THE STATE OF DELAWARE
DEPARTMENT OF TRANSPORTATION

U.S. CUSTOMARY UNITS

CONSTRUCTION PLANS FOR:

PAVEMENT & REHABILITATION
NORTH XVII, 2016
MAIN STREET ODESSA FROM DUPONT PARKWAY TO APPOQUINIMINK RIVER

CONTRACT NUMBER: T201606117
FEDERAL AID PROJECT NUMBER: N/A

COUNTY: NEW CASTLE M.R. #: 441

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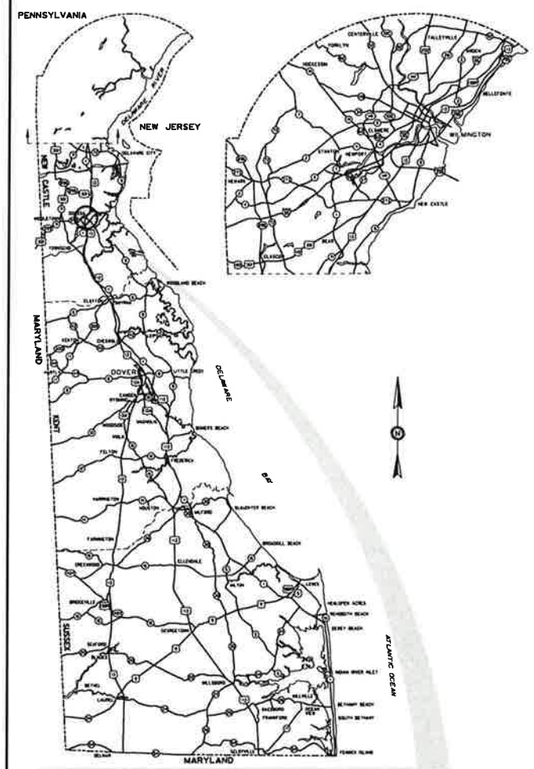


GENERAL LOCATION OF CONTRACT

DESIGN DESIGNATION		
MRD #: 441	ROAD NAME: MAIN STREET (SR 299)	
FUNCTIONAL CLASS: MAJOR COLLECTOR	D.H.V. PROJECTED: N/A	YEAR: N/A
TYPE OF CONSTRUCTION: RECONSTRUCTION	DESIGN SPEED: 35 M.P.H.	
A.A.D.T. CURRENT: 4,355 YEAR: 2015	TRUCKS: 12.64 %	
A.A.D.T. PROJECTED: N/A YEAR: N/A	DIRECTION OF DISTRIBUTION: 60.53 %	

APPROVED DESIGN EXCEPTIONS

DESIGN PARAMETER	REQUIRED	PROVIDED	DATE

ADDENDA / REVISIONS

ASSOCIATED CONTRACTS

CONTRACT NO.	CONTRACT NAME
8907401	RIGHT OF WAY PLANS - BRIDGE 292 ON SR 299 OVER APPOQUINIMINK RIVER
1072	SR 299 MIDDLETOWN TO ODESSA
N245	TRAFFIC SIGNAL N245, US 13 AND SR 299 (ODESSA)

APPROVED FOR ADVERTISEMENT

DIRECTOR OF TRANSPORTATION SOLUTIONS — DATE 10/29/19

PREPARED BY
AECOM TECHNICAL SERVICES, INC.

10/17/19
DATE

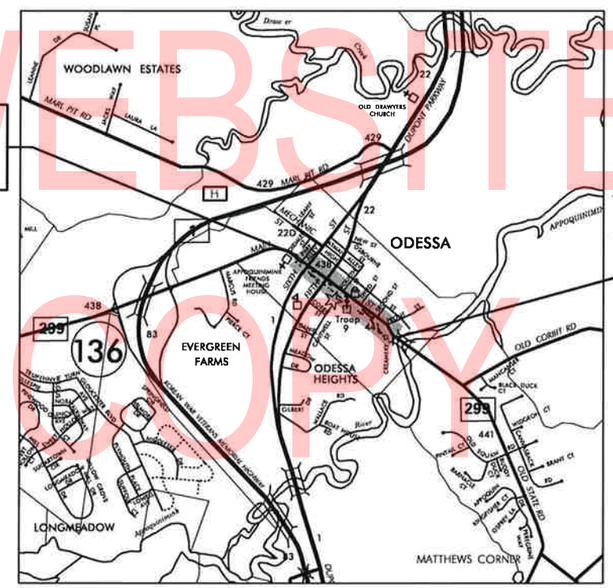
THIS SEAL APPLIES TO ALL SHEETS BEARING THE "AEC" SECTION DESIGNATION.

JOSEPH A. HOFSTEE REGISTERED No. 14881 PROFESSIONAL ENGINEER DELAWARE

SEAL

BEGIN
CONTRACT T201606117
STATION 10+00

END
CONTRACT T201606117
STATION 37+10



LOCATION MAP
SCALE: 1" = 1600'

LAST REVISED: 11/26/2018
8/22/2019
8:13:21 AM
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INDEX OF SHEETS		
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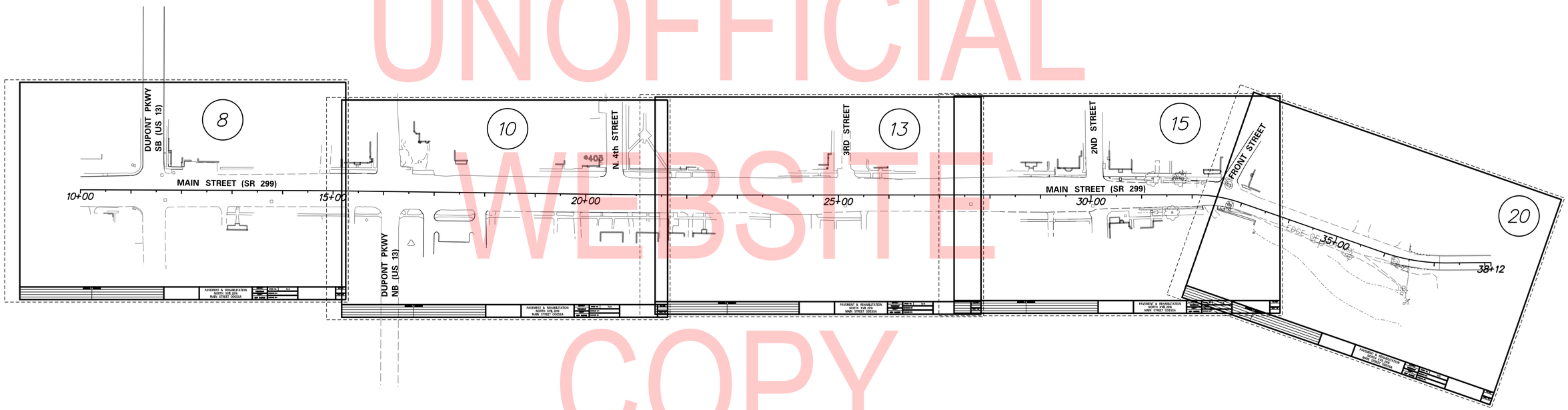

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PLAN SHEET INDEX CROSS REFERENCE					
CONSTRUCTION PLAN	8	10	13	15	20
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ADDENDA / REVISIONS

SCALE 0 100 200 300 FEET

PAVEMENT & REHABILITATION NORTH XVII, 2016 MAIN STREET ODESSA

CONTRACT	BRIDGE NO.	N/A
T201606117	DESIGNED BY: P. SCOTT	
COUNTY		
NEW CASTLE	CHECKED BY: B. SENGER	

PLAN SHEET INDEX

IS-1
SECTION
AEC
SHEET NO.
2

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EXISTING SYMBOLS

DRAINAGE

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

MANMADE ROADSIDE FEATURES

	BOLLARD - STEEL POLE
	BOLLARD - WOOD POST
(TYPE LABEL)	CURB
(TYPE LABEL)	CURB AND GUTTER
	FENCE - CHAINLINK OR STRANDED
	FENCE - STOCKADE OR SPLIT RAIL
FP	FLAG POLE
	GUARDRAIL - STEEL BEAM
	GUARDRAIL - WIRE ROPE
LAMP	LAMP AND POST - RESIDENTIAL
MB	MAILBOX
PM	PARKING METER AND POST
	PAVEMENT - FLEXIBLE
	PAVEMENT - RIGID
	PILE - BRIDGE
	PILLAR OR MISCELLANEOUS POST
	TRAFFIC SIGN AND POST
	WALL - BRICK OR BLOCK
	WALL - STONE

NATURAL ROADSIDE FEATURES

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

RIGHT-OF-WAY SYMBOLS

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

SURVEY CONTROL & MONUMENTATION

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

UTILITY

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

UTILITY COMPANY FACILITIES

NCC-S(X)	NEW CASTLE COUNTY - SEWER
ESNG-G(X)	EASTERN SHORE NATURAL GAS
CU-G (X)	CHESAPEAKE UTILITIES - GAS

(X) REPRESENTS ASCE DEFINED SUE QUALITY LEVEL

PROPOSED SYMBOLS

CONSTRUCTION

	CONCRETE SAFETY BARRIER - PERMANENT
BFS	BIOFILTRATION SWALE
	BRICK PATTERNED SURFACE
	BUTT JOINT
CZ	CLEAR ZONE
100+00	CONSTRUCTION BASELINE
CSF	CONSTRUCTION SAFETY FENCE
	CURB, TYPE 1 & TYPE 3
	CURB, TYPE 2
	CURB & GUTTER, TYPE 1
	CURB & GUTTER, TYPE 2
	CURB & GUTTER, TYPE 3
	CURB & GUTTER, TYPE 4
	CURB OPENING
	DRAINAGE INLET
	DITCH
	FENCE - METAL
	FENCE - WOOD
	FLARED END SECTION
	GUARDRAIL, TYPE 1
	GUARDRAIL, TYPE 2
	GUARDRAIL, TYPE 3
	GUARDRAIL END ANCHORAGE
	GUARDRAIL END TREATMENT, TYPE 1
	GUARDRAIL END TREATMENT, TYPE 2
	GUARDRAIL END TREATMENT, TYPE 3
	IMPACT ATTENUATOR
	JUNCTION BOX - DRAINAGE
LO	LATERAL OFFSET
LOC	LIMIT OF CONSTRUCTION
MB	MAILBOX
	MANHOLE
	PAVEMENT PATCH
	PAVEMENT REMOVAL - TOPSOIL, SEED AND MULCH
	DETECTABLE WARNING SURFACE
	PIPE & DIRECTIONAL FLOW ARROW
	RIPRAP
	P.C.C. SIDEWALK - 4"
	P.C.C. SIDEWALK - 6" (USE 8" DEPTH FOR CHANNELIZATION ISLANDS.)
	UNDERDRAIN
	UNDERDRAIN OUTLET

RIGHT-OF-WAY SYMBOLS

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

IDENTIFIERS

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

LANDSCAPING

LS	LANDSCAPE PLANTINGS
	SHRUBBERY
	CONIFEROUS TREE
	DECIDUOUS TREE

TRAFFIC

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

PAVEMENT SECTION(S)

	2" SUPERPAVE, TYPE C
	BITUMINOUS CONCRETE - SEE TYPICAL SECTIONS FOR MATERIALS AND DEPTHS
	DRIVEWAY AND ENTRANCE PAVEMENT - SEE TYPICAL SECTIONS FOR MATERIALS AND DEPTHS

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ADDENDA / REVISIONS

NOT TO SCALE

PAVEMENT & REHABILITATION
NORTH XVII, 2016
MAIN STREET ODESSA

CONTRACT T201606117	BRIDGE NO. N/A	LEGEND
COUNTY NEW CASTLE	DESIGNED BY: P. SCOTT	
	CHECKED BY: B. SENGER	

LG-1
SECTION AEC
SHEET NO. 3

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GENERAL NOTES

1. THIS PROJECT IS TO BE CONSTRUCTED IN ACCORDANCE WITH THE DELAWARE DEPARTMENT OF TRANSPORTATION "STANDARD SPECIFICATIONS", DATED AUGUST 2016 AND THE DELAWARE DEPARTMENT OF TRANSPORTATION "STANDARD CONSTRUCTION DETAILS", DATED 2014, INCLUDING ALL REVISIONS UP TO THE DATE OF ADVERTISEMENT.

2.

EROSION POTENTIAL FOR THIS PROJECT	CONTRACTOR ESC SUPERVISOR REQUIREMENT
( ) INSIGNIFICANT	NONE
(X) MINOR	CONTRACTOR TRAINING PROGRAM, AS DEFINED IN SECTION 6.2 OF THE DELAWARE SEDIMENT AND STORMWATER REGULATIONS.
( ) MAJOR	CERTIFIED CONSTRUCTION REVIEWER (CCR), AS DEFINED IN SECTION 6.3 OF THE DELAWARE SEDIMENT AND STORMWATER REGULATIONS.

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

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

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

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

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

5. THE DISTURBED AREA FOR THIS PROJECT IS 0.24 ACRES.

6. THE ADDITIONAL IMPERVIOUS AREA FOR THIS PROJECT IS 451 SQUARE FEET.

PROJECT NOTES

SECTION 100

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

SECTION 200

2. ITEMS TO BE REMOVED UNDER ITEM 211000 - REMOVAL OF STRUCTURES AND OBSTRUCTIONS SHALL INCLUDE, BUT NOT BE LIMITED TO THE FOLLOWING:
   a. EXISTING PEDESTRIAN SIGNAL POLE

SECTION 300

1. A. THE CONTRACTOR MAY ELECT TO USE ANY OF THE FOLLOWING MATERIALS TO MEET THE REQUIREMENTS OF ITEM 301001 - GRADED AGGREGATE BASE COURSE, TYPE 'B':
   a. CRUSHED STONE (PER STANDARD SPECIFICATION 1005)
   b. CRUSHED CONCRETE (PER STANDARD SPECIFICATION 1005)
   c. HOT-MIX MILLINGS (PER SPECIAL PROVISION 301500 MILLED HOT-MIX BASE COURSE)

   THE CONTRACTOR WILL NOT BE ALLOWED TO MIX DIFFERENT MATERIALS (OR SIMILAR MATERIALS FROM DIFFERENT SOURCES) TO MEET THE REQUIREMENTS OF ITEM 301001 - GRADED AGGREGATE BASE COURSE, TYPE 'B'.

   ALL OF THE ABOVE LISTED MATERIALS ARE PERMITTED FOR USE ON THE JOB, PROVIDED THEY ARE SEPARATED INTO APPROVED AREAS. EACH AREA OF BASE COURSE MUST BE CONSTRUCTED USING MATERIALS FROM A SINGULAR SOURCE, FULL DEPTH, IN ORDER THAT PROPER TESTING MAY BE ACCOMPLISHED. THE CONTRACTOR AND DELDOT'S PROJECT ENGINEER SHALL AGREE ON THE LIMITS OF EACH SOURCE OF MATERIAL PRIOR TO PLACEMENT. HOT-MIX MILLINGS SHALL ONLY BE USED IN AREAS APPROVED BY THE ENGINEER LARGE ENOUGH TO ACCOMODATE THE COMPACTION METHOD REQUIRED BY SPECIAL PROVISION 301500 UTILIZING A SHEEPSFOOT ROLLER (MINIMAL 50 TON STATIC ROLLER).

   B. THE QUANTITY USED FOR BASE OF EACH OF THE ABOVE LISTED MATERIALS WILL BE THE CONTRACTOR'S CHOICE, WITH THE TOTAL MEETING THE ADVERTISED QUANTITY OF ITEM 301001 - GRADED AGGREGATE BASE COURSE, TYPE 'B'.

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

   D. HOT-MIX MILLINGS MAY BE GENERATED FROM THE FOLLOWING SOURCES:
   a. MATERIAL MADE AVAILABLE WHEN MILLED ON THIS CONTRACT UNDER THE MILLING ITEM UTILIZED ON THE CONTRACT.
   b. MATERIAL MILLED ON THIS CONTRACT AT THE CONTRACTOR'S CHOICE UNDER ITEM 202000.
   c. MILLED MATERIAL FURNISHED ON THE JOB FROM THE CONTRACTOR'S YARD OR OTHER OUTSIDE SOURCE.

   ALL MILLED MATERIALS SHALL MEET THE MATERIAL REQUIREMENTS OF ITEM 301500 - MILLED HOT-MIX BASE COURSE.

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

   b. MILLINGS GENERATED UNDER ITEM UTILIZED FOR THE CONTRACTOR MAY BE RECYCLED INTO HOT-MIX, UTILIZED FOR BASE COURSE OR DISPOSED OF BY THE CONTRACTOR TO AN APPROVED SITE. NO SEPARATE PAYMENT WILL BE MADE FOR TRANSPORTING MILLINGS ON SITE OR TO AN APPROVED DISPOSAL SITE.

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

   d. MILLINGS USED FOR BASE COURSE SHALL BE PLACED IN ACCORDANCE WITH THE REQUIREMENTS OF SPECIAL PROVISION 301500 - MILLED HOT-MIX BASE COURSE. NO SEPARATE PAYMENT WILL BE MADE TO FURNISH MILLINGS FROM AN OUTSIDE SOURCE OR TRANSPORT MILLINGS WITHIN THE PROJECT LIMITS. MILLINGS USED FOR BASE COURSE WILL BE PAID FOR AT THE UNIT BID PRICE FOR ITEM 301001 - GRADED AGGREGATE BASE COURSE, TYPE 'B'.

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

   f. SPECIAL PROVISION 301500 - MILLED HOT-MIX BASE COURSE IS PROVIDED TO SPECIFY THE MEANS OF LAY DOWN AND COMPACTION AS WELL AS THE MATERIAL REQUIREMENTS FOR MILLINGS USED AS BASE COURSE. ALL COSTS TO BRING THE MILLINGS INTO COMPLIANCE WITH THE REQUIREMENTS OF ITEM 301500 MILLED HOT-MIX BASE COURSE ARE INCIDENTAL TO ITEM 301001 - GRADED AGGREGATE BASE COURSE, TYPE 'B'. NO PAYMENT WILL BE MADE FOR ITEM 301500 - MILLED HOT-MIX BASE COURSE. THE QUANTITY OF MILLINGS USED FOR BASE COURSE WILL BE PAID FOR UNDER ITEM 301001 - GRADED AGGREGATE BASE COURSE.

SECTION 400

1. THE PAVEMENT SECTION FOR FLEXIBLE PAVEMENT RESIDENTIAL DRIVEWAYS SHALL BE 2" BITUMINOUS CONCRETE, TYPE 'C' OVER 8" GRADED AGGREGATE BASE COURSE, TYPE 'B', UNLESS OTHERWISE NOTED ON THE PLANS.

SECTION 600

1. DRAINAGE INLET GRATES ADJACENT TO THE ROAD, WITHIN THE PROJECT LIMITS, WHICH ARE NOT TYPE 1 OR TYPE 4, SHALL BE REPLACED. THE ACTUAL LOCATIONS, THE NEED FOR ANY GRATE MODIFICATIONS OR FOR NEW FRAMES SHALL BE DETERMINED BY THE ENGINEER. ALL REPLACED GRATES/FRAMES SHALL BE DELIVERED TO THE NEAREST DISTRICT MAINTENANCE YARD WITH THE COST OF DELIVERY INCIDENTAL TO ITEM 602100 - REPLACING DRAINAGE INLET GRATE(S). FINAL PAYMENT FOR REPLACED GRATES/FRAMES SHALL NOT BE MADE UNTIL RECEIPT OF DELIVERED MATERIALS IS PRODUCED, SIGNED BY A DELDOT MAINTENANCE YARD SUPERVISOR.

2. STATION AND ELEVATION DATA GIVEN FOR DRAINAGE STRUCTURES ARE TO BE APPLIED TO THE CENTER OF THE GRATE FOR INLETS AND TO THE CENTER OF THE STRUCTURE FOR JUNCTION BOXES AND MANHOLES.

SECTION 700

1. IN AREAS WHERE PROPOSED CURB MEETS EXISTING CURB AND THE TWO CURB TYPES ARE NOT SIMILAR, THE PROPOSED CURB SHALL BE TRANSITIONED IN 10 LINEAR FEET, UNLESS OTHERWISE DIRECTED BY THE ENGINEER. PAYMENT FOR THIS WORK, INCLUDING SAW CUTTING EXISTING CURB SHALL BE INCIDENTAL TO THE PROPOSED CURB ITEM.

2. WHERE PROPOSED CONCRETE SIDEWALK IS CONSTRUCTED TO MEET EXISTING SIDEWALK, THE EXISTING SIDEWALK SHALL BE SAWCUT AT THE TIE-IN POINT OR MEET THE NEAREST EXISTING SIDEWALK JOINT. ALL SAW CUTTING SHALL BE FULL DEPTH, UNLESS OTHERWISE NOTED ON THE PLANS OR DIRECTED BY THE ENGINEER AND SHALL BE PAID FOR UNDER ITEM 762001 - SAWCUTTING, CONCRETE, FULL DEPTH.

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

4. THE NEW CASTLE COUNTY DEPARTMENT OF PUBLIC WORKS SHALL SUPPLY AND THE STATE'S CONTRACTOR SHALL INSTALL NEW SELF SEALING MANHOLE FRAMES AND COVERS ON ALL COUNTY SEWER MANHOLES THAT ARE NOT BEING RELOCATED, WITHIN THE PROJECT LIMITS IN ACCORDANCE WITH THE COUNTY'S STANDARD SPECIFICATIONS. THE EXISTING MANHOLE FRAMES AND COVERS THAT ARE REMOVED SHALL BECOME THE PROPERTY OF THE STATE'S CONTRACTOR. PAYMENT SHALL BE INCIDENTAL TO ITEM 711500 - ADJUST AND REPAIR EXISTING SANITARY SEWER MANHOLE.

MISCELLANEOUS

1. THE CONTRACTOR SHALL CONTACT THE CHIEF OF SCHEDULING FOR DART FIRST STATE, 14 DAYS PRIOR TO THE START OF CONSTRUCTION AT 302-576-6191 OR BY EMAIL NOTIFICATION TO DOT_Detours@state.de.us.

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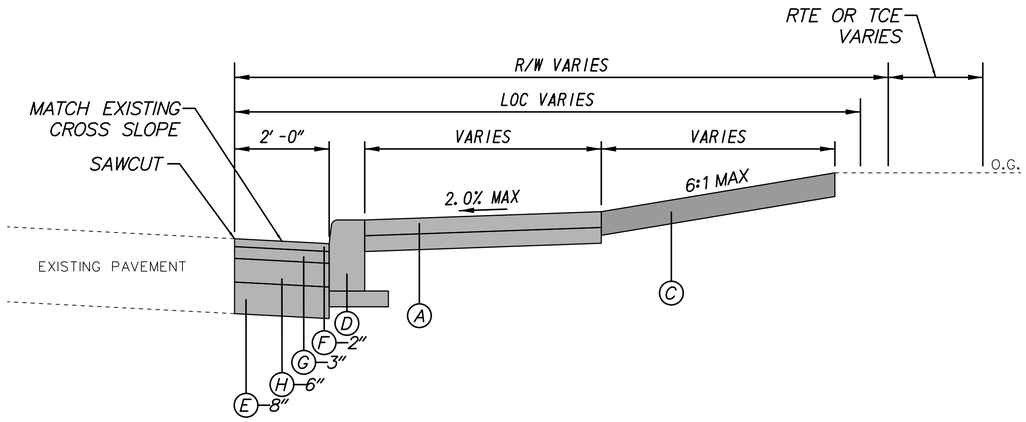
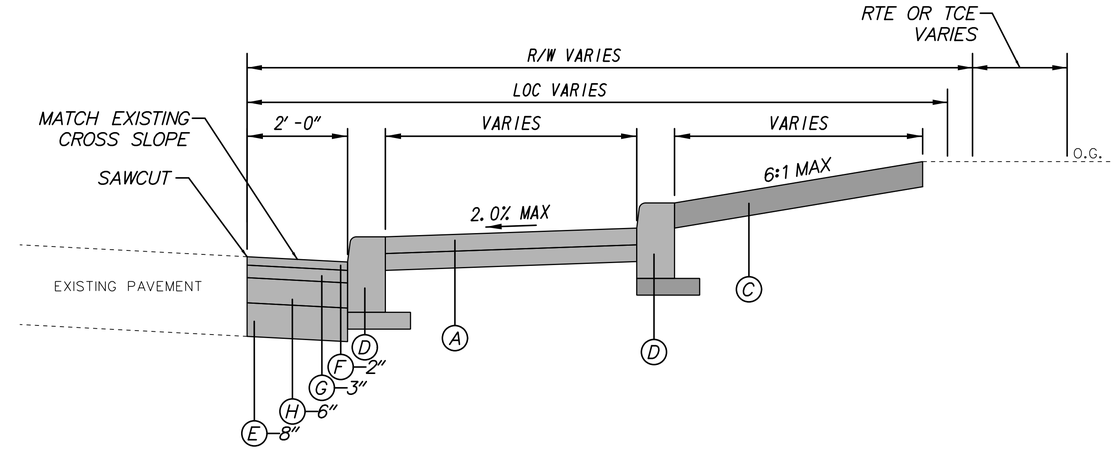
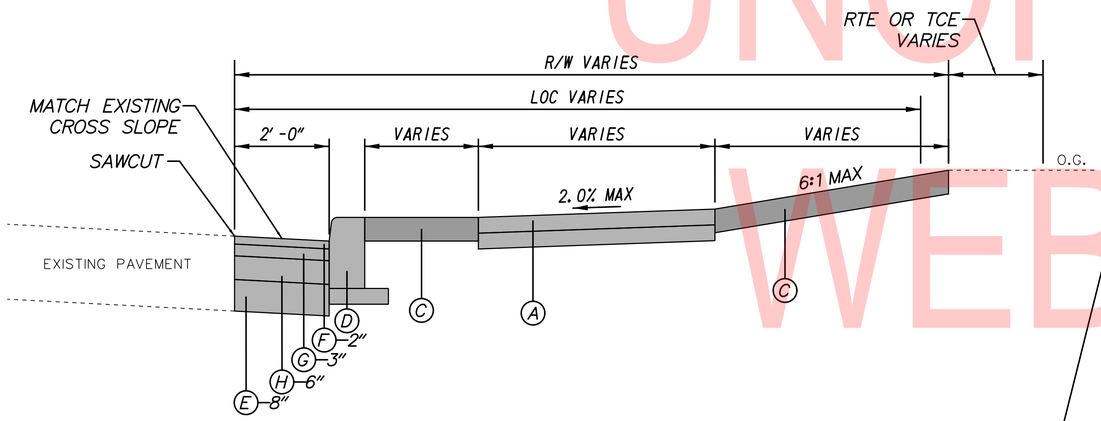


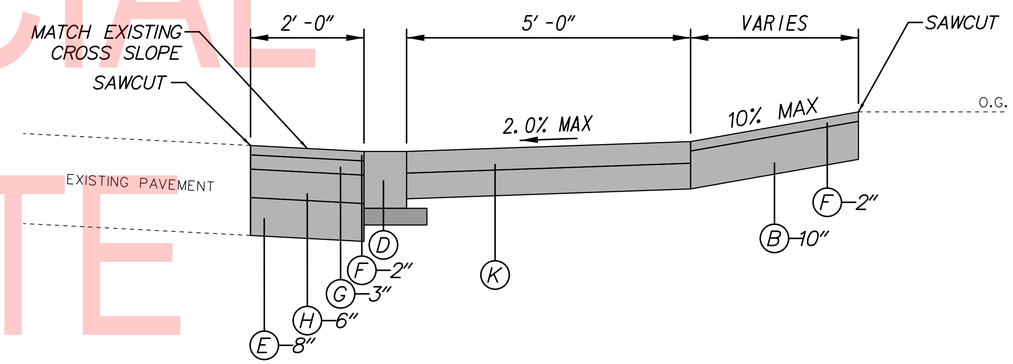
SIDEWALK WITH CURB REPLACEMENT
NOT TO SCALE



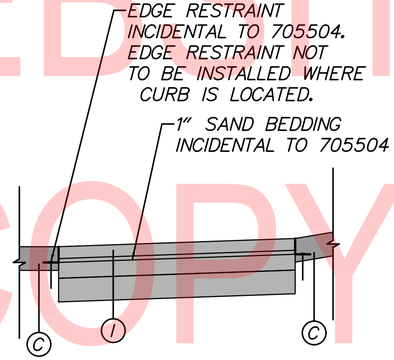
SIDEWALK WITH CHEEKWALL
NOT TO SCALE



SIDEWALK WITH CURB REPLACEMENT
NOT TO SCALE

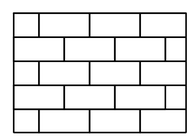


DRIVEWAY
NOT TO SCALE



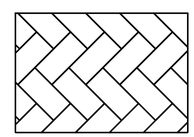
LEGEND

- (A) ITEM 705001 - P.C.C. SIDEWALK, 4" OVER 4" GRADED AGGREGATE BASE COURSE, TYPE B
- (B) ITEM 301001 - GRADED AGGREGATE BASE COURSE, TYPE B
- (C) ITEM 908004 - TOPSOIL, 6" DEPTH
  ITEM 908016 - PERMANENT GRASS SEEDING, SUBDIVISION
- (D) ITEM 701XXX - P.C.C. CURB, TYPE 1 ON 4" GRADED AGGREGATE BASE COURSE, TYPE B (SEE CP SHEETS FOR CURB TYPE)
- (E) ITEM 301002 - GRADED AGGREGATE BASE COURSE, TYPE B, PATCHING
- (F) ITEM 401029- BITUMINOUS CONCRETE, SUPERPAVE, TYPE C, PG 64-22, PATCHING
- (G) ITEM 401030- BITUMINOUS CONCRETE, SUPERPAVE, TYPE B, PG 64-22, PATCHING
- (H) ITEM 401031- BITUMINOUS CONCRETE, SUPERPAVE, BITUMINOUS CONRETE BASE COURSE, PG 64-22, PATCHING
- (I) ITEM 705504- BRICK AND/OR BLOCK SIDEWALK OVER P.C.C. SIDEWALK, 4" OVER 6" GRADED AGGREGATE BASE COURSE, TYPE B
- (J) ITEM 401005- SUPERPAVE TYPE C, PG 64-22 (CARBONATE STONE)
- (K) ITEM 705002- P.C.C. SIDEWALK, 6" OVER 6" GRADED AGGREGATE BASE COURSE, TYPE B



BRICK PATTERN DETAIL

BRICK PAVER PATTERN
REPLACE IN-KIND



HERRINGBONE BRICK PATTERN DETAIL

BRICK PAVER IN HERRINGBONE PATTERN
REPLACE IN-KIND

BRICK SIDEWALK
NOT TO SCALE

TYPICAL SECTION NOTES

1. SIDEWALK WITH CURB REPLACEMENT: REMOVE EXISTING SIDEWALK AND CURB WITH THE LIMITS SHOWN. EXTEND SIDEWALK REMOVAL AND RECONSTRUCTION LIMITS TO THE NEAREST JOINT.
2. FOR PAVEMENT SECTION: CONFIRM TYPICAL SECTION LAYERS WITH EXISTING ROADWAY CONDITIONS, AND MAKE ADJUSTMENTS AS NECESSARY.
3. FOLLOW BRICK SIDEWALK DETAIL FOR BRICK SIDEWALK RECONSTRUCTION LIMITS SHOWN IN CONSTRUCTION PLAN. MATCH EXISTING BRICK PATTERN.
4. DRIVEWAY: REMOVE EXISTING SIDEWALK AND CURB WITHIN THE LIMITS SHOWN. EXTEND LIMITS OF RECONSTRUCTION TO NEAREST SIDEWALK JOINT. SAW CUT CURB AND PAVEMENT AS NECESSARY.

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8/27/2019
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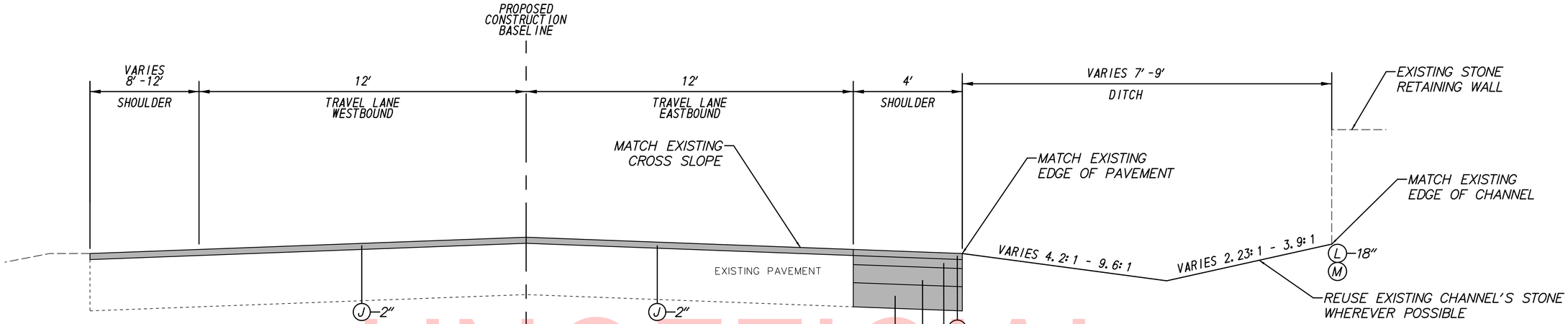
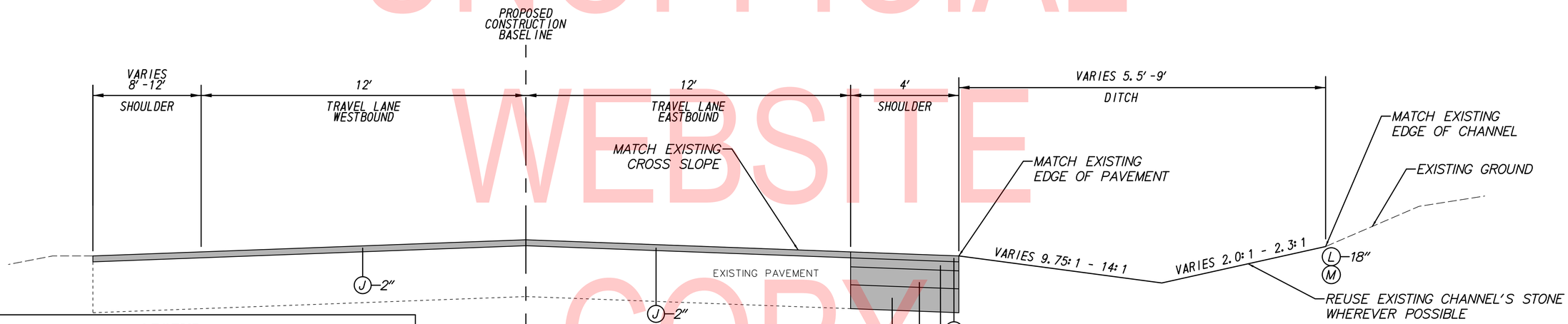
ADDENDA / REVISIONS		NOT TO SCALE	PAVEMENT & REHABILITATION NORTH XVII, 2016 MAIN STREET ODESSA	CONTRACT T201606117	BRIDGE NO. N/A	TYPICAL SECTIONS	TS-1
				COUNTY NEW CASTLE	DESIGNED BY: P. SCOTT		SECTION AEC
					CHECKED BY: B. SENGER		SHEET NO. 5



TYPICAL DITCH SECTION
STA. 32+55 TO STA. 33+37
NOT TO SCALE



TYPICAL DITCH SECTION
STA. 33+37 TO STA. 33+68
NOT TO SCALE

LEGEND

- (A) ITEM 705001 - P.C.C. SIDEWALK, 4" OVER 4" GRADED AGGREGATE BASE COURSE, TYPE B
- (B) ITEM 301001 - GRADED AGGREGATE BASE COURSE, TYPE B
- (C) ITEM 908004 - TOPSOIL, 6" DEPTH
  ITEM 908016 - PERMANENT GRASS SEEDING, SUBDIVISION
- (D) ITEM 701XXX - P.C.C. CURB, TYPE 1 ON 4" GRADED AGGREGATE BASE COURSE, TYPE B (SEE CP SHEETS FOR CURB TYPE)
- (E) ITEM 301002 - GRADED AGGREGATE BASE COURSE, TYPE B, PATCHING
- (F) ITEM 401029- BITUMINOUS CONCRETE, SUPERPAVE, TYPE C, PG 64-22, PATCHING
- (G) ITEM 401030- BITUMINOUS CONCRETE, SUPERPAVE, TYPE B, PG 64-22, PATCHING
- (H) ITEM 401031- BITUMINOUS CONCRETE, SUPERPAVE, BITUMINOUS CONRETE BASE COURSE, PG 64-22, PATCHING
- (I) ITEM 705504- BRICK AND/OR BLOCK SIDEWALK OVER P.C.C. SIDEWALK, 4" OVER 6" GRADED AGGREGATE BASED COURSE, TYPE B
- (J) ITEM 401005- SUPERPAVE TYPE C, PG 64-22 (CARBONATE STONE)
- (K) ITEM 705002 - P.C.C. SIDEWALK, 6" OVER 6" GRADED AGGREGATE BASE COURSE, TYPE B
- (L) ITEM 707001 - RIPRAP, R-4
- (M) ITEM 708003 - GEOTEXTILES, RIPRAP

TYPICAL SECTION NOTES

1. FOR PAVEMENT SECTION: CONFIRM TYPICAL SECTION LAYERS WITH EXISTING ROADWAY CONDITIONS, AND MAKE ADJUSTMENTS AS NECESSARY.
2. FOR PAVEMENT SECTION: PORTIONS OF THE WESTBOUND SHOULDER WITHIN THE STATION LIMITS SHOWN WILL NEED TO BE RECONSTRUCTED ALONG WITH THE DITCH DUE TO EROSION OF THE EXISTING SUBBASE. CONFIRM THE LIMITS OF RECONSTRUCTION SHOWN HERE WITH EXISTING ROADWAY CONDITIONS, AND MAKE ADJUSTMENTS AS NECESSARY.

ADDENDA / REVISIONS		NOT TO SCALE	PAVEMENT & REHABILITATION NORTH XVII, 2016 MAIN STREET ODESSA	CONTRACT T201606117	BRIDGE NO. N/A	TYPICAL SECTIONS	TS-2 SECTION AEC SHEET NO. 6
				COUNTY NEW CASTLE	DESIGNED BY: P. SCOTT		
					CHECKED BY: B. SENGER		

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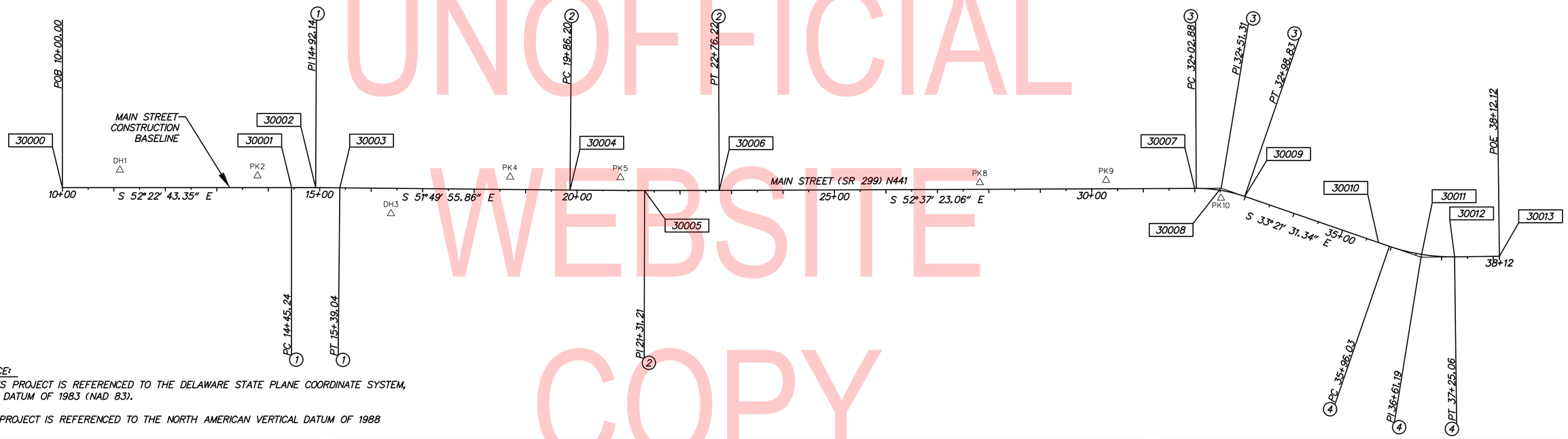
8/28/2019 \\usphltp002\data\Projects\60318855\Task 02 ADA\900_Work\910_CAD\20-SHEETS\Task 09\TS02.dgn

HORIZONTAL / VERTICAL CONTROL DATA

POINT	STATION	OFFSET	NORTHING	EASTING	ELEVATION
DH1	11+11.66	34.21 LT	530873.4310	586909.9870	50.97
PK2	13+79.05	22.92 LT	530701.2590	587114.8830	50.44
DH3	16+39.00	48.99 RT	530484.7970	587275.6510	47.43
PK4	18+69.68	24.17 LT	530399.7690	587502.2270	44.32
PK5	20+84.15	24.87 LT	530268.0270	587671.3250	42.81
PK8	27+82.53	13.13 LT	529834.1900	588218.4560	42.91
PK9	30+27.82	16.43 LT	529687.9090	588415.3820	39.89
PK10	32+53.63	14.68 RT	529524.4502	588571.0739	34.68

CONSTRUCTION ALIGNMENT CONTROL

POINT	STATION	OFFSET	NORTHING	EASTING
30000	10+00.00	0.00	530914.4921	586800.6608
30013	38+12.12	0.00	529104.6154	588930.5751



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DATUM REFERENCE:

HORIZONTAL - THIS PROJECT IS REFERENCED TO THE DELAWARE STATE PLANE COORDINATE SYSTEM, NORTH AMERICAN DATUM OF 1983 (NAD 83).

VERTICAL - THIS PROJECT IS REFERENCED TO THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD 88).

MAIN STREET SR 299 CIRCULAR CURVE NO.(1)

Element: Circular

PC	(30001)	14+45.24	530642.6989	587153.3203
PI	(30002)	14+92.14	530614.0704	587190.4666
CC	( )		522854.1413	581150.7112
PT	(30003)	15+39.04	530585.0888	587227.3382

Radius: 9833.26
Delta: 0° 32' 47.4833" Right
Degree of Curvature(Arc): 0° 34' 57.62"
Length: 93.80
Tangent: 46.90
Chord: 93.80
Middle Ordinate: 0.11
External: 0.11
Tangent Direction: S 52° 22' 43.35" E
Radial Direction: S 37° 37' 16.65" W
Chord Direction: S 52° 06' 19.61" E
Radial Direction: S 38° 10' 04.14" W
Tangent Direction: S 51° 49' 55.86" E

MAIN STREET SR 299 CIRCULAR CURVE NO.(2)

Element: Circular

PC	(30004)	19+86.20	530308.7550	587578.9020
PI	(30005)	21+31.21	530219.1433	587692.9098
CC	( )		546827.0682	600562.5147
PT	(30006)	22+76.22	530131.1138	587808.1438

Radius: 21010.21
Delta: 0° 47' 27.1963" Left
Degree of Curvature(Arc): 0° 16' 21.74"
Length: 290.02
Tangent: 145.01
Chord: 290.01
Middle Ordinate: 0.50
External: 0.50
Tangent Direction: S 51° 49' 55.86" E
Radial Direction: S 38° 10' 04.14" W
Chord Direction: S 52° 13' 39.46" E
Radial Direction: S 37° 22' 36.94" W
Tangent Direction: S 52° 37' 23.06" E

MAIN STREET SR 299 CIRCULAR CURVE NO.(3)

Element: Circular

PC	(30007)	32+02.88	529568.5800	588544.5218
PI	(30008)	32+51.31	529539.1794	588583.0084
CC	( )		529341.8087	588371.2867
PT	(30009)	32+98.83	529498.7273	588609.6399

Radius: 285.37
Delta: 19° 15' 51.7197" Right
Degree of Curvature(Arc): 20° 04' 39.94"
Length: 95.95
Tangent: 48.43
Chord: 95.50
Middle Ordinate: 4.02
External: 4.08
Tangent Direction: S 52° 37' 23.06" E
Radial Direction: S 37° 22' 36.94" W
Chord Direction: S 42° 59' 27.20" E
Radial Direction: S 56° 38' 28.66" W
Tangent Direction: S 33° 21' 31.34" E

MAIN STREET SR 299 CIRCULAR CURVE NO.(4)

Element: Circular

PC	(30010)	35+96.03	529250.4889	588773.0663
PI	(30011)	36+61.19	529196.0663	588808.8951
CC	( )		529456.6935	589086.2830
PT	(30012)	37+25.06	529156.9195	588860.9820

Radius: 375.00
Delta: 19° 42' 49.9982" Left
Degree of Curvature(Arc): 15° 16' 43.95"
Length: 129.03
Tangent: 65.16
Chord: 128.39
Middle Ordinate: 5.54
External: 5.62
Tangent Direction: S 33° 21' 31.34" E
Radial Direction: S 56° 38' 28.66" W
Chord Direction: S 43° 12' 56.34" E
Radial Direction: S 36° 55' 38.66" W
Tangent Direction: S 53° 04' 21.34" E

ADDENDA / REVISIONS

SCALE 0 100 200 300 FEET

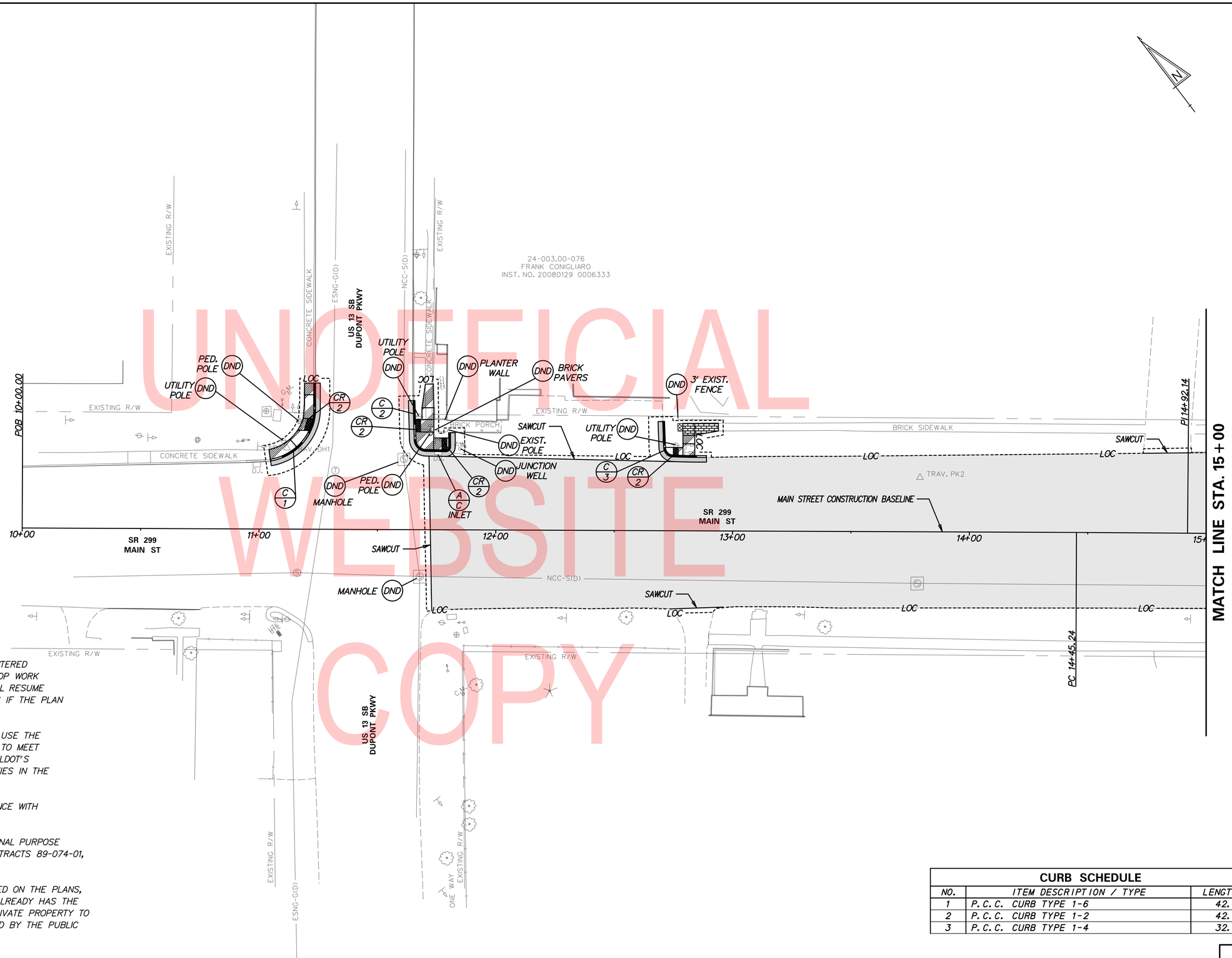
PAVEMENT & REHABILITATION NORTH XVII, 2016 MAIN STREET ODESSA

CONTRACT	BRIDGE NO.	N/A
T201606117	DESIGNED BY: P. SCOTT	
COUNTY		
NEW CASTLE	CHECKED BY: B. SENGER	

HORIZONTAL AND VERTICAL CONTROL

HV-1
SECTION AEC
SHEET NO. 7

\\USPHLIFP002\DATA\PROJECTS\60318855\TASK 02 ADA\900_WORK\910_CAD\20-SHEETS\TASK 09\HV01.DGN



UNOFFICIAL WEBSITE COPY

NOTES:

1. SEE CONSTRUCTION DETAILS FOR ADDITIONAL INFORMATION REGARDING THE LOCATION OF EACH CURB TYPE.
2. IF UNFORESEEN PHYSICAL LIMITATIONS ARE ENCOUNTERED DURING CONSTRUCTION, THE CONTRACTOR SHALL STOP WORK AND NOTIFY THE ENGINEER. THE CONTRACTOR SHALL RESUME WORK ACTIVITIES AFTER THE ENGINEER DETERMINES IF THE PLAN NEEDS TO BE MODIFIED OR REVISED.
3. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO USE THE PROPER CONSTRUCTION EQUIPMENT AS NECESSARY TO MEET ACCESSIBILITY REQUIREMENTS AS SET FORTH IN DELDOT'S PEDESTRIAN ACCESSIBILITY STANDARDS FOR FACILITIES IN THE PUBLIC RIGHT OF WAY.
4. CONSTRUCT SIDEWALK AS SHOWN AND IN ACCORDANCE WITH STD. NO. M-3
5. EXISTING RIGHT-OF-WAY IS SHOWN FOR INFORMATIONAL PURPOSE ONLY. RIGHT-OF-WAY AS SHOWN IS BASED ON CONTRACTS 89-074-01, 1072, AND N245
6. WHERE A RIGHT TO ENTER (RTE) LINE IS DESIGNATED ON THE PLANS, IT INDICATES LOCATIONS WHERE THE DEPARTMENT ALREADY HAS THE RIGHT; UNDER DELAWARE CODE TO ENTER ONTO PRIVATE PROPERTY TO MAINTAIN, REPAIR OR RECONSTRUCT FACILITIES USED BY THE PUBLIC AND MAINTAINED AT THE PUBLIC EXPENSE.

CURB SCHEDULE

NO.	ITEM DESCRIPTION / TYPE	LENGTH
1	P.C.C. CURB TYPE 1-6	42.00
2	P.C.C. CURB TYPE 1-2	42.00
3	P.C.C. CURB TYPE 1-4	32.00

ADDENDA / REVISIONS

SCALE 0 20 40 60 FEET

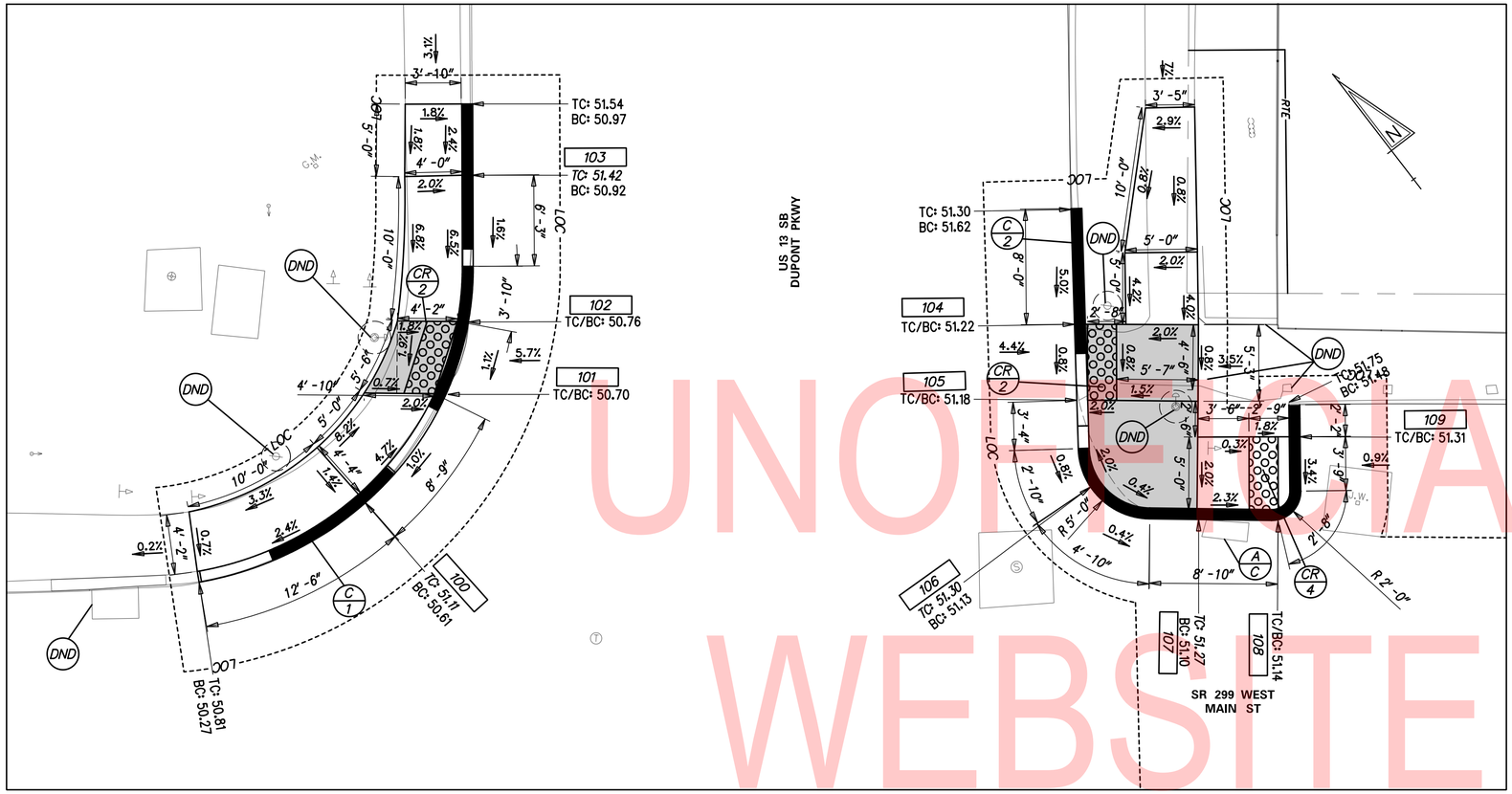
PAVEMENT & REHABILITATION NORTH XVII, 2016 MAIN STREET ODESSA

CONTRACT	BRIDGE NO.	N/A
T201606117	DESIGNED BY: P. SCOTT	
COUNTY		
NEW CASTLE	CHECKED BY: B. SENGER	

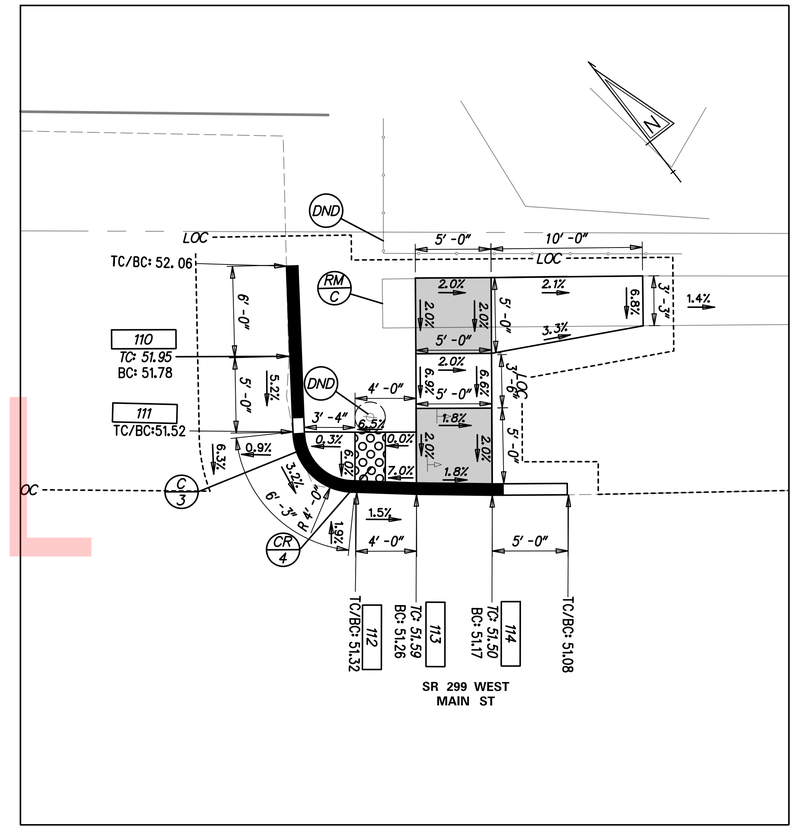
CONSTRUCTION PLAN

CP-1
SECTION AEC
SHEET NO. 8

\\USPHLFP002\DATA\PROJECTS\60318855\TASK 02 ADA\900_WORK\910_CAD\20-SHEETS\TASK 09\CP01_MAIN STREET.DGN



NORTHEAST AND NORTHWEST CORNER OF DUPONT PKWY SB AND MAIN STREET



NORTHEAST CORNER OF PARKING LOT AT LORENZO'S PIZZA AND MAIN STREET

UNOFFICIAL WEBSITE COPY

COORDINATE LIST

POINT NO.	STATION	OFFSET	NORTHING	EASTING
100	11+16.23	34.19 LT	530870.6238	586913.5944
101	11+21.93	41.67 LT	530873.0640	586922.6692
102	11+23.35	46.66 LT	530876.1504	586926.8464
103	11+23.62	56.78 LT	530884.0068	586933.2357
104	11+65.13	46.52 LT	530850.5333	586959.8550
105	11+65.30	41.28 LT	530846.2850	586956.7849
106	11+66.67	35.62 LT	530840.9605	586954.4172
107	11+73.71	33.06 LT	530834.6375	586958.4263
108	11+79.18	32.99 LT	530831.2392	586962.7207
109	11+80.70	38.76 LT	530834.8889	586967.4467
110	12+70.49	40.17 LT	530781.1898	587039.4239
111	12+70.58	35.16 LT	530777.1734	587036.4412
112	12+74.89	30.45 LT	530770.8091	587036.9787
113	12+78.90	30.46 LT	530768.3665	587040.1576
114	12+83.89	30.46 LT	530765.3275	587044.1127

LEGEND

50:1 OR FLATTER LANDING AREAS

ADDENDA / REVISIONS

SCALE 0 5 10 15 FEET

PAVEMENT & REHABILITATION NORTH XVII, 2016 MAIN STREET ODESSA

CONTRACT	BRIDGE NO.	N/A
T201606117	DESIGNED BY: P. SCOTT	
COUNTY		
NEW CASTLE	CHECKED BY: B. SENGER	

CONSTRUCTION DETAILS

DT-1
SECTION AEC
SHEET NO. 9

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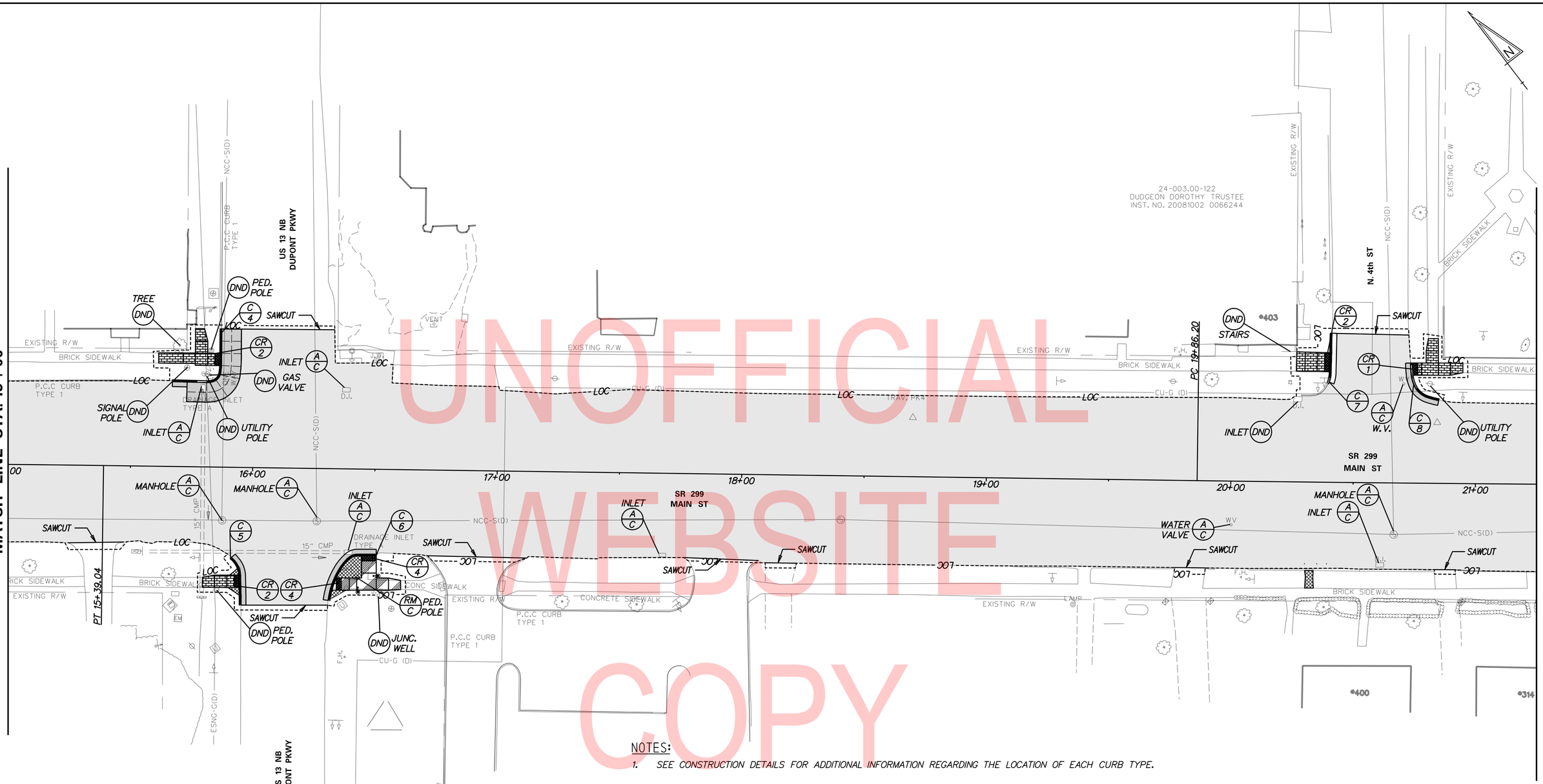

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NOTES:

1. SEE CONSTRUCTION DETAILS FOR ADDITIONAL INFORMATION REGARDING THE LOCATION OF EACH CURB TYPE.
2. IF UNFORESEEN PHYSICAL LIMITATIONS ARE ENCOUNTERED DURING CONSTRUCTION, THE CONTRACTOR SHALL STOP WORK AND NOTIFY THE ENGINEER. THE CONTRACTOR SHALL RESUME WORK ACTIVITIES AFTER THE ENGINEER DETERMINES IF THE PLAN NEEDS TO BE MODIFIED OR REVISED.
3. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO USE THE PROPER CONSTRUCTION EQUIPMENT AS NECESSARY TO MEET ACCESSIBILITY REQUIREMENTS AS SET FORTH IN DELDOT'S PEDESTRIAN ACCESSIBILITY STANDARDS FOR FACILITIES IN THE PUBLIC RIGHT OF WAY.
4. CONSTRUCT SIDEWALK AS SHOWN AND IN ACCORDANCE WITH STD. NO. M-3
5. EXISTING RIGHT-OF-WAY IS SHOWN FOR INFORMATIONAL PURPOSE ONLY. RIGHT-OF-WAY AS SHOWN IS BASED ON CONTRACTS 89-074-01, 1072, AND N245.
6. WHERE A RIGHT TO ENTER (RTE) LINE IS DESIGNATED ON THE PLANS, IT INDICATES LOCATIONS WHERE THE DEPARTMENT ALREADY HAS THE RIGHT; UNDER DELAWARE CODE TO ENTER ONTO PRIVATE PROPERTY TO MAINTAIN, REPAIR OR RECONSTRUCT FACILITIES USED BY THE PUBLIC AND MAINTAINED AT PUBLIC EXPENSE.

CURB SCHEDULE

NO.	ITEM DESCRIPTION / TYPE	LENGTH
4	P.C.C. CURB TYPE 1-8	34.00
5	P.C.C. CURB TYPE 1-2	21.00
6	P.C.C. CURB TYPE 1-2	32.00
7	P.C.C. CURB TYPE 1-4	20.60
8	P.C.C. CURB TYPE 1-4	20.70

ADDENDA / REVISIONS

SCALE 0 20 40 60 FEET

PAVEMENT & REHABILITATION NORTH XVII, 2016 MAIN STREET ODESSA

CONTRACT	BRIDGE NO.	N/A
T201606117	DESIGNED BY: P. SCOTT	
COUNTY	CHECKED BY: B. SENGER	
NEW CASTLE		

CONSTRUCTION PLAN

CP-2
SECTION AEC
SHEET NO. 10

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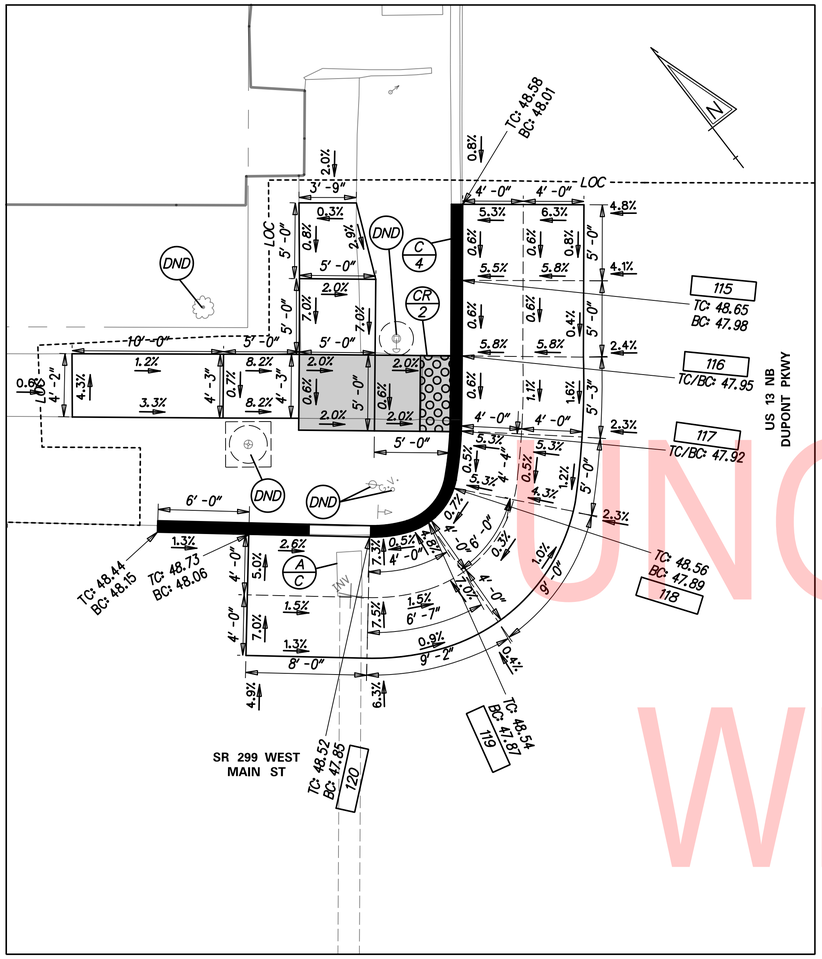
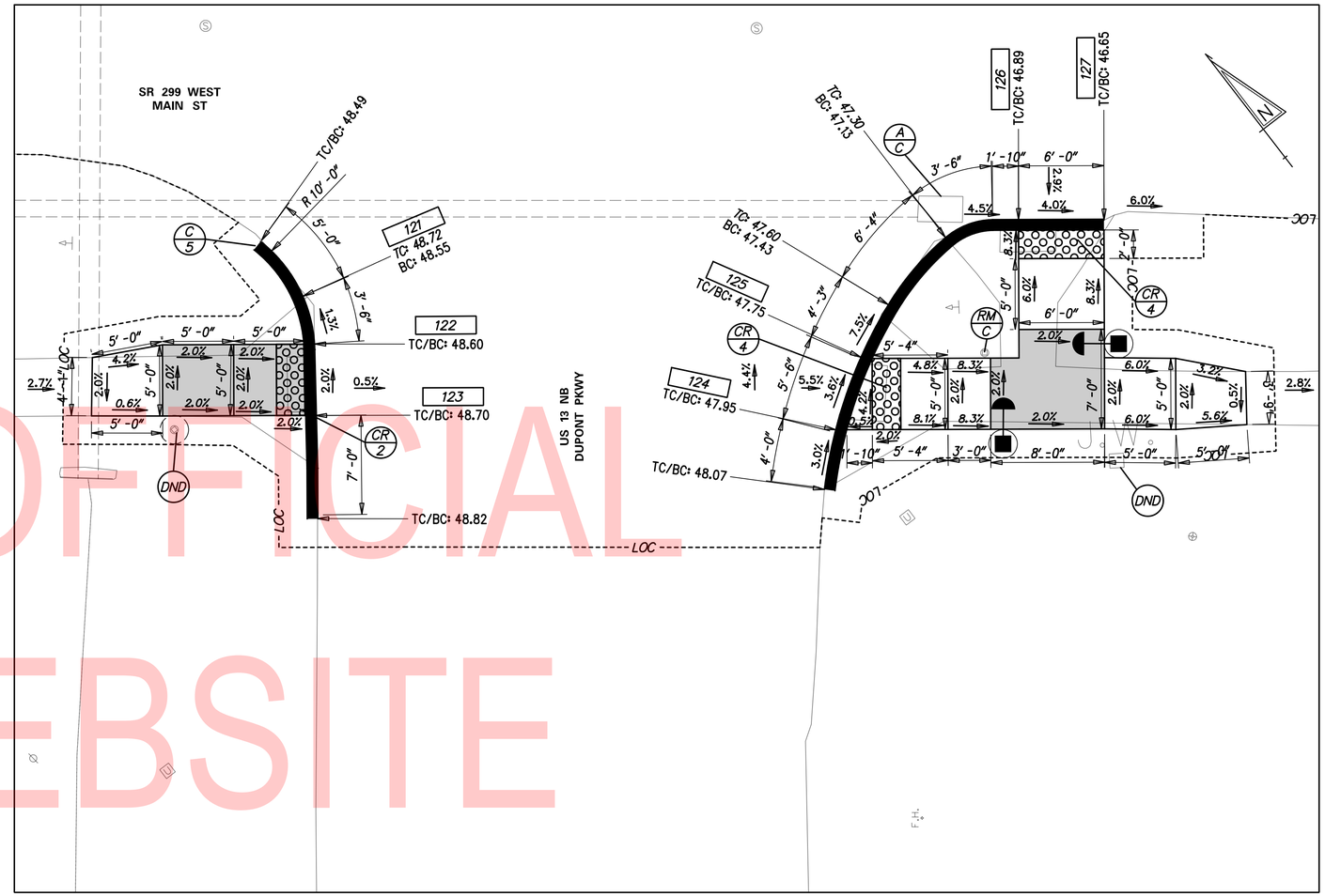


NORTHWEST CORNER OF DUPONT PKWY NB
AND MAIN STREET



SOUTHEAST AND SOUTHWEST CORNER OF DUPONT PKWY NB
AND MAIN STREET

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COORDINATE LIST

POINT NO.	STATION	OFFSET	NORTHING	EASTING
115	15+86.68	51.51 LT	530596.1478	587296.6276
116	15+86.71	46.53 LT	530592.2069	587293.5722
117	15+86.71	42.31 LT	530588.8893	587290.9674
118	15+86.25	37.79 LT	530585.6223	587287.8095
119	15+84.60	35.51 LT	530584.8533	587285.1065
120	15+80.73	34.52 LT	530586.4595	587281.4475
121	15+94.80	40.70 RT	530518.6321	587246.0269
122	15+95.69	44.03 RT	530515.4629	587244.6639
123	15+95.87	49.05 RT	530511.4054	587241.7071
124	16+32.35	49.69 RT	530488.3614	587269.9923
125	16+34.07	44.58 RT	530491.3158	587274.5030
126	16+45.03	34.80 RT	530492.2255	587289.1665
127	16+50.99	34.71 RT	530488.6181	587293.9028

LEGEND

50:1 OR FLATTER LANDING AREAS

ADDENDA / REVISIONS

SCALE 0 5 10 15 FEET

PAVEMENT & REHABILITATION NORTH XVII, 2016 MAIN STREET ODESSA

CONTRACT	BRIDGE NO.	N/A
T201606117	DESIGNED BY: P. SCOTT	
COUNTY		
NEW CASTLE	CHECKED BY: B. SENGER	

CONSTRUCTION DETAILS

DT-2
SECTION
AEC
SHEET NO.
11

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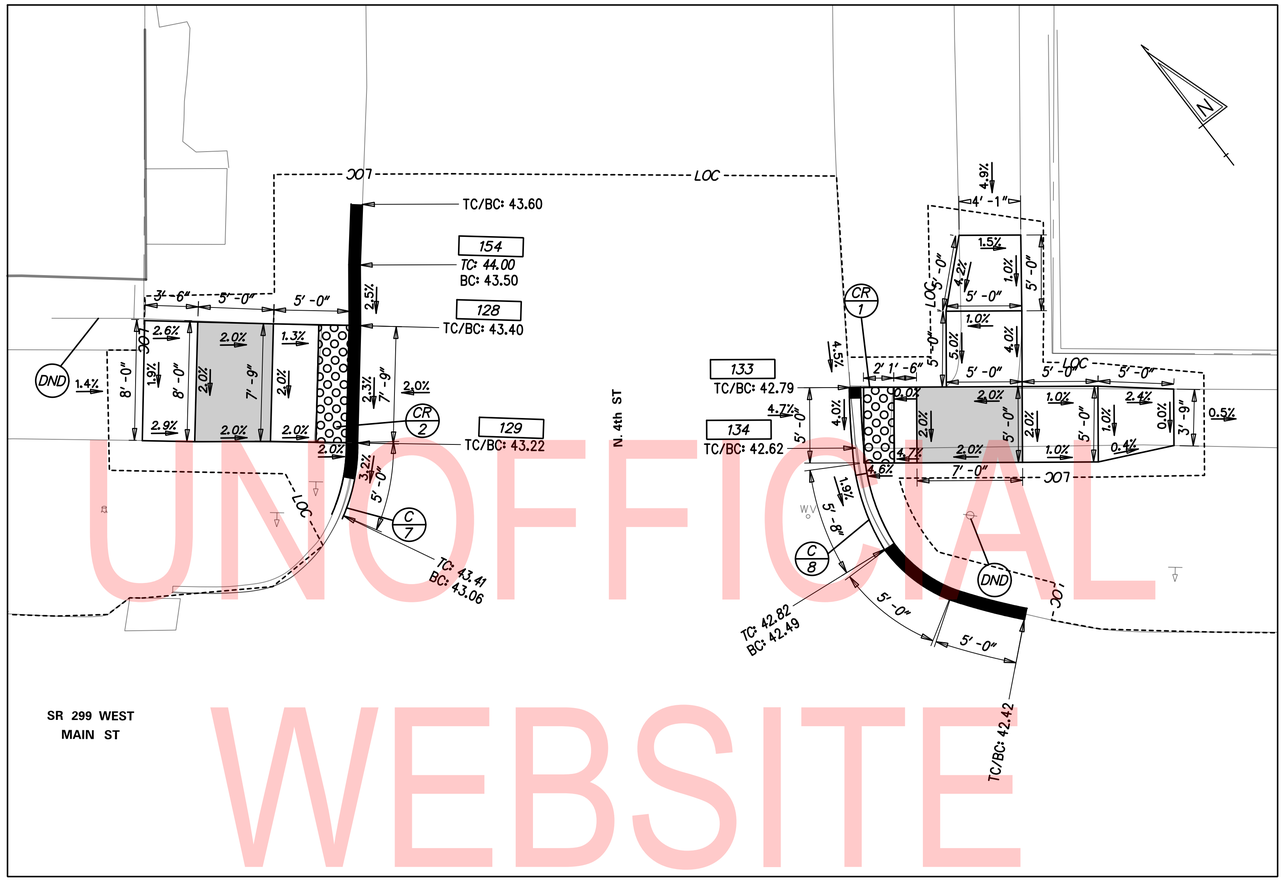

NORTHEAST AND NORTHWEST CORNER OF NORTH 4TH STREET
AND MAIN STREET

UNOFFICIAL WEBSITE COPY

COORDINATE LIST				
POINT NO.	STATION	OFFSET	NORTHING	EASTING
128	20+40.65	52.97 LT	530316.8988	587654.3787
129	20+40.51	45.23 LT	530310.8842	587649.5015
133	20+73.06	49.11 LT	530293.9547	587677.4868
134	20+73.46	45.11 LT	530290.5618	587675.3415
154	20+40.60	56.97 LT	530320.0821	587656.8010

LEGEND

50:1 OR FLATTER LANDING AREAS

ADDENDA / REVISIONS

SCALE 0 5 10 15 FEET

PAVEMENT & REHABILITATION NORTH XVII, 2016 MAIN STREET ODESSA

CONTRACT	BRIDGE NO.	N/A
T201606117	DESIGNED BY: P. SCOTT	
COUNTY		
NEW CASTLE	CHECKED BY: B. SENGER	

CONSTRUCTION DETAILS

DT-3
SECTION
AEC
SHEET NO.
12

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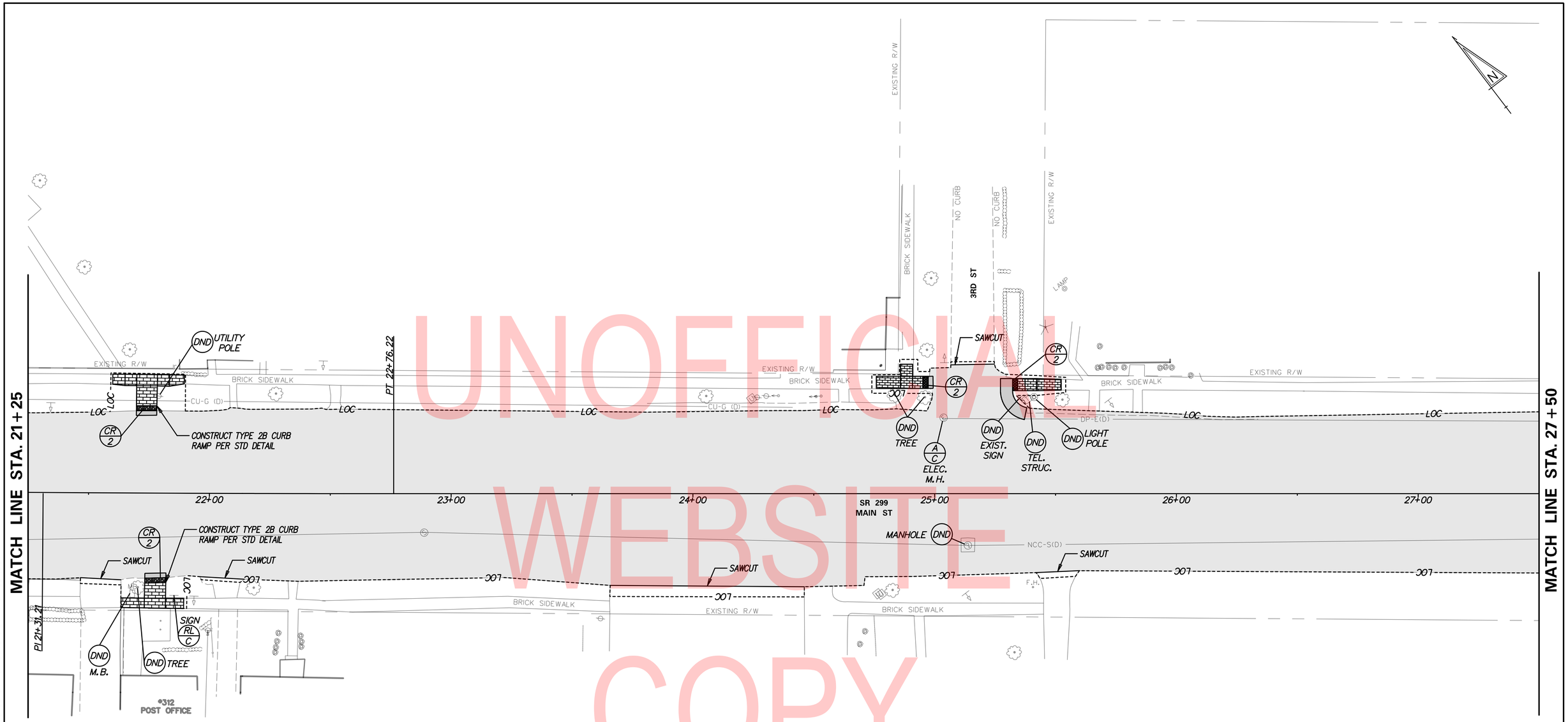

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NOTES:

1. SEE CONSTRUCTION DETAILS FOR ADDITIONAL INFORMATION REGARDING THE LOCATION OF EACH CURB TYPE.
2. IF UNFORESEEN PHYSICAL LIMITATIONS ARE ENCOUNTERED DURING CONSTRUCTION, THE CONTRACTOR SHALL STOP WORK AND NOTIFY THE ENGINEER. THE CONTRACTOR SHALL RESUME WORK ACTIVITIES AFTER THE ENGINEER DETERMINES IF THE PLAN NEEDS TO BE MODIFIED OR REVISED.
3. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO USE THE PROPER CONSTRUCTION EQUIPMENT AS NECESSARY TO MEET ACCESSIBILITY REQUIREMENTS AS SET FORTH IN DELDOT'S PEDESTRIAN ACCESSIBILITY STANDARDS FOR FACILITIES IN THE PUBLIC RIGHT OF WAY.
4. CONSTRUCT SIDEWALK AS SHOWN AND IN ACCORDANCE WITH STD. NO. M-3
5. EXISTING RIGHT-OF-WAY IS SHOWN FOR INFORMATIONAL PURPOSE ONLY. RIGHT-OF-WAY AS SHOWN IS BASED ON CONTRACTS 89-074-01, 1072, AND N245

ADDENDA / REVISIONS	

SCALE 0 20 40 60 FEET

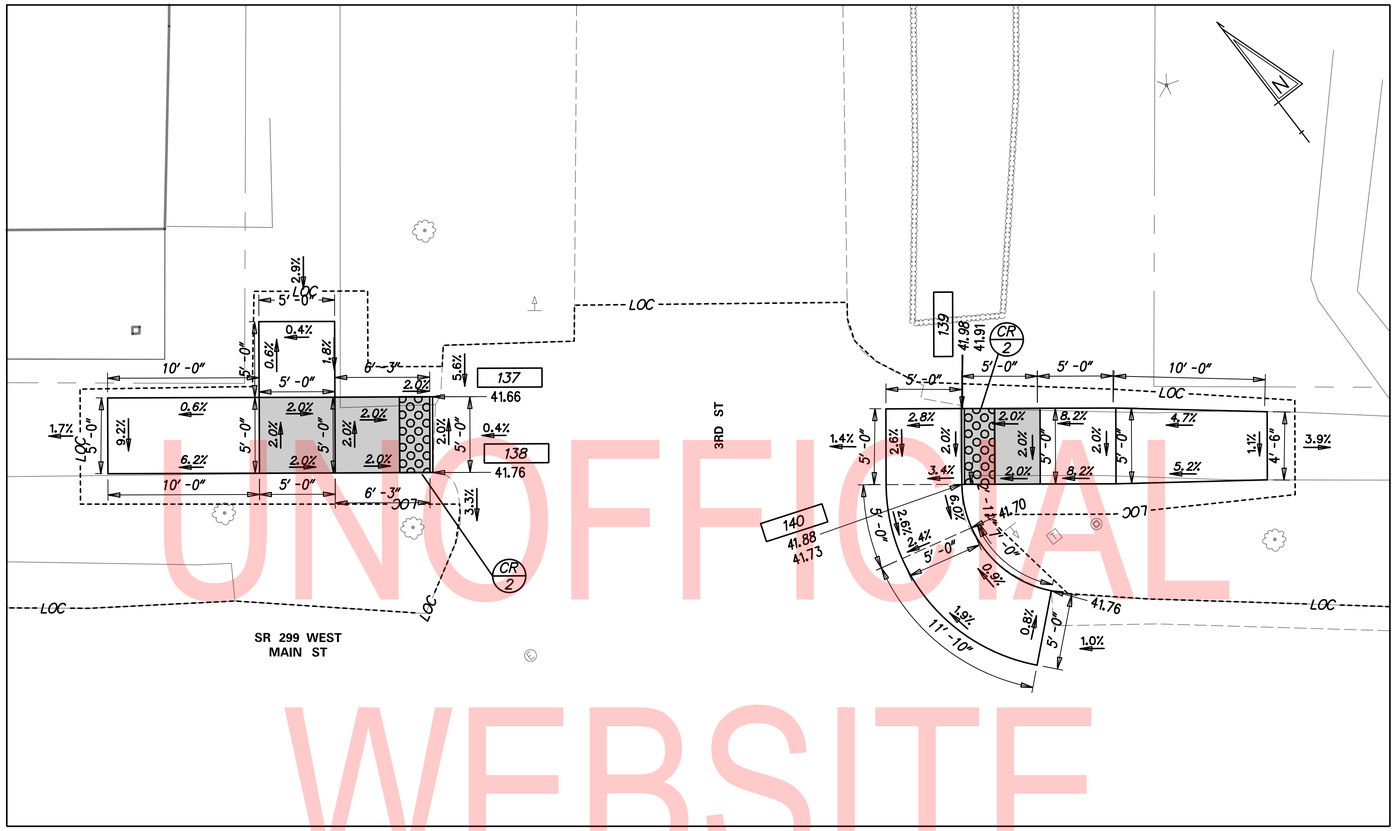
PAVEMENT & REHABILITATION NORTH XVII, 2016 MAIN STREET ODESSA

CONTRACT	BRIDGE NO.	N/A
T201606117	DESIGNED BY: P. SCOTT	
COUNTY		
NEW CASTLE	CHECKED BY: B. SENGER	

CONSTRUCTION PLAN

CP-3
SECTION
AEC
SHEET NO.
13

\\USPHL1FP002\DATA\PROJECTS\60318855\TASK 02 ADA\900_WORK\910_CAD\20-SHEETS\TASK 09\CP01_MAIN STREET.DGN



NORTHEAST AND NORTHWEST CORNER OF 3RD STREET
AND MAIN STREET

UNOFFICIAL WEBSITE COPY

COORDINATE LIST				
POINT NO.	STATION	OFFSET	NORTHING	EASTING
137	24+97.30	48.51 LT	530035.4564	588013.2765
138	24+97.30	43.51 LT	530031.4839	588010.2402
139	25+32.21	47.60 LT	530013.5403	588040.4662
140	25+32.21	42.60 LT	530009.5677	588037.4299

LEGEND

50:1 OR FLATTER LANDING AREAS

ADDENDA / REVISIONS	

SCALE
0 5 10 15
FEET

PAVEMENT & REHABILITATION NORTH XVII, 2016 MAIN STREET ODESSA

CONTRACT	BRIDGE NO.	N/A
T201606117	DESIGNED BY: P. SCOTT	
COUNTY	CHECKED BY: B. SENGER	
NEW CASTLE		

CONSTRUCTION DETAILS

DT-4
SECTION
AEC
SHEET NO.
14

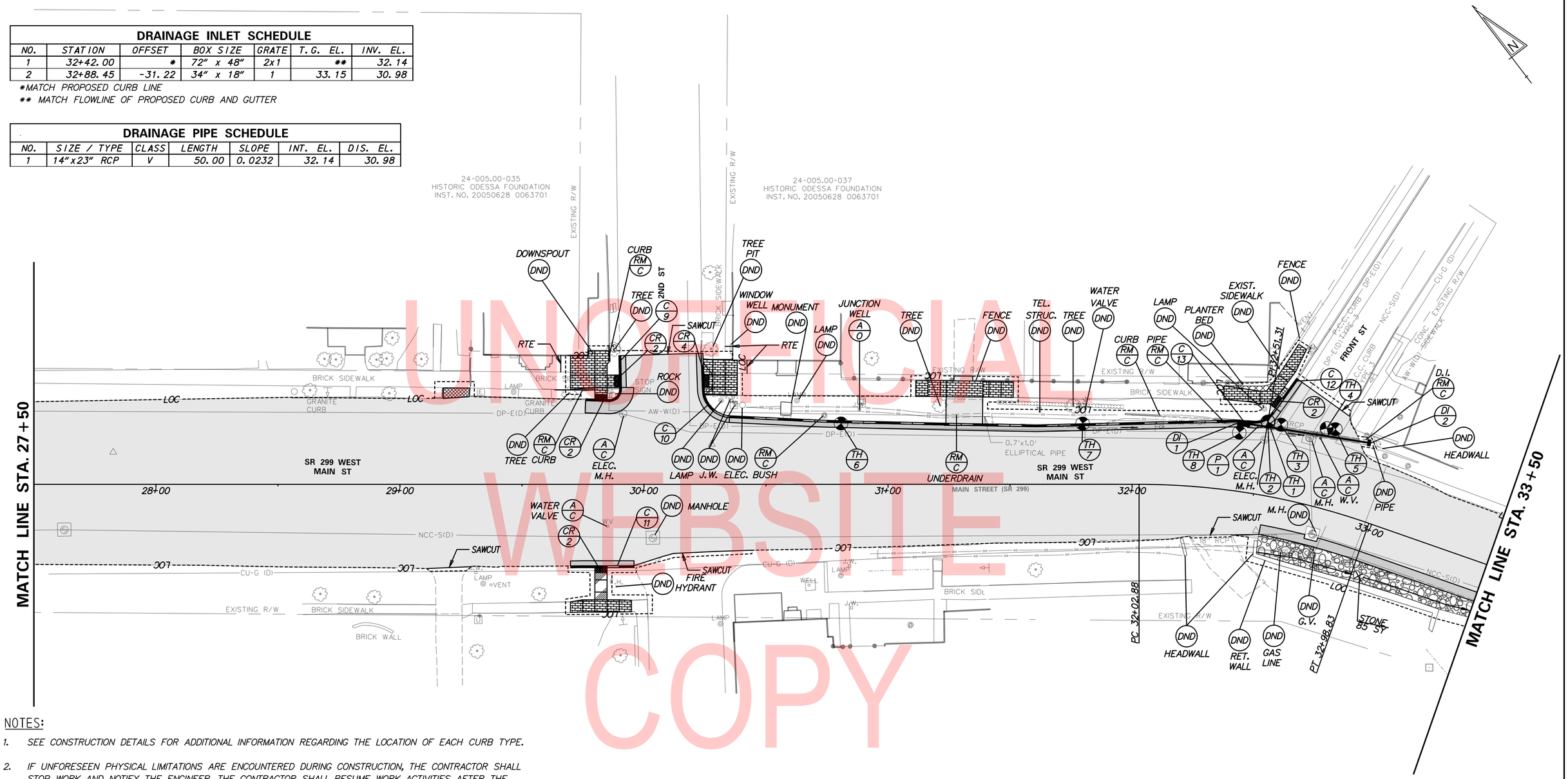
\\USPHLIFP002\DATA\PROJECTS\60318855\TASK 02 ADA\900_WORK\910_CAD\20-SHEETS\TASK 09\CP02_MAIN STREET.DGN

DRAINAGE INLET SCHEDULE						
NO.	STATION	OFFSET	BOX SIZE	GRATE	T.G. EL.	INV. EL.
1	32+42.00	*	72" x 48"	2x1	**	32.14
2	32+88.45	-31.22	34" x 18"	1	33.15	30.98

*MATCH PROPOSED CURB LINE

** MATCH FLOWLINE OF PROPOSED CURB AND GUTTER

DRAINAGE PIPE SCHEDULE						
NO.	SIZE / TYPE	CLASS	LENGTH	SLOPE	INT. EL.	DIS. EL.
1	14"x23" RCP	V	50.00	0.0232	32.14	30.98



UNOFFICIAL WEBSITE COPY

NOTES:

1. SEE CONSTRUCTION DETAILS FOR ADDITIONAL INFORMATION REGARDING THE LOCATION OF EACH CURB TYPE.
2. IF UNFORESEEN PHYSICAL LIMITATIONS ARE ENCOUNTERED DURING CONSTRUCTION, THE CONTRACTOR SHALL STOP WORK AND NOTIFY THE ENGINEER. THE CONTRACTOR SHALL RESUME WORK ACTIVITIES AFTER THE ENGINEER DETERMINES IF THE PLAN NEEDS TO BE MODIFIED OR REVISED.
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4. CONSTRUCT SIDEWALK AS SHOWN AND IN ACCORDANCE WITH STD. NO. M-3
5. EXISTING RIGHT-OF-WAY IS SHOWN FOR INFORMATIONAL PURPOSE ONLY. RIGHT-OF-WAY AS SHOWN IS BASED ON CONTRACTS 89-074-01, 1072, AND N245
6. WHERE A RIGHT TO ENTER (RTE) LINE IS DESIGNATED ON THE PLANS, IT INDICATES LOCATIONS WHERE THE DEPARTMENT ALREADY HAS THE RIGHT; UNDER DELAWARE CODE TO ENTER ONTO PRIVATE PROPERTY TO MAINTAIN, REPAIR OR RECONSTRUCT FACILITIES USED BY THE PUBLIC AND MAINTAINED AT THE PUBLIC EXPENSE.

UTILITY TEST HOLE SCHEDULE						
NO.	UTILITY	STATION	OFFSET	GRND EL.	COVER	O.D. & MATERIAL
TH-1	ELECTRIC	32+50.79	46.45	35.34	3.94	(3) 4.5" PI. CONDUITS
TH-2	GAS	32+50.99	46.42	35.34	3.48	2" PI.
TH-3	FIBER OPTIC	32+55.82	46.34	35.45	4.08	(2) 4.5" PI. CONDUITS
TH-4	WATER	32+72.63	47.19	34.38	5.06	7" D.I.
TH-5	GAS	32+75.80	47.43	34.15	3.35	6.75" PI.
TH-6	ELECTRIC	30+80.74	24.92	38.35	3.58	(4) 4" PI. CONDUITS
TH-7	WATER	31+79.74	24.89	36.57	3.03	3/4" COPPER
TH-8	ELECTRIC	32+40.89	23.92	35.52	3.50	(3) 4" PI. CONDUITS

CURB SCHEDULE		
NO.	ITEM DESCRIPTION / TYPE	LENGTH
9	P.C.C. CURB TYPE 1-2	31.00
10	P.C.C. CURB TYPE 1-4	242.00
11	P.C.C. CURB TYPE 1-2	26.00
12	P.C.C. CURB TYPE 1-4	20.00
13	P.C.C. CURB TYPE 1-8	4.00

ADDENDA / REVISIONS

SCALE 0 20 40 60 FEET

PAVEMENT & REHABILITATION NORTH XVII, 2016 MAIN STREET ODESSA

CONTRACT	BRIDGE NO.	N/A
T201606117	DESIGNED BY: P. SCOTT	
COUNTY	CHECKED BY: B. SENGER	
NEW CASTLE		

CONSTRUCTION PLAN

CP-4

SECTION AEC

SHEET NO. 15

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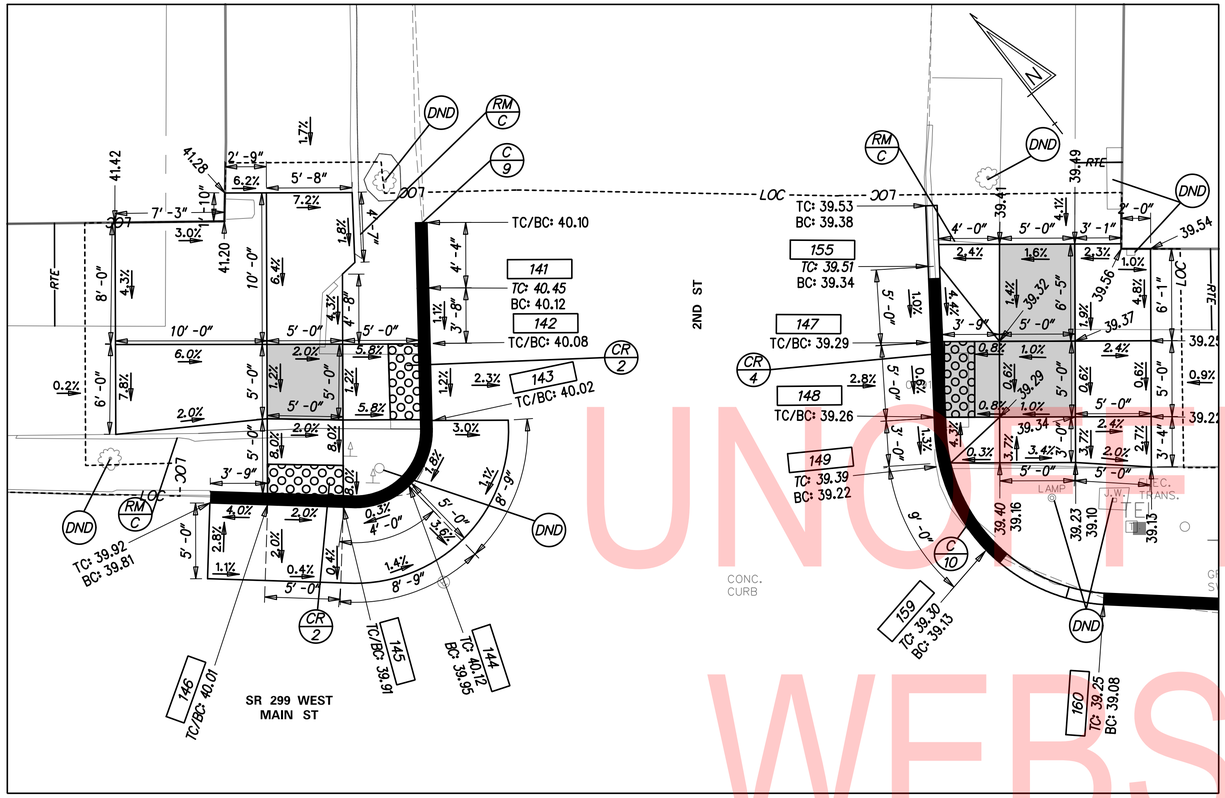
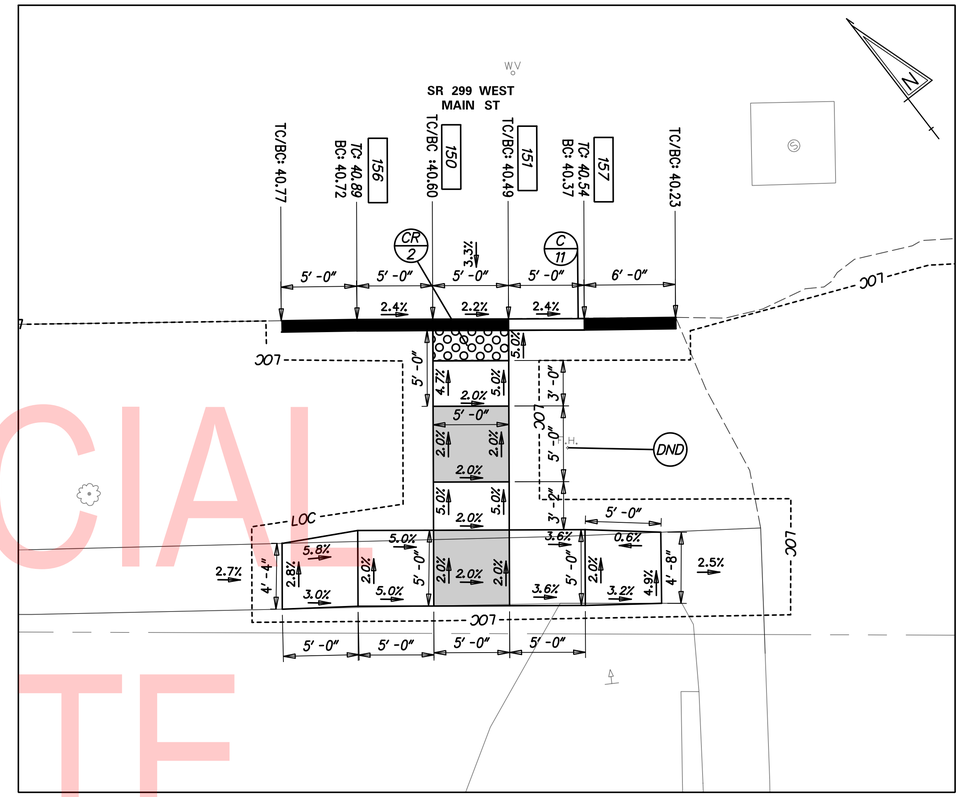


NORTHEAST AND NORTHWEST CORNER OF 2ND STREET
AND MAIN STREET



SOUTH SIDEWALK AND RAMP ACROSS FROM 2ND STREET
AND MAIN STREET

UNOFFICIAL WEBSITE COPY

COORDINATE LIST

POINT NO.	STATION	OFFSET	NORTHING	EASTING
141	29+90.59	48.40 LT	529735.9156	588405.2039
142	29+90.85	44.73 LT	529732.8399	588403.1907
143	29+90.89	39.66 LT	529728.7859	588400.1427
144	29+89.23	35.36 LT	529726.3770	588396.2117
145	29+84.89	33.96 LT	529727.8958	588391.9098
146	29+79.90	34.13 LT	529731.0655	588388.0471
147	30+23.55	44.67 LT	529712.9383	588429.1295
148	30+23.84	39.75 LT	529708.8581	588426.3800
149	30+24.05	36.47 LT	529706.1220	588424.5561
150	29+79.88	33.38 RT	529677.4283	588347.0487
151	29+84.88	33.38 RT	529674.3920	588351.0212
155	30+23.56	49.70 LT	529716.9333	588432.1935
156	29+74.88	33.40 RT	529680.4667	588343.0734
157	29+89.88	33.38 RT	529671.3557	588354.9937
159	30+27.30	30.95 LT	529699.7601	588423.7898
160	30+35.04	27.31 LT	529692.1739	588427.7243

LEGEND

50:1 OR FLATTER LANDING AREAS

ADDENDA / REVISIONS	

SCALE 0 5 10 15 FEET

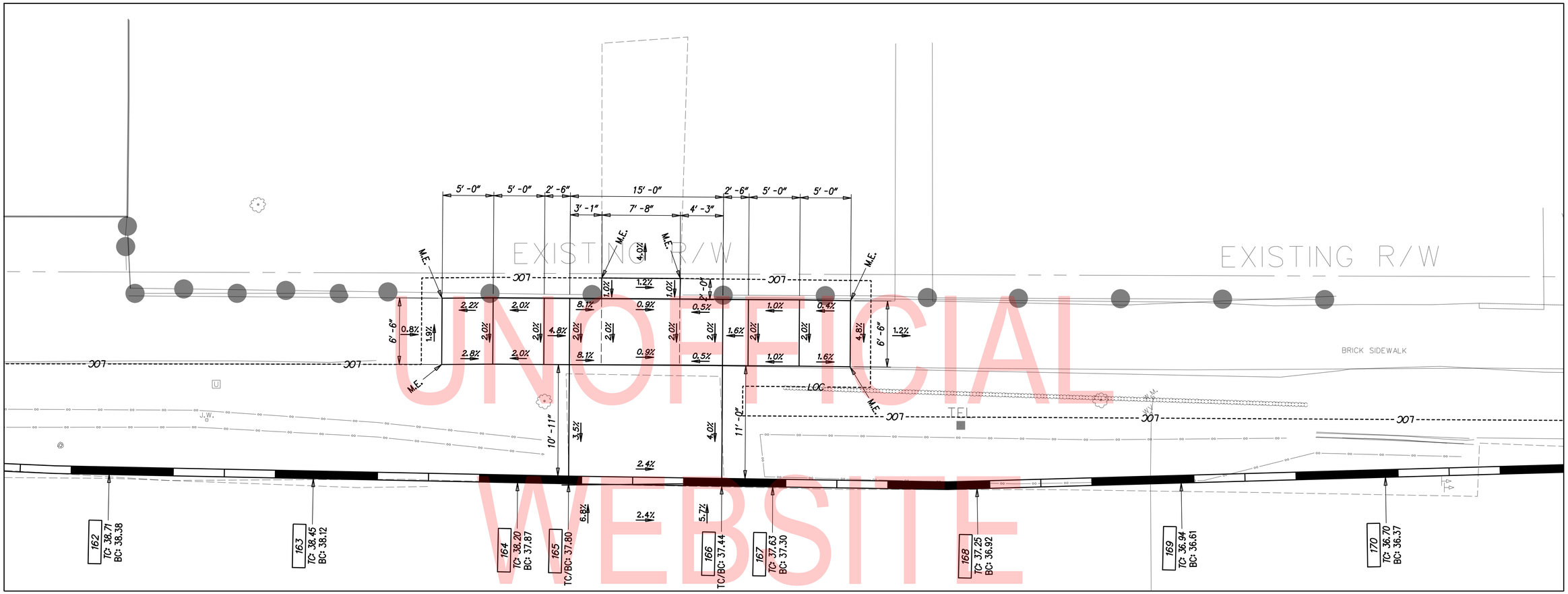
PAVEMENT & REHABILITATION NORTH XVII, 2016 MAIN STREET ODESSA

CONTRACT	BRIDGE NO.	N/A
T201606117	DESIGNED BY: P. SCOTT	
COUNTY		
NEW CASTLE	CHECKED BY: B. SENGER	

CONSTRUCTION DETAILS

DT-5
SECTION
AEC
SHEET NO.
16

\\USPHLIFP002\DATA\PROJECTS\60318855\TASK 02 ADA\900_WORK\910_CAD\20-SHEETS\TASK 09\CP02_MAIN STREET.DGN



DRIVEWAY ENTRANCE ALONG MAIN STREET (WB SIDE)
BETWEEN 2ND STREET AND FRONT STREET

UNOFFICIAL WEBSITE COPY

COORDINATE LIST

POINT NO.	STATION	OFFSET	NORTHING	EASTING
162	30+78.71	25.34 LT	529664.0962	588461.2292
163	30+98.68	24.88 LT	529651.6047	588476.8162
164	31+18.73	24.37 LT	529639.0290	588492.4415
165	31+23.69	24.26 LT	529635.9313	588496.3211
166	31+38.70	24.00 LT	529626.6137	588508.0937
167	31+43.70	23.89 LT	529623.4892	588511.9936
168	31+63.73	23.64 LT	529611.1307	588527.7673
169	31+83.67	24.15 LT	529599.4335	588543.9175
170	32+03.65	24.59 LT	529587.6093	588560.1091

LEGEND

50:1 OR FLATTER LANDING AREAS

ADDENDA / REVISIONS

SCALE 0 5 10 15 FEET

PAVEMENT & REHABILITATION NORTH XVII, 2016 MAIN STREET ODESSA

CONTRACT	BRIDGE NO.	N/A
T201606117	DESIGNED BY: P. SCOTT	
COUNTY	CHECKED BY: B. SENGER	
NEW CASTLE		

CONSTRUCTION DETAILS

DT-6
SECTION AEC
SHEET NO. 17

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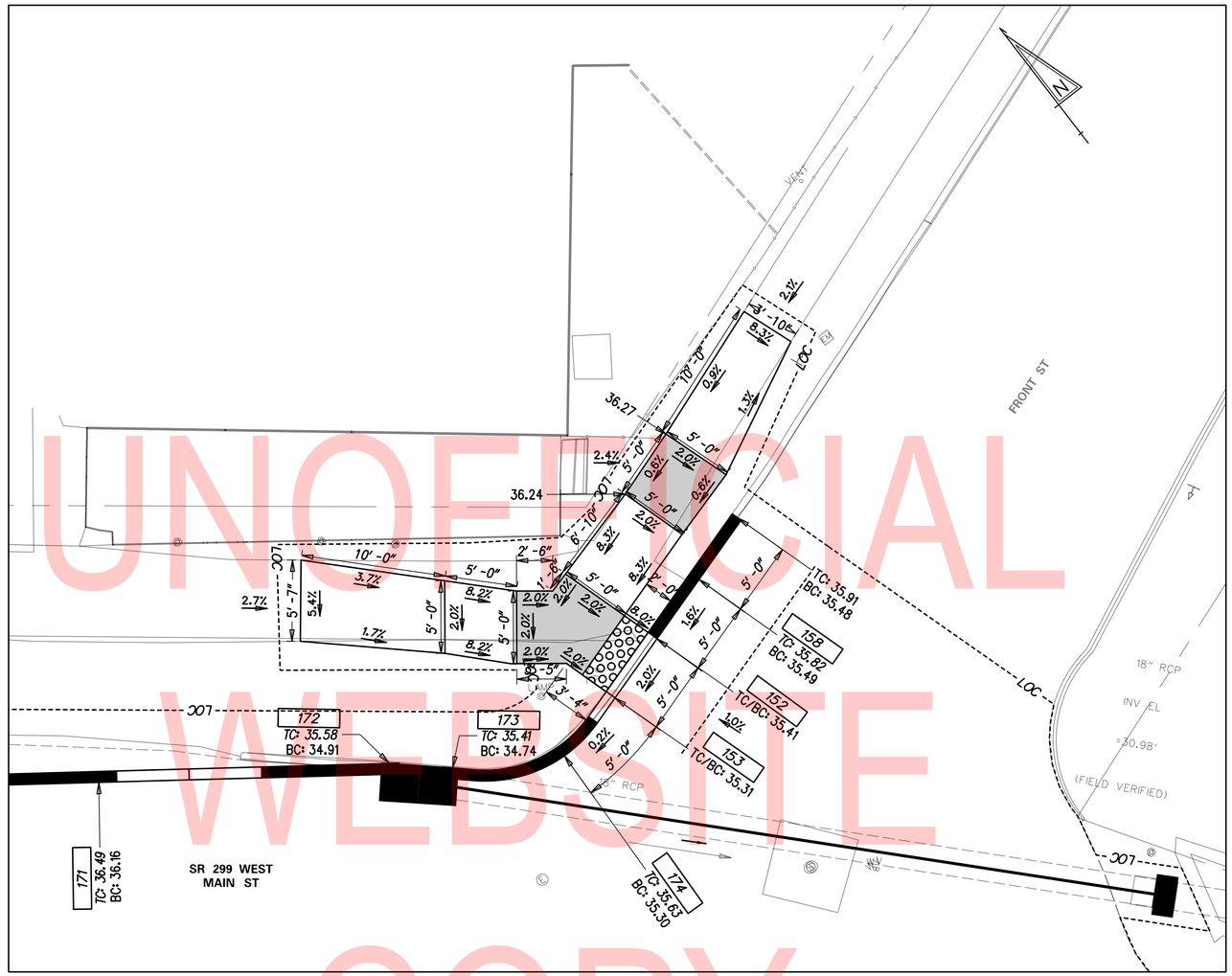


NORTHWEST CORNER OF FRONT STREET
AND MAIN STREET

UNOFFICIAL WEBSITE COPY

COORDINATE LIST				
POINT NO.	STATION	OFFSET	NORTHING	EASTING
152	32+57.24	45.42 LT	529561.9007	588618.2368
153	32+54.91	39.66 LT	529560.0359	588612.1624
158	32+57.00	44.82 LT	529561.7057	588617.6015
171	32+22.03	25.78 LT	529575.8416	588576.3245
172	32+40.30	28.55 LT	529564.4372	588592.0214
173	32+43.65	28.75 LT	529560.9678	588596.0726
174	32+50.80	31.27 LT	529557.7638	588602.8540

LEGEND

50:1 OR FLATTER LANDING AREAS

ADDENDA / REVISIONS

SCALE 0 5 10 15 FEET

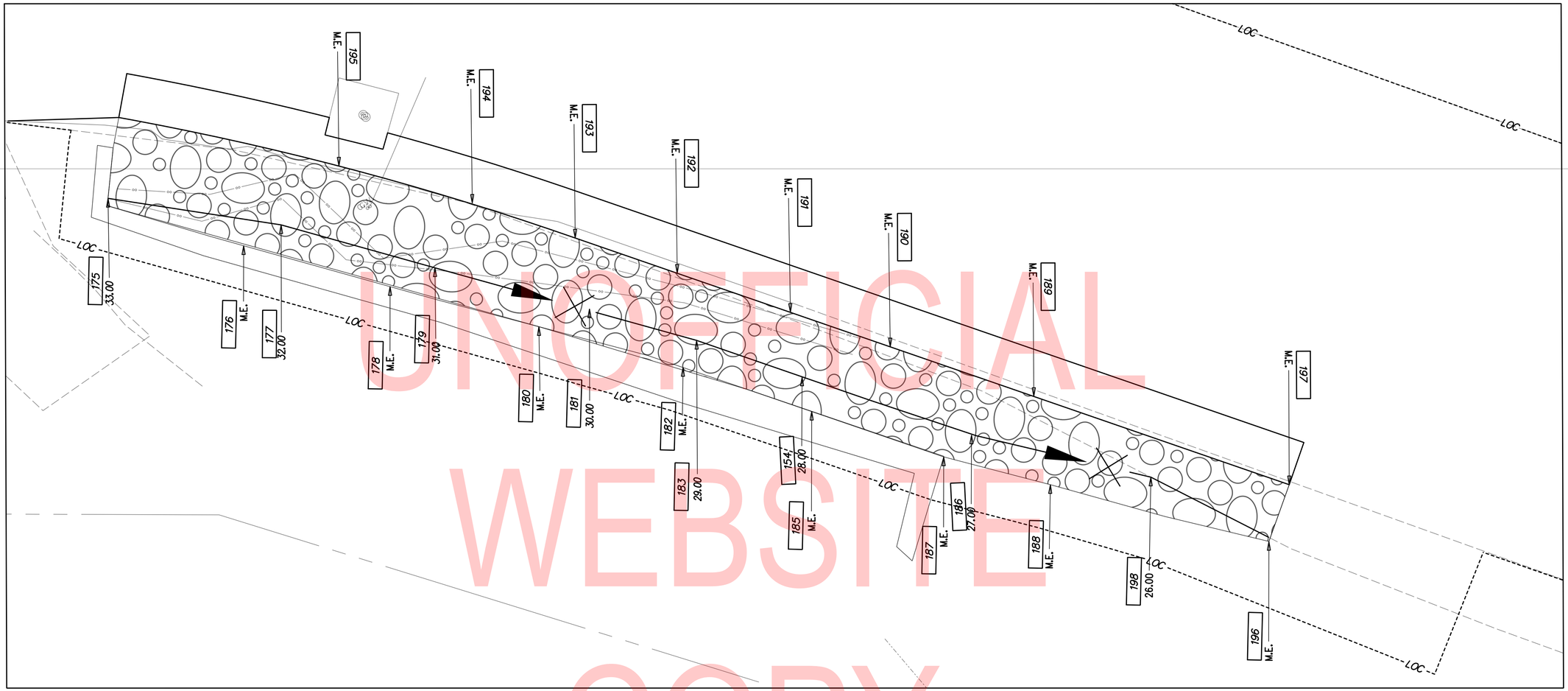
PAVEMENT & REHABILITATION NORTH XVII, 2016 MAIN STREET ODESSA

CONTRACT	BRIDGE NO.	N/A
T201606117	DESIGNED BY: P. SCOTT	
COUNTY	CHECKED BY: B. SENGER	
NEW CASTLE		

CONSTRUCTION DETAILS

DT-7
SECTION
AEC
SHEET NO.
18

\\USPHLIFP002\DATA\PROJECTS\60318855\TASK 02 ADA\900_WORK\910_CAD\20-SHEETS\TASK 09\CP02_MAIN STREET.DGN



UNOFFICIAL WEBSITE COPY

PROPOSED CHANNEL ALONG MAIN STREET
AT THE INTERSECTION WITH FRONT STREET

COORDINATE LIST

POINT NO.	STATION	OFFSET	NORTHING	EASTING
175	32+55.53	23.30 RT	529517.3437	588565.8877
176	32+69.48	24.98 RT	529506.5615	588572.9322
177	32+72.56	22.38 RT	529505.9997	588576.7291
178	32+84.42	25.20 RT	529495.6549	588581.0954
179	32+88.11	22.44 RT	529494.5335	588585.3124
180	32+99.48	24.57 RT	529484.6686	588589.4785
181	33+03.25	21.58 RT	529483.1682	588594.0478
182	33+12.89	24.81 RT	529473.8871	588597.4859
183	33+13.25	21.11 RT	529475.0730	588599.9342
184	33+23.25	21.07 RT	529466.7431	588605.4672

COORDINATE LIST

POINT NO.	STATION	OFFSET	NORTHING	EASTING
185	33+25.08	23.76 RT	529463.7417	588604.2309
186	33+39.26	21.00 RT	529453.4098	588614.3294
187	33+37.59	23.76 RT	529453.2854	588611.1149
188	33+47.44	22.99 RT	529445.4827	588617.1732
189	33+43.44	16.00 RT	529452.6814	588620.8222
190	33+29.85	16.00 RT	529464.0185	588613.3341
191	33+20.38	16.00 RT	529471.9302	588608.1255
192	33+09.65	16.00 RT	529480.8941	588602.2241
193	32+99.97	16.00 RT	529488.9784	588596.9019
194	32+89.72	16.00 RT	529497.0745	588591.4945
195	32+76.58	16.00 RT	529507.0045	588584.0546
196	33+67.69	21.59 RT	529429.3371	588629.4775
197	33+67.71	16.00 RT	529432.3991	588634.1515
198	33+55.74	19.41 RT	529440.5207	588624.7208

ADDENDA / REVISIONS

SCALE
0 5 10 15
FEET

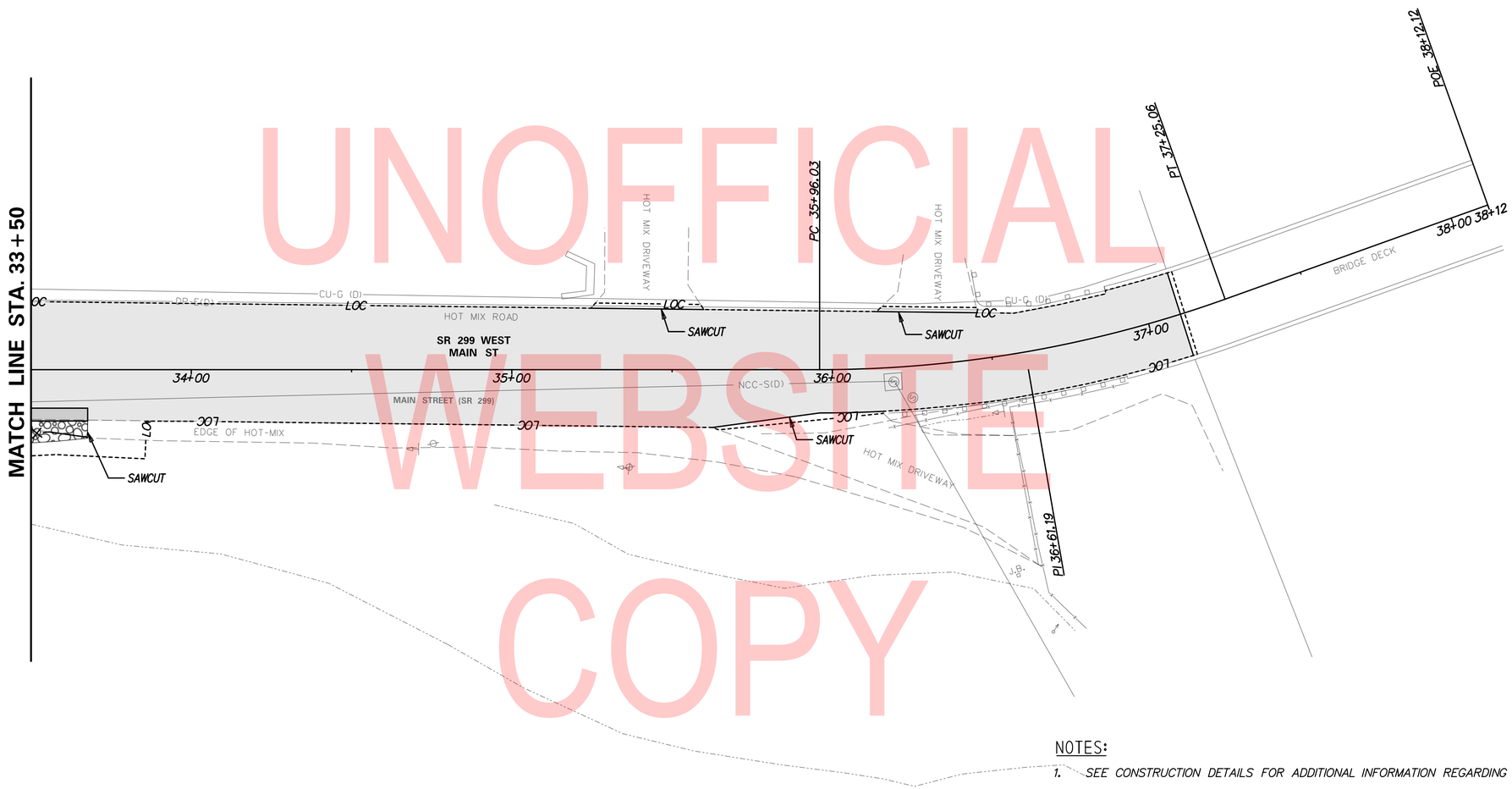
PAVEMENT & REHABILITATION
NORTH XVII, 2016
MAIN STREET ODESSA

CONTRACT	BRIDGE NO.	N/A
T201606117	DESIGNED BY: P. SCOTT	
COUNTY		
NEW CASTLE	CHECKED BY: B. SENGER	

CONSTRUCTION DETAILS

DT-8
SECTION
AEC
SHEET NO.
19

\\USPHLIFP002\DATA\PROJECTS\60318855\TASK 02 ADA\900_WORK\910_CAD\20-SHEETS\TASK 09\CP03_MAIN STREET.DGN



UNOFFICIAL WEBSITE COPY

NOTES:

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4. CONSTRUCT SIDEWALK AS SHOWN AND IN ACCORDANCE WITH STD. NO. M-3
5. EXISTING RIGHT-OF-WAY IS SHOWN FOR INFORMATIONAL PURPOSE ONLY. RIGHT-OF-WAY AS SHOWN IS BASED ON CONTRACTS 89-074-01 AND 1072

ADDENDA / REVISIONS	

SCALE 0 20 40 60 FEET

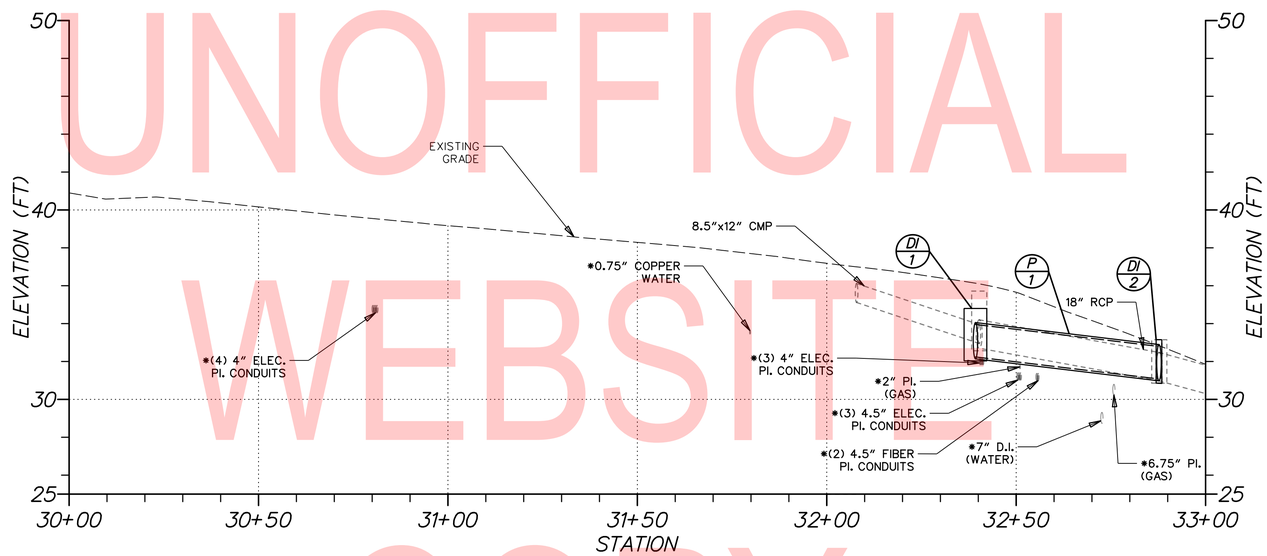
PAVEMENT & REHABILITATION NORTH XVII, 2016 MAIN STREET ODESSA

CONTRACT	BRIDGE NO.	N/A
T201606117	DESIGNED BY: P. SCOTT	
COUNTY	CHECKED BY: B. SENGER	
NEW CASTLE		

CONSTRUCTION PLAN

CP-5
SECTION
AEC
SHEET NO.
20

\\USPHLIFP002\DATA\PROJECTS\60318855\TASK 02 ADA\900_WORK\910_CAD\20-SHEETS\TASK 09\CP01_MAIN STREET.DGN



SR 299 (W MAIN ST)

UNOFFICIAL WEBSITE COPY

NOTE:
EXISTING PIPES WITH "" ARE ESTIMATED BASED ON PROJECT'S LIMITS AND TEST HOLE DATA.*

VERTICAL SCALE FEET 12 8 4 0

PF-1

ADDENDA / REVISIONS	

SCALE 0 20 40 60 FEET

PAVEMENT & REHABILITATION NORTH XVII, 2016 MAIN STREET ODESSA

CONTRACT	BRIDGE NO.	N/A
T201606117	DESIGNED BY: P. SCOTT	
COUNTY	CHECKED BY: B. SENGER	
NEW CASTLE		

PROFILES

SECTION: AEC

SHEET NO.: 21

\\USPHL1FP002\DATA\PROJECTS\60318855\TASK 02 ADA\900_WORK\910_CAD\20-SHEETS\TASK 09\PF00.DGN

NOTES

1. MAINTENANCE OF TRAFFIC DURING LANE CLOSURES AND LANE SHIFTS SHALL CONFORM TO THE FOLLOWING TYPICAL APPLICATIONS OF THE DELAWARE MUTCD:
   - TA-3 WORK ON THE SHOULDER OF A TWO-LANE ROAD
   - TA-3A WORK ON THE SHOULDER OF A MULTI-LANE, DIVIDED HIGHWAY
   - TA-10 LANE CLOSURE ON A TWO-LANE ROAD USING FLAGGERS
   - TA-21 LANE CLOSURE ON THE NEAR SIDE OF AN INTERSECTION
   - TA-23 LANE CLOSURE ON THE FAR SIDE OF AN INTERSECTION
   - TA-27 CLOSURE AT THE SIDE OR CENTER OF AN INTERSECTION
   - TA-28 SIDEWALK DETOUR OR DIVERSION
   - TA-33 STATIONARY LANE CLOSURE ON A MULTI-LANE DIVIDED HIGHWAY

2. ACCEPTABLE MATERIALS FOR TEMPORARY PEDESTRIAN PATHS SHALL INCLUDE CONCRETE, HOT-MIX, COMPACTED MILLINGS OR PLYWOOD WALKWAY STRUCTURE. PLYWOOD WALKWAY STRUCTURES SHALL ALSO INCLUDE DETECTABLE EDGING AND RAILINGS IN ACCORDANCE WITH ADA GUIDELINES AND THE DELAWARE MUTCD. TEMPORARY PEDESTRIAN PATHS SHALL BE INCIDENTAL TO ITEM 801500 UNLESS OTHERWISE SPECIFIED IN THE PLANS. STONE OR GRADED AGGREGATE BASE COURSE SHALL NOT BE USED FOR TEMPORARY PEDESTRIAN PATHS.

3. A. THE USE OF MILLINGS AND GRADED AGGREGATE BASE COURSE (GABC) IN THE TRAVEL WAY, TEMPORARY TRAVEL WAY, HIGH VOLUME ENTRANCES AND ACCESS RAMP FOR THE PURPOSE OF PROVIDING A TEMPORARY ROADWAY SURFACE, POTHOLE REPAIR, TAPERED EDGE FOR UTILITIES, BUTT JOINTS, AND LONGITUDINAL DROP-OFFS (MILLING AND PAVING OPERATIONS) IS PROHIBITED UNLESS IT IS OTHERWISE DESIGNATED TO BE USED IN THE CONTRACT PLANS. USE COLD PATCH, BITUMINOUS CONCRETE, BITUMINOUS CONCRETE WEDGE, OR TAPER MILL, AS NOTED IN THE CONTRACT DOCUMENTS OR APPROVED BY THE ENGINEER. PAYMENT FOR COLD PATCH, BITUMINOUS CONCRETE OR BITUMINOUS CONCRETE WEDGE SHALL BE PAID AS NOTED IN THE CONTRACT DOCUMENTS. TAPER MILL BITUMINOUS CONCRETE SHALL BE PAID UNDER THE BITUMINOUS CONCRETE MILLING ITEM.
   B. MILLINGS OR GABC SHALL BE USED AT THE FOLLOWING LOCATIONS WHERE ACCESS TO A BUSINESS, RESIDENCE, OR EDGE DROP OFF NEEDS TO BE MAINTAINED UNLESS OTHERWISE NOTED IN THE PLANS OR DIRECTED BY THE ENGINEER TO USE BITUMINOUS CONCRETE OR COLD PATCH. ALL MILLINGS AND GABC WILL BE ROLLED AND COMPACTED TO HELP PREVENT THE MATERIAL FROM UNRAVELLING:
   a. DRIVEWAYS
   b. ENTRANCES
   c. LOW VOLUME ACCESS RAMPS (IDENTIFIED IN THE CONTRACT DOCUMENTS)
   d. EDGE DROP-OFFS ADJACENT TO LIVE ROADWAY(LANES AND SHOULDER) AND THE PROPOSED ROAD CONSTRUCTION
   e. EDGE OF ROADWAY DROP-OFF

   GRADING AND MAINTAINING BASE COURSE THAT IS BEING USED FOR ROADWAY WEDGE/FILLET BETWEEN TRAVEL LANES AND PAVEMENT BOX, EDGE OF TRAVELWAY, DRIVEWAY OR ENTRANCE ACCESS SHALL BE INCIDENTAL TO ITEM NO. 801500 - MAINTENANCE OF TRAFFIC. THE BASE COURSE MATERIAL SHALL BE PLACED AT NO GREATER THAN THE SLOPE SPECIFIED IN TABLE 6G-1 AND SHALL BE COMPACTED. EXCESS BASE COURSE MATERIAL SHALL BE PUSHED AHEAD AND USED IN THE NEXT SEGMENT AND SHALL BE INCIDENTAL TO THE PARTICULAR BASE COURSE PAY ITEM. NO SEPARATE PAYMENT SHALL BE MADE FOR MILLINGS OR GABC TEMPORARY ROADWAY MATERIAL (TRM) USED TO PROTECT EDGE DROP-OFFS, UNLESS THE MATERIAL IS EVENTUALLY UTILIZED AS PART OF A PERMANENT ROADWAY AT WHICH TIME THE MATERIAL WOULD BE PAID FOR UNDER THE RESPECTIVE CONTRACT MATERIAL ITEM. VERTICAL DIFFERENCES SHALL BE CORRECTED IN ACCORDANCE WITH TABLE 6G-1 OF THE DELAWARE MUTCD.

4. WITHIN THE MAINLINE WORK AREA, PERMANENT ADVANCE WARNING SIGNS WITH THE LEGENDS "ROAD WORK AHEAD" SHALL BE INSTALLED 500 FEET IN ADVANCE OF THE WORK AREA IN BOTH DIRECTIONS. AN "END ROAD WORK" SIGN SHALL BE LOCATED 500 FEET DOWNSTREAM FROM THE WORK AREA. ON INTERSECTING ROADWAYS WITHIN THE PROJECT LIMITS, A "ROAD WORK AHEAD" SIGN SHALL BE PLACED AT A DISTANCE NOT LESS THAN 500 FEET IN ADVANCE OF THE WORK AREA AND AN "END ROAD WORK" SIGN SHALL BE LOCATED 500 FEET DOWNSTREAM OF THE WORK AREA. THE USE OF SKID MOUNTED SIGN SUPPORTS IS NOT ALLOWED UNLESS THE CONTRACTOR CAN DEMONSTRATE THAT A UTILITY CONFLICT EXISTS, WHICH SHALL BE VERIFIED BY THE ENGINEER; OR CONCRETE MEDIANS PREVENT THE INSTALLATION OF THE PERMANENT SIGNS IN THE APPROPRIATE LOCATION.

5. PEDESTRIAN FLAGGERS SHALL BE PAID UNDER ITEM 811001 - FLAGGER, NEW CASTLE COUNTY, STATE.

6. THE CONTRACTOR SHALL PROVIDE ONE TRAFFIC OFFICER FOR ANY OPERATION WHERE AN EXISTING SIGNALIZED INTERSECTION IS PLACED IN FLASH-MODE. 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 SIGNAL IS PLACED BACK IN STOP-AND-GO OPERATION IN ACCORDANCE WITH DELDOT'S TEMPORARY TRAFFIC CONTROL WITHIN INTERSECTIONS MEMORANDUM (WWW.MUTCD.DELDOT.GOV).

7. FOR FULL DEPTH PAVEMENT CONSTRUCTION, CURB RAMP CONSTRUCTION, SIDEWALK CONSTRUCTION, AND/OR UTILITY RELOCATIONS, BARE SOILS SHALL BE COVERED WITHIN THREE (3) CALENDAR DAYS TO PREVENT EROSION. THIS CAN BE ACCOMPLISHED BY PLACING PROPOSED SUBBASE MATERIAL SUCH AS GRADED AGGREGATE BASE COURSE (GABC) OR GEOTEXTILE/PLASTIC SHEETING THAT IS SECURED SO AS TO NOT BLOW AWAY OR BE UNDERMINED BY RUNOFF.

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

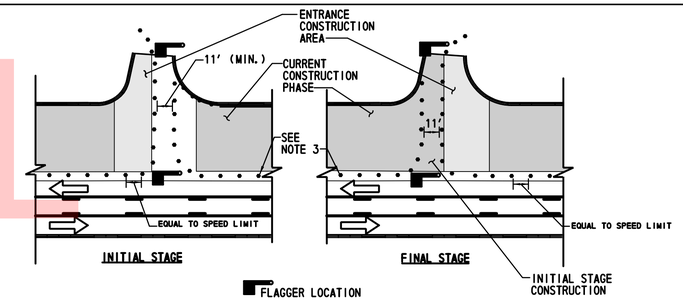
( )	THE CONTRACTOR SHALL NOT BE REQUIRED TO HAVE AN ATSSA SUPERVISOR ASSIGNED TO THIS PROJECT.
(X)	THE CONTRACTOR SHALL HAVE AN ATSSA SUPERVISOR ASSIGNED TO THIS PROJECT. THE CONTRACTOR'S GENERAL SUPERINTENDENT FOR THIS PROJECT OR ANOTHER ATSSA CERTIFIED MEMBER OF THE CONTRACTOR'S PROJECT STAFF MAY BE THE ATSSA SUPERVISOR. PAYMENT FOR ATSSA SUPERVISOR IS INCIDENTAL TO ITEM 801000.

ALLOWABLE TEMPORARY TRAVEL LANE CLOSURE TIMES

	12:00 AM	1:00 AM	2:00 AM	3:00 AM	4:00 AM	5:00 AM	6:00 AM	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM	11:00 PM
SUNDAY	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■
MONDAY	■	■	■	■	■	■	□	□	□	■	■	■	■	■	■	■	□	□	□	■	■	■	■	■
TUESDAY	■	■	■	■	■	■	□	□	□	■	■	■	■	■	■	■	□	□	□	■	■	■	■	■
WEDNESDAY	■	■	■	■	■	■	□	□	□	■	■	■	■	■	■	■	□	□	□	■	■	■	■	■
THURSDAY	■	■	■	■	■	■	□	□	□	■	■	■	■	■	■	■	□	□	□	■	■	■	■	■
FRIDAY	■	■	■	■	■	■	□	□	□	■	■	■	■	■	■	■	□	□	□	■	■	■	■	■
SATURDAY	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■

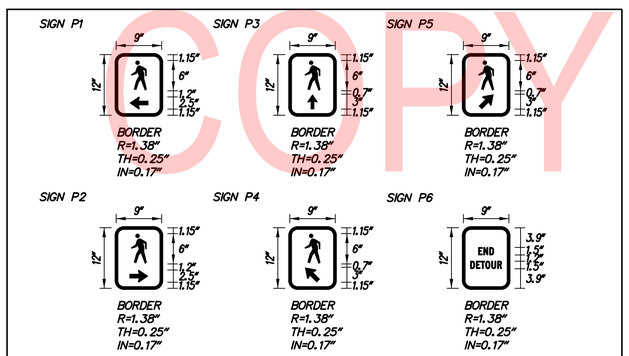
■ TEMPORARY TRAVEL LANE CLOSURES ALLOWED
□ NO TEMPORARY TRAVEL LANE CLOSURES ALLOWED

NOTES:
1. THE ABOVE ALLOWABLE TEMPORARY LANE CLOSURE TIMES APPLY TO ALL THROUGH LANES, AUXILLARY LANES AND TURN LANES WITHIN THE PROJECT LIMITS.
2. CONTRACTOR SHALL LIMIT LANE CLOSURES ON US 13 NORTHBOUND AND SOUTHBOUND TO ONLY WHEN NECESSARY. LANE CLOSURES FOR US 13 SHALL BE APPROVED BY THE ENGINEER.



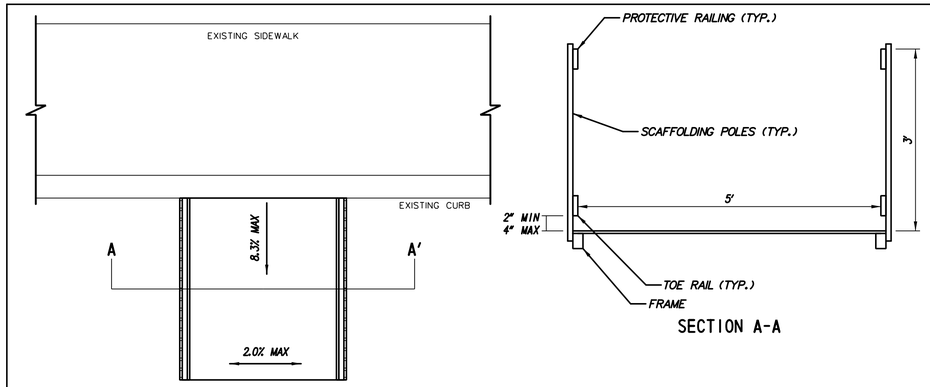
TYPICAL DRIVEWAY/ ENTRANCE RECONSTRUCTION
NOT TO SCALE

NOTES:
1. THIS DETAIL PROVIDES THE PROPER TRAFFIC CONTROL DEVICES AT DRIVEWAYS AND ENTRANCES THAT ARE TO BE BUILT IN HALF-SECTION UNDER FLAGGER CONTROL. APPLICATION OF THIS DETAIL SHALL BE AS INDICATED ON THE PLANS, DURING DAYLIGHT HOURS ONLY, OR AS DIRECTED BY THE ENGINEER. TRAFFIC CONTROL DEVICES AT ENTRANCES SHALL BE RESET TO MAIN PHASE AT END OF EACH WORKING DAY.
2. CHANNELIZATION THROUGH ENTRANCE AREA SHALL BE ACCOMPLISHED WITH DRUMS PLACED AT 11' ON EDGE, UNLESS OTHERWISE DIRECTED BY THE ENGINEER. DRUM 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.



PEDESTRIAN DETOUR SIGNS
NOT TO SCALE

NOTES:
1. SIGN P1-P6: BLACK LEGEND ON FLUORESCENT ORANGE PRISMATIC RETROREFLECTIVE BACKGROUND.



TYPICAL TEMPORARY CURB RAMP
NOT TO SCALE

NOTES:
1. RAMP SLOPE SHALL NOT EXCEED 12:1 SLOPE (8.3%), CROSS SLOPE SHALL NOT EXCEED 50:1 (2.0%).
2. RAMP SHALL BE CONSTRUCTED OF PRESSURE TREATED LUMBER, OR APPROVED EQUAL.
3. DIFFERENCE IN ELEVATION BETWEEN ROADWAY AND END OF RAMP SHALL NOT EXCEED ¼".
4. RAMPS PLACED PARALLEL TO EXISTING CURB SHALL INCLUDE LEVEL LANDING TO ALLOW FOR TURNING MOVEMENTS. IF LEVEL LANDING IS CONSTRUCTED, SLOPE SHALL NOT EXCEED 50:1 (2.0%) IN ANY DIRECTION.

Vincent W. Davis 08/30/2019
DELDOT STORMWATER ENGINEER — DATE

"I CERTIFY TO THE BEST OF MY KNOWLEDGE AND BELIEF THAT THESE PLANS MEET THE REQUIREMENTS OF THE DELAWARE SEDIMENT AND STORMWATER REGULATIONS AND THAT ALL CLEARING, GRADING, AND CONSTRUCTION WILL BE ACCOMPLISHED PURSUANT TO THE PLAN."

ADDENDA / REVISIONS	

NOT TO SCALE

PAVEMENT & REHABILITATION
NORTH XVII, 2016
MAIN STREET ODESSA

CONTRACT	BRIDGE NO.	N/A
T201606117	DESIGNED BY: P. SCOTT	
COUNTY		
NEW CASTLE	CHECKED BY: B. SENGER	

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

CS-1
SECTION: AEC
SHEET NO. 22

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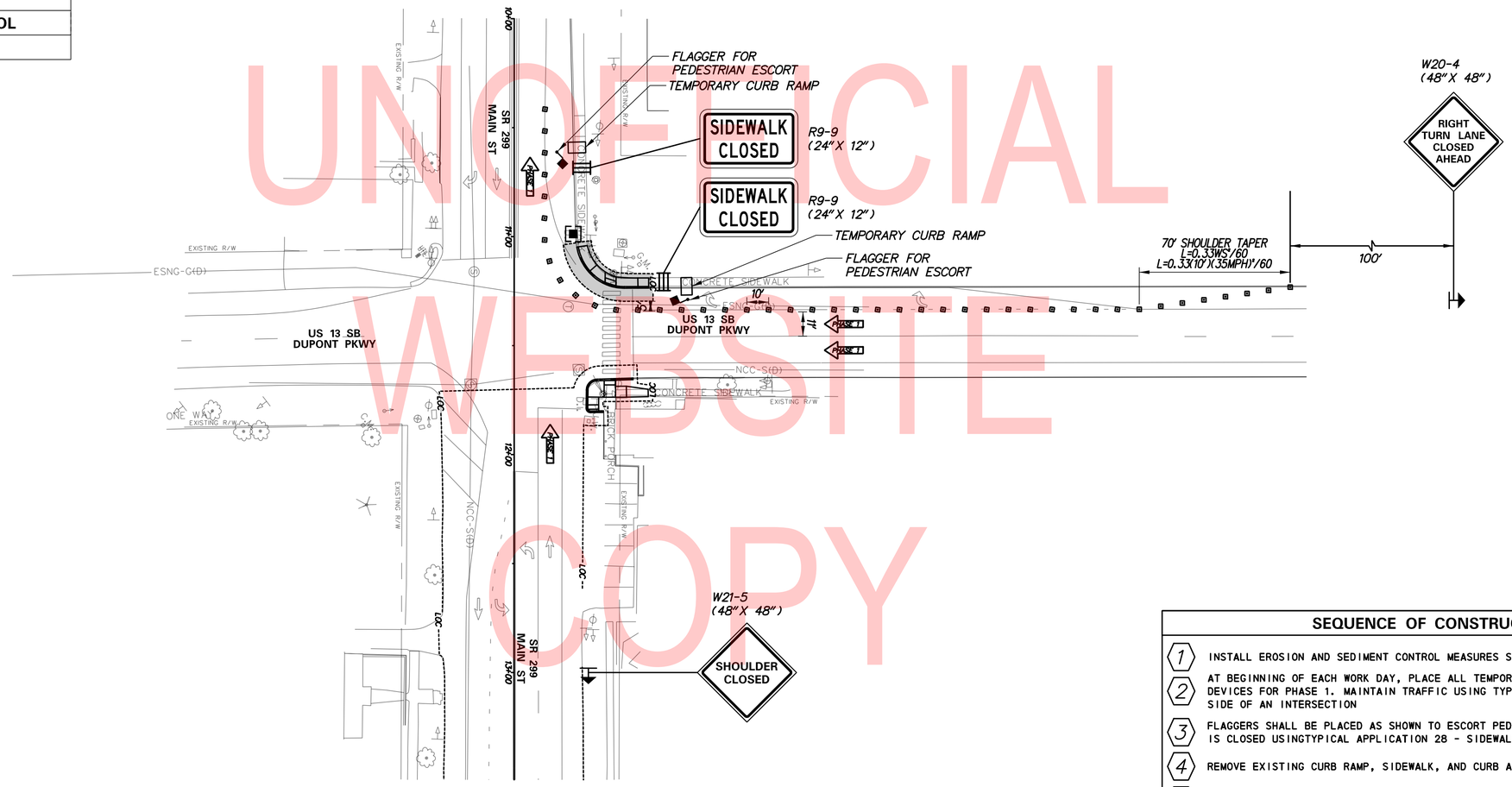
CONSTRUCTION PHASING & M.O.T	
	BARRICADE, TYPE 3
	CONCRETE SAFETY BARRIER - PORTABLE
	CONSTRUCTION SAFETY FENCE / LENGTH
—CSF—	CONSTRUCTION SAFETY FENCE
	CONSTRUCTION WARNING SIGN LOCATION
END ROAD WORK	CONSTRUCTION WARNING SIGN
	CRASH CUSHION ARRAY
	DRUM - TRAFFIC CONTROL
	FLAGGER LOCATION
	PHASING TRAFFIC FLOW ARROW
	TEMPORARY CONSTRUCTION
	TEMPORARY PAVEMENT MARKING ARROW
	TRUCK WITH MOUNTED ATTENUATOR
	WORK AREA - ACTIVE PHASE
EROSION & SEDIMENT CONTROL	
	INLET SEDIMENT CONTROL



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SEQUENCE OF CONSTRUCTION – PHASE 1

1. INSTALL EROSION AND SEDIMENT CONTROL MEASURES SHOWN
2. AT BEGINNING OF EACH WORK DAY, PLACE ALL TEMPORARY WARNING SIGNS AND TRAFFIC CONTROL DEVICES FOR PHASE 1. MAINTAIN TRAFFIC USING TYPICAL APPLICATION 21-LANE CLOSURE ON THE NEAR SIDE OF AN INTERSECTION
3. FLAGGERS SHALL BE PLACED AS SHOWN TO ESCORT PEDESTRIANS THROUGH ACTIVE WORK WHERE SIDEWALK IS CLOSED USINGTYPICAL APPLICATION 28 - SIDEWALK DIVERSION OR DETOUR
4. REMOVE EXISTING CURB RAMP, SIDEWALK, AND CURB AND GUTTER WHERE SHOWN
5. CONSTRUCT NEW CURB RAMPS, SIDEWALK, AND CURB AND GUTTER AS SHOWN
6. AT THE END OF EACH WORKING DAY, RESTORE SIDEWALK TO ADA ACCESSIBILITY STANDARDS OR AS DIRECTED BY ENGINEER
7. AT END OF EACH WORKING DAY, REMOVE ALL TEMPORARY WARNING SIGNS AND TRAFFIC CONTROL DEVICES AND RETURN TRAFFIC TO ORIGINAL CONFIGURATION
8. STABILIZE ALL DISTURBED AREAS WITH TOPSOIL, SEED AND MULCH PRIOR TO REMOVAL OF SEDIMENT CONTROL DEVICES AND SWITCH TO PHASE 2 TRAFFIC CONTROL

ADDENDA / REVISIONS	

SCALE: 0 30 60 90 FEET

PAVEMENT & REHABILITATION NORTH XVII, 2016 MAIN STREET ODESSA

CONTRACT	BRIDGE NO.	N/A
T201606117	DESIGNED BY: P. SCOTT	
COUNTY	CHECKED BY: B. SENGER	
NEW CASTLE		

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

	CS-2
SECTION	AEC
SHEET NO.	23

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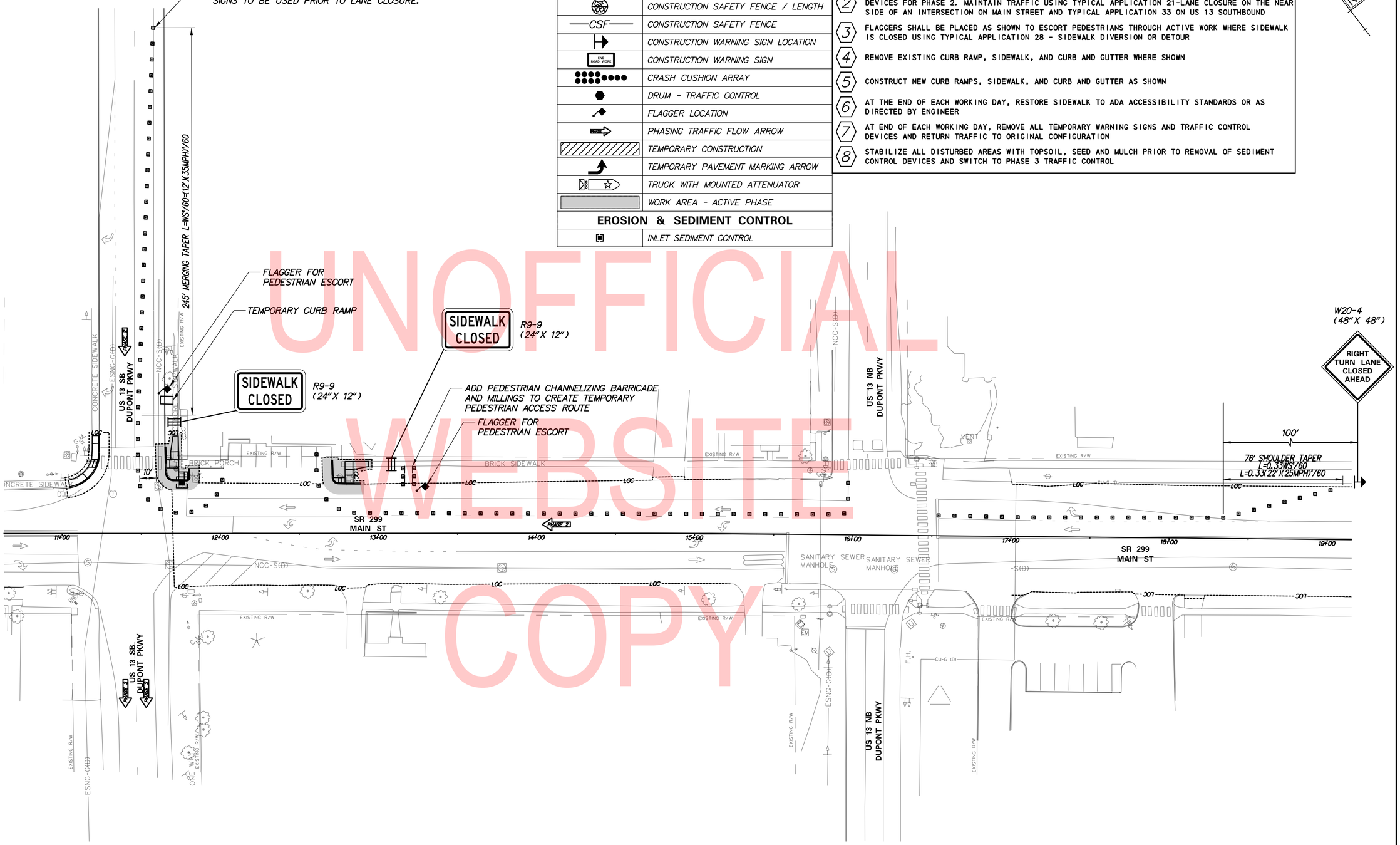
CONSTRUCTION PHASING & M.O.T

	BARRICADE, TYPE 3
	CONCRETE SAFETY BARRIER - PORTABLE
	CONSTRUCTION SAFETY FENCE / LENGTH
—CSF—	CONSTRUCTION SAFETY FENCE
	CONSTRUCTION WARNING SIGN LOCATION
END ROAD WORK	CONSTRUCTION WARNING SIGN
	CRASH CUSHION ARRAY
	DRUM - TRAFFIC CONTROL
	FLAGGER LOCATION
	PHASING TRAFFIC FLOW ARROW
	TEMPORARY CONSTRUCTION
	TEMPORARY PAVEMENT MARKING ARROW
	TRUCK WITH MOUNTED ATTENUATOR
	WORK AREA - ACTIVE PHASE
EROSION & SEDIMENT CONTROL	
	INLET SEDIMENT CONTROL

SEQUENCE OF CONSTRUCTION – PHASE 2

1. INSTALL EROSION AND SEDIMENT CONTROL MEASURES SHOWN
2. AT BEGINNING OF EACH WORK DAY, PLACE ALL TEMPORARY WARNING SIGNS AND TRAFFIC CONTROL DEVICES FOR PHASE 2. MAINTAIN TRAFFIC USING TYPICAL APPLICATION 21-LANE CLOSURE ON THE NEAR SIDE OF AN INTERSECTION ON MAIN STREET AND TYPICAL APPLICATION 33 ON US 13 SOUTHBOUND
3. FLAGGERS SHALL BE PLACED AS SHOWN TO ESCORT PEDESTRIANS THROUGH ACTIVE WORK WHERE SIDEWALK IS CLOSED USING TYPICAL APPLICATION 28 - SIDEWALK DIVERSION OR DETOUR
4. REMOVE EXISTING CURB RAMP, SIDEWALK, AND CURB AND GUTTER WHERE SHOWN
5. CONSTRUCT NEW CURB RAMPS, SIDEWALK, AND CURB AND GUTTER AS SHOWN
6. AT THE END OF EACH WORKING DAY, RESTORE SIDEWALK TO ADA ACCESSIBILITY STANDARDS OR AS DIRECTED BY ENGINEER
7. AT END OF EACH WORKING DAY, REMOVE ALL TEMPORARY WARNING SIGNS AND TRAFFIC CONTROL DEVICES AND RETURN TRAFFIC TO ORIGINAL CONFIGURATION
8. STABILIZE ALL DISTURBED AREAS WITH TOPSOIL, SEED AND MULCH PRIOR TO REMOVAL OF SEDIMENT CONTROL DEVICES AND SWITCH TO PHASE 3 TRAFFIC CONTROL



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ADDENDA / REVISIONS	

SCALE 0 30 60 90 FEET

PAVEMENT & REHABILITATION NORTH XVII, 2016 MAIN STREET ODESSA

CONTRACT	BRIDGE NO.	N/A
T201606117	DESIGNED BY: P. SCOTT	
COUNTY		
NEW CASTLE	CHECKED BY: B. SENGER	

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

CS-3
SECTION
AEC
SHEET NO.
24

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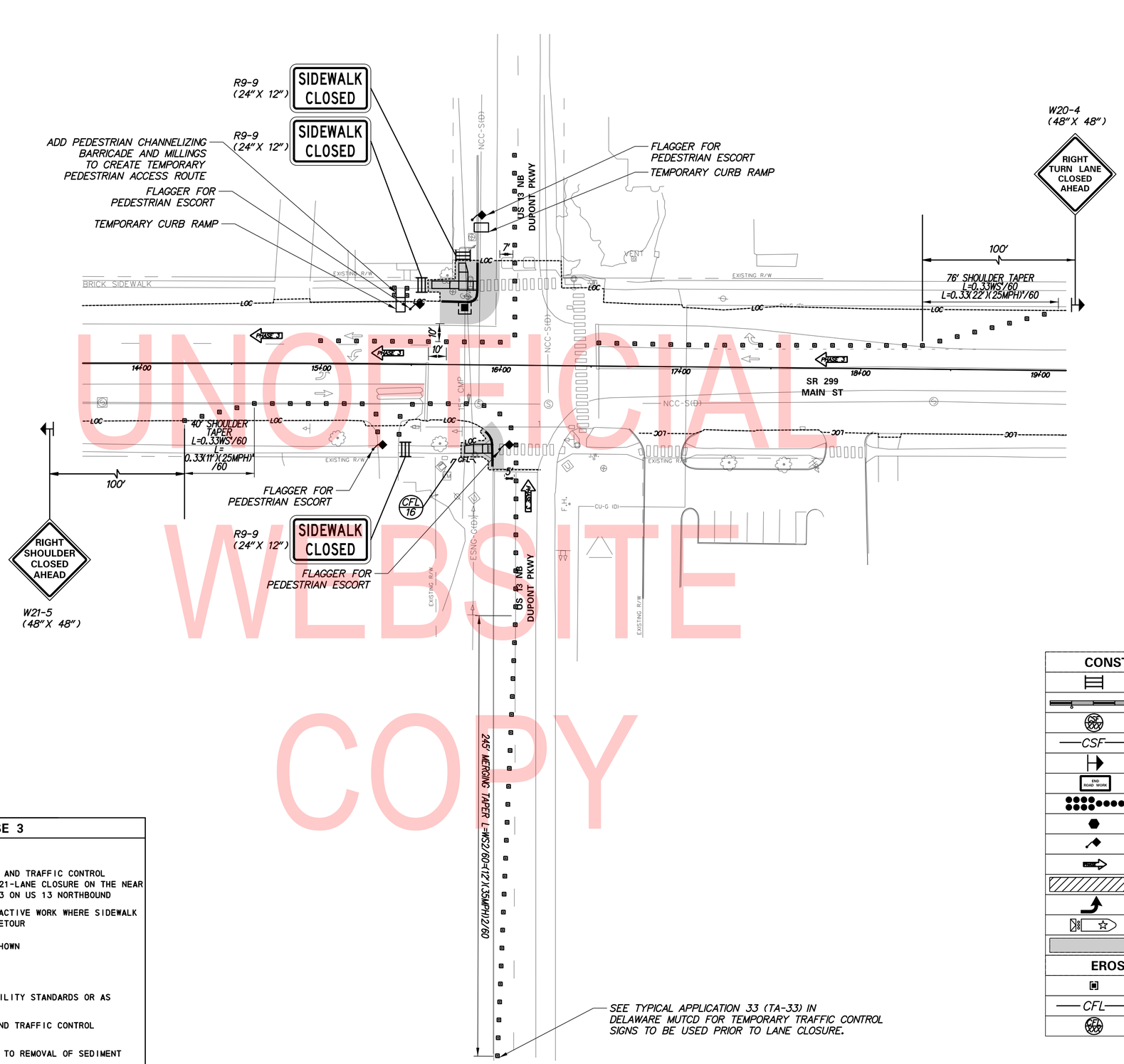

UNOFFICIAL WEBSITE COPY

SEQUENCE OF CONSTRUCTION – PHASE 3

1. INSTALL EROSION AND SEDIMENT CONTROL MEASURES SHOWN
2. AT BEGINNING OF EACH WORK DAY, PLACE ALL TEMPORARY WARNING SIGNS AND TRAFFIC CONTROL DEVICES FOR PHASE 3. MAINTAIN TRAFFIC USING TYPICAL APPLICATION 21-LANE CLOSURE ON THE NEAR SIDE OF AN INTERSECTION ON MAIN STREET AND TYPICAL APPLICATION 33 ON US 13 NORTHBOUND
3. FLAGGERS SHALL BE PLACED AS SHOWN TO ESCORT PEDESTRIANS THROUGH ACTIVE WORK WHERE SIDEWALK IS CLOSED USING TYPICAL APPLICATION 28 - SIDEWALK DIVERSION OR DETOUR
4. REMOVE EXISTING CURB RAMP, SIDEWALK, AND CURB AND GUTTER WHERE SHOWN
5. CONSTRUCT NEW CURB RAMPS, SIDEWALK, AND CURB AND GUTTER AS SHOWN
6. AT THE END OF EACH WORKING DAY, RESTORE SIDEWALK TO ADA ACCESSIBILITY STANDARDS OR AS DIRECTED BY ENGINEER
7. AT END OF EACH WORKING DAY, REMOVE ALL TEMPORARY WARNING SIGNS AND TRAFFIC CONTROL DEVICES AND RETURN TRAFFIC TO ORIGINAL CONFIGURATION
8. STABILIZE ALL DISTURBED AREAS WITH TOPSOIL, SEED AND MULCH PRIOR TO REMOVAL OF SEDIMENT CONTROL DEVICES AND SWITCH TO PHASE 4 TRAFFIC CONTROL

CONSTRUCTION PHASING & M.O.T	
	BARRICADE, TYPE 3
	CONCRETE SAFETY BARRIER - PORTABLE
	CONSTRUCTION SAFETY FENCE / LENGTH
—CSF—	CONSTRUCTION SAFETY FENCE
	CONSTRUCTION WARNING SIGN LOCATION
END ROAD WORK	CONSTRUCTION WARNING SIGN
	CRASH CUSHION ARRAY
	DRUM - TRAFFIC CONTROL
	FLAGGER LOCATION
PHASE	PHASING TRAFFIC FLOW ARROW
	TEMPORARY CONSTRUCTION
	TEMPORARY PAVEMENT MARKING ARROW
	TRUCK WITH MOUNTED ATTENUATOR
	WORK AREA - ACTIVE PHASE
EROSION & SEDIMENT CONTROL	
	INLET SEDIMENT CONTROL
—CFL—	COMPOST FILTER LOG
CFL	COMPOST FILTER LOG / LENGTH

ADDENDA / REVISIONS

SCALE 0 30 60 90 FEET

PAVEMENT & REHABILITATION NORTH XVII, 2016 MAIN STREET ODESSA

CONTRACT	BRIDGE NO.	N/A
T201606117	DESIGNED BY: P. SCOTT	
COUNTY		
NEW CASTLE	CHECKED BY: B. SENGER	

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

CS-4
SECTION AEC
SHEET NO. 25

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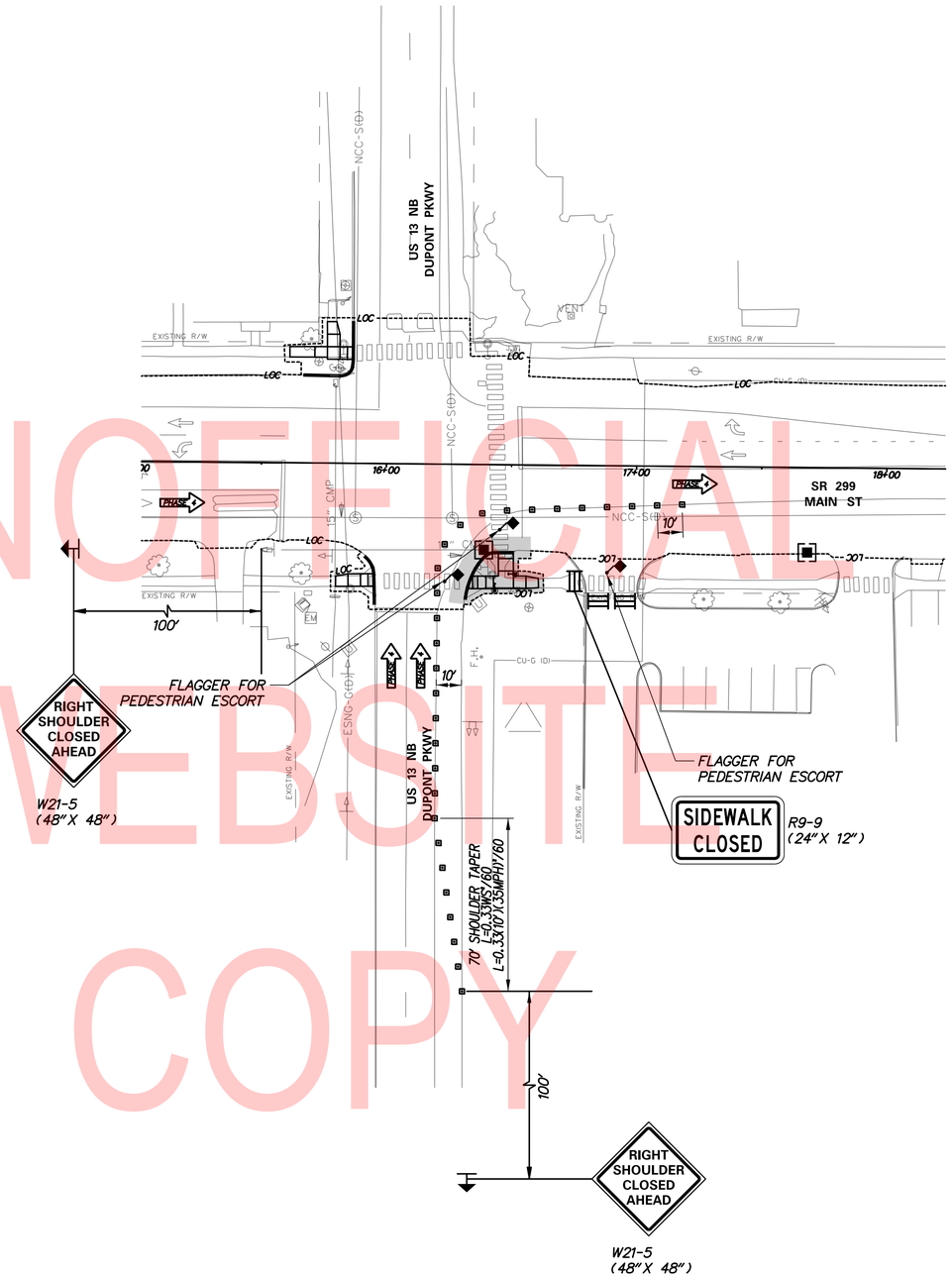
CONSTRUCTION PHASING & M.O.T	
	BARRICADE, TYPE 3
	CONCRETE SAFETY BARRIER - PORTABLE
	CONSTRUCTION SAFETY FENCE / LENGTH
—CSF—	CONSTRUCTION SAFETY FENCE
	CONSTRUCTION WARNING SIGN LOCATION
END ROAD WORK	CONSTRUCTION WARNING SIGN
	CRASH CUSHION ARRAY
	DRUM - TRAFFIC CONTROL
	FLAGGER LOCATION
	PHASING TRAFFIC FLOW ARROW
	TEMPORARY CONSTRUCTION
	TEMPORARY PAVEMENT MARKING ARROW
	TRUCK WITH MOUNTED ATTENUATOR
	WORK AREA - ACTIVE PHASE
EROSION & SEDIMENT CONTROL	
	INLET SEDIMENT CONTROL



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SEQUENCE OF CONSTRUCTION – PHASE 4

1. INSTALL EROSION AND SEDIMENT CONTROL MEASURES SHOWN
2. AT BEGINNING OF EACH WORK DAY, PLACE ALL TEMPORARY WARNING SIGNS AND TRAFFIC CONTROL DEVICES FOR PHASE 4. MAINTAIN TRAFFIC USING TYPICAL APPLICATION 3- WORK ON THE SHOULDER OF A TWO-LANE ROAD ON MAIN STREET AND TYPICAL APPLICATION 3A- WORK ON THE SHOULDER OF A MULTI-LANE, DIVIDED HIGHWAY ON US 13 NB
3. FLAGGERS SHALL BE PLACED AS SHOWN TO ESCORT PEDESTRIANS THROUGH ACTIVE WORK WHERE SIDEWALK IS CLOSED USING TYPICAL APPLICATION 28 - SIDEWALK DIVERSION OR DETOUR
4. INSTALL PROPOSED PEDESTRIAN SIGNAL POLE BASES AND CONDUITS. DELDOT'S TRAFFIC CONTRACTOR SHALL INSTALL PEDESTRIAN SIGNAL POLES AND INDICATIONS. PROPOSED PEDESTRIAN SIGNALS SHALL BE FUNCTIONAL PRIOR TO REMOVAL OF EXISTING PEDESTRIAN SIGNAL.
5. REMOVE EXISTING PEDESTRIAN SIGNAL, POLE BASE, AND ASSOCIATED WIRING FROM POLE BASE TO JUNCTION WELL. ABANDON EXISTING CONDUITS. COORDINATE WITH DELDOT TRAFFIC TO HAVE SIGNAL PLACED IN PEDESTRIAN RECALL.
6. REMOVE EXISTING CURB RAMP, SIDEWALK, AND CURB AND GUTTER WHERE SHOWN
7. CONSTRUCT NEW CURB RAMPS, SIDEWALK, AND CURB AND GUTTER AS SHOWN.
8. AT THE END OF EACH WORKING DAY, RESTORE SIDEWALK TO ADA ACCESSIBILITY STANDARDS OR AS DIRECTED BY ENGINEER
9. AT END OF EACH WORKING DAY, REMOVE ALL TEMPORARY WARNING SIGNS AND TRAFFIC CONTROL DEVICES AND RETURN TRAFFIC TO ORIGINAL CONFIGURATION
10. PRIOR TO COMPLETION OF THIS PHASE, COORDINATE WITH DELDOT TRAFFIC TO HAVE SIGNAL PLACED IN NORMAL RECALL MODE AND ACTIVATE PEDESTRIAN SIGNAL PUSH BUTTONS.
11. STABILIZE ALL DISTURBED AREAS WITH TOPSOIL, SEED AND MULCH PRIOR TO REMOVAL OF SEDIMENT CONTROL DEVICES AND SWITCH TO PHASE 5 TRAFFIC CONTROL

ADDENDA / REVISIONS

SCALE 0 30 60 90 FEET

PAVEMENT & REHABILITATION NORTH XVII, 2016 MAIN STREET ODESSA

CONTRACT	BRIDGE NO.	N/A
T201606117	DESIGNED BY: P. SCOTT	
COUNTY	CHECKED BY: B. SENGER	
NEW CASTLE		

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

CS-5
SECTION
AEC
SHEET NO.
26

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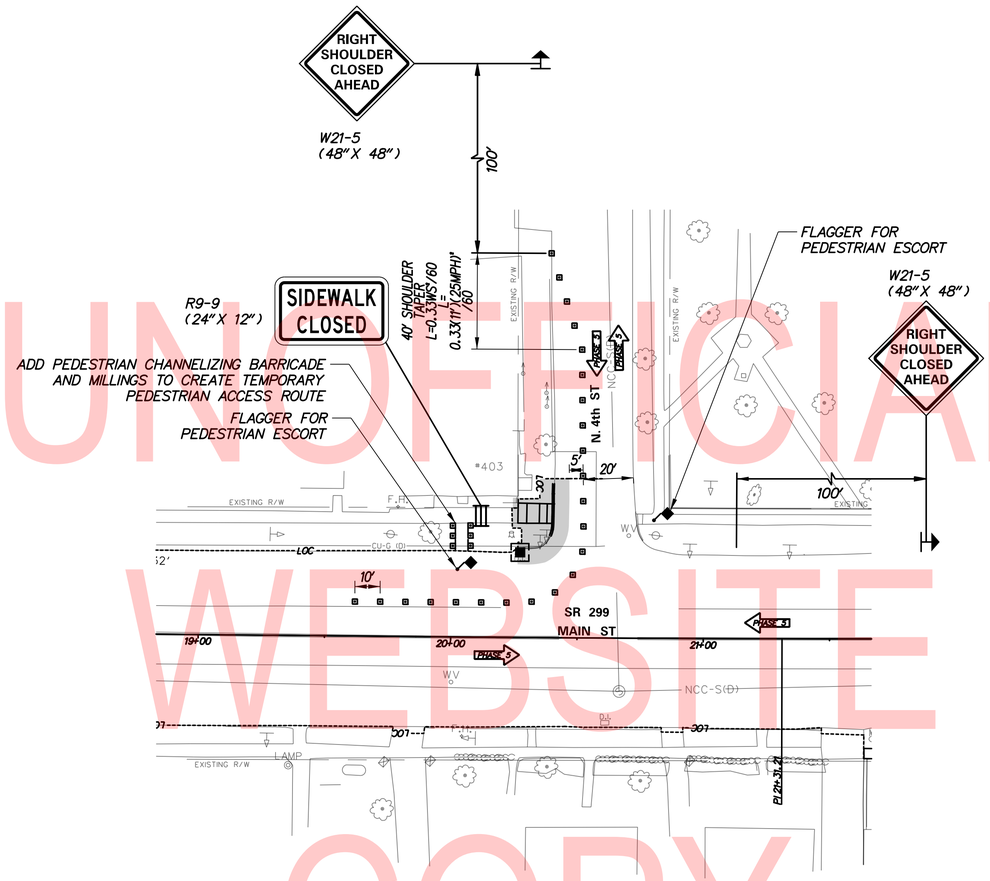
CONSTRUCTION PHASING & M.O.T	
	BARRICADE, TYPE 3
	CONCRETE SAFETY BARRIER - PORTABLE
	CONSTRUCTION SAFETY FENCE / LENGTH
—CSF—	CONSTRUCTION SAFETY FENCE
	CONSTRUCTION WARNING SIGN LOCATION
END ROAD WORK	CONSTRUCTION WARNING SIGN
	CRASH CUSHION ARRAY
	DRUM - TRAFFIC CONTROL
	FLAGGER LOCATION
	PHASING TRAFFIC FLOW ARROW
	TEMPORARY CONSTRUCTION
	TEMPORARY PAVEMENT MARKING ARROW
	TRUCK WITH MOUNTED ATTENUATOR
	WORK AREA - ACTIVE PHASE
EROSION & SEDIMENT CONTROL	
	INLET SEDIMENT CONTROL



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SEQUENCE OF CONSTRUCTION – PHASE 5

1. INSTALL EROSION AND SEDIMENT CONTROL MEASURES SHOWN
2. AT BEGINNING OF EACH WORK DAY, PLACE ALL TEMPORARY WARNING SIGNS AND TRAFFIC CONTROL DEVICES FOR PHASE 5. MAINTAIN TRAFFIC USING TYPICAL APPLICATION 3- WORK ON THE SHOULDER OF A TWO-LANE ROAD
3. FLAGGERS SHALL BE PLACED AS SHOWN TO ESCORT PEDESTRIANS THROUGH ACTIVE WORK WHERE SIDEWALK IS CLOSED USING TYPICAL APPLICATION 28 - SIDEWALK DIVERSION OR DETOUR
4. REMOVE EXISTING CURB RAMP, SIDEWALK, AND CURB AND GUTTER WHERE SHOWN
5. CONSTRUCT NEW CURB RAMPS, SIDEWALK, AND CURB AND GUTTER AS SHOWN
6. AT THE END OF EACH WORKING DAY, RESTORE SIDEWALK TO ADA ACCESSIBILITY STANDARDS OR AS DIRECTED BY ENGINEER
7. AT END OF EACH WORKING DAY, REMOVE ALL TEMPORARY WARNING SIGNS AND TRAFFIC CONTROL DEVICES AND RETURN TRAFFIC TO ORIGINAL CONFIGURATION
8. SWITCH TO PHASE 6 TRAFFIC CONTROL

ADDENDA / REVISIONS	

SCALE 0 30 60 90 FEET

PAVEMENT & REHABILITATION NORTH XVII, 2016 MAIN STREET ODESSA

CONTRACT	BRIDGE NO.	N/A
T201606117	DESIGNED BY: P. SCOTT	
COUNTY		
NEW CASTLE	CHECKED BY: B. SENGER	

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

CS-6
SECTION
AEC
SHEET NO.
27

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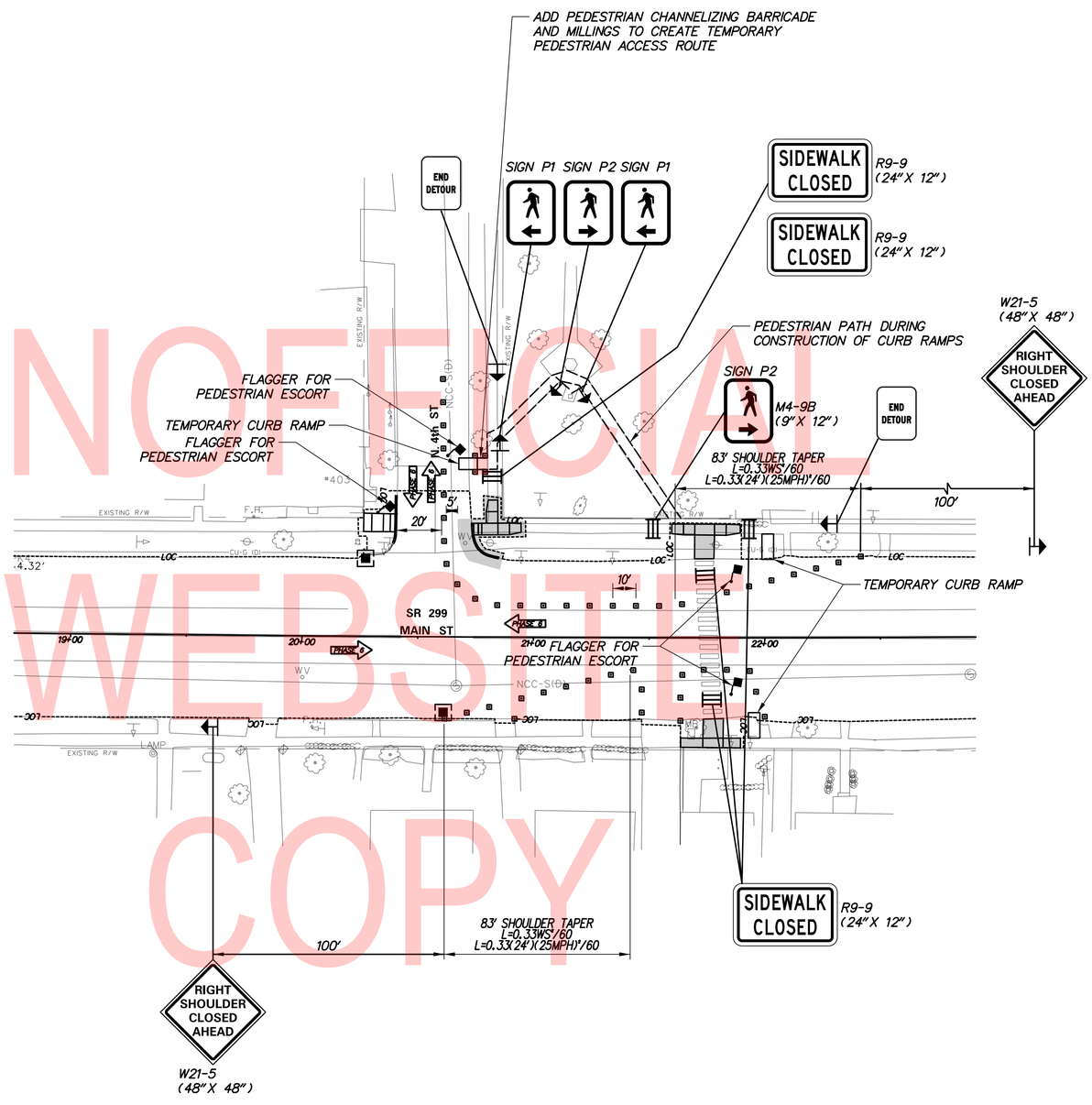
CONSTRUCTION PHASING & M.O.T	
	BARRICADE, TYPE 3
	CONCRETE SAFETY BARRIER - PORTABLE
	CONSTRUCTION SAFETY FENCE / LENGTH
—CSF—	CONSTRUCTION SAFETY FENCE
	CONSTRUCTION WARNING SIGN LOCATION
END ROAD WORK	CONSTRUCTION WARNING SIGN
	CRASH CUSHION ARRAY
	DRUM - TRAFFIC CONTROL
	FLAGGER LOCATION
	PHASING TRAFFIC FLOW ARROW
	TEMPORARY CONSTRUCTION
	TEMPORARY PAVEMENT MARKING ARROW
	TRUCK WITH MOUNTED ATTENUATOR
	WORK AREA - ACTIVE PHASE
EROSION & SEDIMENT CONTROL	
	INLET SEDIMENT CONTROL



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NOTES:
1. CONTRACTOR SHALL COORDINATE WITH THE TOWN OF ODESSA PRIOR TO IMPLEMENTING THE PEDESTRIAN DETOUR FOR PHASE 6.

SEQUENCE OF CONSTRUCTION – PHASE 6

1. INSTALL EROSION AND SEDIMENT CONTROL MEASURES SHOWN
2. AT BEGINNING OF EACH WORK DAY, PLACE ALL TEMPORARY WARNING SIGNS AND TRAFFIC CONTROL DEVICES FOR PHASE 6. MAINTAIN TRAFFIC USING TYPICAL APPLICATION 3- WORK ON THE SHOULDER OF A TWO-LANE ROAD
3. FLAGGERS SHALL BE PLACED AS SHOWN TO ESCORT PEDESTRIANS THROUGH ACTIVE WORK WHERE SIDEWALK IS CLOSED USING TYPICAL APPLICATION 28 - SIDEWALK DIVERSION OR DETOUR
4. REMOVE EXISTING CURB RAMP, SIDEWALK, AND CURB AND GUTTER WHERE SHOWN
5. CONSTRUCT NEW CURB RAMPS, SIDEWALK, AND CURB AND GUTTER AS SHOWN
6. AT THE END OF EACH WORKING DAY, RESTORE SIDEWALK TO ADA ACCESSIBILITY STANDARDS OR AS DIRECTED BY ENGINEER
7. AT END OF EACH WORKING DAY, REMOVE ALL TEMPORARY WARNING SIGNS AND TRAFFIC CONTROL DEVICES AND RETURN TRAFFIC TO ORIGINAL CONFIGURATION
8. STABILIZE ALL DISTURBED AREAS WITH TOPSOIL, SEED AND MULCH PRIOR TO REMOVAL OF SEDIMENT CONTROL DEVICES AND SWITCH TO PHASE 7 TRAFFIC CONTROL

ADDENDA / REVISIONS

SCALE 0 30 60 90 FEET

PAVEMENT & REHABILITATION NORTH XVII, 2016 MAIN STREET ODESSA

CONTRACT	BRIDGE NO.	N/A
T201606117	DESIGNED BY: P. SCOTT	
COUNTY		
NEW CASTLE	CHECKED BY: B. SENGER	

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

	CS-7
SECTION	AEC
SHEET NO.	28

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CONSTRUCTION PHASING & M.O.T

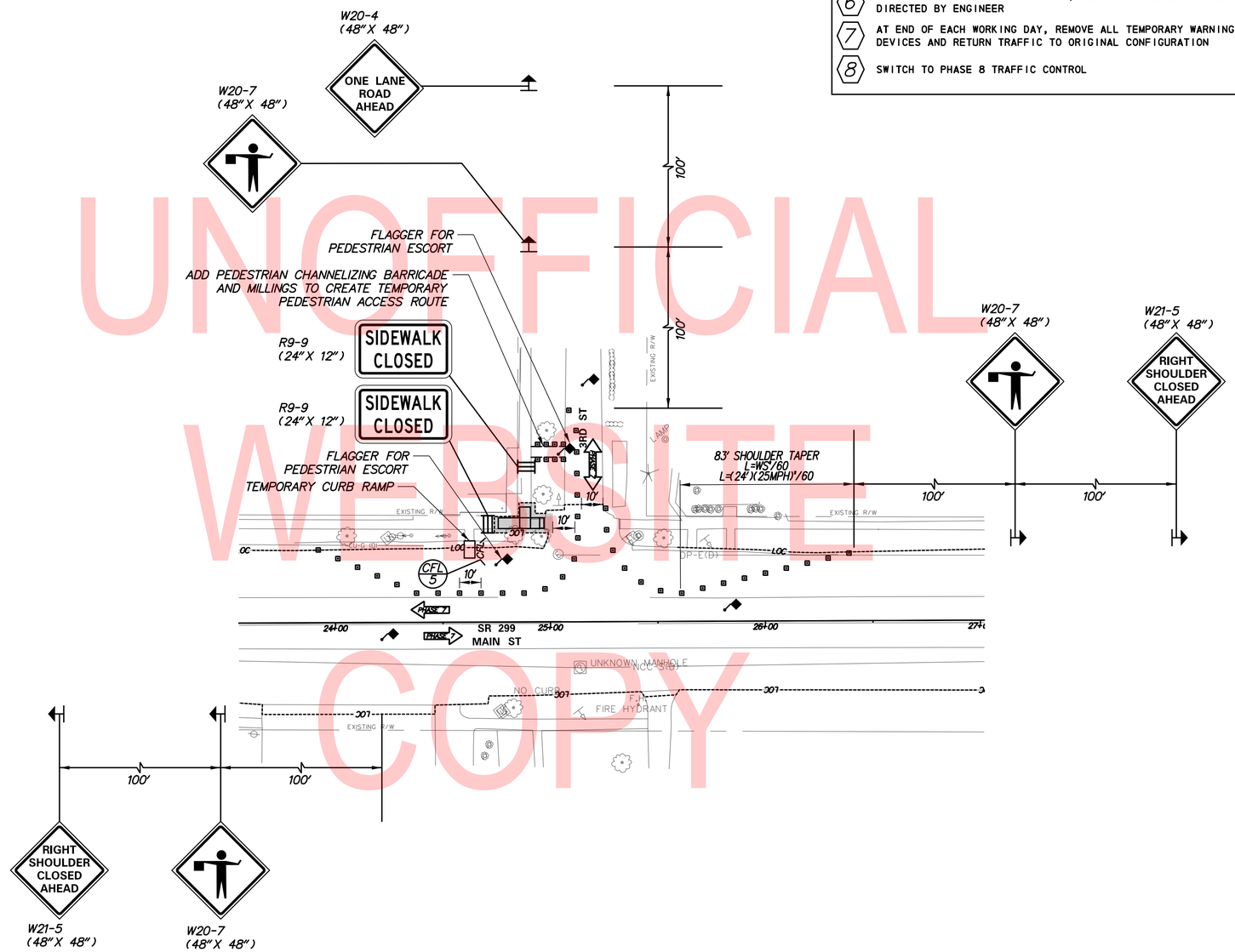
	BARRICADE, TYPE 3
	CONCRETE SAFETY BARRIER - PORTABLE
	CONSTRUCTION SAFETY FENCE / LENGTH
—CSF—	CONSTRUCTION SAFETY FENCE
	CONSTRUCTION WARNING SIGN LOCATION
END ROAD WORK	CONSTRUCTION WARNING SIGN
	CRASH CUSHION ARRAY
	DRUM - TRAFFIC CONTROL
	FLAGGER LOCATION
	PHASING TRAFFIC FLOW ARROW
	TEMPORARY CONSTRUCTION
	TEMPORARY PAVEMENT MARKING ARROW
	TRUCK WITH MOUNTED ATTENUATOR
	WORK AREA - ACTIVE PHASE

EROSION & SEDIMENT CONTROL

—CFL—	COMPOST FILTER LOG
	COMPOST FILTER LOG / LENGTH

SEQUENCE OF CONSTRUCTION – PHASE 7

1. INSTALL EROSION AND SEDIMENT CONTROL MEASURES SHOWN
2. AT BEGINNING OF EACH WORK DAY, PLACE ALL TEMPORARY WARNING SIGNS AND TRAFFIC CONTROL DEVICES FOR PHASE 7. MAINTAIN TRAFFIC USING TYPICAL APPLICATION 3- WORK ON THE SHOULDER OF A TWO-LANE ROAD
3. FLAGGERS SHALL BE PLACED AS SHOWN TO ESCORT PEDESTRIANS THROUGH ACTIVE WORK WHERE SIDEWALK IS CLOSED USING TYPICAL APPLICATION 28 - SIDEWALK DIVERSION OR DETOUR
4. REMOVE EXISTING CURB RAMP, SIDEWALK, AND CURB AND GUTTER WHERE SHOWN
5. CONSTRUCT NEW CURB RAMPS, SIDEWALK, AND CURB AND GUTTER AS SHOWN
6. AT THE END OF EACH WORKING DAY, RESTORE SIDEWALK TO ADA ACCESSIBILITY STANDARDS OR AS DIRECTED BY ENGINEER
7. AT END OF EACH WORKING DAY, REMOVE ALL TEMPORARY WARNING SIGNS AND TRAFFIC CONTROL DEVICES AND RETURN TRAFFIC TO ORIGINAL CONFIGURATION
8. SWITCH TO PHASE 8 TRAFFIC CONTROL



UNOFFICIAL WEBSITE COPY

ADDENDA / REVISIONS	

SCALE
0 30 60 90
FEET

PAVEMENT & REHABILITATION NORTH XVII, 2016 MAIN STREET ODESSA

CONTRACT	BRIDGE NO.	N/A
T201606117	DESIGNED BY: P. SCOTT	
COUNTY		
NEW CASTLE	CHECKED BY: B. SENGER	

CONSTRUCTION PHASING, M.O.T., AND EROSION CONTROL PLAN – PHASE 7

	CS-8
SECTION	AEC
SHEET NO.	29

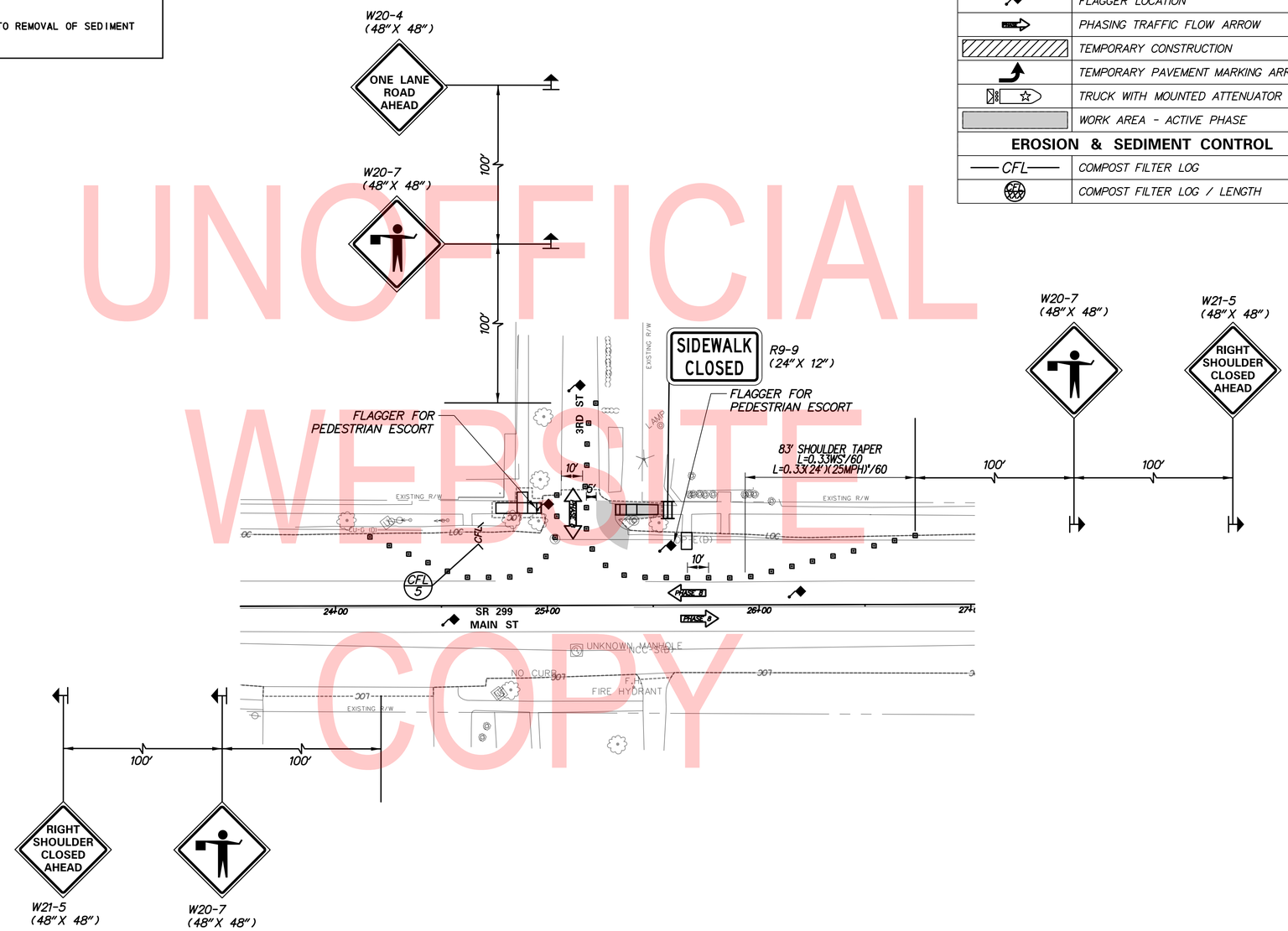
\\USPHL1FP002\DATA\PROJECTS\60318855\TASK 02 ADA\900_WORK\910_CAD\20-SHEETS\TASK 09\CS701.DGN

SEQUENCE OF CONSTRUCTION – PHASE 8

1. AT BEGINNING OF EACH WORK DAY, PLACE ALL TEMPORARY WARNING SIGNS AND TRAFFIC CONTROL DEVICES FOR PHASE 8. MAINTAIN TRAFFIC USING TYPICAL APPLICATION 3-WORK ON THE SHOULDER OF A TWO-LANE ROAD
2. FLAGGERS SHALL BE PLACED AS SHOWN TO ESCORT PEDESTRIANS THROUGH ACTIVE WORK WHERE SIDEWALK IS CLOSED USING TYPICAL APPLICATION 28 - SIDEWALK DIVERSION OR DETOUR
3. REMOVE EXISTING CURB RAMP, SIDEWALK, AND CURB AND GUTTER WHERE SHOWN
4. CONSTRUCT NEW CURB RAMPS, SIDEWALK, AND CURB AND GUTTER AS SHOWN
5. AT THE END OF EACH WORKING DAY, RESTORE SIDEWALK TO ADA ACCESSIBILITY STANDARDS OR AS DIRECTED BY ENGINEER
6. AT END OF EACH WORKING DAY, REMOVE ALL TEMPORARY WARNING SIGNS AND TRAFFIC CONTROL DEVICES AND RETURN TRAFFIC TO ORIGINAL CONFIGURATION
7. STABILIZE ALL DISTURBED AREAS WITH TOPSOIL, SEED AND MULCH PRIOR TO REMOVAL OF SEDIMENT CONTROL DEVICES AND SWITCH TO PHASE 9 TRAFFIC CONTROL

CONSTRUCTION PHASING & M.O.T

	BARRICADE, TYPE 3
	CONCRETE SAFETY BARRIER - PORTABLE
CSF XXX	CONSTRUCTION SAFETY FENCE / LENGTH
—CSF—	CONSTRUCTION SAFETY FENCE
	CONSTRUCTION WARNING SIGN LOCATION
END ROAD WORK	CONSTRUCTION WARNING SIGN
	CRASH CUSHION ARRAY
	DRUM - TRAFFIC CONTROL
	FLAGGER LOCATION
	PHASING TRAFFIC FLOW ARROW
	TEMPORARY CONSTRUCTION
	TEMPORARY PAVEMENT MARKING ARROW
	TRUCK WITH MOUNTED ATTENUATOR
	WORK AREA - ACTIVE PHASE
EROSION & SEDIMENT CONTROL	
—CFL—	COMPOST FILTER LOG
CFL XXX	COMPOST FILTER LOG / LENGTH



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ADDENDA / REVISIONS	

SCALE 0 30 60 90 FEET

PAVEMENT & REHABILITATION NORTH XVII, 2016 MAIN STREET ODESSA

CONTRACT	BRIDGE NO.	N/A
T201606117	DESIGNED BY: P. SCOTT	
COUNTY		
NEW CASTLE	CHECKED BY: B. SENGER	

CONSTRUCTION PHASING, M.O.T., AND EROSION CONTROL PLAN – PHASE 8

CS-9
SECTION
AEC
SHEET NO.
30

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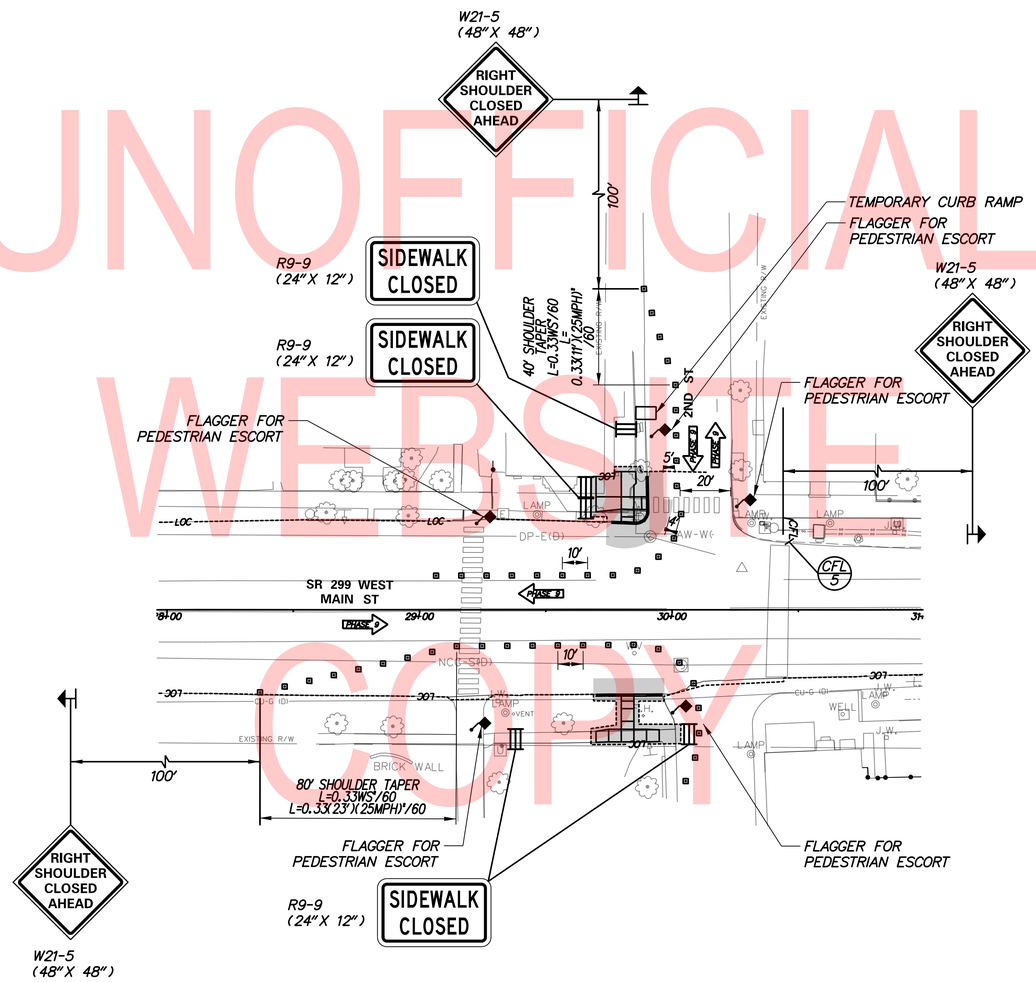
SEQUENCE OF CONSTRUCTION – PHASE 9

1. INSTALL EROSION AND SEDIMENT CONTROL MEASURES SHOWN
2. AT BEGINNING OF EACH WORK DAY, PLACE ALL TEMPORARY WARNING SIGNS AND TRAFFIC CONTROL DEVICES FOR PHASE 9. MAINTAIN TRAFFIC USING TYPICAL APPLICATION 3- WORK ON THE SHOULDER OF A TWO-LANE ROAD
3. FLAGGERS SHALL BE PLACED AS SHOWN TO ESCORT PEDESTRIANS THROUGH ACTIVE WORK WHERE SIDEWALK IS CLOSED USING TYPICAL APPLICATION 28 - SIDEWALK DIVERSION OR DETOUR
4. REMOVE EXISTING CURB RAMP, SIDEWALK, AND CURB AND GUTTER WHERE SHOWN
5. CONSTRUCT NEW CURB RAMPS, SIDEWALK, AND CURB AND GUTTER AS SHOWN
6. AT THE END OF EACH WORKING DAY, RESTORE SIDEWALK TO ADA ACCESSIBILITY STANDARDS OR AS DIRECTED BY ENGINEER
7. AT END OF EACH WORKING DAY, REMOVE ALL TEMPORARY WARNING SIGNS AND TRAFFIC CONTROL DEVICES AND RETURN TRAFFIC TO ORIGINAL CONFIGURATION
8. STABILIZE ALL DISTURBED AREAS WITH TOPSOIL, SEED AND MULCH PRIOR TO REMOVAL OF SEDIMENT CONTROL DEVICES AND SWITCH TO PHASE 10 TRAFFIC CONTROL



CONSTRUCTION PHASING & M.O.T

	BARRICADE, TYPE 3
	CONCRETE SAFETY BARRIER - PORTABLE
CSF XXX	CONSTRUCTION SAFETY FENCE / LENGTH
CSF	CONSTRUCTION SAFETY FENCE
	CONSTRUCTION WARNING SIGN LOCATION
END ROAD WORK	CONSTRUCTION WARNING SIGN
	CRASH CUSHION ARRAY
	DRUM - TRAFFIC CONTROL
	FLAGGER LOCATION
	PHASING TRAFFIC FLOW ARROW
	TEMPORARY CONSTRUCTION
	TEMPORARY PAVEMENT MARKING ARROW
	TRUCK WITH MOUNTED ATTENUATOR
	WORK AREA - ACTIVE PHASE

EROSION & SEDIMENT CONTROL

	INLET SEDIMENT CONTROL
CFL	COMPOST FILTER LOG
CFL XXX	COMPOST FILTER LOG / LENGTH

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ADDENDA / REVISIONS

SCALE 0 30 60 90 FEET

PAVEMENT & REHABILITATION NORTH XVII, 2016 MAIN STREET ODESSA

CONTRACT	BRIDGE NO.	N/A
T201606117	DESIGNED BY: P. SCOTT	
COUNTY		
NEW CASTLE	CHECKED BY: B. SENGER	

CONSTRUCTION PHASING, M.O.T., AND EROSION CONTROL PLAN – PHASE 9

	CS-10
SECTION	AEC
SHEET NO.	31

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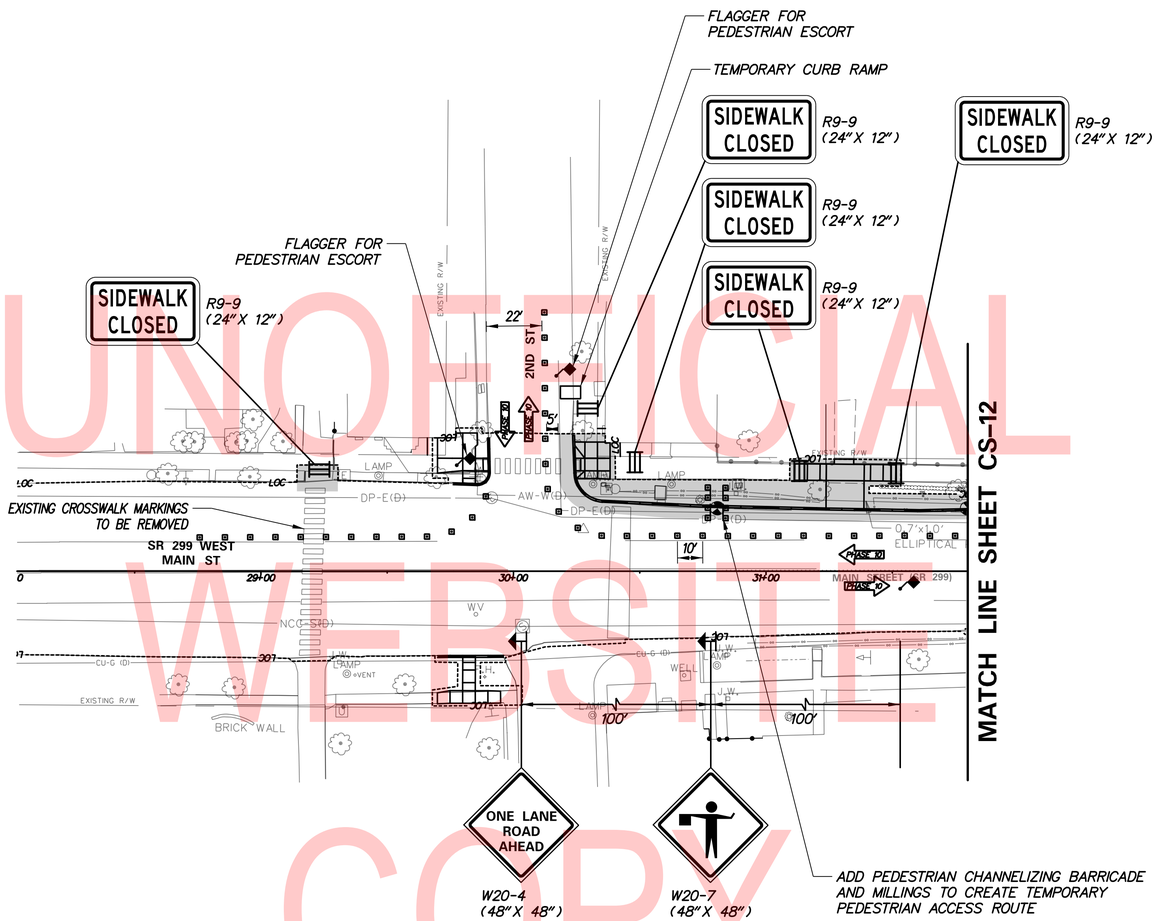
CONSTRUCTION PHASING & M.O.T	
	BARRICADE, TYPE 3
	CONCRETE SAFETY BARRIER - PORTABLE
	CONSTRUCTION SAFETY FENCE / LENGTH
—CSF—	CONSTRUCTION SAFETY FENCE
	CONSTRUCTION WARNING SIGN LOCATION
END ROAD WORK	CONSTRUCTION WARNING SIGN
	CRASH CUSHION ARRAY
	DRUM - TRAFFIC CONTROL
	FLAGGER LOCATION
	PHASING TRAFFIC FLOW ARROW
	TEMPORARY CONSTRUCTION
	TEMPORARY PAVEMENT MARKING ARROW
	TRUCK WITH MOUNTED ATTENUATOR
	WORK AREA - ACTIVE PHASE
EROSION & SEDIMENT CONTROL	
	INLET SEDIMENT CONTROL



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SEQUENCE OF CONSTRUCTION – PHASE 10

1. AT BEGINNING OF EACH WORK DAY, PLACE ALL TEMPORARY WARNING SIGNS AND TRAFFIC CONTROL DEVICES FOR PHASE 10. MAINTAIN TRAFFIC ON MAIN STREET USING TYPICAL APPLICATION 3. CLOSE FRONT STREET IN ACCORDANCE WITH TYPICAL APPLICATION TA-20. SEE SHEET 35 FOR PEDESTRIAN DETOUR PLAN AND SHEET 36 FOR VEHICULAR DETOUR PLAN.
2. FLAGGERS SHALL BE PLACED AS SHOWN TO ESCORT PEDESTRIANS THROUGH ACTIVE WORK WHERE SIDEWALK IS CLOSED USING TYPICAL APPLICATION 28 - SIDEWALK DIVERSION OR DETOUR
3. CONSTRUCT DRAINAGE SYSTEM STARTING AT FURTHEST POINT DOWNSTREAM AND WORKING UPSTEAM, INSTALLING INLET SEDIMENT CONTROL WITH EACH INLET INSTALLATION.
4. REMOVE EXISTING CURB RAMP, SIDEWALK, DRIVEWAY ENTRANCE, AND CURB AND GUTTER WHERE SHOWN
5. CONSTRUCT NEW CURB RAMPS, SIDEWALK, DRIVEWAY ENTRANCE, AND CURB AND GUTTER AS SHOWN
6. AT THE END OF EACH WORKING DAY, RESTORE SIDEWALK TO ADA ACCESSIBILITY STANDARDS OR AS DIRECTED BY ENGINEER
7. AT END OF EACH WORKING DAY, REMOVE ALL TEMPORARY WARNING SIGNS AND TRAFFIC CONTROL DEVICES AND RETURN TRAFFIC TO ORIGINAL CONFIGURATION
8. STABILIZE ALL DISTURBED AREAS WITH TOPSOIL, SEED AND MULCH PRIOR TO REMOVAL OF SEDIMENT CONTROL DEVICES AND SWITCH TO PHASE 11 TRAFFIC CONTROL.

ADDENDA / REVISIONS

SCALE 0 30 60 90 FEET

PAVEMENT & REHABILITATION NORTH XVII, 2016 MAIN STREET ODESSA

CONTRACT	BRIDGE NO.	N/A
T201606117	DESIGNED BY: P. SCOTT	
COUNTY		
NEW CASTLE	CHECKED BY: B. SENGER	

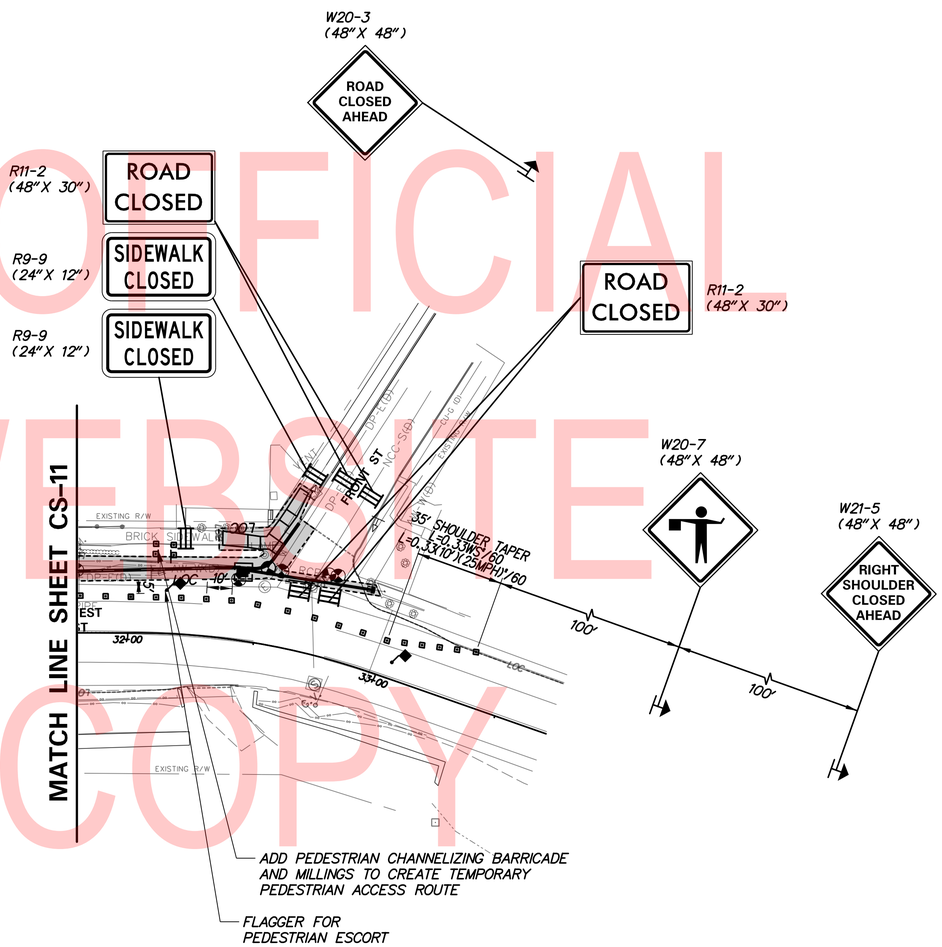
CONSTRUCTION PHASING, M.O.T., AND EROSION CONTROL PLAN – PHASE 10

CS-11
SECTION
AEC
SHEET NO.
32

\\USPHLIFP002\DATA\PROJECTS\60318855\TASK 02 ADA\900_WORK\910_CAD\20-SHEETS\TASK 09\CS1001.DGN

SEQUENCE OF CONSTRUCTION – PHASE 10

1. AT BEGINNING OF EACH WORK DAY, PLACE ALL TEMPORARY WARNING SIGNS AND TRAFFIC CONTROL DEVICES FOR PHASE 10. MAINTAIN TRAFFIC ON MAIN STREET USING TYPICAL APPLICATION 3. CLOSE FRONT STREET IN ACCORDANCE WITH TYPICAL APPLICATION TA-20. SEE SHEET 35 FOR VEHICULAR DETOUR PLAN.
2. FLAGGERS SHALL BE PLACED AS SHOWN TO ESCORT PEDESTRIANS THROUGH ACTIVE WORK WHERE SIDEWALK IS CLOSED USING TYPICAL APPLICATION 28 - SIDEWALK DIVERSION OR DETOUR
3. CONSTRUCT DRAINAGE SYSTEM STARTING AT FURTHEST POINT DOWNSTREAM AND WORKING UPSTREAM, INSTALLING INLET SEDIMENT CONTROL WITH EACH INLET INSTALLATION.
4. REMOVE EXISTING CURB RAMP, SIDEWALK, DRIVEWAY ENTRANCE, AND CURB AND GUTTER WHERE SHOWN
5. CONSTRUCT NEW CURB RAMPS, SIDEWALK, DRIVEWAY ENTRANCE, AND CURB AND GUTTER AS SHOWN
6. AT THE END OF EACH WORKING DAY, RESTORE SIDEWALK TO ADA ACCESSIBILITY STANDARDS OR AS DIRECTED BY ENGINEER
7. AT END OF EACH WORKING DAY, REMOVE ALL TEMPORARY WARNING SIGNS AND TRAFFIC CONTROL DEVICES AND RETURN TRAFFIC TO ORIGINAL CONFIGURATION
8. STABILIZE ALL DISTURBED AREAS WITH TOPSOIL, SEED AND MULCH PRIOR TO REMOVAL OF SEDIMENT CONTROL DEVICES AND SWITCH TO PHASE 11 TRAFFIC CONTROL.



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CONSTRUCTION PHASING & M.O.T	
	BARRICADE, TYPE 3
	CONCRETE SAFETY BARRIER - PORTABLE
CSF	CONSTRUCTION SAFETY FENCE / LENGTH
CSF	CONSTRUCTION SAFETY FENCE
	CONSTRUCTION WARNING SIGN LOCATION
END ROAD WORK	CONSTRUCTION WARNING SIGN
	CRASH CUSHION ARRAY
	DRUM - TRAFFIC CONTROL
	FLAGGER LOCATION
	PHASING TRAFFIC FLOW ARROW
	TEMPORARY CONSTRUCTION
	TEMPORARY PAVEMENT MARKING ARROW
	TRUCK WITH MOUNTED ATTENUATOR
	WORK AREA - ACTIVE PHASE
EROSION & SEDIMENT CONTROL	
	INLET SEDIMENT CONTROL

ADDENDA / REVISIONS

SCALE 0 30 60 90 FEET

PAVEMENT & REHABILITATION NORTH XVII, 2016 MAIN STREET ODESSA

CONTRACT	BRIDGE NO.	N/A
T201606117	DESIGNED BY: P. SCOTT	
COUNTY		
NEW CASTLE	CHECKED BY: B. SENGER	

CONSTRUCTION PHASING, M.O.T., AND EROSION CONTROL PLAN – PHASE 10

CS-12 | SECTION AEC | SHEET NO. 33

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CONSTRUCTION PHASING & M.O.T	
	BARRICADE, TYPE 3
	CONCRETE SAFETY BARRIER - PORTABLE
CSF 000	CONSTRUCTION SAFETY FENCE / LENGTH
—CSF—	CONSTRUCTION SAFETY FENCE
	CONSTRUCTION WARNING SIGN LOCATION
END ROAD WORK	CONSTRUCTION WARNING SIGN
	CRASH CUSHION ARRAY
	DRUM - TRAFFIC CONTROL
	FLAGGER LOCATION
PHASE	PHASING TRAFFIC FLOW ARROW
	TEMPORARY CONSTRUCTION
	TEMPORARY PAVEMENT MARKING ARROW
	TRUCK WITH MOUNTED ATTENUATOR
	WORK AREA - ACTIVE PHASE
EROSION & SEDIMENT CONTROL	
—CFL—	COMPOST FILTER LOG
CFL 000	COMPOST FILTER LOG / LENGTH

UNOFFICIAL WEBSITE COPY

SEQUENCE OF CONSTRUCTION - PHASE 11

1. INSTALL EROSION AND SEDIMENT CONTROL MEASURES SHOWN
2. AT BEGINNING OF EACH WORK DAY, PLACE ALL TEMPORARY WARNING SIGNS AND TRAFFIC CONTROL DEVICES FOR PHASE 11. MAINTAIN TRAFFIC USING TYPICAL APPLICATION 10 - LANE CLOSURE ON A TWO-LANE ROAD USING FLAGGERS
3. FLAGGERS SHALL BE PLACED AS SHOWN TO MONITOR TRAFFIC THROUGH LANE CLOSURE USING TYPICAL APPLICATION 10 - LANE CLOSURE ON A TWO-LANE ROAD USING FLAGGERS
4. REMOVE EXISTING CHANNEL AND SHOULDER WHERE SHOWN
5. CONSTRUCT NEW CHANNEL AND SHOULDER AS SHOWN
6. AT END OF EACH WORKING DAY, REMOVE ALL TEMPORARY WARNING SIGNS AND TRAFFIC CONTROL DEVICES AND RETURN TRAFFIC TO ORIGINAL CONFIGURATION
7. STABILIZE ALL DISTURBED AREAS WITH TOPSOIL, SEED AND MULCH PRIOR TO REMOVAL OF SEDIMENT CONTROL DEVICES

SEQUENCE OF CONSTRUCTION - PHASE 12

1. USE TA-10, TA-21, TA-23, AND TA-33 TO MILL AND OVERLAY MAIN STREET THROUGHOUT THE PROJECT LIMITS
2. USE TA-17A AND TA-35C TO PLACE PERMANENT STRIPING ON MAIN STREET AND US 13

ADDENDA / REVISIONS

SCALE 0 30 60 90 FEET

PAVEMENT & REHABILITATION NORTH XVII, 2016 MAIN STREET ODESSA

CONTRACT	BRIDGE NO.	N/A
T201606117	DESIGNED BY: P. SCOTT	
COUNTY		
NEW CASTLE	CHECKED BY: B. SENGER	

CONSTRUCTION PHASING, M.O.T., AND EROSION CONTROL PLAN - PHASE 11

CS-13
SECTION
AEC
SHEET NO.
34

\\USPHL1FP002\DATA\PROJECTS\60318855\TASK 02 ADA\900_WORK\910_CAD\20-SHEETS\TASK 09\CS1201.DGN

PORTABLE CHANGEABLE MESSAGE SIGNS

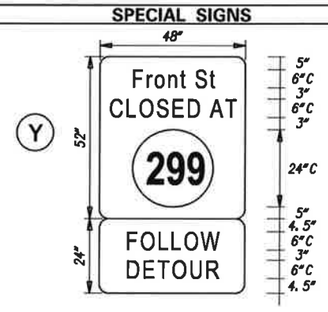
PRIOR TO DETOUR
(10 DAYS PRIOR TO BEGINNING OF DETOUR)

PCMS-1

FRONT STREET TO CLOSE

STARTING XX/XX/XX

SPECIAL SIGNS



DETOUR NOTES

5. UNLESS OTHERWISE SPECIFIED, ALL SIGNS SHOWN SHALL HAVE RETROREFLECTIVE PRISMATIC FLUORESCENT ORANGE BACKGROUND WITH BLACK LEGEND AND BORDER. ROUTE SHIELDS SHALL HAVE A WHITE RETROREFLECTIVE PRISMATIC BACKGROUND WITH BLACK LEGEND.

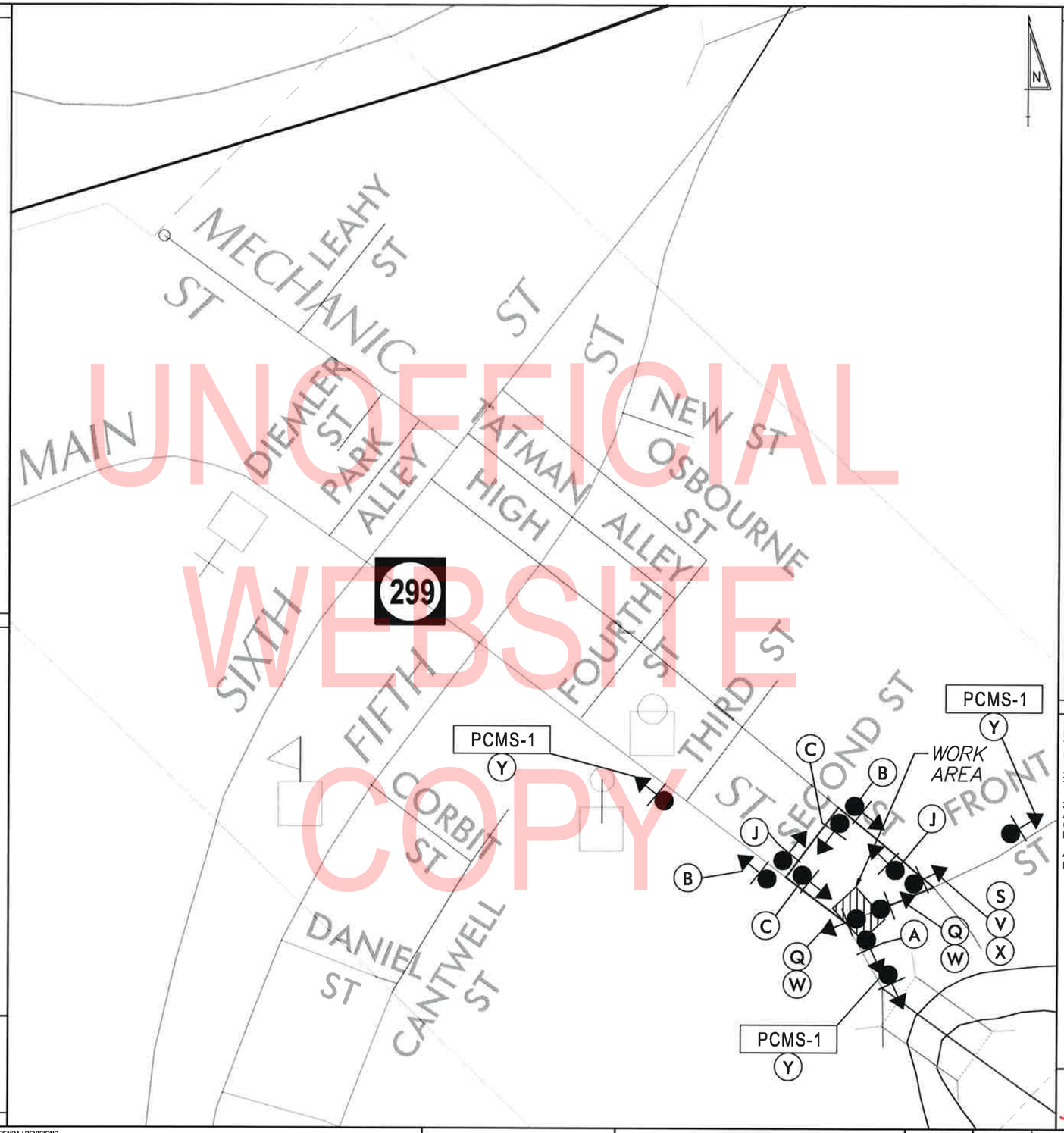
PREPARED BY
THE CONSULTING FIRM OF
AECOM

10/17/19
DATE

THIS SEAL APPLIES TO ALL SHEETS BEARING THE "AEC" SECTION DESIGNATION.

JOSEPH A. HOFSTEE REGISTERED No. 14581 DELAWARE PROFESSIONAL ENGINEER

SEAL



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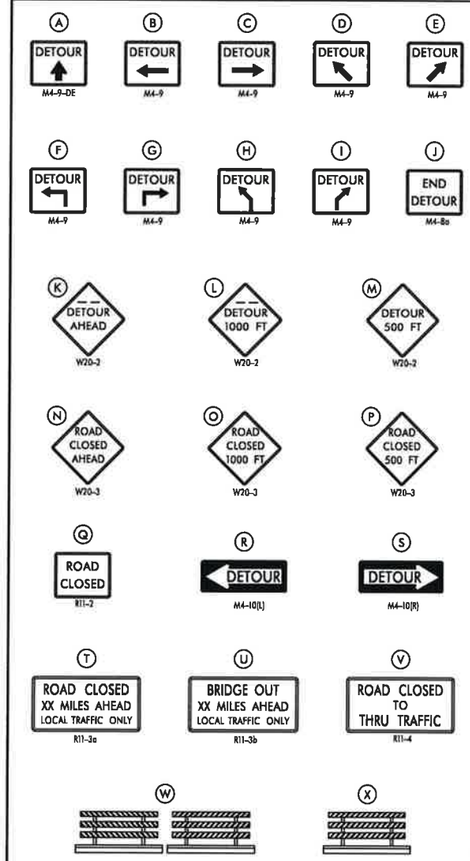
LEGEND



GENERAL NOTES

1. ALL TEMPORARY TRAFFIC CONTROL DEVICES ARE TO BE SUPPLIED AND MAINTAINED BY THE GENERAL CONTRACTOR AND SHALL BE IN COMPLIANCE WITH THIS PLAN AND THE DELAWARE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (DE MUTCD) LATEST EDITION.

2. SIGNS "N" THROUGH "Q" AND "T" AND "V", THE WORD "ROAD" SHALL BE CHANGED TO "RAMP", "RR XING" OR "BRIDGE" WHERE APPLICABLE.

3. "W" TYPE 3 BARRICADES AT A ROAD CLOSURE SHALL BE PLACED COMPLETELY ACROSS THE ROADWAY, FROM CURB TO CURB, OR FROM EDGE OF ROAD TO EDGE OF ROAD, WITH THE STRIPES POSITIONED DOWNWARD TOWARD THE CENTER OF THE ROADWAY.

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

CONCURRENCE FOR IMPLEMENTATION

TRAFFIC SAFETY — DATE 9-10-19

ADDENDA / REVISIONS

NOT TO SCALE

PAVEMENT & REHABILITATION
NORTH XVII, 2016
MAIN STREET ODESSA

CONTRACT	PERMIT NO.	N/A
T201606117	DESIGNED BY:	P. SCOTT
COUNTY	CHECKED BY:	B. SENGER
NEW CASTLE		

VEHICULAR DETOUR PLAN
MAIN ST – PHASE 10

SECTION
AEC
SHEET NO.
35

LAST REVISED: 9/11/2018
9/9/2019
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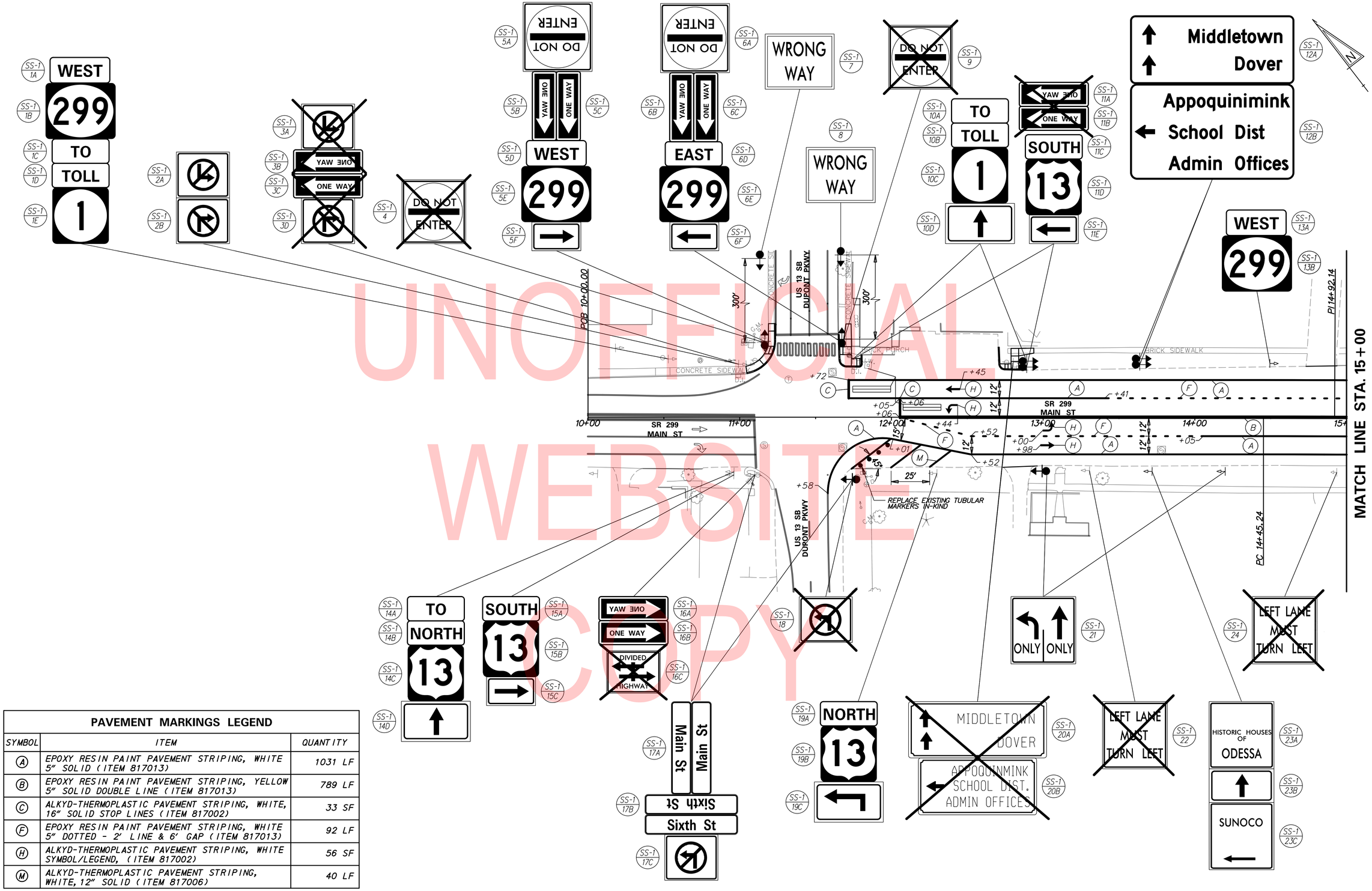

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PAVEMENT MARKINGS LEGEND

SYMBOL	ITEM	QUANTITY
A	EPOXY RESIN PAINT PAVEMENT STRIPING, WHITE 5" SOLID (ITEM 817013)	1031 LF
B	EPOXY RESIN PAINT PAVEMENT STRIPING, YELLOW 5" SOLID DOUBLE LINE (ITEM 817013)	789 LF
C	ALKYD-THERMOPLASTIC PAVEMENT STRIPING, WHITE, 16" SOLID STOP LINES (ITEM 817002)	33 SF
F	EPOXY RESIN PAINT PAVEMENT STRIPING, WHITE 5" DOTTED - 2' LINE & 6' GAP (ITEM 817013)	92 LF
H	ALKYD-THERMOPLASTIC PAVEMENT STRIPING, WHITE SYMBOL/LEGEND, (ITEM 817002)	56 SF
M	ALKYD-THERMOPLASTIC PAVEMENT STRIPING, WHITE, 12" SOLID (ITEM 817006)	40 LF

ADDENDA / REVISIONS

SCALE 0 30 60 90 FEET

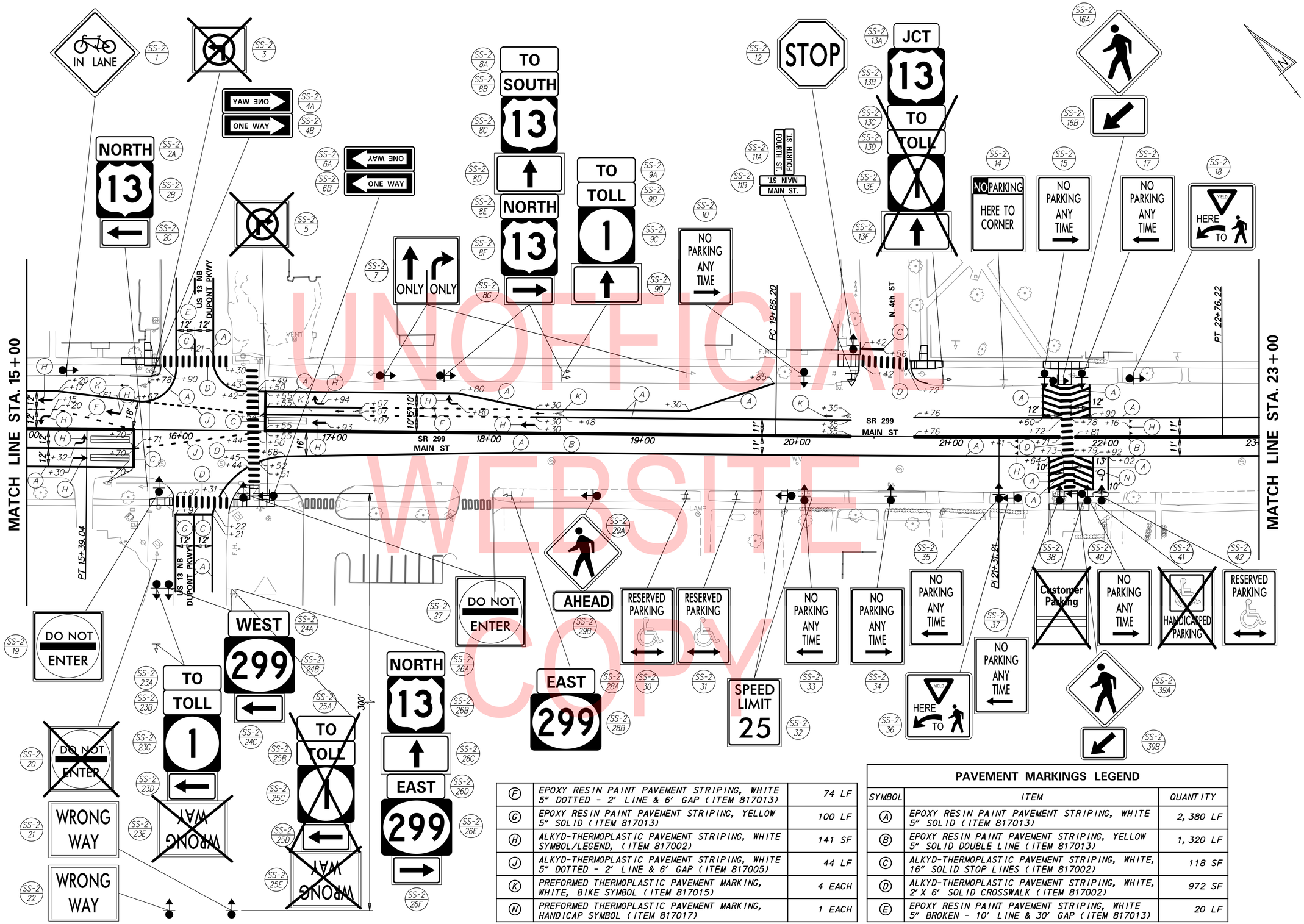
PAVEMENT & REHABILITATION NORTH XVII, 2016 MAIN STREET ODESSA

CONTRACT	BRIDGE NO.	N/A
T201606117	DESIGNED BY: P. SCOTT	
COUNTY		
NEW CASTLE	CHECKED BY: B. SENGER	

SIGNING, STRIPING AND CONDUIT PLAN

SS-1
SECTION
AEC
SHEET NO.
36

\\USPHL1FP002\DATA\PROJECTS\60318855\TASK 02 ADA\900_WORK\910_CAD\20-SHEETS\TASK 09\SS01.DGN



(F)	EPOXY RESIN PAINT PAVEMENT STRIPING, WHITE 5" DOTTED - 2' LINE & 6' GAP (ITEM 817013)	74 LF
(G)	EPOXY RESIN PAINT PAVEMENT STRIPING, YELLOW 5" SOLID (ITEM 817013)	100 LF
(H)	ALKYD-THERMOPLASTIC PAVEMENT STRIPING, WHITE SYMBOL/LEGEND, (ITEM 817002)	141 SF
(J)	ALKYD-THERMOPLASTIC PAVEMENT STRIPING, WHITE 5" DOTTED - 2' LINE & 6' GAP (ITEM 817005)	44 LF
(K)	PREFORMED THERMOPLASTIC PAVEMENT MARKING, WHITE, BIKE SYMBOL (ITEM 817015)	4 EACH
(N)	PREFORMED THERMOPLASTIC PAVEMENT MARKING, HANDICAP SYMBOL (ITEM 817017)	1 EACH

PAVEMENT MARKINGS LEGEND

SYMBOL	ITEM	QUANTITY
(A)	EPOXY RESIN PAINT PAVEMENT STRIPING, WHITE 5" SOLID (ITEM 817013)	2,380 LF
(B)	EPOXY RESIN PAINT PAVEMENT STRIPING, YELLOW 5" SOLID DOUBLE LINE (ITEM 817013)	1,320 LF
(C)	ALKYD-THERMOPLASTIC PAVEMENT STRIPING, WHITE, 16" SOLID STOP LINES (ITEM 817002)	118 SF
(D)	ALKYD-THERMOPLASTIC PAVEMENT STRIPING, WHITE, 2' X 6' SOLID CROSSWALK (ITEM 817002)	972 SF
(E)	EPOXY RESIN PAINT PAVEMENT STRIPING, WHITE 5" BROKEN - 10' LINE & 30' GAP (ITEM 817013)	20 LF

ADDENDA / REVISIONS

SCALE 0 30 60 90 FEET

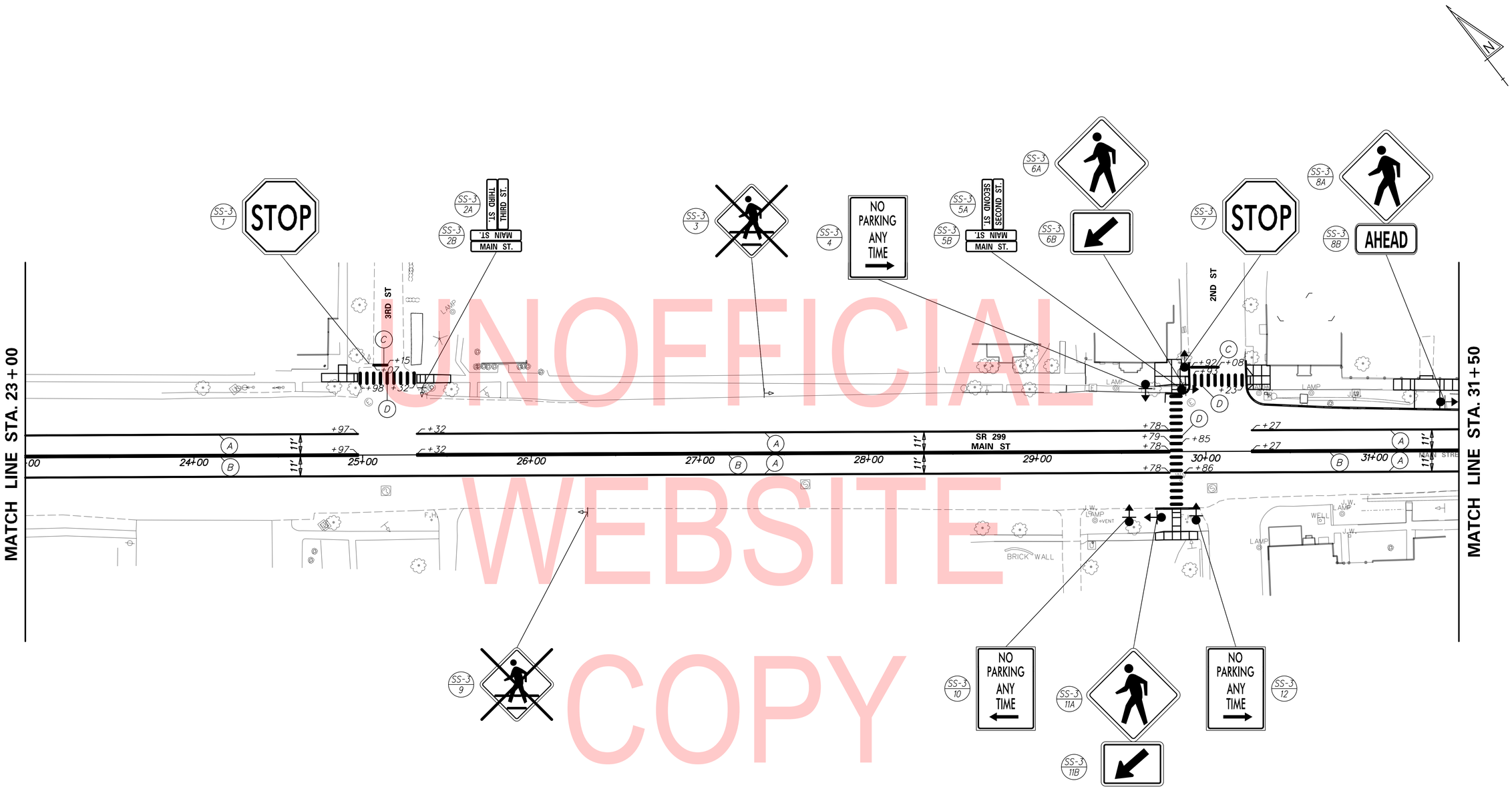
PAVEMENT & REHABILITATION NORTH XVII, 2016 MAIN STREET ODESSA

CONTRACT	BRIDGE NO.	N/A
T201606117	DESIGNED BY: P. SCOTT	
COUNTY		
NEW CASTLE	CHECKED BY: B. SENGER	

SIGNING, STRIPING AND CONDUIT PLAN

SS-2
SECTION
AEC
SHEET NO.
37

\\USPHL1FP002\DATA\PROJECTS\60318855\TASK 02 ADA\900_WORK\910_CAD\20-SHEETS\TASK 09\SS02.DGN



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PAVEMENT MARKINGS LEGEND

SYMBOL	ITEM	QUANTITY
A	EPOXY RESIN PAINT PAVEMENT STRIPING, WHITE 5" SOLID (ITEM 817013)	1,607 LF
B	EPOXY RESIN PAINT PAVEMENT STRIPING, YELLOW 5" SOLID DOUBLE LINE (ITEM 817013)	1,532 LF
C	ALKYD-THERMOPLASTIC PAVEMENT STRIPING, WHITE, 16" SOLID STOP LINES (ITEM 817002)	32 SF
D	ALKYD-THERMOPLASTIC PAVEMENT STRIPING, WHITE, 2' X 6' SOLID CROSSWALK (ITEM 817002)	408 SF

ADDENDA / REVISIONS

SCALE 0 30 60 90 FEET

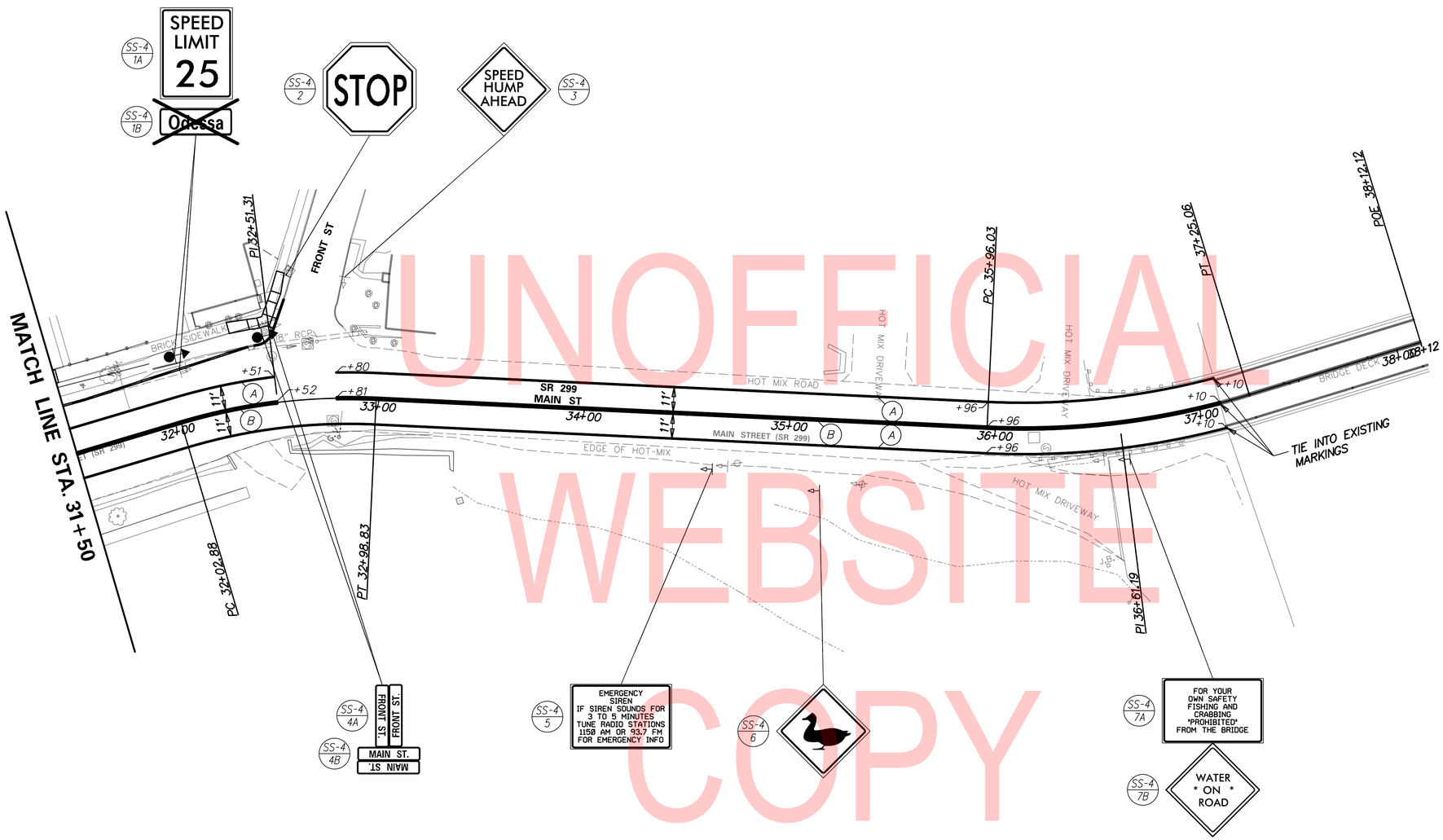
PAVEMENT & REHABILITATION NORTH XVII, 2016 MAIN STREET ODESSA

CONTRACT	BRIDGE NO.	N/A
T201606117	DESIGNED BY: P. SCOTT	
COUNTY		
NEW CASTLE	CHECKED BY: B. SENGER	

SIGNING, STRIPING AND CONDUIT PLAN

SS-3
SECTION
AEC
SHEET NO.
38

\\USPHLIFP002\DATA\PROJECTS\60318855\TASK 02 ADA\900_WORK\910_CAD\20-SHEETS\TASK 09\SS03.DGN



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PAVEMENT MARKINGS LEGEND

SYMBOL	ITEM	QUANTITY
A	EPOXY RESIN PAINT PAVEMENT STRIPING, WHITE 5" SOLID (ITEM 817013)	1,091 LF
B	EPOXY RESIN PAINT PAVEMENT STRIPING, YELLOW 5" SOLID DOUBLE LINE (ITEM 817013)	1,063 LF

ADDENDA / REVISIONS

SCALE 0 30 60 90 FEET

PAVEMENT & REHABILITATION NORTH XVII, 2016 MAIN STREET ODESSA

CONTRACT	BRIDGE NO.	N/A
T201606117	DESIGNED BY: P. SCOTT	
COUNTY		
NEW CASTLE	CHECKED BY: B. SENGER	

SIGNAGE, STRIPING AND CONDUIT PLAN

SS-4
SECTION
AEC
SHEET NO.
39

\\USPHLIFP002\DATA\PROJECTS\60318855\TASK 02 ADA\900_WORK\910_CAD\20-SHEETS\TASK 09\SS04.DGN

PERMANENT SIGN SCHEDULE

NO.	SHEET NO.	PLAN IDENTIFIER	CODE	QTY.	DISCRIPTION	SIGN WIDTH (IN)	SIGN HEIGHT (IN)	SIGN AREA (SF)	ITEM 819018 SINGLE POST (EACH)			ITEM 819019 INSTALLATION OR REMOVAL OF TRAFFIC SIGN(S) ON MULTIPLE SIGN POSTS (SF)			POST INSTALLATION TYPE	Code X11 12' Post (W/ Basepost)	ITEM 819016 4" HOLE, 0-6" (EACH)	ITEM 819017 4" HOLE, >6" (EACH)	REMARKS
									SIGN DISPOSITION	REMOVE	INSTALL	SIGN DISPOSITION	REMOVE	INSTALL					
1517	SS-1	1A	M3-4(24)	1	CARDINAL DIRECTION - WEST - 24x12	24"	12"		REMAIN										
1489	SS-1	1B	M1-5(30)	1	STATE ROUTE (3 - Digit Sign) - 30x24	30"	24"		REMAIN										"299"
1534	SS-1	1C	M4-5(24)	1	TO - 24x12	24"	12"		REMAIN										
1578	SS-1	1D	M4-15(24)	1	TOLL - 24x12	24"	12"		REMAIN										
1488	SS-1	1E	M1-5(24)	1	STATE ROUTE (2 - Digit Sign) - 24x24	24"	24"		REMAIN										"1"
111	SS-1	2A	R3-2(36)	1	LEFT TURN PROHIBITION (Symbol) - 36x36	36"	36"	9.0	NEW		1				SOIL	1			
106	SS-1	2B	R3-1(36)	1	RIGHT TURN PROHIBITION (Symbol) - 36x36	36"	36"	9.0	ADD TO ASSEMBLY		1								
110	SS-1	3A	R3-2(24)	1	LEFT TURN PROHIBITION (Symbol) - 24x24	24"	24"		REMOVE	1									
392	SS-1	3B	R6-1_R(36)	1	ONE WAY (ENCLOSED IN RIGHT ARROW) - 36x12	36"	12"		REMOVE	1									
394	SS-1	3C	R6-1_L(36)	1	ONE WAY (ENCLOSED IN LEFT ARROW) - 36x12	36"	12"		REMOVE	1									
105	SS-1	3D	R3-1(24)	1	RIGHT TURN PROHIBITION (Symbol) - 24x24	24"	24"		REMOVE	1									
358	SS-1	4	R5-1(30)	1	DO NOT ENTER - 30x30	30"	30"		REMOVE	1									
359	SS-1	5A	R5-1(36)	1	DO NOT ENTER - 36x36	36"	36"	9.0	NEW		1				SOIL	1			
392	SS-1	5B	R6-1_R(36)	1	ONE WAY (ENCLOSED IN RIGHT ARROW) - 36x12	36"	12"	3.0	ADD TO ASSEMBLY		1								
394	SS-1	5C	R6-1_L(36)	1	ONE WAY (ENCLOSED IN LEFT ARROW) - 36x12	36"	12"	3.0	ADD TO ASSEMBLY		1								
1517	SS-1	5D	M3-4(24)	1	CARDINAL DIRECTION - WEST - 24x12	24"	12"	2.0	RENEW	1	1								
1489	SS-1	5E	M1-5(30)	1	STATE ROUTE (3 - Digit Sign) - 30x24	30"	24"	5.0	RENEW	1	1								"299"
1588	SS-1	5F	M5-1_R	1	ADVANCE TURN ARROW (Right - 90)	21"	15"	2.2	RENEW	1	1								
359	SS-1	6A	R5-1(36)	1	DO NOT ENTER - 36x36	36"	36"	9.0	NEW		1				SOIL	1			
392	SS-1	6B	R6-1_R(36)	1	ONE WAY (ENCLOSED IN RIGHT ARROW) - 36x12	36"	12"	3.0	ADD TO ASSEMBLY		1								
394	SS-1	6C	R6-1_L(36)	1	ONE WAY (ENCLOSED IN LEFT ARROW) - 36x12	36"	12"	3.0	ADD TO ASSEMBLY		1								
1511	SS-1	6D	M3-2(24)	1	CARDINAL DIRECTION - EAST - 24x12	24"	12"	2.0	RENEW	1	1								
1489	SS-1	6E	M1-5(30)	1	STATE ROUTE (3 - Digit Sign) - 30x24	30"	24"	5.0	RENEW	1	1								"299"
1589	SS-1	6F	M5-1_L	1	ADVANCE TURN ARROW (Left - 90)	21"	15"	2.2	RENEW	1	1								
363	SS-1	7	R5-1a(42)	1	WRONG WAY - 42x30	42"	30"	8.8	NEW		1				SOIL	1			Place 300' North of sign SS1-5A
361	SS-1	8	R5-1a(30)	1	WRONG WAY - 30x18	30"	18"	3.8	NEW		1				SOIL	1			Place 300' North of sign SS1-6A
358	SS-1	9	R5-1(30)	1	DO NOT ENTER - 30x30	30"	30"		REMOVE	1									
1534	SS-1	10A	M4-5(24)	1	TO - 24x12	24"	12"	2.0	RENEW	1	1				SOIL	1			
1578	SS-1	10B	M4-15(24)	1	TOLL - 24x12	24"	12"	2.0	RENEW	1	1								
1488	SS-1	10C	M1-5(24)	1	STATE ROUTE (2 - Digit Sign) - 24x24	24"	24"	4.0	RENEW	1	1								"1"
1620	SS-1	10D	M6-3(30)	1	DIRECTIONAL ARROW (Up) - 30x21	30"	21"	4.4	RENEW	1	1								
392	SS-1	11A	R6-1_R(36)	1	ONE WAY (ENCLOSED IN RIGHT ARROW) - 36x12	36"	12"		REMOVE	1									
394	SS-1	11B	R6-1_L(36)	1	ONE WAY (ENCLOSED IN LEFT ARROW) - 36x12	36"	12"		REMOVE	1									
1514	SS-1	11C	M3-3(24)	1	CARDINAL DIRECTION - SOUTH - 24x12	24"	12"	2.0	RENEW	1	1				SOIL	1			
1484	SS-1	11D	M1-4(24)	1	US ROUTE (2 - Digit Sign) - 24x24	24"	24"	4.0	RENEW	1	1								"13"
1589	SS-1	11E	M5-1_L	1	ADVANCE TURN ARROW (Left - 90)	21"	15"	2.2	RENEW	1	1								
1653	SS-1	12A	D1-2	1	DESTINATION (2 Line)	72"	30"	15.0				NEW		15.0	SOIL	2			"Middletown, Dover"
1660	SS-1	12B	D1-3	1	DESTINATION (3 Line)	72"	42"	21.0				ADD TO ASSEMBLY		21.0					" Appoquinmink, School Dist Admin Offices"
1517	SS-1	13A	M3-4(24)	1	CARDINAL DIRECTION - WEST - 24x12	24"	12"		REMAIN										
1489	SS-1	13B	M1-5(30)	1	STATE ROUTE (3 - Digit Sign) - 30x24	30"	24"		REMAIN										"299"
1534	SS-1	14A	M4-5(24)	1	TO - 24x12	24"	12"		REMAIN										
1508	SS-1	14B	M3-1(24)	1	CARDINAL DIRECTION - NORTH - 24x12	24"	12"		REMAIN										
1484	SS-1	14C	M1-4(24)	1	US ROUTE (2 - Digit Sign) - 24x24	24"	24"		REMAIN										"13"
1620	SS-1	14D	M6-3(30)	1	DIRECTIONAL ARROW (Up) - 30x21	30"	21"		REMAIN										
1514	SS-1	15A	M3-3(24)	1	CARDINAL DIRECTION - SOUTH - 24x12	24"	12"		REMAIN										
1484	SS-1	15B	M1-4(24)	1	US ROUTE (2 - Digit Sign) - 24x24	24"	24"		REMAIN										"13"
1588	SS-1	15C	M5-1_R	1	ADVANCE TURN ARROW (Right - 90)	21"	15"		REMAIN										
394	SS-1	16A	R6-1_L(36)	1	ONE WAY (ENCLOSED IN LEFT ARROW) - 36x12	36"	12"	3.0	ADD TO ASSEMBLY		1								
392	SS-1	16B	R6-1_R(36)	1	ONE WAY (ENCLOSED IN RIGHT ARROW) - 36x12	36"	12"		REMAIN										
406	SS-1	16C	R6-3(30)	1	DIVIDED HIGHWAY CROSSING (4 - Legged Intersection) - 30x24	30"	24"		REMOVE	1									
1674	SS-1	17A	D3-1(12)	2	STREET NAME (1 Line)	60"	12"	10.0	RENEW	2	2								"Main St"
1674	SS-1	17B	D3-1(12)	2	STREET NAME (1 Line)	60"	12"	10.0	RENEW	2	2								"Sixth St"
111	SS-1	17C	R3-2(36)	1	LEFT TURN PROHIBITION (Symbol) - 36x36	36"	36"	9.0	NEW		1				SOIL	1			
110	SS-1	18	R3-2(24)	1	LEFT TURN PROHIBITION (Symbol) - 24x24	24"	24"		REMOVE	1									
1508	SS-1	19A	M3-1(24)	1	CARDINAL DIRECTION - NORTH - 24x12	24"	12"		REMAIN										
1484	SS-1	19B	M1-4(24)	1	US ROUTE (2 - Digit Sign) - 24x24	24"	24"		REMAIN										"13"
1589	SS-1	19C	M5-1_L	1	ADVANCE TURN ARROW (Left - 90)	21"	15"		REMAIN										
1653	SS-1	20A	D1-2	1	DESTINATION (2 Line)	72"	30"					REMOVE	15.0						"MIDDLETOWN, DOVER"
1660	SS-1	20B	D1-3	1	DESTINATION (3 Line)	72"	42"					REMOVE	21.0						" APPOQUINMINK, SCHOOL DIST., ADMIN OFFICES"
138	SS-1	21	R3-8(30)	1	DVANCE INTERSECTION LANE CONTROL (Left, Left - Ahead) - 30"x	30"	30"	6.3	RENEW	1	1				SOIL	1			
136	SS-1	22	R3-7_L(30)	1	LEFT LANE MUST TURN LEFT - 30"x30"	30"	30"		REMOVE	1									
1907	SS-1	23A	I-3(36)	1	GEOGRAPHICAL FEATURES	30"	36"		REMAIN										Historic Houses of Odessa
1618	SS-1	23B	M6-3(B)	1	DIRECTIONAL ARROW (Up) - 12x9	12"	9"		REMAIN										
1765	SS-1	23C	D9-7(30)	1	GAS (Symbol) - 30x30	30"	30"	6.3	RENEW	1	1								Sunoco logo
136	SS-1	24	R3-7_L(30)	1	LEFT LANE MUST TURN LEFT - 30"x30"	30"	30"		REMOVE	1									
					SS-1 PAGE TOTALS			180		31	31		36	36		11	0	0	
1165	SS-2	1	W11-1(36)	1	BICYCLE (Symbol) - 36x36	36"	36"	9.0	NEW		1				SOIL	1			
1508	SS-2	2A	M3-1(24)	1	CARDINAL DIRECTION - NORTH - 24x12	24"	12"		REMAIN										
1484	SS-2	2B	M1-4(24)	1	US ROUTE (2 - Digit Sign) - 24x24	24"	24"		REMAIN										"13"
1589	SS-2	2C	M5-1_L	1	ADVANCE TURN ARROW (Left - 90)	21"	15"		REMAIN										
110	SS-2	3	R3-2(24)	1	LEFT TURN PROHIBITION (Symbol) - 24x24	24"	24"		REMOVE	1									
394	SS-2	4A	R6-1_L(36)	1	ONE WAY (ENCLOSED IN LEFT ARROW) - 36x12	36"	12"		REMAIN										
392	SS-2	4B	R6-1_R(36)	1	ONE WAY (ENCLOSED IN RIGHT ARROW) - 36x12	36"	12"		REMAIN										
105	SS-2	5	R3-1(24)	1	RIGHT TURN PROHIBITION (Symbol) - 24x24	24"	24"		REMOVE	1									
392	SS-2	6A	R6-1_R(36)	1	ONE WAY (ENCLOSED IN RIGHT ARROW) - 36x12	36"	12"	3.0	RENEW	1	1				SOIL	1			
394	SS-2	6B	R6-1_L(36)	1	ONE WAY (ENCLOSED IN LEFT ARROW) - 36x12	36"	12"	3.0	RENEW	1	1								
138	SS-2	7	R3-8(30)	1	DVANCE INTERSECTION LANE CONTROL (Left, Left - Ahead) - 30"x	30"	30"	6.3	RENEW	1	1								
1534	SS-2	8A	M4-5(24)	1	TO - 24x12	24"	12"	2.0	NEW		1				SOIL	1			
1514	SS-2	8B	M3-3(24)	1	CARDINAL DIRECTION - SOUTH - 24x12	24"	12"	2.0	RENEW	1	1								
1484	SS-2	8C	M1-4(24)	1	US ROUTE (2 - Digit Sign) - 24x24	24"	24"	4.0	RENEW	1	1								"13"
1620	SS-2	8D	M6-3(30)	1	DIRECTIONAL ARROW (Up) - 30x21	30"	21"	4.4	RENEW	1	1								
1508	SS-2	8E	M3-1(24)	1	CARDINAL DIRECTION - NORTH - 24x12	24"	12"	2.0	RENEW	1	1								
1484	SS-2	8F	M1-4(24)	1	US ROUTE (2 - Digit Sign) - 24x24	24"	24"	4.0	RENEW	1	1								"13"
1588	SS-2	8G	M5-1_R	1	ADVANCE TURN ARROW (Right - 90)	21"	15"	2.2	RENEW	1	1								
1534	SS-2	9A	M4-5(24)	1	TO - 24x12	24"	12"		REMAIN										
1578	SS-2	9B	M4-15(24)	1	TOLL - 24x12	24"	12"		REMAIN										
1488	SS-2	9C	M1-5(24)	1	STATE ROUTE (2 - Digit Sign) - 24x24	24"	24"		REMAIN										"1"
1620	SS-2	9D	M6-3(30)	1	DIRECTIONAL ARROW (Up) - 30x21	30"	21"		REMAIN										
418	SS-2	10	R7-1	1	NO PARKING ANY TIME	12"	18"	1.5	NEW		1				SOIL	1			
					SS-2 PART 1 PAGE TOTALS			43		11	12		0	0		4	0	0	

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ADDENDA / REVISIONS

PAVEMENT & REHABILITATION NORTH XVII, 2016 MAIN STREET ODESSA

CONTRACT	BRIDGE NO.	N/A
T201606117	DESIGNED BY: P. SCOTT	
COUNTY		
NEW CASTLE	CHECKED BY: B. SENGER	

SIGNING, STRIPING AND CONDUIT PLAN

SS-5

SECTION: AEC

SHEET NO. 40

\\USPHLIFP002\DATA\PROJECTS\60318855\TASK 02 ADA\900_WORK\910_CAD\20-SHEETS\TASK 09\SS05.DGN

PERMANENT SIGN SCHEDULE

NO.	SHEET NO.	PLAN IDENTIFIER	CODE	QTY.	DISCRIPTION	SIGN WIDTH (IN)	SIGN HEIGHT (IN)	SIGN AREA (SF)	ITEM 819018 SINGLE POST (EACH)			ITEM 819019 INSTALLATION OR REMOVAL OF TRAFFIC SIGN(S) ON MULTIPLE SIGN POSTS (SF)			POST INSTALLATION TYPE	Code X11 12' Post (W/ Basepost)	ITEM 819016 4" HOLE, 0-6" (EACH)	ITEM 819017 4" HOLE, >6" (EACH)	REMARKS
									SIGN DISPOSITION	REMOVE	INSTALL	SIGN DISPOSITION	REMOVE	INSTALL					
	SS-2	11A		2	HISTORICAL - STREET NAME				REMAIN										"FOURTH ST." (Historical)
	SS-2	11B		2	HISTORICAL - STREET NAME				REMAIN										"MAIN ST." (Historical)
4	SS-2	12	R1-1(36)	1	STOP	36"	36"	9.0	RENEW	1	1				SOIL	1			
1504	SS-2	13A	M2-1(21)	1	JUNCTION - 21x15	21"	15"		REMAIN										
1484	SS-2	13B	M1-4(24)	1	US ROUTE (2 - Digit Sign) - 24x24	24"	24"		REMAIN										"13"
1534	SS-2	13C	M4-5(24)	1	TO - 24x12	24"	12"		REMOVE	1									
1578	SS-2	13D	M4-15(24)	1	TOLL - 24x12	24"	12"		REMOVE	1									
1488	SS-2	13E	M1-5(24)	1	STATE ROUTE (2 - Digit Sign) - 24x24	24"	24"		REMOVE	1									"1"
1620	SS-2	13F	M6-3(30)	1	DIRECTIONAL ARROW (Up) - 30x21	30"	21"		REMOVE	1									
440	SS-2	14	R7-107-DE(12)	1	NO PARKING (Blank) - 12"x18"	12"	18"		REMAIN										
418	SS-2	15	R7-1	1	NO PARKING ANY TIME	12"	18"	1.5	NEW		1				SOIL	1			
1170	SS-2	16A	W11-2(36)	1	PEDESTRIAN (Symbol) - 36x36	36"	36"	9.0	NEW		1				SOIL	1			
1359	SS-2	16B	W16-7P_L(24)	1	LEFT DOWNWARD DIAGONAL ARROW (plaque) - 24x12	24"	18"	3.0	ADD TO ASSEMBLY		1				SOIL				
418	SS-2	17	R7-1	1	NO PARKING ANY TIME	12"	18"	1.5	NEW		1				SOIL	1			
21	SS-2	18	R1-5_L	1	YIELD HERE TO PEDESTRIANS (Left with Pedestrian Symbol)	36"	36"	9.0	NEW		1				SOIL	1			
359	SS-2	19	R5-1(36)	1	DO NOT ENTER - 36x36	36"	36"	9.0	NEW		1				SOIL	1			
358	SS-2	20	R5-1(30)	1	DO NOT ENTER - 30x30	30"	30"		REMOVE	1									
363	SS-2	21	R5-1a(42)	1	WRONG WAY - 42x30	42"	30"	8.8	NEW		1				SOIL	1			Place 300' South of sign SS2-23
363	SS-2	22	R5-1a(42)	1	WRONG WAY - 42x30	42"	30"	8.8	NEW		1				SOIL	1			Place 300' South of sign SS2-23
1534	SS-2	23A	M4-5(24)	1	TO - 24x12	24"	12"	2.0	RENEW	1	1				SOIL	1			
1578	SS-2	23B	M4-15(24)	1	TOLL - 24x12	24"	12"	2.0	RENEW	1	1								
1488	SS-2	23C	M1-5(24)	1	STATE ROUTE (2 - Digit Sign) - 24x24	24"	24"	4.0	RENEW	1	1								"1"
1589	SS-2	23D	M5-1_L	1	ADVANCE TURN ARROW (Left - 90)	21"	15"	2.2	RENEW	1	1								
361	SS-2	23E	R5-1a(30)	1	WRONG WAY - 30x18	30"	18"		REMOVE	1									
1517	SS-2	24A	M3-4(24)	1	CARDINAL DIRECTION - WEST - 24x12	24"	12"	2.0	RENEW	1	1				SOIL	1			
1489	SS-2	24B	M1-5(30)	1	STATE ROUTE (3 - Digit Sign) - 30x24	30"	24"	5.0	RENEW	1	1								"299"
1589	SS-2	24C	M5-1_L	1	ADVANCE TURN ARROW (Left - 90)	21"	15"	2.2	RENEW	1	1								
1534	SS-2	25A	M4-5(24)	1	TO - 24x12	24"	12"		REMOVE	1									
1578	SS-2	25B	M4-15(24)	1	TOLL - 24x12	24"	12"		REMOVE	1									
1488	SS-2	25C	M1-5(24)	1	STATE ROUTE (2 - Digit Sign) - 24x24	24"	24"		REMOVE	1									"1"
1589	SS-2	25D	M5-1_L	1	ADVANCE TURN ARROW (Left - 90)	21"	15"		REMOVE	1									
361	SS-2	25E	R5-1a(30)	1	WRONG WAY - 30x18	30"	18"		REMOVE	1									
1508	SS-2	26A	M3-1(24)	1	CARDINAL DIRECTION - NORTH - 24x12	24"	12"		REMAIN										
1484	SS-2	26B	M1-4(24)	1	US ROUTE (2 - Digit Sign) - 24x24	24"	24"		REMAIN										"13"
1620	SS-2	26C	M6-3(30)	1	DIRECTIONAL ARROW (Up) - 30x21	30"	21"		REMAIN										
1511	SS-2	26D	M3-2(24)	1	CARDINAL DIRECTION - EAST - 24x12	24"	12"		REMAIN										
1489	SS-2	26E	M1-5(30)	1	STATE ROUTE (3 - Digit Sign) - 30x24	30"	24"		REMAIN										"299"
1588	SS-2	26F	M5-1_R	1	ADVANCE TURN ARROW (Right - 90)	21"	15"		REMAIN										
359	SS-2	27	R5-1(36)	1	DO NOT ENTER - 36x36	36"	36"	9.0	NEW		1				SOIL	1			
1511	SS-2	28A	M3-2(24)	1	CARDINAL DIRECTION - EAST - 24x12	24"	12"		REMAIN										
1489	SS-2	28B	M1-5(30)	1	STATE ROUTE (3 - Digit Sign) - 30x24	30"	24"		REMAIN										"299"
1170	SS-2	29A	W11-2(36)	1	PEDESTRIAN (Symbol) - 36x36	36"	36"	9.0	NEW		1				SOIL	1			
1369	SS-2	29B	W16-9P(24)	1	AHEAD (plaque) - 24x12	24"	12"	2.0	ADD TO ASSEMBLY		1								
428	SS-2	30	R7-8	1	RESERVED PARKING (Disabilities - symbols)	12"	18"		REMAIN										
428	SS-2	31	R7-8	1	RESERVED PARKING (Disabilities - symbols)	12"	18"		REMAIN										
42	SS-2	32	R2-1-25(24)	1	SPEED LIMIT (25 MPH - 24x30)	24"	30"	5.0	RENEW	1	1				SOIL	1			
418	SS-2	33	R7-1	1	NO PARKING ANY TIME	12"	18"	1.5	NEW		1				SOIL	1			
418	SS-2	34	R7-1	1	NO PARKING ANY TIME	12"	18"	1.5	NEW		1				SOIL	1			
418	SS-2	35	R7-1	1	NO PARKING ANY TIME	12"	18"	1.5	NEW		1				SOIL	1			
21	SS-2	36	R1-5_L	1	YIELD HERE TO PEDESTRIANS (Left with Pedestrian Symbol)	36"	36"	9.0	NEW		1				SOIL	1			
418	SS-2	37	R7-1	1	NO PARKING ANY TIME	12"	18"	1.5	NEW		1				SOIL	1			
	SS-2	38		1	CUSTOMER PARKING	12"	18"		REMOVE	1									
1170	SS-2	39A	W11-2(36)	1	PEDESTRIAN (Symbol) - 36x36	12"	18"	1.5	NEW		1				SOIL	1			
1359	SS-2	39B	W16-7P_L(24)	1	LEFT DOWNWARD DIAGONAL ARROW (plaque) - 24x12	12"	18"	1.5	ADD TO ASSEMBLY		1				SOIL				
418	SS-2	40	R7-1	1	NO PARKING ANY TIME	12"	18"	1.5	NEW		1				SOIL	1			
1761	SS-2	41	D9-6(24)	1	HANDICAPPED (Symbol) - 24x24	24"	24"		REMOVE	1									
428	SS-2	42	R7-8	1	RESERVED PARKING (Disabilities - symbols)	12"	18"	1.5	NEW		1				SOIL	1			
1674			D3-1(12)	1	STREET NAME (1 Line)	0	12"		REMOVE	1									"Dupont Pkwy". Remove by DelDOT Traffic Contractor due to mast arm mount.
1674			D3-1(12)	1	STREET NAME (1 Line)	110"	18"	13.8	NEW		1					1			"Fifth St". Install by DelDOT Traffic Contractor due to mast arm mount.
					SS-2 PART 2 PAGE TOTALS			139		23	30		0	0		22	0	0	
					SS-2 PAGE TOTALS			182		34	42		0	0		26	0	0	
4	SS-3	1	R1-1(36)	1	STOP	36"	36"		REMAIN										
	SS-3	2A		2	HISTORICAL - STREET NAME				REMAIN										"THIRD ST." (Historical)
	SS-3	2B		2	HISTORICAL - STREET NAME				REMAIN										"MAIN ST." (Historical)
1170	SS-3	3	W11-2(36)	1	PEDESTRIAN (Symbol) - 36x36	36"	36"		REMOVE	1									
418	SS-3	4	R7-1	1	NO PARKING ANY TIME	12"	18"	1.5	NEW		1				SOIL	1			
	SS-3	5A		2	HISTORICAL - STREET NAME				REMAIN										"SECOND ST." (Historical)
	SS-3	5B		2	HISTORICAL - STREET NAME				REMAIN										"MAIN ST." (Historical)
1170	SS-3	6A	W11-2(36)	1	PEDESTRIAN (Symbol) - 36x36	36"	36"	9.0	NEW		1				SOIL	1			
1359	SS-3	6B	W16-7P_L(24)	1	LEFT DOWNWARD DIAGONAL ARROW (plaque) - 24x12	24"	18"	3.0	ADD TO ASSEMBLY		1								
4	SS-3	7	R1-1(36)	1	STOP	36"	36"		REPOSITION	1	1				SOIL	1			
1170	SS-3	8A	W11-2(36)	1	PEDESTRIAN (Symbol) - 36x36	36"	36"	9.0	NEW		1				SOIL	1			
1369	SS-3	8B	W16-9P(24)	1	AHEAD (plaque) - 24x12	24"	12"	2.0	ADD TO ASSEMBLY		1								
1170	SS-3	9	W11-2(36)	1	PEDESTRIAN (Symbol) - 36x36	36"	36"		REMOVE	1									
418	SS-3	10	R7-1	1	NO PARKING ANY TIME	12"	18"	1.5	NEW		1				SOIL	1			
418	SS-3	11	R7-1	1	NO PARKING ANY TIME	12"	18"	1.5	NEW		1				SOIL	1			
					SS-3 PAGE TOTALS			28		3	8		0	0		6	0	0	
42	SS-4	1A	R2-1-25(24)	1	SPEED LIMIT (25 MPH - 24x30)	24"	30"	5.0	RENEW	1	1				SOIL	1			
1367	SS-4	1B	W16-8P	1	ADVANCE STREET NAME (1 - line plaque)	0	9"		REMOVE	1									
4	SS-4	2	R1-1(36)	1	STOP	36"	36"		REMAIN										
1388	SS-4	3	W17-1(30)	1	SPEED HUMP - 30x30	30"	30"		REMAIN										
	SS-4	4A		2	HISTORICAL - STREET NAME				RENEW	2	2				SOIL	1			"FRONT ST." (Historical)
	SS-4	4B		2	HISTORICAL - STREET NAME				RENEW	2	2								"MAIN ST." (Historical)
1954	SS-4	5	EM-7-DE	1	EMERGENCY SIREN	72"	48"		REMAIN										
1218	SS-4	6	W11-11-DE	1	DUCK (Symbol)	30"	30"		REMAIN										
692	SS-4	7A	SR1-14-DE	1	NO FISHING CRABBING OR SWIMMING BETWEEN SIGNS	24"	18"		REMAIN										
1436	SS-4	7B	W21-7-DE(36)	1	WATER ON ROAD - 36x36	36"	36"		REMAIN										
111			R3-2(36)	1	LEFT TURN PROHIBITION (Symbol) - 36x36	36"	36"	9.0	NEW		1					1			MAST ARM MOUNT. INSTALL BY DELDOT TRAFFIC CONTRACTOR.
106			R3-1(36)	1	RIGHT TURN PROHIBITION (Symbol) - 36x36	36"	36"	9.0	NEW		1					1			MAST ARM MOUNT. INSTALL BY DELDOT TRAFFIC CONTRACTOR.
					SS-4 PAGE TOTALS			23		6	7		0	0		4	0	0	
					JOB TOTALS			**412**		**74**	**88**		**36**	**36**		**47**	**0**	**0**	

UNOFFICIAL WEBSITE COPY

ADDENDA / REVISIONS

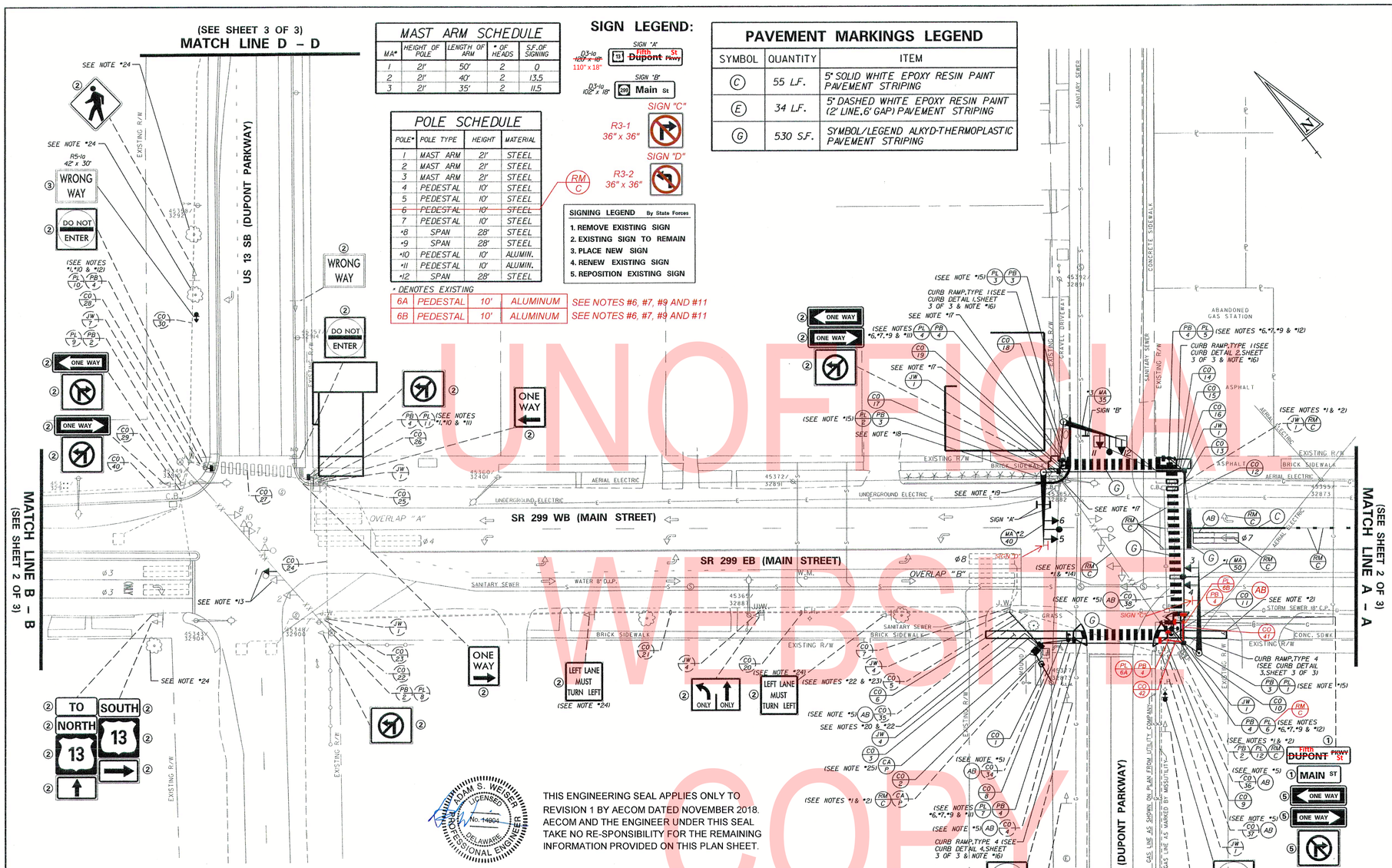
PAVEMENT & REHABILITATION NORTH XVII, 2016 MAIN STREET ODESSA

CONTRACT	BRIDGE NO.	N/A
T201606117	DESIGNED BY: P. SCOTT	
COUNTY		
NEW CASTLE	CHECKED BY: B. SENGER	

SIGNING, STRIPING AND CONDUIT PLAN

SS-6
SECTION
AEC
SHEET NO.
41

\\USPHL1FP002\DATA\PROJECTS\60318855\TASK 02 ADA\900_WORK\90_CAD\20-SHEETS\TASK 09\SS06.DGN



MAST ARM SCHEDULE

MA*	HEIGHT OF POLE	LENGTH OF ARM	# OF HEADS	S.F. OF SIGNING
1	21'	50'	2	0
2	21'	40'	2	13.5
3	21'	35'	2	11.5

POLE SCHEDULE

POLE*	POLE TYPE	HEIGHT	MATERIAL
1	MAST ARM	21'	STEEL
2	MAST ARM	21'	STEEL
3	MAST ARM	21'	STEEL
4	PEDESTAL	10'	STEEL
5	PEDESTAL	10'	STEEL
6	PEDESTAL	10'	STEEL
7	PEDESTAL	10'	STEEL
*8	SPAN	28'	STEEL
*9	SPAN	28'	STEEL
*10	PEDESTAL	10'	ALUMIN.
*11	PEDESTAL	10'	ALUMIN.
*12	SPAN	28'	STEEL

* DENOTES EXISTING

6A	PEDESTAL	10'	ALUMINUM	SEE NOTES #6, #7, #9 AND #11
6B	PEDESTAL	10'	ALUMINUM	SEE NOTES #6, #7, #9 AND #11

SIGN LEGEND:

SIGN "A": D3-1a ~~120" x 48"~~ 110" x 18" — 13 Fifth ~~Dupont~~ St Pkwy

SIGN "B": D3-1a 102" x 18" — 299 Main St

SIGN "C": R3-1 36" x 36"

SIGN "D": R3-2 36" x 36"

RM C

SIGNING LEGEND By State Forces

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

PAVEMENT MARKINGS LEGEND

SYMBOL	QUANTITY	ITEM
C	55 L.F.	5" SOLID WHITE EPOXY RESIN PAVEMENT STRIPING
E	34 L.F.	5" DASHED WHITE EPOXY RESIN PAVEMENT (2' LINE, 6' GAP) PAVEMENT STRIPING
G	530 S.F.	SYMBOL/LEGEND ALKYD-THERMOPLASTIC PAVEMENT STRIPING

THIS ENGINEERING SEAL APPLIES ONLY TO REVISION 1 BY AECOM DATED NOVEMBER 2018. AECOM AND THE ENGINEER UNDER THIS SEAL TAKE NO RE-SPONSIBILITY FOR THE REMAINING INFORMATION PROVIDED ON THIS PLAN SHEET.

ADAM S. WEISER LICENSED No. 14904 DELAWARE PROFESSIONAL ENGINEER

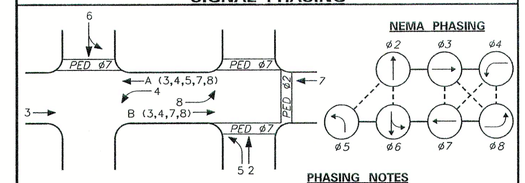
CONSTRUCTION NOTES:

7. POLE BASE TYPE 4 SHALL HAVE ONE (1) 2.5" SCHEDULE 80 PVC CONDUIT ELBOW CONNECTING THE POLE BASE TO THE NEAREST JUNCTION WELL.
8. A SINGLE #6 AWG GROUND WIRE SHALL RUN BETWEEN THE CABINET AND POWER SOURCE, CABINET AND JUNCTION WELLS AND THE BASES OF ALL POLE STRUCTURES.
9. NEW PEDESTRIAN HEADS SHALL CONTAIN PEDESTRIAN COUNTDOWN DISPLAYS.
10. REPLACE EXISTING HAND/MAN PEDESTRIAN DISPLAYS WITH COUNTDOWN LED MODULES.
11. INSTALL "EDUCATIONAL SIGN FOR COUNTDOWN PEDESTRIAN SIGNALS" R10-3e.
12. INSTALL "EDUCATIONAL SIGN FOR COUNTDOWN PEDESTRIAN SIGNALS" R10-3e-DE.
13. SLIDE EXISTING SIGNAL HEAD #1 TO THE CENTER OF EB SR 299 THROUGH LANE.
14. REMOVE EXISTING SPAN WIRE, SIGNAL HEADS, AND SIGNAL CABLES.
15. POLE BASE TYPE 3 SHALL HAVE TWO (2) 3" SCHEDULE 80 PVC CONDUIT ELBOWS WITH ONE PROVIDING A CONNECTION FROM THE POLE BASE TO THE NEAREST JUNCTION WELL (OR CABINET) AND THE OTHER BEING CAPPED.
16. THE ADA RAMP SHALL BE BRICK WITH P.C.C. BED. SEE BRICK INSTALLATION DETAIL ON SHEET 3 OF 3.

CONSTRUCTION NOTES (CONT.):

17. REMOVE LANDSCAPING BOULDERS. COORDINATE WITH PROPERTY OWNER BEFORE BEGINNING WORK.
18. REMOVE TWO CYPRESS TREES NEAREST TO THE CORNER. COORDINATE THE REMOVAL WITH PROPERTY OWNER PRIOR THE BEGINNING OF WORK.
19. CONSTRUCT P.C.C. CURB, TYPE 1 AS SHOWN.
20. CONSTRUCT 4-FOOT WIDE BRICK SIDEWALK AND TIE INTO PROPOSED PEDESTRIAN ADA CURB RAMP. SEE BRICK INSTALLATION DETAIL ON SHEET 3 OF 3.
21. CONSTRUCT 4-FOOT WIDE 4" P.C.C. SIDEWALK AND TIE INTO PROPOSED PEDESTRIAN ADA CURB RAMP.
22. AVOID DAMAGING ROOTS WHEN WORKING AROUND THE LIME-TREE AT THE SOUTH-WEST CORNER.
23. REMOVE WIRE FROM EXISTING CONDUIT NO. 5. TERMINATE THE CONDUIT AT NEW JUNCTION WELL, TYPE 4 NEXT TO NEW CABINET. REINSTALL EXISTING WIRE IN CONDUITS NO. 5 AND 6.
24. TRIM TREES OBSTRUCTING SIGN. COORDINATE WITH PROPERTY OWNER BEFORE BEGINNING WORK.
25. 16-CHANNEL CABINET TO BE UTILIZED.
26. EXISTING SIGNAL EQUIPMENT LAYOUT AND CONDUIT/WIRING INFORMATION BASED ON TRAFFIC SIGNAL PLAN DATED 5/29/07, DELDOT CONTRACT NUMBER 95-110-05.
27. EXISTING RIGHT-OF-WAY BASED ON AVAILABLE TAX MAPS AND DEED INFORMATION.
28. THE DELDOT TRAFFIC SIGNAL CONTRACTOR SHALL REMOVE ALL EXISTING CABLE/WIRING AS DIRECTED BY THE ENGINEER. EXISTING CONDUIT 11 SHALL BE CAPPED AND ABANDONED

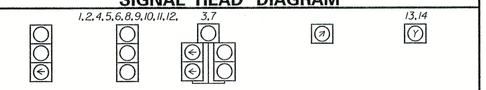
SIGNAL PHASING



PHASING NOTES

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

SIGNAL HEAD DIAGRAM



LEGEND

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

GENERAL SIGNAL NOTES

1. ALL SIGNAL EQUIPMENT REMOVED FROM THE PROJECT IS TO BE RETURNED TO DELDOT TRAFFIC - DOVER, DELAWARE.
2. POLE BASES, CABINET BASE AND CONDUIT JUNCTION WELLS TO BE REMOVED IN ACCORDANCE WITH SECTION 201 AND 202 OF THE STANDARD SPECIFICATIONS OR AS DIRECTED BY ENGINEER.
3. ALL GALVANIZED CONDUIT (GRC) SHALL BE REMOVED AND THREADED. ALL GRC SHALL BE THREADED TOGETHER WITH APPROVED COUPLINGS.SET SCREW, BOLTED, AND COMPRESSION FITTING ARE NOT ACCEPTABLE.
4. ALL UNDERGROUND AND OVERHEAD UTILITIES SHOWN ON THESE PLANS ARE SCHEMATIC ONLY AND MAY NOT BE COMPLETE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING MISS UTILITY, AND/OR THE APPROPRIATE UTILITY PRIOR TO THE BEGINNING OF CONSTRUCTION FOR THE UTILITY MARKOUTS. IF THE CONTRACTOR PERCEIVES THAT A CONFLICT BETWEEN UTILITIES AND THE TRAFFIC SIGNAL WILL OCCUR, THE CONTRACTOR SHALL NOTIFY DELDOT TRAFFIC IMMEDIATELY BEFORE CONSTRUCTION.
5. ALL ABANDONED CONDUITS TO HAVE WIRES REMOVED.
6. PROPOSED POLE BASES SUPPORTING POLES WITH PEDESTRIAN PUSHBUTTONS SHALL BE CONSTRUCTED IMMEDIATELY ADJACENT TO THE FLAT (50:1 OR FLATTER) LANDING AREA OF THE CURB RAMP OR SIDEWALK IN ACCORDANCE WITH CURRENT ADA BEST PRACTICES. THESE POLE BASES SHALL BE FLUSH WITH THE ADJOINING LANDING AREA. THE PEDESTRIAN PUSHBUTTON SHOULD BE INSTALLED AT A HEIGHT OF 42 TO 48 INCHES ABOVE THE LANDING AREA/SIDEWALK, AND SHALL BE LOCATED SUCH THAT THE MAXIMUM REACH DISTANCE IS 10 INCHES FROM THE LANDING AREA TO THE FACE OF THE PUSHBUTTON. PEDESTRIAN SIGNAL HEADS SHALL BE MOUNTED WITH THE BOTTOM OF THE SIGNAL HOUSING INCLUDING BRACKETS NOT LESS THAN 7 FT OR MORE THAN 10 FT ABOVE SIDEWALK LEVEL.

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RECOMMENDED *Lisa Delyaur* DATE: 7/1/2013 | RECOMMENDED _____ DATE: _____ | RECOMMENDED _____ DATE: _____ | APPROVED TRAFFIC ENGINEER _____ DATE: 7/2/13 | APPROVED FOR INSTALLATION CHIEF TRAFFIC ENGINEER _____ DATE: 7/2/13

DELAWARE DEPARTMENT OF TRANSPORTATION

ADDENDUM / REVISIONS

1 REMOVE EXISTING PEDESTRIAN SIGNAL ON SE CORNER AND INSTALL TWO NEW PEDESTRIAN SIGNALS AND ASSOCIATED CONDUIT AND WIRES
T201606117 - AECOM - NOVEMBER 2018

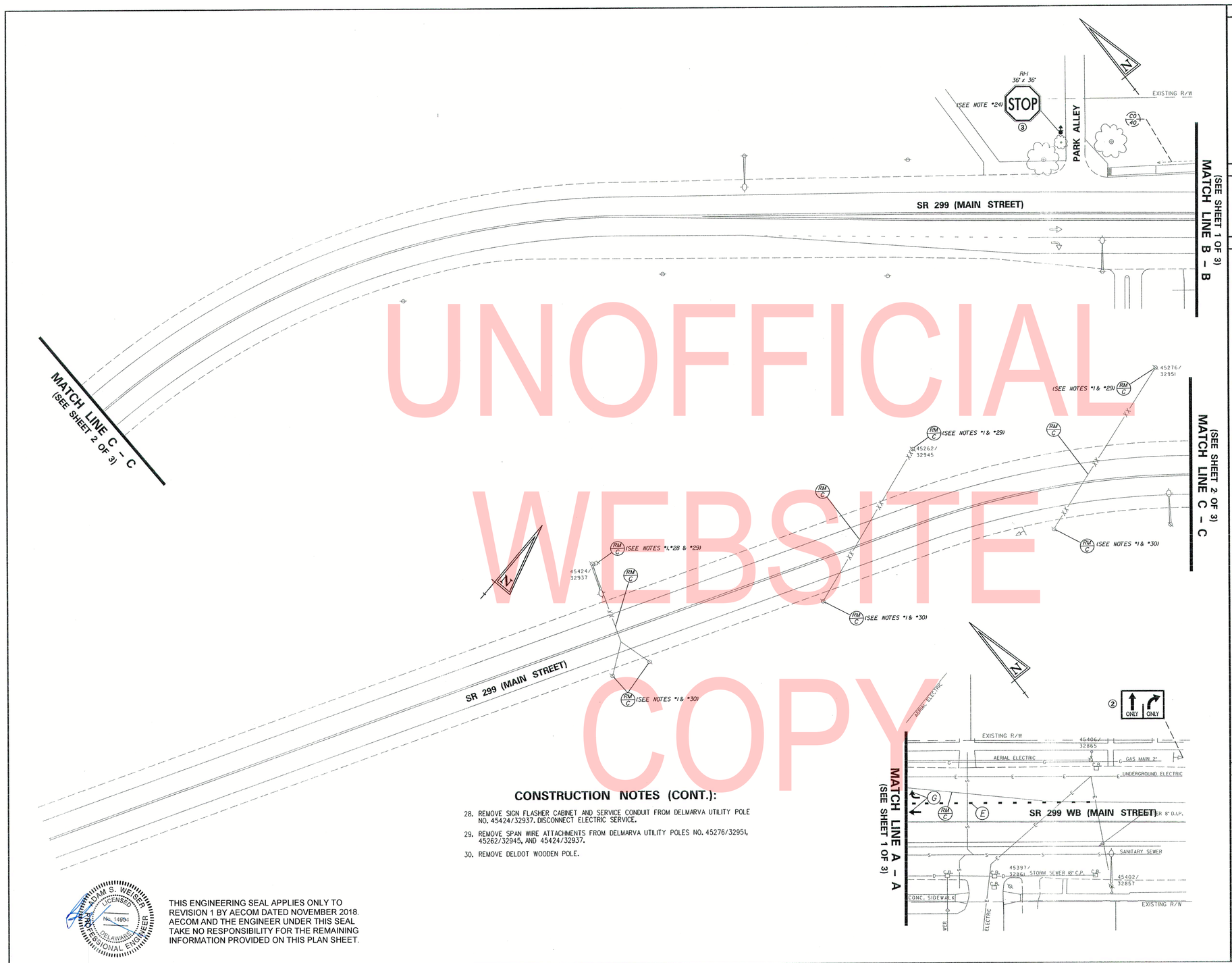
SCALE 0 30 60 90 FEET

INTERSECTION IMPROVEMENTS

CONTRACT	SANCTION 2010.15
COUNTY	NEW CASTLE
PERMIT NO.	N245
DESIGNED BY: SJE	
CHECKED BY: LYD	

SIGNAL PLAN
US 13 (DUPONT PARKWAY) @ SR 299 (MAIN STREET)

SHEET NO. 42 / TOTAL SHTS. 44



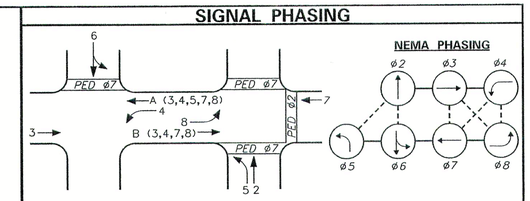
CONSTRUCTION NOTES (CONT.):

28. REMOVE SIGN FLASHER CABINET AND SERVICE CONDUIT FROM DELMARVA UTILITY POLE NO. 45424/32937. DISCONNECT ELECTRIC SERVICE.
29. REMOVE SPAN WIRE ATTACHMENTS FROM DELMARVA UTILITY POLES NO. 45276/32951, 45262/32945, AND 45424/32937.
30. REMOVE DELDOT WOODEN POLE.

ADAM S. WEISER
LICENSED
No. 14904
DELAWARE
PROFESSIONAL ENGINEER

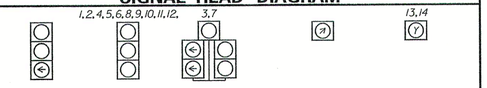
THIS ENGINEERING SEAL APPLIES ONLY TO REVISION 1 BY AECOM DATED NOVEMBER 2018. AECOM AND THE ENGINEER UNDER THIS SEAL TAKE NO RESPONSIBILITY FOR THE REMAINING INFORMATION PROVIDED ON THIS PLAN SHEET.

SIGNAL PHASING



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

SIGNAL HEAD DIAGRAM



LEGEND

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

GENERAL SIGNAL NOTES

RECOMMENDED Lisa Delyaur DATE: 7/1/2013

RECOMMENDED _____ DATE: _____

RECOMMENDED _____ DATE: _____

APPROVED TRAFFIC ENGINEER _____ DATE: 7/2/13

APPROVED FOR INSTALLATION
CHIEF TRAFFIC ENGINEER _____ DATE: 7/2/13

DELAWARE DEPARTMENT OF TRANSPORTATION

ADDENDUM / REVISIONS

1 REMOVE EXISTING PEDESTRIAN SIGNAL ON SE CORNER AND INSTALL TWO NEW PEDESTRIAN SIGNALS AND ASSOCIATED CONDUIT AND WIRES
T201606117 - AECOM - NOVEMBER 2018

SCALE
0 30 60 90
FEET

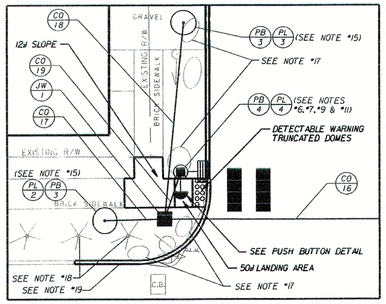
INTERSECTION IMPROVEMENTS

CONTRACT	PERMIT NO.	N245
SANCTION 2010.15	DESIGNED BY: SJE	
COUNTY		
NEW CASTLE	CHECKED BY: LYD	

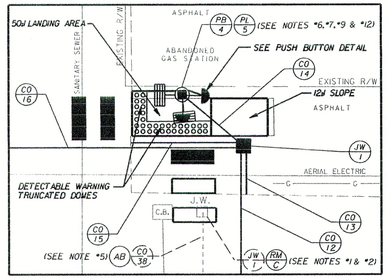
SIGNAL PLAN
US 13 (DUPONT PARKWAY) @ SR 299 (MAIN STREET)

SHEET NO. 43
TOTAL SHTS. 44

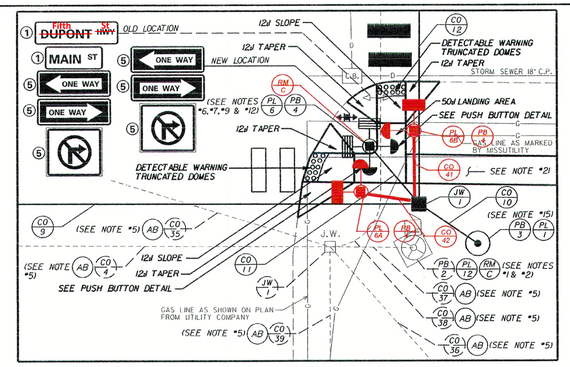
UNOFFICIAL WEBSITE COPY



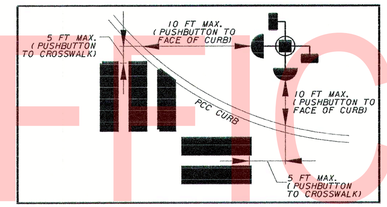
CURB DETAIL 1 (FIELD ADJUSTMENTS AS REQUIRED)
(SCALE 1" = 10')



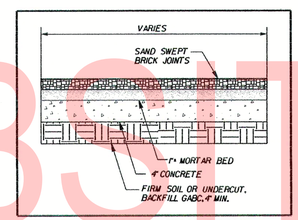
CURB DETAIL 2 (FIELD ADJUSTMENTS AS REQUIRED)
(SCALE 1" = 10')



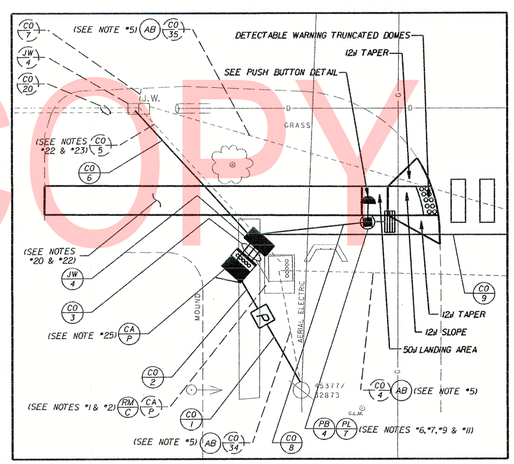
CURB DETAIL 3 (FIELD ADJUSTMENTS AS REQUIRED)
(SCALE 1" = 10')



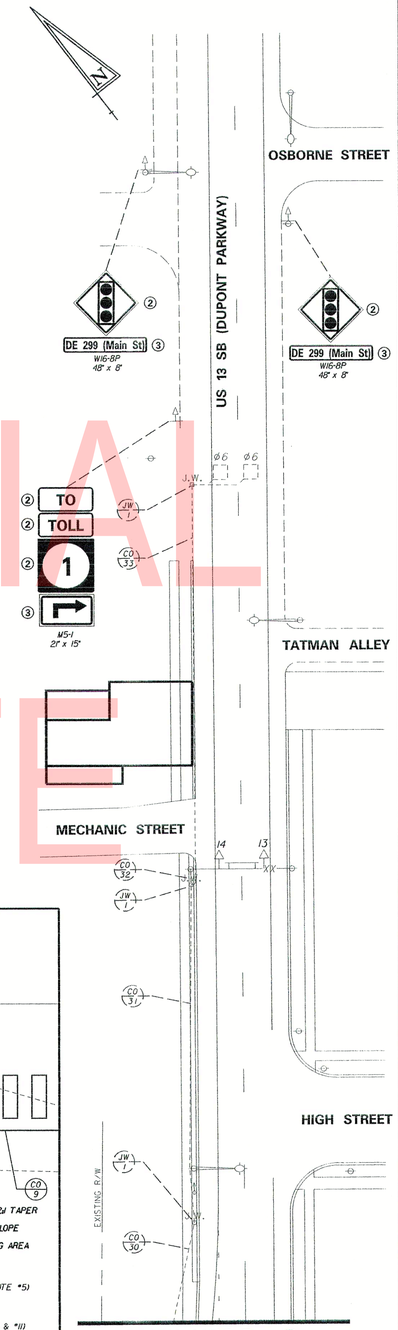
PUSH BUTTON DETAIL (TYPICAL)
(NOT TO SCALE)



BRICK INSTALLATION DETAIL
(NOT TO SCALE)

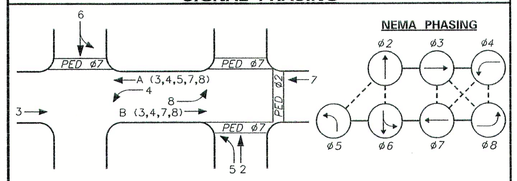


CURB DETAIL 4 (FIELD ADJUSTMENTS AS REQUIRED)
(SCALE 1" = 10')



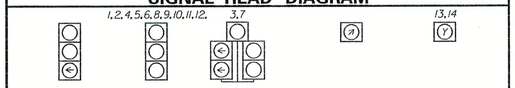
MATCH LINE D – D
(SEE SHEET 1 OF 3)

SIGNAL PHASING



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

SIGNAL HEAD DIAGRAM



LEGEND

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

GENERAL SIGNAL NOTES

THIS ENGINEERING SEAL APPLIES ONLY TO REVISION 1 BY AECOM DATED NOVEMBER 2018. AECOM AND THE ENGINEER UNDER THIS SEAL TAKE NO RESPONSIBILITY FOR THE REMAINING INFORMATION PROVIDED ON THIS PLAN SHEET.

CONDUIT RUN SCHEDULE

CO*	#OF CON	SIZE	LENGTH	AMOUNT AND TYPE OF CABLE/ WIRE: TO REMAIN	REMOVE	INSTALL
1	1	2.0"	12'			(1)2/#8 U.F. W/GROUND
2	1	2.0"	7'			(1)2/#8 U.F. W/GROUND
3	3	4.0"	5'		(2) 9/#14	(1)4/#14 (15)4/#18 (11)9/#14 (1)16/#14 FIBER
*4	1	2.5"	63'		(1)4/#14 (3)4/#18 (2)16/#14	
*5	1	2.5"	31'		(1)4/#14 (12)4/#18 (2)9/#14 (1)16/#14 FIBER	FIBER
6	1	4.0"	26'			(1)4/#14 (10)4/#18 (2)9/#14 (1)16/#14
*7	1	1.5"	3'	(2)4/#18		
8	1	2.5"	16'			(1)9/#14
9	1	4.0"	79'		(2) 9/#14	(8)9/#14 (5)4/#18 (2) 5/#14 (1) BARE COPPER GROUND
10	1	3.0"	10'			(1)9/#14 (1)4/#18
11	1	2.5"	11'		(2) 9/#14 ABANDON	~~(2)9/#14~~
12	1	4.0"	94'			(5)9/#14 (4)4/#18
13	1	1.0"	7'			(1)4/#18
14	1	2.5"	11'			(2)9/#14
15	1	1.0"	16'			(2)4/#18
16	1	4.0"	69'			(3)9/#14 (2)4/#18
17	1	3.0"	9'			(1)9/#14 (1)4/#18
18	1	3.0"	27'			(1)9/#14 (1)4/#18
19	1	2.5"	7'			(1)9/#14
*20	2	2.5"	136'	(1)4/#14 (9)4/#18 (2)9/#14 (1)16/#14 FIBER		
*21	2	2.5"	236'	(1)4/#14 (9)4/#18 (2)9/#14 (1)16/#14 FIBER		
*22	1	2.5"	10'	(1)16/#14 (3)4/#18		
*23	1	1.5"	10'	(2)4/#18		
*24	1	2.5"	74'	(1)4/#14 (5)4/#18 (2)9/#14 FIBER		
*25	1	1.5"	2'	(3)4/#18		
*26	1	2.5"	7'	(1)9/#14		
*27	1	2.5"	76'	(1)4/#14 (3)4/#18 (1)9/#14 FIBER		
*28	1	2.5"	9'	(1)9/#14		
*29	1	1.5"	22'	(3)4/#18		
*30	1	2.5"	263'	(1)4/#14 (1)4/#18		
*31	1	2.5"	141'	(1)4/#14 (1)4/#18		
*32	1	1.5"	5'	(1)4/#14		
*33	1	2.5"	168'	(1)4/#18		
*34	1	1.5"	16'		(1)2/#8 U.F. W/GROUND	
*35	1	2.5"	85'		(2)4/#18	
*36	1	UNK.	UNK.		(1)4/#14	
*37	1	2.5"	10'		(2)16/#14 (3)4/#18 (2)4/#14	
*38	1	2.5"	95'		(1)4/#18	
*39	1	1.5"	215'		(1)4/#18	
*40	1	2.5"	UNK.	FIBER		

* DENOTES EXISTING

41	1	3.0"	11'			(1) 5/#14 (1) #6 BARE COPPER GROUND
42	1	3.0"	8'			(1) 5/#14 (1) #6 BARE COPPER GROUND

CONDUITS 41 AND 42 SHALL BE 4-INCH SCHEDULE 80 PVC AND SHALL BE INSTALLED VIA TRENCHING

(2) 5/#14
(1) BARE COPPER GROUND

UNOFFICIAL WEBSITE COPY

RECOMMENDED Lisa Delyaar DATE: 7/1/2013 | RECOMMENDED _____ DATE: | RECOMMENDED _____ DATE: | APPROVED TRAFFIC ENGINEER [signature] DATE: 7/2/13 | APPROVED FOR INSTALLATION CHIEF TRAFFIC ENGINEER [signature] DATE: 7/2/13

DELAWARE DEPARTMENT OF TRANSPORTATION

ADDENDUM / REVISIONS
1 REMOVE EXISTING PEDESTRIAN SIGNAL ON SE CORNER AND INSTALL TWO NEW PEDESTRIAN SIGNALS AND ASSOCIATED CONDUIT AND WIRES
T201606117 - AECOM - NOVEMBER 2018

SCALE 0 30 60 90 FEET

INTERSECTION IMPROVEMENTS

CONTRACT	PERMIT NO.	N245
SANCTION 2010.15	DESIGNED BY: SJE	
COUNTY		
NEW CASTLE	CHECKED BY: LYD	

SIGNAL PLAN
US 13 (DUPONT PARKWAY) @ SR 299 (MAIN STREET)

SHEET NO. 44
TOTAL SHTS. 44