME, UTILIZING ENTRANCE AND OTHER SITE-SPECIFIC CONDITIONS, THE NUMBER OF FLAGGERS USED DURING ENTRANCE CONSTRUCTION MAY BE REDUCED FROM 2 TO 1, SUBJECT TO APPROVAL OF DELDOT TRAFFIC ENGINEER OR DESIGNEE.

NOT TO SCALE

CONSTRUCTION PHASING & M.O.T.

TOTAL SHTS.

TOTAL SHEETS

CS-02

DELTA DEPARTMENT OF TRANSPORTATION

ATTACHMENTS / REVIEWS

NOT TO SCALE

MAIN STREET NEWARK REHABILITATION AND PEDESTRIAN IMPROVEMENTS

INTEGRITY / REVIEWS

NOT TO SCALE

CONSTRUCTION M.O.T. AND EROSION CONTROL PLAN

INTEGRITY / REVIEWS

NOT TO SCALE

DELTA DEPARTMENT OF TRANSPORTATION

ATTACHMENTS / REVIEWS

NOT TO SCALE

MAIN STREET NEWARK REHABILITATION AND PEDESTRIAN IMPROVEMENTS

INTEGRITY / REVIEWS

NOT TO SCALE

CONSTRUCTION M.O.T. AND EROSION CONTROL PLAN
NOT TO SCALE

WARNING SIGN LEGEND

1. SEE INDIVIDUAL PHASING PLANS FOR PLACEMENT OF TEMPORARY WARNING SIGNS. FINAL LOCATION OF ALL PERMANENT WARNING SIGNS SHALL BE COORDINATED WITH THE ENGINEER.

2. ALL WARNING SIGNS SHOWN ON THIS SHEET ARE TO BE DISPLAYED THROUGHOUT DURATION OF THE CONTRACT AND ARE TO BE PAID FOR UNDER ITEM 200 - TEMPORARY WARNING SIGNS AND FLASHING LIGHTS.

3. ANY EXISTING SIGNS THAT CONFLICT WITH CONSTRUCTION WARNING SIGNS SHALL BE COVERED AS NEEDED, AS DIRECTED BY THE ENGINEER.

4. SIGNS PLACED ON SR273 AND SR72 SHALL BE SPACED AT 350', ALL OTHER ROADWAYS SHALL BE SPACED AT 100' PER THE DE MUTCD.

5. SIGNS 48" OR LARGER SHALL BE INSTALLED ON TWO POSTS. SIGNS LESS THAN 48" MAY BE PLACED ON ONE POST. SIGN STANDS FOR SMALLER SIZED SIGNS SHALL BE COVERAGE AS NEEDED, AS DIRECTED BY THE ENGINEER.
PLACE ALL PERMANENT WARNING SIGNS AS SHOWN ON THE PERMANENT WARNING SIGN LOCATION PLAN SHEET AND TEMPORARY WARNING SIGNS AS SHOWN ON THE PHASE 1 LAYOUT SHEETS.

PLACE ALL SIGNS FOR DETOUR OF WASHINGTON STREET AS SHOWN ON PHASE 1 VEHICULAR DETOUR PLAN AND CLOSE WASHINGTON STREET. COVER OR REMOVE AND STORE ALL PARKING SIGNAGE WITHIN LIMITS OF PHASE 1.

REMOVE EXISTING STRIPING WITHIN LIMITS OF PHASE 1 TRAFFIC CONTROL THAT CONFLICTS WITH TEMPORARY STRIPING TO BE SHOWN FOR PHASE 1 TRAFFIC CONTROL. PLACE PHASE 1 TEMPORARY STRIPING AND TRAFFIC CONTROL ITEMS AS SHOWN. MAKE ADJUSTMENTS TO THE SIGNAL AT SR 273 AND LIBRARY AVENUE AS SHOWN IN THE PHASE 1 TEMPORARY SIGNAL PLAN.

INSTALL EROSION AND SEDIMENT CONTROLS AS SHOWN.

REMOVE EXISTING HOT-MIX AND CONCRETE PAVEMENT, CURB AND SIDEWALK AS SHOWN. MANTAIN PEDESTRIAN TRAFFIC.

CONSTRUCT DRAINAGE SYSTEM STARTING AT FURTHEST POINT DOWNSTREAM FOR PHASE 1 AND WORKING UPSTREAM.

CONSTRUCT CURB, SIDEWALK AND CURB RAMPS AS SHOWN.

CONSTRUCT PAVING ALONG MAIN STREET UP TO AND INCLUDING THE TYPE B HOT-MIX AS SHOWN. ALL DRAINAGE INLETS SO THAT THE GRADE IS AT THE ELEVATION FOR TOP OF THE TYPE B HOT-MIX.

REMARK FREE LIBRARY DRIVEWAY SHALL REMAIN OPEN TO TRAFFIC DURING LIBRARY'S OPERATING HOURS. ANY WORK PERFORMED IN FRONT OF DRIVEWAY SHALL BE CONSTRUCTED ONLY WHEN LIBRARY IS CLOSED.

STABILIZE ALL DISTURBED AREAS WITH TOPSOIL, SEED AND MULCH.

REMOVE EXISTING STRIPING WITHIN LIMITS OF PHASE 1 TRAFFIC CONTROL THAT CONFLICTS WITH TEMPORARY STRIPING TO BE PLACED FOR PHASE 1 TRAFFIC CONTROL. PLACE PHASE 1 TEMPORARY STRIPING AND TRAFFIC CONTROL ITEMS AS SHOWN. MAKE ADJUSTMENTS TO THE SIGNAL AT SR 273 TEMPORARY WARNING SIGNS AS SHOWN ON THE PHASE 1 VEHICULAR DETOUR PLAN AND CLOSE WASHINGTON STREET. COVER OR REMOVE AND STORE ALL PARKING SIGNAGE WITHIN LIMITS OF PHASE 1.

PLACE ALL PERMANENT WARNING SIGNS AS SHOWN ON THE PERMANENT WARNING SIGN LOCATION PLAN SHEET AND TEMPORARY WARNING SIGNS AS SHOWN ON THE PHASE 1 LAYOUT SHEETS.

PLACE ALL SIGNS FOR DETOUR OF WASHINGTON STREET AS SHOWN ON PHASE 1 VEHICULAR DETOUR PLAN AND CLOSE WASHINGTON STREET. COVER OR REMOVE AND STORE ALL PARKING SIGNAGE WITHIN LIMITS OF PHASE 1.

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INSTALL EROSION AND SEDIMENT CONTROLS AS SHOWN.

REMOVE EXISTING HOT-MIX AND CONCRETE PAVEMENT, CURB AND SIDEWALK AS SHOWN. MANTAIN PEDESTRIAN TRAFFIC.

CONSTRUCT DRAINAGE SYSTEM STARTING AT FURTHEST POINT DOWNSTREAM FOR PHASE 1 AND WORKING UPSTREAM.

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REMARK FREE LIBRARY DRIVEWAY SHALL REMAIN OPEN TO TRAFFIC DURING LIBRARY'S OPERATING HOURS. ANY WORK PERFORMED IN FRONT OF DRIVEWAY SHALL BE CONSTRUCTED ONLY WHEN LIBRARY IS CLOSED.

STABILIZE ALL DISTURBED AREAS WITH TOPSOIL, SEED AND MULCH.

REMOVE EXISTING STRIPING WITHIN LIMITS OF PHASE 1 TRAFFIC CONTROL THAT CONFLICTS WITH TEMPORARY STRIPING TO BE PLACED FOR PHASE 1 TRAFFIC CONTROL. PLACE PHASE 1 TEMPORARY STRIPING AND TRAFFIC CONTROL ITEMS AS SHOWN. MAKE ADJUSTMENTS TO THE SIGNAL AT SR 273 TEMPORARY WARNING SIGNS AS SHOWN ON THE PHASE 1 VEHICULAR DETOUR PLAN AND CLOSE WASHINGTON STREET. COVER OR REMOVE AND STORE ALL PARKING SIGNAGE WITHIN LIMITS OF PHASE 1.

PLACE ALL PERMANENT WARNING SIGNS AS SHOWN ON THE PERMANENT WARNING SIGN LOCATION PLAN SHEET AND TEMPORARY WARNING SIGNS AS SHOWN ON THE PHASE 1 LAYOUT SHEETS.

PLACE ALL SIGNS FOR DETOUR OF WASHINGTON STREET AS SHOWN ON PHASE 1 VEHICULAR DETOUR PLAN AND CLOSE WASHINGTON STREET. COVER OR REMOVE AND STORE ALL PARKING SIGNAGE WITHIN LIMITS OF PHASE 1.

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INSTALL EROSION AND SEDIMENT CONTROLS AS SHOWN.

REMOVE EXISTING HOT-MIX AND CONCRETE PAVEMENT, CURB AND SIDEWALK AS SHOWN. MANTAIN PEDESTRIAN TRAFFIC.

CONSTRUCT DRAINAGE SYSTEM STARTING AT FURTHEST POINT DOWNSTREAM FOR PHASE 1 AND WORKING UPSTREAM.

CONSTRUCT CURB, SIDEWALK AND CURB RAMPS AS SHOWN.

CONSTRUCT PAVING ALONG MAIN STREET UP TO AND INCLUDING THE TYPE B HOT-MIX AS SHOWN. ALL DRAINAGE INLETS SO THAT THE GRADE IS AT THE ELEVATION FOR TOP OF THE TYPE B HOT-MIX.

REMARK FREE LIBRARY DRIVEWAY SHALL REMAIN OPEN TO TRAFFIC DURING LIBRARY'S OPERATING HOURS. ANY WORK PERFORMED IN FRONT OF DRIVEWAY SHALL BE CONSTRUCTED ONLY WHEN LIBRARY IS CLOSED.

STABILIZE ALL DISTURBED AREAS WITH TOPSOIL, SEED AND MULCH.

REMOVE EXISTING STRIPING WITHIN LIMITS OF PHASE 1 TRAFFIC CONTROL THAT CONFLICTS WITH TEMPORARY STRIPING TO BE PLACED FOR PHASE 1 TRAFFIC CONTROL. PLACE PHASE 1 TEMPORARY STRIPING AND TRAFFIC CONTROL ITEMS AS SHOWN. MAKE ADJUSTMENTS TO THE SIGNAL AT SR 273 TEMPORARY WARNING SIGNS AS SHOWN ON THE PHASE 1 VEHICULAR DETOUR PLAN AND CLOSE WASHINGTON STREET. COVER OR REMOVE AND STORE ALL PARKING SIGNAGE WITHIN LIMITS OF PHASE 1.
REMOVE SEDIMENT CONTROL DEVICES AND TRAFFIC CONTROL DEVICES FOR PHASE 1. OPEN WASHINGTON STREET AND REMOVE VEHICULAR DETOUR.

SEQUENCE OF CONSTRUCTION - PHASE 1

1. PLACE ALL PERMANENT WARNING SIGNS AS SHOWN ON THE PERMANENT WARNING SIGN LOCATION PLAN SHEET AND TEMPORARY WARNING SIGNS AS SHOWN ON THE PHASE 1 DETOUR SHEET.
2. PLACE ALL SIGNS FOR DETOUR OF WASHINGTON STREET AS SHOWN ON PHASE 1 VEHICLE DETOUR PLAN AND CLOSE WASHINGTON STREET.
3. REMOVE EXISTING STRIPING WITHIN LIMITS OF PHASE 1 TRAFFIC CONTROL THAT CONFLICTS WITH TEMPORARY STRIPING TO BE PLACED FOR PHASE 1 TRAFFIC CONTROL. PLACE PHASE 1 TEMPORARY STRIPING AND TRAFFIC CONTROL ITEMS AS SHOWN. MAKE ADJUSTMENTS TO THE SIGNAL AT SR 273 AND LIBRARY AVENUE AS SHOWN IN THE PHASE 1 TEMPORARY SIGNAL PLAN.
4. INSTALL EROSION AND SEDIMENT CONTROLS AS SHOWN.
5. REMOVE EXISTING HOT-MIX AND CONCRETE PAVEMENT, CURB AND SIDEWALK AS SHOWN. MAINTAIN PEDESTRIAN TRAFFIC.
6. CONSTRUCT DRAINAGE SYSTEM STARTING AT FURTHEST POINT DOWNSTREAM FOR PHASE 1 AND WORKING UPSTREAM.
7. CONSTRUCT CURB, SIDEWALK AND CURB RAMPS AS SHOWN.
8. CONSTRUCT PAVING ALONG MAIN STREET UP TO AND INCLUDING THE TYPE B HOT-MIX. ADJUST ALL DRAINAGE INLETS SO THAT THE GREATE IS AT THE ELEVATION FOR TOP OF THE TYPE B HOT-MIX.

NEWARK FREE LIBRARY DRIVEWAY SHALL REMAIN OPEN TO TRAFFIC DURING LIBRARY'S OPERATING HOURS. ANY WORK PERFORMED IN FRONT OF DRIVEWAY SHALL BE CONSTRUCTED ONLY WHEN LIBRARY IS CLOSER.

9. STABILIZE ALL DISTURBED AREAS WITH TOPSOIL, SEED AND MULCH.
10. REMOVE SEDIMENT CONTROL DEVICES AND TRAFFIC CONTROL DEVICES FOR PHASE 1. OPEN WASHINGTON STREET AND REMOVE VEHICULAR DETOUR.
**Pavement Markings Legend**

<table>
<thead>
<tr>
<th>Symbol</th>
<th>Item Description</th>
<th>Quantity</th>
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<tbody>
<tr>
<td>91</td>
<td>4&quot; solid yellow temporary paint pavement striping (item 817014)</td>
<td>752 LF</td>
</tr>
<tr>
<td>92</td>
<td>Temporary markings, white paint, school legend (item 817014)</td>
<td>93 SF</td>
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<tr>
<td>93</td>
<td>10&quot; solid white temporary paint pavement striping (item 817014)</td>
<td>100 LF</td>
</tr>
<tr>
<td>94</td>
<td>10&quot; solid white temporary paint pavement striping, 2&quot; stripe &amp; gap (item 817014)</td>
<td>76 LF</td>
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</table>

**Sequence of Construction - Phase 1**

1. Place all permanent warning signs as shown on the permanent warning sign location plan sheet and temporary warning signs as shown on the phase 1 MOT sheets.
2. Place all signs for detour of Washington Street as shown on Phase 1 vehicular detour plan and close Washington Street.
3. Remove existing striping within limits of Phase 1 traffic control that conflicts with temporary striping to be placed for Phase 1 traffic control. Place Phase 1 temporary striping and traffic control items as shown. Make adjustments to the signal at SR 273 and Library Avenue as shown in the Phase 1 temporary signal plan.
4. Install erosion and sediment controls as shown.
5. Remove existing hot-mix and concrete pavement, curb and sidewalk as shown. Maintain pedestrian traffic.
6. Construct drainage system starting at furthest point downstream for Phase 1 and working upstream.
7. Construct curb, sidewalk and curb ramps as shown.
8. Construct paving along main street up to and including the Type B hot-mix. Adjust all drainage inlets so that the create is at the elevation for top of the Type B hot-mix.
9. Overhead lane use signs are to be installed by DelDOT's Traffic Contractor.
10. Newark Free Library driveway shall remain open to traffic during library's operating hours. Any work performed in front of driveway shall be constructed only when library is closed.
11. Stabilize all disturbed areas with topsoil, seed and mulch.
12. Remove sediment control devices and traffic control devices for Phase 1, open Washington Street and remove vehicular detour.
SEQUENCE OF CONSTRUCTION - PHASE 2

1. Place all temporary warning signs as shown on the PHASE 2 DET Sheet.
2. Place all signs for detour of Mikes Lane as shown on PHASE 2 VELOCITY DETOUR PLAN and close Mikes Lane as shown.
3. Remove all existing & temporary striping within limits of PHASE 2 TRAFFIC CONTROL that conflicts with temporary striping to be placed for PHASE 2 TRAFFIC CONTROL. Place PHASE 2 temporary striping and traffic control items as shown. Make adjustments to the signal at SR 273 and Library Avenue as shown in the PHASE 2 temporary signal plan.
4. Install erosion and sediment controls as shown.
5. Remove existing HOT-MIX and concrete pavement, curb and sidewalk as shown. Maintain pedestrian traffic.
6. Install temporary inlets and pipes as shown for PHASE 2.
7. Construct temporary paving along Mikes Lane as shown.
8. Construct curb, sidewalk and curb ramps as shown.
9. Construct paving along Main Street up to and including the type B HOT-MIX. Adjust all drainage inlets so that the grate is at the elevation for the top of the type B HOT-MIX.
10. Stabilize all disturbed areas with topsoil, seeds and mulch.
11. Remove segment control devices and traffic control devices for PHASE 2. OPEN MIKES LANE and REMOVE VEHCULAR DETOUR. INSTALL ULTIMATE SIGNAL IMPROVEMENTS AT THE SR 273 AND LIBRARY AVENUE SIGNAL.
SEQUENCE OF CONSTRUCTION - PHASE 2

1. Place all temporary warning signs as shown on the Phase 2 wet sheets.
2. Place all signs for detour of works lane as shown on Phase 2 vehicular detour plan and close works lane as shown.
3. Remove all existing temporary striping within limits of Phase 2 traffic control that conflicts with temporary striping to be placed for Phase 2 traffic control. Place Phase 2 temporary striping and traffic control items as shown. Make adjustments to the signal at SR 273 and Library Avenue as shown in the Phase 2 temporary signal plan.
4. Install erosion and sediment controls as shown.
5. Remove existing hot-mix and concrete pavements, curb and sidewalk as shown, maintain pedestrian traffic.
6. Construct drainage inlets and pipes as shown for Phase 2.
7. Construct temporary paving along works lane as shown.
8. Construct curb, sidewalk and curb ramps as shown.
9. Construct paving along Main Street up to and including the Type B hot-mix. Adjust all drainage inlets so that the grate is at the elevation for the top of the Type B hot-mix.
10. Stabilize all disturbed areas with topsoil, seed and mulch.
11. Remove sediment control devices and traffic control devices for Phase 2. Open works lane and remove vehicular detour. Install ultimate signal improvements at the SR 273 and Library Avenue signal.

MIXED USE PARKING
START

1. Place all temporary warning signs as shown on the Phase 2 wet sheets.
2. Place all signs for detour of works lane as shown on Phase 2 vehicular detour plan and close works lane as shown.
3. Remove all existing temporary striping within limits of Phase 2 traffic control that conflicts with temporary striping to be placed for Phase 2 traffic control. Place Phase 2 temporary striping and traffic control items as shown. Make adjustments to the signal at SR 273 and Library Avenue as shown in the Phase 2 temporary signal plan.
4. Install erosion and sediment controls as shown.
5. Remove existing hot-mix and concrete pavements, curb and sidewalk as shown, maintain pedestrian traffic.
6. Construct drainage inlets and pipes as shown for Phase 2.
7. Construct temporary paving along works lane as shown.
8. Construct curb, sidewalk and curb ramps as shown.
9. Construct paving along Main Street up to and including the Type B hot-mix. Adjust all drainage inlets so that the grate is at the elevation for the top of the Type B hot-mix.
10. Stabilize all disturbed areas with topsoil, seed and mulch.
11. Remove sediment control devices and traffic control devices for Phase 2. Open works lane and remove vehicular detour. Install ultimate signal improvements at the SR 273 and Library Avenue signal.

MIXED USE PARKING
START
### MAIN STREET

**PHASE 2 (NO BUMPOUTS)**

#### SEQUENCE OF CONSTRUCTION - PHASE 2

1. **PLACE ALL TEMPORARY MARKING SIGNS AS SHOWN ON THE PHASE 2 HOT SHEETS.**
2. **PLACE ALL SIGNS FOR DETOUR OF WOODES LANE AS SHOWN ON PHASE 2 VENUE.**
3. **REMOVE ALL EXISTING & TEMPORARY STRIPING WITHIN LIMITS OF PHASE 2 TRAFFIC CONTROL THAT CONFLICTS WITH TEMPORARY STRIPING TO BE PLACED FOR PHASE 2 TRAFFIC CONTROL.**
4. **INSTALL EROSION AND SEDIMENT CONTROLS AS SHOWN.**
5. **PLACE ALL TEMPORARY WARNING SIGNS AS SHOWN ON THE PHASE 2 MOT SHEETS.**
6. **CONSTRUCT TEMPORARY CURB, SIDEWALK AND CURB RAMPS AS SHOWN.**
7. **CONSTRUCT TEMPORARY PAVER ALONG WOODES LANE AS SHOWN.**
8. **CONSTRUCT CURB, SIDEWALK AND CURB RAMPS AS SHOWN.**
9. **CONSTRUCT PAVING ALONG WOODES LANE AS SHOWN.**
10. **PLACE SIGNS FOR DETOUR OF MCKEES LANE AS SHOWN ON PHASE 2 VEHICULAR DETOUR PLAN AND CLOSE MCKEES LANE AS SHOWN.**
11. **PLACE ALL SIGNS FOR DETOUR OF WOODES LANE AS SHOWN ON PHASE 2 VENUE DETOUR PLAN AND CLOSE WOODES LANE AS SHOWN.**

#### PAVEMENT MARKINGS LEGEND

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**NOTES:**

- **INSTALL PROPOSED SIGNS AS SHOWN ON SHEET SS-11 R3-7.**

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**DELTA DEPARTMENT OF TRANSPORTATION**

**UNOFFICIAL WEBSITE COPY**

**CONSTRUCTION PHASING, M.O.T., AND EROSION CONTROL PLAN - PHASE 2**

**CS-203**

**TOTAL SHTS.: 4**

**CHECKED BY:**

**DESIGNED BY:**
TUBULAR MARKER
(ORANGE WITH WHITE OR YELLOW RETROREFLECTIVE SHEETING)

MAIN STREET
PHASE 2 (NO BUMPOUTS)

SEQUENCE OF CONSTRUCTION – PHASE 2

1. PLACE ALL TEMPORARY MARKING SIGNS AS SHOWN ON THE PHASE 2 MOT SHEETS.
2. PLACE ALL SIGNS FOR DETOUR OF WORK LANE AS SHOWN ON PHASE 2 VEHICULAR DETOUR PLAN AND CLOSE WORK LANE AS SHOWN.
3. REMOVE ALL EXISTING & TEMPORARY STRIPING WITHIN LIMITS OF PHASE 2 TRAFFIC CONTROL THAT CONFLICTS WITH TEMPORARY STRIPING TO BE PLACED FOR PHASE 2 TRAFFIC CONTROL. PLACE PHASE 2 TEMPORARY STRIPING AND TRAFFIC CONTROL ITEMS AS SHOWN. MAKE ADJUSTMENTS TO THE SIGNAL AT SR 273 AND LIBRARY AVENUE AS SHOWN IN THE PHASE 2 TEMPORARY SIGNAL PLAN.
4. INSTALL EROSION AND SEDIMENT CONTROLS AS SHOWN.
5. REMOVE EXISTING HOT-MIX AND CONCRETE PAVEMENT, CURB AND SIDEWALK AS SHOWN. MAINTAIN PEDESTRIAN TRAFFIC.
6. CONSTRUCT DRAINAGE INLETS AND PIPES AS SHOWN FOR PHASE 2.
7. REMOVE EXISTING HOT-MIX AND CONCRETE PAVEMENT, CURB AND SIDEWALK AS SHOWN. MAINTAIN PEDESTRIAN TRAFFIC.
8. INSTALL EROSION AND SEDIMENT CONTROLS AS SHOWN.
9. CONSTRUCT CURB, SIDEWALK AND CURB RAMPS AS SHOWN.
10. CONSTRUCT PAVING ALONG WORK LANE AS SHOWN.
11. MAKE ADJUSTMENTS TO THE SIGNAL AT SR 273 AND LIBRARY AVENUE AS SHOWN IN THE PHASE 2 TEMPORARY SIGNAL PLAN.
12. REMOVE ALL TEMPORARY & PHASE 2 TEMPORARY STRIPING WITHIN LIMITS OF PHASE 2 TRAFFIC CONTROL THAT CONFLICTS WITH TEMPORARY STRIPING TO BE PLACED FOR PHASE 2 TRAFFIC CONTROL. PLACE PHASE 2 TEMPORARY STRIPING AND TRAFFIC CONTROL ITEMS AS SHOWN. MAINTAIN PEDESTRIAN TRAFFIC.
13. INSTALL EROSION AND SEDIMENT CONTROLS AS SHOWN.
14. MAKE ADJUSTMENTS TO THE SIGNAL AT SR 273 AND LIBRARY AVENUE AS SHOWN IN THE PHASE 2 TEMPORARY SIGNAL PLAN.
15. INSTALL EROSION AND SEDIMENT CONTROLS AS SHOWN.
16. REMOVE ALL TEMPORARY & PHASE 2 TEMPORARY STRIPING WITHIN LIMITS OF PHASE 2 TRAFFIC CONTROL THAT CONFLICTS WITH TEMPORARY STRIPING TO BE PLACED FOR PHASE 2 TRAFFIC CONTROL. PLACE PHASE 2 TEMPORARY STRIPING AND TRAFFIC CONTROL ITEMS AS SHOWN. MAINTAIN PEDESTRIAN TRAFFIC.
17. INSTALL EROSION AND SEDIMENT CONTROLS AS SHOWN.
18. MAKE ADJUSTMENTS TO THE SIGNAL AT SR 273 AND LIBRARY AVENUE AS SHOWN IN THE PHASE 2 TEMPORARY SIGNAL PLAN.

PAVEMENT MARKINGS LEGEND

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**SEQUENCE OF CONSTRUCTION - PHASE 3**

1. Place all temporary warning signs as shown on the Phase 3 MOT sheets.
2. Place all signs for detour of Mckees Lane as shown on Phase 3 vehicular detour plan and close Mckees Lane as shown.
3. Remove existing temporary striping within limits of Phase 3 traffic control that conducts with temporary striping to be placed for Phase 3 traffic control. Place Phase 3 temporary striping and traffic control items as shown. Make adjustments to the signal at SR 273 and Liberty Avenue as shown in the Phase 3 temporary signal plan.
4. Install erosion and sediment controls as shown.
5. Remove existing HOT-MIX and concrete pavement, curb and sidewalk as shown. Maintain pedestrian traffic.
6. Construct drainage inlets and pipes as shown for Phase 3.
7. Construct temporary paving along Mckees Lane as shown.
8. Construct curb, sidewalk and curb ramps as shown.
9. Construct paving along Main Street up to and including the Type B HOT-MIX. Adjust all drainage inlets so that the grate is at the elevation for the top of the Type B HOT-MIX.
10. Stabilize all disturbed areas with topsoil, seed and mulch.
11. Remove sediment control devices and traffic control devices for Phase 3. Open Mckees Lane and remove vehicular detour. Install ultimate sign improvements at the SR 373 and Liberty Avenue signal.

**SEQUENCE OF CONSTRUCTION - PHASE 3B (WEEKEND WORK ONLY)**

1. Place all signs for detour of 3 Chapel Street as shown on Phase 3B vehicular detour plan and close northbound 3 Chapel Street.
2. Install erosion and sediment controls as shown.
3. Remove existing HOT-MIX and concrete pavement, curb and sidewalk. Maintain pedestrian traffic.
4. Construct curb, sidewalk and curb ramps as shown.
5. Construct paving along Main Street and 3 Chapel Street up to and including the Type B HOT-MIX.
6. Stabilize all disturbed areas with topsoil, seed and mulch.
7. Remove sediment control devices, open northbound 3 Chapel Street and remove northbound 5 Chapel Street vehicular detour signage and associated traffic control devices for Phase 3B.
SEQUENCE OF CONSTRUCTION – PHASE 3

1. Place all temporary warning signs as shown on the Phase 3 MOT Sheets.
2. Place all signs for detour of mokees lane as shown on Phase 3 vehicular detour plan and close mokees lane as shown.
3. Remove all existing & temporary striping within limits of Phase 3 traffic control that conflicts with temporary striping to be placed for Phase 3 traffic control. Place Phase 3 temporary striping and traffic control items as shown make adjustments to the signal at 29 213 and library average as shown in the Phase 3 temporary signal plan.
4. Install erosion and sediment controls as shown.
5. Remove existing hot-mix and concrete pavement, curb and sidewalk as shown. Maintain pedestrian traffic.
6. Construct drainage inlets and pipes as shown for Phase 3.
7. Construct temporary paving along mokees lane as shown.
8. Construct curb, sidewalk and curb ramps as shown.
9. Construct paving along main street up to and including the type B hot-mix. Adjust all drainage inlets so that the grate is at the elevation for the top of the type B hot-mix.
10. Stabilize all disturbed areas with topsoil, seed and mulch.
11. Remove segment control devices and traffic control devices for Phase 3. Open mokees lane and remove vehicular detour. Install ultimate signal improvements at the 29 213 and library avenue signal.

The diagram shows the construction sequence for Phase 3, which includes removing existing and temporary striping, installing erosion and sediment controls, constructing drainage inlets and pipes, and constructing paving along the main street up to the type B hot-mix. The construction also includes adjusting drainage inlets to the grate elevation and stabilizing disturbed areas. It concludes with removing segment control devices and traffic control devices for Phase 3, opening the mokees lane, and removing vehicular detour. The ultimate signal improvements are installed at the 29 213 and library avenue signal.
SEQUENCE OF CONSTRUCTION - PHASE 3

1. Remove all existing hot-mix and concrete pavement, curb and sidewalk as shown. Maintain pedestrian traffic.
2. Construct drainage inlets and pipes as shown for phase 3.
3. Construct temporary paving along mckees lane as shown.
4. Construct curbs, sidewalk and curb ramps as shown.
5. Construct paving along main street up to and including the type b hot-mix. Adjust all drainage inlets so that the crate is at the elevation for the top of the type b hot-mix.
6. Stabilize all disturbed areas with topsoil, seed and mulch.

SEQUENCE OF CONSTRUCTION - PHASE 3C (WEEKEND WORK ONLY)

1. Place all signs for detour of type ave as shown on phase 3c vehicular detour plan and close northbound s chapel street.
2. Install erosion and sediment controls as shown.
3. Remove all existing hot-mix and concrete control, that conflicts with temporary striping to be placed for phase 3 traffic control. Place phase 3 temporary striping and traffic control items as shown. Make adjustments to the signal at sr 273 and library avenue as shown in the phase 3 temporary signal plan.
4. Install erosion and sediment controls as shown.
5. Remove existing hot-mix and concrete pavement, curb and sidewalk as shown. Maintain pedestrian traffic.
6. Construct drainage inlets and pipes as shown for phase 3.
7. Construct temporary paving along mckees lane as shown.
8. Construct curbs, sidewalk and curb ramps as shown.
9. Construct paving along main street up to and including the type b hot-mix. Adjust all drainage inlets so that the crate is at the elevation for the top of the type b hot-mix.
10. Stabilize all disturbed areas with topsoil, seed and mulch.
SEQUENCE OF CONSTRUCTION - PHASE 3

1. Place all temporary warning signs as shown on the Phase 3 not sheets.
2. Place all signs for detour of Mckees Lane as shown on Phase 3 vehicular detour plan and close Mckees Lane as shown.
3. Remove all existing & temporary striping within limits of Phase 3 traffic control that conflicts with temporary striping to be placed for Phase 3 traffic control, place Phase 3 temporary striping and traffic control items as shown, make adjustments to the signal at SR 273 and Library Avenue as shown in the Phase 3 temporary signal plan.
4. Install erosion and sediment controls as shown.
5. Remove existing hot-mix and concrete pavement, curb and sidewalk as shown, maintain pedestrian traffic.
6. Construct drainage inlets and pipes as shown for Phase 3.
7. Construct temporary paving along Mckees Lane as shown.
8. Construct curb, sidewalk and curb ramps as shown.
9. Construct paving along main street up to and including the type B hot-mix, adjust all drainage inlets so that the grate is at the elevation for the top of the type B hot-mix.
10. Stabilize all disturbed areas with topsoil, seed and mulch.
11. Remove sediment control devices and traffic control devices for Phase 3, open Mckees Lane and remove vehicular detour. Install ultimate signal improvements at the SR 273 and Library Avenue signal.

OPEN MCKEES LANE AS SHOWN.
PLACE ALL SIGNS FOR DETOUR OF MCKEES LANE AS SHOWN ON PHASE 3 VEHICULAR DETOUR PLAN AND REMOVE ALL EXISTING & TEMPORARY STRIPING WITHIN LIMITS OF PHASE 3 TRAFFIC CONTROL THAT CLOSE MCKEES LANE AS SHOWN.

CONSTRUCT CURB, SIDEWALK AND CURB RAMPS AS SHOWN.

CONSTRUCT TEMPORARY PAVING ALONG MCKEES LANE AS SHOWN.

CONSTRUCT DRAINAGE INLETS AND PIPES AS SHOWN FOR PHASE 3.


REMOVE SEDIMENT CONTROL DEVICES AND TRAFFIC CONTROL DEVICES FOR PHASE 3. OPEN MCKEES LANE AS SHOWN.

STABILIZE ALL DISTURBED AREAS WITH TOPSOIL, SEED AND MULCH.

DRAINAGE INLETS SO THAT THE GRATE IS AT THE ELEVATION FOR THE TOP OF THE TYPE B HOT-MIX.

CONSTRUCT PAVING ALONG MAIN STREET UP TO AND INCLUDING THE TYPE B HOT-MIX. ADJUST ALL D.I.

CONSTRUCT CURB, SIDEWALK AND CURB RAMPS AS SHOWN.

CONSTRUCT PAVING ALONG MAIN STREET UP TO AND INCLUDING THE TYPE B HOT-MIX.

CONSTRUCT DRAINAGE INLETS AND PIPES AS SHOWN FOR PHASE 3.

SEQUENCE OF CONSTRUCTION - PHASE 3

1. Place all temporary warning signs as shown on the Phase 3 MOT sheets.
2. Place all signs for detour of Mckees Lane as shown on Phase 3 vehicular detour plan and close Mckees Lane as shown.
3. Remove all existing & temporary striping within limits of Phase 3 traffic control that conflicts with temporary striping to be placed for Phase 3 traffic control. Place Phase 3 temporary striping and traffic control items as shown. Make adjustments to the signal at SR 273 and Library Avenue as shown in the Phase 3 temporary signal plan.
4. Install erosion and sediment controls as shown.
5. Remove existing hot-way and concrete pavement, curbs and sidewalks as shown. Maintain pedestrian traffic.
6. Construct drainage ditches and pipes as shown for Phase 3.
7. Construct temporary paving along Mckees Lane as shown.
8. Construct curbs, sidewalks and curb ramps as shown.
9. Construct paving along Main Street up to and including the Type B hot-way. Adjust all drainage ditches so that the grate is at the elevation for the top of the type B hot-way.
10. Stabilize all disturbed areas with topsoil, seed and mulch.
11. Remove sediment control devices and traffic control devices for Phase 3. Open Mckees Lane and remove vehicular detours. Install ultimate signal improvements at the SR 273 and Library Avenue signal.
PLACE ALL TEMPORARY WARNING SIGNS AS SHOWN ON THE PHASE 4A WORK SHEETS.

REMOVE ALL EXISTING & TEMPORARY STRIPING WITHIN LIMITS OF PHASE 4A TRAFFIC CONTROL, THAT CONFLICTS WITH TEMPORARY STRIPING TO BE PLACED FOR PHASE 4A TRAFFIC CONTROL. PLACE PHASE 4A TEMPORARY STRIPING AND TRAFFIC CONTROL ITEMS AS SHOWN WITH ADJUSTMENTS TO THE TRAFFIC SIGNAL AT THE 3 CHAPEL STREET INTERSECTION AS SHOWN IN THE APPLICABLE SIGNAL PLAN.

INSTALL EROSION AND SEGMENT CONTROLS.

REMOVE EXISTING HOT-MIX AND CONCRETE PAVEMENT, CURB AND SIDEWALK AS SHOWN. MAINTAIN PEDESTRIAN TRAFFIC.

CONSTRUCT DRAINAGE INLETS AND PIPES AS SHOWN IN PHASE 4A.

CONSTRUCT CURB, SIDEWALK AND CURB RAMPS AS SHOWN.

CONSTRUCT PAVING ALONG MAIN STREET UP TO AND INCLUDING THE TYPE B HOT-MIX.

CONSTRUCT CURB, SIDEWALK AND CURB RAMPS AS SHOWN.

PLACE ALL TEMPORARY WARNING SIGNS AS SHOWN ON THE PHASE 4A WORK SHEETS.

REMOVE ALL EXISTING & TEMPORARY STRIPING WITHIN LIMITS OF PHASE 4A TRAFFIC CONTROL, THAT CONFLICTS WITH TEMPORARY STRIPING TO BE PLACED FOR PHASE 4A TRAFFIC CONTROL. PLACE PHASE 4A TEMPORARY STRIPING AND TRAFFIC CONTROL ITEMS AS SHOWN WITH ADJUSTMENTS TO THE TRAFFIC SIGNAL AT THE 3 CHAPEL STREET INTERSECTION AS SHOWN IN THE APPLICABLE SIGNAL PLAN.

INSTALL EROSION AND SEGMENT CONTROLS.

REMOVE EXISTING HOT-MIX AND CONCRETE PAVEMENT, CURB AND SIDEWALK AS SHOWN. MAINTAIN PEDESTRIAN TRAFFIC.

CONSTRUCT DRAINAGE INLETS AND PIPES AS SHOWN IN PHASE 4A.

CONSTRUCT CURB, SIDEWALK AND CURB RAMPS AS SHOWN.

CONSTRUCT PAVING ALONG MAIN STREET UP TO AND INCLUDING THE TYPE B HOT-MIX.

CONSTRUCT CURB, SIDEWALK AND CURB RAMPS AS SHOWN.

PLACE ALL TEMPORARY WARNING SIGNS AS SHOWN ON THE PHASE 4A WORK SHEETS.

REMOVE ALL EXISTING & TEMPORARY STRIPING WITHIN LIMITS OF PHASE 4A TRAFFIC CONTROL, THAT CONFLICTS WITH TEMPORARY STRIPING TO BE PLACED FOR PHASE 4A TRAFFIC CONTROL. PLACE PHASE 4A TEMPORARY STRIPING AND TRAFFIC CONTROL ITEMS AS SHOWN WITH ADJUSTMENTS TO THE TRAFFIC SIGNAL AT THE 3 CHAPEL STREET INTERSECTION AS SHOWN IN THE APPLICABLE SIGNAL PLAN.

INSTALL EROSION AND SEGMENT CONTROLS.

REMOVE EXISTING HOT-MIX AND CONCRETE PAVEMENT, CURB AND SIDEWALK AS SHOWN. MAINTAIN PEDESTRIAN TRAFFIC.

CONSTRUCT DRAINAGE INLETS AND PIPES AS SHOWN IN PHASE 4A.

CONSTRUCT CURB, SIDEWALK AND CURB RAMPS AS SHOWN.

CONSTRUCT PAVING ALONG MAIN STREET UP TO AND INCLUDING THE TYPE B HOT-MIX.

CONSTRUCT CURB, SIDEWALK AND CURB RAMPS AS SHOWN.

PLACE ALL TEMPORARY WARNING SIGNS AS SHOWN ON THE PHASE 4A WORK SHEETS.

REMOVE ALL EXISTING & TEMPORARY STRIPING WITHIN LIMITS OF PHASE 4A TRAFFIC CONTROL, THAT CONFLICTS WITH TEMPORARY STRIPING TO BE PLACED FOR PHASE 4A TRAFFIC CONTROL. PLACE PHASE 4A TEMPORARY STRIPING AND TRAFFIC CONTROL ITEMS AS SHOWN WITH ADJUSTMENTS TO THE TRAFFIC SIGNAL AT THE 3 CHAPEL STREET INTERSECTION AS SHOWN IN THE APPLICABLE SIGNAL PLAN.

INSTALL EROSION AND SEGMENT CONTROLS.

REMOVE EXISTING HOT-MIX AND CONCRETE PAVEMENT, CURB AND SIDEWALK AS SHOWN. MAINTAIN PEDESTRIAN TRAFFIC.

CONSTRUCT DRAINAGE INLETS AND PIPES AS SHOWN IN PHASE 4A.

CONSTRUCT CURB, SIDEWALK AND CURB RAMPS AS SHOWN.

CONSTRUCT PAVING ALONG MAIN STREET UP TO AND INCLUDING THE TYPE B HOT-MIX.

CONSTRUCT CURB, SIDEWALK AND CURB RAMPS AS SHOWN.

PLACE ALL TEMPORARY WARNING SIGNS AS SHOWN ON THE PHASE 4A WORK SHEETS.

REMOVE ALL EXISTING & TEMPORARY STRIPING WITHIN LIMITS OF PHASE 4A TRAFFIC CONTROL, THAT CONFLICTS WITH TEMPORARY STRIPING TO BE PLACED FOR PHASE 4A TRAFFIC CONTROL. PLACE PHASE 4A TEMPORARY STRIPING AND TRAFFIC CONTROL ITEMS AS SHOWN WITH ADJUSTMENTS TO THE TRAFFIC SIGNAL AT THE 3 CHAPEL STREET INTERSECTION AS SHOWN IN THE APPLICABLE SIGNAL PLAN.

INSTALL EROSION AND SEGMENT CONTROLS.

REMOVE EXISTING HOT-MIX AND CONCRETE PAVEMENT, CURB AND SIDEWALK AS SHOWN. MAINTAIN PEDESTRIAN TRAFFIC.

CONSTRUCT DRAINAGE INLETS AND PIPES AS SHOWN IN PHASE 4A.

CONSTRUCT CURB, SIDEWALK AND CURB RAMPS AS SHOWN.

CONSTRUCT PAVING ALONG MAIN STREET UP TO AND INCLUDING THE TYPE B HOT-MIX.

CONSTRUCT CURB, SIDEWALK AND CURB RAMPS AS SHOWN.
SEQUENCE OF CONSTRUCTION – PHASE 4A

1. Place all temporary warning signs as shown on the Phase 4A hot sheets.
2. Remove all existing & temporary striping within limits of Phase 4A traffic control that conflicts with temporary striping to be placed for Phase 4A traffic control. Place Phase 4A temporary striping and traffic control items as shown. Make adjustments to the traffic signal at the 3 Chapel Street intersection as shown in the applicable signal plan.
3. Install erosion and sediment controls.
4. Remove existing hot-mix and concrete pavement, curb and sidewalk as shown. Maintain pedestrian traffic.
5. Construct drainage inlets and pipes as shown in Phase 4A.
6. Construct curb, sidewalk and curb ramps as shown.
7. Construct paving along main street up to and including the type B hot-mix.
8. Stabilize all disturbed areas with topsoil, seed and mulch.
9. Remove sediment control devices and traffic control devices for Phase 4A.

Pavement Markings Legend

- [Symbol 1] 4" Solid White Temporary Paint Pavement Stripping (Item B17002) 481 LF
- [Symbol 2] 4" Solid Yellow Temporary Paint Pavement Stripping (Item B17003) 180 LF
- Temporary Markings, White Paint, Symbols/Legend (Item B20001) 260 SF

Delaware Department of Transportation

Main Street Newark Rehabilitation and Pedestrian Improvements
**SEQUENCE OF CONSTRUCTION - PHASE 4B**

1. Place all temporary warning signs as shown on the phase 4b NTS sheets.
2. Place all signs for detour of mckees lane as shown on phase 4b vehicular detour plan and close mckees lane as shown in the phase 4b NTS sheets.
3. Remove all existing & temporary striping within limits of phase 4b traffic control, that conflicts with temporary striping to be placed for phase 4b traffic control. Place phase 4b temporary striping and traffic control items as shown.
4. Install erosion and sediment controls.
5. Remove existing hot-mix and concrete pavement, curb and sidewalk as shown. Maintain pedestrian traffic.
6. Construct curbs, sidewalk and curbs ramps as shown.
7. Construct paving along main street up to and including the type B HOT-MIX, adjust all drainage inlets so that the grate is at the elevation for the top of the type B HOT-MIX.
8. Construct ultimate traffic signal improvements at 5 chapel street, powdery lane, type 14 parking and private drive within limits of phase 4b, activate new traffic signal infrastructure at powdery lane, type avenue and private drive intersections prior to moving to phase 3.
9. Stabilize all disturbed areas with topsoil, seed and mulch.
10. Remove segment control devices and traffic control devices for phase 4b open mckees road to traffic and remove vehicular detour.

**SEQUENCE OF CONSTRUCTION - PHASE 4C (WEEKEND WORK ONLY)**

1. Place all signs for detour of n chapel street as shown on phase 4c vehicular detour plan and close northbound 5 chapel street.
2. Install erosion and sediment controls as shown.
3. Remove existing hot-mix and concrete pavement, curb and sidewalk, maintain pedestrian traffic.
4. Construct curbs, sidewalk and curbs ramps as shown.
5. Construct paving along main street and 5 chapel street up to and including the type B HOT-MIX.
6. Stabilize all disturbed areas with topsoil, seed and mulch.
7. Remove segment control devices, open n chapel street and remove vehicular detour signage and associated traffic control devices for phase 4c.
**SEQUENCE OF CONSTRUCTION - PHASE 4B**

1. Place all temporary warning signs as shown on the Phase 4B HOT MIX.
2. Place all signs for detour of McKees Lane as shown on Phase 4B Vehicular Detour Plan and close McKees Lane as shown in the Phase 4B HOT MIX.
3. Remove all existing temporary striping within limits of Phase 4B Traffic Control that conflicts with temporary striping to be placed for Phase 4B Traffic Control. Place Phase 4B temporary striping and Traffic Control signs as shown.
4. Install erosion and sediment controls.
5. Remove existing CURB and concrete pavement, CURB and SIDEWALK as shown. Maintain pedestrian traffic.
6. Construct CURB, SIDEWALK and CURB Ramps as shown.
7. Construct paving along MAIN STREET up to and including the Type B HOT MIX. Adjust all drainage ditches so that the grate is at the elevation for the top of the Type B HOT MIX.
8. Construct ultimate traffic signal improvements at S CHAPEL STREET, POWERRY LANE, TYPE AVENUE and PRIVATE DRIVE within limits of Phase 4B. Activate new traffic signal infrastructure at POWERRY LANE, TYPE AVENUE and PRIVATE DRIVE intersections prior to Refer to S
9. Stabilize all disturbed areas with TOPSOIL, SEED AND MULCH.
10. Remove sediment control devices and traffic control devices for Phase 4B Open McKees Road to traffic and restore Vehicular Detour.

**PAVEMENT MARKINGS LEGEND**

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**MAIN STREET**

**PHASE 4B (NO BUMPOUTS)**

**SEQUENCE OF CONSTRUCTION - PHASE 4B**

1. Place all temporary warning signs as shown on the Phase 4B HOT MIX.
2. Place all signs for detour of McKees Lane as shown on Phase 4B Vehicular Detour Plan and close McKees Lane as shown in the Phase 4B HOT MIX.
3. Remove all existing temporary striping within limits of Phase 4B Traffic Control that conflicts with temporary striping to be placed for Phase 4B Traffic Control. Place Phase 4B temporary striping and Traffic Control signs as shown.
4. Install erosion and sediment controls.
5. Remove existing CURB and concrete pavement, CURB and SIDEWALK as shown. Maintain pedestrian traffic.
6. Construct CURB, SIDEWALK and CURB Ramps as shown.
7. Construct paving along MAIN STREET up to and including the Type B HOT MIX. Adjust all drainage ditches so that the grate is at the elevation for the top of the Type B HOT MIX.
8. Construct ultimate traffic signal improvements at S CHAPEL STREET, POWERRY LANE, TYPE AVENUE and PRIVATE DRIVE within limits of Phase 4B. Activate new traffic signal infrastructure at POWERRY LANE, TYPE AVENUE and PRIVATE DRIVE intersections prior to Refer to S
9. Stabilize all disturbed areas with TOPSOIL, SEED AND MULCH.
10. Remove sediment control devices and traffic control devices for Phase 4B Open McKees Road to traffic and restore Vehicular Detour.

**PAVEMENT MARKINGS LEGEND**

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**SEQUENCE OF CONSTRUCTION - PHASE 4B**

1. Place all temporary warning signs as shown on the Phase 4B MDT sheets.
2. Place all signs for detour of Moxey Lane as shown on Phase 4B Vehicular Detour Plan and close Moxey Lane as shown in the Phase 4B MDT sheets.
3. Remove all existing & temporary striping within limits of Phase 4B traffic control. Please remove striping and traffic control items as shown.
4. Install erosion and sediment controls.
5. Remove existing hot-mix and concrete pavements, curbs and sidewalks as shown. Maintain pedestrian traffic.
6. Construct curbs, sidewalks and curb ramps as shown.
7. Construct Sign & Traffic Control Devices, within limits of Phase 4B. Remove all existing & temporary striping within limits of Phase 4B. Activate new traffic signal.
8. Construct Ultimate Traffic Signal Improvements at S. Chapel St., Pomeroy Lane, Tyre Avenue and Private Drive Intersections prior to moving to Phase 5.
9. Place all temporary signs as shown on the Phase 4B MOT Plans.
10. Place all permanent signs as shown.

**MAIN STREET**

**PHASE 4B (BUMPOUTS)**

- **Temporary Stripping**
  - 4" Solid White Temporary Paint Pavement
  - 4" Solid Yellow Temporary Paint Pavement
  - Temporary Markings, White Paint, Symbol/Legend

- **Symbol Legend**
  - 6' High PCC Curb Type-1 Modified
  - City of Newark with Light

**MAIN STREET**

**PHASE 4B (NO BUMPOUTS)**

- **Temporary Stripping**
  - 4" Solid White Temporary Paint Pavement
  - 4" Solid Yellow Temporary Paint Pavement
  - Temporary Markings, White Paint, Symbol/Legend

- **Symbol Legend**
  - 6' High PCC Curb Type-1 Modified
  - City of Newark with Light
**SEQUENCE OF CONSTRUCTION – PHASE 4B**

1. Place all temporary markings as shown on the Phase 4B MOT sheets.
2. Place all signs for detour of Mckees Lane as shown on Phase 4B vehicular detour plan and close Mckees Lane as shown in the Phase 4B MOT sheets.
3. Remove all existing & temporary striping within limits of Phase 4B traffic control that conflicts with temporary striping to be placed for Phase 4B traffic control, place Phase 4B temporary striping and traffic control items as shown.
4. Install erosion and sediment controls.
5. Remove existing hot-mix and concrete pavement, curb and sidewalk as shown. Maintain pedestrian traffic.
6. Construct curb, sidewalk and curb ramps as shown.
7. Construct paving along Main Street up to and including the type B hot-mix. Adjust all orange markers so that the plate is at the elevation for the top of the type B hot-mix.
8. Construct ultimate traffic signal improvements at 5 Chapel Street, Poindley Lane, Type Avenue and private drive within limits of Phase 4B. Activate new traffic signal infrastructure at Poindley Lane, Type Avenue and private drive intersections prior to moving to Phase 5.
9. Stabilize all disturbed areas with topsoil, seed and mulch.
10. Remove sediment control devices and traffic control devices for Phase 4B open Mckees Road to traffic and remove vehicular detour.

**TEMPORARY MARKINGS, WHITE PAINT, 4” SOLID YELLOW TEMPORARY PAINT PAVEMENT STRIPING (ITEM 817003)**

- 4' SOLID WHITE TEMPORARY PAINT PAVEMENT STRIPING (ITEM B72003)
- TEMPORARY WARNINGS, WHITE PAINT, 16 SF

**PAVEMENT MARKINGS LEGEND**

- Item 1047+00

**HOT MIX**

- 15" C MP

**P .C .C . C U R B T Y P E -1 MODIFIED**

- 15" C MP

**REFERENCE**

- CS00.DGN

**CONSTRUCTION PHASING, M.O.T., AND EROSION CONTROL PLAN – PHASE 4B**

**MAIN STREET NEWARK REHABILITATION AND PEDESTRIAN IMPROVEMENTS**
SEQUENCE OF CONSTRUCTION - PHASE 4B

1. Place all temporary warning signs as shown on the Phase 4B hot sheets.
2. Place all signs for detour of Mckees Lane as shown on Phase 4B vehicular detour plan and close Mckees Lane as shown in the Phase 4B hot sheets.
3. Remove all existing temporary striping within limits of Phase 4B traffic control that conflicts with temporary striping to be placed for Phase 4B traffic control. Place Phase 4B temporary striping and traffic control items as shown.
4. Install erosion and sediment controls.
5. Remove existing hot-mix and concrete pavement, curb and sidewalk as shown, maintain pedestrian traffic.
6. Construct curbs, sidewalks, and curb ramps as shown.
7. Construct paving along main street up to and including the type B hot-mix, adjust all drainage inlets so that the grate is at the elevation for the top of the type B hot-mix.
8. Construct ultimate traffic signal improvements at S Chapel Street, Powery Lane, type avenue and private drive within limits of Phase 4B, activate new traffic signal infrastructure at Powery Lane, type avenue and private drive intersections prior to moving to Phase 5.
9. Stabilize all disturbed areas with topsoil, seed, and mulch.
10. Remove sediment control devices and traffic control devices for Phase 4B open Mckees road to traffic and remove vehicular detour.
SEQQUENCE OF CONSTRUCTION - PHASE 5

1. Place all temporary warning signs as shown on phase 5 wet sheets.
2. Place all signs for detour of academy street and hanes street as shown on phase 5 vehicular detour plan. Close academy street and hanes street at e main street.
3. Remove all existing & temporary striping within limits of phase 5 traffic control. Remove temporary striping to be placed for phase 5 traffic control. Place temporary striping and traffic control for phase 5 as shown. Make adjustments to the traffic signals at the 5 chapell street and academy street intersections as shown in the applicable signal plans.
4. Place temporary striping following signs and striping plans from sta. 1039+00 to sta. 1072+74.
5. Install erosion and sediment controls.
6. Remove existing hot-mix and concrete pavement, curb and sidewalk as shown. Maintain pedestrian traffic.
7. Construct drainage inlets and pipes as shown in phase 5.
8. Construct curbs, sidewalks and curb ramps as shown.
9. Construct paving along main street up to and including the type b hot-mix. Adjust all drainage inlets so that the grate is at the elevation for the top of the type b hot-mix.
10. Construct ultimate traffic signal improvements at academy street and 5 chapell street within limits of phase 5.
11. Stabilize all disturbed areas with topsoil, seed and mulch.
12. Remove sediment control devices and traffic control devices for phase 5. Open academy street and hanes street and remove associated vehicular detours.
**PAVEMENT MARKINGS LEGEND**

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**SEQUENCE OF CONSTRUCTION - PHASE 5**

1. Place all temporary warning signs as shown on Phase 5 VIV sheets.
2. Place all signs for detour of Academy Street and Haines Street as shown on Phase 5 vehicular detour plan. Close Academy Street and Haines Street at E Main Street.
3. Remove all existing & temporary striping within limits of Phase 5. Traffic control that conflicts with temporary striping to be placed for Phase 5 traffic control. Place temporary striping and traffic control for Phase 5 as shown. Make adjustments to the traffic signals at the S Chapel Street and Academy Street intersections as shown in the applicable signal plans.
4. Place temporary striping following signing and striping plans from STA. 1039+00 to STA. 1072+74.
5. Install erosion and sediment controls.
6. Remove existing hot-mix and concrete pavement, curb and sidewalk as shown. Maintain pedestrian traffic.
7. Construct drainage inlets and pipes as shown in Phase 5.
8. Construct curbs, sidewalk and curb ramps as shown.
9. Construct paving along Main Street up to and including the type B hot-mix. Adjust all drainage inlets so that the grate is at the elevation for the top of the type B hot-mix.
10. Construct ultimate traffic signal improvements at Academy Street and S Chapel Street within limits of Phase 5.
11. Stabilize all disturbed areas with topsoil, seed and mulch.
12. Remove all existing & temporary striping within limits of Phase 5 traffic control. Make adjustments to the traffic signals for Phase 5.

**MAIN STREET**

**PHASE 5 (NO BUMPOUTS)**
SEQUENCE OF CONSTRUCTION - PHASE 5

1. Place all temporary warning signs as shown on Phase 5 wet sheets.
2. Place all signs for detour of Academy Street and Haines Street as shown on Phase 5 vehicular detour plan, close Academy Street (weekend closure) and Haines Street at E Main Street.
3. Remove all existing temporary striping within limits of Phase 5 traffic control that conflicts with temporary striping to be placed.
4. Place temporary striping following signs and striping plans from STA. 1021+00 to STA. 1024+74.
5. Install erosion and sediment controls.
6. Remove existing hot-mix and concrete pavement, curb and sidewalk as shown. Maintain pedestrian traffic.
7. Construct drainage inlets and pipes as shown in Phase 5.
8. Construct curb, sidewalk and curb ramps as shown.
9. Construct paving along Main Street up to and including the type B hot-mix. Adjust all drainage inlets so that the grate is at the elevation for the top of the type B hot-mix.
10. Construct ultimate traffic signal improvements at Academy Street and 5 Chapel Street within limits of Phase 5.
11. Stabilize all disturbed areas with topsoil, seed and mulch.
12. Remove temporary center devices and traffic control devices for Phase 5. Open Academy Street and Haines Street and remove associated vehicular detours.

SEQUENCE OF CONSTRUCTION - PHASE 5A (WEEKEND WORK ONLY)

1. Place all signs for detour of Academy St as shown on Phase 5A vehicular detour plan and close northbound Academy St.
2. Install erosion and sediment controls as shown.
3. Remove existing hot-mix and concrete pavement, curb and sidewalk. Maintain pedestrian traffic.
4. Construct curb, sidewalk and curb ramps as shown.
5. Construct paving along Main Street and 3 Chapel Street up to and including the type B hot-mix.
6. Stabilize all disturbed areas with topsoil, seed and mulch.
7. Remove segment control devices, open Academy St and remove vehicular detour signage and associated traffic control devices for Phase 5A.
PLACE ALL TEMPORARY WARNING SIGNS AS SHOWN ON PHASE 5 HOT MIX SHEETS.
2. PLACE ALL SIGNS FOR DETOUR OF ACADEMY STREET AND HAINES STREET AS SHOWN ON PHASE 5 VEHICLE DETOUR PLAN. CLOSE ACADEMY STREET AND HAINES STREET AT E MAIN STREET.
3. REMOVE ALL EXISTING T-TYPE TEMPORARY STRIPING WITHIN LIMITS OF PHASE 5 TRAFFIC CONTROL. PLACE TEMPORARY STRIPING AND TRAFFIC CONTROL FOR PHASE 5 AS SHOWN. MAKE ADJUSTMENTS TO THE TRAFFIC SIGNALS AT S CHAPEL STREET AND ACADEMY STREET INTERSECTIONS AS SHOWN IN THE APPLICABLE SIGNAL PLANS.
4. PLACE TEMPORARY STRIPING FOLLOWING SIGNING AND STRIPING PLANS FROM STA. 1039+00 TO STA. 1072+74.
5. INSTALL EROSION AND SEDIMENT CONTROLS.
6. REMOVE EXISTING HOT-MIX AND CONCRETE PAVEMENT, CURB AND SIDEWALK AS SHOWN. MAINTAIN PEDESTRIAN TRAFFIC.
7. CONSTRUCT DRAINAGE INLETS AND PIPES AS SHOWN IN PHASE 5.
8. CONSTRUCT CURB, SIDEWALK AND CURB RAMPS AS SHOWN.
10. CONSTRUCT ULTIMATE TRAFFIC SIGNAL IMPROVEMENTS AT ACADEMY STREET AND S CHAPEL STREET WITHIN LIMITS OF PHASE 5.
11. STABILIZE ALL DISTURBED AREAS WITH TOPSOIL, SEED AND MULCH.
12. REMOVE SEDIMENT CONTROL DEVICES AND TRAFFIC CONTROL DEVICES FOR PHASE 5. OPEN ACADEMY STREET AND HAINES STREET AND REMOVE ASSOCIATED VEHICULAR DETOURS.

**Main Street Phase 5 (No Bumpouts)**
SEQUENCE OF CONSTRUCTION - PHASE 5

1. Place all temporary warning signs as shown on Phase 5 NO# sheets.
2. Place all signs for detour of Academy Street and Haines Street as shown on Phase 5 vehicular detour plan. Close Academy Street and Haines Street at E Main Street.
3. Remove all existing temporary striping within limits of Phase 5 traffic control that conflicts with temporary striping to be placed for Phase 5 traffic control. Place temporary striping and traffic control for Phase 5 as shown. Make adjustments to the traffic signals at the 5 Chapel Street and Academy Street intersections as shown in the applicable signal plans.
4. Place temporary striping following signing and striping plans from STA. 1038+00 to STA. 1037+74.
5. Install erosion and sediment controls.
6. Remove existing hot-mix and concrete pavement, curb and sidewalk as shown. Maintain pedestrian traffic.
7. Construct drainage inlets and pipes as shown in Phase 5.
8. Construct curb, sidewalk and curb ramps as shown.
9. Construct paving along Main Street up to and including the Type B hot-mix. Adjust all drainage inlets so that the grate is at the elevation for the top of the Type B hot-mix.
10. Construct ultimate traffic signal improvements at Academy Street and 5 Chapel Street within limits of Phase 5.
11. Stabilize all disturbed areas with topsoil, seed and mulch.
12. Remove temporary control devices and traffic control devices for Phase 5. Open Academy Street and Haines Street and remove associated vehicular detours.

CONSTRUCTION PHASING, M.O.T., AND EROSION CONTROL PLAN - PHASE 5
INSTALL EROSION AND SEDIMENT CONTROLS.

FOR PHASE 6 TRAFFIC CONTROL. PLACE TEMPORARY STRIPING AND TRAFFIC CONTROL FOR PHASE 6 AS SHOWN. MAKE ADJUSTMENTS TO THE TRAFFIC SIGNAL INFRASTRUCTURE AT THE ACADEMY STREET AND S CHAPEL STREET INTERSECTIONS PRIOR TO MOVING TO PHASE 7.

CONSTRUCT ULTIMATE TRAFFIC SIGNAL IMPROVEMENTS AT ACADEMY STREET AND S CHAPEL STREET WITHIN LIMITS OF PHASE 6. ACTIVATE NEW TRAFFIC ELEVATION FOR THE TOP OF THE TYPE B HOT-MIX.

CONSTRUCT PAVING ALONG MAIN STREET UP TO AND INCLUDING THE TYPE B HOT-MIX. ADJUST ALL GRANITEx RUT PITS AND CURB RAMP AS SHOWN.

CONSTRUCT CURB, SIDEWALK AND CURB RAMP AS SHOWN.

CONSTRUCT PAVING ALONG MAIN STREET UP TO AND INCLUDING TYPE B HOT-MIX. ADJUST ALL GRANITEx RUT PITS SO THAT THE GRATE IS AT THE ELEVATION FOR THE TOP OF THE TYPE B HOT-MIX.

CONSTRUCT ULTIMATE TRAFFIC SIGNAL IMPROVEMENTS AT ACADEMY STREET AND S CHAPEL STREET WITHIN LIMITS OF PHASE 6. ACTIVATE NEW TRAFFIC SIGNAL INFRASTRUCTURE AT THE ACADEMY STREET AND S CHAPEL STREET INTERSECTIONS PRIOR TO MOVING TO PHASE 7.

STABILIZE ALL DISTURBED AREAS WITH TOPSOIL, SEED AND MULCH.

REMOVE ALL EXISTING & TEMPORARY STRIPING WITHIN LIMITS OF PHASE 6 TRAFFIC CONTROL THAT CONFLICTS WITH TEMPORARY STRIPING TO BE PLACED.

PLACE ALL TEMPORARY WARNING SIGNS AS SHOWN ON PHASE 6 MOT SHEETS. PLACE ALL SIGNS FOR DETOUR OF CENTER STREET AS SHOWN.

PLACE ALL TEMPORARY WARNING SIGNS AS SHOWN ON PHASE 6 MOT SHEETS. PLACE ALL SIGNS FOR DETOUR OF CENTER STREET AS SHOWN.

STABILIZE ALL DISTURBED AREAS WITH TOPSOIL, SEED AND MULCH.

REMOVE ALL EXISTING & TEMPORARY STRIPING WITHIN LIMITS OF PHASE 6 TRAFFIC CONTROL THAT CONFLICTS WITH TEMPORARY STRIPING TO BE PLACED.

PLACE ALL TEMPORARY WARNING SIGNS AS SHOWN ON PHASE 6 MOT SHEETS. PLACE ALL SIGNS FOR DETOUR OF CENTER STREET AS SHOWN.

PLACE ALL TEMPORARY WARNING SIGNS AS SHOWN ON PHASE 6 MOT SHEETS. PLACE ALL SIGNS FOR DETOUR OF CENTER STREET AS SHOWN.
SEQUENCE OF CONSTRUCTION – PHASE 6

1. Place all temporary warning signs as shown on Phase 6 M/E sheets. Place all signs for detour of Center Street as shown on Phase 6 vehicular detour plan, close Center Street.

2. Remove all existing temporary striping within limits of Phase 6 traffic control that conflicts with temporary striping to be placed for Phase 6 traffic control. Place temporary striping and traffic control for Phase 6 as shown. Make adjustments to the traffic signals at the 5 Chapel Street and Academy Street intersections as shown in the applicable signal plans.

3. Install erosion and sediment controls.

4. Remove existing hot-mix and concrete pavement, curb and sidewalk as shown. Maintain pedestrian traffic.

5. Construct drainage inlets and pipes as shown in Phase 6.

6. Construct curb, sidewalk and curb ramps as shown.

7. Construct paving along main street up to and including the type B hot-mix. Adjust all drainage inlets so that the grate is at the elevation for the top of the type B hot-mix.

8. Construct ultimate traffic signal improvements at Academy Street and 5 Chapel Street within limits of Phase 6. Activate new traffic signal infrastructure at the Academy Street and 5 Chapel Street intersections prior to moving to Phase 7.

9. Stabilize all disturbed areas with topsoil, seed and mulch.

10. Remove segment control devices and traffic control devices for Phase 6, open Center Street and remove vehicular detour.
SEQUENCE OF CONSTRUCTION - PHASE 6

1. **Place all temporary marking signs as shown on Phase 6 print sheets. Place all signs for detour of center street as shown on Phase 6 vehicular detour plan close center street.**

2. **Remove all existing & temporary striping within limits of Phase 6 traffic control, that conflicts with temporary striping to be placed for Phase 6 traffic control. Place temporary striping and traffic control for Phase 6 as shown. Make adjustments to the traffic signals at the 2 Chapel Street and Academy Street intersections as shown in the applicable signal plans.**

3. **Install erosion and sediment controls.**

4. **Remove existing hot-mix and concrete pavement, curb and sidewalk as shown. Maintain pedestrian traffic.**

5. **Construct drainage inlets and pipes as shown in Phase 6.**

6. **Construct curb, sidewalk and curb ramps as shown.**

7. **Construct paving along Main Street up to and including the type B Hot-Mix. Adjust all drainage inlets so that the grate is at the elevation for the top of the type B Hot-Mix.**

8. **Construct ultimate traffic signal improvements at Academy Street and S Chapel Street within limits of Phase 6. Activate new traffic signal infrastructure at the Academy Street and S Chapel Street intersections prior to moving to Phase 3.**

9. **Stabilize all disturbed areas with topsoil, seed and mulch.**

10. **Remove sediment control devices and traffic control devices for Phase 6. Open center street and remove vehicular detour.**

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**Main Street Phases 6 (No Bumpouts) and 6 (Bumpouts)**

**Pavement Markings Legend**

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**Notes:**

- **load zone:**
- **travel lane:**
- **work area:**
- **temp. white stripe:**
- **temp. yellow stripe:**
- **tubular marker (orange with white or yellow retroreflective sheathing):**
- **3 ft. chain link rail:**
- **12" x 18" TBH-1000:**
- **15" PVC:**
- **24" RC:**
- **2.5 ft. rail:**
- **3 ft. rail:**
- **30" IR IR:**
- **8" Holly Wall:**

**Main Street Newark Rehabilitation and Pedestrian Improvements**

**Construction Phasing, M.O.T., and Erosion Control Plan - Phase 6**

**Addendums/Revisions**
**SEQUENCE OF CONSTRUCTION – PHASE 6**

1. Place all temporary warning signs as shown on Phase 6 MOT sheets. Place all signs for detour of center street as shown on Phase 6 vehicular group plan close center street.

2. Remove all existing temporary striping within limits of Phase 6 traffic control that conflict with temporary striping to be placed for Phase 6 traffic control. Place temporary striping and traffic control for Phase 6 as shown. Make adjustments to the traffic signals at the 5 Chapel street and Academy street intersections as shown in the applicable signal plans.

3. Install erosion and sediment controls.

4. Remove existing HOT-MIX and concrete pavement, curbs and sidewalk as shown. Maintain pedestrian traffic.

5. Construct drainage inlets and pipes as shown in Phase 6.

6. Construct curbs, sidewalk and curb ramps as shown.

7. Construct paving along main street up to and including the type B HOT-MIX. Adjust all drainage inlets so that the grate is at the elevation for the top of the type B HOT-MIX.

8. Construct ultimate traffic signal improvements at Academy street and 5 Chapel street within limits of Phase 6. Activate new traffic signal infrastructure at the Academy street and 5 Chapel street intersections prior to moving to Phase 7.

9. Stabilize all disturbed areas with topsoil, seed and mulch.

10. Remove sediment control devices and traffic control devices for Phase 6. Open center street and remove vehicular detour.

**MAIN STREET**

**PHASE 6 (BUMPOUTS)**

**PAVEMENT MARKINGS LEGEND**

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

**CITY OF NEWARK**
SEQUENCE OF CONSTRUCTION - PHASE 6

1. Place all temporary warning signs as shown on Phase 6 map sheets. Place all signs for detour of center street as shown on Phase 6 vehicular detour plan. Close center street.

2. Remove all existing & temporary striping within limits of Phase 6 traffic control that conflicts with temporary striping to be placed for Phase 8 traffic control. Place temporary striping and traffic control for Phase 8 as shown. Make adjustments to the traffic signals at the S Chapel Street and Academy Street intersections as shown in the applicable signal plans.

3. Install erosion and sediment controls.

4. Remove existing hot-mix and concrete pavement, curb and sidewalk as shown. Maintain pedestrian traffic.

5. Construct drainage inlets and pipes as shown in Phase 8.

6. Construct curb, sidewalk, and curb ramps as shown.

7. Construct paving along main street up to and including the type B hot-mix. Adjust all drainage inlets so that the grate is at the elevation for the top of the type B hot-mix.

8. Construct ultimate traffic signal improvements at Academy Street and S Chapel Street within limits of Phase 6. Activate new traffic signal infrastructure at the Academy Street and S Chapel Street intersections prior to moving to Phase 7.

9. Stabilize all disturbed areas with topsoil, seed, and mulch.

10. Remove segment control devices and traffic control devices for Phase 6. Open center street and remove vehicular detour.

Delaware Department of Transportation

Main Street Newark Rehabilitation and Pedestrian Improvements
SEQUENCE OF CONSTRUCTION - PHASE 7A (WEEKEND WORK ONLY)

1. Place all temporary warning signs as shown on Phase 7A MST sheets.
2. Place all signs for detour of 5 College Ave as shown on Phase 7A vehicular detour plan close 5 College Avenue.
3. Place all signs for bicycle detour for North College Avenue as shown on Phase 7A bicycle detour plan cover bicycle signal heads at the Main Street/N College Avenue intersection.
4. Remove all existing & temporary striping within limits of Phase 7A traffic control that conflicts with temporary striping to be placed for Phase 7A traffic control, place temporary striping and traffic control for Phase 7A as shown, using a traffic officer and flaggers, put the traffic signals at 5 College Avenue and N College Avenue on Flash. Use flaggers to maintain pedestrian movements through the intersections during the entire duration of this phase.
5. Place temporary striping following signs and striping plans from STA 1007+00 to STA 1039+00.
6. Install erosion and sediment controls.
7. Remove existing HDW-YW and concrete pavement, curb and sidewalk as shown, maintain pedestrian traffic.
8. Construct curb, sidewalk and curb ramps as shown.
9. Construct paving along Main Street up to and including the Type B HDW-YW.
10. Construct ultimate traffic signal improvements at S College Avenue and N College Avenue within limits of Phase 7A.
11. Stabilize all disturbed areas with topsoil, seed and mulch.
12. Remove sediment control devices and traffic control devices for Phase 7A. The traffic officer shall put the signal back on stop and go operation and the contractor shall open S College Avenue and remove associated vehicular detours.

MAIN STREET
PHASE 7A (NO BUMPOUTS)
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**SEQUENCE OF CONSTRUCTION - PHASE 7A (WEEKEND WORK ONLY)**

1. Place all temporary warning signs as shown on Phase 7A wet sheets.
2. Place all signs for detour of 5 College Ave as shown on Phase 7A vehicular detour plan close 5 College Avenue.
3. Place all signs for bicycle detour for North College Avenue as shown on Phase 7A bicycle detour plan. Cover bicycle signal heads at the Main Street/N College Avenue intersection.
4. Place all existing B temporary striping within limits of Phase 7A traffic control that conflicts with temporary striping to be placed for Phase 7A traffic control. Place temporary striping and traffic control for Phase 7A as shown. Using a traffic officer and flaggers, put the traffic signal at S College Avenue and N College Avenue on flash. Use flaggers to maintain pedestrian movements through the intersections during the entire duration of this phase.
5. Place temporary striping following signing and striping plans from STA. 1016+00 to STA. 1039+00.
6. Install crossover and segment controls.
7. Remove existing HOT-Mil and concrete pavement, curbs and sidewalks as shown. Maintain pedestrian traffic.
8. Construct curbs, sidewalk and curb ramps as shown.
9. Construct paving along Main Street up to and including the Type B HOT-Mil.
10. Construct ultimate traffic signal improvements at S College Avenue and N College Avenue within limits of Phase 7A.
11. Stabilize all disturbed areas with topsoil, seed and mulch.
12. Remove segment control devices and traffic control devices for Phase 7A. The traffic officer shall put the signal back on stop and go operation and the contractor shall open 5 College Avenue and remove associated vehicular detour.

**CONSTRUCTION PHASING, M.O.T., AND EROSION CONTROL PLAN - PHASE 7A**

- **NEW CASTLE COUNTY**
- **MAIN STREET NEWARK REHABILITATION AND PEDESTRIAN IMPROVEMENTS**
- **DELAWARE DEPARTMENT OF TRANSPORTATION**
- **C0-702A**

![Diagram of construction plans](attachment:image.png)
SDOT HOIST AND CHAIN

POST AND CHAIN

40 LF

1011+00

QUANTITY

60

WV

1010+00

# 3 3

15" RCP

\ U SP H L 1FP 002 

DATA PROJECTS 60318855 TASK 6 - P & R NORTH XIV - WORK - CAD - REFERENCES CS00.DGN

COPY

SYMBOL

T

STRIPING (ITEM 817003)

4" SOLID WHITE TEMPORARY PAINT PAVEMENT

DELAWARE DEPARTMENT OF TRANSPORTATION

RETROREFLECTIVE SHEETING)

PAVEMENT MARKINGS LEGEND

ITEM

QUANTITY

1

276 LF

PLACE ALL TEMPORARY WARNING SIGNS AS SHOWN ON PHASE 7B HOT SHEETS.

2

REMOVE ALL EXISTING & TEMPORARY STRIPING WITHIN LIMITS OF PHASE 7B TRAFFIC CONTROL. PLACE TEMPORARY STRIPING AND TRAFFIC CONTROL FOR PHASE 7B AS SHOWN TO MAKE ADJUSTMENTS TO THE TRAFFIC SIGNALS AT THE N COLLEGE AVENUE AND S COLLEGE AVENUE INTERSECTIONS AS SHOWN IN THE APPLICABLE SIGNAL PLANS.

3

INSTALL EROSION AND SEGMENT CONTROLS.

4

REMOVE EXISTING HOT-MIX AND CONCRETE PAVEMENT, CURB AND SIDEWALK AS SHOWN. MAINTAIN PEDESTRIAN TRAFFIC.

5

CONSTRUCT CURB, SIDEWALK AND CURB RAMPS AS SHOWN.

6

CONSTRUCT PAVING ALONG MAIN STREET UP TO AND INCLUDING THE TYPE B HOT-MIX.

7

CONSTRUCT ULTIMATE TRAFFIC SIGNAL IMPROVEMENTS AT S COLLEGE AVENUE AND S COLLEGE AVENUE WITHIN LIMITS OF PHASE 7B. ACTIVATE NEW TRAFFIC SIGNAL INFRASTRUCTURE AT THE ACADEMY STREET AND S CHAPEL STREET INTERSECTIONS PRIOR TO MOVING TO PHASE 8.

8

STABILIZE ALL DISTURBED AREAS WITH TOPSOIL, SEED AND MULCH.

9

REMOVE ALL EXISTING & TEMPORARY STRIPING WITHIN LIMITS OF PHASE 7B TRAFFIC CONTROL THAT CONFLICTS WITH TEMPORARY STRIPING TO BE PLACED FOR PHASE 7B TRAFFIC CONTROL. REMOVE TEMPORARY STRIPING AND TRAFFIC CONTROL FOR PHASE 7B AS SHOWN. MAKE ADJUSTMENTS TO THE TRAFFIC SIGNALS AT THE N COLLEGE AVENUE AND S COLLEGE AVENUE INTERSECTIONS AS SHOWN IN THE APPLICABLE SIGNAL PLANS.

10

STABILIZE ALL DISTURBED AREAS WITH TOPSOIL, SEED AND MULCH.

11

REMOVE ALL EXISTING & TEMPORARY STRIPING WITHIN LIMITS OF PHASE 7B TRAFFIC CONTROL THAT CONFLICTS WITH TEMPORARY STRIPING TO BE PLACED FOR PHASE 7B TRAFFIC CONTROL....

PLACE ALL TEMPORARY WARNING SIGNS AS SHOWN ON PHASE 7B HOT SHEETS.

REMOVE ALL EXISTING & TEMPORARY STRIPING WITHIN LIMITS OF PHASE 7B TRAFFIC CONTROL. PLACE TEMPORARY STRIPING AND TRAFFIC CONTROL FOR PHASE 7B AS SHOWN TO MAKE ADJUSTMENTS TO THE TRAFFIC SIGNALS AT THE N COLLEGE AVENUE AND S COLLEGE AVENUE INTERSECTIONS AS SHOWN IN THE APPLICABLE SIGNAL PLANS.

INSTALL EROSION AND SEGMENT CONTROLS.

REMOVE EXISTING HOT-MIX AND CONCRETE PAVEMENT, CURB AND SIDEWALK AS SHOWN. MAINTAIN PEDESTRIAN TRAFFIC.

CONSTRUCT CURB, SIDEWALK AND CURB RAMPS AS SHOWN.

CONSTRUCT PAVING ALONG MAIN STREET UP TO AND INCLUDING THE TYPE B HOT-MIX.

CONSTRUCT ULTIMATE TRAFFIC SIGNAL IMPROVEMENTS AT S COLLEGE AVENUE AND S COLLEGE AVENUE WITHIN LIMITS OF PHASE 7B. ACTIVATE NEW TRAFFIC SIGNAL INFRASTRUCTURE AT THE ACADEMY STREET AND S CHAPEL STREET INTERSECTIONS PRIOR TO MOVING TO PHASE 8.

STABILIZE ALL DISTURBED AREAS WITH TOPSOIL, SEED AND MULCH.

REMOVE ALL EXISTING & TEMPORARY STRIPING WITHIN LIMITS OF PHASE 7B TRAFFIC CONTROL THAT CONFLICTS WITH TEMPORARY STRIPING TO BE PLACED FOR PHASE 7B TRAFFIC CONTROL. REMOVE TEMPORARY STRIPING AND TRAFFIC CONTROL FOR PHASE 7B AS SHOWN. MAKE ADJUSTMENTS TO THE TRAFFIC SIGNALS AT THE N COLLEGE AVENUE AND S COLLEGE AVENUE INTERSECTIONS AS SHOWN IN THE APPLICABLE SIGNAL PLANS.

STABILIZE ALL DISTURBED AREAS WITH TOPSOIL, SEED AND MULCH.

REMOVE ALL EXISTING & TEMPORARY STRIPING WITHIN LIMITS OF PHASE 7B TRAFFIC CONTROL THAT CONFLICTS WITH TEMPORARY STRIPING TO BE PLACED FOR PHASE 7B TRAFFIC CONTROL. REMOVE TEMPORARY STRIPING AND TRAFFIC CONTROL FOR PHASE 7B AS SHOWN. MAKE ADJUSTMENTS TO THE TRAFFIC SIGNALS AT THE N COLLEGE AVENUE AND S COLLEGE AVENUE INTERSECTIONS AS SHOWN IN THE APPLICABLE SIGNAL PLANS.

PLACE ALL TEMPORARY WARNING SIGNS AS SHOWN ON PHASE 7B HOT SHEETS.

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PLACE ALL TEMPORARY WARNING SIGNS AS SHOWN ON PHASE 7B HOT SHEETS.
SEQUENCE OF CONSTRUCTION – PHASE 7B

1. Place all temporary warning signs as shown on Phase 7B MOT sheets.
2. Remove all existing & temporary striping within limits of Phase 7B traffic control that
   conflicts with temporary striping to be placed for Phase 7B traffic control. Place
   temporary striping and traffic control for Phase 7B as shown. Make adjustments to the
   traffic signals at the S College Avenue and N College Avenue intersections as shown in
   the applicable signal plans.
3. Install erosion and sediment controls.
4. Remove existing hot-mix and concrete pavement, curb and sidewalk as shown. Maintain
   pedestrian traffic.
5. Construct curb, sidewalk and curb ramps as shown.
6. Construct paving along Main Street up to and including the Type B hot-mix.
7. Construct ultimate traffic signal improvements at S College Avenue and N College Avenue
   within limits of Phase 7B. Activate new traffic signal infrastructure at the Academy
   Street and S Chapel Street intersections prior to moving to Phase 8.
8. Stabilize all disturbed areas with topsoil, seed and mulch.
9. Remove sediment control devices and traffic control devices for Phase 7B.
**SEQUENCE OF CONSTRUCTION - PHASE 8**

1. Place all temporary warning signs as shown on Phase 8 hot sheets.
2. Place all signs for bicycle detour for north College Avenue as shown on Phase 8 bicycle detour plan. Cover bicycle signal heads at the main street/college avenue intersection.
3. Remove all existing temporary striping within limits of Phase 8 traffic control that conflicts with temporary striping to be placed for Phase 8 traffic control. Place temporary striping and traffic control for Phase 8 as shown.
4. Install erosion and sediment controls.
5. Remove existing hot-mix and concrete pavement, curb and sidewalk as shown. Maintain pedestrian traffic.
6. Construct drainage inlets and pipes as shown in Phase B.
7. Construct curbs, sidewalk and curb ramps as shown.
8. Construct paving along main street up to and including the type B hot-mix. Adjust all drainage inlets so that the grate is at the elevation for the top of the type B hot-mix.
9. Stabilize all disturbed areas with topsoil, seed and mulch.
10. Remove segment control devices and traffic control devices for Phase B. Uncover bicycle signal heads at the main street/college avenue intersection and remove bicycle detour signage.

**PAVEMENT MARKINGS LEGEND**

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<td>165 LF</td>
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<td>4&quot; SOLID YELLOW TEMPORARY PAINT PAVEMENT STRIPING (ITEM 817005)</td>
<td>235 LF</td>
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1. PLACE ALL TEMPORARY MARKING SIGNS AS SHOWN ON PHASE 8 DETAIL SHEETS.
2. PLACE ALL SIGNS FOR BICYCLE DETOUR FOR NORTH COLLEGE AVENUE AS SHOWN ON PHASE 8 BICYCLE DETOUR PLAN. COVER BICYCLE SIGNAL HEADS AT THE MAIN STREET/IN COLLEGE AVENUE INTERSECTION.
3. REMOVE ALL EXISTING & TEMPORARY STRIPING WITHIN LIMITS OF PHASE 8 TRAFFIC CONTROL THAT CONFLICTS WITH TEMPORARY STRIPING TO BE PLACED FOR PHASE 8 TRAFFIC CONTROL. PLACE TEMPORARY STRIPING AND TRAFFIC CONTROL FOR PHASE 8 AS SHOWN.
4. INSTALL EROSION AND SEGMENT CONTROLS.
5. CONSTRUCT DRAINAGE INLETS AND PIPES AS SHOWN IN PHASE 8.
6. CONSTRUCT Curb, SIDEWALK AND CURB RAMPS AS SHOWN.
7. CONSTRUCT CURB, SIDEWALK AND CURB RAMPS AS SHOWN.
8. CONSTRUCT PAVING ALONG MAIN STREET UP TO AND INCLUDING THE TYPE B HOT-MIX. ADJUST ALL PAVING ALONG MAIN STREET UP TO AND INCLUDING THE TYPE B HOT-MIX.
9. STABILIZE ALL DISTURBED AREAS WITH TOPSOIL, SEED AND MULCH.
10. REMOVE EXISTING HOT-MIX AND CONCRETE PAVEMENT, CURB AND SIDEWALK AS SHOWN. MAINTAIN EROSION AND SEDIMENT CONTROLS.
11. REMOVE TEMPORARY STRIPING AND TRAFFIC CONTROL For PHASE 8. UNCOVER BICYCLE DETOUR SIGNAGE.
12. CONFLICTS With TEMPORARY STRIPING To BE Placed For PHASE 8 TRAFFIC CONTROL. PLACE BICYCLE DETOUR SIGNAGE.

**SEQUENCE OF CONSTRUCTION – PHASE 8**
SEQUENCE OF CONSTRUCTION - PHASE 9

1. Place all temporary warning signs as shown on Phase 9 west sheets.
2. Place all signs for detour of N College Ave as shown on Phase 9 vehicular detour plan, close N College Avenue.
3. Remove all existing & temporary striping within limits of Phase 9 traffic control that conflicts with temporary striping to be placed for Phase 8 traffic control. Place temporary striping and traffic control for Phase 8 as shown. Make adjustments to the traffic signal at the N College Avenue intersection as shown in the applicable signal plan.
4. Install erosion and sediment controls.
5. Remove existing hot-mix and concrete pavement, curb and sidewalk as shown. Maintain pedestrian traffic.
6. Place all signs for detour of N College Ave as shown on Phase 9 vehicular detour plan. Close N College Avenue.
7. Stabilize all disturbed areas with topsoil, seed and mulch.
8. Construct paving along main street up to and including the Type B hot-mix. Adjust all drainage inlets so that the grate is at the elevation for the top of the Type B hot-mix.
9. Place temporary striping following signing and striping plans from STA 1002+90 to STA 1018+00.
10. Place temporary striping following signing and striping plans for Phase 9.
11. Make adjustments to the traffic signal at the N College Avenue intersection as shown in the applicable signal plan.

P AVEMENT MARKINGS LEGEND

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<tr>
<th>SYMBOL</th>
<th>ITEM</th>
<th>QUANTITY</th>
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<tbody>
<tr>
<td></td>
<td>4&quot; SOLID WHITE TEMPORARY PAINT PAVEMENT</td>
<td>326 LF</td>
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**SEQUENCE OF CONSTRUCTION - PHASE 9**

1. Place all temporary warning signs as shown on Phase 9 not sheets.
2. Place all signs for detour of N College Ave as shown on Phase 9 vehicle detour plan close N College Avenue.
3. Remove all existing & temporary striping within limits of Phase 9 traffic control that conflicts with temporary striping to be placed for Phase 9 traffic control. Place temporary striping and traffic control for Phase 9 as shown. Make adjustments to the traffic signal at the N College Avenue intersection as shown in the applicable signal plans.
4. Install erosion and sediment controls.
5. Remove existing hot-mix and concrete pavement, curb and sidewalk as shown. Maintain pedestrian traffic.
6. Construct drainage inlets and pipes as shown in Phase 9.
7. Construct curb, sidewalk and curb ramps as shown.
8. Construct paving along main street up to and including the type B hot-mix. Adjust all drainage inlets so that the grate is at the elevation for the top of the type B hot-mix.
9. Place temporary striping following signing and striping plans from STA. 1002+00 to STA. 1016+00.
10. Stabilize all disturbed areas with topsoil, seed and mulch.
11. Remove segment control devices and traffic control devices for Phase 9. Open N College Avenue, remove applicable detour signage and remove signal modifications at the Main Street/College Avenue intersection.
SEQUENCE OF CONSTRUCTION - PHASE 9

1. Place all temporary warning signs as shown on Phase 9 hot sheets.
2. Place all signs for detour of N College Ave as shown on Phase 9 vehicular detour plan, close N College Avenue.
3. Remove all existing & temporary striping within limits of Phase 9 traffic control. That conflicts with temporary striping to be placed for Phase 9 traffic control. Place temporary striping and traffic control for Phase 8 as shown. Make adjustments to the traffic signal at the N College Avenue intersection as shown in the applicable signal plan.
4. Install erosion and sediment controls.
5. Remove existing HOT-MIX and concrete pavement, curb and sidewalk as shown. Maintain pedestrian traffic.
6. Construct drainage inlets and pipes as shown in Phase 8.
7. Construct curb, sidewalk and curb ramps as shown.
8. Construct paving along Main Street up to and including the Type B HOT-MIX. Adjust all drainage inlets so that the grate is at the elevation for the top of the Type B HOT-MIX.
9. Place temporary striping following signing and striping plans from STA 1002+00 to STA 1016+00.
10. Stabilize all disturbed areas with topsoil, seed and mulch.
11. Remove segment control devices and traffic control devices for Phase 8. Open N College Avenue, remove applicable detour signage and remove signal modifications at the Main Street/N College Avenue intersection.

PROJECT LIMITS:
- Remove all existing & temporary striping within limits of Phase 9 traffic control within limits.
- Construct HOT-MIX with limits of project.
- Adjust drainage inlets on Main Street so that the top of the grate is even with the top of the Type B HOT-MIX.
- Place Type C HOT-MIX within limits of project.
- Place final striping and signing within limits of project.
- Construct ultimate traffic signal improvements at SR 273 and Marrows Road and activate new traffic signal infrastructure at this intersection.
- Stabilize all disturbed areas with topsoil, seed and mulch prior to removal of sediment control devices and traffic control devices for Phase 10. Removal of permanent warning signs within the project limits at substantial completion.

CONTROLS:
- Remove HOT-MIX and concrete pavement, curb and sidewalk as shown.
- Maintain pedestrian traffic.
- Construct drainage inlets and pipes as shown in Phase 8.
- Construct curb, sidewalk and curb ramps as shown.
- Construct paving along Main Street up to and including the Type B HOT-MIX. Adjust all drainage inlets so that the grate is at the elevation for the top of the Type B HOT-MIX.
- Place temporary striping following signing and striping plans from STA 1002+00 to STA 1016+00.
- Stabilize all disturbed areas with topsoil, seed and mulch.
- Remove segment control devices and traffic control devices for Phase 8. Open N College Avenue, remove applicable detour signage and remove signal modifications at the Main Street/N College Avenue intersection.
LANDSCAPING DETAIL 1
BUMP OUT STA. 1015+30 TO 1015+80 LEFT

LANDSCAPING DETAIL 2
BUMP OUT STA. 1015+71 TO 1016+32 RIGHT

LANDSCAPING DETAIL 3
PARKLET STA. 1017+70 TO 1018+31 RIGHT

LANDSCAPE PLANTING SUMMARY SCHEDULE

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<td>FELISA CORDATA LITTLE LEAF LINDEN</td>
<td>3&quot; CAL</td>
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<td>AC 1</td>
<td>3</td>
<td>ACER CAMPESTRE HEDGE MAPLE</td>
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FENCE SCHEDULE

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<td>1</td>
<td>41'-9&quot; O.C.</td>
<td>DECORATIVE FENCE GATE ITEM 727501</td>
<td>STA. 1026+33, 19' LT. TO STA. 1026+69, 19' LT. (+/-)</td>
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<td>4 LF</td>
<td>DECORATIVE FENCE GATE ITEM 727501</td>
<td>STA. 1017+80, 19' RT. TO STA. 1018+23, 19' RT. (+/-)</td>
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<td>DECORATIVE FENCE GATE ITEM 727501</td>
<td>STA. 1017+83, 14' RT. TO STA. 1017+87, 14' RT. (+/-)</td>
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SCALE

FEET

0
5
10
15
0
5
10
15
0
5
10
15
0
5
10
15

ID
QTY
DESCRIPTION
NOTES

FENCE SCHEDULE
LANDSCAPING DETAIL 9
BUMPOUT STA. 1026+85 TO 1027+22 LEFT

LANDSCAPING DETAIL 10
BUMPOUTS STA. 1028+70 TO 1029+30 LEFT

LANDSCAPING DETAIL 11
BUMPOUT STA. 1026+85 TO 1027+20 RIGHT
1. **PARKLET GATE DETAIL**
   - Not to Scale
   - **Section (Parallel to Road)**
   - **Section (Perpendicular to Road)**

2. **PARKLET FENCE DETAIL**
   - Not to Scale
   - **Section (Parallel to Road)**
   - **Section (Perpendicular to Road)**

3. **PARKLET FENCE COLUMN DETAIL**
   - Not to Scale
   - **Section (Parallel to Road)**
   - **Section (Perpendicular to Road)**
8" CONCRETE EDGER ON PARALLEL SECTION AND MANUFACTURER.

6'X6' TREE GRATE, SEE SPECIFICATIONS FOR STEEL ANGLE 1-3/4" X 1-3/4" X 1/4"

SEE LANDSCAPE PLANS.

PERPENDICULAR SECTION, WIDTH VARIES ON CURB EDGER, 6" DEPTH, 1/2" EXPANSION JOINT

SPECIFICATION 911 PLANTING.

PLANTING SOIL, SEE SUBGRADE ROADWAY PLANS.

ASPHALT ROAD. SEE ADJACENT CONCRETE CURB & SEE LANDSCAPE PLANS.

PERPENDICULAR SECTION, WIDTH VARIES ON CURB EDGER, 6" DEPTH, 1/2" EXPANSION JOINT

SEE SPECIFICATIONS FOR MANUFACTURER.

6'X6' TREE GRATE, 26" OPENING.

ADJACENT PLANTING SOIL.
PIT WITH ROOT FLARE 2 INCHES ABOVE CONTAINER STOCK PLUMB IN PLANTING SET BALLED AND BURLAPPED OR ADJACENT FINISHED GRADES.

TO 70-80% PROCTOR.

12" LIFTS, EACH COMPACTED PLANTING SOIL. INSTALL IN (DECK, BASE, & POST) SOIL CELL SYSTEM GEOTEXTILE FABRIC BASE COARSE GRADED AGGREGATE FOR TREE LOCATIONS.

SEE LANDSCAPE PLANS.

SEE ROADWAY PLANS.

ASPHALT ROAD. ADJACENT CURB AND COMPACTED SUBGRADE COMPACTED BACKFILL GEOTEXTILE FABRIC SPECIFICATION 911 PLANTING PLANTING SOIL, SEE ROOT BARRIER 8" CONCRETE EDGER ROADWAY PLANS ADJACENT PAVERS, SEE UTILITIES

WELDED TO FRAME 1/2" NELSON STUD 1/2" CONCRETE EGER BEFORE BACKFILLING. PRESENT AND FOLD DOWN 1/2 OF THE WIRE CAGE IF CUT/REMOVE THE TOP 1/3 TO AT PROPER DEPTH AND PLUMB, AFTER TREE PLACED IN HOLE

SECTION (PERPENDICULAR TO ROAD)

SECTION (PARALLEL TO ROAD)

TREE PIT DETAIL

NOT TO SCALE
BIKE RACK DETAIL

NOT TO SCALE
UNOFFICIAL
WEBSITE
COPY
DELTA106 STATION 1038+00

20G211 PEDESTRIAN IMPROVEMENTS

150 190

UTILITY TEST HOLE SCHEDULE

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DELTA106 STATION 1039+00

20G210 MAIN STREET NEWARK

REHABILITATION AND PEDESTRIAN IMPROVEMENTS

WEBSITE COPY

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<td>TP-1</td>
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<td>116.80</td>
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<td>TP-1</td>
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<td>116.70</td>
<td>116.80</td>
<td>-18.63'</td>
<td>3.17' R/C, 3.27' CAST CONR</td>
</tr>
<tr>
<td>TP-1</td>
<td>PED POLE</td>
<td>1047+00.00</td>
<td>0.00</td>
<td>116.70</td>
<td>116.80</td>
<td>-18.63'</td>
<td>3.17' R/C, 3.27' CAST CONR</td>
</tr>
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</table>

**UTILITY TEST HOLE SCHEDULE**

**MATCHLINE STA. 1047+00**

**MATCHLINE STA. 1053+00**

**MAIN STREET NEWARK**

**REHABILITATION AND PEDESTRIAN IMPROVEMENTS**

**UTILITY RELOCATION PLAN**

**UTILITY TEST HOLE SCHEDULE**

<table>
<thead>
<tr>
<th>NO.</th>
<th>Utility</th>
<th>Station</th>
<th>Offset</th>
<th>Coord. El.</th>
<th>Cover</th>
<th>D.G.</th>
<th>Concrete &amp; Stone Material</th>
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<tr>
<td>DP-2</td>
<td>DN-1</td>
<td>1047+00.00</td>
<td>0.00</td>
<td>116.70</td>
<td>116.80</td>
<td>-18.63'</td>
<td>3.17' R/C, 3.27' CAST CONR</td>
</tr>
<tr>
<td>DP-2</td>
<td>M/CAL</td>
<td>1047+00.00</td>
<td>0.00</td>
<td>116.70</td>
<td>116.80</td>
<td>-18.63'</td>
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<td>116.70</td>
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**MATCHLINE STA. 1053+00**

**UTILITY TEST HOLE SCHEDULE**

<table>
<thead>
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<th>Coord. El.</th>
<th>Cover</th>
<th>D.G.</th>
<th>Concrete &amp; Stone Material</th>
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<tbody>
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<td>DN-1</td>
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<td>0.00</td>
<td>116.70</td>
<td>116.80</td>
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</tr>
<tr>
<td>DP-2</td>
<td>M/CAL</td>
<td>1047+00.00</td>
<td>0.00</td>
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<td>TP-1</td>
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</tr>
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</table>
PEDESTRIAN IMPROVEMENTS
REHABILITATION AND
MAIN STREET NEWARK

4 3 2 6 7/4 1 1 8 8/2 1C 1 1

INTEGRAL P.C.C.
CURB AND GUTTER

TYPE 3-6

INTEGRAL P.C.C.
CURB TYPE-1

TRAV. DH2
ELEV. = 112.54'

D.I.
CONC. SIDEWALK

15" RCP

TRAV. WM19

NO PARKING
TRAFFIC MERGING
FROM RIGHT

UTILITY POLE
NEWARK #21D11

15" RCP

D.I.
CONC.

18" RCP

D.I.
CONC.

15" RCP

D.I.
CONC.

D.I.
CONC.

D.I.
CONC.

15" RCP

D.I.
CONC.

15" RCP

D.I.
CONC.

15" RCP

D.I.
CONC.

15" RCP

D.I.
CONC.
DELAWARE DEPARTMENT OF TRANSPORTATION

COUNTY CONTRACT

TOTAL SHTS.

JAG

190

PEDESTRIAN IMPROVEMENTS

REHABILITATION AND

MAIN STREET NEWARK

P

O

E

107

3

+ 9

4

.24

PT 1072

72

.31

C O N C .

T Y P E  I


T Y P E  I


D IR . O N L Y

MATCHLINE STA 1071+00

UTILITY RELLOCATION PLAN

UT-13

UNOFFICIAL WEBSITE COPY
Alkyd-Thermoplastic Pavement Striping, 12" (Item 817002)

Epoxy Resin Paint Pavement Striping, White 5" Solid (Item 817013)

Epoxy Resin Paint Pavement Striping, White 2" Solid, Parking Lines (Item 817013)

Epoxy Resin Paint Pavement Striping, White 5" Broken - 18" Line & 30' Gap (Item 817013)

Preformed Thermoplastic Decorative Pavement Striping, 1" (Item 817002)

Preformed Thermoplastic Decorative Pavement Striping, White 10" Solid (Item 817002)

Preformed Thermoplastic Decorative Pavement Striping, 12" Solid (Item 817002)

Preformed Thermoplastic Decorative Pavement Striping, 10" Solid (Item 817002)

Preformed Thermoplastic Decorative Pavement Striping, 8" Solid (Item 817002)

Preformed Thermoplastic Decorative Pavement Striping, 6" Solid (Item 817002)

Preformed Thermoplastic Decorative Pavement Striping, 4" Solid (Item 817002)

Preformed Thermoplastic Decorative Pavement Striping, 2" Solid (Item 817002)

Preformed Thermoplastic Decorative Pavement Striping, 1" Solid (Item 817002)
CITY OF NEWARK

Pavement Markings Legend

- 3' Hand Rail

- 12' ROSES

- 4' Railings

- 5' Railings

- 6' Railings

- 8' Railings

- 10' Railings

- 15' Railings

- 20' Railings

- 25' Railings

- 30' Railings

- 35' Railings

- 40' Railings

- 45' Railings

- 50' Railings

- 55' Railings

- 60' Railings

- 65' Railings

- 70' Railings

- 75' Railings

- 80' Railings

- 85' Railings

- 90' Railings

- 95' Railings

- 100' Railings

- 105' Railings

- 110' Railings

- 115' Railings

- 120' Railings

- 125' Railings

- 130' Railings

- 135' Railings

- 140' Railings

- 145' Railings

- 150' Railings

- 155' Railings

- 160' Railings

- 165' Railings

- 170' Railings

- 175' Railings

- 180' Railings

- 185' Railings

- 190' Railings

- 195' Railings

- 200' Railings

- 205' Railings

- 210' Railings

- 215' Railings

- 220' Railings

- 225' Railings

- 230' Railings

- 235' Railings

- 240' Railings

- 245' Railings

- 250' Railings

- 255' Railings

- 260' Railings

- 265' Railings

- 270' Railings

- 275' Railings

- 280' Railings

- 285' Railings

- 290' Railings

- 295' Railings

- 300' Railings

- 305' Railings

- 310' Railings

- 315' Railings

- 320' Railings

- 325' Railings

- 330' Railings

- 335' Railings

- 340' Railings

- 345' Railings

- 350' Railings

- 355' Railings

- 360' Railings

- 365' Railings

- 370' Railings

- 375' Railings

- 380' Railings

- 385' Railings

- 390' Railings

- 395' Railings

- 400' Railings

- 405' Railings

- 410' Railings

- 415' Railings

- 420' Railings

- 425' Railings

- 430' Railings

- 435' Railings

- 440' Railings

- 445' Railings

- 450' Railings

- 455' Railings

- 460' Railings

- 465' Railings

- 470' Railings

- 475' Railings

- 480' Railings

- 485' Railings

- 490' Railings

- 495' Railings

- 500' Railings

- 505' Railings

- 510' Railings

- 515' Railings

- 520' Railings

- 525' Railings

- 530' Railings

- 535' Railings

- 540' Railings

- 545' Railings

- 550' Railings

- 555' Railings

- 560' Railings

- 565' Railings

- 570' Railings

- 575' Railings

- 580' Railings

- 585' Railings

- 590' Railings

- 595' Railings

- 600' Railings

- 605' Railings

- 610' Railings

- 615' Railings

- 620' Railings

- 625' Railings

- 630' Railings

- 635' Railings

- 640' Railings

- 645' Railings

- 650' Railings

- 655' Railings

- 660' Railings

- 665' Railings

- 670' Railings

- 675' Railings

- 680' Railings

- 685' Railings

- 690' Railings

- 695' Railings

- 700' Railings

- 705' Railings

- 710' Railings

- 715' Railings

- 720' Railings

- 725' Railings

- 730' Railings

- 735' Railings

- 740' Railings

- 745' Railings

- 750' Railings

- 755' Railings

- 760' Railings

- 765' Railings

- 770' Railings

- 775' Railings

- 780' Railings

- 785' Railings

- 790' Railings

- 795' Railings

- 800' Railings

- 805' Railings

- 810' Railings

- 815' Railings

- 820' Railings

- 825' Railings

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- 890' Railings

- 895' Railings

- 900' Railings

- 905' Railings

- 910' Railings

- 915' Railings

- 920' Railings

- 925' Railings

- 930' Railings

- 935' Railings

- 940' Railings

- 945' Railings

- 950' Railings

- 955' Railings

- 960' Railings

- 965' Railings

- 970' Railings

- 975' Railings

- 980' Railings

- 985' Railings

- 990' Railings

- 995' Railings

- 1000' Railings

- 1005' Railings

- 1010' Railings

- 1015' Railings

- 1020' Railings
MATCH LINE STA 1082 + 00

Pavement Markings Legend

<table>
<thead>
<tr>
<th>SYMBOL</th>
<th>ITEM</th>
<th>QUANTITY</th>
</tr>
</thead>
<tbody>
<tr>
<td>Epoxy Resin Paint Pavement Stripping, White 5&quot; Solid (Item 817013)</td>
<td>878 LF</td>
<td></td>
</tr>
<tr>
<td>Epoxy Resin Paint Pavement Stripping, White 2&quot; Broken - 10' Line &amp; 20' Gap (Item 817012)</td>
<td>120 LF</td>
<td></td>
</tr>
<tr>
<td>Alkyd-Thermoplastic Pavement Stripping, White 2' x 10' Solid Crosswalk (Item 817002)</td>
<td>1,400 SF</td>
<td></td>
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<tr>
<td>Alkyd-Thermoplastic Pavement Stripping, White 5&quot; Solid (Item 817013)</td>
<td>386 LF</td>
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<tr>
<td>Epoxy Resin Paint Pavement Stripping, Yellow 5&quot; Solid (Item 817013)</td>
<td>118 LF</td>
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</table>

Match Existing Pavement Markings
### PAVEMENT MARKINGS LEGEND

<table>
<thead>
<tr>
<th>SYMBOL</th>
<th>ITEM</th>
<th>QUANTITY</th>
<th>SYMBOL</th>
<th>ITEM</th>
<th>QUANTITY</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>EPOXY RESIN PAINT PAVEMENT STRIPING, WHITE 8&quot; SOLID (ITEM B107012)</td>
<td>978 LF</td>
<td>2</td>
<td>EPOXY RESIN PAINT PAVEMENT STRIPING, YELLOW 8&quot; SOLID (ITEM B107012)</td>
<td>675 LF</td>
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<tr>
<td>3</td>
<td>EPOXY RESIN PAINT PAVEMENT STRIPING, WHITE 5&quot; DOTTED + 20' LINE &amp; 60' GAP (ITEM B17013)</td>
<td>340 LF</td>
<td>4</td>
<td>EPOXY RESIN PAINT PAVEMENT STRIPING, YELLOW 5&quot; DOTTED + 20' LINE &amp; 60' GAP (ITEM B17013)</td>
<td>180 LF</td>
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<tr>
<td>5</td>
<td>EPOXY-THOMEPLASTIC PAVEMENT STRIPING, WHITE 10&quot; SOLID (ITEM B107021)</td>
<td>52 LF</td>
<td>6</td>
<td>EPOXY RESIN PAINT PAVEMENT STRIPING, WHITE 10&quot; SOLID + 20' LINE &amp; 60' GAP (ITEM B107014)</td>
<td>40 LF</td>
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<tr>
<td>7</td>
<td>EPOXY RESIN PAINT PAVEMENT STRIPING, WHITE 5&quot; SOLID DOUBLE LINE (ITEM B17013)</td>
<td>116 LF</td>
<td>8</td>
<td>EPOXY-THOMEPLASTIC PAVEMENT STRIPING, WHITE 10&quot; SOLID DOUBLE LINE (ITEM B107014)</td>
<td>64 LF</td>
</tr>
</tbody>
</table>

### ADDITIONAL INSTRUCTIONS
- **DELTA DEPARTMENT OF TRANSPORTATION**
- **HIGHWAY AMERICA**

**NOTE:**
- DO NOT BLOCK Driveway
- INTEGRAL P.C.C. CURB AND GUTTER TYPE 3
- EPOXY RESIN PAINT PAVEMENT STRIPING, WHITE
- ALKYD-THERMOPLASTIC PAVEMENT STRIPING, WHITE
- EPOXY RESIN PAINT PAVEMENT STRIPING, YELLOW

**SCALE:**
- 1:40

**DATE:**
- MARCH 18, 2016

**SIGNING, STRIPING AND CONDUIT PLAN**

**PROJECT:**
- MAIN STREET NEWARK REHABILITATION AND PEDESTRIAN IMPROVEMENTS
- SHEET NO.: SS-11

**DESIGNED BY:**
- N/A

**CHECKED BY:**
- N/A

**CONTRACT NO.:**
- 05101207

**DOC NO.:**
- 05201207

**DATE OF COMPLETION:**
- N/A
NEW CASTLE T201606114

GRP
N/A

ADDENDUMS / REVISIONS

DELAWARE DEPARTMENT OF TRANSPORTATION

CONTRACT
COUNTY
CHECKED BY:
DESIGNED BY:

BRIDGE NO.
SHEET NO.
TOTAL SHTS.

PEDESTRIAN IMPROVEMENTS
REHABILITATION AND
MAIN STREET NEWARK

UTILITY POLE
WV

MATCH EXISTING PAVEMENT MARKINGS
M A T C H E X I S T I N G  P A V E M E N T  M A R K I N G S
M A R R O W S R D  (S R  2 7 3)

M ARROWS RD (SR 273)

MATCH EXISTING PAVEMENT MARKINGS

SCALE
FEET
0
20
40
60

UNOFFICIAL WEBSITE COPY
### PAVEMENT MARKINGS LEGEND

<table>
<thead>
<tr>
<th>Symbol</th>
<th>Item Description</th>
<th>Quantity</th>
</tr>
</thead>
<tbody>
<tr>
<td>①</td>
<td>Epoxy resin paint pavement striping, white 5&quot; solid (Item B120132)</td>
<td>177 LF</td>
</tr>
<tr>
<td>②</td>
<td>Epoxy resin paint pavement striping, white 2&quot; broken - 10' line &amp; 20' gap (Item B120132)</td>
<td>50 LF</td>
</tr>
<tr>
<td>③</td>
<td>Epoxy resin paint pavement striping, yellow 5&quot; dotted - 2' line &amp; 8' gap (Item B120132)</td>
<td>12 LF</td>
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<tr>
<td>④</td>
<td>Epoxy resin paint pavement striping, yellow 5&quot; solid (Item B120132)</td>
<td>173 LF</td>
</tr>
</tbody>
</table>

### Match line STA. 1071+00

**SPEED LIMIT**

35

**Highway
Right Turn Lane
Yield to Pedestrian
NOT IN WEED**

**UNOFFICIAL WEBSITE COPY**
### Permanent Sign Schedule

<table>
<thead>
<tr>
<th>NO.</th>
<th>SHEET NO.</th>
<th>PLAN EXTRACT</th>
<th>SIGN DESIGNATION</th>
<th>GT.</th>
<th>DESCRIPTION</th>
<th>SIGN WIDTH (IN)</th>
<th>SIGN HEIGHT (IN)</th>
<th>SIGN AREA (LF)</th>
<th>ITEMS TO BE REMOVED</th>
<th>ITEM TO BE INSTALLED OR REMOVED</th>
<th>POST INSTALLATION TYPE</th>
<th>POST INSTALLATION COORDINATES (X, Y)</th>
<th>REASONS</th>
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<tr>
<td>120</td>
<td>S-2.12.5</td>
<td>2</td>
<td>SS-14</td>
<td>1</td>
<td>NO (OF)</td>
<td>240</td>
<td>120</td>
<td>3,600</td>
<td>1</td>
<td>1</td>
<td>CUSTOM</td>
<td>ATTACH TO LIGHT POLE</td>
<td></td>
</tr>
<tr>
<td>121</td>
<td>S-2.12.12</td>
<td>2</td>
<td>SS-14</td>
<td>1</td>
<td>NO (OF)</td>
<td>240</td>
<td>120</td>
<td>3,600</td>
<td>1</td>
<td>1</td>
<td>CUSTOM</td>
<td>ATTACH TO LIGHT POLE</td>
<td></td>
</tr>
</tbody>
</table>

**NOT TO SCALE**

**UNOFFICIAL WEBSITE COPY**
| NO. SHEET | SHEET DESC. | SIGN DESCRIPTION | Q'ty | DESCRIPTION | SIGN W/ (IN) | SIGN H (IN) | SIGN AREA (SF) | G/T | ITEMS REMOVED INSTALLATION OR REMOVAL | REMOVED | INSTALL | REMOVED | INSTALL | REASON | CODE X | ITEM REMOVED 4" DEVICE | ITEM REMOVED 8" DEVICE | ITEM REMOVED 12" DEVICE | ITEM REMOVED 16" DEVICE | ITEM REMOVED 18" DEVICE | ITEM REMOVED 20" DEVICE | ITEM REMOVED 24" DEVICE | REMARKS |
|-----------|-------------|-----------------|------|-------------|-------------|-------------|----------------|-----|-------------------------------------|---------|--------|---------|--------|--------|--------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|---------|--------|
## PERMANT SIGN SCHEDULE

### Sheet 190

<table>
<thead>
<tr>
<th>NO.</th>
<th>SHEET NO.</th>
<th>SIGN DESCRIPTION</th>
<th>SIGN DESIGNATION</th>
<th>GTN</th>
<th>SIGN NUMBERS</th>
<th>SIGN LOCATION</th>
<th>SIGN FACE (Ft.)</th>
<th>SIGN MATERIAL</th>
<th>SIGN HEIGHT (Ft.)</th>
<th>SIGN BASE DESCRIPTION</th>
<th>REMARKS</th>
</tr>
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<tbody>
<tr>
<td>1</td>
<td>190-1</td>
<td>Pedestrian Symbol</td>
<td>WPS-P-124</td>
<td>19A</td>
<td>100</td>
<td>Left Daminor/intersection (Plaque)</td>
<td>24&quot;</td>
<td>10&quot;</td>
<td>3</td>
<td>Add to assembly</td>
<td>Concrete</td>
</tr>
<tr>
<td>2</td>
<td>190-2</td>
<td>Pedestrian Symbol</td>
<td>WPS-P-124</td>
<td>19A</td>
<td>200</td>
<td>Right Daminor/intersection (Plaque)</td>
<td>24&quot;</td>
<td>10&quot;</td>
<td>3</td>
<td>Add to assembly</td>
<td>Concrete</td>
</tr>
<tr>
<td>3</td>
<td>190-3</td>
<td>Pedestrian Symbol</td>
<td>WPS-P-124</td>
<td>19A</td>
<td>300</td>
<td>Yellowline/intersection (Plaque)</td>
<td>24&quot;</td>
<td>10&quot;</td>
<td>3</td>
<td>Add to assembly</td>
<td>Concrete</td>
</tr>
<tr>
<td>4</td>
<td>190-4</td>
<td>Pedestrian Symbol</td>
<td>WPS-P-124</td>
<td>19A</td>
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<td>Yellowline/intersection (Plaque)</td>
<td>24&quot;</td>
<td>10&quot;</td>
<td>3</td>
<td>Add to assembly</td>
<td>Concrete</td>
</tr>
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</table>

**PAGE TOTALS:** 4

### Sheet 191

<table>
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<tr>
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<th>SIGN NUMBERS</th>
<th>SIGN LOCATION</th>
<th>SIGN FACE (Ft.)</th>
<th>SIGN MATERIAL</th>
<th>SIGN HEIGHT (Ft.)</th>
<th>SIGN BASE DESCRIPTION</th>
<th>REMARKS</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>191-1</td>
<td>Custom: &quot;No bikes or skateboards on sidewalk&quot;</td>
<td>WPS-P-124</td>
<td>19A</td>
<td>100</td>
<td>Left Daminor/intersection (Plaque)</td>
<td>24&quot;</td>
<td>10&quot;</td>
<td>3</td>
<td>Add to assembly</td>
<td>Concrete</td>
</tr>
<tr>
<td>2</td>
<td>191-2</td>
<td>Custom: &quot;No bikes or skateboards on sidewalk&quot;</td>
<td>WPS-P-124</td>
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**PAGE TOTALS:** 4

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**UNOFFICIAL WEBSITE COPY**
### PEDESTRIAN IMPROVEMENTS REHABILITATION AND MAIN STREET NEWARK

#### SIGN SCHEDULE

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**DELaware DEPARTMENT OF TRANSPORTATION**

**COUNTY**

**BRIDGE NO.**

**TOTAL SHTS.**

**PAGE TOTALS**
## Permanant Sign Schedule

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## Main Street Newark Rehabilitation and Pedestrian Improvements

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**General Signal Notes**

1. The traffic signal has been designed with non-standard phasing operation.

2. The proposed signal heads will be installed in the mast arm brackets at a height of 42 to 48 inches above the landing area, and shall be located such that the pedestrian pushbutton should be installed flush with the adjoining landing area. The pedestrian pushbutton should be installed and 5 pedestrian is protected by diodes. 5 pedestrian is activated by 8 pedestrian.

3. All existing signal installations shall remain in place until the proposed signal installation is complete and in operation. Existing conduits and above ground signal equipment — e.g., heads, service pedestal, poles, and cabinets. All signal equipment removed from a project is to be returned to DelDOT traffic. Section 211 of the Standard Specifications or as directed by engineer. Existing conduit cables and above ground signal equipment — e.g., heads, service pedestal, poles, and cabinets. All existing conduits, heads, service pedestal, poles, and cabinets shall be removed. Any existing signal installation is to be abandoned.

4. The proposed signal heads shall conform to the following dimensions:
   - 3-way: 12" (brown), 18" (yellow), 24" (white)
   - 4-way: 24" (brown), 30" (yellow), 36" (white), 42" (green)

5. All proposed signal heads shall be installed in the mast arm brackets at a height of 42 to 48 inches above the landing area, and shall be located such that the pedestrian pushbutton should be installed flush with the adjoining landing area. The pedestrian pushbutton should be installed and 5 pedestrian is protected by diodes. 5 pedestrian is activated by 8 pedestrian.

6. The proposed signal heads will be installed in the mast arm brackets at a height of 42 to 48 inches above the landing area, and shall be located such that the pedestrian pushbutton should be installed flush with the adjoining landing area. The pedestrian pushbutton should be installed and 5 pedestrian is protected by diodes. 5 pedestrian is activated by 8 pedestrian.

7. The proposed signal heads will be installed in the mast arm brackets at a height of 42 to 48 inches above the landing area, and shall be located such that the pedestrian pushbutton should be installed flush with the adjoining landing area. The pedestrian pushbutton should be installed and 5 pedestrian is protected by diodes. 5 pedestrian is activated by 8 pedestrian.

8. The proposed signal heads will be installed in the mast arm brackets at a height of 42 to 48 inches above the landing area, and shall be located such that the pedestrian pushbutton should be installed flush with the adjoining landing area. The pedestrian pushbutton should be installed and 5 pedestrian is protected by diodes. 5 pedestrian is activated by 8 pedestrian.

9. The proposed signal heads will be installed in the mast arm brackets at a height of 42 to 48 inches above the landing area, and shall be located such that the pedestrian pushbutton should be installed flush with the adjoining landing area. The pedestrian pushbutton should be installed and 5 pedestrian is protected by diodes. 5 pedestrian is activated by 8 pedestrian.

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13. The proposed signal heads will be installed in the mast arm brackets at a height of 42 to 48 inches above the landing area, and shall be located such that the pedestrian pushbutton should be installed flush with the adjoining landing area. The pedestrian pushbutton should be installed and 5 pedestrian is protected by diodes. 5 pedestrian is activated by 8 pedestrian.

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CONDUIT RUN SCHEDULE

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OFFSET

- 2.5"

RECOMMENDED

- 90" STEEL

NOTES:

- TRAFFIC CONTRACTOR SHALL BE RESPONSIBLE FOR THE INSTALLATION OF ALL ELECTRICAL CABLES
- ALL CONDUITS SHALL BE SCHEDULE 80 PVC WHEN INSTALLED BY TRENCHING OR OPEN CUT, AND PROPOSED JUNCTION WELLS AND PROPOSED CONDUIT RUNS INTO EXISTING JUNCTION WELLS.
- THE CONTRACTOR SHALL REPAIR CONCRETE SIDEWALK AND CONCRETE ISLAND AS NECESSARY FOR PEDESTRIAN IMPROVEMENTS
- THE CONTRACTOR SHALL RESET, ADJUST, OR REPAIR EXISTING JUNCTION WELLS AS NECESSARY

LEGEND

- PROPOSED CONDUIT RUN IDENTIFIER
- EXISTING CONDUIT RUN IDENTIFIER
- PROPOSED JUNCTION WELL IDENTIFIER
- EXISTING JUNCTION WELL IDENTIFIER
- PROPOSED MAST ARM IDENTIFIER
- EXISTING MAST ARM IDENTIFIER
- EXISTING SPAN INSULATOR
- (TYPE OF CABINET)
- (TYPE OF JUNCTION WELL)
- (TYPE OF P. C. C. C. CURB)
- EXISTING PEDESTRIAN POLE BASE
- PROPOSED SIGNAL POLE BASE
- PEDESTRIAN IMPROVEMENTS
- * REALIGN SIGNAL
- * EXISTING OR CONSTRUCTED IN PREVIOUS PHASE
- H2009218

GENERAL SIGNAL NOTES

- TRAFFIC SIGNAL WILL OCCUR, THE CONTRACTOR SHALL NOTIFY DELDOT TRAFFIC IMMEDIATELY
-.Yellow light will remain on during all phase indications. If a pedestrian signal indication occurs, the yellow light will remain on for 3 seconds before turning red.
- .Pedestrian signals in the walk indications before the pedestrian signal indication.
- * SEE NOTE 11

PERMIT NO.

- 111548

EXISTING OVERHEAD SPANNING

- 3.5" (83.8")
- 5.0" (127.0")

LIBRARY

- DEL. RTE. 273
- 15 NIVN

COMMUNICATION CABLE TO E. DELAWARE AVE.