CONSTRUCTION PLANS FOR:
CURB RAMP ADA IMPROVEMENTS,
CITY OF WILMINGTON,
Pennsylvania Avenue and
Part of Delaware Avenue

CONTRACT NUMBER: T201701002
FEDERAL AID PROJECT NUMBER: N/A

COUNTY: New Castle M.R. #: N009
GENERAL NOTES

1. THIS PROJECT IS TO BE CONSTRUCTED IN ACCORDANCE WITH THE DELAWARE DEPARTMENT OF TRANSPORTATION "STANDARD SPECIFICATIONS", DATED AUGUST 2018 AND THE DELAWARE DEPARTMENT OF TRANSPORTATION "STANDARD CONSTRUCTION DETAILS", DATED 2017, INCLUDING ALL REVISIONS UP TO THE DATE OF ADVERTISEMENT.

2. ELECTRONIC PROJECT FILES THAT WILL BE MADE AVAILABLE TO THE AWARDED CONTRACTOR, INCLUDE:
   - CROSS SECTIONS
   - HIGHWAY PLANS WILL BE MADE AVAILABLE TO THE AWARDED CONTRACTOR

NOTES: 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.

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

3. THE CONTRACTOR SHALL ASSURE THAT THE EXISTING GRANITE CURB ON THIS PROJECT IS SET IN FOUNDATION CONCRETE, PER THE CITY OF WILMINGTON STANDARD DETAILS. ALL EXISTING GRANITE CURB REMOVED UNDER THIS CONTRACT SHALL BE CLEANED OF ANY CONCRETE AND/OR MORTAR, FOUNDATION CONCRETE, PER THE CITY OF WILMINGTON STANDARD DETAILS. ALL EXISTING GRANITE CURB SHALL BE REPLACED. THE ACTUAL LOCATIONS, THE NEED FOR ANY GRATE OR TYPICAL MODIFICATIONS OR FOR NEW FRAMES SHALL BE DETERMINED BY THE ENGINEER. PAYMENT FOR THIS WORK, INCLUDING SAW CUTTING EXISTING CURB, SHALL BE INCIDENTAL TO THE PROPOSED CURB ITEM.

SECTION 300

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

SECTION 400

5. DRAINAGE INLET GRATES ADJACENT TO THE ISGAL WITHIN THE PROJECT LIMITS, WHICH ARE NOT TYPE 4, SHALL BE REPLACED. THE ACTUAL LOCATIONS, THE NEED FOR ANY GRATE OR TYPICAL FRAME 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 INCURRED TO ITEM B00 - REPLACING DRAINAGE INLET GRATES. PAYMENT FOR REPLACED GRATES/FRAMES SHALL NOT BE MADE UNTIL RECEIPT OF DELIVERED MATERIALS IS PRODUCED, SIGNED BY DELDOT MAINTENANCE YARD SUPERVISOR.

SECTION 700

6. 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 900

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

8. 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, PER. 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 - SAW CUTTING CONCRETE, FULL DEPTH.

9. PORTLAND CEMENT CONCRETE CHANNELIZING ISLANDS THAT ARE LESS THAN 75 SQ FT MAY BE Poured MONOLITHICALLY, OR AS DIRECTED BY THE ENGINEER.

10. 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.

SECTION MISCELLANEOUS

11. THE PROPOSED DIGITAL TERRAIN MODEL, IN .DTM FILE FORMAT, COMPATIBLE WITH SOFTWARE CURRENTLY USED BY DELDOT.

12. THE CONTRACTOR SHALL CONTACT THE PASSENGER FACILITY COORDINATOR FOR DART FIRST STATE, 14 DAYS PRIOR TO THE START OF CONSTRUCTION AT 302-576-6260 OR EMAIL NOTIFICATION TO DOT_DETOURS@STATE.DE.US.

13. FOR LOCATIONS ShOWN AS 6" P.C.C. SIDEWALK USE 6" GABC AND FOR LOCATIONS ShOWN AS 4" P.C.C. SIDEWALK USE 4" GABC.

14. DURING CONSTRUCTION, ADJUST EXISTING BOUNDARIES OF LIGHT POLES, PEDESTRIAN SIGNAL POLES AND SIGNAL POLES. COST TO PERFORM THE ADJUSTMENTS SHALL BE INCIDENTAL TO THE SIDEWALK (CONCRETE AND BRICK PAVING)
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**Notes:**
1. REMOVE CONCRETE slab and replace with asphalt mix and seed grass.
2. Remove and reset brick to meet new sidewalk grade (0%).
3. Where a right to enter street line is intersected on the plans, it indicates locations where the Department already has the right to go under Delaware Code to enter and private property to maintain, repair or reconstruct facilities used by the public and maintained at public expense.
### Curb Schedule

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### Notes:

1. Replace concrete (P.C.C.) and replace with asphalt (H.O.T.M.I.X) and seal (H.O.T.M.I.X).
2. Install new concrete (P.C.C.) and regrade the existing curb to meet standards in accordance with Delaware Code.
3. Paint new curb yellow where yellow curb was removed (B7005).
4. Where a right to enter (R.T.E) line is designated on the plans, it indicates the location where the Department already has the right under Delaware Code to enter owner's private property to maintain, repair or reconstruct facilities used by the Public and maintained at Public Expense.

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**DESIGNED BY:**

**CHECKED BY:**

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**Curb Ramp ADA Improvements, City of Wilmington, Pennsylvania Avenue and Part of Delaware Avenue**

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**Construction Plan**

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**Delaware Department of Transportation**

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**EX. R/W**

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**UNOFFICIAL**

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**WEBSITE COPY**
6. Remove concrete (C200) and replace with topsoil, fiberglas and seed (F002).

2. Remove concrete (C200) and replace with topsoil, fiberglas and machi (F002) to watch adjacent landscape area. Property owner shall relocate landscaping.

WHEREAROADTOSHOWPROPERTYISDESIGNATESONTHEPLAN,ITINDICATSLOCATION WHERETHEDEPARTMENTALREADYHATHERTOENTERONTOPRIVATE PROPERTY TO MANUAE, REPAIR OR RECONSTRUCT FACILITIES USED BY THE PUBLIC AND MAINTAINED AT PUBLIC EXPENSE.

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### PENNSYLVANIA AVENUE / GREENHILL AVENUE

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#### PENNSYLVANIA AVE.

#### PENNSYLVANIA AVENUE / GREENHILL AVENUE

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**Pennsylvania Avenue / N. Harrison Street**

**Coordinate List**

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**Curb Ramp Details**

- Curved ramp details
- Total sheets: 57

**Designated by:** ZJS

**Curb Ramp ADA Improvements, City of Wilmington, Pennsylvania Avenue and Part of Delaware Avenue**
1. THE ADDITIONAL UP-RIGHT CURB PLACED OUTSIDE OF THE SIDEWALK WILL BE PAID UNDER THAT SPECIFIC CURB TYPE ITEM NUMBER.

   * COST OF 4" GRADED AGGREGATE UNDER OUTSIDE CURB FROM 6" IN FRONT OF CURB FACE TO 6" BEHIND BACK OF CURB WILL BE PAID TO THE CURB ITEM NUMBER.

   ** COST OF GRADED AGGREGATE IN FRONT OF THE CURB ON A 45 DEGREE ANGLE UP TO THE BOTTOM OF THE 4" GRADED AGGREGATE UNDER THE SIDEWALK WILL BE PAID TO THE CURB ITEM NUMBER.

   *** GRADE SHALL MATCH EXISTING SLOPE OR 2:1 MAX.

2. C.O.S.T OF 4" GRADED AGGREGATE BASE COURSE UNDER CURB AND 6" BEHIND BACK OF CURB WILL BE PAID TO THE CURB ITEM NUMBER. THE COST OF THE GRADED AGGREGATE BASE COURSE UNDER THE SIDEWALK WILL BE INCLUSIVE TO THE CURB ITEM NUMBER.

3. WHERE CURB IS 12:1 MAXIMUM SLOPE RAMP TO BE PERSONALLY BATTER AND FILLET THE EXPOSED EDGE TO MATCH THE EXISTING CURB FACE IN ACCORDANCE WITH THE STANDARD CONSTRUCTION DETAILS.

4. CURB SHALL TRANSITION FROM FULL-HEIGHT TO FLUSH AT A RATE OF 6:1 WHERE THE CURB RAMP IS 2' RADIUS WHERE SPECIFIED, OTHERWISE WHERE CORNER CURB MEETS, PROVIDE A 1' BATTER AND FILLET THE EXPOSED EDGE TO MATCH THE ADJOINING CURB FACE JOINED, BATTER AND FILLET THE EXPOSED EDGE TO MATCH THE ADJOINING CURB FACE.

5. WHERE A 12:1 RAMP CURB RAMP WILL NOT MEET THE SIDEWALK CURB, PROVIDE A TRANSITION CURB ADJACENT TO THE SIDEWALK CURB. THE TRANSITION CURB MAY BE LIMITED TO 15', AND THE RAMP SLOPE ALLOWED TO EXCEED 1:10.

6. GRADE CURVES ARE PERPENDICULARLY BATTER AND FILLET THE EXPOSED EDGE TO MATCH THE EXISTING CURB FACE IN ACCORDANCE WITH THE STANDARD CONSTRUCTION DETAILS.

7. WHERE CURVED CURB MEETS PROVIDE A 1" BATE WALLIING THE CURB AS SHOWN ON THE DETAIL.

8. CURB SHALL TRANSITION FROM FULL-HEIGHT TO FLUSH AT A RATE OF 6:1 WHERE THE 2' CURB RAMP IS 2' RADIUS WHERE SPECIFIED, OTHERWISE WHERE CORNER CURB MEETS, PROVIDE A 1' BATTER AND FILLET THE EXPOSED EDGE TO MATCH THE ADJOINING CURB FACE JOINED, BATTER AND FILLET THE EXPOSED EDGE TO MATCH THE ADJOINING CURB FACE.

9. CURB SHALL TRANSITION FROM FULL-HEIGHT TO FLUSH AT A RATE OF 6:1 WHERE THE 2' CURB RAMP IS 2' RADIUS WHERE SPECIFIED, OTHERWISE WHERE CORNER CURB MEETS, PROVIDE A 1' BATTER AND FILLET THE EXPOSED EDGE TO MATCH THE ADJOINING CURB FACE JOINED, BATTER AND FILLET THE EXPOSED EDGE TO MATCH THE ADJOINING CURB FACE.

10. GRADE SHALL MATCH EXISTING SLOPE OR 2:1 MAX.

11. GRADE SHALL MATCH EXISTING SLOPE OR 2:1 MAX.
TRAFFIC CONTROL - GENERAL NOTES

1. MAINTENANCE OF TRAFFIC during lane closures and lane shifts shall conform to "Traffic Control - General Sequence of Construction." Such equipment shall be used in accordance with "Traffic Control - General Notes." This Plan is to conform to the standards set forth in this Plan, as revised by the Delaware Department of Transportation, "Traffic Control - General Notes." The Delaware Department of Transportation reserves the right to modify this Plan at any time without prior notice. All contractors shall comply with the requirements of this Plan.

2. ADDITIONAL LANE RESTRICTIONSshall be enforced by the Engineer in consultation with the District Safety Officer to accommodate permitted planned special events through any work zone known which can impact the Project. In addition, "Traffic Control - General Notes" shall be referenced in the Project.

3. CONSEQUENTIAL WORK ON ADJACENT INTERSECTIONS MUST BE PROHIBITED.

4. USE OF MILLINGS AND GRADED AGGREGATE BASE COURSE (GABC) IN THE TRAVEL WAY, TEMPORARY CONSTRUCTION SAFETY FENCE, WATER, AND CHIMNEY SHOULDER ARE PERMITTED FOR THE PROJECT.

5. TEMPORARY PEDESTRIAN PATHS SHALL BE INCIDENTAL TO ITEM 801000 UNLESS OTHERWISE SPECIFIED IN THE CONTRACT DOCUMENTS. ACCEPTABLE MATERIALS FOR TEMPORARY PEDESTRIAN PATHS SHALL INCLUDE CONCRETE, HOT-MIX, COMPACTED MILLINGS OF PLACED MILLING MATERIALS, COMPACTED MILLING MATERIALS, SOD, AND REVERSIBLE FILTER LOGS. SOD, REVERSIBLE FILTER LOGS, AND PORTABLE SEDIMENT TANKS SHALL BE USED WHERE CONVEYANCE OF SEDIMENT AND STORMWATER IS NOT POSSIBLE.

6. ACCEPTABLE MATERIALS FOR TEMPORARY PEDESTRIAN PATHS SHALL INCLUDE CONCRETE, HOT-MIX, COMPACTED MILLINGS OF PLACED MILLING MATERIALS, COMPACTED MILLING MATERIALS, SOD, AND REVERSIBLE FILTER LOGS. SOD, REVERSIBLE FILTER LOGS, AND PORTABLE SEDIMENT TANKS SHALL BE USED WHERE CONVEYANCE OF SEDIMENT AND STORMWATER IS NOT POSSIBLE.

7. TEMPORARY PEDESTRIAN PATHS SHALL BE INCORPORATED INTO THE PROJECT TO FACILITATE PEDESTRIAN MOVEMENTS TO AND FROM THE WORK AREAS. TEMPORARY PEDESTRIAN PATHS SHALL BE INCORPORATED INTO THE PROJECT TO FACILITATE PEDESTRIAN MOVEMENTS TO AND FROM THE WORK AREAS.

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TRAFFIC CONTROL - GENERAL SEQUENCE OF CONSTRUCTION

1. COORDINATE ANY UTILITY RELOCATIONS AND ADJUSTMENTS WITH UTILITY COMPANIES.

2. CLOSE A SINGLE LANE ADJACENT TO THE ACTIVE CONSTRUCTION LOCATION on Paw Paw Avenue.

3. SHIFT OR CLOSE A SINGLE LANE ADJACENT TO THE ACTIVE CONSTRUCTION LOCATION on the Intersecting Secondary street.

4. USE TA-28 OR TA-29 TO DETOUR PEDESTRIANS AROUND ACTIVE CONSTRUCTION LOCATION.

5. CLEAR AND GRUB WORK AREA. INSTALL EROSION AND SEDIMENT CONTROL DEVICES IN ACCORDANCE WITH DELDOT STANDARD SPECIFICATIONS AND AS DIRECTED BY THE ENGINEER.

6. INSTALL PEDESTRIAN CONVEYOR, GREY AND CAR WINDOWS WITHIN THE WORK AREA AND ENOUGH SPACE TO PROPOSED SUBURBAN CONJECTORS. PEDESTRIAN CONVEYOR POLE FOUNDATIONS AND SIGNAL POLE FOUNDATIONS MAY BE APPLICABLE.

7. PLACE PEDESTRIANS ON THE WORK AREA AND ENOUGH SPACE TO PEDESTRIAN CONVEYOR.

8. PLACE PEDESTRIANS ON THE WORK AREA AND ENOUGH SPACE TO PEDESTRIAN CONVEYOR.

9. PLACE PEDESTRIANS ON THE WORK AREA AND ENOUGH SPACE TO PEDESTRIAN CONVEYOR.

10. PLACE PEDESTRIANS ON THE WORK AREA AND ENOUGH SPACE TO PEDESTRIAN CONVEYOR.

SEDIMENT AND STORMWATER MANAGEMENT NOTES

1. DESIGN PREDUCTION FOR THIS PROJECT.

2. CONTRACTOR EROSION AND EROSION CONTROL SUPERVISION REQUIREMENTS.

3. PERMITTING.

4. COVERED PERFORMANCE GUARANTEE (CPG) AS DIRECTED IN SECTION 6.3 OF THE DELAWARE SEDIMENT AND STORMWATER REGULATIONS.

5. STORMWATER MANAGEMENT- MILLED ROADWAY.

6. STORMWATER MANAGEMENT- MILLED ROADWAY.

7. STORMWATER MANAGEMENT- MILLED ROADWAY.

8. STORMWATER MANAGEMENT- MILLED ROADWAY.

9. STORMWATER MANAGEMENT- MILLED ROADWAY.

10. STORMWATER MANAGEMENT- MILLED ROADWAY.

CONSTRUCTION PHASING & M.O.T.

1. BARREN PLOWING / M.L. / ST

2. CONSTRUCTION SAFETY FENCE / LENGTH

3. CONSTRUCTION SAFETY FENCE

4. CONSTRUCTION SAFETY SIGN

5. DRUM - TRAFFIC CONTROL

6. GRASS EROSION ARRAY

7. URN - TRAFFIC CONTROL

8. FLATBED LOCATION

9. ENGINEERED TRAFFIC ARRANGEMENT

10. TEMPORARY PEDESTRIAN ARROW

TRAFFIC CONTROL - GENERAL SEQUENCE OF CONSTRUCTION

1. COORDINATE ANY UTILITY RELOCATIONS AND ADJUSTMENTS WITH UTILITY COMPANIES.

2. CLOSE A SINGLE LANE ADJACENT TO THE ACTIVE CONSTRUCTION LOCATION on Paw Paw Avenue.

3. SHIFT OR CLOSE A SINGLE LANE ADJACENT TO THE ACTIVE CONSTRUCTION LOCATION on the Intersecting Secondary street.

4. USE TA-28 OR TA-29 TO DETOUR PEDESTRIANS AROUND ACTIVE CONSTRUCTION LOCATION.

5. CLEAR AND GRUB WORK AREA. INSTALL EROSION AND SEDIMENT CONTROL DEVICES IN ACCORDANCE WITH DELDOT STANDARD SPECIFICATIONS AND AS DIRECTED BY THE ENGINEER.

6. INSTALL PEDESTRIAN CONVEYOR, GREY AND CAR WINDOWS WITHIN THE WORK AREA AND ENOUGH SPACE TO PROPOSED SUBURBAN CONJECTORS, PEDESTRIAN CONVEYOR POLE FOUNDATIONS AND SIGNAL POLE FOUNDATIONS MAY BE APPLICABLE.

7. PLACE PEDESTRIANS ON THE WORK AREA AND ENOUGH SPACE TO PEDESTRIAN CONVEYOR.

8. PLACE PEDESTRIANS ON THE WORK AREA AND ENOUGH SPACE TO PEDESTRIAN CONVEYOR.

9. PLACE PEDESTRIANS ON THE WORK AREA AND ENOUGH SPACE TO PEDESTRIAN CONVEYOR.

10. PLACE PEDESTRIANS ON THE WORK AREA AND ENOUGH SPACE TO PEDESTRIAN CONVEYOR.

SEDIMENT AND STORMWATER MANAGEMENT NOTES

1. DESIGN PREDUCTION FOR THIS PROJECT.

2. CONTRACTOR EROSION AND EROSION CONTROL SUPERVISION REQUIREMENTS.

3. PERMITTING.

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5. STORMWATER MANAGEMENT- MILLED ROADWAY.

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7. STORMWATER MANAGEMENT- MILLED ROADWAY.

8. STORMWATER MANAGEMENT- MILLED ROADWAY.

9. STORMWATER MANAGEMENT- MILLED ROADWAY.

10. STORMWATER MANAGEMENT- MILLED ROADWAY.
TRAFFIC CONTROL - SPECIFIC CONSTRUCTION NOTES

1. The contractor shall ensure that pedestrian access is maintained to all entrances during construction.

2. The contractor shall ensure that all construction activities at this location during the time frame of March 1st through June 15th.

3. The contractor shall ensure that all construction activities at this location during the time frame of March 1st through June 15th.

4. The contractor shall ensure that all construction activities at this location during the time frame of March 1st through June 15th.

5. The contractor shall ensure that all construction activities at this location during the time frame of March 1st through June 15th.

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11. The contractor shall ensure that all construction activities at this location during the time frame of March 1st through June 15th.

12. The contractor shall ensure that all construction activities at this location during the time frame of March 1st through June 15th.

13. The contractor shall ensure that all construction activities at this location during the time frame of March 1st through June 15th.

14. The contractor shall ensure that all construction activities at this location during the time frame of March 1st through June 15th.
1. The contractor shall install proposed stop lines a minimum of 4 feet in advance of the nearest crosswalk line, as shown.

2. The contractor shall remove all existing pavement markings (item #817031) prior to installing proposed pavement markings, as shown.

3. Proposed crosswalk pavement markings shall be 10 feet wide, unless otherwise noted.

4. Fog seal, remove all eroded striping as directed by the Engineer.
1. THE CONTRACTOR SHALL INSTALL PROPOSED STOP LINES A MINIMUM OF 4 FEET IN ADVANCE OF THE NEAREST CROSSWALK LINE, AS SHOWN.

2. THE CONTRACTOR SHALL REMOVE ALL EXISTING PAVEMENT MARKINGS ITEM #817031 PRIOR TO INSTALLING PROPOSED PAVEMENT MARKINGS, AS SHOWN.

3. PROPOSED CROSSWALK PAVEMENT MARKINGS SHALL BE 10 FEET WIDE, UNLESS OTHERWISE NOTED.

4. FOE SEAL (401500) ALL ERADICATED STRIPING AS DIRECTED BY THE ENGINEER.
Pavement Markings Legend

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<th>Symbol</th>
<th>Item</th>
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<td>STRIPING (ITEM B17033)</td>
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Plan Notes:

1. The contractor shall install proposed stop lines a minimum of 4 feet in advance of the nearest crosswalk line, as shown.
2. The contractor shall remove all existing pavement markings (ITEM 817031) prior to installing proposed pavement markings, as shown.
3. Proposed crosswalk pavement markings shall be 10 feet wide, unless otherwise noted.
4. FOG SEAL® removes all graduated striping as directed by the engineer.
REMOVAL OF PAVEMENT STRIPING (ITEM 817031)

DEPARTMENT OF TRANSPORTATION

1. PROPOSED CROSSWALK PAVEMENT MARKINGS SHALL BE 10 FEET WIDE,
   4 FEET IN ADVANCE OF THE NEAREST CROSSWALK LINE, AS SHOWN.

2. THE CONTRACTOR SHALL INSTALL PROPOSED STOP LINES A MINIMUM OF
   10 FEET IN ADVANCE OF THE NEAREST STOP LINE, AS SHOWN.

3. THE ENGINEER.

4. THE CONTRACTOR SHALL REPLACE ALL CEILING MARKINGS WITH
   WHITE EPOXY RESIN PAVEMENT STRIPING, AS SHOWN.

5. THE CONTRACTOR SHALL INSTALL A MINIMUM OF 10 FEET IN ADVANCE
   OF THE NEAREST STOP LINE, AS SHOWN.

6. THE CONTRACTOR SHALL REPLACE ALL CEILING MARKINGS WITH
   WHITE EPOXY RESIN PAVEMENT STRIPING, AS SHOWN.

7. THE CONTRACTOR SHALL INSTALL PROPOSED STOP LINES A MINIMUM OF
   10 FEET IN ADVANCE OF THE NEAREST STOP LINE, AS SHOWN.

8. THE CONTRACTOR SHALL REPLACE ALL CEILING MARKINGS WITH
   WHITE EPOXY RESIN PAVEMENT STRIPING, AS SHOWN.

9. THE CONTRACTOR SHALL INSTALL A MINIMUM OF 10 FEET IN ADVANCE
   OF THE NEAREST STOP LINE, AS SHOWN.

10. THE CONTRACTOR SHALL REPLACE ALL CEILING MARKINGS WITH
    WHITE EPOXY RESIN PAVEMENT STRIPING, AS SHOWN.

11. THE CONTRACTOR SHALL INSTALL A MINIMUM OF 10 FEET IN ADVANCE
    OF THE NEAREST STOP LINE, AS SHOWN.

12. THE CONTRACTOR SHALL REPLACE ALL CEILING MARKINGS WITH
    WHITE EPOXY RESIN PAVEMENT STRIPING, AS SHOWN.

13. THE CONTRACTOR SHALL INSTALL A MINIMUM OF 10 FEET IN ADVANCE
    OF THE NEAREST STOP LINE, AS SHOWN.

14. THE CONTRACTOR SHALL REPLACE ALL CEILING MARKINGS WITH
    WHITE EPOXY RESIN PAVEMENT STRIPING, AS SHOWN.

15. THE CONTRACTOR SHALL INSTALL A MINIMUM OF 10 FEET IN ADVANCE
    OF THE NEAREST STOP LINE, AS SHOWN.

16. THE CONTRACTOR SHALL REPLACE ALL CEILING MARKINGS WITH
    WHITE EPOXY RESIN PAVEMENT STRIPING, AS SHOWN.

17. THE CONTRACTOR SHALL INSTALL A MINIMUM OF 10 FEET IN ADVANCE
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18. THE CONTRACTOR SHALL REPLACE ALL CEILING MARKINGS WITH
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25. THE CONTRACTOR SHALL INSTALL A MINIMUM OF 10 FEET IN ADVANCE
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27. THE CONTRACTOR SHALL INSTALL A MINIMUM OF 10 FEET IN ADVANCE
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28. THE CONTRACTOR SHALL REPLACE ALL CEILING MARKINGS WITH
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29. THE CONTRACTOR SHALL INSTALL A MINIMUM OF 10 FEET IN ADVANCE
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30. THE CONTRACTOR SHALL REPLACE ALL CEILING MARKINGS WITH
    WHITE EPOXY RESIN PAVEMENT STRIPING, AS SHOWN.

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    OF THE NEAREST STOP LINE, AS SHOWN.

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    OF THE NEAREST STOP LINE, AS SHOWN.

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    OF THE NEAREST STOP LINE, AS SHOWN.

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    OF THE NEAREST STOP LINE, AS SHOWN.

50. THE CONTRACTOR SHALL REPLACE ALL CEILING MARKINGS WITH
    WHITE EPOXY RESIN PAVEMENT STRIPING, AS SHOWN.
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<th>SIGN DESIGNATION</th>
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<th>DESCRIPTION</th>
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<th>SIGN HEIGHT (IN)</th>
<th>SIGN AREA (SF)</th>
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- **Department of Transportation:** Delaware
- **City of Wilmington:** Pennsylvania Avenue and Part of Delaware Avenue
- **Curb Ramp ADA Improvements:**
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**DEPARTMENT OF TRANSPORTATION**

**PERMANENT SIGN SCHEDULE**

**UNOFFICIAL WEBSITE COPY**

**CURB RAMP ADA IMPROVEMENTS, CITY OF WILMINGTON, PENNSYLVANIA AVENUE AND PART OF DELAWARE AVENUE**
THE START OF SIGNAL CONSTRUCTION AND WITHIN TEN (10) DAYS PRIOR TO COMPLETION.

THE CONTRACTOR SHALL CONTACT MR. BRIAN MITCHELL - CITY OF WILMINGTON TO PROPOSED SIGNAL CABINET.

SIGNAL CABINET, AND RUN NEW CONDUIT AND CABLE FROM NEW JUNCTION WELL TO EXISTING SIGNAL CABINET.

THE CONTRACTOR SHALL INSTALL PROPOSED TYPE 4 JUNCTION WELL AND ASSEMBLIES ON POLE NO. 3 AND 4.

BASE AND ALL PEDESTRIAN SIGNALS SHALL CONTAIN PEDESTRIAN COUNTDOWN TIMER.

THE CONTRACTOR SHALL REMOVE EXISTING PEDESTRIAN SIGNAL HEAD, PUSH BUTTON TO CROSS, DON'T START, Finish Crossing.

Vehicles To Finish Crossing, WATCH FOR, START CROSSING.

STeady - [BRAIL LET] 

SIGN PHASING

AERIAL HEIGHTS (NW)

PHASE PRIMARY - [BRAIL LET] 
CABLE - [BRAIL LET] 
TOP OF SIDEBACK - [BRAIL LET] 

PUSH BUTTON - [BRAIL LET] 
TO REMAIN [BRAIL LET] 

GENERAL SIGNAL NOTES

EX. R/W - [BRAIL LET] 
Watch For [BRAIL LET] 
EX. R/W - [BRAIL LET] 
Watch For [BRAIL LET] 

AERIAL HEIGHTS (SE)

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SECONDARY - [BRAIL LET] 
CABLE - [BRAIL LET] 
TOP OF SIDEBACK - [BRAIL LET] 

AERIAL HEIGHTS (NE)

PHASE PRIMARY - [BRAIL LET] 
SECONDARY - [BRAIL LET] 
CABLE - [BRAIL LET] 
TOP OF SIDEBACK - [BRAIL LET] 

AERIAL HEIGHTS (SW)

PHASE PRIMARY - [BRAIL LET] 
SECONDARY - [BRAIL LET] 
CABLE - [BRAIL LET] 
TOP OF SIDEBACK - [BRAIL LET] 

CONDUIT RUN SCHEDULE

TO REMAIN [BRAIL LET] 
EX. R/W - [BRAIL LET] 
Watch For [BRAIL LET] 
EX. R/W - [BRAIL LET] 
Watch For [BRAIL LET] 

THE CONTRACTOR SHALL REMOVE EXISTING PEDESTRIAN SIGNAL HEAD, PUSH BUTTON TO CROSS, DON'T START, Finish Crossing.

Vehicles To Finish Crossing, WATCH FOR, START CROSSING.

STeady - [BRAIL LET] 

SIGN PHASING
**CONDUIT RUN SCHEDULE**

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**GENERAL SIGNAL NOTES**

1. **CONDUIT Run Schedule**
   - The Contractor shall determine and provide conduit run schedules for all phases of construction.
   - The conduit run schedules shall include conduit run identifier, type of junction well, number of overhead runs, number of poles, and amount and type of cable/wire.

2. **Markout Preparation**
   - The Contractor shall prepare markouts for all phases of construction.
   - The markouts shall include all required information for installation.

3. **Installation of Existing Equipment**
   - All signal equipment removed from a project is to be returned to City of Wilmington Department of Public Works.
   - Existing conduit is to be abandoned.
   - Existing conduit run identifier shall be noted on the markouts.
   - Existing conduit run identifier shall be noted on the markouts.
   - Existing conduit run identifier shall be noted on the markouts.

4. **Installation of New Equipment**
   - The Contractor shall install new equipment as specified in the drawings.
   - The installation of new equipment shall be in accordance with current ADA best practices.
   - The installation of new equipment shall be in accordance with current ADA best practices.
   - The installation of new equipment shall be in accordance with current ADA best practices.

5. **Connectivity of Cables**
   - All signal equipment shall be connected to power sources.
   - The connectivity of cables shall be verified prior to energization.
   - The connectivity of cables shall be verified prior to energization.

6. **Testing and Commissioning**
   - The Contractor shall test and commission all signal equipment prior to turnover.
   - The Contractor shall test and commission all signal equipment prior to turnover.
   - The Contractor shall test and commission all signal equipment prior to turnover.

7. **Maintenance**
   - The Contractor shall provide maintenance of all signal equipment.
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   - The Contractor shall provide maintenance of all signal equipment.

**CONTRACTOR**

- The Contractor shall be responsible for all aspects of the project as outlined in the drawings and specifications.
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**CITY OF WILMINGTON**

- The City of Wilmington shall provide all necessary permits and approvals.
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<th>DATE</th>
<th>ADDRESS / DESCRIPTION</th>
<th>OWNERSHIP OF RECORD</th>
<th>TITLE SOURCE</th>
<th>ACQUISITION CODE</th>
<th>PROPERTY AREA BEFORE ACQUISITION (ACRE)</th>
<th>ACQUISITION (SQ. FEET / ACRES)</th>
<th>AREA TO BE ACQUIRED (SQ. FEET / ACRES)</th>
<th>REMAINING PROPERTY AREA (SQ. FEET / ACRES)</th>
<th>ACQUISITION NUMBER</th>
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<td>PENNSYLVANIA AVENUE AND CITY OF WILMINGTON, CURB RAMP ADA IMPROVEMENTS,</td>
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