

GENERAL LOCATION OF CONTRACT

THE STATE OF DELAWARE DEPARTMENT OF TRANSPORTATION

U.S. CUSTOMARY
UNITS



CONSTRUCTION & RIGHT-OF-WAY PLANS FOR: EAST COAST GREENWAY, SR 4 SHARED-USE PATH GAP

CONTRACT NUMBER: **T202301502**
FEDERAL AID PROJECT NUMBER: **CMAQ-2022(47)**

COUNTY: **NEW CASTLE** M.R. #: **N358 & N366**

| DESIGN DESIGNATION | | | |
|---|---|-----------------------------------|--|
| MRD #: N358 | ROAD NAME: OGLETOWN STANTON ROAD (SR 4) | | |
| FUNCTIONAL CLASS: OTHER PRINCIPAL ARTERIALS | D.H.V. PROJECTED: 3,276 | YEAR: 2041 | |
| TYPE OF CONSTRUCTION: PEDESTRIAN IMPROVEMENTS | DESIGN SPEED: 50 M.P.H. | | |
| A.A.D.T. CURRENT: 29,067 | YEAR: 2021 | TRUCKS: 7.7 % | |
| A.A.D.T. PROJECTED: 32,116 | YEAR: 2041 | DIRECTION OF DISTRIBUTION: 57.4 % | |

| DESIGN DESIGNATION | | | |
|---|--------------------------------------|-----------------------------------|--|
| MRD #: N366 | ROAD NAME: CHESTNUT HILL ROAD (SR 4) | | |
| FUNCTIONAL CLASS: OTHER PRINCIPAL ARTERIALS | D.H.V. PROJECTED: 3,383 | YEAR: 2041 | |
| TYPE OF CONSTRUCTION: PEDESTRIAN IMPROVEMENTS | DESIGN SPEED: 50 M.P.H. | | |
| A.A.D.T. CURRENT: 30,021 | YEAR: 2021 | TRUCKS: 7.7 % | |
| A.A.D.T. PROJECTED: 33,170 | YEAR: 2041 | DIRECTION OF DISTRIBUTION: 57.4 % | |

| APPROVED DESIGN EXCEPTIONS | | | |
|----------------------------|----------|----------|------|
| DESIGN PARAMETER | REQUIRED | PROVIDED | DATE |
| | | | |
| | | | |
| | | | |
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| ASSOCIATED CONTRACTS | |
|----------------------|--|
| CONTRACT NO. | CONTRACT NAME |
| 78-103-02 | OGLETOWN INTERCHANGE ROUTE 4, PHASE IV |
| 79-103-03 | ROUTE 4, SECTION 5 OGLETOWN TO RTE. 7 |
| 79-107-01 | SR 273, AMTRAK TO OGLETOWN INTERCHANGE |
| 81-103-01 | RTE. 4 OGLETOWN TO RTE. 7 |
| 82-103-03 | RTE. 4 OGLETOWN TO RTE. 7 |
| 83-103-05 | SR 4, AUGUSTA DRIVE TO EAST OF OGLETOWN |
| 83-103-06 | SR 4 & HARMONY RD. AT OMEGA SHOPS |
| T202104001 | FULL SIGNAL AND PEDESTRIAN FACILITY REBUILD |
| T202111601 | SR 4/ HARMONY ROAD INTERSECTION IMPROVEMENTS |
| T202400401 | HEP 2020 SITE S-2 |

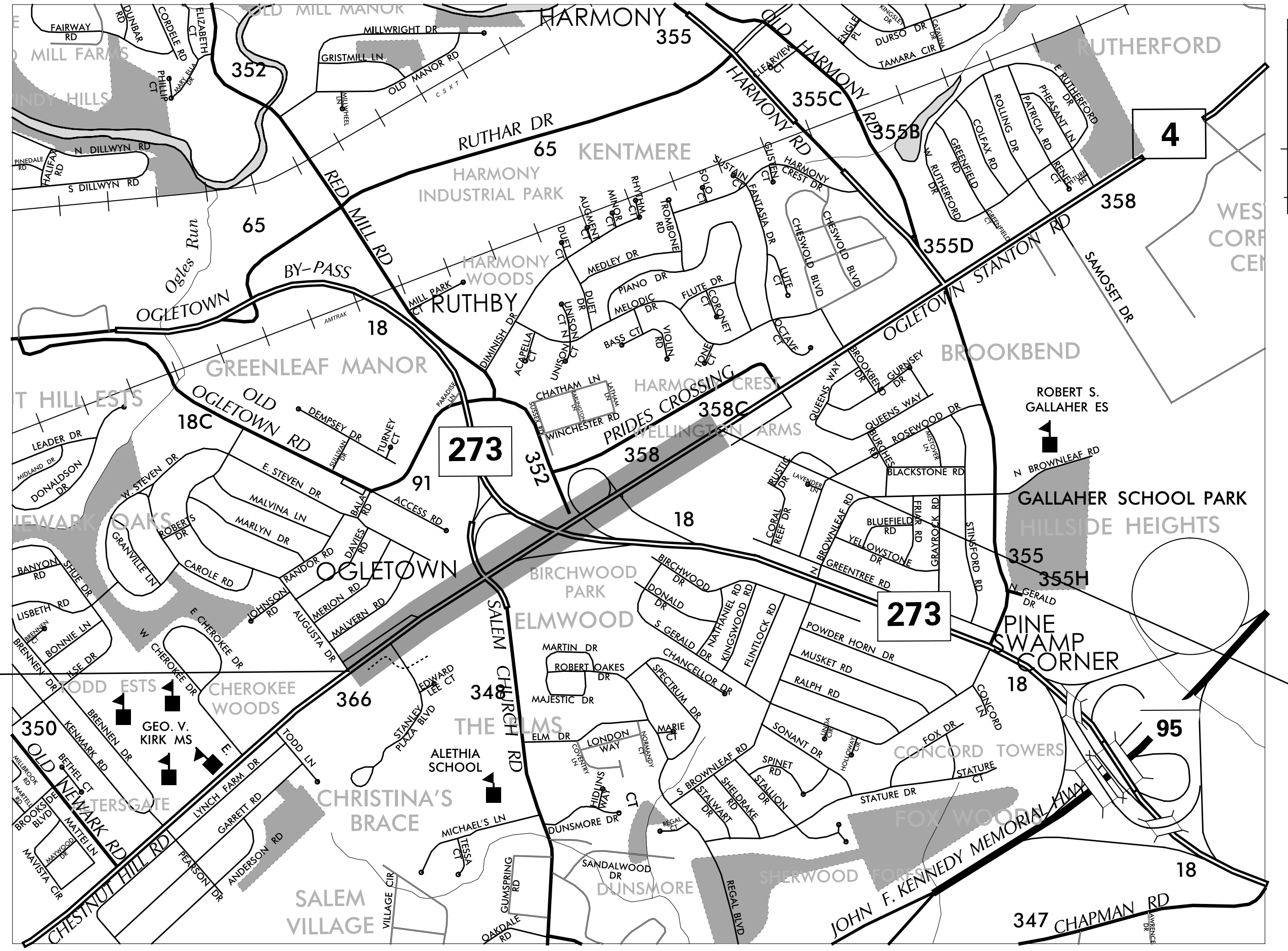
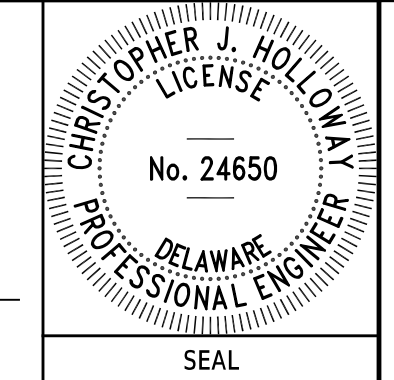
APPROVED FOR ADVERTISEMENT

Pamela Steinobach 3/6/25
DIRECTOR OF PLANNING DATE

PREPARED BY
PENNONI ASSOCIATES INC. **Pennoni**

Chris Holloway 3/3/2025
DATE

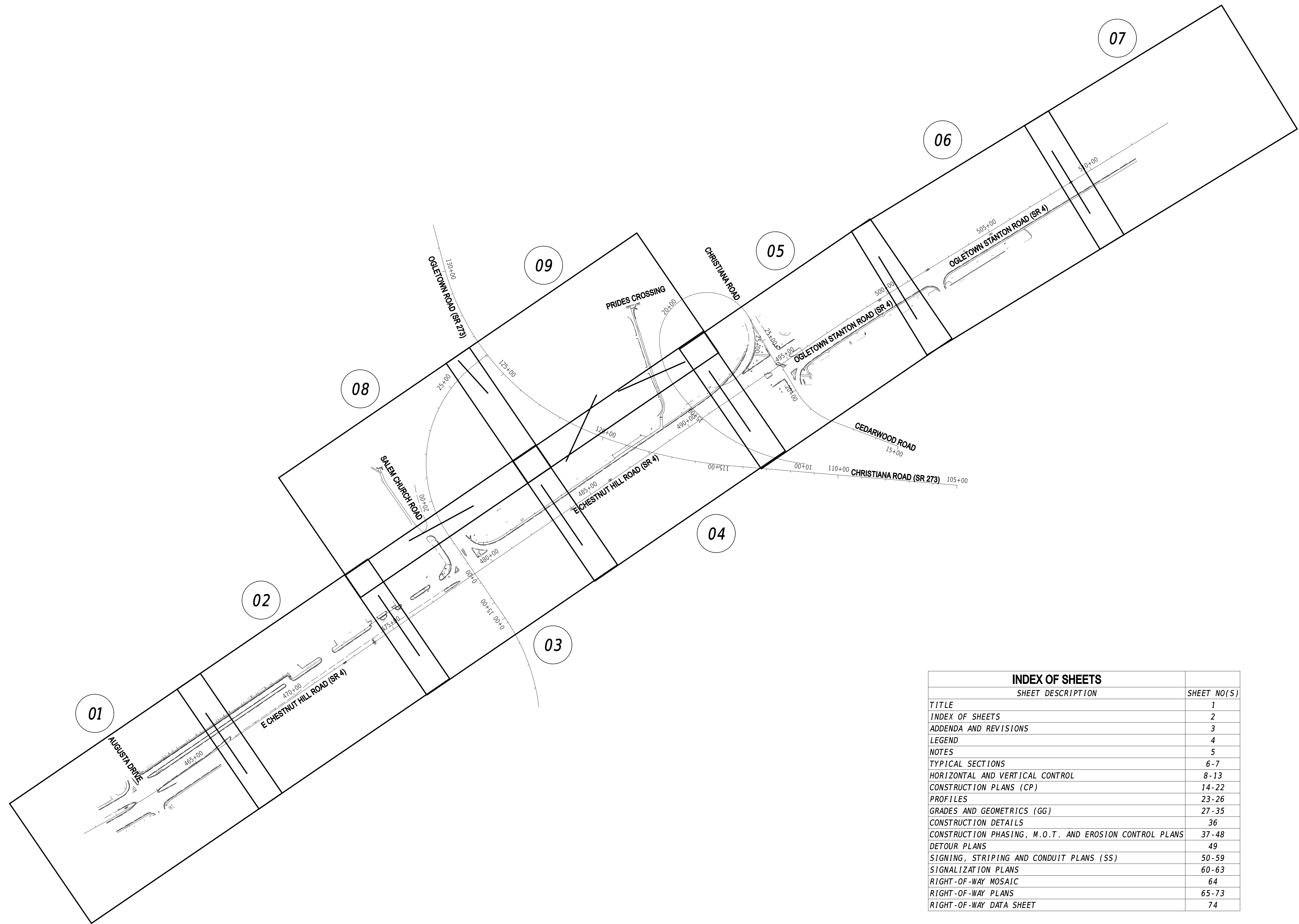
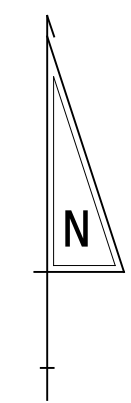
THIS SEAL APPLIES TO ALL SHEETS BEARING THE "PAI" SECTION DESIGNATION.



BEGIN CONTRACT
STATION 460+48

END CONTRACT
STATION 513+77

LOCATION MAP
NOT TO SCALE

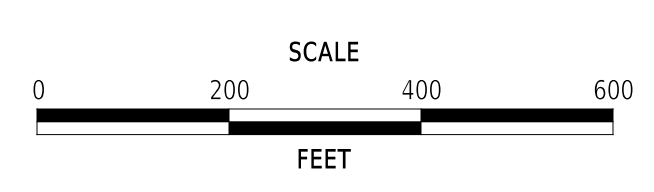


| INDEX OF SHEETS | |
|--|-------------|
| SHEET DESCRIPTION | SHEET NO(S) |
| TITLE | 1 |
| INDEX OF SHEETS | 2 |
| ADDENDA AND REVISIONS | 3 |
| LEGEND | 4 |
| NOTES | 5 |
| TYPICAL SECTIONS | 6-7 |
| HORIZONTAL AND VERTICAL CONTROL | 8-13 |
| CONSTRUCTION PLANS (CP) | 14-22 |
| PROFILES | 23-26 |
| GRADES AND GEOMETRICS (GG) | 27-35 |
| CONSTRUCTION DETAILS | 36 |
| CONSTRUCTION PHASING, M.O.T. AND EROSION CONTROL PLANS | 37-48 |
| DETOUR PLANS | 49 |
| SIGNING, STRIPING AND CONDUIT PLANS (SS) | 50-59 |
| SIGNALIZATION PLANS | 60-63 |
| RIGHT-OF-WAY MOSAIC | 64 |
| RIGHT-OF-WAY PLANS | 65-73 |
| RIGHT-OF-WAY DATA SHEET | 74 |

22-JAN-2025
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| ADDENDA / REVISIONS |
|---------------------|
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| |



**EAST COAST GREENWAY,
SR 4 SHARED-USE PATH GAP**

| | | |
|------------|--------------|-------------|
| CONTRACT | BRIDGE NO. | N/A |
| T202301502 | DESIGNED BY: | C. HOLLOWAY |
| COUNTY | CHECKED BY: | O. GREEN |
| NEW CASTLE | | |

| | |
|------------------------|-----------|
| INDEX OF SHEETS | SECTION |
| | PAI |
| | SHEET NO. |
| | 2 |

ADDENDUM PREPARED BY
 DELDOT - TRANSPORTATION SOLUTIONS
 PENNONI

THIS SEAL APPLIES TO THE FOLLOWING SHEETS
 CHANGED UNDER ADDENDUM #X:
 XX, XX-XX, XX

DATE

SEAL

REVISION PREPARED BY
 DELDOT - TRANSPORTATION SOLUTIONS
 PENNONI

THIS SEAL APPLIES TO THE FOLLOWING SHEETS
 CHANGED UNDER REVISION #X:
 XX, XX-XX, XX

DATE

SEAL

22-JAN-2025
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ADDENDA / REVISIONS

NOT TO SCALE

**EAST COAST GREENWAY,
 SR 4 SHARED-USE PATH GAP**

| | | |
|------------|--------------|-------------|
| CONTRACT | BRIDGE NO. | N/A |
| T202301502 | DESIGNED BY: | C. HOLLOWAY |
| COUNTY | CHECKED BY: | O. GREEN |
| NEW CASTLE | | |

**ADDENDA AND
 REVISIONS**

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|-----------|
| SECTION |
| PAI |
| SHEET NO. |
| 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 | | | |
| CURB & GUTTER, TYPE 3 | C&G, TYPE "X" | | |
| 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 | | |
| 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 | | | |
| 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 | | | RM XXX |
| DRAINAGE PIPE AND FLOW ARROW | SIZE/TYPE LABEL | | P XXX |
| FLARED END SECTION | | | FE2 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 | |
| COMMUNICATIONS DISTRIBUTION BOX | | | |
| COMMUNICATIONS MANHOLE | | | |
| COMMUNICATIONS TEST POINT | | | |
| COMMUNICATIONS - UNDERGROUND | COMM(A) | COMM | |
| ELECTRIC - UNDERGROUND | E(A) | E | |
| ELECTRIC MANHOLE | | | |
| ELECTRIC METER | | | |
| ELECTRIC TRANSFORMER | | | |
| GAS - UNDERGROUND | G(A) | 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 - UNDERGROUND | S(A) | 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 | |
| SOIL BORING LOCATION | | | |
| TELEPHONE BOOTH | | | |
| 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 | | | |
| UTILITY MARKER | | | |
| UTILITY POLE GUY WIRE ANCHOR | | | |
| UTILITY POLE | | | |
| UTILITY TEST HOLE LOCATION | | | |
| WATER - UNDERGROUND | W(A) | W | |
| WATER - FIRE HYDRANT | F.H. | F.H. | |
| WATER METER | W.M. | | |
| WATER VALVE | W.V. | W.V. | |
| WELL HEAD | WELL | | |

| PAVEMENT SECTION(S) | |
|--|--|
| OVERLAY PAVEMENT - SEE TYPICAL SECTIONS FOR MATERIALS AND DEPTHS | |
| RECONSTRUCTED PAVEMENT - SEE TYPICAL SECTIONS FOR MATERIALS AND DEPTHS | |
| DRIVEWAY AND ENTRANCE PAVEMENT - SEE NOTES FOR MATERIALS AND DEPTHS | |

| 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 |
| 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 | |
| P.C.C. SIDEWALK - 4" | |
| P.C.C. SIDEWALK - 6" (USE 8" DEPTH FOR CHANNELIZATION ISLANDS.) | |

| 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 X |
| BUS STOP WITH SHELTER PAD / TYPE | BSP X |
| CONCRETE SAFETY BARRIER | B XXX |
| CONVERT TO JUNCTION BOX | CJB XXX |
| CONVERT TO DRAINAGE MANHOLE | CDM XXX |
| DO NOT DISTURB | DND |
| ENERGY DISSIPATOR | ED XXX |
| FILL WITH FLOWABLE FILL | FF C |
| LANDSCAPE PLANTINGS | LS XXX |
| PEDESTRIAN CONNECTION / TYPE | PC X |
| PEDESTRIAN CONNECTION / TYPE WITHOUT DETECTABLE WARNING SYSTEM | PC-W 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 | R XXX |

ADDENDA / REVISIONS

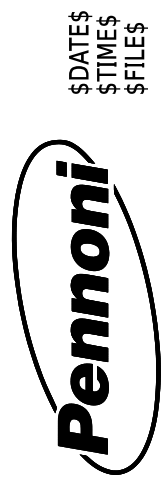
NOT TO SCALE

**EAST COAST GREENWAY,
SR 4 SHARED-USE PATH GAP**

| | | |
|------------|--------------|-------------|
| CONTRACT | BRIDGE NO. | N/A |
| T202301502 | DESIGNED BY: | C. HOLLOWAY |
| COUNTY | CHECKED BY: | O. GREEN |
| NEW CASTLE | | |

LEGEND

| | |
|-----------|-----|
| SECTION | PAI |
| SHEET NO. | 4 |



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 BIDDERS INCLUDE:

| | |
|-------|---|
| () | NONE |
| (X) | ASCII DATA FILES WITH COORDINATES AND ELEVATIONS FOR PROPOSED POINTS AS SELECTED BY THE ENGINEER. |
| () | DESIGN FILE, IN .DGN FILE FORMAT, THAT CONTAINS 3D TRIANGLES REPRESENTING THE EXISTING SURFACE. |
| () | 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 "ELECTRONIC FILE SHARING RELEASE" 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 (INCLUDED IN CONSTRUCTION PLANS) |

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.

SECTION 200

3. 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 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 PLACED IN AN APPROPRIATE SIZE PVC SLEEVE. ACCEPTABLE POST SHALL BE 4 INCH X 4INCH 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 CLEARZONE. EACH MAILBOX 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.

4. ITEMS TO BE REMOVED UNDER ITEM 21000 - REMOVAL OF STRUCTURES AND OBSTRUCTIONS SHALL INCLUDE, BUT NOT BE LIMITED TO THE FOLLOWING:

- BOLLARDS
- LIGHT POLE AND BASE AT DART BUS STOP
- PEDESTRIAN SIGNAL POLE BASES
- SIGNAL POLE BASES
- DRAINAGE INLETS, DRAINAGE PIPES, AND/OR OTHER DRAINAGE FEATURES
- BENCHES

5. ONLY EXISTING FEATURES WITHIN THE LOC IDENTIFIED WITH REMOVE BY CONTRACTOR OR BY OTHER METHODS ARE TO BE REMOVED OR DISTURBED.

SECTION 400

6. THE PAVEMENT SECTION FOR FLEXIBLE PAVEMENT RESIDENTIAL DRIVEWAYS SHALL BE 2" BITUMINOUS CONCRETE, TYPE 'C' OVER 8" GRADED AGGREGATE BASE COURSE, TYPE 'B', UNLESS OTHERWISE NOTED ON THE PLANS OR AS DETERMINED BY ENGINEER IN THE FIELD AS NEEDED TO MATCH EXISTING.

7. THE PAVEMENT SECTION FOR FLEXIBLE PAVEMENT COMMERCIAL ENTRANCES SHALL BE 2" BITUMINOUS CONCRETE, TYPE 'C' OVER 2.5" BITUMINOUS CONCRETE, TYPE 'B' OVER 8" GRADED AGGREGATE BASE COURSE, TYPE 'B', 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 (NORTH DISTRICT HEADQUARTERS) 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.

SECTION 700

9. 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.

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

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

12. 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.

13. THE CONTRACTOR SHALL DELIVER ALL EXCESS MILLED MATERIAL TO THE DELAWARE DEPARTMENT OF TRANSPORTATION'S (NORTH DISTRICT HEADQUARTERS) MAINTENANCE YARD. 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.

14. 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.

15. A CONTAMINATED MATERIALS MANAGEMENT PLAN (CMMP) AND HEALTH AND SAFETY PLAN (HASP) HAVE BEEN PROVIDED AS PART OF THE CONTRACT DOCUMENTS. COOPERATION SHALL BE MAINTAINED WITH DNREC PERSONNEL AND THE DEPARTMENT'S ENVIRONMENTAL REPRESENTATIVE THROUGHOUT THE DURATION OF THE CONTRACT TO ENSURE THAT THE GOALS OF THE PROGRAM ARE ADDRESSED. EXCAVATION WORK WILL TAKE PLACE IN AREAS THAT MAY CONTAIN CONTAMINATED SOIL AND/OR GROUNDWATER.

16. WORKER SAFETY TRAINING AND PERSONAL PROTECTIVE EQUIPMENT REQUIREMENTS FOR EXCAVATION CONTRACTORS OUTLINED IN THE HASP ARE:
 A. 24-HOUR OSHA HAZWOPER TRAINING.
 B. MODIFIED LEVEL D PERSONAL PROTECTIVE EQUIPMENT (HARD HATS, STEEL TOE BOOTS, NITRILE GLOVES, SAFETY VESTS).

CONTRACTOR IS REFERRED TO THE PROJECT'S HASP FOR DETAILED INFORMATION REGARDING REQUIRED HEALTH AND SAFETY PRACTICES FOR THIS CONTRACT. ALL COSTS ASSOCIATED WITH THE REQUIRED TRAINING, PERSONAL PROTECTIVE EQUIPMENT, ETC. TO BE IN COMPLIANCE WITH THE PROJECT'S HASP SHALL BE INCLUDED IN THE LUMP SUM BID FOR ITEM 763000, INITIAL EXPENSE.

17. NO SOIL CAN BE TAKEN OFF SITE WITHOUT APPROVAL OF THE ENGINEER. CONTAMINATED SOIL DISPOSAL WILL BE HANDLED BY THE DEPARTMENT'S ENVIRONMENTAL REPRESENTATIVE. ALL SOIL EXCAVATED DUE TO THE PROJECT'S CONSTRUCTION SHALL BE STOCKPILED IN THE DESIGNATED STOCKPILE AREAS, REUSED AS BACKFILL MATERIAL, OR DIRECT LOADED INTO THE ENVIRONMENTAL REPRESENTATIVE'S TRUCKS, AS DIRECTED IN ACCORDANCE WITH THE CONTAMINATED MATERIALS MANAGEMENT PLAN (CMMP) AND DELDOT STANDARD MATERIAL SPECIFICATIONS. SOIL THAT IS ENVIRONMENTALLY SUITABLE FOR REUSE WILL BE PAID FOR UNDER THE APPROPRIATE ITEM. THE CONTRACTOR SHALL REUSE CONTAMINATED SOIL AS EMBANKMENT, FILL OR OTHER APPROPRIATE ON-SITE USE AS DETERMINED AND APPROVED BY THE ENGINEER AND THE ENVIRONMENTAL REPRESENTATIVE, AND IN ACCORDANCE WITH THE CONTRACT DOCUMENTS.

18. THE STATE'S CONTRACTOR SHALL CONTACT DELDOT'S HAZMAT PROGRAM MANAGER JEFF LEONARD AT (302) 894-6308 OR DOT_HAZMAT@DELAWARE.GOV TO COORDINATE HAZMAT SOIL TESTING REQUIRED TO BE PERFORMED AT LEAST ONE MONTH IN ADVANCE OF EXCAVATION WORK. THE STATE'S CONTRACTOR WILL BE REQUIRED TO PROVIDE MOT, TMA, AND SIGNAGE, IN ACCORDANCE WITH DEMUTCOD TA-4A FOR THE HAZMAT SOIL TESTING TO BE PERFORMED. ALL WORK SHALL BE PERFORMED IN ACCORDANCE WITH THE CMMP AND HASP. ANY SOIL DEEMED TO BE CONTAMINATED BASED ON TESTING PERFORMED SHALL BE HANDLED AND DISPOSED OF PER THE SPECIFICATION IN THE CONTRACT DOCUMENTS FOR ITEM 202560 - CONTAMINATED MATERIAL.

SECTION 900

19. 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.

MISCELLANEOUS NOTES

20. 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. FOR EMERGENCY DETOUR INFORMATION ONLY, PLEASE CONTACT DTC'S CHIEF SCHEDULER AT 302-576-6019.

21. THE CONTRACTOR SHALL CONSTRUCT TEMPORARY BUS STOPS AS INDICATED ON THE CONSTRUCTION PLANS, IN COORDINATION WITH DART AND IN ACCORDANCE WITH DELDOT STANDARD DETAIL M-9.

22. 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.

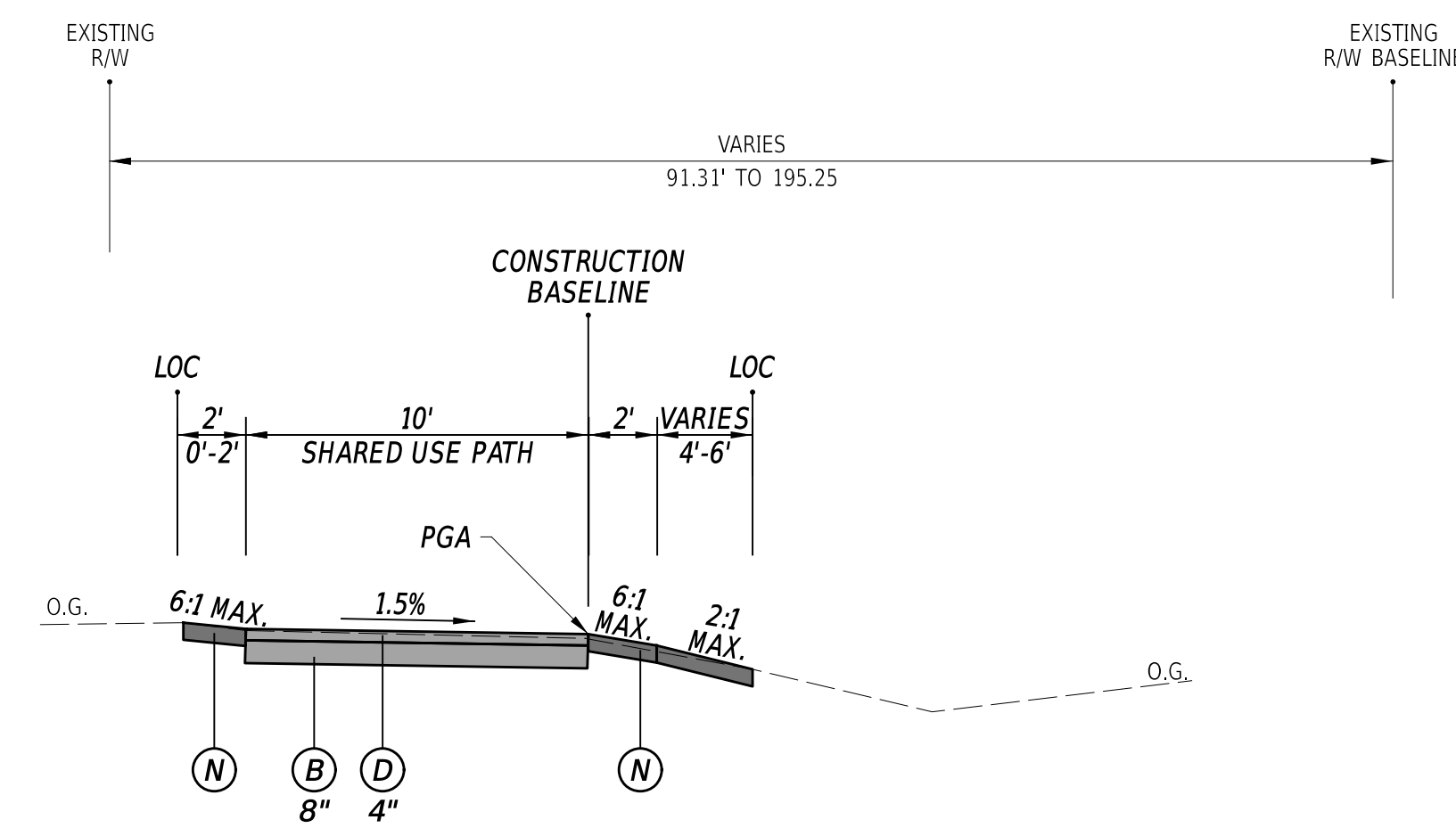


| | | | | | | | | |
|---------------------|--|--------------|--|------------|--------------|-------------|-------|-----------|
| ADDENDA / REVISIONS | | NOT TO SCALE | EAST COAST GREENWAY, SR 4 SHARED-USE PATH GAP | CONTRACT | BRIDGE NO. | N/A | NOTES | SECTION |
| | | | | T202301502 | DESIGNED BY: | C. HOLLOWAY | | PAI |
| | | | | COUNTY | CHECKED BY: | O. GREEN | | SHEET NO. |
| | | | | NEW CASTLE | | | | 5 |

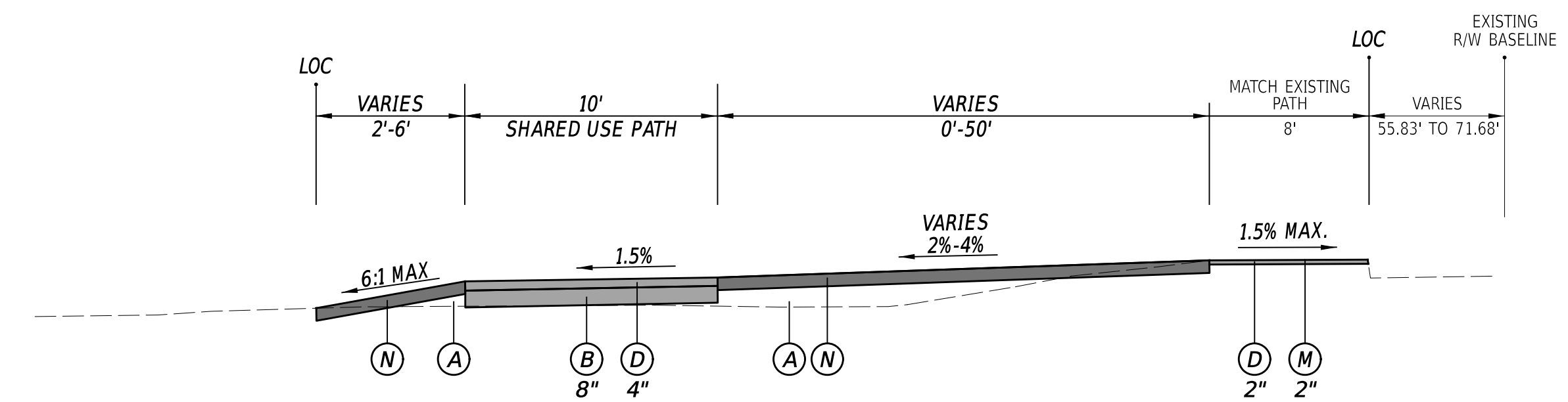
LEGEND

- (A) ITEM 209006 - BORROW, TYPE F
- (B) ITEM 301001 - GABC
- (C) ITEM 301002 - GABC, PATCHING
- (D) ITEM 401005 - SUPERPAVE TYPE C, PG 64-22 (CARBONATE STONE)
- (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
- (H) ITEM 401030 - SUPERPAVE TYPE B, PG 64-22, PATCHING
- (J) ITEM 401046 - SUPERPAVE TYPE C, PG 76-22 (NON-CARBONATE STONE)
- (K) ITEM 701016 - I.PCC CURB AND GUTTER, TYPE 1-4
- (L) ITEM 701018 - I.PCC CURB AND GUTTER, TYPE 1-8
- (M) ITEM 760010 - PAVEMENT MILLING, BITUMINOUS CONCRETE
- (N) ITEM 908004 - TOPSOIL, 6" DEPTH
- ITEM 908014 - PERMANENT GRASS SEEDING, DRY GROUND
- ITEM 908020 - EROSION CONTROL BLANKET MULCH

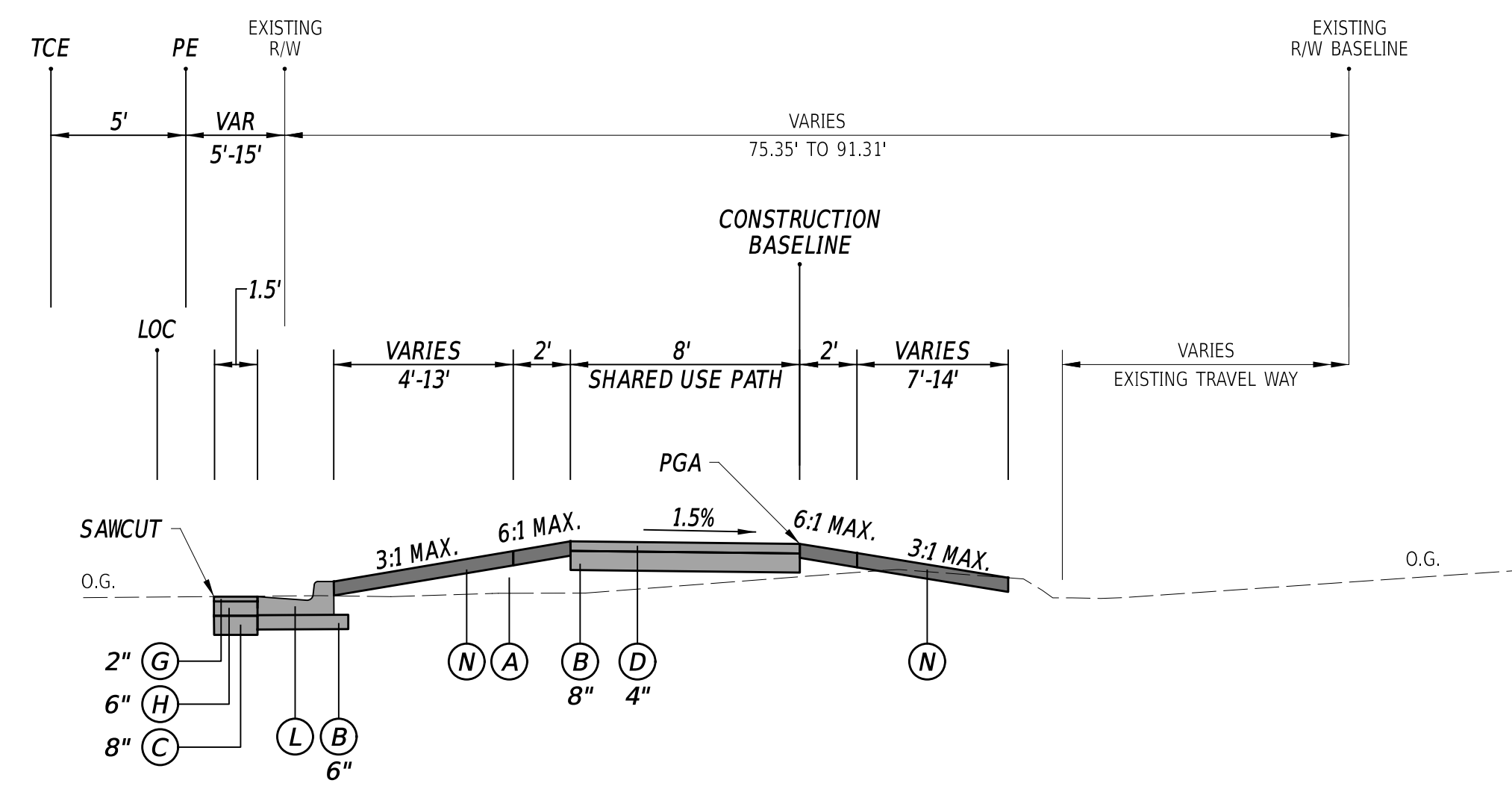
| MATERIAL TYPE | BINDER GRADE | LIFT THICKNESS (IN) | |
|-----------------------|--------------|---------------------|---------|
| | | MINIMUM | MAXIMUM |
| TYPE C (4.75 MM MIX) | ALL | 0.5 | 1.0 |
| TYPE C (9.5 MM MIX) | ALL | 1.25 | 2.0 |
| TYPE C (12.5 MM MIX) | ALL | 1.5 | 2.0 |
| TYPE B (19 MM 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 |



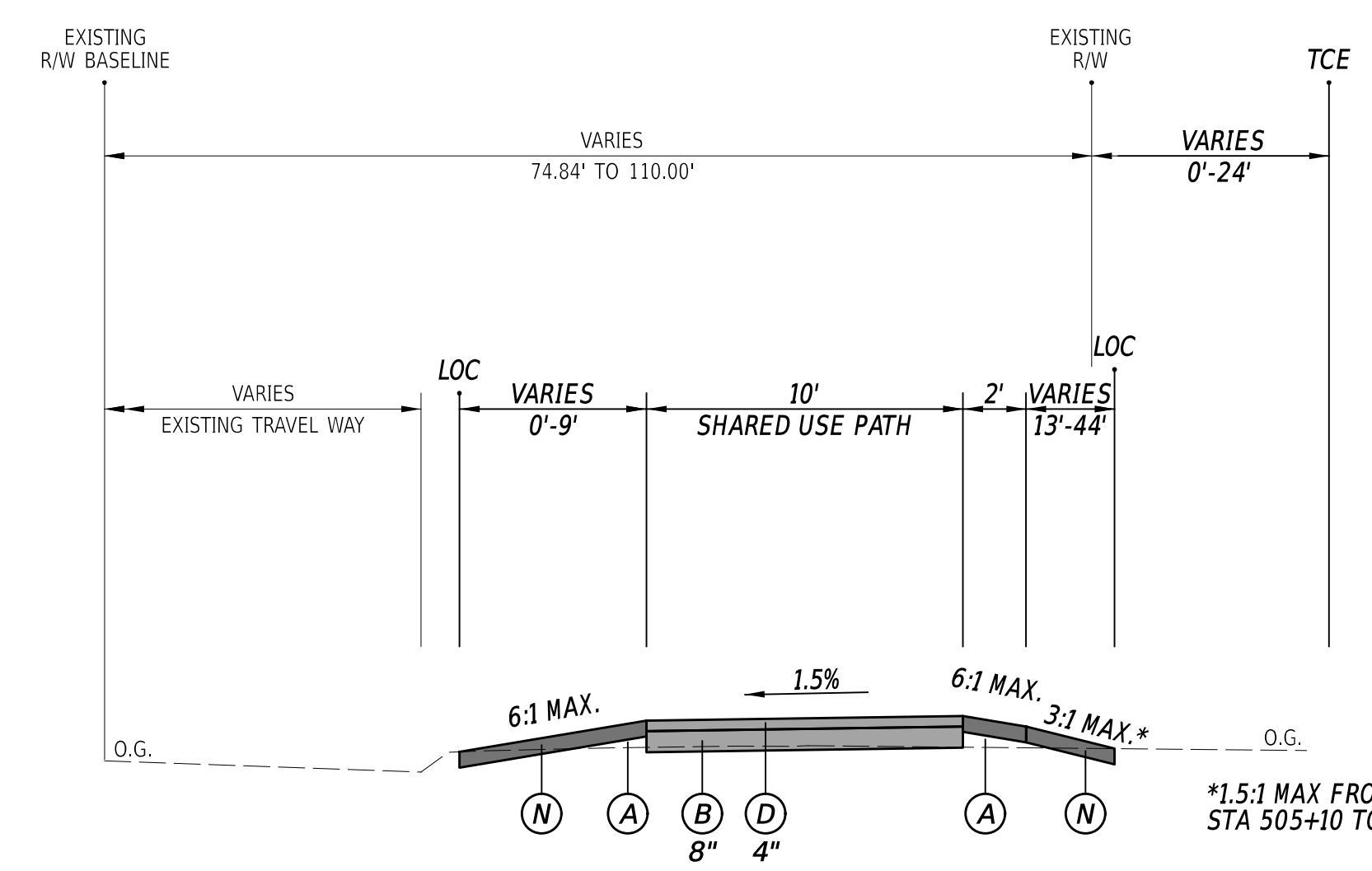
SHARED USE PATH WITH GRASS BUFFER LT
STATION 106+05 TO STATION 109+87



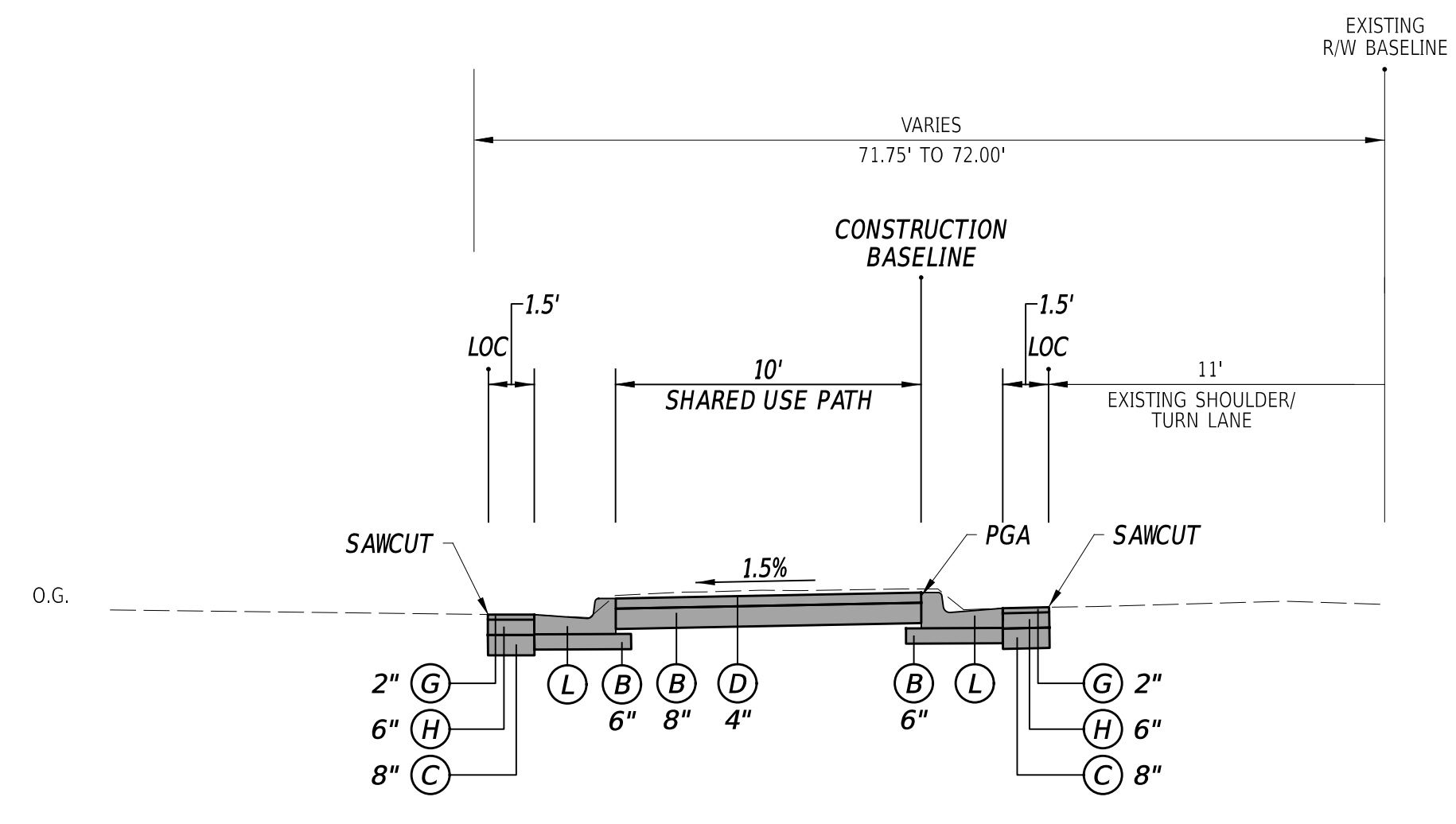
SHARED USE PATH - OGLE GRAVESITE SPUR
STATION 480+08 TO STATION 482+55



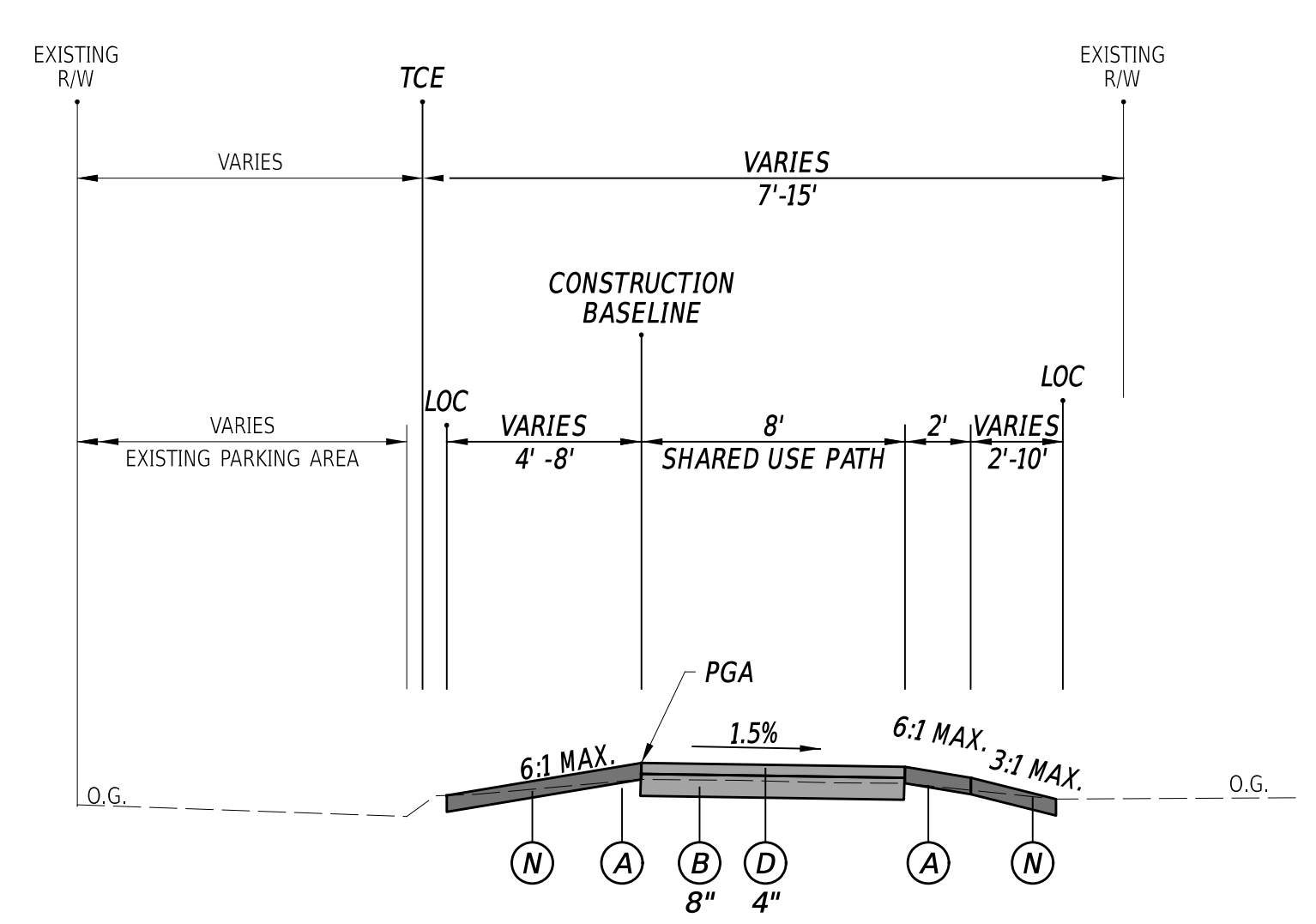
SHARED USE PATH WITH CURB
STATION 104+73 TO STATION 106+05



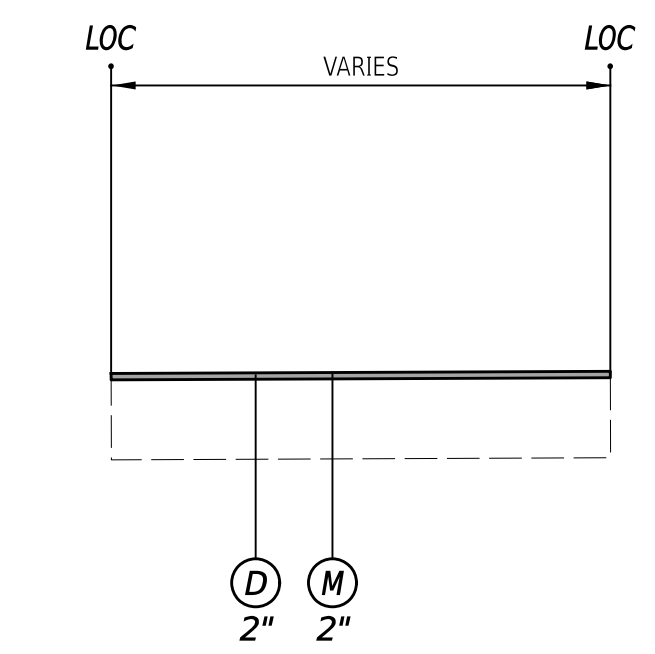
SHARED USE PATH WITH GRASS BUFFER RT
STATION 495+11 TO STATION 510+15



SHARED USE PATH WITH CURB LT
STATION 100+77 TO STATION 104+73



SHARED USE PATH WITH GRASS BUFFER RT
STATION 200+00 TO STATION 205+29



MILL & OVERLAY
SHARED USE PATH & ENTRANCES

ADDENDA / REVISIONS

NOT TO SCALE

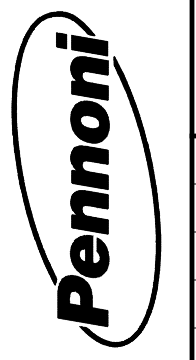
**EAST COAST GREENWAY,
SR 4 SHARED-USE PATH GAP**

| | | |
|------------|--------------|-------------|
| CONTRACT | BRIDGE NO. | N/A |
| T202301502 | DESIGNED BY: | C. HOLLOWAY |
| COUNTY | CHECKED BY: | O. GREEN |
| NEW CASTLE | | |

TYPICAL SECTIONS

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|-----------|
| SECTION |
| PAI |
| SHEET NO. |
| 6 |

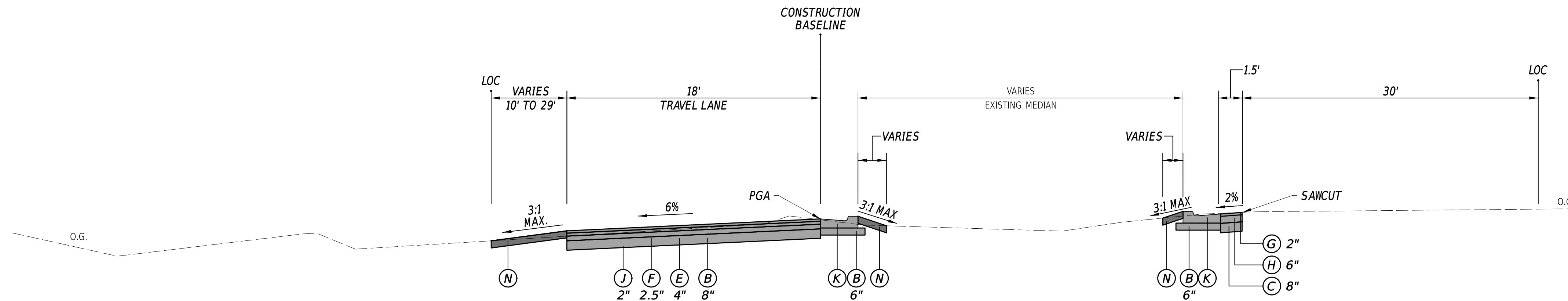
22-JAN-2025
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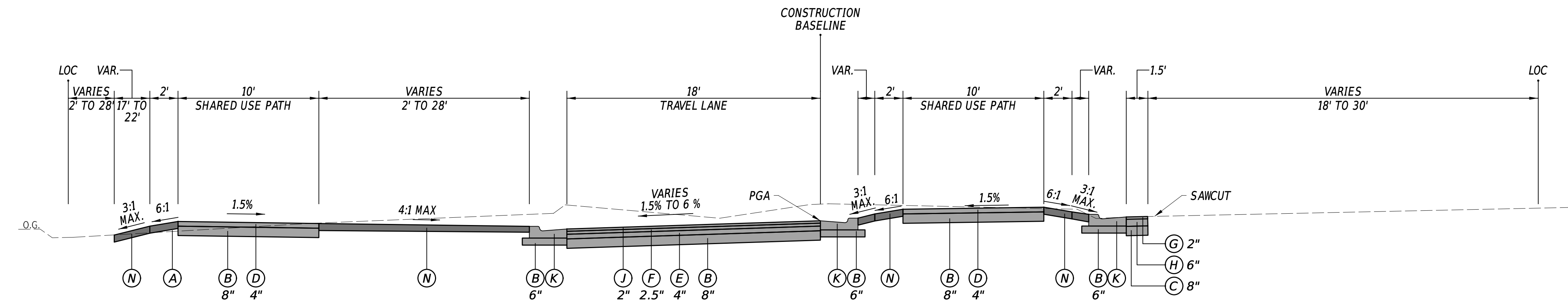
LEGEND

- (A) ITEM 209006 - BORROW, TYPE F
- (B) ITEM 301001 - GABC
- (C) ITEM 301002 - GABC, PATCHING
- (D) ITEM 401005 - SUPERPAVE TYPE C, PG 64-22 (CARBONATE STONE)
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- (M) ITEM 760010 - PAVEMENT MILLING, BITUMINOUS CONCRETE
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- ITEM 908020 - EROSION CONTROL BLANKET MULCH

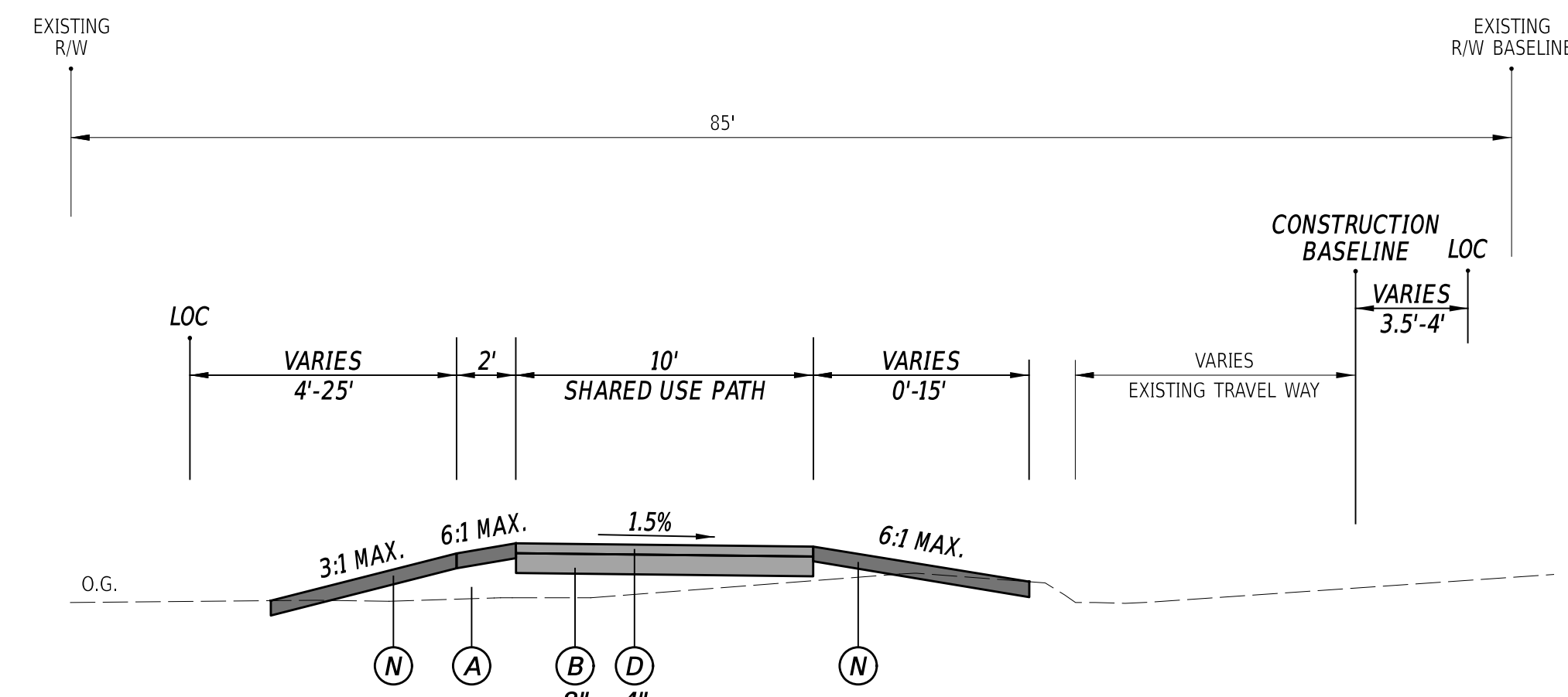
| MATERIAL TYPE | BINDER GRADE | LIFT THICKNESS (IN) | |
|-----------------------|--------------|---------------------|---------|
| | | MINIMUM | MAXIMUM |
| TYPE C (4.75 MM MIX) | ALL | 0.5 | 1.0 |
| TYPE C (9.5 MM MIX) | ALL | 1.25 | 2.0 |
| TYPE C (12.5 MM MIX) | ALL | 1.5 | 2.0 |
| TYPE B (19 MM 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 |



RAMP B (SR 273)
STATION 405+77 TO STATION 406+51



RAMP B (SR 273)
STATION 404+47 TO STATION 405+77



SHARED USE PATH WITH GRASS BUFFER LT
STATION 400+00 TO STATION 404+47

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ADDENDA / REVISIONS

NOT TO SCALE

**EAST COAST GREENWAY,
SR 4 SHARED-USE PATH GAP**

CONTRACT
T202301502
COUNTY
NEW CASTLE

BRIDGE NO. **N/A**
DESIGNED BY: C. HOLLOWAY
CHECKED BY: O. GREEN

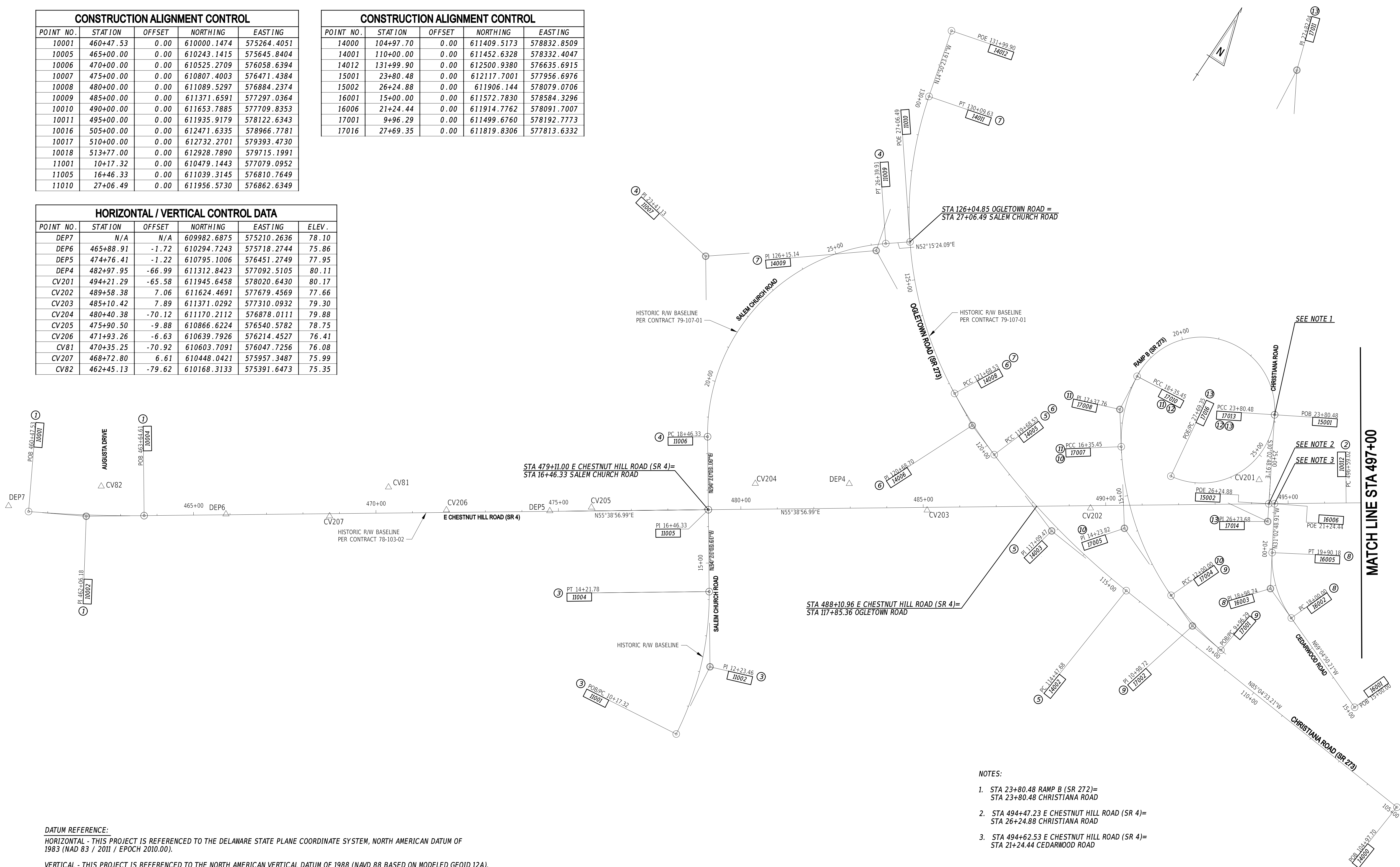
TYPICAL SECTIONS

SECTION
PAI
SHEET NO.
7

| CONSTRUCTION ALIGNMENT CONTROL | | | | |
|--------------------------------|-----------|--------|-------------|-------------|
| POINT NO. | STATION | OFFSET | NORTHING | EASTING |
| 10001 | 460+47.53 | 0.00 | 610000.1474 | 575264.4051 |
| 10005 | 465+00.00 | 0.00 | 610243.1415 | 575645.8404 |
| 10006 | 470+00.00 | 0.00 | 610525.2709 | 576058.6394 |
| 10007 | 475+00.00 | 0.00 | 610807.4003 | 576471.4384 |
| 10008 | 480+00.00 | 0.00 | 611089.5297 | 576884.2374 |
| 10009 | 485+00.00 | 0.00 | 611371.6591 | 577297.0364 |
| 10010 | 490+00.00 | 0.00 | 611653.7885 | 577709.8353 |
| 10011 | 495+00.00 | 0.00 | 611935.9179 | 578122.6343 |
| 10016 | 505+00.00 | 0.00 | 612471.6335 | 578966.7781 |
| 10017 | 510+00.00 | 0.00 | 612732.2701 | 579393.4730 |
| 10018 | 513+77.00 | 0.00 | 612928.7890 | 579715.1991 |
| 11001 | 10+17.32 | 0.00 | 610479.1443 | 577079.0952 |
| 11005 | 16+46.33 | 0.00 | 611039.3145 | 576810.7649 |
| 11010 | 27+06.49 | 0.00 | 611956.5730 | 576862.6349 |

| CONSTRUCTION ALIGNMENT CONTROL | | | | |
|--------------------------------|-----------|--------|-------------|-------------|
| POINT NO. | STATION | OFFSET | NORTHING | EASTING |
| 14000 | 104+97.70 | 0.00 | 611409.5173 | 578832.8509 |
| 14001 | 110+00.00 | 0.00 | 611452.6328 | 578332.4047 |
| 14012 | 131+99.90 | 0.00 | 612500.9380 | 576635.6915 |
| 15001 | 23+80.48 | 0.00 | 612117.7001 | 577956.6976 |
| 15002 | 26+24.88 | 0.00 | 611906.144 | 578079.0706 |
| 16001 | 15+00.00 | 0.00 | 611572.7830 | 578584.3296 |
| 16006 | 21+24.44 | 0.00 | 611914.7762 | 578091.7007 |
| 17001 | 9+96.29 | 0.00 | 611499.6760 | 578192.7773 |
| 17016 | 27+69.35 | 0.00 | 611819.8306 | 577813.6332 |

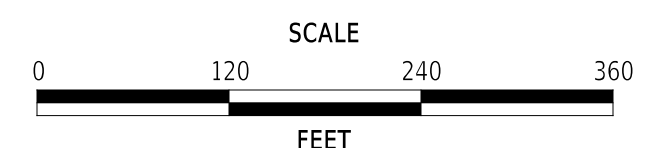
| HORIZONTAL / VERTICAL CONTROL DATA | | | | | |
|------------------------------------|-----------|--------|-------------|-------------|-------|
| POINT NO. | STATION | OFFSET | NORTHING | EASTING | ELEV. |
| DEP7 | N/A | N/A | 609982.6875 | 575210.2636 | 78.10 |
| DEP6 | 465+88.91 | -1.72 | 610294.7243 | 575718.2744 | 75.86 |
| DEP5 | 474+76.41 | -1.22 | 610795.1006 | 576451.2749 | 77.95 |
| DEP4 | 482+97.95 | -66.99 | 611312.8423 | 577092.5105 | 80.11 |
| CV201 | 494+21.29 | -65.58 | 611945.6458 | 578020.6430 | 80.17 |
| CV202 | 489+58.38 | 7.06 | 611624.4691 | 577679.4569 | 77.66 |
| CV203 | 485+10.42 | 7.89 | 611371.0292 | 577310.0932 | 79.30 |
| CV204 | 480+40.38 | -70.12 | 611170.2112 | 576878.0111 | 79.88 |
| CV205 | 475+90.50 | -9.88 | 610866.6224 | 576540.5782 | 78.75 |
| CV206 | 471+93.26 | -6.63 | 610639.7926 | 576214.4527 | 76.41 |
| CV81 | 470+35.25 | -70.92 | 610603.7091 | 576047.7256 | 76.08 |
| CV207 | 468+72.80 | 6.61 | 610448.0421 | 575957.3487 | 75.99 |
| CV82 | 462+45.13 | -79.62 | 610168.3133 | 575391.6473 | 75.35 |



- NOTES:
- STA 23+80.48 RAMP B (SR 272)= STA 23+80.48 CHRISTIANA ROAD
 - STA 494+47.23 E CHESTNUT HILL ROAD (SR 4)= STA 26+24.88 CHRISTIANA ROAD
 - STA 494+62.53 E CHESTNUT HILL ROAD (SR 4)= STA 21+24.44 CEDARWOOD ROAD

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



**EAST COAST GREENWAY,
 SR 4 SHARED-USE PATH GAP**

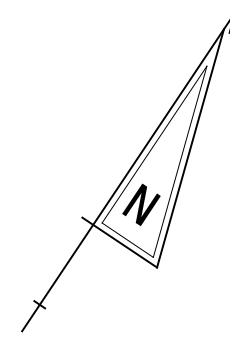
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|------------|--------------|-------------|
| CONTRACT | BRIDGE NO. | N/A |
| T202301502 | DESIGNED BY: | C. HOLLOWAY |
| COUNTY | CHECKED BY: | O. GREEN |
| NEW CASTLE | | |

**HORIZONTAL AND
 VERTICAL CONTROL**

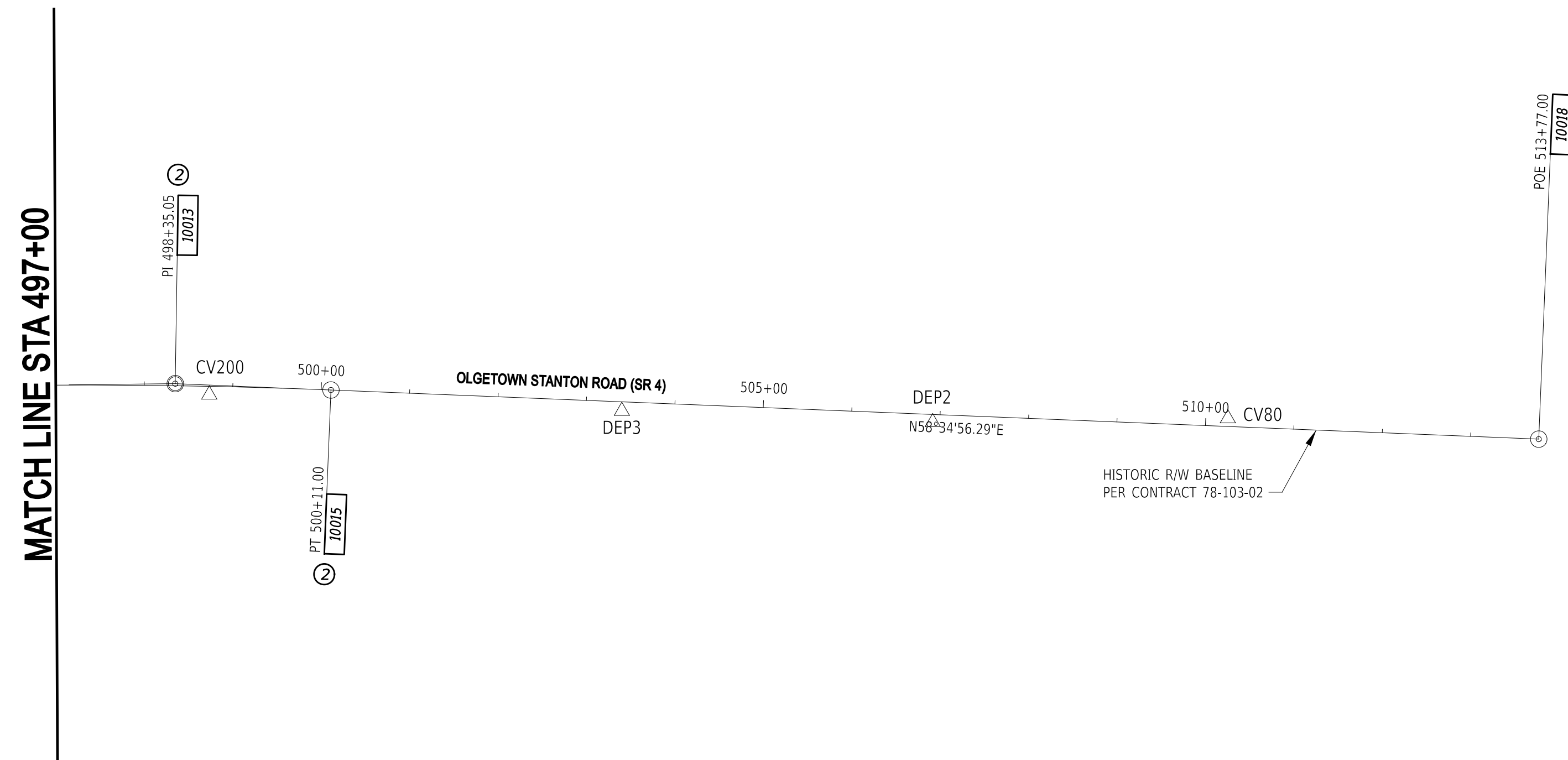
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| SECTION | PAI |
| SHEET NO. | 8 |

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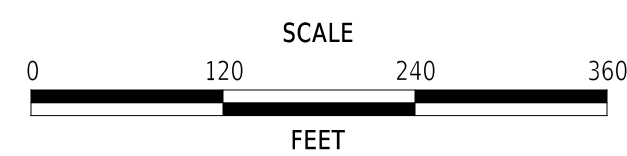
| HORIZONTAL / VERTICAL CONTROL DATA | | | | | |
|------------------------------------|-----------|--------|-------------|-------------|-------|
| POINT NO. | STATION | OFFSET | NORTHING | EASTING | ELEV. |
| DEP2 | 506+91.99 | 8.73 | 612564.2670 | 579135.1705 | 78.88 |
| DEP3 | 503+40.47 | 10.26 | 612379.7234 | 578835.9847 | 77.83 |
| CV80 | 510+24.95 | -9.01 | 612752.9664 | 579410.0641 | 77.80 |
| CV200 | 498+73.72 | 9.50 | 612136.0002 | 578438.1526 | 81.10 |



22-JAN-2025
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ADDENDA / REVISIONS



**EAST COAST GREENWAY,
 SR 4 SHARED-USE PATH GAP**

| | | |
|------------|--------------|-------------|
| CONTRACT | BRIDGE NO. | N/A |
| T202301502 | DESIGNED BY: | C. HOLLOWAY |
| COUNTY | CHECKED BY: | O. GREEN |
| NEW CASTLE | | |

**HORIZONTAL AND
 VERTICAL CONTROL**

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| SECTION |
| PAI |
| SHEET NO. |
| 9 |

22-JAN-2025
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| CIRCULAR CURVE NO. ① | | | |
|----------------------------|-------------------|-------------|-------------|
| | STATION | NORTHING | EASTING |
| PC | (10001) 460+47.53 | 610000.1474 | 575264.4051 |
| PI | (10002) 462+06.18 | 610077.2245 | 575403.0782 |
| CC | (10003) 463+64.61 | 613004.9376 | 573594.2877 |
| PT | (10004) 463+64.61 | 610166.7465 | 575534.0627 |
| Radius: | 3437.74' | | |
| Delta: | 05°17'05" Left | | |
| Degree of Curvature (Arc): | 01°40'00" | | |
| Length: | 317.08' | | |
| Tangent: | 158.65' | | |
| Chord: | 316.97' | | |
| Middle Ordinate: | 3.66' | | |
| External: | 3.66' | | |
| Tangent Direction: | N60°56'02.02"E | | |
| Radial Direction: | S29°03'57.98"E | | |
| Chord Direction: | N58°17'29.50"E | | |
| Radial Direction: | S34°21'03.01"E | | |
| Tangent Direction: | N55°38'56.99"E | | |

| CIRCULAR CURVE NO. ② | | | |
|----------------------------|-------------------|-------------|-------------|
| | STATION | NORTHING | EASTING |
| PC | (10012) 496+59.02 | 612025.6482 | 578253.9237 |
| PI | (10013) 498+35.05 | 612124.9726 | 578399.2507 |
| CC | (10014) 500+11.00 | 606349.2660 | 582133.4736 |
| PT | (10015) 500+11.00 | 612216.7305 | 578549.4699 |
| Radius: | 6875.48' | | |
| Delta: | 02°55'59" Right | | |
| Degree of Curvature (Arc): | 00°50'00" | | |
| Length: | 351.98' | | |
| Tangent: | 176.03' | | |
| Chord: | 351.94' | | |
| Middle Ordinate: | 2.25' | | |
| External: | 2.25' | | |
| Tangent Direction: | N55°38'56.99"E | | |
| Radial Direction: | S34°21'03.01"E | | |
| Chord Direction: | N57°06'56.64"E | | |
| Radial Direction: | S31°25'03.71"E | | |
| Tangent Direction: | N58°34'56.29"E | | |

| CIRCULAR CURVE NO. ③ | | | |
|----------------------------|------------------|-------------|-------------|
| | STATION | NORTHING | EASTING |
| PC | (11001) 10+17.32 | 610479.1443 | 577079.0952 |
| PI | (11002) 12+23.46 | 610683.7283 | 577053.7934 |
| CC | (11003) 14+21.78 | 610374.9601 | 576236.6885 |
| PT | (11004) 14+21.78 | 610374.9601 | 576937.4751 |
| Radius: | 848.82' | | |
| Delta: | 27°18'03" Left | | |
| Degree of Curvature (Arc): | 06°45'00" | | |
| Length: | 404.46' | | |
| Tangent: | 206.14' | | |
| Chord: | 400.64' | | |
| Middle Ordinate: | 23.98' | | |
| External: | 24.67' | | |
| Tangent Direction: | N07°03'00.81"W | | |
| Radial Direction: | N82°56'59.19"E | | |
| Chord Direction: | N20°42'02.21"W | | |
| Radial Direction: | N55°38'56.39"E | | |
| Tangent Direction: | N34°21'03.61"W | | |

| CIRCULAR CURVE NO. ④ | | | |
|----------------------------|------------------|-------------|-------------|
| | STATION | NORTHING | EASTING |
| PCC | (11006) 18+46.33 | 611204.4337 | 576697.9132 |
| PI | (11007) 23+41.13 | 611612.9364 | 576418.7197 |
| CC | (11008) 26+39.91 | 611500.6693 | 577131.3511 |
| PT | (11009) 26+39.91 | 611915.8160 | 576809.9835 |
| Radius: | 525.00' | | |
| Delta: | 86°36'26" Right | | |
| Degree of Curvature (Arc): | 10°54'49" | | |
| Length: | 793.58' | | |
| Tangent: | 494.80' | | |
| Chord: | 720.16' | | |
| Middle Ordinate: | 142.94' | | |
| External: | 196.42' | | |
| Tangent Direction: | N34°21'03.16"W | | |
| Radial Direction: | N55°38'56.84"E | | |
| Chord Direction: | N08°57'09.82"E | | |
| Radial Direction: | S37°44'37.20"E | | |
| Tangent Direction: | N52°15'22.80"E | | |

| CIRCULAR CURVE NO. ⑤ | | | |
|----------------------------|-------------------|-------------|-------------|
| | STATION | NORTHING | EASTING |
| PCC | (14002) 114+47.68 | 611491.0598 | 577886.3789 |
| HPI | (14003) 117+09.47 | 611513.5290 | 577625.5557 |
| CC | (14004) 119+68.53 | 613566.8472 | 578065.2027 |
| PT | (14005) 119+68.53 | 611599.8261 | 577378.3989 |
| Radius: | 2083.48' | | |
| Delta: | 14°19'24" Right | | |
| Degree of Curvature (Arc): | 02°45'00" | | |
| Length: | 520.85' | | |
| Tangent: | 261.79' | | |
| Chord: | 519.49' | | |
| Middle Ordinate: | 16.25' | | |
| External: | 16.38' | | |
| Tangent Direction: | N85°04'34.58"W | | |
| Radial Direction: | N04°55'25.42"E | | |
| Chord Direction: | N77°54'52.47"W | | |
| Radial Direction: | N19°14'49.64"E | | |
| Tangent Direction: | N70°45'10.36"W | | |

| CIRCULAR CURVE NO. ⑥ | | | |
|----------------------------|-------------------|-------------|-------------|
| | STATION | NORTHING | EASTING |
| PCC | (14005) 119+68.53 | 611599.8261 | 577378.3989 |
| HPI | (14006) 120+68.70 | 611632.8474 | 577283.8251 |
| CC | (14007) 121+68.53 | 612911.1767 | 577836.2692 |
| PT | (14008) 121+68.53 | 611679.0976 | 577194.9683 |
| Radius: | 1388.99' | | |
| Delta: | 08°15'00" Right | | |
| Degree of Curvature (Arc): | 04°07'30" | | |
| Length: | 200.00' | | |
| Tangent: | 100.17' | | |
| Chord: | 199.83' | | |
| Middle Ordinate: | 3.60' | | |
| External: | 3.61' | | |
| Tangent Direction: | N70°45'10.36"W | | |
| Radial Direction: | N19°14'49.64"E | | |
| Chord Direction: | N66°37'40.37"W | | |
| Radial Direction: | N27°29'49.61"E | | |
| Tangent Direction: | N62°30'10.39"W | | |

| CIRCULAR CURVE NO. ⑦ | | | |
|----------------------------|-------------------|-------------|-------------|
| | STATION | NORTHING | EASTING |
| PCC | (14008) 121+68.53 | 611679.0976 | 577194.9683 |
| HPI | (14009) 126+15.14 | 611885.2999 | 576798.8087 |
| CC | (14010) 130+09.63 | 612575.9760 | 577661.7962 |
| PT | (14011) 130+09.63 | 612317.0148 | 576684.4231 |
| Radius: | 1011.10' | | |
| Delta: | 47°39'47" Right | | |
| Degree of Curvature (Arc): | 05°40'00" | | |
| Length: | 841.11' | | |
| Tangent: | 446.61' | | |
| Chord: | 817.06' | | |
| Middle Ordinate: | 86.21' | | |
| External: | 94.24' | | |
| Tangent Direction: | N62°30'10.39"W | | |
| Radial Direction: | N27°29'49.61"E | | |
| Chord Direction: | N38°40'17.00"W | | |
| Radial Direction: | N75°09'36.39"E | | |
| Tangent Direction: | N14°50'23.61"W | | |

| CIRCULAR CURVE NO. ⑧ | | | |
|----------------------------|------------------|-------------|-------------|
| | STATION | NORTHING | EASTING |
| PCC | (16002) 18+00.00 | 611679.8991 | 578304.1051 |
| HPI | (16003) 18+98.74 | 611715.1522 | 578211.8695 |
| CC | (16004) 19+90.18 | 611947.4987 | 578406.3836 |
| PT | (16005) 19+90.18 | 611799.7498 | 578160.9438 |
| Radius: | 286.48' | | |
| Delta: | 38°02'09" Right | | |
| Degree of Curvature (Arc): | 20°00'00" | | |
| Length: | 190.18' | | |
| Tangent: | 98.74' | | |
| Chord: | 186.71' | | |
| Middle Ordinate: | 15.64' | | |
| External: | 16.54' | | |
| Tangent Direction: | N69°04'57.98"W | | |
| Radial Direction: | N20°55'02.02"E | | |
| Chord Direction: | N50°03'53.45"W | | |
| Radial Direction: | N58°57'11.09"E | | |
| Tangent Direction: | N31°02'48.91"W | | |

| CIRCULAR CURVE NO. ⑨ | | | |
|----------------------------|--------------------|-------------|-------------|
| | STATION | NORTHING | EASTING |
| PCC | (17001) 9+96.29 | 611499.6760 | 578192.7773 |
| HPI | (17002) 10+98.72 | 611511.2909 | 578091.0068 |
| CC | (17003) 12+00.00 | 612279.0252 | 578281.7233 |
| PT | (17004) 12+00.00 | 611548.6499 | 577995.6315 |
| Radius: | 784.41' | | |
| Delta: | 14°52'46.63" Right | | |
| Degree of Curvature (Arc): | 07°18'15.59" | | |
| Length: | 203.71' | | |
| Tangent: | 102.43' | | |
| Chord: | 203.14' | | |
| Middle Ordinate: | 6.60' | | |
| External: | 6.66' | | |
| Tangent Direction: | N83°29'20.70"W | | |
| Radial Direction: | N06°30'39.30"E | | |
| Chord Direction: | N76°02'57.39"W | | |
| Radial Direction: | N21°23'25.93"E | | |
| Tangent Direction: | N68°36'34.07"W | | |

| CIRCULAR CURVE NO. ⑩ | | | |
|----------------------------|--------------------|-------------|-------------|
| | STATION | NORTHING | EASTING |
| PCC | (17004) 12+00.00 | 611548.6499 | 577995.6315 |
| HPI | (17005) 14+23.82 | 611630.2813 | 577787.2313 |
| CC | (17006) 16+35.45 | 612259.9653 | 578274.2574 |
| PT | (17007) 16+35.45 | 611811.4670 | 577655.8310 |
| Radius: | 763.94' | | |
| Delta: | 32°39'32.07" Right | | |
| Degree of Curvature (Arc): | 07°30'00.19" | | |
| Length: | 435.45' | | |
| Tangent: | 223.82' | | |
| Chord: | 429.58' | | |
| Middle Ordinate: | 30.82' | | |
| External: | 32.11' | | |
| Tangent Direction: | N68°36'10.36"W | | |
| Radial Direction: | N21°23'49.64"E | | |
| Chord Direction: | N52°16'40.37"W | | |
| Radial Direction: | N54°02'49.61"E | | |
| Tangent Direction: | N35°57'10.39"W | | |

| CIRCULAR CURVE NO. ⑪ | | | |
|----------------------------|--------------------|-------------|-------------|
| | STATION | NORTHING | EASTING |
| PCC | (17007) 16+35.45 | 611811.4670 | 577655.8310 |
| HPI | (17008) 17+37.76 | 611894.2903 | 577595.7655 |
| CC | (17009) 18+35.45 | 612037.4950 | 577967.4971 |
| PT | (17010) 18+35.45 | 611996.0055 | 577584.7399 |
| Radius: | 385.00' | | |
| Delta: | 29°45'50.55" Right | | |
| Degree of Curvature (Arc): | 14°52'55.38" | | |
| Length: | 200.00' | | |
| Tangent: | 102.31' | | |
| Chord: | 197.76' | | |
| Middle Ordinate: | 12.91' | | |
| External: | 13.36' | | |
| Tangent Direction: | N35°57'02.00"W | | |
| Radial Direction: | N54°02'58.00"E | | |
| Chord Direction: | N21°04'06.72"W | | |
| Radial Direction: | N83°48'48.55"E | | |
| Tangent Direction: | N06°11'11.45"W | | |

| CIRCULAR CURVE NO. ⑫ | | | |
|----------------------------|---------------------|-------------|-------------|
| | STATION | NORTHING | EASTING |
| PCC | (17010) 18+35.45 | 611996.0055 | 577584.7399 |
| HPI | (17011) 27+82.04 | 612937.0856 | 577482.7300 |
| CC | (17012) 23+80.48 | 612017.5585 | 577783.5748 |
| PT | (17013) 23+80.48 | 612117.7001 | 577956.6976 |
| Radius: | 200.00' | | |
| Delta: | 156°08'22.54" Right | | |
| Degree of Curvature (Arc): | 28°38'52.61" | | |
| Length: | 545.03' | | |
| Tangent: | 946.59' | | |
| Chord: | 391.36' | | |
| Middle Ordinate: | 158.66' | | |
| External: | 767.49' | | |
| Tangent Direction: | N06°11'11.45"W | | |
| Radial Direction: | N83°48'48.55"E | | |
| Chord Direction: | N71°52'59.82"E | | |
| Radial Direction: | N59°57'11.09"W | | |
| Tangent Direction: | N30°02'48.91"E | | |

| CIRCULAR CURVE NO. ⑬ | | | |
|----------------------------|---------------------|-------------|-------------|
| | STATION | NORTHING | EASTING |
| PCC | (17013) 23+80.48 | 612117.7001 | 577956.6976 |
| HPI | (17014) 26+73.68 | 611863.8971 | 578103.5081 |
| CC | (17015) 27+69.35 | 612017.5585 | 577783.5748 |
| PT | (17016) 27+69.35 | 611819.8306 | 577813.6332 |
| Radius: | 200.00' | | |
| Delta: | 111°24'10.98" Right | | |
| Degree of Curvature (Arc): | 28°38'52.61" | | |
| Length: | 388.87' | | |
| Tangent: | 293.21' | | |
| Chord: | 330.44' | | |
| Middle Ordinate: | 87.30' | | |
| External: | 154.92' | | |
| Tangent Direction: | S30°29'48.91"E | | |
| Radial Direction: | S59°30'11.09"W | | |
| Chord Direction: | S25°02'16.58"W | | |
| Radial Direction: | N08°23'37.94"W | | |
| Tangent Direction: | S81°36'22.06"W | | |

ADDENDA / REVISIONS

NOT TO SCALE

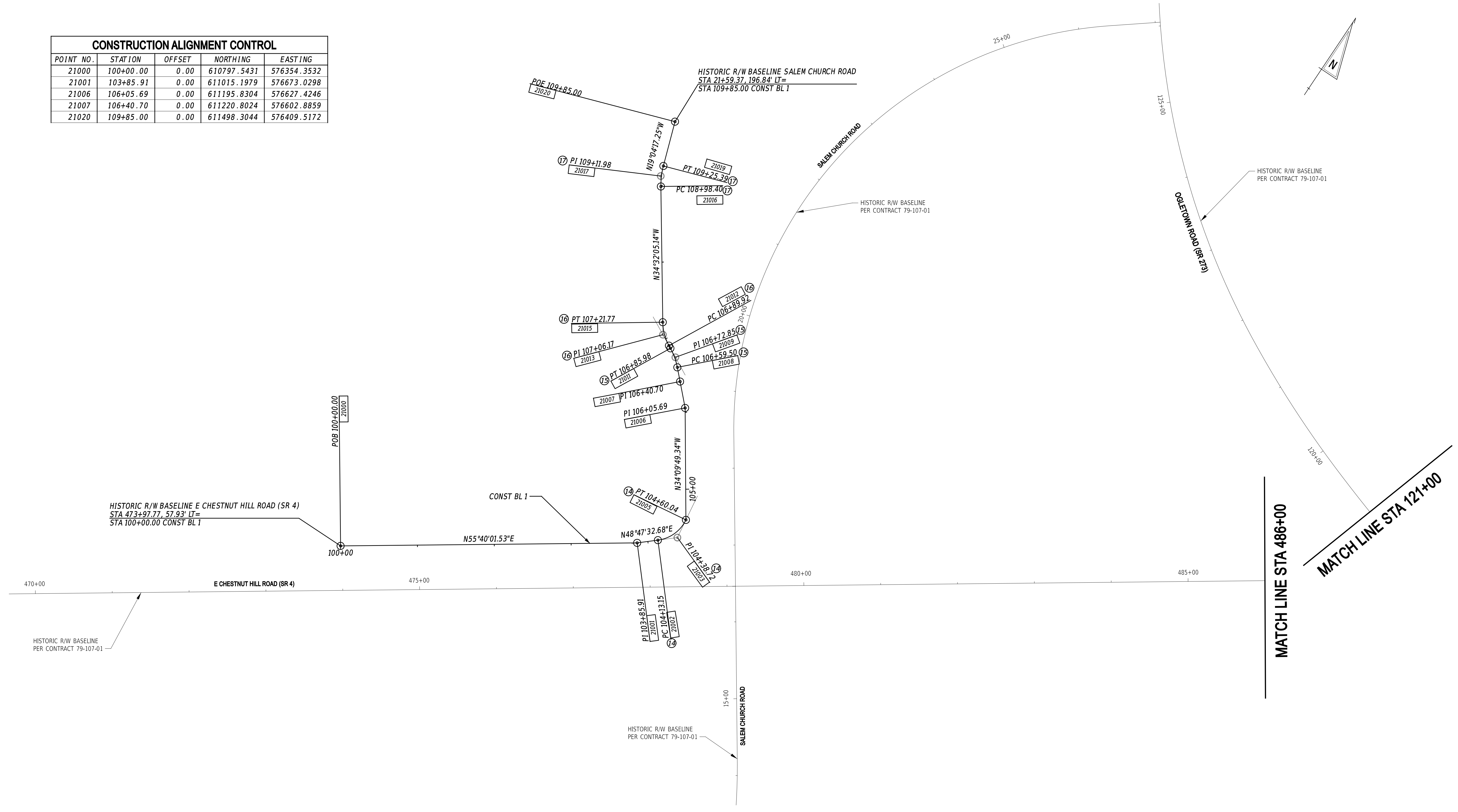
**EAST COAST GREENWAY,
SR 4 SHARED-USE PATH GAP**

| | | |
|------------|--------------|-------------|
| CONTRACT | BRIDGE NO. | N/A |
| T202301502 | DESIGNED BY: | C. HOLLOWAY |
| COUNTY | CHECKED BY: | O. GREEN |
| NEW CASTLE | | |

**HORIZONTAL AND
VERTICAL CONTROL**

| |
|-----------|
| SECTION |
| PAI |
| SHEET NO. |
| 10 |

| CONSTRUCTION ALIGNMENT CONTROL | | | | |
|--------------------------------|-----------|--------|-------------|-------------|
| POINT NO. | STATION | OFFSET | NORTHING | EASTING |
| 21000 | 100+00.00 | 0.00 | 610797.5431 | 576354.3532 |
| 21001 | 103+85.91 | 0.00 | 611015.1979 | 576673.0298 |
| 21006 | 106+05.69 | 0.00 | 611195.8304 | 576627.4246 |
| 21007 | 106+40.70 | 0.00 | 611220.8024 | 576602.8859 |
| 21020 | 109+85.00 | 0.00 | 611498.3044 | 576409.5172 |



DATUM REFERENCE:

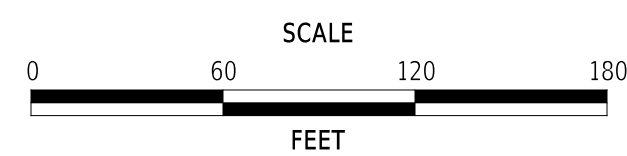
HORIZONTAL - THIS PROJECT IS REFERENCED TO THE DELAWARE STATE PLANE COORDINATE SYSTEM, NORTH AMERICAN DATUM OF 1983 (NAD 83 / 2011 / EPOCH 2010.00).

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

22-JAN-2025
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ADDENDA / REVISIONS

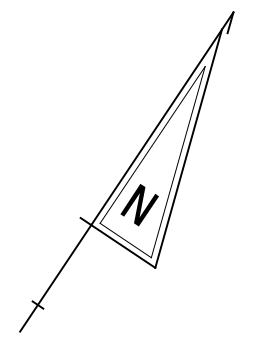


**EAST COAST GREENWAY,
SR 4 SHARED-USE PATH GAP**

| | | |
|------------|--------------|-------------|
| CONTRACT | BRIDGE NO. | N/A |
| T202301502 | DESIGNED BY: | C. HOLLOWAY |
| COUNTY | CHECKED BY: | O. GREEN |
| NEW CASTLE | | |

**HORIZONTAL AND
VERTICAL CONTROL**

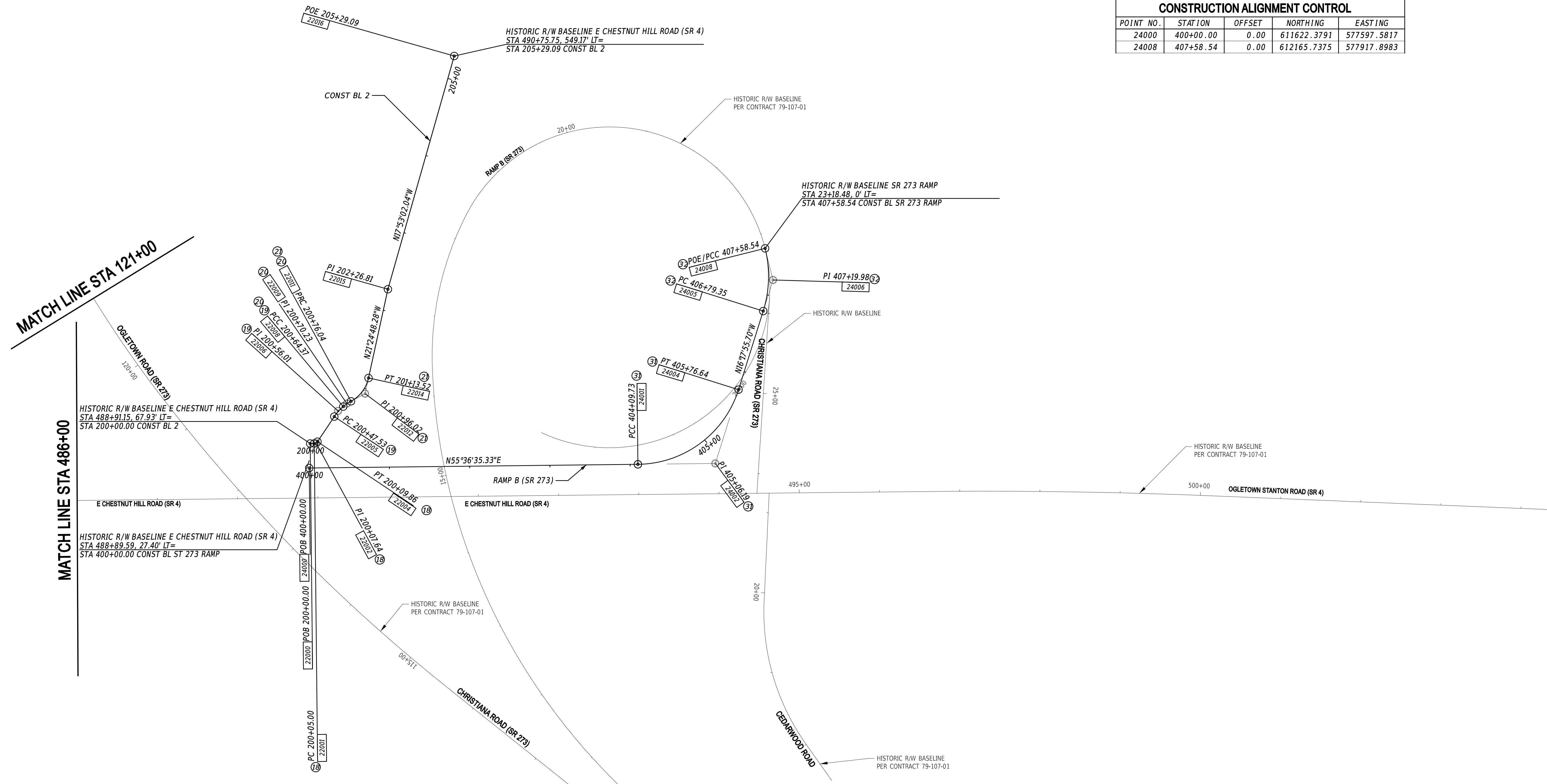
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| SECTION |
| PAI |
| SHEET NO. |
| 11 |



| CONSTRUCTION ALIGNMENT CONTROL | | | | |
|--------------------------------|-----------|--------|-------------|-------------|
| POINT NO. | STATION | OFFSET | NORTHING | EASTING |
| 22001 | 200+00.00 | 0.00 | 611648.4510 | 577581.6347 |
| 22016 | 205+29.09 | 0.00 | 612149.9202 | 577462.5021 |

| CONSTRUCTION ALIGNMENT CONTROL | | | | |
|--------------------------------|-----------|--------|-------------|-------------|
| POINT NO. | STATION | OFFSET | NORTHING | EASTING |
| 10001 | 300+00.00 | 0.00 | 611877.5534 | 578176.0884 |

| CONSTRUCTION ALIGNMENT CONTROL | | | | |
|--------------------------------|-----------|--------|-------------|-------------|
| POINT NO. | STATION | OFFSET | NORTHING | EASTING |
| 24000 | 400+00.00 | 0.00 | 611622.3791 | 577597.5817 |
| 24008 | 407+58.54 | 0.00 | 612165.7375 | 577917.8983 |

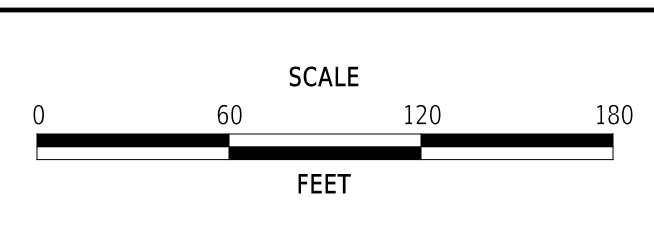


DATUM REFERENCE:
 HORIZONTAL - THIS PROJECT IS REFERENCED TO THE DELAWARE STATE PLANE COORDINATE SYSTEM, NORTH AMERICAN DATUM OF 1983 (NAD 83 / 2011 / EPOCH 2010.00).
 VERTICAL - THIS PROJECT IS REFERENCED TO THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD 88 BASED ON MODELED GEOID 12A).

22-JAN-2025
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| ADDENDA / REVISIONS |
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EAST COAST GREENWAY, SR 4 SHARED-USE PATH GAP

| | | |
|------------|--------------|-------------|
| CONTRACT | BRIDGE NO. | N/A |
| T202301502 | DESIGNED BY: | C. HOLLOWAY |
| COUNTY | CHECKED BY: | O. GREEN |
| NEW CASTLE | | |

| | |
|--|-----|
| HORIZONTAL AND VERTICAL CONTROL | |
| SECTION | PAI |
| SHEET NO. | 12 |

| CIRCULAR CURVE NO. ⑭ | | | |
|----------------------------|-------------------|-------------|-------------|
| | STATION | NORTHING | EASTING |
| PCC | (21002) 104+13.15 | 611033.1431 | 576693.5229 |
| HPI | (21003) 104+38.72 | 611049.9900 | 576712.7618 |
| CC | (21004) | 611068.7508 | 576662.3424 |
| PT | (21005) 104+60.04 | 611075.3153 | 576709.2150 |
| Radius: | 47.33' | | |
| Delta: | 56°45'53.55" Left | | |
| Degree of Curvature (Arc): | 121°03'21.41" | | |
| Length: | 46.89' | | |
| Tangent: | 25.57' | | |
| Chord: | 45.00' | | |
| Middle Ordinate: | 5.69' | | |
| External: | 6.47' | | |
| Tangent Direction: | N48°47'32.68"E | | |
| Radial Direction: | S41°12'27.32"E | | |
| Chord Direction: | N20°24'35.90"E | | |
| Radial Direction: | N82°01'39.12"E | | |
| Tangent Direction: | N07°58'20.88"W | | |

| CIRCULAR CURVE NO. ⑮ | | | |
|----------------------------|-------------------|-------------|-------------|
| | STATION | NORTHING | EASTING |
| PCC | (21008) 106+59.50 | 611234.1509 | 576589.6480 |
| HPI | (21009) 106+72.85 | 611243.6259 | 576580.2514 |
| CC | (21010) | 611174.2972 | 576529.2945 |
| PT | (21011) 106+85.98 | 611249.7657 | 576568.4034 |
| Radius: | 85.00' | | |
| Delta: | 17°50'39.66" Left | | |
| Degree of Curvature (Arc): | 67°24'24.48" | | |
| Length: | 26.47' | | |
| Tangent: | 13.34' | | |
| Chord: | 26.37' | | |
| Middle Ordinate: | 1.03' | | |
| External: | 1.04' | | |
| Tangent Direction: | N44°45'42.30"W | | |
| Radial Direction: | N45°14'17.70"E | | |
| Chord Direction: | N53°41'02.13"W | | |
| Radial Direction: | N27°23'38.04"E | | |
| Tangent Direction: | N62°36'21.97"W | | |

| CIRCULAR CURVE NO. ⑯ | | | |
|----------------------------|--------------------|-------------|-------------|
| | STATION | NORTHING | EASTING |
| PCC | (21012) 106+89.92 | 611251.5806 | 576564.9012 |
| HPI | (21013) 107+06.17 | 611259.0570 | 576550.4740 |
| CC | (21014) | 611309.2918 | 576594.8080 |
| PT | (21015) 107+21.77 | 611272.4429 | 576541.2622 |
| Radius: | 65.00' | | |
| Delta: | 28°04'16.82" Right | | |
| Degree of Curvature (Arc): | 88°08'50.47" | | |
| Length: | 31.85' | | |
| Tangent: | 16.25' | | |
| Chord: | 31.53' | | |
| Middle Ordinate: | 1.94' | | |
| External: | 2.00' | | |
| Tangent Direction: | N62°36'21.96"W | | |
| Radial Direction: | N27°23'38.04"E | | |
| Chord Direction: | N48°34'13.55"W | | |
| Radial Direction: | N55°27'54.86"E | | |
| Tangent Direction: | N34°32'05.14"W | | |

| CIRCULAR CURVE NO. ⑰ | | | |
|----------------------------|--------------------|-------------|-------------|
| | STATION | NORTHING | EASTING |
| PCC | (21016) 108+98.40 | 611417.9504 | 576441.1276 |
| HPI | (21017) 109+11.98 | 611429.1347 | 576433.4308 |
| CC | (21018) | 611474.6410 | 576523.5058 |
| PT | (21019) 109+25.39 | 611441.9663 | 576428.9946 |
| Radius: | 100.00' | | |
| Delta: | 15°27'47.89" Right | | |
| Degree of Curvature (Arc): | 57°17'44.81" | | |
| Length: | 26.99' | | |
| Tangent: | 13.58' | | |
| Chord: | 26.91' | | |
| Middle Ordinate: | 0.91' | | |
| External: | 0.90' | | |
| Tangent Direction: | N34°32'05.14"W | | |
| Radial Direction: | N55°27'54.86"E | | |
| Chord Direction: | N26°48'11.20"W | | |
| Radial Direction: | N70°55'42.75"E | | |
| Tangent Direction: | N19°04'17.25"W | | |

| CIRCULAR CURVE NO. ⑱ | | | |
|----------------------------|-------------------|-------------|-------------|
| | STATION | NORTHING | EASTING |
| PCC | (22001) 200+05.00 | 611651.2727 | 577585.7625 |
| HPI | (22002) 200+07.64 | 611652.7620 | 577587.9413 |
| CC | (22003) | 611655.4004 | 577582.9408 |
| PT | (22004) 200+09.86 | 611655.4012 | 577587.9408 |
| Radius: | 5.00' | | |
| Delta: | 55°39'12.76" Left | | |
| Degree of Curvature (Arc): | 65°54'56.12" | | |
| Length: | 4.86' | | |
| Tangent: | 2.64' | | |
| Chord: | 4.67' | | |
| Middle Ordinate: | 0.58' | | |
| External: | 0.65' | | |
| Tangent Direction: | N55°38'39.18"E | | |
| Radial Direction: | S34°21'20.82"E | | |
| Chord Direction: | N27°49'02.80"E | | |
| Radial Direction: | N89°59'26.42"E | | |
| Tangent Direction: | N00°00'33.58"W | | |

| CIRCULAR CURVE NO. ⑲ | | | |
|----------------------------|--------------------|-------------|-------------|
| | STATION | NORTHING | EASTING |
| PCC | (22005) 200+47.53 | 611693.0727 | 577587.9347 |
| HPI | (22006) 200+56.01 | 611701.5534 | 577587.9333 |
| CC | (22007) | 611693.0823 | 577646.8797 |
| PT | (22008) 200+64.37 | 611709.6905 | 577590.3228 |
| Radius: | 58.95' | | |
| Delta: | 16°22'28.00" Right | | |
| Degree of Curvature (Arc): | 97°12'07.53" | | |
| Length: | 16.85' | | |
| Tangent: | 8.48' | | |
| Chord: | 16.79' | | |
| Middle Ordinate: | 0.60' | | |
| External: | 0.61' | | |
| Tangent Direction: | N00°00'33.58"W | | |
| Radial Direction: | N89°59'26.42"E | | |
| Chord Direction: | N08°10'40.42"E | | |
| Radial Direction: | S73°38'05.58"E | | |
| Tangent Direction: | N16°21'54.42"E | | |

| CIRCULAR CURVE NO. ⑳ | | | |
|----------------------------|--------------------|-------------|-------------|
| | STATION | NORTHING | EASTING |
| PCC | (22008) 200+64.37 | 611709.6905 | 577590.3228 |
| HPI | (22009) 200+70.23 | 611715.3077 | 577591.9723 |
| CC | (22010) | 611693.0823 | 577646.8797 |
| PT | (22011) 200+76.04 | 611720.4907 | 577594.6945 |
| Radius: | 58.95' | | |
| Delta: | 11°20'38.03" Right | | |
| Degree of Curvature (Arc): | 97°12'07.53" | | |
| Length: | 11.67' | | |
| Tangent: | 5.85' | | |
| Chord: | 11.65' | | |
| Middle Ordinate: | 0.29' | | |
| External: | 0.29' | | |
| Tangent Direction: | N16°21'54.42"E | | |
| Radial Direction: | S73°38'05.58"E | | |
| Chord Direction: | N22°02'13.43"E | | |
| Radial Direction: | S62°17'27.56"E | | |
| Tangent Direction: | N27°42'32.44"E | | |

| CIRCULAR CURVE NO. ㉑ | | | |
|----------------------------|-------------------|-------------|-------------|
| | STATION | NORTHING | EASTING |
| PCC | (22011) 200+76.04 | 611720.4907 | 577594.6945 |
| HPI | (22012) 200+96.02 | 611738.1780 | 577603.9841 |
| CC | (22013) | 611740.8172 | 577555.9929 |
| PT | (22014) 201+13.52 | 611756.7773 | 577596.6901 |
| Radius: | 43.71' | | |
| Delta: | 49°07'20.73" Left | | |
| Degree of Curvature (Arc): | 131°04'02.05" | | |
| Length: | 37.48' | | |
| Tangent: | 19.98' | | |
| Chord: | 36.34' | | |
| Middle Ordinate: | 3.96' | | |
| External: | 4.35' | | |
| Tangent Direction: | N27°42'32.44"E | | |
| Radial Direction: | S62°17'27.56"E | | |
| Chord Direction: | N03°08'52.08"E | | |
| Radial Direction: | N68°35'11.72"E | | |
| Tangent Direction: | N21°24'48.28"W | | |

| CIRCULAR CURVE NO. ㉒ | | | |
|----------------------------|-------------------|-------------|-------------|
| | STATION | NORTHING | EASTING |
| PCC | (24001) 404+09.73 | 611853.8026 | 577935.6915 |
| HPI | (24002) 405+06.19 | 611908.2907 | 578015.2959 |
| CC | (24003) | 611963.5544 | 577860.5680 |
| PT | (24004) 405+76.64 | 612000.8804 | 577988.2229 |
| Radius: | 133.00' | | |
| Delta: | 71°54'27.88" Left | | |
| Degree of Curvature (Arc): | 43°04'46.32" | | |
| Length: | 166.92' | | |
| Tangent: | 96.47' | | |
| Chord: | 156.18' | | |
| Middle Ordinate: | 25.34' | | |
| External: | 31.30' | | |
| Tangent Direction: | N55°36'32.18"E | | |
| Radial Direction: | S34°23'27.82"E | | |
| Chord Direction: | N19°39'18.24"E | | |
| Radial Direction: | N73°45'04.30"E | | |
| Tangent Direction: | N16°17'55.70"W | | |

| CIRCULAR CURVE NO. ㉓ | | | |
|----------------------------|-------------------|-------------|-------------|
| | STATION | NORTHING | EASTING |
| PCC | (24005) 406+79.35 | 612099.4615 | 577959.3980 |
| HPI | (24006) 407+19.98 | 612138.4534 | 577947.9969 |
| CC | (24007) | 612059.0484 | 577821.1852 |
| PT | (24008) 407+58.54 | 612165.7375 | 577917.8983 |
| Radius: | 144.00' | | |
| Delta: | 31°30'32.59" Left | | |
| Degree of Curvature (Arc): | 39°47'19.45" | | |
| Length: | 79.19' | | |
| Tangent: | 40.62' | | |
| Chord: | 79.20' | | |
| Middle Ordinate: | 5.41' | | |
| External: | 5.62' | | |
| Tangent Direction: | N16°17'55.70"W | | |
| Radial Direction: | N73°42'04.30"E | | |
| Chord Direction: | N32°03'12.00"W | | |
| Radial Direction: | N42°11'31.71"E | | |
| Tangent Direction: | N47°48'28.29"W | | |

22-JAN-2025
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ADDENDA / REVISIONS

NOT TO SCALE

**EAST COAST GREENWAY,
SR 4 SHARED-USE PATH GAP**

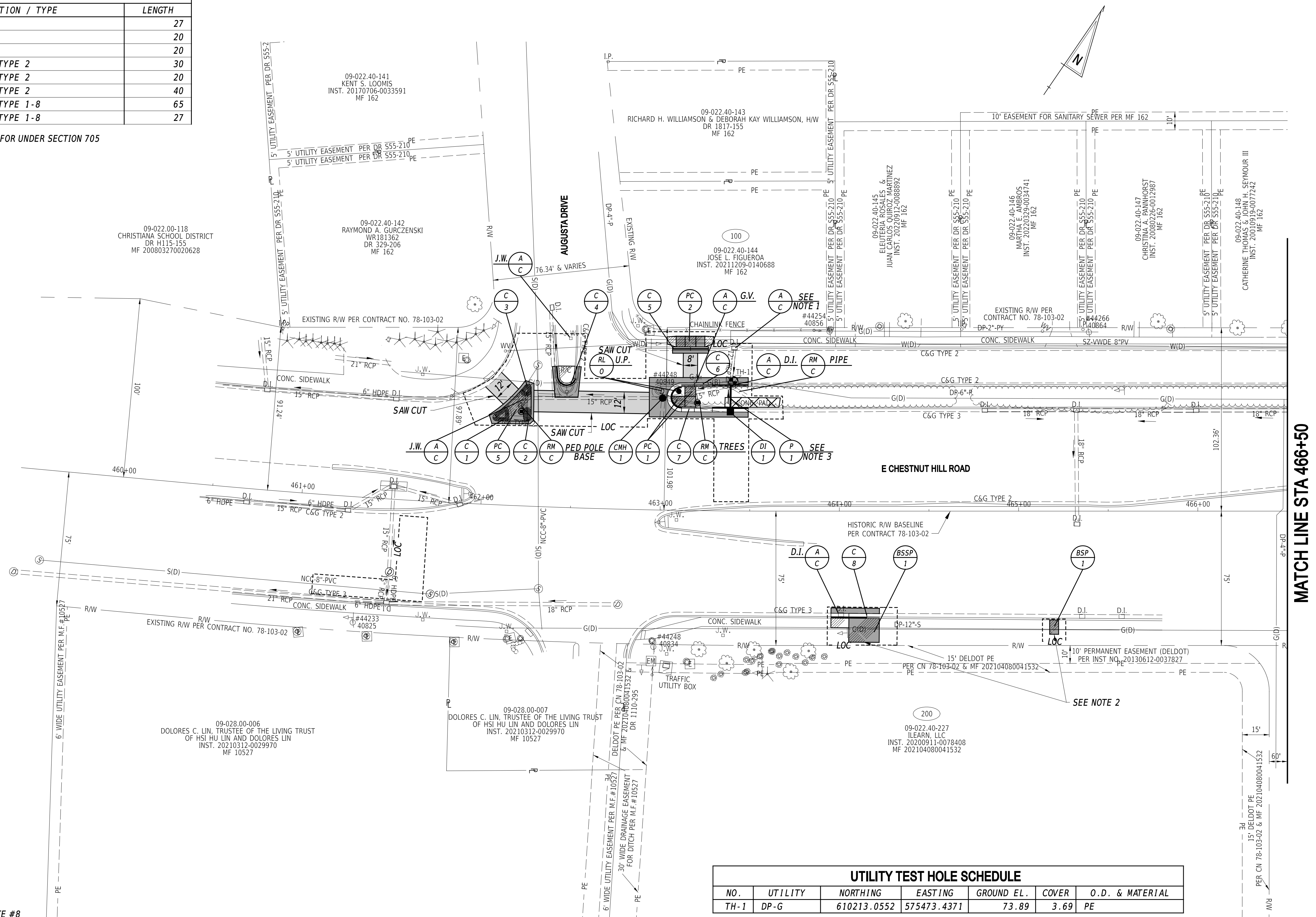
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|------------|--------------|-------------|
| CONTRACT | BRIDGE NO. | N/A |
| T202301502 | DESIGNED BY: | C. HOLLOWAY |
| COUNTY | CHECKED BY: | O. GREEN |
| NEW CASTLE | | |

**HORIZONTAL AND
VERTICAL CONTROL**

| |
|-----------|
| SECTION |
| PAI |
| SHEET NO. |
| 13 |

| CURB SCHEDULE | | |
|---------------|----------------------------------|--------|
| NO. | ITEM DESCRIPTION / TYPE | LENGTH |
| 1+ | PCC CURB, TYPE 2 | 27 |
| 2+ | PCC CURB, TYPE 2 | 20 |
| 3+ | PCC CURB, TYPE 2 | 20 |
| 4 | 1. PCC CURB AND GUTTER, TYPE 2 | 30 |
| 5+ | 1. PCC CURB AND GUTTER, TYPE 2 | 20 |
| 6+ | 1. PCC CURB AND GUTTER, TYPE 2 | 40 |
| 7+ | 1. PCC CURB AND GUTTER, TYPE 1-8 | 65 |
| 8 | 1. PCC CURB AND GUTTER, TYPE 1-8 | 27 |

+ RUN OF THE CURB EXCLUDES CURB PAID FOR UNDER SECTION 705



MATCH LINE STA 466+50

- NOTES:
- REPLACE INLET GRATE WITH BICYCLE SAFE GRATE. SEE PROJECT NOTE #8 FOR PAYMENT INFORMATION.
 - THE CONTRACTOR SHALL CONSTRUCT A TEMPORARY BUS STOP PAD, TYPE 1 (STANDARD DETAIL M-9) AND INSTALL THE TEMPORARY DART BUS STOP PULL-OFF DETAIL AS SHOWN ON SHEET 38, AT APPROXIMATE STATION 465+20 (R) TO BE OPERABLE DURING THE RECONSTRUCTION OF THE EXISTING BUS STOP (ID 2391).
 - THE COST TO TIE IN PROPOSED PIPE (P-1) TO THE EXISTING D.I. SHALL BE INCIDENTAL TO THE NEW PIPE ITEM 601032 - REINFORCED CONCRETE PIPE, 15", CLASS IV

| DRAINAGE INLET SCHEDULE | | | | | | |
|-------------------------|-----------|--------|-----------|-------|----------|----------|
| NO. | STATION | OFFSET | BOX SIZE | GRATE | T.G. EL. | INV. EL. |
| 1 | 463+26.71 | * | 34" x 24" | 1 | ** | 72.27 |

* MATCH CURB FLOWLINE OFFSET
** MATCH CURB FLOWLINE ELEVATION

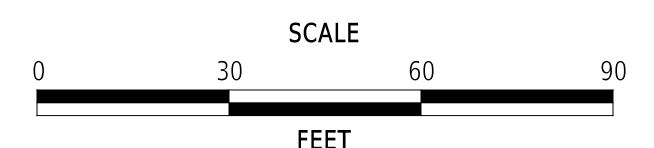
| DRAINAGE PIPE SCHEDULE | | | | | | |
|------------------------|-------------|-------|--------|-------|------------|----------|
| NO. | SIZE / TYPE | CLASS | LENGTH | SLOPE | INVERT EL. | DIS. EL. |
| 1 | 15" RCP | IV | 14.00 | 0.01 | 72.27 | 72.13 |

| CONVERT DRAINAGE INLET TO MANHOLE | | | | | |
|-----------------------------------|-----------|--------|-----------|----------|------------|
| NO. | STATION | OFFSET | TYPE/SIZE | T.G. EL. | INVERT EL. |
| 1 | 463+00.29 | * | 48" x 30" | ** | *** |

* MATCH CURB FLOWLINE OFFSET
** MATCH CURB FLOWLINE ELEVATION
*** MATCH EXISTING PIPE INVERTS

| UTILITY TEST HOLE SCHEDULE | | | | | | |
|----------------------------|---------|-------------|-------------|------------|-------|-----------------|
| NO. | UTILITY | NORTHING | EASTING | GROUND EL. | COVER | O.D. & MATERIAL |
| TH-1 | DP-G | 610213.0552 | 575473.4371 | 73.89 | 3.69 | PE |

ADDENDA / REVISIONS



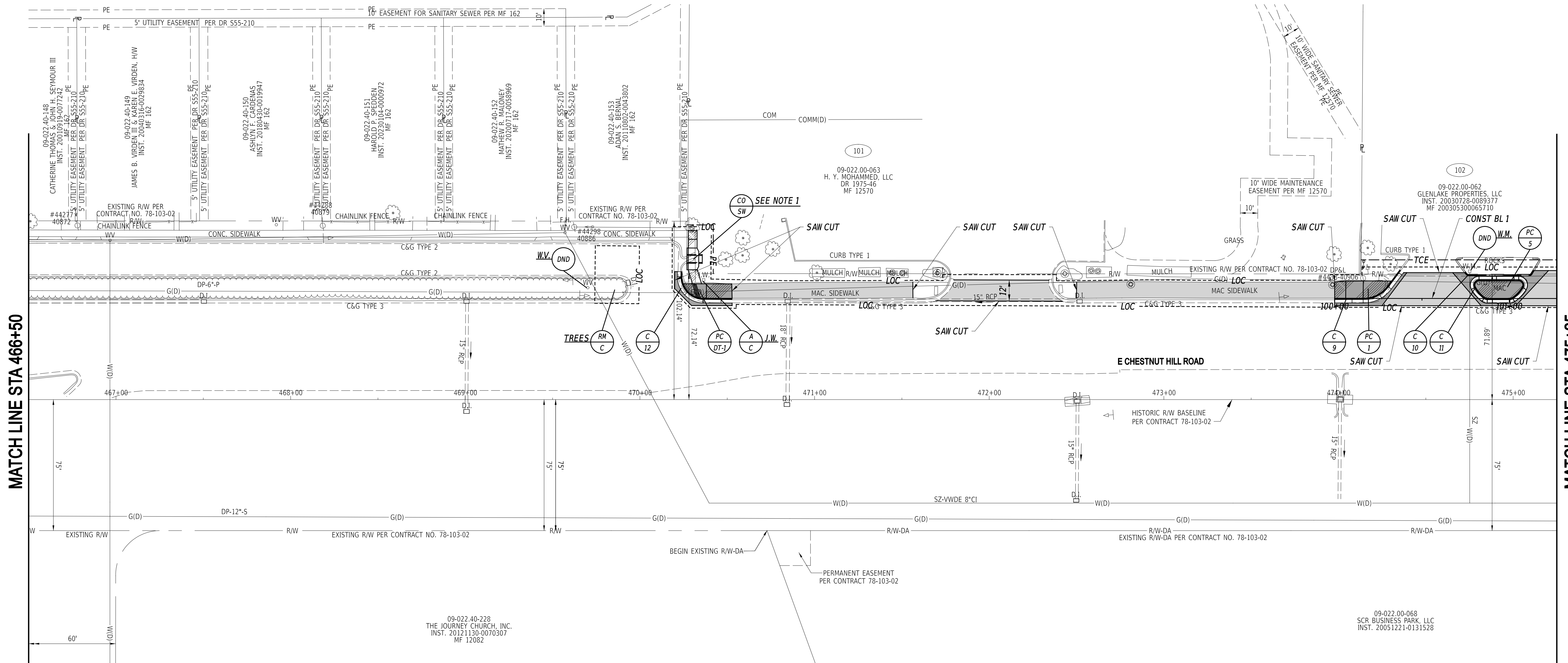
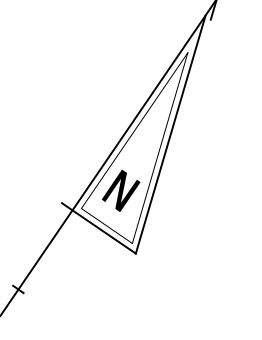
**EAST COAST GREENWAY,
SR 4 SHARED-USE PATH GAP**

| | | | |
|----------|------------|--------------|-------------|
| CONTRACT | T202301502 | BRIDGE NO. | N/A |
| COUNTY | NEW CASTLE | DESIGNED BY: | C. HOLLOWAY |
| | | CHECKED BY: | O. GREEN |

CONSTRUCTION PLAN

| |
|--------------|
| CP-01 |
| SECTION |
| PAI |
| SHEET NO. |
| 14 |





MATCH LINE STA 466+50

MATCH LINE STA 475+25

| CURB SCHEDULE | | |
|---------------|----------------------------------|--------|
| NO. | ITEM DESCRIPTION / TYPE | LENGTH |
| 9+ | 1. PCC CURB AND GUTTER, TYPE 1-8 | 47 |
| 10 | PCC CURB, TYPE 1-4 | 42 |
| 11+ | 1. PCC CURB AND GUTTER, TYPE 1-8 | 82 |
| 12+ | 1. PCC CURB AND GUTTER, TYPE 1-8 | 43 |

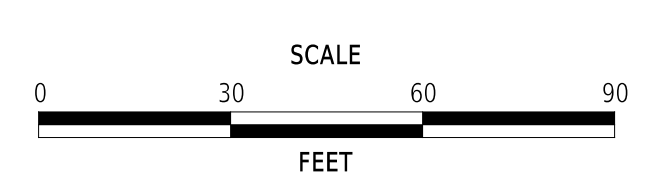
+ RUN OF THE CURB EXCLUDES CURB PAID FOR UNDER SECTION 705

NOTES:
 1. CURB/SIDEWALK OPENING TO BE CONSTRUCTED PER DELDOT STANDARD DETAIL C-5 SHEET 1 OF 2, AND PAID FOR UNDER ITEM 701510- CURB/SIDEWALK OPENING. SEE SHEET GG-02 FOR GEOMETRIC POINTS.

22-JAN-2025
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ADDENDA / REVISIONS

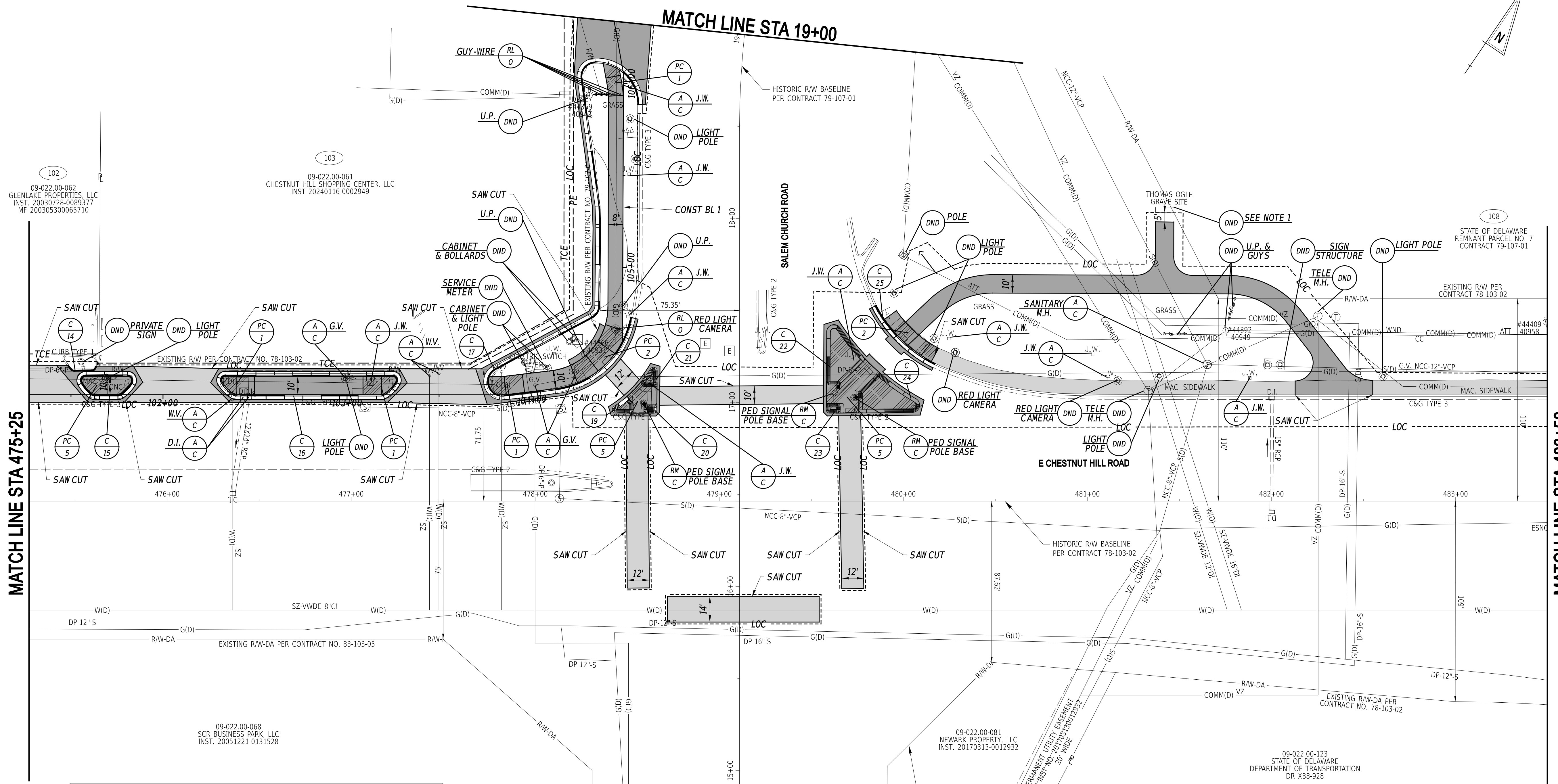
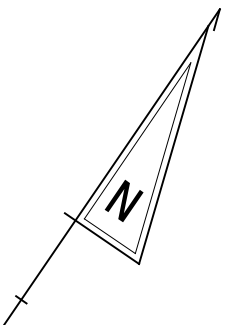


**EAST COAST GREENWAY,
 SR 4 SHARED-USE PATH GAP**

| | | |
|------------|--------------|-------------|
| CONTRACT | BRIDGE NO. | N/A |
| T202301502 | DESIGNED BY: | C. HOLLOWAY |
| COUNTY | CHECKED BY: | O. GREEN |
| NEW CASTLE | | |

CONSTRUCTION PLAN

| |
|-----------|
| CP-02 |
| SECTION |
| PAI |
| SHEET NO. |
| 15 |



| CURB SCHEDULE | | |
|---------------|----------------------------------|--------|
| NO. | ITEM DESCRIPTION / TYPE | LENGTH |
| 14 | PCC CURB, TYPE 1-4 | 19 |
| 15+ | 1. PCC CURB AND GUTTER, TYPE 1-8 | 81 |
| 16+ | 1. PCC CURB AND GUTTER, TYPE 1-8 | 216 |
| 17+ | 1. PCC CURB AND GUTTER, TYPE 1-8 | 365 |
| 19+ | PCC CURB, TYPE 2 | 32 |
| 20+ | PCC CURB, TYPE 2 | 20 |
| 21+ | PCC CURB, TYPE 2 | 32 |
| 22+ | PCC CURB, TYPE 2 | 86 |
| 23+ | PCC CURB, TYPE 2 | 22 |
| 24+ | PCC CURB, TYPE 2 | 89 |
| 25+ | 1. PCC CURB AND GUTTER, TYPE 1-8 | 47 |

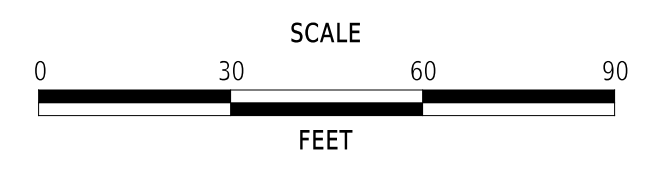
+ RUN OF THE CURB EXCLUDES CURB PAID FOR UNDER SETCTION 705

NOTES:
1. THE THOMAS OGLE GRAVE SITE IS AN AT GRADE HISTORIC CONCRETE TOMB. THIS SITE IS NOT TO BE DISTURBED DURING CONSTRUCTION.

22-JAN-2025
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ADDENDA / REVISIONS



**EAST COAST GREENWAY,
SR 4 SHARED-USE PATH GAP**

| | | |
|------------|--------------|-------------|
| CONTRACT | BRIDGE NO. | N/A |
| T202301502 | DESIGNED BY: | C. HOLLOWAY |
| COUNTY | CHECKED BY: | O. GREEN |
| NEW CASTLE | | |

CONSTRUCTION PLAN

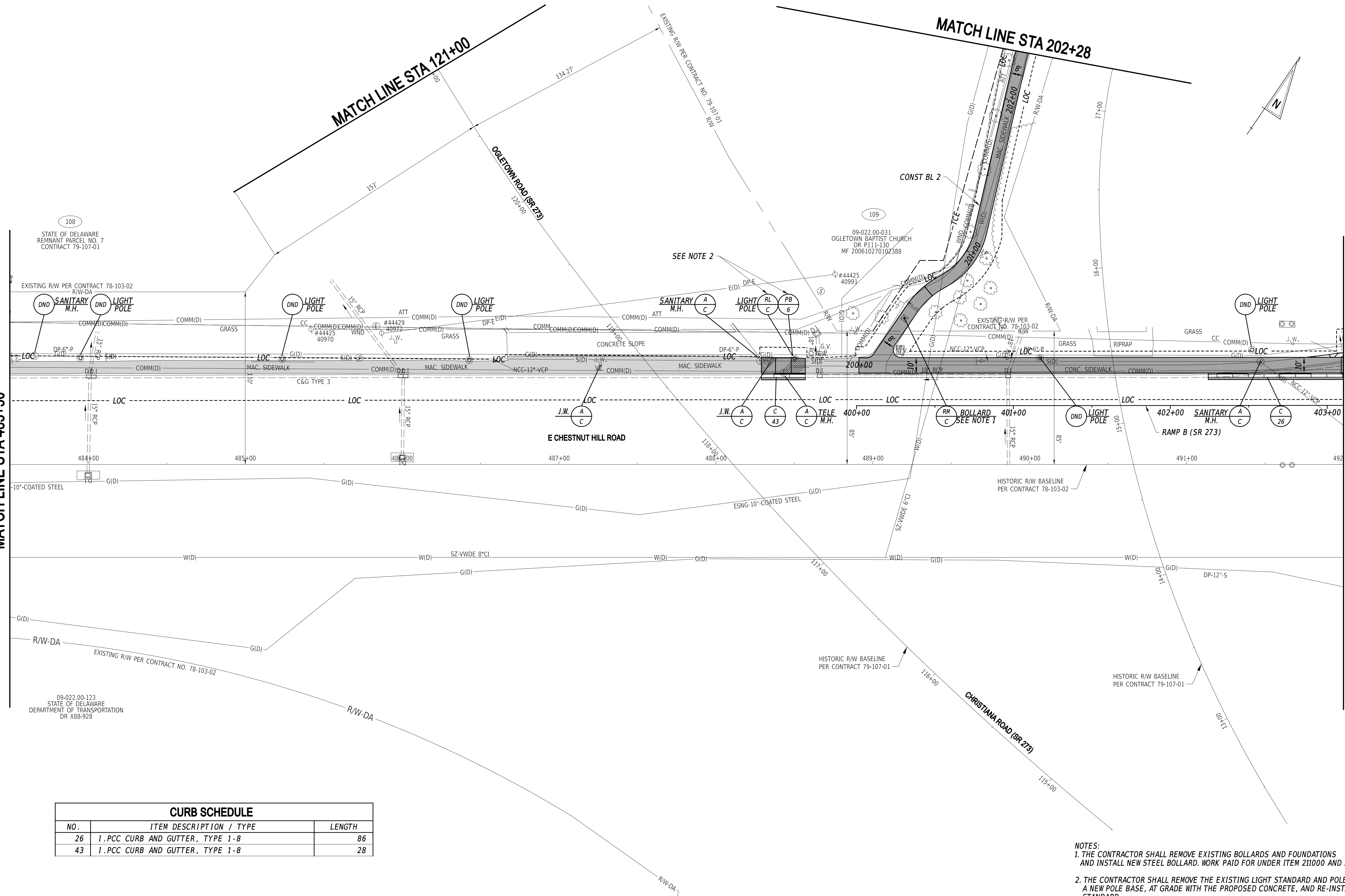
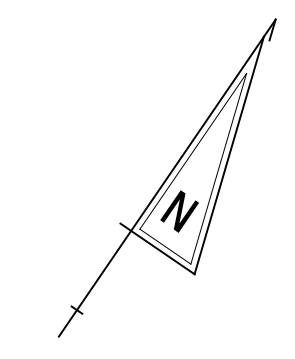
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|-----------|
| CP-03 |
| SECTION |
| PAI |
| SHEET NO. |
| 16 |

MATCH LINE STA 121+00

MATCH LINE STA 202+28

MATCH LINE STA 483+50

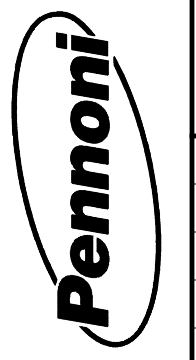
MATCH LINE STA 492+00



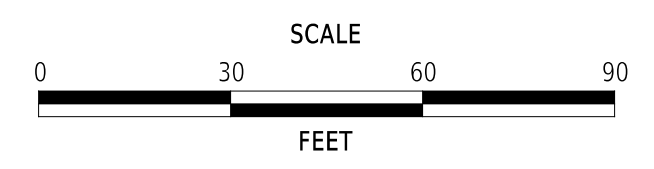
| CURB SCHEDULE | | |
|---------------|---------------------------------|--------|
| NO. | ITEM DESCRIPTION / TYPE | LENGTH |
| 26 | 1.PCC CURB AND GUTTER, TYPE 1-8 | 86 |
| 43 | 1.PCC CURB AND GUTTER, TYPE 1-8 | 28 |

NOTES:
 1. THE CONTRACTOR SHALL REMOVE EXISTING BOLLARDS AND FOUNDATIONS AND INSTALL NEW STEEL BOLLARD. WORK PAID FOR UNDER ITEM 211000 AND ITEM 720557.
 2. THE CONTRACTOR SHALL REMOVE THE EXISTING LIGHT STANDARD AND POLE BASE, CONSTRUCT A NEW POLE BASE, AT GRADE WITH THE PROPOSED CONCRETE, AND RE-INSTALL THE EXISTING LIGHT STANDARD.

5-MAR-2025
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ADDENDA / REVISIONS



**EAST COAST GREENWAY,
 SR 4 SHARED-USE PATH GAP**

| | | | |
|----------|------------|--------------|-------------|
| CONTRACT | T202301502 | BRIDGE NO. | N/A |
| COUNTY | NEW CASTLE | DESIGNED BY: | C. HOLLOWAY |
| | | CHECKED BY: | O. GREEN |

CONSTRUCTION PLAN

| |
|--------------|
| CP-04 |
| SECTION |
| PAI |
| SHEET NO. |
| 17 |

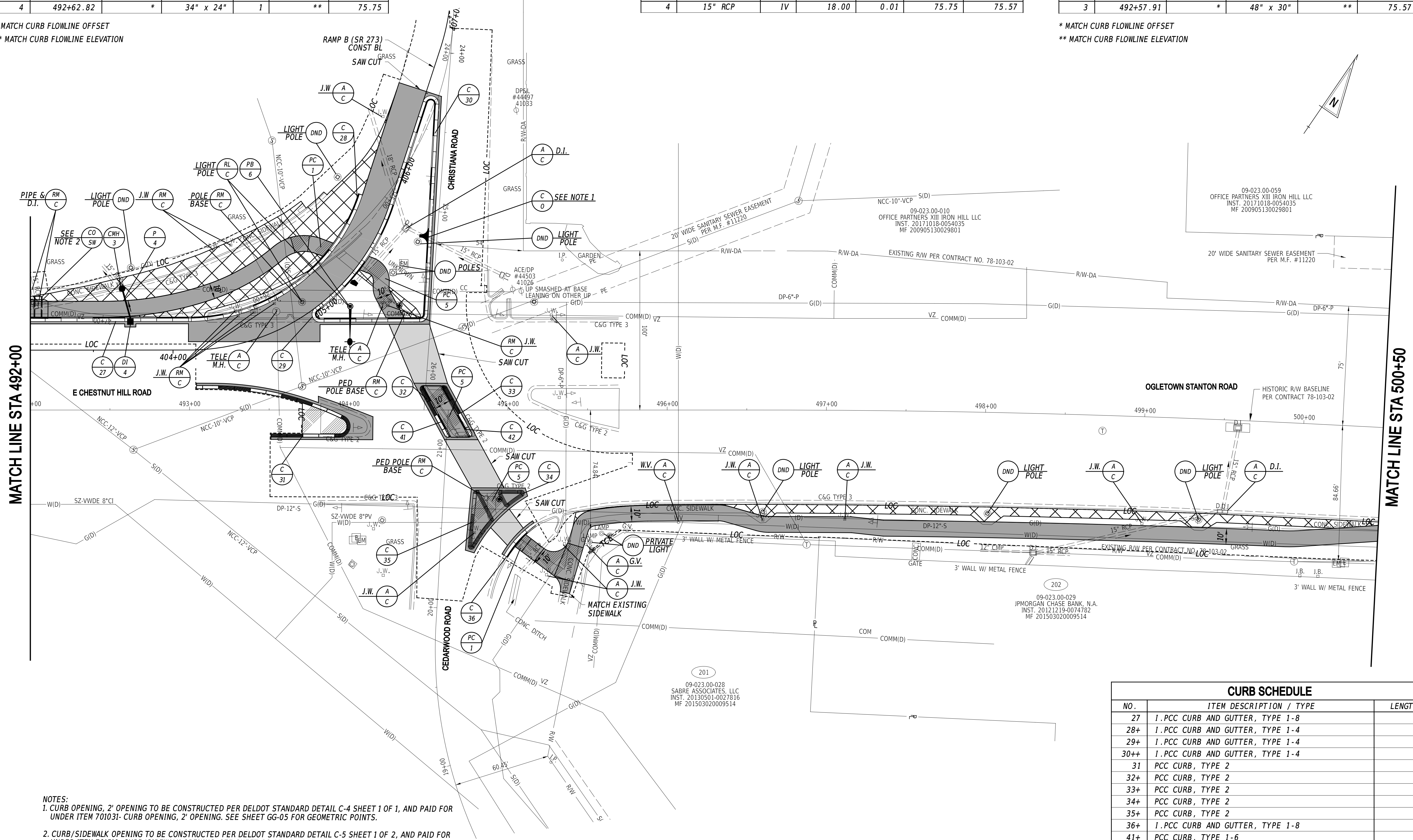
| DRAINAGE INLET SCHEDULE | | | | | | |
|-------------------------|-----------|--------|-----------|-------|----------|----------|
| NO. | STATION | OFFSET | BOX SIZE | GRATE | T.G. EL. | INV. EL. |
| 4 | 492+62.82 | * | 34" x 24" | 1 | ** | 75.75 |

* MATCH CURB FLOWLINE OFFSET
 ** MATCH CURB FLOWLINE ELEVATION

| DRAINAGE PIPE SCHEDULE | | | | | | |
|------------------------|-------------|-------|--------|-------|------------|----------|
| NO. | SIZE / TYPE | CLASS | LENGTH | SLOPE | INVERT EL. | DIS. EL. |
| 4 | 15" RCP | IV | 18.00 | 0.01 | 75.75 | 75.57 |

| CONVERT DRAINAGE INLET TO MANHOLE | | | | | |
|-----------------------------------|-----------|--------|-----------|----------|------------|
| NO. | STATION | OFFSET | TYPE/SIZE | T.G. EL. | INVERT EL. |
| 3 | 492+57.91 | * | 48" x 30" | ** | 75.57 |

* MATCH CURB FLOWLINE OFFSET
 ** MATCH CURB FLOWLINE ELEVATION



MATCH LINE STA 492+00

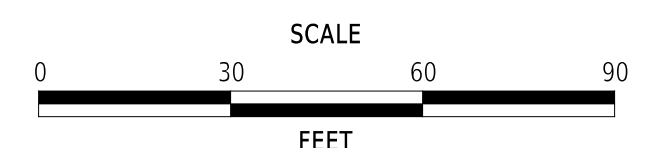
MATCH LINE STA 500+00

NOTES:
 1. CURB OPENING, 2' OPENING TO BE CONSTRUCTED PER DELDOT STANDARD DETAIL C-4 SHEET 1 OF 1, AND PAID FOR UNDER ITEM 701031- CURB OPENING, 2' OPENING. SEE SHEET GG-05 FOR GEOMETRIC POINTS.
 2. CURB/SIDEWALK OPENING TO BE CONSTRUCTED PER DELDOT STANDARD DETAIL C-5 SHEET 1 OF 2, AND PAID FOR UNDER ITEM 701510- CURB/SIDEWALK OPENING. SEE SHEET GG-05 FOR GEOMETRIC POINTS.

| CURB SCHEDULE | | |
|---------------|----------------------------------|--------|
| NO. | ITEM DESCRIPTION / TYPE | LENGTH |
| 27 | 1. PCC CURB AND GUTTER, TYPE 1-8 | 99 |
| 28+ | 1. PCC CURB AND GUTTER, TYPE 1-4 | 144 |
| 29+ | 1. PCC CURB AND GUTTER, TYPE 1-4 | 176 |
| 30++ | 1. PCC CURB AND GUTTER, TYPE 1-4 | 202 |
| 31 | PCC CURB, TYPE 2 | 157 |
| 32+ | PCC CURB, TYPE 2 | 38 |
| 33+ | PCC CURB, TYPE 2 | 38 |
| 34+ | PCC CURB, TYPE 2 | 43 |
| 35+ | PCC CURB, TYPE 2 | 128 |
| 36+ | 1. PCC CURB AND GUTTER, TYPE 1-8 | 28 |
| 41+ | PCC CURB, TYPE 1-6 | 38 |
| 42+ | PCC CURB, TYPE 1-6 | 38 |

+ RUN OF THE CURB EXCLUDES CURB PAID FOR UNDER SETCTON 705
 ++ RUN OF THE CURB EXCLUDES CURB PAID FOR UNDER SETCTON 705 AND CURB PAID FOR UNDER ITEM 701510 - CURB/SIDEWALK OPENING

ADDENDA / REVISIONS

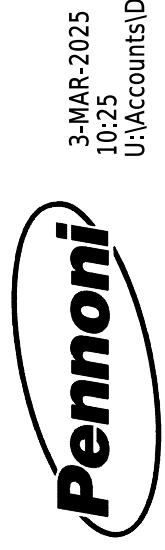


**EAST COAST GREENWAY,
 SR 4 SHARED-USE PATH GAP**

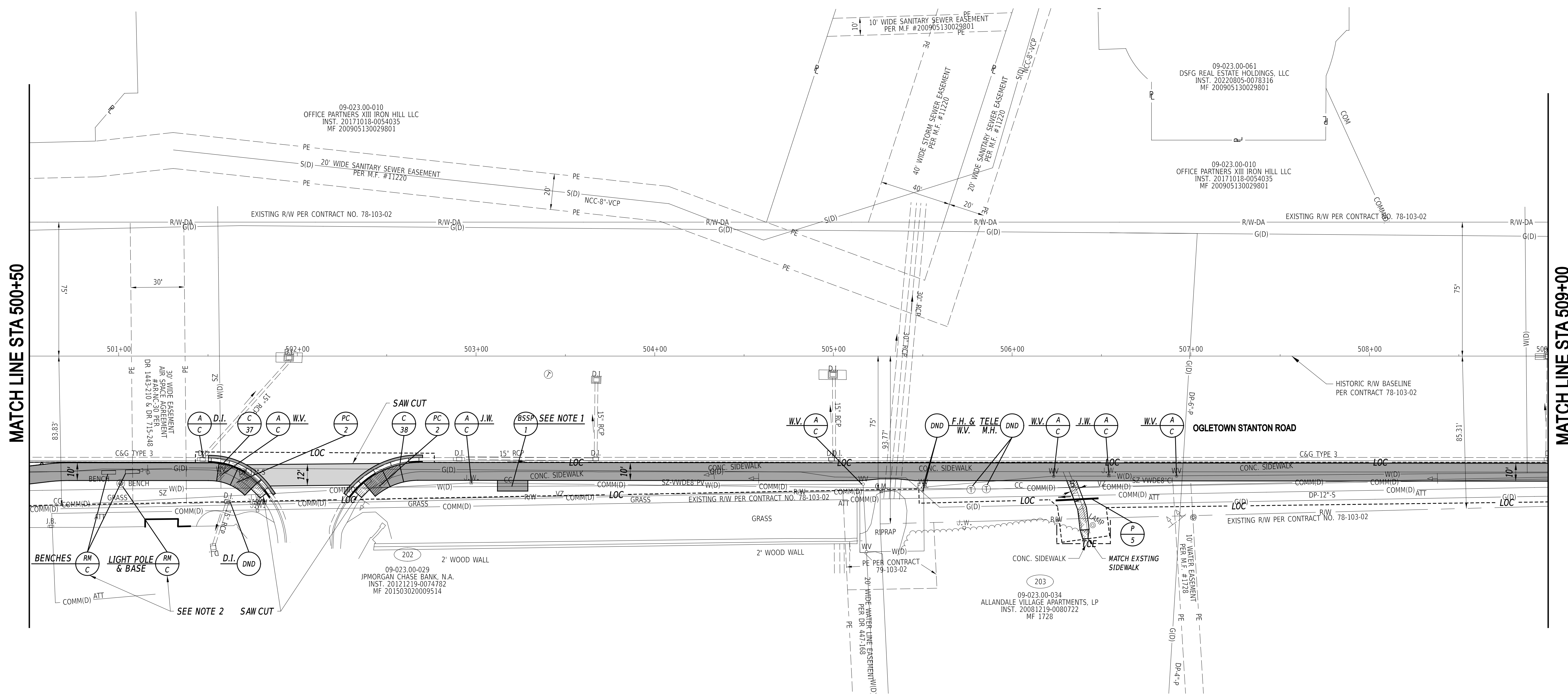
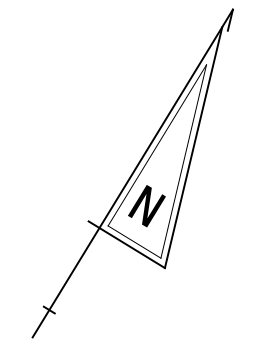
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|----------|------------|--------------|-------------|
| CONTRACT | T202301502 | BRIDGE NO. | N/A |
| COUNTY | NEW CASTLE | DESIGNED BY: | C. HOLLOWAY |
| | | CHECKED BY: | O. GREEN |

CONSTRUCTION PLAN

| |
|--------------|
| CP-05 |
| SECTION |
| PAI |
| SHEET NO. |
| 18 |



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MATCH LINE STA 500+50

MATCH LINE STA 509+00

| CURB SCHEDULE | | |
|---------------|---------------------------------|--------|
| NO. | ITEM DESCRIPTION / TYPE | LENGTH |
| 37+ | I.PCC CURB AND GUTTER, TYPE 1-8 | 44 |
| 38+ | I.PCC CURB AND GUTTER, TYPE 1-8 | 50 |

+ RUN OF THE CURB EXCLUDES CURB PAID FOR UNDER SETCTION 705

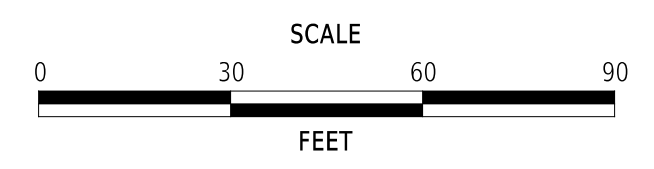
| DRAINAGE PIPE SCHEDULE | | | | | | |
|------------------------|-------------|-------|--------|-------|------------|----------|
| NO. | SIZE / TYPE | CLASS | LENGTH | SLOPE | INVERT EL. | DIS. EL. |
| 5 | 15" RCP | IV | 23.00 | 0.02 | 76.92 | 76.42 |

- NOTES:**
- BUS STOP WITH SHELTER PAD, TYPE 1 TO BE CONSTRUCTED AS A MODIFIED 6'-0" X 17'-0" PAD.
 - EXISTING BUS STOP TO REMAIN UNTIL NEW BUS STOP LANDING AND BUS SHELTER AT BSSP-1 IS CONSTRUCTED. PLEASE REFER TO PROJECT NOTES FOR MAINTAINING PEDESTRAIN DETOURS.

22-JAN-2025
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ADDENDA / REVISIONS

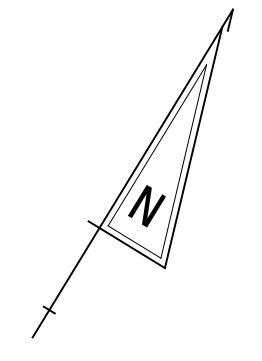


**EAST COAST GREENWAY,
SR 4 SHARED-USE PATH GAP**

| | | | |
|----------|------------|--------------|-------------|
| CONTRACT | T202301502 | BRIDGE NO. | N/A |
| COUNTY | NEW CASTLE | DESIGNED BY: | C. HOLLOWAY |
| | | CHECKED BY: | O. GREEN |

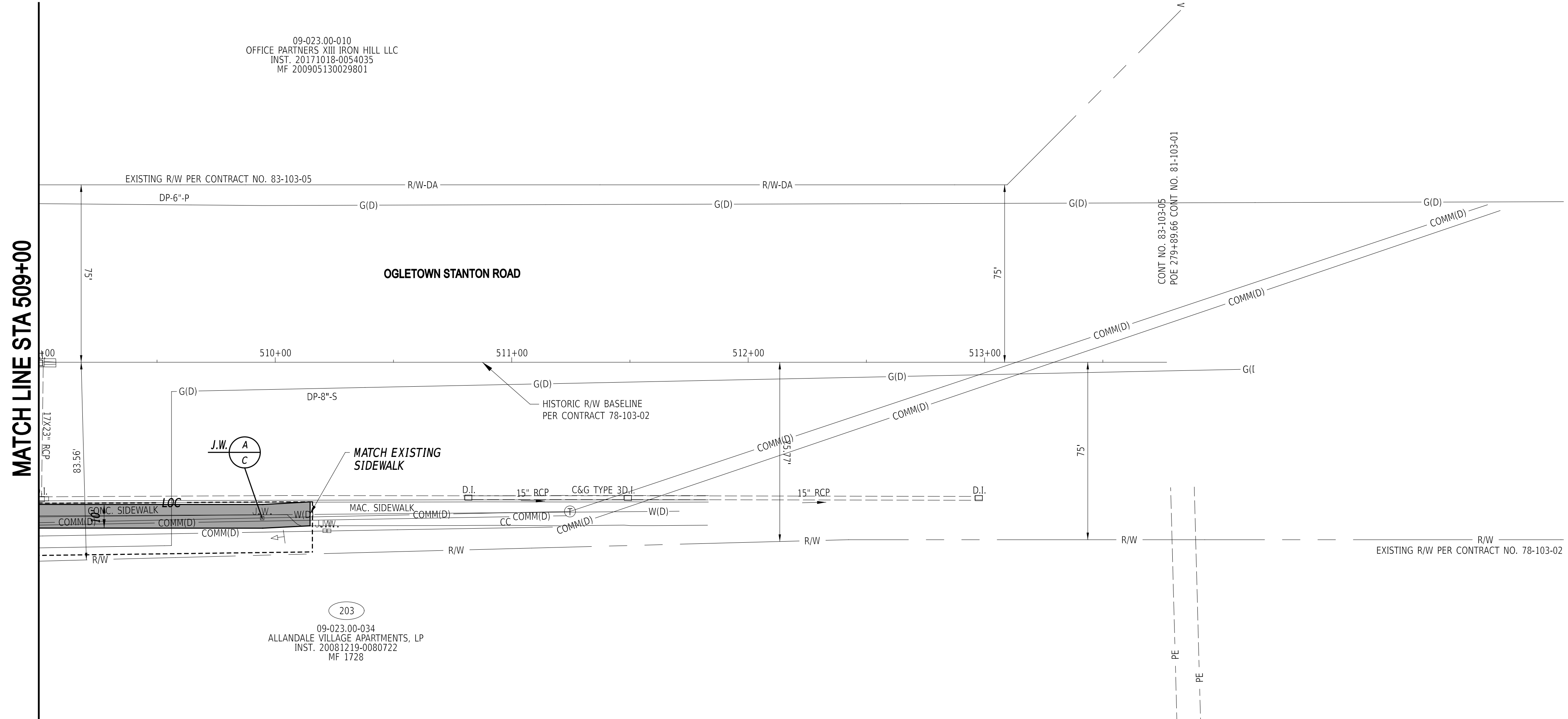
CONSTRUCTION PLAN

| |
|--------------|
| CP-06 |
| SECTION |
| PAI |
| SHEET NO. |
| 19 |



09-023.00-010
OFFICE PARTNERS XIII IRON HILL LLC
INST. 20171018-0054035
MF 200905130029801

CONT. NO. 82-103-05
POE 279+69.66 CONT. NO. 81-103-01



MATCH LINE STA 509+00

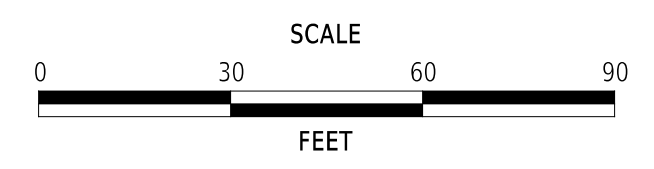
J.W. A
C

203
09-023.00-034
ALLANDALE VILLAGE APARTMENTS, LP
INST. 20081219-0080722
MF 1728

22-JAN-2025
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ADDENDA / REVISIONS



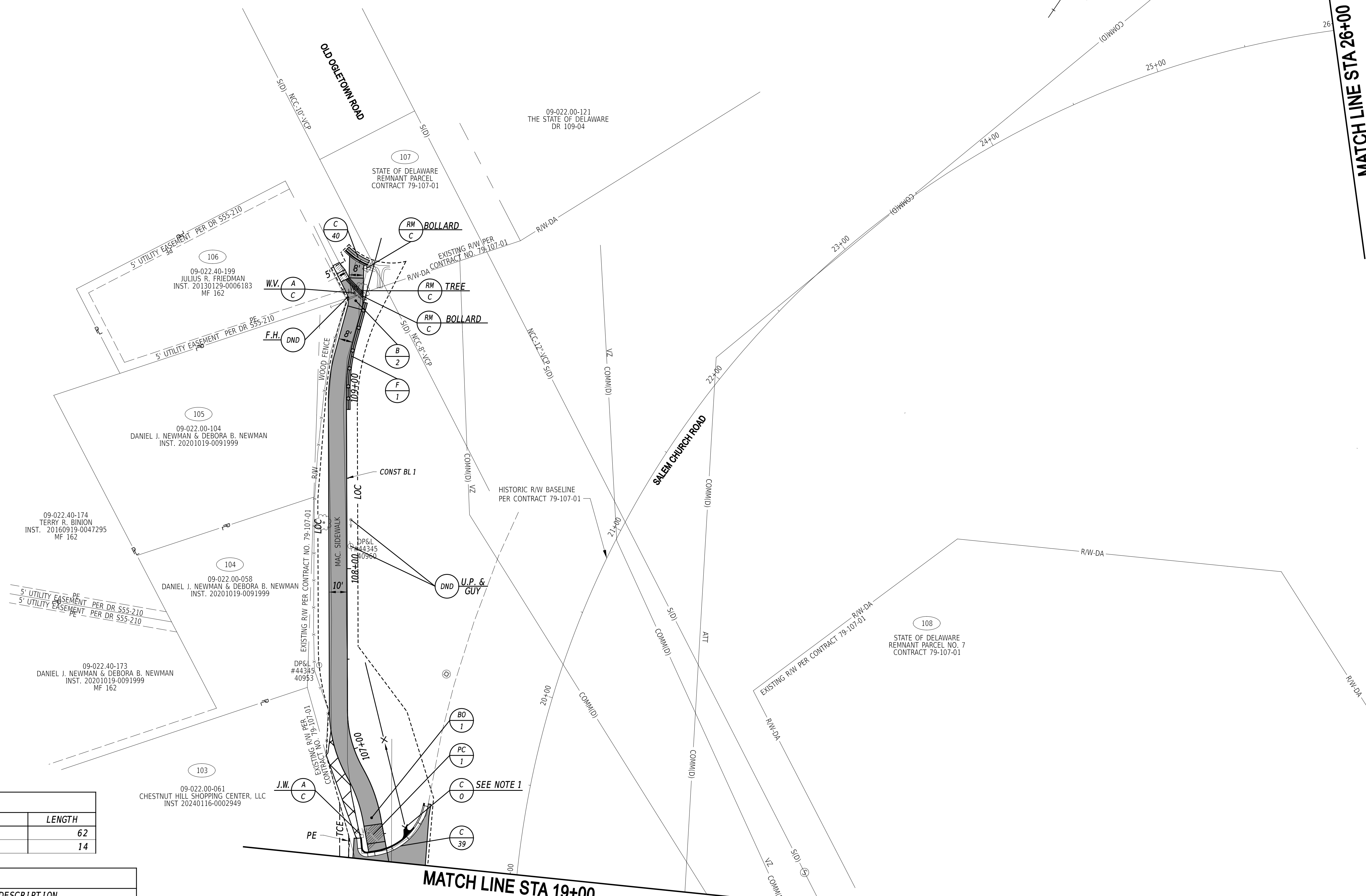
**EAST COAST GREENWAY,
SR 4 SHARED-USE PATH GAP**

| | | |
|------------|--------------|-------------|
| CONTRACT | BRIDGE NO. | N/A |
| T202301502 | DESIGNED BY: | C. HOLLOWAY |
| COUNTY | CHECKED BY: | O. GREEN |
| NEW CASTLE | | |

CONSTRUCTION PLAN

| |
|--------------|
| CP-07 |
| SECTION |
| PAI |
| SHEET NO. |
| 20 |

| FENCE SCHEDULE | | | |
|----------------|-------|--|--|
| NO. | QTY. | DESCRIPTION | NOTES |
| 1 | 60 LF | ITEM 727002 - WOOD POST AND RAIL FENCE | STA. 108+88, 1' RT. TO STA. 109+48, 1' RT. (+/-) |



| CURB SCHEDULE | | |
|---------------|----------------------------------|--------|
| NO. | ITEM DESCRIPTION / TYPE | LENGTH |
| 39 | 1 .PCC CURB AND GUTTER, TYPE 1-8 | 62 |
| 40 | 1 .PCC CURB AND GUTTER, TYPE 2 | 14 |

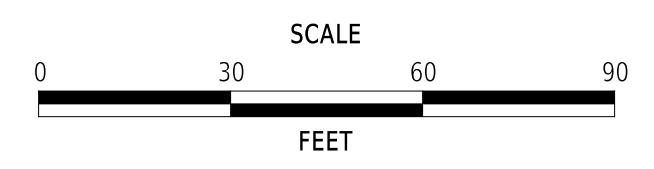
| BOLLARD SCHEDULE | | | |
|------------------|-----------|--------|------------------------------|
| NO. | STATION | OFFSET | DESCRIPTION |
| 1 | 106+60.00 | -5.00' | ITEM 720557 - BOLLARD, STEEL |
| 2 | 109+48.00 | -4.50' | ITEM 720557 - BOLLARD, STEEL |

NOTES:
 1. CURB OPENING, 2' OPENING TO BE CONSTRUCTED PER DELDOT STANDARD DETAIL C-4 SHEET 1 OF 1, AND PAID FOR UNDER ITEM 701031- CURB OPENING, 2' OPENING. SEE SHEET GG-08 FOR GEOMETRIC POINTS.

7-FEB-2025 10:42:23 un:\accounts\ledot\ledot22015 - agr1955f task 6 sr 4 Side path gap\DESIGN\CTD\GNC\CP08_SRA_T202301502_PEN.dgn



ADDENDA / REVISIONS



**EAST COAST GREENWAY,
 SR 4 SHARED-USE PATH GAP**

| | | |
|------------|--------------|-------------|
| CONTRACT | BRIDGE NO. | N/A |
| T202301502 | DESIGNED BY: | C. HOLLOWAY |
| COUNTY | CHECKED BY: | O. GREEN |
| NEW CASTLE | | |

CONSTRUCTION PLAN

| |
|--------------|
| CP-08 |
| SECTION |
| PAI |
| SHEET NO. |
| 21 |

MATCH LINE STA 483+50

SALEM CHURCH ROAD

OGLETOWN ROAD (SR 219)

MATCH LINE STA 121+00

BOLLARD SCHEDULE

| NO. | STATION | OFFSET | DESCRIPTION |
|-----|-----------|--------|------------------------------|
| 3 | 205+10.00 | 5.00' | ITEM 720557 - BOLLARD, STEEL |

N

HISTORIC R/W BASELINE
PER CONTRACT 79-107-01

EXISTING R/W PER CONTRACT NO. 79-107-01

109
09-022.00-031
OGLETOWN BAPTIST CHURCH
DR P111-130
MF 200610270102388

MATCH LINE STA 202+28

PRIDES CROSSING ROAD

CONST BL 2

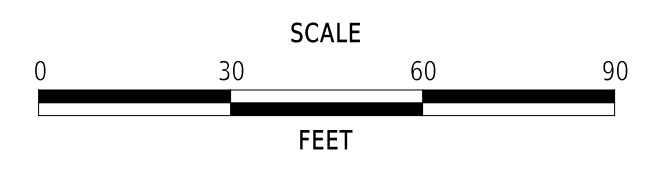
HISTORIC R/W BASELINE
PER CONTRACT 79-107-01

22-JAN-2025



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ADDENDA / REVISIONS

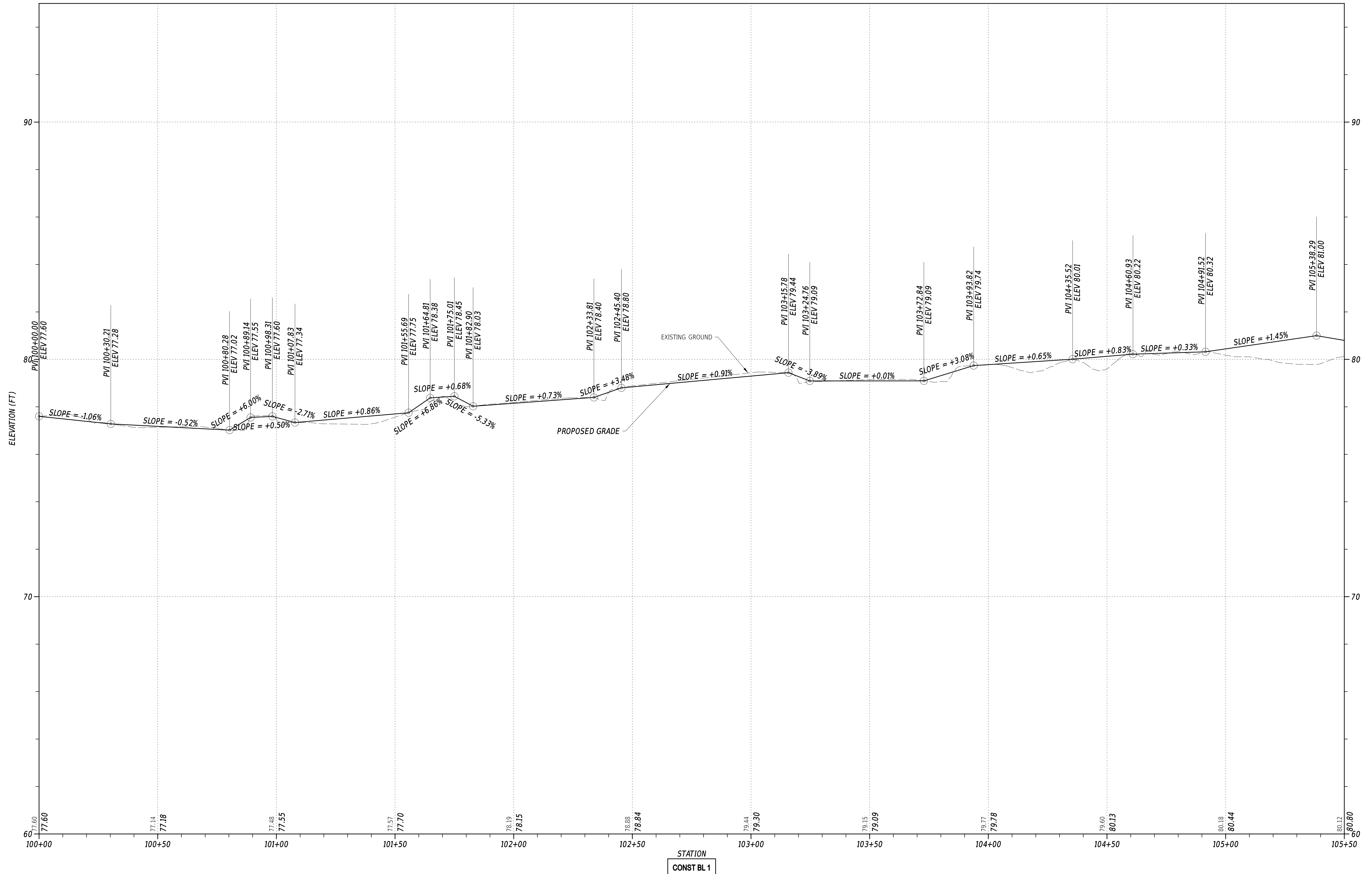


**EAST COAST GREENWAY,
SR 4 SHARED-USE PATH GAP**

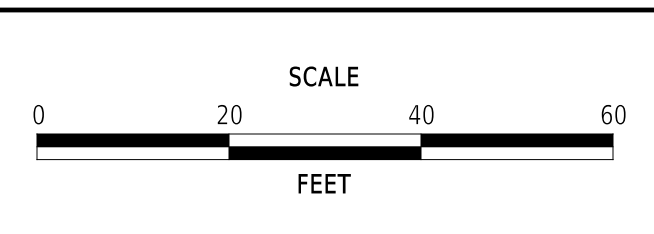
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|------------|--------------|-------------|
| CONTRACT | BRIDGE NO. | N/A |
| T202301502 | DESIGNED BY: | C. HOLLOWAY |
| COUNTY | CHECKED BY: | O. GREEN |
| NEW CASTLE | | |

CONSTRUCTION PLAN

| |
|--------------|
| CP-09 |
| SECTION |
| PAI |
| SHEET NO. |
| 22 |



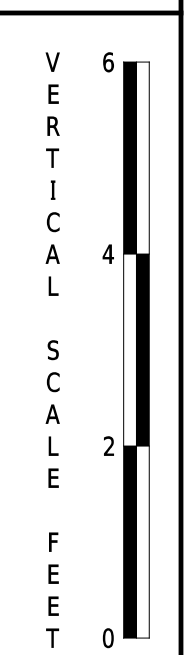
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|---------------------|--|
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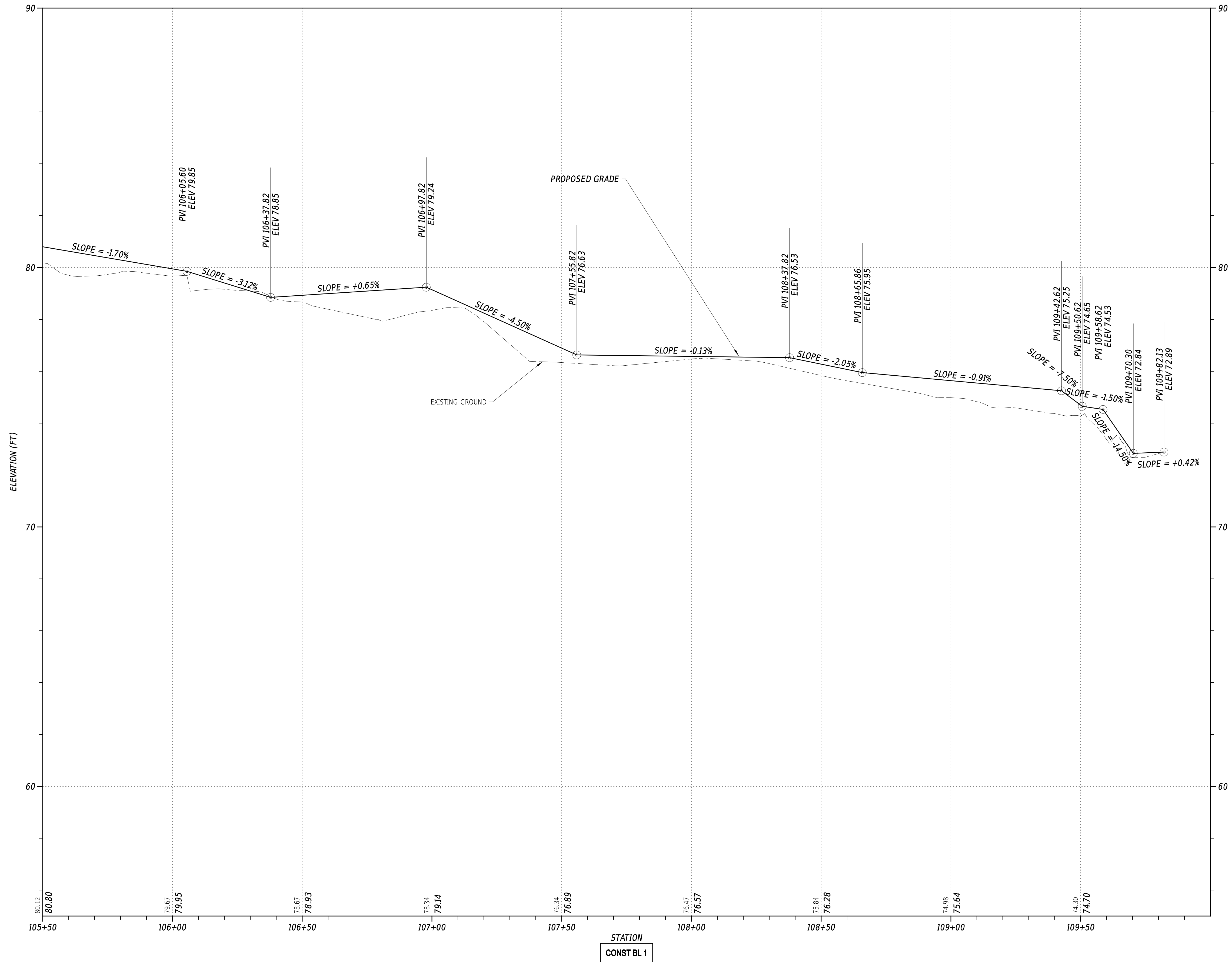


**EAST COAST GREENWAY,
 SR 4 SHARED-USE PATH GAP**

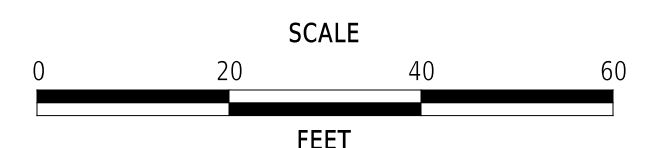
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|------------------------|-----------------------------|
| CONTRACT T202301502 | BRIDGE NO. N/A |
| COUNTY NEW CASTLE | DESIGNED BY: C. HOLLOWAY |
| | CHECKED BY: O. GREEN |

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| PROFILES | SECTION |
| | PAI |
| | SHEET NO. 23 |





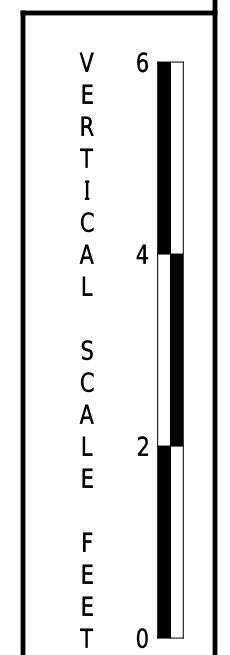
STATION
 CONST BL 1



**EAST COAST GREENWAY,
 SR 4 SHARED-USE PATH GAP**

| | |
|------------------------|-----------------------------|
| CONTRACT T202301502 | BRIDGE NO. N/A |
| COUNTY NEW CASTLE | DESIGNED BY: C. HOLLOWAY |
| | CHECKED BY: O. GREEN |

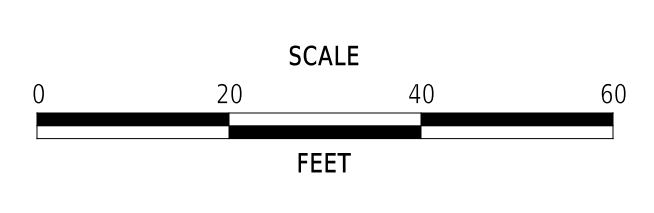
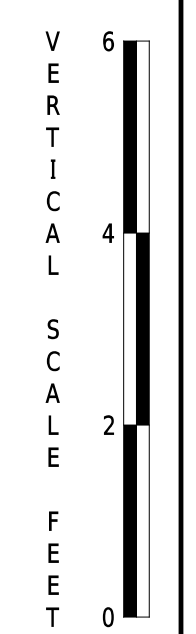
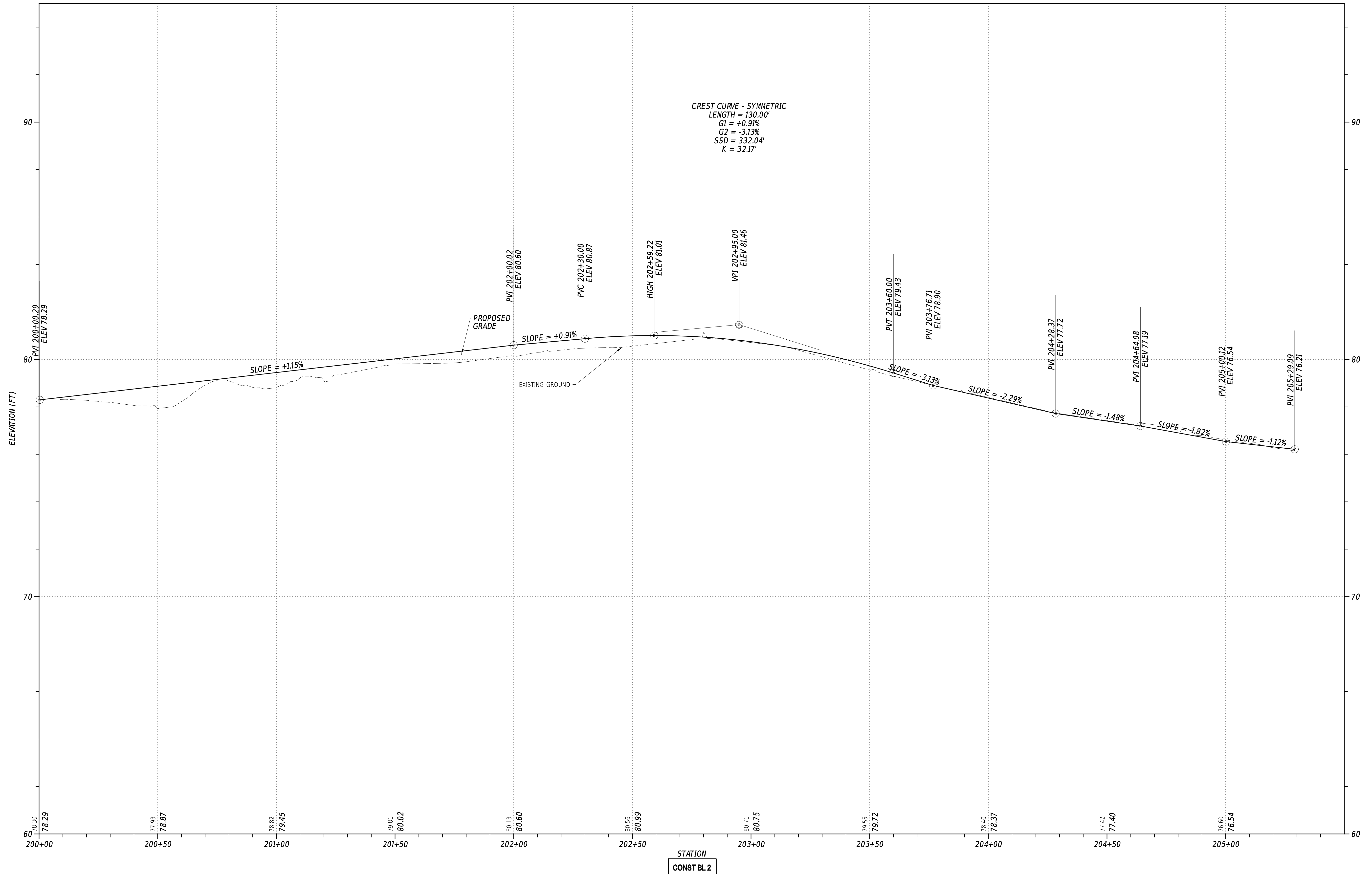
PROFILES



| ADDENDA / REVISIONS | |
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| SECTION PAI |
| SHEET NO. 24 |

22-JAN-2025
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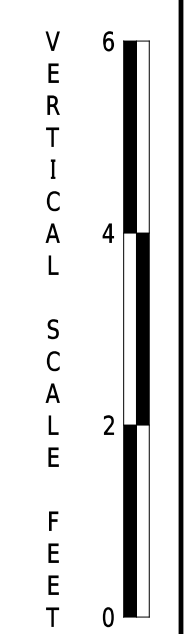
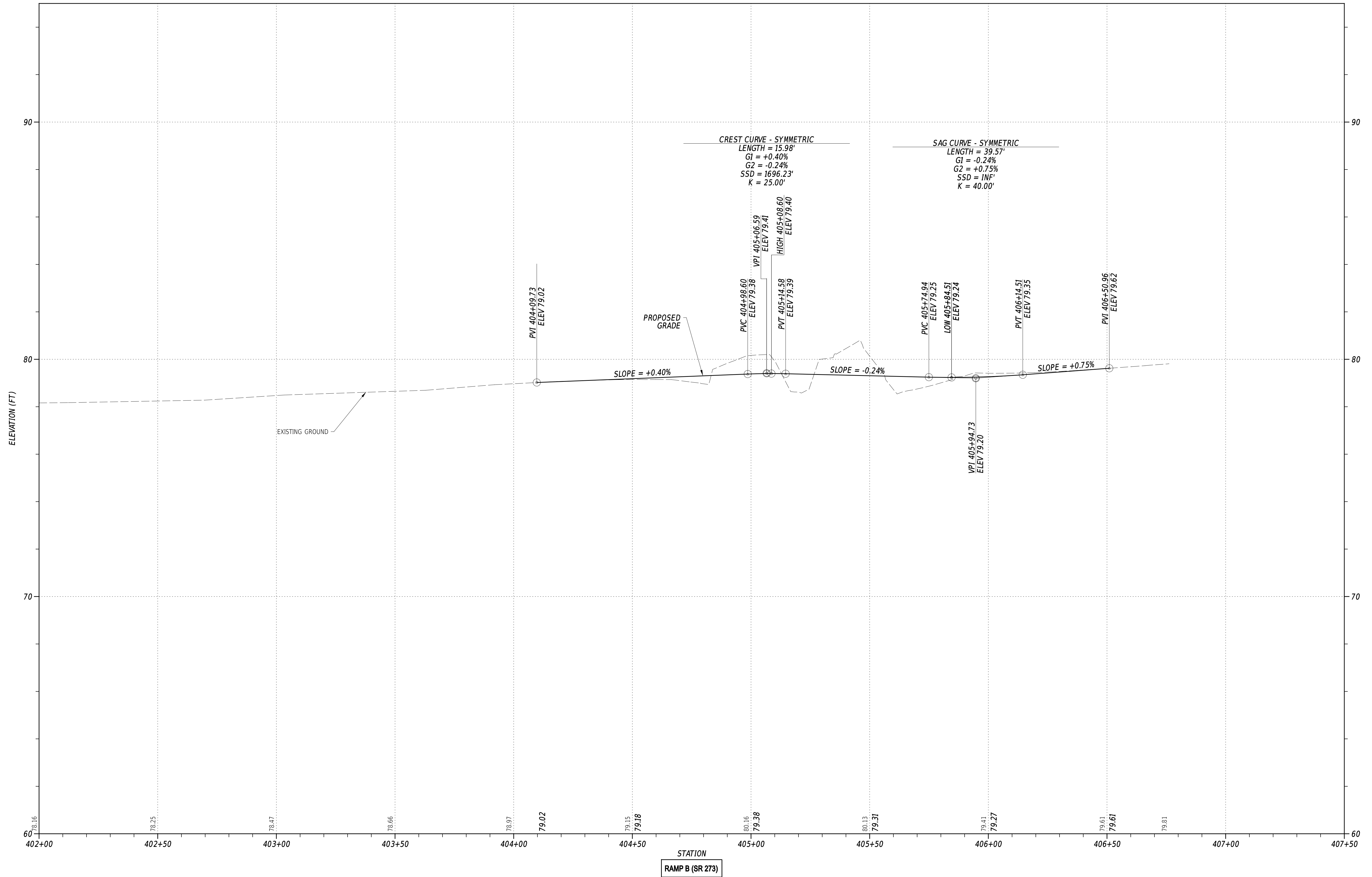
| ADDENDA / REVISIONS | |
|---------------------|--|
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**EAST COAST GREENWAY,
 SR 4 SHARED-USE PATH GAP**

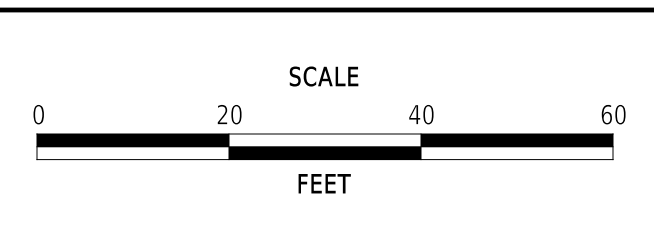
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|------------|--------------|-------------|
| CONTRACT | BRIDGE NO. | N/A |
| T202301502 | DESIGNED BY: | C. HOLLOWAY |
| COUNTY | CHECKED BY: | O. GREEN |
| NEW CASTLE | | |

| | |
|-----------------|-----------|
| PROFILES | SECTION |
| | PAI |
| | SHEET NO. |
| | 25 |

22-JAN-2025
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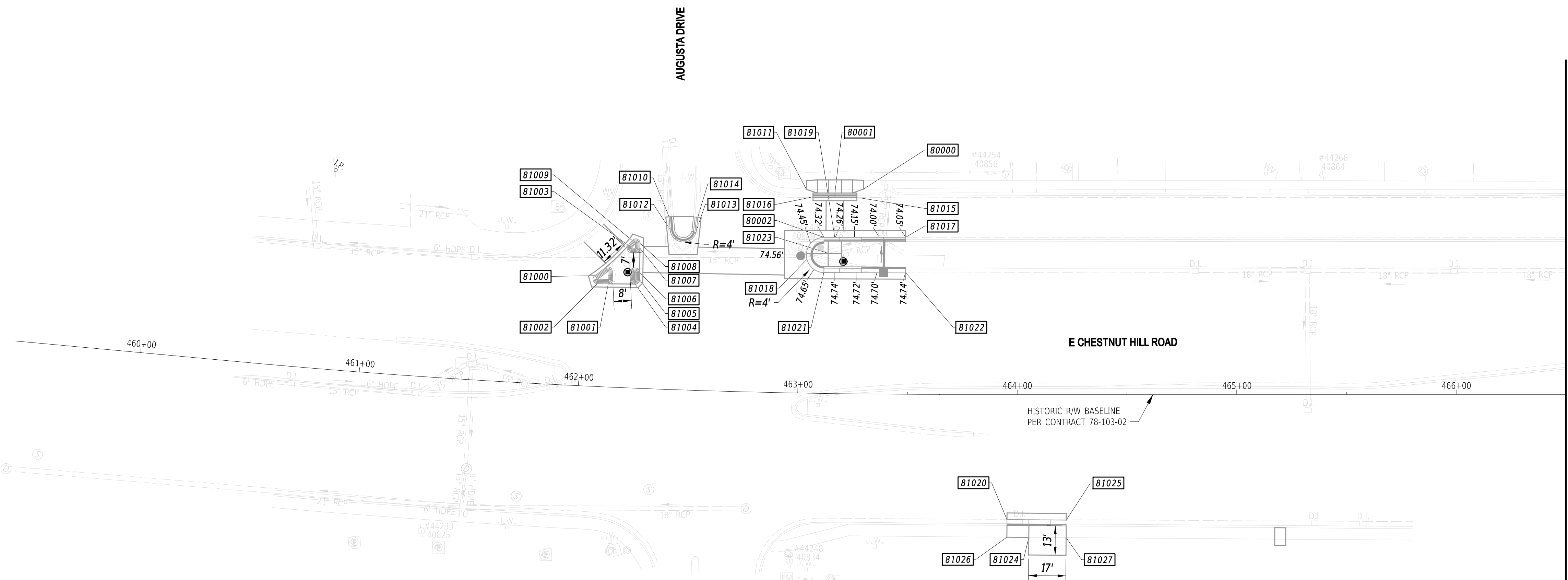
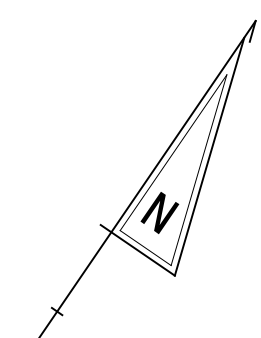
| ADDENDA / REVISIONS | |
|---------------------|--|
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| | |
| | |



**EAST COAST GREENWAY,
 SR 4 SHARED-USE PATH GAP**

| | | |
|------------|--------------|-------------|
| CONTRACT | BRIDGE NO. | N/A |
| T202301502 | DESIGNED BY: | C. HOLLOWAY |
| COUNTY | CHECKED BY: | O. GREEN |
| NEW CASTLE | | |

| | |
|-----------------|-----------------|
| PROFILES | SECTION |
| | PAI |
| | SHEET NO. 26 |



MATCH LINE STA 466+50

| COORDINATE LIST | | | | |
|-----------------|-----------|--------|-------------|-------------|
| POINT NO. | STATION | OFFSET | NORTHING | EASTING |
| 80000 | 463+28.99 | -93.29 | 610224.3569 | 575452.7122 |
| 80001 | 463+15.64 | -91.31 | 610215.5170 | 575443.0004 |
| 80002 | 463+10.83 | -71.05 | 610196.0314 | 575450.2599 |
| 81000 | 462+05.18 | -50.40 | 610122.7558 | 575373.9255 |
| 81001 | 462+11.53 | -46.98 | 610123.1396 | 575381.0490 |
| 81002 | 462+06.49 | -46.81 | 610120.3806 | 575376.9032 |
| 81003 | 462+20.00 | -64.84 | 610142.7132 | 575378.6910 |
| 81004 | 462+23.95 | -47.35 | 610129.9259 | 575391.2466 |
| 81005 | 462+25.92 | -49.40 | 610132.6990 | 575391.8036 |
| 81006 | 462+25.82 | -52.74 | 610135.4795 | 575389.9532 |
| 81007 | 462+25.50 | -63.74 | 610144.6349 | 575383.8551 |
| 81008 | 462+25.44 | -66.00 | 610146.5186 | 575382.6015 |
| 81009 | 462+21.75 | -67.12 | 610145.5509 | 575378.9414 |
| 81010 | 462+38.88 | -75.47 | 610161.5356 | 575388.7106 |
| 81011 | 463+02.27 | -92.75 | 610209.5451 | 575431.3422 |
| 81012 | 462+39.24 | -72.62 | 610159.3157 | 575390.5251 |
| 81013 | 462+51.43 | -72.91 | 610165.9497 | 575400.4552 |
| 81014 | 462+51.89 | -78.88 | 610171.2300 | 575397.6247 |
| 81015 | 463+25.94 | -89.43 | 610219.5039 | 575452.3868 |
| 81016 | 463+05.40 | -89.41 | 610208.4331 | 575435.7285 |

| COORDINATE LIST | | | | |
|-----------------|-----------|--------|-------------|-------------|
| POINT NO. | STATION | OFFSET | NORTHING | EASTING |
| 81017 | 463+48.85 | -71.47 | 610217.0758 | 575480.9791 |
| 81018 | 463+03.11 | -60.93 | 610183.4127 | 575449.5111 |
| 81019 | 463+15.86 | -71.25 | 610198.9129 | 575454.2613 |
| 81020 | 463+95.34 | 64.77 | 610137.0117 | 575591.6074 |
| 81021 | 463+11.06 | -55.05 | 610182.8068 | 575459.2659 |
| 81022 | 463+48.88 | -55.42 | 610203.7972 | 575489.9909 |
| 81023 | 463+12.89 | -63.86 | 610191.1452 | 575455.9153 |
| 81024 | 464+05.28 | 76.77 | 610135.9340 | 575604.3824 |
| 81025 | 464+22.34 | 81.30 | 610152.0594 | 575614.0219 |
| 81026 | 463+95.27 | 71.91 | 610130.3479 | 575596.0811 |
| 81027 | 464+22.28 | 87.07 | 610145.4249 | 575618.4864 |
| 81010 | 462+38.49 | -78.57 | 610163.9551 | 575386.7331 |

NOTES:

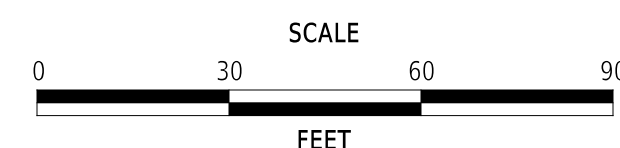
1. OFFSETS SHOWN IN THE GEOMETRY TABLES WITH A MINUS SIGN ARE TO THE LEFT OF THE CONSTRUCTION BASELINE.
2. UNLESS OTHERWISE NOTED, POINT GEOMETRY ADJACENT TO CURB AND CURB AND GUTTER IS GIVEN AT THE EDGE OF PAVEMENT.
3. UNLESS OTHERWISE NOTED, EDGE OF PAVEMENT ELEVATIONS ALONG INTERSECTION CURVES ARE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

22-JAN-2025

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ADDENDA / REVISIONS

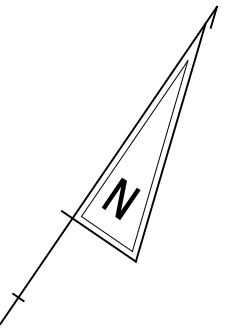


**EAST COAST GREENWAY,
SR 4 SHARED-USE PATH GAP**

| | | |
|------------|--------------|-------------|
| CONTRACT | BRIDGE NO. | N/A |
| T202301502 | DESIGNED BY: | C. HOLLOWAY |
| COUNTY | CHECKED BY: | O. GREEN |
| NEW CASTLE | | |

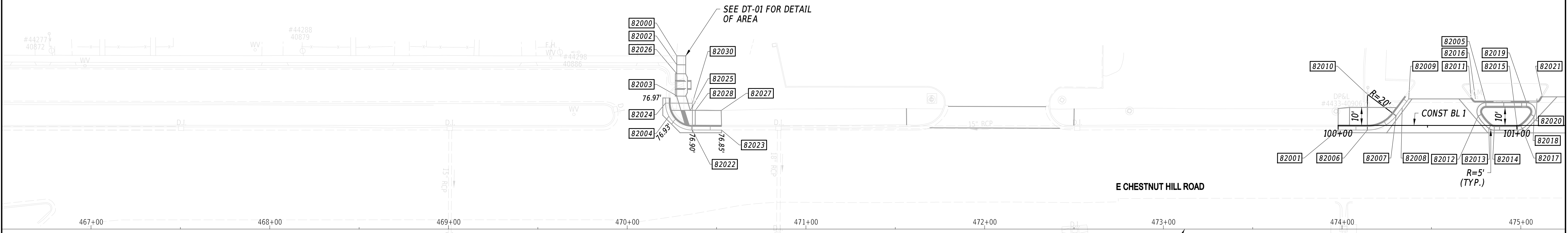
**GRADES AND
GEOMETRICS**

| |
|--------------|
| GG-01 |
| SECTION |
| PAI |
| SHEET NO. |
| 27 |



MATCH LINE STA 466+50

MATCH LINE STA 475+25



| COORDINATE LIST | | | | |
|-----------------|-----------|--------|-------------|-------------|
| POINT NO. | STATION | OFFSET | NORTHING | EASTING |
| 82000 | 470+27.75 | -96.78 | 610620.8328 | 576026.9403 |
| 82001 | 99+99.98 | 2.54 | 610795.4375 | 576355.7774 |
| 82002 | 470+27.73 | -91.78 | 610616.6955 | 576029.7482 |
| 82003 | 470+27.67 | -74.49 | 610602.3907 | 576039.4565 |
| 82004 | 470+23.34 | -63.03 | 610590.4842 | 576042.3494 |
| 82005 | 100+82.68 | -12.67 | 610854.6362 | 576415.4867 |
| 82006 | 100+16.34 | 2.61 | 610804.6072 | 576369.3271 |
| 82007 | 100+32.43 | -5.38 | 610820.2781 | 576378.0979 |
| 82008 | 100+35.84 | -9.93 | 610825.9582 | 576378.3517 |
| 82009 | 100+39.50 | -14.80 | 610832.0439 | 576378.6236 |
| 82010 | 100+16.43 | -17.39 | 610821.1708 | 576358.1178 |
| 82011 | 100+74.41 | -14.79 | 610851.7317 | 576407.4628 |
| 82012 | 100+78.34 | -5.19 | 610846.0114 | 576416.1189 |
| 82013 | 100+84.35 | 1.66 | 610843.7512 | 576424.9457 |
| 82014 | 100+87.37 | 2.67 | 610844.6170 | 576428.0061 |
| 82015 | 101+00.43 | 2.67 | 610851.9882 | 576438.7964 |
| 82016 | 100+76.82 | -14.92 | 610853.1876 | 576409.3786 |
| 82017 | 101+03.04 | 1.87 | 610854.1175 | 576440.5008 |
| 82018 | 101+09.68 | -5.05 | 610863.5705 | 576442.0793 |
| 82019 | 101+05.42 | -12.67 | 610867.4617 | 576434.2650 |
| 82020 | 101+11.24 | -14.92 | 610872.6079 | 576437.8026 |
| 82021 | 101+14.27 | -15.99 | 610875.1949 | 576439.6961 |
| 82022 | 470+36.45 | -55.32 | 610591.5109 | 576057.5216 |
| 82023 | 470+52.79 | -55.31 | 610600.7264 | 576071.0164 |
| 82024 | 470+21.45 | -70.37 | 610595.4747 | 576036.6509 |
| 82025 | 470+35.30 | -66.25 | 610599.8879 | 576050.4063 |
| 82026 | 470+27.74 | -86.79 | 610612.5755 | 576032.5749 |
| 82027 | 470+52.56 | -66.25 | 610609.6301 | 576064.6559 |
| 82028 | 470+38.07 | -66.23 | 610601.4369 | 576052.7031 |
| 82030 | 470+36.45 | -70.32 | 610603.8981 | 576049.0625 |

NOTES:

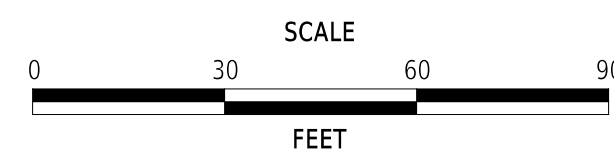
1. OFFSETS SHOWN IN THE GEOMETRY TABLES WITH A MINUS SIGN ARE TO THE LEFT OF THE CONSTRUCTION BASELINE.
2. UNLESS OTHERWISE NOTED, POINT GEOMETRY ADJACENT TO CURB AND CURB AND GUTTER IS GIVEN AT THE EDGE OF PAVEMENT.
3. UNLESS OTHERWISE NOTED, EDGE OF PAVEMENT ELEVATIONS ALONG INTERSECTION CURVES ARE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

22-JAN-2025

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ADDENDA / REVISIONS

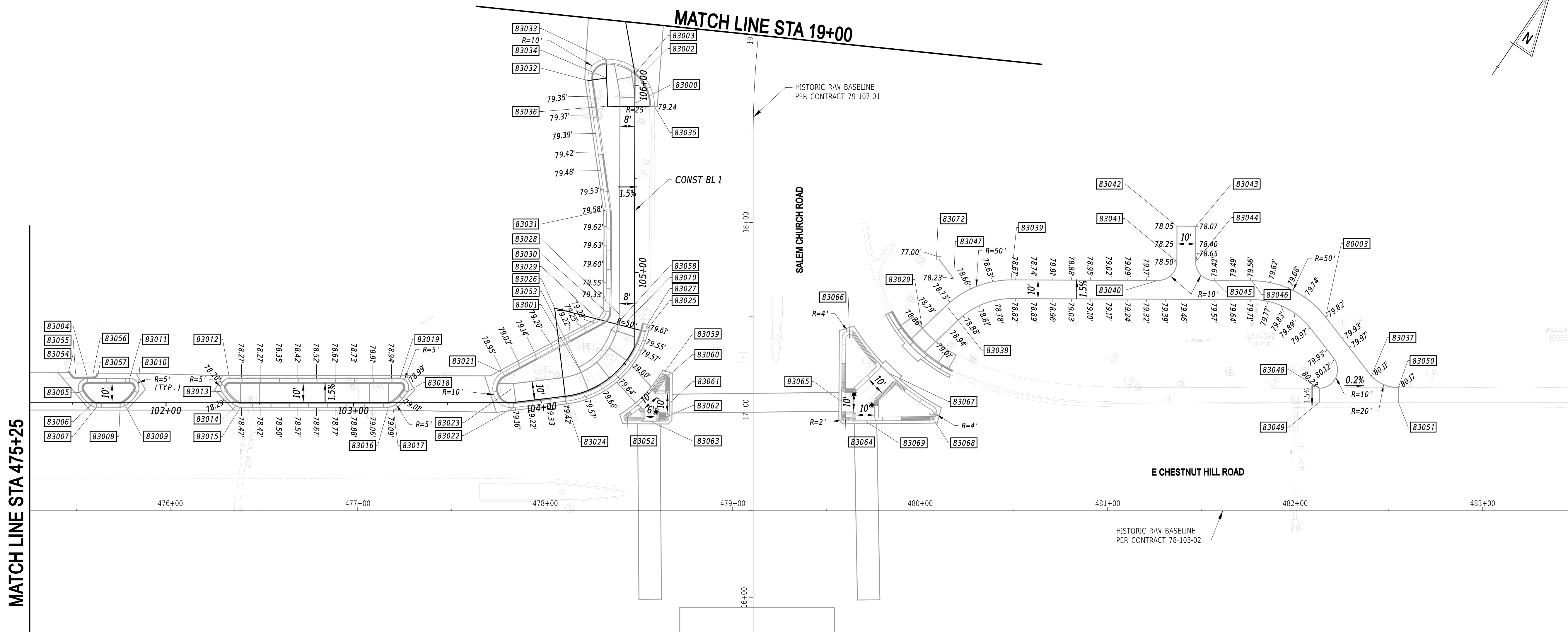
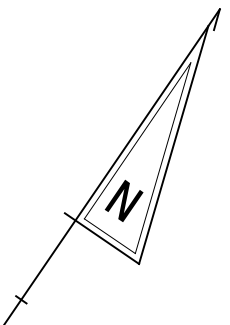


**EAST COAST GREENWAY,
SR 4 SHARED-USE PATH GAP**

| | | |
|------------|--------------|-------------|
| CONTRACT | BRIDGE NO. | N/A |
| T202301502 | DESIGNED BY: | C. HOLLOWAY |
| COUNTY | CHECKED BY: | O. GREEN |
| NEW CASTLE | | |

**GRADES AND
GEOMETRICS**

| |
|--------------|
| GG-02 |
| SECTION |
| PAI |
| SHEET NO. |
| 28 |



| COORDINATE LIST | | | | |
|-----------------|-----------|---------|-------------|-------------|
| POINT NO. | STATION | OFFSET | NORTHING | EASTING |
| 80003 | 482+16.32 | -103.29 | 611296.8686 | 577004.5529 |
| 83000 | 105+90.31 | 0.00 | 611183.1047 | 576636.0611 |
| 83001 | 104+26.09 | -10.33 | 611048.5327 | 576693.3250 |
| 83002 | 106+00.98 | -0.99 | 611191.3756 | 576629.2522 |
| 83003 | 106+04.45 | -1.64 | 611193.8888 | 576626.7599 |
| 83004 | 101+58.21 | -12.67 | 610897.2343 | 576477.8562 |
| 83005 | 101+53.86 | -5.20 | 610888.6174 | 576478.4722 |
| 83006 | 101+59.82 | 1.64 | 610886.3289 | 576487.2541 |
| 83007 | 101+62.85 | 2.67 | 610887.1929 | 576490.3409 |
| 83008 | 101+75.52 | 2.67 | 610894.3370 | 576500.8008 |
| 83009 | 101+78.34 | 1.80 | 610896.6449 | 576502.6389 |
| 83010 | 101+84.87 | -5.05 | 610905.9769 | 576504.1676 |
| 83011 | 101+80.61 | -12.67 | 610909.8677 | 576496.3532 |
| 83012 | 102+33.84 | -12.67 | 610939.8888 | 576540.3082 |
| 83013 | 102+29.83 | -5.60 | 610931.7973 | 576540.9863 |
| 83014 | 102+37.23 | 1.95 | 610929.7318 | 576551.3585 |
| 83015 | 102+39.71 | 2.67 | 610930.5414 | 576553.8090 |
| 83016 | 103+18.62 | 2.67 | 610975.0470 | 576618.9714 |
| 83017 | 103+20.99 | 2.02 | 610976.9179 | 576620.5640 |
| 83018 | 103+28.73 | -5.54 | 610987.5201 | 576622.6907 |
| 83019 | 103+24.77 | -12.67 | 610991.1736 | 576615.3963 |
| 83020 | 480+01.15 | -97.22 | 611170.4470 | 576830.3369 |
| 83021 | 103+79.40 | -15.92 | 611024.6725 | 576658.6740 |
| 83022 | 103+85.46 | 2.74 | 611012.6777 | 576674.2046 |
| 83023 | 103+84.26 | -7.19 | 611020.2039 | 576667.6201 |

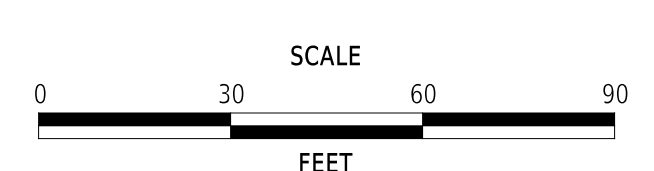
| COORDINATE LIST | | | | |
|-----------------|-----------|---------|-------------|-------------|
| POINT NO. | STATION | OFFSET | NORTHING | EASTING |
| 83024 | 104+13.15 | 2.67 | 611031.1344 | 576695.2819 |
| 83025 | 104+68.58 | 5.98 | 611085.7439 | 576709.3662 |
| 83026 | 104+80.93 | -42.47 | 611068.7508 | 576662.3424 |
| 83027 | 104+72.33 | 6.94 | 611089.3783 | 576708.0528 |
| 83028 | 104+77.73 | -8.00 | 611085.4647 | 576692.6584 |
| 83029 | 104+74.35 | -18.57 | 611076.7339 | 576685.8124 |
| 83030 | 104+79.19 | -15.08 | 611082.6929 | 576685.9827 |
| 83031 | 105+33.28 | -15.16 | 611127.4038 | 576655.5419 |
| 83032 | 106+02.33 | -25.05 | 611178.9830 | 576608.5857 |
| 83033 | 106+16.39 | -13.85 | 611193.7633 | 576610.0455 |
| 83034 | 106+03.74 | -15.15 | 611185.7149 | 576615.9804 |
| 83035 | 105+88.51 | 10.44 | 611187.4790 | 576645.7045 |
| 83036 | 105+88.76 | -14.56 | 611173.6423 | 576624.8827 |
| 83037 | 482+40.70 | -71.85 | 611284.6651 | 577042.4227 |
| 83038 | 480+13.99 | -109.38 | 611187.7318 | 576834.0731 |
| 83039 | 480+48.54 | -123.08 | 611218.5398 | 576854.8664 |
| 83040 | 481+26.94 | -122.83 | 611262.5670 | 576919.7388 |
| 83041 | 481+36.98 | -132.80 | 611276.4569 | 576922.3975 |
| 83042 | 481+37.04 | -151.72 | 611292.1198 | 576911.7676 |
| 83043 | 481+47.04 | -151.69 | 611297.7354 | 576920.0420 |
| 83044 | 481+46.98 | -132.76 | 611282.0725 | 576930.6719 |
| 83045 | 481+56.94 | -122.73 | 611279.4138 | 576944.5619 |
| 83046 | 481+76.96 | -122.66 | 611290.6549 | 576961.1252 |
| 83047 | 480+17.99 | -123.70 | 611201.8049 | 576829.2948 |
| 83048 | 482+12.94 | -65.30 | 611263.5972 | 577023.1925 |

| COORDINATE LIST | | | | |
|-----------------|-----------|---------|-------------|-------------|
| POINT NO. | STATION | OFFSET | NORTHING | EASTING |
| 83049 | 482+12.94 | -57.87 | 611257.4636 | 577027.3934 |
| 83050 | 482+55.11 | -65.68 | 611287.7028 | 577057.7983 |
| 83051 | 482+55.10 | -57.84 | 611281.2210 | 577062.2129 |
| 83052 | 104+35.35 | 22.67 | 611042.6244 | 576727.2841 |
| 83053 | 104+25.92 | -13.33 | 611050.0688 | 576690.7481 |
| 83054 | 101+47.87 | -15.98 | 610894.1402 | 576467.4476 |
| 83055 | 101+51.73 | -15.37 | 610895.8138 | 576470.9848 |
| 83056 | 101+61.11 | -15.52 | 610901.2232 | 576478.6464 |
| 83057 | 101+63.86 | -15.50 | 610902.7651 | 576480.9234 |
| 83058 | 104+69.41 | -12.32 | 611076.1512 | 576693.7566 |
| 83059 | 104+45.03 | 20.67 | 611056.7177 | 576729.2693 |
| 83060 | 104+55.23 | 22.67 | 611071.3826 | 576732.2929 |
| 83061 | 104+49.02 | 32.12 | 611061.3153 | 576741.4469 |
| 83062 | 104+44.97 | 35.63 | 611053.9599 | 576743.9684 |
| 83063 | 104+40.69 | 31.55 | 611047.7367 | 576738.3675 |
| 83064 | 479+60.18 | -49.80 | 611108.1802 | 576823.2609 |
| 83065 | 479+58.22 | -58.14 | 611113.9572 | 576816.9417 |
| 83066 | 479+62.39 | -91.96 | 611144.2328 | 576801.3030 |
| 83067 | 479+83.20 | -73.44 | 611140.6856 | 576828.9257 |
| 83068 | 480+04.90 | -52.22 | 611135.4089 | 576858.8167 |
| 83069 | 479+70.78 | -47.90 | 611112.5944 | 576833.0888 |
| 83070 | 104+67.99 | -9.62 | 611076.4895 | 576696.7916 |
| 83072 | 480+08.83 | -135.74 | 611206.5827 | 576814.9409 |

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

22-JAN-2025
 U:\Accumins\DEDOT\DEDOT2015 - AGR1955F Task 6 SR 4 Side Path Gap\DESIGN\CTD\GNWG03_SRA_T202301502_PEN.dgn

ADDENDA / REVISIONS



**EAST COAST GREENWAY,
SR 4 SHARED-USE PATH GAP**

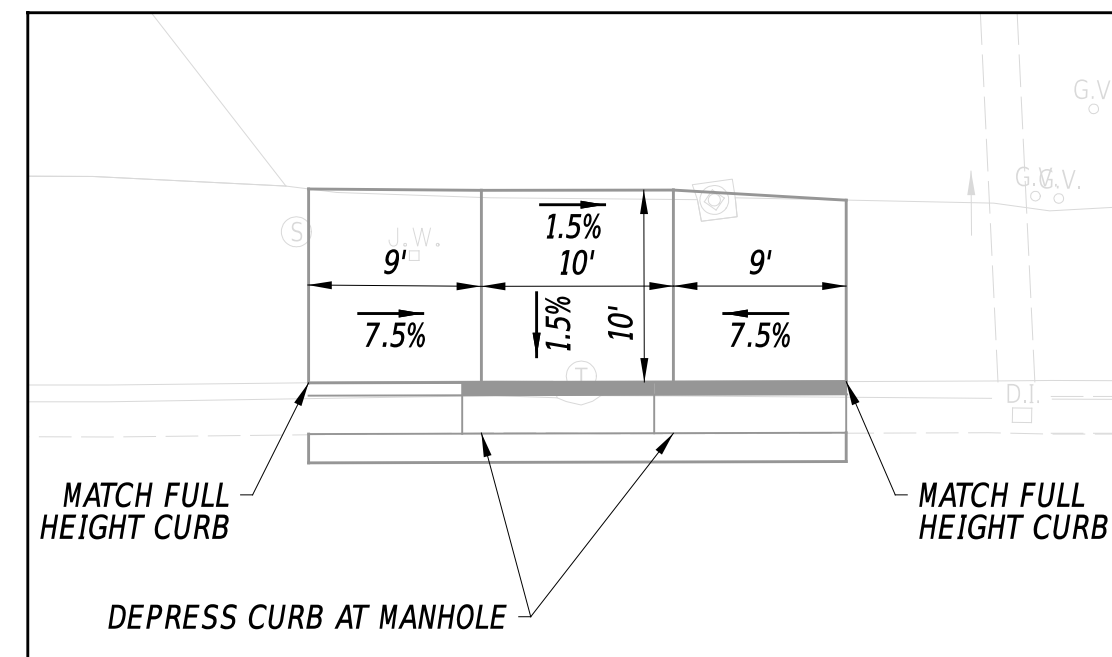
| | | |
|------------|--------------|-------------|
| CONTRACT | BRIDGE NO. | N/A |
| T202301502 | DESIGNED BY: | C. HOLLOWAY |
| COUNTY | CHECKED BY: | O. GREEN |
| NEW CASTLE | | |

**GRADES AND
GEOMETRICS**

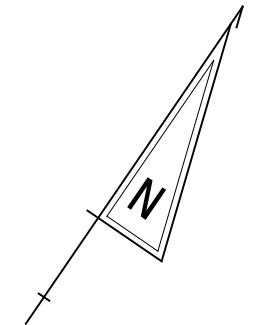
| |
|--------------|
| GG-03 |
| SECTION |
| PAI |
| SHEET NO. |
| 29 |

MATCH LINE STA 121+00

MATCH LINE STA 202+28

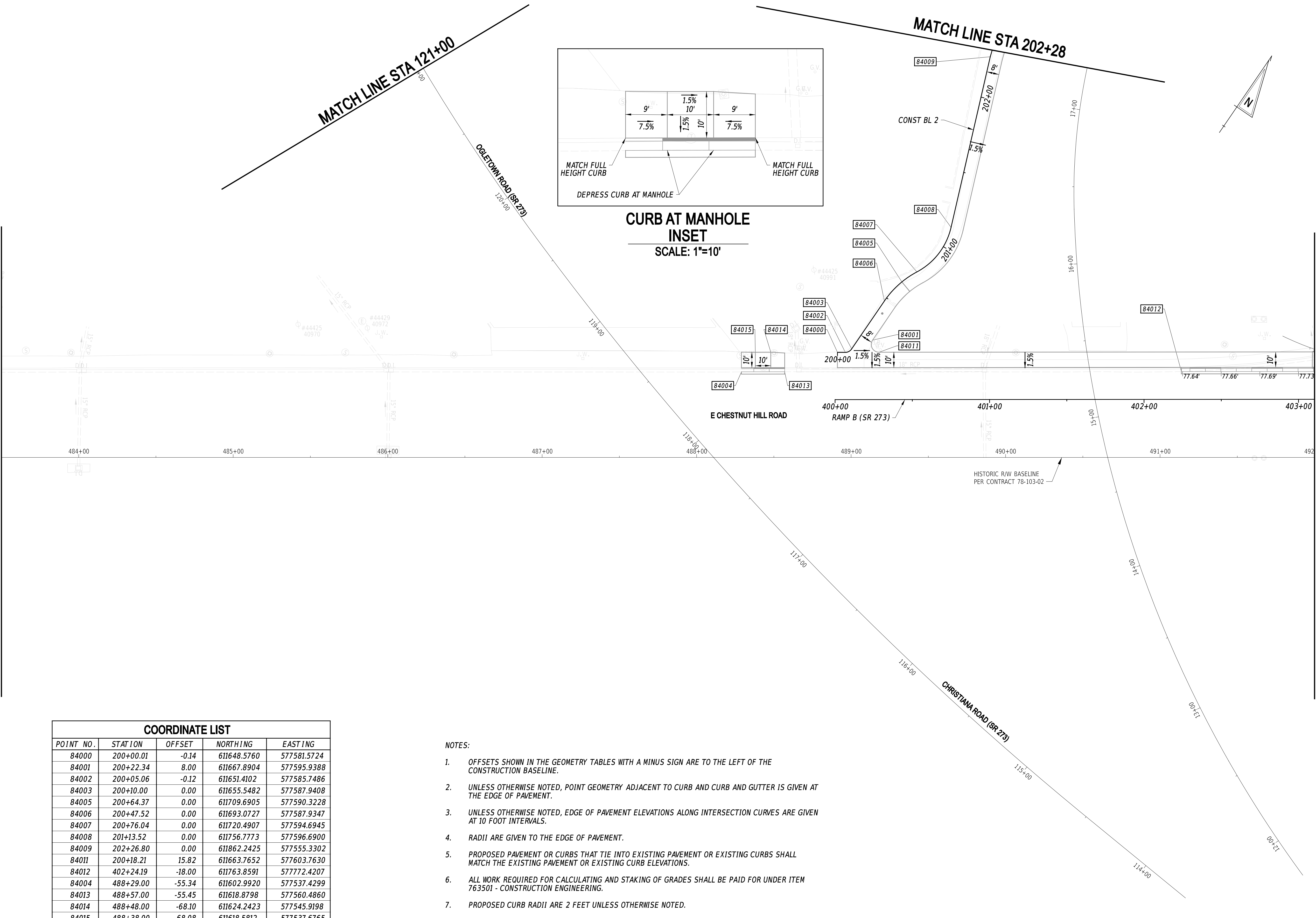


CURB AT MANHOLE INSET
SCALE: 1"=10'



MATCH LINE STA 483+50

MATCH LINE STA 492+00



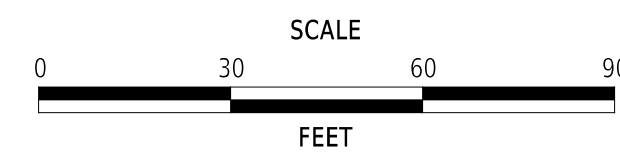
COORDINATE LIST

| POINT NO. | STATION | OFFSET | NORTHING | EASTING |
|-----------|-----------|--------|-------------|-------------|
| 84000 | 200+00.01 | -0.14 | 611648.5760 | 577581.5724 |
| 84001 | 200+22.34 | 8.00 | 611667.8904 | 577595.9388 |
| 84002 | 200+05.06 | -0.12 | 611651.4102 | 577585.7486 |
| 84003 | 200+10.00 | 0.00 | 611655.5482 | 577587.9408 |
| 84005 | 200+64.37 | 0.00 | 611709.6905 | 577590.3228 |
| 84006 | 200+47.52 | 0.00 | 611693.0727 | 577587.9347 |
| 84007 | 200+76.04 | 0.00 | 611720.4907 | 577594.6945 |
| 84008 | 201+13.52 | 0.00 | 611756.7773 | 577596.6900 |
| 84009 | 202+26.80 | 0.00 | 611862.2425 | 577555.3302 |
| 84011 | 200+18.21 | 15.82 | 611663.7652 | 577603.7630 |
| 84012 | 402+24.19 | -18.00 | 611763.8591 | 577772.4207 |
| 84004 | 488+29.00 | -55.34 | 611602.9920 | 577537.4299 |
| 84013 | 488+57.00 | -55.45 | 611618.8798 | 577560.4860 |
| 84014 | 488+48.00 | -68.10 | 611624.2423 | 577545.9198 |
| 84015 | 488+38.00 | -68.08 | 611618.5812 | 577537.6765 |

NOTES:

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

ADDENDA / REVISIONS



**EAST COAST GREENWAY,
SR 4 SHARED-USE PATH GAP**

| | | |
|------------|--------------|-------------|
| CONTRACT | BRIDGE NO. | N/A |
| T202301502 | DESIGNED BY: | C. HOLLOWAY |
| COUNTY | CHECKED BY: | O. GREEN |
| NEW CASTLE | | |

**GRADES AND
GEOMETRICS**

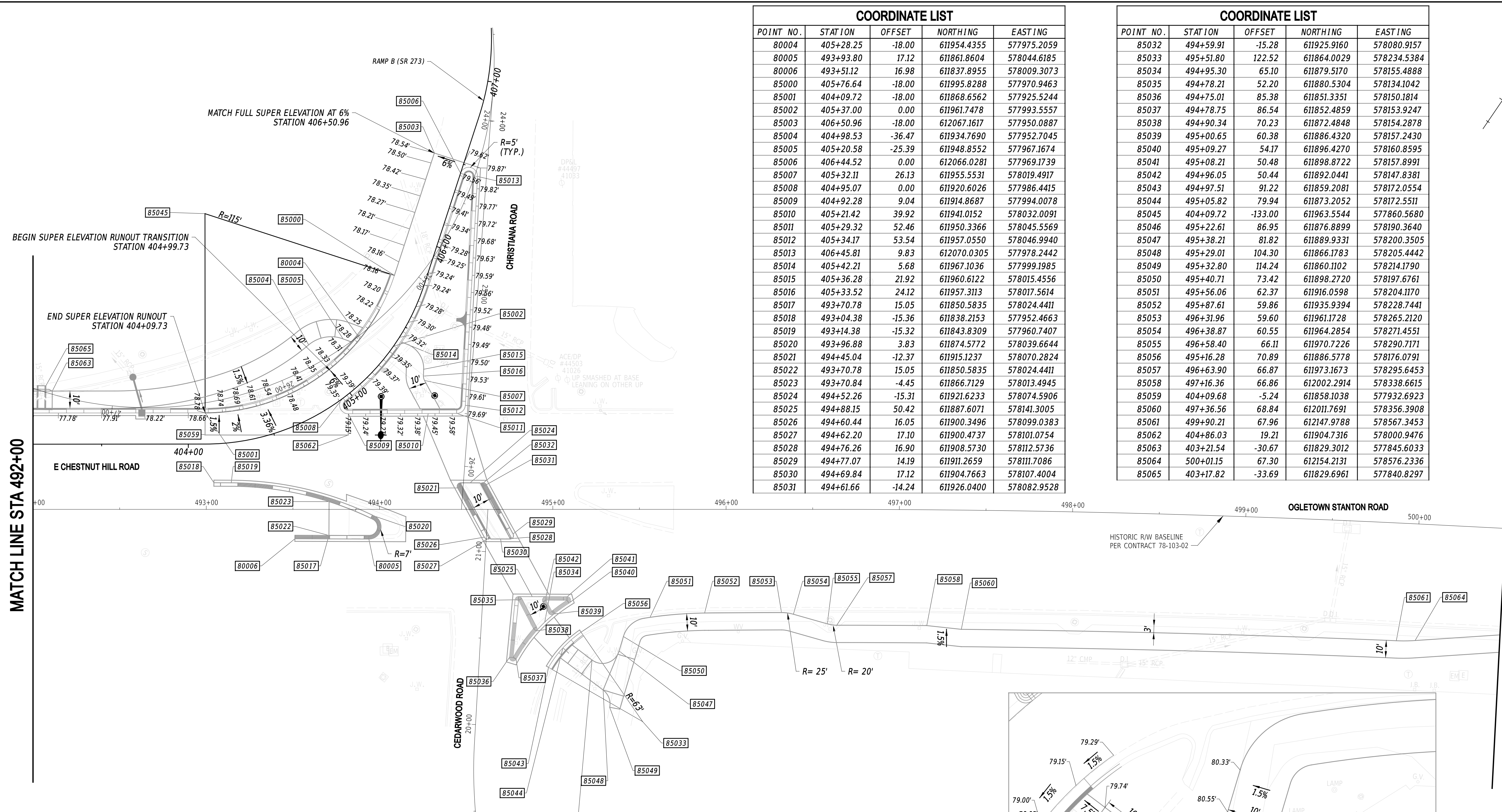
| |
|--------------|
| GG-04 |
| SECTION |
| PAI |
| SHEET NO. |
| 30 |





MATCH LINE STA 492+00

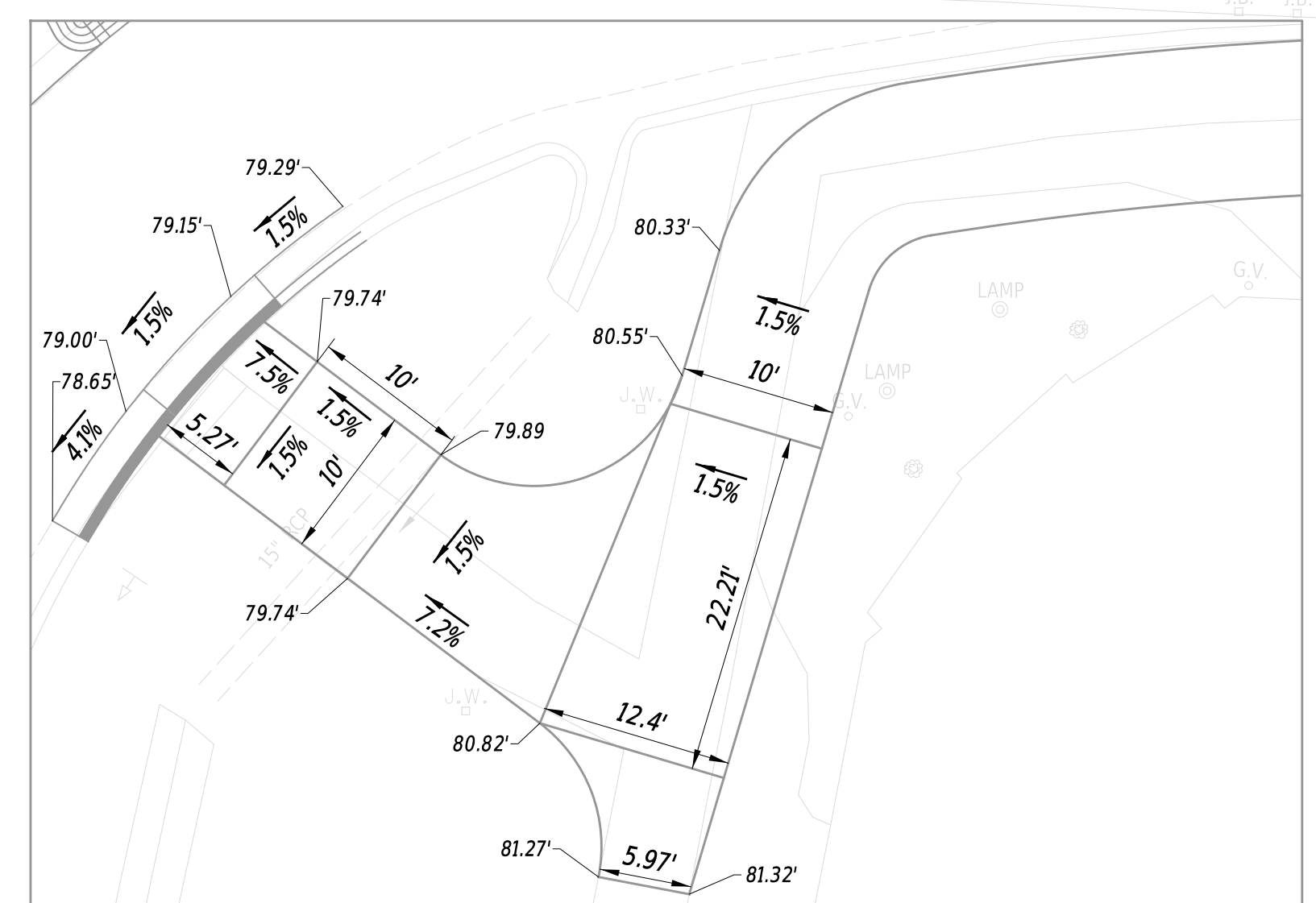
MATCH LINE STA 500+50



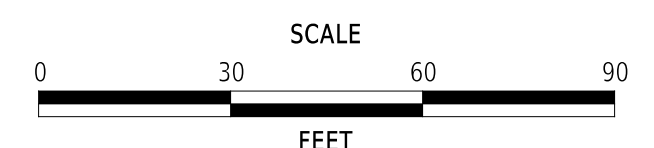
| COORDINATE LIST | | | | |
|-----------------|-----------|--------|-------------|-------------|
| POINT NO. | STATION | OFFSET | NORTHING | EASTING |
| 80004 | 405+28.25 | -18.00 | 611954.4355 | 577975.2059 |
| 80005 | 493+93.80 | 17.12 | 611861.8604 | 578044.6185 |
| 80006 | 493+51.12 | 16.98 | 611837.8955 | 578009.3073 |
| 85000 | 405+76.64 | -18.00 | 611995.8288 | 577970.9463 |
| 85001 | 404+09.72 | -18.00 | 611868.6562 | 577925.5244 |
| 85002 | 405+37.00 | 0.00 | 611961.7478 | 577993.5557 |
| 85003 | 406+50.96 | -18.00 | 612067.1617 | 577950.0887 |
| 85004 | 404+98.53 | -36.47 | 611934.7690 | 577952.7045 |
| 85005 | 405+20.58 | -25.39 | 611948.8552 | 577967.1674 |
| 85006 | 406+44.52 | 0.00 | 612066.0281 | 577969.1739 |
| 85007 | 405+32.11 | 26.13 | 611955.5531 | 578019.4917 |
| 85008 | 404+95.07 | 0.00 | 611920.6026 | 577986.4415 |
| 85009 | 404+92.28 | 9.04 | 611914.8687 | 577994.0078 |
| 85010 | 405+21.42 | 39.92 | 611941.0152 | 578032.0091 |
| 85011 | 405+29.32 | 52.46 | 611950.3366 | 578045.5569 |
| 85012 | 405+34.17 | 53.54 | 611957.0550 | 578046.9940 |
| 85013 | 406+45.81 | 9.83 | 612070.0305 | 577978.2442 |
| 85014 | 405+42.21 | 5.68 | 611967.1036 | 577999.1985 |
| 85015 | 405+36.28 | 21.92 | 611960.6122 | 578015.4556 |
| 85016 | 405+33.52 | 24.12 | 611957.3113 | 578017.5614 |
| 85017 | 493+70.78 | 15.05 | 611850.5835 | 578024.4411 |
| 85018 | 493+04.38 | -15.36 | 611838.2153 | 577952.4663 |
| 85019 | 493+14.38 | -15.32 | 611843.8309 | 577960.7407 |
| 85020 | 493+96.88 | 3.83 | 611874.5772 | 578039.6644 |
| 85021 | 494+45.04 | -12.37 | 611915.1237 | 578070.2824 |
| 85022 | 493+70.78 | 15.05 | 611850.5835 | 578024.4411 |
| 85023 | 493+70.84 | -4.45 | 611866.7129 | 578013.4945 |
| 85024 | 494+52.26 | -15.31 | 611921.6233 | 578074.5906 |
| 85025 | 494+88.15 | 50.42 | 611887.6071 | 578141.3005 |
| 85026 | 494+60.44 | 16.05 | 611900.3496 | 578099.0383 |
| 85027 | 494+62.20 | 17.10 | 611900.4737 | 578101.0754 |
| 85028 | 494+76.26 | 16.90 | 611908.5730 | 578112.5736 |
| 85029 | 494+77.07 | 14.19 | 611911.2659 | 578111.7086 |
| 85030 | 494+69.84 | 17.12 | 611904.7663 | 578107.4004 |
| 85031 | 494+61.66 | -14.24 | 611926.0400 | 578082.9528 |

| COORDINATE LIST | | | | |
|-----------------|-----------|---------|-------------|-------------|
| POINT NO. | STATION | OFFSET | NORTHING | EASTING |
| 85032 | 494+59.91 | -15.28 | 611925.9160 | 578080.9157 |
| 85033 | 495+51.80 | 122.52 | 611864.0029 | 578234.5384 |
| 85034 | 494+95.30 | 65.10 | 611879.5170 | 578155.4888 |
| 85035 | 494+78.21 | 52.20 | 611880.5304 | 578134.1042 |
| 85036 | 494+75.01 | 85.38 | 611851.3351 | 578150.1814 |
| 85037 | 494+78.75 | 86.54 | 611852.4859 | 578153.9247 |
| 85038 | 494+90.34 | 70.23 | 611872.4848 | 578154.2878 |
| 85039 | 495+00.65 | 60.38 | 611886.4320 | 578157.2430 |
| 85040 | 495+09.27 | 54.17 | 611896.4270 | 578160.8595 |
| 85041 | 495+08.21 | 50.48 | 611898.8722 | 578157.8991 |
| 85042 | 494+96.05 | 50.44 | 611892.0441 | 578147.8381 |
| 85043 | 494+97.51 | 91.22 | 611859.2081 | 578172.0554 |
| 85044 | 495+05.82 | 79.94 | 611873.2052 | 578172.5511 |
| 85045 | 404+09.72 | -133.00 | 611963.5544 | 577860.5680 |
| 85046 | 495+22.61 | 86.95 | 611876.8899 | 578190.3640 |
| 85047 | 495+38.21 | 81.82 | 611889.9331 | 578200.3505 |
| 85048 | 495+29.01 | 104.30 | 611866.1783 | 578205.4442 |
| 85049 | 495+32.80 | 114.24 | 611860.1102 | 578214.1790 |
| 85050 | 495+40.71 | 73.42 | 611898.2720 | 578197.6761 |
| 85051 | 495+56.06 | 62.37 | 611916.0598 | 578204.1170 |
| 85052 | 495+87.61 | 59.86 | 611935.9394 | 578228.7441 |
| 85053 | 496+31.96 | 59.60 | 611961.1728 | 578265.2120 |
| 85054 | 496+38.87 | 60.55 | 611964.2854 | 578271.4551 |
| 85055 | 496+58.40 | 66.11 | 611970.7226 | 578290.7171 |
| 85056 | 495+16.28 | 70.89 | 611886.5778 | 578176.0791 |
| 85057 | 496+63.90 | 66.87 | 611973.1673 | 578295.6453 |
| 85058 | 497+16.36 | 66.86 | 612002.2914 | 578338.6615 |
| 85059 | 404+09.68 | -5.24 | 611858.1038 | 577932.6923 |
| 85060 | 497+36.56 | 68.84 | 612011.7691 | 578356.3908 |
| 85061 | 499+90.21 | 67.96 | 612147.9788 | 578567.3453 |
| 85062 | 404+86.03 | 19.21 | 611904.7316 | 578000.9476 |
| 85063 | 403+21.54 | -30.67 | 611829.3012 | 577845.6033 |
| 85064 | 500+01.15 | 67.30 | 612154.2131 | 578576.2336 |
| 85065 | 403+17.82 | -33.69 | 611829.6961 | 577840.8297 |

- NOTES:
- OFFSETS SHOWN IN THE GEOMETRY TABLES WITH A MINUS SIGN ARE TO THE LEFT OF THE CONSTRUCTION BASELINE.
 - UNLESS OTHERWISE NOTED, POINT GEOMETRY ADJACENT TO CURB AND CURB AND GUTTER IS GIVEN AT THE EDGE OF PAVEMENT.
 - UNLESS OTHERWISE NOTED, EDGE OF PAVEMENT ELEVATIONS ALONG INTERSECTION CURVES ARE GIVEN AT 10 FOOT INTERVALS.
 - RADII ARE GIVEN TO THE EDGE OF PAVEMENT.
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 - PROPOSED CURB RADII ARE 2 FEET UNLESS OTHERWISE NOTED.



PEDESTRIAN CONNECTION INSET
 SCALE: 1"=10'



**EAST COAST GREENWAY,
 SR 4 SHARED-USE PATH GAP**

| | | |
|------------|--------------|-------------|
| CONTRACT | BRIDGE NO. | N/A |
| T202301502 | DESIGNED BY: | C. HOLLOWAY |
| COUNTY | CHECKED BY: | O. GREEN |
| NEW CASTLE | | |

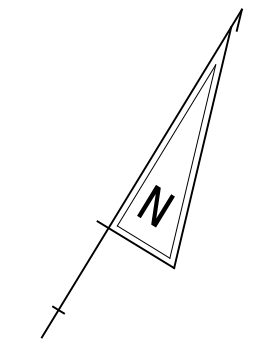
GRADES AND GEOMETRICS

| |
|-----------|
| GG-05 |
| SECTION |
| PAI |
| SHEET NO. |
| 31 |

| COORDINATE LIST | | | | |
|-----------------|-----------|--------|-------------|-------------|
| POINT NO. | STATION | OFFSET | NORTHING | EASTING |
| 86000 | 500+71.67 | 59.68 | 612197.4293 | 578632.3615 |
| 86001 | 500+59.89 | 60.37 | 612190.6991 | 578622.6692 |
| 86002 | 506+35.01 | 81.56 | 612472.4120 | 579124.5146 |
| 86003 | 501+50.25 | 57.05 | 612240.6389 | 578698.0507 |
| 86004 | 501+51.81 | 57.08 | 612241.4259 | 578699.3936 |
| 86005 | 501+83.53 | 73.68 | 612243.7928 | 578735.1142 |
| 86006 | 501+51.08 | 97.07 | 612206.9160 | 578719.6189 |
| 86007 | 501+86.51 | 77.81 | 612241.8196 | 578739.8100 |
| 86008 | 501+79.21 | 79.39 | 612236.6682 | 578734.4073 |
| 86009 | 501+70.59 | 77.93 | 612233.4231 | 578726.2885 |
| 86010 | 501+74.16 | 74.42 | 612238.2767 | 578727.5097 |

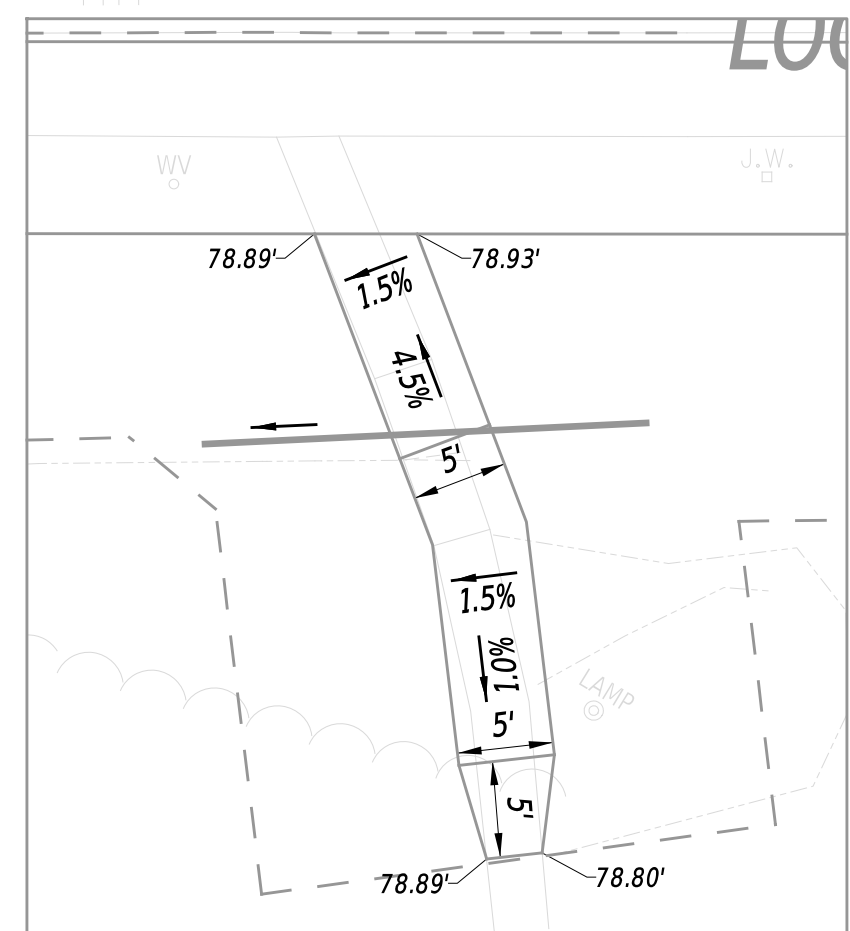
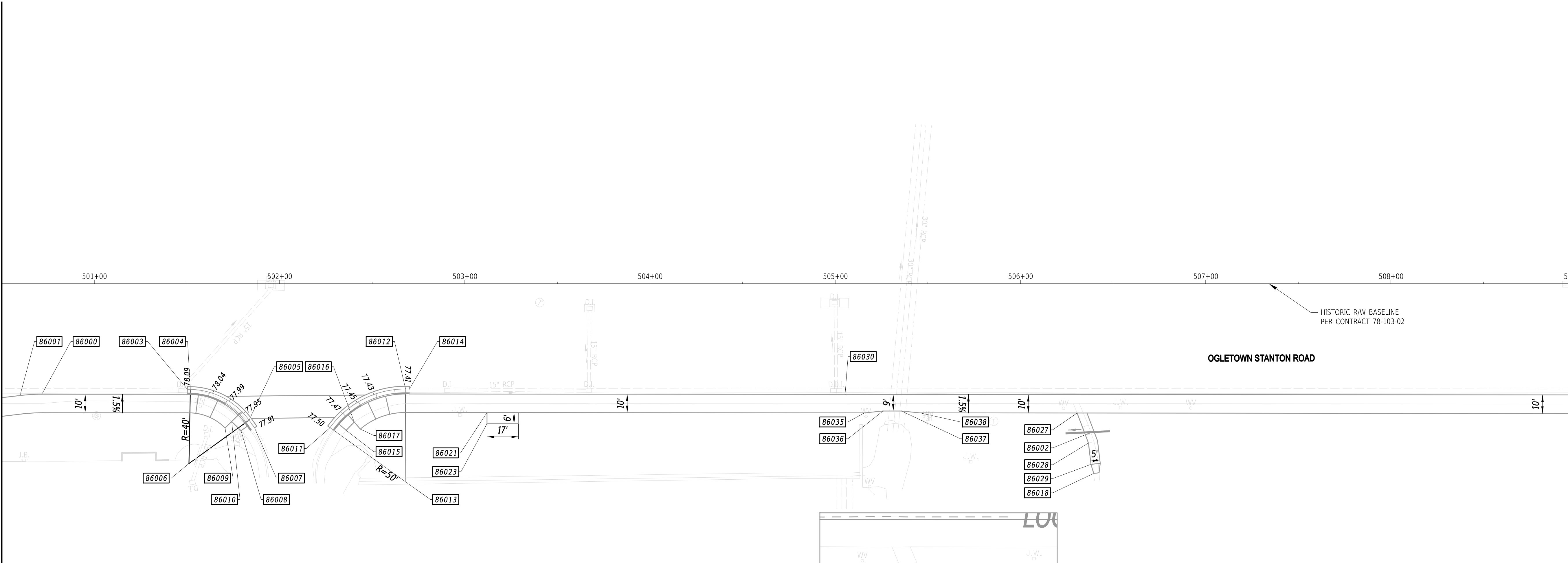
| COORDINATE LIST | | | | |
|-----------------|-----------|--------|-------------|-------------|
| POINT NO. | STATION | OFFSET | NORTHING | EASTING |
| 86011 | 502+27.26 | 77.70 | 612263.1545 | 578774.5336 |
| 86012 | 502+68.02 | 56.86 | 612302.1939 | 578798.4534 |
| 86013 | 502+67.88 | 106.86 | 612259.4508 | 578824.3962 |
| 86014 | 502+70.09 | 56.86 | 612303.2631 | 578800.2151 |
| 86015 | 502+35.96 | 79.15 | 612266.4496 | 578782.7133 |
| 86016 | 502+40.33 | 74.72 | 612272.5126 | 578784.1284 |
| 86017 | 502+43.58 | 78.51 | 612270.9699 | 578788.8844 |
| 86018 | 506+39.54 | 102.40 | 612456.9844 | 579139.2386 |
| 86021 | 503+12.00 | 69.57 | 612314.2682 | 578842.6031 |
| 86023 | 503+12.00 | 75.57 | 612309.1479 | 578845.7308 |
| 86027 | 506+30.56 | 69.84 | 612480.0926 | 579114.6079 |

| COORDINATE LIST | | | | |
|-----------------|-----------|--------|-------------|-------------|
| POINT NO. | STATION | OFFSET | NORTHING | EASTING |
| 86028 | 506+36.72 | 86.05 | 612469.4709 | 579128.3081 |
| 86029 | 506+38.10 | 97.53 | 612460.3902 | 579135.4717 |
| 86030 | 505+05.31 | 59.74 | 612423.4249 | 579002.4542 |
| 86035 | 505+15.79 | 69.75 | 612420.3437 | 579016.6102 |
| 86036 | 505+25.79 | 68.76 | 612426.4032 | 579024.6278 |
| 86037 | 505+35.79 | 68.76 | 612431.6089 | 579033.1660 |
| 86038 | 505+45.79 | 69.77 | 612435.9608 | 579042.2247 |



MATCH LINE STA 500+00

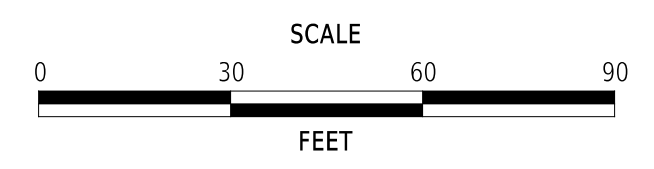
MATCH LINE STA 509+00



NOTES:

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

ADDENDA / REVISIONS



**EAST COAST GREENWAY,
SR 4 SHARED-USE PATH GAP**

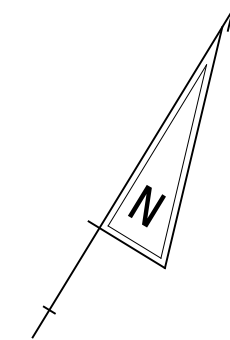
| | | |
|------------|--------------|-------------|
| CONTRACT | BRIDGE NO. | N/A |
| T202301502 | DESIGNED BY: | C. HOLLOWAY |
| COUNTY | CHECKED BY: | O. GREEN |
| NEW CASTLE | | |

**GRADES AND
GEOMETRICS**

| |
|--------------|
| GG-06 |
| SECTION |
| PAI |
| SHEET NO. |
| 32 |



22-JAN-2025
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MATCH LINE STA 509+00



| COORDINATE LIST | | | | |
|-----------------|-----------|--------|-------------|-------------|
| POINT NO. | STATION | OFFSET | NORTHING | EASTING |
| 87000 | 509+94.73 | 70.14 | 612669.6658 | 579425.5378 |
| 87002 | 510+14.73 | 69.12 | 612680.9616 | 579442.0749 |

NOTES:

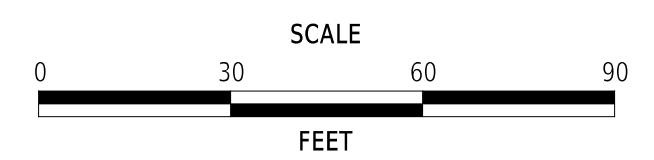
- OFFSETS SHOWN IN THE GEOMETRY TABLES WITH A MINUS SIGN ARE TO THE LEFT OF THE CONSTRUCTION BASELINE.
- UNLESS OTHERWISE NOTED, POINT GEOMETRY ADJACENT TO CURB AND CURB AND GUTTER IS GIVEN AT THE EDGE OF PAVEMENT.
- UNLESS OTHERWISE NOTED, EDGE OF PAVEMENT ELEVATIONS ALONG INTERSECTION CURVES ARE GIVEN AT 10 FOOT INTERVALS.
- RADII ARE GIVEN TO THE EDGE OF PAVEMENT.
- PROPOSED PAVEMENT OR CURBS THAT TIE INTO EXISTING PAVEMENT OR EXISTING CURBS SHALL MATCH THE EXISTING PAVEMENT OR EXISTING CURB ELEVATIONS.
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- PROPOSED CURB RADII ARE 2 FEET UNLESS OTHERWISE NOTED.

22-JAN-2025

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ADDENDA / REVISIONS

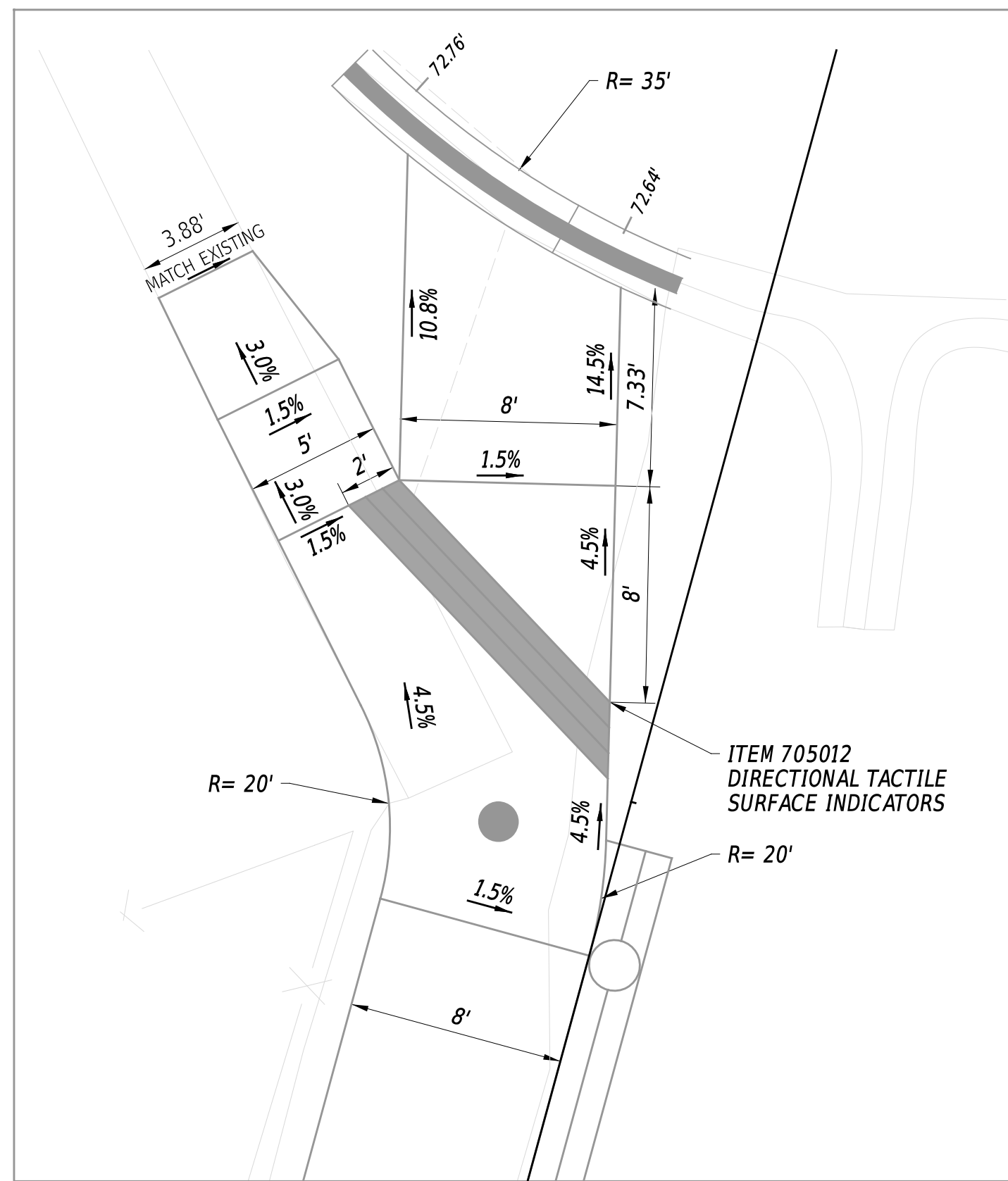


**EAST COAST GREENWAY,
SR 4 SHARED-USE PATH GAP**

| | | |
|------------|--------------|-------------|
| CONTRACT | BRIDGE NO. | N/A |
| T202301502 | DESIGNED BY: | C. HOLLOWAY |
| COUNTY | CHECKED BY: | O. GREEN |
| NEW CASTLE | | |

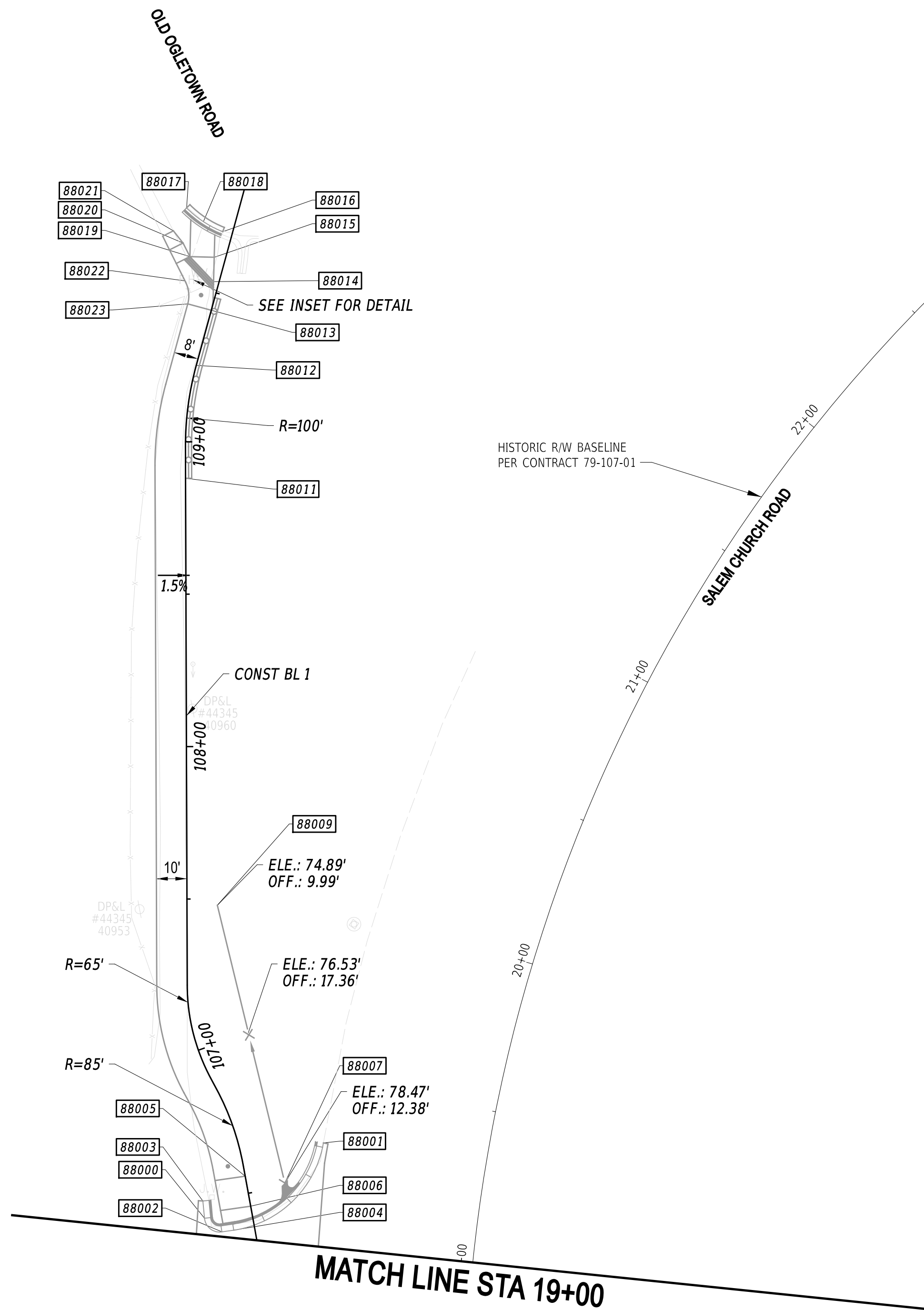
**GRADES AND
GEOMETRICS**

| |
|--------------|
| GG-07 |
| SECTION |
| PAI |
| SHEET NO. |
| 33 |



BIKE RAMP INSET
SCALE: 1"=5'

| COORDINATE LIST | | | | |
|-----------------|-----------|--------|-------------|-------------|
| POINT NO. | STATION | OFFSET | NORTHING | EASTING |
| 88000 | 106+44.55 | -15.63 | 611212.5309 | 576589.0810 |
| 88001 | 106+61.22 | 27.24 | 611254.9279 | 576607.3742 |
| 88002 | 106+39.05 | -10.83 | 611212.0397 | 576596.3195 |
| 88003 | 106+50.19 | -15.12 | 611216.8962 | 576585.4689 |
| 88004 | 106+38.92 | -6.90 | 611214.7016 | 576599.2113 |
| 88005 | 106+55.70 | 0.00 | 611231.4530 | 576592.3235 |
| 88006 | 106+45.70 | 0.00 | 611224.3526 | 576599.3651 |
| 88011 | 108+88.00 | 0.00 | 611409.3838 | 576447.0229 |
| 88012 | 109+25.38 | 0.00 | 611441.9663 | 576428.9946 |
| 88013 | 109+44.10 | 0.00 | 611459.6547 | 576422.8793 |
| 88014 | 109+53.35 | -1.73 | 611467.8294 | 576418.2191 |
| 88015 | 109+61.12 | -3.64 | 611474.5512 | 576413.8812 |
| 88016 | 109+69.95 | -3.18 | 611483.0479 | 576411.4274 |
| 88017 | 109+74.36 | -16.65 | 611482.8136 | 576397.2540 |
| 88018 | 109+71.47 | -10.14 | 611482.2057 | 576404.3527 |
| 88019 | 109+59.21 | -11.41 | 611470.2133 | 576407.1594 |
| 88020 | 109+62.94 | -14.75 | 611472.6407 | 576402.7882 |
| 88021 | 109+65.96 | -18.87 | 611474.1466 | 576397.9052 |
| 88022 | 109+51.11 | -10.86 | 611462.7355 | 576410.3259 |
| 88023 | 109+44.10 | -8.00 | 611457.0408 | 576415.3184 |
| 88007 | 106+51.17 | 12.38 | 611236.9504 | 576604.3032 |
| 88009 | 107+47.93 | 9.99 | 611299.6612 | 576534.6532 |



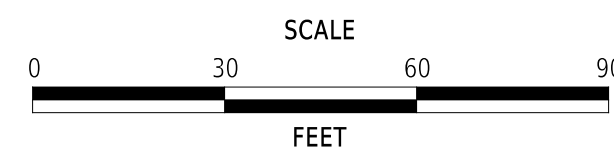
NOTES:

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

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ADDENDA / REVISIONS

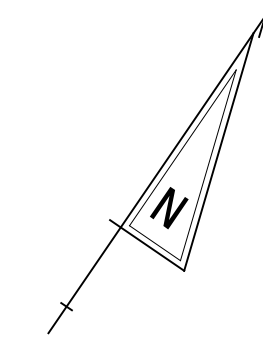


**EAST COAST GREENWAY,
SR 4 SHARED-USE PATH GAP**

| | | |
|------------|--------------|-------------|
| CONTRACT | BRIDGE NO. | N/A |
| T202301502 | DESIGNED BY: | C. HOLLOWAY |
| COUNTY | CHECKED BY: | O. GREEN |
| NEW CASTLE | | |

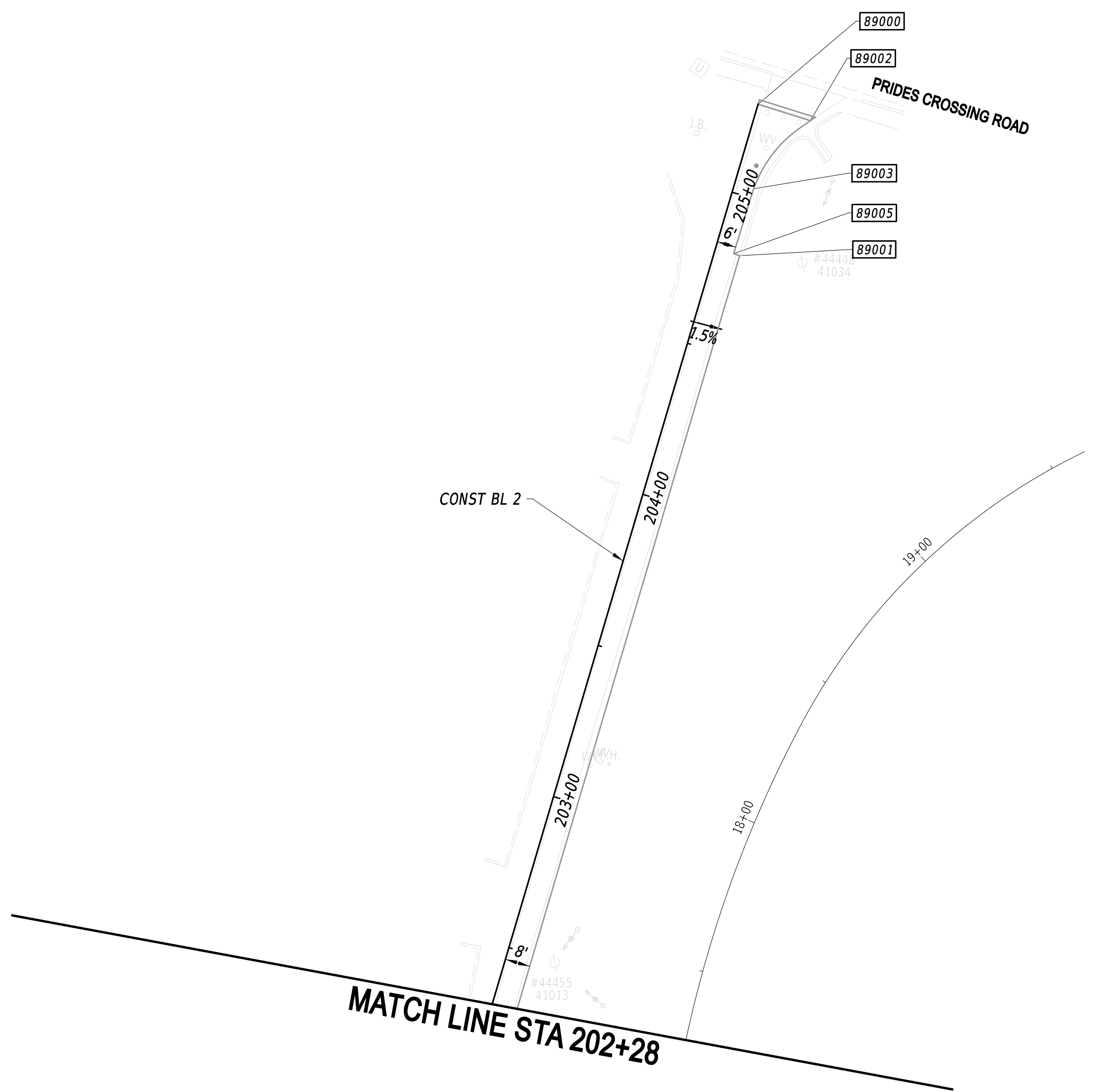
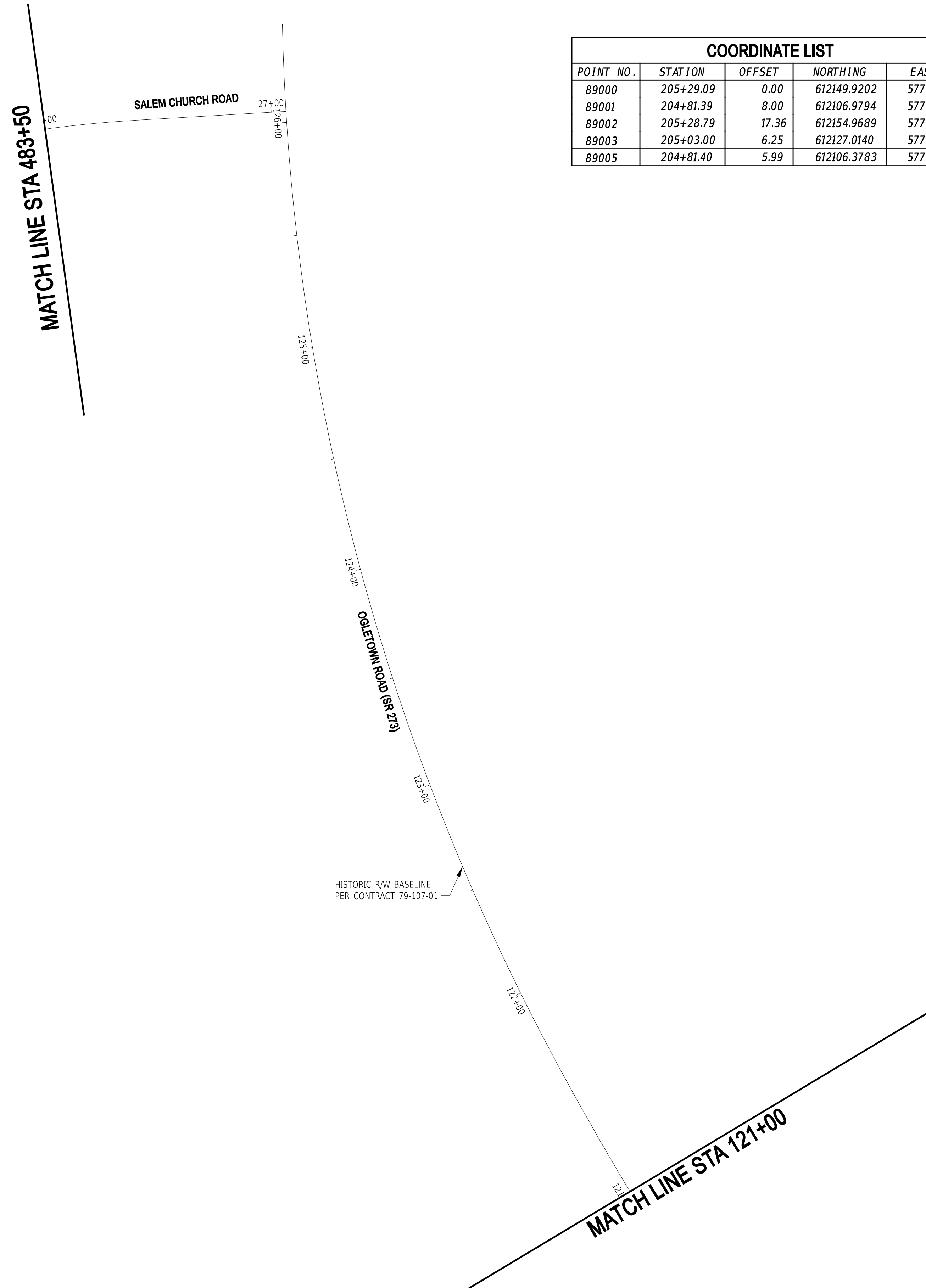
**GRADES AND
GEOMETRICS**

| |
|--------------|
| GG-08 |
| SECTION |
| PAI |
| SHEET NO. |
| 34 |



| COORDINATE LIST | | | | |
|-----------------|-----------|--------|-------------|-------------|
| POINT NO. | STATION | OFFSET | NORTHING | EASTING |
| 89000 | 205+29.09 | 0.00 | 612149.9202 | 577462.5021 |
| 89001 | 204+81.39 | 8.00 | 612106.9794 | 577484.7644 |
| 89002 | 205+28.79 | 17.36 | 612154.9689 | 577479.1118 |
| 89003 | 205+03.00 | 6.25 | 612127.0140 | 577476.4598 |
| 89005 | 204+81.40 | 5.99 | 612106.3783 | 577482.8470 |

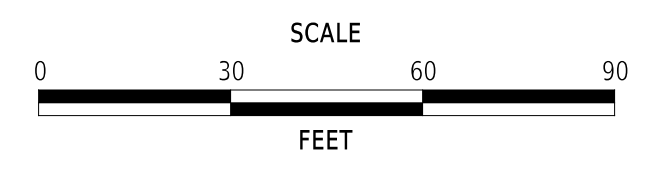
- NOTES:
1. OFFSETS SHOWN IN THE GEOMETRY TABLES WITH A MINUS SIGN ARE TO THE LEFT OF THE CONSTRUCTION BASELINE.
 2. UNLESS OTHERWISE NOTED, POINT GEOMETRY ADJACENT TO CURB AND CURB AND GUTTER IS GIVEN AT THE EDGE OF PAVEMENT.
 3. UNLESS OTHERWISE NOTED, EDGE OF PAVEMENT ELEVATIONS ALONG INTERSECTION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



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ADDENDA / REVISIONS

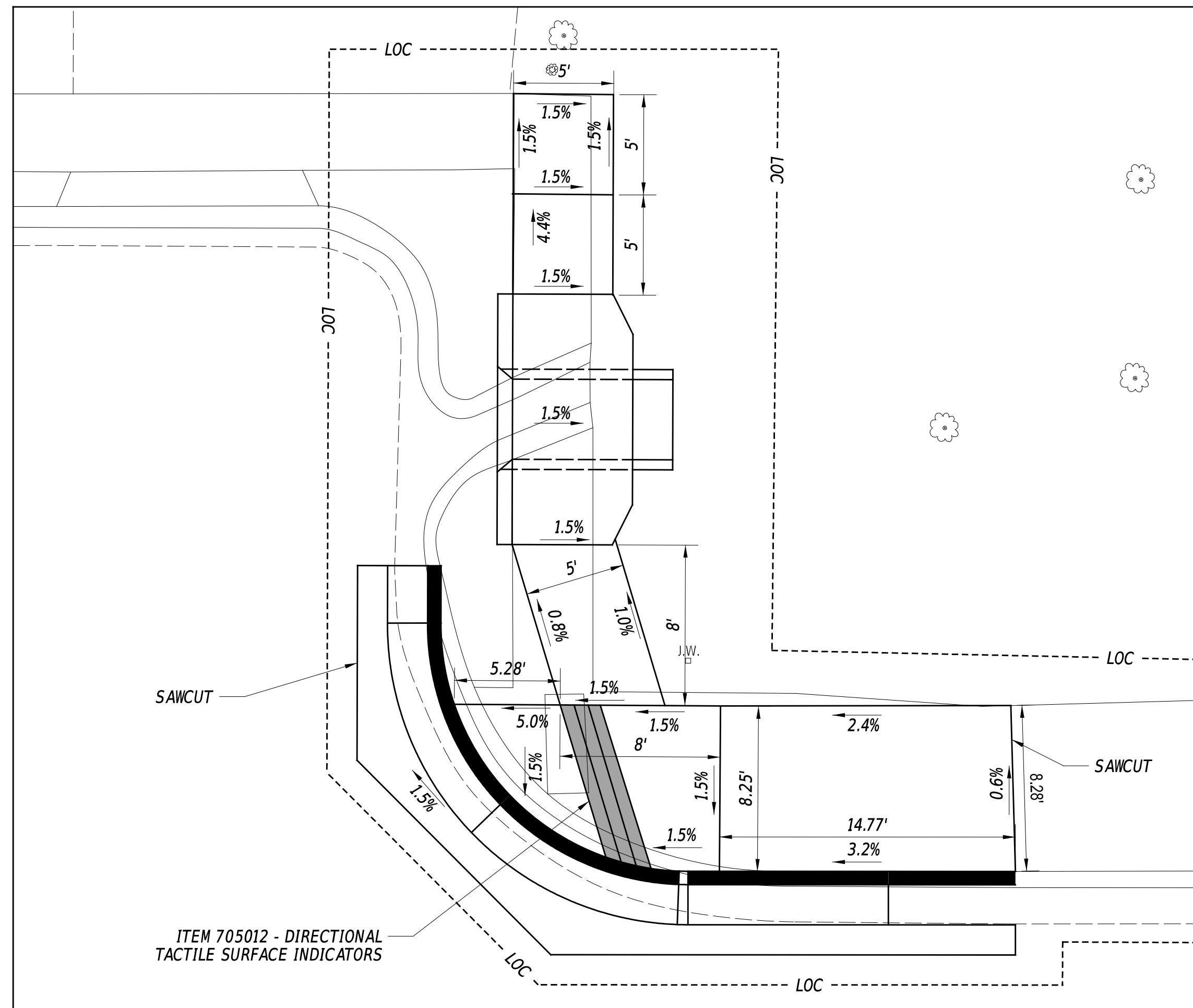


**EAST COAST GREENWAY,
SR 4 SHARED-USE PATH GAP**

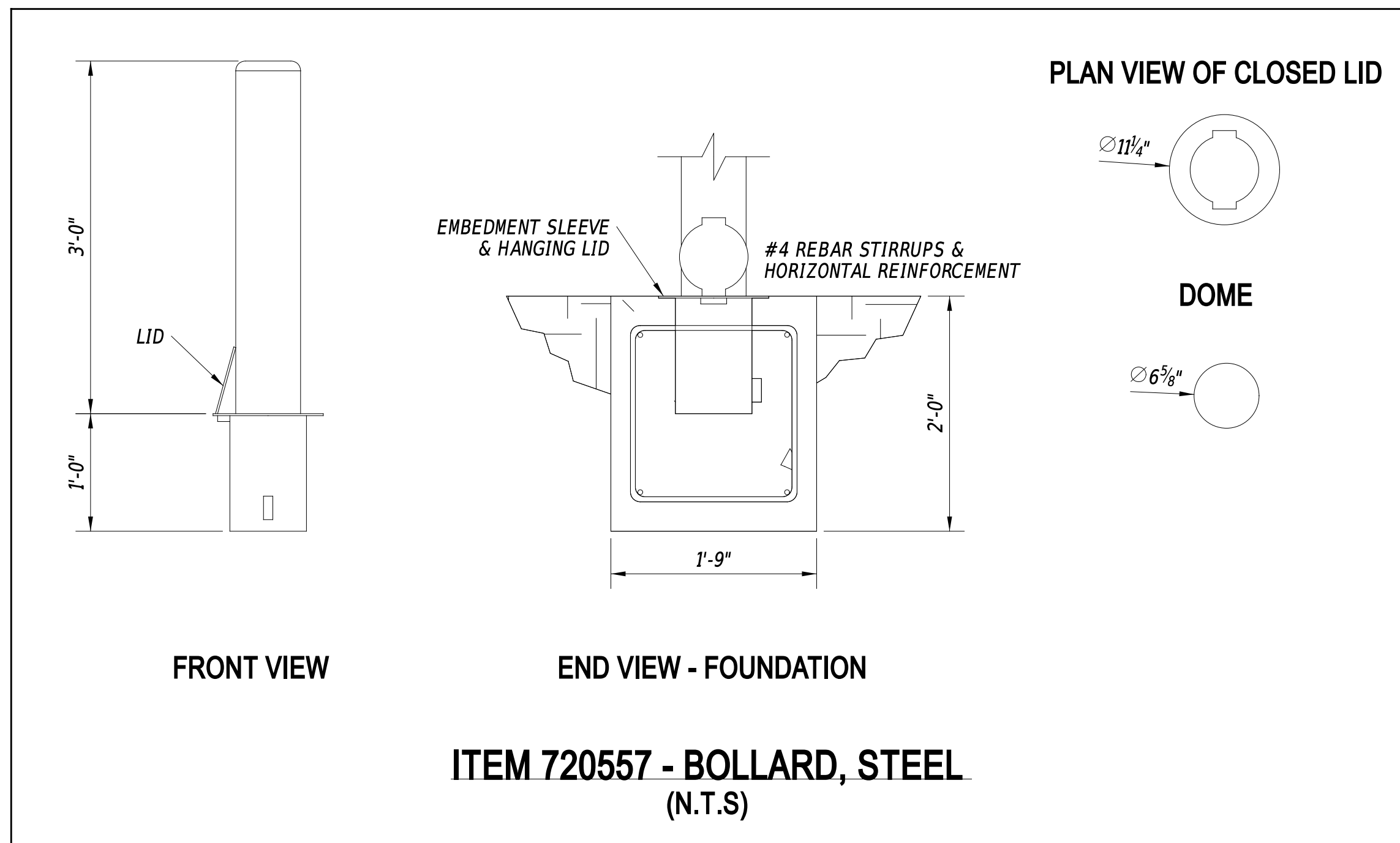
| | | |
|------------|--------------|-------------|
| CONTRACT | BRIDGE NO. | N/A |
| T202301502 | DESIGNED BY: | C. HOLLOWAY |
| COUNTY | CHECKED BY: | O. GREEN |
| NEW CASTLE | | |

**GRADES AND
GEOMETRICS**

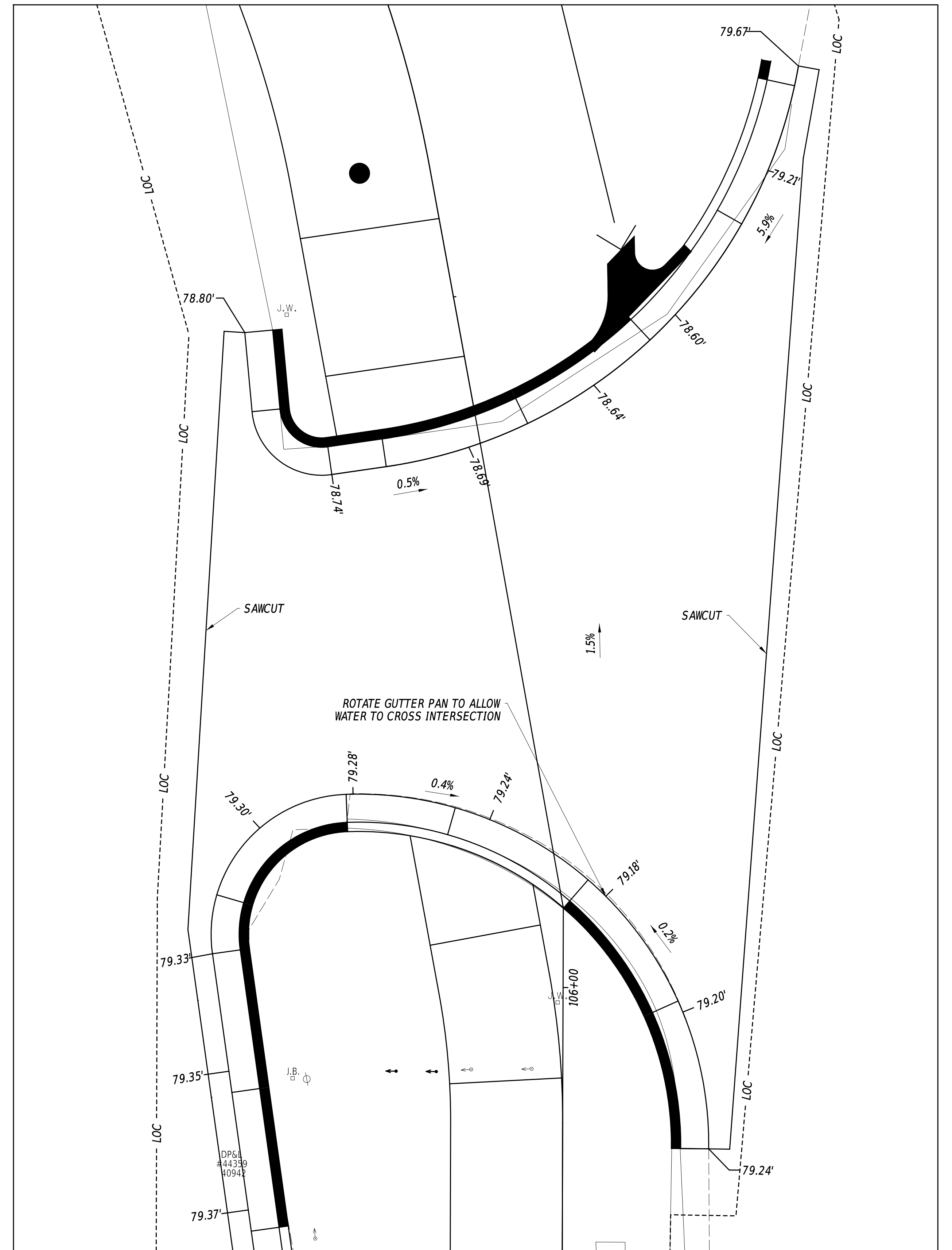
| |
|--------------|
| GG-09 |
| SECTION |
| PAI |
| SHEET NO. |
| 35 |



PEDESTRIAN CONNECTION DETAIL
STATION 470+32 LEFT



ITEM 720557 - BOLLARD, STEEL
(N.T.S)

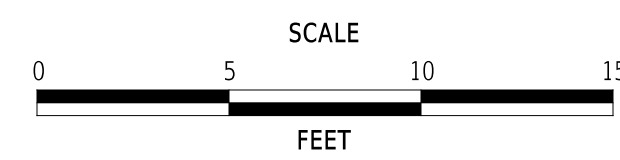


ENTRANCE DETAIL
STATION 105+94 TO 106+50

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ADDENDA / REVISIONS



**EAST COAST GREENWAY,
SR 4 SHARED-USE PATH GAP**

| | |
|------------------------|-----------------------------|
| CONTRACT T202301502 | BRIDGE NO. N/A |
| COUNTY NEW CASTLE | DESIGNED BY: C. HOLLOWAY |
| | CHECKED BY: O. GREEN |

CONSTRUCTION DETAILS

| |
|-----------------|
| SECTION PAI |
| SHEET NO. 36 |

GENERAL MOT NOTES

- MAINTENANCE OF TRAFFIC DURING LANE CLOSURES AND LANE SHIFTS SHALL CONFORM TO TYPICAL APPLICATION 3A AND 21A OF THE DELAWARE MUTCD. VEHICULAR DETOUR (AS SHOWN ON SHEET 49) SHALL BE UTILIZED FOR WORK ASSOCIATED WITH THE SR 273 RAMP REALIGNMENT.
- 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 PERSONAL SHALL NOT HAVE ANY OTHER ROLE ON THE PROJECT. RESPONSIBILITIES AND REQUIREMENTS OF THE ATSSA SUPERVISOR ARE DEFINED IN SECTION 812 OF THE STANDARD SPECIFICATIONS. PAYMENT FOR ATSSA SUPERVISOR IS INCIDENTAL TO ITEM 801000. |

- ACCEPTABLE MATERIALS FOR TEMPORARY PEDESTRIAN PATHS (PER DELDOT STANDARD CONSTRUCTION DETAIL M-13 (2024)) SHALL INCLUDE CONCRETE, HOT-MIX, COMPACTED MILLINGS OR PLYWOOD WALKWAY STRUCTURE. PLYWOOD WALKWAY STRUCTURES SHALL ALSO INCLUDE DETECTABLE EDGING AND RAILINGS IN ACCORDANCE WITH ADA GUIDELINES AND THE DELAWARE MUTCD. TEMPORARY PEDESTRIAN PATHS SHALL BE INCIDENTAL TO ITEM 801000 UNLESS OTHERWISE SPECIFIED IN THE PLANS. STONE OR GRADED AGGREGATE BASE COURSE SHALL NOT BE USED FOR TEMPORARY PEDESTRIAN PATHS.
- 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 UNRAVELLING:
 - DRIVEWAYS
 - ENTRANCES
 - LOW VOLUME ACCESS RAMPS (IDENTIFIED IN THE CONTRACT DOCUMENTS)
 - EDGE DROP-OFFS ADJACENT TO LIVE ROADWAY (LANES AND SHOULDER) AND THE PROPOSED ROAD CONSTRUCTION
 - 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.

- ADD TYPE 3 BARRICADES WITH SIDEWALK CLOSED SIGNS ON ALL NEW SHARED USE PATHS UNTIL CONSTRUCTION COMPLETE.
- PEDESTRIAN MAINTENANCE OF TRAFFIC: THIS WORK SHALL CONSIST OF PROVIDING AND MAINTAINING AN ACCESSIBLE PEDESTRIAN ROUTE THROUGHOUT THE PROJECT'S LIMITS IN ACCORDANCE WITH THE AMERICANS WITH DISABILITIES ACT OF 1990 (ADA) TITLE II, PARAGRAPH 35.130.

THE CONTRACTOR SHALL BE REQUIRED TO SUBMIT THE APPROPRIATE MAINTENANCE OF TRAFFIC DETAIL AND DEVICES TO THE ENGINEER FOR EACH LOCATION AT LEAST 2 WEEKS BEFORE CONSTRUCTION FOR REVIEW, COMMENT, AND APPROVAL BY THE DISTRICT TRAFFIC SAFETY OFFICER

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

- ALL PEDESTRIANS, INCLUDING PERSONS WITH DISABILITIES, SHALL BE PROVIDED WITH A REASONABLY SAFE, CONVENIENT AND ACCESSIBLE PATH THAT REPLICATES AS MUCH AS PRACTICABLE THE EXISTING PEDESTRIAN FACILITIES.
 - MAINTAIN ACCESS TO ALL BUSINESSES AND RESIDENCES AT ALL TIMES.
 - PROVIDE PEDESTRIAN ACCESS THROUGH OR AROUND THE WORK ZONE. IF A DETOUR IS CHOSEN THE CONTRACTOR MUST SUBMIT THE DETOUR ROUTE TO THE ENGINEER FOR REVIEW AND APPROVAL. THE DETOUR ROUTE MUST MEET OR EXCEED THE CURRENT CONDITIONS.
 - WORK SHOULD BE PHASED SO THAT ALL AREAS OF AN INTERSECTION/SIDEWALK PATH ARE NOT UNDER CONSTRUCTION AT THE SAME TIME UNLESS A CLEAR PATH IS PROVIDED AND IDENTIFIED.
 - TRAFFIC CONTROL DEVICES AND OTHER CONSTRUCTION MATERIALS AND FEATURES SHALL NOT INTRUDE INTO THE USABLE WIDTH OF THE SIDEWALK, TEMPORARY PATHWAY OR OTHER PEDESTRIAN FACILITY.
 - SIGNS AND OTHER DEVICES MOUNTED LOWER THAN 7 FT ABOVE THE TEMPORARY PEDESTRIAN PATHWAY SHALL NOT PROJECT MORE THAN 4 IN. INTO ACCESSIBLE PEDESTRIAN ROUTE.
 - A SMOOTH, CONTINUOUS HARD SURFACE SHALL BE PROVIDED THROUGHOUT THE ENTIRE LENGTH AND WIDTH OF THE PEDESTRIAN ROUTE THROUGHOUT CONSTRUCTION. THERE SHALL BE NO CURBS OR VERTICAL ELEVATION CHANGES GREATER THAN 1/4 IN. IN GRADE OR TERRAIN THAT COULD CAUSE TRIPPING OR BE A BARRIER TO WHEELCHAIR USE. MAINTAIN ACCESS TO ALL BUSINESSES AND RESIDENCES AT ALL TIMES.
- CONSTRUCTION ACTIVITIES IMMEDIATELY ADJACENT TO RESIDENTIAL PROPERTIES ARE PERMITTED TO OCCUR DURING DAYTIME HOURS. 6AM TO 7PM.
 - THE FOLLOWING MATRICES PROVIDE TIME RESTRICTIONS FOR LANE CLOSURES:

| | SR 4 and Side Streets : THRU and TURN Allowable Lane Closure Hours | | | | | | | | | | | | | | | | | | | | | | | |
|-----------|--|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| | 12:00AM | 01:00AM | 02:00AM | 03:00AM | 04:00AM | 05:00AM | 06:00AM | 07:00AM | 08:00AM | 09:00AM | 10:00AM | 11:00AM | 12:00PM | 01:00PM | 02:00PM | 03:00PM | 04:00PM | 05:00PM | 06:00PM | 07:00PM | 08:00PM | 09:00PM | 10:00PM | 11:00PM |
| Sunday | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Monday | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Tuesday | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Wednesday | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Thursday | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Friday | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Saturday | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |

| | |
|---|----------------------------|
| 1 | All Lane Open |
| 1 | One Lane Closure Permitted |

GENERAL EROSION AND SEDIMENT CONTROL NOTES:

- 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.

07/10/2025
DATE

DDELDOT STORMWATER ENGINEER

I CERTIFY THAT TO THE BEST OF MY KNOWLEDGE THESE PLANS MEET THE REQUIREMENTS OF THE DELAWARE SEDIMENT AND STORMWATER REGULATIONS.
Expires 7/10/2030

| | |
|--|-----------------|
| AMOUNT OF DISTURBED AREA FOR THE PROJECT | 2.64 AC |
| ADDED IMPERVIOUS FOR THE PROJECT | 12,545 SF |
| HUC-10 WATERSHED | CHRISTINA RIVER |

- ASSIGN A RESPONSIBLE PERSON IN ACCORDANCE WITH 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.
- 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.
- 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.
- 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.
- 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. LOCATE STOCKPILES 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 SECTION 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.
- 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.
- IMMEDIATELY ADDRESS ANY SEDIMENT LADEN DISCHARGE LEAVING THE LIMIT OF CONSTRUCTION THROUGH BEST AVAILABLE TECHNOLOGIES TO CONTROL ANY FURTHER SEDIMENT LADEN DISCHARGE. SUBMIT PLAN REVISIONS TO DOCUMENT SITE CHANGES REQUIRED TO REMEDIATE THE SEDIMENT LADEN DISCHARGE TO THE ENGINEER FOR APPROVAL.
- INSTALL EROSION CONTROL BLANKET MULCH ON ALL TEMPORARY CONCENTRATED FLOW AREAS, INCLUDING CHANNEL SIDE SLOPES, 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.
- PER SIDEWALK, TRAIL, OR OTHER LINEAR IMPERVIOUS SURFACES STANDARD PLAN APPROVAL, NO MORE THAN 1 ACRE MAY BE DISTURBED AT ANY TIME. FURTHER DISTURBANCE MAY NOT PROCEED UNTIL TEMPORARY OR PERMANENT STABILIZATION OF THE PREVIOUSLY DISTURBED AREA IS COMPLETED TO THE SATISFACTION OF AND AS APPROVED BY THE ENGINEER.
- MAINTAIN POSITIVE DRAINAGE IN EXISTING AND PROPOSED DRAINAGE SYSTEMS BY CLEANING EXISTING DRAINAGE SYSTEMS AND PROPERLY DISPOSING OF SEDIMENT THROUGHOUT THE DURATION OF THE PROJECT.

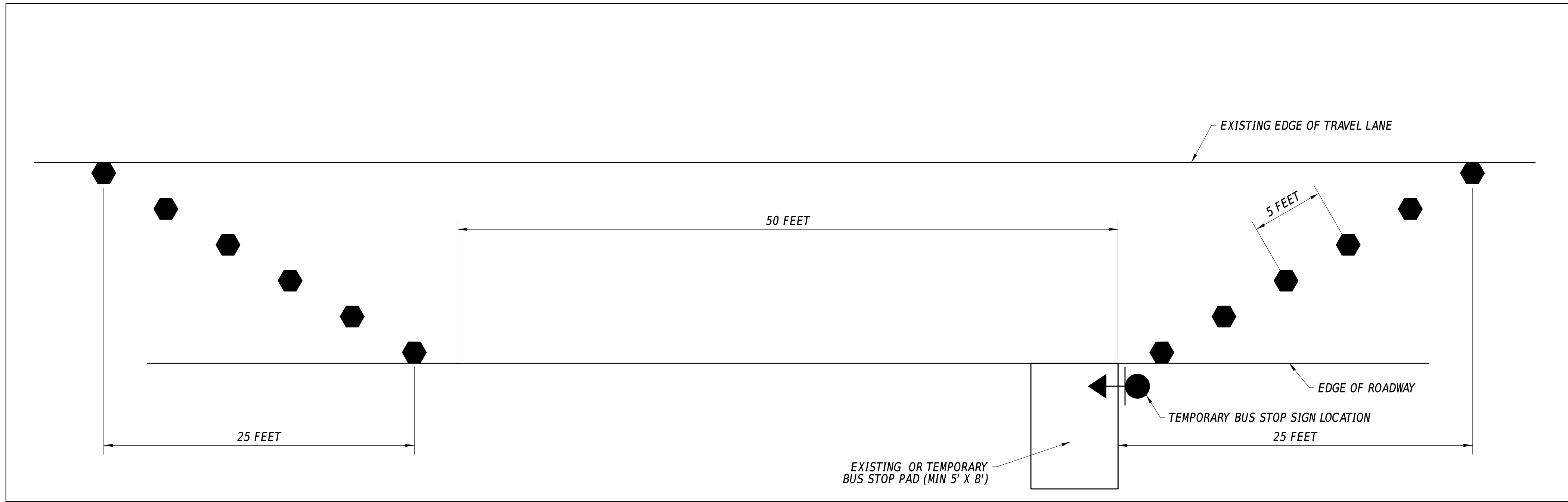
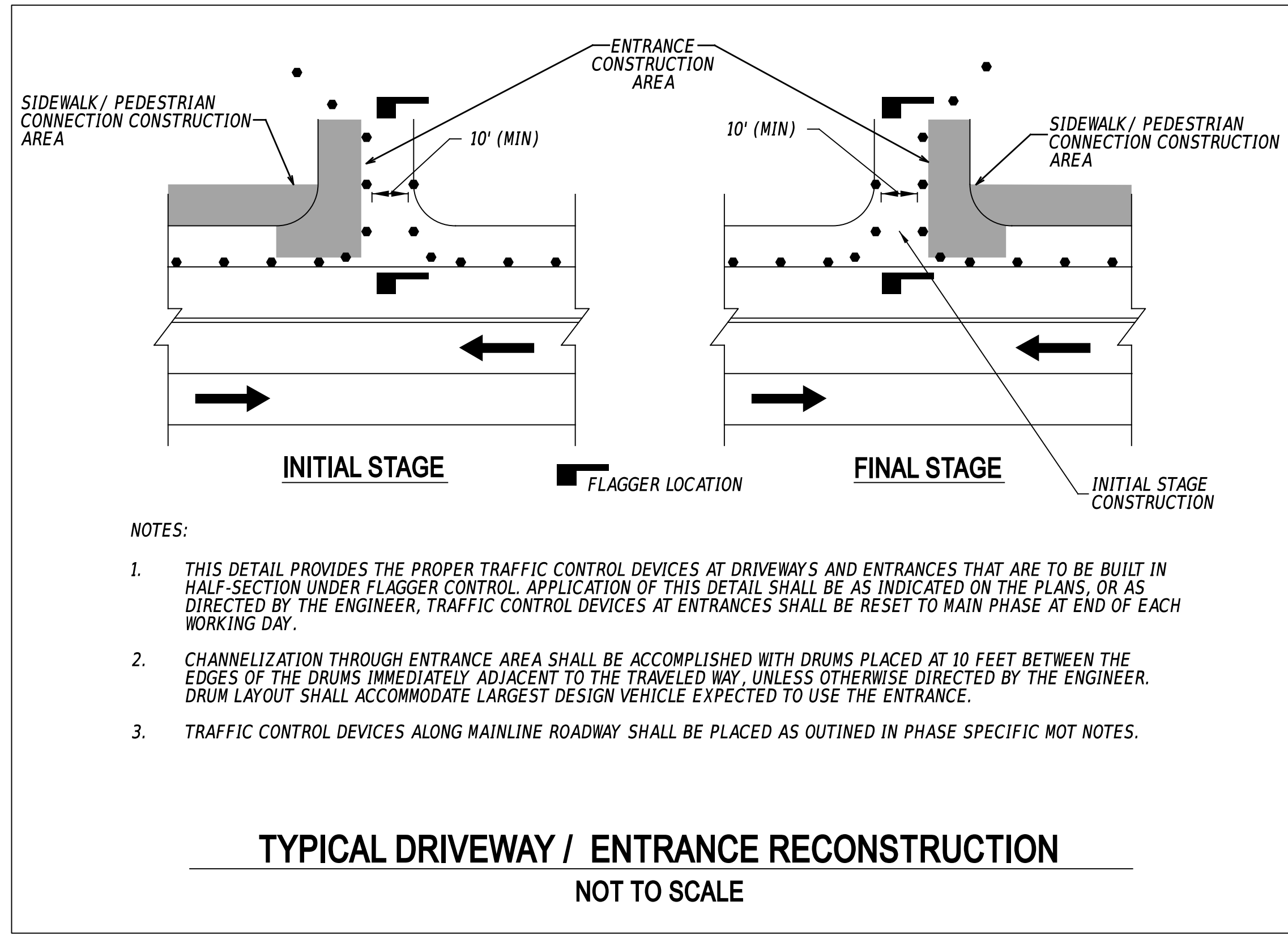
| CONSTRUCTION PHASING & M.O.T | |
|------------------------------|------------------------------------|
| | BARRICADE, TYPE 3 |
| | CONCRETE SAFETY BARRIER - PORTABLE |
| | CONSTRUCTION SAFETY FENCE / LENGTH |
| | CONSTRUCTION SAFETY FENCE |
| | CONSTRUCTION WARNING SIGN LOCATION |
| | CONSTRUCTION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

| EROSION & SEDIMENT CONTROL | |
|----------------------------|------------------------------------|
| | COMPOST FILTER LOG |
| | COMPOST FILTER LOG / LENGTH |
| | DEWATERING BAG |
| | DEWATERING BASIN |
| | EARTH DIKE |
| | INLET SEDIMENT CONTROL |
| | PERIMETER DIKE/SWALE |
| | PORTABLE SEDIMENT TANK |
| | SANDBAG DIKE |
| | SANDBAG DIVERSION |
| | STONE CHECK DAM |
| | STABILIZED CONSTRUCTION ENTRANCE |
| | SILT FENCE / LENGTH |
| | SILT FENCE |
| | REINFORCED SILT FENCE / LENGTH |
| | REINFORCED SILT FENCE |
| | SUPER SILT FENCE / LENGTH |
| | SUPER SILT FENCE |
| | SUMP PIT |
| | SEDIMENT TRAP / NUMBER |
| | SEDIMENT TRAP |
| | SEDIMENT TRAP WITH INLET AS OUTLET |
| | SEDIMENT TRAP PIPE OUTLET |
| | STILLING WELL |
| | TEMPORARY SWALE |
| | TEMPORARY SLOPE DRAIN |
| | TURBIDITY CURTAIN / LENGTH |
| | TURBIDITY CURTAIN |

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| | | | | | | | | |
|---------------------|--|--------------|--|------------|--------------|-------------|--|---------|
| ADDENDA / REVISIONS | | NOT TO SCALE | EAST COAST GREENWAY, SR 4 SHARED-USE PATH GAP | CONTRACT | BRIDGE NO. | N/A | CONSTRUCTION PHASING, M.O.T., AND EROSION CONTROL PLAN | SECTION |
| | | | | T202301502 | DESIGNED BY: | C. HOLLOWAY | | PAI |
| | | COUNTY | CHECKED BY: | T. SCROCCA | SHEET NO. | 37 | | |

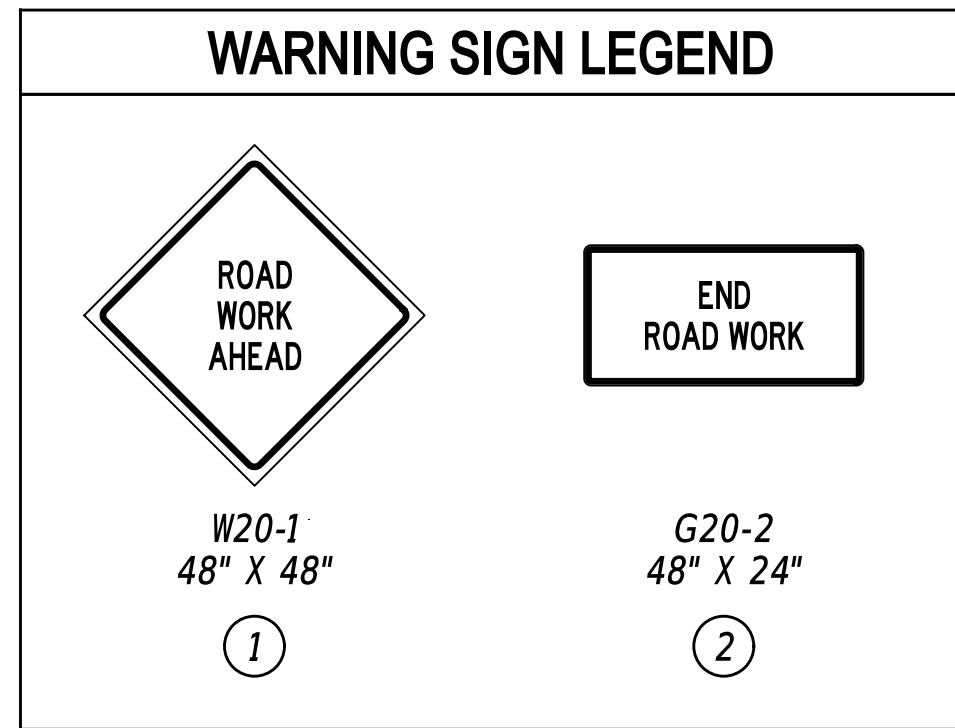


TEMPORARY DART BUS STOP PULL-OFF
NOT TO SCALE

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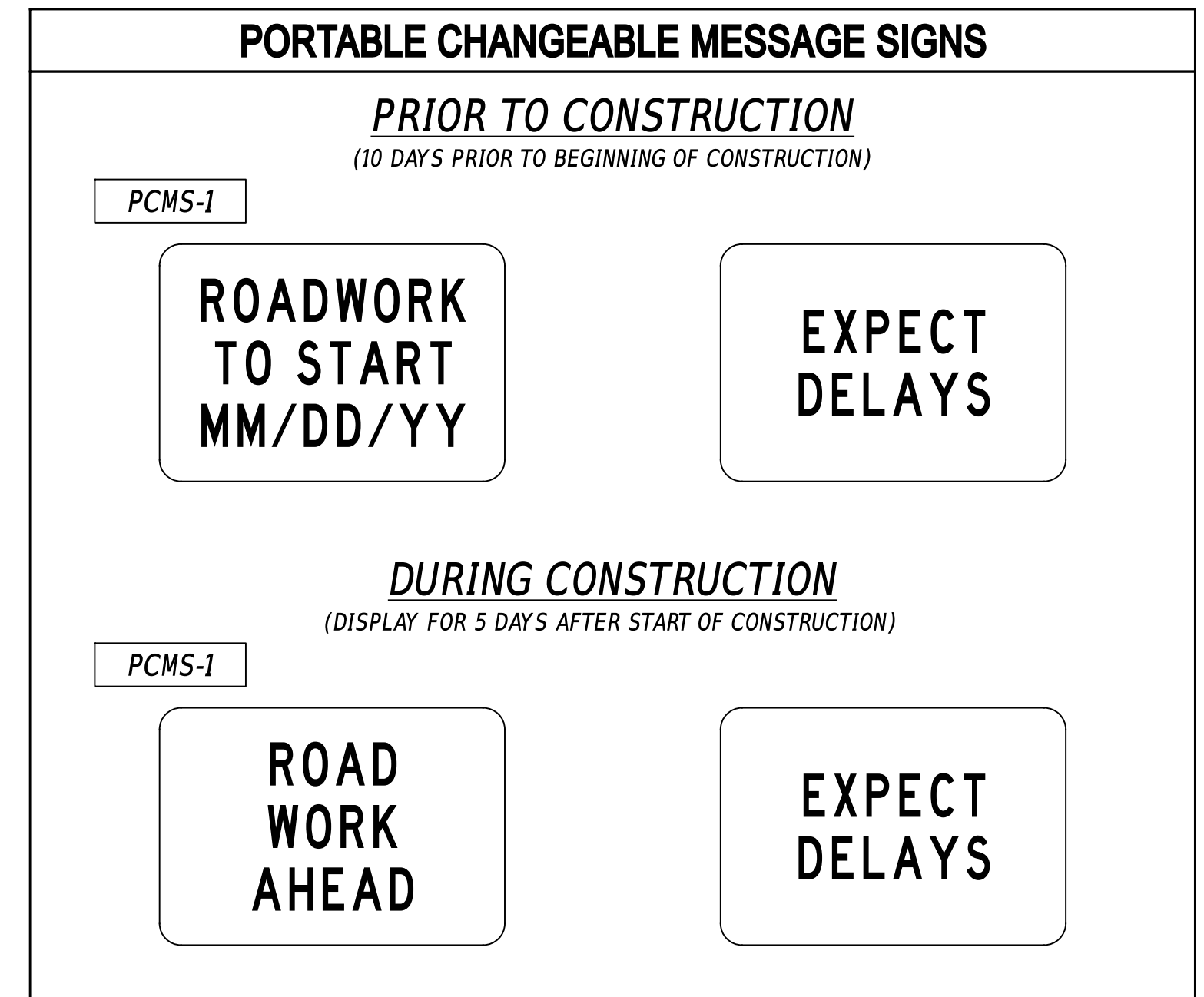
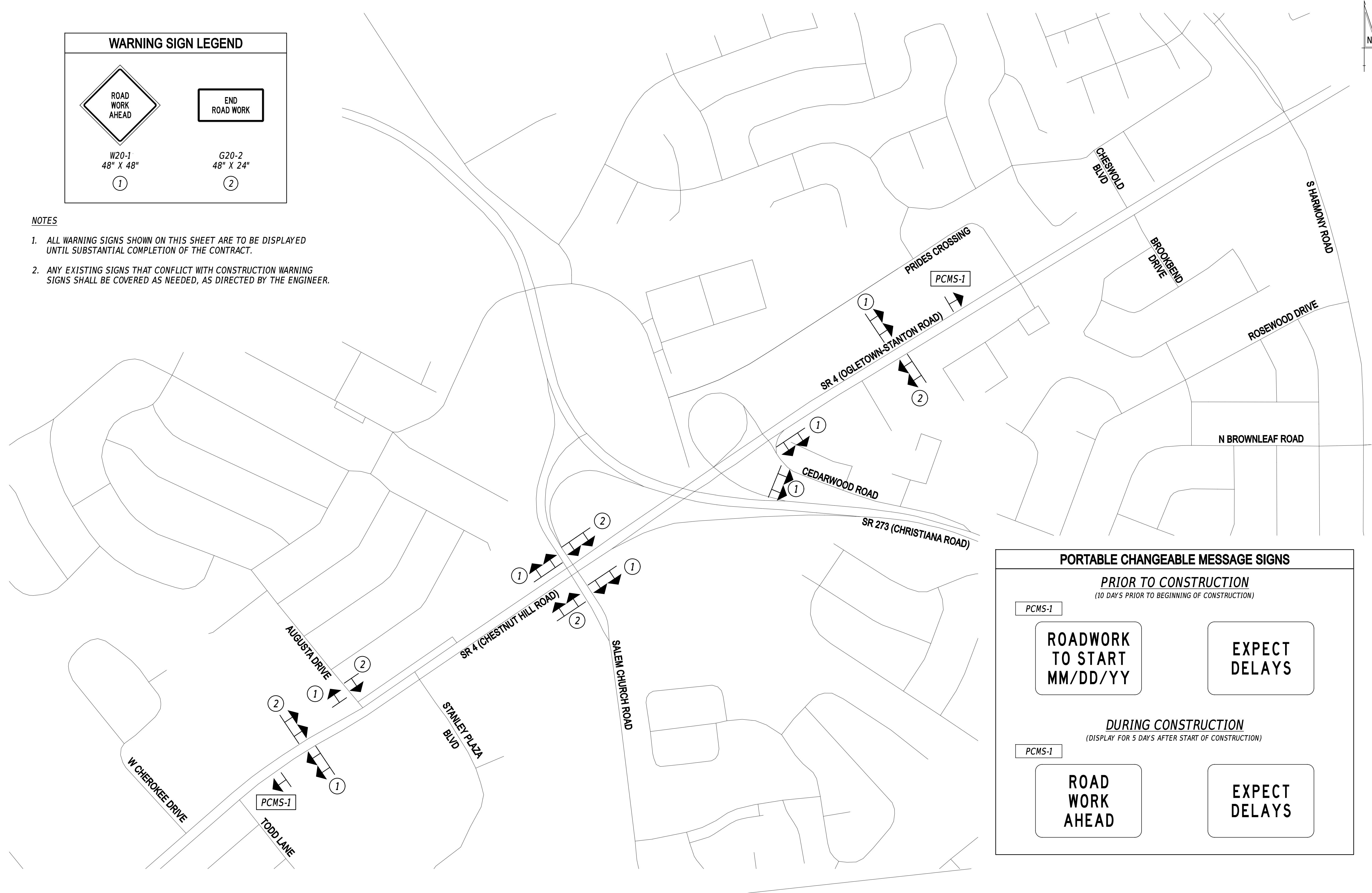


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|---------------------|--|--------------|--|------------|--------------|-------------|--|---------|
| ADDENDA / REVISIONS | | NOT TO SCALE | EAST COAST GREENWAY, SR 4 SHARED-USE PATH GAP | CONTRACT | BRIDGE NO. | N/A | CONSTRUCTION PHASING, M.O.T., AND EROSION CONTROL PLAN | SECTION |
| | | | | T202301502 | DESIGNED BY: | C. HOLLOWAY | | PAI |
| | | COUNTY | CHECKED BY: | T. SCROCCA | | SHEET NO. | | 38 |
| | | NEW CASTLE | | | | | | |



NOTES

1. ALL WARNING SIGNS SHOWN ON THIS SHEET ARE TO BE DISPLAYED UNTIL SUBSTANTIAL COMPLETION OF THE CONTRACT.
2. ANY EXISTING SIGNS THAT CONFLICT WITH CONSTRUCTION WARNING SIGNS SHALL BE COVERED AS NEEDED, AS DIRECTED BY THE ENGINEER.



22-JAN-2025
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ADDENDA / REVISIONS

NOT TO SCALE

**EAST COAST GREENWAY,
SR 4 SHARED-USE PATH GAP**

| | | |
|------------|--------------|-------------|
| CONTRACT | BRIDGE NO. | N/A |
| T202301502 | DESIGNED BY: | C. HOLLOWAY |
| COUNTY | CHECKED BY: | T. SCROCCA |
| NEW CASTLE | | |

**PERMANENT WARNING
SIGN SHEET**

| |
|-----------|
| SECTION |
| PAI |
| SHEET NO. |
| 39 |

SEQUENCE OF CONSTRUCTION

- PERFORM CLEARING AND GRUBBING TO INSTALL ALL EROSION AND SEDIMENT CONTROL MEASURES, AS NEEDED FOR EACH CONSTRUCTION PHASE.

PATH CONSTRUCTION

- UTILIZE TA-3A TO CLOSE THE SHOULDER AND/OR TA-21A TO CLOSE THE RIGHT TURN LANE, AS NEEDED, IN ACCORDANCE WITH THE ALLOWABLE LANE CLOSURE MATRICES, TO REMOVE AND RECONSTRUCT SIDEWALK, CURB, CURB RAMPS, AND ENTRANCE/SIDE STREET MODIFICATIONS ALONG SR 4 EASTBOUND AND WESTBOUND WITHIN THE PROJECT LIMITS SHOWN ON THE CONSTRUCTION PLANS.

AUGUSTA DRIVE

- UTILIZE TA-21A TO CLOSE THE AUGUSTA DRIVE RIGHT TURN LANE AND TA-23 TO CLOSE THE SR 4 WESTBOUND RIGHT-MOST TRAVEL LANE, AS NEEDED, IN ACCORDANCE WITH THE ALLOWABLE LANE CLOSURE MATRICES.
 - RECONSTRUCT THE EXISTING CHANNELIZATION ISLAND AT THE NORTHWEST CORNER AS SHOWN ON THE CONSTRUCTION PLANS.
 - INSTALL PROPOSED TRAFFIC SIGNAL EQUIPMENT AT THE NORTHWEST CORNER OF THE INTERSECTION.
- UTILIZE TA-21A TO CLOSE THE AUGUSTA DRIVE LEFT TURN LANE, THE SR 4 WESTBOUND RIGHT TURN, AND SR 4 EASTBOUND LEFT TURN LANES, AS NEEDED, IN ACCORDANCE WITH THE ALLOWABLE LANE CLOSURE MATRICES, TO RECONSTRUCT THE EXISTING MEDIAN NOSE ON AUGUSTA DRIVE AS SHOWN ON THE CONSTRUCTION PLANS.
- UTILIZE TA-21A TO CLOSE THE SR 4 WESTBOUND DRIVE RIGHT TURN LANE AND TA-10 TO CLOSE ONE LANE ON THE SERVICE ROAD, AS NEEDED, IN ACCORDANCE WITH THE ALLOWABLE LANE CLOSURE MATRICES.
 - CONSTRUCT THE PEDESTRIAN REFUGE AT THE NORTHEAST CORNER AS SHOWN ON THE CONSTRUCTION PLANS.
 - INSTALL PROPOSED TRAFFIC SIGNAL EQUIPMENT AT THE NORTHEAST CORNER OF THE INTERSECTION.
 - INSTALL PROPOSED DRAINAGE AS SHOWN ON THE CONSTRUCTION PLANS.
- UTILIZE TA-10 TO CLOSE ONE LANE ON THE SERVICE ROAD, AS NEEDED, IN ACCORDANCE WITH THE ALLOWABLE LANE CLOSURE MATRICES TO CONSTRUCT THE PEDESTRIAN CONNECTION ON THE NORTH SIDE OF THE SERVICE ROAD AS SHOWN ON THE CONSTRUCTION PLANS.

SALEM CHURCH ROAD

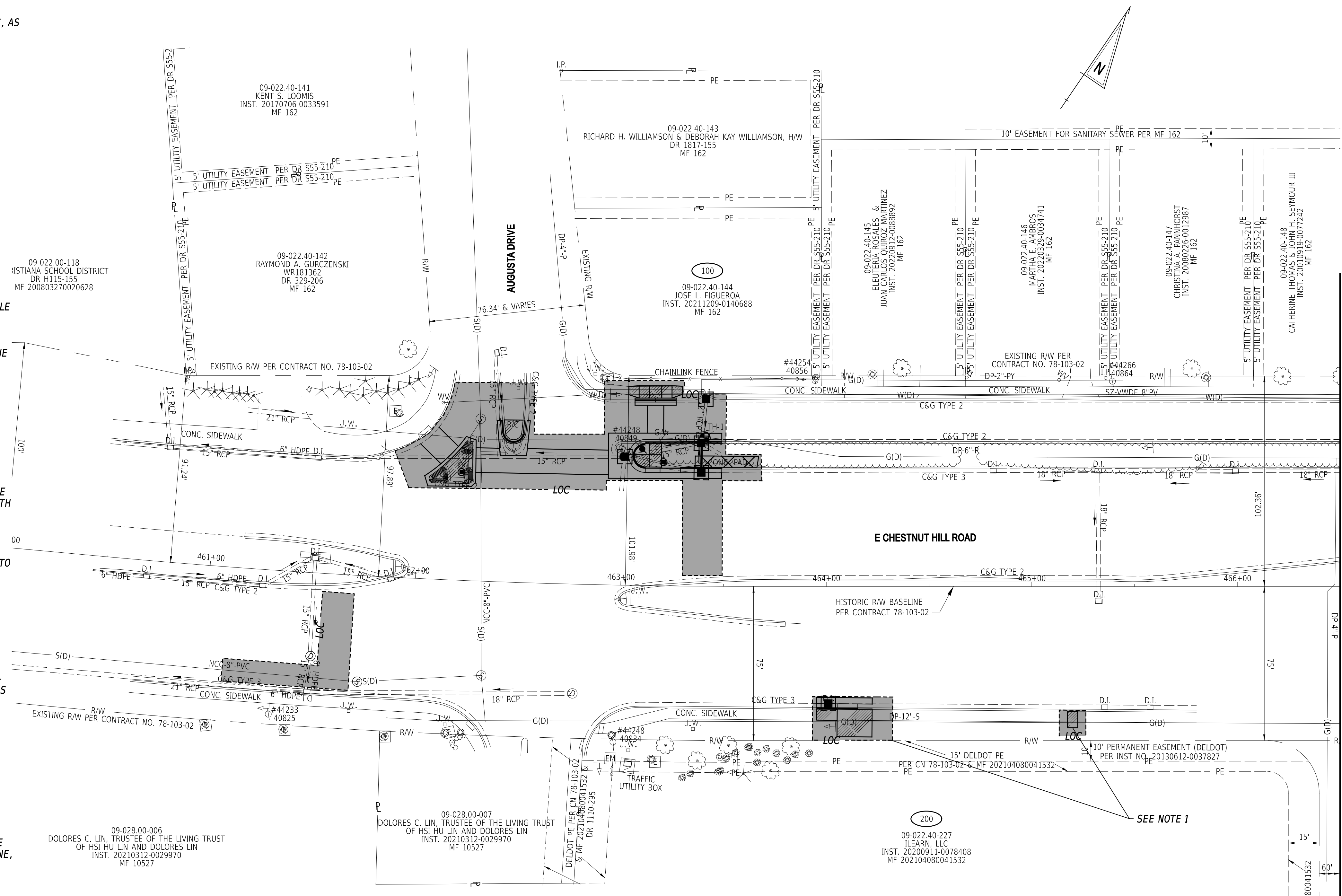
- UTILIZE TA-21A TO CLOSE THE SALEM CHURCH ROAD SOUTHBOUND RIGHT TURN LANE AND TA-23 TO CLOSE THE SR 4 WESTBOUND RIGHT-MOST TRAVEL LANE AS NEEDED, IN ACCORDANCE WITH THE ALLOWABLE LANE CLOSURE MATRICES.
 - RECONSTRUCT THE EXISTING CHANNELIZATION ISLAND AT THE NORTHWEST CORNER AS SHOWN ON THE CONSTRUCTION PLANS.
 - INSTALL PROPOSED TRAFFIC SIGNAL EQUIPMENT AT THE NORTHWEST CORNER OF THE INTERSECTION.
- UTILIZE TA-21A TO CLOSE THE SR 4 WESTBOUND RIGHT TURN LANE, THE SR 4 EASTBOUND RIGHT-MOST LEFT TURN LANE, AND THE RIGHT-MOST SALEM CHURCH ROAD NORTHBOUND TRAVEL LANE AS NEEDED, IN ACCORDANCE WITH THE ALLOWABLE LANE CLOSURE MATRICES.
 - RECONSTRUCT THE EXISTING CHANNELIZATION ISLAND AT THE NORTHEAST CORNER AS SHOWN ON THE CONSTRUCTION PLANS.
 - INSTALL PROPOSED TRAFFIC SIGNAL EQUIPMENT AT THE NORTHEAST CORNER OF THE INTERSECTION.

SR 273

- UTILIZE TA-21A TO CLOSE THE DECELERATION LANE FOR THE RAMP FROM SR 273 TO SR 4 AND IMPLEMENT THE DETOUR PLAN ON SHEET 49 TO CLOSE THE SR 273 SOUTHBOUND APPROACH DURING RECONSTRUCTION AND REALIGNMENT OF THE OFF-RAMP AND CHANNELIZING ISLAND. THE CONTRACTOR SHALL MAINTAIN ACCESS FOR PEDESTRIANS AT ALL TIMES THROUGH THE WORK ZONE, VIA FLAGGERS AND TEMPORARY PEDESTRIAN PATHWAYS (ITEM B13503). THE CONTRACTOR SHALL FOLLOW GENERAL MOT NOTE 6 ON MAINTAINING PEDESTRIANS THROUGH THE WORK ZONE.

THE CONTRACTOR SHALL NOT EXCEED A MAXIMUM DURATION OF 21 CALENDAR DAYS FOR THE CLOSURE AND DETOUR OF THE SR 273 OFF-RAMP. ROAD USER COSTS SHALL BE ASSIGNED IF THE RAMP IS NOT OPENED BY 21 CALENDAR DAY.

- UTILIZE TA-3A TO CLOSE THE SR 4 WESTBOUND SHOULDER, AS NEEDED, IN ACCORDANCE WITH THE ALLOWABLE LANE CLOSURE MATRICES, TO RECONSTRUCT THE TIE-IN POINT FROM THE SR 273 OFF-RAMP TO SR 4 WESTBOUND AND THE CHANNELIZATION ISLAND ON THE NORTHWEST CORNER AS SHOWN ON THE CONSTRUCTION PLANS.
- UTILIZE TA-33 TO CLOSE THE FOLLOWING LANES, AS NEEDED, IN ACCORDANCE WITH THE ALLOWABLE LANE CLOSURE MATRICES, TO RECONSTRUCT THE MEDIAN PEDESTRIAN REFUGE.
 - SR 273 SOUTHBOUND RIGHT-MOST LEFT TURN LANE
 - CEDARWOOD ROAD NORTHBOUND RIGHT-MOST LEFT TURN LANE
 - SR 4 EASTBOUND LEFT-MOST TRAVEL LANE
 - SR 4 WESTBOUND LEFT-MOST TRAVEL LANE
- UTILIZE TA-3A TO CLOSE THE SR 4 EASTBOUND SHOULDER AND TA-21A TO CLOSE THE SR 273 NORTHBOUND RIGHT TURN LANE, AS NEEDED, IN ACCORDANCE WITH THE ALLOWABLE LANE CLOSURE MATRICES, TO RECONSTRUCT THE CHANNELIZATION ISLAND ON THE SOUTHEAST CORNER AS SHOWN ON THE CONSTRUCTION PLANS.
- UTILIZE TA-21A TO CLOSE THE SR 4 EASTBOUND LEFT-MOST TRAVEL LANE AND TA-21 TO CLOSE THE CEDARWOOD ROAD NORTHBOUND LEFT-MOST LEFT TURN LANE AND THE SR 4 WESTBOUND LEFT-MOST TRAVEL LANE, AS NEEDED, IN ACCORDANCE WITH THE ALLOWABLE LANE CLOSURE MATRICES, TO RECONSTRUCT THE EXISTING MEDIAN NOSE.



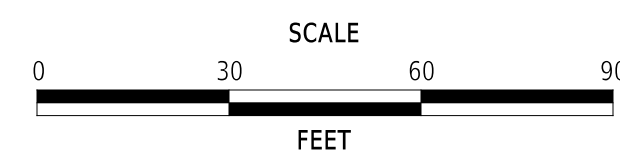
GENERAL E&S SEQUENCE NOTES (FOR ALL PHASES)

- POST NO! 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.
- INSTALL ALL 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.
- ESTABLISH CONSTRUCTION STAGING AREAS AND INSTALL E&S CONTROLS.
- ONCE PERIMETER E&S CONTROLS ARE INSTALLED, THEY SHALL BE INSPECTED AND APPROVED BY THE ENGINEER BEFORE ANY OTHER LAND DISTURBING ACTIVITIES CAN BEGIN.
- INTERIOR EROSION AND SEDIMENT CONTROL ITEMS SHALL BE PLACED AS PER PLAN.
- NOTIFY THE ENGINEER 48 HOURS BEFORE CONSTRUCTION OF ALL STORMWATER MANAGEMENT FACILITY COMPONENTS IN ACCORDANCE WITH THE STORMWATER MANAGEMENT SHEET FACILITY CONSTRUCTION SEQUENCE.
- COMPLETE PERMANENT STABILIZATION WITHIN SEVEN (7) CALENDAR DAYS UPON REACHING FINAL GRADE.
- DO NOT REMOVE E&S DEVICES UNLESS DIRECTED BY THE ENGINEER.

NOTES

- THE CONTRACTOR SHALL CONSTRUCT A TEMPORARY BUS STOP PAD, TYPE (STANDARD DETAIL M-9) AND INSTALL THE TEMPORARY DART BUS STOP PULL-OFF DETAIL AS SHOWN ON SHEET 38, AT APPROXIMATE STATION 465+20 (R) TO BE OPERABLE DURING THE RECONSTRUCTION OF THE EXISTING BUS STOP (ID 2391).

ADDENDA / REVISIONS



EAST COAST GREENWAY,
SR 4 SHARED-USE PATH GAP

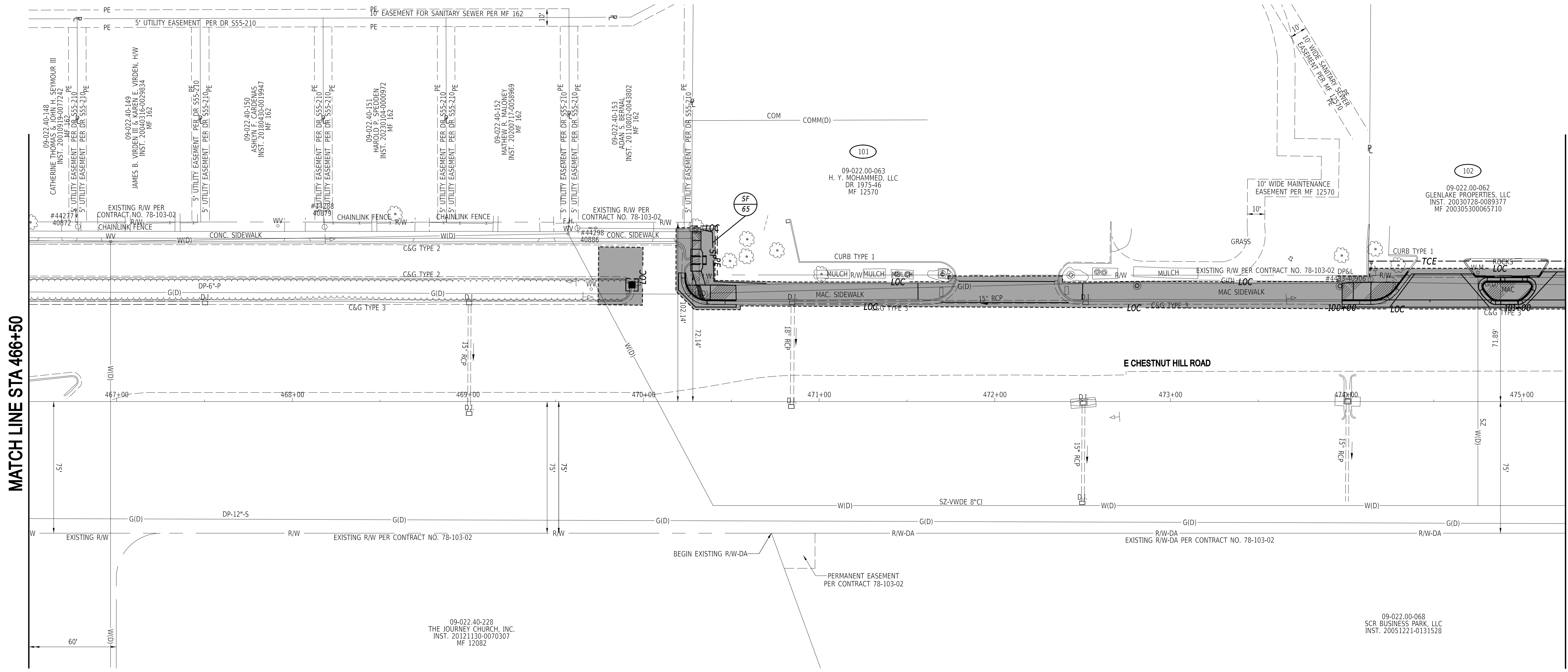
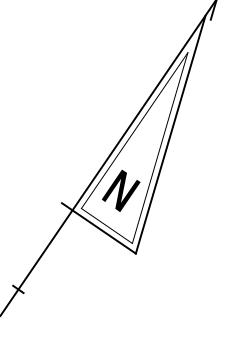
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|------------|--------------|-------------|
| CONTRACT | BRIDGE NO. | N/A |
| T202301502 | DESIGNED BY: | C. GILLIARD |
| COUNTY | CHECKED BY: | T. LORD |
| NEW CASTLE | | |

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

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| SECTION |
| PAI |
| SHEET NO. |
| 40 |

22-JAN-2025
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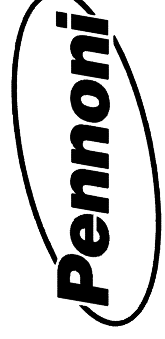




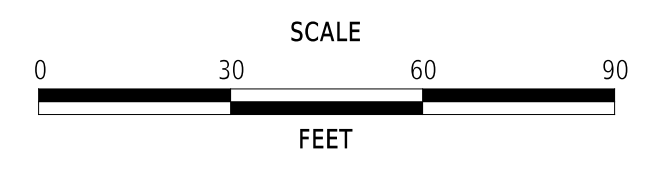
MATCH LINE STA 466+50

MATCH LINE STA 475+25

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ADDENDA / REVISIONS

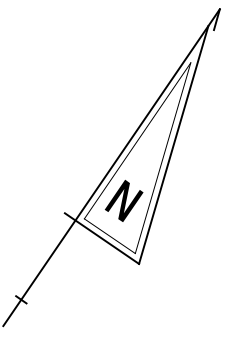


**EAST COAST GREENWAY,
SR 4 SHARED-USE PATH GAP**

| | | |
|------------|--------------|-------------|
| CONTRACT | BRIDGE NO. | N/A |
| T202301502 | DESIGNED BY: | C. GILLIARD |
| COUNTY | CHECKED BY: | T. SCROCCA |
| NEW CASTLE | | |

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

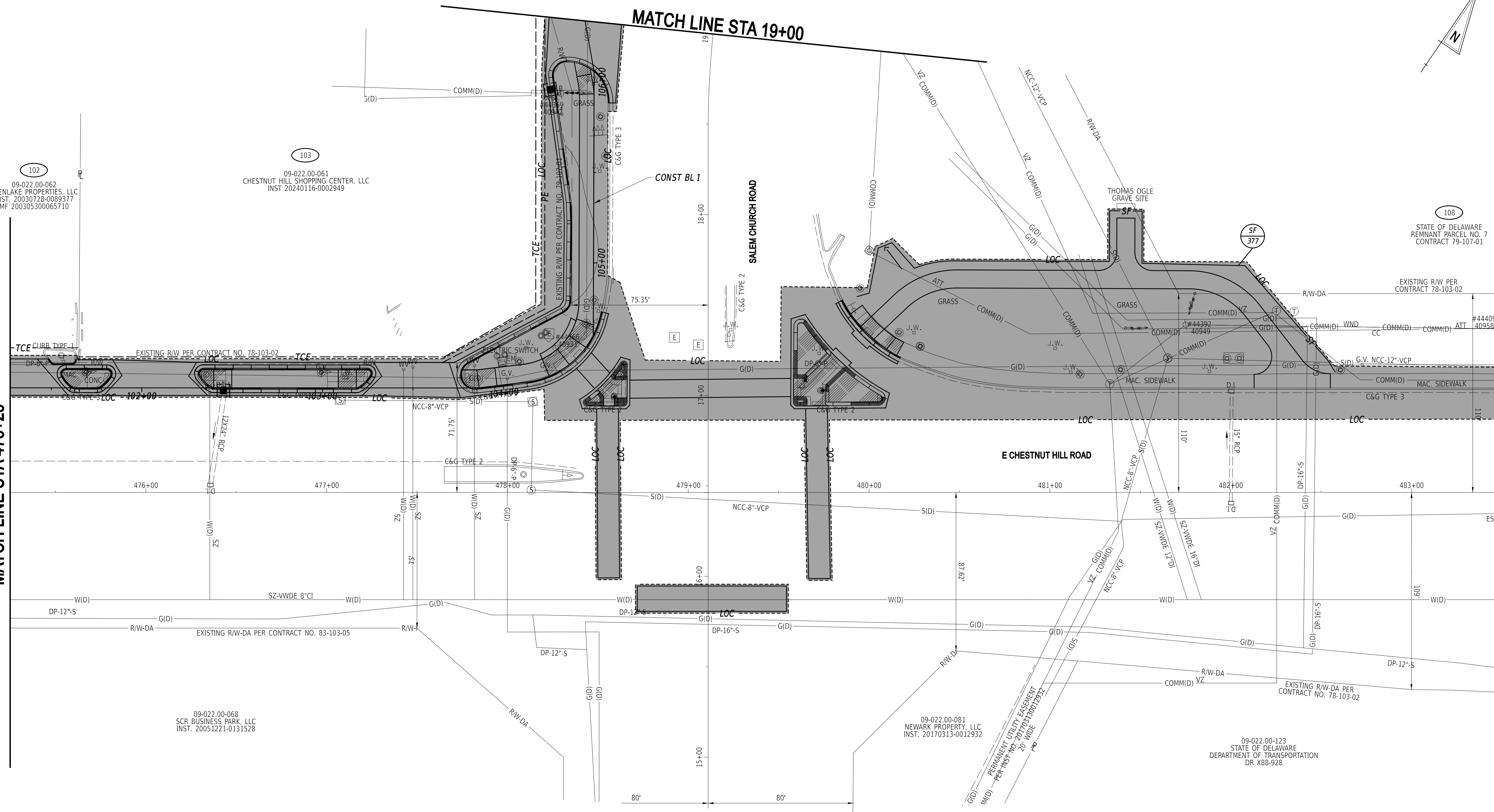
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| SECTION |
| PAI |
| SHEET NO. |
| 41 |



MATCH LINE STA 19+00

MATCH LINE STA 475+25

MATCH LINE STA 483+50



102
09-022.00-062
GLENLAKE PROPERTIES, LLC
INST. 20030728-0089377
MF 20030530065710

103
09-022.00-061
CHESTNUT HILL SHOPPING CENTER, LLC
INST 20240116-0002949

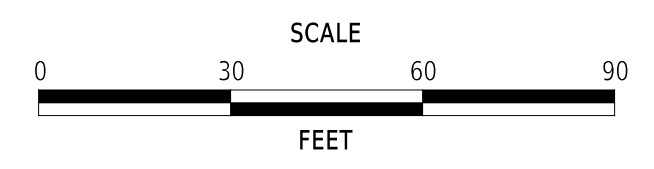
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STATE OF DELAWARE
REMNANT PARCEL NO. 7
CONTRACT 79-107-01

09-022.00-068
SCR BUSINESS PARK, LLC
INST. 20051221-0131528

09-022.00-081
NEWARK PROPERTY, LLC
INST. 20170313-0012932

09-022.00-123
STATE OF DELAWARE
DEPARTMENT OF TRANSPORTATION
DR X88-928

ADDENDA / REVISIONS



EAST COAST GREENWAY, SR 4 SHARED-USE PATH GAP

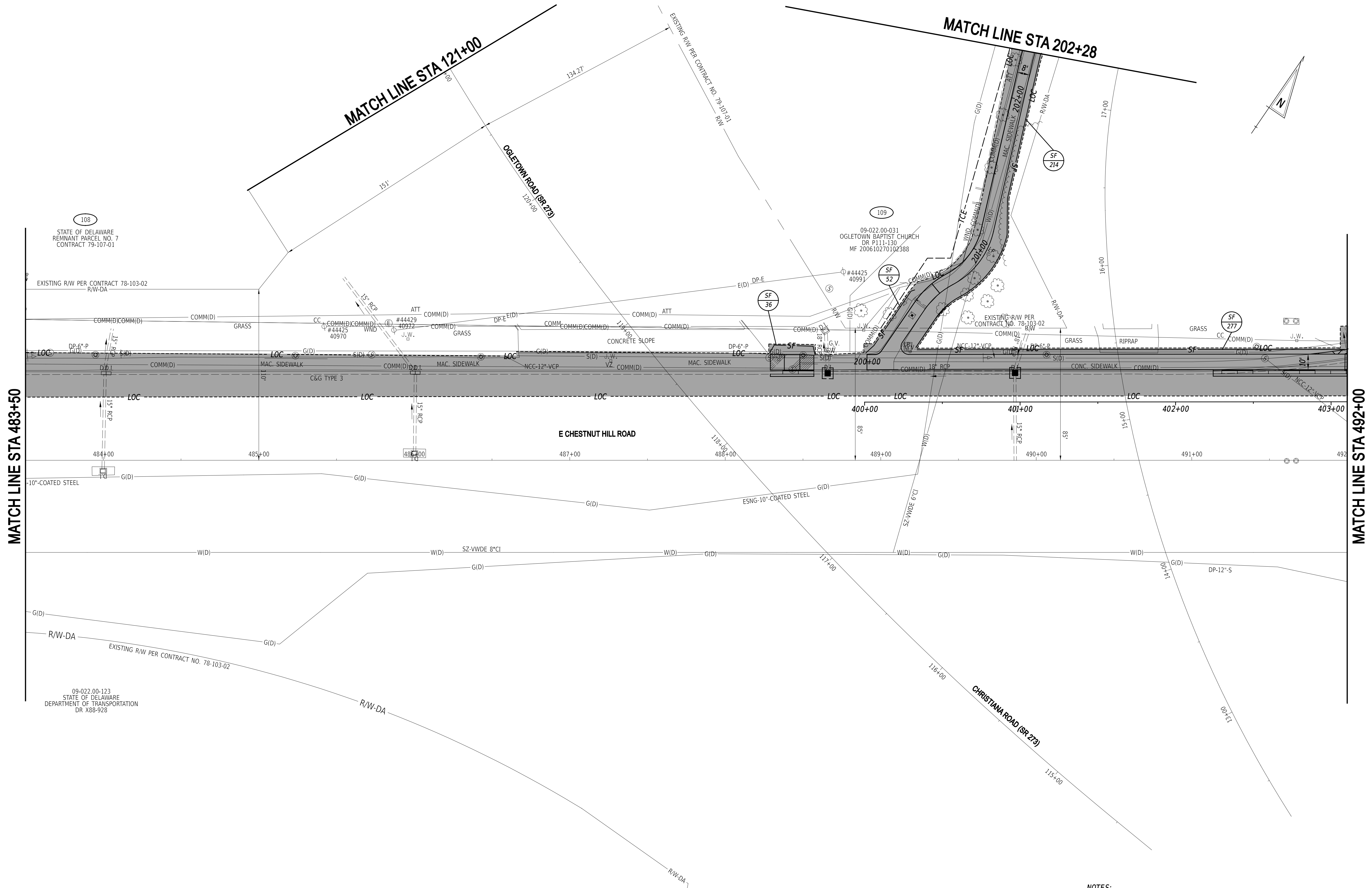
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| CONTRACT | BRIDGE NO. | N/A |
| T202301502 | DESIGNED BY: | C. GILLIARD |
| COUNTY | CHECKED BY: | T. SCROCCA |
| NEW CASTLE | | |

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

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| SECTION |
| PAI |
| SHEET NO. |
| 42 |

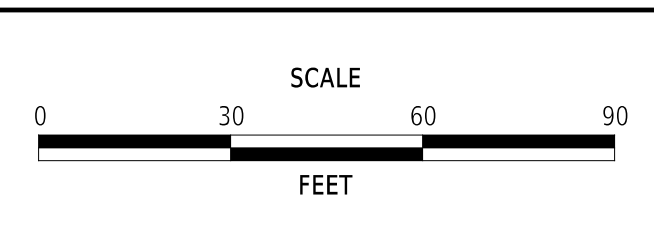


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NOTES:
 1. THE CONTRACTOR SHALL REMOVE EXISTING BOLLARDS AND FOUNDATIONS AND INSTALL NEW STEEL BOLLARD. WORK PAID FOR UNDER ITEM 211000 AND ITEM 720577.

| ADDENDA / REVISIONS | |
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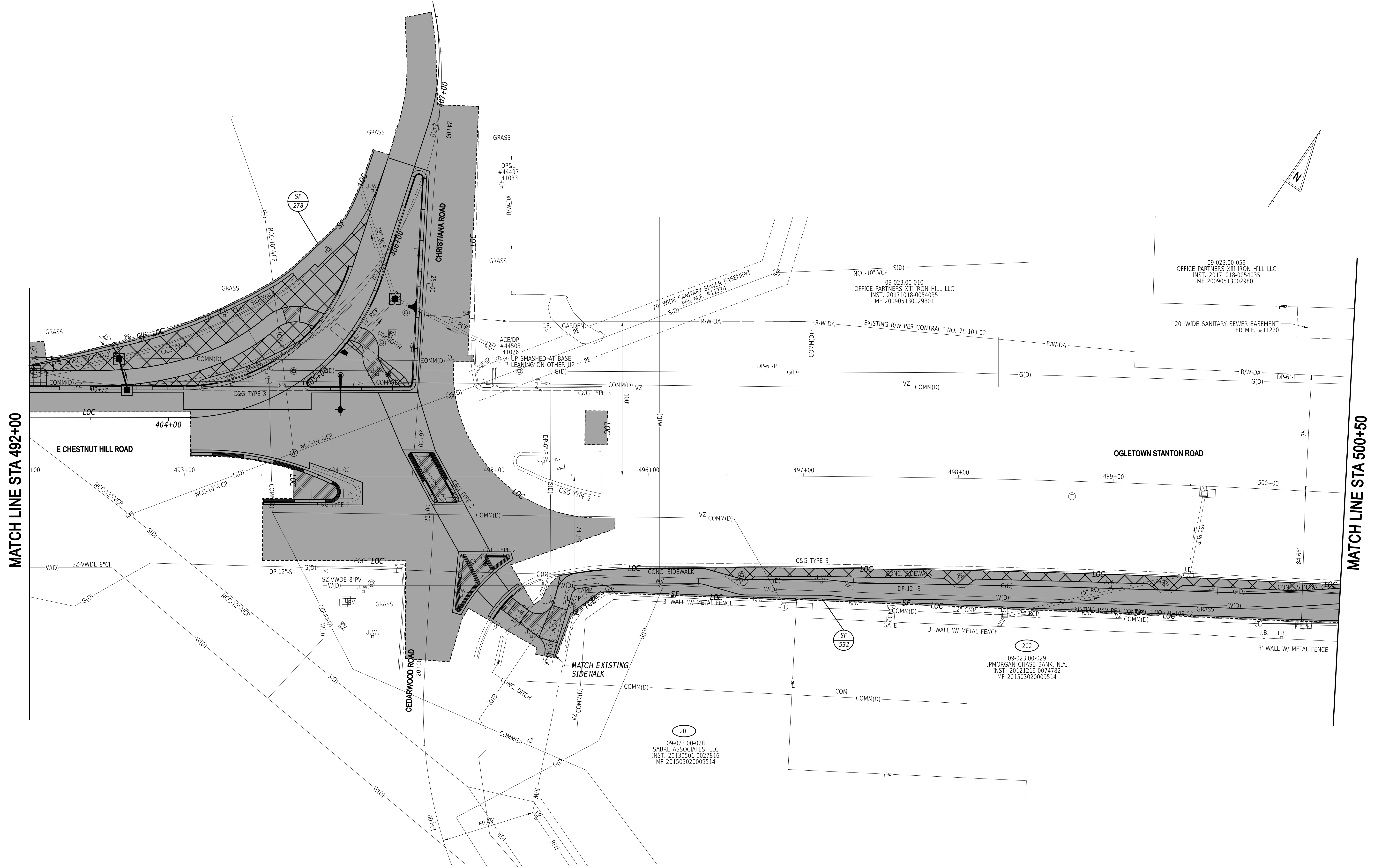


EAST COAST GREENWAY, SR 4 SHARED-USE PATH GAP

| | | | |
|----------|------------|--------------|-------------|
| CONTRACT | T202301502 | BRIDGE NO. | N/A |
| COUNTY | NEW CASTLE | DESIGNED BY: | C. GILLIARD |
| | | CHECKED BY: | T. SCROCCA |

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| CONSTRUCTION PHASING, M.O.T., AND EROSION CONTROL PLAN |
| SECTION PAI |
| SHEET NO. 43 |

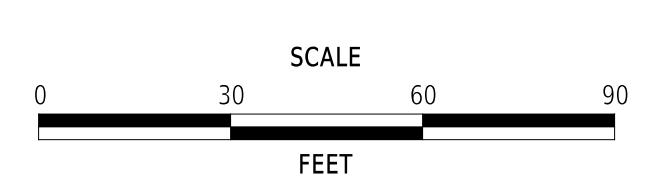
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MATCH LINE STA 492+00

MATCH LINE STA 500+50

ADDENDA / REVISIONS

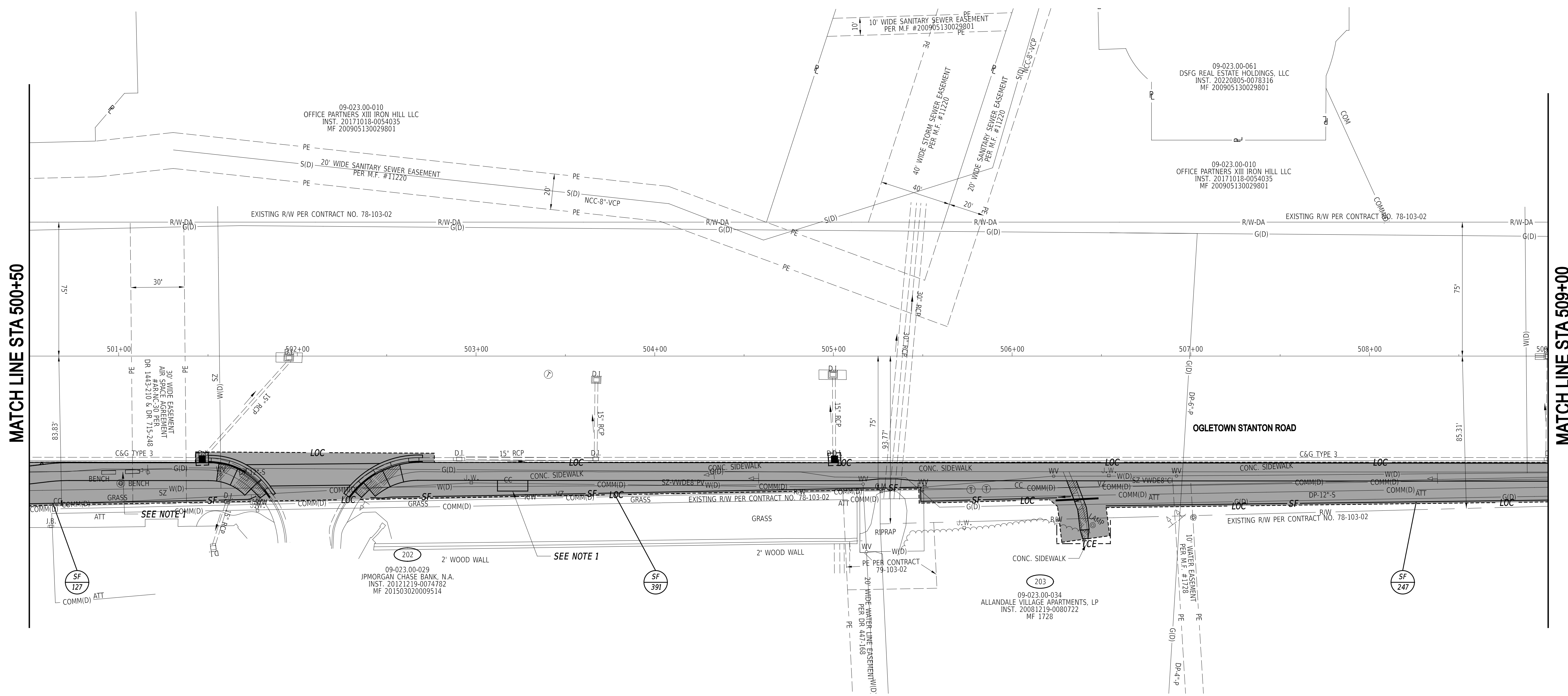
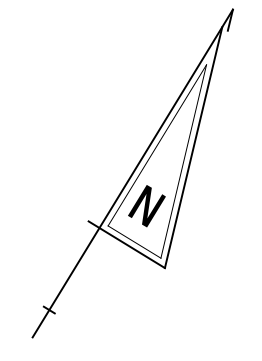


**EAST COAST GREENWAY,
SR 4 SHARED-USE PATH GAP**

| | | |
|------------|--------------|-------------|
| CONTRACT | BRIDGE NO. | N/A |
| T202301502 | DESIGNED BY: | C. GILLIARD |
| COUNTY | CHECKED BY: | T. SCROCCA |
| NEW CASTLE | | |

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

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| SECTION |
| PAI |
| SHEET NO. |
| 44 |

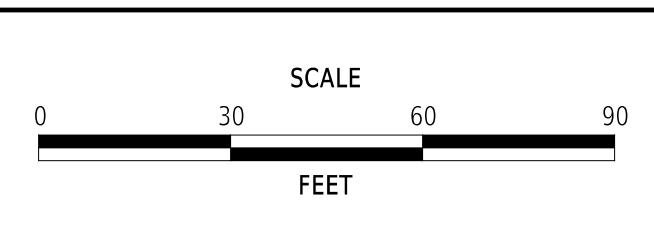


MATCH LINE STA 500+50

MATCH LINE STA 509+00

- NOTES**
1. THE CONTRACTOR SHALL MAINTAIN OPERATION OF EXISTING BUS STOP (ID 2396) AT STATION 306+20 DURING THE CONSTRUCTION OF THIS STOP'S NEW BUS STOP PAD AT STATION 308+25.

| ADDENDA / REVISIONS |
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**EAST COAST GREENWAY,
SR 4 SHARED-USE PATH GAP**

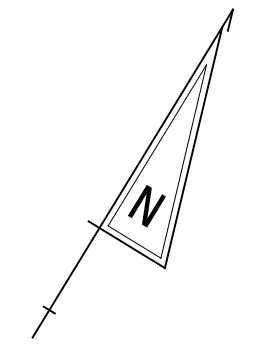
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|----------|------------|--------------|-------------|
| CONTRACT | T202301502 | BRIDGE NO. | N/A |
| COUNTY | NEW CASTLE | DESIGNED BY: | C. GILLIARD |
| | | CHECKED BY: | T. SCROCCA |

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

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| SECTION | PAI |
| SHEET NO. | 45 |

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09-023.00-010
OFFICE PARTNERS XIII IRON HILL LLC
INST. 20171018-0054035
MF 200905130029801

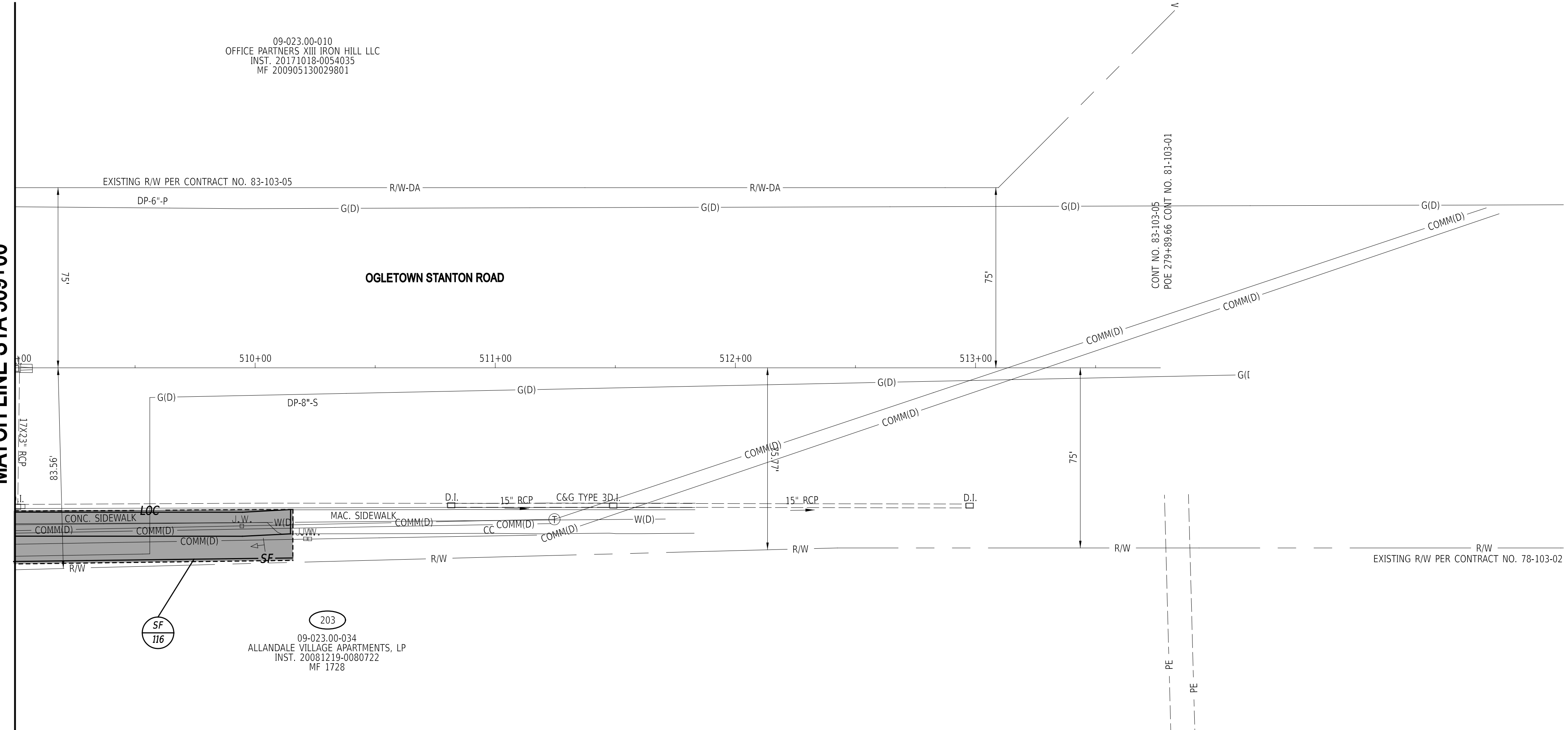
CONT. NO. 82-103-05
POE 279+69.66 CONT. NO. 81-103-01

EXISTING R/W PER CONTRACT NO. 83-103-05

OGLETOWN STANTON ROAD

EXISTING R/W PER CONTRACT NO. 78-103-02

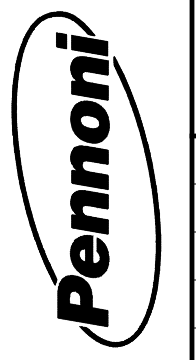
MATCH LINE STA 509+00



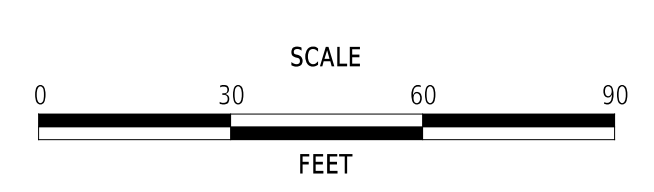
SF
116

203
09-023.00-034
ALLANDALE VILLAGE APARTMENTS, LP
INST. 20081219-0080722
MF 1728

22-JAN-2025
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ADDENDA / REVISIONS



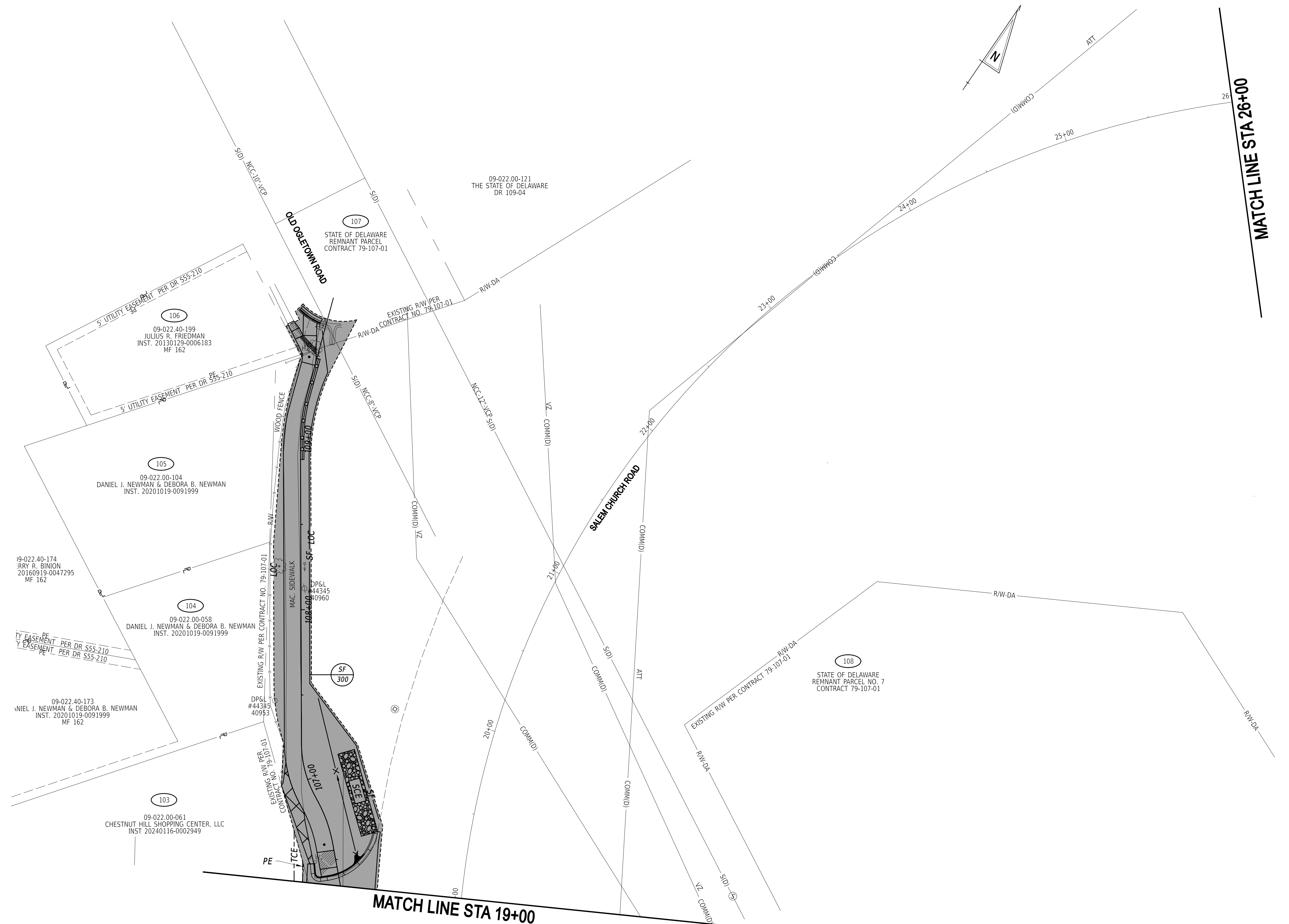
**EAST COAST GREENWAY,
SR 4 SHARED-USE PATH GAP**

| | | |
|------------|--------------|-------------|
| CONTRACT | BRIDGE NO. | N/A |
| T202301502 | DESIGNED BY: | C. GILLIARD |
| COUNTY | CHECKED BY: | T. SCROCCA |
| NEW CASTLE | | |

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

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| SECTION |
| PAI |
| SHEET NO. |
| 46 |

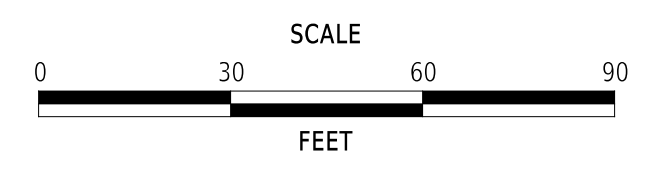
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MATCH LINE STA 19+00

MATCH LINE STA 26+00

| ADDENDA / REVISIONS |
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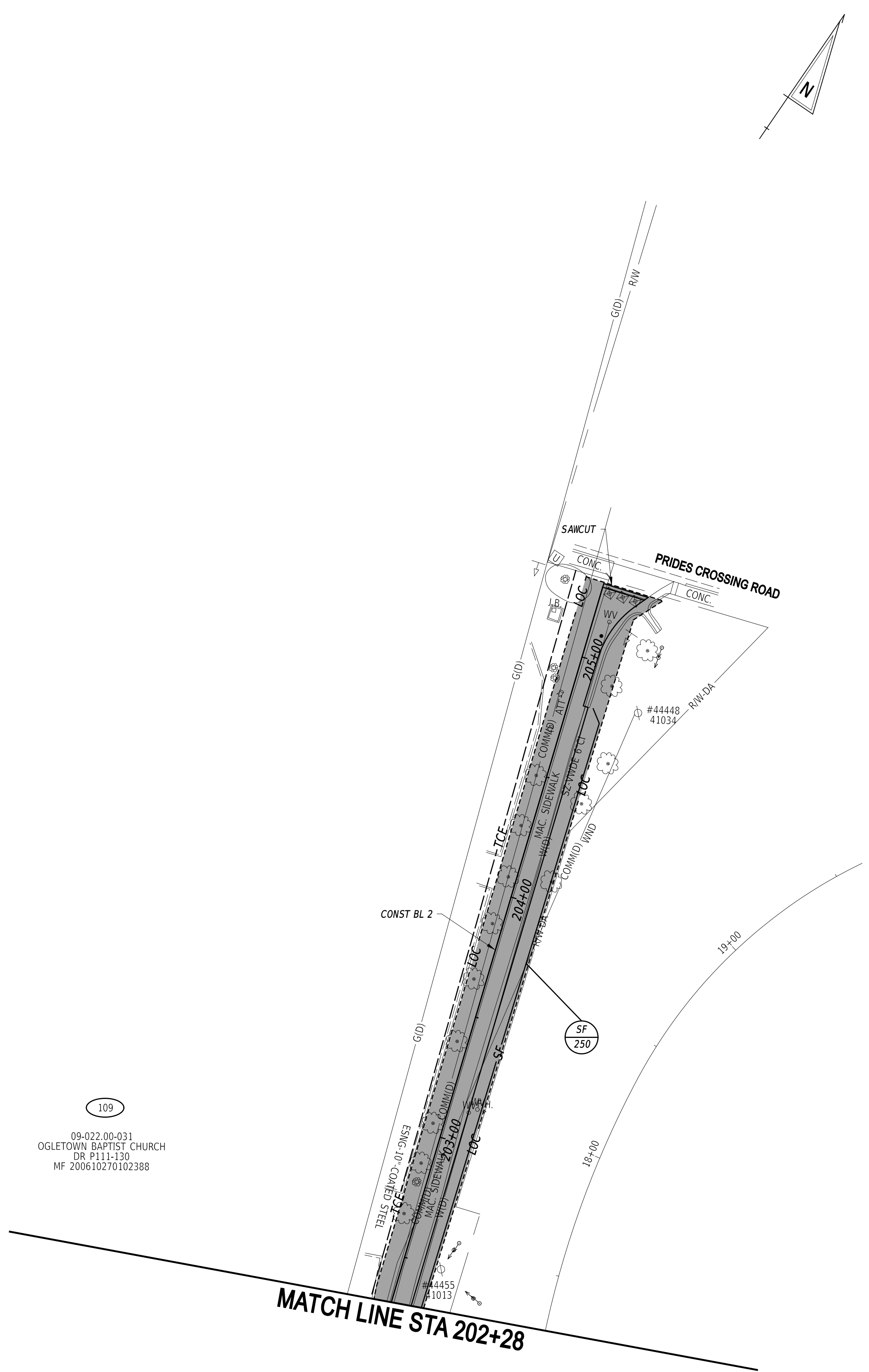
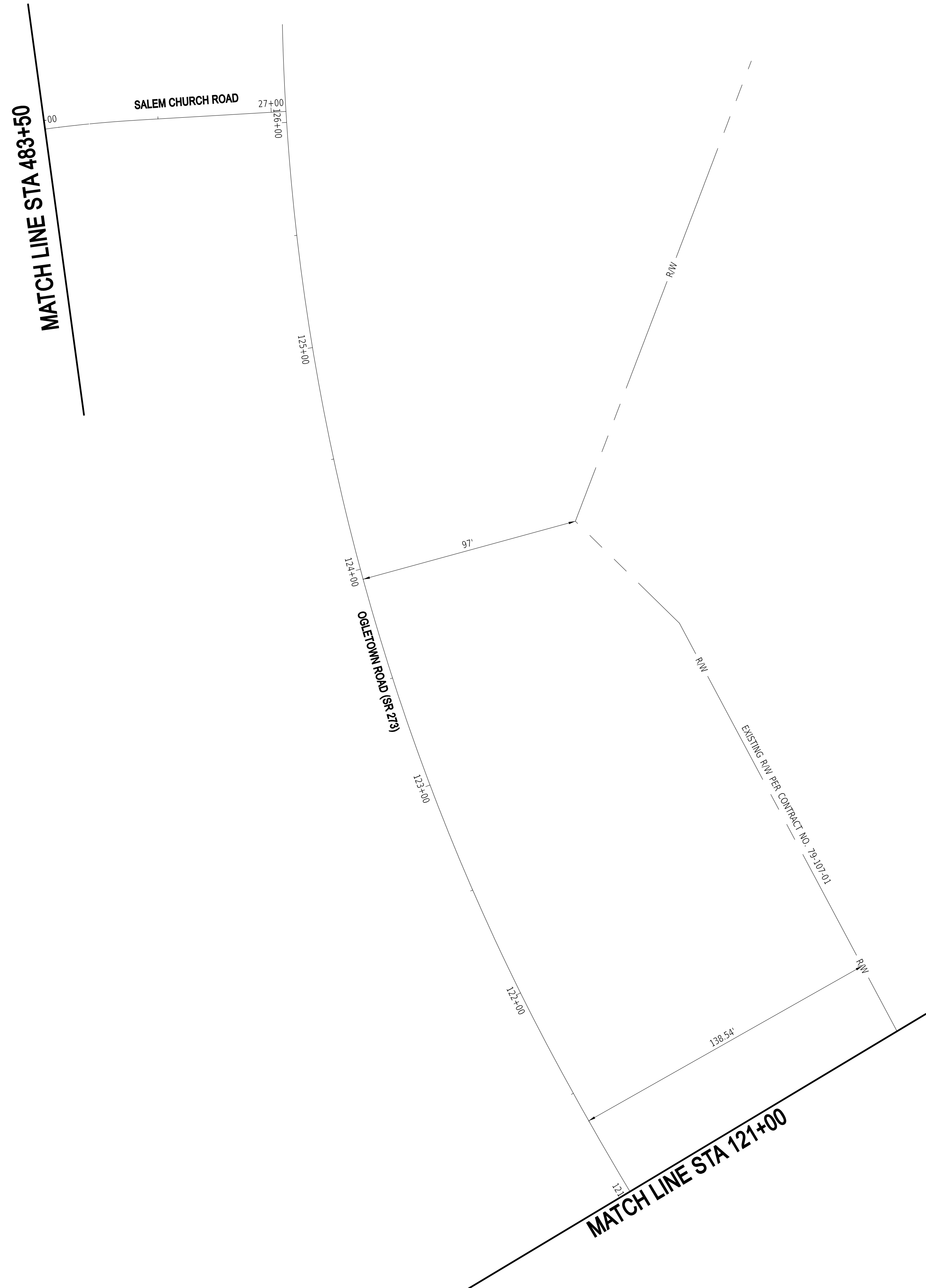
**EAST COAST GREENWAY,
SR 4 SHARED-USE PATH GAP**

| | | |
|------------|--------------|-------------|
| CONTRACT | BRIDGE NO. | N/A |
| T202301502 | DESIGNED BY: | C. GILLIARD |
| COUNTY | CHECKED BY: | T. SCROCCA |
| NEW CASTLE | | |

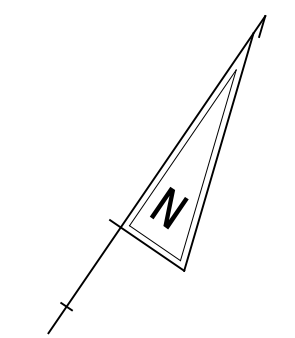
**CONSTRUCTION PHASING,
M.O.T., AND EROSION
CONTROL PLAN**

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| SECTION |
| PAI |
| SHEET NO. |
| 47 |

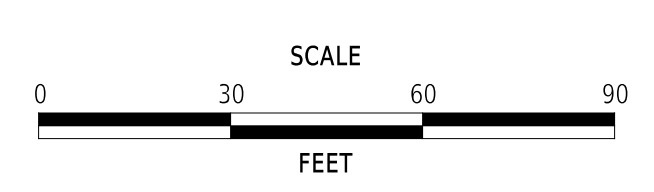
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109
 09-022.00-031
 OGLETOWN BAPTIST CHURCH
 DR P111-130
 MF 200610270102388



| ADDENDA / REVISIONS | |
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**EAST COAST GREENWAY,
 SR 4 SHARED-USE PATH GAP**

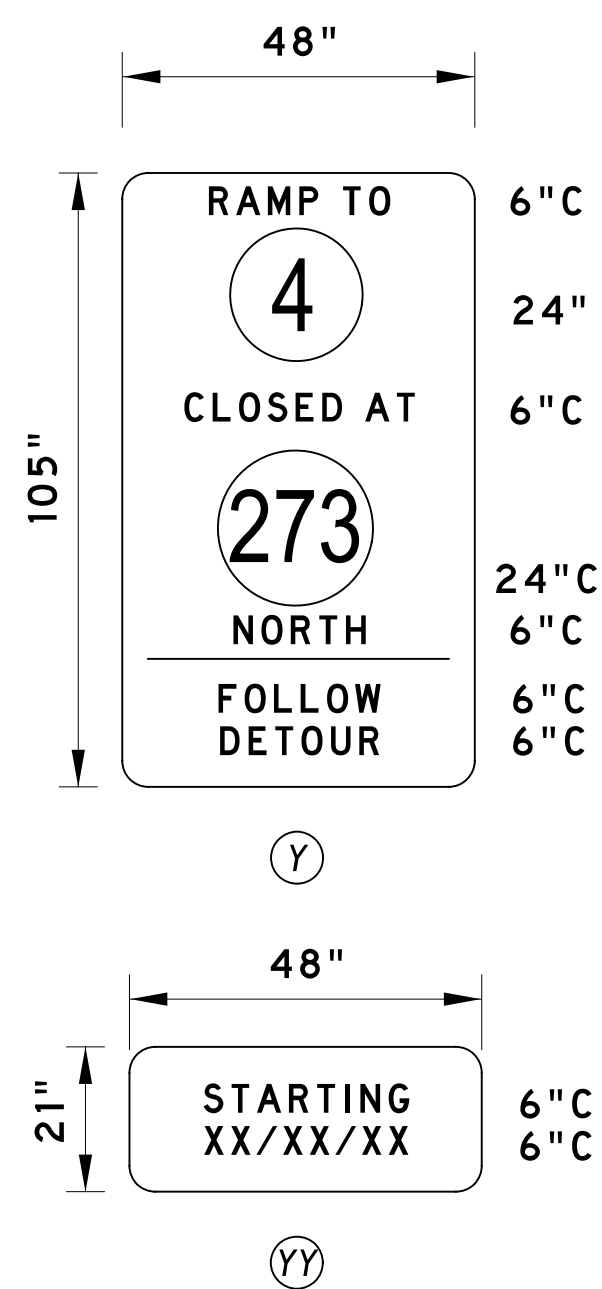
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| CONTRACT | BRIDGE NO. | N/A |
| T202301502 | DESIGNED BY: | C. GILLIARD |
| COUNTY | CHECKED BY: | T. SCROCCA |
| NEW CASTLE | | |

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

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| SECTION |
| PAI |
| SHEET NO. |
| 48 |

PORTABLE CHANGEABLE MESSAGE SIGNS

SPECIAL SIGNS

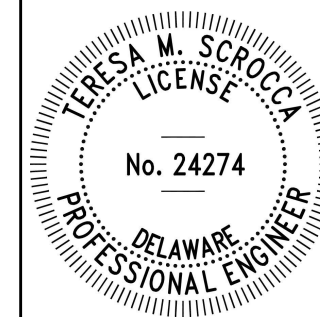


1. DISPLAY (Y) SIGNS, ALONG WITH THE (YY) PLAQUE, FOR 10 DAYS PRIOR TO THE IMPLEMENTATION OF THE DETOUR. (YY) PLAQUE TO COMPLETELY COVER "FOLLOW DETOUR" LEGEND ON (Y) SIGNS. UPON IMPLEMENTATION OF THE DETOUR, REMOVE (YY) PLAQUE FROM (Y) SIGNS.
2. ALL SIGNS SHALL HAVE A BLACK LEGEND ON A RETROREFLECTIVE, PRISMATIC, FLUORESCENT ORANGE BACKGROUND. DELAWARE ROUTE SYMBOL SHALL HAVE A BLACK LEGEND ON A WHITE BACKGROUND.

PREPARED BY
PENNONI ASSOCIATES INC.



12/10/2024
DATE

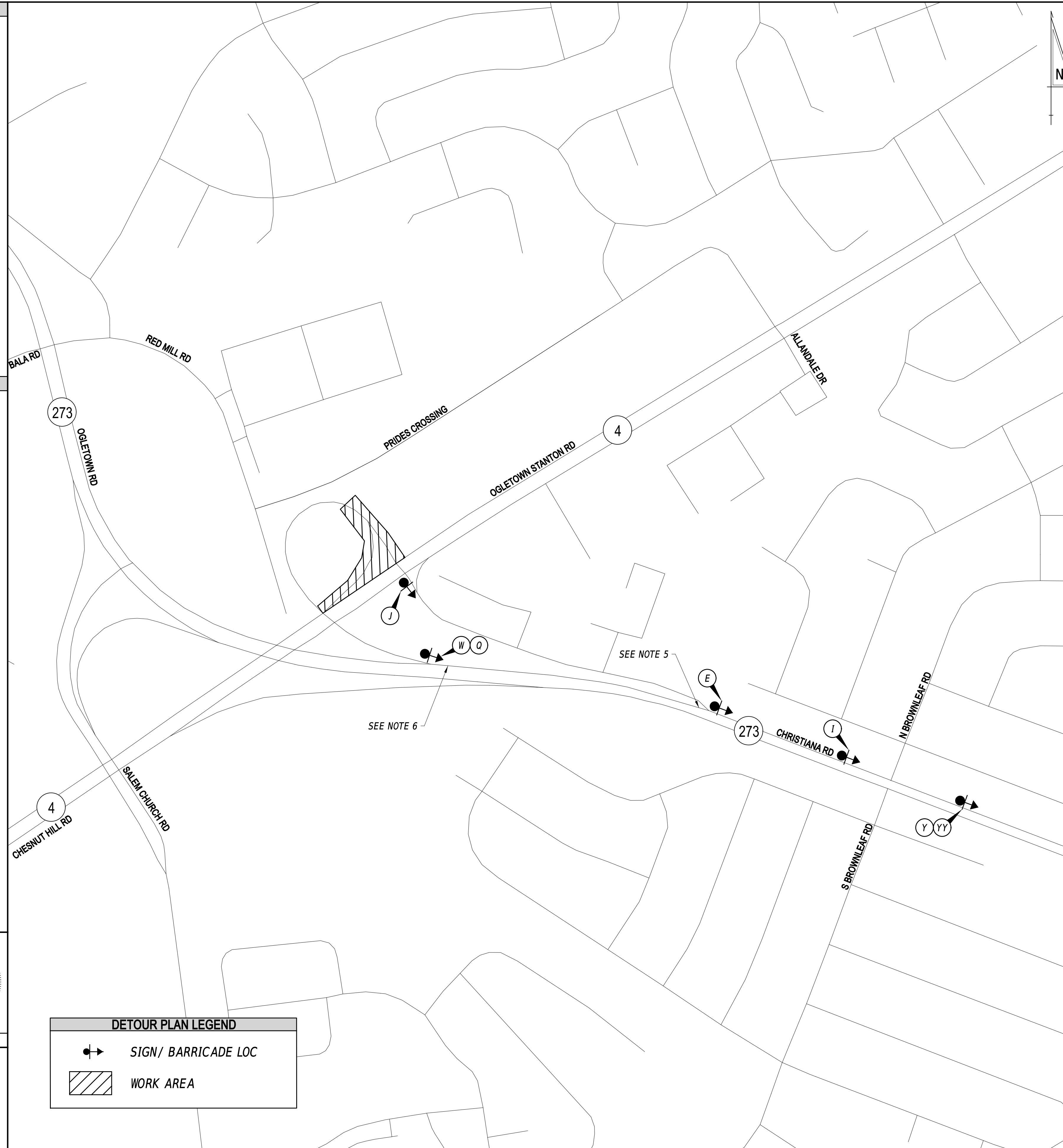


SEAL

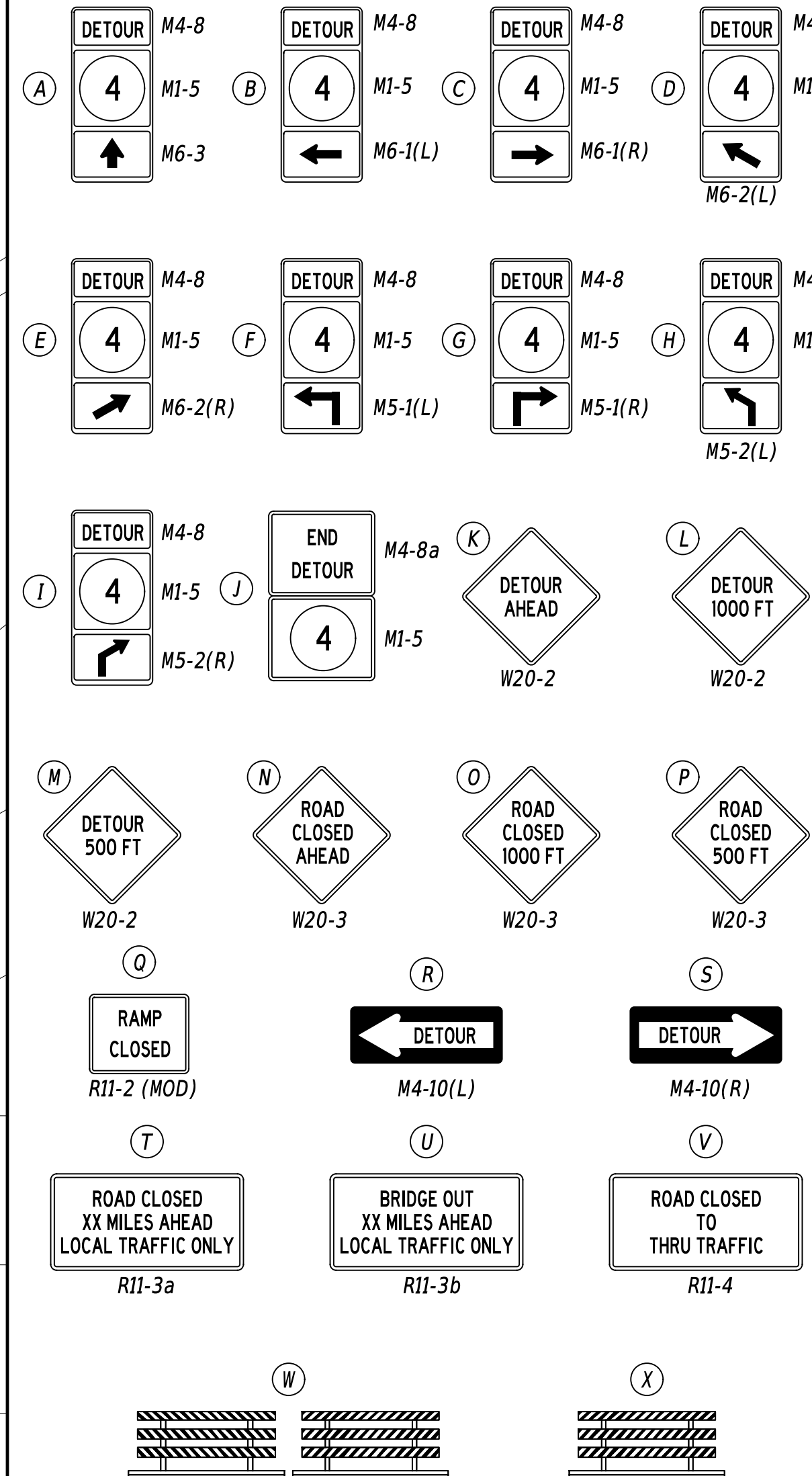
Zach Barber
12/10/2024
DATE

"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."

DETOUR PLAN LEGEND



LEGEND



GENERAL NOTES

1. ALL TEMPORARY TRAFFIC CONTROL DEVICES ARE TO BE SUPPLIED AND MAINTAINED BY THE GENERAL CONTRACTOR AND SHALL BE IN COMPLIANCE WITH THIS PLAN AND THE DELAWARE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (DE MUTCD) LATEST EDITION.
2. SIGNS "N" THROUGH "Q" AND "T" AND "V", THE WORD "ROAD" SHALL BE CHANGED TO "RAMP", "RR XING" OR "BRIDGE" WHERE APPLICABLE.
3. "W" TYPE 3 BARRICADES AT A ROAD CLOSURE SHALL BE PLACED COMPLETELY ACROSS THE ROADWAY, FROM CURB TO CURB, OR FROM EDGE OF ROAD TO EDGE OF ROAD, WITH THE STRIPES POSITIONED DOWNWARD TOWARD THE CENTER OF THE ROADWAY.
4. BARRICADES SHALL BE A MINIMUM OF 6 FEET WIDE UNLESS DIRECTED BY THE ENGINEER.
5. THE CONTRACTOR SHALL AFFIX "EXIT CLOSED" TEMPORARY OVERLAY ONTO OVERHEAD EXIT SIGN FROM SR 273 NB TO SR 4, LOCATED APPROXIMATELY 700 FEET WEST OF BROWNLEAF ROAD. OVERLAY SHALL BE BLACK ON FLUORESCENT ORANGE AND SHALL BE INSTALLED DIAGONALLY FROM THE BOTTOM LEFT TO THE TOP RIGHT ACROSS THE ENTIRE FACE OF THE SIGN.

THE CONTRACTOR SHALL ALSO COVER THE "LOCAL TRAFFIC ONLY" PLAQUE AFFIXED TO THE EXISTING CEDARWOOD ROAD EXIT SIGN.
6. THE CONTRACTOR SHALL AFFIX "EXIT CLOSED" TEMPORARY OVERLAY ONTO OVERHEAD EXIT SIGN FROM SR 273 NB TO SR 4, LOCATED AT THE EXIT RAMP. OVERLAY SHALL BE BLACK ON FLUORESCENT ORANGE AND SHALL BE INSTALLED DIAGONALLY FROM THE BOTTOM LEFT TO THE TOP RIGHT ACROSS THE ENTIRE FACE OF THE SIGN.

DETOUR DESCRIPTION

(TO BE USED ON ROAD CLOSURE NOTIFICATION AND TRAFFIC ALERT BY ENGINEER)
NORTHBOUND VEHICLES WANTING TO TRAVEL EAST OR WEST ON SR 4 (OGLETOWN STATION ROAD) FROM SR 273 (CHRISTIANA ROAD) WILL EXIT SR 273 VIA THE RAMP FOR CEDARWOOD ROAD.

CONCURRENCE FOR IMPLEMENTATION

Dave Wynn 12/12/2024
TRAFFIC SAFETY DATE

ADDENDA / REVISIONS

NOT TO SCALE

EAST COAST GREENWAY
SR 4 SHARED-USE PATH GAP

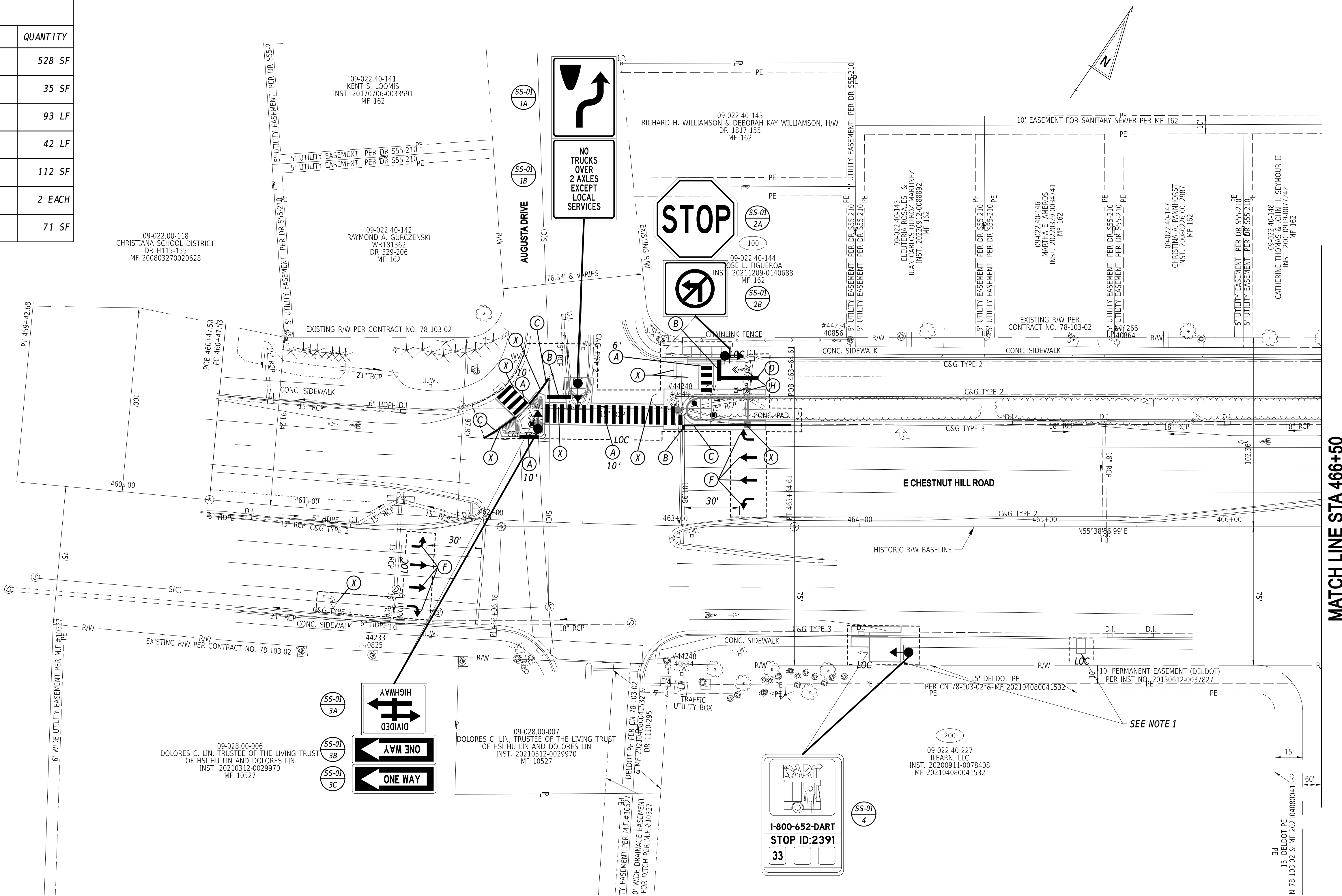
| | | |
|------------|--------------|---------|
| CONTRACT | PERMIT NO. | N/A |
| T202301502 | DESIGNED BY: | M. GAC |
| COUNTY | CHECKED BY: | T. LORD |
| NEW CASTLE | | |

DETOUR PLAN -
VEHICULAR
SR 273 OFF-RAMP @ SR 4

| | |
|-----------|-----|
| SECTION | PAI |
| SHEET NO. | 49 |

LAST REVISED: 9/11/2018
10-DEC-2024
10:02
U:\Accounts\DEDOT\DEDOT2015 - AGR1955\Task 6 SR 4 Side Path Gap\DESIGN\CTD\MD\PO1_SRA_T202301502_PEM.dgn

| PAVEMENT MARKINGS LEGEND | | |
|--------------------------|---|----------|
| SYM | ITEM | QUANTITY |
| (A) | ALKYD-THERMOPLASTIC PAVEMENT STRIPING, WHITE 24" SOLID (ITEM 817002) | 528 SF |
| (B) | ALKYD-THERMOPLASTIC PAVEMENT STRIPING, WHITE 16" SOLID (ITEM 817002) | 35 SF |
| (C) | EPOXY RESIN PAINT PAVEMENT STRIPING, WHITE 6" SOLID (ITEM 817042) | 93 LF |
| (D) | EPOXY RESIN PAINT PAVEMENT STRIPING, YELLOW 6" SOLID (ITEM 817042) | 42 LF |
| (F) | ALKYD-THERMOPLASTIC PAVEMENT STRIPING, WHITE SYMBOL/LEGEND, (ITEM 817002) | 112 SF |
| (H) | PREFORMED THERMOPLASTIC PAVEMENT MARKING WHITE, BIKE SYMBOL (ITEM 817015) | 2 EACH |
| (X) | REMOVAL OF PAVEMENT STRIPING (ITEM 817031) | 71 SF |



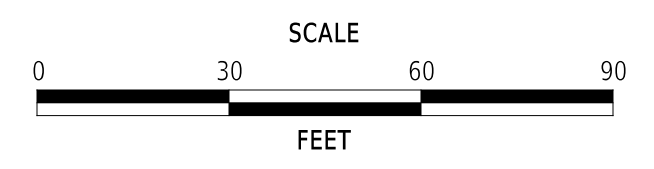
MATCH LINE STA 466+50

- NOTES**
- THE CONTRACTOR SHALL CONSTRUCT A TEMPORARY BUS STOP PAD, TYPE 1 (STANDARD DETAIL M-9) AND INSTALL THE TEMPORARY DART BUS STOP PULL-OFF DETAIL AS SHOWN ON SHEET 38, AT APPROXIMATE STATION 465+20 (R) TO BE OPERABLE DURING THE RECONSTRUCTION OF THE EXISTING BUS STOP (ID 2391).

22-JAN-2025
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ADDENDA / REVISIONS

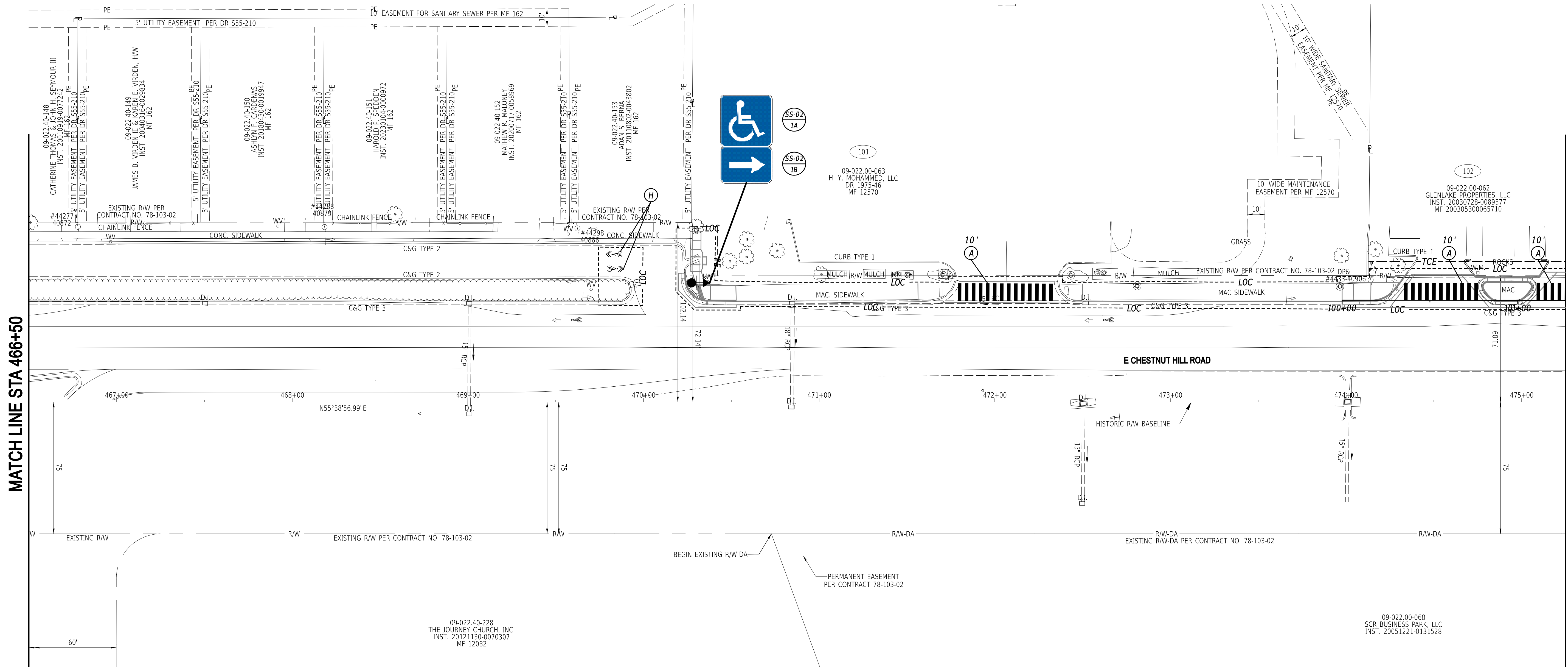
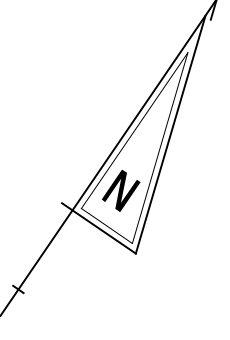


**EAST COAST GREENWAY,
SR 4 SHARED-USE PATH GAP**

| | | |
|------------|--------------|-------------|
| CONTRACT | BRIDGE NO. | N/A |
| T202301502 | DESIGNED BY: | C. HOLLOWAY |
| COUNTY | CHECKED BY: | T. SCROCCA |
| NEW CASTLE | | |

**SIGNING, STRIPING
AND CONDUIT PLAN**

| |
|-----------|
| SS-01 |
| SECTION |
| PAI |
| SHEET NO. |
| 50 |

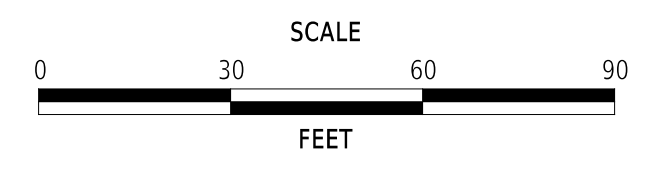


MATCH LINE STA 466+50

MATCH LINE STA 475+25

| PAVEMENT MARKINGS LEGEND | | |
|--------------------------|---|----------|
| SYM | ITEM | QUANTITY |
| (A) | ALKYD-THERMOPLASTIC PAVEMENT STRIPING, WHITE 24" SOLID (ITEM 817002) | 580 SF |
| (H) | PREFORMED THERMOPLASTIC PAVEMENT MARKING WHITE, BIKE SYMBOL (ITEM 817015) | 2 EACH |

ADDENDA / REVISIONS



**EAST COAST GREENWAY,
SR 4 SHARED-USE PATH GAP**

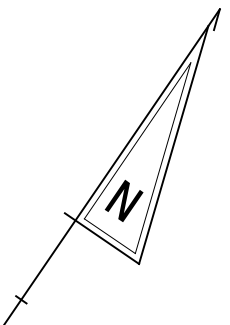
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|------------|--------------|-------------|
| CONTRACT | BRIDGE NO. | N/A |
| T202301502 | DESIGNED BY: | C. HOLLOWAY |
| COUNTY | CHECKED BY: | T. SCROCCA |
| NEW CASTLE | | |

**SIGNING, STRIPING
AND CONDUIT PLAN**

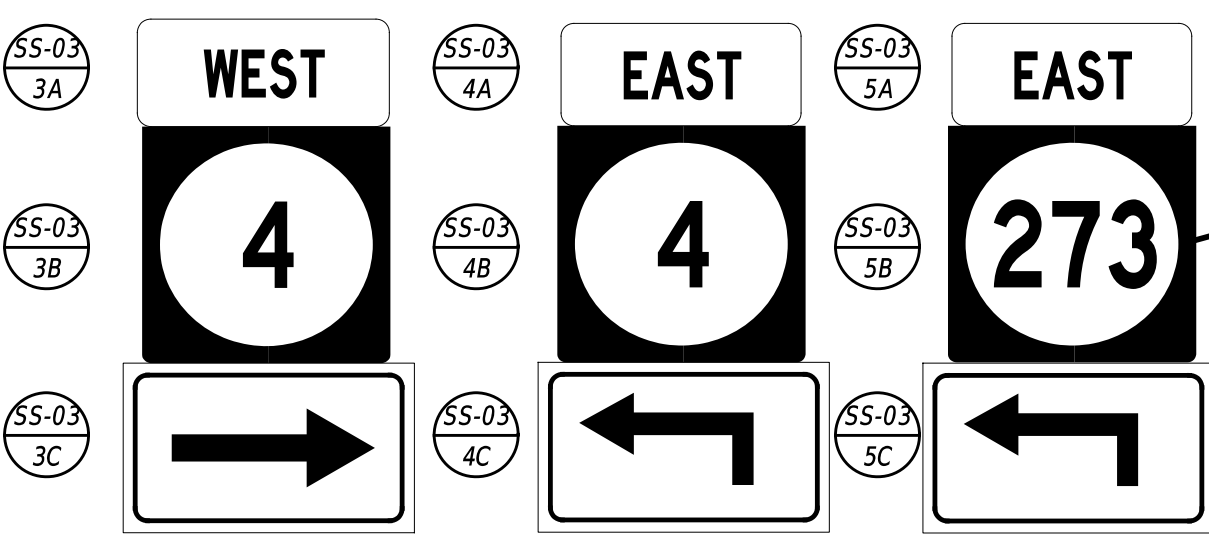
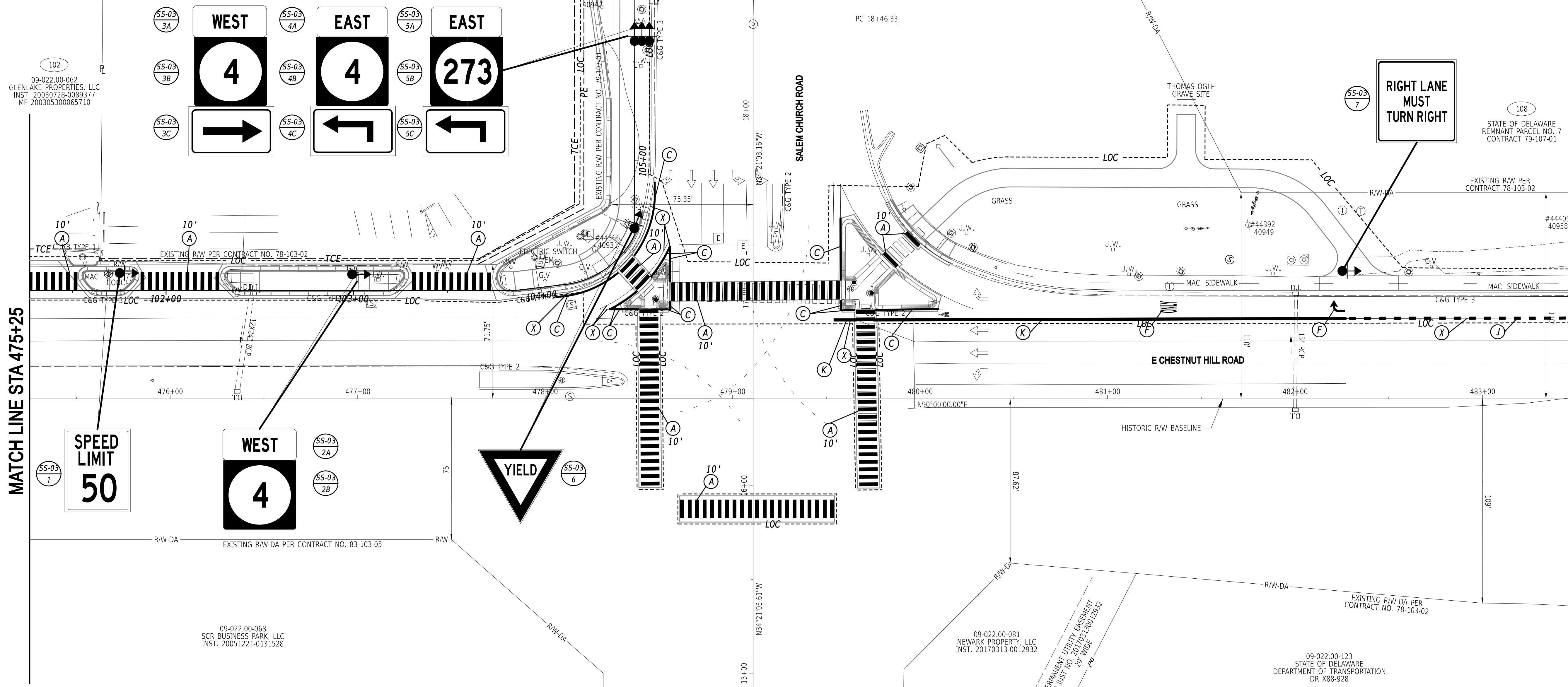
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|--------------|
| SS-02 |
| SECTION |
| PAI |
| SHEET NO. |
| 51 |

22-JAN-2025
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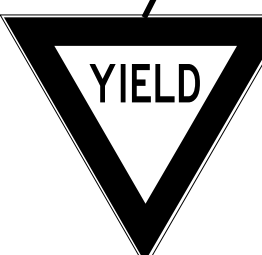
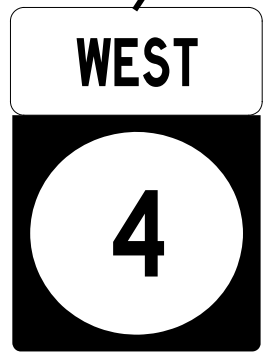




MATCH LINE STA 19+00



RIGHT LANE MUST TURN RIGHT

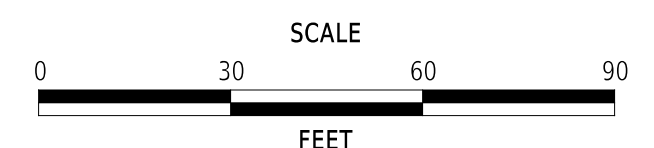


MATCH LINE STA 475+25

MATCH LINE STA 483+50

| PAVEMENT MARKINGS LEGEND | | |
|--------------------------|--|----------|
| SYM | ITEM | QUANTITY |
| (A) | ALKYD-THERMOPLASTIC PAVEMENT STRIPING, WHITE 24" SOLID (ITEM 817002) | 2540 SF |
| (C) | EPOXY RESIN PAINT PAVEMENT STRIPING, WHITE 6" SOLID (ITEM 817042) | 234 LF |
| (F) | ALKYD-THERMOPLASTIC PAVEMENT STRIPING, WHITE SYMBOL/LEGEND, (ITEM 817002) | 39 SF |
| (J) | EPOXY RESIN PAINT PAVEMENT STRIPING, WHITE 12" DOTTED - 2' LINE & 6' GAP (ITEM 817042) | 31 LF |
| (K) | EPOXY RESIN PAINT PAVEMENT STRIPING, WHITE 12" SOLID (ITEM 817043) | 261 LF |
| (X) | REMOVAL OF PAVEMENT STRIPING (ITEM 817031) | 205 SF |

ADDENDA / REVISIONS



**EAST COAST GREENWAY,
SR 4 SHARED-USE PATH GAP**

| | | |
|------------|--------------|-------------|
| CONTRACT | BRIDGE NO. | N/A |
| T202301502 | DESIGNED BY: | C. HOLLOWAY |
| COUNTY | CHECKED BY: | T. SCROCCA |
| NEW CASTLE | | |

**SIGNING, STRIPING
AND CONDUIT PLAN**

| |
|--------------|
| SS-03 |
| SECTION |
| PAI |
| SHEET NO. |
| 52 |

22-JAN-2025
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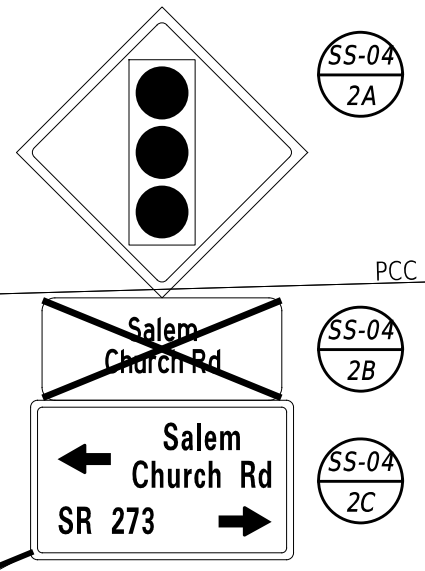
MATCH LINE STA 121+00

MATCH LINE STA 202+31

MATCH LINE STA 483+50

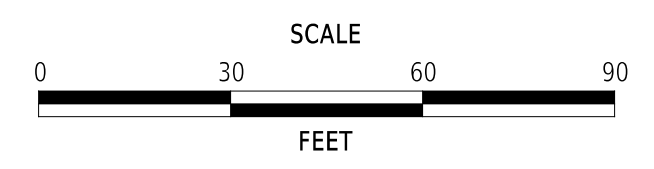
MATCH LINE STA 492+00

RIGHT LANE
MUST
TURN RIGHT



| PAVEMENT MARKINGS LEGEND | | |
|--------------------------|--|----------|
| SYM | ITEM | QUANTITY |
| (C) | EPOXY RESIN PAINT PAVEMENT STRIPING, WHITE 6" SOLID (ITEM 817042) | 136 LF |
| (F) | ALKYD-THERMOPLASTIC PAVEMENT STRIPING, WHITE SYMBOL/LEGEND, (ITEM 817002) | 54 SF |
| (J) | EPOXY RESIN PAINT PAVEMENT STRIPING, WHITE 12" DOTTED - 2' LINE & 6' GAP (ITEM 817043) | 210 LF |
| (K) | EPOXY RESIN PAINT PAVEMENT STRIPING, WHITE 12" SOLID (ITEM 817043) | 12 F |
| (X) | REMOVAL OF PAVEMENT STRIPING (ITEM 817031) | 164 SF |

ADDENDA / REVISIONS



**EAST COAST GREENWAY,
SR 4 SHARED-USE PATH GAP**

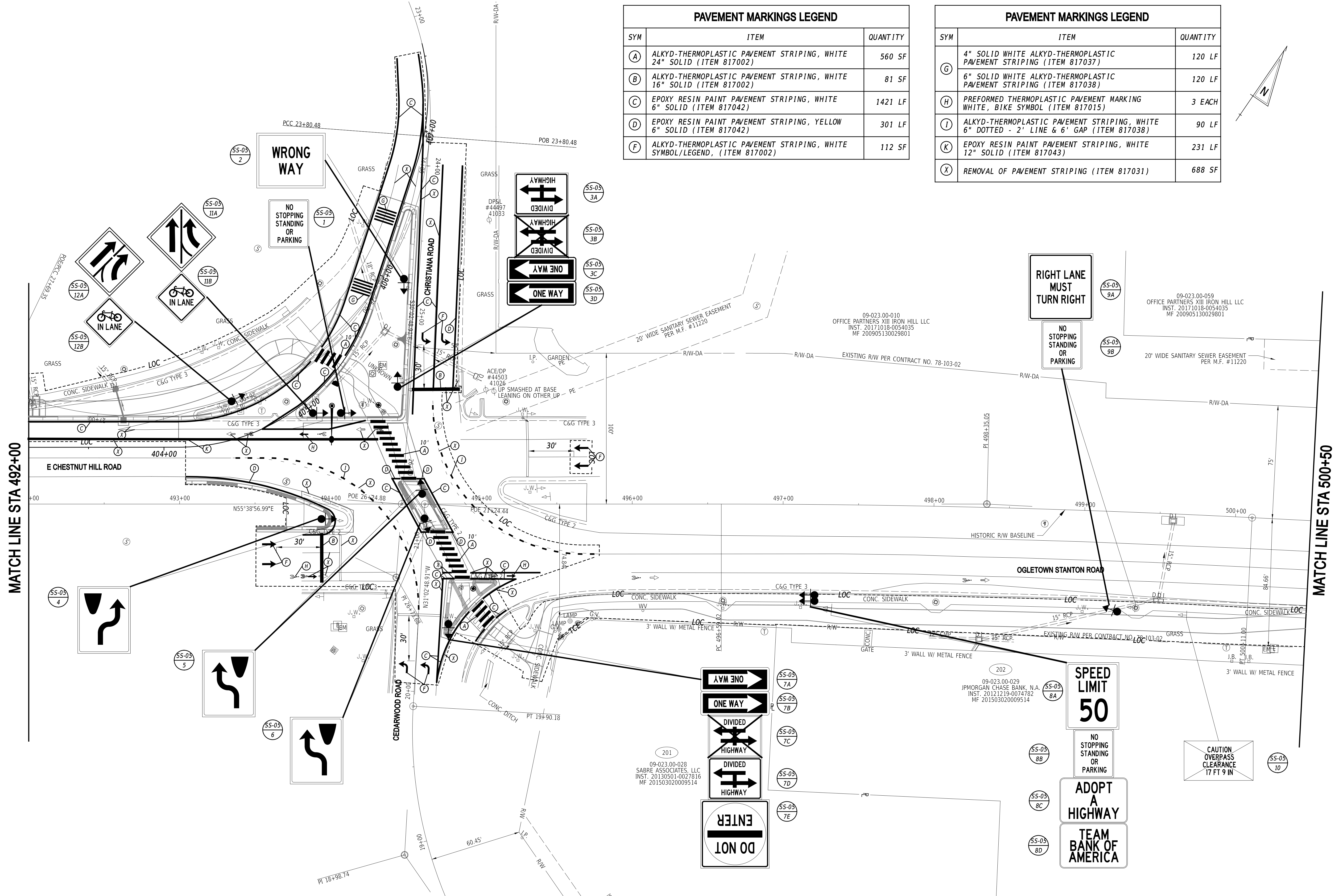
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| CONTRACT | T202301502 | BRIDGE NO. | N/A |
| COUNTY | NEW CASTLE | DESIGNED BY: | C. HOLLOWAY |
| | | CHECKED BY: | T. SCROCCA |

**SIGNING, STRIPING
AND CONDUIT PLAN**

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| SS-04 |
| SECTION |
| PAI |
| SHEET NO. |
| 53 |

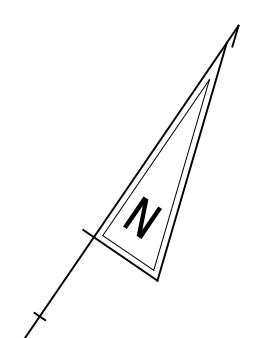
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| PAVEMENT MARKINGS LEGEND | | |
|--------------------------|---|----------|
| SYM | ITEM | QUANTITY |
| (A) | ALKYD-THERMOPLASTIC PAVEMENT STRIPING, WHITE 24" SOLID (ITEM 817002) | 560 SF |
| (B) | ALKYD-THERMOPLASTIC PAVEMENT STRIPING, WHITE 16" SOLID (ITEM 817002) | 81 SF |
| (C) | EPOXY RESIN PAINT PAVEMENT STRIPING, WHITE 6" SOLID (ITEM 817042) | 1421 LF |
| (D) | EPOXY RESIN PAINT PAVEMENT STRIPING, YELLOW 6" SOLID (ITEM 817042) | 301 LF |
| (F) | ALKYD-THERMOPLASTIC PAVEMENT STRIPING, WHITE SYMBOL/LEGEND, (ITEM 817002) | 112 SF |

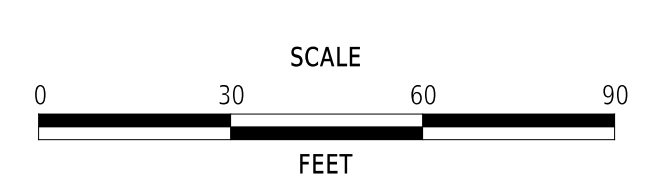
| PAVEMENT MARKINGS LEGEND | | |
|--------------------------|---|----------|
| SYM | ITEM | QUANTITY |
| (G) | 4" SOLID WHITE ALKYD-THERMOPLASTIC PAVEMENT STRIPING (ITEM 817037) | 120 LF |
| (H) | 6" SOLID WHITE ALKYD-THERMOPLASTIC PAVEMENT STRIPING (ITEM 817038) | 120 LF |
| (H) | PREFORMED THERMOPLASTIC PAVEMENT MARKING WHITE, BIKE SYMBOL (ITEM 817015) | 3 EACH |
| (I) | ALKYD-THERMOPLASTIC PAVEMENT STRIPING, WHITE 6" DOTTED - 2' LINE & 6' GAP (ITEM 817038) | 90 LF |
| (K) | EPOXY RESIN PAINT PAVEMENT STRIPING, WHITE 12" SOLID (ITEM 817043) | 231 LF |
| (X) | REMOVAL OF PAVEMENT STRIPING (ITEM 817031) | 688 SF |



MATCH LINE STA 492+00

MATCH LINE STA 500+50

ADDENDA / REVISIONS



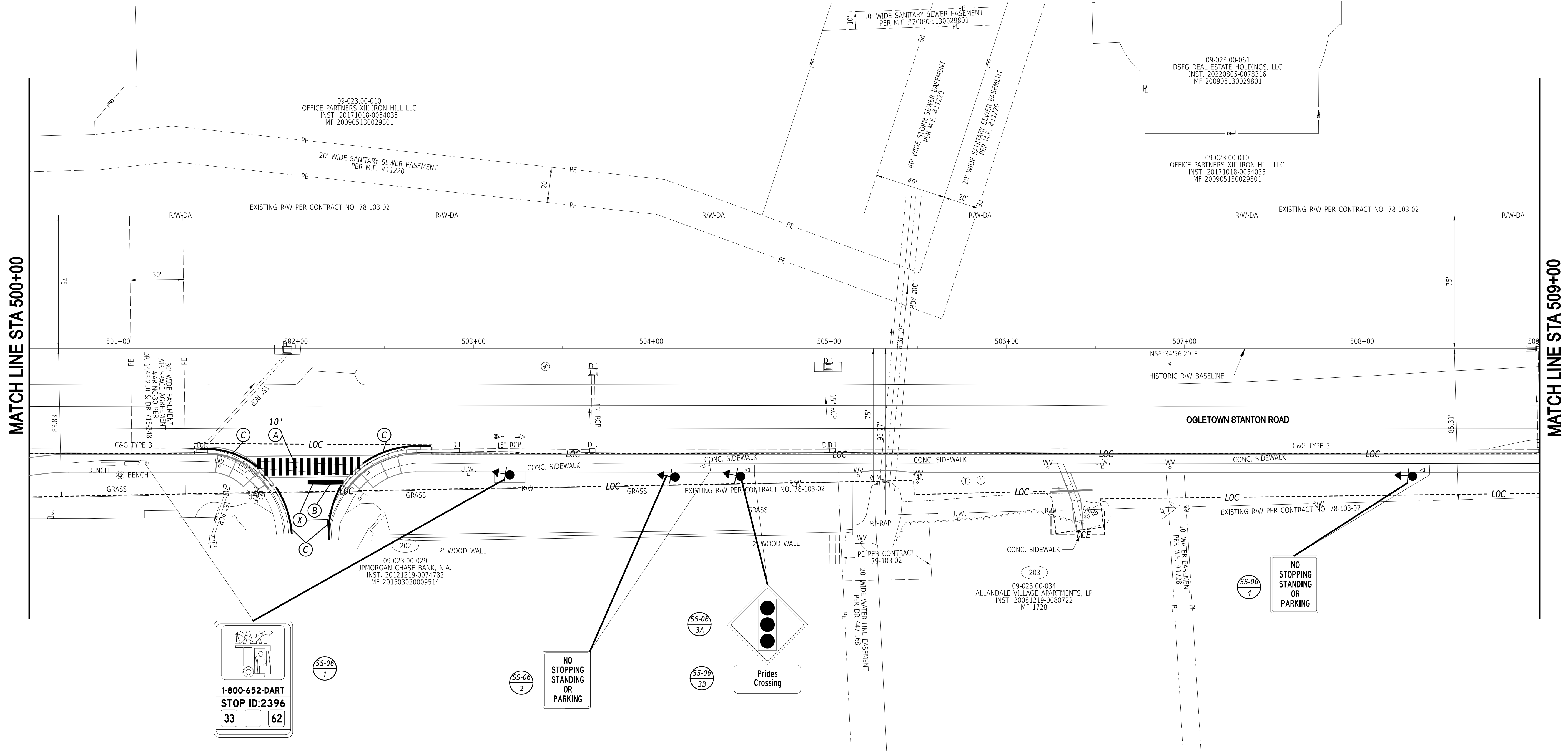
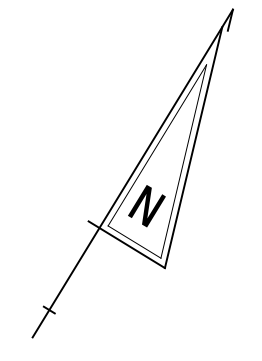
**EAST COAST GREENWAY,
SR 4 SHARED-USE PATH GAP**

| | | | |
|----------|------------|--------------|-------------|
| CONTRACT | T202301502 | BRIDGE NO. | N/A |
| COUNTY | NEW CASTLE | DESIGNED BY: | C. HOLLOWAY |
| | | CHECKED BY: | T. SCROCCA |

**SIGNING, STRIPING
AND CONDUIT PLAN**

| |
|--------------|
| SS-05 |
| SECTION |
| PAI |
| SHEET NO. |
| 54 |

| PAVEMENT MARKINGS LEGEND | | |
|--------------------------|---|----------|
| SYM | ITEM | QUANTITY |
| (A) | ALKYD-THERMOPLASTIC PAVEMENT STRIPING, WHITE 24" SOLID (ITEM 817002) | 300 SF |
| (B) | ALKYD-THERMOPLASTIC PAVEMENT STRIPING, WHITE 16" SOLID (ITEM 817002) | 24 SF |
| (C) | EPOXY RESIN PAINT PAVEMENT STRIPING, WHITE 6" SOLID (ITEM 817042) | 132 LF |
| (X) | REMOVAL OF PAVEMENT STRIPING (ITEM 817031) | 42 SF |



MATCH LINE STA 500+00

MATCH LINE STA 509+00

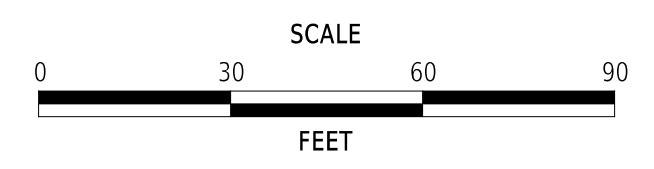
DART
1-800-652-DART
STOP ID: 2396
33 62

NO STOPPING
STANDING
OR
PARKING

Prides
Crossing

NO STOPPING
STANDING
OR
PARKING

ADDENDA / REVISIONS



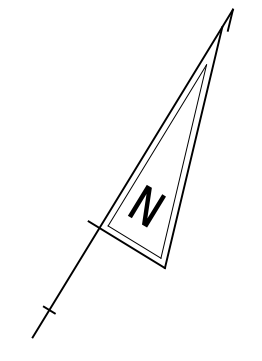
**EAST COAST GREENWAY,
SR 4 SHARED-USE PATH GAP**

| | | | |
|----------|------------|--------------|-------------|
| CONTRACT | T202301502 | BRIDGE NO. | N/A |
| COUNTY | NEW CASTLE | DESIGNED BY: | C. HOLLOWAY |
| | | CHECKED BY: | T. SCROCCA |

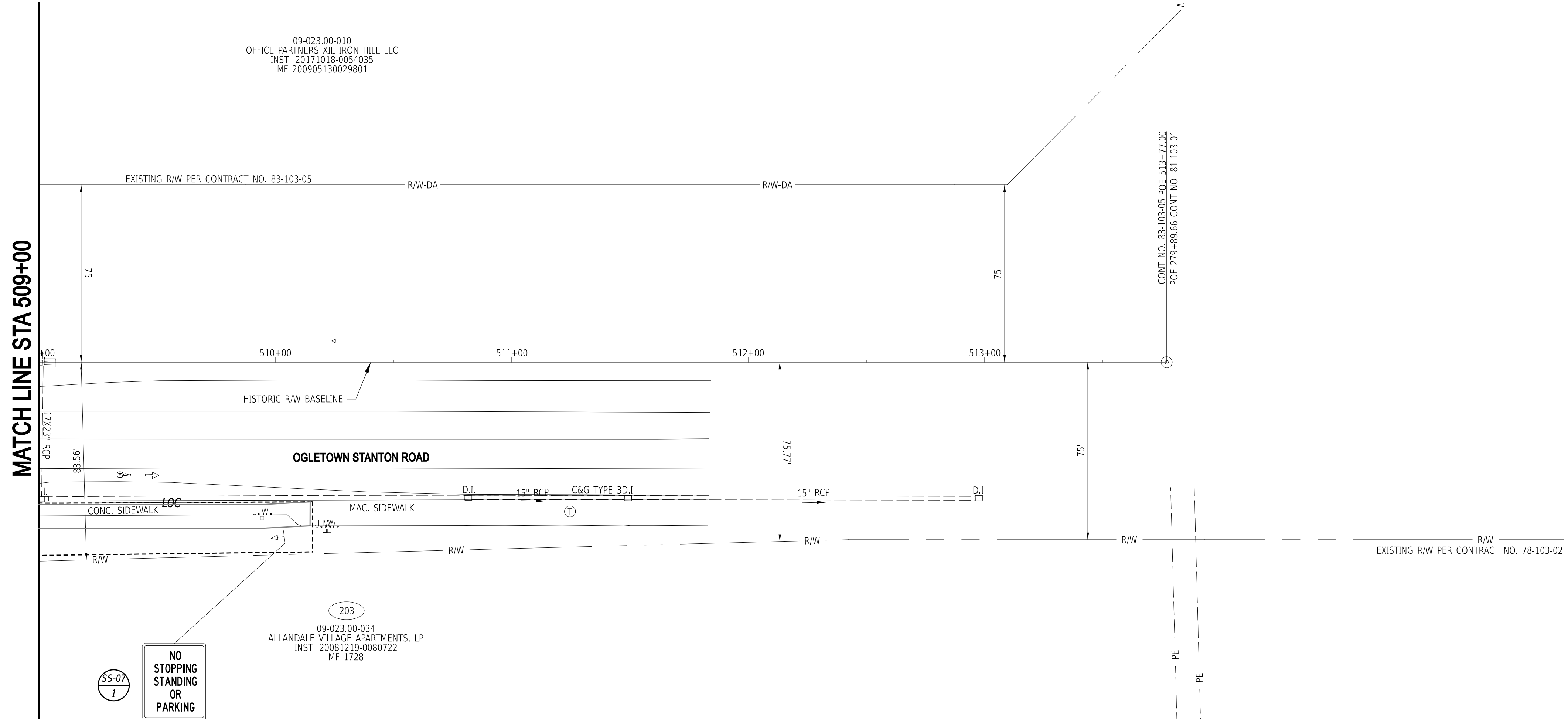
**SIGNING, STRIPING
AND CONDUIT PLAN**

| |
|--------------|
| SS-06 |
| SECTION |
| PAI |
| SHEET NO. |
| 55 |





09-023.00-010
OFFICE PARTNERS XIII IRON HILL LLC
INST. 20171018-0054035
MF 200905130029801



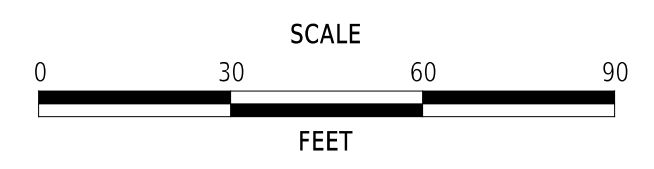
203
09-023.00-034
ALLANDALE VILLAGE APARTMENTS, LP
INST. 20081219-0080722
MF 1728

SS-07
NO STOPPING
STANDING
OR
PARKING

22-JAN-2025
U:\Accumis\DEDOT\DEDOT2015 - AGR1955F Task 6 SR 4 Side Path Gap\DESIGN\GNSS07_SRA_T202301502_PEN.dgn



ADDENDA / REVISIONS



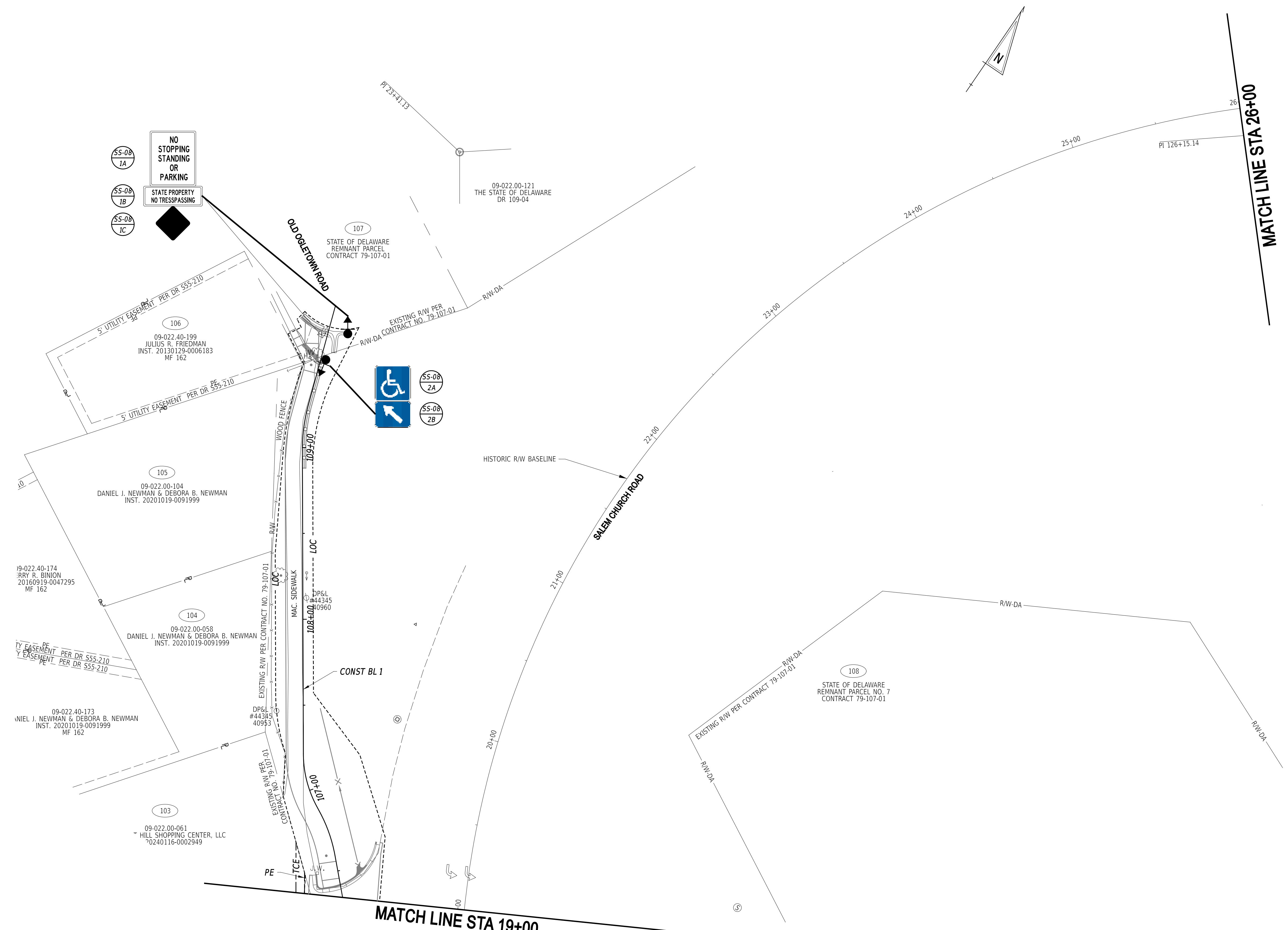
**EAST COAST GREENWAY,
SR 4 SHARED-USE PATH GAP**

| | | |
|------------|--------------|-------------|
| CONTRACT | BRIDGE NO. | N/A |
| T202301502 | DESIGNED BY: | C. HOLLOWAY |
| COUNTY | CHECKED BY: | T. SCROCCA |
| NEW CASTLE | | |

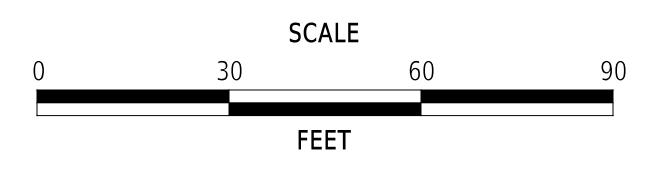
**SIGNING, STRIPING
AND CONDUIT PLAN**

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|--------------|
| SS-07 |
| SECTION |
| PAI |
| SHEET NO. |
| 56 |

7-FEB-2025
10:23
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ADDENDA / REVISIONS

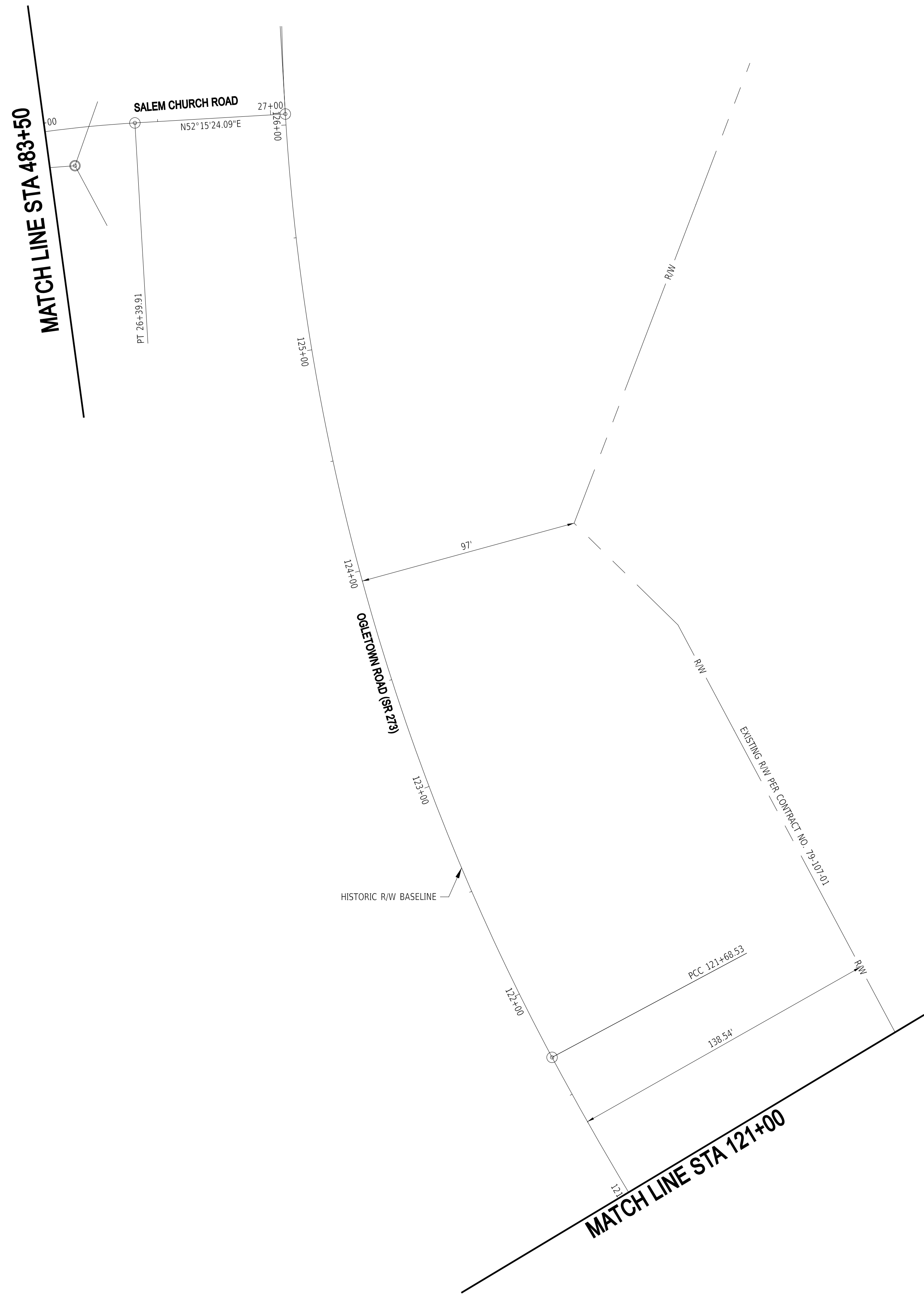


**EAST COAST GREENWAY,
SR 4 SHARED-USE PATH GAP**

| | | |
|------------|--------------|-------------|
| CONTRACT | BRIDGE NO. | N/A |
| T202301502 | DESIGNED BY: | C. HOLLOWAY |
| COUNTY | CHECKED BY: | T. SCROCCA |
| NEW CASTLE | | |

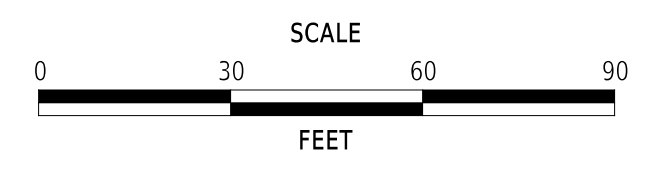
**SIGNING, STRIPING
AND CONDUIT PLAN**

| |
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| SS-08 |
| SECTION |
| PAI |
| SHEET NO. |
| 57 |



109
 09-022.00-031
 OGLETOWN BAPTIST CHURCH
 DR P111+130
 MF 200610270102388

ADDENDA / REVISIONS



**EAST COAST GREENWAY,
 SR 4 SHARED-USE PATH GAP**

| | | |
|------------|--------------|-------------|
| CONTRACT | BRIDGE NO. | N/A |
| T202301502 | DESIGNED BY: | C. HOLLOWAY |
| COUNTY | CHECKED BY: | T. SCROCCA |
| NEW CASTLE | | |

**SIGNING, STRIPING
 AND CONDUIT PLAN**

| |
|--------------|
| SS-09 |
| SECTION |
| PAI |
| SHEET NO. |
| 58 |

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) | REMARKS |
|-------------|-----------------|------------------|------|---|-----------------|------------------|---|---|---|--|--------|---------|--|--------|--------------|------------------------|--|--|----------------------------------|--|---------|
| | | | | | | | | | | SIGN DISPOSITION | REMOVE | INSTALL | SIGN DISPOSITION | REMOVE | INSTALL | | | | | | |
| SS-01 | 1A | R4-7(24) | 1 | KEEP RIGHT (Symbol) - 24x30 | 24 | 30 | | | | REPOSITION | 1 | 1 | | | EX. CONCRETE | 1 | | 1 | | | |
| SS-01 | 1B | R12-3-DE | 1 | NO TRUCKS OVER 2 AXLES EXCEPT LOCAL SERVICES | 24 | 36 | | | | REPOSITION | 1 | 1 | | | | | | | | | |
| SS-01 | 2A | R1-1(36) | 1 | STOP | 36 | 36 | | | | REPOSITION | 1 | 1 | | | SOIL | 1 | | | | | |
| SS-01 | 2B | R3-2(24) | 1 | LEFT TURN PROHIBITION (Symbol) - 24x24 | 24 | 24 | | | | REPOSITION | 1 | 1 | | | | | | | | | |
| SS-01 | 3A | R6-3(30) | 1 | DIVIDED HIGHWAY CROSSING (4 - Legged Intersection) - 30x24 | 30 | 24 | 5.0 | | | RENEW | 1 | 1 | | | NEW CONCRETE | 1 | | | | | |
| SS-01 | 3B | R6-1_R(36) | 1 | ONE WAY (ENCLOSED IN RIGHT ARROW) - 36x12 | 36 | 12 | 3.0 | | | RENEW | 1 | 1 | | | | | | | | | |
| SS-01 | 3C | R6-1_L(36) | 1 | ONE WAY (ENCLOSED IN LEFT ARROW) - 36x12 | 36 | 12 | 3.0 | | | RENEW | 1 | 1 | | | | | | | | | |
| SS-01 | 4 | D4-3-DE | 1 | BUS STOP (REQUESTS FOR FABRICATION THRU DART TRANSIT AT 302-576-6132) | 12 | 18 | | | | REPOSITION | 1 | 1 | | | SOIL | 1 | | | | STOP ID: 2391 ROUTE 33 | |
| SS-02 | 1A | D9-6(24) | 1 | HANDICAPPED (Symbol) - 24x24 | 24 | 24 | 4.0 | | | NEW | 1 | 1 | | | SOIL | 1 | | | | | |
| SS-02 | 1B | M6-1_R(21) | 1 | DIRECTIONAL ARROW (Right) - 21x15 | 21 | 15 | 2.2 | | | ADD TO ASSEMBLY | | 1 | | | | | | | | BLUE BACKGROUND, WHITE ARROW | |
| SS-03 | 1 | R2-1-50(30) | 1 | SPEED LIMIT (50 MPH - 30x36) | 30 | 36 | 7.5 | | | RENEW | 1 | 1 | | | NEW CONCRETE | 1 | | | | | |
| SS-03 | 2A | M3-4(24) | 1 | CARDINAL DIRECTION - WEST - 24x12 | 24 | 12 | 2.0 | | | RENEW | 1 | 1 | | | NEW CONCRETE | 1 | | | | | |
| SS-03 | 2B | M1-5(24) | 1 | STATE ROUTE (2 - Digit Sign) - 24x24 | 24 | 24 | | | | REPOSITION | 1 | 1 | | | | | | | | STATE ROUTE 4 | |
| SS-03 | 3A | M3-4(24) | 1 | CARDINAL DIRECTION - WEST - 24x12 | 24 | 12 | | | | REPOSITION | 1 | 1 | | | SOIL | 1 | | | | | |
| SS-03 | 3B | M1-5(24) | 1 | STATE ROUTE (2 - Digit Sign) - 24x24 | 24 | 24 | | | | REPOSITION | 1 | 1 | | | | | | | | | |
| SS-03 | 3C | M6-1_R(21) | 1 | DIRECTIONAL ARROW (Right) - 21x15 | 21 | 15 | | | | REPOSITION | 1 | 1 | | | | | | | | | |
| SS-03 | 4A | M3-2(24) | 1 | CARDINAL DIRECTION - EAST - 24x12 | 24 | 12 | | | | REPOSITION | 1 | 1 | | | SOIL | 1 | | | | | |
| SS-03 | 4B | M1-5(24) | 1 | STATE ROUTE (2 - Digit Sign) - 24x24 | 24 | 24 | | | | REPOSITION | 1 | 1 | | | | | | | | STATE ROUTE 4 | |
| SS-03 | 4C | M5-1_L | 1 | ADVANCE TURN ARROW (Left - 90) | 21 | 15 | | | | REPOSITION | 1 | 1 | | | | | | | | | |
| SS-03 | 5A | M3-2(24) | 1 | CARDINAL DIRECTION - EAST - 24x12 | 24 | 12 | | | | REPOSITION | 1 | 1 | | | SOIL | 1 | | | | | |
| SS-03 | 5B | M1-5(30) | 1 | STATE ROUTE (3 - Digit Sign) - 30x24 | 30 | 24 | | | | REPOSITION | 1 | 1 | | | | | | | | STATE ROUTE 273 | |
| SS-03 | 5C | M5-1_L | 1 | ADVANCE TURN ARROW (Left - 90) | 21 | 15 | | | | REPOSITION | 1 | 1 | | | | | | | | | |
| SS-03 | 6 | R1-2(36) | 1 | YIELD | 36 | 36 | | | | REPOSITION | 1 | 1 | | | SOIL | 1 | | | | | |
| SS-03 | 7 | R3-7_R(36) | 1 | RIGHT LANE MUST TURN RIGHT - 36"x36" | 36 | 36 | 9.0 | | | NEW | 1 | 1 | | | SOIL | 1 | | | | | |
| SS-04 | 1 | R3-7_R(36) | 1 | RIGHT LANE MUST TURN RIGHT - 36"x36" | 36 | 36 | 9.0 | | | NEW | 1 | 1 | | | SOIL | 1 | | | | | |
| SS-04 | 2A | W3-3(30) | 1 | SIGNAL AHEAD (Symbol) - 30x30 | 30 | 30 | | | | REPOSITION | 1 | 1 | | | SOIL | 1 | | | | | |
| SS-04 | 2B | W16-8aP | 1 | ADVANCE STREET NAME (2 - line plaque) | 30 | 18 | | | | REMOVE | 1 | | | | | | | | | Salem Church Rd | |
| SS-04 | 2C | W16-8aP | 1 | ADVANCE STREET NAME (3 - line plaque) | 36 | 18 | 4.5 | | | ADD TO ASSEMBLY | | 1 | | | | | | | | <- Salem Church Rd SR 273 -> (Highway C, 4") | |
| SS-05 | 1 | R7-4-DE(12) | 1 | NO STOPPING, STANDING, OR PARKING - 12x18 | 12 | 18 | | | | REPOSITION | 1 | 1 | | | SOIL | 1 | | | | | |
| SS-05 | 2 | R5-1a(30) | 1 | WRONG WAY - 30x18 | 30 | 18 | | | | REPOSITION | 1 | 1 | | | SOIL | 1 | | | | | |
| SS-05 | 3A | R6-3a(30) | 1 | DIVIDED HIGHWAY CROSSING (T - Intersection) - 30x24 | 30 | 24 | 5.0 | | | NEW | 1 | 1 | | | SOIL | 1 | | | | | |
| SS-05 | 3B | R6-3(30) | 1 | DIVIDED HIGHWAY CROSSING (4 - Legged Intersection) - 30x24 | 30 | 24 | | | | REMOVE | 1 | | | | | | | | | | |
| SS-05 | 3C | R6-1_R(36) | 1 | ONE WAY (ENCLOSED IN RIGHT ARROW) - 36x12 | 36 | 12 | | | | REPOSITION | 1 | 1 | | | | | | | | | |
| SS-05 | 3D | R6-1_L(36) | 1 | ONE WAY (ENCLOSED IN LEFT ARROW) - 36x12 | 36 | 12 | | | | REPOSITION | 1 | 1 | | | | | | | | | |
| SS-05 | 4 | R4-7(24) | 1 | KEEP RIGHT (Symbol) - 24x30 | 24 | 30 | | | | REPOSITION | 1 | 1 | | | NEW CONCRETE | 1 | | | | | |
| SS-05 | 5 | R4-8c | 1 | NARROW KEEP LEFT | 18 | 30 | 3.8 | | | RENEW | 1 | 1 | | | NEW CONCRETE | 1 | | | | | |
| SS-05 | 6 | R4-8c | 1 | NARROW KEEP LEFT | 18 | 30 | 3.8 | | | RENEW | 1 | 1 | | | NEW CONCRETE | 1 | | | | | |
| SS-05 | 7A | R6-1_L(36) | 1 | ONE WAY (ENCLOSED IN LEFT ARROW) - 36x12 | 36 | 12 | 3.0 | | | RENEW | 1 | 1 | | | NEW CONCRETE | 1 | | | | | |
| SS-05 | 7B | R6-1_R(36) | 1 | ONE WAY (ENCLOSED IN RIGHT ARROW) - 36x12 | 36 | 12 | 3.0 | | | RENEW | 1 | 1 | | | NEW CONCRETE | 1 | | | | | |
| SS-05 | 7C | R6-3(30) | 1 | DIVIDED HIGHWAY CROSSING (4 - Legged Intersection) - 30x24 | 30 | 24 | | | | REMOVE | 1 | | | | | | | | | | |
| SS-05 | 7D | R6-3a(30) | 1 | DIVIDED HIGHWAY CROSSING (T - Intersection) - 30x24 | 30 | 24 | 5.0 | | | ADD TO ASSEMBLY | | 1 | | | | | | | | | |
| SS-05 | 7E | R5-1(36) | 1 | DO NOT ENTER - 36x36 | 36 | 36 | | | | REPOSITION | 1 | 1 | | | | | | | | | |
| SS-05 | 8A | R2-1-50(48) | 1 | SPEED LIMIT (50 MPH - 48x60) | 48 | 60 | | | | | | | REPOSITION | 20.0 | 20.0 | SOIL | 2 | | | | |
| SS-05 | 8B | R7-4-DE(12) | 1 | NO STOPPING, STANDING, OR PARKING - 12x18 | 12 | 18 | | | | REPOSITION | 1 | 1 | | | | | | | | | |
| SS-05 | 8C | D14-3-DE | 1 | ADOPT A HIGHWAY | 24 | 18 | | | | REPOSITION | 1 | 1 | | | | | | | | | |
| SS-05 | 8D | D14-3-DE | 1 | ADOPT A HIGHWAY | 24 | 18 | | | | REPOSITION | 1 | 1 | | | | | | | | TEAM BANK OF AMERICA | |
| SS-05 | 9A | R3-7_R(30) | 1 | RIGHT LANE MUST TURN RIGHT - 30"x30" | 30 | 30 | 6.3 | | | RENEW | 1 | 1 | | | SOIL | 1 | | | | | |
| SS-05 | 9B | R7-4-DE(12) | 1 | NO STOPPING, STANDING, OR PARKING - 12x18 | 12 | 18 | 1.5 | | | RENEW | 1 | 1 | | | | | | | | | |
| SS-05 | 10 | | 1 | | | | | | | REMOVE | 1 | | | | | | | | | CAUTION OVERPASS CLEARANCE 17 FT 9 IN | |
| SS-05 | 11A | W4-3_R(36) | 1 | ADDED LANE (Right) - 36x36 | 36 | 36 | 9.0 | | | NEW | | 1 | | | NEW CONCRETE | 1 | | | | | |
| SS-05 | 11B | W11-1-DE(30) | 1 | BICYCLE (Symbol) IN LANE - 30x30 | 30 | 30 | 6.3 | | | ADD TO ASSEMBLY | | 1 | | | | | | | | | |
| SS-05 | 12A | W4-6_R(36) | 1 | ENTERING ROADWAY ADDED LANE (Right) - 36x36 | 36 | 36 | 9.0 | | | NEW | | 1 | | | SOIL | 1 | | | | | |
| SS-05 | 12B | W11-1-DE(30) | 1 | BICYCLE (Symbol) IN LANE - 30x30 | 30 | 30 | 6.3 | | | ADD TO ASSEMBLY | | 1 | | | | | | | | | |
| SS-06 | 1 | D4-3-DE | 1 | BUS STOP (REQUESTS FOR FABRICATION THRU DART TRANSIT AT 302-576-6132) | 12 | 18 | | | | REPOSITION | 1 | 1 | | | SOIL | 1 | | | | STOP ID: 2396 ROUTE 33, 62 | |
| SS-06 | 2 | R7-4-DE(12) | 1 | NO STOPPING, STANDING, OR PARKING - 12x18 | 12 | 18 | | | | REPOSITION | 1 | 1 | | | SOIL | 1 | | | | | |
| SS-06 | 3A | W3-3(30) | 1 | SIGNAL AHEAD (Symbol) - 30x30 | 30 | 30 | | | | REPOSITION | 1 | 1 | | | SOIL | 1 | | | | | |
| SS-06 | 3B | W16-8aP | 1 | ADVANCE STREET NAME (2 - line plaque) | 24 | 18 | | | | REPOSITION | 1 | 1 | | | | | | | | Prides Crossing | |
| SS-06 | 4 | R7-4-DE(12) | 1 | NO STOPPING, STANDING, OR PARKING - 12x18 | 12 | 18 | | | | REPOSITION | 1 | 1 | | | SOIL | 1 | | | | | |
| SS-07 | 1 | R7-4-DE(12) | 1 | NO STOPPING, STANDING, OR PARKING - 12x18 | 12 | 18 | | | | REMAIN | | | | | | | | | | | |
| SS-08 | 1A | R7-4-DE(12) | 1 | NO STOPPING, STANDING, OR PARKING - 12x18 | 12 | 18 | | | | REPOSITION | 1 | 1 | | | SOIL | 1 | | | | | |
| SS-08 | 1B | SRI-15-DE | 1 | STATE PROPERTY NO TRESPASSING | 24 | 12 | | | | REPOSITION | 1 | 1 | | | | | | | | | |
| SS-08 | 1C | OM4-3 | 1 | END OF ROAD OBJECT MARKER | 18 | 18 | | | | REPOSITION | 1 | 1 | | | | | | | | | |
| SS-08 | 2A | D9-6(24) | 1 | HANDICAPPED (Symbol) - 24x24 | 24 | 24 | 4.0 | | | NEW | 1 | 1 | | | SOIL | 1 | | | | | |
| SS-08 | 2B | M6-2_L(21) | 1 | DIRECTIONAL ARROW (Left - upward 45) - 21x15 | 21 | 15 | 2.2 | | | ADD TO ASSEMBLY | | 1 | | | | | | | | BLUE BACKGROUND, WHITE ARROW | |
| PAGE TOTALS | | | | | | | 117 | 0 | 0 | | 49 | 58 | | 20 | 20 | 32 | 0 | 1 | 0 | | |

ADDENDA / REVISIONS

NOT TO SCALE

EAST COAST GREENWAY, SR 4 SHARED-USE PATH GAP

| | | |
|------------|--------------|-------------|
| CONTRACT | BRIDGE NO. | N/A |
| T202301502 | DESIGNED BY: | C. HOLLOWAY |
| COUNTY | CHECKED BY: | T. SCROCCA |
| NEW CASTLE | | |

PERMANENT SIGN SCHEDULE

| |
|-----------|
| SECTION |
| PAI |
| SHEET NO. |
| 59 |

22-JAN-2025



U:\Accum\IS\BOD\DEDOT22015 - AGR1955F Task 6 SR 4 Side Path Gap\DESIGN\CTDGN\SS10_SRA_T202301502_PEN.dgn

ADDITIONAL GENERAL SIGNAL NOTES

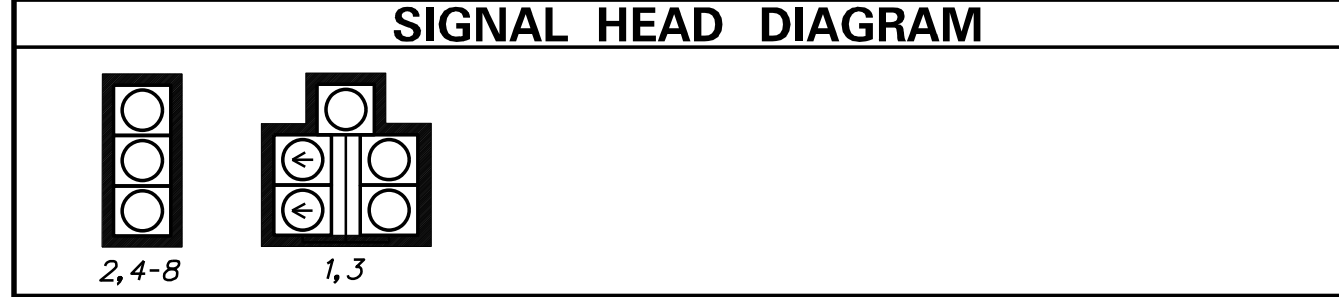
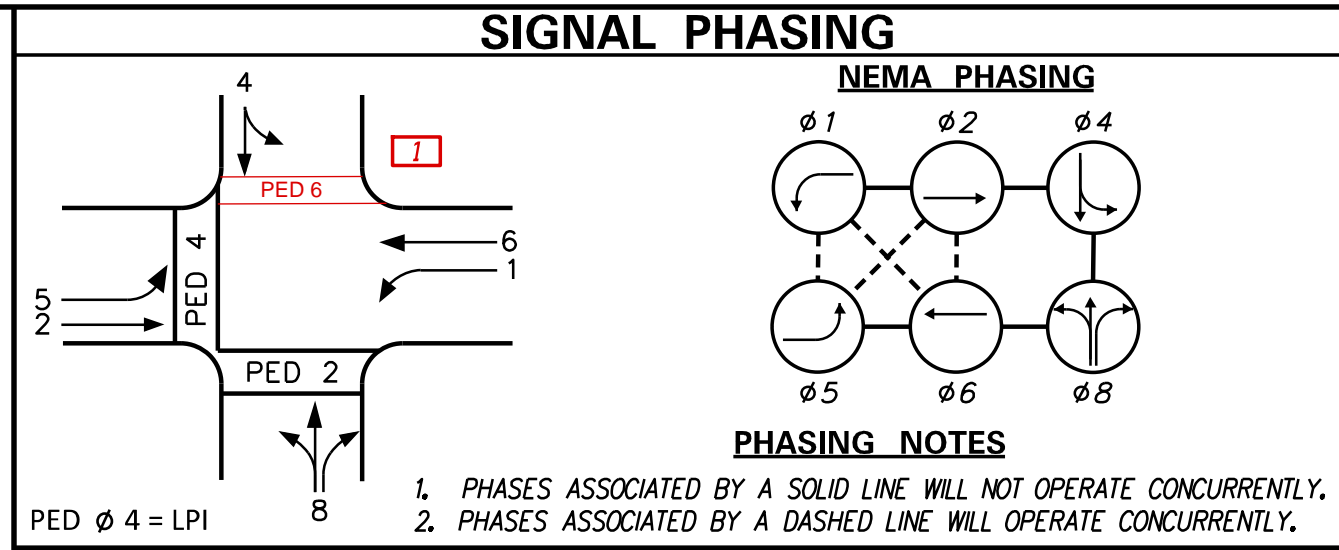
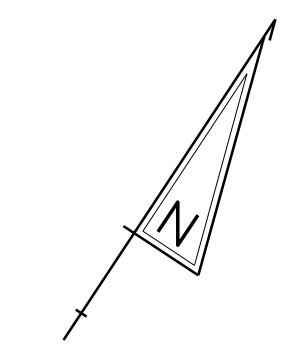
- EXISTING RIGHT OF WAY AND PROPERTY LINES ARE BASED ON DEED RESEARCH AND ARE SHOWN FOR GRAPHICAL PURPOSES ONLY.
- POLE BASES, CABINET BASES, AND CONDUIT JUNCTION WELLS TO BE REMOVED IN ACCORDANCE WITH SECTION 211 OF THE STANDARD SPECIFICATIONS OR AS DIRECTED BY THE ENGINEER. EXISTING CONDUIT SHALL BE ABANDONED.
- MAINTAIN THE EXISTING SIGNAL CONTROLLER CABINET AND THE EXISTING POWER SOURCE UNTIL THE PROPOSED CONTROLLER CABINET IS OPERATIONAL AND IS POWERED BY THE PROPOSED POWER SOURCE.
- POLE BASES SUPPORTING POLES WITH PEDESTRIAN PUSHBUTTONS SHOULD BE CONSTRUCTED IMMEDIATELY ADJACENT TO THE FLAT (50:1 OR FLATTER) LANDING AREA OF THE CURB RAMP OR SIDEWALK, IN ACCORDANCE WITH CURRENT ADA BEST PRACTICES. THE PEDESTRIAN PUSHBUTTONS SHALL BE INSTALLED AT A MINIMUM HEIGHT OF 15 INCHES AND A MAXIMUM HEIGHT OF 48 INCHES ABOVE THE LANDING AREA/SIDEWALK, BUT SHOULD BE INSTALLED AT A HEIGHT OF 42 INCHES TO 48 INCHES. THE PEDESTRIAN PUSHBUTTON SHALL BE LOCATED SUCH THAT THE MAXIMUM REACH DISTANCE DOES NOT EXCEED 10 INCHES FROM THE LANDING AREA TO THE FACE OF THE PUSHBUTTON. PEDESTRIAN SIGNAL HEADS SHALL BE MOUNTED WITH THE BOTTOM OF THE SIGNAL HOUSING, INCLUDING BRACKETS, NOT LESS THAN 7 FEET OR MORE THAN 10 FEET ABOVE GROUND. ALL PEDESTRIAN SIGNAL HEADS WILL BE COUNTDOWN SIGNALS.
- CONTRACTOR SHALL REMOVE ALL EXISTING WIRING FROM EXISTING CONDUIT BEING ABANDONED.
- R10-3E SIGNS SHALL BE INSTALLED ON POLES WITH ONE PEDESTRIAN SIGNAL HEAD. R10-3E-DE SHALL BE INSTALLED ON POLES WITH TWO PEDESTRIAN SIGNAL HEADS.
- INSTALL PASSAGE DETECTION LOOPS ALONG CHRISTINA PARKWAY (SR 4) IN EACH THROUGH TRAVEL LANE, 500 FT IN ADVANCE OF THE STOP BAR, IN ACCORDANCE WITH TABLE IV-7 FROM THE 2015 DELDOT TRAFFIC DESIGN MANUAL.
- THE EXISTING TYPE 4 JUNCTION WELL ON THE SOUTHEAST CORNER IS FOR THE PROPOSED ITS CONNECTION AND SHOULD NOT BE DISTURBED. ALSO, EXISTING CONDUITS *25 AND *26 ARE FOR THE PROPOSED ITS CONNECTION AND SHOULD NOT BE DISTURBED.
- THE EXISTING PEDESTAL POLE ON THE SOUTHWEST CORNER WILL REMAIN.

TEMPORARY MAINTENANCE OF TRAFFIC NOTES

- CONTRACTOR SHALL UTILIZE TYPICAL APPLICATIONS 47 A AND B AS NEEDED TO COMPLETE THE WORK. THE TRAFFIC SIGNAL WILL BE OPERATIONAL DURING CONSTRUCTION.
- PEDESTRIAN CROSSINGS SHALL BE MAINTAINED DURING CONSTRUCTION USING FLAGGERS.

REVISION PREPARED BY
Pennoni
Teresa Scrocca 10/30/2024
 THIS SEAL APPLIES TO THE FOLLOWING SHEETS CHANGED UNDER REVISION #1: 60,61

CONCURRENCE FOR INSTALLATION
[Signature] 11/14/2024
 CHIEF OF TRAFFIC ENGINEERING



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 |

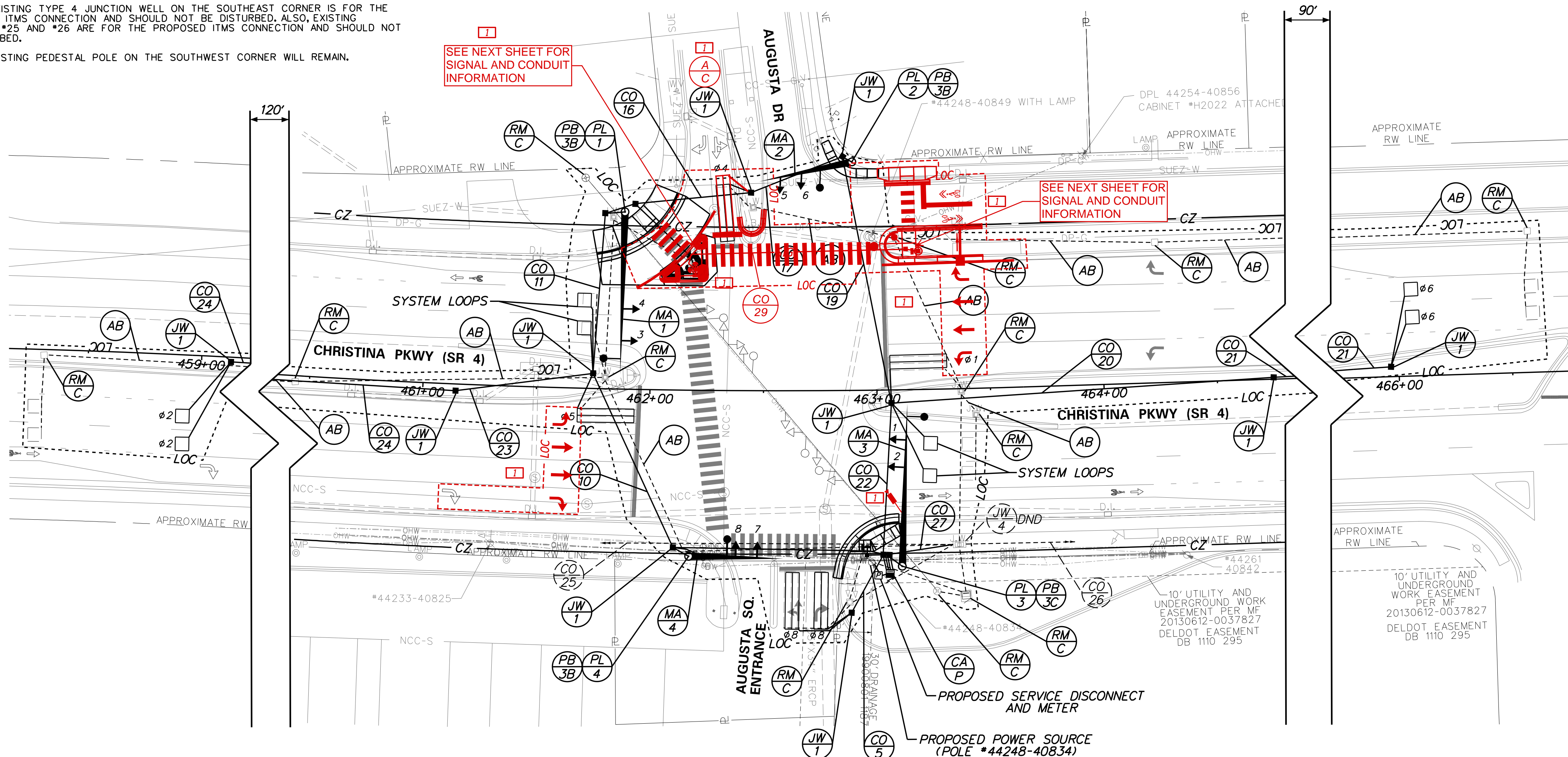
| | EXISTING SYMBOL | PROPOSED SYMBOL |
|------------------------|-----------------|-----------------|
| JUNCTION WELL | J.W. | ■ |
| LOOP DETECTOR, TYPE 1 | □ | □ |
| LOOP DETECTOR, TYPE 2 | □ | □ |
| LUMINAIRE | ⚡ | ⚡ |
| MAST ARM | ▶ | ▶ |
| MICROWAVE DETECTION | ⚡ | ⚡ |
| OPTICOM RECEIVER | ⚡ | ⚡ |
| OVERHEAD SIGNING | ⚡ | ⚡ |
| PEDESTRIAN POLE/BASE | ⊙ | ⊙ |
| PEDESTRIAN PUSHBUTTON | → | → |
| PEDESTRIAN SIGNAL HEAD | ⚡ | ⚡ |
| RIGHT-OF-WAY | --- | --- |
| SERVICE PEDESTAL | ⚡ | ⚡ |
| SIGNAL CABINET | ⚡ | ⚡ |
| SIGNAL HEAD | → | → |
| SIGNAL POLE/BASE | ⊙ | ⊙ |
| CCTV CAMERA | ⚡ | ⚡ |
| SPAN WIRE | XX | XX |
| UTILITY POLE | ⚡ | ⚡ |
| VIDEO DETECTION | ⚡ | ⚡ |

GENERAL SIGNAL NOTES

- 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. 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.

PREPARED BY
 JMT
Mir A. Wahed 9/3/2020
 THIS SEAL APPLIES TO ALL SHEETS BEARING THE "TD" SECTION DESIGNATION. DATE SEAL

APPROVED FOR INSTALLATION
Peter Haug 9/8/2020
 CHIEF TRAFFIC ENGINEERING DATE



MAST ARM SCHEDULE

| NO. | LENGTH | NO. OF SIGNAL HEADS | S. F. OF SIGNAGE |
|-----|--------------|------------------------------|------------------|
| 1 | 70' MAST ARM | 1 - 5 SECTION, 1 - 3 SECTION | 0 S.F. |
| 2 | 40' MAST ARM | 2 - 3 SECTION | 0 S.F. |
| 3 | 70' MAST ARM | 1 - 5 SECTION, 1 - 3 SECTION | 0 S.F. |
| 4 | 40' MAST ARM | 2 - 3 SECTION | 0 S.F. |

POLE SCHEDULE

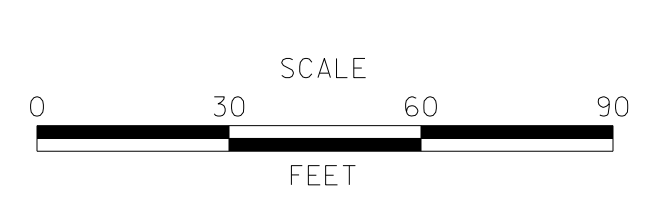
| NO. | TYPE | STATION | OFFSET |
|-----|-------------------------------|---------|---------|
| 1 | 70' MAST ARM W/ TYPE 3B BASE | 461+87 | 78' LT |
| 2 | 40' MAST ARM W/ TYPE 3B BASE | 462+90 | 101' LT |
| 3 | 70' MAST ARM W/ TYPE 3C BASE | 463+10 | 78' RT |
| 4 | 40' MAST ARM W/ TYPE 3B BASE | 462+18 | 73' RT |
| 5 | PEDESTAL POLE W/ TYPE 4A BASE | 462+19 | 54' LT |
| *6 | PEDESTAL POLE W/ TYPE 4A BASE | 462+24 | 73' RT |
| 7 | PEDESTAL POLE W/ TYPE 4A BASE | 462+95 | 73' RT |
| 8 | PEDESTAL POLE W/ TYPE 4A BASE | 462+20 | 53 LT |
| 9 | PEDESTAL POLE W/ TYPE 4A BASE | 463+07 | 65' LT |

- ADDITIONAL SIGNAL NOTES**
- ITEMS NOTED IN RED ARE PROPOSED FOR SIGNAL PERMIT NO. N260 AS PART OF CONTRACT T202301502. ALL ITEMS IN BLACK (SOLID OR DASHED) ARE NOTED TO BE EXISTING.
 - CCTV CAMERAS INSTALLED BY DELDOT ITS MAINTENANCE.

PLOTTED BY: KREHM DATE: 9/4/2020 FILE LOCATION: Q:\2017\1713205-200-205-FULL-SIGNAL-REBUILDS\CADD\CADD AUGUSTA DRIVE\SG-AUGUSTA DR.DGN [SHEET: Print Sheet]

ADDENDA / REVISIONS

| | |
|---|---|
| 1 | CONSTRUCTION OF SHARED USE PATH, SIGNALIZED PEDESTRIAN CROSSING OF AUGUSTA DR, CCTV CAMERA, AND INSTALLATION OF THREE (3) PEDESTRIAN SIGNALS - T. LORD, 8/19/2024 |
|---|---|



FULL SIGNAL AND PEDESTRIAN FACILITY REBUILD

| | | | | | |
|-------------|------------|--------------|---------------|-------------|---------------------|
| CONTRACT | T202104001 | PERMIT NO. | N260, NCAM299 | SECTION | JMT |
| COUNTY | NEW CASTLE | DESIGNED BY: | K. REHM | SIGNAL PLAN | SR 4 AND AUGUSTA DR |
| CHECKED BY: | M. WAHED | | | SHEET NO. | 60 |

REVISION PREPARED BY



Teresa Scrocca

10/30/2024



THIS SEAL APPLIES TO THE FOLLOWING SHEETS CHANGED UNDER REVISION #1: 60,61

DATE SEAL

CONCURRENCE FOR INSTALLATION

CHIEF OF TRAFFIC ENGINEERING

11/14/2024

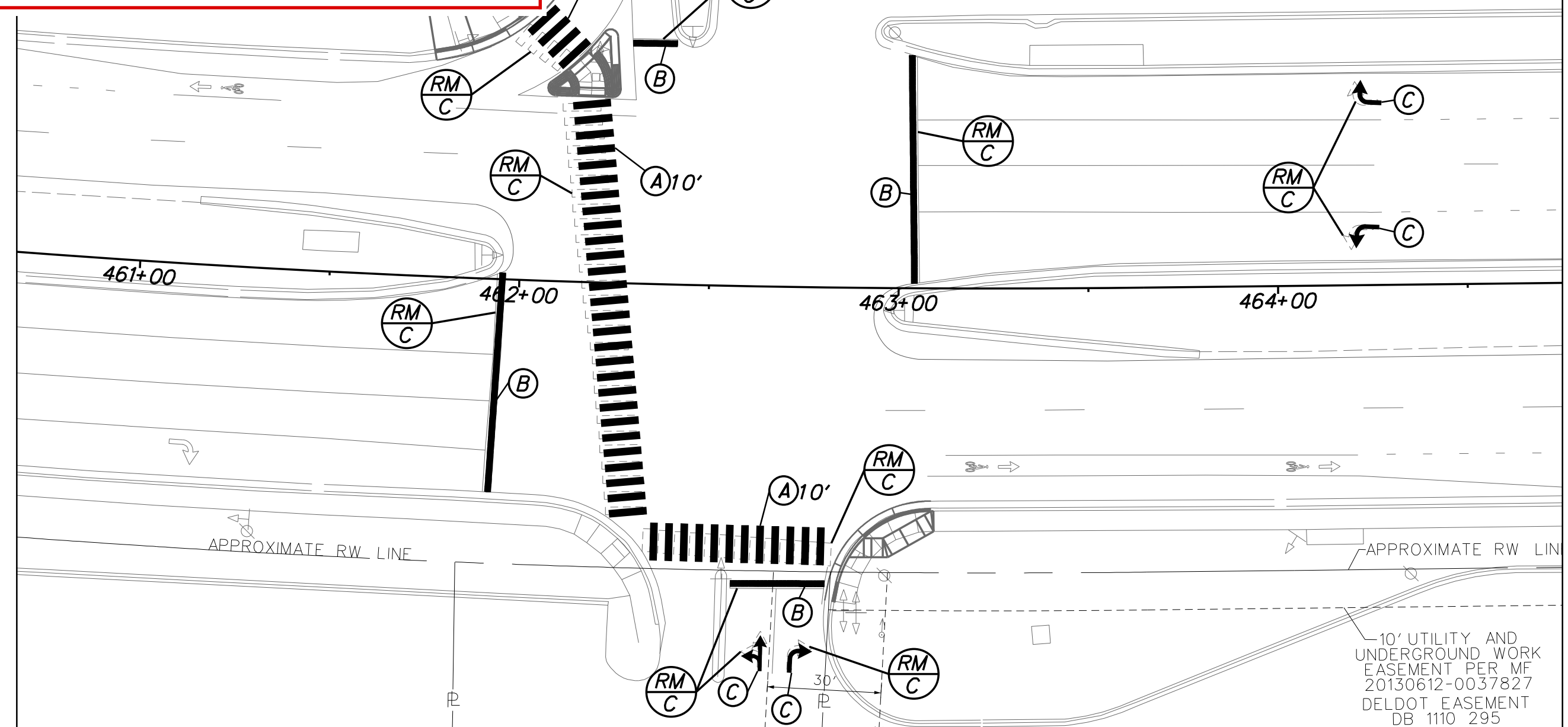
DATE

SIGNAL PHASING

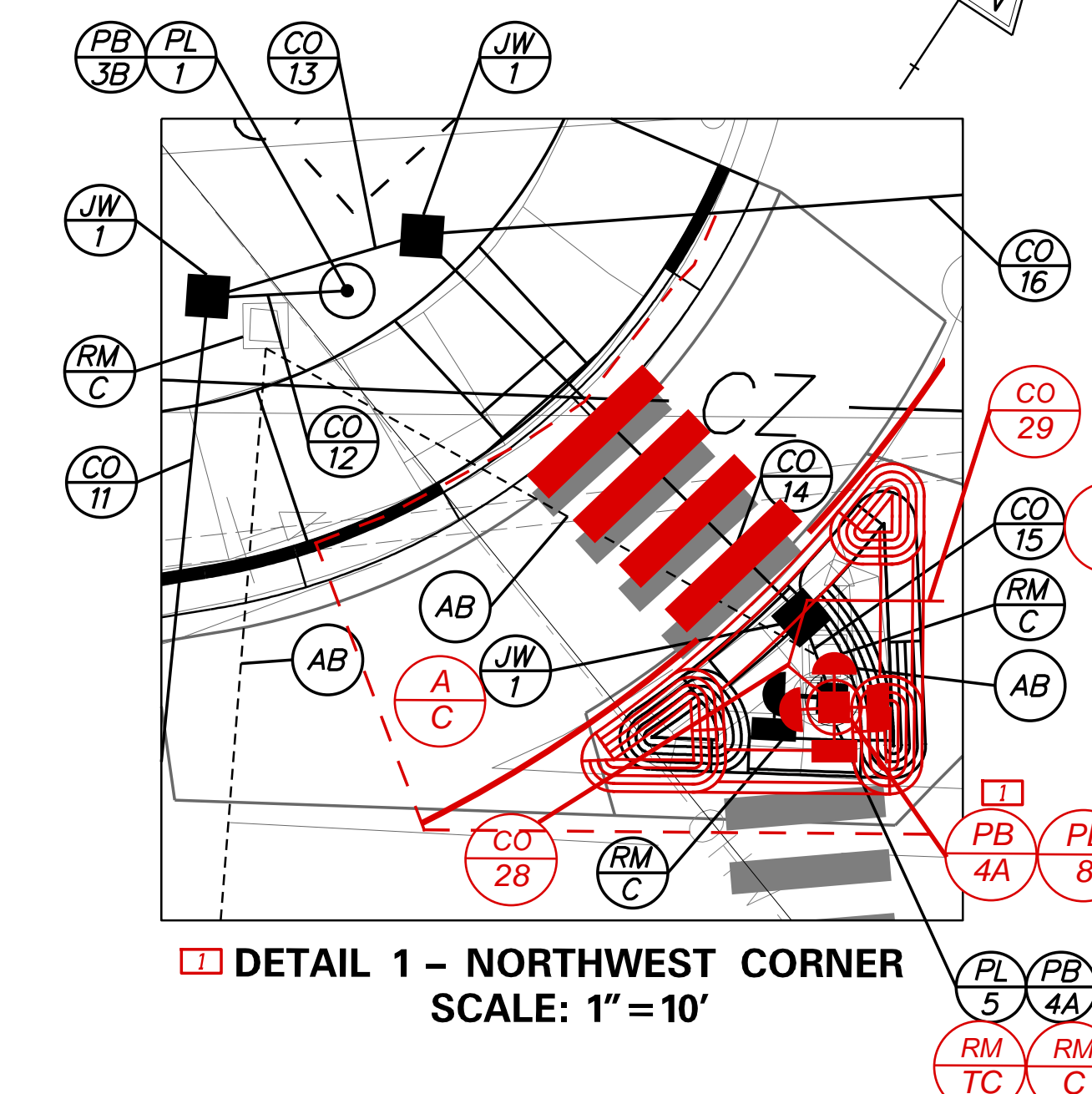
SIGNAL HEAD DIAGRAM

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 |



PAVEMENT STRIPING INFORMATION SCALE: 1"=30'



DETAIL 1 - NORTHWEST CORNER SCALE: 1"=10'

REFER TO CONTRACT T202301502 PLANS FOR UPDATED SIGNING AND STRIPING INFORMATION FOR THIS INTERSECTION

PAVEMENT MARKINGS LEGEND

| SYMBOL | ITEM | QUANTITY |
|--------|---|----------|
| A | 24" SOLID WHITE ALKYD THERMOPLASTIC PAVEMENT STRIPING (ITEM 817002) | 970 SF |
| B | 16" SOLID ALKYD THERMOPLASTIC PAVEMENT STRIPING (ITEM 817002) | 230 SF |
| C | PERMANENT PAVEMENT STRIPING, SYMBOL/LEGEND, ALKYD-THERMOPLASTIC (ITEM 817002) | 75 SF |

CONDUIT RUN SCHEDULE

| CO NO. | NO. OF CONDUITS | SIZE/TYPE | LENGTH | INSTALL METHOD | AMOUNT AND TYPE OF CABLE / WIRE |
|--------|-----------------|-----------|--------|----------------|---------------------------------|
| 28 | 1 | 2.5"-PVC | 8' | T | INSTALL[(2)5/#14, #6 GND] |
| 29 | 1 | 4"-HDPE | 93' | B | INSTALL[(1)5/#14, #6 GND] |
| 30 | 1 | 2.5"-PVC | 10' | T | INSTALL[(1)5/#14, #6 GND] |

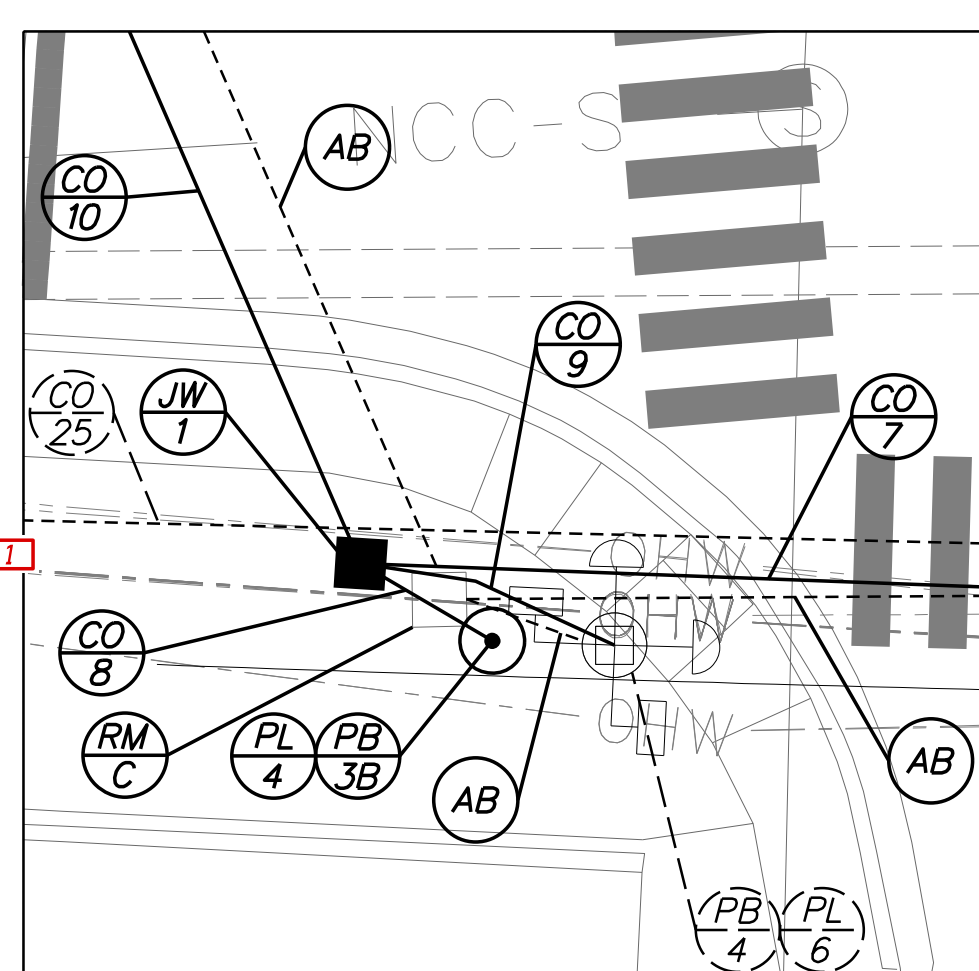
CONDUIT RUN SCHEDULE

| CO# | # OF CONDUITS | SIZE | LENGTH | B/T/O | AMOUNT AND TYPE OF CABLE / WIRE |
|-----|-----------------|---|--------|-------|--|
| 1 | 1 (GALV. STEEL) | 2" | 10' | T | (1)2/#8 U.F. W/GROUND |
| 2 | 1 (GALV. STEEL) | 2" | 10' | T | (1)2/#8 U.F. W/GROUND |
| 3 | 4 | 4" | 10' | T | (4)9/#14, (4)5/#14, (13)2/#14, (4)4/#18, (4)1/#6 GRD, FIBER CABLES INSTALL[(3)5/#14, CCTV CABLES, (1)1/#6 GND] |
| 4 | 1 | 3" | 10' | T | (1)9/#14, (1)4/#18, (1)1/#6 GRD INSTALL[CCTV CABLES] |
| 5 | 1 | 4" | 30' | T | (2)2/#14, (1)1/#6 GRD |
| 6 | 1 | 2.5" | 10' | T | (1)5/#14, (1)1/#6 GRD |
| 7 | 1 (SCH 80 HDPE) | 4" | 95' | B | (3)9/#14, (3)5/#14, (6)2/#14, (3)4/#18, (1)1/#6 GRD |
| 8 | 1 | 3" | 10' | T | (1)9/#14, (1)4/#18, (1)1/#6 GRD |
| 9 | 1 | 2.5" | 15' | T | (2)5/#14, (1)1/#6 GRD |
| 10 | 1 (SCH 80 HDPE) | 4" | 85' | B | (2)9/#14, (1)5/#14, (6)2/#14, (2)4/#18, (1)1/#6 GRD |
| 11 | 1 (SCH 80 HDPE) | (1)9/#14, (1)2/#14, (1)4/#18, (1)1/#6 GRD | 14' | T | (1)2/#14, (2)4/#18, (1)1/#6 GRD |
| 12 | 1 | 3" | 10' | T | (1)9/#14, (1)4/#18, (1)1/#6 GRD |
| 13 | 1 | 4" | 15' | T | (1)9/#14, (1)5/#14, (1)2/#14, (1)4/#18, (1)1/#6 GRD |
| 14 | 1 (SCH 80 HDPE) | 4" | 35' | B | (1)5/#14, (1)1/#6 GRD INSTALL[(3)5/#14, (1)1/#6 GND] |
| 15 | 1 | 2.5" | 10' | T | REMOVE[(1)5/#14, (1)1/#6 GND]; ABANDON |
| 16 | 1 (SCH 80 HDPE) | 4" | 55' | B | (1)9/#14, (1)2/#14, (1)4/#18, (1)1/#6 GRD INSTALL[(3)5/#14, (1)1/#6 GND] |
| 17 | 1 (SCH 80 HDPE) | 4" | 45' | B | (1)9/#14, (1)4/#18, (1)1/#6 GRD INSTALL[(3)5/#14, (1)1/#6 GND] |
| 18 | 1 | 3" | 5' | T | (1)9/#14, (1)4/#18, (1)1/#6 GRD |
| 19 | 1 (SCH 80 HDPE) | 4" | 115' | B | EMPTY INSTALL[(3)5/#14, (1)1/#6 GND] |
| 20 | 1 | 4" | 170' | T | (2)2/#14, (1)1/#6 GRD |
| 21 | 1 | 4" | 125' | T | (2)2/#14, (1)1/#6 GRD |
| 22 | 1 (SCH 80 HDPE) | 4" | 70' | B | (5)2/#14, (1)1/#6 GRD INSTALL[(3)5/#14, (1)1/#6 GND] |
| 23 | 1 | 4" | 65' | T | (2)2/#14, (1)1/#6 GRD |
| 24 | 1 | 4" | 205' | T | (2)2/#14, (1)1/#6 GRD |
| *25 | 1 | 2.5" | - | - | FIBER CABLES |
| *26 | 1 | 2.5" | - | - | FIBER CABLES |
| 27 | 1 | 4" | 35' | T | FIBER CABLES |

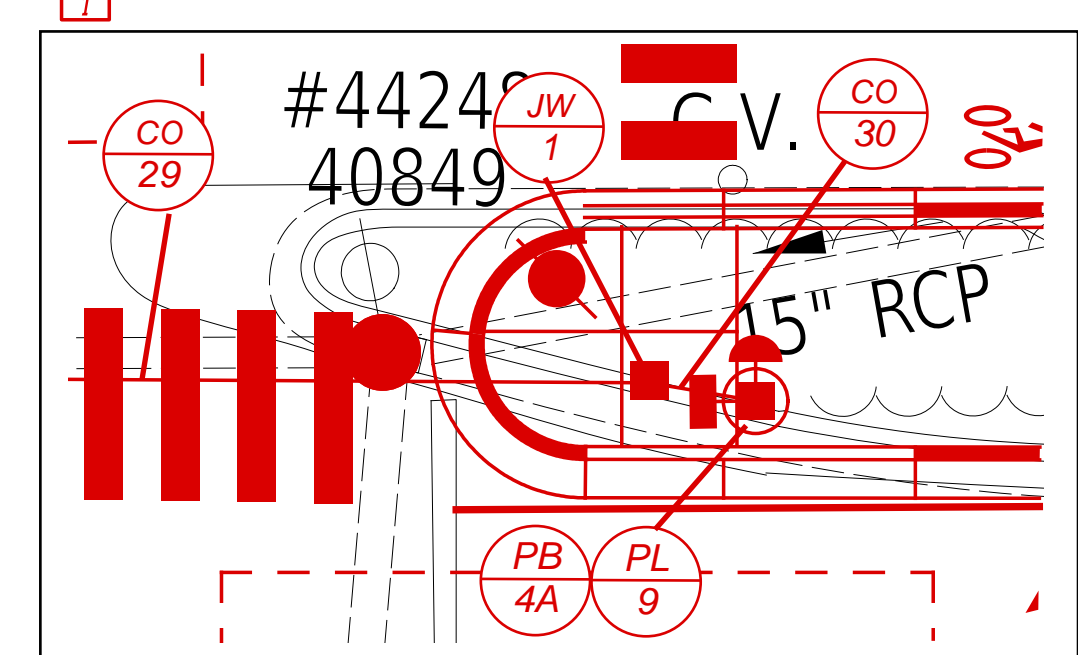
NOTE: ALL CONDUIT SHALL BE SCHEDULE 80 PVC UNLESS OTHERWISE NOTED. B=BORE, T=TRENCH, O=OPEN CUT * = EXISTING

ADDITIONAL SIGNAL NOTES

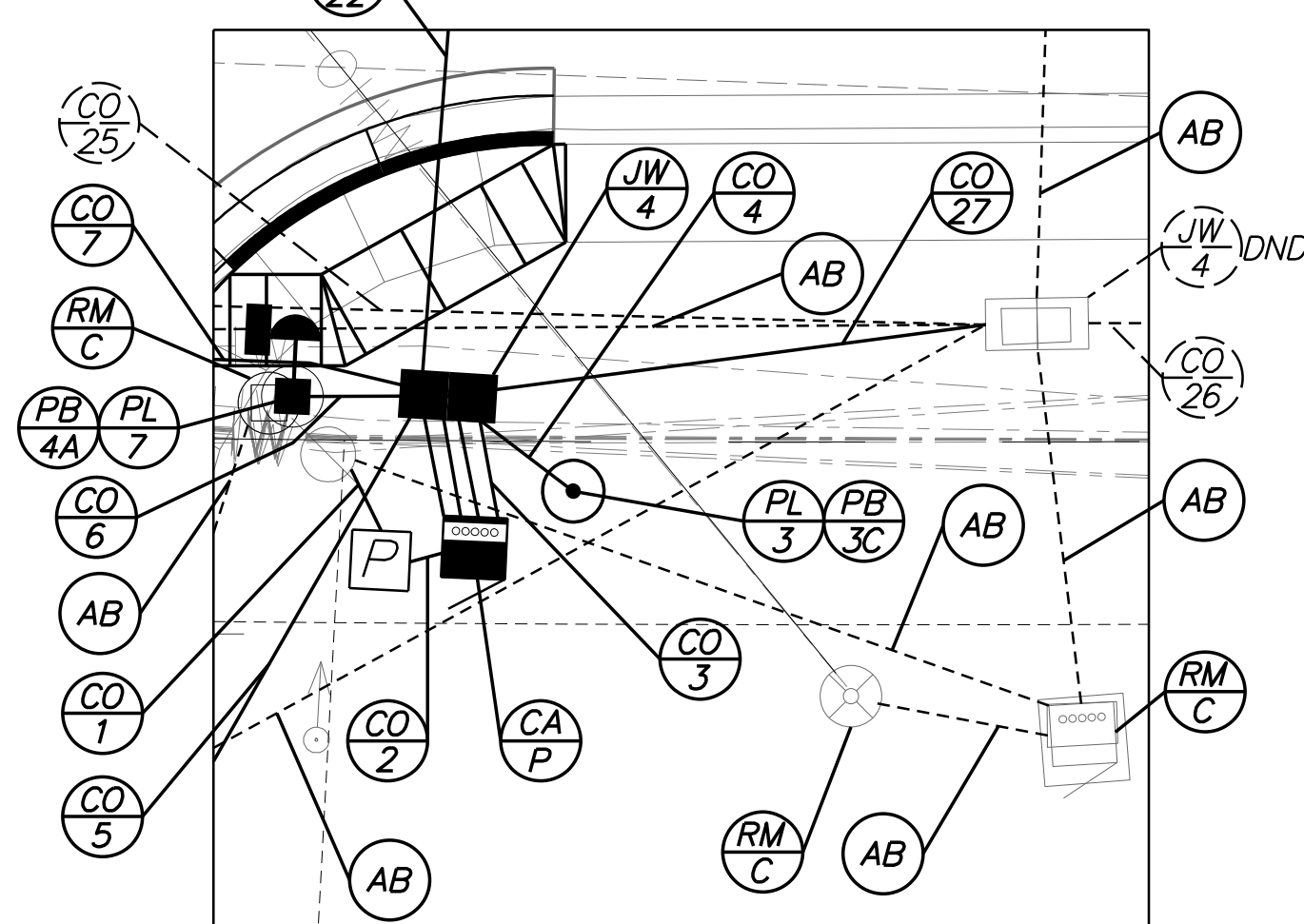
- ITEMS NOTED IN RED ARE PROPOSED FOR SIGNAL PERMIT NO. N260 AS PART OF CONTRACT T202301502. ALL ITEMS IN BLACK (SOLID OR DASHED) ARE NOTED TO BE EXISTING.
- CCTV CAMERAS INSTALLED BY DELDOT ITS MAINTENANCE.



DETAIL 3 - SOUTHWEST CORNER SCALE: 1"=10'



DETAIL 2 - NORTHEAST CORNER SCALE: 1"=10'



DETAIL 4 - SOUTHEAST CORNER SCALE: 1"=10'

GENERAL SIGNAL NOTES

- 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. 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.

PREPARED BY

JMT

Mi Wahed

9/3/2020



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

DATE

SEAL

APPROVED FOR INSTALLATION

Peter Hany DELDOT

9/8/2020

CHIEF TRAFFIC ENGINEER

DATE

ADDENDA / REVISIONS

- CONSTRUCTION OF SHARED USE PATH, SIGNALIZED PEDESTRIAN CROSSING OF AUGUSTA DR, CCTV CAMERA, AND INSTALLATION OF THREE (3) PEDESTRIAN SIGNALS - T. LORD, 8/19/2024

N.T.S.

FULL SIGNAL AND PEDESTRIAN FACILITY REBUILD

CONTRACT

T202104001

COUNTY

NEW CASTLE

PERMIT NO.

N260, NCAM299

DESIGNED BY: K. REHM

CHECKED BY: M. WAHED

SIGNAL PLAN SR 4 AND AUGUSTA DR

SECTION

JMT

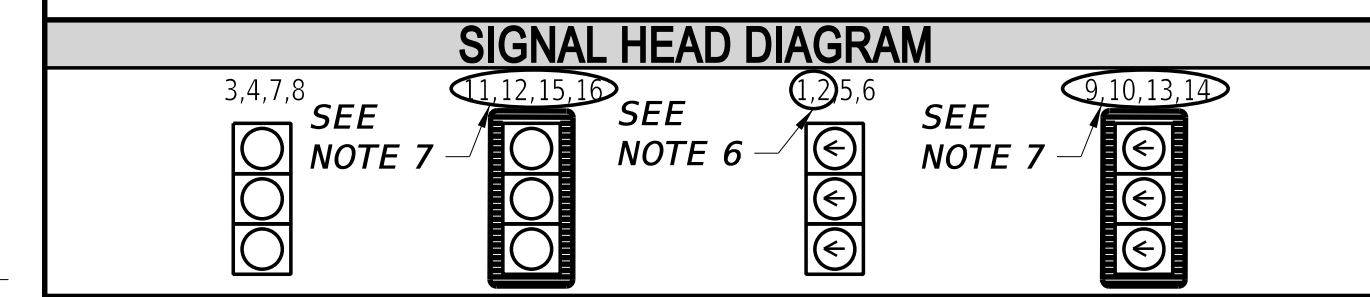
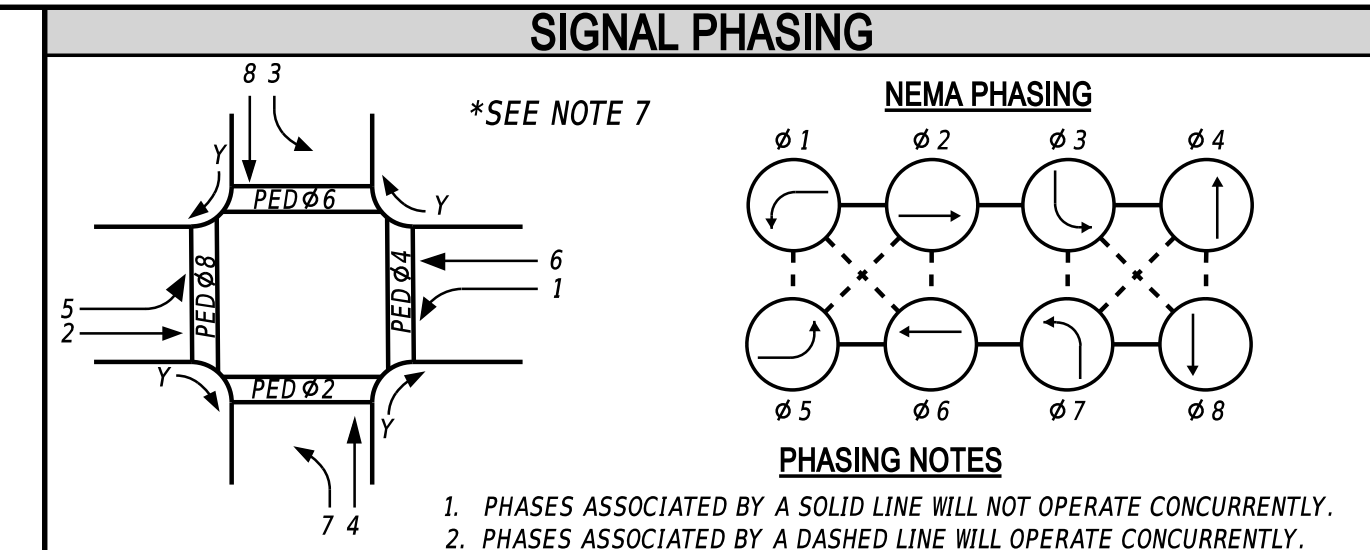
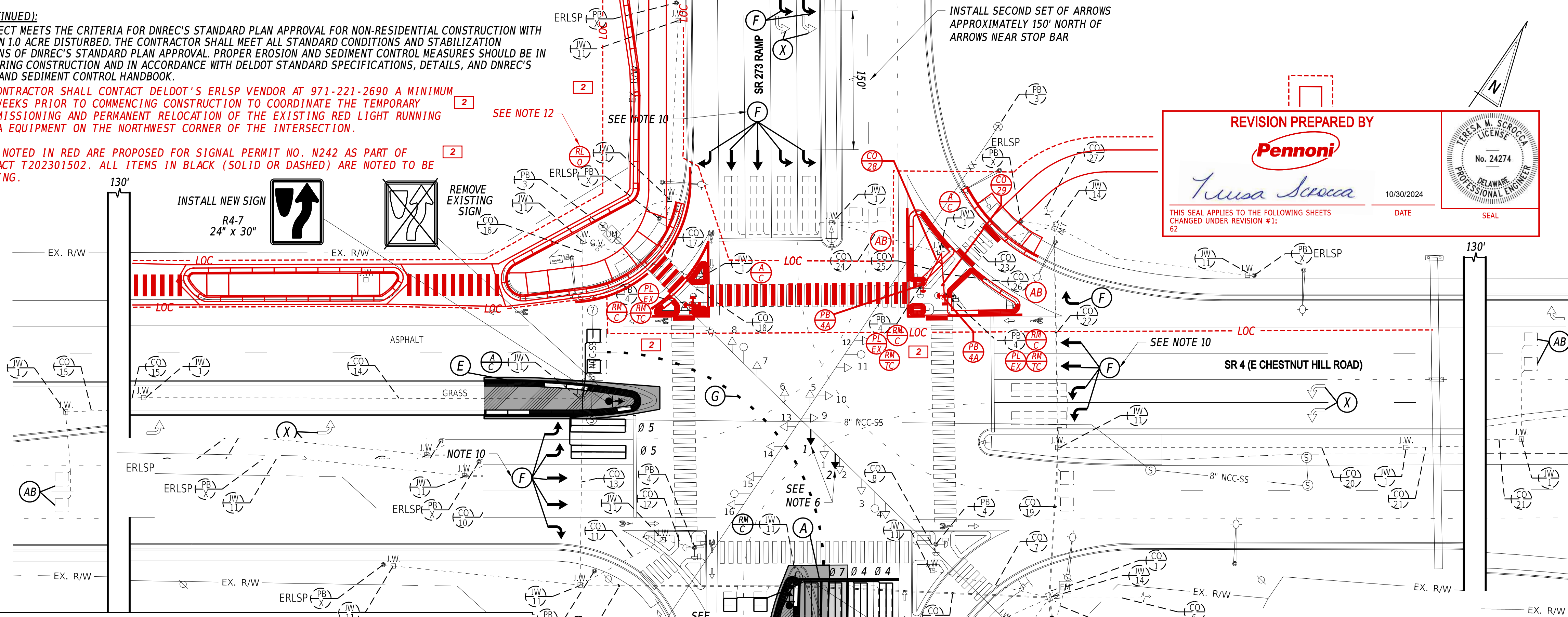
SHEET NO.

61

PLOTTED BY: KREHM DATE: 9/4/2020 FILE LOCATION: Q:\2017\1713205_200_205_FULL_SIGNAL_REBUILD\CADD AUGUSTA DRIVE\50 AUGUSTA DR.DGN [SHEET: Print Sheet]

NOTES (CONTINUED):

- 11. THE PROJECT MEETS THE CRITERIA FOR DNREC'S STANDARD PLAN APPROVAL FOR NON-RESIDENTIAL CONSTRUCTION WITH LESS THAN 1.0 ACRE DISTURBED. THE CONTRACTOR SHALL MEET ALL STANDARD CONDITIONS AND STABILIZATION CONDITIONS OF DNREC'S STANDARD PLAN APPROVAL. PROPER EROSION AND SEDIMENT CONTROL MEASURES SHOULD BE IN PLACE DURING CONSTRUCTION AND IN ACCORDANCE WITH DELDOT STANDARD SPECIFICATIONS, DETAILS, AND DNREC'S EROSION AND SEDIMENT CONTROL HANDBOOK.
- 12. THE CONTRACTOR SHALL CONTACT DELDOT'S ERLSP VENDOR AT 971-221-2690 A MINIMUM OF 2 WEEKS PRIOR TO COMMENCING CONSTRUCTION TO COORDINATE THE TEMPORARY DECOMMISSIONING AND PERMANENT RELOCATION OF THE EXISTING RED LIGHT RUNNING CAMERA EQUIPMENT ON THE NORTHWEST CORNER OF THE INTERSECTION.
- 13. ITEMS NOTED IN RED ARE PROPOSED FOR SIGNAL PERMIT NO. N242 AS PART OF CONTRACT T202301502. ALL ITEMS IN BLACK (SOLID OR DASHED) ARE NOTED TO BE EXISTING.



LEGEND

| | | | |
|------|---|------|--|
| (AB) | ABANDON | (OH) | EXISTING OVERHEAD RUN IDENTIFIER (# OF OVERHEAD RUN) |
| (CA) | EXISTING CABINET IDENTIFIER (TYPE OF CABINET) | (OR) | PROPOSED OVERHEAD RUN IDENTIFIER (# OF OVERHEAD RUN) |
| (CB) | 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 |
| (JA) | EXISTING MAST ARM IDENTIFIER (LENGTH OF ARM) | (RM) | REMOVE BY OTHERS |
| (JA) | PROPOSED MAST ARM IDENTIFIER (LENGTH OF ARM) | (RM) | REMOVE BY TRAFFIC CONTRACTOR |

CONDUIT RUN SCHEDULE

| CO NO. | NO. OF CONDUITS | SIZE/TYPE | LENGTH | INSTALL METHOD | AMOUNT AND TYPE OF CABLE / WIRE |
|--------|-----------------|-----------|--------|----------------|--|
| 1* | 1 | 2.0"-RGS | 3' | - | EX. (1) 2/#8 U.F. W/GROUND - LINE SIDE |
| 2* | 1 | 2.0"-RGS | 19' | - | EX. (1) 2/#8 U.F. W/GROUND - LOAD SIDE |
| 3* | 1 | 2.5"-PVC | 11' | - | EX. (2) 16/#14, EX. (4) 4/#18 |
| 4* | 3 | 2.5"-PVC | 13' | - | EX. (1) COMM. CABLE, (1) FIBER, 48 CT., ERLSP CABLES, (13) 4/#18, (2) 9/#14, (5) 5/#14, (3) #6 GROUND [NEW (1) 2/#14] REMOVE (2) 9/#14 ; INSTALL (4) 5/#14 [2] |
| 5* | 1 | 2.5"-PVC | - | - | EMPTY |
| 6* | 1 | 2.5"-PVC | - | - | EX. (1) FIBER OPTIC, 48 CT., (1) FIBER OPTIC, 144 CT. |
| 7* | 1 | 4"-HDPE | 58' | - | EX. (2) 5/#14, (1) #6 GROUND |
| 8* | 1 | 2.5"-PVC | 12' | - | EX. (2) 5/#14, (1) #6 GROUND |
| 9* | 2 | 2.5"-HDPE | 114' | - | EX. (1) COMM. CABLE, ERLSP CABLES, (6) 4/#18, (1) 9/#14, (2) 5/#14, (2) #6 GROUND [NEW (1) 2/#14] REMOVE (1) 9/#14 ; INSTALL (2) 5/#14 [2] |
| 10* | 2 | 2.5"-HDPE | 95' | - | EX. (1) COMM. CABLE, ERLSP CABLES, (3) 4/#18, (1) 9/#14, (2) 5/#14, (2) #6 GROUND [NEW (1) 2/#14] REMOVE (1) 9/#14 ; INSTALL (2) 5/#14 [2] |
| 11* | 1 | 4"-HDPE | 42' | - | EX. (2) 5/#14, (1) #6 GROUND |
| 12* | 1 | 2.5"-PVC | 11' | - | EX. (2) 5/#14, (1) #6 GROUND |
| 13* | 1 | 2.5"-HDPE | 82' | - | EX. ERLSP CABLES, (3) 4/#18, (1) 9/#14 REMOVE (1) 9/#14 ; INSTALL (2) 5/#14, (1) #6 GND [2] |
| 14* | 1 | 1.5"-PVC | 200' | - | EX. (1) 4/#18 |
| 15* | 1 | 1.5"-PVC | 155' | - | EX. (1) 4/#18 |
| 16* | 1 | 2.5"-HDPE | 68' | - | EX. ERLSP CABLES, (1) 9/#14 REMOVE (1) 9/#14 ; INSTALL (2) 5/#14, (1) #6 GND [2] |
| 17* | 1 | 2.5"-HDPE | 53' | - | EX. (1) 9/#14 REMOVE (1) 9/#14 ; INSTALL (2) 5/#14, (1) #6 GND [2] |
| 18* | 1 | 2.5"-PVC | 9' | - | EX. (1) 9/#14 REMOVE (1) 9/#14 ; INSTALL (2) 5/#14, (1) #6 GND [2] |
| 19* | 1 | 2.5"-HDPE | 67' | - | EX. (1) FIBER, 48 CT., (1) FIBER, 144 CT., ERLSP CABLES, (7) 4/#18, (1) 9/#14, (1) 5/#14, (1) #6 GROUND REMOVE (1) 9/#14 ; INSTALL (2) 5/#14 [2] |
| 20* | 1 | 1.5"-PVC | 174' | - | EX. (1) 4/#18 |
| 21* | 1 | 1.5"-PVC | 159' | - | EX. (1) 4/#18 |
| 22* | 2 | 2.5"-HDPE | 97' | - | EX. (1) FIBER, 48 CT., (1) FIBER, 144 CT., ERLSP CABLES, (7) 4/#18, (1) 9/#14, (1) 5/#14, (1) #6 GROUND REMOVE (1) 9/#14 ; INSTALL (2) 5/#14 [2] |
| 23* | 1 | 2.5"-HDPE | 51' | - | EX. (4) 4/#18, (1) 9/#14, (1) 5/#14, (1) #6 GROUND REMOVE (1) 9/#14 ; INSTALL (2) 5/#14 [2] |
| 24* | 1 | 2.5"-HDPE | 49' | - | EX. (4) 4/#18 |
| 25* | 1 | 2.5"-PVC | 16' | - | EX. (1) 9/#14 REMOVE (1) 9/#14; ABANDON [2] |
| 26* | 1 | 2.5"-PVC | 19' | - | EX. (1) 5/#14, (1) #6 GROUND REMOVE [(1) 5/#14, (1) #6 GND] ; ABANDON [2] |
| 27* | 2 | 2.5"-PVC | - | - | EX. (1) FIBER, 48 CT., (1) FIBER, 144 CT. |
| 28 | 1 | 2.5"-PVC | 16' | T | INSTALL [(1) 5/#14, (1) #6 GND] [2] |
| 29 | 1 | 2.5"-PVC | 20' | T | INSTALL [(1) 5/#14, (1) #6 GND] [2] |

PAVEMENT MARKINGS LEGEND

| SYM | ITEM | QUANTITY |
|-----|---|----------|
| (A) | ALKYD-THERMOPLASTIC PAVEMENT STRIPING, WHITE 16" SOLID, (ITEM 817002) | 62 SF |
| (B) | EPOXY RESIN PAINT PAVEMENT STRIPING, WHITE 6" SOLID (ITEM 817042) | 192 LF |
| (C) | EPOXY RESIN PAINT PAVEMENT STRIPING, WHITE 6" DOTTED - 2' LINE & 6' GAP (ITEM 817042) | 52 LF |
| (D) | EPOXY RESIN PAINT PAVEMENT STRIPING, WHITE 6" DOTTED - 10' LINE & 30' GAP (ITEM 817042) | 20 LF |
| (E) | EPOXY RESIN PAINT PAVEMENT STRIPING, YELLOW 6" SOLID (ITEM 817042) | 790 LF |
| (F) | ALKYD-THERMOPLASTIC PAVEMENT STRIPING, WHITE SYMBOL/LEGEND, (ITEM 817002) | 348 SF |
| (G) | ALKYD-THERMOPLASTIC PAVEMENT STRIPING, WHITE 6" DOTTED - 2' LINE & 6' GAP (ITEM 817038) | 40 LF |
| (X) | REMOVAL OF PAVEMENT STRIPING (ITEM 817031) | 113 SF |

- NOTES:**
- EXISTING LOOP DETECTORS TO REMAIN:
TYPE #2 - 6' x 25' - ON WB SR 4 LEFT TURN LANES AND SR 273 SB LANES SYSTEM - 6' x 6' - ON EB SR 4 AND SR 273 RAMP RECEIVING LANES
TYPE #1 PASSAGE - 6' x 6' - ON SR 4 THRU LANES IN ADVANCE OF INTERSECTION
 - PROPOSED LOOP DETECTORS (UTILIZE EXISTING HOME RUN CABLES AND SPLICE IN ADJACENT JUNCTION WELL):
TYPE #2 - 6' x 25' - TO BE INSTALLED ON NB SALEM CHURCH RD LEFT TURN LANES AND THRU LANES AND EB SR 4 LEFT TURN LANES
SYSTEM - 6' x 6' - TO BE INSTALLED ON SB SALEM CHURCH RD AND WB SR 4 RECEIVING LANES
 - ALL WORK UNDER THIS PROJECT IS INTENDED TO OCCUR WITHIN DELDOT'S EXISTING RIGHT-OF-WAY BASED ON THE NEW CASTLE COUNTY TAX PARCEL MAP.
 - CONTRACTOR SHALL SLIDE EXISTING SIGNAL HEADS NO. 1 AND 2 SUCH THAT THEY ARE CENTERED ON THE TWO NORTHBOUND LEFT-TURN LANES.
 - CONTRACTOR SHALL REMOVE EXISTING BACKPLATES FOR SIGNAL HEAD NO. 9,10,11,12,13,14,15,16 AND REPLACE WITH MUTCD COMPLIANT YELLOW RETROREFLECTIVE BACKPLATES.
 - CONDUITS WITHOUT IDENTIFIERS ARE FOR ERLSP CABLES ONLY AND ARE NOT TO BE USED FOR THE INSTALLATION OF SIGNAL EQUIPMENT.
 - THE CONTRACTOR SHALL REMOVE THE EXISTING JUNCTION WELL, TYPE 11, AND INSTALL THE PROPOSED JUNCTION WELL, TYPE 1, SUCH THAT IT INTERCEPTS EXISTING CONDUIT RUNS 9 AND 10 VIA A SINGLE DAY OPERATION. THE CONTRACTOR SHALL CONTACT BLUESTONE COMMUNICATIONS (DENSE KSIAZEK, 302-981-6464) AT LEAST 5 BUSINESS DAYS PRIOR TO IMPACTING THE EXISTING WELL TO COORDINATE FIBER ADJUSTMENTS NECESSARY FOR THIS WORK.
 - THE CONTRACTOR SHALL INSTALL THRU AND TURN ARROWS, AS SHOWN, APPROXIMATELY 30' IN ADVANCE OF THE STOP BAR BUT SHOULD NOT BE INSTALLED ON TOP OF LOOP DETECTORS.

CONCURRENCE FOR INSTALLATION

CHIEF OF TRAFFIC ENGINEERING

11/14/2024
DATE

PREPARED BY

WRA Whitman, Reardon and Associates, LLP
Engineers - Architects - Environmental Planners Est. 1915

Kyle Chagnon
DATE: 9/20/2023

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

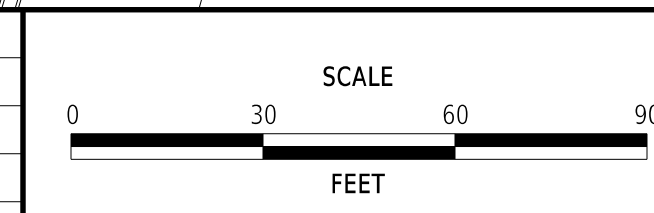
CONCURRENCE FOR INSTALLATION

CHIEF OF TRAFFIC ENGINEERING

9/22/2023
DATE

ADDENDA / REVISIONS

| | |
|---|--|
| 1 | INSTALLED ADDITIONAL NORTHBOUND LEFT-TURN LANE; E. DOLDERER (WRA) 09-23 (CONTRACT #T202400401) |
| 2 | CONSTRUCTION OF SHARED USE PATH, MODIFICATIONS TO SIGNALIZED PEDESTRIAN CROSSING NORTHERN SALEM CHURCH RD LEG - T. LORD, 8/19/2024 |



HEP 2020 SITE S-2

| | | | | | |
|-------------|------------|--------------|-------------|-------------|---|
| CONTRACT | T202400401 | PERMIT NO. | N242 | SECTION | WRA |
| COUNTY | NEW CASTLE | DESIGNED BY: | E. DOLDERER | SIGNAL PLAN | SR 4 (CHESTNUT HILL ROAD) @ SALEM CHURCH ROAD |
| CHECKED BY: | M. BUCKLEY | DATE | 9/22/2023 | SHEET NO. | 62 |

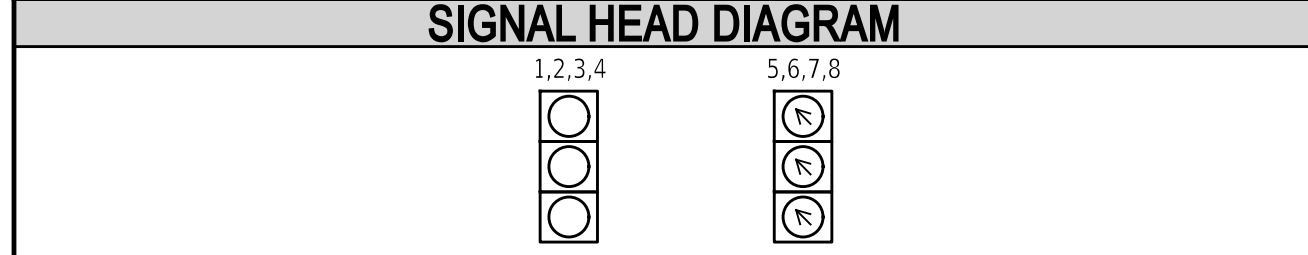
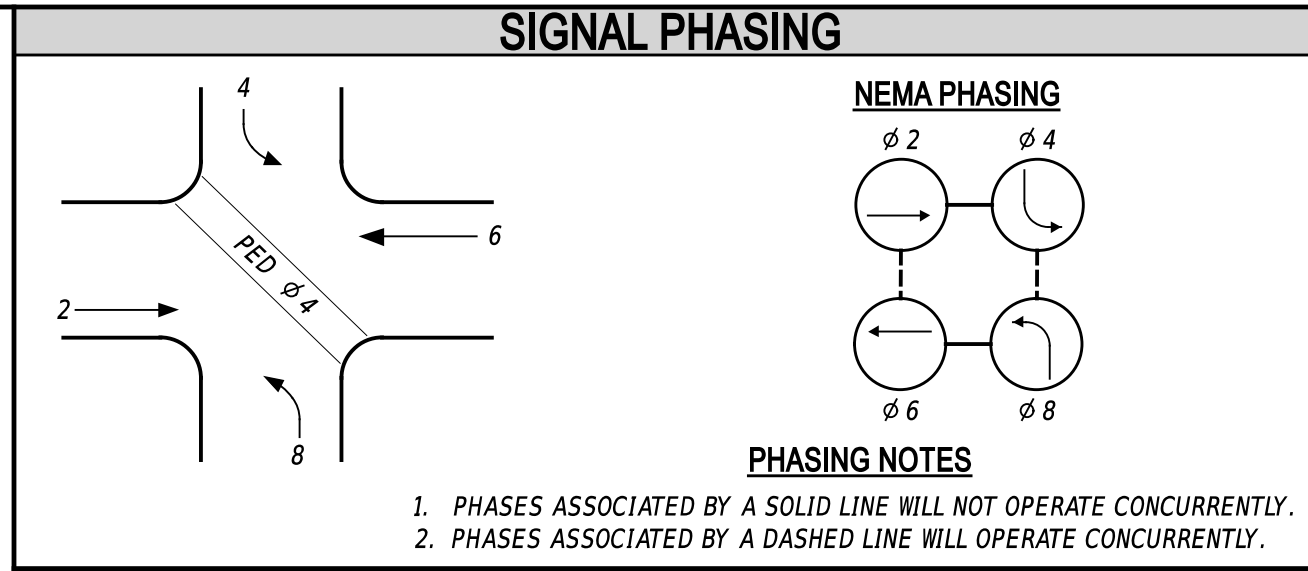
LAST REVISED: 9/11/2018
3/6/2024 PM
M332128-036ICADD5G01_SR_4 @ Salem Church Road.dgn

| CONDUIT RUN SCHEDULE | | | | | |
|----------------------|-----------------|-----------|--------|----------------|--|
| CO NO. | NO. OF CONDUITS | SIZE/TYPE | LENGTH | INSTALL METHOD | AMOUNT AND TYPE OF CABLE / WIRE |
| 1* | 2 | 2.5" | 2' | - | EX. [(1)2/#8 U.F. W/GROUND, SINGLE-MODE, 12 CT, SINGLE-MODE, 48 CT] EX. [(4)4/#18]; REMOVE [(2)4/#18, (2)9/#14]; INSTALL [(4)2/#14, (2)5/#14, (1)#6 GND] |
| 2* | 2 | 2.5" | 27' | - | EX. [(1)2/#8 U.F. W/GROUND, SINGLE-MODE, 12 CT, SINGLE-MODE, 48 CT] EX. [(4)4/#18]; REMOVE [(2)4/#18, (2)9/#14]; INSTALL [(4)2/#14, (2)5/#14, (1)#6 GND] |
| 3* | 1 | 1.5" | 45' | - | EX. [2/#8 U.F. W/GROUND] |
| 4* | 1 | 2.5" | 5' | - | EX. [(4)4/#18, (2)16/#14] |
| 5* | 1 | 1.5" | - | - | EMPTY |
| 6* | 1 | 2.5" | - | - | EX. [(2)SINGLE-MODE, 48 CT, (1)SINGLE-MODE, 12 CT] EX. [(3)SINGLE-MODE, 48 CT] |
| 7* | 2 | 2.5" | 57' | - | EX. [(2)4/#18]; REMOVE [(1)9/#14]; INSTALL [(1)5/#14, (1)#6 GND] |
| 9* | 2 | 2.5" | 60' | - | EX. [(3) SINGLE-MODE 48 CT] EX. [(2)4/#18] |
| 10* | 1 | 3" | - | - | MULTIPLE FIBER OPTIC CABLES |
| 11* | 2 | 2.5" | 155' | - | EX. [(1) SINGLE-MODE 24 CT, (1) SINGLE-MODE 48 CT, COMM. CABLE] EX. [(1)4/#18] |
| 12* | 1 | 1.5" | 44' | - | EX. [(1) SINGLE-MODE 24 CT.] |

* DENOTES EXISTING CONDUIT RUN.
TYPES: HDPE, PVC, RGS
INSTALL METHODS: B=BORE, IB=IN BARRIER, OC=OPEN CUT, OS=ON STRUCTURE, T=TRENCH

| CONDUIT RUN SCHEDULE | | | | | |
|----------------------|-----------------|-----------|--------|----------------|---|
| CO NO. | NO. OF CONDUITS | SIZE/TYPE | LENGTH | INSTALL METHOD | AMOUNT AND TYPE OF CABLE / WIRE |
| 13* | 2 | 2.5" | 163' | - | EX. [(2) SINGLE-MODE 48 CT, (1) COMM. CABLE] EX. [(1)4/#18] |
| 14* | 1 | 2.5" | - | - | EX. [(2) SINGLE-MODE 48 CT., (1) COMM. CABLE] |
| 15* | 1 | 2.5" | 89' | - | EX. [(2)4/#18]; REMOVE [(1)9/#14, (2)4/#18]; INSTALL [(1)5/#14, (4)2/#14, (1)#6 GND] |
| 16* | 1 | 1.5" | 168' | - | EX. [(1)4/#18] |
| 17* | 1 | 1.5" | 166' | - | EX. [(1)4/#18] |
| 18* | 1 | 2.5" | 51' | - | REMOVE [(1)9/#14, (2)4/#18]; INSTALL [(1)5/#14, (4)2/#14, (1)#6 GND] |
| 19* | 1 | 2.5" | 103' | - | REMOVE [(1)9/#14, (2)4/#18]; ABANDON |
| 21* | 1 | 2.5" | 19' | - | EMPTY |
| 22* | 1 | 2.5" | 68' | - | REMOVE [(1)4/#18]; ABANDON |
| 23* | 1 | 2.5" | 44' | - | EMPTY; ABANDON |
| 24* | 1 | 2.5" | 22' | - | REMOVE [(1)9/#14]; ABANDON |
| 26* | 1 | 2.5" | 12' | - | REMOVE [(1)9/#14]; ABANDON |
| 27* | 1 | 2.5" | 22' | - | REMOVE [(1)4/#18]; ABANDON |
| 28 | 1 | 2.5"-PVC | 26' | T | INSTALL [(1)5/#14, (1)#6 GND] |
| 29 | 1 | 2.5"-PVC | 7' | T | INSTALL [(1)5/#14, (1)#6 GND] |
| 30 | 1 | 1.5"-RGS | 20' | T | INSTALL [(2)1/#14] |
| 31 | 1 | 4"-PVC | 119' | T | INSTALL [(2)2/#14, (1)#6 GND] |
| 32 | 1 | 4"-HDPE | 95' | B | INSTALL [(1)5/#14, (4)2/#14, (1)#6 GND] |

* DENOTES EXISTING CONDUIT RUN.
TYPES: HDPE, PVC, RGS
INSTALL METHODS: B=BORE, IB=IN BARRIER, OC=OPEN CUT, OS=ON STRUCTURE, T=TRENCH

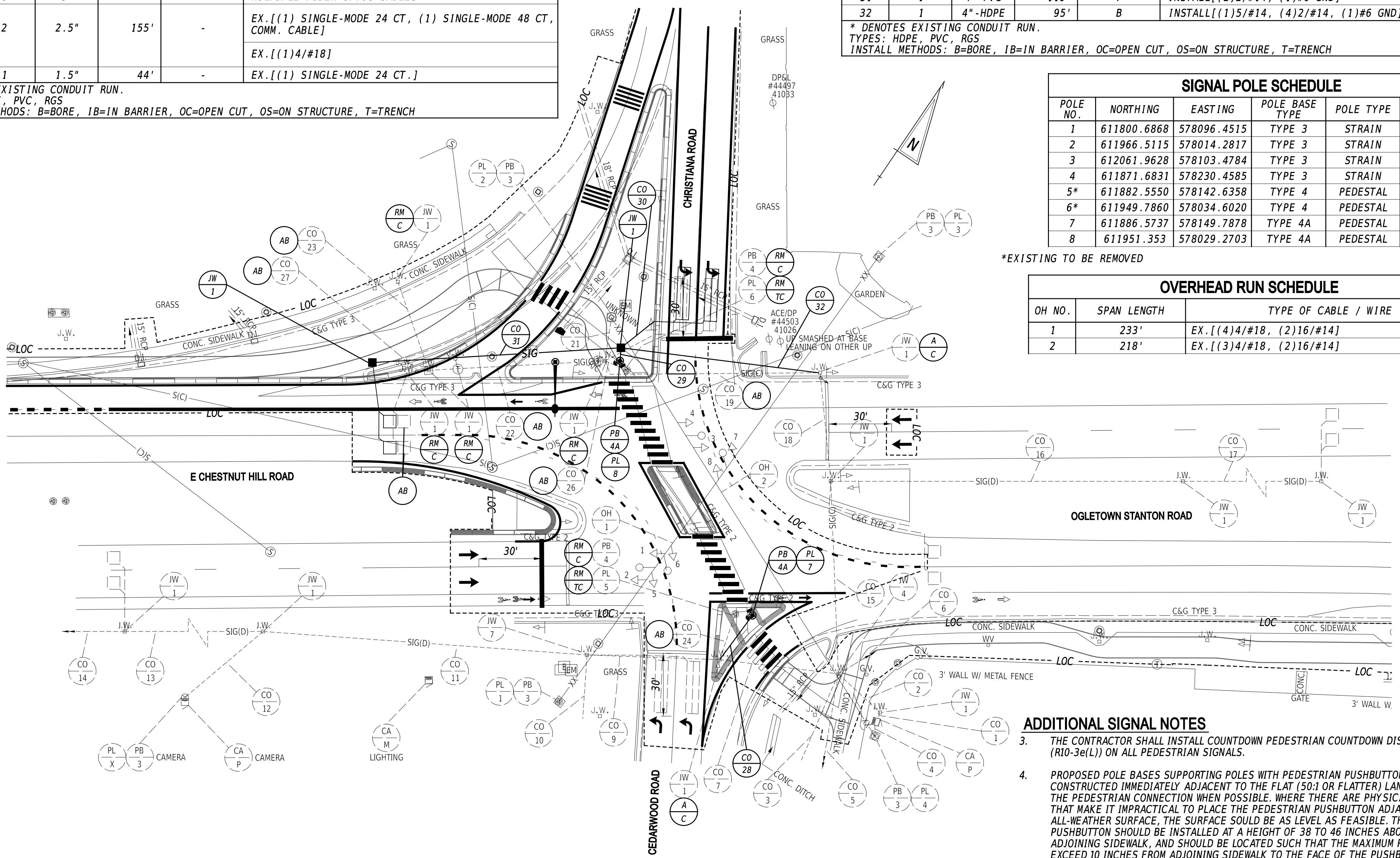


| LEGEND | | | |
|--------|---|------|--|
| (AB) | ABANDON | (OH) | EXISTING OVERHEAD RUN IDENTIFIER (# OF OVERHEAD RUN) |
| (CA) | EXISTING CABINET IDENTIFIER (TYPE OF CABINET) | (OH) | PROPOSED OVERHEAD RUN IDENTIFIER (# OF OVERHEAD RUN) |
| (CA) | PROPOSED CABINET IDENTIFIER (TYPE OF CABINET) | (PB) | 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 |
| (JM) | EXISTING MAST ARM IDENTIFIER (LENGTH OF ARM) | (RM) | REMOVE BY OTHERS |
| (JM) | PROPOSED MAST ARM IDENTIFIER (LENGTH OF ARM) | (RM) | REMOVE BY TRAFFIC CONTRACTOR |

| SIGNAL POLE SCHEDULE | | | | | |
|----------------------|-------------|-------------|----------------|-----------|--------|
| POLE NO. | NORTHING | EASTING | POLE BASE TYPE | POLE TYPE | HEIGHT |
| 1 | 611800.6868 | 578096.4515 | TYPE 3 | STRAIN | 28' |
| 2 | 611966.5115 | 578014.2817 | TYPE 3 | STRAIN | 28' |
| 3 | 612061.9628 | 578103.4784 | TYPE 3 | STRAIN | 28' |
| 4 | 611871.6831 | 578230.4585 | TYPE 3 | STRAIN | 28' |
| 5* | 611882.5550 | 578142.6358 | TYPE 4 | PEDESTAL | 10' |
| 6* | 611949.7860 | 578034.6020 | TYPE 4 | PEDESTAL | 10' |
| 7 | 611886.5737 | 578149.7878 | TYPE 4A | PEDESTAL | 10' |
| 8 | 611951.353 | 578029.2703 | TYPE 4A | PEDESTAL | 10' |

*EXISTING TO BE REMOVED

| OVERHEAD RUN SCHEDULE | | |
|-----------------------|-------------|---------------------------|
| OH NO. | SPAN LENGTH | TYPE OF CABLE / WIRE |
| 1 | 233' | EX. [(4)4/#18, (2)16/#14] |
| 2 | 218' | EX. [(3)4/#18, (2)16/#14] |



ADDITIONAL SIGNAL NOTES

- THE CONTRACTOR SHALL INSTALL COUNTDOWN PEDESTRIAN COUNTDOWN DISPLAYS AND SIGNS (R10-3e(L)) ON ALL PEDESTRIAN SIGNALS.
- 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 38 TO 46 INCHES ABOVE THE ADJOINING SIDEWALK, AND SHOULD BE LOCATED SUCH THAT THE MAXIMUM REACH DOES NOT EXCEED 10 INCHES FROM 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 THE SIDEWALK.

| | 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 | --- | --- |
| SERVICE PEDESTAL | ⬇ | ⬇ |
| SIGNAL CABINET | ⬇ | ⬇ |
| SIGNAL HEAD | ⬇ | ⬇ |
| SIGNAL POLE/BASE | ⊙ | ⊙ |
| CCTV CAMERA | ⬇ | ⬇ |
| SPAN WIRE | XX | XX |
| UTILITY POLE | ⊙ | ⊙ |
| VIDEO DETECTION | ⬇ | ⬇ |

GENERAL SIGNAL NOTES

- 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. 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.

PREPARED BY
Pennoni PENNONI ASSOCIATES INC.

Teresa Scrocca 10/30/2024 DATE

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

SEAL

CONCURRENCE FOR INSTALLATION

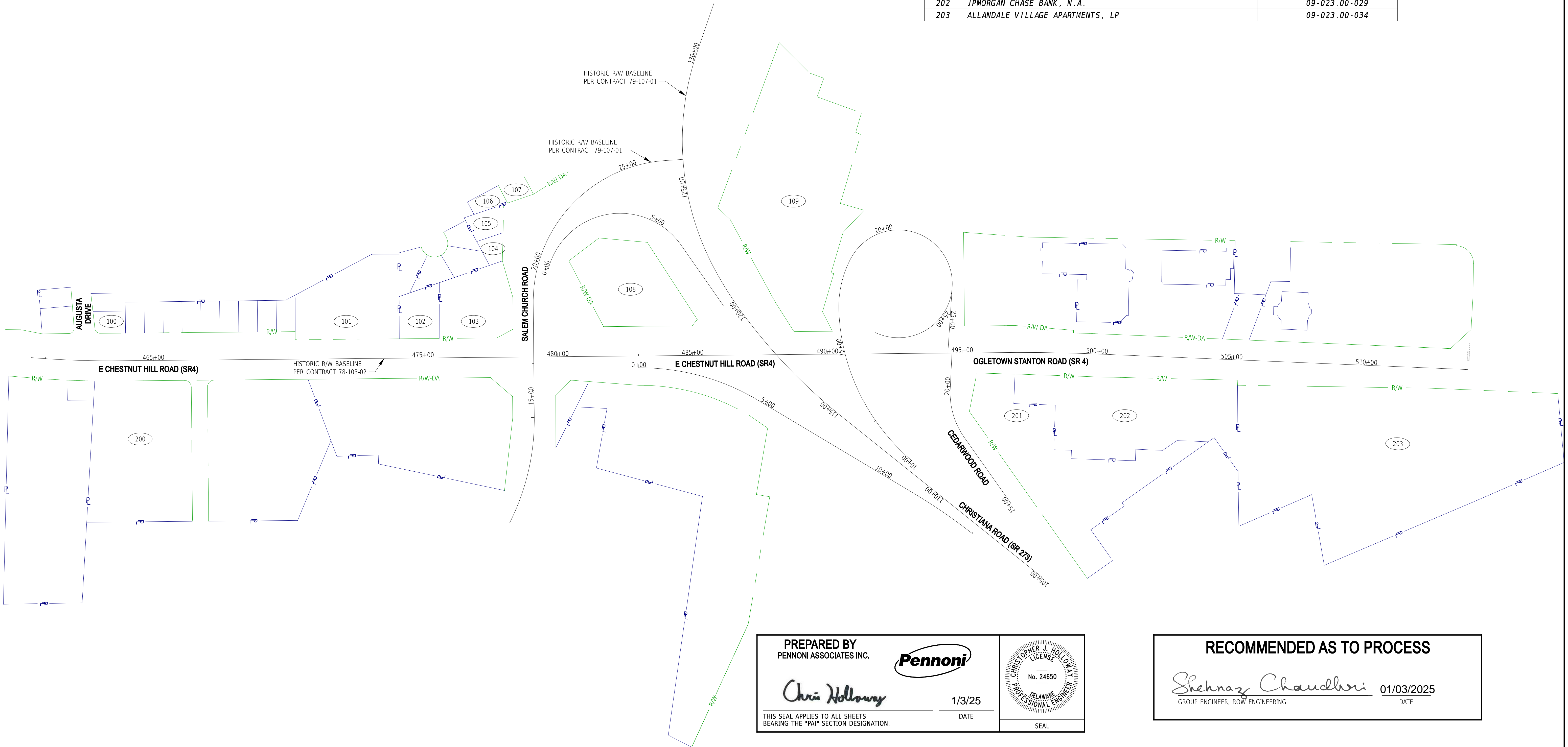
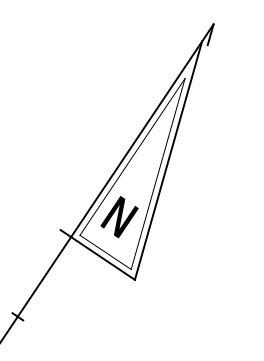
T. Lord 11/14/2024 DATE

CHIEF OF TRAFFIC ENGINEERING



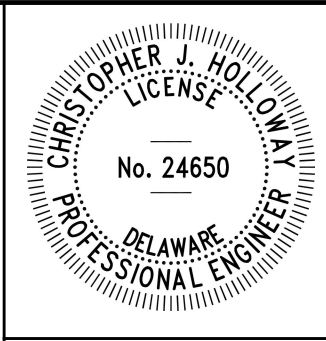
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30-OCT-2024
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| | | | | | |
|---------------------|-----------------------------|--|------------------------|----------------------------|-----------------|
| ADDENDA / REVISIONS | SCALE 0 30 60 90 FEET | EAST COAST GREENWAY, SR 4 SHARED-USE PATH GAP | CONTRACT T202301502 | PERMIT NO. N235 | SECTION PAI |
| | | | COUNTY NEW CASTLE | DESIGNED BY: Z. BRANDER | SHEET NO. 63 |
| | | | CHECKED BY: T. LORD | | |

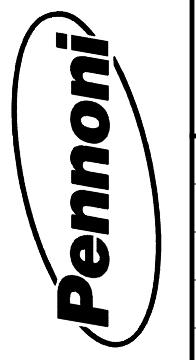
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| ID | OWNER NAME | COUNTY ASSESSMENT NO. |
| 100 | JOSE L. FIGUEROA | 09-022.40-144 |
| 101 | H. Y. MOHAMMED, LLC | 09-022.00-063 |
| 102 | GLENLAKE PROPERTIES, LLC | 09-022.00-062 |
| 103 | CHESTNUT HILL SHOPPING CENTER, LCC | 09-022.00-061 |
| 104 | DANIEL J. NEWMAN & DEBORA B. NEWMAN | 09-022.00-058 |
| 105 | DANIEL J. NEWMAN & DEBORA B. NEWMAN | 09-022.00-104 |
| 106 | JULIUS R. FRIEDMAN | 09-022.40-199 |
| 107 | STATE OF DELAWARE REMNANT PARCEL | N/A |
| 108 | STATE OF DELAWARE REMNANT PARCEL NO. 7 | N/A |
| 109 | OGLETOWN BAPTIST CHURCH | 09-022.00-031 |
| 200 | ILEARN, LLC | 09-022.40-227 |
| 201 | SABRE ASSOCIATES, LLC | 09-023.00-028 |
| 202 | JPMORGAN CHASE BANK, N.A. | 09-023.00-029 |
| 203 | ALLANDALE VILLAGE APARTMENTS, LP | 09-023.00-034 |



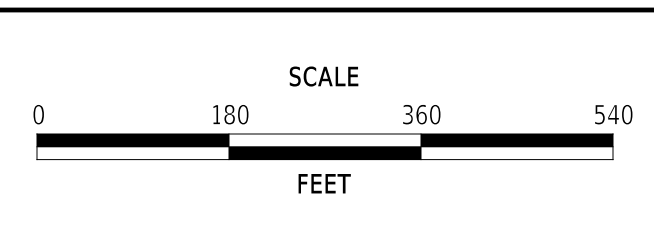
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PREPARED BY
 PENNONI ASSOCIATES INC. 
 1/3/25
 THIS SEAL APPLIES TO ALL SHEETS BEARING THE "PAI" SECTION DESIGNATION. DATE
 SEAL

RECOMMENDED AS TO PROCESS
 01/03/2025
 GROUP ENGINEER, ROW ENGINEERING DATE



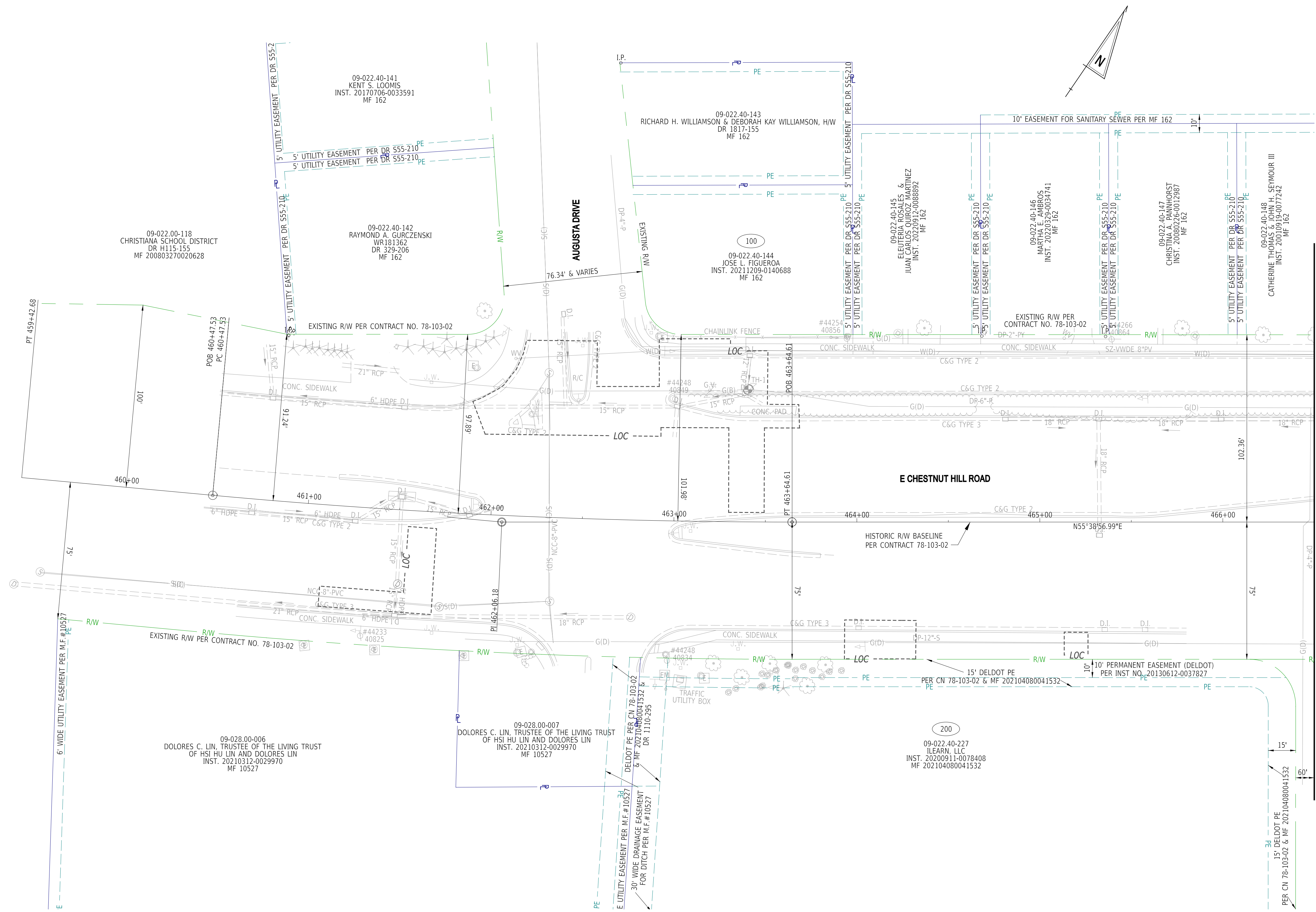
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**EAST COAST GREENWAY,
SR 4 SHARED-USE PATH GAP**

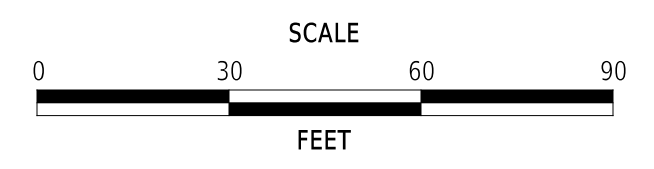
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| CONTRACT T202301502 | BRIDGE NO. N/A |
| COUNTY NEW CASTLE | DESIGNED BY: C. HOLLOWAY |
| | CHECKED BY: O. GREEN |

| |
|----------------------------|
| RIGHT-OF-WAY MOSAIC |
| SECTION PAI |
| SHEET NO. 64 |



MATCH LINE STA 466+50

ADDENDA / REVISIONS

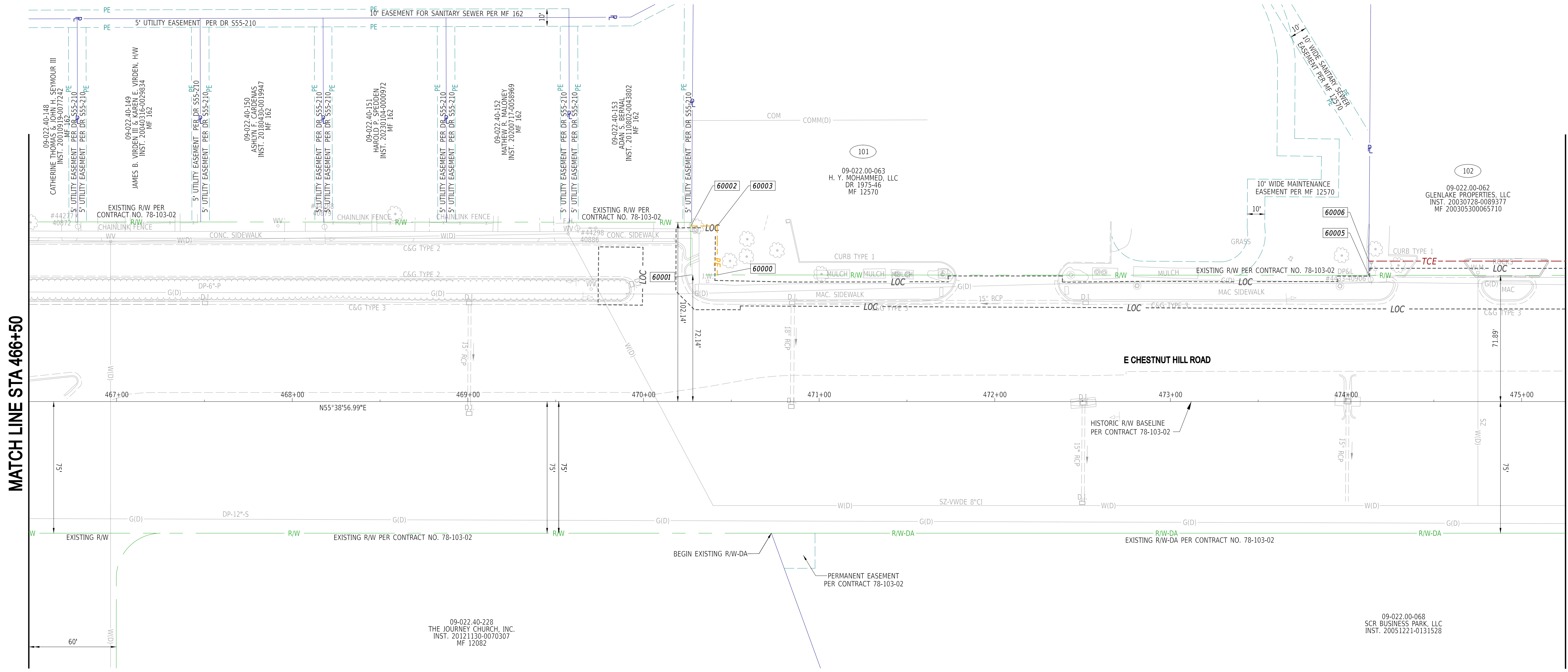
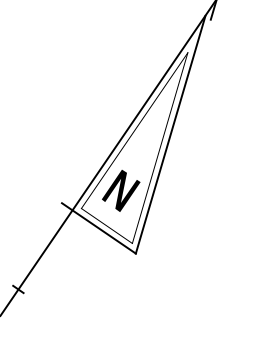


**EAST COAST GREENWAY,
 SR 4 SHARED-USE PATH GAP**

| | | |
|------------|--------------|-------------|
| CONTRACT | BRIDGE NO. | N/A |
| T202301502 | DESIGNED BY: | C. HOLLOWAY |
| COUNTY | CHECKED BY: | O. GREEN |
| NEW CASTLE | | |

RIGHT-OF-WAY PLAN

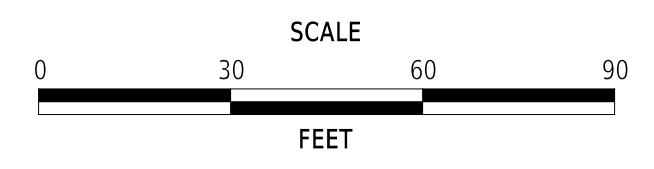
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| RW-01 |
| SECTION |
| PAI |
| SHEET NO. |
| 65 |



MATCH LINE STA 466+50

MATCH LINE STA 475+25

ADDENDA / REVISIONS



**EAST COAST GREENWAY,
SR 4 SHARED-USE PATH GAP**

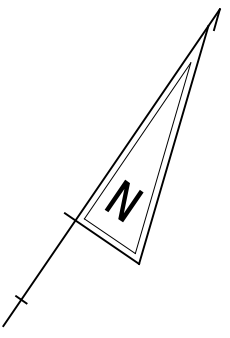
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| CONTRACT | BRIDGE NO. | N/A |
| T202301502 | DESIGNED BY: | C. HOLLOWAY |
| COUNTY | CHECKED BY: | O. GREEN |
| NEW CASTLE | | |

RIGHT-OF-WAY PLAN

| |
|--------------|
| RW-02 |
| SECTION |
| PAI |
| SHEET NO. |
| 66 |

22-JAN-2025
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MATCH LINE STA 19+00

MATCH LINE STA 475+25

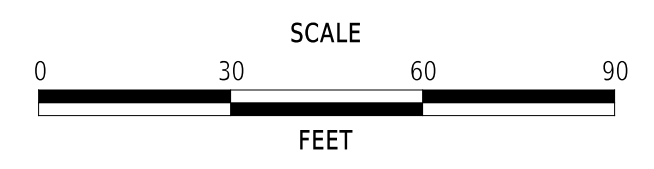
MATCH LINE STA 483+50



22-JAN-2025
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ADDENDA / REVISIONS



**EAST COAST GREENWAY,
SR 4 SHARED-USE PATH GAP**

| | | |
|------------|--------------|-------------|
| CONTRACT | BRIDGE NO. | N/A |
| T202301502 | DESIGNED BY: | C. HOLLOWAY |
| COUNTY | CHECKED BY: | O. GREEN |
| NEW CASTLE | | |

RIGHT-OF-WAY PLAN

| |
|--------------|
| RW-03 |
| SECTION |
| PAI |
| SHEET NO. |
| 67 |

102
09-022.00-062
GLENLAKE PROPERTIES, LLC
INST. 20030728-0089377
MF 200305300065710

103
09-022.00-061
CHESTNUT HILL SHOPPING CENTER, LLC
INST 20240116-0002949

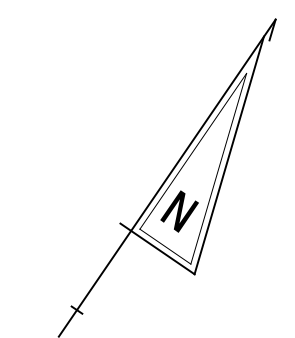
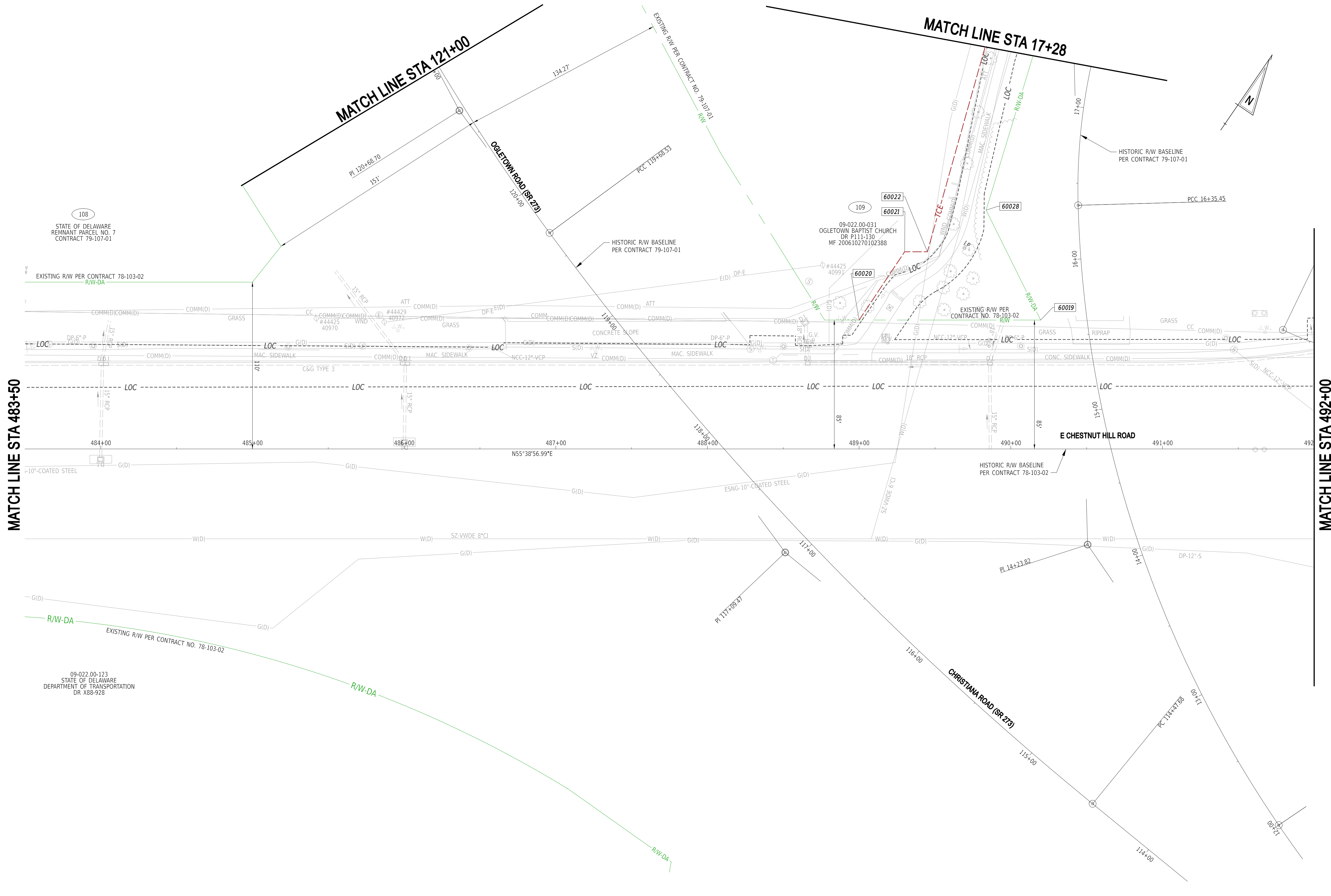
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STATE OF DELAWARE
REMNANT PARCEL NO. 7
CONTRACT 79-107-01

09-022.00-068
SCR BUSINESS PARK, LLC
INST. 20051221-0131528

09-022.00-081
NEWARK PROPERTY, LLC
INST. 20170313-0012932

09-022.00-123
STATE OF DELAWARE
DEPARTMENT OF TRANSPORTATION
DR X88-928

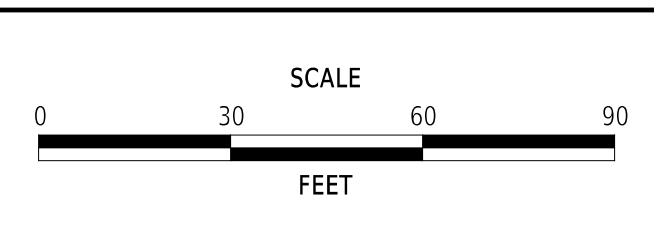
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MATCH LINE STA 483+50

MATCH LINE STA 492+00

| ADDENDA / REVISIONS |
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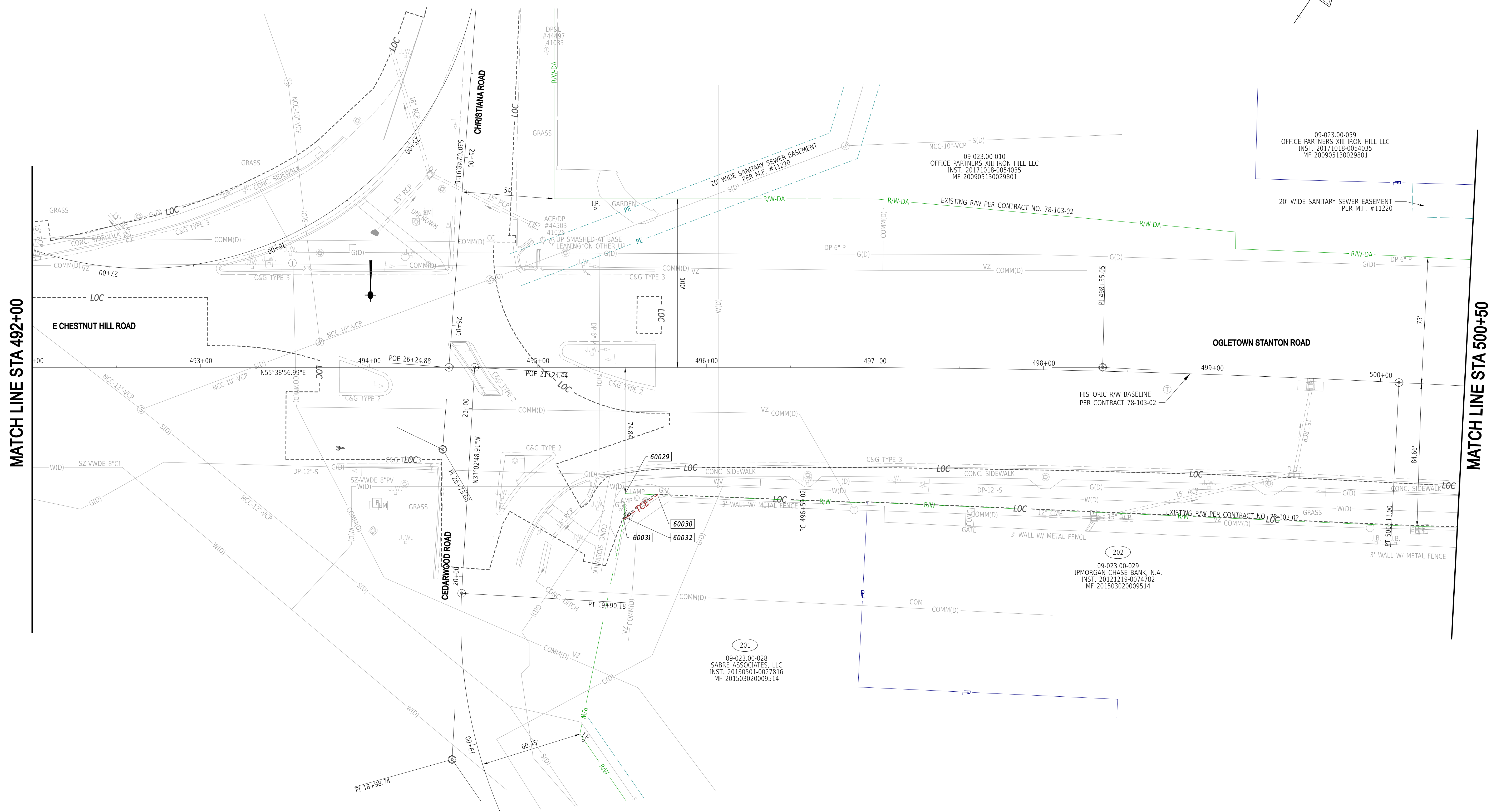
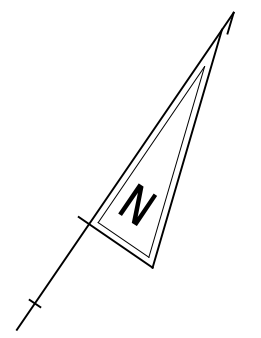


**EAST COAST GREENWAY,
 SR 4 SHARED-USE PATH GAP**

| | |
|--------------|-------------|
| CONTRACT | T202301502 |
| COUNTY | NEW CASTLE |
| BRIDGE NO. | N/A |
| DESIGNED BY: | C. HOLLOWAY |
| CHECKED BY: | O. GREEN |

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| RIGHT-OF-WAY PLAN | |
|--------------------------|--|

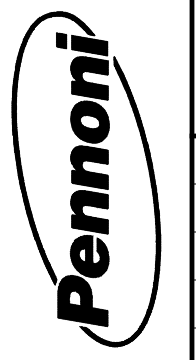
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| SECTION |
| PAI |
| SHEET NO. |
| 68 |



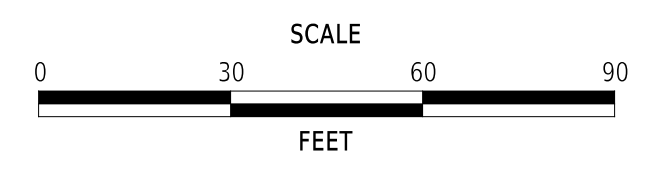
MATCH LINE STA 492+00

MATCH LINE STA 500+50

22-JAN-2025
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ADDENDA / REVISIONS

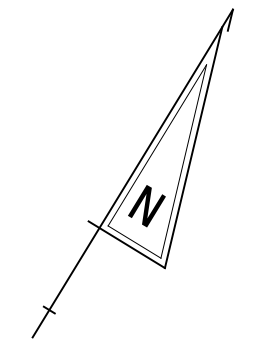


**EAST COAST GREENWAY,
 SR 4 SHARED-USE PATH GAP**

| | | |
|------------|--------------|-------------|
| CONTRACT | BRIDGE NO. | N/A |
| T202301502 | DESIGNED BY: | C. HOLLOWAY |
| COUNTY | CHECKED BY: | O. GREEN |
| NEW CASTLE | | |

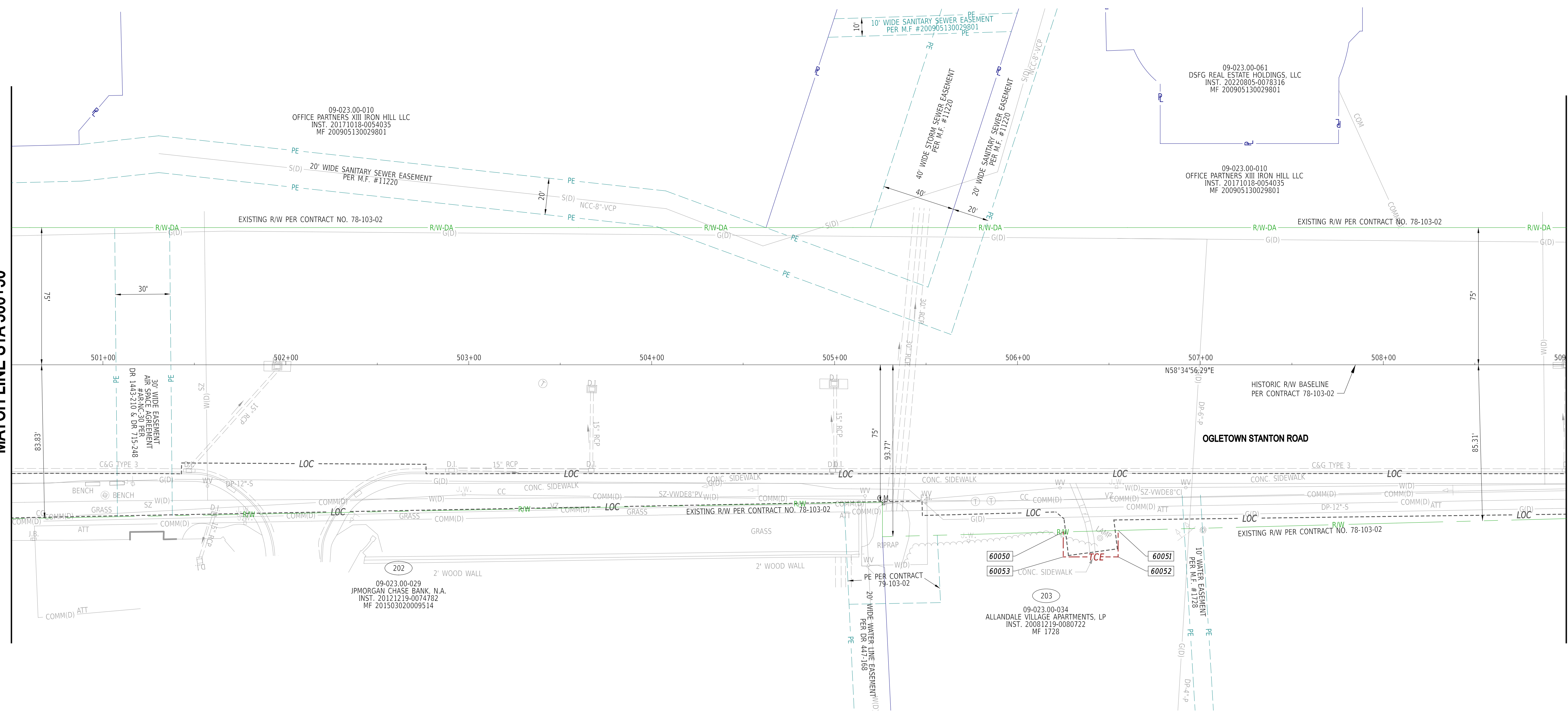
RIGHT-OF-WAY PLAN

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| RW-05 |
| SECTION |
| PAI |
| SHEET NO. |
| 69 |



MATCH LINE STA 500+50

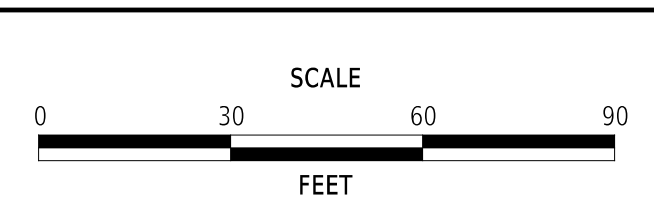
MATCH LINE STA 509+00



22-JAN-2025
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| ADDENDA / REVISIONS | |
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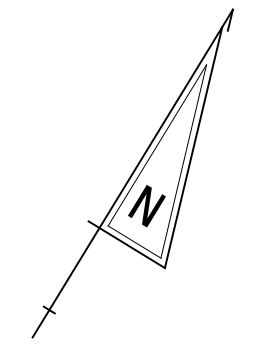


**EAST COAST GREENWAY,
SR 4 SHARED-USE PATH GAP**

| | | | |
|----------|------------|--------------|-------------|
| CONTRACT | T202301502 | BRIDGE NO. | N/A |
| COUNTY | NEW CASTLE | DESIGNED BY: | C. HOLLOWAY |
| | | CHECKED BY: | O. GREEN |

| | |
|-------------------|-----|
| RIGHT-OF-WAY PLAN | |
| SECTION | PAI |
| SHEET NO. | 70 |

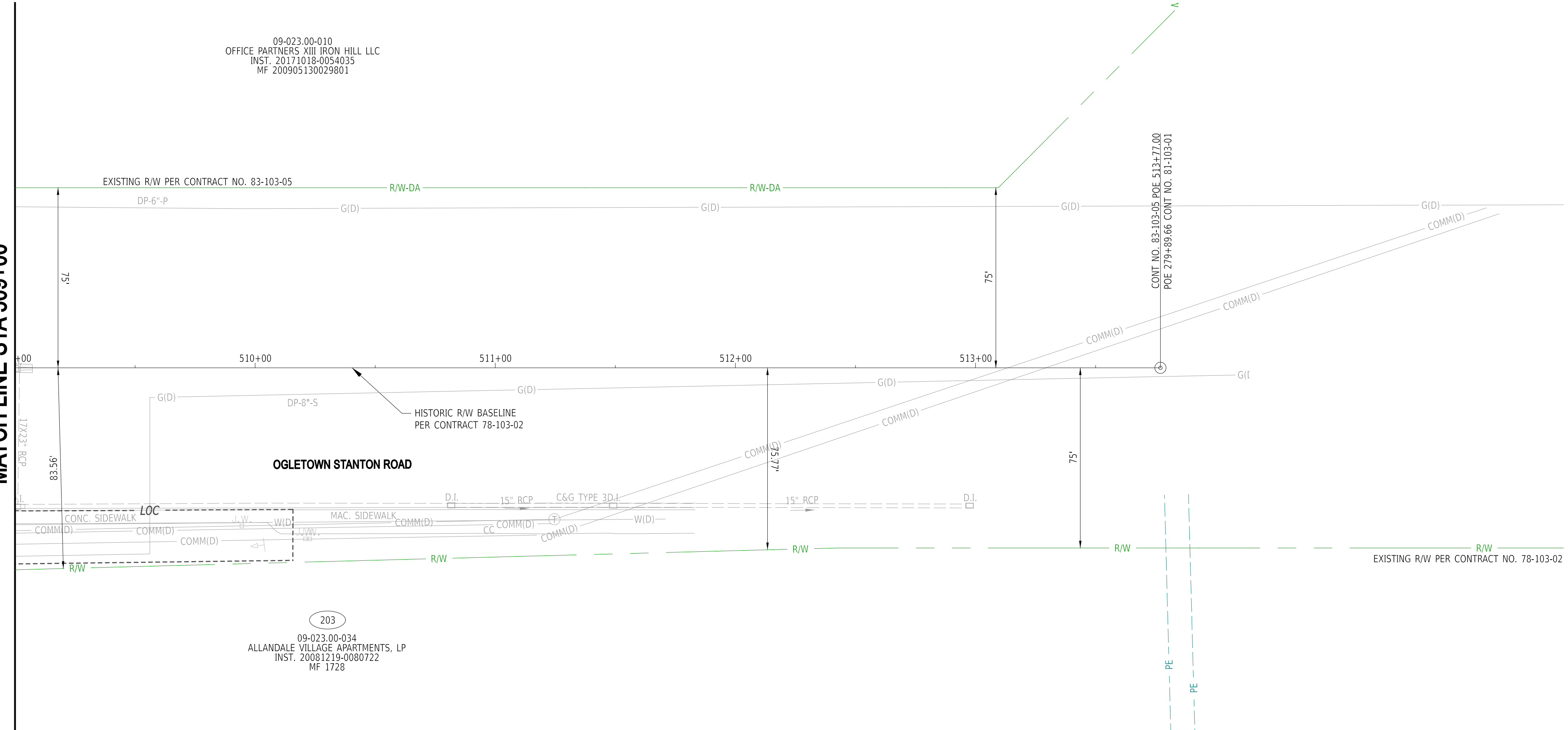
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OFFICE PARTNERS XIII IRON HILL LLC
INST. 20171018-0054035
MF 200905130029801

203
09-023.00-034
ALLANDALE VILLAGE APARTMENTS, LP
INST. 20081219-0080722
MF 1728

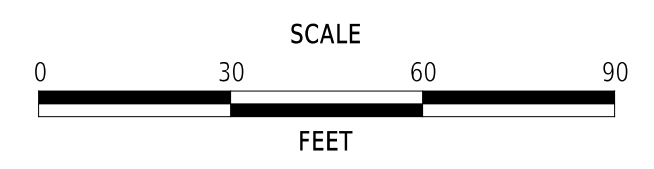
MATCH LINE STA 509+00



22-JAN-2025
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ADDENDA / REVISIONS



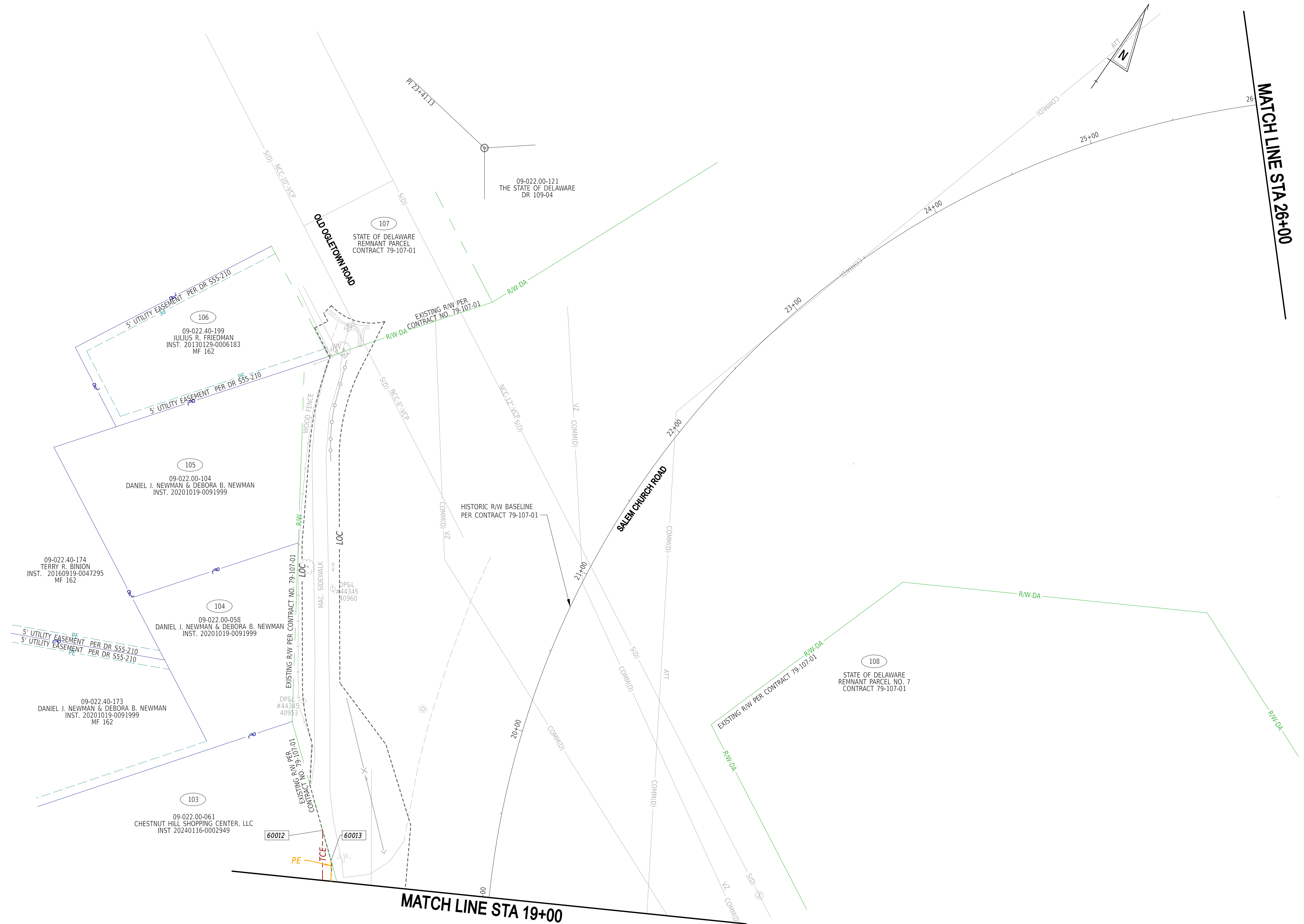
**EAST COAST GREENWAY,
SR 4 SHARED-USE PATH GAP**

| | | |
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| CONTRACT | BRIDGE NO. | N/A |
| T202301502 | DESIGNED BY: | C. HOLLOWAY |
| COUNTY | CHECKED BY: | O. GREEN |
| NEW CASTLE | | |

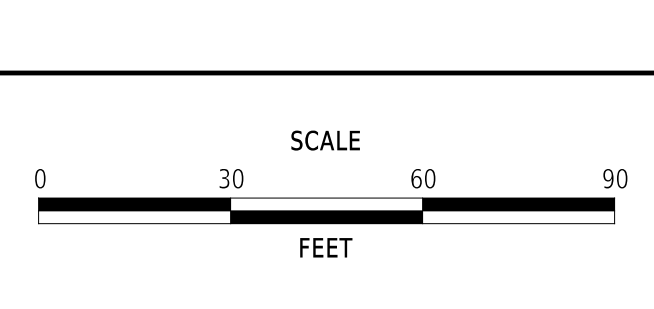
RIGHT-OF-WAY PLAN

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| RW-07 |
| SECTION |
| PAI |
| SHEET NO. |
| 71 |

22-JAN-2025
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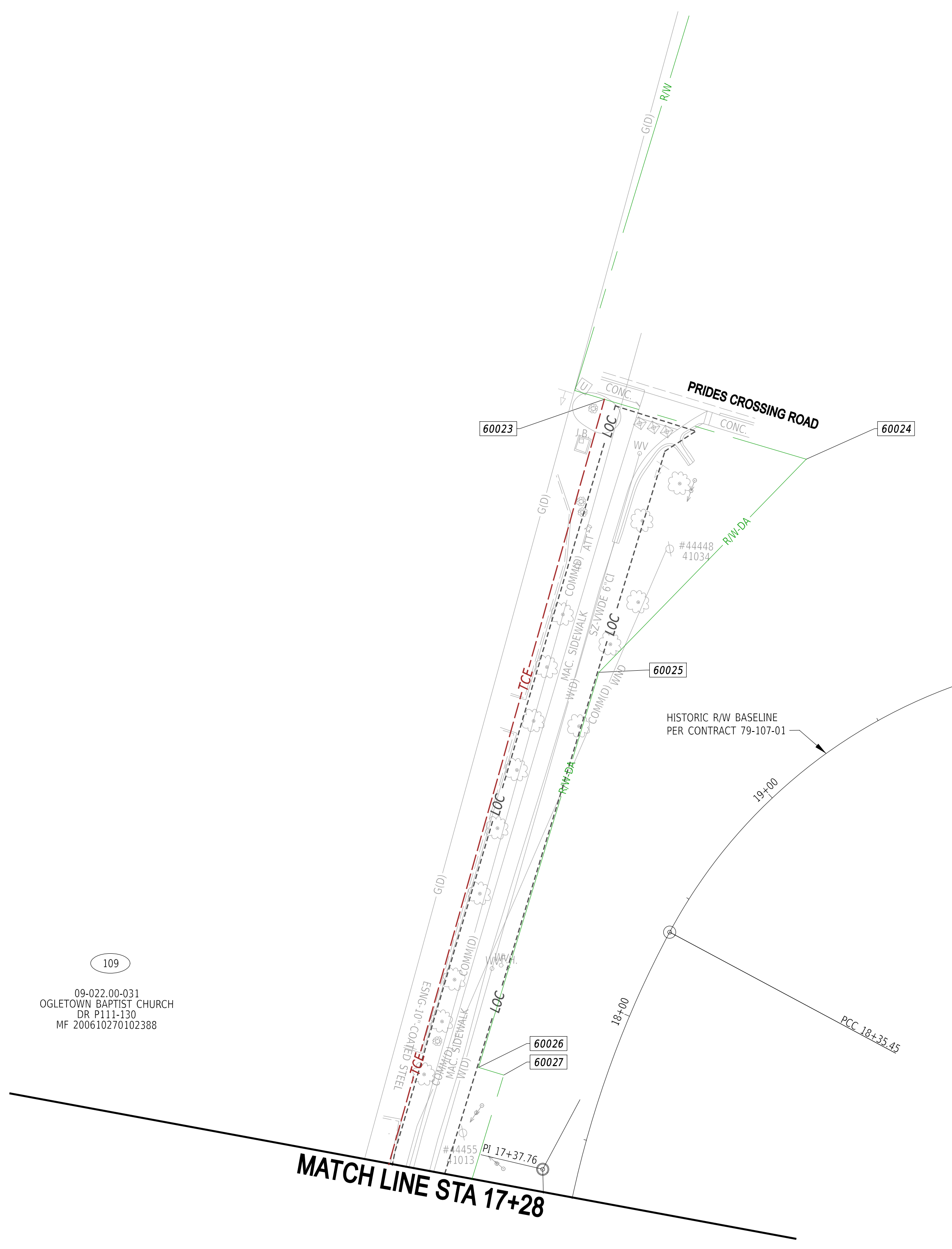
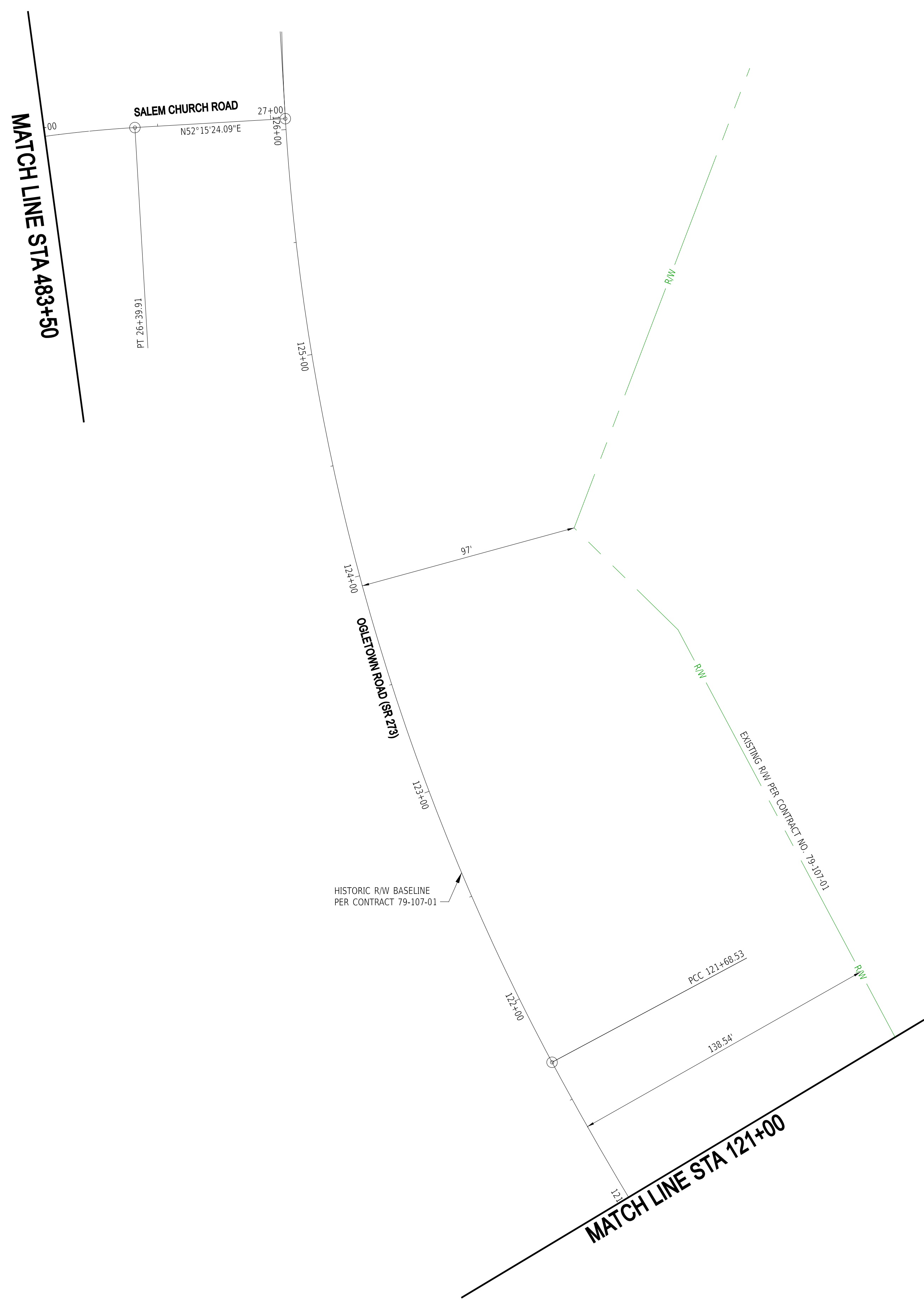
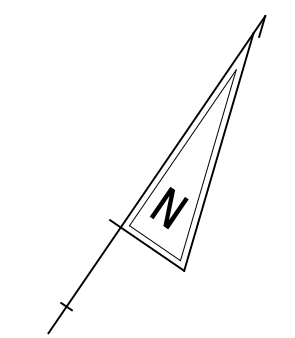
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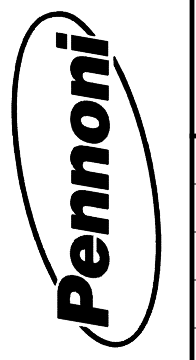
**EAST COAST GREENWAY,
 SR 4 SHARED-USE PATH GAP**

| | | |
|------------|--------------|-------------|
| CONTRACT | BRIDGE NO. | N/A |
| T202301502 | DESIGNED BY: | C. HOLLOWAY |
| COUNTY | CHECKED BY: | O. GREEN |
| NEW CASTLE | | |

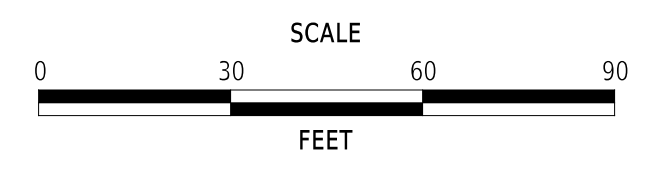
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| | | SECTION |
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| | | SHEET NO. |
| | | 72 |



22-JAN-2025
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ADDENDA / REVISIONS



**EAST COAST GREENWAY,
 SR 4 SHARED-USE PATH GAP**

| | | | |
|----------|------------|--------------|-------------|
| CONTRACT | T202301502 | BRIDGE NO. | N/A |
| COUNTY | NEW CASTLE | DESIGNED BY: | C. HOLLOWAY |
| | | CHECKED BY: | O. GREEN |

RIGHT-OF-WAY PLAN

| |
|--------------|
| RW-09 |
| SECTION |
| PAI |
| SHEET NO. |
| 73 |

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| ASSESSMENT NUMBER | | OWNERSHIP OF RECORD | | | | | | TYPE OF ACQUISITION | TITLE SOURCE | PARCEL AREA (ACRES) | PAGE NUMBER |
|---|------------|--|----------|-------------|-------------|---------------|----------|---------------------|------------------------|---------------------|-------------|
| 09-022.00-063 | | (101) H. Y. MOHAMMED, LLC | | | | | | PE | DR 1975-46 | D - 2.298 | 71 |
| PT. NO. | ALIGN. NO. | STATION | OFFSET* | NORTH | EAST | BEARING | DISTANCE | CHORD BEARING | CHORD LENGTH | ARC LENGTH | RADIUS** |
| 60000 | 10000 | 470+42.00 | -72.132 | 610608.5215 | 576052.6136 | S 55°40'47" W | 15.321 | | | | |
| 60001 | 10000 | 470+26.68 | -72.140 | 610599.8830 | 576039.9597 | N 33°44'23" W | 27.862 | | | | |
| 60002 | 10000 | 470+26.98 | -100.000 | 610623.0520 | 576024.4847 | N 55°38'57" E | 15.024 | | | | |
| 60003 | 10000 | 470+42.00 | -100.000 | 610631.5295 | 576036.8886 | S 34°21'03" E | 27.868 | | | | |
| 60000 | 10000 | 470+42.00 | -72.132 | 610608.5215 | 576052.6136 | | | | | | |
| FIGURE 60000 AREA = 422.78 SQ. FT. (0.010 ACRES). | | | | | | | | | | | |
| DEED RECORD OF ACQUISITION: | | | | | | | | | | | |
| ASSESSMENT NUMBER | | OWNERSHIP OF RECORD | | | | | | TYPE OF ACQUISITION | TITLE SOURCE | PARCEL AREA (ACRES) | PAGE NUMBER |
| 09-022.00-062 | | (102) GLENLAKE PROPERTIES, LLC | | | | | | TCE | INST. 20030728-0089377 | C - 0.627 | 71 & 72 |
| PT. NO. | ALIGN. NO. | STATION | OFFSET* | NORTH | EAST | BEARING | DISTANCE | CHORD BEARING | CHORD LENGTH | ARC LENGTH | RADIUS** |
| 60004 | 10000 | 475+62.96 | -71.855 | 610902.2470 | 576482.8699 | S 55°40'47" W | 149.988 | | | | |
| 60005 | 10000 | 474+12.97 | -71.935 | 610817.6805 | 576358.9948 | N 33°56'07" W | 8.066 | | | | |
| 60006 | 10000 | 474+13.03 | -80.000 | 610824.3723 | 576354.4922 | N 55°38'57" E | 149.989 | | | | |
| 60007 | 10000 | 475+63.02 | -80.000 | 610909.0049 | 576478.3227 | S 33°56'07" E | 8.145 | | | | |
| 60004 | 10000 | 475+62.96 | -71.855 | 610902.2470 | 576482.8699 | | | | | | |
| FIGURE 50000 AREA = 1215.69 SQ. FT. (0.028 ACRES). | | | | | | | | | | | |
| DEED RECORD OF ACQUISITION: | | | | | | | | | | | |
| ASSESSMENT NUMBER | | OWNERSHIP OF RECORD | | | | | | TYPE OF ACQUISITION | TITLE SOURCE | PARCEL AREA (ACRES) | PAGE NUMBER |
| 09-022.00-061 | | (103) CHESTNUT HILL SHOPPING CENTER, LLC | | | | | | PE | INST. 20240116-0002949 | C - 1.490 | 72 & 77 |
| PT. NO. | ALIGN. NO. | STATION | OFFSET* | NORTH | EAST | BEARING | DISTANCE | CHORD BEARING | CHORD LENGTH | ARC LENGTH | RADIUS** |
| 60015 | 10000 | 477+74.66 | -71.743 | 611021.6064 | 576657.7104 | S 55°40'47" W | 10.775 | | | | |
| 60018 | 10000 | 477+63.88 | -71.748 | 611015.5315 | 576648.8117 | N 28°01'50" E | 64.066 | | | | |
| 60014 | 10000 | 478+20.65 | -101.448 | 611072.0820 | 576678.9187 | N 34°18'54" W | 173.817 | | | | |
| 60013 | 10001 | 19+10.24 | -94.841 | 611215.6465 | 576580.9303 | S 49°57'53" E | 55.607 | | | | |
| 60016 | 10001 | 18+65.31 | -75.680 | 611179.8789 | 576623.5054 | S 34°18'54" E | 68.046 | | | | |
| 60054 | 10001 | 18+00.00 | -75.330 | 611123.6745 | 576661.8657 | S 34°19'41" E | 50.005 | | | | |
| 60018 | 10000 | 478+35.66 | -103.660 | 611082.3789 | 576690.0652 | S 28°01'50" W | 68.849 | | | | |
| 60015 | 10000 | 477+74.66 | -71.743 | 611021.6064 | 576657.7104 | | | | | | |
| FIGURE 60001 AREA = 2521.59 SQ. FT. (0.058 ACRES). | | | | | | | | | | | |
| DEED RECORD OF ACQUISITION: | | | | | | | | | | | |
| ASSESSMENT NUMBER | | OWNERSHIP OF RECORD | | | | | | TYPE OF ACQUISITION | TITLE SOURCE | PARCEL AREA (ACRES) | PAGE NUMBER |
| 09-022.00-061 | | (103) CHESTNUT HILL SHOPPING CENTER, LLC | | | | | | TCE | INST. 20240116-0002949 | C - 1.490 | 72 & 77 |
| PT. NO. | ALIGN. NO. | STATION | OFFSET* | NORTH | EAST | BEARING | DISTANCE | CHORD BEARING | CHORD LENGTH | ARC LENGTH | RADIUS** |
| 60008 | 10000 | 477+63.88 | -71.748 | 611015.5315 | 576648.8117 | S 55°40'47" W | 200.923 | | | | |
| 60004 | 10000 | 475+62.96 | -71.855 | 610902.2470 | 576482.8699 | N 33°56'07" W | 3.145 | | | | |
| 60009 | 10000 | 475+62.98 | -75.000 | 610904.8564 | 576481.1141 | N 55°38'57" E | 202.021 | | | | |
| 60010 | 10000 | 477+65.00 | -75.000 | 611018.8487 | 576647.9024 | N 28°09'22" E | 58.195 | | | | |
| 60011 | 10000 | 478+15.65 | -103.665 | 611071.0919 | 576673.5409 | N 34°18'54" W | 189.452 | | | | |
| 60012 | 10001 | 19+24.57 | -102.194 | 611227.5697 | 576566.7386 | S 49°57'53" E | 18.536 | | | | |
| 60013 | 10001 | 19+10.24 | -94.841 | 611215.6465 | 576580.9303 | S 34°18'54" E | 173.817 | | | | |
| 60014 | 10000 | 478+20.65 | -101.448 | 611072.0820 | 576678.9187 | S 28°01'50" W | 64.066 | | | | |
| 60008 | 10000 | 477+63.88 | -71.748 | 611015.5315 | 576648.8117 | | | | | | |
| FIGURE 50001 AREA = 1756.02 SQ. FT. (0.040 ACRES). | | | | | | | | | | | |
| DEED RECORD OF ACQUISITION: | | | | | | | | | | | |
| ASSESSMENT NUMBER | | OWNERSHIP OF RECORD | | | | | | TYPE OF ACQUISITION | TITLE SOURCE | PARCEL AREA (ACRES) | PAGE NUMBER |
| 09-022.00-031 | | (109) OGLETOWN BAPTIST CHURCH | | | | | | TCE | DR P111-130 | D - 7.622 | 73 & 78 |
| PT. NO. | ALIGN. NO. | STATION | OFFSET* | NORTH | EAST | BEARING | DISTANCE | CHORD BEARING | CHORD LENGTH | ARC LENGTH | RADIUS** |
| 60019 | 10000 | 490+19.65 | -85.000 | 611735.0488 | 577678.0920 | S 55°38'57" W | 119.645 | | | | |
| 60020 | 10000 | 489+00.00 | -85.000 | 611667.5383 | 577579.3136 | N 0°39'39" W | 54.083 | | | | |
| 60021 | 10003 | 6+15.32 | -115.625 | 611721.8181 | 577578.8898 | N 55°38'57" E | 15.000 | | | | |
| 60022 | 10003 | 6+14.53 | -100.652 | 611730.0620 | 577591.0738 | N 18°36'47" W | 442.421 | | | | |
| 60023 | 10003 | 9+35.98 | -158.797 | 612149.3621 | 577449.8641 | N 72°11'22" E | 80.098 | | | | |
| 60024 | 10003 | 9+69.88 | -101.185 | 612173.8618 | 577526.1235 | S 9°51'57" W | 113.100 | | | | |
| 60025 | 10003 | 8+92.90 | -80.444 | 612062.4346 | 577506.7448 | S 17°24'21" E | 157.120 | | | | |
| 60026 | 10003 | 7+67.78 | -47.218 | 611912.5094 | 577553.7453 | N 72°35'39" E | 10.000 | | | | |
| 60027 | 10003 | 7+67.88 | -37.219 | 611915.5008 | 577563.2873 | S 17°26'09" E | 147.717 | | | | |
| 60028 | 10003 | 6+37.75 | -60.748 | 611774.5706 | 577607.5489 | S 60°44'25" E | 80.860 | | | | |
| 60019 | 10003 | 490+19.65 | -85.000 | 611735.0488 | 577678.0920 | | | | | | |
| FIGURE 50002 AREA = 19283.07 SQ. FT. (0.443 ACRES). | | | | | | | | | | | |
| DEED RECORD OF ACQUISITION: | | | | | | | | | | | |
| ASSESSMENT NUMBER | | OWNERSHIP OF RECORD | | | | | | TYPE OF ACQUISITION | TITLE SOURCE | PARCEL AREA (ACRES) | PAGE NUMBER |
| 09-023.00-028 | | (201) SABRE ASSOCIATES, LLC | | | | | | TCE | INST. 20130501-0027816 | D - 4.790 | 74 |
| PT. NO. | ALIGN. NO. | STATION | OFFSET* | NORTH | EAST | BEARING | DISTANCE | CHORD BEARING | CHORD LENGTH | ARC LENGTH | RADIUS** |
| 60029 | 10000 | 495+51.83 | 74.840 | 611903.3747 | 578207.6533 | N 57°53'56" E | 19.186 | | | | |
| 60030 | 10000 | 495+71.00 | 75.593 | 611913.5705 | 578223.9060 | S 19°43'34" W | 24.697 | | | | |
| 60031 | 10000 | 495+51.00 | 90.083 | 611890.3225 | 578215.5701 | N 22°47'15" W | 1.284 | | | | |
| 60032 | 10000 | 495+51.26 | 88.825 | 611891.5062 | 578215.0729 | N 32°00'40" W | 13.997 | | | | |
| 60029 | 10000 | 495+51.83 | 74.840 | 611903.3747 | 578207.6533 | | | | | | |
| FIGURE 50003 AREA = 144.99 SQ. FT. (0.003 ACRES). | | | | | | | | | | | |
| DEED RECORD OF ACQUISITION: | | | | | | | | | | | |
| ASSESSMENT NUMBER | | OWNERSHIP OF RECORD | | | | | | TYPE OF ACQUISITION | TITLE SOURCE | PARCEL AREA (ACRES) | PAGE NUMBER |
| 09-023.00-034 | | (203) ALLANDALE VILLAGE APARTMENTS, LP | | | | | | TCE | INST. 20081219-0080722 | C - 12.863 | 75 |
| PT. NO. | ALIGN. NO. | STATION | OFFSET* | NORTH | EAST | BEARING | DISTANCE | CHORD BEARING | CHORD LENGTH | ARC LENGTH | RADIUS** |
| 60050 | 10000 | 506+25.00 | 91.343 | 612458.8411 | 579121.0667 | N 57°03'58" E | 30.011 | | | | |
| 60051 | 10000 | 506+55.00 | 90.549 | 612475.1569 | 579146.2545 | S 31°25'04" E | 14.451 | | | | |
| 60052 | 10000 | 506+55.00 | 105.000 | 612462.8249 | 579153.7872 | S 58°34'56" W | 30.000 | | | | |
| 60053 | 10000 | 506+25.00 | 105.000 | 612447.1867 | 579128.1855 | N 31°25'04" W | 13.657 | | | | |
| 60050 | 10000 | 506+25.00 | 91.343 | 612458.8411 | 579121.0667 | | | | | | |
| FIGURE 50005 AREA = 421.61 SQ. FT. (0.010 ACRES). | | | | | | | | | | | |
| DEED RECORD OF ACQUISITION: | | | | | | | | | | | |

ADDENDA / REVISIONS

NOT TO SCALE

**EAST COAST GREENWAY,
SR 4 SHARED-USE PATH GAP**

| | | |
|------------|--------------|-------------|
| CONTRACT | BRIDGE NO. | N/A |
| T202301502 | DESIGNED BY: | C. HOLLOWAY |
| COUNTY | CHECKED BY: | O. GREEN |
| NEW CASTLE | | |

RIGHT-OF-WAY PLAN

| |
|-----------|
| RB-01 |
| SECTION |
| PAI |
| SHEET NO. |
| 74 |