THE STATE OF DELAWARE
DEPARTMENT OF TRANSPORTATION

CONSTRUCTION PLANS FOR:
SILVERSIDE ROAD ADA IMPROVEMENTS,
VEALE ROAD TO WINDYBUSH DRIVE

CONTRACT NUMBER: T201701104
FEDERAL AID PROJECT NUMBER: N/A

COUNTY: NEW CASTLE  M.R. #: N212

GENERAL LOCATION OF CONTRACT

PREPARED BY: RECON TECHNICAL SERVICES INC.

END CONTRACT
T201701104
STA 100 + 00

LOCATION MAP
SCALE: 1" = 2000'

BEGIN CONTRACT
T201701104

BEGIN CONTRACT
T201701104
Z5 + 49

BEGIN CONTRACT
T201701104
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 SEPTEMBER 2016, INCLUDING ALL REVISIONS UP TO THE DATE OF AWARD.

2. DESIGN POINTS FOR THIS PROJECT

   1. PROJECT MANAGER
   2. CONTRACTOR (CAR (+)) SUPERVISOR REQUIREMENT

   1.1 PHASE
   1.1.1 PHASE

   1.1.2 SUBCONTRACTORS

   1.2 PROJECT PLAN FILE AS DEFINED IN SECTION 6.2 OF THE DELAWARE SEGMENT AND STORMWATER REGULATIONS.

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

   1. NONE
   2. NO GH DATA FILES WITH COORDINATES AND ELEVATIONS FOR PROPOSED ROSS AS SELECTED BY THE ENGINEER.
   3. NO FILE FORMATS.
   4. NO DIGITAL TERRAIN MODEL IN .DTM FILE FORMAT, COMPATIBLE WITH SOFTWARE CURRENTLY USED BY DELDOT.
   5. NO PROPOSED DIGITAL TERRAIN MODEL IN .DTM FILE FORMAT, COMPATIBLE WITH SOFTWARE CURRENTLY USED BY DELDOT.
   6. NO TERRAIN MODEL (DTM).

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

   1. NONE
   2. NO CONTRACTOR ESC SUPERVISOR REQUIREMENT

5. THE DISTURBED AREA FOR THIS PROJECT IS 0.367 ACRES.

6. THE ADDITIONAL IMPERVIOUS AREA FOR THIS PROJECT IS 1449 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 REPLACED AND/OR REPLACED IN AND AT THE CONTRACTOR’S EXPENSE.


SECTION 200


SECTION 400

1. THE TREATMENT SECTION FOR FLEXIBLE PAVEMENT RESIDENTIAL DRIVEWAYS SHALL BE 2" BITUMINOUS CONCRETE, TYPE 'C' OVER 8" IMPLANTED BASE, 6" IMPLANTED BASE, AND 28 DAY STRENGTH OF 8000 PSI (MIN.)

2. MATERIAL USED IN THE REPAIR OF THE PIPE SHALL BE ULTRA-HIGH STRENGTH, ABRASION RESISTANT, SELF-CONSOLIDATING, AND IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO REMOVE ALL OBSTRUCTIONS WITHIN THE PIPE INCLUDING, BUT NOT LIMITED TO, PRIOR TO THE PLACEMENT OF THE PIPE LINER, EACH PIPE SHALL BE INSPECTED BY EXPERIENCED PERSONNEL TO ENSURE THERE IS NO DAMAGE TO ITEMS NOTED TO BE RELOCATED OR RESET BY THE CONTRACTOR, AT THE DISCRETION OF THE ENGINEER.

3. THE CONTRACTOR SHALL REMOVE AND RESET ALL MAILBOXES TO MAINTAIN MAIL SERVICE AS DIRECTED BY THE ENGINEER. WHEN RELOCATING MAILBOXES IN OPEN SECTIONS, THE FACE OF THE MAILBOX SHALL BE FLUSH WITH THE BACK EDGE OF CURB.

4. THE RELocation OF Decorative ROCKS BY THE CONTRACTOR SHALL BE INCIDENTAL TO ITEM 202000 - EXCAVATION AND EMBANKMENT.

5. THE AVAILABILITY OF PROJECT FILES TO THE CONTRACTOR, INCLUDE:

   1. NONE
   2. ADDITIONAL IMPERVIOUS AREA FOR THIS PROJECT IS 1449 SQUARE FEET.

   3. THE ADDITIONAL IMPERVIOUS AREA FOR THIS PROJECT IS 1449 SQUARE FEET.

   4. THE DISTURBED AREA FOR THIS PROJECT IS 0.367 ACRES.

6. THE WINDEL AREA FOR THIS PROJECT IS 0.367 ACRES.
**TYPICAL SECTION NOTES**

1. CURB AND SIDEWALK EXTEND THE LIMITS SHOWN TO THE NEAREST CURB AND SIDEWALK JOINTS.

2. CURB REPLACEMENT REMOVE EXISTING CURB AND SIDEWALK WITHIN THE LIMITS SHOWN TO THE NEAREST CURB AND SIDEWALK JOINTS.

3. SIDEWALK WITH CURB REPLACEMENT REMOVE EXISTING CURB AND SIDEWALK WITHIN THE LIMITS SHOWN TO THE NEAREST CURB AND SIDEWALK JOINTS.

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**MATERIAL**

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**NOT TO SCALE**

- DRIVEWAY
- SIDEWALK
- SIDEWALK WITH CURB REPLACEMENT
- SIDEWALK WITH CHEEKWALL

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**LEGEND**

- 1. ITEM 701XXX - P.C.C. CURB, TYPE 1 MODIFIED ON 4" GRADED AGGREGATE BASE COURSE, TYPE B
- 2. ITEM 705001 - P.C.C. SIDEWALK, 4" ON 4" GRADED AGGREGATE BASE COURSE, TYPE B
- 3. ITEM 705002 - P.C.C. SIDEWALK, 6" ON 6" GRADED AGGREGATE BASE COURSE, TYPE B
- 4. ITEM 301001 - GRADED AGGREGATE BASE COURSE, TYPE B
- 5. ITEM 301002 - GRADED AGGREGATE BASE COURSE, TYPE B
- 6. ITEM 401029 - SUPERPAVE TYPE C, PG 64-22, PATCHING
- 7. ITEM 401030 - SUPERPAVE TYPE B, PG 64-22, PATCHING
- 8. ITEM 401031 - SUPERPAVE BCBC, PG 64-22, PATCHING

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**NOTES**

- NEAREST JOINT
- LIMITS SHOWN
- EXTEND SIDEWALK REMOVAL AND RECONSTRUCTION LIMITS TO THE SIDEWALK WITH CURB REPLACEMENT: REMOVE EXISTING SIDEWALK AND CURB WITHIN THE LIMITS SHOWN.
- SIDEWALK BUMPOUT: REMOVE EXISTING SIDEWALK WITHIN THE LIMITS SHOWN.
- MAINTAIN EXISTING PAVEMENT AS NECESSARY.
- EXTEND LIMITS OF RECONSTRUCTION TO THE NEAREST SIDEWALK JOINT.
- SAW CUT CURB AND SIDEWALK: REMOVE EXISTING SIDEWALK, CURB AND PAVEMENT WITHIN THE LIMITS SHOWN.

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**ADDITIONS / REVISIONS**

- VEALE ROAD TO WINDYBUSH DRIVE
- ADA IMPROVEMENTS
NOTES:

1. IF UNPREDICTED 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.

2. 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.

3. CONSTRUCT DRIVEWAY ENTRANCES AS SHOWN AND IN ACCORDANCE WITH STD. NO. C-3 "ENTRANCE WITH STANDARDS FOR FACILITIES IN THE PUBLIC RIGHT-OF-WAY.

4. CONSTRUCT SIDEWALK AS SHOWN AND IN ACCORDANCE WITH STD. NO. M-3." SIDEWALK AND NO GRASS STRIP."

5. CONSTRUCT CURB TYPE 1-8, 19.00, 32.50, AND 10.00 AND IN ACCORDANCE WITH STD. NO. NO.

6. EXISTING RIGHT-OF-WAY IS SHOWN FOR INFORMATIONAL PURPOSE ONLY. RIGHT-OF-WAY AS SHOWN IS BASED ON A P'S 296, 603, AND 648.

CURB SCHEDULE

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SCALE : FEET

0 20 40 60

CONSTRUCTION PLAN

SILVERISIDE ROAD ADA IMPROVEMENTS VEALE ROAD TO WINDYBush DRIVE

COUNTY

NEW CASTLE

DESIGNED BY: P. SCOTT
CHECKED BY: B. SENGER

CP-01
NOTES:

1. IF UNPREDICTABLE 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.

2. 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.

3. CONSTRUCT DRIVEWAY ENTRANCES AS SHOWN AND IN ACCORDANCE WITH STD. NO. C-3 "ENTRANCE WITH SIDEWALK AND NO GRASS STRIP."

4. CONSTRUCT SIDEWALK AS SHOWN AND IN ACCORDANCE WITH STD. NO. M-3.

SILVER SIDE ROAD

VEALE ROAD TO WINDYBUSH DRIVE

CURB SCHEDULE

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CIVIL SHEET 003

CONSTRUCTION PLAN

SILVERSIDE ROAD

ADA IMPROVEMENTS

VEALE ROAD TO WINDYBUSH DRIVE

SCALE: 1" = 20'

NOTE: DRAWING TO SCALE.
NOTES:

1. 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.

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. CONSTRUCT SIDEWALK AS SHOWN AND IN ACCORDANCE WITH STD. NO. M-3.

4. CONSTRUCT SIDEWALK AS SHOWN AND IN ACCORDANCE WITH STD. NO. M-3.

5. CONSTRUCT SIDEWALK AS SHOWN AND IN ACCORDANCE WITH STD. NO. M-3.

6. 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.

7. CONSTRUCT SIDEWALK ENTRANCES AS SHOWN AND IN ACCORDANCE WITH STD. NO. C-3 "ENTRANCE WITH SIDEWALK AND NO GRASS SWALE."

8. CONSTRUCT SIDEWALK ENTRANCES AS SHOWN AND IN ACCORDANCE WITH STD. NO. C-3 "ENTRANCE WITH SIDEWALK AND NO GRASS SWALE."

9. CONSTRUCT SIDEWALK ENTRANCES AS SHOWN AND IN ACCORDANCE WITH STD. NO. C-3 "ENTRANCE WITH SIDEWALK AND NO GRASS SWALE."

10. CONSTRUCT SIDEWALK ENTRANCES AS SHOWN AND IN ACCORDANCE WITH STD. NO. C-3 "ENTRANCE WITH SIDEWALK AND NO GRASS SWALE."

11. CONSTRUCT SIDEWALK ENTRANCES AS SHOWN AND IN ACCORDANCE WITH STD. NO. C-3 "ENTRANCE WITH SIDEWALK AND NO GRASS SWALE."

12. CONSTRUCT SIDEWALK ENTRANCES AS SHOWN AND IN ACCORDANCE WITH STD. NO. C-3 "ENTRANCE WITH SIDEWALK AND NO GRASS SWALE."

13. CONSTRUCT SIDEWALK ENTRANCES AS SHOWN AND IN ACCORDANCE WITH STD. NO. C-3 "ENTRANCE WITH SIDEWALK AND NO GRASS SWALE."

14. CONSTRUCT SIDEWALK ENTRANCES AS SHOWN AND IN ACCORDANCE WITH STD. NO. C-3 "ENTRANCE WITH SIDEWALK AND NO GRASS SWALE."

15. CONSTRUCT SIDEWALK ENTRANCES AS SHOWN AND IN ACCORDANCE WITH STD. NO. C-3 "ENTRANCE WITH SIDEWALK AND NO GRASS SWALE."

16. CONSTRUCT SIDEWALK ENTRANCES AS SHOWN AND IN ACCORDANCE WITH STD. NO. C-3 "ENTRANCE WITH SIDEWALK AND NO GRASS SWALE."

17. CONSTRUCT SIDEWALK ENTRANCES AS SHOWN AND IN ACCORDANCE WITH STD. NO. C-3 "ENTRANCE WITH SIDEWALK AND NO GRASS SWALE."

18. CONSTRUCT SIDEWALK ENTRANCES AS SHOWN AND IN ACCORDANCE WITH STD. NO. C-3 "ENTRANCE WITH SIDEWALK AND NO GRASS SWALE."

19. CONSTRUCT SIDEWALK ENTRANCES AS SHOWN AND IN ACCORDANCE WITH STD. NO. C-3 "ENTRANCE WITH SIDEWALK AND NO GRASS SWALE."

20. CONSTRUCT SIDEWALK ENTRANCES AS SHOWN AND IN ACCORDANCE WITH STD. NO. C-3 "ENTRANCE WITH SIDEWALK AND NO GRASS SWALE."

SILVER SIDE ROAD
ADA IMPROVEMENTS
VEALE ROAD TO WINDYBUSH DRIVE

CONSTRUCTION PLAN

SCALE: 1" = 50'
NOTES:
1. IF UNFORESEEN PHYSICAL LIMITATIONS ARE ENCOUNTERED DURING CONSTRUCTION, THE CONTRACTOR SHALL STOP WORK AND NOTIFY THE ENGINEER. THE CONTRACTOR SHALL CEASE WORK ACTIVITIES AFTER THE ENGINEER DETERMINES IF THE PLAN NEEDS TO BE MODIFIED OR REVISED.
2. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO USE THE PROPER CONSTRUCTION EQUIPMENT AS NECESSARY TO MEET ACCESSIBILITY REQUIREMENTS AS SET FORTH IN SILVER'S PEDESTRIAN ACCESSIBILITY PROGRAM FOR FACILITIES IN THE PUBLIC RIGHT OF WAY.
3. CONTRACTOR SHALL COMPLETE CONSTRUCTION WORK AS SHOWN AND IN ACCORDANCE WITH STD. NO. C-3 "ENTRANCE WITH SIDEWALK AND NO GRASS STRIP."
4. COMPLETE SIDEWALK AS SHOWN AND IN ACCORDANCE WITH STD. NO. C-3.
5. TEMPORARY CONSTRUCTION EASEMENTS FOR THE PURPOSE OF EASEMENTS FOR THE PROPERTY PRIOR TO CONSTRUCTION PAYMENT FOR POTENTIAL IMPACTS WILL BE INCIDENTAL TO ITEM NUMBER 202000 - EXCAVATION AND EMBANKMENT.
6. FOR THE PROPERTY OF PARCEL NO. P.1. THERE IS AN EXISTING藝術器 IN THE BROOK OF SILVER'S PEDESTRIAN ACCESSIBILITY PROGRAM FOR FACILITIES IN THE PUBLIC RIGHT OF WAY.
7. CONSTRUCTION EASEMENTS WILL PROVIDE THE ACCESS TO THE CULVERT AND WILL ALLOW ROOM FOR CONSTRUCTION EQUIPMENT AS NECESSARY TO MEET ACCESSIBILITY REQUIREMENTS AS SET FORTH IN DELDOT'S PEDESTRIAN ACCESSIBILITY PROGRAM FOR FACILITIES IN THE PUBLIC RIGHT OF WAY.
8. ENGINEER DETERMINES IF THE PLAN NEEDS TO BE MODIFIED OR REVISED.
9. IF UNFORESEEN PHYSICAL LIMITATIONS ARE ENCOUNTERED DURING CONSTRUCTION, THE CONTRACTOR SHALL STOP WORK AND NOTIFY THE ENGINEER. THE CONTRACTOR SHALL CEASE WORK ACTIVITIES AFTER THE ENGINEER DETERMINES IF THE PLAN NEEDS TO BE MODIFIED OR REVISED.

CURB SCHEDULE

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**NOTES:**

1. 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.

2. It is the responsibility of the contractor to use the proper construction equipment as necessary to meet accessibility requirements as set forth in Delaware's Pedestrian Accessibility Standards for facilities in the public right of way.

3. Construct driveway entrances as shown and in accordance with STD NO. C-3 "Entrance with Sidewalk and No Grass Strip."

4. Construct sidewalk as shown and in accordance with STD NO. M-3.
SILVERSIDE ROAD

QUINCY DRIVE

SILVERSIDE ROAD

SIDEWALK BUMP OUT - STA 62+21.18, LT

COORDINATE LIST

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SIDEWALK BUMP OUT - STA 62+21.18, LT
Curb ramp at southeast corner of Silverside Road and Grinnell Road.

Coordinate List

**VEALE ROAD TO WINDYBUSH DRIVE**

**SIDEWALK BUMP OUT - STA 72+77.52, LT**

**CONSTRUCTION DETAILS**

**COORDINATE LIST**

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**Silverside Road**

**Ada Improvements**

**Veale Road to WindyBush Drive**

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**Construction Details**

- **Road Type:** Silverside Road
- **Scale:** 1:100
- **Design:** P. Scott
- **Checked By:** B. Senger
- **Contract Number:** T201701104

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**Diagram Details**

- **Station:** 73+71.24, LT
- **Offset:** Various
- **Northing and Easting:** Various
- **diameter:** Various
- **Thickness:** Various
- **Material:** Various

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**Notes:**

- **Notes on Diagram:** Various
- **Additional Information:** Various
SIDEWALK BUMP OUT - STA 74+69.30, LT

SIDEWALK BUMP OUT - STA 76+44.02, LT
COORDINATE LIST

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SCALE 1:036

CONSTRUCTION DETAILS

SILVERSIDE ROAD
ADA IMPROVEMENTS
VEALE ROAD TO WINDYBUSH DRIVE
### Coordinate List

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### Diagram

- **SILVERSIDE ROAD**
- **ADA IMPROVEMENTS**
- **VEALE ROAD TO WINDYBUSH DRIVE**

**Driveway 8 - STA 80+70.81, LT**

**Construction Details**

The diagram shows the layout of Silverside Road with ADA improvements, including driveways and sidewalks. The coordinate list provides specific points along the road, with station numbers and offsets, along with their respective northing and easting coordinates.

**Addenda / Revisions**

- **New Castle**
- **Counties**
- **Checkmarks**
- **Drawings**

**Sections**

- **Sheet No.**
- **Contract**
- **T201701104**

**Scale**

- 1" = 20'
COORDINATE LIST

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SCALE: 1"=100'
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### Construction Details

- **SIDEWALK BUMP OUT - STA 90+05.48, LT**
- **DRIVEWAY 1 - STA 90+82.54, LT**
- **DRIVEWAY 2 - STA 90+25.24, LT**

**Silverside Road**

**ADA Improvements**

**Veale Road to Windybus Drive**
SIDEWALK BUMP OUT AT SOUTHWEST CORNER
OF SILVERSIDE ROAD AND VEALE ROAD

COORDINATE LIST

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SIDEWALK BUMP OUT - STA 91+48.40, LT
CROSS-REFERENCE NOTE:
1. FOR SECTION A-A, SEE SHEET 35.

NOTE:
1. REMOVE EXCESS RIPRAP FROM STREAMBED TO PROVIDE A CONTINUOUS BOTTOM SLOPE FROM THE PROPOSED CULVERT INVERT TO THE EXISTING BOTTOM ELEVATION TO A DISTANCE OF EIGHT FEET UPSTREAM.

2. REFER TO CONSTRUCTION PHASING, M.O.T. AND EROSION CONTROL PLANS FOR STREAM DIVERSION. SHOULD THE CONTRACTOR CHOOSE TO DEVIATE FROM THE SPECIFIED DIVERSION THE CONTRACTOR SHALL SUBMIT A STREAM DIVERSION PLAN TO THE ENGINEER FOR APPROVAL PRIOR TO INSTALLATION.
NOTES:
1. IN SECTION A-A, PIPE 2 ELEVATIONS ARE SHOWN IN PARENTHESES.
2. REMOVE EXCESS RIPRAP FROM STREAMBED TO PROVIDE A CONTINUOUS BOTTOM SLOPE FROM THE PROPOSED CULVERT INVERT TO THE EXISTING STREAM BOTTOM ELEVATION TO A DISTANCE 15 LINEAR FEET UPSTREAM.
3. IN SECTION A-A, PIPE 2 ELEVATIONS SHOWN REFER TO EXISTING CONDITION.
4. IN UPSTREAM ELEVATION, DOWNSTREAM STREAMBED ELEVATIONS ARE SHOWN IN PARENTHESES.
5. REFERENCE CONSTRUCTION PHASING, M.O.T. AND EROSION CONTROL PLANS FOR STREAM DIVERSION. SHOULD THE CONTRACTOR CHOOSE TO DEVIATE FROM THE SPECIFIED DIVERSION, THE CONTRACTOR SHALL SUBMIT A STREAM DIVERSION PLAN TO THE ENGINEER FOR APPROVAL PRIOR TO INSTALLATION.

SCALE: AS NOTED

UPSTREAM ELEVATION

SECTION A-A
SCALE: 1"=1'-0"
ENVIRONMENTAL COMPLIANCE NOTES

1. GENERAL NOTES:
   A. The purpose of these sheets is to identify those items associated with environmental compliance. Impact calculations are for the agency permit reporting purposes only and are not to be used for bidding purposes.
   B. If a departure from the approved plans (which would affect any natural and/or cultural resources) is necessary, the environmental studies section shall be contacted at 302-760-2264 to allow for coordination with the appropriate resource agencies and approval.
   C. Use of these sheets does not allocate the contractor’s responsibility to comply with all conditions set forth in the environmental statement and permits.

2. NATURAL RESOURCE ISSUES:
   A. PERMIT REQUIREMENTS/APPROVALs:
      U.S. ARMY CORPS OF ENGINEERS (COE): * NWP #3 (A) AND (C), NO PCN
      DNREC - WETLANDS & SUBARQUOUS LANDS (WLSL): * PROJECT IS CONSISTENT WITH DELAWARE CODE CHAPTER 72 SECTION 7217, SPECIAL EXEMPTION B
      DNREC - WATER QUALITY (WQC) & COASTAL ZONE CONSISTENCY (CZM): * ISSUED (PROJECT IS NOT LOCATED IN SOUTH DELAWARE)
      U.S. ARMY CORPS OF ENGINEERS (COE): * NWP #3 (A) AND (C), NO PCN
   B. * THE CONTRACTOR MUST ENSURE THAT THESE PERMITS/APPROVALS ARE IN THEIR POSSESSION PRIOR TO BEGINNING CONSTRUCTION IN THE PERMITTED AREA(S) AND ENSURE IT IS DISPLAYED ON-SITE DURING THE ENTIRE CONSTRUCTION PERIOD.
   C. THE PERMITS/APPROVALs LISTED ARE THOSE REQUIRED FOR THIS PROJECT. THE ENVIRONMENTAL STUDIES SECTION IS RESPONSIBLE FOR COORDINATING AND/OR OBTAINING THIS APPROVAL.
   D. CONSTRUCTION RESTRICTIONS:
      FISHERIES - NONE
      ENDANGERED SPECIES - NONE
      MIGRATORY BIRDS - NONE

3. CULTURAL RESOURCES ISSUES: NONE

4. STREAM RESTORATION AND SLOPE RIPRAP TREATMENT
   A. THE CONTRACTOR SHALL FOLLOW THE SPECIAL PROVISIONS OF ITEM #707500 - CHANNEL BED FILL IN REGARD TO THE SALVAGING OF OFFSITE NATURAL STREAM BED MATERIAL ON THE FURNISHING OF OFFSITE MATERIAL, ALL RIPRAP IN THE CHANNEL BOTTOM I.E., BELOW THE WATER LINE, SHALL BE RECEDED ONE FOOT BELOW STREAM BED ELEVATION AND CHOKE WITH BOWTIE TYPE 'B' SO THAT ALL OF THE HOLES IN THE RIPRAP ARE FILLED WITH MATERIAL, PAYMENT UNDER ITEM #209002 - BORROW TYPE 'B'. THE RIPRAP SHALL THEN BE COVERED WITH 12" CHANNEL BED FILL TO MATCH EXISTING ELEVATIONS. PAYMENT UNDER ITEM #707500 - CHANNEL BED FILL.
   B. OTHER AREAS OF THE CHANNEL BOTTOM AFFECTED BY CONSTRUCTION INCLUDING, BUT NOT LIMITED TO, THE LOCATION OF DUMP PITS, STABILIZED OUTFALLS, TEMPORARY PIPES AND/OR SANDBAG Diked diverts shall BE RESTORED TO EXISTING CONDITION. ANY CAVITIES OR SCOUR HOLES RESULTING FROM CONSTRUCTION ACTIVITIES SHALL BE FILLED WITH CHANNEL BED FILL. PAYMENT UNDER ITEM #707500 - CHANNEL BED FILL.
   D. ALL RIPRAP ON THE STREAM BANK OUTSIDE THE CHANNEL BED, SHALL BE CHOKE WITH DELAWARE #57 STONE, FILLED WITH TOPSOIL, SEEDED AND MULCHED WITH ENDANGERED SPECIES BLANKET. ALL ITEMS MUST BE PLACED ON TOP OF THE RIPRAP, SEEDING AND MULCHING SHALL BE PERMANENT GRASS SEEDING STREAM BANK (ITEM NO. 908020) FROM STREAM BASE FLOW ELEVATION TO 2' UP THE SLOPE AND PERMANENT GRASS SEEDING (ITEM NO. 908019) ON THE REMAINING SLOPE. ALL WORK, STARTING WITH THE INITIAL CHOKING WITH TOPSOIL THROUGH THE SEEDING AND MULCHING, SHALL BE COMPLETED PRIOR TO ANY RAIN EVENT. PAYMENT FOR RIPRAP AND DELAWARE #57 STONE SHALL BE PAID FOR UNDER THE RIPRAP ITEM. ALL OTHER ITEMS SHALL BE PAID FOR UNDER THEIR RESPECTIVE ITEMS.

NOTES:
1. NO WETLANDS EXIST WITHIN THE PROJECT LIMITS.
2. ORIGINAL SHEET PREPARED BY AECON ON 02-22-2018. SHEET LAST UPDATED ON 11-09-2018.

ENVIRONMENTAL
SILVERSIDE ROAD
ADA IMPROVEMENTS
VEALE ROAD TO WINDYBUSH DRIVE
COMPLIANCE PLAN
EC-01
SHEET NO.
09/26/2018
2. **NOTES:**

   **A. THE USE OF MILLINGS AND GRADED AGGREGATE BASE COURSE (GABC) IN THE TRAVEL WAY, TEMPORARY TRAVEL WAY, AND SHOULDER ARE ACCEPTABLE MATERIALS FOR TEMPORARY PEDESTRIAN PATHS. STONE OR GRADED AGGREGATE BASE COURSE SHALL NOT BE USED FOR TEMPORARY PEDESTRIAN PATHS.**

   **B. MILLINGS OR GABC SHALL BE USED AT THE FOLLOWING LOCATIONS WHERE ACCESS TO A BUSINESS, RESIDENCE, OR HIGH VOLUME ENTRANCE OR EXIT IS NEEDED:**

   1. DRIVEWAYS
   2. Edge of road
   3. Utility conflicts, which shall be verified by the engineer
   4. Concrete medians prevent the material from unraveling:
   5. HIGH VOLUME ENTRANCES AND ACCESS RAMPS
   6. EDGE DROP-OFFS ADJACENT TO LIVE ROADWAY(LANES AND SHOULDER) AND THE PROPOSED ROAD CONSTRUCTION
   7. EDGE DROP-OFFS ADJACENT TO LIVE ROADWAY(LANES AND SHOULDER) AND THE PROPOSED ROAD CONSTRUCTION

3. **CONSTRUCTION WILL BE ACCOMPLISHED PURSUANT TO THE PLAN**.

   **OF THE DELAWARE SEDIMENT AND STORMWATER REGULATIONS AND THAT ALL CLEARING, GRADING, AND REPOSITIONING WILL BE ACCOMPLISHED IN ACCORDANCE WITH DELAWARE SEDIMENT AND STORMWATER REGULATIONS.**

   **I CERTIFY TO THE BEST OF MY KNOWLEDGE AND BELIEF THAT THESE PLANS MEET THE REQUIREMENTS OF THE DELAWARE SEDIMENT AND STORMWATER REGULATIONS.**

### Table: Allowable Temporary Travel Lane Closure Times (Not to Scale)

| Day       | 12:00 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 |
|-----------|----------|---------|---------|---------|---------|---------|---------|---------|---------|----------|----------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| Saturday  |          |         |         |         |         |         |         |         |         |          |          |         |         |         |         |         |         |         |         |         |
| Sunday    |          |         |         |         |         |         |         |         |         |          |          |         |         |         |         |         |         |         |         |         |
| Monday    |          |         |         |         |         |         |         |         |         |          |          |         |         |         |         |         |         |         |         |         |
| Tuesday   |          |         |         |         |         |         |         |         |         |          |          |         |         |         |         |         |         |         |         |         |
| Wednesday |          |         |         |         |         |         |         |         |         |          |          |         |         |         |         |         |         |         |         |         |
| Thursday  |          |         |         |         |         |         |         |         |         |          |          |         |         |         |         |         |         |         |         |         |
| Friday    |          |         |         |         |         |         |         |         |         |          |          |         |         |         |         |         |         |         |         |         |
| Saturday  |          |         |         |         |         |         |         |         |         |          |          |         |         |         |         |         |         |         |         |         |

### Diagram: Typical Temporary Curb Ramp (Not to Scale)

- **NOT TO SCALE**
- **PLACE PROTECTIVE RAILING (TYP.)**
- **PLACE SCAFFOLDING POLES (TYP.)**
- **PLACE TOE RAIL (TYP.)**
- **FRAME**

### Notes:

1. **RAMP SLOPE SHALL NOT EXCEED 1:12 SLOPE (8.3%), CROSS SLOPE SHALL NOT EXCEED 5.0% MAX.**

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 42".**

4. **RAMPS PLACED PARALLEL TO EXISTING CURB SHALL INCLUDE 180" LANES ALLOWING FOR TURNS MOVEMENTS, IF LEVEL LANDING IS CONSTRUCTED, SLOPE SHALL NOT EXCEED 1:12.0% IN ANY DIRECTION.**
SEQUENCE OF CONSTRUCTION

1. Install erosion and sediment control measures shown.
2. At beginning of each working day, place all temporary warning signs and traffic control devices for Phase 1. Shift traffic to new lanes designated for Phase 1.
3. Flaggers shall be placed as shown to escort pedestrians through active work where sidewalk is closed.
4. Remove existing curb ramp, sidewalk, and curb and gutter where shown.
5. Construct new curb ramps, sidewalk, and curb and gutter as shown. Also place new construction warnings at locations where markings have been removed due to curb and gutter removal.
6. At the end of each working day, restore sidewalk to existing condition 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.
SEQUENCE OF CONSTRUCTION

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. SHIFT TRAFFIC TO NEW LANES DESIGNATED FOR PHASE 1.

3. FLAGGERS SHALL BE PLACED AS SHOWN TO ESCORT PEDESTRIANS THROUGH ACTIVE WORK WHERE SIDEWALK IS CLOSED.

4. REMOVE EXISTING CURB RAMPS, SIDEWALKS AND CURB AND GUTTER WHERE SHOWN.

5. CONSTRUCT NEW CURB RAMPS, SIDEWALKS, AND CURB AND GUTTER AS SHOWN. ALSO PLACE NEW CROSSWALK MARKINGS AT LOCATIONS WHERE MARKINGS HAVE BEEN REMOVED DUE TO CURB AND GUTTER REMOVAL.

6. AT THE END OF EACH WORKING DAY, RESTORE SIDEWALK TO EXISTING CONDITION 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 EROSION CONTROL DEVICES AND SWITCH TO PHASE 2 TRAFFIC CONTROL.
SEQUENCE OF CONSTRUCTION

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, SHIFT TRAFFIC TO NEW LANES DESIGNATED FOR PHASE 3.
3. FLAGS MUST BE PLACED AS SHOWN TO ESCORT PEDESTRIANS THROUGH ACTIVE WORK AREA (SIDEWALK IS CLOSED)
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 END OF EACH WORKING DAY, REMOVE ALL TEMPORARY WARNING SIGNS AND TRAFFIC CONTROL DEVICES AND RETURN TRAFFIC TO ORIGINAL CONFIGURATION

CONSTRUCTION PHASING & M.O.T.

1. BARRIERS, TYPE 3
2. CONSTRUCTION WARNING SIGN LOCATION
3. CONSTRUCTION WARNING SIGN
4. CONE - TRAFFIC CONTROL
5. FLAGGER LOCATION
6. PHASED TRAFFIC FLOW ARROW
7. TRUCK WITH MOUNTED ATTENUATOR
8. WORK AREA = ACTIVE PHASE
9. CONSTRUCTION PHASING, M.O.T., AND EROSION & SEDIMENT CONTROL

EROSION & SEDIMENT CONTROL

1. INLET SEDIMENT CONTROL
2. SAT FENCE / LENGTH
3. SAT FENCE

CONSTRUCTION WARNING SCAFFOLDING CS-04
SEQUENCE OF CONSTRUCTION

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. SHIFT TRAFFIC TO NEW LINES DESIGNATED FOR PHASE 3.
3. FLASHERS SHALL BE PLACED AS SHOWN TO ESCORT PEDESTRIANS THROUGH ACTIVE WORK WHERE SIGNS ARE CLOSED.
4. REMOVE EXISTING CURB RAMP, SIDEBRICK, AND CURB AND GUTTER WHERE SHOWN.
5. CONSTRUCT NEW CURB RAMPS, SIDEWALKS, AND CURB AND GUTTER AS SHOWN.
6. SET UP SANDBAG DIKES AND STREAM DIVERSION. INSTALLING UPSIDE Dike FIRST. DIVERT STREAM FLOW AND ALLOW FOR LINING OF EXISTING CULVERT AND STREAM GRADING. THE UPSTREAM DIKE SHOULD BE CONSTRUCTED TO A TOP ELEVATION OF 278.00 WITH A 1' DEEP BY 7' WIDE STREAM BED. THE TOP ELEVATION OF THE DIKES SHOWN (ELEVATION 278.00) SHOULD BE NO HIGHER THAN THE LOWEST INVERT ELEVATION OF THE UPSTREAM DIKE (ELEV 277.00). THE LOWER ELEVATION DIKE (ELEV 276.00) SHOULD BE NO HIGHER THAN THE LOWEST INVERT ELEVATION OF THE UPSTREAM DIKE (ELEV 277.00).
7. PERFORM CULVERT LINING AND STREAM GRADING WHERE SHOWN. IF EXISTING LINING AND STREAM DIVERSION IS COMPLETE, REMOVE SANDBAG DIKES AND STREAM DIVERSION. RESTORE STREAM ACCESS AND REPLACE ANY REMOVED TYPHAP.
8. AT THE END OF EACH WORKING DAY, RESTORE SIDEWALKS TO EXISTING CONDITION 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. STABILIZE ALL DISTURBED AREAS WITH TOPSOIL, SEED AND MULCH PRIOR TO REMOVAL OF SEDIMENT CONTROL DEVICES AND SWITCH TO PHASE 3 TRAFFIC CONTROL.
INSTALL EROSION AND SEDIMENT CONTROL MEASURES SHOWN

AT BEGINNING OF EACH WORK DAY, PLACE ALL TEMPORARY WARNING SIGNS AND TRAFFIC CONTROL DEVICES FOR PHASE 3. SHIFT TRAFFIC TO NEW LANES DESIGNATED FOR PHASE 3.

FLAGGERS SHALL BE PLACED AS SHOWN TO ESCORT PEDESTRIANS THROUGH ACTIVE WORK WHERE SIDEWALK IS CLOSED.

REMOVE EXISTING CURB RAMPS, SIDEWALKS, AND CURB AND GUTTER SHOWN.

CONSTRUCT NEW CURB RAMPS, SIDEWALKS, AND CURB AND GUTTER AS SHOWN. ALSO PLACE NEW CROSSWALK MARKINGS AT LOCATIONS WHERE MARKINGS HAVE BEEN REMOVED DUE TO CURB AND GUTTER REMOVAL.

AT THE END OF EACH WORKING DAY, REMOVE ALL TEMPORARY WARNING SIGNS AND TRAFFIC CONTROL DEVICES AND RETURN TRAFFIC TO ORIGINAL CONFIGURATION.

STABILIZE ALL DISTURBED AREAS WITH TOPSOIL, SEED AND MULCH PRIOR TO REMOVAL OF SEDIMENT CONTROL DEVICES AND SWITCH TO PHASE 4 TRAFFIC CONTROL.
SEQUENCE OF CONSTRUCTION

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. Shift traffic to new lanes designated for phase 3.
3. Flaggers shall be placed as shown to escort pedestrians through active work where sidewalk is closed.
4. Remove existing curb ramp, sidewalk, and curbs and gutter where shown.
5. Construct new curb ramps, sidewalk, and curbs and gutter as shown. Also place new crosswalk markings at locations where markings have been removed due to curb and gutter removal.
6. At the end of each working day, restore sidewalk to existing condition 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, seeds and mulch prior to removal of sediment control devices and switch to phase 4 traffic control.
SEQUENCE OF CONSTRUCTION

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. SHIFT TRAFFIC TO NEW LANES DESIGNATED FOR PHASE 4.

3. FLAGGERS SHALL BE PLACED AS SHOWN TO ESCORT PEDESTRIANS THROUGH ACTIVE WORK WHERE SIDEWALK IS CLOSED

4. REMOVE EXISTING CURB RAMP, SIDEWALK, AND CURB AND GUTTER WHERE SHOWN

5. CONSTRUCT NEW CURB RAMPS, SIDEWALK, AND CURB AND GUTTER AS SHOWN. ALSO PLACE NEW CROSSWALK MARKINGS AT LOCATIONS WHERE MARKINGS HAVE BEEN REMOVED DUE TO CURB AND GUTTER REMOVAL.

6. AT THE END OF EACH WORKING DAY, RESTORE SIDEWALK TO EXISTING CONDITION OR AS DIRECTED BY ENGINEER

7. AT THE 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 5 TRAFFIC CONTROL
SEQUENCE OF CONSTRUCTION

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 A. SHIFIT TRAFFIC TO NEW LANES DESIGNATED FOR PHASE A.

3. FLAGGERS SHALL BE PLACED AS SHOWN TO ESCORT PEDESTRIANS THROUGH ACTIVE WORK WHERE SIDEWALK IS CLOSED.

4. REMOVE EXISTING CURB RAMP, SIDEWALK, AND CURB AND GUTTER WHERE SHOWN.

5. CONSTRUCT NEW CURB RAMPS, SIDEWALK, AND CURB AND GUTTER AS SHOWN. ALSO PLACE NEW CROSSWALK MARKINGS AT LOCATIONS WHERE MARKINGS HAVE BEEN REMOVED DUE TO CURB AND GUTTER REMOVAL.

6. AT THE END OF EACH WORKING DAY, RESTORE SIDEWALK TO EXISTING CONDITION 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 5 TRAFFIC CONTROL.

CONSTRUCTION PHASING & M.O.T

- BARRIERS, TYPE 3
- CONSTRUCTION WARNING SIGN LOCATION
- CONSTRUCTION WARNING SIGN
- CROSS - TRAFFIC CONTROL
- TRAFFIC FLOW ARROW
- WORK AREA - ACTIVE PHASE

SILVERSIDE ROAD

ADA IMPROVEMENTS

VEALE ROAD TO WINDYBUSH DRIVE

CONSTRUCTION PHASING, M.O.T., AND EROSION CONTROL PLAN - PHASE 4
SEQUENCE OF CONSTRUCTION

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. SHIFT TRAFFIC TO NEW LANES DESIGNATED FOR PHASE 5.
3. FLAGGERS SHALL BE PLACED AS SHOWN TO ESCORT PEDESTRIANS THROUGH ACTIVE WORK WHERE SIDEWALK IS CLOSED
4. REMOVE EXISTING CURB RAMPS, SIDEWALK, AND CURB AND GUTTER WHERE SHOWN.
5. CONSTRUCT NEW CURB RAMPS, SIDEWALK, AND CURB AND GUTTER AS SHOWN. ALSO PLACE NEW CROSSWALK MARKINGS AT LOCATIONS WHERE MARKINGS HAVE BEEN REMOVED DUE TO CURB AND GUTTER REMOVAL.
6. AT THE END OF EACH WORKING DAY, RESTORE SIDEWALK TO EXISTING CONDITION 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 EROSION AND SEDIMENT CONTROL DEVICES AND SWITH TO PHASE 4 TRAFFIC CONTROL.
10. Use the construction phasing plan to guide traffic flow.

CONSTRUCTION PHASING & M.O.T.

- EROSION & SEDIMENT CONTROL
  - Silt fence / length

PHASED TRAFFIC FLOW ARROW

TYP. 10'

SCALE 1:48

ROAD WORK

END ROAD WORK

END ROAD WORK

1-036

CONSTRUCTION PHASING, M.O.T., AND EROSION CONTROL PLAN - PHASES
SEQUENCE OF CONSTRUCTION

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. Shift traffic to new lanes designated for Phase 5.

3. Flaggers shall be placed as shown to escort pedestrians through active work where sidewalk is closed.

4. Remove existing curb ramps, sidewalk, and curb and gutter as shown.

5. Construct new curb ramps, sidewalk, and curb and gutter as shown. Also place new crosswalk markings at locations where markings have been removed due to curb and gutter removal.

6. At the end of each working day, restore sidewalk to existing condition 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.
SEQUENCE OF CONSTRUCTION

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. SHIFT TRAFFIC TO NEW LANES DESIGNATED FOR PHASE 5.

3. FLAGGERS SHALL BE PLACED AS SHOWN TO ESCORT PEDESTRIANS THROUGH ACTIVE WORK WHERE SIDEWALK IS CLOSED.

4. REMOVE EXISTING CURB RAMP, SIDEWALK, AND CURB AND GUTTER WHERE SHOWN.

5. CONSTRUCT NEW CURB RAMPS, SIDEWALK, AND CURB AND GUTTER AS SHOWN. ALSO PLACE NEW CROSSWALK MARKINGS AT LOCATIONS WHERE MARKINGS HAVE BEEN REMOVED DUE TO CURB AND GUTTER REMOVAL.

6. AT THE 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.
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, shift traffic to new lanes designated for Phase 6.
3. Flaggers shall be placed as shown to escort pedestrians through active work where sidewalk is closed.
4. Remove existing curb ramps, sidewalk, and curb and gutter shown.
5. Construct new curb ramps, sidewalk, and curb and gutter shown.
6. At the end of each working day, restore sidewalk to existing condition 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.

**Construction Phasing & M.O.T.**
- Construction Warning Sign Location
- Construction Warning Sign
- Cone = Traffic Control
- Flagger Location
- Phasing Traffic Flow Arrow
- Truck with Mounted Attenuator
- Work Area - Active Phase

**Erosion & Sediment Control**
- Tractor / Trailer
- Dust Control
- Absorbent Material
- Silt Fence / Length
INSTALL EROSION AND SEDIMENT CONTROL MEASURES SHOWN

AT BEGINNING OF EACH WORK DAY, PLACE ALL TEMPORARY WARNING SIGNS AND TRAFFIC CONTROL
VICES FOR PHASE 7, SHIFT TRAFFIC TO NEW LANES DESIGNATED FOR PHASE 7.

FLAGS SHALL BE PLACED AS SHOWN TO ESCORT PEDESTRIANS THROUGH ACTIVE WORK WHERE
SIDEWALK IS CLOSED

REMOVE EXISTING CURB RAMP, SIDEWALK, AND CURB AND GUTTER WHERE SHOWN

CONSTRUCT NEW CURB RAMPS, SIDEWALK, AND CURB AND GUTTER AS SHOWN

AT THE END OF EACH WORKING DAY, RESTORE SIDEWALK TO EXISTING CONDITION OR AS
DIRECTED BY ENGINEER

AT END OF EACH WORKING DAY, REMOVE ALL TEMPORARY WARNING SIGNS AND TRAFFIC CONTROL
VICES AND RETURN TRAFFIC TO ORIGINAL CONFIGURATION

STABILIZE ALL DISTURBED AREAS WITH TOPSOIL, SEED AND MULCH PRIOR TO REMOVAL OF
SEDIMENT CONTROL DEVICES

INLET SEDIMENT CONTROL

SILT FENCE / LENGTH

SILT FENCE

SILT FENCE / LENGTH

SILT FENCE

EROSION & SEDIMENT CONTROL
SEQUENCE OF CONSTRUCTION

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 B. Shift traffic to new lanes designated for Phase B.
3. Flaggers shall be placed as shown to escort pedestrians through active work where sidewalk is closed.
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 existing condition 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.

AT THE END OF EACH WORKING DAY, RESTORE SIDEWALK TO EXISTING CONDITION OR AS DIRECTED BY ENGINEER.

ADVANCED WARNING SIGNS, "ROAD WORK AHEAD"

AT END OF EACH WORKING DAY, REMOVE ALL TEMPORARY WARNING SIGNS AND TRAFFIC CONTROL DEVICES AND RETURN TRAFFIC TO ORIGINAL CONFIGURATION.

INSTALLATION OF ALL SEDIMENT CONTROL DEVICES SHOWN

CONSTRUCTION WARNING SIGNS"ROAD WORK AHEAD"

STABILIZE ALL DISTURBED AREAS WITH TOPSOIL, SEED AND MULCH PRIOR TO REMOVAL OF SEDIMENT CONTROL DEVICES.

CONSTRUCTION WARNING SIGN LOCATION

EROSION & SEDIMENT CONTROL

INLET SEDIMENT CONTROL

SIDEBRACKETED CONTROL AND LENGTH

SILT FENCE

AEC - CONSTRUCTION PHASING & M.O.T.

BARRIERS, TYPE 3

CONSTRUCTION WARNING SIGN

CONE - TRAFFIC CONTROL

FLAGGEY LOCATION

PHASING TRAFFIC FLOW ARROWS

PLATE FOR MOUNTED ATTENUATOR

WORK AREA - ACTIVE PHASE

CONSTRUCTION WARNING SIGN LOCATION

FLAGGER LOCATION

CONSTRUCTION PHASING TRAFFIC FLOW ARROWS

SIDEWALK FOR PEDESTRIAN ESCORT

CONSTRUCTION PHASING PHASES

VEALE ROAD TO WINDYBUSH DRIVE

SILVERSIDE ROAD

ADA IMPROVEMENTS

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

DESIGNED BY:

CHECKED BY:
GENERAL NOTES FOR SIGNING:

1. THE CONTRACTOR SHALL BE GOVERNED BY THE STANDARDS AND REQUIREMENTS OF THE FOLLOWING PUBLICATIONS, EXCEPT AS MODIFIED BY THE SPECIAL PROVISIONS OF THIS CONTRACT OR THROUGH WRITTEN APPROVAL BY THE ENGINEER:
   - F.H.W.A.- "STANDARD HIGHWAY SIGNS", 2004 EDITION AND SUBSEQUENT PUBLICATIONS.
   - A.A.S.H.T.O.- STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS TO HIGHWAY SIGNS, LUMINAIRES AND TRAFFIC SIGNALS - 6TH EDITION AND SUBSEQUENT REVISIONS (M.U.T.C.D.)
   - DELDOT- "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES"
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2. THE CONTRACTOR SHALL INSTALL NEW POSTS WHERE ADDITIONAL SIGN HEIGHT IS WARRANTED.

- FOR HIGHWAY SIGNS, LUMINAIRES AND TRAFFIC SIGNALS - A.A.S.H.T.O.- STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS TO HIGHWAY SIGNS, LUMINAIRES AND TRAFFIC SIGNALS - 6TH EDITION AND SUBSEQUENT REVISIONS (M.U.T.C.D.)
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ADDENDA / REVISIONS:

COUNTY

CHECKED BY: B. SENGER

DESIGNED BY: P. SCOTT

VEAL ROAD TO WINDYBUSH DRIVE

SIGNING STRIPING AND CONDUIT PLAN

SILVER SIDE ROAD

ADA IMPROVEMENTS

VEAL ROAD TO WINDYBUSH DRIVE

GENERAL NOTES FOR SIGNING:

1. THE CONTRACTOR SHALL BE GOVERNED BY THE STANDARDS AND REQUIREMENTS OF THE FOLLOWING PUBLICATIONS, EXCEPT AS MODIFIED BY THE SPECIAL PROVISIONS OF THIS CONTRACT OR THROUGH WRITTEN APPROVAL BY THE ENGINEER:
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ADDENDA / REVISIONS:

COUNTY

CHECKED BY: B. SENGER

DESIGNED BY: P. SCOTT

VEAL ROAD TO WINDYBUSH DRIVE

SIGNING STRIPING AND CONDUIT PLAN

SILVER SIDE ROAD

ADA IMPROVEMENTS

VEAL ROAD TO WINDYBUSH DRIVE

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<td>CROSSWALK ITEM B17902</td>
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</table>
GENERAL NOTES FOR SIGNING:

1. THE CONTRACTOR SHALL BE GOVERNED BY THE STANDARDS AND REQUIREMENTS OF THE FOLLOWING PUBLICATIONS, UNLESS MODIFIED BY THIS CONTRACT OR THROUGH WRITTEN APPROVAL BY THE ENGINEER:
   - DELDOT - "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (M.U.T.C.D.)" (2011 EDITION AND SUBSEQUENT REVISIONS)
   - A.A.S.H.T.O. - "STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES AND TRAFFIC SIGNALS - 2011 EDITION AND SUBSEQUENT PUBLICATIONS"
   - DELDOT - "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (M.U.T.C.D.)" (2011 EDITION AND SUBSEQUENT REVISIONS)
   - F.H.W.A. - "STANDARD HIGHWAY SIGNS", 2004 EDITION AND SUBSEQUENT SUPPLEMENTS

2. THE CONTRACTOR SHALL INSTALL NEW POSTS WHERE ADDITIONAL SIGN HEIGHT IS WARRANTED.

PAVEMENT MARKINGS LEGEND

<table>
<thead>
<tr>
<th>SYMBOL</th>
<th>ITEM</th>
<th>QUANTITY</th>
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<tbody>
<tr>
<td>A</td>
<td>REMOVAL OF PAVEMENT STRIPING (ITEM 817031)</td>
<td>9 SF</td>
</tr>
<tr>
<td>B</td>
<td>24&quot; SOLID WHITE ALKYD THERMOPLASTIC PAVEMENT STRIPING, CROSSWALK (ITEM 817002)</td>
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SCALE: 1" = 50'
## PERMANENT SIGN SCHEDULE

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<tr>
<th>SHEET NO.</th>
<th>PLAN IDENTIFIED</th>
<th>SIGN DESIGNATION</th>
<th>QTY</th>
<th>DESCRIPTION</th>
<th>SIGN WIDTH (IN)</th>
<th>SIGN HEIGHT (IN)</th>
<th>SIGN AREA (SF)</th>
<th>ITEM 90K SINGLE POST (REACH)</th>
<th>REMARKS</th>
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<td>SS-1</td>
<td>1A</td>
<td>D3-2D1</td>
<td>1</td>
<td>WELCOME TO</td>
<td>36</td>
<td>32</td>
<td>928</td>
<td>REMOVE 1</td>
<td>&quot;Windybush&quot;</td>
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<td>1B</td>
<td>D3-2D2</td>
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<td>32</td>
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<td>&quot;Green Acres&quot;</td>
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<td>D3-2D1</td>
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<td>32</td>
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**PAGE TOTALS**
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- 5
- 5
- 0
- 32
- 7
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- 0

**JOB TOTALS**
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- 5
- 0
- 32
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