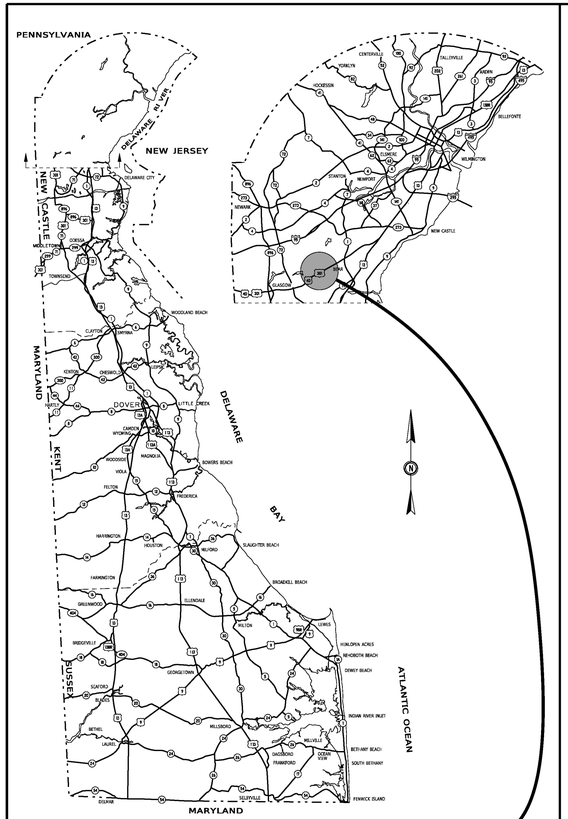


GENERAL LOCATION OF CONTRACT

THE STATE OF DELAWARE
DEPARTMENT OF TRANSPORTATION

U.S. CUSTOMARY UNITS

CONSTRUCTION PLANS FOR:

US 40,
SALEM CHURCH ROAD
TO WALTHER ROAD

CONTRACT NUMBER: T201611902

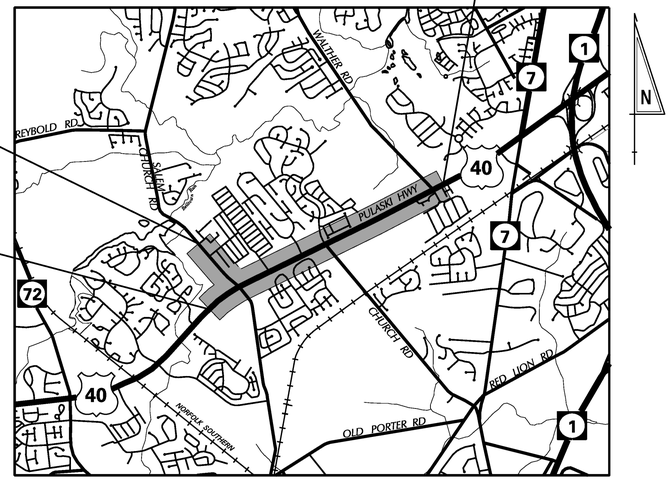
FEDERAL AID PROJECT NUMBER: NH-N032(19)

COUNTY: NEW CASTLE M.R. #: N32/N48

END CONTRACT STATION 397+29

LIMIT OF CONTRACT STATION 131+72

BEGIN CONTRACT STATION 293+08



LOCATION MAP
SCALE: NONE

DESIGN DESIGNATION

MRD #: N32	ROAD NAME: US 40		
FUNCTIONAL CLASS: PRINCIPAL ARTERIAL		D.H.V. PROJECTED: 3,269	YEAR: 2050
TYPE OF CONSTRUCTION: WIDENING		DESIGN SPEED: 55 M.P.H.	
A.A.D.T. CURRENT: 34,301	YEAR: 2019	TRUCKS: 4.0 %	
A.A.D.T. PROJECTED: 46,694	YEAR: 2050	DIRECTION OF DISTRIBUTION: 50 %	
MRD #: N48	ROAD NAME: SALEM CHURCH ROAD		
FUNCTIONAL CLASS: MAJOR COLLECTOR		D.H.V. PROJECTED: 1.093	YEAR: 2050
TYPE OF CONSTRUCTION: WIDENING		DESIGN SPEED: 40 M.P.H.	
A.A.D.T. CURRENT: 6,643	YEAR: 2019	TRUCKS: 1.0 %	
A.A.D.T. PROJECTED: 9,044	YEAR: 2050	DIRECTION OF DISTRIBUTION: 50 %	

APPROVED DESIGN EXCEPTIONS

DESIGN PARAMETER	REQUIRED	PROVIDED	DATE

ADDENDA / REVISIONS

ASSOCIATED CONTRACTS

CONTRACT NO.	CONTRACT NAME
CN6	US 40 PULASKI HIGHWAY, GLASGOW TO BEAR
217	US 40 GRADING, BEAR TO HARES CORNER
261	US 40, GLASGOW TO BEAR
848	US 40, MARYLAND STATE LINE TO BEAR
1073	US 40, MARYLAND STATE LINE TO STATE ROAD (US 13)
79-011-01	US 40, N48 TO US 13
93-061-16	SALEM CHURCH RD. - U.S. 40 TO SOUTH OF REYBOLD RD.
97-119-02	US 40, EASTBOUND THIRD LANE, WEST OF SR 7 TO SR 1
20-071-06	BRIDGE 358 ON PULASKI HIGHWAY (US 40 OVER BELLTOWN RUN)
20-119-01	CHURCH ROAD (N382), US 40 TO WYNNFIELD
22-119-01	US 40 / WALTHER ROAD INTERSECTION IMPROVEMENTS
22-119-02	SONGSMITH/WATERFORD PEDESTRIAN IMPROVEMENTS
23-119-02	US 40, BEAR-GLASGOW BUS STOP IMPROVEMENTS

APPROVED FOR ADVERTISEMENT

DIRECTOR OF TRANSPORTATION SOLUTIONS — DATE: 08/26/2024

PREPARED BY

WRA Whitman, Requardt and Associates, LLP
Engineers • Architects • Environmental Planners Est. 1915

08-01-2024
DATE

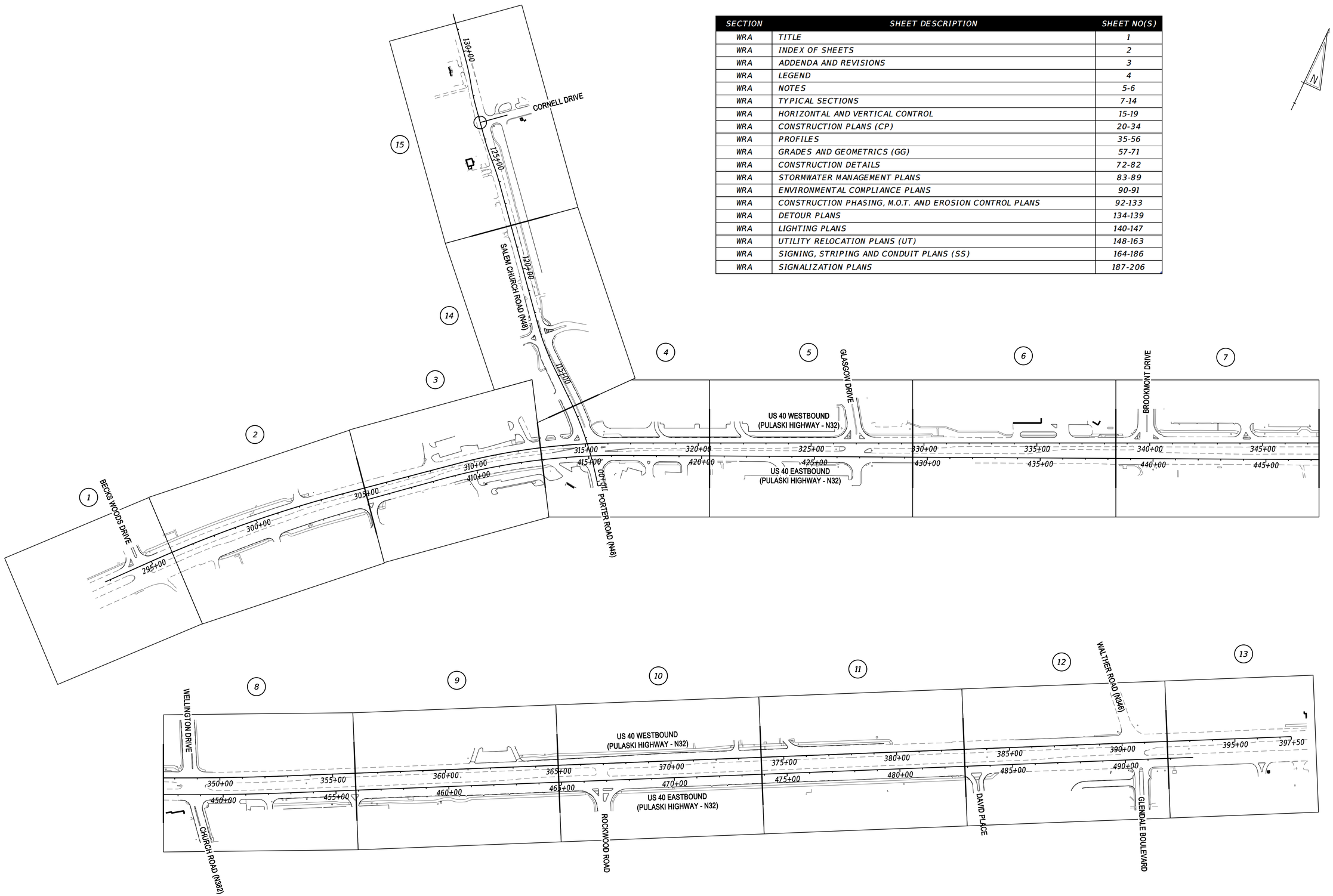
THIS SEAL APPLIES TO ALL SHEETS BEARING THE "WRA" SECTION DESIGNATION.

TODD A. OLIVER REGISTERED No. 12428 DELAWARE PROFESSIONAL ENGINEER

SEAL

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SECTION	SHEET DESCRIPTION	SHEET NO(S)
WRA	TITLE	1
WRA	INDEX OF SHEETS	2
WRA	ADDENDA AND REVISIONS	3
WRA	LEGEND	4
WRA	NOTES	5-6
WRA	TYPICAL SECTIONS	7-14
WRA	HORIZONTAL AND VERTICAL CONTROL	15-19
WRA	CONSTRUCTION PLANS (CP)	20-34
WRA	PROFILES	35-56
WRA	GRADES AND GEOMETRICS (GG)	57-71
WRA	CONSTRUCTION DETAILS	72-82
WRA	STORMWATER MANAGEMENT PLANS	83-89
WRA	ENVIRONMENTAL COMPLIANCE PLANS	90-91
WRA	CONSTRUCTION PHASING, M.O.T. AND EROSION CONTROL PLANS	92-133
WRA	DETOUR PLANS	134-139
WRA	LIGHTING PLANS	140-147
WRA	UTILITY RELOCATION PLANS (UT)	148-163
WRA	SIGNING, STRIPING AND CONDUIT PLANS (SS)	164-186
WRA	SIGNALIZATION PLANS	187-206



ADDENDA / REVISIONS		SCALE	US 40, SALEM CHURCH ROAD TO WALTHER ROAD	CONTRACT	BRIDGE NO. N/A	INDEX OF SHEETS	SECTION
		0 200 400 600 FEET		T201611902	DESIGNED BY: S. BEALL		WRA
				COUNTY	CHECKED BY: T. OLIVER		SHEET NO.
				NEW CASTLE			2

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ADDENDUM PREPARED BY

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DATE

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REVISION PREPARED BY

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DATE

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ADDENDA / REVISIONS		NOT TO SCALE	US 40, SALEM CHURCH ROAD TO WALTHER ROAD	CONTRACT	BRIDGE NO. N/A	ADDENDA AND REVISIONS	SECTION
				T201611902	DESIGNED BY: S. BEALL		WRA
				COUNTY			SHEET NO.
				NEW CASTLE	CHECKED BY: T. OLIVER		3

MANMADE ROADSIDE FEATURES

FEATURE DESCRIPTION	EXISTING	PROPOSED	ID
BARRIER - DOUBLE-FACED, PERMANENT			
BARRIER - SINGLE-FACED, PERMANENT, TEST LEVEL 4 / TEST LEVEL 5	BARRIER, TYPE "X"		B XXX
BARRIER - HIGH TENSION CABLE (HTCB)			
BARRIER - HTCB END TERMINAL			
BOLLARD - STEEL POLE			
BOLLARD - WOOD POST			
CURB, TYPE 1 AND TYPE 3			
CURB, TYPE 2	CURB, TYPE "X"		
CURB & GUTTER, TYPE 1			C XXX
CURB & GUTTER, TYPE 2	C&G, TYPE "X"		
CURB & GUTTER, TYPE 3			
CURB OPENING - SUMP / ON GRADE			C O
CURB/SW OPENING - ADJACENT CURB			CO SW
CURB/SW OPENING - NON-ADJACENT CURB			
FENCE - CHAINLINK OR STRANDED			F XXX
FENCE - STOCKADE OR SPLIT RAIL			
FLAG POLE	F.P.		
GUARDRAIL - STEEL BEAM, TYPE 1			
GUARDRAIL - STEEL BEAM, TYPE 2			
GUARDRAIL - STEEL BEAM, TYPE 3			
GUARDRAIL - WIRE ROPE			
GUARDRAIL - END ANCHORAGE			GR XXX
GUARDRAIL - END TREATMENT, TYPE 1			
GUARDRAIL - END TREATMENT, TYPE 2			
GUARDRAIL - END TREATMENT, TYPE 3			
IMPACT ATTENUATOR			
LAMP AND POST - RESIDENTIAL	LAMP		
MAILBOX	MB	MB	
PARKING METER AND POST	P.M.		
PAVEMENT - FLEXIBLE			
PAVEMENT - RIGID			
PILE - BRIDGE			
PILLAR OR MISCELLANEOUS POST			
TRAFFIC SIGN AND POST			
WALL - BRICK OR BLOCK			
WALL - STONE			

DRAINAGE FEATURES

FEATURE DESCRIPTION	EXISTING	PROPOSED	ID
BIOFILTRATION SWALE		BFS	
DITCH OR STREAM (V-SHAPE / TRAPEZOIDAL)			
DIRECTIONAL STREAM FLOW ARROW			
DRAINAGE INLET	C.B. / D.I.		DI XXX
DRAINAGE JUNCTION BOX	J.B.		JB XXX
DRAINAGE MANHOLE	Ⓓ		MH XXX
DRAINAGE PIPE AND FLOW ARROW	SIZE/TYPE LABEL		P XXX
FLARED END SECTION			FES XXX
RIPRAP - AREA FEATURE			RR XXX
RIPRAP - LINEAR FEATURE			
SAFETY END STRUCTURE			SES XXX
UNDERDRAIN			UD XXX
UNDERDRAIN OUTLET			UDO XXX

UTILITY FEATURES

FEATURE DESCRIPTION	EXISTING	PROPOSED
CABLE TV DISTRIBUTION BOX	TV	
CABLE TV - COMCAST - UNDERGROUND	COM-C (A)	COM-C
COMMUNICATIONS - CENTURY LINK (LEVEL 3)	L3-C (A)	
COMMUNICATIONS - CROWN CASTLE	CC-C (A)	
COMMUNICATIONS - CONRAIL - UNDERGROUND	CON-C (A)	
ELECTRIC - DELAWARE ELECTRIC COOPERATIVE	DEC-E (A)	DEC-E
ELECTRIC - DELMARVA POWER	DP-E (A)	DP-E
ELECTRIC MANHOLE	Ⓔ	
ELECTRIC METER	EM	
ELECTRIC TRANSFORMER	E	E
GAS - CHESAPEAKE UTILITY - GAS	DP-G (A)	DP-G
GAS MANHOLE	Ⓖ	
GAS METER	G.M.	
GAS VALVE	G.V.	
GAS PUMP - SERVICE STATION	G.P.	
IRRIGATION - UNDERGROUND	IR(A)	IR
ITMS - UNDERGROUND	ITMS(A)	ITMS
LIGHTING - UNDERGROUND	LI(A)	LI
LUMINAIRE - POLE MOUNTED		
MANHOLE - UNDETERMINED OWNER	?	
RAILROAD TRACKS		
SANITARY - NEW CASTLE COUNTY	NCC-S (A)	NCC-S
SANITARY SEWER MANHOLE	Ⓢ	
SANITARY SEWER VALVE	S.V.	
SANITARY SEWER CLEANOUT OR VENT	S.C.O.	
SEPTIC DRAIN FIELD	S.D.F.	
SIGNALIZATION - UNDERGROUND	SIG(A)	SIG
SIGNALIZATION - DELDOT MULTIDUCT CONDUIT	EX-CON (A)	
SIGNALIZATION - DELDOT SIGNAL CONDUIT	EX-SIG (A)	
SOIL BORING LOCATION		
TELEPHONE BOOTH	B	
TELEPHONE MANHOLE	Ⓣ	
TELEPHONE - VERIZON - FIBER OPTIC	VER-FO (A)	
TELEPHONE - ATT	ATT-C (A)	
TELEPHONE TEST POINT	T	
TRAFFIC - CONDUIT JUNCTION WELL	J.W.	
TRAFFIC - LIGHT POLE AND BASE		
TRAFFIC - PEDESTRIAN POLE & BASE		
TRAFFIC - SIGNAL CABINET & BASE		
TRAFFIC - SIGNAL POLE AND BASE		
UTILITY BOX	U	
UTILITY POLE GUY WIRE ANCHOR		
UTILITY POLE		
UTILITY TEST HOLE LOCATION		
WATER - ARTESIAN COMPANY	AW-W (A)	AW-W
WATER - FIRE HYDRANT	F.H.	F.H.
WATER METER	W.M.	
WATER VALVE	WV	WV
WELL HEAD	WELL	

NATURAL ROADSIDE FEATURES

FEATURE DESCRIPTION	EXISTING	PROPOSED
HEDGEROW OR THICKET		
MARSH BOUNDARY LINE		
TREE - CONIFEROUS		
TREE - DECIDUOUS		
TREE STUMP		
SHRUBBERY		
WETLAND BOUNDARY - DELINEATED	WL	
WOODS LINE BOUNDARY		

RIGHT-OF-WAY FEATURES

FEATURE DESCRIPTION	EXISTING	PROPOSED
DENIAL OF ACCESS	DA	DA
EASEMENT - OTHERS	EASEMENT TYPE	
PERMANENT EASEMENT	PE	PE
PROPERTY LINE		
PROPERTY MARKER - CONCRETE	C.M.	
PROPERTY MARKER - IRON PIPE	I.P.	
RIGHT-OF-WAY BASELINE	100+00	100+00
RIGHT-OF-WAY LINE	R/W	R/W
RIGHT-OF-WAY BY PE	R/W-PE	
RIGHT-OF-WAY & DENIAL OF ACCESS	R/W-DA	R/W-DA
RIGHT-TO-ENTER		RTE
TEMPORARY CONSTRUCTION EASEMENT		TCE

SURVEY CONTROL & MONUMENTATION

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

MISCELLANEOUS FEATURES

FEATURE DESCRIPTION	PROPOSED
BARRIER, DOUBLE-FACED, PERMANENT	
BARRIER, SINGLE-FACED, PERMANENT, TEST LEVEL 4 / TEST LEVEL 5	
BRICK PATTERNED SURFACE	
BUTT JOINT	
CLEAR ZONE	CZ
CONSTRUCTION BASELINE	100+00
LATERAL OFFSET	LO
LIMIT OF CONSTRUCTION	LOC
PAVEMENT PATCH	
PAVEMENT REMOVAL - TOPSOIL, SEED AND MULCH	
PCC SIDEWALK - 4"	
PCC SIDEWALK - 6" (USE 8" DEPTH FOR CHANNELIZATION ISLANDS.)	
TURF REINFORCEMENT MAT, TYPE 1	

IDENTIFIERS

FEATURE DESCRIPTION	ID
ABANDON BY CONTRACTOR	AB C
ABANDON BY OTHERS	AB O
ADJUST BY CONTRACTOR	A C
ADJUST BY OTHERS	A O
BEST MANAGEMENT PRACTICE	BMP XXX
BUS STOP PAD / TYPE	BSP Y
BUS STOP WITH SHELTER PAD / TYPE	BSSP Y
CONCRETE SAFETY BARRIER	B XXX
CONVERT TO JUNCTION BOX	CJB XXX
CONVERT TO DRAINAGE MANHOLE	CMH XXX
DO NOT DISTURB	DND
ENERGY DISSIPATOR	ED XXX
FILL WITH FLOWABLE FILL	FF C
LANDSCAPE PLANTINGS	LS XXX
PEDESTRIAN CONNECTION / TYPE	PC YX
PEDESTRIAN CONNECTION / TYPE WITHOUT DETECTABLE WARNING SYSTEM	PC-N XXX
RELOCATE BY CONTRACTOR	RL C
RELOCATE BY OTHERS	RL O
RELOCATE BY PROPERTY OWNER	RL PO
REMOVE BY CONTRACTOR	RM C
REMOVE BY OTHERS	RM O
REMOVE BY TRAFFIC CONTRACTOR	RM TC
RIGHT-OF-WAY MONUMENT	M XXX

PAVEMENT SECTION(S)

MILL AND OVERLAY PAVEMENT - SEE TYPICAL SECTIONS FOR MATERIALS AND DEPTHS	
RECONSTRUCTED PAVEMENT - SEE TYPICAL SECTIONS FOR MATERIALS AND DEPTHS	
DRIVEWAY, TRAIL AND ENTRANCE PAVEMENT - SEE NOTES FOR MATERIALS AND DEPTHS	

ADDENDA / REVISIONS

NOT TO SCALE

US 40, SALEM CHURCH ROAD TO WALTHER ROAD

CONTRACT	BRIDGE NO.	N/A
T201611902	DESIGNED BY: S. BEALL	
COUNTY	CHECKED BY: T. OLIVER	
NEW CASTLE		

LEGEND

SECTION
WRA
SHEET NO.
4

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GENERAL NOTES

1. THIS PROJECT IS TO BE CONSTRUCTED IN ACCORDANCE WITH THE DELAWARE DEPARTMENT OF TRANSPORTATION "STANDARD SPECIFICATIONS", DATED JANUARY 2024 AND THE DELAWARE DEPARTMENT OF TRANSPORTATION "STANDARD CONSTRUCTION DETAILS", DATED 2024.

2. ELECTRONIC DESIGN DATA FILES THAT WILL BE MADE AVAILABLE TO THE AWARDED CONTRACTOR, INCLUDE:

( )	NONE
(X)	ASCII DATA FILES WITH COORDINATES AND ELEVATIONS FOR PROPOSED POINTS AS SELECTED BY THE ENGINEER.
(X)	EXISTING DIGITAL TERRAIN MODEL, IN .DTM FILE FORMAT, COMPATIBLE WITH SOFTWARE CURRENTLY USED BY DELDOT.
(X)	PROPOSED DIGITAL TERRAIN MODEL, IN .DTM FILE FORMAT, COMPATIBLE WITH SOFTWARE CURRENTLY USED BY DELDOT.
(X)	DESIGN FILE, IN .DGN FILE FORMAT, THAT CONTAINS 3D FEATURE LINES FOR THE PROPOSED DESIGN. 3D FEATURE LINES ARE FOR THE PROPOSED TOP SURFACE ELEVATION ONLY.

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.

NOTE: THERE MAY BE SOME AREAS OF THE PROJECT NOT INCLUDED IN THE ELECTRONIC DESIGN DATA FILE(S). IT IS THE CONTRACTOR'S RESPONSIBILITY TO REVIEW THE DESIGN DATA FILE AND DETERMINE THE LIMITS OF THE PROJECT INCLUDED.

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

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

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.

2. THE CONTRACTOR WILL CONTACT THE DELAWARE TMC AT 302-659-4600 PRIOR TO ANY UNMANNED AERIAL VEHICLE (UAV) FLIGHTS. THE CONTRACTOR WILL BE REQUIRED TO PROVIDE THE FOLLOWING INFORMATION: THE REGISTRATION NUMBER OF THE UAV, THE FLIGHT TIME, LOCATION OF THE FLIGHT, THE PILOT'S NAME AND THE PILOT'S CONTACT NUMBER DURING THE FLIGHT.

3. A NIGHT WORK SURVEY OF ADJACENT PROPERTY OWNERS WAS CONDUCTED AND LOCAL NOISE ORDINANCES HAVE BEEN VERIFIED. NIGHT WORK IS PERMITTED ON THIS CONTRACT.

SECTION 200

4. THE CONTRACTOR SHALL REMOVE AND RESET ALL MAILBOXES TO MAINTAIN MAIL SERVICE AS DIRECTED BY THE ENGINEER. THE CONTRACTOR SHALL RELOCATE MAILBOXES AS REQUIRED BY THE PROPOSED GEOMETRICS AND AS DIRECTED BY THE ENGINEER. WHEN RELOCATING MAILBOXES IN CURBED SECTIONS, THE FACE OF THE MAILBOX SHALL BE FLUSH WITH THE BACK EDGE OF CURB. WHEN RELOCATING MAILBOXES IN OPEN SECTIONS, THE FACE OF THE MAILBOX SHALL SET BACK 8 INCHES FROM THE EDGE OF THE PAVED SHOULDER. THE BOTTOM OF THE MAILBOX SHALL BE POSITIONED IN ACCORDANCE WITH THE LATEST VERSION OF THE UNITED STATES POSTAL SERVICE GUIDELINES. MAILBOXES LOCATED AT DRIVEWAY ENTRANCES SHALL BE PLACED ON THE FAR SIDE OF THE DRIVEWAY IN THE DIRECTION OF TRAVEL. POSTS BEING RESET IN CONCRETE SIDEWALK SHALL BE IN AN APPROPRIATE SIZE PVC SLEEVE. ACCEPTABLE POST SHALL BE 4 INCH X 4 INCH WOOD POST OR 4 INCH DIAMETER WOOD POST. FOR RELOCATING MULTIPLE MAILBOXES TOGETHER ALL POST SHALL BE SEPARATED BY A DISTANCE OF NO LESS THAN 3/4 OF THEIR FULL HEIGHT ABOVE THE GROUND. MULTIPLE MAILBOXES ATTACHED TO A SINGLE HORIZONTAL BOARD SHALL NOT BE LOCATED INSIDE THE CLEAR ZONE. EACH MAIL BOX SHALL BE PLACED ON AN INDIVIDUAL POST MEETING THE CRITERIA ABOVE. ALL MAILBOXES SHALL BE SET NOT TO IMPEDE THE MINIMUM PAR (PEDESTRIAN ACCESS ROUTE) WIDTH AS DETERMINED BY THE CURRENT EDITION OF THE PEDESTRIAN ACCESSIBILITY STANDARDS FOR FACILITIES IN THE PUBLIC RIGHT OF WAY. IF MAILBOXES ARE NOT SET IN ACCORDANCE WITH THE ABOVE DIRECTIONS, RESETTING OF THE MAILBOXES WILL BE AT THE COST OF THE CONTRACTOR. COST FOR ALL WORK AND MATERIALS SHALL BE PAID UNDER ITEM 201000 - CLEARING AND GRUBBING.

5. ITEMS TO BE REMOVED UNDER ITEM 211000 - REMOVAL OF STRUCTURES AND OBSTRUCTIONS SHALL INCLUDE, BUT NOT BE LIMITED TO THE FOLLOWING:
   a. CONCRETE SUPPORT FOUNDATIONS FOR MISCELLANEOUS SMALL STRUCTURES NOT COVERED UNDER OTHER PAY ITEMS
   b. LIGHTING AND SIGNAL POLE BASE FOUNDATIONS
   c. CABINET FOUNDATIONS
   d. DRAINAGE STRUCTURES
   e. BOLLARDS (REMOVAL AND PATCHING)

6. UNLESS OTHERWISE NOTED AS DO NOT DISTURB OR ADJUST BY CONTRACTOR/OTHERS, ALL EXISTING FEATURES, INCLUDING TREES, SHRUBS, AND STORM SEWER WITHIN THE PROPOSED LOC SHALL BE REMOVED BY THE CONTRACTOR AND PAID FOR UNDER THE RESPECTIVE BID ITEM. REMOVAL OF EXISTING STORM DRAIN PIPE SHALL BE PAID UNDER ITEM 202000 UNLESS NOTED WITH A FLOWABLE FILL IDENTIFIER, REMOVAL OF TREES AND SHRUBS SHALL BE PAID FOR UNDER 201000, AND REMOVAL OF ADDITIONAL EXISTING FEATURES SHALL BE PAID FOR UNDER ITEM 211000 AS NOTED IN SECTION 200 OF THE PROJECT NOTES.

SECTION 400

7. THE PAVEMENT SECTION FOR FLEXIBLE PAVEMENT RESIDENTIAL DRIVEWAYS SHALL BE 2" BITUMINOUS CONCRETE, TYPE 'C' (ITEM 401046) OVER 8" GABC (ITEM 301001), UNLESS OTHERWISE NOTED ON THE PLANS OR AS DETERMINED BY ENGINEER IN THE FIELD AS NEEDED TO MATCH EXISTING.

SECTION 600

8. DRAINAGE INLET GRATES ADJACENT TO THE CURB OR EDGE PAVING, WITHIN THE PROJECT LIMITS, WHICH ARE NOT TYPE 1 OR TYPE 4, SHALL BE REPLACED WITH TYPE 1. INLET GRATES WITHIN THE PAVING, NOT ADJACENT TO THE CURB OR EDGE OF PAVING SHALL BE REPLACED WITH TYPE 3. 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 DELAWARE DEPARTMENT OF TRANSPORTATION'S BEAR MAINTENANCE YARD WITH THE COST OF DELIVERY INCIDENTAL TO ITEM 602100 - REPLACING DRAINAGE INLET GRATE(S) & ITEM 602101 - REPLACING DRAINAGE INLET FRAME(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.

9. 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

10. 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. THE TRANSITIONED CURB WORK SHALL BE MEASURED AND PAID FOR UNDER THE PROPOSED CURB ITEM. SAW CUTTING OF THE EXISTING CURB SHALL BE INCIDENTAL TO THE PROPOSED CURB ITEM.

11. 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 - SAW CUTTING, CONCRETE, FULL DEPTH.

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

13. 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.

14. THE CONTRACTOR SHALL DELIVER ALL EXCESS MILLED MATERIAL TO THE DELAWARE DEPARTMENT OF TRANSPORTATION'S BEAR MAINTENANCE YARD (250 BEAR CHRISTIANA ROAD). THE MATERIAL SHALL BE NEATLY STOCKPILED AT THE YARD. COSTS FOR THIS WORK SHALL BE INCIDENTAL TO THE MILLING ITEM UTILIZED FOR PAYMENT ON THE CONTRACT.

15. 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.

16. AS NOTED IN STD. CONSTRUCTION DETAIL B-2, WHEN CURB IS PROPOSED ALONG A GUARDRAIL END TREATMENT ATTENUATOR, THE CURB SHALL BE DEPRESSED FOR THE ENTIRE LENGTH OF THE ATTENUATOR AND THROUGH THE LENGTH OF THE TAPER GRADING ALONG THE APPROACH.

SECTION 900

17. THIS PROJECT IS COVERED UNDER AN NPDES GENERAL PERMIT FOR CONSTRUCTION. UNDER THE GENERAL PERMIT, COMPLIANCE WITH DELDOT'S APPROVED SEDIMENT AND STORMWATER MANAGEMENT PLANS WILL CONSTITUTE COMPLIANCE WITH THE NPDES INDUSTRIAL PERMITTING REQUIREMENTS FOR THIS CONSTRUCTION PROJECT. A COPY OF THE NPDES GENERAL PERMIT AND NOI IS KEPT ON FILE IN EACH OF THE CONSTRUCTION OFFICES AND THE DEPARTMENT'S STORMWATER SECTION. A COPY OF THE GENERAL PERMIT OR THE NOI CAN BE OBTAINED UPON REQUEST FROM EITHER THE DEPARTMENT'S STORMWATER ENGINEER OR THE APPROPRIATE CONSTRUCTION ENGINEER.

18. PROVIDE ALL DNREC REQUIRED POST CONSTRUCTION VERIFICATION DOCUMENTATION FOR STORMWATER BEST MANAGEMENT PRACTICES (BMP) TO THE ENGINEER AT THE TIME OF SUBSTANTIAL COMPLETION.

MISCELLANEOUS

19. THE CONTRACTOR SHALL NOTIFY DART FIRST STATE AT DOT_DETOURS@DELAWARE.GOV AT LEAST 14 DAYS PRIOR TO THE START OF ANY DETOURS OR CONSTRUCTION, AND DOT_DTC_PROJECTDEVELOPMENT@DELAWARE.GOV AT SUCH TIME THE FACILITY IS COMPLETED AND OPERABLE FOR TRANSIT OPERATIONS.

20. ALL DART SIGNS HAVE BEEN UPDATED TO A NEW DESIGN. THE DELDOT SIGN SHOP DOES NOT FABRICATE THE UPDATED SIGN OR ANY SUPPLEMENTAL PLAQUES TO ALLOW FOR ADDITIONAL ROUTE NUMBERS. ALL REQUESTS FOR FABRICATION OF THESE SIGNS MUST BE MADE THROUGH DART TRANSIT AT 302-576-6132.

21. ANY STAGING AND/OR STOCKPILE AREA(S) OUTSIDE THE PROJECT'S LIMIT OF CONSTRUCTION (LOC) THAT INDIVIDUALLY OR CUMULATIVELY ARE LARGER THAN 10,000 SQUARE FEET, MUST BE APPROVED BY DELDOT'S ARCHAEOLOGIST. CONTACT THE CONSTRUCTION AREA ENGINEER WHO WILL COORDINATE WITH DELDOT'S ARCHAEOLOGIST.

    WITHIN 30 DAYS, DELDOT WILL;
    1) APPROVE THE USE OF THE PROPOSED STAGING AND STOCKPILE AREA(S);
    2) REJECT THE REQUEST; OR
    3) PERFORM AN ARCHAEOLOGICAL SURVEY TO DETERMINE WHETHER TO APPROVE OR REJECT THE REQUEST, WHICH MAY TAKE UP TO 3 MONTHS. IF AN ARCHAEOLOGICAL SURVEY IS NECESSARY, DELDOT OR A CONSULTANT ON ITS BEHALF WILL UNDERTAKE THE SURVEY.

ADDENDA / REVISIONS		NOT TO SCALE	US 40, SALEM CHURCH ROAD TO WALTHER ROAD	CONTRACT	BRIDGE NO. N/A	NOTES	SECTION
				T201611902	DESIGNED BY: S. BEALL		WRA
				COUNTY	CHECKED BY: T. OLIVER		SHEET NO.
				NEW CASTLE			5

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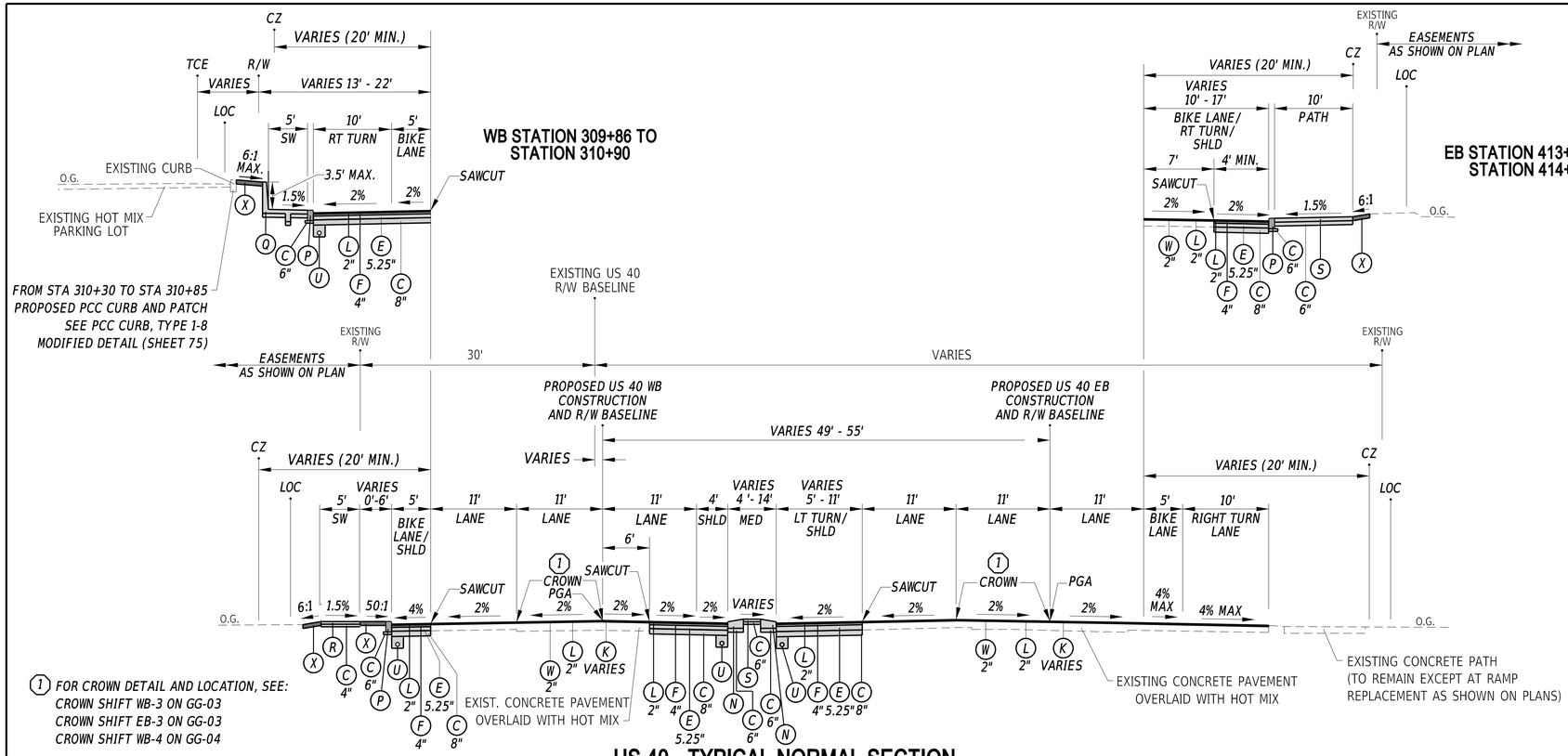
FOR INFORMATION ONLY
EARTHWORK SUMMARY

	PHASE 1 & 1A US 40 OUTSIDE WIDENING STA. 301+50 TO STA. 397+50 AND BMPs	PHASE 1B & 1C & 1D ROUNDABOUT AND SALEM CHURCH ROAD STA. 117+50 TO STA. 130+20	PHASE 2 US 40 INSIDE WIDENING STA. 304+00 TO STA. 390+20	PROJECT TOTALS
EXCAVATION - ITEM 202000 (CY) [NEED = '-' / EXCESS = '+']				
EX01 : FROM CROSS SECTIONS / MODELS (+)	13,839	1,007	7,384	22,230
EX02 : BITUMINOUS PAVEMENT REMOVED IN FILL SECTIONS (+) (See Note 3)	789	468	106	1,363
EX03 : TOPSOIL REMOVED UNDER FILL SECTIONS (+) (See Note 1)	1,713	332	986	3,031
EX04 : TOPSOIL PLACED IN CUT SECTIONS (+) (Template includes topsoil depth)	0	0	0	0
EX05 : ROOT MAT REMOVED IN CUT SECTIONS (-)	0	0	0	0
EX06 : CURB AND/OR CURB AND GUTTER EXCAVATION (-) (Excluded from Inroads Normal Cut Qty)	0	0	0	0
EX07 : UNDERDRAIN EXCAVATION (-) (Excluded from Inroads Normal Cut Qty)	0	0	0	0
EX08 : ROCK EXCAVATION (-)	0	0	0	0
EX09 : REMOVAL OF PCC PAVEMENT, CURBS, SIDEWALK, ETC. (-) (paid under 211001)	910	455	152	1,517
EXTOTAL : TOTAL EXCAVATION	15,431	1,352	8,324	25,107
STORMWATER MANAGEMENT POND EXCAVATION - ITEM 910008 (CY) [NEED = '-' / EXCESS = '+']				
SWEX01 : FROM CROSS SECTIONS / MODELS (+)	13,563	0	0	13,563
SWEX02 : TOPSOIL REMOVED UNDER FILL SECTIONS (+)	0	0	0	0
SWEX03 : TOPSOIL PLACED IN CUT SECTIONS (+)	0	0	0	0
SWEX04 : ROOT MAT REMOVED (-)	0	0	0	0
SWEX05 : ROCK EXCAVATION (-)	0	0	0	0
SWEXTOTAL : TOTAL STORMWATER MANAGEMENT POND EXCAVATION	13,563	0	0	13,563
EXCAVATION AVAILABLE FOR EMBANKMENT (CY) [NEED = '-' / EXCESS = '+']				
EXTOTAL : TOTAL EXCAVATION (+) [ITEM 202000]	15,431	1,352	8,324	25,107
SWEXTOTAL : TOTAL STORMWATER MANAGEMENT POND EXCAVATION (+) [ITEM 910008]	13,563	0	0	13,563
AVEX01 : EXCAVATION AND BACKFILLING FOR STRUCTURES (+) [ITEM 207000]	0	0	0	0
AVEX02 : EXCAVATION FOR PIPE TRENCHES (+) [Item 207002]	12,820	243	1,556	14,619
AVEX03 : CHANNEL EXCAVATION (+) [ITEM 203000]	0	0	0	0
AVEX04 : POLE BASES EXCAVATION (+) [ITEM 83400X]	176	0	0	176
AVEX05 : EXCAVATION FROM CURBS AND/OR CURB AND GUTTER (+) (Included in Template)	0	0	0	0
AVEX06 : EXCAVATION FROM UNDERDRAINS (+)	1,216	0	0	1,216
AVEX07 : MISCELLANEOUS EXCAVATIONS (+)	0	0	0	0
AVEX08 : TOPSOIL REMOVED IN CUT AND/OR FILL SECTIONS (-)	3,968	401	2,405	6,774
AVEX09 : TOPSOIL REMOVED IN CUT AND/OR FILL SECTIONS FOR STORMWATER MANAGEMENT PONDS (-)	4,454	0	0	4,454
AVEX10: UNSUITABLE MATERIALS (-) (BITUMINOUS PAVT REMOVED IN CUT AND FILL)	3,799	1,075	1,713	6,587
AVEXTOTAL : TOTAL EXCAVATION AVAILABLE FOR EMBANKMENT	30,985	119	5,762	36,866
EMBANKMENT AND BORROW, TYPE 'F' REQUIRED (CY) [NEED = '-' / EXCESS = '+']				
EMRF01 : FROM CROSS SECTIONS / MODEL (+) [EMBANKMENT REQUIRED BELOW SUBGRADE OR CAPPING]	2,626	1,002	354	3,982
EMRF02 : TOPSOIL REMOVED UNDER FILL (+)	1,713	332	986	3,031
EMRF03 : ROOT MAT REMOVED UNDER FILL (+)	2,068	0	0	2,068
EMRF04 : UNSUITABLE MATERIAL REMOVED UNDER FILL (+)	0	0	0	0
EMRF05 : PCC REMOVED UNDER FILL (+)	0	0	0	0
EMRF06 : BITUMINOUS PAVEMENT REMOVED UNDER FILL (+)	739	344	106	1,189
EMRF07 : TOPSOIL TO BE PLACED IN FILL (+) (Incided in template)	0	0	0	0
EMRF08 : SUBTOTAL OF EMBANKMENT AND BORROW, TYPE 'F' REQUIRED	7,146	1,678	1,446	10,270
EMRF09 : COMPACTION FACTOR APPLIED TO THE SUBTOTAL (%)	1.2	1.2	1.2	
EMRFTOTAL : TOTAL EMBANKMENT AND BORROW, TYPE 'F' REQUIRED	8,575	2,014	1,735	12,324
TOPSOIL SUMMARY (CY) [NEED = '-' / EXCESS = '+']				
TOP01 ; TOPSOIL SALVAGED FROM CUT SECTIONS (+)	2255	70	1419	3744
TOP02 : TOPSOIL SALVAGED FROM FILL SECTIONS (+)	1713	332	986	3031
TOP03 : TOPSOIL SALVAGED FROM STORMWATER MANAGEMENT PONDS (+)	4454	0	0	4454
TOP04 : TOPSOIL REQUIRED (-) (calculated from plan view areas)	-6561	-820	-820	-8201
TOPTOTAL : TOTAL TOPSOIL	1,861	-418	1,585	3,028
MATERIAL BALANCE (CY) [NEED = '-' / EXCESS = '+']				
BORROW, TYPE 'A'	0	-140	0	-140
BORROW, TYPE 'B' (Refill Undercut Excavation plus 1.2 Compaction Factor)	-1,852	-162	-999	-3,013
BORROW, TYPE 'C' (Item 207023)	-6,128	-63	-1,250	-7,441
BORROW, TYPE 'F' (Assume 60% AVEXTOTAL Suitable)	10,016	-1,942	1,722	9,795
TOPSOIL	1,861	-418	1,585	3,028
UNSUITABLE MATERIAL (EX09+AVEX10+40% AVEXTOTAL)	17,103	1,578	4,169	22,850

Notes:
1. All topsoil under fill is stripped.
2. Existing topsoil stripping depths = 12" for BMPs 01120 & 01122 and 6" for BMP 01121 and all other areas.
3. Depth of existing bituminous pavement to be removed = 12".

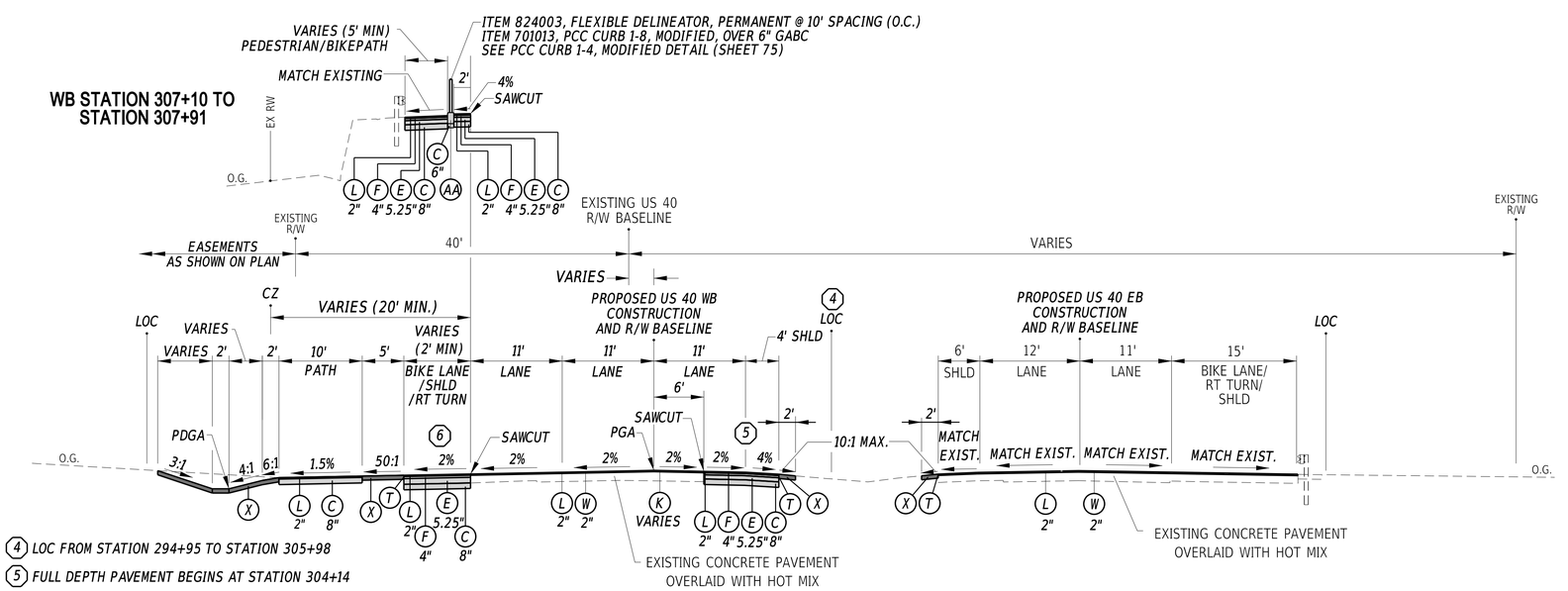
ADDENDA / REVISIONS		NOT TO SCALE	US 40, SALEM CHURCH ROAD TO WALTHER ROAD	CONTRACT T201611902	BRIDGE NO. N/A	NOTES	SECTION WRA
				COUNTY NEW CASTLE	DESIGNED BY: M.FOX		SHEET NO. 6
					CHECKED BY: T. OLIVER		

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US 40 - TYPICAL NORMAL SECTION

WB STATION 307+91 TO STATION 314+60 **EB STATION 407+89 TO STATION 414+90**



US 40 - TYPICAL NORMAL SECTION

WB STATION 294+95 TO STATION 307+91 (7) **EB STATION 405+99 TO STATION 407+89**

LEGEND

- (A) ITEM 209001 - BORROW, TYPE A
- (B) MATERIAL MEETING THE REQUIREMENTS OF ITEM 209006 - BORROW, TYPE F
- (C) ITEM 301001 - GABC
- (D) ITEM 301002 - GABC, PATCHING
- (E) ITEM 401014 - SUPERPAVE TYPE B, PG 64-22
- (F) ITEM 401016 - SUPERPAVE, TYPE B, PG 76-22
- (G) ITEM 401029 - SUPERPAVE, TYPE C, PG 64-22, PATCHING
- (J) ITEM 401030 - SUPERPAVE, TYPE B, PG 64-22, PATCHING
- (K) ITEM 401036 - SUPERPAVE, TYPE C, PG 64-22, WEDGE
- (L) ITEM 401046 - SUPERPAVE, TYPE C, PG 76-22 (NON-CARBONATE STONE)
- (M) ITEM 701021 - I.PCC CURB AND GUTTER, TYPE 3-4
- (N) ITEM 701014 - PCC CURB, TYPE 2
- (P) ITEM 701011 - PCC CURB, TYPE 1-4
- (Q) ITEM 701507 - CURB RETAINING WALL, TYPE 1
- (R) ITEM 705001 - PCC SIDEWALK, 4"
- (S) ITEM 705002 - PCC SIDEWALK, 6"
- (T) SAFETY EDGE
- (U) ITEM 709001 - PERFORATED PIPE UNDERDRAINS, 6" (WHERE SHOWN ON PLANS)
- (W) ITEM 760012 - PAVEMENT MILLING, BITUMINOUS CONCRETE PAVEMENT, VARIABLE DEPTH
- (X) ITEM 908010 - TOPSOILING, 6" DEPTH
  ITEM 908014 - PERMANENT GRASS SEEDING, DRY GROUND
- (Y) ITEM 908020 - EROSION CONTROL BLANKET MULCH (8' MINIMUM WIDTH)
- (AA) ITEM 701013 - PCC CURB, TYPE 1-8
- (BB) ITEM 701018 - I.PCC CURB AND GUTTER, TYPE 1-8
- (CC) ITEM 701025 - PCC CURB TYPE 2 ROUNDABOUT
- (DD) ITEM 701027- PCC CURB, TYPE 1-2 ROUNDABOUT
- (EE) ITEM 705521 - PATTERNED PCC SIDEWALK, 8" (4"x8" HERRINGBONE PATTERN, COLOR "BRICK RED")
- (FF) ITEM 701012 - PCC CURB, TYPE 1-6

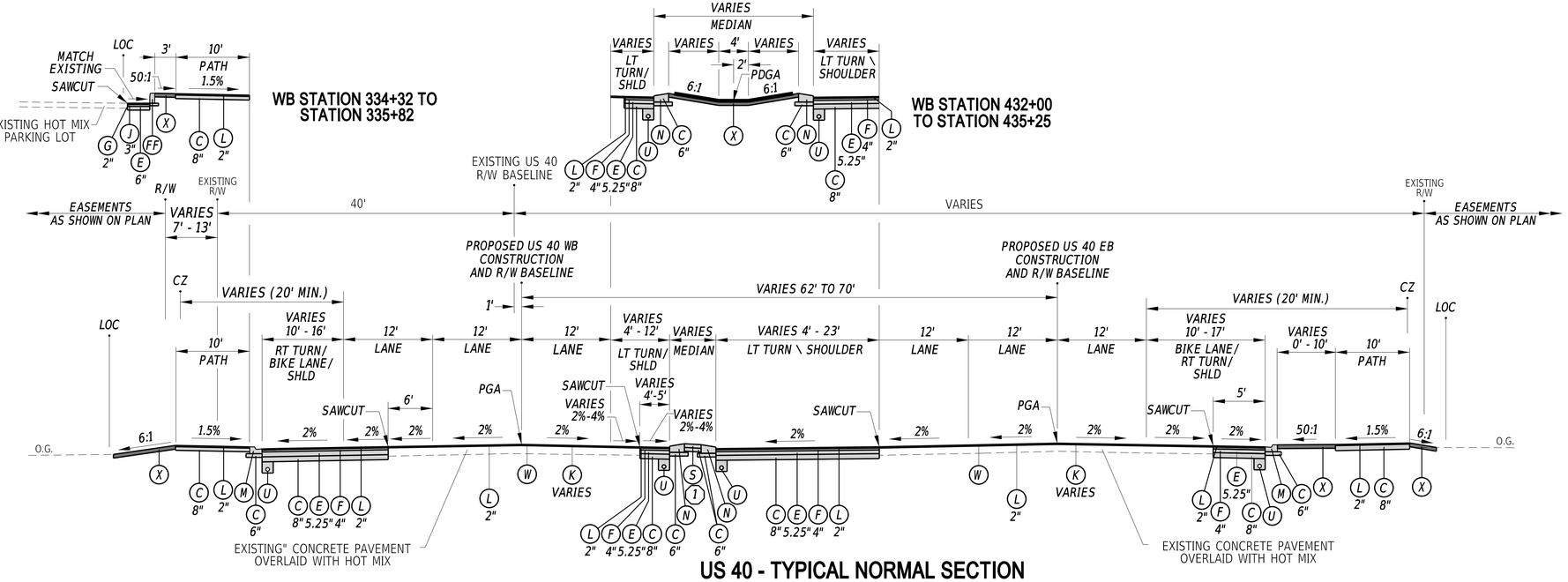
MATERIAL TYPE	BINDER GRADE	LIFT THICKNESS (IN)	
		MINIMUM	MAXIMUM
TYPE C (4.75 MM MIX)	ALL	0.5	1.0
TYPE C (9.5 MM MIX)	ALL	1.25	2.0
TYPE C (12.5 MM MIX)	ALL	1.5	2.0
TYPE B (19 MM MIX)	76-22, 70-22	2.25	4.0
TYPE B (19 MM MIX)	64-22	2.25	6.0
TYPE BCBC (25 MM MIX)	64-22	3.0	6.0
GABC	-	4.0	8.0

NOTES:

1. PGA - POINT OF GRADE APPLICATION
   PDGA - POINT OF DITCH GRADE APPLICATION
   P/R - POINT OF ROTATION
2. WHEN PROPOSED PAVEMENT WIDTH IS LESS THAN 4', USE PROPOSED PATCHING PAVEMENT ITEMS AT THE SAME DEPTH AS INDICATED ON TYPICAL SECTIONS.
3. AS NOTED ON SHEET CS-07, THE CONTRACTOR SHALL USE ITEM 760012 TO MILL US 40 (EB AND WB) TO A 1.25" DEPTH THEN FILL AND WEDGE WITH ITEM 401036 WITHIN THE STATION LIMITS NOTED IN THE MILL AND WEDGE PRE-PHASE SEQUENCE OF CONSTRUCTION. LOCATIONS NOTED TO BE MILLED OUTSIDE OF THE MILL AND WEDGE PRE-PHASE STATION LIMITS ON SHEET CS-07 SHALL USE ITEM 760012 TO MILL US 40 TO A 2" DEPTH IN SEQUENCE OF CONSTRUCTION PHASE 3 ON SHEET CS-32.

ADDENDA / REVISIONS	NOT TO SCALE	US 40, SALEM CHURCH ROAD TO WALTHER ROAD	CONTRACT T201611902	BRIDGE NO. N/A	TYPICAL SECTIONS	SECTION WRA
			COUNTY NEW CASTLE	DESIGNED BY: M.FOX		SHEET NO. 7
				CHECKED BY: T. OLIVER		

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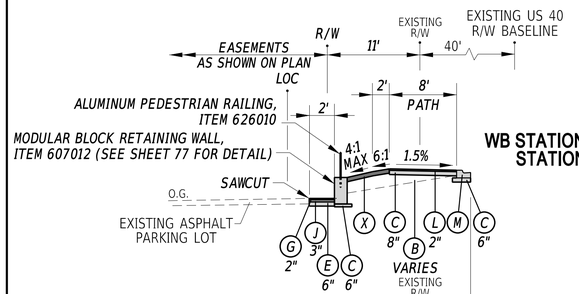


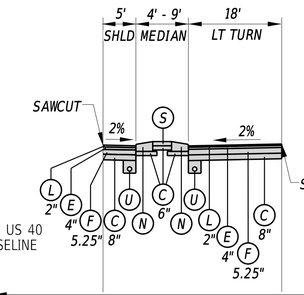
US 40 - TYPICAL NORMAL SECTION

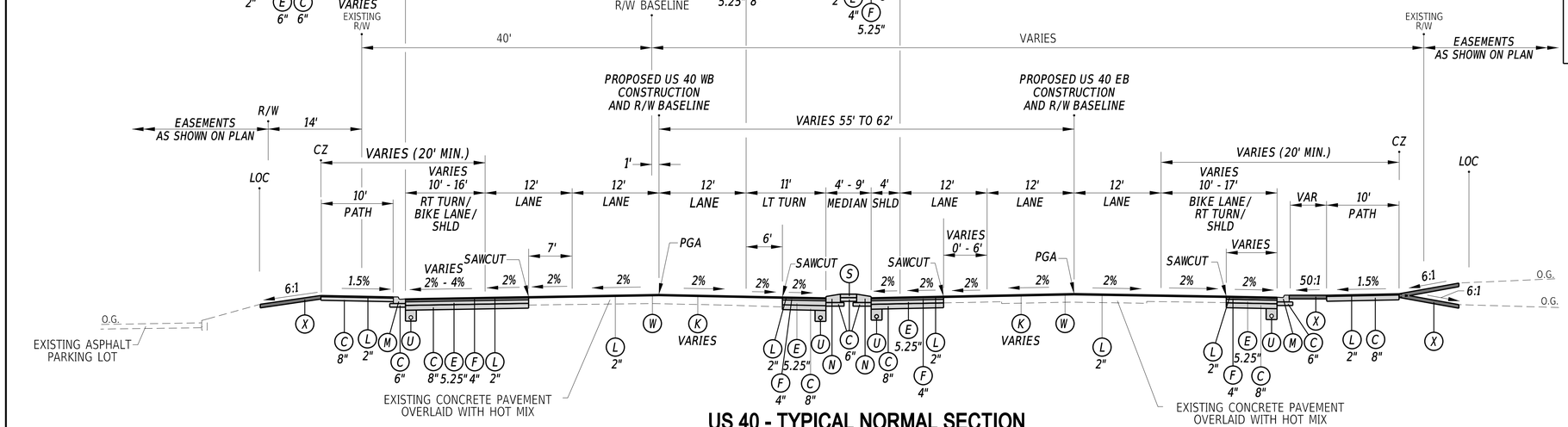
WB STATION 327+00 TO STATION 340+00

EB STATION 427+00 TO STATION 440+00

(1) (X) *FROM WB STATION 331+43 TO WB STATION 335+50*







US 40 - TYPICAL NORMAL SECTION

WB STATION 314+60 TO STATION 327+00

EB STATION 414+90 TO STATION 427+00

LEGEND

- (A) *ITEM 209001 - BORROW, TYPE A*
- (B) *MATERIAL MEETING THE REQUIREMENTS OF ITEM 209006 - BORROW, TYPE F*
- (C) *ITEM 301001 - GABC*
- (D) *ITEM 301002 - GABC, PATCHING*
- (E) *ITEM 401014 - SUPERPAVE TYPE B, PG 64-22*
- (F) *ITEM 401016 - SUPERPAVE, TYPE B, PG 76-22*
- (G) *ITEM 401029 - SUPERPAVE, TYPE C, PG 64-22, PATCHING*
- (J) *ITEM 401030 - SUPERPAVE, TYPE B, PG 64-22, PATCHING*
- (K) *ITEM 401036 - SUPERPAVE, TYPE C, PG 64-22, WEDGE*
- (L) *ITEM 401046 - SUPERPAVE, TYPE C, PG 76-22 (NON-CARBONATE STONE)*
- (M) *ITEM 701021 - I.PCC CURB AND GUTTER, TYPE 3-4*
- (N) *ITEM 701014 - PCC CURB, TYPE 2*
- (P) *ITEM 701011 - PCC CURB, TYPE 1-4*
- (Q) *ITEM 701507 - CURB RETAINING WALL, TYPE 1*
- (R) *ITEM 705001 - PCC SIDEWALK, 4"*
- (S) *ITEM 705002 - PCC SIDEWALK, 6"*
- (T) *SAFETY EDGE*
- (U) *ITEM 709001 - PERFORATED PIPE UNDERDRAINS, 6" (WHERE SHOWN ON PLANS)*
- (W) *ITEM 760012 - PAVEMENT MILLING, BITUMINOUS CONCRETE PAVEMENT, VARIABLE DEPTH*
- (X) *ITEM 908010 - TOPSOILING, 6" DEPTH*
  ITEM 908014 - PERMANENT GRASS SEEDING, DRY GROUND
- (Y) *ITEM 908020 - EROSION CONTROL BLANKET MULCH (8' MINIMUM WIDTH)*
- (AA) *ITEM 701013 - PCC CURB, TYPE 1-8*
- (BB) *ITEM 701018 - I.PCC CURB AND GUTTER, TYPE 1-8*
- (CC) *ITEM 701025 - PCC CURB TYPE 2 ROUNDABOUT*
- (DD) *ITEM 701027- PCC CURB, TYPE 1-2 ROUNDABOUT*
- (EE) *ITEM 705521 - PATTERNED PCC SIDEWALK, 8" (4"x8" HERRINGBONE PATTERN, COLOR "BRICK RED")*
- (FF) *ITEM 701012 - PCC CURB, TYPE 1-6*

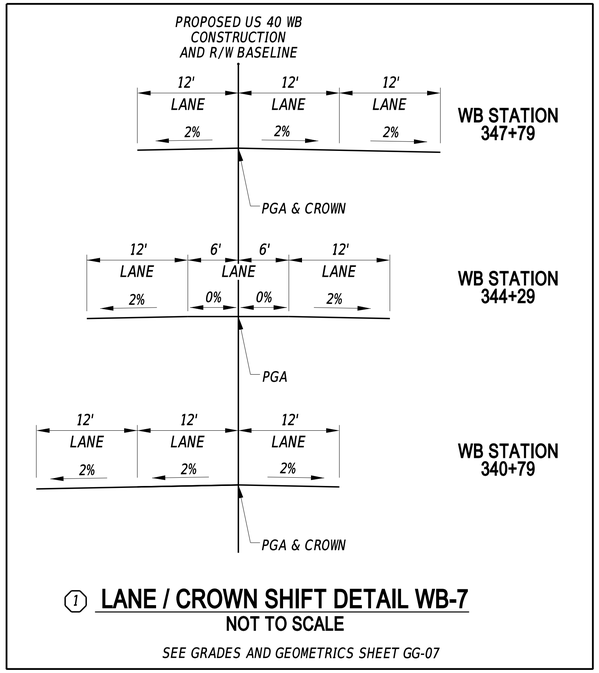
MATERIAL TYPE	BINDER GRADE	LIFT THICKNESS (IN)	
		MINIMUM	MAXIMUM
TYPE C (4.75 MM MIX)	ALL	0.5	1.0
TYPE C (9.5 MM MIX)	ALL	1.25	2.0
TYPE C (12.5 MM MIX)	ALL	1.5	2.0
TYPE B (19 MM MIX)	76-22, 70-22	2.25	4.0
TYPE B (19 MM MIX)	64-22	2.25	6.0
TYPE BCBC (25 MM MIX)	64-22	3.0	6.0
GABC	-	4.0	8.0

NOTES:

1. *PGA - POINT OF GRADE APPLICATION*
   PDGA - POINT OF DITCH GRADE APPLICATION
   P/R - POINT OF ROTATION
2. *WHEN PROPOSED PAVEMENT WIDTH IS LESS THAN 4', USE PROPOSED PATCHING PAVEMENT ITEMS AT THE SAME DEPTH AS INDICATED ON TYPICAL SECTIONS.*
3. *AS NOTED ON SHEET CS-07, THE CONTRACTOR SHALL USE ITEM 760012 TO MILL US 40 (EB AND WB) TO A 1.25" DEPTH THEN FILL AND WEDGE WITH ITEM 401036 WITHIN THE STATION LIMITS NOTED IN THE MILL AND WEDGE PRE-PHASE SEQUENCE OF CONSTRUCTION. LOCATIONS NOTED TO BE MILLED OUTSIDE OF THE MILL AND WEDGE PRE-PHASE STATION LIMITS ON SHEET CS-07 SHALL USE ITEM 760012 TO MILL US 40 TO A 2" DEPTH IN SEQUENCE OF CONSTRUCTION PHASE 3 ON SHEET CS-32.*

ADDENDA / REVISIONS		NOT TO SCALE	US 40, SALEM CHURCH ROAD TO WALTHER ROAD	CONTRACT	BRIDGE NO. N/A	TYPICAL SECTIONS	SECTION
				T201611902	DESIGNED BY: M.FOX		WRA
				COUNTY	CHECKED BY: T. OLIVER		SHEET NO.
				NEW CASTLE			8

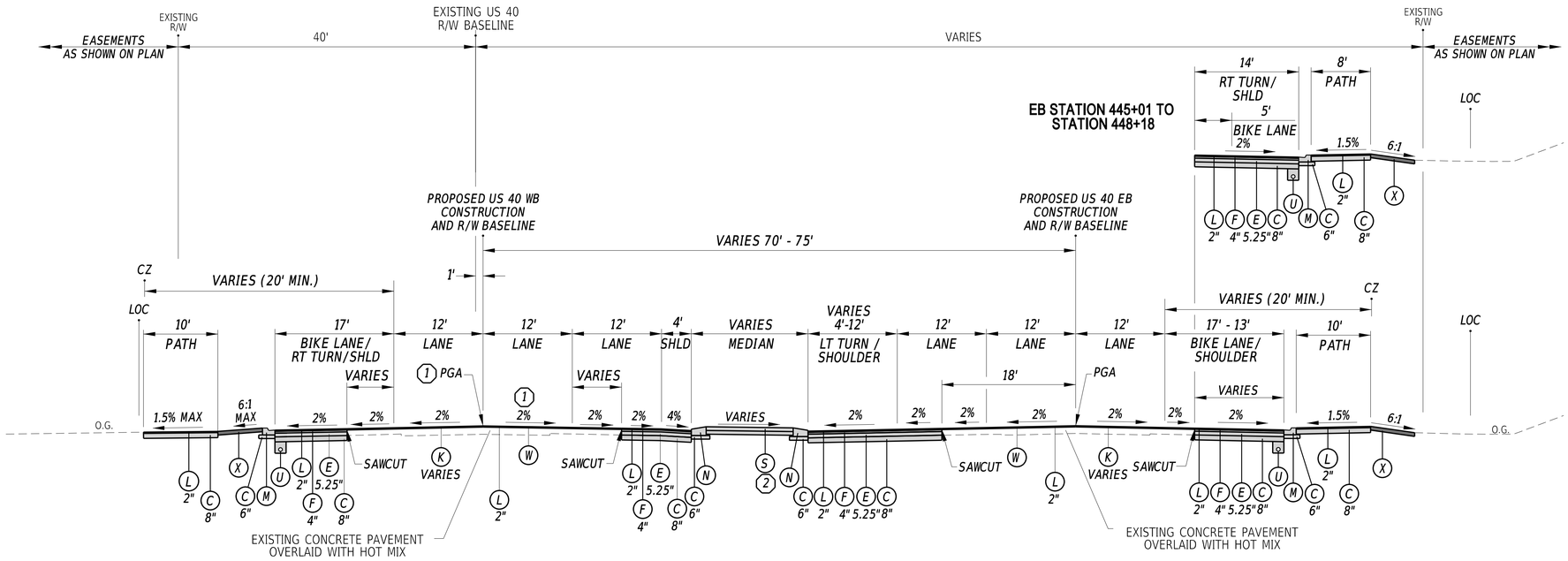
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(1) LANE / CROWN SHIFT DETAIL WB-7

NOT TO SCALE

SEE GRADES AND GEOMETRICS SHEET GG-07



(1) *SEE LANE/CROWN SHIFT DETAIL WB-7 ON THIS SHEET*

(2) (X) *FROM STATION WB STA 340+00 TO WB STA 345+07*

US 40 - TYPICAL NORMAL SECTION

WB STATION 340+00 TO STATION 348+38 **EB STATION 440+00 TO STATION 448+23**

LEGEND

- (A) *ITEM 209001 - BORROW, TYPE A*
- (B) *MATERIAL MEETING THE REQUIREMENTS OF ITEM 209006 - BORROW, TYPE F*
- (C) *ITEM 301001 - GABC*
- (D) *ITEM 301002 - GABC, PATCHING*
- (E) *ITEM 401014 - SUPERPAVE TYPE B, PG 64-22*
- (F) *ITEM 401016 - SUPERPAVE, TYPE B, PG 76-22*
- (G) *ITEM 401029 - SUPERPAVE, TYPE C, PG 64-22, PATCHING*
- (J) *ITEM 401030 - SUPERPAVE, TYPE B, PG 64-22, PATCHING*
- (K) *ITEM 401036 - SUPERPAVE, TYPE C, PG 64-22, WEDGE*
- (L) *ITEM 401046 - SUPERPAVE, TYPE C, PG 76-22 (NON-CARBONATE STONE)*
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- (N) *ITEM 701014 - PCC CURB, TYPE 2*
- (P) *ITEM 701011 - PCC CURB, TYPE 1-4*
- (Q) *ITEM 701507 - CURB RETAINING WALL, TYPE 1*
- (R) *ITEM 705001 - PCC SIDEWALK, 4"*
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- (T) *SAFETY EDGE*
- (U) *ITEM 709001 - PERFORATED PIPE UNDERDRAINS, 6" (WHERE SHOWN ON PLANS)*
- (W) *ITEM 760012 - PAVEMENT MILLING, BITUMINOUS CONCRETE PAVEMENT, VARIABLE DEPTH*
- (X) *ITEM 908010 - TOPSOILING, 6" DEPTH*
  ITEM 908014 - PERMANENT GRASS SEEDING, DRY GROUND
- (Y) *ITEM 908020 - EROSION CONTROL BLANKET MULCH (8' MINIMUM WIDTH)*
- (AA) *ITEM 701013 - PCC CURB, TYPE 1-8*
- (BB) *ITEM 701018 - I.PCC CURB AND GUTTER, TYPE 1-8*
- (CC) *ITEM 701025 - PCC CURB TYPE 2 ROUNDABOUT*
- (DD) *ITEM 701027- PCC CURB, TYPE 1-2 ROUNDABOUT*
- (EE) *ITEM 705521 - PATTERNED PCC SIDEWALK, 8" (4"x8" HERRINGBONE PATTERN, COLOR "BRICK RED")*
- (FF) *ITEM 701012 - PCC CURB, TYPE 1-6*

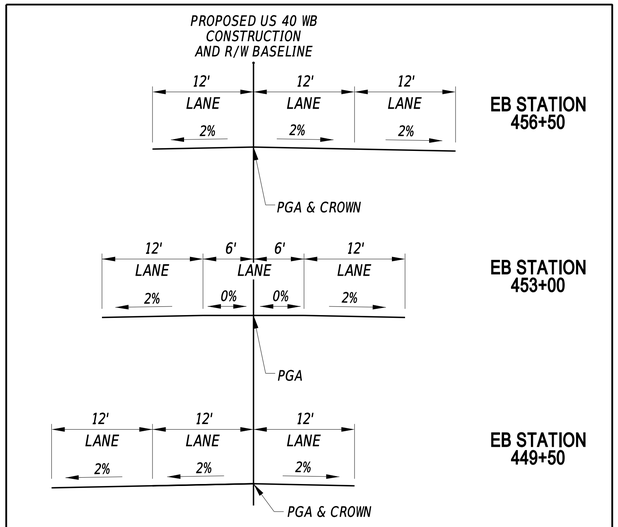
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TYPE C (9.5 MM MIX)	ALL	1.25	2.0
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TYPE B (19 MM MIX)	64-22	2.25	6.0
TYPE BCBC (25 MM MIX)	64-22	3.0	6.0
GABC	-	4.0	8.0

NOTES:

1. *PGA - POINT OF GRADE APPLICATION*
   PDGA - POINT OF DITCH GRADE APPLICATION
   P/R - POINT OF ROTATION
2. *WHEN PROPOSED PAVEMENT WIDTH IS LESS THAN 4', USE PROPOSED PATCHING PAVEMENT ITEMS AT THE SAME DEPTH AS INDICATED ON TYPICAL SECTIONS.*
3. *AS NOTED ON SHEET CS-07, THE CONTRACTOR SHALL USE ITEM 760012 TO MILL US 40 (EB AND WB) TO A 1.25" DEPTH THEN FILL AND WEDGE WITH ITEM 401036 WITHIN THE STATION LIMITS NOTED IN THE MILL AND WEDGE PRE-PHASE SEQUENCE OF CONSTRUCTION. LOCATIONS NOTED TO BE MILLED OUTSIDE OF THE MILL AND WEDGE PRE-PHASE STATION LIMITS ON SHEET CS-07 SHALL USE ITEM 760012 TO MILL US 40 TO A 2" DEPTH IN SEQUENCE OF CONSTRUCTION PHASE 3 ON SHEET CS-32.*

ADDENDA / REVISIONS		NOT TO SCALE	US 40, SALEM CHURCH ROAD TO WALTHER ROAD	CONTRACT	BRIDGE NO. N/A	TYPICAL SECTIONS	SECTION
				T201611902	DESIGNED BY: M.FOX		WRA
				COUNTY	CHECKED BY: T. OLIVER		SHEET NO.
				NEW CASTLE			9

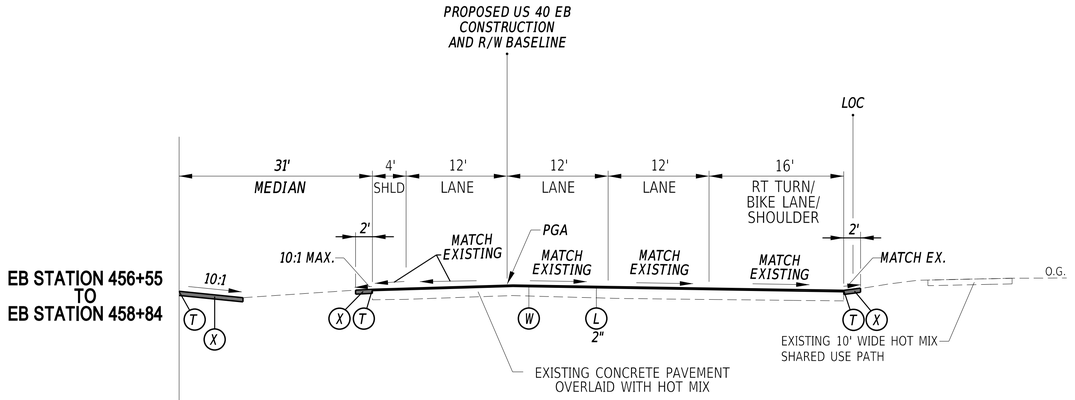
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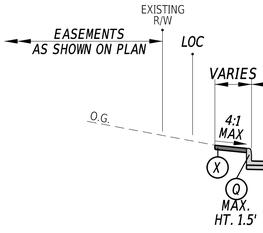


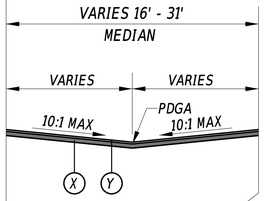
① LANE / CROWN SHIFT DETAIL EB-8

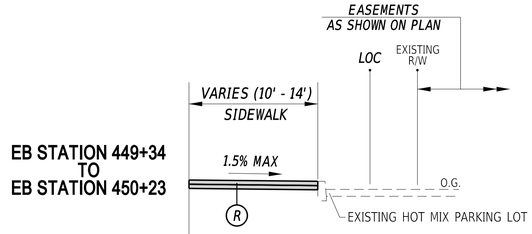
NOT TO SCALE

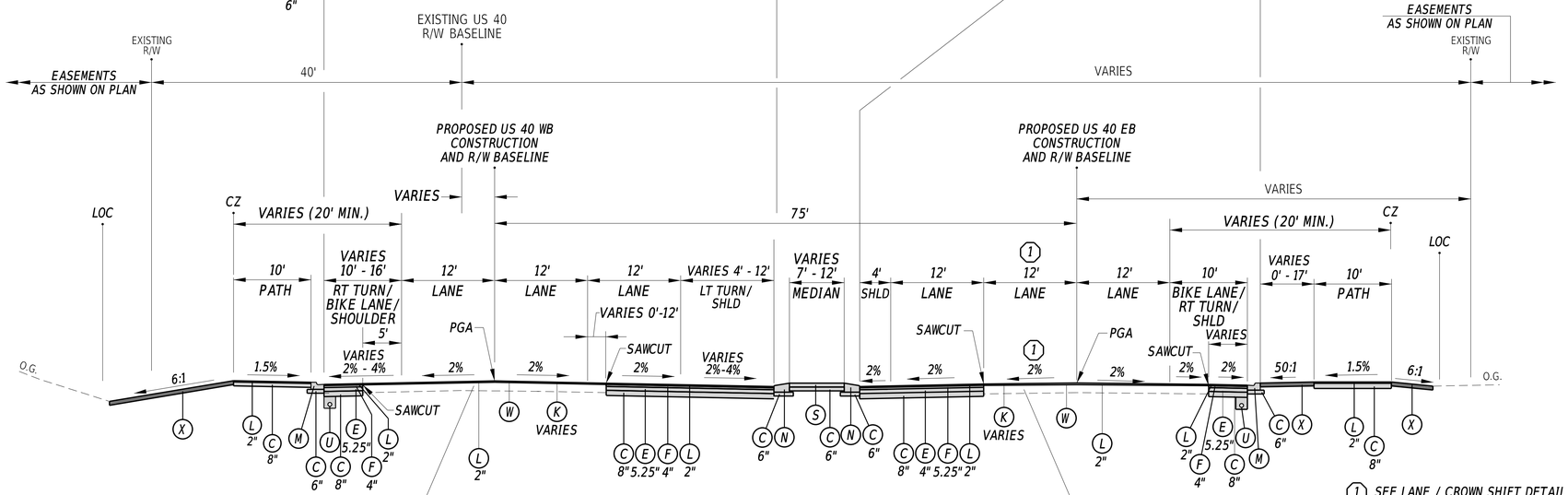
SEE GRADES AND GEOMETRICS SHEET GG-08











US 40 - TYPICAL NORMAL SECTION

WB STATION 348+38 TO STATION 362+31

EB STATION 448+23 TO STATION 458+84

① SEE LANE / CROWN SHIFT DETAIL EB-8 ON THIS SHEET

LEGEND

- (A) ITEM 209001 - BORROW, TYPE A
- (B) MATERIAL MEETING THE REQUIREMENTS OF ITEM 209006 - BORROW, TYPE F
- (C) ITEM 301001 - GABC
- (D) ITEM 301002 - GABC, PATCHING
- (E) ITEM 401014 - SUPERPAVE TYPE B, PG 64-22
- (F) ITEM 401016 - SUPERPAVE, TYPE B, PG 76-22
- (G) ITEM 401029 - SUPERPAVE, TYPE C, PG 64-22, PATCHING
- (J) ITEM 401030 - SUPERPAVE, TYPE B, PG 64-22, PATCHING
- (K) ITEM 401036 - SUPERPAVE, TYPE C, PG 64-22, WEDGE
- (L) ITEM 401046 - SUPERPAVE, TYPE C, PG 76-22 (NON-CARBONATE STONE)
- (M) ITEM 701021 - I.PCC CURB AND GUTTER, TYPE 3-4
- (N) ITEM 701014 - PCC CURB, TYPE 2
- (P) ITEM 701011 - PCC CURB, TYPE 1-4
- (Q) ITEM 701507 - CURB RETAINING WALL, TYPE 1
- (R) ITEM 705001 - PCC SIDEWALK, 4"
- (S) ITEM 705002 - PCC SIDEWALK, 6"
- (T) SAFETY EDGE
- (U) ITEM 709001 - PERFORATED PIPE UNDERDRAINS, 6" (WHERE SHOWN ON PLANS)
- (W) ITEM 760012 - PAVEMENT MILLING, BITUMINOUS CONCRETE PAVEMENT, VARIABLE DEPTH
- (X) ITEM 908010 - TOPSOILING, 6" DEPTH
  ITEM 908014 - PERMANENT GRASS SEEDING, DRY GROUND
- (Y) ITEM 908020 - EROSION CONTROL BLANKET MULCH (8' MINIMUM WIDTH)
- (AA) ITEM 701013 - PCC CURB, TYPE 1-8
- (BB) ITEM 701018 - I.PCC CURB AND GUTTER, TYPE 1-8
- (CC) ITEM 701025 - PCC CURB TYPE 2 ROUNDABOUT
- (DD) ITEM 701027- PCC CURB, TYPE 1-2 ROUNDABOUT
- (EE) ITEM 705521 - PATTERNED PCC SIDEWALK, 8" (4"x8" HERRINGBONE PATTERN, COLOR "BRICK RED")
- (FF) ITEM 701012 - PCC CURB, TYPE 1-6

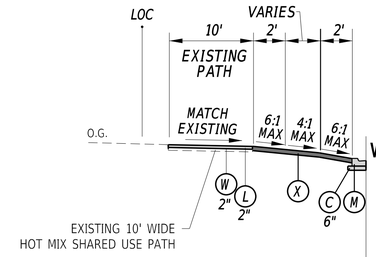
MATERIAL TYPE	BINDER GRADE	LIFT THICKNESS (IN)	
		MINIMUM	MAXIMUM
TYPE C (4.75 MM MIX)	ALL	0.5	1.0
TYPE C (9.5 MM MIX)	ALL	1.25	2.0
TYPE C (12.5 MM MIX)	ALL	1.5	2.0
TYPE B (19 MM MIX)	76-22, 70-22	2.25	4.0
TYPE B (19 MM MIX)	64-22	2.25	6.0
TYPE BCBC (25 MM MIX)	64-22	3.0	6.0
GABC	-	4.0	8.0

NOTES:

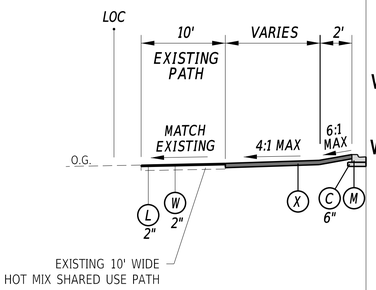
1. PGA - POINT OF GRADE APPLICATION
   PDGA - POINT OF DITCH GRADE APPLICATION
   P/R - POINT OF ROTATION
2. WHEN PROPOSED PAVEMENT WIDTH IS LESS THAN 4', USE PROPOSED PATCHING PAVEMENT ITEMS AT THE SAME DEPTH AS INDICATED ON TYPICAL SECTIONS.
3. AS NOTED ON SHEET CS-07, THE CONTRACTOR SHALL USE ITEM 760012 TO MILL US 40 (EB AND WB) TO A 1.25" DEPTH THEN FILL AND WEDGE WITH ITEM 401036 WITHIN THE STATION LIMITS NOTED IN THE MILL AND WEDGE PRE-PHASE SEQUENCE OF CONSTRUCTION. LOCATIONS NOTED TO BE MILLED OUTSIDE OF THE MILL AND WEDGE PRE-PHASE STATION LIMITS ON SHEET CS-07 SHALL USE ITEM 760012 TO MILL US 40 TO A 2" DEPTH IN SEQUENCE OF CONSTRUCTION PHASE 3 ON SHEET CS-32.

ADDENDA / REVISIONS	NOT TO SCALE	US 40, SALEM CHURCH ROAD TO WALTHER ROAD	CONTRACT	BRIDGE NO. N/A	TYPICAL SECTIONS	SECTION
			T201611902	DESIGNED BY: M.FOX		WRA
			COUNTY	CHECKED BY: T. OLIVER		SHEET NO.
			NEW CASTLE			10

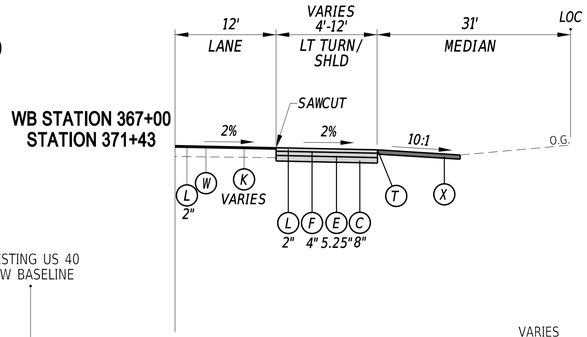
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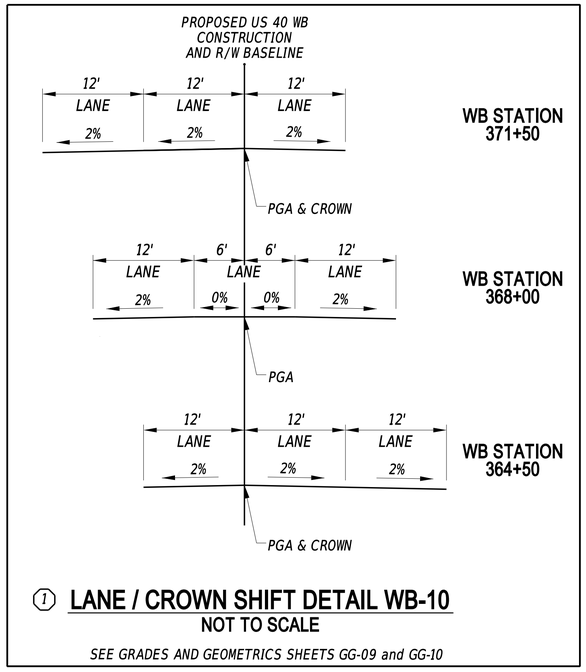
WB STATION 365+00
STATION 368+50



WB STATION 363+41
STATION 365+00
AND
WB STATION 368+50
STATION 371+95

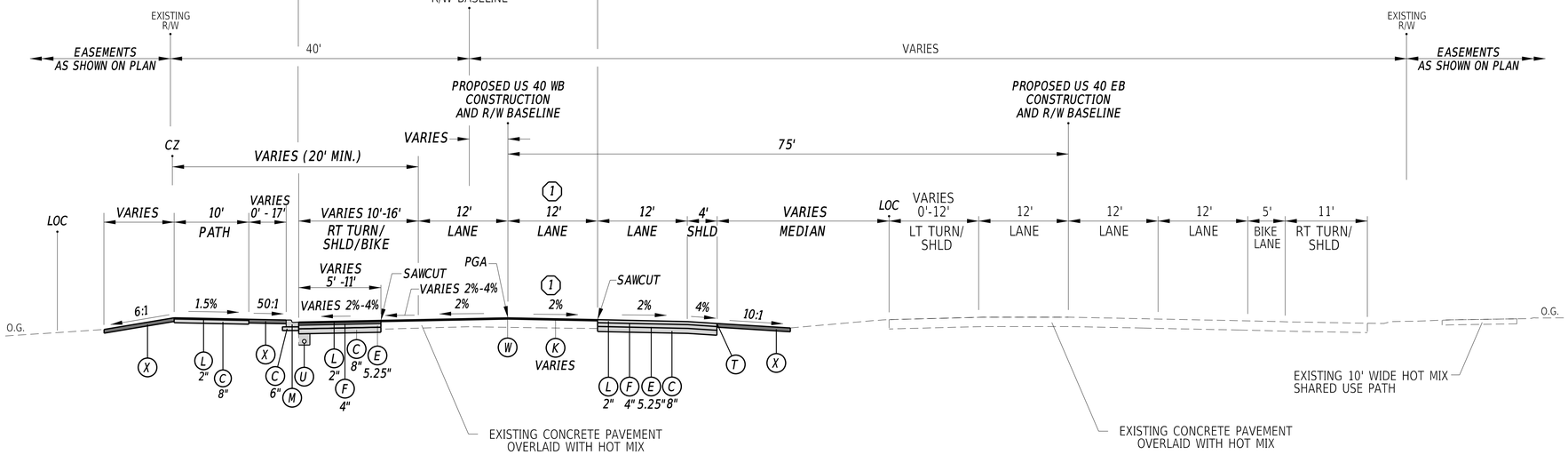


WB STATION 367+00
STATION 371+43



① LANE / CROWN SHIFT DETAIL WB-10
NOT TO SCALE

SEE GRADES AND GEOMETRICS SHEETS GG-09 and GG-10



US 40 - TYPICAL NORMAL SECTION

WB STATION 362+31 TO STATION 371+95 **EB STATION 458+84 TO STATION 471+50 (NO WORK EB SIDE)**

① *SEE LANE/CROWN SHIFT DETAIL WB-10 ON THIS SHEET*

LEGEND

- (A) *ITEM 209001 - BORROW, TYPE A*
- (B) *MATERIAL MEETING THE REQUIREMENTS OF ITEM 209006 - BORROW, TYPE F*
- (C) *ITEM 301001 - GABC*
- (D) *ITEM 301002 - GABC, PATCHING*
- (E) *ITEM 401014 - SUPERPAVE TYPE B, PG 64-22*
- (F) *ITEM 401016 - SUPERPAVE, TYPE B, PG 76-22*
- (G) *ITEM 401029 - SUPERPAVE, TYPE C, PG 64-22, PATCHING*
- (J) *ITEM 401030 - SUPERPAVE, TYPE B, PG 64-22, PATCHING*
- (K) *ITEM 401036 - SUPERPAVE, TYPE C, PG 64-22, WEDGE*
- (L) *ITEM 401046 - SUPERPAVE, TYPE C, PG 76-22 (NON-CARBONATE STONE)*
- (M) *ITEM 701021 - I.PCC CURB AND GUTTER, TYPE 3-4*
- (N) *ITEM 701014 - PCC CURB, TYPE 2*
- (P) *ITEM 701011 - PCC CURB, TYPE 1-4*
- (Q) *ITEM 701507 - CURB RETAINING WALL, TYPE 1*
- (R) *ITEM 705001 - PCC SIDEWALK, 4"*
- (S) *ITEM 705002 - PCC SIDEWALK, 6"*
- (T) *SAFETY EDGE*
- (U) *ITEM 709001 - PERFORATED PIPE UNDERDRAINS, 6" (WHERE SHOWN ON PLANS)*
- (W) *ITEM 760012 - PAVEMENT MILLING, BITUMINOUS CONCRETE PAVEMENT, VARIABLE DEPTH*
- (X) *ITEM 908010 - TOPSOILING, 6" DEPTH*
  ITEM 908014 - PERMANENT GRASS SEEDING, DRY GROUND
- (Y) *ITEM 908020 - EROSION CONTROL BLANKET MULCH (8' MINIMUM WIDTH)*
- (AA) *ITEM 701013 - PCC CURB, TYPE 1-8*
- (BB) *ITEM 701018 - I.PCC CURB AND GUTTER, TYPE 1-8*
- (CC) *ITEM 701025 - PCC CURB TYPE 2 ROUNDABOUT*
- (DD) *ITEM 701027- PCC CURB, TYPE 1-2 ROUNDABOUT*
- (EE) *ITEM 705521 - PATTERNED PCC SIDEWALK, 8" (4"x8" HERRINGBONE PATTERN, COLOR "BRICK RED")*
- (FF) *ITEM 701012 - PCC CURB, TYPE 1-6*

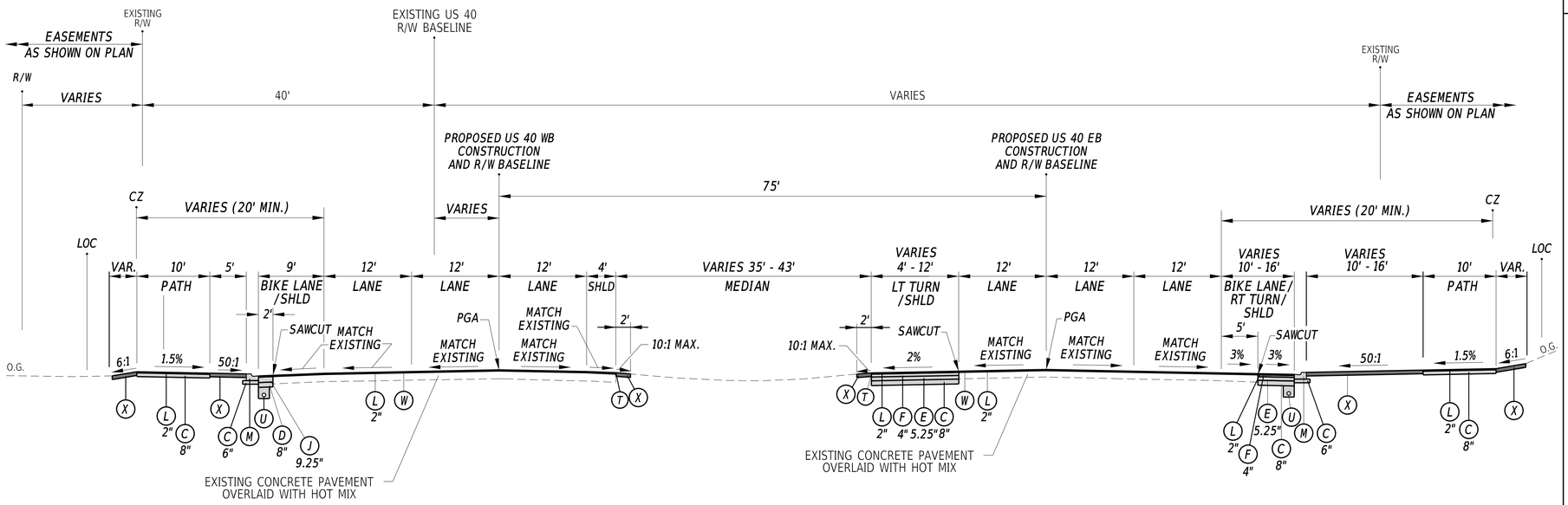
MATERIAL TYPE	BINDER GRADE	LIFT THICKNESS (IN)	
		MINIMUM	MAXIMUM
TYPE C (4.75 MM MIX)	ALL	0.5	1.0
TYPE C (9.5 MM MIX)	ALL	1.25	2.0
TYPE C (12.5 MM MIX)	ALL	1.5	2.0
TYPE B (19 MM MIX)	76-22, 70-22	2.25	4.0
TYPE B (19 MM MIX)	64-22	2.25	6.0
TYPE BCBC (25 MM MIX)	64-22	3.0	6.0
GABC	-	4.0	8.0

NOTES:

1. *PGA - POINT OF GRADE APPLICATION*
   PDGA - POINT OF DITCH GRADE APPLICATION
   P/R - POINT OF ROTATION
2. *WHEN PROPOSED PAVEMENT WIDTH IS LESS THAN 4', USE PROPOSED PATCHING PAVEMENT ITEMS AT THE SAME DEPTH AS INDICATED ON TYPICAL SECTIONS.*
3. *AS NOTED ON SHEET CS-07, THE CONTRACTOR SHALL USE ITEM 760012 TO MILL US 40 (EB AND WB) TO A 1.25" DEPTH THEN FILL AND WEDGE WITH ITEM 401036 WITHIN THE STATION LIMITS NOTED IN THE MILL AND WEDGE PRE-PHASE SEQUENCE OF CONSTRUCTION. LOCATIONS NOTED TO BE MILLED OUTSIDE OF THE MILL AND WEDGE PRE-PHASE STATION LIMITS ON SHEET CS-07 SHALL USE ITEM 760012 TO MILL US 40 TO A 2" DEPTH IN SEQUENCE OF CONSTRUCTION PHASE 3 ON SHEET CS-32.*

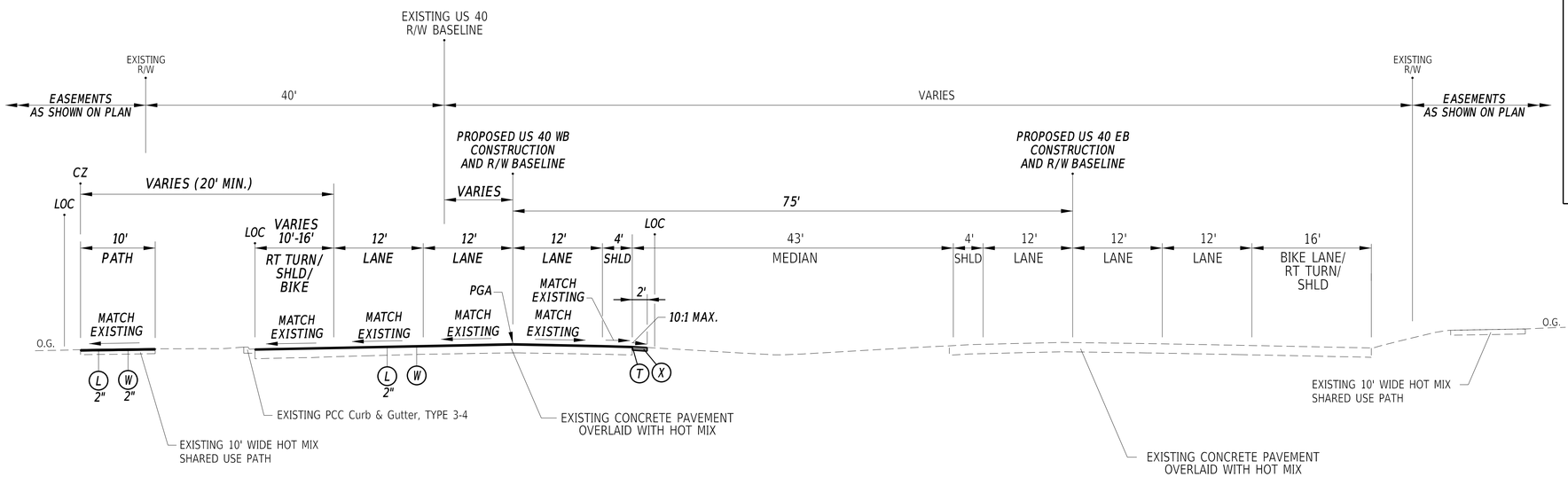
ADDENDA / REVISIONS		NOT TO SCALE	US 40, SALEM CHURCH ROAD TO WALTHER ROAD	CONTRACT	BRIDGE NO. N/A	TYPICAL SECTIONS	SECTION
				T201611902	DESIGNED BY: M.FOX		WRA
				COUNTY	CHECKED BY: T. OLIVER		SHEET NO.
				NEW CASTLE			11

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US 40 - TYPICAL NORMAL SECTION

WB STATION 379+46 TO STATION 390+55 **EB STATION 483+64 TO STATION 490+42**



US 40 - TYPICAL NORMAL SECTION

WB STATION 371+95 TO STATION 379+46 **EB STATION 471+50 TO STATION 483+64 - NO WORK EB SIDE**

LEGEND

- (A) ITEM 209001 - BORROW, TYPE A
- (B) MATERIAL MEETING THE REQUIREMENTS OF ITEM 209006 - BORROW, TYPE F
- (C) ITEM 301001 - GABC
- (D) ITEM 301002 - GABC, PATCHING
- (E) ITEM 401014 - SUPERPAVE TYPE B, PG 64-22
- (F) ITEM 401016 - SUPERPAVE, TYPE B, PG 76-22
- (G) ITEM 401029 - SUPERPAVE, TYPE C, PG 64-22, PATCHING
- (J) ITEM 401030 - SUPERPAVE, TYPE B, PG 64-22, PATCHING
- (K) ITEM 401036 - SUPERPAVE, TYPE C, PG 64-22, WEDGE
- (L) ITEM 401046 - SUPERPAVE, TYPE C, PG 76-22 (NON-CARBONATE STONE)
- (M) ITEM 701021 - I.PCC CURB AND GUTTER, TYPE 3-4
- (N) ITEM 701014 - PCC CURB, TYPE 2
- (P) ITEM 701011 - PCC CURB, TYPE 1-4
- (Q) ITEM 701507 - CURB RETAINING WALL, TYPE 1
- (R) ITEM 705001 - PCC SIDEWALK, 4"
- (S) ITEM 705002 - PCC SIDEWALK, 6"
- (T) SAFETY EDGE
- (U) ITEM 709001 - PERFORATED PIPE UNDERDRAINS, 6" (WHERE SHOWN ON PLANS)
- (W) ITEM 760012 - PAVEMENT MILLING, BITUMINOUS CONCRETE PAVEMENT, VARIABLE DEPTH
- (X) ITEM 908010 - TOPSOILING, 6" DEPTH
  ITEM 908014 - PERMANENT GRASS SEEDING, DRY GROUND
- (Y) ITEM 908020 - EROSION CONTROL BLANKET MULCH (8' MINIMUM WIDTH)
- (AA) ITEM 701013 - PCC CURB, TYPE 1-8
- (BB) ITEM 701018 - I.PCC CURB AND GUTTER, TYPE 1-8
- (CC) ITEM 701025 - PCC CURB TYPE 2 ROUNDABOUT
- (DD) ITEM 701027- PCC CURB, TYPE 1-2 ROUNDABOUT
- (EE) ITEM 705521 - PATTERNED PCC SIDEWALK, 8" (4"x8" HERRINGBONE PATTERN, COLOR "BRICK RED")
- (FF) ITEM 701012 - PCC CURB, TYPE 1-6

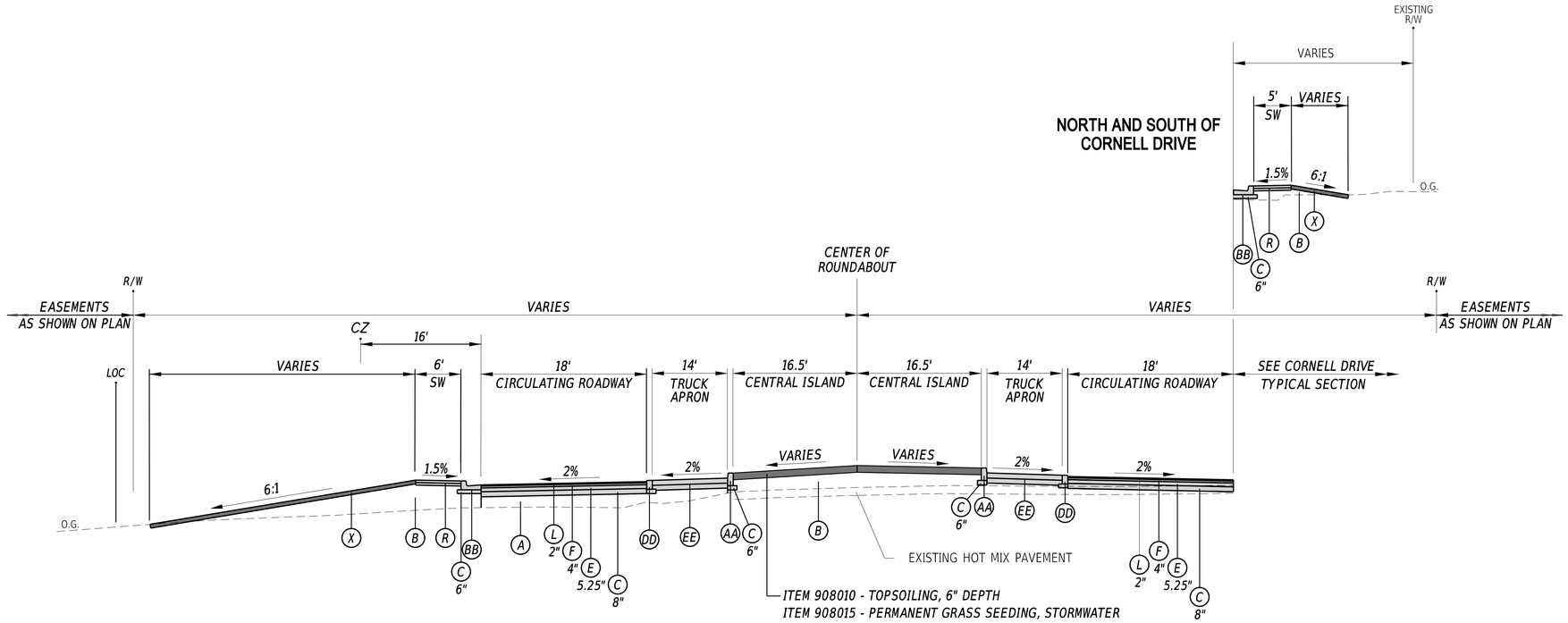
MATERIAL TYPE	BINDER GRADE	LIFT THICKNESS (IN)	
		MINIMUM	MAXIMUM
TYPE C (4.75 MM MIX)	ALL	0.5	1.0
TYPE C (9.5 MM MIX)	ALL	1.25	2.0
TYPE C (12.5 MM MIX)	ALL	1.5	2.0
TYPE B (19 MM MIX)	76-22, 70-22	2.25	4.0
TYPE B (19 MM MIX)	64-22	2.25	6.0
TYPE BCBC (25 MM MIX)	64-22	3.0	6.0
GABC	-	4.0	8.0

NOTES:

1. PGA - POINT OF GRADE APPLICATION
   PDGA - POINT OF DITCH GRADE APPLICATION
   P/R - POINT OF ROTATION
2. WHEN PROPOSED PAVEMENT WIDTH IS LESS THAN 4', USE PROPOSED PATCHING PAVEMENT ITEMS AT THE SAME DEPTH AS INDICATED ON TYPICAL SECTIONS.
3. AS NOTED ON SHEET CS-07, THE CONTRACTOR SHALL USE ITEM 760012 TO MILL US 40 (EB AND WB) TO A 1.25" DEPTH THEN FILL AND WEDGE WITH ITEM 401036 WITHIN THE STATION LIMITS NOTED IN THE MILL AND WEDGE PRE-PHASE SEQUENCE OF CONSTRUCTION. LOCATIONS NOTED TO BE MILLED OUTSIDE OF THE MILL AND WEDGE PRE-PHASE STATION LIMITS ON SHEET CS-07 SHALL USE ITEM 760012 TO MILL US 40 TO A 2" DEPTH IN SEQUENCE OF CONSTRUCTION PHASE 3 ON SHEET CS-32.

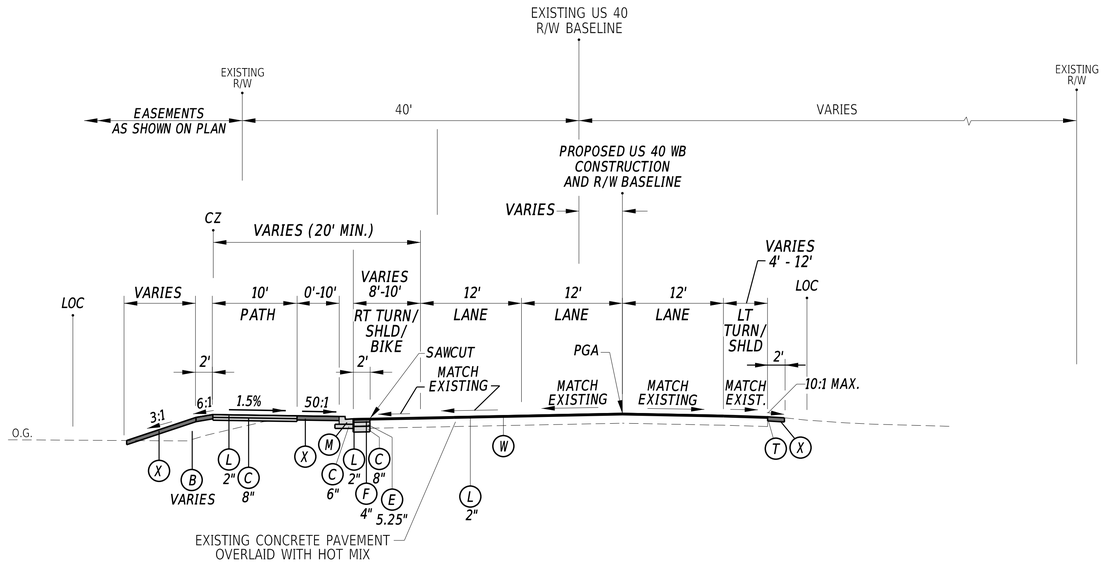
ADDENDA / REVISIONS					
NOT TO SCALE	US 40, SALEM CHURCH ROAD TO WALTHER ROAD	CONTRACT T201611902	BRIDGE NO. N/A	TYPICAL SECTIONS	SECTION WRA
		COUNTY NEW CASTLE	DESIGNED BY: M.FOX		SHEET NO. 12
			CHECKED BY: T. OLIVER		

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SALEM CHURCH ROAD ROUNDABOUT

STATION 126+29 TO STATION 127+24



WB US 40 - TYPICAL NORMAL SECTION

STATION 390+55 TO STATION 397+19

LEGEND

- (A) ITEM 209001 - BORROW, TYPE A
- (B) MATERIAL MEETING THE REQUIREMENTS OF ITEM 209006 - BORROW, TYPE F
- (C) ITEM 301001 - GABC
- (D) ITEM 301002 - GABC, PATCHING
- (E) ITEM 401014 - SUPERPAVE TYPE B, PG 64-22
- (F) ITEM 401016 - SUPERPAVE, TYPE B, PG 76-22
- (G) ITEM 401029 - SUPERPAVE, TYPE C, PG 64-22, PATCHING
- (J) ITEM 401030 - SUPERPAVE, TYPE B, PG 64-22, PATCHING
- (K) ITEM 401036 - SUPERPAVE, TYPE C, PG 64-22, WEDGE
- (L) ITEM 401046 - SUPERPAVE, TYPE C, PG 76-22 (NON-CARBONATE STONE)
- (M) ITEM 701021 - I.PCC CURB AND GUTTER, TYPE 3-4
- (N) ITEM 701014 - PCC CURB, TYPE 2
- (P) ITEM 701011 - PCC CURB, TYPE 1-4
- (Q) ITEM 701507 - CURB RETAINING WALL, TYPE 1
- (R) ITEM 705001 - PCC SIDEWALK, 4"
- (S) ITEM 705002 - PCC SIDEWALK, 6"
- (T) SAFETY EDGE
- (U) ITEM 709001 - PERFORATED PIPE UNDERDRAINS, 6" (WHERE SHOWN ON PLANS)
- (W) ITEM 760012 - PAVEMENT MILLING, BITUMINOUS CONCRETE PAVEMENT, VARIABLE DEPTH
- (X) ITEM 908010 - TOPSOILING, 6" DEPTH
ITEM 908014 - PERMANENT GRASS SEEDING, DRY GROUND
- (Y) ITEM 908020 - EROSION CONTROL BLANKET MULCH (8' MINIMUM WIDTH)
- (AA) ITEM 701013 - PCC CURB, TYPE 1-8
- (BB) ITEM 701018 - I.PCC CURB AND GUTTER, TYPE 1-8
- (CC) ITEM 701025 - PCC CURB TYPE 2 ROUNDABOUT
- (DD) ITEM 701027- PCC CURB, TYPE 1-2 ROUNDABOUT
- (EE) ITEM 705521 - PATTERNED PCC SIDEWALK, 8" (4"x8" HERRINGBONE PATTERN, COLOR "BRICK RED")
- (FF) ITEM 701012 - PCC CURB, TYPE 1-6

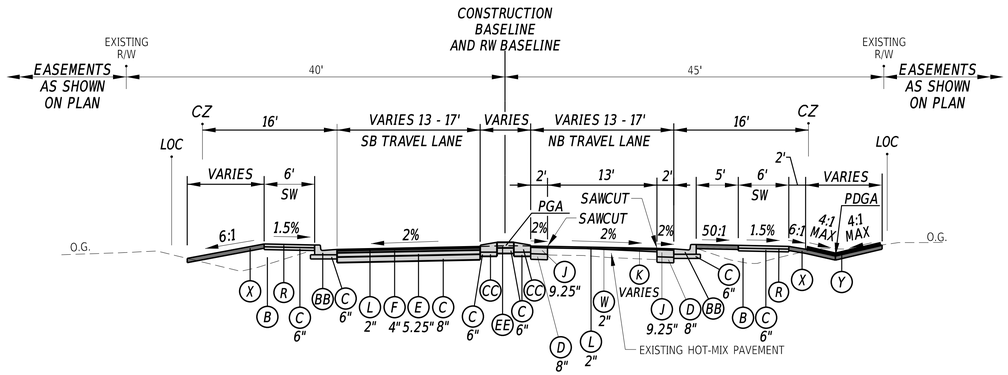
MATERIAL TYPE	BINDER GRADE	LIFT THICKNESS (IN)	
		MINIMUM	MAXIMUM
TYPE C (4.75 MM MIX)	ALL	0.5	1.0
TYPE C (9.5 MM MIX)	ALL	1.25	2.0
TYPE C (12.5 MM MIX)	ALL	1.5	2.0
TYPE B (19 MM MIX)	76-22, 70-22	2.25	4.0
TYPE B (19 MM MIX)	64-22	2.25	6.0
TYPE BCBC (25 MM MIX)	64-22	3.0	6.0
GABC	-	4.0	8.0

NOTES:

1. PGA - POINT OF GRADE APPLICATION
   PDGA - POINT OF DITCH GRADE APPLICATION
   P/R - POINT OF ROTATION
2. WHEN PROPOSED PAVEMENT WIDTH IS LESS THAN 4', USE PROPOSED PATCHING PAVEMENT ITEMS AT THE SAME DEPTH AS INDICATED ON TYPICAL SECTIONS.
3. AS NOTED ON SHEET CS-07, THE CONTRACTOR SHALL USE ITEM 760012 TO MILL US 40 (EB AND WB) TO A 1.25" DEPTH THEN FILL AND WEDGE WITH ITEM 401036 WITHIN THE STATION LIMITS NOTED IN THE MILL AND WEDGE PRE-PHASE SEQUENCE OF CONSTRUCTION. LOCATIONS NOTED TO BE MILLED OUTSIDE OF THE MILL AND WEDGE PRE-PHASE STATION LIMITS ON SHEET CS-07 SHALL USE ITEM 760012 TO MILL US 40 TO A 2" DEPTH IN SEQUENCE OF CONSTRUCTION PHASE 3 ON SHEET CS-32.

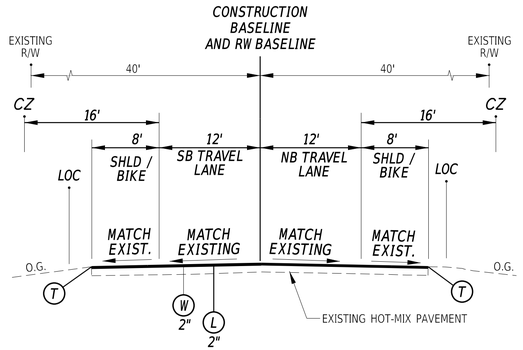
ADDENDA / REVISIONS	NOT TO SCALE	US 40, SALEM CHURCH ROAD TO WALTHER ROAD	CONTRACT T201611902	BRIDGE NO. N/A	TYPICAL SECTIONS	SECTION WRA
			COUNTY NEW CASTLE	DESIGNED BY: M.FOX		SHEET NO. 13
				CHECKED BY: T. OLIVER		

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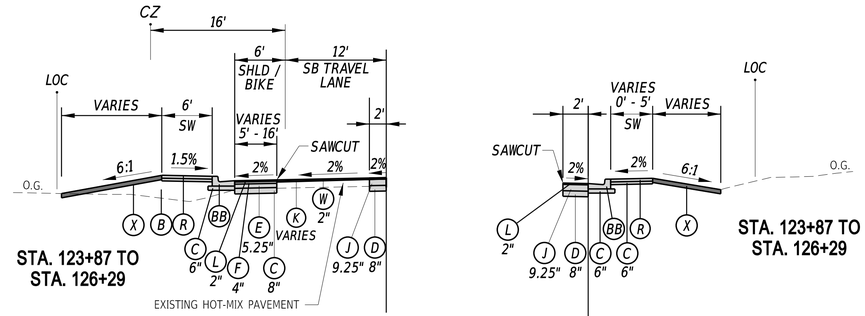
SALEM CHURCH ROAD - TYPICAL NORMAL SECTION

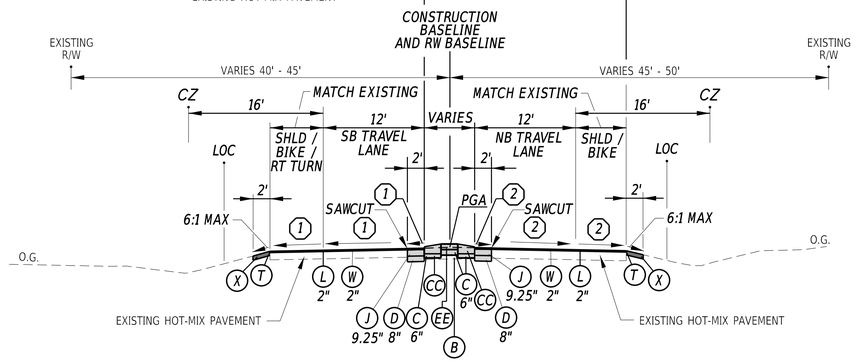
STATION 127+24 TO STATION 128+25



SALEM CHURCH ROAD - TYPICAL NORMAL SECTION

STATION 130+10 TO STATION 131+70



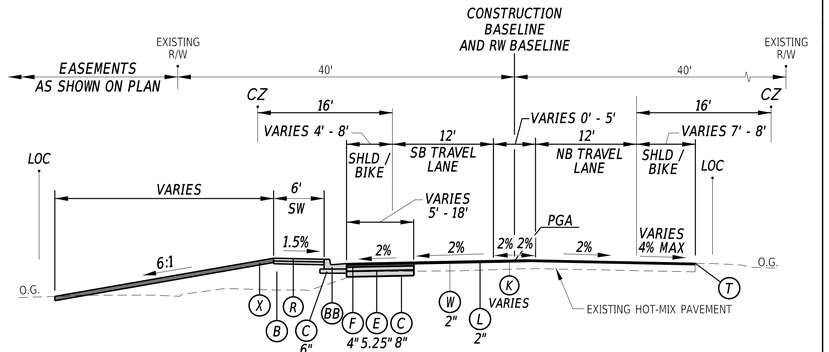


SALEM CHURCH ROAD - TYPICAL NORMAL SECTION

STATION 117+54 TO STATION 126+29

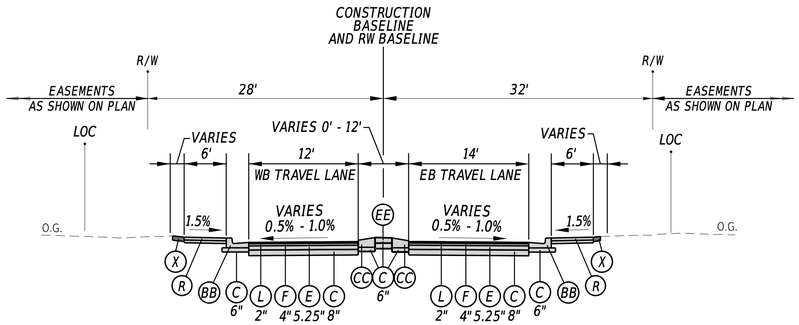
(1) MATCH SLOPE OF EXISTING PAVEMENT

(2) MATCH SLOPE OF EXISTING PAVEMENT FROM STA 117+54 TO STA 124+05
SLOPE = 2% FROM STA 124+05 TO STA 126+29



SALEM CHURCH ROAD - TYPICAL NORMAL SECTION

STATION 128+25 TO STATION 130+10



CORNELL DRIVE - TYPICAL NORMAL SECTION

ROUNDABOUT APPROACH

LEGEND

- (A) ITEM 209001 - BORROW, TYPE A
- (B) MATERIAL MEETING THE REQUIREMENTS OF ITEM 209006 - BORROW, TYPE F
- (C) ITEM 301001 - GABC
- (D) ITEM 301002 - GABC, PATCHING
- (E) ITEM 401014 - SUPERPAVE TYPE B, PG 64-22
- (F) ITEM 401016 - SUPERPAVE, TYPE B, PG 76-22
- (G) ITEM 401029 - SUPERPAVE, TYPE C, PG 64-22, PATCHING
- (J) ITEM 401030 - SUPERPAVE, TYPE B, PG 64-22, PATCHING
- (K) ITEM 401036 - SUPERPAVE, TYPE C, PG 64-22, WEDGE
- (L) ITEM 401046 - SUPERPAVE, TYPE C, PG 76-22 (NON-CARBONATE STONE)
- (M) ITEM 701021 - I.PCC CURB AND GUTTER, TYPE 3-4
- (N) ITEM 701014 - PCC CURB, TYPE 2
- (P) ITEM 701011 - PCC CURB, TYPE 1-4
- (Q) ITEM 701507 - CURB RETAINING WALL, TYPE 1
- (R) ITEM 705001 - PCC SIDEWALK, 4"
- (S) ITEM 705002 - PCC SIDEWALK, 6"
- (T) SAFETY EDGE
- (U) ITEM 709001 - PERFORATED PIPE UNDERDRAINS, 6" (WHERE SHOWN ON PLANS)
- (W) ITEM 760012 - PAVEMENT MILLING, BITUMINOUS CONCRETE PAVEMENT, VARIABLE DEPTH
- (X) ITEM 908010 - TOPSOILING, 6" DEPTH
  ITEM 908014 - PERMANENT GRASS SEEDING, DRY GROUND
- (Y) ITEM 908020 - EROSION CONTROL BLANKET MULCH (8' MINIMUM WIDTH)
- (AA) ITEM 701013 - PCC CURB, TYPE 1-8
- (BB) ITEM 701018 - I.PCC CURB AND GUTTER, TYPE 1-8
- (CC) ITEM 701025 - PCC CURB TYPE 2 ROUNDABOUT
- (DD) ITEM 701027- PCC CURB, TYPE 1-2 ROUNDABOUT
- (EE) ITEM 705521 - PATTERNED PCC SIDEWALK, 8" (4"x8" HERRINGBONE PATTERN, COLOR "BRICK RED")
- (FF) ITEM 701012 - PCC CURB, TYPE 1-6

MATERIAL TYPE	BINDER GRADE	LIFT THICKNESS (IN)	
		MINIMUM	MAXIMUM
TYPE C (4.75 MM MIX)	ALL	0.5	1.0
TYPE C (9.5 MM MIX)	ALL	1.25	2.0
TYPE C (12.5 MM MIX)	ALL	1.5	2.0
TYPE B (19 MM MIX)	76-22, 70-22	2.25	4.0
TYPE B (19 MM MIX)	64-22	2.25	6.0
TYPE BCBC (25 MM MIX)	64-22	3.0	6.0
GABC	-	4.0	8.0

NOTES:

1. PGA - POINT OF GRADE APPLICATION
   PDGA - POINT OF DITCH GRADE APPLICATION
   P/R - POINT OF ROTATION
2. WHEN PROPOSED PAVEMENT WIDTH IS LESS THAN 4', USE PROPOSED PATCHING PAVEMENT ITEMS AT THE SAME DEPTH AS INDICATED ON TYPICAL SECTIONS.
3. AS NOTED ON SHEET CS-07, THE CONTRACTOR SHALL USE ITEM 760012 TO MILL US 40 (EB AND WB) TO A 1.25" DEPTH THEN FILL AND WEDGE WITH ITEM 401036 WITHIN THE STATION LIMITS NOTED IN THE MILL AND WEDGE PRE-PHASE SEQUENCE OF CONSTRUCTION. LOCATIONS NOTED TO BE MILLED OUTSIDE OF THE MILL AND WEDGE PRE-PHASE STATION LIMITS ON SHEET CS-07 SHALL USE ITEM 760012 TO MILL US 40 TO A 2" DEPTH IN SEQUENCE OF CONSTRUCTION PHASE 3 ON SHEET CS-32.

ADDENDA / REVISIONS		NOT TO SCALE	US 40, SALEM CHURCH ROAD TO WALTHER ROAD	CONTRACT	BRIDGE NO. N/A	TYPICAL SECTIONS	SECTION
				T201611902	DESIGNED BY: M.FOX		WRA
				COUNTY			SHEET NO.
				NEW CASTLE	CHECKED BY: T. OLIVER		14

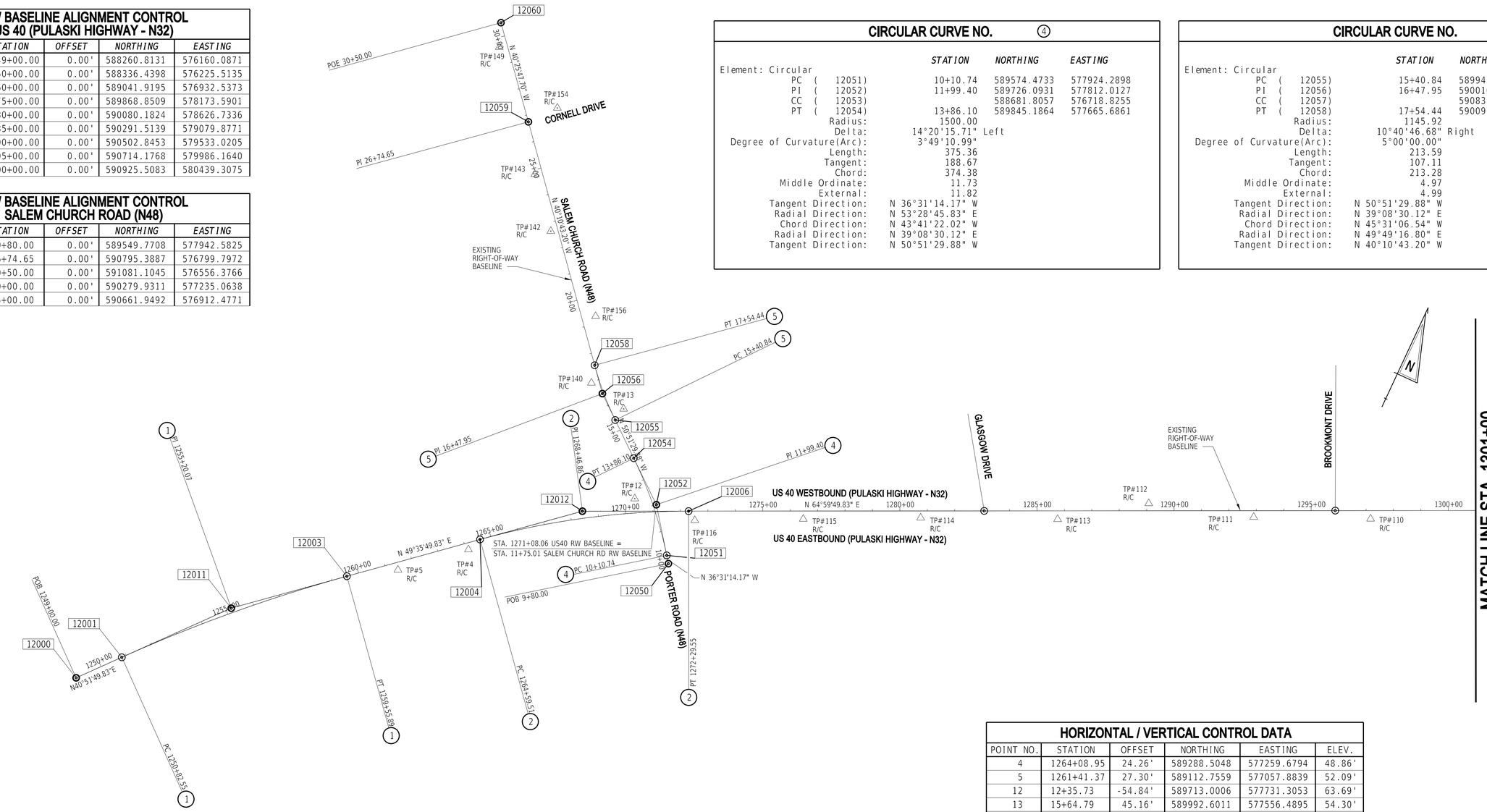
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R/W BASELINE ALIGNMENT CONTROL US 40 (PULASKI HIGHWAY - N32)

POINT NO.	STATION	OFFSET	NORTHING	EASTING
12000	1249+00.00	0.00'	588260.8131	576160.0871
12014	1250+00.00	0.00'	588336.4398	576225.5135
12015	1260+00.00	0.00'	589041.9195	576932.5373
12016	1275+00.00	0.00'	589868.8509	578173.5901
12017	1280+00.00	0.00'	590080.1824	578626.7336
12018	1285+00.00	0.00'	590291.5139	579079.8771
12019	1290+00.00	0.00'	590502.8453	579533.0205
12020	1295+00.00	0.00'	590714.1768	579986.1640
12021	1300+00.00	0.00'	590925.5083	580439.3075

R/W BASELINE ALIGNMENT CONTROL SALEM CHURCH ROAD (N48)

POINT NO.	STATION	OFFSET	NORTHING	EASTING
12050	9+80.00	0.00'	589549.7708	577942.5825
12059	26+74.65	0.00'	590795.3887	576799.7972
12060	30+50.00	0.00'	591081.1045	576556.3766
12061	20+00.00	0.00'	590279.9311	577235.0638
12062	25+00.00	0.00'	590661.9492	576912.4771



CIRCULAR CURVE NO. 4

		STATION	NORTHING	EASTING
Element: Circular				
PC (	12051)	10+10.74	589574.4733	577924.2898
PI (	12052)	11+99.40	589726.0931	577812.0127
CC (	12053)		588681.8057	576718.8255
PT (	12054)	13+86.10	589845.1864	577665.6861
Radius:		1500.00		
Delta:		14°20'15.71" Left		
Degree of Curvature(Arc):		3°49'10.99"		
Length:		375.36		
Tangent:		188.67		
Chord:		374.38		
Middle Ordinate:		11.73		
External:		11.82		
Tangent Direction:		N 36°31'14.17" W		
Radial Direction:		N 53°28'45.83" E		
Chord Direction:		N 43°41'22.02" W		
Radial Direction:		N 39°08'30.12" E		
Tangent Direction:		N 50°51'29.88" W		

CIRCULAR CURVE NO. 5

		STATION	NORTHING	EASTING
Element: Circular				
PC (	12055)	15+40.84	589942.8672	577545.6685
PI (	12056)	16+47.95	590010.4773	577462.5980
CC (	12057)		590831.6247	578269.0168
PT (	12058)	17+54.44	590092.3106	577393.4957
Radius:		1145.92		
Delta:		10°40'46.68" Right		
Degree of Curvature(Arc):		5°00'00.00"		
Length:		213.59		
Tangent:		107.11		
Chord:		213.28		
Middle Ordinate:		4.97		
External:		4.99		
Tangent Direction:		N 50°51'29.88" W		
Radial Direction:		N 39°08'30.12" E		
Chord Direction:		N 45°31'06.54" W		
Radial Direction:		N 49°49'16.80" E		
Tangent Direction:		N 40°10'43.20" W		

CIRCULAR CURVE NO. 1

		STATION	NORTHING	EASTING
Element: Circular				
PC (	12001)	1250+82.55	588398.8663	576279.5201
PI (	12011)	1255+20.07	588729.7477	576565.7733
CC (	12002)		584650.1640	580612.6631
PT (	12003)	1259+55.89	589013.3293	576898.9472
Radius:		5729.65		
Delta:		8°44'00.0000" Right		
Degree of Curvature(Chord):		1°00'00.0000"		
Length:		873.34		
Tangent:		437.52		
Chord:		872.50		
Middle Ordinate:		16.63		
External:		16.68		
Tangent Direction:		N 40°51'49.83" E		
Radial Direction:		S 49°08'10.17" E		
Chord Direction:		N 45°13'49.83" E		
Radial Direction:		S 40°24'10.17" E		
Tangent Direction:		N 49°35'49.83" E		

CIRCULAR CURVE NO. 2

		STATION	NORTHING	EASTING
Element: Circular				
PC (	12004)	1264+59.51	589339.7544	577282.4571
PI (	12012)	1268+46.86	589590.8210	577577.4298
CC (	12005)		587158.0887	579139.3857
PT (	12006)	1272+29.55	589754.5413	577928.4840
Radius:		2864.93		
Delta:		15°24'00.0000" Right		
Degree of Curvature(Chord):		2°00'00.0000"		
Length:		770.04		
Tangent:		387.35		
Chord:		767.72		
Middle Ordinate:		25.83		
External:		26.07		
Tangent Direction:		N 49°35'49.83" E		
Radial Direction:		S 40°24'10.17" E		
Chord Direction:		N 57°17'49.83" E		
Radial Direction:		S 25°00'10.17" E		
Tangent Direction:		N 64°59'49.83" E		

HORIZONTAL / VERTICAL CONTROL DATA

POINT NO.	STATION	OFFSET	NORTHING	EASTING	ELEV.
4	1264+08.95	24.26'	589288.5048	577259.6794	48.86'
5	1261+41.37	27.30'	589112.7559	577057.8839	52.09'
12	12+35.73	-54.84'	589713.0006	577731.3053	63.69'
13	15+64.79	45.16'	589992.6011	577556.4895	54.30'
110	1297+16.57	30.31'	590778.2450	580195.2508	75.90'
111	1292+90.45	23.35'	590604.4414	579806.1224	76.31'
112	1289+07.69	-26.58'	590487.9167	579438.1320	75.70'
113	1285+75.90	31.04'	590295.4636	579161.7807	73.42'
114	1280+75.86	25.10'	590089.4933	578706.0905	70.69'
115	1276+47.58	29.34'	589904.6328	578319.7383	69.59'
116	1272+52.10	33.56'	589733.6557	577963.1053	68.22'
140	16+96.79	-29.86'	590028.8328	577409.9643	52.92'
142	22+68.45	-26.10'	590468.1937	577041.9266	55.84'
143	24+84.14	-27.63'	590632.0084	576901.6032	58.70'
149	29+65.53	-29.79'	590997.4875	576588.4858	59.50'
154	26+95.14	115.12'	590885.6442	576874.1374	63.10'
156	19+25.94	50.11'	590255.6766	577321.1316	54.42'

NOTE: OFFSETS SHOWN WITH A MINUS (-) SIGN ARE LOCATED TO THE LEFT OF THE BASELINE

DATUM REFERENCE:

HORIZONTAL - THIS PROJECT IS REFERENCED TO THE DELAWARE STATE PLANE COORDINATE SYSTEM, NORTH AMERICAN DATUM OF 1983 (NAD 83 / 2011 / EPOCH 2010.00).

VERTICAL - THIS PROJECT IS REFERENCED TO THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD 88 BASED ON MODELED GEOID 12A).

ADDENDA / REVISIONS

SCALE 0 200 400 600 FEET

US 40, SALEM CHURCH ROAD TO WALTHER ROAD

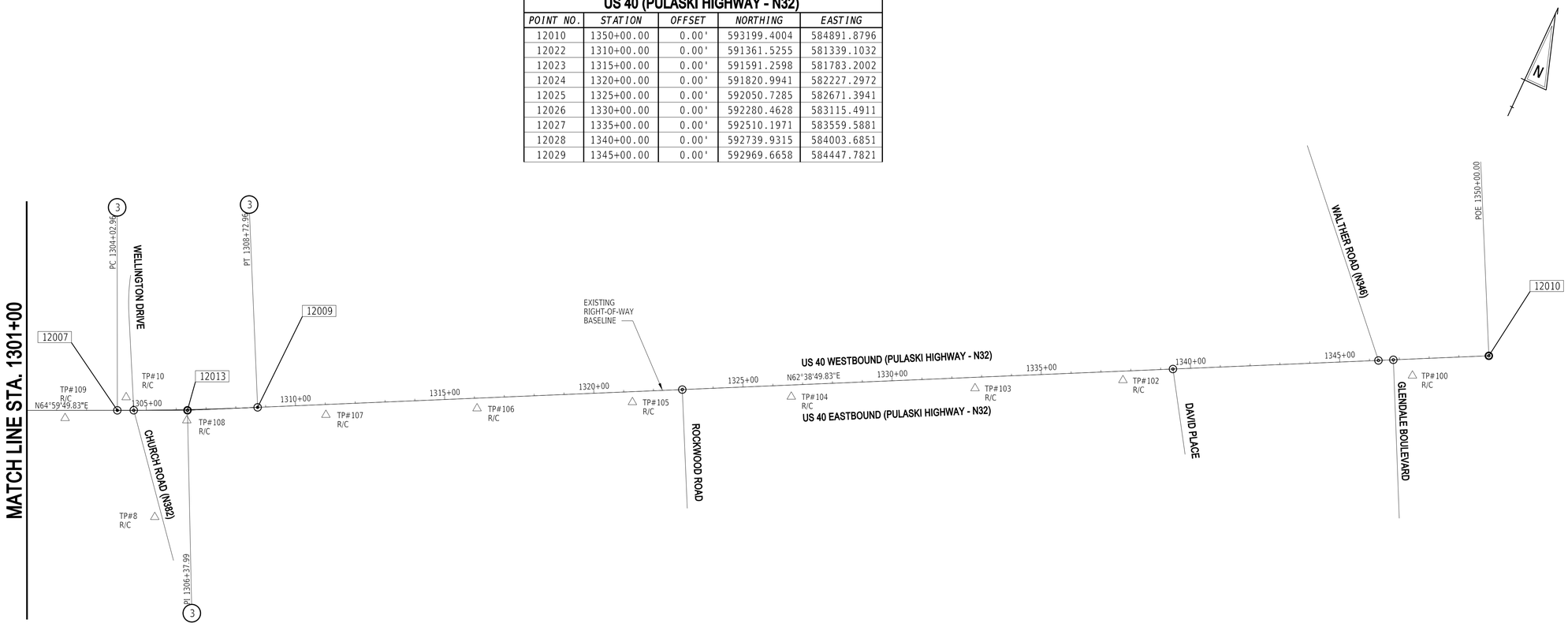
CONTRACT	BRIDGE NO.	N/A	SECTION
T201611902	DESIGNED BY: M.FOX		WRA
COUNTY			SHEET NO.
NEW CASTLE	CHECKED BY: T. OLIVER		15

HORIZONTAL AND VERTICAL CONTROL EXISTING BASELINE

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R/W BASELINE ALIGNMENT CONTROL
US 40 (PULASKI HIGHWAY - N32)

POINT NO.	STATION	OFFSET	NORTHING	EASTING
12010	1350+00.00	0.00'	593199.4004	584891.8796
12022	1310+00.00	0.00'	591361.5255	581339.1032
12023	1315+00.00	0.00'	591591.2598	581783.2002
12024	1320+00.00	0.00'	591820.9941	582227.2972
12025	1325+00.00	0.00'	592050.7285	582671.3941
12026	1330+00.00	0.00'	592280.4628	583115.4911
12027	1335+00.00	0.00'	592510.1971	583559.5881
12028	1340+00.00	0.00'	592739.9315	584003.6851
12029	1345+00.00	0.00'	592969.6658	584447.7821



CIRCULAR CURVE NO. 3

		STATION	NORTHING	EASTING
Element: Circular				
PC	(12007)	1304+02.96	591095.8242	580804.5041
PI	(12013)	1306+37.99	591195.1642	581017.5120
CC	(12008)		601481.1405	575961.1279
PT	(12009)	1308+72.96	591303.1549	581226.2675
Radius:		11459.19		
Delta:		2°21'00.0000" Left		
Degree of Curvature(Chord):		0°30'00.0000"		
Length:		470.00		
Tangent:		235.03		
Chord:		469.97		
Middle Ordinate:		2.41		
External:		2.41		
Tangent Direction:		N 64°59'49.83" E		
Radial Direction:		S 25°00'10.17" E		
Chord Direction:		N 63°49'19.83" E		
Radial Direction:		S 27°21'10.17" E		
Tangent Direction:		N 62°38'49.83" E		

HORIZONTAL / VERTICAL CONTROL DATA

POINT NO.	STATION	OFFSET	NORTHING	EASTING	ELEV.
8	1305+24.35	358.04'	590824.8457	581069.0000	76.27'
10	1304+32.71	-43.49'	591147.7966	580812.9676	75.64'
100	1347+41.51	55.62'	593031.2285	584687.8425	60.05'
102	1337+72.20	30.49'	592608.1874	583815.3621	66.47'
103	1332+76.09	36.74'	592374.6856	583377.5989	67.11'
104	1326+60.25	39.15'	592089.5894	582831.7157	65.15'
105	1321+27.89	35.29'	591848.4063	582357.1016	69.24'
106	1316+07.08	34.43'	591609.8825	581894.1287	67.94'
107	1311+00.34	34.68'	591376.8207	581444.1594	70.22'
108	1306+34.94	36.24'	591163.4664	581029.7141	74.54'
109	1302+27.93	25.92'	590998.3537	580656.8336	75.72'

NOTE: OFFSETS SHOWN WITH A MINUS (-) SIGN ARE LOCATED TO THE LEFT OF THE BASELINE

DATUM REFERENCE:

HORIZONTAL - THIS PROJECT IS REFERENCED TO THE DELAWARE STATE PLANE COORDINATE SYSTEM, NORTH AMERICAN DATUM OF 1983 (NAD 83 / 2011 / EPOCH 2010.00).

VERTICAL - THIS PROJECT IS REFERENCED TO THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD 88 BASED ON MODELED GEOID 12A).

ADDENDA / REVISIONS

SCALE 0 200 400 600 FEET

US 40, SALEM CHURCH ROAD TO WALTHER ROAD

CONTRACT	BRIDGE NO. N/A	SECTION
T201611902	DESIGNED BY: M.FOX	WRA
COUNTY		SHEET NO.
NEW CASTLE	CHECKED BY: T. OLIVER	16

HORIZONTAL AND VERTICAL CONTROL EXISTING BASELINE

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CONSTRUCTION ALIGNMENT CONTROL
US 40 WESTBOUND (PULASKI HIGHWAY - N32)

POINT NO.	STATION	OFFSET	NORTHING	EASTING
30000	292+75.00	0.00'	588241.0101	576143.4530
30014	305+00.00	0.00'	589104.3991	577009.7107
30015	320+00.00	0.00'	589910.3298	578264.8964
30016	325+00.00	0.00'	590121.6612	578718.0399
30017	330+00.00	0.00'	590332.9927	579171.1833
30018	335+00.00	0.00'	590544.3242	579624.3268
30019	340+00.00	0.00'	590755.6557	580077.4703
30020	345+00.00	0.00'	590966.9872	580530.6137

CONSTRUCTION ALIGNMENT CONTROL
US 40 EASTBOUND (PULASKI HIGHWAY - N32)

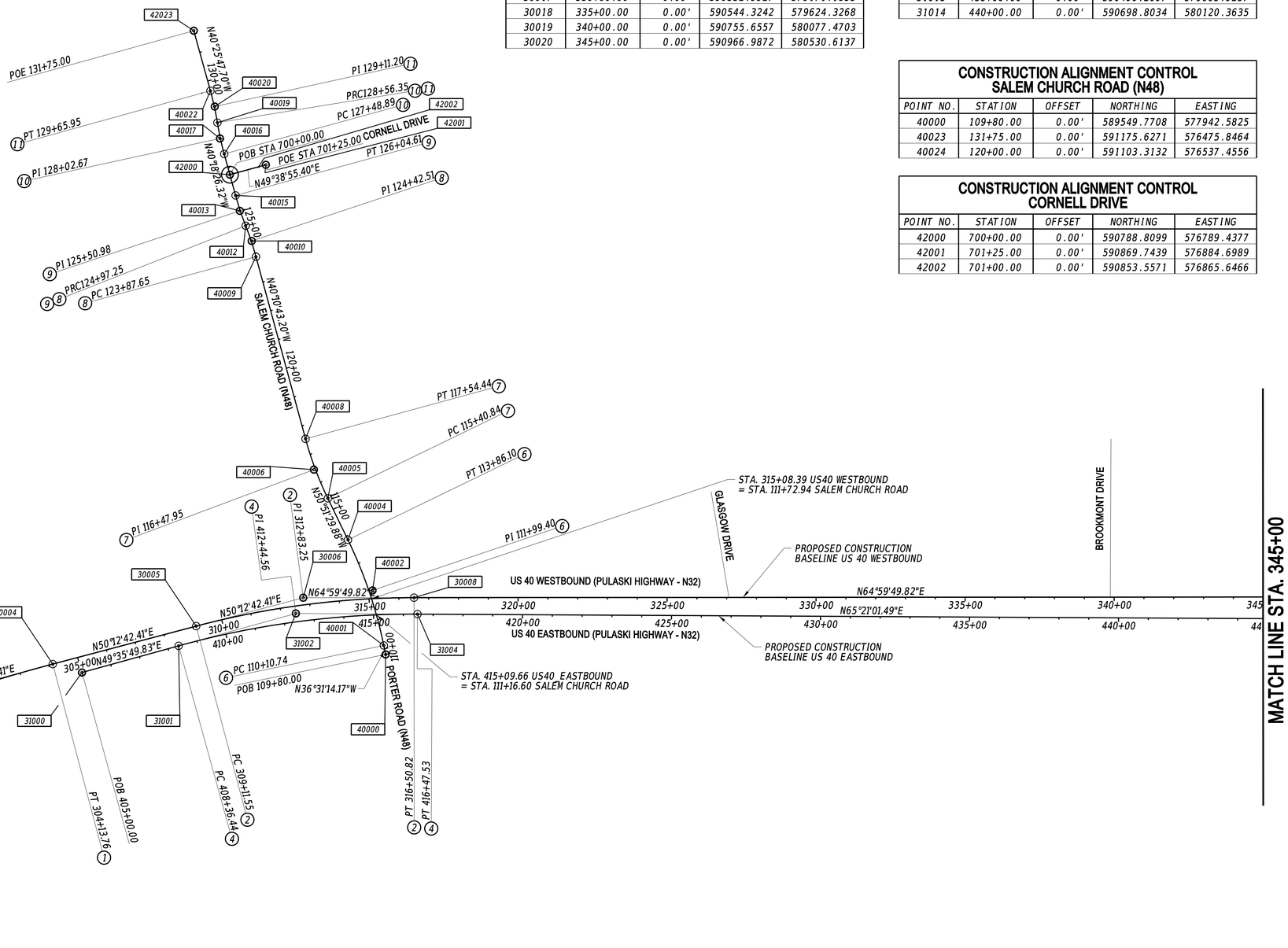
POINT NO.	STATION	OFFSET	NORTHING	EASTING
31000	405+00.00	0.00'	589064.8596	577044.3450
31010	420+00.00	0.00'	589864.6684	578302.6125
31011	425+00.00	0.00'	590073.2022	578757.0502
31012	430+00.00	0.00'	590281.7359	579211.4880
31013	435+00.00	0.00'	590490.2697	579665.9257
31014	440+00.00	0.00'	590698.8034	580120.3635

CONSTRUCTION ALIGNMENT CONTROL
SALEM CHURCH ROAD (N48)

POINT NO.	STATION	OFFSET	NORTHING	EASTING
40000	109+80.00	0.00'	589549.7708	577942.5825
40023	131+75.00	0.00'	591175.6271	576475.8464
40024	120+00.00	0.00'	591103.3132	576537.4556

CONSTRUCTION ALIGNMENT CONTROL
CORNELL DRIVE

POINT NO.	STATION	OFFSET	NORTHING	EASTING
42000	700+00.00	0.00'	590788.8099	576789.4377
42001	701+25.00	0.00'	590869.7439	576884.6989
42002	701+00.00	0.00'	590853.5571	576865.6466



DATUM REFERENCE:

HORIZONTAL - THIS PROJECT IS REFERENCED TO THE DELAWARE STATE PLANE COORDINATE SYSTEM, NORTH AMERICAN DATUM OF 1983 (NAD 83 / 2011 / EPOCH 2010.00).

VERTICAL - THIS PROJECT IS REFERENCED TO THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD 88 BASED ON MODELED GEOID 12A).

ADDENDA / REVISIONS

SCALE
0 200 400 600
FEET

US 40,
SALEM CHURCH ROAD
TO WALTHER ROAD

CONTRACT	BRIDGE NO. N/A	SECTION
T201611902	DESIGNED BY: M.FOX	WRA
COUNTY	CHECKED BY: T. OLIVER	SHEET NO.
NEW CASTLE		17

HORIZONTAL AND VERTICAL CONTROL PROPOSED BASELINE

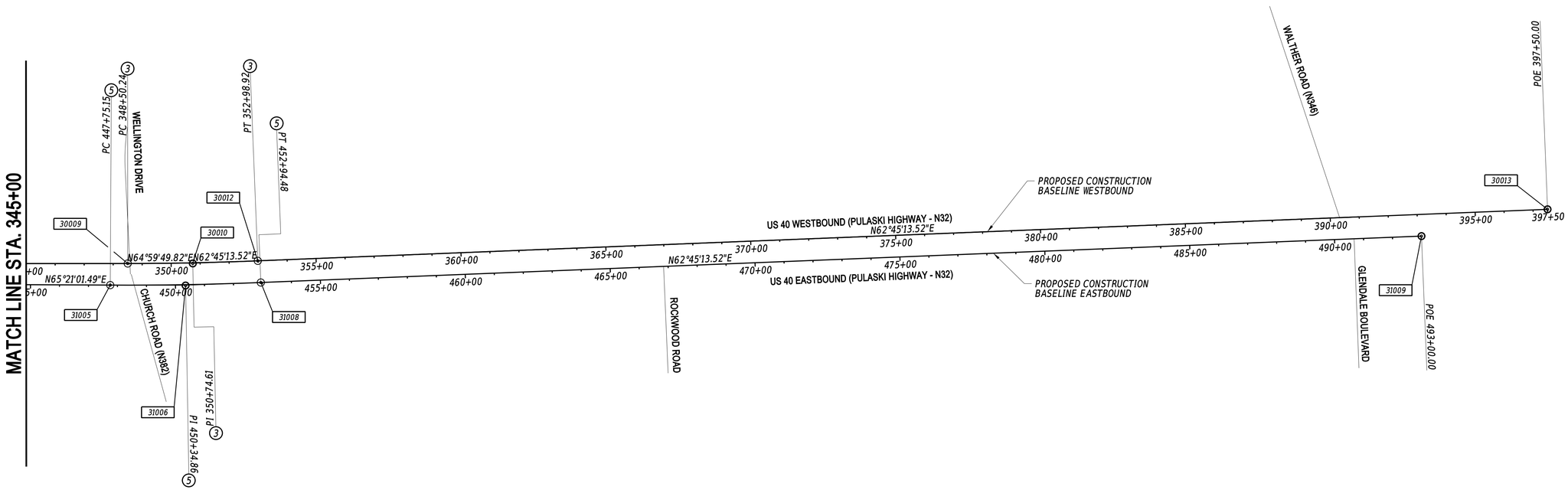
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CONSTRUCTION ALIGNMENT CONTROL
US 40 WESTBOUND (PULASKI HIGHWAY - N32)

POINT NO.	STATION	OFFSET	NORTHING	EASTING
30013	397+50.00	0.00'	585208.0684	593350.3465
30020	345+00.00	0.00'	590966.9872	580530.6137
30021	355+00.00	0.00'	591404.6301	581429.6180
30022	360+00.00	0.00'	591633.5379	581874.1416
30023	365+00.00	0.00'	591862.4457	582318.6651
30024	370+00.00	0.00'	592091.3535	582763.1887
30025	375+00.00	0.00'	592320.2613	583207.7123
30026	380+00.00	0.00'	592549.1691	583652.2359
30027	385+00.00	0.00'	592778.0770	584096.7595
30028	390+00.00	0.00'	593006.9848	584541.2830

CONSTRUCTION ALIGNMENT CONTROL
US 40 EASTBOUND (PULASKI HIGHWAY - N32)

POINT NO.	STATION	OFFSET	NORTHING	EASTING
31009	493+00.00	0.00'	593083.0984	584852.9120
31015	455+00.00	0.00'	591343.3990	581474.5328
31016	460+00.00	0.00'	591572.3068	581919.0564
31017	465+00.00	0.00'	591801.2147	582363.5800
31018	470+00.00	0.00'	592030.1225	582808.1035
31019	475+00.00	0.00'	592259.0303	583252.6271
31020	480+00.00	0.00'	592487.9381	583697.1507
31021	485+00.00	0.00'	592716.8459	584141.6743
31022	490+00.00	0.00'	592945.7537	584586.1979
31023	445+00.00	0.00'	590907.3372	580574.8012



DATUM REFERENCE:

HORIZONTAL - THIS PROJECT IS REFERENCED TO THE DELAWARE STATE PLANE COORDINATE SYSTEM, NORTH AMERICAN DATUM OF 1983 (NAD 83 / 2011 / EPOCH 2010.00).

VERTICAL - THIS PROJECT IS REFERENCED TO THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD 88 BASED ON MODELED GEOID 12A).

ADDENDA / REVISIONS		SCALE 0 200 400 600 FEET	US 40, SALEM CHURCH ROAD TO WALTHER ROAD	CONTRACT T201611902	BRIDGE NO. N/A	HORIZONTAL AND VERTICAL CONTROL PROPOSED BASELINE	SECTION WRA
				COUNTY NEW CASTLE	DESIGNED BY: M.FOX		SHEET NO. 18
					CHECKED BY: T. OLIVER		

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CIRCULAR CURVE NO. ①

	STATION	NORTHING	EASTING
Element: Circular			
PC (30001)	294+82.94	588398.1715	576279.6073
PI (30002)	299+49.38	588750.7134	576585.0264
CC (30003)		584646.5183	580610.0994
PT (30004)	304+13.76	589049.2127	576943.4462
Radius:	5729.58		
Delta:	9°18'29.81" Right		
Degree of Curvature(Arc):	1°00'00.0000"		
Length:	930.83		
Tangent:	466.44		
Chord:	929.80		
Middle Ordinate:	18.89		
External:	18.95		
Tangent Direction:	N 40°54'12.61" E		
Radial Direction:	S 49°05'47.39" E		
Chord Direction:	N 45°33'27.51" E		
Radial Direction:	S 39°47'17.59" E		
Tangent Direction:	N 50°12'42.41" E		

CIRCULAR CURVE NO. ②

	STATION	NORTHING	EASTING
Element: Circular			
PC (30005)	309+11.55	589367.7691	577325.9494
PI (30006)	312+83.25	589605.6390	577611.5691
CC (30007)		587166.4219	579159.2760
PT (30008)	316+50.82	589762.7427	577948.4358
Radius:	2864.79		
Delta:	14°47'07.41" Right		
Degree of Curvature(Arc):	2°00'00.0000"		
Length:	739.27		
Tangent:	371.70		
Chord:	737.22		
Middle Ordinate:	23.81		
External:	24.01		
Tangent Direction:	N 50°12'42.41" E		
Radial Direction:	S 39°47'17.59" E		
Chord Direction:	N 57°36'16.12" E		
Radial Direction:	S 25°00'10.18" E		
Tangent Direction:	N 64°59'49.82" E		

CIRCULAR CURVE NO. ③

	STATION	NORTHING	EASTING
Element: Circular			
PC (30009)	348+50.24	591115.0197	580848.0295
PI (30010)	350+74.61	591209.8527	581051.3734
CC (30011)		601500.3030	576004.6686
PT (30012)	352+98.92	591312.5729	581250.8492
Radius:	11459.16		
Delta:	2°14'36.30" Left		
Degree of Curvature(Arc):	0°30'00.0000"		
Length:	448.68		
Tangent:	224.37		
Chord:	448.65		
Middle Ordinate:	2.20		
External:	2.20		
Tangent Direction:	N 64°59'49.82" E		
Radial Direction:	S 25°00'10.18" E		
Chord Direction:	N 63°52'31.67" E		
Radial Direction:	S 27°14'46.48" E		
Tangent Direction:	N 62°45'13.52" E		

CIRCULAR CURVE NO. ④

	STATION	NORTHING	EASTING
Element: Circular			
PC (31001)	408+36.44	589282.9258	577300.5463
PI (31002)	412+44.56	589547.4515	577611.3319
CC (31003)		587036.4821	579212.6108
PT (31004)	416+47.53	589717.6649	577982.2617
Radius:	2950.00		
Delta:	15°45'11.67" Right		
Degree of Curvature(Arc):	1°56'32.0273"		
Length:	811.09		
Tangent:	408.12		
Chord:	808.54		
Middle Ordinate:	27.83		
External:	28.10		
Tangent Direction:	N 49°35'49.83" E		
Radial Direction:	S 40°24'10.17" E		
Chord Direction:	N 57°28'25.66" E		
Radial Direction:	S 24°38'58.51" E		
Tangent Direction:	N 65°21'01.49" E		

CIRCULAR CURVE NO. ⑤

	STATION	NORTHING	EASTING
Element: Circular			
PC (31005)	447+75.15	591022.0924	580824.8765
PI (31006)	450+34.86	591130.4092	581060.9208
CC (31007)		601437.0386	576045.6349
PT (31008)	452+94.48	591249.3086	581291.8156
Radius:	11459.16		
Delta:	2°35'47.97" Left		
Degree of Curvature(Arc):	0°30'00.0000"		
Length:	519.33		
Tangent:	259.71		
Chord:	519.29		
Middle Ordinate:	2.94		
External:	2.94		
Tangent Direction:	N 65°21'01.49" E		
Radial Direction:	S 24°38'58.51" E		
Chord Direction:	N 64°03'07.51" E		
Radial Direction:	S 27°14'46.48" E		
Tangent Direction:	N 62°45'13.52" E		

CIRCULAR CURVE NO. ⑥

	STATION	NORTHING	EASTING
Element: Circular			
PC (40001)	110+10.74	589574.4733	577924.2898
PI (40002)	111+99.40	589726.0931	577812.0127
CC (40003)		588681.8057	576718.8255
PT (40004)	113+86.10	589845.1864	577665.6861
Radius:	1500.00		
Delta:	14°20'15.71" Left		
Degree of Curvature(Arc):	3°49'10.99"		
Length:	375.36		
Tangent:	188.67		
Chord:	374.38		
Middle Ordinate:	11.73		
External:	11.82		
Tangent Direction:	N 36°31'14.17" W		
Radial Direction:	N 53°28'45.83" E		
Chord Direction:	N 43°41'22.02" W		
Radial Direction:	N 39°08'30.12" E		
Tangent Direction:	N 50°51'29.88" W		

CIRCULAR CURVE NO. ⑦

	STATION	NORTHING	EASTING
Element: Circular			
PC (40005)	115+40.84	589942.8672	577545.6685
PI (40006)	116+47.95	590010.4773	577462.5980
CC (40007)		590831.6247	578269.0168
PT (40008)	117+54.44	590092.3106	577393.4957
Radius:	1145.92		
Delta:	10°40'46.68" Right		
Degree of Curvature(Arc):	5°00'00.00"		
Length:	213.59		
Tangent:	107.11		
Chord:	213.28		
Middle Ordinate:	4.97		
External:	4.99		
Tangent Direction:	N 50°51'29.88" W		
Radial Direction:	N 39°08'30.12" E		
Chord Direction:	N 45°31'06.54" W		
Radial Direction:	N 49°49'16.80" E		
Tangent Direction:	N 40°10'43.20" W		

CIRCULAR CURVE NO. ⑧

	STATION	NORTHING	EASTING
Element: Circular			
PC (40009)	123+87.65	590576.1123	576984.9602
PI (40010)	124+42.51	590618.0232	576949.5695
CC (40011)		589930.9391	576220.9239
PRC (40012)	124+97.25	590655.8117	576909.8069
Radius:	1000.00		
Delta:	6°16'46.50" Left		
Degree of Curvature(Arc):	5°43'46.48"		
Length:	109.60		
Tangent:	54.85		
Chord:	109.54		
Middle Ordinate:	1.50		
External:	1.50		
Tangent Direction:	N 40°10'43.20" W		
Radial Direction:	N 49°49'16.80" E		
Chord Direction:	N 43°19'06.44" W		
Radial Direction:	N 43°32'30.31" E		
Tangent Direction:	N 46°27'29.69" W		

CIRCULAR CURVE NO. ⑨

	STATION	NORTHING	EASTING
Element: Circular			
PRC (40012)	124+97.25	590655.8117	576909.8069
PI (40013)	125+50.98	590692.8244	576870.8604
CC (40014)		591380.6842	577598.6898
PT (40015)	126+04.61	590733.7971	576836.1041
Radius:	1000.00		
Delta:	6°09'03.37" Right		
Degree of Curvature(Arc):	5°43'46.48"		
Length:	107.35		
Tangent:	53.73		
Chord:	107.30		
Middle Ordinate:	1.44		
External:	1.44		
Tangent Direction:	N 46°27'29.69" W		
Radial Direction:	N 43°32'30.31" E		
Chord Direction:	N 43°22'58.01" W		
Radial Direction:	N 49°41'33.68" E		
Tangent Direction:	N 40°18'26.32" W		

CIRCULAR CURVE NO. ⑩

	STATION	NORTHING	EASTING
Element: Circular			
PC (40016)	127+48.89	590843.8227	576742.7714
PI (40017)	128+02.67	590884.8358	576707.9808
CC (40018)		591490.7099	577505.3572
PRC (40019)	128+56.35	590929.3436	576677.7897
Radius:	1000.00		
Delta:	6°09'25.12" Right		
Degree of Curvature(Arc):	5°43'46.48"		
Length:	107.46		
Tangent:	53.78		
Chord:	107.41		
Middle Ordinate:	1.44		
External:	1.45		
Tangent Direction:	N 40°18'26.32" W		
Radial Direction:	N 49°41'33.68" E		
Chord Direction:	N 37°13'43.76" W		
Radial Direction:	N 55°50'58.80" E		
Tangent Direction:	N 34°09'01.20" W		

CIRCULAR CURVE NO. ⑪

	STATION	NORTHING	EASTING
Element: Circular			
PRC (40019)	128+56.35	590929.3436	576677.7897
PI (40020)	129+11.20	590974.7395	576646.9962
CC (40021)		590367.9774	575850.2222
PT (40022)	129+65.95	591016.4948	576611.4220
Radius:	1000.00		
Delta:	6°16'46.49" Left		
Degree of Curvature(Arc):	5°43'46.48"		
Length:	109.60		
Tangent:	54.85		
Chord:	109.54		
Middle Ordinate:	1.50		
External:	1.50		
Tangent Direction:	N 34°09'01.20" W		
Radial Direction:	N 55°50'58.80" E		
Chord Direction:	N 37°17'24.45" W		
Radial Direction:	N 49°34'12.30" E		
Tangent Direction:	N 40°25'47.70" W		

ADDENDA / REVISIONS

NOT TO SCALE

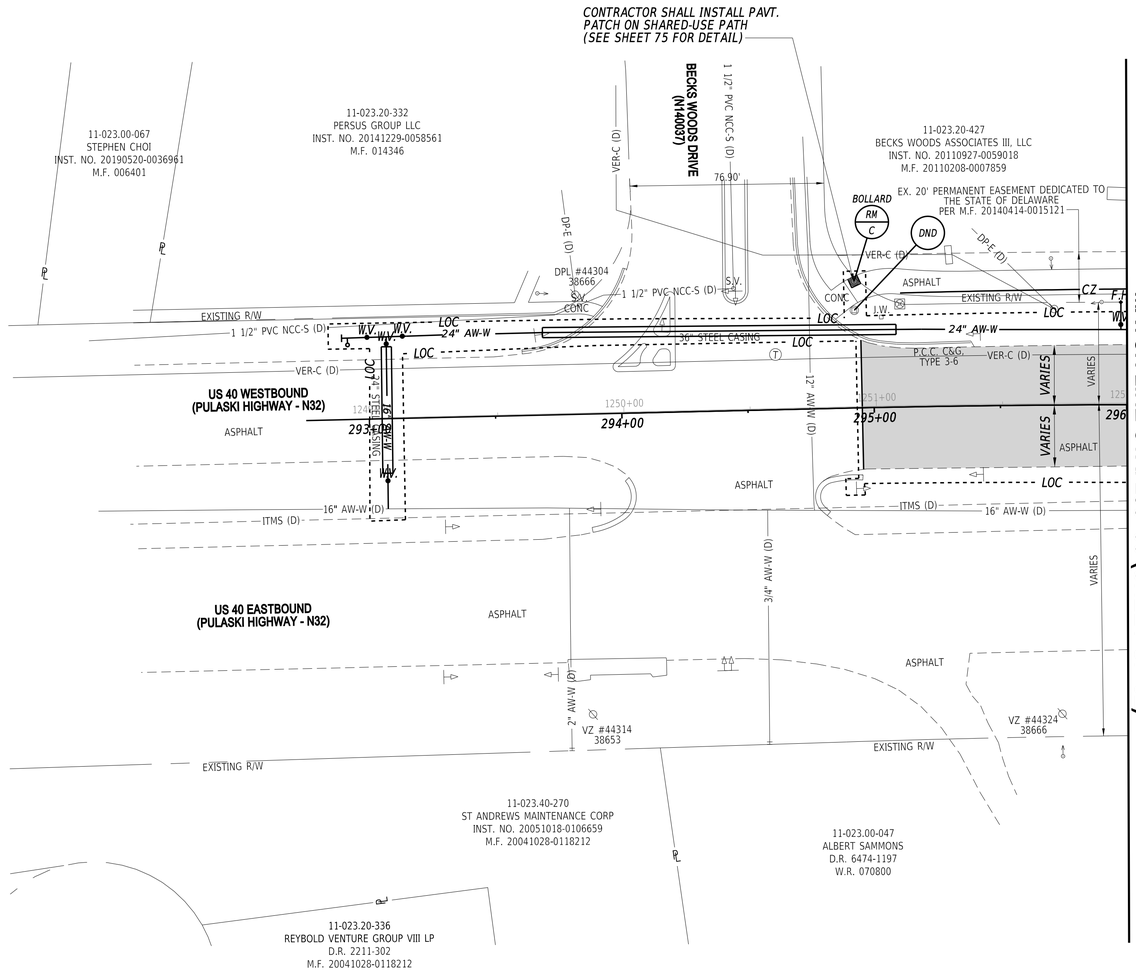
US 40,
SALEM CHURCH ROAD
TO WALTHER ROAD

CONTRACT	BRIDGE NO.	N/A
T201611902	DESIGNED BY: M.FOX	
COUNTY	CHECKED BY: T. OLIVER	
NEW CASTLE		

HORIZONTAL AND VERTICAL CONTROL PROPOSED BASELINE

SECTION
WRA
SHEET NO.
19

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ADDENDA / REVISIONS		SCALE	US 40, SALEM CHURCH ROAD TO WALTHER ROAD	CONTRACT	BRIDGE NO. N/A	CONSTRUCTION PLAN	CP-01
		0 30 60 90 FEET		T201611902	DESIGNED BY: S. BEALL		SECTION
				COUNTY			WRA
				NEW CASTLE	CHECKED BY: T. OLIVER		SHEET NO.
							20

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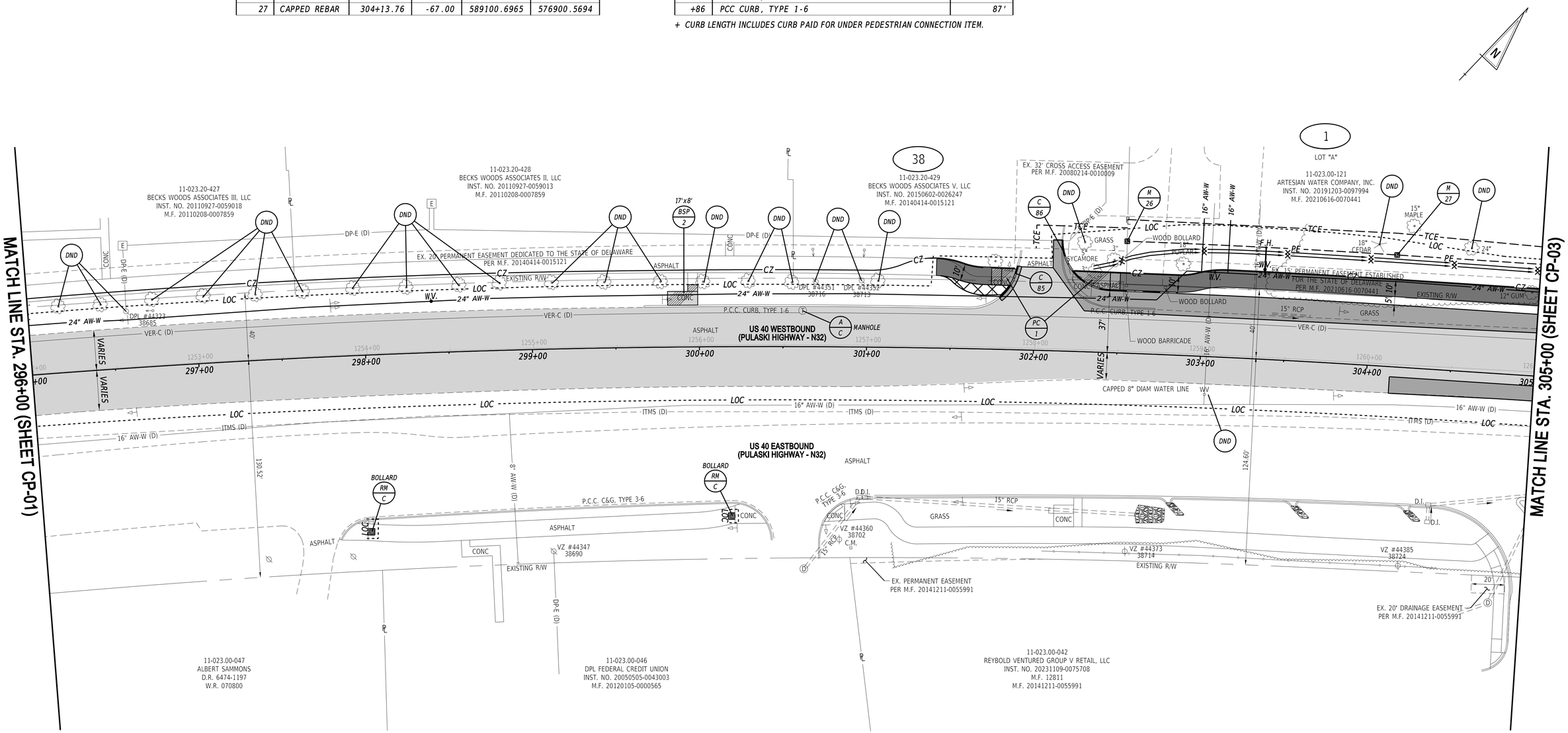
RIGHT-OF-WAY MONUMENT SCHEDULE

NO.	TYPE	STATION	OFFSET	NORTHING	EASTING
26	CAPPED REBAR	302+53.80	-67.00	588995.4057	576777.6727
27	CAPPED REBAR	304+13.76	-67.00	589100.6965	576900.5694

CURB SCHEDULE

NO.	ITEM DESCRIPTION / TYPE	LENGTH
+85	PCC CURB, TYPE 1-6	23'
+86	PCC CURB, TYPE 1-6	87'

+ CURB LENGTH INCLUDES CURB PAID FOR UNDER PEDESTRIAN CONNECTION ITEM.



ADDENDA / REVISIONS		SCALE 0 30 60 90 FEET	US 40, SALEM CHURCH ROAD TO WALTHER ROAD	CONTRACT T201611902	BRIDGE NO. N/A	CONSTRUCTION PLAN	CP-02
				COUNTY NEW CASTLE	DESIGNED BY: S. BEALL		SECTION WRA
					CHECKED BY: T. OLIVER		SHEET NO. 21

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DRAINAGE INLET SCHEDULE

NO.	STATION	OFFSET	BOX SIZE	GRATE	T.G. EL.	INV. EL.
1	308+98.67	*	34" x 24"	4	**	47.78
2	309+28.26	*	48" x 48"	4	**	46.54
3	309+27.57	*	48" x 30"	2	**	46.28
4	409+27.62	*	48" x 30"	4	**	46.12
*** 5	311+60.60	*	10'-48" x 48"	N/A	**	53.65
6	311+60.14	*	34" x 24"	2	**	55.14
*** 7	312+76.80	*	10'-48" x 48"	N/A	**	56.99
23	309+48.71	*	48" x 48"	4	**	47.31

* MATCH PROPOSED CURBLINE.
** MATCH FLOWLINE OF PROPOSED CURB.
*** COG INLET DIMENSIONS INCLUDE TROUGH LENGTH AND BOX DIMENSIONS W'xY". REFER TO CONSTRUCTION DETAILS ON SHEETS 79 & 81 FOR CURB TRANSITION AND INLET CONSTRUCTION. INLET SHALL BE PAID FOR UNDER ITEM 602012 - DRAINAGE INLET, SPECIAL.

DRAINAGE PIPE SCHEDULE

NO.	SIZE / TYPE	CLASS	LENGTH	SLOPE	INVERT EL.	DIS. EL.
1	15" RCP	III	27'	0.0385	47.78	46.74
2	30" RCP	III	52'	0.0031	46.54	46.38
3	30" RCP	III	56'	0.0029	46.28	46.12
4	30" RCP	III	58'	0.0031	46.12	45.94
5	24" RCP	III	18'	0.0317	47.31	46.74
**6	12" RCP	IV	44'	0.0127	55.14	54.58
7	24" RCP	III	115'	0.0290	56.99	53.65
8	24" RCP	III	137'	0.0230	60.14	56.99
23	24" RCP	III	212'	0.0299	53.65	47.31
25	15" RCP	IV	104'	0.0050	49.10	48.58
26	15" RCP	IV	48'	0.0100	48.48	48.00
27	15" RCP	IV	19'	*	*	*

* FIELD VERIFY INVERTS AND EXTEND RCP FROM THE FIRST STRUCTURALLY INTACT JOINT. POUR A CONCRETE COLLAR AROUND NEW JOINT. PAYMENT SHALL BE INCIDENTAL TO PROPOSED PIPE BEING INSTALLED.
** ENCAPSULATE VERIZON CONCRETE DUCT BANK AT CROSSING OF PROPOSED STORM SEWER WITH CLASS A CONCRETE.

CURB SCHEDULE

NO.	ITEM DESCRIPTION / TYPE	LENGTH
*1	PCC CURB, TYPE 1-4, MODIFIED	94'
+2	PCC CURB, TYPE 1-4	451'
3	PCC CURB, TYPE 2	507'
+4	PCC CURB, TYPE 1-4	60'
+70	PCC CURB, TYPE 1-4	71'
87	PCC CURB, TYPE 2	508'
88	PCC CURB RETAINING WALL, TYPE 1	167'
**200	PCC CURB, TYPE 1-8, MODIFIED	100'
201	PCC CURB, TYPE 1-4	7'

* 2" MAX REVEAL ON US 40 WB SIDE AND 4" MAX REVEAL ON PATH SIDE. PERMANENT FLEXIBLE DELINEATORS (ITEM 824003) SHALL BE PLACED ON THE CURB AT 10' SPACING (O.C.). DELINEATORS SHALL NOT BE PLACED WITHIN THE LIMITS OF DEPRESSED CURB AT THE PEDESTRIAN CONNECTION. SEE DETAIL SHEET 75 FOR PCC CURB, TYPE 1-4, MODIFIED DETAIL.
** SEE DETAIL SHEET 75 FOR PCC CURB, TYPE 1-8, MODIFIED DETAIL.
+ CURB LENGTH INCLUDES CURB PAID FOR UNDER PEDESTRIAN CONNECTION ITEM.

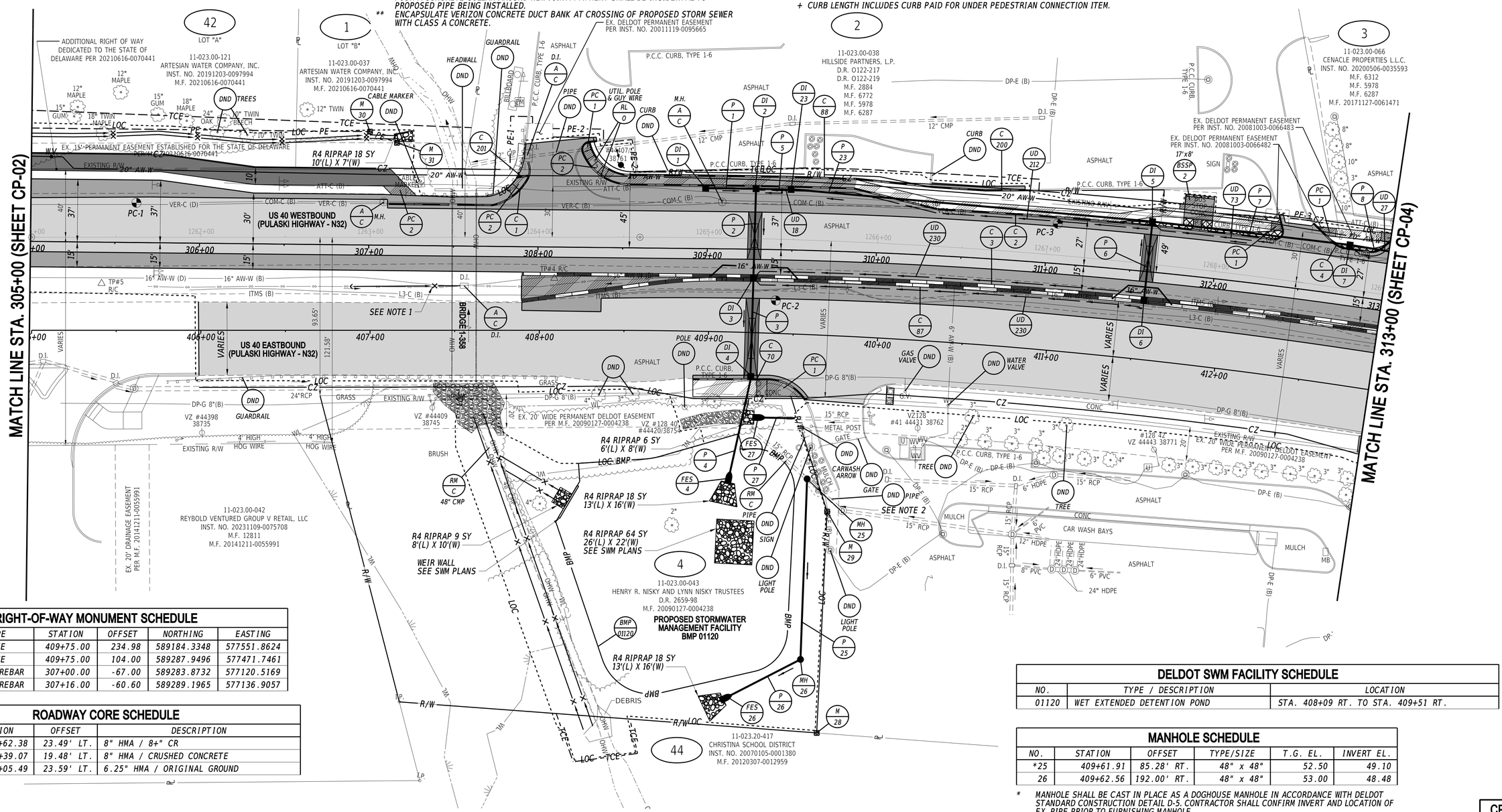
FLARED END SECTION SCHEDULE

NO.	SIZE / TYPE	SLOPE	SAFETY GRATE
4	30" RCP	0.0031	NO
26	15" RCP	0.0100	NO
27	15" RCP	*	NO

* FIELD VERIFY AND MATCHING EXISTING PIPE SLOPE.

N

NOTES:
1. THE CONTRACTOR SHALL RESTORE MEDIAN AND REGRADE DITCH TO ENSURE POSITIVE DRAINAGE TO THE INLET
2. EXISTING PIPE SHALL TIE INTO MH-25. THE CONTRACTOR SHALL REMOVE THE REMAINING DOWNSTREAM PORTION OF THE PIPE, APPROXIMATELY 47 LINEAR FEET.



RIGHT-OF-WAY MONUMENT SCHEDULE

NO.	TYPE	STATION	OFFSET	NORTHING	EASTING
28	CONCRETE	409+75.00	234.98	589184.3348	577551.8624
29	CONCRETE	409+75.00	104.00	589287.9496	577471.7461
30	CAPPED REBAR	307+00.00	-67.00	589283.8732	577120.5169
21	CAPPED REBAR	307+16.00	-60.60	589289.1965	577136.9057

ROADWAY CORE SCHEDULE

NO.	STATION	OFFSET	DESCRIPTION
PC-1	305+62.38	23.49' LT.	8" HMA / 8+" CR
PC-2	409+39.07	19.48' LT.	8" HMA / CRUSHED CONCRETE
PC-3	311+05.49	23.59' LT.	6.25" HMA / ORIGINAL GROUND

DELDOT SWM FACILITY SCHEDULE

NO.	TYPE / DESCRIPTION	LOCATION
01120	WET EXTENDED DETENTION POND	STA. 408+09 RT. TO STA. 409+51 RT.

MANHOLE SCHEDULE

NO.	STATION	OFFSET	TYPE/SIZE	T.G. EL.	INVERT EL.
*25	409+61.91	85.28' RT.	48" x 48"	52.50	49.10
26	409+62.56	192.00' RT.	48" x 48"	53.00	48.48

* MANHOLE SHALL BE CAST IN PLACE AS A DOGHOUSE MANHOLE IN ACCORDANCE WITH DELDOT STANDARD CONSTRUCTION DETAIL D-5. CONTRACTOR SHALL CONFIRM INVERT AND LOCATION OF EX. PIPE PRIOR TO FURNISHING MANHOLE.

ADDENDA / REVISIONS

SCALE
0 30 60 90
FEET

US 40, SALEM CHURCH ROAD TO WALTHER ROAD

CONTRACT	BRIDGE NO.	N/A
T201611902	DESIGNED BY: S. BEALL	
COUNTY	CHECKED BY: T. OLIVER	
NEW CASTLE		

CONSTRUCTION PLAN

CP-03	
SECTION	WRA
SHEET NO.	22

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MANHOLE SCHEDULE

NO.	STATION	OFFSET	TYPE/SIZE	T.G. EL.	INVERT EL.
+ 50	415+82.07	45.30' RT	48" X 30"	66.88	62.82

\+ MANHOLE SHALL BE CAST IN PLACE AS A DOGHOUSE MANHOLE IN ACCORDANCE WITH DELDOT STANDARD CONSTRUCTION DETAIL D-5. CONTRACTOR SHALL CONFIRM INVERT AND LOCATION OF EX. PIPE PRIOR TO FURNISHING MANHOLE.

JUNCTION BOX SCHEDULE

NO.	STATION	OFFSET	BOX SIZE	INVERT EL.
50	415+66.87	81.84' RT	48" x 48"	61.22

CONVERT TO MANHOLE SCHEDULE

NO.	STATION	OFFSET	T.C. EL.	INVERT EL.
+ 50	415+63.37	52.28' RT	64.92	61.27

\+ MANHOLE SHALL BE CAST IN PLACE AS A DOGHOUSE MANHOLE IN ACCORDANCE WITH DELDOT STANDARD CONSTRUCTION DETAIL D-5. CONTRACTOR SHALL CONFIRM INVERT AND LOCATION OF EX. PIPE PRIOR TO FURNISHING MANHOLE.

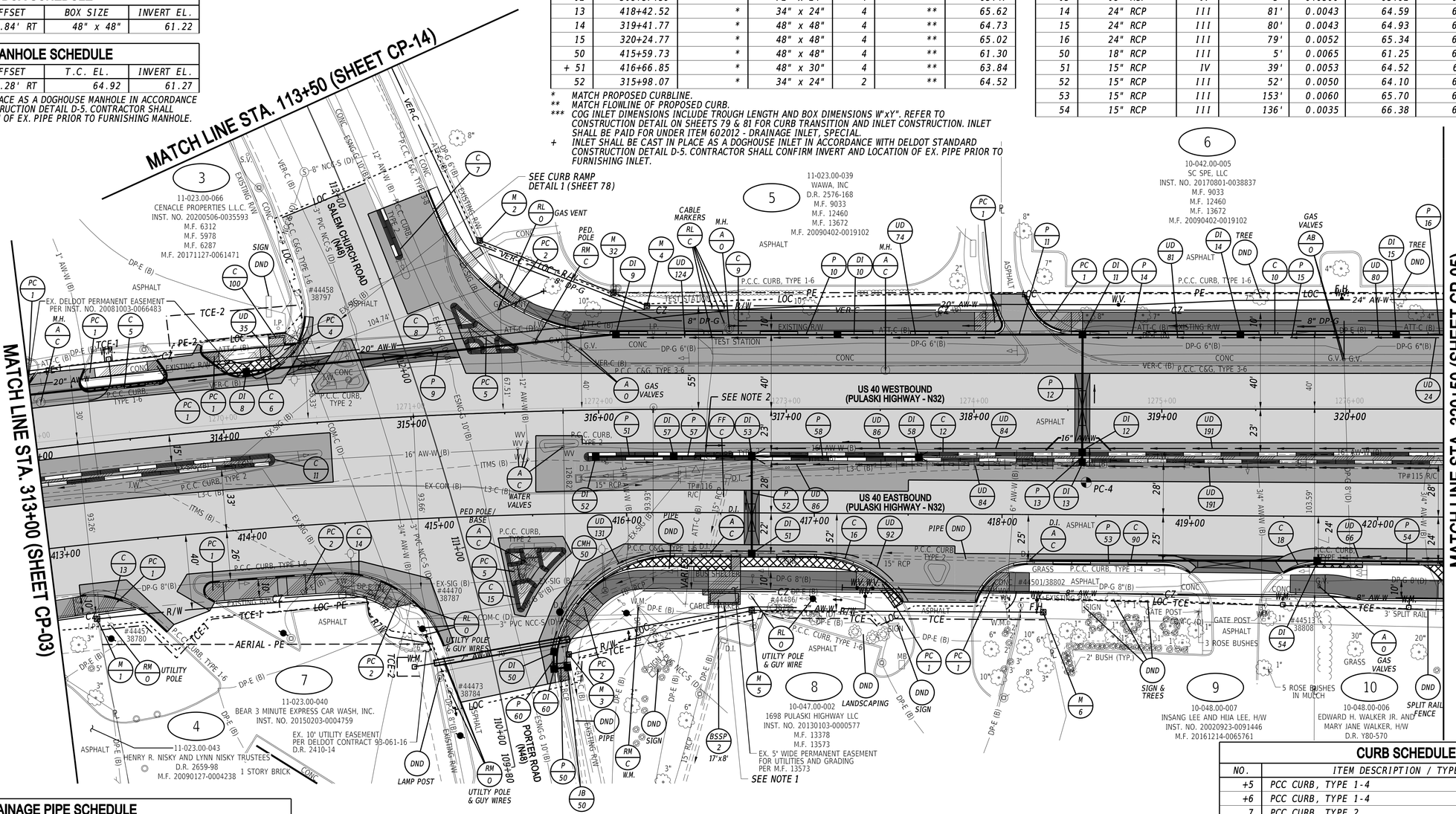
DRAINAGE INLET SCHEDULE

NO.	STATION	OFFSET	BOX SIZE	GRATE	T.G. EL.	INV. EL.
*** 8	314+14.64	*	5'-48" x 48"	N/A	**	60.14
9	316+09.76	*	48" x 48"	4	**	63.00
10	317+27.19	*	72" x 48"	4	**	63.59
11	318+57.77	*	72" x 48"	4	**	64.24
12	318+57.59	*	72" x 24"	4	**	65.47
13	418+42.52	*	34" x 24"	4	**	65.62
14	319+41.77	*	48" x 48"	4	**	64.73
15	320+24.77	*	48" x 48"	4	**	65.02
50	415+59.73	*	48" x 48"	4	**	61.30
+ 51	416+66.85	*	48" x 30"	4	**	63.84
52	315+98.07	*	34" x 24"	2	**	64.52

* MATCH PROPOSED CURBLINE.
** MATCH FLOWLINE OF PROPOSED CURB.
*** COG INLET DIMENSIONS INCLUDE TROUGH LENGTH AND BOX DIMENSIONS W"xY". REFER TO CONSTRUCTION DETAIL ON SHEETS 79 & 81 FOR CURB TRANSITION AND INLET CONSTRUCTION. INLET SHALL BE PAID FOR UNDER ITEM 602012 - DRAINAGE INLET, SPECIAL.
\+ INLET SHALL BE CAST IN PLACE AS A DOGHOUSE INLET IN ACCORDANCE WITH DELDOT STANDARD CONSTRUCTION DETAIL D-5. CONTRACTOR SHALL CONFIRM INVERT AND LOCATION OF EX. PIPE PRIOR TO FURNISHING INLET.

DRAINAGE PIPE SCHEDULE

NO.	SIZE / TYPE	CLASS	LENGTH	SLOPE	INVERT EL.	DIS. EL.
9	24" RCP	III	195'	0.0147	63.00	60.14
10	24" RCP	III	115'	0.0051	63.59	63.00
11	24" RCP	III	128'	0.0051	64.24	63.59
12	18" RCP	III	60'	0.0172	65.47	64.44
13	18" RCP	IV	3'	0.0500	65.62	65.47
14	24" RCP	III	81'	0.0043	64.59	64.24
15	24" RCP	III	80'	0.0043	64.93	64.59
16	24" RCP	III	79'	0.0052	65.34	64.93
50	18" RCP	III	5'	0.0065	61.25	61.22
51	15" RCP	IV	39'	0.0053	64.52	64.31
52	15" RCP	III	52'	0.0050	64.10	63.84
53	15" RCP	III	153'	0.0060	65.70	64.78
54	15" RCP	III	136'	0.0035	66.38	65.90



DRAINAGE PIPE SCHEDULE

NO.	SIZE / TYPE	CLASS	LENGTH	SLOPE	INVERT EL.	DIS. EL.
57	15" RCP	IV	39'	0.0053	64.31	64.10
58	15" RCP	III	86'	0.0050	64.53	64.10
60	18" RCP	III	6'	0.0083	61.30	61.25

DRAINAGE INLET SCHEDULE

NO.	STATION	OFFSET	BOX SIZE	GRATE	T.G. EL.	INV. EL.
53	316+81.59	*	72" x 24"	2	**	64.10
54	419+68.02	*	48" x 30"	4	**	65.82
57	316+40.09	*	34" x 24"	2	**	64.31
58	317+70.59	*	72" x 24"	2	**	64.53
60	415+59.48	*	72" x 48"	1	**	61.25

* MATCH PROPOSED CURBLINE.
** MATCH FLOWLINE OF PROPOSED CURB.

RIGHT-OF-WAY MONUMENT SCHEDULE

NO.	TYPE	STATION	OFFSET	NORTHING	EASTING
1	CONCRETE	413+13.19	40.00	589527.0845	577707.6192
2	CONCRETE	315+40.28	-92.00	589795.9168	577807.1083
3	CONCRETE	415+67.67	75.00	589616.0842	577943.2496
4	CONCRETE	316+26.27	-55.11	589802.0125	577902.5119
5	CONCRETE	416+67.00	52.00	589678.5234	578021.6445
6	CONCRETE	418+22.29	52.00	589743.2909	578162.7862
32	CAPPED REBAR	316+08.80	-62.31	589800.7864	577883.3211

ROADWAY CORE SCHEDULE

NO.	STATION	OFFSET	DESCRIPTION
PC-4	418+44.72	17.30' LT.	4.5" HMA / 8" CR / ORIGINAL GROUND

NOTES:
1. INSTALL BUS STOP PAD WITH SHELTER, TYPE 2 (17'x8') IN ACCORDANCE WITH STANDARD CONSTRUCTION DETAIL M-9. THE EXISTING BUS SHELTER SHALL BE REMOVED AND RE-INSTALLED BY THE CONTRACTOR ONCE P.C.C. PAD IS COMPLETE. THE CONTRACTOR SHALL CONTACT DELAWARE TRANSIT CORPORATION'S (DTC) FACILITIES COORDINATOR AT (302)576-6094 TO COORDINATE INSTALLATION OF THE RELOCATED BUS SHELTER AND TRASH RECEPTACLE. BUS SHELTER RELOCATION SHALL BE PAID FOR UNDER ITEM 615519.
2. THE CONTRACTOR SHALL COORDINATE WITH UTILITY COMPANIES TO PROVIDE PROTECTION AS NEEDED AT LOCATIONS WHERE THE PROPOSED STORM SEWER CROSSES EXISTING UNDERGROUND UTILITIES.

CURB SCHEDULE

NO.	ITEM DESCRIPTION / TYPE	LENGTH
+5	PCC CURB, TYPE 1-4	71'
+6	PCC CURB, TYPE 1-4	68'
7	PCC CURB, TYPE 2	60'
**8	PCC CURB, TYPE 2	109'
+9	I.PCC CURB AND GUTTER, TYPE 3-4	370'
+10	I.PCC CURB AND GUTTER, TYPE 3-4	240'
11	PCC CURB, TYPE 2	254'
12	PCC CURB, TYPE 2	918'
+13	PCC CURB, TYPE 1-4	52'
+14	PCC CURB, TYPE 1-4	157'
**15	PCC CURB, TYPE 2	128'
+16	I.PCC CURB AND GUTTER, TYPE 3-4	233'
18	I.PCC CURB AND GUTTER, TYPE 3-4	87'
90	I.PCC CURB AND GUTTER, TYPE 3-4	127'
100	PCC CURB, TYPE 1-6	18'

** THE COST FOR CONSTRUCTING THIS CURB IS INCIDENTAL TO ITEM 702000 - TRIANGULAR CHANNELIZING ISLANDS.
\+ CURB LENGTH INCLUDES CURB PAID FOR UNDER PEDESTRIAN CONNECTION ITEM.

ADDENDA / REVISIONS

SCALE 0 30 60 90 FEET

US 40, SALEM CHURCH ROAD TO WALTHER ROAD

CONTRACT	T201611902
COUNTY	NEW CASTLE
BRIDGE NO.	N/A
DESIGNED BY:	S. BEALL
CHECKED BY:	T. OLIVER

CONSTRUCTION PLAN

SECTION	WRA
SHEET NO.	23

CP-04

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DRAINAGE INLET SCHEDULE

NO.	STATION	OFFSET	BOX SIZE	GRATE	T.G. EL.	INV. EL.
16	321+07.78	*	72" x 48"	4	**	65.34
17	321+07.77	*	72" x 24"	4	**	66.47
18	420+92.68	*	34" x 24"	4	**	66.57
19	422+55.05	*	34" x 24"	4	**	67.06
20	322+70.12	*	72" x 24"	4	**	67.16
21	322+45.21	*	72" x 48"	4	**	66.52
22	323+50.21	*	34" x 24"	4	**	66.83
24	322+97.71	*	34" x 24"	4	**	66.68
55	421+06.73	*	48" x 30"	4	**	66.38
59	423+64.37	*	34" x 24"	X	**	67.27
56	422+89.28	*	34" x 24"	4	**	67.01
+ 100	324+39.92	*	72" x 48"	4	**	66.38
101	325+20.92	*	48" x 30"	4	**	66.86
102	325+97.59	*	48" x 30"	4	**	67.12
103	324+41.93	*	72" x 24"	4	**	66.62
104	424+26.85	*	48" x 30"	4	**	66.76
105	424+36.36	*	48" x 30"	4	**	67.52
106	425+17.04	*	48" x 30"	4	**	67.80
107	425+97.72	*	72" x 48"	4	**	68.07
108	425+95.80	*	34" x 24"	4	**	68.40
109	427+72.37	*	34" x 24"	4	**	69.35
110	327+87.46	*	34" x 24"	4	**	69.70
111	328+36.46	*	34" x 24"	4	**	70.07

DRAINAGE PIPE SCHEDULE

NO.	SIZE / TYPE	CLASS	LENGTH	SLOPE	INVERT EL.	DIS. EL.
17	18" RCP	III	60'	0.0155	66.47	65.54
18	15" RCP	IV	4'	0.0250	66.57	66.47
19	15" RCP	III	160'	0.0031	67.06	66.57
20	15" RCP	III	5'	0.0200	67.16	67.06
21	18" RCP	III	135'	0.0087	66.52	65.34
22	15" RCP	III	50'	0.0031	66.68	66.52
24	15" RCP	III	50'	0.0031	66.83	66.68
55	15" RCP	III	181'	0.0035	67.01	66.38
56	15" RCP	III	72'	0.0036	67.27	67.01
59	15" RCP	III	69'	0.0036	67.52	67.27
++ 75	12" HDPE	S	4'	MATCH EX.	68.51	++
100	18" RCP	III	78'	0.0035	66.86	66.58
101	18" RCP	III	74'	0.0036	67.12	66.86
102	18" RCP	III	48'	0.0050	66.62	66.38
103	18" RCP	III	5'	0.0280	66.76	66.62
104	18" RCP	III	4'	0.0043	66.98	66.96
105	15" RCP	III	16'	0.0058	68.44	68.35
106	15" RCP	III	78'	0.0036	67.80	67.52
107	15" RCP	III	78'	0.0035	68.07	67.80
108	15" RCP	III	168'	0.0082	68.35	66.98
109	15" RCP	III	3'	0.0167	68.40	68.35
110	15" RCP	III	3'	0.0160	68.49	68.44
111	15" RCP	III	8'	0.0438	69.70	69.35
112	15" RCP	III	46'	0.0080	70.07	69.70
113	15" RCP	III	47'	0.0077	70.43	70.07
114	15" RCP	III	200'	0.0048	70.31	69.35
120	15" RCP	III	160'	0.0057	69.35	68.44
121	15" RCP	III	53'	0.0030	66.78	66.62

CURB SCHEDULE

NO.	ITEM DESCRIPTION / TYPE	LENGTH
+19	I.PCC CURB AND GUTTER, TYPE 3-4	151'
+20	I.PCC CURB AND GUTTER, TYPE 3-4	533'
**21	PCC CURB, TYPE 2	106'
**22	PCC CURB, TYPE 2	33'
**23	PCC CURB, TYPE 2	87'
+24	I.PCC CURB AND GUTTER, TYPE 3-4	262'
25	PCC CURB, TYPE 2	1170'
26	PCC CURB, TYPE 2	390'
+27	I.PCC CURB AND GUTTER, TYPE 3-4	326'
+28	I.PCC CURB AND GUTTER, TYPE 3-4	350'
+29	I.PCC CURB AND GUTTER, TYPE 3-4	241'

** THE COST FOR CONSTRUCTING THIS CURB IS INCIDENTAL TO ITEM 702000 - TRIANGULAR CHANNELIZING ISLANDS.

+ CURB LENGTH INCLUDES CURB PAID FOR UNDER PEDESTRIAN CONNECTION ITEM.

FLARED END SECTION SCHEDULE

NO.	SIZE / TYPE	SLOPE	SAFETY GRATE
201	18"RCP	0.0055	NO

MANHOLE SCHEDULE

NO.	STATION	OFFSET	TYPE/SIZE	T.G. EL.	INVERT EL.
100	424+26.85	31.90' LT.	48" x 30"	70.68	66.98
101	425+95.75	32.78' LT.	48" x 30"	71.46	68.35
102	426+12.10	32.36' LT	48" x 30"	71.57	68.44

DRAINAGE INLET SCHEDULE

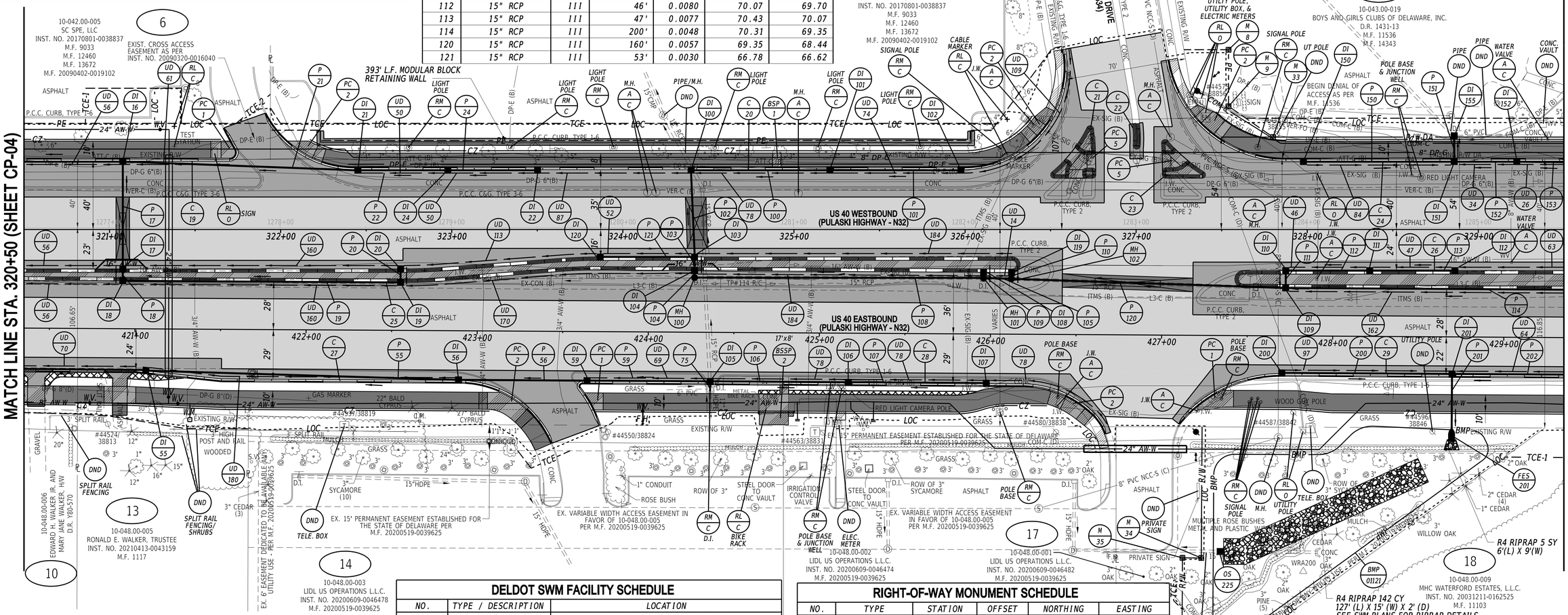
NO.	STATION	OFFSET	BOX SIZE	GRATE	T.G. EL.	INV. EL.
112	328+86.30	*	34" x 24"	4	**	70.43
119	426+12.10	*	48" x 30"	4	**	68.49
120	323+86.74	*	72" x 24"	4	**	66.78
150	327+97.75	*	34" x 24"	4	**	70.33
151	328+85.89	*	34" x 24"	4	**	70.08
152	329+22.55	*	72" x 24"	4	**	70.43
155	328+85.89	54.81' LT	48" x 30"	2	73.00	69.06
200	427+70.45	*	34" x 24"	4	**	70.25
201	428+69.87	*	48" x 30"	4	**	69.96

* MATCH PROPOSED CURBLINE.

** MATCH FLOWLINE OF PROPOSED CURB.

\+ INLET SHALL BE CAST IN PLACE AS A DOGHOUSE INLET IN ACCORDANCE WITH DELDOT STANDARD CONSTRUCTION DETAIL D-5. CONTRACTOR SHALL CONFIRM INVERT AND LOCATION OF EX. PIPE PRIOR TO FURNISHING INLET.

++ FIELD VERIFY INVERTS AND EXTEND HDPE FROM THE FIRST STRUCTURALLY INTACT JOINT. PAYMENT SHALL BE INCIDENTAL TO PROPOSED PIPE BEING INSTALLED.



DELDOT SWM FACILITY SCHEDULE

NO.	TYPE / DESCRIPTION	LOCATION
01121	DRY POND	STA. 427+31 RT. TO STA. 428+92 RT.

RIGHT-OF-WAY MONUMENT SCHEDULE

NO.	TYPE	STATION	OFFSET	NORTHING	EASTING
8	CAPPED REBAR	327+54.00	-105.00	590324.1778	578903.8571
9	CAPPED REBAR	327+54.00	-72.00	590294.2703	578917.8050
33	CAPPED REBAR	327+80.00	-54.00	590288.9464	578948.9764
34	CONCRETE	427+24.00	130.00	590048.4715	579014.8571
35	CONCRETE	427+13.00	130.00	590043.8837	579004.8595
36	CONCRETE	427+13.00	180.00	589998.4399	579025.7129
37	CONCRETE	427+26.33	198.16	589987.4961	579045.4046

DRAINAGE PIPE SCHEDULE

NO.	SIZE / TYPE	CLASS	LENGTH	SLOPE	INVERT EL.	DIS. EL.
150	15" RCP	IV	88'	0.0028	70.33	70.08
151	15" RCP	III	13'	0.0077	70.08	69.98
152	15" RCP	III	34'	0.0044	70.43	70.28
153	15" RCP	III	78'	0.0053	70.84	70.43

DRAINAGE PIPE SCHEDULE

NO.	SIZE / TYPE	CLASS	LENGTH	SLOPE	INVERT EL.	DIS. EL.
200	15" RCP	III	96'	0.0030	70.25	69.96
201	18" RCP	III	34'	0.0062	69.96	69.75
202	18" RCP	III	169'	0.0026	70.40	69.96

BMP OUTLET STRUCTURE SCHEDULE **

NO.	STATION	OFFSET	T.S. EL.	INVERT EL.
*225	427+35.03	126.09' RT.	72.25	70.38

* INLET SHALL BE CAST IN PLACE AS A DOGHOUSE INLET IN ACCORDANCE WITH DELDOT STANDARD CONSTRUCTION DETAIL D-5. CONTRACTOR SHALL CONFIRM INVERT AND LOCATION OF EX. PIPE PRIOR TO FURNISHING INLET.

** SEE STORMWATER MANAGEMENT PLANS AND DETAILS.

ADDENDA / REVISIONS

SCALE 0 30 60 90 FEET

US 40, SALEM CHURCH ROAD TO WALTHER ROAD

CONTRACT	T201611902
COUNTY	NEW CASTLE
BRIDGE NO.	N/A
DESIGNED BY:	S. BEALL
CHECKED BY:	T. OLIVER

CONSTRUCTION PLAN

SECTION	WRA
SHEET NO.	24

CP-05

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DRAINAGE PIPE SCHEDULE

NO.	SIZE / TYPE	CLASS	LENGTH	SLOPE	INVERT EL.	DIS. EL.
115	15" RCP	III	8'	0.0725	70.89	70.31
116	15" RCP	III	63'	0.0035	70.53	70.31
117	15" RCP	III	8'	0.0113	70.62	70.53
118	15" RCP	III	185'	0.0029	71.06	70.53
119	15" RCP	III	9'	0.0211	71.45	71.26
154	15" RCP	III	164'	0.0116	73.30	71.40
155	15" RCP	III	69'	0.0052	71.20	70.84
203	18" RCP	III	197'	0.0025	70.90	70.40
204	18" RCP	III	197'	0.0025	71.40	70.90
205	18" RCP	III	174'	0.0025	71.84	71.40
206	18" RCP	III	66'	0.0026	72.01	71.84
207	15" RCP	III	3'	0.0092	72.04	72.01
208	15" RCP	III	27'	0.0048	72.14	72.01

DRAINAGE INLET SCHEDULE

NO.	STATION	OFFSET	BOX SIZE	GRATE	T.G. EL.	INV. EL.
113	429+75.24	*	34" x 24"	4	**	70.31
114	329+90.29	*	34" x 24"	4	**	70.89
115	430+41.27	*	34" x 24"	4	**	70.53
116	330+56.32	*	34" x 24"	4	**	70.62
117	432+29.97	*	34" x 24"	4	**	71.06
118	432+29.97	38.64' LT.	48" x 30"	2	74.72	71.45
153	330+74.96	*	72" x 48"	4	**	71.20
154	332+41.26	*	34" x 24"	4	**	73.30
156	330+03.37	*	48" x 48"	4	**	70.84
202	430+41.30	*	48" x 30"	4	**	70.40
203	432+41.30	*	48" x 30"	4	**	70.90
204	434+41.30	*	48" x 30"	4	**	71.40
205	436+18.07	*	48" x 30"	4	**	71.84

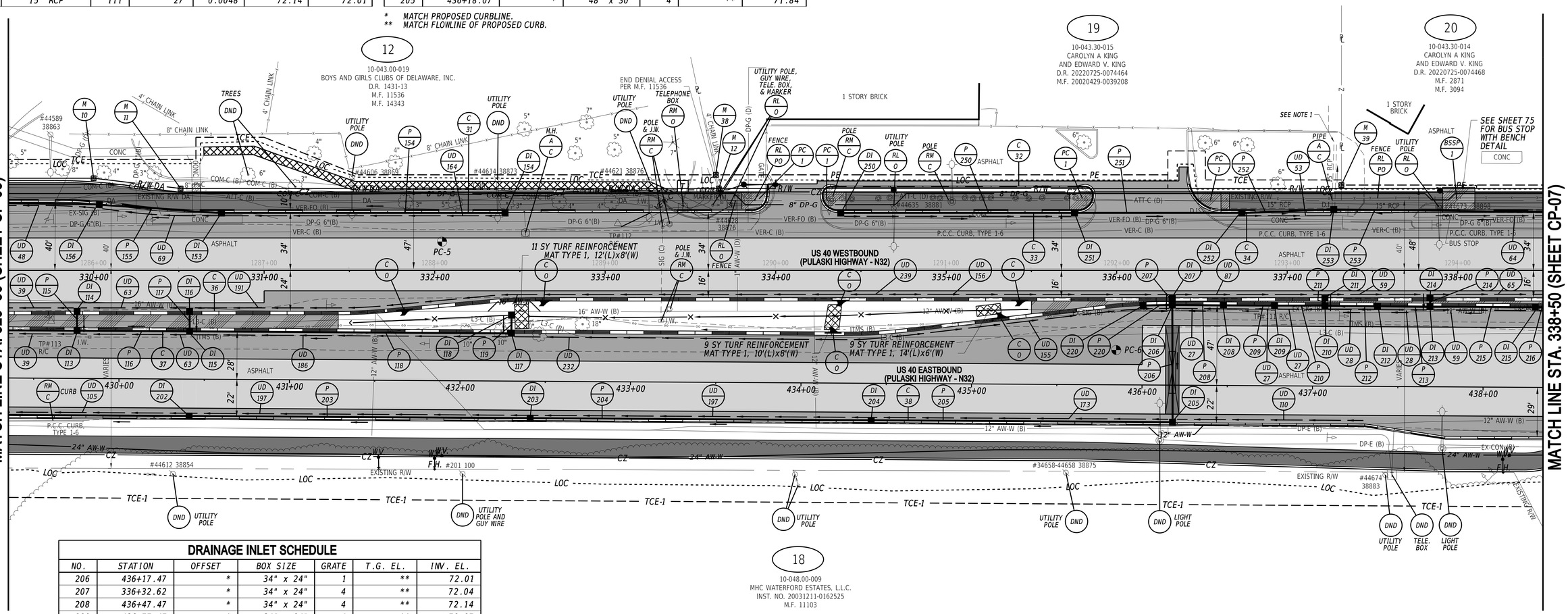
* MATCH PROPOSED CURBLINE.
** MATCH FLOWLINE OF PROPOSED CURB.

CURB SCHEDULE

NO.	ITEM DESCRIPTION / TYPE	LENGTH
+31	I.PCC CURB AND GUTTER, TYPE 3-4	453'
32	PCC CURB, TYPE 1-6	149'
+33	I.PCC CURB AND GUTTER, TYPE 3-4	192'
+34	I.PCC CURB AND GUTTER, TYPE 3-4	227'
36	PCC CURB, TYPE 2	900'
37	PCC CURB, TYPE 2	901'
38	I.PCC CURB AND GUTTER, TYPE 3-4	902'

\+ CURB LENGTH INCLUDES CURB PAID FOR UNDER PEDESTRIAN CONNECTION ITEM.

NOTES:
1. THE CONTRACTOR SHALL CLEAN EXISTING PIPE TO OUTFALL LOCATION AND PROVIDE PIPE VIDEO INSPECTION. COST FOR ALL WORK AND MATERIALS SHALL BE PAID UNDER ITEM 601002 - HEAVY CLEANING OF DRAINAGE PIPE AND ITEM 601500 - PIPE VIDEO INSPECTION.



DRAINAGE INLET SCHEDULE

NO.	STATION	OFFSET	BOX SIZE	GRATE	T.G. EL.	INV. EL.
206	436+17.47	*	34" x 24"	1	**	72.01
207	336+32.62	*	34" x 24"	4	**	72.04
208	436+47.47	*	34" x 24"	4	**	72.14
209	436+77.47	*	34" x 24"	4	**	72.27
210	437+07.02	*	34" x 24"	4	**	72.40
211	337+22.16	*	34" x 24"	4	**	72.43
212	437+37.82	*	34" x 24"	4	**	72.55
213	437+68.62	*	34" x 24"	4	**	72.70
214	337+83.76	*	34" x 24"	4	**	72.73
215	438+30.37	*	34" x 24"	4	**	72.99
220	436+00.44	*	34" x 24"	4	**	72.10
250	334+38.22	*	34" x 24"	4	**	74.00
251	335+75.29	*	34" x 24"	4	**	73.53
252	336+73.52	*	34" x 24"	4	**	73.19
***+253	337+27.20	*	48" x 48"	4	**	72.25

* MATCH PROPOSED CURBLINE.
** MATCH FLOWLINE OF PROPOSED CURB.
*** ROTATED DRAINAGE INLET. SEE DETAIL ON SHEET 80.
\+ INLET SHALL BE CAST IN PLACE AS A DOGHOUSE INLET IN ACCORDANCE WITH DELDOT STANDARD CONSTRUCTION DETAIL D-5. CONTRACTOR SHALL CONFIRM INVERT AND LOCATION OF EX. PIPE PRIOR TO FURNISHING INLET .

DRAINAGE PIPE SCHEDULE

NO.	SIZE / TYPE	CLASS	LENGTH	SLOPE	INVERT EL.	DIS. EL.
209	15" RCP	III	27'	0.0048	72.27	72.14
210	15" RCP	III	27'	0.0047	72.40	72.27
211	15" RCP	III	3'	0.0100	72.43	72.40
212	15" RCP	III	28'	0.0054	72.55	72.40
213	15" RCP	III	28'	0.0054	72.70	72.55
214	15" RCP	III	3'	0.0100	72.73	72.70
215	15" RCP	III	59'	0.0050	72.99	72.70
216	15" RCP	III	22'	0.0053	73.11	72.99
220	15" RCP	III	14'	0.0062	72.10	72.01
250	15" RCP	IV	135'	0.0035	74.00	73.53
251	15" RCP	III	96'	0.0035	73.53	73.19
252	15" RCP	III	51'	0.0037	73.19	73.00
253	18" RCP	III	174'	0.0023	72.65	72.25

RIGHT-OF-WAY MONUMENT SCHEDULE

NO.	TYPE	STATION	OFFSET	NORTHING	EASTING
10	CONCRETE	330+00.00	-54.00	590381.9322	579148.3595
11	CONCRETE	330+51.00	-48.00	590398.0503	579197.1161
12	CONCRETE	333+66.64	-48.00	590531.4580	579483.1730
38	CAPPED REBAR	333+64.92	-56.00	590537.9828	579478.2360
39	CAPPED REBAR	337+31.77	-50.00	590687.5978	579813.2408

ROADWAY CORE SCHEDULE

NO.	STATION	OFFSET	DESCRIPTION
PC-5	332+04.41	16.85' LT.	12.25" HMA / ORIGINAL GROUND
PC-6	435+84.72	20.42' LT.	9" HMA / 6+" CR

ADDENDA / REVISIONS

SCALE
0 30 60 90
FEET

**US 40,
SALEM CHURCH ROAD
TO WALTHER ROAD**

CONTRACT	T201611902
COUNTY	NEW CASTLE
BRIDGE NO.	N/A
DESIGNED BY:	S. BEALL
CHECKED BY:	T. OLIVER

CONSTRUCTION PLAN

CP-06
SECTION
WRA
SHEET NO.
25

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DRAINAGE INLET SCHEDULE

NO.	STATION	OFFSET	BOX SIZE	GRATE	T.G. EL.	INV. EL.
216	438+54.88	*	34" x 24"	4	**	73.11
217	338+70.05	*	34" x 24"	4	**	73.14
218	438+85.32	*	34" x 24"	4	**	73.25
219	339+00.48	*	34" x 24"	1	**	73.28
254	339+01.37	*	72" x 48"	4	**	72.65
255	339+44.09	*	34" x 24"	1	**	72.86
256	339+47.35	*	34" x 24"	4	**	72.91
257	339+49.20	*	34" x 24"	4	**	72.94
258	339+49.59	*	34" x 24"	4	**	72.98
259	339+87.68	*	34" x 24"	4	**	73.08
260	340+20.09	*	34" x 24"	1	**	73.18
261	340+16.61	*	34" x 24"	4	**	73.25
262	340+25.53	*	34" x 24"	4	**	73.21

* MATCH PROPOSED CURBLINE.
** MATCH FLOWLINE OF PROPOSED CURB.

DRAINAGE PIPE SCHEDULE

NO.	SIZE / TYPE	CLASS	LENGTH	SLOPE	INVERT EL.	DIS. EL.
217	15" RCP	III	4'	0.0075	73.14	73.11
218	15" RCP	III	28'	0.0050	73.25	73.11
219	15" RCP	III	4'	0.0075	73.28	73.25
254	18" RCP	III	27'	0.0026	72.72	72.65
255	12" RCP	III	32'	0.0044	72.86	72.72
256	12" RCP	III	8'	0.0062	72.91	72.86
257	12" RCP	III	9'	0.0033	72.94	72.91
258	12" RCP	III	11'	0.0036	72.98	72.94
259	12" RCP	III	38'	0.0045	73.08	72.91
260	12" RCP	III	31'	0.0032	73.18	73.08
261	12" RCP	III	10'	0.0071	73.25	73.18
262	12" RCP	III	10'	0.0031	73.21	73.18
263	15" RCP	III	89'	0.0025	72.94	72.72
264	15" RCP	III	82'	0.0026	73.15	72.94
265	15" RCP	III	9'	0.0222	73.40	73.20
266	15" RCP	III	46'	0.0050	73.63	73.40
300	15" RCP	III	46'	0.0048	72.32	72.10

DRAINAGE PIPE SCHEDULE

NO.	SIZE / TYPE	CLASS	LENGTH	SLOPE	INVERT EL.	DIS. EL.
301	15" RCP	III	50'	0.0052	71.88	71.62
302	15" RCP	III	139'	0.0050	71.62	70.92
303	15" RCP	III	70'	0.0051	70.72	70.36
304	15" RCP	III	70'	0.0051	70.36	70.00
+305	15" RCP	III	6'	0.0433	69.80	69.54
306	15" RCP	III	45'	0.0167	71.75	71.00
307	15" RCP	III	45'	0.0167	72.50	71.75
308	15" RCP	III	46'	0.0048	72.10	71.88
350	15" RCP	IV	24'	0.0042	74.10	74.00
351	15" RCP	IV	133'	0.0041	74.00	73.45
352	15" RCP	IV	160'	0.0050	74.08	73.28
353	15" RCP	III	21'	0.0081	73.45	73.28
354	15" RCP	III	19'	0.0105	73.28	73.08
355	15" RCP	III	25'	0.0056	73.08	72.94

\+ ALL ASSOCIATED COSTS TO TIE-IN PIPE TO EXISTING DRAINAGE INLETS ARE INCIDENTAL TO ITEM 601032 (15" RCP IV).

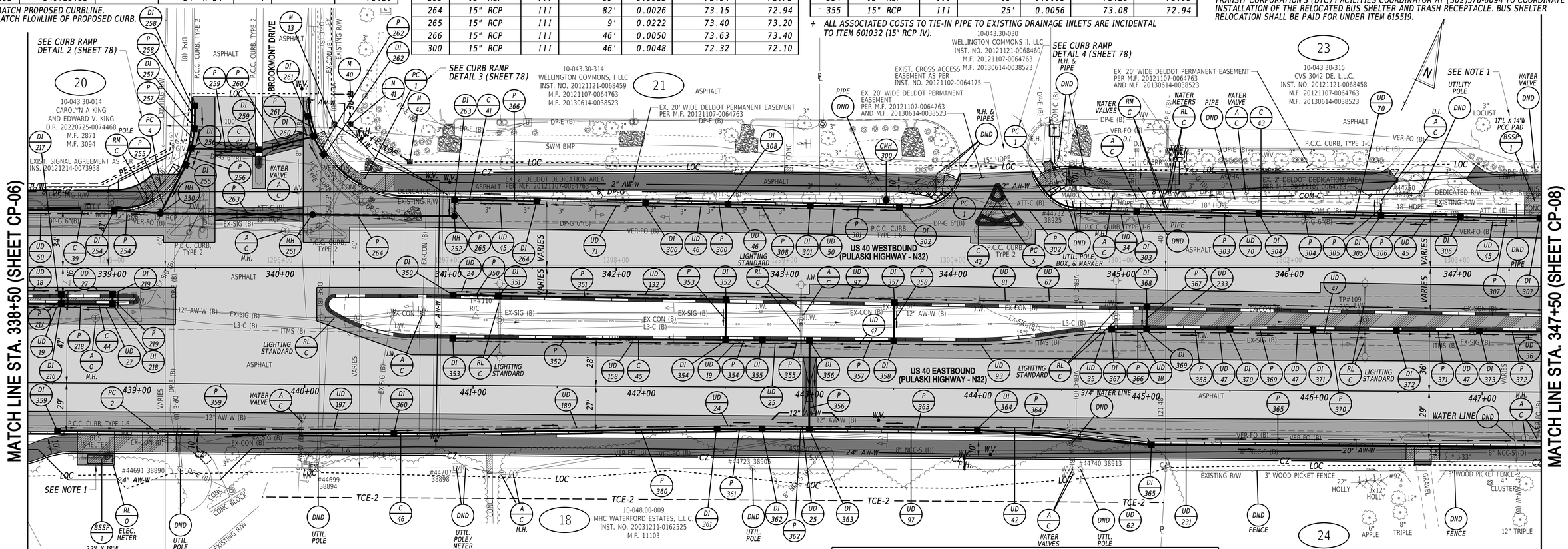
RIGHT-OF-WAY MONUMENT SCHEDULE

NO.	TYPE	STATION	OFFSET	NORTHING	EASTING
13	CONCRETE	340+32.36	-85.00	590846.3664	580070.8691
40	CAPPED REBAR	340+42.00	-103.00	590866.7551	580072.0000
41	CAPPED REBAR	340+42.00	-85.00	590850.4419	580079.6080
42	CAPPED REBAR	340+77.27	-63.00	590845.4101	580120.8695

MANHOLE SCHEDULE

NO.	STATION	OFFSET	TYPE/SIZE	T.G. EL.	INVERT EL.
250	339+28.89	32.20' LT.	48" x 30"	76.03	72.72
251	340+19.35	31.40' LT.	48" x 30"	76.11	72.94
252	341+03.68	30.46' LT.	48" x 30"	76.24	73.15

NOTES:
1. INSTALL BUS STOP WITH SHELTER PAD, TYPE I IN ACCORDANCE WITH STANDARD CONSTRUCTION DETAIL M-9. THE EXISTING BUS SHELTER SHALL BE REMOVED AND RE-INSTALLED BY THE CONTRACTOR ONCE PCC PAD IS COMPLETE. THE CONTRACTOR SHALL CONTACT DELAWARE TRANSIT CORPORATION'S (DTC) FACILITIES COORDINATOR AT (302)576-6094 TO COORDINATE INSTALLATION OF THE RELOCATED BUS SHELTER AND TRASH RECEPTACLE. BUS SHELTER RELOCATION SHALL BE PAID FOR UNDER ITEM 615519.



DRAINAGE INLET SCHEDULE

NO.	STATION	OFFSET	BOX SIZE	GRATE	T.G. EL.	INV. EL.
263	341+03.88	*	34" x 24"	4	**	73.40
264	341+52.71	*	34" x 24"	4	**	73.63
300	342+17.71	*	34" x 24"	4	**	72.32
301	343+15.40	*	34" x 24"	4	**	71.88
302	343+68.24	*	34" x 24"	4	**	71.62
303	345+09.45	*	34" x 24"	4	**	70.72
304	345+82.08	*	34" x 24"	4	**	70.36
305	346+54.71	*	34" x 24"	4	**	69.80
306	347+01.92	*	34" x 24"	4	**	71.75
307	347+49.13	*	34" x 24"	4	**	72.50
308	342+66.46	*	34" x 24"	X	**	72.10
350	341+03.00	*	34" x 24"	4	**	74.10
351	341+29.82	*	34" x 24"	4	**	74.00
352	342+65.30	*	34" x 24"	4	**	73.45
353	440+87.78	*	34" x 24"	4	**	74.08
354	442+50.03	*	34" x 24"	4	**	73.28
355	442+71.89	*	34" x 24"	1	**	73.08

DRAINAGE INLET SCHEDULE

NO.	STATION	OFFSET	BOX SIZE	GRATE	T.G. EL.	INV. EL.
356	430+00.00	*	34" x 24"	4	**	72.94
357	343+65.28	*	34" x 24"	4	**	73.45
358	443+50.00	*	34" x 24"	4	**	73.28
359	438+53.15	*	34" x 24"	4	**	74.33
360	440+53.15	*	34" x 24"	4	**	73.66
361	442+45.31	*	34" x 24"	4	**	72.90
362	442+72.00	*	34" x 24"	1	**	72.78
363	443+00.00	*	48" x 48"	4	**	72.65
364	444+00.00	*	48" x 48"	4	**	72.17
+ 365	445+03.56	*	48" x 48"	4	**	71.77
367	444+79.54	*	34" x 24"	4	**	72.24
368	345+15.50	*	34" x 24"	4	**	72.33
369	445+00.26	*	34" x 24"	4	**	72.19
370	445+49.76	*	72" x 24"	4	**	72.03
371	445+99.26	*	34" x 24"	4	**	71.86
372	446+48.76	*	72" x 24"	4	**	71.69
373	446+97.55	*	34" x 24"	4	**	71.52

\+ ROTATED DRAINAGE INLET. SEE DETAIL ON SHEET 80.

DRAINAGE PIPE SCHEDULE

NO.	SIZE / TYPE	CLASS	LENGTH	SLOPE	INVERT EL.	DIS. EL.
356	18" RCP	III	50'	0.0058	72.94	72.65
357	15" RCP	III	48'	0.0071	73.28	72.94
358	15" RCP	III	20'	0.0085	73.45	73.28
359	15" RCP	IV	197'	0.0034	74.33	73.66
360	15" RCP	III	190'	0.0040	73.66	72.90
361	15" RCP	III	24'	0.0050	72.90	72.78
362	15" RCP	III	25'	0.0052	72.78	72.65
363	21" RCP	III	97'	0.0049	72.65	72.17
364	21" RCP	III	101'	0.0040	72.17	71.77
++ 365	21" RCP	III	241'	0.0029	71.77	71.07
366	15" RCP	III	18'	0.0028	72.24	72.19
367	15" RCP	III	11'	0.0127	72.33	72.19
368	15" RCP	III	47'	0.0035	72.19	72.03
369	15" RCP	III	47'	0.0035	72.03	71.86
370	15" RCP	III	47'	0.0036	71.86	71.69
371	15" RCP	III	47'	0.0036	71.69	71.52
372	15" RCP	III	46'	0.0036	71.52	71.36

\++ FIELD VERIFY VERIZON MANHOLE VAULT AND OFFSET P-365 INTO THE SIDE OF DI-366 TO AVOID UTILITY CONFLICT. PAYMENT SHALL BE INCIDENTIAL TO PROPOSED PIPE BEING INSTALLED.

CONVERT TO MANHOLE SCHEDULE

NO.	STATION	OFFSET	T.C. EL.	INVERT EL.
300	343+60.40	40.07' LT	74.31	70.89

CURB SCHEDULE

NO.	ITEM DESCRIPTION / TYPE	LENGTH
+39	1.PCC CURB AND GUTTER, TYPE 3-4	147'
40	PCC CURB, TYPE 2	16'
+41	1.PCC CURB AND GUTTER, TYPE 3-4	434'
42	PCC CURB, TYPE 2	97'
+43	1.PCC CURB AND GUTTER, TYPE 3-4	314'
44	PCC CURB, TYPE 2	136'
45	PCC CURB, TYPE 2	1456'
+46	1.PCC CURB AND GUTTER, TYPE 3-4	901'

\+ CURB LENGTH INCLUDES CURB PAID FOR UNDER PEDESTRIAN CONNECTION ITEM.

ADDENDA / REVISIONS

SCALE
0 30 60 90
FEET

US 40, SALEM CHURCH ROAD TO WALTHER ROAD

CONTRACT	T201611902	BRIDGE NO.	N/A
COUNTY	NEW CASTLE	DESIGNED BY: S. BEALL	
		CHECKED BY: T. OLIVER	

CONSTRUCTION PLAN

CP-07	
SECTION	WRA
SHEET NO.	26

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DRAINAGE PIPE SCHEDULE

NO.	SIZE / TYPE	CLASS	LENGTH	SLOPE	INVERT EL.	DIS. EL.
373	15" RCP	III	8'	0.0162	71.49	71.36
374	18" RCP	III	66'	0.0044	71.36	71.07
375	22" x 34" ERCP	III	63'	0.0063	71.07	70.67
376	22" x 34" ERCP	III	197'	0.0047	70.67	69.75
377	22" x 34" ERCP	III	3'	0.0067	69.75	69.73
378	22" x 34" ERCP	III	141'	0.0035	69.53	69.04
379	22" x 34" ERCP	III	110'	0.0038	69.04	68.62
380	18" RCP	III	51'	0.0108	69.22	68.67
381	22" x 34" ERCP	III	6'	0.0250	68.62	68.47
382	22" x 34" ERCP	III	99'	0.0054	68.47	67.94

DRAINAGE INLET SCHEDULE

NO.	STATION	OFFSET	BOX SIZE	GRATE	T.G. EL.	INV. EL.
++ 366	447+47.09	*	48" x 48"	4	**	71.07
374	347+62.00	*	34" x 24"	4	**	71.49
375	447+46.89	*	34" x 24"	4	**	71.36
376	448+12.17	*	48" x 48"	4	**	70.67
377	450+11.70	*	48" x 48"	4	**	69.53
378	451+55.30	*	48" x 48"	4	**	69.04
379	452+68.11	*	48" x 48"	4	**	68.62
380	452+67.94	35.41' RT	48" x 48"	2	72.18	68.47
+++381	453+69.47	*	48" x 48"	4	**	67.94
+ 382	453+69.77	33.66' LT	34" x 24"	2	71.03	68.54
383	454+45.74	*	72" x 72"	4	**	67.69
384	455+22.04	*	72" x 72"	4	**	67.54
***385	350+66.00	*	10'-48" x 30"	N/A	**	70.57

CURB SCHEDULE

NO.	ITEM DESCRIPTION / TYPE	LENGTH
+47	I.PCC CURB AND GUTTER, TYPE 3-4	108'
48	PCC CURB, TYPE 1-6	27'
+49	I.PCC CURB AND GUTTER, TYPE 3-4	725'
50	CURB RETAINING WALL	299'
51	PCC CURB, TYPE 2	101'
52	PCC CURB, TYPE 2	670'
+53	I.PCC CURB AND GUTTER, TYPE 3-4	136'
+55	I.PCC CURB AND GUTTER, TYPE 3-4	161'
+56	I.PCC CURB AND GUTTER, TYPE 3-4	163'
+57	I.PCC CURB AND GUTTER, TYPE 3-4	385'
**58	PCC CURB, TYPE 2	46'
61	PCC CURB, TYPE 1-6	12'
+101	PCC CURB, TYPE 1-6	99'
130	PCC CURB, TYPE 1-6	20'

** THE COST FOR CONSTRUCTING THIS CURB IS INCIDENTAL TO ITEM 702000 - TRIANGULAR CHANNELIZING ISLANDS.

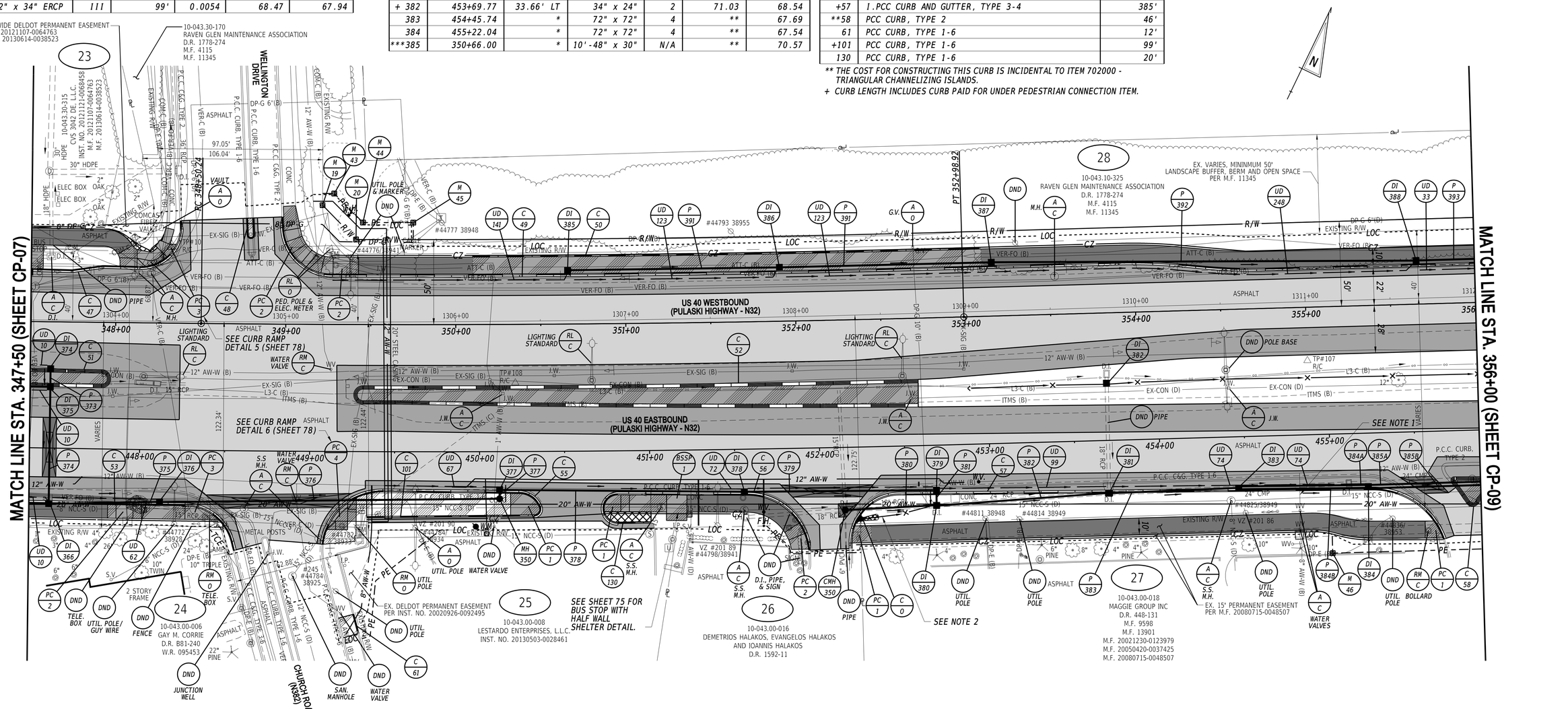
\+ CURB LENGTH INCLUDES CURB PAID FOR UNDER PEDESTRIAN CONNECTION ITEM.

MANHOLE SCHEDULE

NO.	STATION	OFFSET	TYPE/SIZE	T.G. EL.	INVERT EL.
350	450+11.70	27.71' RT.	48" x 48"	75.76	69.75

CONVERT TO MANHOLE SCHEDULE

NO.	STATION	OFFSET	T.C. EL.	INVERT EL.
350	452+14.33	36.89' RT.	73.38	69.22



DRAINAGE INLET SCHEDULE

NO.	STATION	OFFSET	BOX SIZE	GRATE	T.G. EL.	INV. EL.
***389	358+16.98	*	10'-48" x 30"	N/A	**	66.14
***390	360+39.98	*	10'-48" x 30"	N/A	**	65.30
***+391	360+59.98	*	10'-84" x 30"	N/A	**	64.41
***+392	360+65.98	*	10'-48" x 30"	N/A	**	65.31

* MATCH PROPOSED CURBLINE.
** MATCH FLOWLINE OF PROPOSED CURB.
*** COG INLET DIMENSIONS INCLUDE TROUGH LENGTH AND BOX DIMENSIONS W"xY". REFER TO CONSTRUCTION DETAILS ON SHEETS 79 & 81 FOR CURB TRANSITION AND INLET CONSTRUCTION. INLET SHALL BE PAID FOR UNDER ITEM 602012 - DRAINAGE INLET, SPECIAL.
\+ INLET SHALL BE CAST IN PLACE AS A DOGHOUSE INLET IN ACCORDANCE WITH DELDOT STANDARD CONSTRUCTION DETAIL D-5. CONTRACTOR SHALL CONFIRM INVERT AND LOCATION OF EX. PIPE PRIOR TO FURNISHING INLET.
++ INLET WILL REQUIRE COG TOP UNIT IN ACCORDANCE WITH CONSTRUCTION DETAILS ON SHEETS 79 & 81 AS BOX IS LOCATED BEHIND CURB.

DRAINAGE PIPE SCHEDULE

NO.	SIZE / TYPE	CLASS	LENGTH	SLOPE	INVERT EL.	DIS. EL.
386A	21" RCP	III	50'	0.0104	67.04	66.52
386B	21" RCP	III	50'	0.0104	67.04	66.52
387A	21" RCP	III	199'	0.0054	66.52	65.45
387B	21" RCP	III	199'	0.0054	66.52	65.45
388A	21" RCP	III	199'	0.0032	65.45	64.81
388B	21" RCP	III	199'	0.0032	65.45	64.81
389A	21" RCP	III	129'	0.0031	64.81	64.41
389B	21" RCP	III	129'	0.0031	64.81	64.41
394	15" RCP	III	212'	0.0030	66.14	65.50
395	15" RCP	III	22'	0.0136	65.30	65.00
396	27" x 42" ERCP	III	31'	0.0052	64.41	64.25
397	18" RCP	III	29'	0.0055	64.41	64.25

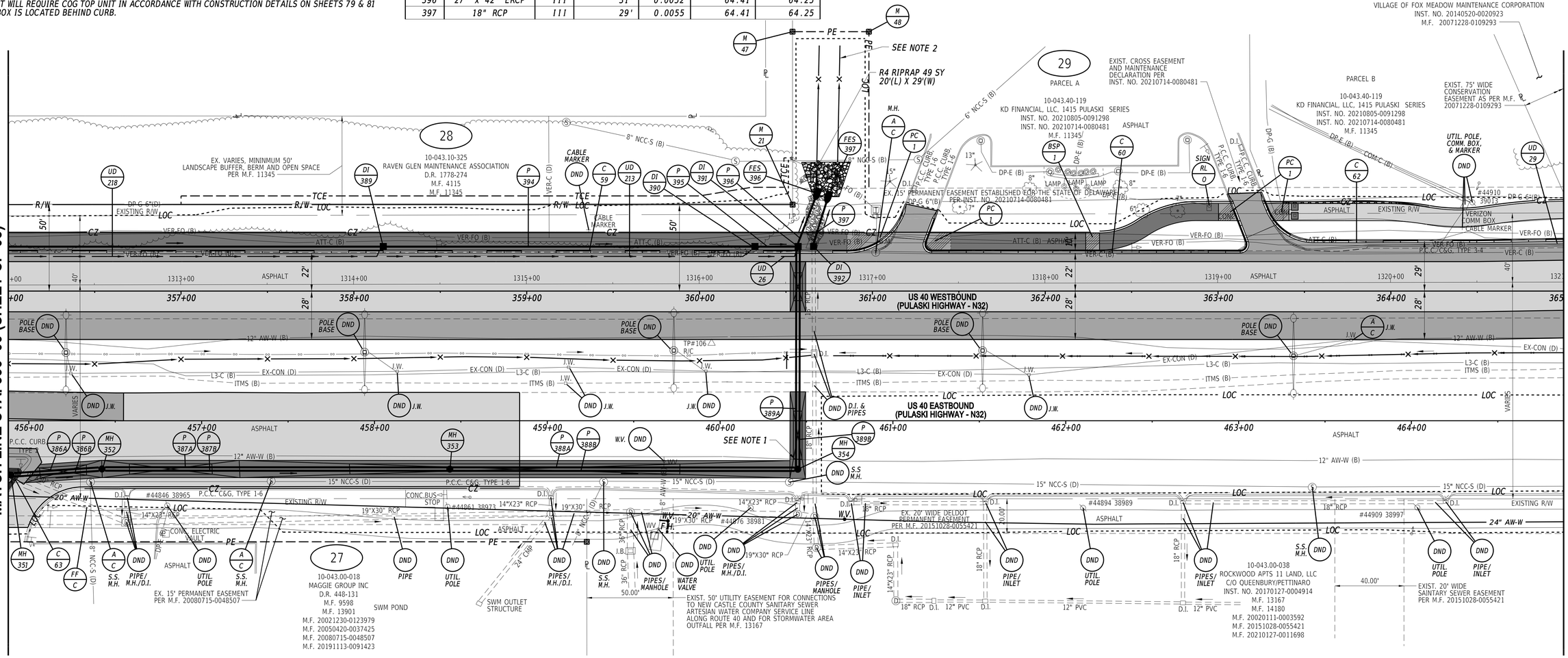
MANHOLE SCHEDULE

NO.	STATION	OFFSET	TYPE/SIZE	T.G. EL.	INVERT EL.
*+ 351	455+89.68	31.40' RT.	84" x 84"	71.00	67.24
* 352	456+32.43	29.24' RT.	84" x 84"	70.25	66.52
* 353	458+43.61	29.32' RT.	84" x 84"	69.18	65.45
* 354	460+44.89	29.40' RT.	84" x 84"	68.56	64.81

* MANHOLE SHALL BE PAID FOR UNDER ITEM 602036 - MANHOLE, SPECIAL
\+ MANHOLE SHALL BE CAST IN PLACE AS A DOGHOUSE MANHOLE IN ACCORDANCE WITH DELDOT STANDARD CONSTRUCTION DETAIL D-5. CONTRACTOR SHALL CONFIRM INVERT AND LOCATION OF EX. PIPE PRIOR TO FURNISHING MANHOLE.

FLARED END SECTION SCHEDULE

NO.	SIZE / TYPE	SLOPE	SAFETY GRATE
396	27" x 42" ERCP	0.0052	NO
397	18" RCP	0.0055	NO


MATCH LINE STA. 356+00 (SHEET CP-08)
MATCH LINE STA. 365+00 (SHEET CP-10)
N
10-043.20-214
VILLAGE OF FOX MEADOW MAINTENANCE CORPORATION
INST. NO. 20140520-0020923
M.F. 20071228-0109293
28
10-043.10-325
RAVEN GLEN MAINTENANCE ASSOCIATION
D.R. 1778-274
M.F. 4115
M.F. 11345
EX. VARIES, MININMUM 50' LANDSCAPE BUFFER, BERM AND OPEN SPACE PER M.F. 11345
29
PARCEL A
EXIST. CROSS EASEMENT AND MAINTENANCE DECLARATION PER INST. NO. 20210714-0080481
10-043.40-119
KD FINANCIAL, LLC, 1415 PULASKI SERIES
INST. NO. 20210805-0091298
INST. NO. 20210714-0080481
M.F. 11345
PARCEL B
EXIST. 75' WIDE CONSERVATION EASEMENT AS PER M.F. 20071228-0109293
SEE NOTE 2
R4 RIPRAP 49 SY 20'(L) X 29'(W)
EX. 15' PERMANENT EASEMENT ESTABLISHED FOR THE STATE OF DELAWARE PER INST. NO. 20210714-0080481
UTIL. POLE, COMM. BOX, & MARKER
VERIZON COMM BOX
CABLE MARKER
#44910
#44909 38997
27
10-043.00-018
MAGGIE GROUP INC
D.R. 448-131
M.F. 9598
M.F. 13901
M.F. 20021230-0123979
M.F. 20050420-0037425
M.F. 20080715-0048507
M.F. 20191113-0091423
SWM POND
SWM OUTLET STRUCTURE
EX. 15' PERMANENT EASEMENT PER M.F. 20080715-0048507
EXIST. 50' UTILITY EASEMENT FOR CONNECTIONS TO NEW CASTLE COUNTY SANITARY SEWER ARTESIAN WATER COMPANY SERVICE LINE ALONG ROUTE 40 AND FOR STORMWATER AREA OUTFALL PER M.F. 13167
US 40 WESTBOUND (PULASKI HIGHWAY - N32)
US 40 EASTBOUND (PULASKI HIGHWAY - N32)
SEE NOTE 1
EX. 20' WIDE DELDOT PERMANENT EASEMENT PER M.F. 20151028-0055421
10-043.00-038
ROCKWOOD APTS 11 LAND, LLC
C/O QUEENBURY/PETTINARO
INST. NO. 20170127-0004914
M.F. 13167
M.F. 14180
M.F. 20020111-0003592
M.F. 20151028-0055421
M.F. 20210127-0011698
EXIST. 20' WIDE SAINTARY SEWER EASEMENT PER M.F. 20151028-0055421
EXISTING R/W
ASPHALT
CONC. ELECTRIC VAULT
CONC. BUS STOP
TP#106
R/C
FF C
S.S. M.H.
PIPE/ M.H./D.I.
UTIL. POLE
PIPE
PIPES/ MANHOLE
WATER VALVE
PIPE/ INLET
PIPES/ INLET
PIPES/ M.H./D.I.
P.C.C. C&G, TYPE 1-6
P.C.C. C&G, TYPE 3-4
P.C.C. CURB, TYPE 1-6
P.C.C. CURB, TYPE 1-6
P.C.C. CURB, TYPE 1-6

DRAINAGE INLET SCHEDULE

NO.	STATION	OFFSET	BOX SIZE	GRATE	T.G. EL.	INV. EL.
***400	367+14.45	*	10'-48" x 30"	N/A	**	64.92
***401	367+72.97	*	10'-48" x 30"	N/A	**	64.44
***402	369+88.79	*	10'-48" x 30"	N/A	**	62.45
***403	371+65.04	*	10'-48" x 30"	N/A	**	60.62
***404	371+90.04	*	10'-48" x 30"	N/A	**	60.37
405	371+89.13	35.96' RT.	34" x 24"	2	64.02	61.30

* MATCH PROPOSED CURBLINE.
** MATCH FLOWLINE OF PROPOSED CURB.
*** COG INLET DIMENSIONS INCLUDE TROUGH LENGTH AND BOX DIMENSIONS W"xY". REFER TO CONSTRUCTION DETAILS ON SHEETS 79 & 81 FOR CURB TRANSITION AND INLET CONSTRUCTION. INLET SHALL BE PAID FOR UNDER ITEM 602012 - DRAINAGE INLET, SPECIAL.

DRAINAGE PIPE SCHEDULE

NO.	SIZE / TYPE	CLASS	LENGTH	SLOPE	INVERT EL.	DIS. EL.
400	15" RCP	III	56'	0.0050	64.92	64.64
401	15" RCP	III	213'	0.0084	64.44	62.65
402	15" RCP	III	174'	0.0094	62.45	60.82
403	15" RCP	III	22'	0.0114	60.62	60.37
404	24" RCP	III	31'	0.0119	60.37	60.00
405	18" RCP	III	71'	0.0085	61.30	60.70
406	18" RCP	III	80'	0.0063	61.80	61.30

CURB SCHEDULE

NO.	ITEM DESCRIPTION / TYPE	LENGTH
64	I.PCC CURB AND GUTTER, TYPE 3-4	695'
+89	PCC CURB, TYPE 1-6	11'
+90	PCC CURB, TYPE 1-6	10'

\+ CURB LENGTH INCLUDES CURB PAID FOR UNDER PEDESTRIAN CONNECTION ITEM.

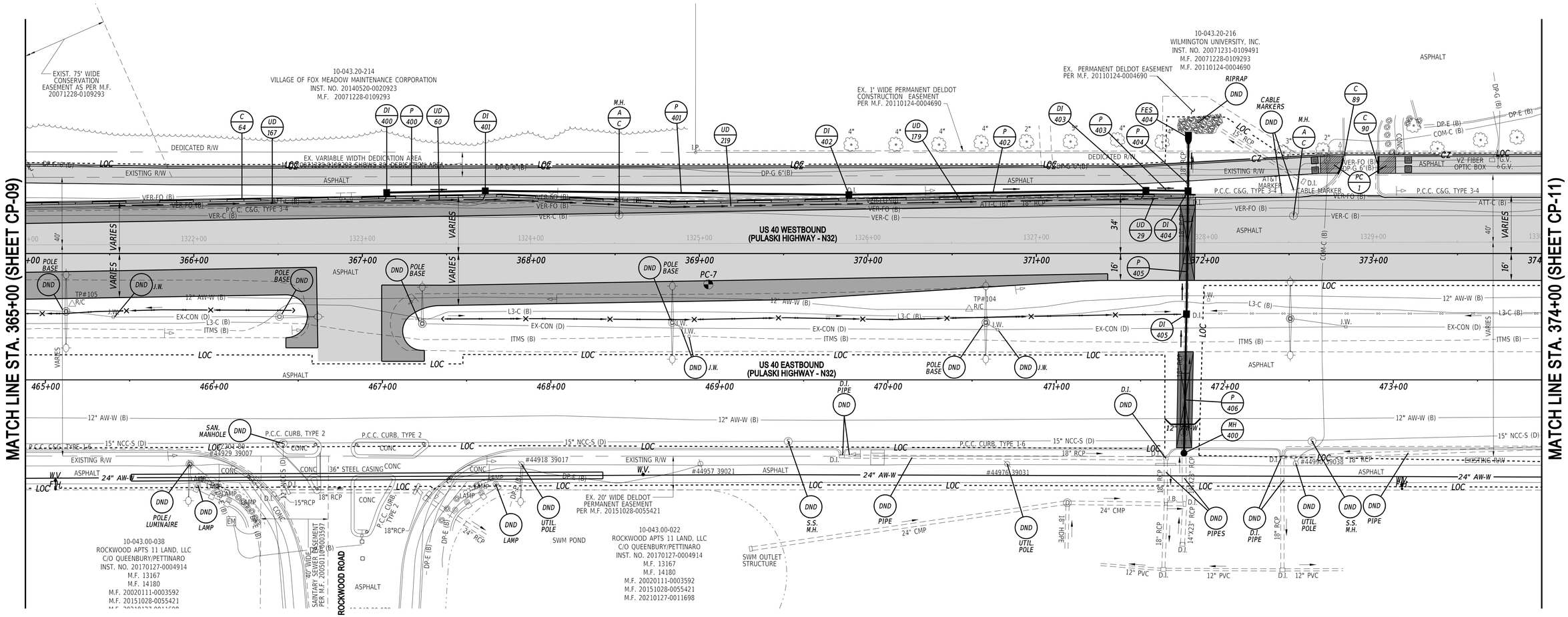
FLARED END SECTION SCHEDULE

NO.	SIZE / TYPE	SLOPE	SAFETY GRATE
404	24" RCP	0.0119	NO

MANHOLE SCHEDULE

NO.	STATION	OFFSET	TYPE/SIZE	T.G. EL.	INVERT EL.
+ 400	471+75.76	43.52' RT.	48" x 30"	65.24	61.80

\+ MANHOLE SHALL BE CAST IN PLACE AS A DOGHOUSE MANHOLE IN ACCORDANCE WITH DELDOT STANDARD CONSTRUCTION DETAIL D-5. CONTRACTOR SHALL CONFIRM INVERT AND LOCATION OF EX. PIPE PRIOR TO FURNISHING MANHOLE.



ROADWAY CORE SCHEDULE

NO.	STATION	OFFSET	DESCRIPTION
PC-7	369+05.36	18.33' RT.	6.5" HMA / 5" CR

ADDENDA / REVISIONS

SCALE
0 30 60 90
FEET

US 40, SALEM CHURCH ROAD TO WALTHER ROAD

CONTRACT	T201611902	BRIDGE NO.	N/A
COUNTY	NEW CASTLE	DESIGNED BY: S. BEALL	
		CHECKED BY: T. OLIVER	

CONSTRUCTION PLAN

CP-10
SECTION
WRA
SHEET NO.
29

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DRAINAGE INLET SCHEDULE

NO.	STATION	OFFSET	BOX SIZE	GRATE	T.G. EL.	INV. EL.
***450	381+75.61	*	34" x 24"	4	**	63.14

* MATCH PROPOSED CURBLINE.
** MATCH FLOWLINE OF PROPOSED CURB.
*** ROTATED DRAINAGE INLET. SEE DETAIL ON SHEET 80.

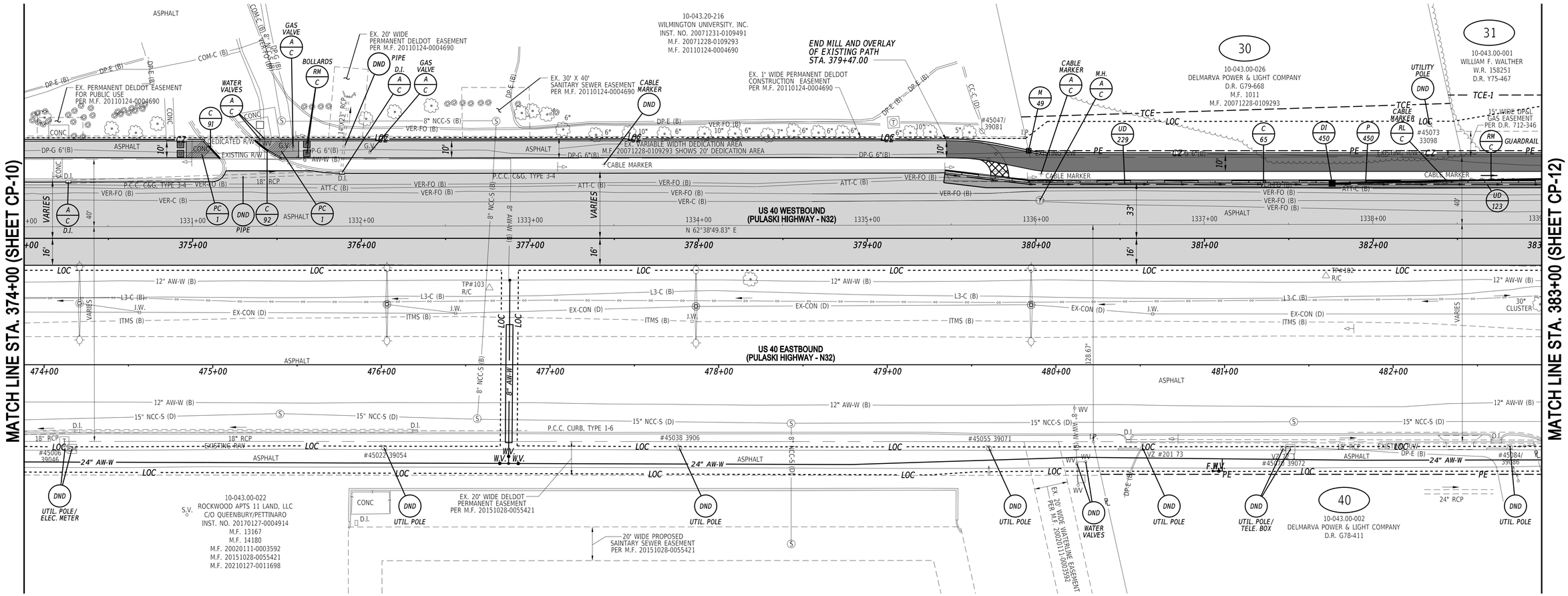
DRAINAGE PIPE SCHEDULE

NO.	SIZE / TYPE	CLASS	LENGTH	SLOPE	INVERT EL.	DIS. EL.
450	15" RCP	III	222'	0.0050	63.14	62.03

CURB SCHEDULE

NO.	ITEM DESCRIPTION / TYPE	LENGTH
65	1.PCC CURB AND GUTTER, TYPE 3-4	354'
+91	PCC CURB, TYPE 1-6	14'
+92	PCC CURB, TYPE 1-6	20'

\+ CURB LENGTH INCLUDES CURB PAID FOR UNDER PEDESTRIAN CONNECTION ITEM.


MATCH LINE STA. 374+00 (SHEET CP-10)
MATCH LINE STA. 383+00 (SHEET CP-12)
US 40 WESTBOUND (PULASKI HIGHWAY - N32)
US 40 EASTBOUND (PULASKI HIGHWAY - N32)
END MILL AND OVERLAY OF EXISTING PATH STA. 379+47.00
10-043.20-216 WILMINGTON UNIVERSITY, INC. INST. NO. 20071231-0109491 M.F. 20071228-0109293 M.F. 20110124-0004690
EX. 20' WIDE PERMANENT DELDOT EASEMENT PER M.F. 20110124-0004690
EX. PERMANENT DELDOT EASEMENT FOR PUBLIC USE PER M.F. 20110124-0004690
EX. 30' X 40' SANITARY SEWER EASEMENT PER M.F. 20110124-0004690
EX. 1' WIDE PERMANENT DELDOT CONSTRUCTION EASEMENT PER M.F. 20110124-0004690
EX. VARIABLE WIDTH DEDICATION AREA M.F. 20071228-0109293 SHOWS 20' DEDICATION AREA
DEDICATED R/W
EXISTING R/W
30
10-043.00-026 DELMARVA POWER & LIGHT COMPANY D.R. G79-668 M.F. 1011 M.F. 20071228-0109293
31
10-043.00-001 WILLIAM F. WALTHER W.R. 158251 D.R. Y75-467
15' WIDE DP&L GAS EASEMENT PER D.R. 712-346
40
10-043.00-002 DELMARVA POWER & LIGHT COMPANY D.R. G78-411
10-043.00-022 ROCKWOOD APTS 11 LAND, LLC C/O QUEENBURY/PETTINARO INST. NO. 20170127-0004914 M.F. 13167 M.F. 14180 M.F. 20020111-0003592 M.F. 20151028-0055421 M.F. 20210127-0011698
EX. 20' WIDE DELDOT PERMANENT EASEMENT PER M.F. 20151028-0055421
20' WIDE PROPOSED SANITARY SEWER EASEMENT PER M.F. 20151028-0055421
EX. 20' WIDE WATERLINE EASEMENT PER M.F. 20020111-0003592
N 62°38'49.83" E
128.67'
TCE-1
TCE
LOC
PE
CABLE MARKER
GUARDRAIL
UTILITY POLE
WATER VALVES
GAS VALVE
BOLLARDS
PIPE
UTIL. POLE/ ELEC. METER
UTIL. POLE/ TELE. BOX
ASPHALT
CONC
P.C.C. C&G, TYPE 3-4
P.C.C. CURB, TYPE 1-6
12" AW-W (B)
24" AW-W
8" AW-W
15" NCC-S (D)
8" NCC-S (B)
L3-C (B)
EX-CON (D)
ITMS (B)
VER-FO (B)
VER-C (B)
ATT-C (B)
DP-G 6"(B)
DP-E (B)
COM-C (B)
18" RCP
24" RCP
30" CLUSTER
TP#103 R/C
TP#102 R/C
#45006/ 39046
#45022/ 39054
#45038/ 3906
#45055/ 39071
#45047/ 39081
#45073/ 33098
#45084/ 39086
#45078/ 39072
VZ #201 73
VZ #201 74
VZ #201 75
VZ #201 76
VZ #201 77
VZ #201 78
VZ #201 79
VZ #201 80
VZ #201 81
VZ #201 82
VZ #201 83
VZ #201 84
VZ #201 85
VZ #201

DRAINAGE INLET SCHEDULE

NO.	STATION	OFFSET	BOX SIZE	GRATE	T.G. EL.	INV. EL.
***451	483+88.10	36.51' LT.	84" x 84"	2	64.21	60.73
++ 500	384+20.33	*	48" x 48"	4	**	58.15
++ 501	386+75.03	*	48" x 48"	4	**	54.27
502	486+63.13	37.66' LT.	48" x 30"	2	62.85	58.36
503	486+63.13	*	48" x 30"	4	**	58.75
504	487+00.03	*	48" x 30"	4	**	58.88
505	487+36.92	*	48" x 30"	4	**	59.00
550	488+17.87	66.05' RT.	48" x 48"	2	63.80	59.65
551	489+33.97	66.59' RT.	48" x 30"	2	62.80	58.99
552	488+73.22	*	34" x 24"	4	**	59.08
+ 553	489+37.15	*	34" X 24"	4	**	58.43
554	489+98.67	*	34" X 24"	4	**	58.62
555	391+06.78	*	72" X 72"	4	**	55.06
556	391+69.78	*	48" x 48"	4	**	55.17
576	389+43.84	241.44' LT	48" x 30"	2	54.25	51.00

* MATCH PROPOSED CURBLINE.
** MATCH FLOWLINE OF PROPOSED CURB.
*** INLET SHALL BE PAID FOR UNDER ITEM 602012 - DRAINAGE INLET, SPECIAL
\+ INLET SHALL BE CAST IN PLACE AS A DOGHOUSE INLET IN ACCORDANCE WITH DELDOT STANDARD CONSTRUCTION DETAIL D-5. CONTRACTOR SHALL CONFIRM INVERT AND LOCATION OF EX. PIPE PRIOR TO FURNISHING INLET.
++ ROTATED DRAINAGE INLET. SEE DETAIL ON SHEET 80.

DRAINAGE PIPE SCHEDULE

NO.	SIZE / TYPE	CLASS	LENGTH	SLOPE	INVERT EL.	DIS. EL.
451[1]	29" X 45" ERCP	III	37'	0.0035	60.56	60.43
452A	21" RCP	III	76'	0.0022	60.73	60.56
452B	21" RCP	III	76'	0.0022	60.73	60.56
453A	21" RCP	III	82'	0.0032	60.99	60.73
453B	21" RCP	III	82'	0.0032	60.99	60.73
500	18" RCP	III	252'	0.0050	58.15	56.89
501	30" RCP	III	71'	0.0035	53.25	53.00
502	18" RCP	III	69'	0.0213	58.36	56.89
503	18" RCP	III	70'	0.0056	58.75	58.36
504	15" RCP	III	34'	0.0037	58.88	58.75
505	15" RCP	III	34'	0.0037	59.00	58.88
506[1]	18" RCP	IV	21'	0.0086	54.27	54.09
507	15" RCP	IV	59'	0.0032	58.62	58.43
508	30" RCP	IV	159'	0.0035	53.81	53.25
509	30" RCP	IV	159'	0.0035	54.36	53.81

[1] NOTE: WHEN CONSTRUCTING PIPE P-451 AND P-506, THE CONTRACTOR SHALL PROVIDE SUPPORT FOR THE EXISTING 6-INCH GAS MAIN WHERE THE PIPE IS CROSSING BELOW THE MAIN.

CONVERT TO MANHOLE SCHEDULE

NO.	STATION	OFFSET	T.G. EL.	INVERT EL.
550	490+00.30	35.11' RT.	61.08	58.54

FLARED END SECTION SCHEDULE

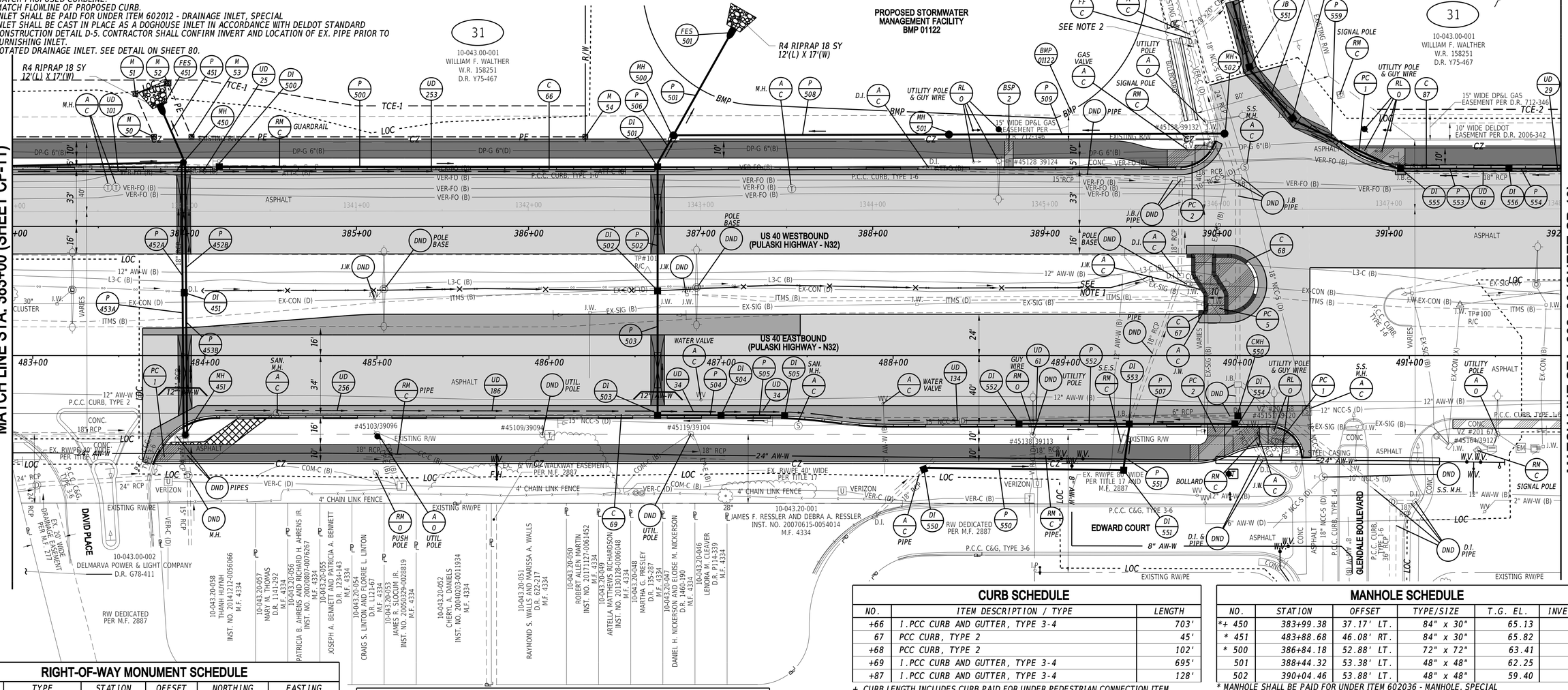
NO.	SIZE / TYPE	SLOPE	SAFETY GRATE
451	29" x 45" ERCP	0.0035	NO
501	30" RCP	0.0035	NO

BMP OUTLET STRUCTURE SCHEDULE **

NO.	STATION	OFFSET	T.S. EL.	INVERT EL.
*575	389+09.23	232.75' LT.	54.35	52.00

** SEE STORMWATER MANAGEMENT PLANS AND DETAILS.

NOTES:
1. CONCRETE APRON ADJACENT TO THE INLET SHALL BE REMOVED AND INLET TOP UNIT SHALL BE REPLACED WITH A TYPE A TOP UNIT AND TYPE 3 FRAME AND GRATE. CONTRACTOR SHALL ENSURE POSITIVE GRADING TO INLET TOP OF GRADE IS MAINTAINED.
2. EXISTING PIPE SHALL TIE INTO MH-502. THE CONTRACTOR SHALL FLOWABLE FILL THE REMAINING DOWNSTREAM PORTION OF THE PIPE, APPROXIMATELY 59 LINEAR FEET.



CURB SCHEDULE

NO.	ITEM DESCRIPTION / TYPE	LENGTH
+66	I.PCC CURB AND GUTTER, TYPE 3-4	703'
67	PCC CURB, TYPE 2	45'
+68	PCC CURB, TYPE 2	102'
+69	I.PCC CURB AND GUTTER, TYPE 3-4	695'
+87	I.PCC CURB AND GUTTER, TYPE 3-4	128'

\+ CURB LENGTH INCLUDES CURB PAID FOR UNDER PEDESTRIAN CONNECTION ITEM.

MANHOLE SCHEDULE

NO.	STATION	OFFSET	TYPE/SIZE	T.G. EL.	INVERT EL.
*+ 450	383+99.38	37.17' LT.	84" x 30"	65.13	60.56
* 451	483+88.68	46.08' RT.	84" x 30"	65.82	60.99
* 500	386+84.18	52.88' LT.	72" x 72"	63.41	54.09
501	388+44.32	53.38' LT.	48" x 48"	62.25	53.81
502	390+04.46	53.88' LT.	48" x 48"	59.40	54.36

* MANHOLE SHALL BE PAID FOR UNDER ITEM 602036 - MANHOLE, SPECIAL
\+ BOX SHALL BE ORIENTED TO BE BEHIND CURB.

RIGHT-OF-WAY MONUMENT SCHEDULE

NO.	TYPE	STATION	OFFSET	NORTHING	EASTING
*14	CONCRETE	386+33.00	-225.00	593039.0020	584111.9942
*15	CONCRETE	386+97.00	-365.00	593192.7688	584104.7990
*16	CONCRETE	389+04.35	-365.00	593287.6963	584289.1419
50	CAPPED REBAR	383+82.33	-52.00	592770.4358	583968.3381
51	CAPPED REBAR	383+71.55	-77.00	592787.7253	583947.3059
52	CAPPED REBAR	383+90.74	-83.00	592801.8465	583961.6226
53	CAPPED REBAR	384+04.11	-52.00	592780.4076	583987.7025
54	CAPPED REBAR	386+33.00	-52.00	592885.1969	584191.1963

* DOES NOT SHOW ON PLAN SHEET

DRAINAGE PIPE SCHEDULE

NO.	SIZE / TYPE	CLASS	LENGTH	SLOPE	INVERT EL.	DIS. EL.
550	18" RCP	III	114'	0.0040	59.65	59.19
551	18" RCP	IV	25'	0.0088	58.99	58.77
552	15" RCP	III	61'	0.0051	59.08	58.77
553	21" RCP	III	61'	0.0018	55.17	55.06
554	21" RCP	III	61'	0.0018	55.28	55.17
559	21" RCP	III	68'	0.0037	55.06	54.81

DRAINAGE PIPE SCHEDULE

NO.	SIZE / TYPE	CLASS	LENGTH	SLOPE	INVERT EL.	DIS. EL.
560	21" RCP	III	37'	0.0035	54.81	54.68
561	21" RCP	III	40'	0.0320	54.68	53.40
575	18" RCP	III	32'	0.0281	52.00	51.10
+ 576	18" RCP	III	30'	0.0263	51.00	50.21

\+ ALL ASSOCIATED COSTS TO TIE-IN PIPE TO EXISTING M.H. ARE INCIDENTAL TO P-556.

DELDOT SWM FACILITY SCHEDULE

NO.	TYPE / DESCRIPTION	LOCATION
01122	INFILTRATION BASIN	STA. 386+49 LT. TO STA. 389+59 LT.

JUNCTION BOX SCHEDULE

NO.	STATION	OFFSET	BOX SIZE	INVERT EL.
550	390+44.00	62.89' LT	48" x 48"	54.81
551	390+19.02	92.62' LT	48" x 48"	54.68

ADDENDA / REVISIONS

SCALE 0 30 60 90 FEET

US 40, SALEM CHURCH ROAD TO WALTHER ROAD

CONTRACT	T201611902
COUNTY	NEW CASTLE
BRIDGE NO.	N/A
DESIGNED BY:	S. BEALL
CHECKED BY:	T. OLIVER

CONSTRUCTION PLAN

SECTION	WRA
SHEET NO.	31

CP-12

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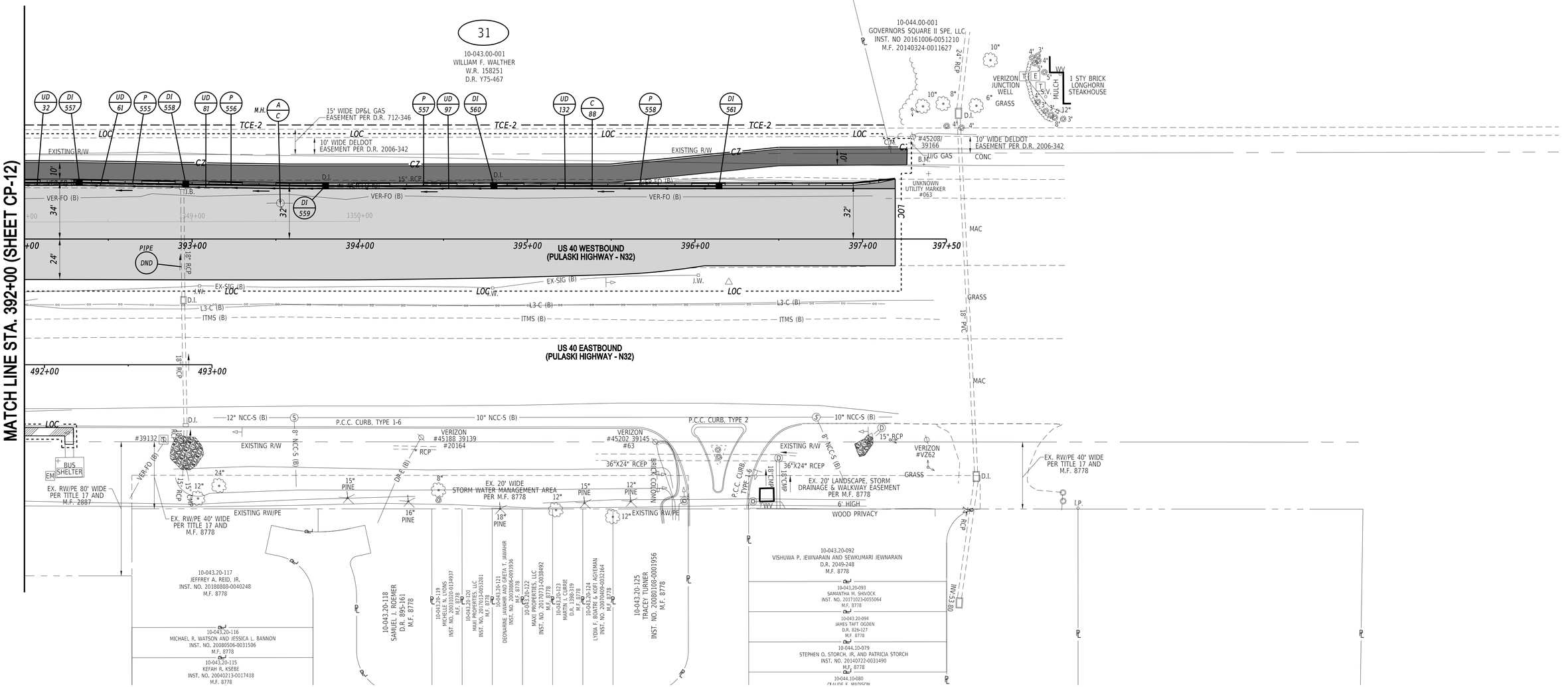
DRAINAGE INLET SCHEDULE

NO.	STATION	OFFSET	BOX SIZE	GRATE	T.G. EL.	INV. EL.
557	392+32.78	*	48" x 48"	4	**	55.06
+ 558	392+96.25	*	72" x 48"	1	**	55.37
559	393+79.67	*	48" x 30"	4	**	55.98
560	394+80.03	*	34" x 24"	4	**	57.40
561	396+14.37	*	34" x 24"	4	**	57.53

* MATCH PROPOSED CURBLINE.
** MATCH FLOWLINE OF PROPOSED CURB.
\+ INLET SHALL BE CAST IN PLACE AS A DOGHOUSE INLET IN ACCORDANCE WITH DELDOT STANDARD CONSTRUCTION DETAIL D-5. CONTRACTOR SHALL CONFIRM INVERT AND LOCATION OF EX. PIPE PRIOR TO FURNISHING INLET.

DRAINAGE PIPE SCHEDULE

NO.	SIZE / TYPE	CLASS	LENGTH	SLOPE	INVERT EL.	DIS. EL.
555	21" RCP	III	61'	0.0018	55.39	55.28
556	18" RCP	III	81'	0.0047	55.97	55.59
557	15" RCP	III	98'	0.0050	56.67	56.18
558	15" RCP	III	132'	0.0050	57.53	56.87



CURB SCHEDULE

NO.	ITEM DESCRIPTION / TYPE	LENGTH
88	I.PCC CURB AND GUTTER, TYPE 3-4	520'

ADDENDA / REVISIONS

SCALE
0 30 60 90
FEET

US 40, SALEM CHURCH ROAD TO WALTHER ROAD

CONTRACT	T201611902
COUNTY	NEW CASTLE
BRIDGE NO.	N/A
DESIGNED BY:	S. BEALL
CHECKED BY:	T. OLIVER

CONSTRUCTION PLAN

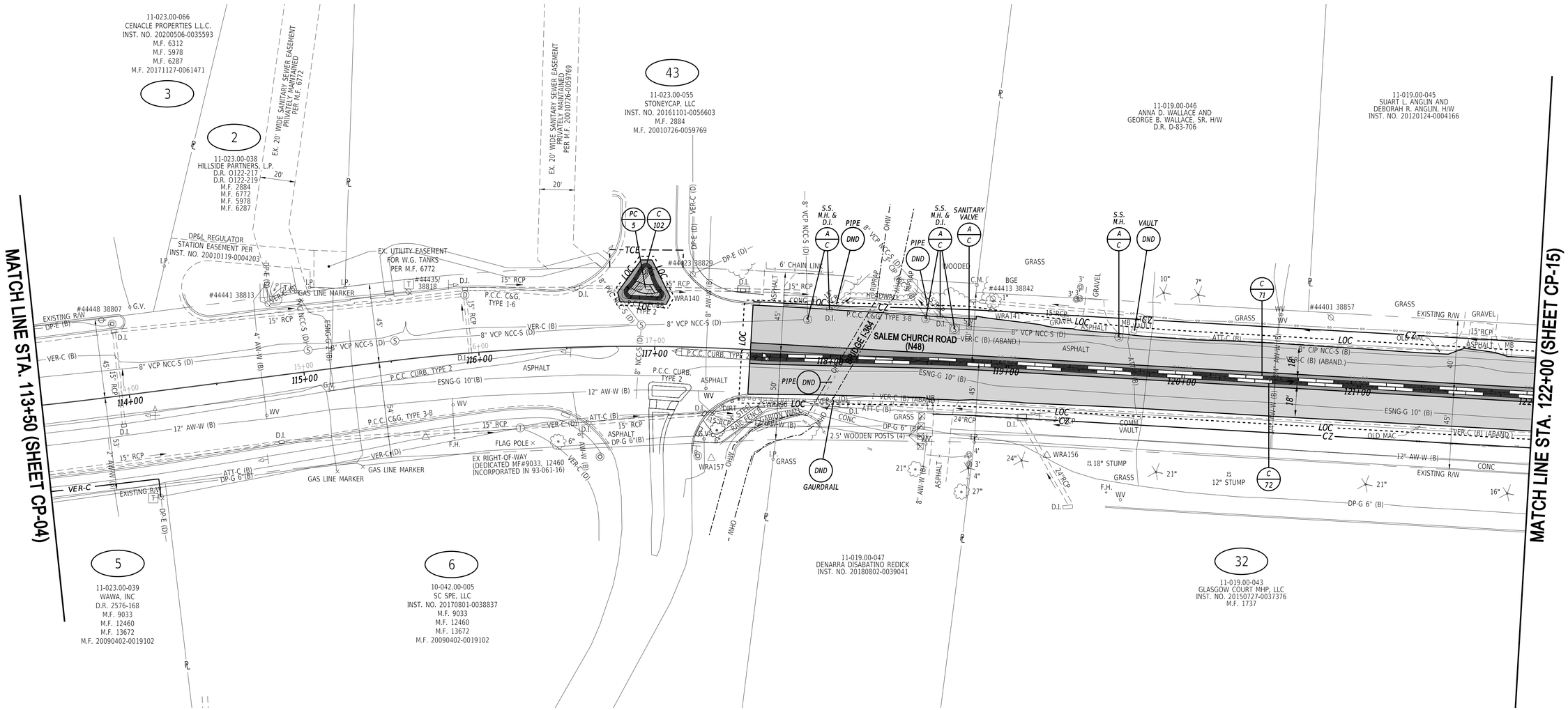
CP-13
SECTION
WRA
SHEET NO.
32

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CURB SCHEDULE

NO.	ITEM DESCRIPTION / TYPE	LENGTH
71	PCC CURB TYPE 2 ROUNDABOUT	446'
72	PCC CURB TYPE 2 ROUNDABOUT	446'
**102	PCC CURB, TYPE 2	61'

** THE COST FOR CONSTRUCTING THIS CURB IS INCIDENTAL TO ITEM 702000 - TRIANGULAR CHANNELIZING ISLANDS.



ADDENDA / REVISIONS		SCALE 0 30 60 90 FEET	US 40, SALEM CHURCH ROAD TO WALTHER ROAD	CONTRACT T201611902	BRIDGE NO. N/A	CONSTRUCTION PLAN	CP-14 SECTION
				COUNTY NEW CASTLE	DESIGNED BY: S. BEALL		WRA
					CHECKED BY: T. OLIVER		SHEET NO. 33

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CURB SCHEDULE

NO.	ITEM DESCRIPTION / TYPE	LENGTH
+73	PCC CURB TYPE 2 ROUNDABOUT	793'
+74	PCC CURB TYPE 2 ROUNDABOUT	64'
+75	PCC CURB TYPE 2 ROUNDABOUT	67'
+76	PCC CURB TYPE 2 ROUNDABOUT	131'

+ CURB LENGTH INCLUDES CURB PAID FOR UNDER PEDESTRIAN CONNECTION ITEM.

CURB SCHEDULE

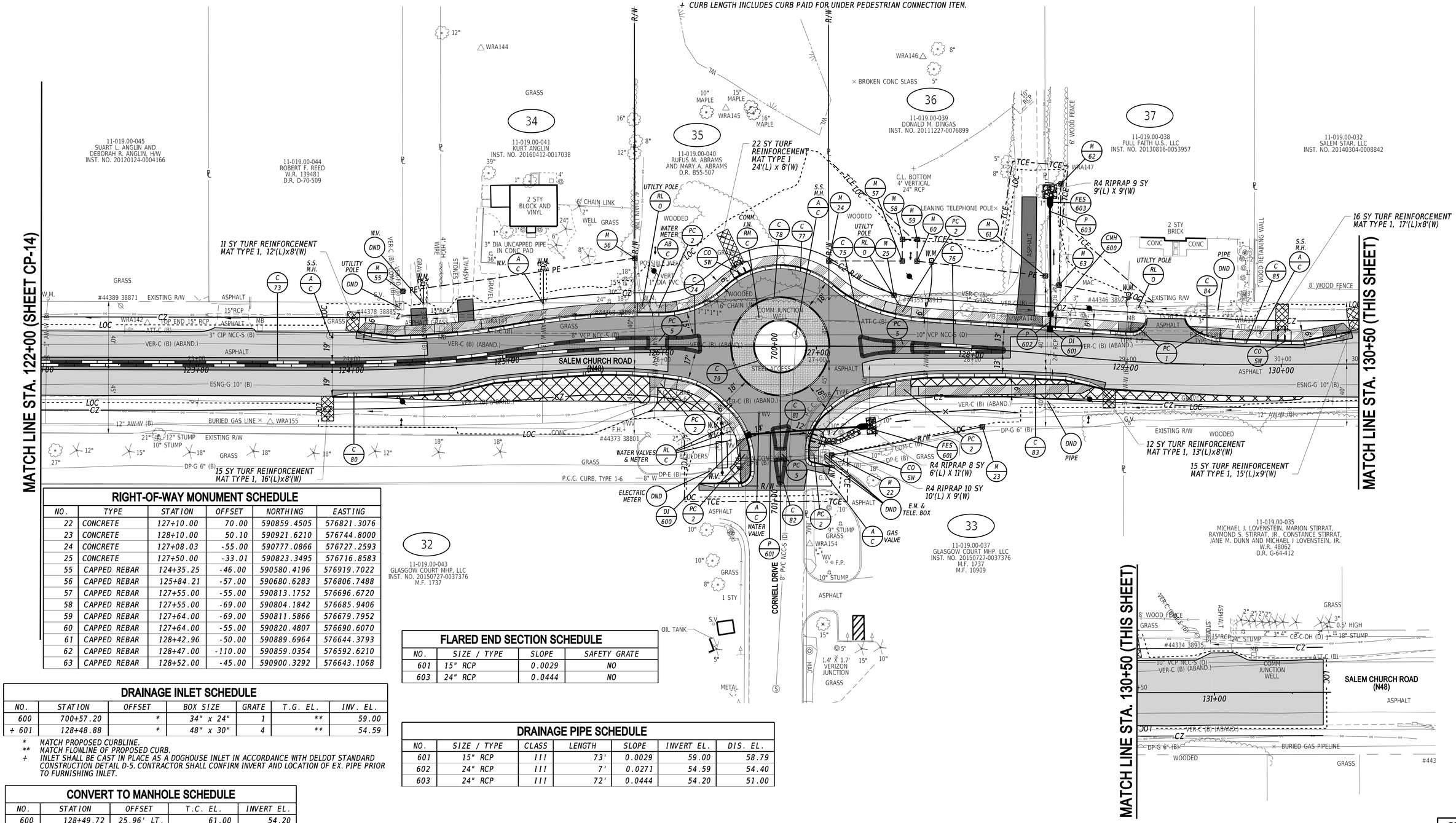
NO.	ITEM DESCRIPTION / TYPE	LENGTH
+77	I.PCC CURB AND GUTTER, TYPE 1-8	532'
78	PCC CURB, TYPE 1-2 ROUNDABOUT	201'
79	PCC CURB, TYPE 1-8	108'
+80	I.PCC CURB AND GUTTER, TYPE 1-8	350'

+ CURB LENGTH INCLUDES CURB PAID FOR UNDER PEDESTRIAN CONNECTION ITEM.

CURB SCHEDULE

NO.	ITEM DESCRIPTION / TYPE	LENGTH
+81	PCC CURB TYPE 2 ROUNDABOUT	50'
+82	PCC CURB TYPE 2 ROUNDABOUT	44'
+83	I.PCC CURB AND GUTTER, TYPE 1-8	240'
+84	PCC CURB, TYPE 1-6	28'
+85	I.PCC CURB AND GUTTER, TYPE 1-8	88'

+ CURB LENGTH INCLUDES CURB PAID FOR UNDER PEDESTRIAN CONNECTION ITEM.



RIGHT-OF-WAY MONUMENT SCHEDULE

NO.	TYPE	STATION	OFFSET	NORTHING	EASTING
22	CONCRETE	127+10.00	70.00	590859.4505	576821.3076
23	CONCRETE	128+10.00	50.10	590921.6210	576744.8000
24	CONCRETE	127+08.03	-55.00	590777.0866	576727.2593
25	CONCRETE	127+50.00	-33.01	590823.3495	576716.8583
55	CAPPED REBAR	124+35.25	-46.00	590580.4196	576919.7022
56	CAPPED REBAR	125+84.21	-57.00	590680.6283	576806.7488
57	CAPPED REBAR	127+55.00	-55.00	590813.1752	576696.6720
58	CAPPED REBAR	127+55.00	-69.00	590804.1842	576685.9406
59	CAPPED REBAR	127+64.00	-69.00	590811.5866	576679.7952
60	CAPPED REBAR	127+64.00	-55.00	590820.4807	576690.6070
61	CAPPED REBAR	128+42.96	-50.00	590889.6964	576644.3793
62	CAPPED REBAR	128+47.00	-110.00	590859.0354	576592.6210
63	CAPPED REBAR	128+52.00	-45.00	590900.3292	576643.1068

FLARED END SECTION SCHEDULE

NO.	SIZE / TYPE	SLOPE	SAFETY GRATE
601	15" RCP	0.0029	NO
603	24" RCP	0.0444	NO

DRAINAGE INLET SCHEDULE

NO.	STATION	OFFSET	BOX SIZE	GRATE	T.G. EL.	INV. EL.
600	700+57.20	*	34" x 24"	1	**	59.00
+ 601	128+48.88	*	48" x 30"	4	**	54.59

* MATCH PROPOSED CURBLINE.
** MATCH FLOWLINE OF PROPOSED CURB.
\+ INLET SHALL BE CAST IN PLACE AS A DOGHOUSE INLET IN ACCORDANCE WITH DELDOT STANDARD CONSTRUCTION DETAIL D-5. CONTRACTOR SHALL CONFIRM INVERT AND LOCATION OF EX. PIPE PRIOR TO FURNISHING INLET.

DRAINAGE PIPE SCHEDULE

NO.	SIZE / TYPE	CLASS	LENGTH	SLOPE	INVERT EL.	DIS. EL.
601	15" RCP	III	73'	0.0029	59.00	58.79
602	24" RCP	III	7'	0.0271	54.59	54.40
603	24" RCP	III	72'	0.0444	54.20	51.00

CONVERT TO MANHOLE SCHEDULE

NO.	STATION	OFFSET	T.C. EL.	INVERT EL.
600	128+49.72	25.96' LT.	61.00	54.20

ADDENDA / REVISIONS

SCALE 0 30 60 90 FEET

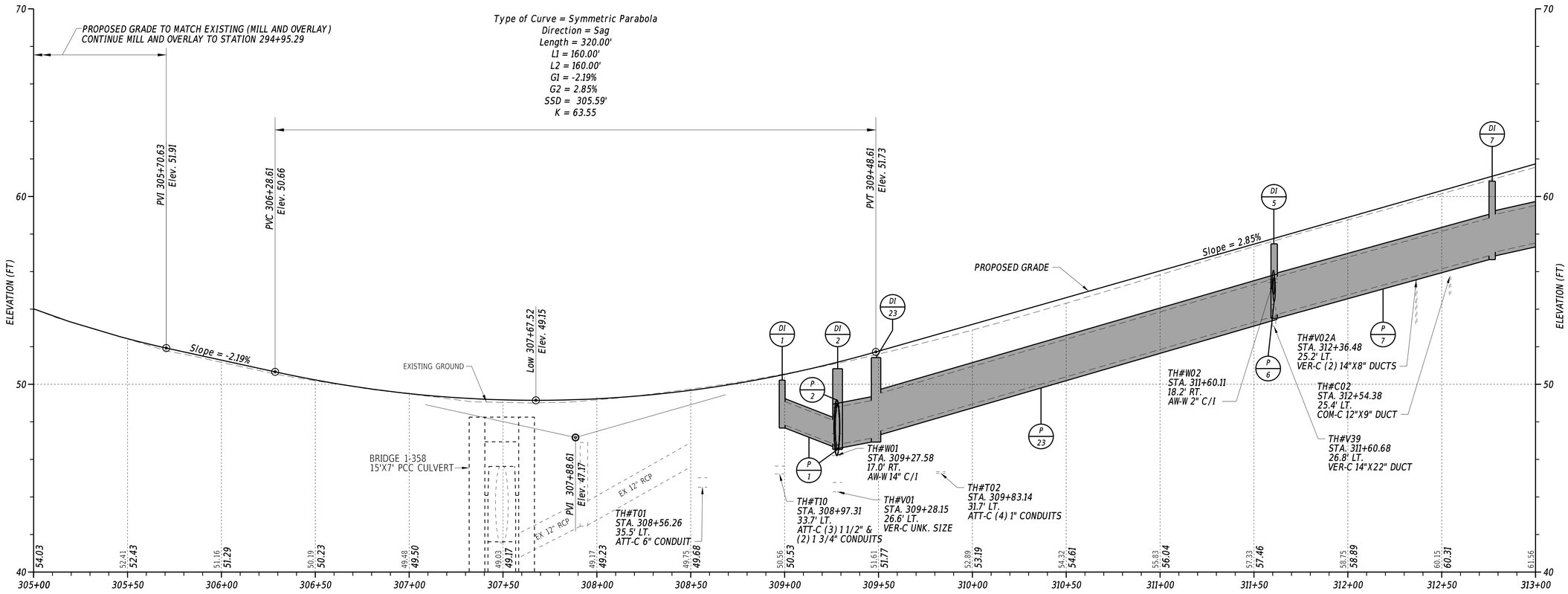
US 40, SALEM CHURCH ROAD TO WALTHER ROAD

CONTRACT	T201611902
COUNTY	NEW CASTLE
BRIDGE NO.	N/A
DESIGNED BY:	S. BEALL
CHECKED BY:	T. OLIVER

CONSTRUCTION PLAN

CP-15
SECTION WRA
SHEET NO. 34

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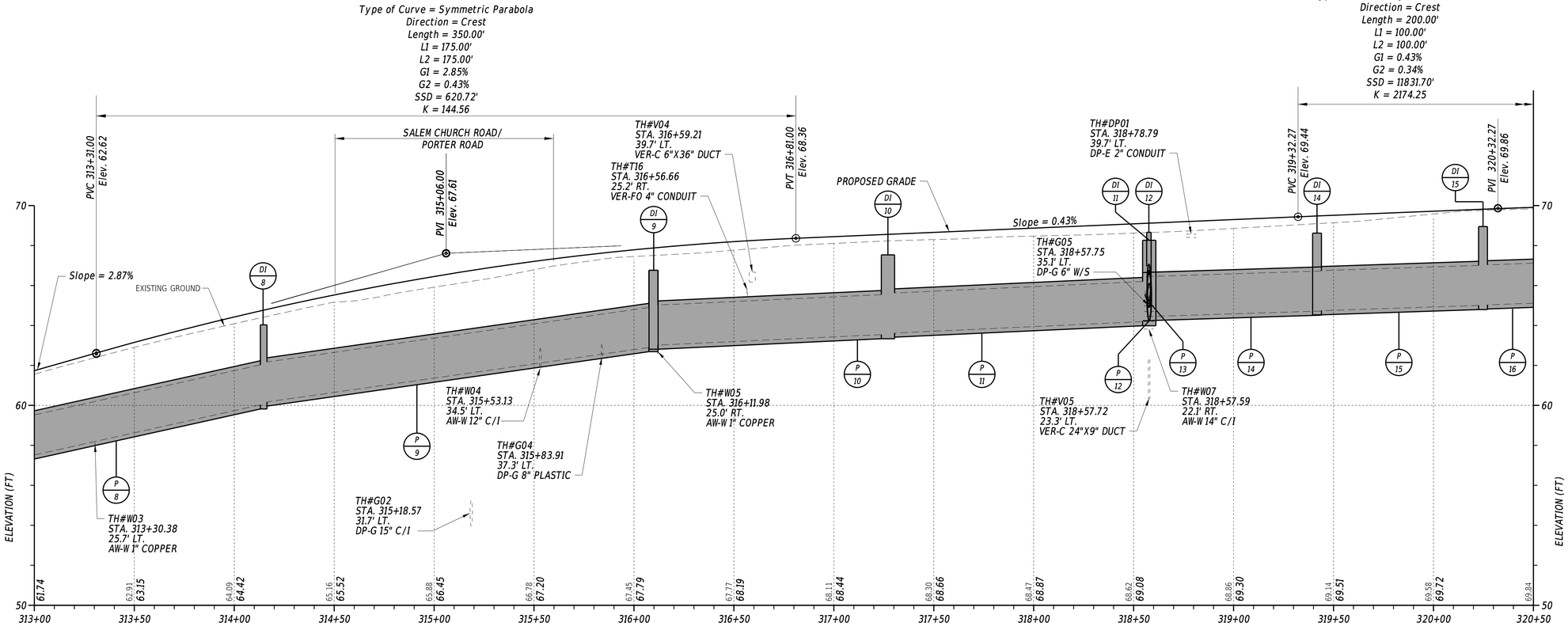


US 40 WESTBOUND

VERTICAL SCALE FEET 9 6 3 0

ADDENDA / REVISIONS	SCALE	US 40, SALEM CHURCH ROAD TO WALTHER ROAD	CONTRACT	BRIDGE NO. N/A	SECTION
	0 30 60 90 FEET		T201611902	DESIGNED BY: M.FOX	WRA
			COUNTY NEW CASTLE	CHECKED BY: T. OLIVER	SHEET NO. 35
				PROFILE	

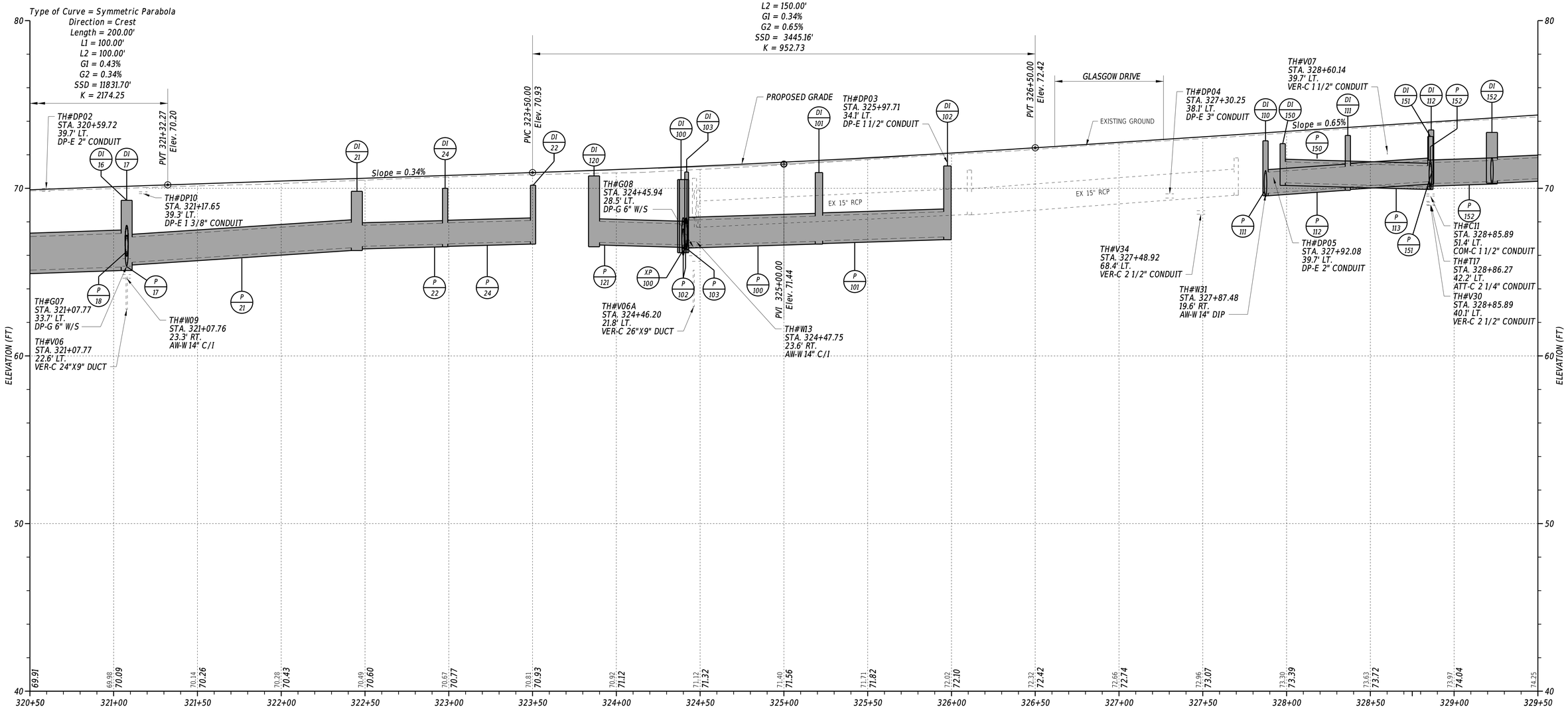
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ADDENDA / REVISIONS	SCALE 0 30 60 90 FEET	US 40, SALEM CHURCH ROAD TO WALTHER ROAD	CONTRACT T201611902	BRIDGE NO. N/A	PROFILE	SECTION WRA
			COUNTY NEW CASTLE	DESIGNED BY: M.FOX		SHEET NO. 36
				CHECKED BY: T. OLIVER		

VERTICAL SCALE FEET 0 3 6 9

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US 40 WESTBOUND

VERTICAL SCALE FEET: 0, 3, 6, 9

ADDENDA / REVISIONS		SCALE	US 40, SALEM CHURCH ROAD TO WALTHER ROAD	CONTRACT	BRIDGE NO. N/A	PROFILE	SECTION
		0 30 60 90 FEET		T201611902	DESIGNED BY: M.FOX		WRA
				COUNTY	CHECKED BY: T. OLIVER		SHEET NO.
				NEW CASTLE			37

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Type of Curve = Symmetric Parabola
Direction = Crest
Length = 260.00'
L1 = 130.00'
L2 = 130.00'
G1 = 0.65%
G2 = -0.11%
SSD = 1551.55'
K = 342.49

Type of Curve = Symmetric Parabola
Direction = Sag
Length = 200.00'
L1 = 100.00'
L2 = 100.00'
G1 = -0.11%
G2 = 0.10%
SSD = 3481.13'
K = 962.99

PVC 332+51.99
Elev. 76.34

PVI 333+81.99
Elev. 77.18

High 334+75.11
Elev. 77.06

PVT 335+11.99
Elev. 77.04

PVC 338+00.00
Elev. 76.73

PROPOSED GRADE

EXISTING GROUND

Slope = 0.65%

Slope = -0.11%

DI 153

DI 154

DI 250

DI 251

DI 252

DI 253

P 153

P 154

P 250

P 251

P 252

P 253

XP 250

TH#V08
STA. 329+72.93
39.5' LT.
VER-C 2" CONDUIT

TH#G09
STA. 330+24.96
36.5' LT.
DP-G 1" PLASTIC

TH#W15A
STA. 331+65.41
25.2' RT.
AW-W 12" DIP

TH#L20
STA. 332+45.05
29.2' RT.
L3-C (11) 1 1/2" CONDUITS

TH#V09
STA. 332+74.51
33.7' LT.
VER-C 2" CONDUIT

TH#C07
STA. 333+42.57
33.7' LT.
COM-C 1 1/2" CONDUIT

TH#C10
STA. 332+64.26
45.9' LT.
COM-C (2) 1 1/2" CONDUITS

TH#W32
STA. 332+78.32
24.1' RT.
AW-W 14" DIP

TH#W57
STA. 334+34.86
23.9' RT.
AW-W 14" DIP

EX 15" RCP

EX 15" RCP

EX 15" RCP

EX

TH#L21
STA. 336+32.61
36.8' RT.
L3-C 4" CONDUIT

TH#V41
STA. 337+27.07
23.7' LT.
VER-C UNK. HEIGHT X 9" DUCT

TH#V40
STA. 337+27.06
29.9' LT.
DP-G 6" W/S

ELEVATION (FT)

80
70
60
50

74.37 74.51 74.70 74.80 75.02 75.18 75.35 75.52 75.67 75.84 76.00 76.13 76.33 76.35 76.62 76.55 76.84 76.72 76.98 76.78 77.06 76.72 77.06 76.74 77.00 76.75 76.95 76.83 76.90 76.84 76.84 76.81 76.79 76.73 76.73 76.66

329+50 330+00 330+50 331+00 331+50 332+00 332+50 333+00 333+50 334+00 334+50 335+00 335+50 336+00 336+50 337+00 337+50 338+00 338+50

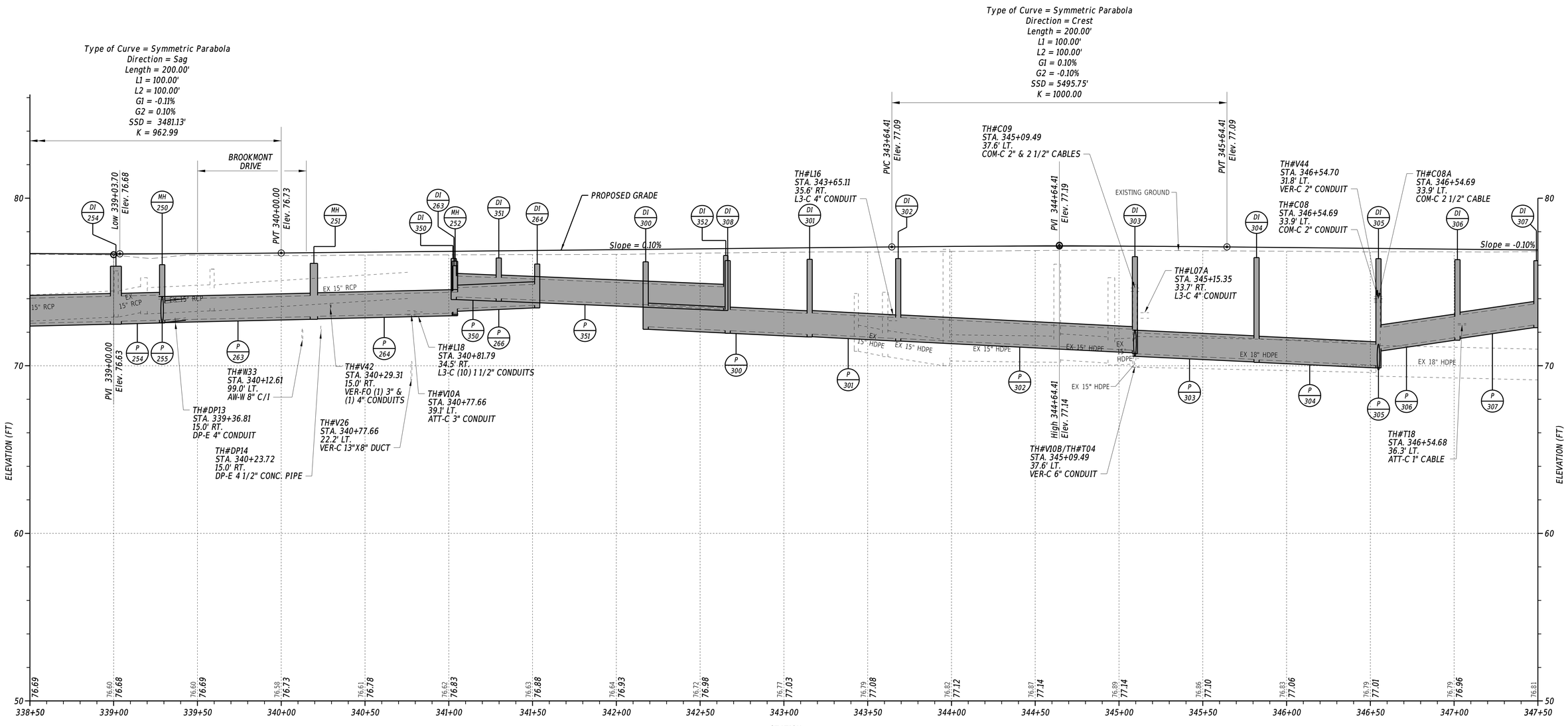
STATION

US 40 WESTBOUND

VERTICAL SCALE FEET
9
6
3
0

ADDENDA / REVISIONS	SCALE	US 40, SALEM CHURCH ROAD TO WALTHER ROAD	CONTRACT	BRIDGE NO. N/A	PROFILE	SECTION
	0 30 60 90 FEET		T201611902	DESIGNED BY: M.FOX		WRA
			COUNTY NEW CASTLE	CHECKED BY: T. OLIVER		SHEET NO. 38

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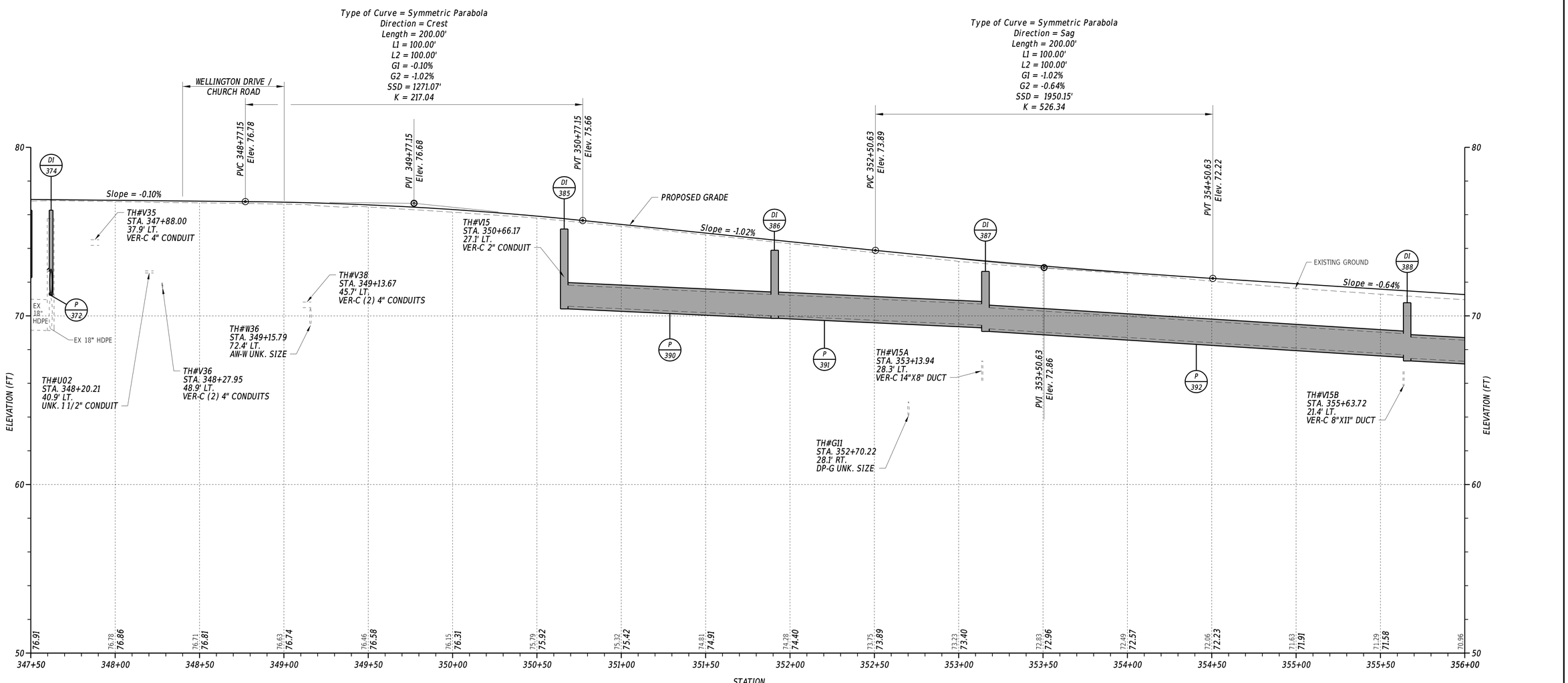


US 40 WESTBOUND

VERTICAL SCALE FEET 9 6 3 0

ADDENDA / REVISIONS	SCALE	US 40, SALEM CHURCH ROAD TO WALTHER ROAD	CONTRACT	BRIDGE NO. N/A	PROFILE	SECTION
	0 30 60 90 FEET		T201611902	DESIGNED BY: M.FOX		WRA
			COUNTY NEW CASTLE	CHECKED BY: T. OLIVER		SHEET NO. 39

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US 40 WESTBOUND

VERTICAL SCALE FEET 0 3 6 9

ADDENDA / REVISIONS	SCALE	US 40, SALEM CHURCH ROAD TO WALTHER ROAD	CONTRACT	BRIDGE NO. N/A	PROFILE	SECTION
	0 30 60 90 FEET		T201611902	DESIGNED BY: M.FOX		WRA
			COUNTY NEW CASTLE	CHECKED BY: T. OLIVER		SHEET NO. 40

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Type of Curve = Symmetric Parabola
Direction = Sag
Length = 400.00'
L1 = 200.00'
L2 = 200.00'
G1 = -0.64%
G2 = 0.20%
SSD = 1771.01'
K = 475.33

PVC 357+44.24
Elev. 70.34

PVT 361+44.24
Elev. 69.46

Low 360+49.17
Elev. 69.36

PVI 359+44.24
Elev. 69.06

Slope = -0.64%

Slope = 0.20%

PROPOSED GRADE

EXISTING GROUND

DI 389

DI 390

DI 391

P 393

P 394

P 395

P 389

P 396

XP 353

EX 18" RCP

TH#V16
STA. 358+17.01
22.0' LT.
VER-C 29"X9" DUCT

TH#W23
STA. 360+56.91
26.0' RT.
AW-W 12" C/I

TH#V46
STA. 360+56.96
22.5' LT.
VER-FO UNK. HEIGHT X 9" DUCT

TH#V45
STA. 360+58.36
33.7' LT.
VER-FO (6) 2" CONDUITS

TH#V17
STA. 360+57.70
26.9' LT.
VER-C 2" CONDUIT

ELEVATION (FT)

80
70
60
50

71.26
70.71 70.94
70.48 70.62
70.28 70.30
70.06 70.01
69.84 69.78
69.63 69.59
69.38 69.46
69.22 69.39
69.15 69.36
69.15 69.39
69.21 69.47
69.30 69.57
69.43 69.67
69.56 69.77
69.70 69.87
69.84 69.97
69.95 70.07
70.05

356+00 356+50 357+00 357+50 358+00 358+50 359+00 359+50 360+00 360+50 361+00 361+50 362+00 362+50 363+00 363+50 364+00 364+50 365+00

STATION

US 40 WESTBOUND

VERTICAL SCALE FEET
9 6 3 0

ADDENDA / REVISIONS		SCALE 0 30 60 90 FEET	US 40, SALEM CHURCH ROAD TO WALTHER ROAD	CONTRACT T201611902	BRIDGE NO. N/A	PROFILE	SECTION WRA
				COUNTY NEW CASTLE	DESIGNED BY: M.FOX		SHEET NO. 41
					CHECKED BY: T. OLIVER		

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Type of Curve = Symmetric Parabola
Direction = Crest
Length = 200.00'
L1 = 100.00'
L2 = 100.00'
G1 = 0.20%
G2 = -0.89%
SSD = 1089.89'
K = 183.46

ROCKWOOD ROAD

PROPOSED GRADE TO MATCH EXISTING (MILL AND OVERLAY)

PVC 365+15.67
Elev. 70.20

PVI 366+15.67
Elev. 70.40

PVT 367+15.67
Elev. 69.51

PVI 370+75.00
Elev. 66.31

Low 372+00.00
Elev. 65.74

Slope = 0.20%

High 365+52.36
Elev. 70.23

EXISTING GROUND

PROPOSED GRADE

Slope = -0.89%

DI 400
DI 401
DI 402
DI 403
DI 404

P 400
P 401
P 402
P 403
P 405
P 404

EX 18" RCP
EX 18" RCP
EX 18" RCP

TH#V18
STA. 367+95.57
27.6' LT.
VER-C 2" CONDUIT

TH#T06
STA. 369+34.77
30.0' LT.
ATT-C (4) 1 1/2" CONDUITS

TH#G12
STA. 371+90.16
50.1' LT.
DP-G 6" PLASTIC

TH#V24
STA. 371+89.91
26.2' LT.
VER-C 2" CONDUIT

TH#L11
STA. 371+89.22
28.7' RT.
L3-C (7) 1 1/2" CONDUITS

TH#V25
STA. 371+89.86
22.2' LT.
VER-C 35"X24" DUCT

ELEVATION (FT)

80
70
60
50
40

365+00	365+50	366+00	366+50	367+00	367+50	368+00	368+50	369+00	369+50	370+00	370+50	371+00	371+50	372+00	372+50	373+00	373+50	374+00
70.17	70.05 70.23	69.93 70.17	69.80 69.98	69.55 69.64	69.19 69.20	68.75 68.76	68.29 68.31	67.86 67.87	67.38 67.42	66.94 66.98	66.52 66.53	66.16 66.16	65.87 65.87	65.74 65.74	65.85 65.85	66.06 66.06	66.30 66.30	66.62

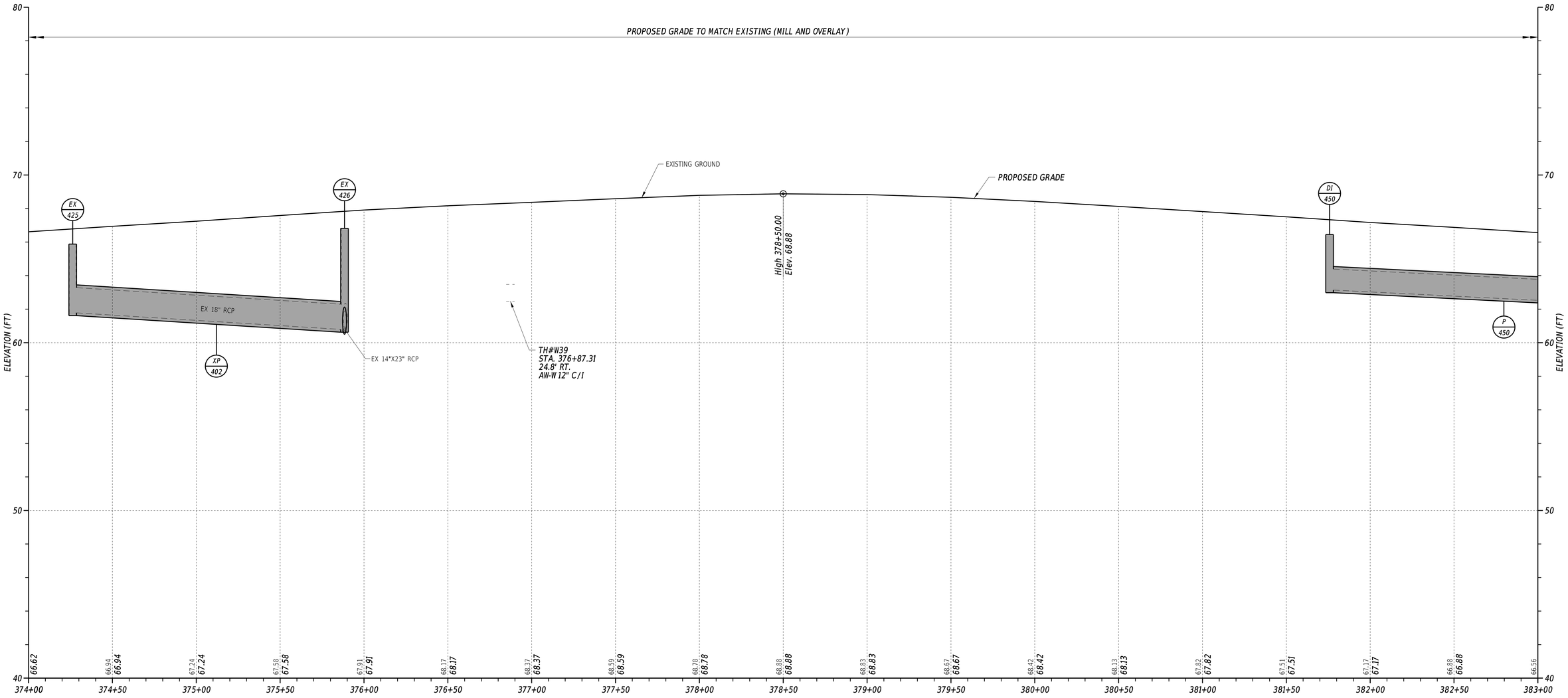
STATION

US 40 WESTBOUND

VERTICAL SCALE FEET
9
6
3
0

ADDENDA / REVISIONS		SCALE 0 30 60 90 FEET	US 40, SALEM CHURCH ROAD TO WALTHER ROAD	CONTRACT T201611902	BRIDGE NO. N/A	PROFILE	SECTION WRA
				COUNTY NEW CASTLE	DESIGNED BY: M.FOX		SHEET NO. 42
					CHECKED BY: T. OLIVER		

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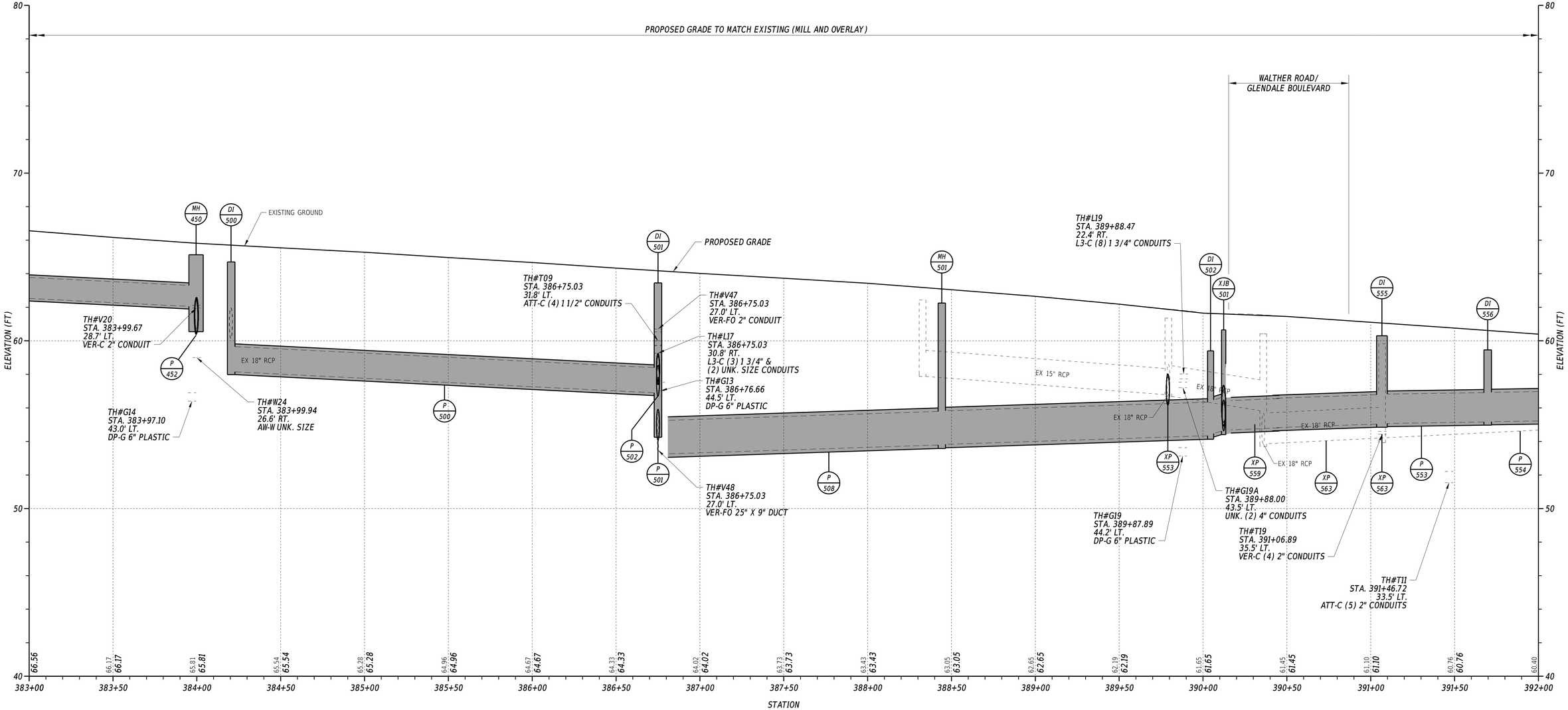


US 40 WESTBOUND

VERTICAL SCALE FEET 0 3 6 9

ADDENDA / REVISIONS	SCALE 0 30 60 90 FEET	US 40, SALEM CHURCH ROAD TO WALTHER ROAD	CONTRACT T201611902	BRIDGE NO. N/A	PROFILE	SECTION WRA
			COUNTY NEW CASTLE	DESIGNED BY: M.FOX		SHEET NO. 43
				CHECKED BY: T. OLIVER		

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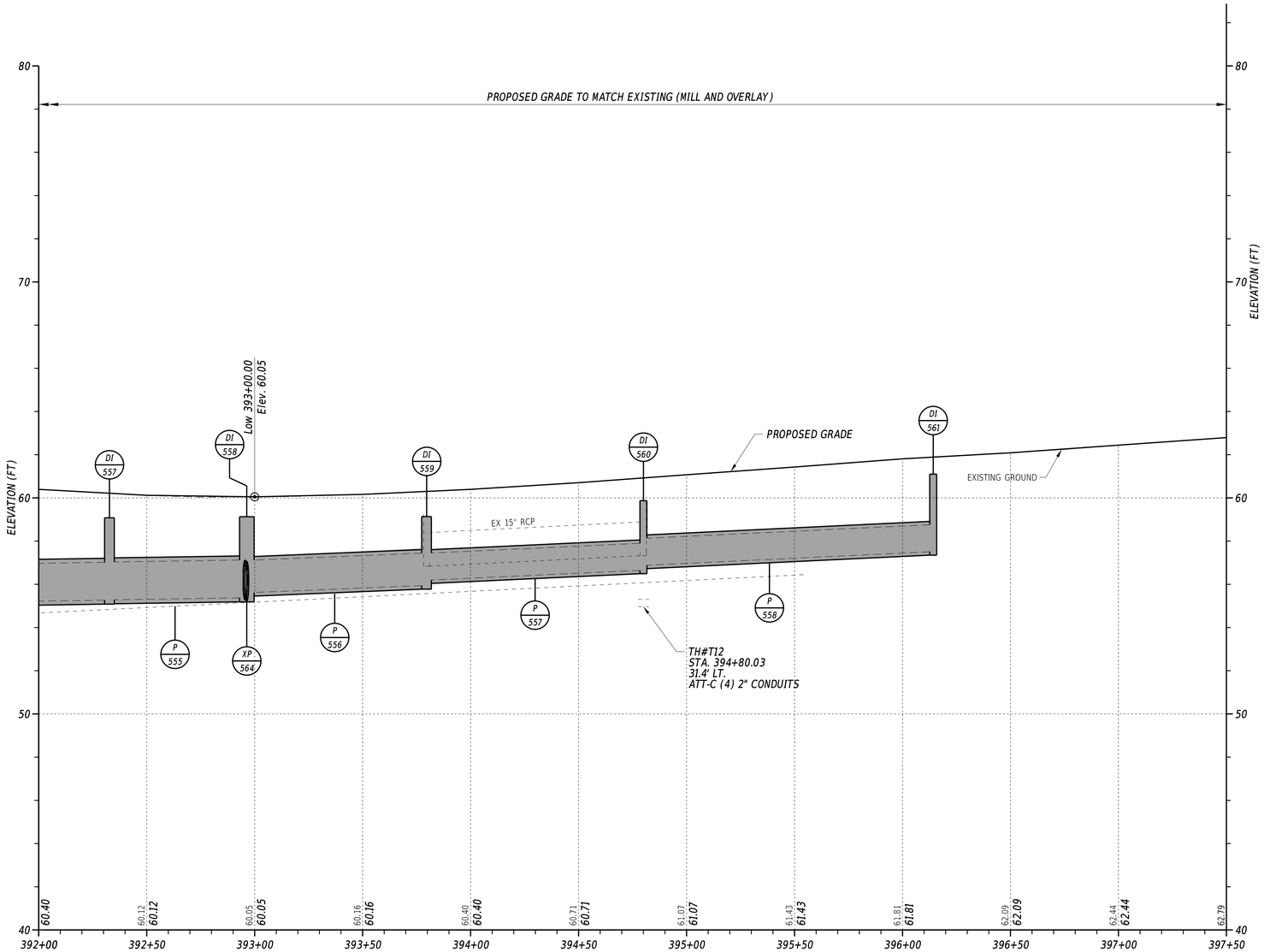


US 40 WESTBOUND

VERTICAL SCALE FEET 0 3 6 9

ADDENDA / REVISIONS	SCALE 0 30 60 90 FEET	US 40, SALEM CHURCH ROAD TO WALTHER ROAD	CONTRACT T201611902	BRIDGE NO. N/A	PROFILE	SECTION WRA
			COUNTY NEW CASTLE	DESIGNED BY: M.FOX		SHEET NO. 44
				CHECKED BY: T. OLIVER		

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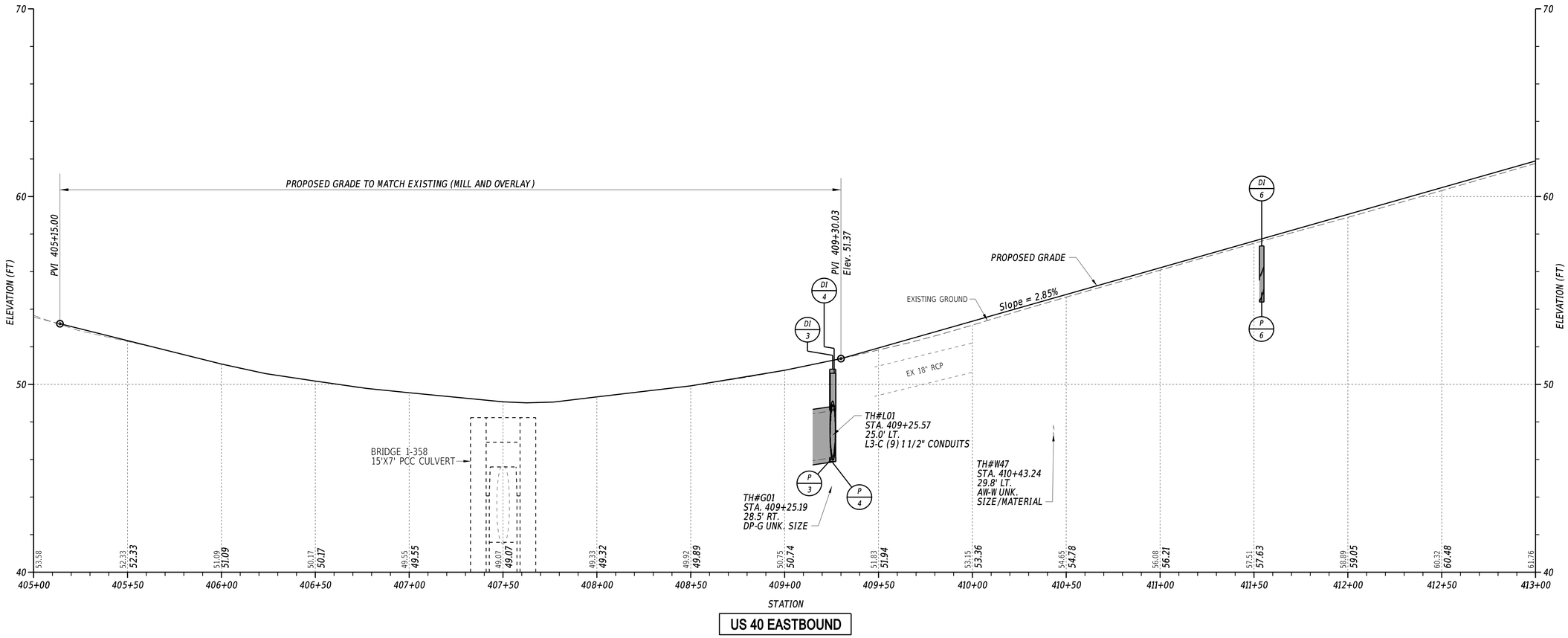


US 40 WESTBOUND

VERTICAL SCALE FEET 0 3 6 9

ADDENDA / REVISIONS	SCALE 0 30 60 90 FEET	US 40, SALEM CHURCH ROAD TO WALTHER ROAD	CONTRACT T201611902	BRIDGE NO. N/A	PROFILE	SECTION WRA
			COUNTY NEW CASTLE	DESIGNED BY: M.FOX		SHEET NO. 45
				CHECKED BY: T. OLIVER		

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US 40 EASTBOUND

VERTICAL SCALE FEET 9 6 3 0

ADDENDA / REVISIONS	SCALE	US 40, SALEM CHURCH ROAD TO WALTHER ROAD	CONTRACT	BRIDGE NO. N/A	PROFILE	SECTION
	0 30 60 90 FEET		T201611902	DESIGNED BY: M.FOX		WRA
			COUNTY	CHECKED BY: T. OLIVER		SHEET NO.
			NEW CASTLE			46

9/10/2024
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Type of Curve = Symmetric Parabola
Direction = Crest
Length = 350.00'
L1 = 175.00'
L2 = 175.00'
G1 = 2.85%
G2 = 0.38%
SSD = 612.62'
K = 141.93

PVC 413+33.35
Elev. 62.85

PVI 415+08.35
Elev. 67.83

PVT 416+83.35
Elev. 68.49

SALEM CHURCH ROAD/
PORTER ROAD

EXISTING GROUND

PROPOSED GRADE

Slope = 2.85%

Slope = 0.38%

TH#T15
STA. 415+97.28
43.8' RT.
ATT-C (2) 2" CONDUITS

TH#V03
STA. 416+33.80
29.0' RT.
VER-C 4" CONDUIT

TH#L02
STA. 416+66.62
24.4' LT.
L3-C 4" CONDUIT

TH#L03
STA. 418+42.52
26.7' LT.
L3-C (9) 1 1/2" CONDUITS

TH#DP12
STA. 414+73.62
50.4' RT.
DP-E 1" CONDUIT

TH#G17
STA. 414+79.51
47.9' RT.
DP-G 8" PLASTIC

TH#W06
STA. 416+01.68
35.9' RT.
AW-W 1" COPPER

TH#G05A
STA. 416+08.32
34.5' RT.
DP-G 8" PLASTIC

TH#W08A
STA. 419+38.42
24.6' RT.
AW-W 1" COPPER

TH#G06
STA. 419+65.32
34.5' RT.
DP-G 8" PLASTIC

TH#GI8
STA. 420+23.86
34.0' RT.
DP-G 8" PLASTIC

TH#W08
STA. 420+26.87
23.7' RT.
AW-W 1" COPPER

EX 15" RCP

EX 18" RCP

EX 15" RCP

EX 15" RCP

CMH 58
DI 52
DI 57
DI 50
DI 53
DI 51
DI 58
EX 51
DI 54
P 51
P 57
P 52
XP 52
XP 51
XP 54
P 53
P 54

ELEVATION (FT)

70
60
50
40

413+00	413+50	414+00	414+50	415+00	415+50	416+00	416+50	417+00	417+50	418+00	418+50	419+00	419+50	420+00	420+50
61.90	63.20 / 63.31	64.47 / 64.59	65.57 / 65.69	66.43 / 66.61	67.08 / 67.36	67.67 / 67.93	68.18 / 68.33	68.41 / 68.56	68.53 / 68.75	68.66 / 68.94	68.85 / 69.13	69.04 / 69.32	69.25 / 69.51	69.61 / 69.70	69.82

STATION

US 40 EASTBOUND

VERTICAL SCALE FEET
9
6
3
0

ADDENDA / REVISIONS	SCALE	US 40, SALEM CHURCH ROAD TO WALTHER ROAD	CONTRACT	BRIDGE NO. N/A	PROFILE	SECTION
	0 30 60 90 FEET		T201611902	DESIGNED BY: M.FOX		WRA
			COUNTY NEW CASTLE	CHECKED BY: T. OLIVER		SHEET NO. 47

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Type of Curve = Symmetric Parabola
Direction = Sag
Length = 300.00'
L1 = 150.00'
L2 = 150.00'
G1 = 0.38%
G2 = 0.66%
SSD = 3817.92'
K = 1059.13

PVC 424+14.51
Elev. 71.27

PVT 427+14.51
Elev. 72.84

GLASGOW DRIVE

Slope = 0.38%

Slope = 0.66%

PROPOSED GRADE

EX GROUND

EX 18" RCP

PVI 425+64.51
Elev. 71.84

TH#L04
STA. 420+92.70
26.7' LT.
L3-C 4" CONDUIT

TH#W10
STA. 421+35.88
23.5' RT.
AW-W 1" COPPER

TH#W11
STA. 423+03.39
22.2' RT.
AW-W 1" COPPER

TH#W12
STA. 423+47.13
23.5' RT.
AW-W 1" COPPER

TH#L12
STA. 424+28.15
26.6' LT.
L3-C 4" CONDUIT

TH#W14
STA. 423+93.79
28.7' RT.
AW-W 1" COPPER

TH#L05
STA. 427+72.57
20.8' LT.
L3-C 4" CONDUIT

TH#L13
STA. 428+31.51
27.0' LT.
L3-C 4" CONDUIT

TH#L13A
STA. 428+34.38
27.8' LT.
L3-C (7) 1 1/2" CONDUITS

DI 18, DI 55, P 19, P 55, DI 19, DI 56, P 56, DI 59, P 59, DI 104, MH 100, DI 105, P 106, P 108, DI 106, MH 101, DI 107, MH 102, P 107, P 109, P 120, DI 109, P 111, P 200, P 114, DI 201, P 201, P 202

ELEVATION (FT)

80
70
60
50
40

420+50	421+00	421+50	422+00	422+50	423+00	423+50	424+00	424+50	425+00	425+50	426+00	426+50	427+00	427+50	428+00	428+50	429+00	429+50
69.89	69.98 70.08	70.15 70.27	70.33 70.46	70.52 70.65	70.74 70.84	70.93 71.03	71.12 71.22	71.29 71.41	71.52 71.63	71.77 71.87	72.06 72.14	72.38 72.43	72.67 72.74	73.05 73.07	73.37 73.40	73.72 73.74	74.03 74.07	74.35

STATION

US 40 EASTBOUND

VERTICAL SCALE FEET: 0, 3, 6, 9

ADDENDA / REVISIONS		SCALE	**US 40, SALEM CHURCH ROAD TO WALTHER ROAD**	CONTRACT	BRIDGE NO. N/A	**PROFILE**	SECTION
		0 30 60 90 FEET		T201611902	DESIGNED BY: M.FOX		WRA
				COUNTY NEW CASTLE	CHECKED BY: T. OLIVER		SHEET NO. 48

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Type of Curve = Symmetric Parabola
Direction = Crest
Length = 200.00'
L1 = 100.00'
L2 = 100.00'
G1 = 0.66%
G2 = 0.13%
SSD = 2106.65'
K = 371.89

Type of Curve = Symmetric Parabola
Direction = Crest
Length = 300.00'
L1 = 150.00'
L2 = 150.00'
G1 = 0.13%
G2 = -0.10%
SSD = 4936.37'
K = 1330.60

PVC 431+91.77
Elev. 76.00

PVI 432+91.77
Elev. 76.67

PVT 433+91.77
Elev. 76.77

PVC 436+41.53
Elev. 77.10

PVI 437+91.53
Elev. 77.29

High 438+08.47
Elev. 77.21

PROPOSED GRADE

EXISTING GROUND

Slope = 0.66%

Slope = 0.13%

DI 113, DI 115, DI 117, DI 202, DI 203, DI 204, DI 205, DI 206, DI 208, DI 209, DI 210, DI 212, DI 213, DI 215

P 115, P 116, P 117, P 118, P 119, P 203, P 204, P 205, P 206, P 207, P 208, P 209, P 210, P 211, P 212, P 213, P 214, P 215, P 216

TH#L06
STA. 429+75.22
33.9' LT.
L3-C (8) 1 1/2" CONDUITS

TH#W16
STA. 431+48.78
21.7' RT.
AW-W 16" C/I

TH#L07
STA. 432+63.46
28.6' LT.
L3-C (10) 1 1/2" CONDUITS

TH#W17
STA. 434+08.86
21.7' RT.
AW-W 12" C/I

TH#L14
STA. 436+36.77
33.9' LT.
ITMS 4" CONDUIT

TH#W18
STA. 436+76.47
22.8' RT.
AW-W 12" C/I

TH#DP06
STA. 437+14.57
24.9' RT.
DP-E 2" CONDUIT

TH#V10
STA. 437+47.83
26.8' RT.
VER-C 2" CONDUIT

ELEVATION (FT)

80
70
60
50

74.40 | 74.66 74.73 | 74.99 75.06 | 75.32 75.39 | 75.65 75.73 | 75.97 76.06 | 76.25 76.34 | 76.45 76.56 | 76.57 76.70 | 76.64 76.77 | 76.64 76.82 | 76.65 76.87 | 76.66 76.92 | 76.77 76.97 | 76.80 77.02 | 76.80 77.05 | 76.79 77.07 | 76.75 77.07 | 76.77

429+50 430+00 430+50 431+00 431+50 432+00 432+50 433+00 433+50 434+00 434+50 435+00 435+50 436+00 436+50 437+00 437+50 438+00 438+50

STATION

US 40 EASTBOUND

VERTICAL SCALE FEET
9
6
3
0

ADDENDA / REVISIONS

SCALE
0 30 60 90
FEET

US 40,
SALEM CHURCH ROAD
TO WALTHER ROAD

CONTRACT	BRIDGE NO.	N/A	SECTION
T201611902	DESIGNED BY: M.FOX		WRA
COUNTY	CHECKED BY: T. OLIVER		SHEET NO.
NEW CASTLE			49

PROFILE

9/10/2024
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Type of Curve = Symmetric Parabola
Direction = Crest
Length = 300.00'
L1 = 150.00'
L2 = 150.00'
G1 = 0.13%
G2 = -0.10%
SSD = 4936.37'
K = 1330.60

Type of Curve = Symmetric Parabola
Direction = Sag
Length = 200.00'
L1 = 100.00'
L2 = 100.00'
G1 = -0.10%
G2 = 0.10%
SSD = 3610.78'
K = 1000.00

Type of Curve = Symmetric Parabola
Direction = Crest
Length = 200.00'
L1 = 100.00'
L2 = 100.00'
G1 = 0.10%
G2 = -0.15%
SSD = 4416.60'
K = 800.00

PVT 439+41.53
Elev. 77.14

BROOKMONT DRIVE

PVC 441+71.88
Elev. 76.91

PVT 443+71.88
Elev. 76.91

PVC 444+67.77
Elev. 77.01

PVT 446+67.77
Elev. 76.96

PROPOSED GRADE

Slope = -0.10%

Slope = 0.10%

Slope = -0.15%

Low 442+71.88
Elev. 76.86

PVI 445+67.77
Elev. 77.11

EXISTING GROUND

PVI 442+71.88
Elev. 76.81

High 445+47.77
Elev. 77.05

TH#DP07
STA. 439+22.52
28.7' RT.
DP-E 2" CONDUIT

TH#W19
STA. 439+98.11
28.7' RT.
AW-W 8" C/I

TH#DP08
STA. 440+08.08
28.7' RT.
DP-E 4" & 3" CONDUITS

TH#W34
STA. 440+78.25
19.9' RT.
AW-W 12" DIP

TH#L15
STA. 442+50.04
35.3' LT.
L3-C 4" CONDUIT

TH#W35
STA. 443+00.00
19.3' RT.
AW-W 12" DIP

TH#V27
STA. 442+90.00
30.1' RT.
VER-C (2) 4" CONDUITS

TH#V28
STA. 443+10.00
30.0' RT.
VER-C (2) 4" CONDUITS

TH#W53
STA. 444+55.68
29.8' RT.
AW-W 3/4" COPPER

TH#W54A
STA. 447+47.92
16.9' RT.
AW-W 14" DIP

TH#T03
STA. 447+34.13
28.5' RT.
ATT-C (3) 4" CONDUITS

TH#V10C
STA. 447+35.42
35.0' LT.
VER-C UNK. SIZE

ELEVATION (FT)

80
70
60
50

438+50	439+00	439+50	440+00	440+50	441+00	441+50	442+00	442+50	443+00	443+50	444+00	444+50	445+00	445+50	446+00	446+50	447+00	447+50
77.05	77.01	76.97	76.92	76.87	76.82	76.77	76.74	76.72	76.72	76.74	76.77	76.82	76.87	76.92	76.95	76.94	76.90	76.65
76.72	76.66	76.62	76.66	76.68	76.67	76.67	76.68	76.66	76.65	76.64	76.68	76.68	76.67	76.69	76.68	76.67		

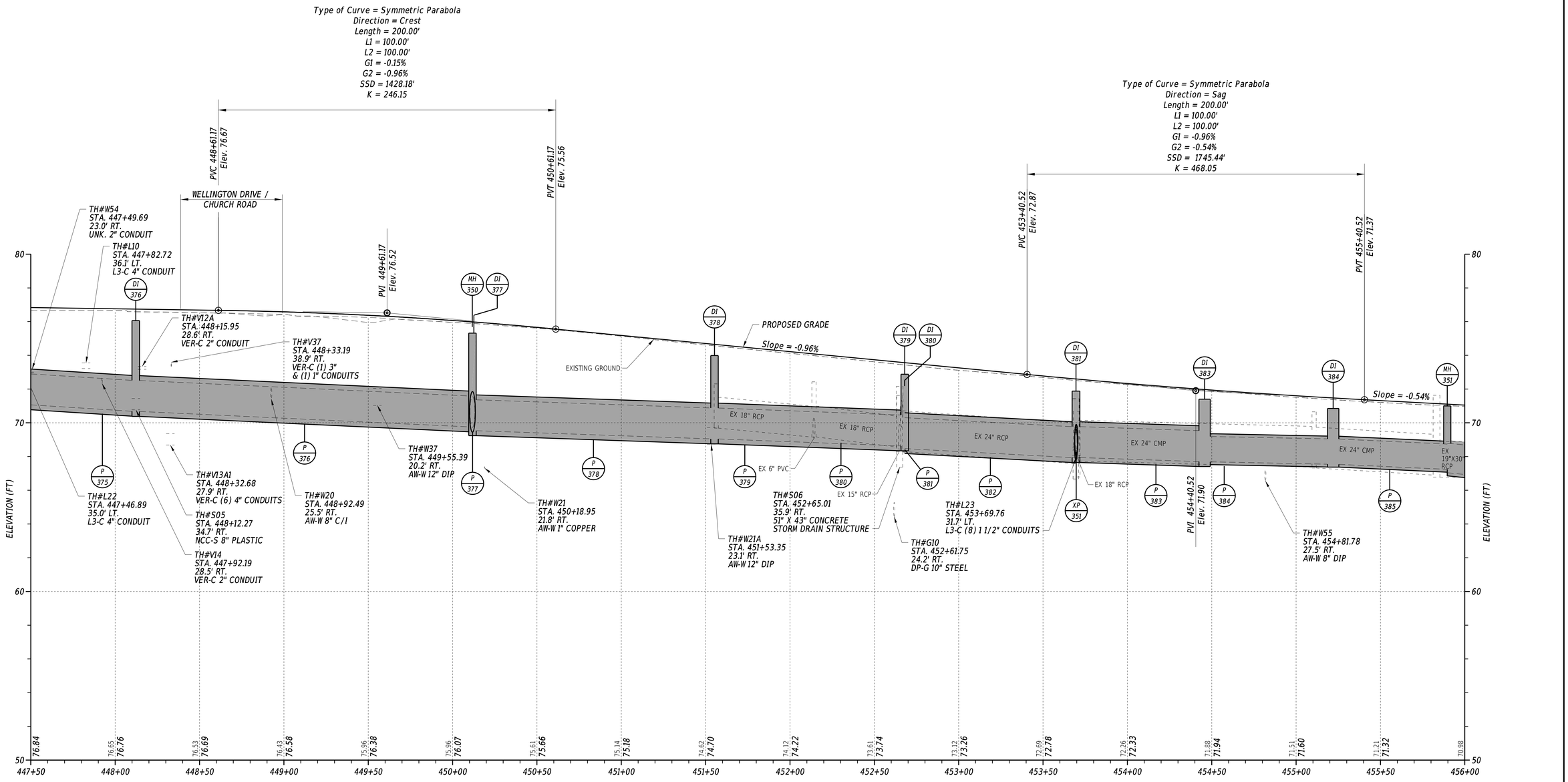
STATION

US 40 EASTBOUND

VERTICAL SCALE FEET 0 3 6 9

ADDENDA / REVISIONS	SCALE	US 40, SALEM CHURCH ROAD TO WALTHER ROAD	CONTRACT	BRIDGE NO. N/A	PROFILE	SECTION
	0 30 60 90 FEET		T201611902	DESIGNED BY: M.FOX		WRA
			COUNTY NEW CASTLE	CHECKED BY: T. OLIVER		SHEET NO. 50

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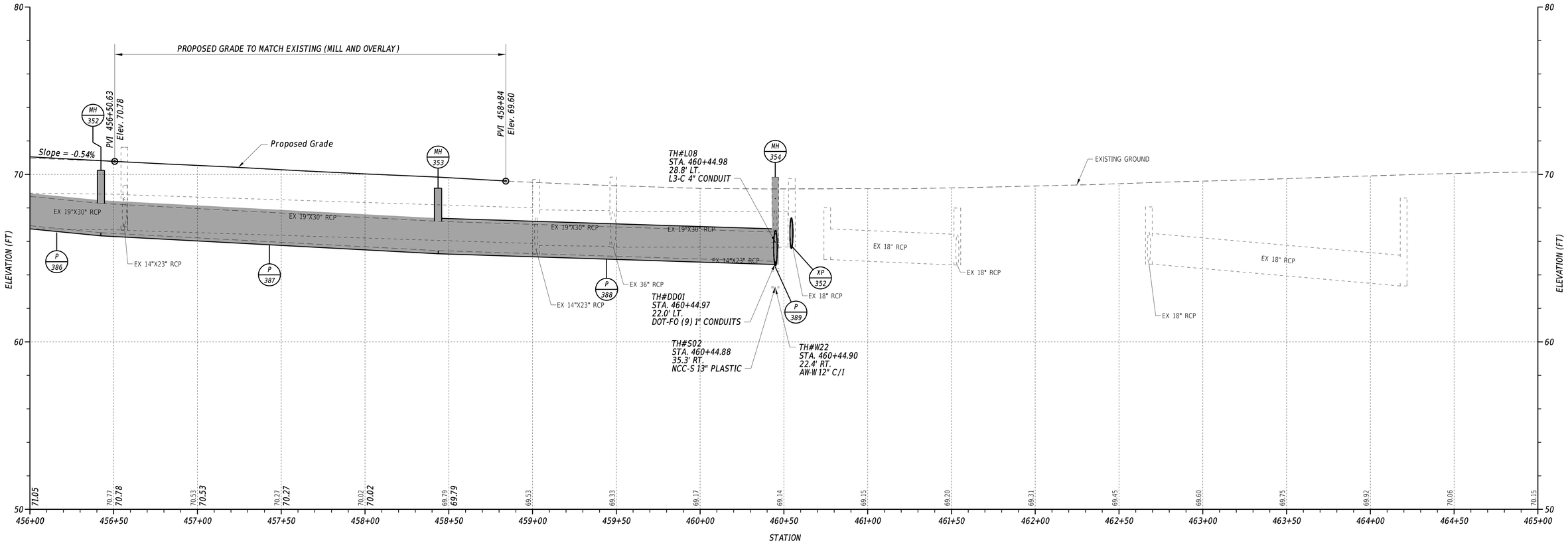


US 40 EASTBOUND

VERTICAL SCALE FEET
9
6
3
0

ADDENDA / REVISIONS		SCALE 0 30 60 90 FEET	US 40, SALEM CHURCH ROAD TO WALTHER ROAD	CONTRACT T201611902	BRIDGE NO. N/A	PROFILE	SECTION WRA
				COUNTY NEW CASTLE	DESIGNED BY: M.FOX		SHEET NO. 51
					CHECKED BY: T. OLIVER		

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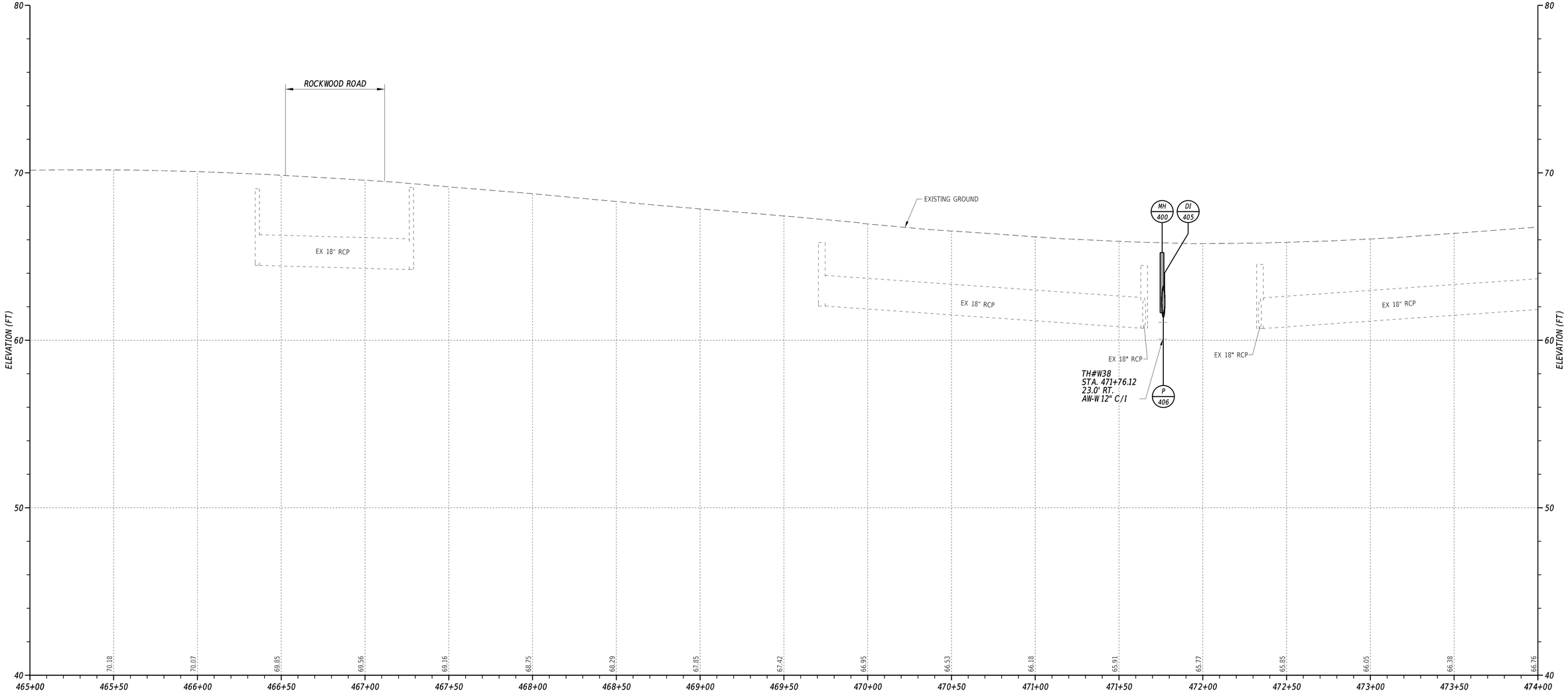


US 40 EASTBOUND

VERTICAL SCALE FEET 9 6 3 0

ADDENDA / REVISIONS		SCALE 0 30 60 90 FEET	US 40, SALEM CHURCH ROAD TO WALTHER ROAD	CONTRACT T201611902	BRIDGE NO. N/A	PROFILE	SECTION WRA
				COUNTY NEW CASTLE	DESIGNED BY: M.FOX		SHEET NO. 52
					CHECKED BY: T. OLIVER		

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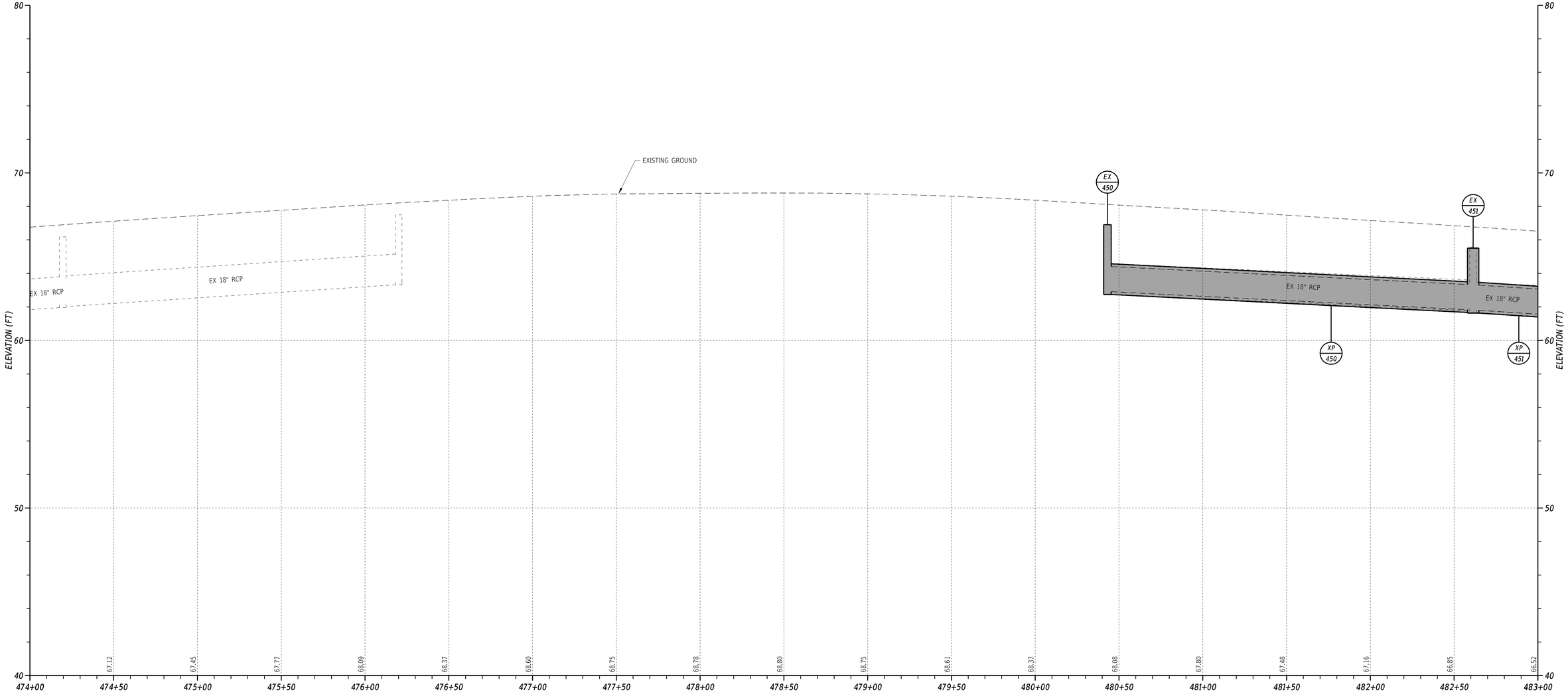


US 40 EASTBOUND

VERTICAL SCALE FEET 9 6 3 0

ADDENDA / REVISIONS	SCALE 0 30 60 90 FEET	US 40, SALEM CHURCH ROAD TO WALTHER ROAD	CONTRACT T201611902	BRIDGE NO. N/A	PROFILE	SECTION WRA
			COUNTY NEW CASTLE	DESIGNED BY: M.FOX		SHEET NO. 53
				CHECKED BY: T. OLIVER		

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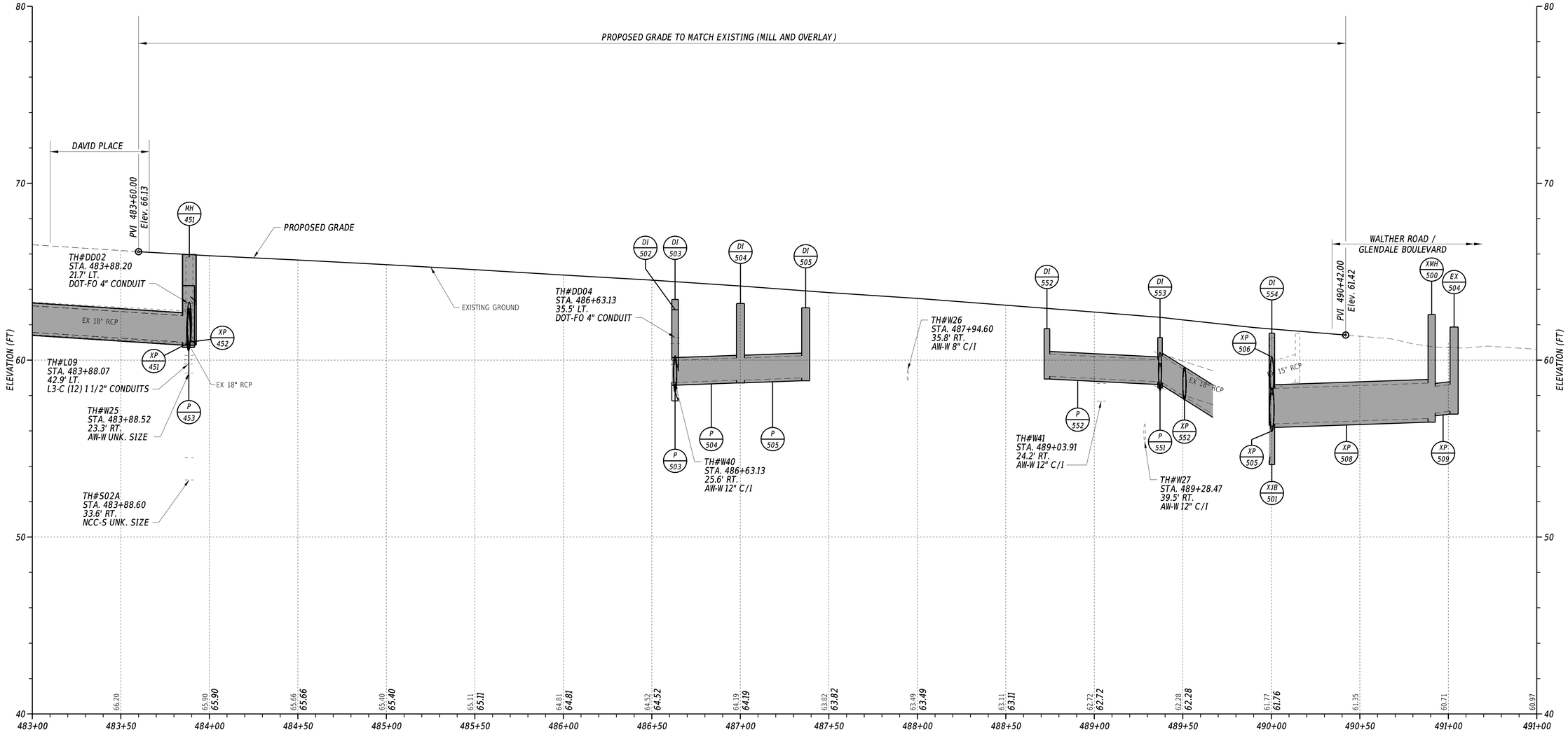


US 40 EASTBOUND

VERTICAL SCALE FEET 0 3 6 9

ADDENDA / REVISIONS		SCALE 0 30 60 90 FEET	US 40, SALEM CHURCH ROAD TO WALTHER ROAD	CONTRACT T201611902	BRIDGE NO. N/A	PROFILE	SECTION WRA
				COUNTY NEW CASTLE	DESIGNED BY: M.FOX		SHEET NO. 54
					CHECKED BY: T. OLIVER		

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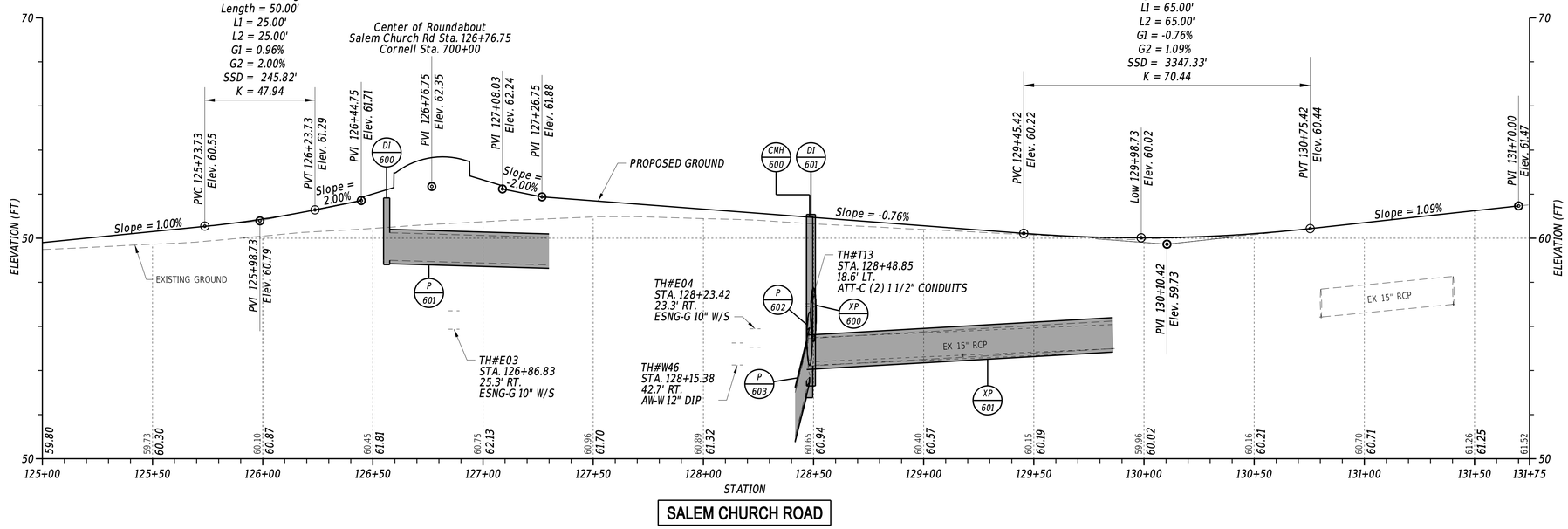


US 40 EASTBOUND

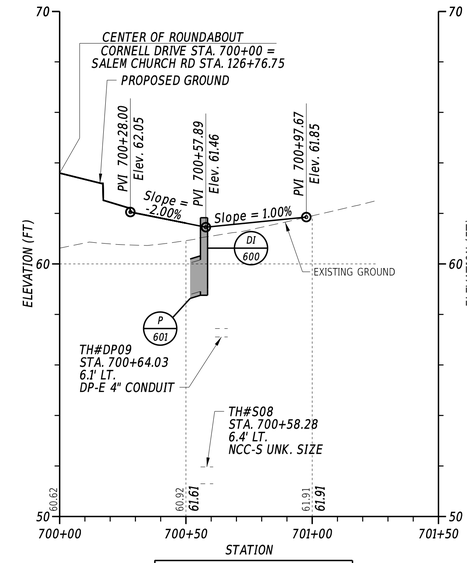
VERTICAL SCALE FEET 9 6 3 0

ADDENDA / REVISIONS		SCALE 0 30 60 90 FEET	US 40, SALEM CHURCH ROAD TO WALTHER ROAD	CONTRACT T201611902	BRIDGE NO. N/A	PROFILE	SECTION WRA
				COUNTY NEW CASTLE	DESIGNED BY: M.FOX		SHEET NO. 55
					CHECKED BY: T. OLIVER		

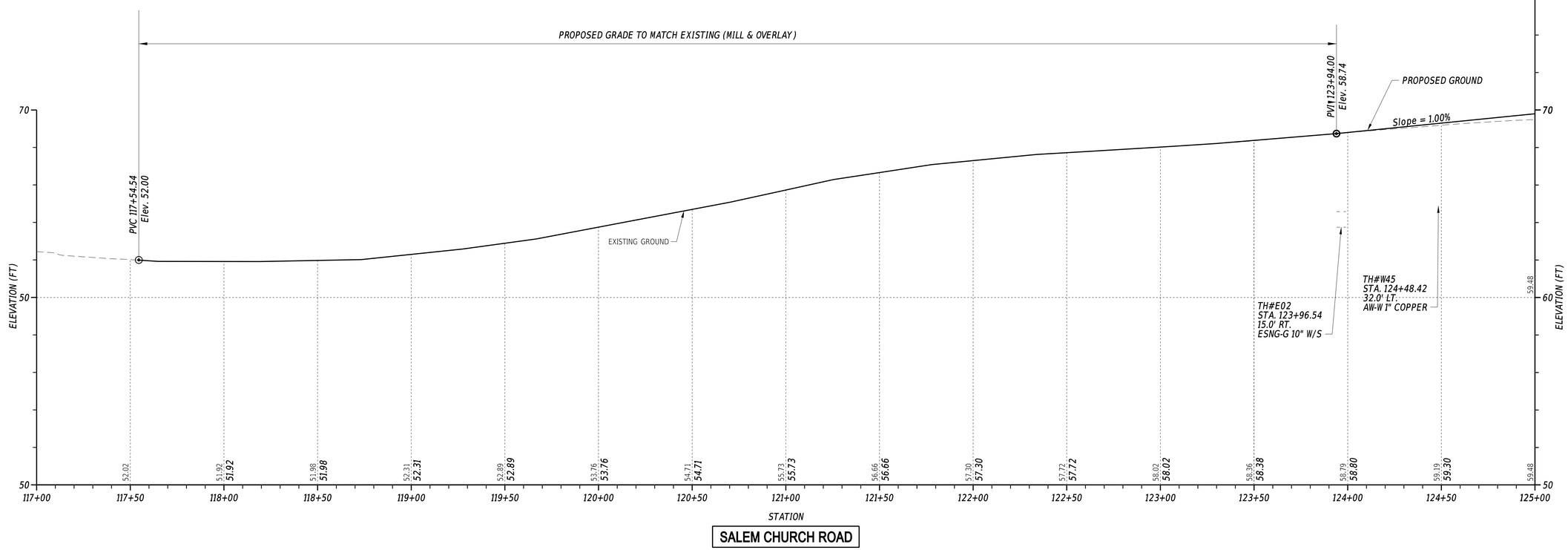
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SALEM CHURCH ROAD



CORNELL DRIVE



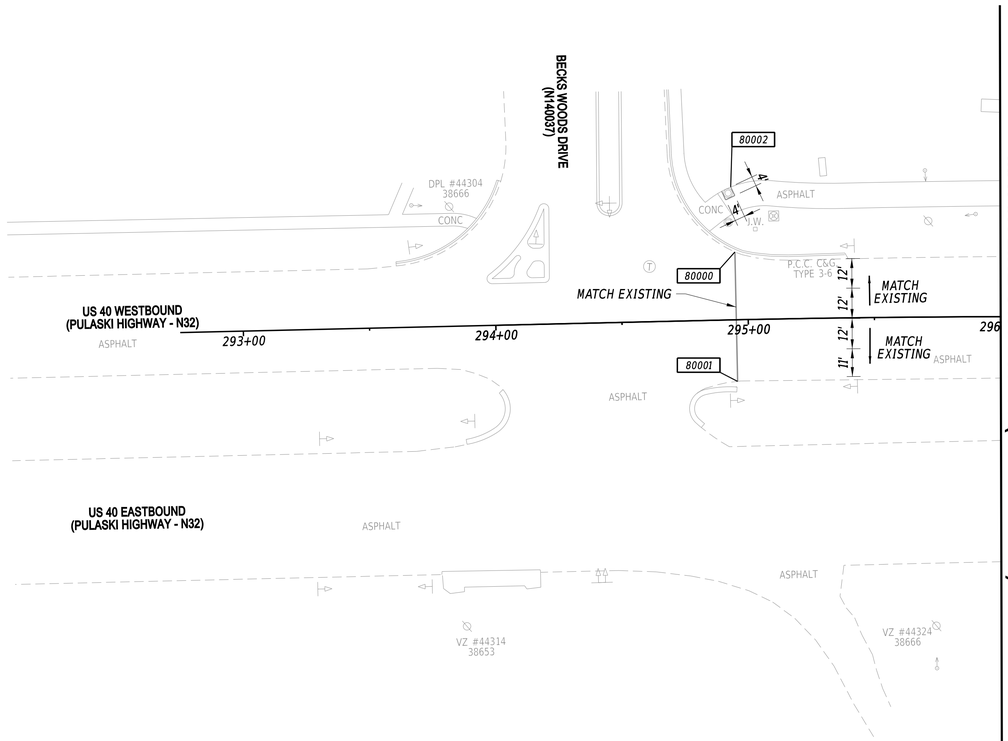
SALEM CHURCH ROAD

VERTICAL SCALE FEET
9
6
3
0

ADDENDA / REVISIONS		SCALE 0 30 60 90 FEET	US 40, SALEM CHURCH ROAD TO WALTHER ROAD	CONTRACT T201611902	BRIDGE NO. N/A	PROFILE	SECTION WRA
				COUNTY NEW CASTLE	DESIGNED BY: M.FOX		SHEET NO. 56
					CHECKED BY: T. OLIVER		

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COORDINATE LIST				
POINT NO.	STATION	OFFSET	NORTHING	EASTING
80000	294+95.30	-26.87'	588425.1445	576267.4394
80001	294+95.28	24.40'	588391.4745	576306.1090
80002	294+94.18	-52.66'	588441.2194	576247.2447



MATCH LINE STA. 296+00 (SHEET GG-02)

NOTES:

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

ADDENDA / REVISIONS	

SCALE
0 30 60 90
FEET

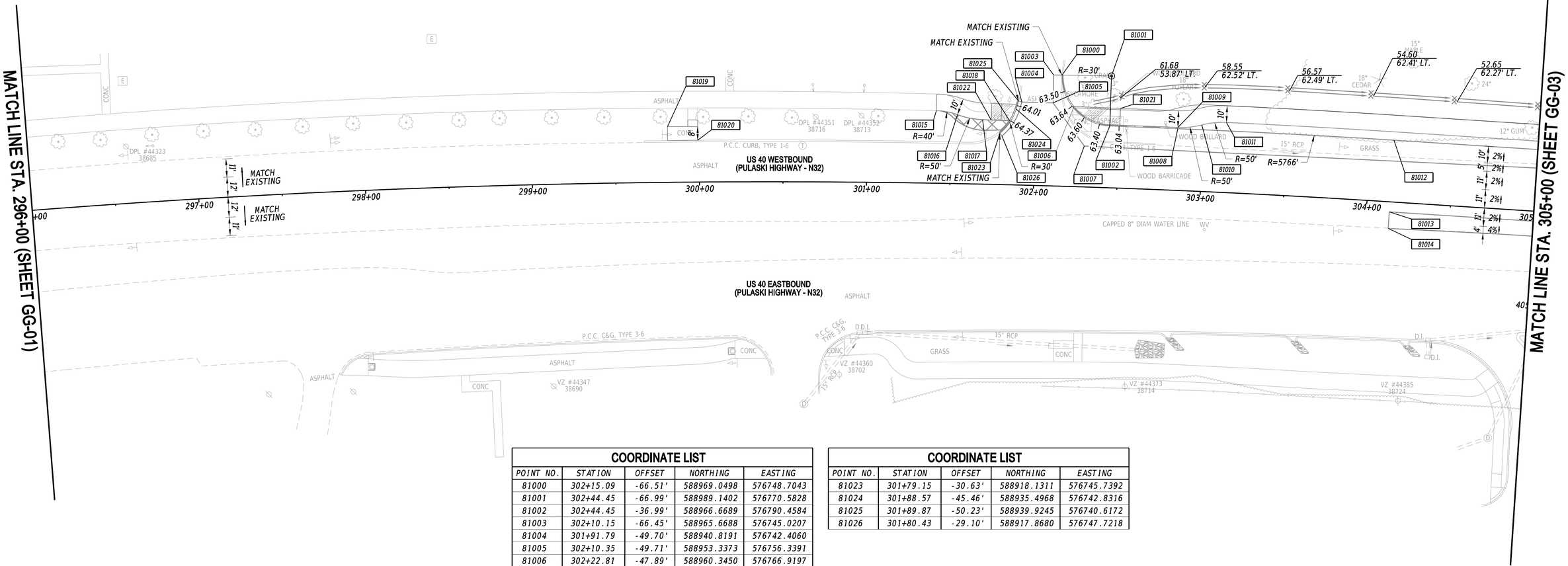
**US 40,
SALEM CHURCH ROAD
TO WALTHER ROAD**

CONTRACT	BRIDGE NO.	N/A
T201611902	DESIGNED BY: WRA	
COUNTY	CHECKED BY: T. OLIVER	
NEW CASTLE		

GRADES AND GEOMETRICS

GG-01
SECTION
WRA
SHEET NO.
57

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COORDINATE LIST

POINT NO.	STATION	OFFSET	NORTHING	EASTING
81000	302+15.09	-66.51'	588969.0498	576748.7043
81001	302+44.45	-66.99'	588989.1402	576770.5828
81002	302+44.45	-36.99'	588966.6689	576790.4584
81003	302+10.15	-66.45'	588965.6688	576745.0207
81004	301+91.79	-49.70'	588940.8191	576742.4060
81005	302+10.35	-49.71'	588953.3373	576756.3391
81006	302+22.81	-47.89'	588960.3450	576766.9197
81007	302+29.68	-24.49'	588947.4630	576787.6388
81008	302+84.98	-36.95'	588993.5398	576821.1429
81009	302+84.97	-37.70'	588994.1041	576820.6488
81010	302+99.15	-39.83'	589005.0809	576830.0212
81011	303+13.69	-42.00'	589016.2982	576839.6703
81012	304+13.76	-37.00'	589077.6440	576919.7680
81013	304+13.76	6.00'	589044.6022	576947.2859
81014	304+13.76	15.97'	589036.9399	576953.6673
81015	301+41.13	-43.42'	588901.8227	576708.8367
81016	301+53.73	-41.26'	588908.7976	576719.6573
81017	301+68.74	-38.61'	588917.0194	576732.6241
81018	301+84.73	-38.34'	588927.6258	576744.7358
81019	299+81.23	-33.36'	588784.0907	576598.6154
81020	299+99.13	-25.04'	588790.6059	576617.3314
81021	302+50.45	-47.72'	588978.7091	576787.8901
81022	301+73.81	-38.52'	588920.3789	576736.4604

COORDINATE LIST

POINT NO.	STATION	OFFSET	NORTHING	EASTING
81023	301+79.15	-30.63'	588918.1311	576745.7392
81024	301+88.57	-45.46'	588935.4968	576742.8316
81025	301+89.87	-50.23'	588939.9245	576740.6172
81026	301+80.43	-29.10'	588917.8680	576747.7218

NOTES:

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

ADDENDA / REVISIONS

SCALE
0 30 60 90
FEET

**US 40,
SALEM CHURCH ROAD
TO WALTHER ROAD**

CONTRACT	BRIDGE NO. N/A
T201611902	DESIGNED BY: WRA
COUNTY	CHECKED BY: T. OLIVER
NEW CASTLE	

GRADES AND GEOMETRICS

GG-02
SECTION
WRA
SHEET NO.
58

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COORDINATE LIST

POINT NO.	STATION	OFFSET	NORTHING	EASTING
82000	308+54.17	-37.00'	589359.4819	577258.1817
82001	309+85.75	-37.00'	589443.5458	577360.6415
82002	310+35.11	-27.00'	589466.2467	577406.2073
82003	310+85.02	-41.63'	589508.2186	577437.8696
82004	311+41.71	-27.75'	589530.4835	577492.5443
82005	311+66.33	-33.80'	589549.6925	577509.4785
82006	311+78.60	-33.75'	589556.6983	577519.7318
82007	311+78.92	-27.00'	589551.3108	577523.8101
82008	311+95.64	-27.00'	589560.8199	577537.7639
82009	312+32.56	-27.00'	589581.5175	577568.7551
82010	312+37.19	-33.75'	589589.7275	577568.9589
82011	312+35.65	-37.94'	589592.3704	577565.3493
82012	312+55.60	-37.94'	589603.4150	577582.2874
82013	312+66.02	-29.99'	589602.4453	577595.4502
82014	312+88.85	-27.00'	589612.2971	577616.5063
82015	312+97.63	-28.94'	589618.6630	577622.9875
82016	307+90.54	15.00'	589278.8070	577242.5683

COORDINATE LIST

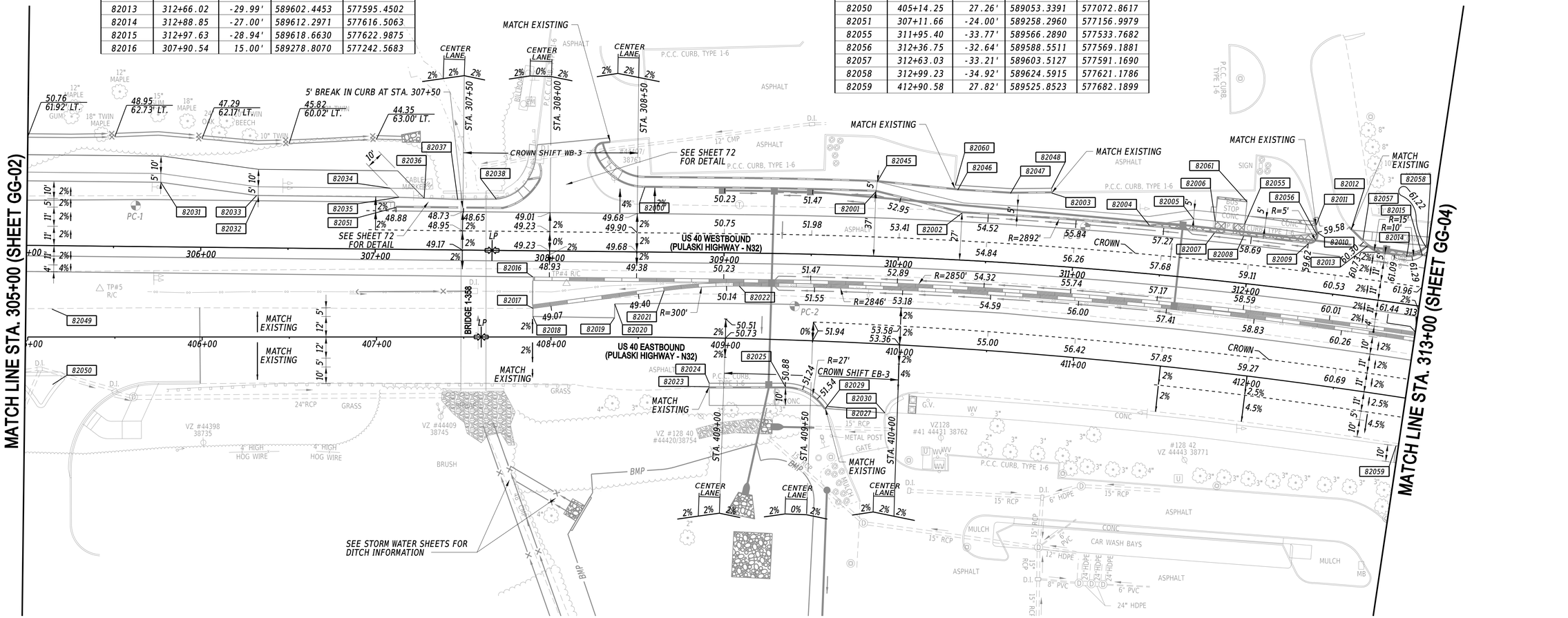
POINT NO.	STATION	OFFSET	NORTHING	EASTING
82017	407+89.70	-16.42'	589265.1372	577254.3067
82018	407+89.62	-11.76'	589261.5362	577257.2723
82019	408+36.44	-11.00'	589291.3024	577293.4166
82020	408+36.57	-18.98'	589297.4593	577288.3461
82021	408+64.58	-26.65'	589321.5238	577304.9807
82022	409+07.28	-30.03'	589351.5204	577336.1287
82023	408+91.25	28.05'	589296.3699	577360.3899
82024	408+91.21	26.05'	589297.8924	577359.0930
82025	409+35.37	26.89'	589324.7244	577393.6767
82027	409+60.55	37.24'	589332.0052	577419.6447
82029	309+60.53	88.18'	589330.0745	577419.1205
82030	309+95.85	89.64'	589350.2177	577446.8259

COORDINATE LIST

POINT NO.	STATION	OFFSET	NORTHING	EASTING
82031	305+76.66	-37.00'	589181.8919	577044.9425
82032	306+31.77	-27.00'	589209.4700	577093.6820
82033	306+31.66	-30.00'	589211.7104	577091.6850
82034	307+08.20	-35.00'	589264.5338	577147.2990
82035	307+13.28	-29.87'	589263.8375	577154.4844
82036	307+27.74	-29.46'	589272.7823	577165.8566
82037	307+46.97	-28.92'	589284.6770	577180.9791
82038	307+69.14	-29.34'	589299.1799	577197.7440
82045	309+86.33	-42.67'	589448.3565	577357.5898
82046	310+31.92	-40.01'	589474.6284	577395.7510
82047	310+61.85	-39.82'	589492.7709	577420.0696
82048	310+84.85	-44.36'	589510.3235	577436.1115
82049	405+13.87	-16.00'	589086.0310	577044.5409
82050	405+14.25	27.26'	589053.3391	577072.8617
82051	307+11.66	-24.00'	589258.2960	577156.9979
82055	311+95.40	-33.77'	589566.2890	577533.7682
82056	312+36.75	-32.64'	589588.5511	577569.1881
82057	312+63.03	-33.21'	589603.5127	577591.1690
82058	312+99.23	-34.92'	589624.5915	577621.1786
82059	412+90.58	27.82'	589525.8523	577682.1899

COORDINATE LIST

POINT NO.	STATION	OFFSET	NORTHING	EASTING
82060	310+30.49	-42.77'	589475.9440	577392.9155
82061	311+95.35	-46.77'	589577.0227	577526.4341



NOTES:

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

ADDENDA / REVISIONS

SCALE
0 30 60 90
FEET

US 40, SALEM CHURCH ROAD TO WALTHER ROAD

CONTRACT	BRIDGE NO.	N/A
T201611902	DESIGNED BY: WRA	
COUNTY	CHECKED BY: T. OLIVER	
NEW CASTLE		

GRADES AND GEOMETRICS

GG-03
SECTION
WRA
SHEET NO.
59

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COORDINATE LIST

POINT NO.	STATION	OFFSET	NORTHING	EASTING
83000	313+04.83	-40.24'	589632.1053	577623.1774
83001	313+26.75	-34.32'	589638.7423	577645.1806
83002	313+31.13	-27.00'	589634.8014	577652.7747
83003	313+68.31	-27.00'	589654.1426	577684.9322
83004	313+72.33	-34.15'	589662.3695	577684.7918
83005	313+92.12	-45.61'	589682.3954	577696.3064
83006	314+01.46	-31.29'	589674.7537	577711.6752
83007	314+12.31	-27.00'	589676.4939	577723.3157
83008	314+13.60	-27.00'	589677.1422	577724.4495
83009	112+35.13	-43.48'	589713.3723	577747.0934
83010	314+48.44	-20.28'	589688.5312	577758.3471
83011	314+65.69	-43.24'	589717.0569	577762.5297
83012	314+70.84	-43.11'	589719.4496	577767.1794
83013	314+78.72	-19.22'	589702.2608	577785.5942
83014	314+75.83	-14.84'	589697.0270	577785.1194

COORDINATE LIST

POINT NO.	STATION	OFFSET	NORTHING	EASTING
83015	314+50.17	-15.22'	589684.9492	577762.3305
83016	113+00.00	35.88'	589762.4684	577706.6585
83017	112+84.36	7.03'	589783.4733	577747.1515
83018	112+57.77	12.19'	589768.7879	577770.1050
83019	112+57.83	16.19'	589771.7045	577772.8424
83020	315+01.15	-54.50'	589744.0975	577788.9275
83021	112+27.63	25.42'	589756.7714	577801.1188

COORDINATE LIST

POINT NO.	STATION	OFFSET	NORTHING	EASTING
83022	315+30.27	-21.56'	589728.6417	577830.3622
83023	112+84.05	40.03'	589807.3859	577769.9038
83024	112+69.36	40.21'	589797.1683	577780.9981
83025	112+47.05	55.95'	589792.4813	577808.4991
83026	315+64.34	-58.77'	589777.5031	577844.1952
83027	315+87.06	-52.39'	589782.1294	577867.7645
83028	316+06.73	-40.34'	589780.0969	577891.0089
83029	318+11.24	-40.00'	589866.8003	578076.9212
83030	318+09.20	-61.28'	589885.2271	578066.0747
83031	318+12.02	-51.67'	589877.7011	578072.6924
83032	318+15.80	-47.05'	589875.1187	578078.0727
83034	318+51.77	-65.00'	589906.5863	578103.0827
83035	318+51.77	-40.00'	589883.9291	578113.6493
83035	318+52.77	-40.00'	589884.3518	578114.5555
83036	314+22.81	15.00'	589645.2096	577753.2501

COORDINATE LIST

POINT NO.	STATION	OFFSET	NORTHING	EASTING
83037	314+22.79	21.18'	589639.8257	577756.2828
83038	314+56.49	6.00'	589669.4449	577778.1351
83039	414+45.11	-22.00'	589646.3197	577790.8050
83040	415+52.00	-12.00'	589687.1617	577890.7403
83041	315+66.19	-12.91'	589714.3168	577878.0760
83042	315+91.00	13.53'	589724.7594	577900.4673
83043	315+90.97	17.63'	589721.0627	577902.2526
83044	315+94.05	22.66'	589717.9031	577907.2124
83045	415+80.09	-28.00'	589714.0163	577909.0408
83046	417+50.02	-12.00'	589771.3166	578070.4074
83047	417+50.00	-18.00'	589776.7613	578067.8864
83048	413+05.61	26.42'	589534.8134	577694.1743
83049	413+05.53	21.00'	589539.4022	577691.2850
83050	413+31.05	20.87'	589552.5834	577712.9345
83051	413+54.25	47.05'	589541.7015	577745.9919
83052	413+50.44	50.36'	589536.9522	577744.4286
83053	413+44.12	43.29'	589539.8960	577735.4859
83054	413+34.71	36.08'	589541.3616	577723.8225
83055	413+05.90	76.42'	589492.2320	577720.3815
83056	413+77.10	37.36'	589561.3892	577760.6112

COORDINATE LIST

POINT NO.	STATION	OFFSET	NORTHING	EASTING
83057	413+74.18	41.44'	589556.4175	577760.1522
83058	413+73.85	35.09'	589561.7585	577756.6891
83059	413+57.44	29.69'	589558.2833	577739.9448
83060	413+63.69	21.00'	589568.9087	577740.9259
83061	413+76.76	26.00'	589571.0714	577754.6558
83062	414+26.88	26.00'	589595.4740	577797.9249
83063	414+41.25	26.00'	589602.3335	577810.4045
83064	414+57.19	21.00'	589614.2748	577821.9182
83065	414+93.78	32.09'	589621.5015	577859.1440
83066	110+51.33	-23.33'	589592.3796	577881.3316
83067	414+85.64	44.58'	589606.7086	577857.8335
83068	414+41.25	86.00'	589549.6827	577839.1775
83069	415+31.18	12.00'	589656.3638	577882.9251
83070	415+65.88	12.00'	589671.8237	577913.8349
83071	415+70.31	21.07'	589665.6279	577921.7969
83072	415+44.63	54.35'	589624.5488	577913.8829
83073	415+38.78	53.02'	589623.1597	577908.1564
83074	110+19.53	30.12'	589599.5882	577943.1376
83075	110+19.53	25.94'	589597.0812	577939.7932

COORDINATE LIST

POINT NO.	STATION	OFFSET	NORTHING	EASTING
83076	415+62.06	65.53'	589622.1545	577934.1551
83077	415+98.53	16.60'	589681.8945	577945.0715
83078	416+25.57	21.92'	589688.5800	577971.6290
83079	416+55.86	22.00'	589701.1436	577999.0077
83080	416+60.84	22.00'	589703.2223	578003.5376
83081	416+60.86	48.91'	589678.7674	578014.7770
83082	417+75.01	17.00'	589755.3822	578105.2162
83083	419+03.57	27.47'	589799.4788	578226.4261
83084	418+14.77	30.95'	589759.2893	578147.1723
83085	417+86.14	47.02'	589732.7421	578127.8515
83086	417+28.36	30.91'	589723.2801	578068.6208
83087	417+00.20	22.00'	589719.6371	578039.3089
83088	417+00.20	82.00'	589665.1046	578064.3330
83089	416+43.80	48.91'	589671.6773	577999.3261
83090	416+08.39	30.66'	589673.4146	577959.9537
83091	415+69.54	51.09'	589638.3447	577934.3425
83092	415+78.92	58.31'	589635.9095	577945.7912
83093	415+75.13	61.72'	589631.2211	577943.9452

COORDINATE LIST

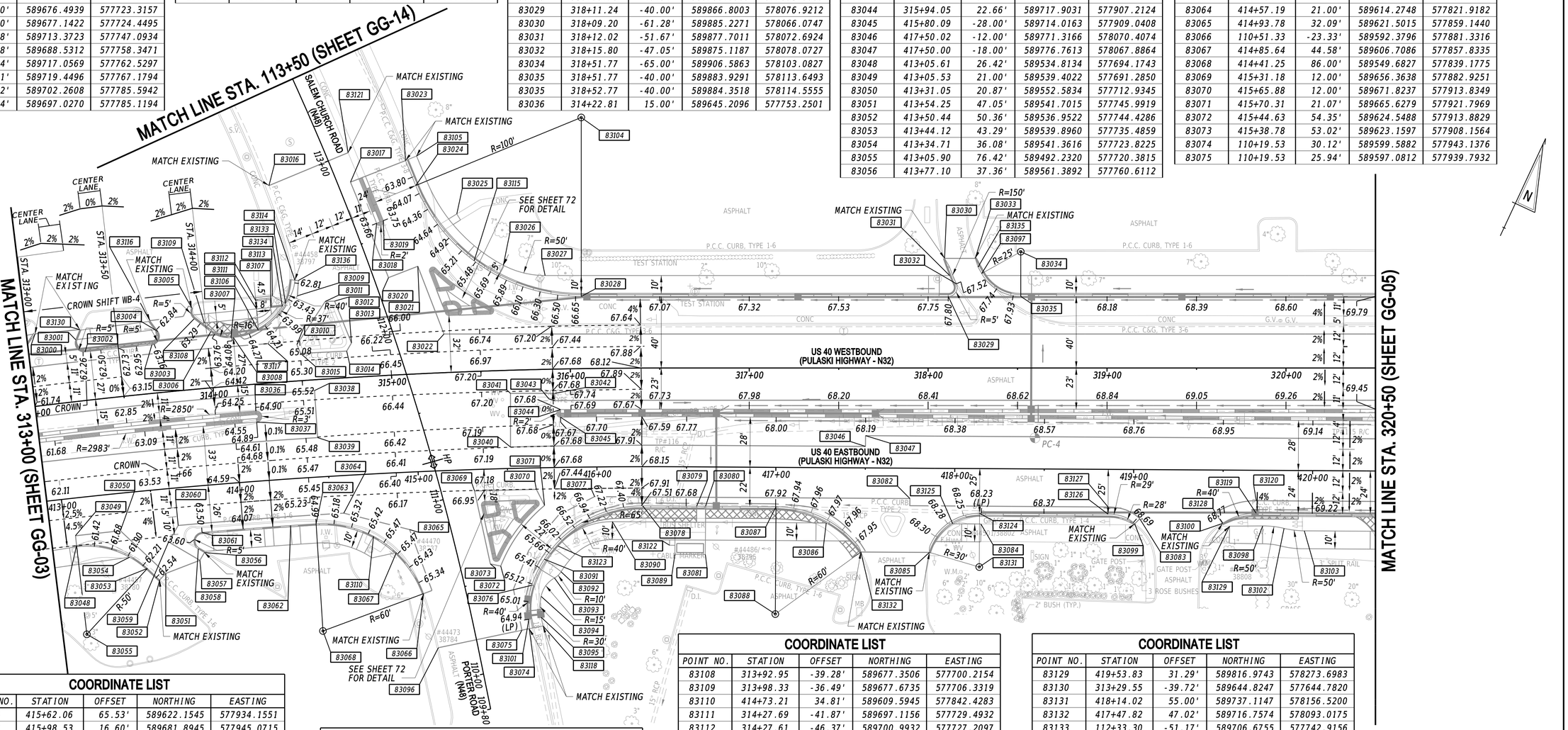
POINT NO.	STATION	OFFSET	NORTHING	EASTING
83094	415+67.28	71.85'	589618.7441	577941.5168
83095	110+24.24	37.98'	589608.1587	577946.5224
83096	110+19.53	21.76'	589568.4700	577901.6262
83097	318+29.94	-52.82'	589886.3169	578088.4488
83098	419+72.26	31.06'	589824.8719	578290.3500
83099	419+00.78	30.34'	589795.7102	578225.0852
83100	419+49.80	29.83'	589816.6191	578269.4308
83101	110+24.59	31.04'	589604.2653	577940.7667
83102	419+84.25	32.36'	589828.6884	578301.7922
83103	419+95.61	33.67'	589832.2376	578312.6614
83104	316+08.19	-140.33'	589870.7256	577848.7426
83105	315+19.58	-121.56'	589812.2694	577774.4421
83106	314+27.73	-29.92'	589686.7304	577735.4174
83107	414+24.25	-96.28'	589701.1752	577736.3867

COORDINATE LIST

POINT NO.	STATION	OFFSET	NORTHING	EASTING
83108	313+92.95	-39.28'	589677.3506	577700.2154
83109	313+98.33	-36.49'	589677.6735	577706.3319
83110	414+73.21	34.81'	589609.5945	577842.4283
83111	314+27.69	-41.87'	589697.1156	577729.4932
83112	314+27.61	-46.37'	589700.9932	577727.2097
83113	314+36.91	-48.42'	589707.4159	577734.4528
83114	112+44.05	-41.81'	589720.6575	577742.1127
83115	315+48.42	-61.78'	589772.8312	577828.3295
83116	413+58.43	-94.40'	589665.9499	577678.2512
83117	414+21.31	-76.23'	589682.1783	577743.4652
83118	110+19.45	37.94'	589604.2180	577949.4450
83119	419+68.62	24.00'	589829.7669	578284.0997
83120	419+68.62	17.00'	589836.1291	578281.1802
83121	113+00.00	12.03'	589797.8284	577738.9810
83122	416+40.76	43.91'	589674.9704	577994.5142
83123	415+77.49	43.94'	589648.2125	577938.2227
83124	418+14.02	25.00'	589764.3810	578144.0079
83125	417+99.03	30.96'	589752.7107	578132.8653
83126	418+85.82	25.00'	589794.3249	578209.2620
83127	418+85.82	21.00'	589797.9626	578207.5984
83128	419+45.84	24.06'	589820.2149	578263.4249

COORDINATE LIST

POINT NO.	STATION	OFFSET	NORTHING	EASTING
83129	419+53.83	31.29'	589816.9743	578273.6983
83130	313+29.55	-39.72'	589644.8247	577644.7820
83131	418+14.02	55.00'	589737.1147	578156.5200
83132	417+47.82	47.02'	589716.7574	578093.0175
83133	112+33.30	-51.17'	589706.6755	577742.9156
83134	112+32.38	-53.43'	589704.4479	577741.9441
83135	318+27.92	-56.43'	589888.7410	578085.0912
83136	112+43.21	-39.98'	589721.3827	577743.9766



NOTES:

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

ADDENDA / REVISIONS

SCALE 0 30 60 90 FEET

US 40, SALEM CHURCH ROAD TO WALTHER ROAD

CONTRACT	BRIDGE NO.	N/A
T201611902	DESIGNED BY: WRA	
COUNTY	CHECKED BY: T. OLIVER	
NEW CASTLE		

GRADES AND GEOMETRICS

GG-04

SECTION	WRA
SHEET NO.	60

9/10/2024
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COORDINATE LIST

POINT NO.	STATION	OFFSET	NORTHING	EASTING
84000	321+70.20	-40.00'	590018.5186	578402.2401
84001	321+74.98	-46.46'	590026.3980	578403.8403
84002	321+66.99	-59.47'	590034.8091	578391.1030
84003	321+90.81	-67.88'	590052.5009	578409.1318
84004	322+43.21	-95.00'	590099.2226	578445.1608
84005	322+04.16	-51.67'	590043.4446	578428.0847
84006	322+16.63	-51.67'	590048.7174	578439.3907
84007	322+43.21	-35.00'	590044.8454	578470.5205
84008	325+99.59	-35.00'	590195.4757	578793.5067
84009	326+32.60	-57.00'	590229.3692	578814.1237
84010	326+40.49	-65.65'	590240.5385	578817.6110
84011	326+47.48	-71.52'	590248.8151	578821.4701
84012	325+99.59	-95.00'	590249.8529	578768.1469
84013	326+58.68	-105.40'	590284.2559	578817.3041

COORDINATE LIST

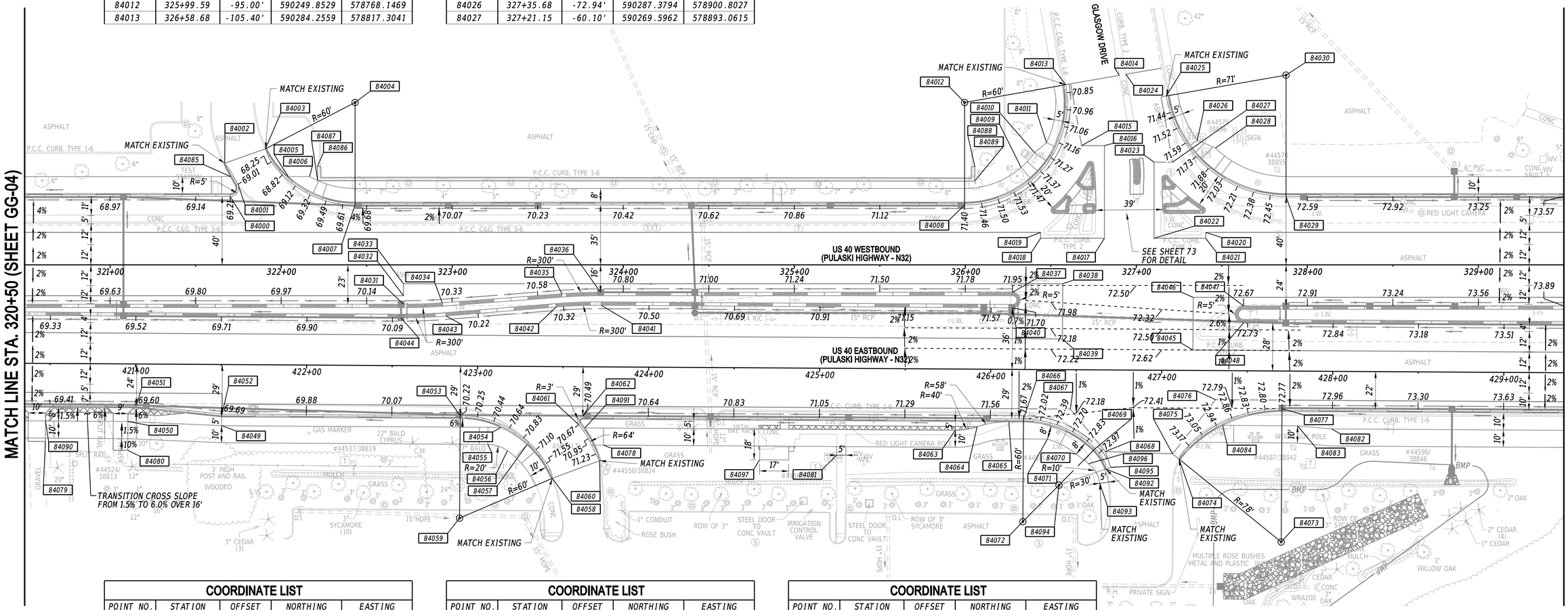
POINT NO.	STATION	OFFSET	NORTHING	EASTING
84014	326+90.06	-110.87'	590302.4703	578843.4284
84015	326+68.00	-69.78'	590255.9062	578840.8066
84016	326+81.37	-69.78'	590261.5542	578852.9173
84017	326+81.37	-15.60'	590212.4595	578875.8135
84018	326+44.06	-15.60'	590196.6913	578842.0029
84019	326+44.06	-19.00'	590199.7689	578840.5676
84020	327+40.54	-19.00'	590240.5460	578928.0032
84021	327+40.54	-15.60'	590237.4684	578929.4385
84022	327+10.38	-15.60'	590224.7213	578902.1058
84023	327+10.38	-60.10'	590265.0441	578883.3006
84024	326+93.88	-111.53'	590304.6878	578846.6101
84025	327+17.60	-98.82'	590303.1946	578873.4774
84026	327+35.68	-72.94'	590287.3794	578900.8027
84027	327+21.15	-60.10'	590269.5962	578893.0615

COORDINATE LIST

POINT NO.	STATION	OFFSET	NORTHING	EASTING
84028	327+46.28	-68.37'	590287.7175	578912.3377
84029	327+87.55	-40.00'	590279.4480	578961.7330
84030	327+87.55	111.00'	590343.7944	578931.7239
84031	322+71.50	23.00'	590004.2396	578520.6777
84032	322+71.50	18.00'	590008.7711	578518.5644
84033	322+71.50	11.00'	590015.1151	578515.6057
84034	322+94.12	22.15'	590014.5729	578540.8146
84035	323+64.12	16.85'	590048.9558	578602.0178
84036	323+86.74	16.00'	590059.2891	578622.1547
84037	326+27.59	16.00'	590161.0870	578840.4330
84038	326+56.97	11.00'	590178.0371	578864.9482

COORDINATE LIST

POINT NO.	STATION	OFFSET	NORTHING	EASTING
84039	426+41.79	-18.00'	590148.6975	578878.4116
84040	426+12.47	-36.00'	590152.8278	578844.2539
84041	423+72.10	-36.00'	590052.5791	578625.7913
84042	423+45.73	-34.84'	590040.5277	578602.3122
84043	422+81.37	-29.16'	590008.5243	578546.1853
84044	422+55.01	-28.00'	589996.4729	578522.7062
84045	427+18.16	-12.00'	590175.0953	578950.3239
84046	327+33.29	19.00'	590203.0449	578937.4983
84047	327+62.69	24.00'	590210.9404	578966.2578
84048	427+47.65	-28.00'	590201.9379	578970.4563
84049	421+50.71	35.78'	589895.0054	578454.5069



COORDINATE LIST

POINT NO.	STATION	OFFSET	NORTHING	EASTING
84050	420+95.71	33.67'	589873.9854	578403.6382
84051	421+00.71	24.00'	589884.8564	578404.1510
84052	421+50.71	29.00'	589901.1654	578451.6801
84053	422+90.00	29.00'	589959.2607	578578.2815
84054	423+13.87	35.78'	589963.0560	578602.8033
84055	423+06.23	45.78'	589950.7820	578600.0325
84056	423+17.69	49.39'	589952.2819	578611.9514
84057	423+29.17	45.78'	589960.3501	578620.8833
84058	423+44.07	65.38'	589948.7440	578642.5943
84059	422+90.00	89.00'	589904.7281	578603.3056
84060	423+71.68	54.91'	589969.7761	578663.3244
84061	423+59.33	33.89'	589983.7331	578643.3330
84062	423+61.66	29.00'	589989.1483	578643.4127
84063	425+79.51	35.78'	590073.8477	578844.2409
84064	425+92.24	33.70'	590081.0458	578854.9421
84065	426+10.80	30.67'	590091.5431	578870.5479

COORDINATE LIST

POINT NO.	STATION	OFFSET	NORTHING	EASTING
84066	426+19.34	29.00'	590096.6190	578877.6134
84067	426+46.68	23.00'	590113.4735	578899.9566
84068	426+67.28	47.73'	590099.5851	578928.9963
84069	426+61.29	46.10'	590098.5734	578922.8667
84070	426+50.33	49.34'	590091.0595	578914.2600
84071	426+33.39	40.67'	590091.8741	578895.2463
84072	426+19.34	89.00'	590042.0864	578902.6374
84073	427+70.45	100.00'	590095.1093	579044.5597
84074	427+09.62	51.17'	590114.1206	578968.9120
84075	427+06.60	48.80'	590115.0121	578965.1800
84076	427+31.52	17.00'	590154.3128	578974.5678
84077	427+70.45	22.00'	590166.0016	579012.0284
84078	423+73.88	45.78'	589978.9958	578661.5161
84079	420+47.55	45.67'	589842.9934	578364.8728
84080	420+95.71	50.54'	589858.6476	578410.6765
84081	425+10.23	50.78'	590031.3178	578787.5251

COORDINATE LIST

POINT NO.	STATION	OFFSET	NORTHING	EASTING
84082	427+99.58	33.67'	590167.5476	579043.3704
84083	427+79.58	31.99'	590160.7337	579024.4920
84084	427+35.79	31.99'	590142.4727	578984.6975
84085	321+70.28	-51.67'	590029.1246	578397.3792
84086	322+21.19	-57.57'	590055.9896	578441.0225
84087	322+21.32	-49.31'	590048.5596	578444.6337
84088	326+05.60	-57.44'	590218.3492	578789.4636
84089	326+05.54	-49.02'	590210.6918	578792.9719
84090	420+47.53	33.67'	589853.8928	578359.8523
84091	423+62.87	35.78'	589983.4936	578647.3409
84092	426+67.69	57.96'	590090.4583	578933.6290
84093	426+64.20	66.29'	590081.4337	578933.9336
84094	426+40.32	67.55'	590070.3299	578912.7521
84095	426+70.52	56.97'	590092.5412	578935.7881
84096	426+57.50	54.94'	590088.9576	578923.1164
84097	424+65.19	53.78'	590009.8076	578747.8429

NOTES:

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

ADDENDA / REVISIONS

SCALE 0 30 60 90 FEET

US 40, SALEM CHURCH ROAD TO WALTHER ROAD

CONTRACT	BRIDGE NO.	N/A
T201611902	DESIGNED BY: WRA	
COUNTY	CHECKED BY: T. OLIVER	
NEW CASTLE		

GRADES AND GEOMETRICS

GG-05 | SECTION WRA | SHEET NO. 61

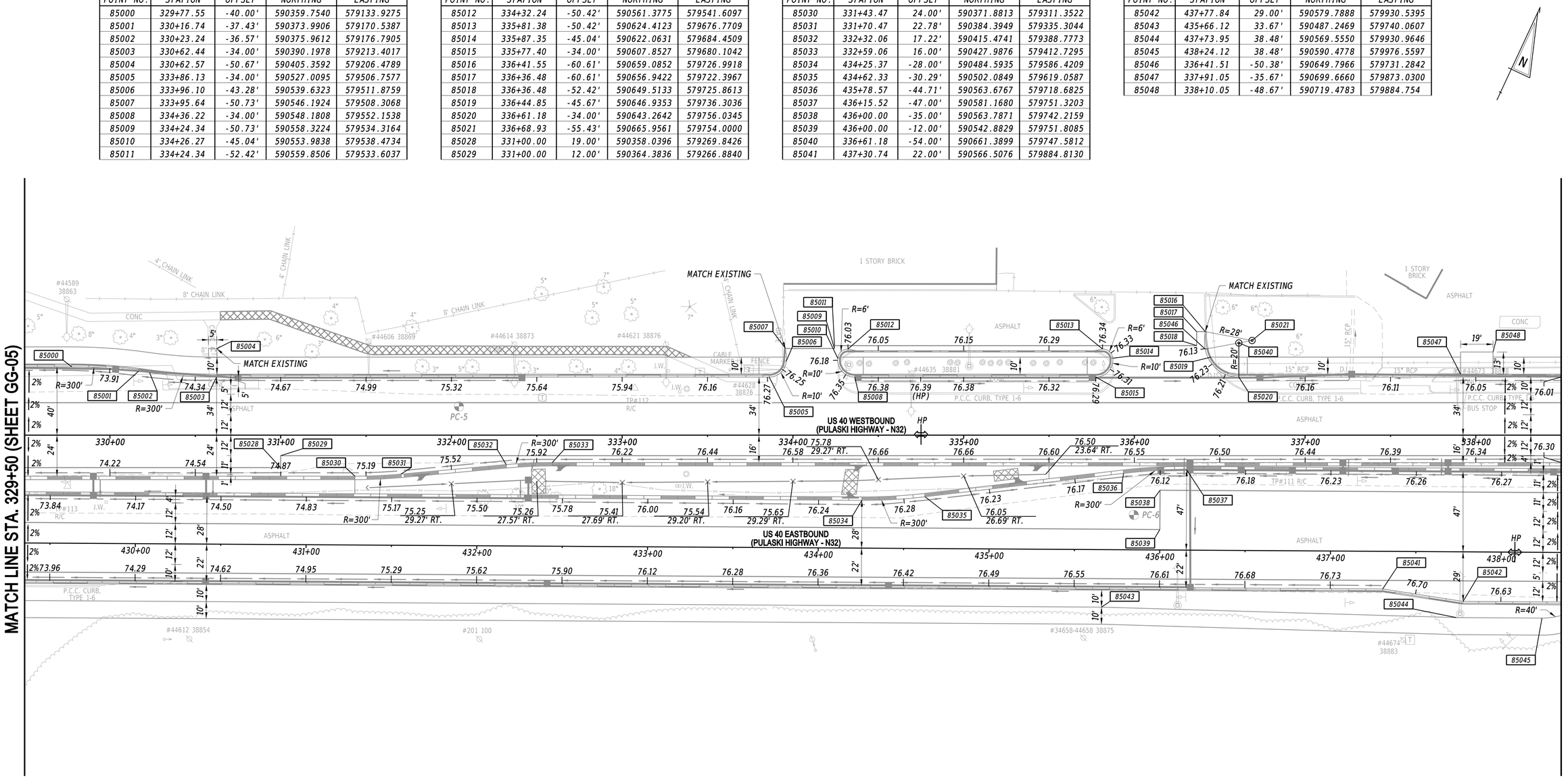
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COORDINATE LIST				
POINT NO.	STATION	OFFSET	NORTHING	EASTING
85000	329+77.55	-40.00'	590359.7540	579133.9275
85001	330+16.74	-37.43'	590373.9906	579170.5387
85002	330+23.24	-36.57'	590375.9612	579176.7905
85003	330+62.44	-34.00'	590390.1978	579213.4017
85004	330+62.57	-50.67'	590405.3592	579206.4789
85005	333+86.13	-34.00'	590527.0095	579506.7577
85006	333+96.10	-43.28'	590539.6323	579511.8759
85007	333+95.64	-50.73'	590546.1924	579508.3068
85008	334+36.22	-34.00'	590548.1808	579552.1538
85009	334+24.34	-50.73'	590558.3224	579534.3164
85010	334+26.27	-45.04'	590553.9838	579538.4734
85011	334+24.34	-52.42'	590559.8506	579533.6037

COORDINATE LIST				
POINT NO.	STATION	OFFSET	NORTHING	EASTING
85012	334+32.24	-50.42'	590561.3775	579541.6097
85013	335+81.38	-50.42'	590624.4123	579676.7709
85014	335+87.35	-45.04'	590622.0631	579684.4509
85015	335+77.40	-34.00'	590607.8527	579680.1042
85016	336+41.55	-60.61'	590659.0852	579726.9918
85017	336+36.48	-60.61'	590656.9422	579722.3967
85018	336+36.48	-52.42'	590649.5133	579725.8613
85019	336+44.85	-45.67'	590646.9353	579736.3036
85020	336+61.18	-34.00'	590643.2642	579756.0345
85021	336+68.93	-55.43'	590665.9561	579754.0000
85028	331+00.00	19.00'	590358.0396	579269.8426
85029	331+00.00	12.00'	590364.3836	579266.8840

COORDINATE LIST				
POINT NO.	STATION	OFFSET	NORTHING	EASTING
85030	331+43.47	24.00'	590371.8813	579311.3522
85031	331+70.47	22.78'	590384.3949	579335.3044
85032	332+32.06	17.22'	590415.4741	579388.7773
85033	332+59.06	16.00'	590427.9876	579412.7295
85034	434+25.37	-28.00'	590484.5935	579586.4209
85035	434+62.33	-30.29'	590502.0849	579619.0587
85036	435+78.57	-44.71'	590563.6767	579718.6825
85037	436+15.52	-47.00'	590581.1680	579751.3203
85038	436+00.00	-35.00'	590563.7871	579742.2159
85039	436+00.00	-12.00'	590542.8829	579751.8085
85040	336+61.18	-54.00'	590661.3899	579747.5812
85041	437+30.74	22.00'	590566.5076	579884.8130

COORDINATE LIST				
POINT NO.	STATION	OFFSET	NORTHING	EASTING
85042	437+77.84	29.00'	590579.7888	579930.5395
85043	435+66.12	33.67'	590487.2469	579740.0607
85044	437+73.95	38.48'	590569.5550	579930.9646
85045	438+24.12	38.48'	590590.4778	579976.5597
85046	336+41.51	-50.38'	590649.7966	579731.2842
85047	337+91.05	-35.67'	590699.6660	579873.0300
85048	338+10.05	-48.67'	590719.4783	579884.754



NOTES:

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

ADDENDA / REVISIONS

SCALE
0 30 60 90
FEET

**US 40,
SALEM CHURCH ROAD
TO WALTHER ROAD**

CONTRACT	BRIDGE NO.	N/A
T201611902	DESIGNED BY: WRA	
COUNTY	CHECKED BY: T. OLIVER	
NEW CASTLE		

GRADES AND GEOMETRICS

GG-06
SECTION
WRA
SHEET NO.
62

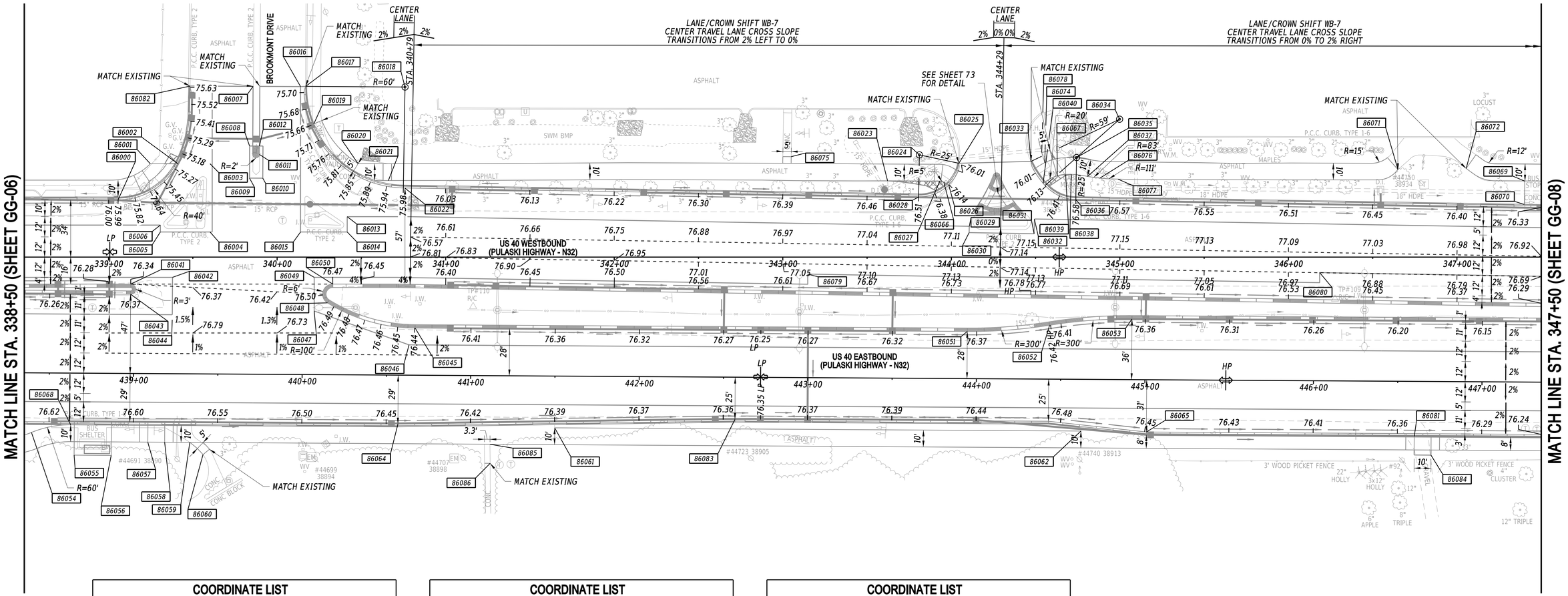
9/10/2024
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COORDINATE LIST				
POINT NO.	STATION	OFFSET	NORTHING	EASTING
86000	339+05.66	-34.00'	590746.5963	579977.6024
86001	339+24.74	-55.45'	590774.0972	579985.8235
86002	339+41.10	-55.45'	590781.0136	580000.6539
86003	339+60.20	-55.45'	590789.0860	580017.9630
86004	339+60.20	-14.93'	590752.3644	580035.0887
86005	339+30.75	-14.93'	590739.9173	580008.3992
86006	339+30.75	-19.00'	590743.6056	580006.6790
86007	339+85.75	-101.32'	590841.4601	580021.7290
86008	339+83.68	-65.95'	590808.5277	580034.8081
86009	339+83.61	-46.90'	590791.2287	580042.7909
86010	339+91.49	-46.84'	590794.5147	580049.9624

COORDINATE LIST				
POINT NO.	STATION	OFFSET	NORTHING	EASTING
86011	339+89.51	-60.94'	590806.4523	580042.2054
86012	339+89.54	-65.94'	590810.9961	580040.1189
86013	340+41.61	-24.00'	590794.9928	580105.0326
86014	340+41.60	-14.93'	590786.7697	580108.8616
86015	340+13.91	-14.93'	590775.0640	580083.7619
86016	340+13.91	-101.20'	590853.2450	580047.3008
86017	340+16.91	-101.33'	590854.6396	580049.9632
86018	340+75.90	-100.93'	590879.2066	580103.6035
86019	340+21.80	-79.12'	590836.5756	580063.7867
86020	340+48.04	-55.45'	590826.2149	580097.5760
86021	340+66.00	-45.45'	590824.7431	580118.0793

COORDINATE LIST				
POINT NO.	STATION	OFFSET	NORTHING	EASTING
86022	340+75.88	-40.92'	590824.8097	580128.9409
86023	343+62.18	-45.24'	590949.7394	580386.5887
86024	343+81.04	-60.69'	590971.7094	580397.1473
86025	344+04.49	-55.70'	590977.0999	580420.5064
86026	343+98.48	-42.78'	590962.8520	580420.5255
86027	343+93.12	-45.08'	590962.6729	580414.6989
86028	343+80.61	-35.69'	590948.8745	580407.3240
86029	344+10.63	-18.18'	590945.6868	580441.9336
86030	344+10.57	-14.55'	590942.3770	580443.4087
86031	344+49.13	-13.89'	590958.0765	580478.6360
86032	344+49.27	-22.52'	590965.9533	580475.1256

COORDINATE LIST				
POINT NO.	STATION	OFFSET	NORTHING	EASTING
86033	344+47.28	-56.81'	590996.1918	580458.8242
86034	344+99.81	-81.83'	591041.0711	580495.8545
86035	344+74.29	-59.09'	591009.6742	580482.3347
86036	344+73.86	-34.10'	590986.8392	580492.5113
86037	344+80.83	-47.90'	591002.2967	580492.9950
86038	344+71.14	-49.08'	590999.2711	580483.7184
86039	344+67.81	-49.01'	590997.7978	580480.7240
86040	344+54.43	-43.85'	590987.4616	580470.7789
86041	339+13.14	16.00'	590704.4423	580005.5120
86042	339+37.95	12.00'	590718.5549	580026.3090



COORDINATE LIST				
POINT NO.	STATION	OFFSET	NORTHING	EASTING
86043	438+97.96	-47.00'	590698.9613	580008.0160
86044	439+22.75	-32.00'	590695.6706	580036.8102
86045	440+66.86	-28.00'	590752.1368	580169.4526
86046	440+63.30	-18.00'	590741.5621	580170.3849
86047	440+06.95	-37.73'	590735.9883	580110.9438
86048	440+14.76	-42.64'	590743.7175	580115.9926
86049	340+22.02	12.00'	590754.0895	580102.5020
86050	340+33.02	16.00'	590755.1136	580114.1618
86051	443+94.46	-28.00'	590888.7701	580467.2043
86052	444+43.29	-32.00'	590912.7694	580509.9130
86053	444+92.12	-36.00'	590936.7687	580552.6217
86054	338+54.25	104.02'	590599.7820	579989.3432

COORDINATE LIST				
POINT NO.	STATION	OFFSET	NORTHING	EASTING
86055	438+65.04	48.67'	590598.2836	580017.9978
86056	438+87.04	48.67'	590607.4591	580037.9931
86057	439+08.69	40.67'	590623.7584	580054.3312
86058	439+18.69	40.67'	590627.9291	580063.4199
86059	439+33.61	40.70'	590634.1258	580076.9952
86060	439+41.47	47.87'	590630.8786	580087.1298
86061	441+50.00	30.67'	590733.4914	580269.4849
86062	444+62.24	30.67'	590863.7185	580553.2764
86064	440+56.99	29.00'	590696.2160	580184.2580
86065	445+01.07	31.00'	590879.6070	580588.7000
86066	343+95.56	-44.43'	590963.1152	580417.1811
86067	344+62.88	-48.25'	590995.0240	580476.5796
86068	338+77.53	99.47'	590613.7383	580008.5183
86069	347+40.18	-45.11'	591109.3813	580729.2166
86070	347+39.94	-31.20'	591096.6775	580734.8782

COORDINATE LIST				
POINT NO.	STATION	OFFSET	NORTHING	EASTING
86071	346+64.98	-51.92'	591083.7698	580658.1895
86072	347+05.44	-52.59'	591101.4823	580694.5715
86074	344+55.44	-56.08'	590998.9819	580466.5238
86075	343+05.00	-59.58'	590938.5659	580328.7082
86076	344+88.17	-46.91'	591004.4960	580500.0663
86077	344+98.87	-46.30'	591008.4689	580510.0217
86078	344+53.60	-62.05'	591003.6136	580462.3346
86079	343+14.81	10.08'	590879.5747	580367.0388
86080	346+18.49	9.17'	591008.7580	580641.8762
86081	446+60.01	32.67'	590944.3804	580733.8507
86082	339+48.38	-101.49'	590825.8169	579987.7926
86083	442+56.95	25.00'	590783.2483	580364.3285
86084	446+70.02	43.67'	590938.5592	580747.5397
86085	441+11.69	40.67'	590708.4237	580238.8342
86086	441+11.89	52.00'	590698.2025	580243.7443

NOTES:

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

ADDENDA / REVISIONS

SCALE
0 30 60 90
FEET

US 40, SALEM CHURCH ROAD TO WALTHER ROAD

CONTRACT	BRIDGE NO.	N/A
T201611902	DESIGNED BY: WRA	
COUNTY	CHECKED BY: T. OLIVER	
NEW CASTLE		

GRADES AND GEOMETRICS

GG-07
SECTION
WRA
SHEET NO.
63

9/10/2024
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COORDINATE LIST				
POINT NO.	STATION	OFFSET	NORTHING	EASTING
87000	347+92.71	-44.89'	591131.3881	580776.9148
87001	348+02.11	-35.38'	591126.7454	580789.4597
87002	347+92.09	-31.62'	591119.1054	580781.9692
87003	348+14.25	-56.41'	591150.9356	580791.5750
87004	348+29.66	-39.02'	591141.6839	580812.8921
87005	348+39.08	-55.41'	591160.5253	580814.4967
87006	348+37.98	-60.32'	591164.5079	580811.4294
87008	348+33.73	-54.94'	591157.8302	580809.8515
87009	348+13.83	-31.41'	591128.0943	580801.7545
87010	348+19.52	-16.31'	591116.8151	580813.2956
87011	348+43.89	-31.27'	591140.6774	580829.0595

COORDINATE LIST				
POINT NO.	STATION	OFFSET	NORTHING	EASTING
87012	348+42.98	-60.60'	591166.8753	580815.8366
87013	348+76.37	-62.13'	591182.3424	580845.3072
87014	348+76.81	-52.32'	591173.6392	580849.8750
87015	348+81.32	-52.52'	591175.7304	580853.8595
87016	348+75.47	-37.41'	591159.5792	580854.9954
87017	348+97.31	-63.08'	591192.0641	580863.7525
87018	348+96.60	-56.65'	591185.9485	580865.8548
87019	349+26.72	-57.99'	591199.9713	580892.3758
87020	349+27.37	-28.00'	591173.1506	580905.8164
87021	348+98.14	-69.26'	591197.9991	580861.8665
87022	349+08.16	-56.64'	591190.8478	580876.2614
87023	348+99.93	-48.41'	591179.9070	580872.3708
87024	349+17.93	-17.00'	591159.1742	580902.0136
87025	348+93.29	-41.27'	591170.6305	580869.4287
87026	350+10.03	-39.67'	591219.2796	580975.1107
87027	353+10.00	-39.67'	591352.9106	581242.5390
87028	353+90.86	-28.00'	591379.5573	581319.7684
87029	354+76.98	-22.00'	591413.6499	581399.0796
87030	347+92.11	27.85'	591065.2092	580807.1231
87031	447+77.01	-36.00'	591055.5871	580811.5513

COORDINATE LIST				
POINT NO.	STATION	OFFSET	NORTHING	EASTING
87032	348+38.08	12.93'	591098.1687	580842.4772
87033	448+23.11	-17.90'	591058.4255	580860.8952
87034	449+16.12	-11.76'	591092.3028	580947.5980
87035	349+30.11	24.00'	591127.3532	580930.5982
87036	449+31.27	-28.22'	591113.6534	580954.2070
87037	349+45.47	36.00'	591123.1309	580949.6568
87038	354+38.00	28.00'	591351.3515	581387.3146
87039	452+58.66	-22.71'	591253.1834	581249.6094
87040	448+27.17	31.00'	591015.7796	580885.1641
87041	448+46.81	40.67'	591015.3309	580907.1086
87042	448+57.36	58.26'	591003.8698	580924.1511
87043	448+27.17	61.00'	590988.5704	580897.7998
87044	448+27.16	17.00'	591028.4735	580879.2594
87045	448+56.23	39.25'	591020.6128	580915.0700
87046	448+61.18	57.20'	591006.4581	580927.1771
87047	448+55.96	53.06'	591007.9859	580920.6699
87048	448+72.24	54.13'	591013.9572	580935.9444
87049	448+76.14	52.25'	591017.3164	580938.6857

COORDINATE LIST				
POINT NO.	STATION	OFFSET	NORTHING	EASTING
87050	449+06.65	54.44'	591028.4095	580967.3437
87051	449+15.53	45.96'	591039.8854	580971.7873
87052	449+22.50	46.01'	591042.8405	580978.1330
87053	449+27.56	34.05'	591055.8217	580977.5895
87054	449+22.61	28.18'	591058.9946	580970.5831
87055	449+43.18	22.00'	591073.4297	580986.5456
87056	450+22.98	23.02'	591107.1739	581059.0391
87057	450+36.46	32.06'	591104.9508	581075.1504
87058	449+04.66	54.26'	591027.7201	580965.4663
87059	450+31.97	38.99'	591096.7475	581074.1293
87060	450+80.97	43.69'	591114.1235	581120.3689
87061	450+81.08	24.20'	591131.6696	581111.8690
87062	451+57.29	25.41'	591164.5053	581180.8352
87063	451+76.22	20.76'	591177.1587	581195.7073
87064	451+91.72	49.63'	591158.3483	581222.5757
87065	451+93.10	60.04'	591149.6727	581228.4954
87066	451+99.05	45.29'	591165.5413	581227.1931
87067	451+56.57	63.27'	591130.3109	581197.1156
87068	451+09.53	36.26'	591133.4664	581142.7826

COORDINATE LIST				
POINT NO.	STATION	OFFSET	NORTHING	EASTING
87069	452+59.40	56.21'	591183.2451	581286.1824
87070	452+16.17	56.34'	591163.4274	581247.5223
87071	452+16.20	59.63'	591160.5072	581249.0376
87072	452+16.16	55.73'	591163.9750	581247.2382
87073	452+47.24	55.46'	591178.3607	581274.9617
87074	452+11.08	45.53'	591170.7650	581238.0817
87075	452+47.82	27.11'	591203.8796	581262.6031
87076	452+35.69	16.87'	591207.4877	581247.1259
87079	455+34.02	21.95'	591339.4643	581514.8261
87080	455+66.09	43.93'	591334.6046	581553.4035

COORDINATE LIST				
POINT NO.	STATION	OFFSET	NORTHING	EASTING
87081	455+71.67	61.69'	591321.3639	581566.4980
87082	455+66.90	63.19'	591317.8481	581562.9428
87083	455+23.56	77.48'	591285.3000	581530.9502
87084	455+24.03	31.85'	591326.0897	581510.4781
87085	455+69.13	36.40'	591342.6840	581552.6549
87086	455+57.64	23.69'	591348.7261	581536.6247
87087	455+63.04	15.09'	591358.8463	581537.4804
87088	348+00.78	-40.27'	591130.6122	580786.1881
87089	347+56.94	-30.91'	591103.5977	580750.4060
87090	347+57.05	-45.03'	591116.4417	580744.5389
87091	449+10.92	40.93'	591042.4561	580965.4483
87092	449+32.84	17.11'	591073.3951	580975.0900
87093	449+33.74	38.87'	591054.1264	580985.2539
87098	449+20.38	109.41'	590984.6486	581003.3779
87099	449+17.41	98.07'	590993.6072	580995.8048

COORDINATE LIST				
POINT NO.	STATION	OFFSET	NORTHING	EASTING
87100	451+21.41	41.44'	591134.1105	581155.7666
87101	352+71.06	36.00'	591267.8042	581242.4715
87102	352+87.61	35.55'	591275.7752	581257.0353
87103	354+22.13	28.42'	591343.7136	581373.3996
87104	354+26.03	-25.93'	591393.8190	581351.9817
87105	452+18.04	46.33'	591173.2079	581244.6804
87106	354+41.81	-24.07'	591399.3882	581366.8662
87107	451+99.18	59.88'	591152.5707	581233.8752
87108	452+11.23	59.68'	591158.2043	581244.5995
87109	348+83.99	-37.79'	591163.5293	580862.5218
87110	454+87.34	46.06'	591296.6500	581484.3658
87111	455+05.81	48.95'	591302.5415	581502.1070
87112	455+22.64	51.81'	591307.7015	581518.3844
87113	455+60.17	52.78'	591324.0220	581552.1906
87114	347+73.98	-29.09'	591109.1538	580766.6256

COORDINATE LIST				
POINT NO.	STATION	OFFSET	NORTHING	EASTING
87115	451+00.40	42.72'	591123.6109	581137.4384

NOTES:

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

ADDENDA / REVISIONS

SCALE 0 30 60 90 FEET

US 40, SALEM CHURCH ROAD TO WALTHER ROAD

CONTRACT	BRIDGE NO. N/A
T201611902	DESIGNED BY: WRA
COUNTY	CHECKED BY: T. OLIVER
NEW CASTLE	

GRADES AND GEOMETRICS

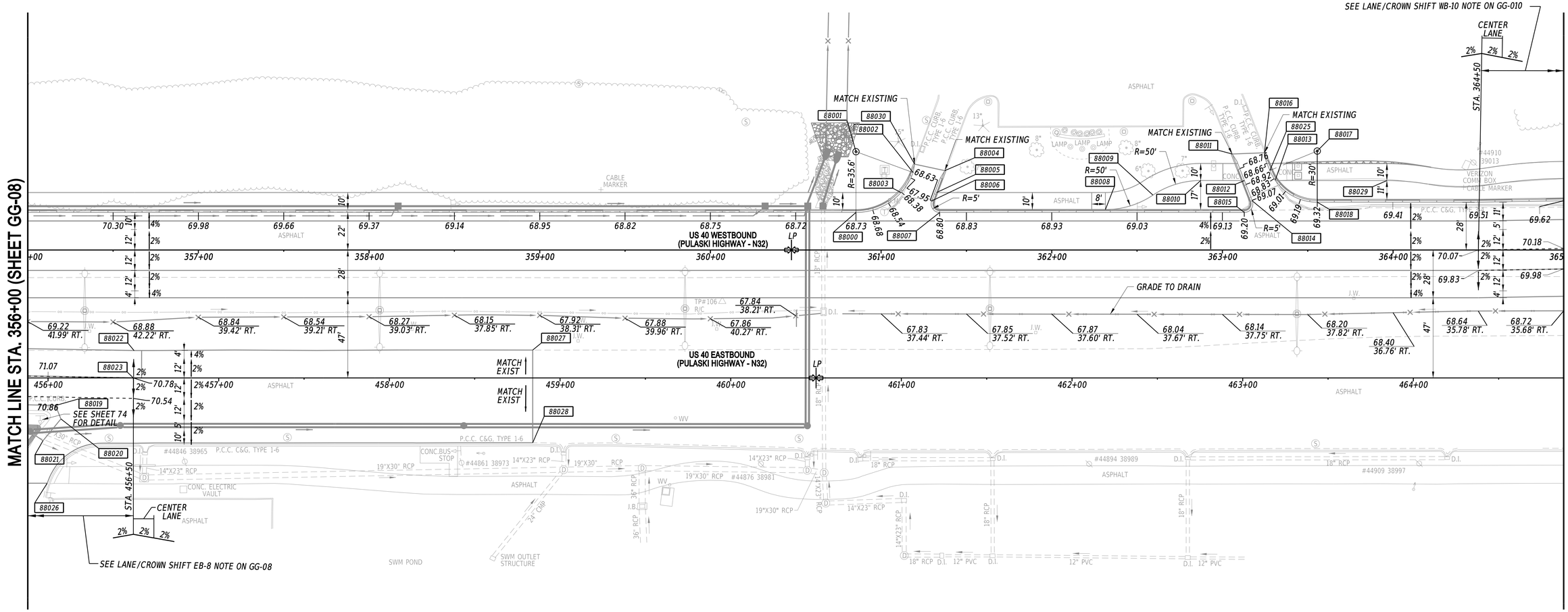
GG-08 | SECTION WRA | SHEET NO. 64

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COORDINATE LIST				
POINT NO.	STATION	OFFSET	NORTHING	EASTING
88000	360+85.31	-22.00'	591692.1543	581939.9164
88001	360+85.31	-57.63'	591723.8338	581923.6030
88002	361+18.78	-45.40'	591728.2754	581958.9582
88003	361+11.68	-33.67'	591714.5986	581958.0186
88004	361+37.35	-46.53'	591737.7877	581974.9511
88005	361+32.52	-33.67'	591724.1368	581976.5411
88006	361+29.67	-28.76'	591718.4734	581976.2548
88007	361+34.35	-22.00'	591714.6032	581983.5107
88008	362+31.42	-23.67'	591760.5270	582069.0512
88009	362+59.34	-32.18'	591780.8793	582089.9690
88010	362+87.26	-40.70'	591801.2365	582110.8961

COORDINATE LIST				
POINT NO.	STATION	OFFSET	NORTHING	EASTING
88011	363+05.80	-56.28'	591823.5727	582120.2477
88012	363+12.90	-40.70'	591812.9684	582133.6905
88013	363+30.94	-40.89'	591821.4002	582149.6432
88014	363+17.50	-28.81'	591804.5045	582143.2280
88015	363+12.84	-22.00'	591796.3195	582142.1983
88016	363+24.67	-56.98'	591832.8352	582136.7035
88017	363+55.58	-58.00'	591847.8937	582163.7176
88018	363+55.58	-28.00'	591821.2223	582177.4521
88019	456+04.35	16.19'	591376.7751	581574.7161
88020	456+07.53	24.03'	591371.2597	581581.1341
88021	455+97.02	36.81'	591355.0865	581577.6384

COORDINATE LIST				
POINT NO.	STATION	OFFSET	NORTHING	EASTING
88022	456+50.39	-16.00'	591426.4759	581600.9140
88023	456+50.00	0.00'	591412.0714	581607.8899
88025	363+27.81	-46.65'	591825.0909	582144.2233
88026	455+99.48	61.71'	591334.0757	581591.2293
88027	458+84.00	-16.35'	591533.7320	581808.4438
88028	458+84.00	38.01'	591485.4065	581833.3290
88029	363+96.37	-40.68'	591851.1689	582207.9115
88030	361+19.67	-50.28'	591733.0285	581957.5096



NOTES:

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

ADDENDA / REVISIONS

SCALE
0 30 60 90
FEET

US 40, SALEM CHURCH ROAD TO WALTHER ROAD

CONTRACT	BRIDGE NO.	N/A
T201611902	DESIGNED BY: WRA	
COUNTY	CHECKED BY: T. OLIVER	
NEW CASTLE		

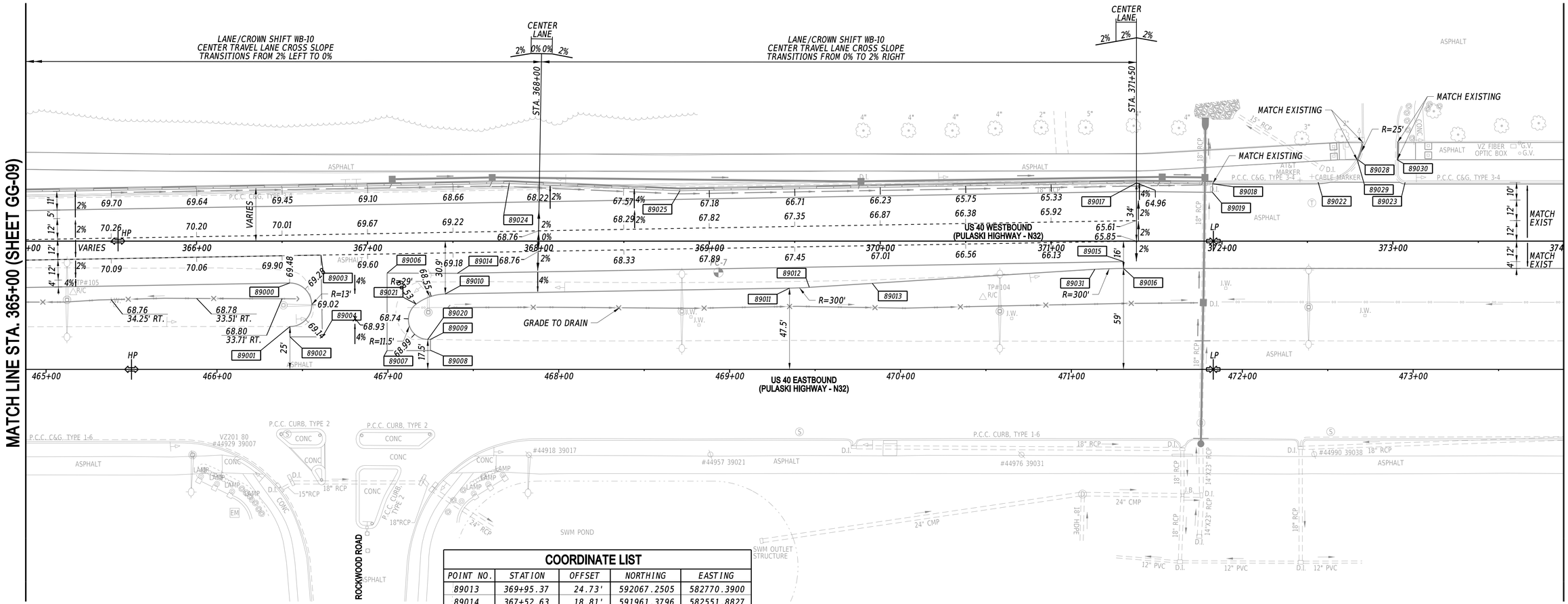
GRADES AND GEOMETRICS

GG-09
SECTION
WRA
SHEET NO.
65

9/10/2024
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COORDINATE LIST

POINT NO.	STATION	OFFSET	NORTHING	EASTING
89000	366+54.41	24.50'	591911.3585	582467.1577
89001	466+42.71	-25.02'	591888.7918	582479.0002
89002	466+42.71	-19.00'	591883.4406	582481.7558
89003	366+72.75	8.18'	591934.2595	582475.9932
89004	466+61.67	-19.00'	591892.1218	582498.6141
89006	367+11.46	18.70'	591942.6279	582515.2231
89007	466+99.56	-11.00'	591902.3554	582535.9614
89008	467+24.91	-11.16'	591914.1025	582558.4230
89009	467+24.91	-17.48'	591919.7214	582555.5296
89010	367+45.51	30.94'	591947.3401	582551.0972
89011	369+46.96	27.48'	592042.6372	582728.6144
89012	369+58.54	27.06'	592048.3170	582738.7211



COORDINATE LIST

POINT NO.	STATION	OFFSET	NORTHING	EASTING
89013	369+95.37	24.73'	592067.2505	582770.3900
89014	367+52.63	18.81'	591961.3796	582551.8827
89015	371+42.38	12.00'	592145.8693	582895.2661
89016	371+42.38	16.00'	592142.3131	582897.0974
89017	371+50.00	-34.00'	592190.2548	582880.9794
89018	371+94.50	-33.50'	592210.1829	582920.7655
89019	371+94.44	-28.50'	592205.7123	582923.0047
89020	467+23.34	-17.50'	591919.0274	582554.1294
89021	367+28.46	36.84'	591934.2876	582538.6454
89022	372+56.28	-34.49'	592239.3467	582975.2485
89023	373+07.18	-34.32'	592262.4997	583020.5692
89024	367+82.93	-33.71'	592021.9441	582554.7687
89025	368+82.77	-29.42'	592063.8404	582645.4975
89028	372+79.64	-47.58'	592261.6785	582990.0188
89029	372+79.35	-47.06'	592261.0836	582989.9993
89030	373+02.50	-47.58'	592272.1439	583010.3429
89031	371+25.65	16.47'	592134.2400	582882.4393

NOTES:

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

ADDENDA / REVISIONS

SCALE
0 30 60 90
FEET

US 40,
SALEM CHURCH ROAD
TO WALTHER ROAD

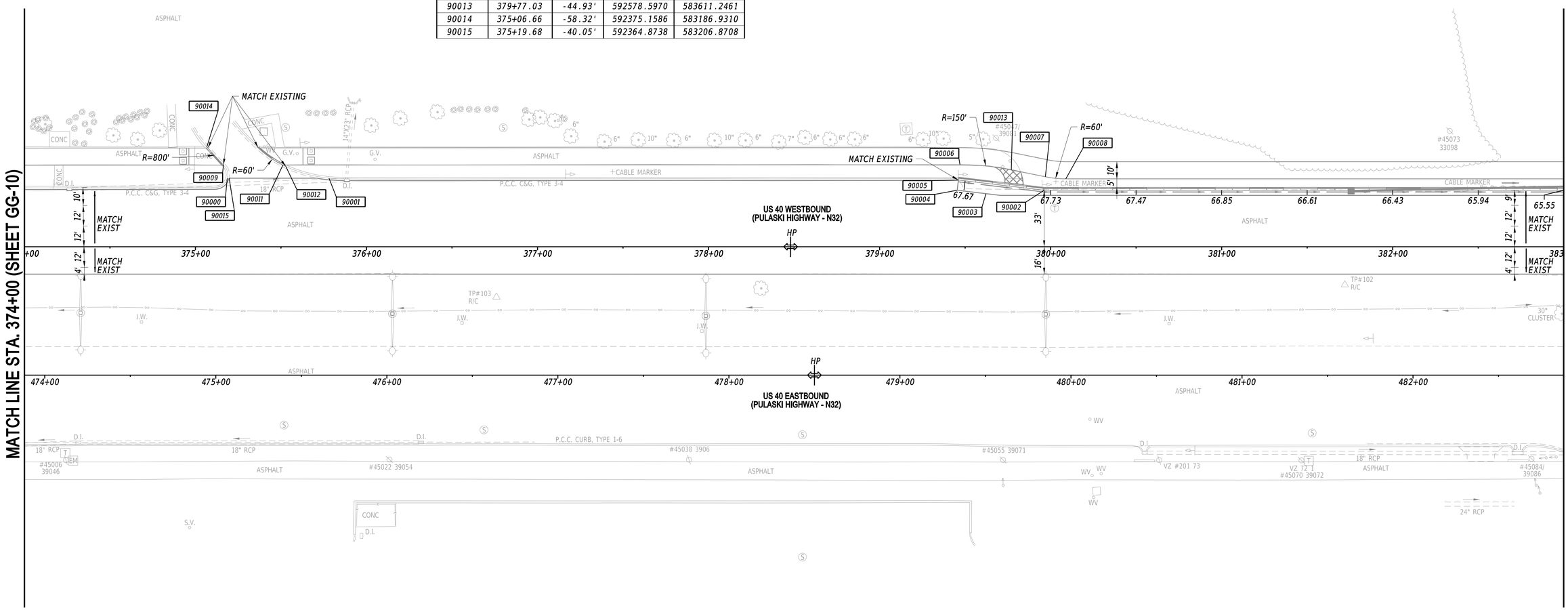
CONTRACT	BRIDGE NO.	N/A
T201611902	DESIGNED BY: WRA	
COUNTY	CHECKED BY: T. OLIVER	
NEW CASTLE		

GRADES AND GEOMETRICS

GG-10
SECTION
WRA
SHEET NO.
66

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COORDINATE LIST				
POINT NO.	STATION	OFFSET	NORTHING	EASTING
90000	375+18.61	-40.05'	592364.3856	583205.9226
90001	375+78.08	-40.05'	592391.6098	583258.7903
90002	379+96.23	-33.00'	592576.7803	583633.7736
90003	379+62.22	-31.00'	592559.4353	583604.4593
90004	379+45.37	-33.00'	592553.5004	583588.5575
90005	379+46.08	-38.96'	592559.1217	583586.4595
90006	379+47.00	-47.95'	592567.5316	583583.1606
90007	379+96.92	-40.87'	592584.1009	583630.7888
90008	380+08.90	-39.67'	592588.5114	583641.9925
90009	375+16.37	-47.70'	592370.1634	583200.4229
90011	375+51.13	-47.72'	592386.0972	583231.3218
90012	375+52.88	-46.89'	592386.1590	583233.2566
90013	379+77.03	-44.93'	592578.5970	583611.2461
90014	375+06.66	-58.32'	592375.1586	583186.9310
90015	375+19.68	-40.05'	592364.8738	583206.8708



NOTES:

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ADDENDA / REVISIONS		SCALE 0 30 60 90 FEET	US 40, SALEM CHURCH ROAD TO WALTHER ROAD	CONTRACT T201611902	BRIDGE NO. N/A	GRADES AND GEOMETRICS	GG-11
				COUNTY NEW CASTLE	DESIGNED BY: WRA		SECTION WRA
					CHECKED BY: T. OLIVER		SHEET NO. 67

9/10/2024
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COORDINATE LIST

POINT NO.	STATION	OFFSET	NORTHING	EASTING
91000	389+39.74	-39.67'	593014.6602	584469.5449
91001	389+52.25	-37.66'	593018.6049	584481.5941
91002	389+71.21	-34.64'	593024.6035	584499.8258
91004	389+78.24	-56.34'	593047.1145	584496.1441
91005	389+99.56	-49.60'	593050.8786	584518.1874
91006	389+79.20	-33.00'	593026.8023	584507.6859
91007	390+03.17	-47.78'	593050.9164	584522.2309
91008	483+63.83	-16.00'	592668.7313	584013.2905
91009	483+63.83	-12.00'	592665.1752	584015.1217
91010	487+46.03	-24.00'	592850.8200	584349.4195
91011	489+77.69	-19.00'	592952.4308	584557.6629
91012	489+94.58	-19.00'	592960.1644	584572.6809
91013	390+06.49	10.98'	593000.1921	584552.0819
91014	389+82.36	11.01'	592989.1239	584530.6400

COORDINATE LIST

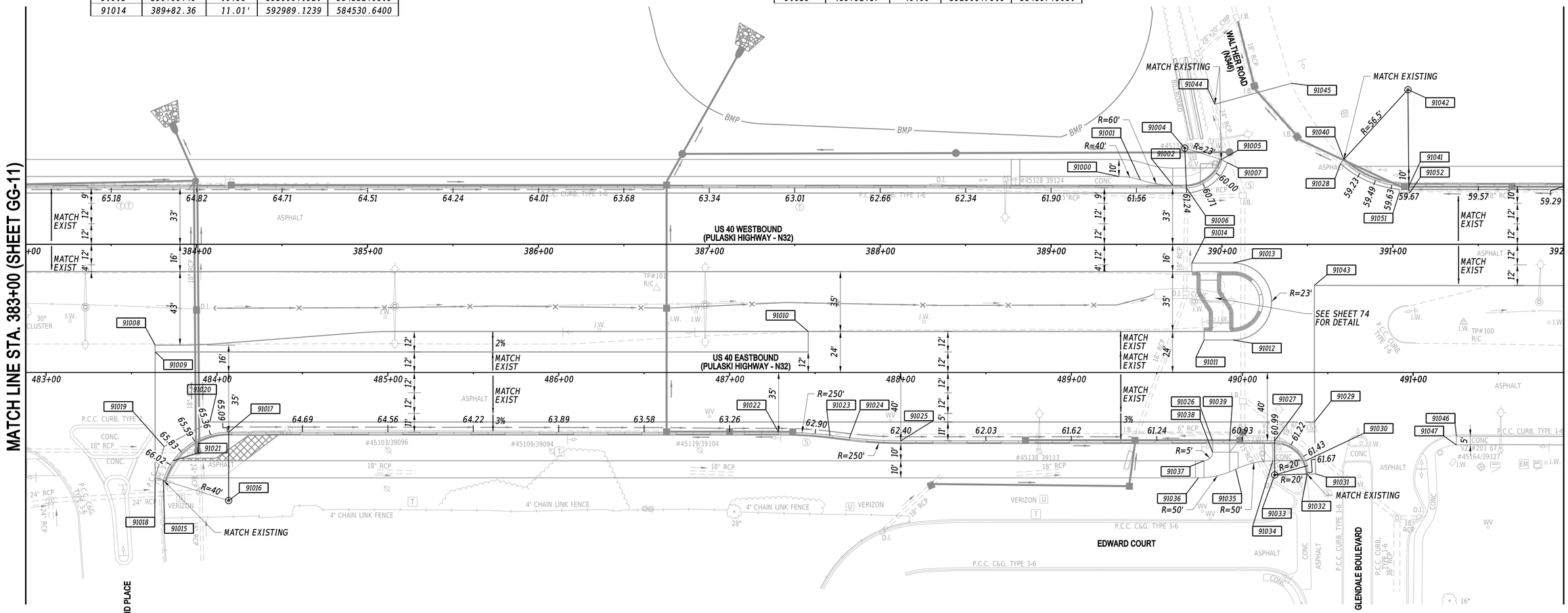
POINT NO.	STATION	OFFSET	NORTHING	EASTING
91015	483+68.64	63.07'	592600.6363	84053.7661
91016	484+06.82	75.00'	592607.5092	584093.1712
91017	484+06.82	35.00'	592643.0711	584074.8586
91018	483+63.83	61.70'	592599.6489	584048.8645
91019	483+69.04	43.37'	592618.3361	584045.1004
91020	483+95.81	29.00'	592643.3621	584062.3180
91021	483+74.33	51.67'	592613.3796	584053.6043
91022	487+28.68	35.00'	592790.4229	584361.0059
91023	487+58.68	36.81'	592802.5513	584388.5044
91024	487+70.16	38.19'	592806.5714	584399.3406
91025	488+00.16	40.00'	592818.6998	584426.8390
91026	489+82.57	40.00'	592902.2138	584589.0176

COORDINATE LIST

POINT NO.	STATION	OFFSET	NORTHING	EASTING
91027	490+18.93	40.00'	592918.8573	584621.3382
91028	390+69.42	-47.29'	593080.8092	584581.3534
91029	490+42.16	29.00'	592939.2745	584636.9599
91030	490+37.11	51.67'	592916.8088	584642.8433
91031	490+42.92	59.38'	592912.6138	584651.5398
91032	490+37.92	59.50'	592910.2124	584647.1539
91033	490+18.93	60.00'	592901.0763	584630.4945
91034	490+17.93	51.67'	592908.0273	584625.7903
91035	489+96.13	56.67'	592893.6042	584608.7031
91036	489+74.34	61.67'	592879.1811	584591.6158
91037	489+77.57	51.67'	592889.5519	584589.9123
91038	489+82.57	46.67'	592896.2853	584592.0689
91039	489+92.57	40.00'	592906.7919	584597.9081

COORDINATE LIST

POINT NO.	STATION	OFFSET	NORTHING	EASTING
91041	391+09.37	-34.00'	593087.2837	584622.9524
91042	391+08.86	-90.50'	593137.2787	584596.6322
91043	490+42.16	-51.00'	593010.3982	584600.3346
91044	389+95.81	-81.96'	593077.9303	584500.0379
91045	390+40.64	-94.21'	593109.3483	584534.2824
91046	491+25.28	37.22'	592970.0168	584714.6229
91047	491+25.28	42.42'	592965.4013	584716.9997
91051	391+03.78	-30.00'	593081.1666	584619.8105
91052	391+09.80	-30.00'	593083.9221	584625.1616



NOTES:

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ADDENDA / REVISIONS

SCALE
0 30 60 90
FEET

US 40, SALEM CHURCH ROAD TO WALTHER ROAD

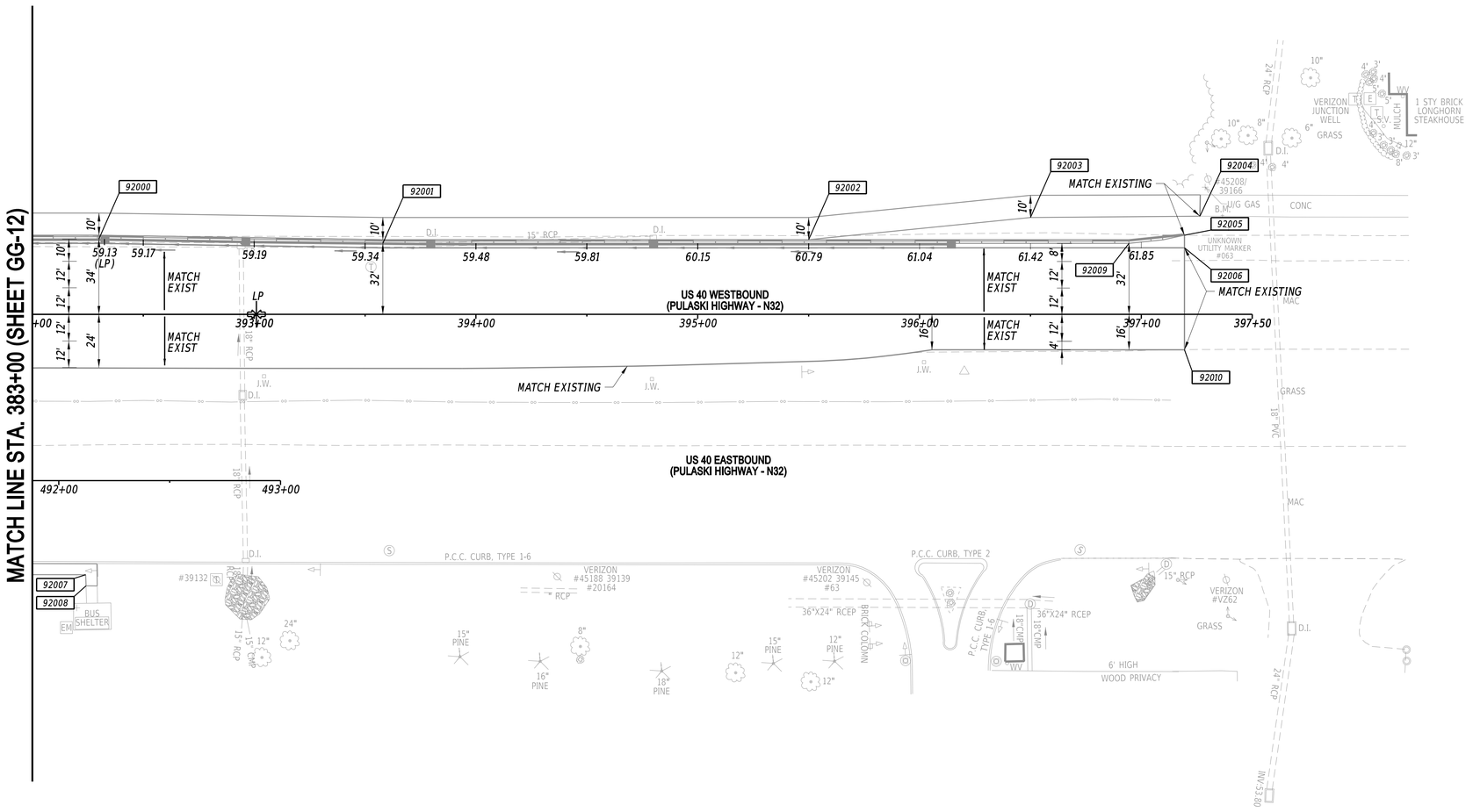
CONTRACT	BRIDGE NO.	N/A
T201611902	DESIGNED BY: WRA	
COUNTY	CHECKED BY: T. OLIVER	
NEW CASTLE		

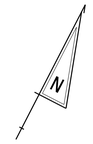
GRADES AND GEOMETRICS

GG-12
SECTION
WRA
SHEET NO.
68

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COORDINATE LIST				
POINT NO.	STATION	OFFSET	NORTHING	EASTING
92000	392+30.00	-34.00'	593142.5100	584730.1981
92001	393+58.00	-32.00'	593199.3323	584844.9118
92002	395+50.00	-33.67'	593288.7146	585014.8458
92003	396+50.00	-43.67'	593343.3866	585099.1724
92004	397+26.42	-44.26'	593378.8992	585166.8374
92005	397+19.45	-35.67'	593368.0686	585164.5774
92006	397+19.45	-30.00'	593363.0307	585167.1717
92007	492+12.14	42.48'	593005.1058	584794.2498
92009	396+94.45	-32.00'	593353.3634	585144.0299
92010	397+19.45	16.00'	593322.1345	585188.2312





NOTES:

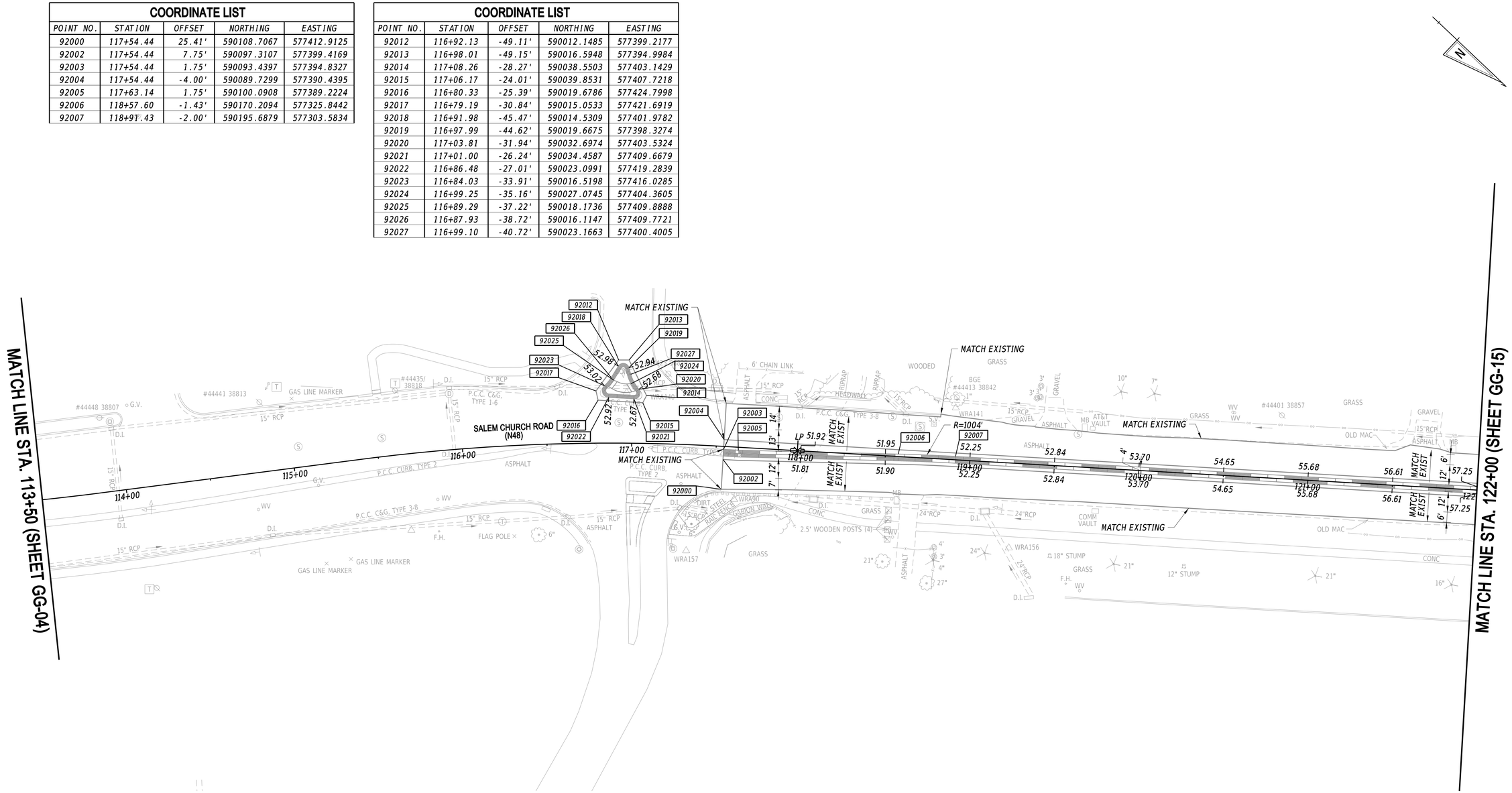
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ADDENDA / REVISIONS		SCALE 0 30 60 90 FEET	US 40, SALEM CHURCH ROAD TO WALTHER ROAD	CONTRACT T201611902	BRIDGE NO. N/A	GRADES AND GEOMETRICS	GG-13
				COUNTY NEW CASTLE	DESIGNED BY: WRA		SECTION WRA
					CHECKED BY: T. OLIVER		SHEET NO. 69

COORDINATE LIST				
POINT NO.	STATION	OFFSET	NORTHING	EASTING
92000	117+54.44	25.41'	590108.7067	577412.9125
92002	117+54.44	7.75'	590097.3107	577399.4169
92003	117+54.44	1.75'	590093.4397	577394.8327
92004	117+54.44	-4.00'	590089.7299	577390.4395
92005	117+63.14	1.75'	590100.0908	577389.2224
92006	118+57.60	-1.43'	590170.2094	577325.8442
92007	118+91.43	-2.00'	590195.6879	577303.5834

COORDINATE LIST				
POINT NO.	STATION	OFFSET	NORTHING	EASTING
92012	116+92.13	-49.11'	590012.1485	577399.2177
92013	116+98.01	-49.15'	590016.5948	577394.9984
92014	117+08.26	-28.27'	590038.5503	577403.1429
92015	117+06.17	-24.01'	590039.8531	577407.7218
92016	116+80.33	-25.39'	590019.6786	577424.7998
92017	116+79.19	-30.84'	590015.0533	577421.6919
92018	116+91.98	-45.47'	590014.5309	577401.9782
92019	116+97.99	-44.62'	590019.6675	577398.3274
92020	117+03.81	-31.94'	590032.6974	577403.5324
92021	117+01.00	-26.24'	590034.4587	577409.6679
92022	116+86.48	-27.01'	590023.0991	577419.2839
92023	116+84.03	-33.91'	590016.5198	577416.0285
92024	116+99.25	-35.16'	590027.0745	577404.3605
92025	116+89.29	-37.22'	590018.1736	577409.8888
92026	116+87.93	-38.72'	590016.1147	577409.7721
92027	116+99.10	-40.72'	590023.1663	577400.4005



NOTES:

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ADDENDA / REVISIONS

SCALE
0 30 60 90
FEET

US 40,
SALEM CHURCH ROAD
TO WALTHER ROAD

CONTRACT	BRIDGE NO.	N/A
T201611902	DESIGNED BY: WRA	
COUNTY	CHECKED BY: T. OLIVER	
NEW CASTLE		

GRADES AND GEOMETRICS

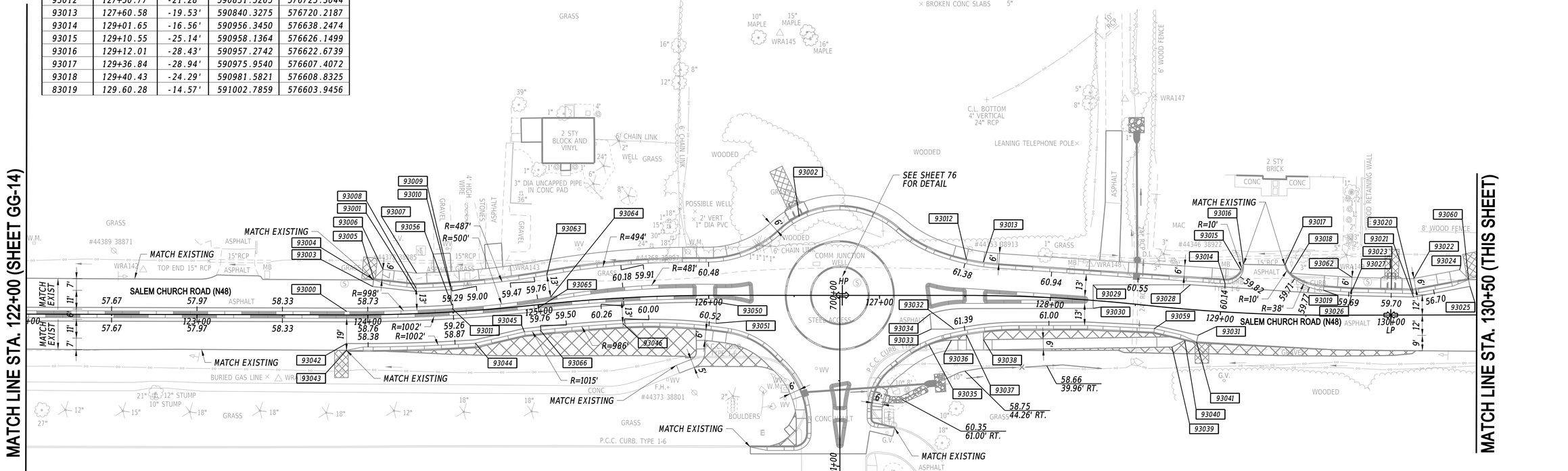
GG-14	
SECTION	WRA
SHEET NO.	70

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COORDINATE LIST				
POINT NO.	STATION	OFFSET	NORTHING	EASTING
93000	123+87.65	-2.00'	590574.8220	576983.4321
93001	124+28.51	-13.02'	590597.9830	576948.3683
93002	126+52.91	-46.20'	590740.7459	576769.6243
93003	124+03.13	-16.52'	590577.0104	576962.4277
93004	124+03.65	-20.49'	590574.7831	576959.1052
93005	124+03.64	-20.49'	590574.7749	576959.1024
93006	124+09.38	-26.48'	590575.0376	576950.9086
93007	124+29.50	-23.67'	590591.4967	576939.8748
93008	124+28.82	-15.00'	590596.8714	576946.7056
93009	124+49.51	-15.00'	590611.7438	576932.7735
93010	124+49.51	-13.00'	590613.1262	576934.2189
93011	124+49.51	-2.00'	590620.7291	576942.1685
93012	127+50.77	-21.28'	590831.5265	576725.3044
93013	127+60.58	-19.53'	590840.3275	576720.2187
93014	129+01.65	-16.56'	590956.3450	576638.2474
93015	129+10.55	-25.14'	590958.1364	576626.1499
93016	129+12.01	-28.43'	590957.2742	576622.6739
93017	129+36.84	-28.94'	590975.9540	576607.4072
93018	129+40.43	-24.29'	590981.5821	576608.8325
83019	129.60.28	-14.57'	591002.7859	576603.9456

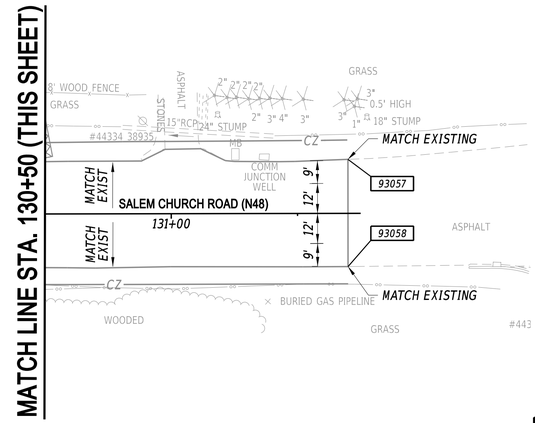
NOTES:

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4. *RADII ARE GIVEN TO THE EDGE OF PAVEMENT.*
5. *PROPOSED PAVEMENT OR CURBS THAT TIE INTO EXISTING PAVEMENT OR EXISTING CURBS SHALL MATCH THE EXISTING PAVEMENT OR EXISTING CURB ELEVATIONS.*
6. *ALL WORK REQUIRED FOR CALCULATING AND STAKING OF GRADES SHALL BE PAID FOR UNDER ITEM 763501 - CONSTRUCTION ENGINEERING.*



COORDINATE LIST				
POINT NO.	STATION	OFFSET	NORTHING	EASTING
93020	130+12.92	-12.55'	591044.1113	576571.4076
93021	130+13.08	-10.54'	591045.5331	576572.8298
93022	130+13.24	-21.43'	591038.6015	576564.4414
93023	130+00.03	-14.87'	591032.7935	576578.0010
93024	130+40.06	-26.42'	591055.7777	576543.2470
93025	130+46.07	-16.69'	591066.6650	576546.7543
93026	129+76.64	-11.45'	591017.2095	576595.7711
83027	129+76.60	-13.45'	591015.8813	576594.2731
93028	128+81.12	-14.45'	590941.2606	576651.8754
93029	128+24.42	-9.04'	590897.9005	576688.8136
93030	128+25.49	4.64'	590906.8001	576699.2596
93031	128+87.95	14.69'	590963.8402	576671.5306
93032	127+43.66	19.73'	590852.6045	576761.1971
93033	127+30.29	19.76'	590842.4231	576769.8712
93034	127+29.56	10.86'	590836.1091	576763.5572
93035	127+28.92	29.02'	590847.3718	576777.8133
93036	127+42.07	26.23'	590855.5946	576767.1831
93037	127+50.89	23.07'	590860.2382	576759.1014
93038	127+61.16	25.86'	590869.7215	576754.8127
93039	128+73.56	22.83'	590956.6422	576686.6744

COORDINATE LIST				
POINT NO.	STATION	OFFSET	NORTHING	EASTING
93040	128+80.52	18.29'	590959.8129	576678.8643
93041	128+87.36	18.63'	590965.6674	576675.0674
93042	123+87.61	16.71'	590586.8571	576997.7560
93043	123+87.59	20.71'	590589.4277	577000.8206
93044	124+61.67	19.15'	590644.2521	576948.8382
93045	124+90.36	15.00'	590661.8471	576925.1955
93046	125+48.93	15.00'	590702.6872	576884.1633
93050	126+04.54	4.00'	590736.3302	576839.2006
93051	126+04.31	16.36'	590744.1556	576848.7667
93056	124+49.51	-4.00'	590619.3467	576940.7231
93059	128+62.40	13.12'	590941.7753	576685.1827
93060	130+45.31	-20.62'	591063.5338	576544.2548
93062	129+77.11	-22.10'	591010.6595	576587.3556
93063	125+06.70	-16.76'	590650.3157	576891.3301
93064	125+07.71	-3.80'	590660.3306	576899.6188
93065	124+99.60	1.99'	590658.8720	576909.4860
93066	124+99.60	14.99'	590668.2733	576918.4645



ADDENDA / REVISIONS	

SCALE
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FEET

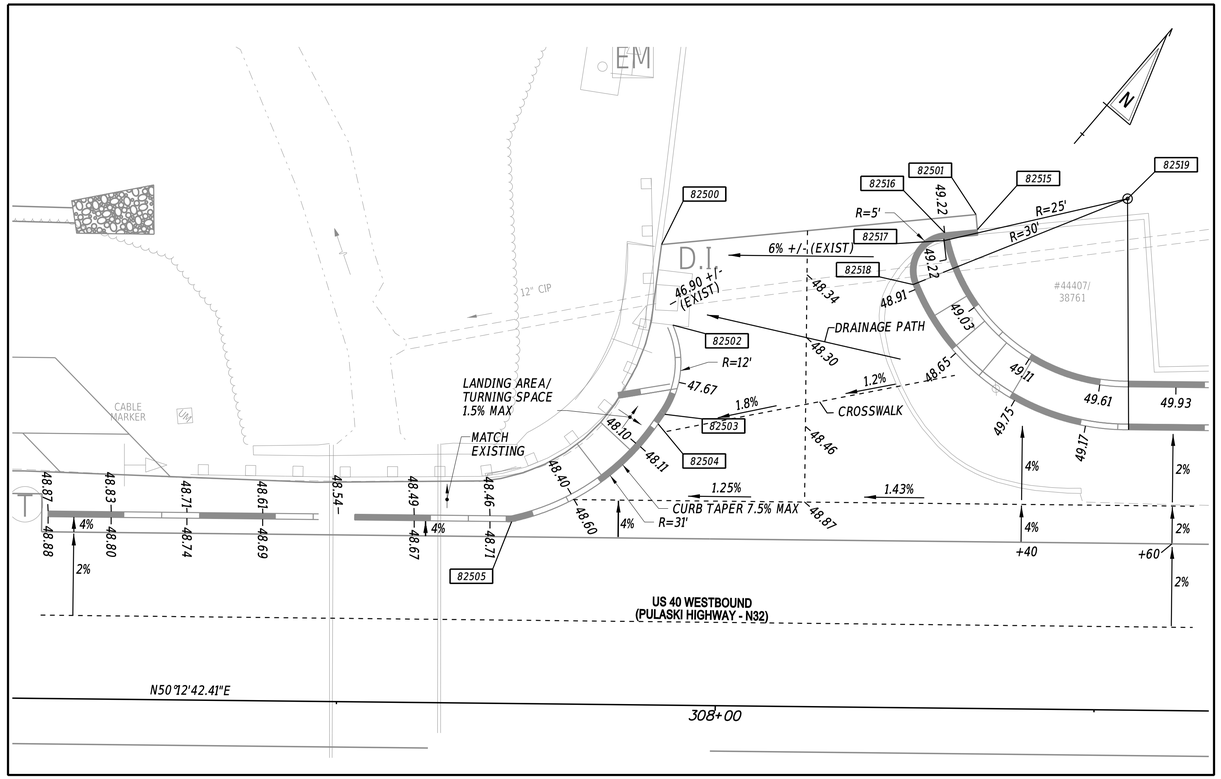
US 40,
SALEM CHURCH ROAD
TO WALTHER ROAD

CONTRACT	BRIDGE NO.	N/A
T201611902	DESIGNED BY: WRA	
COUNTY	CHECKED BY: T. OLIVER	
NEW CASTLE		

GRADES AND GEOMETRICS

GG-15	
SECTION	WRA
SHEET NO.	71

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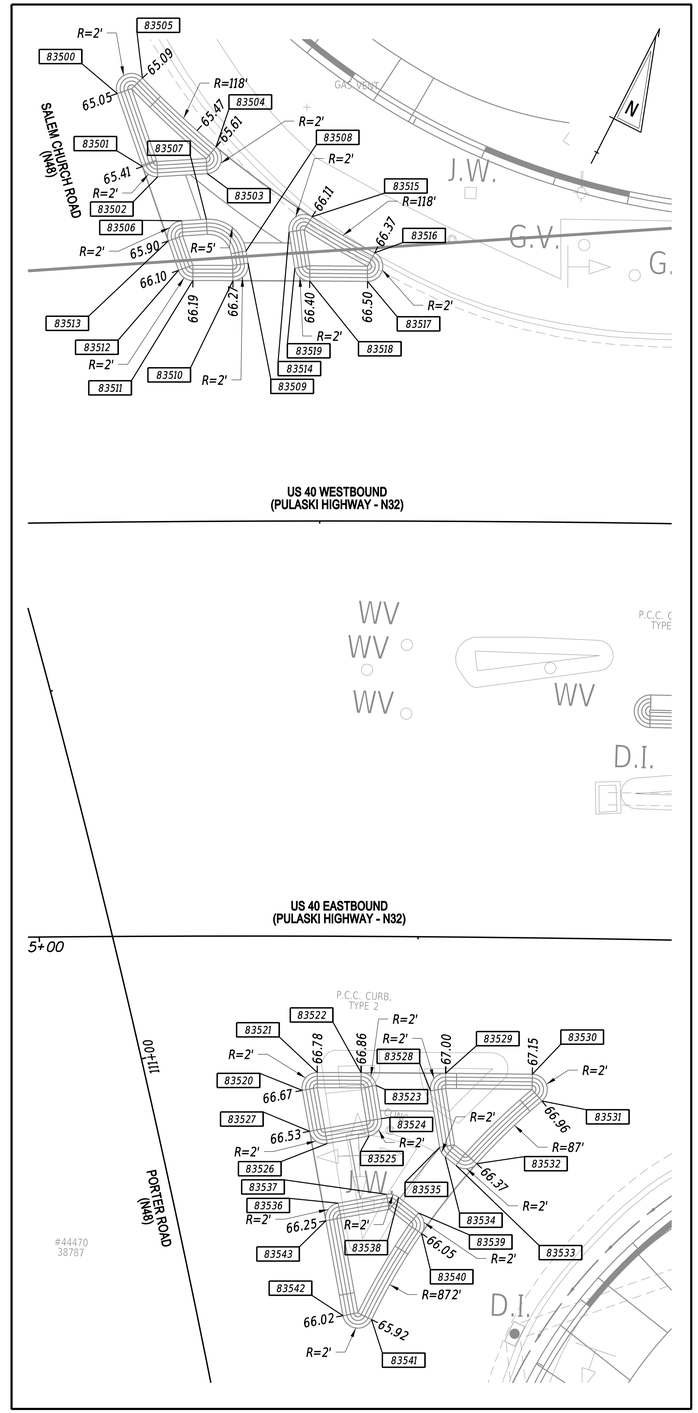


DETAIL A

SCALE: AS NOTED

COORDINATE LIST

POINT NO.	STATION	OFFSET	NORTHING	EASTING
82500	307+92.16	-110.21'	589338.1454	577195.3924
82501	408+33.66	-114.17'	589368.0632	577224.4284
82502	407+93.64	-99.58'	589331.0131	577203.4095
82503	407+92.58	-87.80'	589321.3580	577210.2412
82504	407+91.71	-86.53'	589319.8243	577210.3958
82505	407+72.37	-73.63'	589297.4652	577204.0299
82515	308+33.85	-112.18'	589366.6703	577225.8636
82516	308+29.52	-111.76'	589363.5493	577222.8345
82517	308+29.47	-110.73'	589362.7318	577223.4653
82518	308+25.35	-104.93'	589355.6438	577224.0911
82519	308+53.02	-116.31'	589382.6281	577238.3145



DETAIL B

SCALE: AS NOTED

COORDINATE LIST

POINT NO.	STATION	OFFSET	NORTHING	EASTING
83500	315+05.01	-81.93'	589426.5411	577268.4961
83501	315+08.46	-72.33'	589421.3708	577277.2855
83502	315+10.48	-71.01'	589421.6539	577279.6868
83503	315+16.88	-71.49'	589426.1927	577284.4006
83504	315+17.96	-75.03'	589429.6333	577282.9942
83505	315+08.32	-84.00'	589430.2543	577269.7159
83506	315+13.76	-64.95'	589421.5305	577288.2067
83507	315+35.58	-64.95'	589419.1253	577286.1258
83508	315+22.01	-61.34'	589421.7304	577294.9225
83509	315+22.28	-59.76'	589420.6883	577296.1431
83510	315+20.38	-57.41'	589417.6406	577296.1366
83511	315+15.19	-57.36'	589414.2157	577292.0974
83512	315+13.32	-58.68'	589414.0160	577289.7885
83513	315+11.95	-62.56'	589416.1062	577286.2353
83514	315+27.53	-63.94'	589427.3243	577297.6109
83515	315+30.47	-66.00'	589430.8251	577298.6253
83516	315+38.64	-61.40'	589432.5614	577308.0068
83517	315+37.79	-57.61'	589429.0766	577309.7327
83518	315+30.30	-57.53'	589424.1703	577303.8789
83519	315+28.35	-59.18'	589424.1804	577301.2936

COORDINATE LIST

POINT NO.	STATION	OFFSET	NORTHING	EASTING
83520	415+29.56	-0.03'	589342.1783	577372.3793
83521	415+31.46	-2.45'	589345.2520	577372.3558
83522	415+37.24	-2.62'	589348.9882	577376.7822
83523	415+39.26	-1.00'	589348.9797	577379.3693
83524	415+40.12	3.35'	589346.0989	577382.7437
83525	415+38.58	5.69'	589343.3098	577382.9918
83526	415+33.09	6.87'	589338.9765	577379.4391
83527	415+30.71	5.34'	589338.6979	577376.6244
83528	415+46.49	-0.55'	589353.1070	577385.3159
83529	415+48.39	-2.94'	589356.1626	577385.3318
83530	415+59.82	-3.27'	589363.4847	577394.1261
83531	415+61.22	0.20'	589361.6095	577397.3745
83532	415+52.94	8.83'	589349.7251	577396.1829
83533	415+50.22	9.16'	589347.7889	577394.2563
83534	415+48.15	7.65'	589347.6960	577391.6955
83535	415+47.96	6.86'	589348.2004	577391.0632
83536	415+34.78	14.69'	589333.9043	577385.6256
83537	415+41.18	13.31'	589338.9433	577389.7569
83538	415+42.79	13.66'	589339.6740	577391.2311
83539	415+45.48	15.62'	589339.7941	577394.5462
83540	415+45.99	18.30'	589338.0025	577396.6079
83541	415+39.76	29.90'	589325.0694	577398.9522
83542	415+35.94	29.51'	589323.0184	577395.7488
83543	415+33.24	17.07'	589331.0897	577385.9042

ADDENDA / REVISIONS

SCALE
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FEET

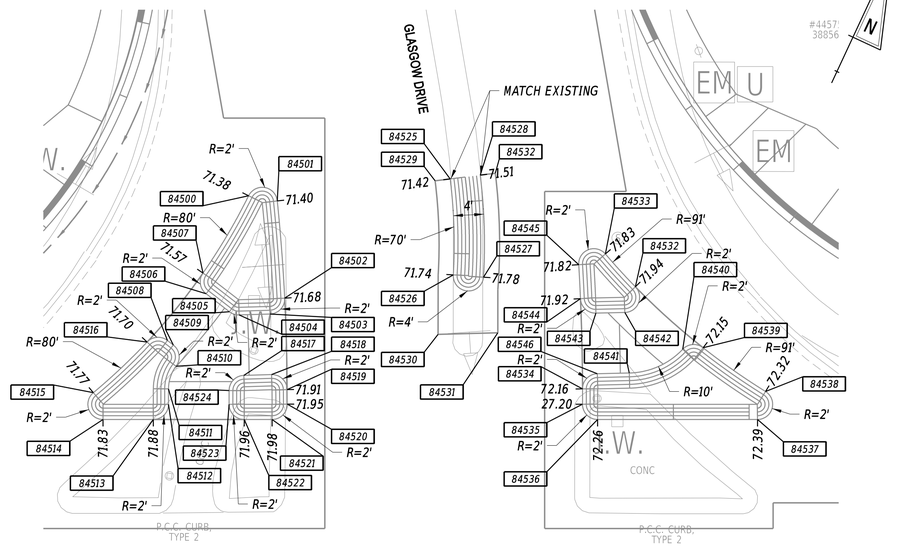
US 40, SALEM CHURCH ROAD TO WALTHER ROAD

CONTRACT	BRIDGE NO.	N/A
T201611902	DESIGNED BY: S. BEALL	
COUNTY	CHECKED BY: T. OLIVER	
NEW CASTLE		

CONSTRUCTION DETAILS

SECTION
WRA
SHEET NO.
72

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US 40 WESTBOUND
(PULASKI HIGHWAY - N32)

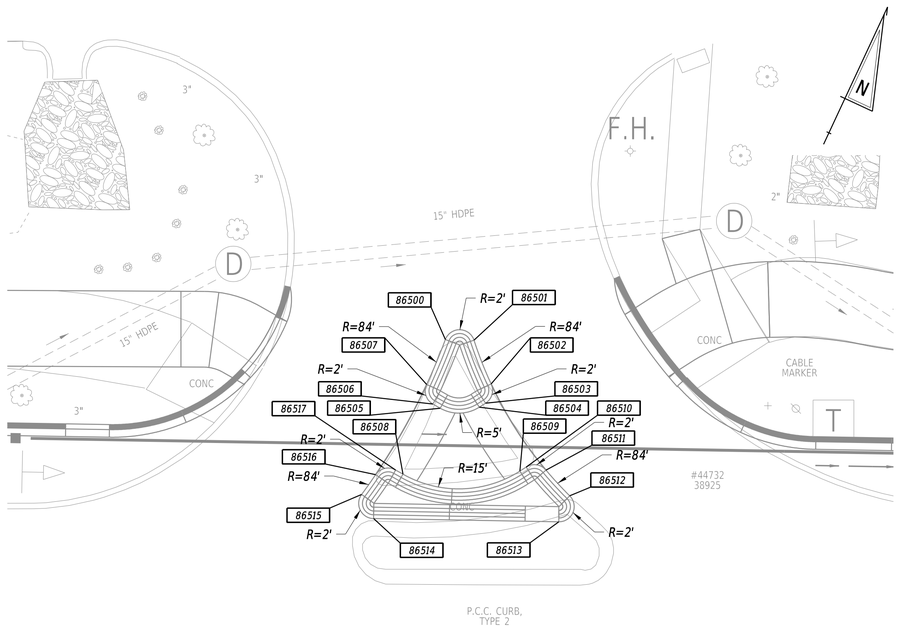
327+00

DETAIL C

SCALE: AS NOTED

COORDINATE LIST				
POINT NO.	STATION	OFFSET	NORTHING	EASTING
84500	326+71.30	-59.53'	590248.0164	578848.1258
84501	326+75.08	-58.85'	590248.9960	578851.8424
84502	326+76.06	-46.02'	590237.7840	578858.1511
84503	326+74.12	-43.92'	590235.0613	578857.2808
84504	326+70.04	-43.80'	590233.2287	578853.6313
84505	326+68.76	-44.22'	590233.0651	578852.2934
84506	326+65.69	-46.60'	590233.9201	578848.5057
84507	326+65.27	-49.32'	590236.2121	578846.9754
84508	326+60.58	-40.43'	590226.1762	578846.4797
84509	326+61.36	-39.83'	590225.9592	578847.4408
84510	326+61.72	-37.03'	590223.5679	578848.9513
84511	326+60.72	-34.04'	590220.4404	578849.3162
84512	326+60.72	-32.00'	590218.5947	578850.1770
84513	326+58.72	-30.00'	590215.9368	578849.2097
84514	326+52.08	-30.00'	590213.1290	578843.1893
84515	326+50.80	-33.54'	590215.7931	578840.5342
84516	326+57.90	-40.22'	590224.8503	578844.1395
84517	326+70.67	-35.82'	590226.2565	578857.5738
84518	326+74.33	-35.92'	590227.8994	578860.8456
84519	326+76.38	-33.94'	590226.9747	578863.5476
84520	326+76.40	-32.02'	590225.2384	578864.3775
84521	326+74.40	-30.00'	590222.5632	578863.4184
84522	326+70.72	-30.00'	590221.0087	578860.0852
84523	326+68.72	-32.00'	590221.9760	578857.4273

COORDINATE LIST				
POINT NO.	STATION	OFFSET	NORTHING	EASTING
84524	326+68.72	-33.82'	590223.6238	578856.6587
84525	326+68.72	-32.00'	590261.2758	578871.2974
84526	326+98.32	-49.08'	590249.9650	578877.0301
84527	327+02.31	-48.78'	590251.3779	578880.7728
84528	327+01.87	-62.25'	590263.4002	578874.6867
84529	326+95.92	-61.51'	590260.2130	578869.6032
84530	326+96.31	-41.24'	590242.0089	578878.5224
84531	327+04.19	-41.44'	590245.5269	578885.5802
84532	327+22.35	-47.52'	590258.7031	578899.4676
84533	327+18.40	-51.85'	590260.9570	578894.0547
84534	327+15.38	-34.03'	590243.5380	578898.8474
84535	327+15.37	-32.01'	590241.7020	578899.6999
84536	327+17.37	-30.00'	590240.7253	578902.3622
84537	327+38.48	-30.00'	590249.6445	578921.4869
84538	327+39.53	-33.70'	590253.4428	578920.8799
84539	327+31.29	-39.47'	590255.1912	578910.9762
84540	327+28.60	-39.27'	590253.8725	578908.6216
84541	327+21.55	-36.13'	590248.0504	578903.5583
84542	327+20.96	-44.12'	590255.0399	578899.6446
84543	327+17.15	-44.04'	590253.3519	578896.2285
84544	327+15.11	-45.95'	590254.2221	578893.5682
84545	327+14.88	-50.43'	590258.1860	578891.4670
84546	327+17.33	-36.04'	590246.1797	578899.7724



US 40 WESTBOUND
(PULASKI HIGHWAY - N32)

344+00

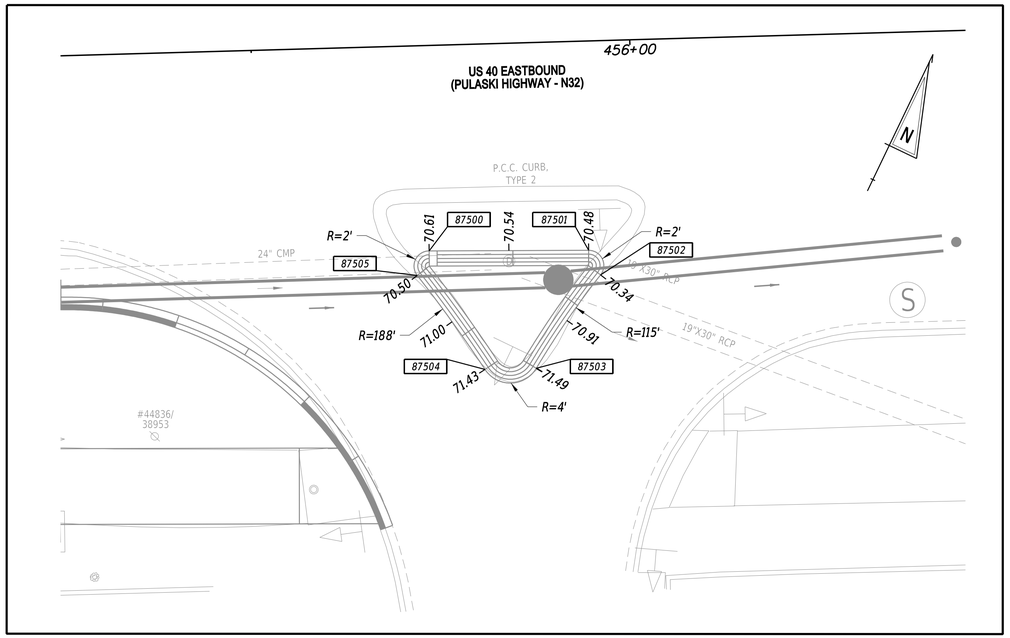
DETAIL D

SCALE: AS NOTED

COORDINATE LIST				
POINT NO.	STATION	OFFSET	NORTHING	EASTING
86500	344+43.54	-48.47'	590310.7892	579008.8981
86501	344+47.31	-48.39'	590312.3098	579012.3559
86502	344+49.58	-42.60'	590308.0289	579016.8553
86503	344+48.84	-40.07'	590305.4238	579017.2538
86504	344+48.01	-39.54'	590304.5868	579016.7202
86505	344+42.86	-39.41'	590302.2898	579012.1118
86506	344+41.89	-39.96'	590302.3770	579011.0044
86507	344+41.06	-42.54'	590304.3653	579009.1613
86508	344+37.93	-30.70'	590292.3206	579011.3273
86509	344+53.38	-31.11'	590299.2115	579025.1527
86510	344+54.21	-31.64'	590300.0485	579025.6863
86511	344+56.82	-31.24'	590300.7870	579028.2161
86512	344+59.95	-27.84'	590299.0297	579032.4904
86513	344+58.51	-24.42'	590295.3206	579032.6285
86514	344+34.06	-24.84'	590285.3676	579010.2953
86515	344+32.48	-28.02'	590287.5873	579007.5201
86516	344+34.33	-30.63'	590290.7322	579008.0885
86517	344+36.97	-31.25'	590292.4078	579010.2199

ADDENDA / REVISIONS		SCALE			CONTRACT	BRIDGE NO.	N/A		SECTION
		0 10 20 30	US 40, SALEM CHURCH ROAD TO WALTHER ROAD		T201611902	DESIGNED BY: S. BEALL		CONSTRUCTION DETAILS	WRA
		FEET			COUNTY	CHECKED BY: T. OLIVER			SHEET NO.
					NEW CASTLE				73

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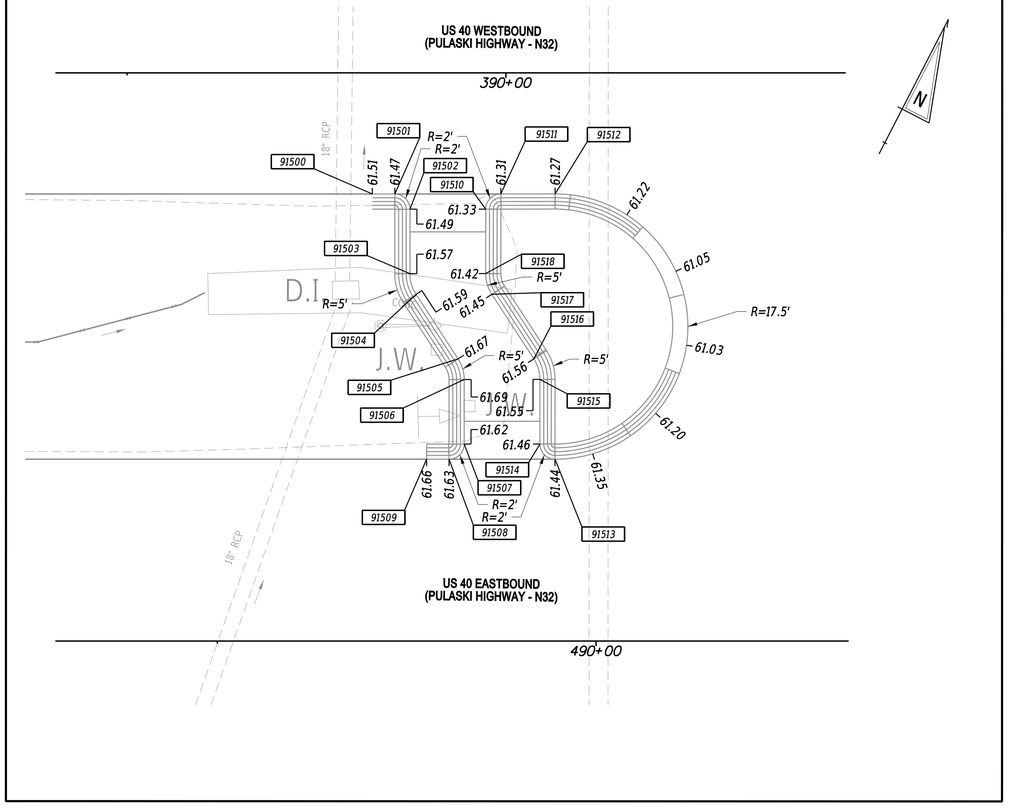


DETAIL E

SCALE: AS NOTED

COORDINATE LIST

POINT NO.	STATION	OFFSET	NORTHING	EASTING
87500	455+72.74	27.11'	591352.5992	581551.6128
87501	455+93.79	27.63'	591361.7767	581570.5633
87502	455+95.28	30.91'	591359.5395	581573.3867
87503	455+86.45	42.99'	591344.7565	581571.0719
87504	455+79.67	42.96'	591341.6858	581565.0326
87505	455+71.08	30.30'	591349.0054	581551.6000



DETAIL F

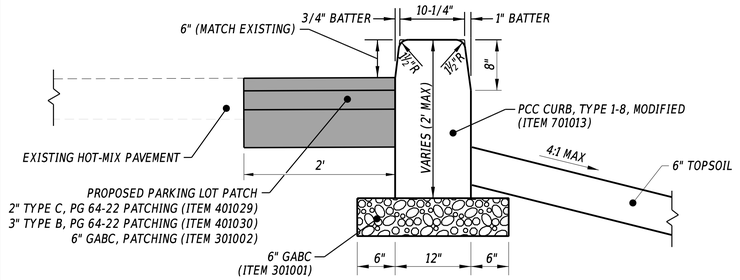
SCALE: AS NOTED

COORDINATE LIST

POINT NO.	STATION	OFFSET	NORTHING	EASTING
91500	357+23.61	101.42'	591416.8397	581674.8521
91501	357+26.58	101.50'	591418.1239	581677.5275
91502	357+28.52	103.56'	591417.1854	581680.1957
91503	357+28.28	112.07'	591409.5066	581683.8782
91504	357+29.01	114.82'	591407.3970	581685.7880
91505	357+34.31	123.48'	591402.1190	581694.4644
91506	357+35.04	126.23'	591400.0086	581696.3746
91507	357+34.81	134.75'	591392.3348	581700.0657
91508	357+32.75	136.69'	591389.6651	581699.1259
91509	357+29.79	136.60'	591388.3843	581696.4489
91510	357+38.52	103.83'	591421.5209	581689.2070
91511	357+40.57	101.88'	591424.1881	581690.1433
91512	357+47.73	102.08'	591427.2936	581696.5993
91513	357+46.75	137.10'	591395.7093	581711.7543
91514	357+44.81	135.04'	591396.6474	581709.0880
91515	357+45.04	126.51'	591404.3432	581705.3863
91516	357+44.31	123.77'	591406.4448	581703.4830
91517	357+39.01	115.09'	591411.7292	581694.8017
91518	357+38.28	112.33'	591413.8511	581692.8851

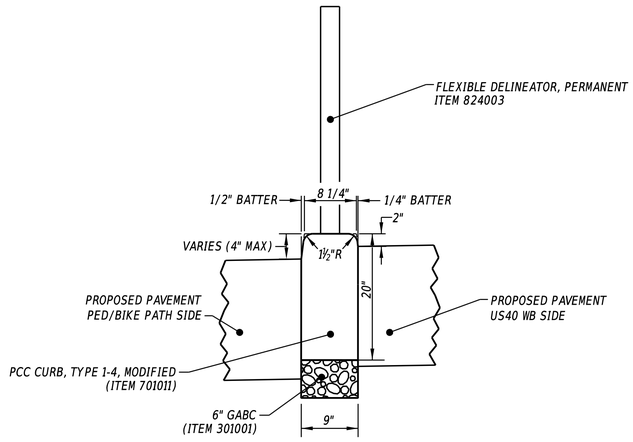
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ADDENDA / REVISIONS		SCALE 0 10 20 30 FEET	US 40, SALEM CHURCH ROAD TO WALTHER ROAD	CONTRACT T201611902	BRIDGE NO. N/A	CONSTRUCTION DETAILS	SECTION WRA
				COUNTY NEW CASTLE	DESIGNED BY: S. BEALL		SHEET NO. 74
					CHECKED BY: T. OLIVER		



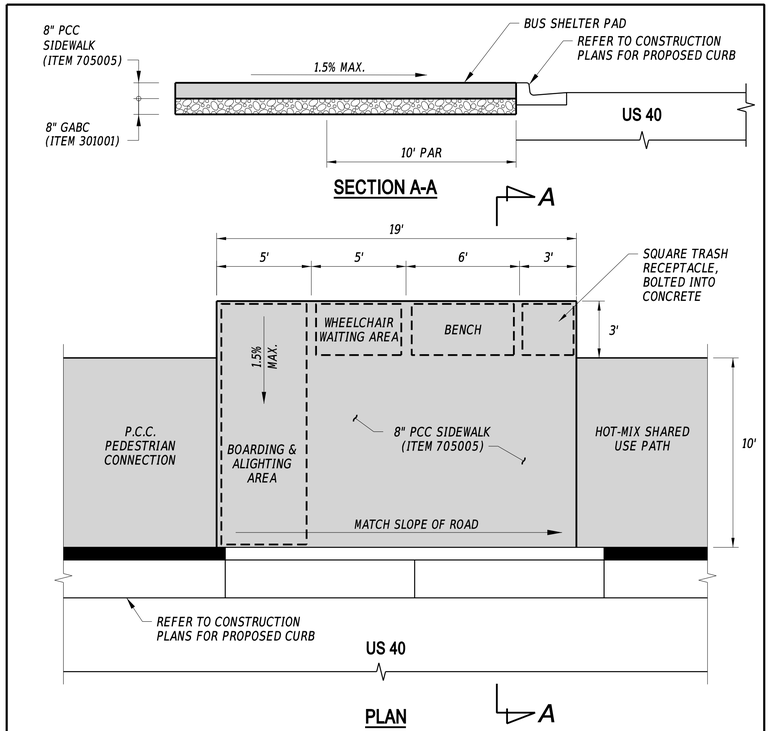
PCC CURB, TYPE 1-8, MODIFIED DETAIL

SCALE: NONE



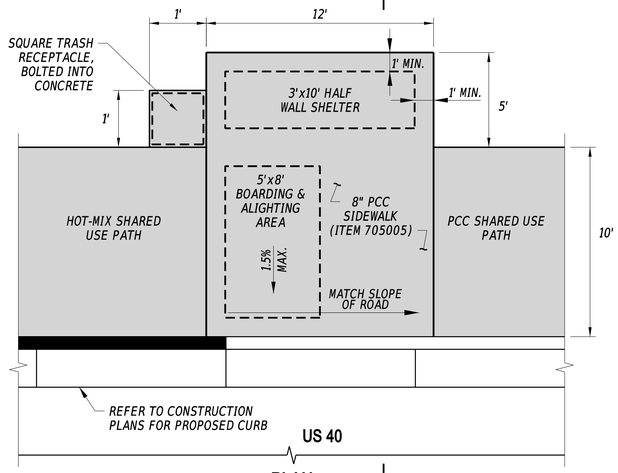
PCC CURB, TYPE 1-4, MODIFIED DETAIL

SCALE: NONE



BUS STOP WITH BENCH DETAIL

NOT TO SCALE

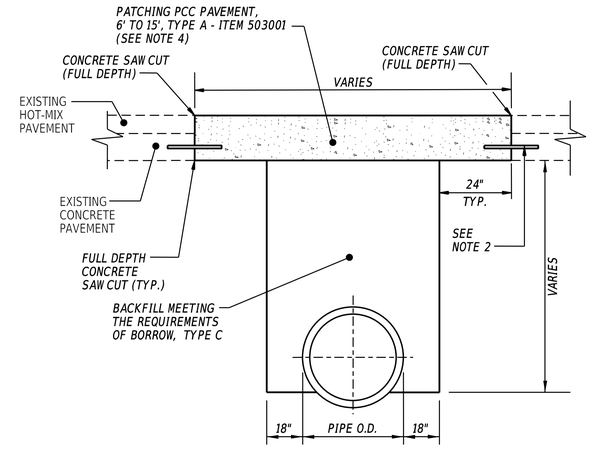


BUS STOP WITH HALF WALL SHELTER DETAIL

NOT TO SCALE

NOTES:

1. THE CROSS SLOPE OF THE SHELTER AND LANDING PAD SHALL BE A MAXIMUM OF 1.5%.
2. THE PROPOSED AREA BETWEEN THE BACK OF CURB AND FRONT OF BUS SHELTER SHALL REMAIN FREE OF OBSTRUCTIONS.
3. REFER TO STANDARD DETAIL M-9 (2021) FOR MORE INFORMATION.



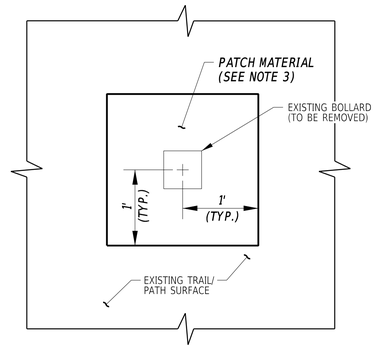
COMPOSITE PAVEMENT

PAVEMENT PATCH AND PIPE TRENCH

NOT TO SCALE

NOTES:

1. SEE STANDARD DETAILS FOR PIPE BEDDING.
2. PCC PAVEMENT PATCH SHALL BE DOWELED INTO ADJACENT CONCRETE PER STANDARD DETAILS.
3. PROPOSED PAVEMENT PATCH SHALL MATCH CROSS SECTION OF THE EXISTING ROADWAY, OR AS DIRECTED BY THE ENGINEER.
4. CONTRACTOR SHALL MILL PCC PAVEMENT AND OVERLAY WITH TYPE C HOT-MIX AS PART OF FINAL PAVEMENT OPERATIONS ALONG US 40.



NOTES:

1. PAYMENT FOR BOLLARD REMOVAL AND PATCH INCIDENTAL TO ITEM 211000
2. PATCH MATERIAL TO MATCH EXISTING TRAIL/PATH CONDITIONS
3. FOR ASPHALT PATCH CONDITIONS USE:
   ITEM 401029 - SUPERPAVE, TYPE C, PG 64-22 PATCHING
   ITEM 301002 - GABC, PATCHING
4. FOR CONCRETE PATCH CONDITIONS USE
   ITEM 705001 - PCC SIDEWALK, 4"

BOLLARD REMOVAL DETAIL

SCALE: NONE

ADDENDA / REVISIONS		NOT TO SCALE	US 40, SALEM CHURCH ROAD TO WALTHER ROAD	CONTRACT	BRIDGE NO. N/A	CONSTRUCTION DETAILS	SECTION
				T201611902	DESIGNED BY: S. BEALL		WRA
				COUNTY	CHECKED BY: T. OLIVER		SHEET NO.
				NEW CASTLE			75

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COORDINATE LIST

POINT NO.	STATION	OFFSET	NORTHING	EASTING
93500	125+98.61	-19.49'	590716.5424	576825.2131
93501	125+93.14	-28.25'	590706.5737	576822.2446
93502	126+42.01	-35.97'	590739.0563	576784.4802
93503	127+09.67	-37.63'	590789.5801	576739.4437
93504	127+31.55	-24.36'	590814.8425	576735.4103
93505	127+69.33	-16.08'	590849.4009	576717.2378
93506	125+90.75	2.00'	590724.6059	576846.6490
93507	125+92.75	0.03'	590724.8192	576843.8516
93508	125+92.81	-4.58'	590721.8455	576840.3300
93509	125+90.85	-6.61'	590719.0207	576840.0977
93510	126+02.77	-4.49'	590729.4832	576833.8751
93511	126+04.76	-6.49'	590729.7209	576831.0567
93512	126+09.95	-6.47'	590733.6849	576827.7094
93513	126+23.22	-7.83'	590742.9202	576818.0931
93514	126+25.62	-6.00'	590745.9414	576817.9350
93515	126+26.15	2.52'	590751.8552	576824.0902

COORDINATE LIST

POINT NO.	STATION	OFFSET	NORTHING	EASTING
93516	126+23.59	4.56'	590751.2276	576827.3024
93517	126+05.74	2.00'	590735.9516	576836.8999
93518	126+04.75	2.00'	590735.1990	576837.5375
93519	126+02.75	-0.01'	590732.3774	576837.3025
93520	126+76.75	0.00'	590788.8099	576789.4377
93521	127+27.02	-4.96'	590823.9345	576753.1349
93522	127+29.57	-7.12'	590824.4866	576749.8324
93523	127+48.96	-4.23'	590841.1413	576739.5000
93524	127+50.82	-2.24'	590843.8538	576739.8138
93525	127+50.83	2.72'	590847.0625	576743.5906

COORDINATE LIST

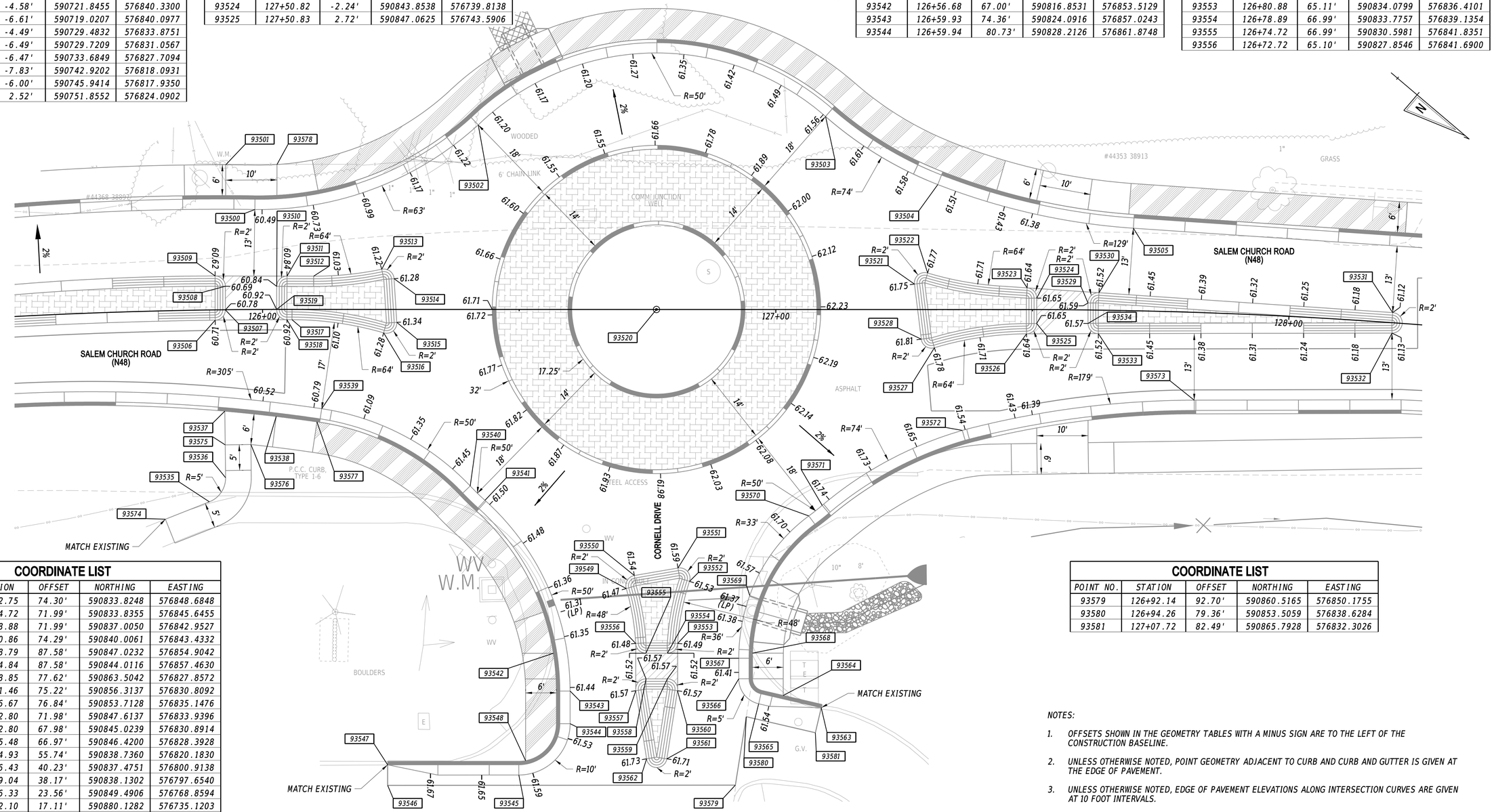
POINT NO.	STATION	OFFSET	NORTHING	EASTING
93526	127+48.84	4.72'	590846.8443	576746.4003
93527	127+30.90	7.44'	590834.9202	576760.0778
93528	127+28.34	5.77'	590831.8864	576760.4614
93529	127+60.81	-1.36'	590852.0928	576734.0667
93530	127+62.91	-3.38'	590852.4287	576731.1630
93531	128+20.10	-1.97'	590898.5632	576697.0874
93532	128+20.26	2.03'	590901.0485	576700.2186
93533	127+62.90	4.59'	590857.4914	576737.3278

COORDINATE LIST

POINT NO.	STATION	OFFSET	NORTHING	EASTING
93534	127+60.86	2.62'	590854.6702	576737.1004
93535	125+89.06	37.39'	590746.6536	576874.3875
93536	125+92.41	32.73'	590746.0166	576868.7509
93537	125+92.41	19.76'	590737.5050	576858.9614
93538	126+02.62	20.86'	590745.8061	576853.2680
93539	126+11.52	19.35'	590751.5891	576846.3899
93540	126+40.47	34.41'	590783.4006	576839.1443
93541	126+43.34	37.20'	590787.3985	576839.4178
93542	126+56.68	67.00'	590816.8531	576853.5129
93543	126+59.93	74.36'	590824.0916	576857.0243
93544	126+59.94	80.73'	590828.2126	576861.8748

COORDINATE LIST

POINT NO.	STATION	OFFSET	NORTHING	EASTING
93545	126+49.94	90.74'	590827.0665	576875.9704
93546	126+24.39	92.76'	590808.8887	576894.0386
93547	126+24.39	88.76'	590806.2988	576890.9903
93548	126+51.27	87.95'	590826.2768	576872.9817
93549	126+70.87	54.39'	590819.5133	576834.7142
93550	126+72.45	51.86'	590819.0801	576831.7616
93551	126+80.95	50.39'	590824.6126	576825.1454
93552	126+83.19	52.98'	590827.9993	576825.6745
93553	126+80.88	65.11'	590834.0799	576836.4101
93554	126+78.89	66.99'	590833.7757	576839.1354
93555	126+74.72	66.99'	590830.5981	576841.8351
93556	126+72.72	65.10'	590827.8546	576841.6900



COORDINATE LIST

POINT NO.	STATION	OFFSET	NORTHING	EASTING
93557	126+72.75	74.30'	590833.8248	576848.6848
93558	126+74.72	71.99'	590833.8355	576845.6455
93559	126+78.88	71.99'	590837.0050	576842.9527
93560	126+80.86	74.29'	590840.0061	576843.4332
93561	126+78.79	87.58'	590847.0232	576854.9042
93562	126+74.84	87.58'	590844.0116	576857.4630
93563	127+08.85	77.62'	590863.5042	576827.8572
93564	127+01.46	75.22'	590856.3137	576830.8092
93565	126+96.67	76.84'	590853.7128	576835.1476
93566	126+92.80	71.98'	590847.6137	576833.9396
93567	126+92.80	67.98'	590845.0239	576830.8914
93568	126+95.48	66.97'	590846.4200	576828.3928
93569	126+94.93	55.74'	590838.7360	576820.1830
93570	127+06.43	40.23'	590837.4751	576800.9138
93571	127+09.04	38.17'	590838.1302	576797.6540
93572	127+36.33	23.56'	590849.4906	576768.8594
93573	127+82.10	17.11'	590880.1282	576735.1203
93574	125+80.09	40.61'	590742.3158	576882.5076
93575	125+92.41	26.33'	590741.8180	576863.9218
93576	125+97.54	26.32'	590745.5912	576860.6412
93577	126+10.59	21.91'	590752.5362	576848.9417
93578	126+02.86	-28.24'	590714.1628	576815.7321

COORDINATE LIST

POINT NO.	STATION	OFFSET	NORTHING	EASTING
93579	126+92.14	92.70'	590860.5165	576850.1755
93580	126+94.26	79.36'	590853.5059	576838.6284
93581	127+07.72	82.49'	590865.7928	576832.3026

NOTES:

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

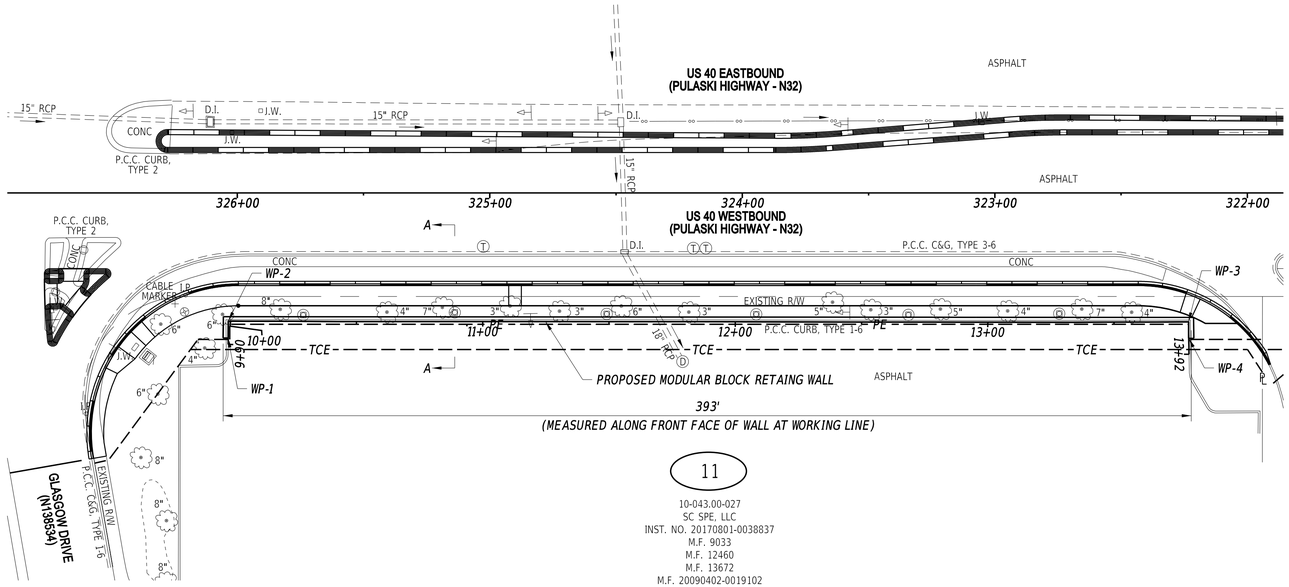
ADDENDA / REVISIONS

SCALE
0 10 20 30
FEET

US 40,
SALEM CHURCH ROAD
TO WALTHER ROAD

CONTRACT	BRIDGE NO. N/A	CONSTRUCTION DETAILS	SECTION
T201611902	DESIGNED BY: S. BEALL		WRA
COUNTY	CHECKED BY: T. OLIVER		SHEET NO.
NEW CASTLE			76

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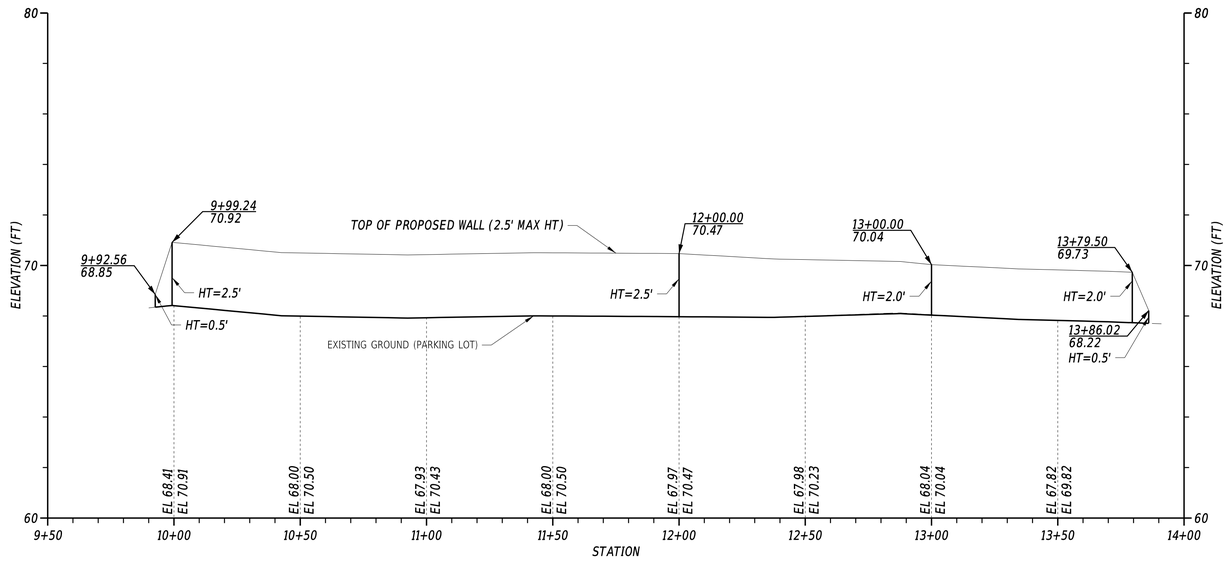


11

10-043.00-027
SC SPE, LLC
INST. NO. 20170801-0038837
M.F. 9033
M.F. 12460
M.F. 13672
M.F. 20090402-0019102

PLAN

SCALE: 1" = 30'



ELEVATION

SCALE: HORIZONTAL: 1" = 30'
VERTICAL: 1" = 3'

PROJECT NOTES:

1. LOCATION

   CONSTRUCTION OF A MODULAR BLOCK RETAINING WALL ALONG THE NORTH SIDE OF US 40 BETWEEN STA. 322+22 AND STA. 326+06, IN NEW CASTLE COUNTY, DELAWARE.

2. ELEVATION

   VERTICAL DATUM IS NAVD 88.

3. DESIGN CRITERIA

   CURRENT EDITION OF THE NATIONAL CONCRETE MASONRY ASSOCIATION'S (NCMA) DESIGN MANUAL FOR SEGMENTAL RETAINING WALLS. NO VEHICULAR LIVE LOAD SURCHARGE WAS APPLIED FOR THE DESIGN OF THE RETAINING WALL.

4. FOUNDATIONS

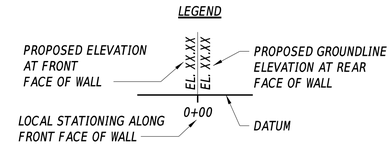
   SOIL BORINGS OBTAINED AT THE SITE ARE PROVIDED ON THESE PLANS FOR INFORMATION ONLY. THE CONTRACTOR SHALL WORK WITH THE WALL MANUFACTURER AND THEIR ENGINEER TO EVALUATE SOIL CONDITIONS AND DESIGN THE FOUNDATION. SHOP DRAWINGS SHALL BE SUBMITTED FOR REVIEW AND APPROVAL BY THE DEPARTMENT IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS.

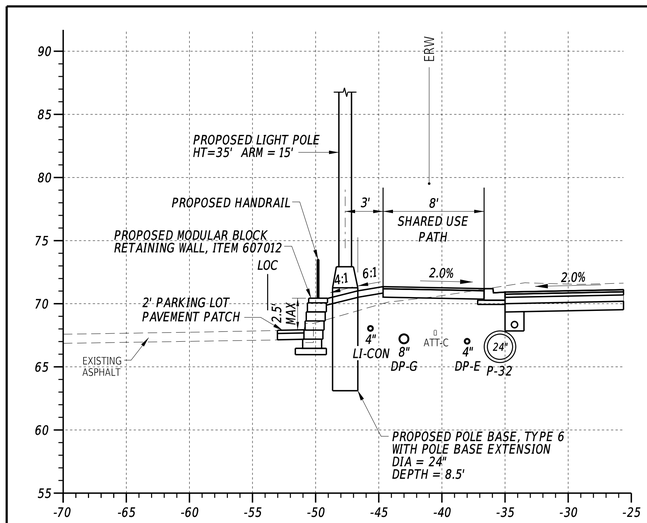
5. ALL UNPAVED AREAS DISTURBED BY THE CONTRACTOR'S OPERATIONS OUTSIDE THE LIMITS OF CONSTRUCTION SHALL BE TOPSOILED, SEEDED AND MULCHED AT THE CONTRACTOR'S EXPENSE.

WORKING POINT SCHEDULE

NO.	STATION	OFFSET	NORTHING	EASTING
WP-1	326+03.60	-57.45	590634.33	578409.06
WP-2	326+03.55	-50.77	590627.64	578409.01
WP-3	322+23.29	-51.06	590627.94	578028.75
WP-4	322+23.19	-57.60	590634.47	578028.65

LEGEND



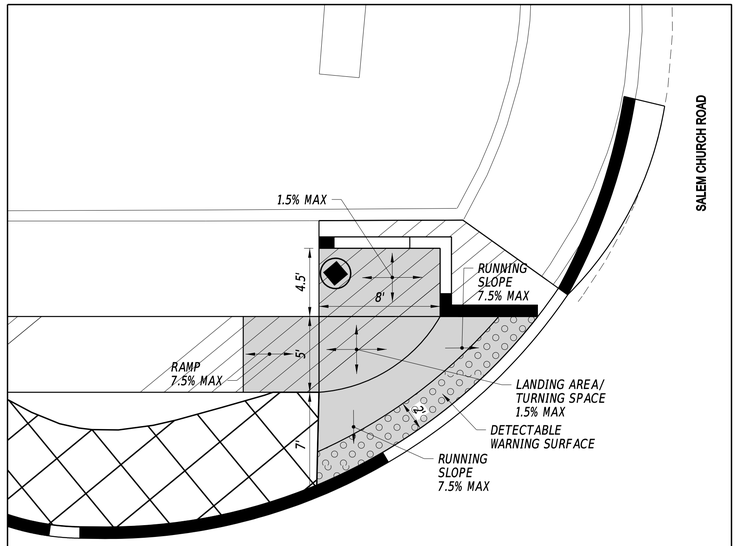


SECTION A-A
FOOD LION MODULAR BLOCK RETAINING WALL

NOT TO SCALE

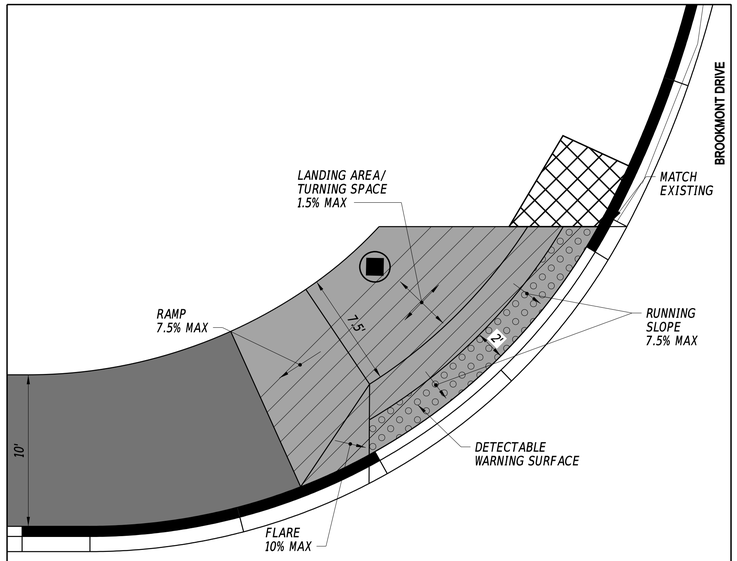
ADDENDA / REVISIONS	SCALE: AS NOTED	US 40, SALEM CHURCH ROAD TO WALTHER ROAD	CONTRACT T201611902	BRIDGE NO. N/A	CONSTRUCTION DETAILS	SECTION WRA
			COUNTY NEW CASTLE	DESIGNED BY: WRA		SHEET NO. 77
				CHECKED BY: T. OLIVER		

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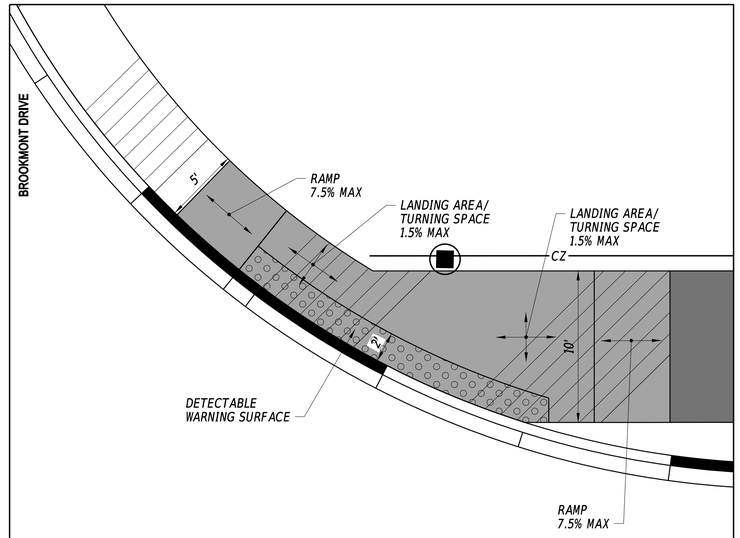
CURB RAMP DETAIL 1

SCALE: NONE



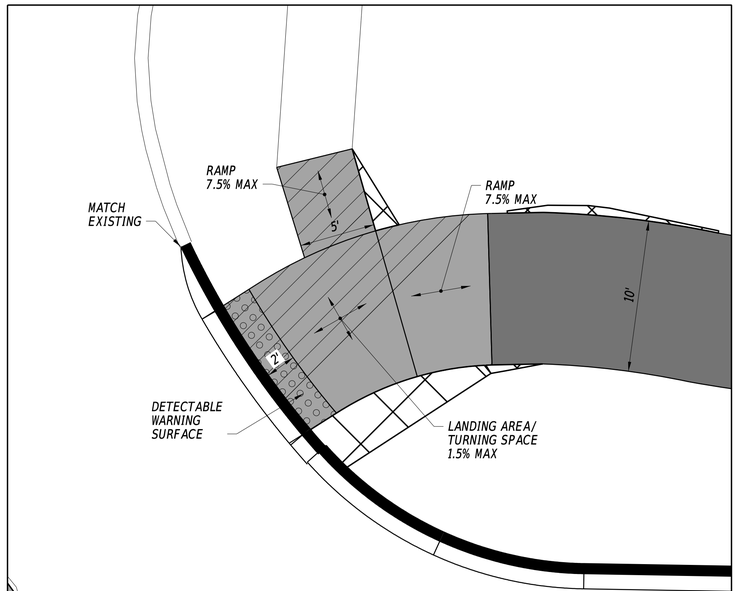
CURB RAMP DETAIL 2

SCALE: NONE



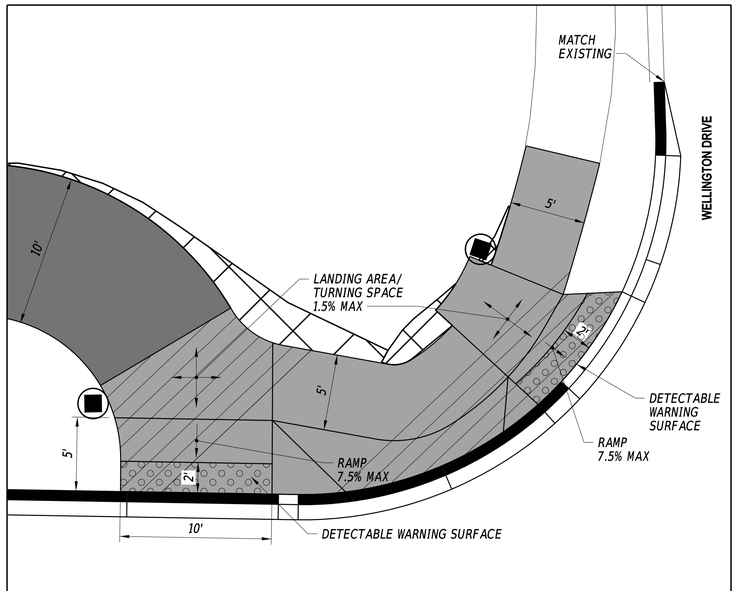
CURB RAMP DETAIL 3

SCALE: NONE



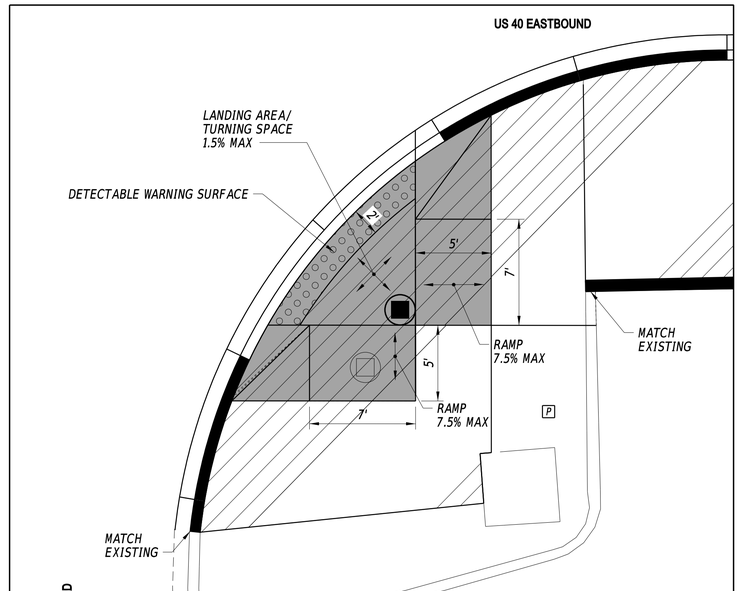
CURB RAMP DETAIL 4

SCALE: NONE



CURB RAMP DETAIL 5

SCALE: NONE

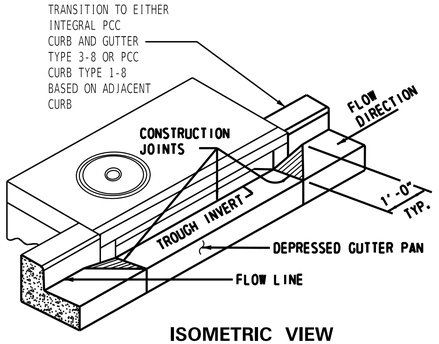


CURB RAMP DETAIL 6

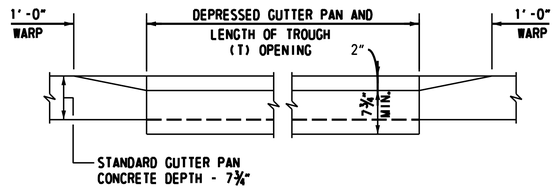
SCALE: NONE

ADDENDA / REVISIONS		SCALE: AS NOTED	US 40, SALEM CHURCH ROAD TO WALTHER ROAD	CONTRACT	BRIDGE NO. N/A	CONSTRUCTION DETAILS	SECTION
				T201611902	DESIGNED BY: WRA		WRA
				COUNTY			SHEET NO.
				NEW CASTLE	CHECKED BY: T. OLIVER		78

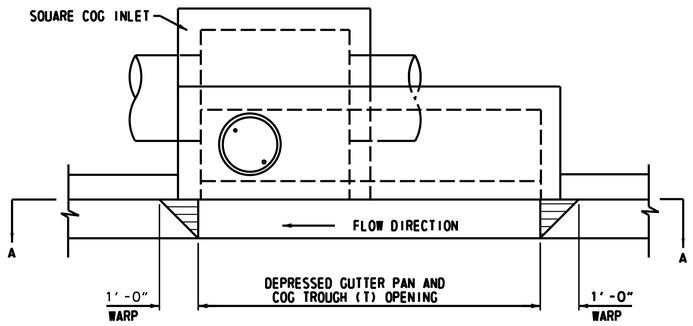
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ISOMETRIC VIEW

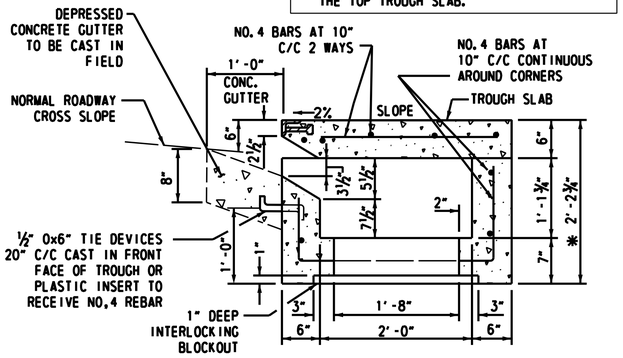


SECTION A–A
(SHOWN LOOKING TOWARD ROADWAY)

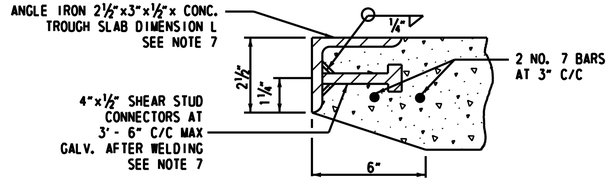


DEPRESSED CONCRETE GUTTER PAN FOR COG AND COS INLETS

* HEIGHT OF THE BACK WALL IS ¾" HIGHER THAN THE FRONT WALL DUE TO 2% SLOPE ON THE TOP TROUGH SLAB.

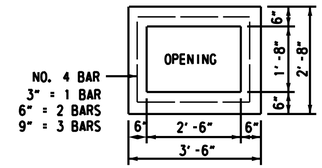


SECTION C–C



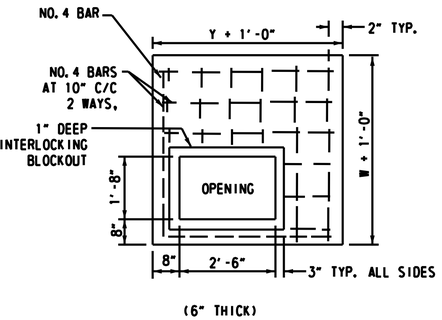
SECTION D–D

PRECAST CONCRETE SQUARE AND RECTANGULAR COG/COS INLET DETAILS



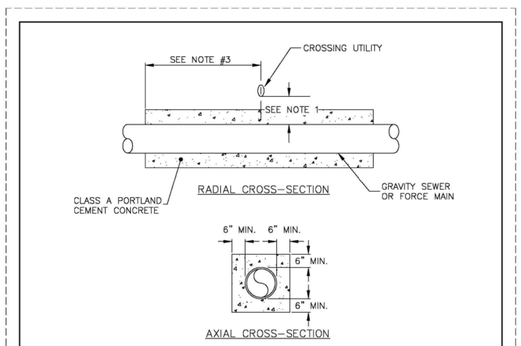
(CAST IN 3", 6", & 9" THICKNESS)

PRECAST CONCRETE ADJUSTMENT COLLAR



(6" THICK)

PRECAST CONCRETE INLET SLAB FOR SQUARE COG/COS INLETS



NOTES:

1. WHEN CROSSING UTILITY IS STORM SEWER
   IF STORM SEWER IS LESS THAN 18"ø AND WHERE THE VERTICAL SEPARATION FROM EITHER A GRAVITY SEWER OR FORCE MAIN IS LESS THAN 2', CONCRETE SHALL FILL THE VOID BETWEEN THEM WHILE CRADLING THE STORM SEWER.

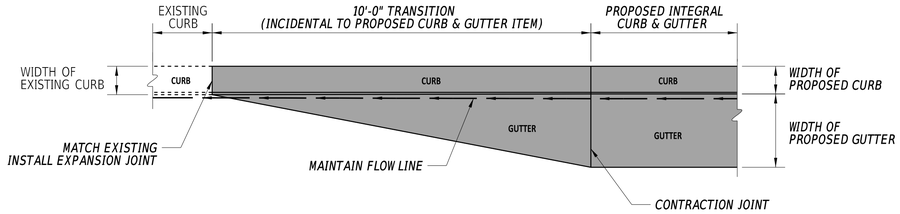
   IF STORM SEWER IS EQUAL TO OR GREATER THAN 18"ø AND WHERE THE VERTICAL SEPARATION FROM EITHER A GRAVITY SEWER OR FORCE MAIN IS LESS THAN 3', CONCRETE SHALL FILL VOID BETWEEN THEM WHILE CRADLING THE STORM SEWER.

   CROSSING UTILITY OTHER THAN STORM SEWER OR WATER MAIN:
   WHERE THE VERTICAL SEPARATION FROM EITHER A GRAVITY SEWER OR FORCE MAIN IS LESS THAN 12", CONCRETE SHALL FILL THE VOID BETWEEN THEM WHILE CRADLING THE CROSSING UTILITY.

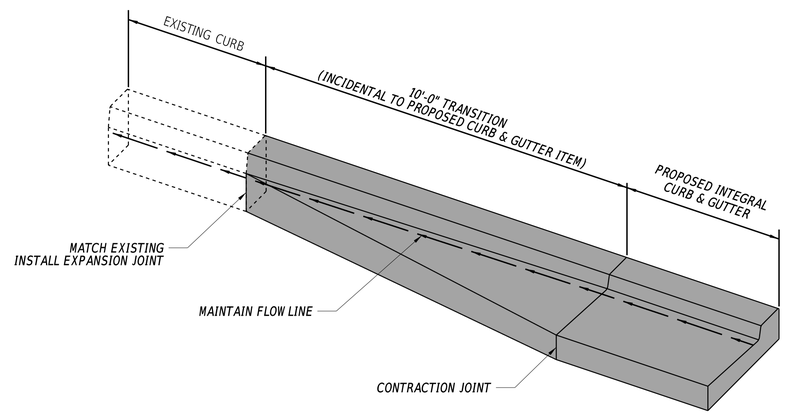
   WHERE THE VERTICAL SEPARATION FROM EITHER A GRAVITY SEWER OR FORCE MAIN IS 12" OR GREATER, THE CROSSING UTILITY SHALL BE SUPPORTED WITH AASHTO #57 STONE OR EQUIVALENT.
2. WHEN CROSSING UTILITY IS A WATER MAIN, SEE NCC PLATE NO. SS–MISC–4.
3. CONCRETE ENCASEMENT SHALL SPAN A MINIMUM DISTANCE OF 10' TO EITHER SIDE OF CROSSING UTILITY.
4. ALL CONCRETE SHALL BE 4,000 P.S.I. MINIMUM.
5. THE VERTICAL SEPARATION SHALL NOT BE LESS THAN 6".

NEW CASTLE COUNTY, DELAWARE DEPARTMENT OF PUBLIC WORKS	CONCRETE ENCASEMENT DETAIL FOR UTILITY CROSSING (NTS) THIS DETAIL IS SUBJECT TO REVISION. VERIFY WITH NEW CASTLE COUNTY, DEPARTMENT OF PUBLIC WORKS, CORRECTNESS OF DETAIL PRIOR TO IMPLEMENTATION.	NCC PLATE NO. SS–UC–1 LAST REVISED: 5/10/2019

SS–UC–1



PLAN VIEW
SHOWN WITH INTEGRAL CURB & GUTTER



ISOMETRIC VIEW
SHOWN WITH INTEGRAL CURB & GUTTER

CURB TRANSITION DETAIL
NOT TO SCALE

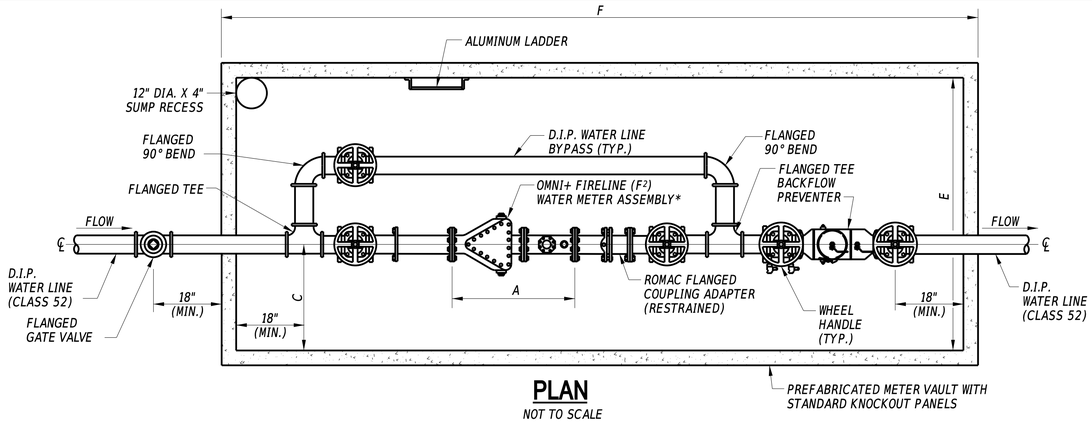
ADDENDA / REVISIONS

SCALE: AS NOTED

US 40, SALEM CHURCH ROAD TO WALTHER ROAD

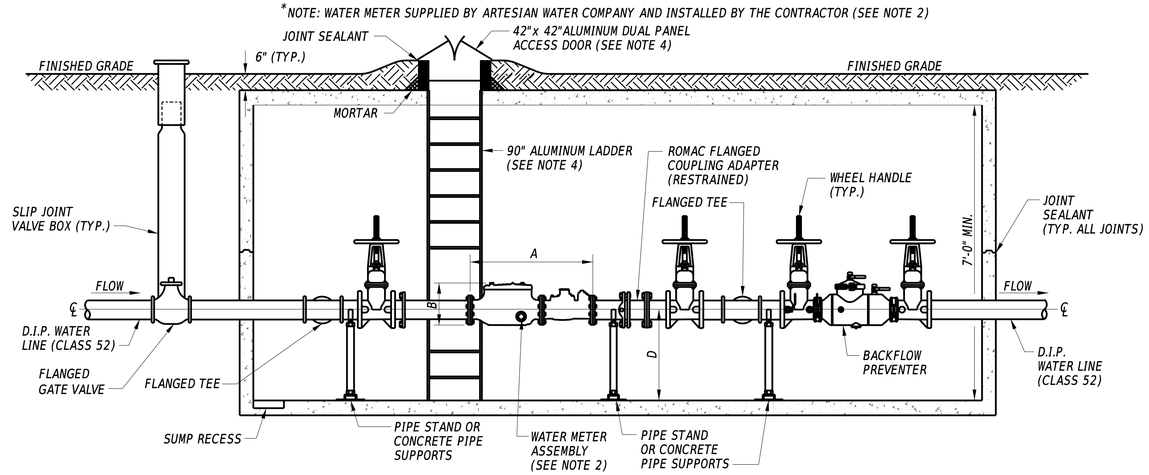
CONTRACT	BRIDGE NO. N/A	CONSTRUCTION DETAILS	SECTION
T201611902	DESIGNED BY: WRA		WRA
COUNTY	CHECKED BY: T. OLIVER		SHEET NO.
NEW CASTLE			79

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PLAN

NOT TO SCALE



ELEVATION

NOT TO SCALE

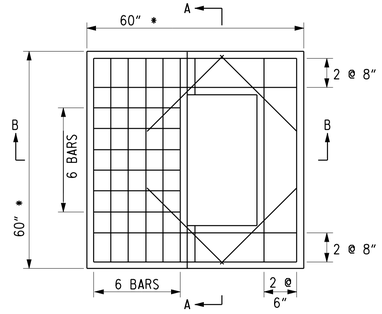
SIZE	8" IN.
A	45 IN.
B	15.75 IN.
C	28 IN. (TYP.)
D	24 IN. (TYP.)
E	7FT. 4IN.
F	17FT. 4IN.
NET WEIGHT	767 LBS.
BY-PASS SIZE (NOM)	8 IN.

NOTES:

1. THE PROPOSED PCC WATER METER VAULTS AND WATER SERVICE PIPE CONNECTIONS NOTED ON THE CONSTRUCTION PLANS SHALL BE SUPPLIED AND INSTALLED BY THE CONTRACTOR IN ACCORDANCE WITH THE CONTRACT PLANS AND SPECIFICATIONS, OSHA REQUIREMENTS, AND THE DELAWARE DEPARTMENT OF TRANSPORTATION (DELDOT) STANDARD SPECIFICATIONS. THE COST OF SUPPLY AND INSTALLATION OF THE PCC WATER METER VAULTS AND WATER SERVICE PIPE CONNECTIONS SHALL BE INCIDENTAL TO ITEM 710500. THE PCC WATER METER VAULTS SHALL BE MANUFACTURED BY A.C. MILLER CONCRETE, GILLESPIE PRECAST, OR AN APPROVED EQUAL WITH STANDARD KNOCKOUT PANELS IN ACCORDANCE WITH THE SPECIFICATIONS.
2. THE PROPOSED WATER METER SHALL BE SUPPLIED BY ARTESIAN WATER COMPANY AND INSTALLED BY THE CONTRACTOR. THE WATER METER SHALL BE INSTALLED BEFORE THE TOP HALF OF THE WATER METER VAULT IS INSTALLED. INSTALLATION OF THE WATER METER ASSEMBLY WILL BE INCIDENTAL TO ITEM 710500.
3. AS NOTED ON THE UTILITY RELOCATION PLANS, THE PROPOSED PCC WATER METER VAULT SHALL BE SIZED TO ACCOMMODATE AN 8-INCH PIPE AT CORNELL DRIVE. REFER TO THE TABLE ON THIS SHEET FOR DETAILED DIMENSIONS.
4. 42"x42" ALUMINUM DUAL PANEL ACCESS DOOR AND ALUMINUM ACCESS LADDER SHALL BE SUPPLIED AND INSTALLED BY THE CONTRACTOR AND WILL BE INCIDENTAL TO ITEM 710500. THE DUAL PANEL ACCESS DOOR SHALL BE SET 6-INCHES ABOVE GRADE AND INCLUDE A PENTAHEAD LOCK. THE FINISHED GRADE SHALL SLOPE AWAY FROM THE DOOR IN ALL DIRECTIONS TO PREVENT SURFACE RUNOFF FROM ENTERING VAULT.
5. CONTRACTOR SHALL NOT INSTALL PIPING DIRECTLY BENEATH THE DUAL PANEL ACCESS DOOR AND SHALL MAINTAIN ADEQUATE CLEARANCE FROM THE ACCESS LADDER.
6. EXISTING UTILITY FEATURES ARE LOCATED IN ACCORDANCE WITH PLANS SUPPLIED BY VARIOUS UTILITIES AND THE TEST HOLES SHOWN ON THE PLAN. SEE SHEET 163 FOR TEST HOLE SCHEDULE. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY UTILITY LOCATIONS AND ALLOW FOR THEIR LOCATIONS. BEFORE ANY EXCAVATION IS PERFORMED, THE CONTRACTOR SHALL CALL "MISS UTILITY" (1-800-282-8555) TO HAVE UNDERGROUND UTILITIES LOCATED AND MARKED. THE CONTRACTOR SHALL TAKE ALL NECESSARY PRECAUTIONS TO PROTECT THE EXISTING UTILITIES. ANY DAMAGE DONE TO UTILITIES SHALL BE IMMEDIATELY AND COMPLETELY REPAIRED AT THE CONTRACTOR'S EXPENSE.
7. ALL EXCAVATION AND BACKFILL REQUIRED FOR THE INSTALLATION OF THE PROPOSED WATER SERVICE PIPE AND PCC WATER METER VAULT WILL BE PAID FOR UNDER ITEM 710500 - WATER MAIN AND ACCESSORIES. THIS INCLUDES THE SUPPLY AND PLACEMENT OF BORROW, TYPE C, WHICH IS REQUIRED FOR BACKFILLING IN THE PROPOSED PIPE TRENCH.
8. A 10-FOOT MINIMUM HORIZONTAL SEPARATION SHALL BE MAINTAINED BETWEEN SANITARY SEWER AND PROPOSED WATER MAIN FACILITIES AT ALL TIMES UNLESS NOTED OTHERWISE.
9. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO OBTAIN APPROVAL AND ACCEPTANCE OF THE WATER SERVICE PIPE BY DELDOT UPON COMPLETION OF CONSTRUCTION. AS-BUILT PLANS MUST BE SUBMITTED TO DELDOT BEFORE ACCEPTANCE.
10. ALL PROPOSED PIPE SHALL BE PROTECTED UNTIL FINAL GRADE HAS BEEN ESTABLISHED AND MINIMUM COVER HAS BEEN MET.

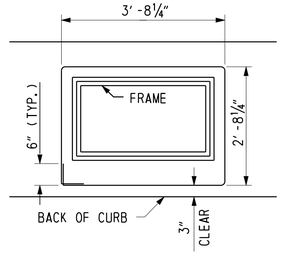
WATER SERVICE METER ASSEMBLY

* -DIMENSIONS TO MATCH OUTSIDE TO OUTSIDE DIMENSIONS OF BOX



48" X 48" INLET

NOTE:
1. COVER SLABS SHALL BE PRE-CAST AND MUST BE SIZED TO FIT INLET BOX DIMENSIONS.
2. ALL BARS ARE TO BE #5 SPACED @ 6"+/- UNLESS NOTED OTHERWISE.
3. MINIMUM BAR COVER = 1½".

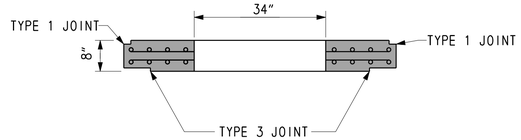


S501 BENDING DIAGRAM

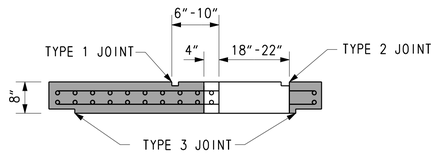
S501 IS NOT REQUIRED TO BE ONE CONTINUOUS BAR. IF MORE THAN ONE BAR IS USED, THERE MUST BE A 12" OVERLAP BETWEEN BARS.

DRAINAGE INLET TOP UNITS

NOTE: TOP UNIT IS TO BE CAST-IN-PLACE TO GRADE AS SPECIFIED ON PLAN SHEETS OR AS DIRECTED BY ENGINEER.

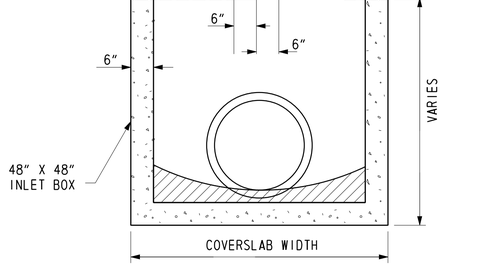


SECTION A-A



SECTION B-B

COVER SLAB



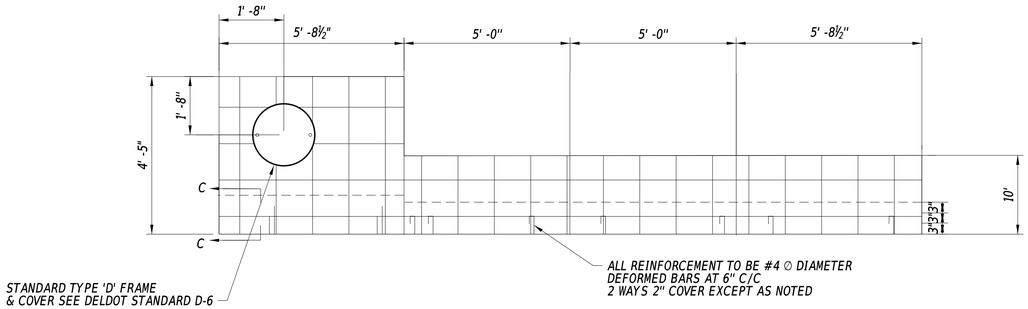
TYPE C TOP UNIT/ ASSEMBLY

ROTATED DRAINAGE INLET DETAIL

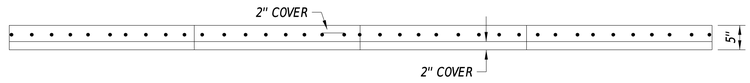
NOT TO SCALE

ADDENDA / REVISIONS		SCALE: AS NOTED	US 40, SALEM CHURCH ROAD TO WALTHER ROAD	CONTRACT	BRIDGE NO. N/A	CONSTRUCTION DETAILS	SECTION
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				COUNTY			SHEET NO.
				NEW CASTLE	CHECKED BY: T. OLIVER		80

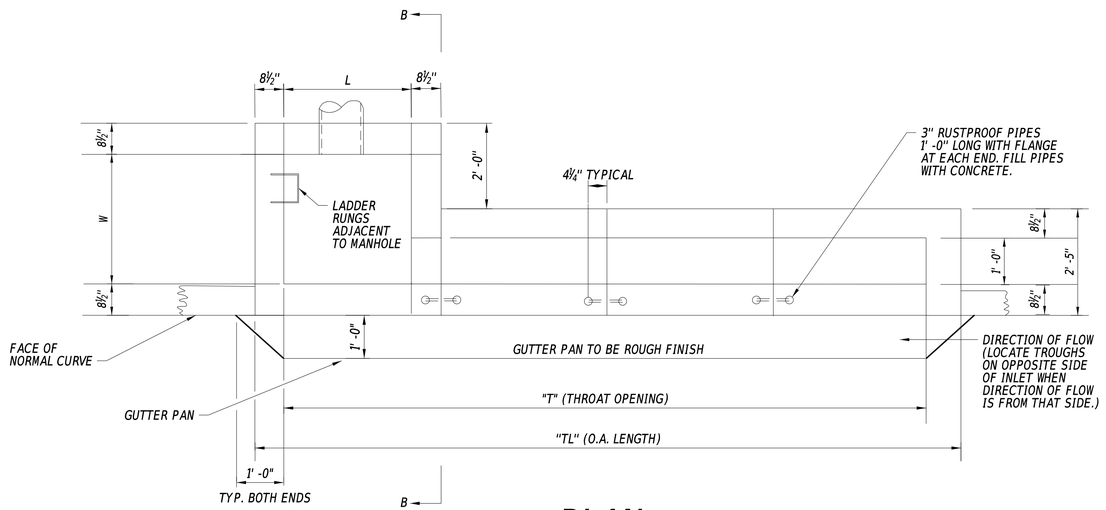
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CONCRETE SLAB



SLAB ELEVATION



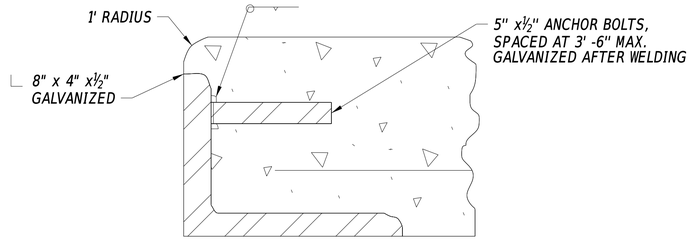
PLAN

(SHOWN WITHOUT CONC. SLAB)

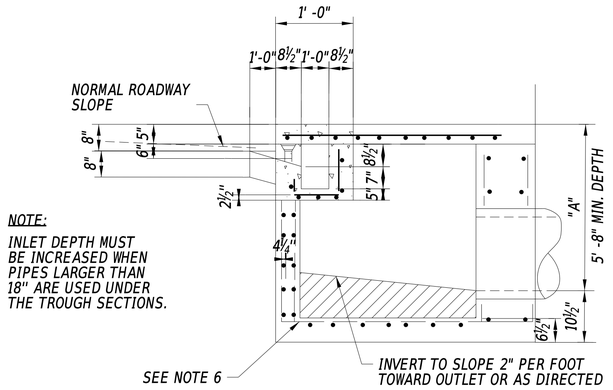
GENERAL NOTES

1. CONCRETE TO BE MIX NO. 2 (3,000 PSI).
2. SIZE, TYPE, AND DIRECTION OF INLET CONNECTION WILL VARY TO SUIT CONDITIONS.
3. SEE DELDOT DRC LATEST SPECIFICATIONS FOR INLETS.
4. CURB OPENING SHOULD NOT ENCROACH ON CROSSWALK AREAS.
5. WHEN "A" IS LESS THAN 7' -0", WALL REINFORCEMENT SHALL BE ONE LAYER OF NO. 4 DEFORMED BARS @ 6" C/C. TWO WAYS, AND HAVE 3" COVER. WHEN "A" IS GREATER THAN 7' -0" AND LAYERS OF NO. 4 DEFORMED BARS @ 6" C/C, TWO WAYS, ON INSIDE AND OUTSIDE OF WALL WITH 2" COVER.
6. BASE REINFORCEMENT SHALL BE ONE LAYER OF NO. 4 DEFORMED BARS @ 6" C/C. TWO WAYS, WITH 2" COVER.
7. PLACE EXTENSION MATERIAL (SAME TYPE APPROVED FOR PAYMENT) AS INDICATED.
8. ANGLES AND ANCHOR BOLTS TO BE GALVANIZED IN ACCORDANCE WITH ASTM A123 AFTER WELDING.
9. INLET DEPTH MUST BE INCREASED WHEN PIPES LARGER THAN 18" AND USED UNDER THE TROUGH SECTION.
10. LADDER RUNGS SHALL BE IN ACCORDANCE WITH STANDARD D-6 OR AS DIRECTED BY THE ENGINEER.
11. FROM THE CURB LINE, INLET HAS BEEN DESIGNED FOR HS-25 LOADING ACCORDING TO AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS FOR A MAXIMUM DEPTH OF 15' -0"
12. REFER TO PLAN SHEET DRAINAGE INLET SCHEDULES FOR BOX SIZE "L x W"

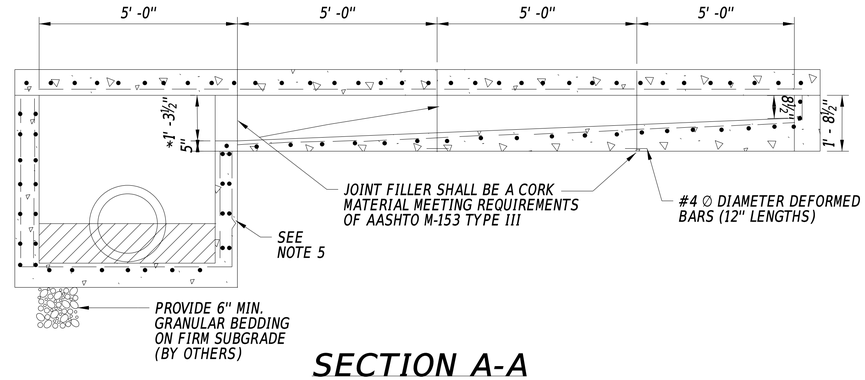
INLET	"T"	"TL"
C O G- 5	4' - 3½"	5' - 8½"
C O G- 10	10' - 0"	11' - 5"
C O G- 15	15' - 0"	16' - 5"
C O G- 20	20' - 0"	21' - 5"



SECTION C-C



SECTION B-B

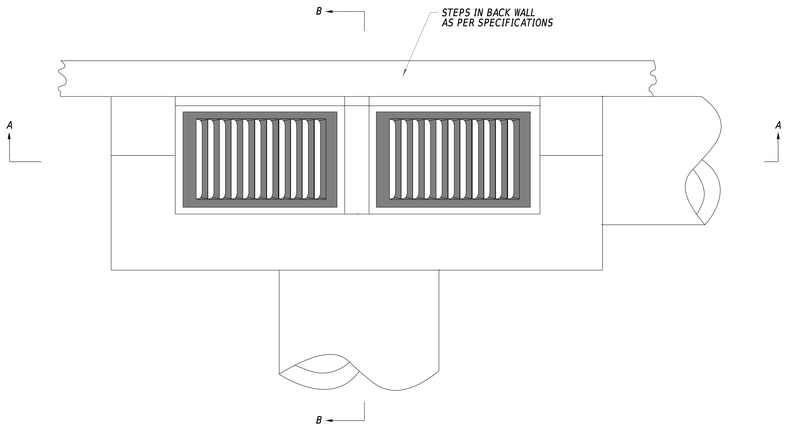


SECTION A-A

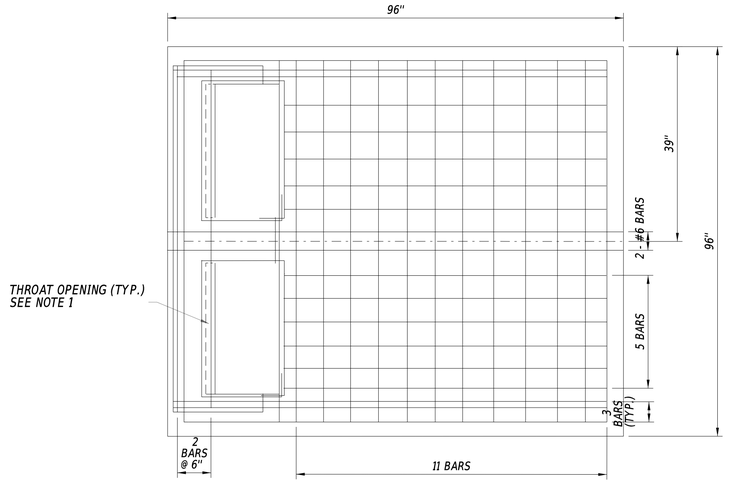
*THIS DIMENSION TO BE MAINTAINED FOR ALL STANDARD COG INLETS

ADDENDA / REVISIONS		SCALE AS NOTED	US 40, SALEM CHURCH ROAD TO WALTHER ROAD	CONTRACT	BRIDGE NO. N/A	CONSTRUCTION DETAILS	SECTION
				T201611902	DESIGNED BY: A. BRITZ		WRA
				COUNTY	CHECKED BY: T. OLIVER		SHEET NO.
				NEW CASTLE			81

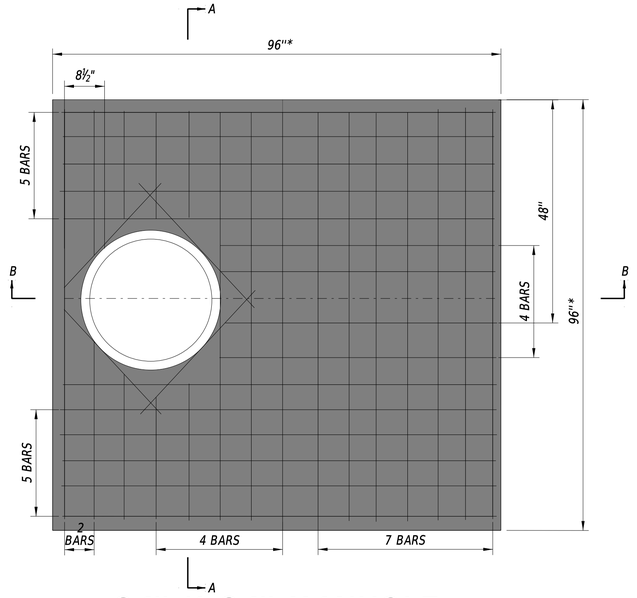
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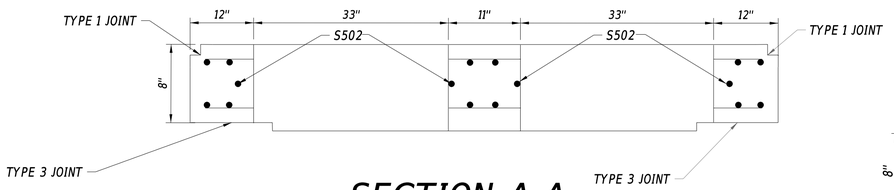
PLAN



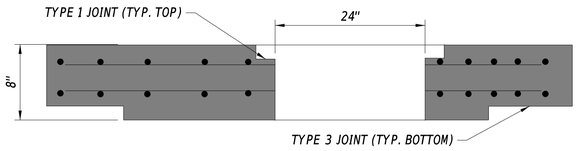
84" X 84" COVER SLAB



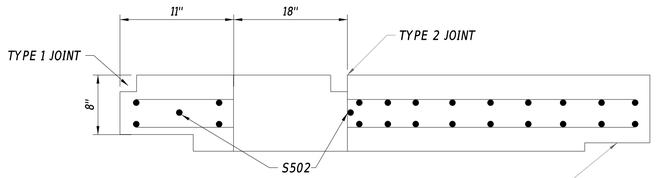
84" X 84" MANHOLE



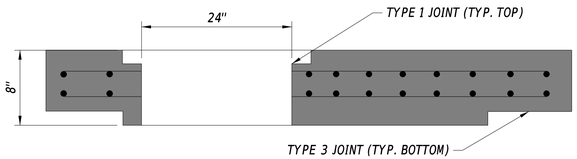
SECTION A-A



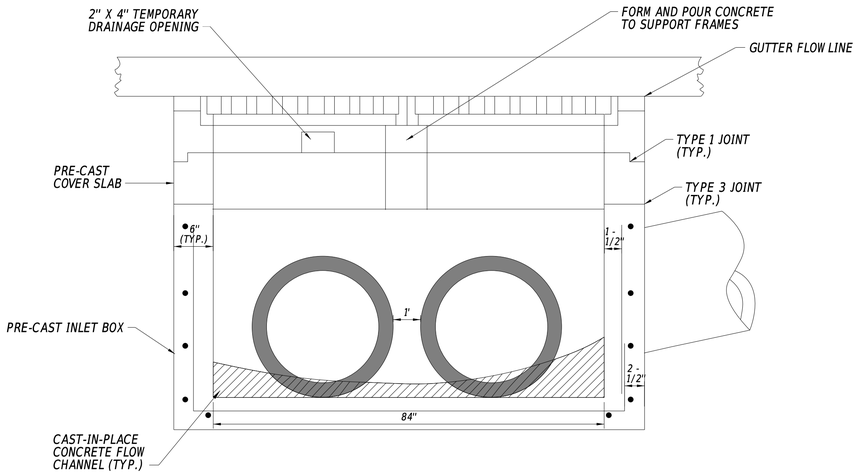
SECTION A-A



SECTION B-B



SECTION B-B



SECTION A-A

S502 BENDING DIAGRAM

S502 IS NOT REQUIRED TO BE ONE CONTINUOUS BAR. IF MORE THAN ONE BAR IS USED, THERE MUST BE A 12" (300) OVERLAP BETWEEN BARS.

NOTES

1. RELOCATE ENCROACHING REINFORCING BARS WHEN USING TYPE B TOP UNIT.
2. COVER SLABS ARE TO BE PRECAST AND MUST BE SIZED TO FIT INLET BOX DIMENSIONS.
3. ALL BARS ARE TO BE #5 (#16) SPACED @ 6" (150) UNLESS NOTED OTHERWISE. TOP REINFORCEMENT SHALL BE 0.11 IN (70 mm) MIN. HORIZONTAL REINFORCEMENT PER FOOT IN BOTH DIRECTIONS.
4. MINIMUM BAR COVER = 1½" (38).
5. TO BE PAID UNDER ITEM 602012 - DRAINAGE INLET, SPECIAL.

NOTES

1. PRECAST COVER SLABS.
2. USE #5 BARS SPACED AT 6" UNLESS NOTED OTHERWISE.
3. PROVIDE A MINIMUM BAR COVER OF 1½".
4. COVER SLAB DESIGN SPECIFICATIONS SHALL MEET HL-93 LOADING AND CONFORM TO AASHTO M-199, LATEST REVISIONS.
5. REFER TO DRAINAGE SCHEDULES FOR ORIENTATION OF INLET TOWARDS ROADWAY OR BEHIND CURB AND GUTTER.
6. TO BE PAID UNDER ITEM 602036 - MANHOLE, SPECIAL

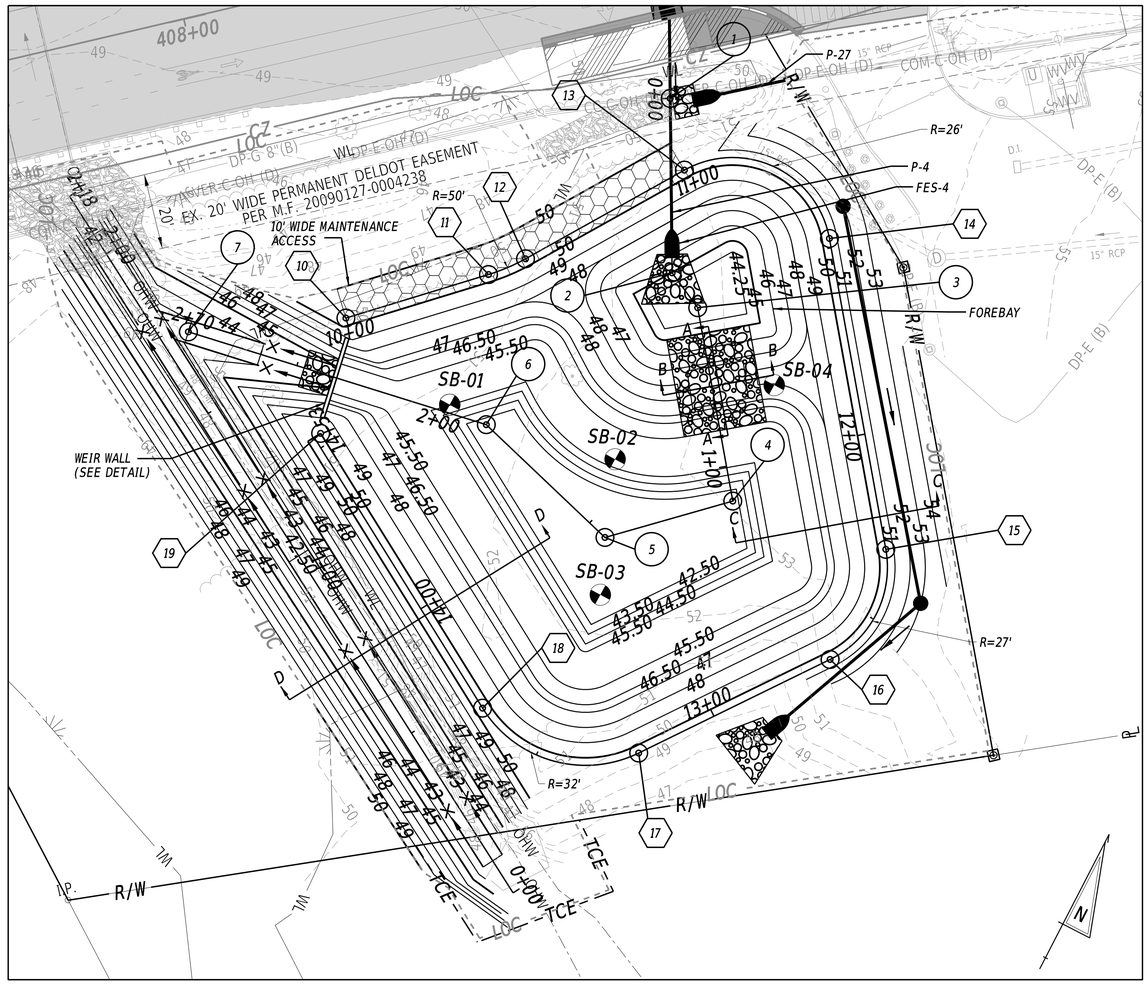
* DIMENSIONS TO MATCH OUTSIDE TO OUTSIDE DIMENSIONS OF BOX.

84" X 84" DRAINAGE INLET DETAIL

NOT TO SCALE

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ADDENDA / REVISIONS		SCALE AS NOTED	US 40, SALEM CHURCH ROAD TO WALTHER ROAD	CONTRACT	BRIDGE NO. N/A	CONSTRUCTION DETAILS	SECTION
				T201611902	DESIGNED BY: A. BRITZ		WRA
				COUNTY			SHEET NO.
				NEW CASTLE	CHECKED BY: T. OLIVER		82



BMP 01120 - WET EXTENDED DETENTION POND PLAN VIEW

1" = 20'

BMP 01120 - DESIGN SUMMARY

DESIGN STORM	FACILITY INFLOW (CFS)	FACILITY DISCHARGE (CFS)	WATER SURFACE ELEVATION	STORAGE VOLUME (ACRE-FT)
1-YEAR (RPv)	8.91	0.67	48.04	0.721
10-YEAR (Cv)	17.10	8.98	48.59	0.862
100-YEAR (Fv)	28.40	19.93	49.02	0.989

DRAINAGE AREA TO FACILITY: 3.46 ACRES

MANAGEMENT PROVIDED BY FACILITY: WATER QUALITY CONTROL VIA EXTENDED DETENTION FOR 1-YEAR RESOURCE PROTECTION STORM EVENT. WATER QUANTITY CONTROL FOR Cv (10-YEAR) AND Fv (100-YEAR) STORM EVENTS.

(X) PRINCIPAL SPILLWAY BASELINE

NO.	POINT	STATION	NORTHING	EASTING
1	POB	0+00.00	589299.40	577396.59
2	PI	0+46.03	589258.71	577418.12
3	PI	0+57.44	589253.63	577428.34
4	PI	1+09.33	589212.48	577459.94
5	PI	1+44.40	589188.50	577434.34
6	PI	1+87.63	589200.63	577392.85
7	POE	2+70.00	589186.40	577311.72

(XX) POND EMBANKMENT BASELINE

NO.	POINT	STATION	NORTHING	EASTING
10	POB	10+00.00	589208.68	577347.01
11	PC	10+39.35	589236.12	577375.22
12	PT	10+49.99	589244.29	577382.00
13	PC	10+98.08	589284.35	577408.61
14	PT	11+47.49	589285.80	577450.89
15	PC	12+30.90	589219.65	577501.69
16	PT	12+65.88	589187.06	577501.92
17	PC	13+22.12	589141.98	577468.31
18	PT	13+69.13	589133.64	577426.23
19	POE	14+53.30	589176.84	577353.99

WET EXTENDED DETENTION POND CONSTRUCTION SEQUENCE AND NOTES

BEFORE ANY CONSTRUCTION BEGINS ON THE WET POND, CONTACT THE DESIGNATED CCR A MINIMUM OF 2 WORKING DAYS IN ADVANCE SO THAT THE REQUIRED FACILITY CONSTRUCTION CHECKLIST CAN BE COMPLETED.

THE STORMWATER POND SHALL FUNCTION AS A SEDIMENT BASIN DURING CONSTRUCTION AND SHALL BE CONSTRUCTED IN ACCORDANCE WITH SECTION 910 OF THE STANDARD SPECIFICATIONS.

A. INITIAL CONSTRUCTION:

1. *INSTALL STABILIZED CONSTRUCTION ENTRANCE(S) AS NEEDED AND APPROVED BY THE ENGINEER.*
2. *CLEAR AND GRUB FOR INSTALLATION OF PERIMETER EROSION AND SEDIMENT CONTROLS.*
3. *INSTALL PERIMETER CONTROLS AS SHOWN ON THE PLANS.*
4. *CLEAR AND GRUB REMAINING AREA FOR WET POND CONSTRUCTION.*
5. *EXCAVATE PARTIAL EMBANKMENT AS NEEDED TO CONSTRUCT AND INSTALL POND OUTLET STRUCTURE.*
6. *BLOCK POND OUTLET STRUCTURE WEIR FROM ELEVATION 47.25' TO ELEVATION 49.00'. INSTALL SKIMMER DEWATERING DEVICE TO LOW FLOW ORIFICE AND SET DISCHARGE ELEVATION TO 46.50'. DEWATER FOUNDATION AS NEEDED IN ACCORDANCE WITH SECTION 900 OF THE STANDARD SPECIFICATIONS.*
7. *COMPLETE POND EXCAVATION AS PER FINAL DESIGN ELEVATION. POND EXCAVATION WILL BE PAID FOR UNDER STORMWATER MANAGEMENT POND (ITEM 910008).*
8. *ALL DISTURBED AREAS MEETING FINAL ELEVATIONS AND GRADES ABOVE THE PERMANENT BOTTOM ELEVATION SHALL BE SEEDED WITH STORMWATER FACILITY SEED MIX (ITEM 908015) AND EROSION CONTROL BLANKET MULCH (ITEM 908020).*

B. MAINTENANCE OF WET POND DURING CONSTRUCTION:

1. *INSPECT THE BASIN THE NEXT WORKDAY FOLLOWING A RAIN EVENT AND MAKE REPAIRS AS NEEDED.*
2. *ANY EXCESS SEDIMENT AROUND THE OUTFALL AREA WILL BE REMOVED WITHIN TWO WORKING DAYS AND DISPOSED AT A LOCATION APPROVED BY THE ENGINEER.*

C. CONVERSION TO PERMANENT EXTENDED DETENTION WET POND:

ALL AREAS DRAINING TO THE FACILITY MUST BE AT FINAL GRADE AND STABILIZED AS APPROVED BY THE STORMWATER ENGINEER PRIOR TO CONVERSION TO PERMANENT WET POND. AN ONSITE MEETING WILL BE CONDUCTED WITH THE STORMWATER ENGINEER OR ENGINEER OF RECORD TO DETERMINE THE E&S REQUIREMENTS.

1. *CONVERT THE SEDIMENT BASIN AFTER ALL AREAS DRAINING TO IT HAVE ATTAINED FINAL STABILIZATION AND THE ENGINEER HAS APPROVED THE CONVERSION.*
2. *REMOVE ANY EXCESS SEDIMENT FROM THE POND BOTTOM ABOVE ELEVATION 42.50.'*
3. *REMOVE ANY EXCESS SEDIMENT FROM THE FOREBAYS ABOVE ELEVATION 44.25.'*
4. *INSTALL AGRI DRAIN OR APPROVED EQUIVALENT TO LOW FLOW ORIFICE.*
5. *COMPLETE STABILIZATION OF ALL DISTURBED AREAS ABOVE PERMANENT POOL ELEVATION WITH TOPSOIL, PERMANENT GRASS SEEDING, STORMWATER (ITEM 908015), AND EROSION CONTROL BLANKET MULCH (ITEM 908020).*
6. *AFTER ALL SURROUNDING AREAS DRAINING TO THE WET POND HAVE SUFFICIENT VEGETATION, AS APPROVED BY THE ENGINEER, E&S DEVICES SHALL BE REMOVED.*

D. SURVEY WILL BE COMPLETED BY THE CONTRACTOR AND CERTIFIED BY A DELAWARE PLS BEFORE THE DELDOT INITIAL INSPECTION DATE. THE SURVEY SHALL BE SENT TO THE STORMWATER ENGINEER FOR VERIFICATION. ALL COSTS FOR PREPARING AND SUBMITTING POST CONSTRUCTION VERIFICATION DOCUMENTATION IS INCIDENTAL TO ITEM 910008, STORMWATER MANAGEMENT POND. SURVEY WILL INCLUDE, BUT NOT BE LIMITED TO:

- *GENERAL TOPOGRAPHY OF THE WHOLE FACILITY AT 1-FOOT CONTOURS INCLUDING FOREBAYS AND TOP/TOE OF ANY EMBANKMENT.*
- *INVERTS OF ALL PIPES AND SWALES THAT INFLOW TO THE POND.*
- *OUTLINE OF ALL RIPRAP AND OBTAIN SPOT ELEVATIONS ON TOP OF THE RIPRAP.*
- *OUTLET STRUCTURE (OR WEIR WALL) INVERTS OF ANY AND ALL ORIFICES/WEIRS, TOP OF STRUCTURE, OUTLET PIPE, ETC.*
- *PRIMARY OUTFLOW PIPE OR CHANNEL. FOR A PIPE OUTFALL, INVERTS AT THE ENTRANCE AND EXIT. FOR A PRIMARY OUTFLOW CHANNEL/SWALE, SHOW AT MINIMUM THREE (3) CROSS SECTIONS EQUAL DISTANCE APART AT 50' DOWNSTREAM ALONG WITH THE SLOPE.*

DEWATERING NOTES:

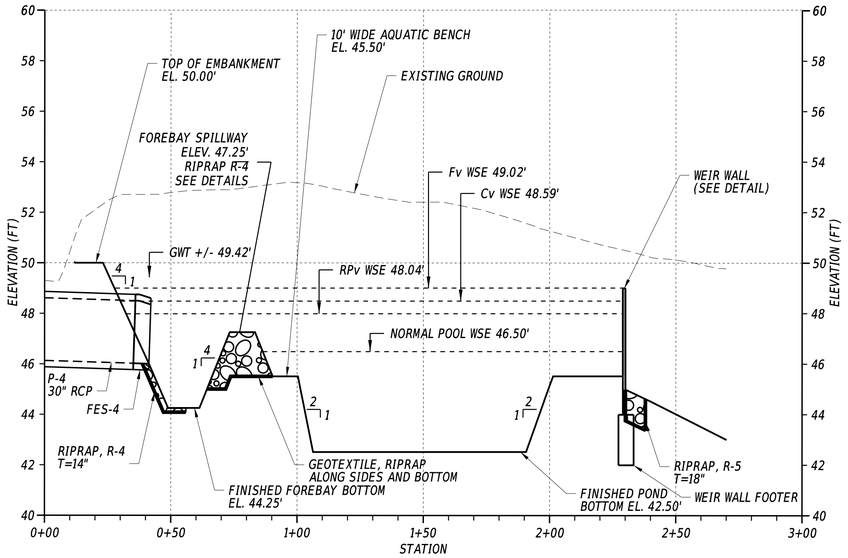
1. *DEWATER THE EXCAVATION AREA IN ACCORDANCE WITH SECTION 900 OF THE STANDARD SPECIFICATIONS. THE CONTRACTOR MAY DEWATER UP TO 50,000 GALLONS PER DAY IN ACCORDANCE WITH THE STATEWIDE GENERAL PERMIT FOR MINOR DEWATERING ACTIVITIES AND SHALL BE INCIDENTAL TO ITEM 910008 AND ITEM 910006.*
2. *EACH DEWATERING PUMP SHALL HAVE A FUNCTIONING INSTANTANEOUS/TOTALIZING VOLUME METER INSTALLED PRIOR TO THE WITHDRAW OF GROUNDWATER. THE DEWATERING OPERATION WILL BE CONTINUOUS UNTIL COMPLETION.*
3. *THE CONTRACTOR SHALL NOTIFY THE DNREC WATER SUPPLY SECTION AT 302-739-9945 48 HOURS PRIOR TO STARTING ANY DEWATERING OPERATION.*

SOIL BORING SUMMARY

NO.	TEST DEPTH (FT)	DEPTH TO WATER (FT)	GWT ELEVATION
SB-01	10.0	3.4	47.83'
SB-02	12.0	3.4	49.19'
SB-03	12.0	DRY	-
SB-04	12.0	3.8	49.42'

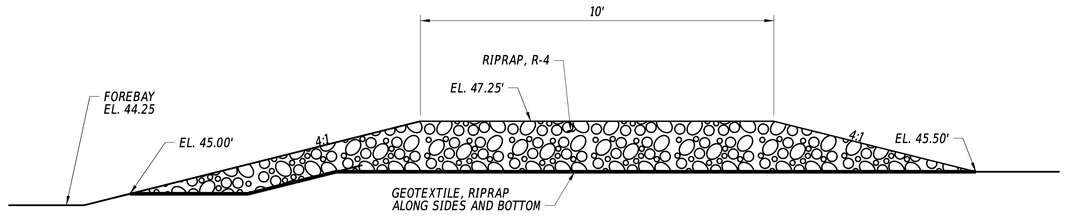
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ADDENDA / REVISIONS	NOT TO SCALE	US 40, SALEM CHURCH ROAD TO WALTHER ROAD	CONTRACT T201611902	BRIDGE NO. N/A	STORMWATER MANAGEMENT PLAN	SECTION WRA
			COUNTY NEW CASTLE	DESIGNED BY: J. KELLEY		SHEET NO. 83
				CHECKED BY: T. OLIVER		



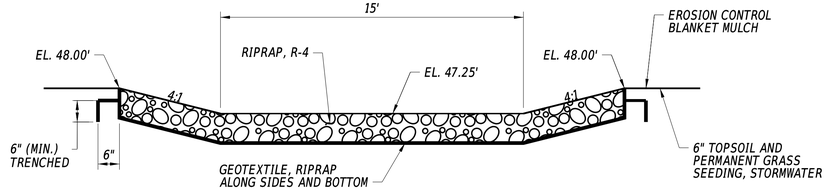
BMP 01120 SPILLWAY PROFILE

HORIZONTAL SCALE 1" = 30'
VERTICAL SCALE 1" = 3'



SECTION A-A - FOREBAY SPILLWAY

NOT TO SCALE

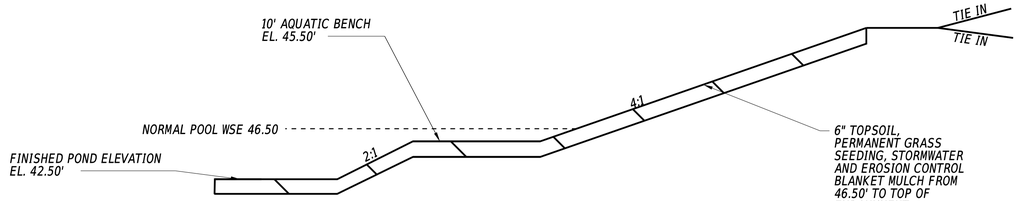


SECTION B-B - FOREBAY SPILLWAY

NOT TO SCALE

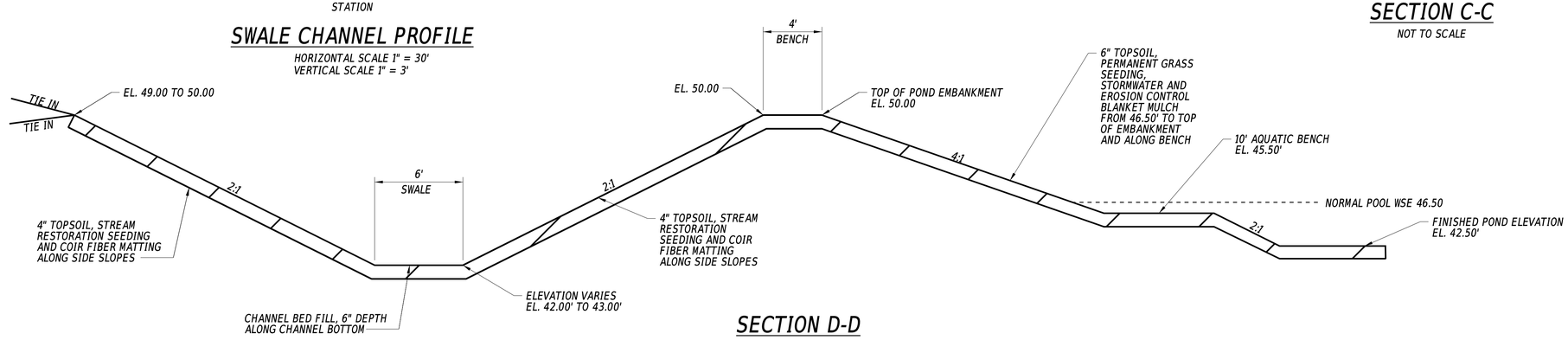
SWALE CHANNEL PROFILE

HORIZONTAL SCALE 1" = 30'
VERTICAL SCALE 1" = 3'



SECTION C-C

NOT TO SCALE

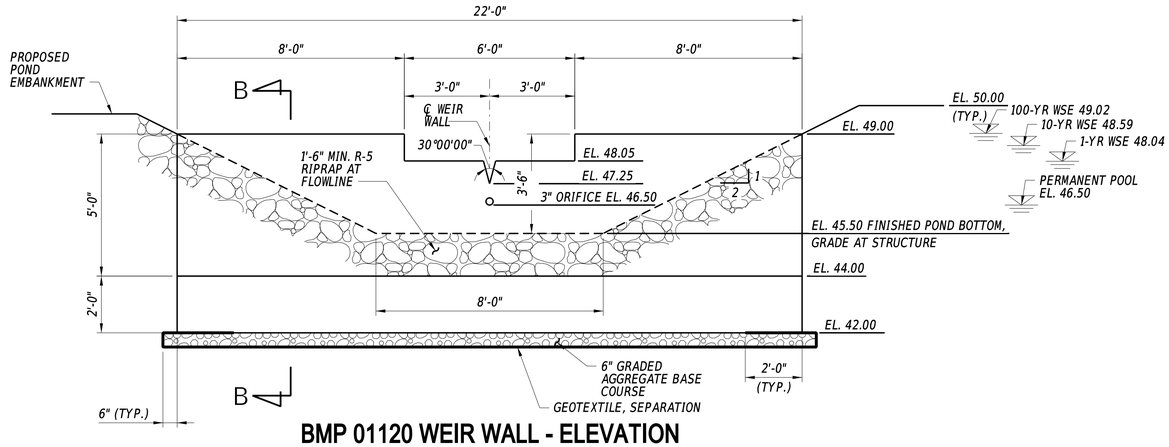


SECTION D-D

NOT TO SCALE

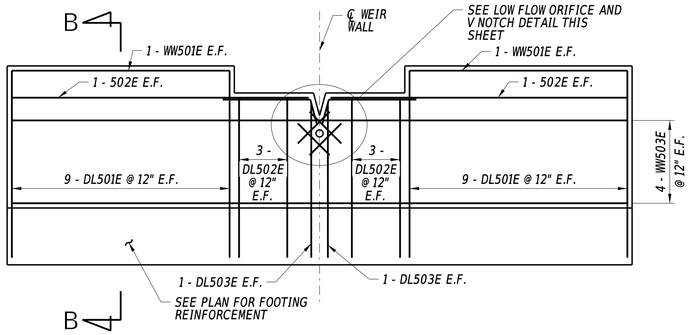
ADDENDA / REVISIONS		NOT TO SCALE	US 40, SALEM CHURCH ROAD TO WALTHER ROAD	CONTRACT	BRIDGE NO. N/A	STORMWATER MANAGEMENT PLAN	SECTION
				T201611902	DESIGNED BY: J. KELLEY		WRA
				COUNTY	CHECKED BY: T. OLIVER		SHEET NO.
				NEW CASTLE			84

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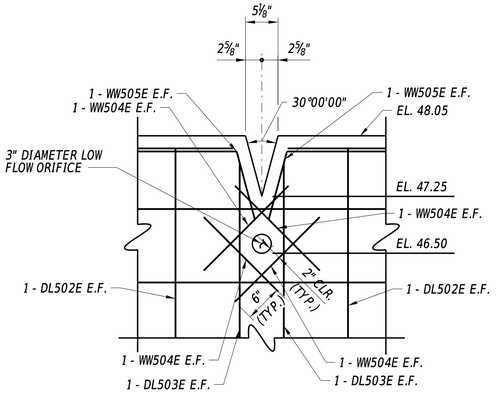
BMP 01120 WEIR WALL - ELEVATION

3/8" = 1'-0"



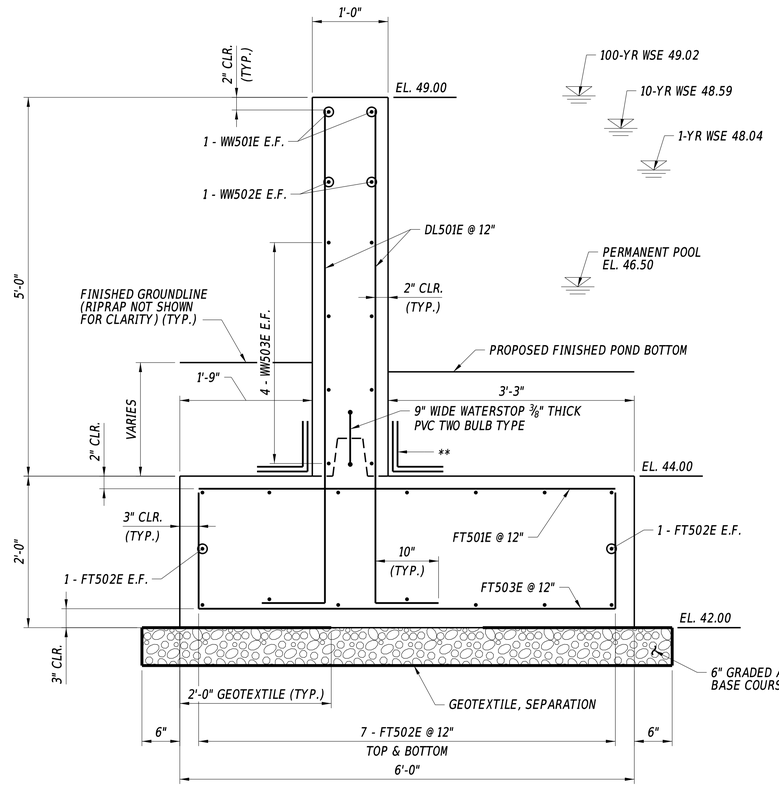
BMP 01120 WEIR WALL - WALL REINFORCEMENT ELEVATION

3/8" = 1'-0"



LOW FLOW ORIFICE AND V-NOTCH DETAIL

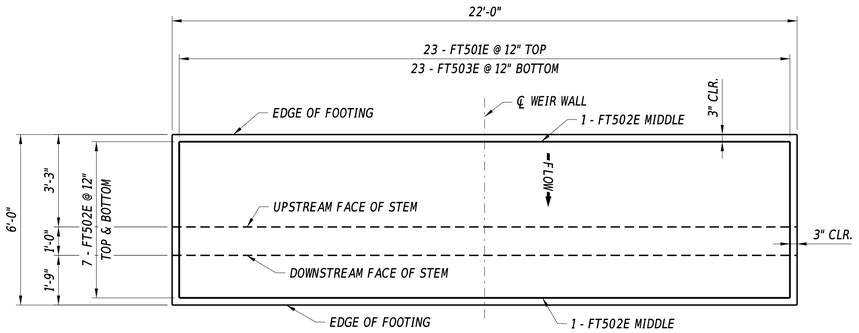
1" = 1'-0"



SECTION B-B

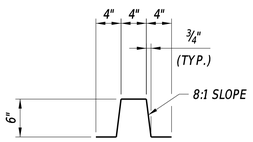
1" = 1'-0"

** 2-PLY WATERPROOFING MEMBRANE CENTERED ON JOINT (16" MIN. BOTH SIDES OF JOINT)



BMP 01120 WEIR WALL - FOOTING REINFORCEMENT PLAN

3/8" = 1'-0"



CONSTRUCTION JOINT DETAIL

1" = 1'-0"

NOTES:

1. THE CONCRETE WEIR STRUCTURE SHOWN ON THESE PLANS IS DESIGNATED AS PRINCIPLE SPILLWAYS AND SHALL BE CONSTRUCTED AS CAST-IN-PLACE STRUCTURES IN ACCORDACNE WITH SECTION 900 OF THE STANDARD SPECIFICATIONS.
2. CONCRETE SHALL BE CLASS A 4,500 PSI.
3. E.F. = EACH FACE.
4. FOR POND GRADING AND DESIGN STORM ELEVATIONS, SEE STORMWATER MANAGEMENT PLAN.
5. 2-PLY MEMBRANE WATERPROOFING SHALL CONFORM TO ASTM D449 AND ASTM D137. APPLY 1 PRIME COAT, 3 MOP COATS, AND 2 LAYERS OF WATERPROOFING FABRIC. COSTS OF THE 2-PLY WATERPROOFING MEMBRANE WILL BE INCIDENTAL TO ITEM 910006 OUTLET STRUCTURE.
6. COST OF GRADED AGGREGATE BASE COURSE WILL BE INCIDENTAL TO ITEM 910006 OUTLET STRUCTURE.

REINFORCEMENT LIST - BMP-1

QTY.	SIZE	LENGTH	MARK	TYPE	A / G	B	C	D	E	F	H	K
4	5	7'-8"	WW501E	STR	-	-	-	-	-	-	-	-
4	5	10'-5"	WW502E	STR	-	-	-	-	-	-	-	-
8	5	21'-8"	WW503E	STR	-	-	-	-	-	-	-	-
8	5	1'-7"	WW504E	STR	-	-	-	-	-	-	-	-
4	5	4'-1"	WW505E	6	-	-	1'-0"	3'-1"	-	-	11"	3"
36	5	7'-5"	DL501E	2	10"	6'-7"	-	-	-	-	-	-
12	5	6'-5 1/2"	DL502E	2	10"	5'-7 1/2"	-	-	-	-	-	-
4	5	6'-3 1/4"	DL503E	2	10"	5'-5"	-	-	-	-	-	-
23	5	5'-6"	FT501E	STR	-	-	5'-6"	-	-	-	-	-
16	5	21'-6"	FT502E	STR	-	-	-	-	-	-	-	-
23	5	7'-2"	FT503E	17	-	1'-7"	5'-6"	1'-7"	-	-	-	-

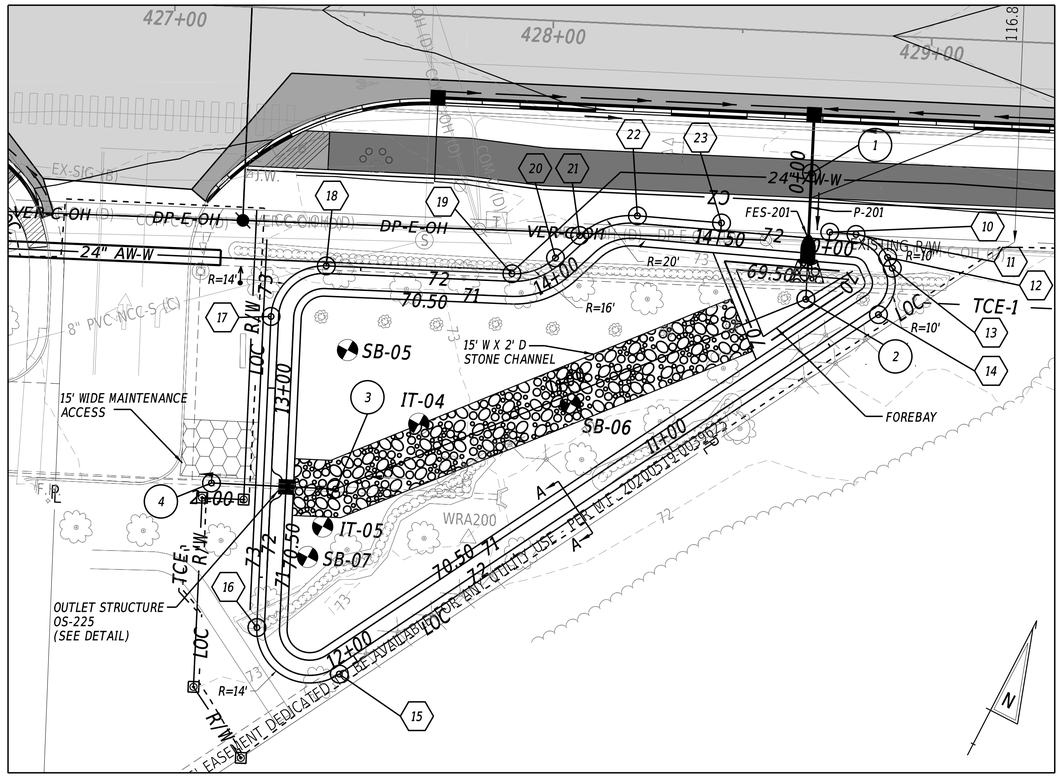
(2) A B G

(6) O B A H C D G K

(17) B C D

ADDENDA / REVISIONS	SCALE: AS NOTED	US 40, SALEM CHURCH ROAD TO WALTHER ROAD	CONTRACT T201611902	BRIDGE NO. N/A	STORMWATER MANAGEMENT WEIR WALL DETAILS	SECTION WRA
			COUNTY NEW CASTLE	DESIGNED BY: J. KELLEY		SHEET NO. 85
				CHECKED BY: T. OLIVER		

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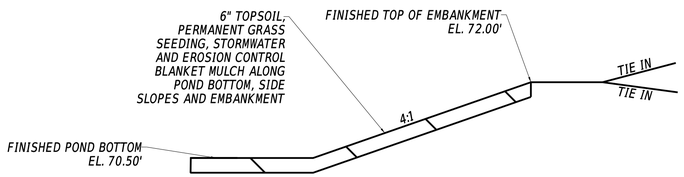
BMP 01121 - DRY DETENTION POND PLAN VIEW

1" = 20'

BMP 01121 - DESIGN SUMMARY				
DESIGN STORM	FACILITY INFLOW (CFS)	FACILITY DISCHARGE (CFS)	WATER SURFACE ELEVATION	STORAGE VOLUME (ACRE-FT)
1-YEAR (RPv)	1.76	0.07	70.70	0.167
10-YEAR (Cv)	3.87	0.37	71.19	0.264
100-YEAR (Fv)	9.27	2.97	72.06	0.464

DRAINAGE AREA TO FACILITY: 3.08 ACRES

MANAGEMENT PROVIDED BY FACILITY:
WATER QUANTITY CONTROL FOR Cv (10-YEAR) AND Fv (100-YEAR) STORM EVENTS.



SECTION A-A

NOT TO SCALE

(X) PRINCIPAL SPILLWAY BASELINE				
NO.	POINT	STATION	NORTHING	EASTING
1	POB	0+00.00	590193.71	579108.70
2	PI	0+33.31	590163.44	579122.59
3	PI	1+67.20	590062.04	579035.16
4	POE	2+00.00	590048.47	579005.30

(XX) POND EMBANKMENT BASELINE				
NO.	POINT	STATION	NORTHING	EASTING
10	POB	10+00.00	590182.06	579120.11
11	PC	10+06.94	590184.70	579126.52
12	PT	10+17.76	590183.15	579136.70
13	PC	10+20.88	590181.16	579139.11
14	PT	10+34.75	590168.60	579141.48
15	PC	12+05.82	590019.06	579058.37
16	PT	12+36.68	590020.02	579033.41
17	PC	13+18.89	590094.74	578999.13
18	PT	13+40.84	590113.29	579005.98
19	PC	13+89.90	590133.89	579050.50
20	PT	14+02.46	590142.89	579058.80
21	PC	14+11.16	590151.05	579061.80
22	PT	14+27.72	590162.65	579072.96
23	POE	14+50.00	590171.13	579093.56

DRY POND CONSTRUCTION SEQUENCE AND NOTES

BEFORE ANY CONSTRUCTION BEGINS ON THE DRY POND, CONTACT THE DESIGNATED CCR A MINIMUM OF 2 WORKING DAYS IN ADVANCE SO THAT THE REQUIRED FACILITY CONSTRUCTION CHECKLIST CAN BE COMPLETED.

THE STORMWATER POND SHALL FUNCTION AS A SEDIMENT BASIN DURING CONSTRUCTION AND SHALL BE CONSTRUCTED IN ACCORDANCE WITH SECTION 910 OF THE STANDARD SPECIFICATIONS.

A. INITIAL CONSTRUCTION:

1. *INSTALL STABILIZED CONSTRUCTION ENTRANCE(S) AS NEEDED AND APPROVED BY THE ENGINEER.*
2. *CLEAR AND GRUB FOR INSTALLATION OF PERIMETER EROSION AND SEDIMENT CONTROLS.*
3. *INSTALL PERIMETER CONTROLS AS SHOWN ON THE PLANS.*
4. *CLEAR AND GRUB REMAINING AREA FOR POND CONSTRUCTION.*
5. *EXCAVATE PARTIAL EMBANKMENT AS NEEDED TO CONSTRUCT AND INSTALL OUTLET STRUCTURE AND PIPE. DEWATER FOUNDATION AS NEEDED IN ACCORDANCE WITH SECTION 900 OF DELDOT'S STANDARDS AND SPECIFICATIONS.*
6. *BLOCK WEIR FROM ELEVATION 71.00' TO ELEVATION 72.25'.*
7. *INSTALL SKIMMER DEWATERING DEVICE IN LOW FLOW ORIFICE, EL. 70.50'.*
8. *EXCAVATE POND AND COMPLETE THE EMBANKMENT AND BASIN TO THE LINES, GRADES AND DETAILS SHOWN ON PLANS.*
9. *STABILIZE ALL DISTURBED AREAS.*

B. MAINTENANCE OF POND AS A SEDIMENT BASIN:

1. *INSPECT THE BASIN THE NEXT WORKDAY FOLLOWING A RAIN EVENT AND MAKE REPAIRS AS NEEDED.*
2. *CLEARLY MARK THE CLEANOUT ELEVATION ON A STAKE DRIVEN INTO THE GROUND AT A LOCATION CLEARLY VISIBLE FROM THE EMBANKMENT. SEDIMENT SHALL BE REMOVED WHEN CLEANOUT ELEVATION IS REACHED AND DISPOSED OF AT A LOCATION APPROVED BY THE ENGINEER.*
3. *CLEANOUT ELEVATION OF BMP 01121 IS 71.00'.*

C. CONVERSION TO PERMANENT STORMWATER MANAGEMENT POND:

ALL AREAS DRAINING TO THE FACILITY MUST BE AT FINAL GRADE AND STABILIZED AS APPROVED BY THE STORMWATER ENGINEER PRIOR TO CONVERSION TO PERMANENT STORMWATER FACILITY. AN ONSITE MEETING WILL BE CONDUCTED WITH THE STORMWATER ENGINEER OR ENGINEER OF RECORD TO DETERMINE THE E&S REQUIREMENTS.

1. *CONVERT THE SEDIMENT BASIN AFTER ALL AREAS DRAINING TO THE POND HAVE ACHIEVED FINAL STABILIZATION AND THE STORMWATER ENGINEER HAS APPROVED THE CONVERSION.*
2. *REMOVE ANY EXCESS SEDIMENT FROM THE POND BOTTOM ABOVE ELEVATION 70.50.'*
3. *REMOVE ANY EXCESS SEDIMENT FROM THE FOREBAYS ABOVE ELEVATION 69.50.'*
4. *COMPLETE STABILIZATION OF ALL DISTURBED AREAS WITH TOPSOIL, PERMANENT GRASS SEEDING, STORMWATER (ITEM 908015), AND EROSION CONTROL BLANKET MULCH (ITEM 908020).*
5. *E&S DEVICES SHALL BE REMOVED AFTER FINAL VEGETATIVE STABILIZATION OF ALL DISTURBED AREAS AS APPROVED BY THE STORMWATER ENGINEER.*
6. *REMOVE SKIMMER DEWATERING DEVICE, UNBLOCK WEIR, AND INSTALL TRASH RACK AND AGRI-DRAIN BAR GUARD OR APPROVED EQUIVALENT TO LOW FLOW ORIFICE.*

D. SURVEY WILL BE COMPLETED BY THE CONTRACTOR AND CERTIFIED BY A DELAWARE PLS BEFORE THE DELDOT INITIAL INSPECTION DATE. THE SURVEY SHALL BE SENT TO THE STORMWATER ENGINEER FOR VERIFICATION. ALL COSTS FOR PREPARING AND SUBMITTING POST CONSTRUCTION VERIFICATION DOCUMENTATION IS INCIDENTAL TO ITEM 910008, STORMWATER MANAGEMENT POND.
SURVEY WILL INCLUDE, BUT NOT BE LIMITED TO:

- *GENERAL TOPOGRAPHY OF THE WHOLE FACILITY AT 1-FOOT CONTOURS INCLUDING FOREBAYS AND TOP/TOE OF ANY EMBANKMENT.*
- *INVERTS OF ALL PIPES AND SWALES THAT INFLOW TO THE POND.*
- *OUTLINE OF ALL RIPRAP AND OBTAIN SPOT ELEVATIONS ON TOP OF THE RIPRAP.*
- *OUTLET STRUCTURE (OR WEIR WALL) INVERTS OF ANY AND ALL ORIFICES/WEIRS, TOP OF STRUCTURE, OUTLET PIPE, ETC.*
- *PRIMARY OUTFLOW PIPE OR CHANNEL. FOR A PIPE OUTFALL, INVERTS AT THE ENTRANCE AND EXIT. FOR A PRIMARY OUTFLOW CHANNEL/SWALE, SHOW AT MINIMUM THREE (3) CROSS SECTIONS EQUAL DISTANCE APART AT 50' DOWNSTREAM ALONG WITH THE SLOPE.*

DEWATERING NOTES:

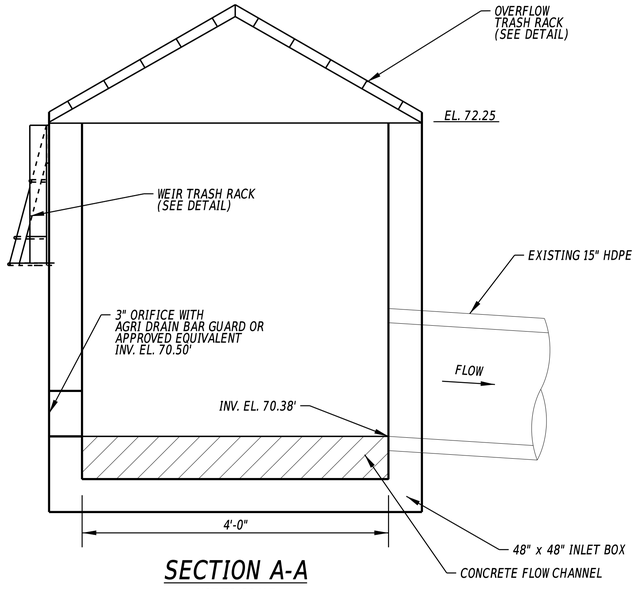
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2. *EACH DEWATERING PUMP SHALL HAVE A FUNCTIONING INSTANTANEOUS/TOTALIZING VOLUME METER INSTALLED PRIOR TO THE WITHDRAW OF GROUNDWATER. THE DEWATERING OPERATION WILL BE CONTINUOUS UNTIL COMPLETION.*
3. *THE CONTRACTOR SHALL NOTIFY THE DNREC WATER SUPPLY SECTION AT 302-739-9945 48 HOURS PRIOR TO STARTING ANY DEWATERING OPERATION.*

INFILTRATION RESULTS SUMMARY				
NO.	TEST DEPTH (FT)	TEST ELEVATION	AVG. FIELD RATE (IN/HR)	AVG. DESIGN RATE (IN/HR)
IT-04	5.0	68.33'	0.0	0.0
IT-05	5.0	68.37'	0.0	

SOIL BORING SUMMARY			
NO.	TEST DEPTH (FT)	DEPTH TO WATER (FT)	GWT ELEVATION
SB-05	10.0	DRY	-
SB-06	10.0	DRY	-
SB-07	10.0	DRY	-

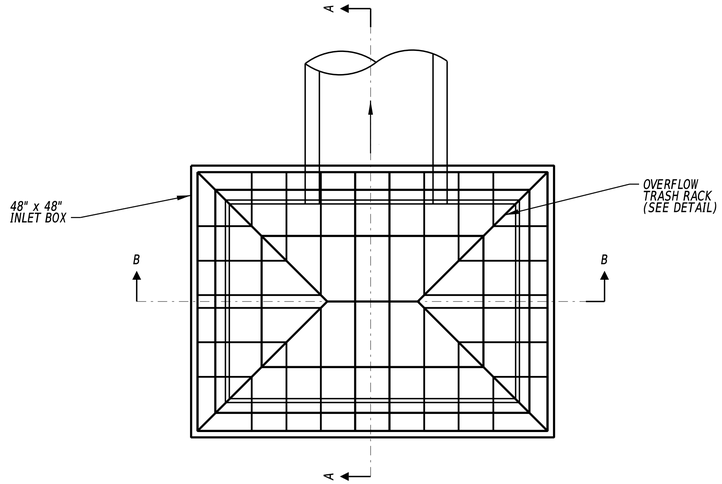
ADDENDA / REVISIONS		NOT TO SCALE	US 40, SALEM CHURCH ROAD TO WALTHER ROAD	CONTRACT T201611902	BRIDGE NO. N/A	STORMWATER MANAGEMENT PLAN	SECTION WRA
				COUNTY NEW CASTLE	DESIGNED BY: J. KELLEY		SHEET NO. 86
					CHECKED BY: T. OLIVER		

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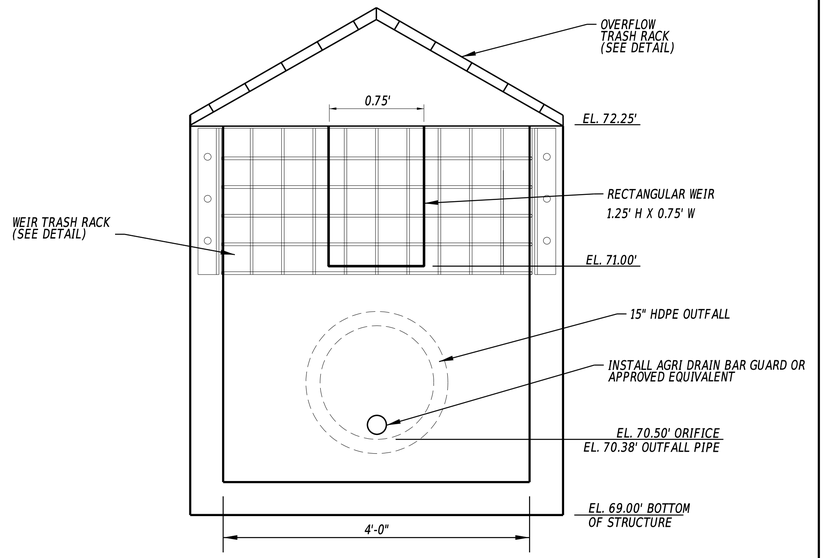
SECTION A-A

NOT TO SCALE



OUTLET STRUCTURE OS-225 - PLAN

NOT TO SCALE

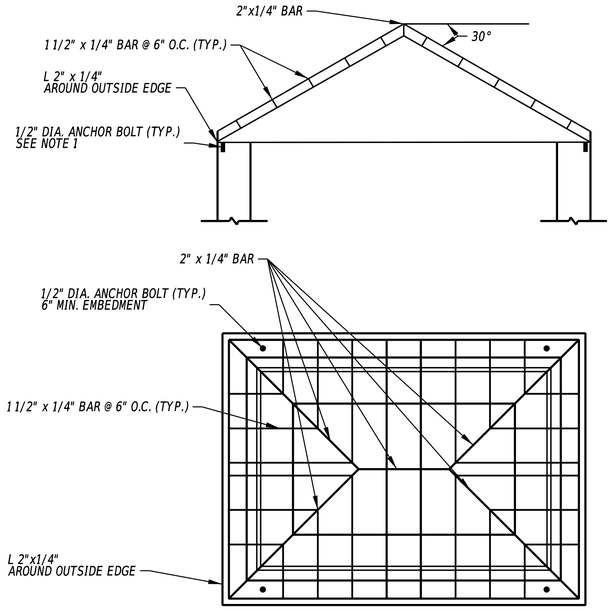


SECTION B-B

NOT TO SCALE

BMP 01121 SPILLWAY PROFILE

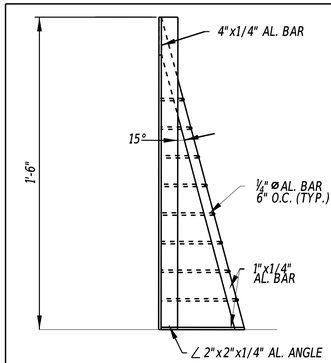
HORIZONTAL SCALE 1" = 30'
VERTICAL SCALE 1" = 3'



OVERFLOW TRASH RACK DETAIL

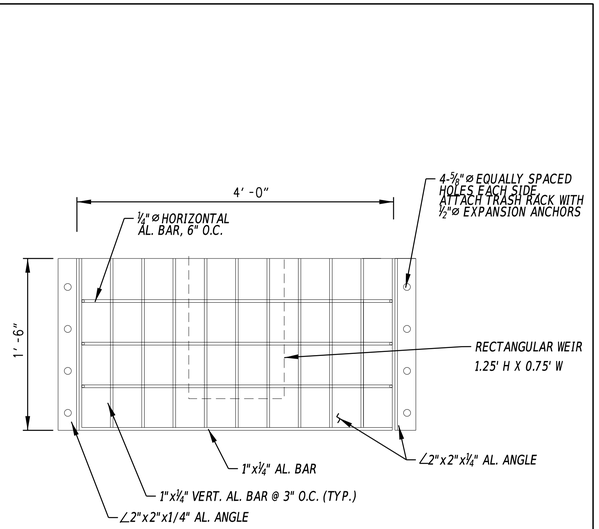
NOT TO SCALE

NOTES:
1. ANCHOR BOLTS TO BE STAINLESS STEEL ONLY.
2. TRASH RACK BARS TO BE ALUMINUM ONLY.
3. PAYMENT OF TRASH RACK IS INCIDENTAL TO ITEM 910006.



SIDE ELEVATION

NOT TO SCALE



FRONT ELEVATION

NOT TO SCALE

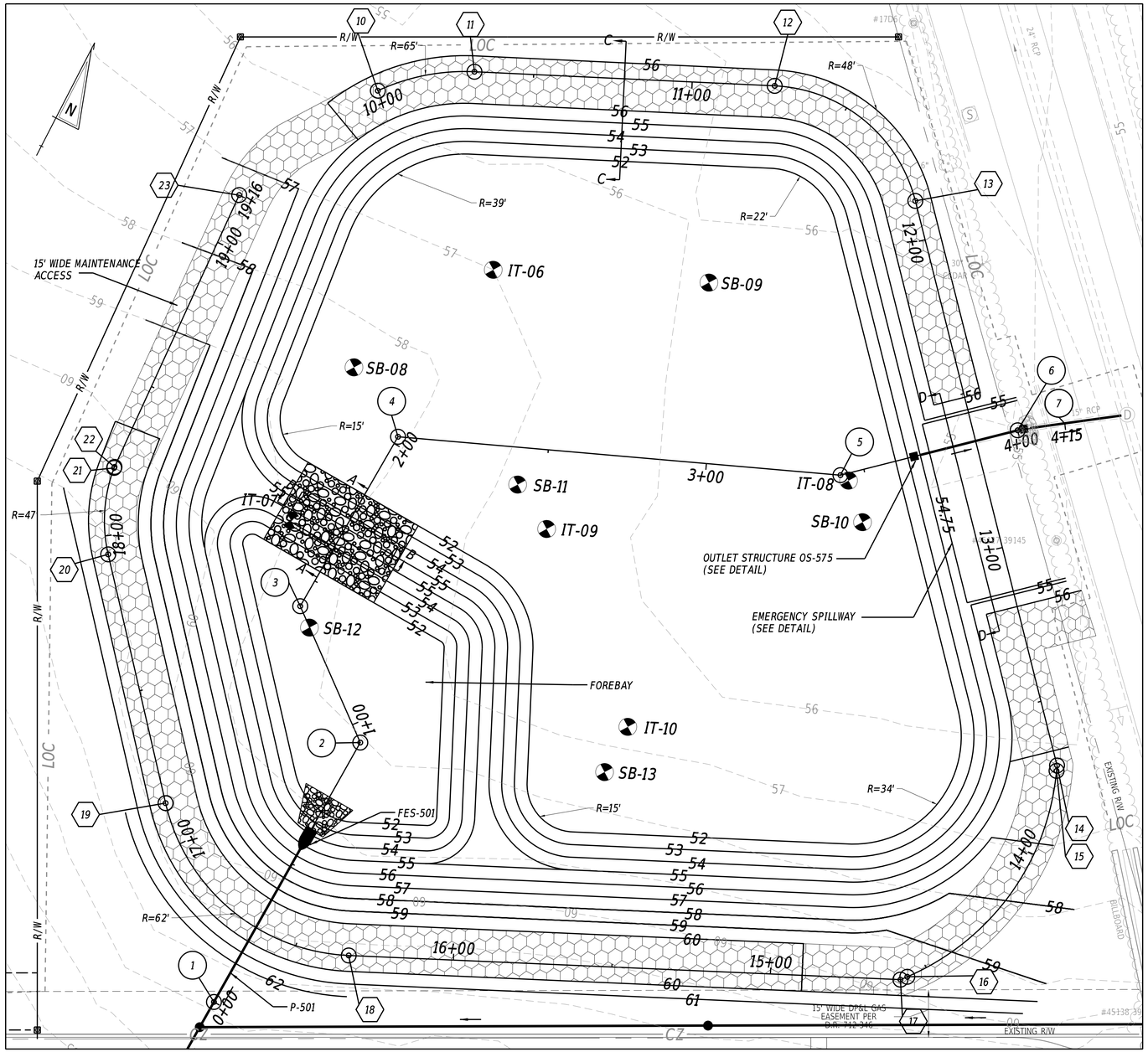
WEIR TRASH RACK - DETAIL

NOT TO SCALE

TRASH RACK NOTES:
1. EXPANSION ANCHORS SHALL CONFORM TO ASTM A510 AND SHALL HAVE A MINIMUM EMBEDMENT DEPTH OF 4" UNLESS NOTED OTHERWISE.
2. EXPANSION ANCHORS SHALL BE ZINC PLATED IN CONFORMANCE WITH ASTM B633, TYPE III FE/ZN 5.
3. ALUMINUM ANGLES SHALL CONFORM TO ASTM B308 ALLOY 6061-T6. REMAINING ALUMINUM SHALL CONFORM TO ASTM B211 ALLOY 6061-T6.
4. PAYMENT OF TRASH RACK IS INCIDENTAL TO ITEM 910006.

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ADDENDA / REVISIONS	NOT TO SCALE	US 40, SALEM CHURCH ROAD TO WALTHER ROAD	CONTRACT	BRIDGE NO. N/A	STORMWATER MANAGEMENT PLAN	SECTION
			T201611902	DESIGNED BY: J. KELLEY		WRA
			COUNTY			SHEET NO.
			NEW CASTLE	CHECKED BY: T. OLIVER		87



BMP 01122 - INFILTRATION BASIN PLAN VIEW

1" = 20'

BMP 01122 - DESIGN SUMMARY

DESIGN STORM	FACILITY INFLOW (CFS)	FACILITY DISCHARGE (CFS)	WATER SURFACE ELEVATION	STORAGE VOLUME (ACRE-FT)
1-YEAR (RPv)	14.31	0.00	52.87	0.759
10-YEAR (Cv)	31.12	0.00	54.34	2.197
100-YEAR (Fv)	64.96	42.82	55.08	2.990

DRAINAGE AREA TO FACILITY: 20.77 ACRES

MANAGEMENT PROVIDED BY FACILITY: WATER QUALITY CONTROL BY INFILTRATION FOR 1-YEAR RESOURCE PROTECTION STORM EVENT.
WATER QUANTITY CONTROL FOR Cv (10-YEAR) AND Fv (100-YEAR) STORM EVENTS.

(X) PRINCIPAL SPILLWAY BASELINE

NO.	POINT	STATION	NORTHING	EASTING
1	POB	0+00.00	592918.53	584236.64
2	PI	0+93.86	593012.32	584240.20
3	PI	1+40.83	593041.87	584203.69
4	PI	2+02.49	593103.46	584206.65
5	PI	3+42.40	593156.51	584336.11
6	PI	4+00.00	593194.65	584379.28
7	POE	4+15.00	593203.32	584391.52

(XX) POND EMBANKMENT BASELINE

NO.	POINT	STATION	NORTHING	EASTING
10	POB	10+00.00	593197.51	584151.06
11	PT	10+31.32	593216.76	584175.38
12	PC	11+26.03	593256.12	584261.52
13	PT	11+87.37	593244.16	584317.51
14	PI	13+70.83	593106.40	584438.68
15	PC	13+72.53	593104.82	584439.31
16	PT	14+56.65	593025.60	584427.22
17	PI	14+58.94	593023.83	584425.76
18	PC	16+33.00	592950.99	584267.68
19	PT	17+13.63	592967.26	584194.40

(XX) POND EMBANKMENT BASELINE

NO.	POINT	STATION	NORTHING	EASTING
20	PC	17+94.09	593028.70	584142.43
21	PT	18+21.80	593053.77	584131.61
22	PI	18+22.13	593054.10	584131.58
23	POE	19+16.35	593148.22	584127.28

INFILTRATION BASIN CONSTRUCTION SEQUENCE

NOTIFY THE CCR A MINIMUM OF 2 WORKING DAYS IN ADVANCE OF ANY CONSTRUCTION SO THAT THE REQUIRED FACILITY CONSTRUCTION CHECKLIST CAN BE COMPLETED. IF THE INFILTRATION BASIN IS TO BE USED AS A SEDIMENT BASIN DURING CONSTRUCTION, GRADING SHALL BE COMPLETED TO MAINTAIN A MINIMUM OF 2-FEET OF COVER ABOVE THE PERMANENT BOTTOM ELEVATION AT ALL TIMES. INCOMING AND OUTFLOWING INVERTS MAY NEED TO BE ADJUSTED TO ALLOW FOR SEDIMENT STORAGE AND BOTTOM COVER NEEDED DURING CONSTRUCTION. IF CONTRACTOR CANNOT MEET THE 2-FEET OF COVER, THEN DISCUSS WITH THE STORMWATER ENGINEER. NO HEAVY EQUIPMENT SHALL BE ALLOWED WITHIN 2-FEET OF PERMANENT BOTTOM ELEVATION.

A. INITIAL CONSTRUCTION:

1. INSTALL STABILIZED CONSTRUCTION ENTRANCE(S) AS NEEDED AND APPROVED BY THE ENGINEER.
2. CLEAR AND GRUB AREA FOR INSTALLATION OF PERIMETER EROSION AND SEDIMENT CONTROLS.
3. INSTALL PERIMETER SEDIMENT CONTROLS AS SHOWN ON CONSTRUCTION PHASING SHEETS.
4. CLEAR AND GRUB REMAINING AREA FOR INFILTRATION BASIN CONSTRUCTION, MAKING SURE NOT TO INTRUDE WITHIN 2-FEET OF THE PERMANENT BOTTOM ELEVATION.
5. EXCAVATE AND CONSTRUCT THE BASIN OUTLET STRUCTURE AND OUTFALL ITEM 910006 AS SHOWN ON THE PLANS. DEWATER FOUNDATION AS NEEDED IN ACCORDANCE WITH DEWATERING PRACTICES AS DESCRIBED IN SECTION 900 OF THE STANDARD SPECIFICATIONS.
6. COMPLETE BASIN EXCAVATION TO MAINTAIN A MINIMUM OF 2-FEET OF COVER ABOVE THE PERMANENT BOTTOM ELEVATION. SIDE SLOPES, MAINTENANCE ACCESS ROAD, AND FOREBAYS SHALL BE CONSTRUCTED AS PER FINAL DESIGN ELEVATION AND CONFIGURATION. ALL DISTURBED AREAS MEETING FINAL ELEVATIONS AND GRADES ABOVE THE PERMANENT BOTTOM ELEVATION SHALL BE SEEDED WITH ITEM 908015, PERMANENT GRASS SEEDING, STORMWATER.

B. MAINTENANCE OF INFILTRATION BASIN AS SEDIMENT BASIN:

1. CONTRACTOR SHALL INSPECT THE BASIN THE NEXT WORKDAY FOLLOWING A RAIN EVENT AND MAKE ANY REPAIRS AS NEEDED.
2. REMOVE EXCESS SEDIMENT AROUND THE OUTFALL AREA WITHIN TWO WORKING DAYS AND DISPOSE OF REMOVED SEDIMENT AT A LOCATION APPROVED BY THE ENGINEER.

C. CONVERSION TO PERMANENT INFILTRATION BASIN:

1. CONVERT THE SEDIMENT BASIN AFTER ALL AREAS DRAINING INTO IT HAVE ATTAINED FINAL STABILIZATION AS APPROVED BY THE ENGINEER WITH CONCURRENCE FROM THE STORMWATER ENGINEER. AN ONSITE MEETING WILL BE CONDUCTED WITH THE STORMWATER ENGINEER TO DETERMINE THE E&S REQUIREMENTS PRIOR TO THE CONVERSION.
2. DURING EXCAVATION, THE CCR SHALL OBSERVE THE SOIL TYPE. IF STANDING WATER, ORGANIC MATERIAL OR CLAY/SILT MATERIAL IS DISCOVERED AT THE PROPOSED BOTTOM ELEVATION, THE CCR SHALL NOTIFY THE ENGINEER AND STORMWATER ENGINEER IMMEDIATELY. FILL ANY VOIDS IN THE BOTTOM OF THE POND WITH CONCRETE SAND MEETING THE GRADATION REQUIREMENTS OF SECTION 1003 IN THE STANDARD SPECIFICATIONS. OVER EXCAVATION AND BACKFILLING WITH SAND IS INCIDENTAL TO ITEM 910008, STORMWATER MANAGEMENT POND.
3. REMOVE EXCESS SEDIMENT ABOVE THE FINAL FOREBAY ELEVATION FROM THE FOREBAYS. NO HEAVY EQUIPMENT SHALL BE USED WITHIN 2 FEET OF THE PERMANENT BOTTOM ELEVATION.
4. THE FINAL 2-FEET OF MATERIAL TO BE EXCAVATED SHALL BE STARTED FROM ONE SIDE OF THE BASIN AND REMOVED GOING ACROSS OR STARTED IN THE MIDDLE AND REMOVED TOWARDS THE OUTSIDES. NO HEAVY EQUIPMENT SHALL BE USED WITHIN 2-FEET OF THE PERMANENT BOTTOM ELEVATION. THE ABSOLUTE MINIMUM OF INGRESS AND EGRESS POINTS SHALL BE UTILIZED AND THESE AREAS WILL BE STABILIZED WITHIN ONE WORKING DAY WHEN NO LONGER NEEDED. NO DISTURBANCE OF THE SIDE SLOPES SHALL BE CONDUCTED AT THIS TIME, OTHER THAN WHAT IS NECESSARY TO COMPLETE THE BOTTOM EXCAVATION. THE COMPLETION OF THE SIDE SLOPES TO THE DESIGN BOTTOM ELEVATION SHALL BE COMPLETED TO THE BEST OF THE CONTRACTOR'S ABILITY TO LIMIT DISTURBANCE TO ADJACENT AREAS. COMPOST FILTER LOGS SHALL BE INSTALLED AROUND TOES OF SLOPE FOR ENTIRE BASIN AND ARE INCIDENTAL TO THE CONSTRUCTION OF THE ITEM 910008, STORMWATER MANAGEMENT POND.
5. AFTER FINAL 2-FEET IS REMOVED, THE ENGINEER WILL COORDINATE WITH A SOILS PROFESSIONAL TO PERFORM CONFIRMATORY INFILTRATION TESTING. CONFIRMATORY TESTING RATE SHALL BE NO LESS THAN 150% OF THE APPROVED DESIGN RATE. IF TEST RESULTS ARE LESS THAN 150% OF DESIGN RATE, THE DESIGN ENGINEER SHALL VERIFY THAT THE FACILITY WILL FUNCTION AS ORIGINALLY DESIGNED OR SUBMIT ALTERNATE COMPLIANCE PLAN AND REVISE SWM REPORT ACCORDINGLY.
6. IN ADDITION TO CONFIRMATORY INFILTRATION TESTING, A HAND AUGER SHALL BE PERFORMED ADJACENT TO THE CONFIRMATORY INFILTRATION TEST LOCATION OR AT LOCATIONS RECOMMENDED BY THE SOILS PROFESSIONAL TO A MINIMUM DEPTH OF 3 FEET BELOW THE BOTTOM OF THE FACILITY TO CONFIRM THAT A LIMITING LAYER IS NOT PRESENT AND TO LOG THE SOILS CONDITIONS. IF A LIMITING LAYER IS OBSERVED AT A DEPTH LESS THAN 2 FEET, THE LICENSED PROFESSIONAL SHALL RE-EVALUATE THE DESIGN AND SUBMIT RECOMMENDATIONS AND ANY REQUIRED DESIGN CHANGES TO THE DEPARTMENT FOR APPROVAL.
7. ALL DISTURBED AREAS MEETING FINAL ELEVATIONS AND GRADES ABOVE THE PERMANENT BOTTOM ELEVATION SHALL BE SEEDED WITH ITEM 908015, PERMANENT GRASS SEEDING, STORMWATER AND MULCHED WITH ITEM 908020, EROSION CONTROL BLANKET MULCH.
8. AFTER ALL SURROUNDING AREAS DRAINING TO THE INFILTRATION BASIN HAVE SUFFICIENT VEGETATION AS APPROVED BY THE ENGINEER, E&S DEVICES SHALL BE REMOVED.
9. AS PART OF THE FINAL STABILIZATION POST CONSTRUCTION VERIFICATION SURVEY WILL BE COMPLETED IN ACCORDANCE WITH DELAWARE POST CONSTRUCTION STORMWATER BMP STANDARDS & SPECIFICATIONS BY THE CONTRACTOR AND LICENSED PROFESSIONAL LAND SURVEYOR IN THE STATE OF DELAWARE AND SENT TO THE STORMWATER ENGINEER FOR VERIFICATION.

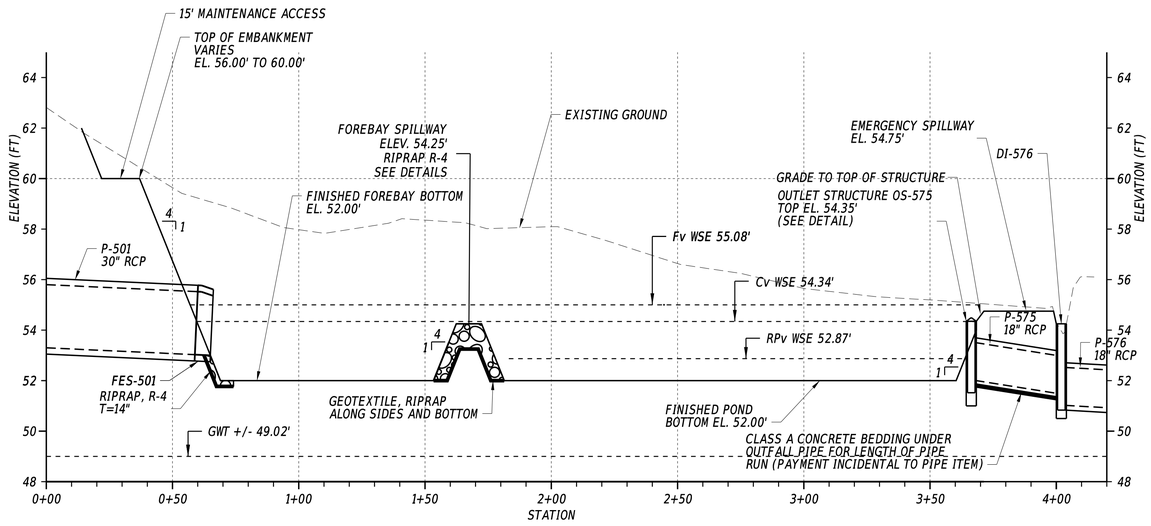
D. SURVEY WILL BE COMPLETED BY THE CONTRACTOR AND CERTIFIED BY A DELAWARE PLS BEFORE THE DELDOT INITIAL INSPECTION DATE. THE SURVEY SHALL BE SENT TO THE STORMWATER ENGINEER FOR VERIFICATION. ALL COSTS FOR PREPARING AND SUBMITTING POST CONSTRUCTION VERIFICATION DOCUMENTATION IS INCIDENTAL TO ITEM 910008, STORMWATER MANAGEMENT POND. SURVEY WILL INCLUDE, BUT NOT BE LIMITED TO:

- GENERAL TOPOGRAPHY OF THE WHOLE FACILITY AT 1-FOOT CONTOURS INCLUDING FOREBAYS AND TOP/TOE OF ANY EMBANKMENT.
- INVERTS OF ALL PIPES AND SWALES THAT INFLOW TO THE POND.
- OUTLINE OF ALL RIPRAP AND OBTAIN SPOT ELEVATIONS ON TOP OF THE RIPRAP.
- OUTLET STRUCTURE (OR WEIR WALL) INVERTS OF ANY AND ALL ORIFICES/WEIRS, TOP OF STRUCTURE, OUTLET PIPE, ETC.
- PRIMARY OUTFLOW PIPE OR CHANNEL. FOR A PIPE OUTFALL, INVERTS AT THE ENTRANCE AND EXIT. FOR A PRIMARY OUTFLOW CHANNEL/SWALE, SHOW AT MINIMUM THREE (3) CROSS SECTIONS EQUAL DISTANCE APART AT 50' DOWNSTREAM ALONG WITH THE SLOPE.

E. INFILTRATION BASIN EXCAVATION WILL BE PAID FOR UNDER ITEM 910008, STORMWATER MANAGEMENT POND.

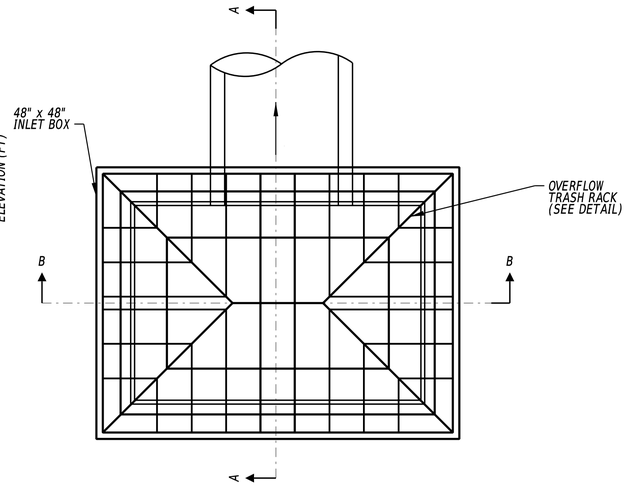
ADDENDA / REVISIONS		NOT TO SCALE	US 40, SALEM CHURCH ROAD TO WALTHER ROAD	CONTRACT T201611902	BRIDGE NO. N/A	STORMWATER MANAGEMENT PLAN	SECTION WRA
				COUNTY NEW CASTLE	DESIGNED BY: J. KELLEY		SHEET NO. 88
					CHECKED BY: T. OLIVER		

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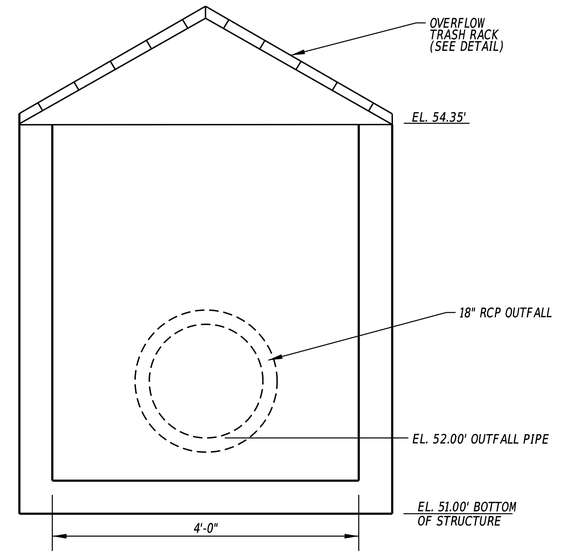
BMP 01122 SPILLWAY PROFILE

HORIZONTAL SCALE 1" = 30'
VERTICAL SCALE 1" = 3'



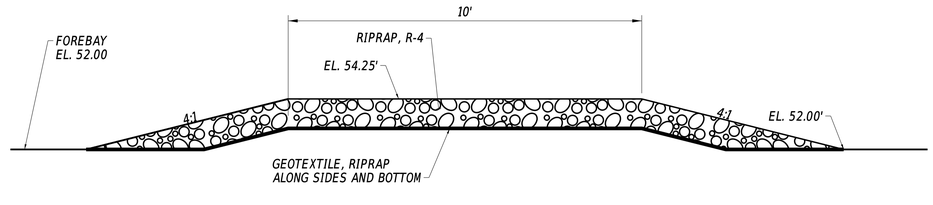
OUTLET STRUCTURE OS-575 - PLAN

NOT TO SCALE



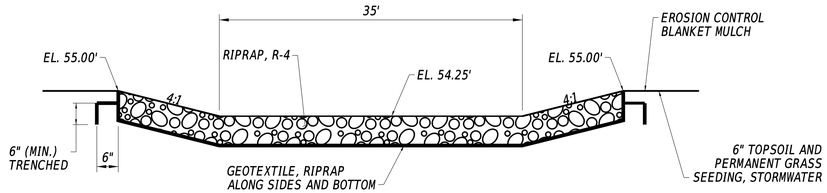
SECTION B-B

NOT TO SCALE



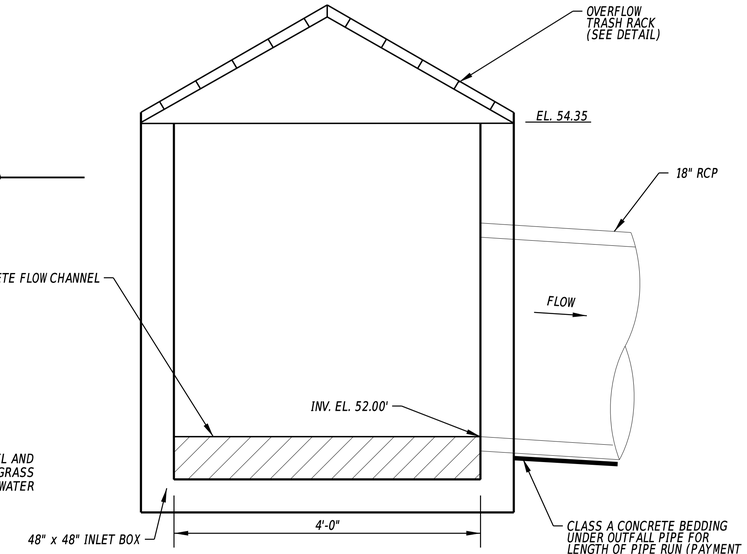
SECTION A-A - FOREBAY SPILLWAY

NOT TO SCALE



SECTION B-B - FOREBAY SPILLWAY

NOT TO SCALE



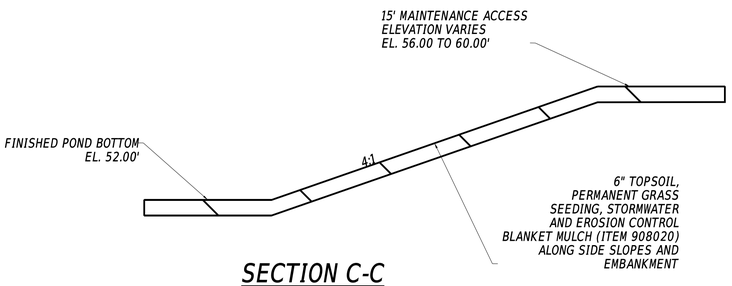
SECTION A-A

NOT TO SCALE

OVERFLOW TRASH RACK DETAIL

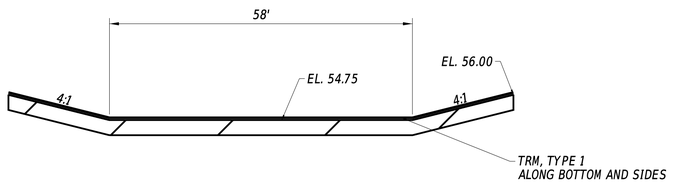
NOT TO SCALE

NOTES:
1. ANCHOR BOLTS TO BE STAINLESS STEEL ONLY.
2. TRASH RACK BARS TO BE ALUMINUM ONLY.
3. PAYMENT OF TRASH RACK IS INCIDENTAL TO ITEM 910006.



SECTION C-C

NOT TO SCALE



SECTION D-D- EMERGENCY SPILLWAY

NOT TO SCALE

ADDENDA / REVISIONS		NOT TO SCALE	US 40, SALEM CHURCH ROAD TO WALTHER ROAD	CONTRACT	BRIDGE NO. N/A	STORMWATER MANAGEMENT PLAN	SECTION
				T201611902	DESIGNED BY: J. KELLEY		WRA
				COUNTY			SHEET NO.
				NEW CASTLE	CHECKED BY: T. OLIVER		89

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ENVIRONMENTAL COMPLIANCE NOTES

1. GENERAL NOTES:

   A. THE PURPOSE OF THIS SHEET 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, CONTACT THE ENVIRONMENTAL STUDIES SECTION AT (302-760-2264 OR DOT_ENVIRONMENTALSTUDIES@DELAWARE.GOV) TO ALLOW FOR COORDINATION WITH THE APPROPRIATE RESOURCE AGENCIES AND APPROVAL.

   C. USE OF THIS SHEET DOES NOT ALLEVIATE THE CONTRACTOR'S RESPONSIBILITY TO COMPLY WITH ALL CONDITIONS SET FORTH IN THE ENVIRONMENTAL STATEMENT AND PERMITS.

2. NATURAL RESOURCES:

   A. PERMIT REQUIREMENTS/APPROVALS *:
   U.S. ARMY CORPS OF ENGINEERS (COE): NWP 18 PCN BASED ON AGREEMENT WITH USACE**
   DNREC - WETLANDS & SUBAQUEOUS LANDS (WLSL): PROJECT CONSISTENT WITH DEL. CODE CH.72, SECTION 7217, SPECIAL EXEMPTION A
   DNREC - WATER QUALITY (WQC) & COASTAL ZONE CONSISTENCY (CZM): ISSUED (NOT LOCATED IN CZM)

   * THE PERMITS/APPROVALS LISTED ARE THOSE REQUIRED FOR THIS PROJECT. THE ENVIRONMENTAL STUDIES SECTION IS RESPONSIBLE FOR COORDINATING AND/OR OBTAINING THESE APPROVALS.
   ** THE CONTRACTOR MUST ENSURE THAT THESE PERMITS/APPROVALS ARE IN THEIR POSSESSION PRIOR TO BEGINNING CONSTRUCTION IN THE PERMITTED AREA(S) AND ENSURE THEY ARE DISPLAYED ON-SITE DURING THE ENTIRE CONSTRUCTION PERIOD.

   B. CONSTRUCTION RESTRICTIONS:
   FISHERIES - NONE
   ENDANGERED SPECIES - NONE
   MIGRATORY BIRDS - NONE

3. CULTURAL RESOURCES:

   A. THE PROJECT IS CLEAR FOR CULTURAL RESOURCES. DELDOT CULTURAL RESOURCE STAFF HAVE ISSUED A FINDING OF NO HISTORIC PROPERTIES AFFECTED FOR THIS PROJECT AND RECEIVED SHPO CONCURRENCE WITH THAT FINDING. THERE ARE NO CULTURAL RESOURCE CONCERNS AS LONG AS THE PROJECT SCOPE IS NOT MODIFIED AND ALL THE STAGING AND STOCKPILING REMAIN WITHIN THE EXISTING ROADWAY FOOTPRINT. SHOULD IT BE NECESSARY TO ADD ADDITIONAL ACCESS LOCATIONS, OTHER STOCKPILING/STAGING AREAS, OR OTHERWISE ALTER THE SCOPE OF THE PROJECT, DELDOT ENVIRONMENTAL STUDIES STAFF WILL NEED TO BE CONTACTED AT DOT_EnvironmentalStudies@Delaware.gov AND Joseph.prego@Delaware.gov OR (302) 760-2193 TO REVIEW THESE CHANGES FOR POTENTIAL CULTURAL RESOURCES CONCERNS.

   B. ANY STAGING AND STOCKPILE AREA(S) OUTSIDE THE PROJECT'S LOC THAT INDIVIDUALLY OR CUMULATIVELY ARE LARGER THAN 10,000 SQUARE FEET MUST BE APPROVED BY DELDOT'S ARCHAEOLOGIST AT DOT_ENVIRONMENTALSTUDIES@DELAWARE.GOV. SUBMIT ALL STAGING AND STOCKPILE AREAS OUTSIDE THE PROJECT'S LOC FOR APPROVAL. WITHIN 30 DAYS, DELDOT WILL:
      a. APPROVE THE USE OF THE PROPOSED STAGING AND STOCKPILE AREA(S)
      b. REJECT THE REQUEST, OR
      c. PERFORM AN ARCHAEOLOGICAL SURVEY TO DETERMINE WHETHER TO APPROVE OR REJECT THE REQUEST, WHICH MAY TAKE UP TO 3 MONTHS
   IF AN ARCHAEOLOGICAL SURVEY IS NECESSARY, DELDOT OR A CONSULTANT ON ITS BEHALF WILL UNDERTAKE THE SURVEY.

4. PROTECTION OF RESOURCES:

   A. KEEP CLEARING IN WETLAND AREAS TO A MINIMUM ABSOLUTELY NECESSARY FOR CONSTRUCTION ACCESS. SUPPORT ALL EQUIPMENT TRAVERSING WETLANDS AND SUBAQUEOUS LAND ON MATS. IN WETLAND AREAS THAT ARE CLEARED, NO GRUBBING EXCEPT WHERE NECESSARY TO CONSTRUCT PROJECT COMPONENTS SUCH AS FOUNDATIONS AND RIPRAP PROTECTION IS PERMITTED. CUT VEGETATION FLUSH WITH THE GROUND (I.E. NO DISTURBANCE OF THE ROOT MAT). RESTORE TEMPORARILY DISTURBED WETLAND AREAS TO GRADE AND SEED WITH ITEM 908017 - TEMPORARY GRASS SEEDING (ANNUAL RYEGRASS).

   B. USE SILT FENCE OR CONSTRUCTION SAFETY FENCE ALONG THE LIMITS OF CONSTRUCTION IN ALL AREAS WHERE WATER WETLANDS ARE BEING IMPACTED (AS SHOWN ON ENVIRONMENTAL COMPLIANCE SHEETS), AND ALSO IN ANY AREA WHERE WATER/WETLANDS EXIST WITHIN 20 FEET OF THE LIMIT OF CONSTRUCTION (AS SHOWN ON CONSTRUCTION PLAN SHEETS). ANY CONTRACTOR ACCESS BEYOND THE LIMIT OF CONSTRUCTION IS STRICTLY PROHIBITED.

   C. USE SANDBAGS OR COMPOST FILTER LOG (CFL) TO SECURE SILT FENCE AT AREAS ADJACENT TO WOODED UPLANDS/ ALL WETLANDS IN LIEU OF TRENCHING UNLESS PROPER EROSION AND SEDIMENT CONTROL CANNOT BE MAINTAINED. REMOVE SANDBAGS AND CFLS (AND CONTENTS) IN THEIR ENTIRETY WHEN NO LONGER NEEDED. SANDBAGS/CFLS USED TO SECURE THE SILT FENCE IS INCIDENTAL TO ITEM 905001 - SILT FENCE. THE ENVIRONMENTAL STUDIES SECTION (302-760-2259 OR DOT_ENVIRONMENTALSTUDIES@DELAWARE.GOV) CAN PROVIDE FURTHER GUIDANCE REGARDING THIS METHOD OF INSTALLATION.

   D. CLEARLY MARK ALL TREES TO BE REMOVED WITH PAINT PRIOR TO THE EROSION AND SEDIMENT CONTROL MEETING.

5. MITIGATION: NOT REQUIRED (LOSS LESS THAN 1/10 ACRE)

TEMPORARY OPEN WATER IMPACT AREA SCHEDULE

ID	PIPE INSTALLATION	AREA (SF)	AREA (AC)	VOLUME (CY)	JURISDICTION
OT-01	48-INCH CMP REMOVAL	940.06	0.0215	N/A	USACE,DNREC
TOTAL		940.06	0.0215	N/A	USACE,DNREC

TEMPORARY WETLAND IMPACT AREA SCHEDULE

ID	IMPACT DESCRIPTION	AREA (SF)	AREA (AC)	VOLUME (CY)	JURISDICTION
WT-01	OPEN TRENCH PIPE INSTALLATION	836.73	0.0192	N/A	USACE
TOTAL		836.73	0.0192	N/A	USACE

PERMANENT WETLAND IMPACT AREA SCHEDULE

ID	IMPACT DESCRIPTION	AREA (SF)	AREA (AC)	VOLUME (CY)	JURISDICTION
W-01	SWM BMP GRADING	1,321.29	0.0303	N/A	USACE
W-02	CMP REMOVAL/CHANNEL GRADING	2,818.33	0.0647	N/A	USACE
TOTAL		4,139.62	0.0950	N/A	USACE

NOTE: PERMANENT USACE IMPACTS ARE CONSIDERED A LOSS.

NOTES:

1. WETLANDS DELINEATED BY WHITMAN, REQUARDT & ASSOCIATES, LLP ON JULY 16, 2016, AUGUST 5, 2018, AND SEPTEMBER 24, 2020 IN ACCORDANCE WITH THE 1987 US ARMY CORPS OF ENGINEERS WETLAND DELINEATION MANUAL AND THE 2012 ATLANTIC AND GULF COASTAL PLAIN REGIONAL SUPPLEMENT.

2. SHEETS PREPARED BY: WHITMAN, REQUARDT & ASSOCIATES, LLP
   DATE: OCTOBER 25, 2019
   LAST UPDATED: MAY 10, 2024

ADDENDA / REVISIONS		NOT TO SCALE	US 40, SALEM CHURCH ROAD TO WALTHER ROAD	CONTRACT T201611902	BRIDGE NO. N/A	ENVIRONMENTAL COMPLIANCE NOTES	SECTION WRA
				COUNTY NEW CASTLE	DESIGNED BY: B. LITTLE		SHEET NO. 90
					CHECKED BY: L. CALLENS		

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TEMPORARY OPEN WATER IMPACT AREA SCHEDULE

ID	PIPE INSTALLATION	AREA (SF)	AREA (AC)	VOLUME (CY)	JURISDICTION
OT-01	48-INCH CMP REMOVAL	940.06	0.0215	N/A	USACE,DNREC
TOTAL FOR THIS SHEET		940.06	0.0215	N/A	USACE,DNREC

TEMPORARY WETLAND IMPACT AREA SCHEDULE

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PERMANENT WETLAND IMPACT AREA SCHEDULE

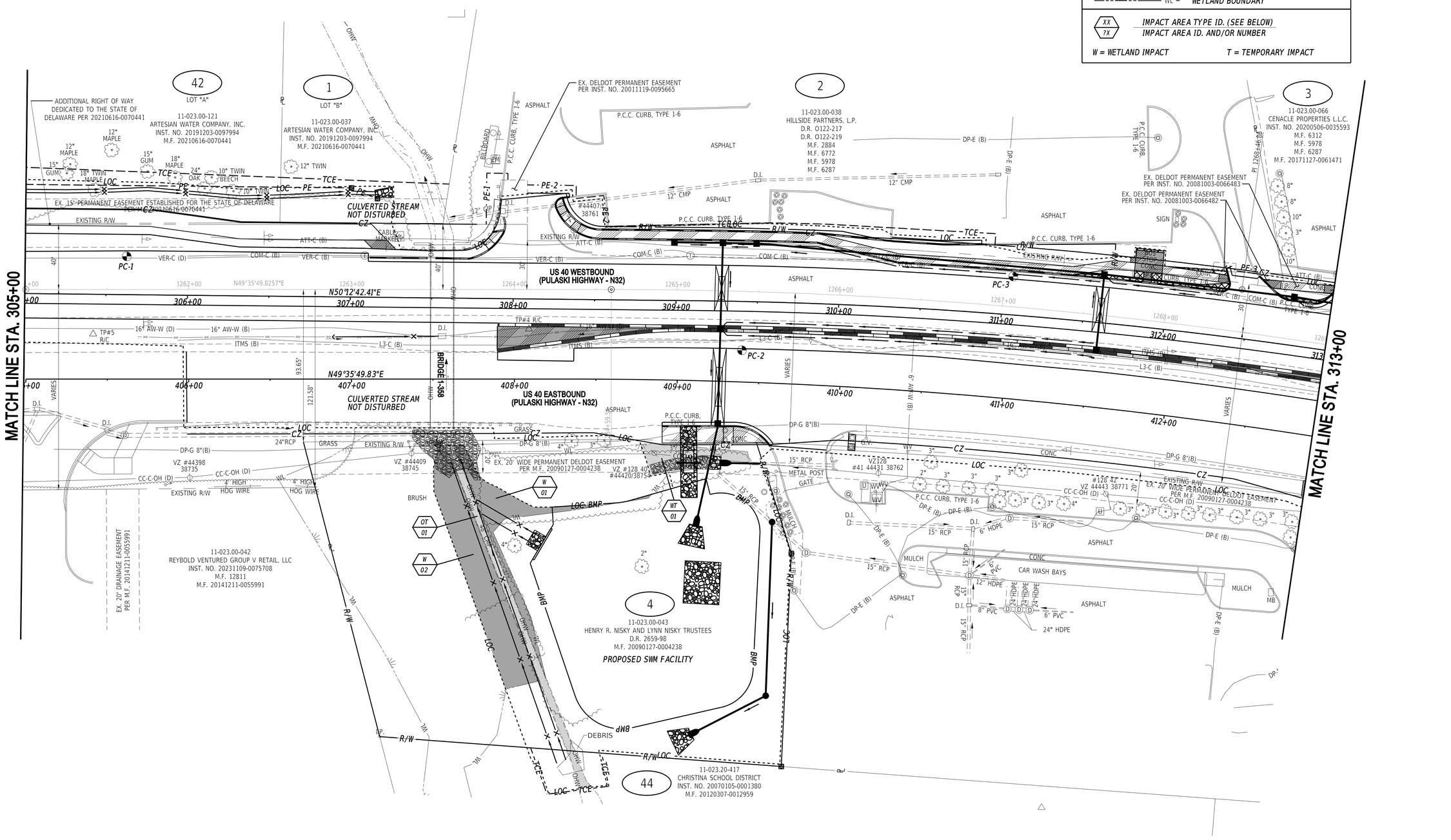
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TOTAL FOR THIS SHEET		4,139.62	0.0950	N/A	USACE

NOTE: PERMANENT USACE IMPACTS ARE CONSIDERED A LOSS.

LEGEND

- PERMANENT IMPACT AREA
- TEMPORARY IMPACT AREA
- OHW — ORDINARY HIGH WATER
- OHW/WL — ORDINARY HIGH WATER / WETLAND
- WL — WETLAND BOUNDARY
- XX / ?X — IMPACT AREA TYPE ID. (SEE BELOW) / IMPACT AREA ID. AND/OR NUMBER

W = WETLAND IMPACT T = TEMPORARY IMPACT



ADDENDA / REVISIONS	

SCALE
0 30 60 90
FEET

US 40, SALEM CHURCH ROAD TO WALTHER ROAD

CONTRACT	BRIDGE NO.	N/A
T201611902	DESIGNED BY:	B. LITTLE
COUNTY	CHECKED BY:	L. CALLENS
NEW CASTLE		

ENVIRONMENTAL COMPLIANCE PLAN

SECTION
WRA
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GENERAL TRAFFIC CONTROL NOTES

1. 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 AND THAT PERSON'S SOLE RESPONSIBILITY SHALL BE THE MANAGEMENT AND SUPERVISION OF THE PROJECT'S TEMPORARY TRAFFIC CONTROL ACTIVITIES. THIS PERSON SHALL NOT HAVE ANY OTHER ROLE ON THE PROJECT. RESPONSIBILITIES AND REQUIREMENTS OF THE ATSSA SUPERVISOR IS INCIDENTAL TO ITEM 801000.

2. 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-21A - TURN LANE CLOSURE ON THE NEAR SIDE OF AN INTERSECTION
   - TA-27 - CLOSURE AT THE SIDE OR CENTER OF AN INTERSECTION
   - TA-33 - STATIONARY LANE CLOSURE ON A MULTI-LANE, DIVIDED HIGHWAY
   - TA-37 - DOUBLE LANE CLOSURE ON MULTI-LANE, DIVIDED HIGHWAY

   THE CONTRACTOR SHALL ADD THE BICYCLE IN LANE WARNING SIGN (W11-1-DE) TO THE TYPICAL APPLICATION SIGN STACK DURING WORK THAT RESTRICTS USE OF EXISTING SHOULDERS OR BIKE LANES.

3. THE CONTRACTOR SHALL MAINTAIN ALL EXISTING SIGNALIZED CROSSWALKS AND PEDESTRIAN ACCESS ROUTES FOR THE DURATION OF THE CONTRACT. ACCESSIBILITY TO EXISTING PEDESTRIAN SIGNALS SHALL BE MAINTAINED UNTIL NEW PEDESTRIAN SIGNALS ARE INSTALLED AND ACTIVATED, AND PEDESTRIAN FLAGGERS SHALL BE UTILIZED DURING ACTIVE CONSTRUCTION WHEN PEDESTRIAN SIGNALS ARE NOT ACCESSIBLE. TEMPORARY PEDESTRIAN FACILITIES SHALL MEET EXISTING CONDITIONS, INCLUDING DETECTABLE WARNING SURFACE(S). THE CONTRACTOR SHALL BE RESPONSIBLE FOR PREPARING AND SUBMITTING A TEMPORARY PEDESTRIAN TRAFFIC CONTROL PLAN FOR EACH INTERSECTION. PREPARATION AND SUBMITTAL OF TEMPORARY PEDESTRIAN TRAFFIC CONTROL PLANS SHALL BE INCIDENTAL TO ITEM 801000. PROVISION AND INSTALLATION OF TEMPORARY DETECTABLE WARNING SURFACE, TEMPORARY PEDESTRIAN PATHWAY, AND TEMPORARY SIDEWALK - TYPE 2 (SEE STANDARD DETAIL M-13 FOR ACCEPTABLE MATERIALS) SHALL BE INCIDENTAL TO ITEM 801000 UNLESS OTHERWISE SPECIFIED IN THE PLANS. STONE OR GRADED AGGREGATE BASE COURSE SHALL NOT BE USED FOR TEMPORARY PEDESTRIAN PATHS.

4. 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.

   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 UNRAVELING:

   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. 801000 - 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.

5. 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 SHALL 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)

6. ADDITIONAL USAGE OF TRAFFIC OFFICERS OUTSIDE OF THE ABOVE REQUIREMENTS SHALL BE APPROVED BY THE ENGINEER IN CONSULTATION WITH THE TRAFFIC SAFETY SECTION.

7. ALL NECESSARY SIGNS, PAVEMENT MARKINGS AND ROADSIDE APPURTENANCES SHALL BE INSTALLED PRIOR TO THE OPENING OF THE SALEM CHURCH ROAD/CORNELL DRIVE ROUNDABOUT AT THE END OF PHASE 1D. A WALKTHROUGH WITH THE ENGINEER, TRAFFIC SAFETY, TRAFFIC CONSTRUCTION AND OTHER PERSONNEL SHALL OCCUR NO LESS THAN 48 HOURS PRIOR TO THE OPENING OF THE ROUNDABOUT.

8. THE CONTRACTOR SHALL MAINTAIN ALL EXISTING ROADWAY LIGHTING UNTIL THE PROPOSED LIGHTING SYSTEMS ARE CONSTRUCTED AND ACTIVATED.

9. THE CONTRACTOR SHALL RESTORE ALL CROSSROAD PIPE TRENCHES IN ACCORDANCE WITH THE PAVEMENT PATCH AND PIPE TRENCH DETAIL ON SHEET 75. PCC PAVEMENT (ITEM 503001) SHALL BE INSTALLED TO THE TOP OF THE ROAD SURFACE (2" BELOW FINAL GRADE WITHIN LIMITS OF MILL & WEDGE PRE PHASE AND TOP OF EXISTING ROAD SURFACE WITHIN LIMITS OF MILL & OVERLAY) TO ENSURE RIDEABILITY UNTIL FINAL SURFACE IS INSTALLED IN PHASE 3.

10. THE CONTRACTOR SHALL COORDINATE WITH DELDOT TRAFFIC ONE MONTH IN ADVANCE TO SCHEDULE INSTALLATION OF TEMPORARY TRAFFIC SIGNAL EQUIPMENT AND ADJUSTING EXISTING SIGNAL EQUIPMENT AS NOTED ON THE CONSTRUCTION PHASING AND TEMPORARY SIGNAL PLANS. DELDOT'S TRAFFIC CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING AND INSTALLING THEIR OWN TEMPORARY TRAFFIC CONTROL DEVICES. THE CONTACT PERSON FOR DELDOT TRAFFIC IS THE SIGNAL CONSTRUCTION MANAGER, PHONE NO. 302-222-5920.

11. SEE M.O.T. PHASING SHEETS FOR PHASED DART BUS STOP ACCOMMODATIONS DURING CONSTRUCTION AND M.O.T. DETAILS SHEET FOR TYPICAL TEMPORARY BUS STOP CONFIGURATION. THE CONTRACTOR SHALL RELOCATE EXISTING DART BUS STOP SIGNS FROM TEMPORARILY DECOMMISSIONED BUS STOP LOCATION(S) TO THE ACTIVE BUS STOP LOCATION(S). IF NEW DART SIGNS ARE NECESSARY, THE CONTRACTOR SHALL CONTACT DART TRANSIT AT 302-576-6019 TO REQUEST SIGN FABRICATION. SEE GENERAL NOTES SHEET FOR DART CONTACT INFORMATION FOR COORDINATION OF TEMPORARY BUS STOP IMPACTS.

12. THE CONTRACTOR SHALL CONTACT THE HAULING PERMIT OFFICE AT 302-744-2700 FOR DELDOT'S OVERSIZED OVERWEIGHT PERMIT SYSTEM TO REQUEST POSTING ANY LANE RESTRICTIONS OR ROAD CLOSURES ON THE TEMPORARY ROUTE RESTRICTIONS WEB PAGE AT LEAST TWO WEEKS IN ADVANCE OF THE IMPLEMENTATION OF NEW TRAFFIC PATTERNS.

13. CONSTRUCTION VEHICLES AND EQUIPMENT SHALL ENTER AND EXIT THE WORK AREA IN THE SAME DIRECTION AS ADJACENT TRAFFIC. THE CONTRACTOR SHALL ONLY EXIT THE WORK AREA VIA STABILIZED CONSTRUCTION ENTRANCES. THE CONTRACTOR'S VEHICLES AND EQUIPMENT SHALL NOT U-TURN ACROSS MEDIANS OR AT CROSSOVERS RESTRICTED FOR AUTHORIZED AND EMERGENCY VEHICLES ONLY.

14. THE CONTRACTOR SHALL INSTALL PROPOSED DRAINAGE INLETS DURING PHASE 1 AND 2 CONSTRUCTION SO THAT THE TOP OF INLET IS SET TO TYPE B ASPHALT GRADE TO FACILITATE POSITIVE DRAINAGE DURING CONSTRUCTION. THE CONTRACTOR SHALL ADJUST THE INLET FRAMES TO MATCH FINAL PAVEMENT GRADE. ADJUSTMENTS SHALL BE PAID UNDER ITEM 602130 - ADJUSTING AND REPAIRING EXISTING DRAINAGE INLET. PROPOSED INLETS THAT UTILIZE THE OPTIONAL PIPE OPENING DETAIL (STANDARD DETAIL D-4) AND/OR HAVE LESS THAN 4 INCHES OF COVER BETWEEN THE TOP OF PIPE AND COVER SLAB OR TOP UNIT OPENING SHALL BE SET TO FINAL GRADE WITH A NOTCH PROVIDED FOR TEMPORARY DRAINAGE.

15. TRAFFIC IMPACTS DUE TO CONSTRUCTION ACTIVITIES SHALL BE GOVERNED BY THE FOLLOWING RESTRICTIONS. LANE CLOSURES FOR ALL SIDE STREETS (INCLUDING TURN LANES) SHALL CONFORM TO THE ALLOWABLE LANE CLOSURE TABLE FOR SALEM CHURCH ROAD. THE 3-TO-2 AND 3-TO-1 LANE REDUCTION RESTRICTIONS WILL APPLY TO THE PORTION OF US 40 THAT IS CURRENTLY TWO LANES DURING FINAL PAVING OPERATIONS AT THE END OF THE PROJECT. ROAD USER COSTS WILL BE ASSESSED FOR FAILURE TO OPEN TEMPORARY LANE CLOSURES ON TIME IN ACCORDANCE WITH THE GENERAL DESCRIPTION AND ITEM 763525 - ROAD USER COST.

US 40 ALLOWABLE LANE CLOSURE HOURS - 2-TO-1 LANE REDUCTION (INCLUDING US 40 TURN LANES)

	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	■	■	■	■	■	■	■	■	■													■	■	■

■ 2-to-1 US 40 through lane reduction and US 40 turn lane closures permitted
□ all lanes open

US 40 ALLOWABLE LANE CLOSURE HOURS - 3-TO-2 LANE REDUCTION (INCLUDING US 40 TURN LANES)

	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	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■

■ 3-to-2 US 40 through lane reduction and US 40 turn lane closures permitted
□ all lanes open

US 40 ALLOWABLE LANE CLOSURE HOURS - 3-TO-1 LANE REDUCTION (INCLUDING US 40 TURN LANES)

	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	■	■	■	■	■	■	■	■	■														■	■

■ 3-to-1 US 40 through lane reduction and US 40 turn lane closures permitted
□ all lanes open

ALLOWABLE LANE CLOSURE HOURS - SALEM CHURCH ROAD AND ALL MINOR STREETS (INCLUDING TURN LANES)

	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	■	■	■	■	■	■	■														■	■	■	■

■ Lane closures permitted (including turn lanes)
□ all lanes open

TIMING AND SEQUENCING NOTES

1. PHASE 1 DETOUR PLAN AND INTERSECTION SUB-PHASING SHALL BE SUBJECT TO THE FOLLOWING TIMING AND SEQUENCING RESTRICTIONS. ROAD USER COSTS WILL BE ASSESSED PER THE GENERAL NOTICES AND ITEM 763525 - ROAD USER COST FOR FAILURE TO COMPLETE ON TIME.

   A. THE PHASE 1 CLOSURE AND DETOUR OF THE US 40 EASTBOUND RIGHT TURN LANE AT PORTER ROAD SHALL NOT EXCEED A SINGLE WEEKEND (FRIDAY 9 PM TO MONDAY 6 AM) AND SHALL NOT BE IMPLEMENTED CONCURRENT WITH THE US 40 EASTBOUND RIGHT TURN LANE AT CHURCH ROAD CLOSURE/DETOUR.

   B. THE PHASE 1 CLOSURE AND DETOUR OF THE US 40 WESTBOUND RIGHT TURN LANE AT GLASGOW DRIVE SHALL NOT EXCEED A SINGLE WEEKEND (FRIDAY 9 PM TO MONDAY 6 AM) AND SHALL NOT BE IMPLEMENTED CONCURRENT WITH PHASES 1A, 1B, 1C AND 1D.

   C. THE PHASE 1 CLOSURE AND DETOUR OF THE US 40 EASTBOUND RIGHT TURN LANE AT CHURCH ROAD SHALL NOT EXCEED A SINGLE WEEKEND (FRIDAY 9 PM TO MONDAY 6 AM) AND SHALL NOT BE IMPLEMENTED CONCURRENT WITH THE US 40 EASTBOUND RIGHT TURN LANE TO PORTER ROAD CLOSURE/DETOUR.

   D. THE PHASE 1 CLOSURE AND DETOUR OF THE US 40 EASTBOUND RIGHT TURN LANE AT GLENDALE BOULEVARD SHALL NOT EXCEED 7 CALENDAR DAYS.

   E. THE PHASE 1 CLOSURE OF THE US 40 WESTBOUND RIGHT TURN LANE AT WALTHER ROAD SHALL NOT EXCEED 21 CALENDAR DAYS AND SHALL NOT BE IMPLEMENTED CONCURRENT WITH PHASES 1A, 1B, 1C AND 1D.

   F. THE PHASE 1A CLOSURE AND DETOUR OF SALEM CHURCH ROAD NORTHBOUND AT US 40 SHALL NOT EXCEED 10 CALENDAR DAYS AND SHALL NOT BE IMPLEMENTED CONCURRENT WITH ANY WORK AT THE NORTHWEST AND/OR NORTHEAST CORNERS OF US 40 AND GLASGOW DRIVE (INCLUDING THE US 40 WESTBOUND RIGHT TURN LANE CLOSURE/DETOUR). PHASE 1A SHALL NOT BE IMPLEMENTED CONCURRENT WITH PHASE 1B AND 1C ROUNDABOUT CONSTRUCTION AT SALEM CHURCH ROAD AND CORNELL DRIVE.

   G. PHASE 1B, 1C AND 1D ROUNDABOUT CONSTRUCTION SHALL NOT BE IMPLEMENTED CONCURRENT WITH PHASE 1A (CLOSURE AND DETOUR OF SALEM CHURCH ROAD NORTHBOUND AT US 40), ANY WORK AT THE NORTHWEST AND/OR NORTHEAST CORNERS OF US 40 AND GLASGOW DRIVE (INCLUDING THE US 40 WESTBOUND RIGHT TURN LANE CLOSURE AND DETOUR), OR ANY WORK AT THE NORTHWEST AND/OR NORTHEAST CORNERS OF US 40 AND WALTHER ROAD. PHASE 1B, 1C AND 1D ROUNDABOUT CONSTRUCTION MAY BE IMPLEMENTED CONCURRENT WITH PHASE 1 OR PHASE 2 WORK ACTIVITIES.

   H. PHASE 1C ROUNDABOUT CONSTRUCTION SHALL NOT EXCEED 34 CALENDAR DAYS.

   I. PHASE 1D ROUNDABOUT CONSTRUCTION AND THE SALEM CHURCH ROAD NORTHBOUND AND SOUTHBOUND DETOUR SHALL NOT EXCEED 15 CALENDAR DAYS.

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
PHASE 1	PHASING TRAFFIC FLOW ARROW
	TEMPORARY CONSTRUCTION
	TEMPORARY PAVEMENT MARKING ARROW
	TRUCK WITH MOUNTED ATTENUATOR
	WORK AREA - ACTIVE PHASE
	PORTABLE CHANGEABLE MESSAGE BOARD

ADDENDA / REVISIONS	

NOT TO SCALE

US 40, SALEM CHURCH ROAD TO WALTHER ROAD

CONTRACT	T201611902
COUNTY	NEW CASTLE
BRIDGE NO.	N/A
DESIGNED BY:	D. WARING
CHECKED BY:	K. CLEVENGER

GENERAL TRAFFIC CONTROL NOTES

	CS-01
SECTION	WRA
SHEET NO.	92

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GENERAL EROSION AND SEDIMENT CONTROL (E&S) NOTES

1. THE STORMWATER POLLUTION PREVENTION PLAN (SWPPP) HAS BEEN APPROVED BY DELDOT'S STORMWATER ENGINEER UNDER DELDOT'S DELEGATED AUTHORITY. PLAN APPROVAL IS VALID FOR A FIVE YEAR PERIOD BEGINNING ON THE DATE OF THE STORMWATER ENGINEER'S SIGNATURE. IF THE FINAL ACCEPTANCE OF THE PROJECT IS ANTICIPATED TO EXTEND BEYOND THE FIVE YEARS, NOTIFY THE ENGINEER THREE MONTHS PRIOR TO THE EXPIRATION. ANY DEVIATIONS TO THE SWPPP NEED APPROVAL FROM THE ENGINEER.

Steven Sisson — 8/21/2024

DELDOT STORMWATER ENGINEER — DATE

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

AMOUNT OF DISTURBED AREA FOR THE PROJECT	23 AC
ADDED IMPERVIOUS FOR THE PROJECT	5.5 AC
HUC-10 WATERSHED	CHRISTINA RIVER

2. ASSIGN A RESPONSIBLE PERSON TO BE ON SITE DURING ALL EARTH DISTURBING ACTIVITIES AND BE AN ACTIVE DNREC BLUE CARD HOLDER AS DEFINED IN SECTION 6.2 OF THE DELAWARE SEDIMENT AND STORMWATER REGULATIONS (DSSR). BE FAMILIAR WITH AND COMPLY WITH ALL ASPECTS OF THE NPDES CONSTRUCTION GENERAL PERMIT.

3. FILE AS A CO-PERMITTEE IN ACCORDANCE WITH SECTION 901 OF THE STANDARD SPECIFICATIONS. POSTING AND MAINTENANCE OF THE NOI PERMIT COVERAGE IS INCIDENTAL TO THE CONTRACT.

4. REVISIONS TO THE SWPPP OR ENVIRONMENTAL COMPLIANCE PLAN SHEET(S) SHALL BE APPROVED PRIOR TO INITIATION IN THE FIELD. THE ENGINEER IS RESPONSIBLE FOR APPROVING ALL REDLINES AND REVISIONS TO THE SWPPP.

5. IMPLEMENTING AND MAINTAINING POLLUTION PREVENTION DEVICES AND PRACTICES IS REQUIRED UNDER THE DELAWARE CONSTRUCTION GENERAL PERMIT AND THE DSSR AND ARE INCIDENTAL TO THE CONTRACT.

6. A SOIL STOCKPILE, AS DESCRIBED IN DELDOT STANDARD SPECIFICATIONS AND DEFINED IN THE DELAWARE EROSION & SEDIMENT CONTROL HANDBOOK, IS ANY LOCATION WITHIN THE LIMITS OF CONSTRUCTION WHERE A TEMPORARY DEPOSIT OF EXCAVATED SOIL IS BEING RESERVED FOR FUTURE USE. A SOIL STOCKPILE SHALL BE LOCATED A MINIMUM OF 50 FEET FROM A STORM DRAIN INLET, OPEN CHANNEL, WETLAND, OR WATERBODY. A REQUEST MAY BE MADE TO THE ENGINEER TO PERMIT LOCATING A SOIL STOCKPILE LESS THAN 50 FEET FROM A STORM DRAIN INLET OR OPEN CHANNEL. UPON APPROVAL, IF ANY PART OF A SOIL STOCKPILE IS LESS THAN 50 FEET FROM A STORM DRAIN INLET OR OPEN CHANNEL, INSTALL A SUPER SILT FENCE PERIMETER TO PROTECT THE SOIL STOCKPILE. THE SUPER SILT FENCE MUST BE CONSTRUCTED IN ACCORDANCE WITH 905.3.B.3 OF THE STANDARD SPECIFICATIONS. THE COST FOR INSTALLATION AND MAINTENANCE OF THE STOCKPILE SUPER SILT FENCE IS INCIDENTAL TO THE CONTRACT.

7. PROTECT AGAINST SEDIMENT OR DEBRIS LADEN RUNOFF FROM LEAVING THE SITE. CHECK PERIMETER CONTROLS DAILY AND ADJUST OR REPAIR TO FULLY CONTAIN AND CONTROL SEDIMENT FROM LEAVING THE SITE. REMOVE ACCUMULATED SEDIMENT BEFORE IT HAS REACHED HALF OF THE EFFECTIVE CAPACITY OF THE CONTROL. ADJUST OR ALTER MEASURES IN TIMES OF ADVERSE WEATHER CONDITIONS, OR AS DIRECTED BY THE ENGINEER.

8. ANY SEDIMENT LADEN DISCHARGE LEAVING THE LIMIT OF CONSTRUCTION SHALL IMMEDIATELY BE ADDRESSED THROUGH BEST AVAILABLE TECHNOLOGIES TO CONTROL ANY FURTHER SEDIMENT LADEN DISCHARGE. REMEDIATION MAY INCLUDE STANDARD E&S PRACTICES OR OTHER METHODS AS APPROVED BY THE ENGINEER.

9. ALL TEMPORARY CONCENTRATED FLOW AREAS INCLUDING CHANNEL SIDE SLOPES SHALL HAVE EROSION CONTROL BLANKET MULCH AS DIRECTED BY THE ENGINEER. INSTALL WITHIN SEVEN CALENDAR DAYS UPON CONSTRUCTION INITIATION. A TEMPORARY CONCENTRATED FLOW AREA MAY INCLUDE DITCHES, SWALES, BERMS, CONCENTRATED RUNOFF AREAS, ETC.

10. FOR ANY PERMANENT STORMWATER MANAGEMENT FACILITY, FOLLOW THAT FACILITY'S SEQUENCE OF CONSTRUCTION AS NOTED ON THE STORMWATER MANAGEMENT SHEETS.

11. NO MORE THAN 20 ACRES MAY BE DISTURBED AT ANY TIME. DISTURBANCE OF A SECOND 20 ACRE SECTION MAY NOT PROCEED UNTIL TEMPORARY OR PERMANENT STABILIZATION OF THE FIRST 20 ACRE SECTION IS ACCOMPLISHED AS APPROVED BY THE ENGINEER.

12. MAINTAIN POSITIVE DRAINAGE IN EXISTING AND PROPOSED DRAINAGE SYSTEMS BY EXECUTING CONSTRUCTION, CLEANING EXISTING DRAINAGE SYSTEMS, AND PROPERLY DISPOSING OF SEDIMENT THROUGHOUT THE DURATION OF THE PROJECT.

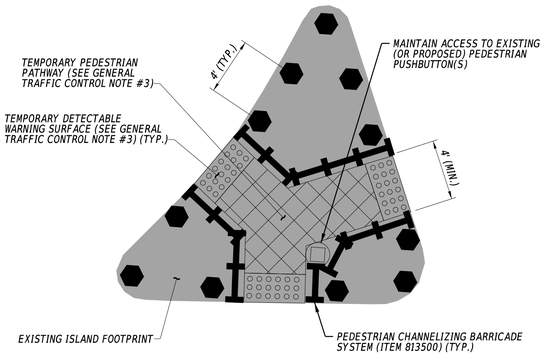
GENERAL E&S SEQUENCE NOTES (FOR ALL PHASES)

1) POST NOI PERMIT COVERAGE SO THAT IT IS VISIBLE IN CLOSE PROXIMITY TO THE CONSTRUCTION SITE AS DIRECTED BY THE ENGINEER. THE NOTICE MUST BE IN ACCORDANCE WITH DELDOT GUIDANCE.
2) INSTALL PERIMETER E&S ITEMS AND SENSITIVE AREA PROTECTIONS PRIOR TO ANY LAND DISTURBING ACTIVITIES. THE ONLY LAND DISTURBANCE ALLOWABLE IS WHAT IS NECESSARY TO INSTALL THE PERIMETER E&S ITEMS.
3) ESTABLISH CONSTRUCTION STAGING AREAS AND INSTALL E&S CONTROLS.
4) ONCE PERIMETER E&S CONTROLS ARE INSTALLED, THEY SHALL BE INSPECTED AND APPROVED BY THE ENGINEER BEFORE ANY OTHER LAND DISTURBING ACTIVITIES CAN BEGIN.
5) INTERIOR EROSION AND SEDIMENT CONTROL ITEMS SHALL BE PLACED AS PER PLAN.
6) NOTIFY THE ENGINEER 48 HOURS BEFORE CONSTRUCTION OF ALL STORMWATER MANAGEMENT FACILITY COMPONENTS IN ACCORDANCE WITH THE STORMWATER MANAGEMENT SHEET FACILITY CONSTRUCTION SEQUENCE.
7) PRIOR TO COMMENCING A NEW PHASE OF CONSTRUCTION, APPROVAL IS REQUIRED FROM THE ENGINEER THAT THE AREAS WITHIN THE PREVIOUS PHASE HAVE BEEN SUFFICIENTLY STABILIZED.
8) COMPLETE PERMANENT STABILIZATION WITHIN SEVEN (7) CALENDAR DAYS UPON REACHING FINAL GRADE.
9) DO NOT REMOVE E&S DEVICES UNLESS DIRECTED BY THE ENGINEER.
10) REFER TO CONSTRUCTION PHASING AND MOT PLANS FOR SEQUENCE OF CONSTRUCTION.

EROSION & SEDIMENT CONTROL	
CFL	COMPOST FILTER LOG
CFL	COMPOST FILTER LOG / LENGTH
DWBAG	DEWATERING BAG
DWB	DEWATERING BASIN
ED	EARTH DIKE
	INLET SEDIMENT CONTROL
	PERIMETER DIKE/SWALE
PST	PORTABLE SEDIMENT TANK
SBD	SANDBAG DIKE
SB	SANDBAG DIVERSION
SCD	STONE CHECK DAM
SCE	STABILIZED CONSTRUCTION ENTRANCE
SF	SILT FENCE / LENGTH
SF	SILT FENCE
RSF	REINFORCED SILT FENCE / LENGTH
RSF	REINFORCED SILT FENCE
SSF	SUPER SILT FENCE / LENGTH
SSF	SUPER SILT FENCE
SP	SUMP PIT
ST	SEDIMENT TRAP / NUMBER
ST	SEDIMENT TRAP
ST	SEDIMENT TRAP WITH INLET AS OUTLET
ST	SEDIMENT TRAP PIPE OUTLET
SW	STILLING WELL
	TEMPORARY SWALE
TSD	TEMPORARY SLOPE DRAIN
T XXX	TURBIDITY CURTAIN / LENGTH
T	TURBIDITY CURTAIN

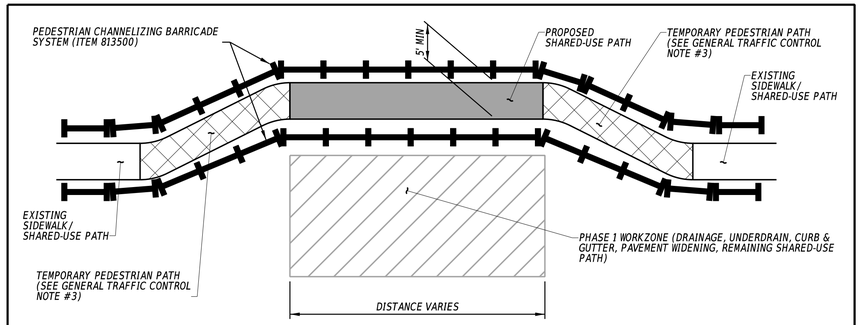
ADDENDA / REVISIONS		NOT TO SCALE	US 40, SALEM CHURCH ROAD TO WALTHER ROAD	CONTRACT T201611902	BRIDGE NO. N/A	EROSION CONTROL NOTES	CS-02
				COUNTY NEW CASTLE	DESIGNED BY: B. LITTLE		SECTION WRA
					CHECKED BY: L. CALLENS		SHEET NO. 93

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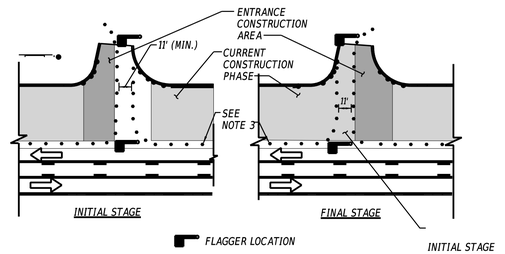
MAINTENANCE OF CHANNELIZING ISLAND PEDESTRIAN ACCESS DETAIL

NOT TO SCALE



PHASE 1 - MAINTENANCE OF EXISTING LINEAR PEDESTRIAN ACCESS ROUTE DETAIL

NOT TO SCALE

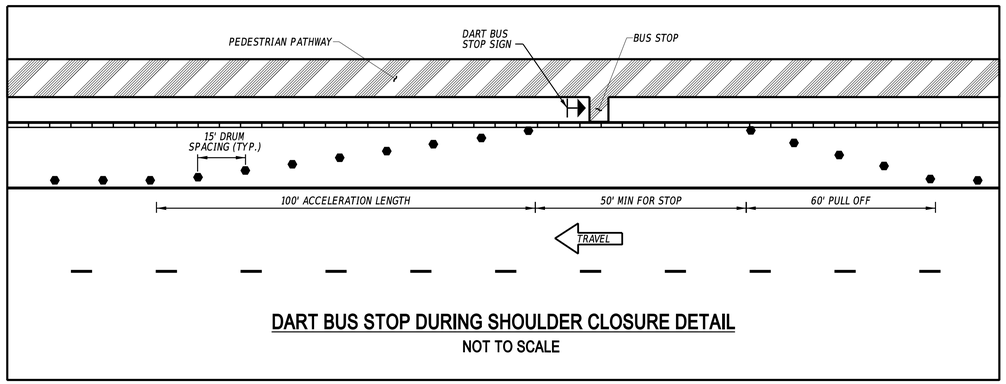


TYPICAL DRIVEWAY/ ENTRANCE RECONSTRUCTION

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 AND 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.



DART BUS STOP DURING SHOULDER CLOSURE DETAIL

NOT TO SCALE

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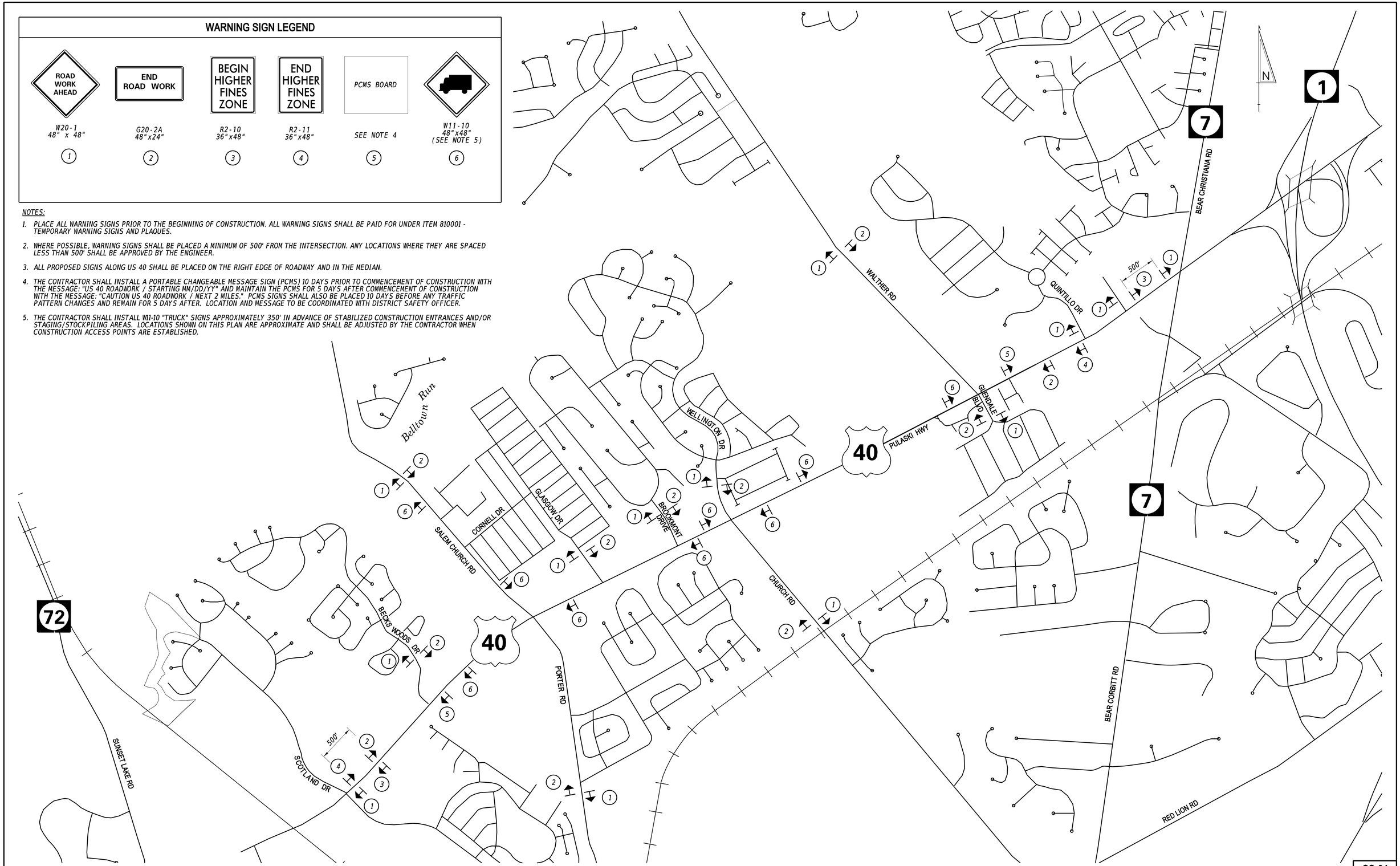
ADDENDA / REVISIONS		NOT TO SCALE	US 40, SALEM CHURCH ROAD TO WALTHER ROAD	CONTRACT	BRIDGE NO. N/A	GENERAL TRAFFIC CONTROL DETAILS	CS-03
				T201611902			SECTION
				COUNTY	DESIGNED BY: D. WARING		WRA
				NEW CASTLE	CHECKED BY: K. CLEVENGER		SHEET NO.
							94

WARNING SIGN LEGEND

ROAD WORK AHEAD	END ROAD WORK	BEGIN HIGHER FINES ZONE	END HIGHER FINES ZONE	PCMS BOARD	
W20-1 48" x 48"	G20-2A 48"x24"	R2-10 36"x48"	R2-11 36"x48"	SEE NOTE 4	W11-10 48"x48" (SEE NOTE 5)
1	2	3	4	5	6

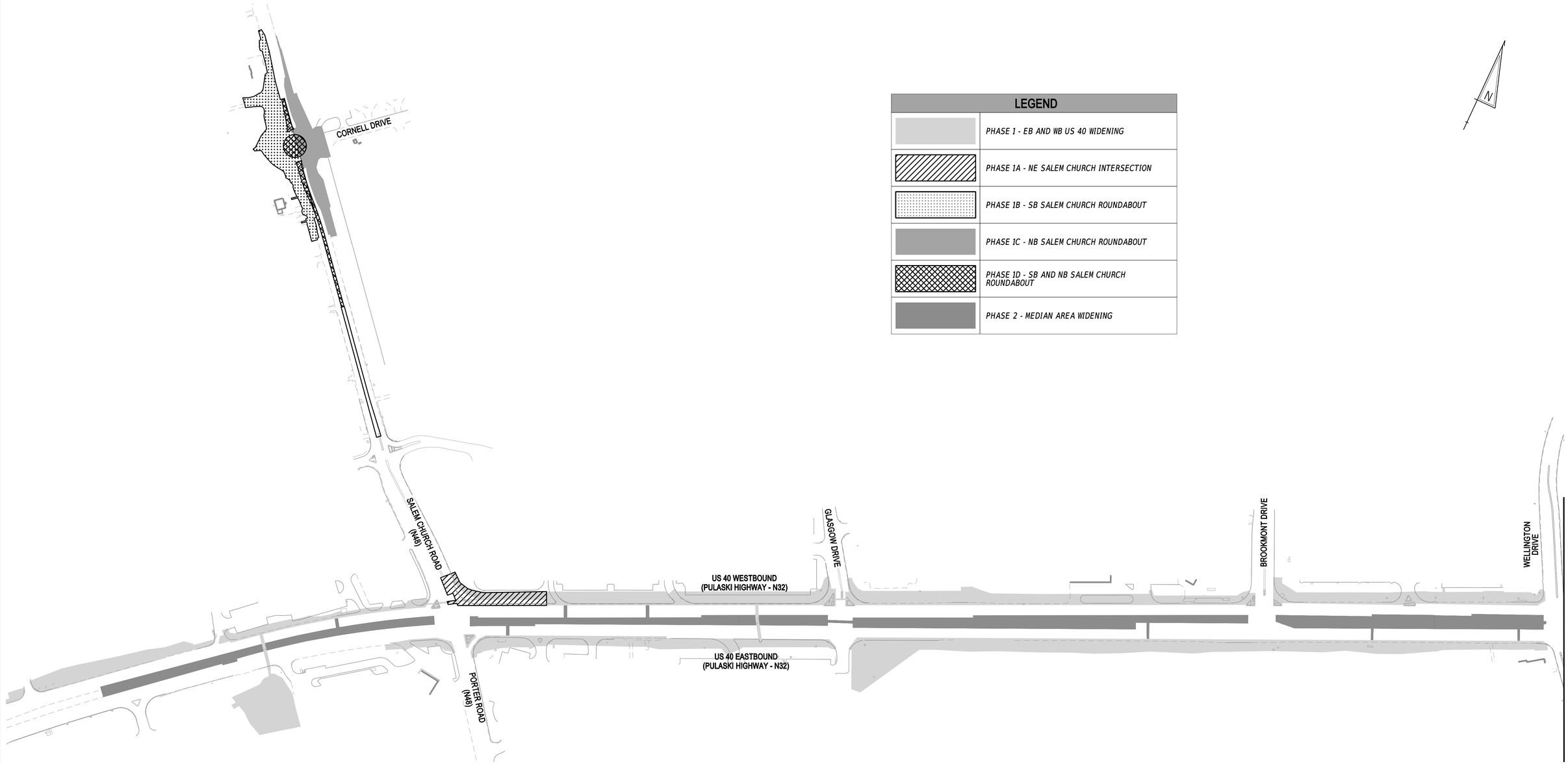
NOTES:

1. PLACE ALL WARNING SIGNS PRIOR TO THE BEGINNING OF CONSTRUCTION. ALL WARNING SIGNS SHALL BE PAID FOR UNDER ITEM 810001 - TEMPORARY WARNING SIGNS AND PLAQUES.
2. WHERE POSSIBLE, WARNING SIGNS SHALL BE PLACED A MINIMUM OF 500' FROM THE INTERSECTION. ANY LOCATIONS WHERE THEY ARE SPACED LESS THAN 500' SHALL BE APPROVED BY THE ENGINEER.
3. ALL PROPOSED SIGNS ALONG US 40 SHALL BE PLACED ON THE RIGHT EDGE OF ROADWAY AND IN THE MEDIAN.
4. THE CONTRACTOR SHALL INSTALL A PORTABLE CHANGEABLE MESSAGE SIGN (PCMS) 10 DAYS PRIOR TO COMMENCEMENT OF CONSTRUCTION WITH THE MESSAGE: "US 40 ROADWORK / STARTING MM/DD/YY" AND MAINTAIN THE PCMS FOR 5 DAYS AFTER COMMENCEMENT OF CONSTRUCTION WITH THE MESSAGE: "CAUTION US 40 ROADWORK / NEXT 2 MILES." PCMS SIGNS SHALL ALSO BE PLACED 10 DAYS BEFORE ANY TRAFFIC PATTERN CHANGES AND REMAIN FOR 5 DAYS AFTER. LOCATION AND MESSAGE TO BE COORDINATED WITH DISTRICT SAFETY OFFICER.
5. THE CONTRACTOR SHALL INSTALL W11-10 "TRUCK" SIGNS APPROXIMATELY 350' IN ADVANCE OF STABILIZED CONSTRUCTION ENTRANCES AND/OR STAGING/STOCKPILING AREAS. LOCATIONS SHOWN ON THIS PLAN ARE APPROXIMATE AND SHALL BE ADJUSTED BY THE CONTRACTOR WHEN CONSTRUCTION ACCESS POINTS ARE ESTABLISHED.



ADDENDA / REVISIONS		NOT TO SCALE	US 40, SALEM CHURCH ROAD TO WALTHER ROAD	CONTRACT	BRIDGE NO. N/A	WARNING SIGN LOCATION PLAN	CS-04
				T201611902	DESIGNED BY: D. WARING		SECTION WRA
				COUNTY NEW CASTLE	CHECKED BY: K. CLEVENGER		SHEET NO. 95

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LEGEND	
	PHASE 1 - EB AND WB US 40 WIDENING
	PHASE 1A - NE SALEM CHURCH INTERSECTION
	PHASE 1B - SB SALEM CHURCH ROUNDABOUT
	PHASE 1C - NB SALEM CHURCH ROUNDABOUT
	PHASE 1D - SB AND NB SALEM CHURCH ROUNDABOUT
	PHASE 2 - MEDIAN AREA WIDENING

MATCH LINE SHEET CS-06

ADDENDA / REVISIONS	

SCALE
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FEET

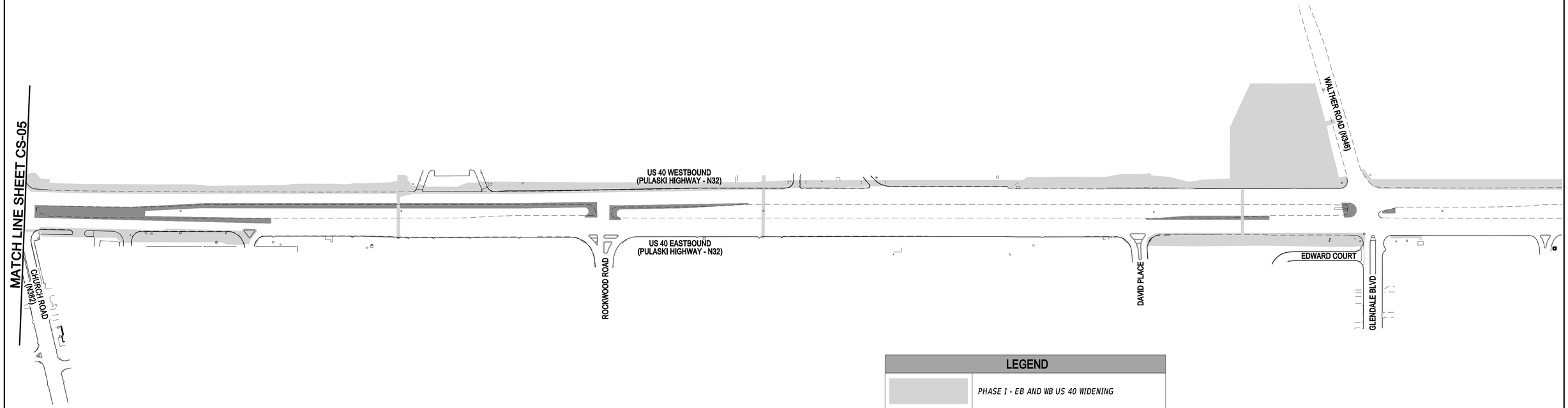
US 40, SALEM CHURCH ROAD TO WALTHER ROAD

CONTRACT	BRIDGE NO.	N/A
T201611902	DESIGNED BY: D. WARING	
COUNTY	CHECKED BY: K. CLEVENGER	
NEW CASTLE		

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

CS-05	
SECTION	WRA
SHEET NO.	96

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LEGEND	
	PHASE 1 - EB AND WB US 40 WIDENING
	PHASE 1A - NE SALEM CHURCH INTERSECTION
	PHASE 1B - SB SALEM CHURCH ROUNDABOUT
	PHASE 1C - NB SALEM CHURCH ROUNDABOUT
	PHASE 1D - SB AND NB SALEM CHURCH ROUNDABOUT
	PHASE 2 - MEDIAN AREA WIDENING

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ADDENDA / REVISIONS	

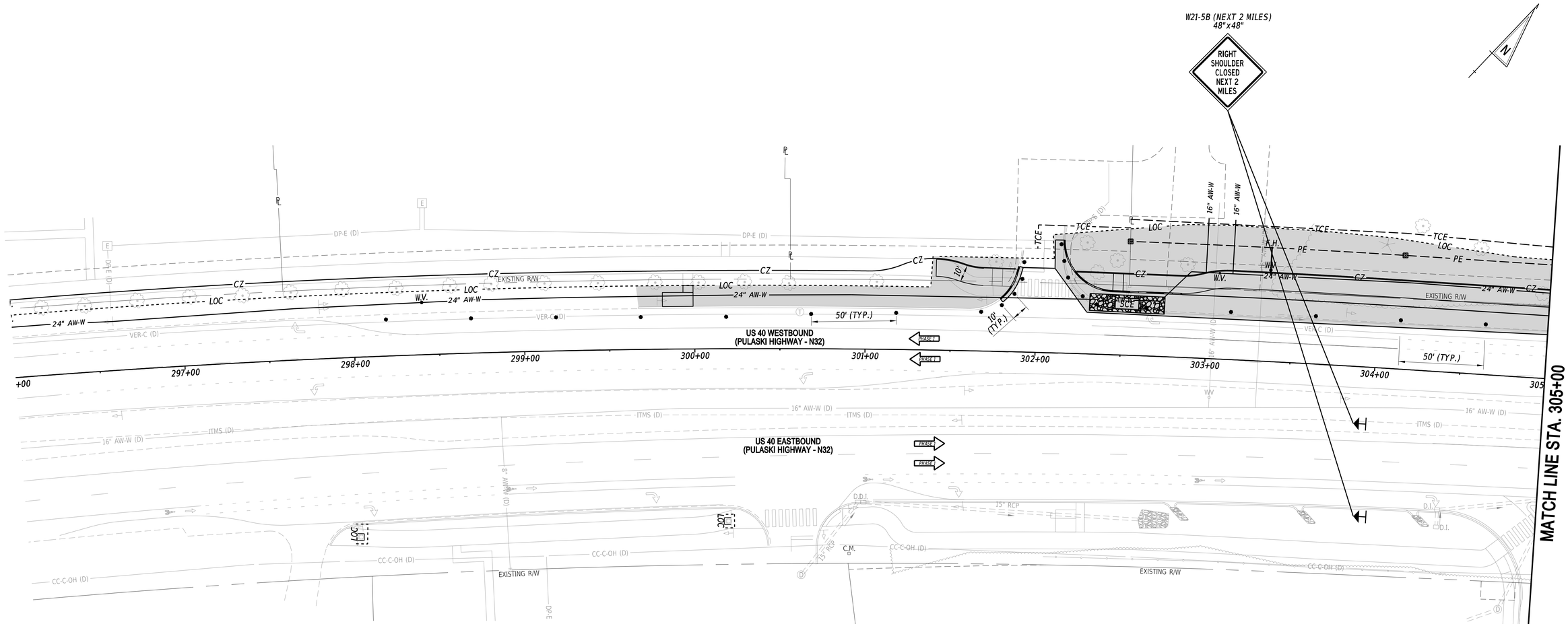
SCALE
0 150 300 450
FEET

US 40, SALEM CHURCH ROAD TO WALTHER ROAD

CONTRACT	T201611902
COUNTY	NEW CASTLE
BRIDGE NO.	N/A
DESIGNED BY:	D. WARING
CHECKED BY:	K. CLEVENGER

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

	CS-06
SECTION	WRA
SHEET NO.	97



SEQUENCE OF CONSTRUCTION - MILL & WEDGE PRE PHASE

1. PLACE ALL PERMANENT WARNING SIGNS AS SHOWN ON THE WARNING SIGN LOCATION PLAN.
2. COORDINATE WITH DELDOT TRAFFIC TO INSTALL NON-INSTRUSIVE TRAFFIC SIGNAL DETECTION SYSTEMS THROUGHOUT THE CORRIDOR PRIOR TO IMPACTING EXISTING LOOP DETECTORS (SEE PHASE 1 TEMPORARY SIGNAL PLANS).
3. MILL EXISTING ROADWAY FROM STA. 302+50 TO STA 372+00, AND STA. 409+30 TO STA. 456+50 (REFER TO TYPICAL SECTIONS). FILL AND INSTALL ASPHALT WEDGE (ITEM 401036) TO 2" BELOW FINAL ROADWAY GRADE.
4. INSTALL PAVEMENT MARKINGS TO MATCH EXISITNG PAVEMENT MARKINGS ALONG THE LIMITS OF THE ASPHALT WEDGE NOTED ABOVE. INSTALL TEMPORARY PAINT PAVEMENT MARKINGS IMMEDIATELY AFTER INSTALLATION OF THE WEDGE, THEN PLACE PERMANENT EPOXY RESIN STRIPING AT THE DIRECTION OF THE ENGINEER WHEN PAVEMENT IS CURED AND PREPARED.

SEQUENCE OF CONSTRUCTION - PHASE 1

1. MAINTAIN PERMANENT WARNING SIGNS AS SHOWN ON THE WARNING SIGN LOCATION PLAN.
2. INSTALL ALL EROSION AND SEDIMENT CONTROL MEASURES AND TEMPORARY TRAFFIC CONTROL DEVICES FOR PHASE 1 AS SHOWN ON THE PHASE 1 MOT PLANS. INSTALL STREAM DIVERSION NEAR STA. 408+00, RT.
3. THE CONTRACTOR SHALL CONSTRUCT A MINIMUM OF 5 FEET WIDTH OF THE PROPOSED SHARED USE PATH ALONG US 40 WESTBOUND UTILIZING TEMPORARY PEDESTRIAN BARRICADE SYSTEM TO MAINTAIN EXISTING PEDESTRIAN ACCESS THROUGH THE ACTIVE WORKZONE, INCLUDING ACCESS TO EXISTING TRANSIT STOPS, BUSINESSES, AND SIGNALIZED CROSSWALKS AT ALL TIMES UNLESS OTHERWISE NOTED. SEE PEDESTRIAN MOT TYPICAL DETAIL ON THE M.O.T. DETAILS SHEET.
4. UTILIZE TA-3A, TA-21A AND TA-33 ALONG US 40 AND TA-21A ON SIDE STREETS TO CONSTRUCT PAVEMENT, STORM DRAIN SYSTEM, UNDERDRAINS, CURB AND GUTTER, LIGHTING IMPROVEMENTS, SHARED USE PATH AND SIDEWALK ALONG THE OUTSIDE SHOULDERS OF US 40 EASTBOUND AND WESTBOUND THROUGHOUT THE PROJECT LIMITS. THE STORM DRAIN SYSTEM SHALL BE CONSTRUCTED WORKING UPSTREAM FROM EACH OUTFALL POINT. PIPE CROSSINGS AND TEMPORARY PAVEMENT PATCHES SHALL BE CONSTRUCTED IN HALF SECTION UTILIZING TA-33, TA-37, TA-27 AND TA-21A DURING ALLOWABLE LANE CLOSURE HOURS. TRENCHES SHALL BE BACKFILLED AND OPEN TO ALL LANES OF TRAFFIC AT THE END OF EACH CONSTRUCTION DAY. REFER TO PHASING SHEETS FOR TEMPORARY BUS STOP ACCOMMODATIONS.
5. CONSTRUCT PROPOSED WIDENING PAVEMENT SECTION TO PROPOSED TYPE B LAYER (2" BELOW FINAL GRADE), MATCHING WEDGE INSTALLED IN PRE-PHASE.
6. WHILE MAINTAINING THE EXISTING ITMS PATHWAY LOCATED IN THE MEDIAN AND ALL EXISTING/TEMPORARY CONNECTIONS TO EXISTING AND PROPOSED SIGNAL CABINETS, CONSTRUCT THE PROPOSED ITMS PATHWAY ALONG EASTBOUND US 40 THROUGHOUT THE PROJECT LIMITS.
7. REFER TO INTERSECTION-SPECIFIC SEQUENCE OF CONSTRUCTION AND TEMPORARY SIGNAL PLANS FOR INTERSECTION SUB-PHASING, MAINTENANCE OF PEDESTRIAN TRAFFIC, AND TEMPORARY TRAFFIC SIGNAL ADJUSTMENTS. SEE GENERAL M.O.T. NOTE #3 FOR TEMPORARY PEDESTRIAN TRAFFIC CONTROL REQUIREMENTS.
8. STABILIZE ALL DISTURBED AREAS WITH TOPSOIL, SEED AND MULCH. ANY REMOVAL OF EROSION AND SEDIMENT CONTROL DEVICES SHALL BE AS PER THE DIRECTION OF THE ENGINEER.

ADDENDA / REVISIONS

SCALE
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FEET

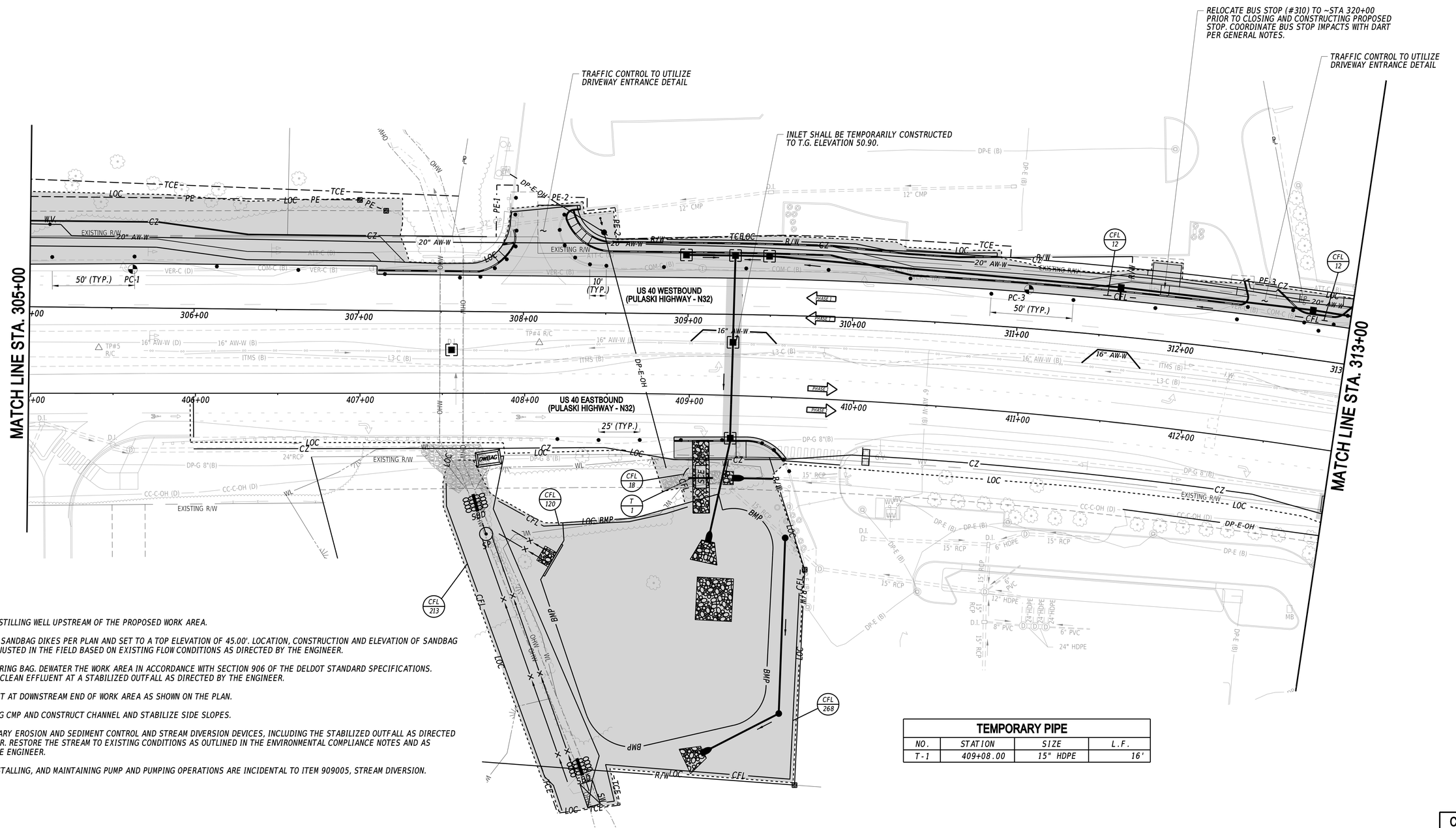
US 40, SALEM CHURCH ROAD TO WALTHER ROAD

CONTRACT	BRIDGE NO.	N/A
T201611902	DESIGNED BY: D. WARING	
COUNTY	CHECKED BY: K. CLEVENGER	
NEW CASTLE		

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

CS-07
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SHEET NO.
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STREAM DIVERSION:

1. *INSTALL 5' X 5' STILLING WELL UPSTREAM OF THE PROPOSED WORK AREA.*
2. *CONSTRUCT THE SANDBAG DIKES PER PLAN AND SET TO A TOP ELEVATION OF 45.00'. LOCATION, CONSTRUCTION AND ELEVATION OF SANDBAG DIKE MAY BE ADJUSTED IN THE FIELD BASED ON EXISTING FLOW CONDITIONS AS DIRECTED BY THE ENGINEER.*
3. *INSTALL DEWATERING BAG. DEWATER THE WORK AREA IN ACCORDANCE WITH SECTION 906 OF THE DELDOT STANDARD SPECIFICATIONS. DISCHARGE THE CLEAN EFFLUENT AT A STABILIZED OUTFALL AS DIRECTED BY THE ENGINEER.*
4. *INSTALL SUMP PIT AT DOWNSTREAM END OF WORK AREA AS SHOWN ON THE PLAN.*
5. *REMOVE EXISTING CMP AND CONSTRUCT CHANNEL AND STABILIZE SIDE SLOPES.*
6. *REMOVE TEMPORARY EROSION AND SEDIMENT CONTROL AND STREAM DIVERSION DEVICES, INCLUDING THE STABILIZED OUTFALL AS DIRECTED BY THE ENGINEER. RESTORE THE STREAM TO EXISTING CONDITIONS AS OUTLINED IN THE ENVIRONMENTAL COMPLIANCE NOTES AND AS DIRECTED BY THE ENGINEER.*
7. *FURNISHING, INSTALLING, AND MAINTAINING PUMP AND PUMPING OPERATIONS ARE INCIDENTAL TO ITEM 909005, STREAM DIVERSION.*

TEMPORARY PIPE

NO.	STATION	SIZE	L.F.
T-1	409+08.00	15" HDPE	16'

ADDENDA / REVISIONS

SCALE
0 30 60 90
FEET

US 40, SALEM CHURCH ROAD TO WALTHER ROAD

CONTRACT	BRIDGE NO.	N/A
T201611902	DESIGNED BY: D. WARING	
COUNTY	CHECKED BY: K. CLEVENGER	
NEW CASTLE		

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

SECTION	SHEET NO.
WRA	99

CS-08

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PAVEMENT MARKINGS LEGEND

SYM	ITEM	QUANTITY
G	ALKYD-THERMOPLASTIC PAVEMENT STRIPING, WHITE 16" SOLID (ITEM 817002)	110 SF
K	10'X2' ALKYD-THERMOPLASTIC PAVEMENT STRIPING, WHITE SYMBOL/LEGEND (ITEM 817002)	920 SF
	REMOVAL OF PAVEMENT STRIPING (ITEM 817031)	820 SF

MATCH LINE STA. 113+50

MATCH LINE STA. 313+00

MATCH LINE STA. 320+50

SALEM CHURCH ROAD (N48)

PORTER ROAD (N48)

US 40 WESTBOUND (PULASKI HIGHWAY - N32)

US 40 EASTBOUND (PULASKI HIGHWAY - N32)

UTILIZE TA-21A TO CLOSE TURN LANE WHILE ACTIVELY WORKING ON THIS CORNER DURING ALLOWABLE LANE CLOSURE HOURS. PROVIDE FLAGGERS FOR TRUCK RIGHT TURN MOVEMENT AND PEDESTRIANS.

REMOVE PCC MEDIAN AND REPLACE WITH TEMPORARY PAVEMENT

CONSTRUCT 5'x8' TEMPORARY BUS STOP PER STANDARD DETAIL M-9 USING TEMPORARY PEDESTRIAN PATHWAY APPROVED MATERIALS. COORDINATE BUS STOP IMPACTS WITH DART PER GENERAL NOTES.

TRAFFIC CONTROL TO UTILIZE DRIVEWAY ENTRANCE DETAIL

TRAFFIC CONTROL TO UTILIZE DRIVEWAY ENTRANCE DETAIL

TRAFFIC CONTROL TO UTILIZE DRIVEWAY ENTRANCE DETAIL

DART BUS STOPS #316 (~STA 416+50) AND #4113 (~STA 425+00) SHALL NOT BE CLOSED CONCURRENTLY. COORDINATE BUS STOP IMPACTS WITH DART PER GENERAL NOTES.

UTILIZE WEEKEND DETOUR OF US 40 EASTBOUND RIGHT-TURN LANE FOR FULL-DEPTH PAVEMENT RECONSTRUCTION. TURN LANE SHALL BE MAINTAINED AT ALL OTHER TIMES (EXCEPT DURING ALLOWABLE LANE CLOSURE HOURS). SEE DETOUR PLAN FOR ADDITIONAL SIGNAGE AND TRAFFIC CONTROL DEVICES.

UTILIZE TA-21A TO CLOSE TURN LANE WHILE ACTIVELY WORKING ON THIS CORNER DURING ALLOWABLE LANE CLOSURE HOURS. PROVIDE FLAGGERS FOR TRUCK RIGHT TURN MOVEMENT AND PEDESTRIANS.

INTERSECTION SEQUENCE OF CONSTRUCTION - PHASE 1 - US 40 @ SALEM CHURCH RD

1. WHILE MAINTAINING THE EXISTING TRAFFIC SIGNAL AND CROSSWALKS, CONSTRUCT ALL PROPOSED UNDERGROUND TRAFFIC SIGNAL INFRASTRUCTURE, EXCEPT FOR THE PEDESTRIAN SIGNAL POLE BASE, JUNCTION WELL AND CONDUIT IN THE PROPOSED NORTHEAST CORNER CHANNELIZING ISLAND.
2. IMPLEMENT THE US 40 EASTBOUND RIGHT-TURN TO PORTER ROAD DETOUR PLAN OVER A WEEKEND CLOSURE TO CONSTRUCT PROPOSED CURB, PAVEMENT PATCHING AND SIDEWALK AT THE SOUTHWEST CORNER.
3. CLOSE THE SALEM CHURCH ROAD SOUTHBOUND RIGHT-TURN LANE TO CONSTRUCT THE PROPOSED DRAINAGE SYSTEM, CURB, PAVEMENT PATCHING AND SIDEWALK AT THE NORTHWEST CORNER. UTILIZE FLAGGERS TO ASSIST PEDESTRIANS THROUGH THE WORK ZONE AND TO FACILITATE SOUTHBOUND RIGHT TURNS FOR HEAVY VEHICLES. MAINTAIN EXISTING CHANNELIZING ISLAND AND PEDESTRIAN SIGNAL.
4. CLOSE THE PORTER ROAD NORTHBOUND RIGHT-TURN LANE TO CONSTRUCT THE PROPOSED DRAINAGE SYSTEM, CURB, PAVEMENT PATCHING AND SIDEWALK ALONG THE SOUTHEAST CORNER. RECONSTRUCT THE EXISTING CHANNELIZING ISLAND. UTILIZE FLAGGERS TO ASSIST PEDESTRIANS THROUGH THE WORK ZONE AND TO FACILITATE NORTHBOUND RIGHT TURNS FOR HEAVY VEHICLES.
5. REMOVE THE WEST LEG PCC MEDIAN NOSE AND REPLACE WITH TEMPORARY PAVEMENT TO ACCOMMODATE THE PROPOSED WEST LEG CROSSWALK.
6. INSTALL ABOVE-GROUND SIGNAL EQUIPMENT, ACTIVATE PROPOSED TRAFFIC SIGNAL AND REMOVE EXISTING SIGNAL EQUIPMENT IN ACCORDANCE WITH THE PHASE 1 TEMPORARY SIGNAL PLAN. STRIPE THE PROPOSED WEST LEG AND EAST LEG CROSSWALKS AND REMOVE EXISTING CROSSWALK STRIPING AS SHOWN ON THE PHASE 1 MOT PLANS.
7. UTILIZE TA-28 AND TA-29 TO CLOSE THE EXISTING NORTH LEG AND EAST LEG CROSSWALKS. UTILIZE LANE CLOSURES AND FLAGGING OPERATIONS FOR THE SALEM CHURCH ROAD SOUTHBOUND APPROACH (MAINTAINING AT LEAST ONE LANE AT ALL TIMES) TO REMOVE THE NORTHWEST CORNER CHANNELIZING ISLAND AND PEDESTRIAN SIGNAL AND INSTALL THE DRAINAGE PIPE ACROSS THE SALEM CHURCH ROAD SOUTHBOUND APPROACH.
8. IMPLEMENT PHASE 1A CLOSURE AND DETOUR OF NORTHBOUND SALEM CHURCH ROAD TO CONSTRUCT THE REMAINING DRAINAGE PIPE, NORTHEAST CORNER CHANNELIZING ISLAND, AND FULL DEPTH PAVEMENT RECONSTRUCTION/WIDENING ALONG THE WESTBOUND RIGHT-TURN LANE AND NORTHEAST CORNER. SEE PHASE 1A MOT PLANS.

ADDENDA / REVISIONS

SCALE 0 30 60 90 FEET

US 40, SALEM CHURCH ROAD TO WALTHER ROAD

CONTRACT	BRIDGE NO.	N/A
T201611902	DESIGNED BY:	D. WARING
COUNTY	CHECKED BY:	K. CLEVENGER
NEW CASTLE		

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

CS-09

SECTION	SHEET NO.
WRA	100

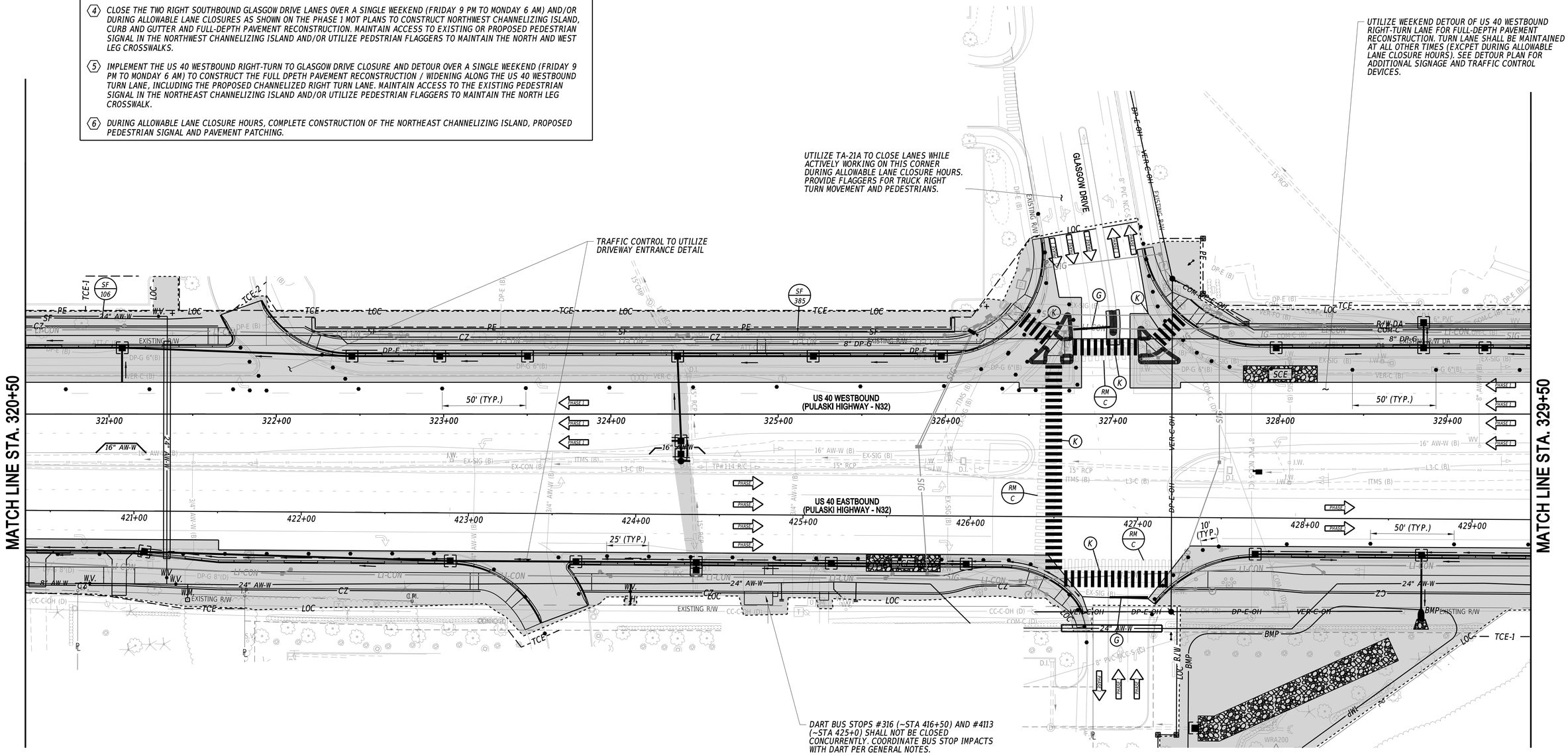
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INTERSECTION SEQUENCE OF CONSTRUCTION - PHASE 1 - US 40 @ GLASGOW DRIVE

1. WHILE MAINTAINING THE EXISTING SIGNAL AND CROSSWALKS, CONSTRUCT PROPOSED UNDERGROUND TRAFFIC SIGNAL INFRASTRUCTURE, EXCEPT FOR THE PEDESTRIAN SIGNAL POLE BASES AT THE NORTHEAST AND NORTHWEST CORNERS.
2. FOLLOWING COMPLETION OF DRAINAGE, CURB AND SHARED-USE PATH CONSTRUCTION AT THE LIDL ENTRANCE, INSTALL ABOVE-GROUND SIGNAL EQUIPMENT, ACTIVATE PROPOSED TRAFFIC SIGNAL AND REMOVE EXISTING SIGNAL EQUIPMENT IN ACCORDANCE WITH THE PHASE 1 TEMPORARY SIGNAL PLAN. STRIPE THE PROPOSED WEST LEG AND SOUTH LEG CROSSWALKS AND REMOVE EXISTING CROSSWALK STRIPING AS SHOWN ON THE PHASE 1 MOT PLANS.
3. REMOVE THE EXISTING NORTHEAST AND NORTHWEST CHANNELIZING ISLANDS AND REPLACE WITH TEMPORARY MATERIAL TO MAINTAIN ACCESS TO THE EXISTING PEDESTRIAN SIGNALS AND NORTH LEG CROSSWALK.
4. CLOSE THE TWO RIGHT SOUTHBOUND GLASGOW DRIVE LANES OVER A SINGLE WEEKEND (FRIDAY 9 PM TO MONDAY 6 AM) AND/OR DURING ALLOWABLE LANE CLOSURES AS SHOWN ON THE PHASE 1 MOT PLANS TO CONSTRUCT NORTHWEST CHANNELIZING ISLAND, CURB AND GUTTER AND FULL-DEPTH PAVEMENT RECONSTRUCTION. MAINTAIN ACCESS TO EXISTING OR PROPOSED PEDESTRIAN SIGNAL IN THE NORTHWEST CHANNELIZING ISLAND AND/OR UTILIZE PEDSTRIAN FLAGGERS TO MAINTAIN THE NORTH AND WEST LEG CROSSWALKS.
5. IMPLEMENT THE US 40 WESTBOUND RIGHT-TURN TO GLASGOW DRIVE CLOSURE AND DETOUR OVER A SINGLE WEEKEND (FRIDAY 9 PM TO MONDAY 6 AM) TO CONSTRUCT THE FULL DPETH PAVEMENT RECONSTRUCTION / WIDENING ALONG THE US 40 WESTBOUND TURN LANE, INCLUDING THE PROPOSED CHANNELIZED RIGHT TURN LANE. MAINTAIN ACCESS TO THE EXISTING PEDESTRIAN SIGNAL IN THE NORTHEAST CHANNELIZING ISLAND AND/OR UTILIZE PEDESTRIAN FLAGGERS TO MAINTAIN THE NORTH LEG CROSSWALK.
6. DURING ALLOWABLE LANE CLOSURE HOURS, COMPLETE CONSTRUCTION OF THE NORTHEAST CHANNELIZING ISLAND, PROPOSED PEDESTRIAN SIGNAL AND PAVEMENT PATCHING.

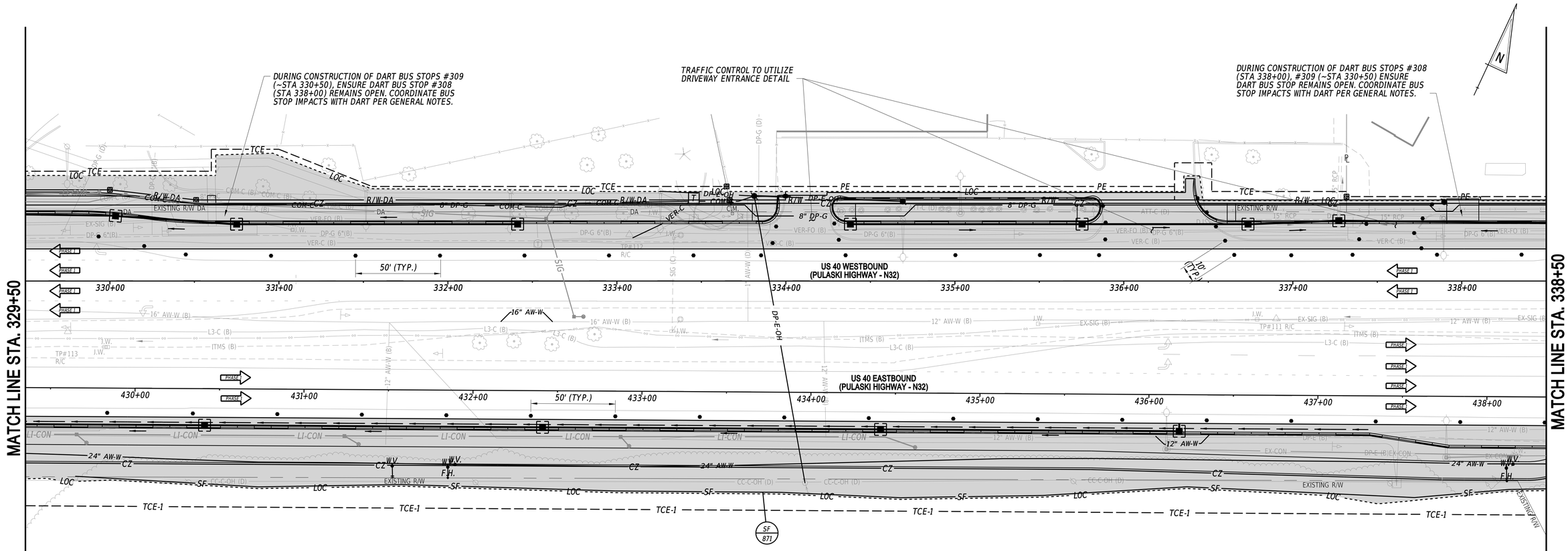
PAVEMENT MARKINGS LEGEND

SYM	ITEM	QUANTITY
(G)	ALKYD-THERMOPLASTIC PAVEMENT STRIPING, WHITE 16" SOLID (ITEM 817002)	64 SF
(K)	10'X2' ALKYD-THERMOPLASTIC PAVEMENT STRIPING, WHITE SYMBOL/LEGEND (ITEM 817002)	1,340 SF
	REMOVAL OF PAVEMENT STRIPING (ITEM 817031)	1,110 SF



ADDENDA / REVISIONS		SCALE 0 30 60 90 FEET	US 40, SALEM CHURCH ROAD TO WALTHER ROAD	CONTRACT T201611902	BRIDGE NO. N/A	CONSTRUCTION PHASING, M.O.T. AND EROSION CONTROL PLAN - PHASE 1	CS-10
				COUNTY NEW CASTLE	DESIGNED BY: D. WARING		SECTION WRA
					CHECKED BY: K. CLEVENGER		SHEET NO. 101

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SEQUENCE OF CONSTRUCTION - MILL & WEDGE PRE PHASE

1. PLACE ALL PERMANENT WARNING SIGNS AS SHOWN ON THE WARNING SIGN LOCATION PLAN.
2. COORDINATE WITH DELDOT TRAFFIC TO INSTALL NON-INSTRUSIVE TRAFFIC SIGNAL DETECTION SYSTEMS THROUGHOUT THE CORRIDOR PRIOR TO IMPACTING EXISTING LOOP DETECTORS (SEE PHASE 1 TEMPORARY SIGNAL PLANS).
3. MILL EXISTING ROADWAY FROM STA. 302+50 TO STA 372+00, AND STA. 409+30 TO STA. 456+50 (REFER TO TYPICAL SECTIONS). FILL AND INSTALL ASPHALT WEDGE (ITEM 401036) TO 2" BELOW FINAL ROADWAY GRADE.
4. INSTALL PAVEMENT MARKINGS TO MATCH EXISITNG PAVEMENT MARKINGS ALONG THE LIMITS OF THE ASPHALT WEDGE NOTED ABOVE. INSTALL TEMPORARY PAINT PAVEMENT MARKINGS IMMEDIATELY AFTER INSTALLATION OF THE WEDGE, THEN PLACE PERMANENT EPOXY RESIN STRIPING AT THE DIRECTION OF THE ENGINEER WHEN PAVEMENT IS CURED AND PREPARED.

SEQUENCE OF CONSTRUCTION - PHASE 1

1. MAINTAIN PERMANENT WARNING SIGNS AS SHOWN ON THE WARNING SIGN LOCATION PLAN.
2. INSTALL ALL EROSION AND SEDIMENT CONTROL MEASURES AND TEMPORARY TRAFFIC CONTROL DEVICES FOR PHASE 1 AS SHOWN ON THE PHASE 1 MOT PLANS. INSTALL STREAM DIVERSION NEAR STA. 408+00, RT.
3. THE CONTRACTOR SHALL CONSTRUCT A MINIMUM OF 5 FEET WIDTH OF THE PROPOSED SHARED USE PATH ALONG US 40 WESTBOUND UTILIZING TEMPORARY PEDESTRIAN BARRICADE SYSTEM TO MAINTAIN EXISTING PEDESTRIAN ACCESS THROUGH THE ACTIVE WORKZONE, INCLUDING ACCESS TO EXISTING TRANSIT STOPS, BUSINESSES, AND SIGNALIZED CROSSWALKS AT ALL TIMES UNLESS OTHERWISE NOTED. SEE PEDESTRIAN MOT TYPICAL DETAIL ON THE M.O.T. DETAILS SHEET.
4. UTILIZE TA-3A, TA-21A AND TA-33 ALONG US 40 AND TA-21A ON SIDE STREETS TO CONSTRUCT PAVEMENT, STORM DRAIN SYSTEM, UNDERDRAINS, CURB AND GUTTER, LIGHTING IMPROVEMENTS, SHARED USE PATH AND SIDEWALK ALONG THE OUTSIDE SHOULDERS OF US 40 EASTBOUND AND WESTBOUND THROUGHOUT THE PROJECT LIMITS. THE STORM DRAIN SYSTEM SHALL BE CONSTRUCTED WORKING UPSTREAM FROM EACH OUTFALL POINT. PIPE CROSSINGS AND TEMPORARY PAVEMENT PATCHES SHALL BE CONSTRUCTED IN HALF SECTION UTILIZING TA-33, TA-37, TA-27 AND TA-21A DURING ALLOWABLE LANE CLOSURE HOURS. TRENCHES SHALL BE BACKFILLED AND OPEN TO ALL LANES OF TRAFFIC AT THE END OF EACH CONSTRUCTION DAY. REFER TO PHASING SHEETS FOR TEMPORARY BUS STOP ACCOMMODATIONS.
5. CONSTRUCT PROPOSED WIDENING PAVEMENT SECTION TO PROPOSED TYPE B LAYER (2" BELOW FINAL GRADE), MATCHING WEDGE INSTALLED IN PRE-PHASE.
6. WHILE MAINTAINING THE EXISTING ITMS PATHWAY LOCATED IN THE MEDIAN AND ALL EXISTING/TEMPORARY CONNECTIONS TO EXISTING AND PROPOSED SIGNAL CABINETS, CONSTRUCT THE PROPOSED ITMS PATHWAY ALONG EASTBOUND US 40 THROUGHOUT THE PROJECT LIMITS.
7. REFER TO INTERSECTION-SPECIFIC SEQUENCE OF CONSTRUCTION AND TEMPORARY SIGNAL PLANS FOR INTERSECTION SUB-PHASING, MAINTENANCE OF PEDESTRIAN TRAFFIC, AND TEMPORARY TRAFFIC SIGNAL ADJUSTMENTS. SEE GENERAL M.O.T. NOTE #3 FOR TEMPORARY PEDESTRIAN TRAFFIC CONTROL REQUIREMENTS.
8. STABILIZE ALL DISTURBED AREAS WITH TOPSOIL, SEED AND MULCH. ANY REMOVAL OF EROSION AND SEDIMENT CONTROL DEVICES SHALL BE AS PER THE DIRECTION OF THE ENGINEER.

ADDENDA / REVISIONS

SCALE
0 30 60 90
FEET

US 40, SALEM CHURCH ROAD TO WALTHER ROAD

CONTRACT	T201611902
COUNTY	NEW CASTLE
BRIDGE NO.	N/A
DESIGNED BY:	D. WARING
CHECKED BY:	K. CLEVENGER

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

SECTION	CS-11
SHEET NO.	WRA
	102

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INTERSECTION SEQUENCE OF CONSTRUCTION - PHASE 1 - US 40 @ BROOKMONT DRIVE

1. WHILE MAINTAINING THE EXISTING SIGNAL AND CROSSWALKS, CONSTRUCT PROPOSED UNDERGROUND TRAFFIC SIGNAL INFRASTRUCTURE INCLUDING ALL CONDUIT, JUNCTION WELLS, AND POLE BASES. RECONSTRUCT THE BROOKMONT DRIVE MEDIAN NOSE AND PLACE TEMPORARY PAVEMENT IN THE WEST LEG MEDIAN NOSE TO ACCOMMODATE THE PROPOSED CROSSWALKS.
2. INSTALL ABOVE-GROUND SIGNAL EQUIPMENT, ACTIVATE PROPOSED TRAFFIC SIGNAL AND REMOVE EXISTING SIGNAL EQUIPMENT IN ACCORDANCE WITH THE PHASE 1 TEMPORARY SIGNAL PLAN. UTILIZE TEMPORARY MATERIAL AS NEEDED TO PROVIDE ACCESS TO THE PROPOSED PEDESTRIAN SIGNALS AND CROSSWALKS. STRIPE PROPOSED WEST LEG AND NORTH LEG CROSSWALKS AND REMOVE EXISTING CROSSWALK STRIPING. INSTALL TEMPORARY STRIPING FOR US 40 WESTBOUND APPROACH AS SHOWN.
3. IMPLEMENT WEEKEND CLOSURE OF THE BROOKMONT DRIVE SOUTHBOUND RIGHT-TURN LANE AND OUTER LEFT-TURN LANE TO REMOVE THE EXISTING NORTHWEST CORNER CHANNELIZING ISLAND, CONSTRUCT PROPOSED DRAINAGE, AND RECONSTRUCT THE NORTHWEST CORNER OF INTERSECTION. CONVERT THE INNER LEFT-TURN LANE TO A SHARED LEFT/RIGHT-TURN LANE.
4. REMOVE THE EXISTING NORTHEAST CORNER CHANNELIZING ISLAND AND REPLACE WITH TEMPORARY PAVEMENT. DURING ALLOWABLE LANE CLOSURE HOURS, CLOSE THE WESTBOUND RIGHT TURN LANE AND UTILIZE FLAGGERS TO FACILIATE RIGHT TURNS FROM THE US 40 WESTBOUND THROUGH LANE TO CONSTRUCT PROPOSED DRAINAGE AND FULL-DEPTH PAVEMENT WIDENING ALONG THE WESTBOUND RIGHT TURN LANE AND RECONSTRUCTION OF THE NORTHEAST CORNER.
5. IMPLEMENT "DETAIL A" TO MAINTAIN WESTBOUND RIGHT-TURN MOVEMENT TO COMPLETE FULL-DEPTH PAVEMENT RECONSTRUCTION OF THE WESTBOUND RIGHT-TURN LANE AND RECONSRUCTION OF THE TEMPORARY PAVEMENT PLACED IN THE EXISTING NORTHEAST CHANNELIZING ISLAND. RESTORE EXISTING WESTBOUND RIGHT-TURN PAVEMENT MARKINGS UPON COMPLETION.

PAVEMENT MARKINGS LEGEND

SYM	ITEM	QUANTITY
A	EPOXY RESIN PAINT PAVEMENT STRIPING, WHITE 6" SOLID (ITEM 817042)	702 LF
C	EPOXY RESIN PAINT PAVEMENT STRIPING, WHITE 6" DOTTED - 2' LINE & 6' GAP (ITEM 817042)	62 LF
G	ALKYD-THERMOPLASTIC PAVEMENT STRIPING, WHITE 16" SOLID (ITEM 817002)	56 SF
H	EPOXY RESIN PAINT PAVEMENT STRIPING, YELLOW 6" SOLID (ITEM 817042)	218 LF
J	ALKYD-THERMOPLASTIC PAVEMENT STRIPING, WHITE SYMBOL/LEGEND (ITEM 817002)	16 SF
K	10'X2' ALKYD-THERMOPLASTIC PAVEMENT STRIPING, WHITE SYMBOL/LEGEND (ITEM 817002)	1,195 SF
	REMOVAL OF PAVEMENT STRIPING (ITEM 817031)	995 SF

UTILIZE TA-21A TO CLOSE TURN LANE(S) WHILE ACTIVELY WORKING ON THIS CORNER DURING ALLOWABLE LANE CLOSURE HOURS. PROVIDE FLAGGERS FOR TRUCK RIGHT TURN MOVEMENT AND PEDESTRIANS.

INSTALL TEMPORARY PAVEMENT IN GRASS MEDIAN

SEE "DETAIL A" FOR TEMPORARY CONFIGURATION DURING FULL-DEPTH PAVEMENT RECONSTRUCTION ALONG THE US 40 WESTBOUND RIGHT-TURN LANE TO BROOKMONT DRIVE

UTILIZE PEDESTRIAN FLAGGERS AND TEMPORARY MATERIAL TO MAINTAIN PEDESTRIAN ACCESSIBILITY

DURING CONSTRUCTION OF DART BUS STOPS #2553 (~STA 347+00), ENSURE DART BUS STOP #308 (~STA 338+00) REMAINS OPEN. COORDINATE BUS STOP IMPACTS WITH DART PER GENERAL NOTES.

RESTORE EXISTING US 40 WESTBOUND RIGHT-TURN LANE STRIPING UPON COMPLETION OF ADJACENT PAVMENT WIDENING.

MATCH LINE STA. 338+50

MATCH LINE STA. 347+50

BROOKMONT DRIVE

US 40 WESTBOUND (PULASKI HIGHWAY - N32)

US 40 EASTBOUND (PULASKI HIGHWAY - N32)

339+00 340+00 341+00 342+00 343+00 344+00 345+00 346+00 347+00

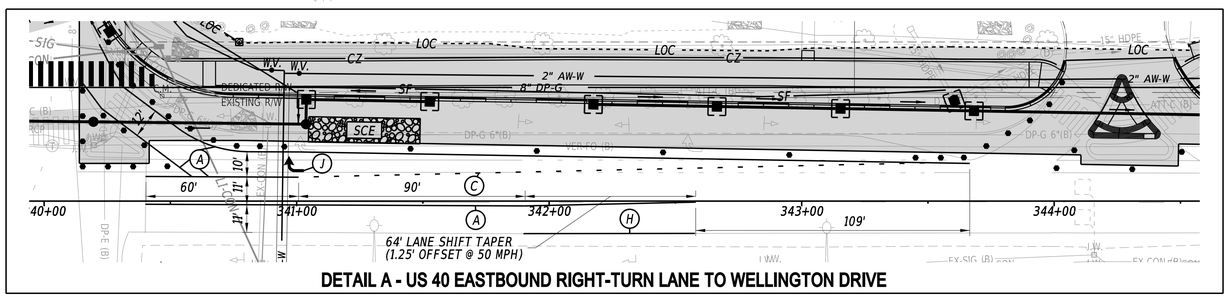
439+00 440+00 441+00 442+00 443+00 444+00 445+00 446+00 447+00

50' (TYP.)

10' (TYP.)

TCE-2

DURING CONSTRUCTION OF DART BUS STOPS #318 (~STA 439+00), ENSURE DART BUS STOP #2560 (~STA 451+00) REMAINS OPEN AND PEDESTRIAN CONNECTION BETWEEN THE STOPS ARE COMPLETE. COORDINATE BUS STOP IMPACTS WITH DART PER GENERAL NOTES.



DETAIL A - US 40 EASTBOUND RIGHT-TURN LANE TO WELLINGTON DRIVE

UTILIZE WEEKEND DETOUR OF US 40 EASTBOUND RIGHT-TURN TO CHURCH STREET FOR FULL-DEPTH PAVEMENT RECONSTRUCTION. TURN LANE SHALL BE MAINTAINED AT ALL OTHER TIMES (EXCEPT DURING ALLOWABLE LANE CLOSURE HOURS). SEE DETOUR PLAN FOR ADDITIONAL SIGNAGE AND TRAFFIC CONTROL DEVICES.

ADDENDA / REVISIONS

SCALE 0 30 60 90 FEET

US 40, SALEM CHURCH ROAD TO WALTHER ROAD

CONTRACT	T201611902	BRIDGE NO.	N/A
COUNTY	NEW CASTLE	DESIGNED BY: D. WARING	
		CHECKED BY: K. CLEVENGER	

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

CS-12

SECTION	SHEET NO.
WRA	103

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PAVEMENT MARKINGS LEGEND

SYM	ITEM	QUANTITY
G	ALKYD-THERMOPLASTIC PAVEMENT STRIPING, WHITE 16" SOLID (ITEM 817002)	222 SF
J	ALKYD-THERMOPLASTIC PAVEMENT STRIPING, WHITE SYMBOL/LEGEND (ITEM 817002)	48 SF
K	10'X2' ALKYD-THERMOPLASTIC PAVEMENT STRIPING, WHITE SYMBOL/LEGEND (ITEM 817002)	1,953 SF
	REMOVAL OF PAVEMENT STRIPING (ITEM 817031)	1,750 SF

INTERSECTION SEQUENCE OF CONSTRUCTION - PHASE 1 - US 40 @ CHURCH ROAD

1. WHILE MAINTAINING THE EXISTING SIGNAL AND CROSSWALKS, CONSTRUCT PROPOSED UNDERGROUND TRAFFIC SIGNAL INFRASTRUCTURE INCLUDING ALL CONDUIT, JUNCTION WELLS, AND POLE BASES.
2. UTILIZE LANE CLOSURES AND FLAGGING OPERATIONS TO CONSTRUCT THE PROPOSED DRAINAGE. CONSTRUCT PROPOSED CURB AND GUTTER AND SHARED USE PATH AT THE SOUTHWEST CORNER WHILE MAINTAINING ACCESS TO THE EXISTING PEDESTRIAN SIGNAL. PLACE TEMPORARY PAVEMENT IN WEST LEG MEDIAN NOSE AND RECONSTRUCT THE WELLINGTON DRIVE MEDIAN NOSE TO ACCOMMODATE PROPOSED CROSSWALKS.
3. IMPLEMENT US 40 EASTBOUND TO CHURCH STREET DETOUR PLAN AND CONSTRUCT PROPOSED FULL-DEPTH PAVEMENT RECONSTRUCTION/WIDENING ALONG THE US 40 EASTBOUND RIGHT-TURN LANE.
4. INSTALL ABOVE-GROUND SIGNAL EQUIPMENT, ACTIVATE PROPOSED TRAFFIC SIGNAL AND REMOVE EXISTING SIGNAL EQUIPMENT IN ACCORDANCE WITH THE PHASE 1 TEMPORARY SIGNAL PLAN. STRIPE THE PROPOSED CROSSWALKS AND REMOVE EXISTING CROSSWALK STRIPING AS SHOWN ON THE PHASE 1 MOT PLANS. UTILIZE TEMPORARY MATERIAL AS NEEDED TO PROVIDE ACCESS TO THE PROPOSED PEDESTRIAN SIGNALS AND CROSSWALKS.
5. CLOSE THE WELLINGTON DRIVE SOUTHBOUND RIGHT TURN LANE TO CONSTRUCT PROPOSED CURB, PAVEMENT PATCHING AND SHARED USE PATH AT THE NORTHWEST CORNER. UTILIZE FLAGGERS TO ASSIST PEDESTRIANS THROUGH THE WORK ZONE.
6. DURING ALLOWABLE LANE CLOSURE HOURS, CLOSE THE US 40 WESTBOUND RIGHT-TURN LANE TO CONSTRUCT PROPOSED FULL-DEPTH PAVEMENT RECONSTRUCTION/WIDENING AND CURB AND GUTTER AND SHARED USE PATH AT THE NORTHEAST CORNER OF THE INTERSECTION. EXCAVATE ONLY AS MUCH PAVEMENT WIDENING THAT CAN BE REPAVED TO THE TOP OF THE TYPE B COURSE IN ONE CONSTRUCTION DAY.

N

UTILIZE TA-21A TO CLOSE THE WELLINGTON DRIVE SOUTHBOUND RIGHT TURN LANE DURING ALLOWABLE LANE CLOSURE HOURS.

MAINTAIN US 40 WESTBOUND RIGHT-TURN LANE TO WELLINGTON AT ALL TIMES UNLESS ACTIVELY CONSTRUCTING FULL-DEPTH PAVEMENT. DURING PAVEMENT RECONSTRUCTION, UTILIZE TA-21A TO CLOSE THE RIGHT-TURN LANE AND INSTALL A SHARED THRU/RIGHT-TURN ARROW IN THE RIGHT THRU LANE OF US 40 WESTBOUND. INSTALL PCMS 500' UPSTREAM FOR DURATION OF THIS CONFIGURATION WITH THE MESSAGE: "CAUTION, RIGHT, TURN / FROM, RIGHT, LANE." RESTORE STRIPING TO PRE-EXISTING CONDITIONS UPON COMPLETION.

MATCH LINE STA. 347+50

MATCH LINE STA. 356+00

US 40 WESTBOUND (PULASKI HIGHWAY - N32)

US 40 EASTBOUND (PULASKI HIGHWAY - N32)

WELLINGTON DRIVE

CHURCH ROAD (N382)

UTILIZE WEEKEND DETOUR OF US 40 EASTBOUND RIGHT-TURN LANE FOR FULL-DEPTH PAVEMENT RECONSTRUCTION. TURN LANE SHALL BE MAINTAINED AT ALL OTHER TIMES (EXCEPT DURING ALLOWABLE LANE CLOSURE HOURS). SEE DETOUR PLAN FOR ADDITIONAL SIGNAGE AND TRAFFIC CONTROL DEVICES.

TRAFFIC CONTROL TO UTILIZE DRIVEWAY ENTRANCE DETAIL

DURING CONSTRUCTION OF DART BUS STOPS #2560 (~STA 451+00), ENSURE DART BUS STOP #318 (~STA 439+00) OR #4017 (~STA 458+50) REMAINS OPEN AND PEDESTRAIAN CONNECTION BETWEEN THE STOPS ARE COMPLETE. CORRDINATE BUS STOP IMPACTS WITH DART PER GENERAL NOTES.

TRAFFIC CONTROL TO ULITIZE DRIVEWAY ENTRANCE DETAIL

TRAFFIC CONTROL TO UTILIZE DRIVEWAY ENTRANCE DETAIL (UTILIZE TEMPORARY PAVEMENT IN ISLAND AREA TO MAINTAIN IN AND OUT TRAFFIC)

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ADDENDA / REVISIONS

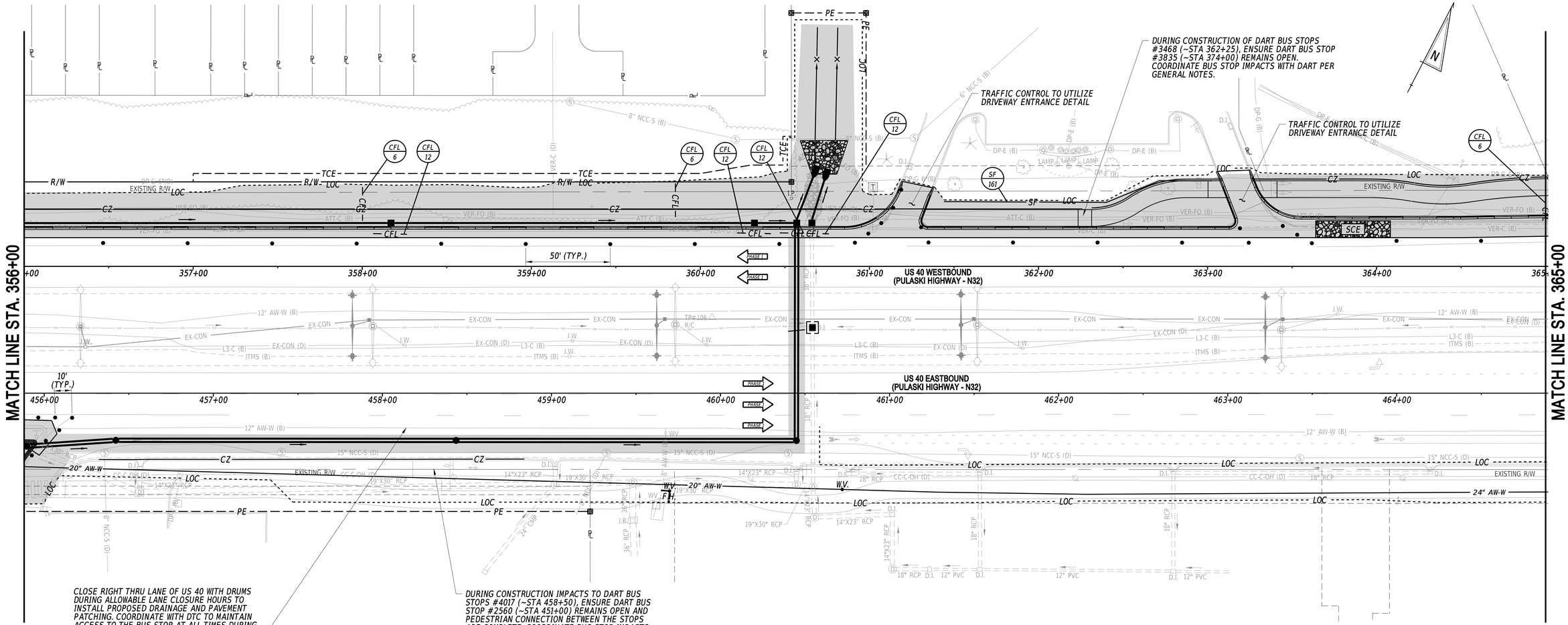
SCALE
0 30 60 90
FEET

US 40, SALEM CHURCH ROAD TO WALTHER ROAD

CONTRACT	T201611902
COUNTY	NEW CASTLE
BRIDGE NO.	N/A
DESIGNED BY:	D. WARING
CHECKED BY:	K. CLEVENGER

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

CS-13	
SECTION	WRA
SHEET NO.	104



SEQUENCE OF CONSTRUCTION - MILL & WEDGE PRE PHASE

1. PLACE ALL PERMANENT WARNING SIGNS AS SHOWN ON THE WARNING SIGN LOCATION PLAN.
2. COORDINATE WITH DELDOT TRAFFIC TO INSTALL NON-INSTRUSIVE TRAFFIC SIGNAL DETECTION SYSTEMS THROUGHOUT THE CORRIDOR PRIOR TO IMPACTING EXISTING LOOP DETECTORS (SEE PHASE 1 TEMPORARY SIGNAL PLANS).
3. MILL EXISTING ROADWAY FROM STA. 302+50 TO STA 372+00, AND STA. 409+30 TO STA. 456+50 (REFER TO TYPICAL SECTIONS). FILL AND INSTALL ASPHALT WEDGE (ITEM 401036) TO 2" BELOW FINAL ROADWAY GRADE.
4. INSTALL PAVEMENT MARKINGS TO MATCH EXISITNG PAVEMENT MARKINGS ALONG THE LIMITS OF THE ASPHALT WEDGE NOTED ABOVE. INSTALL TEMPORARY PAINT PAVEMENT MARKINGS IMMEDIATELY AFTER INSTALLATION OF THE WEDGE, THEN PLACE PERMANENT EPOXY RESIN STRIPING AT THE DIRECTION OF THE ENGINEER WHEN PAVEMENT IS CURED AND PREPARED.

SEQUENCE OF CONSTRUCTION - PHASE 1

1. MAINTAIN PERMANENT WARNING SIGNS AS SHOWN ON THE WARNING SIGN LOCATION PLAN.
2. INSTALL ALL EROSION AND SEDIMENT CONTROL MEASURES AND TEMPORARY TRAFFIC CONTROL DEVICES FOR PHASE 1 AS SHOWN ON THE PHASE 1 MOT PLANS. INSTALL STREAM DIVERSION NEAR STA. 408+00, RT.
3. THE CONTRACTOR SHALL CONSTRUCT A MINIMUM OF 5 FEET WIDTH OF THE PROPOSED SHARED USE PATH ALONG US 40 WESTBOUND UTILIZING TEMPORARY PEDESTRIAN BARRICADE SYSTEM TO MAINTAIN EXISTING PEDESTRIAN ACCESS THROUGH THE ACTIVE WORKZONE, INCLUDING ACCESS TO EXISTING TRANSIT STOPS, BUSINESSES, AND SIGNALIZED CROSSWALKS AT ALL TIMES UNLESS OTHERWISE NOTED. SEE PEDESTRIAN MOT TYPICAL DETAIL ON THE M.O.T. DETAILS SHEET.
4. UTILIZE TA-3A, TA-21A AND TA-33 ALONG US 40 AND TA-21A ON SIDE STREETS TO CONSTRUCT PAVEMENT, STORM DRAIN SYSTEM, UNDERDRAINS, CURB AND GUTTER, LIGHTING IMPROVEMENTS, SHARED USE PATH AND SIDEWALK ALONG THE OUTSIDE SHOULDERS OF US 40 EASTBOUND AND WESTBOUND THROUGHOUT THE PROJECT LIMITS. THE STORM DRAIN SYSTEM SHALL BE CONSTRUCTED WORKING UPSTREAM FROM EACH OUTFALL POINT. PIPE CROSSINGS AND TEMPORARY PAVEMENT PATCHES SHALL BE CONSTRUCTED IN HALF SECTION UTILIZING TA-33, TA-37, TA-27 AND TA-21A DURING ALLOWABLE LANE CLOSURE HOURS. TRENCHES SHALL BE BACKFILLED AND OPEN TO ALL LANES OF TRAFFIC AT THE END OF EACH CONSTRUCTION DAY. REFER TO PHASING SHEETS FOR TEMPORARY BUS STOP ACCOMMODATIONS.
5. CONSTRUCT PROPOSED WIDENING PAVEMENT SECTION TO PROPOSED TYPE B LAYER (2" BELOW FINAL GRADE), MATCHING WEDGE INSTALLED IN PRE-PHASE.
6. WHILE MAINTAINING THE EXISTING ITMS PATHWAY LOCATED IN THE MEDIAN AND ALL EXISTING/TEMPORARY CONNECTIONS TO EXISTING AND PROPOSED SIGNAL CABINETS, CONSTRUCT THE PROPOSED ITMS PATHWAY ALONG EASTBOUND US 40 THROUGHOUT THE PROJECT LIMITS.
7. REFER TO INTERSECTION-SPECIFIC SEQUENCE OF CONSTRUCTION AND TEMPORARY SIGNAL PLANS FOR INTERSECTION SUB-PHASING, MAINTENANCE OF PEDESTRIAN TRAFFIC, AND TEMPORARY TRAFFIC SIGNAL ADJUSTMENTS. SEE GENERAL M.O.T. NOTE #3 FOR TEMPORARY PEDESTRIAN TRAFFIC CONTROL REQUIREMENTS.
8. STABILIZE ALL DISTURBED AREAS WITH TOPSOIL, SEED AND MULCH. ANY REMOVAL OF EROSION AND SEDIMENT CONTROL DEVICES SHALL BE AS PER THE DIRECTION OF THE ENGINEER.

ADDENDA / REVISIONS

SCALE 0 30 60 90 FEET

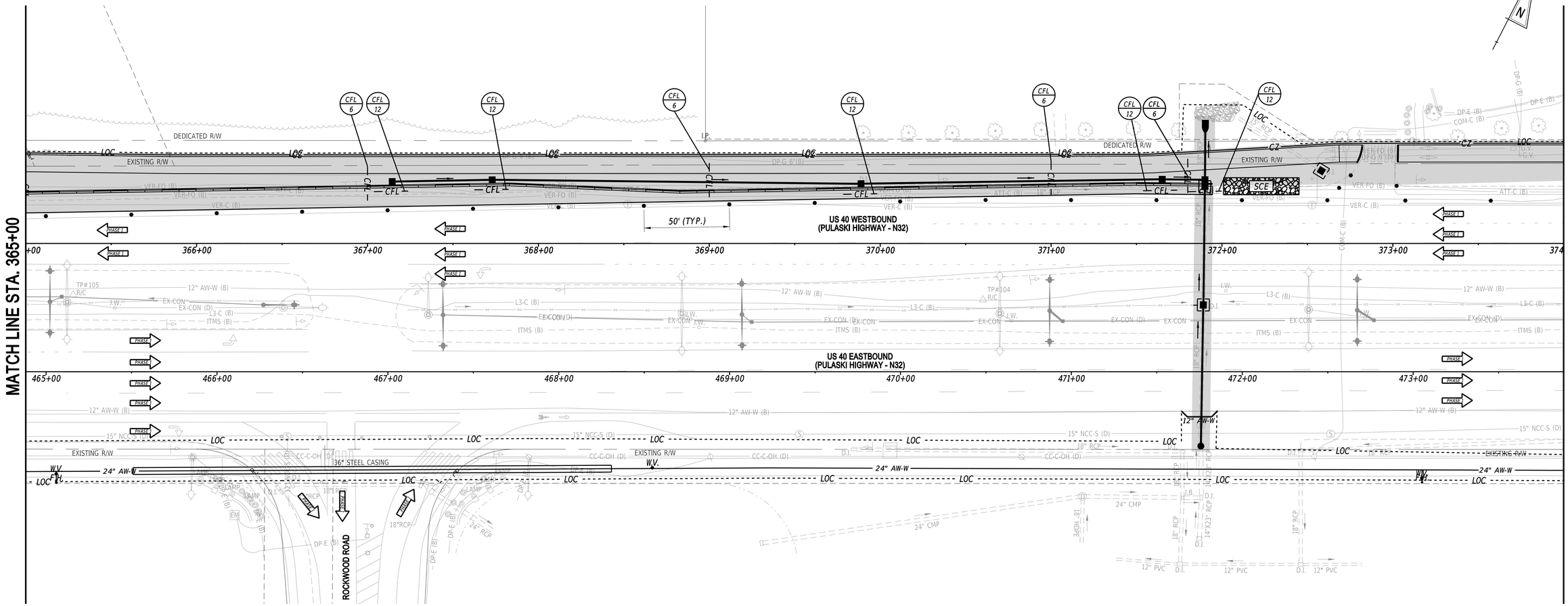
US 40, SALEM CHURCH ROAD TO WALTHER ROAD

CONTRACT T201611902
COUNTY NEW CASTLE
BRIDGE NO. N/A
DESIGNED BY: D. WARING
CHECKED BY: K. CLEVENGER

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

CS-14
SECTION WRA
SHEET NO. 105

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SEQUENCE OF CONSTRUCTION - MILL & WEDGE PRE PHASE

1. PLACE ALL PERMANENT WARNING SIGNS AS SHOWN ON THE WARNING SIGN LOCATION PLAN.
2. COORDINATE WITH DELDOT TRAFFIC TO INSTALL NON-INSTRUSIVE TRAFFIC SIGNAL DETECTION SYSTEMS THROUGHOUT THE CORRIDOR PRIOR TO IMPACTING EXISTING LOOP DETECTORS (SEE PHASE 1 TEMPORARY SIGNAL PLANS).
3. MILL EXISTING ROADWAY FROM STA. 302+50 TO STA 372+00, AND STA. 409+30 TO STA. 456+50 (REFER TO TYPICAL SECTIONS). FILL AND INSTALL ASPHALT WEDGE (ITEM 401036) TO 2" BELOW FINAL ROADWAY GRADE.
4. INSTALL PAVEMENT MARKINGS TO MATCH EXISITNG PAVEMENT MARKINGS ALONG THE LIMITS OF THE ASPHALT WEDGE NOTED ABOVE. INSTALL TEMPORARY PAINT PAVEMENT MARKINGS IMMEDIATELY AFTER INSTALLATION OF THE WEDGE, THEN PLACE PERMANENT EPOXY RESIN STRIPING AT THE DIRECTION OF THE ENGINEER WHEN PAVEMENT IS CURED AND PREPARED.

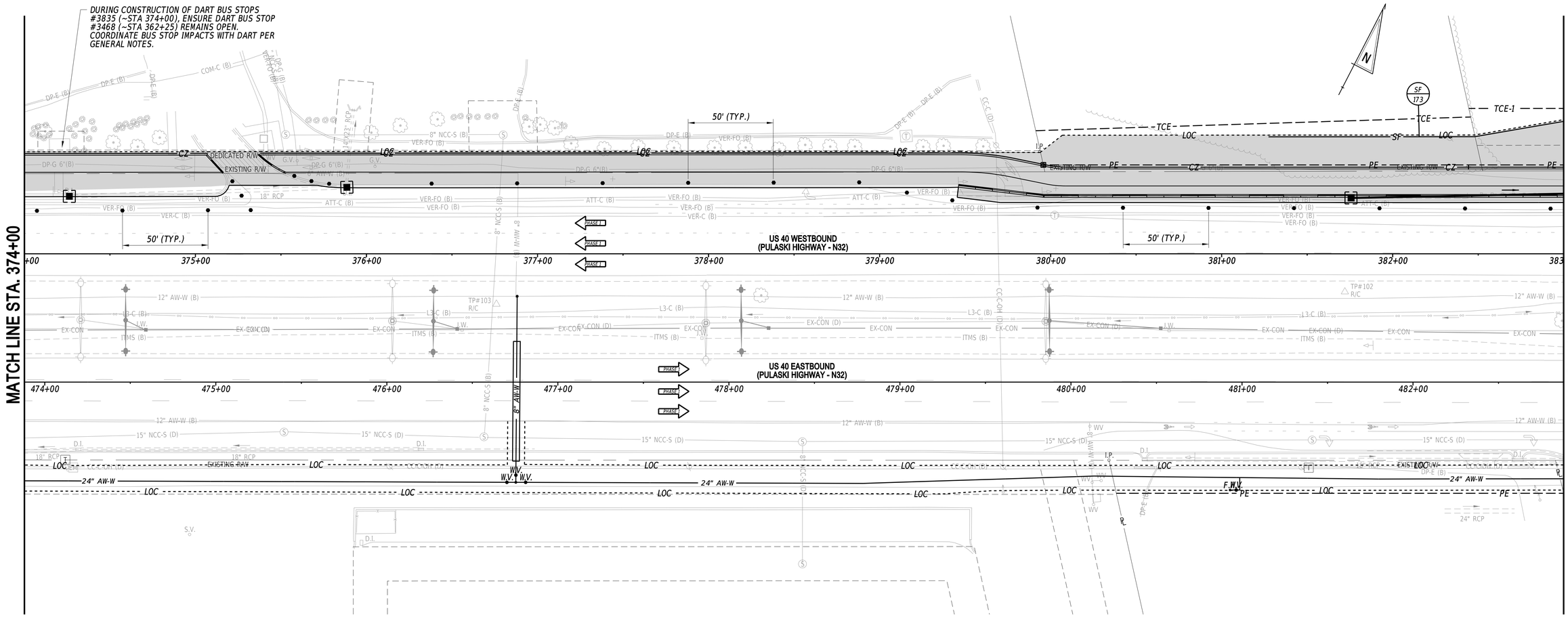
SEQUENCE OF CONSTRUCTION - PHASE 1

1. MAINTAIN PERMANENT WARNING SIGNS AS SHOWN ON THE WARNING SIGN LOCATION PLAN.
2. INSTALL ALL EROSION AND SEDIMENT CONTROL MEASURES AND TEMPORARY TRAFFIC CONTROL DEVICES FOR PHASE 1 AS SHOWN ON THE PHASE 1 MOT PLANS. INSTALL STREAM DIVERSION NEAR STA. 408+00, RT.
3. THE CONTRACTOR SHALL CONSTRUCT A MINIMUM OF 5 FEET WIDTH OF THE PROPOSED SHARED USE PATH ALONG US 40 WESTBOUND UTILIZING TEMPORARY PEDESTRIAN BARRICADE SYSTEM TO MAINTAIN EXISTING PEDESTRIAN ACCESS THROUGH THE ACTIVE WORKZONE, INCLUDING ACCESS TO EXISTING TRANSIT STOPS, BUSINESSES, AND SIGNALIZED CROSSWALKS AT ALL TIMES UNLESS OTHERWISE NOTED. SEE PEDESTRIAN MOT TYPICAL DETAIL ON THE M.O.T. DETAILS SHEET.
4. UTILIZE TA-3A, TA-21A AND TA-33 ALONG US 40 AND TA-21A ON SIDE STREETS TO CONSTRUCT PAVEMENT, STORM DRAIN SYSTEM, UNDERDRAINS, CURB AND GUTTER, LIGHTING IMPROVEMENTS, SHARED USE PATH AND SIDEWALK ALONG THE OUTSIDE SHOULDERS OF US 40 EASTBOUND AND WESTBOUND THROUGHOUT THE PROJECT LIMITS. THE STORM DRAIN SYSTEM SHALL BE CONSTRUCTED WORKING UPSTREAM FROM EACH OUTFALL POINT. PIPE CROSSINGS AND TEMPORARY PAVEMENT PATCHES SHALL BE CONSTRUCTED IN HALF SECTION UTILIZING TA-33, TA-37, TA-27 AND TA-21A DURING ALLOWABLE LANE CLOSURE HOURS. TRENCHES SHALL BE BACKFILLED AND OPEN TO ALL LANES OF TRAFFIC AT THE END OF EACH CONSTRUCTION DAY. REFER TO PHASING SHEETS FOR TEMPORARY BUS STOP ACCOMMODATIONS.
5. CONSTRUCT PROPOSED WIDENING PAVEMENT SECTION TO PROPOSED TYPE B LAYER (2" BELOW FINAL GRADE), MATCHING WEDGE INSTALLED IN PRE-PHASE.
6. WHILE MAINTAINING THE EXISTING ITMS PATHWAY LOCATED IN THE MEDIAN AND ALL EXISTING/TEMPORARY CONNECTIONS TO EXISTING AND PROPOSED SIGNAL CABINETS, CONSTRUCT THE PROPOSED ITMS PATHWAY ALONG EASTBOUND US 40 THROUGHOUT THE PROJECT LIMITS.
7. REFER TO INTERSECTION-SPECIFIC SEQUENCE OF CONSTRUCTION AND TEMPORARY SIGNAL PLANS FOR INTERSECTION SUB-PHASING, MAINTENANCE OF PEDESTRIAN TRAFFIC, AND TEMPORARY TRAFFIC SIGNAL ADJUSTMENTS. SEE GENERAL M.O.T. NOTE #3 FOR TEMPORARY PEDESTRIAN TRAFFIC CONTROL REQUIREMENTS.
8. STABILIZE ALL DISTURBED AREAS WITH TOPSOIL, SEED AND MULCH. ANY REMOVAL OF EROSION AND SEDIMENT CONTROL DEVICES SHALL BE AS PER THE DIRECTION OF THE ENGINEER.

ADDENDA / REVISIONS		SCALE 0 30 60 90 FEET	US 40, SALEM CHURCH ROAD TO WALTHER ROAD	CONTRACT T201611902	BRIDGE NO. N/A	CONSTRUCTION PHASING, M.O.T. AND EROSION CONTROL PLAN - PHASE 1	CS-15
				COUNTY NEW CASTLE	DESIGNED BY: D. WARING		SECTION WRA
					CHECKED BY: K. CLEVENGER		SHEET NO. 106

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DURING CONSTRUCTION OF DART BUS STOPS #3835 (~STA 374+00), ENSURE DART BUS STOP #3468 (~STA 362+25) REMAINS OPEN. COORDINATE BUS STOP IMPACTS WITH DART PER GENERAL NOTES.



SEQUENCE OF CONSTRUCTION - MILL & WEDGE PRE PHASE

1. *PLACE ALL PERMANENT WARNING SIGNS AS SHOWN ON THE WARNING SIGN LOCATION PLAN.*
2. *COORDINATE WITH DELDOT TRAFFIC TO INSTALL NON-INSTRUSIVE TRAFFIC SIGNAL DETECTION SYSTEMS THROUGHOUT THE CORRIDOR PRIOR TO IMPACTING EXISTING LOOP DETECTORS (SEE PHASE 1 TEMPORARY SIGNAL PLANS).*
3. *MILL EXISTING ROADWAY FROM STA. 302+50 TO STA 372+00, AND STA. 409+30 TO STA. 456+50 (REFER TO TYPICAL SECTIONS). FILL AND INSTALL ASPHALT WEDGE (ITEM 401036) TO 2" BELOW FINAL ROADWAY GRADE.*
4. *INSTALL PAVEMENT MARKINGS TO MATCH EXISITNG PAVEMENT MARKINGS ALONG THE LIMITS OF THE ASPHALT WEDGE NOTED ABOVE. INSTALL TEMPORARY PAINT PAVEMENT MARKINGS IMMEDIATELY AFTER INSTALLATION OF THE WEDGE, THEN PLACE PERMANENT EPOXY RESIN STRIPING AT THE DIRECTION OF THE ENGINEER WHEN PAVEMENT IS CURED AND PREPARED.*

SEQUENCE OF CONSTRUCTION - PHASE 1

1. *MAINTAIN PERMANENT WARNING SIGNS AS SHOWN ON THE WARNING SIGN LOCATION PLAN.*
2. *INSTALL ALL EROSION AND SEDIMENT CONTROL MEASURES AND TEMPORARY TRAFFIC CONTROL DEVICES FOR PHASE 1 AS SHOWN ON THE PHASE 1 MOT PLANS. INSTALL STREAM DIVERSION NEAR STA. 408+00, RT.*
3. *THE CONTRACTOR SHALL CONSTRUCT A MINIMUM OF 5 FEET WIDTH OF THE PROPOSED SHARED USE PATH ALONG US 40 WESTBOUND UTILIZING TEMPORARY PEDESTRIAN BARRICADE SYSTEM TO MAINTAIN EXISTING PEDESTRIAN ACCESS THROUGH THE ACTIVE WORKZONE, INCLUDING ACCESS TO EXISTING TRANSIT STOPS, BUSINESSES, AND SIGNALIZED CROSSWALKS AT ALL TIMES UNLESS OTHERWISE NOTED. SEE PEDESTRIAN MOT TYPICAL DETAIL ON THE M.O.T. DETAILS SHEET.*
4. *UTILIZE TA-3A, TA-21A AND TA-33 ALONG US 40 AND TA-21A ON SIDE STREETS TO CONSTRUCT PAVEMENT, STORM DRAIN SYSTEM, UNDERDRAINS, CURB AND GUTTER, LIGHTING IMPROVEMENTS, SHARED USE PATH AND SIDEWALK ALONG THE OUTSIDE SHOULDERS OF US 40 EASTBOUND AND WESTBOUND THROUGHOUT THE PROJECT LIMITS. THE STORM DRAIN SYSTEM SHALL BE CONSTRUCTED WORKING UPSTREAM FROM EACH OUTFALL POINT. PIPE CROSSINGS AND TEMPORARY PAVEMENT PATCHES SHALL BE CONSTRUCTED IN HALF SECTION UTILIZING TA-33, TA-37, TA-27 AND TA-21A DURING ALLOWABLE LANE CLOSURE HOURS. TRENCHES SHALL BE BACKFILLED AND OPEN TO ALL LANES OF TRAFFIC AT THE END OF EACH CONSTRUCTION DAY. REFER TO PHASING SHEETS FOR TEMPORARY BUS STOP ACCOMMODATIONS.*
5. *CONSTRUCT PROPOSED WIDENING PAVEMENT SECTION TO PROPOSED TYPE B LAYER (2" BELOW FINAL GRADE), MATCHING WEDGE INSTALLED IN PRE-PHASE.*
6. *WHILE MAINTAINING THE EXISTING ITMS PATHWAY LOCATED IN THE MEDIAN AND ALL EXISTING/TEMPORARY CONNECTIONS TO EXISTING AND PROPOSED SIGNAL CABINETS, CONSTRUCT THE PROPOSED ITMS PATHWAY ALONG EASTBOUND US 40 THROUGHOUT THE PROJECT LIMITS.*
7. *REFER TO INTERSECTION-SPECIFIC SEQUENCE OF CONSTRUCTION AND TEMPORARY SIGNAL PLANS FOR INTERSECTION SUB-PHASING, MAINTENANCE OF PEDESTRIAN TRAFFIC, AND TEMPORARY TRAFFIC SIGNAL ADJUSTMENTS. SEE GENERAL M.O.T. NOTE #3 FOR TEMPORARY PEDESTRIAN TRAFFIC CONTROL REQUIREMENTS.*
8. *STABILIZE ALL DISTURBED AREAS WITH TOPSOIL, SEED AND MULCH. ANY REMOVAL OF EROSION AND SEDIMENT CONTROL DEVICES SHALL BE AS PER THE DIRECTION OF THE ENGINEER.*

ADDENDA / REVISIONS

SCALE
0 30 60 90
FEET

US 40, SALEM CHURCH ROAD TO WALTHER ROAD

CONTRACT	T201611902
COUNTY	NEW CASTLE
BRIDGE NO.	N/A
DESIGNED BY:	D. WARING
CHECKED BY:	K. CLEVENGER

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

	CS-16
SECTION	WRA
SHEET NO.	107

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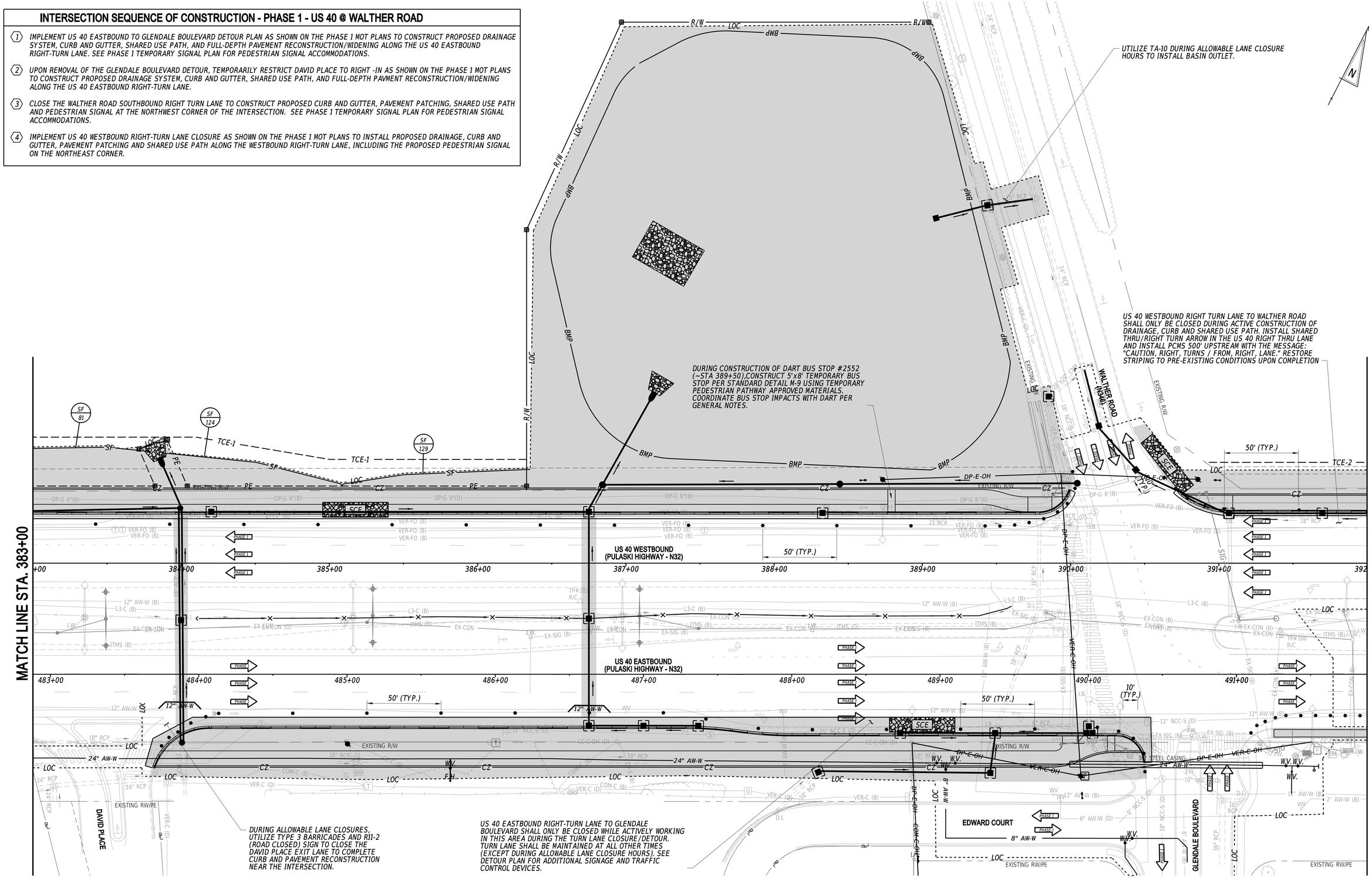
INTERSECTION SEQUENCE OF CONSTRUCTION - PHASE 1 - US 40 @ WALTHER ROAD

1. IMPLEMENT US 40 EASTBOUND TO GLENDALE BOULEVARD DETOUR PLAN AS SHOWN ON THE PHASE 1 MOT PLANS TO CONSTRUCT PROPOSED DRAINAGE SYSTEM, CURB AND GUTTER, SHARED USE PATH, AND FULL-DEPTH PAVEMENT RECONSTRUCTION/WIDENING ALONG THE US 40 EASTBOUND RIGHT-TURN LANE. SEE PHASE 1 TEMPORARY SIGNAL PLAN FOR PEDESTRIAN SIGNAL ACCOMMODATIONS.

2. UPON REMOVAL OF THE GLENDALE BOULEVARD DETOUR, TEMPORARILY RESTRICT DAVID PLACE TO RIGHT -IN AS SHOWN ON THE PHASE 1 MOT PLANS TO CONSTRUCT PROPOSED DRAINAGE SYSTEM, CURB AND GUTTER, SHARED USE PATH, AND FULL-DEPTH PAVMENT RECONSTRUCTION/WIDENING ALONG THE US 40 EASTBOUND RIGHT-TURN LANE.

3. CLOSE THE WALTHER ROAD SOUTHBOUND RIGHT TURN LANE TO CONSTRUCT PROPOSED CURB AND GUTTER, PAVEMENT PATCHING, SHARED USE PATH AND PEDESTRIAN SIGNAL AT THE NORTHWEST CORNER OF THE INTERSECTION. SEE PHASE 1 TEMPORARY SIGNAL PLAN FOR PEDESTRIAN SIGNAL ACCOMMODATIONS.

4. IMPLEMENT US 40 WESTBOUND RIGHT-TURN LANE CLOSURE AS SHOWN ON THE PHASE 1 MOT PLANS TO INSTALL PROPOSED DRAINAGE, CURB AND GUTTER, PAVEMENT PATCHING AND SHARED USE PATH ALONG THE WESTBOUND RIGHT-TURN LANE, INCLUDING THE PROPOSED PEDESTRIAN SIGNAL ON THE NORTHEAST CORNER.



ADDENDA / REVISIONS		SCALE 0 30 60 90 FEET	US 40, SALEM CHURCH ROAD TO WALTHER ROAD	CONTRACT T201611902	BRIDGE NO. N/A	CONSTRUCTION PHASING, M.O.T. AND EROSION CONTROL PLAN - PHASE 1	CS-17
				COUNTY NEW CASTLE	DESIGNED BY: D. WARING		SECTION WRA
					CHECKED BY: K. CLEVENGER		SHEET NO. 108

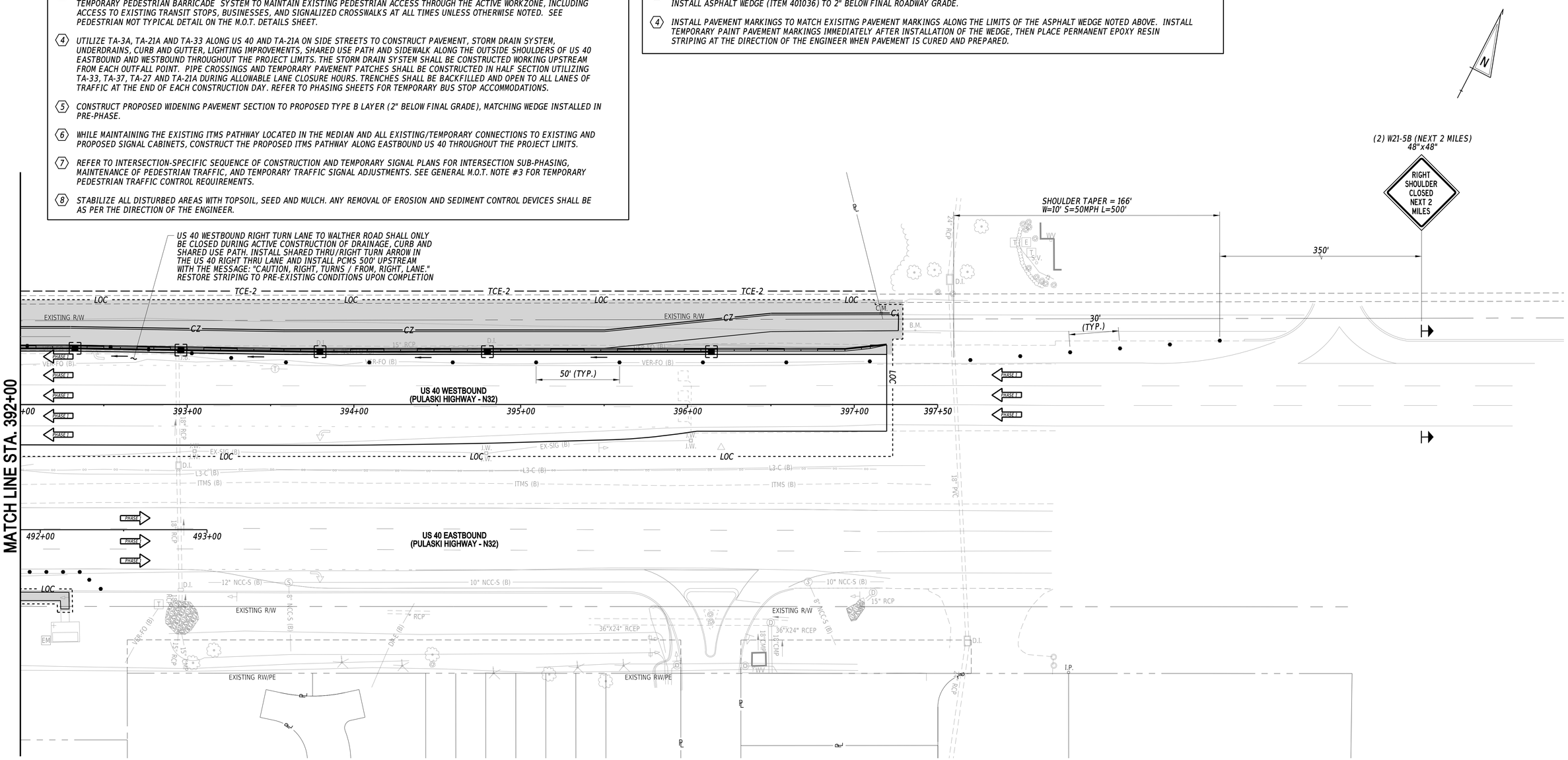
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SEQUENCE OF CONSTRUCTION - PHASE 1

1. MAINTAIN PERMANENT WARNING SIGNS AS SHOWN ON THE WARNING SIGN LOCATION PLAN.
2. INSTALL ALL EROSION AND SEDIMENT CONTROL MEASURES AND TEMPORARY TRAFFIC CONTROL DEVICES FOR PHASE 1 AS SHOWN ON THE PHASE 1 MOT PLANS. INSTALL STREAM DIVERSION NEAR STA. 408+00, RT.
3. THE CONTRACTOR SHALL CONSTRUCT A MINIMUM OF 5 FEET WIDTH OF THE PROPOSED SHARED USE PATH ALONG US 40 WESTBOUND UTILIZING TEMPORARY PEDESTRIAN BARRICADE SYSTEM TO MAINTAIN EXISTING PEDESTRIAN ACCESS THROUGH THE ACTIVE WORKZONE, INCLUDING ACCESS TO EXISTING TRANSIT STOPS, BUSINESSES, AND SIGNALIZED CROSSWALKS AT ALL TIMES UNLESS OTHERWISE NOTED. SEE PEDESTRIAN MOT TYPICAL DETAIL ON THE M.O.T. DETAILS SHEET.
4. UTILIZE TA-3A, TA-21A AND TA-33 ALONG US 40 AND TA-21A ON SIDE STREETS TO CONSTRUCT PAVEMENT, STORM DRAIN SYSTEM, UNDERDRAINS, CURB AND GUTTER, LIGHTING IMPROVEMENTS, SHARED USE PATH AND SIDEWALK ALONG THE OUTSIDE SHOULDERS OF US 40 EASTBOUND AND WESTBOUND THROUGHOUT THE PROJECT LIMITS. THE STORM DRAIN SYSTEM SHALL BE CONSTRUCTED WORKING UPSTREAM FROM EACH OUTFALL POINT. PIPE CROSSINGS AND TEMPORARY PAVEMENT PATCHES SHALL BE CONSTRUCTED IN HALF SECTION UTILIZING TA-33, TA-37, TA-27 AND TA-21A DURING ALLOWABLE LANE CLOSURE HOURS. TRENCHES SHALL BE BACKFILLED AND OPEN TO ALL LANES OF TRAFFIC AT THE END OF EACH CONSTRUCTION DAY. REFER TO PHASING SHEETS FOR TEMPORARY BUS STOP ACCOMMODATIONS.
5. CONSTRUCT PROPOSED WIDENING PAVEMENT SECTION TO PROPOSED TYPE B LAYER (2" BELOW FINAL GRADE), MATCHING WEDGE INSTALLED IN PRE-PHASE.
6. WHILE MAINTAINING THE EXISTING ITMS PATHWAY LOCATED IN THE MEDIAN AND ALL EXISTING/TEMPORARY CONNECTIONS TO EXISTING AND PROPOSED SIGNAL CABINETS, CONSTRUCT THE PROPOSED ITMS PATHWAY ALONG EASTBOUND US 40 THROUGHOUT THE PROJECT LIMITS.
7. REFER TO INTERSECTION-SPECIFIC SEQUENCE OF CONSTRUCTION AND TEMPORARY SIGNAL PLANS FOR INTERSECTION SUB-PHASING, MAINTENANCE OF PEDESTRIAN TRAFFIC, AND TEMPORARY TRAFFIC SIGNAL ADJUSTMENTS. SEE GENERAL M.O.T. NOTE #3 FOR TEMPORARY PEDESTRIAN TRAFFIC CONTROL REQUIREMENTS.
8. STABILIZE ALL DISTURBED AREAS WITH TOPSOIL, SEED AND MULCH. ANY REMOVAL OF EROSION AND SEDIMENT CONTROL DEVICES SHALL BE AS PER THE DIRECTION OF THE ENGINEER.

SEQUENCE OF CONSTRUCTION - MILL & WEDGE PRE PHASE

1. PLACE ALL PERMANENT WARNING SIGNS AS SHOWN ON THE WARNING SIGN LOCATION PLAN.
2. COORDINATE WITH DELDOT TRAFFIC TO INSTALL NON-INSTRUSIVE TRAFFIC SIGNAL DETECTION SYSTEMS THROUGHOUT THE CORRIDOR PRIOR TO IMPACTING EXISTING LOOP DETECTORS (SEE PHASE 1 TEMPORARY SIGNAL PLANS).
3. MILL EXISTING ROADWAY FROM STA. 302+50 TO STA 372+00, AND STA. 409+30 TO STA. 456+50 (REFER TO TYPICAL SECTIONS). FILL AND INSTALL ASPHALT WEDGE (ITEM 401036) TO 2" BELOW FINAL ROADWAY GRADE.
4. INSTALL PAVEMENT MARKINGS TO MATCH EXISITNG PAVEMENT MARKINGS ALONG THE LIMITS OF THE ASPHALT WEDGE NOTED ABOVE. INSTALL TEMPORARY PAINT PAVEMENT MARKINGS IMMEDIATELY AFTER INSTALLATION OF THE WEDGE, THEN PLACE PERMANENT EPOXY RESIN STRIPING AT THE DIRECTION OF THE ENGINEER WHEN PAVEMENT IS CURED AND PREPARED.



PAVEMENT MARKINGS LEGEND

SYM	ITEM	QUANTITY
(J)	ALKYD-THERMOPLASTIC PAVEMENT STRIPING, WHITE SYMBOL/LEGEND (ITEM 817002)	39 SF

ROAD NAME	SPEED LIMIT (S)	TAPER TYPE	TAPER WIDTH (W)	TAPER CALC.	TAPER
US 40 (WB)	50 MPH	SHOULDER	10'	L = 0.33(WS)	166'

ADDENDA / REVISIONS

SCALE
0 30 60 90
FEET

US 40, SALEM CHURCH ROAD TO WALTHER ROAD

CONTRACT	T201611902
COUNTY	NEW CASTLE
BRIDGE NO.	N/A
DESIGNED BY:	D. WARING
CHECKED BY:	K. CLEVENGER

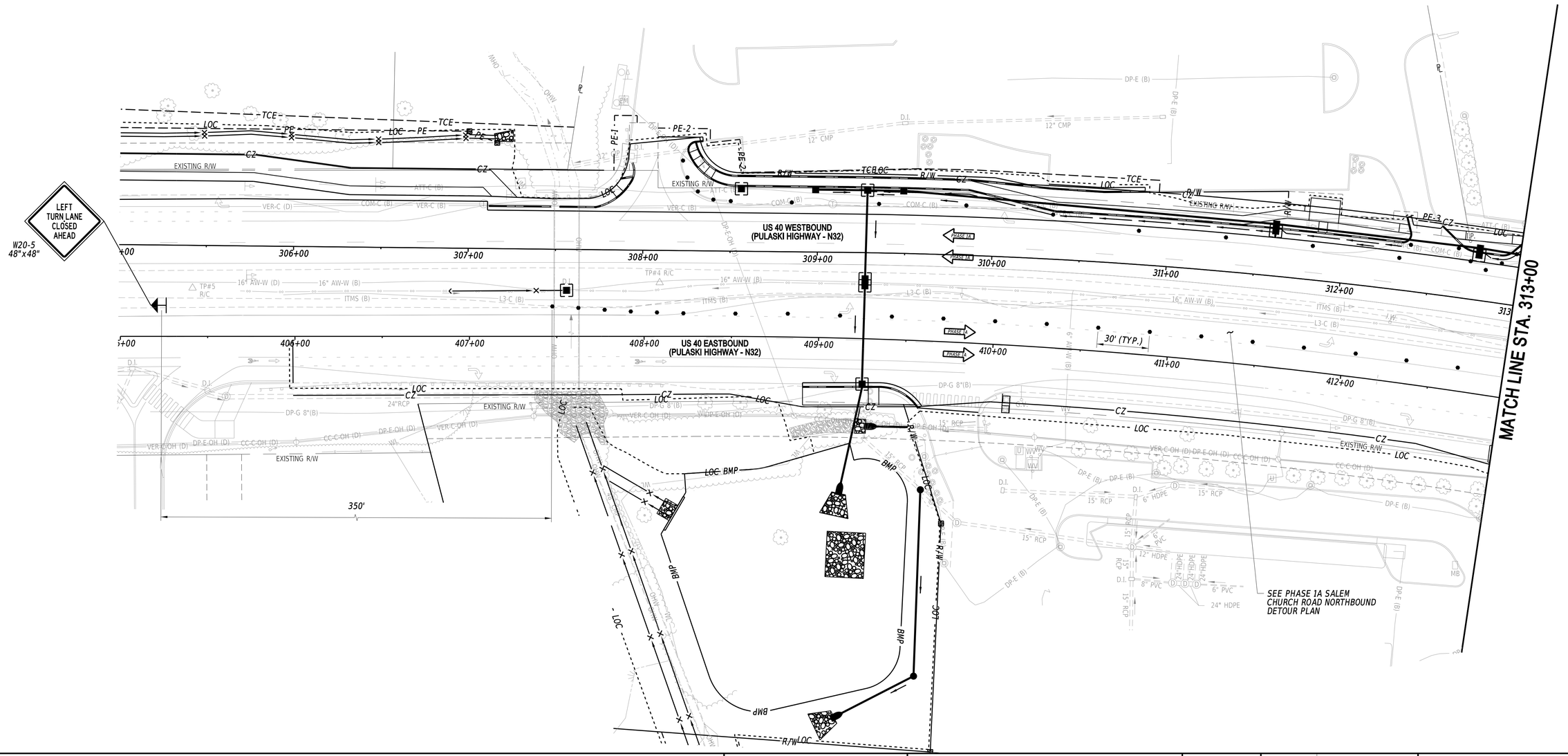
CONSTRUCTION PHASING, M.O.T. AND EROSION CONTROL PLAN - PHASE 1

	CS-18
SECTION	WRA
SHEET NO.	109

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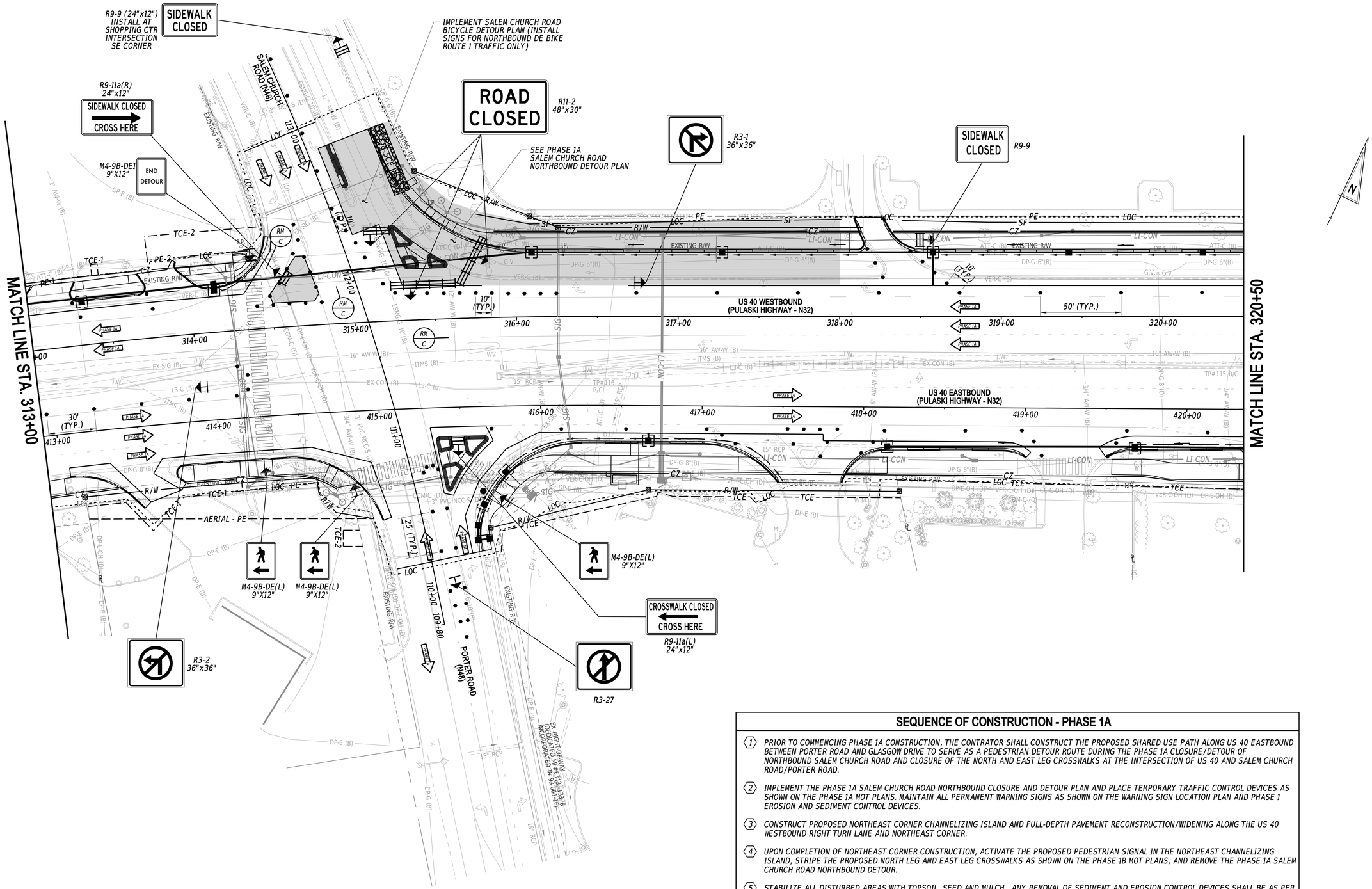
SEQUENCE OF CONSTRUCTION - PHASE 1A

1. PRIOR TO COMMENCING PHASE 1A CONSTRUCTION, THE CONTRATOR SHALL CONSTRUCT THE PROPOSED SHARED USE PATH ALONG US 40 EASTBOUND BETWEEN PORTER ROAD AND GLASGOW DRIVE TO SERVE AS A PEDESTRIAN DETOUR ROUTE DURING THE PHASE 1A CLOSURE/DETOUR OF NORTHBOUND SALEM CHURCH ROAD AND CLOSURE OF THE NORTH AND EAST LEG CROSSWALKS AT THE INTERSECTION OF US 40 AND SALEM CHURCH ROAD/PORTER ROAD.
2. IMPLEMENT THE PHASE 1A SALEM CHURCH ROAD NORTHBOUND CLOSURE AND DETOUR PLAN AND PLACE TEMPORARY TRAFFIC CONTROL DEVICES AS SHOWN ON THE PHASE 1A MOT PLANS. MAINTAIN ALL PERMANENT WARNING SIGNS AS SHOWN ON THE WARNING SIGN LOCATION PLAN AND PHASE 1 EROSION AND SEDIMENT CONTROL DEVICES.
3. CONSTRUCT PROPOSED NORTHEAST CORNER CHANNELIZING ISLAND AND FULL-DEPTH PAVEMENT RECONSTRUCTION/WIDENING ALONG THE US 40 WESTBOUND RIGHT TURN LANE AND NORTHEAST CORNER.
4. UPON COMPLETION OF NORTHEAST CORNER CONSTRUCTION, ACTIVATE THE PROPOSED PEDESTRIAN SIGNAL IN THE NORTHEAST CHANNELIZING ISLAND, STRIPE THE PROPOSED NORTH LEG AND EAST LEG CROSSWALKS AS SHOWN ON THE PHASE 1B MOT PLANS, AND REMOVE THE PHASE 1A SALEM CHURCH ROAD NORTHBOUND DETOUR.
5. STABILIZE ALL DISTURBED AREAS WITH TOPSOIL, SEED AND MULCH. ANY REMOVAL OF SEDIMENT AND EROSION CONTROL DEVICES SHALL BE AS PER THE DIRECTION OF THE ENGINEER.



ADDENDA / REVISIONS	SCALE	US 40, SALEM CHURCH ROAD TO WALTHER ROAD	CONTRACT	BRIDGE NO. N/A	CONSTRUCTION PHASING, M.O.T. AND EROSION CONTROL PLAN - PHASE 1A	CS-19
	0 30 60 90 FEET		T201611902	DESIGNED BY: D. WARING		SECTION WRA
			COUNTY NEW CASTLE	CHECKED BY: K. CLEVENGER		SHEET NO. 110

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SEQUENCE OF CONSTRUCTION - PHASE 1A

1. PRIOR TO COMMENCING PHASE 1A CONSTRUCTION, THE CONTRATOR SHALL CONSTRUCT THE PROPOSED SHARED USE PATH ALONG US 40 EASTBOUND BETWEEN PORTER ROAD AND GLASGOW DRIVE TO SERVE AS A PEDESTRIAN DETOUR ROUTE DURING THE PHASE 1A CLOSURE/DETOUR OF NORTHBOUND SALEM CHURCH ROAD AND CLOSURE OF THE NORTH AND EAST LEG CROSSWALKS AT THE INTERSECTION OF US 40 AND SALEM CHURCH ROAD/PORTER ROAD.
2. IMPLEMENT THE PHASE 1A SALEM CHURCH ROAD NORTHBOUND CLOSURE AND DETOUR PLAN AND PLACE TEMPORARY TRAFFIC CONTROL DEVICES AS SHOWN ON THE PHASE 1A MOT PLANS. MAINTAIN ALL PERMANENT WARNING SIGNS AS SHOWN ON THE WARNING SIGN LOCATION PLAN AND PHASE 1 EROSION AND SEDIMENT CONTROL DEVICES.
3. CONSTRUCT PROPOSED NORTHEAST CORNER CHANNELIZING ISLAND AND FULL-DEPTH PAVEMENT RECONSTRUCTION/WIDENING ALONG THE US 40 WESTBOUND RIGHT TURN LANE AND NORTHEAST CORNER.
4. UPON COMPLETION OF NORTHEAST CORNER CONSTRUCTION, ACTIVATE THE PROPOSED PEDESTRIAN SIGNAL IN THE NORTHEAST CHANNELIZING ISLAND, STRIPE THE PROPOSED NORTH LEG AND EAST LEG CROSSWALKS AS SHOWN ON THE PHASE 1B MOT PLANS, AND REMOVE THE PHASE 1A SALEM CHURCH ROAD NORTHBOUND DETOUR.
5. STABILIZE ALL DISTURBED AREAS WITH TOPSOIL, SEED AND MULCH. ANY REMOVAL OF SEDIMENT AND EROSION CONTROL DEVICES SHALL BE AS PER THE DIRECTION OF THE ENGINEER.

ADDENDA / REVISIONS

SCALE
0 30 60 90
FEET

US 40, SALEM CHURCH ROAD TO WALTHER ROAD

CONTRACT	BRIDGE NO.	N/A
T201611902	DESIGNED BY: D. WARING	
COUNTY	CHECKED BY: K. CLEVENGER	
NEW CASTLE		

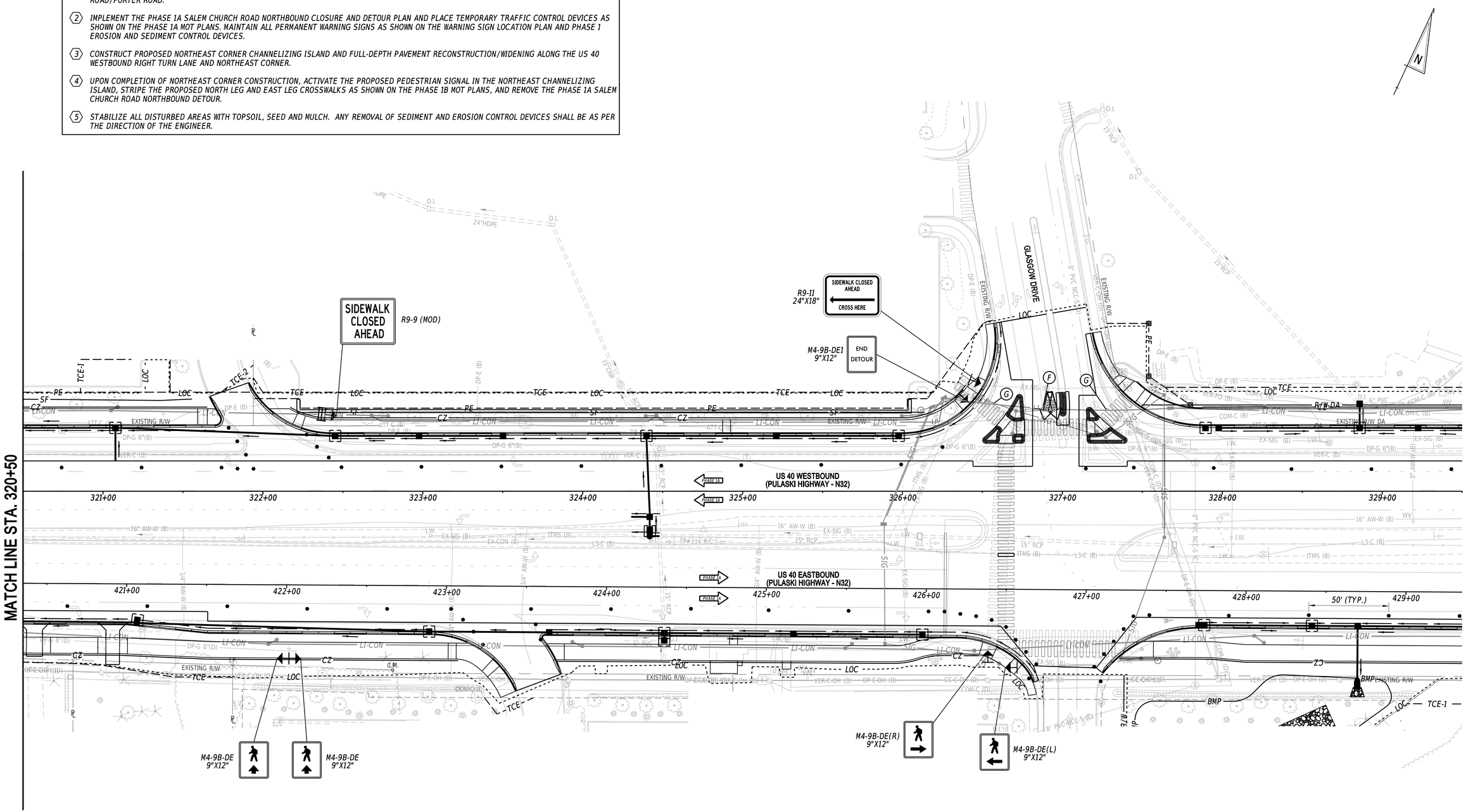
CONSTRUCTION PHASING, M.O.T. AND EROSION CONTROL PLAN - PHASE 1A

CS-20
SECTION
WRA
SHEET NO.
111

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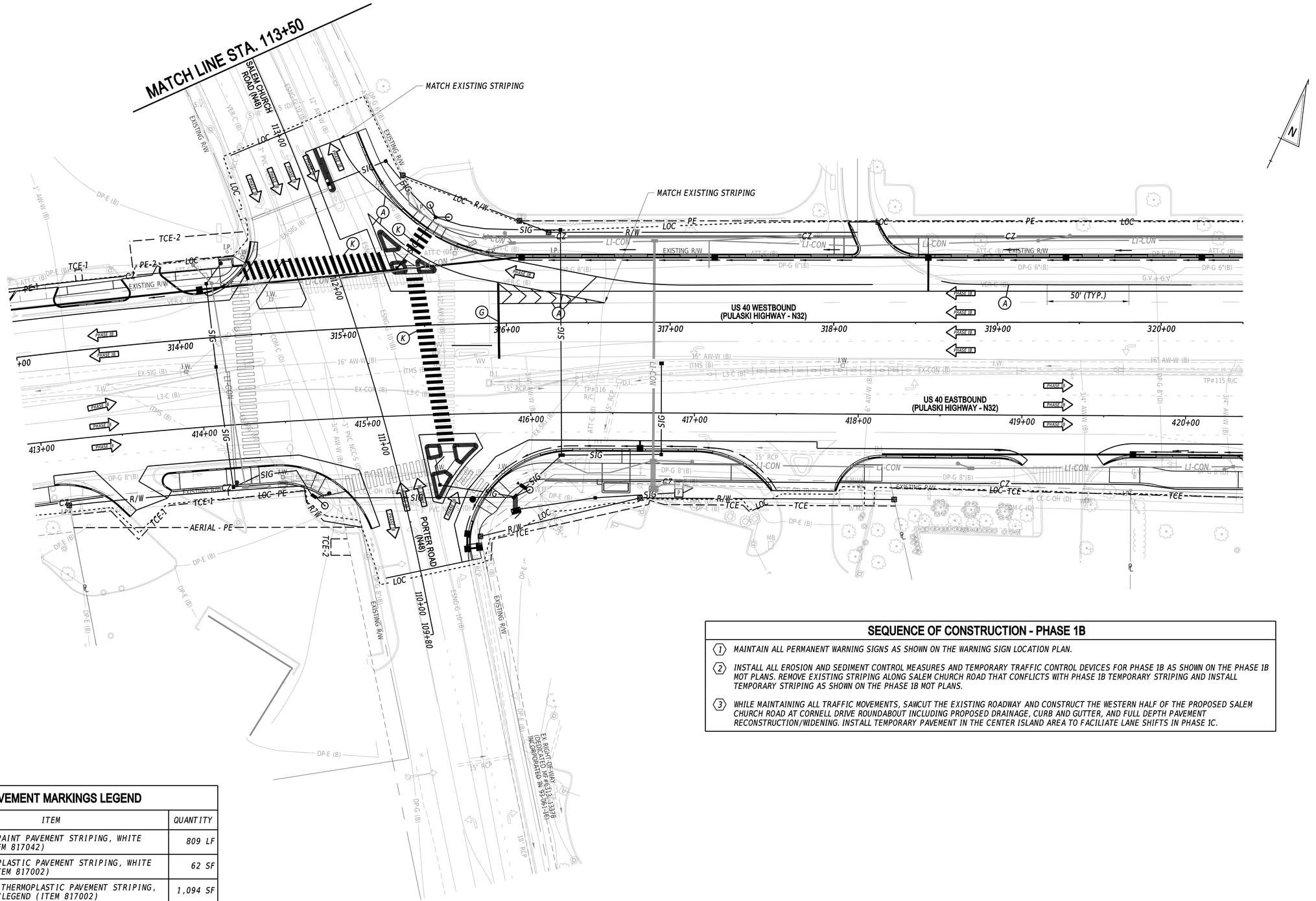
SEQUENCE OF CONSTRUCTION - PHASE 1A

1. PRIOR TO COMMENCING PHASE 1A CONSTRUCTION, THE CONTRATOR SHALL CONSTRUCT THE PROPOSED SHARED USE PATH ALONG US 40 EASTBOUND BETWEEN PORTER ROAD AND GLASGOW DRIVE TO SERVE AS A PEDESTRIAN DETOUR ROUTE DURING THE PHASE 1A CLOSURE/DETOUR OF NORTHBOUND SALEM CHURCH ROAD AND CLOSURE OF THE NORTH AND EAST LEG CROSSWALKS AT THE INTERSECTION OF US 40 AND SALEM CHURCH ROAD/PORTER ROAD.
2. IMPLEMENT THE PHASE 1A SALEM CHURCH ROAD NORTHBOUND CLOSURE AND DETOUR PLAN AND PLACE TEMPORARY TRAFFIC CONTROL DEVICES AS SHOWN ON THE PHASE 1A MOT PLANS. MAINTAIN ALL PERMANENT WARNING SIGNS AS SHOWN ON THE WARNING SIGN LOCATION PLAN AND PHASE 1 EROSION AND SEDIMENT CONTROL DEVICES.
3. CONSTRUCT PROPOSED NORTHEAST CORNER CHANNELIZING ISLAND AND FULL-DEPTH PAVEMENT RECONSTRUCTION/WIDENING ALONG THE US 40 WESTBOUND RIGHT TURN LANE AND NORTHEAST CORNER.
4. UPON COMPLETION OF NORTHEAST CORNER CONSTRUCTION, ACTIVATE THE PROPOSED PEDESTRIAN SIGNAL IN THE NORTHEAST CHANNELIZING ISLAND, STRIPE THE PROPOSED NORTH LEG AND EAST LEG CROSSWALKS AS SHOWN ON THE PHASE 1B MOT PLANS, AND REMOVE THE PHASE 1A SALEM CHURCH ROAD NORTHBOUND DETOUR.
5. STABILIZE ALL DISTURBED AREAS WITH TOPSOIL, SEED AND MULCH. ANY REMOVAL OF SEDIMENT AND EROSION CONTROL DEVICES SHALL BE AS PER THE DIRECTION OF THE ENGINEER.



ADDENDA / REVISIONS		SCALE 0 30 60 90 FEET	US 40, SALEM CHURCH ROAD TO WALTHER ROAD	CONTRACT T201611902	BRIDGE NO. N/A	CONSTRUCTION PHASING, M.O.T. AND EROSION CONTROL PLAN - PHASE 1A	CS-21
				COUNTY NEW CASTLE	DESIGNED BY: D. WARING		SECTION WRA
					CHECKED BY: K. CLEVENGER		SHEET NO. 112

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SEQUENCE OF CONSTRUCTION - PHASE 1B

1. MAINTAIN ALL PERMANENT WARNING SIGNS AS SHOWN ON THE WARNING SIGN LOCATION PLAN.
2. INSTALL ALL EROSION AND SEDIMENT CONTROL MEASURES AND TEMPORARY TRAFFIC CONTROL DEVICES FOR PHASE 1B AS SHOWN ON THE PHASE 1B MOT PLANS. REMOVE EXISTING STRIPING ALONG SALEM CHURCH ROAD THAT CONFLICTS WITH PHASE 1B TEMPORARY STRIPING AND INSTALL TEMPORARY STRIPING AS SHOWN ON THE PHASE 1B MOT PLANS.
3. WHILE MAINTAINING ALL TRAFFIC MOVEMENTS, SAWCUT THE EXISTING ROADWAY AND CONSTRUCT THE WESTERN HALF OF THE PROPOSED SALEM CHURCH ROAD AT CORNELL DRIVE ROUNDABOUT INCLUDING PROPOSED DRAINAGE, CURB AND GUTTER, AND FULL DEPTH PAVEMENT RECONSTRUCTION/WIDENING. INSTALL TEMPORARY PAVEMENT IN THE CENTER ISLAND AREA TO FACILIATE LANE SHIFTS IN PHASE 1C.

PAVEMENT MARKINGS LEGEND

SYM	ITEM	QUANTITY
(A)	EPOXY RESIN PAINT PAVEMENT STRIPING, WHITE 6" SOLID (ITEM 817042)	809 LF
(G)	ALKYD-THERMOPLASTIC PAVEMENT STRIPING, WHITE 16" SOLID (ITEM 817002)	62 SF
(K)	10'X2' ALKYD-THERMOPLASTIC PAVEMENT STRIPING, WHITE SYMBOL/LEGEND (ITEM 817002)	1,094 SF
	REMOVAL OF PAVEMENT STRIPING (ITEM 817031)	1,233 SF

ADDENDA / REVISIONS

SCALE
0 30 60 90
FEET

US 40, SALEM CHURCH ROAD TO WALTHER ROAD

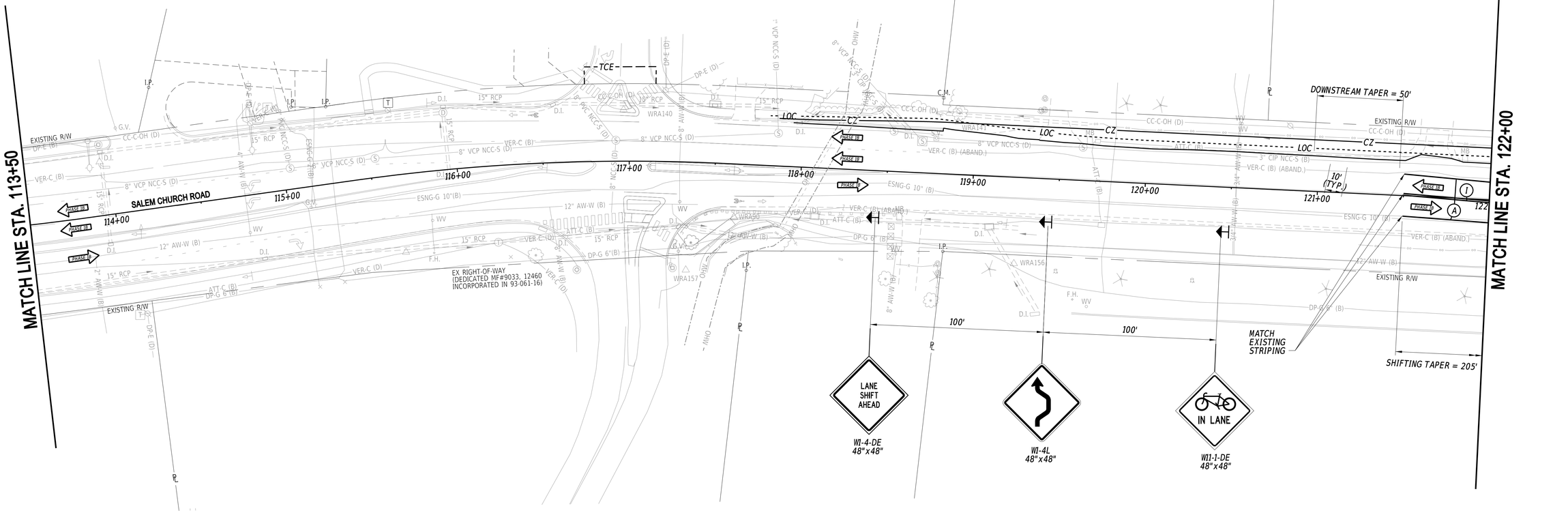
CONTRACT	T201611902
COUNTY	NEW CASTLE
BRIDGE NO.	N/A
DESIGNED BY:	D. WARING
CHECKED BY:	K. CLEVENGER

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

	CS-22
SECTION	WRA
SHEET NO.	113

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PAVEMENT MARKINGS LEGEND		
SYM	ITEM	QUANTITY
(A)	EPOXY RESIN PAINT PAVEMENT STRIPING, WHITE 6" SOLID (ITEM 817042)	110 LF
(I)	EPOXY RESIN PAINT PAVEMENT STRIPING, YELLOW 6" SOLID DOUBLE LINE (ITEM 817042)	55 LF
	REMOVAL OF PAVEMENT STRIPING (ITEM 817031)	83 SF



SEQUENCE OF CONSTRUCTION - PHASE 1B

1. MAINTAIN ALL PERMANENT WARNING SIGNS AS SHOWN ON THE WARNING SIGN LOCATION PLAN.
2. INSTALL ALL EROSION AND SEDIMENT CONTROL MEASURES AND TEMPORARY TRAFFIC CONTROL DEVICES FOR PHASE 1B AS SHOWN ON THE PHASE 1B MOT PLANS. REMOVE EXISTING STRIPING ALONG SALEM CHURCH ROAD THAT CONFLICTS WITH PHASE 1B TEMPORARY STRIPING AND INSTALL TEMPORARY STRIPING AS SHOWN ON THE PHASE 1B MOT PLANS.
3. WHILE MAINTAINING ALL TRAFFIC MOVEMENTS, SAWCUT THE EXISTING ROADWAY AND CONSTRUCT THE WESTERN HALF OF THE PROPOSED SALEM CHURCH ROAD AT CORNELL DRIVE ROUNDABOUT INCLUDING PROPOSED DRAINAGE, CURB AND GUTTER, AND FULL DEPTH PAVEMENT RECONSTRUCTION/WIDENING. INSTALL TEMPORARY PAVEMENT IN THE CENTER ISLAND AREA TO FACILIATE LANE SHIFTS IN PHASE 1C.

ADDENDA / REVISIONS	

SCALE
0 30 60 90
FEET

US 40, SALEM CHURCH ROAD TO WALTHER ROAD

CONTRACT	BRIDGE NO.	N/A
T201611902	DESIGNED BY: D. WARING	
COUNTY	CHECKED BY: K. CLEVENGER	
NEW CASTLE		

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

CS-23
SECTION
WRA
SHEET NO.
114

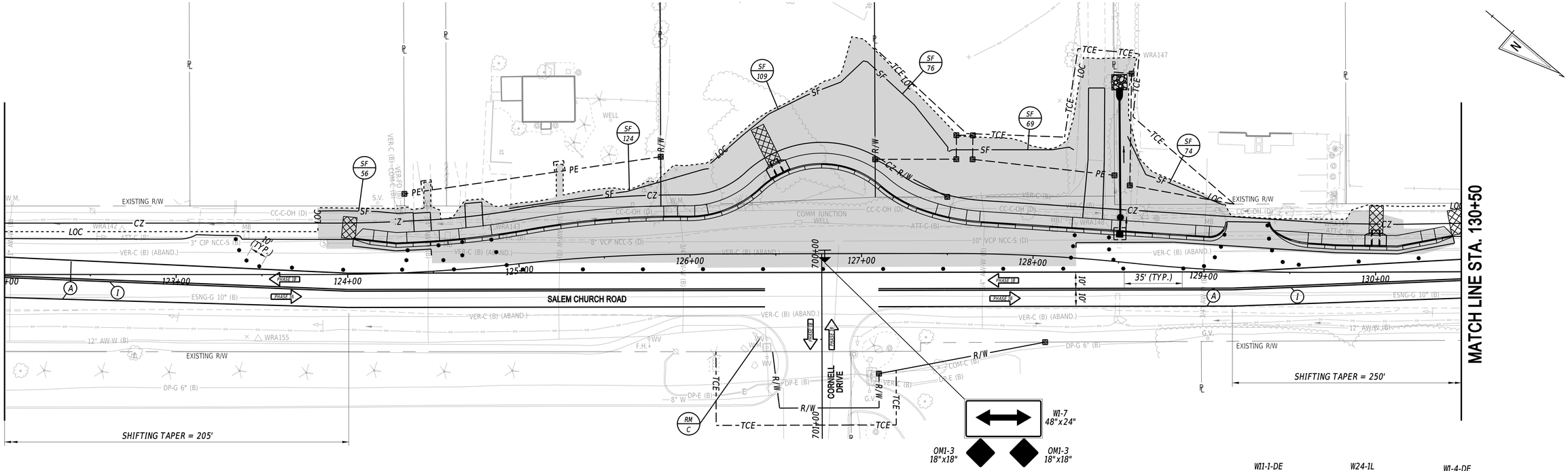
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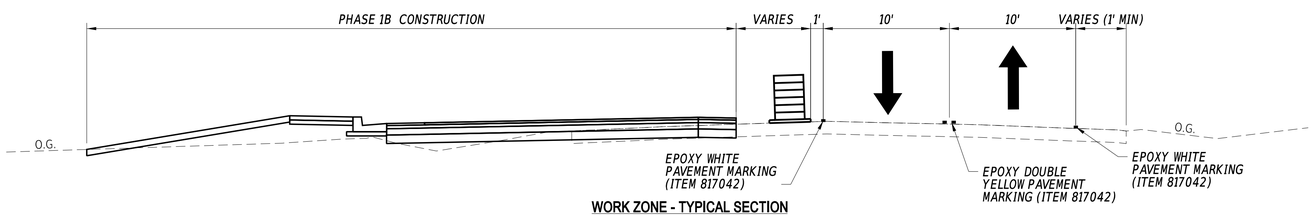
SEQUENCE OF CONSTRUCTION - PHASE 1B

1. MAINTAIN ALL PERMANENT WARNING SIGNS AS SHOWN ON THE WARNING SIGN LOCATION PLAN.
2. INSTALL ALL EROSION AND SEDIMENT CONTROL MEASURES AND TEMPORARY TRAFFIC CONTROL DEVICES FOR PHASE 1B AS SHOWN ON THE PHASE 1B MOT PLANS. REMOVE EXISTING STRIPING ALONG SALEM CHURCH ROAD THAT CONFLICTS WITH PHASE 1B TEMPORARY STRIPING AND INSTALL TEMPORARY STRIPING AS SHOWN ON THE PHASE 1B MOT PLANS.
3. WHILE MAINTAINING ALL TRAFFIC MOVEMENTS, SAWCUT THE EXISTING ROADWAY AND CONSTRUCT THE WESTERN HALF OF THE PROPOSED SALEM CHURCH ROAD AT CORNELL DRIVE ROUNDABOUT INCLUDING PROPOSED DRAINAGE, CURB AND GUTTER, AND FULL DEPTH PAVEMENT RECONSTRUCTION/WIDENING. INSTALL TEMPORARY PAVEMENT IN THE CENTER ISLAND AREA TO FACILIATE LANE SHIFTS IN PHASE 1C.

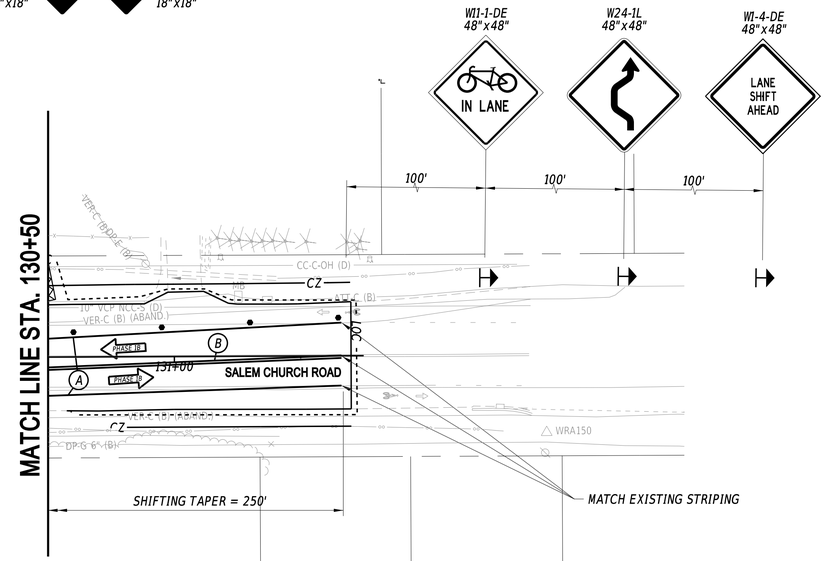
PAVEMENT MARKINGS LEGEND

SYM	ITEM	QUANTITY
A	EPOXY RESIN PAINT PAVEMENT STRIPING, WHITE 6" SOLID (ITEM 817042)	1,868 LF
I	EPOXY RESIN PAINT PAVEMENT STRIPING, YELLOW 6" SOLID DOUBLE LINE (ITEM 817042)	897 LF
	REMOVAL OF PAVEMENT STRIPING (ITEM 817031)	1,383 SF





WORK ZONE - TYPICAL SECTION
US 40 PHASE 1B
NOT TO SCALE
STA. 123+90 TO STA. 130+50



ROAD NAME	SPEED LIMIT (S)	TAPER TYPE	TAPER WIDTH (W)	TAPER CALC.	TAPER
SALEM CHURCH RD	35 MPH	SHIFTING (NB)	10'	L = WS²/60	205'
SALEM CHURCH RD	35 MPH	SHIFTING (SB)	12'	L = WS²/60	250'

ADDENDA / REVISIONS

SCALE 0 30 60 90 FEET

US 40, SALEM CHURCH ROAD TO WALTHER ROAD

CONTRACT	BRIDGE NO. N/A
T201611902	DESIGNED BY: D. WARING
COUNTY	CHECKED BY: K. CLEVENGER
NEW CASTLE	

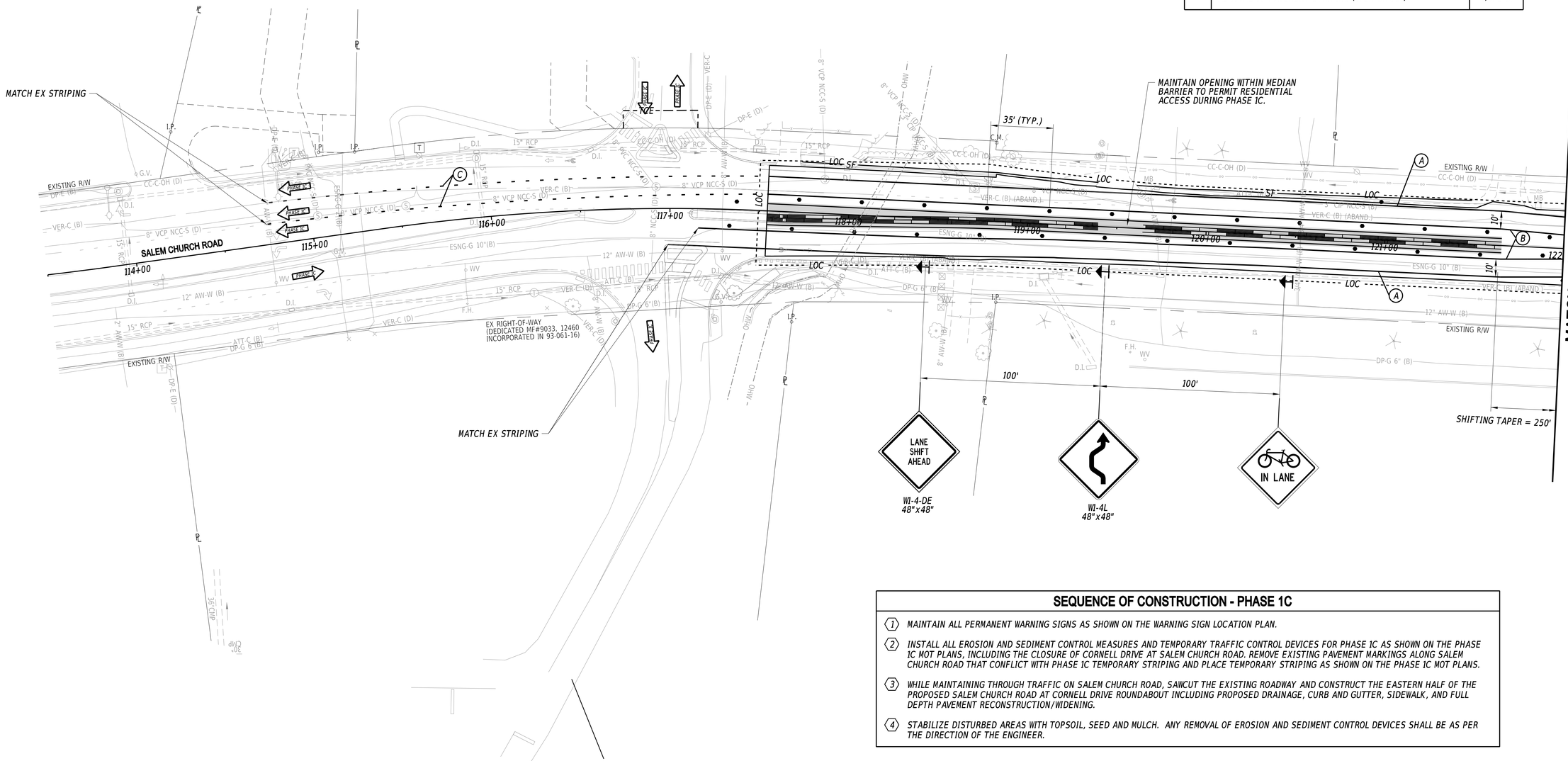
CONSTRUCTION PHASING, M.O.T. AND EROSION CONTROL PLAN - PHASE 1B

CS-24
SECTION WRA
SHEET NO. 115

9/10/2024
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PAVEMENT MARKINGS LEGEND

SYM	ITEM	QUANTITY
(A)	EPOXY RESIN PAINT PAVEMENT STRIPING, WHITE 6" SOLID (ITEM 817042)	1,000 LF
(C)	EPOXY RESIN PAINT PAVEMENT STRIPING, WHITE 6" DOTTED - 2' LINE & 6' GAP (ITEM 817042)	143 LF
(H)	EPOXY RESIN PAINT PAVEMENT STRIPING, YELLOW 6" SOLID (ITEM 817042)	1,000 LF
	REMOVAL OF PAVEMENT STRIPING (ITEM 817031)	1,072 SF



SEQUENCE OF CONSTRUCTION - PHASE 1C

1. MAINTAIN ALL PERMANENT WARNING SIGNS AS SHOWN ON THE WARNING SIGN LOCATION PLAN.
2. INSTALL ALL EROSION AND SEDIMENT CONTROL MEASURES AND TEMPORARY TRAFFIC CONTROL DEVICES FOR PHASE 1C AS SHOWN ON THE PHASE 1C MOT PLANS, INCLUDING THE CLOSURE OF CORNELL DRIVE AT SALEM CHURCH ROAD. REMOVE EXISTING PAVEMENT MARKINGS ALONG SALEM CHURCH ROAD THAT CONFLICT WITH PHASE 1C TEMPORARY STRIPING AND PLACE TEMPORARY STRIPING AS SHOWN ON THE PHASE 1C MOT PLANS.
3. WHILE MAINTAINING THROUGH TRAFFIC ON SALEM CHURCH ROAD, SAWCUT THE EXISTING ROADWAY AND CONSTRUCT THE EASTERN HALF OF THE PROPOSED SALEM CHURCH ROAD AT CORNELL DRIVE ROUNDABOUT INCLUDING PROPOSED DRAINAGE, CURB AND GUTTER, SIDEWALK, AND FULL DEPTH PAVEMENT RECONSTRUCTION/WIDENING.
4. STABILIZE DISTURBED AREAS WITH TOPSOIL, SEED AND MULCH. ANY REMOVAL OF EROSION AND SEDIMENT CONTROL DEVICES SHALL BE AS PER THE DIRECTION OF THE ENGINEER.

ADDENDA / REVISIONS

SCALE 0 30 60 90 FEET

US 40, SALEM CHURCH ROAD TO WALTHER ROAD

CONTRACT	BRIDGE NO.	N/A
T201611902	DESIGNED BY: D. WARING	
COUNTY	CHECKED BY: K. CLEVENGER	
NEW CASTLE		

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

CS-25
SECTION
WRA
SHEET NO.
116

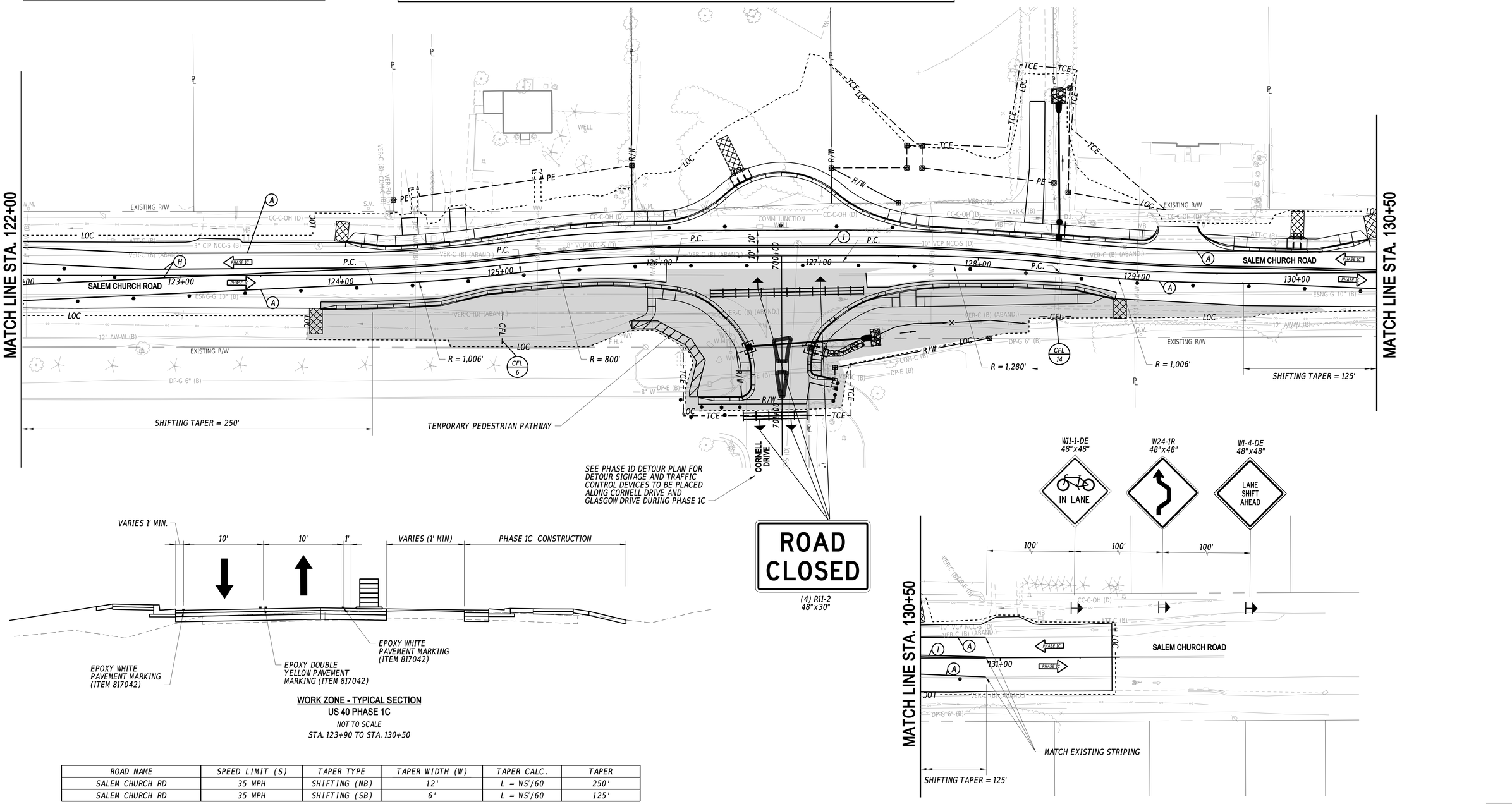
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PAVEMENT MARKINGS LEGEND

SYM	ITEM	QUANTITY
(A)	EPOXY RESIN PAINT PAVEMENT STRIPING, WHITE 6" SOLID (ITEM 817042)	1,780 LF
(H)	EPOXY RESIN PAINT PAVEMENT STRIPING, YELLOW 6" SOLID (ITEM 817042)	400 LF
(I)	EPOXY RESIN PAINT PAVEMENT STRIPING, YELLOW 6" SOLID DOUBLE LINE (ITEM 817042)	1,380 LF
	REMOVAL OF PAVEMENT STRIPING (ITEM 817031)	1,780 SF

SEQUENCE OF CONSTRUCTION - PHASE 1C

1. MAINTAIN ALL PERMANENT WARNING SIGNS AS SHOWN ON THE WARNING SIGN LOCATION PLAN.
2. INSTALL ALL EROSION AND SEDIMENT CONTROL MEASURES AND TEMPORARY TRAFFIC CONTROL DEVICES FOR PHASE 1C AS SHOWN ON THE PHASE 1C MOT PLANS, INCLUDING THE CLOSURE OF CORNELL DRIVE AT SALEM CHURCH ROAD. REMOVE EXISTING PAVEMENT MARKINGS ALONG SALEM CHURCH ROAD THAT CONFLICT WITH PHASE 1C TEMPORARY STRIPING AND PLACE TEMPORARY STRIPING AS SHOWN ON THE PHASE 1C MOT PLANS.
3. WHILE MAINTAINING THROUGH TRAFFIC ON SALEM CHURCH ROAD, SAWCUT THE EXISTING ROADWAY AND CONSTRUCT THE EASTERN HALF OF THE PROPOSED SALEM CHURCH ROAD AT CORNELL DRIVE ROUNDABOUT INCLUDING PROPOSED DRAINAGE, CURB AND GUTTER, SIDEWALK, AND FULL DEPTH PAVEMENT RECONSTRUCTION/WIDENING.
4. STABILIZE DISTURBED AREAS WITH TOPSOIL, SEED AND MULCH. ANY REMOVAL OF EROSION AND SEDIMENT CONTROL DEVICES SHALL BE AS PER THE DIRECTION OF THE ENGINEER.



WORK ZONE - TYPICAL SECTION
US 40 PHASE 1C
NOT TO SCALE
STA. 123+90 TO STA. 130+50

ROAD NAME	SPEED LIMIT (S)	TAPER TYPE	TAPER WIDTH (W)	TAPER CALC.	TAPER
SALEM CHURCH RD	35 MPH	SHIFTING (NB)	12'	L = WS²/60	250'
SALEM CHURCH RD	35 MPH	SHIFTING (SB)	6'	L = WS²/60	125'

ADDENDA / REVISIONS

SCALE 0 30 60 90 FEET

US 40, SALEM CHURCH ROAD TO WALTHER ROAD

CONTRACT	BRIDGE NO.	N/A
T201611902	DESIGNED BY: D. WARING	
COUNTY	CHECKED BY: K. CLEVENGER	
NEW CASTLE		

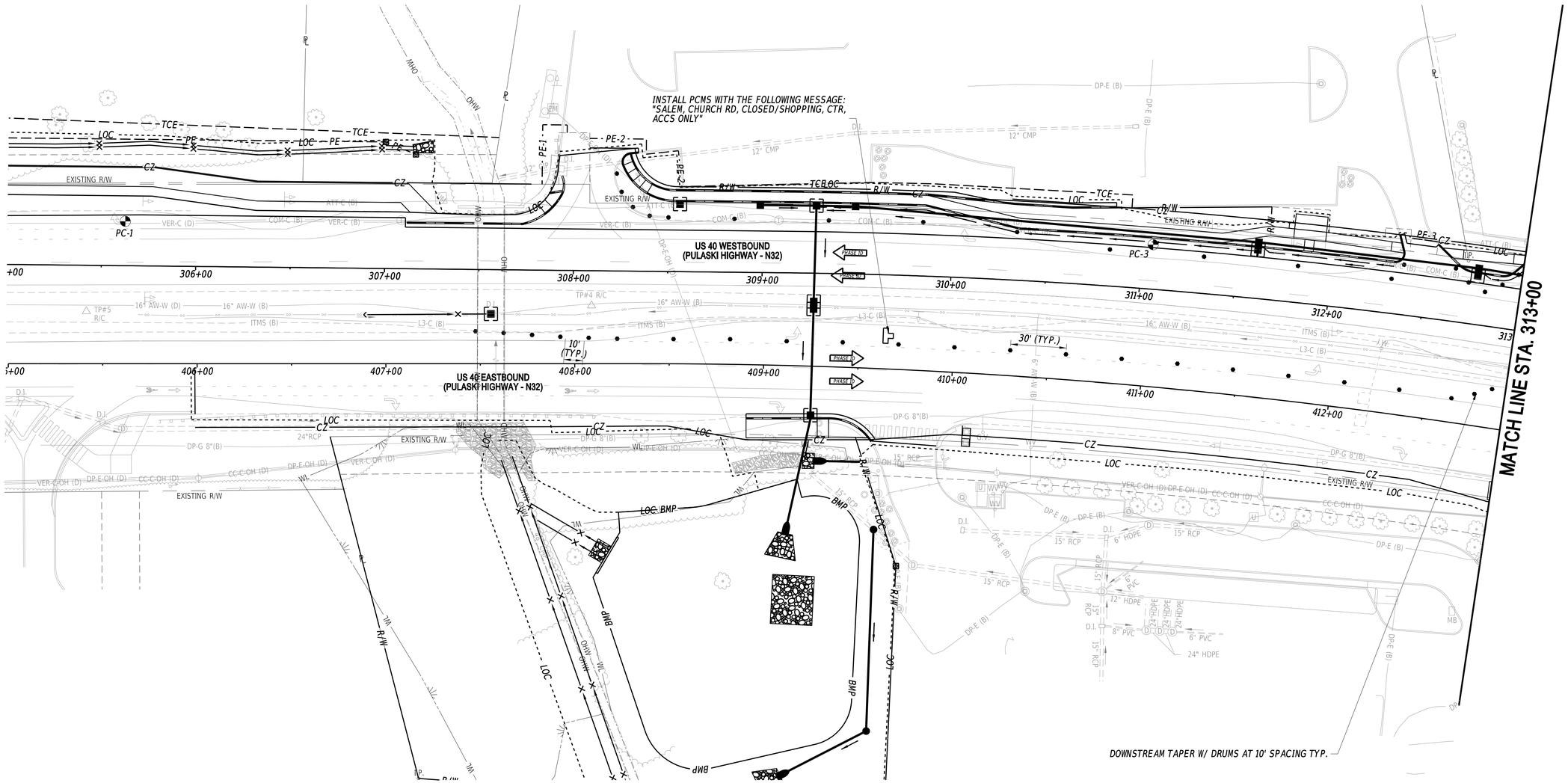
CONSTRUCTION PHASING, M.O.T. AND EROSION CONTROL PLAN - PHASE 1C

CS-26
SECTION WRA
SHEET NO. 117

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INTERSECTION SEQUENCE OF CONSTRUCTION - PHASE 1D

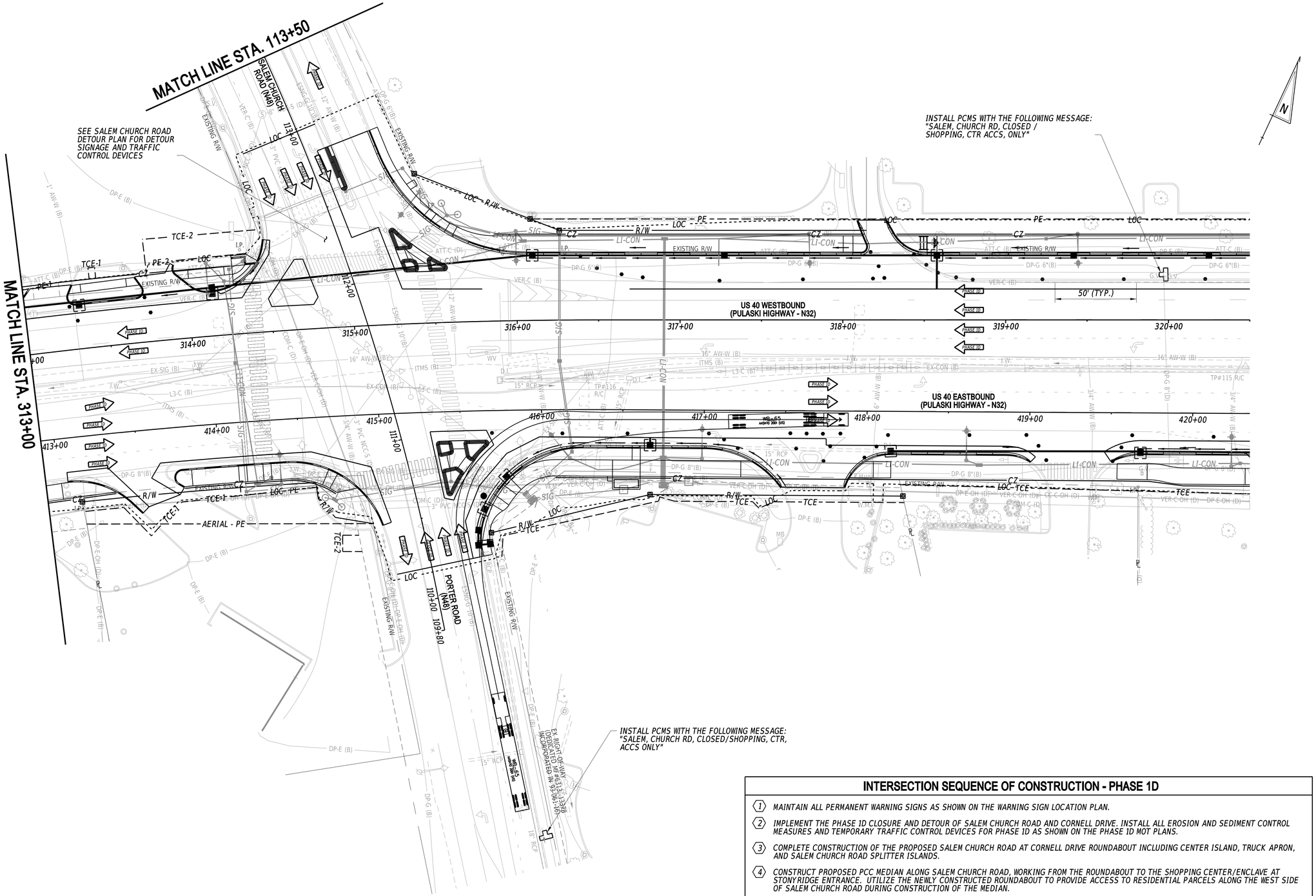
1. MAINTAIN ALL PERMANENT WARNING SIGNS AS SHOWN ON THE WARNING SIGN LOCATION PLAN.
2. IMPLEMENT THE PHASE 1D CLOSURE AND DETOUR OF SALEM CHURCH ROAD AND CORNELL DRIVE. INSTALL ALL EROSION AND SEDIMENT CONTROL MEASURES AND TEMPORARY TRAFFIC CONTROL DEVICES FOR PHASE 1D AS SHOWN ON THE PHASE 1D MOT PLANS.
3. COMPLETE CONSTRUCTION OF THE PROPOSED SALEM CHURCH ROAD AT CORNELL DRIVE ROUNDABOUT INCLUDING CENTER ISLAND, TRUCK APRON, AND SALEM CHURCH ROAD SPLITTER ISLANDS.
4. CONSTRUCT PROPOSED PCC MEDIAN ALONG SALEM CHURCH ROAD, WORKING FROM THE ROUNDABOUT TO THE SHOPPING CENTER/ENCLAVE AT STONYRIDGE ENTRANCE. UTILIZE THE NEWLY CONSTRUCTED ROUNDABOUT TO PROVIDE ACCESS TO RESIDENTIAL PARCELS ALONG THE WEST SIDE OF SALEM CHURCH ROAD DURING CONSTRUCTION OF THE MEDIAN.
5. INSTALL ASPHALT PATCHING AND INSTALL ALL PERMANENT SIGNAGE ALONG SALEM CHURCH ROAD AND CORNELL DRIVE AS SHOW ON THE SIGNING & STRIPING PLANS. MILL AND OVERLAY SALEM CHURCH ROAD AND INSTALL PAVEMENT MARKINGS IN THEIR FINAL CONFIGURATION PER THE SIGNING & STRIPING PLANS. REMOVE THE PHASE 1D DETOUR AND OPEN SALEM CHURCH ROAD AND THE NEW ROUNDABOUT TO TRAFFIC.
6. STABILIZE ALL DISTURBED AREAS WITH TOPSOIL, SEED AND MULCH. ANY REMOVAL OF EROSION AND SEDIMENT CONTROL DEVICES SHALL BE AS PER THE DIRECTION OF THE ENGINEER.



N

ADDENDA / REVISIONS		SCALE 0 30 60 90 FEET	US 40, SALEM CHURCH ROAD TO WALTHER ROAD	CONTRACT T201611902	BRIDGE NO. N/A	CONSTRUCTION PHASING, M.O.T. AND EROSION CONTROL PLAN - PHASE 1D	CS-27
				COUNTY NEW CASTLE	DESIGNED BY: D. WARING		SECTION WRA
					CHECKED BY: K. CLEVENGER		SHEET NO. 118

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INTERSECTION SEQUENCE OF CONSTRUCTION - PHASE 1D

1. MAINTAIN ALL PERMANENT WARNING SIGNS AS SHOWN ON THE WARNING SIGN LOCATION PLAN.
2. IMPLEMENT THE PHASE 1D CLOSURE AND DETOUR OF SALEM CHURCH ROAD AND CORNELL DRIVE. INSTALL ALL EROSION AND SEDIMENT CONTROL MEASURES AND TEMPORARY TRAFFIC CONTROL DEVICES FOR PHASE 1D AS SHOWN ON THE PHASE 1D MOT PLANS.
3. COMPLETE CONSTRUCTION OF THE PROPOSED SALEM CHURCH ROAD AT CORNELL DRIVE ROUNDABOUT INCLUDING CENTER ISLAND, TRUCK APRON, AND SALEM CHURCH ROAD SPLITTER ISLANDS.
4. CONSTRUCT PROPOSED PCC MEDIAN ALONG SALEM CHURCH ROAD, WORKING FROM THE ROUNDABOUT TO THE SHOPPING CENTER/ENCLAVE AT STONYRIDGE ENTRANCE. UTILIZE THE NEWLY CONSTRUCTED ROUNDABOUT TO PROVIDE ACCESS TO RESIDENTIAL PARCELS ALONG THE WEST SIDE OF SALEM CHURCH ROAD DURING CONSTRUCTION OF THE MEDIAN.
5. INSTALL ASPHALT PATCHING AND INSTALL ALL PERMANENT SIGNAGE ALONG SALEM CHURCH ROAD AND CORNELL DRIVE AS SHOW ON THE SIGNING & STRIPING PLANS. MILL AND OVERLAY SALEM CHURCH ROAD AND INSTALL PAVEMENT MARKINGS IN THEIR FINAL CONFIGURATION PER THE SIGNING & STRIPING PLANS. REMOVE THE PHASE 1D DETOUR AND OPEN SALEM CHURCH ROAD AND THE NEW ROUNDABOUT TO TRAFFIC.
6. STABILIZE ALL DISTURBED AREAS WITH TOPSOIL, SEED AND MULCH. ANY REMOVAL OF EROSION AND SEDIMENT CONTROL DEVICES SHALL BE AS PER THE DIRECTION OF THE ENGINEER.

ADDENDA / REVISIONS

SCALE
0 30 60 90
FEET

US 40, SALEM CHURCH ROAD TO WALTHER ROAD

CONTRACT	BRIDGE NO.	N/A
T201611902	DESIGNED BY:	D. WARING
COUNTY	CHECKED BY:	K. CLEVENGER
NEW CASTLE		

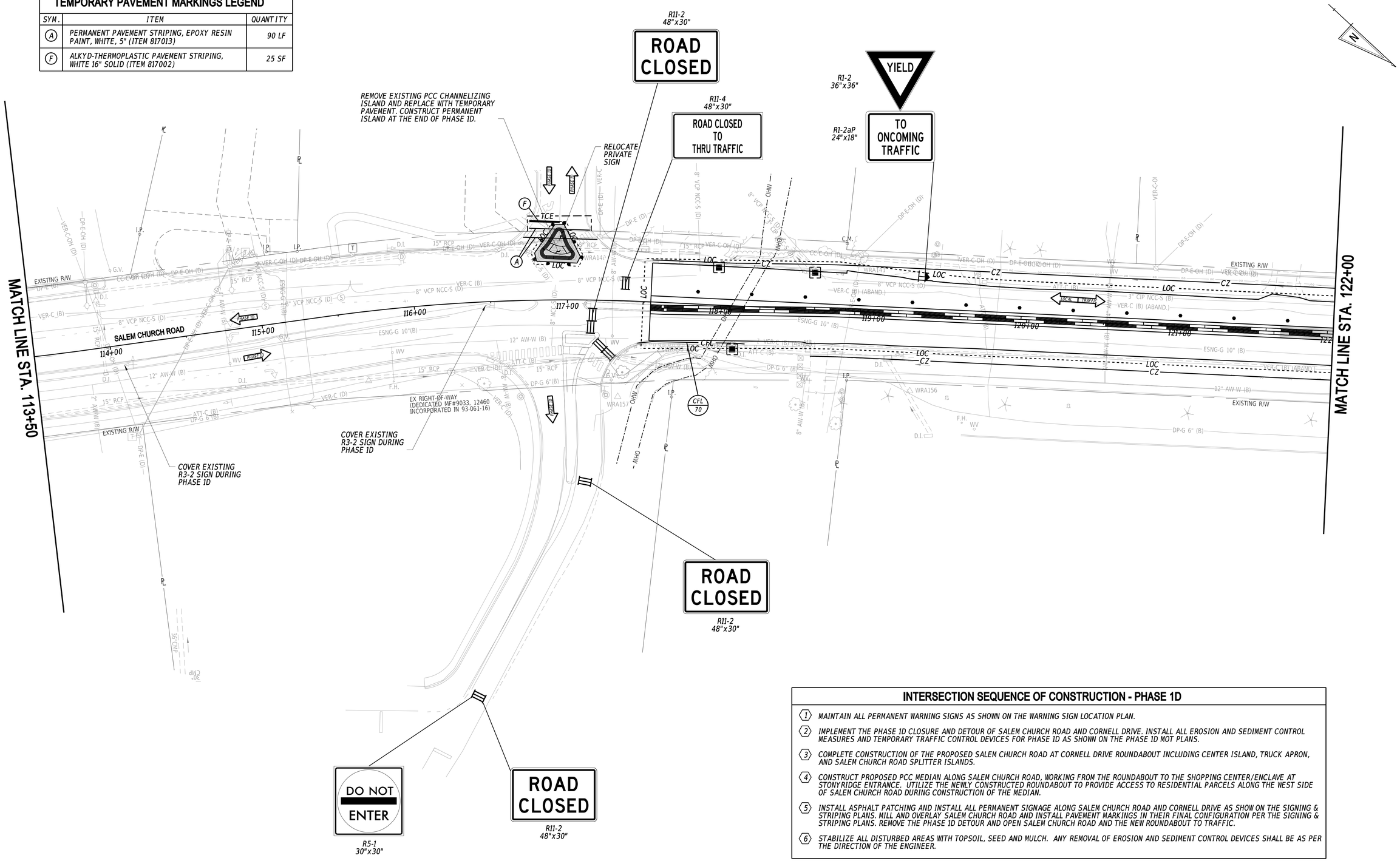
CONSTRUCTION PHASING, M.O.T. AND EROSION CONTROL PLAN - PHASE 1D

CS-28
SECTION
WRA
SHEET NO.
119

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TEMPORARY PAVEMENT MARKINGS LEGEND

SYM.	ITEM	QUANTITY
(A)	PERMANENT PAVEMENT STRIPING, EPOXY RESIN PAINT, WHITE, 5" (ITEM 817013)	90 LF
(F)	ALKYD-THERMOPLASTIC PAVEMENT STRIPING, WHITE 16" SOLID (ITEM 817002)	25 SF



INTERSECTION SEQUENCE OF CONSTRUCTION - PHASE 1D

1. MAINTAIN ALL PERMANENT WARNING SIGNS AS SHOWN ON THE WARNING SIGN LOCATION PLAN.
2. IMPLEMENT THE PHASE 1D CLOSURE AND DETOUR OF SALEM CHURCH ROAD AND CORNELL DRIVE. INSTALL ALL EROSION AND SEDIMENT CONTROL MEASURES AND TEMPORARY TRAFFIC CONTROL DEVICES FOR PHASE 1D AS SHOWN ON THE PHASE 1D MOT PLANS.
3. COMPLETE CONSTRUCTION OF THE PROPOSED SALEM CHURCH ROAD AT CORNELL DRIVE ROUNDABOUT INCLUDING CENTER ISLAND, TRUCK APRON, AND SALEM CHURCH ROAD SPLITTER ISLANDS.
4. CONSTRUCT PROPOSED PCC MEDIAN ALONG SALEM CHURCH ROAD, WORKING FROM THE ROUNDABOUT TO THE SHOPPING CENTER/ENCLAVE AT STONYRIDGE ENTRANCE. UTILIZE THE NEWLY CONSTRUCTED ROUNDABOUT TO PROVIDE ACCESS TO RESIDENTIAL PARCELS ALONG THE WEST SIDE OF SALEM CHURCH ROAD DURING CONSTRUCTION OF THE MEDIAN.
5. INSTALL ASPHALT PATCHING AND INSTALL ALL PERMANENT SIGNAGE ALONG SALEM CHURCH ROAD AND CORNELL DRIVE AS SHOW ON THE SIGNING & STRIPING PLANS. MILL AND OVERLAY SALEM CHURCH ROAD AND INSTALL PAVEMENT MARKINGS IN THEIR FINAL CONFIGURATION PER THE SIGNING & STRIPING PLANS. REMOVE THE PHASE 1D DETOUR AND OPEN SALEM CHURCH ROAD AND THE NEW ROUNDABOUT TO TRAFFIC.
6. STABILIZE ALL DISTURBED AREAS WITH TOPSOIL, SEED AND MULCH. ANY REMOVAL OF EROSION AND SEDIMENT CONTROL DEVICES SHALL BE AS PER THE DIRECTION OF THE ENGINEER.

ADDENDA / REVISIONS

SCALE 0 30 60 90 FEET

US 40, SALEM CHURCH ROAD TO WALTHER ROAD

CONTRACT	BRIDGE NO.	N/A
T201611902	DESIGNED BY: D. WARING	
COUNTY	CHECKED BY: K. CLEVENGER	
NEW CASTLE		

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

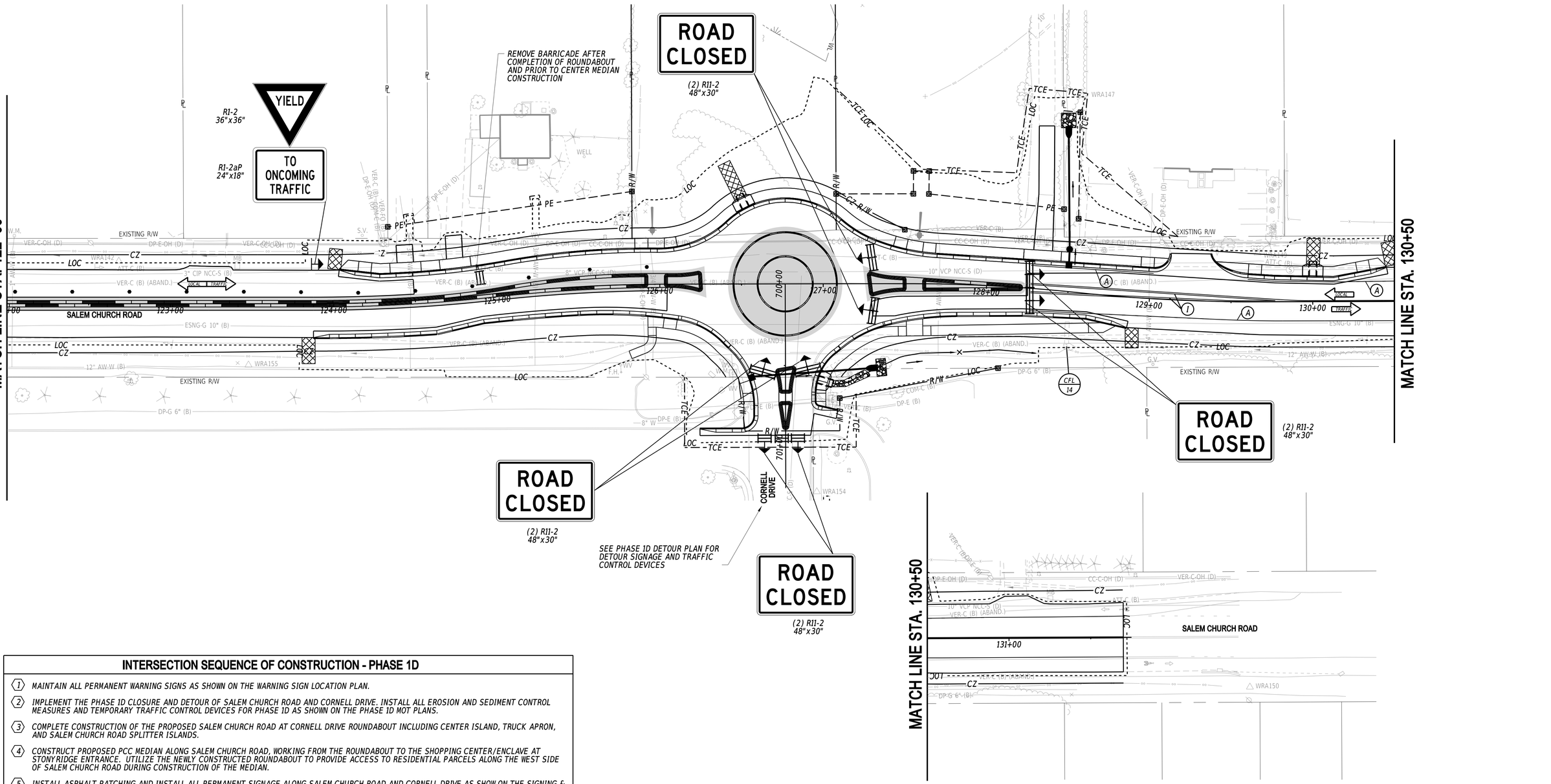
CS-29

SECTION	SHEET NO.
WRA	120

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TEMPORARY PAVEMENT MARKINGS LEGEND

SYM.	ITEM	QUANTITY
(A)	EPOXY RESIN PAINT PAVEMENT STRIPING, WHITE 6" SOLID (ITEM 817042)	350 LF
(I)	EPOXY RESIN PAINT PAVEMENT STRIPING, YELLOW 6" SOLID DOUBLE LINE (ITEM 817042)	750 LF
	REMOVAL OF PAVEMENT STRIPING (ITEM 817031)	550 SF



INTERSECTION SEQUENCE OF CONSTRUCTION - PHASE 1D

1. MAINTAIN ALL PERMANENT WARNING SIGNS AS SHOWN ON THE WARNING SIGN LOCATION PLAN.
2. IMPLEMENT THE PHASE 1D CLOSURE AND DETOUR OF SALEM CHURCH ROAD AND CORNELL DRIVE. INSTALL ALL EROSION AND SEDIMENT CONTROL MEASURES AND TEMPORARY TRAFFIC CONTROL DEVICES FOR PHASE 1D AS SHOWN ON THE PHASE 1D MOT PLANS.
3. COMPLETE CONSTRUCTION OF THE PROPOSED SALEM CHURCH ROAD AT CORNELL DRIVE ROUNDABOUT INCLUDING CENTER ISLAND, TRUCK APRON, AND SALEM CHURCH ROAD SPLITTER ISLANDS.
4. CONSTRUCT PROPOSED PCC MEDIAN ALONG SALEM CHURCH ROAD, WORKING FROM THE ROUNDABOUT TO THE SHOPPING CENTER/ENCLAVE AT STONYRIDGE ENTRANCE. UTILIZE THE NEWLY CONSTRUCTED ROUNDABOUT TO PROVIDE ACCESS TO RESIDENTIAL PARCELS ALONG THE WEST SIDE OF SALEM CHURCH ROAD DURING CONSTRUCTION OF THE MEDIAN.
5. INSTALL ASPHALT PATCHING AND INSTALL ALL PERMANENT SIGNAGE ALONG SALEM CHURCH ROAD AND CORNELL DRIVE AS SHOW ON THE SIGNING & STRIPING PLANS. MILL AND OVERLAY SALEM CHURCH ROAD AND INSTALL PAVEMENT MARKINGS IN THEIR FINAL CONFIGURATION PER THE SIGNING & STRIPING PLANS. REMOVE THE PHASE 1D DETOUR AND OPEN SALEM CHURCH ROAD AND THE NEW ROUNDABOUT TO TRAFFIC.
6. STABILIZE ALL DISTURBED AREAS WITH TOPSOIL, SEED AND MULCH. ANY REMOVAL OF EROSION AND SEDIMENT CONTROL DEVICES SHALL BE AS PER THE DIRECTION OF THE ENGINEER.

ADDENDA / REVISIONS

SCALE
0 30 60 90
FEET

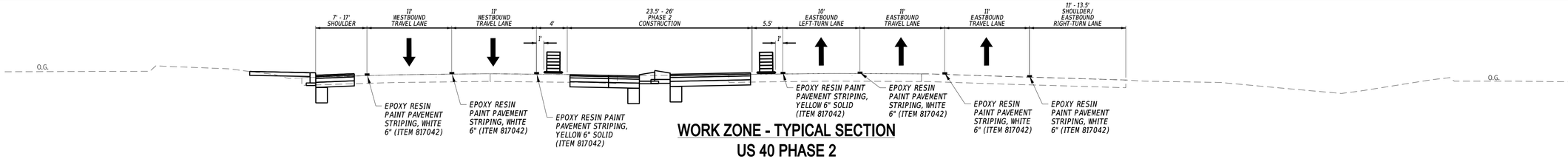
US 40,
SALEM CHURCH ROAD
TO WALTHER ROAD

CONTRACT	T201611902
COUNTY	NEW CASTLE
BRIDGE NO.	N/A
DESIGNED BY:	D. WARING
CHECKED BY:	K. CLEVENGER

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

SECTION	CS-30
SHEET NO.	WRA
	121

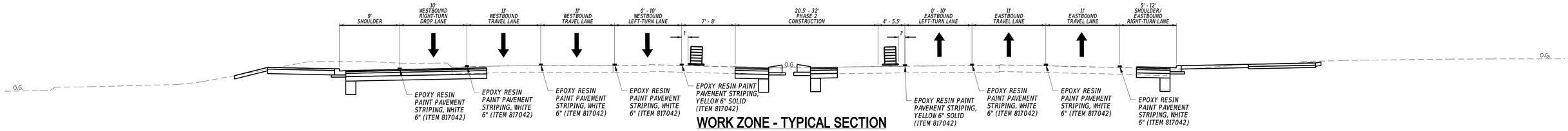
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WORK ZONE - TYPICAL SECTION
US 40 PHASE 2

NOT TO SCALE

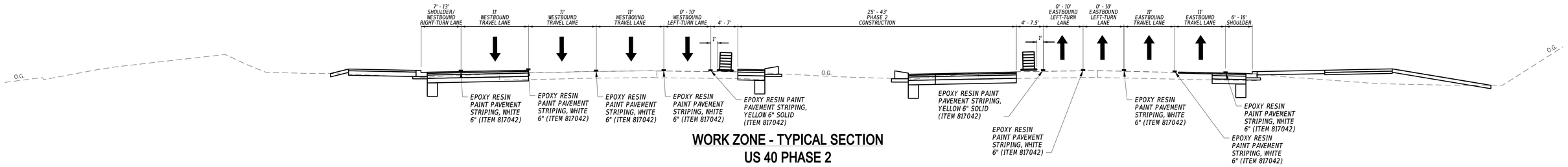
WESTBOUND STA. 308+63 TO STA. 314+56
EASTBOUND STA. 408+56 TO STA. 414+48



WORK ZONE - TYPICAL SECTION
US 40 PHASE 2

NOT TO SCALE

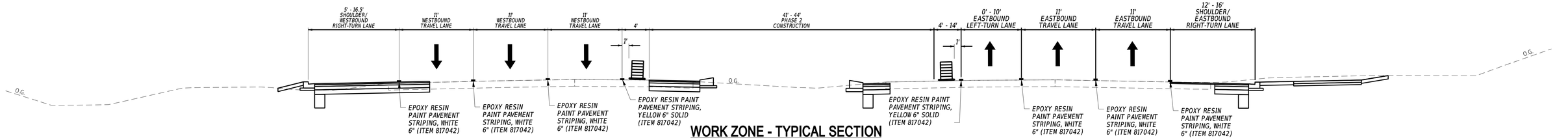
WESTBOUND STA. 315+89 TO STA. 326+31
EASTBOUND STA. 415+23 TO STA. 426+15



WORK ZONE - TYPICAL SECTION
US 40 PHASE 2

NOT TO SCALE

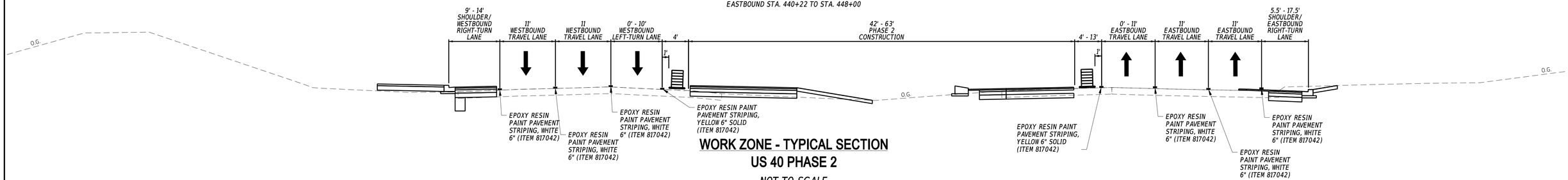
WESTBOUND STA. 327+61 TO STA. 339+30
EASTBOUND STA. 427+45 TO STA. 438+96



WORK ZONE - TYPICAL SECTION
US 40 PHASE 2

NOT TO SCALE

WESTBOUND STA. 340+39 TO STA. 348+18
EASTBOUND STA. 440+22 TO STA. 448+00



WORK ZONE - TYPICAL SECTION
US 40 PHASE 2

NOT TO SCALE

WESTBOUND STA. 349+45 TO STA. 366+00
EASTBOUND STA. 449+28 TO STA. 465+88

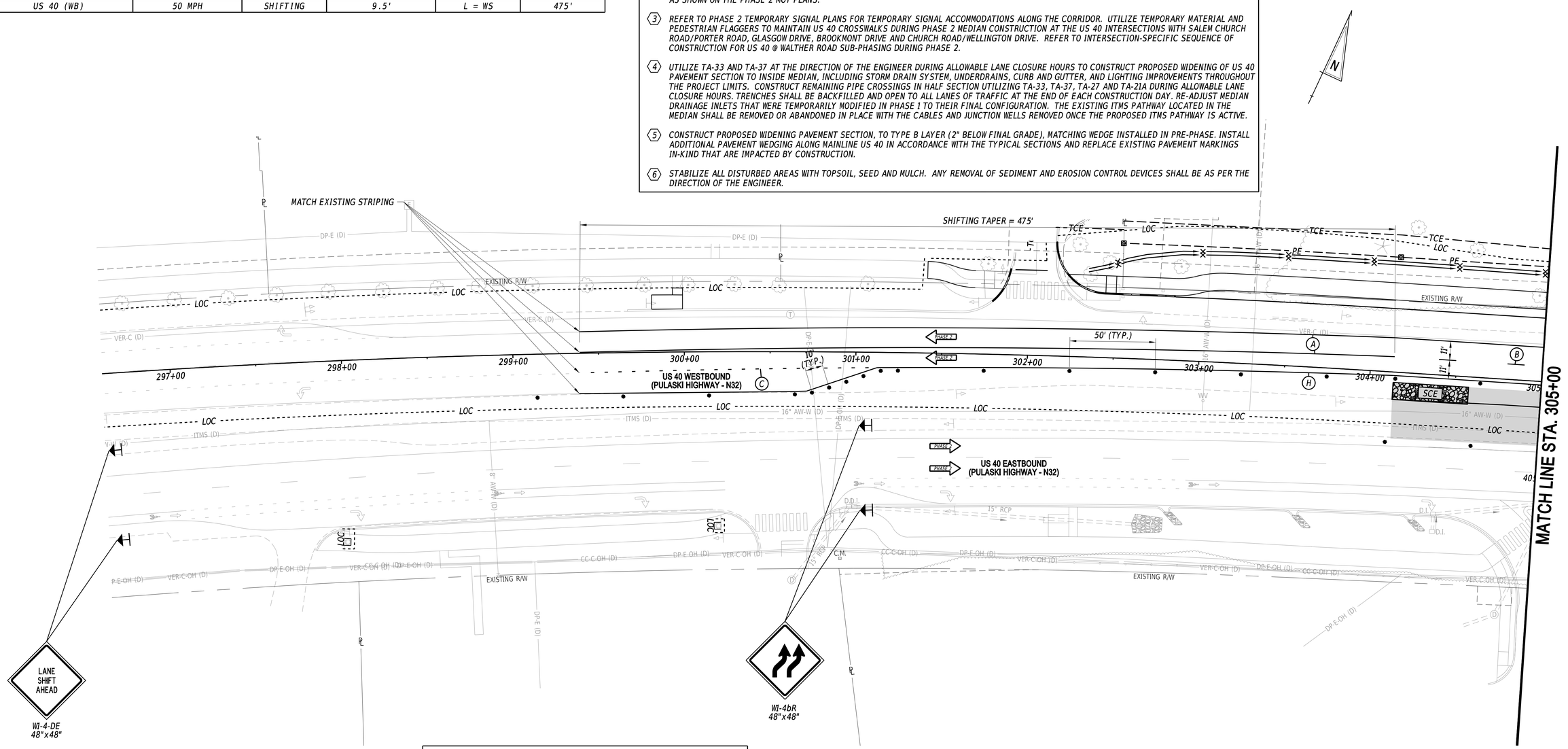
ADDENDA / REVISIONS		NOT TO SCALE	US 40, SALEM CHURCH ROAD TO WALTHER ROAD	CONTRACT	BRIDGE NO. N/A	CONSTRUCTION PHASING, M.O.T. AND EROSION TYPICAL SECTIONS	CS-31
				T201611902	DESIGNED BY: D. WARING		SECTION
				COUNTY			WRA
				NEW CASTLE	CHECKED BY: K. CLEVENGER		SHEET NO.
							122

9/10/2024
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ROAD NAME	SPEED LIMIT (S)	TAPER TYPE	TAPER WIDTH (W)	TAPER CALC.	TAPER
US 40 (EB)	50 MPH	SHOULDER	4'	L = 0.33(WS)	67'
US 40 (WB)	50 MPH	SHIFTING	9.5'	L = WS	475'

SEQUENCE OF CONSTRUCTION - PHASE 2

1. MAINTAIN ALL PERMANENT WARNING SIGNS AS SHOWN ON THE WARNING SIGN LOCATION PLAN.
2. INSTALL ALL EROSION AND SEDIMENT CONTROL MEASURES AND TEMPORARY TRAFFIC CONTROL DEVICES FOR PHASE 2 AS SHOWN ON THE PHASE 2 MOT PLANS. REMOVE EXISTING STRIPING THAT IS IN CONFLICT WITH PHASE 2 STRIPING AND PLACE TEMPORARY STRIPING IN THE PHASE 2 CONFIGURATION AS SHOWN ON THE PHASE 2 MOT PLANS.
3. REFER TO PHASE 2 TEMPORARY SIGNAL PLANS FOR TEMPORARY SIGNAL ACCOMMODATIONS ALONG THE CORRIDOR. UTILIZE TEMPORARY MATERIAL AND PEDESTRIAN FLAGGERS TO MAINTAIN US 40 CROSSWALKS DURING PHASE 2 MEDIAN CONSTRUCTION AT THE US 40 INTERSECTIONS WITH SALEM CHURCH ROAD/PORTER ROAD, GLASGOW DRIVE, BROOKMONT DRIVE AND CHURCH ROAD/WELLINGTON DRIVE. REFER TO INTERSECTION-SPECIFIC SEQUENCE OF CONSTRUCTION FOR US 40 @ WALTHER ROAD SUB-PHASING DURING PHASE 2.
4. UTILIZE TA-33 AND TA-37 AT THE DIRECTION OF THE ENGINEER DURING ALLOWABLE LANE CLOSURE HOURS TO CONSTRUCT PROPOSED WIDENING OF US 40 PAVEMENT SECTION TO INSIDE MEDIAN, INCLUDING STORM DRAIN SYSTEM, UNDERDRAINS, CURB AND GUTTER, AND LIGHTING IMPROVEMENTS THROUGHOUT THE PROJECT LIMITS. CONSTRUCT REMAINING PIPE CROSSINGS IN HALF SECTION UTILIZING TA-33, TA-37, TA-27 AND TA-21A DURING ALLOWABLE LANE CLOSURE HOURS. TRENCHES SHALL BE BACKFILLED AND OPEN TO ALL LANES OF TRAFFIC AT THE END OF EACH CONSTRUCTION DAY. RE-ADJUST MEDIAN DRAINAGE INLETS THAT WERE TEMPORARILY MODIFIED IN PHASE 1 TO THEIR FINAL CONFIGURATION. THE EXISTING ITMS PATHWAY LOCATED IN THE MEDIAN SHALL BE REMOVED OR ABANDONED IN PLACE WITH THE CABLES AND JUNCTION WELLS REMOVED ONCE THE PROPOSED ITMS PATHWAY IS ACTIVE.
5. CONSTRUCT PROPOSED WIDENING PAVEMENT SECTION, TO TYPE B LAYER (2" BELOW FINAL GRADE), MATCHING WEDGE INSTALLED IN PRE-PHASE. INSTALL ADDITIONAL PAVEMENT WEDGING ALONG MAINLINE US 40 IN ACCORDANCE WITH THE TYPICAL SECTIONS AND REPLACE EXISTING PAVEMENT MARKINGS IN-KIND THAT ARE IMPACTED BY CONSTRUCTION.
6. STABILIZE ALL DISTURBED AREAS WITH TOPSOIL, SEED AND MULCH. ANY REMOVAL OF SEDIMENT AND EROSION CONTROL DEVICES SHALL BE AS PER THE DIRECTION OF THE ENGINEER.



PAVEMENT MARKINGS LEGEND

SYM	ITEM	QUANTITY
A	EPOXY RESIN PAINT PAVEMENT STRIPING, WHITE 6" SOLID (ITEM 817042)	1,039 LF
B	EPOXY RESIN PAINT PAVEMENT STRIPING, WHITE 6" BROKEN - 10' LINE & 30' GAP (ITEM 817042)	20 LF
C	EPOXY RESIN PAINT PAVEMENT STRIPING, WHITE 6" DOTTED - 2' LINE & 6' GAP (ITEM 817042)	44 LF
H	EPOXY RESIN PAINT PAVEMENT STRIPING, YELLOW 6" SOLID (ITEM 817042)	562 LF
	REMOVAL OF PAVEMENT STRIPING (ITEM 817031)	833 SF

SEQUENCE OF CONSTRUCTION - PHASE 3

1. CONDUCT MILLING OPERATIONS (STA 294+95 TO STA 302+50, STA 372+00 TO STA 397+20, STA 406+00 TO STA 409+30, STA 456+50 TO STA 458+84, STA 456+55 TO STA 458+84) AND INSTALL FINAL TYPE C OVERLAY (PROJECT WIDE). INSTALL TEMPORARY PAINT PAVEMENT MARKINGS IN THEIR FINAL CONFIGURATION BETWEEN MILLING AND FINAL OVERLAY AND BETWEEN FINAL OVERALY AND INSTALLATION OF PERMANENT STRIPING. COORDINATE WITH DELDOT'S TRAFFIC CONTRACTOR TO IMPLEMENT THE ULTIMATE SIGNAL PLAN CONFIGURATION AT EACH INTERSECTION WHEN TEMPORARY PAVEMENT MARKINGS ARE PLACED IN THE FINAL CONFIGURATION.
2. INSTALL PERMANENT SIGNING AND STRIPING THROUGHOUT THE ENTIRE PROJECT LIMITS AS SHOWN ON THE SIGNING AND STRIPING PLANS.

ADDENDA / REVISIONS

SCALE
0 30 60 90
FEET

**US 40,
SALEM CHURCH ROAD
TO WALTHER ROAD**

CONTRACT	BRIDGE NO.	N/A
T201611902	DESIGNED BY:	D. WARING
COUNTY	CHECKED BY:	K. CLEVENGER
NEW CASTLE		

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

CS-32
SECTION
WRA
SHEET NO.
123

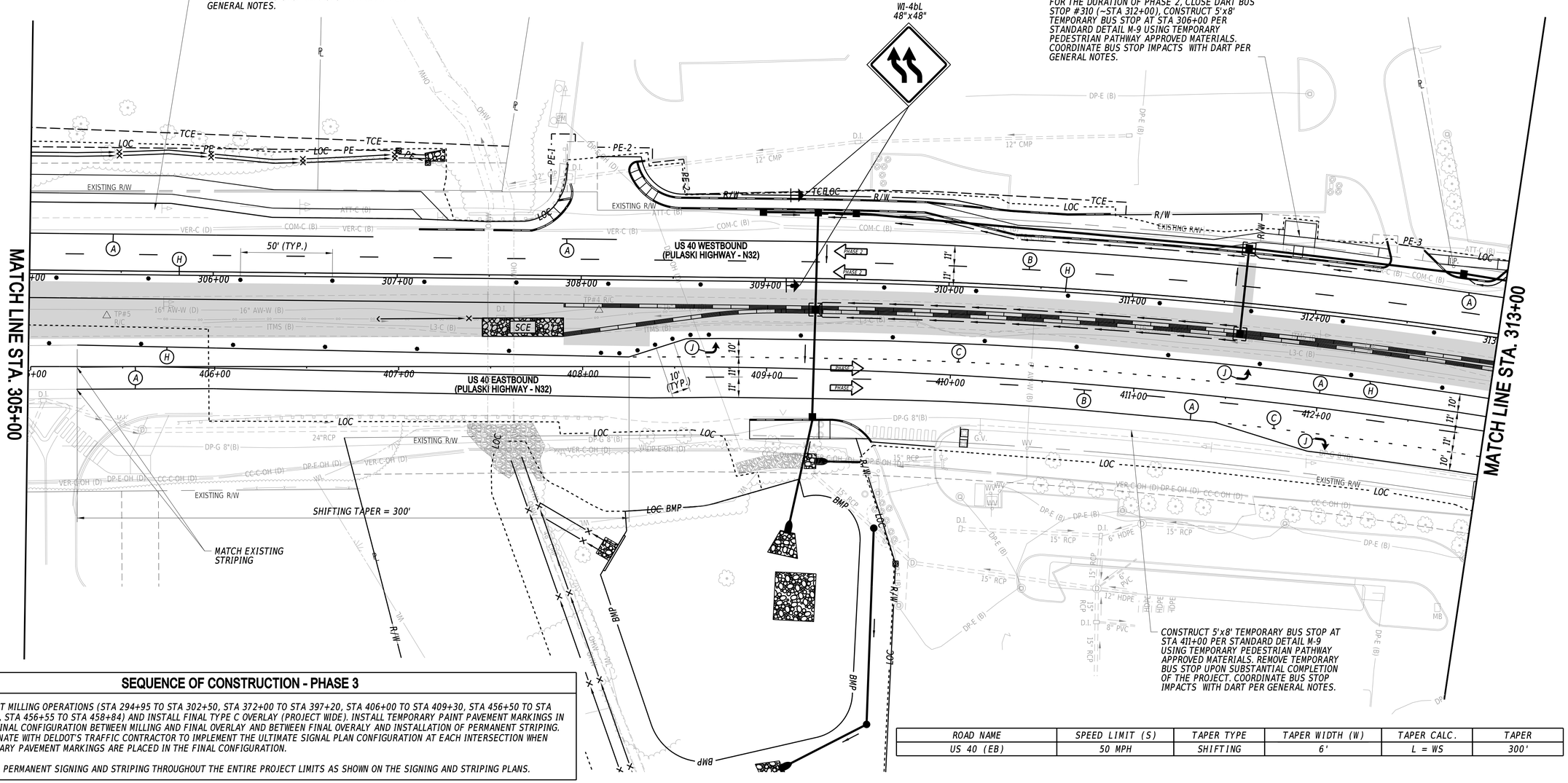
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PAVEMENT MARKINGS LEGEND

SYM	ITEM	QUANTITY
(A)	EPOXY RESIN PAINT PAVEMENT STRIPING, WHITE 6" SOLID (ITEM 817042)	1,761 LF
(B)	EPOXY RESIN PAINT PAVEMENT STRIPING, WHITE 6" BROKEN - 10' LINE & 30' GAP (ITEM 817042)	310 LF
(C)	EPOXY RESIN PAINT PAVEMENT STRIPING, WHITE 6" DOTTED - 2' LINE & 6' GAP (ITEM 817042)	108 LF
(H)	EPOXY RESIN PAINT PAVEMENT STRIPING, YELLOW 6" SOLID (ITEM 817042)	1,570 LF
(J)	ALKYD-THERMOPLASTIC PAVEMENT STRIPING, WHITE SYMBOL/LEGEND (ITEM 817002)	48 SF
	REMOVAL OF PAVEMENT STRIPING (ITEM 817031)	1,875 SF

SEQUENCE OF CONSTRUCTION - PHASE 2

1. MAINTAIN ALL PERMANENT WARNING SIGNS AS SHOWN ON THE WARNING SIGN LOCATION PLAN.
2. INSTALL ALL EROSION AND SEDIMENT CONTROL MEASURES AND TEMPORARY TRAFFIC CONTROL DEVICES FOR PHASE 2 AS SHOWN ON THE PHASE 2 MOT PLANS. REMOVE EXISTING STRIPING THAT IS IN CONFLICT WITH PHASE 2 STRIPING AND PLACE TEMPORARY STRIPING IN THE PHASE 2 CONFIGURATION AS SHOWN ON THE PHASE 2 MOT PLANS.
3. REFER TO PHASE 2 TEMPORARY SIGNAL PLANS FOR TEMPORARY SIGNAL ACCOMMODATIONS ALONG THE CORRIDOR. UTILIZE TEMPORARY MATERIAL AND PEDESTRIAN FLAGGERS TO MAINTAIN US 40 CROSSWALKS DURING PHASE 2 MEDIAN CONSTRUCTION AT THE US 40 INTERSECTIONS WITH SALEM CHURCH ROAD/PORTER ROAD, GLASGOW DRIVE, BROOKMONT DRIVE AND CHURCH ROAD/WELLINGTON DRIVE. REFER TO INTERSECTION-SPECIFIC SEQUENCE OF CONSTRUCTION FOR US 40 @ WALTHER ROAD SUB-PHASING DURING PHASE 2.
4. UTILIZE TA-33 AND TA-37 AT THE DIRECTION OF THE ENGINEER DURING ALLOWABLE LANE CLOSURE HOURS TO CONSTRUCT PROPOSED WIDENING OF US 40 PAVEMENT SECTION TO INSIDE MEDIAN, INCLUDING STORM DRAIN SYSTEM, UNDERDRAINS, CURB AND GUTTER, AND LIGHTING IMPROVEMENTS THROUGHOUT THE PROJECT LIMITS. CONSTRUCT REMAINING PIPE CROSSINGS IN HALF SECTION UTILIZING TA-33, TA-37, TA-27 AND TA-21A DURING ALLOWABLE LANE CLOSURE HOURS. TRENCHES SHALL BE BACKFILLED AND OPEN TO ALL LANES OF TRAFFIC AT THE END OF EACH CONSTRUCTION DAY. RE-ADJUST MEDIAN DRAINAGE INLETS THAT WERE TEMPORARILY MODIFIED IN PHASE 1 TO THEIR FINAL CONFIGURATION. THE EXISTING ITMS PATHWAY LOCATED IN THE MEDIAN SHALL BE REMOVED OR ABANDONED IN PLACE WITH THE CABLES AND JUNCTION WELLS REMOVED ONCE THE PROPOSED ITMS PATHWAY IS ACTIVE.
5. CONSTRUCT PROPOSED WIDENING PAVEMENT SECTION, TO TYPE B LAYER (2" BELOW FINAL GRADE), MATCHING WEDGE INSTALLED IN PRE-PHASE. INSTALL ADDITIONAL PAVEMENT WEDGING ALONG MAINLINE US 40 IN ACCORDANCE WITH THE TYPICAL SECTIONS AND REPLACE EXISTING PAVEMENT MARKINGS IN-KIND THAT ARE IMPACTED BY CONSTRUCTION.
6. STABILIZE ALL DISTURBED AREAS WITH TOPSOIL, SEED AND MULCH. ANY REMOVAL OF SEDIMENT AND EROSION CONTROL DEVICES SHALL BE AS PER THE DIRECTION OF THE ENGINEER.



ROAD NAME	SPEED LIMIT (S)	TAPER TYPE	TAPER WIDTH (W)	TAPER CALC.	TAPER
US 40 (EB)	50 MPH	SHIFTING	6'	L = WS	300'

SEQUENCE OF CONSTRUCTION - PHASE 3

1. CONDUCT MILLING OPERATIONS (STA 294+95 TO STA 302+50, STA 372+00 TO STA 397+20, STA 406+00 TO STA 409+30, STA 456+50 TO STA 458+84, STA 456+55 TO STA 458+84) AND INSTALL FINAL TYPE C OVERLAY (PROJECT WIDE). INSTALL TEMPORARY PAINT PAVEMENT MARKINGS IN THEIR FINAL CONFIGURATION BETWEEN MILLING AND FINAL OVERLAY AND BETWEEN FINAL OVERALY AND INSTALLATION OF PERMANENT STRIPING. COORDINATE WITH DELDOT'S TRAFFIC CONTRACTOR TO IMPLEMENT THE ULTIMATE SIGNAL PLAN CONFIGURATION AT EACH INTERSECTION WHEN TEMPORARY PAVEMENT MARKINGS ARE PLACED IN THE FINAL CONFIGURATION.
2. INSTALL PERMANENT SIGNING AND STRIPING THROUGHOUT THE ENTIRE PROJECT LIMITS AS SHOWN ON THE SIGNING AND STRIPING PLANS.

ADDENDA / REVISIONS

SCALE 0 30 60 90 FEET

US 40, SALEM CHURCH ROAD TO WALTHER ROAD

CONTRACT	T201611902
COUNTY	NEW CASTLE
BRIDGE NO.	N/A
DESIGNED BY:	D. WARING
CHECKED BY:	K. CLEVENGER

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

SECTION	CS-33
SHEET NO.	WRA
	124

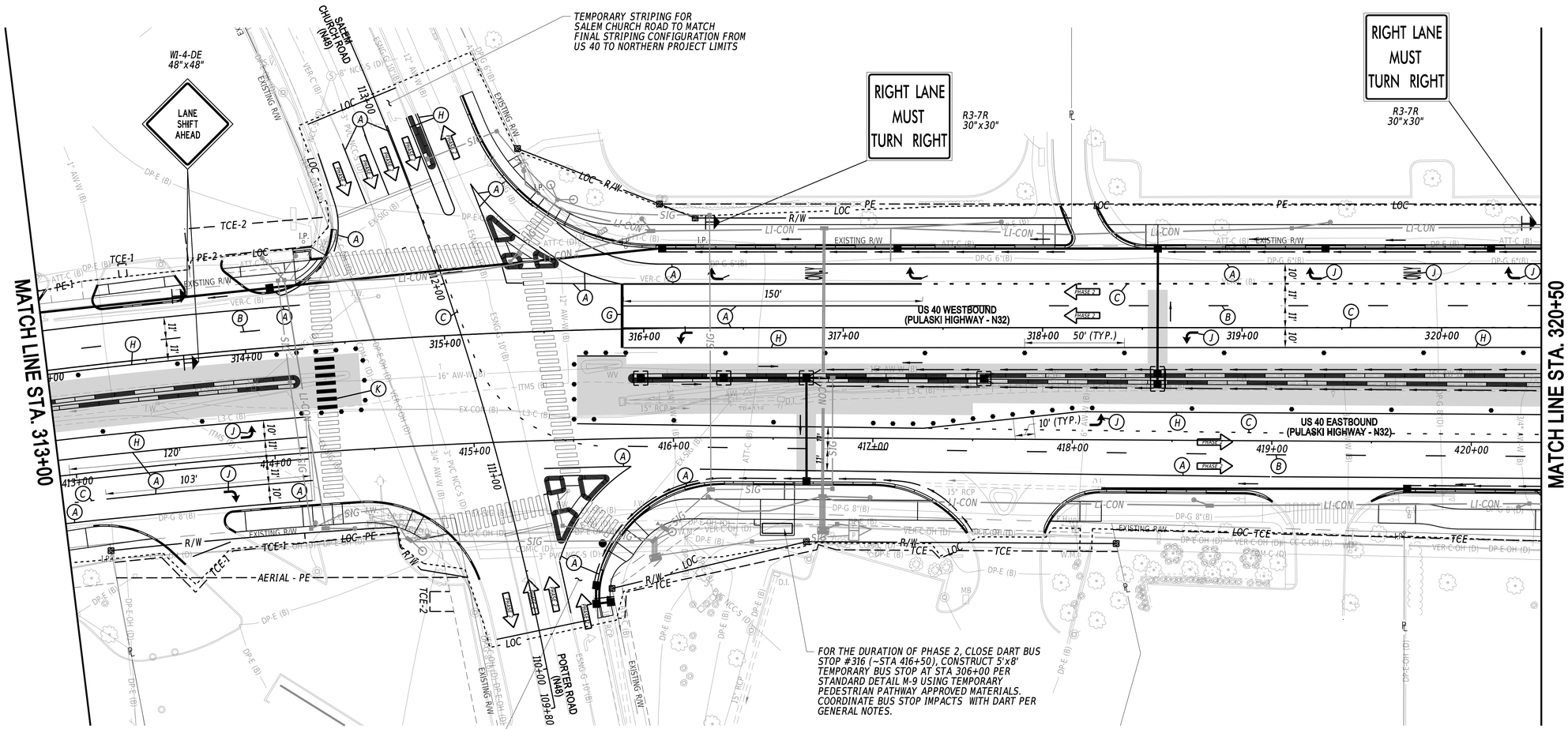
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SEQUENCE OF CONSTRUCTION - PHASE 2

1. MAINTAIN ALL PERMANENT WARNING SIGNS AS SHOWN ON THE WARNING SIGN LOCATION PLAN.
2. INSTALL ALL EROSION AND SEDIMENT CONTROL MEASURES AND TEMPORARY TRAFFIC CONTROL DEVICES FOR PHASE 2 AS SHOWN ON THE PHASE 2 MOT PLANS. REMOVE EXISTING STRIPING THAT IS IN CONFLICT WITH PHASE 2 STRIPING AND PLACE TEMPORARY STRIPING IN THE PHASE 2 CONFIGURATION AS SHOWN ON THE PHASE 2 MOT PLANS.
3. REFER TO PHASE 2 TEMPORARY SIGNAL PLANS FOR TEMPORARY SIGNAL ACCOMMODATIONS ALONG THE CORRIDOR. UTILIZE TEMPORARY MATERIAL AND PEDESTRIAN FLAGGERS TO MAINTAIN US 40 CROSSWALKS DURING PHASE 2 MEDIAN CONSTRUCTION AT THE US 40 INTERSECTIONS WITH SALEM CHURCH ROAD/PORTER ROAD, GLASGOW DRIVE, BROOKMONT DRIVE AND CHURCH ROAD/WELLINGTON DRIVE. REFER TO INTERSECTION-SPECIFIC SEQUENCE OF CONSTRUCTION FOR US 40 @ WALTHER ROAD SUB-PHASING DURING PHASE 2.
4. UTILIZE TA-33 AND TA-37 AT THE DIRECTION OF THE ENGINEER DURING ALLOWABLE LANE CLOSURE HOURS TO CONSTRUCT PROPOSED WIDENING OF US 40 PAVEMENT SECTION TO INSIDE MEDIAN, INCLUDING STORM DRAIN SYSTEM, UNDERDRAINS, CURB AND GUTTER, AND LIGHTING IMPROVEMENTS THROUGHOUT THE PROJECT LIMITS. CONSTRUCT REMAINING PIPE CROSSINGS IN HALF SECTION UTILIZING TA-33, TA-37, TA-27 AND TA-21A DURING ALLOWABLE LANE CLOSURE HOURS. TRENCHES SHALL BE BACKFILLED AND OPEN TO ALL LANES OF TRAFFIC AT THE END OF EACH CONSTRUCTION DAY. RE-ADJUST MEDIAN DRAINAGE INLETS THAT WERE TEMPORARILY MODIFIED IN PHASE 1 TO THEIR FINAL CONFIGURATION. THE EXISTING ITMS PATHWAY LOCATED IN THE MEDIAN SHALL BE REMOVED OR ABANDONED IN PLACE WITH THE CABLES AND JUNCTION WELLS REMOVED ONCE THE PROPOSED ITMS PATHWAY IS ACTIVE.
5. CONSTRUCT PROPOSED WIDENING PAVEMENT SECTION, TO TYPE B LAYER (2" BELOW FINAL GRADE), MATCHING WEDGE INSTALLED IN PRE-PHASE. INSTALL ADDITIONAL PAVEMENT WEDGING ALONG MAINLINE US 40 IN ACCORDANCE WITH THE TYPICAL SECTIONS AND REPLACE EXISTING PAVEMENT MARKINGS IN-KIND THAT ARE IMPACTED BY CONSTRUCTION.
6. STABILIZE ALL DISTURBED AREAS WITH TOPSOIL, SEED AND MULCH. ANY REMOVAL OF SEDIMENT AND EROSION CONTROL DEVICES SHALL BE AS PER THE DIRECTION OF THE ENGINEER.

PAVEMENT MARKINGS LEGEND

SYM	ITEM	QUANTITY
A	EPOXY RESIN PAINT PAVEMENT STRIPING, WHITE 6" SOLID (ITEM 817042)	2,574 LF
B	EPOXY RESIN PAINT PAVEMENT STRIPING, WHITE 6" BROKEN - 10' LINE & 30' GAP (ITEM 817042)	230 LF
C	EPOXY RESIN PAINT PAVEMENT STRIPING, WHITE 6" DOTTED - 2' LINE & 6' GAP (ITEM 817042)	258 LF
G	ALKYD-THERMOPLASTIC PAVEMENT STRIPING, WHITE 16" SOLID (ITEM 817002)	43 SF
H	EPOXY RESIN PAINT PAVEMENT STRIPING, YELLOW 6" SOLID (ITEM 817042)	1,308 LF
J	ALKYD-THERMOPLASTIC PAVEMENT STRIPING, WHITE SYMBOL/LEGEND (ITEM 817002)	184 SF
K	10'X2' ALKYD-THERMOPLASTIC PAVEMENT STRIPING, WHITE SYMBOL/LEGEND (ITEM 817002)	140 SF
	REMOVAL OF PAVEMENT STRIPING (ITEM 817031)	2,228 SF



SEQUENCE OF CONSTRUCTION - PHASE 3

1. CONDUCT MILLING OPERATIONS (STA 294+95 TO STA 302+50, STA 372+00 TO STA 397+20, STA 406+00 TO STA 409+30, STA 456+50 TO STA 458+84, STA 456+55 TO STA 458+84) AND INSTALL FINAL TYPE C OVERLAY (PROJECT WIDE). INSTALL TEMPORARY PAINT PAVEMENT MARKINGS IN THEIR FINAL CONFIGURATION BETWEEN MILLING AND FINAL OVERLAY AND BETWEEN FINAL OVERALY AND INSTALLATION OF PERMANENT STRIPING. COORDINATE WITH DELDOT'S TRAFFIC CONTRACTOR TO IMPLEMENT THE ULTIMATE SIGNAL PLAN CONFIGURATION AT EACH INTERSECTION WHEN TEMPORARY PAVEMENT MARKINGS ARE PLACED IN THE FINAL CONFIGURATION.
2. INSTALL PERMANENT SIGNING AND STRIPING THROUGHOUT THE ENTIRE PROJECT LIMITS AS SHOWN ON THE SIGNING AND STRIPING PLANS.

ADDENDA / REVISIONS

SCALE 0 30 60 90 FEET

US 40, SALEM CHURCH ROAD TO WALTHER ROAD

CONTRACT	T201611902
COUNTY	NEW CASTLE
BRIDGE NO.	N/A
DESIGNED BY:	D. WARING
CHECKED BY:	K. CLEVENGER

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

CS-34
SECTION WRA
SHEET NO. 125

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SEQUENCE OF CONSTRUCTION - PHASE 2

1. MAINTAIN ALL PERMANENT WARNING SIGNS AS SHOWN ON THE WARNING SIGN LOCATION PLAN.
2. INSTALL ALL EROSION AND SEDIMENT CONTROL MEASURES AND TEMPORARY TRAFFIC CONTROL DEVICES FOR PHASE 2 AS SHOWN ON THE PHASE 2 MOT PLANS. REMOVE EXISTING STRIPING THAT IS IN CONFLICT WITH PHASE 2 STRIPING AND PLACE TEMPORARY STRIPING IN THE PHASE 2 CONFIGURATION AS SHOWN ON THE PHASE 2 MOT PLANS.
3. REFER TO PHASE 2 TEMPORARY SIGNAL PLANS FOR TEMPORARY SIGNAL ACCOMMODATIONS ALONG THE CORRIDOR. UTILIZE TEMPORARY MATERIAL AND PEDESTRIAN FLAGGERS TO MAINTAIN US 40 CROSSWALKS DURING PHASE 2 MEDIAN CONSTRUCTION AT THE US 40 INTERSECTIONS WITH SALEM CHURCH ROAD/PORTER ROAD, GLASGOW DRIVE, BROOKMONT DRIVE AND CHURCH ROAD/WELLINGTON DRIVE. REFER TO INTERSECTION-SPECIFIC SEQUENCE OF CONSTRUCTION FOR US 40 @ WALTHER ROAD SUB-PHASING DURING PHASE 2.
4. UTILIZE TA-33 AND TA-37 AT THE DIRECTION OF THE ENGINEER DURING ALLOWABLE LANE CLOSURE HOURS TO CONSTRUCT PROPOSED WIDENING OF US 40 PAVEMENT SECTION TO INSIDE MEDIAN, INCLUDING STORM DRAIN SYSTEM, UNDERDRAINS, CURB AND GUTTER, AND LIGHTING IMPROVEMENTS THROUGHOUT THE PROJECT LIMITS. CONSTRUCT REMAINING PIPE CROSSINGS IN HALF SECTION UTILIZING TA-33, TA-37, TA-27 AND TA-21A DURING ALLOWABLE LANE CLOSURE HOURS. TRENCHES SHALL BE BACKFILLED AND OPEN TO ALL LANES OF TRAFFIC AT THE END OF EACH CONSTRUCTION DAY. RE-ADJUST MEDIAN DRAINAGE INLETS THAT WERE TEMPORARILY MODIFIED IN PHASE 1 TO THEIR FINAL CONFIGURATION. THE EXISTING ITMS PATHWAY LOCATED IN THE MEDIAN SHALL BE REMOVED OR ABANDONED IN PLACE WITH THE CABLES AND JUNCTION WELLS REMOVED ONCE THE PROPOSED ITMS PATHWAY IS ACTIVE.
5. CONSTRUCT PROPOSED WIDENING PAVEMENT SECTION, TO TYPE B LAYER (2" BELOW FINAL GRADE), MATCHING WEDGE INSTALLED IN PRE-PHASE. INSTALL ADDITIONAL PAVEMENT WEDGING ALONG MAINLINE US 40 IN ACCORDANCE WITH THE TYPICAL SECTIONS AND REPLACE EXISTING PAVEMENT MARKINGS IN-KIND THAT ARE IMPACTED BY CONSTRUCTION.
6. STABILIZE ALL DISTURBED AREAS WITH TOPSOIL, SEED AND MULCH. ANY REMOVAL OF SEDIMENT AND EROSION CONTROL DEVICES SHALL BE AS PER THE DIRECTION OF THE ENGINEER.

PAVEMENT MARKINGS LEGEND

SYM	ITEM	QUANTITY
(A)	EPOXY RESIN PAINT PAVEMENT STRIPING, WHITE 6" SOLID (ITEM 817042)	3,036 LF
(B)	EPOXY RESIN PAINT PAVEMENT STRIPING, WHITE 6" BROKEN - 10' LINE & 30' GAP (ITEM 817042)	360 LF
(C)	EPOXY RESIN PAINT PAVEMENT STRIPING, WHITE 6" DOTTED - 2' LINE & 6' GAP (ITEM 817042)	176 LF
(H)	EPOXY RESIN PAINT PAVEMENT STRIPING, YELLOW 6" SOLID (ITEM 817042)	1,619 LF
(J)	ALKYD-THERMOPLASTIC PAVEMENT STRIPING, WHITE SYMBOL/LEGEND (ITEM 817002)	96 SF
	REMOVAL OF PAVEMENT STRIPING (ITEM 817031)	2,596 SF

CONSTRUCT 5'x8' TEMPORARY BUS STOP AT STA 320+50 PER STANDARD DETAIL M-9 USING TEMPORARY PEDESTRIAN PATHWAY APPROVED MATERIALS. REMOVE TEMPORARY BUS STOP UPON SUBSTANTIAL COMPLETION OF THE PROJECT. COORDINATE BUS STOP IMPACTS WITH DART PER GENERAL NOTES.

MATCH LINE STA. 320+50

MATCH LINE STA. 329+50

MATCH EXISTING STRIPING

GLASGOW DRIVE

US 40 WESTBOUND (PULASKI HIGHWAY - N32)

US 40 EASTBOUND (PULASKI HIGHWAY - N32)

TCE-1 TCE-2 TCE LOC PE EXISTING R/W R/W-DA

SEQUENCE OF CONSTRUCTION - PHASE 3

1. CONDUCT MILLING OPERATIONS (STA 294+95 TO STA 302+50, STA 372+00 TO STA 397+20, STA 406+00 TO STA 409+30, STA 456+50 TO STA 458+84, STA 456+55 TO STA 458+84) AND INSTALL FINAL TYPE C OVERLAY (PROJECT WIDE). INSTALL TEMPORARY PAINT PAVEMENT MARKINGS IN THEIR FINAL CONFIGURATION BETWEEN MILLING AND FINAL OVERLAY AND BETWEEN FINAL OVERALY AND INSTALLATION OF PERMANENT STRIPING. COORDINATE WITH DELDOT'S TRAFFIC CONTRACTOR TO IMPLEMENT THE ULTIMATE SIGNAL PLAN CONFIGURATION AT EACH INTERSECTION WHEN TEMPORARY PAVEMENT MARKINGS ARE PLACED IN THE FINAL CONFIGURATION.
2. INSTALL PERMANENT SIGNING AND STRIPING THROUGHOUT THE ENTIRE PROJECT LIMITS AS SHOWN ON THE SIGNING AND STRIPING PLANS.

ADDENDA / REVISIONS

SCALE 0 30 60 90 FEET

US 40, SALEM CHURCH ROAD TO WALTHER ROAD

CONTRACT T201611902	BRIDGE NO.	N/A	CONSTRUCTION PHASING, M.O.T. AND EROSION CONTROL PLAN - PHASE 2
COUNTY NEW CASTLE	DESIGNED BY: D. WARING		
	CHECKED BY: K. CLEVENGER		

CS-35 | SECTION WRA | SHEET NO. 126

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PAVEMENT MARKINGS LEGEND

SYM	ITEM	QUANTITY
A	EPOXY RESIN PAINT PAVEMENT STRIPING, WHITE 6" SOLID (ITEM 817042)	1,745 LF
B	EPOXY RESIN PAINT PAVEMENT STRIPING, WHITE 6" BROKEN - 10' LINE & 30' GAP (ITEM 817042)	660 LF
C	EPOXY RESIN PAINT PAVEMENT STRIPING, WHITE 6" DOTTED - 2' LINE & 6' GAP (ITEM 817042)	94 LF
H	EPOXY RESIN PAINT PAVEMENT STRIPING, YELLOW 6" SOLID (ITEM 817042)	2,150 LF
J	ALKYD-THERMOPLASTIC PAVEMENT STRIPING, WHITE SYMBOL/LEGEND (ITEM 817002)	64 SF
	REMOVAL OF PAVEMENT STRIPING (ITEM 817031)	2,325 SF

SEQUENCE OF CONSTRUCTION - PHASE 2

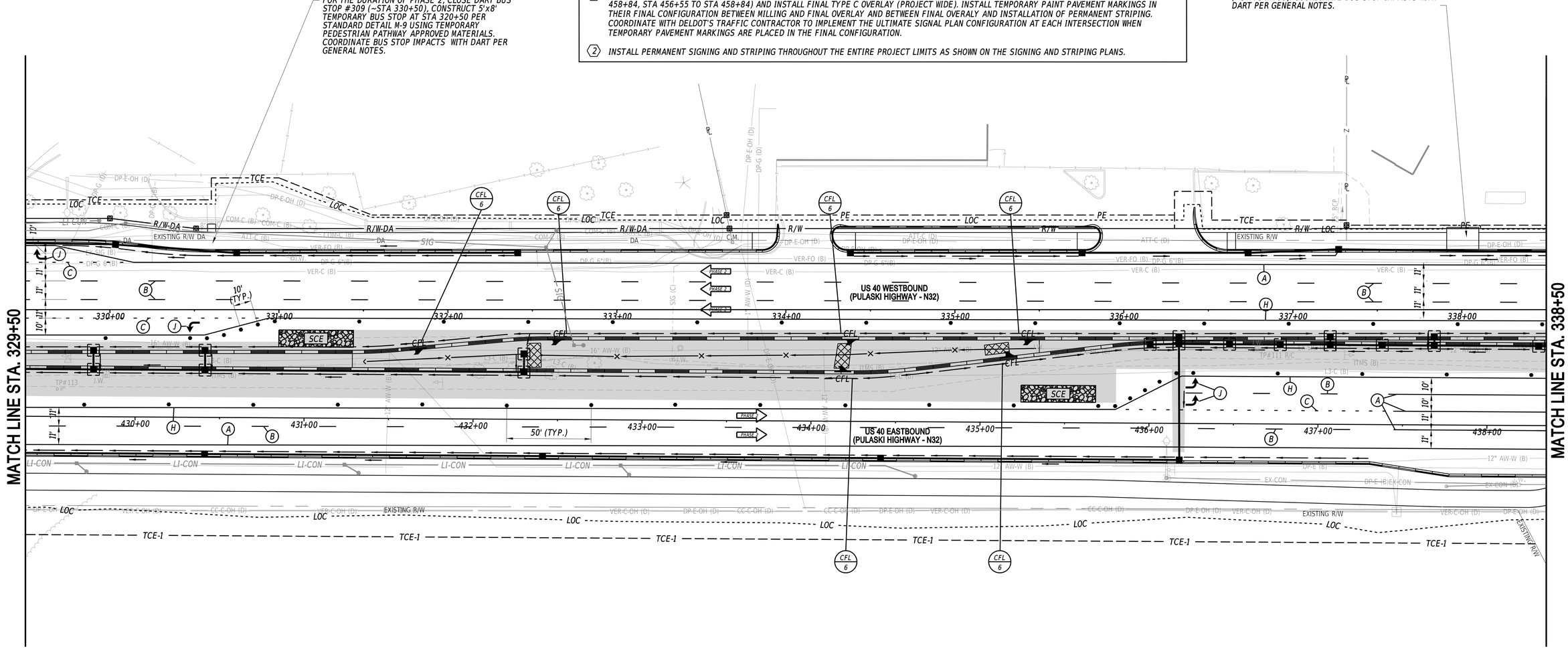
1. MAINTAIN ALL PERMANENT WARNING SIGNS AS SHOWN ON THE WARNING SIGN LOCATION PLAN.
2. INSTALL ALL EROSION AND SEDIMENT CONTROL MEASURES AND TEMPORARY TRAFFIC CONTROL DEVICES FOR PHASE 2 AS SHOWN ON THE PHASE 2 MOT PLANS. REMOVE EXISTING STRIPING THAT IS IN CONFLICT WITH PHASE 2 STRIPING AND PLACE TEMPORARY STRIPING IN THE PHASE 2 CONFIGURATION AS SHOWN ON THE PHASE 2 MOT PLANS.
3. REFER TO PHASE 2 TEMPORARY SIGNAL PLANS FOR TEMPORARY SIGNAL ACCOMMODATIONS ALONG THE CORRIDOR. UTILIZE TEMPORARY MATERIAL AND PEDESTRIAN FLAGGERS TO MAINTAIN US 40 CROSSWALKS DURING PHASE 2 MEDIAN CONSTRUCTION AT THE US 40 INTERSECTIONS WITH SALEM CHURCH ROAD/PORTER ROAD, GLASGOW DRIVE, BROOKMONT DRIVE AND CHURCH ROAD/WELLINGTON DRIVE. REFER TO INTERSECTION-SPECIFIC SEQUENCE OF CONSTRUCTION FOR US 40 @ WALTHER ROAD SUB-PHASING DURING PHASE 2.
4. UTILIZE TA-33 AND TA-37 AT THE DIRECTION OF THE ENGINEER DURING ALLOWABLE LANE CLOSURE HOURS TO CONSTRUCT PROPOSED WIDENING OF US 40 PAVEMENT SECTION TO INSIDE MEDIAN, INCLUDING STORM DRAIN SYSTEM, UNDERDRAINS, CURB AND GUTTER, AND LIGHTING IMPROVEMENTS THROUGHOUT THE PROJECT LIMITS. CONSTRUCT REMAINING PIPE CROSSINGS IN HALF SECTION UTILIZING TA-33, TA-37, TA-27 AND TA-21A DURING ALLOWABLE LANE CLOSURE HOURS. TRENCHES SHALL BE BACKFILLED AND OPEN TO ALL LANES OF TRAFFIC AT THE END OF EACH CONSTRUCTION DAY. RE-ADJUST MEDIAN DRAINAGE INLETS THAT WERE TEMPORARILY MODIFIED IN PHASE 1 TO THEIR FINAL CONFIGURATION. THE EXISTING ITMS PATHWAY LOCATED IN THE MEDIAN SHALL BE REMOVED OR ABANDONED IN PLACE WITH THE CABLES AND JUNCTION WELLS REMOVED ONCE THE PROPOSED ITMS PATHWAY IS ACTIVE.
5. CONSTRUCT PROPOSED WIDENING PAVEMENT SECTION, TO TYPE B LAYER (2" BELOW FINAL GRADE), MATCHING WEDGE INSTALLED IN PRE-PHASE. INSTALL ADDITIONAL PAVEMENT WEDGING ALONG MAINLINE US 40 IN ACCORDANCE WITH THE TYPICAL SECTIONS AND REPLACE EXISTING PAVEMENT MARKINGS IN-KIND THAT ARE IMPACTED BY CONSTRUCTION.
6. STABILIZE ALL DISTURBED AREAS WITH TOPSOIL, SEED AND MULCH. ANY REMOVAL OF SEDIMENT AND EROSION CONTROL DEVICES SHALL BE AS PER THE DIRECTION OF THE ENGINEER.

SEQUENCE OF CONSTRUCTION - PHASE 3

1. CONDUCT MILLING OPERATIONS (STA 294+95 TO STA 302+50, STA 372+00 TO STA 397+20, STA 406+00 TO STA 409+30, STA 456+50 TO STA 458+84, STA 456+55 TO STA 458+84) AND INSTALL FINAL TYPE C OVERLAY (PROJECT WIDE). INSTALL TEMPORARY PAINT PAVEMENT MARKINGS IN THEIR FINAL CONFIGURATION BETWEEN MILLING AND FINAL OVERLAY AND BETWEEN FINAL OVERALY AND INSTALLATION OF PERMANENT STRIPING. COORDINATE WITH DELDOT'S TRAFFIC CONTRACTOR TO IMPLEMENT THE ULTIMATE SIGNAL PLAN CONFIGURATION AT EACH INTERSECTION WHEN TEMPORARY PAVEMENT MARKINGS ARE PLACED IN THE FINAL CONFIGURATION.
2. INSTALL PERMANENT SIGNING AND STRIPING THROUGHOUT THE ENTIRE PROJECT LIMITS AS SHOWN ON THE SIGNING AND STRIPING PLANS.

FOR THE DURATION OF PHASE 2, CLOSE DART BUS STOP #309 (~STA 330+50), CONSTRUCT 5'x8' TEMPORARY BUS STOP AT STA 320+50 PER STANDARD DETAIL M-9 USING TEMPORARY PEDESTRIAN PATHWAY APPROVED MATERIALS. COORDINATE BUS STOP IMPACTS WITH DART PER GENERAL NOTES.

FOR THE DURATION OF PHASE 2, CLOSE DART BUS STOP #308 (~STA 338+00), UTILIZE STOP #2553 (~STA 347+00). COORDINATE BUS STOP IMPACTS WITH DART PER GENERAL NOTES.



ADDENDA / REVISIONS

SCALE 0 30 60 90 FEET

US 40, SALEM CHURCH ROAD TO WALTHER ROAD

CONTRACT	BRIDGE NO.	N/A
T201611902	DESIGNED BY: D. WARING	
COUNTY	CHECKED BY: K. CLEVENGER	
NEW CASTLE		

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

CS-36
SECTION: WRA
SHEET NO.: 127

9/10/2024
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PAVEMENT MARKINGS LEGEND

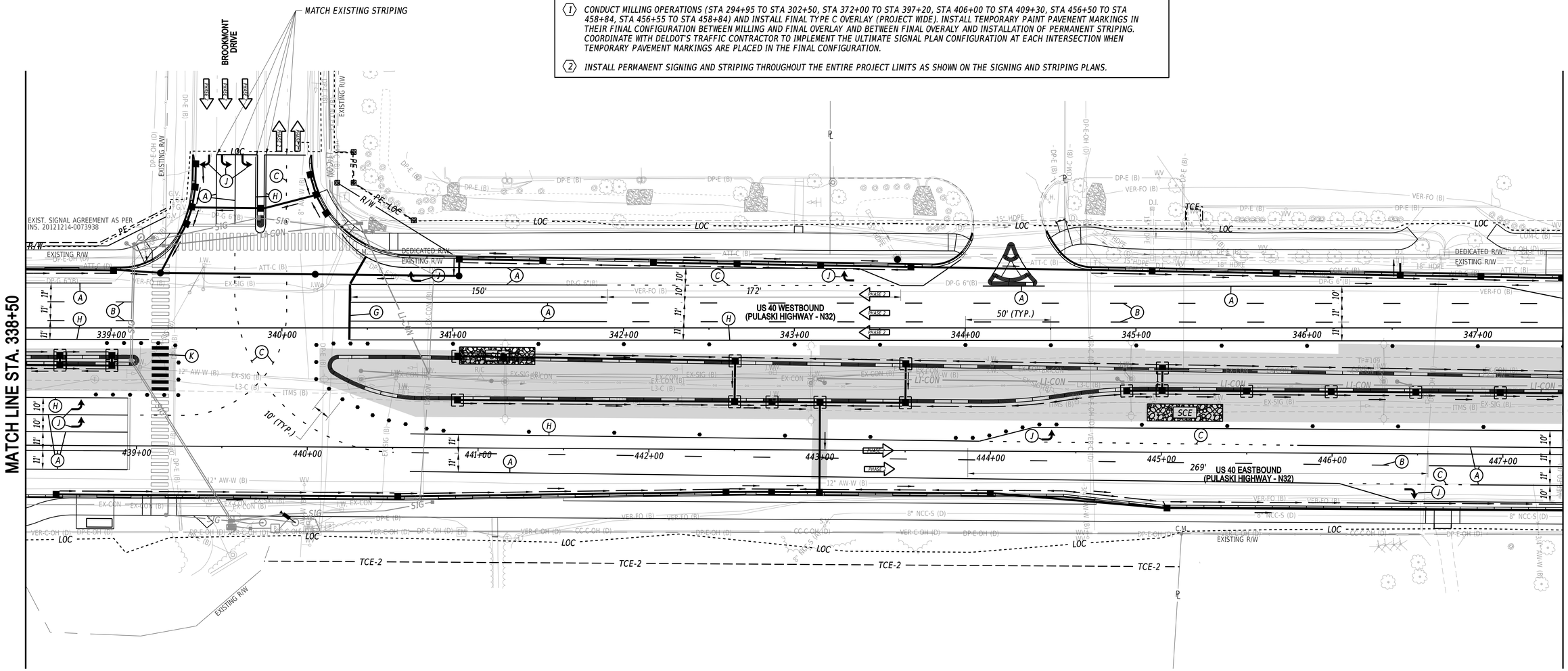
SYM	ITEM	QUANTITY
(A)	EPOXY RESIN PAINT PAVEMENT STRIPING, WHITE 6" SOLID (ITEM 817042)	2,450 LF
(B)	EPOXY RESIN PAINT PAVEMENT STRIPING, WHITE 6" BROKEN - 10' LINE & 30' GAP (ITEM 817042)	460 LF
(C)	EPOXY RESIN PAINT PAVEMENT STRIPING, WHITE 6" DOTTED - 2' LINE & 6' GAP (ITEM 817042)	208 LF
(G)	ALKYD-THERMOPLASTIC PAVEMENT STRIPING, WHITE 16" SOLID (ITEM 817002)	68 SF
(H)	EPOXY RESIN PAINT PAVEMENT STRIPING, YELLOW 6" SOLID (ITEM 817042)	1,610 LF
(J)	ALKYD-THERMOPLASTIC PAVEMENT STRIPING, WHITE SYMBOL/LEGEND (ITEM 817002)	144 SF
(K)	10'X2' ALKYD-THERMOPLASTIC PAVEMENT STRIPING, WHITE SYMBOL/LEGEND (ITEM 817002)	140 SF
	REMOVAL OF PAVEMENT STRIPING (ITEM 817031)	2,432 SF

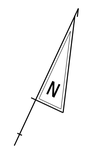
SEQUENCE OF CONSTRUCTION - PHASE 2

1. MAINTAIN ALL PERMANENT WARNING SIGNS AS SHOWN ON THE WARNING SIGN LOCATION PLAN.
2. INSTALL ALL EROSION AND SEDIMENT CONTROL MEASURES AND TEMPORARY TRAFFIC CONTROL DEVICES FOR PHASE 2 AS SHOWN ON THE PHASE 2 MOT PLANS. REMOVE EXISTING STRIPING THAT IS IN CONFLICT WITH PHASE 2 STRIPING AND PLACE TEMPORARY STRIPING IN THE PHASE 2 CONFIGURATION AS SHOWN ON THE PHASE 2 MOT PLANS.
3. REFER TO PHASE 2 TEMPORARY SIGNAL PLANS FOR TEMPORARY SIGNAL ACCOMMODATIONS ALONG THE CORRIDOR. UTILIZE TEMPORARY MATERIAL AND PEDESTRIAN FLAGGERS TO MAINTAIN US 40 CROSSWALKS DURING PHASE 2 MEDIAN CONSTRUCTION AT THE US 40 INTERSECTIONS WITH SALEM CHURCH ROAD/PORTER ROAD, GLASGOW DRIVE, BROOKMONT DRIVE AND CHURCH ROAD/WELLINGTON DRIVE. REFER TO INTERSECTION-SPECIFIC SEQUENCE OF CONSTRUCTION FOR US 40 @ WALTHER ROAD SUB-PHASING DURING PHASE 2.
4. UTILIZE TA-33 AND TA-37 AT THE DIRECTION OF THE ENGINEER DURING ALLOWABLE LANE CLOSURE HOURS TO CONSTRUCT PROPOSED WIDENING OF US 40 PAVEMENT SECTION TO INSIDE MEDIAN, INCLUDING STORM DRAIN SYSTEM, UNDERDRAINS, CURB AND GUTTER, AND LIGHTING IMPROVEMENTS THROUGHOUT THE PROJECT LIMITS. CONSTRUCT REMAINING PIPE CROSSINGS IN HALF SECTION UTILIZING TA-33, TA-37, TA-27 AND TA-21A DURING ALLOWABLE LANE CLOSURE HOURS. TRENCHES SHALL BE BACKFILLED AND OPEN TO ALL LANES OF TRAFFIC AT THE END OF EACH CONSTRUCTION DAY. RE-ADJUST MEDIAN DRAINAGE INLETS THAT WERE TEMPORARILY MODIFIED IN PHASE 1 TO THEIR FINAL CONFIGURATION. THE EXISTING ITMS PATHWAY LOCATED IN THE MEDIAN SHALL BE REMOVED OR ABANDONED IN PLACE WITH THE CABLES AND JUNCTION WELLS REMOVED ONCE THE PROPOSED ITMS PATHWAY IS ACTIVE.
5. CONSTRUCT PROPOSED WIDENING PAVEMENT SECTION, TO TYPE B LAYER (2" BELOW FINAL GRADE), MATCHING WEDGE INSTALLED IN PRE-PHASE. INSTALL ADDITIONAL PAVEMENT WEDGING ALONG MAINLINE US 40 IN ACCORDANCE WITH THE TYPICAL SECTIONS AND REPLACE EXISTING PAVEMENT MARKINGS IN-KIND THAT ARE IMPACTED BY CONSTRUCTION.
6. STABILIZE ALL DISTURBED AREAS WITH TOPSOIL, SEED AND MULCH. ANY REMOVAL OF SEDIMENT AND EROSION CONTROL DEVICES SHALL BE AS PER THE DIRECTION OF THE ENGINEER.

SEQUENCE OF CONSTRUCTION - PHASE 3

1. CONDUCT MILLING OPERATIONS (STA 294+95 TO STA 302+50, STA 372+00 TO STA 397+20, STA 406+00 TO STA 409+30, STA 456+50 TO STA 458+84, STA 456+55 TO STA 458+84) AND INSTALL FINAL TYPE C OVERLAY (PROJECT WIDE). INSTALL TEMPORARY PAINT PAVEMENT MARKINGS IN THEIR FINAL CONFIGURATION BETWEEN MILLING AND FINAL OVERLAY AND BETWEEN FINAL OVERALY AND INSTALLATION OF PERMANENT STRIPING. COORDINATE WITH DELDOT'S TRAFFIC CONTRACTOR TO IMPLEMENT THE ULTIMATE SIGNAL PLAN CONFIGURATION AT EACH INTERSECTION WHEN TEMPORARY PAVEMENT MARKINGS ARE PLACED IN THE FINAL CONFIGURATION.
2. INSTALL PERMANENT SIGNING AND STRIPING THROUGHOUT THE ENTIRE PROJECT LIMITS AS SHOWN ON THE SIGNING AND STRIPING PLANS.





ADDENDA / REVISIONS	SCALE	US 40, SALEM CHURCH ROAD TO WALTHER ROAD	CONTRACT T201611902	BRIDGE NO. N/A	CONSTRUCTION PHASING, M.O.T. AND EROSION CONTROL PLAN - PHASE 2	CS-37
	0 30 60 90 FEET		COUNTY NEW CASTLE	DESIGNED BY: D. WARING		SECTION WRA
				CHECKED BY: K. CLEVENGER		SHEET NO. 128

9/10/2024
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PAVEMENT MARKINGS LEGEND

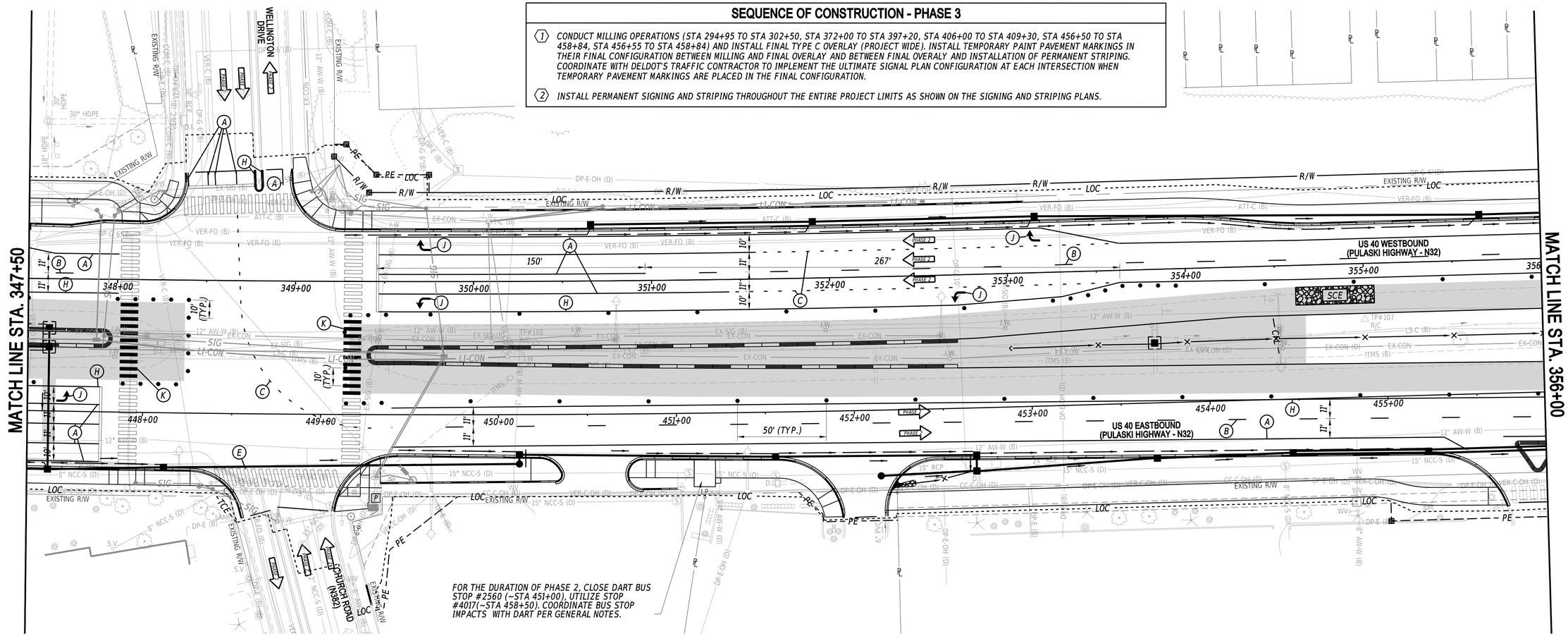
SYM	ITEM	QUANTITY
(A)	EPOXY RESIN PAINT PAVEMENT STRIPING, WHITE 6" SOLID (ITEM 817042)	2,097 LF
(B)	EPOXY RESIN PAINT PAVEMENT STRIPING, WHITE 6" BROKEN - 10' LINE & 30' GAP (ITEM 817042)	280 LF
(C)	EPOXY RESIN PAINT PAVEMENT STRIPING, WHITE 6" DOTTED - 2' LINE & 6' GAP (ITEM 817042)	158 LF
(H)	EPOXY RESIN PAINT PAVEMENT STRIPING, YELLOW 6" SOLID (ITEM 817042)	1,448 LF
(J)	ALKYD-THERMOPLASTIC PAVEMENT STRIPING, WHITE SYMBOL/LEGEND (ITEM 817002)	80 SF
(K)	10'X2' ALKYD-THERMOPLASTIC PAVEMENT STRIPING, WHITE SYMBOL/LEGEND (ITEM 817002)	440 SF
	REMOVAL OF PAVEMENT STRIPING (ITEM 817031)	1,992 SF

SEQUENCE OF CONSTRUCTION - PHASE 2

1. MAINTAIN ALL PERMANENT WARNING SIGNS AS SHOWN ON THE WARNING SIGN LOCATION PLAN.
2. INSTALL ALL EROSION AND SEDIMENT CONTROL MEASURES AND TEMPORARY TRAFFIC CONTROL DEVICES FOR PHASE 2 AS SHOWN ON THE PHASE 2 MOT PLANS. REMOVE EXISTING STRIPING THAT IS IN CONFLICT WITH PHASE 2 STRIPING AND PLACE TEMPORARY STRIPING IN THE PHASE 2 CONFIGURATION AS SHOWN ON THE PHASE 2 MOT PLANS.
3. REFER TO PHASE 2 TEMPORARY SIGNAL PLANS FOR TEMPORARY SIGNAL ACCOMMODATIONS ALONG THE CORRIDOR. UTILIZE TEMPORARY MATERIAL AND PEDESTRIAN FLAGGERS TO MAINTAIN US 40 CROSSWALKS DURING PHASE 2 MEDIAN CONSTRUCTION AT THE US 40 INTERSECTIONS WITH SALEM CHURCH ROAD/PORTER ROAD, GLASGOW DRIVE, BROOKMONT DRIVE AND CHURCH ROAD/WELLINGTON DRIVE. REFER TO INTERSECTION-SPECIFIC SEQUENCE OF CONSTRUCTION FOR US 40 @ WALTHER ROAD SUB-PHASING DURING PHASE 2.
4. UTILIZE TA-33 AND TA-37 AT THE DIRECTION OF THE ENGINEER DURING ALLOWABLE LANE CLOSURE HOURS TO CONSTRUCT PROPOSED WIDENING OF US 40 PAVEMENT SECTION TO INSIDE MEDIAN, INCLUDING STORM DRAIN SYSTEM, UNDERDRAINS, CURB AND GUTTER, AND LIGHTING IMPROVEMENTS THROUGHOUT THE PROJECT LIMITS. CONSTRUCT REMAINING PIPE CROSSINGS IN HALF SECTION UTILIZING TA-33, TA-37, TA-27 AND TA-21A DURING ALLOWABLE LANE CLOSURE HOURS. TRENCHES SHALL BE BACKFILLED AND OPEN TO ALL LANES OF TRAFFIC AT THE END OF EACH CONSTRUCTION DAY. RE-ADJUST MEDIAN DRAINAGE INLETS THAT WERE TEMPORARILY MODIFIED IN PHASE 1 TO THEIR FINAL CONFIGURATION. THE EXISTING ITMS PATHWAY LOCATED IN THE MEDIAN SHALL BE REMOVED OR ABANDONED IN PLACE WITH THE CABLES AND JUNCTION WELLS REMOVED ONCE THE PROPOSED ITMS PATHWAY IS ACTIVE.
5. CONSTRUCT PROPOSED WIDENING PAVEMENT SECTION, TO TYPE B LAYER (2" BELOW FINAL GRADE), MATCHING WEDGE INSTALLED IN PRE-PHASE. INSTALL ADDITIONAL PAVEMENT WEDGING ALONG MAINLINE US 40 IN ACCORDANCE WITH THE TYPICAL SECTIONS AND REPLACE EXISTING PAVEMENT MARKINGS IN-KIND THAT ARE IMPACTED BY CONSTRUCTION.
6. STABILIZE ALL DISTURBED AREAS WITH TOPSOIL, SEED AND MULCH. ANY REMOVAL OF SEDIMENT AND EROSION CONTROL DEVICES SHALL BE AS PER THE DIRECTION OF THE ENGINEER.

SEQUENCE OF CONSTRUCTION - PHASE 3

1. CONDUCT MILLING OPERATIONS (STA 294+95 TO STA 302+50, STA 372+00 TO STA 397+20, STA 406+00 TO STA 409+30, STA 456+50 TO STA 458+84, STA 456+55 TO STA 458+84) AND INSTALL FINAL TYPE C OVERLAY (PROJECT WIDE). INSTALL TEMPORARY PAINT PAVEMENT MARKINGS IN THEIR FINAL CONFIGURATION BETWEEN MILLING AND FINAL OVERLAY AND BETWEEN FINAL OVERALY AND INSTALLATION OF PERMANENT STRIPING. COORDINATE WITH DELDOT'S TRAFFIC CONTRACTOR TO IMPLEMENT THE ULTIMATE SIGNAL PLAN CONFIGURATION AT EACH INTERSECTION WHEN TEMPORARY PAVEMENT MARKINGS ARE PLACED IN THE FINAL CONFIGURATION.
2. INSTALL PERMANENT SIGNING AND STRIPING THROUGHOUT THE ENTIRE PROJECT LIMITS AS SHOWN ON THE SIGNING AND STRIPING PLANS.



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ADDENDA / REVISIONS	SCALE 0 30 60 90 FEET	US 40, SALEM CHURCH ROAD TO WALTHER ROAD	CONTRACT T201611902	BRIDGE NO. N/A	CONSTRUCTION PHASING, M.O.T. AND EROSION CONTROL PLAN - PHASE 2	CS-38
			COUNTY NEW CASTLE	DESIGNED BY: D. WARING		SECTION WRA
				CHECKED BY: K. CLEVENGER		SHEET NO. 129

SEQUENCE OF CONSTRUCTION - PHASE 2

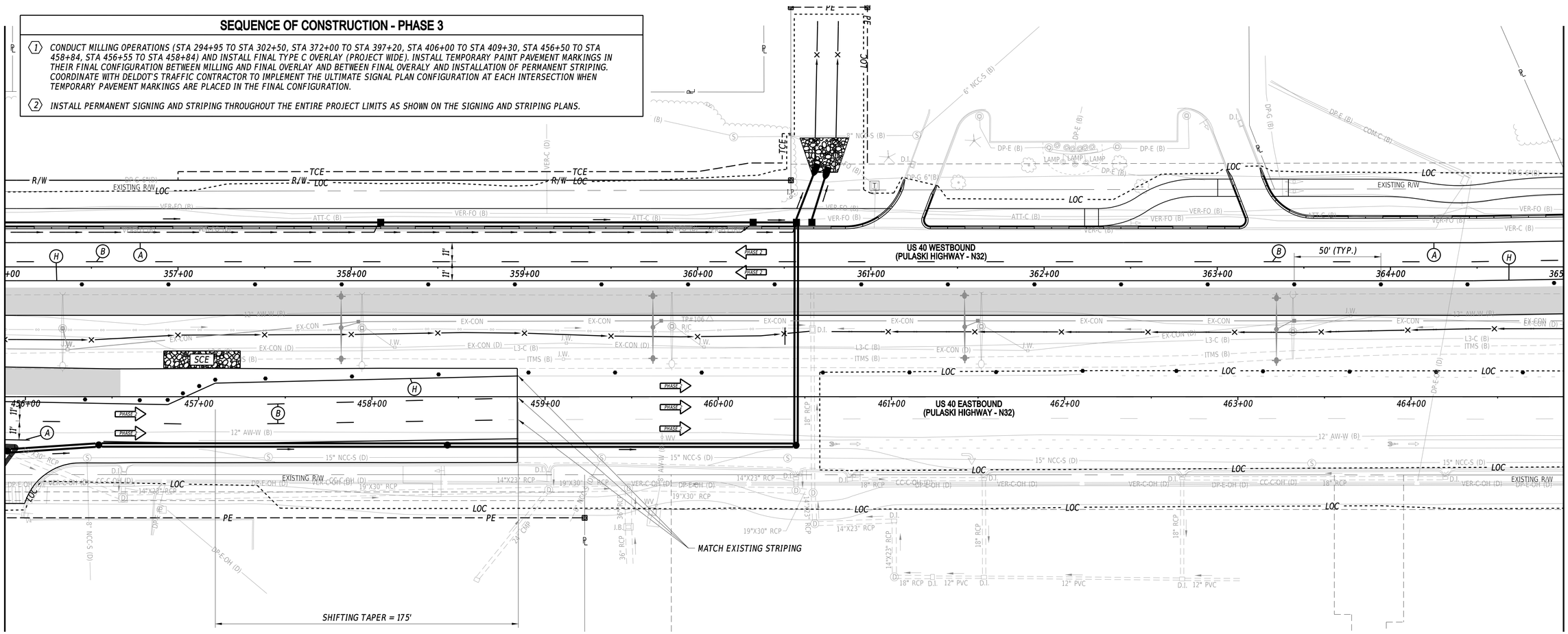
1. MAINTAIN ALL PERMANENT WARNING SIGNS AS SHOWN ON THE WARNING SIGN LOCATION PLAN.
2. INSTALL ALL EROSION AND SEDIMENT CONTROL MEASURES AND TEMPORARY TRAFFIC CONTROL DEVICES FOR PHASE 2 AS SHOWN ON THE PHASE 2 MOT PLANS. REMOVE EXISTING STRIPING THAT IS IN CONFLICT WITH PHASE 2 STRIPING AND PLACE TEMPORARY STRIPING IN THE PHASE 2 CONFIGURATION AS SHOWN ON THE PHASE 2 MOT PLANS.
3. REFER TO PHASE 2 TEMPORARY SIGNAL PLANS FOR TEMPORARY SIGNAL ACCOMMODATIONS ALONG THE CORRIDOR. UTILIZE TEMPORARY MATERIAL AND PEDESTRIAN FLAGGERS TO MAINTAIN US 40 CROSSWALKS DURING PHASE 2 MEDIAN CONSTRUCTION AT THE US 40 INTERSECTIONS WITH SALEM CHURCH ROAD/PORTER ROAD, GLASGOW DRIVE, BROOKMONT DRIVE AND CHURCH ROAD/WELLINGTON DRIVE. REFER TO INTERSECTION-SPECIFIC SEQUENCE OF CONSTRUCTION FOR US 40 @ WALTHER ROAD SUB-PHASING DURING PHASE 2.
4. UTILIZE TA-33 AND TA-37 AT THE DIRECTION OF THE ENGINEER DURING ALLOWABLE LANE CLOSURE HOURS TO CONSTRUCT PROPOSED WIDENING OF US 40 PAVEMENT SECTION TO INSIDE MEDIAN, INCLUDING STORM DRAIN SYSTEM, UNDERDRAINS, CURB AND GUTTER, AND LIGHTING IMPROVEMENTS THROUGHOUT THE PROJECT LIMITS. CONSTRUCT REMAINING PIPE CROSSINGS IN HALF SECTION UTILIZING TA-33, TA-37, TA-27 AND TA-21A DURING ALLOWABLE LANE CLOSURE HOURS. TRENCHES SHALL BE BACKFILLED AND OPEN TO ALL LANES OF TRAFFIC AT THE END OF EACH CONSTRUCTION DAY. RE-ADJUST MEDIAN DRAINAGE INLETS THAT WERE TEMPORARILY MODIFIED IN PHASE 1 TO THEIR FINAL CONFIGURATION. THE EXISTING ITMS PATHWAY LOCATED IN THE MEDIAN SHALL BE REMOVED OR ABANDONED IN PLACE WITH THE CABLES AND JUNCTION WELLS REMOVED ONCE THE PROPOSED ITMS PATHWAY IS ACTIVE.
5. CONSTRUCT PROPOSED WIDENING PAVEMENT SECTION, TO TYPE B LAYER (2" BELOW FINAL GRADE), MATCHING WEDGE INSTALLED IN PRE-PHASE. INSTALL ADDITIONAL PAVEMENT WEDGING ALONG MAINLINE US 40 IN ACCORDANCE WITH THE TYPICAL SECTIONS AND REPLACE EXISTING PAVEMENT MARKINGS IN-KIND THAT ARE IMPACTED BY CONSTRUCTION.
6. STABILIZE ALL DISTURBED AREAS WITH TOPSOIL, SEED AND MULCH. ANY REMOVAL OF SEDIMENT AND EROSION CONTROL DEVICES SHALL BE AS PER THE DIRECTION OF THE ENGINEER.

SEQUENCE OF CONSTRUCTION - PHASE 3

1. CONDUCT MILLING OPERATIONS (STA 294+95 TO STA 302+50, STA 372+00 TO STA 397+20, STA 406+00 TO STA 409+30, STA 456+50 TO STA 458+84, STA 456+55 TO STA 458+84) AND INSTALL FINAL TYPE C OVERLAY (PROJECT WIDE). INSTALL TEMPORARY PAINT PAVEMENT MARKINGS IN THEIR FINAL CONFIGURATION BETWEEN MILLING AND FINAL OVERLAY AND BETWEEN FINAL OVERALY AND INSTALLATION OF PERMANENT STRIPING. COORDINATE WITH DELDOT'S TRAFFIC CONTRACTOR TO IMPLEMENT THE ULTIMATE SIGNAL PLAN CONFIGURATION AT EACH INTERSECTION WHEN TEMPORARY PAVEMENT MARKINGS ARE PLACED IN THE FINAL CONFIGURATION.
2. INSTALL PERMANENT SIGNING AND STRIPING THROUGHOUT THE ENTIRE PROJECT LIMITS AS SHOWN ON THE SIGNING AND STRIPING PLANS.

PAVEMENT MARKINGS LEGEND

SYM	ITEM	QUANTITY
(A)	EPOXY RESIN PAINT PAVEMENT STRIPING, WHITE 6" SOLID (ITEM 817042)	916 LF
(B)	EPOXY RESIN PAINT PAVEMENT STRIPING, WHITE 6" BROKEN - 10' LINE & 30' GAP (ITEM 817042)	660 LF
(H)	EPOXY RESIN PAINT PAVEMENT STRIPING, YELLOW 6" SOLID (ITEM 817042)	1,801 LF
	REMOVAL OF PAVEMENT STRIPING (ITEM 817031)	1,688 SF



ROAD NAME	SPEED LIMIT (S)	TAPER TYPE	TAPER WIDTH (W)	TAPER CALC.	TAPER
US 40 (EB)	50 MPH	SHIFTING	3.5'	L = WS	175'

ADDENDA / REVISIONS

SCALE 0 30 60 90 FEET

US 40, SALEM CHURCH ROAD TO WALTHER ROAD

CONTRACT	BRIDGE NO.	N/A
T201611902	DESIGNED BY: D. WARING	
COUNTY	CHECKED BY: K. CLEVENGER	
NEW CASTLE		

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

CS-39
SECTION WRA
SHEET NO. 130

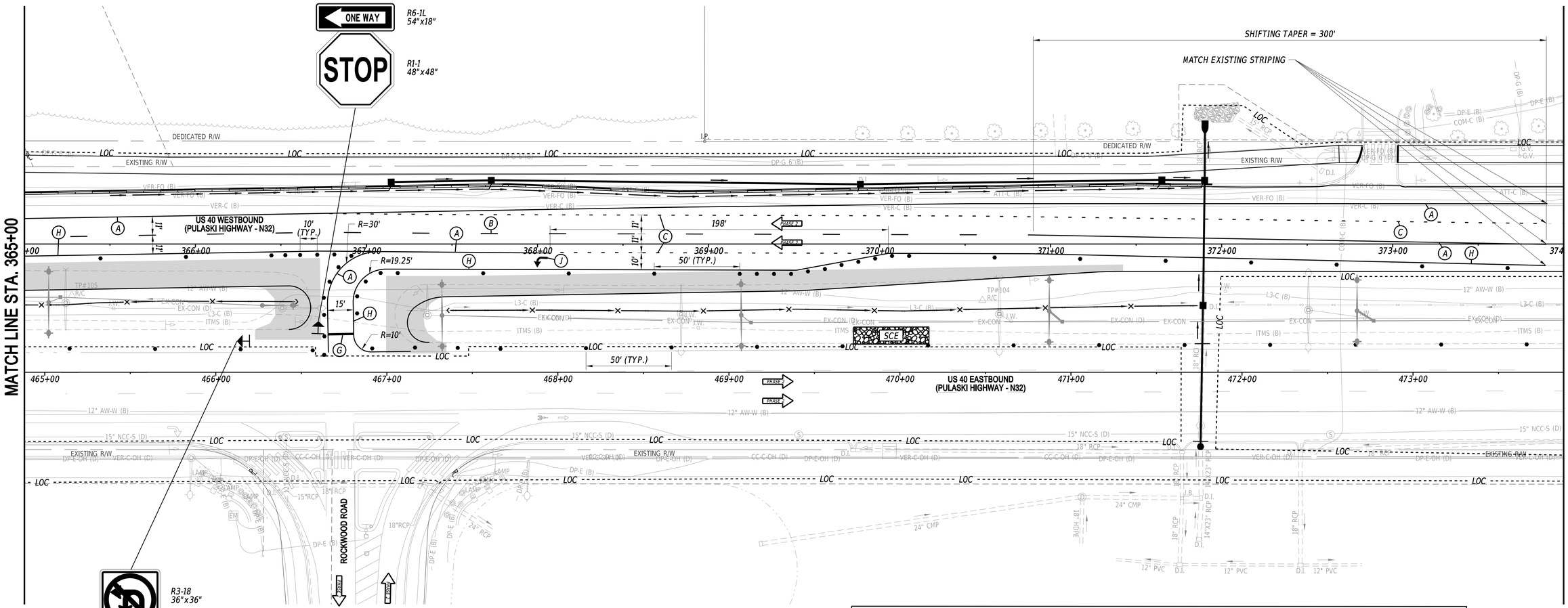
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PAVEMENT MARKINGS LEGEND

SYM	ITEM	QUANTITY
A	EPOXY RESIN PAINT PAVEMENT STRIPING, WHITE 6" SOLID (ITEM 817042)	1,406 LF
B	EPOXY RESIN PAINT PAVEMENT STRIPING, WHITE 6" BROKEN - 10' LINE & 30' GAP (ITEM 817042)	600 LF
C	EPOXY RESIN PAINT PAVEMENT STRIPING, WHITE 6" DOTTED - 2' LINE & 6' GAP (ITEM 817042)	226 LF
G	ALKYD-THERMOPLASTIC PAVEMENT STRIPING, WHITE 16" SOLID (ITEM 817002)	21 SF
H	EPOXY RESIN PAINT PAVEMENT STRIPING, YELLOW 6" SOLID (ITEM 817042)	1,921 LF
J	ALKYD-THERMOPLASTIC PAVEMENT STRIPING, WHITE SYMBOL/LEGEND (ITEM 817002)	15 SF
	REMOVAL OF PAVEMENT STRIPING (ITEM 817031)	2,076 SF

SEQUENCE OF CONSTRUCTION - PHASE 2

1. MAINTAIN ALL PERMANENT WARNING SIGNS AS SHOWN ON THE WARNING SIGN LOCATION PLAN.
2. INSTALL ALL EROSION AND SEDIMENT CONTROL MEASURES AND TEMPORARY TRAFFIC CONTROL DEVICES FOR PHASE 2 AS SHOWN ON THE PHASE 2 MOT PLANS. REMOVE EXISTING STRIPING THAT IS IN CONFLICT WITH PHASE 2 STRIPING AND PLACE TEMPORARY STRIPING IN THE PHASE 2 CONFIGURATION AS SHOWN ON THE PHASE 2 MOT PLANS.
3. REFER TO PHASE 2 TEMPORARY SIGNAL PLANS FOR TEMPORARY SIGNAL ACCOMMODATIONS ALONG THE CORRIDOR. UTILIZE TEMPORARY MATERIAL AND PEDESTRIAN FLAGGERS TO MAINTAIN US 40 CROSSWALKS DURING PHASE 2 MEDIAN CONSTRUCTION AT THE US 40 INTERSECTIONS WITH SALEM CHURCH ROAD/PORTER ROAD, GLASGOW DRIVE, BROOKMONT DRIVE AND CHURCH ROAD/WELLINGTON DRIVE. REFER TO INTERSECTION-SPECIFIC SEQUENCE OF CONSTRUCTION FOR US 40 @ WALTHER ROAD SUB-PHASING DURING PHASE 2.
4. UTILIZE TA-33 AND TA-37 AT THE DIRECTION OF THE ENGINEER DURING ALLOWABLE LANE CLOSURE HOURS TO CONSTRUCT PROPOSED WIDENING OF US 40 PAVEMENT SECTION TO INSIDE MEDIAN, INCLUDING STORM DRAIN SYSTEM, UNDERDRAINS, CURB AND GUTTER, AND LIGHTING IMPROVEMENTS THROUGHOUT THE PROJECT LIMITS. CONSTRUCT REMAINING PIPE CROSSINGS IN HALF SECTION UTILIZING TA-33, TA-37, TA-27 AND TA-21A DURING ALLOWABLE LANE CLOSURE HOURS. TRENCHES SHALL BE BACKFILLED AND OPEN TO ALL LANES OF TRAFFIC AT THE END OF EACH CONSTRUCTION DAY. RE-ADJUST MEDIAN DRAINAGE INLETS THAT WERE TEMPORARILY MODIFIED IN PHASE 1 TO THEIR FINAL CONFIGURATION. THE EXISTING ITMS PATHWAY LOCATED IN THE MEDIAN SHALL BE REMOVED OR ABANDONED IN PLACE WITH THE CABLES AND JUNCTION WELLS REMOVED ONCE THE PROPOSED ITMS PATHWAY IS ACTIVE.
5. CONSTRUCT PROPOSED WIDENING PAVEMENT SECTION, TO TYPE B LAYER (2" BELOW FINAL GRADE), MATCHING WEDGE INSTALLED IN PRE-PHASE. INSTALL ADDITIONAL PAVEMENT WEDGING ALONG MAINLINE US 40 IN ACCORDANCE WITH THE TYPICAL SECTIONS AND REPLACE EXISTING PAVEMENT MARKINGS IN-KIND THAT ARE IMPACTED BY CONSTRUCTION.
6. STABILIZE ALL DISTURBED AREAS WITH TOPSOIL, SEED AND MULCH. ANY REMOVAL OF SEDIMENT AND EROSION CONTROL DEVICES SHALL BE AS PER THE DIRECTION OF THE ENGINEER.



ROAD NAME	SPEED LIMIT (S)	TAPER TYPE	TAPER WIDTH (W)	TAPER CALC.	TAPER
US 40 (WB)	50 MPH	SHIFTING	6'	L = WS	300'

SEQUENCE OF CONSTRUCTION - PHASE 3

1. CONDUCT MILLING OPERATIONS (STA 294+95 TO STA 302+50, STA 372+00 TO STA 397+20, STA 406+00 TO STA 409+30, STA 456+50 TO STA 458+84, STA 456+55 TO STA 458+84) AND INSTALL FINAL TYPE C OVERLAY (PROJECT WIDE). INSTALL TEMPORARY PAINT PAVEMENT MARKINGS IN THEIR FINAL CONFIGURATION BETWEEN MILLING AND FINAL OVERLAY AND BETWEEN FINAL OVERALY AND INSTALLATION OF PERMANENT STRIPING. COORDINATE WITH DELDOT'S TRAFFIC CONTRACTOR TO IMPLEMENT THE ULTIMATE SIGNAL PLAN CONFIGURATION AT EACH INTERSECTION WHEN TEMPORARY PAVEMENT MARKINGS ARE PLACED IN THE FINAL CONFIGURATION.
2. INSTALL PERMANENT SIGNING AND STRIPING THROUGHOUT THE ENTIRE PROJECT LIMITS AS SHOWN ON THE SIGNING AND STRIPING PLANS.

ADDENDA / REVISIONS

SCALE 0 30 60 90 FEET

US 40, SALEM CHURCH ROAD TO WALTHER ROAD

CONTRACT	BRIDGE NO.	N/A
T201611902	DESIGNED BY: D. WARING	
COUNTY	CHECKED BY: K. CLEVENGER	
NEW CASTLE		

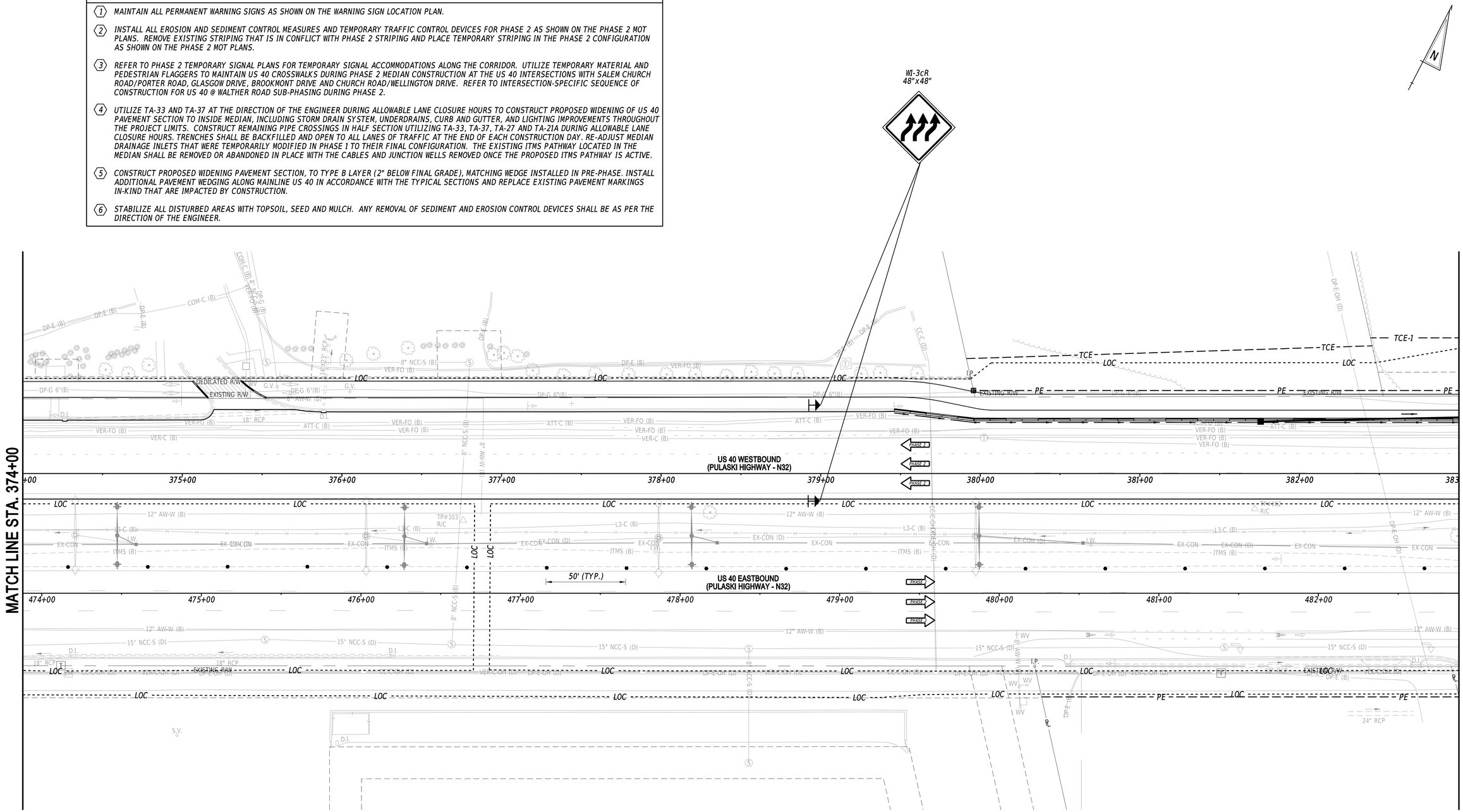
CONSTRUCTION PHASING, M.O.T. AND EROSION CONTROL PLAN - PHASE 2

CS-40
SECTION WRA
SHEET NO. 131

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SEQUENCE OF CONSTRUCTION - PHASE 2

1. MAINTAIN ALL PERMANENT WARNING SIGNS AS SHOWN ON THE WARNING SIGN LOCATION PLAN.
2. INSTALL ALL EROSION AND SEDIMENT CONTROL MEASURES AND TEMPORARY TRAFFIC CONTROL DEVICES FOR PHASE 2 AS SHOWN ON THE PHASE 2 MOT PLANS. REMOVE EXISTING STRIPING THAT IS IN CONFLICT WITH PHASE 2 STRIPING AND PLACE TEMPORARY STRIPING IN THE PHASE 2 CONFIGURATION AS SHOWN ON THE PHASE 2 MOT PLANS.
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5. CONSTRUCT PROPOSED WIDENING PAVEMENT SECTION, TO TYPE B LAYER (2" BELOW FINAL GRADE), MATCHING WEDGE INSTALLED IN PRE-PHASE. INSTALL ADDITIONAL PAVEMENT WEDGING ALONG MAINLINE US 40 IN ACCORDANCE WITH THE TYPICAL SECTIONS AND REPLACE EXISTING PAVEMENT MARKINGS IN-KIND THAT ARE IMPACTED BY CONSTRUCTION.
6. STABILIZE ALL DISTURBED AREAS WITH TOPSOIL, SEED AND MULCH. ANY REMOVAL OF SEDIMENT AND EROSION CONTROL DEVICES SHALL BE AS PER THE DIRECTION OF THE ENGINEER.



SEQUENCE OF CONSTRUCTION - PHASE 3

1. CONDUCT MILLING OPERATIONS (STA 294+95 TO STA 302+50, STA 372+00 TO STA 397+20, STA 406+00 TO STA 409+30, STA 456+50 TO STA 458+84, STA 456+55 TO STA 458+84) AND INSTALL FINAL TYPE C OVERLAY (PROJECT WIDE). INSTALL TEMPORARY PAINT PAVEMENT MARKINGS IN THEIR FINAL CONFIGURATION BETWEEN MILLING AND FINAL OVERLAY AND BETWEEN FINAL OVERALY AND INSTALLATION OF PERMANENT STRIPING. COORDINATE WITH DELDOT'S TRAFFIC CONTRACTOR TO IMPLEMENT THE ULTIMATE SIGNAL PLAN CONFIGURATION AT EACH INTERSECTION WHEN TEMPORARY PAVEMENT MARKINGS ARE PLACED IN THE FINAL CONFIGURATION.
2. INSTALL PERMANENT SIGNING AND STRIPING THROUGHOUT THE ENTIRE PROJECT LIMITS AS SHOWN ON THE SIGNING AND STRIPING PLANS.

ADDENDA / REVISIONS		SCALE 0 30 60 90 FEET	US 40, SALEM CHURCH ROAD TO WALTHER ROAD	CONTRACT T201611902	BRIDGE NO. N/A	CONSTRUCTION PHASING, M.O.T. AND EROSION CONTROL PLAN - PHASE 2	CS-41
				COUNTY NEW CASTLE	DESIGNED BY: D. WARING		SECTION WRA
					CHECKED BY: K. CLEVENGER		SHEET NO. 132

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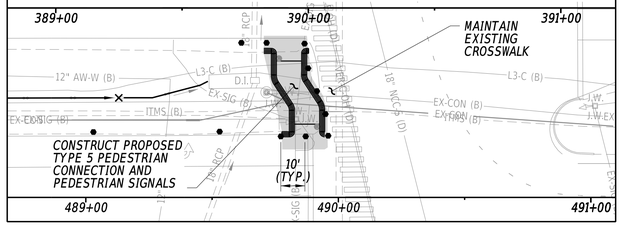
INTERSECTION SEQUENCE OF CONSTRUCTION - PHASE 2 - US 40 @ WALTHER ROAD

1. *WHILE MAINTAINING THE EXISTING US 40 CROSSWALK AND PHASE 1 TEMPORARY SIGNAL PLAN, CONSTRUCT THE PROPOSED TYPE 5 PEDESTRIAN CONNECTION IN THE WEST LEG MEDIAN, INCLUDING THE TWO PEDESTRIAN SIGNALS.*
2. *INSTALL THE PROPOSED US 40 AND WALTHER ROAD CROSSWALK STRIPING AND REMOVE THE EXISTING US 40 CROSSWALK STRIPING. ACTIVATE ALL PROPOSED PEDESTRIAN SIGNALS WHILE MAINTAINING THE EXISTING SPAN WIRE VEHICULAR SIGNAL SYSTEM PER THE PHASE 2 TEMPORARY SIGNAL PLAN.*
3. *CONSTRUCT PROPOSED SIGNAL POLE FOUNDATIONS IN THE MEDIAN OF US 40. INSTALL PROPOSED MAST ARMS AND OVERHEAD VEHICULAR SIGNAL INDICATIONS. ACTIVATE PROPOSED SIGNAL PER THE ULTIMATE SIGNAL PLAN AND REMOVE EXISTING SIGNAL EQUIPMENT.*

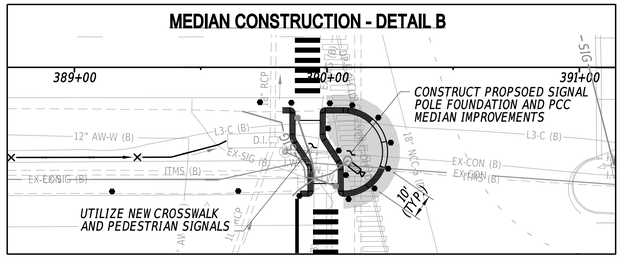
PAVEMENT MARKINGS LEGEND

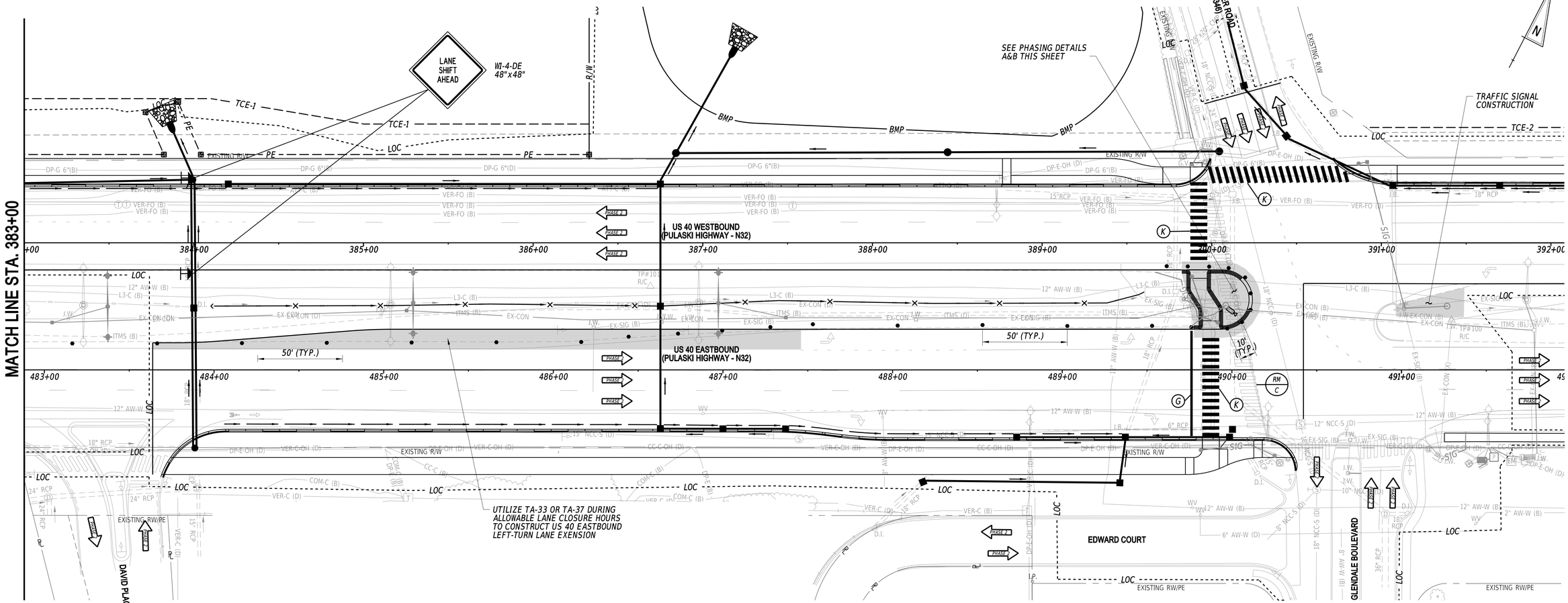
SYM	ITEM	QUANTITY
G	*ALKYD-THERMOPLASTIC PAVEMENT STRIPING, WHITE 16" SOLID (ITEM 817002)*	*82 SF*
K	*10'X2' ALKYD-THERMOPLASTIC PAVEMENT STRIPING, WHITE SYMBOL/LEGEND (ITEM 817002)*	*560 SF*
	REMOVAL OF PAVEMENT STRIPING (ITEM 817031)	*700 SF*

MEDIAN CONSTRUCTION - DETAIL A



MEDIAN CONSTRUCTION - DETAIL B





ADDENDA / REVISIONS		SCALE 0 30 60 90 FEET	US 40, SALEM CHURCH ROAD TO WALTHER ROAD	CONTRACT T201611902	BRIDGE NO. N/A	CONSTRUCTION PHASING, M.O.T. AND EROSION CONTROL PLAN - PHASE 2	CS-42
				COUNTY NEW CASTLE	DESIGNED BY: D. WARING		SECTION WRA
					CHECKED BY: K. CLEVENGER		SHEET NO. 133

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PORTABLE CHANGEABLE MESSAGE SIGNS

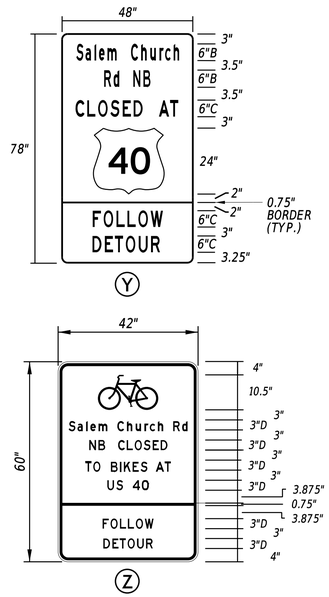
PRIOR TO DETOUR

(10 DAYS PRIOR TO BEGINNING OF DETOUR)

PCMS-1

SALEM CHURCH ROAD	TO CLOSE STARTING XX/XX/XX

SPECIAL SIGNS



SIGNS "Y" AND "Z" SHALL HAVE A FLUORESCENT ORANGE PRISMATIC RETROREFLECTIVE BACKGROUND WITH BLACK LEGEND AND BORDER.

THE ROUTE SHIELD SHALL HAVE A WHITE BACKGROUND WITH BLACK LEGEND.

PREPARED BY

WRA Whitman, Requardt and Associates, LLP
Engineers • Architects • Environmental Planners Est. 1915

KYLE D. CLEVENGER LICENSE No. 18723 DELAWARE PROFESSIONAL ENGINEER

7/11/2024
DATE

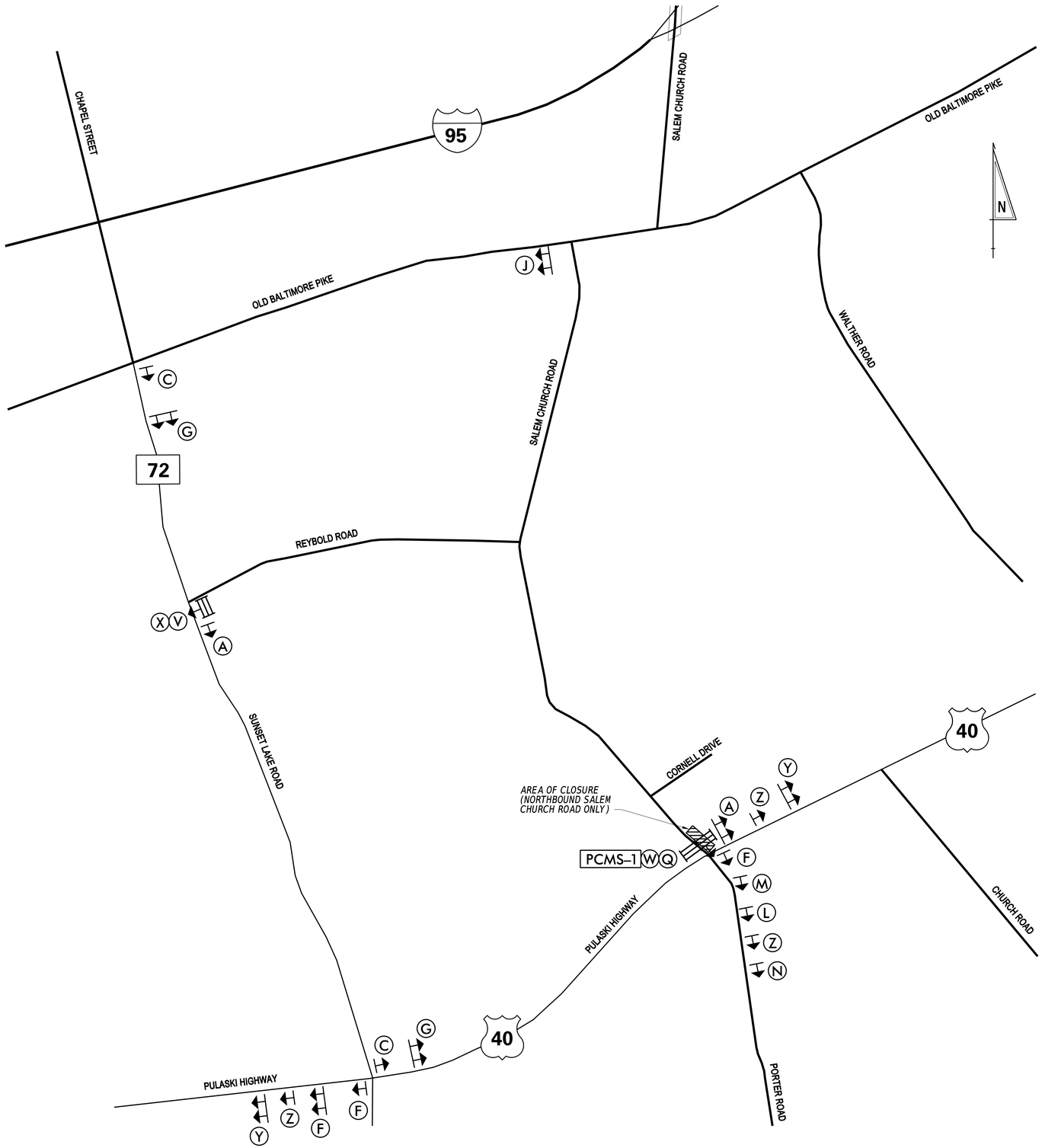
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SEAL

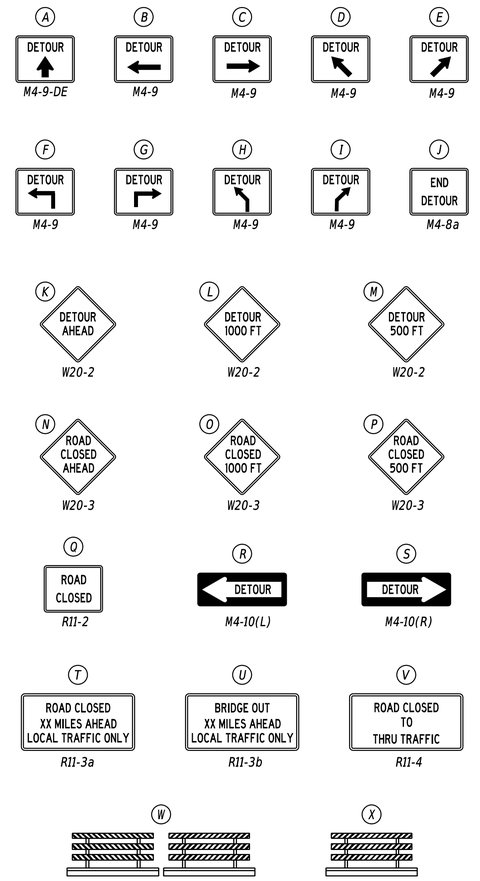
7/11/2024
DATE

QA/QC REVIEWER

"I CERTIFY TO THE BEST OF MY KNOWLEDGE AND BELIEF THAT THIS DETOUR PLAN HAS BEEN PREPARED IN ACCORDANCE WITH THE DELAWARE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES."



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. *FOR SIGNS "N" THROUGH "Q" AND "T" AND "V", THE WORD "ROAD" SHALL BE CHANGES 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.*
5. *PAIRS OF SIGN ICONS DENOTE SIGN ASSEMBLIES TO BE INSTALLED ON BOTH THE LEFT AND RIGHT SHOULDERS OF A DIVIDED HIGHWAY.*
6. *SEE PHASE 1A MOT PLANS FOR ADDITIONAL TRAFFIC CONTROL DEVICES TO BE PLACED DURING THE DETOUR.*

DETOUR DESCRIPTION

MOTORISTS ON EASTBOUND RT 40/PULASKI HWY WANTING TO TRAVEL NORTH ON SALEM CHURCH ROAD WILL TURN LEFT ONTO RT 72/SUNSET LAKE RD, TURN RIGHT ONTO OLD BALTIMORE PK, RETURNING TO SALEM CHURCH RD.

MOTORISTS ON WESTBOUND RT 40/PULASKI HWY WANTING TO TRAVEL NORTH ON SALEM CHURCH RD WILL CONTINUE ON RT 40/PULASKI HWY, TURN RIGHT ONTO RT 72/SUNSET LAKE RD, TURN RIGHT ONTO OLD BALTIMORE PK, RETURNING TO SALEM CHURCH RD.

MOTORISTS ON NORTHBOUND PORTER ROAD WANTING TO TRAVEL NORTH ON SALEM CHURCH RD WILL TURN LEFT ONTO WESTBOUND RT 40/PULASKI HWY, TURN RIGHT ONTO RT 72/SUNSET LAKE ROAD, TURN RIGHT ONTO OLD BALTIMORE PK, RETURNING TO SALEM CHURCH RD.

CONCURRENCE FOR IMPLEMENTATION

7/15/2024
DATE

TRAFFIC SAFETY

ADDENDA / REVISIONS

NOT TO SCALE

US 40 WIDENING SALEM CHURCH ROAD TO WALTHER ROAD

CONTRACT T201611902	PERMIT NO.	N/A	SECTION WRA
COUNTY NEW CASTLE	DESIGNED BY:	A. DOELP	SHEET NO. 134
	CHECKED BY:	K. CLEVENGER	

DETOUR PLAN SALEM CHURCH ROAD NORTHBOUND PHASE 1A

LAST REVISED: 9/11/2018
7/11/2024
9:41:53 AM
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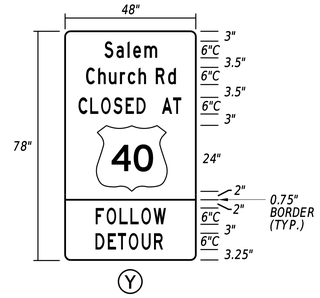
PORTABLE CHANGEABLE MESSAGE SIGNS

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

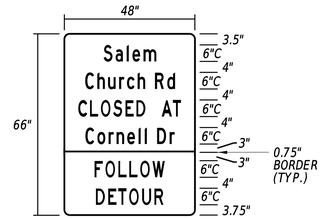
PCMS-1

SALEM CHURCH ROAD	TO CLOSE STARTING XX/XX/XX

SPECIAL SIGNS



Y

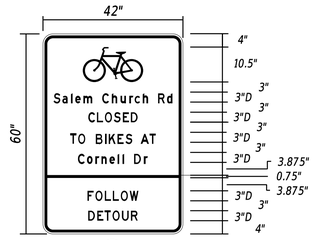


Z

ROAD CLOSED
500 FT AHEAD
LOCAL TRAFFIC ONLY

R11-3a

T1



ZZ

SIGNS "Y," "Z," AND "ZZ" SHALL HAVE A FLUORESCENT ORANGE PRISMATIC RETROREFLECTIVE BACKGROUND WITH BLACK LEGEND AND BORDER.

THE ROUTE SHIELD SHALL HAVE A WHITE BACKGROUND WITH BLACK LEGEND.

SIGN "T1" SHALL HAVE A WHITE PRISMATIC RETROREFLECTIVE BACKGROUND WITH BLACK LEGEND AND BORDER.

PREPARED BY

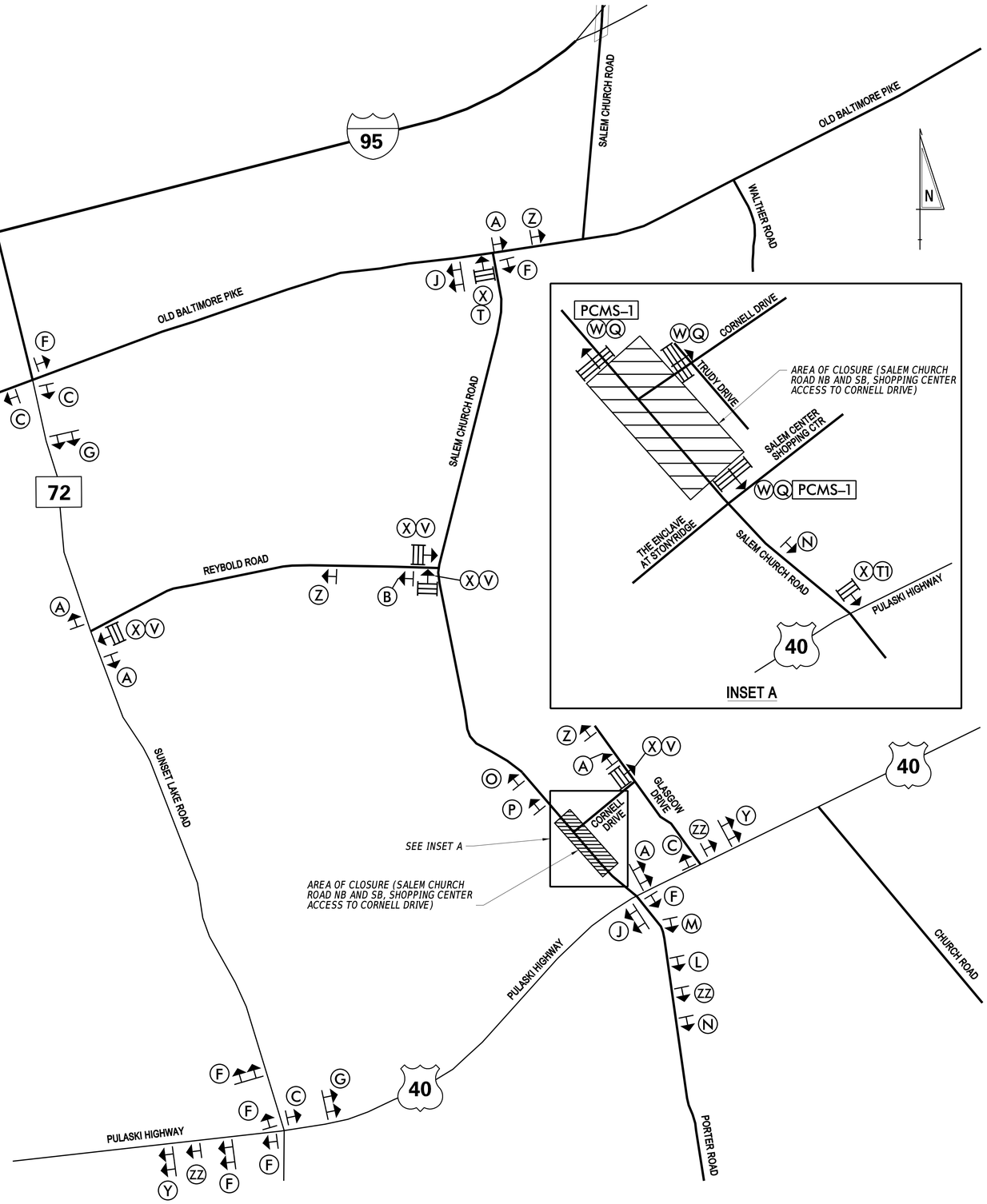
WRA Whitman, Requardt and Associates, LLP
Engineers • Architects • Environmental Planners Est. 1915

7/11/2024
THIS SEAL APPLIES TO THIS DETOUR PLAN ONLY — DATE

KYLE O. CLEVENGER LICENSE No. 18723 DELAWARE PROFESSIONAL ENGINEER
SEAL

7/11/2024
QA/QC REVIEWER — DATE

"I CERTIFY TO THE BEST OF MY KNOWLEDGE AND BELIEF THAT THIS DETOUR PLAN HAS BEEN PREPARED IN ACCORDANCE WITH THE DELAWARE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES."



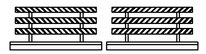
INSET A

LEGEND

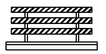
A	B	C	D	E
DETOUR	DETOUR	DETOUR	DETOUR	DETOUR
M4-9-DE	M4-9	M4-9	M4-9	M4-9
F	G	H	I	J
DETOUR	DETOUR	DETOUR	DETOUR	END DETOUR
M4-9	M4-9	M4-9	M4-9	M4-8a

K	L	M
DETOUR AHEAD	DETOUR 1000 FT	DETOUR 500 FT
W20-2	W20-2	W20-2
N	O	P
ROAD CLOSED AHEAD	ROAD CLOSED 1000 FT	ROAD CLOSED 500 FT
W20-3	W20-3	W20-3
Q	R	S
ROAD CLOSED	DETOUR	DETOUR
R11-2	M4-10(L)	M4-10(R)
T	U	V
ROAD CLOSED 2 MILES AHEAD LOCAL TRAFFIC ONLY	BRIDGE OUT XX MILES AHEAD LOCAL TRAFFIC ONLY	ROAD CLOSED TO THRU TRAFFIC
R11-3a	R11-3b	R11-4

W



X



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. *FOR SIGNS "N" THROUGH "Q" AND "T" AND "V", THE WORD "ROAD" SHALL BE CHANGES 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.*
5. *PAIRS OF SIGN ICONS DENOTE SIGN ASSEMBLIES TO BE INSTALLED ON BOTH THE LEFT AND RIGHT SHOULDERS OF A DIVIDED HIGHWAY.*
6. *SEE PHASE 1D MOT PLANS FOR ADDITIONAL TRAFFIC CONTROL DEVICES TO BE PLACED DURING THE DETOUR.*

DETOUR DESCRIPTION

MOTORISTS ON EASTBOUND RT 40/PULASKI HWY WANTING TO TRAVEL NORTH ON SALEM CHURCH ROAD WILL TURN LEFT ONTO RT 72/SUNSET LAKE RD, TURN RIGHT ONTO OLD BALTIMORE PK, RETURNING TO SALEM CHURCH RD.

MOTORISTS ON WESTBOUND RT 40/PULASKI HWY WANTING TO TRAVEL NORTH ON SALEM CHURCH RD WILL CONTINUE ON RT 40/PULASKI HWY, TURN RIGHT ONTO RT 72/SUNSET LAKE RD, TURN RIGHT ONTO OLD BALTIMORE PK, RETURNING TO SALEM CHURCH RD.

MOTORISTS ON NORTHBOUND PORTER ROAD WANTING TO TRAVEL NORTH ON SALEM CHURCH RD WILL TURN LEFT ONTO WESTBOUND RT 40/PULASKI HWY, TURN RIGHT ONTO RT 72/SUNSET LAKE RD, TURN RIGHT ONTO OLD BALTIMORE PK, RETURNING TO SALEM CHURCH RD.

MOTORISTS ON WESTBOUND OLD BALTIMORE PK WANTING TO TRAVEL SOUTH ON SALEM CHURCH RD WILL CONTINUE ON OLD BALTIMORE PK, TURN LEFT ONTO RT 72/SUNSET LAKE RD, TURN LEFT ONTO RT 40/PULASKI HWY, RETURNING TO SALEM CHURCH RD/PORTER RD.

MOTORISTS ON SOUTHBOUND SALEM CHURCH RD NORTH OF OLD BALTIMORE PK WANTING TO CONTINUE SOUTH ON SALEM CHURCH RD WILL TURN RIGHT ONTO OLD BALTIMORE PK, TURN LEFT ONTO RT 72/SUNSET LAKE RD, TURN LEFT ONTO RT 40/PULASKI HWY, RETURNING TO SALEM CHURCH RD/PORTER RD.

CONCURRENCE FOR IMPLEMENTATION

7/15/2024
TRAFFIC SAFETY — DATE

ADDENDA / REVISIONS

NOT TO SCALE

US 40 WIDENING SALEM CHURCH ROAD TO WALTHER ROAD

CONTRACT	PERMIT NO.	N/A	SECTION
T201611902			WRA
COUNTY	DESIGNED BY:	A. DOELP	SHEET NO.
NEW CASTLE	CHECKED BY:	K. CLEVENGER	135

DETOUR PLAN SALEM CHURCH ROAD PHASE 1D

LAST REVISED: 9/11/2018
7/11/2024
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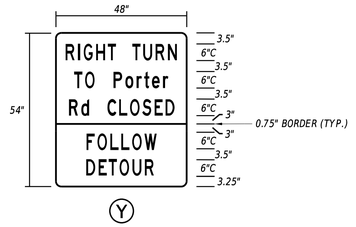
PORTABLE CHANGEABLE MESSAGE SIGNS

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

PCMS-1

PORTER ROAD RT TURN	TO CLOSE STARTING XX/XX/XX

SPECIAL SIGNS

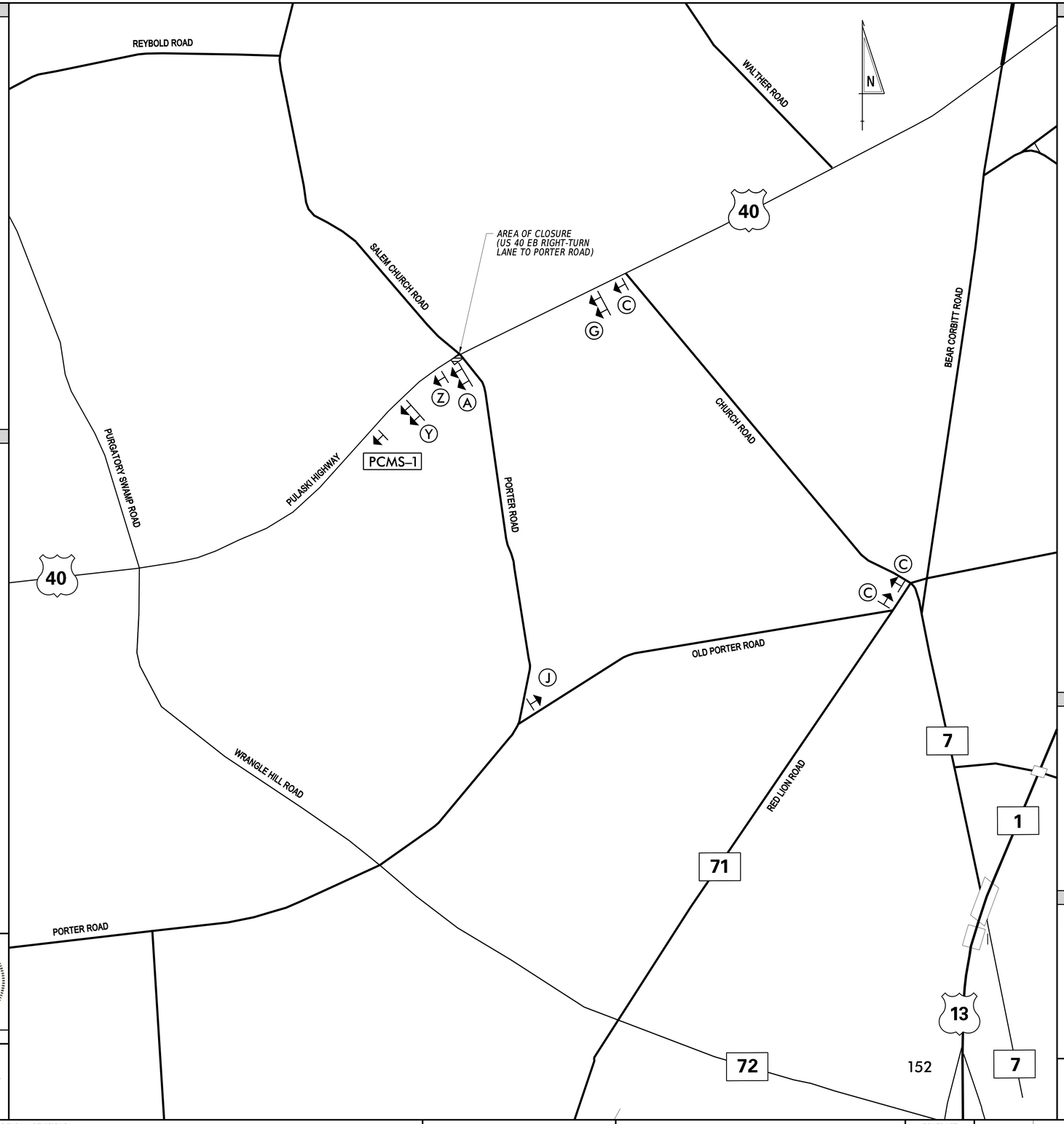


Y



R3-1
36"x36"
Z

SIGN "Y" SHALL HAVE A FLUORESCENT ORANGE PRISMATIC RETROREFLECTIVE BACKGROUND WITH BLACK LEGEND AND BORDER.



LEGEND

A DETOUR M4-9-DE	B DETOUR M4-9	C DETOUR M4-9	D DETOUR M4-9	E DETOUR M4-9
F DETOUR M4-9	G DETOUR M4-9	H DETOUR M4-9	I DETOUR M4-9	J END DETOUR M4-8a
K DETOUR AHEAD W20-2	L DETOUR 1000 FT W20-2	M DETOUR 500 FT W20-2		
N ROAD CLOSED AHEAD W20-3	O ROAD CLOSED 1000 FT W20-3	P ROAD CLOSED 500 FT W20-3		
Q ROAD CLOSED R11-2	R DETOUR M4-10(L)	S DETOUR M4-10(R)		
T ROAD CLOSED XX MILES AHEAD LOCAL TRAFFIC ONLY R11-3a	U BRIDGE OUT XX MILES AHEAD LOCAL TRAFFIC ONLY R11-3b	V ROAD CLOSED TO THRU TRAFFIC R11-4		

W X

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.
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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.
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6. SEE PHASE 1 MOT PLANS FOR ADDITIONAL TRAFFIC CONTROL DEVICES TO BE PLACED DURING THE DETOUR.

DETOUR DESCRIPTION

MOTORISTS ON EASTBOUND RT 40/PULASKI HWY WANTING TO TURN RIGHT ONTO PORTER ROAD WILL CONTINUE ON RT 40/PULASKI HWY, TURN RIGHT ONTO CHURCH RD, TURN RIGHT ONTO RT 71/RED LION RD, TURN RIGHT ONTO OLD PORTER RD, RETURNING TO PORTER RD.

PREPARED BY

Whitman, Requardt and Associates, LLP
Engineers • Architects • Environmental Planners Est. 1915

KYLE O. CLEVENGER LICENSE No. 18723 DELAWARE PROFESSIONAL ENGINEER

7/11/2024
THIS SEAL APPLIES TO THIS DETOUR PLAN ONLY — DATE

SEAL

7/11/2024
QA/QC REVIEWER — DATE

"I CERTIFY TO THE BEST OF MY KNOWLEDGE AND BELIEF THAT THIS DETOUR PLAN HAS BEEN PREPARED IN ACCORDANCE WITH THE DELAWARE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES."

CONCURRENCE FOR IMPLEMENTATION

Dave Wynn — 7/15/2024
TRAFFIC SAFETY — DATE

ADDENDA / REVISIONS		NOT TO SCALE	US 40 WIDENING SALEM CHURCH ROAD TO WALTHER ROAD	CONTRACT T201611902	PERMIT NO. N/A	DETOUR PLAN US 40 EASTBOUND RIGHT TURN AT PORTER ROAD	SECTION WRA
				COUNTY NEW CASTLE	DESIGNED BY: A. DOELP		SHEET NO. 136
					CHECKED BY: K. CLEVENGER		

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7/11/2024
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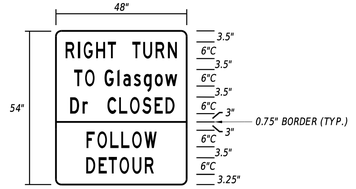
PORTABLE CHANGEABLE MESSAGE SIGNS

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

PCMS-1

GLASGOW DRIVE RT TURN	TO CLOSE STARTING XX/XX/XX

SPECIAL SIGNS



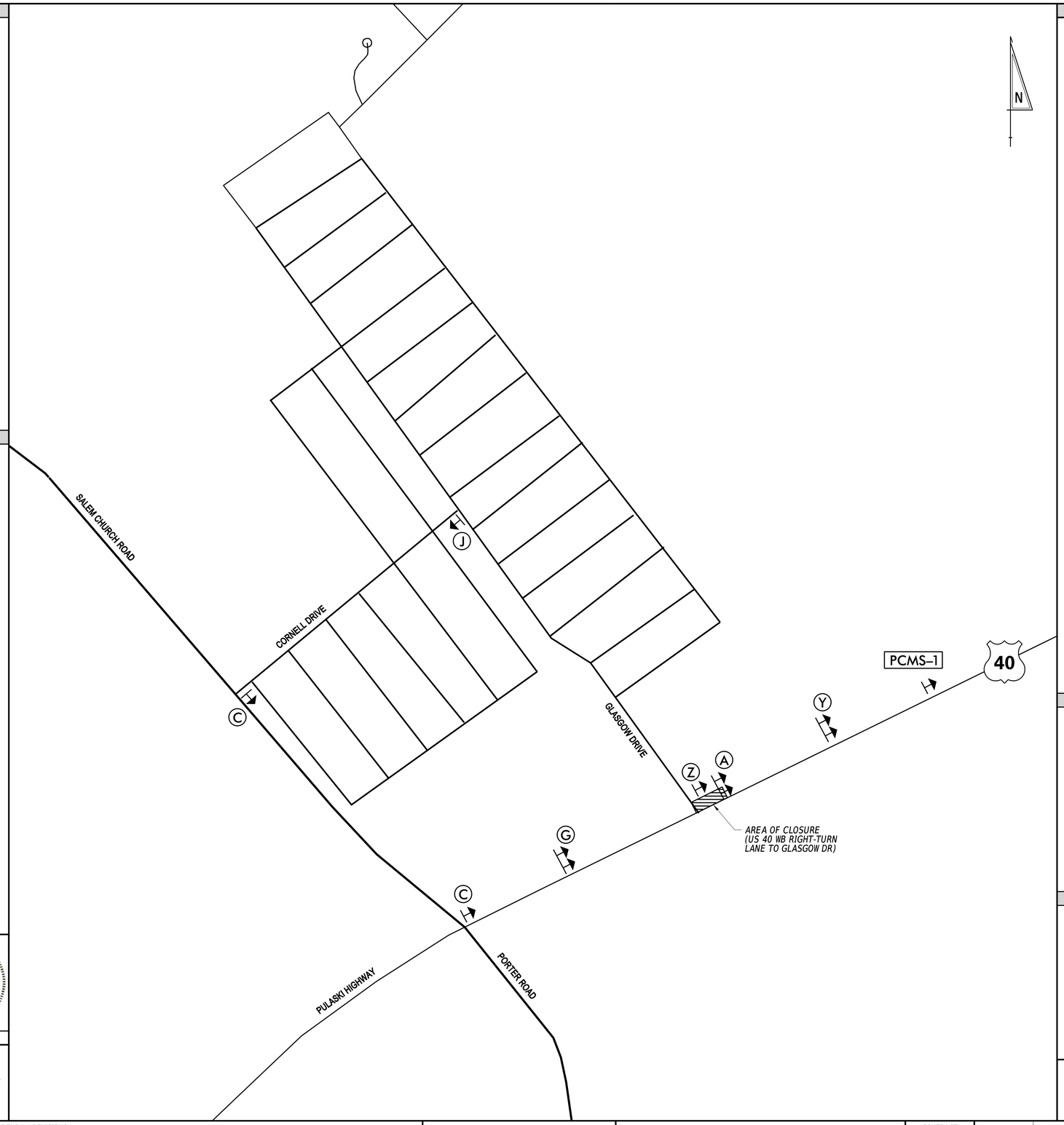
Ⓨ



R3-1
36"x36"

Ⓩ

SIGN "Y" SHALL HAVE A FLUORESCENT ORANGE PRISMATIC RETROREFLECTIVE BACKGROUND WITH BLACK LEGEND AND BORDER.



PREPARED BY

Whitman, Requardt and Associates, LLP
Engineers • Architects • Environmental Planners Est. 1915

KYLE O. CLEVENGER LICENSE No. 18723 DELAWARE PROFESSIONAL ENGINEER

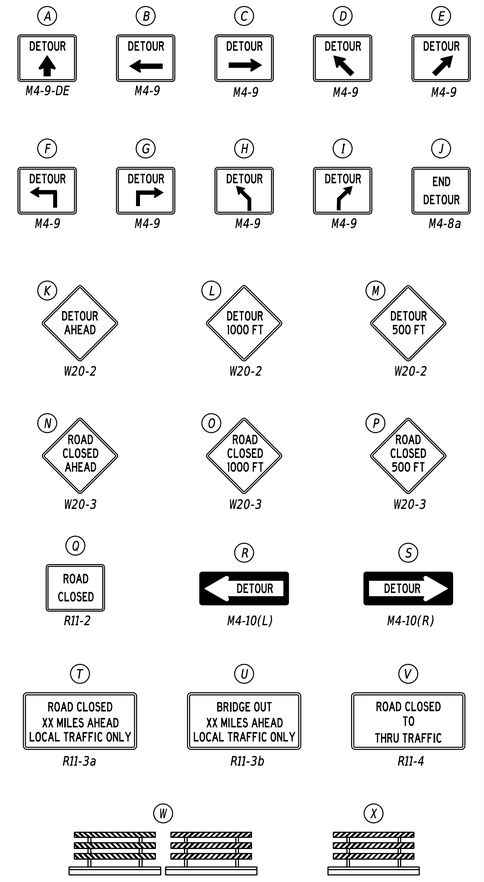
7/11/2024
THIS SEAL APPLIES TO THIS DETOUR PLAN ONLY — DATE

SEAL

7/11/2024
QA/QC REVIEWER — DATE

"I CERTIFY TO THE BEST OF MY KNOWLEDGE AND BELIEF THAT THIS DETOUR PLAN HAS BEEN PREPARED IN ACCORDANCE WITH THE DELAWARE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES."

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.
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6. SEE PHASE 1 MOT PLANS FOR ADDITIONAL TRAFFIC CONTROL DEVICES TO BE PLACED DURING THE DETOUR.

DETOUR DESCRIPTION

MOTORISTS ON WESTBOUND RT 40/PULASKI HWY WANTING TO TURN RIGHT ONTO GLASGOW DR WILL CONTINUE ON RT 40/PULASKI HWY, TURN RIGHT ONTO SALEM CHURCH RD, TURN RIGHT ONTO CORNELL DR, RETURNING TO GLASGOW DR.

CONCURRENCE FOR IMPLEMENTATION

7/15/2024
TRAFFIC SAFETY — DATE

ADDENDA / REVISIONS		NOT TO SCALE	US 40 WIDENING SALEM CHURCH ROAD TO WALTHER ROAD	CONTRACT	T201611902	PERMIT NO.	N/A	DETOUR PLAN US 40 WESTBOUND RIGHT TURN AT GLASGOW DRIVE	SECTION	WRA
				COUNTY	NEW CASTLE	DESIGNED BY:	A. DOELP		SHEET NO.	137
						CHECKED BY:	K. CLEVENGER			

LAST REVISED: 9/11/2018
7/11/2024
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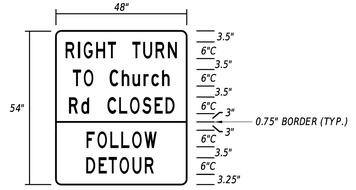
PORTABLE CHANGEABLE MESSAGE SIGNS

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

PCMS-1

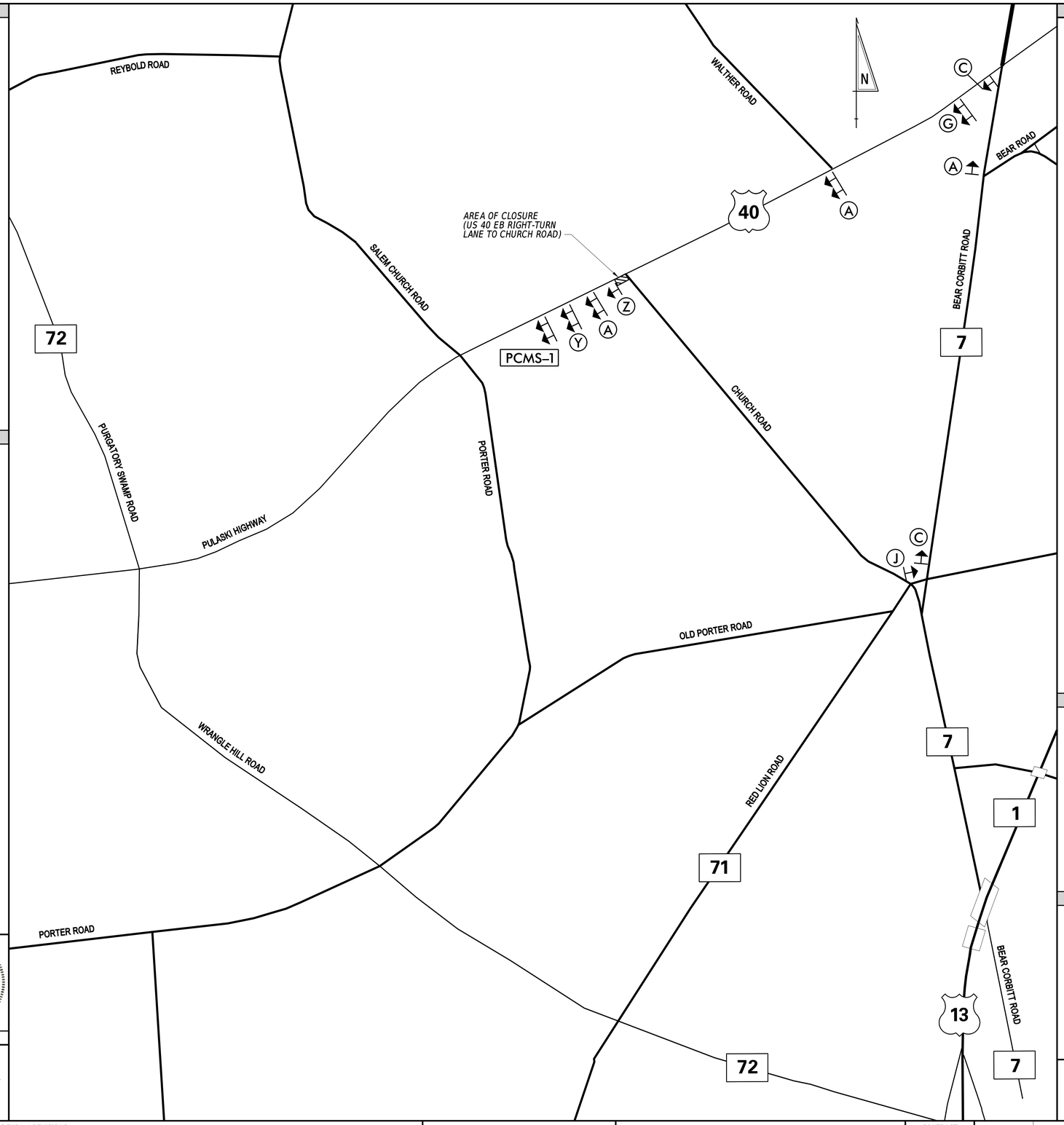
CHURCH ROAD RT TURN	TO CLOSE STARTING XX/XX/XX

SPECIAL SIGNS

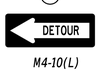
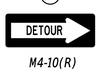
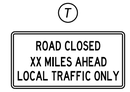
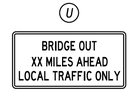
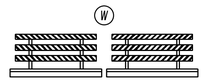
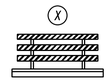




SIGN "Y" SHALL HAVE A FLUORESCENT ORANGE PRISMATIC RETROREFLECTIVE BACKGROUND WITH BLACK LEGEND AND BORDER.



LEGEND

A  M4-9-DE	B  M4-9	C  M4-9	D  M4-9	E  M4-9
F  M4-9	G  M4-9	H  M4-9	I  M4-9	J  M4-8a
K  W20-2	L  W20-2	M  W20-2		
N  W20-3	O  W20-3	P  W20-3		
Q  R11-2	R  M4-10(L)	S  M4-10(R)		
T  R11-3a	U  R11-3b	V  R11-4		
W 	X 			

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.*
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6. *SEE PHASE 1 MOT PLANS FOR ADDITIONAL TRAFFIC CONTROL DEVICES TO BE PLACED DURING THE DETOUR.*

DETOUR DESCRIPTION

MOTORISTS ON EASTBOUND RT 40/PULASKI HWY WANTING TO TURN RIGHT ONTO CHURCH RD WILL CONTINUE ON RT 40/PULASKI HWY, TURN RIGHT ONTO RT 7/BEAR CORBITT ROAD, TURN RIGHT ONTO RT 71/RED LION RD, RETURNING TO CHURCH RD.

PREPARED BY

Whitman, Requardt and Associates, LLP
Engineers • Architects • Environmental Planners Est. 1915

KYLE O. CLEVENGER — LICENSE — No. 18723 — DELAWARE PROFESSIONAL ENGINEER

7/11/2024
THIS SEAL APPLIES TO THIS DETOUR PLAN ONLY — DATE

SEAL

7/11/2024
QA/QC REVIEWER — DATE

"I CERTIFY TO THE BEST OF MY KNOWLEDGE AND BELIEF THAT THIS DETOUR PLAN HAS BEEN PREPARED IN ACCORDANCE WITH THE DELAWARE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES."

CONCURRENCE FOR IMPLEMENTATION

7/15/2024
TRAFFIC SAFETY — DATE

ADDENDA / REVISIONS		NOT TO SCALE	US 40 WIDENING SALEM CHURCH ROAD TO WALTHER ROAD	CONTRACT	PERMIT NO.	N/A	DETOUR PLAN US 40 EASTBOUND RIGHT TURN AT CHURCH ROAD	SECTION
				T201611902	DESIGNED BY:	A. DOELP		WRA
				COUNTY	CHECKED BY:	K. CLEVENGER		SHEET NO.
				NEW CASTLE				138

LAST REVISED: 9/11/2018
7/11/2024
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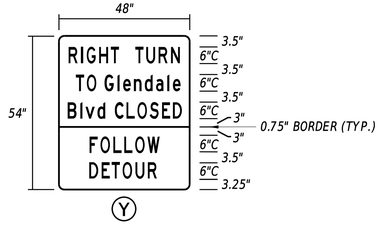
PORTABLE CHANGEABLE MESSAGE SIGNS

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

PCMS-1

GLENDALE BLVD RT TURN	TO CLOSE STARTING XX/XX/XX

SPECIAL SIGNS



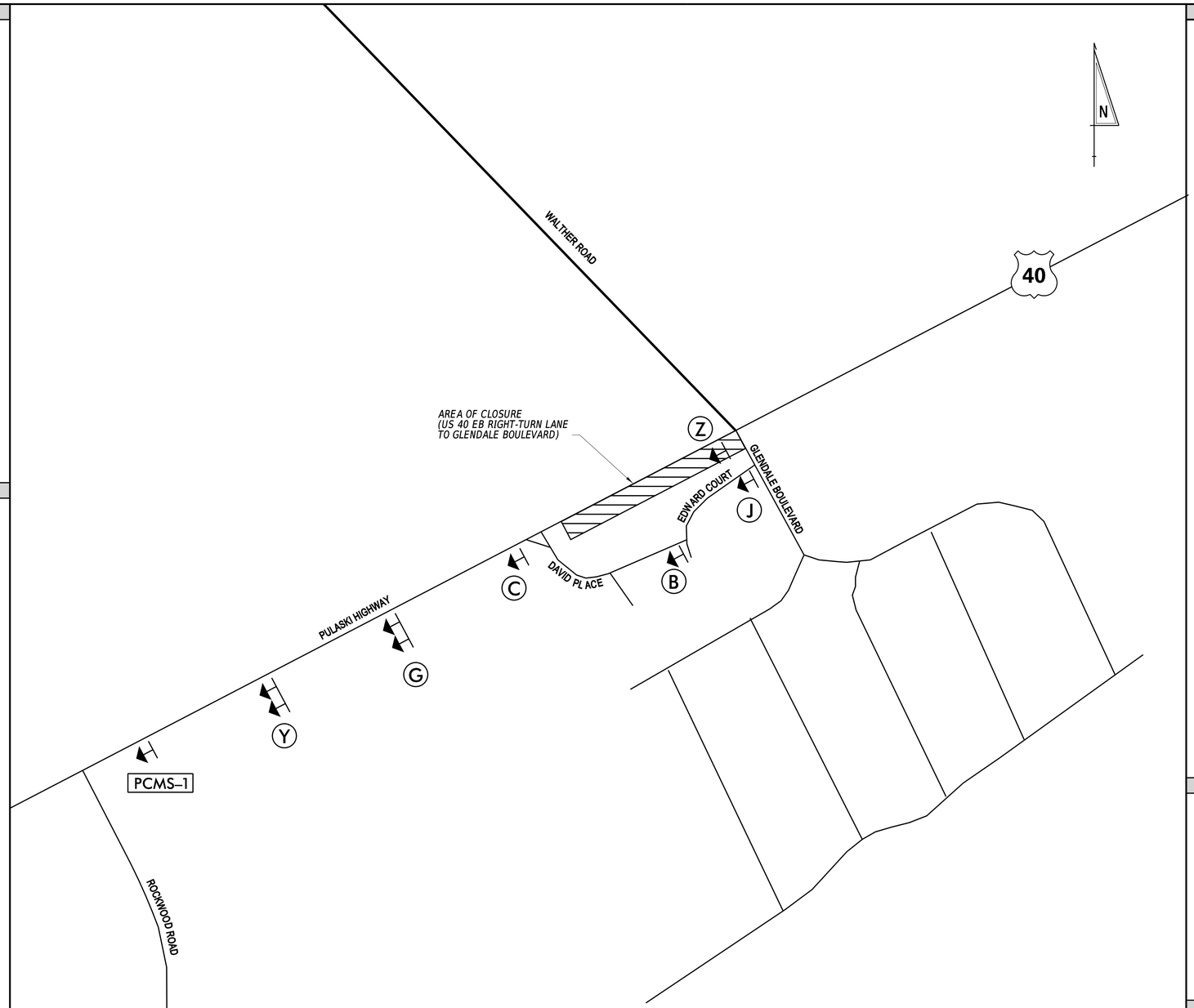
Y



R3-1
36"x36"

Z

SIGN "Y" SHALL HAVE A FLUORESCENT ORANGE PRISMATIC RETROREFLECTIVE BACKGROUND WITH BLACK LEGEND AND BORDER.



LEGEND

A DETOUR ↑ M4-9-DE	B DETOUR ← M4-9	C DETOUR → M4-9	D DETOUR ↖ M4-9	E DETOUR ↗ M4-9
F DETOUR ↰ M4-9	G DETOUR ↱ M4-9	H DETOUR ↖ M4-9	I DETOUR ↗ M4-9	J END DETOUR M4-8a
K DETOUR AHEAD W20-2	L DETOUR 1000 FT W20-2	M DETOUR 500 FT W20-2		
N ROAD CLOSED AHEAD W20-3	O ROAD CLOSED 1000 FT W20-3	P ROAD CLOSED 500 FT W20-3		
Q ROAD CLOSED R11-2	R DETOUR ← M4-10(L)	S DETOUR → M4-10(R)		
T ROAD CLOSED XX MILES AHEAD LOCAL TRAFFIC ONLY R11-3a	U BRIDGE OUT XX MILES AHEAD LOCAL TRAFFIC ONLY R11-3b	V ROAD CLOSED TO THRU TRAFFIC R11-4		

W X

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. *FOR SIGNS "N" THROUGH "Q" AND "T" AND "V", THE WORD "ROAD" SHALL BE CHANGES 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.*
5. *PAIRS OF SIGN ICONS DENOTE SIGN ASSEMBLIES TO BE INSTALLED ON BOTH THE LEFT AND RIGHT SHOULDERS OF A DIVIDED HIGHWAY.*
6. *SEE PHASE 1 MOT PLANS FOR ADDITIONAL TRAFFIC CONTROL DEVICES TO BE PLACED DURING THE DETOUR.*

DETOUR DESCRIPTION

MOTORISTS ON EASTBOUND RT 40/PULASKI HWY WANTING TO TURN RIGHT ONTO GLENDALE BOULEVARD WILL TURN RIGHT ONTO DAVID PL, TURN LEFT ONTO EDWARD CT, RETURNING TO GLENDALE BLVD.

PREPARED BY

WRA Whitman, Requardt and Associates, LLP
Engineers • Architects • Environmental Planners Est. 1915

KYLE O. CLEVENGER LICENSE No. 18723 DELAWARE PROFESSIONAL ENGINEER

THIS SEAL APPLIES TO THIS DETOUR PLAN ONLY — 7/11/2024 DATE — SEAL

QA/QC REVIEWER — 7/11/2024 DATE

"I CERTIFY TO THE BEST OF MY KNOWLEDGE AND BELIEF THAT THIS DETOUR PLAN HAS BEEN PREPARED IN ACCORDANCE WITH THE DELAWARE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES."

CONCURRENCE FOR IMPLEMENTATION

TRAFFIC SAFETY — 7/15/2024 DATE

ADDENDA / REVISIONS		NOT TO SCALE	US 40 WIDENING SALEM CHURCH ROAD TO WALTHER ROAD	CONTRACT T201611902	PERMIT NO. N/A	DETOUR PLAN US 40 EASTBOUND RIGHT TURN AT GLENDALE BOULEVARD	SECTION WRA
				COUNTY NEW CASTLE	DESIGNED BY: A. DOELP		SHEET NO. 139
					CHECKED BY: K. CLEVENGER		

LAST REVISED: 9/11/2018
7/11/2024
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LIGHTING SYMBOL LEGEND

SYMBOL	DESCRIPTION
	– PROPOSED LIGHTING STANDARD
	– LIGHTING STANDARD PROPOSED (FY 2021 TASK)
	– EXISTING LIGHTING STANDARD
— LI-CON —	– PROPOSED LIGHTING SERVICE RUN (CONDUIT)
— EX-CON —	– EXISTING SERVICE RUN (CONDUIT)
J.W. J.W.	– EXISTING & PROPOSED LIGHTING JUNCTION WELLS
CA X	– EXISTING & PROPOSED LIGHTING CONTROL AND DISTRIBUTION ENCLOSURES & IDENTIFIERS (TYPE)
P P	– ELECTRIC UTILITY SERVICE EQUIPMENT (EXISTING AND PROPOSED)
LST EX / LST #	– EXISTING & PROPOSED LIGHTING STANDARD IDENTIFIERS
SR # / SR #	– SERVICE RUN IDENTIFIER (EXISTING AND PROPOSED)
JW X / JW #	– JUNCTION WELL IDENTIFIER (TYPE) (EXISTING AND PROPOSED)
RL D / RM D	– RELOCATE & REMOVE BY DELMARVA POWER IDENTIFIERS
RL C / RM C	– RELOCATE & REMOVE BY CONTRACTOR IDENTIFIERS
A C / AB	– ADJUST & ABANDON BY CONTRACTOR IDENTIFIERS

PROJECT LIGHTING NOTES:

1. SERVICE RUNS ARE SHOWN IN APPROXIMATE LOCATIONS. THE CONTRACTOR SHALL LOCATE THE SERVICE RUNS IN A MANNER THAT AVOIDS CONFLICTS WITH ALL EXISTING AND PROPOSED FEATURES AS FIELD CONDITIONS DICTATE AND AS APPROVED BY THE ENGINEER.
2. THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND CONDITIONS PRIOR TO WORK.
3. THE LIGHTING CONTRACTOR SHALL COORDINATE HIS WORK WITH ALL THE CONTRACTORS INVOLVED ON THIS CONTRACT AND ADJACENT CONTRACTS. THE LIGHTING CONTRACTOR SHALL COORDINATE WITH THE ENGINEER AND THE GENERAL SUPERINTENDENT ON THE LOCATION OF ALL CONDUIT, JUNCTION WELLS AND POLE BASES TO ELIMINATE CONSTRUCTION CONFLICTS.
4. EXISTING UTILITY LOCATIONS SHOWN ON THE PLANS ARE APPROXIMATE. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO VERIFY THE EXACT LOCATIONS PRIOR TO COMMENCING WORK. THE CONTRACTOR SHALL PERFORM TEST HOLES PER THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION.
5. THE CONTRACTOR SHALL CONTACT DELMARVA POWER TO COORDINATE SERVICE DROP LOCATIONS AND TO ENSURE ALL PROPOSED SERVICE FEEDS ARE APPROVED PRIOR TO INSTALLATION OF CABINETS AND ELECTRIC UTLITY SERVICE EQUIPMENT. THE CONTRACTOR SHALL ARRANGE A MEETING WITH DELMARVA POWER, THE ENGINEER AND THE DELDOT TRAFFIC SECTION TO ENSURE THAT POWER IS AVAILABLE WHEN REQUIRED.
6. COLOR CODING SHALL BE PROVIDED THROUGHOUT THE ENTIRE NETWORK FOR SERVICE, FEEDER, BRANCH AND CONTROL CONDUCTORS. EACH PHASE SHALL BE AN INDEPENDENT COLOR. CONDUCTORS SHALL HAVE FACTORY IMPREGNATED COLOR THROUGHOUT THEIR ENTIRE LENGTH.
7. ALL JUNCTION WELL LIDS AND FRAMES SHALL BE BONDED TO THE GROUND WIRE PRESENT IN EACH JUNCTION WELL.
8. PHOTOELECTRIC CONTROL FOR ALL PROPOSED LUMINAIRES SHALL BE AT THE LIGHTING CONTROL AND DISTRIBUTION ENCLOSURES.
9. ALL FUSED CONNECTIONS SHALL BE MADE IN THE POLE BASE. SPLICES IN INGROUND JUNCTION BOXES OR PULL BOXES SHALL NOT BE FUSED.
10. ALL CONDUITS SHALL BE BONDED IN A CONTINUOUS RUN FROM THE SOURCE BY A COPPER GROUNDING CONDUCTOR WITH SIZE AS NOTED ON PLANS. 10 FEET OF ADDITIONAL SLACK FOR EACH GROUND WIRE IN EACH JUNCTION WELL SHALL BE PROVIDED AND NEATLY COILED.
11. ALL STATION AND OFFSET INFORMATION SHOWN FOR PROPOSED LIGHTING STANDARDS IS TO THE CENTER OF THE PROPOSED POLE BASE.
12. ALL PROPOSED ROADWAY LIGHTING CONDUITS (SERVICE RUNS) SHALL BE RIGID POLYVINYL CHLORIDE SCHEDULE 80 WHEN INSTALLED BY TRENCHING OR OPEN CUT AND SCHEDULE 80 HDPE WHEN INSTALLED BY BORING, UNLESS OTHERWISE NOTED ON PLANS. ALL CONDUITS EMBEDDED WITHIN STRUCTURES SHALL BE RIGID POLYVINYL CHLORIDE, SCHEDULE 80, UNLESS OTHERWISE NOTED.
13. ALL PROPOSED LIGHTING STANDARDS ON FOUNDATIONS IN EARTH SHALL BE INSTALLED WITH BREAKAWAY TRANSFORMER BASES WHETHER PROTECTED BY TRAFFIC BARRIER OR UNPROTECTED.
14. IF ANY UTILITY IS DAMAGED THE CONTRACTOR SHALL NOTIFY THE ENGINEER AND THE OWNER OF THE UTILITY IMMEDIATELY. ANY DAMAGE TO THE UTILITIES SHALL BE REPAIRED BY THE CONTRACTOR AT HIS EXPENSE UNDER THE DIRECTION OF THE UTLITY OWNER. UNDER NO CIRCUMSTANCE SHALL THE CONTRACTOR BACKFILL AN EXCAVATION OF AN IMPACTED UTILITY WITHOUT PERMISSION FROM THE UTILITY OWNER.
15. (1) 3/4" DIAMETER BY 20' LONG GROUND ROD SHALL BE INSTALLED IN EACH LIGHTING STANDARD POLE BASE. (1) 3/4" DIAMETER BY 10' LONG GROUND ROD SHALL BE INSTALLED AT THE LIGHTING CONTROL AND DISTRIBUTION ENCLOSURES WHICH SHALL BE BONDED TO THE GROUND ROD IN THE JUNCTION WELL CLOSEST TO THE LIGHTING CONTROL AND DISTRBUTION ENCLOSURES. (1) 3/4" DIAMETER BY 10' LONG GROUND ROD SHALL BE INSTALLED AT THE ELECTRIC SERVICE PEDESTAL. GROUND RODS TO BE SEPARATED BY A MINIMUM OF 6 FEET.
16. ULTIMATE CABINET WIRING AND CONFIGURATION TO BE DETERMINED BY CANAL DISTRICT (302-326-4523).
17. THE PROPOSED DELDOT LIGHTING STANDARD LUMINAIRES SHALL BE 400 WATT LED EQUIVALENT, WITH TYPE II HORIZONTAL DISTRIBUTION AND COBRA-HEAD STYLE FIXTURES WITH CUT-OFF OPTICS MOUNTED WITH 0 DEGREE TILT ANGLE AND 4000K COLOR. ATB2 P601 PERFORMANCE PACKAGE USED FOR DESIGN PURPOSES.

PORTER CABINET - PANELBOARD

AIC RATING - 22 KAIC — 100 AMP BUS — 100 AMP MCCB
SOLID NEUTRAL — 240 VOLTS — 1 PHASE, 3 WIRE + GROUND
ENCLOSURE: BASE MOUNTED CABINET — SURFACE MOUNTED

LOAD SERVED	CIRCUIT BREAKER FRAME	TRIP	POLE	CKT. NO.	CKT. NO.	CIRCUIT BREAKER FRAME	TRIP	POLE	LOAD SERVED
(3) 175W LED	100	40	1	1	2	100	40	1	(6) 175W LED
(3) 175W LED	100	40	1	3	4	100	40	1	(5) 175W LED
(6) 175W LED	100	40	1	5	6	100	20	1	SPARE
(4) 175W LED	100	40	1	7	8	100	20	1	SPARE
SPARE	100	20	1	9	10	100	20	1	SPARE

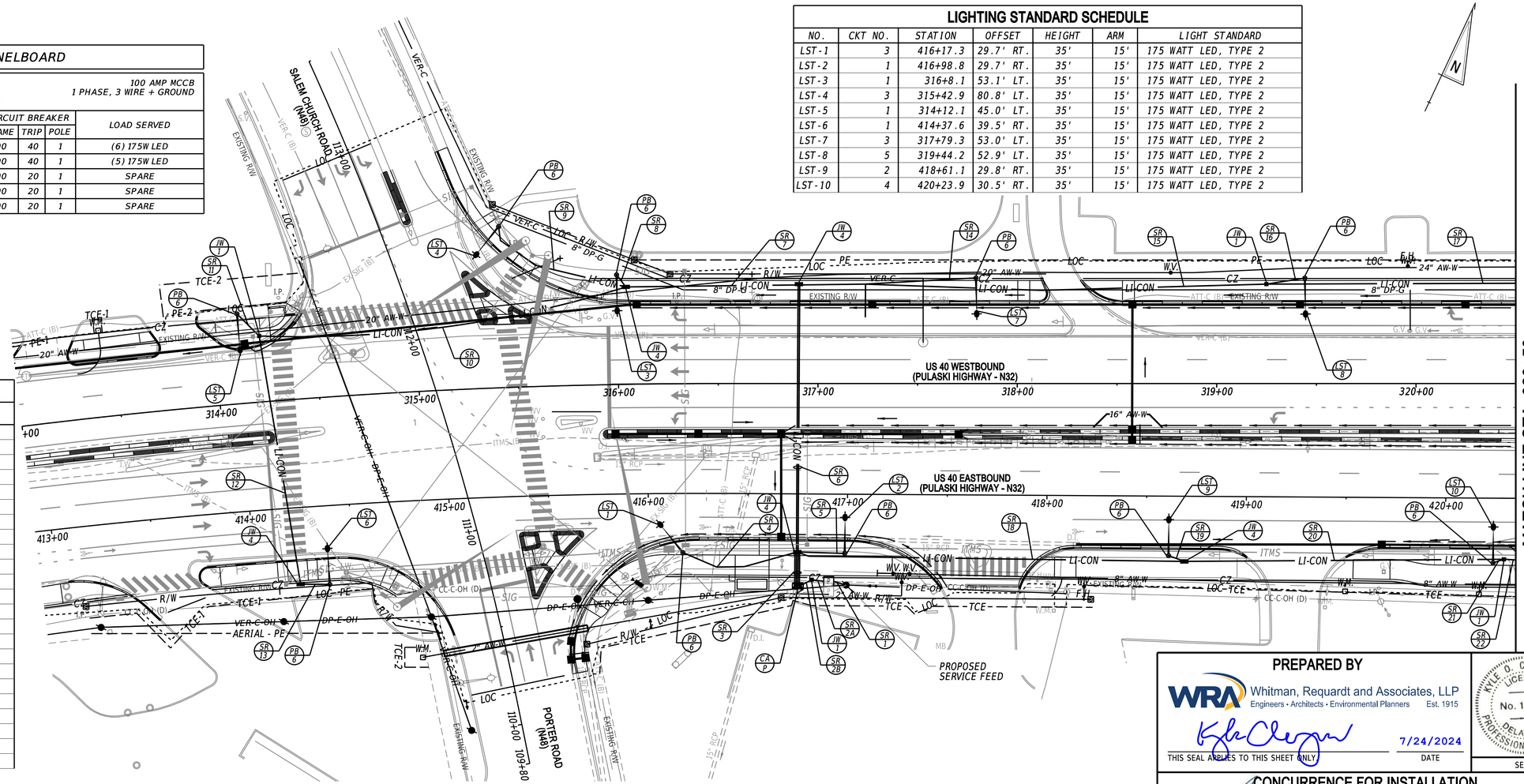
LIGHTING STANDARD SCHEDULE

NO.	CKT NO.	STATION	OFFSET	HEIGHT	ARM	LIGHT STANDARD
LST-1	3	416+17.3	29.7' RT.	35'	15'	175 WATT LED, TYPE 2
LST-2	1	416+98.8	29.7' RT.	35'	15'	175 WATT LED, TYPE 2
LST-3	1	316+8.1	53.1' LT.	35'	15'	175 WATT LED, TYPE 2
LST-4	3	315+42.9	80.8' LT.	35'	15'	175 WATT LED, TYPE 2
LST-5	1	314+12.1	45.0' LT.	35'	15'	175 WATT LED, TYPE 2
LST-6	1	414+37.6	39.5' RT.	35'	15'	175 WATT LED, TYPE 2
LST-7	3	317+79.3	53.0' LT.	35'	15'	175 WATT LED, TYPE 2
LST-8	5	319+44.2	52.9' LT.	35'	15'	175 WATT LED, TYPE 2
LST-9	2	418+61.1	29.8' RT.	35'	15'	175 WATT LED, TYPE 2
LST-10	4	420+23.9	30.5' RT.	35'	15'	175 WATT LED, TYPE 2

LIGHTING SERVICE SCHEDULE

SERVICE RUN	DISTANCE (L.F.)	DESCRIPTION	INSTALL METHOD
1*	5	(3)#2,(1)#2 GROUND	(1) 2" TRENCH
2A*	5	(3)#2,(1)#2 GROUND	(1) 2" TRENCH
2B*	5	(3)#2,(1)#2 GROUND	(1) 2" TRENCH
3	16	(12)#4,(4)#6 GROUND	(4) 4" TRENCH
4	59	(2)#4,(1)#6 GROUND	(1) 3" TRENCH
5	22	(2)#4,(1)#6 GROUND	(1) 3" TRENCH
6	133	(8)#4,(2)#6 GROUND	(2) 4" BORE
7	83	(4)#4,(1)#6 GROUND	(1) 4" TRENCH
8	7	(2)#4,(1)#6 GROUND	(1) 3" TRENCH
9	73	(2)#4,(1)#6 GROUND	(1) 3" TRENCH
10	184	(2)#4,(1)#6 GROUND	(1) 4" BORE
11	15	(2)#4,(1)#6 GROUND	(1) 3" TRENCH
12	125	(2)#4,(1)#6 GROUND	(1) 4" BORE
13	13	(2)#4,(1)#6 GROUND	(1) 3" TRENCH
14	87	(2)#4,(1)#6 GROUND	(1) 3" TRENCH
15	232	(4)#4,(1)#6 GROUND	(1) 4" TRENCH
16	18	(4)#4,(1)#6 GROUND	(1) 3" TRENCH
17	178**	(4)#4,(1)#6 GROUND	(1) 4" TRENCH
18	191	(4)#4,(1)#6 GROUND	(1) 4" BORE
19	6	(2)#4,(1)#6 GROUND	(1) 3" TRENCH
20	157	(4)#4,(1)#6 GROUND	(1) 4" BORE
21	5	(2)#4,(1)#6 GROUND	(1) 3" TRENCH
22	158**	(4)#4,(1)#6 GROUND	(1) 4" TRENCH

* PROPOSED RIGID GALVANIZED CONDUIT
** CONDUIT CONTINUES ON ADJACENT SHEET
*** ALL CABLES ARE NEW UNLESS NOTED



LIGHTING SERVICE SCHEDULE

SERVICE RUN	DISTANCE (L.F.)	DESCRIPTION	INSTALLATION
17	178**	(4)#4,(1)#6 GROUND	(1) 4" TRENCH
22	158**	(4)#4,(1)#6 GROUND	(1) 4" TRENCH
23	5	(2)#4,(1)#6 GROUND	(1) 3" TRENCH
24	194	(4)#4,(1)#6 GROUND	(1) 4" TRENCH
25	6	(2)#4,(1)#6 GROUND	(1) 3" TRENCH
26	162	(4)#4,(1)#6 GROUND	(1) 4" TRENCH
27	4	(2)#4,(1)#6 GROUND	(1) 3" TRENCH
28	79	(4)#4,(1)#6 GROUND	(1) 4" TRENCH
30	173	(4)#4,(1)#6 GROUND	(1) 4" BORE
31	6	(2)#4,(1)#6 GROUND	(1) 3" TRENCH
32	158**	(4)#4,(1)#6 GROUND	(1) 4" TRENCH
33	4	(2)#4,(1)#6 GROUND	(1) 3" TRENCH
34	161	(4)#4,(1)#6 GROUND	(1) 4" TRENCH
35	9	(2)#4,(1)#6 GROUND	(1) 3" TRENCH
36	178	(4)#4,(1)#6 GROUND	(1) 4" TRENCH
37	6	(2)#4,(1)#6 GROUND	(1) 3" TRENCH
38	191	(4)#4,(1)#6 GROUND	(1) 4" TRENCH
39	29	(2)#4,(1)#6 GROUND	(1) 3" TRENCH
40	138	(4)#4,(1)#6 GROUND	(1) 4" BORE
42	57	(2)#4,(1)#6 GROUND	(1) 3" TRENCH
43	224**	(2)#4,(1)#6 GROUND	(1) 3" TRENCH

* ALL CABLES ARE NEW UNLESS NOTED

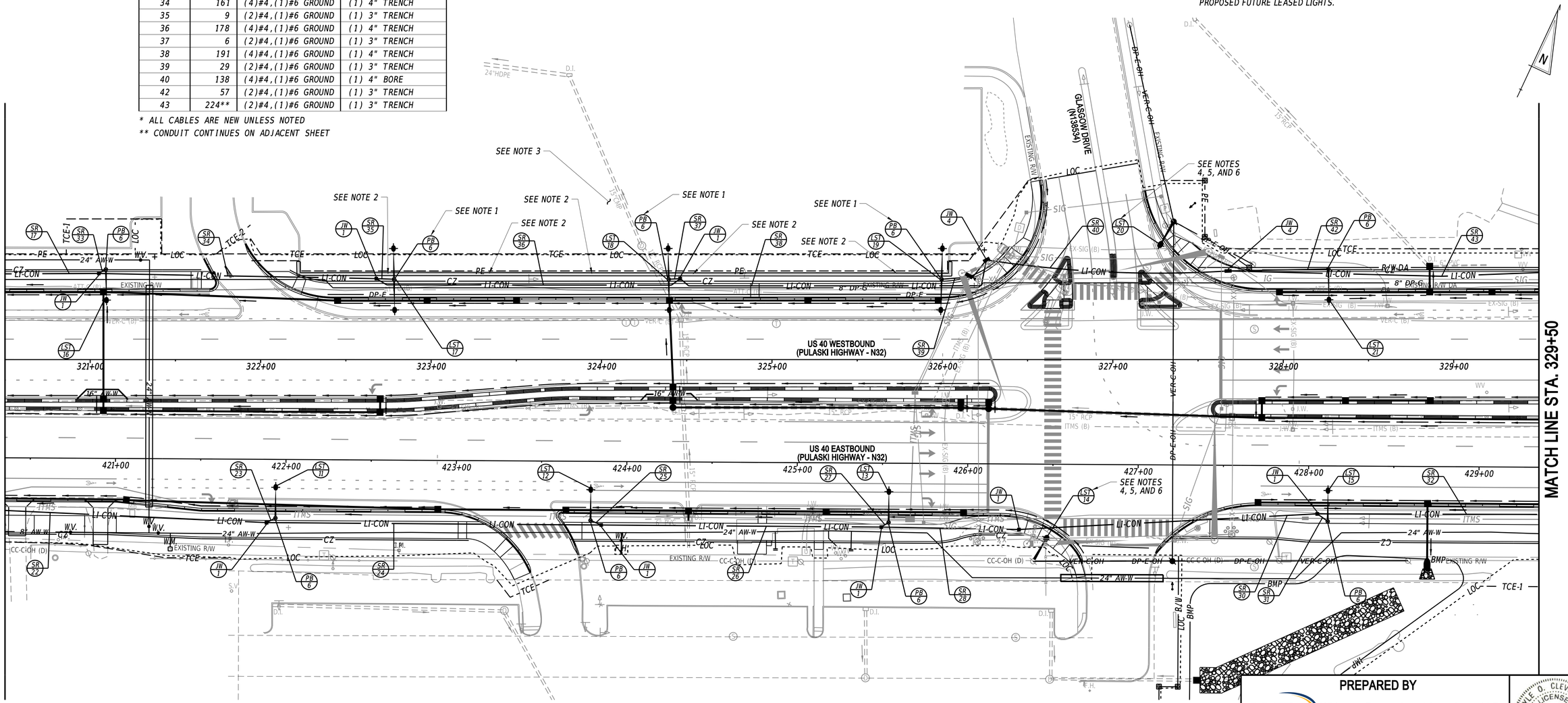
** CONDUIT CONTINUES ON ADJACENT SHEET

LIGHTING STANDARD SCHEDULE

NO.	CKT NO.	STATION	OFFSET	HEIGHT	ARM	LIGHT STANDARD
LST-11	2	421+94.0	34.4' RT.	35'	15'	175 WATT LED, TYPE 2
LST-12	4	423+78.9	34.6' RT.	35'	15'	175 WATT LED, TYPE 2
LST-13	2	425+53.8	34.7' RT.	35'	15'	175 WATT LED, TYPE 2
LST-14	N/A	426+38.7	57.0' RT.	30'	12'	DELMARVA POWER 400W LED EQ., TYPE 4
LST-15	4	428+11.4	32.5' RT.	35'	15'	175 WATT LED, TYPE 2
LST-16	7	321+09.2	52.9' LT.	35'	15'	175 WATT LED, TYPE 2
LST-17	5	322+78.3	47.1' LT.	35'	15'	(2) 175 WATT LED, TYPE 2
LST-18	7	324+39.4	47.1' LT.	35'	15'	(2) 175 WATT LED, TYPE 2
LST-19	5	325+99.5	47.1' LT.	35'	15'	(2) 175 WATT LED, TYPE 2
LST-20	N/A	327+35.7	81.0' LT.	30'	12'	DELMARVA POWER 400W LED EQ., TYPE 4
LST-21	7	328+26.5	53.1' LT.	35'	15'	175 WATT LED, TYPE 2

NOTES:

1. THE CONTRACTOR SHALL INSTALL A POLE BASE EXTENSION SO THE DEPTH OF THE POLE BASE IS 6' BELOW THE BASE OF THE RETAINING WALL.
2. THE CONTRACTOR SHALL REMOVE THE EXISTING PARKING LOT LIGHTS, POLES, AND POLE FOUNDATIONS WITHIN THE LIMITS OF THE PROPOSED RETAINING WALL. EXISTING CONDUIT OR CABLES SERVING THE REMOVED LIGHTING SHALL BE ABANDONED, REMOVED OR CAPPED. ALL WORK ASSOCIATED WITH NOTE #2 SHALL BE PAID FOR UNDER ITEM 211000.
3. THE CONTRACTOR SHALL INSTALL CONDUIT AND CABLES USING ITEMS 832500, 831004, 832008 AS NEEDED TO MAINTAIN AN OPERABLE PARKING LOT LIGHTING SYSTEM FOR THE PARKING LOT LIGHTING SYSTEM TO REMAIN.
4. LEASED LUMINAIRE TO BE INSTALLED BY AND OWNED BY DELMARVA POWER. LUMINAIRE TO BE INSTALLED AT A MOUNTING HEIGHT OF APPROXIMATELY 30 FT.
5. APPROXIMATE POLE LOCATION IS SHOWN BASED ON UTILTY RELOCATION PLANS. LIGHTS TO BE INSTALLED ON RELOCATED DELMARVA POWER POLE (POLE #44575/38856) AND EXISTING DELMARVA POWER POLE (POLE #44580/38838).
6. DELMARVA POWER WILL NEED TO INSTALL SECONDARY POWER FOR THE TWO (2) PROPOSED FUTURE LEASED LIGHTS.



PREPARED BY

Whitman, Requardt and Associates, LLP
Engineers • Architects • Environmental Planners Est. 1915

THIS SEAL APPLIES TO THIS SHEET ONLY — 7/24/2024 DATE

KYLE O. CLEVENGER LICENSE No. 18723 DELAWARE PROFESSIONAL ENGINEER

SEAL

CONCURRENCE FOR INSTALLATION

CHIEF OF TRAFFIC ENGINEERING — 7/25/2024 DATE

ADDENDA / REVISIONS

SCALE 0 30 60 90 FEET

US 40, SALEM CHURCH ROAD TO WALTHER ROAD

CONTRACT	T201611902
COUNTY	NEW CASTLE
BRIDGE NO.	N/A
DESIGNED BY:	D. CARSON
CHECKED BY:	M. BUCKLEY

LIGHTING PLAN

SECTION	WRA
SHEET NO.	141

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LIGHTING SERVICE SCHEDULE

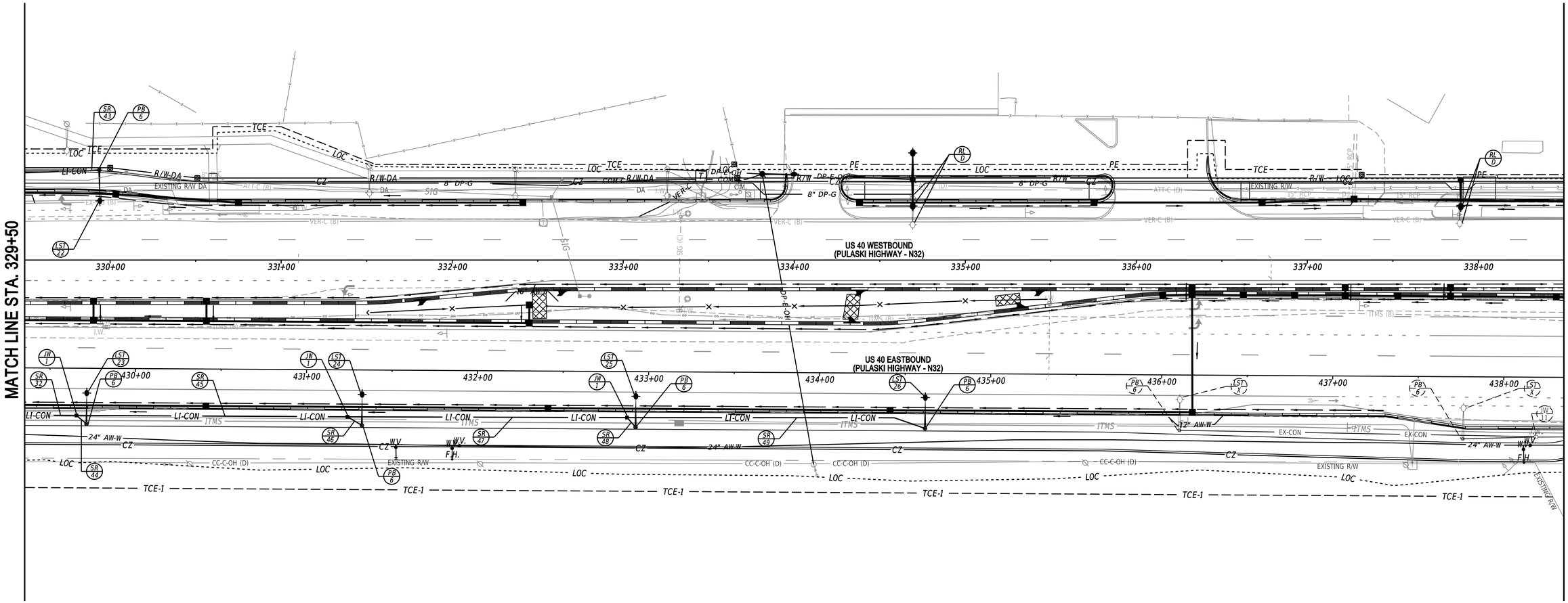
SERVICE RUN	DISTANCE (L.F.)	DESCRIPTION	INSTALLATION
32	158**	(4)#4,(1)#6 GROUND	(1) 4" TRENCH
43	224**	(2)#4,(1)#6 GROUND	(1) 3" TRENCH
44	6	(2)#4,(1)#6 GROUND	(1) 3" TRENCH
45	156	(4)#4,(1)#6 GROUND	(1) 4" TRENCH
46	9	(2)#4,(1)#6 GROUND	(1) 3" TRENCH
47	161	(4)#4,(1)#6 GROUND	(1) 4" TRENCH
48	6	(2)#4,(1)#6 GROUND	(1) 3" TRENCH
49	174	(2)#4,(1)#6 GROUND	(1) 3" TRENCH

* ALL CABLES ARE NEW UNLESS NOTED

** CONDUIT CONTINUES ON ADJACENT SHEET

LIGHTING STANDARD SCHEDULE

NO.	CKT NO.	STATION	OFFSET	HEIGHT	ARM	LIGHT STANDARD
LST-22	5	329+93.7	52.7' LT.	35'	15'	175 WATT LED, TYPE 2
LST-23	2	429+71.5	32.5' RT.	35'	15'	175 WATT LED, TYPE 2
LST-24	4	431+32.5	32.4' RT.	35'	15'	175 WATT LED, TYPE 2
LST-25	2	432+92.6	32.5' RT.	35'	15'	175 WATT LED, TYPE 2
LST-26	4	434+61.8	32.2' RT.	35'	15'	175 WATT LED, TYPE 2



PREPARED BY

WRA Whitman, Requardt and Associates, LLP
Engineers • Architects • Environmental Planners Est. 1915

THIS SEAL APPLIES TO THIS SHEET ONLY — 7/24/2024 DATE

KYLE O. CLEVENGER LICENSE No. 18723 DELAWARE PROFESSIONAL ENGINEER

SEAL

CONCURRENCE FOR INSTALLATION

CHIEF OF TRAFFIC ENGINEERING — 7/25/2024 DATE

ADDENDA / REVISIONS

SCALE 0 30 60 90 FEET

US 40,
SALEM CHURCH ROAD
TO WALTHER ROAD

CONTRACT	T201611902
COUNTY	NEW CASTLE
BRIDGE NO.	N/A
DESIGNED BY:	D. CARSON
CHECKED BY:	M. BUCKLEY

LIGHTING PLAN

SECTION	WRA
SHEET NO.	142

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LIGHTING SERVICE SCHEDULE

SERVICE RUN	DISTANCE (L.F.)	DESCRIPTION	INSTALLATION
100	21	(2)#6,(1)#6 GROUND	(1) 3" TRENCH
101	112	(2)#6,(1)#6 GROUND	(1) 4" BORE
102	104	(2)#6,(1)#6 GROUND	(1) 3" TRENCH
103	96	(4)#6,(1)#6 GROUND	(1) 4" BORE
104	39	(2)#6,(1)#6 GROUND	(1) 3" TRENCH
105	5	(2)#6,(1)#6 GROUND	(1) 3" TRENCH
106	176	(8)#6,(1)#6 GROUND	(1) 4" TRENCH
107	6	(2)#6,(1)#6 GROUND	(1) 3" TRENCH
108	168	(8)#6,(1)#6 GROUND	(1) 4" TRENCH
109	15	(2)#6,(1)#6 GROUND	(1) 3" TRENCH
110	125**	(8)#6,(1)#6 GROUND	(1) 4" TRENCH

* ALL CABLES ARE NEW UNLESS NOTED

** CONDUIT CONTINUES ON ADJACENT SHEET

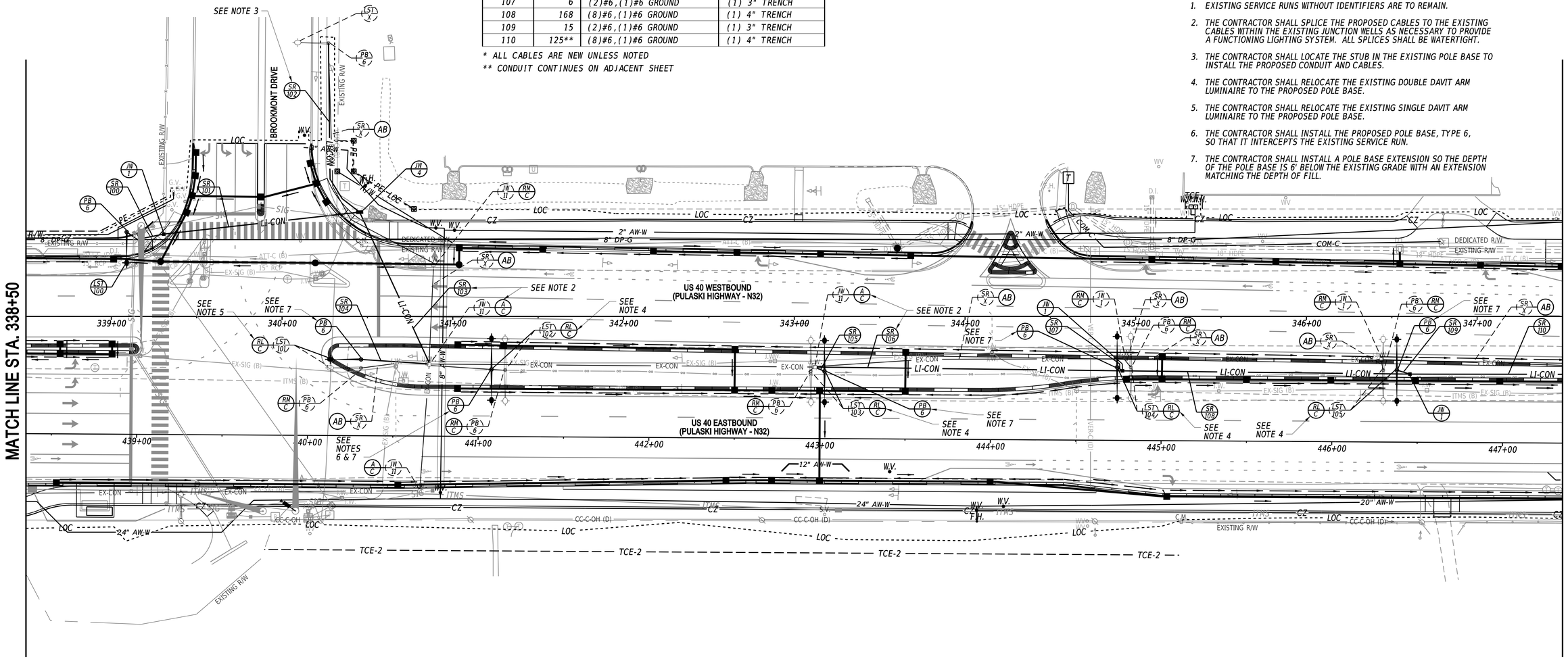
LIGHTING STANDARD SCHEDULE

NO.	CKT NO.	STATION	OFFSET	HEIGHT	ARM	LIGHT STANDARD
LST-100	2	339+09.1	48.1' LT.	35'	15'	175 WATT LED, TYPE 2
LST-101	2	340+46.3	25.1' RT.	EX.	EX.	EX. LED TO BE RELOCATED
LST-102	1	341+22.7	31.0' RT.	EX.	(2) EX.	(2) EX. LED TO BE RELOCATED
LST-103	3	343+17.3	32.1' RT.	EX.	(2) EX.	(2) EX. LED TO BE RELOCATED
LST-104	1	344+89.1	29.7' RT.	EX.	(2) EX.	(2) EX. LED TO BE RELOCATED
LST-105	3	340+46.3	25.1' RT.	EX.	EX.	EX. LED TO BE RELOCATED



NOTES:

1. EXISTING SERVICE RUNS WITHOUT IDENTIFIERS ARE TO REMAIN.
2. THE CONTRACTOR SHALL SPLICE THE PROPOSED CABLES TO THE EXISTING CABLES WITHIN THE EXISTING JUNCTION WELLS AS NECESSARY TO PROVIDE A FUNCTIONING LIGHTING SYSTEM. ALL SPLICES SHALL BE WATERTIGHT.
3. THE CONTRACTOR SHALL LOCATE THE STUB IN THE EXISTING POLE BASE TO INSTALL THE PROPOSED CONDUIT AND CABLES.
4. THE CONTRACTOR SHALL RELOCATE THE EXISTING DOUBLE DAVIT ARM LUMINAIRE TO THE PROPOSED POLE BASE.
5. THE CONTRACTOR SHALL RELOCATE THE EXISTING SINGLE DAVIT ARM LUMINAIRE TO THE PROPOSED POLE BASE.
6. THE CONTRACTOR SHALL INSTALL THE PROPOSED POLE BASE, TYPE 6, SO THAT IT INTERCEPTS THE EXISTING SERVICE RUN.
7. THE CONTRACTOR SHALL INSTALL A POLE BASE EXTENSION SO THE DEPTH OF THE POLE BASE IS 6' BELOW THE EXISTING GRADE WITH AN EXTENSION MATCHING THE DEPTH OF FILL.



PREPARED BY

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THIS SEAL APPLIES TO THIS SHEET ONLY — 7/24/2024 DATE

KYLE O. CLEVENGER LICENSE No. 18723 DELAWARE PROFESSIONAL ENGINEER — SEAL

CONCURRENCE FOR INSTALLATION

CHIEF OF TRAFFIC ENGINEERING — 7/25/2024 DATE

ADDENDA / REVISIONS	SCALE		CONTRACT		SECTION
	0 30 60 90 FEET	US 40, SALEM CHURCH ROAD TO WALTHER ROAD	T201611902	BRIDGE NO. N/A	WRA
			COUNTY	DESIGNED BY: D. CARSON	LIGHTING PLAN
			NEW CASTLE	CHECKED BY: M. BUCKLEY	SHEET NO. 143

7/31/2024
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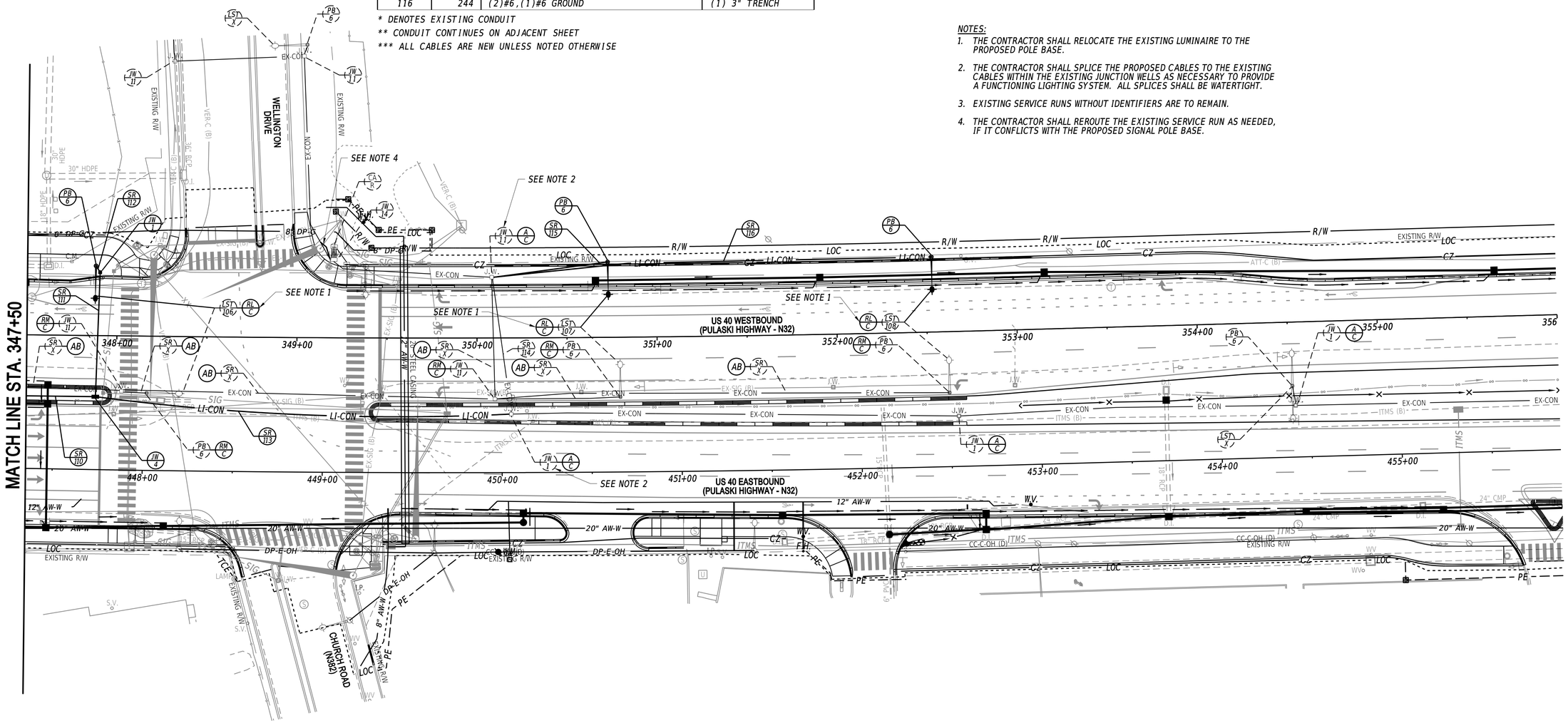
LIGHTING SERVICE SCHEDULE

SERVICE RUN	DISTANCE (L.F.)	DESCRIPTION	INSTALLATION
110	125**	(8)#6,(1)#6 GROUND	(1) 4" TRENCH
111	67	(8)#6,(1)#6 GROUND	(1) 4" BORE
112	3	(2)#6,(1)#6 GROUND	(1) 3" TRENCH
113	228	(8)#6,(1)#6 GROUND	(1) 4" BORE
114*	75	EX. (4)#2, EX. (1)#6 GROUND, [NEW (8)#6]	EX. 4"
115	64	(2)#6,(1)#6 GROUND	(1) 3" TRENCH
116	244	(2)#6,(1)#6 GROUND	(1) 3" TRENCH

** DENOTES EXISTING CONDUIT*
*** CONDUIT CONTINUES ON ADJACENT SHEET*
**** ALL CABLES ARE NEW UNLESS NOTED OTHERWISE*

LIGHTING STANDARD SCHEDULE

NO.	CKT NO.	STATION	OFFSET	HEIGHT	ARM	LIGHT STANDARD
LST-106	3	347+88.0	38.7' LT.	EX.	EX.	EX. LED TO BE RELOCATED
LST-107	3	350+72.9	41.9' LT.	EX.	EX.	EX. LED TO BE RELOCATED
LST-108	1	352+53.4	41.7' LT.	EX.	EX.	EX. LED TO BE RELOCATED



NOTES:

1. THE CONTRACTOR SHALL RELOCATE THE EXISTING LUMINAIRE TO THE PROPOSED POLE BASE.
2. THE CONTRACTOR SHALL SPLICE THE PROPOSED CABLES TO THE EXISTING CABLES WITHIN THE EXISTING JUNCTION WELLS AS NECESSARY TO PROVIDE A FUNCTIONING LIGHTING SYSTEM. ALL SPLICES SHALL BE WATERTIGHT.
3. EXISTING SERVICE RUNS WITHOUT IDENTIFIERS ARE TO REMAIN.
4. THE CONTRACTOR SHALL REROUTE THE EXISTING SERVICE RUN AS NEEDED, IF IT CONFLICTS WITH THE PROPOSED SIGNAL POLE BASE.

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KYLE O. CLEVENGER — LICENSE No. 18723 — DELAWARE PROFESSIONAL ENGINEER — SEAL

CONCURRENCE FOR INSTALLATION

CHIEF OF TRAFFIC ENGINEERING — DATE: 7/25/2024

ADDENDA / REVISIONS		SCALE	US 40, SALEM CHURCH ROAD TO WALTHER ROAD	CONTRACT	BRIDGE NO. N/A	LIGHTING PLAN	SECTION
		0 30 60 90 FEET		T201611902	DESIGNED BY: D. CARSON		WRA
				COUNTY NEW CASTLE	CHECKED BY: M. BUCKLEY		SHEET NO. 144

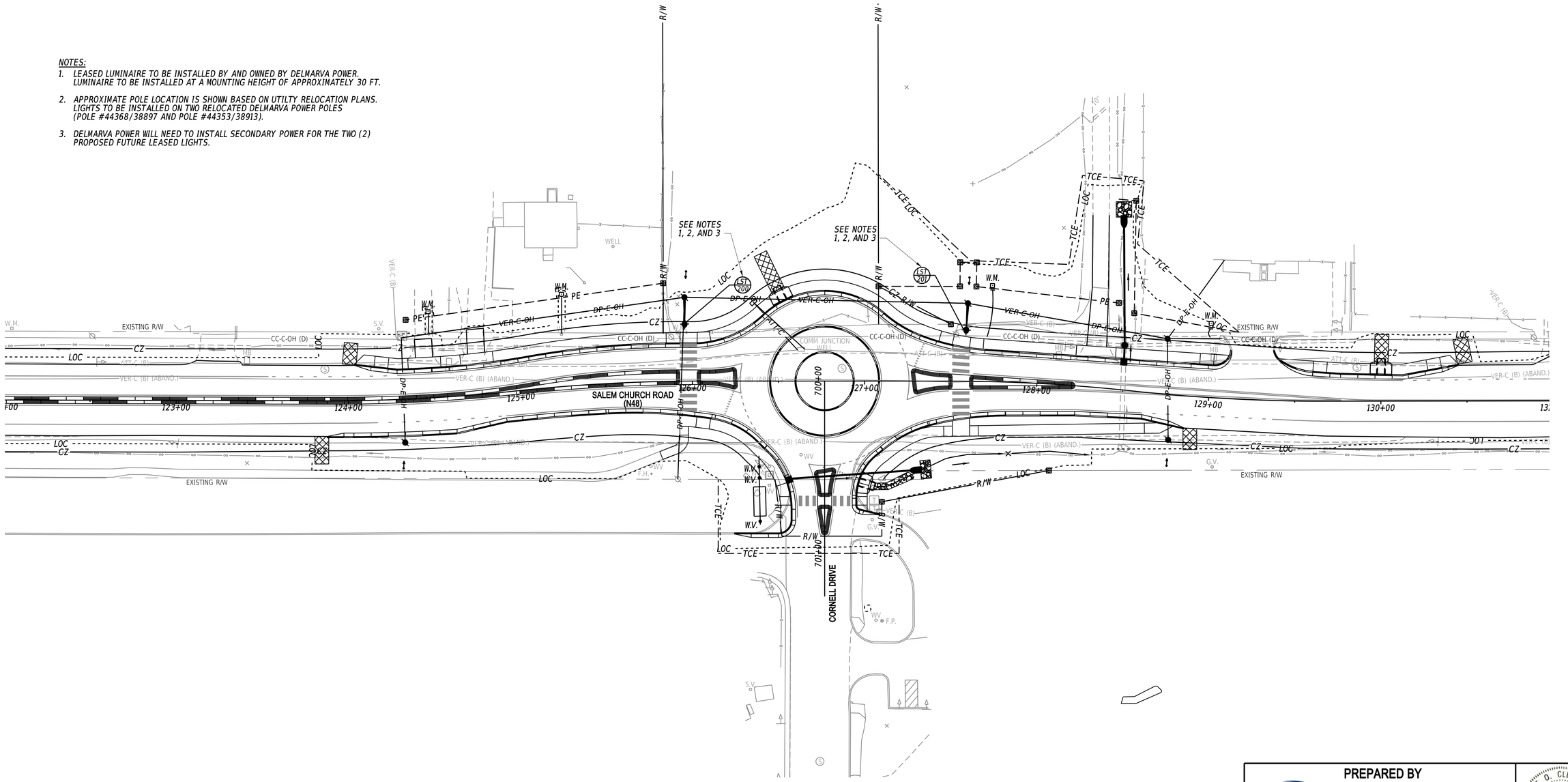
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LIGHTING STANDARD SCHEDULE

NO.	CKT NO.	STATION	OFFSET	HEIGHT	ARM	LIGHT STANDARD
LST-200	N/A	125+95.8	48.7' LT.	30'	12'	DELMARVA POWER 400W LED EQ., TYPE 4
LST-201	N/A	127+59.4	45.2' LT.	30'	12'	DELMARVA POWER 400W LED EQ., TYPE 4

NOTES:

1. LEASED LUMINAIRE TO BE INSTALLED BY AND OWNED BY DELMARVA POWER. LUMINAIRE TO BE INSTALLED AT A MOUNTING HEIGHT OF APPROXIMATELY 30 FT.
2. APPROXIMATE POLE LOCATION IS SHOWN BASED ON UTILTY RELOCATION PLANS. LIGHTS TO BE INSTALLED ON TWO RELOCATED DELMARVA POWER POLES (POLE #44368/38897 AND POLE #44353/38913).
3. DELMARVA POWER WILL NEED TO INSTALL SECONDARY POWER FOR THE TWO (2) PROPOSED FUTURE LEASED LIGHTS.



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KYLE O. CLEVENGER LICENSE No. 18723 DELAWARE PROFESSIONAL ENGINEER — SEAL

CONCURRENCE FOR INSTALLATION

CHIEF OF TRAFFIC ENGINEERING — 7/25/2024 DATE

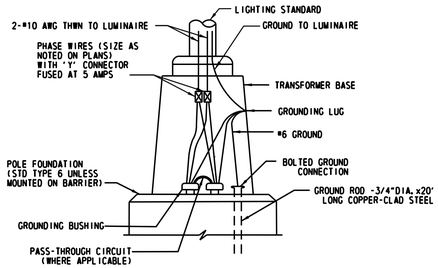
ADDENDA / REVISIONS

SCALE 0 30 60 90 FEET

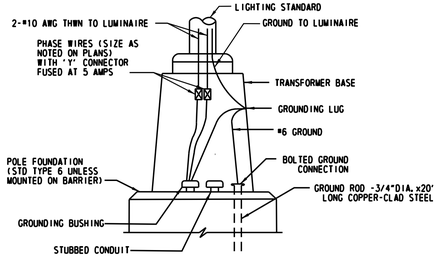
US 40, SALEM CHURCH ROAD TO WALTHER ROAD

CONTRACT	BRIDGE NO.	N/A	SECTION
T201611902	DESIGNED BY: D. CARSON		WRA
COUNTY	CHECKED BY: M. BUCKLEY	LIGHTING PLAN	SHEET NO.
NEW CASTLE			145

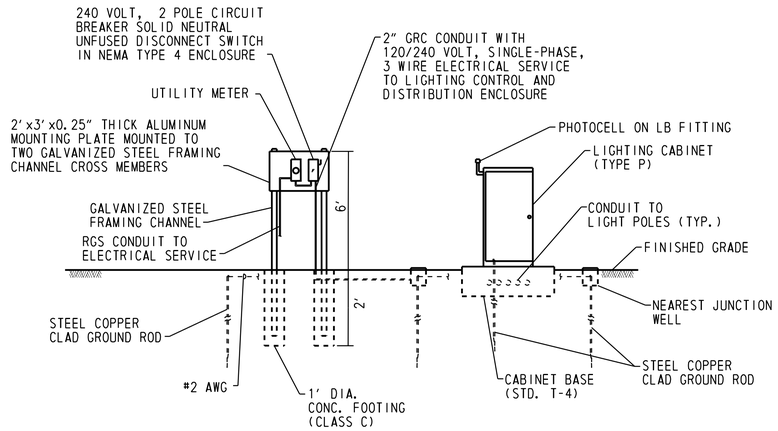
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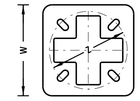
TYPICAL LUMINAIRE CONNECTION - 240V SERVICE
CONTINUOUS CABLE RUN



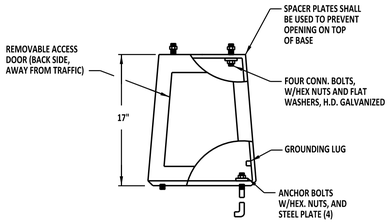
TYPICAL LUMINAIRE CONNECTION - 240V SERVICE
END OF RUN

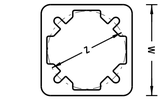


ELECTRICAL UTILITY SERVICE EQUIPMENT AND LIGHTING CONTROL AND DISTRIBUTION ENCLOSURE DETAIL (120/240V)



TOP VIEW





BOTTOM VIEW

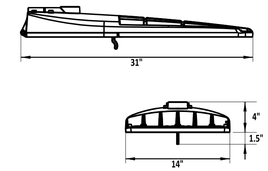
MOUNTING HEIGHT	ARM LENGTH	MIN WIDTH 'W'	BOLT DIA.	BOLT CIRCLE 'Z'
LESS THAN 40'	LESS THAN 30'	13"	1"	13 ½"
	30'	15"	1 ¼"	15"
40'	LESS THAN OR EQUAL TO 20'	13"	1"	13 ½"

CONSTRUCTION NOTES

1. ALUMINUM TRANSFORMER BASE SHALL MEET 1985 AASHTO BREAKAWAY REQUIREMENTS.
2. BREAKAWAY TRANSFORMER BASES SHALL BE INSTALLED WITH ALL POLES, UNLESS OTHERWISE NOTED.
3. LIGHT STANDARDS MOUNTED TO BRIDGE/RETAINING/BARRIER WALLS DO NOT REQUIRE BREAKAWAY BASES.
4. OPENING OF TRANSFORMER BASE ACCESS DOOR SHALL BE INSTALLED ON THE SIDE OF THE POLE FACING AWAY FROM TRAFFIC.
5. PROVIDE ACCESSIBLE GROUNDING NUT OR LUG INSIDE TRANSFORMER BASE.
6. PROVIDE WASHERS, SHIMS AND BOLTS AS REQUIRED BY TRANSFORMER BASE MANUFACTURER.
7. THE CONTACT AREA BETWEEN THE TRANSFORMER BASE AND CONCRETE FOUNDATION SHALL BE SHOP COATED WITH COAL TAR EPOXY MEETING SSPC-PAINT 16 SPECIFICATIONS. THE THICKNESS OF THE COATING SHALL BE BETWEEN 6 AND 8 MILS. THE COATING SHALL BE COMPLETELY DRY BEFORE INSTALLATION. THE TOP OF THE FOUNDATION SHALL NOT BE PAINTED.
8. TOP AND BOTTOM OF BASE MAY BE SLOTTED FOR BOLT CIRCLE. SLOT MUST ACCOMMODATE DIMENSION SHOWN.
9. TRANSFORMER BASE AND ASSOCIATED COMPONENTS SHALL MEET THE FOLLOWING MATERIAL REQUIREMENTS:

   ANCHOR BASE - AA356-T6
   BOLT COVERS - AA356
   ANCHOR BOLT NUTS ASTM - A563 GR.A
   ANCHOR BOLTS - ASTM - F1554 GR55
   STN. STL HARDWARE - AISI - 300 SERIES SST
   TRANSFORMER BASE - AA356 - T6
   T-BASE HARDWARE - ASTM - A325 GALV.

LIGHTING STRUCTURE ON BREAKAWAY TRANSFORMER BASE

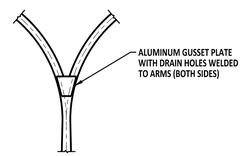


COBRAHEAD LUMINAIRE DETAIL

DAVIT ARM LIGHT POLE DETAIL
N.T.S.

NOTES:
1. HEAT TREAT POLE & DAVIT TO -T6, TEMPER AFTER WELDING.
2. FINISH - POLE & DAVIT SHALL BE SATIN FINISHED POLISHED AND WRAPPED.
3. DESIGNED IN ACCORDANCE WITH STANDARDS ESTABLISHED BY THE LATEST EDITION OF AASHTO REQUIREMENTS.
4. TRANSFORMER SHALL MEET THE STANDARDS ESTABLISHED BY THE LATEST EDITION OF AASHTO BREAKAWAY REQUIREMENTS.
5. DUE TO VARYING ELEVATIONS OF ROADWAY, IT MAY BE NECESSARY TO MAINTAIN A NOMINAL FIXTURE MOUNTING HEIGHT (OF 30' OR 40', AS SPECIFIED ON PLANS) ABOVE THE ROADWAY. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DETERMINING THESE MEASUREMENTS. BETWEEN TWO ADJACENT LUMINAIRES, THE DIFFERENCE IN HEIGHT SHALL NOT EXCEED 12".

MATERIAL SPECIFICATION	
POLE & DAVIT TUBES	6063-T6
ANCHOR BASE	AA356-T6
BOLT COVERS	AA356
ANCHOR BOLT NUTS	ASTM-A563 GR. A
ANCHOR BOLTS	ASTM-F1554 GR55
STN. STL. HARDWARE	AISI-300 SERIES STN. STL.
TRANSFORMER BASE	AA356-T6
T-BASE HARDWARE	ASTM-A325 GALV.



DOUBLE DAVIT ARM DETAIL

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7/24/2024
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KYLE O. CLEVENGER LICENSE No. 18723 DELAWARE PROFESSIONAL ENGINEER
SEAL

CONCURRENCE FOR INSTALLATION

7/25/2024
CHIEF OF TRAFFIC ENGINEERING — DATE

ADDENDA / REVISIONS

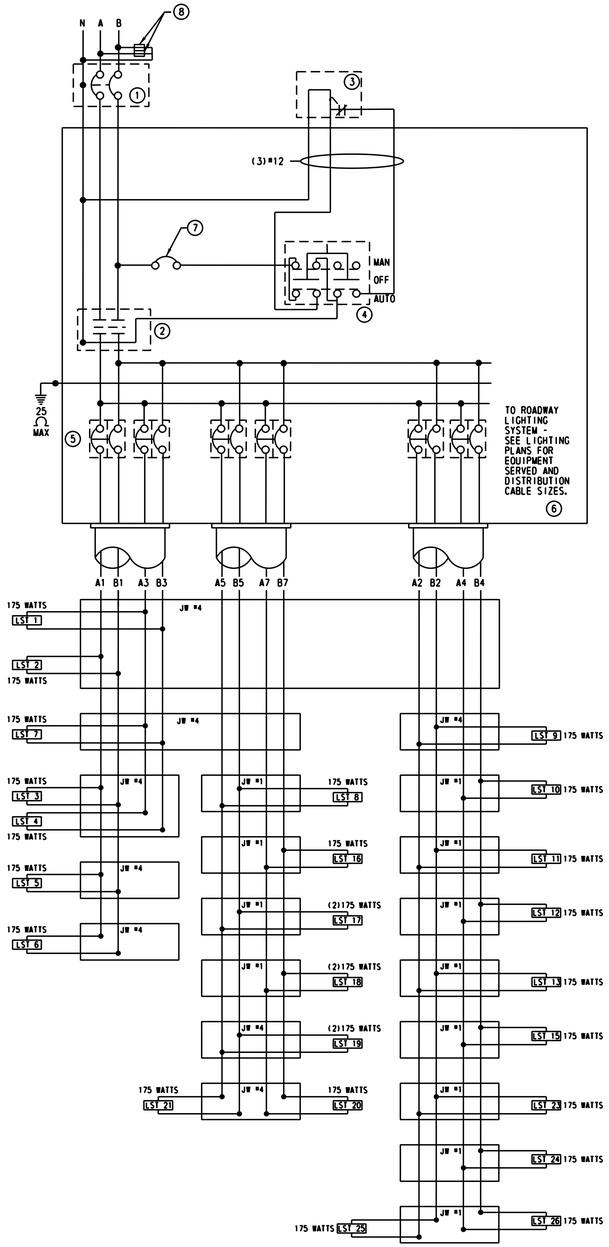
SCALE 0 30 60 90 FEET

US 40, SALEM CHURCH ROAD TO WALTHER ROAD

CONTRACT	BRIDGE NO.	N/A	SECTION
T201611902	DESIGNED BY: D. CARSON		WRA
COUNTY	CHECKED BY: M. BUCKLEY		SHEET NO.
NEW CASTLE			146

LIGHTING DETAILS

7/31/2024
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1A LINE 1
1B LINE 2
(1) 100 AMP ENCLOSED MAIN CIRCUIT BREAKER
(2) 100 AMP CONTACTOR
(3) PHOTOELECTRIC CELL
(4) SELECTOR SWITCH
(5) 20 AMP 2P BREAKER
(6) CONTROL CABINET
(7) 15 AMP SINGLE POLE BREAKER
(8) LIGHTING ARRESTOR

CIRCUIT DIAGRAM
US 40 @ PORTER ROAD

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KYLE O. CLEVENGER LICENSE No. 18723 DELAWARE PROFESSIONAL ENGINEER

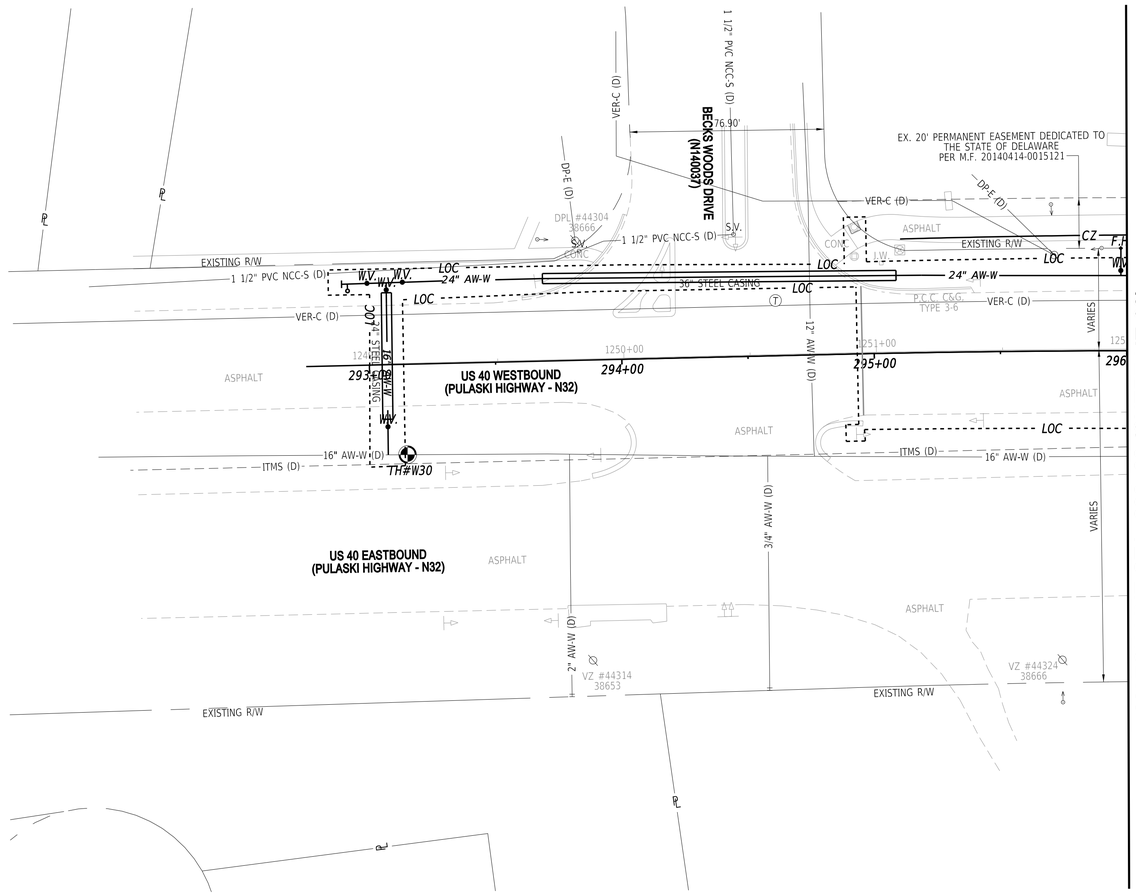
SEAL

CONCURRENCE FOR INSTALLATION

CHIEF OF TRAFFIC ENGINEERING — DATE: 7/25/2024

ADDENDA / REVISIONS	SCALE	US 40, SALEM CHURCH ROAD TO WALTHER ROAD	CONTRACT	BRIDGE NO. N/A	LIGHTING DETAILS	SECTION
	0 30 60 90 FEET		T201611902	DESIGNED BY: D. CARSON		WRA
			COUNTY NEW CASTLE	CHECKED BY: M. BUCKLEY		SHEET NO. 147

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ADDENDA / REVISIONS

SCALE
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FEET

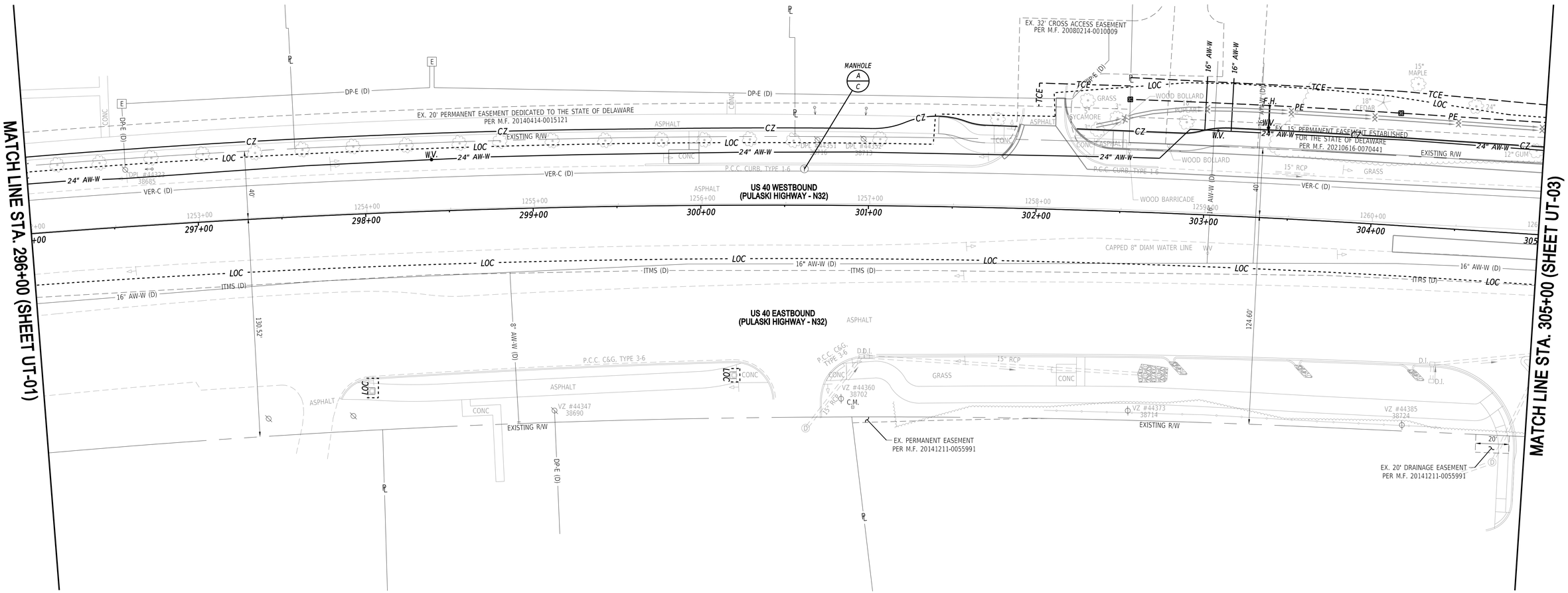
US 40,
SALEM CHURCH ROAD
TO WALTHER ROAD

CONTRACT	BRIDGE NO.	N/A
T201611902	DESIGNED BY: M. WELBORN	
COUNTY	CHECKED BY: T. OLIVER	
NEW CASTLE		

UTILITY RELOCATION PLAN

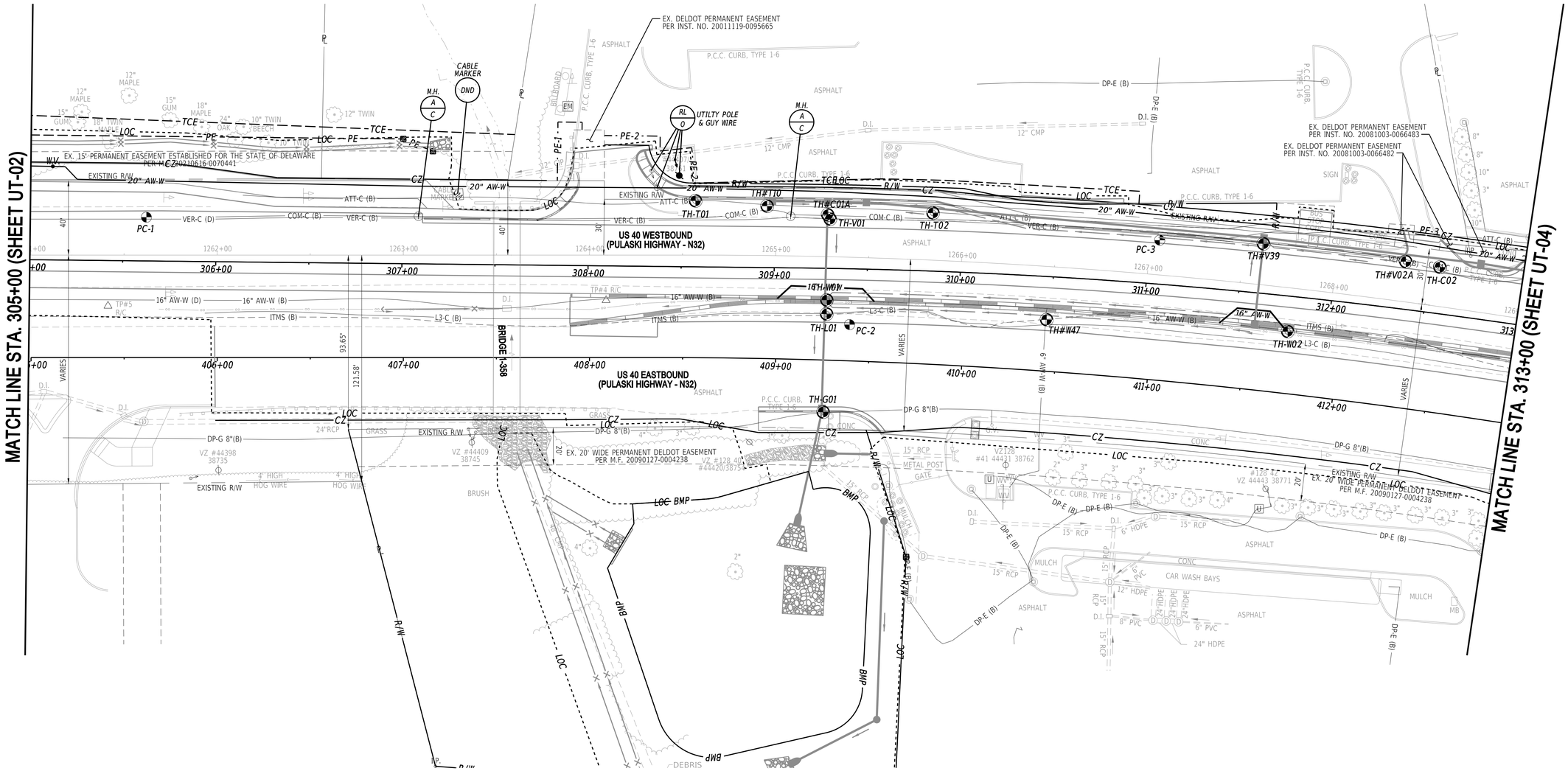
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SECTION
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ADDENDA / REVISIONS	SCALE	US 40, SALEM CHURCH ROAD TO WALTHER ROAD	CONTRACT	BRIDGE NO. N/A	UTILITY RELOCATION PLAN	UT-02
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			COUNTY NEW CASTLE	CHECKED BY: T. OLIVER		SHEET NO. 149

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ADDENDA / REVISIONS	

SCALE
0 30 60 90
FEET

US 40, SALEM CHURCH ROAD TO WALTHER ROAD

CONTRACT	BRIDGE NO.	N/A
T201611902	DESIGNED BY: M. WELBORN	
COUNTY	CHECKED BY: T. OLIVER	
NEW CASTLE		

UTILITY RELOCATION PLAN

UT-03
SECTION
WRA
SHEET NO.
150

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MATCH LINE STA. 113+50 (SHEET UT-14)

MATCH LINE STA. 313+00 (SHEET UT-03)

MATCH LINE STA. 320+50 (SHEET UT-05)

N

SALEM CHURCH ROAD (N486)

PORTER ROAD (N48)

US 40 WESTBOUND (PULASKI HIGHWAY - N32)

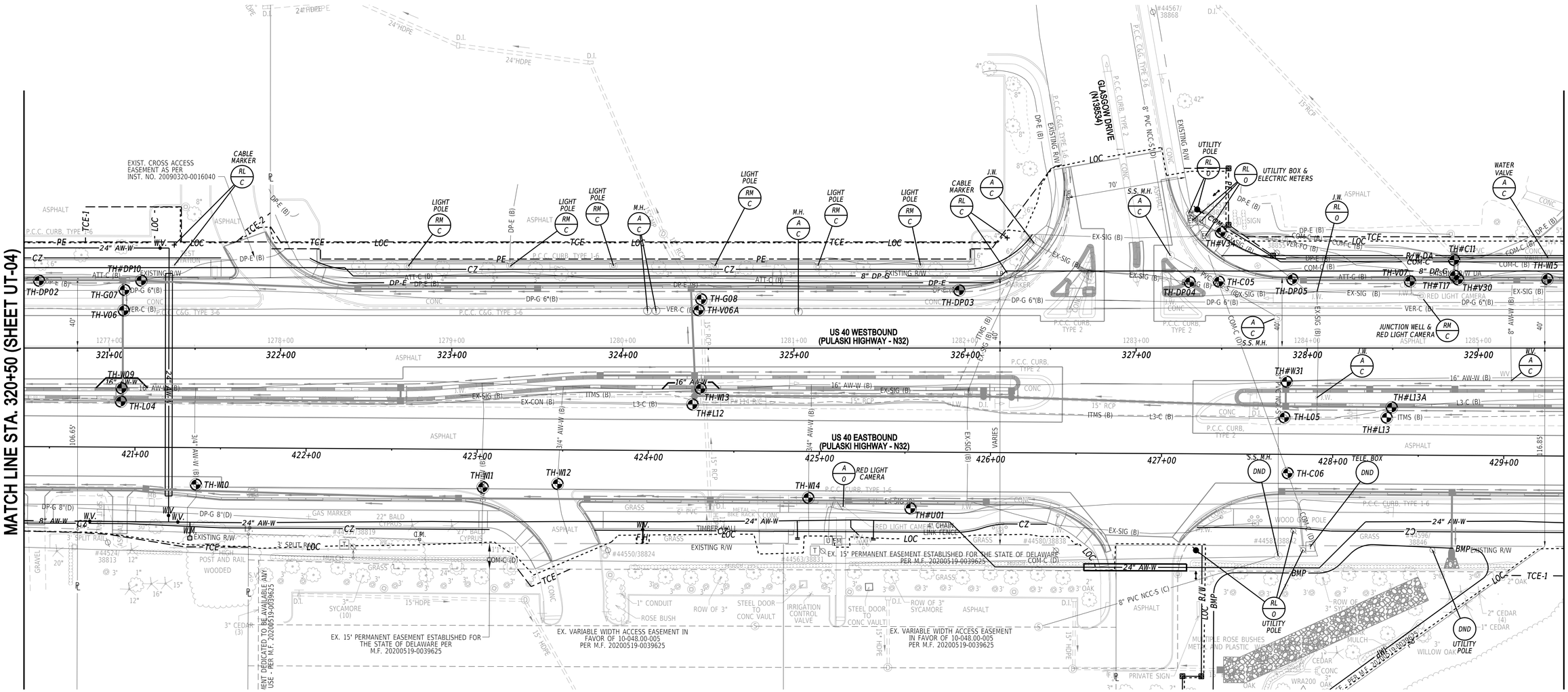
US 40 EASTBOUND (PULASKI HIGHWAY - N32)

EX. DELDOT PERMANENT EASEMENT PER INST. NO. 20081003-0066483

EX. 10' UTILITY EASEMENT PER DELDOT CONTRACT 93-061-16 D.R. 2410-14

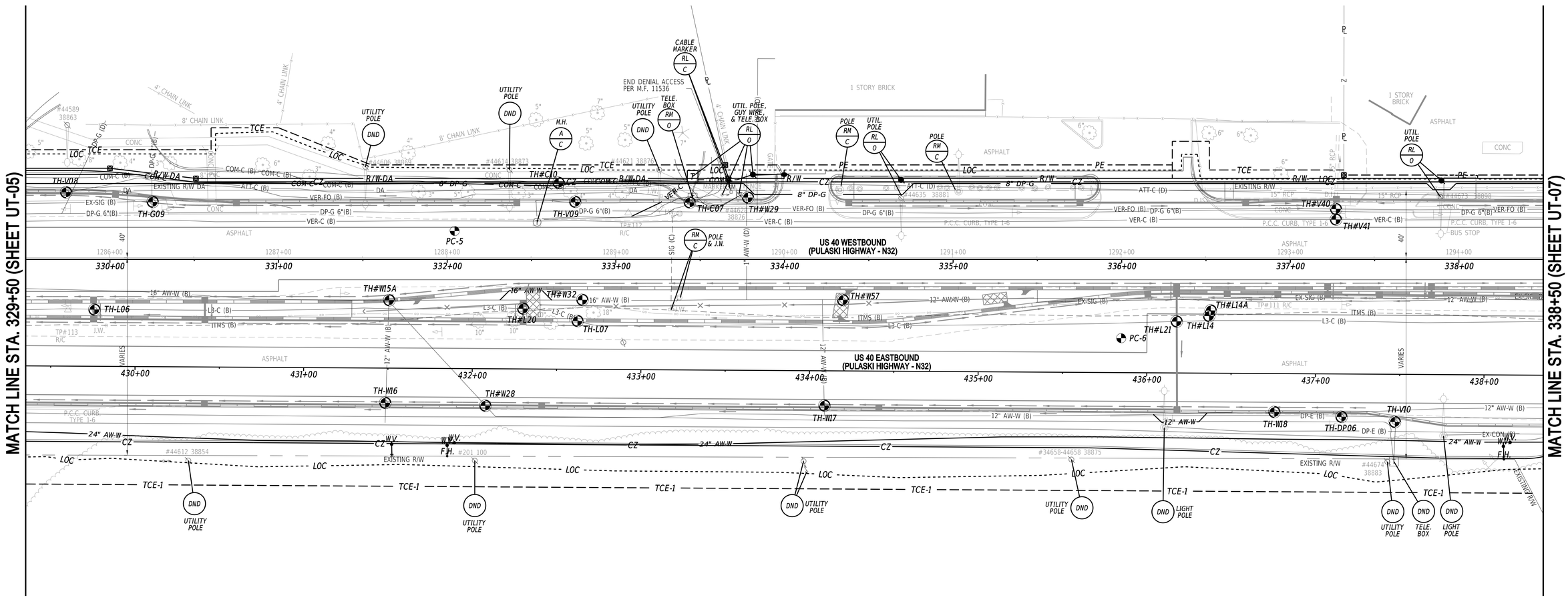
EX. 5' WIDE PERMANENT EASEMENT FOR UTILITIES AND GRADING PER M.F. 13573

TH#T14 TH#C03A TH#W03 TH#S07 TH-G02 TH-W04 TH-G03 TH-G04 TH-V04 TH-W05 TH#T16 TH-L02 TH-V03 TH#G05A TH#T15 TH-C04 TH#S04 TH#BP12 TH#G17 TH-DP01 TH-G05 TH-V05 TH#W07 TH-L03 PC-4 TH#W08A TH#G16 TH-W08 TH#G18 TH-G06 TH-C04A



ADDENDA / REVISIONS		SCALE 0 30 60 90 FEET	US 40, SALEM CHURCH ROAD TO WALTHER ROAD	CONTRACT T201611902	BRIDGE NO. N/A	UTILITY RELOCATION PLAN	UT-05
				COUNTY NEW CASTLE	DESIGNED BY: M. WELBORN		SECTION WRA
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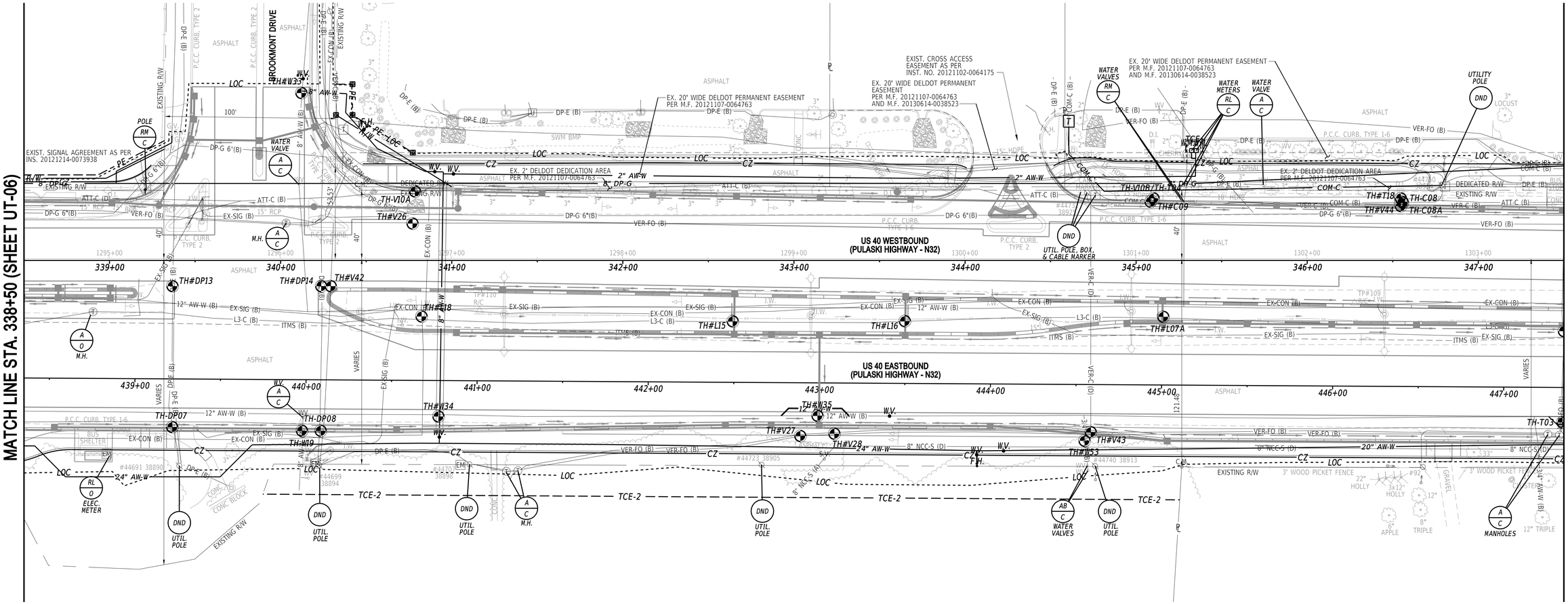


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		FEET		COUNTY	DESIGNED BY: M. WELBORN		WRA
				NEW CASTLE	CHECKED BY: T. OLIVER		SHEET NO.
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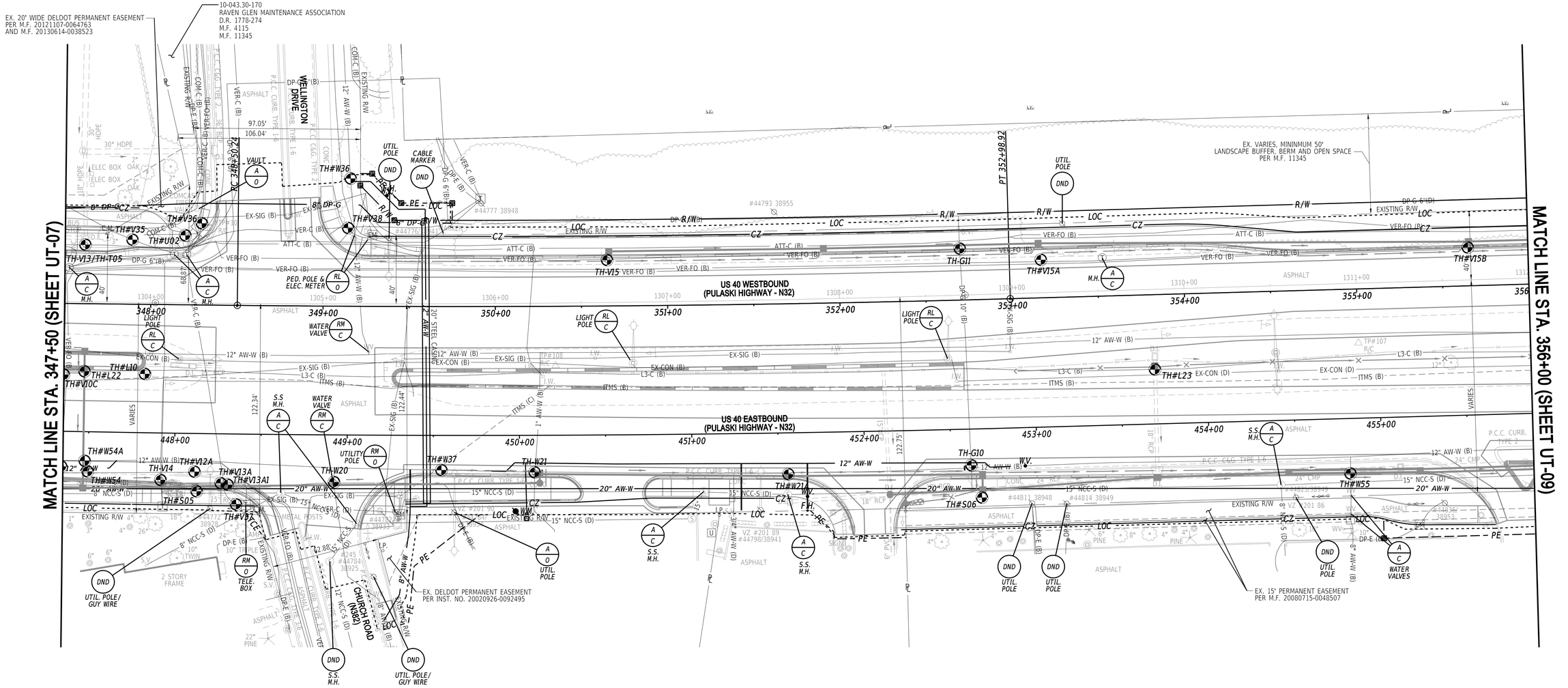
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MATCH LINE STA. 347+50 (SHEET UT-08)



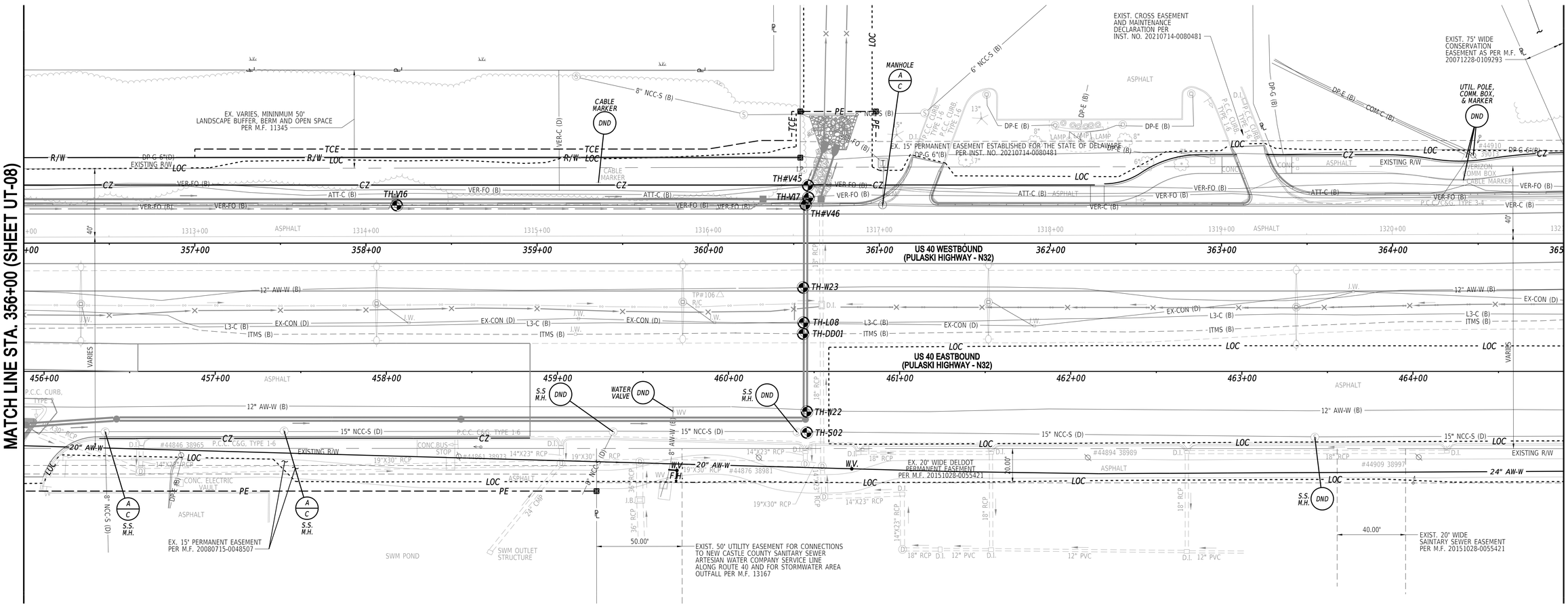
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				CHECKED BY: T. OLIVER		SHEET NO. 154

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					CHECKED BY: T. OLIVER		SHEET NO. 155

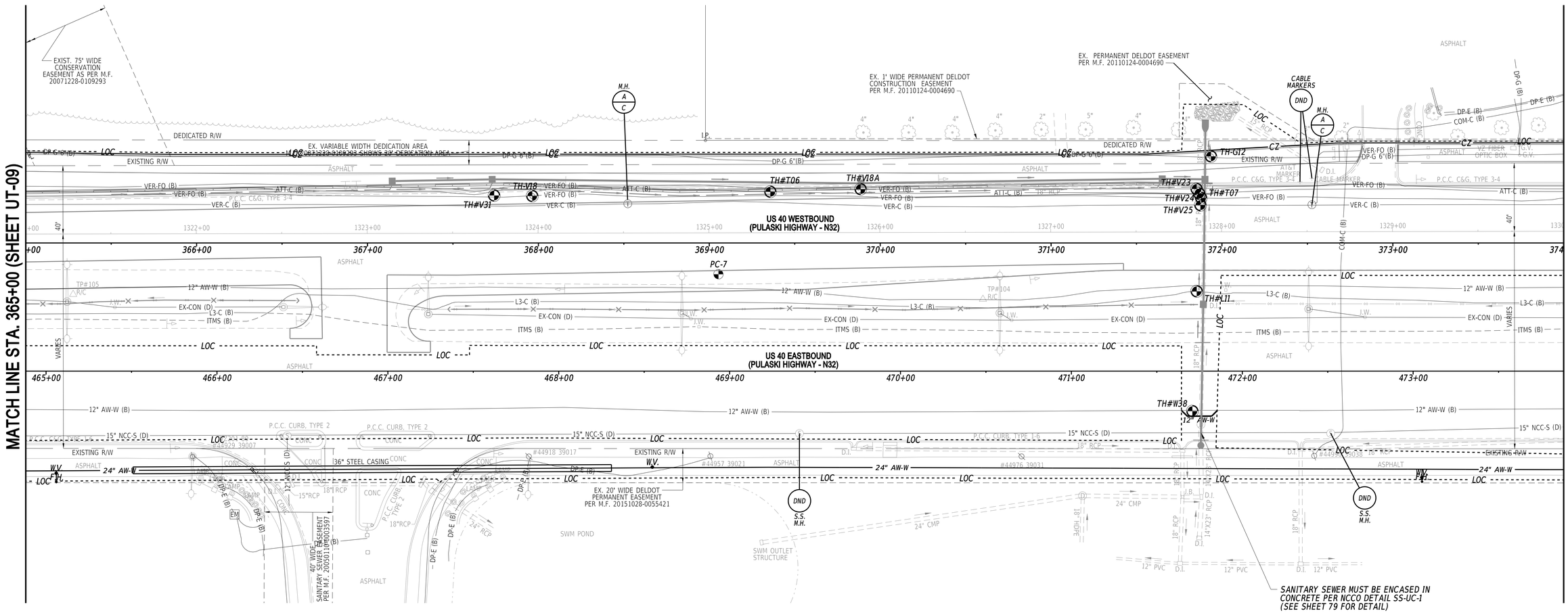
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ADDENDA / REVISIONS	SCALE 0 30 60 90 FEET	US 40, SALEM CHURCH ROAD TO WALTHER ROAD	CONTRACT T201611902	BRIDGE NO. N/A	UTILITY RELOCATION PLAN
			COUNTY NEW CASTLE	DESIGNED BY: M. WELBORN	
				CHECKED BY: T. OLIVER	

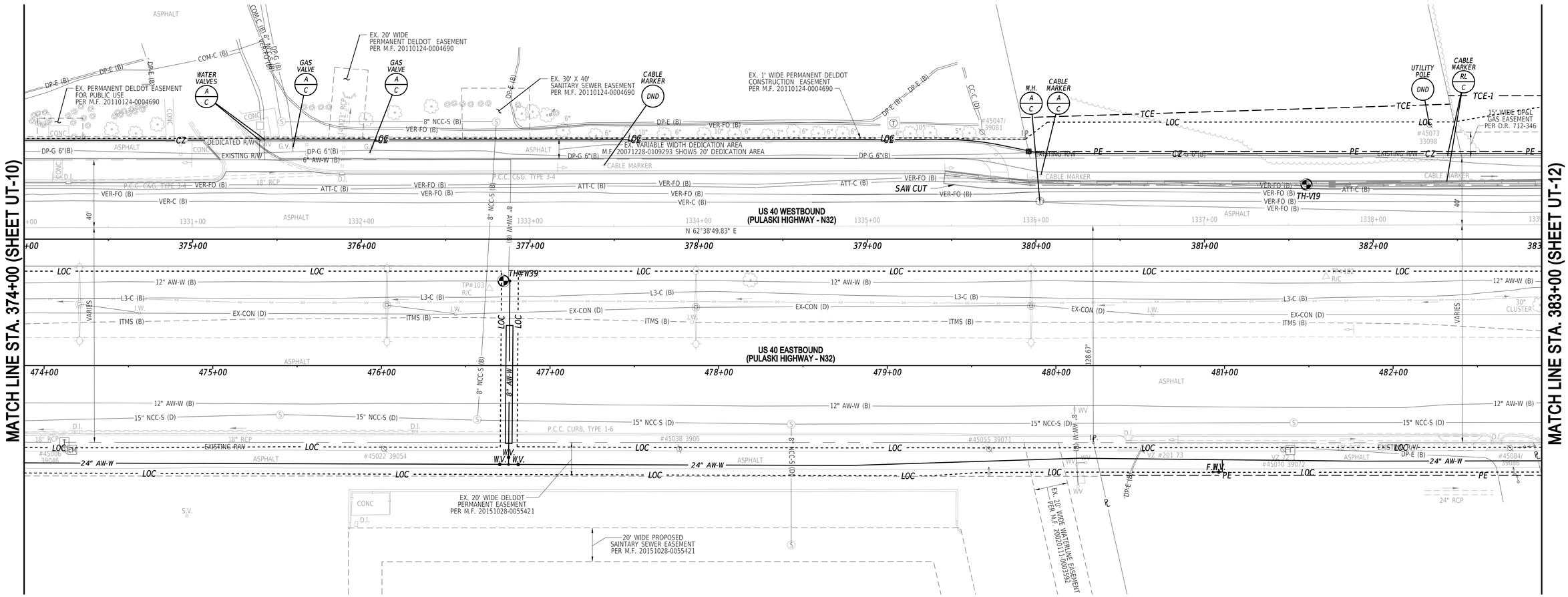
UT-09
SECTION WRA
SHEET NO. 156

9/10/2024
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ADDENDA / REVISIONS		SCALE 0 30 60 90 FEET	US 40, SALEM CHURCH ROAD TO WALTHER ROAD	CONTRACT T201611902	BRIDGE NO. N/A	UTILITY RELOCATION PLAN	UT-10
				COUNTY NEW CASTLE	DESIGNED BY: M. WELBORN		SECTION WRA
					CHECKED BY: T. OLIVER		SHEET NO. 157

9/10/2024
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ADDENDA / REVISIONS	SCALE 0 30 60 90 FEET	US 40, SALEM CHURCH ROAD TO WALTHER ROAD	CONTRACT T201611902	BRIDGE NO. N/A	UTILITY RELOCATION PLAN	UT-11
			COUNTY NEW CASTLE	DESIGNED BY: M. WELBORN		SECTION WRA
				CHECKED BY: T. OLIVER		SHEET NO. 158

9/10/2024
11:26:29 PM
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MATCH LINE STA. 383+00 (SHEET UT-11)

MATCH LINE STA. 392+00 (SHEET UT-13)

US 40 WESTBOUND (PULASKI HIGHWAY - N32)

US 40 EASTBOUND (PULASKI HIGHWAY - N32)

EDWARD COURT

DAVID PLACE

GLENDALE BLVD

WALTHER ROAD (N346)

TCE-1

TCE-2

EXISTING R/W

EXISTING RW/PE

EX. RW/PE 40' WIDE PER TITLE 17

EX. RW/PE 80' WIDE PER TITLE 17 AND M.F. 2887

EX. 6' WIDE WALKWAY EASEMENT PER M.F. 2887

15' WIDE DP&L GAS EASEMENT PER D.R. 712-346

10' WIDE DELDOT EASEMENT PER D.R. 2006-342

EX. 20' WIDE DRAINAGE EASEMENT PER M.F. 277

RW DEDICATED PER M.F. 2887

RW DEDICATED PER M.F. 2887

TH-G13 TH#G14 TH#G19 TH#G19A TH-L09 TH#L17 TH#L19 TH-S02A TH-S03 TH#T08 TH#T09 TH#T11 TH#T19 TH-V20 TH#V21 TH#V47 TH#V48 TH#V49 TH#V50 TH-W24 TH-W25 TH-W26 TH-W27 TH#W40 TH#W41 TH#W42 TH#W43 TH#W44 TH-DD02 TH#DD04 TH-V22

UTILITY POLE & GUY WIRE

UTILITY POLE

GAS VALVE

UTIL. POLE & GUY WIRE

S.S. M.H.

SAN. M.H.

WATER VALVE

GUY WIRE

UTIL. POLE & TELE. BOX

PUSH POLE

J.B.

M.H.

J.W.

D.I.

I.P.

4' CHAIN LINK FENCE

P.C.C. CURB, TYPE 1-6

P.C.C. C&G, TYPE 3-6

ASPHALT

CONC.

VERIZON

LOC

R/W

BMP

CZ

PE

ADDENDA / REVISIONS		SCALE 0 30 60 90 FEET	US 40, SALEM CHURCH ROAD TO WALTHER ROAD	CONTRACT T201611902	BRIDGE NO. N/A	UTILITY RELOCATION PLAN	UT-12
				COUNTY NEW CASTLE	DESIGNED BY: M. WELBORN		SECTION WRA
					CHECKED BY: T. OLIVER		SHEET NO. 159

9/10/2024
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MATCH LINE STA. 392+00 (SHEET UT-12)

MANHOLE
A
C

15' WIDE DP&L GAS
EASEMENT PER D.R. 712-346

10' WIDE DELDOT
EASEMENT PER D.R. 2006-342

TCE-2 LOC TCE-2 LOC LOC TCE-2 LOC

EXISTING R/W CZ CZ EXISTING R/W CZ

TH#T20 TH#T12

VER-FO (B) VER-FO (B) VER-FO (B) VER-FO (B) VER-FO (B)

15" RCP

T.B.

D.I.

1349+00 1350+00

393+00 394+00 395+00 396+00 397+00 397+50

US 40 WESTBOUND
(PULASKI HIGHWAY - N32)

18" RCP

EX-SIG (B) EX-SIG (B)

LOC LOC LOC

L3-C (B) L3-C (B) L3-C (B)

ITMS (B) ITMS (B) ITMS (B)

US 40 EASTBOUND
(PULASKI HIGHWAY - N32)

492+00 493+00

LOC

12" NCC-S (B) 10" NCC-S (B) 10" NCC-S (B)

P.C.C. CURB, TYPE 1-6 P.C.C. CURB, TYPE 2

8" NCC-S (B)

EXISTING R/W

VERIZON
#45188 39139
#20164

RCP

VERIZON
#45202 39145
#63

36"X24" RCEP

BRICK COLUMN

#39132

BUS SHELTER

EM

24"

15" RCP

12"

15" PINE

8"

16" PINE

18" PINE

12"

EX. RW/PE 80' WIDE
PER TITLE 17 AND
M.F. 2887

VER-FO (B)

EX. RW/PE 40' WIDE
PER TITLE 17 AND
M.F. 8778

EXISTING RW/PE

DRE (B)

EX. 20' WIDE
STORM WATER MANAGEMENT AREA
PER M.F. 8778

12" PINE

12"

EXISTING RW/PE

P.C.C. CURB, TYPE 2

15" TWP

15" CMP

EX. 20' LANDSCAPE, STORM
DRAINAGE & WALKWAY EASEMENT
PER M.F. 8778

6' HIGH
WOOD PRIVACY

INV.53.80

24" RCP

10"

4' 3'

4' 4'

T E T

WV

5'

MULCH

1 STY BRICK
LONGHORN
STEAKHOUSE

VERIZON
JUNCTION
WELL

6"

GRASS

8"

12"

3' 3'

D.I.

4' 4'

#45208
39166

C.M.

B.M.

U/G GAS

CONC

10" WIDE DELDOT
EASEMENT PER D.R. 2006-342

UNKNOWN
UTILITY MARKER
#063

207

MAC

GRASS

18" RCP

MAC

VERIZON
#VZ62

GRASS

D.I.

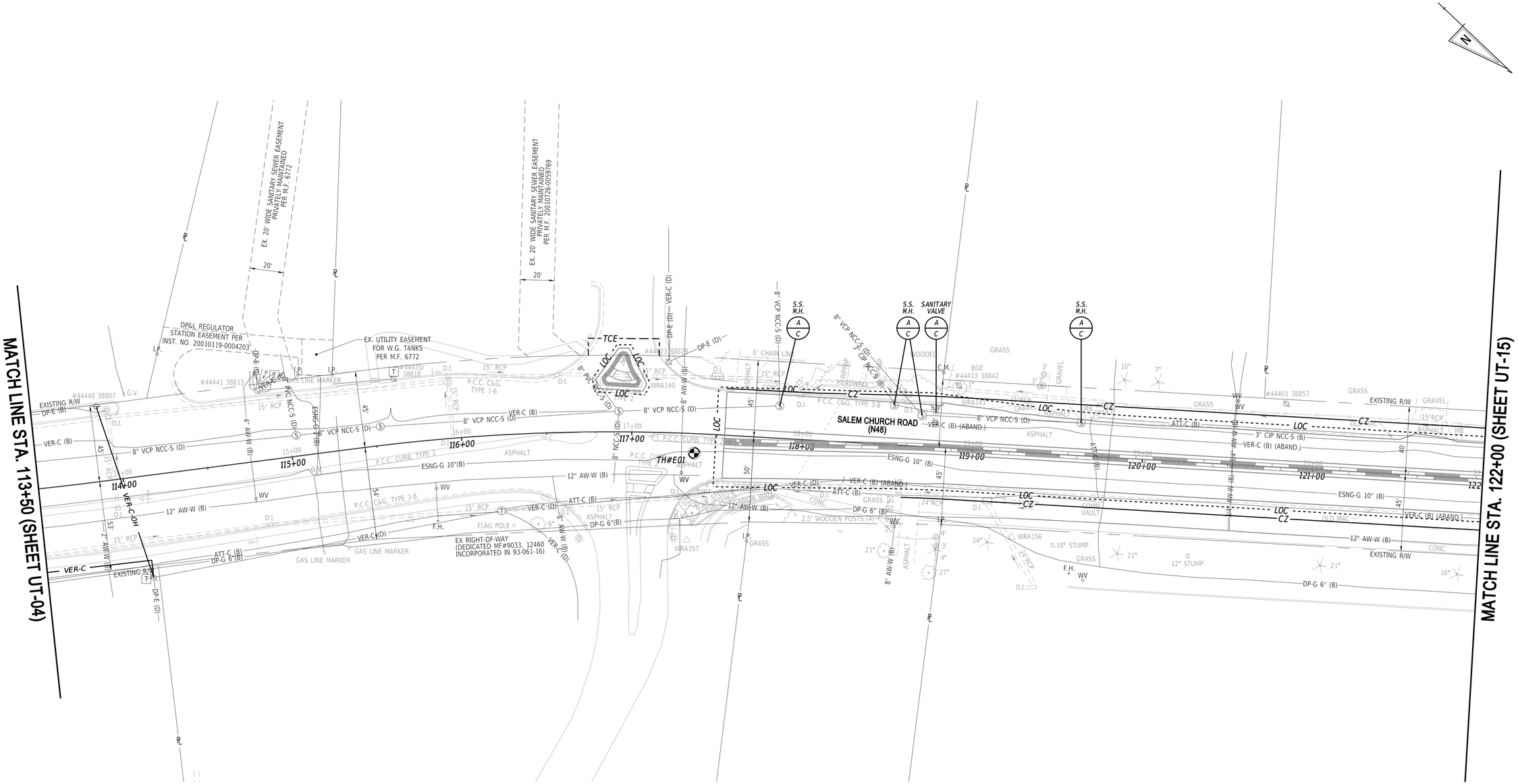
EX. RW/PE 40' WIDE
PER TITLE 17 AND
M.F. 8778

I.P.

RCP

ADDENDA / REVISIONS		SCALE 0 30 60 90 FEET	US 40, SALEM CHURCH ROAD TO WALTHER ROAD	CONTRACT T201611902	BRIDGE NO. N/A	UTILITY RELOCATION PLAN	UT-13
				COUNTY NEW CASTLE	DESIGNED BY: M. WELBORN		SECTION WRA
					CHECKED BY: T. OLIVER		SHEET NO. 160

9/10/2024
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ADDENDA / REVISIONS		SCALE 0 30 60 90 FEET	US 40, SALEM CHURCH ROAD TO WALTHER ROAD	CONTRACT T201611902	BRIDGE NO. N/A	UTILITY RELOCATION PLAN	UT-14
				COUNTY NEW CASTLE	DESIGNED BY: M. WELBORN		SECTION WRA
					CHECKED BY: T. OLIVER		SHEET NO. 161

9/10/2024
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MATCH LINE STA. 122+00 (SHEET UT-14)

MATCH LINE STA. 130+50 (THIS SHEET)

SALEM CHURCH ROAD (N48)

CORNELL DRIVE

EXISTING R/W

TH#W45

TH#E02

TH#E03

TH#E04

TH#SO8

TH#V29

TH#DP09

TH#W46

TH#T13

TH#G15

123+00 124+00 125+00 126+00 127+00 128+00 129+00 130+00 131+00

700+00 701+00

WRA143 WRA144 WRA145 WRA146 WRA147 WRA148 WRA154 WRA155

#44389 38871 #44378 38872 #44373 38801 #44334 38935

2 STY BLOCK AND VINYL

2 STY BRICK

UTILITY POLE

WATER METER

COMM JUNCTION WELL

S.S. M.H.

W.V.

W.M.

S.V.

E.M. & TELE. BOX

GAS VALVE

WATER VALVE

ELECTRIC METER

OIL TANK

LEANING TELEPHONE POLE

C.L. BOTTOM 4" VERTICAL 24" RCP

BROKEN CONC SLABS

6' CHAIN LINK

6' WOOD FENCE

8' WOOD FENCE

5' WOOD RETAINING WALL

ESNG-G 10" (B)

12" AW-W (B)

DP-G 6" (B)

DP-E (B)

ATT-C (B)

VER-C (B) (ABAND.)

10" VCP NCC-S (D)

8" VCP NCC-S (D)

3" CIP NCC-S (B)

P.C.C. CURB, TYPE 1-6

BURIED GAS LINE

BURIED GAS PIPELINE

COMM-C (B)

VER-FO (B)

WOODED

GRASS

ASPHALT

GRAVEL

STEEL ACCESS

METAL

1 STY

9" STUMP

10" STUMP

21" STUMP

24" STUMP

18" STUMP

15"RCP

24" RCP

TCE LOC CZ PE R/W

ADDENDA / REVISIONS

SCALE 0 30 60 90 FEET

US 40, SALEM CHURCH ROAD TO WALTHER ROAD

CONTRACT T201611902

COUNTY NEW CASTLE

BRIDGE NO. N/A

DESIGNED BY: S. BEALL

CHECKED BY: T. OLIVER

UTILITY RELOCATION PLAN

UT-15

SECTION WRA

SHEET NO. 162

9/10/2024
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UTILITY TEST HOLE SCHEDULE

NO.	UTILITY	STATION	OFFSET	GROUND EL.	COVER	O.D. & MATERIAL
C01A	N/A	309+28.17	28.38'LT	N/A	N/A	NO UTILITY DETECTED
C02	CABLE	312+55.43	24.90'LT	60.01'	4.25'	12"X9" TERRACOTTA DUCT
C03A	N/A	314+48.48	27.34'LT	N/A	N/A	NO UTILITY DETECTED
C04	N/A	415+70.55	55.46'RT	N/A	N/A	NO UTILITY DETECTED
C04A	N/A	419+55.46	56.04'RT	N/A	N/A	NO UTILITY DETECTED
C05	N/A	327+48.36	38.87'LT	N/A	N/A	NO UTILITY DETECTED
C06	N/A	427+73.81	11.01'RT	N/A	N/A	NO UTILITY DETECTED
C07	CABLE	333+43.86	33.78'LT	75.88'	1.35'	1-1/2" PLASTIC CONDUIT
C08	CABLE	346+55.89	33.84'LT	75.06'	1.03'	2" PLASTIC CONDUIT
C08A	CABLE	346+55.63	34.24'LT	75.11'	1.14'	2-1/2" PLASTIC CONDUIT
C09	CABLE	345+09.49	37.65'LT	74.64'	1.15'	(1) 2" AND (1) 2-1/2" CABLES
C10	CABLE	332+64.26	45.90'LT	76.14'	1.40'	(2) 1-1/2" PLASTIC CONDUITS
C11	CABLE	328+85.89	51.40'LT	71.46'	1.80'	1-1/2" PLASTIC CONDUIT
DD01	FIBER OPTIC	460+43.57	22.01'LT	68.38'	3.61'	(9) 1" PLASTIC CONDUITS
DD02	FIBER OPTIC	483+85.00	21.55'LT	65.28'	2.07'	4" PLASTIC CONDUIT
DD04	ELECTRIC	436+41.30	35.50'LT	63.25'	1.97'	4" PLASTIC CONDUIT
DP01	ELECTRIC	417+80.58	85.65'RT	69.29'	0.72'	2" PLASTIC CONDUIT
DP02	ELECTRIC	320+58.87	39.36'LT	70.69'	0.71'	2" PLASTIC CONDUIT
DP03	ELECTRIC	325+96.59	33.71'LT	72.37'	0.88'	1-1/2" PLASTIC CONDUIT
DP04	ELECTRIC	327+31.31	38.51'LT	72.28'	2.61'	3" STEEL CONDUIT
DP05	ELECTRIC	327+91.32	40.24'LT	72.57'	1.75'	2" PLASTIC CONDUIT
DP06	ELECTRIC	437+15.63	25.39'RT	76.40'	2.75'	2" PLASTIC CONDUIT
DP07	ELECTRIC	439+21.99	28.14'RT	76.53'	3.04'	4" PLASTIC CONDUIT
DP08	ELECTRIC	440+08.76	29.78'RT	76.18'	4.01'	(1) 4" & (1) 3" PLASTIC CONDUIT
DP09	ELECTRIC	700+64.03	6.07'LT	61.27'	3.83'	4" PLASTIC CONDUIT
DP10	ELECTRIC	321+17.65	39.30'LT	70.50'	0.71'	1-3/8" PLASTIC CONDUIT
DP12	ELECTRIC	414+73.62	50.40'RT	66.61'	0.73'	1" PLASTIC CONDUIT
DP13	ELECTRIC	339+36.81	15.00'RT	76.43'	3.53'	4" PLASTIC CONDUIT
DP14	ELECTRIC	340+23.72	15.00'RT	76.57'	4.20'	4-1/2" CONCRETE PIPE
E01	N/A	117+54.44	9.79'RT	N/A	N/A	NO UTILITY DETECTED
E02	GAS	123+96.54	15.01'RT	58.51'	3.93'	10" W/S
E03	GAS	126+86.83	25.33'RT	60.89'	4.18'	10" W/S
E04	GAS	128+23.42	23.27'RT	60.79'	4.90'	10" W/S
G01	GAS	409+26.42	27.94'RT	50.91'	5.83'	UNKNOWN
G02	GAS	315+19.64	31.82'LT	65.92'	10.69'	15" C/I
G03	N/A	315+75.97	17.33'LT	N/A	N/A	NO UTILITY DETECTED
G04	GAS	315+83.89	37.11'LT	67.85'	4.76'	8" PLASTIC
G05	GAS	318+58.79	34.10'LT	68.66'	3.96'	6" W/S
G05A	GAS	416+08.32	34.52'RT	68.35'	5.35'	8" PLASTIC
G06	GAS	419+66.87	34.02'RT	69.66'	4.69'	8" PLASTIC
G07	GAS	321+08.82	33.96'LT	70.26'	4.91	6" W/S
G08	GAS	324+45.84	28.48'LT	71.36'	4.88	6" W/S
G09	GAS	330+25.39	34.13'LT	73.84'	3.01'	1" PLASTIC
G10	GAS	452+61.82	21.04'RT	73.02'	7.74'	10" STEEL
G11	GAS	352+70.36	29.83'LT	73.31'	8.40'	UNKNOWN
G12	GAS	371+93.57	50.66'LT	64.97'	7.93'	6" PLASTIC
G13	GAS	386+75.45	42.56'LT	64.13'	6.61'	6" PLASTIC
G14	GAS	383+97.10	42.99'LT	63.00'	6.10'	UNKNOWN
G15	N/A	127+87.75	48.42'RT	N/A	N/A	NO UTILITY DETECTED
G16	N/A	419+85.62	24.30'RT	N/A	N/A	NO UTILITY DETECTED
G17	GAS	414+79.51	47.90'RT	66.50'	4.80'	8" PLASTIC
G18	GAS	420+23.86	34.00'RT	69.98'	4.24'	8" PLASTIC
G19	GAS	389+88.46	44.30'LT	60.81'	7.18'	6" PLASTIC
G19A	UNKNOWN	389+88.46	44.30'LT	60.82'	3.28'	(2) 4" PLASTIC CONDUITS
L01	FIBER OPTIC	409+26.66	24.77'LT	51.02'	3.73'	(9) 1" PLASTIC CONDUITS
L02	FIBER OPTIC	416+67.36	26.48'LT	68.38'	1.91'	4" PLASTIC CONDUIT
L03	FIBER OPTIC	418+43.83	27.25'LT	68.89'	3.17'	(9) 1" PLASTIC CONDUITS
L04	FIBER OPTIC	420+91.59	26.71'LT	69.78'	2.38'	4" PLASTIC CONDUIT
L05	FIBER OPTIC	427+71.64	21.63'LT	72.24'	1.67'	4" PLASTIC CONDUIT
L06	FIBER OPTIC	329+90.82	29.75'RT	73.62'	3.09'	(8) 1" PLASTIC CONDUITS
L07	FIBER OPTIC	432+89.53	16.11'LT	75.43'	3.29'	(10) 1" PLASTIC CONDUITS
L07A	FIBER OPTIC	345+15.35	33.68'RT	75.46'	2.29'	4" PLASTIC CONDUIT
L08	FIBER OPTIC	460+43.85	28.47'LT	68.05'	2.11'	4" PLASTIC CONDUIT
L09	FIBER OPTIC	383+96.42	31.59'RT	64.45'	4.42'	(12) 1" PLASTIC CONDUITS
L10	FIBER OPTIC	447+82.72	36.10'LT	75.42'	1.87'	4" PLASTIC CONDUIT
L11	FIBER OPTIC	371+89.22	28.67'RT	64.57'	3.77'	(7) 1-1/2" PLASTIC CONDUITS
L12	FIBER OPTIC	424+28.15	26.60'LT	70.99'	2.43'	4" PLASTIC CONDUIT
L13	FIBER OPTIC	428+31.51	27.00'LT	73.16'	2.01'	4" PLASTIC CONDUIT
L13A	FIBER OPTIC	428+31.51	27.00'LT	72.50'	3.34'	(7) 1-1/2" PLASTIC CONDUITS
L14	FIBER OPTIC	436+41.30	31.20'LT	76.33'	2.62'	4" PLASTIC CONDUIT
L14A	N/A	436+41.30	31.20'LT	N/A	N/A	NO UTILITY DETECTED
L15	CABLE	442+50.04	35.30'LT	75.74'	2.90'	4" PLASTIC CONDUIT
L16	CABLE	343+65.11	35.60'RT	75.48'	2.46'	4" PLASTIC CONDUIT
L17	FIBER OPTIC	386+75.03	30.80'RT	63.20'	3.50'	(3) 1-3/4" & (2) UNK. CONDUITS
L18	CABLE	340+81.79	34.50'RT	76.18'	2.97'	(10) 1-1/2" PLASTIC CONDUITS
L19	FIBER OPTIC	389+88.47	22.40'RT	61.44'	3.42'	(8) 1-3/4" PLASTIC CONDUITS
L20	FIBER OPTIC	332+45.05	29.20'RT	75.19'	2.92'	(11) 1-1/2" PLASTIC CONDUITS
L21	FIBER OPTIC	336+32.61	36.80'RT	76.26'	2.65'	4" PLASTIC CONDUIT

UTILITY TEST HOLE SCHEDULE

NO.	UTILITY	STATION	OFFSET	GROUND EL.	COVER	O.D. & MATERIAL
L22	FIBER OPTIC	447+46.89	35.00'LT	75.45'	2.34'	4" PLASTIC CONDUIT
L23	FIBER OPTIC	453+69.76	31.70'LT	71.33'	3.25'	(8) 1-1/2" PLASTIC CONDUITS
S02	SANITARY	460+45.74	35.83'RT	68.65'	4.26'	13" PLASTIC
S02A	SANITARY	483+88.77	23.15'RT	65.29'	10.81'	UNKNOWN
S03	SANITARY	389+56.59	238.39'LT	56.24'	9.31'	UNKNOWN SIZE - STEEL
S04	N/A	110+49.48	42.12'RT	N/A	N/A	NO UTILITY DETECTED
S05	SANITARY	448+12.27	34.70'RT	76.26'	4.82'	8" PLASTIC
S06	DRAINAGE	452+65.01	35.90'RT	72.53'	0.91'	51"X43" CONCRETE STRUCTURE
S07	N/A	314+75.97	32.10'LT	N/A	N/A	NO UTILITY DETECTED
S08	SANITARY	700+58.28	6.40'LT	61.02'	9.06'	UNKNOWN
T01	TELEPHONE	308+57.36	35.46'LT	50.17'	5.05'	6" PLASTIC
T02	TELEPHONE	309+84.21	31.22'LT	52.59'	7.24'	(4) 1" PLASTIC CONDUITS
T03	TELEPHONE	447+34.38	20.37'RT	76.16'	6.95'	(5) 1" PLASTIC CONDUITS
T06	TELEPHONE	369+34.77	29.98'LT	66.91'	5.38'	(4) 1-1/2" PLASTIC CONDUITS
T07	N/A	371+89.94	28.93'LT	N/A	N/A	NO UTILITY DETECTED
T08	N/A	383+99.65	31.09'LT	N/A	N/A	NO UTILITY DETECTED
T09	TELEPHONE	386+75.03	31.82'LT	63.70'	3.71'	(4) 1-1/2" PLASTIC CONDUITS
T10	TELEPHONE	308+97.31	33.70'LT	51.09'	5.45'	(3) 1-1/2" & (2) 1-3/4" CONDUIT
T11	TELEPHONE	391+46.72	33.50'LT	59.81'	7.60'	(5) 2" PLASTIC CONDUITS
T12	TELEPHONE	394+80.03	31.40'LT	60.13'	4.83'	(4) 2" PLASTIC CONDUITS
T13	TELEPHONE	128+48.85	18.60'LT	59.44'	2.41'	(2) 1-1/2" PLASTIC CONDUITS
T14	N/A	314+23.68	42.80'LT	N/A	N/A	NO UTILITY DETECTED
T15	TELEPHONE	415+97.28	43.80'RT	68.10'	2.60'	(2) 2" PLASTIC CONDUITS
T16	FIBER OPTIC	316+56.66	25.20'RT	67.69'	1.92'	4" PLASTIC CONDUIT
T17	TELEPHONE	328+86.27	42.20'LT	73.06'	3.89'	2-1/4" PLASTIC CONDUIT
T18	TELEPHONE	346+54.68	36.30'LT	75.60'	3.08'	1" D.B. CABLE
T19	TELEPHONE	391+06.89	35.50'LT	59.60'	5.00'	(4) 2" PLASTIC CONDUITS
T20	DRAINAGE	393+79.67	31.70'LT	59.47'	1.61'	15" CONCRETE PIPE
U01	N/A	425+53.82	35.80'RT	N/A	N/A	NO UTILITY DETECTED
U02	UNKNOWN	348+20.21	40.90'LT	76.02'	3.35'	1-1/2" UNKNOWN CONDUIT
V01	FIBER OPTIC	309+29.62	26.47'LT	50.93'	6.16'	UNKNOWN
V02A	TELEPHONE	312+36.48	25.21'LT	59.59'	4.05'	(2) 14"X8" TERRACOTTA DUCTS
V03	FIBER OPTIC	416+33.31	30.42'RT	68.23'	2.78'	4" PLASTIC CONDUIT
V04	FIBER OPTIC	316+60.15	40.61'LT	68.75'	2.08'	6"X36" CONCRETE DUCT
V05	FIBER OPTIC	318+58.47	22.66'LT	68.24'	5.89'	24"X9" TERRACOTTA DUCT
V06	FIBER OPTIC	321+08.35	21.98'LT	69.71'	4.94'	24"X9" TERRACOTTA DUCT
V06A	FIBER OPTIC	324+44.33	22.19'LT	70.78'	5.67'	26"X9" TERRACOTTA DUCT
V07	FIBER OPTIC	328+60.02	39.02'LT	72.93'	0.78'	1-1/2" PLASTIC CONDUIT
V08	FIBER OPTIC	329+74.02	39.75'LT	73.38'	4.03'	2" PLASTIC CONDUIT
V09	FIBER OPTIC	332+75.93	34.15'LT	75.24'	2.23'	2" PLASTIC CONDUIT
V10	FIBER OPTIC	437+47.34	28.24'RT	76.50'	2.24'	2" PLASTIC CONDUIT
V10A	TELEPHONE	340+78.58	40.32'LT	75.55'	2.27'	3" PLASTIC CONDUIT
V10B	FIBER OPTIC	345+10.19	36.29'LT	75.25'	4.81'	6" STEEL CONDUIT
V10C	FIBER OPTIC	447+35.42	34.97'LT	75.35'	7.12'	UNKNOWN SIZE - PLASTIC CONDUIT
V12A	CABLE	448+15.95	28.59'RT	76.09'	2.75'	2" PLASTIC CONDUIT
V13	N/A	347+61.66	34.25'LT	N/A	N/A	NO UTILITY DETECTED
V13A	DRAINAGE	448+32.68	27.94'RT	76.68'	1.83'	15" RCP
V13A1	FIBER OPTIC	448+32.68	27.94'RT	76.67'	7.32'	(6) 4" PLASTIC CONDUITS
V14	FIBER OPTIC	447+92.09	27.25'RT	75.80'	3.13'	2" PLASTIC CONDUIT
V15	FIBER OPTIC	350+65.04	26.64'LT	75.51'	3.21'	2" PLASTIC CONDUIT
V15A	FIBER OPTIC	353+13.94	28.33'LT	72.69'	5.37'	14"X8" TERRACOTTA DUCT
V15B	FIBER OPTIC	355+63.72	21.35'LT	70.67'	3.90'	8"X11" TERRACOTTA DUCT
V16	FIBER OPTIC	358+18.03	22.13'LT	69.45'	4.37'	29"X9" TERRACOTTA DUCT
V17	FIBER OPTIC	360+58.61	26.56'LT	68.44'	3.85'	2" PLASTIC CONDUIT
V18	FIBER OPTIC	367+96.40	27.47'LT	68.31'	3.33'	2" PLASTIC CONDUIT
V18A	N/A	369+86.76	31.41'LT	N/A	N/A	NO UTILITY DETECTED
V19	N/A	381+60.49	32.35'LT	N/A	N/A	NO UTILITY DETECTED
V20	FIBER OPTIC	383+97.72	29.03'LT	65.15'	3.03'	2" PLASTIC CONDUIT
V21	N/A	386+75.59	35.27'LT	N/A	N/A	NO UTILITY DETECTED
V22	FIBER OPTIC	488+81.37	69.76'RT	65.82'	1.28'	2" PLASTIC CONDUIT
V23	N/A	371+89.98	31.79'LT	N/A	N/A	NO UTILITY DETECTED
V24	FIBER OPTIC	371+89.91	26.23'LT	65.30'	2.89'	2" PLASTIC CONDUIT
V25	TELEPHONE	371+89.86	22.18'LT	65.48'	5.08'	35"X24" CONCRETE DUCT
V26	FIBER OPTIC	340+77.66	39.07'LT	76.14'	5.89'	13"X8" TERRACOTTA DUCT
V27	FIBER OPTIC	442+90.00	30.10'RT	76.77'	3.53'	(2) 4" PLASTIC CONDUITS
V28	FIBER OPTIC	443+10.00	30.03'RT	76.55'	2.65'	(2) 4" PLASTIC CONDUITS
V29	N/A	700+64.09	8.46'RT	N/A	N/A	NO UTILITY DETECTED
V30	FIBER OPTIC	328+85.89	40.10'LT	73.07'	3.85'	2-1/2" PLASTIC CONDUIT
V31	N/A	367+73.04	31.60'LT	N/A	N/A	NO UTILITY DETECTED
V34	FIBER OPTIC	327+48.92	68.40'LT	72.75'	4.09'	2-1/2" PLASTIC CONDUIT
V35	FIBER OPTIC	347+88.00	37.90'LT	76.42'	1.90'	4" PLASTIC CONDUIT
V36	TELEPHONE	348+27.95	48.90'LT	75.66'	3.66'	(2) 4" PLASTIC CONDUITS
V37	TELEPHONE	448+33.19	38.90'RT	76.97'	3.38'	(1) 3" & (1) 1" CABLES
V38	TELEPHONE	349+13.67	45.70'LT	76.20'	5.38'	(2) 4" PLASTIC CONDUITS
V39	TELEPHONE	311+60.68	26.80'LT	57.43'	3.17'	14"X22" CONCRETE DUCT
V40	GAS	337+27.06	29.90'LT	76.38'	3.67'	6" W/S
V41	TELEPHONE	337+27.07	23.70'LT	76.92'	4.09'	UNK. HEIGHT X9" TERRACOTA DUCT
V42	FIBER OPTIC	340+29.31	15.00'RT	76.56'	2.79'	(1) 3" & (1) 4" PL. CONDUITS

UTILITY TEST HOLE SCHEDULE

NO.	UTILITY	STATION	OFFSET	GROUND EL.	COVER	O.D. & MATERIAL
V43	N/A	444+58.84	27.80'RT	N/A	N/A	NO UTILITY DETECTED
V44	TELEPHONE	346+54.70	31.80'LT	76.24'	2.10'	2" PLASTIC CONDUIT
V45	FIBER OPTIC	360+58.36	33.70'LT	67.21'	4.64'	(6) 2" PLASTIC CONDUITS
V46	FIBER OPTIC	360+56.96	22.50'LT	68.64'	5.95'	UNK. HEIGHT X9" TERRACOTA DUCT
V47	FIBER OPTIC	386+75.03	27.00'LT	63.80'	3.10'	2" PLASTIC CONDUIT
V48	FIBER OPTIC	386+75.03	22.90'LT	63.89'	8.32'	25"X9" TERRACOTTA DUCT
V49	N/A	386+75.03	16.90'LT	N/A	N/A	NO UTILITY DETECTED
V50	N/A	389+47.50	237.50'LT	N/A	N/A	NO UTILITY DETECTED
W01	WATER	309+28.55	17.07'RT	51.02'	3.65'	14" C/I
W02	WATER	311+78.36	18.99'RT	57.73'	2.14'	2" C/I
W03	WATER	313+30.34	27.34'LT	62.14'	4.01'	1" COPPER
W04	WATER	315+53.96	33.83'LT	66.33'	3.47'	12" C/I
W05	WATER	316+12.33	25.63'RT	67.52'	4.83'	1" COPPER
W06	WATER	416+03.28	37.23'RT	68.06'	6.12'	1" COPPER
W07	WATER	318+58.37	21.97'RT	68.47'	3.48'	14" C/I
W08	WATER	420+27.14	24.64'RT	69.35'	4.69'	1" COPPER
W08A	WATER	419+38.42	24.55'RT	68.86'	3.23'	1" COPPER
W09	WATER	321+07.11	23.50'RT	69.55'	3.75'	14" C/I
W10	WATER	421+35.77	21.57'RT	68.80'	2.91'	1" COPPER
W11	WATER	423+03.44	22.18'RT	70.43'	3.52'	1" COPPER
W12	WATER	423+47.10	19.92'RT	70.69'	1.69'	1" COPPER
W13	WATER	324+45.48	23.70'RT	70.74'	3.93'	14" C/I
W14	WATER	424+93.69	27.09'RT	71.85'	4.36'	1" COPPER
W15	N/A	329+40.30	40.29'LT	N/A	N/A	NO UTILITY DETECTED
W15A	WATER	331+65.41	25.21'RT	75.10'	2.90'	12" D/I
W16	WATER	431+48.55	20.59'RT	70.24'	2.96'	16" C/I
W17	WATER	434+09.02	20.61'RT	76.24'	4.30'	12" C/I
W18	WATER	436+75.82	22.79'RT	76.33'	4.14'	12" C/I
W19	WATER	439+97.84	29.84'RT	76.06'	4.58'	8" C/I
W20	WATER	448+92.57	27.36'RT	76.29'	4.21'	8" C/I
W21	WATER	450+08.73	21.46'RT	75.30'	7.90'	1" COPPER
W21A	WATER	451+53.35	23.14'RT	73.60'	3.87'	12" D/I
W22	WATER	460+45.78	23.57'RT	68.75'	4.52'	12" C/I
W23	WATER	360+55.52	26.02'RT	68.08'	3.86'	12" C/I
W24	WATER	384+00.12	26.72'RT	64.89'	4.89'	UNKNOWN SIZE - D/I
W25	WATER	483+87.60	33.57'RT	65.43'	5.16'	UNKNOWN
W26	WATER	487+94.54	37.67'RT	62.60'	3.16'	8" C/I
W27	WATER	489+28.27	40.11'RT	61.70'	5.30'	12" C/I
W28	N/A	432+07.81	21.67'RT	N/A	N/A	NO UTILITY DETECTED
W29	N/A	333+77.47	33.67'LT	N/A	N/A	NO UTILITY DETECTED
W30	N/A	1249+13.82	36.26'RT	N/A	N/A	NO UTILITY DETECTED
W31	WATER	327+87.48	19.55'RT	72.82'	2.01'	14" D/I
W32	WATER	332+78.32	24.12'RT	75.88'	3.24'	14" D/I
W33	WATER	340+12.61	98.99'LT	76.04'	3.84'	8" C/I
W34	WATER	440+78.25	19.92'RT	76.47'	4.55'	12" D/I
W35	WATER	443+00.00	19.25'RT	76.60'	3.81'	12" D/I
W36	WATER	349+15.79	72.41'LT	75.45'	5.01'	UNKNOWN SIZE - D/I
W37	WATER	449+55.39	20.17'RT	75.85'	3.81'	12" D/I
W38	WATER	471+76.12	22.97'RT	65.56'	4.49'	12" C/I
W39	WATER	376+87.31	24.82'RT	67.22'	3.75'	12" C/I
W40	WATER	486+63.13	25.59'RT	63.88'	4.13'	UNKNOWN SIZE - C/I
W41	WATER	489+03.91	24.19'RT	62.10'	3.42'	12" C/I
W42	N/A	490+64.65	109.58'RT	N/A	N/A	NO UTILITY DETECTED
W43	WATER	491+34.41	80.67'RT	62.49'	3.91'	12" D/I
W44	WATER	491+43.85	90.56'RT	62.18'	3.73'	2" GALVANIZED
W45	WATER	124+48.42	32.02'LT	58.69'	3.72'	1" COPPER
W46	WATER	128+15.38	42.73'RT	59.29'	4.04'	12" D/I
W47	WATER	410+43.24	29.80'LT	54.16'	6.32'	UNKNOWN
W53	WATER	444+55.68	29.80'RT	76.72'	3.73'	3/4" COPPER
W54	UNKNOWN	447+47.03	16.90'RT	76.15'	2.98'	2" PLASTIC CONDUIT
W54A	WATER	447+47.03	16.90'RT	76.31'	4.47'	12" D/I
W55	WATER	454+81.78	27.50'RT	71.70'	4.47'	8" D/I
W57	WATER	334+34.86	23.90'RT	76.18'	3.08'	14" D/I

ADDENDA / REVISIONS

SCALE
0 30 60 90
FEET

US 40, SALEM CHURCH ROAD TO WALTHER ROAD

CONTRACT	BRIDGE NO.	N/A
T201611902	DESIGNED BY: S. BEALL	
COUNTY	CHECKED BY: T. OLIVER	
NEW CASTLE		

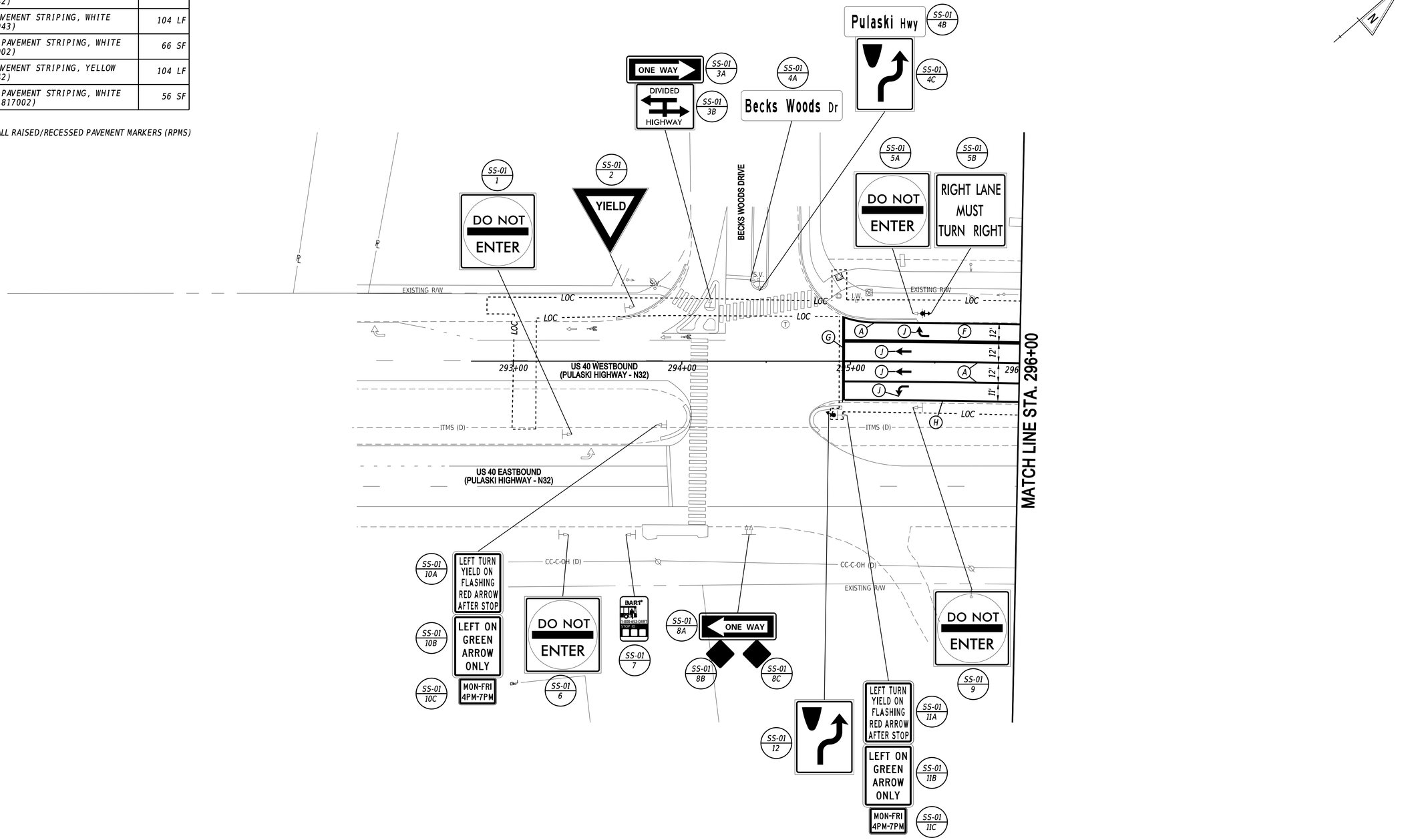
UTILITY RELOCATION PLAN

SECTION
WRA
SHEET NO.
163

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PAVEMENT MARKINGS LEGEND		
SYM	ITEM	QUANTITY
(A)	EPOXY RESIN PAINT PAVEMENT STRIPING, WHITE 6" SOLID (ITEM 817042)	313 LF
(F)	EPOXY RESIN PAINT PAVEMENT STRIPING, WHITE 12" SOLID (ITEM 817043)	104 LF
(G)	ALKYD-THERMOPLASTIC PAVEMENT STRIPING, WHITE 16" SOLID (ITEM 817002)	66 SF
(H)	EPOXY RESIN PAINT PAVEMENT STRIPING, YELLOW 6" SOLID (ITEM 817042)	104 LF
(J)	ALKYD-THERMOPLASTIC PAVEMENT STRIPING, WHITE SYMBOL/LEGEND (ITEM 817002)	56 SF

NOTE:
1. THE CONTRACTOR SHALL INSTALL RAISED/RECESSED PAVEMENT MARKERS (RPMS) PER PART 3 OF THE DE MUTCD.



ADDENDA / REVISIONS		SCALE 0 30 60 90 FEET	US 40, SALEM CHURCH ROAD TO WALTHER ROAD	CONTRACT T201611902	BRIDGE NO. N/A	SIGNING, STRIPING AND CONDUIT PLANS	SS-01
				COUNTY NEW CASTLE	DESIGNED BY: D. POLLET		SECTION WRA
					CHECKED BY: T. OLIVER		SHEET NO. 164

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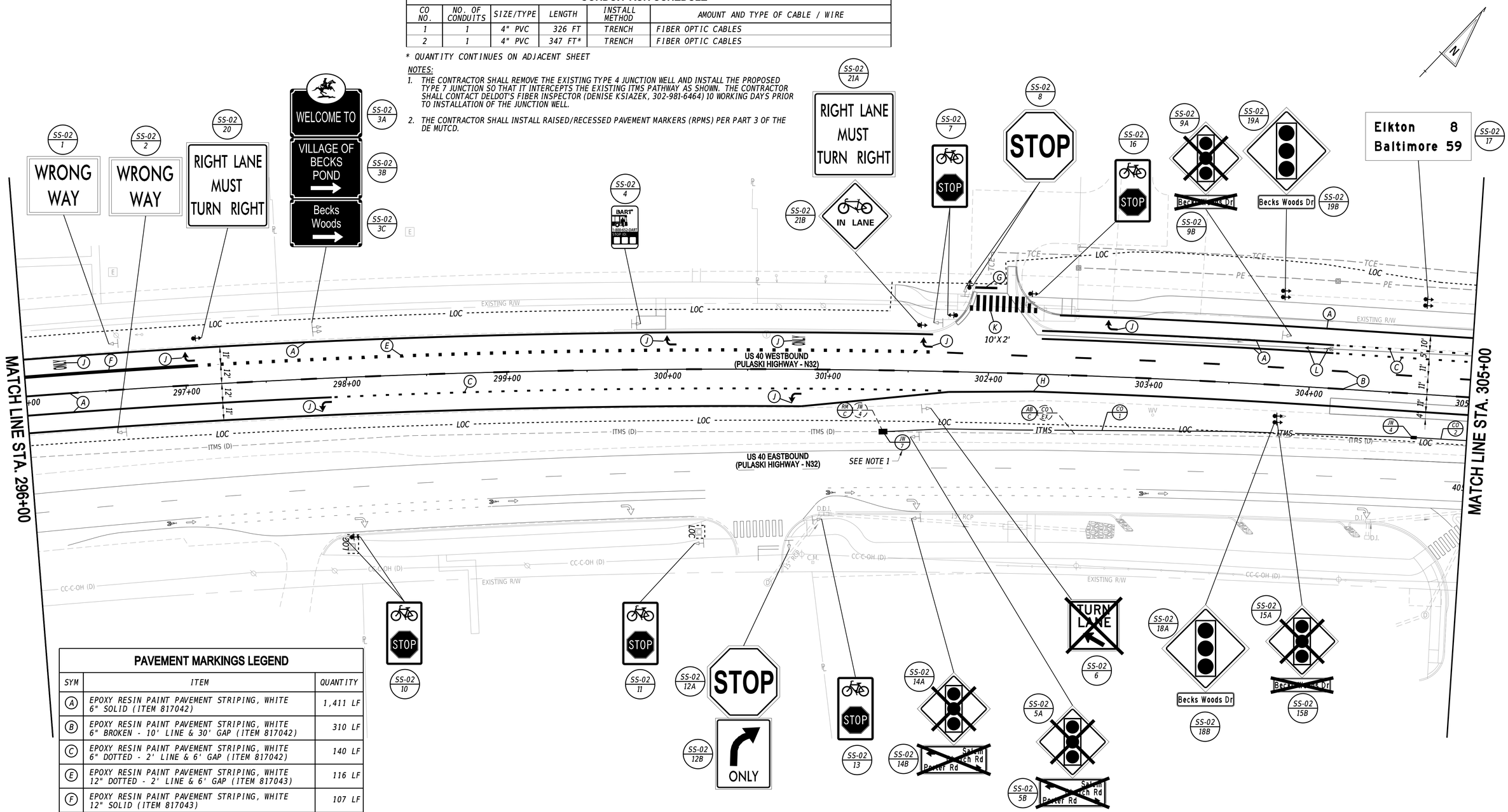
CONDUIT RUN SCHEDULE

CO NO.	NO. OF CONDUITS	SIZE/TYPE	LENGTH	INSTALL METHOD	AMOUNT AND TYPE OF CABLE / WIRE
1	1	4" PVC	326 FT	TRENCH	FIBER OPTIC CABLES
2	1	4" PVC	347 FT*	TRENCH	FIBER OPTIC CABLES

* QUANTITY CONTINUES ON ADJACENT SHEET

NOTES:

1. THE CONTRACTOR SHALL REMOVE THE EXISTING TYPE 4 JUNCTION WELL AND INSTALL THE PROPOSED TYPE 7 JUNCTION SO THAT IT INTERCEPTS THE EXISTING ITMS PATHWAY AS SHOWN. THE CONTRACTOR SHALL CONTACT DELDOT'S FIBER INSPECTOR (DENISE KSIAZEK, 302-981-6464) 10 WORKING DAYS PRIOR TO INSTALLATION OF THE JUNCTION WELL.
2. THE CONTRACTOR SHALL INSTALL RAISED/RECESSED PAVEMENT MARKERS (RPMS) PER PART 3 OF THE DE MUTCD.



PAVEMENT MARKINGS LEGEND

SYM	ITEM	QUANTITY
A	EPOXY RESIN PAINT PAVEMENT STRIPING, WHITE 6" SOLID (ITEM 817042)	1,411 LF
B	EPOXY RESIN PAINT PAVEMENT STRIPING, WHITE 6" BROKEN - 10' LINE & 30' GAP (ITEM 817042)	310 LF
C	EPOXY RESIN PAINT PAVEMENT STRIPING, WHITE 6" DOTTED - 2' LINE & 6' GAP (ITEM 817042)	140 LF
E	EPOXY RESIN PAINT PAVEMENT STRIPING, WHITE 12" DOTTED - 2' LINE & 6' GAP (ITEM 817043)	116 LF
F	EPOXY RESIN PAINT PAVEMENT STRIPING, WHITE 12" SOLID (ITEM 817043)	107 LF
G	ALKYD-THERMOPLASTIC PAVEMENT STRIPING, WHITE 16" SOLID (ITEM 817002)	19 SF
H	EPOXY RESIN PAINT PAVEMENT STRIPING, YELLOW 6" SOLID (ITEM 817042)	898 LF
J	ALKYD-THERMOPLASTIC PAVEMENT STRIPING, WHITE SYMBOL/LEGEND (ITEM 817002)	139 SF
K	CROSSWALK, ALKYD-THERMOPLASTIC PAVEMENT STRIPING, WHITE SYMBOL/LEGEND (ITEM 817002)	186 SF
L	PREFORMED THERMOPLASTIC PAVEMENT MARKING WHITE, BIKE SYMBOL (ITEM 817015)	1 EACH

RUMBLE STRIP SCHEDULE

BEGIN STATION	END STATION	B/L OFFSET	CUT TYPE	RUMBLE STRIP DESCRIPTION (PAY ITEM)
303+78	305+00	13' RT	SINUSOIDAL	RUMBLE STRIPS, BITUMINOUS PAVEMENT (ITEM 760006)

ADDENDA / REVISIONS

SCALE
0 30 60 90
FEET

US 40, SALEM CHURCH ROAD TO WALTHER ROAD

CONTRACT	BRIDGE NO. N/A
T201611902	DESIGNED BY: D. POLLET
COUNTY	CHECKED BY: T. OLIVER
NEW CASTLE	

SIGNING, STRIPING AND CONDUIT PLANS

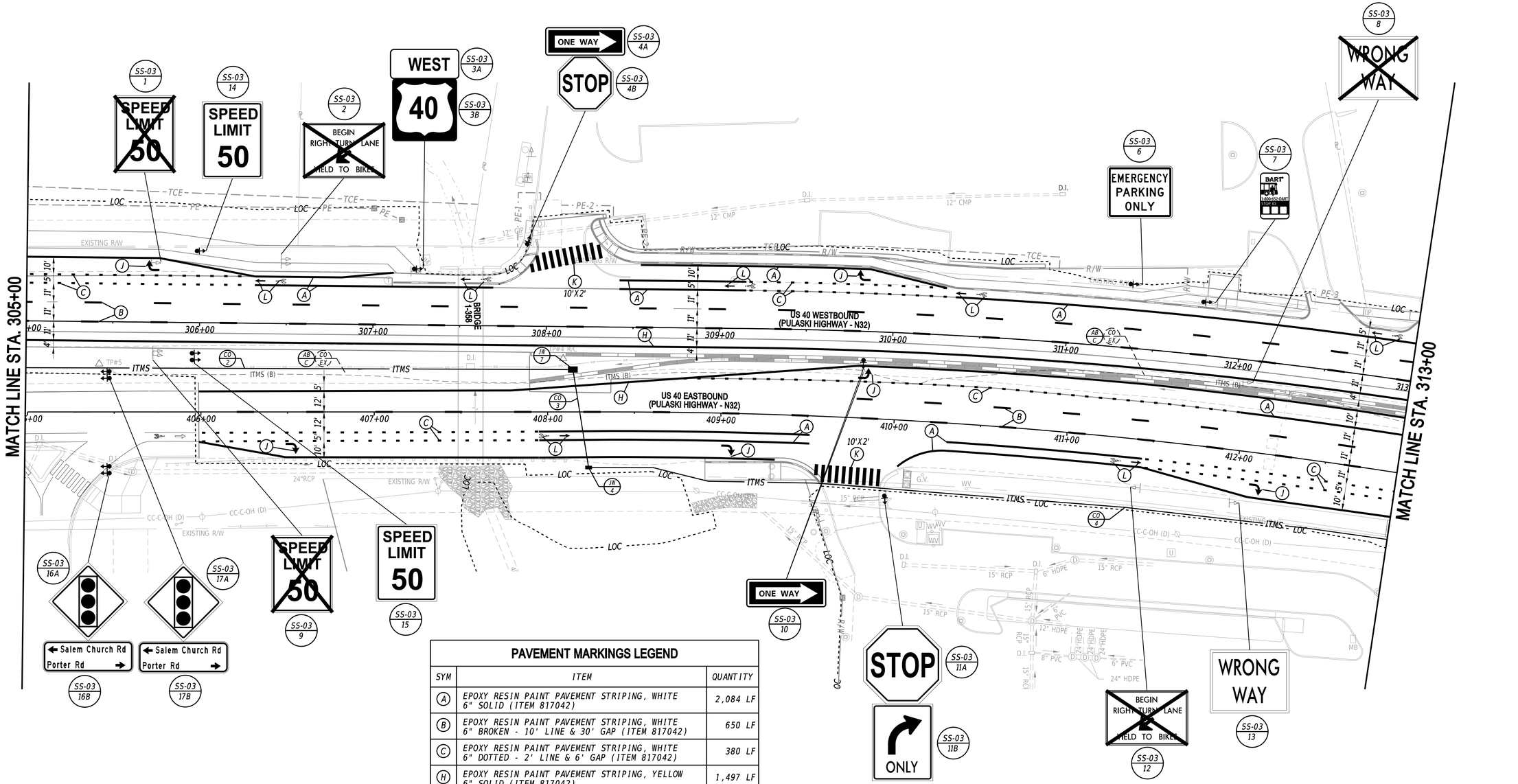
SS-02
SECTION
WRA
SHEET NO.
165

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CONDUIT RUN SCHEDULE

CO NO.	NO. OF CONDUITS	SIZE/TYPE	LENGTH	INSTALL METHOD	AMOUNT AND TYPE OF CABLE / WIRE
2	1	4" PVC	347 FT*	TRENCH	FIBER OPTIC CABLES
3	1	4" HDPE	58 FT	BORE	FIBER OPTIC CABLES
4	1	4" HDPE	502 FT*	BORE	FIBER OPTIC CABLES

* QUANTITY CONTINUES ON ADJACENT SHEET



PAVEMENT MARKINGS LEGEND

SYM	ITEM	QUANTITY
A	EPOXY RESIN PAINT PAVEMENT STRIPING, WHITE 6" SOLID (ITEM 817042)	2,084 LF
B	EPOXY RESIN PAINT PAVEMENT STRIPING, WHITE 6" BROKEN - 10' LINE & 30' GAP (ITEM 817042)	650 LF
C	EPOXY RESIN PAINT PAVEMENT STRIPING, WHITE 6" DOTTED - 2' LINE & 6' GAP (ITEM 817042)	380 LF
H	EPOXY RESIN PAINT PAVEMENT STRIPING, YELLOW 6" SOLID (ITEM 817042)	1,497 LF
J	ALKYD-THERMOPLASTIC PAVEMENT STRIPING, WHITE SYMBOL/LEGEND (ITEM 817002)	93 SF
K	CROSSWALK, ALKYD-THERMOPLASTIC PAVEMENT STRIPING, WHITE SYMBOL/LEGEND (ITEM 817002)	397 SF
L	PREFORMED THERMOPLASTIC PAVEMENT MARKING WHITE, BIKE SYMBOL (ITEM 817015)	7 EACH

NOTE:
1. THE CONTRACTOR SHALL INSTALL RAISED/RECESSED PAVEMENT MARKERS (RPMS) PER PART 3 OF THE DE MUTCD.

RUMBLE STRIP SCHEDULE

BEGIN STATION	END STATION	B/L OFFSET	CUT TYPE	RUMBLE STRIP DESCRIPTION (PAY ITEM)
305+00	313+00	13' RT	SINUSOIDAL	RUMBLE STRIPS, BITUMINOUS PAVEMENT (ITEM 760006)
406+00	406+29	13' LT	SINUSOIDAL	RUMBLE STRIPS, BITUMINOUS PAVEMENT (ITEM 760006)

ADDENDA / REVISIONS

SCALE 0 30 60 90 FEET

US 40, SALEM CHURCH ROAD TO WALTHER ROAD

CONTRACT	BRIDGE NO. N/A
T201611902	DESIGNED BY: D. POLLET
COUNTY	CHECKED BY: T. OLIVER
NEW CASTLE	

SIGNING, STRIPING AND CONDUIT PLANS

SS-03
SECTION: WRA
SHEET NO.: 166

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NOTES:
1. THE CONTRACTOR SHALL INSTALL RAISED/RECESSED PAVEMENT MARKERS (RPMS) PER PART 3 OF THE DE MUTCD.

PAVEMENT MARKINGS LEGEND

SYM	ITEM	QUANTITY
A	EPOXY RESIN PAINT PAVEMENT STRIPING, WHITE 6" SOLID (ITEM 817042)	3,719 LF
B	EPOXY RESIN PAINT PAVEMENT STRIPING, WHITE 6" BROKEN - 10' LINE & 30' GAP (ITEM 817042)	480 LF
C	EPOXY RESIN PAINT PAVEMENT STRIPING, WHITE 6" DOTTED - 2' LINE & 6' GAP (ITEM 817042)	58 LF
G	ALKYD-THERMOPLASTIC PAVEMENT STRIPING, WHITE 16" SOLID (ITEM 817002)	278 SF
H	EPOXY RESIN PAINT PAVEMENT STRIPING, YELLOW 6" SOLID (ITEM 817042)	1,248 LF
I	EPOXY RESIN PAINT PAVEMENT STRIPING, YELLOW 6" SOLID DOUBLE LINE (ITEM 817042)	97 LF
J	ALKYD-THERMOPLASTIC PAVEMENT STRIPING, WHITE SYMBOL/LEGEND (ITEM 817002)	271 SF
K	CROSSWALK, ALKYD-THERMOPLASTIC PAVEMENT STRIPING, WHITE SYMBOL/LEGEND (ITEM 817002)	2,377 SF
L	PREFORMED THERMOPLASTIC PAVEMENT MARKING WHITE, BIKE SYMBOL (ITEM 817015)	6 EACH
M	ALKYD-THERMOPLASTIC PAVEMENT STRIPING, WHITE 6" DOTTED - 2' LINE & 6' GAP (ITEM 817038)	46 LF

MATCH LINE STA. 113+50

MATCH LINE STA. 313+00

MATCH LINE STA. 320+50

SALEM CHURCH ROAD (N49)

PORTER ROAD (N48)

US 40 WESTBOUND (PULASKI HIGHWAY - N32)

US 40 EASTBOUND (PULASKI HIGHWAY - N32)

CONDUIT RUN SCHEDULE

CO NO.	NO. OF CONDUITS	SIZE/TYPE	LENGTH	INSTALL METHOD	AMOUNT AND TYPE OF CABLE / WIRE
4	1	4" HDPE	502 FT*	BORE	FIBER OPTIC CABLES
5	1	4" HDPE	274 FT	BORE	FIBER OPTIC CABLES
6	1	4" PVC	28 FT	TRENCH	FIBER OPTIC CABLES
7	1	4" HDPE	395 FT	BORE	FIBER OPTIC CABLES
8	1	4" PVC	552 FT*	TRENCH	FIBER OPTIC CABLES

* QUANTITY CONTINUES ON ADJACENT SHEET

NOTE: SEE US 40 @ SALEM CHURCH RD/PORTER RD SIGNAL PLAN FOR REMAINING CONDUIT AND CABLES TO THE SIGNAL CABINET

RUMBLE STRIP SCHEDULE

BEGIN STATION	END STATION	B/L OFFSET	CUT TYPE	RUMBLE STRIP DESCRIPTION (PAY ITEM)
313+00	314+05	13' RT	SINUSOIDAL	RUMBLE STRIPS, BITUMINOUS PAVEMENT (ITEM 760006)
415+80	416+53	26' LT	SINUSOIDAL	RUMBLE STRIPS, BITUMINOUS PAVEMENT (ITEM 760006)
416+90	420+35	26' LT	SINUSOIDAL	RUMBLE STRIPS, BITUMINOUS PAVEMENT (ITEM 760006)

ADDENDA / REVISIONS

SCALE 0 30 60 90 FEET

US 40, SALEM CHURCH ROAD TO WALTHER ROAD

CONTRACT	BRIDGE NO.	N/A
T201611902	DESIGNED BY: D. POLLET	
COUNTY	CHECKED BY: T. OLIVER	
NEW CASTLE		

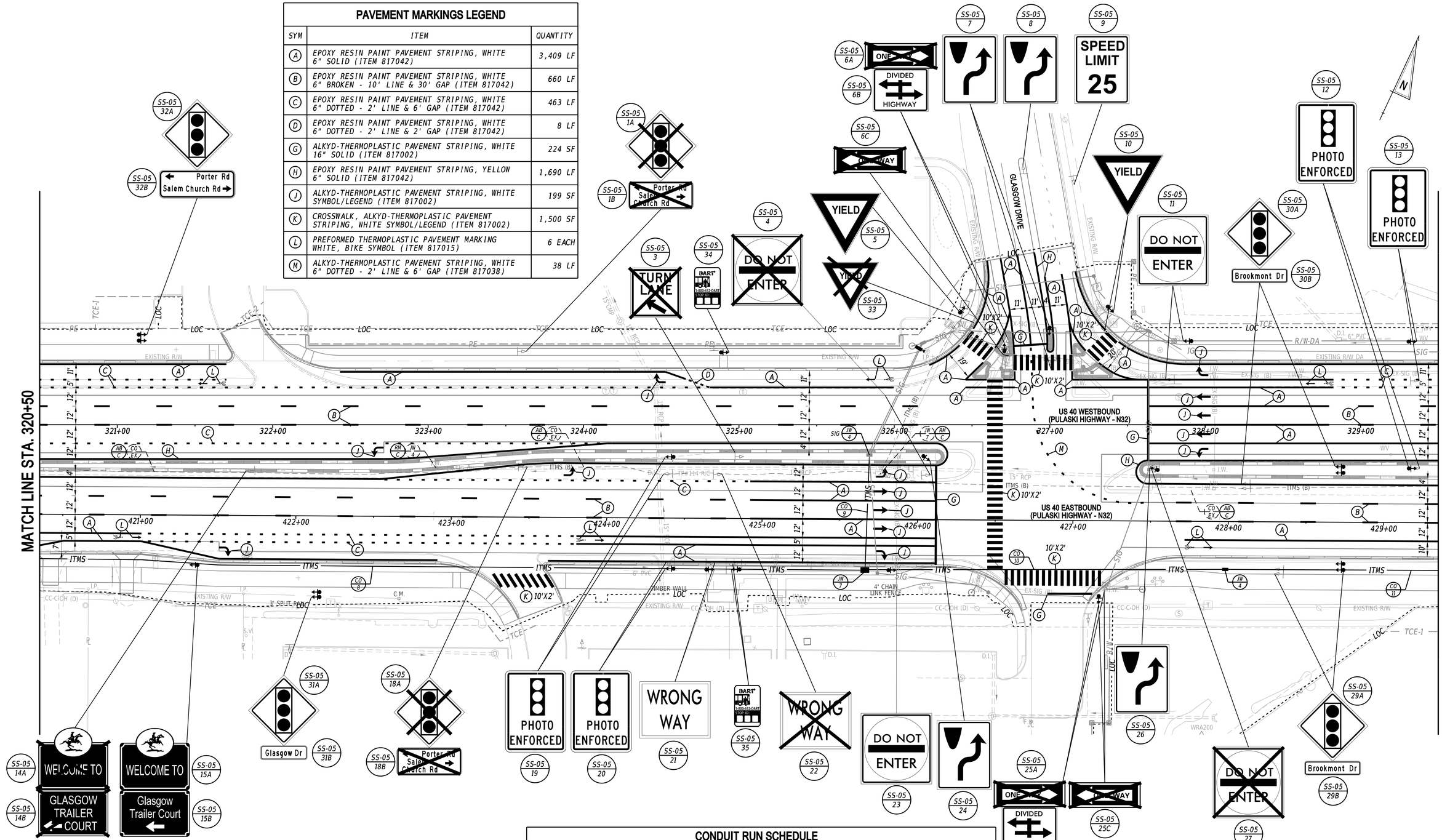
SIGNING, STRIPING AND CONDUIT PLANS

SS-04	
SECTION	WRA
SHEET NO.	167

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PAVEMENT MARKINGS LEGEND

SYM	ITEM	QUANTITY
(A)	EPOXY RESIN PAINT PAVEMENT STRIPING, WHITE 6" SOLID (ITEM 817042)	3,409 LF
(B)	EPOXY RESIN PAINT PAVEMENT STRIPING, WHITE 6" BROKEN - 10' LINE & 30' GAP (ITEM 817042)	660 LF
(C)	EPOXY RESIN PAINT PAVEMENT STRIPING, WHITE 6" DOTTED - 2' LINE & 6' GAP (ITEM 817042)	463 LF
(D)	EPOXY RESIN PAINT PAVEMENT STRIPING, WHITE 6" DOTTED - 2' LINE & 2' GAP (ITEM 817042)	8 LF
(G)	ALKYD-THERMOPLASTIC PAVEMENT STRIPING, WHITE 16" SOLID (ITEM 817002)	224 SF
(H)	EPOXY RESIN PAINT PAVEMENT STRIPING, YELLOW 6" SOLID (ITEM 817042)	1,690 LF
(J)	ALKYD-THERMOPLASTIC PAVEMENT STRIPING, WHITE SYMBOL/LEGEND (ITEM 817002)	199 SF
(K)	CROSSWALK, ALKYD-THERMOPLASTIC PAVEMENT STRIPING, WHITE SYMBOL/LEGEND (ITEM 817002)	1,500 SF
(L)	PREFORMED THERMOPLASTIC PAVEMENT MARKING WHITE, BIKE SYMBOL (ITEM 817015)	6 EACH
(M)	ALKYD-THERMOPLASTIC PAVEMENT STRIPING, WHITE 6" DOTTED - 2' LINE & 6' GAP (ITEM 817038)	38 LF



RUMBLE STRIP SCHEDULE

BEGIN STATION	END STATION	B/L OFFSET	CUT TYPE	RUMBLE STRIP DESCRIPTION (PAY ITEM)
420+35	421+05	26' LT	SINUSOIDAL	RUMBLE STRIPS, BITUMINOUS PAVEMENT (ITEM 760006)
427+77	429+35	26' LT	SINUSOIDAL	RUMBLE STRIPS, BITUMINOUS PAVEMENT (ITEM 760006)

CONDUIT RUN SCHEDULE

CO NO.	NO. OF CONDUITS	SIZE/TYPE	LENGTH	INSTALL METHOD	AMOUNT AND TYPE OF CABLE / WIRE
8	1	4" PVC	552 FT*	TRENCH	FIBER OPTIC CABLES
9	1	4" HDPE	71 FT	BORE	FIBER OPTIC CABLES
10	1	4" HDPE	230 FT	BORE	FIBER OPTIC CABLES
11	1	4" PVC	520 FT*	TRENCH	FIBER OPTIC CABLES

** QUANTITY CONTINUES ON ADJACENT SHEET*

NOTE: SEE US 40 @ GLASGOW DRIVE SIGNAL PLAN FOR REMAINING CONDUIT AND CABLES TO THE SIGNAL CABINET

NOTES:

1. *THE CONTRACTOR SHALL INSTALL RAISED/RECESSED PAVEMENT MARKERS (RPMS) PER PART 3 OF THE DE MUTCD.*

ADDENDA / REVISIONS

SCALE 0 30 60 90 FEET

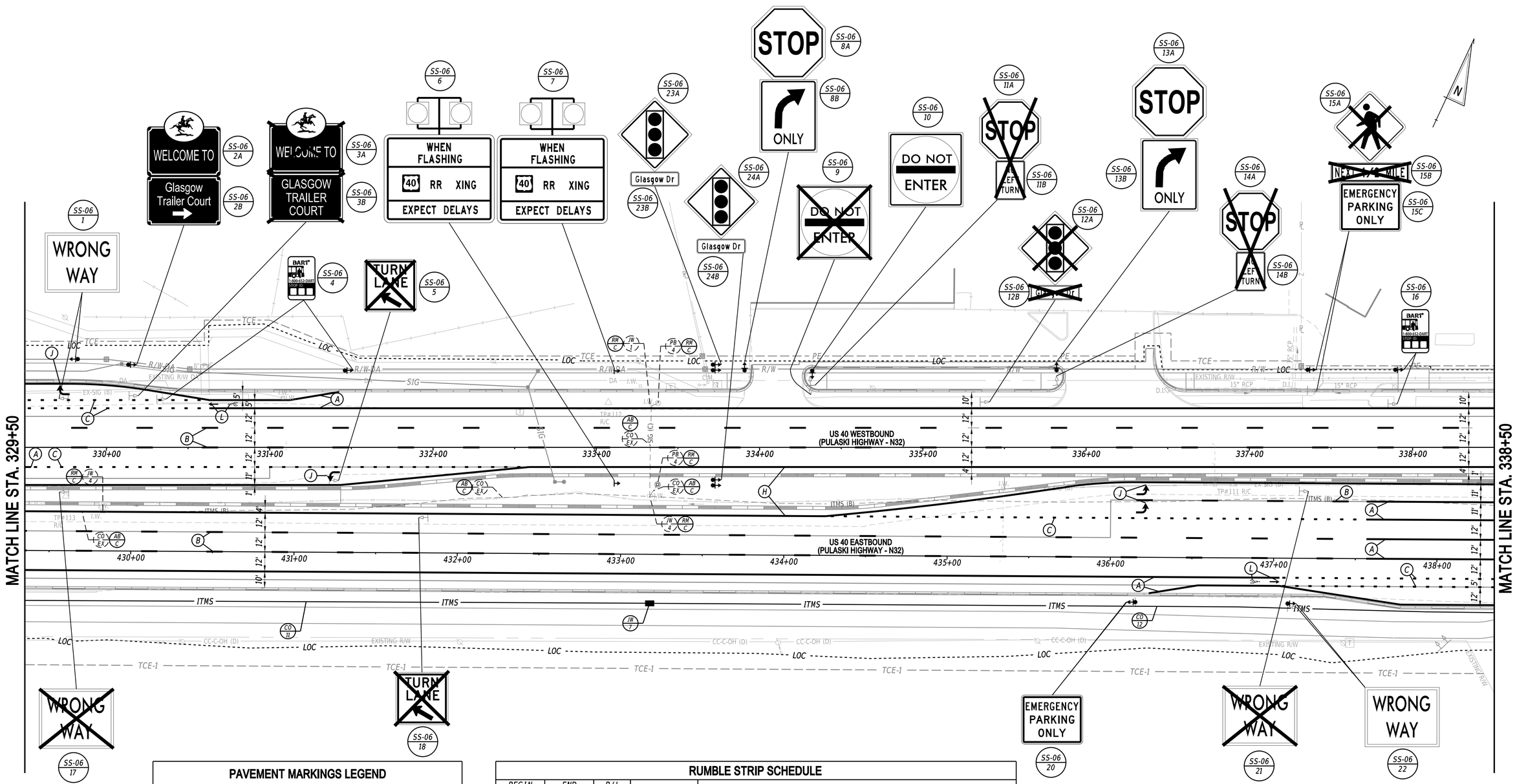
US 40, SALEM CHURCH ROAD TO WALTHER ROAD

CONTRACT	BRIDGE NO.	N/A
T201611902	DESIGNED BY: D. POLLET	
COUNTY	CHECKED BY: T. OLIVER	
NEW CASTLE		

SIGNING, STRIPING AND CONDUIT PLANS

SS-05	
SECTION	WRA
SHEET NO.	168

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PAVEMENT MARKINGS LEGEND

SYM	ITEM	QUANTITY
A	EPOXY RESIN PAINT PAVEMENT STRIPING, WHITE 6" SOLID (ITEM 817042)	2,280 LF
B	EPOXY RESIN PAINT PAVEMENT STRIPING, WHITE 6" BROKEN - 10' LINE & 30' GAP (ITEM 817042)	880 LF
C	EPOXY RESIN PAINT PAVEMENT STRIPING, WHITE 6" DOTTED - 2' LINE & 6' GAP (ITEM 817042)	282 LF
H	EPOXY RESIN PAINT PAVEMENT STRIPING, YELLOW 6" SOLID (ITEM 817042)	1,802 LF
J	ALKYD-THERMOPLASTIC PAVEMENT STRIPING, WHITE SYMBOL/LEGEND (ITEM 817002)	62 SF
L	PREFORMED THERMOPLASTIC PAVEMENT MARKING WHITE, BIKE SYMBOL (ITEM 817015)	2 EACH

RUMBLE STRIP SCHEDULE

BEGIN STATION	END STATION	B/L OFFSET	CUT TYPE	RUMBLE STRIP DESCRIPTION (PAY ITEM)
429+35	432+75	26' LT	SINUSOIDAL	RUMBLE STRIPS, BITUMINOUS PAVEMENT (ITEM 760006)
429+35	435+54	14' RT	SINUSOIDAL	BIKE-FRIENDLY RUMBLE STRIPS, BITUMINOUS PAVEMENT (ITEM 760002)
334+09	338+50	14' RT	SINUSOIDAL	RUMBLE STRIPS, BITUMINOUS PAVEMENT (ITEM 760006)

CONDUIT RUN SCHEDULE

CO NO.	NO. OF CONDUITS	SIZE/TYPE	LENGTH	INSTALL METHOD	AMOUNT AND TYPE OF CABLE / WIRE
11	1	4" PVC	520 FT*	TRENCH	FIBER OPTIC CABLES
12	1	4" PVC	519 FT*	TRENCH	FIBER OPTIC CABLES

* QUANTITY CONTINUES ON ADJACENT SHEET

NOTE:

1. INSTALLATION AND REMOVAL OF EXISTING AND PROPOSED POLES, FLASHERS, CABLES AND RR WARNING SIGNS SHALL BE PREFORMED BY DELDOT'S TRAFFIC CONTRACTOR. INSTALLATION AND REMOVAL OF POLE BASES, CONDUITS AND JUNCTION WELLS IS TO BE PREFORMED BY THE PROJECT CONTRACTOR.
2. THE CONTRACTOR SHALL INSTALL RAISED/RECESSED PAVEMENT MARKERS (RPMS) PER PART 3 OF THE DE MUTCD.

ADDENDA / REVISIONS

SCALE 0 30 60 90 FEET

US 40, SALEM CHURCH ROAD TO WALTHER ROAD

CONTRACT T201611902
COUNTY NEW CASTLE
BRIDGE NO. N/A
DESIGNED BY: D. POLLET
CHECKED BY: T. OLIVER

SIGNING, STRIPING AND CONDUIT PLANS

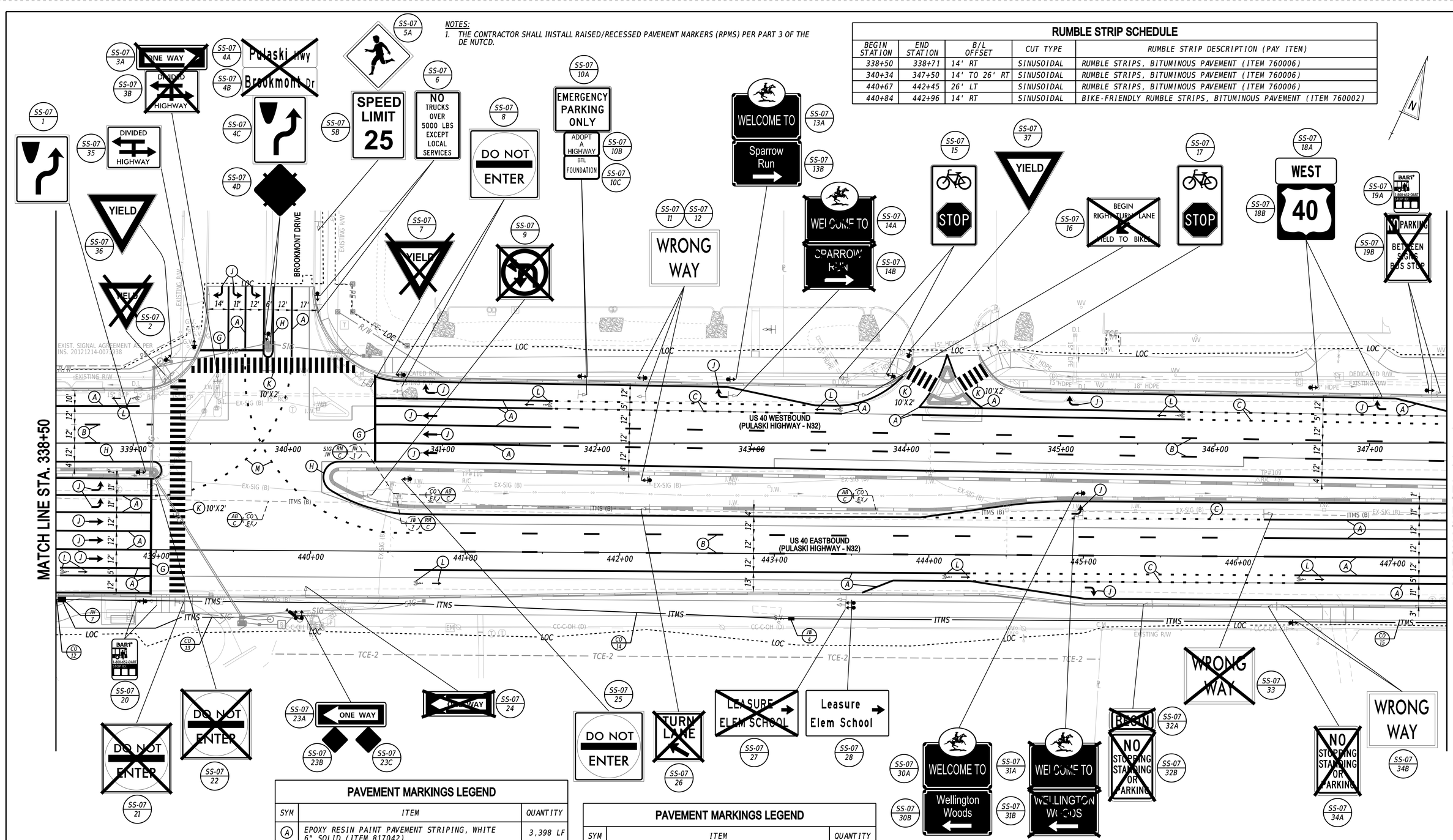
SS-06
SECTION WRA
SHEET NO. 169

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NOTES:
1. THE CONTRACTOR SHALL INSTALL RAISED/RECESSED PAVEMENT MARKERS (RPMS) PER PART 3 OF THE DE MUTCD.

RUMBLE STRIP SCHEDULE

BEGIN STATION	END STATION	B/L OFFSET	CUT TYPE	RUMBLE STRIP DESCRIPTION (PAY ITEM)
338+50	338+71	14' RT	SINUSOIDAL	RUMBLE STRIPS, BITUMINOUS PAVEMENT (ITEM 760006)
340+34	347+50	14' TO 26' RT	SINUSOIDAL	RUMBLE STRIPS, BITUMINOUS PAVEMENT (ITEM 760006)
440+67	442+45	26' LT	SINUSOIDAL	RUMBLE STRIPS, BITUMINOUS PAVEMENT (ITEM 760006)
440+84	442+96	14' RT	SINUSOIDAL	BIKE-FRIENDLY RUMBLE STRIPS, BITUMINOUS PAVEMENT (ITEM 760002)



PAVEMENT MARKINGS LEGEND

SYM	ITEM	QUANTITY
A	EPOXY RESIN PAINT PAVEMENT STRIPING, WHITE 6" SOLID (ITEM 817042)	3,398 LF
B	EPOXY RESIN PAINT PAVEMENT STRIPING, WHITE 6" BROKEN - 10' LINE & 30' GAP (ITEM 817042)	600 LF
C	EPOXY RESIN PAINT PAVEMENT STRIPING, WHITE 6" DOTTED - 2' LINE & 6' GAP (ITEM 817042)	331 LF
G	ALKYD-THERMOPLASTIC PAVEMENT STRIPING, WHITE 16" SOLID (ITEM 817002)	230 SF
H	EPOXY RESIN PAINT PAVEMENT STRIPING, YELLOW 6" SOLID (ITEM 817042)	1,707 LF

PAVEMENT MARKINGS LEGEND

SYM	ITEM	QUANTITY
J	ALKYD-THERMOPLASTIC PAVEMENT STRIPING, WHITE SYMBOL/LEGEND (ITEM 817002)	246 SF
K	CROSSWALK, ALKYD-THERMOPLASTIC PAVEMENT STRIPING, WHITE SYMBOL/LEGEND (ITEM 817002)	1,404 SF
L	PREFORMED THERMOPLASTIC PAVEMENT MARKING WHITE, BIKE SYMBOL (ITEM 817015)	8 EACH
M	ALKYD-THERMOPLASTIC PAVEMENT STRIPING, WHITE 6" DOTTED - 2' LINE & 6' GAP (ITEM 817038)	84 LF

CONDUIT RUN SCHEDULE

CO NO.	NO. OF CONDUITS	SIZE/TYPE	LENGTH	INSTALL METHOD	AMOUNT AND TYPE OF CABLE / WIRE
12	1	4" PVC	519 FT*	TRENCH	FIBER OPTIC CABLES
13	1	4" PVC	130 FT	TRENCH	FIBER OPTIC CABLES
14	1	4" PVC	472 FT	TRENCH	FIBER OPTIC CABLES
15	1	4" PVC	493 FT*	TRENCH	FIBER OPTIC CABLES

* QUANTITY CONTINUES ON ADJACENT SHEET

NOTE: SEE US 40 @ BROOKMONT DR SIGNAL PLAN FOR ADDITIONAL CONDUIT AND CABLES TO SIGNAL CABINET

ADDENDA / REVISIONS

SCALE 0 30 60 90 FEET

US 40, SALEM CHURCH ROAD TO WALTHER ROAD

CONTRACT	T201611902
COUNTY	NEW CASTLE
BRIDGE NO.	N/A
DESIGNED BY:	D. POLLET
CHECKED BY:	T. OLIVER

SIGNING, STRIPING AND CONDUIT PLANS

SS-07	
SECTION	WRA
SHEET NO.	170

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PAVEMENT MARKINGS LEGEND

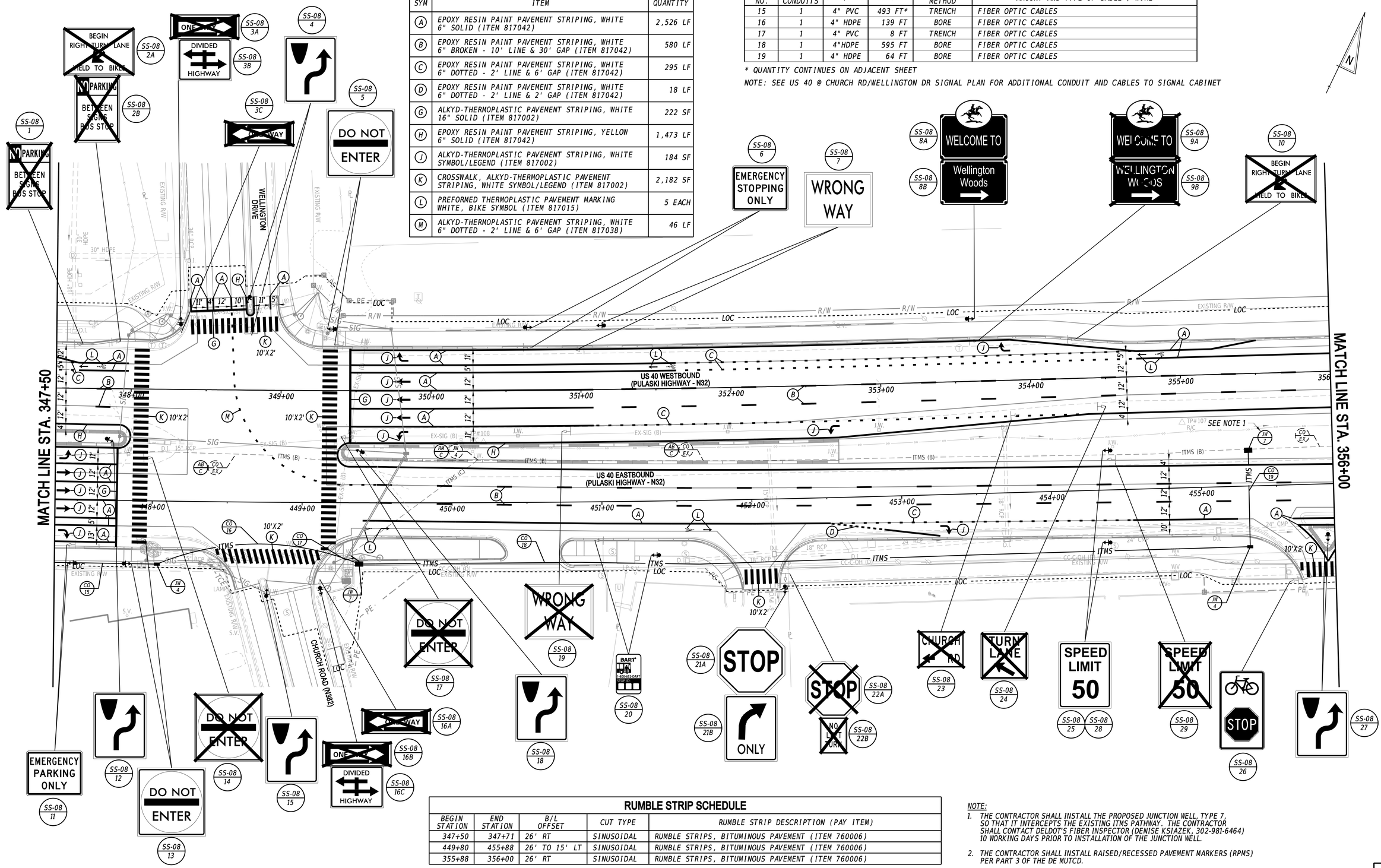
SYM	ITEM	QUANTITY
A	EPOXY RESIN PAINT PAVEMENT STRIPING, WHITE 6" SOLID (ITEM 817042)	2,526 LF
B	EPOXY RESIN PAINT PAVEMENT STRIPING, WHITE 6" BROKEN - 10' LINE & 30' GAP (ITEM 817042)	580 LF
C	EPOXY RESIN PAINT PAVEMENT STRIPING, WHITE 6" DOTTED - 2' LINE & 6' GAP (ITEM 817042)	295 LF
D	EPOXY RESIN PAINT PAVEMENT STRIPING, WHITE 6" DOTTED - 2' LINE & 2' GAP (ITEM 817042)	18 LF
G	ALKYD-THERMOPLASTIC PAVEMENT STRIPING, WHITE 16" SOLID (ITEM 817002)	222 SF
H	EPOXY RESIN PAINT PAVEMENT STRIPING, YELLOW 6" SOLID (ITEM 817042)	1,473 LF
J	ALKYD-THERMOPLASTIC PAVEMENT STRIPING, WHITE SYMBOL/LEGEND (ITEM 817002)	184 SF
K	CROSSWALK, ALKYD-THERMOPLASTIC PAVEMENT STRIPING, WHITE SYMBOL/LEGEND (ITEM 817002)	2,182 SF
L	PREFORMED THERMOPLASTIC PAVEMENT MARKING WHITE, BIKE SYMBOL (ITEM 817015)	5 EACH
M	ALKYD-THERMOPLASTIC PAVEMENT STRIPING, WHITE 6" DOTTED - 2' LINE & 6' GAP (ITEM 817038)	46 LF

CONDUIT RUN SCHEDULE

CO NO.	NO. OF CONDUITS	SIZE/TYPE	LENGTH	INSTALL METHOD	AMOUNT AND TYPE OF CABLE / WIRE
15	1	4" PVC	493 FT*	TRENCH	FIBER OPTIC CABLES
16	1	4" HDPE	139 FT	BORE	FIBER OPTIC CABLES
17	1	4" PVC	8 FT	TRENCH	FIBER OPTIC CABLES
18	1	4"HDPE	595 FT	BORE	FIBER OPTIC CABLES
19	1	4" HDPE	64 FT	BORE	FIBER OPTIC CABLES

** QUANTITY CONTINUES ON ADJACENT SHEET*

NOTE: SEE US 40 @ CHURCH RD/WELLINGTON DR SIGNAL PLAN FOR ADDITIONAL CONDUIT AND CABLES TO SIGNAL CABINET



RUMBLE STRIP SCHEDULE

BEGIN STATION	END STATION	B/L OFFSET	CUT TYPE	RUMBLE STRIP DESCRIPTION (PAY ITEM)
347+50	347+71	26' RT	SINUSOIDAL	RUMBLE STRIPS, BITUMINOUS PAVEMENT (ITEM 760006)
449+80	455+88	26' TO 15' LT	SINUSOIDAL	RUMBLE STRIPS, BITUMINOUS PAVEMENT (ITEM 760006)
355+88	356+00	26' RT	SINUSOIDAL	RUMBLE STRIPS, BITUMINOUS PAVEMENT (ITEM 760006)

NOTE:

1. *THE CONTRACTOR SHALL INSTALL THE PROPOSED JUNCTION WELL, TYPE 7, SO THAT IT INTERCEPTS THE EXISTING ITMS PATHWAY. THE CONTRACTOR SHALL CONTACT DELDOT'S FIBER INSPECTOR (DENISE KSIAZEK, 302-981-6464) 10 WORKING DAYS PRIOR TO INSTALLATION OF THE JUNCTION WELL.*
2. *THE CONTRACTOR SHALL INSTALL RAISED/RECESSED PAVEMENT MARKERS (RPMS) PER PART 3 OF THE DE MUTCD.*

ADDENDA / REVISIONS

SCALE 0 30 60 90 FEET

US 40, SALEM CHURCH ROAD TO WALTHER ROAD

CONTRACT	BRIDGE NO. N/A
T201611902	DESIGNED BY: D. POLLET
COUNTY	CHECKED BY: T. OLIVER
NEW CASTLE	

SIGNING, STRIPING AND CONDUIT PLANS

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PAVEMENT MARKINGS LEGEND

SYM	ITEM	QUANTITY
(A)	EPOXY RESIN PAINT PAVEMENT STRIPING, WHITE 6" SOLID (ITEM 817042)	1,519 LF
(B)	EPOXY RESIN PAINT PAVEMENT STRIPING, WHITE 6" BROKEN - 10' LINE & 30' GAP (ITEM 817042)	620 LF
(G)	ALKYD-THERMOPLASTIC PAVEMENT STRIPING, WHITE 16" SOLID (ITEM 817002)	23 SF
(H)	EPOXY RESIN PAINT PAVEMENT STRIPING, YELLOW 6" SOLID (ITEM 817042)	1,205 LF
(J)	ALKYD-THERMOPLASTIC PAVEMENT STRIPING, WHITE SYMBOL/LEGEND (ITEM 817002)	16 SF
(K)	CROSSWALK, ALKYD-THERMOPLASTIC PAVEMENT STRIPING, WHITE SYMBOL/LEGEND (ITEM 817002)	251 SF
(L)	PREFORMED THERMOPLASTIC PAVEMENT MARKING WHITE, BIKE SYMBOL (ITEM 817015)	3 EACH

MATCH LINE STA. 356+00

MATCH LINE STA. 365+00

US 40 WESTBOUND (PULASKI HIGHWAY - N32)

US 40 EASTBOUND (PULASKI HIGHWAY - N32)

RUMBLE STRIP SCHEDULE

BEGIN STATION	END STATION	B/L OFFSET	CUT TYPE	RUMBLE STRIP DESCRIPTION (PAY ITEM)
356+00	365+00	26' RT	SINUSOIDAL	RUMBLE STRIPS, BITUMINOUS PAVEMENT (ITEM 760006)
455+88	458+84	15' TO 14'LT	SINUSOIDAL	RUMBLE STRIPS, BITUMINOUS PAVEMENT (ITEM 760006)
356+21	359+35	14' LT	SINUSOIDAL	BIKE-FRIENDLY RUMBLE STRIPS, BITUMINOUS PAVEMENT (ITEM 760002)

NOTES:
1. THE CONTRACTOR SHALL INSTALL RAISED/RECESSED PAVEMENT MARKERS (RPMS) PER PART 3 OF THE DE MUTCD.

ADDENDA / REVISIONS

SCALE 0 30 60 90 FEET

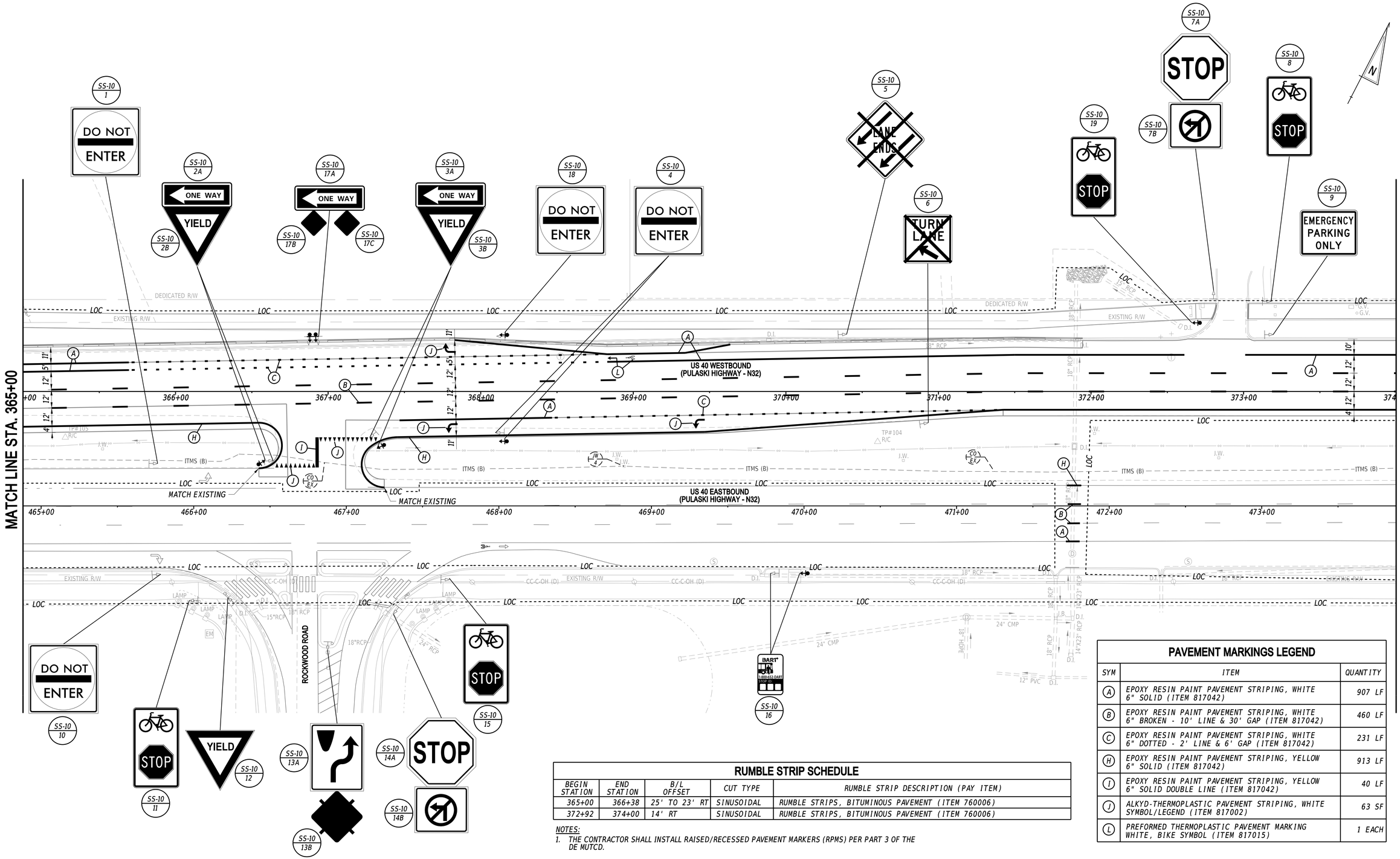
US 40, SALEM CHURCH ROAD TO WALTHER ROAD

CONTRACT T201611902
COUNTY NEW CASTLE
BRIDGE NO. N/A
DESIGNED BY: D. POLLET
CHECKED BY: T. OLIVER

SIGNING, STRIPING AND CONDUIT PLANS

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SECTION WRA
SHEET NO. 172

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RUMBLE STRIP SCHEDULE

BEGIN STATION	END STATION	B/L OFFSET	CUT TYPE	RUMBLE STRIP DESCRIPTION (PAY ITEM)
365+00	366+38	25' TO 23' RT	SINUSOIDAL	RUMBLE STRIPS, BITUMINOUS PAVEMENT (ITEM 760006)
372+92	374+00	14' RT	SINUSOIDAL	RUMBLE STRIPS, BITUMINOUS PAVEMENT (ITEM 760006)

NOTES:
1. THE CONTRACTOR SHALL INSTALL RAISED/RECESSED PAVEMENT MARKERS (RPMS) PER PART 3 OF THE DE MUTCD.

PAVEMENT MARKINGS LEGEND

SYM	ITEM	QUANTITY
(A)	EPOXY RESIN PAINT PAVEMENT STRIPING, WHITE 6" SOLID (ITEM 817042)	907 LF
(B)	EPOXY RESIN PAINT PAVEMENT STRIPING, WHITE 6" BROKEN - 10' LINE & 30' GAP (ITEM 817042)	460 LF
(C)	EPOXY RESIN PAINT PAVEMENT STRIPING, WHITE 6" DOTTED - 2' LINE & 6' GAP (ITEM 817042)	231 LF
(H)	EPOXY RESIN PAINT PAVEMENT STRIPING, YELLOW 6" SOLID (ITEM 817042)	913 LF
(I)	EPOXY RESIN PAINT PAVEMENT STRIPING, YELLOW 6" SOLID DOUBLE LINE (ITEM 817042)	40 LF
(J)	ALKYD-THERMOPLASTIC PAVEMENT STRIPING, WHITE SYMBOL/LEGEND (ITEM 817002)	63 SF
(L)	PREFORMED THERMOPLASTIC PAVEMENT MARKING WHITE, BIKE SYMBOL (ITEM 817015)	1 EACH

ADDENDA / REVISIONS

SCALE
0 30 60 90
FEET

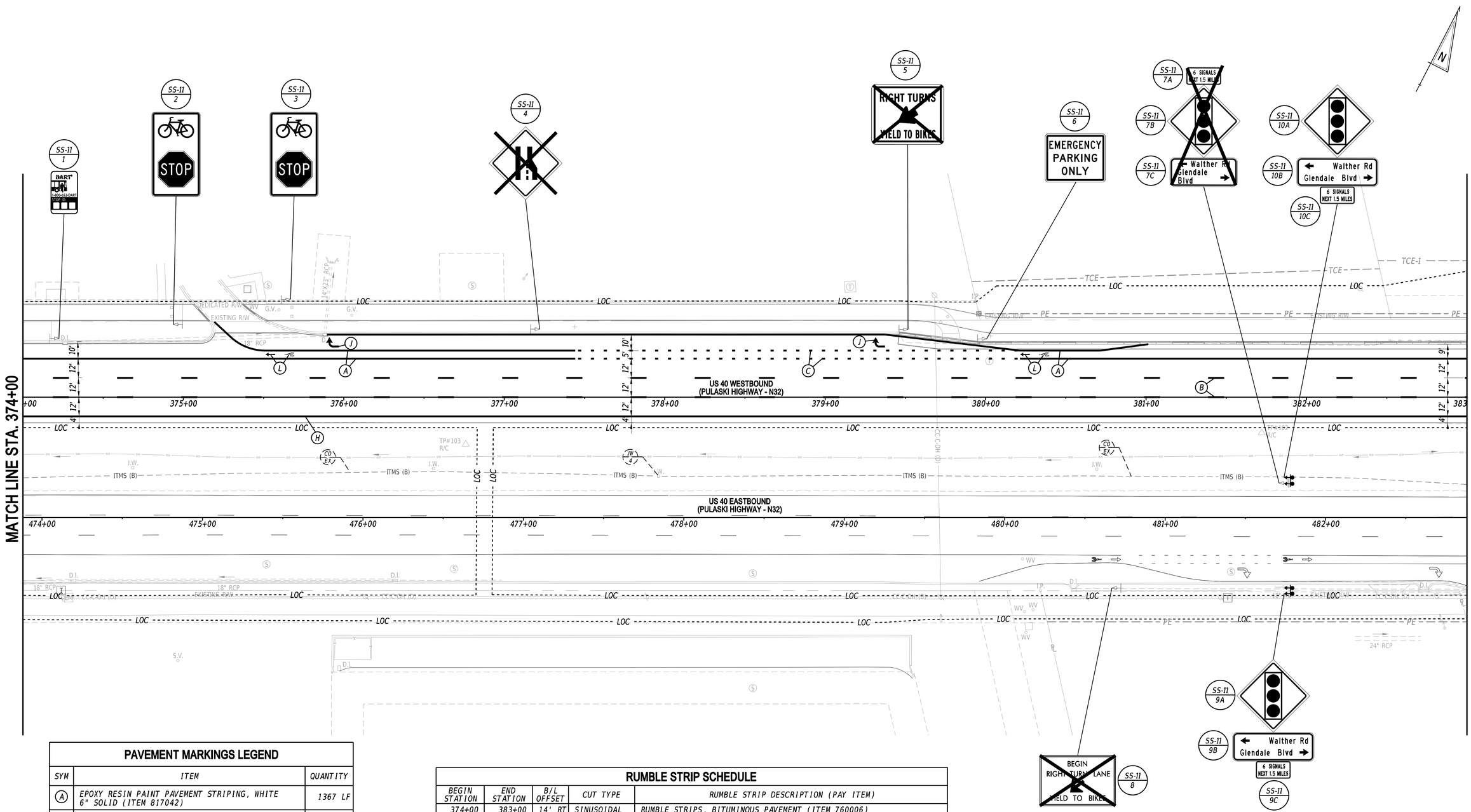
**US 40,
SALEM CHURCH ROAD
TO WALTHER ROAD**

CONTRACT	BRIDGE NO. N/A
T201611902	DESIGNED BY: D. POLLET
COUNTY	CHECKED BY: T. OLIVER
NEW CASTLE	

SIGNING, STRIPING AND CONDUIT PLANS

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SECTION	WRA
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PAVEMENT MARKINGS LEGEND

SYM	ITEM	QUANTITY
(A)	EPOXY RESIN PAINT PAVEMENT STRIPING, WHITE 6" SOLID (ITEM 817042)	1367 LF
(B)	EPOXY RESIN PAINT PAVEMENT STRIPING, WHITE 6" BROKEN - 10' LINE & 30' GAP (ITEM 817042)	460 LF
(C)	EPOXY RESIN PAINT PAVEMENT STRIPING, WHITE 6" DOTTED - 2' LINE & 6' GAP (ITEM 817042)	139 LF
(H)	EPOXY RESIN PAINT PAVEMENT STRIPING, YELLOW 6" SOLID (ITEM 817042)	900 LF
(J)	ALKYD-THERMOPLASTIC PAVEMENT STRIPING, WHITE SYMBOL/LEGEND (ITEM 817002)	31 SF
(L)	PREFORMED THERMOPLASTIC PAVEMENT MARKING WHITE, BIKE SYMBOL (ITEM 817015)	2 EACH

RUMBLE STRIP SCHEDULE

BEGIN STATION	END STATION	B/L OFFSET	CUT TYPE	RUMBLE STRIP DESCRIPTION (PAY ITEM)
374+00	383+00	14' RT	SINUSOIDAL	RUMBLE STRIPS, BITUMINOUS PAVEMENT (ITEM 760006)
381+71	383+00	26' LT	SINUSOIDAL	BIKE-FRIENDLY RUMBLE STRIPS, BITUMINOUS PAVEMENT (ITEM 760002)

NOTES:
1. THE CONTRACTOR SHALL INSTALL RAISED/RECESSED PAVEMENT MARKERS (RPMS) PER PART 3 OF THE DE MUTCD.

ADDENDA / REVISIONS

SCALE 0 30 60 90 FEET

US 40, SALEM CHURCH ROAD TO WALTHER ROAD

CONTRACT	BRIDGE NO.	N/A
T201611902	DESIGNED BY: D. POLLET	
COUNTY	CHECKED BY: T. OLIVER	
NEW CASTLE		

SIGNING, STRIPING AND CONDUIT PLANS

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SECTION
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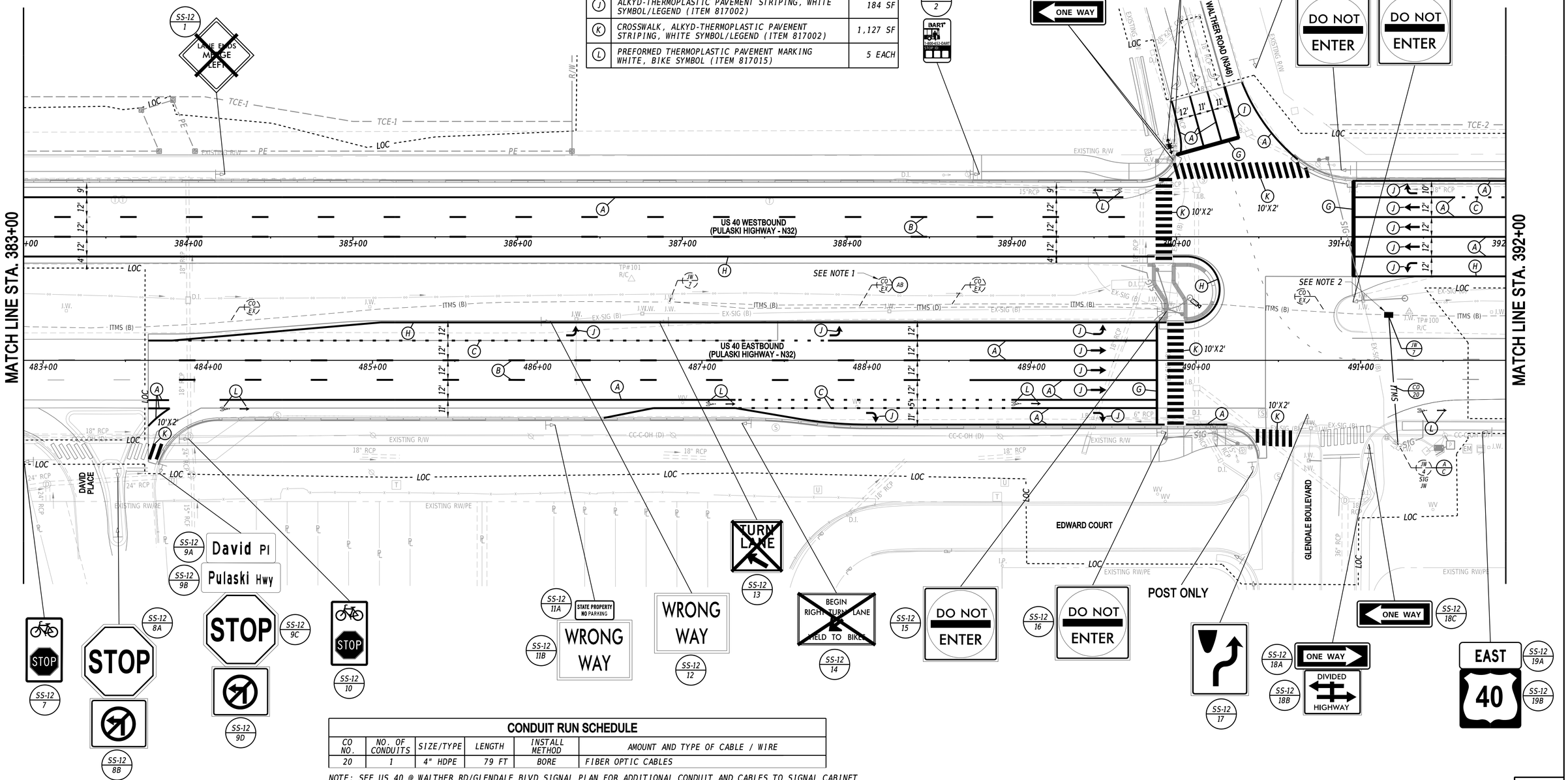
1. DELDOT'S TRAFFIC CONTRACTOR SHALL REMOVE THE EXISTING BRANCH FIBER CABLES IN THE EXISTING SIGNAL CONDUIT BETWEEN THE MEDIAN FIBER PATHWAY AND EXISTING SIGNAL CABINET AS SHOWN ON THE US 40 @ WALTHER ROAD/GLENDALE BOULEVARD SIGNAL PLAN.
2. THE CONTRACTOR SHALL COORDINATE WITH DELDOT'S TRAFFIC CONTRACTOR TO INSTALL A NEW JUNCTION WELL, TYPE 7, SO THAT IT INTERCEPTS THE EXISTING FIBER PATHWAY. DELDOT'S TRAFFIC CONTRACTOR SHALL SPLICE A NEW FIBER CONNECTION TO THE EXISTING TRAFFIC SIGNAL HOME WELL/CABINET AS SHOWN VIA CONDUIT RUN #20.
3. THE CONTRACTOR SHALL INSTALL RAISED/RECESSED PAVEMENT MARKERS (RPMS) PER PART 3 OF THE DE MUTCD.

RUMBLE STRIP SCHEDULE

BEGIN STATION	END STATION	B/L OFFSET	CUT TYPE	RUMBLE STRIP DESCRIPTION (PAY ITEM)
383+00	389+56	14' RT	SINUSOIDAL	RUMBLE STRIPS, BITUMINOUS PAVEMENT (ITEM 760006)
383+00	388+18	26' LT	SINUSOIDAL	BIKE-FRIENDLY RUMBLE STRIPS, BITUMINOUS PAVEMENT (ITEM 760002)

PAVEMENT MARKINGS LEGEND

SYM	ITEM	QUANTITY
A	EPOXY RESIN PAINT PAVEMENT STRIPING, WHITE 6" SOLID (ITEM 817042)	2,561 LF
B	EPOXY RESIN PAINT PAVEMENT STRIPING, WHITE 6" BROKEN - 10' LINE & 30' GAP (ITEM 817042)	600 LF
C	EPOXY RESIN PAINT PAVEMENT STRIPING, WHITE 6" DOTTED - 2' LINE & 6' GAP (ITEM 817042)	192 LF
G	ALKYD-THERMOPLASTIC PAVEMENT STRIPING, WHITE 16" SOLID (ITEM 817002)	213 SF
H	EPOXY RESIN PAINT PAVEMENT STRIPING, YELLOW 6" SOLID (ITEM 817042)	1,470 LF
I	EPOXY RESIN PAINT PAVEMENT STRIPING, YELLOW 6" SOLID DOUBLE LINE (ITEM 817042)	66 LF
J	ALKYD-THERMOPLASTIC PAVEMENT STRIPING, WHITE SYMBOL/LEGEND (ITEM 817002)	184 SF
K	CROSSWALK, ALKYD-THERMOPLASTIC PAVEMENT STRIPING, WHITE SYMBOL/LEGEND (ITEM 817002)	1,127 SF
L	PREFORMED THERMOPLASTIC PAVEMENT MARKING WHITE, BIKE SYMBOL (ITEM 817015)	5 EACH



CONDUIT RUN SCHEDULE

CO NO.	NO. OF CONDUITS	SIZE/TYPE	LENGTH	INSTALL METHOD	AMOUNT AND TYPE OF CABLE / WIRE
20	1	4" HDPE	79 FT	BORE	FIBER OPTIC CABLES

NOTE: SEE US 40 @ WALTHER RD/GLENDALE BLVD SIGNAL PLAN FOR ADDITIONAL CONDUIT AND CABLES TO SIGNAL CABINET

ADDENDA / REVISIONS

SCALE 0 30 60 90 FEET

US 40, SALEM CHURCH ROAD TO WALTHER ROAD

CONTRACT	BRIDGE NO.	N/A
T201611902	DESIGNED BY: D. POLLET	
COUNTY	CHECKED BY: T. OLIVER	
NEW CASTLE		

SIGNING, STRIPING AND CONDUIT PLANS

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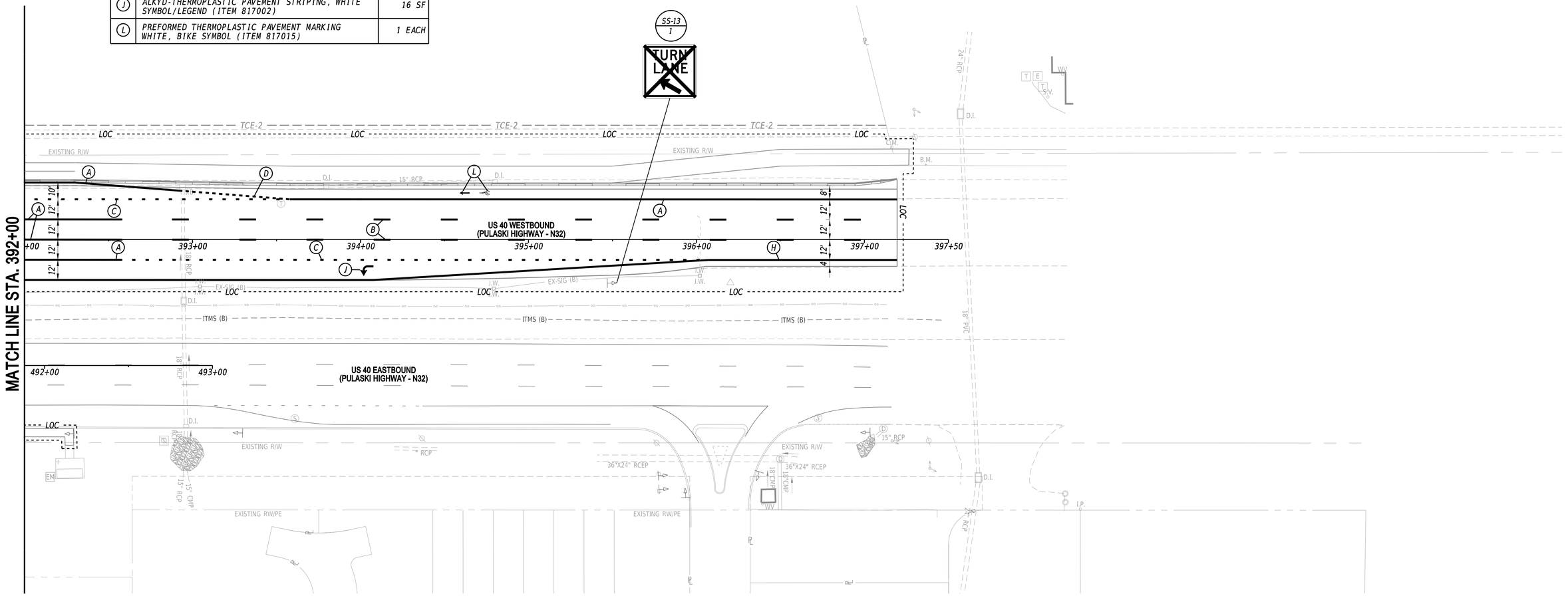
PAVEMENT MARKINGS LEGEND

SYM	ITEM	QUANTITY
(A)	EPOXY RESIN PAINT PAVEMENT STRIPING, WHITE 6" SOLID (ITEM 817042)	631 LF
(B)	EPOXY RESIN PAINT PAVEMENT STRIPING, WHITE 6" BROKEN - 10' LINE & 30' GAP (ITEM 817042)	220 LF
(C)	EPOXY RESIN PAINT PAVEMENT STRIPING, WHITE 6" DOTTED - 2' LINE & 6' GAP (ITEM 817042)	126 LF
(D)	EPOXY RESIN PAINT PAVEMENT STRIPING, WHITE 6" DOTTED - 2' LINE & 2' GAP (ITEM 817042)	32 LF
(H)	EPOXY RESIN PAINT PAVEMENT STRIPING, YELLOW 6" SOLID (ITEM 817042)	520 LF
(J)	ALKYD-THERMOPLASTIC PAVEMENT STRIPING, WHITE SYMBOL/LEGEND (ITEM 817002)	16 SF
(L)	PREFORMED THERMOPLASTIC PAVEMENT MARKING WHITE, BIKE SYMBOL (ITEM 817015)	1 EACH

RUMBLE STRIP SCHEDULE

BEGIN STATION	END STATION	B/L OFFSET	CUT TYPE	RUMBLE STRIP DESCRIPTION (PAY ITEM)
395+08	397+20	26' LT	SINUSOIDAL	BIKE-FRIENDLY RUMBLE STRIPS, BITUMINOUS PAVEMENT (ITEM 760002)

NOTES:
1. THE CONTRACTOR SHALL INSTALL RAISED/RECESSED PAVEMENT MARKERS (RPMS) PER PART 3 OF THE DE MUTCD.

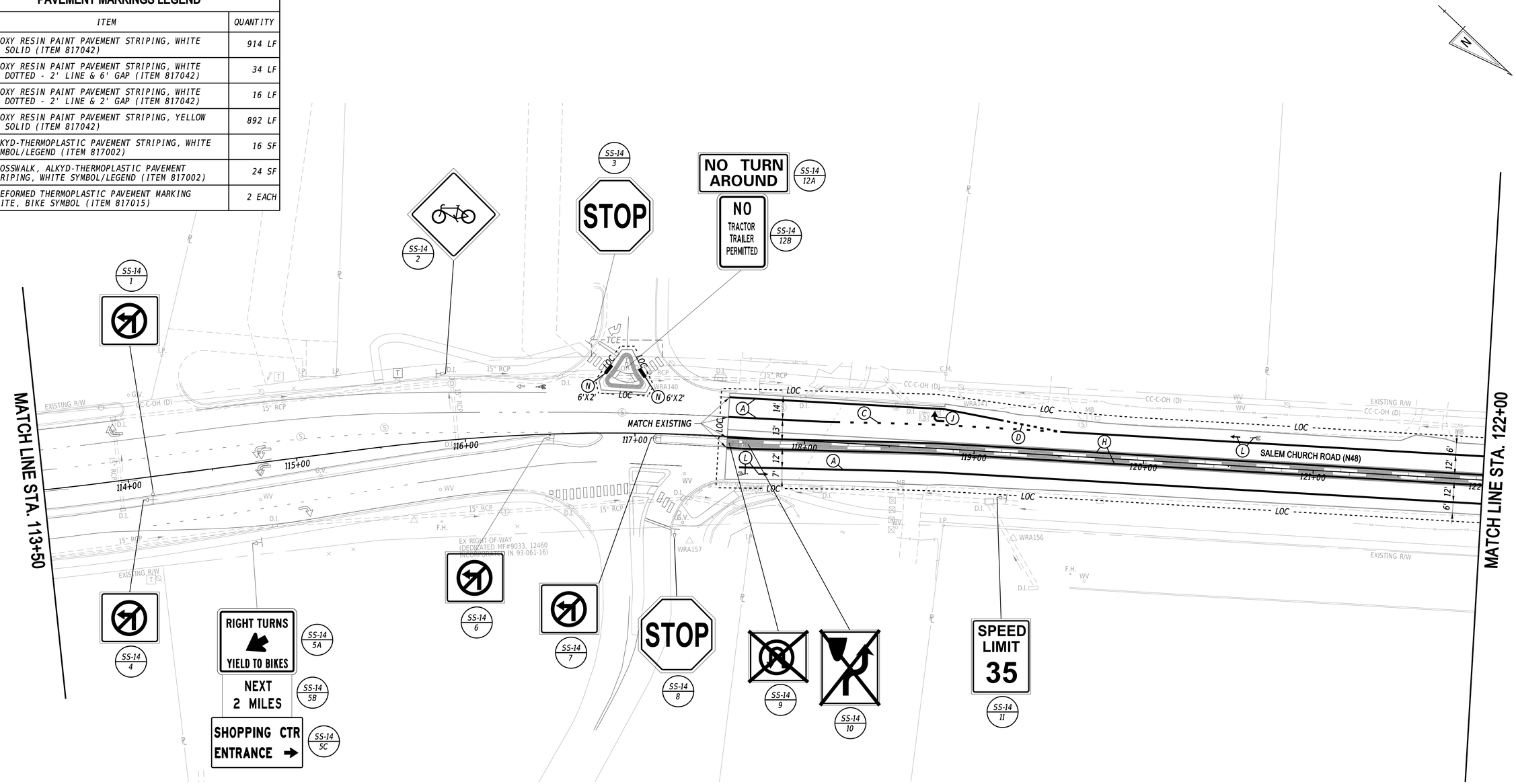


ADDENDA / REVISIONS		SCALE 0 30 60 90 FEET	US 40, SALEM CHURCH ROAD TO WALTHER ROAD	CONTRACT T201611902	BRIDGE NO. N/A	SIGNING, STRIPING AND CONDUIT PLANS	SS-13
				COUNTY NEW CASTLE	DESIGNED BY: D. POLLET		SECTION WRA
					CHECKED BY: T. OLIVER		SHEET NO. 176

9/10/2024
1:26:50 PM
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PAVEMENT MARKINGS LEGEND

SYM	ITEM	QUANTITY
(A)	EPOXY RESIN PAINT PAVEMENT STRIPING, WHITE 6" SOLID (ITEM 817042)	914 LF
(C)	EPOXY RESIN PAINT PAVEMENT STRIPING, WHITE 6" DOTTED - 2' LINE & 6' GAP (ITEM 817042)	34 LF
(D)	EPOXY RESIN PAINT PAVEMENT STRIPING, WHITE 6" DOTTED - 2' LINE & 2' GAP (ITEM 817042)	16 LF
(H)	EPOXY RESIN PAINT PAVEMENT STRIPING, YELLOW 6" SOLID (ITEM 817042)	892 LF
(J)	ALKYD-THERMOPLASTIC PAVEMENT STRIPING, WHITE SYMBOL/LEGEND (ITEM 817002)	16 SF
(K)	CROSSWALK, ALKYD-THERMOPLASTIC PAVEMENT STRIPING, WHITE SYMBOL/LEGEND (ITEM 817002)	24 SF
(L)	PREFORMED THERMOPLASTIC PAVEMENT MARKING WHITE, BIKE SYMBOL (ITEM 817015)	2 EACH

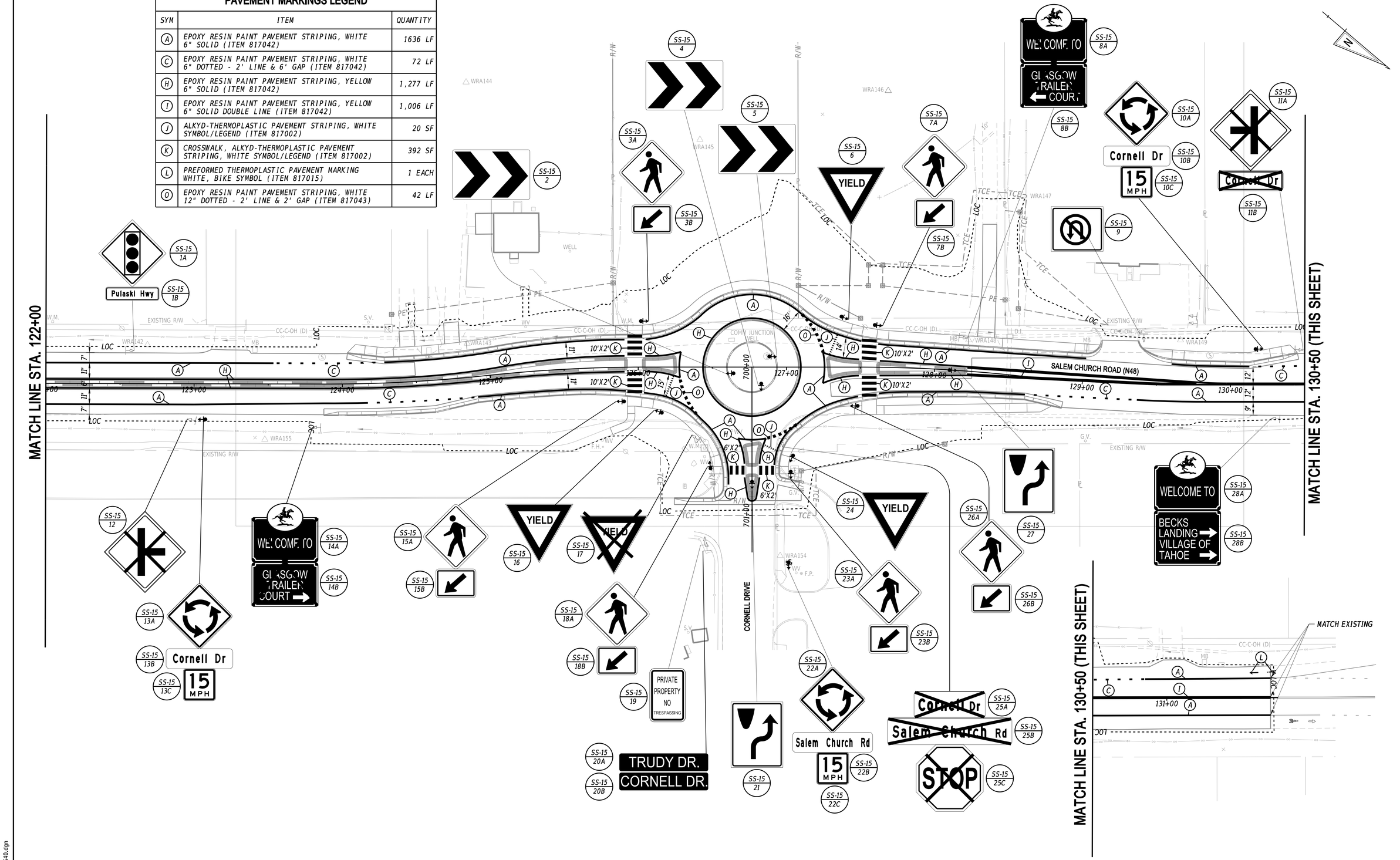


ADDENDA / REVISIONS		SCALE 0 30 60 90 FEET	US 40, SALEM CHURCH ROAD TO WALTHER ROAD	CONTRACT T201611902	BRIDGE NO. N/A	SIGNING, STRIPING AND CONDUIT PLANS	SS-14
				COUNTY NEW CASTLE	DESIGNED BY: D. POLLET		SECTION WRA
					CHECKED BY: T. OLIVER		SHEET NO. 177

9/10/2024
1:26:50 PM
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PAVEMENT MARKINGS LEGEND

SYM	ITEM	QUANTITY
A	EPOXY RESIN PAINT PAVEMENT STRIPING, WHITE 6" SOLID (ITEM 817042)	1636 LF
C	EPOXY RESIN PAINT PAVEMENT STRIPING, WHITE 6" DOTTED - 2' LINE & 6' GAP (ITEM 817042)	72 LF
H	EPOXY RESIN PAINT PAVEMENT STRIPING, YELLOW 6" SOLID (ITEM 817042)	1,277 LF
I	EPOXY RESIN PAINT PAVEMENT STRIPING, YELLOW 6" SOLID DOUBLE LINE (ITEM 817042)	1,006 LF
J	ALKYD-THERMOPLASTIC PAVEMENT STRIPING, WHITE SYMBOL/LEGEND (ITEM 817002)	20 SF
K	CROSSWALK, ALKYD-THERMOPLASTIC PAVEMENT STRIPING, WHITE SYMBOL/LEGEND (ITEM 817002)	392 SF
L	PREFORMED THERMOPLASTIC PAVEMENT MARKING WHITE, BIKE SYMBOL (ITEM 817015)	1 EACH
O	EPOXY RESIN PAINT PAVEMENT STRIPING, WHITE 12" DOTTED - 2' LINE & 2' GAP (ITEM 817043)	42 LF



ADDENDA / REVISIONS	SCALE		CONTRACT	BRIDGE NO.	N/A	SS-15
	0 30 60 90 FEET	US 40, SALEM CHURCH ROAD TO WALTHER ROAD	T201611902	DESIGNED BY: D. POLLET	SIGNING SCHEDULE	SECTION WRA
			COUNTY NEW CASTLE	CHECKED BY: T. OLIVER		SHEET NO. 178

9/10/2024
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PERMANENT SIGN SCHEDULE - ROADWAY

SHEET NO.	PLAN IDENTIFIER	SIGN DESIGNATION	QTY.	DESCRIPTION	SIGN WIDTH (IN)	SIGN HEIGHT (IN)	X13 / ITEM 818001 SUPPLY OF FLAT SHEET ALUMINUM, TYPE IV, RETROREFLECTIVE SHEETING (SF)	X14 / ITEM 818003 SUPPLY OF FLAT SHEET ALUMINUM, TYPE XI, RETROREFLECTIVE SHEETING (SF)	X15 / ITEM 819512 SIGN POST REFLECTIVE PANEL (EA)	ITEM 819018 INSTALLATION OR REMOVAL OF TRAFFIC SIGN(S) ON SINGLE POST (EACH)			ITEM 819019 INSTALLATION OR REMOVAL OF TRAFFIC SIGN(S) ON MULTIPLE SIGN POSTS (SF)			POST INSTALLATION TYPE	X16 / ITEM 819011 12' SIGNPOSTS W/ BASEPOSTS & HARDWARE (EACH)	X17 / ITEM 819023 15' SIGNPOSTS W/ BASEPOSTS & HARDWARE (EACH)	ITEM 819016 4" HOLE, 0-6" (EACH)	ITEM 819017 4" HOLE, >6" (EACH)	SIGN DISPOSITION	X14A FLAT SHEET ALUMINUM SIGN PANELS (TYPE XI SHEETING) - SIGNS ON POLES, SPAN WIRES, MAST ARMS (TRAFFIC SUPPLY)	ITEM 822500 INSTALL OVERHEAD SIGN (SF) ON SIGNAL POLES TRAFFIC CONTRACTOR ITEM, EXCEPT FOR PILOT PROJECTS	ITEM 823003 REMOVAL OF SIGN ON SPAN WIRE OR MAST ARM (EA) TRAFFIC CONTRACTOR ITEM, EXCEPT FOR PILOT PROJECTS	ITEM 823001 INSTALLATION OF SIGN ON SPAN WIRE OR MAST ARM (SF) TRAFFIC CONTRACTOR ITEM, EXCEPT FOR PILOT PROJECTS	REMARKS
										SIGN DISPOSITION	REMOVE	INSTALL	SIGN DISPOSITION	REMOVE	INSTALL											
SS-01	1	R5-1(36)	1	DO NOT ENTER - 36x36	36	36				REMAIN																
SS-01	2	R1-2(48)	1	YIELD	48	48				REMAIN																
SS-01	3A	R6-1_R(36)	1	ONE WAY (ENCLOSED IN RIGHT ARROW) - 36x12	36	12				REMAIN																
SS-01	3B	R6-3a(36)	1	DIVIDED HIGHWAY CROSSING (T - Intersection) - 36x30	36	30				REMAIN																
SS-01	4A	D3-1(18)	2	STREET NAME (1 Line) Posted speed > 40 MPH	0	18				REMAIN																"Becks Woods Dr"
SS-01	4B	D3-1(18)	2	STREET NAME (1 Line) Posted speed > 40 MPH	0	18				REMAIN																"Pulaski Hwy"
SS-01	4C	R4-7(24)	1	KEEP RIGHT (Symbol) - 24x30	24	30				REMAIN																
SS-01	5A	R5-1(36)	1	DO NOT ENTER - 36x36	36	36		9.0		RENEW	1	1														
SS-01	5B	R3-7_R(36)	1	RIGHT LANE MUST TURN RIGHT - 36"x36"	36	36	9.0			NEW		1				SOIL	1									
SS-01	6	R5-1(36)	1	DO NOT ENTER - 36x36	36	36				REMAIN																
SS-01	7	D4-3-DE	1	BUS STOP (REQUESTS FOR FABRICATION THRU DART TRANSIT AT 302-576-6132)	12	18				REMAIN																
SS-01	8A	R6-1_L(54)	1	ONE WAY (ENCLOSED IN LEFT ARROW) - 54x18	54	18							REMAIN													
SS-01	8B	OM4-3	1	END OF ROAD OBJECT MARKER	18	18				REMAIN																
SS-01	8C	OM4-3	1	END OF ROAD OBJECT MARKER	18	18				REMAIN																
SS-01	9	R5-1(36)	1	DO NOT ENTER - 36x36	36	36				REMAIN																
SS-01	10A	R10-27	1	LEFT TURN YIELD ON FLASHING RED ARROW AFTER STOP	30	36				REMAIN																
SS-01	10B	R10-5(30)	1	LEFT ON GREEN ARROW ONLY - 30x36	30	36				REMAIN																
SS-01	10C	R10-20bP	1	SUNDAY, XAM-XAM (plaque)	24	18				REMAIN																"MON-FRI 4PM-7PM"
SS-01	11A	R10-27	1	LEFT TURN YIELD ON FLASHING RED ARROW AFTER STOP	30	36				REMAIN																
SS-01	11B	R10-5(30)	1	LEFT ON GREEN ARROW ONLY - 30x36	30	36				REMAIN																
SS-01	11C	R10-20bP	1	SUNDAY, XAM-XAM (plaque)	24	18				REMAIN																"MON-FRI 4PM-7PM"
SS-01	12	R4-7(24)	1	KEEP RIGHT (Symbol) - 24x30	24	30	5.0			NEW		1				SOIL	1									
SS-02	1	R5-1a(42)	1	WRONG WAY - 42x30	42	30				REMAIN																
SS-02	2	R5-1a(42)	1	WRONG WAY - 42x30	42	30				REMAIN																
SS-02	3A	D3-2-DE1	1	WELCOME TO	36	32				REMAIN																
SS-02	3B	D3-2-DE2	1	DEVELOPMENT NAME	36	30				REMAIN																"VILLAGE OF BECKS POND"
SS-02	3C	D3-2-DE2	1	DEVELOPMENT NAME	36	30				REMAIN																"Becks Woods"
SS-02	4	D4-3-DE	1	BUS STOP (REQUESTS FOR FABRICATION THRU DART TRANSIT AT 302-576-6132)	12	18				REMAIN																
SS-02	5A	W3-3(30)	1	SIGNAL AHEAD (Symbol) - 30x30	30	30				REMOVE	1															
SS-02	5B	W16-8aP	1	ADVANCE STREET NAME (3 - line plaque)	42	18				REMOVE	1															[left arrow] "Salem Church Rd" "Porter Rd" [right arrow]
SS-02	6	R3-20-DE	1	TURN LANE	18	18				REMOVE	1															
SS-02	7	SR1-16-DE	1	STOP (shared-use path only)	24	42	7.0			RENEW	1	1				SOIL	1									
SS-02	8	R1-1(36)	1	STOP	36	36		7.5		RENEW	1	1				SOIL	1									
SS-02	9A	W3-3(30)	1	SIGNAL AHEAD (Symbol) - 30x30	30	30				REMOVE	1															
SS-02	9B	W16-8P	1	ADVANCE STREET NAME (1 - line plaque)	42	9				REMOVE	1															"Becks Woods Dr"
SS-02	10	SR1-16-DE	1	STOP (shared-use path only)	24	42	7.0			RENEW	1	1				SOIL	1									
SS-02	11	SR1-16-DE	1	STOP (shared-use path only)	24	42				REMAIN																
SS-02	12A	R1-1(36)	1	STOP	36	36				REMAIN																
SS-02	12B	R3-5_R	1	MANDATORY MOVEMENT LANE CONTROL - Right	30	36				REMAIN																
SS-02	13	SR1-16-DE	1	STOP (shared-use path only)	24	42				REMAIN																
SS-02	14A	W3-3(30)	1	SIGNAL AHEAD (Symbol) - 30x30	30	30				REMOVE	1															
SS-02	14B	W16-8aP	1	ADVANCE STREET NAME (3 - line plaque)	42	18				REMOVE	1															[left arrow] "Salem Church Rd" "Porter Rd" [right arrow]
SS-02	15A	W3-3(30)	1	SIGNAL AHEAD (Symbol) - 30x30	30	30				REMOVE	1															
SS-02	15B	W16-8P	1	ADVANCE STREET NAME (1 - line plaque)	42	9				REMOVE	1															"Becks Woods Dr"
SS-02	16	SR1-16-DE	1	STOP (shared-use path only)	24	42	7.0			NEW		1				SOIL	1									
SS-02	17	D2-2	1	DISTANCE (2 Line)	66	30	13.8						NEW		13.8	SOIL	2									"Elkton 8" "Baltimore 59" 6" D-SERIES
SS-02	18A	W3-3(48)	1	SIGNAL AHEAD (Symbol) - 48x48	48	48	16.0						NEW		16.0	SOIL	2									
SS-02	18B	W16-8P	1	ADVANCE STREET NAME (1 - line plaque)	42	9	2.6						ADD TO ASSEMBLY		2.6											"Becks Woods Dr" 4" C-SERIES
SS-02	19A	W3-3(48)	1	SIGNAL AHEAD (Symbol) - 48x48	48	48	16.0						NEW		16.0	SOIL	2									
SS-02	19B	W16-8P	1	ADVANCE STREET NAME (1 - line plaque)	42	9	2.6						ADD TO ASSEMBLY		2.6											"Becks Woods Dr" 4" C-SERIES
SS-02	20	R3-7_R(36)	1	RIGHT LANE MUST TURN RIGHT - 36"x36"	36	36	9.0			NEW		1				SOIL	1									
SS-02	21A	R3-7_R(36)	1	RIGHT LANE MUST TURN RIGHT - 36"x36"	36	36	9.0			NEW		1				SOIL	1									
SS-02	21B	W11-1-DE(18)	1	BICYCLE (Symbol) IN LANE - 18x18	18	18	2.3			NEW		1														
SS-03	1	R2-1-50(24)	1	SPEED LIMIT (50 MPH - 24x30)	24	30				REMOVE	1															
SS-03	2	R4-4	1	BEGIN RIGHT TURN LANE YIELD TO BIKES	36	30							REMOVE	7.5												
SS-03	3A	M3-4(24)	1	CARDINAL DIRECTION - WEST - 24x12	24	12	2.0			RENEW	1	1				SOIL	1									
SS-03	3B	M1-4(24)	1	US ROUTE (2 - Digit Sign) - 24x24	24	24	4.0			RENEW	1	1														"40"
SS-03	4A	R6-1_R(36)	1	ONE WAY (ENCLOSED IN RIGHT ARROW) - 36x12	36	12	3.0			NEW		1				SOIL	1									
SS-03	4B	R1-1(36)	1	STOP	36	36		7.5		RENEW	1	1														
SS-03	6	R8-4(30)	1	EMERGENCY PARKING ONLY - 30x24	30	24	5.0			RENEW	1	1				SOIL	1									
SS-03	7	D4-3-DE	1	BUS STOP (REQUESTS FOR FABRICATION THRU DART TRANSIT AT 302-576-6132)	12	18	1.5			RENEW	1	1				SOIL	1									
SS-03	8	R5-1a(42)	1	WRONG WAY - 42x30	42	30				REMOVE	1															
SS-03	9	R2-1-50(36)	1	SPEED LIMIT (50 MPH - 36x48)	36	48							REMOVE	12.0												
SS-03	10	R6-1_R(36)	1	ONE WAY (ENCLOSED IN RIGHT ARROW) - 36x12	36	12	3.0			RENEW	1	1				NEW CONCRETE	1									
SS-03	11A	R1-1(36)	1	STOP	36	36		7.5		RENEW	1	1				SOIL	1									
SS-03	11B	R3-5_R	1	MANDATORY MOVEMENT LANE CONTROL - Right	30	36	7.5			NEW		1														
SS-03	12	R4-4	1	BEGIN RIGHT TURN LANE YIELD TO BIKES	36	30				REMOVE	1															
SS-03	13	R5-1a(42)	1	WRONG WAY - 42x30	42	30				REMAIN																
SS-03	14	R2-1-50(30)	1	SPEED LIMIT (50 MPH - 30x36)	30	36	7.5			NEW		1				SOIL	1									
SS-03	15	R2-1-50(36)	1	SPEED LIMIT (50 MPH - 36x48)	36	48	12.0						NEW		12.0	SOIL	2									
SS-03	16A	W3-3(48)	1	SIGNAL AHEAD (Symbol) - 48x48	48	48	16.0						NEW		16.0	SOIL	2									
SS-03	16B	W16-8aP	1	ADVANCE STREET NAME (2 - line plaque)	48	18	6.0						ADD TO ASSEMBLY		6.0											[left arrow] "Salem Church Rd" "Porter Rd" [right arrow] 4" C-SERIES
SS-03	17A	W3-3(48)	1	SIGNAL AHEAD (Symbol) - 48x48	48	48	16.0						NEW		16.0	SOIL	2									
SS-03	17B	W16-8aP	1	ADVANCE STREET NAME (2 - line plaque)	48	18	6.0						ADD TO ASSEMBLY		6.0											[left arrow] "Salem Church Rd" "Porter Rd" [right arrow] 4" C-SERIES
SS-04	1	R5-1(36)	1	DO NOT ENTER - 36x36	36	36				REMOVE	1															
SS-04	2	R1-2(36)	1	YIELD	36	36				REMOVE	1															
SS-04	3	R6-1_L(36)	1	ONE WAY (ENCLOSED IN LEFT ARROW) - 36x12	36	12				REMOVE	1															
SS-04	4A	R6-1_R(36)	1	ONE WAY (ENCLOSED IN RIGHT ARROW) - 36x12	36	12				REMOVE	1															
SS-04	4B	R6-3(30)	1	DIVIDED HIGHWAY CROSSING (4 - Legged Intersection) - 30x24	30	24				REMOVE	1															
SS-04	5	R4-7(24)	1	KEEP RIGHT (Symbol) - 24x30	24	30	5.0			RENEW	1	1				NEW CONCRETE	1									
SS-04	6A	R4-7(24)	1	KEEP RIGHT (Symbol) - 24x30	24	30				REMOVE	1															
SS-04	6B	OM1-3	1	TYPE 1 OBJECT MARKER	18	18				REMOVE	1															
SS-04	7	R1-2(36)	1	YIELD	36	36		3.9		NEW		1				SOIL	1									
SS-04	8	R4-7(24)	1	KEEP RIGHT (Symbol) - 24x30	24	30	5.0			NEW		1				NEW CONCRETE	1									
PAGE TOTALS							206	35	0		31	23		20	107		30	0	0	0		0	0	0	0	

ADDENDA / REVISIONS

SCALE
0 30 60 90
FEET

US 40, SALEM CHURCH ROAD TO WALTHER ROAD

CONTRACT	BRIDGE NO.	N/A
T201611902	DESIGNED BY: D. POLLET	
COUNTY	CHECKED BY: T. OLIVER	
NEW CASTLE		

SIGNING SCHEDULE

SS-16
SECTION
WRA
SHEET NO.
179

9/10/2024
1:26:52 PM
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PERMANENT SIGN SCHEDULE - ROADWAY

SHEET NO.	PLAN IDENTIFIER	SIGN DESIGNATION	QTY.	DESCRIPTION	SIGN WIDTH (IN)	SIGN HEIGHT (IN)	X13 / ITEM 818001 FLAT SHEET ALUMINUM, TYPE IV, RETROREFLECTIVE SHEETING (SF)	X14 / ITEM 818003 FLAT SHEET ALUMINUM, TYPE XI, RETROREFLECTIVE SHEETING (SF)	X15 / ITEM 819512 SIGN POST REFLECTIVE PANEL (EA)	ITEM 819018 INSTALLATION OR REMOVAL OF TRAFFIC SIGN(S) ON SINGLE POST (EACH)			ITEM 819019 INSTALLATION OR REMOVAL OF TRAFFIC SIGN(S) ON MULTIPLE SIGN POSTS (SF)			POST INSTALLATION TYPE	X16 / ITEM 819011 12' SIGNPOSTS W/ BASEPOSTS & HARDWARE (EACH)	X17 / ITEM 819023 15' SIGNPOSTS W/ BASEPOSTS & HARDWARE (EACH)	ITEM 819016 4" HOLE, 0-6" (EACH)	ITEM 819017 4" HOLE, >6" (EACH)	SIGN DISPOSITION	X14A FLAT SHEET ALUMINUM SIGN PANELS (TYPE XI SHEETING) - SIGNS ON POLES, SPAN WIRES, MAST ARMS (TRAFFIC SUPPLY)	ITEM 822500 INSTALL OVERHEAD SIGN (SF) ON SIGNAL POLES TRAFFIC CONTRACTOR ITEM, EXCEPT FOR PILOT PROJECTS	ITEM 823003 REMOVAL OF SIGN ON SPAN WIRE OR MAST ARM (EA) TRAFFIC CONTRACTOR ITEM, EXCEPT FOR PILOT PROJECTS	ITEM 823001 INSTALLATION OF SIGN ON SPAN WIRE OR MAST ARM (SF) TRAFFIC CONTRACTOR ITEM, EXCEPT FOR PILOT PROJECTS	REMARKS
										SIGN DISPOSITION	REMOVE	INSTALL	SIGN DISPOSITION	REMOVE	INSTALL											
SS-04	9	R5-1(36)	1	DO NOT ENTER - 36x36	36	36		9.0		RENEW	1	1				SOIL	1									
SS-04	10	OM3-L	1	TYPE 3 OBJECT MARKER	12	36				REMOVE	1															
SS-04	11	OM3-L	1	TYPE 3 OBJECT MARKER	12	36				REMOVE	1															
SS-04	12	OM3-L	1	TYPE 3 OBJECT MARKER	12	36				REMOVE	1															
SS-04	13	OM3-L	1	TYPE 3 OBJECT MARKER	12	36				REMOVE	1															
SS-04	14	OM3-L	1	TYPE 3 OBJECT MARKER	12	36				REMOVE	1															
SS-04	15	OM3-L	1	TYPE 3 OBJECT MARKER	12	36				REMOVE	1															
SS-04	16	OM3-L	1	TYPE 3 OBJECT MARKER	12	36				REMOVE	1															
SS-04	17	OM3-L	1	TYPE 3 OBJECT MARKER	12	36				REMOVE	1															
SS-04	18A	R5-1a(42)	1	WRONG WAY - 42x30	42	30		8.8		RENEW	1	1				SOIL	1									
SS-04	18B	W11-2(36)	1	PEDESTRIAN (Symbol) - 36x36	36	36	9.0			RENEW	1	1														
SS-04	18C	W16-9P(24)	1	AHEAD (plaque) - 24x12	24	12	2.0			RENEW	1	1														
SS-04	18D		1	CUSTOM						REPOSITION	1	1														"BLIND PED X-ING"
SS-04	19	OM3-L	1	TYPE 3 OBJECT MARKER	12	36				REMOVE	1															
SS-04	20	OM3-L	1	TYPE 3 OBJECT MARKER	12	36				REMOVE	1															
SS-04	21	OM3-L	1	TYPE 3 OBJECT MARKER	12	36				REMOVE	1															
SS-04	22	OM3-L	1	TYPE 3 OBJECT MARKER	12	36				REMOVE	1															
SS-04	23	OM3-L	1	TYPE 3 OBJECT MARKER	12	36				REMOVE	1															
SS-04	24	OM3-L	1	TYPE 3 OBJECT MARKER	12	36				REMOVE	1															
SS-04	25	OM3-L	1	TYPE 3 OBJECT MARKER	12	36				REMOVE	1															
SS-04	26	OM3-L	1	TYPE 3 OBJECT MARKER	12	36				REMOVE	1															
SS-04	27	R6-1_R(36)	1	ONE WAY (ENCLOSED IN RIGHT ARROW) - 36x12	36	12	3.0			RENEW	1	1				NEW CONCRETE	1									
SS-04	28	R2-1-50(36)	1	SPEED LIMIT (50 MPH - 36x48)	36	48							REMOVE	12.0												
SS-04	29A		1	CUSTOM						REPOSITION	1	1				SOIL	1									"DUI 1 KILLED HERE"
SS-04	29B		1	CUSTOM PLAQUE						REPOSITION	1	1														MEMORIAL PLAQUE
SS-04	30	R5-1(36)	1	DO NOT ENTER - 36x36	36	36		9.0		RENEW	1	1				SOIL	1									
SS-04	31	R4-7(24)	1	KEEP RIGHT (Symbol) - 24x30	24	30	5.0			RENEW	1	1				NEW CONCRETE	1									
SS-04	32A	D3-1(19)	1	STREET NAME (1 Line) Posted speed > 40 MPH	42	18				REMOVE	1															"Porter Rd"
SS-04	32B	R6-1_L(36)	1	ONE WAY (ENCLOSED IN LEFT ARROW) - 36x12	36	12				REMOVE	1															
SS-04	32C	R6-1_R(36)	1	ONE WAY (ENCLOSED IN RIGHT ARROW) - 36x12	36	12				REMOVE	1															
SS-04	32D	R6-3(30)	1	DIVIDED HIGHWAY CROSSING (4 - Legged Intersection) - 30x24	30	24	5.0			RENEW	1	1				NEW CONCRETE	1									
SS-04	32E	D3-1(18)	1	STREET NAME (1 Line) Posted speed > 40 MPH	42	18				REMOVE	1															"Porter Rd"
SS-04	33	R1-2(48)	1	YIELD	48	48		6.9		NEW		1				SOIL	1									
SS-04	34A	M3-2(24)	1	CARDINAL DIRECTION - EAST - 24x12	24	12	2.0			RENEW	1	1				SOIL	1									
SS-04	34B	M1-4(24)	1	US ROUTE (2 - Digit Sign) - 24x24	24	24	4.0			RENEW	1	1														"40"
SS-04	35	R5-1(36)	1	DO NOT ENTER - 36x36	36	36				REMOVE	1															
SS-04	36	D4-3-DE	1	BUS STOP (REQUESTS FOR FABRICATION THRU DART TRANSIT AT 302-576-6132)	12	18				REPOSITION	1	1				SOIL	1									
SS-04	37	R3-20-DE	1	TURN LANE	18	18				REMOVE	1															
SS-04	38	OM2-2V	1	TYPE 2 OBJECT MARKER	6	12				REMOVE	1															
SS-04	39	OM2-2V	1	TYPE 2 OBJECT MARKER	6	12				REMOVE	1															
SS-04	40	OM2-2V	1	TYPE 2 OBJECT MARKER	6	12				REMOVE	1															
SS-04	41	OM2-2V	1	TYPE 2 OBJECT MARKER	6	12				REMOVE	1															
SS-04	42A	R1-1(36)	1	STOP	36	36				REMAIN																
SS-04	42B	R3-5_R	1	MANDATORY MOVEMENT LANE CONTROL - Right	30	36	7.5			ADD TO ASSEMBLY		1				SOIL	1									
SS-04	43	OM2-2V	1	TYPE 2 OBJECT MARKER	6	12				REMOVE	1															
SS-04	44	OM2-2V	1	TYPE 2 OBJECT MARKER	6	12				REMOVE	1															
SS-04	45	R5-1a(42)	1	WRONG WAY - 42x30	42	30				REMOVE	1															
SS-04	46	OM2-2V	1	TYPE 2 OBJECT MARKER	6	12				REMOVE	1															
SS-04	47	OM2-2V	1	TYPE 2 OBJECT MARKER	6	12				REMOVE	1															
SS-04	48	R5-1(36)	1	DO NOT ENTER - 36x36	36	36				REMOVE	1															
SS-04	49	R5-1(36)	1	DO NOT ENTER - 36x36	36	36				REMOVE	1															
SS-04	50A	R1-1(36)	1	STOP	36	36				REMAIN																
SS-04	50B	R3-2(24)	1	LEFT TURN PROHIBITION (Symbol) - 24x24	24	24				REMAIN																
SS-04	51	W11-1(36)	1	BICYCLE (Symbol) - 36x36	36	36				REMOVE	1															
SS-04	52	R2-1-50(36)	1	SPEED LIMIT (50 MPH - 36x48)	36	48	12.0						NEW		12.0	SOIL	2									
SS-04	53	R2-1-50(30)	1	SPEED LIMIT (50 MPH - 30x36)	30	36	7.5			NEW		1				NEW CONCRETE	1									
SS-04	54	R2-1-50(36)	1	SPEED LIMIT (50 MPH - 36x48)	36	48							REMOVE	12.0												
SS-04	55	R6-3(30)	1	DIVIDED HIGHWAY CROSSING (4 - Legged Intersection) - 30x24	30	24	5.0			NEW		1				EX CONCRETE	1		1							
SS-04	56	R10-15	1	TURNING VEHICLES YIELD TO PEDS	30	30				REPOSITION	1	1				SOIL	1									
SS-04	57	R1-2(36)	1	YIELD	36	36				REMOVE	1															
SS-04	58A	D14-3-DE	1	ADOPT A HIGHWAY	24	24				REPOSITION	1	1														
SS-04	58B		1	CUSTOM PLAQUE						REPOSITION	1	1														
SS-05	1A	W3-3(36)	1	SIGNAL AHEAD (Symbol) - 36x36	36	36				REMOVE	1															
SS-05	1B	W16-8aP	1	ADVANCE STREET NAME (3 - line plaque)	42	18				REMOVE	1															[left arrow] "Porter Rd" "Salem Church Rd" [right arrow]
SS-05	3	R3-20-DE	1	TURN LANE	18	18				REMOVE	1															
SS-05	4	R5-1(36)	1	DO NOT ENTER - 36x36	36	36				REMOVE	1															
SS-05	5	R1-2(36)	1	YIELD	36	36				REMOVE	1															
SS-05	6A	R6-1_R(36)	1	ONE WAY (ENCLOSED IN RIGHT ARROW) - 36x12	36	12				REMOVE	1															
				PAGE TOTALS			62	34	0		58	21		24	12		16	0	1	0		0	0	0	0	

ADDENDA / REVISIONS

SCALE
0 30 60 90
FEET

US 40,
SALEM CHURCH ROAD
TO WALTHER ROAD

CONTRACT	BRIDGE NO.	N/A
T201611902	DESIGNED BY: D. POLLET	
COUNTY	CHECKED BY: T. OLIVER	
NEW CASTLE		

SIGNING SCHEDULE

SS-17
SECTION
WRA
SHEET NO.
180

9/10/2024
1:26:54 PM
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PERMANENT SIGN SCHEDULE - ROADWAY

SHEET NO.	PLAN IDENTIFIER	SIGN DESIGNATION	QTY.	DESCRIPTION	SIGN WIDTH (IN)	SIGN HEIGHT (IN)	X13 / ITEM 619001 FLAT SHEET ALUMINUM, TYPE IV, RETROREFLECTIVE SHEETING (SF)	X14 / ITEM 619003 FLAT SHEET ALUMINUM, TYPE XI, RETROREFLECTIVE SHEETING (SF)	X15 / ITEM 619512 SIGN POST REFLECTIVE PANEL (EA)	ITEM 619018 INSTALLATION OR REMOVAL OF TRAFFIC SIGN(S) ON SINGLE POST (EACH)			ITEM 619019 INSTALLATION OR REMOVAL OF TRAFFIC SIGN(S) ON MULTIPLE SIGN POSTS (SF)			POST INSTALLATION TYPE	X16 / ITEM 619011 12' SIGNPOSTS W/ BASEPOSTS & HARDWARE (EACH)	X17 / ITEM 619023 15' SIGNPOSTS W/ BASEPOSTS & HARDWARE (EACH)	ITEM 619016 4" HOLE, 0-6" (EACH)	ITEM 619017 4" HOLE, >6" (EACH)	SIGN DISPOSITION	X14A FLAT SHEET ALUMINUM SIGN PANELS (TYPE XI SHEETING) - SIGNS ON POLES, SPAN WIRES, MAST ARMS (TRAFFIC SUPPLY)	ITEM 822500 INSTALL OVERHEAD SIGN (SF) ON SIGNAL POLES TRAFFIC CONTRACTOR ITEM, EXCEPT FOR PILOT PROJECTS	ITEM 823003 REMOVAL OF SIGN ON SPAN WIRE OR MAST ARM (EA) TRAFFIC CONTRACTOR ITEM, EXCEPT FOR PILOT PROJECTS	ITEM 823001 INSTALLATION OF SIGN ON SPAN WIRE OR MAST ARM (SF) TRAFFIC CONTRACTOR ITEM, EXCEPT FOR PILOT PROJECTS	REMARKS
										SIGN DISPOSITION	REMOVE	INSTALL	SIGN DISPOSITION	REMOVE	INSTALL											
SS-05	6B	R6-3(30)	1	DIVIDED HIGHWAY CROSSING (4 - Legged Intersection) - 30x24	30	24	5.0			RENEW	1	1				NEW CONCRETE	1									
SS-05	6C	R6-1_L(36)	1	ONE WAY (ENCLOSED IN LEFT ARROW) - 36x12	36	12				REMOVE	1															
SS-05	7	R4-7(24)	1	KEEP RIGHT (Symbol) - 24x30	24	30	5.0			RENEW	1	1				NEW CONCRETE	1									
SS-05	8	R4-7(24)	1	KEEP RIGHT (Symbol) - 24x30	24	30				REMAIN																
SS-05	9	R2-1-25(24)	1	SPEED LIMIT (25 MPH - 24x30)	24	30				REMAIN																
SS-05	10	R1-2(36)	1	YIELD	36	36		3.9		RENEW	1	1				SOIL	1									
SS-05	11	R5-1(36)	1	DO NOT ENTER - 36x36	36	36		9.0		RENEW	1	1				SOIL	1									
SS-05	12	R10-18a	1	TRAFFIC SIGNAL PHOTO ENFORCED	30	42	8.8			RENEW	1	1				NEW CONCRETE	1									
SS-05	13	R10-18a	1	TRAFFIC SIGNAL PHOTO ENFORCED	30	42	8.8			RENEW	1	1				SOIL	1									
SS-05	14A	D3-2-DE1	1	WELCOME TO	36	32				REMOVE	1															
SS-05	14B	D3-2-DE2	1	DEVELOPMENT NAME	36	30				REMOVE	1															"GLASGOW TRAILER COURT"
SS-05	15A	D3-2-DE1	1	WELCOME TO	36	32	8.0			NEW		1				SOIL	1									
SS-05	15B	D3-2-DE2	1	DEVELOPMENT NAME	36	30	7.5			ADD TO ASSEMBLY		1														"Glasgow Trailer Court" 5" C-SERIES
SS-05	16	W3-3(36)	1	SIGNAL AHEAD (Symbol) - 36x36	36	36				REMOVE	1															
SS-05	18A	W3-3(36)	1	SIGNAL AHEAD (Symbol) - 36x36	36	36				REMOVE	1															
SS-05	18B	W16-8aP	1	ADVANCE STREET NAME (3- line plaque)	42	18				REMOVE	1															[left arrow] "Porter Rd" "Salem Church Rd" [right arrow]
SS-05	19	R10-18a	1	TRAFFIC SIGNAL PHOTO ENFORCED	30	42	8.8			RENEW	1	1				NEW CONCRETE	1									
SS-05	20	R10-18a	1	TRAFFIC SIGNAL PHOTO ENFORCED	30	42	8.8			RENEW	1	1				SOIL	1									
SS-05	21	R5-1a(42)	1	WRONG WAY - 42x30	42	30		8.8		RENEW	1	1				SOIL	1									
SS-05	22	R5-1a(42)	1	WRONG WAY - 42x30	42	30				REMOVE	1															
SS-05	23	R5-1(36)	1	DO NOT ENTER - 36x36	36	36		9.0		RENEW	1	1				SOIL	1									
SS-05	24	R4-7(24)	1	KEEP RIGHT (Symbol) - 24x30	24	30	5.0			NEW		1				NEW CONCRETE	1									
SS-05	25A	R6-1_R(36)	1	ONE WAY (ENCLOSED IN RIGHT ARROW) - 36x12	36	12				REMOVE	1															
SS-05	25B	R6-3(30)	1	DIVIDED HIGHWAY CROSSING (4 - Legged Intersection) - 30x24	30	24	5.0			RENEW	1	1				SOIL	1									
SS-05	25C	R6-1_L(36)	1	ONE WAY (ENCLOSED IN LEFT ARROW) - 36x12	36	12				REMOVE	1															
SS-05	26	R4-7(24)	1	KEEP RIGHT (Symbol) - 24x30	24	30	5.0			NEW		1				NEW CONCRETE	1									
SS-05	27	R5-1(36)	1	DO NOT ENTER - 36x36	36	36				REMOVE	1															
SS-05	28A	W3-3(36)	1	SIGNAL AHEAD (Symbol) - 36x36	36	36				REMOVE	1															
SS-05	28B	W16-8P	1	ADVANCE STREET NAME (1- line plaque)	36	9				REMOVE	1															"Brookmont Dr"
SS-05	29A	W3-3(48)	1	SIGNAL AHEAD (Symbol) - 48x48	48	48	16.0						NEW		16.0	SOIL	2									
SS-05	29B	W16-8P	1	ADVANCE STREET NAME (1- line plaque)	36	9	2.3						ADD TO ASSEMBLY		2.3											"Brookmont Dr" 4" C-SERIES
SS-05	30A	W3-3(48)	1	SIGNAL AHEAD (Symbol) - 48x48	48	48	16.0						NEW		16.0	NEW CONCRETE	2									
SS-05	30B	W16-8P	1	ADVANCE STREET NAME (1- line plaque)	36	9	2.3						ADD TO ASSEMBLY		2.3											"Brookmont Dr" 4" C-SERIES
SS-05	31A	W3-3(48)	1	SIGNAL AHEAD (Symbol) - 48x48	48	48	16.0						NEW		16.0	SOIL	2									
SS-05	31B	W16-8P	1	ADVANCE STREET NAME (1- line plaque)	48	9	3.0						ADD TO ASSEMBLY		3.0											"Glasgow Dr" 4" C-SERIES
SS-05	32A	W3-3(48)	1	SIGNAL AHEAD (Symbol) - 48x48	48	48	16.0						NEW		16.0	SOIL	2									
SS-05	32B	W16-8aP	1	ADVANCE STREET NAME (2- line plaque)	48	18	6.0						ADD TO ASSEMBLY		6.0											[left arrow] "Porter Rd" "Salem Church Rd" [right arrow] 4" C-SERIES
SS-05	33	R1-2(48)	1	YIELD	48	48		6.9		NEW		1				SOIL	1									
SS-05	34	D4-3-DE	1	BUS STOP (REQUESTS FOR FABRICATION THRU DART TRANSIT AT 302-576-6132)	12	18				NEW		1				SOIL	1									
SS-06	1	R5-1a(42)	1	WRONG WAY - 42x30	42	30		8.8		RENEW	1	1				SOIL	1									
SS-06	2A	D3-2-DE1	1	WELCOME TO	36	32	8.0			NEW		1				SOIL	1									
SS-06	2B	D3-2-DE2	1	DEVELOPMENT NAME	36	24	6.0			ADD TO ASSEMBLY		1														"Glasgow Trailer Court" 5" C-SERIES
SS-06	3A	D3-2-DE1	1	WELCOME TO	36	32				REMOVE	1															
SS-06	3B	D3-2-DE2	1	DEVELOPMENT NAME	36	30				REMOVE	1															"GLASGOW TRAILER COURT"
SS-06	4	D4-3-DE	1	BUS STOP (REQUESTS FOR FABRICATION THRU DART TRANSIT AT 302-576-6132)	12	18				REPOSITION	1	1				SOIL	1									
SS-06	5	R3-20-DE	1	TURN LANE	18	18				REMOVE	1															
SS-06	6		1	CUSTOM						REPOSITION	1	1														TRAFFIC CONTRACTOR TO INSTALL FLASHER/SIGN ASSEMBLY
SS-06	7		1	CUSTOM						REPOSITION	1	1														TRAFFIC CONTRACTOR TO INSTALL FLASHER/SIGN ASSEMBLY
SS-06	8A	R1-1(36)	1	STOP	36	36		7.5		NEW		1				SOIL	1									
SS-06	8B	R3-5_R	1	MANDATORY MOVEMENT LANE CONTROL - Right	30	36	7.5			ADD TO ASSEMBLY		1														
SS-06	9	R5-1(30)	1	DO NOT ENTER - 30x30	30	30				REMOVE	1															
SS-06	10	R5-1(36)	1	DO NOT ENTER - 36x36	36	36		9.0		NEW		1				SOIL	1									
SS-06	11A	R1-1(30)	1	STOP	30	30				REMOVE	1															
SS-06	11B		1	NO LEFT TURN	18	24				REMOVE	1															
SS-06	12A	W3-3(36)	1	SIGNAL AHEAD (Symbol) - 36x36	36	36				REMOVE	1															
SS-06	12B	W16-8P	1	ADVANCE STREET NAME (1- line plaque)	36	9				REMOVE	1															"Glasgow Dr"
SS-06	13A	R1-1(36)	1	STOP	36	36		7.5		NEW		1				SOIL	1									
SS-06	13B	R3-5_R	1	MANDATORY MOVEMENT LANE CONTROL - Right	30	36	7.5			ADD TO ASSEMBLY		1														
SS-06	14A	R1-1(30)	1	STOP	30	30				REMOVE	1															
SS-06	14B		1	NO LEFT TURN	18	24				REMOVE	1															
SS-06	15A	W11-2(30)	1	PEDESTRIAN (Symbol) - 30x30	30	30				REMOVE	1															
SS-06	15B	W7-3aP(24)	1	NEXT XXMILES (plaque) - 24x18	24	18				REMOVE	1															"NEXT 1/2 MILE"
SS-06	15C	R9-4(30)	1	EMERGENCY PARKING ONLY - 30x24	30	24	5.0			RENEW	1	1				SOIL	1									
SS-06	16	D4-3-DE	1	BUS STOP (REQUESTS FOR FABRICATION THRU DART TRANSIT AT 302-576-6132)	12	18				REPOSITION	1	1				SOIL	1									
SS-06	17	R5-1a(42)	1	WRONG WAY - 42x30	42	30				REMOVE	1															
SS-06	18	R3-20-DE	1	TURN LANE	18	18				REMOVE	1															
PAGE TOTALS							187	70	0		43	30		0	78		32	0	0	0		0	0	0	0	

ADDENDA / REVISIONS

SCALE
0 30 60 90
FEET

US 40, SALEM CHURCH ROAD TO WALTHER ROAD

CONTRACT	BRIDGE NO.	N/A
T201611902	DESIGNED BY: D. POLLET	
COUNTY	CHECKED BY: T. OLIVER	
NEW CASTLE		

SIGNING SCHEDULE

SS-18
SECTION
WRA
SHEET NO.
181

9/10/2024
1:26:56 PM
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PERMANENT SIGN SCHEDULE - ROADWAY

SHEET NO.	PLAN IDENTIFIER	SIGN DESIGNATION	QTY.	DESCRIPTION	SIGN WIDTH (IN)	SIGN HEIGHT (IN)	X13 / ITEM 818001 FLAT SHEET ALUMINUM, TYPE IV, RETROREFLECTIVE SHEETING (SF)	X14 / ITEM 818003 FLAT SHEET ALUMINUM, TYPE XI, RETROREFLECTIVE SHEETING (SF)	X15 / ITEM 819512 SIGN POST REFLECTIVE PANEL (EA)	ITEM 819018 INSTALLATION OR REMOVAL OF TRAFFIC SIGN(S) ON SINGLE POST (EACH)			ITEM 819019 INSTALLATION OR REMOVAL OF TRAFFIC SIGN(S) ON MULTIPLE SIGN POSTS (SF)			POST INSTALLATION TYPE	X16 / ITEM 819011 12' SIGNPOSTS W/ BASEPOSTS & HARDWARE (EACH)	X17 / ITEM 819023 15' SIGNPOSTS W/ BASEPOSTS & HARDWARE (EACH)	ITEM 819016 4" HOLE, 0-6" (EACH)	ITEM 819017 4" HOLE, >6" (EACH)	SIGN DISPOSITION	X14A FLAT SHEET ALUMINUM SIGN PANELS (TYPE IX SHEETING) - SIGNS ON POLES, SPAN WIRES, MAST ARMS (TRAFFIC SUPPLY)	ITEM 822500 INSTALL OVERHEAD SIGN (SF) ON SIGNAL POLES TRAFFIC CONTRACTOR ITEM, EXCEPT FOR PILOT PROJECTS	ITEM 823003 REMOVAL OF SIGN ON SPAN WIRE OR MAST ARM (EA) TRAFFIC CONTRACTOR ITEM, EXCEPT FOR PILOT PROJECTS	ITEM 823001 INSTALLATION OF SIGN ON SPAN WIRE OR MAST ARM (SF) TRAFFIC CONTRACTOR ITEM, EXCEPT FOR PILOT PROJECTS	REMARKS
										SIGN DISPOSITION	REMOVE	INSTALL	SIGN DISPOSITION	REMOVE	INSTALL											
SS-06	20	R8-4(30)	1	EMERGENCY PARKING ONLY - 30x24	30	24	5.0			RENEW	1	1				SOIL	1									
SS-06	21	R5-1a(42)	1	WRONG WAY - 42x30	42	30				REMOVE	1															
SS-06	22	R5-1a(42)	1	WRONG WAY - 42x30	42	30		8.8		RENEW	1	1				SOIL	1									
SS-06	23A	W3-3(48)	1	SIGNAL AHEAD (Symbol) - 48x48	48	48	16.0						NEW		16.0	SOIL	2									
SS-06	23B	W16-8P	1	ADVANCE STREET NAME (1 - line plaque)	36	9	2.3						ADD TO ASSEMBLY		2.3											"Glasgow Dr" 4" C-SERIES
SS-06	24A	W3-3(48)	1	SIGNAL AHEAD (Symbol) - 48x48	48	48	16.0						NEW		16.0	SOIL	2									
SS-06	24B	W16-8P	1	ADVANCE STREET NAME (1 - line plaque)	36	9	2.3						ADD TO ASSEMBLY		2.3											"Glasgow Dr" 4" C-SERIES
SS-07	1	R4-7(24)	1	KEEP RIGHT (Symbol) - 24x30	24	30	5.0			NEW		1				NEW CONCRETE	1									
SS-07	2	R1-2(36)	1	YIELD	36	36				REMOVE	1															
SS-07	3A	R6-1_R(36)	1	ONE WAY (ENCLOSED IN RIGHT ARROW) - 36x12	36	12				REMOVE	1															
SS-07	3B	R6-3a(30)	1	DIVIDED HIGHWAY CROSSING (T - Intersection) - 30x24	30	24				REMOVE	1															
SS-07	4A	D3-1(18)	1	STREET NAME (1 Line) Posted speed > 40 MPH	42	18				REMOVE	1															"Pulaski Hwy"
SS-07	4B	D3-1(18)	1	STREET NAME (1 Line) Posted speed > 40 MPH	42	18				REMOVE	1															"Brookmont Dr"
SS-07	4C	R4-7(24)	1	KEEP RIGHT (Symbol) - 24x30	24	30	5.0			RENEW	1	1				NEW CONCRETE	1									
SS-07	4D	OM1-3	1	TYPE 1 OBJECT MARKER	18	18				REMOVE	1															
SS-07	5A	W21-11-DE	1	WATCH CHILDREN (Symbol)	30	30				REMAIN																
SS-07	5B	R2-1-25(24)	1	SPEED LIMIT (25 MPH - 24x30)	24	30				REMAIN																
SS-07	6		1							REPOSITION	1	1				SOIL	1									
SS-07	7	R1-2(36)	1	YIELD	36	36				REMOVE	1															
SS-07	8	R5-1(36)	1	DO NOT ENTER - 36x36	36	36		9.0		RENEW	1	1				SOIL	1									
SS-07	9	R3-18(24)	1	COMBINATION U-TURN AND LEFT TURN PROHIBITION (Symbol) - 24x24	24	24				REMOVE	1															
SS-07	10A	R8-4(30)	1	EMERGENCY PARKING ONLY - 30x24	30	24	5.0			RENEW	1	1				SOIL	1									
SS-07	10B	D14-3-DE	1	ADOPT A HIGHWAY	24	24				REPOSITION	1	1				SOIL	1									
SS-07	10C		1							REPOSITION	1	1														"BTL FOUNDATION"
SS-07	11	R5-1a(42)	1	WRONG WAY - 42x30	42	30		8.8		RENEW	1	1				SOIL	1									
SS-07	12	R5-1a(42)	1	WRONG WAY - 42x30	42	30		8.8		RENEW	1	1				NEW CONCRETE	1									
SS-07	13A	D3-2-DE1	1	WELCOME TO	36	32	8.0			NEW		1				SOIL	1									
SS-07	13B	D3-2-DE2	1	DEVELOPMENT NAME	36	24	6.0			ADD TO ASSEMBLY		1														"Sparrow Run" 5" C-SERIES
SS-07	14A	D3-2-DE1	1	WELCOME TO	36	32				REMOVE	1															
SS-07	14B	D3-2-DE2	1	DEVELOPMENT NAME	36	24				REMOVE	1															"SPARROW RUN"
SS-07	15	SR1-16-DE	1	STOP (shared-use path only)	24	42	7.0			RENEW	1	1				SOIL	1									
SS-07	16	R4-4	1	BEGIN RIGHT TURN LANE YIELD TO BIKES	36	30				REMOVE	1															
SS-07	17	SR1-16-DE	1	STOP (shared-use path only)	24	42				REMAIN																
SS-07	18A	M3-4(24)	1	CARDINAL DIRECTION - WEST - 24x12	24	12	2.0			RENEW	1	1				SOIL	1									
SS-07	18B	M1-4(24)	1	US ROUTE (2 - Digit Sign) - 24x24	24	24	4.0			RENEW	1	1														
SS-07	19A	D4-3-DE	1	BUS STOP (REQUESTS FOR FABRICATION THRU DART TRANSIT AT 302-576-6132)	12	18				REPOSITION	1	1				SOIL	1									
SS-07	19B		1							REMOVE	1															
SS-07	20	D4-3-DE	1	BUS STOP (REQUESTS FOR FABRICATION THRU DART TRANSIT AT 302-576-6132)	12	18				REPOSITION	1	1				BITUMINOUS	1			1						
SS-07	21	R5-1(36)	1	DO NOT ENTER - 36x36	36	36				REMOVE	1															
SS-07	22	R5-1(36)	1	DO NOT ENTER - 36x36	36	36				REMOVE	1															
SS-07	23A	R6-1_L(54)	1	ONE WAY (ENCLOSED IN LEFT ARROW) - 54x18	54	18	6.8						NEW		6.8	SOIL	2									
SS-07	23B	OM4-3	1	END OF ROAD OBJECT MARKER	18	18	2.3			ADD TO ASSEMBLY		1														
SS-07	23C	OM4-3	1	END OF ROAD OBJECT MARKER	18	18	2.3			ADD TO ASSEMBLY		1														
SS-07	24	R6-1_L(36)	1	ONE WAY (ENCLOSED IN LEFT ARROW) - 36x12	36	12				REMOVE	1															
SS-07	25	R5-1(36)	1	DO NOT ENTER - 36x36	36	36		9.0		RENEW	1	1														
SS-07	26	R3-20-DE	1	TURN LANE	18	18				REMOVE	1															
SS-07	27	D1-2	1	DESTINATION (2 Line)	72	30							REMOVE	15.0												"LEASURE ELEM SCHOOL"
SS-07	28	D1-2	1	DESTINATION (2 Line)	72	30	15.0						NEW		15.0	SOIL	2									"Leasure Elem School" 6" D-SERIES
SS-07	30A	D3-2-DE1	1	WELCOME TO	36	32	8.0			NEW		1				NEW CONCRETE	1									
SS-07	30B	D3-2-DE2	1	DEVELOPMENT NAME	36	24	6.0			ADD TO ASSEMBLY		1														"Wellington Woods" 5" C-SERIES
SS-07	31A	D3-2-DE1	1	WELCOME TO	36	32				REMOVE	1															
SS-07	31B	D3-2-DE2	1	DEVELOPMENT NAME	36	30				REMOVE	1															"WELLINGTON WOODS"
SS-07	32A	R7-202aP-DE	1	BEGIN (plaque - red)	12	6				REMOVE	1															
SS-07	32B	R7-4-DE(12)	1	NO STOPPING, STANDING, OR PARKING - 12x18	12	18				REMOVE	1															
SS-07	33	R5-1a(42)	1	WRONG WAY - 42x30	42	30				REMOVE	1															
SS-07	34A	R7-4-DE(12)	1	NO STOPPING, STANDING, OR PARKING - 12x18	12	18				REMOVE	1															
SS-07	34B	R5-1a(42)	1	WRONG WAY - 42x30	42	30		8.8		RENEW	1	1				SOIL	1									
SS-07	35	R6-3a(30)	1	DIVIDED HIGHWAY CROSSING (T - Intersection) - 30x24	30	24	5.0			NEW		1				SOIL	1									
SS-07	36	R1-2(48)	1	YIELD	48	48		6.9		NEW		1				SOIL	1									
SS-07	37	R1-2(48)	1	YIELD	48	48		6.9		NEW		1				SOIL	1									
SS-08	1		1	NO PARKING BETWEEN SIGNS BUS STOP						REMOVE	1															
SS-08	2A	R4-4	1	BEGIN RIGHT TURN LANE YIELD TO BIKES	36	30				REMOVE	1															
SS-08	2B		1	NO PARKING BETWEEN SIGNS BUS STOP						REMOVE	1															
SS-08	3A	R6-1_R(36)	1	ONE WAY (ENCLOSED IN RIGHT ARROW) - 36x12	36	12				REMOVE	1															
SS-08	3B	R6-3(30)	1	DIVIDED HIGHWAY CROSSING (4 - Legged Intersection) - 30x24	30	24	5.0			RENEW	1	1				SOIL	1									
		PAGE TOTALS					134	67	0		45	28		15	58		29	0	0	1		0	0	0	0	

ADDENDA / REVISIONS

SCALE
0 30 60 90
FEET

**US 40,
SALEM CHURCH ROAD
TO WALTHER ROAD**

CONTRACT	BRIDGE NO.	N/A
T201611902	DESIGNED BY: D. POLLET	
COUNTY	CHECKED BY: T. OLIVER	
NEW CASTLE		

SIGNING SCHEDULE

SS-19
SECTION
WRA
SHEET NO.
182

9/10/2024
1:26:58 PM
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PERMANENT SIGN SCHEDULE - ROADWAY

SHEET NO.	PLAN IDENTIFIER	SIGN DESIGNATION	QTY.	DESCRIPTION	SIGN WIDTH (IN)	SIGN HEIGHT (IN)	X13 / ITEM 818001 FLAT SHEET ALUMINUM, TYPE IV, RETROREFLECTIVE SHEETING (SF)	X14 / ITEM 818003 FLAT SHEET ALUMINUM, TYPE XI, RETROREFLECTIVE SHEETING (SF)	X15 / ITEM 819512 SIGN POST REFLECTIVE PANEL (EA)	ITEM 819018 INSTALLATION OR REMOVAL OF TRAFFIC SIGN(S) ON SINGLE POST (EACH)			ITEM 819019 INSTALLATION OR REMOVAL OF TRAFFIC SIGN(S) ON MULTIPLE SIGN POSTS (SF)			POST INSTALLATION TYPE	X16 / ITEM 819011 12' SIGNPOSTS W/ BASEPOSTS & HARDWARE (EACH)	X17 / ITEM 819023 15' SIGNPOSTS W/ BASEPOSTS & HARDWARE (EACH)	ITEM 819016 4" HOLE, 0-6' (EACH)	ITEM 819017 4" HOLE, >6' (EACH)	SIGN DISPOSITION	X14A FLAT SHEET ALUMINUM SIGN PANELS (TYPE XI SHEETING) - SIGNS ON POLES, SPAN WIRES, MAST ARMS (TRAFFIC SUPPLY)	ITEM 822500 INSTALL OVERHEAD SIGN (SF) ON SIGNAL POLES TRAFFIC CONTRACTOR ITEM, EXCEPT FOR PILOT PROJECTS	ITEM 823003 REMOVAL OF SIGN ON SPAN WIRE OR MAST ARM (EA) TRAFFIC CONTRACTOR ITEM, EXCEPT FOR PILOT PROJECTS	ITEM 823001 INSTALLATION OF SIGN ON SPAN WIRE OR MAST ARM (SF) TRAFFIC CONTRACTOR ITEM, EXCEPT FOR PILOT PROJECTS	REMARKS
										SIGN DISPOSITION	REMOVE	INSTALL	SIGN DISPOSITION	REMOVE	INSTALL											
SS-08	3C	R6-1_L(36)	1	ONE WAY (ENCLOSED IN LEFT ARROW) - 36x12	36	12				REMOVE	1															
SS-08	4	R4-7(24)	1	KEEP RIGHT (Symbol) - 24x30	24	30	5.0			RENEW	1	1				NEW CONCRETE	1									
SS-08	5	R5-1(36)	1	DO NOT ENTER - 36x36	36	36		9.0		RENEW	1	1				SOIL	1									
SS-08	6	R8-7(30)	1	EMERGENCY STOPPING ONLY - 30x24	30	24	5.0			RENEW	1	1				SOIL	1									
SS-08	7	R5-1a(42)	1	WRONG WAY - 42x30	42	30		8.8		RENEW	1	1				SOIL	1									
SS-08	8A	D3-2-DE1	1	WELCOME TO	36	32	8.0			NEW		1				SOIL	1									
SS-08	8B	D3-2-DE2	1	DEVELOPMENT NAME	36	24	6.0			ADD TO ASSEMBLY		1														"Wellington Woods" 5" C-SERIES
SS-08	9A	D3-2-DE1	1	WELCOME TO	36	32				REMOVE	1															
SS-08	9B	D3-2-DE2	1	DEVELOPMENT NAME	36	24				REMOVE	1															"WELLINGTON WOODS"
SS-08	10	R4-4	1	BEGIN RIGHT TURN LANE YIELD TO BIKES	36	30				REMOVE	1															
SS-08	11	R8-4(30)	1	EMERGENCY PARKING ONLY - 30x24	30	24	5.0			RENEW	1	1				SOIL	1									
SS-08	12	R4-7(24)	1	KEEP RIGHT (Symbol) - 24x30	24	30	5.0			NEW		1				NEW CONCRETE	1									
SS-08	13	R5-1(36)	1	DO NOT ENTER - 36x36	36	36		9.0		RENEW	1	1				SOIL	1									
SS-08	14	R5-1(36)	1	DO NOT ENTER - 36x36	36	36				REMOVE	1															
SS-08	15	R4-7(24)	1	KEEP RIGHT (Symbol) - 24x30	24	30	5.0			NEW		1				EX CONCRETE	1		1							
SS-08	16A	R6-1_L(36)	1	ONE WAY (ENCLOSED IN LEFT ARROW) - 36x12	36	12				REMOVE	1															
SS-08	16B	R6-1_R(36)	1	ONE WAY (ENCLOSED IN RIGHT ARROW) - 36x12	36	12				REMOVE	1															
SS-08	16C	R6-3(30)	1	DIVIDED HIGHWAY CROSSING (4 - Legged Intersection) - 30x24	30	24	5.0			RENEW	1	1				EX CONCRETE	1		1							
SS-08	17	R5-1(36)	1	DO NOT ENTER - 36x36	36	36				REMOVE	1															
SS-08	18	R4-7(24)	1	KEEP RIGHT (Symbol) - 24x30	24	30	5.0			NEW		1				NEW CONCRETE	1									
SS-08	19	R5-1a(42)	1	WRONG WAY - 42x30	42	30				REMOVE	1															
SS-08	20	D4-3-DE	1	BUS STOP (REQUESTS FOR FABRICATION THRU DART TRANSIT AT 302-576-6132)	12	18				REPOSITION	1	1				SOIL	1									
SS-08	21A	R1-1(36)	1	STOP	36	36		7.5		NEW		1				SOIL	1									
SS-08	21B	R3-5_R	1	MANDATORY MOVEMENT LANE CONTROL - Right	30	36	7.5			ADD TO ASSEMBLY		1														
SS-08	22A	R1-1(30)	1	STOP	30	30				REMOVE	1															
SS-08	22B		1	NO LEFT TURN	18	24				REMOVE	1															
SS-08	23	D1-2	1	DESTINATION (2 Line)	448	30				REMOVE	1															"CHURCH RD"
SS-08	24	R3-20-DE	1	TURN LANE	18	18				REMOVE	1															
SS-08	25	R2-1-50(30)	1	SPEED LIMIT (50 MPH - 30x36)	30	36	7.5			NEW		1				SOIL	1									
SS-08	26	SR1-16-DE	1	STOP (shared-use path only)	24	42				REMAIN																
SS-08	27	R4-7(24)	1	KEEP RIGHT (Symbol) - 24x30	24	30	5.0			RENEW	1	1				NEW CONCRETE	1									
SS-08	28	R2-1-50(30)	1	SPEED LIMIT (50 MPH - 30x36)	30	36	7.5			NEW		1				SOIL	1									
SS-08	29	R2-1-50(24)	1	SPEED LIMIT (50 MPH - 24x20)	24	30				REMOVE	1															
SS-09	1A	R8-4(30)	1	EMERGENCY PARKING ONLY - 30x24	30	24				REMOVE	1															
SS-09	1B	R2-1-50(24)	1	SPEED LIMIT (50 MPH - 24x30)	24	30				REMOVE	1															
SS-09	2A	R8-4(30)	1	EMERGENCY PARKING ONLY - 30x24	30	24	5.0			RENEW	1	1				SOIL	1									
SS-09	2B	D4-3-DE	1	BUS STOP (REQUESTS FOR FABRICATION THRU DART TRANSIT AT 302-576-6132)	12	18				REPOSITION	1	1														
SS-09	3	R6-1_R(36)	1	ONE WAY (ENCLOSED IN RIGHT ARROW) - 36x12	36	12	3.0			NEW		1				SOIL	1									
SS-09	4A	R6-1_R(36)	1	ONE WAY (ENCLOSED IN RIGHT ARROW) - 36x12	36	12	3.0			NEW		1				SOIL	1									
SS-09	4B	R1-1(36)	1	STOP	36	36		7.5		RENEW	1	1														
SS-09	4C	R3-2(24)	1	LEFT TURN PROHIBITION (Symbol) - 24x24	24	24				REMOVE	1															
SS-09	4D	R3-5_R	1	MANDATORY MOVEMENT LANE CONTROL - Right	30	36	7.5			ADD TO ASSEMBLY		1														
SS-09	5	SR1-16-DE	1	STOP (shared-use path only)	24	42				REMAIN																
SS-09	6	D4-3-DE	1	BUS STOP (REQUESTS FOR FABRICATION THRU DART TRANSIT AT 302-576-6132)	12	18				REMAIN																
SS-09	7	R8-4(30)	1	EMERGENCY PARKING ONLY - 30x24	30	24				REMAIN																
SS-09	8	R4-4	1	BEGIN RIGHT TURN LANE YIELD TO BIKES	36	30				REMOVE	1															
SS-09	9A	R8-4(30)	1	EMERGENCY PARKING ONLY - 30x24	30	24	5.0			NEW		1				SOIL	1									
SS-09	9B	R2-1-50(30)	1	SPEED LIMIT (50 MPH - 30x36)	30	36	7.5			ADD TO ASSEMBLY		1														
SS-09	10	R6-1_R(36)	1	ONE WAY (ENCLOSED IN RIGHT ARROW) - 36x12	36	12				REMOVE	1															
SS-09	11A	R6-1_R(36)	1	ONE WAY (ENCLOSED IN RIGHT ARROW) - 36x12	36	12	3.0			NEW		1				SOIL	1									
SS-09	11B	R1-1(36)	1	STOP	36	36		7.5		ADD TO ASSEMBLY		1														
SS-09	12	R6-1_R(36)	1	ONE WAY (ENCLOSED IN RIGHT ARROW) - 36x12	36	12	3.0			NEW		1				SOIL	1									
SS-09	13A	W3-3(48)	1	SIGNAL AHEAD (Symbol) - 48x48	48	48	16.0						NEW		16.0	SOIL	2									
SS-09	13B	W16-8aP	1	ADVANCE STREET NAME (2 - line plaque)	48	18	6.0						ADD TO ASSEMBLY		6.0											[left arrow] "Church Rd" "Wellington Dr" [right arrow] 4" C-SERIES
SS-09	14A	W3-3(48)	1	SIGNAL AHEAD (Symbol) - 48x48	48	48	16.0						NEW		16.0	SOIL	2									
SS-09	14B	W16-8aP	1	ADVANCE STREET NAME (2 - line plaque)	48	18	6.0						ADD TO ASSEMBLY		6.0											[left arrow] "Church Rd" "Wellington Dr" [right arrow] 4" C-SERIES
SS-10	1	R5-1(36)	1	DO NOT ENTER - 36x36	36	36				REMAIN																
SS-10	2A	R6-1_L(36)	1	ONE WAY (ENCLOSED IN LEFT ARROW) - 36x12	36	12	3.0			RENEW	1	1				SOIL	1									
SS-10	2B	R1-2(48)	1	YIELD	48	48		6.9		RENEW	1	1														
SS-10	3A	R6-1_L(36)	1	ONE WAY (ENCLOSED IN LEFT ARROW) - 36x12	36	12	3.0			RENEW	1	1				SOIL	1									
SS-10	3B	R1-2(48)	1	YIELD	48	48		6.9		RENEW	1	1														
SS-10	4	R5-1(36)	1	DO NOT ENTER - 36x36	36	36		9.0		RENEW	1	1				SOIL	1									
SS-10	5	W9-2-DE_L(36)	1	LANE ENDS (Left Arrows) - 36x36	36	36				REMOVE	1															
SS-10	6	R3-20-DE	1	TURN LANE	18	18				REMOVE	1															
SS-10	7A	R1-1(36)	1	STOP	36	36				REMAIN																
SS-10	7B	R3-2(36)	1	LEFT TURN PROHIBITION (Symbol) - 36x36	36	36				REMAIN																
SS-10	8	SR1-16-DE	1	STOP (shared-use path only)	24	42				REMAIN																
SS-10	9	R8-4(30)	1	EMERGENCY PARKING ONLY - 30x24	30	24				REMAIN																
SS-10	10	R5-1(36)	1	DO NOT ENTER - 36x36	36	36				REMAIN																
SS-10	11	SR1-16-DE	1	STOP (shared-use path only)	24	42				REMAIN																
SS-10	12	R1-2(36)	1	YIELD	36	36				REMAIN																
		PAGE TOTALS					164	72	0		38	34		0	44		29	0	2	0		0	0	0	0	

ADDENDA / REVISIONS

SCALE
0 30 60 90
FEET

US 40, SALEM CHURCH ROAD TO WALTHER ROAD

CONTRACT	BRIDGE NO.	N/A
T201611902	DESIGNED BY: D. POLLET	
COUNTY	CHECKED BY: T. OLIVER	
NEW CASTLE		

SIGNING SCHEDULE

SS-20
SECTION
WRA
SHEET NO.
183

9/10/2024
12:27:00 PM
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PERMANENT SIGN SCHEDULE - ROADWAY

SHEET NO.	PLAN IDENTIFIER	SIGN DESIGNATION	QTY.	DESCRIPTION	SIGN WIDTH (IN)	SIGN HEIGHT (IN)	X13 / ITEM 818001 FLAT SHEET ALUMINUM, TYPE IV, RETROREFLECTIVE SHEETING (SF)	X14 / ITEM 818003 FLAT SHEET ALUMINUM, TYPE XI, RETROREFLECTIVE SHEETING (SF)	X15 / ITEM 819512 SIGN POST REFLECTIVE PANEL (EA)	ITEM 819018 INSTALLATION OR REMOVAL OF TRAFFIC SIGN(S) ON SINGLE POST (EACH)			ITEM 819019 INSTALLATION OR REMOVAL OF TRAFFIC SIGN(S) ON MULTIPLE SIGN POSTS (SF)			POST INSTALLATION TYPE	X16 / ITEM 819011 12' SIGNPOSTS W/ BASEPOSTS & HARDWARE (EACH)	X17 / ITEM 819023 15' SIGNPOSTS W/ BASEPOSTS & HARDWARE (EACH)	ITEM 819016 4" HOLE, 0-6" (EACH)	ITEM 819017 4" HOLE, >6" (EACH)	SIGN DISPOSITION	X14A FLAT SHEET ALUMINUM SIGN PANELS (TYPE X SHEETING) - SIGNS ON POLES, SPAN WIRES, MAST ARMS (TRAFFIC SUPPLY)	ITEM 822500 INSTALL OVERHEAD SIGN (SF) ON SIGNAL POLES TRAFFIC CONTRACTOR ITEM, EXCEPT FOR PILOT PROJECTS	ITEM 823003 REMOVAL OF SIGN ON SPAN WIRE OR MAST ARM (EA) TRAFFIC CONTRACTOR ITEM, EXCEPT FOR PILOT PROJECTS	ITEM 823001 INSTALLATION OF SIGN ON SPAN WIRE OR MAST ARM (SF) TRAFFIC CONTRACTOR ITEM, EXCEPT FOR PILOT PROJECTS	REMARKS
										SIGN DISPOSITION	REMOVE	INSTALL	SIGN DISPOSITION	REMOVE	INSTALL											
SS-10	13A	R4-7(24)	1	KEEP RIGHT (Symbol) - 24x30	24	30				REMAIN																
SS-10	13B	OM1-3	1	TYPE 1 OBJECT MARKER	18	18				REMOVE	1															
SS-10	14A	R1-1(36)	1	STOP	36	36				REMAIN																
SS-10	14B	R3-2(24)	1	LEFT TURN PROHIBITION (Symbol) - 24x24	24	24				REMAIN																
SS-10	15	SR1-16-DE	1	STOP (shared-use path only)	24	42				REMAIN																
SS-10	16	D4-3-DE	1	BUS STOP (REQUESTS FOR FABRICATION THRU DART TRANSIT AT 302-576-6132)	12	18				REPOSITION	1	1														
SS-10	17A	R6-1_L(54)	1	ONE WAY (ENCLOSED IN LEFT ARROW) - 54x18	54	18	6.8						RENEW	6.8	6.8	SOIL	2									
SS-10	17B	OM4-3	1	END OF ROAD OBJECT MARKER	18	18	2.3						RENEW	2.3	2.3												
SS-10	17C	OM4-3	1	END OF ROAD OBJECT MARKER	18	18	2.3						RENEW	2.3	2.3												
SS-10	18	R5-1(36)	1	DO NOT ENTER - 36x36	36	36		9.0		RENEW	1	1				SOIL	1									
SS-10	19	SR1-16-DE	1	STOP (shared-use path only)	24	42	7.0			NEW		1				SOIL	1									
SS-11	1	D4-3-DE	1	BUS STOP (REQUESTS FOR FABRICATION THRU DART TRANSIT AT 302-576-6132)	12	18				REMAIN																
SS-11	2	SR1-16-DE	1	STOP (shared-use path only)	24	42				REMAIN																
SS-11	3	SR1-16-DE	1	STOP (shared-use path only)	24	42				REMAIN																
SS-11	4	W4-2_R(36)	1	LANE ENDS (Right) - 36x36	36	36				REMOVE	1															
SS-11	5	R4-4	1	BEGIN RIGHT TURN LANE YIELD TO BIKES	36	30				REMOVE	1															
SS-11	6	R8-4(30)	1	EMERGENCY PARKING ONLY - 30x24	30	24				REMAIN																
SS-11	7A		1							REMOVE	1															
SS-11	7B	W3-3(36)	1	SIGNAL AHEAD (Symbol) - 36x36	36	36				REMOVE	1															
SS-11	7C	W16-8aP	1	ADVANCE STREET NAME (3 - line plaque)	42	18				REMOVE	1															[left arrow] "Walther Rd" "Glendale Blvd" [right arrow]
SS-11	8	R4-4	1	BEGIN RIGHT TURN LANE YIELD TO BIKES	36	30				REMOVE	1															
SS-11	9A	W3-3(48)	1	SIGNAL AHEAD (Symbol) - 48x48	48	48	16.0						NEW		16.0	SOIL	2									
SS-11	9B	W16-8aP	1	ADVANCE STREET NAME (2 - line plaque)	48	18	6.0						ADD TO ASSEMBLY		6.0											[left arrow] "Walther Rd" "Glendale Blvd" [right arrow] 4" C-SERIES
SS-11	9C	W3-3P-DE(36)	1	XXSIGNALS NEXT XXMILES (plaque) - 36x18	36	18	4.5						ADD TO ASSEMBLY		4.5											"6" "1.5"
SS-11	10A	W3-3(48)	1	SIGNAL AHEAD (Symbol) - 48x48	48	48	16.0						NEW		16.0	SOIL	2									
SS-11	10B	W16-8aP	1	ADVANCE STREET NAME (2 - line plaque)	48	18	6.0						ADD TO ASSEMBLY		6.0											[left arrow] "Walther Rd" "Glendale Blvd" [right arrow] 4" C-SERIES
SS-11	10C	W3-3P-DE(36)	1	XXSIGNALS NEXT XXMILES (plaque) - 36x18	36	18	4.5						ADD TO ASSEMBLY		4.5											"6" "1.5"
SS-12	1	W9-2_L(36)	1	LANE ENDS MERGE LEFT - 36x36	36	36				REMOVE	1															
SS-12	2	D4-3-DE	1	BUS STOP (REQUESTS FOR FABRICATION THRU DART TRANSIT AT 302-576-6132)	12	18				REMAIN																
SS-12	3A	R6-1_L(36)	1	ONE WAY (ENCLOSED IN LEFT ARROW) - 36x12	36	12	3.0			RENEW	1	1				SOIL	1									
SS-12	3B	D3-1(18)	1	STREET NAME (1 Line) Posted speed > 40 MPH	48	18				REMOVE	1															
SS-12	3C	D3-1(18)	1	STREET NAME (1 Line) Posted speed > 40 MPH	48	18				REMOVE	1															
SS-12	3D	R6-1_R(36)	1	ONE WAY (ENCLOSED IN RIGHT ARROW) - 36x12	36	12	3.0			RENEW	1	1														
SS-12	3E	R8-3(30)	1	DIVIDED HIGHWAY CROSSING (4 - Legged Intersection) - 30x24	30	24	5.0			RENEW	1	1														
SS-12	4	W11-1(30)	1	BICYCLE (Symbol) - 30x30	30	30				REMAIN																
SS-12	5	R5-1(36)	1	DO NOT ENTER - 36x36	36	36				REMAIN																
SS-12	6	R5-1(36)	1	DO NOT ENTER - 36x36	36	36				REMAIN																
SS-12	7	SR1-16-DE	1	STOP (shared-use path only)	24	42				REMAIN																
SS-12	8A	R1-1(36)	1	STOP	36	36				REMAIN																
SS-12	8B	R3-2(24)	1	LEFT TURN PROHIBITION (Symbol) - 24x24	24	24				REMAIN																
SS-12	9A	D3-1(18)	1	STREET NAME (1 Line) Posted speed > 40 MPH	48	18				REMAIN																"David Pl"
SS-12	9B	D3-1(18)	1	STREET NAME (1 Line) Posted speed > 40 MPH	48	18				REMAIN																"Pulaski Hwy"
SS-12	9C	R1-1(36)	1	STOP	36	36				REMAIN																
SS-12	9D	R3-2(24)	1	LEFT TURN PROHIBITION (Symbol) - 24x24	24	24				REMAIN																
SS-12	10	SR1-16-DE	1	STOP (shared-use path only)	24	42				REMAIN																
SS-12	11A	SR1-15-DE	1	STATE PROPERTY NO TRESPASSING	24	12				REMAIN																
SS-12	11B	R5-1a(42)	1	WRONG WAY - 42x30	42	30				REMAIN																
SS-12	12	R5-1a(42)	1	WRONG WAY - 42x30	42	30				REMAIN																
SS-12	13	R3-20-DE	1	TURN LANE	18	18				REMOVE	1															
SS-12	14	R4-4	1	BEGIN RIGHT TURN LANE YIELD TO BIKES	36	30				REMOVE	1															
SS-12	15	R5-1(36)	1	DO NOT ENTER - 36x36	36	36				REMAIN																
SS-12	16	R5-1(36)	1	DO NOT ENTER - 36x36	36	36				REMAIN																
SS-12	17	R4-7(24)	1	KEEP RIGHT (Symbol) - 24x30	24	30				REMAIN																
SS-12	18A	R6-1_R(36)	1	ONE WAY (ENCLOSED IN RIGHT ARROW) - 36x12	36	12				REMAIN																
SS-12	18B	R6-3(30)	1	DIVIDED HIGHWAY CROSSING (4 - Legged Intersection) - 30x24	30	24				REMAIN																
SS-12	18C	R6-1_L(36)	1	ONE WAY (ENCLOSED IN LEFT ARROW) - 36x12	36	12				REMAIN																
SS-12	19A	M9-2(24)	1	CARDINAL DIRECTION - EAST - 24x12	24	12				REMAIN																
SS-12	19B	M1-4(24)	1	US ROUTE (2 - Digit Sign) - 24x24	24	24				REMAIN																"40"
SS-13	1	R3-20-DE	1	TURN LANE	18	18				REMOVE	1															
SS-14	1	R3-2(36)	1	LEFT TURN PROHIBITION (Symbol) - 36x36	36	36				REMAIN																
SS-14	2	W11-1(30)	1	BICYCLE (Symbol) - 30x30	30	30				REMAIN																
SS-14	3	R1-1(36)	1	STOP	36	36				REMAIN																
SS-14	4	R3-2(36)	1	LEFT TURN PROHIBITION (Symbol) - 36x36	36	36				REMAIN																
SS-14	5A	R4-4-DE	1	RIGHT TURNS YIELD TO BIKE	36	30				REMAIN																
SS-14	5B	W7-3aP(24)	1	NEXT XXMILES (plaque) - 24x18	24	18				REMAIN																"2"
SS-14	5C	D1-2	1	DESTINATION (2 Line)	0	30				REMAIN																"SHOPPING CENTER ENTRANCE"
SS-14	6	R3-2(36)	1	LEFT TURN PROHIBITION (Symbol) - 36x36	36	36				REMAIN																
SS-14	7	R3-2(36)	1	LEFT TURN PROHIBITION (Symbol) - 36x36	36	36				REMAIN																
SS-14	8	R1-1(36)	1	STOP	36	36				REMAIN																
SS-14	9	R3-4(36)	1	U - TURN PROHIBITION (Symbol) - 36x36	36	36				REMOVE	1															
SS-14	10	R4-7(24)	1	KEEP RIGHT (Symbol) - 24x30	24	30				REMOVE	1															
SS-14	11	R2-1-35(24)	1	SPEED LIMIT (35 MPH - 24x30)	24	30				REMAIN																
SS-15	12A		1	NO TURN AROUND						REPOSITION	1	1				NEW CONCRETE	1									
SS-16	12B		1	NO TRACTOR TRAILER PERMITTED						REPOSITION	1	1														
SS-15	1A	W3-3(36)	1	SIGNAL AHEAD (Symbol) - 36x36	36	36				REMAIN																
SS-15	1B	W16-8P	1	ADVANCE STREET NAME (1 - line plaque)	0	9				REMAIN																"Pulaski Hwy"
		PAGE TOTALS					82	9	0		22	8		11	64		10	0	0	0		0	0	0	0	

ADDENDA / REVISIONS

SCALE
0 30 60 90
FEET

US 40, SALEM CHURCH ROAD TO WALTHER ROAD

CONTRACT	BRIDGE NO.	N/A
T201611902	DESIGNED BY: D. POLLET	
COUNTY	CHECKED BY: T. OLIVER	
NEW CASTLE		

SIGNING SCHEDULE

SS-21
SECTION
WRA
SHEET NO.
184

9/10/2024
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PERMANENT SIGN SCHEDULE - ROADWAY

SHEET NO.	PLAN IDENTIFIER	SIGN DESIGNATION	QTY.	DESCRIPTION	SIGN WIDTH (IN)	SIGN HEIGHT (IN)	X13 / ITEM 818001 FLAT SHEET ALUMINUM, TYPE IV, RETROREFLECTIVE SHEETING (SF)	X14 / ITEM 818003 FLAT SHEET ALUMINUM, TYPE XI, RETROREFLECTIVE SHEETING (SF)	X15 / ITEM 819512 SIGN POST REFLECTIVE PANEL (EA)	ITEM 819018 INSTALLATION OR REMOVAL OF TRAFFIC SIGN(S) ON SINGLE POST (EACH)			ITEM 819019 INSTALLATION OR REMOVAL OF TRAFFIC SIGN(S) ON MULTIPLE SIGN POSTS (SF)			POST INSTALLATION TYPE	X16 / ITEM 819011 12' SIGNPOSTS W/ BASEPOSTS & HARDWARE (EACH)	X17 / ITEM 819023 15' SIGNPOSTS W/ BASEPOSTS & HARDWARE (EACH)	ITEM 819016 4" HOLE, 0-6" (EACH)	ITEM 819017 4" HOLE, >6" (EACH)	SIGN DISPOSITION	X14A FLAT SHEET ALUMINUM SIGN PANELS (TYPE XI SHEETING) - SIGNS ON POLES, SPAN WIRES, MAST ARMS (TRAFFIC SUPPLY)	ITEM 822500 INSTALL OVERHEAD SIGN (SF) ON SIGNAL POLES TRAFFIC CONTRACTOR ITEM, EXCEPT FOR PILOT PROJECTS	ITEM 823003 REMOVAL OF SIGN ON SPAN WIRE OR MAST ARM (EA) TRAFFIC CONTRACTOR ITEM, EXCEPT FOR PILOT PROJECTS	ITEM 823001 INSTALLATION OF SIGN ON SPAN WIRE OR MAST ARM (SF) TRAFFIC CONTRACTOR ITEM, EXCEPT FOR PILOT PROJECTS	REMARKS
										SIGN DISPOSITION	REMOVE	INSTALL	SIGN DISPOSITION	REMOVE	INSTALL											
SS-15	2	R6-4	1	ROUNDABOUT DIRECTIONAL (2 chevrons)	30	24				NEW		1	REMAIN			SOIL	1									
SS-15	3A	W11-2(30)	1	PEDESTRIAN (Symbol) - 30x30	30	30	6.3			NEW		1				SOIL	1									
SS-15	3B	W16-7P_L(24)	1	LEFT DOWNWARD DIAGONAL ARROW (plaque) - 24x12	24	12	2.0			ADD TO ASSEMBLY		1														
SS-15	4	R6-4	1	ROUNDABOUT DIRECTIONAL (2 chevrons)	30	24	5.0			NEW		1				SOIL	1									
SS-15	5	R6-4	1	ROUNDABOUT DIRECTIONAL (2 chevrons)	30	24	5.0			NEW		1				SOIL	1									
SS-15	6	R1-2(36)	1	YIELD	36	36		3.9		NEW		1				SOIL	1									
SS-15	7A	W11-2(30)	1	PEDESTRIAN (Symbol) - 30x30	30	30	6.3			NEW		1				SOIL	1									
SS-15	7B	W16-7P_L(24)	1	LEFT DOWNWARD DIAGONAL ARROW (plaque) - 24x12	24	12	2.0			ADD TO ASSEMBLY		1														
SS-15	8A	D3-2-DE1	1	WELCOME TO	36	32				REMOVE	1															
SS-15	8B	D3-2-DE2	1	DEVELOPMENT NAME	36	0				REMOVE	1															"GLASGOW TRAILER COURT"
SS-15	9	R3-4(24)	1	U - TURN PROHIBITION (Symbol) - 24x24	24	24				REMAIN																
SS-15	10A	W2-6(36)	1	CIRCULAR INTERSECTION - 36x36	36	36	9.0			NEW		1				SOIL	1									
SS-15	10B	W16-8P	1	ADVANCE STREET NAME (1 - line plaque)	0	9	0.0			ADD TO ASSEMBLY		1														"Cornell Dr" 4" C-SERIES
SS-15	10C	W13-1P-15(18)	1	ADVISORY SPEED (15 MPH) 18x18	18	18	2.3			ADD TO ASSEMBLY		1														
SS-15	11A	W2-2_L(30)	1	SIDE ROAD (Perpendicular - Left) - 30x30	30	30				REMOVE	1															
SS-15	11B	W16-8P	1	ADVANCE STREET NAME (1 - line plaque)	0	9				REMOVE	1															
SS-15	12	W2-2_R(30)	1	SIDE ROAD (Perpendicular - Right) - 30x30	30	30				REMOVE	1															
SS-15	13A	W2-6(36)	1	CIRCULAR INTERSECTION - 36x36	36	36	9.0			NEW		1				SOIL	1									
SS-15	13B	W16-8P	1	ADVANCE STREET NAME (1 - line plaque)	0	9	0.0			ADD TO ASSEMBLY		1														"Cornell Dr" 4" C-SERIES
SS-15	13C	W13-1P-15(18)	1	ADVISORY SPEED (15 MPH) 18x18	18	18	2.3			ADD TO ASSEMBLY		1														
SS-15	14A	D3-2-DE1	1	WELCOME TO	36	32				REMOVE	1															
SS-15	14B	D3-2-DE2	1	DEVELOPMENT NAME	36	0				REMOVE	1															"GLASGOW TRAILER COURT"
SS-15	15A	W11-2(30)	1	PEDESTRIAN (Symbol) - 30x30	30	30	6.3			NEW		1				SOIL	1									
SS-15	15B	W16-7P_L(24)	1	LEFT DOWNWARD DIAGONAL ARROW (plaque) - 24x12	24	12	2.0			ADD TO ASSEMBLY		1														
SS-15	16	R1-2(36)	1	YIELD	36	36		3.9		NEW		1				SOIL	1									
SS-15	17	R1-2(36)	1	YIELD	36	36				REMOVE	1															
SS-15	19A	W11-2(30)	1	PEDESTRIAN (Symbol) - 30x30	30	30	6.3			NEW		1				SOIL	1									
SS-15	19B	W16-7P_L(24)	1	LEFT DOWNWARD DIAGONAL ARROW (plaque) - 24x12	24	12	2.0			ADD TO ASSEMBLY		1														
SS-15	19		1							REMAIN																
SS-15	20A	D3-1-DE1	1	PRIVATE STREET NAME	0	6				REMAIN																"TRUDY DR." "CORNELL DR"
SS-15	20B	D3-1-DE1	1	PRIVATE STREET NAME	0	6				REMAIN																
SS-15	21	R4-7(24)	1	KEEP RIGHT (Symbol) - 24x30	24	30	5.0			NEW		1				NEW CONCRETE	1									
SS-15	22A	W2-6(36)	1	CIRCULAR INTERSECTION - 36x36	36	36	9.0			NEW		1				SOIL	1									
SS-15	22B	W16-8P	1	ADVANCE STREET NAME (1 - line plaque)	42	9	2.6			ADD TO ASSEMBLY		1														"Salem Church Rd" 4" B-SERIES
SS-15	22C	W13-1P-15(18)	1	ADVISORY SPEED (15 MPH) 18x18	18	18	2.3			ADD TO ASSEMBLY		1														
SS-15	23A	W11-2(30)	1	PEDESTRIAN (Symbol) - 30x30	30	30	6.3			NEW		1				SOIL	1									
SS-15	23B	W16-7P_L(24)	1	LEFT DOWNWARD DIAGONAL ARROW (plaque) - 24x12	24	12	2.0			ADD TO ASSEMBLY		1														
SS-15	24	R1-2(36)	1	YIELD	36	36		3.9		NEW		1				SOIL	1									
SS-15	25A	D3-1(9)	1	STREET NAME (1 Line)	0	9				REMOVE	1															"Cornell Dr"
SS-15	25B	D3-1(9)	1	STREET NAME (1 Line)	0	9				REMOVE	1															"Salem Church Rd"
SS-15	25C	R1-1(36)	1	STOP	36	36				REMOVE	1															
SS-15	26A	W11-2(30)	1	PEDESTRIAN (Symbol) - 30x30	30	30	6.3			NEW		1				SOIL	1									
SS-15	26B	W16-7P_L(24)	1	LEFT DOWNWARD DIAGONAL ARROW (plaque) - 24x12	24	12	2.0			ADD TO ASSEMBLY		1														
SS-15	27	R4-7(24)	1	KEEP RIGHT (Symbol) - 24x30	24	30	5.0			NEW		1				NEW CONCRETE	1									
SS-15	28A	D3-2-DE1	1	WELCOME TO	36	32				REMAIN																
SS-15	28B	D3-2-DE2	1	DEVELOPMENT NAME	36	0				REMAIN																"BECKS LANDING" "VILLAGE OF TAHOE"
180	S-1	D3-1(18)	2	STREET NAME (OVERHEAD) - 1 LINE	66	18															NEW (OVERHEAD)	16.5			16.5	"Porter Rd" TO BE INSTALLED BY TRAFFIC (BACK-TO-BACK) 8" & 6" D-SERIES
180	S-2	D3-1(18)	2	STREET NAME (OVERHEAD) - 1 LINE	108	18															NEW (OVERHEAD)	27.0			27.0	"Salem Church Rd" TO BE INSTALLED BY TRAFFIC (BACK-TO-BACK) 8" & 6" D-SERIES
180	S-3	D3-1a(18)	2	STREET NAME + ROUTE SHIELD (OVERHEAD) - 1 LINE	84	18															NEW (OVERHEAD)	21.0			21.0	{US 40 Shield} "Pulaski Hwy" TO BE INSTALLED BY TRAFFIC (BACK-TO-BACK) 8" & 6" D-SERIES, 10" SHIELD
180	S-4	D3-1a(18)	2	STREET NAME + ROUTE SHIELD (OVERHEAD) - 1 LINE	84	18															NEW (OVERHEAD)	21.0			21.0	{US 40 Shield} "Pulaski Hwy" TO BE INSTALLED BY TRAFFIC (BACK-TO-BACK) 8" & 6" D-SERIES, 10" SHIELD
184	S-1	D3-1(18)	2	STREET NAME (OVERHEAD) - 1 LINE	78	18															NEW (OVERHEAD)	19.5			19.5	"Glasgow Dr" TO BE INSTALLED BY TRAFFIC 8" & 6" D-SERIES
184	S-2	D3-1(18)	2	STREET NAME (OVERHEAD) - 1 LINE	78	18															NEW (OVERHEAD)	19.5			19.5	"Glasgow Dr" TO BE INSTALLED BY TRAFFIC 8" & 6" D-SERIES
184	S-3	R3-5_L	1	OPTIONAL MOVEMENT LANE CONTROL (Ahead, Left)	30	36															NEW (OVERHEAD)	7.5			7.5	TO BE INSTALLED BY TRAFFIC
184	S-4	R3-5_R	1	MANDATORY MOVEMENT LANE CONTROL - Right	30	36															NEW (OVERHEAD)	7.5			7.5	TO BE INSTALLED BY TRAFFIC
184	S-5	D3-1a(18)	2	STREET NAME + ROUTE SHIELD (OVERHEAD) - 1 LINE	84	18															NEW (OVERHEAD)	21.0			21.0	{US 40 Shield} "Pulaski Hwy" TO BE INSTALLED BY TRAFFIC (BACK-TO-BACK) 8" & 6" D-SERIES, 10" SHIELD
PAGE TOTALS							106	12	0		11	29		0	0		17	0	0	0		161	0	0	161	

ADDENDA / REVISIONS

SCALE
0 30 60 90
FEET

**US 40,
SALEM CHURCH ROAD
TO WALTHER ROAD**

CONTRACT	T201611902
COUNTY	NEW CASTLE
BRIDGE NO.	N/A
DESIGNED BY:	D. POLLET
CHECKED BY:	T. OLIVER

SIGNING SCHEDULE

SS-22
SECTION WRA
SHEET NO. 185

9/10/2024
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PERMANENT SIGN SCHEDULE - ROADWAY

SHEET NO.	PLAN IDENTIFIER	SIGN DESIGNATION	QTY.	DESCRIPTION	SIGN WIDTH (IN)	SIGN HEIGHT (IN)	X13 / ITEM 818001 FLAT SHEET ALUMINUM, TYPE IV, RETROREFLECTIVE SHEETING (SF)	X14 / ITEM 818003 FLAT SHEET ALUMINUM, TYPE XI, RETROREFLECTIVE SHEETING (SF)	X15 / ITEM 819512 SIGN POST REFLECTIVE PANEL (EA)	ITEM 819018 INSTALLATION OR REMOVAL OF TRAFFIC SIGN(S) ON SINGLE POST (EACH)			ITEM 819019 INSTALLATION OR REMOVAL OF TRAFFIC SIGN(S) ON MULTIPLE SIGN POSTS (SF)			POST INSTALLATION TYPE	X16 / ITEM 819011 12' SIGNPOSTS W/ BASEPOSTS & HARDWARE (EACH)	X17 / ITEM 819023 15' SIGNPOSTS W/ BASEPOSTS & HARDWARE (EACH)	ITEM 819016 4" HOLE, 0-5" (EACH)	ITEM 819017 4" HOLE, >5" (EACH)	SIGN DISPOSITION	X14A FLAT SHEET ALUMINUM SIGN PANELS (TYPE XI SHEETING) - SIGNS ON POLES, SPAN WIRES, MAST ARMS (TRAFFIC SUPPLY)	ITEM 822500 INSTALL OVERHEAD SIGN (SF) ON SIGNAL POLES TRAFFIC CONTRACTOR ITEM, EXCEPT FOR PILOT PROJECTS	ITEM 823003 REMOVAL OF SIGN ON SPAN WIRE OR MAST ARM (EA) TRAFFIC CONTRACTOR ITEM, EXCEPT FOR PILOT PROJECTS	ITEM 823001 INSTALLATION OF SIGN ON SPAN WIRE OR MAST ARM (SF) TRAFFIC CONTRACTOR ITEM, EXCEPT FOR PILOT PROJECTS	REMARKS
										SIGN DISPOSITION	REMOVE	INSTALL	SIGN DISPOSITION	REMOVE	INSTALL											
188	S-1	D3-1(18)	2	STREET NAME (OVERHEAD) - 1 LINE	90	18															NEW (OVERHEAD)	22.5			22.5	"Brookmont Dr" TO BE INSTALLED BY TRAFFIC 8" & 6" D-SERIES
188	S-2	D3-1(18)	2	STREET NAME (OVERHEAD) - 1 LINE	90	18															NEW (OVERHEAD)	22.5			22.5	"Brookmont Dr" TO BE INSTALLED BY TRAFFIC 8" & 6" D-SERIES
188	S-3	D3-1a(18)	1	STREET NAME + ROUTE SHIELD (OVERHEAD) - 1 LINE	84	18															NEW (OVERHEAD)	10.5			10.5	[US 40 shield] "Pulaski Hwy" TO BE INSTALLED BY TRAFFIC 8" & 6" D-SERIES, 10" SHIELD
188	S-4	R3-18(36)	1	COMBINATION U-TURN AND LEFT TURN PROHIBITION (Symbol) - 36x36	36	36															NEW (OVERHEAD)	9.0			9.0	TO BE INSTALLED BY TRAFFIC
192	S-1	D3-1(18)	2	STREET NAME (OVERHEAD) - 1 LINE	72	18															NEW (OVERHEAD)	18.0			18.0	"Church Rd" TO BE INSTALLED BY TRAFFIC (BACK-TO-BACK) 8" & 6" D-SERIES
192	S-2	D3-1(18)	2	STREET NAME (OVERHEAD) - 1 LINE	90	18															NEW (OVERHEAD)	22.5			22.5	"Wellington Dr" TO BE INSTALLED BY TRAFFIC (BACK-TO-BACK) 8" & 6" D-SERIES
192	S-3	D3-1a(18)	2	STREET NAME + ROUTE SHIELD (OVERHEAD) - 1 LINE	84	18															NEW (OVERHEAD)	21.0			21.0	[US 40 shield] "Pulaski Hwy" TO BE INSTALLED BY TRAFFIC 8" & 6" D-SERIES, 10" SHIELD
196	S-1	D3-1(18)	2	STREET NAME (OVERHEAD) - 1 LINE	90	18															NEW (OVERHEAD)	22.5			22.5	"Glendale Blvd" TO BE INSTALLED BY TRAFFIC (BACK-TO-BACK) 8" & 6" D-SERIES
196	S-2	D3-1(18)	2	STREET NAME (OVERHEAD) - 1 LINE	78	18															NEW (OVERHEAD)	19.5			19.5	"Walther Rd" TO BE INSTALLED BY TRAFFIC (BACK-TO-BACK) 8" & 6" D-SERIES
196	S-3	D3-1a(18)	1	STREET NAME + ROUTE SHIELD (OVERHEAD) - 1 LINE	84	18															NEW (OVERHEAD)	10.5			10.5	[US 40 shield] "Pulaski Hwy" TO BE INSTALLED BY TRAFFIC 8" & 6" D-SERIES, 10" SHIELD
196	S-4	D3-1a(18)	1	STREET NAME + ROUTE SHIELD (OVERHEAD) - 1 LINE	84	18															NEW (OVERHEAD)	10.5			10.5	[US 40 shield] "Pulaski Hwy" TO BE INSTALLED BY TRAFFIC 8" & 6" D-SERIES, 10" SHIELD
PAGE TOTALS							0	0	0		0	0		0	0		0	0	0	0		189	0	0	189	
JOB TOTALS							940	299	0		248	173		70	363		163	0	3	1		350	0	0	350	

ADDENDA / REVISIONS

SCALE
0 30 60 90
FEET

US 40,
SALEM CHURCH ROAD
TO WALTHER ROAD

CONTRACT T201611902
COUNTY NEW CASTLE
BRIDGE NO. N/A
DESIGNED BY: D. POLLET
CHECKED BY: T. OLIVER

SIGNING SCHEDULE

SS-23
SECTION WRA
SHEET NO. 186

9/10/2024
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CONDUIT RUN SCHEDULE

CR NO.	NO. OF CONDUITS	SIZE	LENGTH	B/T/O	AMOUNT AND TYPE OF CABLE / WIRE
1**	1	2 IN	6 FT	T	(3) 1/#8 THHN - LINE SIDE
2**	1	2 IN	48 FT	T	(1) 2/#8 U.F. W/ GROUND - LOAD SIDE
3**	1	2 IN	48 FT	T	(1) 2/#8 U.F. W/ GROUND - LOAD SIDE
4	4	4 IN	8 FT	T	(4) 16/#14, (4) 4/#18, (8) 5/#14, (16) 2/#14, (1) CAT6, (3) #6 GROUND, FIBER OPTIC CABLES, (4) WAVETRONIX
5	1	3 IN	10 FT	T	(1) 16/#14, (1) 4/#18, (1) #6 GROUND, (1) CAT6, (1) WAVETRONIX
6	1	4 IN	47 FT	B	(2) 5/#14, (3) 2/#14, (1) #6 GROUND
7	1	2.5 IN	20 FT	T	(2) 5/#14, (1) #6 GROUND
8	1	4 IN	122 FT	B	(1) 16/#14, (1) 4/#18, (4) 5/#14, (4) 2/#14, (1) #6 GROUND, (2) WAVETRONIX
9	1	3 IN	7 FT	T	(1) 16/#14, (1) 4/#18, (1) #6 GROUND, (2) WAVETRONIX
10	1	2.5 IN	8 FT	T	(1) 5/#14, (1) #6 GROUND
11	1	4 IN	60 FT	T	(3) 5/#14, (4) 2/#14, (1) #6 GROUND
12	1	2.5 IN	3 FT	T	(1) 5/#14, (1) #6 GROUND
13	1	4 IN	74 FT	B	(2) 5/#14, (4) 2/#14, (1) #6 GROUND
14	1	4 IN	51 FT	B	(2) 5/#14, (1) #6 GROUND
15	1	2.5 IN	14 FT	T	(2) 5/#14, (1) #6 GROUND
16	1	4 IN	51 FT	B	(5) 2/#14, (1) #6 GROUND
17	1	2.5 IN	14 FT	T	(5) 2/#14, (1) #6 GROUND

* DENOTES EXISTING **GALVANIZED STEEL CONDUIT

CONDUIT RUN SCHEDULE

CR NO.	NO. OF CONDUITS	SIZE	LENGTH	B/T/O	AMOUNT AND TYPE OF CABLE / WIRE
18	1	3 IN	9 FT	-	(1) 16/#14, (1) 4/#18, (1) #6 GROUND, (1) WAVETRONIX
19	1	4 IN	39 FT	-	(2) 5/#14, (1) #6 GROUND
20	1	2.5 IN	6 FT	-	(2) 5/#14, (1) #6 GROUND
21	1	3 IN	8 FT	-	(1) 16/#14, (1) 4/#18, (1) #6 GROUND
22	1	4 IN	75 FT	-	(2) 16/#14, (2) 4/#18, (2) 5/#14, (5) 2/#14, (1) #6 GROUND
23	1	4 IN	136 FT	-	(2) 16/#14, (2) 4/#18, (2) 5/#14, (5) 2/#14, (1) #6 GROUND, (1) WAVETRONIX
24	1	4 IN	37 FT	T	(2) 16/#14, (2) 4/#18, (2) 5/#14, (9) 2/#14, (1) #6 GROUND, (1) WAVETRONIX
25	1	4 IN	58 FT	T	(4) 2/#14, (1) #6 GROUND
X1	1	2.0 IN	6 FT	-	<REMOVE EXISTING CABLES>; [NEW (2) 5/#14, (1) #6 GROUND]
X2	1	2.0 IN	11 FT	-	<REMOVE EXISTING CABLES>; [NEW (2) 5/#14, (1) #6 GROUND]
X3	1	2.0 IN	31 FT	-	<REMOVE EXISTING CABLES>; [NEW (2) 5/#14, (1) #6 GROUND]
T1	1	2.5 IN	25 FT	T	(2) 5/#14, (1) #6 GROUND
T2	1	2.5 IN	28 FT	T	(2) 5/#14, (1) #6 GROUND
T3	1	4.0 IN	46 FT	B	(1) 2/#14, (1) #6 GROUND

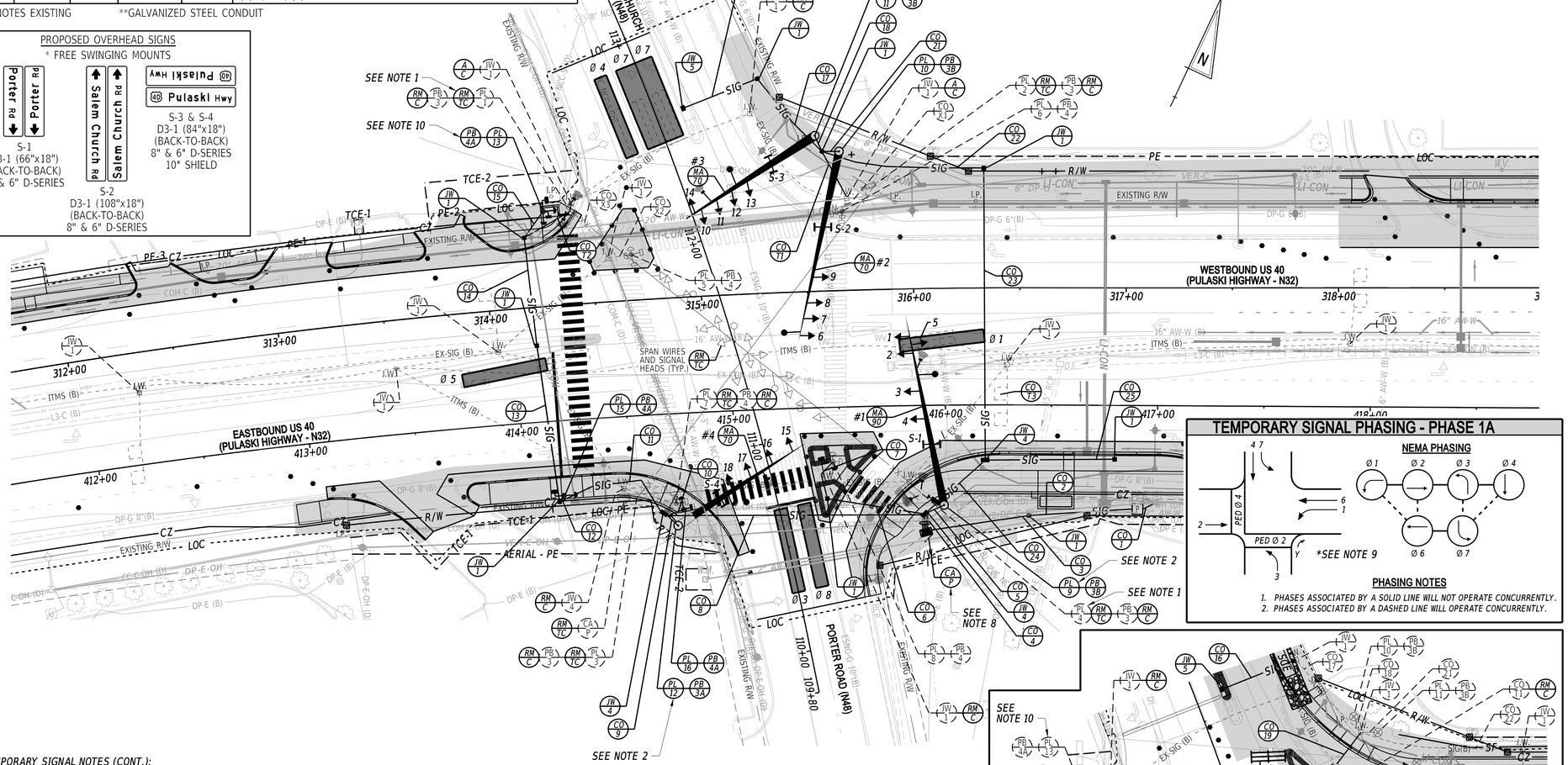
* DENOTES EXISTING B = BORE, T = TRENCH, O = OPEN CUT

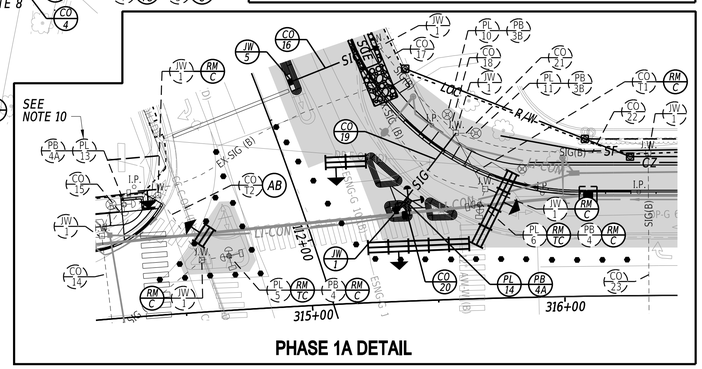
PROPOSED OVERHEAD SIGNS
* FREE SWINGING MOUNTS

S-1
D3-1 (66"x18")
(BACK-TO-BACK)
8" & 6" D-SERIES

S-2
D3-1 (108"x18")
(BACK-TO-BACK)
8" & 6" D-SERIES

S-3 & S-4
D3-1 (84"x18")
(BACK-TO-BACK)
8" & 6" D-SERIES
10" SHIELD





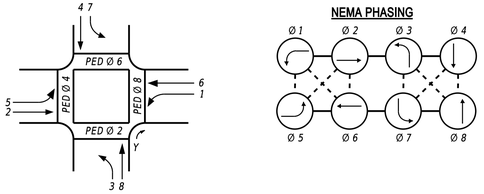
TEMPORARY SIGNAL NOTES:

1. *THE TRAFFIC CONTRACTOR SHALL INSTALL WAVETRONIX "MATRIX" SENSORS ON EXISTING STRAIN POLES AS SHOWN UPON NOTICE-TO-PROCEED AND PRIOR TO IMPACTING EXISTING LOOP DETECTORS. WAVETRONIX CABLES SHALL BE FED FROM THE CABINET TO THE ADJACENT STRAIN POLE AND THEN AERIALLY TO EACH SENSOR VIA EXISTING SPAN WIRE RUNS . PROPOSED SENSOR LOCATIONS/DETECTION ZONES (ADJUST DETECTION ZONES TO EXISTING STOP LINES):*
   - *PL-1: ONE UNIT FOR SALEM CHURCH ROAD SB (PHASES 4 & 7); ONE UNIT FOR US 40 EBL (PHASE 5)*
   - *PL-4: ONE UNIT FOR PORTER ROAD NB (PHASES 3 & 8); ONE UNIT FOR US 40 WBL (PHASE 1)*
2. *THE TRAFFIC CONTRACTOR SHALL RELOCATE THE WAVETRONIX SENSORS TO THE PROPOSED MAST ARMS UPON ACTIVATION OF THE NEW SIGNAL:*
   - *PL-9/MA#1: ONE UNIT FOR FOR US 40 WBL (PHASE 1)*
   - *PL-11/MA#3: ONE UNIT FOR SALEM CHURCH ROAD SB (PHASES 4 & 7)*
   - *PL-12: ONE UNIT FOR US 40 EBL(PHASE 5); ONE UNIT FOR PORTER ROAD NB ON MA#4 (PHASES 3 & 8)*
3. *A SITE SURVEY SHALL BE CONDUCTED BY THE TRAFFIC CONTRACTOR PRIOR INSTALLATION OF WAVETRONIX UNITS TO ENSURE THERE ARE NO FIELD CONFLICTS. SENSORS MAY NEED TO BE RELOCATED DEPENDING ON ACTUAL CONDITIONS. IF NEEDED, CONTACT WAVETRONIX FOR INSTALLATION SUPPORT (DON HENRY; 302-390-1523, DON.HENRY@WAVETRONIX.COM).*

TEMPORARY SIGNAL NOTES (CONT.):

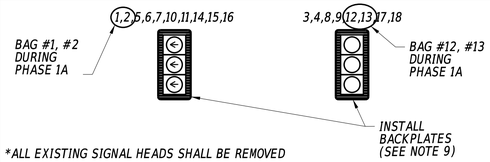
4. *MATRIX SENSORS MOUNTED TO STRAIN POLES AND MAST ARM UPRIGHTS SHOULD BE MOUNTED AS HIGH AS POSSIBLE ON THE POLES (PREFERRED MOUNTING HEIGHT = 15-25+ FEET).*
5. *THE TRAFFIC CONTRACTOR IS RESPONSIBLE FOR PROVIDING AND INSTALLING THEIR OWN TEMPORARY TRAFFIC CONTROL FOR TRAFFIC SIGNAL CONSTRUCTION AND TEMPORARY SIGNAL ADJUSTMENTS.*
6. *PROPOSED 2/#14 CABLES SHALL REMAIN COILED NEATLY IN THE JUNCITON WELL UNTIL INSTALLATION OF THE LOOP DETECTORS AT THE END OF THE PROJECT.*
7. *THE CONTRACTOR SHALL INSTALL TEMPORARY CONDUITS #T1 AND #T2 TO MAINTAIN THE EXISTING PEDESTRIAN SIGNALS AT THE NORTHWEST AND NORTHEAST CORNERS FOLLOWING ACTIVATION OF THE PROPOSED SIGNAL.*
8. *DELDOT TRAFFIC/OIT SHALL INSTALL A TEMPORARY CDMA PRIOR TO IMPACTING THE EXISTING FIBER OPTIC CONNECTION TO THE SIGNAL CABINET TO MAINTAIN COMMUNICIATIONS UNTIL THE PROPOSED FIBER OPTIC CABLES ARE CONNECTED WITHIN THE PROPOSED CABINET.*
9. *DELDOT TRAFFIC/TMC SHALL MODIFY THE SIGNAL PHASING FOR CONSTRUCTION PHASE 1A (SALEM CHURCH ROAD NB CLOSURE AND DETOUR), AS SHOWN.*
10. *DELDOT'S TRAFFIC CONTRACTOR SHALL NOT INSTALL THE PEDESTRIAN SIGNAL AND APS STATION ON POLE 13 FOR THE SALEM CHURCH ROAD CROSSING UNTIL THE END OF PHASE 1A.*
11. *SEE ULTIMATE SIGNAL PLANS FOR ADDITIONAL SIGNAL NOTES.*

TEMPORARY SIGNAL PHASING - PHASE 1



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

TEMPORARY SIGNAL HEAD DIAGRAM - PHASE 1



*ALL EXISTING SIGNAL HEADS SHALL BE REMOVED

LEGEND

AB	ABANDON	OH #	EXISTING OVERHEAD RUN IDENTIFIER (# OF OVERHEAD RUN)
CA X	EXISTING CABINET IDENTIFIER (TYPE OF CABINET)	OH #	*PROPOSED OVERHEAD RUN IDENTIFIER (# OF OVERHEAD RUN)*
CA X	*PROPOSED CABINET IDENTIFIER (TYPE OF CABINET)*	PB X	EXISTING POLE BASE IDENTIFIER (TYPE OF POLE BASE)
CO #	EXISTING CONDUIT RUN IDENTIFIER (# OF CONDUIT RUN)	PB X	*PROPOSED POLE BASE IDENTIFIER (TYPE OF POLE BASE)*
CO #	*PROPOSED CONDUIT RUN IDENTIFIER (# OF CONDUIT RUN)*	PL X	EXISTING POLE IDENTIFIER (# OF POLE)
JW X	EXISTING JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL)	PL X	*PROPOSED POLE IDENTIFIER (# OF POLE)*
JW X	*PROPOSED JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL)*	RM C	*REMOVE BY CONTRACTOR*
MA XX	EXISTING MAST ARM IDENTIFIER (LENGTH OF ARM)	RM O	*REMOVE BY OTHERS*
MA XX	*PROPOSED MAST ARM IDENTIFIER (LENGTH OF ARM)*	RM TC	*REMOVE BY TRAFFIC CONTRACTOR*

	EXISTING SYMBOL	PROPOSED SYMBOL
JUNCTION WELL	J.W.	■
LOOP DETECTOR, TYPE 1		▭
LOOP DETECTOR, TYPE 2		▬
LUMINAIRE	—○—	—●—
MAST ARM	➢	➤
MICROWAVE DETECTION	—◀	—◀
OPTICOM RECEIVER	—○	—●
OVERHEAD SIGNING	—⊣	—⊣
PEDESTRIAN POLE/BASE	⊚	⊛
PEDESTRIAN PUSHBUTTON	—D	—→
PEDESTRIAN SIGNAL HEAD		
RIGHT-OF-WAY	———	——— R/W ———
SERVICE PEDESTAL	P	P
SIGNAL CABINET		
SIGNAL HEAD	—▷	—▶
SIGNAL POLE/BASE	⊗	⊙
CCTV CAMERA		
SPAN WIRE	—— XX ——	——◇——
UTILITY POLE	⊘	●
VIDEO DETECTION (FISHEYE)		

PREPARED BY

WRA Whitman, Requardt and Associates, LLP
Engineers • Architects • Environmental Planners Est. 1915

THIS SEAL APPLIES TO THIS SHEET ONLY. 7/24/2024 DATE

KYLE O. CLEVENGER LICENSE No. 18723 DELAWARE PROFESSIONAL ENGINEER — SEAL

CONCURRENCE FOR INSTALLATION

CHIEF OF TRAFFIC ENGINEERING 7/25/2024 DATE

ADDENDA / REVISIONS	

SCALE 0 30 60 90 FEET

US 40 WIDENING SALEM CHURCH ROAD TO WALTHER ROAD

CONTRACT	PERMIT NO.	N393, NCAM176 & NBT0105	TEMPORARY SIGNAL PLAN US 40 (PULASKI HIGHWAY) @ PORTER ROAD / SALEM CHURCH ROAD	SECTION WRA
T201611902	DESIGNED BY:	K. CLEVENGER		SHEET NO. 187
COUNTY NEW CASTLE	CHECKED BY:	M. BUCKLEY		

LAST REVISED: 9/11/2018
7/23/2024
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CONDUIT RUN SCHEDULE

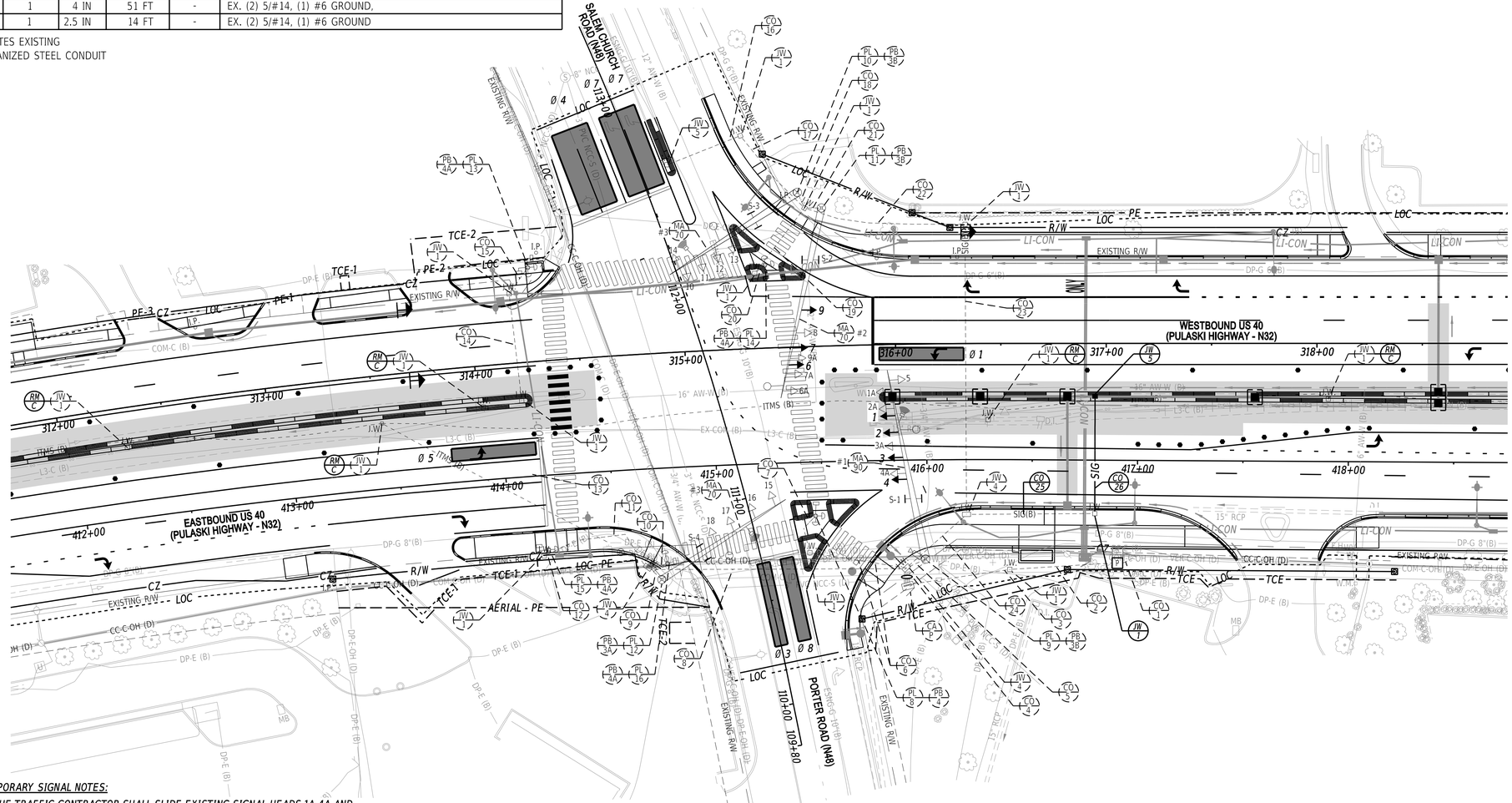
CR NO.	NO. OF CONDUITS	SIZE	LENGTH	B/T/O	AMOUNT AND TYPE OF CABLE / WIRE
1** *	1	2 IN	6 FT	-	EX. (3) 1/#8 THHN - LINE SIDE
2** *	1	2 IN	48 FT	-	EX. (1) 2/#8 U.F. W/ GROUND - LOAD SIDE
3** *	1	2 IN	48 FT	-	EX. (1) 2/#8 U.F. W/ GROUND - LOAD SIDE
4*	4	4 IN	8 FT	-	EX. (4) 16/#14, (4) 4/#18, (8) 5/#14, (16) 2/#14, (1) CAT6, (3) #6 GROUND, FIBER OPTIC CABLES, (4) WAVETRONIX
5*	1	3 IN	10 FT	-	EX. (1) 16/#14, (1) 4/#18, (1) #6 GROUND, (1) CAT6, (1) WAVETRONIX
6*	1	4 IN	47 FT	-	EX. (2) 5/#14, (3) 2/#14, (1) #6 GROUND
7*	1	2.5 IN	20 FT	-	EX. (2) 5/#14, (1) #6 GROUND
8*	1	4 IN	122 FT	-	EX. (1) 16/#14, (1) 4/#18, (4) 5/#14, (4) 2/#14, (1) #6 GROUND, (2) WAVETRONIX
9*	1	3 IN	7 FT	-	EX. (1) 16/#14, (1) 4/#18, (1) #6 GROUND, (2) WAVETRONIX
10*	1	2.5 IN	8 FT	-	EX. (1) 5/#14, (1) #6 GROUND
11*	1	4 IN	60 FT	-	EX. (3) 5/#14, (4) 2/#14, (1) #6 GROUND
12*	1	2.5 IN	3 FT	-	EX. (1) 5/#14, (1) #6 GROUND
13*	1	4 IN	74 FT	-	EX. (2) 5/#14, (4) 2/#14, (1) #6 GROUND
14*	1	4 IN	51 FT	-	EX. (2) 5/#14, (1) #6 GROUND,
15*	1	2.5 IN	14 FT	-	EX. (2) 5/#14, (1) #6 GROUND

* DENOTES EXISTING
**GALVANIZED STEEL CONDUIT

CONDUIT RUN SCHEDULE

CR NO.	NO. OF CONDUITS	SIZE	LENGTH	B/T/O	AMOUNT AND TYPE OF CABLE / WIRE
16*	1	4 IN	39 FT	-	EX. (5) 2/#14, (1) #6 GROUND
17*	1	4 IN	46 FT	-	EX. (5) 2/#14, (1) #6 GROUND
18*	1	3 IN	9 FT	-	EX. (1) 16/#14, (1) 4/#18, (1) #6 GROUND, (1) WAVETRONIX
19*	1	4 IN	39 FT	-	EX. (2) 5/#14, (1) #6 GROUND
20*	1	2.5 IN	6 FT	-	EX. (2) 5/#14, (1) #6 GROUND
21*	1	3 IN	8 FT	-	EX. (1) 16/#14, (1) 4/#18, (1) #6 GROUND
22*	1	4 IN	75 FT	-	EX. (2) 16/#14, (2) 4/#18, (2) 5/#14, (5) 2/#14, (1) #6 GROUND, (1) WAVETRONIX
23*	1	4 IN	136 FT	-	EX. (2) 16/#14, (2) 4/#18, (2) 5/#14, (5) 2/#14, (1) #6 GROUND, (1) WAVETRONIX
24*	1	4 IN	37 FT	T	EX. (2) 16/#14, (2) 4/#18, (2) 5/#14, (9) 2/#14, (1) #6 GROUND, (1) WAVETRONIX
25	1	4 IN	58 FT	T	NEW (4) 2/#14, (1) #6 GROUND
26	1	4 IN	54 FT	B	NEW (4) 2/#14, (1) #6 GROUND

* DENOTES EXISTING
** GALVANIZED STEEL CONDUIT
B = BORE, T = TRENCH, O = OPEN CUT



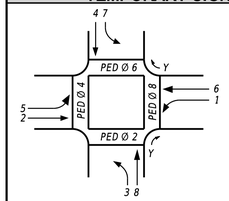
TEMPORARY SIGNAL NOTES:

1. *THE TRAFFIC CONTRACTOR SHALL SLIDE EXISTING SIGNAL HEADS 1A-4A AND 6A-9A TO PROPOSED LOCATIONS 1-4 AND 6-9, AS SHOWN.*
2. *THE TRAFFIC CONTRACTOR SHALL ADJUST THE TEMPORARY DETECTION ZONES FOR THE US 40 EBL (PHASE 5) AND US 40 WBL (PHASE 1) MOVEMENTS TO ACCOMMODATE PHASE 2 M.O.T. CONFIGURATION. MAINTAIN EXISTING DETECTION ZONES FOR SALEM CHURCH ROAD AND PORTER ROAD.*
3. *THE TRAFFIC CONTRACTOR IS RESPONSIBLE FOR PROVIDING AND INSTALLING THEIR OWN TEMPORARY TRAFFIC CONTROL FOR TRAFFIC SIGNAL CONSTRUCTION AND TEMPORARY SIGNAL ADJUSTMENTS.*
4. *PROPOSED 2/#14 CABLES SHALL REMAIN COILED NEATLY IN THE JUNCITON WELL UNTIL INSTALLATION OF THE LOOP DETECTORS AT THE END OF THE PROJECT.*
5. *SEE ULTIMATE SIGNAL PLANS FOR ADDITIONAL SIGNAL NOTES.*

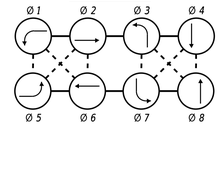
MAST ARM SCHEDULE

MA#	HEIGHT OF POLE	LENGTH OF ARM	# OF HEADS	# OPTICOM RECEIVERS	SF OF SIGNING	ARM MOUNT HEIGHT
1	21'-6"	90 FT	5	1	8.25 SF	20'-0"
2	21'-6"	90 FT	4	1	13.5 SF	18'-0"
3	21'-6"	70 FT	5	1	10.5 SF	20'-0"
4	21'-6"	70 FT	4	1	10.5 SF	20'-0"

TEMPORARY SIGNAL PHASING - PHASE 2



NEMA PHASING



PHASING NOTES

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

TEMPORARY SIGNAL HEAD DIAGRAM - PHASE 2

1,2,6,7
1A,2A,5,6A,7A,10,11,14,15,16



3,4,8,9
3A,4A,8A,9A,12,13,17,18



**SEE NOTE 1*

LEGEND

AB	*ABANDON*	OH #	EXISTING OVERHEAD RUN IDENTIFIER (# OF OVERHEAD RUN)
CA X	EXISTING CABINET IDENTIFIER (TYPE OF CABINET)	*OH #*	*PROPOSED OVERHEAD RUN IDENTIFIER (# OF OVERHEAD RUN)*
CA X	*PROPOSED CABINET IDENTIFIER (TYPE OF CABINET)*	PB X	EXISTING POLE BASE IDENTIFIER (TYPE OF POLE BASE)
CO #	EXISTING CONDUIT RUN IDENTIFIER (# OF CONDUIT RUN)	*PB X*	*PROPOSED POLE BASE IDENTIFIER (TYPE OF POLE BASE)*
CO #	*PROPOSED CONDUIT RUN IDENTIFIER (# OF CONDUIT RUN)*	PL X	EXISTING POLE IDENTIFIER (# OF POLE)
JW X	EXISTING JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL)	*PL X*	*PROPOSED POLE IDENTIFIER (# OF POLE)*
JW X	*PROPOSED JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL)*	*RM C*	*REMOVE BY CONTRACTOR*
MA XX	EXISTING MAST ARM IDENTIFIER (LENGTH OF ARM)	*RM O*	*REMOVE BY OTHERS*
MA XX	*PROPOSED MAST ARM IDENTIFIER (LENGTH OF ARM)*	*RM TC*	*REMOVE BY TRAFFIC CONTRACTOR*

	EXISTING SYMBOL	*PROPOSED SYMBOL*
JUNCTION WELL	J.W.	■
LOOP DETECTOR, TYPE 1		
LOOP DETECTOR, TYPE 2		
LUMINAIRE		
MAST ARM		
MICROWAVE DETECTION		
OPTICOM RECEIVER		
OVERHEAD SIGNING		
PEDESTRIAN POLE/BASE		
PEDESTRIAN PUSHBUTTON		
PEDESTRIAN SIGNAL HEAD		
RIGHT-OF-WAY		R/W
SERVICE PEDESTAL	P	P
SIGNAL CABINET		
SIGNAL HEAD		
SIGNAL POLE/BASE		
CCTV CAMERA		
SPAN WIRE	XX	
UTILITY POLE		
VIDEO DETECTION (FISHEYE)		

PREPARED BY

Whitman, Requardt and Associates, LLP
Engineers • Architects • Environmental Planners Est. 1915

KYLE O. CLEVENGER LICENSE No. 18723 DELAWARE PROFESSIONAL ENGINEER

7/24/2024
DATE

THIS SEAL APPLIES TO THIS SHEET ONLY.

SEAL

CONCURRENCE FOR INSTALLATION

CHIEF OF TRAFFIC ENGINEERING

7/25/2024
DATE

ADDENDA / REVISIONS

SCALE
0 30 60 90
FEET

US 40 WIDENING SALEM CHURCH ROAD TO WALTHER ROAD

CONTRACT	T201611902	PERMIT NO.	N393, NCAM176 & NBT0105
COUNTY	NEW CASTLE	DESIGNED BY:	K. CLEVENGER
		CHECKED BY:	M. BUCKLEY

TEMPORARY SIGNAL PLAN US 40 (PULASKI HIGHWAY) @ PORTER ROAD / SALEM CHURCH ROAD

SECTION	
WRA	
SHEET NO.	
188	

LAST REVISED: 9/11/2018
7/23/2024
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CONDUIT RUN SCHEDULE

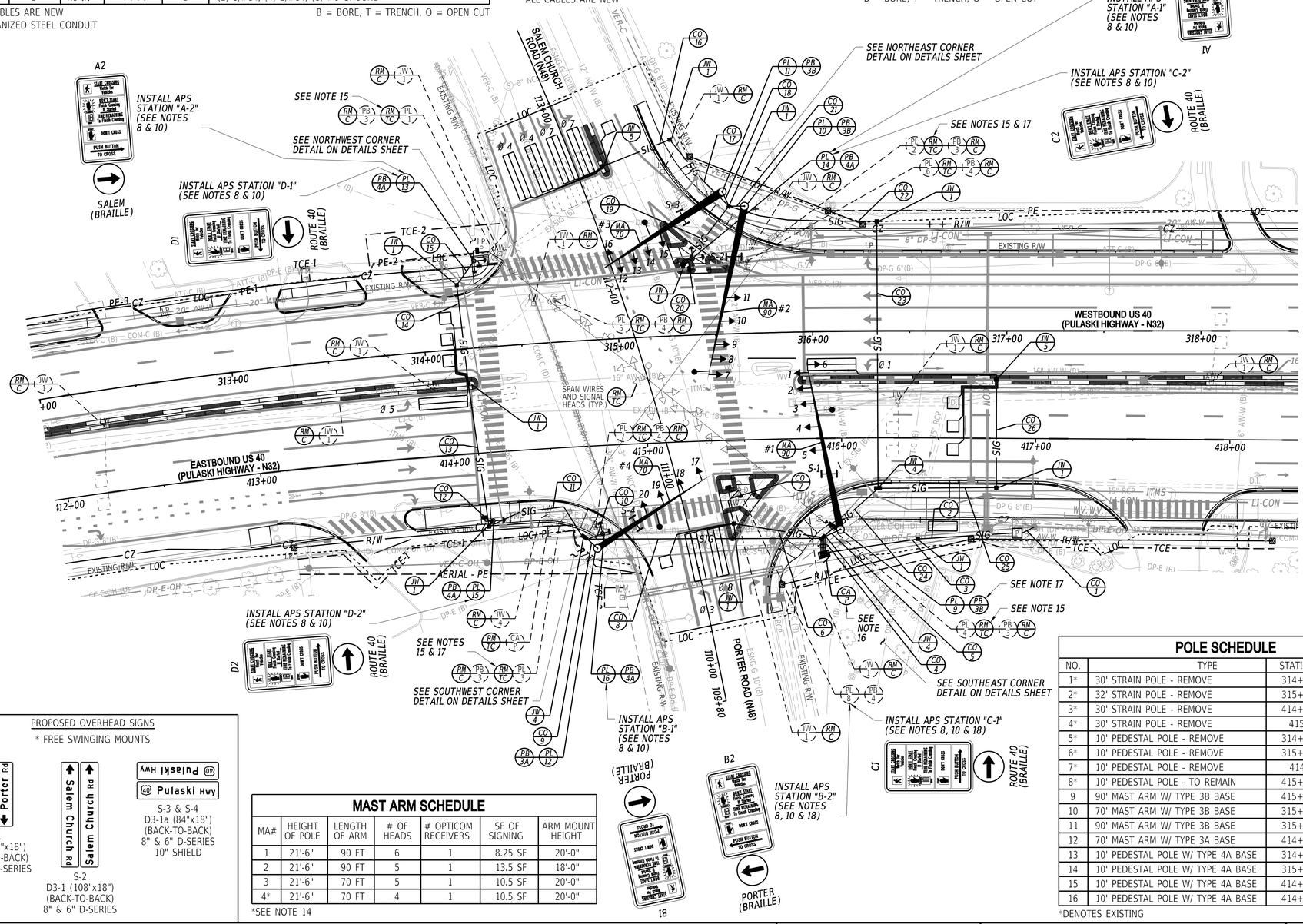
CR NO.	NO. OF CONDUITS	SIZE	LENGTH	B/T/O	AMOUNT AND TYPE OF CABLE / WIRE
1**	1	2.0 IN	6 FT	T	(3) 1/#8 THHN - LINE SIDE
2**	1	2.0 IN	48 FT	T	(1) 2/#8 U.F. W/ GROUND - LOAD SIDE
3**	1	2.0 IN	47 FT	T	(1) 2/#8 U.F. W/ GROUND - LOAD SIDE
4	4	4.0 IN	8 FT	T	(4) 16/#14, (4) 4/#18, (8) 5/#14, (16) 2/#14, (3) #6 GROUND, FIBER OPTIC CABLES, (1) CAT6
5	1	3.0 IN	10 FT	T	(1) 16/#14, (1) 4/#18, (1) #6 GROUND, (1) CAT6
6	1	4.0 IN	47 FT	B	(2) 5/#14, (3) 2/#14, (1) #6 GROUND
7	1	2.5 IN	20 FT	T	(2) 5/#14, (1) #6 GROUND
8	1	4.0 IN	122 FT	B	(1) 16/#14, (1) 4/#18, (4) 5/#14, (4) 2/#14, (1) #6 GROUND
9	1	3.0 IN	7 FT	T	(1) 16/#14, (1) 4/#18, (1) #6 GROUND
10	1	2.5 IN	8 FT	T	(1) 5/#14, (1) #6 GROUND
11	1	4.0 IN	60 FT	T	(3) 5/#14, (4) 2/#14, (1) #6 GROUND
12	1	2.5 IN	3 FT	T	(1) 5/#14, (1) #6 GROUND
13	1	4.0 IN	74 FT	B	(2) 5/#14, (4) 2/#14, (1) #6 GROUND

*ALL CABLES ARE NEW
**GALVANIZED STEEL CONDUIT
B = BORE, T = TRENCH, O = OPEN CUT

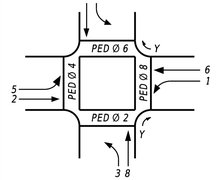
CONDUIT RUN SCHEDULE

CR NO.	NO. OF CONDUITS	SIZE	LENGTH	B/T/O	AMOUNT AND TYPE OF CABLE / WIRE
14	1	4.0 IN	51 FT	B	(2) 5/#14, (1) #6 GROUND
15	1	2.5 IN	14 FT	T	(2) 5/#14, (1) #6 GROUND
16	1	4.0 IN	39 FT	T	(5) 2/#14, (1) #6 GROUND
17	1	4.0 IN	46 FT	T	(5) 2/#14, (1) #6 GROUND
18	1	3.0 IN	8 FT	T	(1) 16/#14, (1) 4/#18, (1) #6 GROUND
19	1	4.0 IN	39 FT	B	(2) 5/#14, (1) #6 GROUND
20	1	2.5 IN	6 FT	T	(2) 5/#14, (1) #6 GROUND
21	1	3.0 IN	8 FT	T	(1) 16/#14, (1) 4/#18, (1) #6 GROUND
22	1	4.0 IN	75 FT	T	(2) 16/#14, (2) 4/#18, (2) 5/#14, (5) 2/#14, (1) #6 GROUND
23	1	4.0 IN	136 FT	B	(2) 16/#14, (2) 4/#18, (2) 5/#14, (5) 2/#14, (1) #6 GROUND
24	2	4.0 IN	37 FT	T	(2) 16/#14, (2) 4/#18, (2) 5/#14, (9) 2/#14, (1) #6 GROUND
25	1	4.0 IN	58 FT	T	(4) 2/#14, (1) #6 GROUND
26	1	4.0 IN	54 FT	B	(4) 2/#14, (1) #6 GROUND

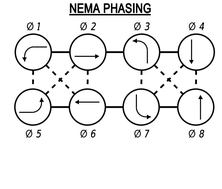
** ALL CABLES ARE NEW
B = BORE, T = TRENCH, O = OPEN CUT



ULTIMATE SIGNAL PHASING



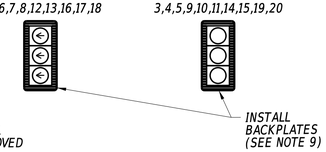
NEMA PHASING



PHASING NOTES

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

ULTIMATE SIGNAL HEAD DIAGRAM



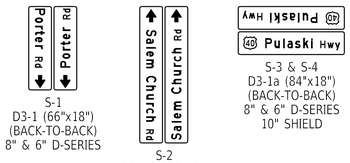
*ALL EXISTING SIGNAL HEADS SHALL BE REMOVED

LEGEND

AB — ABANDON	OH — EXISTING OVERHEAD RUN IDENTIFIER (# OF OVERHEAD RUN)
CA — EXISTING CABINET IDENTIFIER (TYPE OF CABINET)	OH — PROPOSED OVERHEAD RUN IDENTIFIER (# OF OVERHEAD RUN)
CA — PROPOSED CABINET IDENTIFIER (TYPE OF CABINET)	PB — EXISTING POLE BASE IDENTIFIER (TYPE OF POLE BASE)
CO — EXISTING CONDUIT RUN IDENTIFIER (# OF CONDUIT RUN)	PB — PROPOSED POLE BASE IDENTIFIER (TYPE OF POLE BASE)
CO — PROPOSED CONDUIT RUN IDENTIFIER (# OF CONDUIT RUN)	PL — EXISTING POLE IDENTIFIER (# OF POLE)
JW — EXISTING JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL)	PL — PROPOSED POLE IDENTIFIER (# OF POLE)
JW — PROPOSED JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL)	RM — REMOVE BY CONTRACTOR
MA — EXISTING MAST ARM IDENTIFIER (LENGTH OF ARM)	RM — REMOVE BY OTHERS
MA — PROPOSED MAST ARM IDENTIFIER (LENGTH OF ARM)	RM — REMOVE BY TRAFFIC CONTRACTOR

	EXISTING SYMBOL	PROPOSED SYMBOL
JUNCTION WELL	J.W.	■
LOOP DETECTOR, TYPE 1		
LOOP DETECTOR, TYPE 2		
LUMINAIRE		
MAST ARM		
MICROWAVE DETECTION		
OPTICOM RECEIVER		
OVERHEAD SIGNING		
PEDESTRIAN POLE/BASE		
PEDESTRIAN PUSHBUTTON		
PEDESTRIAN SIGNAL HEAD		
RIGHT-OF-WAY		R/W
SERVICE PEDESTAL	P	P
SIGNAL CABINET		
SIGNAL HEAD		
SIGNAL POLE/BASE		
CCTV CAMERA		
SPAN WIRE	XX	
UTILITY POLE		
VIDEO DETECTION (FISHEYE)		

PROPOSED OVERHEAD SIGNS
* FREE SWINGING MOUNTS



S-1
D3-1 (66"x18")
(BACK-TO-BACK)
8" & 6" D-SERIES

S-2
D3-1 (108"x18")
(BACK-TO-BACK)
8" & 6" D-SERIES

S-3 & S-4
D3-1a (84"x18")
(BACK-TO-BACK)
8" & 6" D-SERIES
10" SHIELD

MAST ARM SCHEDULE

MA#	HEIGHT OF POLE	LENGTH OF ARM	# OF HEADS	# OPTICOM RECEIVERS	SF OF SIGNING	ARM MOUNT HEIGHT
1	21'-6"	90 FT	6	1	8.25 SF	20'-0"
2	21'-6"	90 FT	5	1	13.5 SF	18'-0"
3	21'-6"	70 FT	5	1	10.5 SF	20'-0"
4*	21'-6"	70 FT	4	1	10.5 SF	20'-0"

*SEE NOTE 14

POLE SCHEDULE

NO.	TYPE	STATION	OFFSET
1*	30' STRAIN POLE - REMOVE	314+39.5	45.7' LT.
2*	32' STRAIN POLE - REMOVE	315+84.2	50.9' LT.
3*	30' STRAIN POLE - REMOVE	414+52.3	38.7' RT.
4*	30' STRAIN POLE - REMOVE	415+88	41.2' RT.
5*	10' PEDESTAL POLE - REMOVE	314+68.2	21.6' LT.
6*	10' PEDESTAL POLE - REMOVE	315+67.3	37.2' LT.
7*	10' PEDESTAL POLE - REMOVE	414+71	42.3' RT.
8*	10' PEDESTAL POLE - TO REMAIN	415+46.5	25.6' RT.
9	90' MAST ARM W/ TYPE 3B BASE	415+99.0	47.0' RT.
10	70' MAST ARM W/ TYPE 3B BASE	315+55.8	73.3' LT.
11	90' MAST ARM W/ TYPE 3B BASE	315+66.7	65.5' LT.
12	70' MAST ARM W/ TYPE 3A BASE	414+71.3	52.8' RT.
13	10' PEDESTAL POLE W/ TYPE 4A BASE	314+28.7	44.7' LT.
14	10' PEDESTAL POLE W/ TYPE 4A BASE	315+39.5	39.4' LT.
15	10' PEDESTAL POLE W/ TYPE 4A BASE	414+17.8	35.3' RT.
16	10' PEDESTAL POLE W/ TYPE 4A BASE	414+74.5	45.4' RT.

*DENOTES EXISTING

PREPARED BY

WRA Whitman, Requardt and Associates, LLP
Engineers • Architects • Environmental Planners Est. 1915

7/24/2024
THIS SEAL APPLIES TO THIS SHEET ONLY. DATE

KYLE O. CLEVENGER LICENSE No. 18723 DELAWARE PROFESSIONAL ENGINEER
SEAL

CONCURRENCE FOR INSTALLATION

7/25/2024
CHIEF OF TRAFFIC ENGINEERING DATE

ADDENDA / REVISIONS

SCALE 0 30 60 90 FEET

US 40 WIDENING SALEM CHURCH ROAD TO WALTHER ROAD

CONTRACT	T201611902	PERMIT NO.	N393, NCAM176 & NBT0105
COUNTY	NEW CASTLE	DESIGNED BY:	K. CLEVENGER
		CHECKED BY:	M. BUCKLEY

ULTIMATE SIGNAL PLAN US 40 (PULASKI HIGHWAY) @ PORTER ROAD / SALEM CHURCH ROAD

SECTION: WRA
SHEET NO.: 189

LAST REVISED: 9/11/2018
7/31/2024
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CONDUIT RUN SCHEDULE

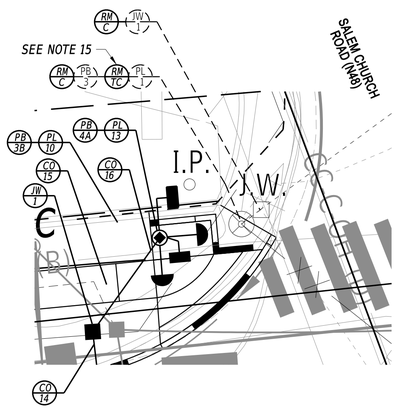
CR NO.	NO. OF CONDUITS	SIZE	LENGTH	B/T/O	AMOUNT AND TYPE OF CABLE / WIRE
1**	1	2.0 IN	10 FT	T	(3) 1/#8 THHN - LINE SIDE
2**	1	2.0 IN	10 FT	T	(1) 2/#8 U.F. W/ GROUND - LOAD SIDE
3**	1	2.0 IN	51 FT	T	(1) 2/#8 U.F. W/ GROUND - LOAD SIDE
4	4	4.0 IN	8 FT	T	(3) 16/#14, (1) 9/#14, (4) 4/#18, (8) 5/#14, (16) 2/#14, (3) #6 GROUND, FIBER OPTIC CABLES, (1) CAT6
5	1	3.0 IN	10 FT	T	(1) 16/#14, (1) 4/#18, (1) #6 GROUND, (1) CAT6
6	1	4.0 IN	47 FT	B	(2) 5/#14, (3) 2/#14, (1) #6 GROUND
7	1	2.5 IN	20 FT	T	(2) 5/#14, (1) #6 GROUND
8	1	4.0 IN	122 FT	B	(1) 16/#14, (1) 9/#14, (2) 4/#18, (4) 5/#14, (4) 2/#14, (1) #6 GROUND
9	1	3.0 IN	7 FT	T	(1) 16/#14, (1) 4/#18, (1) #6 GROUND
10	1	2.5 IN	8 FT	T	(1) 5/#14, (1) #6 GROUND
11	1	4.0 IN	60 FT	T	(1) 9/#14, (1) 4/#18, (3) 5/#14, (4) 2/#14, (1) #6 GROUND
12	1	2.5 IN	3 FT	T	(1) 5/#14, (1) #6 GROUND
13	1	4.0 IN	74 FT	B	(1) 9/#14, (1) 4/#18, (2) 5/#14, (4) 2/#14, (1) #6 GROUND
14	1	4.0 IN	51 FT	B	(1) 9/#14, (1) 4/#18, (2) 5/#14, (1) #6 GROUND
15	1	3.0 IN	13 FT	T	(1) 9/#14, (1) 4/#18, (1) #6 GROUND
16	1	2.5 IN	14 FT	T	(2) 5/#14, (1) #6 GROUND
17	1	4.0 IN	39 FT	T	(5) 2/#14, (1) #6 GROUND
18	1	4.0 IN	46 FT	T	(5) 2/#14, (1) #6 GROUND
19	1	3.0 IN	9 FT	T	(1) 16/#14, (1) 4/#18, (1) #6 GROUND
20	1	4.0 IN	39 FT	B	(2) 5/#14, (1) #6 GROUND
21	1	2.5 IN	6 FT	T	(2) 5/#14, (1) #6 GROUND
22	1	4.0 IN	79 FT	T	(1) 16/#14, (1) 4/#18, (2) 5/#14, (5) 2/#14, (1) #6 GROUND
23	1	4.0 IN	136 FT	B	(1) 16/#14, (1) 4/#18, (2) 5/#14, (5) 2/#14, (1) #6 GROUND
24	2	4.0 IN	55 FT	B	(4) 2/#14, (1) #6 GROUND
25	2	4.0 IN	37 FT	T	(1) 16/#14, (1) 4/#18, (2) 5/#14, (9) 2/#14, (1) #6 GROUND

*ALL CABLES ARE NEW
**GALVANIZED STEEL CONDUIT

B = BORE, T = TRENCH, O = OPEN CUT

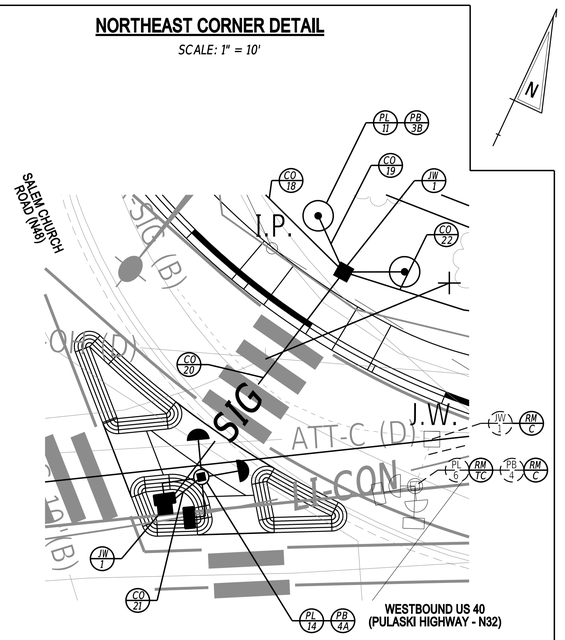
NORTHWEST CORNER DETAIL

SCALE: 1" = 10'



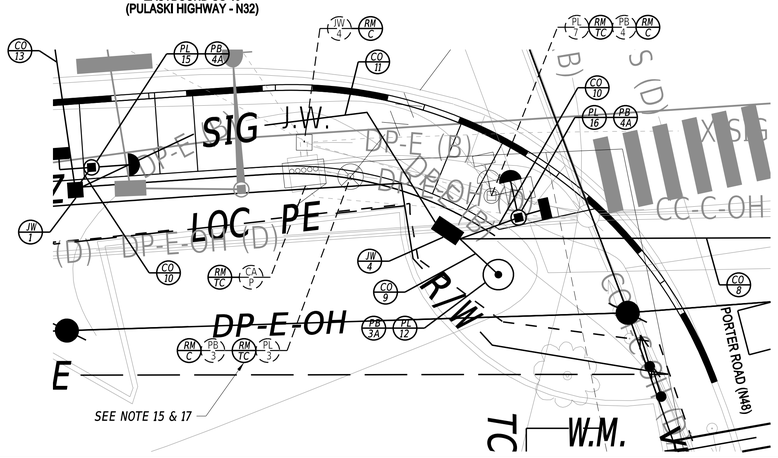
NORTHEAST CORNER DETAIL

SCALE: 1" = 10'



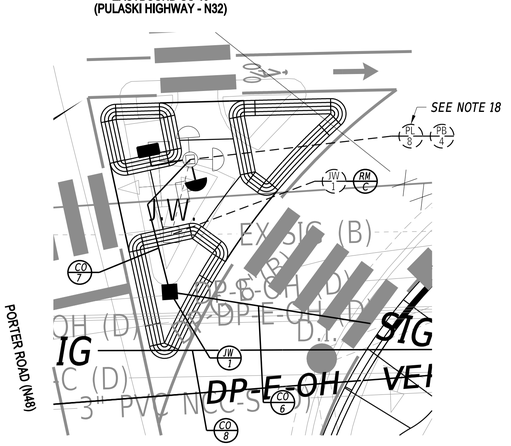
SOUTHWEST CORNER DETAIL

SCALE: 1" = 10'

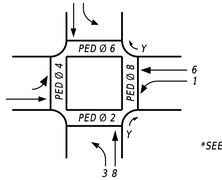


SOUTHEAST CORNER DETAIL

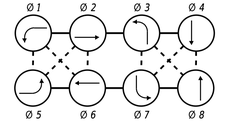
SCALE: 1" = 10'



ULTIMATE SIGNAL PHASING



NEMA PHASING



*SEE NOTE 11

PHASING NOTES

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

ULTIMATE SIGNAL HEAD DIAGRAM

1,2,6,7,8,12,13,16,17,18 — 3,4,5,9,10,11,14,15,19,20



*ALL EXISTING SIGNAL HEADS SHALL BE REMOVED

INSTALL BACKPLATES (SEE NOTE 9)

LEGEND

AB	ABANDON	OH #	EXISTING OVERHEAD RUN IDENTIFIER (# OF OVERHEAD RUN)
CA X	EXISTING CABINET IDENTIFIER (TYPE OF CABINET)	OH #	PROPOSED OVERHEAD RUN IDENTIFIER (# OF OVERHEAD RUN)
CA X	PROPOSED CABINET IDENTIFIER (TYPE OF CABINET)	PB X	EXISTING POLE BASE IDENTIFIER (TYPE OF POLE BASE)
CO #	EXISTING CONDUIT RUN IDENTIFIER (# OF CONDUIT RUN)	PB X	PROPOSED POLE BASE IDENTIFIER (TYPE OF POLE BASE)
CO #	PROPOSED CONDUIT RUN IDENTIFIER (# OF CONDUIT RUN)	PL X	EXISTING POLE IDENTIFIER (# OF POLE)
JW X	EXISTING JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL)	PL #	PROPOSED POLE IDENTIFIER (# OF POLE)
JW X	PROPOSED JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL)	RM C	REMOVE BY CONTRACTOR
MA XX	EXISTING MAST ARM IDENTIFIER (LENGTH OF ARM)	RM O	REMOVE BY OTHERS
MA XX	PROPOSED MAST ARM IDENTIFIER (LENGTH OF ARM)	RM TC	REMOVE BY TRAFFIC CONTRACTOR

	EXISTING SYMBOL	PROPOSED SYMBOL
JUNCTION WELL	J.W.	■
LOOP DETECTOR, TYPE 1		▭
LOOP DETECTOR, TYPE 2		▭
LUMINAIRE		─●─
MAST ARM		▶
MICROWAVE DETECTION		
OPTICOM RECEIVER		●
OVERHEAD SIGNING		⊣
PEDESTRIAN POLE/BASE		◉
PEDESTRIAN PUSHBUTTON		→
PEDESTRIAN SIGNAL HEAD		
RIGHT-OF-WAY		R/W
SERVICE PEDESTAL	P	P
SIGNAL CABINET		
SIGNAL HEAD		→
SIGNAL POLE/BASE	⊗	⊙
CCTV CAMERA		
SPAN WIRE	XX	
UTILITY POLE		
VIDEO DETECTION (FISHEYE)		

NOTES:

1. *ALL SIGNAL EQUIPMENT REMOVED FROM A PROJECT IS TO BE RETURNED TO DELDOT TRAFFIC - DOVER, DELAWARE.*
2. *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.*
3. *PROPOSED LOOP DETECTORS:*
   TYPE #2 - 6' x 25' - TO BE INSTALLED ON US 40 LEFT TURN MOVEMENTS.
   TYPE #2 - 6' x 25' - TO BE INSTALLED ON SALEM CHURCH RD AND PORTER RD
   SYSTEM - 6' x 6' - TO BE INSTALLED IN US 40, SALEM CHURCH ROAD AND PORTER ROAD RECEIVING LANES, AS SHOWN.
4. *ALL PROPOSED SIGNAL POLES ARE DELDOT MAST ARMS.*
5. *POLE BASES, CABINET BASE AND CONDUIT JUNCTION WELLS TO BE REMOVED IN ACCORDANCE WITH SECTION 211 OF THE STANDARD SPECIFICATIONS OR AS DIRECTED BY ENGINEER. EXISTING CONDUIT IS TO BE ABANDONED.*
6. *ALL GALVANIZED CONDUIT (GRC) SHALL BE REAMED AND THREADED. ALL GRC SHALL BE THREADED TOGETHER WITH APPROVED COUPLINGS. SET SCREW, BOLTED, AND COMPRESSION FITTING ARE NOT ACCEPTABLE.*
7. *ALL CONDUIT SHALL BE SCHEDULE 80 PVC WHEN INSTALLED BY TRENCHING OR OPEN CUT AND HDPE SDR-13.5 WHEN INSTALLED BY BORING, UNLESS OTHERWISE NOTED.*
8. *ALL PEDESTRIAN SIGNALS SHALL CONTAIN PEDESTRIAN COUNTDOWN DISPLAYS AND ACCESSIBLE PEDESTRIAN SIGNALS (APS) STATIONS WITH THE PUSHBUTTONS ORIENTED PARALLEL WITH THE CROSSING (SEE APS SIGNAL PLAN).*
9. *DELDOT'S TRAFFIC CONTRACTOR SHALL INSTALL BACKPLATES ON ALL PROPOSED SIGNAL HEADS.*
10. *PROPOSED POLE BASES SUPPORTING POLES WITH PEDESTRIAN PUSHBUTTONS SHOULD BE CONSTRUCTED IMMEDIATELY ADJACENT TO THE FLAT (50:1 OR FLATTER) LANDING AREA OF THE PEDESTRIAN CONNECTION WHEN POSSIBLE. WHERE THERE ARE PHYSICAL CONSTRAINTS THAT MAKE IT IMPRACTICAL TO PLACE THE PEDESTRIAN PUSHBUTTON ADJACENT TO A LEVEL ALL-WEATHER SURFACE, THE SURFACE SHOULD BE AS LEVEL AS FEASIBLE. THE PEDESTRIAN PUSHBUTTON SHOULD BE INSTALLED AT A HEIGHT OF 42 TO 48 INCHES ABOVE THE ADJOINING SIDEWALK, AND SHALL BE LOCATED SUCH THAT THAT THE MAXIMUM REACH DISTANCE DOES NOT EXCEED 10 INCHES FROM THE ADJOINING SIDEWALK 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 FEET OR MORE THAN 10 FEET ABOVE.*
11. *DELDOT TRAFFIC/TMC SHALL MODIFY THE SIGNAL PHASING, AS SHOWN.*
12. *EXISTING LOOP DETECTORS SHALL BE ABANDONED IN PLACE AND ALL EXISTING SIGNAL CONDUITS SHALL HAVE CABLES REMOVED AND BE ABANDONED IN PLACE AND NOT USED FOR THE INSTALLATION OF PROPOSED SIGNAL CABLES.*

NOTES (CONT.):

13. *THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE INSTALLATION AND REMOVAL OF ALL UNDERGROUND SIGNAL EQUIPMENT - E.G., JUNCTION WELLS, POLE BASES, CABINET BASE, AND CONDUIT. DELDOT'S TRAFFIC CONTRACTOR SHALL BE RESPONSIBLE FOR THE INSTALLATION AND REMOVAL OF ALL ELECTRICAL CABLES, OVERHEAD SIGNS, ABOVE-GROUND SIGNAL EQUIPMENT - E.G., HEADS, OPTICOM RECEIVERS, MAST ARMS AND POLES. THE TRAFFIC CONTRACTOR SHALL BE RESPONSIBLE FOR THEIR OWN TEMPORARY TRAFFIC CONTROL.*
14. *THE CONTRACTOR SHALL CONTACT DELDOT'S TRAFFIC SYSTEMS DESIGN ENGINEER AT 302-897-2436 TO COORDINATE PLACEMENT OF MAST ARM HANDHOLES FOR FUTURE SUPPLEMENTAL SIGNAL HEADS ON MAST ARM #4.*
15. *DP&L LUMINAIRES ON STRAIN POLES SHALL BE REMOVED BY DELDOT'S TRAFFIC CONTRACTOR WITH OVERHEAD WIRING CAPPED AT TRIPLEX SPLICE.*
16. *DELDOT TRAFFIC SHALL INSTALL A JOINT-USE SIGNAL/CCTV SIGNAL CABINET.*
17. *DELDOT'S TRAFFIC CONTRACTOR SHALL RELOCATE THE EXISTING CCTV CAMERA (NCAM176) AND DAVIT ARM FROM PL-2 TO PL-9 AND RELOCATE THE EXISTING BLUETOOTH DEVICE (NBT0105) FROM PL-3 TO PL-9.*
18. *DELDOT'S TRAFFIC CONTRACTOR SHALL ROTATE THE EXISTING PEDESTRIAN SIGNAL HEADS AND INSTALL NEW APS STATIONS ON EXISTING POLE #8 TO ALIGN WITH PROPOSED CROSSWALKS (SEE APS SIGNAL PLAN).*

PREPARED BY

Whitman, Requardt and Associates, LLP
Engineers • Architects • Environmental Planners Est. 1915

7/24/2024
DATE

THIS SEAL APPLIES TO THIS SHEET ONLY.

KYLE O. CLEVENGER — LICENSE — No. 18723 — DELAWARE — PROFESSIONAL ENGINEER

SEAL

CONCURRENCE FOR INSTALLATION

CHIEF OF TRAFFIC ENGINEERING

7/25/2024
DATE

ADDENDA / REVISIONS

NOT TO SCALE

US 40 WIDENING SALEM CHURCH ROAD TO WALTHER ROAD

CONTRACT	PERMIT NO.	N393, NCAM176 & NBT0105
T201611902	DESIGNED BY:	K. CLEVENGER
COUNTY	CHECKED BY:	M. BUCKLEY
NEW CASTLE		

ULTIMATE SIGNAL PLAN US 40 (PULASKI HIGHWAY) @ PORTER ROAD / SALEM CHURCH ROAD

SECTION	
WRA	
SHEET NO.	
190	

LAST REVISED: 9/11/2018
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TEMPORARY SIGNAL NOTES:

1. *THE TRAFFIC CONTRACTOR SHALL INSTALL WAVETRONIX "MATRIX" SENSORS ON EXISTING STRAIN POLES AS SHOWN UPON NOTICE-TO-PROCEED AND PRIOR TO IMPACTING EXISTING LOOP DETECTORS. WAVETRONIX CABLES SHALL BE FED FROM THE CABINET TO THE ADJACENT STRAIN POLE AND THEN AERIALLY TO EACH SENSOR VIA EXISTING SPAN WIRE RUNS. PROPOSED SENSOR LOCATIONS/DETECTION ZONES (ADJUST DETECTION ZONES TO EXISTING STOP LINES):*
   - *PL-1: ONE UNIT FOR FOR US 40 EBL (PHASE 5)*
   - *PL-2: ONE UNIT FOR GLASGOW DRIVE SB (PHASE 4)*
   - *PL-4: ONE UNIT FOR US 40 WBL (PHASE 1), ONE UNIT FOR LIDL NB (PHASE 3)*
2. *THE TRAFFIC CONTRACTOR SHALL RELOCATE THE WAVETRONIX SENSORS TO THE PROPOSED MAST ARMS UPON ACTIVATION OF THE NEW SIGNAL:*
   - *PL-10/MA#2: ONE UNIT FOR FOR US 40 EBL (PHASE 5)*
   - *PL-11/MA#3: ONE UNIT FOR GLASGOW DRIVE SB (PHASE 4)*
   - *PL-13: ONE UNIT FOR LIDL NB (PHASE 3); ONE UNIT FOR US 40 WBL ON MA#1 (PHASE 1)*
3. *A SITE SURVEY SHALL BE CONDUCTED BY THE TRAFFIC CONTRACTOR PRIOR TO INSTALLATION OF WAVETRONIX UNITS TO ENSURE THERE ARE NO FIELD CONFLICTS. SENSORS MAY NEED TO BE RELOCATED DEPENDING ON ACTUAL CONDITIONS. IF NEEDED, CONTACT WAVETRONIX FOR INSTALLATION SUPPORT (DON HENRY; 302-390-1523, DON.HENRY@WAVETRONIX.COM).*
4. *MATRIX SENSORS MOUNTED TO STRAIN POLES AND MAST ARM UPRIGHTS SHOULD BE MOUNTED AS HIGH AS POSSIBLE ON THE POLES (PREFERRED MOUNTING HEIGHT = 15-25+ FEET).*
5. *THE TRAFFIC CONTRACTOR IS RESPONSIBLE FOR PROVIDING AND INSTALLING THEIR OWN TEMPORARY TRAFFIC CONTROL FOR TRAFFIC SIGNAL CONSTRUCTION AND TEMPORARY SIGNAL ADJUSTMENTS.*
6. *PROPOSED 2/#14 CABLES SHALL REMAIN COILED NEATLY IN THE JUNCITON WELL UNTIL INSTALLATION OF THE LOOP DETECTORS AT THE END OF THE PROJECT.*
7. *UPON ACTIVATION OF THE NEW TRAFFIC SIGNAL, THE CONTRACTOR SHALL MAINTAIN ACCESS TO EXISTING PEDESTRIAN SIGNALS PL-5 AND PL-7 UNTIL PROPOSED PEDESTRIAN SIGNALS PL-14 AND PL-15 ARE INSTALLED AND ACTIVATED.*
8. *DELDOT TRAFFIC/OIT SHALL INSTALL A TEMPORARY CDMA PRIOR TO IMPACTING THE EXISTING FIBER OPTIC CONNECTION TO THE SIGNAL CABINET TO MAINTAIN COMMUNICATIONS UNTIL THE PROPOSED FIBER OPTIC CABLES ARE CONNECTED WITHIN THE PROPOSED CABINET.*
9. *SEE ULTIMATE SIGNAL PLANS FOR ADDITIONAL SIGNAL NOTES.*

PROPOSED OVERHEAD SIGNING

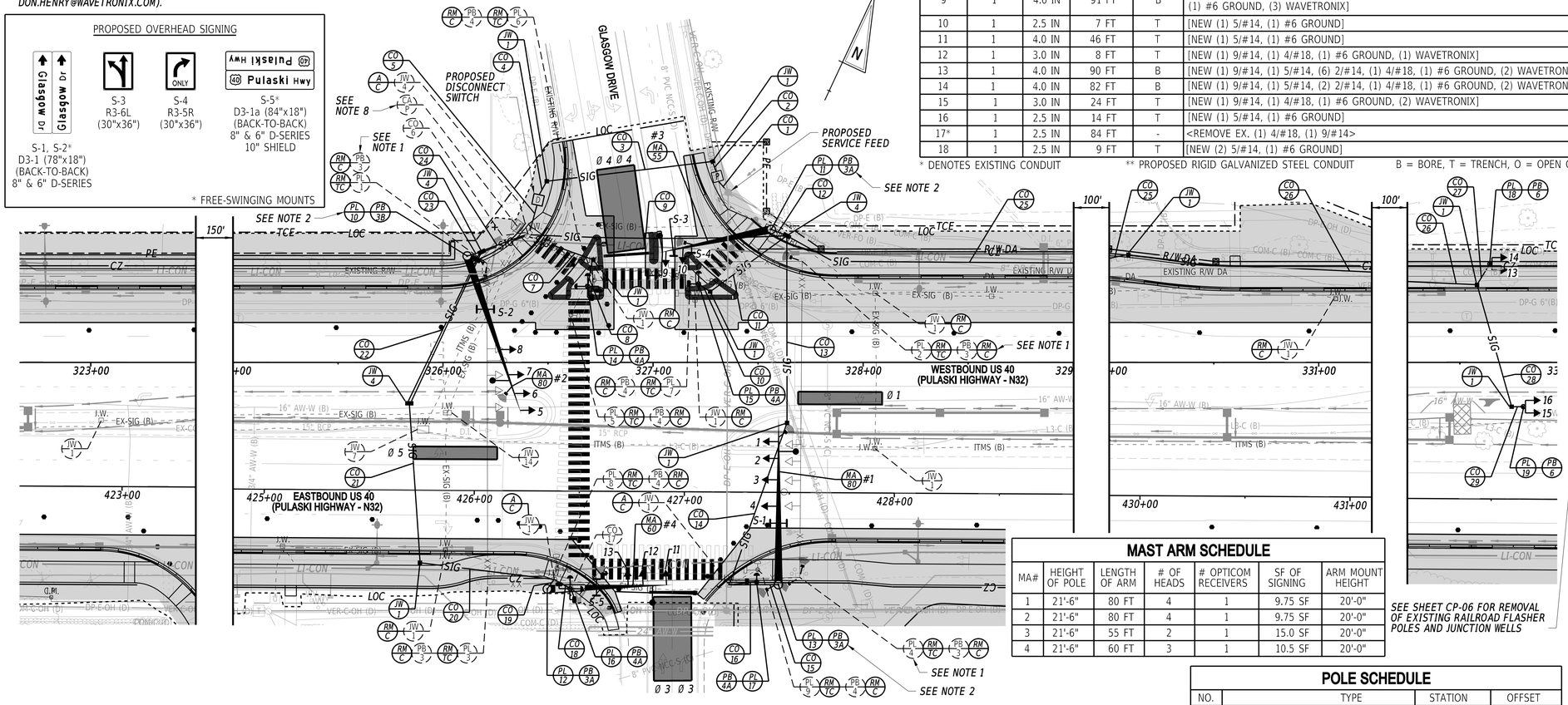
S-1, S-2* D3-1 (78"x18") (BACK-TO-BACK) 8" & 6" D-SERIES

S-3 R3-6L (30"x36")

S-4 R3-5R (30"x36")

S-5* D3-1a (84"x18") (BACK-TO-BACK) 8" & 6" D-SERIES 10" SHIELD

* FREE-SWINGING MOUNTS



CONDUIT RUN SCHEDULE

CR NO.	NO. OF CONDUITS	SIZE	LENGTH	B/T/O	AMOUNT AND TYPE OF CABLE / WIRE
1**	1	2.0 IN	10 FT	T	[NEW (3) 1/#8 THHN - LINE SIDE]
2**	1	2.0 IN	8 FT	T	[NEW (1) 2/#8 U.F. W/ GROUND - LOAD SIDE]
3	1	4.0 IN	80 FT	B	[NEW (1) 2/#8 U.F. W/ GROUND - LOAD SIDE]
4**	1	2.0 IN	10 FT	T	[NEW (1) 2/#8 U.F. W/ GROUND - LOAD SIDE]
5**	1	2.0 IN	17 FT	T	[NEW (1) 2/#8 U.F. W/ GROUND - LOAD SIDE]
6*	2	2.5 IN	5 FT	-	<REMOVE EX. (8) 4/#18, EX. (6) 9/#14>, [NEW (4) 9/#14, (6) 5/#14, (12) 2/#14, (4) 4/#18, (2) 4/#14, (1) 2/#8 U.F. W/ GROUND - LOAD SIDE, (2) #6 GROUND, (1) CAT6, (4) WAVETRONIX]
	1	4.0 IN	5 FT	-	[NEW FIBER OPTIC CABLES]
7	1	4.0 IN	33 FT	B	[NEW (2) 5/#14, (1) #6 GROUND]
8	1	2.5 IN	13 FT	T	[NEW (2) 5/#14, (1) #6 GROUND]
9	1	4.0 IN	91 FT	B	[NEW (2) 9/#14, (2) 5/#14, (6) 2/#14, (2) 4/#18, (2) 4/#14, (1) #6 GROUND, (3) WAVETRONIX]
10	1	2.5 IN	7 FT	T	[NEW (1) 5/#14, (1) #6 GROUND]
11	1	4.0 IN	46 FT	T	[NEW (1) 5/#14, (1) #6 GROUND]
12	1	3.0 IN	8 FT	T	[NEW (1) 9/#14, (1) 4/#18, (1) #6 GROUND, (1) WAVETRONIX]
13	1	4.0 IN	90 FT	B	[NEW (1) 9/#14, (1) 5/#14, (6) 2/#14, (1) 4/#18, (1) #6 GROUND, (2) WAVETRONIX]
14	1	4.0 IN	82 FT	B	[NEW (1) 9/#14, (1) 5/#14, (2) 2/#14, (1) 4/#18, (1) #6 GROUND, (2) WAVETRONIX]
15	1	3.0 IN	24 FT	T	[NEW (1) 9/#14, (1) 4/#18, (1) #6 GROUND, (2) WAVETRONIX]
16	1	2.5 IN	14 FT	T	[NEW (1) 5/#14, (1) #6 GROUND]
17*	1	2.5 IN	84 FT	-	<REMOVE EX. (1) 4/#18, (1) 9/#14>
18	1	2.5 IN	9 FT	T	[NEW (2) 5/#14, (1) #6 GROUND]

* DENOTES EXISTING CONDUIT ** PROPOSED RIGID GALVANIZED STEEL CONDUIT B = BORE, T = TRENCH, O = OPEN CUT

MAST ARM SCHEDULE

MA#	HEIGHT OF POLE	LENGTH OF ARM	# OF HEADS	# OPTICOM RECEIVERS	SF OF SIGNING	ARM MOUNT HEIGHT
1	21'-6"	80 FT	4	1	9.75 SF	20'-0"
2	21'-6"	80 FT	4	1	9.75 SF	20'-0"
3	21'-6"	55 FT	2	1	15.0 SF	20'-0"
4	21'-6"	60 FT	3	1	10.5 SF	20'-0"

SEE SHEET CP-06 FOR REMOVAL OF EXISTING RAILROAD FLASHER POLES AND JUNCTION WELLS

CONDUIT RUN SCHEDULE

CR NO.	NO. OF CONDUITS	SIZE	LENGTH	B/T/O	AMOUNT AND TYPE OF CABLE / WIRE
19	1	3.0 IN	6 FT	T	[NEW (1) 9/#14, (1) 4/#18, (1) #6 GROUND]
20	1	4.0 IN	64 FT	T	[NEW (1) 9/#14, (2) 5/#14, (1) 4/#18, (1) #6 GROUND]
21	1	4.0 IN	74 FT	B	[NEW (1) 9/#14, (2) 5/#14, (1) 4/#18, (1) #6 GROUND]
22	2	4.0 IN	78 FT	B	[NEW (1) 9/#14, (2) 5/#14, (4) 2/#14, (1) 4/#18, (1) #6 GROUND]
					[NEW FIBER OPTIC CABLES]
23	1	3.0 IN	8 FT	T	[NEW (1) 9/#14, (1) 4/#18, (1) #6 GROUND, (1) CAT 6, (1) WAVETRONIX
24	2	4.0 IN	22 FT	T	[NEW (2) 9/#14, (2) 5/#14, (4) 2/#14, (2) 4/#18, (1) #6 GROUND, (1) CAT6, (1) WAVETRONIX]
					[NEW FIBER OPTIC CABLES]
25	1	4.0 IN	249 FT	T	[NEW (2) 4/#14, (1) #6 GROUND]
26	1	4.0 IN	249 FT	T	[NEW (2) 4/#14, (1) #6 GROUND]
27	1	3.0 IN	12 FT	T	[NEW (1) 4/#14, (1) #6 GROUND]
28	1	4.0 IN	60 FT	B	[NEW (1) 4/#14, (1) #6 GROUND]
29	1	3.0 IN	5 FT	T	[NEW (1) 4/#14, (1) #6 GROUND]

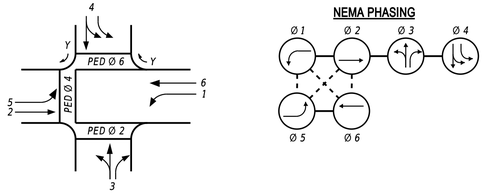
* DENOTES EXISTING CONDUIT B = BORE, T = TRENCH, O = OPEN CUT

POLE SCHEDULE

NO.	TYPE	STATION	OFFSET
1*	28' STRAIN POLE - REMOVE	326+20.9	47.1' LT.
2*	28' STRAIN POLE - REMOVE	327+71	48.1' LT.
3*	28' STRAIN POLE - REMOVE	426+6.6	44.9' RT.
4*	28' STRAIN POLE - REMOVE	427+55.2	40.4' RT.
5*	10' PEDESTAL POLE - REMOVE	326+60.8	22.6' LT.
6*	10' PEDESTAL POLE - REMOVE	326+72	39.2' LT.
7*	10' PEDESTAL POLE - REMOVE	327+17.3	32.8' LT.
8*	10' PEDESTAL POLE - REMOVE	426+39.6	36.7' RT.
9*	10' PEDESTAL POLE - REMOVE	427+35.2	36.9' RT.
10	80' MAST ARM W/ TYPE 3B BASE	326+11.5	50.7' LT.
11	55' MAST ARM W/ TYPE 3A BASE	327+56.3	63.3' LT.
12	60' MAST ARM W/ TYPE 3A BASE	426+35	46.7' RT.
13	80' MAST ARM W/ TYPE 3A BASE	427+45.1	43.9' RT.
14	10' PEDESTAL POLE W/ TYPE 4A BASE	326+68.9	36.2' LT.
15	10' PEDESTAL POLE W/ TYPE 4A BASE	327+21.6	37.4' LT.
16	10' PEDESTAL POLE W/ TYPE 4A BASE	426+45.9	46.5' RT.
17	10' PEDESTAL POLE W/ TYPE 4A BASE	427+34.7	42.7' RT.
18	14' PEDESTAL POLE W/ TYPE 6 BASE	332+64.3	47.0' LT.
19	14' PEDESTAL POLE W/ TYPE 6 BASE	332+80.2	21.1' RT.

* DENOTES EXISTING

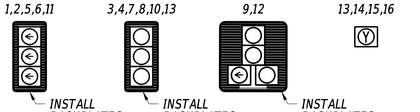
TEMPORARY SIGNAL PHASING - PHASE 1



PHASING NOTES

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

TEMPORARY SIGNAL HEAD DIAGRAM - PHASE 1



**ALL EXISTING SIGNAL HEADS SHALL BE REMOVED*

LEGEND

AB	*ABANDON*	OH #	EXISTING OVERHEAD RUN IDENTIFIER (# OF OVERHEAD RUN)
CA X	EXISTING CABINET IDENTIFIER (TYPE OF CABINET)	OH #	*PROPOSED OVERHEAD RUN IDENTIFIER (# OF OVERHEAD RUN)*
CA X	*PROPOSED CABINET IDENTIFIER (TYPE OF CABINET)*	PB X	EXISTING POLE BASE IDENTIFIER (TYPE OF POLE BASE)
CO #	EXISTING CONDUIT RUN IDENTIFIER (# OF CONDUIT RUN)	PB X	*PROPOSED POLE BASE IDENTIFIER (TYPE OF POLE BASE)*
CO #	*PROPOSED CONDUIT RUN IDENTIFIER (# OF CONDUIT RUN)*	PL X	EXISTING POLE IDENTIFIER (# OF POLE)
JW X	EXISTING JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL)	PL X	*PROPOSED POLE IDENTIFIER (# OF POLE)*
JW X	*PROPOSED JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL)*	RM C	*REMOVE BY CONTRACTOR*
MA XX	EXISTING MAST ARM IDENTIFIER (LENGTH OF ARM)	RM O	*REMOVE BY OTHERS*
MA XX	*PROPOSED MAST ARM IDENTIFIER (LENGTH OF ARM)*	RM TC	*REMOVE BY TRAFFIC CONTRACTOR*

	EXISTING SYMBOL	*PROPOSED SYMBOL*
JUNCTION WELL	J.W.	■
LOOP DETECTOR, TYPE 1		
LOOP DETECTOR, TYPE 2		
LUMINAIRE		
MAST ARM		
MICROWAVE DETECTION		
OPTICOM RECEIVER		
OVERHEAD SIGNING		
PEDESTRIAN POLE/BASE		
PEDESTRIAN PUSHBUTTON		
PEDESTRIAN SIGNAL HEAD		
RIGHT-OF-WAY		R/W
SERVICE PEDESTAL	P	P
SIGNAL CABINET		
SIGNAL HEAD		
SIGNAL POLE/BASE		
CCTV CAMERA		
SPAN WIRE	XX	
UTILITY POLE		
VIDEO DETECTION (FISHEYE)		

PREPARED BY

Whitman, Requardt and Associates, LLP
Engineers • Architects • Environmental Planners Est. 1915

KYLE O. CLEVENGER — LICENSE No. 18723 — DELAWARE PROFESSIONAL ENGINEER

THIS SEAL APPLIES TO THIS SHEET ONLY. 7/24/2024 DATE

SEAL

CONCURRENCE FOR INSTALLATION

CHIEF OF TRAFFIC ENGINEERING 7/25/2024 DATE

ADDENDA / REVISIONS			

SCALE 0 30 60 90 FEET

US 40 WIDENING SALEM CHURCH ROAD TO WALTHER ROAD

CONTRACT	T201611902	PERMIT NO.	N741 & NCAM296
COUNTY	NEW CASTLE	DESIGNED BY:	K. CLEVENGER
		CHECKED BY:	M. BUCKLEY

TEMPORARY SIGNAL PLAN US 40 (PULASKI HIGHWAY) @ GLASGOW DRIVE

SECTION	
	WRA
SHEET NO.	
	191

LAST REVISED: 9/11/2018
7/23/2024
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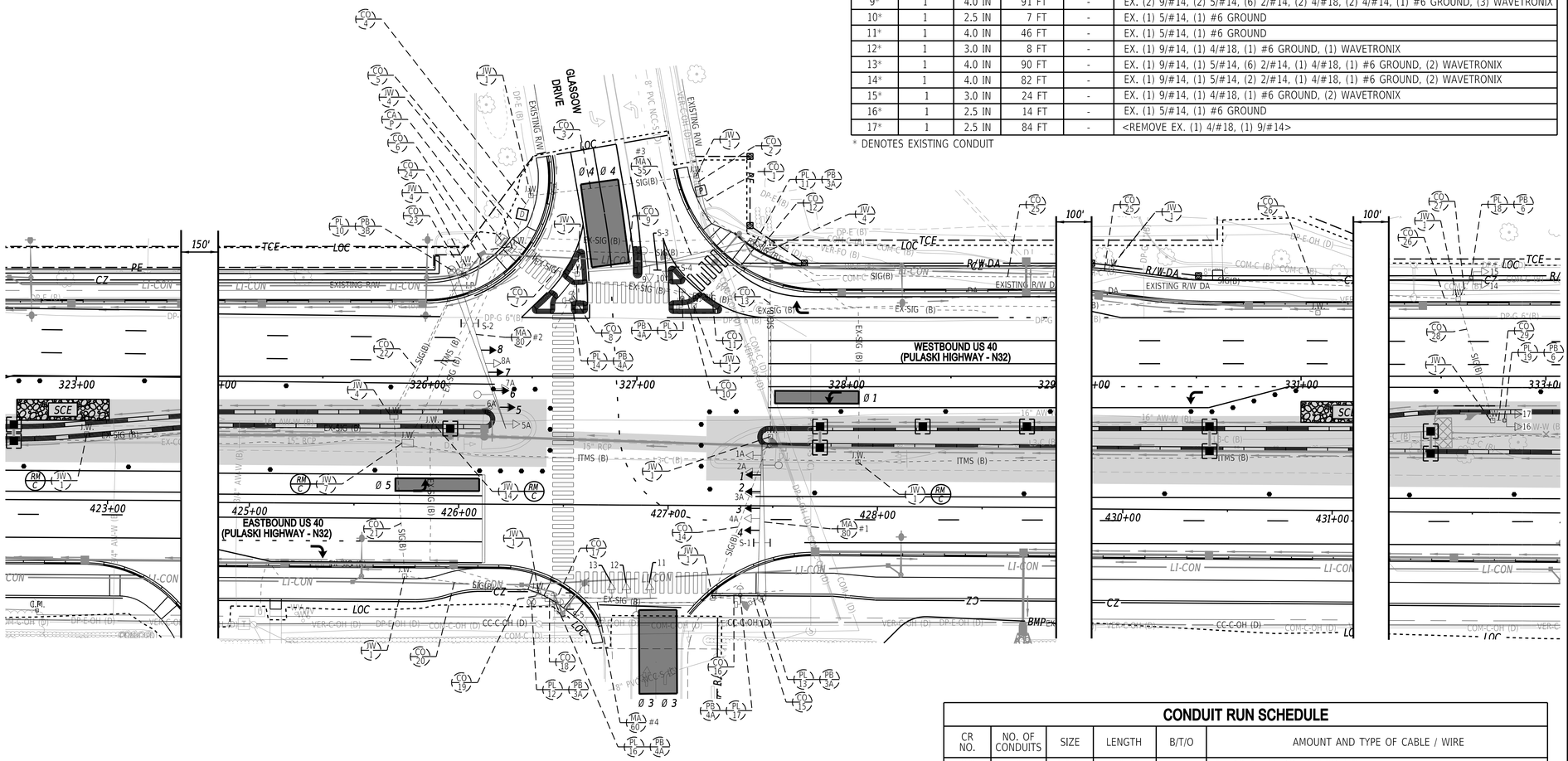
MAST ARM SCHEDULE

MA#	HEIGHT OF POLE	LENGTH OF ARM	# OF HEADS	# OPTICOM RECEIVERS	SF OF SIGNING	ARM MOUNT HEIGHT
1	21'-6"	80 FT	4	1	9.75 SF	20'-0"
2	21'-6"	80 FT	4	1	9.75 SF	20'-0"
3	21'-6"	55 FT	2	1	15.0 SF	20'-0"
4	21'-6"	60 FT	3	1	10.5 SF	20'-0"

CONDUIT RUN SCHEDULE

CR NO.	NO. OF CONDUITS	SIZE	LENGTH	B/T/O	AMOUNT AND TYPE OF CABLE / WIRE
1** *	1	2.0 IN	10 FT	-	EX. (3) 1/#8 THHN - LINE SIDE
2** *	1	2.0 IN	8 FT	-	EX. (1) 2/#8 U.F. W/ GROUND - LOAD SIDE
3*	1	4.0 IN	80 FT	-	EX. (1) 2/#8 U.F. W/ GROUND - LOAD SIDE
4** *	1	2.0 IN	10 FT	-	EX. (1) 2/#8 U.F. W/ GROUND - LOAD SIDE
5** *	1	2.0 IN	17 FT	-	EX. (1) 2/#8 U.F. W/ GROUND - LOAD SIDE
6*	2	2.5 IN	5 FT	-	EX. (4) 9/#14, (6) 5/#14, (12) 2/#14, (4) 4/#18, (2) 4/#14, (2) #6 GROUND, (1) 2/#8 U.F. W/ GROUND - LOAD SIDE, (1) CAT6, (4) WAVETRONIX
	1	4.0 IN	5 FT	-	(NEW FIBER OPTIC CABLES)
7*	1	4.0 IN	33 FT	-	EX. (2) 5/#14, (1) #6 GROUND
8*	1	2.5 IN	13 FT	-	EX. (2) 5/#14, (1) #6 GROUND
9*	1	4.0 IN	91 FT	-	EX. (2) 9/#14, (2) 5/#14, (6) 2/#14, (2) 4/#18, (2) 4/#14, (1) #6 GROUND, (3) WAVETRONIX
10*	1	2.5 IN	7 FT	-	EX. (1) 5/#14, (1) #6 GROUND
11*	1	4.0 IN	46 FT	-	EX. (1) 5/#14, (1) #6 GROUND
12*	1	3.0 IN	8 FT	-	EX. (1) 9/#14, (1) 4/#18, (1) #6 GROUND, (1) WAVETRONIX
13*	1	4.0 IN	90 FT	-	EX. (1) 9/#14, (1) 5/#14, (6) 2/#14, (1) 4/#18, (1) #6 GROUND, (2) WAVETRONIX
14*	1	4.0 IN	82 FT	-	EX. (1) 9/#14, (1) 5/#14, (2) 2/#14, (1) 4/#18, (1) #6 GROUND, (2) WAVETRONIX
15*	1	3.0 IN	24 FT	-	EX. (1) 9/#14, (1) 4/#18, (1) #6 GROUND, (2) WAVETRONIX
16*	1	2.5 IN	14 FT	-	EX. (1) 5/#14, (1) #6 GROUND
17*	1	2.5 IN	84 FT	-	<REMOVE EX. (1) 4/#18, (1) 9/#14>

* DENOTES EXISTING CONDUIT



TEMPORARY SIGNAL NOTES:

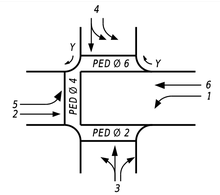
1. *DELDOT'S TRAFFIC CONTRACTOR SHALL SLIDE EXISTING SIGNAL HEADS 1A-8A TO PROPOSED LOCATIONS 1-8, AS SHOWN.*
2. *THE TRAFFIC CONTRACTOR SHALL ADJUST THE TEMPORARY DETECTION ZONES FOR THE US 40 EBL (PHASE 5) AND US 40 WBL (PHASE 1) MOVEMENTS TO ACCOMMODATE THE PHASE 2 M.O.T. CONFIGURATION. MAINTAIN EXISTING DETECTION ZONES FOR GLASGOW DRIVE AND LIDL.*
3. *THE TRAFFIC CONTRACTOR IS RESPONSIBLE FOR PROVIDING AND INSTALLING THEIR OWN TEMPORARY TRAFFIC CONTROL FOR TRAFFIC SIGNAL CONSTRUCTION AND TEMPORARY SIGNAL ADJUSTMENTS.*
4. *PROPOSED 2/#14 CABLES SHALL REMAIN COILED NEATLY IN THE JUNCITON WELL UNTIL INSTALLATION OF THE LOOP DETECTORS AT THE END OF THE PROJECT.*
5. *SEE ULTIMATE SIGNAL PLANS FOR ADDITIONAL SIGNAL NOTES.*

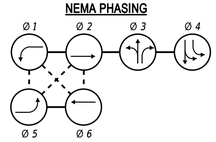
CONDUIT RUN SCHEDULE

CR NO.	NO. OF CONDUITS	SIZE	LENGTH	B/T/O	AMOUNT AND TYPE OF CABLE / WIRE
18*	1	2.5 IN	9 FT	-	EX. (2) 5/#14, (1) #6 GROUND
19*	1	3.0 IN	6 FT	-	EX. (1) 9/#14, (1) 4/#18, (1) #6 GROUND
20*	1	4.0 IN	64 FT	-	EX. (1) 9/#14, (2) 5/#14, (1) 4/#18, (1) #6 GROUND
21*	1	4.0 IN	74 FT	-	EX. (1) 9/#14, (2) 5/#14, (1) 4/#18, (1) #6 GROUND
22*	2	4.0 IN	78 FT	-	EX. (1) 9/#14, (2) 5/#14, (4) 2/#14, (1) 4/#18, (1) #6 GROUND; (NEW FIBER OPTIC CABLES)
23*	1	3.0 IN	8 FT	-	EX. (1) 9/#14, (1) 4/#18, (1) #6 GROUND, (1) CAT 6, (1) WAVETRONIX
24*	2	4.0 IN	22 FT	-	EX. (2) 9/#14, (2) 5/#14, (4) 2/#14, (2) 4/#18, (1) #6 GROUND, (1) CAT6, (1) WAVETRONIX; (NEW FIBER OPTIC CABLES)
25*	1	4.0 IN	249 FT	-	EX. (2) 4/#14, (1) #6 GROUND
26*	1	4.0 IN	249 FT	-	EX. (2) 4/#14, (1) #6 GROUND
27*	1	3.0 IN	12 FT	-	EX. (1) 4/#14, (1) #6 GROUND
28*	1	4.0 IN	60 FT	-	EX. (1) 4/#14, (1) #6 GROUND
29*	1	3.0 IN	5 FT	-	EX. (1) 4/#14, (1) #6 GROUND

* DENOTES EXISTING CONDUIT

TEMPORARY SIGNAL PHASING - PHASE 2

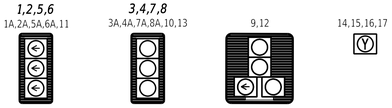




PHASING NOTES

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

TEMPORARY SIGNAL HEAD DIAGRAM - PHASE 2



** SEE NOTE 6*

LEGEND

AB	*ABANDON*	OH #	EXISTING OVERHEAD RUN IDENTIFIER (# OF OVERHEAD RUN)
CA X	EXISTING CABINET IDENTIFIER (TYPE OF CABINET)	*OH #*	*PROPOSED OVERHEAD RUN IDENTIFIER (# OF OVERHEAD RUN)*
CA X	*PROPOSED CABINET IDENTIFIER (TYPE OF CABINET)*	PB X	EXISTING POLE BASE IDENTIFIER (TYPE OF POLE BASE)
LO #/X	EXISTING CONDUIT RUN IDENTIFIER (# OF CONDUIT RUN)	*PB X*	*PROPOSED POLE BASE IDENTIFIER (TYPE OF POLE BASE)*
CO #	*PROPOSED CONDUIT RUN IDENTIFIER (# OF CONDUIT RUN)*	PL X	EXISTING POLE IDENTIFIER (# OF POLE)
JW X	EXISTING JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL)	*PL X*	*PROPOSED POLE IDENTIFIER (# OF POLE)*
JW X	*PROPOSED JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL)*	*RM C*	*REMOVE BY CONTRACTOR*
MA XX	EXISTING MAST ARM IDENTIFIER (LENGTH OF ARM)	*RM O*	*REMOVE BY OTHERS*
MA XX	*PROPOSED MAST ARM IDENTIFIER (LENGTH OF ARM)*	*RM TC*	*REMOVE BY TRAFFIC CONTRACTOR*

	EXISTING SYMBOL	*PROPOSED SYMBOL*
JUNCTION WELL	J.W.	■
LOOP DETECTOR, TYPE 1		
LOOP DETECTOR, TYPE 2		
LUMINAIRE		
MAST ARM		
MICROWAVE DETECTION		
OPTICOM RECEIVER		
OVERHEAD SIGNING		
PEDESTRIAN POLE/BASE		
PEDESTRIAN PUSHBUTTON		
PEDESTRIAN SIGNAL HEAD		
RIGHT-OF-WAY		*R/W*
SERVICE PEDESTAL	P	*P*
SIGNAL CABINET		
SIGNAL HEAD		
SIGNAL POLE/BASE		
CCTV CAMERA		
SPAN WIRE	XX	
UTILITY POLE		
VIDEO DETECTION (FISHEYE)		

PREPARED BY

WRA Whitman, Requardt and Associates, LLP
Engineers • Architects • Environmental Planners Est. 1915

7/24/2024
THIS SEAL APPLIES TO THIS SHEET ONLY. DATE

KYLE O. CLEVENGER LICENSE No. 18723 DELAWARE PROFESSIONAL ENGINEER
SEAL

CONCURRENCE FOR INSTALLATION

7/25/2024
CHIEF OF TRAFFIC ENGINEERING DATE

ADDENDA / REVISIONS	

SCALE 0 30 60 90 FEET

US 40 WIDENING SALEM CHURCH ROAD TO WALTHER ROAD

CONTRACT	PERMIT NO.	N741 & NCAM296	SECTION
T201611902	DESIGNED BY: K. CLEVENGER		WRA
COUNTY	CHECKED BY: M. BUCKLEY		SHEET NO.
NEW CASTLE			192

TEMPORARY SIGNAL PLAN US 40 (PULASKI HIGHWAY) @ GLASGOW DRIVE

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NOTES:

1. ALL SIGNAL EQUIPMENT REMOVED FROM A PROJECT IS TO BE RETURNED TO DELDOT TRAFFIC - DOVER, DELAWARE.
2. 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.
3. PROPOSED LOOP DETECTORS:
   TYPE #2 - 6' x 25' - TO BE INSTALLED ON US 40 LEFT TURN MOVEMENTS.
   TYPE #2 - 6' x 25' - TO BE INSTALLED ON GLASGOW DRIVE AND LIDL MOVEMENTS.
   SYSTEM - 6' x 6' - TO BE INSTALLED IN US 40 RECEIVING LANES, AS SHOWN.
4. ALL PROPOSED SIGNAL POLES ARE DELDOT MAST ARMS.
5. POLE BASES, CABINET BASE AND CONDUIT JUNCTION WELLS TO BE REMOVED IN ACCORDANCE WITH SECTION 211 OF THE STANDARD SPECIFICATIONS OR AS DIRECTED BY ENGINEER. EXISTING CONDUIT IS TO BE ABANDONED.

NOTES (CONT.):

6. ALL GALVANIZED CONDUIT (GRC) SHALL BE REAMED AND THREADED. ALL GRC SHALL BE THREADED TOGETHER WITH APPROVED COUPLINGS. SET SCREW, BOLTED, AND COMPRESSION FITTING ARE NOT ACCEPTABLE.
7. DELDOT'S TRAFFIC CONTRACTOR SHALL INSTALL BACKPLATES ON ALL PROPOSED SIGNAL HEADS.
8. ALL CONDUIT SHALL BE SCHEDULE 80 PVC WHEN INSTALLED BY TRENCHING OR OPEN CUT AND HDPE SDR-13.5 WHEN INSTALLED BY BORING, UNLESS OTHERWISE NOTED.
9. ALL PEDESTRIAN SIGNALS SHALL CONTAIN PEDESTRIAN COUNTDOWN DISPLAYS.
   PL-14, PL-16 = R10-3e-DE (NO ARROW);
   PL-15, PL-17 = R10-3eR (RIGHT ARROW)
10. THE CONTRACTOR SHALL CONTACT DELDOT'S ERLSP VENDOR AT 971-221-2690 IMMEDIATELY UPON NOTICE TO PROCEED AND A MINIMUM OF 10 BUSINESS DAYS IN ADVANCE BEFORE COMMENCING ANY WORK ON THE CONTRACT TO COORDINATE THE DECOMMISSIONING AND RELOCATION OF THE EXISTING RED LIGHT RUNNING CAMERAS (SITES 2133-2134).

PROPOSED OVERHEAD SIGNING

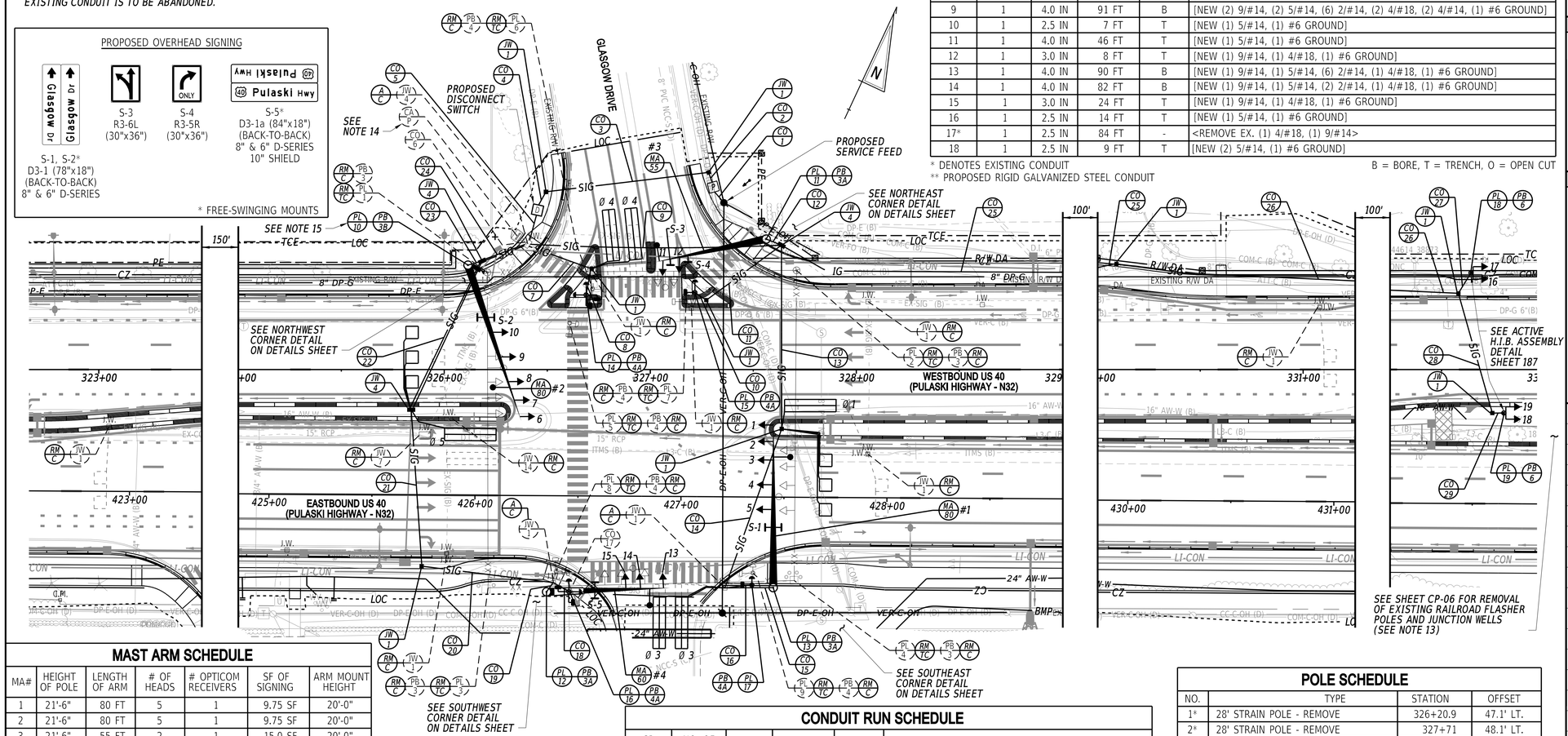
S-1, S-2* D3-1 (78"x18") (BACK-TO-BACK) 8" & 6" D-SERIES

S-3 R3-6L (30"x36")

S-4 R3-5R (30"x36")

S-5* D3-1a (84"x18") (BACK-TO-BACK) 8" & 6" D-SERIES 10" SHIELD

* FREE-SWINGING MOUNTS

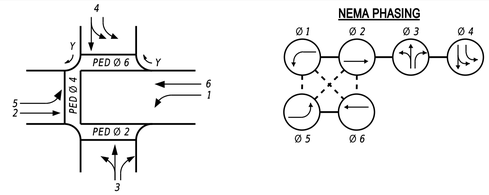


CONDUIT RUN SCHEDULE

CR NO.	NO. OF CONDUITS	SIZE	LENGTH	B/T/O	AMOUNT AND TYPE OF CABLE / WIRE
1**	1	2.0 IN	10 FT	T	[NEW (3) 1/#8 THHN - LINE SIDE]
2**	1	2.0 IN	8 FT	T	[NEW (1) 2/#8 U.F. W/ GROUND - LOAD SIDE]
3	1	4.0 IN	80 FT	B	[NEW (1) 2/#8 U.F. W/ GROUND - LOAD SIDE]
4**	1	2.0 IN	10 FT	T	[NEW (1) 2/#8 U.F. W/ GROUND - LOAD SIDE]
5**	1	2.0 IN	17 FT	T	[NEW (1) 2/#8 U.F. W/ GROUND - LOAD SIDE]
6*	2	2.5 IN	5 FT	-	<REMOVE EX. (8) 4/#18, EX. (6) 9/#14>, [NEW (4) 9/#14, (6) 5/#14, (12) 2/#14, (4) 4/#18, (2) 4/#14, (1) 2/#8 U.F. W/ GROUND - LOAD SIDE, (2) #6 GROUND, (1) CAT6]
	1	4.0 IN	5 FT	-	[NEW FIBER OPTIC CABLES]
7	1	4.0 IN	33 FT	B	[NEW (2) 5/#14, (1) #6 GROUND]
8	1	2.5 IN	13 FT	T	[NEW (2) 5/#14, (1) #6 GROUND]
9	1	4.0 IN	91 FT	B	[NEW (2) 9/#14, (2) 5/#14, (6) 2/#14, (2) 4/#18, (2) 4/#14, (1) #6 GROUND]
10	1	2.5 IN	7 FT	T	[NEW (1) 5/#14, (1) #6 GROUND]
11	1	4.0 IN	46 FT	T	[NEW (1) 5/#14, (1) #6 GROUND]
12	1	3.0 IN	8 FT	T	[NEW (1) 9/#14, (1) 4/#18, (1) #6 GROUND]
13	1	4.0 IN	90 FT	B	[NEW (1) 9/#14, (1) 5/#14, (6) 2/#14, (1) 4/#18, (1) #6 GROUND]
14	1	4.0 IN	82 FT	B	[NEW (1) 9/#14, (1) 5/#14, (2) 2/#14, (1) 4/#18, (1) #6 GROUND]
15	1	3.0 IN	24 FT	T	[NEW (1) 9/#14, (1) 4/#18, (1) #6 GROUND]
16	1	2.5 IN	14 FT	T	[NEW (1) 5/#14, (1) #6 GROUND]
17*	1	2.5 IN	84 FT	-	<REMOVE EX. (1) 4/#18, (1) 9/#14>
18	1	2.5 IN	9 FT	T	[NEW (2) 5/#14, (1) #6 GROUND]

* DENOTES EXISTING CONDUIT
** PROPOSED RIGID GALVANIZED STEEL CONDUIT
B = BORE, T = TRENCH, O = OPEN CUT

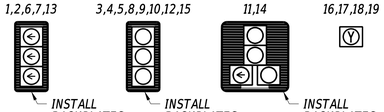
ULTIMATE SIGNAL PHASING



PHASING NOTES

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

ULTIMATE SIGNAL HEAD DIAGRAM



*ALL EXISTING SIGNAL HEADS SHALL BE REMOVED

LEGEND

AB	ABANDON
CA X	EXISTING CABINET IDENTIFIER (TYPE OF CABINET)
CA X	PROPOSED CABINET IDENTIFIER (TYPE OF CABINET)
CO #/#	EXISTING CONDUIT RUN IDENTIFIER (# OF CONDUIT RUN)
CO #	PROPOSED CONDUIT RUN IDENTIFIER (# OF CONDUIT RUN)
JW X	EXISTING JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL)
JW X	PROPOSED JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL)
MA X/XX	EXISTING MAST ARM IDENTIFIER (LENGTH OF ARM)
MA XX	PROPOSED MAST ARM IDENTIFIER (LENGTH OF ARM)
OH #/#	EXISTING OVERHEAD RUN IDENTIFIER (# OF OVERHEAD RUN)
OH #/#	PROPOSED OVERHEAD RUN IDENTIFIER (# OF OVERHEAD RUN)
PB X	EXISTING POLE BASE IDENTIFIER (TYPE OF POLE BASE)
PB X	PROPOSED POLE BASE IDENTIFIER (TYPE OF POLE BASE)
PL X/XX	EXISTING POLE IDENTIFIER (# OF POLE)
PL X	PROPOSED POLE IDENTIFIER (# OF POLE)
RM C	REMOVE BY CONTRACTOR
RM O	REMOVE BY OTHERS
RM TC	REMOVE BY TRAFFIC CONTRACTOR

	EXISTING SYMBOL	PROPOSED SYMBOL
JUNCTION WELL	J.W.	■
LOOP DETECTOR, TYPE 1		
LOOP DETECTOR, TYPE 2		
LUMINAIRE		
MAST ARM		
MICROWAVE DETECTION		
OPTICOM RECEIVER		
OVERHEAD SIGNING		
PEDESTRIAN POLE/BASE		
PEDESTRIAN PUSHBUTTON		
PEDESTRIAN SIGNAL HEAD		
RIGHT-OF-WAY		R/W
SERVICE PEDESTAL	P	P
SIGNAL CABINET		
SIGNAL HEAD		
SIGNAL POLE/BASE		
CCTV CAMERA		
SPAN WIRE	XX	
UTILITY POLE		
VIDEO DETECTION (FISHEYE)		

MAST ARM SCHEDULE

MA#	HEIGHT OF POLE	LENGTH OF ARM	# OF HEADS	# OPTICOM RECEIVERS	SF OF SIGNING	ARM MOUNT HEIGHT
1	21'-6"	80 FT	5	1	9.75 SF	20'-0"
2	21'-6"	80 FT	5	1	9.75 SF	20'-0"
3	21'-6"	55 FT	2	1	15.0 SF	20'-0"
4	21'-6"	60 FT	3	1	10.5 SF	20'-0"

NOTES (CONT.):

11. PROPOSED POLE BASES SUPPORTING POLES WITH PEDESTRIAN PUSHBUTTONS SHOULD BE CONSTRUCTED IMMEDIATELY ADJACENT TO THE FLAT (50:1 OR FLATTER) LANDING AREA OF THE PEDESTRIAN CONNECTION WHEN POSSIBLE. WHERE THERE ARE PHYSICAL CONSTRAINTS THAT MAKE IT IMPRACTICAL TO PLACE THE PEDESTRIAN PUSHBUTTON ADJACENT TO A LEVEL ALL-WEATHER SURFACE, THE SURFACE SHOULD BE AS LEVEL AS FEASIBLE. THE PEDESTRIAN PUSHBUTTON SHOULD BE INSTALLED AT A HEIGHT OF 42 TO 48 INCHES ABOVE THE ADJOINING SIDEWALK, AND SHALL BE LOCATED SUCH THAT THAT THE MAXIMUM REACH DISTANCE DOES NOT EXCEED 10 INCHES FROM THE ADJOINING SIDEWALK 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 FEET OR MORE THAN 10 FEET ABOVE.
12. EXISTING LOOP DETECTORS AND EXISTING SIGNAL CONDUITS WITHOUT IDENTIFIERS SHALL BE IN ABANDONED IN PLACE AND NOT USED FOR THE INSTALLATION OF PROPOSED SIGNAL CABLES.
13. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE INSTALLATION AND REMOVAL OF ALL UNDERGROUND SIGNAL EQUIPMENT - E.G., JUNCTION WELLS, POLE BASES, AND CONDUIT. DELDOT'S TRAFFIC CONTRACTOR SHALL BE RESPONSIBLE FOR THE INSTALLATION AND REMOVAL OF ALL ELECTRICAL CABLES, OVERHEAD SIGNS, ABOVE-GROUND SIGNAL EQUIPMENT - E.G., PUSHBUTTONS, HEADS, OPTICOM RECEIVERS, MAST ARMS AND POLES. THE TRAFFIC CONTRACTOR SHALL BE RESPONSIBLE FOR THEIR OWN TEMPORARY TRAFFIC CONTROL.
14. DELDOT TRAFFIC SHALL INSTALL A JOINT-USE SIGNAL/CCTV SIGNAL CABINET.
15. DELDOT'S TRAFFIC CONTRACTOR SHALL INSTALL A DAVIT ARM CCTV CAMERA (NCAM296) ON PL-10.

CONDUIT RUN SCHEDULE

CR NO.	NO. OF CONDUITS	SIZE	LENGTH	B/T/O	AMOUNT AND TYPE OF CABLE / WIRE
19	1	3.0 IN	6 FT	T	[NEW (1) 9/#14, (1) 4/#18, (1) #6 GROUND]
20	1	4.0 IN	64 FT	T	[NEW (1) 9/#14, (2) 5/#14, (1) 4/#18, (1) #6 GROUND]
21	1	4.0 IN	74 FT	B	[NEW (1) 9/#14, (2) 5/#14, (1) 4/#18, (1) #6 GROUND]
22	2	4.0 IN	78 FT	B	[NEW (1) 9/#14, (2) 5/#14, (4) 2/#14, (1) 4/#18, (1) #6 GROUND]
					[NEW FIBER OPTIC CABLES]
23	1	3.0 IN	8 FT	T	[NEW (1) 9/#14, (1) 4/#18, (1) #6 GROUND, (1) CAT6]
24	2	4.0 IN	22 FT	T	[NEW (2) 9/#14, (2) 5/#14, (4) 2/#14, (2) 4/#18, (1) #6 GROUND, (1) CAT6]
					[NEW FIBER OPTIC CABLES]
25	1	4.0 IN	249 FT	T	[NEW (2) 4/#14, (1) #6 GROUND]
26	1	4.0 IN	249 FT	T	[NEW (2) 4/#14, (1) #6 GROUND]
27	1	3.0 IN	12 FT	T	[NEW (1) 4/#14, (1) #6 GROUND]
28	1	4.0 IN	60 FT	B	[NEW (1) 4/#14, (1) #6 GROUND]
29	1	3.0 IN	5 FT	T	[NEW (1) 4/#14, (1) #6 GROUND]

* DENOTES EXISTING CONDUIT
B = BORE, T = TRENCH, O = OPEN CUT

POLE SCHEDULE

NO.	TYPE	STATION	OFFSET
1*	28' STRAIN POLE - REMOVE	326+20.9	47.1' LT.
2*	28' STRAIN POLE - REMOVE	327+71	48.1' LT.
3*	28' STRAIN POLE - REMOVE	426+6.6	44.9' RT.
4*	28' STRAIN POLE - REMOVE	427+55.2	40.4' RT.
5*	10' PEDESTAL POLE - REMOVE	326+60.8	22.6' LT.
6*	10' PEDESTAL POLE - REMOVE	326+72	39.2' LT.
7*	10' PEDESTAL POLE - REMOVE	327+17.3	32.8' LT.
8*	10' PEDESTAL POLE - REMOVE	426+39.6	36.7' RT.
9*	10' PEDESTAL POLE - REMOVE	427+35.2	36.9' RT.
10	80' MAST ARM W/ TYPE 3B BASE	326+11.5	50.7' LT.
11	55' MAST ARM W/ TYPE 3A BASE	327+56.3	63.3' LT.
12	60' MAST ARM W/ TYPE 3A BASE	426+35	46.7' RT.
13	80' MAST ARM W/ TYPE 3A BASE	427+45.1	43.9' RT.
14	10' PEDESTAL POLE W/ TYPE 4A BASE	326+68.9	36.2' LT.
15	10' PEDESTAL POLE W/ TYPE 4A BASE	327+21.6	37.4' LT.
16	10' PEDESTAL POLE W/ TYPE 4A BASE	426+45.9	46.5' RT.
17	10' PEDESTAL POLE W/ TYPE 4A BASE	427+34.7	42.7' RT.
18	14' PEDESTAL POLE W/ TYPE 6 BASE	332+64.3	47.0' LT.
19	14' PEDESTAL POLE W/ TYPE 6 BASE	332+80.2	21.1' RT.

* DENOTES EXISTING

PREPARED BY

WRA Whitman, Requardt and Associates, LLP
Engineers • Architects • Environmental Planners Est. 1915

7/24/2024
DATE

THIS SEAL APPLIES TO THIS SHEET ONLY.

KYLE O. CLEVENGER LICENSE No. 18723 DELAWARE PROFESSIONAL ENGINEER
SEAL

CONCURRENCE FOR INSTALLATION

CHIEF OF TRAFFIC ENGINEERING

7/25/2024
DATE

ADDENDA / REVISIONS

SCALE 0 30 60 90 FEET

US 40 WIDENING SALEM CHURCH ROAD TO WALTHER ROAD

CONTRACT	T201611902	PERMIT NO.	N741 & NCAM296
COUNTY	NEW CASTLE	DESIGNED BY: K. CLEVENGER	
		CHECKED BY: M. BUCKLEY	

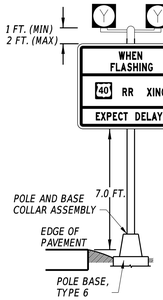
ULTIMATE SIGNAL PLAN
US 40 (PULASKI HIGHWAY)
@ GLASGOW DRIVE

SECTION WRA
SHEET NO. 193

LAST REVISED: 9/11/2018
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ACTIVE HIB ASSEMBLY

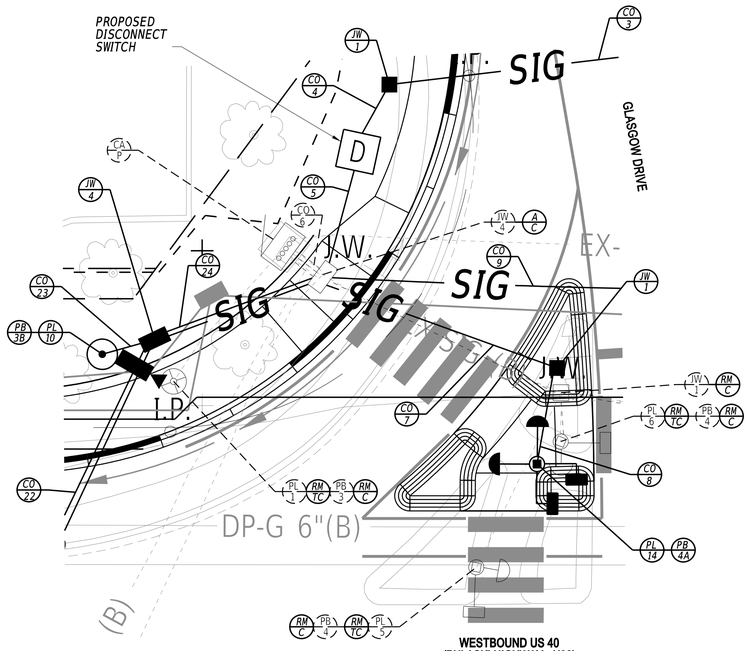
NOT TO SCALE



1. HAZARD IDENTIFICATION BEACON (HIB) ASSEMBLY SHALL CONSIST OF A PAIR OF ALTERNATELY FLASHING BEACONS AND A CUSTOM ADVANCE HIGHWAY RAIL GRADE CROSSING WARNING SIGN MOUNTED ON A PEDESTAL POLE.
2. THE ACTIVE BEACONS SHALL BE 12-INCH YELLOW L.E.D. ONE-SECTION TRAFFIC SIGNAL HEADS.
3. THE BEACONS SHALL BE COORDINATED VIA FIBER TO THE RAILROAD MONITORING DEVICE AT SIGNAL PERMIT NO. N391 (NORFOLK SOUTHERN CROSSING 540-867H) TO OPERATE DURING ACTIVE RAIL TRAFFIC CROSSINGS.
4. THE FLASHING RATE SHALL NOT BE LESS THAN 50 NOR MORE THAN 60 TIMES PER MINUTE.
5. THE ILLUMINATED PERIOD OF EACH FLASH SHALL NOT BE LESS THAN 1 /2 NOR MORE THAN 2/3 OF THE FLASH CYCLE.
6. SIGNFIX (OR SIMILAR) SHALL BE INSTALLED ON THE BACK OF THE PROPOSED SIGNS FOR MOUNTING SUPPORT.
7. THE PEDESTAL POLE SHALL BE CONTINUOUS SPUN ALUMINUM, SCHEDULE 80. SPLICING POLE EXTENSIONS SHALL BE PROHIBITED.

NORTHWEST CORNER DETAIL

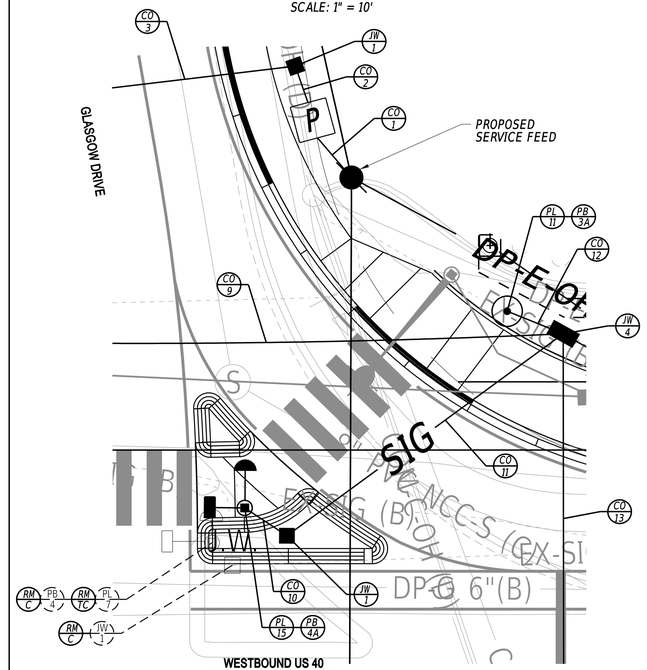
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WESTBOUND US 40
(PULASKI HIGHWAY - N32)

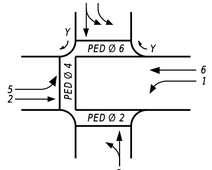
NORTHEAST CORNER DETAIL

SCALE: 1" = 10'

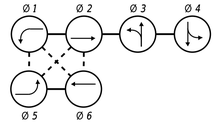


WESTBOUND US 40
(PULASKI HIGHWAY - N32)

ULTIMATE SIGNAL PHASING



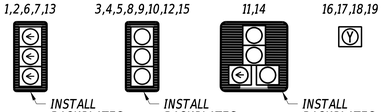
NEMA PHASING



PHASING NOTES

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

ULTIMATE SIGNAL HEAD DIAGRAM



*ALL EXISTING SIGNAL HEADS SHALL BE REMOVED

LEGEND

AB	ABANDON	OH #	EXISTING OVERHEAD RUN IDENTIFIER (# OF OVERHEAD RUN)
CA X	EXISTING CABINET IDENTIFIER (TYPE OF CABINET)	OH #	*PROPOSED OVERHEAD RUN IDENTIFIER (# OF OVERHEAD RUN)*
CA X	*PROPOSED CABINET IDENTIFIER (TYPE OF CABINET)*	PB X	EXISTING POLE BASE IDENTIFIER (TYPE OF POLE BASE)
CO #	EXISTING CONDUIT RUN IDENTIFIER (# OF CONDUIT RUN)	PB X	*PROPOSED POLE BASE IDENTIFIER (TYPE OF POLE BASE)*
CO #	*PROPOSED CONDUIT RUN IDENTIFIER (# OF CONDUIT RUN)*	PL #	EXISTING POLE IDENTIFIER (# OF POLE)
JW X	EXISTING JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL)	PL #	*PROPOSED POLE IDENTIFIER (# OF POLE)*
JW X	*PROPOSED JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL)*	RM C	*REMOVE BY CONTRACTOR*
MA XX	EXISTING MAST ARM IDENTIFIER (LENGTH OF ARM)	RM O	*REMOVE BY OTHERS*
MA XX	*PROPOSED MAST ARM IDENTIFIER (LENGTH OF ARM)*	RM TC	*REMOVE BY TRAFFIC CONTRACTOR*

	EXISTING SYMBOL	PROPOSED SYMBOL
JUNCTION WELL	J.W. O	■
LOOP DETECTOR, TYPE 1		□
LOOP DETECTOR, TYPE 2		▭
LUMINAIRE		—●—
MAST ARM		➤
MICROWAVE DETECTION		
OPTICOM RECEIVER		
OVERHEAD SIGNING		
PEDESTRIAN POLE/BASE		
PEDESTRIAN PUSHBUTTON		
PEDESTRIAN SIGNAL HEAD		
RIGHT-OF-WAY		R/W
SERVICE PEDESTAL	P	P
SIGNAL CABINET		
SIGNAL HEAD		
SIGNAL POLE/BASE		
CCTV CAMERA		
SPAN WIRE	XX	
UTILITY POLE		
VIDEO DETECTION (FISHEYE)		

CONDUIT RUN SCHEDULE

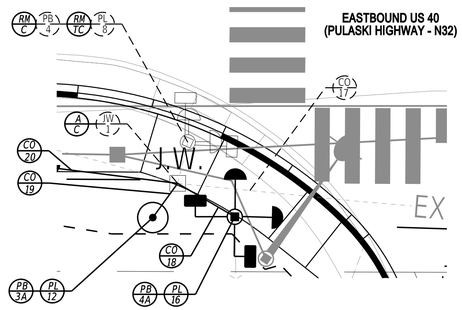
CR NO.	NO. OF CONDUITS	SIZE	LENGTH	B/T/O	AMOUNT AND TYPE OF CABLE / WIRE
1**	1	2.0 IN	10 FT	T	[NEW (3) 1/#8 THHN - LINE SIDE]
2**	1	2.0 IN	8 FT	T	[NEW (1) 2/#8 U.F. W/ GROUND - LOAD SIDE]
3**	1	2.0 IN	80 FT	B	[NEW (1) 2/#8 U.F. W/ GROUND - LOAD SIDE]
4**	1	2.0 IN	10 FT	T	[NEW (1) 2/#8 U.F. W/ GROUND - LOAD SIDE]
5**	1	2.0 IN	17 FT	T	[NEW (1) 2/#8 U.F. W/ GROUND - LOAD SIDE]
6*	2	2.5 IN	5 FT	-	<REMOVE EX. (8) 4/#18, (6) 9/#14>, [NEW (4) 9/#14, (6) 5/#14, (12) 2/#14, (4) 4/#18, (2) 4/#14, (1) 2#8 U.F. W/ GROUND - LOAD SIDE, (2) #6 GROUND]
	1	4.0 IN	5 FT	-	[NEW (1) CAT6, FIBER OPTIC CABLES]
7	1	4.0 IN	33 FT	B	[NEW (2) 5/#14, (1) #6 GROUND]
8	1	2.5 IN	13 FT	T	[NEW (2) 5/#14, (1) #6 GROUND]
9	1	4.0 IN	91 FT	B	[NEW (2) 9/#14, (2) 5/#14, (6) 2/#14, (2) 4/#18, (2) 4/#14, 2/#8 U.F. W/ GROUND - LOAD SIDE, (1) #6 GROUND]
10	1	2.5 IN	7 FT	T	[NEW (1) 5/#14, (1) #6 GROUND]
11	1	4.0 IN	46 FT	T	[NEW (1) 5/#14, (1) #6 GROUND]
12	1	3.0 IN	8 FT	T	[NEW (1) 9/#14, (1) 4/#18, (1) #6 GROUND]
13	1	4.0 IN	90 FT	B	[NEW (1) 9/#14, (1) 5/#14, (6) 2/#14, (1) 4/#18, (1) #6 GROUND]
14	1	4.0 IN	82 FT	B	[NEW (1) 9/#14, (1) 5/#14, (2) 2/#14, (1) 4/#18, (1) #6 GROUND]
15	1	3.0 IN	24 FT	T	[NEW (1) 9/#14, (1) 4/#18, (1) #6 GROUND]
16	1	2.5 IN	14 FT	T	[NEW (1) 5/#14, (1) #6 GROUND]
17*	1	2.5 IN	84 FT	-	<REMOVE EX. (1) 4/#18, (1) 9/#14>
18	1	2.5 IN	9 FT	T	[NEW (2) 5/#14, (1) #6 GROUND]
19	1	3.0 IN	6 FT	T	[NEW (1) 9/#14, (1) 4/#18, (1) #6 GROUND]
20	1	4.0 IN	64 FT	T	[NEW (1) 9/#14, (2) 5/#14, (1) 4/#18, (1) #6 GROUND]
21	1	4.0 IN	74 FT	B	[NEW (1) 9/#14, (2) 5/#14, (1) 4/#18, (1) #6 GROUND]
22	2	4.0 IN	78 FT	B	[NEW (1) 9/#14, (2) 5/#14, (4) 2/#14, (1) 4/#18, (1) #6 GROUND]
					[NEW FIBER OPTIC CABLES]
23	1	3.0 IN	8 FT	T	[NEW (1) 9/#14, (1) 4/#18, (1) #6 GROUND, (1) CAT6]
24	2	4.0 IN	22 FT	T	[NEW (2) 9/#14, (2) 5/#14, (4) 2/#14, (2) 4/#18, (1) #6 GROUND, (1) CAT6]
					[NEW FIBER OPTIC CABLES]
25	1	4.0 IN	249 FT	T	[NEW (2) 4/#14, (1) #6 GROUND]
26	1	4.0 IN	249 FT	T	[NEW (2) 4/#14, (1) #6 GROUND]
27	1	3.0 IN	12 FT	T	[NEW (1) 4/#14, (1) #6 GROUND]
28	1	4.0 IN	60 FT	B	[NEW (1) 4/#14, (1) #6 GROUND]
29	1	3.0 IN	5 FT	T	[NEW (1) 4/#14, (1) #6 GROUND]

* DENOTES EXISTING CONDUIT
** PROPOSED RIGID GALVANIZED STEEL CONDUIT

B = BORE, T = TRENCH, O = OPEN CUT

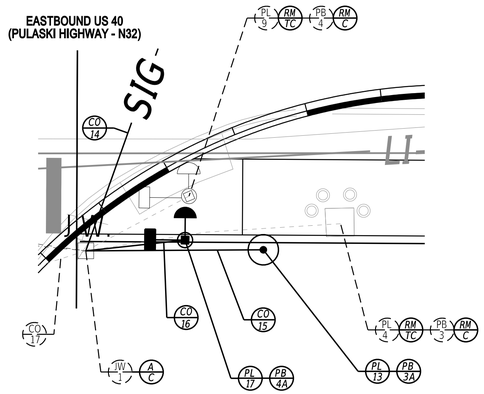
SOUTHWEST CORNER DETAIL

SCALE: 1" = 10'



SOUTHEAST CORNER DETAIL

SCALE: 1" = 10'



PREPARED BY

WRA Whitman, Requardt and Associates, LLP
Engineers • Architects • Environmental Planners Est. 1915

7/24/2024
THIS SEAL APPLIES TO THIS SHEET ONLY. DATE

KYLE O. CLEVENGER LICENSE No. 18723 DELAWARE PROFESSIONAL ENGINEER
SEAL

CONCURRENCE FOR INSTALLATION

7/25/2024
CHIEF OF TRAFFIC ENGINEERING DATE

ADDENDA / REVISIONS		NOT TO SCALE	US 40 WIDENING SALEM CHURCH ROAD TO WALTHER ROAD	CONTRACT	PERMIT NO. N741	ULTIMATE SIGNAL PLAN US 40 (PULASKI HIGHWAY) @ GLASGOW DRIVE	SECTION
				T201611902	DESIGNED BY: K. CLEVENGER		WRA
				COUNTY	CHECKED BY: M. BUCKLEY		SHEET NO.
				NEW CASTLE			194

LAST REVISED: 9/11/2018
7/23/2024
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CONDUIT RUN SCHEDULE

CR NO.	NO. OF CONDUITS	SIZE	LENGTH	B/T/O	AMOUNT AND TYPE OF CABLE / WIRE
1**	1	2.0 IN	32 FT	T	(3) 1/#8 THHN - LINE SIDE
2**	1	2.0 IN	12 FT	T	(1) 2/#8 U.F. W/GROUND - LOAD SIDE
3**	1	2.0 IN	10 FT	T	(1) 2/#8 U.F. W/GROUND - LOAD SIDE
4	3	4.0 IN	3 FT	T	(3) 9/#14, (4) 5/#14, (11) 2/#14, (3) 4/#18, (3) #6 GROUND, (1) CAT6, (1) WAVETRONIX
	1	4.0 IN	3 FT	T	FIBER OPTIC CABLES
5	1	3.0 IN	19 FT	T	(1) 9/#14, (1) 4/#18, (1) #6 GROUND
6	1	3.0 IN	38 FT	T	(1) 9/#14, (1) 4/#18, (1) CAT6, (1) #6 GROUND
7	1	2.5 IN	38 FT	T	(1) 5/#14, (1) #6 GROUND
8	2	4.0 IN	111 FT	B	(1) 9/#14, (3) 5/#14, (8) 2/#14, (1) 4/#18, (2) #6 GROUND, (1) WAVETRONIX
9	2	4.0 IN	68 FT	B	(1) 9/#14, (3) 5/#14, (3) 2/#14, (1) 4/#18, (2) #6 GROUND, (1) WAVETRONIX
10	1	3.0 IN	7 FT	T	(1) 9/#14, (1) 4/#18, (1) #6 GROUND, (1) WAVETRONIX
11	1	2.5 IN	13 FT	T	(2) 5/#14, (1) #6 GROUND
12	1	4.0 IN	75 FT	B	(1) 5/#14, (3) 2/#14, (1) #6 GROUND
13	1	4.0 IN	62 FT	B	(1) 5/#14, (1) #6 GROUND
14	1	2.5 IN	4 FT	T	(1) 5/#14, (1) #6 GROUND
15	1	4.0 IN	116 FT	T	(3) 2/#14, (1) #6 GROUND

* ALL CABLES ARE NEW

B = BORE, T = TRENCH, O = OPEN CUT

** RIGID GALVANIZED STEEL CONDUIT

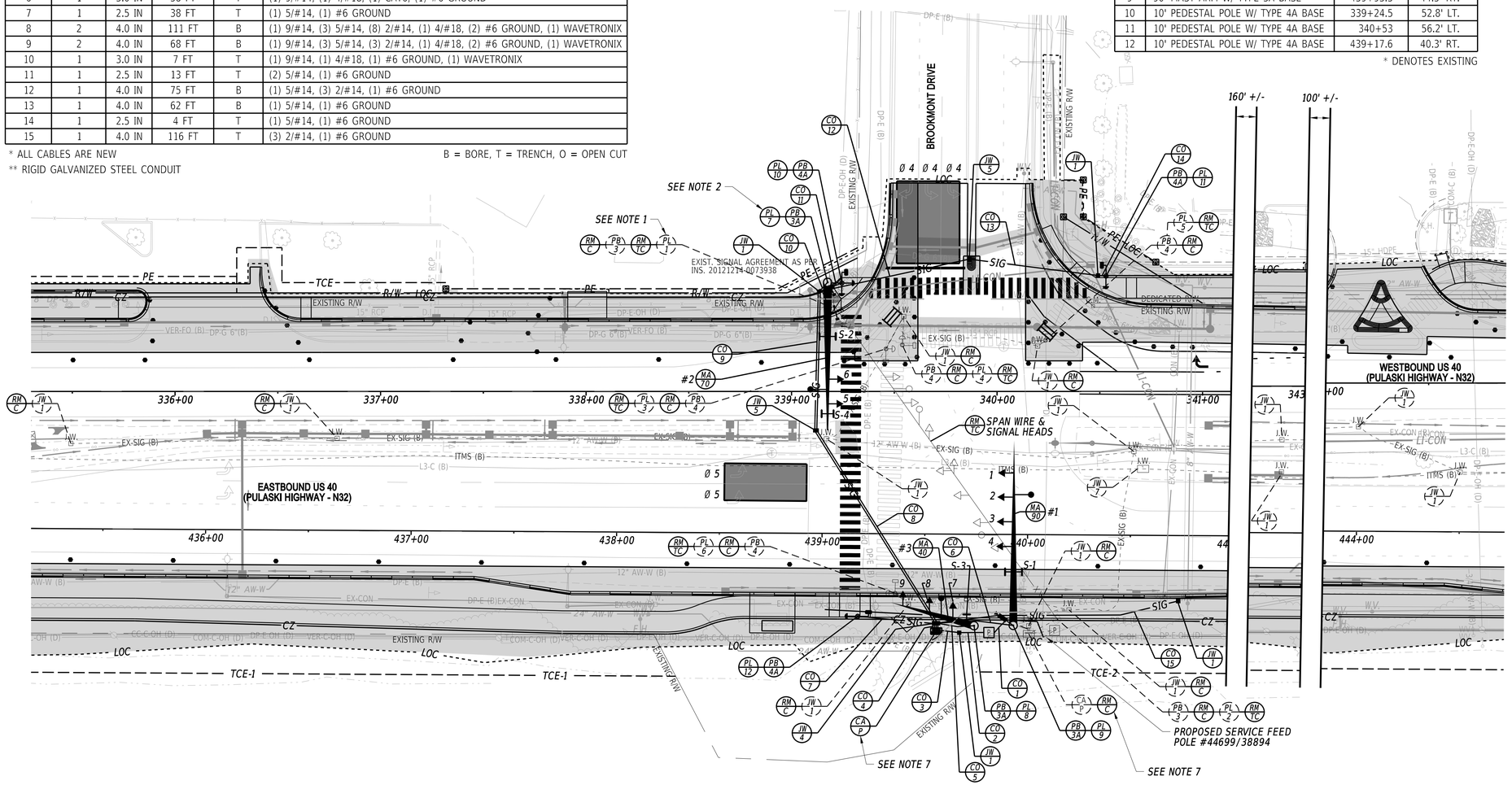
MAST ARM SCHEDULE

MA#	HEIGHT OF POLE	LENGTH OF ARM	# OF HEADS	# OPTICOM RECEIVERS	SF OF SIGNING	ARM MOUNT HEIGHT
1	21'-6"	90 FT	4	1	11.25 SF	18'-0"
2	21'-6"	70 FT	2	1	20.25 SF	20'-0"
3	21'-6"	40 FT	3	1	10.5 SF	20'-0"

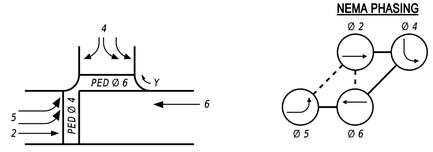
POLE SCHEDULE

NO.	TYPE	STATION	OFFSET
1*	28' STRAIN POLE - REMOVE	339+21.4	40.9' LT.
2*	28' STRAIN POLE - REMOVE	440+14.6	41' RT.
3*	10' PEDESTAL POLE - REMOVE	339+46	20.8' LT.
4*	10' PEDESTAL POLE - REMOVE	339+53.9	22.7' LT.
5*	10' PEDESTAL POLE - REMOVE	340+23.6	25' LT.
6*	10' PEDESTAL POLE - REMOVE	439+35.7	29' RT.
7	70' MAST ARM W/ TYPE 3A BASE	339+17.5	53.2' LT.
8	40' MAST ARM W/ TYPE 3A BASE	439+74.2	44.5' RT.
9	90' MAST ARM W/ TYPE 3A BASE	439+93.3	44.3' RT.
10	10' PEDESTAL POLE W/ TYPE 4A BASE	339+24.5	52.8' LT.
11	10' PEDESTAL POLE W/ TYPE 4A BASE	340+53	56.2' LT.
12	10' PEDESTAL POLE W/ TYPE 4A BASE	439+17.6	40.3' RT.

* DENOTES EXISTING



TEMPORARY SIGNAL PHASING - PHASE 1

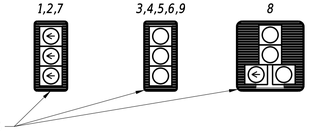


PHASING NOTES

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

TEMPORARY SIGNAL HEAD DIAGRAM - PHASE 1

** ALL EXISTING SIGNAL HEADS SHALL BE REMOVED*

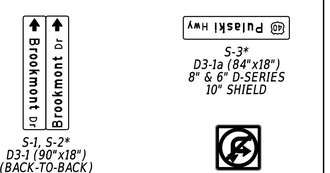


LEGEND

AB	*ABANDON*	OH #	EXISTING OVERHEAD RUN IDENTIFIER (# OF OVERHEAD RUN)
CA X	EXISTING CABINET IDENTIFIER (TYPE OF CABINET)	OH #	*PROPOSED OVERHEAD RUN IDENTIFIER (# OF OVERHEAD RUN)*
CA X	*PROPOSED CABINET IDENTIFIER (TYPE OF CABINET)*	PB X	EXISTING POLE BASE IDENTIFIER (TYPE OF POLE BASE)
CO #	EXISTING CONDUIT RUN IDENTIFIER (# OF CONDUIT RUN)	PB X	*PROPOSED POLE BASE IDENTIFIER (TYPE OF POLE BASE)*
CO #	*PROPOSED CONDUIT RUN IDENTIFIER (# OF CONDUIT RUN)*	PL #	EXISTING POLE IDENTIFIER (# OF POLE)
JW X	EXISTING JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL)	PL #	*PROPOSED POLE IDENTIFIER (# OF POLE)*
JW X	*PROPOSED JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL)*	RM C	*REMOVE BY CONTRACTOR*
MA XX	EXISTING MAST ARM IDENTIFIER (LENGTH OF ARM)	RM O	*REMOVE BY OTHERS*
MA XX	*PROPOSED MAST ARM IDENTIFIER (LENGTH OF ARM)*	RM TC	*REMOVE BY TRAFFIC CONTRACTOR*

	EXISTING SYMBOL	*PROPOSED SYMBOL*
JUNCTION WELL	J.W.	■
LOOP DETECTOR, TYPE 1		
LOOP DETECTOR, TYPE 2		
LUMINAIRE		
MAST ARM		
MICROWAVE DETECTION		
OPTICOM RECEIVER		
OVERHEAD SIGNING		
PEDESTRIAN POLE/BASE		
PEDESTRIAN PUSHBUTTON		
PEDESTRIAN SIGNAL HEAD		
RIGHT-OF-WAY		R/W
SERVICE PEDESTAL	P	P
SIGNAL CABINET		
SIGNAL HEAD		
SIGNAL POLE/BASE		
CCTV CAMERA		
SPAN WIRE	XX	
UTILITY POLE		
VIDEO DETECTION (FISHEYE)		

PROPOSED OVERHEAD SIGNS



TEMPORARY SIGNAL NOTES:

1. *THE TRAFFIC CONTRACTOR SHALL INSTALL A SINGLE WAVETRONIX "XP21" SENSOR ON EXISTING STRAIN POLE PL-1 AS SHOWN UPON NOTICE-TO-PROCEED AND PRIOR TO IMPACTING EXISTING LOOP DETECTORS. WAVETRONIX CABLE SHALL BE FED FROM THE CABINET TO THE ADJACENT STRAIN POLE AND THEN AERIALLY TO THE SENSOR VIA EXISTING SPAN WIRE RUNS. THE SINGLE "XP21" SENSOR WILL PROVIDE DETECTION FOR THE US 40 EBL MOVEMENT (PHASE 5) AND BROOKMONT DRIVE SOUTHBOUND APPROACH (PHASE 4). ADJUST DETECTION ZONES TO THE EXISTING STOP LINES.*
2. *THE TRAFFIC CONTRACTOR SHALL RELOCATE THE WAVETRONIX "XP21" TO PROPOSED MAST ARM UPRIGHT PL-7 UPON ACTIVATION OF THE NEW SIGNAL. THE "XP21" UNIT SHALL BE MOUNTED TO THE UPRIGHT POLE AND SHALL NOT BE MOUNTED ON MAST ARM.*
3. *A SITE SURVEY SHALL BE CONDUCTED BY THE TRAFFIC CONTRACTOR PRIOR TO INSTALLATION OF WAVETRONIX UNITS TO ENSURE THERE ARE NO FIELD CONFLICTS. SENSORS MAY NEED TO BE RELOCATED DEPENDING ON ACTUAL CONDITIONS. IF NEEDED, CONTACT WAVETRONIX FOR INSTALLATION SUPPORT (DON HENRY; 302-390-1523, DON.HENRY@WAVETRONIX.COM).*
4. *XP21 SENSORS MOUNTED TO STRAIN POLES AND MAST ARM UPRIGHTS SHOULD BE MOUNTED AS HIGH AS POSSIBLE ON THE POLES (PREFERRED MOUNTING HEIGHT = 15-25+ FEET).*
5. *THE TRAFFIC CONTRACTOR IS RESPONSIBLE FOR PROVIDING AND INSTALLING THEIR OWN TEMPORARY TRAFFIC CONTROL FOR TRAFFIC SIGNAL CONSTRUCTION AND TEMPORARY SIGNAL ADJUSTMENTS.*
6. *PROPOSED 2/#14 CABLES SHALL REMAIN COILED NEATLY IN THE JUNCTION WELL UNTIL INSTALLATION OF THE LOOP DETECTORS AT THE END OF THE PROJECT.*
7. *DELDOT TRAFFIC/OIT SHALL INSTALL A TEMPORARY CDMA PRIOR TO IMPACTING THE EXISTING FIBER OPTIC CONNECTION TO THE SIGNAL CABINET TO MAINTAIN COMMUNICATIONS UNTIL THE PROPOSED FIBER OPTIC CABLES ARE CONNECTED WITHIN THE PROPOSED CABINET.*
8. *SEE ULTIMATE SIGNAL PLANS FOR ADDITIONAL SIGNAL NOTES.*

PREPARED BY

WRA Whitman, Requardt and Associates, LLP
Engineers • Architects • Environmental Planners Est. 1915

7/24/2024
DATE

THIS SEAL APPLIES TO THIS SHEET ONLY.

KYLE O. CLEVENGER LICENSE No. 18723 DELAWARE PROFESSIONAL ENGINEER
SEAL

CONCURRENCE FOR INSTALLATION

CHIEF OF TRAFFIC ENGINEERING

7/25/2024
DATE

ADDENDA / REVISIONS

SCALE 0 30 60 90 FEET

US 40 WIDENING SALEM CHURCH ROAD TO WALTHER ROAD

CONTRACT	T201611902	PERMIT NO.	N495 & NCAM297
COUNTY	NEW CASTLE	DESIGNED BY:	K. CLEVENGER
		CHECKED BY:	M. BUCKLEY

TEMPORARY SIGNAL PLAN US 40 (PULASKI HIGHWAY) @ BROOKMONT DRIVE

SECTION: WRA
SHEET NO.: 195

LAST REVISED: 9/11/2018
7/23/2024
12:33:19 PM
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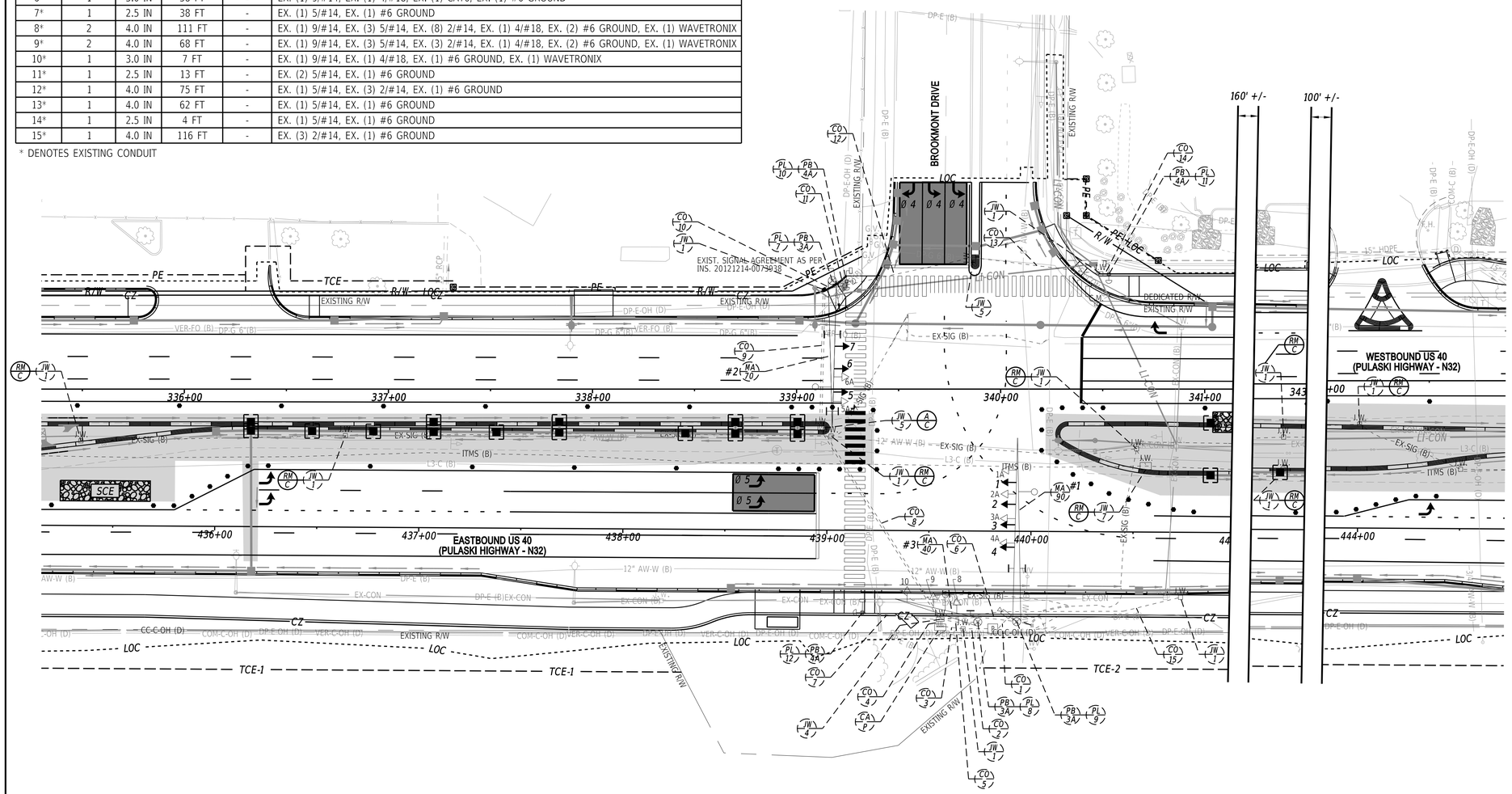
CONDUIT RUN SCHEDULE

CR NO.	NO. OF CONDUITS	SIZE	LENGTH	B/T/O	AMOUNT AND TYPE OF CABLE / WIRE
1*	1	2.0 IN	32 FT	-	EX. (3) 1/#8 THHN - LINE SIDE
2*	1	2.0 IN	12 FT	-	EX. (1) 2/#8 U.F. W/GROUND - LOAD SIDE
3*	1	2.0 IN	10 FT	-	EX. (1) 2/#8 U.F. W/GROUND - LOAD SIDE
4*	3	4.0 IN	3 FT	-	EX. (3) 9/#14, EX. (4) 5/#14, EX. (11) 2/#14, EX. (3) 4/#18, EX. (3) #6 GROUND, EX. (1) CAT6, EX. (1) WAVETRONIX
	1	4.0 IN	3 FT	-	FIBER OPTIC CABLES
5*	1	3.0 IN	19 FT	-	EX. (1) 9/#14, EX. (1) 4/#18, EX. (1) #6 GROUND
6*	1	3.0 IN	38 FT	-	EX. (1) 9/#14, EX. (1) 4/#18, EX. (1) CAT6, EX. (1) #6 GROUND
7*	1	2.5 IN	38 FT	-	EX. (1) 5/#14, EX. (1) #6 GROUND
8*	2	4.0 IN	111 FT	-	EX. (1) 9/#14, EX. (3) 5/#14, EX. (8) 2/#14, EX. (1) 4/#18, EX. (2) #6 GROUND, EX. (1) WAVETRONIX
9*	2	4.0 IN	68 FT	-	EX. (1) 9/#14, EX. (3) 5/#14, EX. (3) 2/#14, EX. (1) 4/#18, EX. (2) #6 GROUND, EX. (1) WAVETRONIX
10*	1	3.0 IN	7 FT	-	EX. (1) 9/#14, EX. (1) 4/#18, EX. (1) #6 GROUND, EX. (1) WAVETRONIX
11*	1	2.5 IN	13 FT	-	EX. (2) 5/#14, EX. (1) #6 GROUND
12*	1	4.0 IN	75 FT	-	EX. (1) 5/#14, EX. (3) 2/#14, EX. (1) #6 GROUND
13*	1	4.0 IN	62 FT	-	EX. (1) 5/#14, EX. (1) #6 GROUND
14*	1	2.5 IN	4 FT	-	EX. (1) 5/#14, EX. (1) #6 GROUND
15*	1	4.0 IN	116 FT	-	EX. (3) 2/#14, EX. (1) #6 GROUND

* DENOTES EXISTING CONDUIT

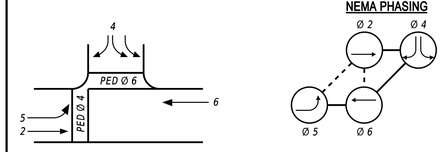
MAST ARM SCHEDULE

MA#	HEIGHT OF POLE	LENGTH OF ARM	# OF HEADS	# OPTICOM RECEIVERS	SF OF SIGNING	ARM MOUNT HEIGHT
1	21'-6"	90 FT	4	1	11.25 SF	18'-0"
2	21'-6"	70 FT	3	1	20.25 SF	20'-0"
3	21'-6"	40 FT	3	1	10.5 SF	20'-0"



TEMPORARY SIGNAL PHASING - PHASE 2

NEMA PHASING

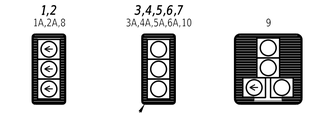


PHASING NOTES

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

TEMPORARY SIGNAL HEAD DIAGRAM - PHASE 2

* SEE NOTE 1



LEGEND

AB	*ABANDON*	OH #	EXISTING OVERHEAD RUN IDENTIFIER (# OF OVERHEAD RUN)
CA X	EXISTING CABINET IDENTIFIER (TYPE OF CABINET)	OH #	*PROPOSED OVERHEAD RUN IDENTIFIER (# OF OVERHEAD RUN)*
CA X	*PROPOSED CABINET IDENTIFIER (TYPE OF CABINET)*	PB X	EXISTING POLE BASE IDENTIFIER (TYPE OF POLE BASE)
CO #/#	EXISTING CONDUIT RUN IDENTIFIER (# OF CONDUIT RUN)	PB X	*PROPOSED POLE BASE IDENTIFIER (TYPE OF POLE BASE)*
CO #/#	*PROPOSED CONDUIT RUN IDENTIFIER (# OF CONDUIT RUN)*	PL X/X	EXISTING POLE IDENTIFIER (# OF POLE)
JW X/X	EXISTING JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL)	PL X	*PROPOSED POLE IDENTIFIER (# OF POLE)*
JW X	*PROPOSED JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL)*	RM C	*REMOVE BY CONTRACTOR*
MA X/X	EXISTING MAST ARM IDENTIFIER (LENGTH OF ARM)	RM O	*REMOVE BY OTHERS*
MA XX	*PROPOSED MAST ARM IDENTIFIER (LENGTH OF ARM)*	RM TC	*REMOVE BY TRAFFIC CONTRACTOR*

	EXISTING SYMBOL	PROPOSED SYMBOL
JUNCTION WELL	J.W.	■
LOOP DETECTOR, TYPE 1		▭
LOOP DETECTOR, TYPE 2		▭
LUMINAIRE		—●—
MAST ARM		▶
MICROWAVE DETECTION		
OPTICOM RECEIVER	—○	—●
OVERHEAD SIGNING		
PEDESTRIAN POLE/BASE		⊛
PEDESTRIAN PUSHBUTTON		—▸
PEDESTRIAN SIGNAL HEAD		
RIGHT-OF-WAY		R/W
SERVICE PEDESTAL	P	P
SIGNAL CABINET		■
SIGNAL HEAD		→
SIGNAL POLE/BASE	⊗	⊙
CCTV CAMERA		
SPAN WIRE	XX	
UTILITY POLE		
VIDEO DETECTION (FISHEYE)		

TEMPORARY SIGNAL NOTES:

1. *DELDOT'S TRAFFIC CONTRACTOR SHALL SLIDE EXISTING SIGNAL HEADS 1A-6A TO PROPOSED LOCATIONS 1-6, AS SHOWN.*
2. *THE TRAFFIC CONTRACTOR SHALL ADJUST THE TEMPORARY DETECTION ZONES FOR THE US 40 EBL (PHASE 5) MOVEMENT TO ACCOMMODATE THE PHASE 2 M.O.T. CONFIGURATION. MAINTAIN EXISTING DETECTION ZONE FOR BROOKMONT DRIVE SB.*
3. *THE TRAFFIC CONTRACTOR IS RESPONSIBLE FOR PROVIDING AND INSTALLING THEIR OWN TEMPORARY TRAFFIC CONTROL FOR TRAFFIC SIGNAL CONSTRUCTION AND TEMPORARY SIGNAL ADJUSTMENTS.*
4. *PROPOSED 2/#14 CABLES SHALL REMAIN COILED NEATLY IN THE JUNCITON WELL UNTIL INSTALLATION OF THE LOOP DETECTORS AT THE END OF THE PROJECT.*
5. *SEE ULTIMATE SIGNAL PLANS FOR ADDITIONAL SIGNAL NOTES.*

PREPARED BY

Whitman, Requardt and Associates, LLP
Engineers • Architects • Environmental Planners Est. 1915

7/24/2024
THIS SEAL APPLIES TO THIS SHEET ONLY. DATE

KYLE O. CLEVENGER LICENSE No. 18723 DELAWARE PROFESSIONAL ENGINEER
SEAL

CONCURRENCE FOR INSTALLATION

7/25/2024
CHIEF OF TRAFFIC ENGINEERING DATE

ADDENDA / REVISIONS			

SCALE 0 30 60 90 FEET

US 40 WIDENING SALEM CHURCH ROAD TO WALTHER ROAD

CONTRACT	T201611902	PERMIT NO.	N495 & NCAM297
COUNTY	NEW CASTLE	DESIGNED BY:	K. CLEVENGER
		CHECKED BY:	M. BUCKLEY

TEMPORARY SIGNAL PLAN US 40 (PULASKI HIGHWAY) @ BROOKMONT DRIVE

SECTION: WRA
SHEET NO.: 196

LAST REVISED: 9/11/2018
7/23/2024
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CONDUIT RUN SCHEDULE

CR NO.	NO. OF CONDUITS	SIZE	LENGTH	B/T/O	AMOUNT AND TYPE OF CABLE / WIRE
1**	1	2.0 IN	32 FT	T	(3) 1/#8 THHN - LINE SIDE
2**	1	2.0 IN	12 FT	T	(1) 2/#8 U.F. W/GROUND - LOAD SIDE
3**	1	2.0 IN	10 FT	T	(1) 2/#8 U.F. W/GROUND - LOAD SIDE
4	3	4.0 IN	3 FT	T	(3) 9/#14, (4) 5/#14, (11) 2/#14, (3) 4/#18, (3) #6 GROUND, (1) CAT6
	1	4.0 IN	3 FT	T	FIBER OPTIC CABLES
5	1	3.0 IN	19 FT	T	(1) 9/#14, (1) 4/#18, (1) #6 GROUND
6	1	3.0 IN	38 FT	T	(1) 9/#14, (1) 4/#18, (1) #6 GROUND, (1) CAT6
7	1	2.5 IN	38 FT	T	(1) 5/#14, (1) #6 GROUND
8	2	4.0 IN	111 FT	B	(1) 9/#14, (3) 5/#14, (8) 2/#14, (1) 4/#18, (2) #6 GROUND
9	2	4.0 IN	68 FT	B	(1) 9/#14, (3) 5/#14, (3) 2/#14, (1) 4/#18, (2) #6 GROUND
10	1	3.0 IN	7 FT	T	(1) 9/#14, (1) 4/#18, (1) #6 GROUND
11	1	2.5 IN	13 FT	T	(2) 5/#14, (1) #6 GROUND
12	1	4.0 IN	75 FT	B	(1) 5/#14, (3) 2/#14, (1) #6 GROUND
13	1	4.0 IN	62 FT	B	(1) 5/#14, (1) #6 GROUND
14	1	2.5 IN	4 FT	T	(1) 5/#14, (1) #6 GROUND
15	1	4.0 IN	116 FT	T	(3) 2/#14, (1) #6 GROUND

* ALL CABLES ARE NEW

** RIGID GALVANIZED STEEL CONDUIT

B = BORE, T = TRENCH, O = OPEN CUT

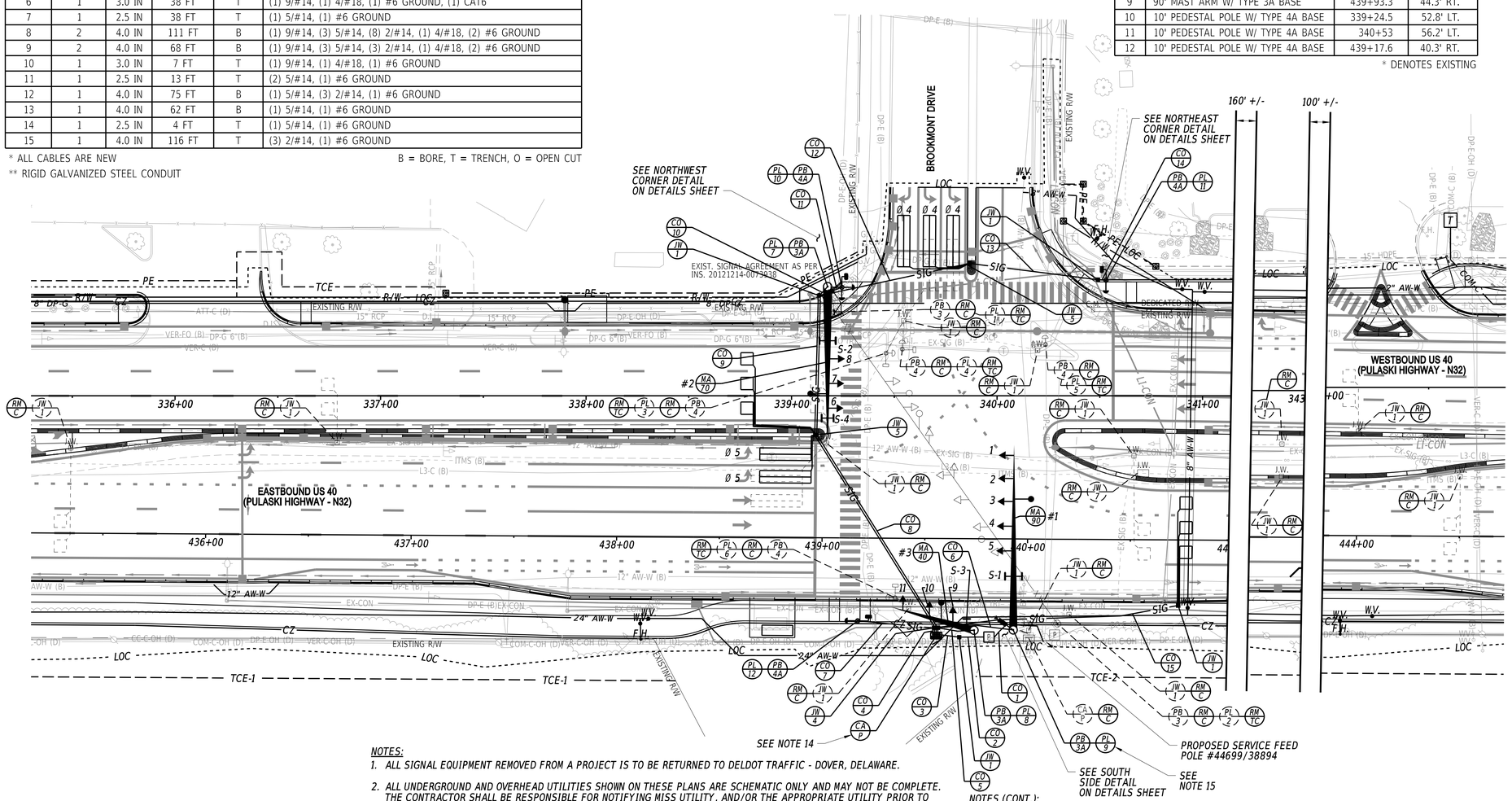
MAST ARM SCHEDULE

MA#	HEIGHT OF POLE	LENGTH OF ARM	# OF HEADS	# OPTICOM RECEIVERS	SF OF SIGNING	ARM MOUNT HEIGHT
1	21'-6"	90 FT	5	1	11.25 SF	18'-0"
2	21'-6"	70 FT	3	1	20.25 SF	20'-0"
3	21'-6"	40 FT	3	1	10.5 SF	20'-0"

POLE SCHEDULE

NO.	TYPE	STATION	OFFSET
1*	28' STRAIN POLE - REMOVE	339+21.4	40.9' LT.
2*	28' STRAIN POLE - REMOVE	440+14.6	41' RT.
3*	10' PEDESTAL POLE - REMOVE	339+46	20.8' LT.
4*	10' PEDESTAL POLE - REMOVE	339+53.9	22.7' LT.
5*	10' PEDESTAL POLE - REMOVE	340+23.6	25' LT.
6*	10' PEDESTAL POLE - REMOVE	439+35.7	29' RT.
7	70' MAST ARM W/ TYPE 3A BASE	339+17.5	53.2' LT.
8	40' MAST ARM W/ TYPE 3A BASE	439+74.2	44.5' RT.
9	90' MAST ARM W/ TYPE 3A BASE	439+93.3	44.3' RT.
10	10' PEDESTAL POLE W/ TYPE 4A BASE	339+24.5	52.8' LT.
11	10' PEDESTAL POLE W/ TYPE 4A BASE	340+53	56.2' LT.
12	10' PEDESTAL POLE W/ TYPE 4A BASE	439+17.6	40.3' RT.

* DENOTES EXISTING



NOTES:

1. ALL SIGNAL EQUIPMENT REMOVED FROM A PROJECT IS TO BE RETURNED TO DELDOT TRAFFIC - DOVER, DELAWARE.
2. 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.
3. LOOP DETECTORS:
   TYPE #2 - 6' x 25' - TO BE INSTALLED ON EASTBOUND US-40 LEFT TURN MOVEMENT.
   TYPE #2 - 6' x 25' - TO BE INSTALLED ON BROOKMONT DR LEFT TURN MOVEMENTS.
   SYSTEM - 6' x 6' - TO BE INSTALLED ON US-40 RECEIVING LANES, AS SHOWN.
4. ALL PROPOSED SIGNAL POLES ARE DELDOT MAST ARMS.
5. POLE BASES, CABINET BASE AND CONDUIT JUNCTION WELLS TO BE REMOVED IN ACCORDANCE WITH SECTION 211 OF THE STANDARD SPECIFICATIONS OR AS DIRECTED BY ENGINEER. EXISTING CONDUIT IS TO BE ABANDONED.
6. ALL GALVANIZED CONDUIT (GRC) SHALL BE REAMED AND THREADED. ALL GRC SHALL BE THREADED TOGETHER WITH APPROVED COUPLINGS. SET SCREW, BOLTED, AND COMPRESSION FITTING ARE NOT ACCEPTABLE.
7. ALL CONDUIT SHALL BE SCHEDULE 80 PVC WHEN INSTALLED BY TRENCHING OR OPEN CUT AND HDPE SDR-13.5 WHEN INSTALLED BY BORING, UNLESS OTHERWISE NOTED.
8. ALL PEDESTRIAN SIGNALS SHALL CONTAIN PEDESTRIAN COUNTDOWN DISPLAYS.
   PL11 & PL12 = R10-3eL (LEFT ARROW); PL10 = R10-3e-DE (NO ARROW)
9. DELDOT'S TRAFFIC CONTRACTOR SHALL INSTALL BACKPLATES ON ALL PROPOSED SIGNAL HEADS.

NOTES (CONT.):

10. PROPOSED POLE BASES SUPPORTING POLES WITH PEDESTRIAN PUSHBUTTONS SHOULD BE CONSTRUCTED IMMEDIATELY ADJACENT TO THE FLAT (50:1 OR FLATTER) LANDING AREA OF THE PEDESTRIAN CONNECTION WHEN POSSIBLE. WHERE THERE ARE PHYSICAL CONSTRAINTS THAT MAKE IT IMPRACTICAL TO PLACE THE PEDESTRIAN PUSHBUTTON ADJACENT TO A LEVEL ALL-WEATHER SURFACE, THE SURFACE SHOULD BE AS LEVEL AS FEASIBLE. THE PEDESTRIAN PUSHBUTTON SHOULD BE INSTALLED AT A HEIGHT OF 42 TO 48 INCHES ABOVE THE ADJOINING SIDEWALK, AND SHALL BE LOCATED SUCH THAT THAT THE MAXIMUM REACH DISTANCE DOES NOT EXCEED 10 INCHES FROM THE ADJOINING SIDEWALK 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 FEET OR MORE THAN 10 FEET ABOVE.
11. EXISTING LOOP DETECTORS AND EXISTING SIGNAL CONDUITS SHALL BE IN ABANDONED IN PLACE AND NOT USED FOR THE INSTALLATION OF PROPOSED SIGNAL CABLES.
12. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE INSTALLATION AND REMOVAL OF ALL UNDERGROUND EQUIPMENT - E.G., JUNCTION WELLS, LOOPS, POLE AND CABINET BASES AND CONDUIT. DELDOT'S TRAFFIC CONTRACTOR SHALL BE RESPONSIBLE FOR THE INSTALLATION AND REMOVAL OF ALL ELECTRICAL CABLES AND ABOVE GROUND SIGNAL EQUIPMENT - E.G. HEADS, OVERHEAD SIGNS, POLES, PUSHBUTTONS AND OPTICOM RECEIVERS. THE TRAFFIC CONTRACTOR SHALL BE RESPONSIBLE FOR THEIR OWN TEMPORARY TRAFFIC CONTROL.
13. DP&L LUMINAIRE ON STRAIN POLE SHALL BE REMOVED BY DELDOT'S TRAFFIC CONTRACTOR WITH OVERHEAD WIRING CAPPED AT TRIPLEX SPLICE.
14. DELDOT TRAFFIC SHALL INSTALL A JOINT-USE SIGNAL/CCTV CABINET.
15. DELDOT'S TRAFFIC CONTRACTOR SHALL INSTALL A DAVIT ARM CCTV CAMERA (NCAM297) ON PL-9.

PROPOSED OVERHEAD SIGNS

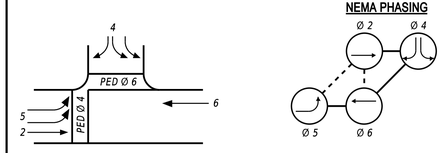
S-1, S-2*
D3-1 (90"x18")
(BACK-TO-BACK)
8" & 6" D-SERIES

*FREE SWINGING MOUNTS

S-3*
D3-1a (84"x18")
8" & 6" D-SERIES
10" SHIELD

S-4
R3-18 (36"x36")

ULTIMATE SIGNAL PHASING

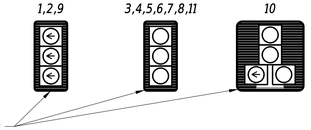


PHASING NOTES

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

ULTIMATE SIGNAL HEAD DIAGRAM

* ALL EXISTING SIGNAL HEADS SHALL BE REMOVED



LEGEND

AB — ABANDON	OH # — EXISTING OVERHEAD RUN IDENTIFIER (# OF OVERHEAD RUN)
CA X — EXISTING CABINET IDENTIFIER (TYPE OF CABINET)	OH # — *PROPOSED OVERHEAD RUN IDENTIFIER (# OF OVERHEAD RUN)*
CA X — *PROPOSED CABINET IDENTIFIER (TYPE OF CABINET)*	PB X — EXISTING POLE BASE IDENTIFIER (TYPE OF POLE BASE)
CO #/# — EXISTING CONDUIT RUN IDENTIFIER (# OF CONDUIT RUN)	PB X — *PROPOSED POLE BASE IDENTIFIER (TYPE OF POLE BASE)*
CO #/# — *PROPOSED CONDUIT RUN IDENTIFIER (# OF CONDUIT RUN)*	PL X/X — EXISTING POLE IDENTIFIER (# OF POLE)
JW X/X — EXISTING JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL)	PL X — *PROPOSED POLE IDENTIFIER (# OF POLE)*
JW X — *PROPOSED JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL)*	RM C — *REMOVE BY CONTRACTOR*
MA XX — EXISTING MAST ARM IDENTIFIER (LENGTH OF ARM)	RM O — *REMOVE BY OTHERS*
MA XX — *PROPOSED MAST ARM IDENTIFIER (LENGTH OF ARM)*	RM TC — *REMOVE BY TRAFFIC CONTRACTOR*

	EXISTING SYMBOL	PROPOSED SYMBOL
JUNCTION WELL	J.W.	■
LOOP DETECTOR, TYPE 1		▭
LOOP DETECTOR, TYPE 2		▭
LUMINAIRE	—○—	—●—
MAST ARM		
MICROWAVE DETECTION		
OPTICOM RECEIVER	—○	—●
OVERHEAD SIGNING	—⊣	—⊣
PEDESTRIAN POLE/BASE	⊚	⊚
PEDESTRIAN PUSHBUTTON	—○	—→
PEDESTRIAN SIGNAL HEAD		
RIGHT-OF-WAY	— — —	—— R/W ——
SERVICE PEDESTAL	P	P
SIGNAL CABINET		
SIGNAL HEAD	—▷	—→
SIGNAL POLE/BASE	⊗	⊙
CCTV CAMERA		
SPAN WIRE	—— XX ——	—◇—
UTILITY POLE	⊘	●
VIDEO DETECTION (FISHEYE)		

PREPARED BY

WRA Whitman, Requardt and Associates, LLP
Engineers • Architects • Environmental Planners Est. 1915

KYLE O. CLEVENGER LICENSE No. 18723 DELAWARE PROFESSIONAL ENGINEER

7/24/2024

THIS SEAL APPLIES TO THIS SHEET ONLY. DATE SEAL

CONCURRENCE FOR INSTALLATION

CHIEF OF TRAFFIC ENGINEERING 7/25/2024 DATE

ADDENDA / REVISIONS

SCALE 0 30 60 90 FEET

US 40 WIDENING SALEM CHURCH ROAD TO WALTHER ROAD

CONTRACT	T201611902	PERMIT NO.	N495 & NCAM297
COUNTY	NEW CASTLE	DESIGNED BY: K. CLEVENGER	
		CHECKED BY: M. BUCKLEY	

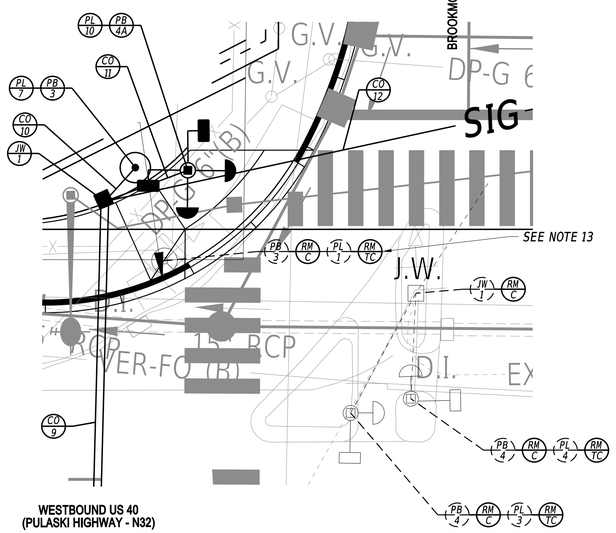
ULTIMATE SIGNAL PLAN US 40 (PULASKI HIGHWAY) @ BROOKMONT DRIVE

SECTION: WRA
SHEET NO.: 197

LAST REVISED: 9/11/2018
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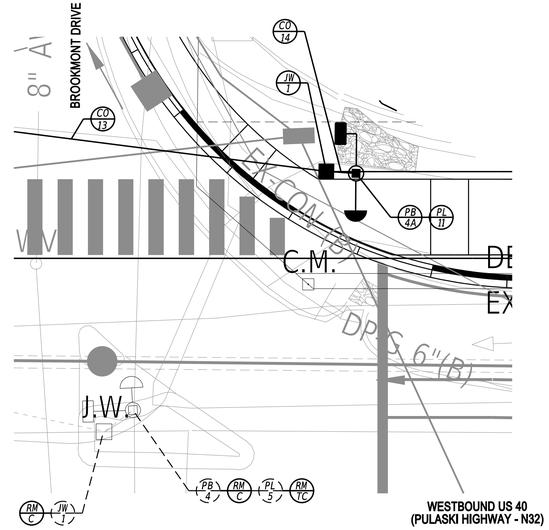
NORTHWEST CORNER DETAIL

SCALE: 1" = 10'



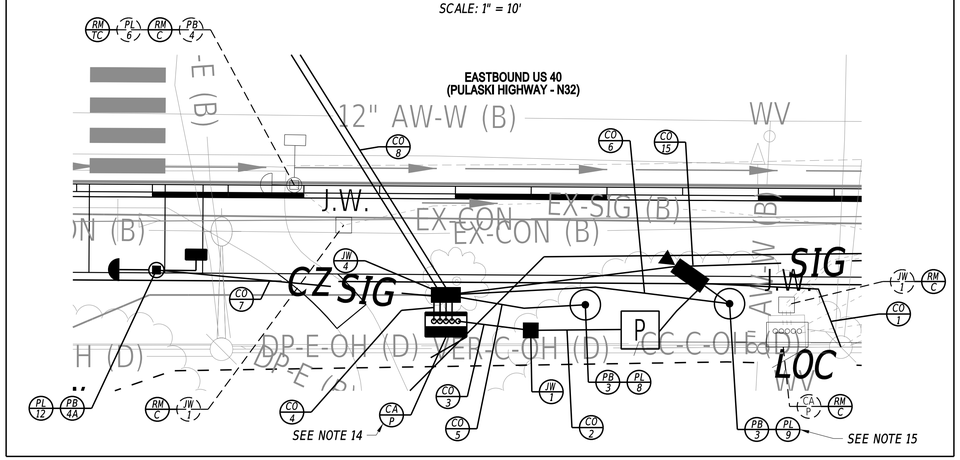
NORTHEAST CORNER DETAIL

SCALE: 1" = 10'



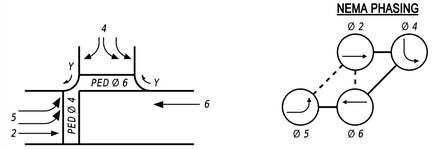
SOUTH SIDE DETAIL

SCALE: 1" = 10'



ULTIMATE SIGNAL PHASING

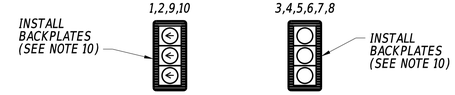
NEMA PHASING



PHASING NOTES

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

ULTIMATE SIGNAL HEAD DIAGRAM



LEGEND

AB	ABANDON	OH-#	EXISTING OVERHEAD RUN IDENTIFIER (# OF OVERHEAD RUN)
CA-X	EXISTING CABINET IDENTIFIER (TYPE OF CABINET)	OH-#	PROPOSED OVERHEAD RUN IDENTIFIER (# OF OVERHEAD RUN)
CA-X	PROPOSED CABINET IDENTIFIER (TYPE OF CABINET)	PB-X	EXISTING POLE BASE IDENTIFIER (TYPE OF POLE BASE)
CO-#	EXISTING CONDUIT RUN IDENTIFIER (# OF CONDUIT RUN)	PB-X	PROPOSED POLE BASE IDENTIFIER (TYPE OF POLE BASE)
CO-#	PROPOSED CONDUIT RUN IDENTIFIER (# OF CONDUIT RUN)	PL-X	EXISTING POLE IDENTIFIER (# OF POLE)
JW-X	EXISTING JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL)	PL-X	PROPOSED POLE IDENTIFIER (# OF POLE)
JW-X	PROPOSED JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL)	RM-C	REMOVE BY CONTRACTOR
MA-XX	EXISTING MAST ARM IDENTIFIER (LENGTH OF ARM)	RM-O	REMOVE BY OTHERS
MA-XX	PROPOSED MAST ARM IDENTIFIER (LENGTH OF ARM)	RM-TC	REMOVE BY TRAFFIC CONTRACTOR

	EXISTING SYMBOL	PROPOSED SYMBOL
JUNCTION WELL	J.W.	■
LOOP DETECTOR, TYPE 1		□
LOOP DETECTOR, TYPE 2		▭
LUMINAIRE		—●—
MAST ARM		▶
MICROWAVE DETECTION		
OPTICOM RECEIVER		
OVERHEAD SIGNING		
PEDESTRIAN POLE/BASE		
PEDESTRIAN PUSHBUTTON		
PEDESTRIAN SIGNAL HEAD		
RIGHT-OF-WAY		R/W
SERVICE PEDESTAL	P	P
SIGNAL CABINET		
SIGNAL HEAD		
SIGNAL POLE/BASE		
CCTV CAMERA		
SPAN WIRE	XX	
UTILITY POLE		
VIDEO DETECTION (FISHEYE)		

CONDUIT RUN SCHEDULE

CR NO.	NO. OF CONDUITS	SIZE	LENGTH	B/T/O	AMOUNT AND TYPE OF CABLE / WIRE
1**	1	2.0 IN	32 FT	T	(3) 1/#8 THHN - LINE SIDE
2**	1	2.0 IN	12 FT	T	(1) 2/#8 U.F. W/GROUND - LOAD SIDE
3**	1	2.0 IN	10 FT	T	(1) 2/#8 U.F. W/GROUND - LOAD SIDE
4	3	4.0 IN	3 FT	T	(3) 9/#14, (4) 5/#14, (11) 2/#14, (3) 4/#18, (3) #6 GROUND, (1) CAT6
	1	4.0 IN	3 FT	T	FIBER OPTIC CABLES
5	1	3.0 IN	19 FT	T	(1) 9/#14, (1) 4/#18, (1) #6 GROUND
6	1	3.0 IN	38 FT	T	(1) 9/#14, (1) 4/#18, (1) #6 GROUND, (1) CAT6
7	1	2.5 IN	38 FT	T	(1) 5/#14, (1) #6 GROUND
8	2	4.0 IN	111 FT	B	(1) 9/#14, (3) 5/#14, (8) 2/#14, (1) 4/#18, (2) #6 GROUND
9	2	4.0 IN	68 FT	B	(1) 9/#14, (3) 5/#14, (3) 2/#14, (1) 4/#18, (2) #6 GROUND
10	1	3.0 IN	7 FT	T	(1) 9/#14, (1) 4/#18, (1) #6 GROUND
11	1	2.5 IN	13 FT	T	(2) 5/#14, (1) #6 GROUND
12	1	4.0 IN	75 FT	B	(1) 5/#14, (3) 2/#14, (1) #6 GROUND
13	1	4.0 IN	62 FT	B	(1) 5/#14, (1) #6 GROUND
14	1	2.5 IN	4 FT	T	(1) 5/#14, (1) #6 GROUND
15	1	4.0 IN	116 FT	T	(3) 2/#14, (1) #6 GROUND

* ALL CABLES ARE NEW

B = BORE, T = TRENCH, O = OPEN CUT

** RIGID GALVANIZED STEEL CONDUIT

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.

3. *LOOP DETECTORS:*
   TYPE #2 - 6' x 25' - TO BE INSTALLED ON EASTBOUND US-40 LEFT TURN MOVEMENT.
   TYPE #2 - 6' x 25' - TO BE INSTALLED ON BROOKMONT DR LEFT TURN MOVEMENTS.
   SYSTEM - 6' x 6' - TO BE INSTALLED ON US-40 RECEIVING LANES, AS SHOWN.
4. *ALL PROPOSED SIGNAL POLES ARE DELDOT MAST ARMS.*
5. *POLE BASES, CABINET BASE AND CONDUIT JUNCTION WELLS TO BE REMOVED IN ACCORDANCE WITH SECTION 211 OF THE STANDARD SPECIFICATIONS OR AS DIRECTED BY ENGINEER. EXISTING CONDUIT IS TO BE ABANDONED.*
6. *ALL GALVANIZED CONDUIT (GRC) SHALL BE REAMED AND THREADED. ALL GRC SHALL BE THREADED TOGETHER WITH APPROVED COUPLINGS. SET SCREW, BOLTED, AND COMPRESSION FITTING ARE NOT ACCEPTABLE.*
7. *ALL CONDUIT SHALL BE SCHEDULE 80 PVC WHEN INSTALLED BY TRENCHING OR OPEN CUT AND HDPE SDR-13.5 WHEN INSTALLED BY BORING, UNLESS OTHERWISE NOTED.*
8. *ALL PEDESTRIAN SIGNALS SHALL CONTAIN PEDESTRIAN COUNTDOWN DISPLAYS.*
   PL11 & PL12 = R10-3eL (LEFT ARROW); PL10 = R10-3e-DE (NO ARROW)
9. *DELDOT'S TRAFFIC CONTRACTOR SHALL INSTALL BACKPLATES ON ALL PROPOSED SIGNAL HEADS.*

NOTES (CONT.):

10. *PROPOSED POLE BASES SUPPORTING POLES WITH PEDESTRIAN PUSHBUTTONS SHOULD BE CONSTRUCTED IMMEDIATELY ADJACENT TO THE FLAT (50:1 OR FLATTER) LANDING AREA OF THE PEDESTRIAN CONNECTION WHEN POSSIBLE. WHERE THERE ARE PHYSICAL CONSTRAINTS THAT MAKE IT IMPRACTICAL TO PLACE THE PEDESTRIAN PUSHBUTTON ADJACENT TO A LEVEL ALL-WEATHER SURFACE, THE SURFACE SHOULD BE AS LEVEL AS FEASIBLE. THE PEDESTRIAN PUSHBUTTON SHOULD BE INSTALLED AT A HEIGHT OF 42 TO 48 INCHES ABOVE THE ADJOINING SIDEWALK, AND SHALL BE LOCATED SUCH THAT THAT THE MAXIMUM REACH DISTANCE DOES NOT EXCEED 10 INCHES FROM THE ADJOINING SIDEWALK 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 FEET OR MORE THAN 10 FEET ABOVE.*
11. *EXISTING LOOP DETECTORS AND EXISTING SIGNAL CONDUITS SHALL BE IN ABANDONED IN PLACE AND NOT USED FOR THE INSTALLATION OF PROPOSED SIGNAL CABLES.*
12. *THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE INSTALLATION AND REMOVAL OF ALL UNDERGROUND EQUIPMENT - E.G., JUNCTION WELLS, LOOPS, POLE AND CABINET BASES AND CONDUIT. DELDOT'S TRAFFIC CONTRACTOR SHALL BE RESPONSIBLE FOR THE INSTALLATION AND REMOVAL OF ALL ELECTRICAL CABLES AND ABOVE GROUND SIGNAL EQUIPMENT - E.G. HEADS, OVERHEAD SIGNS, POLES, PUSHBUTTONS AND OPTICOM RECEIVERS. THE TRAFFIC CONTRACTOR SHALL BE RESPONSIBLE FOR THEIR OWN TEMPORARY TRAFFIC CONTROL.*
13. *DP&L LUMINAIRE ON STRAIN POLE SHALL BE REMOVED BY DELDOT'S TRAFFIC CONTRACTOR WITH OVERHEAD WIRING CAPPED AT TRIPLEX SPLICE.*
14. *DELDOT TRAFFIC SHALL INSTALL A JOINT-USE SIGNAL/CCTV CABINET.*
15. *DELDOT'S TRAFFIC CONTRACTOR SHALL INSTALL A DAVIT ARM CCTV CAMERA (NCAM297) ON PL-9.*

PREPARED BY

Whitman, Requardt and Associates, LLP
Engineers • Architects • Environmental Planners Est. 1915

7/24/2024

THIS SEAL APPLIES TO THIS SHEET ONLY. DATE

KYLE O. CLEVENGER LICENSE No. 18723 DELAWARE PROFESSIONAL ENGINEER

SEAL

CONCURRENCE FOR INSTALLATION

CHIEF OF TRAFFIC ENGINEERING

7/25/2024

DATE

ADDENDA / REVISIONS		NOT TO SCALE	US 40 WIDENING SALEM CHURCH ROAD TO WALTHER ROAD	CONTRACT T201611902	PERMIT NO. N495 & NCAM297	ULTIMATE SIGNAL PLAN US 40 (PULASKI HIGHWAY) @ BROOKMONT DRIVE	SECTION WRA
				COUNTY NEW CASTLE	DESIGNED BY: K. CLEVENGER		SHEET NO. 198
					CHECKED BY: M. BUCKLEY		

LAST REVISED: 9/11/2018
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TEMPORARY SIGNAL NOTES:

1. *THE TRAFFIC CONTRACTOR SHALL INSTALL WAVETRONIX "MATRIX" SENSORS ON EXISTING STRAIN POLES AS SHOWN UPON NOTICE-TO-PROCEED AND PRIOR TO IMPACTING EXISTING LOOP DETECTORS. WAVETRONIX CABLES SHALL BE FED FROM THE CABINET TO THE ADJACENT STRAIN POLE AND THEN AERIALLY TO EACH SENSOR VIA EXISTING SPAN WIRE RUNS. PROPOSED SENSOR LOCATIONS/DETECTION ZONES:*
   - *PL-1: ONE UNIT FOR FOR US 40 EBL (PHASE 5), ONE UNIT FOR WELLINGTON DRIVE SB (PHASE 4)*
   - *PL-2: ONE UNIT FOR US 40 WBL (PHASE 1), ONE UNIT FOR CHURCH ROAD NB(PHASE 3)*
2. *THE TRAFFIC CONTRACTOR SHALL RELOCATE THE WAVETRONIX SENSORS TO THE PROPOSED MAST ARMS UPON ACTIVATION OF THE NEW SIGNAL:*
   - *PL-8: ONE UNIT FOR FOR WELLINGTON DRIVE SB (PHASE 4), ONE UNIT ON MA#2 FOR US 40 EBL (PHASE 5)*
   - *PL-10/MA#4: ONE UNIT FOR CHURCH ROAD NB (PHASE 3)*
   - *PL-11/MA#1: ONE UNIT FOR US 40 WBL*
3. *A SITE SURVEY SHALL BE CONDUCTED BY THE TRAFFIC CONTRACTOR PRIOR TO INSTALLATION OF WAVETRONIX UNITS TO ENSURE THERE ARE NO FIELD CONFLICTS. SENSORS MAY NEED TO BE RELOCATED DEPENDING ON ACTUAL CONDITIONS. IF NEEDED, CONTACT WAVETRONIX FOR INSTALLATION SUPPORT (DON HENRY; 302-390-1523, DON.HENRY@WAVETRONIX.COM).*
4. *MATRIX SENSORS MOUNTED TO STRAIN POLES AND MAST ARM UPRIGHTS SHOULD BE MOUNTED AS HIGH AS POSSIBLE ON THE POLES (PREFERRED MOUNTING HEIGHT = 15-25+ FEET).*
5. *THE TRAFFIC CONTRACTOR IS RESPONSIBLE FOR PROVIDING AND INSTALLING THEIR OWN TEMPORARY TRAFFIC CONTROL FOR TRAFFIC SIGNAL CONSTRUCTION AND TEMPORARY SIGNAL ADJUSTMENTS.*
6. *PROPOSED 2/#14 CABLES SHALL REMAIN COILED NEATLY IN THE JUNCITON WELL UNTIL INSTALLATION OF THE LOOP DETECTORS AT THE END OF THE PROJECT.*
7. *DELDOT TRAFFIC/OIT SHALL INSTALL A TEMPORARY CDMA PRIOR TO IMPACTING THE EXISTING FIBER OPTIC CONNECTION TO THE SIGNAL CABINET TO MAINTAIN COMMUNICIATIONS UNTIL THE PROPOSED FIBER OPTIC CABLES ARE CONNECTED WITHIN THE PROPOSED CABINET.*
8. *SEE ULTIMATE SIGNAL PLANS FOR ADDITIONAL SIGNAL NOTES.*

POLE SCHEDULE

NO.	TYPE	STATION	OFFSET
1*	30' STRAIN POLE - REMOVE	348+10.8	50.3' LT.
2*	30' STRAIN POLE - REMOVE	449+40.2	36.7' RT.
3*	10' PEDESTAL POLE - REMOVE	348+27.1	39.9' LT.
4*	10' PEDESTAL POLE - REMOVE	349+17.5	39.5' LT.
5*	10' PEDESTAL POLE - REMOVE	349+29.4	34.9' LT.
6*	10' PEDESTAL POLE - REMOVE	448+38.9	39.0' RT.
7*	10' PEDESTAL POLE - REMOVE	449+19.2	43.8' RT.
8	80' MAST ARM W/ TYPE 3B BASE	348+20.2	45.1' LT.
9	70' MAST ARM W/ TYPE 3A BASE	349+12.7	49.5' LT.
10	70' MAST ARM W/ TYPE 3A BASE	449+17.4	57.3' RT.
11	80' MAST ARM W/ TYPE 3A BASE	449+51.9	36.8' RT.
12	10' PEDESTAL POLE W/ TYPE 4A BASE	348+00.2	39.1' LT.
13	10' PEDESTAL POLE W/ TYPE 4A BASE	348+25.9	49.3' LT.
14	10' PEDESTAL POLE W/ TYPE 4A BASE	349+08.8	50.7' LT.
15	10' PEDESTAL POLE W/ TYPE 4A BASE	349+30.8	38.2' LT.
16	10' PEDESTAL POLE W/ TYPE 4A BASE	447+96.7	39.7' RT.
17	10' PEDESTAL POLE W/ TYPE 4A BASE	448+32.3	41.3' RT.
18	10' PEDESTAL POLE W/ TYPE 4A BASE	448+21.6	40.0' RT.

* DENOTES EXISTING POLE

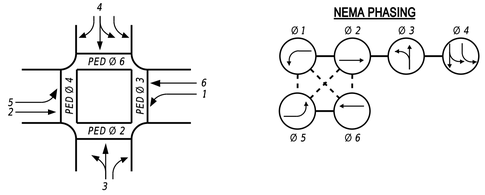
CONDUIT RUN SCHEDULE

CR NO.	NO. OF CONDUITS	SIZE	LENGTH	B/T/O	AMOUNT AND TYPE OF CABLE / WIRE
1*	1	1.5 IN	4 FT	-	EX. (1) 2/#8 U.F. W/GROUND (LINE SIDE)
2*	1	1.5 IN	5 FT	-	EX. (1) 2/#8 U.F. W/GROUND (LOAD SIDE)
3*	3	2.5 IN	15 FT	-	EX. (1) #6 GROUND; <REMOVE EX. (4) 9/#14, (9) 4/#18>; [NEW (2) 16/#14, (2) 9/#14, (4) 4/#18, (6) 5/#14, (2) #6 GROUND, (1) CAT6, (4) WAVETRONIX]
4	1	2.5 IN	11 FT	T	[NEW (2) 5/#14, (1) #6 GROUND]
5*	1	2.5 IN	61 FT	-	EX. (1) #6 GROUND; <REMOVE EX. (1) 9/#14, (1) 4/#18>; [NEW (2) 5/#14]
6	1	4.0 IN	40 FT	B	[NEW (2) 5/#14, (1) #6 GROUND]
7	1	2.5 IN	8 FT	T	[NEW (1) 5/#14, (1) #6 GROUND]
8	1	2.5 IN	44 FT	T	[NEW (1) 5/#14, (1) #6 GROUND]
9	1	3.0 IN	22 FT	T	[NEW (1) 9/#14, (1) 4/#18, (1) #6 GROUND, (1) CAT6, (1) WAVETRONIX]
10	1	3.0 IN	26 FT	T	[NEW (1) 16/#14, (1) 4/#18, (1) #6 GROUND, (1) WAVETRONIX]
11	2	4.0 IN	78 FT	B	[NEW (1) 16/#14, (1) 9/#14, (2) 4/#18, (4) 5/#14, (2) #6 GROUND, (2) WAVETRONIX]
12	1	4.0 IN	84 FT	B	[NEW (1) 16/#14, (1) 4/#18, (2) 5/#14, (1) #6 GROUND]
13	1	2.5 IN	44 FT	T	[NEW (1) 5/#14, (1) #6 GROUND]
14	1	4.0 IN	63 FT	T	[NEW (1) 16/#14, (1) 4/#18, (1) 5/#14, (1) #6 GROUND]
15	1	3.0 IN	20 FT	T	[NEW (1) 16/#14, (1) 4/#18, (1) #6 GROUND]
16	1	2.5 IN	22 FT	T	[NEW (1) 5/#14, (1) #6 GROUND]
17*	1	2.5 IN	40 FT	-	EX. (1) #6 GROUND; <REMOVE EX. (2) 4/#18, (1) 9/#14>

* DENOTES EXISTING CONDUIT

B = BORE, T = TRENCH, O = OPEN CUT

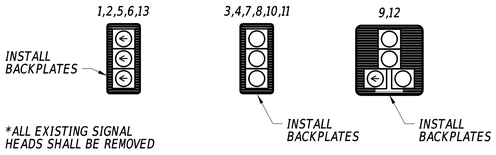
TEMPORARY SIGNAL PHASING - PHASE 1



PHASING NOTES

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

TEMPORARY SIGNAL HEAD DIAGRAM - PHASE 1

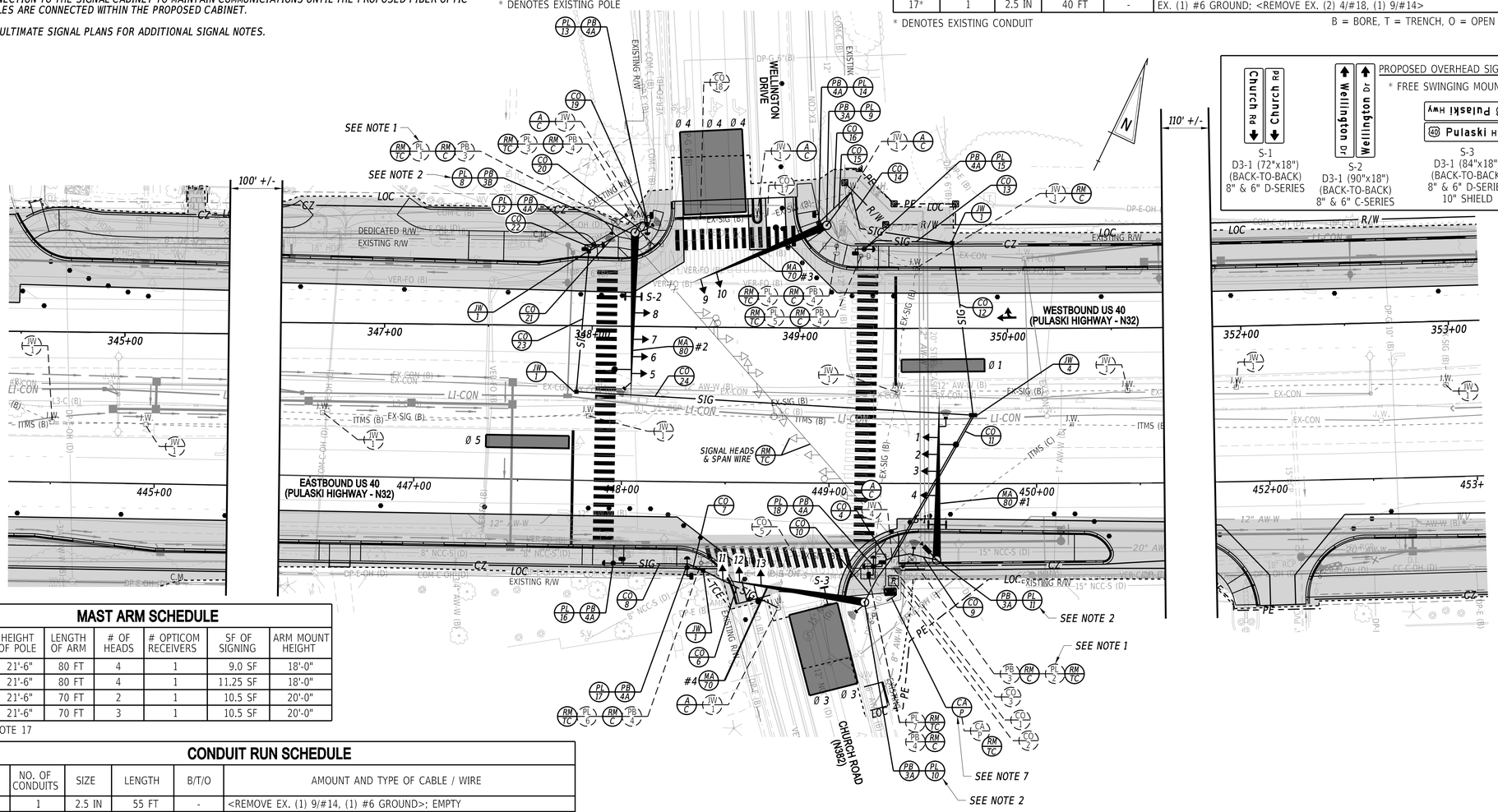


**ALL EXISTING SIGNAL HEADS SHALL BE REMOVED*

LEGEND

AB	*ABANDON*	OH#	EXISTING OVERHEAD RUN IDENTIFIER (# OF OVERHEAD RUN)
CA X	EXISTING CABINET IDENTIFIER (TYPE OF CABINET)	OH#	*PROPOSED OVERHEAD RUN IDENTIFIER (# OF OVERHEAD RUN)*
CA X	*PROPOSED CABINET IDENTIFIER (TYPE OF CABINET)*	PB X	EXISTING POLE BASE IDENTIFIER (TYPE OF POLE BASE)
CO #	EXISTING CONDUIT RUN IDENTIFIER (# OF CONDUIT RUN)	PB X	*PROPOSED POLE BASE IDENTIFIER (TYPE OF POLE BASE)*
CO #	*PROPOSED CONDUIT RUN IDENTIFIER (# OF CONDUIT RUN)*	PL X	EXISTING POLE IDENTIFIER (# OF POLE)
JW X	EXISTING JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL)	PL X	*PROPOSED POLE IDENTIFIER (# OF POLE)*
JW X	*PROPOSED JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL)*	RM C	*REMOVE BY CONTRACTOR*
MA XX	EXISTING MAST ARM IDENTIFIER (LENGTH OF ARM)	RM O	*REMOVE BY OTHERS*
MA XX	*PROPOSED MAST ARM IDENTIFIER (LENGTH OF ARM)*	RM TC	*REMOVE BY TRAFFIC CONTRACTOR*

	EXISTING SYMBOL	*PROPOSED SYMBOL*
JUNCTION WELL	J.W.	■
LOOP DETECTOR, TYPE 1		
LOOP DETECTOR, TYPE 2		
LUMINAIRE		
MAST ARM		
MICROWAVE DETECTION		
OPTICOM RECEIVER		
OVERHEAD SIGNING		
PEDESTRIAN POLE/BASE		
PEDESTRIAN PUSHBUTTON		
PEDESTRIAN SIGNAL HEAD		
RIGHT-OF-WAY		R/W
SERVICE PEDESTAL	P	P
SIGNAL CABINET		
SIGNAL HEAD		
SIGNAL POLE/BASE		
CCTV CAMERA		
SPAN WIRE	XX	
UTILITY POLE		
VIDEO DETECTION (FISHEYE)		



PROPOSED OVERHEAD SIGNING

* FREE SWINGING MOUNTS

MAST ARM SCHEDULE

MA#	HEIGHT OF POLE	LENGTH OF ARM	# OF HEADS	# OPTICOM RECEIVERS	SF OF SIGNING	ARM MOUNT HEIGHT
1	21'-6"	80 FT	4	1	9.0 SF	18'-0"
2	21'-6"	80 FT	4	1	11.25 SF	18'-0"
3*	21'-6"	70 FT	2	1	10.5 SF	20'-0"
4*	21'-6"	70 FT	3	1	10.5 SF	20'-0"

* SEE NOTE 17

CONDUIT RUN SCHEDULE

CR NO.	NO. OF CONDUITS	SIZE	LENGTH	B/T/O	AMOUNT AND TYPE OF CABLE / WIRE
18*	1	2.5 IN	55 FT	-	<REMOVE EX. (1) 9/#14, (1) #6 GROUND>; EMPTY
19	1	2.5 IN	2 FT	T	[NEW (1) 5/#14, (1) #6 GROUND]
20	1	3.0 IN	6 FT	T	[NEW (1) 9/#14, (1) 4/#18, (1) #6 GROUND, (2) WAVETRONIX]
21	1	4.0 IN	31 FT	T	[NEW (1) 9/#14, (1) 4/#18, (1) 5/#14, (1) #6 GROUND, (2) WAVETRONIX]
22	1	2.5 IN	4 FT	T	[NEW (1) 5/#14, (1) #6 GROUND]
23	1	4.0 IN	65 FT	B	[NEW (1) 9/#14, (1) 4/#18, (2) 5/#14, (1) #6 GROUND, (2) WAVETRONIX]
24	1	4.0 IN	191 FT	B	[NEW (1) 9/#14, (1) 4/#18, (2) 5/#14, (1) #6 GROUND, (2) WAVETRONIX]

* DENOTES EXISTING CONDUIT

B = BORE, T = TRENCH, O = OPEN CUT

PREPARED BY

Whitman, Requardt and Associates, LLP
Engineers • Architects • Environmental Planners Est. 1915

THIS SEAL APPLIES TO THIS SHEET ONLY. — 7/24/2024 DATE

KYLE O. CLEVENGER LICENSE No. 18723 DELAWARE PROFESSIONAL ENGINEER — SEAL

CONCURRENCE FOR INSTALLATION

CHIEF OF TRAFFIC ENGINEERING — 7/25/2024 DATE

ADDENDA / REVISIONS

SCALE 0 30 60 90 FEET

US 40 WIDENING SALEM CHURCH ROAD TO WALTHER ROAD

CONTRACT	T201611902	PERMIT NO.	N552 & NCAM246
COUNTY	NEW CASTLE	DESIGNED BY:	K. CLEVENGER
		CHECKED BY:	M. BUCKLEY

TEMPORARY SIGNAL PLAN US 40 (PULASKI HIGHWAY) @ CHURCH ROAD / WELLINGTON DRIVE

SECTION: WRA
SHEET NO.: 199

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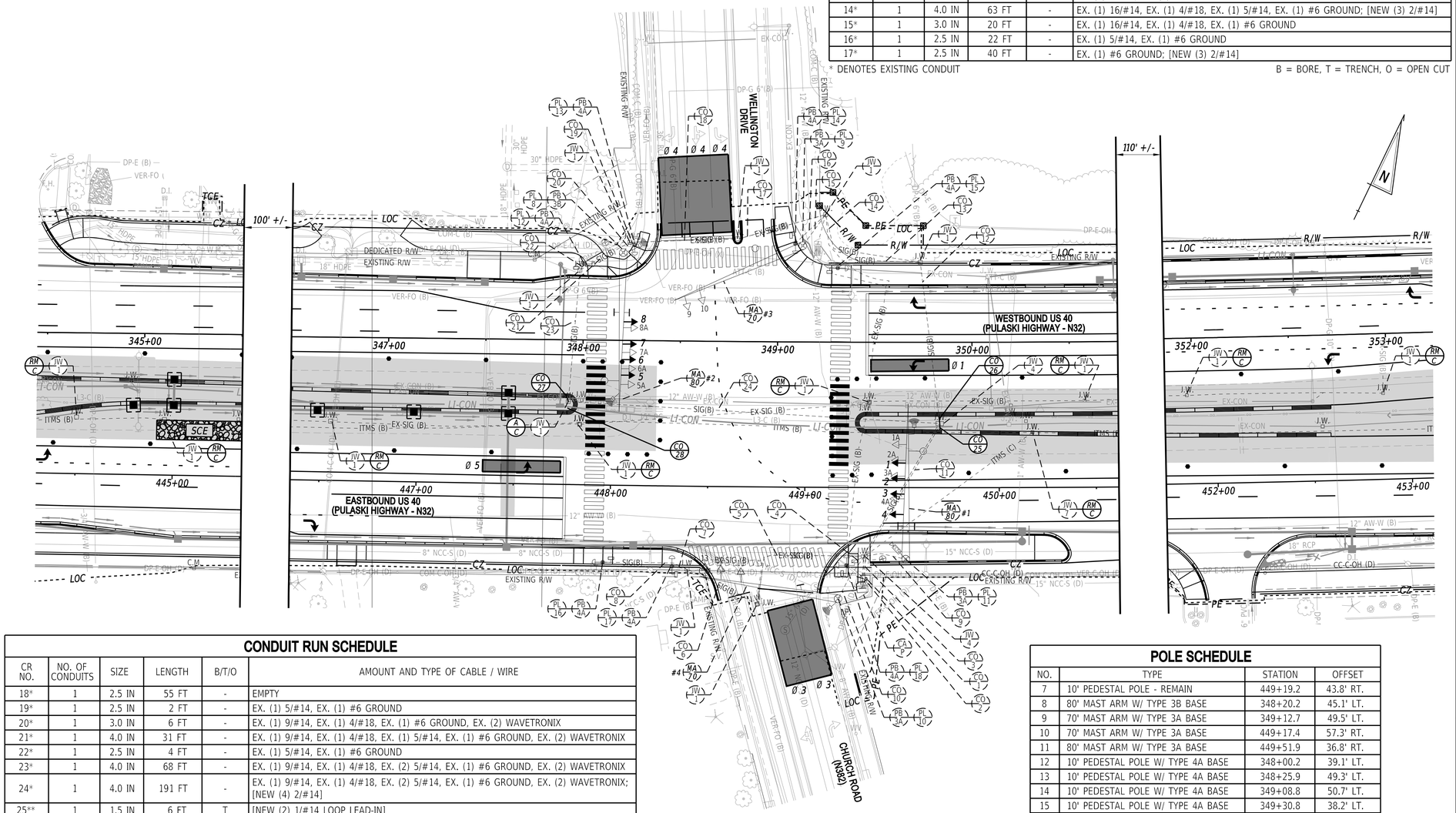
TEMPORARY SIGNAL NOTES:

1. *DELDOT'S TRAFFIC CONTRACTOR SHALL SLIDE EXISTING SIGNAL HEADS 1A-8A TO PROPOSED LOCATIONS 1-8, AS SHOWN.*
2. *THE TRAFFIC CONTRACTOR SHALL ADJUST THE TEMPORARY DETECTION ZONES FOR THE US 40 EBL (PHASE 5) AND US 40 WBL (PHASE 1) MOVEMENTS TO ACCOMMODATE THE PHASE 2 M.O.T. CONFIGURATION. MAINTAIN EXISTING DETECTION ZONES FOR CHURCH ROAD AND WELLINGTON DRIVE.*
3. *THE TRAFFIC CONTRACTOR IS RESPONSIBLE FOR PROVIDING AND INSTALLING THEIR OWN TEMPORARY TRAFFIC CONTROL FOR TRAFFIC SIGNAL CONSTRUCTION AND TEMPORARY SIGNAL ADJUSTMENTS.*
4. *PROPOSED 2/#14 CABLES SHALL REMAIN COILED NEATLY IN THE JUNCITON WELL UNTIL INSTALLATION OF THE LOOP DETECTORS AT THE END OF THE PROJECT.*
5. *SEE ULTIMATE SIGNAL PLANS FOR ADDITIONAL SIGNAL NOTES.*

CONDUIT RUN SCHEDULE

CR NO.	NO. OF CONDUITS	SIZE	LENGTH	B/T/O	AMOUNT AND TYPE OF CABLE / WIRE
1*	1	1.5 IN	4 FT	-	EX. (1) 2/#8 U.F. W/GROUND (LINE SIDE)
2*	1	1.5 IN	5 FT	-	EX. (1) 2/#8 U.F. W/GROUND (LOAD SIDE)
3*	3	2.5 IN	15 FT	-	EX. (2) 16/#14, EX. (2) 9/#14, EX. (4) 4/#18, EX. (6) 5/#14, EX. (2) #6 GROUND, EX. (1) CAT6, EX. (4) WAVETRONIX; [NEW (13) 2/#14]
4*	1	2.5 IN	11 FT	-	EX. (2) 5/#14, EX. (1) #6 GROUND
5*	1	2.5 IN	61 FT	-	EX. (2) 5/#14, EX. (2) 2/#14, EX. (1) #6 GROUND
6*	1	4.0 IN	40 FT	-	EX. (2) 5/#14, EX. (1) #6 GROUND
7*	1	2.5 IN	8 FT	-	EX. (1) 5/#14, EX. (1) #6 GROUND
8*	1	2.5 IN	44 FT	-	EX. (1) 5/#14, EX. (1) #6 GROUND
9*	1	3.0 IN	22 FT	-	EX. (1) 9/#14, EX. (1) 4/#18, EX. (1) #6 GROUND, EX. (1) CAT6, EX. (1) WAVETRONIX
10*	1	3.0 IN	26 FT	-	EX. (1) 16/#14, EX. (1) 4/#18, EX. (1) #6 GROUND, EX. (1) WAVETRONIX
11*	2	4.0 IN	78 FT	-	EX. (1) 16/#14, EX. (1) 9/#14, EX. (2) 4/#18, EX. (4) 5/#14, EX. (2) #6 GROUND, EX. (2) WAVETRONIX; [NEW (11) 2/#14]
12*	1	4.0 IN	84 FT	-	EX. (1) 16/#14, EX. (1) 4/#18, EX. (2) 5/#14, EX. (1) #6 GROUND; [NEW (3) 2/#14]
13*	1	2.5 IN	44 FT	-	EX. (1) 5/#14, EX. (1) #6 GROUND
14*	1	4.0 IN	63 FT	-	EX. (1) 16/#14, EX. (1) 4/#18, EX. (1) 5/#14, EX. (1) #6 GROUND; [NEW (3) 2/#14]
15*	1	3.0 IN	20 FT	-	EX. (1) 16/#14, EX. (1) 4/#18, EX. (1) #6 GROUND
16*	1	2.5 IN	22 FT	-	EX. (1) 5/#14, EX. (1) #6 GROUND
17*	1	2.5 IN	40 FT	-	EX. (1) #6 GROUND; [NEW (3) 2/#14]

* DENOTES EXISTING CONDUIT — B = BORE, T = TRENCH, O = OPEN CUT



CONDUIT RUN SCHEDULE

CR NO.	NO. OF CONDUITS	SIZE	LENGTH	B/T/O	AMOUNT AND TYPE OF CABLE / WIRE
18*	1	2.5 IN	55 FT	-	EMPTY
19*	1	2.5 IN	2 FT	-	EX. (1) 5/#14, EX. (1) #6 GROUND
20*	1	3.0 IN	6 FT	-	EX. (1) 9/#14, EX. (1) 4/#18, EX. (1) #6 GROUND, EX. (2) WAVETRONIX
21*	1	4.0 IN	31 FT	-	EX. (1) 9/#14, EX. (1) 4/#18, EX. (1) 5/#14, EX. (1) #6 GROUND, EX. (2) WAVETRONIX
22*	1	2.5 IN	4 FT	-	EX. (1) 5/#14, EX. (1) #6 GROUND
23*	1	4.0 IN	68 FT	-	EX. (1) 9/#14, EX. (1) 4/#18, EX. (2) 5/#14, EX. (1) #6 GROUND, EX. (2) WAVETRONIX
24*	1	4.0 IN	191 FT	-	EX. (1) 9/#14, EX. (1) 4/#18, EX. (2) 5/#14, EX. (1) #6 GROUND, EX. (2) WAVETRONIX; [NEW (4) 2/#14]
25**	1	1.5 IN	6 FT	T	[NEW (2) 1/#14 LOOP LEAD-IN]
26**	1	1.5 IN	6 FT	T	[NEW (6) 1/#14 LOOP LEAD-IN]
27**	1	1.5 IN	4 FT	T	[NEW (6) 1/#14 LOOP LEAD-IN]
28**	1	1.5 IN	7 FT	T	[NEW (2) 1/#14 LOOP LEAD-IN]

* DENOTES EXISTING CONDUIT — B = BORE, T = TRENCH, O = OPEN CUT

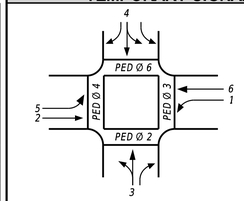
** PROPOSED RIGID GALVANIZED STEEL CONDUIT

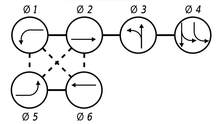
POLE SCHEDULE

NO.	TYPE	STATION	OFFSET
7	10' PEDESTAL POLE - REMAIN	449+19.2	43.8' RT.
8	80' MAST ARM W/ TYPE 3B BASE	348+20.2	45.1' LT.
9	70' MAST ARM W/ TYPE 3A BASE	349+12.7	49.5' LT.
10	70' MAST ARM W/ TYPE 3A BASE	449+17.4	57.3' RT.
11	80' MAST ARM W/ TYPE 3A BASE	449+51.9	36.8' RT.
12	10' PEDESTAL POLE W/ TYPE 4A BASE	348+00.2	39.1' LT.
13	10' PEDESTAL POLE W/ TYPE 4A BASE	348+25.9	49.3' LT.
14	10' PEDESTAL POLE W/ TYPE 4A BASE	349+08.8	50.7' LT.
15	10' PEDESTAL POLE W/ TYPE 4A BASE	349+30.8	38.2' LT.
16	10' PEDESTAL POLE W/ TYPE 4A BASE	447+96.7	39.7' RT.
17	10' PEDESTAL POLE W/ TYPE 4A BASE	448+32.3	41.3' RT.
18	10' PEDESTAL POLE W/ TYPE 4A BASE	448+21.6	40.0' RT.

* ALL POLES ARE EXISTING

TEMPORARY SIGNAL PHASING - PHASE 2





PHASING NOTES

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

TEMPORARY SIGNAL HEAD DIAGRAM - PHASE 2



**SEE NOTE 1*

LEGEND

AB	*ABANDON*	OH #	EXISTING OVERHEAD RUN IDENTIFIER (# OF OVERHEAD RUN)
CA X	EXISTING CABINET IDENTIFIER (TYPE OF CABINET)	*OH #*	*PROPOSED OVERHEAD RUN IDENTIFIER (# OF OVERHEAD RUN)*
CA X	*PROPOSED CABINET IDENTIFIER (TYPE OF CABINET)*	PB X	EXISTING POLE BASE IDENTIFIER (TYPE OF POLE BASE)
CO #/#	EXISTING CONDUIT RUN IDENTIFIER (# OF CONDUIT RUN)	*PB X*	*PROPOSED POLE BASE IDENTIFIER (TYPE OF POLE BASE)*
CO #/#	*PROPOSED CONDUIT RUN IDENTIFIER (# OF CONDUIT RUN)*	PL #/X	EXISTING POLE IDENTIFIER (# OF POLE)
JW X	EXISTING JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL)	*PL #/X*	*PROPOSED POLE IDENTIFIER (# OF POLE)*
JW X	*PROPOSED JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL)*	*RM C*	*REMOVE BY CONTRACTOR*
MA XX	EXISTING MAST ARM IDENTIFIER (LENGTH OF ARM)	*RM O*	*REMOVE BY OTHERS*
MA XX	*PROPOSED MAST ARM IDENTIFIER (LENGTH OF ARM)*	*RM TC*	*REMOVE BY TRAFFIC CONTRACTOR*

	EXISTING SYMBOL	*PROPOSED SYMBOL*
JUNCTION WELL	J.W.	■
LOOP DETECTOR, TYPE 1		
LOOP DETECTOR, TYPE 2		
LUMINAIRE		
MAST ARM		
MICROWAVE DETECTION		
OPTICOM RECEIVER		
OVERHEAD SIGNING		
PEDESTRIAN POLE/BASE		
PEDESTRIAN PUSHBUTTON		
PEDESTRIAN SIGNAL HEAD		
RIGHT-OF-WAY		R/W
SERVICE PEDESTAL	P	P
SIGNAL CABINET		
SIGNAL HEAD		
SIGNAL POLE/BASE		
CCTV CAMERA	CCTV	
SPAN WIRE	XX	
UTILITY POLE		
VIDEO DETECTION (FISHEYE)		

PREPARED BY

Whitman, Requardt and Associates, LLP
Engineers • Architects • Environmental Planners Est. 1915

THIS SEAL APPLIES TO THIS SHEET ONLY. — DATE: 7/24/2024

KYLE O. CLEVENGER — LICENSE No. 18723 — DELAWARE PROFESSIONAL ENGINEER — SEAL

CONCURRENCE FOR INSTALLATION

CHIEF OF TRAFFIC ENGINEERING — DATE: 7/25/2024

ADDENDA / REVISIONS	

SCALE 0 30 60 90 FEET

US 40 WIDENING SALEM CHURCH ROAD TO WALTHER ROAD

CONTRACT	T201611902	PERMIT NO.	N552 & NCAM246
COUNTY	NEW CASTLE	DESIGNED BY:	K. CLEVENGER
		CHECKED BY:	M. BUCKLEY

TEMPORARY SIGNAL PLAN US 40 (PULASKI HIGHWAY) @ CHURCH ROAD / WELLINGTON DRIVE

SECTION: WRA — SHEET NO.: 200

LAST REVISED: 9/11/2018
7/23/2024
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NOTES:

1. ALL SIGNAL EQUIPMENT REMOVED FROM A PROJECT IS TO BE RETURNED TO DELDOT TRAFFIC - DOVER, DELAWARE.
2. 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.
3. PROPOSED LOOP DETECTORS:
   TYPE #2 - 6' x 25' - TO BE INSTALLED ON US 40 LEFT TURN MOVEMENTS.
   TYPE #2 - 6' x 25' - TO BE INSTALLED ON CHURCH ROAD AND WELLINGTON DRIVE MOVEMENTS.
   SYSTEM - 6' x 6' - TO BE INSTALLED IN US 40 RECEIVING LANES, AS SHOWN.
4. ALL PROPOSED SIGNAL POLES ARE DELDOT MAST ARMS.
5. POLE BASES, CABINET BASE AND CONDUIT JUNCTION WELLS TO BE REMOVED IN ACCORDANCE WITH SECTION 211 OF THE STANDARD SPECIFICATIONS OR AS DIRECTED BY ENGINEER.
6. ALL GALVANIZED CONDUIT (GRC) SHALL BE REAMED AND THREADED. ALL GRC SHALL BE THREADED TOGETHER WITH APPROVED COUPLINGS. SET SCREW, BOLTED, AND COMPRESSION FITTING ARE NOT ACCEPTABLE.
7. DELDOT'S TRAFFIC CONTRACTOR SHALL INSTALL BACKPLATES ON ALL PROPOSED SIGNAL HEADS.
8. ALL CONDUIT SHALL BE SCHEDULE 80 PVC WHEN INSTALLED BY TRENCHING OR OPEN CUT AND HDPE SDR-13.5 WHEN INSTALLED BY BORING, UNLESS OTHERWISE NOTED.
9. ALL PEDESTRIAN SIGNALS SHALL CONTAIN PEDESTRIAN COUNTDOWN DISPLAYS.
   PL18 = R10-3e-DE (NO ARROW); PL13 = R10-3eR (RIGHT ARROW);
   PL12, PL14, PL15, PL16, PL17 = R10-3eL (LEFT ARROW)
10. PROPOSED POLE BASES SUPPORTING POLES WITH PEDESTRIAN PUSHBUTTONS SHOULD BE CONSTRUCTED IMMEDIATELY ADJACENT TO THE FLAT (50:1 OR FLATTER) LANDING AREA OF THE PEDESTRIAN CONNECTION WHEN POSSIBLE. WHERE THERE ARE PHYSICAL CONSTRAINTS THAT MAKE IT IMPRACTICAL TO PLACE THE PEDESTRIAN PUSHBUTTON ADJACENT TO A LEVEL ALL-WEATHER SURFACE, THE SURFACE SHOULD BE AS LEVEL AS FEASIBLE. THE PEDESTRIAN PUSHBUTTON SHOULD BE INSTALLED AT A HEIGHT OF 42 TO 48 INCHES ABOVE THE ADJOINING SIDEWALK, AND SHALL BE LOCATED SUCH THAT THAT THE MAXIMUM REACH DISTANCE DOES NOT EXCEED 10 INCHES FROM THE ADJOINING SIDEWALK 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 FEET OR MORE THAN 10 FEET ABOVE SIDEWALK GRADE.
11. DELDOT TRAFFIC/TMC SHALL MODIFY THE SIGNAL PHASING AS SHOWN.
12. EXISTING LOOP DETECTORS AND EXISTING SIGNAL CONDUITS WITHOUT IDENTIFIERS SHALL BE ABANDONED IN PLACE AND NOT USED FOR THE INSTALLATION OF PROPOSED SIGNAL CABLES.

POLE SCHEDULE

NO.	TYPE	STATION	OFFSET
1*	30' STRAIN POLE - REMOVE	348+10.8	50.3' LT.
2*	30' STRAIN POLE - REMOVE	449+40.2	36.7' RT.
3*	10' PEDESTAL POLE - REMOVE	348+27.1	39.9' LT.
4*	10' PEDESTAL POLE - REMOVE	349+17.5	39.5' LT.
5*	10' PEDESTAL POLE - REMOVE	349+29.4	34.9' LT.
6*	10' PEDESTAL POLE - REMOVE	448+38.9	39.0' RT.
7*	10' PEDESTAL POLE - REMOVE	449+19.2	43.8' RT.
8	80' MAST ARM W/ TYPE 3B BASE	348+20.2	45.1' LT.
9	70' MAST ARM W/ TYPE 3A BASE	349+12.7	49.5' LT.
10	70' MAST ARM W/ TYPE 3A BASE	449+17.4	57.3' RT.
11	80' MAST ARM W/ TYPE 3A BASE	449+51.9	36.8' RT.
12	10' PEDESTAL POLE W/ TYPE 4A BASE	348+00.3	39.1' LT.
13	10' PEDESTAL POLE W/ TYPE 4A BASE	348+25.9	49.3' LT.
14	10' PEDESTAL POLE W/ TYPE 4A BASE	349+08.8	50.7' LT.
15	10' PEDESTAL POLE W/ TYPE 4A BASE	349+30.8	38.2' LT.
16	10' PEDESTAL POLE W/ TYPE 4A BASE	447+96.7	39.7' RT.
17	10' PEDESTAL POLE W/ TYPE 4A BASE	448+32.3	41.3' RT.
18	10' PEDESTAL POLE W/ TYPE 4A BASE	448+21.6	40.0' RT.

* DENOTES EXISTING POLE

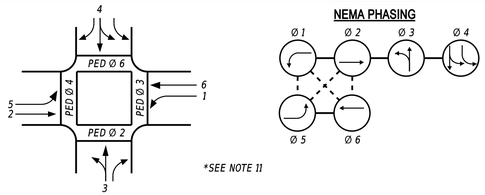
CONDUIT RUN SCHEDULE

CR NO.	NO. OF CONDUITS	SIZE	LENGTH	B/T/O	AMOUNT AND TYPE OF CABLE / WIRE
1*	1	1.5 IN	4 FT	-	EX. (1) 2/#8 U.F. W/GROUND (LINE SIDE)
2*	1	1.5 IN	5 FT	-	EX. (1) 2/#8 U.F. W/GROUND (LOAD SIDE)
3*	3	2.5 IN	15 FT	-	EX. (1) #6 GROUND; <REMOVE EX. (9) 4/#18, (4) 9/#14>; [NEW (2) 16/#14, (2) 9/#14, (4) 4/#18, (6) 5/#14, (13) 2/#14, (2) #6 GROUND, (1) CAT6, FIBER OPTIC CABLES]
4	1	2.5 IN	11 FT	T	[NEW (2) 5/#14, (1) #6 GROUND]
5*	1	2.5 IN	61 FT	-	EX. (1) #6 GROUND; <REMOVE EX. (1) 4/#18, (1) 9/#14>; [NEW (2) 5/#14, (2) 2/#14]
6	1	4.0 IN	40 FT	B	[NEW (2) 5/#14, (1) #6 GROUND]
7	1	2.5 IN	8 FT	T	[NEW (1) 5/#14, (1) #6 GROUND]
8	1	2.5 IN	44 FT	T	[NEW (1) 5/#14, (1) #6 GROUND]
9	1	3.0 IN	22 FT	T	[NEW (1) 9/#14, (1) 4/#18, (1) #6 GROUND, (1) CAT6]
10	1	3.0 IN	26 FT	T	[NEW (1) 16/#14, (1) 4/#18, (1) #6 GROUND]
11	2	4.0 IN	78 FT	B	[NEW (1) 16/#14, (1) 9/#14, (2) 4/#18, (4) 5/#14, (11) 2/#14, (2) #6 GROUND]
12	1	4.0 IN	84 FT	B	[NEW (1) 16/#14, (1) 4/#18, (2) 5/#14, (3) 2/#14, (1) #6 GROUND]
13	1	2.5 IN	44 FT	T	[NEW (1) 5/#14, (1) #6 GROUND]
14	1	4.0 IN	63 FT	T	[NEW (1) 16/#14, (1) 4/#18, (1) 5/#14, (3) 2/#14, (1) #6 GROUND]
15	1	3.0 IN	20 FT	T	[NEW (1) 16/#14, (1) 4/#18, (1) #6 GROUND]
16	1	2.5 IN	22 FT	T	[NEW (1) 5/#14, (1) #6 GROUND]
17*	1	2.5 IN	40 FT	-	EX. (1) #6 GROUND; <REMOVE EX. (2) 4/#18, (1) 9/#14>; [NEW (3) 2/#14]

* DENOTES EXISTING CONDUIT

B = BORE, T = TRENCH, O = OPEN CUT

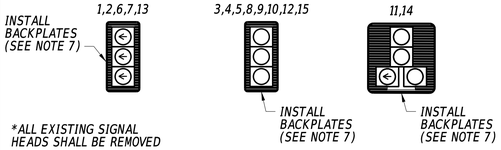
ULTIMATE SIGNAL PHASING



PHASING NOTES

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

ULTIMATE SIGNAL HEAD DIAGRAM



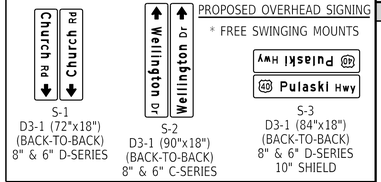
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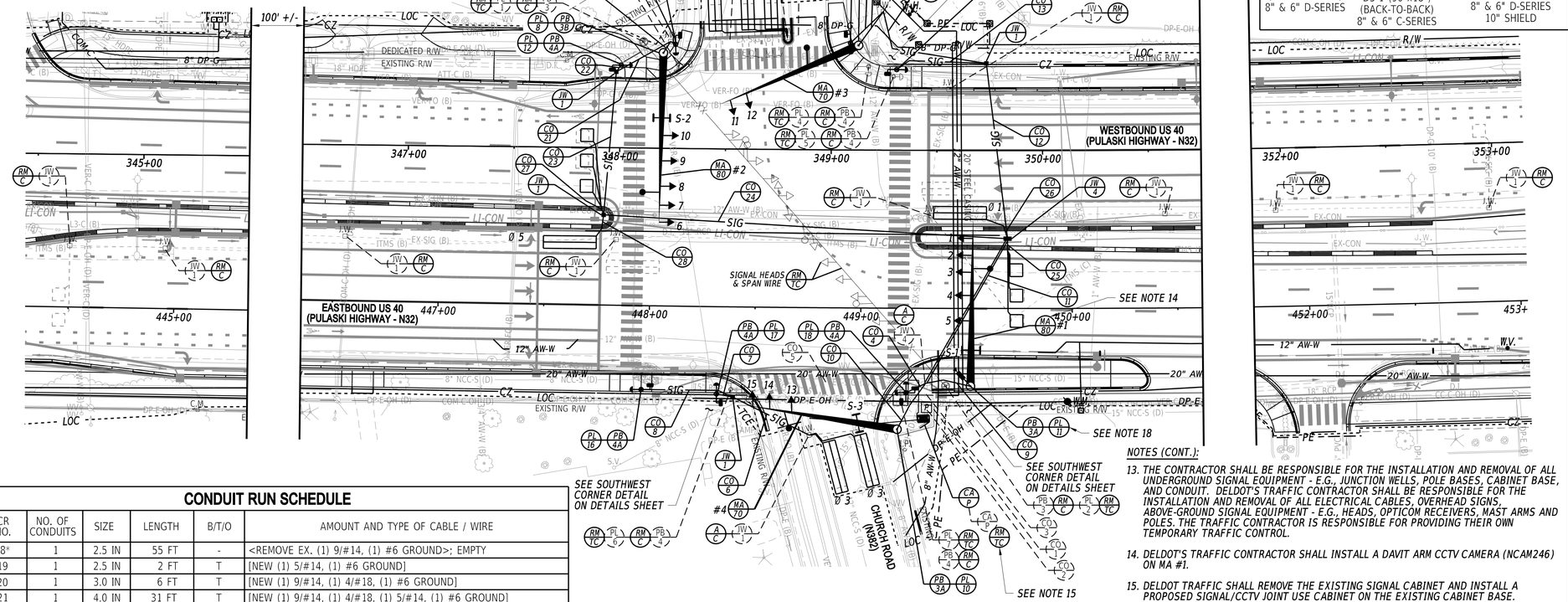
AB	ABANDON	OH #	EXISTING OVERHEAD RUN IDENTIFIER (# OF OVERHEAD RUN)
CA X	EXISTING CABINET IDENTIFIER (TYPE OF CABINET)	OH #	*PROPOSED OVERHEAD RUN IDENTIFIER (# OF OVERHEAD RUN)*
CA X	*PROPOSED CABINET IDENTIFIER (TYPE OF CABINET)*	PB X	EXISTING POLE BASE IDENTIFIER (TYPE OF POLE BASE)
CO #/#	EXISTING CONDUIT RUN IDENTIFIER (# OF CONDUIT RUN)	PB X	*PROPOSED POLE BASE IDENTIFIER (TYPE OF POLE BASE)*
CO #/#	*PROPOSED CONDUIT RUN IDENTIFIER (# OF CONDUIT RUN)*	PL #	EXISTING POLE IDENTIFIER (# OF POLE)
JW X	EXISTING JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL)	PL #	*PROPOSED POLE IDENTIFIER (# OF POLE)*
JW X	*PROPOSED JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL)*	RM C	*REMOVE BY CONTRACTOR*
MA XX	EXISTING MAST ARM IDENTIFIER (LENGTH OF ARM)	RM O	*REMOVE BY OTHERS*
MA XX	*PROPOSED MAST ARM IDENTIFIER (LENGTH OF ARM)*	RM TC	*REMOVE BY TRAFFIC CONTRACTOR*

	EXISTING SYMBOL	PROPOSED SYMBOL
JUNCTION WELL	J.W.	■
LOOP DETECTOR, TYPE 1		
LOOP DETECTOR, TYPE 2		
LUMINAIRE		
MAST ARM		
MICROWAVE DETECTION		
OPTICOM RECEIVER		
OVERHEAD SIGNING		
PEDESTRIAN POLE/BASE		
PEDESTRIAN PUSHBUTTON		
PEDESTRIAN SIGNAL HEAD		
RIGHT-OF-WAY		R/W
SERVICE PEDESTAL	P	P
SIGNAL CABINET		
SIGNAL HEAD		
SIGNAL POLE/BASE		
CCTV CAMERA		
SPAN WIRE	XX	
UTILITY POLE		
VIDEO DETECTION (FISHEYE)		

PROPOSED OVERHEAD SIGNING

* FREE SWINGING MOUNTS





CONDUIT RUN SCHEDULE

CR NO.	NO. OF CONDUITS	SIZE	LENGTH	B/T/O	AMOUNT AND TYPE OF CABLE / WIRE
18*	1	2.5 IN	55 FT	-	<REMOVE EX. (1) 9/#14, (1) #6 GROUND>; EMPTY
19	1	2.5 IN	2 FT	T	[NEW (1) 5/#14, (1) #6 GROUND]
20	1	3.0 IN	6 FT	T	[NEW (1) 9/#14, (1) 4/#18, (1) #6 GROUND]
21	1	4.0 IN	31 FT	T	[NEW (1) 9/#14, (1) 4/#18, (1) 5/#14, (1) #6 GROUND]
22	1	2.5 IN	4 FT	T	[NEW (1) 5/#14, (1) #6 GROUND]
23	1	4.0 IN	68 FT	B	[NEW (1) 9/#14, (1) 4/#18, (2) 5/#14, (1) #6 GROUND]
24	1	4.0 IN	191 FT	B	[NEW (1) 9/#14, (1) 4/#18, (2) 5/#14, (4) 2/#14, (1) #6 GROUND]
25**	1	1.5 IN	6 FT	T	[NEW (2) 1/#14 LOOP LEAD-IN]
26**	1	1.5 IN	6 FT	T	[NEW (6) 1/#14 LOOP LEAD-IN]
27**	1	1.5 IN	4 FT	T	[NEW (6) 1/#14 LOOP LEAD-IN]
28**	1	1.5 IN	7 FT	T	[NEW (2) 1/#14 LOOP LEAD-IN]

* DENOTES EXISTING CONDUIT

** PROPOSED RIGID GALVANIZED STEEL CONDUIT

B = BORE, T = TRENCH, O = OPEN CUT

MAST ARM SCHEDULE

MA#	HEIGHT OF POLE	LENGTH OF ARM	# OF HEADS	# OPTICOM RECEIVERS	SF OF SIGNING	ARM MOUNT HEIGHT
1	21'-6"	80 FT	5	1	9.0 SF	18'-0"
2	21'-6"	80 FT	5	1	11.25 SF	18'-0"
3*	21'-6"	70 FT	2	1	10.5 SF	20'-0"
4*	21'-6"	70 FT	3	1	10.5 SF	18'-0"

* SEE NOTE 17

NOTES (CONT.):

13. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE INSTALLATION AND REMOVAL OF ALL UNDERGROUND SIGNAL EQUIPMENT - E.G., JUNCTION WELLS, POLE BASES, CABINET BASE, AND CONDUIT. DELDOT'S TRAFFIC CONTRACTOR SHALL BE RESPONSIBLE FOR THE INSTALLATION AND REMOVAL OF ALL ELECTRICAL CABLES, OVERHEAD SIGNS, ABOVE-GROUND SIGNAL EQUIPMENT - E.G., HEADS, OPTICOM RECEIVERS, MAST ARMS AND POLES. THE TRAFFIC CONTRACTOR IS RESPONSIBLE FOR PROVIDING THEIR OWN TEMPORARY TRAFFIC CONTROL.
14. DELDOT'S TRAFFIC CONTRACTOR SHALL INSTALL A DAVIT ARM CCTV CAMERA (NCAM246) ON MA #1.
15. DELDOT TRAFFIC SHALL REMOVE THE EXISTING SIGNAL CABINET AND INSTALL A PROPOSED SIGNAL/CCTV JOINT USE CABINET ON THE EXISTING CABINET BASE.
16. DELDOT'S TRAFFIC CONTRACTOR SHALL REMOVE THE EXISTING ELECTRIC SERVICE PEDESTAL AND INTERCEPT EXISTING CONDUITS #1 AND #2 TO INSTALL A NEW ELECTRIC SERVICE PEDESTAL IN ACCORDANCE WITH DELDOT STANDARD CONSTRUCTION DETAIL NO. T-17 (2020), SHEET 3 OF 5.
17. DELDOT'S TRAFFIC CONTRACTOR SHALL CONTACT DELDOT'S TRAFFIC SYSTEMS DESIGN ENGINEER AT 302-897-2436 TO COORDINATE PLACEMENT OF MAST ARM HANDHOLES FOR FUTURE NEAR-SIDE SUPPLEMENTAL SIGNAL HEADS ON MAST ARMS #3 AND #4.
18. SE CORNER AERIAL UTILITY HEIGHTS:
    GUY @ 18'-5"; COMM @ 20'-5" TO 22'-9"
    SECONDARY & NEUTRAL @ 28' TO 29'
    PRIMARY > 35'

PREPARED BY

Whitman, Requardt and Associates, LLP
Engineers • Architects • Environmental Planners Est. 1915

THIS SEAL APPLIES TO THIS SHEET ONLY. 7/24/2024 DATE

KYLE O. CLEVENGER LICENSE No. 18723 DELAWARE PROFESSIONAL ENGINEER — SEAL

CONCURRENCE FOR INSTALLATION

CHIEF OF TRAFFIC ENGINEERING 7/25/2024 DATE

ADDENDA / REVISIONS

SCALE 0 30 60 90 FEET

US 40 WIDENING SALEM CHURCH ROAD TO WALTHER ROAD

CONTRACT	T201611902	PERMIT NO.	N552 & NCAM246
COUNTY	NEW CASTLE	DESIGNED BY:	K. CLEVENGER
		CHECKED BY:	M. BUCKLEY

ULTIMATE SIGNAL PLAN
US 40 (PULASKI HIGHWAY) @
CHURCH ROAD / WELLINGTON DRIVE

SECTION: WRA
SHEET NO.: 201

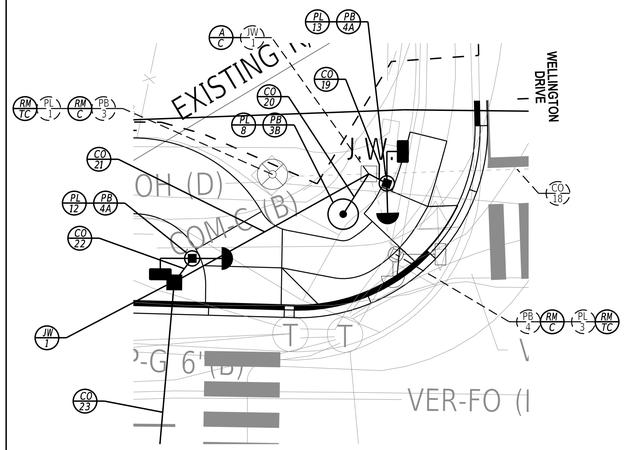
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NOTES:

1. ALL SIGNAL EQUIPMENT REMOVED FROM A PROJECT IS TO BE RETURNED TO DELDOT TRAFFIC - DOVER, DELAWARE.
2. 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.
3. PROPOSED LOOP DETECTORS:
   TYPE #2 - 6' x 25' - TO BE INSTALLED ON US 40 LEFT TURN MOVEMENTS.
   TYPE #2 - 6' x 25' - TO BE INSTALLED ON CHURCH ROAD AND WELLINGTON DRIVE MOVEMENTS.
   SYSTEM - 6' x 6' - TO BE INSTALLED IN US 40 RECEIVING LANES, AS SHOWN.
4. ALL PROPOSED SIGNAL POLES ARE DELDOT MAST ARMS.
5. POLE BASES, CABINET BASE AND CONDUIT JUNCTION WELLS TO BE REMOVED IN ACCORDANCE WITH SECTION 211 OF THE STANDARD SPECIFICATIONS OR AS DIRECTED BY ENGINEER.
6. ALL GALVANIZED CONDUIT (GRC) SHALL BE REAMED AND THREADED. ALL GRC SHALL BE THREADED TOGETHER WITH APPROVED COUPLINGS. SET SCREW, BOLTED, AND COMPRESSION FITTING ARE NOT ACCEPTABLE.
7. DELDOT'S TRAFFIC CONTRACTOR SHALL INSTALL BACKPLATES ON ALL PROPOSED SIGNAL HEADS.
8. ALL CONDUIT SHALL BE SCHEDULE 80 PVC WHEN INSTALLED BY TRENCHING OR OPEN CUT AND HDPE SDR-13.5 WHEN INSTALLED BY BORING, UNLESS OTHERWISE NOTED.
9. ALL PEDESTRIAN SIGNALS SHALL CONTAIN PEDESTRIAN COUNTDOWN DISPLAYS.
   PL18 = R10-3e-DE (NO ARROW); PL13 = R10-3eR (RIGHT ARROW);
   PL12, PL14, PL15, PL16, PL17 = R10-3eL (LEFT ARROW)
10. PROPOSED POLE BASES SUPPORTING POLES WITH PEDESTRIAN PUSHBUTTONS SHOULD BE CONSTRUCTED IMMEDIATELY ADJACENT TO THE FLAT (50:1 OR FLATTER) LANDING AREA OF THE PEDESTRIAN CONNECTION WHEN POSSIBLE. WHERE THERE ARE PHYSICAL CONSTRAINTS THAT MAKE IT IMPRACTICAL TO PLACE THE PEDESTRIAN PUSHBUTTON ADJACENT TO A LEVEL ALL-WEATHER SURFACE, THE SURFACE SHOULD BE AS LEVEL AS FEASIBLE. THE PEDESTRIAN PUSHBUTTON SHOULD BE INSTALLED AT A HEIGHT OF 42 TO 48 INCHES ABOVE THE ADJOINING SIDEWALK, AND SHALL BE LOCATED SUCH THAT THAT THE MAXIMUM REACH DISTANCE DOES NOT EXCEED 10 INCHES FROM THE ADJOINING SIDEWALK 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 FEET OR MORE THAN 10 FEET ABOVE SIDEWALK GRADE.
11. DELDOT TRAFFIC/TMC SHALL MODIFY THE SIGNAL PHASING AS SHOWN.
12. EXISTING LOOP DETECTORS AND EXISTING SIGNAL CONDUITS WITHOUT IDENTIFIERS SHALL BE ABANDONED IN PLACE AND NOT USED FOR THE INSTALLATION OF PROPOSED SIGNAL CABLES.
13. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE INSTALLATION AND REMOVAL OF ALL UNDERGROUND SIGNAL EQUIPMENT - E.G., JUNCTION WELLS, POLE BASES, CABINET BASE, AND CONDUIT. DELDOT'S TRAFFIC CONTRACTOR SHALL BE RESPONSIBLE FOR THE INSTALLATION AND REMOVAL OF ALL ELECTRICAL CABLES, OVERHEAD SIGNS, ABOVE-GROUND SIGNAL EQUIPMENT - E.G., HEADS, OPTICOM RECEIVERS, MAST ARMS AND POLES.
14. DELDOT'S TRAFFIC CONTRACTOR SHALL INSTALL A DAVIT ARM CCTV CAMERA ON MAST ARM #1.
15. DELDOT TRAFFIC SHALL REMOVE THE EXISTING SIGNAL CABINET AND INSTALL A PROPOSED SIGNAL/CCTV JOINT USE CABINET ON THE EXISTING CABINET BASE.
16. DELDOT'S TRAFFIC CONTRACTOR SHALL REMOVE THE EXISTING ELECTRIC SERVICE PEDESTAL AND INTERCEPT EXISTING CONDUITS #1 AND #2 TO INSTALL A NEW ELECTRIC SERVICE PEDESTAL IN ACCORDANCE WITH DELDOT STANDARD CONSTRUCTION DETAIL NO. T-17 (2020), SHEET 3 OF 5.

NORTHWEST CORNER DETAIL

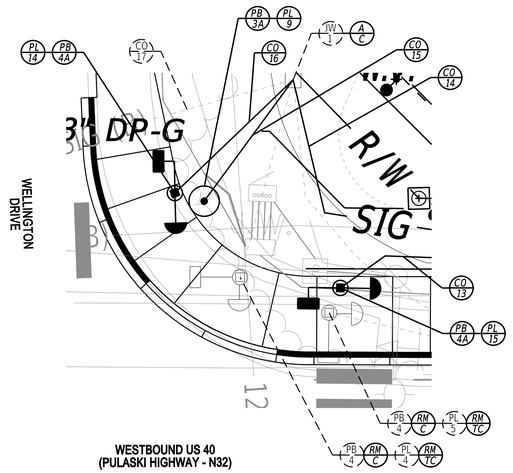
SCALE: 1" = 10'



WESTBOUND US 40
(PULASKI HIGHWAY - N32)

NORTHEAST CORNER DETAIL

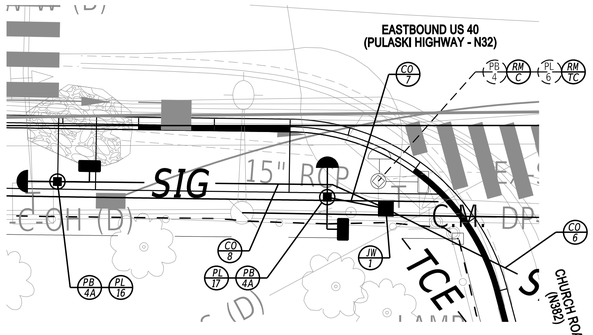
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WESTBOUND US 40
(PULASKI HIGHWAY - N32)

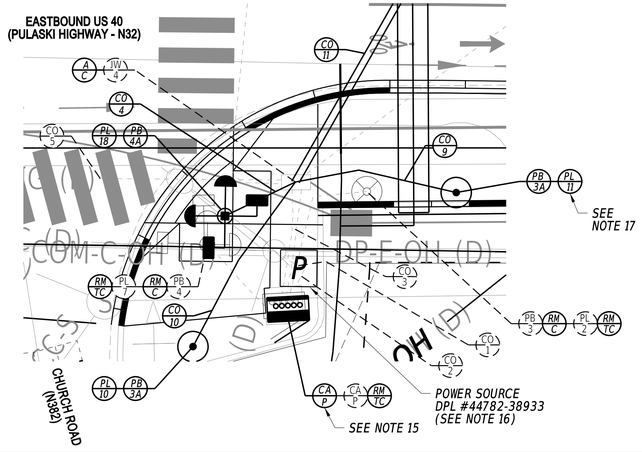
SOUTHWEST CORNER DETAIL

SCALE: 1" = 10'



SOUTHEAST CORNER DETAIL

SCALE: 1" = 10'



CONDUIT RUN SCHEDULE

CR NO.	NO. OF CONDUITS	SIZE	LENGTH	B/T/O	AMOUNT AND TYPE OF CABLE / WIRE
1*	1	1.5 IN	4 FT	-	EX. (1) 2/#8 U.F. W/GROUND (LINE SIDE)
2*	1	1.5 IN	5 FT	-	EX. (1) 2/#8 U.F. W/GROUND (LOAD SIDE)
3*	3	2.5 IN	15 FT	-	EX. (1) #6 GROUND; <REMOVE EX. (9) 4/#18, (4) 9/#14>; [NEW (2) 16/#14, (2) 9/#14, (4) 4/#18, (6) 5/#14, (13) 2/#14, (2) #6 GROUND, (1) CAT6, FIBER OPTIC CABLES]
4	1	2.5 IN	11 FT	T	[NEW (2) 5/#14, (1) #6 GROUND]
5*	1	2.5 IN	61 FT	-	EX. (1) #6 GROUND; <REMOVE EX. (1) 4/#18, (1) 9/#14>; [NEW (2) 5/#14, (2) 2/#14]
6	1	4.0 IN	40 FT	B	[NEW (2) 5/#14, (1) #6 GROUND]
7	1	2.5 IN	8 FT	T	[NEW (1) 5/#14, (1) #6 GROUND]
8	1	2.5 IN	44 FT	T	[NEW (1) 5/#14, (1) #6 GROUND]
9	1	3.0 IN	22 FT	T	[NEW (1) 9/#14, (1) 4/#18, (1) #6 GROUND, (1) CAT6]
10	1	3.0 IN	26 FT	T	[NEW (1) 16/#14, (1) 4/#18, (1) #6 GROUND]
11	2	4.0 IN	78 FT	B	[NEW (1) 16/#14, (1) 9/#14, (2) 4/#18, (4) 5/#14, (11) 2/#14, (2) #6 GROUND]
12	1	4.0 IN	84 FT	B	[NEW (1) 16/#14, (1) 4/#18, (2) 5/#14, (3) 2/#14, (1) #6 GROUND]
13	1	2.5 IN	44 FT	T	[NEW (1) 5/#14, (1) #6 GROUND]
14	1	4.0 IN	63 FT	T	[NEW (1) 16/#14, (1) 4/#18, (1) 5/#14, (3) 2/#14, (1) #6 GROUND]
15	1	3.0 IN	20 FT	T	[NEW (1) 16/#14, (1) 4/#18, (1) #6 GROUND]
16	1	2.5 IN	22 FT	T	[NEW (1) 5/#14, (1) #6 GROUND]
17*	1	2.5 IN	40 FT	-	EX. (1) #6 GROUND; <REMOVE EX. (2) 4/#18, (1) 9/#14>; [NEW (3) 2/#14]

* DENOTES EXISTING CONDUIT
B = BORE, T = TRENCH, O = OPEN CUT

CONDUIT RUN SCHEDULE

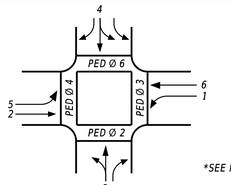
CR NO.	NO. OF CONDUITS	SIZE	LENGTH	B/T/O	AMOUNT AND TYPE OF CABLE / WIRE
18*	1	2.5 IN	55 FT	-	<REMOVE EX. (1) 9/#14, (1) #6 GROUND>; EMPTY
19	1	2.5 IN	2 FT	T	[NEW (1) 5/#14, (1) #6 GROUND]
20	1	3.0 IN	6 FT	T	[NEW (1) 9/#14, (1) 4/#18, (1) #6 GROUND]
21	1	4.0 IN	31 FT	T	[NEW (1) 9/#14, (1) 4/#18, (1) 5/#14, (1) #6 GROUND]
22	1	2.5 IN	4 FT	T	[NEW (1) 5/#14, (1) #6 GROUND]
23	1	4.0 IN	68 FT	B	[NEW (1) 9/#14, (1) 4/#18, (2) 5/#14, (1) #6 GROUND]
24	1	4.0 IN	191 FT	B	[NEW (1) 9/#14, (1) 4/#18, (2) 5/#14, (4) 2/#14, (1) #6 GROUND]
25**	1	1.5 IN	6 FT	T	[NEW (2) 1/#14 LOOP LEAD-IN]
26**	1	1.5 IN	6 FT	T	[NEW (6) 1/#14 LOOP LEAD-IN]
27**	1	1.5 IN	4 FT	T	[NEW (6) 1/#14 LOOP LEAD-IN]
28**	1	1.5 IN	7 FT	T	[NEW (2) 1/#14 LOOP LEAD-IN]

* DENOTES EXISTING CONDUIT
B = BORE, T = TRENCH, O = OPEN CUT
** PROPOSED RIGID GALVANIZED STEEL CONDUIT

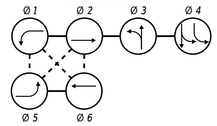
NOTES (CONT.):

17. DELDOT'S TRAFFIC CONTRACTOR SHALL CONTACT DELDOT'S TRAFFIC SYSTEMS DESIGN ENGINEER AT 302-897-2436 TO COORDINATE PLACEMENT OF MAST ARM HANDHOLES FOR FUTURE NEAR-SIDE SUPPLEMENTAL SIGNAL HEADS ON MAST ARMS #3 AND #4.
18. SE CORNER AERIAL UTILITY HEIGHTS:
    GUY @ 18'-5"
    COMM @ 20'-5" TO 22'-9"
    SECONDARY & NEUTRAL @ 28' TO 29'
    PRIMARY > 35'

ULTIMATE SIGNAL PHASING



NEMA PHASING



*SEE NOTE 11

PHASING NOTES

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

ULTIMATE SIGNAL HEAD DIAGRAM



LEGEND

AB	ABANDON	OH #	EXISTING OVERHEAD RUN IDENTIFIER (# OF OVERHEAD RUN)
CA X	EXISTING CABINET IDENTIFIER (TYPE OF CABINET)	OH #	*PROPOSED OVERHEAD RUN IDENTIFIER (# OF OVERHEAD RUN)*
CA X	*PROPOSED CABINET IDENTIFIER (TYPE OF CABINET)*	PB X	EXISTING POLE BASE IDENTIFIER (TYPE OF POLE BASE)
CO #	EXISTING CONDUIT RUN IDENTIFIER (# OF CONDUIT RUN)	PB X	*PROPOSED POLE BASE IDENTIFIER (TYPE OF POLE BASE)*
CO #	*PROPOSED CONDUIT RUN IDENTIFIER (# OF CONDUIT RUN)*	PL #	EXISTING POLE IDENTIFIER (# OF POLE)
JW X	EXISTING JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL)	PL #	*PROPOSED POLE IDENTIFIER (# OF POLE)*
JW X	*PROPOSED JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL)*	RM C	*REMOVE BY CONTRACTOR*
MA XX	EXISTING MAST ARM IDENTIFIER (LENGTH OF ARM)	RM O	*REMOVE BY OTHERS*
MA XX	*PROPOSED MAST ARM IDENTIFIER (LENGTH OF ARM)*	RM TC	*REMOVE BY TRAFFIC CONTRACTOR*

	EXISTING SYMBOL	PROPOSED SYMBOL
JUNCTION WELL	J.W.	■
LOOP DETECTOR, TYPE 1		□
LOOP DETECTOR, TYPE 2		▭
LUMINAIRE		—◇—
MAST ARM		▶
MICROWAVE DETECTION		
OPTICOM RECEIVER		
OVERHEAD SIGNING		
PEDESTRIAN POLE/BASE		◉
PEDESTRIAN PUSHBUTTON		
PEDESTRIAN SIGNAL HEAD		
RIGHT-OF-WAY		R/W
SERVICE PEDESTAL	P	P
SIGNAL CABINET		
SIGNAL HEAD		
SIGNAL POLE/BASE	⊗	⊙
CCTV CAMERA		
SPAN WIRE	XX	
UTILITY POLE		
VIDEO DETECTION (FISHEYE)		

PREPARED BY

WRA Whitman, Requardt and Associates, LLP
Engineers • Architects • Environmental Planners Est. 1915

THIS SEAL APPLIES TO THIS SHEET ONLY — 7/24/2024 DATE

KYLE O. CLEVENGER LICENSE No. 18723 DELAWARE PROFESSIONAL ENGINEER
SEAL

CONCURRENCE FOR INSTALLATION

CHIEF OF TRAFFIC ENGINEERING — 7/25/2024 DATE

ADDENDA / REVISIONS

NOT TO SCALE

US 40 WIDENING SALEM CHURCH ROAD TO WALTHER ROAD

CONTRACT	PERMIT NO.	N552 & NCAM246	SECTION
T201611902			WRA
COUNTY	DESIGNED BY:	K. CLEVENGER	SHEET NO.
NEW CASTLE	CHECKED BY:	M. BUCKLEY	202

ULTIMATE SIGNAL PLAN
US 40 (PULASKI HIGHWAY) @
CHURCH ROAD / WELLINGTON DRIVE

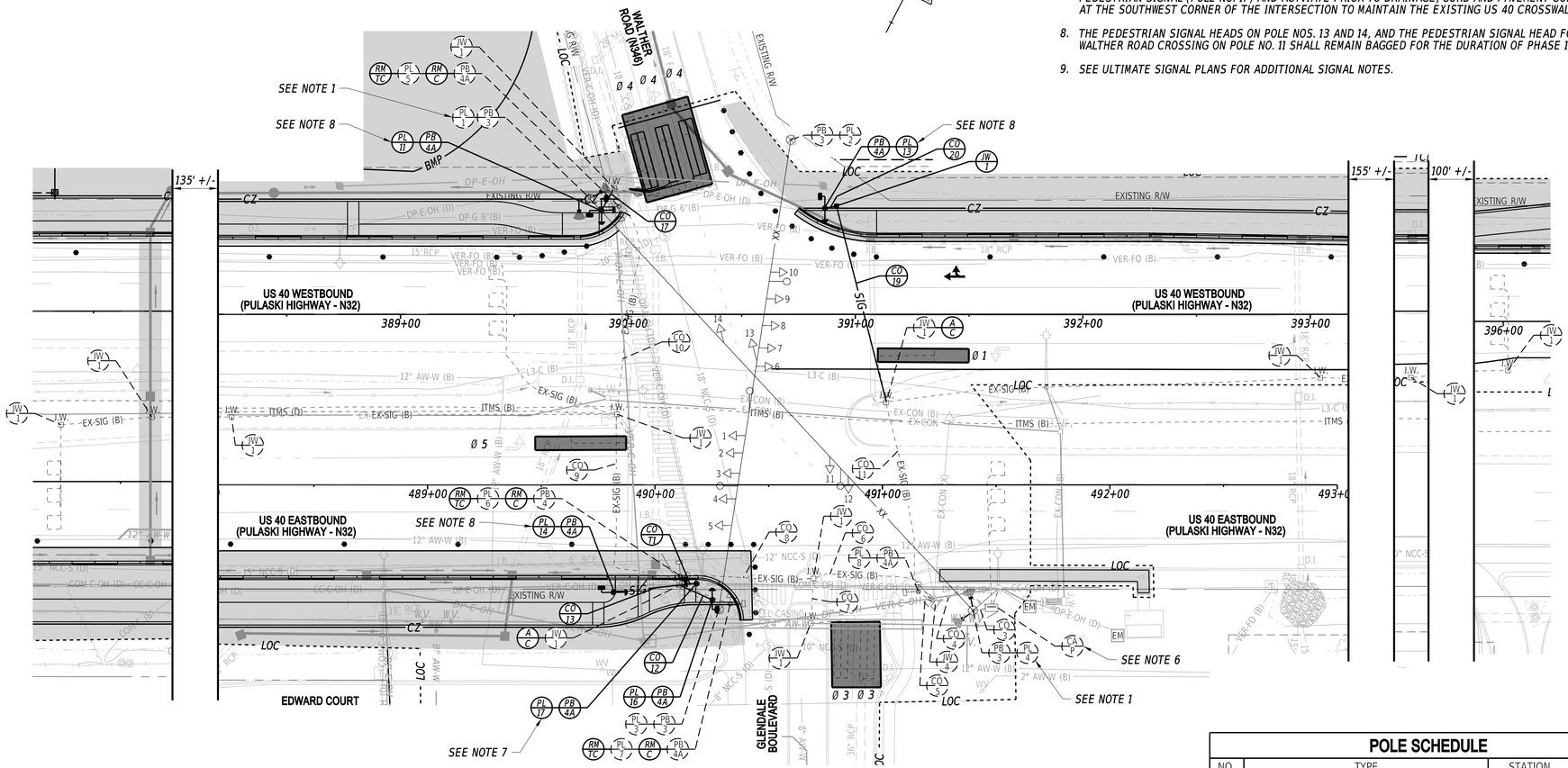
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CONDUIT RUN SCHEDULE

CR NO.	NO. OF CONDUITS	SIZE	LENGTH	B/T/O	AMOUNT AND TYPE OF CABLE / WIRE
3*	1	2.5 IN	6 FT	-	EX. (2) 16/#14, EX. (1) 9/#14, EX. (4) 4/#18, EX. (1) COMM., EX. (1) #6 GROUND; [NEW (4) WAVETRONIX]
4*	3	2.5 IN	23 FT	-	EX. (11) 4/#18, EX. (1) FIBER OPTIC CABLES, <REMOVE (3) 9/#14>, [NEW (5) 5/#14, (2) #6 GROUND]
5*	1	2.5 IN	10 FT	-	<REMOVE EX. (1) 9/#14>, [NEW (1) 5/#14, (1) #6 GROUND]
6*	1	2.5 IN	55 FT	-	EX. (8) 4/#18, EX. (1) FIBER OPTIC CABLE, <REMOVE EX. (2) 9/#14>, [NEW (4) 5/#14, (1) #6 GROUND]
7*	1	2.5 IN	20 FT	-	EX. (1) 4/#18
8*	1	2.5 IN	60 FT	-	EX. (7) 4/#18, EX. (1) FIBER OPTIC CABLE, <REMOVE EX. (2) 9/#14>, [NEW (4) 5/#14, (1) #6 GROUND]
9*	1	2.5 IN	80 FT	-	EX. (7) 4/#18, EX. (1) FIBER OPTIC CABLE, <REMOVE EX. (1) 9/#14>, [NEW (1) 5/#14, (1) #6 GROUND]
10*	1	2.5 IN	99 FT	-	EX. (2) 4/#18, <REMOVE EX. (1) 9/#14>, [NEW (1) 5/#14, (1) #6 GROUND]
11*	1	2.5 IN	83 FT	-	EX. (3) 4/#18, [NEW (1) 5/#14, (1) #6 GROUND]
12	1	2.5 IN	17 FT	T	[NEW (1) 5/#14, (1) #6 GROUND]
13	1	2.5 IN	29 FT	T	[NEW (1) 5/#14, (1) #6 GROUND]
17	1	2.5 IN	13 FT	T	[NEW (1) 5/#14, (1) #6 GROUND]
18	1	3.0 IN	25 FT	T	[NEW (1) #6 GROUND]
19	1	4.0 IN	90 FT	B	[NEW (1) 5/#14, (1) #6 GROUND]
20	1	2.5 IN	6 FT	T	[NEW (1) 5/#14, (1) #6 GROUND]
T1	1	2.5 IN	17 FT	T	[NEW (1) 5/#14, (1) #6 GROUND]

* DENOTES EXISTING CONDUIT

B = BORE, T = TRENCH, O = OPEN CUT



TEMPORARY SIGNAL NOTES:

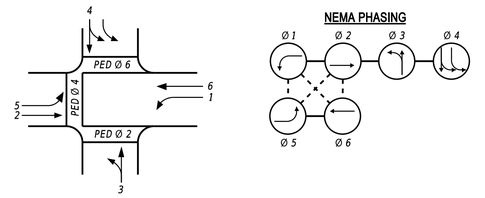
1. *THE TRAFFIC CONTRACTOR SHALL INSTALL WAVETRONIX "MATRIX" SENSORS ON EXISTING STRAIN POLES AS SHOWN UPON NOTICE-TO-PROCEED AND PRIOR TO IMPACTING EXISTING LOOP DETECTORS. WAVETRONIX CABLES SHALL BE FED FROM THE CABINET TO THE ADJACENT STRAIN POLE AND THEN AERIALLY TO EACH SENSOR VIA EXISTING SPAN WIRE RUNS. PROPOSED SENSOR LOCATIONS/DETECTION ZONES (ADJUST DETECTION ZONES TO EXISTING STOP LINES):*
   - *PL-1: ONE UNIT FOR FOR US 40 EBL (PHASE 5), ONE UNIT FOR WALTHER ROAD SB (PHASE 4)*
   - *PL-4: ONE UNIT FOR US 40 WBL (PHASE 1), ONE UNIT FOR GLENDALE BOULEVARD NB (PHASE 3)*
2. *A SITE SURVEY SHALL BE CONDUCTED BY THE TRAFFIC CONTRACTOR PRIOR TO INSTALLATION OF WAVETRONIX UNITS TO ENSURE THERE ARE NO FIELD CONFLICTS. SENSORS MAY NEED TO BE RELOCATED DEPENDING ON ACTUAL CONDITIONS. IF NEEDED, CONTACT WAVETRONIX FOR INSTALLATION SUPPORT (DON HENRY; 302-390-1523, DON.HENRY@WAVETRONIX.COM).*
3. *MATRIX SENSORS MOUNTED TO STRAIN POLES AND MAST ARM UPRIGHTS SHOULD BE MOUNTED AS HIGH AS POSSIBLE ON THE POLES (PREFERRED MOUNTING HEIGHT = 15-25+ FEET).*
4. *THE TRAFFIC CONTRACTOR IS RESPONSIBLE FOR PROVIDING AND INSTALLING THEIR OWN TEMPORARY TRAFFIC CONTROL FOR TRAFFIC SIGNAL CONSTRUCTION AND TEMPORARY SIGNAL ADJUSTMENTS.*
5. *PROPOSED 2/#14 CABLES SHALL REMAIN COILED NEATLY IN THE JUNCITON WELL UNTIL INSTALLATION OF THE LOOP DETECTORS AT THE END OF THE PROJECT.*
6. *DELDOT TRAFFIC/OIT SHALL INSTALL A TEMPORARY CDMA PRIOR TO IMPACTING THE EXISTING FIBER OPTIC CONNECTION TO THE SIGNAL CABINET TO MAINTAIN COMMUNICIATIONS UNTIL THE PROPOSED FIBER OPTIC CABLES ARE CONNECTED WITHIN THE PROPOSED CABINET.*
7. *DELDOT'S CONTRACTOR AND TRAFFIC CONTRACTOR SHALL COORDINATE TO CONSTRUCT THE TEMPORARY PEDESTRIAN SIGNAL (POLE NO. 17) AND ACTVIATE PRIOR TO DRAINAGE, CURB AND PAVEMENT CONSTRUCTION AT THE SOUTHWEST CORNER OF THE INTERSECTION TO MAINTAIN THE EXISTING US 40 CROSSWALK.*
8. *THE PEDESTRIAN SIGNAL HEADS ON POLE NOS. 13 AND 14, AND THE PEDESTRIAN SIGNAL HEAD FOR THE WALTHER ROAD CROSSING ON POLE NO. 11 SHALL REMAIN BAGGED FOR THE DURATION OF PHASE 1.*
9. *SEE ULTIMATE SIGNAL PLANS FOR ADDITIONAL SIGNAL NOTES.*

POLE SCHEDULE

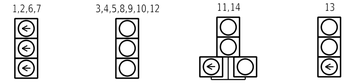
NO.	TYPE	STATION	OFFSET
1*	30' STRAIN POLE - TO REMAIN	389+83.1	51' LT.
2*	32' STRAIN POLE - TO REMAIN	390+71.6	76.8' LT.
3*	30' STRAIN POLE - TO REMAIN	490+28.1	54.7' RT.
4*	30' STRAIN POLE - TO REMAIN	491+39.8	55.3' RT.
5*	10' PEDESTAL POLE - REMOVE	389+96	47.5' LT.
6*	10' PEDESTAL POLE - REMOVE	490+11.1	40' RT.
7*	10' PEDESTAL POLE - REMOVE	490+33.0	52.4' RT.
8*	10' PEDESTAL POLE - REMAIN	491+15.8	46.9' RT.
11	10' PEDESTAL POLE W/ TYPE 4A BASE	389+88.4	45.7' LT.
13	10' PEDESTAL POLE W/ TYPE 4A BASE	390+86.6	46.7' LT.
14	10' PEDESTAL POLE W/ TYPE 4A BASE	489+81.7	47.3' RT.
16	10' PEDESTAL POLE W/ TYPE 4A BASE	490+25.2	50.6' RT.
17	10' PEDESTAL POLE W/ TYPE 4A BASE	490+18.2	43.5' RT.

* DENOTES EXISTING POLE

TEMPORARY SIGNAL PHASING - PHASE 1



TEMPORARY SIGNAL HEAD DIAGRAM - PHASE 1



LEGEND

AB	ABANDON	OH #	EXISTING OVERHEAD RUN IDENTIFIER (# OF OVERHEAD RUN)
CA X	EXISTING CABINET IDENTIFIER (TYPE OF CABINET)	OH #	*PROPOSED OVERHEAD RUN IDENTIFIER (# OF OVERHEAD RUN)*
CA X	*PROPOSED CABINET IDENTIFIER (TYPE OF CABINET)*	PB X	EXISTING POLE BASE IDENTIFIER (TYPE OF POLE BASE)
CO #	EXISTING CONDUIT RUN IDENTIFIER (# OF CONDUIT RUN)	PB X	*PROPOSED POLE BASE IDENTIFIER (TYPE OF POLE BASE)*
CO #	*PROPOSED CONDUIT RUN IDENTIFIER (# OF CONDUIT RUN)*	PL X	EXISTING POLE IDENTIFIER (# OF POLE)
JW X	EXISTING JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL)	PL X	*PROPOSED POLE IDENTIFIER (# OF POLE)*
JW X	*PROPOSED JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL)*	RM C	*REMOVE BY CONTRACTOR*
MA XX	EXISTING MAST ARM IDENTIFIER (LENGTH OF ARM)	RM O	*REMOVE BY OTHERS*
MA XX	*PROPOSED MAST ARM IDENTIFIER (LENGTH OF ARM)*	RM TC	*REMOVE BY TRAFFIC CONTRACTOR*

	EXISTING SYMBOL	*PROPOSED SYMBOL*
JUNCTION WELL	J.W.	■
LOOP DETECTOR, TYPE 1		
LOOP DETECTOR, TYPE 2		
LUMINAIRE		
MAST ARM		
MICROWAVE DETECTION		
OPTICOM RECEIVER		
OVERHEAD SIGNING		
PEDESTRIAN POLE/BASE		
PEDESTRIAN PUSHBUTTON		
PEDESTRIAN SIGNAL HEAD		
RIGHT-OF-WAY		*R/W*
SERVICE PEDESTAL	P	*P*
SIGNAL CABINET		
SIGNAL HEAD		
SIGNAL POLE/BASE		
CCTV CAMERA		
SPAN WIRE	XX	
UTILITY POLE		
VIDEO DETECTION (FISHEYE)		

PREPARED BY

Whitman, Requardt and Associates, LLP
Engineers • Architects • Environmental Planners Est. 1915

KYLE O. CLEVENGER LICENSE No. 18723 DELAWARE PROFESSIONAL ENGINEER

7/24/2024
DATE

THIS SEAL APPLIES TO THIS SHEET ONLY.

SEAL

CONCURRENCE FOR INSTALLATION

CHIEF OF TRAFFIC ENGINEERING

7/25/2024
DATE

ADDENDA / REVISIONS

SCALE 0 30 60 90 FEET

US 40 WIDENING SALEM CHURCH ROAD TO WALTHER ROAD

CONTRACT	PERMIT NO.	N517 & NCAM245
T201611902	DESIGNED BY:	K. CLEVENGER
COUNTY	CHECKED BY:	M. BUCKLEY
NEW CASTLE		

TEMPORARY SIGNAL PLAN US 40 (PULASKI HIGHWAY) @ WALTHER ROAD / GLENDALE BOULEVARD

SECTION: WRA
SHEET NO.: 203

LAST REVISED: 9/11/2018
7/23/2024
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CONDUIT RUN SCHEDULE

CR NO.	NO. OF CONDUITS	SIZE	LENGTH	B/T/O	AMOUNT AND TYPE OF CABLE / WIRE
1**	1	2.0 IN	4 FT	T	[NEW (3) 1/#8 THHN - LINE SIDE]
2**	1	2.0 IN	2 FT	T	[NEW (1) 2/#8 U.F. W/ GROUND - LOAD SIDE]
3*	1	2.5 IN	6 FT	ABANDON	<REMOVE EX. (2) 16/#14, EX. (1) 9/#14, EX. (4) 4/#18, EX. (1) COMM., EX. (1) #6 GROUND>
4*	3	2.5 IN	23 FT	-	EX. (5) 5/#14, EX. (2) #6 GROUND, <REMOVE EX. (11) 4/#18, EX. (1) FIBER OPTIC CABLES>, [NEW (2) 16/#14, (2) 5/#14, (13) 2/#14, (4) 4/#18, (1) CAT6, FIBER OPTIC CABLES, (4) WAVETRONIX]
5*	1	2.5 IN	10 FT	-	EX. (1) 5/#14, EX. (1) #6 GROUND
6*	1	2.5 IN	55 FT	-	<REMOVE EX. (2) 9/#14, EX. (8) 4/#18, EX. (1) FIBER OPTIC CABLE>, [NEW (1) 16/#14, (5) 5/#14, (9) 2/#14, (2) 4/#18, (1) #6 GROUND, (1) CAT6, (2) WAVETRONIX]
7*	1	2.5 IN	20 FT	-	<REMOVE EX. (1) 4/#18>, [NEW (2) 2/#14, (1) #6 GROUND]
8*	1	2.5 IN	60 FT	-	<REMOVE EX. (2) 9/#14, EX. (7) 4/#18, EX. (1) FIBER OPTIC CABLE>, [NEW (1) 16/#14, (5) 5/#14, (7) 2/#14, (2) 4/#18, (1) #6 GROUND, (1) CAT6, (2) WAVETRONIX]
9*	1	2.5 IN	80 FT	-	<REMOVE EX. (1) 9/#14, EX. (7) 4/#18, EX. (1) FIBER OPTIC CABLE>, [NEW (1) 16/#14, (3) 5/#14, (7) 2/#14, (2) 4/#18, (1) #6 GROUND, (1) CAT6, (2) WAVETRONIX]
10*	1	2.5 IN	99 FT	-	<REMOVE EX. (1) 9/#14, EX. (2) 4/#18>, [NEW (1) 5/#14, (3) 2/#14, (1) #6 GROUND]
11*	1	2.5 IN	83 FT	-	<REMOVE EX. (3) 4/#18>, [NEW (1) 16/#14, (2) 4/#18, (1) 2/#14, (1) #6 GROUND, (2) WAVETRONIX]
12*	1	2.5 IN	17 FT	-	EX. (1) 5/#14, EX. (1) #6 GROUND
13*	1	2.5 IN	29 FT	-	EX. (1) 5/#14, EX. (1) #6 GROUND

* DENOTES EXISTING CONDUIT
** PROPOSED RIGID GALVANIZED STEEL CONDUIT
B = BORE, T = TRENCH, O = OPEN CUT

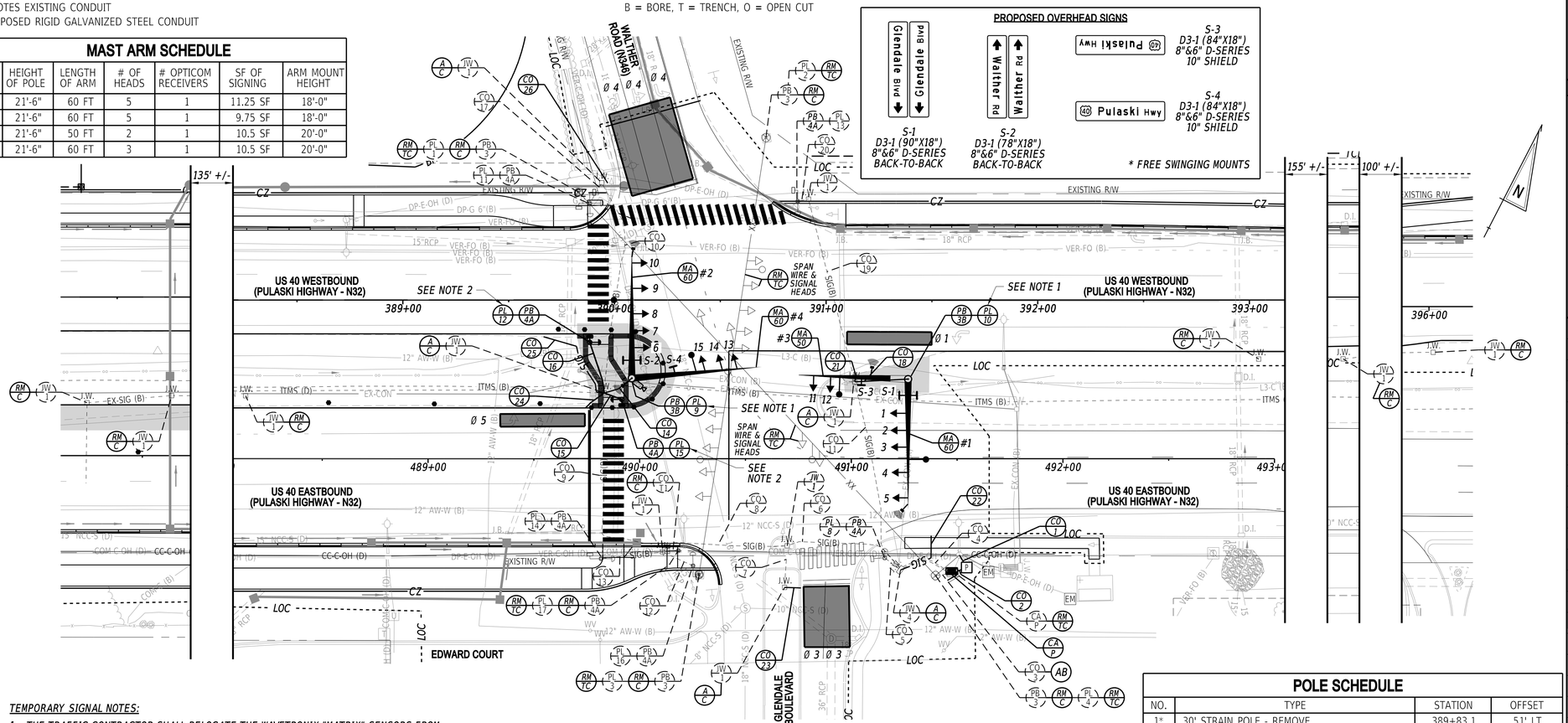
CONDUIT RUN SCHEDULE

CR NO.	NO. OF CONDUITS	SIZE	LENGTH	B/T/O	AMOUNT AND TYPE OF CABLE / WIRE
14	1	3.0 IN	15 FT	T	[NEW (1) 16/#14, (2) 4/#18, (1) #6 GROUND, (1) CAT6, (2) WAVETRONIX]
15	1	2.5 IN	9 FT	T	[NEW (1) 5/#14, (1) #6 GROUND]
16	1	2.5 IN	25 FT	T	[NEW (1) 5/#14, (1) #6 GROUND]
17	1	2.5 IN	11 FT	T	[NEW (1) 5/#14, (1) #6 GROUND]
18*	1	3.0 IN	25 FT	-	[NEW (1) 16/#14, (2) 4/#18, (1) #6 GROUND, (2) WAVETRONIX]
19*	1	4.0 IN	90 FT	-	EX. (1) 5/#14, EX. (1) #6 GROUND
20*	1	2.5 IN	6 FT	-	EX. (1) 5/#14, EX. (1) #6 GROUND
21**	1	1.5 IN	17 FT	-	[NEW (2) 1/#14 LOOP LEAD-IN]
22**	1	1.5 IN	42 FT	-	[NEW (6) 1/#14 LOOP LEAD-IN]
23**	1	1.5 IN	8 FT	-	[NEW (4) 1/#14 LOOP LEAD-IN]
24**	1	1.5 IN	13 FT	-	[NEW (2) 1/#14 LOOP LEAD-IN]
25**	1	1.5 IN	67 FT	-	[NEW (6) 1/#14 LOOP LEAD-IN]
26**	1	1.5 IN	7 FT	-	[NEW (6) 1/#14 LOOP LEAD-IN]
T1*	1	2.5 IN	7 FT	ABANDON	<REMOVE EX. (1) 5/#14, EX. (1) #6 GROUND>

* DENOTES EXISTING CONDUIT
** PROPOSED RIGID GALVANIZED STEEL CONDUIT
B = BORE, T = TRENCH, O = OPEN CUT

MAST ARM SCHEDULE

MA#	HEIGHT OF POLE	LENGTH OF ARM	# OF HEADS	# OPTICOM RECEIVERS	SF OF SIGNING	ARM MOUNT HEIGHT
1	21'-6"	60 FT	5	1	11.25 SF	18'-0"
2	21'-6"	60 FT	5	1	9.75 SF	18'-0"
3	21'-6"	50 FT	2	1	10.5 SF	20'-0"
4	21'-6"	60 FT	3	1	10.5 SF	20'-0"



POLE SCHEDULE

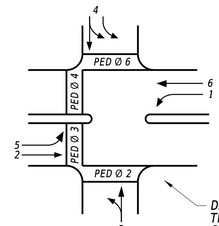
NO.	TYPE	STATION	OFFSET
1*	30' STRAIN POLE - REMOVE	389+83.1	51' LT.
2*	32' STRAIN POLE - REMOVE	390+71.6	76.8' LT.
3*	30' STRAIN POLE - REMOVE	490+28.1	54.7' RT.
4*	30' STRAIN POLE - REMOVE	491+39.8	55.3' RT.
8*	10' PEDESTAL POLE - REMAIN	491+15.8	46.9' RT.
9	60' TWIN MAST ARMS W/ TYPE 3B BASE	390+08.2	37.0' RT.
10	60' & 50' TWIN MAST ARMS W/ TYPE 3B BASE	490+16.1	53.7' RT.
11*	10' PEDESTAL POLE W/ TYPE 4A BASE	389+88.2	43.6' LT.
12	10' PEDESTAL POLE W/ TYPE 4A BASE	389+88.3	20' RT.
13*	10' PEDESTAL POLE W/ TYPE 4A BASE	390+84.1	46.7' LT.
14*	10' PEDESTAL POLE W/ TYPE 4A BASE	489+83.6	46.4' RT.
15	10' PEDESTAL POLE W/ TYPE 4A BASE	489+91.6	28' LT.
16*	10' PEDESTAL POLE W/ TYPE 4A BASE	490+25.9	50.6' RT.
17*	10' PEDESTAL POLE W/ TYPE 4A BASE - REMOVE	490+18.2	43.5' RT.

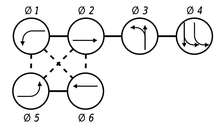
* DENOTES EXISTING POLE

TEMPORARY SIGNAL NOTES:

1. *THE TRAFFIC CONTRACTOR SHALL RELOCATE THE WAVETRONIX "MATRIX" SENSORS FROM THE EXISTING STRAIN POLES TO PROPOSED MAST ARMS UPON ACTIVATION OF THE NEW SIGNAL:*
   - *PL-9: ONE UNIT FOR US 40 EBL (PHASE 1); ONE UNIT ON MA#2 FOR WALTHER ROAD SB (PHASE 4)*
   - *PL-10: ONE UNIT ON MA#3 FOR US 40 WBL (PHASE 5); ONE UNIT ON MA#1 FOR GLENDALE BOULEVARD NB (PHASE 3)*
2. *THE PROPOSED PEDESTRIAN SIGNAL HEADS ON POLE NOS. 12 AND 15 SHALL BE ACTIVATED AND PROPOSED US 40 CROSSWALK SHALL BE ACCESSIBLE PRIOR TO INSTALLATION OF SIGNAL POLE NO. 9.*
3. *THE TRAFFIC CONTRACTOR IS RESPONSIBLE FOR PROVIDING AND INSTALLING THEIR OWN TEMPORARY TRAFFIC CONTROL FOR TRAFFIC SIGNAL CONSTRUCTION AND TEMPORARY SIGNAL ADJUSTMENTS.*
4. *PROPOSED 2/#14 CABLES SHALL REMAIN COILED NEATLY IN THE JUNCITON WELL UNTIL INSTALLATION OF THE LOOP DETECTORS AT THE END OF THE PROJECT.*
5. *SEE ULTIMATE SIGNAL PLANS FOR ADDITIONAL SIGNAL NOTES.*

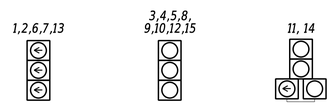
TEMPORARY SIGNAL PHASING - PHASE 2





DELDOT TRAFFIC/TMC SHALL MODIFY THE PEDESTRIAN SIGNAL PHASING AS SHOWN FOLLOWING INSTALLATION OF THE WEST MEDIAN PEDESTRIAN SIGNALS

TEMPORARY SIGNAL HEAD DIAGRAM - PHASE 2



**ALL EXISTING SIGNAL HEADS SHALL BE REMOVED*

LEGEND

AB — *ABANDON*	OH # — EXISTING OVERHEAD RUN IDENTIFIER (# OF OVERHEAD RUN)
CA X — EXISTING CABINET IDENTIFIER (TYPE OF CABINET)	*OH # — PROPOSED OVERHEAD RUN IDENTIFIER (# OF OVERHEAD RUN)*
CA X — PROPOSED CABINET IDENTIFIER (TYPE OF CABINET)	PB X — EXISTING POLE BASE IDENTIFIER (TYPE OF POLE BASE)
CO # — EXISTING CONDUIT RUN IDENTIFIER (# OF CONDUIT RUN)	*PB X — PROPOSED POLE BASE IDENTIFIER (TYPE OF POLE BASE)*
CO # — PROPOSED CONDUIT RUN IDENTIFIER (# OF CONDUIT RUN)	PL X — EXISTING POLE IDENTIFIER (# OF POLE)
JW X — EXISTING JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL)	*PL X — PROPOSED POLE IDENTIFIER (# OF POLE)*
JW X — PROPOSED JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL)	RM C — *REMOVE BY CONTRACTOR*
MA XX — EXISTING MAST ARM IDENTIFIER (LENGTH OF ARM)	RM O — *REMOVE BY OTHERS*
MA XX — PROPOSED MAST ARM IDENTIFIER (LENGTH OF ARM)	RM TC — *REMOVE BY TRAFFIC CONTRACTOR*

	EXISTING SYMBOL	PROPOSED SYMBOL
JUNCTION WELL	J.W.	■
LOOP DETECTOR, TYPE 1		□
LOOP DETECTOR, TYPE 2		▭
LUMINAIRE		—○—
MAST ARM		▶
MICROWAVE DETECTION		
OPTICOM RECEIVER		
OVERHEAD SIGNING		
PEDESTRIAN POLE/BASE		
PEDESTRIAN PUSHBUTTON		
PEDESTRIAN SIGNAL HEAD		
RIGHT-OF-WAY		R/W
SERVICE PEDESTAL	P	P
SIGNAL CABINET		
SIGNAL HEAD		
SIGNAL POLE/BASE		
CCTV CAMERA		
SPAN WIRE	XX	
UTILITY POLE		
VIDEO DETECTION (FISHEYE)		

PREPARED BY

WRA Whitman, Requardt and Associates, LLP
Engineers • Architects • Environmental Planners Est. 1915

THIS SEAL APPLIES TO THIS SHEET ONLY. — DATE: 7/24/2024

KYLE O. CLEVENGER — LICENSE — No. 18723 — DELAWARE PROFESSIONAL ENGINEER — SEAL

CONCURRENCE FOR INSTALLATION

CHIEF OF TRAFFIC ENGINEERING — DATE: 7/25/2024

ADDENDA / REVISIONS	

SCALE: 0 30 60 90 FEET

US 40 WIDENING SALEM CHURCH ROAD TO WALTHER ROAD

CONTRACT	PERMIT NO.	N517 & NCAM245
T201611902	DESIGNED BY: K. CLEVENGER	
COUNTY	CHECKED BY: K. CLEVENGER	
NEW CASTLE		

TEMPORARY SIGNAL PLAN US 40 (PULASKI HIGHWAY) @ WALTHER ROAD / GLENDALE BOULEVARD

SECTION	
WRA	
SHEET NO.	
204	

LAST REVISED: 9/11/2018
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CONDUIT RUN SCHEDULE

CR NO.	NO. OF CONDUITS	SIZE	LENGTH	B/T/O	AMOUNT AND TYPE OF CABLE / WIRE
1**	1	2.0 IN	4 FT	T	[NEW (3) 1/#8 THHN - LINE SIDE]
2**	1	2.0 IN	2 FT	T	[NEW (1) 2/#8 U.F. W/ GROUND - LOAD SIDE]
3*	1	2.5 IN	6 FT	ABANDON	<REMOVE EX. (2) 16/#14, EX. (1) 9/#14, EX. (4) 4/#18, EX. (1) COMM., EX. (1) #6 GROUND>
4*	3	2.5 IN	23 FT	-	<REMOVE EX. (3) 9/#14, EX. (11) 4/#18, EX. (1) FIBER OPTIC CABLES>, [NEW (2) 16/#14, (7) 5/#14, (13) 2/#14, (4) 4/#18, (2) #6 GROUND, (1) CAT6, FIBER OPTIC CABLES]
5*	1	2.5 IN	10 FT	-	<REMOVE EX. (1) 9/#14>, [NEW (1) 5/#14, (1) #6 GROUND]
6*	1	2.5 IN	55 FT	-	<REMOVE EX. (2) 9/#14, EX. (8) 4/#18, EX. (1) FIBER OPTIC CABLE>, [NEW (1) 16/#14, (5) 5/#14, (9) 2/#14, (2) 4/#18, (1) #6 GROUND, (1) CAT6]
7*	1	2.5 IN	20 FT	-	<REMOVE EX. (1) 4/#18>, [NEW (2) 2/#14, (1) #6 GROUND]
8*	1	2.5 IN	60 FT	-	<REMOVE EX. (2) 9/#14, EX. (7) 4/#18, EX. (1) FIBER OPTIC CABLE>, [NEW (1) 16/#14, (5) 5/#14, (7) 2/#14, (2) 4/#18, (1) #6 GROUND, (1) CAT6]
9*	1	2.5 IN	80 FT	-	<REMOVE EX. (1) 9/#14, EX. (7) 4/#18, EX. (1) FIBER OPTIC CABLE>, [NEW (1) 16/#14, (3) 5/#14, (7) 2/#14, (2) 4/#18, (1) #6 GROUND, (1) CAT6]
10*	1	2.5 IN	99 FT	-	<REMOVE EX. (1) 9/#14, EX. (2) 4/#18>, [NEW (1) 5/#14, (3) 2/#14, (1) #6 GROUND]
11*	1	2.5 IN	83 FT	-	<REMOVE EX. (3) 4/#18>, [NEW (1) 16/#14, (1) 5/#14, (2) 4/#18, (1) 2/#14, (1) #6 GROUND]
12	1	2.5 IN	17 FT	T	[NEW (1) 5/#14, (1) #6 GROUND]
13	1	2.5 IN	29 FT	T	[NEW (1) 5/#14, (1) #6 GROUND]

* DENOTES EXISTING CONDUIT
** PROPOSED RIGID GALVANIZED STEEL CONDUIT
B = BORE, T = TRENCH, O = OPEN CUT

CONDUIT RUN SCHEDULE

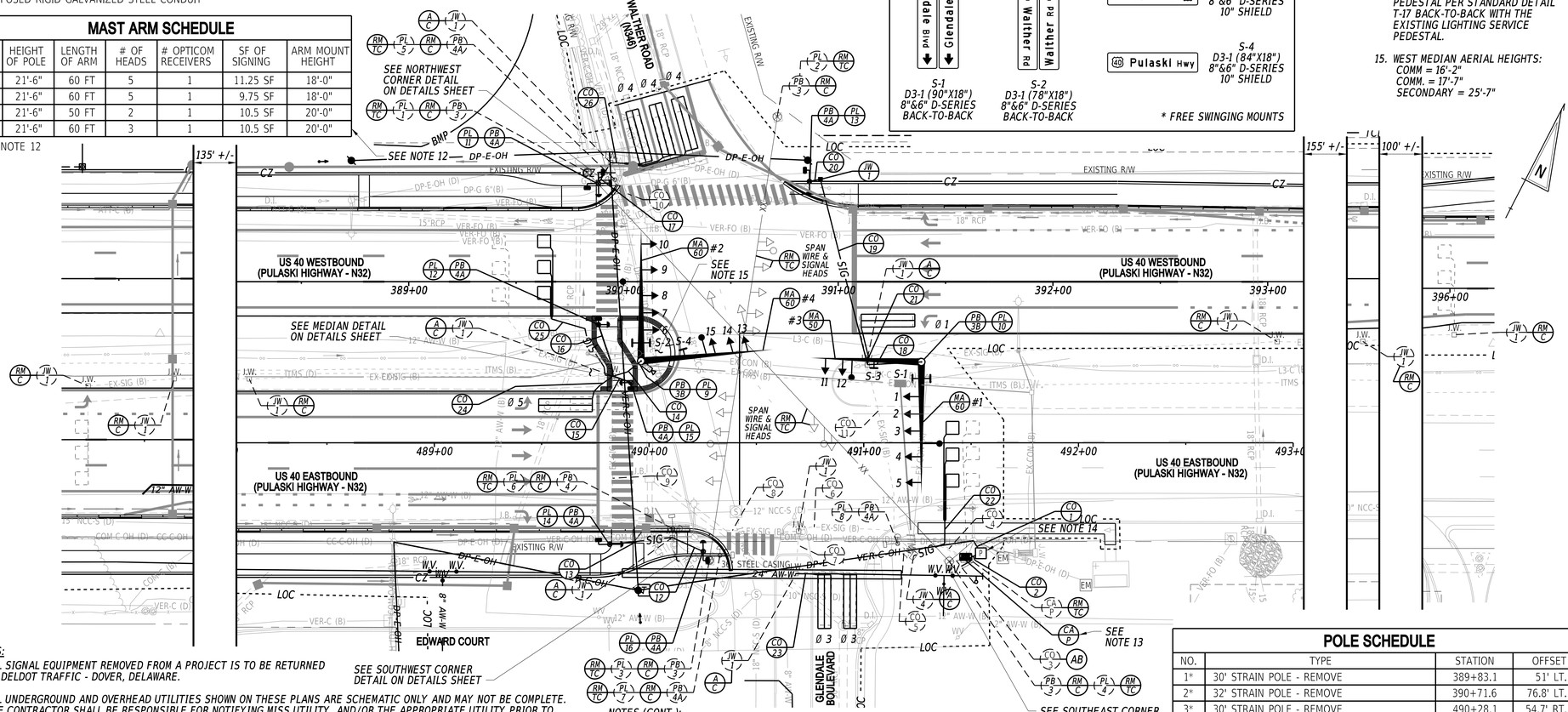
CR NO.	NO. OF CONDUITS	SIZE	LENGTH	B/T/O	AMOUNT AND TYPE OF CABLE / WIRE
14	1	3.0 IN	15 FT	T	[NEW (1) 16/#14, (2) 4/#18, (1) #6 GROUND, (1) CAT6]
15	1	2.5 IN	9 FT	T	[NEW (1) 5/#14, (1) #6 GROUND]
16	1	2.5 IN	25 FT	T	[NEW (1) 5/#14, (1) #6 GROUND]
17	1	2.5 IN	11 FT	T	[NEW (1) 5/#14, (1) #6 GROUND]
18	1	3.0 IN	25 FT	T	[NEW (1) 16/#14, (2) 4/#18, (1) #6 GROUND]
19	1	4.0 IN	90 FT	B	[NEW (1) 5/#14, (1) #6 GROUND]
20	1	2.5 IN	6 FT	T	[NEW (1) 5/#14, (1) #6 GROUND]
21**	1	1.5 IN	17 FT	T	[NEW (2) 1/#14 LOOP LEAD-IN]
22**	1	1.5 IN	42 FT	T	[NEW (6) 1/#14 LOOP LEAD-IN]
23**	1	1.5 IN	8 FT	T	[NEW (4) 1/#14 LOOP LEAD-IN]
24**	1	1.5 IN	13 FT	T	[NEW (2) 1/#14 LOOP LEAD-IN]
25**	1	1.5 IN	67 FT	T	[NEW (6) 1/#14 LOOP LEAD-IN]
26**	1	1.5 IN	7 FT	T	[NEW (6) 1/#14 LOOP LEAD-IN]

* DENOTES EXISTING CONDUIT
**GALVANIZED STEEL CONDUIT
B = BORE, T = TRENCH, O = OPEN CUT

MAST ARM SCHEDULE

MA#	HEIGHT OF POLE	LENGTH OF ARM	# OF HEADS	# OPTICOM RECEIVERS	SF OF SIGNING	ARM MOUNT HEIGHT
1	21'-6"	60 FT	5	1	11.25 SF	18'-0"
2	21'-6"	60 FT	5	1	9.75 SF	18'-0"
3	21'-6"	50 FT	2	1	10.5 SF	20'-0"
4*	21'-6"	60 FT	3	1	10.5 SF	20'-0"

* SEE NOTE 12



NOTES:

1. *ALL SIGNAL EQUIPMENT REMOVED FROM A PROJECT IS TO BE RETURNED TO DELDOT TRAFFIC - DOVER, DELAWARE.*
2. *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.*
3. *LOOP DETECTORS:*
   TYPE #2 - 6' x 25' - TO BE INSTALLED ON US-40 LEFT TURN MOVEMENTS.
   TYPE #2 - 6' x 25' - TO BE INSTALLED ON GLENDALE BLVD AND WALTHER RD APPROACH LANES.
   SYSTEM - 6' x 6' - TO BE INSTALLED ON US-40 RECEIVING LANES, AS SHOWN.
4. *ALL PROPOSED SIGNAL POLES ARE DELDOT MAST ARMS.*
5. *POLE BASES, CABINET BASE AND CONDUIT JUNCTION WELLS TO BE REMOVED IN ACCORDANCE WITH SECTION 211 OF THE STANDARD SPECIFICATIONS OR AS DIRECTED BY ENGINEER. EXISTING CONDUIT IS TO BE ABANDONED.*
6. *ALL GALVANIZED CONDUIT (GRC) SHALL BE REAMED AND THREADED. ALL GRC SHALL BE THREADED TOGETHER WITH APPROVED COUPLINGS. SET SCREW, BOLTED, AND COMPRESSION FITTING ARE NOT ACCEPTABLE.*
7. *ALL CONDUIT SHALL BE SCHEDULE 80 PVC WHEN INSTALLED BY TRENCHING OR OPEN CUT AND HDPE SDR-13.5 WHEN INSTALLED BY BORING, UNLESS OTHERWISE NOTED.*

NOTES (CONT.):

8. *ALL PEDESTRIAN SIGNALS SHALL CONTAIN PEDESTRIAN COUNTDOWN DISPLAYS. PL11 = R10-3e-DE (NO ARROW); PL12 & PL15 = R10-3eR (RIGHT ARROW); PL13 = R10-3eL (LEFT ARROW); PL14 = R10-3eR-DE2 (RIGHT ARROW)*
9. *PROPOSED POLE BASES SUPPORTING POLES WITH PEDESTRIAN PUSHBUTTONS SHOULD BE CONSTRUCTED IMMEDIATELY ADJACENT TO THE FLAT (50:1 OR FLATTER) LANDING AREA OF THE PEDESTRIAN CONNECTION WHEN POSSIBLE. WHERE THERE ARE PHYSICAL CONSTRAINTS THAT MAKE IT IMPRACTICAL TO PLACE THE PEDESTRIAN PUSHBUTTON ADJACENT TO A LEVEL ALL-WEATHER SURFACE, THE SURFACE SHOULD BE AS LEVEL AS FEASIBLE. THE PEDESTRIAN PUSHBUTTON SHOULD BE INSTALLED AT A HEIGHT OF 42 TO 48 INCHES ABOVE THE ADJOINING SIDEWALK, AND SHALL BE LOCATED SUCH THAT THAT THE MAXIMUM REACH DISTANCE DOES NOT EXCEED 10 INCHES FROM THE ADJOINING SIDEWALK 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 FEET OR MORE THAN 10 FEET ABOVE.*
10. *EXISTING LOOP DETECTORS AND EXISTING SIGNAL CONDUITS WITHOUT IDENTIFIERS SHALL BE ABANDONED IN PLACE, CABLES REMOVED, AND NOT USED FOR THE INSTALLATION OF PROPOSED SIGNAL CABLES.*

NOTES (CONT.):

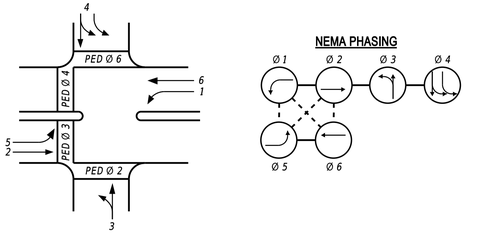
11. *THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE INSTALLATION AND REMOVAL OF ALL UNDERGROUND SIGNAL EQUIPMENT - E.G., JUNCTION WELLS, POLE BASES, CABINET BASE, AND CONDUIT. DELDOT'S TRAFFIC CONTRACTOR SHALL BE RESPONSIBLE FOR THE INSTALLATION AND REMOVAL OF ALL ELECTRICAL CABLES, OVERHEAD SIGNS, ABOVE-GROUND SIGNAL EQUIPMENT - E.G., HEADS, OPTICOM RECEIVERS, MAST ARMS AND POLES. THE TRAFFIC CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING THEIR OWN TEMPORARY TRAFIC CONTROL.*
12. *DELDOT'S TRAFFIC CONTRACTOR SHALL INSTALL A DAVIT ARM CCTV CAMERA (NCAM245) ON MA #4.*
13. *DELDOT TRAFFIC SHALL REMOVE THE EXISTING SIGNAL CABINET AND INSTALL A PROPOSED SIGNAL/CCTV JOINT USE CABINET ON THE EXISTING CABINET BASE.*
14. *DELDOT'S TRAFFIC CONTRACTOR SHALL INSTALL A NEW SERVICE PEDESTAL PER STANDARD DETAIL T-17 BACK-TO-BACK WITH THE EXISTING LIGHTING SERVICE PEDESTAL.*
15. *WEST MEDIAN AERIAL HEIGHTS: COMM = 16'-2" COMM. = 17'-7" SECONDARY = 25'-7"*

POLE SCHEDULE

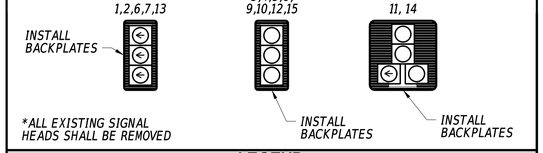
NO.	TYPE	STATION	OFFSET
1*	30' STRAIN POLE - REMOVE	389+83.1	51' LT.
2*	32' STRAIN POLE - REMOVE	390+71.6	76.8' LT.
3*	30' STRAIN POLE - REMOVE	490+28.1	54.7' RT.
4*	30' STRAIN POLE - REMOVE	491+39.8	55.3' RT.
5*	10' PEDESTAL POLE - REMOVE	389+96	47.5' LT.
6*	10' PEDESTAL POLE - REMOVE	490+11.1	40' RT.
7*	10' PEDESTAL POLE - REMOVE	490+33.0	52.4' RT.
8*	10' PEDESTAL POLE - REMAIN	491+15.8	46.9' RT.
9	55' TWIN MAST ARMS W/ TYPE 3B BASE	390+08.2	37.0' RT.
10	60' & 45' TWIN MAST ARMS W/ TYPE 3B BASE	490+16.1	53.7' RT.
11	10' PEDESTAL POLE W/ TYPE 4A BASE	389+88.4	45.7' LT.
12	10' PEDESTAL POLE W/ TYPE 4A BASE	389+88.3	20' RT.
13	10' PEDESTAL POLE W/ TYPE 4A BASE	390+86.6	46.7' LT.
14	10' PEDESTAL POLE W/ TYPE 4A BASE	489+81.7	47.3' RT.
15	10' PEDESTAL POLE W/ TYPE 4A BASE	489+91.6	28' LT.
16	10' PEDESTAL POLE W/ TYPE 4A BASE	490+25.2	50.6' RT.

* DENOTES EXISTING POLE

ULTIMATE SIGNAL PHASING



ULTIMATE SIGNAL HEAD DIAGRAM



LEGEND

AB — ABANDON	OH# — EXISTING OVERHEAD RUN IDENTIFIER (# OF OVERHEAD RUN)
CA X — EXISTING CABINET IDENTIFIER (TYPE OF CABINET)	*OH# — PROPOSED OVERHEAD RUN IDENTIFIER (# OF OVERHEAD RUN)*
CA X — PROPOSED CABINET IDENTIFIER (TYPE OF CABINET)	PB X — EXISTING POLE BASE IDENTIFIER (TYPE OF POLE BASE)
CO #/# — EXISTING CONDUIT RUN IDENTIFIER (# OF CONDUIT RUN)	*PB X — PROPOSED POLE BASE IDENTIFIER (TYPE OF POLE BASE)*
CO #/# — PROPOSED CONDUIT RUN IDENTIFIER (# OF CONDUIT RUN)	PL X/X — EXISTING POLE IDENTIFIER (# OF POLE)
JW X/X — EXISTING JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL)	*PL X — PROPOSED POLE IDENTIFIER (# OF POLE)*
JW X — PROPOSED JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL)	RM C — REMOVE BY CONTRACTOR
MA X/XX — EXISTING MAST ARM IDENTIFIER (LENGTH OF ARM)	RM O — REMOVE BY OTHERS
MA XX — PROPOSED MAST ARM IDENTIFIER (LENGTH OF ARM)	RM TC — REMOVE BY TRAFFIC CONTRACTOR

	EXISTING SYMBOL	PROPOSED SYMBOL
JUNCTION WELL	J.W.	■
LOOP DETECTOR, TYPE 1		□
LOOP DETECTOR, TYPE 2		▭
LUMINAIRE		—●—
MAST ARM		▶
MICROWAVE DETECTION		
OPTICOM RECEIVER		
OVERHEAD SIGNING		
PEDESTRIAN POLE/BASE		◉
PEDESTRIAN PUSHBUTTON		
PEDESTRIAN SIGNAL HEAD		
RIGHT-OF-WAY		R/W
SERVICE PEDESTAL	P	P
SIGNAL CABINET		
SIGNAL HEAD		
SIGNAL POLE/BASE		⊙
CCTV CAMERA		
SPAN WIRE	XX	
UTILITY POLE		
VIDEO DETECTION (FISHEYE)		

PREPARED BY

WRA Whitman, Requardt and Associates, LLP
Engineers • Architects • Environmental Planners Est. 1915

7/24/2024
THIS SEAL APPLIES TO THIS SHEET ONLY. DATE

KYLE O. CLEVENGER LICENSE No. 18723 DELAWARE PROFESSIONAL ENGINEER
SEAL

CONCURRENCE FOR INSTALLATION

7/25/2024
CHIEF OF TRAFFIC ENGINEERING DATE

ADDENDA / REVISIONS

SCALE 0 30 60 90 FEET

US 40 WIDENING SALEM CHURCH ROAD TO WALTHER ROAD

CONTRACT	PERMIT NO.	N517 & NCAM245
T201611902	DESIGNED BY:	K. CLEVENGER
COUNTY	CHECKED BY:	M. BUCKLEY
NEW CASTLE		

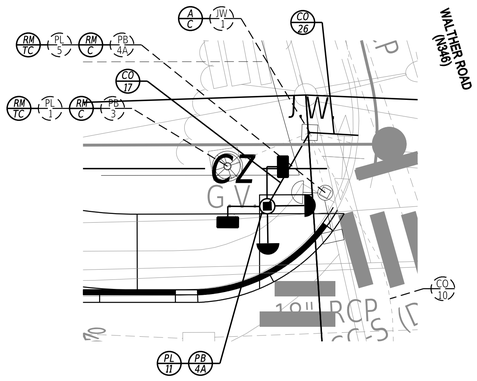
ULTIMATE SIGNAL PLAN US 40 (PULASKI HIGHWAY) @ WALTHER ROAD / GLENDALE BOULEVARD

SECTION: WRA
SHEET NO.: 205

LAST REVISED: 9/11/2018
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NORTHWEST CORNER DETAIL

SCALE: 1" = 10'



CONDUIT RUN SCHEDULE

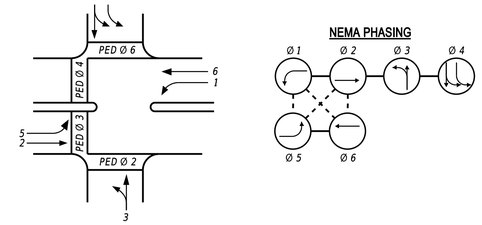
CR NO.	NO. OF CONDUITS	SIZE	LENGTH	B/T/O	AMOUNT AND TYPE OF CABLE / WIRE
1**	1	2.0 IN	4 FT	T	[NEW (3) 1/#8 THHN - LINE SIDE]
2**	1	2.0 IN	2 FT	T	[NEW (1) 2/#8 U.F. W/ GROUND - LOAD SIDE]
3*	1	2.5 IN	6 FT	ABANDON	<REMOVE EX. (2) 16/#14, EX. (1) 9/#14, EX. (4) 4/#18, EX. (1) COMM., EX. (1) #6 GROUND>
4*	3	2.5 IN	23 FT	-	<REMOVE EX. (3) 9/#14, EX. (11) 4/#18, EX. (1) FIBER OPTIC CABLES>, [NEW (2) 16/#14, (7) 5/#14, (13) 2/#14, (4) 4/#18, (2) #6 GROUND, (1) CAT6, FIBER OPTIC CABLES]
5*	1	2.5 IN	10 FT	-	<REMOVE EX. (1) 9/#14>, [NEW (1) 5/#14, (1) #6 GROUND]
6*	1	2.5 IN	55 FT	-	<REMOVE EX. (2) 9/#14, EX. (8) 4/#18, EX. (1) FIBER OPTIC CABLE>, [NEW (1) 16/#14, (5) 5/#14, (9) 2/#14, (2) 4/#18, (1) #6 GROUND, (1) CAT6]
7*	1	2.5 IN	20 FT	-	<REMOVE EX. (1) 4/#18>, [NEW (2) 2/#14, (1) #6 GROUND]
8*	1	2.5 IN	60 FT	-	<REMOVE EX. (2) 9/#14, EX. (7) 4/#18, EX. (1) FIBER OPTIC CABLE>, [NEW (1) 16/#14, (5) 5/#14, (7) 2/#14, (2) 4/#18, (1) #6 GROUND, (1) CAT6]
9*	1	2.5 IN	80 FT	-	<REMOVE EX. (1) 9/#14, EX. (7) 4/#18, EX. (1) FIBER OPTIC CABLE>, [NEW (1) 16/#14, (3) 5/#14, (7) 2/#14, (2) 4/#18, (1) #6 GROUND, (1) CAT6]
10*	1	2.5 IN	99 FT	-	<REMOVE EX. (1) 9/#14, EX. (2) 4/#18>, [NEW (1) 5/#14, (3) 2/#14, (1) #6 GROUND]
11*	1	2.5 IN	83 FT	-	<REMOVE EX. (3) 4/#18>, [NEW (1) 16/#14, (1) 5/#14, (2) 4/#18, (1) 2/#14, (1) #6 GROUND]
12	1	2.5 IN	17 FT	T	[NEW (1) 5/#14, (1) #6 GROUND]
13	1	2.5 IN	29 FT	T	[NEW (1) 5/#14, (1) #6 GROUND]
14	1	3.0 IN	15 FT	T	[NEW (1) 16/#14, (2) 4/#18, (1) #6 GROUND, (1) CAT6]
15	1	2.5 IN	9 FT	T	[NEW (1) 5/#14, (1) #6 GROUND]
16	1	2.5 IN	25 FT	T	[NEW (1) 5/#14, (1) #6 GROUND]
17	1	2.5 IN	11 FT	T	[NEW (1) 5/#14, (1) #6 GROUND]
18	1	3.0 IN	25 FT	T	[NEW (1) 16/#14, (2) 4/#18, (1) #6 GROUND]
19	1	4.0 IN	90 FT	B	[NEW (1) 5/#14, (1) #6 GROUND]
20	1	2.5 IN	6 FT	T	[NEW (1) 5/#14, (1) #6 GROUND]
21**	1	1.5 IN	17 FT	T	[NEW (2) 1/#14 LOOP LEAD-IN]
22**	1	1.5 IN	42 FT	T	[NEW (6) 1/#14 LOOP LEAD-IN]
23**	1	1.5 IN	8 FT	T	[NEW (4) 1/#14 LOOP LEAD-IN]
24**	1	1.5 IN	13 FT	T	[NEW (2) 1/#14 LOOP LEAD-IN]
25**	1	1.5 IN	67 FT	T	[NEW (6) 1/#14 LOOP LEAD-IN]
26**	1	1.5 IN	7 FT	T	[NEW (6) 1/#14 LOOP LEAD-IN]

* DENOTES EXISTING CONDUIT

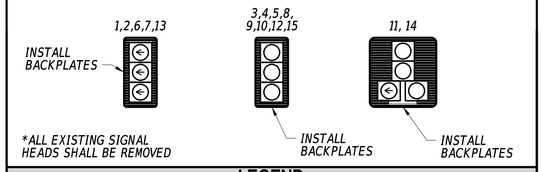
** PROPOSED RIGID GALVANIZED STEEL CONDUIT

B = BORE, T = TRENCH, O = OPEN CUT

ULTIMATE SIGNAL PHASING



ULTIMATE SIGNAL HEAD DIAGRAM



LEGEND

AB	ABANDON	OH #	EXISTING OVERHEAD RUN IDENTIFIER (# OF OVERHEAD RUN)
CA X	EXISTING CABINET IDENTIFIER (TYPE OF CABINET)	OH #	PROPOSED OVERHEAD RUN IDENTIFIER (# OF OVERHEAD RUN)
CA X	PROPOSED CABINET IDENTIFIER (TYPE OF CABINET)	PB X	EXISTING POLE BASE IDENTIFIER (TYPE OF POLE BASE)
CO #	EXISTING CONDUIT RUN IDENTIFIER (# OF CONDUIT RUN)	PB X	PROPOSED POLE BASE IDENTIFIER (TYPE OF POLE BASE)
CO #	PROPOSED CONDUIT RUN IDENTIFIER (# OF CONDUIT RUN)	PL X	EXISTING POLE IDENTIFIER (# OF POLE)
JW X	EXISTING JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL)	PL X	PROPOSED POLE IDENTIFIER (# OF POLE)
JW X	PROPOSED JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL)	RM C	REMOVE BY CONTRACTOR
MA XX	EXISTING MAST ARM IDENTIFIER (LENGTH OF ARM)	RM O	REMOVE BY OTHERS
MA XX	PROPOSED MAST ARM IDENTIFIER (LENGTH OF ARM)	RM TC	REMOVE BY TRAFFIC CONTRACTOR

	EXISTING SYMBOL	PROPOSED SYMBOL
JUNCTION WELL	J.W.	■
LOOP DETECTOR, TYPE 1		
LOOP DETECTOR, TYPE 2		
LUMINAIRE		
MAST ARM		
MICROWAVE DETECTION		
OPTICOM RECEIVER		
OVERHEAD SIGNING		
PEDESTRIAN POLE/BASE		
PEDESTRIAN PUSHBUTTON		
PEDESTRIAN SIGNAL HEAD		
RIGHT-OF-WAY		R/W
SERVICE PEDESTAL	P	P
SIGNAL CABINET		
SIGNAL HEAD		
SIGNAL POLE/BASE		
CCTV CAMERA		
SPAN WIRE	XX	
UTILITY POLE		
VIDEO DETECTION (FISHEYE)		

SOUTHWEST CORNER DETAIL

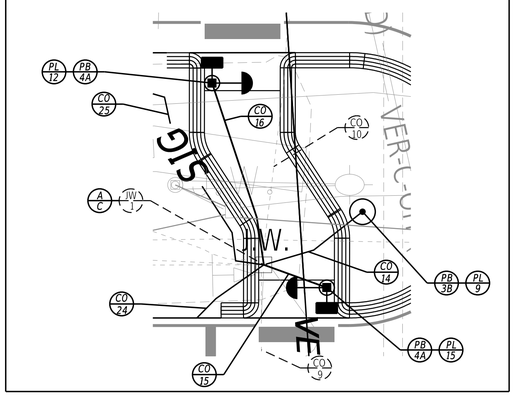
SCALE: 1" = 10'

SOUTHEAST CORNER DETAIL

SCALE: 1" = 10'

WEST MEDIAN DETAIL

SCALE: 1" = 10'



NOTES:

1. *ALL SIGNAL EQUIPMENT REMOVED FROM A PROJECT IS TO BE RETURNED TO DELDOT TRAFFIC - DOVER, DELAWARE.*

   ALL UNDERGROUND AND OVERHEAD UTILITIES SHOWN ON THESE PLANS ARE SCHEMATIC ONLY AND MAY NOT BE COMPLETE.
2. *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.*
3. *LOOP DETECTORS:*
   TYPE #1 - 6' x 6' - EXISTING TO BE ABANDONED ON US-40 THROUGH MOVEMENTS
   TYPE #2 - 6' x 25' - TO BE INSTALLED ON US-40 LEFT TURN MOVEMENTS.
   TYPE #2 - 6' x 25' - TO BE INSTALLED ON GLENDALE BLVD AND WALTHER RD APPROACH LANES.
   SYSTEM - 6' x 6' - TO BE INSTALLED ON US-40 RECEIVING LANES, AS SHOWN.
4. *ALL PROPOSED SIGNAL POLES ARE DELDOT MAST ARMS.*
5. *POLE BASES, CABINET BASE AND CONDUIT JUNCTION WELLS TO BE REMOVED IN ACCORDANCE WITH SECTION 211 OF THE STANDARD SPECIFICATIONS OR AS DIRECTED BY ENGINEER. EXISTING CONDUIT IS TO BE ABANDONED.*
6. *ALL GALVANIZED CONDUIT (GRC) SHALL BE REAMED AND THREADED. ALL GRC SHALL BE THREADED TOGETHER WITH APPROVED COUPLINGS. SET SCREW, BOLTED, AND COMPRESSION FITTING ARE NOT ACCEPTABLE.*
7. *ALL CONDUIT SHALL BE SCHEDULE 80 PVC WHEN INSTALLED BY TRENCHING OR OPEN CUT AND HDPE SDR-13.5 WHEN INSTALLED BY BORING, UNLESS OTHERWISE NOTED.*

NOTES (CONT.):

8. *ALL PEDESTRIAN SIGNALS SHALL CONTAIN PEDESTRIAN COUNTDOWN DISPLAYS.*
   PLI1 = R10-3eL-DE2 (LEFT ARROW); PLI2 & PLI5 = R10-3eR (RIGHT ARROW);
   PLI3 = R10-3eL (LEFT ARROW); PLI4 = R10-3eR-DE2 (RIGHT ARROW)
9. *PROPOSED POLE BASES SUPPORTING POLES WITH PEDESTRIAN PUSHBUTTONS SHOULD BE CONSTRUCTED IMMEDIATELY ADJACENT TO THE FLAT (50:1 OR FLATTER) LANDING AREA OF THE PEDESTRIAN CONNECTION WHEN POSSIBLE. WHERE THERE ARE PHYSICAL CONSTRAINTS THAT MAKE IT IMPRACTICAL TO PLACE THE PEDESTRIAN PUSHBUTTON ADJACENT TO A LEVEL ALL-WEATHER SURFACE, THE SURFACE SHOULD BE AS LEVEL AS FEASIBLE. THE PEDESTRIAN PUSHBUTTON SHOULD BE INSTALLED AT A HEIGHT OF 42 TO 48 INCHES ABOVE THE ADJOINING SIDEWALK, AND SHALL BE LOCATED SUCH THAT THAT THE MAXIMUM REACH DISTANCE DOES NOT EXCEED 10 INCHES FROM THE ADJOINING SIDEWALK 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 FEET OR MORE THAN 10 FEET ABOVE.*
10. *EXISTING LOOP DETECTORS AND EXISTING SIGNAL CONDUITS WITHOUT IDENTIFIERS SHALL BE ABANDONED IN PLACE, CABLES REMOVED, AND NOT USED FOR THE INSTALLATION OF PROPOSED SIGNAL CABLES.*
11. *THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE INSTALLATION AND REMOVAL OF ALL UNDERGROUND SIGNAL EQUIPMENT - E.G., JUNCTION WELLS, POLE BASES, CABINET BASE, AND CONDUIT. DELDOT'S TRAFFIC CONTRACTOR SHALL BE RESPONSIBLE FOR THE INSTALLATION AND REMOVAL OF ALL ELECTRICAL CABLES, OVERHEAD SIGNS, ABOVE-GROUND SIGNAL EQUIPMENT - E.G., HEADS, OPTICOM RECEIVERS, MAST ARMS AND POLES.*

NOTES (CONT.):

12. *DELDOT'S TRAFFIC CONTRACTOR SHALL INSTALL A DAVIT ARM CCTV CAMERA ON MA #4.*
13. *DELDOT'S TRAFFIC CONTRACTOR SHALL REMOVE THE EXISTING SIGNAL CABINET AND INSTALL A PROPOSED SIGNAL/CCTV JOINT USE CABINET ON THE EXISTING CABINET BASE.*
14. *DELDOT TRAFFIC SHALL INSTALL A NEW SERVICE PEDESTAL PER STANDARD DETAIL T-17 BACK-TO-BACK WITH THE EXISTING LIGHTING SERVICE PEDESTAL.*
15. *WEST MEDIAN AERIAL UTILITY HEIGHTS:*
    COMM = 16'-2"
    COMM. = 17'-7"
    SECONDARY = 25'-7"

PREPARED BY

Whitman, Requardt and Associates, LLP
Engineers • Architects • Environmental Planners Est. 1915

THIS SEAL APPLIES TO THIS SHEET ONLY. DATE: 7/24/2024

KYLE O. CLEVENGER — LICENSE — No. 18723 — DELAWARE — PROFESSIONAL ENGINEER

SEAL

CONCURRENCE FOR INSTALLATION

CHIEF OF TRAFFIC ENGINEERING — DATE: 7/25/2024

ADDENDA / REVISIONS		NOT TO SCALE	US 40 WIDENING SALEM CHURCH ROAD TO WALTHER ROAD	CONTRACT T201611902	PERMIT NO. N517 & NCAM245	ULTIMATE SIGNAL PLAN US 40 (PULASKI HIGHWAY) @ WALTHER ROAD / GLENDALE BOULEVARD	SECTION WRA
				COUNTY NEW CASTLE	DESIGNED BY: K. CLEVENGER		SHEET NO. 206
					CHECKED BY: M. BUCKLEY		

LAST REVISED: 9/11/2018
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