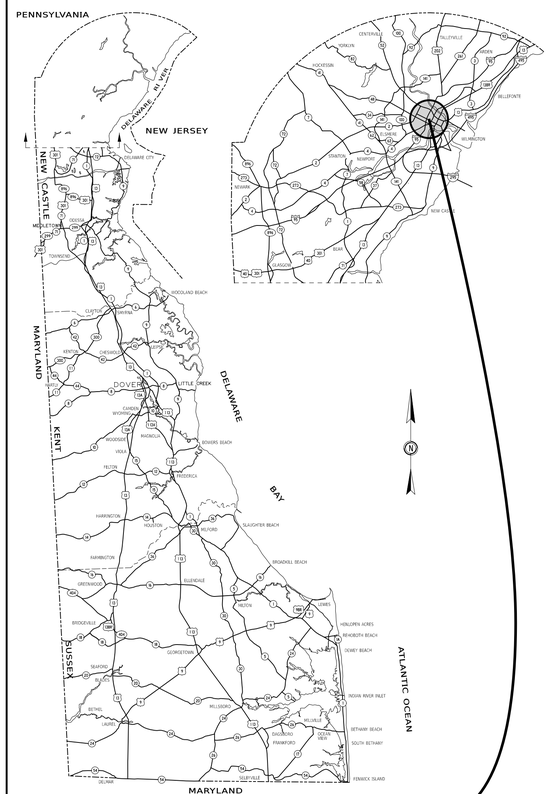



GENERAL LOCATION OF CONTRACT

PREPARED BY

JMT

William Dougherty

10/06/2026
DATE

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

WILLIAM J. DOUGHERTY REGISTERED No. 13174 DELAWARE PROFESSIONAL ENGINEER

SEAL

## APPROVED FOR ADVERTISEMENT

Jeff Niezgoda on behalf of Stephanie Johnson
DIRECTOR OF PLANNING

10/06/2026
DATE

# THE STATE OF DELAWARE
# DEPARTMENT OF TRANSPORTATION

U.S. CUSTOMARY UNITS

CONSTRUCTION PLANS FOR:

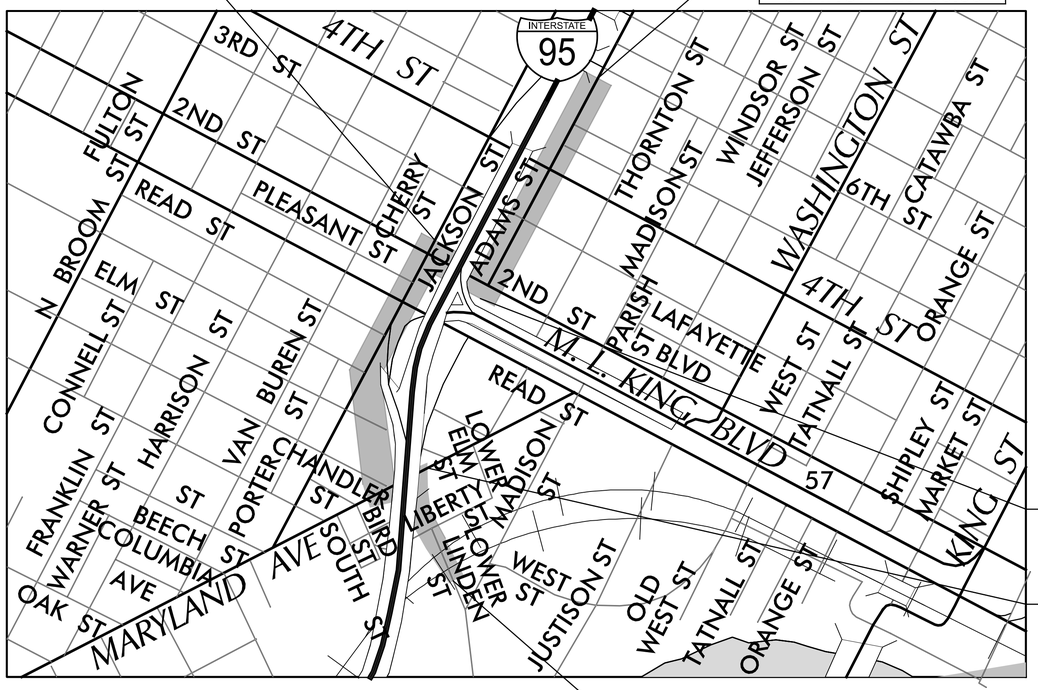
# ADAMS STREET PATHWAY
# PHASE II

CONTRACT NUMBER: T202466302
FEDERAL AID PROJECT NUMBER: CRP-2024(19)

COUNTY: NEW CASTLE M.R. #: N505

LIMIT OF CONTRACT
STATION 306+11.00

END CONTRACT
STATION 123+93.60




LIMIT OF CONTRACT
STATION 107+75.00

LIMIT OF CONTRACT
STATION 203+58.00

LOCATION MAP
NOT TO SCALE

BEGIN CONTRACT
STATION 500+00.00

## DESIGN DESIGNATION

| | | | |
|---|---|---|---|
| MRD #: N505 | ROAD NAME: NORTH ADAMS STREET | | |
| FUNCTIONAL CLASS: MINOR ARTERIAL | | D.H.V. PROJECTED: 562 | YEAR: 2025 |
| TYPE OF CONSTRUCTION: PEDESTRIAN IMPROVEMENTS | | DESIGN SPEED: 30 M.P.H. | |
| A.A.D.T. CURRENT: 5,200 | YEAR: 2025 | TRUCKS: 7.6% | |
| A.A.D.T. PROJECTED: 5,890 | YEAR: 2050 | DIRECTION OF DISTRIBUTION: 100% | |
| MRD #: N505 | ROAD NAME: NORTH JACKSON STREET | | |
| FUNCTIONAL CLASS: MINOR ARTERIAL | | D.H.V. PROJECTED: 438 | YEAR: 2025 |
| TYPE OF CONSTRUCTION: PEDESTRIAN IMPROVEMENTS | | DESIGN SPEED: 30 M.P.H. | |
| A.A.D.T. CURRENT: 4058 | YEAR: 2025 | TRUCKS: 7.6% | |
| A.A.D.T. PROJECTED: 4600 | YEAR: 2050 | DIRECTION OF DISTRIBUTION: 100% | |
| MRD #: N336 | ROAD NAME: MARYLAND AVENUE | | |
| FUNCTIONAL CLASS: PRINCIPAL ARTERIAL | | D.H.V. PROJECTED: 868 | YEAR: 2025 |
| TYPE OF CONSTRUCTION: PEDESTRIAN IMPROVEMENTS | | DESIGN SPEED: 30 M.P.H. | |
| A.A.D.T. CURRENT: 14,298 | YEAR: 2025 | TRUCKS: 7.6% | |
| A.A.D.T. PROJECTED: 16,200 | YEAR: 2050 | DIRECTION OF DISTRIBUTION: 56.2% | |

## APPROVED DESIGN EXCEPTIONS

| DESIGN PARAMETER | REQUIRED | PROVIDED | DATE |
|---|---|---|---|
| | | | |

## ADDENDA / REVISIONS

## ASSOCIATED CONTRACTS

| CONTRACT NO. | CONTRACT NAME |
|---|---|
| 855 | MARYLAND AVE. WILMINGTON - FROM BROOM STREET TO W. FRONT STREET |
| 900 | LANCASTER AVENUE |
| 64-03-004 | INTERSTATE HIGHWAY ROUTE I-95 SOUTH WILMINGTON VIADUCT |
| 64-04-020 (PART A) | I-95 PART A, FOURTH STREET TO NINTH STREET |
| 64-04-020 (PART B) | I-95 PART B, NINTH STREET TO ELEVENTH STREET |
| 64-04-020 (PART C) | I-95 PART C, ELEVENTH STREET TO DELAWARE AVENUE |
| 65-05-001 | DELAWARE AVE. - 12TH STREET (WILMINGTON) |
| 69-11-002 | MLK BOULEVARD (WILMINGTON BOULEVARD), ADAMS ST. TO JEFFERSON ST. |
| 70-10-001 | 11TH STREET - WILMINGTON, ADAMS STREET TO JEFFERSON STREET |
| 80-064-10 | DELAWARE AVENUE - WILMINGTON, MADISON ST. TO ADAMS ST. |
| 85-061-01 | MARYLAND AVE. WEST NEWPORT TO BROOM ST., 4R |
| 96-200-16 | TRINITY VICINITY, ADAMS STREET, WILMINGTON |
| T201407404 | REHABILITATION OF I-95 FROM I-495 TO NORTH OF BRANDYWINE RIVER |
| T201701102 | CURB RAMP ADA IMPROVEMENTS, CITY OF WILMINGTON |

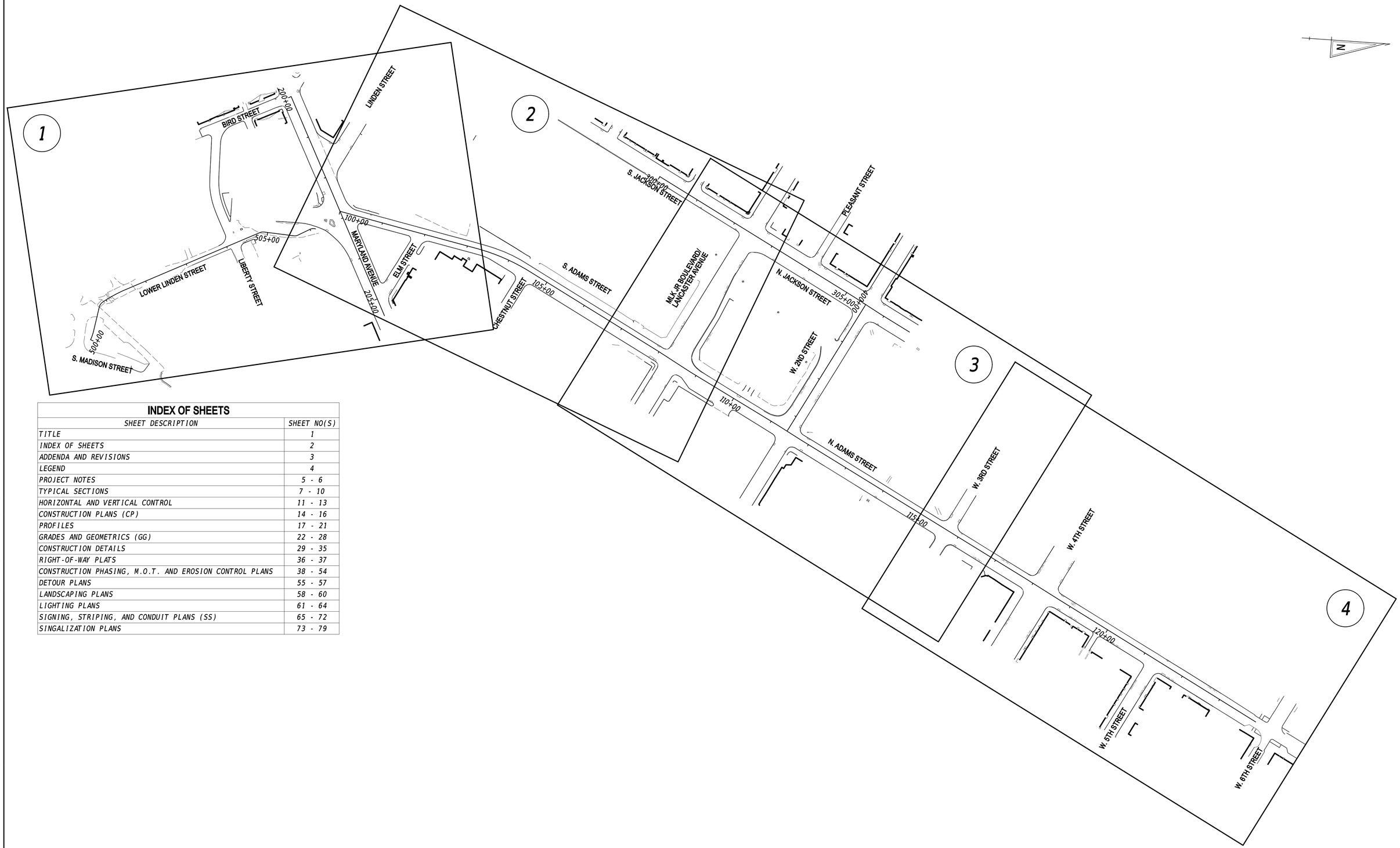
LAST REVISED: 11/26/2018
11-JUN-2026
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# DIGITAL ACCESSIBILITY NOTICE

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|---|---|
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| ADDENDA / REVISIONS | |
|---|---|
| | |
| | |
| | |
| | |

SCALE
0 100 200 300
FEET

# ADAMS STREET PATHWAY PHASE II

| | |
|---|---|
| CONTRACT | T202466302 |
| COUNTY | NEW CASTLE |
| BRIDGE NO. | N/A |
| DESIGNED BY: | J.IORIO |
| CHECKED BY: | B.DOUGHERTY |

## INDEX OF SHEETS

| | |
|---|---|
| SECTION | JMT |
| SHEET NO. | 2 |

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## ADDENDUM PREPARED BY
**DELDOT - TRANSPORTATION SOLUTIONS**
**XXXXXXXXXXXXXXXXXXXX**

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

DATE

SEAL

## REVISION PREPARED BY
**DELDOT - TRANSPORTATION SOLUTIONS**
**XXXXXXXXXXXXXXXXXXXX**

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

DATE

SEAL

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| ADDENDA / REVISIONS | | NOT TO SCALE | ADAMS STREET PATHWAY PHASE II | CONTRACT | BRIDGE NO. N/A | ADDENDA AND REVISIONS | SECTION |
|---|---|---|---|---|---|---|---|
| | | | | T202466302 | | | JMT |
| | | | | COUNTY | DESIGNED BY: J.IORIO | | SHEET NO. |
| | | | | NEW CASTLE | CHECKED BY: B.DOUGHERTY | | 3 |

## MANMADE ROADSIDE FEATURES

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

## DRAINAGE FEATURES

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

## UTILITY FEATURES

| FEATURE DESCRIPTION | EXISTING | PROPOSED |
|---|---|---|
| COMMUNICATIONS DISTRIBUTION BOX | CD / TV | |
| COMMUNICATIONS MANHOLE | Ⓒ / Ⓣ | Ⓒ |
| COMMUNICATIONS TEST POINT | CT / T | |
| COMMUNICATIONS - UNDERGROUND | COMM(A) | COMM |
| ELECTRIC - UNDERGROUND | E(A) | E |
| ELECTRIC MANHOLE | Ⓔ | Ⓔ |
| ELECTRIC METER | EM | |
| ELECTRIC TRANSFORMER | E | |
| 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 | ⑦ | |
| 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 | B | |
| TRAFFIC - CONDUIT JUNCTION WELL | J.W. | |
| TRAFFIC - LIGHT POLE AND BASE | | |
| TRAFFIC - PEDESTRIAN POLE & BASE | | |
| TRAFFIC - SIGNAL CABINET & BASE | | |
| TRAFFIC - SIGNAL POLE AND BASE | | |
| UTILITY BOX | U | |
| UTILITY MARKER | UM | |
| 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)

| | |
|---|---|
| MILL AND 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 |
|---|---|
| PATTERNED PCC SIDEWALK, 4" | |
| 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 XXXX |
| BUS STOP PAD / TYPE | BSP Y |
| BUS STOP WITH SHELTER PAD / TYPE | BSSP Y |
| CONCRETE SAFETY BARRIER | B XXX |
| CONVERT TO JUNCTION BOX | CJB XXX |
| CONVERT TO DRAINAGE MANHOLE | CMH XXX |
| DO NOT DISTURB | DND |
| ENERGY DISSIPATOR | ED XXX |
| FILL WITH FLOWABLE FILL | FF C |
| LANDSCAPE PLANTINGS | LS XXX |
| PEDESTRIAN CONNECTION / TYPE | PC XX |
| PEDESTRIAN CONNECTION / TYPE WITHOUT DETECTABLE WARNING SYSTEM | PC-N XXX |
| RELOCATE BY CONTRACTOR | RL C |
| RELOCATE BY OTHERS | RL O |
| RELOCATE BY PROPERTY OWNER | RL PO |
| REMOVE BY CONTRACTOR | RM C |
| REMOVE BY OTHERS | RM O |
| REMOVE BY TRAFFIC CONTRACTOR | RM TC |
| RIGHT-OF-WAY MONUMENT | M XXX |

ADDENDA / REVISIONS

NOT TO SCALE

# ADAMS STREET PATHWAY PHASE II

| CONTRACT | |
|---|---|
| T202466302 | |
| COUNTY | |
| NEW CASTLE | |

| BRIDGE NO. | N/A |
|---|---|
| DESIGNED BY: | J.IORIO |
| CHECKED BY: | B.DOUGHERTY |

LEGEND

| SECTION |
|---|
| JMT |
| SHEET NO. |
| 4 |

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## GENERAL NOTES

1. THIS PROJECT IS TO BE CONSTRUCTED IN ACCORDANCE WITH THE DELAWARE DEPARTMENT OF TRANSPORTATION "STANDARD SPECIFICATIONS", DATED JANUARY 2025 AND THE DELAWARE DEPARTMENT OF TRANSPORTATION "STANDARD CONSTRUCTION DETAILS", DATED 2025.

2. ELECTRONIC DESIGN DATA FILES THAT WILL BE MADE AVAILABLE TO THE BIDDERS INCLUDE:

| | |
|---|---|
| ( ) | NONE |
| ( ) | 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. |
| ( X ) | DESIGN FILE, IN .DGN FILE FORMAT, THAT CONTAINS 3D FEATURE LINES FOR THE PROPOSED DESIGN. 3D FEATURE LINES ARE FOR THE PROPOSED TOP SURFACE ELEVATION ONLY. |

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

3. NIGHT WORK IS NOT PERMITTED ON THIS PROJECT UNLESS THE CONTRACTOR OBTAINS APPROVAL FROM THE ENGINEER AND ACCEPTANCE FROM THE CITY OF WILMINGTON. IF NIGHT WORK SURVEYS ARE REQUIRED BY THE CITY OF WILMINGTON, THE METHOD AND FORMAT OF NIGHT WORK SURVEYS WILL BE PROVIDED BY THE ENGINEER UPON REQUEST. NIGHT WORK, SURVEYS, AND COORDINATION WITH THE CITY OF WILMINGTON IS NOT COMPENSABLE AND THE TIME TO COMPLETE THE SURVEYS AND OBTAIN APPROVALS IS NOT EXCUSABLE.

## SECTION 200

4. ITEMS TO BE REMOVED UNDER ITEM 211000 - REMOVAL OF STRUCTURES AND OBSTRUCTIONS SHALL INCLUDE, BUT NOT BE LIMITED TO THE FOLLOWING:
   a. JUNCTION WELLS
   b. WIRE
   c. CABINET BASES
   d. PCC BARRIERS
   e. METAL POLES

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 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 THE ENGINEER IN THE FIELD AS NEEDED TO MATCH EXISTING.

## SECTION 600

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

## SECTION 700

8. 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.

9. 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.

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

## PROJECT NOTES

## SECTION 900

11. 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.

12. THE PRICE FOR ITEM 911000 INCLUDES MAINTAINING A WEED FREE LANDSCAPE BED THROUGH THE FINAL ACCEPTANCE OF ALL LANDSCAPE ITEMS.

## MISCELLANEOUS NOTES

13. 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 MONROE GARAGE: 302-576-6208 (NEW CASTLE COUNTY).

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

15. 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.

16. A CONTAMINATED MATERIALS MANAGEMENT PLAN (CMMP) AND HEALTH AND SAFETY PLAN (HASP) HAVE BEEN PROVIDED AS PART OF THE CONTRACT. 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.

17. 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)

18. IN ORDER TO COMPLY WITH DNREC'S FINAL PLAN OF REMEDIAL ACTION, ALL IMPORTED MATERIAL SHALL BE TESTED AND APPROVED BY DNREC. THE DEPARTMENT'S ENVIRONMENTAL REPRESENTATIVE WILL BE RESPONSIBLE TO CONDUCT THE TESTING AND SUBMIT THE FINDINGS TO DNREC. THE CONTRACTOR SHALL SUBMIT MATERIAL SOURCES AT THE TIME OF PROJECT AWARD IN ORDER TO COMPLY WITH DNREC'S 30-DAY SOURCE APPROVAL TIMEFRAME.

19. 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. THE CONTRACTOR IS RESPONSIBLE TO IDENTIFY A STAGING AREA LOCATED WITHIN THE LIMITS OF CONSTRUCTION FOR PLACEMENT OF THE SOIL PENDING SAMPLING ANALYSIS AND OFFSITE REMOVAL

20. NO TREE CLEARING FROM MAY 15TH TO JULY 31ST TO AVOID IMPACTS TO TRICOLORED BAT.

## RAILROAD NOTES

21. ALL UNDERGROUND UTILITIES, CABLE, AND FACILITIES MUST BE LOCATED AND PROTECTED BEFORE ANY EXCAVATING, DRILLING, BORING/DIRECTIONAL DRILLING, GROUND PENETRATING ACTIVITIES, OR CONSTRUCTION TAKES PLACE. THIS INCLUDES RAILROAD AND COMMERCIAL UTILITIES, CABLES, DUCT LINES, AND FACILITIES. THESE ACTIVITIES WILL NOT BE PERFORMED IN CLOSE PROXIMITY TO THE RAILROAD DUCT LINES UNLESS MONITORED BY ON-SITE AMTRAK COMMUNICATIONS AND SIGNAL (C&S) DEPARTMENT PERSONNEL. HAND DIGGING MAY BE REQUIRED, AS DIRECTED BY AMTRAK THROUGH THE ON-SITE AMTRAK C&S SUPPORT PERSONNEL. AMTRAK MAINTAINS THE RIGHT TO ACCESS ALL EXISTING CABLES AND CONDUITS THROUGHOUT CONSTRUCTION. AMTRAK ALSO RESERVES THE RIGHT TO UPGRADE AND INSTALL NEW CABLES AND CONDUITS IN THE AFFECTED AREA. THE CALL BEFORE YOU DIG 811 "ONE-CALL" PROCESS MUST BE FOLLOWED. BE AWARE THE AMTRAK IS NOT PART OF THE ONE-CALL PROCESS; CONTACT AMTRAK ENGINEERING TO HAVE ALL RAILROAD UTILITIES AND ASSETS LOCATED. IF REQUESTED BY AMTRAK, EXISTING DEPTHS OF UTILITIES BEING CROSSED MUST BE VERIFIED THROUGH TEST PITS PERFORMED BY THE CONTRACTOR AS DIRECTED BY AND UNDER THE SUPERVISION OF AMTRAK C&S SUPPORT PERSONNEL. PRECAUTIONS MUST BE TAKEN TO PREVENT ANY INTERRUPTION TO RAILROAD OPERATION.

22. THE CONSTRUCTION DOCUMENTS MUST REFERENCE AMTRAK ENGINEERING PRACTICE EP3014 "MAINTENANCE AND PROTECTION OF RAILROAD TRACK DURING CONTRACTOR OPERATIONS", WHICH APPLIES TO ALL CONTRACTOR WORK ON AMTRAK RIGHT-OF-WAY AND ADJACENT TO AMTRAK TRACKS. THE FOLLOWING AMTRAK EP3014 PRACTICES ARE APPLICABLE TO THE CONTRACTOR'S WORK AROUND AMTRAK'S RIGHT-OF-WAY AND ADJACENT TO AMTRAK TRACKS.
    a. MAINTENANCE OF RAILROAD TRAFFIC - SECTION 01141
    b. ROADWAY WORKER PROTECTION (RWP) FOR CONTRACTOR - SECTION 01141
    c. FOULING DIMENSIONS - SECTION 01141
    d. TRACK OUTAGES - SECTION 01141
    e. STORAGE OF MATERIAL ON AMTRAK PROPERTY - SECTION 01141
    f. AMTRAK SAFETY TRAINING FOR CONTRACTOR PERSONNEL - SECTION 01141
    g. CRANES AND HOISTING - SECTION 01142
    h. TEMPORARY PROTECTION SHIELDS FOR CONSTRUCTION OVER THE RAILROAD - SECTION 01520
    i. TEMPORARY SHEETING AND SHORING TO SUPPORT TRACKS - SECTION 02261

23. PROVIDE EROSION AND SEDIMENTATION CONTROL. CONTRACTOR MUST ENSURE THAT EROSION AND SEDIMENTATION CONTROL ON AND ADJACENT TO AMTRAK RIGHT-OF-WAY IS IMPLEMENTED AND MAINTAINED DURING CONSTRUCTION. PREVENT SILT AND DEBRIS ACCUMULATION IN TRACK ROADBED, DITCHES AND OTHER RAILROAD INFRASTRUCTURE.

## RAILROAD NOTES (CONT.)

24. CONSTRUCTION-RELATED DEBRIS THAT FALLS ONTO AMTRAK PROPERTY, FOULS TRACK BALLAST OR DAMAGES AMTRAK'S TRACK OR INFRASTRUCTURE SHALL BE IMMEDIATELY REPORTED TO AMTRAK. RAILS MUST BE PROTECTED AGAINST DEBRIS. RUST, SAND, METAL SHAVINGS OR OTHER MATERIAL CAN INTERFERE WITH THE PROPER SHUNTING SENSITIVITY OF THE TRACK CIRCUIT. RIGHT-OF-WAY CLEAN-UP, BALLAST CLEANING, TRACK REPAIR OR OTHER REPAIR WILL BE PERFORMED BY AMTRAK FORCES AT THE PROJECT'S EXPENSE.

25. CONTRACTOR MUST PROVIDE TRACK MONITORING DURING CONSTRUCTION IN ACCORDANCE WITH ENGINEERING PRACTICE EP2031.

26. THE MEANS AND METHOD OF THE CONTRACTOR TO ERECT AND PLACE THE STRUCTURE OVER THE RAILROAD MUST COMPLY WITH AMTRAK'S ENGINEERING PRACTICE EP3014 AND AMTRAK EP 3006.

27. IN ORDER TO PROTECT FROM OVERHEAD CONSTRUCTION AND DEMOLITION ACTIVITIES AS WELL AS ANY FALLING DEBRIS WHILE WORK IS BEING PERFORMED, A TEMPORARY PROTECTION SHIELD MUST BE DESIGNED AND CONSTRUCTED IN CONFORMANCE WITH AMTRAK STANDARD PLAN ET-1447-D AND AMTRAK'S EP 3014 SECTION 01520.

28. WHEN BONDING AND GROUNDING IS DISTURBED OR IMPLEMENTED, ENGINEERING PRACTICE EP 5100 BONDING AND GROUNDING IN ELECTRIFIED TERRITORY MUST BE REVIEWED AND FOLLOWED.

29. WHENEVER WORK IS PERFORMED IN THE VICINITY OF ELECTRIFIED TRACKS AND/OR HIGH VOLTAGE WIRES, PARTICULAR CARE MUST BE EXERCISED, AND RAILROAD'S REQUIREMENTS REGARDING CLEARANCE TO BE MAINTAINED BETWEEN EQUIPMENT AND TRACKS AND/OR ENERGIZED WIRES. THE CONTRACTORS MUST SUPPLY AN ADEQUATE LENGTH OF GROUNDING CABLE (4/0 COPPER WITH APPROVED CLAMPS) FOR EACH PIECE OF EQUIPMENT WORKING NEAR OR ADJACENT TO ANY OVERHEAD WIRE PER AMTRAK SPEC 16064.

30. IF WORK SHALL BE DONE ON AMTRAK PROPERTY THAT INVOLVES HEAVY TRUCKS, EQUIPMENT, OR MACHINERY ALONG THE RIGHT OF WAY, DUCT LINES AND PULL BOXES SHALL BE INSPECTED TO ENSURE THEY CAN WITHHOLD THE APPROPRIATE WEIGHT. REFER TO C&S TIER TABLE DOCUMENT.

31. ANY DAMAGE TO PULL BOXES, HAND HOLES, JUNCTION BOXES, OR OTHER APPURTENANCES IN THE COURSE OF THIS WORK SHALL BE REPAIRED BY AMTRAK C&S AT THE COST OF THE CONTRACTOR.

32. ANY WORK TO BE PERFORMED WITHIN 15 FEET OF THE OVERHEAD WIRES MUST BE DONE UNDER THE PROTECTION OF AN AMTRAK CLASS "A" EMPLOYEE.

33. ANY PROPOSED WORK WITH 25 FEET OF THE CENTERLINE OF TRACK REQUIRES AMTRAK RWP PROTECTION. WORK REQUIRING AMTRAK PROTECTION (RWP OR ET) WILL NEED TO BE COORDINATED WITH AMTRAK IN REGARDS TO SCHEDULE, INCLUDING ANY OUTAGES REQUIRED. PROTECTION COSTS TO BE CAPTURED IN ESTIMATE.

34. PROVIDE A PRELIMINARY CONSTRUCTION SCHEDULE WHICH ACCOUNTS FOR THE COORDINATION OF AVAILABLE HOURS FOR CONSTRUCTION ACTIVITIES. INCLUDE ANY LONG LEAD TIMES WHICH COULD IMPACT THE OVERALL SCHEDULE.

35. A SITE-SPECIFIC SAFETY WORK PLAN (SSSWP) MUST BE SUBMITTED BY THE CONTRACTOR THAT SHOW THE MEANS AND METHODS OF CONSTRUCTION ALONG WITH CLEARANCE TO THE CATENARY AND RAILROAD TRACKS FOR APPROVAL PRIOR TO ANY CONSTRUCTION OR DEMOLITION TAKING PLACE.

36. ACCESS ROADS AND RAMPS: PROVIDE ROUTE ALIGNMENT AND PROFILE (SHOW APPROPRIATE GROUND CLEARANCE) AND CROSS-SECTIONS (FOR VERTICAL CLEARANCE, RETAINING WALLS). GRAPHICALLY SHOW VEHICLE TURNING MOVEMENTS. ROADS MUST ACCOMMODATE FIRETRUCKS, AMBULANCES, TRACTOR-TRAILERS, BOOM TRUCKS, FUEL TRUCKS, WATER TRUCKS, SWIVEL DUMPS, GRAPPLE TRUCKS, BUCKET TRUCKS, SIX-PACKS, AND BOTTOM CLEARANCE FOR LOW-BOYS AND TRUCKS WITH HIGH-RAIL GEAR. THE ROAD MUST NOT BRING STORMWATER ONTO AMTRAK PROPERTY. IF ACCESS IS THROUGH A BUILDING OR OVER-BUILD, PROVIDE LIGHTING, VENTILATION, LEAKY COAX FOR RADIO AND CELLPHONE. 2-WAY TRAFFIC MAY ALSO BE REQUIRED. RETAINING WALLS MUST INCLUDE GUIDE RAILS. THE AMTRAK C&S DEPARTMENT MUST MAINTAIN ACCESS ON THE RAILROAD RIGHT-OF-WAY AND HAVE EXISTING GATE ACCESS TO REMOTE LOCATIONS TO PERFORM MAINTENANCE.

37. NO STORMWATER DRAINAGE IS PERMITTED TO DISCHARGE ONTO AMTRAK RIGHT-OF-WAY DURING CONSTRUCTION OR AS A FINAL CONDITION. DIRECT ALL PROJECT STORMWATER DRAINAGE AWAY FROM AMTRAK PROPERTY. PROVIDE WRITTEN CONFIRMATION THAT ALL PROJECT STORMWATER DRAINAGE, INCLUDING DURING CONSTRUCTION, WILL BE DIRECTED AWAY FROM AMTRAK RIGHT-OF-WAY. THIS PROJECT MUST COMPLY WITH AMTRAK ENGINEERING PRACTICE EP 3016 - STORM WATER DRAINAGE AND DISCHARGE FROM ADJACENT PROPERTY ONTO AMTRAK RIGHT-OF-WAY, AND AMTRAK SPECIFICATION 150 - STORMWATER MANAGEMENT POLICY.

38. ALL DESIGN PLANS, SPECIFICATIONS AND COMPUTATIONS SHALL BE SIGNED AND SEALED BY A REGISTERED PROFESSIONAL ENGINEER LICENSED IN THE STATE IN WHICH THE WORK IS TO BE PERFORMED.

39. CONSTRUCTION ACTIVITIES, INCLUDING BUT NOT LIMITED TO THE STAGING OF MATERIAL AND EQUIPMENT, MAY NOT OBSCURE OR OTHERWISE INTERFERE WITH THE VIEW OF RAILROAD VEHICLES AND/OR EQUIPMENT.

40. THE CONTRACTOR WILL BE RESPONSIBLE FOR CONTINUOUSLY MAINTAINING CONTROL OF ACCESS TO THE AMTRAK RIGHT-OF-WAY (ROW). CONSTRUCTION ACTIVITIES ASSOCIATED WITH THIS PROJECT MUST BE STAGED SUCH THAT AMTRAK RIGHT-OF-WAY ACCESS IS CONTINUOUSLY MAINTAINED.

41. UTILITY CONSTRUCTION ACTIVITIES PROPOSED ON AND ADJACENT TO THE AMTRAK ROW MUST BE IN ACCORDANCE WITH AMTRAK EP 3005 - PIPELINE OCCUPANCY. EP 3005 MUST BE ALSO BE REFERENCED IN THE PROJECT SPECIFICATIONS.

42. AMTRAK WILL NOT PERMIT THE DISCHARGE OF DRAINAGE ONTO THE AMTRAK RIGHT-OF-WAY IN THE CONSTRUCTION OR POST-CONSTRUCTION PHASE OF THIS PROJECT, AS PER AMTRAK ENGINEERING PRACTICE 3016.

| ADDENDA / REVISIONS | | NOT TO SCALE | ADAMS STREET PATHWAY PHASE II | CONTRACT | BRIDGE NO. N/A | NOTES | SECTION |
|---|---|---|---|---|---|---|---|
| | | | | T202466302 | DESIGNED BY: J.IORIO | | JMT |
| | | | | COUNTY | CHECKED BY: B.DOUGHERTY | | SHEET NO. |
| | | | | NEW CASTLE | | | 5 |

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## EARTHWORK SUMMARY

| | |
|---|---|
| EXCAVATION | |
| EXCAVATION FROM CROSS SECTIONS | 1,500 C.Y. |
| ROCK EXCAVATION FOR ROADWAY AND TRENCHES | 10 C.Y. |
| TOPSOIL STRIPPING | 0 C.Y. |
| TOTAL EXCAVATION | 1,510 C.Y. |
| | |
| EXCAVATION AVAILABLE FOR EMBANKMENT | |
| EXCAVATION MEETING BORROW TYPE 'A' | 0 C.Y. |
| EXCAVATION MEETING BORROW TYPE 'F' | 0 C.Y. |
| EXCAVATION MEETING TOPSOIL | 0 C.Y. |
| | |
| EMBANKMENT REQUIREMENTS | |
| BORROW TYPE 'A' REQUIRED (INCLUDING UNDERCUT) | 0 C.Y. |
| BORROW TYPE 'F' REQUIRED | 44 C.Y. |
| TOPSOIL REQUIRED | 1,389 S.Y. |
| | |
| MATERIAL BALANCE ("+"= EXCESS, "-"= NEED) | |
| BORROW TYPE 'A' | 0 C.Y. |
| BORROW TYPE 'F' | -44 C.Y. |
| TOPSOIL | -1,389 S.Y. |
| UNSUITABLE MATERIAL | 1,510 C.Y. |

NOTES:

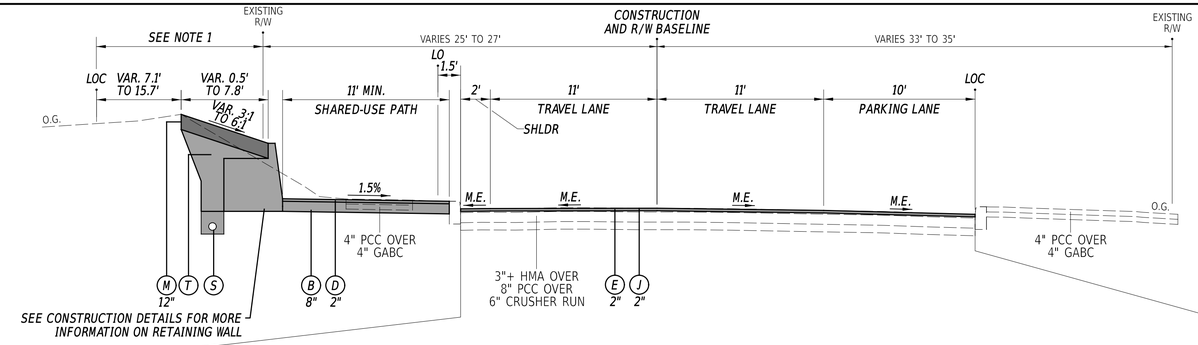
1) THE VALUES LISTED IN THE EARTHWORK SUMMARY ARE APPROXIMATE AND ARE NOT TO BE USED AS A BASIS OF PAYMENT. THE EARTHWORK SUMMARY IS CONSIDERED FOR INFORMATIONAL PURPOSES ONLY.

2) OTHER SOURCES OF EXCAVATION MAY INCLUDE PIPE TRENCH EXCAVATION, STRUCTURE EXCAVATION, UNDERCUT EXCAVATION, STORMWATER MANAGEMENT POND EXCAVATION, ENVIRONMENTAL SITE EXCAVATION, MAINTENANCE OF TRAFFIC EXCAVATION, ETC.

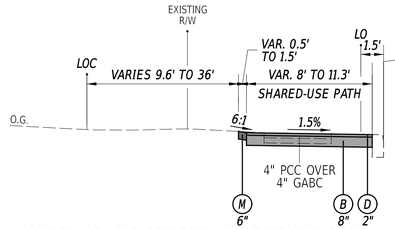
3) UNSUITABLE MATERIALS INCLUDE UNDERCUT SOILS, BITUMINOUS PAVEMENT, ETC.

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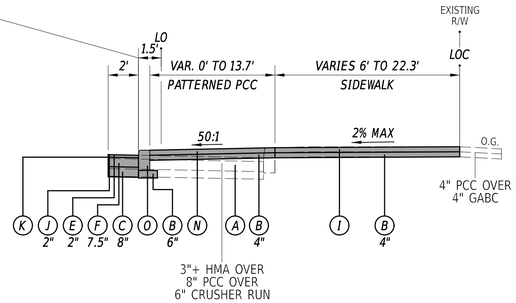
| ADDENDA / REVISIONS | | NOT TO SCALE | ADAMS STREET PATHWAY PHASE II | CONTRACT | BRIDGE NO. | N/A | NOTES | SECTION |
|---|---|---|---|---|---|---|---|---|
| | | | | T202466302 | DESIGNED BY: | J.IORIO | | JMT |
| | | | | COUNTY | CHECKED BY: | B.DOUGHERTY | | SHEET NO. |
| | | | | NEW CASTLE | | | | 6 |



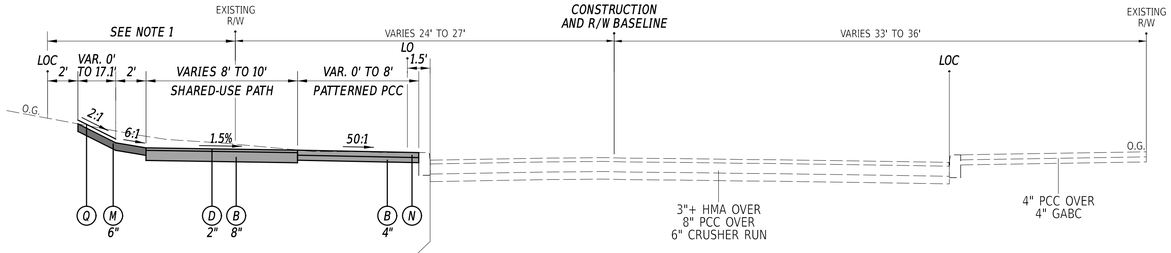

## NORTH ADAMS STREET - 4TH STREET TO 6TH STREET
## STATION 118+55 TO STATION 123+97

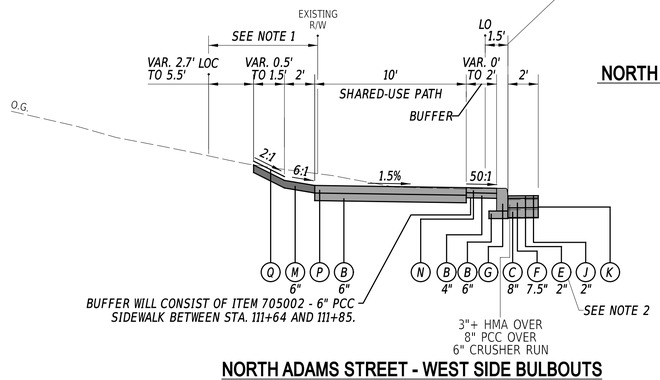



## NORTH ADAMS STREET - NO RETAINING WALL
## STATION 118+94 TO STATION 119+50
## STATION 123+33 TO STATION 123+97




## NORTH ADAMS STREET - EAST SIDE BULBOUT
## STATION 118+55 TO STATION 119+02
## STATION 120+85 TO STATION 121+58




## NORTH ADAMS STREET - 2ND STREET TO 4TH STREET
## STATION 111+65 TO STATION 117+97

## NORTH ADAMS STREET - WEST SIDE BULBOUTS
## STATION 111+65 TO STATION 112+03
## STATION 115+43 TO STATION 115+60
## STATION 115+85 TO STATION 116+14
## STATION 117+65 TO STATION 117+97

*NOTES:*

1.) *THE PROPERTY ADJACENT TO THE EXISTING R/W FOR THIS SECTION IS OWNED BY THE STATE OF DELAWARE. THEREFORE NO PE LINE IS SHOWN ON THESE PLANS.*
2.) *USE ITEM 401029 - SUPERPAVE TYPE C, 9.5 mm, PG 64-22, PATCHING AS THE TOP COURSE BETWEEN STA. 111+65 AND STA. 112+03*

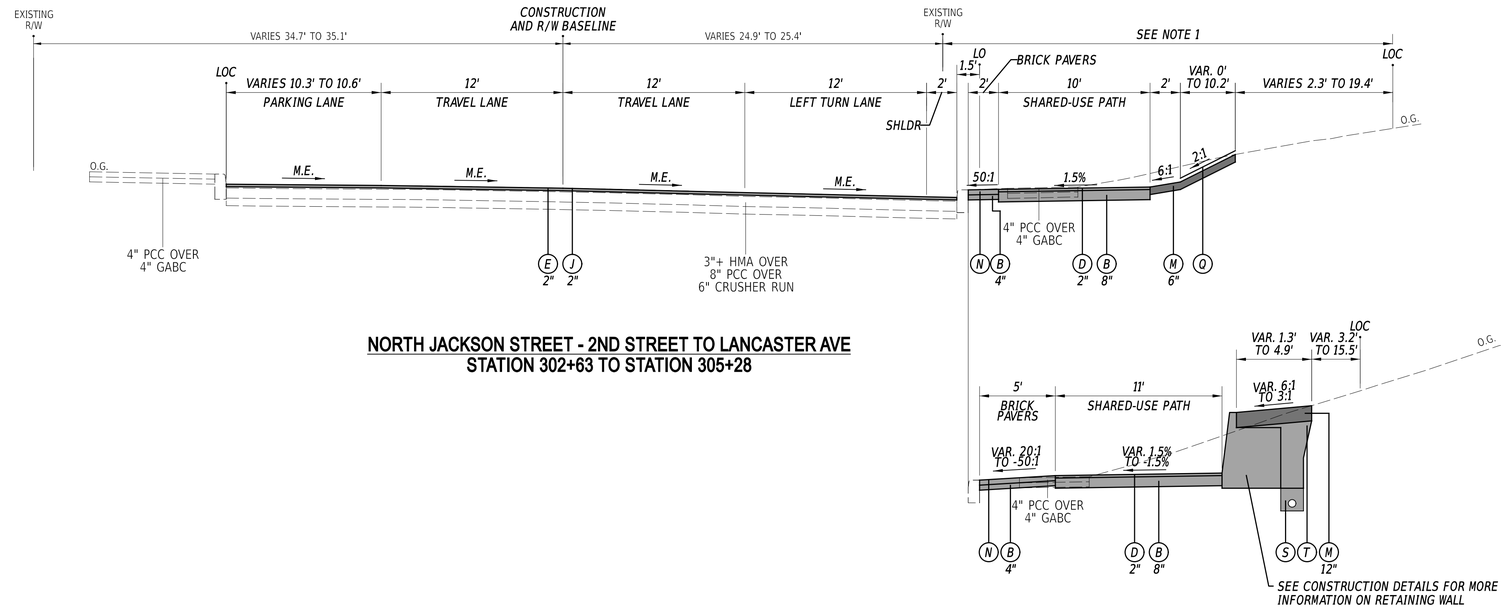
## LEGEND

- (A) *ITEM 209006 - BORROW, TYPE F*
- (B) *ITEM 301001 - GABC*
- (C) *ITEM 301002 - GABC, PATCHING*
- (D) *ITEM 401005 - SUPERPAVE TYPE C, 9.5 mm, PG 64-22 (CARBONATE STONE)*
- (E) *ITEM 401046 - SUPERPAVE TYPE C, 9.5 mm, PG 76-22 (NON-CARBONATE STONE)*
- (F) *ITEM 401030 - SUPERPAVE TYPE B, PG 64-22, PATCHING*
- (G) *ITEM 701012 - PCC CURB, TYPE 1-6*
- (I) *ITEM 705001 - PCC SIDEWALK, 4"*
- (J) *ITEM 760010 - PAVEMENT MILLING, BITUMINOUS CONCRETE PAVEMENT*
- (K) *ITEM 762000 - SAW CUTTING, BITUMINOUS CONCRETE*
  *ITEM 762001 - SAW CUTTING, CONCRETE, FULL DEPTH*
- (L) *ITEM 701013 - PCC CURB, TYPE 1-8*
- (M) *ITEM 908004 - TOPSOIL, 6" DEPTH OR*
  *ITEM 908005 - TOPSOIL, 12" DEPTH OR*
  *ITEM 908010 - TOPSOILING, 6" DEPTH*
  *ITEM 908014 - PERMANENT GRASS SEEDING, DRY GROUND*
  *ITEM 908026 - EROSION CONTROL MULCH*
- (N) *ITEM 705509 - PATTERNED PCC SIDEWALK, 4"*
- (O) *ITEM 701011 - PCC CURB, TYPE 1-4*
- (P) *ITEM 705002 - PCC SIDEWALK, 6"*
- (Q) *ITEM 908020 - EROSION CONTROL BLANKET MULCH*
- (R) *DECORATIVE METAL SECURITY FENCE (AMTRAK)*
- (S) *ITEM 709001 - PERFORATED PIPE UNDERDRAINS, 6"*
- (T) *ITEM 302005 - DELAWARE NO. 57 STONE*

| 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 |

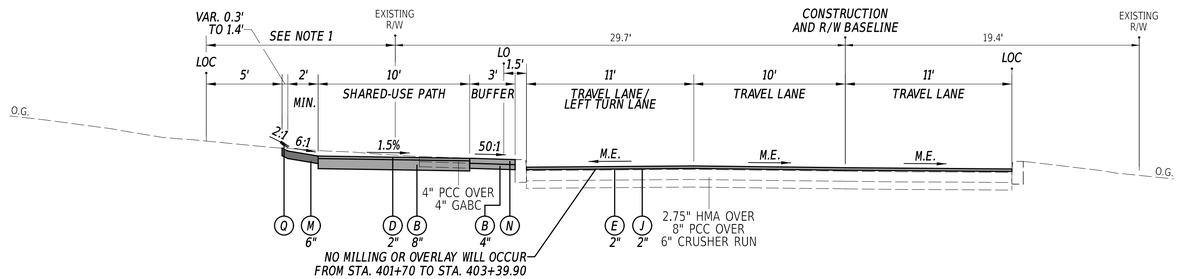
| ADDENDA / REVISIONS | | NOT TO SCALE | ADAMS STREET PATHWAY PHASE II | CONTRACT | T202466302 | BRIDGE NO. | N/A | TYPICAL SECTIONS | SECTION | JMT |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | COUNTY | NEW CASTLE | DESIGNED BY: | J.IORIO | | SHEET NO. | 7 |
| | | | | | | CHECKED BY: | B.DOUGHERTY | | | |

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**NORTH JACKSON STREET - 2ND STREET TO LANCASTER AVE**
**STATION 302+63 TO STATION 305+28**

**NORTH JACKSON STREET - RETAINING WALL**
**STATION 303+15 TO STATION 303+44**




**WEST 2ND STREET - ADAMS STREET TO JACKSON STREET**
**STATION 400+15 TO STATION 403+15**

*NOTES:*

1.) *THE PROPERTY ADJACENT TO THE EXISTING R/W FOR THIS SECTION IS OWNED BY THE STATE OF DELAWARE. THEREFORE NO PE LINE IS SHOWN ON THESE PLANS.*

## LEGEND

- (A) *ITEM 209006 - BORROW, TYPE F*
- (B) *ITEM 301001 - GABC*
- (C) *ITEM 301002 - GABC, PATCHING*
- (D) *ITEM 401005 - SUPERPAVE TYPE C, 9.5 mm, PG 64-22 (CARBONATE STONE)*
- (E) *ITEM 401046 - SUPERPAVE TYPE C, 9.5 mm, PG 76-22 (NON-CARBONATE STONE)*
- (F) *ITEM 401030 - SUPERPAVE TYPE B, PG 64-22, PATCHING*
- (G) *ITEM 701012 - PCC CURB, TYPE 1-6*
- (I) *ITEM 705001 - PCC SIDEWALK, 4"*
- (J) *ITEM 760010 - PAVEMENT MILLING, BITUMINOUS CONCRETE PAVEMENT*
- (K) *ITEM 762000 - SAW CUTTING, BITUMINOUS CONCRETE*
  *ITEM 762001 - SAW CUTTING, CONCRETE, FULL DEPTH*
- (L) *ITEM 701013 - PCC CURB, TYPE 1-8*
- (M) *ITEM 908004 - TOPSOIL, 6" DEPTH OR*
  *ITEM 908005 - TOPSOIL, 12" DEPTH OR*
  *ITEM 908010 - TOPSOILING, 6" DEPTH*
  *ITEM 908014 - PERMANENT GRASS SEEDING, DRY GROUND*
  *ITEM 908026 - EROSION CONTROL MULCH*
- (N) *ITEM 705509 - PATTERNED PCC SIDEWALK, 4"*
- (O) *ITEM 701011 - PCC CURB, TYPE 1-4*
- (P) *ITEM 705002 - PCC SIDEWALK, 6"*
- (Q) *ITEM 908020 - EROSION CONTROL BLANKET MULCH*
- (R) *DECORATIVE METAL SECURITY FENCE (AMTRAK)*
- (S) *ITEM 709001 - PERFORATED PIPE UNDERDRAINS, 6"*
- (T) *ITEM 302005 - DELAWARE NO. 57 STONE*

| 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 |

| ADDENDA / REVISIONS | |
|---|---|
| | |
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NOT TO SCALE

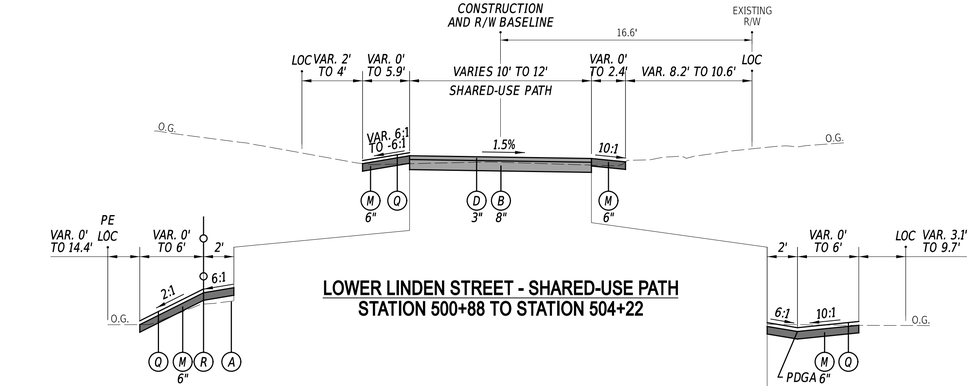
**ADAMS STREET PATHWAY PHASE II**

| | | | |
|---|---|---|---|
| CONTRACT | T202466302 | BRIDGE NO. | N/A |
| COUNTY | NEW CASTLE | DESIGNED BY: | J.IORIO |
| | | CHECKED BY: | B.DOUGHERTY |

**TYPICAL SECTIONS**

| SECTION |
|---|
| JMT |
| SHEET NO. |
| 8 |

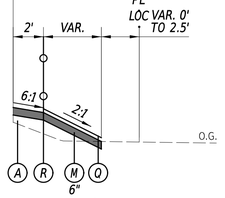
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**LOWER LINDEN STREET - SHARED-USE PATH**
**STATION 500+88 TO STATION 504+22**

**LOWER LINDEN STREET -**
**ALTERNATE END CONDITION (LEFT)**
**STATION 500+88 TO STATION 501+97**

**LOWER LINDEN STREET -**
**V-DITCH CONDITION (RIGHT)**
**STATION 502+73 TO STATION 503+00**




**LOWER LINDEN STREET -**
**V-DITCH CONDITION (RIGHT)**
**STATION 500+88 TO STATION 502+00**

## LEGEND

- (A) ITEM 209006 - BORROW, TYPE F
- (B) ITEM 301001 - GABC
- (C) ITEM 301002 - GABC, PATCHING
- (D) ITEM 401005 - SUPERPAVE TYPE C, 9.5 mm, PG 64-22 (CARBONATE STONE)
- (E) ITEM 401046 - SUPERPAVE TYPE C, 9.5 mm, PG 76-22 (NON-CARBONATE STONE)
- (F) ITEM 401030 - SUPERPAVE TYPE B, PG 64-22, PATCHING
- (G) ITEM 701012 - PCC CURB, TYPE 1-6
- (I) ITEM 705001 - PCC SIDEWALK, 4"
- (J) ITEM 760010 - PAVEMENT MILLING, BITUMINOUS CONCRETE PAVEMENT
- (K) ITEM 762000 - SAW CUTTING, BITUMINOUS CONCRETE
  ITEM 762001 - SAW CUTTING, CONCRETE, FULL DEPTH
- (L) ITEM 701013 - PCC CURB, TYPE 1-8
- (M) ITEM 908004 - TOPSOIL, 6" DEPTH OR
  ITEM 908005 - TOPSOIL, 12" DEPTH OR
  ITEM 908010 - TOPSOILING, 6" DEPTH
  ITEM 908014 - PERMANENT GRASS SEEDING, DRY GROUND
  ITEM 908026 - EROSION CONTROL MULCH
- (N) ITEM 705509 - PATTERNED PCC SIDEWALK, 4"
- (O) ITEM 701011 - PCC CURB, TYPE 1-4
- (P) ITEM 705002 - PCC SIDEWALK, 6"
- (Q) ITEM 908020 - EROSION CONTROL BLANKET MULCH
- (R) DECORATIVE METAL SECURITY FENCE (AMTRAK)
- (S) ITEM 709001 - PERFORATED PIPE UNDERDRAINS, 6"
- (T) ITEM 302005 - DELAWARE NO. 57 STONE

| 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 |

| ADDENDA / REVISIONS | |
|---|---|
| | |
| | |
| | |
| | |

NOT TO SCALE

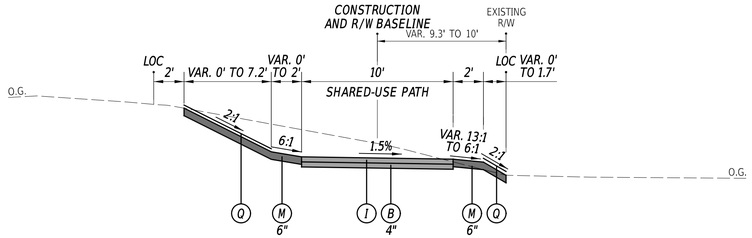
**ADAMS STREET PATHWAY**
**PHASE II**

| | | |
|---|---|---|
| CONTRACT | BRIDGE NO. | N/A |
| T202466302 | DESIGNED BY: | J.IORIO |
| COUNTY | CHECKED BY: | B.DOUGHERTY |
| NEW CASTLE | | |

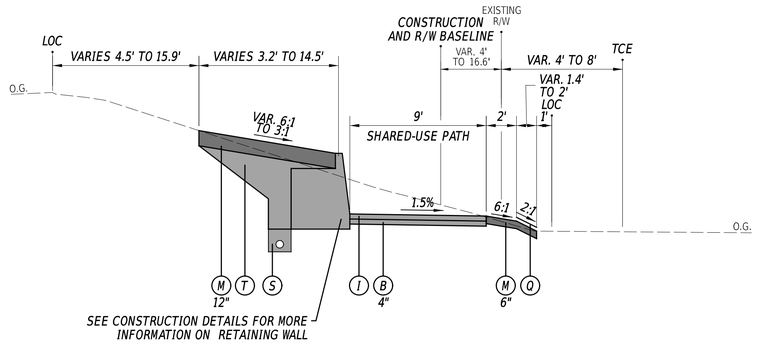
**TYPICAL SECTIONS**

| SECTION |
|---|
| JMT |
| SHEET NO. |
| 9 |

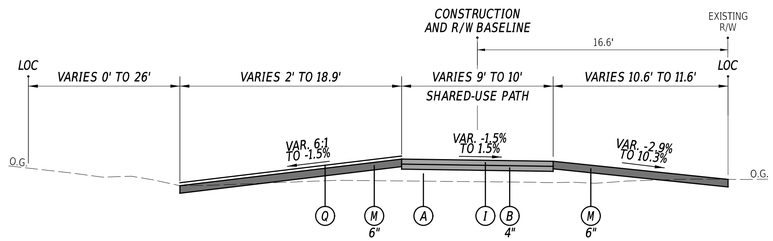
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**LOWER LINDEN STREET -**
**SIDEWALK CONNECTION**
**STATION 505+60 TO STATION 506+20**




**LOWER LINDEN STREET - SIDEWALK**
**CONNECTION WITH RETAINING WALL**
**STATION 504+96 TO STATION 505+60**




**LOWER LINDEN STREET -**
**SIDEWALK CONNECTION**
**STATION 504+43 TO STATION 504+96**

## LEGEND

- (A) ITEM 209006 - BORROW, TYPE F
- (B) ITEM 301001 - GABC
- (C) ITEM 301002 - GABC, PATCHING
- (D) ITEM 401005 - SUPERPAVE TYPE C, 9.5 mm, PG 64-22 (CARBONATE STONE)
- (E) ITEM 401046 - SUPERPAVE TYPE C, 9.5 mm, PG 76-22 (NON-CARBONATE STONE)
- (F) ITEM 401030 - SUPERPAVE TYPE B, PG 64-22, PATCHING
- (G) ITEM 701012 - PCC CURB, TYPE 1-6
- (I) ITEM 705001 - PCC SIDEWALK, 4"
- (J) ITEM 760010 - PAVEMENT MILLING, BITUMINOUS CONCRETE PAVEMENT
- (K) ITEM 762000 - SAW CUTTING, BITUMINOUS CONCRETE
  ITEM 762001 - SAW CUTTING, CONCRETE, FULL DEPTH
- (L) ITEM 701013 - PCC CURB, TYPE 1-8
- (M) ITEM 908004 - TOPSOIL, 6" DEPTH OR
  ITEM 908005 - TOPSOIL, 12" DEPTH OR
  ITEM 908010 - TOPSOILING, 6" DEPTH
  ITEM 908014 - PERMANENT GRASS SEEDING, DRY GROUND
  ITEM 908026 - EROSION CONTROL MULCH
- (N) ITEM 705509 - PATTERNED PCC SIDEWALK, 4"
- (O) ITEM 701011 - PCC CURB, TYPE 1-4
- (P) ITEM 705002 - PCC SIDEWALK, 6"
- (Q) ITEM 908020 - EROSION CONTROL BLANKET MULCH
- (R) DECORATIVE METAL SECURITY FENCE (AMTRAK)
- (S) ITEM 709001 - PERFORATED PIPE UNDERDRAINS, 6"
- (T) ITEM 302005 - DELAWARE NO. 57 STONE

| 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 |

| ADDENDA / REVISIONS | | NOT TO SCALE | ADAMS STREET PATHWAY PHASE II | CONTRACT | BRIDGE NO. | N/A | TYPICAL SECTIONS | SECTION |
|---|---|---|---|---|---|---|---|---|
| | | | | T202466302 | DESIGNED BY: | J.IORIO | | JMT |
| | | | | COUNTY | CHECKED BY: | B.DOUGHERTY | | SHEET NO. |
| | | | | NEW CASTLE | | | | 10 |

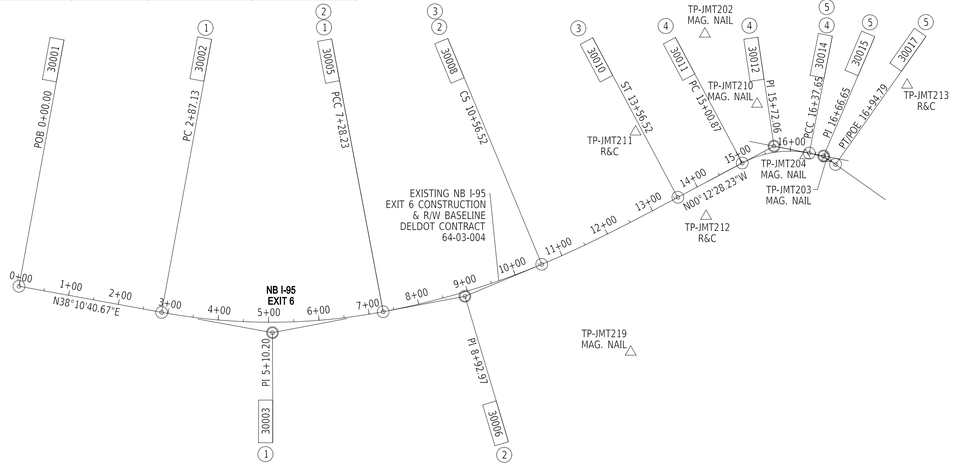
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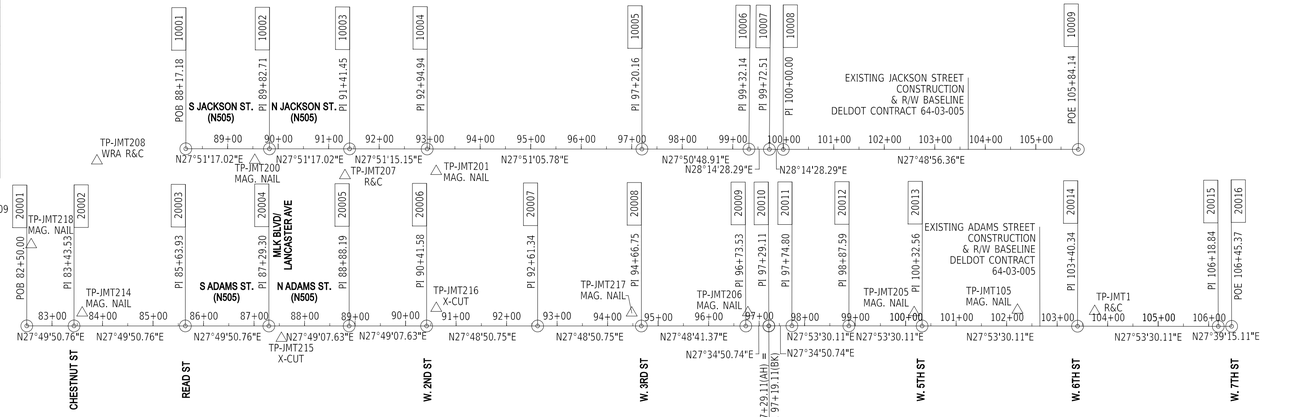
## CONSTRUCTION ALIGNMENT CONTROL

| POINT NO. | STATION | OFFSET | NORTHING | EASTING |
|---|---|---|---|---|
| 10001 | 88+17.18 | 0.000 | 634303.0854 | 615103.8723 |
| 10002 | 89+82.71 | 0.000 | 634449.4363 | 615181.2131 |
| 10003 | 91+41.45 | 0.000 | 634589.7839 | 615255.3814 |
| 10004 | 92+94.94 | 0.000 | 634725.4904 | 615327.0955 |
| 10005 | 97+20.16 | 0.000 | 635101.4532 | 615525.7512 |
| 10006 | 99+32.14 | 0.000 | 635288.8856 | 615624.7693 |
| 10007 | 99+72.51 | 0.000 | 635324.4501 | 615643.8718 |
| 10008 | 100+00.00 | 0.000 | 635348.6678 | 615656.8796 |
| 10009 | 105+84.14 | 0.000 | 635865.3125 | 615929.4559 |
| 20001 | 82+50.00 | 0.000 | 633861.0114 | 615267.0925 |
| 20002 | 83+43.53 | 0.000 | 633943.7228 | 615310.7580 |
| 20003 | 85+63.93 | 0.000 | 634138.6293 | 615413.6543 |
| 20004 | 87+29.30 | 0.000 | 634284.8710 | 615490.8592 |
| 20005 | 88+88.19 | 0.000 | 634425.3977 | 615565.0095 |
| 20006 | 90+41.58 | 0.000 | 634561.0602 | 615636.5930 |
| 20007 | 92+61.34 | 0.000 | 634755.4304 | 615739.1340 |
| 20008 | 94+66.75 | 0.000 | 634937.1086 | 615834.9791 |
| 20009 | 96+73.53 | 0.000 | 635120.0030 | 615931.4553 |
| 20010 | A 97+29.11 | 0.000 | 635160.4032 | 615952.5587 |
| 20011 | A 97+74.80 | 0.000 | 635200.9010 | 615973.7131 |
| 20012 | A 98+87.59 | 0.000 | 635300.5885 | 616026.4765 |
| 20013 | A 100+32.56 | 0.000 | 635428.7179 | 616094.2937 |
| 20014 | A 103+40.34 | 0.000 | 635700.7441 | 616238.2737 |
| 20015 | A 106+18.84 | 0.000 | 635946.8917 | 616368.5565 |
| 20016 | A 106+45.37 | 0.000 | 635970.3911 | 616380.8700 |
| 30001 | 0+00.00 | 0.000 | 631980.5021 | 614754.8528 |

## HORIZONTAL / VERTICAL CONTROL DATA

| POINT NO. | STATION | OFFSET | NORTHING | EASTING | ELEV. |
|---|---|---|---|---|---|
| JMT1 | 103+74.32 | -29.429 | 635744.5441 | 616228.1596 | 80.50 |
| JMT105 | 102+21.36 | -31.744 | 635610.4363 | 616154.5585 | 69.41 |
| JMT200 | 87+01.33 | -328.031 | 634413.2841 | 615187.7147 | 26.90 |
| JMT201 | 90+60.46 | -305.989 | 634720.5314 | 615374.7633 | 31.96 |
| JMT202 | 15+24.58 | -263.526 | 633414.7497 | 614946.7658 | 31.03 |
| JMT203 | 16+73.55 | -1.111 | 633512.9192 | 615277.0895 | 26.53 |
| JMT204 | 16+30.70 | 6.186 | 633478.1983 | 615252.4196 | 27.36 |
| JMT205 | 100+16.84 | -26.733 | 635427.3271 | 616063.3107 | 51.19 |
| JMT206 | 96+77.68 | -26.426 | 635135.9179 | 615909.9540 | 43.76 |
| JMT207 | 88+79.89 | -297.675 | 634556.9779 | 615297.8653 | 33.82 |
| JMT208 | 83+88.77 | -326.708 | 634136.2567 | 615042.9608 | 39.36 |
| JMT209 | 16+74.51 | -411.571 | 633847.7035 | 615039.6013 | 39.93 |
| JMT210 | 15+55.35 | -100.365 | 633441.3523 | 615117.6514 | 30.69 |
| JMT211 | 13+43.95 | -153.698 | 633202.9051 | 615054.0929 | 27.29 |
| JMT212 | 13+88.23 | 59.265 | 633248.4468 | 615266.9083 | 19.98 |
| JMT213 | 17+19.74 | -211.549 | 633721.6637 | 615222.9312 | 33.60 |
| JMT214 | 83+59.67 | -25.644 | 633969.9712 | 615295.6167 | 32.85 |
| JMT215 | 87+54.18 | 24.439 | 634295.4717 | 615524.0856 | 15.03 |
| JMT216 | 90+60.76 | -35.016 | 634594.3630 | 615614.5718 | 18.05 |
| JMT217 | 94+47.67 | -25.791 | 634932.2703 | 615803.2672 | 38.30 |
| JMT218 | 82+58.52 | -160.869 | 633943.6514 | 615128.8101 | 37.51 |
| JMT219 | 11+41.80 | 230.283 | 632990.9775 | 615435.0972 | 10.55 |




### CIRCULAR CURVE NO. 1

| ELEMENT: CIRCULAR | | NORTHING | EASTING |
|---|---|---|---|
| PC ( 30002) | 2+87.13 | 632206.2174 | 614932.3327 |
| HPI ( 30003) | 5+10.20 | 632381.5671 | 615070.2101 |
| CC ( 30004) | | 632947.9448 | 613989.0191 |
| PCC ( 30005) | 7+28.23 | 632594.7507 | 615135.8643 |
| Radius: | 1200.000 | | |
| Delta: | 21°03'38.50" LEFT | | |
| Degree of Curvature(Arc): | 04°46'28.73" | | |
| Length: | 441.094 | | |
| Tangent: | 223.064 | | |
| Chord: | 438.615 | | |
| Middle Ordinate: | 20.210 | | |
| External: | 20.556 | | |
| Tangent Direction: | N38°10'40.67"E | | |
| Radial Direction: | S51°49'19.33"E | | |
| Chord Direction: | N27°38'51.42"E | | |
| Radial Direction: | S72°52'57.83"E | | |
| Tangent Direction: | N17°07'02.17"E | | |

### CIRCULAR CURVE NO. 2

| ELEMENT: CIRCULAR | | NORTHING | EASTING |
|---|---|---|---|
| PCC ( 30005) | 7+28.23 | 632594.7507 | 615135.8643 |
| HPI ( 30006) | 8+92.97 | 632752.1905 | 615184.3511 |
| CC ( 30007) | | 633060.3046 | 613624.1790 |
| CS ( 30008) | 10+56.52 | 632916.2427 | 615199.3549 |
| Radius: | 1581.750 | | |
| Delta: | 11°53'30.00" LEFT | | |
| Degree of Curvature(Arc): | 03°37'20.29" | | |
| Length: | 328.290 | | |
| Tangent: | 164.737 | | |
| Chord: | 327.701 | | |
| Middle Ordinate: | 8.509 | | |
| External: | 8.555 | | |
| Tangent Direction: | N17°07'02.17"E | | |
| Radial Direction: | S72°52'57.83"E | | |
| Chord Direction: | N11°10'17.17"E | | |
| Radial Direction: | S84°46'27.83"E | | |
| Tangent Direction: | N05°13'32.17"E | | |

### SPIRAL CURVE NO. 3

| ELEMENT: CLOTHOID | | NORTHING | EASTING |
|---|---|---|---|
| CS ( 30008) | 10+56.52 | 632916.2427 | 615199.3549 |
| SPI ( 30009) | 11+56.60 | 633015.9122 | 615208.4704 |
| ST ( 30010) | 13+56.52 | 633216.0048 | 615207.7446 |
| Entrance Radius: | 1581.750 | | |
| Exit Radius: | 0.000 | | |
| Length: | 299.999 | | |
| Angle: | 05°26'00.40" LEFT | | |
| Constant: | 688.857 | | |
| Long Tangent: | 200.094 | | |
| Short Tangent: | 100.086 | | |
| Long Chord: | 299.880 | | |
| Xs: | 299.730 | | |
| Ys: | 9.477 | | |
| P: | 2.370 | | |
| K: | 149.95 | | |
| Tangent Direction: | N05°13'32.17"E | | |
| Radial Direction: | S84°46'27.83"E | | |
| Chord Direction: | N01°36'11.41"E | | |
| Radial Direction: | N89°47'31.77"E | | |
| Tangent Direction: | N00°12'28.23"W | | |

### CIRCULAR CURVE NO. 4

| ELEMENT: CIRCULAR | | NORTHING | EASTING |
|---|---|---|---|
| PC ( 30011) | 15+00.87 | 633360.8694 | 615207.2354 |
| HPI ( 30012) | 15+72.06 | 633432.0559 | 615206.9772 |
| CC ( 30013) | | 633361.5949 | 615407.2341 |
| PCC ( 30014) | 16+37.65 | 633487.3966 | 615251.7544 |
| Radius: | 200.000 | | |
| Delta: | 39°11'05.40" RIGHT | | |
| Degree of Curvature(Arc): | 28°38'52.40" | | |
| Length: | 136.781 | | |
| Tangent: | 71.187 | | |
| Chord: | 134.131 | | |
| Middle Ordinate: | 11.580 | | |
| External: | 12.291 | | |
| Tangent Direction: | N00°12'28.23"W | | |
| Radial Direction: | N89°47'31.77"E | | |
| Chord Direction: | N19°23'04.47"E | | |
| Radial Direction: | S51°01'22.83"E | | |
| Tangent Direction: | N38°58'37.17"E | | |

### CIRCULAR CURVE NO. 5

| ELEMENT: CIRCULAR | | NORTHING | EASTING |
|---|---|---|---|
| PCC ( 30014) | 16+37.65 | 633487.3966 | 615251.7544 |
| HPI ( 30015) | 16+66.65 | 633509.9417 | 615269.9961 |
| CC ( 30016) | | 633401.8955 | 615357.4262 |
| PT ( 30017) | 16+94.79 | 633523.0789 | 615295.8507 |
| Radius: | 135.930 | | |
| Delta: | 24°05'13.40" RIGHT | | |
| Degree of Curvature(Arc): | 42°09'03.40" | | |
| Length: | 57.145 | | |
| Tangent: | 29.001 | | |
| Chord: | 56.725 | | |
| Middle Ordinate: | 2.992 | | |
| External: | 3.059 | | |
| Tangent Direction: | N38°58'37.17"E | | |
| Radial Direction: | S51°01'22.83"E | | |
| Chord Direction: | N51°01'13.87"E | | |
| Radial Direction: | S26°56'09.43"E | | |
| Tangent Direction: | N63°03'50.57"E | | |

*DATUM REFERENCE:*

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

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

ADDENDA / REVISIONS

SCALE 0 150 300 450 FEET

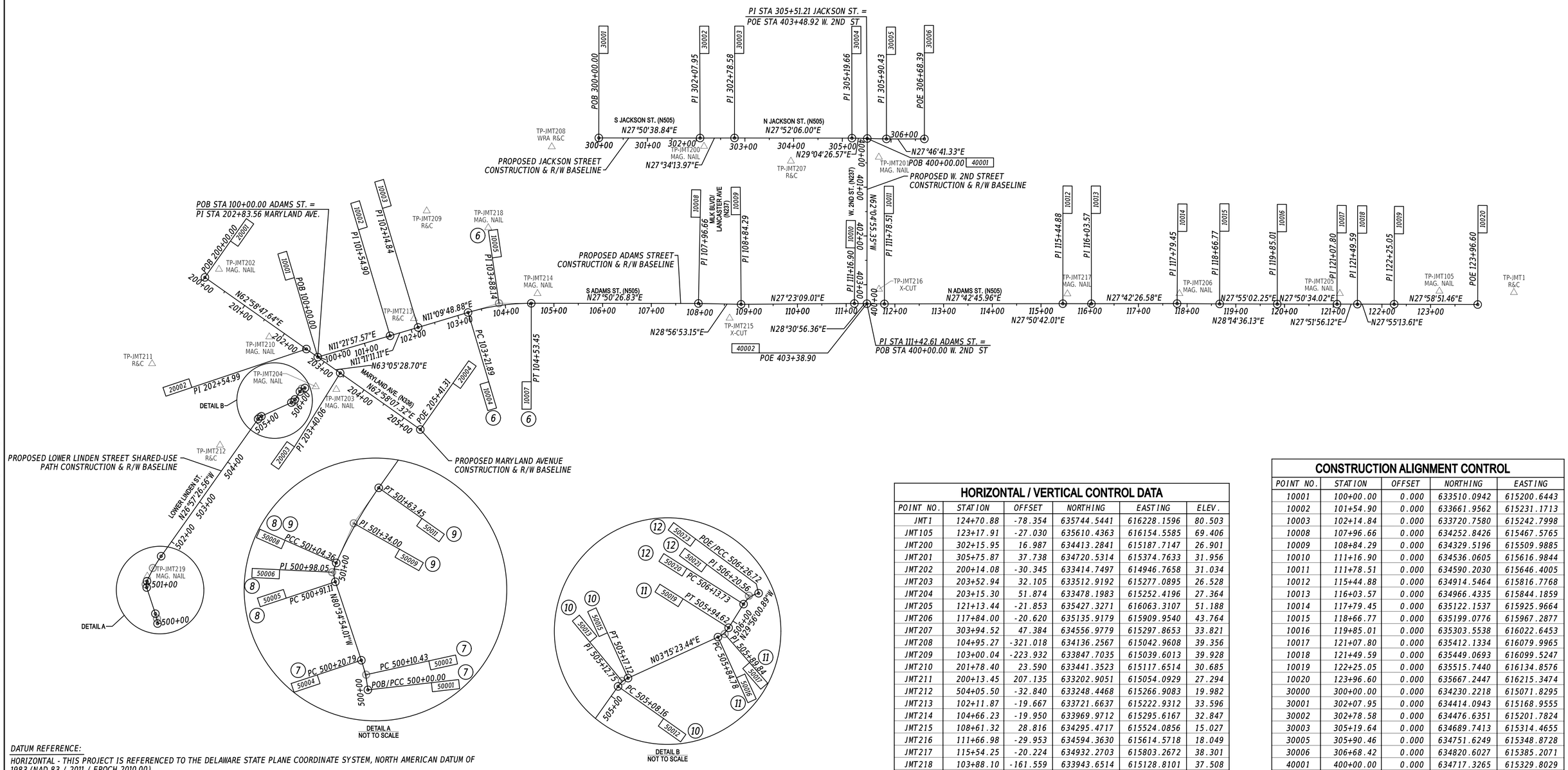
**ADAMS STREET PATHWAY PHASE II**

CONTRACT T202466302 | COUNTY NEW CASTLE | BRIDGE NO. N/A | DESIGNED BY: J.IORIO | CHECKED BY: B.DOUGHERTY

**HORIZONTAL AND VERTICAL CONTROL (EXISTING)**

SECTION JMT | SHEET NO. 11

8-JUN-2026
15:21
pw:\\deldot-pw.bentley.com:deldot-pw-01\Documents\01_Active_Projects\DelDOT_Capital_Projects\T202466302_JMT\400_CADD\420_ROAD\422_DESIGN_DGN\HV01_RDBF_T202466302_JMT




*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).*

## HORIZONTAL / VERTICAL CONTROL DATA

| POINT NO. | STATION | OFFSET | NORTHING | EASTING | ELEV. |
|---|---|---|---|---|---|
| JMT1 | 124+70.88 | -78.354 | 635744.5441 | 616228.1596 | 80.503 |
| JMT105 | 123+17.91 | -27.030 | 635610.4363 | 616154.5585 | 69.406 |
| JMT200 | 302+15.95 | 16.987 | 634413.2841 | 615187.7147 | 26.901 |
| JMT201 | 305+75.87 | 37.738 | 634720.5314 | 615374.7633 | 31.956 |
| JMT202 | 200+14.08 | -30.345 | 633414.7497 | 614946.7658 | 31.034 |
| JMT203 | 203+52.94 | 32.105 | 633512.9192 | 615277.0895 | 26.528 |
| JMT204 | 203+15.30 | 51.874 | 633478.1983 | 615252.4196 | 27.364 |
| JMT205 | 121+13.44 | -21.853 | 635427.3271 | 616063.3107 | 51.188 |
| JMT206 | 117+84.00 | -20.620 | 635135.9179 | 615909.9540 | 43.764 |
| JMT207 | 303+94.52 | 47.384 | 634556.9779 | 615297.8653 | 33.821 |
| JMT208 | 104+95.27 | -321.018 | 634136.2567 | 615042.9608 | 39.356 |
| JMT209 | 103+00.04 | -223.932 | 633847.7035 | 615039.6013 | 39.928 |
| JMT210 | 201+78.40 | 23.590 | 633441.3523 | 615117.6514 | 30.685 |
| JMT211 | 200+13.45 | 207.135 | 633202.9051 | 615054.0929 | 27.294 |
| JMT212 | 504+05.50 | -32.840 | 633248.4468 | 615266.9083 | 19.982 |
| JMT213 | 102+11.87 | -19.667 | 633721.6637 | 615222.9312 | 33.596 |
| JMT214 | 104+66.23 | -19.950 | 633969.9712 | 615295.6167 | 32.847 |
| JMT215 | 108+61.32 | 28.816 | 634295.4717 | 615524.0856 | 15.027 |
| JMT216 | 111+66.98 | -29.953 | 634594.3630 | 615614.5718 | 18.049 |
| JMT217 | 115+54.25 | -20.224 | 634932.2703 | 615803.2672 | 38.301 |
| JMT218 | 103+88.10 | -161.559 | 633943.6514 | 615128.8101 | 37.508 |
| JMT219 | 501+00.17 | -3.828 | 632990.9775 | 615435.0972 | 10.545 |

*SEE THE FOLLOWING SHEET FOR HORIZONTAL CURVE INFORMATION*

## CONSTRUCTION ALIGNMENT CONTROL

| POINT NO. | STATION | OFFSET | NORTHING | EASTING |
|---|---|---|---|---|
| 10001 | 100+00.00 | 0.000 | 633510.0942 | 615200.6443 |
| 10002 | 101+54.90 | 0.000 | 633661.9562 | 615231.1713 |
| 10003 | 102+14.84 | 0.000 | 633720.7580 | 615242.7998 |
| 10008 | 107+96.66 | 0.000 | 634252.8426 | 615467.5765 |
| 10009 | 108+84.29 | 0.000 | 634329.5196 | 615509.9885 |
| 10010 | 111+16.90 | 0.000 | 634536.0605 | 615616.9844 |
| 10011 | 111+78.51 | 0.000 | 634590.2030 | 615646.4005 |
| 10012 | 115+44.88 | 0.000 | 634914.5464 | 615816.7768 |
| 10013 | 116+03.57 | 0.000 | 634966.4335 | 615844.1859 |
| 10014 | 117+79.45 | 0.000 | 635122.1537 | 615925.9664 |
| 10015 | 118+66.77 | 0.000 | 635199.0776 | 615967.2877 |
| 10016 | 119+85.01 | 0.000 | 635303.5538 | 616022.6453 |
| 10017 | 121+07.80 | 0.000 | 635412.1334 | 616079.9965 |
| 10018 | 121+49.59 | 0.000 | 635449.0693 | 616099.5247 |
| 10019 | 122+25.05 | 0.000 | 635515.7440 | 616134.8576 |
| 10020 | 123+96.60 | 0.000 | 635667.2447 | 616215.3474 |
| 30000 | 300+00.00 | 0.000 | 634230.2218 | 615071.8295 |
| 30001 | 302+07.95 | 0.000 | 634414.0943 | 615168.9555 |
| 30002 | 302+78.58 | 0.000 | 634476.6351 | 615201.7824 |
| 30003 | 305+19.64 | 0.000 | 634689.7413 | 615314.4655 |
| 30005 | 305+90.46 | 0.000 | 634751.6249 | 615348.8728 |
| 30006 | 306+68.42 | 0.000 | 634820.6027 | 615385.2071 |
| 40001 | 400+00.00 | 0.000 | 634717.3265 | 615329.8029 |
| 40002 | 403+38.90 | 0.000 | 634558.6514 | 615629.2611 |

ADDENDA / REVISIONS

SCALE
0 100 200 300
FEET

**ADAMS STREET PATHWAY PHASE II**

| | |
|---|---|
| CONTRACT | T202466302 |
| COUNTY | NEW CASTLE |
| BRIDGE NO. | N/A |
| DESIGNED BY: | J.IORIO |
| CHECKED BY: | B.DOUGHERTY |

**HORIZONTAL AND VERTICAL CONTROL (PROPOSED)**

SECTION: JMT
SHEET NO.: 12

8-JUN-2026
15:21
pw://deldot-pw.bentley.com:deldot-pw-01/Documents/01_Active_Projects/DelDOT_Capital_Projects/T202466302_JMT/400_CADD/420_ROAD/422_DESIGN_DGNHV01_RDBF_T202466302_JMT

## CIRCULAR CURVE NO. 6

| ELEMENT: CIRCULAR | STATION | NORTHING | EASTING |
|---|---|---|---|
| PC ( 10004) | 103+21.89 | 633825.7821 | 615263.5258 |
| PI ( 10005) | 103+88.14 | 633890.7793 | 615276.3527 |
| CC ( 10006) | | 633738.2701 | 615706.9733 |
| PT ( 10007) | 104+53.45 | 633949.3614 | 615307.2928 |
| Radius: | 452.000 | | |
| Delta: | 16°40'37.95" RIGHT | | |
| Deg. of Curv.(Arc): | 12°40'33.81" | | |
| Length: | 131.565 | | |
| Tangent: | 66.251 | | |
| Chord: | 131.101 | | |
| Middle Ordinate: | 4.778 | | |
| External: | 4.829 | | |
| Tangent Direction: | N11°09'48.88"E | | |
| Radial Direction: | S78°50'11.12"E | | |
| Chord Direction: | N19°30'07.85"E | | |
| Radial Direction: | S62°09'33.17"E | | |
| Tangent Direction: | N27°50'26.83"E | | |

## CIRCULAR CURVE NO. 7

| ELEMENT: CIRCULAR | STATION | NORTHING | EASTING |
|---|---|---|---|
| PC ( 50001) | 500+00.00 | 632964.2944 | 615530.9420 |
| PI ( 50002) | 500+10.43 | 632968.0894 | 615521.2238 |
| CC ( 50003) | | 632871.1447 | 615494.5673 |
| PRC ( 50004) | 500+20.79 | 632969.7967 | 615510.9315 |
| Radius: | 100.000 | | |
| Delta: | 11°54'43.833" LEFT | | |
| Deg. of Curv.(Arc): | 57°17'44.806" | | |
| Length: | 20.791 | | |
| Tangent: | 10.433 | | |
| Chord: | 20.753 | | |
| Middle Ordinate: | 0.540 | | |
| External: | 0.543 | | |
| Tangent Direction: | N68°40'10"W | | |
| Radial Direction: | N21°19'50"E | | |
| Chord Direction: | N74°37'32"W | | |
| Radial Direction: | N09°25'06"E | | |
| Tangent Direction: | N80°34'54"W | | |

## CIRCULAR CURVE NO. 8

| ELEMENT: CIRCULAR | STATION | NORTHING | EASTING |
|---|---|---|---|
| PC ( 50005) | 500+77.29 | 632979.0428 | 615455.1909 |
| PI ( 50006) | 500+84.23 | 632980.1783 | 615448.3456 |
| CC ( 50007) | | 632996.8001 | 615458.1364 |
| PCC ( 50008) | 500+90.54 | 632985.6147 | 615444.0338 |
| Radius: | 18.000 | | |
| Delta: | 42°09'43.93" Right | | |
| Deg. of Curv.(Arc): | 318°18'35.59" | | |
| Length: | 13.246 | | |
| Tangent: | 6.939 | | |
| Chord: | 12.949 | | |
| Middle Ordinate: | 1.205 | | |
| External: | 1.291 | | |
| Tangent Direction: | N80°34'54.01"W | | |
| Radial Direction: | N09°25'05.99"E | | |
| Chord Direction: | N59°30'02.05"W | | |
| Radial Direction: | N51°34'49.91"E | | |
| Tangent Direction: | N38°25'10.09"W | | |

## CIRCULAR CURVE NO. 9

| ELEMENT: CIRCULAR | STATION | NORTHING | EASTING |
|---|---|---|---|
| PCC ( 50008) | 500+90.54 | 632985.6147 | 615444.0338 |
| PI ( 50009) | 501+20.18 | 633008.8398 | 615425.6129 |
| CC ( 50010) | | 633169.1615 | 615675.4506 |
| PT ( 50011) | 501+49.63 | 633035.2623 | 615412.1747 |
| Radius: | 295.370 | | |
| Delta: | 11°27'43.53" Right | | |
| Deg. of Curv.(Arc): | 19°23'52.79" | | |
| Length: | 59.089 | | |
| Tangent: | 29.643 | | |
| Chord: | 58.991 | | |
| Middle Ordinate: | 1.476 | | |
| External: | 1.484 | | |
| Tangent Direction: | N38°25'10.09"W | | |
| Radial Direction: | N51°34'49.91"E | | |
| Chord Direction: | N32°41'18.32"W | | |
| Radial Direction: | N63°02'33.44"E | | |
| Tangent Direction: | N26°57'26.56"W | | |

## CIRCULAR CURVE NO. 10

| ELEMENT: CIRCULAR | STATION | NORTHING | EASTING |
|---|---|---|---|
| PC ( 50012) | 504+81.06 | 633330.6866 | 615261.9252 |
| PI ( 50013) | 505+87.00 | 633335.9802 | 615259.2330 |
| CC ( 50014) | | 633340.6598 | 615281.5348 |
| PT ( 50015) | 504+92.67 | 633341.9095 | 615259.5703 |
| Radius: | 22.000 | | |
| Delta: | 30°12'50.00" RIGHT | | |
| Deg. of Curv.(Arc): | 260°26'07.30" | | |
| Length: | 11.601 | | |
| Tangent: | 5.939 | | |
| Chord: | 11.467 | | |
| Middle Ordinate: | 0.760 | | |
| External: | 0.788 | | |
| Tangent Direction: | N26°57'26.56"W | | |
| Radial Direction: | N63°02'33.44"E | | |
| Chord Direction: | N11°51'01.56"W | | |
| Radial Direction: | S86°44'36.56"E | | |
| Tangent Direction: | N03°15'23.44"E | | |

## CIRCULAR CURVE NO. 11

| ELEMENT: CIRCULAR | STATION | NORTHING | EASTING |
|---|---|---|---|
| PC ( 50016) | 505+60.10 | 633409.2356 | 615263.4011 |
| PI ( 50017) | 505+65.17 | 633414.2937 | 615263.6889 |
| CC ( 50018) | | 633410.2013 | 615246.4285 |
| PT ( 50019) | 505+69.95 | 633418.6842 | 615261.1608 |
| Radius: | 17.000 | | |
| Delta: | 33°11'24.33" LEFT | | |
| Deg. of Curv.(Arc): | 337°02'02.39" | | |
| Length: | 9.848 | | |
| Tangent: | .066 | | |
| Chord: | 9.711 | | |
| Middle Ordinate: | 0.708 | | |
| External: | 0.739 | | |
| Tangent Direction: | N03°15'23.44"E | | |
| Radial Direction: | S86°44'36.56"E | | |
| Chord Direction: | N13°20'18.73"W | | |
| Radial Direction: | N60°03'59.11"E | | |
| Tangent Direction: | N29°56'00.89"W | | |

## CIRCULAR CURVE NO. 12

| ELEMENT: CIRCULAR | STATION | NORTHING | EASTING |
|---|---|---|---|
| PC ( 50020) | 506+00.02 | 633444.7424 | 615246.1563 |
| PI ( 50021) | 506+06.85 | 633450.6622 | 615242.7477 |
| CC ( 50022) | | 633453.2253 | 615260.8886 |
| PCC/POE ( 50023) | 506+13.01 | 633457.2946 | 615244.3828 |
| Radius: | 17.000 | | |
| Delta: | 43°46'58.86" Right | | |
| Deg. of Curv.(Arc): | 337°02'02.39" | | |
| Length: | 12.991 | | |
| Tangent: | 6.831 | | |
| Chord: | 12.677 | | |
| Middle Ordinate: | 1.226 | | |
| External: | 1.321 | | |
| Tangent Direction: | N29°56'00.89"W | | |
| Radial Direction: | N60°03'59.11"E | | |
| Chord Direction: | N08°02'31.46"W | | |
| Radial Direction: | S76°09'02.03"E | | |
| Tangent Direction: | N13°50'57.97"E | | |

*DATUM REFERENCE:*

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

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

ADDENDA / REVISIONS

SCALE
0 100 200 300
FEET

**ADAMS STREET PATHWAY PHASE II**

CONTRACT T202466302
COUNTY NEW CASTLE

BRIDGE NO. N/A
DESIGNED BY: J.IORIO
CHECKED BY: B.DOUGHERTY

**HORIZONTAL AND VERTICAL CONTROL (PROPOSED)**

SECTION JMT
SHEET NO. 13

8-JUN-2026
15:21
pw://deldot-pw.bentley.com:deldot-pw-01/Documents/01_Active_Projects/DelDOT_Capital_Projects/T202466302_JMT/400_CADD/420_ROAD/422_DESIGN_DGN/HV01_RDBF_T202466302_JMT

## FENCE SCHEDULE

| NO. | QTY. | DESCRIPTION | NOTES |
|---|---|---|---|
| 1 | 52 LF | DECORATIVE METAL SECURITY FENCE (AMTRAK) | STA. 500+96, 15' LT. TO STA. 501+40, 9' LT. (+/-) |
| 2 | 115 LF | DECORATIVE METAL SECURITY FENCE (AMTRAK) | STA. 500+88, 5' RT. TO STA. 502+10, 15' RT. (+/-) |
| 3 | 23 LF | DECORATIVE METAL SINGLE SECURITY GATE (AMTRAK) | STA. 501+40, 9' LT. TO STA. 501+63, 9' LT. (+/-) |
| 4 | 43 LF | DECORATIVE METAL SECURITY FENCE (AMTRAK) | STA. 501+63, 9' LT. TO STA. 502+04, 11' LT. (+/-) |
| 5 | 8 LF | DECORATIVE METAL SECURITY FENCE (AMTRAK) | STA. 502+60, 7' LT. TO STA. 502+68, 14' LT. (+/-) |

## CURB SCHEDULE

| NO. | ITEM DESCRIPTION / TYPE | LENGTH |
|---|---|---|
| + 1 | PCC CURB, TYPE 2 | 35' |
| + 2 | PCC CURB, TYPE 2 | 56' |
| 3 | PCC CURB, TYPE 1-8 | 84' |
| 3A | PCC CURB, TYPE 1-2 | 32' |

*+ THE COST FOR CONSTRUCTING THIS CURB IS INCIDENTAL TO ITEM 702000 - TRIANGULAR CHANNELIZING ISLANDS LENGTH IS SHOWN FOR ESTIMATING PURPOSES.*

## UTILITY TEST HOLE SCHEDULE

| NO. | UTILITY | STATION | OFFSET | GROUND EL. | COVER | O.D. & MATERIAL |
|---|---|---|---|---|---|---|
| 1 | CW-W | 504+87.09 | 10.71' | 21.42' | 3.52' | 10" STL. WATER |
| 2 | CW-COMM | 203+20.00 | 51.26' | 27.40' | 1.82' | 4.5" PL. CONDUIT |

### NOTES

1.) *EXISTING BASELINES ASSOCIATED WITH I-95 CORRIDOR ARE SHOWN FOR INFORMATION PURPOSES ONLY*
2.) *LATERAL OFFSET IS NOT SHOWN FOR CLARITY. LATERAL OFFSET IS 1.5' FROM THE FACE OF THE CURB.*
3.) *REMOVE 12' OF FENCE TO ALLOW FOR ACCESS TO THE PROPOSED SHARED-USE PATH. TAKE CARE WHEN REMOVING AND RE-USE THE REMOVED SECTIONS AS DIRECTED BY THE ENGINEER. ADD TERMINAL POSTS AT BOTH ENDS AND PAINT BLACK TO MATCH EXISTING FENCE. PAINTING IS INCIDENTAL TO ITEM 211002 - REMOVAL OF GUARDRAIL AND FENCE.*
4.) *USE SMALLER EQUIPMENT WHEN PERFORMING WORK UNDERNEATH THE RAILROAD BRIDGE SO AS NOT TO DISTURB THE EXISTING STRUCTURE.*
5.) *HOT-MIX PATH SHOWN TO BE CONSTRUCTED BY CONTRACT T2019074330.*
6.) *REMOVE EXISTING FENCE TO THE POINT OF INTERSECTION. PROPOSED FENCE SHALL BE SAME STYLE/TYPE OF APPROVED FENCE.*
7.) *EXISTING UNDERPASS ACCESS LOCKED WITH AMTRAK 102 LOCK. COORDINATE WITH AMTRAK CONSTRUCTION MANAGER AND AMTRAK B&B FOR TUNNEL ACCESS.*
8.) *THE DASHED LINES REPRESENT THE EDGES OF THE PEDESTRIAN ACCESS ROUTE, SEE SHEET SS-01 FOR MORE INFORMATION ON STRIPING AND SIGNAGE.*

**SEE SIGNING, STRIPING, AND CONDUIT PLANS**

ADDENDA / REVISIONS

SCALE 0 30 60 90 FEET

**ADAMS STREET PATHWAY PHASE II**

| | |
|---|---|
| CONTRACT | T202466302 |
| COUNTY | NEW CASTLE |
| BRIDGE NO. | N/A |
| DESIGNED BY: | J.IORIO |
| CHECKED BY: | B.DOUGHERTY |

**CONSTRUCTION PLAN**

CP-01 | SECTION JMT | SHEET NO. 14

10-JUN-2026 15:36 pw://deldot-pw.bentley.com:deldot-pw-01/Documents/01_Active_Projects/DelDOT_Capital_Projects/T202466302_JMT/400_CADD/420_ROAD/423_SHEET_DGN/CP01_ROSF_T202466302_JMT

SEE SIGNING, STRIPING, AND CONDUIT PLANS

SEE SIGNING, STRIPING, AND CONDUIT PLANS

MATCH LINE STA 116+00.00

N. JACKSON STREET

PROPOSED JACKSON STREET CONSTRUCTION & R/W BASELINE

N. ADAMS STREET

PROPOSED ADAMS STREET CONSTRUCTION & R/W BASELINE

W. 2ND STREET

PROPOSED W 2ND STREET CONSTRUCTION & R/W BASELINE

W. 3RD STREET

LANCASTER AVE / MLK JR. BLVD

PLEASANT STREET (30')

CONRAD STREET - VACATED

4' ALLEY

US 202 / I-95

POB 400+00.00

POE 403+38.90

PI 302+07.95

PI 302+78.58

PI 303+90.46

PI 304+68.42

PI 305+19.66

PI 108+84.29

PI 111+16.90

PI 111+78.51

PI 115+44.88

CONCRETE FOUNDATION FOR STREET SIGN

CONCRETE FOUNDATION FOR OVERHEAD SIGN

MODULAR BLOCK RETAINING WALL - SEE CONSTRUCTION DETAILS

AREA TO BE IMPROVED BY OTHERS AS PART OF THE CITY OF WILMINGTON'S GREEN STORM INFRASTRUCTURE PROJECT (25032PW)

APPROX. HISTORIC BORING 213

HISTORIC BORING 141

## UTILITY TEST HOLE SCHEDULE

| NO. | UTILITY | STATION | OFFSET | GROUND EL. | COVER | O.D. & MATERIAL |
|---|---|---|---|---|---|---|
| 3 | DP-G | 112+49.54 | -9.79 | 20.91' | 3.34' | 9" ST. GAS |
| 4 | CW-COMM | 112+50.65 | -9.55 | 20.96' | 4.65' | BRICK |

## CURB SCHEDULE

| NO. | ITEM DESCRIPTION / TYPE | LENGTH |
|---|---|---|
| 4 | PCC CURB, TYPE 1-6 | 31' |
| 5 | PCC CURB, TYPE 1-6 | 70' |
| 6 | PCC CURB, TYPE 1-6 | 59' |
| 7 | PCC CURB, TYPE 1-6 | 54' |
| 8 | PCC CURB, TYPE 1-6 | 82' |
| 9 | PCC CURB, TYPE 1-4 | 66' |
| 10 | PCC CURB, TYPE 1-6 | 36' |
| 11 | PCC CURB, TYPE 1-8 | 6' |
| 12 | PCC CURB, TYPE 1-8 | 6' |
| *22 | PCC CURB, TYPE 1-8 | 31' |

*CURB IS TO REMAIN UPRIGHT AND UNDEPRESSED FOR ITS ENTIRE LENGTH.

NOTES

1.) EXISTING BASELINES ASSOCIATED WITH I-95 CORRIDOR ARE SHOWN FOR INFORMATION PURPOSES ONLY

2.) LATERAL OFFSET IS NOT SHOWN FOR CLARITY. LATERAL OFFSET IS 1.5' FROM THE FACE OF THE CURB.

ADDENDA / REVISIONS

SCALE 0 30 60 90 FEET

ADAMS STREET PATHWAY PHASE II

CONTRACT T202466302

COUNTY NEW CASTLE

BRIDGE NO. N/A

DESIGNED BY: J.IORIO

CHECKED BY: B.DOUGHERTY

CONSTRUCTION PLAN

CP-03

SECTION JMT

SHEET NO. 15

8-JUN-2026 15:22 pw://deldot-pw.bentley.com:deldot-pw-01/Documents/01_Active_Projects/DelDOT_Capital_Projects/T202466302_JMT1400_CADD/420_ROAD/423_SHEET_DGN/CP01_ROSE_T202466302_JMT

## DRAINAGE PIPE SCHEDULE

| NO. | SIZE / TYPE | CLASS | LENGTH | SLOPE | INVERT EL. | DIS. EL. |
|---|---|---|---|---|---|---|
| 1 | 12" RCP | IV | 30 | 0.0290 | 41.51 | 40.64 |
| 2 | 12" RCP | IV | 42 | 0.0243 | 40.64 | *39.62 |
| 3 | 15" RCP | III | 18 | 0.0400 | 40.31 | 39.59 |

## DRAINAGE INLET SCHEDULE

| NO. | STATION | OFFSET | BOX SIZE | GRATE | T.G. EL. | INV. EL. |
|---|---|---|---|---|---|---|
| 1 | 119+36.33 | 19.68' | 34" x 24" | 4 | 45.18 | 41.51 |
| 2 | 119+06.39 | 19.65' | 72" x 24" | 1 | 44.31 | 40.64 |
| 3 | 118+90.38 | -11.20' | 72" x 24" | 4 | 44.31 | 40.31 |

* DOWNSTREAM PIPE INVERT MUST MATCH EXISTING 12" RCP. INVERT TO BE CONFIRMED PRIOR TO CONSTRUCTION.

## MANHOLE SCHEDULE

| NO. | STATION | OFFSET | TYPE/SIZE | T.G. EL. | INVERT EL. |
|---|---|---|---|---|---|
| 1 | 118+75.22 | 17.86' | 48" x 48" | 43.29 | *39.62 |
| 2 | 118+72.59 | -11.19' | 48" x 48" | 43.82 | 38.94 |

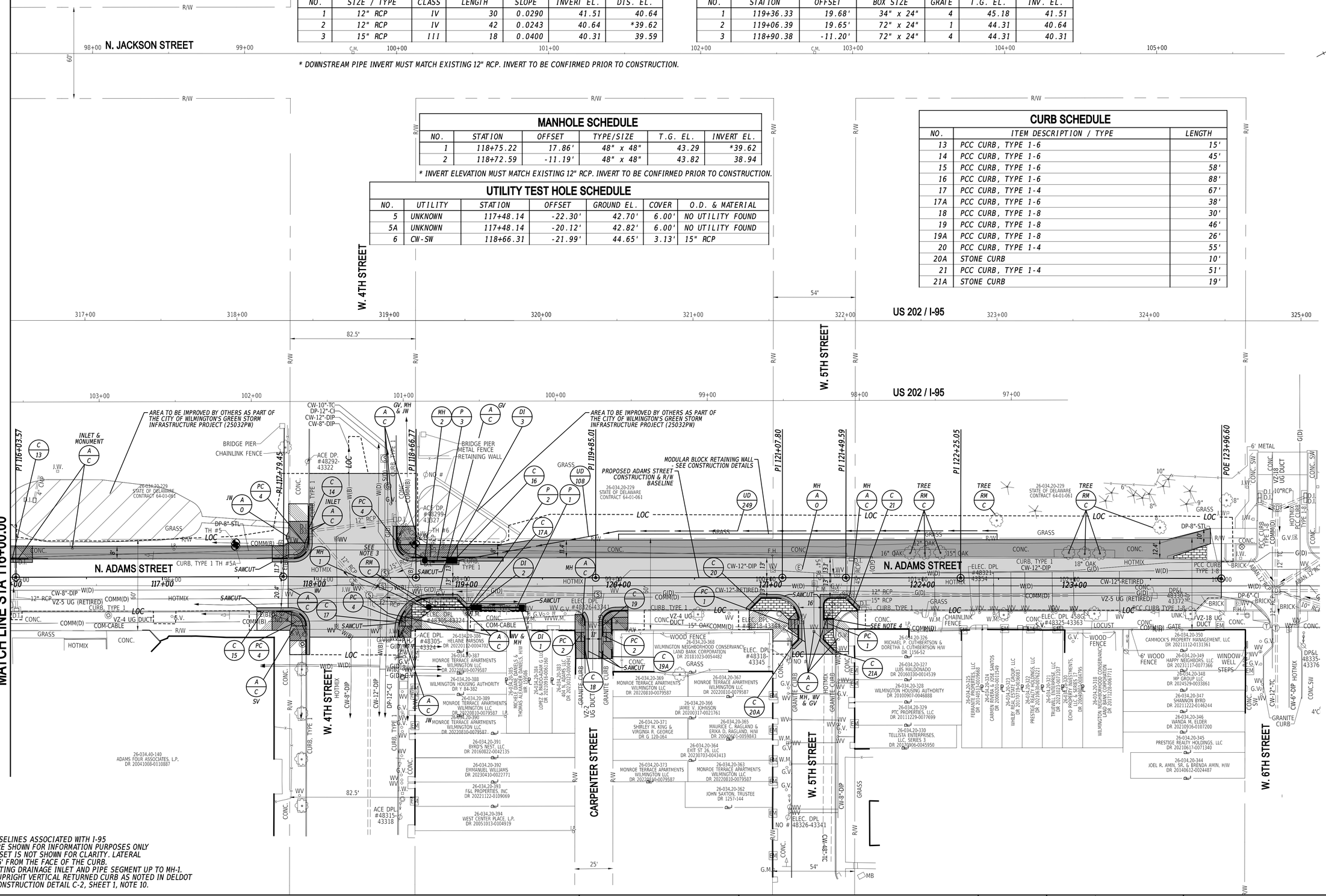
* INVERT ELEVATION MUST MATCH EXISTING 12" RCP. INVERT TO BE CONFIRMED PRIOR TO CONSTRUCTION.

## UTILITY TEST HOLE SCHEDULE

| NO. | UTILITY | STATION | OFFSET | GROUND EL. | COVER | O.D. & MATERIAL |
|---|---|---|---|---|---|---|
| 5 | UNKNOWN | 117+48.14 | -22.30' | 42.70' | 6.00' | NO UTILITY FOUND |
| 5A | UNKNOWN | 117+48.14 | -20.12' | 42.82' | 6.00' | NO UTILITY FOUND |
| 6 | CW-SW | 118+66.31 | -21.99' | 44.65' | 3.13' | 15" RCP |

## CURB SCHEDULE

| NO. | ITEM DESCRIPTION / TYPE | LENGTH |
|---|---|---|
| 13 | PCC CURB, TYPE 1-6 | 15' |
| 14 | PCC CURB, TYPE 1-6 | 45' |
| 15 | PCC CURB, TYPE 1-6 | 58' |
| 16 | PCC CURB, TYPE 1-6 | 88' |
| 17 | PCC CURB, TYPE 1-4 | 67' |
| 17A | PCC CURB, TYPE 1-6 | 38' |
| 18 | PCC CURB, TYPE 1-8 | 30' |
| 19 | PCC CURB, TYPE 1-8 | 46' |
| 19A | PCC CURB, TYPE 1-8 | 26' |
| 20 | PCC CURB, TYPE 1-4 | 55' |
| 20A | STONE CURB | 10' |
| 21 | PCC CURB, TYPE 1-4 | 51' |
| 21A | STONE CURB | 19' |




NOTES

1.) EXISTING BASELINES ASSOCIATED WITH I-95 CORRIDOR ARE SHOWN FOR INFORMATION PURPOSES ONLY
2.) LATERAL OFFSET IS NOT SHOWN FOR CLARITY. LATERAL OFFSET IS 1.5' FROM THE FACE OF THE CURB.
3.) REMOVE EXISTING DRAINAGE INLET AND PIPE SEGMENT UP TO MH-1.
4.) CONSTRUCT UPRIGHT VERTICAL RETURNED CURB AS NOTED IN DELDOT STANDARD CONSTRUCTION DETAIL C-2, SHEET 1, NOTE 10.

ADDENDA / REVISIONS

SCALE 0 30 60 90 FEET

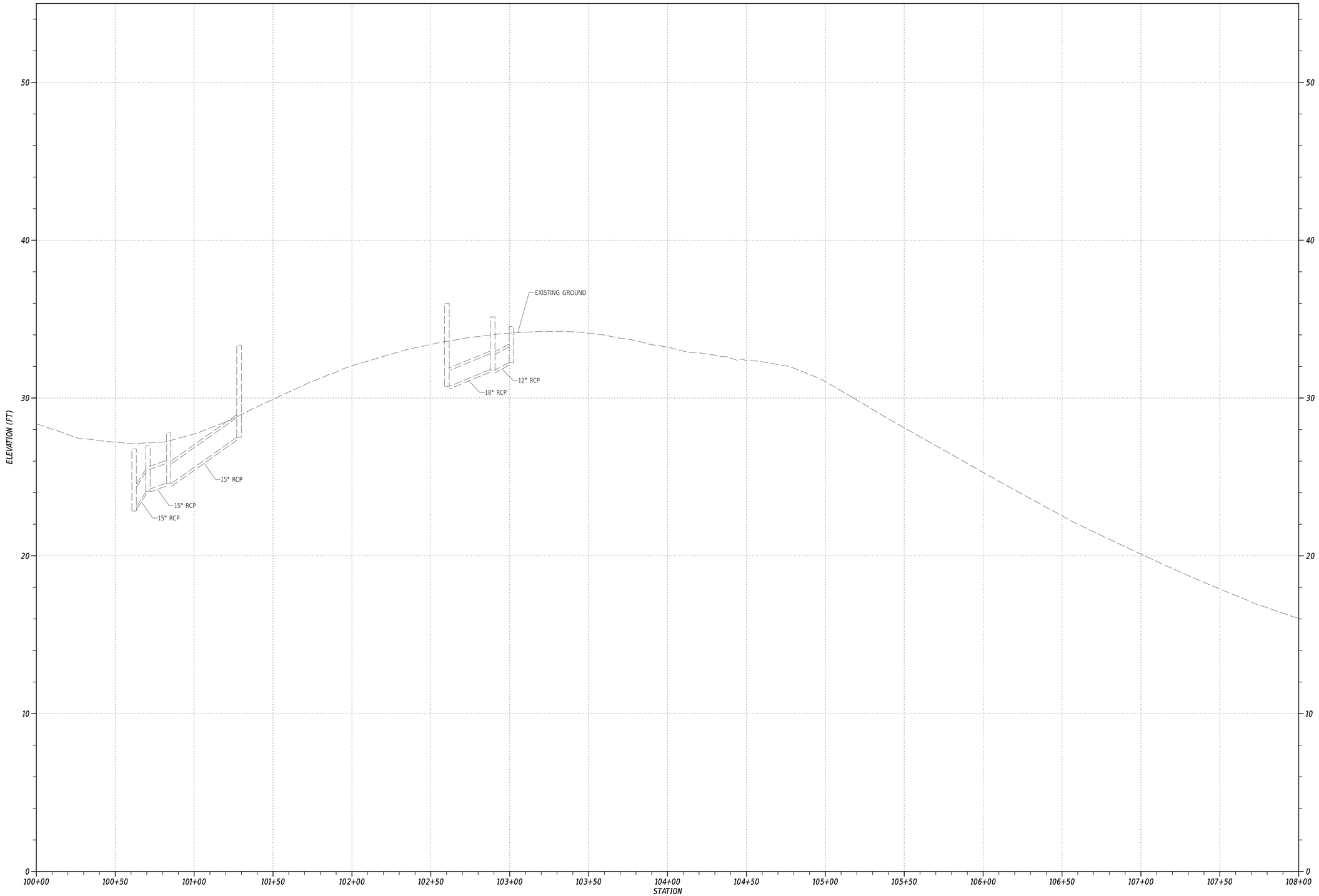
# ADAMS STREET PATHWAY PHASE II

CONSTRUCTION PLAN

| | |
|---|---|
| CONTRACT | T202466302 |
| COUNTY | NEW CASTLE |
| BRIDGE NO. | N/A |
| DESIGNED BY: | J.IORIO |
| CHECKED BY: | B.DOUGHERTY |

CP-04
SECTION JMT
SHEET NO. 16

8-JUN-2026 15:22 pw://deldot-pw.bentley.com:deldot-pw-01/Documents/01_Active_Projects/DelDOT_Capital_Projects/T202466302_JMT/400_CADD/420_ROAD/423_SHEET_DGN/CP01_RDSF_T202466302_JMT

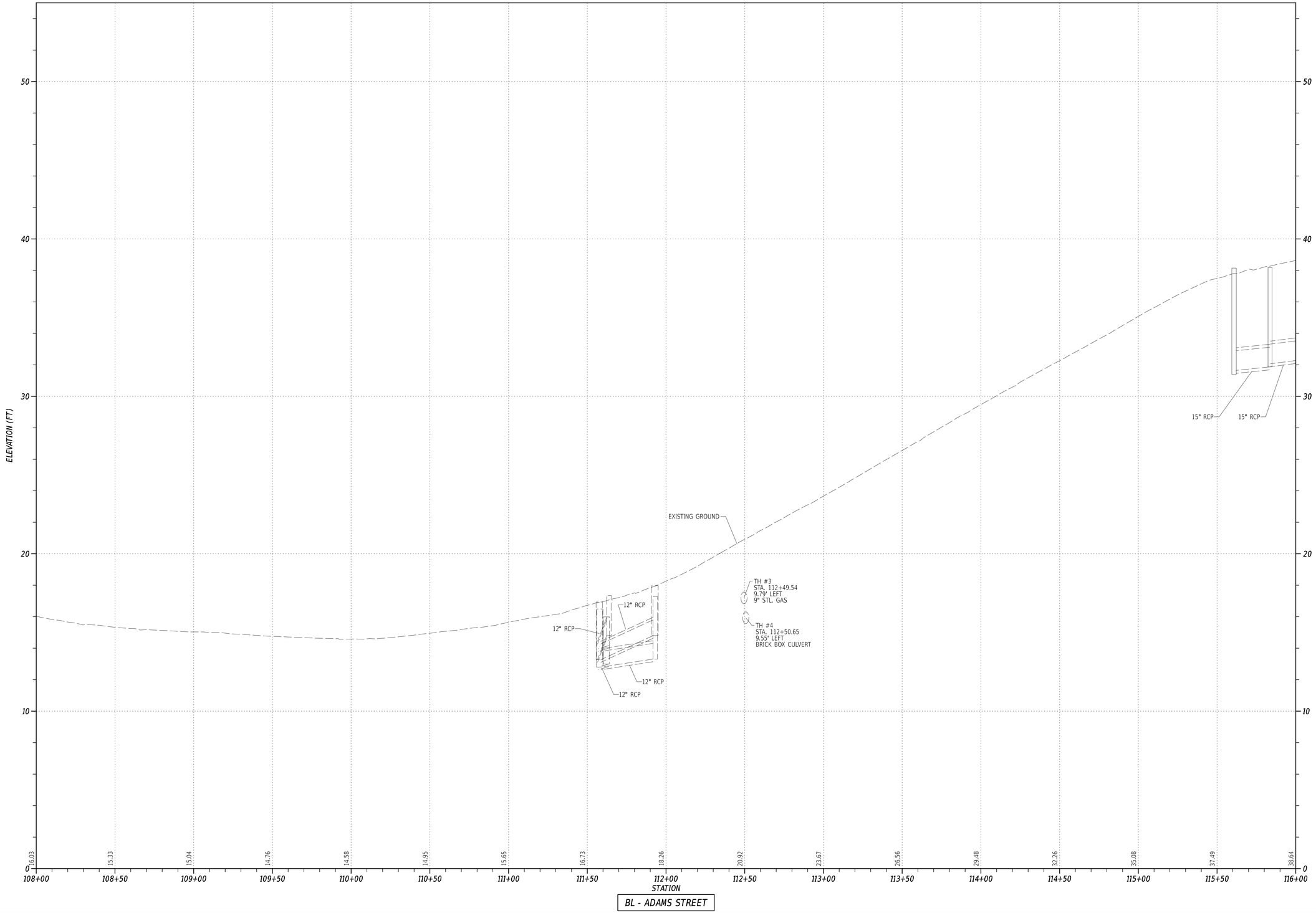



BL - ADAMS STREET

VERTICAL SCALE FEET 9 6 3 0

| ADDENDA / REVISIONS | | SCALE 0 30 60 90 FEET | ADAMS STREET PATHWAY PHASE II | CONTRACT T202466302 | BRIDGE NO. N/A | PROFILES | SECTION JMT |
|---|---|---|---|---|---|---|---|
| | | | | COUNTY NEW CASTLE | DESIGNED BY: J.IORIO | | SHEET NO. 17 |
| | | | | | CHECKED BY: B.DOUGHERTY | | |

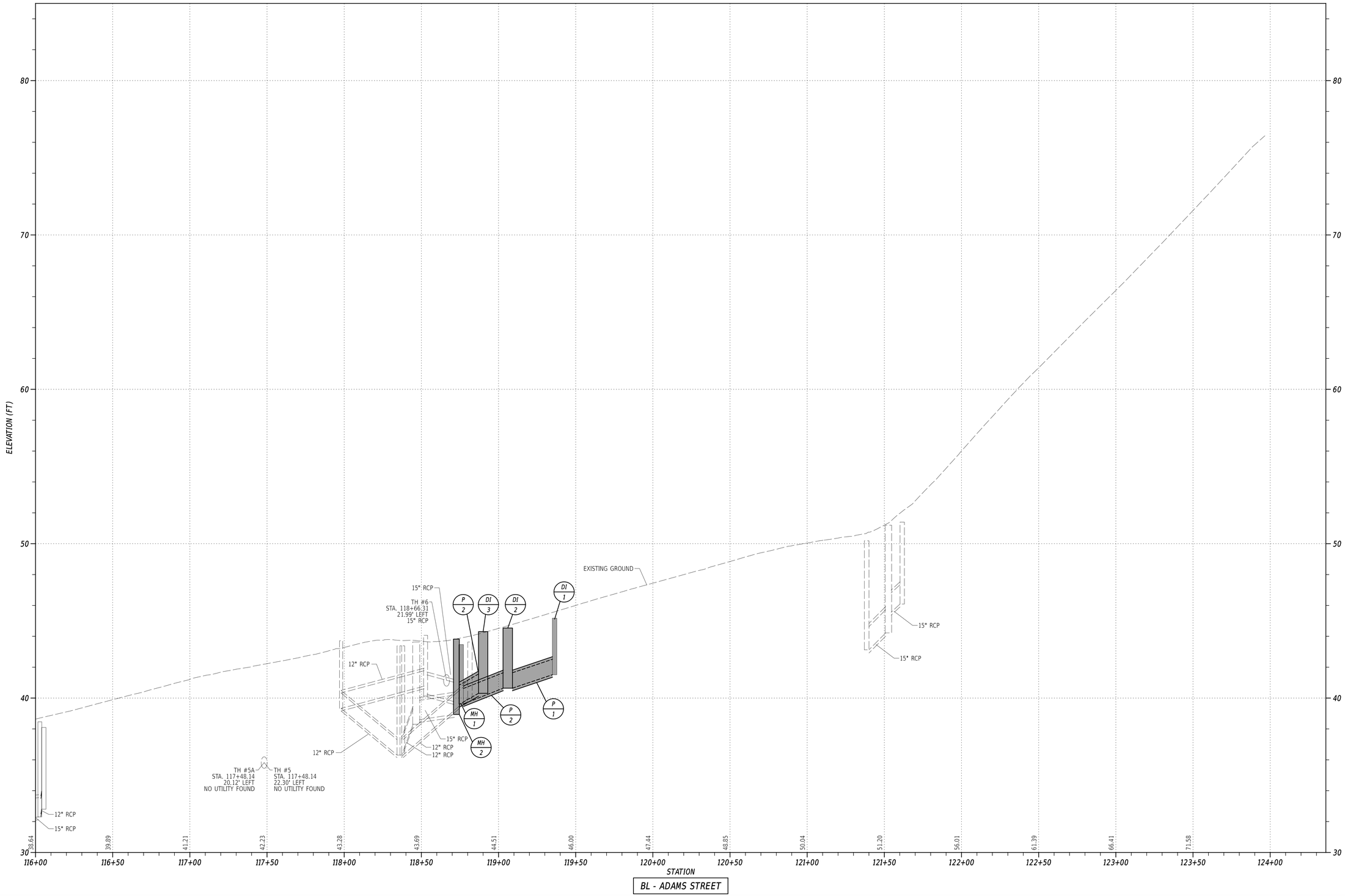
8-JUN-2026
15:23
pw://deldot-pw.bentley.com:deldot-pw-01/Documents/01_Active_Projects/DelDOT_Capital_Projects/T202466302_JMT/400_CADD/420_ROAD/422_DESIGN_DGN/PF01_ROBF_T202466302_JMT




BL - ADAMS STREET

VERTICAL SCALE FEET 0 3 6 9

| ADDENDA / REVISIONS | | SCALE 0 30 60 90 FEET | ADAMS STREET PATHWAY PHASE II | CONTRACT T202466302 | BRIDGE NO. N/A | PROFILES | SECTION JMT |
|---|---|---|---|---|---|---|---|
| | | | | COUNTY NEW CASTLE | DESIGNED BY: J.IORIO | | SHEET NO. 18 |
| | | | | | CHECKED BY: B.DOUGHERTY | | |




BL - ADAMS STREET

| ADDENDA / REVISIONS | | |
|---|---|---|
| | | |

SCALE
0 30 60 90
FEET

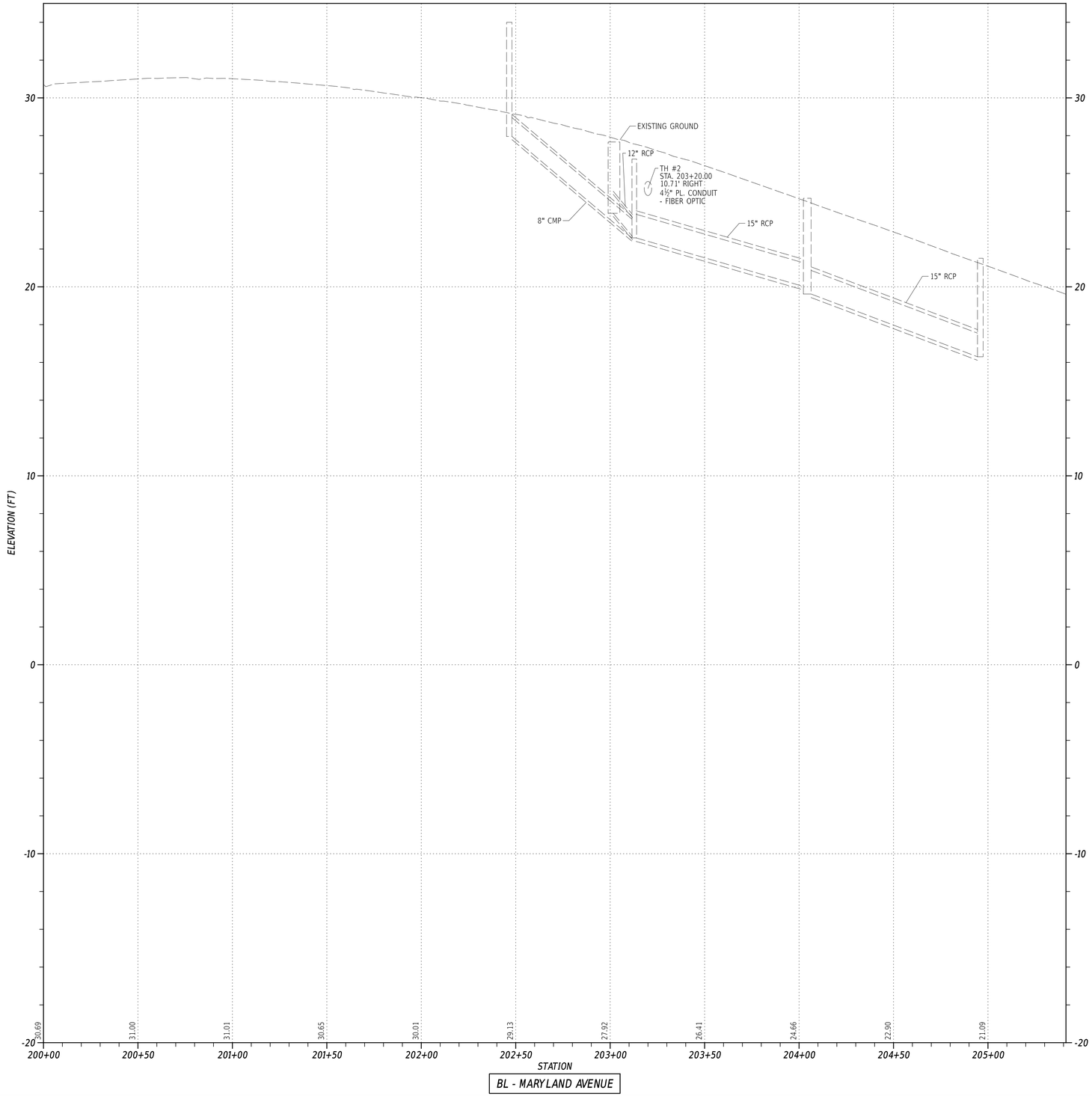
# ADAMS STREET PATHWAY PHASE II

| CONTRACT | BRIDGE NO. | N/A |
|---|---|---|
| T202466302 | DESIGNED BY: | J.IORIO |
| COUNTY | CHECKED BY: | B.DOUGHERTY |
| NEW CASTLE | | |

## PROFILES

| SECTION |
|---|
| JMT |
| SHEET NO. |
| 19 |

8-JUN-2026
15:23
pw://deldot-pw.bentley.com:deldot-pw-01/Documents/01_Active_Projects/DelDOT_Capital_Projects/T202466302_JMT/400_CADD/420_ROAD/422_DESIGN_DGN/PF01_ROBF_T202466302_JMT

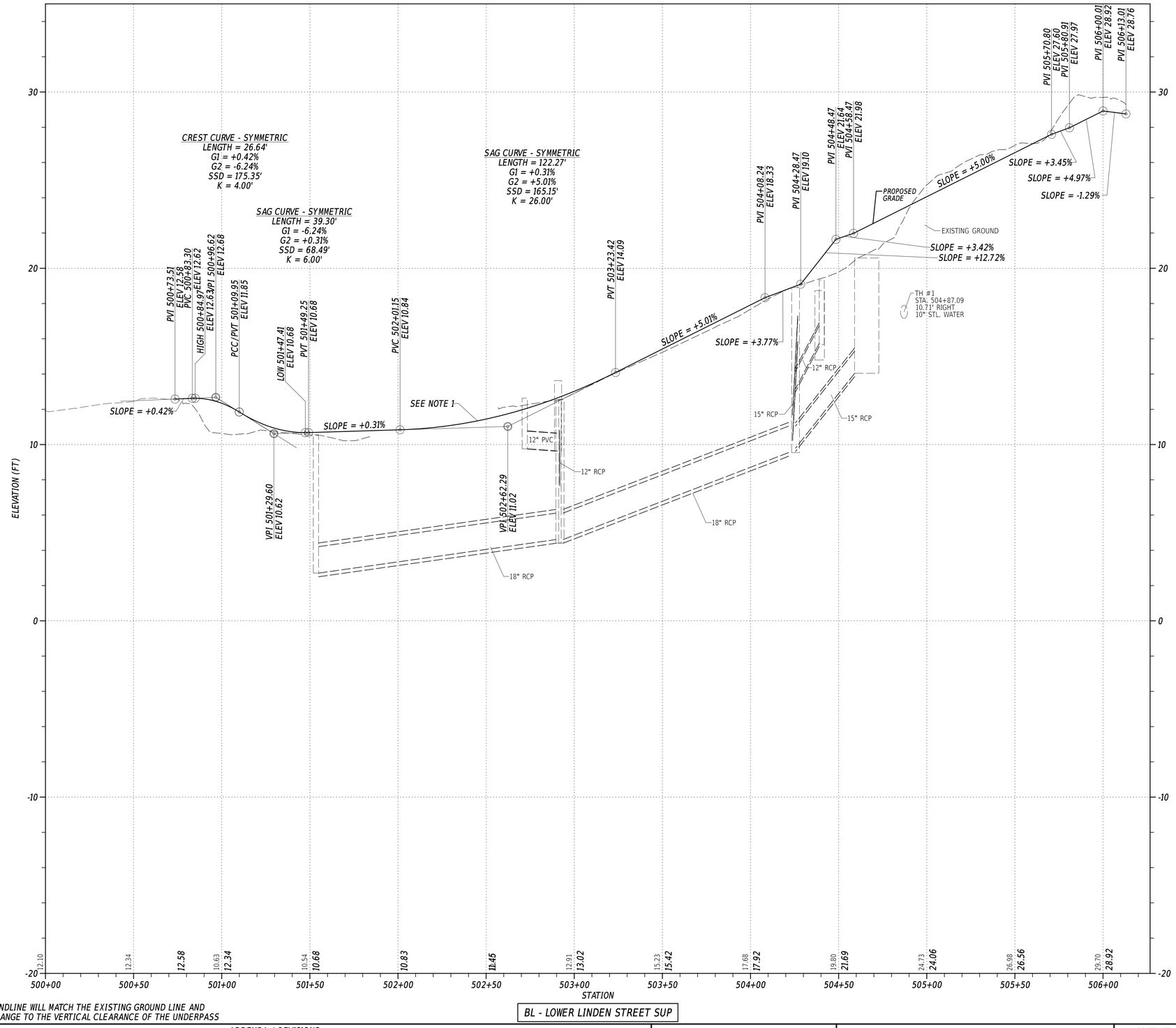



BL - MARYLAND AVENUE

VERTICAL SCALE FEET 0 3 6 9

| ADDENDA / REVISIONS | SCALE | ADAMS STREET SIDEWALK IMPROVEMENTS | CONTRACT | BRIDGE NO. N/A | PROFILES | SECTION |
|---|---|---|---|---|---|---|
| | 0 30 60 90 FEET | | T202301103 | DESIGNED BY: J.IORIO | | JMT |
| | | | COUNTY NEW CASTLE | CHECKED BY: B.DOUGHERTY | | SHEET NO. 20 |

8-JUN-2026
15:23
pw://deldot-pw.bentley.com:deldot-pw-01/Documents/01_Active_Projects/DelDOT_Capital_Projects/T202466302_JMT/400_CADD/420_ROAD/422_DESIGN_DGN/PFD1_RDBF_T202466302_JMT




NOTES:

1. THE PROPOSED GROUNDLINE WILL MATCH THE EXISTING GROUND LINE AND THERE WILL BE NO CHANGE TO THE VERTICAL CLEARANCE OF THE UNDERPASS

BL - LOWER LINDEN STREET SUP

VERTICAL SCALE FEET 9 6 3 0

| ADDENDA / REVISIONS | SCALE 0 30 60 90 FEET | ADAMS STREET PATHWAY PHASE II | CONTRACT T202466302 | BRIDGE NO. N/A | PROFILES | SECTION JMT |
|---|---|---|---|---|---|---|
| | | | COUNTY NEW CASTLE | DESIGNED BY: J.IORIO | | SHEET NO. 21 |
| | | | | CHECKED BY: B.DOUGHERTY | | |

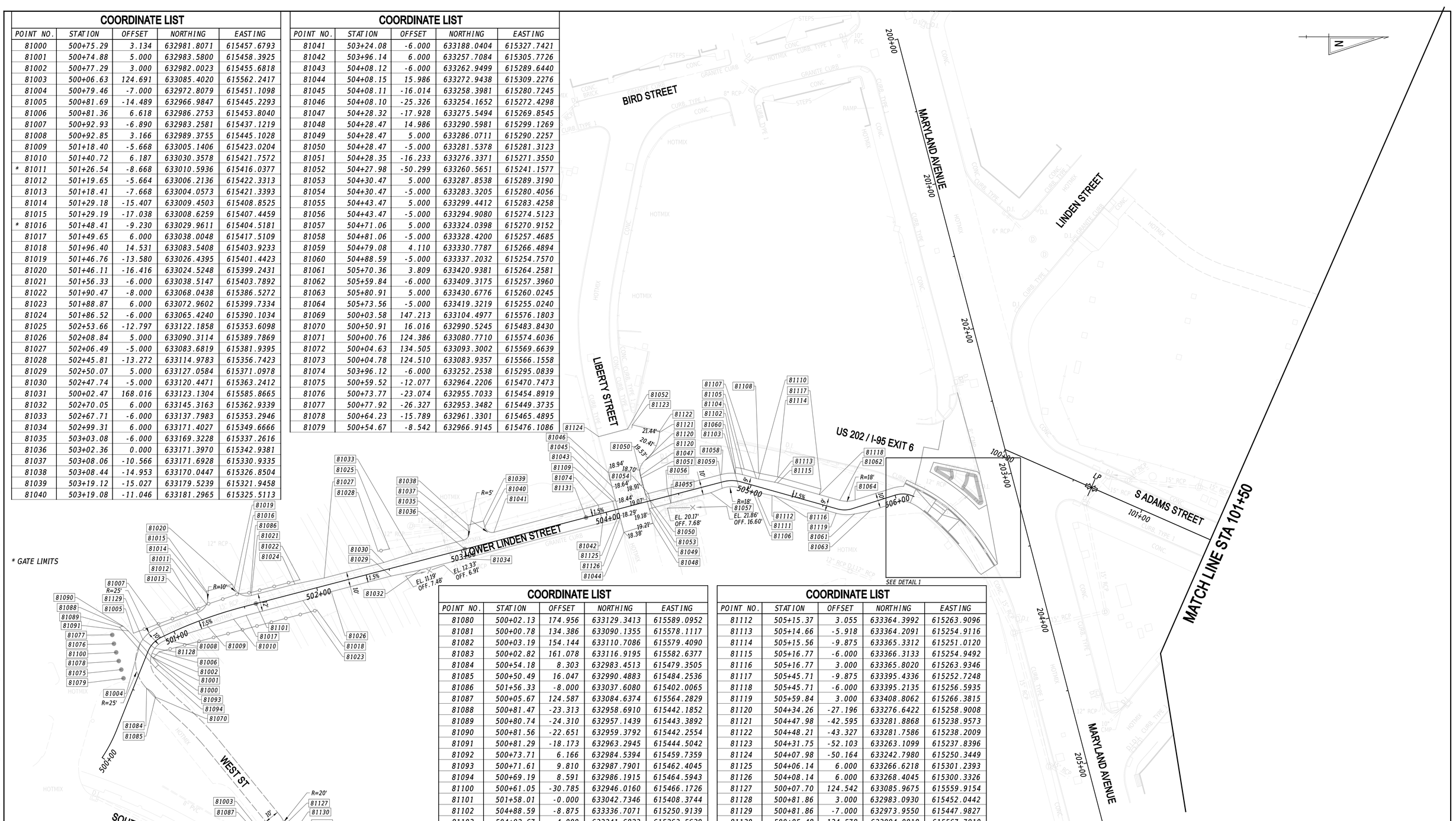
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## COORDINATE LIST

| POINT NO. | STATION | OFFSET | NORTHING | EASTING |
|---|---|---|---|---|
| 81000 | 500+75.29 | 3.134 | 632981.8071 | 615457.6793 |
| 81001 | 500+74.88 | 5.000 | 632983.5800 | 615458.3925 |
| 81002 | 500+77.29 | 3.000 | 632982.0023 | 615455.6818 |
| 81003 | 500+06.63 | 124.691 | 633085.4020 | 615562.2417 |
| 81004 | 500+79.46 | -7.000 | 632972.8079 | 615451.1098 |
| 81005 | 500+81.69 | -14.489 | 632966.9847 | 615445.2293 |
| 81006 | 500+81.36 | 6.618 | 632986.2753 | 615453.8040 |
| 81007 | 500+92.93 | -6.890 | 632983.2581 | 615437.1219 |
| 81008 | 500+92.85 | 3.166 | 632989.3755 | 615445.1028 |
| 81009 | 501+18.40 | -5.668 | 633005.1406 | 615423.0204 |
| 81010 | 501+40.72 | 6.187 | 633030.3578 | 615421.7572 |
| * 81011 | 501+26.54 | -8.668 | 633010.5936 | 615416.0377 |
| 81012 | 501+19.65 | -5.664 | 633006.2136 | 615422.3313 |
| 81013 | 501+18.41 | -7.668 | 633004.0573 | 615421.3393 |
| 81014 | 501+29.18 | -15.407 | 633009.4503 | 615408.8525 |
| 81015 | 501+29.19 | -17.038 | 633008.6259 | 615407.4459 |
| * 81016 | 501+48.41 | -9.230 | 633029.9611 | 615404.5181 |
| 81017 | 501+49.65 | 6.000 | 633038.0048 | 615417.5109 |
| 81018 | 501+96.40 | 14.531 | 633083.5408 | 615403.9233 |
| 81019 | 501+46.76 | -13.580 | 633026.4395 | 615401.4423 |
| 81020 | 501+46.11 | -16.416 | 633024.5248 | 615399.2431 |
| 81021 | 501+56.33 | -6.000 | 633038.5147 | 615403.7892 |
| 81022 | 501+90.47 | -8.000 | 633068.0438 | 615386.5272 |
| 81023 | 501+88.87 | 6.000 | 633072.9602 | 615399.7334 |
| 81024 | 501+86.52 | -6.000 | 633065.4240 | 615390.1034 |
| 81025 | 502+53.66 | -12.797 | 633122.1858 | 615353.6098 |
| 81026 | 502+08.84 | 5.000 | 633090.3114 | 615389.7869 |
| 81027 | 502+06.49 | -5.000 | 633083.6819 | 615381.9395 |
| 81028 | 502+45.81 | -13.272 | 633114.9783 | 615356.7423 |
| 81029 | 502+50.07 | 5.000 | 633127.0584 | 615371.0978 |
| 81030 | 502+47.74 | -5.000 | 633120.4471 | 615363.2412 |
| 81031 | 500+02.47 | 168.016 | 633123.1304 | 615585.8665 |
| 81032 | 502+70.05 | 6.000 | 633145.3163 | 615362.9339 |
| 81033 | 502+67.71 | -6.000 | 633137.7983 | 615353.2946 |
| 81034 | 502+99.31 | 6.000 | 633171.4027 | 615349.6666 |
| 81035 | 503+03.08 | -6.000 | 633169.3228 | 615337.2616 |
| 81036 | 503+02.36 | 0.000 | 633171.3970 | 615342.9381 |
| 81037 | 503+08.06 | -10.566 | 633171.6928 | 615330.9335 |
| 81038 | 503+08.44 | -14.953 | 633170.0447 | 615326.8504 |
| 81039 | 503+19.12 | -15.027 | 633179.5239 | 615321.9458 |
| 81040 | 503+19.08 | -11.046 | 633181.2965 | 615325.5113 |

## COORDINATE LIST

| POINT NO. | STATION | OFFSET | NORTHING | EASTING |
|---|---|---|---|---|
| 81041 | 503+24.08 | -6.000 | 633188.0404 | 615327.7421 |
| 81042 | 503+96.14 | 6.000 | 633257.7084 | 615305.7726 |
| 81043 | 504+08.12 | -6.000 | 633262.9499 | 615289.6440 |
| 81044 | 504+08.15 | 15.986 | 633272.9438 | 615309.2276 |
| 81045 | 504+08.11 | -16.014 | 633258.3981 | 615280.7245 |
| 81046 | 504+08.10 | -25.326 | 633254.1652 | 615272.4298 |
| 81047 | 504+28.32 | -17.928 | 633275.5494 | 615269.8545 |
| 81048 | 504+28.47 | 14.986 | 633290.5981 | 615299.1269 |
| 81049 | 504+28.47 | 5.000 | 633286.0711 | 615290.2257 |
| 81050 | 504+28.47 | -5.000 | 633281.5378 | 615281.3123 |
| 81051 | 504+28.35 | -16.233 | 633276.3371 | 615271.3550 |
| 81052 | 504+27.98 | -50.299 | 633260.5651 | 615241.1577 |
| 81053 | 504+30.47 | 5.000 | 633287.8538 | 615289.3190 |
| 81054 | 504+30.47 | -5.000 | 633283.3205 | 615280.4056 |
| 81055 | 504+43.47 | 5.000 | 633299.4412 | 615283.4258 |
| 81056 | 504+43.47 | -5.000 | 633294.9080 | 615274.5123 |
| 81057 | 504+71.06 | 5.000 | 633324.0398 | 615270.9152 |
| 81058 | 504+81.06 | -5.000 | 633328.4200 | 615257.4685 |
| 81059 | 504+79.08 | 4.110 | 633330.7787 | 615266.4894 |
| 81060 | 504+88.59 | -5.000 | 633337.2032 | 615254.7570 |
| 81061 | 505+70.36 | 3.809 | 633420.9381 | 615264.2581 |
| 81062 | 505+59.84 | -6.000 | 633409.3175 | 615257.3960 |
| 81063 | 505+80.91 | 5.000 | 633430.6776 | 615260.0245 |
| 81064 | 505+73.56 | -5.000 | 633419.3219 | 615255.0240 |
| 81069 | 500+03.58 | 147.213 | 633104.4977 | 615576.1803 |
| 81070 | 500+50.91 | 16.016 | 632990.5245 | 615483.8430 |
| 81071 | 500+00.76 | 124.386 | 633080.7710 | 615574.6036 |
| 81072 | 500+04.63 | 134.505 | 633093.3002 | 615569.6639 |
| 81073 | 500+04.78 | 124.510 | 633083.9357 | 615566.1558 |
| 81074 | 503+96.12 | -6.000 | 633252.2538 | 615295.0839 |
| 81075 | 500+59.52 | -12.077 | 632964.2206 | 615470.7473 |
| 81076 | 500+73.77 | -23.074 | 632955.7033 | 615454.8919 |
| 81077 | 500+77.92 | -26.327 | 632953.3482 | 615449.3735 |
| 81078 | 500+64.23 | -15.789 | 632961.3301 | 615465.4895 |
| 81079 | 500+54.67 | -8.542 | 632966.9145 | 615476.1086 |




## COORDINATE LIST

| POINT NO. | STATION | OFFSET | NORTHING | EASTING |
|---|---|---|---|---|
| 81080 | 500+02.13 | 174.956 | 633129.3413 | 615589.0952 |
| 81081 | 500+00.78 | 134.386 | 633090.1355 | 615578.1117 |
| 81082 | 500+03.19 | 154.144 | 633110.7086 | 615579.4090 |
| 81083 | 500+02.82 | 161.078 | 633116.9195 | 615582.6377 |
| 81084 | 500+54.18 | 8.303 | 632983.4513 | 615479.3505 |
| 81085 | 500+50.49 | 16.047 | 632990.4883 | 615484.2536 |
| 81086 | 501+56.33 | -8.000 | 633037.6080 | 615402.0065 |
| 81087 | 500+05.67 | 124.587 | 633084.6374 | 615564.2829 |
| 81088 | 500+81.47 | -23.313 | 632958.6910 | 615442.1852 |
| 81089 | 500+80.74 | -24.310 | 632957.1439 | 615443.3892 |
| 81090 | 500+81.56 | -22.651 | 632959.3792 | 615442.2554 |
| 81091 | 500+81.29 | -18.173 | 632963.2945 | 615444.5042 |
| 81092 | 500+73.71 | 6.166 | 632984.5394 | 615459.7359 |
| 81093 | 500+71.61 | 9.810 | 632987.7901 | 615462.4045 |
| 81094 | 500+69.19 | 8.591 | 632986.1915 | 615464.5943 |
| 81100 | 500+61.05 | -30.785 | 632946.0160 | 615466.1726 |
| 81101 | 501+58.01 | -0.000 | 633042.7346 | 615408.3744 |
| 81102 | 504+88.59 | -8.875 | 633336.7071 | 615250.9139 |
| 81103 | 504+92.67 | 4.000 | 633341.6823 | 615263.5639 |
| 81104 | 504+92.67 | -5.000 | 633342.1936 | 615254.5784 |
| 81105 | 504+92.67 | -8.875 | 633342.4137 | 615250.7097 |
| 81106 | 505+02.21 | 4.000 | 633351.2134 | 615264.1062 |
| 81107 | 505+02.21 | -5.000 | 633351.7247 | 615255.1207 |
| 81108 | 505+02.76 | -8.875 | 633352.4948 | 615251.2833 |
| 81109 | 504+06.12 | -6.000 | 633261.1672 | 615290.5506 |
| 81100 | 500+68.95 | -19.501 | 632958.4396 | 615460.2317 |
| 81111 | 505+04.32 | 3.918 | 633353.3176 | 615264.1437 |

## COORDINATE LIST

| POINT NO. | STATION | OFFSET | NORTHING | EASTING |
|---|---|---|---|---|
| 81112 | 505+15.37 | 3.055 | 633364.3992 | 615263.9096 |
| 81113 | 505+14.66 | -5.918 | 633364.2091 | 615254.9116 |
| 81114 | 505+15.56 | -9.875 | 633365.3312 | 615251.0120 |
| 81115 | 505+16.77 | -6.000 | 633366.3133 | 615254.9492 |
| 81116 | 505+16.77 | 3.000 | 633365.8020 | 615263.9346 |
| 81117 | 505+45.71 | -9.875 | 633395.4336 | 615252.7248 |
| 81118 | 505+45.71 | -6.000 | 633395.2135 | 615256.5935 |
| 81119 | 505+59.84 | 3.000 | 633408.8062 | 615266.3815 |
| 81120 | 504+34.26 | -27.196 | 633276.6422 | 615258.9008 |
| 81121 | 504+47.98 | -42.595 | 633281.8868 | 615238.9573 |
| 81122 | 504+48.21 | -43.327 | 633281.7586 | 615238.2009 |
| 81123 | 504+31.75 | -52.103 | 633263.1099 | 615237.8396 |
| 81124 | 504+07.98 | -50.164 | 633242.7980 | 615250.3449 |
| 81125 | 504+06.14 | 6.000 | 633266.6218 | 615301.2393 |
| 81126 | 504+08.14 | 6.000 | 633268.4045 | 615300.3326 |
| 81127 | 500+07.70 | 124.542 | 633085.9675 | 615559.9154 |
| 81128 | 500+81.86 | 3.000 | 632983.0930 | 615452.0442 |
| 81129 | 500+81.86 | -7.000 | 632973.9550 | 615447.9827 |
| 81130 | 500+05.48 | 134.578 | 633094.0018 | 615567.7910 |
| 81131 | 503+86.13 | 0.000 | 633246.0676 | 615304.9615 |

ADDENDA / REVISIONS

SCALE
0 30 60 90
FEET

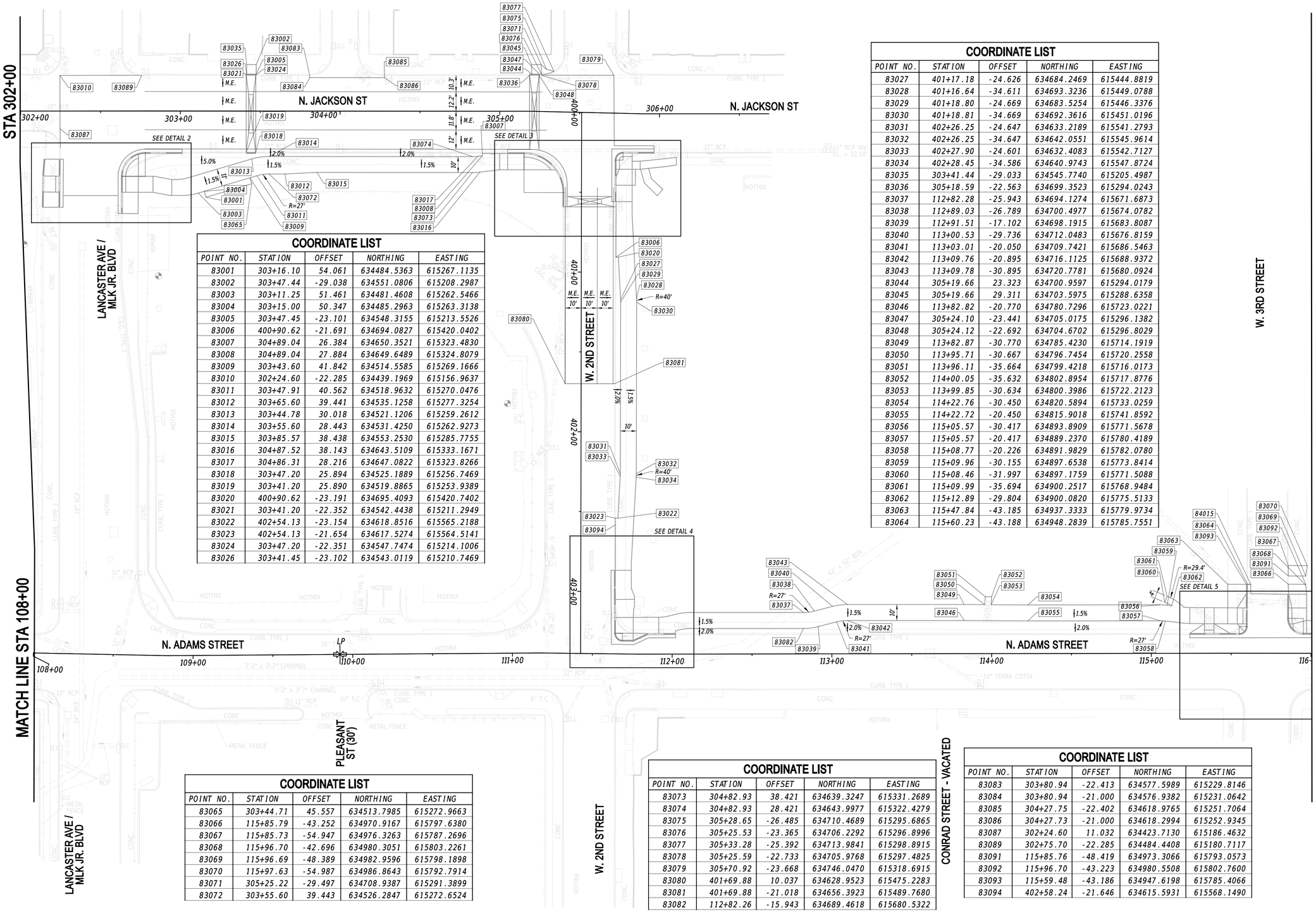
# ADAMS STREET PATHWAY PHASE II

| | | |
|---|---|---|
| CONTRACT | BRIDGE NO. | N/A |
| T202466302 | DESIGNED BY: | J.IORIO |
| COUNTY | CHECKED BY: | B.DOUGHERTY |
| NEW CASTLE | | |

GRADES AND GEOMETRICS

| | |
|---|---|
| GG-01 | |
| SECTION | |
| JMT | |
| SHEET NO. | |
| 22 | |

10-JUN-2026
16:19
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## COORDINATE LIST

| POINT NO. | STATION | OFFSET | NORTHING | EASTING |
|---|---|---|---|---|
| 83001 | 303+16.10 | 54.061 | 634484.5363 | 615267.1135 |
| 83002 | 303+47.44 | -29.038 | 634551.0806 | 615208.2987 |
| 83003 | 303+11.25 | 51.461 | 634481.4608 | 615262.5466 |
| 83004 | 303+15.00 | 50.347 | 634485.2963 | 615263.3138 |
| 83005 | 303+47.45 | -23.101 | 634548.3155 | 615213.5526 |
| 83006 | 400+90.62 | -21.691 | 634694.0827 | 615420.0402 |
| 83007 | 304+89.04 | 26.384 | 634650.3521 | 615323.4830 |
| 83008 | 304+89.04 | 27.884 | 634649.6489 | 615324.8079 |
| 83009 | 303+43.60 | 41.842 | 634514.5585 | 615269.1666 |
| 83010 | 302+24.60 | -22.285 | 634439.1969 | 615156.9637 |
| 83011 | 303+47.91 | 40.562 | 634518.9632 | 615270.0476 |
| 83012 | 303+65.60 | 39.441 | 634535.1258 | 615277.3254 |
| 83013 | 303+44.78 | 30.018 | 634521.1206 | 615259.2612 |
| 83014 | 303+55.60 | 28.443 | 634531.4250 | 615262.9273 |
| 83015 | 303+85.57 | 38.438 | 634553.2530 | 615285.7755 |
| 83016 | 304+87.52 | 38.143 | 634643.5109 | 615333.1671 |
| 83017 | 304+86.31 | 28.216 | 634647.0822 | 615323.8266 |
| 83018 | 303+47.20 | 25.894 | 634525.1889 | 615256.7469 |
| 83019 | 303+41.20 | 25.890 | 634519.8865 | 615253.9389 |
| 83020 | 400+90.62 | -23.191 | 634695.4093 | 615420.7402 |
| 83021 | 303+41.20 | -22.352 | 634542.4438 | 615211.2949 |
| 83022 | 402+54.13 | -23.154 | 634618.8516 | 615565.2188 |
| 83023 | 402+54.13 | -21.654 | 634617.5274 | 615564.5141 |
| 83024 | 303+47.20 | -22.351 | 634547.7474 | 615214.1006 |
| 83026 | 303+41.45 | -23.102 | 634543.0119 | 615210.7469 |

## COORDINATE LIST

| POINT NO. | STATION | OFFSET | NORTHING | EASTING |
|---|---|---|---|---|
| 83027 | 401+17.18 | -24.626 | 634684.2469 | 615444.8819 |
| 83028 | 401+16.64 | -34.611 | 634693.3236 | 615449.0788 |
| 83029 | 401+18.80 | -24.669 | 634683.5254 | 615446.3376 |
| 83030 | 401+18.81 | -34.669 | 634692.3616 | 615451.0196 |
| 83031 | 402+26.25 | -24.647 | 634633.2189 | 615541.2793 |
| 83032 | 402+26.25 | -34.647 | 634642.0551 | 615545.9614 |
| 83033 | 402+27.90 | -24.601 | 634632.4083 | 615542.7127 |
| 83034 | 402+28.45 | -34.586 | 634640.9743 | 615547.8724 |
| 83035 | 303+41.44 | -29.033 | 634545.7740 | 615205.4987 |
| 83036 | 305+18.59 | -22.563 | 634699.3523 | 615294.0243 |
| 83037 | 112+82.28 | -25.943 | 634694.1274 | 615671.6873 |
| 83038 | 112+89.03 | -26.789 | 634700.4977 | 615674.0782 |
| 83039 | 112+91.51 | -17.102 | 634698.1915 | 615683.8087 |
| 83040 | 113+00.53 | -29.736 | 634712.0483 | 615676.8159 |
| 83041 | 113+03.01 | -20.050 | 634709.7421 | 615686.5463 |
| 83042 | 113+09.76 | -20.895 | 634716.1125 | 615688.9372 |
| 83043 | 113+09.78 | -30.895 | 634720.7781 | 615680.0924 |
| 83044 | 305+19.66 | 23.323 | 634700.9597 | 615294.0179 |
| 83045 | 305+19.66 | 29.311 | 634703.5975 | 615288.6358 |
| 83046 | 113+82.82 | -20.770 | 634780.7296 | 615723.0221 |
| 83047 | 305+24.10 | -23.441 | 634705.0175 | 615296.1382 |
| 83048 | 305+24.12 | -22.692 | 634704.6702 | 615296.8029 |
| 83049 | 113+82.87 | -30.770 | 634785.4230 | 615714.1919 |
| 83050 | 113+95.71 | -30.667 | 634796.7454 | 615720.2558 |
| 83051 | 113+96.11 | -35.664 | 634799.4218 | 615716.0173 |
| 83052 | 114+00.05 | -35.632 | 634802.8954 | 615717.8776 |
| 83053 | 113+99.85 | -30.634 | 634800.3986 | 615722.2123 |
| 83054 | 114+22.76 | -30.450 | 634820.5894 | 615733.0259 |
| 83055 | 114+22.72 | -20.450 | 634815.9018 | 615741.8592 |
| 83056 | 115+05.57 | -30.417 | 634893.8909 | 615771.5678 |
| 83057 | 115+05.57 | -20.417 | 634889.2370 | 615780.4189 |
| 83058 | 115+08.77 | -20.226 | 634891.9829 | 615782.0780 |
| 83059 | 115+09.96 | -30.155 | 634897.6538 | 615773.8414 |
| 83060 | 115+08.46 | -31.997 | 634897.1759 | 615771.5088 |
| 83061 | 115+09.99 | -35.694 | 634900.2517 | 615768.9484 |
| 83062 | 115+12.89 | -29.804 | 634900.0820 | 615775.5133 |
| 83063 | 115+47.84 | -43.185 | 634937.3333 | 615779.9734 |
| 83064 | 115+60.23 | -43.188 | 634948.2839 | 615785.7551 |

## COORDINATE LIST

| POINT NO. | STATION | OFFSET | NORTHING | EASTING |
|---|---|---|---|---|
| 83065 | 303+44.71 | 45.557 | 634513.7985 | 615272.9663 |
| 83066 | 115+85.79 | -43.252 | 634970.9167 | 615797.6380 |
| 83067 | 115+85.73 | -54.947 | 634976.3263 | 615787.2696 |
| 83068 | 115+96.70 | -42.696 | 634980.3051 | 615803.2261 |
| 83069 | 115+96.69 | -48.389 | 634982.9596 | 615798.1898 |
| 83070 | 115+97.63 | -54.987 | 634986.8643 | 615792.7914 |
| 83071 | 305+25.22 | -29.497 | 634708.9387 | 615291.3899 |
| 83072 | 303+55.60 | 39.443 | 634526.2847 | 615272.6524 |

## COORDINATE LIST

| POINT NO. | STATION | OFFSET | NORTHING | EASTING |
|---|---|---|---|---|
| 83073 | 304+82.93 | 38.421 | 634639.3247 | 615331.2689 |
| 83074 | 304+82.93 | 28.421 | 634643.9977 | 615322.4279 |
| 83075 | 305+28.65 | -26.485 | 634710.4689 | 615295.6865 |
| 83076 | 305+25.53 | -23.365 | 634706.2292 | 615296.8996 |
| 83077 | 305+33.28 | -25.392 | 634713.9841 | 615298.8915 |
| 83078 | 305+25.59 | -22.733 | 634705.9768 | 615297.4825 |
| 83079 | 305+70.92 | -23.668 | 634746.0470 | 615318.6915 |
| 83080 | 401+69.88 | 10.037 | 634628.9523 | 615475.2283 |
| 83081 | 401+69.88 | -21.018 | 634656.3923 | 615489.7680 |
| 83082 | 112+82.26 | -15.943 | 634689.4618 | 615680.5322 |

## COORDINATE LIST

| POINT NO. | STATION | OFFSET | NORTHING | EASTING |
|---|---|---|---|---|
| 83083 | 303+80.94 | -22.413 | 634577.5989 | 615229.8146 |
| 83084 | 303+80.94 | -21.000 | 634576.9382 | 615231.0642 |
| 83085 | 304+27.75 | -22.402 | 634618.9765 | 615251.7064 |
| 83086 | 304+27.73 | -21.000 | 634618.2994 | 615252.9345 |
| 83087 | 302+24.60 | 11.032 | 634423.7130 | 615186.4632 |
| 83089 | 302+75.70 | -22.285 | 634484.4408 | 615180.7117 |
| 83091 | 115+85.76 | -48.419 | 634973.3066 | 615793.0573 |
| 83092 | 115+96.70 | -43.223 | 634980.5508 | 615802.7600 |
| 83093 | 115+59.48 | -43.186 | 634947.6198 | 615785.4066 |
| 83094 | 402+58.24 | -21.646 | 634615.5931 | 615568.1490 |

| ADDENDA / REVISIONS | |
|---|---|
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FEET

# ADAMS STREET PATHWAY PHASE II

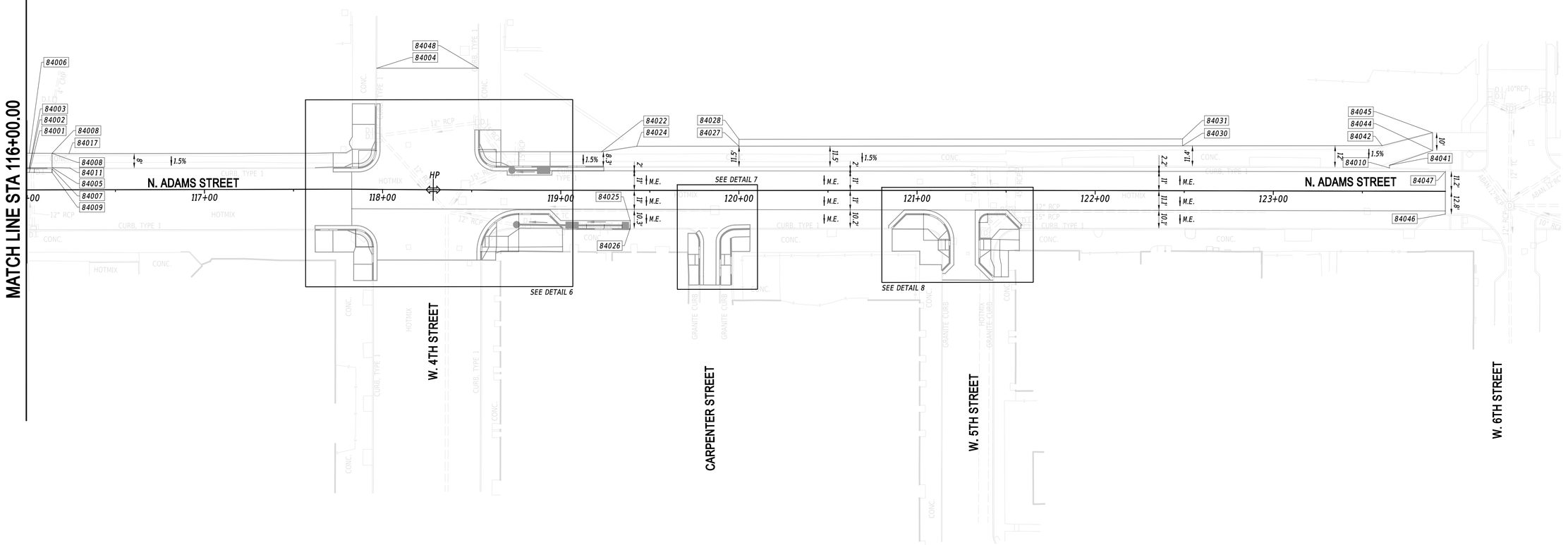
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|---|---|
| CONTRACT | T202466302 |
| COUNTY | NEW CASTLE |
| BRIDGE NO. | N/A |
| DESIGNED BY: | J.IORIO |
| CHECKED BY: | B.DOUGHERTY |

GRADES AND GEOMETRICS

| | |
|---|---|
| | GG-03 |
| SECTION | JMT |
| SHEET NO. | 23 |

8-JUN-2026
15:24
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| COORDINATE LIST | | | | |
|---|---|---|---|---|
| POINT NO. | STATION | OFFSET | NORTHING | EASTING |
| 84001 | 116+01.67 | -9.861 | 634969.3596 | 615834.5790 |
| 84002 | 116+01.66 | -11.861 | 634970.2911 | 615832.8092 |
| 84003 | 116+01.66 | -12.611 | 634970.6404 | 615832.1455 |
| 84004 | 117+96.25 | -68.037 | 635169.1429 | 615873.9764 |
| 84005 | 116+14.48 | -12.554 | 634981.9332 | 615838.1465 |
| 84006 | 116+01.67 | -20.611 | 634974.3831 | 615825.0750 |
| 84007 | 116+14.48 | -11.804 | 634981.5813 | 615838.8088 |
| 84008 | 116+14.48 | -20.550 | 634985.6478 | 615831.0657 |
| 84009 | 116+14.47 | -9.799 | 634980.6402 | 615840.5783 |
| 84010 | 123+65.16 | -13.047 | 635645.6036 | 616189.0757 |
| 84011 | 116+24.48 | -12.307 | 634990.6694 | 615843.0126 |
| 84013 | 116+14.81 | -20.548 | 634985.9436 | 615831.2231 |
| 84015 | 115+62.23 | -43.194 | 634950.0549 | 615786.6843 |
| 84017 | 116+23.96 | -20.322 | 634993.9420 | 615835.6781 |
| 84022 | 119+22.87 | -21.668 | 635258.7864 | 615974.4027 |
| 84024 | 119+42.66 | -24.767 | 635277.7254 | 615980.9310 |
| 84025 | 119+39.02 | 17.030 | 635254.9451 | 616016.1620 |
| 84026 | 119+38.98 | 21.347 | 635252.8850 | 616019.9562 |
| 84027 | 120+00.04 | -24.862 | 635328.4551 | 616007.6809 |
| 84028 | 120+00.04 | -28.737 | 635330.2625 | 616004.2532 |
| 84030 | 122+48.98 | -25.213 | 635548.7101 | 616123.8219 |
| 84031 | 122+48.97 | -29.088 | 635550.5175 | 616120.3942 |
| 84041 | 123+65.19 | -14.547 | 635646.3305 | 616187.7636 |
| 84042 | 123+61.08 | -25.561 | 635647.8651 | 616176.1066 |
| 84044 | 123+89.40 | -22.917 | 635671.6381 | 616191.7315 |
| 84045 | 123+89.29 | -32.890 | 635676.2209 | 616182.8730 |
| 84046 | 123+96.62 | 12.842 | 635661.2372 | 616226.6976 |
| 84047 | 123+96.58 | -11.158 | 635672.4645 | 616205.4856 |
| 84048 | 118+53.18 | -68.409 | 635219.4737 | 615900.5896 |




| ADDENDA / REVISIONS | | |
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# ADAMS STREET PATHWAY PHASE II

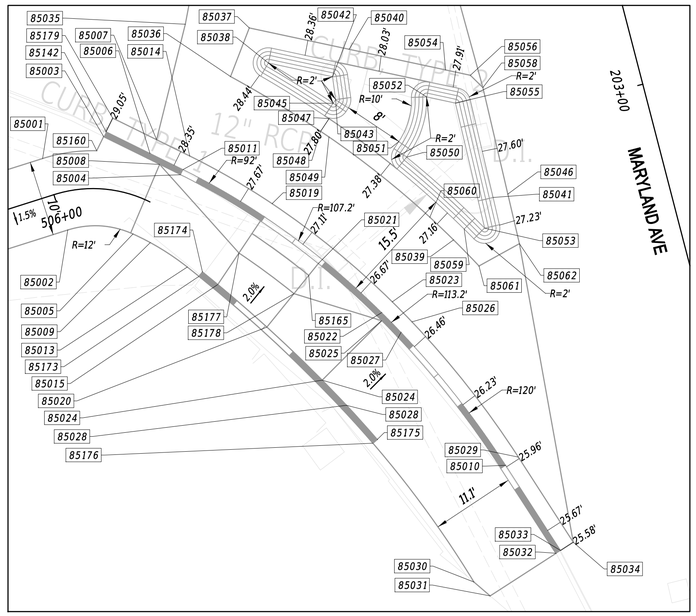
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|---|---|---|---|
| CONTRACT | T202466302 | BRIDGE NO. | N/A |
| COUNTY | NEW CASTLE | DESIGNED BY: | J.IORIO |
| | | CHECKED BY: | B.DOUGHERTY |

## GRADES AND GEOMETRICS

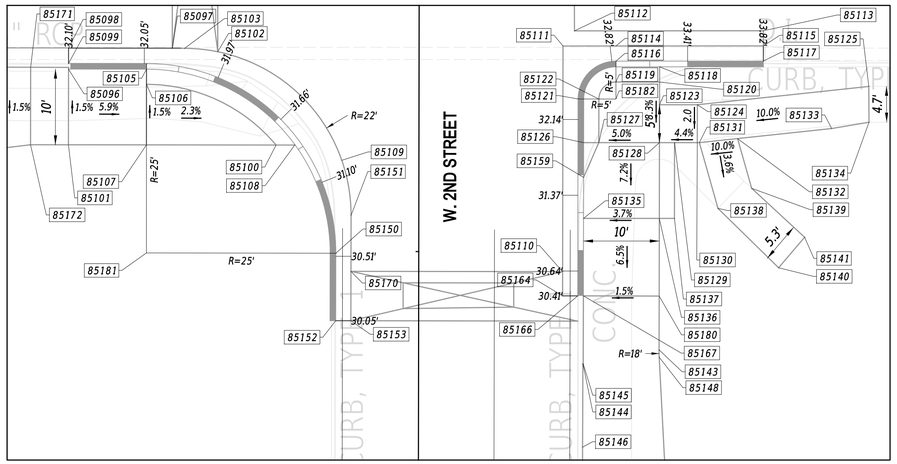
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| SECTION |
| JMT |
| SHEET NO. |
| 24 |

8-JUN-2026
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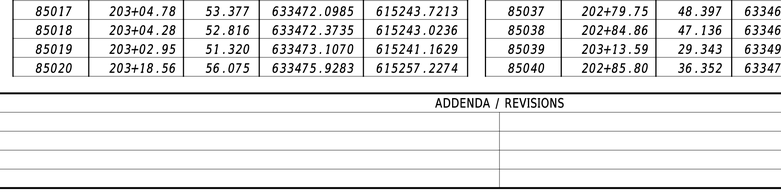
## DETAIL 1




## DETAIL 3




## DETAIL 2




### COORDINATE LIST

| POINT NO. | STATION | OFFSET | NORTHING | EASTING |
|---|---|---|---|---|
| 85001 | 506+00.02 | -5.000 | 633442.2474 | 615241.8233 |
| 85002 | 506+00.47 | 4.996 | 633447.5157 | 615250.3291 |
| 85003 | 506+06.24 | -6.909 | 633449.4996 | 615237.2715 |
| 85004 | 202+96.22 | 62.058 | 633460.4853 | 615240.0197 |
| 85005 | 506+12.84 | 4.782 | 633456.0294 | 615248.9971 |
| 85006 | 506+10.92 | -5.923 | 633455.9400 | 615238.1267 |
| 85007 | 506+11.08 | -7.909 | 633456.4187 | 615236.1848 |
| 85008 | 506+12.22 | -5.024 | 633457.5025 | 615239.2844 |
| 85009 | 203+03.89 | 68.177 | 633458.4967 | 615249.6230 |
| 85010 | 203+44.07 | 30.176 | 633510.6045 | 615268.3078 |
| 85011 | 202+95.65 | 61.568 | 633460.6649 | 615239.2916 |
| 85012 | 506+12.37 | 4.789 | 633455.7035 | 615248.9317 |
| 85013 | 203+08.24 | 64.258 | 633463.9633 | 615251.7347 |
| 85014 | 202+94.14 | 60.262 | 633461.1437 | 615237.3497 |
| 85015 | 203+11.48 | 60.931 | 633468.3956 | 615253.1172 |
| 85016 | 203+06.11 | 54.873 | 633471.3652 | 615245.5821 |
| 85017 | 203+04.78 | 53.377 | 633472.0985 | 615243.7213 |
| 85018 | 203+04.28 | 52.816 | 633472.3735 | 615243.0236 |
| 85019 | 203+02.95 | 51.320 | 633473.1070 | 615241.1629 |
| 85020 | 203+18.56 | 56.075 | 633475.9283 | 615257.2274 |

### COORDINATE LIST

| POINT NO. | STATION | OFFSET | NORTHING | EASTING |
|---|---|---|---|---|
| 85021 | 203+12.15 | 47.405 | 633480.7582 | 615247.5881 |
| 85022 | 203+20.51 | 40.937 | 633490.3112 | 615252.1202 |
| 85023 | 203+19.49 | 39.220 | 633491.3791 | 615250.4292 |
| 85024 | 203+27.17 | 50.769 | 633484.5567 | 615262.5060 |
| 85025 | 203+21.54 | 41.197 | 633490.5472 | 615253.1592 |
| 85026 | 203+22.70 | 37.371 | 633494.4827 | 615252.4596 |
| 85027 | 203+23.67 | 39.121 | 633493.3609 | 615254.1154 |
| 85028 | 203+31.19 | 48.503 | 633488.3980 | 615265.0671 |
| 85029 | 203+43.44 | 28.276 | 633512.0136 | 615266.8886 |
| 85030 | 203+57.91 | 38.120 | 633509.8194 | 615284.2484 |
| 85031 | 203+60.21 | 36.516 | 633512.2954 | 615285.5723 |
| 85032 | 203+56.98 | 26.663 | 633519.6021 | 615278.2133 |
| 85033 | 203+56.76 | 26.008 | 633520.0880 | 615277.7239 |
| 85034 | 203+56.14 | 24.108 | 633521.4972 | 615276.3046 |
| 85035 | 202+77.16 | 56.450 | 633456.8580 | 615220.4822 |
| 85036 | 202+85.34 | 52.401 | 633464.1711 | 615225.9444 |
| 85037 | 202+79.75 | 48.397 | 633465.2117 | 615219.1486 |
| 85038 | 202+84.86 | 47.136 | 633468.6481 | 615223.1334 |
| 85039 | 203+13.59 | 29.343 | 633497.5201 | 615240.7061 |
| 85040 | 202+85.80 | 36.352 | 633478.6898 | 615219.0886 |

### COORDINATE LIST

| POINT NO. | STATION | OFFSET | NORTHING | EASTING |
|---|---|---|---|---|
| 85041 | 203+09.50 | 22.884 | 633501.4277 | 615234.1335 |
| 85042 | 202+88.74 | 39.394 | 633477.3115 | 615223.0948 |
| 85043 | 202+92.00 | 37.752 | 633480.2510 | 615225.2582 |
| 85044 | 302+77.94 | 40.998 | 634457.0096 | 615237.7832 |
| 85045 | 202+92.16 | 40.173 | 633478.1646 | 615226.4974 |
| 85046 | 203+09.55 | 20.885 | 633503.2323 | 615233.2714 |
| 85047 | 202+93.99 | 41.223 | 633478.0557 | 615228.6027 |
| 85048 | 202+95.32 | 42.718 | 633477.3228 | 615230.4636 |
| 85049 | 202+96.31 | 41.846 | 633478.5502 | 615230.9550 |
| 85050 | 203+01.48 | 32.592 | 633489.1413 | 615231.3760 |
| 85051 | 202+99.24 | 33.087 | 633487.6876 | 615229.6038 |
| 85052 | 202+94.44 | 28.039 | 633490.0166 | 615223.0382 |
| 85053 | 203+13.14 | 24.972 | 633501.2122 | 615238.3223 |
| 85054 | 202+91.63 | 24.727 | 633491.6959 | 615219.0307 |
| 85055 | 202+96.19 | 24.566 | 633493.9026 | 615223.0209 |
| 85056 | 202+93.13 | 21.734 | 633495.0453 | 615219.0158 |
| 85057 | 302+14.25 | 50.675 | 634396.1194 | 615216.7528 |
| 85058 | 202+95.12 | 20.539 | 633497.0116 | 615220.2495 |
| 85059 | 203+12.57 | 27.626 | 633498.5880 | 615239.0150 |
| 85060 | 203+09.93 | 31.619 | 633493.8327 | 615238.4686 |
| 85061 | 203+17.77 | 26.956 | 633501.5404 | 615243.3530 |
| 85062 | 203+16.27 | 21.046 | 633506.1281 | 615239.3332 |
| 85063 | 302+15.19 | 30.084 | 634406.5273 | 615198.9596 |
| 85064 | 302+23.98 | 30.204 | 634414.2513 | 615203.1497 |
| 85065 | 302+24.73 | 30.212 | 634414.9117 | 615203.5052 |
| 85066 | 302+26.92 | 30.537 | 634416.7026 | 615204.8120 |
| 85067 | 302+14.42 | 40.054 | 634401.2118 | 615207.4299 |
| 85068 | 302+21.87 | 40.800 | 634407.4573 | 615211.5512 |
| 85069 | 302+26.62 | 40.983 | 634411.5768 | 615213.9197 |
| 85070 | 302+21.76 | 50.800 | 634402.7173 | 615220.3567 |
| 85071 | 302+26.49 | 52.983 | 634405.8886 | 615224.4866 |
| 85072 | 302+14.09 | 60.240 | 634391.5336 | 615225.1481 |
| 85073 | 302+23.66 | 60.280 | 634399.9944 | 615229.6344 |
| 85074 | 302+24.41 | 60.288 | 634400.6548 | 615229.9899 |
| 85075 | 302+26.41 | 60.309 | 634402.4159 | 615230.9379 |
| 85076 | 302+60.94 | 41.021 | 634441.9462 | 615229.9030 |
| 85077 | 302+60.90 | 53.021 | 634436.3389 | 615240.5124 |
| 85078 | 302+60.87 | 64.277 | 634431.0794 | 615250.4640 |
| 85079 | 302+62.87 | 64.283 | 634432.8476 | 615251.3985 |
| 85080 | 302+63.62 | 64.285 | 634433.5107 | 615251.7490 |
| 85081 | 302+73.72 | 27.383 | 634459.6081 | 615223.7713 |
| 85082 | 302+73.72 | 29.497 | 634458.6204 | 615225.6402 |
| 85083 | 302+73.61 | 40.985 | 634453.1819 | 615235.7602 |
| 85084 | 302+73.52 | 50.985 | 634448.4576 | 615244.5740 |
| 85085 | 302+73.40 | 64.312 | 634442.1612 | 615256.3209 |
| 85086 | 302+77.99 | 23.998 | 634464.9558 | 615222.7554 |
| 85087 | 302+77.98 | 25.998 | 634464.0209 | 615224.5234 |
| 85088 | 302+82.89 | 40.998 | 634461.2833 | 615240.0419 |
| 85089 | 302+82.90 | 50.998 | 634456.6106 | 615248.8830 |
| 85090 | 302+83.81 | 40.998 | 634462.0933 | 615240.4700 |

### COORDINATE LIST

| POINT NO. | STATION | OFFSET | NORTHING | EASTING |
|---|---|---|---|---|
| 85091 | 302+93.72 | 52.997 | 634465.2485 | 615255.7112 |
| 85092 | 302+94.64 | 52.997 | 634466.0585 | 615256.1393 |
| 85093 | 302+94.64 | 42.997 | 634470.7311 | 615247.2982 |
| 85094 | 303+00.71 | 52.996 | 634471.4285 | 615258.9775 |
| 85095 | 302+97.20 | 42.996 | 634472.9968 | 615248.4956 |
| 85096 | 305+04.91 | 26.642 | 634664.2616 | 615331.1295 |
| 85097 | 305+18.60 | 23.883 | 634677.6552 | 615335.0915 |
| 85098 | 305+04.91 | 23.883 | 634665.5505 | 615328.6910 |
| 85099 | 305+04.91 | 25.892 | 634664.6118 | 615330.4663 |
| 85100 | 305+33.09 | 36.359 | 634683.8146 | 615352.7711 |
| 85101 | 305+04.91 | 36.633 | 634659.5910 | 615339.9625 |
| 85102 | 305+25.12 | 24.213 | 634682.7544 | 615338.2842 |
| 85103 | 305+20.74 | 23.866 | 634679.0942 | 615335.8524 |
| 85104 | 305+15.21 | 25.886 | 634673.7223 | 615335.2773 |
| 85105 | 305+15.21 | 26.639 | 634673.3705 | 615335.9434 |
| 85106 | 305+15.21 | 28.636 | 634672.4372 | 615337.7086 |
| 85107 | 305+15.21 | 36.633 | 634668.6989 | 615344.7784 |
| 85108 | 305+35.56 | 36.307 | 634686.0013 | 615353.9273 |
| 85109 | 305+41.82 | 38.184 | 634690.5603 | 615358.6097 |
| 85110 | 400+52.62 | -18.989 | 634709.4804 | 615385.1906 |
| 85111 | 305+70.68 | 22.453 | 634723.4208 | 615358.8818 |
| 85112 | 305+72.14 | 20.420 | 634725.6921 | 615357.8177 |
| 85113 | 305+96.61 | 20.000 | 634747.7419 | 615369.4325 |
| 85114 | 305+77.66 | 22.295 | 634729.5990 | 615362.1362 |
| 85115 | 305+96.61 | 22.000 | 634746.8098 | 615371.2020 |
| 85116 | 305+77.70 | 24.295 | 634728.6669 | 615363.9057 |
| 85117 | 305+96.61 | 24.000 | 634745.8777 | 615372.9715 |
| 85118 | 305+83.48 | 24.914 | 634733.4140 | 615367.2539 |
| 85119 | 305+77.76 | 27.044 | 634727.3853 | 615366.3388 |
| 85120 | 305+83.52 | 26.914 | 634732.4775 | 615369.0211 |
| 85121 | 305+72.82 | 29.394 | 634721.9186 | 615365.9884 |
| 85122 | 305+75.57 | 29.339 | 634724.3486 | 615367.2760 |
| 85123 | 305+83.58 | 29.913 | 634731.0729 | 615371.6720 |
| 85124 | 305+88.58 | 29.812 | 634735.4910 | 615374.0130 |
| 85125 | 306+10.53 | 27.345 | 634756.6397 | 615382.4206 |
| 85126 | 305+73.68 | 35.138 | 634719.8843 | 615371.4296 |
| 85127 | 305+75.68 | 35.093 | 634721.6538 | 615372.3617 |
| 85128 | 305+83.68 | 34.912 | 634728.7319 | 615376.0901 |
| 85129 | 305+85.68 | 34.872 | 634730.4991 | 615377.0265 |
| 85130 | 305+88.68 | 34.811 | 634733.1500 | 615378.4311 |
| 85131 | 305+88.95 | 34.806 | 634733.3907 | 615378.5587 |
| 85132 | 305+93.21 | 34.224 | 634738.1039 | 615380.4324 |
| 85133 | 306+05.62 | 32.898 | 634749.7004 | 615385.0425 |
| 85134 | 306+10.55 | 32.070 | 634754.4492 | 615386.6075 |
| 85135 | 305+73.88 | 45.136 | 634715.2022 | 615380.2658 |
| 85136 | 305+83.88 | 44.910 | 634724.0498 | 615384.9263 |
| 85137 | 305+85.88 | 44.865 | 634725.8193 | 615385.8584 |
| 85138 | 305+90.61 | 43.434 | 634731.5150 | 615387.3709 |
| 85139 | 305+95.06 | 40.785 | 634736.6846 | 615387.1004 |
| 85140 | 400+52.06 | -47.500 | 634734.9392 | 615398.0386 |

### COORDINATE LIST

| POINT NO. | STATION | OFFSET | NORTHING | EASTING |
|---|---|---|---|---|
| 85141 | 400+48.02 | -50.928 | 634739.8572 | 615396.0767 |
| 85142 | 506+06.43 | -7.566 | 633449.6698 | 615236.5809 |
| 85143 | 400+62.92 | -31.736 | 634715.9265 | 615400.2569 |
| 85144 | 400+64.77 | -21.698 | 634706.1892 | 615397.1938 |
| 85145 | 400+64.77 | -21.736 | 634706.2229 | 615397.2118 |
| 85146 | 400+75.79 | -21.669 | 634701.0058 | 615406.9193 |
| 85147 | 302+63.66 | 50.958 | 634439.7380 | 615239.9663 |
| 85148 | 400+63.89 | -31.763 | 634715.4936 | 615401.1303 |
| 85149 | 302+63.69 | 40.957 | 634444.4110 | 615231.1246 |
| 85150 | 400+50.25 | 10.942 | 634684.1386 | 615369.0894 |
| 85151 | 400+45.24 | 8.941 | 634688.2502 | 615365.6015 |
| 85152 | 400+59.14 | 10.944 | 634679.9752 | 615376.9467 |
| 85153 | 400+59.14 | 8.944 | 634681.7424 | 615377.8831 |
| 85154 | 302+65.69 | 40.963 | 634446.1792 | 615232.0591 |
| 85155 | 302+65.66 | 50.963 | 634441.5065 | 615240.9003 |
| 85156 | 302+60.94 | 40.950 | 634441.9794 | 615229.8402 |
| 85157 | 303+01.16 | 24.000 | 634485.3745 | 615233.5521 |
| 85158 | 303+01.16 | 26.000 | 634484.4396 | 615235.3201 |
| 85159 | 305+73.77 | 39.715 | 634717.7410 | 615375.4745 |
| 85160 | 506+05.61 | -5.000 | 633449.0000 | 615239.2982 |
| 85161 | 302+23.76 | 50.833 | 634404.4725 | 615221.3155 |
| 85162 | 302+14.41 | 40.677 | 634400.9132 | 615207.9766 |
| 85163 | 302+23.87 | 40.834 | 634409.2126 | 615212.5100 |
| 85164 | 400+55.82 | -18.988 | 634707.9835 | 615388.0158 |
| 85165 | 203+13.33 | 49.013 | 633479.8623 | 615249.3762 |
| 85166 | 400+55.82 | -20.988 | 634709.7507 | 615388.9522 |
| 85167 | 400+55.82 | -21.738 | 634710.4134 | 615389.3034 |
| 85168 | 302+24.80 | 22.925 | 634418.3618 | 615197.0862 |
| 85169 | 303+04.89 | 41.877 | 634480.3177 | 615251.1001 |
| 85170 | 400+52.63 | 8.943 | 634684.7899 | 615372.1319 |
| 85171 | 304+99.91 | 26.400 | 634659.9542 | 615328.5791 |
| 85172 | 304+99.91 | 36.633 | 634655.1709 | 615337.6253 |
| 85173 | 203+09.82 | 63.078 | 633465.7278 | 615252.6038 |
| 85174 | 203+09.37 | 62.476 | 633466.0627 | 615251.9327 |
| 85175 | 203+36.58 | 45.706 | 633493.3292 | 615268.6036 |
| 85176 | 203+36.91 | 46.379 | 633492.8789 | 615269.2034 |
| 85177 | 203+08.16 | 57.191 | 633470.2289 | 615248.4654 |
| 85178 | 203+15.18 | 51.505 | 633478.4739 | 615252.1470 |
| 85179 | 506+06.92 | -9.429 | 633450.1485 | 615234.6390 |
| 85180 | 400+55.82 | -31.738 | 634719.2496 | 615393.9854 |
| 85181 | 400+50.25 | 35.942 | 634662.0481 | 615357.3842 |
| 85182 | 305+77.82 | 29.294 | 634726.3367 | 615368.3295 |
| 85183 | 302+62.94 | 40.956 | 634443.7476 | 615230.7747 |

ADDENDA / REVISIONS

SCALE
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FEET

# ADAMS STREET PATHWAY PHASE II

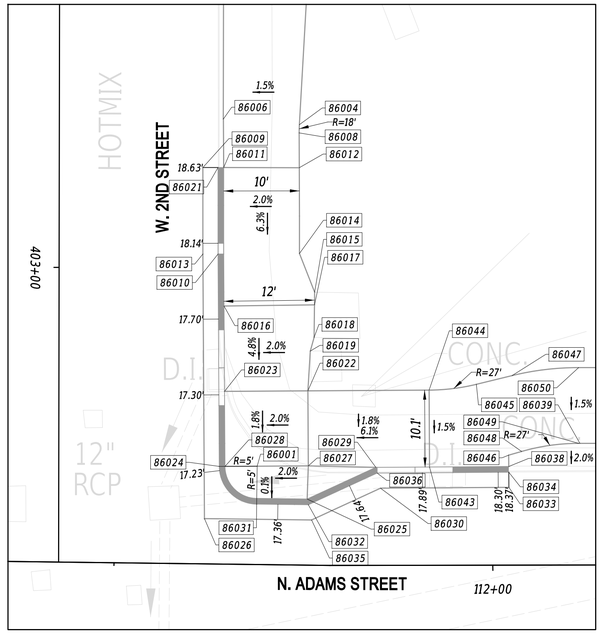
| | |
|---|---|
| CONTRACT | T202466302 |
| COUNTY | NEW CASTLE |
| BRIDGE NO. | N/A |
| DESIGNED BY: | J.IORIO |
| CHECKED BY: | B.DOUGHERTY |

## GRADES AND GEOMETRICS

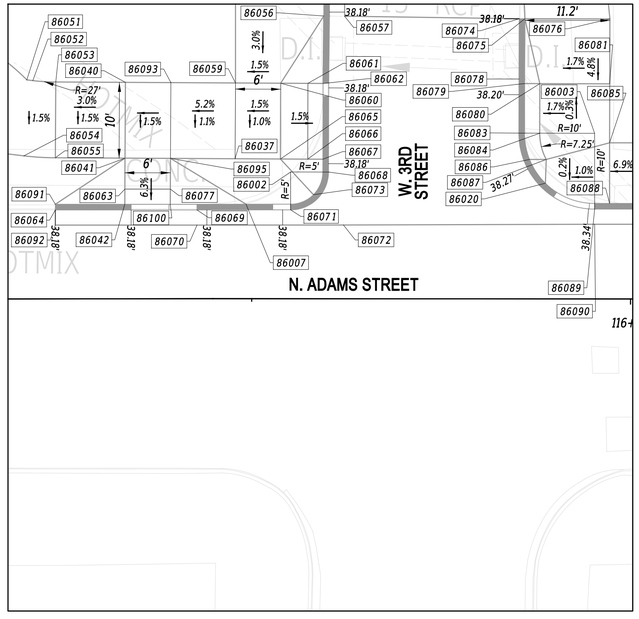
GG-05
SECTION
JMT
SHEET NO.
25

10-JUN-2026
16:13
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## DETAIL 4




## DETAIL 5




## COORDINATE LIST

| POINT NO. | STATION | OFFSET | NORTHING | EASTING |
|---|---|---|---|---|
| 86001 | 111+68.73 | -12.980 | 634587.8036 | 615630.3248 |
| 86002 | 115+55.13 | -16.722 | 634931.4143 | 615806.7757 |
| 86003 | 115+95.25 | -21.852 | 634969.2881 | 615820.9807 |
| 86004 | 402+81.11 | -31.681 | 634613.7577 | 615593.0560 |
| 86005 | 402+80.38 | -21.635 | 634605.2240 | 615587.7039 |
| 86006 | 402+80.38 | -21.644 | 634605.2320 | 615587.7081 |
| 86007 | 115+49.25 | -12.466 | 634924.2287 | 615807.7930 |
| 86008 | 402+82.20 | -31.654 | 634613.2235 | 615594.0069 |
| 86009 | 402+86.79 | -18.954 | 634599.8519 | 615592.1197 |
| 86010 | 402+98.20 | -20.972 | 634596.2960 | 615603.1466 |
| 86011 | 402+86.79 | -21.704 | 634602.2841 | 615593.4028 |
| 86012 | 402+86.79 | -31.679 | 634611.0994 | 615598.0715 |
| 86013 | 402+98.21 | -18.972 | 634594.5242 | 615602.2188 |
| 86014 | 402+98.12 | -31.722 | 634605.8345 | 615608.1048 |
| 86015 | 403+03.21 | -33.735 | 634605.2323 | 615613.5422 |
| 86016 | 403+05.07 | -21.775 | 634593.7936 | 615609.5868 |
| 86017 | 403+04.88 | -33.717 | 634604.4320 | 615615.0156 |
| 86018 | 403+09.18 | -33.672 | 634602.3835 | 615618.7869 |
| 86019 | 403+10.99 | -33.172 | 634601.0935 | 615620.1545 |
| 86020 | 115+88.76 | -15.261 | 634960.4711 | 615823.7774 |
| 86021 | 402+86.79 | -20.954 | 634601.6208 | 615593.0528 |
| 86022 | 111+75.30 | -23.009 | 634598.3621 | 615624.6477 |
| 86023 | 111+64.30 | -22.808 | 634588.6020 | 615619.5743 |
| 86024 | 111+63.73 | -12.888 | 634583.3672 | 615628.0187 |
| 86025 | 111+75.38 | -8.730 | 634591.6193 | 615637.2347 |
| 86026 | 111+61.86 | -5.980 | 634578.4227 | 615633.1945 |
| 86027 | 111+75.48 | -13.104 | 634593.7929 | 615633.4378 |
| 86028 | 111+64.48 | -12.902 | 634584.0326 | 615628.3646 |
| 86029 | 111+84.59 | -12.940 | 634601.5979 | 615637.7690 |
| 86030 | 111+85.20 | -10.193 | 634600.8572 | 615640.4833 |
| 86031 | 111+68.73 | -7.980 | 634585.4166 | 615634.7183 |
| 86032 | 111+75.55 | -7.980 | 634591.4102 | 615637.9746 |
| 86033 | 112+02.14 | -10.267 | 634615.8894 | 615648.2957 |
| 86034 | 112+02.13 | -12.267 | 634616.8117 | 615646.5210 |
| 86035 | 111+76.00 | -5.980 | 634590.8522 | 615639.9476 |
| 86036 | 111+84.75 | -12.191 | 634601.3959 | 615638.5093 |
| 86037 | 115+47.80 | -18.466 | 634925.7481 | 615801.8096 |
| 86038 | 112+02.12 | -13.017 | 634617.1575 | 615645.8556 |
| 86039 | 112+11.52 | -16.064 | 634626.8929 | 615647.5278 |
| 86040 | 115+33.39 | -28.558 | 634917.6493 | 615786.1479 |
| 86041 | 115+33.32 | -18.559 | 634912.9386 | 615794.9689 |
| 86042 | 115+33.28 | -12.478 | 634910.0740 | 615800.3330 |
| 86043 | 111+91.67 | -12.971 | 634607.8776 | 615641.0326 |
| 86044 | 111+91.62 | -23.121 | 634612.5587 | 615632.0272 |
| 86045 | 111+97.86 | -23.879 | 634618.4356 | 615634.2575 |
| 86046 | 112+02.12 | -14.517 | 634617.8493 | 615644.5246 |
| 86047 | 112+02.59 | -25.025 | 634623.1541 | 615635.4424 |

## COORDINATE LIST

| POINT NO. | STATION | OFFSET | NORTHING | EASTING |
|---|---|---|---|---|
| 86048 | 112+03.83 | -15.010 | 634619.5941 | 615644.8843 |
| 86049 | 112+11.35 | -16.065 | 634626.7396 | 615647.4469 |
| 86050 | 112+11.36 | -26.065 | 634631.4052 | 615638.6020 |
| 86051 | 115+20.38 | -28.907 | 634906.2911 | 615779.7883 |
| 86052 | 115+21.16 | -28.812 | 634906.9430 | 615780.2371 |
| 86053 | 115+24.19 | -28.621 | 634909.5356 | 615781.8149 |
| 86054 | 115+19.97 | -18.883 | 634901.2721 | 615788.4736 |
| 86055 | 115+24.12 | -18.621 | 634904.8249 | 615790.6359 |
| 86056 | 115+59.49 | -37.314 | 634944.8915 | 615790.6065 |
| 86057 | 115+62.24 | -37.285 | 634947.3095 | 615791.9164 |
| 86059 | 115+47.84 | -28.466 | 634930.4588 | 615792.9886 |
| 86060 | 115+53.80 | -28.439 | 634935.7162 | 615795.7962 |
| 86061 | 115+57.40 | -28.423 | 634938.8879 | 615797.4900 |
| 86062 | 115+59.40 | -28.414 | 634940.6518 | 615798.4320 |
| 86063 | 115+33.29 | -14.478 | 634911.0162 | 615798.5688 |
| 86064 | 115+24.11 | -11.740 | 634901.6165 | 615796.7231 |
| 86065 | 115+53.79 | -18.439 | 634931.0294 | 615804.6300 |
| 86066 | 115+57.38 | -18.423 | 634934.2012 | 615806.3238 |
| 86067 | 115+59.38 | -18.414 | 634935.9654 | 615807.2659 |
| 86068 | 115+60.13 | -16.713 | 634935.8312 | 615809.1191 |
| 86069 | 115+42.81 | -11.715 | 634918.1553 | 615805.4401 |
| 86070 | 115+42.80 | -9.715 | 634917.2229 | 615807.2094 |
| 86071 | 115+55.13 | -11.722 | 634929.0833 | 615811.1991 |
| 86072 | 115+62.12 | -9.729 | 634934.3263 | 615816.2229 |
| 86073 | 115+58.15 | -13.735 | 634932.6928 | 615810.8293 |
| 86074 | 115+85.28 | -36.972 | 634967.5362 | 615802.9551 |
| 86075 | 115+86.03 | -36.970 | 634968.1985 | 615803.3070 |
| 86076 | 115+97.25 | -36.950 | 634978.1096 | 615808.5653 |
| 86077 | 115+39.29 | -14.469 | 634916.3242 | 615801.3664 |
| 86078 | 115+85.26 | -29.007 | 634963.7993 | 615809.9893 |
| 86079 | 115+86.01 | -28.408 | 634964.1821 | 615810.8681 |
| 86080 | 115+88.01 | -28.405 | 634965.9488 | 615811.8054 |
| 86081 | 115+97.24 | -28.388 | 634974.0970 | 615816.1284 |
| 86083 | 115+85.25 | -21.870 | 634960.4544 | 615816.2939 |
| 86084 | 115+88.00 | -21.865 | 634962.8836 | 615817.5828 |
| 86085 | 115+97.22 | -20.605 | 634970.4490 | 615823.0043 |
| 86086 | 115+86.67 | -18.407 | 634960.0886 | 615820.0165 |
| 86087 | 115+88.87 | -18.403 | 634962.0384 | 615821.0510 |
| 86088 | 115+97.24 | -12.605 | 634966.7229 | 615830.0836 |
| 86089 | 115+95.27 | -11.852 | 634964.6304 | 615829.8297 |
| 86090 | 115+95.27 | -9.852 | 634963.6989 | 615831.5996 |
| 86091 | 115+24.11 | -12.490 | 634901.9662 | 615796.0597 |
| 86092 | 115+24.11 | -9.740 | 634900.6840 | 615798.4924 |
| 86093 | 115+39.39 | -28.517 | 634922.9419 | 615788.9743 |
| 86095 | 115+39.32 | -18.518 | 634918.2312 | 615797.7953 |
| 86100 | 115+39.28 | -12.469 | 634915.3820 | 615803.1306 |

ADDENDA / REVISIONS

SCALE
0 10 20 30
FEET

# ADAMS STREET PATHWAY PHASE II

| | | |
|---|---|---|
| CONTRACT | BRIDGE NO. | N/A |
| T202466302 | DESIGNED BY: | J.IORIO |
| COUNTY | CHECKED BY: | B.DOUGHERTY |
| NEW CASTLE | | |

GRADES AND GEOMETRICS

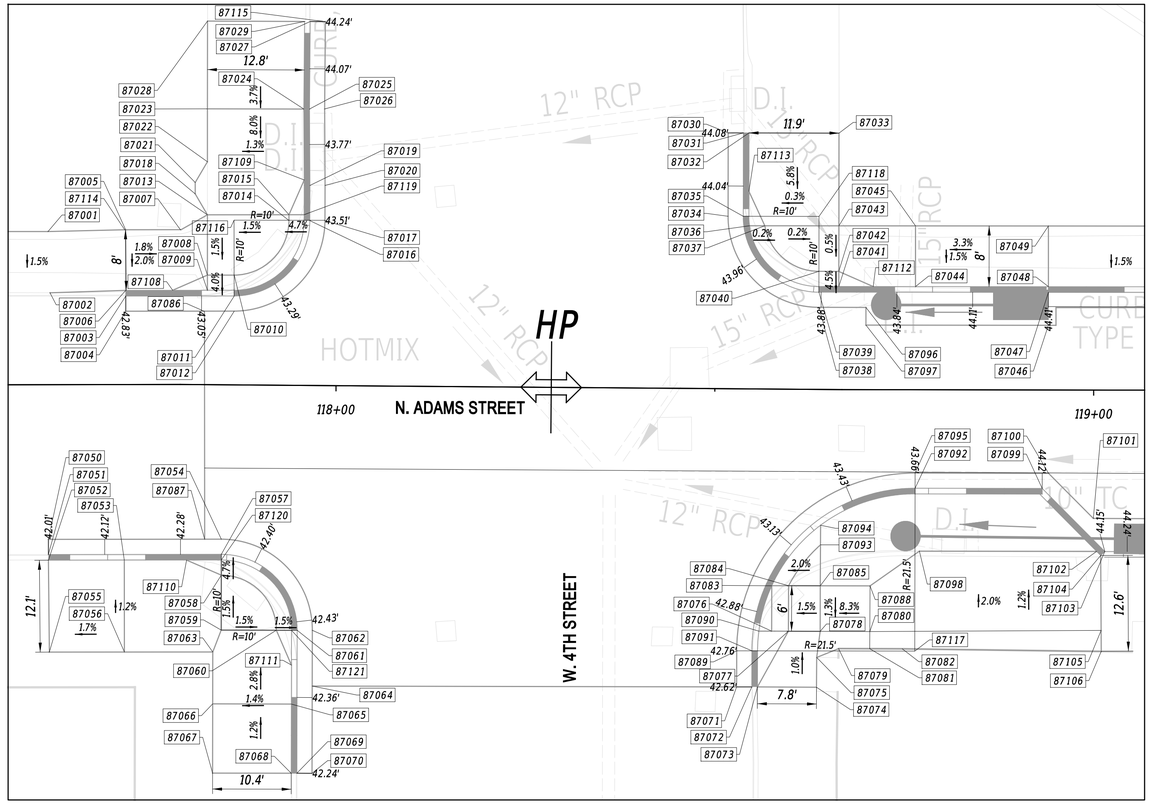
GG-06

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|---|---|
| SECTION | JMT |
| SHEET NO. | 26 |

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| COORDINATE LIST | | | | |
|---|---|---|---|---|
| POINT NO. | STATION | OFFSET | NORTHING | EASTING |
| 87001 | 117+62.02 | -20.220 | 635116.1181 | 615899.9581 |
| 87002 | 117+62.27 | -12.136 | 635112.5807 | 615907.2316 |
| 87003 | 117+72.26 | -11.686 | 635121.2205 | 615912.2767 |
| 87004 | 117+72.26 | -9.686 | 635120.2890 | 615914.0465 |
| 87005 | 117+72.27 | -20.436 | 635125.2956 | 615904.5336 |
| 87006 | 117+72.26 | -12.436 | 635121.5698 | 615911.6130 |
| 87007 | 117+79.45 | -20.396 | 635131.7003 | 615907.9423 |
| 87008 | 117+82.92 | -14.460 | 635132.0468 | 615914.8669 |
| 87009 | 117+82.93 | -12.460 | 635131.1154 | 615916.6368 |
| 87010 | 117+86.44 | -14.490 | 635135.1629 | 615916.5069 |
| 87011 | 117+86.46 | -11.706 | 635133.8665 | 615918.9701 |
| 87012 | 117+86.48 | -9.706 | 635132.9350 | 615920.7400 |
| 87013 | 117+82.85 | -22.426 | 635135.7570 | 615907.8172 |
| 87014 | 117+93.63 | -21.747 | 635144.9303 | 615913.5148 |
| 87015 | 117+93.62 | -22.517 | 635145.2906 | 615912.8347 |
| 87016 | 117+96.38 | -21.763 | 635147.3603 | 615914.8022 |
| 87017 | 117+98.38 | -21.775 | 635149.1277 | 615915.7384 |
| 87018 | 117+81.23 | -25.174 | 635135.6279 | 615904.6282 |
| 87019 | 117+96.35 | -26.393 | 635149.5275 | 615910.7114 |
| 87020 | 117+98.35 | -26.411 | 635151.2980 | 615911.6417 |
| 87021 | 117+81.22 | -26.672 | 635136.3283 | 615903.3042 |
| 87022 | 117+82.80 | -29.416 | 635139.0173 | 615901.6330 |
| 87023 | 117+82.74 | -36.407 | 635142.2775 | 615895.4489 |
| 87024 | 117+95.47 | -36.475 | 635153.5268 | 615901.4142 |
| 87025 | 117+96.22 | -36.481 | 635154.1899 | 615901.7647 |
| 87026 | 117+98.22 | -36.506 | 635155.9635 | 615902.6889 |
| 87027 | 117+96.23 | -48.032 | 635159.6632 | 615891.5924 |
| 87028 | 117+82.68 | -47.986 | 635147.7019 | 615885.2196 |
| 87029 | 117+95.48 | -48.032 | 635159.0024 | 615891.2376 |
| 87030 | 118+51.51 | -33.759 | 635201.6052 | 615930.3241 |
| 87031 | 118+53.51 | -33.770 | 635203.3725 | 615931.2604 |
| 87032 | 118+54.26 | -33.775 | 635204.0352 | 615931.6115 |
| 87033 | 118+66.14 | -33.843 | 635214.5302 | 615937.1713 |
| 87034 | 118+51.57 | -22.756 | 635196.4543 | 615940.0471 |
| 87035 | 118+53.57 | -22.768 | 635198.2216 | 615940.9834 |
| 87036 | 118+54.41 | -21.528 | 635198.3758 | 615942.4730 |
| 87037 | 118+56.44 | -21.542 | 635200.1649 | 615943.4186 |
| 87038 | 118+63.65 | -10.825 | 635201.4507 | 615956.2740 |
| 87039 | 118+63.64 | -12.825 | 635202.3853 | 615954.5058 |
| 87040 | 118+63.62 | -15.575 | 635203.6703 | 615952.0745 |
| 87041 | 118+66.26 | -13.593 | 635205.0570 | 615955.0695 |
| 87042 | 118+66.25 | -15.593 | 635205.9915 | 615953.3013 |
| 87043 | 118+66.21 | -21.607 | 635208.8021 | 615947.9837 |
| 87044 | 118+76.45 | -13.606 | 635214.0015 | 615959.7971 |
| 87045 | 118+76.45 | -21.621 | 635217.7466 | 615952.7113 |
| 87046 | 118+94.01 | -8.541 | 635227.1394 | 615972.4908 |
| 87047 | 118+94.00 | -12.874 | 635229.1644 | 615968.6597 |
| 87048 | 118+94.00 | -13.639 | 635229.5217 | 615967.9837 |
| 87049 | 118+93.99 | -21.639 | 635233.2600 | 615960.9108 |
| 87050 | 117+62.01 | 20.407 | 635097.2170 | 615935.9198 |
| 87051 | 117+62.00 | 22.407 | 635096.2855 | 615937.6896 |
| 87052 | 117+62.00 | 23.157 | 635095.9362 | 615938.3533 |
| 87053 | 117+72.02 | 23.165 | 635104.8017 | 615943.0192 |
| 87054 | 117+85.02 | 20.375 | 635117.4151 | 615946.5499 |
| 87055 | 117+62.10 | 35.281 | 635090.3846 | 615949.1327 |
| 87056 | 117+72.01 | 35.291 | 635099.1538 | 615953.7487 |
| 87057 | 117+85.04 | 22.375 | 635116.4836 | 615948.3197 |
| 87058 | 117+85.05 | 25.125 | 635115.1963 | 615950.7498 |
| 87059 | 117+85.10 | 32.375 | 635111.8023 | 615957.1563 |
| 87060 | 117+92.37 | 32.333 | 635118.2328 | 615960.5629 |
| 87061 | 117+95.12 | 32.317 | 635120.6629 | 615961.8503 |

## DETAIL 6




| COORDINATE LIST | | | | |
|---|---|---|---|---|
| POINT NO. | STATION | OFFSET | NORTHING | EASTING |
| 87062 | 117+97.12 | 32.306 | 635122.4302 | 615962.7866 |
| 87063 | 117+84.01 | 35.261 | 635109.4821 | 615959.1853 |
| 87064 | 117+97.16 | 39.667 | 635118.9840 | 615969.2918 |
| 87065 | 117+94.43 | 42.056 | 635115.4432 | 615970.1012 |
| 87066 | 117+84.05 | 42.116 | 635106.2729 | 615965.2431 |
| 87067 | 117+84.10 | 51.251 | 635101.9962 | 615973.3159 |
| 87068 | 117+94.48 | 51.191 | 635111.1665 | 615978.1740 |
| 87069 | 117+95.23 | 51.187 | 635111.8292 | 615978.5251 |
| 87070 | 117+97.23 | 51.176 | 635113.5965 | 615979.4613 |
| 87071 | 118+53.18 | 39.344 | 635168.4826 | 615995.5144 |
| 87072 | 118+55.18 | 39.333 | 635170.2499 | 615996.4507 |
| 87073 | 118+55.93 | 39.329 | 635170.9126 | 615996.8018 |
| 87074 | 118+63.73 | 39.303 | 635177.7921 | 616000.4688 |
| 87075 | 118+63.71 | 35.375 | 635179.6401 | 615997.0019 |
| 87076 | 118+57.75 | 31.956 | 635176.0057 | 615991.1689 |
| 87077 | 118+59.96 | 31.947 | 635177.9575 | 615992.2073 |
| 87078 | 118+64.15 | 31.932 | 635181.6513 | 615994.1741 |
| 87079 | 118+66.60 | 34.190 | 635182.7436 | 615997.3238 |
| 87080 | 118+70.52 | 31.930 | 635187.4395 | 615997.2561 |
| 87081 | 118+70.52 | 34.197 | 635186.3741 | 615999.2569 |
| 87082 | 118+74.81 | 34.205 | 635190.1593 | 616001.2724 |
| 87083 | 118+57.72 | 25.959 | 635178.8133 | 615985.8691 |
| 87084 | 118+59.94 | 25.943 | 635180.7793 | 615986.9079 |
| 87085 | 118+64.12 | 25.919 | 635184.4772 | 615988.8669 |
| 87086 | 117+82.57 | -9.673 | 635129.4752 | 615918.9191 |
| 87087 | 117+82.82 | 20.394 | 635115.4716 | 615945.5271 |
| 87088 | 118+70.53 | 25.903 | 635190.2718 | 615991.9367 |
| 87089 | 118+53.15 | 34.580 | 635170.7131 | 615991.3041 |
| 87090 | 118+56.05 | 31.966 | 635174.5031 | 615990.3730 |
| 87091 | 118+55.15 | 34.568 | 635172.4804 | 615992.2404 |
| 87092 | 118+76.46 | 13.000 | 635201.5453 | 615983.3073 |
| 87093 | 118+64.10 | 20.513 | 635187.0161 | 615984.0941 |
| 87094 | 118+64.09 | 17.928 | 635188.2304 | 615981.8112 |
| 87095 | 118+76.46 | 11.000 | 635202.4817 | 615981.5400 |
| 87096 | 118+69.93 | -10.849 | 635206.9455 | 615959.1782 |
| 87097 | 118+69.93 | -8.516 | 635205.8551 | 615961.2411 |
| 87098 | 118+77.04 | 21.312 | 635198.1681 | 615990.9241 |
| 87099 | 118+93.23 | 13.000 | 635216.3695 | 615991.1620 |
| 87100 | 118+94.06 | 11.000 | 635218.0392 | 615989.7833 |
| 87101 | 118+99.99 | 16.944 | 635220.4957 | 615997.8122 |
| 87102 | 119+00.44 | 21.288 | 635218.8583 | 616001.8598 |
| 87103 | 119+01.51 | 21.300 | 635219.7994 | 616002.3721 |
| 87104 | 119+00.98 | 21.829 | 635219.0822 | 616002.5915 |
| 87105 | 119+01.05 | 31.722 | 635214.5101 | 616011.3643 |
| 87106 | 119+01.07 | 34.474 | 635213.2381 | 616013.8051 |
| 87107 | 121+42.63 | 48.930 | 635420.0516 | 616139.5301 |
| 87108 | 117+78.47 | -12.431 | 635127.0601 | 615914.5025 |
| 87109 | 117+95.59 | -27.113 | 635149.1998 | 615909.7173 |
| 87110 | 117+80.45 | 23.164 | 635112.0725 | 615946.8457 |
| 87111 | 117+94.40 | 36.904 | 635117.8549 | 615965.5486 |
| 87112 | 118+70.88 | -13.600 | 635209.0717 | 615957.1915 |
| 87113 | 118+54.30 | -26.064 | 635200.4255 | 615938.4254 |
| 87114 | 117+72.15 | -20.436 | 635125.1861 | 615904.4759 |
| 87115 | 117+98.23 | -48.030 | 635161.4244 | 615892.5400 |
| 87116 | 117+86.38 | -21.739 | 635138.5395 | 615910.0912 |
| 87117 | 118+76.46 | 34.500 | 635191.4790 | 616002.3052 |
| 87118 | 118+63.57 | -22.825 | 635207.0582 | 615945.6647 |
| 87119 | 117+95.62 | -22.534 | 635147.0605 | 615913.7661 |
| 87120 | 117+85.04 | 23.125 | 635116.1325 | 615948.9825 |
| 87121 | 117+94.37 | 32.322 | 635120.0002 | 615961.4992 |

8-JUN-2026
15:25
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ADDENDA / REVISIONS

SCALE
0 10 20 30
FEET

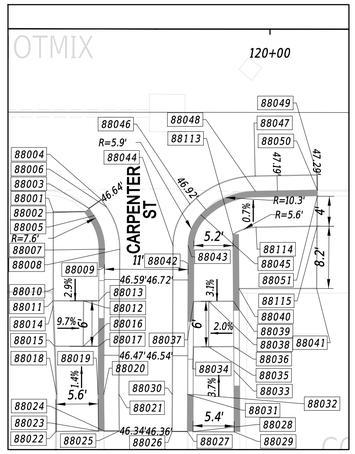
# ADAMS STREET PATHWAY PHASE II

| | |
|---|---|
| CONTRACT | T202466302 |
| COUNTY | NEW CASTLE |
| BRIDGE NO. | N/A |
| DESIGNED BY: | J.IORIO |
| CHECKED BY: | B.DOUGHERTY |

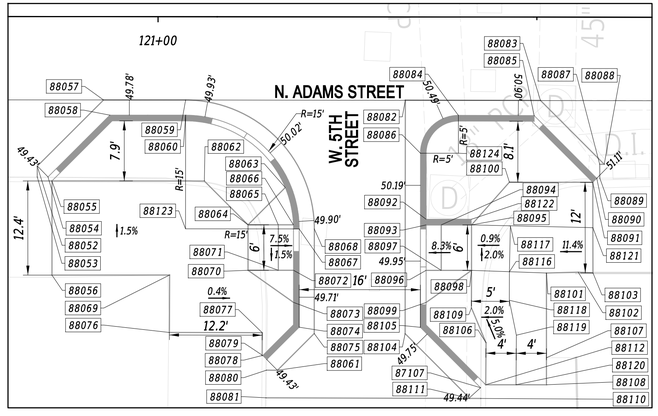
GRADES AND GEOMETRICS

GG-07
SECTION
JMT
SHEET NO.
27

## DETAIL 7




## DETAIL 8




| COORDINATE LIST | | | | |
|---|---|---|---|---|
| POINT NO. | STATION | OFFSET | NORTHING | EASTING |
| 88001 | 119+71.45 | 24.117 | 635280.2826 | 616037.6087 |
| 88002 | 119+75.54 | 24.118 | 635283.8964 | 616039.5236 |
| 88003 | 119+76.16 | 23.684 | 635284.6402 | 616039.4270 |
| 88004 | 119+77.79 | 22.528 | 635286.6235 | 616039.1694 |
| 88005 | 119+76.83 | 24.641 | 635284.7914 | 616040.5906 |
| 88006 | 119+78.47 | 23.485 | 635286.7747 | 616040.3330 |
| 88007 | 119+78.23 | 29.057 | 635283.9582 | 616045.1467 |
| 88008 | 119+80.23 | 29.065 | 635285.7220 | 616046.0896 |
| 88009 | 119+78.22 | 31.456 | 635282.8275 | 616047.2618 |
| 88010 | 119+71.45 | 34.286 | 635275.5214 | 616046.5938 |
| 88011 | 119+71.45 | 35.890 | 635274.7703 | 616048.0113 |
| 88012 | 119+75.46 | 35.890 | 635278.3068 | 616049.8853 |
| 88013 | 119+77.46 | 35.891 | 635280.0740 | 616050.8217 |
| 88014 | 119+71.45 | 36.580 | 635274.4472 | 616048.6209 |
| 88015 | 119+71.67 | 41.890 | 635272.1527 | 616053.4146 |
| 88016 | 119+75.43 | 41.890 | 635275.4781 | 616055.1767 |
| 88017 | 119+77.43 | 41.891 | 635277.2454 | 616056.1131 |
| 88018 | 119+71.93 | 48.213 | 635269.4208 | 616059.1219 |
| 88019 | 119+77.41 | 48.216 | 635274.2631 | 616061.6919 |
| 88020 | 119+78.16 | 48.213 | 635274.9273 | 616062.0403 |
| 88021 | 119+80.16 | 48.205 | 635276.6985 | 616062.9693 |
| 88022 | 119+71.88 | 53.131 | 635267.0720 | 616063.4434 |
| 88023 | 119+77.47 | 53.063 | 635272.0456 | 616066.0022 |
| 88024 | 119+78.22 | 53.054 | 635272.7125 | 616066.3453 |
| 88025 | 119+80.22 | 53.064 | 635274.4756 | 616067.2902 |
| 88026 | 119+87.12 | 53.099 | 635280.6194 | 616070.5829 |
| 88027 | 119+89.12 | 53.112 | 635282.3822 | 616071.5276 |
| 88028 | 119+89.87 | 53.116 | 635283.0432 | 616071.8819 |
| 88029 | 119+95.31 | 53.157 | 635287.8328 | 616074.4577 |
| 88030 | 119+87.15 | 48.210 | 635282.9289 | 616066.2736 |
| 88031 | 119+89.15 | 48.220 | 635284.6930 | 616067.2159 |
| 88032 | 119+89.90 | 48.223 | 635285.3545 | 616067.5693 |
| 88033 | 119+95.26 | 45.067 | 635291.5736 | 616067.2853 |
| 88034 | 119+89.92 | 41.943 | 635288.3055 | 616062.0260 |
| 88035 | 119+91.92 | 41.928 | 635290.0814 | 616062.9461 |
| 88036 | 119+95.24 | 41.901 | 635293.0302 | 616064.4739 |
| 88037 | 119+89.94 | 35.943 | 635291.1251 | 616056.7294 |
| 88038 | 119+91.94 | 35.927 | 635292.9010 | 616057.6495 |
| 88039 | 119+95.19 | 35.901 | 635295.7904 | 616059.1465 |
| 88040 | 119+95.93 | 34.235 | 635297.2202 | 616058.0171 |
| 88041 | 120+06.17 | 34.221 | 635306.2836 | 616062.7884 |
| 88042 | 119+89.20 | 30.949 | 635292.8088 | 616051.9705 |
| 88043 | 119+89.21 | 28.577 | 635293.9233 | 616049.8769 |
| 88044 | 119+87.21 | 28.570 | 635292.1579 | 616048.9371 |
| 88045 | 119+90.87 | 24.506 | 635297.2953 | 616047.0544 |
| 88046 | 119+89.44 | 23.110 | 635296.6809 | 616045.1511 |
| 88047 | 119+98.05 | 19.389 | 635306.0285 | 616045.8798 |
| 88048 | 119+98.08 | 21.389 | 635305.1266 | 616047.6649 |
| 88049 | 120+06.24 | 19.241 | 635313.3397 | 616049.5740 |
| 88050 | 120+06.26 | 21.241 | 635312.4223 | 616051.3513 |
| 88051 | 120+06.25 | 22.035 | 635312.0467 | 616052.0511 |
| 88052 | 120+84.07 | 19.741 | 635381.9290 | 616086.3685 |
| 88053 | 120+84.07 | 21.157 | 635381.2686 | 616087.6207 |
| 88054 | 120+85.49 | 21.156 | 635382.5182 | 616088.2797 |
| 88055 | 120+86.02 | 21.687 | 635382.7391 | 616088.9965 |
| 88056 | 120+86.03 | 34.112 | 635376.9510 | 616099.9910 |
| 88057 | 120+92.82 | 11.000 | 635393.7477 | 616082.7254 |
| 88058 | 120+93.65 | 13.000 | 635393.5457 | 616084.8806 |
| 88059 | 121+03.65 | 11.000 | 635403.3221 | 616087.7826 |
| 88060 | 121+03.65 | 13.000 | 635402.3880 | 616089.5510 |
| 88061 | 121+15.81 | 46.653 | 635397.4060 | 616124.9827 |
| 88062 | 121+06.13 | 21.687 | 635400.5226 | 616098.3896 |

| COORDINATE LIST | | | | |
|---|---|---|---|---|
| POINT NO. | STATION | OFFSET | NORTHING | EASTING |
| 88063 | 121+16.82 | 22.543 | 635409.5703 | 616104.1415 |
| 88064 | 121+11.91 | 27.461 | 635402.9284 | 616106.1921 |
| 88065 | 121+15.90 | 27.459 | 635406.4549 | 616108.0547 |
| 88066 | 121+17.90 | 27.458 | 635408.2247 | 616108.9896 |
| 88067 | 121+18.66 | 27.996 | 635408.6458 | 616109.8202 |
| 88068 | 121+20.66 | 27.995 | 635410.4142 | 616110.7543 |
| 88069 | 121+01.55 | 34.090 | 635390.6795 | 616107.2183 |
| 88070 | 121+11.91 | 33.461 | 635400.1261 | 616111.4975 |
| 88071 | 121+15.91 | 33.459 | 635403.6630 | 616113.3656 |
| 88072 | 121+17.91 | 33.458 | 635405.4315 | 616114.2997 |
| 88073 | 121+17.91 | 37.685 | 635403.4573 | 616118.0374 |
| 88074 | 121+18.67 | 40.971 | 635402.5858 | 616121.2931 |
| 88075 | 121+20.67 | 41.799 | 635403.9671 | 616122.9602 |
| 88076 | 121+01.54 | 41.677 | 635387.1266 | 616113.9217 |
| 88077 | 121+13.79 | 41.692 | 635397.9411 | 616119.6536 |
| 88078 | 121+13.78 | 44.709 | 635396.5214 | 616122.3149 |
| 88079 | 121+13.87 | 44.709 | 635396.5959 | 616122.3547 |
| 88080 | 121+14.38 | 46.634 | 635396.1483 | 616124.2960 |
| 88081 | 121+14.33 | 50.296 | 635394.3935 | 616127.5102 |
| 88082 | 121+32.65 | 10.984 | 635428.9678 | 616101.3213 |
| 88083 | 121+50.50 | 11.000 | 635444.7284 | 616109.6734 |
| 88084 | 121+39.66 | 12.991 | 635434.2249 | 616106.3707 |
| 88085 | 121+49.68 | 13.000 | 635443.0608 | 616111.0532 |
| 88086 | 121+34.66 | 17.992 | 635427.4625 | 616108.4535 |
| 88087 | 121+58.34 | 19.417 | 635447.7131 | 616120.7811 |
| 88088 | 121+58.94 | 19.418 | 635448.2383 | 616121.0602 |
| 88089 | 121+58.36 | 21.252 | 635446.8685 | 616122.4103 |
| 88090 | 121+57.95 | 21.261 | 635446.5052 | 616122.2271 |
| 88091 | 121+57.42 | 21.791 | 635445.7884 | 616122.4480 |
| 88092 | 121+35.41 | 26.701 | 635424.0581 | 616116.5045 |
| 88093 | 121+35.41 | 27.451 | 635423.7079 | 616117.1677 |
| 88094 | 121+37.41 | 27.450 | 635425.4763 | 616118.1018 |
| 88095 | 121+41.41 | 27.449 | 635429.0133 | 616119.9699 |
| 88096 | 121+35.41 | 33.451 | 635420.9056 | 616122.4731 |
| 88097 | 121+37.41 | 33.450 | 635422.6740 | 616123.4072 |
| 88098 | 121+41.41 | 33.449 | 635426.2110 | 616125.2753 |
| 88099 | 121+35.41 | 37.681 | 635418.9301 | 616126.2131 |
| 88100 | 121+46.40 | 21.803 | 635436.0661 | 616117.3127 |
| 88101 | 121+51.33 | 33.783 | 635434.7927 | 616130.1924 |
| 88102 | 121+55.53 | 33.662 | 635438.5561 | 616132.0496 |
| 88103 | 121+57.47 | 33.756 | 635440.2318 | 616133.0440 |
| 88104 | 121+32.67 | 41.793 | 635414.5784 | 616128.5639 |
| 88105 | 121+34.67 | 40.964 | 635416.7335 | 616128.7659 |
| 88106 | 121+43.34 | 42.989 | 635423.4539 | 616134.6087 |
| 88107 | 121+51.36 | 44.956 | 635429.5840 | 616140.0772 |
| 88108 | 121+51.37 | 48.529 | 635427.9184 | 616143.2381 |
| 88109 | 121+41.40 | 38.388 | 635423.8925 | 616129.6362 |
| 88110 | 121+42.63 | 50.346 | 635419.3872 | 616140.7813 |
| 88111 | 121+41.22 | 50.344 | 635418.1403 | 616140.1192 |
| 88112 | 121+43.30 | 48.542 | 635420.8276 | 616139.5016 |
| 88113 | 119+95.12 | 27.111 | 635299.8345 | 616051.3410 |
| 88114 | 119+98.17 | 26.138 | 635302.9844 | 616051.9045 |
| 88115 | 120+06.23 | 25.992 | 635310.1752 | 616055.5378 |
| 88116 | 121+46.41 | 33.619 | 635430.5515 | 616127.7623 |
| 88117 | 121+46.54 | 27.555 | 635433.4968 | 616122.4608 |
| 88118 | 121+46.40 | 37.384 | 635428.7839 | 616131.0869 |
| 88119 | 121+47.34 | 41.988 | 635427.4633 | 616135.5967 |
| 88120 | 121+47.30 | 48.536 | 635424.3665 | 616141.3664 |
| 88121 | 121+57.45 | 27.774 | 635443.0101 | 616127.7460 |
| 88122 | 121+41.41 | 26.699 | 635429.3635 | 616119.3068 |
| 88123 | 121+03.65 | 28.000 | 635395.3823 | 616102.8145 |
| 88124 | 121+39.66 | 17.991 | 635431.8836 | 616110.7887 |

8-JUN-2026
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ADDENDA / REVISIONS

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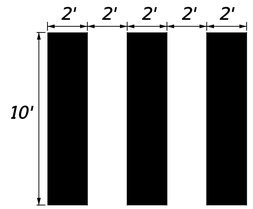
**ADAMS STREET PATHWAY PHASE II**

| CONTRACT | BRIDGE NO. | N/A |
|---|---|---|
| T202466302 | DESIGNED BY: | J.IORIO |
| COUNTY | CHECKED BY: | B.DOUGHERTY |
| NEW CASTLE | | |

**GRADES AND GEOMETRICS**

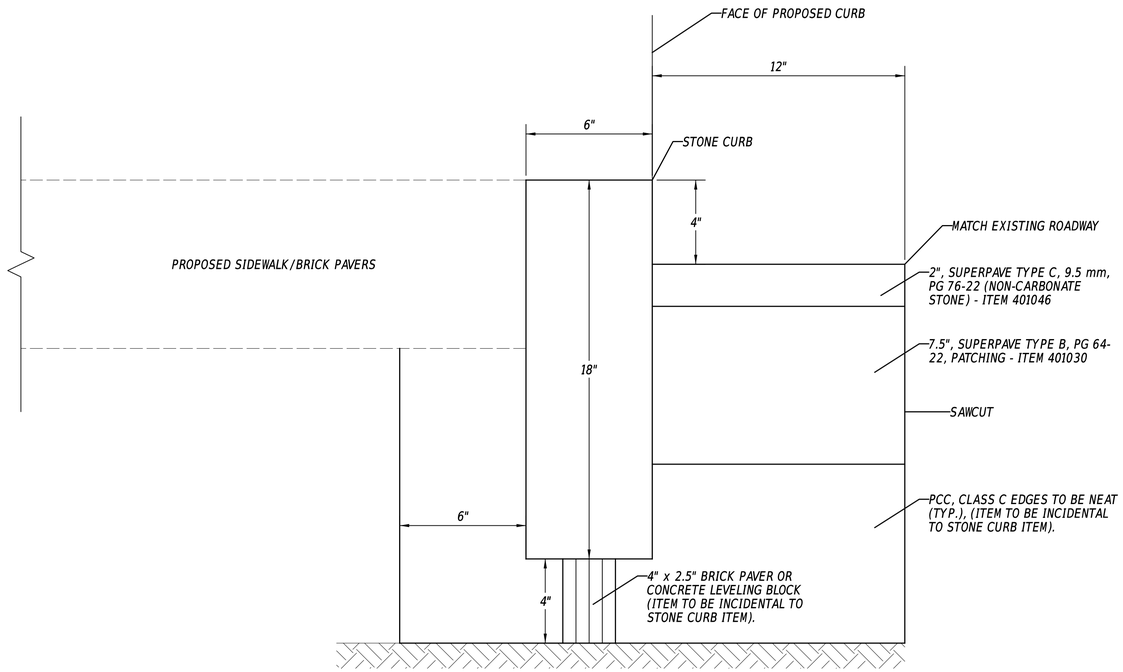
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| SECTION | JMT |
|---|---|
| SHEET NO. | 28 |



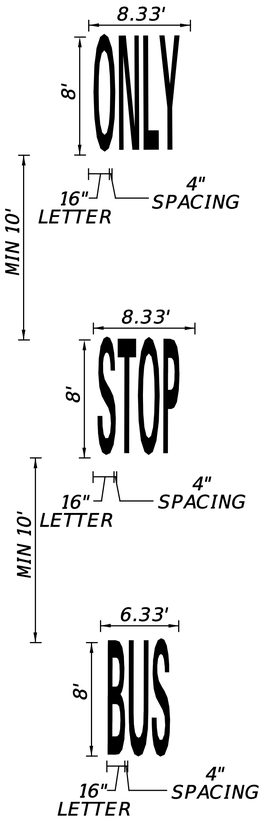

## ITEM 862006 - PIANO KEYS DETAIL

NOT TO SCALE




## ITEM 701502 - STONE CURB

NOT TO SCALE

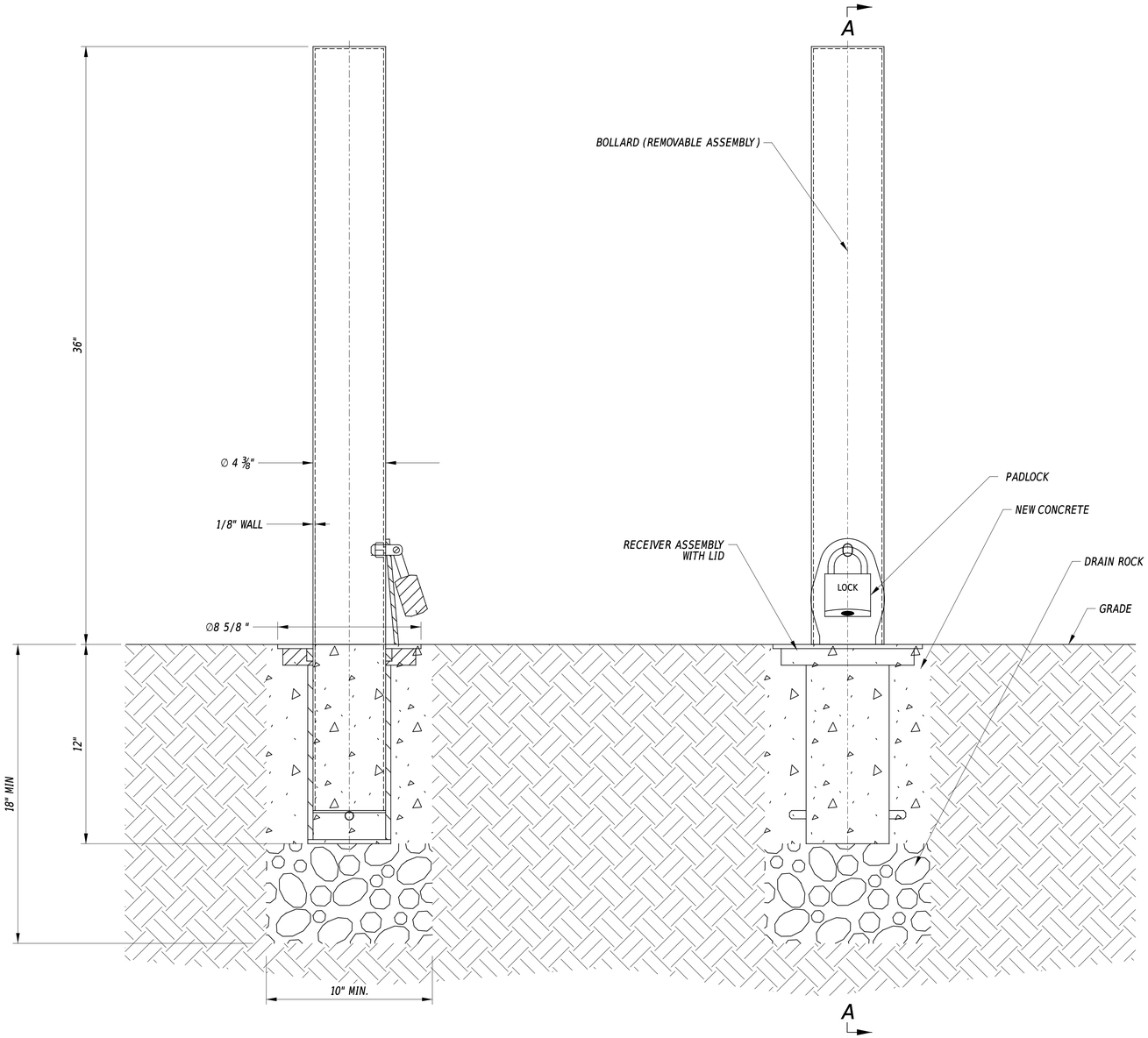



## ITEM 862006 - BUS STOP STRIPING DETAIL

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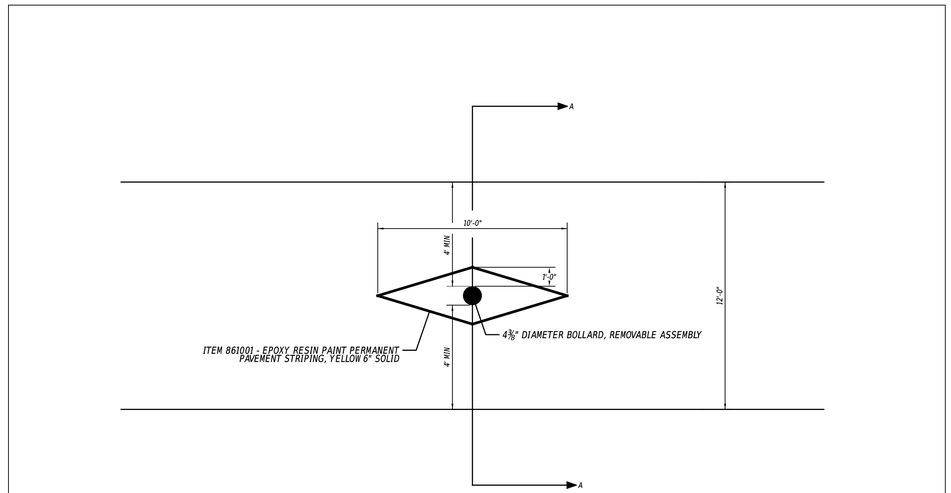
| ADDENDA / REVISIONS | | NOT TO SCALE | ADAMS STREET PATHWAY PHASE II | CONTRACT | BRIDGE NO. | N/A | CONSTRUCTION DETAILS | SECTION |
|---|---|---|---|---|---|---|---|---|
| | | | | T202466302 | DESIGNED BY: | J.IORIO | | JMT |
| | | | | COUNTY | | | | SHEET NO. |
| | | | | NEW CASTLE | CHECKED BY: | B.DOUGHERTY | | 29 |

8-JUN-2026
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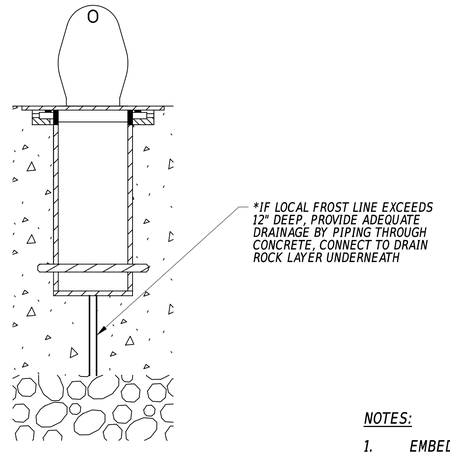

## SECTION A-A

NOT TO SCALE




## REMOVABLE BOLLARD - PLAN VIEW

NOT TO SCALE




## REMOVABLE BOLLARD - DETAIL VIEW

NOT TO SCALE

*NOTES:*

1. *EMBEDMENT DETAILS ARE FOR REFERENCE ILLUSTRATION ONLY. MINIMUM FOUNDATION SIZES DEPEND ON LOCAL SOIL CONDITIONS, WEATHER CONDITIONS, AND ENGINEERING REQUIREMENTS.*
2. *BOLLARD POST IS PROVIDED AS SHOWN, WITH MATERIAL DETAILED IN LEGEND BELOW. CONCRETE, FOUNDATION AND/OR INSTALLATION ORDERED SEPARATELY OR PROVIDED BY OTHERS.*
3. *THIS DRAWING IS NOT DRAWN TO SCALE. DIMENSIONS PROVIDED HEREIN IS FOR REFERENCE ONLY. CONSULT RELIANCE FOUNDRY SALES PROFESSIONALS IF ANY DIMENSION IS CRITICAL TO INSTALLATION.*

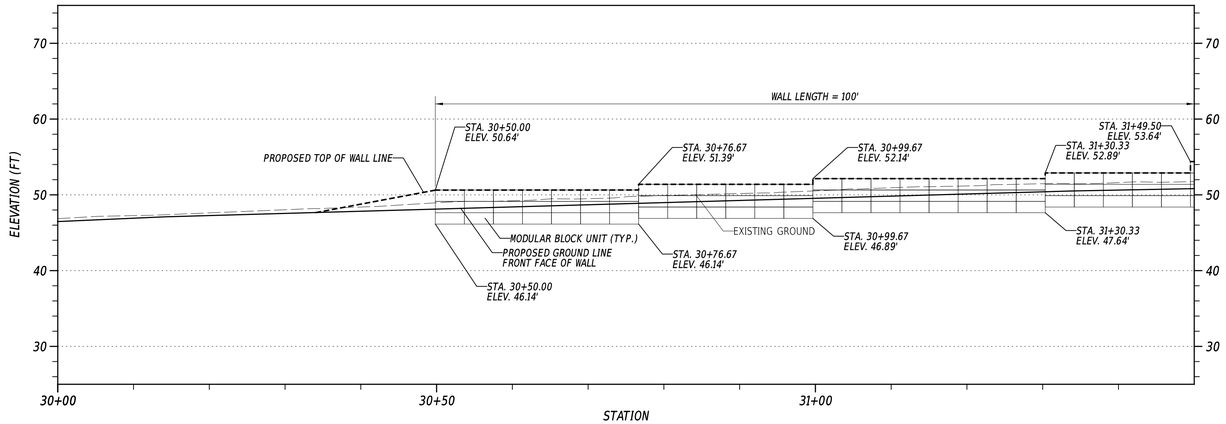
**PARTS LIST**

| ITEM | QTY | DESCRIPTION | MATERIAL | WEIGHT |
|---|---|---|---|---|
| 1 | 1 | BOLLARD REMOVABLE ASSEMBLY | STAINLESS STEEL 316 | 32 LBS. |
| 2 | 1 | RECEIVER ASSEMBLY W/LID | STAINLESS STEEL 316 | 25 LBS. |
| 3 | 1 | OPTIONAL PADLOCK (BRASS OR STAINLESS STEEL) | CHOICE OF BRASS OR STAINLESS STEEL | 5/8 LBS. |

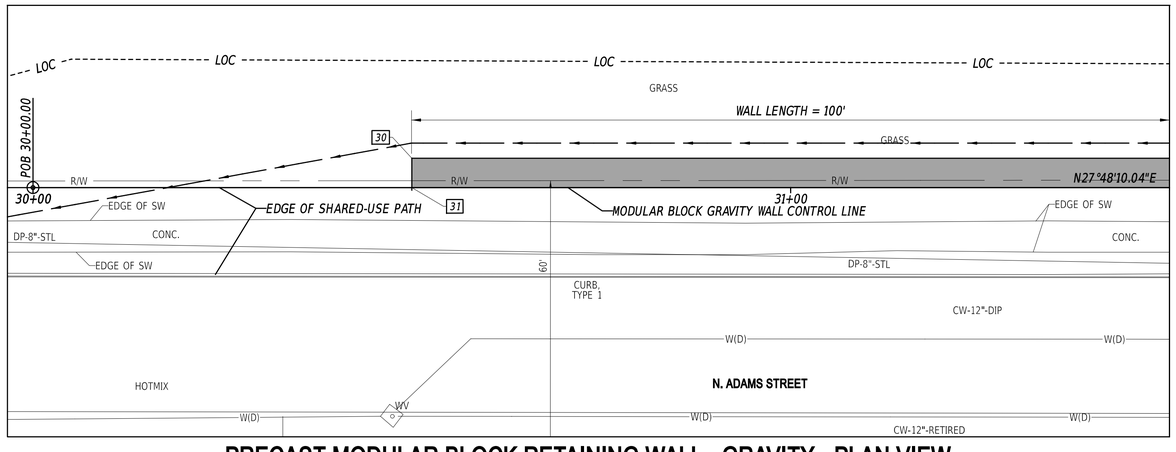
| ADDENDA / REVISIONS | | | | | | |
|---|---|---|---|---|---|---|
| | | NOT TO SCALE | ADAMS STREET PATHWAY PHASE II | CONTRACT T202466302 | BRIDGE NO. N/A | CONSTRUCTION DETAILS |
| | | | | COUNTY NEW CASTLE | DESIGNED BY: J.IORIO | SECTION JMT |
| | | | | | CHECKED BY: B.DOUGHERTY | SHEET NO. 30 |

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| COORDINATE LIST | | | | |
|---|---|---|---|---|
| POINT NO. | STATION | OFFSET | NORTHING | EASTING |
| 30 | 30+50.00 | -3.875 | 635330.2625 | 616004.2532 |
| 31 | 30+50.00 | 0.000 | 635328.4551 | 616007.6809 |




## PRECAST MODULAR BLOCK RETAINING WALL - GRAVITY - PROFILE VIEW (ADAMS STREET - SECTION 1)




MATCH LINE 31+50

## PRECAST MODULAR BLOCK RETAINING WALL - GRAVITY - PLAN VIEW (ADAMS STREET - SECTION 1)

*NOTES*

1.) *PROFILE STATIONS ARE SHOWN ACCORDING TO THE LOCATION ALONG THE MODULAR BLOCK WALL BASELINE.*
2.) *REFER TO MODULAR BLOCK GRAVITY WALL - PLAN VIEW ON THIS SHEET FOR THE GEOMETRY OF THE MODULAR BLOCK GRAVITY WALL BASELINE.*
3.) *THE MODULAR BLOCK GRAVITY WALL BASELINE IS LOCATED AT THE FACE OF THE MODULAR BLOCK UNITS AT THE BOTTOM OF THE WALL.*

| ADDENDA / REVISIONS | |
|---|---|
| | |
| | |
| | |
| | |

SCALE
0 10 20 30
FEET

**ADAMS STREET PATHWAY PHASE II**

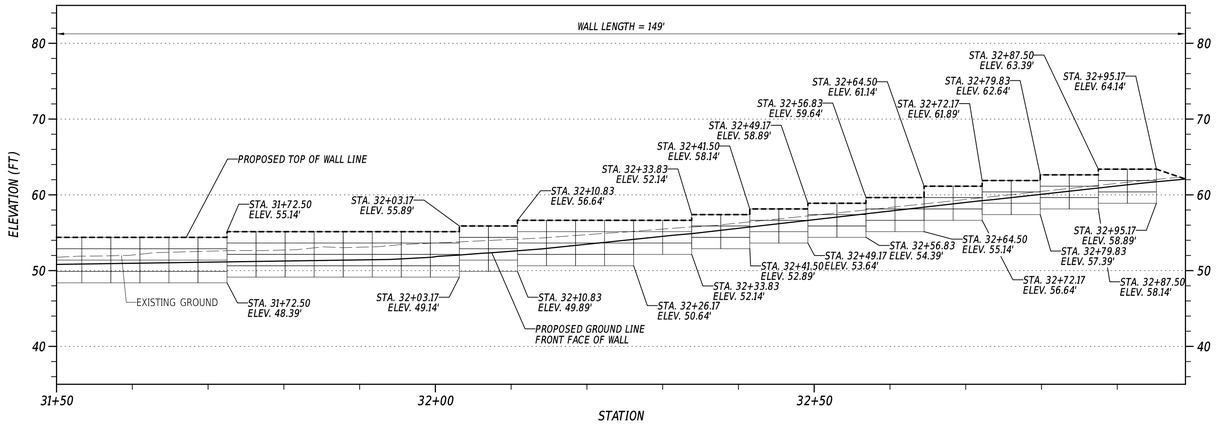
| | | | |
|---|---|---|---|
| CONTRACT | T202466302 | BRIDGE NO. | N/A |
| COUNTY | NEW CASTLE | DESIGNED BY: | J.IORIO |
| | | CHECKED BY: | B.DOUGHERTY |

**CONSTRUCTION DETAILS**

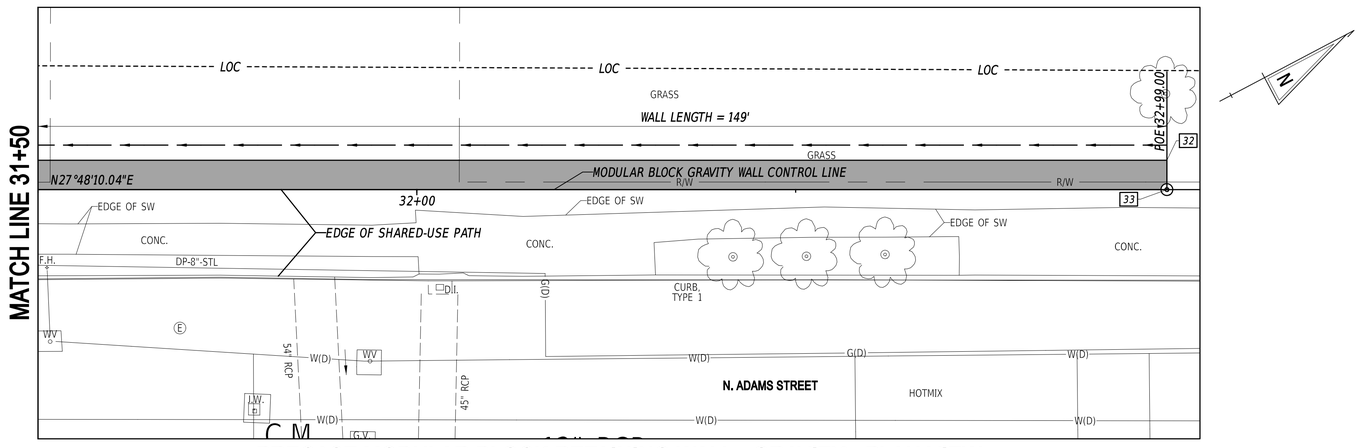
| SECTION | |
|---|---|
| JMT | |
| SHEET NO. | |
| 31 | |

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| COORDINATE LIST | | | | |
|---|---|---|---|---|
| POINT NO. | STATION | OFFSET | NORTHING | EASTING |
| 32 | 32+99.00 | -3.875 | 635550.5175 | 616120.3942 |
| 33 | 32+99.00 | 0.000 | 635548.7101 | 616123.8219 |




## PRECAST MODULAR BLOCK RETAINING WALL - GRAVITY - PROFILE VIEW (ADAMS STREET - SECTION 2)




## PRECAST MODULAR BLOCK RETAINING WALL - GRAVITY - PLAN VIEW (ADAMS STREET - SECTION 2)

*NOTES*

1.) *PROFILE STATIONS ARE SHOWN ACCORDING TO THE LOCATION ALONG THE MODULAR BLOCK WALL BASELINE.*
2.) *REFER TO MODULAR BLOCK GRAVITY WALL - PLAN VIEW ON THIS SHEET FOR THE GEOMETRY OF THE MODULAR BLOCK GRAVITY WALL BASELINE.*
3.) *THE MODULAR BLOCK GRAVITY WALL BASELINE IS LOCATED AT THE FACE OF THE MODULAR BLOCK UNITS AT THE BOTTOM OF THE WALL.*

| ADDENDA / REVISIONS | |
|---|---|
| | |
| | |
| | |
| | |

SCALE
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FEET

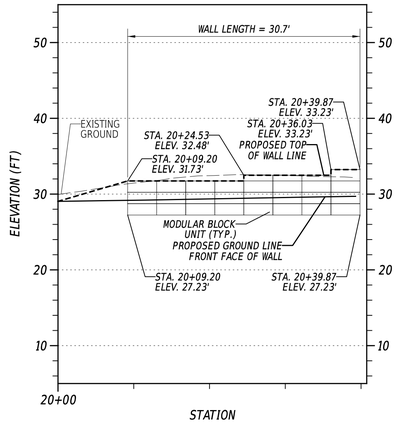
**ADAMS STREET PATHWAY PHASE II**

| | | | |
|---|---|---|---|
| CONTRACT | T202466302 | BRIDGE NO. | N/A |
| COUNTY | NEW CASTLE | DESIGNED BY: | J.IORIO |
| | | CHECKED BY: | B.DOUGHERTY |

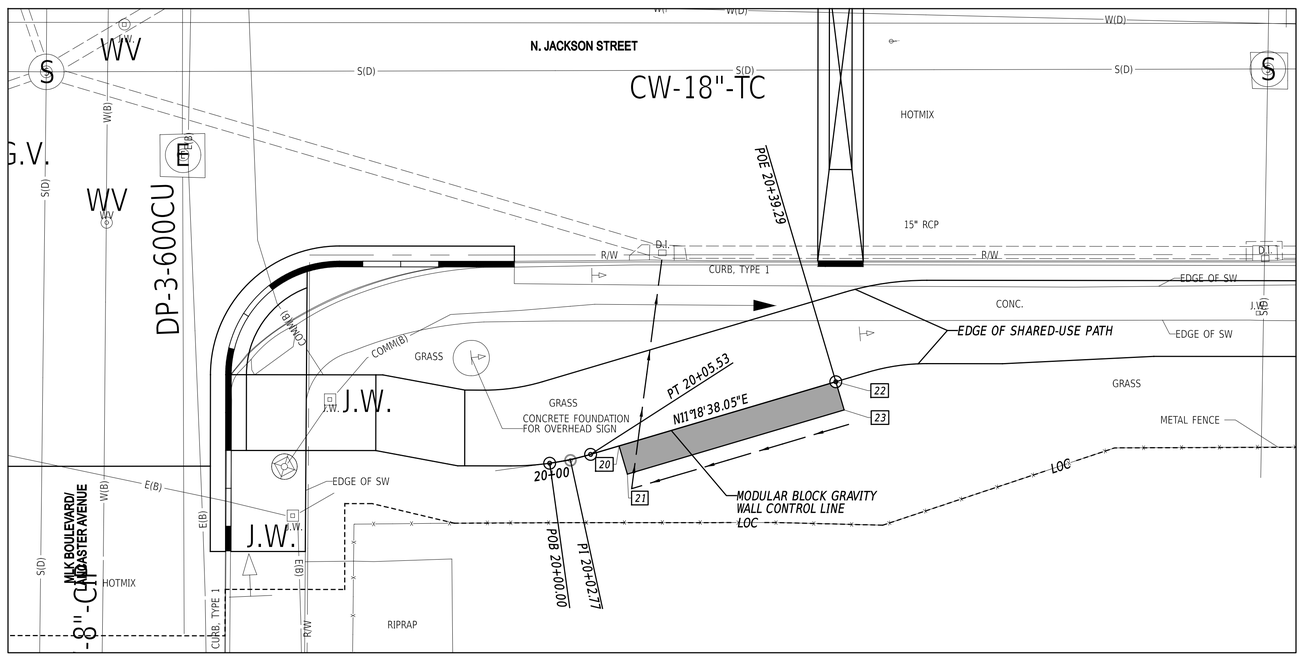
**CONSTRUCTION DETAILS**

| SECTION | |
|---|---|
| JMT | |
| SHEET NO. | |
| 32 | |

8-JUN-2026
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## PRECAST MODULAR BLOCK RETAINING WALL - GRAVITY - PROFILE VIEW (JACKSON STREET)




## PRECAST MODULAR BLOCK RETAINING WALL - GRAVITY - PLAN VIEW (JACKSON STREET)

| COORDINATE LIST | | | | |
|---|---|---|---|---|
| POINT NO. | STATION | OFFSET | NORTHING | EASTING |
| 20 | 20+09.45 | 0.000 | 634485.2963 | 615263.3138 |
| 21 | 20+09.45 | 3.875 | 634484.5363 | 615267.1135 |
| 22 | 20+39.29 | 0.000 | 634514.5585 | 615269.1666 |
| 23 | 20+39.29 | 3.875 | 634513.7985 | 615272.9663 |

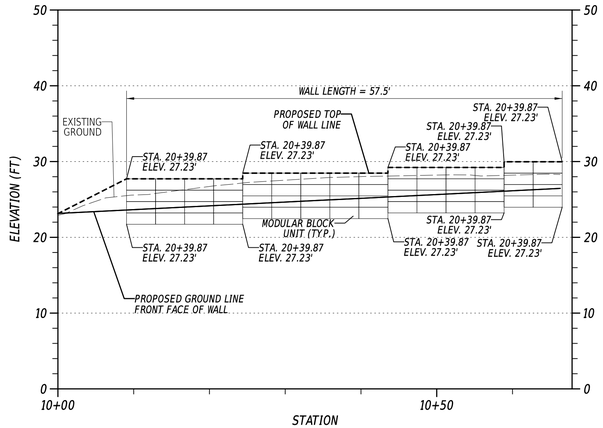
*NOTES*

1.) *PROFILE STATIONS ARE SHOWN ACCORDING TO THE LOCATION ALONG THE MODULAR BLOCK WALL BASELINE.*
2.) *REFER TO MODULAR BLOCK GRAVITY WALL - PLAN VIEW ON THIS SHEET FOR THE GEOMETRY OF THE MODULAR BLOCK GRAVITY WALL BASELINE.*
3.) *THE MODULAR BLOCK GRAVITY WALL BASELINE IS LOCATED AT THE FACE OF THE MODULAR BLOCK UNITS AT THE BOTTOM OF THE WALL.*

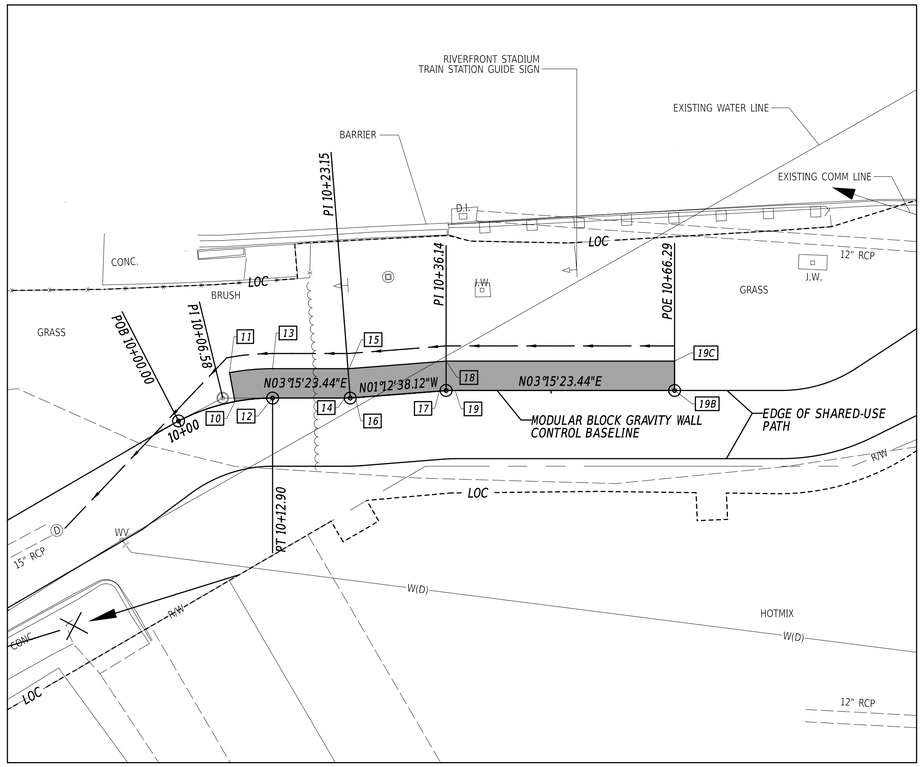
| ADDENDA / REVISIONS | | SCALE | ADAMS STREET PATHWAY PHASE II | CONTRACT | BRIDGE NO. N/A | CONSTRUCTION DETAILS | SECTION |
|---|---|---|---|---|---|---|---|
| | | 0 10 20 30 FEET | | T202466302 | DESIGNED BY: J.IORIO | | JMT |
| | | | | COUNTY | CHECKED BY: B.DOUGHERTY | | SHEET NO. |
| | | | | NEW CASTLE | | | 33 |

8-JUN-2026
15:27
pw:\\deldot-pw.bentley.com:deldot-pw-01\Documents\01_Active_Projects\DelDOT_Capital_Projects\T202466302_JMT\400_CADD\420_ROAD\421_CIVIL_MODEL\WK01_RDCM_T202466302_JMT_BLOCK_WALL

| COORDINATE LIST | | | | |
|---|---|---|---|---|
| POINT NO. | STATION | OFFSET | NORTHING | EASTING |
| 10 | 10+07.90 | 0.000 | 633337.2032 | 615254.7570 |
| 11 | 10+07.90 | -3.875 | 633336.7071 | 615250.9139 |
| 12 | 10+12.90 | 0.000 | 633342.1936 | 615254.5784 |
| 13 | 10+12.90 | -3.875 | 633342.4137 | 615250.7097 |
| 14 | 10+22.45 | 0.000 | 633351.7247 | 615255.1207 |
| 15 | 10+23.00 | -3.875 | 633352.4948 | 615251.2833 |
| 16 | 10+23.85 | 0.000 | 633353.1275 | 615255.1458 |
| 17 | 10+34.93 | 0.000 | 633364.2091 | 615254.9116 |
| 18 | 10+36.14 | -3.875 | 633365.3312 | 615251.0120 |
| 19 | 10+37.34 | 0.000 | 633366.3133 | 615254.9492 |
| 19B | 10+66.29 | 0.000 | 633395.2135 | 615256.5935 |
| 19C | 10+66.29 | -3.875 | 633395.4336 | 615252.7248 |




## PRECAST MODULAR BLOCK RETAINING WALL - GRAVITY - PROFILE VIEW (MARYLAND AVE)




## PRECAST MODULAR BLOCK RETAINING WALL - GRAVITY - PLAN VIEW (MARYLAND AVE)

*NOTES*

1.) *PROFILE STATIONS ARE SHOWN ACCORDING TO THE LOCATION ALONG THE MODULAR BLOCK WALL BASELINE.*
2.) *REFER TO MODULAR BLOCK GRAVITY WALL - PLAN VIEW ON THIS SHEET FOR THE GEOMETRY OF THE MODULAR BLOCK GRAVITY WALL BASELINE.*
3.) *THE MODULAR BLOCK GRAVITY WALL BASELINE IS LOCATED AT THE FACE OF THE MODULAR BLOCK UNITS AT THE BOTTOM OF THE WALL*

| ADDENDA / REVISIONS | |
|---|---|
| | |
| | |
| | |
| | |

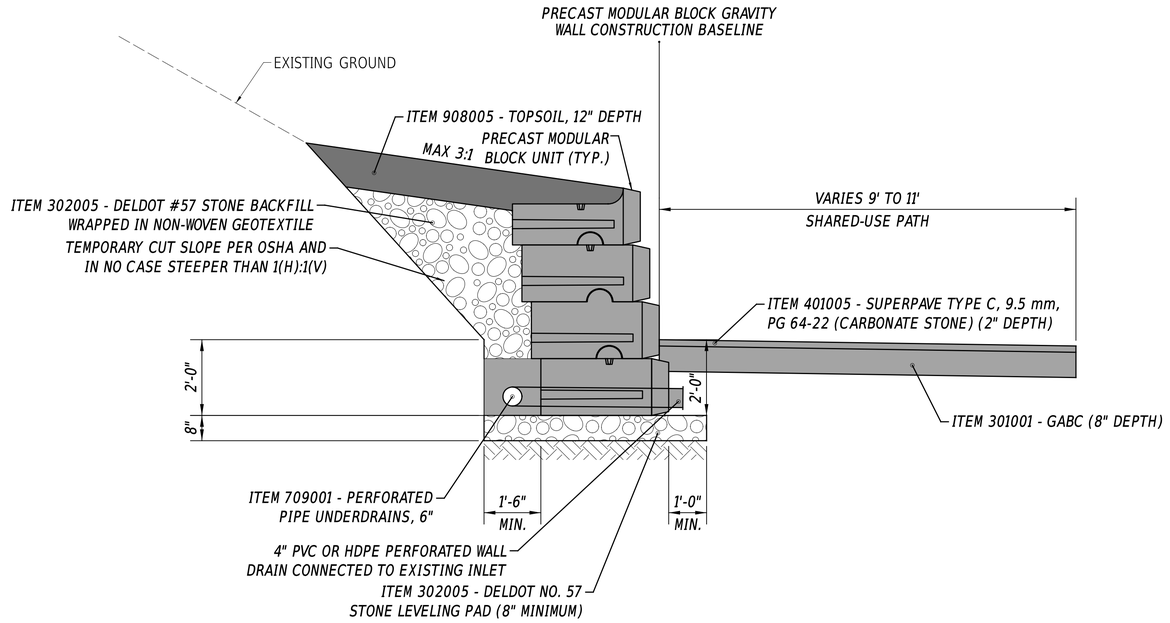
SCALE
0 10 20 30
FEET

**ADAMS STREET PATHWAY PHASE II**

| | | | |
|---|---|---|---|
| CONTRACT | BRIDGE NO. | N/A | SECTION |
| T202466302 | DESIGNED BY: | J.IORIO | JMT |
| COUNTY | CHECKED BY: | B.DOUGHERTY | SHEET NO. |
| NEW CASTLE | | | 34 |

**CONSTRUCTION DETAILS**

8-JUN-2026
15:27
pw://deldot-pw.bentley.com:deldot-pw-01\Documents\01_Active_Projects\DelDOT_Capital_Projects\T202466302_JMT\400_CADD\420_ROAD\421_CIVIL_MODEL\WK01_RDCM_T202466302_JMT_BLOCK_WALL




## ITEM 607507 - PRECAST MODULAR BLOCK RETAINING WALL - GRAVITY

NOT TO SCALE

*NOTES:*

1. *DESIGN CALCULATIONS SHALL INCLUDE, BUT ARE NOT LIMITED TO CALCULATIONS FOR INTERNAL STABILITY, BEARING PRESSURE, AND ALL OTHER APPLICABLE FAILURE MODES INDICATED IN THE CONTRACT DOCUMENTS AND AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, 9TH EDITION 2020.*
2. *MINIMUM DESIGN FACTORS OF SAFETY SHALL BE IN ACCORDANCE WITH THE CONTRACT DOCUMENTS AND AASHTO LRFD DESIGN SPECIFICATIONS.*
3. *FACTORED BEARING RESISTANCE OF THE WALL SUBBASE AND FINAL BEARING VALUE SHALL BE 2,500 PSF FOR STRENGTH LIMIT STATE.*
4. *LEVELING PAD, STONE BACKFILL, AND 4" PVC OR HDPE PIPE TO BE INCIDENTAL TO THE COST OF THE MODULAR BLOCK WALL.*
5. *DESIGN PARAMATERS:*

| MATERIAL | TOTAL UNIT WEIGHT (PCF) | COHESION (PSF) | ANGLE OF INTERNAL FRICTION (DEGREES) |
|---|---|---|---|
| DELDOT NO. 57 STONE | 110 | 0 | 34 |
| EMBANKMENT BACKFILL | 125 | 0 | 30 |
| FOUNDATION SUBGRADE | 125 | 0 | 30 |

ADDENDA / REVISIONS

NOT TO SCALE

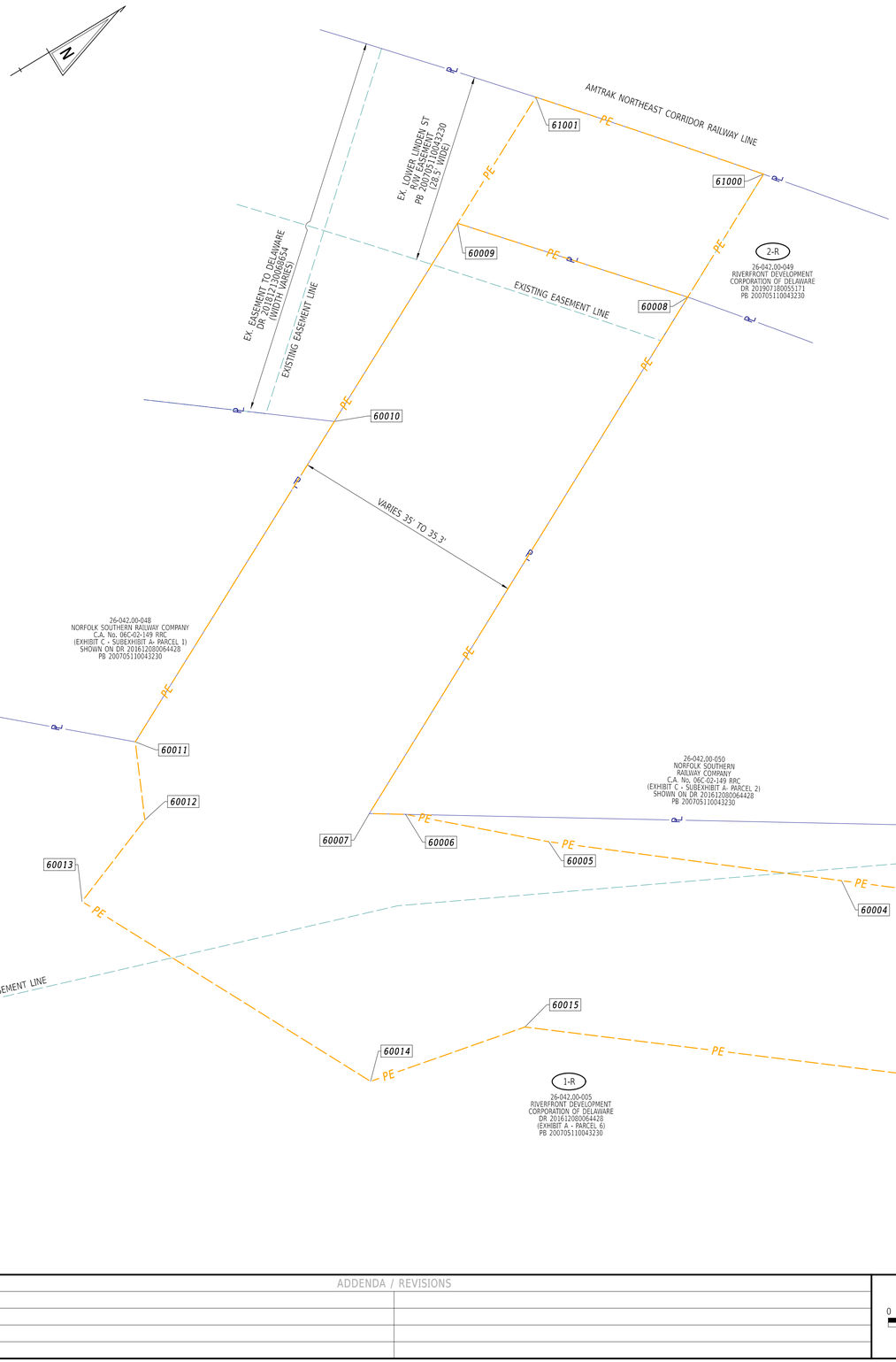
**ADAMS STREET PATHWAY PHASE II**

| | | | |
|---|---|---|---|
| CONTRACT | T202466302 | BRIDGE NO. | N/A |
| COUNTY | NEW CASTLE | DESIGNED BY: | J.IORIO |
| | | CHECKED BY: | B.DOUGHERTY |

**CONSTRUCTION DETAILS**

| SECTION |
|---|
| JMT |
| SHEET NO. |
| 35 |

8-JUN-2026
15:28
pw://deldot-pw.bentley.com:deldot-pw-01/Documents/01_Active_Projects/DelDOT_Capital_Projects/T202466302_JMT/400_CADD/420_ROAD/422_DESIGN_DGN/DT01_RDBF_T202466302_JMT




| ASSESSMENT NUMBER | OWNERSHIP OF RECORD | TYPE OF ACQUISITION | TITLE SOURCE | PARCEL AREA (ACRES) |
|---|---|---|---|---|
| 26-042.00-005 | (1-R) RIVERFRONT DEVELOPMENT CORPORATION OF DELAWARE | PE | 20161208-0064428 | 2.50 |

ALIGNMENT NUMBER & DESCRIPTION: LOWER LINDEN ST SUP - LOWER LINDEN ST

| PT. NO. | ALIGN. NO. | STATION | OFFSET | NORTHING | EASTING | BEARING | DISTANCE | CHORD BEARING | CHORD LENGTH | ARC LENGTH | RADIUS ** |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 60000 | P_BL_LOWER LINDEN STREET SUP | 499+99.29 | 182.729 | 633134.2477 | 615598.0681 | N62°31'56"W | 14.512 | | | | |
| 60001 | P_BL_LOWER LINDEN STREET SUP | 500+04.82 | 184.610 | 633140.9412 | 615585.1923 | S43°11'40"W | 23.803 | | | | |
| 60002 | P_BL_LOWER LINDEN STREET SUP | 500+08.59 | 163.159 | 633123.5877 | 615568.8994 | S40°17'00"W | 43.549 | | | | |
| 60003 | P_BL_LOWER LINDEN STREET SUP | 500+16.47 | 124.032 | 633090.3664 | 615540.7423 | S38°32'06"W | 63.245 | | | | |
| 60004 | P_BL_LOWER LINDEN STREET SUP | 500+41.89 | 68.570 | 633040.8947 | 615501.3414 | S38°45'28"W | 44.089 | | | | |
| 60005 | P_BL_LOWER LINDEN STREET SUP | 500+63.49 | 30.136 | 633006.5139 | 615473.7403 | S41°59'38"W | 21.746 | | | | |
| 60006 | P_BL_LOWER LINDEN STREET SUP | 500+75.20 | 11.811 | 632990.3519 | 615459.1911 | S32°22'56"W | 5.399 | | | | |
| 60007 | P_BL_LOWER LINDEN STREET SUP | 500+77.31 | 6.840 | 632985.7922 | 615456.2994 | N27°09'01"W | 90.500 | | | | |
| 60008 | P_BL_LOWER LINDEN STREET SUP | 501+76.03 | 16.600 | 633066.3206 | 615415.0019 | S48°56'04"W | 36.089 | | | | |
| 60009 | P_BL_LOWER LINDEN STREET SUP | 501+67.23 | -18.400 | 633042.6133 | 615387.7927 | S26°57'27"E | 34.800 | | | | |
| 60010 | P_BL_LOWER LINDEN STREET SUP | 501+33.46 | -18.871 | 633011.5945 | 615403.5685 | S26°57'27"E | 56.260 | | | | |
| 60011 | P_BL_LOWER LINDEN STREET SUP | 500+86.72 | -27.766 | 632961.4475 | 615429.0727 | S65°48'07"E | 11.718 | | | | |
| 60012 | P_BL_LOWER LINDEN STREET SUP | 500+82.06 | -26.160 | 632956.6443 | 615439.7613 | S21°12'05"E | 15.365 | | | | |
| 60013 | P_BL_LOWER LINDEN STREET SUP | 500+78.49 | -37.969 | 632942.3193 | 615445.3180 | N63°05'43"E | 50.732 | | | | |
| 60014 | P_BL_LOWER LINDEN STREET SUP | 500+40.15 | -7.793 | 632965.2760 | 615490.5589 | N11°47'29"E | 24.415 | | | | |
| 60015 | P_BL_LOWER LINDEN STREET SUP | 500+39.14 | 16.601 | 632989.1763 | 615495.5482 | N38°13'39"E | 110.744 | | | | |
| 60016 | P_BL_LOWER LINDEN STREET SUP | 500+04.54 | 116.489 | 633076.1723 | 615564.0749 | S69°27'47"E | 4.888 | | | | |
| 60017 | P_BL_LOWER LINDEN STREET SUP | 500+02.29 | 116.390 | 633074.4575 | 615568.6524 | | | N26°11'47"E | 66.634 | 66.700 | 435.000 |
| 60000 | P_BL_LOWER LINDEN STREET SUP | 499+99.29 | 182.729 | 633134.2477 | 615598.0681 | | | | | | |

FIGURE 1-R AREA = 10441 SQ. FT. (0.24 ACRES)

DEED RECORD OF ACQUISITION

REMARKS: EX. COMBINED SHIPLEY RUN CSO AND 66" SEWER EASEMENT (PB 200705110043230) 5,298.69 SQ. FT. TO BE EXTINGUISHED

REMARKS: EX. LOWER LINDEN ST R/W EASEMENT (PB 200705110043230) 257.92 SQ. FT. TO BE EXTINGUISHED

| ASSESSMENT NUMBER | OWNERSHIP OF RECORD | TYPE OF ACQUISITION | TITLE SOURCE | PARCEL AREA (ACRES) |
|---|---|---|---|---|
| 26-042.00-049 | (2-R) RIVERFRONT DEVELOPMENT CORPORATION OF DELAWARE | PE | 20190718-0055171 | 0.42 |

ALIGNMENT NUMBER & DESCRIPTION: LOWER LINDEN ST SUP - LOWER LINDEN ST

| PT. NO. | ALIGN. NO. | STATION | OFFSET | NORTHING | EASTING | BEARING | DISTANCE | CHORD BEARING | CHORD LENGTH | ARC LENGTH | RADIUS ** |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 60008 | P_BL_LOWER LINDEN STREET SUP | 501+76.03 | 16.600 | 633066.3206 | 615415.0019 | N27°09'01"W | 21.538 | | | | |
| 61000 | P_BL_LOWER LINDEN STREET SUP | 501+97.57 | 16.527 | 633085.4583 | 615405.1737 | | | S49°50'46"W | 35.875 | 35.876 | -1503.340 |
| 61001 | P_BL_LOWER LINDEN STREET SUP | 501+89.38 | -18.400 | 633062.3517 | 615377.7540 | S26°57'27"E | 22.145 | | | | |
| 60009 | P_BL_LOWER LINDEN STREET SUP | 501+67.23 | -18.400 | 633042.6133 | 615387.7927 | N48°56'04"E | 36.089 | | | | |
| 60008 | P_BL_LOWER LINDEN STREET SUP | 501+76.03 | 16.600 | 633066.3206 | 615415.0019 | | | | | | |

FIGURE 2-R AREA = 767 SQ. FT. (0.02 ACRES)

DEED RECORD OF ACQUISITION

REMARKS: EX. LOWER LINDEN ST R/W EASEMENT (PB 200705110043230) 766.52 SQ. FT. TO BE EXTINGUISHED

**PREPARED BY**

William Dougherty

06/10/2026
DATE

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

WILLIAM J. DOUGHERTY REGISTERED No. 13174 DELAWARE PROFESSIONAL ENGINEER

SEAL

**RECOMMENDED AS TO PROCESS**

Shehnaz Chaudhuri

GROUP ENGINEER, ROW ENGINEERING

06/10/2026
DATE

**LEGEND**

| | |
|---|---|
| FEE | AREA OF ACQUISITION |
| R/W | AREA OCCUPIED BY EXISTING R/W |
| P/E | PERMANENT EASEMENT |
| TCE | TEMPORARY CONSTRUCTION EASEMENT |
| * | '-' OFFSET IS LEFT OF BASELINE |
| ** | '-' CURVE TURNS TO THE LEFT |

1-R & 2-R

ADDENDA / REVISIONS

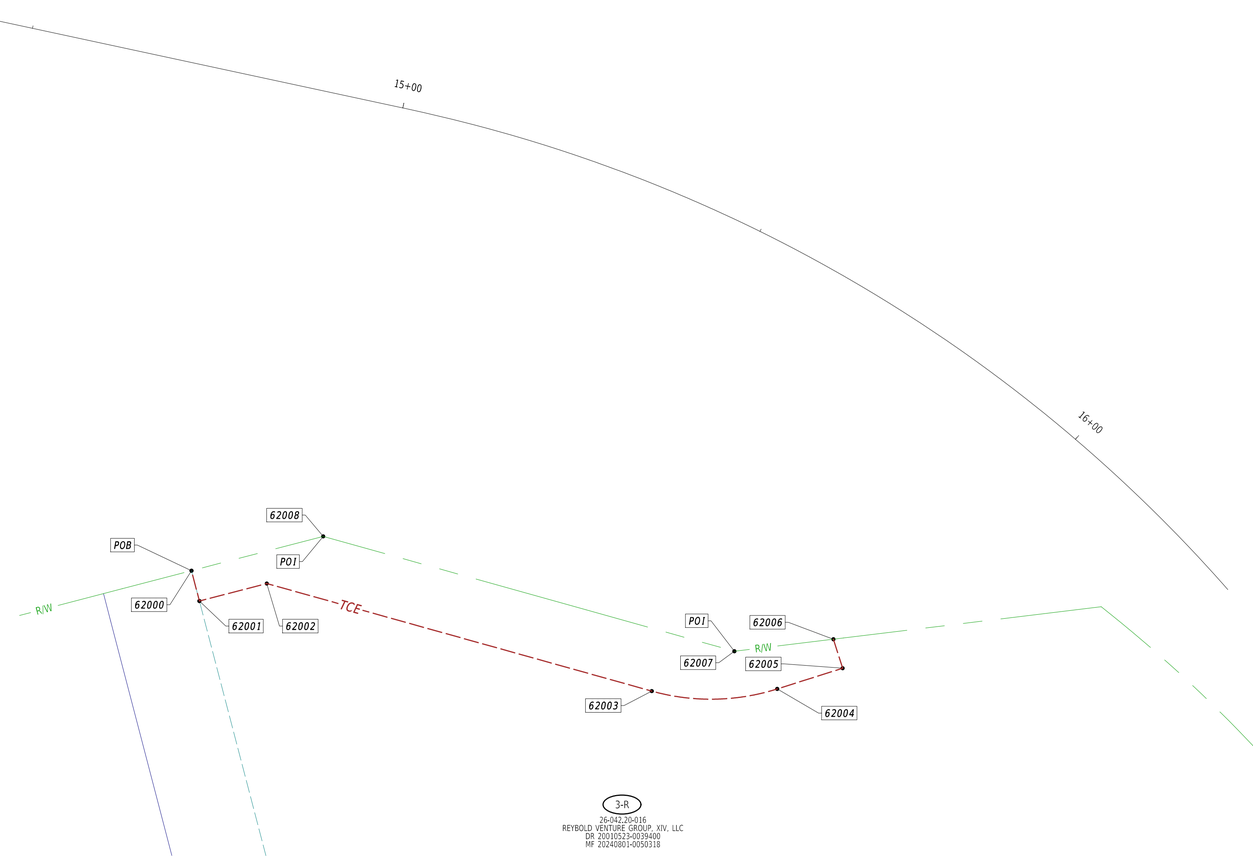
SCALE
0 10 20 30
FEET

**ADAMS STREET PATHWAY PHASE II**

| CONTRACT | BRIDGE NO. | N/A | SECTION |
|---|---|---|---|
| T202466302 | DESIGNED BY: J.IORIO | | JMT |
| COUNTY | CHECKED BY: B.DOUGHERTY | | SHEET NO. |
| NEW CASTLE | | | 36 |

**ACQUISITION PLAT**

10-JUN-2026
13:45
pw://deldot-pw.bentley.com:deldot-pw-01/Documents/01_Active_Projects/DelDOT_Capital_Projects/T202466302_JMT/400_CADD/420_ROAD/422_DESIGN_DGN/RW02_ROBF_T202466302_JMT_PLATS




| ASSESSMENT NUMBER | OWNERSHIP OF RECORD | TYPE OF ACQUISITION | TITLE SOURCE | PARCEL AREA (ACRES) |
|---|---|---|---|---|
| 26-042.20-016 | (3-R) REYBOLD VENTURE GROUP, XIV, LLC | TCE | 20010523-0039400 | 0.72 |

**ALIGNMENT NUMBER & DESCRIPTION:** LOWER LINDEN ST SUP - LOWER LINDEN ST

| PT. NO. | ALIGN. NO. | STATION | OFFSET | NORTHING | EASTING | BEARING | DISTANCE | CHORD BEARING | CHORD LENGTH | ARC LENGTH | RADIUS ** |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 62000 | P_BL_LOWER LINDEN STREET SUP | 505+11.14 | 13.042 | 633345.8125 | 615272.8555 | N63°00'47"E | 4.139 | | | | |
| 62001 | P_BL_LOWER LINDEN STREET SUP | 505+13.22 | 16.618 | 633347.6909 | 615276.5441 | N26°55'14"W | 9.188 | | | | |
| 62002 | P_BL_LOWER LINDEN STREET SUP | 505+21.16 | 12.000 | 633355.8830 | 615272.3844 | N03°15'18"E | 52.756 | | | | |
| 62003 | P_BL_LOWER LINDEN STREET SUP | 505+73.92 | 11.998 | 633408.5543 | 615275.3798 | | | N13°19'57"W | 16.564 | 16.798 | -28.977 |
| 62004 | P_BL_LOWER LINDEN STREET SUP | 505+83.77 | 12.000 | 633424.6722 | 615271.5600 | N29°56'01"W | 9.055 | | | | |
| 62005 | P_BL_LOWER LINDEN STREET SUP | 505+92.82 | 12.000 | 633432.5192 | 615267.0416 | S60°03'59"W | 4.015 | | | | |
| 62006 | P_BL_LOWER LINDEN STREET SUP | 505+92.82 | 7.985 | 633430.5159 | 615263.5625 | S19°16'38"E | 13.172 | | | | |
| 62007 | P_BL_LOWER LINDEN STREET SUP | 505+80.87 | 5.883 | 633418.0828 | 615267.9109 | S03°15'23"W | 56.346 | | | | |
| 62008 | P_BL_LOWER LINDEN STREET SUP | 505+26.66 | 4.000 | 633361.8282 | 615264.7101 | S26°57'27"E | 17.968 | | | | |
| 62000 | P_BL_LOWER LINDEN STREET SUP | 505+11.14 | 13.042 | 633345.8125 | 615272.8555 | | | | | | |

FIGURE 3-R AREA = 604 SQ. FT. (0.01 ACRES)

**PREPARED BY**

William Dougherty — 04/15/2026 (DATE)

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

WILLIAM J. DOUGHERTY REGISTERED No. 13174 DELAWARE PROFESSIONAL ENGINEER

SEAL

**RECOMMENDED AS TO PROCESS**

Shehnaz Chaudhri — 04/15/2026

GROUP ENGINEER, ROW ENGINEERING — DATE

**LEGEND**

| | |
|---|---|
| FEE | AREA OF ACQUISITION |
| R/W | AREA OCCUPIED BY EXISTING R/W |
| P/E | PERMANENT EASEMENT |
| TCE | TEMPORARY CONSTRUCTION EASEMENT |
| * | '-' OFFSET IS LEFT OF BASELINE |
| ** | '-' CURVE TURNS TO THE LEFT |

3–R

ADDENDA / REVISIONS

SCALE 0 10 20 30 FEET

# ADAMS STREET PATHWAY PHASE II

| CONTRACT | BRIDGE NO. | N/A | SECTION |
|---|---|---|---|
| T202466302 | DESIGNED BY: | J.IORIO | JMT |
| COUNTY | | | SHEET NO. |
| NEW CASTLE | CHECKED BY: | B.DOUGHERTY | 37 |

## ACQUISITION PLAT

14-APR-2026
12:50
pw://deldot-pw.bentley.com:deldot-pw-01/Documents/01_Active_Projects/DelDOT_Capital_Projects/T202466302_JMT/400_CADD/420_ROAD/422_DESIGN_DGN/RW02_RDBF_T202466302_JMT_PLATS

# GENERAL MOT NOTES

1. MAINTENANCE OF TRAFFIC DURING LANE CLOSURES SHALL CONFORM TO TYPICAL APPLICATION 3A, 21, 21A, 23, 35B, AND 43 OF THE DELAWARE MUTCD.

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

| | |
|---|---|
| ( ) | THE CONTRACTOR SHALL NOT BE REQUIRED TO HAVE AN ATSSA SUPERVISOR ASSIGNED TO THIS PROJECT. |
| ( X ) | THE CONTRACTOR SHALL HAVE AN ATSSA SUPERVISOR ASSIGNED TO THIS PROJECT AND THAT PERSON'S SOLE RESPONSIBILITY SHALL BE THE MANAGEMENT AND SUPERVISION OF THE PROJECT'S TEMPORARY TRAFFIC CONTROL ACTIVITIES. THIS PERSON SHALL NOT HAVE ANY OTHER ROLE ON THE PROJECT. RESPONSIBILITIES AND REQUIREMENTS OF THE ATSSA SUPERVISOR ARE DEFINED IN SECTION 812 OF THE STANDARD SPECIFICATIONS. PAYMENT FOR ATSSA SUPERVISOR IS INCIDENTAL TO ITEM 801000. |

3. 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:
   - A. DRIVEWAYS
   - B. ENTRANCES
   - C. LOW VOLUME ACCESS RAMPS (IDENTIFIED IN THE CONTRACT DOCUMENTS)
   - D. EDGE DROP-OFFS ADJACENT TO LIVE ROADWAY(LANES AND SHOULDER) AND THE PROPOSED ROAD CONSTRUCTION
   - E. EDGE OF ROADWAY DROP-OFF

   GRADING AND MAINTAINING BASE COURSE THAT IS BEING USED FOR ROADWAY WEDGE/FILLET BETWEEN TRAVEL LANES AND PAVEMENT BOX, EDGE OF TRAVELWAY, DRIVEWAY OR ENTRANCE ACCESS SHALL BE INCIDENTAL TO ITEM NO. 801000 - MAINTENANCE OF TRAFFIC. THE BASE COURSE MATERIAL SHALL BE PLACED AT NO GREATER THAN THE SLOPE SPECIFIED IN DETAIL M -16 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 DELDOT STANDARD CONSTRUCTION DETAIL M-16.

4. ALL NECESSARY SIGNS, PAVEMENT MARKINGS AND ROADSIDE APPURTENANCES SHALL BE INSTALLED PRIOR TO THE OPENING/REOPENING OF A ROADWAY OR RAMP. A WALKTHROUGH WITH THE ENGINEER, TRAFFIC SAFETY, TRAFFIC CONSTRUCTION AND OTHER PERSONNEL SHALL OCCUR NO LESS THAN 48 HOURS PRIOR TO THE OPENING/REOPENING OF ANY ROAD OR RAMP.

5. MAINTAIN ANY EXISTING PEDESTRIAN FACILITIES AT ALL TIMES UNTIL NEW PEDESTRIAN FACILITIES ARE INSTALLED OR ACTIVE. IF PEDESTRIAN FACILITIES CAN NOT BE MAINTAINED AT THEIR CURRENT ACCESSIBILITY AND DETECTABILITY DURING CONSTRUCTION, PROVIDE PEDESTRIAN FLAGGERS, AN APPROVED PEDESTRIAN DETOUR, OR AN APPROVED TEMPORARY PEDESTRIAN FACILITY (IN ACCORDANCE WITH STANDARD CONSTRUCTION DETAIL M-13), TO GUIDE PEDESTRIANS THROUGH OR AROUND THE WORK ZONE. AT THE END OF THE DAYS OPERATIONS, THE PEDESTRIAN FACILITY MUST BE REOPENED TO PEDESTRIANS PER DELDOT STANDARD DETAIL M-13.

6. INSTALL TYPE III BARRICADES WITH SIDEWALK CLOSED OR SHARED USE PATH CLOSED SIGNS ON ALL NEW SIDEWALK OR SHARED USE PATH UNTIL IT IS OPEN TO THE PUBLIC.

**ALLOWABLE HOURS FOR A LANE AND TURN LANE CLOSURE ON ADAMS STREET, JACKSON STREET, LANCASTER AVENUE, MLK JR BOULEVARD, AND 2ND STREET**

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

■ ONE TRAVEL LANE PERMITTED TO BE CLOSED
□ NO TRAVEL OR TURN LANE CLOSURES PERMITTED

**ALLOWABLE ROAD CLOSURE HOURS ALONG 5TH STREET AND CARPENTER STREET**

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

■ ROADWAY PERMITTED TO BE CLOSED
□ NO TRAVEL OR TURN LANE CLOSURES PERMITTED

**ALLOWABLE LANE AND TURN LANE CLOSURE HOURS ALONG RAMP FROM NB I-95 TO MARYLAND AVENUE**

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

■ ONE TRAVEL LANE PERMITTED TO BE CLOSED
□ NO TRAVEL OR TURN LANE CLOSURES PERMITTED

# GUIDELINES FOR THE USE OF TRAFFIC OFFICERS

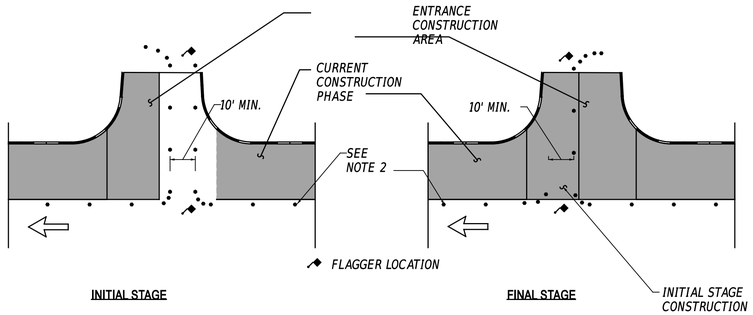
1. THE CONTRACTOR SHALL PROVIDE ONE TRAFFIC OFFICER FOR ANY OPERATION WHERE AN EXISTING SIGNALIZED INTERSECTION IS PLACED IN FLASH MODE. THE TRAFFIC OFFICER IS THE ONLY INDIVIDUAL THAT CAN PLACE A TRAFFIC SIGNAL IN FLASH MODE, AND THE TRAFFIC OFFICER SHALL STAY ON LOCATION UNTIL THE SIGNAL IS PLACED BACK IN STOP-AND-GO OPERATION IN ACCORDANCE WITH DELDOT'S TEMPORARY TRAFFIC CONTROL WITHIN INTERSECTIONS MEMORANDUM (WWW.MUTCD.DELDOT.GOV).

# TRAFFIC RESTRICTIONS NOTES

1. 3RD STREET FROM JACKSON STREET TO ADAMS STREET DURING PHASE 1 SHALL BE CLOSED FOR NO MORE THAN 65 CALENDAR DAYS. A ROAD USER COST AS STATED IN THE GENERAL NOTICES SHALL BE ASSESSED EVERY CALENDAR DAY FOR WHICH 3RD STREET IS NOT OPENED AFTER THE ALLOTTED 65 DAYS.

2. CARPENTER STREET FROM ADAMS STREET TO MONROE STREET DURING PHASE 2 SHALL BE CLOSED FOR NO MORE THAN 21 CALENDAR DAYS. A ROAD USER COST AS STATED IN THE GENERAL NOTICES SHALL BE ASSESSED EVERY CALENDAR DAY FOR WHICH CARPENTER STREET IS NOT OPENED AFTER THE ALLOTTED 21 DAYS. DURING THE DURATION OF THE ALLOTTED CLOSURE CARPENTER STREET SHALL BE OPEN EVERY DAY FROM 6:00 PM TO 7:00 AM AS NOTED IN THE LANE CLOSURE MATRICES. CARPENTER STREET MAY NOT BE CLOSED FROM 6:00 PM FRIDAY UNTIL 7:00 AM MONDAY MORNING AS NOTED IN THE LANE CLOSURE MATRICES.

3. 5TH STREET FROM ADAMS STREET TO MONROE STREET DURING PHASE 2 SHALL BE CLOSED FOR NO MORE THAN 21 CALENDAR DAYS. A ROAD USER COST AS STATED IN THE GENERAL NOTICES SHALL BE ASSESSED EVERY CALENDAR DAY FOR WHICH 5TH STREET IS NOT OPENED AFTER THE ALLOTTED 21 DAYS. DURING THE DURATION OF THE ALLOTTED CLOSURE 5TH STREET SHALL BE OPEN EVERY DAY FROM 6:00 PM TO 7:00 AM AS NOTED IN THE LANE CLOSURE MATRICES. 5TH STREET MAY NOT BE CLOSED FROM 6:00 PM FRIDAY UNTIL 7:00 AM MONDAY MORNING AS NOTED IN THE LANE CLOSURE MATRICES.




## TYPICAL DRIVEWAY/ ENTRANCE RECONSTRUCTION
### NOT TO SCALE

*NOTES:*

1. USE TRAFFIC CONTROL DEVICES AS SHOWN TO CONSTRUCT DRIVEWAYS AND ENTRANCES IN HALVES WITH FLAGGER CONTROL. RESET TRAFFIC CONTROL DEVICES TO MAIN PHASE AT THE END OF EACH WORKDAY.

2. PLACE DRUMS TO ACCOMMODATE THE DESIGN VEHICLE EXPECTED TO USE THE ENTRANCE. PROVIDE A MINIMUM 10' DRIVE AISLE UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

3. DEPENDING ON ENTRANCE TRAFFIC VOLUMES AND OTHER SITE CONDITIONS IN THE VICINITY, THE NUMBER OF FLAGGERS USED DURING ENTRANCE CONSTRUCTION ACTIVITIES MAY BE REDUCED FROM 2 TO 1, SUBJECT TO APPROVAL OF DELDOTS SAFETY OFFICER OR DESIGNEE.

4. PLACE TRAFFIC CONTROL DEVICES ALONG MAINLINE ROADWAY AS SHOWN ON CONSTRUCTION PHASING PLANS.

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

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| | | | | | |
|---|---|---|---|---|---|
| | | NOT TO SCALE | ADAMS STREET PATHWAY PHASE II | CONTRACT T202466302 | BRIDGE NO. N/A |
| | | | | COUNTY NEW CASTLE | DESIGNED BY: J.IORIO |
| | | | | | CHECKED BY: B.DOUGHERTY |

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

SECTION JMT
SHEET NO. 38

# GENERAL E&S SEQUENCE NOTES (FOR ALL PHASES)

1. POST NOI PERMIT COVERAGE SO THAT IT IS VISIBLE IN CLOSE PROXIMITY TO THE CONSTRUCTION SITE AS DIRECTED BY THE ENGINEER. THE NOTICE MUST BE IN ACCORDANCE WITH DELDOT GUIDANCE.

2. INSTALL 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.

3. ESTABLISH CONSTRUCTION STAGING AREAS AND INSTALL E&S CONTROLS.

4. ONCE PERIMETER E&S CONTROLS ARE INSTALLED, THEY SHALL BE INSPECTED AND APPROVED BY THE ENGINEER BEFORE ANY OTHER LAND DISTURBING ACTIVITIES CAN BEGIN.

5. INTERIOR EROSION AND SEDIMENT CONTROL ITEMS SHALL BE PLACED AS PER PLAN.

6. PRIOR TO COMMENCING A NEW PHASE OF CONSTRUCTION, APPROVAL IS REQUIRED FROM THE ENGINEER THAT THE AREAS WITHIN THE PREVIOUS PHASE HAVE BEEN SUFFICIENTLY STABILIZED.

7. COMPLETE PERMANENT STABILIZATION WITHIN SEVEN (7) CALENDAR DAYS UPON REACHING FINAL GRADE.

8. DO NOT REMOVE E&S DEVICES UNLESS DIRECTED BY THE ENGINEER.

# GENERAL EROSION AND SEDIMENT CONTROL (E&S) NOTES

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

DELDOT STORMWATER ENGINEER — DATE: 05/13/2026

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

EXPIRES 05/13/2031

| | |
|---|---|
| AMOUNT OF DISTURBED AREA FOR THE PROJECT | 1.7 AC |
| ADDED IMPERVIOUS FOR THE PROJECT | 7,405 SF |
| HUC-10 WATERSHED | CHRISTINA RIVER |

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

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

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

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

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

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

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

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

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

11. PER THE STANDARD PLAN NO MORE THAN 1.0 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.

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

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

ADDENDA / REVISIONS

NOT TO SCALE

**ADAMS STREET PATHWAY PHASE II**

| | |
|---|---|
| CONTRACT | T202466302 |
| COUNTY | NEW CASTLE |
| BRIDGE NO. | N/A |
| DESIGNED BY: | J.IORIO |
| CHECKED BY: | B.DOUGHERTY |

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

| | |
|---|---|
| SECTION | JMT |
| SHEET NO. | 39 |

6-MAY-2026
18:49
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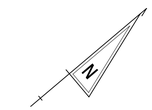

W20-1F
48" x 48"
(A)

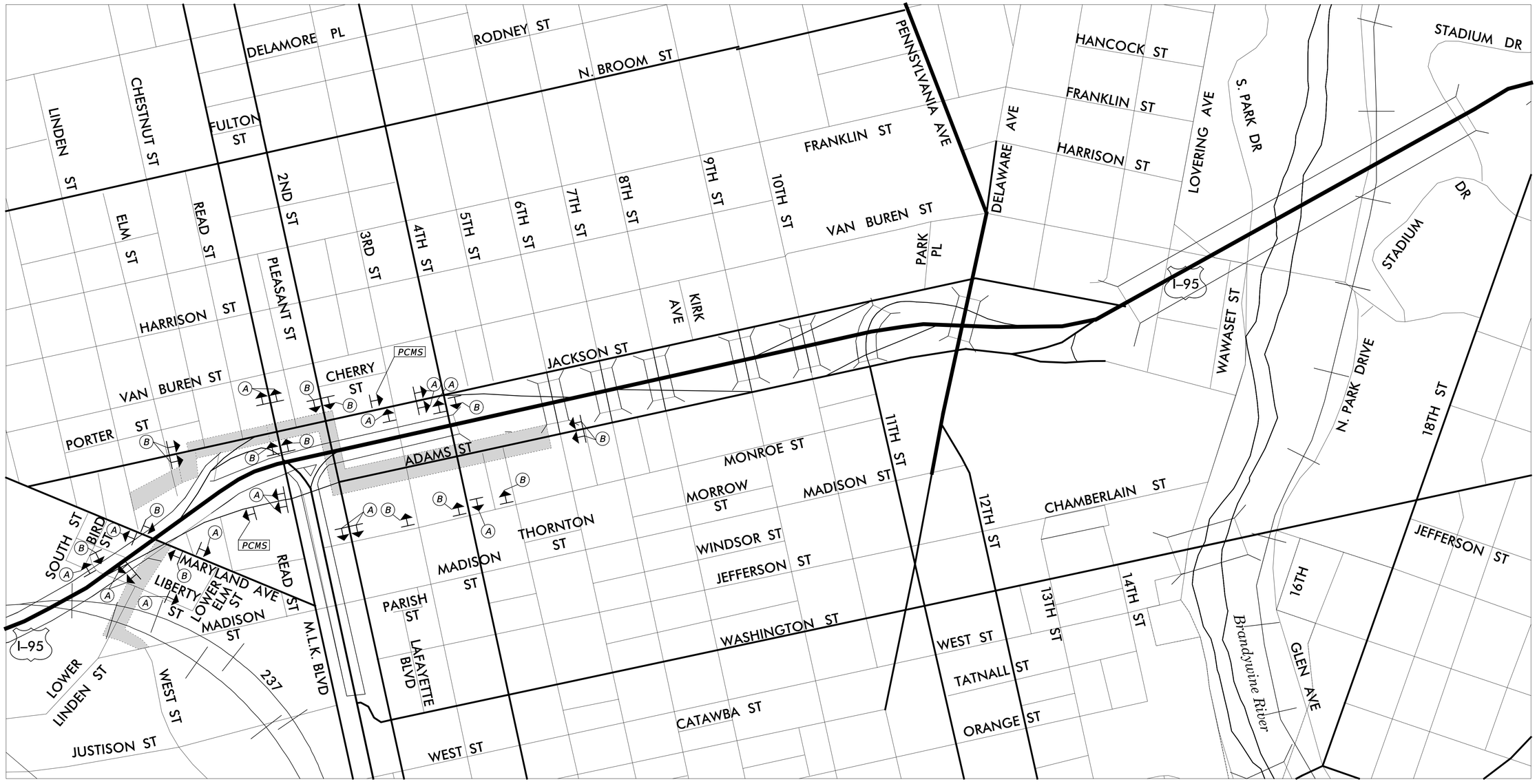



G20-2A
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(B)

NOTES:

1. PORTABLE CHANGEABLE MESSAGE SIGNS (PCMS) ARE TO BE PLACED ALONG ADAMS STREET AND JACKSON STREET 10 DAYS PRIOR TO AND 5 DAYS AFTER THE START OF CONSTRUCTION AND TRAFFIC PATTERN CHANGE.
2. SEE INDIVIDUAL PHASING PLANS FOR PLACEMENT OF TEMPORARY WARNING SIGNS. COORDINATE FINAL LOCATION OF PERMANENT WARNING SIGNS WITH THE ENGINEER.
3. ALL WARNING SIGNS SHOWN ON THIS SHEET ARE TO BE DISPLAYED THROUGHOUT THE DURATION OF THE CONTRACT AND ARE TO BE PAID FOR UNDER ITEM 810001 - TEMPORARY WARNING SIGNS AND PLAQUES.
4. ANY EXISTING SIGNS THAT CONFLICT WITH CONSTRUCTION WARNING SIGNS SHALL BE COVERED AS DIRECTED BY THE ENGINEER.




## ADVANCED WARNING SIGNS

| | | | | | |
|---|---|---|---|---|---|
| | NOT TO SCALE | ADAMS STREET PATHWAY PHASE II | CONTRACT T202466302 | BRIDGE NO. N/A | CONSTRUCTION PHASING, M.O.T., AND EROSION CONTROL PLAN |
| | | | COUNTY NEW CASTLE | DESIGNED BY: J.IORIO | SECTION JMT |
| | | | | CHECKED BY: B.DOUGHERTY | SHEET NO. 40 |

10-JUN-2026
16:13
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## PHASE 1 - SEQUENCE OF CONSTRUCTION

1. PLACE PORTABLE CHANGEABLE MESSAGE SIGNS (PCMS) TEN (10) DAYS PRIOR TO AND FIVE (5) DAYS AFTER THE START OF WORK ON ALL APPROACHES. THE MESSAGE SHALL READ "ROADWAY CONSTRUCTION BEGINS XX/XX EXPECT DELAYS." REFER TO THE ADVANCE WARNING SIGN SHEET FOR SIGN LOCATIONS.
2. UNLESS OTHERWISE INDICATED IN THIS SEQUENCE, PERFORM THE WORK FOR EACH STAGE INDEPENDENT OF EACH OTHER.
3. INSTALL EROSION AND SEDIMENT CONTROL (ESC) MEASURES AS INDICATED IN THE PLANS FOR PHASE 1 CONSTRUCTION ON N. ADAMS STREET AND 2ND STREET.
4. DETOUR W. 3RD STREET PER DETOUR PLAN A.
5. STAGE 1: SOUTHWEST CORNER OF N. ADAMS STREET AND 4TH STREET:
   a. PLACE WARNING SIGNS AS SHOWN ON THE CONSTRUCTION PHASING, MOT AND EROSION CONTROL SHEETS AS SHOWN FOR STAGE 1.
   b. DETOUR PEDESTRIANS AS SHOWN IN DETOUR PLAN E.
   c. DURING ALLOWABLE LANE CLOSURE HOURS, CLOSE THE LEFT LANE OF NORTHBOUND N. ADAMS STREET AND THE RIGHT LANE OF EASTBOUND 4TH STREET IN ACCORDANCE WITH TA-21 OF THE MUTCD.
   d. CLEAR AND GRUB AS NECESSARY.
   e. SAWCUT AND REMOVE EXISTING CURB, PAVEMENT, AND SIDEWALK. INSTALL SIGNAL UPGRADES, GABC, CURB, PEDESTRIAN CONNECTIONS, SIDEWALK, AND SHARED-USE PATH.
   f. INSTALL PROPOSED ASPHALT PAVEMENT PATCHING UP TO THE TOP OF THE "C" COURSE.
   g. STABILIZE ALL DISTURBED AREAS WITH TOPSOIL SEED AND MULCH.
6. STAGE 2: WEST CORNERS OF N. ADAMS STREET AND 3RD STREET:
   a. PLACE WARNING SIGNS AS SHOWN ON THE CONSTRUCTION PHASING, MOT, AND EROSION CONTROL SHEETS FOR STAGE 2.
   b. DETOUR PEDESTRIANS AS SHOWN IN DETOUR PLAN D.
   c. DURING ALLOWABLE LANE CLOSURE HOURS CLOSE THE LEFT LANE OF NORTHBOUND N. ADAMS STREET IN ACCORDANCE WITH TA-21 OF THE MUTCD.
   d. CLEAR AND GRUB AS NECESSARY.
   e. SAWCUT AND REMOVE EXISTING CURB, PAVEMENT AND SIDEWALK. INSTALL GABC, CURB, PEDESTRIAN CONNECTION, SIDEWALK, AND SHARED-USE PATH.
   f. INSTALL PROPOSED ASPHALT PAVEMENT PATCHING UP TO THE TOP OF THE "C" COURSE.
   g. STABILIZE ALL DISTURBED AREAS WITH TOPSOIL SEED AND MULCH.
7. STAGE 3: NORTHWEST CORNER OF N. ADAMS STREET AND W. 4TH STREET INTERSECTION (WEEKEND WORK)
   a. PLACE TEMPORARY WARNING SIGNS, TEMPORARY MARKINGS AND TRAFFIC CONTROL DEVICES AS SHOWN ON THE CONSTRUCTION PHASING, MOT, AND EROSION CONTROL SHEETS AS SHOWN FOR PHASE 1 FOR WORK ON ADAMS STREET AND 4ND STREET.
   b. DETOUR PEDESTRIANS AS SHOWN ON THE CONSTRUCTION PHASING, MOT, AND EROSION CONTROL SHEETS.
   c. DURING ALLOWABLE LANE CLOSURE HOURS, CLOSE THE LEFT LANE OF NORTHBOUND N. ADAMS STREET AND THE RIGHT LANE OF WESTBOUND 4TH STREET IN ACCORDANCE WITH TA-21 OF THE MUTCD.
   d. CLEAR AND GRUB AS NECESSARY AND STOCKPILE TOPSOIL
   e. SAWCUT AND REMOVE EXISTING CURB, PAVEMENT AND SIDEWALK. INSTALL GABC, CURB (C-16), DRAINAGE FACILITIES (CMH-2, DI-3, P-3), AND THE ADJACENT PEDESTRIAN CONNECTION. PERFORM THE AFOREMENTIONED WORK ON THE WEEKEND AS DIRECTED BY THE ENGINEER.
   f. INSTALL PROPOSED ASPHALT PATCHING UP TO THE TOP OF THE "C" COURSE.
   h. STABILIZE ALL DISTRUBED AREAS WITH TOPSOIL, SEED, AND MULCH.
8. STAGE 3: WEST SIDE OF N. ADAMS STREET (BETWEEN 2ND STREET AND 6TH STREET) AND NORTH SIDE OF 2ND STREET (BETWEEN ADAMS STREET AND JACKSON STREET):
   a. PLACE TEMPORARY WARNING SIGNS, TEMPORARY MARKINGS AND TRAFFIC CONTROL DEVICES AS SHOWN ON THE CONSTRUCTION PHASING, MOT, AND EROSION CONTROL SHEETS AS SHOWN FOR PHASE 1 FOR WORK ON ADAMS STREET AND 2ND STREET.
   b. DETOUR PEDESTRIANS AS SHOWN ON THE CONSTRUCTION PHASING, MOT, AND EROSION CONTROL SHEETS.
   c. DURING ALLOWABLE LANE CLOSURE HOURS, CLOSE THE LEFT LANE OF NORTHBOUND N. ADAMS STREET, LEFT THROUGH LANE OF JACKSON STREET, AND THE RIGHT LANE OF WESTBOUND 2ND STREET IN ACCORDANCE WITH TA-21 OF THE MUTCD.
   d. CLEAR AND GRUB AS NECESSARY.
   e. OPEN CUT AND INSTALL CONDUITS ACROSS JACKSON STREET AND W. 2ND STREET UTILIZING TA-21 OF THE MUTCD.
   f. SAWCUT AND REMOVE EXISTING CURB, PAVEMENT, AND SIDEWALK. INSTALL SIGNALIZATION UPGRADES, LIGHTING BASES AND CONDUIT, GABC, CURB, SHARED-USE PATH, PEDESTRIAN CONNECTIONS, BRICK, SIDEWALK, AND RETAINING WALL.
   g. INSTALL PROPOSED ASPHALT PATCHING UP TO THE TOP OF THE "C" COURSE.
   h. STABILIZE ALL DISTRUBED AREAS WITH TOPSOIL, SEED, AND MULCH.
   i. AFTER VEGETATION HAS STABILIZED ALL DISTURBED AREAS IN ACCORDANCE WITH THE PLANS AND AS DIRECTED BY THE STORMWATER ENGINEER, REMOVE SEDIMENT CONTROL DEVICES.
9. SOUTH OF MARYLAND AVENUE (MAY BE PERFORMED CONCURRENTLY WITH PHASE 1 WORK ABOVE)
   a. COORDINATE WITH AMTRAK PER RAILDROAD NOTES ON THE PROJECT NOTES (PN) SHEET PRIOR TO BEGINNING ANY WORK SOUTH OF MARYLAND AVENUE.
   b. PLACE PORTABLE CHANGEABLE MESSAGE SIGNS (PCMS) TEN (10) DAYS PRIOR TO AND FIVE (5) DAYS AFTER THE START OF WORK ON ALL APPROACHES. THE MESSAGE SHALL READ "ROADWAY CONSTRUCTION BEGINS XX/XX EXPECT DELAYS." REFER TO THE ADVANCE WARNING SIGN SHEET FOR SIGN LOCATIONS.
   c. INSTALL ALL PERMANENT WARNING SIGNS AS SHOWN ON THE CONSTRUCTION PHASING, MOT, AND EROSION CONTROL SHEETS FOR CONSTRUCTION SOUTH OF MARYLAND AVENUE.
   d. INSTALL EROSION AND SEDIMENT CONTROL PERIMETER CONTROL MEASURES AS NOTED IN THE PLANS FOR PHASE 1 CONSTRUCTION SOUTH OF MARYLAND AVENUE.
   e. DETOUR PEDESTRIANS AS SHOWN ON DETOUR PLAN C.

## PHASE 1 - SEQUENCE OF CONSTRUCTION

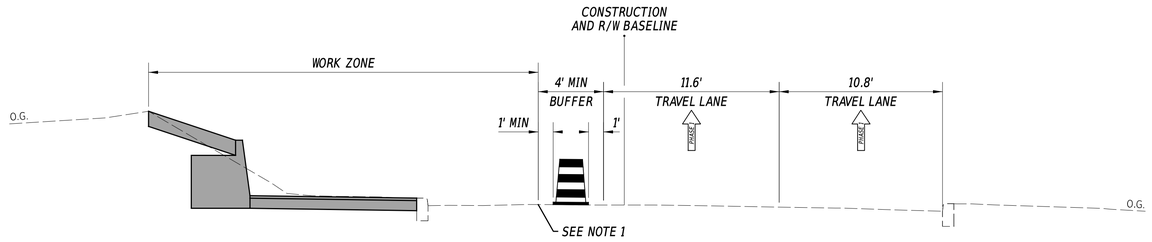
   f. FOR I-95 RAMP ISLAND CONSTRUCTION, DURING ALLOWABLE LANE CLOSURE HOURS, CLOSE THE RIGHT LANE OF THE I-95 RAMP IN ACCORDANCE WITH TA-33 OF THE DELAWARE MUTCD. ALSO, CLOSE THE RIGHT THROUGH LANE ON MARYLAND AVENUE DURING ALLOWABLE LANE CLOSURE HOURS IN ACCORDANCE WITH TA-21 OF THE DELAWARE MUTCD. PERFORM ISLAND WORK ON WEEKENDS AS DIRECTED BY OF THE ENGINEER.
   g. CLEAR AND GRUB AS NECESSARY FOR.
   h. SAWCUT AND REMOVE EXISTING CURB, PAVEMENT, AND SIDEWALK. INSTALL TRAFFIC SIGNAL UPGRADES, LIGHTING BASES AND CONDUIT, GABC, CURB, SHARED-USE PATH, PEDESTRIAN CONNECTIONS, BRICK, SIDEWALK, RETAINING WALL, AND FENCING.
   i. INSTALL PROPOSED ASPHALT PAVING UP TO THE TOP OF THE "C" COURSE.
   j. STABILIZE ALL DISTURBED AREAS WITH TOPSOIL SEED AND MULCH.
   k. AFTER VEGETATION HAS STABILIZED ALL DISTURBED AREAS IN ACCORDANCE WITH THESE PLANS AND AS DIRECTED BY THE STORMWATER ENGINEER, REMOVE SEDIMENT CONTROL DEVICES.
   l. ACTIVATE PEDESTRIAN SIGNALS INSTALLED IN PHASE 1, REMOVE ALL VEHICULAR AND PEDESTRIAN DETOURS AND OPEN ALL LANES TO TRAFFIC.
   m. INSTALL PERMANENT SIGNING AND STRIPING FROM LOWER LINDEN STREET AT THE NORTH LEG OF WEST STREET TO THE S. MADISON STREET AND WEST STREET INTERSECTION AS SHOWN ON THE SIGNING, STRIPING, AND CONDUIT PLANS. CLOSE LANES AS NECESSARY DURING THE ALLOWABLE LANE CLOSURE HOURS TO COMPLETE THE WORK UTILIZING TA-21 AND TA-21A, AS NECESSARY.

**NOTE:**

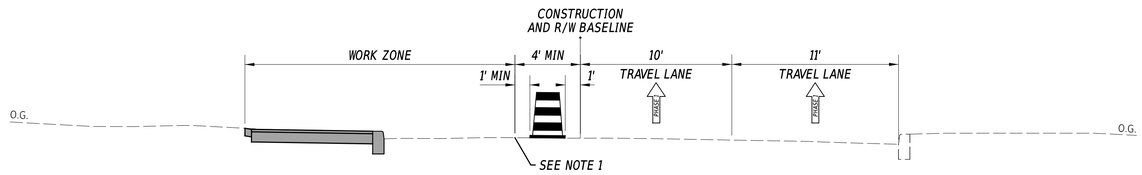
DISINCENTIVES WILL BE UTILIZED FOR WEEKEND WORK PERIODS NOTED IN THE SEQUENCE OF CONSTRUCTION.

| | | | | | | |
|---|---|---|---|---|---|---|
| | NOT TO SCALE | ADAMS STREET PATHWAY PHASE II | CONTRACT T202466302 | BRIDGE NO. N/A | CONSTRUCTION PHASING, M.O.T., AND EROSION CONTROL PLAN - PHASE 1 | SECTION JMT |
| | | | COUNTY NEW CASTLE | DESIGNED BY: J.IORIO | | SHEET NO. 41 |
| | | | | CHECKED BY: B.DOUGHERTY | | |

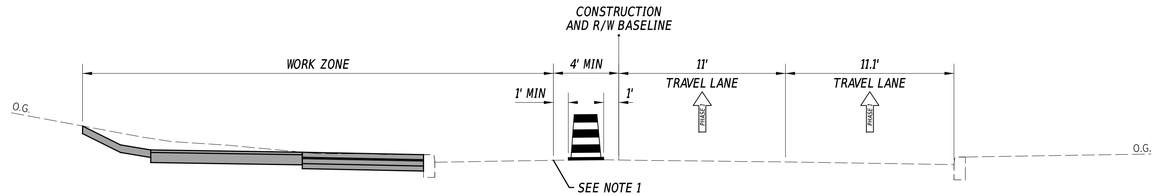
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12:49
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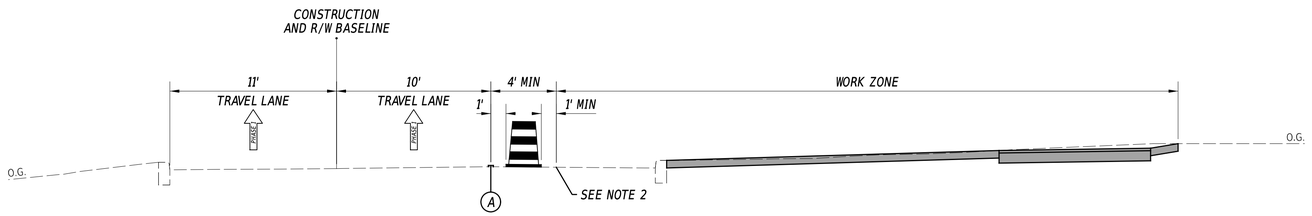

**PHASE 1: ADAMS STREET**
**STA. 119+50 TO STA. 123+89**




**PHASE 1: ADAMS STREET**
**STA. 115+85 TO STA. 119+50**




**PHASE 1: ADAMS STREET**
**STA. 111+64 TO STA. 115+60**




**PHASE 1: W. 2ND STREET**
**STA. 400+24 TO STA. 403+30**

## MAINTENANCE OF TRAFFIC LEGEND

- PLASTIC DRUMS
- PORTABLE P.C.C. SAFETY BARRIER
- SECTION TO BE CONSTRUCTED IN PHASE
- SECTION CONSTRUCTED IN PREVIOUS PHASE(S)
- PHASE 1 — TRAFFIC DIRECTION ARROW
- (A) TEMPORARY MARKINGS, LATEX, WHITE 4" SOLID (ITEM 860004)
- (B) TEMPORARY MARKINGS, LATEX, YELLOW 4" SOLID (ITEM 860004)
- (E) TEMPORARY MARKINGS, LATEX, WHITE 4" DASHED 10' LINE & 30' GAP (ITEM 860004)
- (F) TEMPORARY MARKINGS, LATEX, WHITE SYMBOL/LEGEND (ITEM 860007)
- (M) TEMPORARY MARKINGS, LATEX, WHITE 10" SOLID (ITEM 860005)
- (N) 4" DASHED YELLOW TEMPORARY TAPE PAVEMENT STRIPING, 10' LINE & 30' GAP (ITEM 865001)
- (P) TEMPORARY MARKINGS, LATEX, WHITE 4" DOTTED - 2' LINE & 6' GAP (ITEM 860004)
- (R) 6" BLACKOUT TAPE (ITEM 866001)
- (S) 8" BLACKOUT TAPE (ITEM 866002)
- (T) TEMPORARY MARKINGS, LATEX, WHITE 10" DOTTED - 2' LINE & 6' GAP (ITEM 860005)

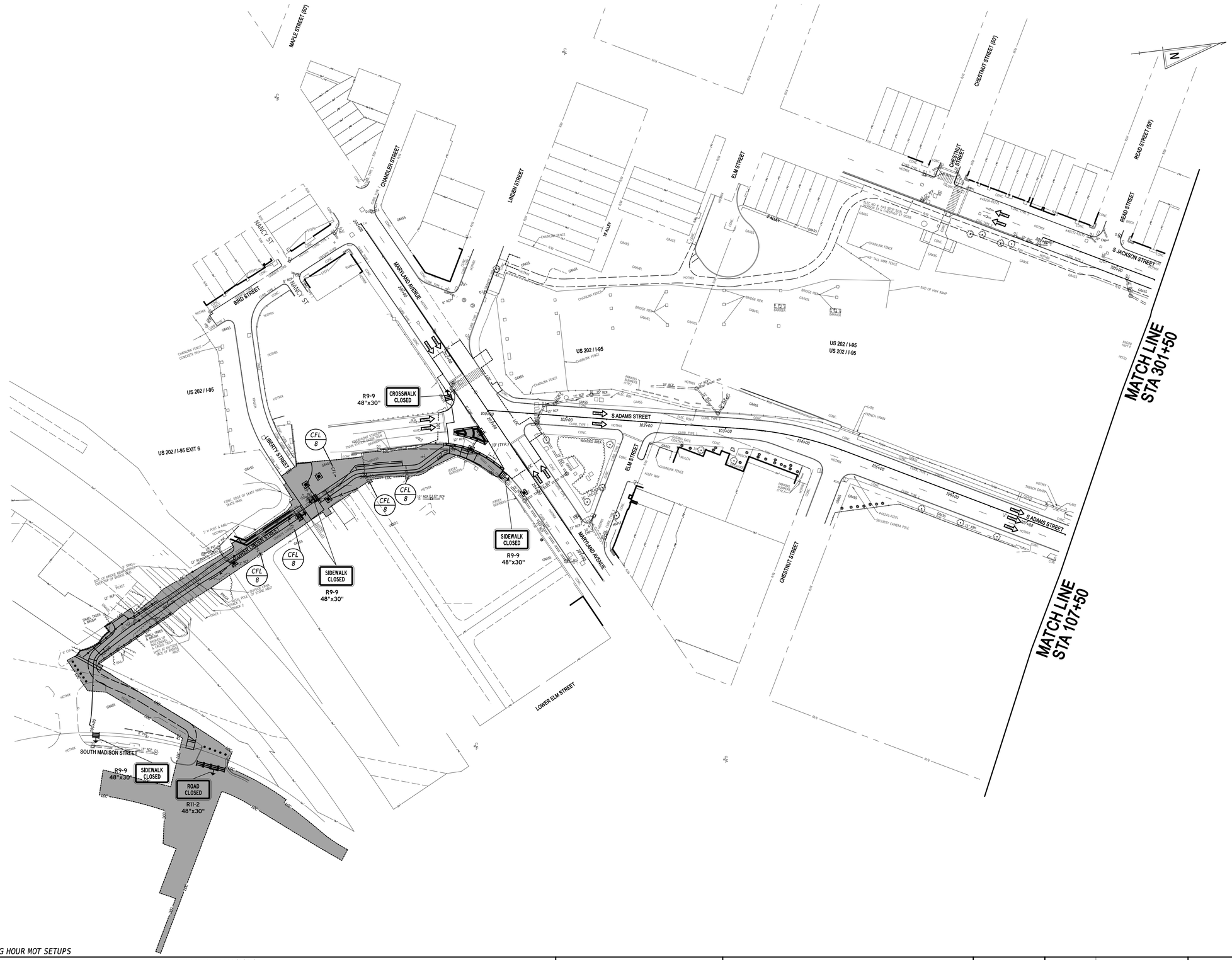
NOTE: MARKING TYPE SHALL MATCH PLAN SHEET SPECIFICATION

*NOTES:*

1. CLOSE LEFT LANE DURING ALLOWABLE LANE CLOSURE HOURS IN ACCORDANCE WITH TA-21 OF THE DE MUTCD
2. CLOSE RIGHT LANE DURING ALLOWABLE LANE CLOSURE HOURS IN ACCORDANCE WITH TA-21 OF THE DE MUTCD

| ADDENDA / REVISIONS | | NOT TO SCALE | ADAMS STREET PATHWAY PHASE II | CONTRACT | T202466302 | BRIDGE NO. | N/A | CONSTRUCTION PHASING, M.O.T., AND EROSION CONTROL PLAN - PHASE 1 | SECTION | JMT |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | COUNTY | NEW CASTLE | DESIGNED BY: | J.IORIO | | SHEET NO. | 42 |
| | | | | | | CHECKED BY: | B.DOUGHERTY | | | |

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pw://deldot-pw.bentley.com:deldot-pw-01/Documents/01_Active_Projects/DelDOT_Capital_Projects/T202466302_JMT/400_CADD/420_ROAD/423_SHEET_DGN/CS00_RDSF_T202466302_JMT_CS_00




NOTE: PLANS DEPICT NON-WORKING HOUR MOT SETUPS

| ADDENDA / REVISIONS | |
|---|---|
| | |
| | |
| | |
| | |

SCALE
0 60 120 180
FEET

# ADAMS STREET PATHWAY PHASE II

| CONTRACT | BRIDGE NO. | N/A |
|---|---|---|
| T202466302 | DESIGNED BY: | J.IORIO |
| COUNTY | CHECKED BY: | B.DOUGHERTY |
| NEW CASTLE | | |

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

| SECTION |
|---|
| JMT |
| SHEET NO. |
| 43 |

9-JUN-2026
12:49
pw://deldot-pw.bentley.com:deldot-pw-01/Documents/01_Active_Projects/DelDOT_Capital_Projects/T202466302_JMT/400_CADD/420_ROAD/423_SHEET_DGN/CS01_ROSF_T202466302_JMT_PH1

MATCH LINE
STA 301+50

MATCH LINE
STA 107+50

LANCASTER AVE (80')
PLEASANT ST (30')
2ND (49')
CHERRY ST (30')
3RD STREET
4TH STREET (62.5')
N. JACKSON STREET
W. 2ND STREET
W. 3RD STREET
W. 4TH STREET
W. 5TH STREET
4' ALLEY
LANCASTER AVE / MLK JR. BLVD
PLEASANT STREET (30')
CONRAD STREET - VACATED
CARPENTER STREET
N. ADAMS STREET
US 202 / I-95

DETOUR
M4-9b
30"x30"

SIDEWALK CLOSED AHEAD
CROSS HERE
R9-11
24"x18"

SIDEWALK CLOSED AHEAD
R9-9
24"x12"

END DETOUR
M4-8a
24"x18"

SIDEWALK CLOSED
R9-9
48"x30"

CROSSWALK CLOSED
R9-9
48"x30"

ROAD CLOSED
R11-2
48"x30"

*NOTE: PLANS DEPICT NON-WORKING HOUR MOT SETUPS*

*PHASE 1 - STAGE 1*

| ADDENDA / REVISIONS | |
|---|---|
| | |
| | |
| | |
| | |

SCALE
0 60 120 180
FEET

# ADAMS STREET PATHWAY
# PHASE II

| CONTRACT | BRIDGE NO. | N/A |
|---|---|---|
| T202466302 | DESIGNED BY: | J.IORIO |
| COUNTY | CHECKED BY: | B.DOUGHERTY |
| NEW CASTLE | | |

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

| SECTION |
|---|
| JMT |
| SHEET NO. |
| 44 |

9-JUN-2026
12:49
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MATCH LINE
STA 301+50

MATCH LINE
STA 107+50

LANCASTER AVE (80')
PLEASANT ST (30')
2ND (49')
CHERRY ST (30')
3RD STREET
4TH STREET (62.5')
N. JACKSON STREET
N. ADAMS STREET
LANCASTER AVE / MLK JR. BLVD
W. 2ND STREET
W. 3RD STREET
W. 4TH STREET
W. 5TH STREET
PLEASANT STREET (30')
CONRAD STREET - VACANTED
CARPENTER STREET
4' ALLEY
US 202 / I-95

SIDEWALK CLOSED AHEAD
CROSS HERE
R9-11
24"x18"

DETOUR
M4-9b
30"x30"

END DETOUR
M4-8a
24"x18"

SIDEWALK CLOSED

CROSSWALK CLOSED
R9-9
48"x30"

ROAD CLOSED
R11-2
48"x30"

R9-9
24"x12"

NOTE: PLANS DEPICT NON-WORKING HOUR MOT SETUPS

PHASE 1 - STAGE 2

| ADDENDA / REVISIONS | | SCALE 0 60 120 180 FEET | ADAMS STREET PATHWAY PHASE II | CONTRACT T202466302 | BRIDGE NO. N/A | CONSTRUCTION PHASING, M.O.T., AND EROSION CONTROL PLAN - PHASE 1 | SECTION JMT |
|---|---|---|---|---|---|---|---|
| | | | | COUNTY NEW CASTLE | DESIGNED BY: J.IORIO | | SHEET NO. 45 |
| | | | | | CHECKED BY: B.DOUGHERTY | | |

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## TEMPORARY PAVEMENT MARKINGS LEGEND

| SYM. | ITEM | QUANTITY |
|---|---|---|
| (A) | TEMPORARY MARKINGS LATEX, WHITE 4" SOLID (ITEM 860004) | 260 LF |
| (F) | TEMPORARY MARKINGS, LATEX, WHITE SYMBOL/LEGEND (ITEM 860007) | 36 SF |
| (P) | TEMPORARY MARKINGS, LATEX, WHITE 4" DOTTED - 2' LINE & 6' GAP (ITEM 860004) | 20 LF |

MATCH LINE STA 301+50

MATCH LINE STA 107+50

LANCASTER AVE (80')
PLEASANT ST (30')
2ND (49')
CHERRY ST (30')
3RD STREET
4TH STREET (62.5')
N. JACKSON STREET
W. 2ND STREET
W. 3RD STREET
W. 4TH STREET
W. 5TH STREET
LANCASTER AVE / MLK JR. BLVD
N. ADAMS STREET
PLEASANT STREET (30')
CONRAD STREET - VACATED
CARPENTER STREET
4' ALLEY
NORRIS RUN
US 202 / I-95

DETOUR M4-9b 30"x30"
CROSSWALK CLOSED R9-9 48"x30"
SIDEWALK CLOSED R9-9 48"x30"
SIDEWALK CLOSED AHEAD R9-9 24"x12"
SIDEWALK CLOSED AHEAD CROSS HERE R9-11 24"x18"
ROAD CLOSED R11-2 48"x30"
END DETOUR M4-8a 24"x18"
TIE INTO EXISTING STRIPING

PROVIDED LANE CLOSURE = 110'
REQUIRED LANE CLOSURE TAPER 110'
=10.5'(25)(25)/60
SPEED = 25 MPH
SHIFT WIDTH = 10.5'

NOTE: PLANS DEPICT NON-WORKING HOUR MOT SETUPS

PHASE 1 - STAGE 3

| ADDENDA / REVISIONS | |
|---|---|
| | |
| | |
| | |
| | |

SCALE
0 60 120 180
FEET

# ADAMS STREET PATHWAY PHASE II

| CONTRACT | BRIDGE NO. | N/A |
|---|---|---|
| T202466302 | DESIGNED BY: | J.IORIO |
| COUNTY | CHECKED BY: | B.DOUGHERTY |
| NEW CASTLE | | |

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

| SECTION |
|---|
| JMT |
| SHEET NO. |
| 46 |

9-JUN-2026
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pw://deldot-pw.bentley.com:deldot-pw-01/Documents/01_Active_Projects/DelDOT_Capital_Projects/T202466302_JMT/400_CADD/420_ROAD/423_SHEET_DGN/CS01_ROSF_T202466302_JMT_PH1

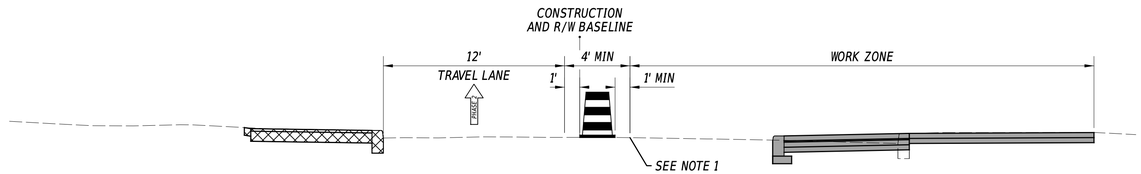
## PHASE 2 - SEQUENCE OF CONSTRUCTION

1. PLACE PORTABLE CHANGEABLE MESSAGE SIGNS (PCMS) TEN (10) DAYS PRIOR TO AND FIVE (5) DAYS AFTER THE START OF WORK ON ALL APPROACHES. THE MESSAGE SHALL READ "ROADWAY CONSTRUCTION BEGINS XX/XX EXPECT DELAYS." REFER TO THE ADVANCE WARNING SIGN SHEET FOR SIGN LOCATIONS.
2. UNLESS OTHERWISE INDICATED IN THIS SEQUENCE, PERFORM THE WORK FOR EACH STAGE INDEPENDENT OF EACH OTHER.
3. INSTALL EROSION AND SEDIMENT CONTROL (ESC) MEASURES AS INDICATED IN THE PLANS FOR PHASE 2 CONSTRUCTION.
4. MAINTAIN PARKING RESTRICTION INSTALLED IN PHASE ONE ON N. ADAMS STREET BETWEEN 4TH AND 6TH STREET.
5. STAGE 1: SOUTHEAST CORNER OF N. ADAMS STREET AND 4TH STREET:
   a. PLACE WARNING SIGNS AS SHOWN ON THE CONSTRUCTION PHASING, MOT AND EROSION CONTROL SHEETS AS SHOWN FOR STAGE 1.
   b. DURING ALLOWABLE LANE CLOSURE HOURS, CLOSE THE RIGHT LANE OF NORTHBOUND N. ADAMS STREET AND THE RIGHT LANE OF EASTBOUND 4TH STREET IN ACCORDANCE WITH TA-21 OF THE MUTCD.
   c. CLEAR AND GRUB AS NECESSARY.
   d. SAWCUT AND REMOVE EXISTING CURB, PAVEMENT, AND SIDEWALK. INSTALL SIGNAL UPGRADES, GABC, CURB, PEDESTRIAN CONNECTIONS, AND SIDEWALK.
   e. INSTALL PROPOSED ASPHALT PAVEMENT PATCHING UP TO THE TOP OF THE "C" COURSE.
   f. STABILIZE ALL DISTURBED AREAS WITH TOPSOIL SEED AND MULCH.
6. STAGE 2: NORTHEAST CORNER OF N. ADAMS STREET AND 4TH STREET:
   a. PLACE WARNING SIGNS AS SHOWN ON THE CONSTRUCTION PHASING, MOT AND EROSION CONTROL SHEETS AS SHOWN FOR STAGE 2.
   b. DURING ALLOWABLE LANE CLOSURE HOURS, CLOSE THE RIGHT TURN LANE AND THE RIGHT THROUGH LANE OF NORTHBOUND N. ADAMS STREET AND THE RIGHT LANE OF WESTBOUND 4TH STREET IN ACCORDANCE WITH TA-21 OF THE MUTCD.
   c. CLEAR AND GRUB AS NECESSARY.
   d. SAWCUT AND REMOVE EXISTING CURB, PAVEMENT, AND SIDEWALK. INSTALL SIGNAL UPGRADES, DRAINAGE FACILITIES, GABC, CURB, PEDESTRIAN CONNECTIONS, AND SIDEWALK.
   e. INSTALL PROPOSED ASPHALT PAVEMENT PATCHING UP TO THE TOP OF THE "C" COURSE.
   f. STABILIZE ALL DISTURBED AREAS WITH TOPSOIL SEED AND MULCH.
7. STAGE 3: N. ADAMS STREET BETWEEN 4TH STREET AND 6TH STREET:
   a. PLACE WARNING SIGNS AS SHOWN ON THE CONSTRUCTION PHASING, MOT AND EROSION CONTROL SHEETS AS SHOWN FOR STAGE 3.
   b. DURING ALLOWABLE LANE CLOSURE HOURS, CLOSE THE RIGHT THROUGH LANE OF NORTHBOUND N. ADAMS STREET ACCORDANCE WITH TA-21 OF THE MUTCD. THE CONTRACTOR IS PERMITTED TO CLOSE CARPENTER STREET AND 5TH STREET TO THROUGH TRAFFIC BETWEEN 9AM AND 4PM EACH DAY USING DETOUR PLAN B. THE CLOSURE IS NOT PERMITTED BETWEEN 4PM AND 9AM WITHOUT ADVANCED PERMISSION BY THE ENGINEER.
   c. CLEAR AND GRUB AS NECESSARY.
   d. SAWCUT AND REMOVE EXISTING CURB, PAVEMENT, AND SIDEWALK. INSTALL SIGNAL UPGRADES, GABC, CURB, PEDESTRIAN CONNECTIONS, AND SIDEWALK.
   e. INSTALL PROPOSED ASPHALT PAVEMENT PATCHING UP TO THE TOP OF THE "C" COURSE.
   f. STABILIZE ALL DISTURBED AREAS WITH TOPSOIL SEED AND MULCH.

## MAINTENANCE OF TRAFFIC LEGEND

- PLASTIC DRUMS
- PORTABLE P.C.C. SAFETY BARRIER
- SECTION TO BE CONSTRUCTED IN PHASE
- SECTION CONSTRUCTED IN PREVIOUS PHASE(S)
- PHASE I — TRAFFIC DIRECTION ARROW
- (A) TEMPORARY MARKINGS, LATEX, WHITE 4" SOLID (ITEM 860004)
- (B) TEMPORARY MARKINGS, LATEX, YELLOW 4" SOLID (ITEM 860004)
- (E) TEMPORARY MARKINGS, LATEX, WHITE 4" DASHED 10' LINE & 30' GAP (ITEM 860004)
- (F) TEMPORARY MARKINGS, LATEX, WHITE SYMBOL/LEGEND (ITEM 860007)
- (M) TEMPORARY MARKINGS, LATEX, WHITE 10" SOLID (ITEM 860005)
- (N) 4" DASHED YELLOW TEMPORARY TAPE PAVEMENT STRIPING, 10' LINE & 30' GAP (ITEM 865001)
- (P) TEMPORARY MARKINGS, LATEX, WHITE 4" DOTTED - 2' LINE & 6' GAP (ITEM 860004)
- (R) 6" BLACKOUT TAPE (ITEM 866001)
- (S) 8" BLACKOUT TAPE (ITEM 866002)
- (T) TEMPORARY MARKINGS, LATEX, WHITE 10" DOTTED - 2' LINE & 6' GAP (ITEM 860005)

NOTE: MARKING TYPE SHALL MATCH PLAN SHEET SPECIFICATION




**PHASE 2: ADAMS STREET**
**STA. 118+53 TO STA. 121+58**

NOTES:
1. CLOSE RIGHT LANE DURING ALLOWABLE LANE CLOSURE HOURS IN ACCORDANCE WITH TA-21 OF THE DE MUTCD

| ADDENDA / REVISIONS | | NOT TO SCALE | ADAMS STREET PATHWAY PHASE II | CONTRACT T202466302 | BRIDGE NO. N/A | CONSTRUCTION PHASING, M.O.T., AND EROSION CONTROL PLAN | SECTION JMT |
|---|---|---|---|---|---|---|---|
| | | | | COUNTY NEW CASTLE | DESIGNED BY: J.IORIO | | SHEET NO. 47 |
| | | | | | CHECKED BY: B.DOUGHERTY | | |

8-JUN-2026
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pw://deldot-pw.bentley.com:deldot-pw-01/Documents/01_Active_Projects/DelDOT_Capital_Projects/T202466302_JMT/400_CADD/420_ROAD/423_SHEET_DGN/CS00_RDSF_T202466302_JMT_CS_00

MATCH LINE
STA 301+50

MATCH LINE
STA 107+50

LANCASTER AVE (80')
PLEASANT ST (30')
2ND (49')
CHERRY ST (30')
3RD STREET
4TH STREET (82.5')
N. JACKSON STREET
4' ALLEY
W. 2ND STREET
W. 3RD STREET
W. 4TH STREET
W. 5TH STREET
LANCASTER AVE / MLK JR. BLVD
N. ADAMS STREET
CONRAD STREET - VACATED
CARPENTER STREET
PLEASANT STREET (30')
NORRIS RUN

R3-8
48"x30"
ONLY
ONLY

DETOUR
M4-9b
30"x30"

R9-9
24"x12"
CROSSWALK CLOSED

SIDEWALK CLOSED AHEAD
CROSS HERE
R9-11
24"x18"

END DETOUR
M4-8a
24"x18"

SIDEWALK CLOSED
R9-9
24"x12"

## TEMPORARY PAVEMENT MARKINGS LEGEND

| SYM. | ITEM | QUANTITY |
|---|---|---|
| (E) | TEMPORARY MARKINGS, LATEX, WHITE 4" DOTTED - 10' LINE & 30' GAP (ITEM 860004) | 65 LF |

NOTE: PLANS DEPICT NON-WORKING HOUR MOT SETUPS

PHASE 2 - STAGE 1

ADDENDA / REVISIONS

SCALE
0 60 120 180
FEET

# ADAMS STREET PATHWAY
# PHASE II

| CONTRACT | BRIDGE NO. | N/A |
|---|---|---|
| T202466302 | DESIGNED BY: | J.IORIO |
| COUNTY | CHECKED BY: | B.DOUGHERTY |
| NEW CASTLE | | |

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

| SECTION |
|---|
| JMT |
| SHEET NO. |
| 48 |

8-JUN-2026
15:30
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MATCH LINE
STA 301+50

MATCH LINE
STA 107+50

LANCASTER AVENUE

PLEASENT STREET

W. 2ND STREET

W. 3RD STREET

W. 4TH STREET

LANCASTER AVENUE/
M.K.JR BOULEVARD

N. JACKSON STREET

CARPENTER STREET

W. 5TH STREET

*PROVIDED LANE SHIFT = 155'*
*REQUIRED LANE SHIFT TAPER 115'*
*=11'(25)/(25)/60*
*SPEED = 25 MPH*
*SHIFT WIDTH = 11'*

*TIE INTO EXISTING STRIPING*

R3-8
48"x30"

W1-4-DE
48"x48"

W1-4
48"x48"

R11-2
48"x30"

R9-9
24"x12"
CROSSWALK CLOSED

M4-9b
30"x30"
DETOUR

M4-8a
24"x18"
END DETOUR

R9-9
24"x12"
SIDEWALK CLOSED

M4-9b
30"x30"
DETOUR

R11-1
24"x18"
SIDEWALK CLOSED AHEAD
CROSS HERE

M4-8a
24"x18"
END DETOUR

R11-1
24"x18"
SIDEWALK CLOSED AHEAD
CROSS HERE

*TIE INTO EXISTING STRIPING*

## TEMPORARY PAVEMENT MARKINGS LEGEND

| SYM. | ITEM | QUANTITY |
|---|---|---|
| (A) | *TEMPORARY MARKINGS, LATEX, WHITE 4" SOLID (ITEM 860004)* | *215 LF* |
| (F) | *TEMPORARY MARKINGS, LATEX, WHITE SYMBOL/LEGEND (ITEM 860007)* | *55 SF* |

*NOTE: PLANS DEPICT NON-WORKING HOUR MOT SETUPS*

*PHASE 2 - STAGE 2*

ADDENDA / REVISIONS

SCALE
0 60 120 180
FEET

# ADAMS STREET PATHWAY
# PHASE II

| | | | |
|---|---|---|---|
| CONTRACT | T202466302 | BRIDGE NO. | N/A |
| COUNTY | NEW CASTLE | DESIGNED BY: | J.IORIO |
| | | CHECKED BY: | B.DOUGHERTY |

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

SECTION: JMT
SHEET NO.: 49

8-JUN-2026
15:30
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MATCH LINE
STA 301+50

MATCH LINE
STA 107+50

LANCASTER AVENUE

PLEASANT STREET

W. 2ND STREET

W. 3RD STREET

W. 4TH STREET

W. 5TH STREET

LANCASTER AVENUE/
MLK JR BOULEVARD

N. JACKSON STREET

CARPENTER STREET

NORRIS RUN

*PROVIDED LANE SHIFT = 155'*
*REQUIRED LANE SHIFT TAPER 115'*
*=11'(25)/(25)/60*
*SPEED = 25 MPH*
*SHIFT WIDTH = 11'*

*TIE INTO EXISTING STRIPING*

R3-8
48"x30"

W1-4-DE
48"x48"

W1-4
48"x48"

R11-2
48"x30"

R11-9
24"x18"

M4-8a
24"x18"
END DETOUR

M4-9b
30"x30"
DETOUR

R9-9
48"x30"
SIDEWALK CLOSED

R9-9
24"x12"
SIDEWALK CLOSED AHEAD

## TEMPORARY PAVEMENT MARKINGS LEGEND

| SYM. | ITEM | QUANTITY |
|---|---|---|
| (A) | *TEMPORARY MARKINGS, LATEX, WHITE 4" SOLID (ITEM 860004)* | *215 LF* |
| (F) | *TEMPORARY MARKINGS, LATEX, WHITE SYMBOL/LEGEND (ITEM 860007)* | *55 SF* |

*NOTE: PLANS DEPICT NON-WORKING HOUR MOT SETUPS*

*PHASE 2 - STAGE 3*

ADDENDA / REVISIONS

SCALE
0 60 120 180
FEET

# ADAMS STREET PATHWAY
# PHASE II

| | |
|---|---|
| CONTRACT | T202466302 |
| COUNTY | NEW CASTLE |
| BRIDGE NO. | N/A |
| DESIGNED BY: | J.IORIO |
| CHECKED BY: | B.DOUGHERTY |

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

| SECTION |
|---|
| JMT |
| SHEET NO. |
| 50 |

8-JUN-2026
15:30
pw:\\deldot-pw.bentley.com:deldot-pw-01\Documents\01_Active_Projects\DelDOT_Capital_Projects\T202466302_JMT\400_CADD\420_ROAD\423_SHEET_DGN\CS02_ROSE_T202466302_JMT_PH2

## PHASE 3 - SEQUENCE OF CONSTRUCTION

1. *PLACE PORTABLE CHANGEABLE MESSAGE SIGNS (PCMS) TEN (10) DAYS PRIOR TO AND FIVE (5) DAYS AFTER THE START OF WORK ON ALL APPROACHES. THE MESSAGE SHALL READ "ROADWAY CONSTRUCTION BEGINS XX/XX EXPECT DELAYS." REFER TO THE ADVANCE WARNING SIGN SHEET FOR SIGN LOCATIONS.*
2. *UNLESS OTHERWISE INDICATED IN THIS SEQUENCE, PERFORM THE WORK FOR EACH STAGE INDEPENDENT OF EACH OTHER.*
3. *INSTALL EROSION AND SEDIMENT CONTROL (ESC) MEASURES AS INDICATED IN THE PLANS FOR PHASE 2 CONSTRUCTION.*
4. *STAGE 1: SOUTHEAST CORNER OF N. JACKSON STREET AND LANCASTER AVENUE:*
   a. *PLACE WARNING SIGNS AND TEMPORARY MARKINGS AS SHOWN ON THE CONSTRUCTION PHASING, MOT AND EROSION CONTROL SHEETS AS SHOWN FOR STAGE 1.*
   b. *DURING ALLOWABLE LANE CLOSURE HOURS, CLOSE THE RIGHT LANE OF EASTBOUND LANCASTER AVENUE IN ACCORDANCE WITH TA-21 OF THE MUTCD.*
   c. *CLEAR AND GRUB AS NECESSARY.*
   d. *SAWCUT AND REMOVE EXISTING CURB, PAVEMENT, AND SIDEWALK. INSTALL SIGNAL UPGRADES, GABC, CURB, PEDESTRIAN CONNECTION, AND SIDEWALK.*
   e. *INSTALL PROPOSED ASPHALT PAVEMENT PATCHING UP TO THE TOP OF THE "C" COURSE.*
   f. *STABILIZE ALL DISTURBED AREAS WITH TOPSOIL SEED AND MULCH.*
5. *STAGE 2: JACKSON STREET:*
   a. *PLACE WARNING SIGNS AND TEMPORARY MARKINGS AS SHOWN ON THE CONSTRUCTION PHASING, MOT AND EROSION CONTROL SHEETS AS SHOWN FOR PHASE 2.*
   b. *DURING ALLOWABLE LANE CLOSURE HOURS, THE CONTRACTOR IS PERMITTED TO CLOSE THE LEFT LANE ON JACKSON STREET SOUTH OF LANCASTER AVENUE UTILIZING TA-23.*
   c. *CLEAR AND GRUB AS NECESSARY.*
   d. *SAWCUT AND REMOVE EXISTING CURB, PAVEMENT, AND SIDEWALK. INSTALL SIGNAL UPGRADES, GABC, CURB, PEDESTRIAN CONNECTIONS, LIGHTING BASES AND CONDUITS, SHARED USE PATH, BRICK, SIDEWALK AND RETAINING WALL.*
   e. *INSTALL PROPOSED ASPHALT PAVEMENT PATCHING UP TO THE TOP OF THE "C" COURSE.*
   f. *STABILIZE ALL DISTURBED AREAS WITH TOPSOIL, SEED, AND MULCH.*
6. *AFTER VEGETATION HAS STABILIZED ALL DISTURBED AREAS IN ACCORDANCE WITH THESE PLANS AND AS DIRECTED BY THE STORMWATER ENGINEER, REMOVE SEDIMENT CONTROL DEVICES.*

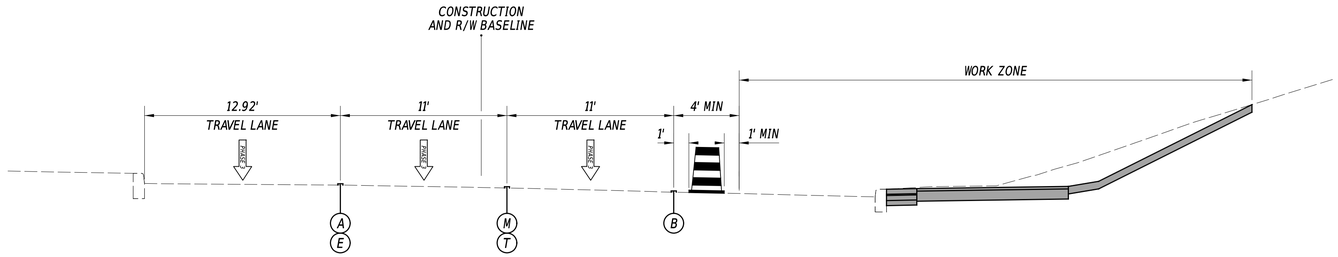
## PHASE 4 - SEQUENCE OF CONSTRUCTION

1. *DURING ALLOWABLE LANE CLOSURE HOURS, UTILIZING TA-21 AND TA-23 OF THE DELAWARE MUTCD AND AS DIRECTED BY THE ENGINEER, MILL ASPHALT, INSTALL "C" COURSE. USE PEDESTRIAN FLAGGERS TO MAINTAIN PEDESTRIAN CROSSINGS AS DIRECTED BY THE ENGINEER.*
2. *DURING ALLOWABLE LANE CLOSURE HOURS, UTILIZING TA-35B OF THE DELAWARE MUTCD, INSTALL PERMANENT WARNING SIGNS AND PAVEMENT MARKINGS.*
3. *ACTIVATE PEDESTRIAN SIGNALS.*
4. *DURING ALLOWABLE LANE CLOSURE HOURS, AND AS DIRECTED BY THE ENGINEER, INSTALL PLANTINGS AS SHOWN ON THE LANDSCAPING PLANS.*
5. *STABILIZE ALL DISTURBED AREAS IN ACCORDANCE WITH THE EROSION AND SEDIMENT CONTROL NOTES. CONTACT DELDOT FOR INSPECTION PRIOR TO REMOVING SEDIMENT CONTROL DEVICES.*
6. *REMOVE MOT DEVICES AND TEMPORARY WARNING SIGNS.*

## MAINTENANCE OF TRAFFIC LEGEND

- *PLASTIC DRUMS*
- *PORTABLE P.C.C. SAFETY BARRIER*
- *SECTION TO BE CONSTRUCTED IN PHASE*
- *SECTION CONSTRUCTED IN PREVIOUS PHASE(S)*
- PHASE I — *TRAFFIC DIRECTION ARROW*
- (A) *TEMPORARY MARKINGS, LATEX, WHITE 4" SOLID (ITEM 860004)*
- (B) *TEMPORARY MARKINGS, LATEX, YELLOW 4" SOLID (ITEM 860004)*
- (E) *TEMPORARY MARKINGS, LATEX, WHITE 4" DASHED 10' LINE & 30' GAP (ITEM 860004)*
- (F) *TEMPORARY MARKINGS, LATEX, WHITE SYMBOL/LEGEND (ITEM 860007)*
- (M) *TEMPORARY MARKINGS, LATEX, WHITE 10" SOLID (ITEM 860005)*
- (N) *4" DASHED YELLOW TEMPORARY TAPE PAVEMENT STRIPING, 10' LINE & 30' GAP (ITEM 865001)*
- (P) *TEMPORARY MARKINGS, LATEX, WHITE 4" DOTTED - 2' LINE & 6' GAP (ITEM 860004)*
- (R) *6" BLACKOUT TAPE (ITEM 866001)*
- (S) *8" BLACKOUT TAPE (ITEM 866002)*
- (T) *TEMPORARY MARKINGS, LATEX, WHITE 10" DOTTED - 2' LINE & 6' GAP (ITEM 860005)*

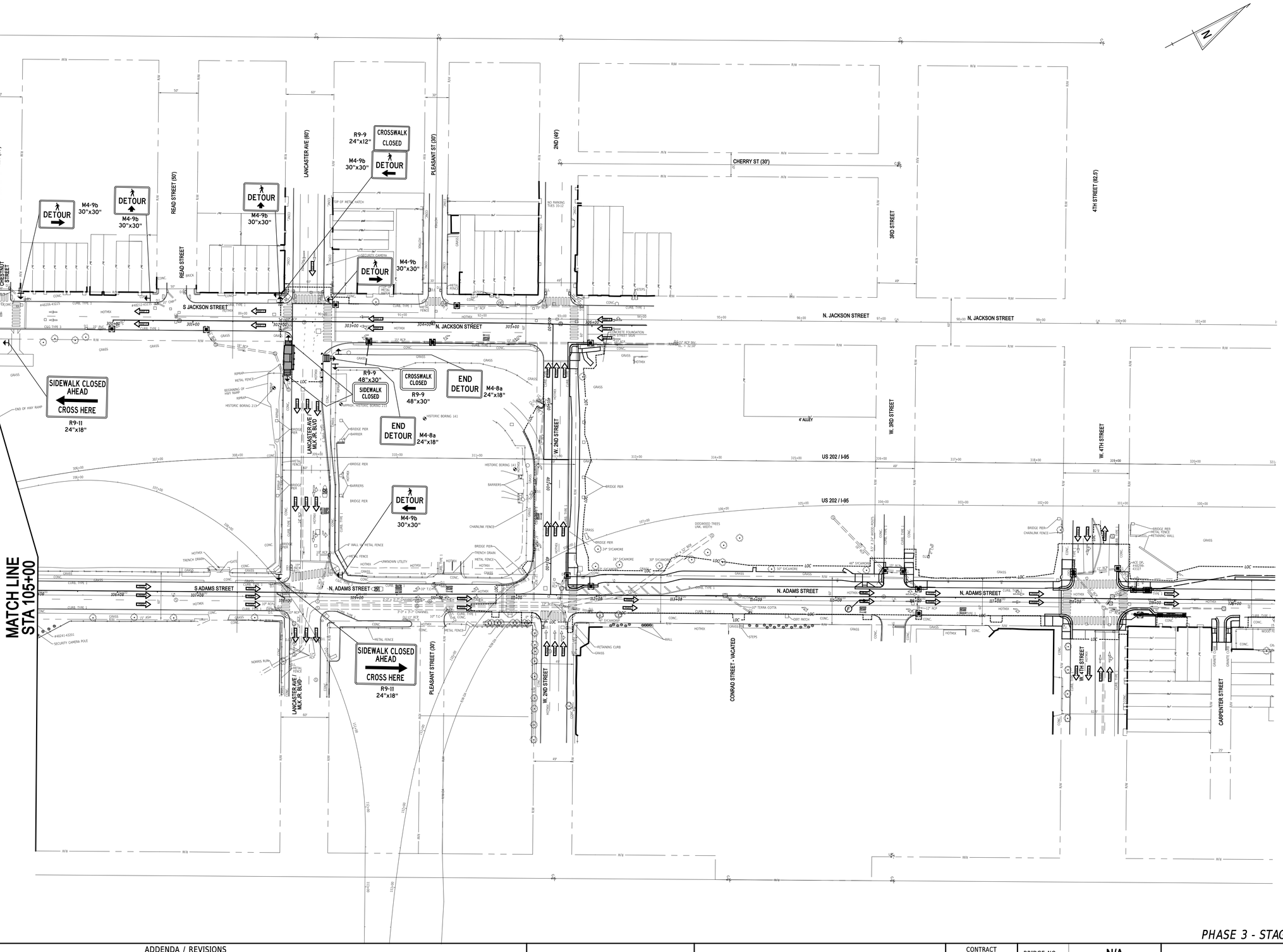
*NOTE: MARKING TYPE SHALL MATCH PLAN SHEET SPECIFICATION*




**PHASE 3: JACKSON STREET**
**STA. 302+63 TO STA. 305+42**

| ADDENDA / REVISIONS | | NOT TO SCALE | ADAMS STREET PATHWAY PHASE II | CONTRACT | BRIDGE NO. | N/A | CONSTRUCTION PHASING, M.O.T., AND EROSION CONTROL PLAN - PHASE 3 & 4 | SECTION |
|---|---|---|---|---|---|---|---|---|
| | | | | T202466302 | DESIGNED BY: | J.IORIO | | JMT |
| | | | | COUNTY | | | | SHEET NO. |
| | | | | NEW CASTLE | CHECKED BY: | B.DOUGHERTY | | 51 |

8-JUN-2026
15:30
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6302_JMT_CS_00




| ADDENDA / REVISIONS | | SCALE 0 60 120 180 FEET | ADAMS STREET PATHWAY PHASE II | CONTRACT T202466302 | BRIDGE NO. N/A | CONSTRUCTION PHASING, M.O.T., AND EROSION CONTROL PLAN - PHASE 3 | SECTION JMT |
|---|---|---|---|---|---|---|---|
| | | | | COUNTY NEW CASTLE | DESIGNED BY: J.IORIO | | SHEET NO. 52 |
| | | | | | CHECKED BY: B.DOUGHERTY | | |

8-JUN-2026
15:31
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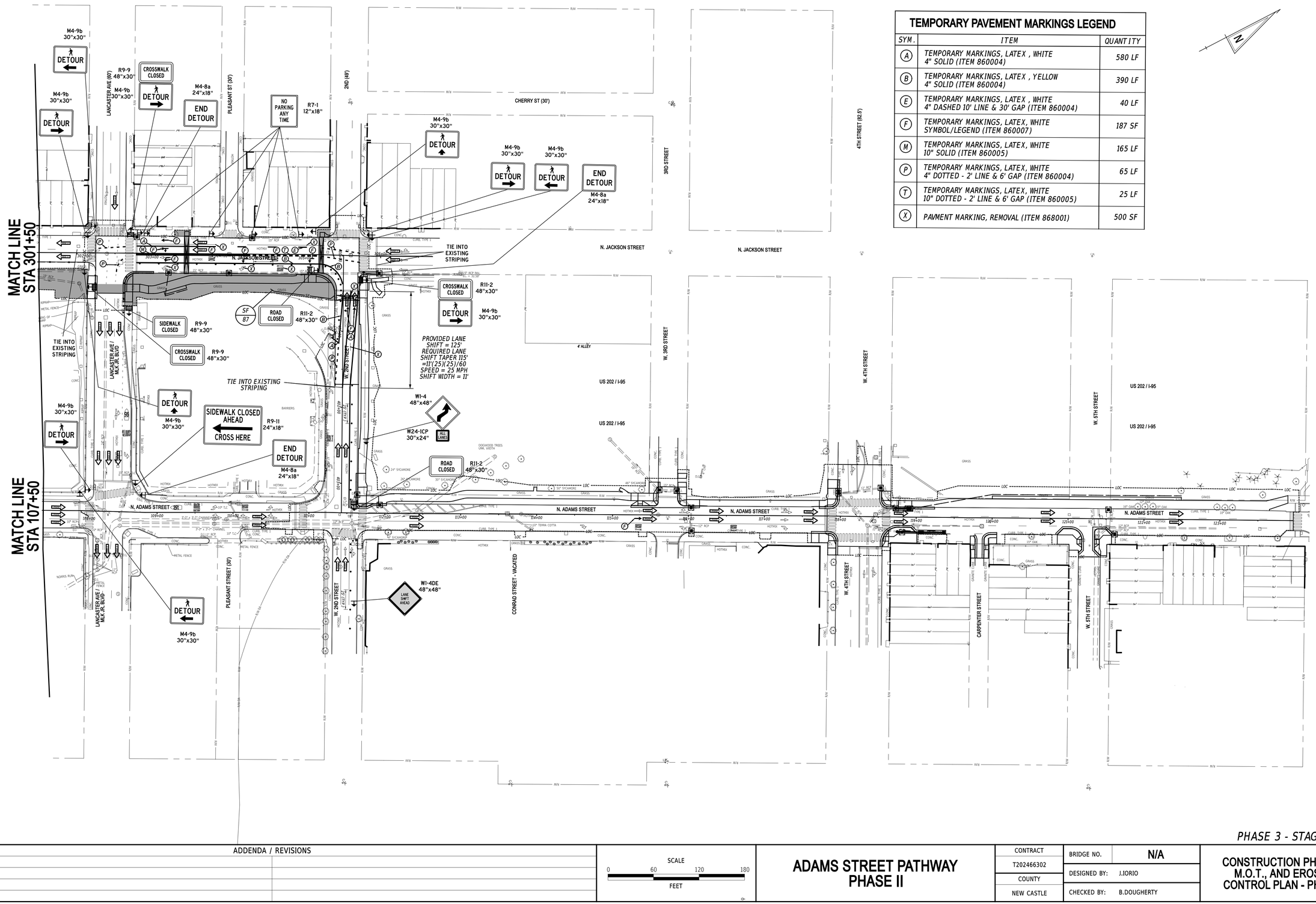



PHASE 3 - STAGE 2

| ADDENDA / REVISIONS | SCALE | ADAMS STREET PATHWAY PHASE II | CONTRACT | BRIDGE NO. N/A | CONSTRUCTION PHASING, M.O.T., AND EROSION CONTROL PLAN - PHASE 3 | SECTION |
|---|---|---|---|---|---|---|
| | 0 60 120 180 FEET | | T202466302 | DESIGNED BY: J.IORIO | | JMT |
| | | | COUNTY | CHECKED BY: B.DOUGHERTY | | SHEET NO. |
| | | | NEW CASTLE | | | 53 |

8-JUN-2026
15:31
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STAGE 1




## TEMPORARY PAVEMENT MARKINGS LEGEND

| SYM. | ITEM | QUANTITY |
|---|---|---|
| (A) | TEMPORARY MARKINGS, LATEX , WHITE 4" SOLID (ITEM 860004) | 580 LF |
| (B) | TEMPORARY MARKINGS, LATEX , YELLOW 4" SOLID (ITEM 860004) | 390 LF |
| (E) | TEMPORARY MARKINGS, LATEX , WHITE 4" DASHED 10' LINE & 30' GAP (ITEM 860004) | 40 LF |
| (F) | TEMPORARY MARKINGS, LATEX, WHITE SYMBOL/LEGEND (ITEM 860007) | 187 SF |
| (M) | TEMPORARY MARKINGS, LATEX, WHITE 10" SOLID (ITEM 860005) | 165 LF |
| (P) | TEMPORARY MARKINGS, LATEX, WHITE 4" DOTTED - 2' LINE & 6' GAP (ITEM 860004) | 65 LF |
| (T) | TEMPORARY MARKINGS, LATEX, WHITE 10" DOTTED - 2' LINE & 6' GAP (ITEM 860005) | 25 LF |
| (X) | PAVMENT MARKING, REMOVAL (ITEM 868001) | 500 SF |

PHASE 3 - STAGE 2

ADDENDA / REVISIONS

SCALE
0 60 120 180
FEET

# ADAMS STREET PATHWAY PHASE II

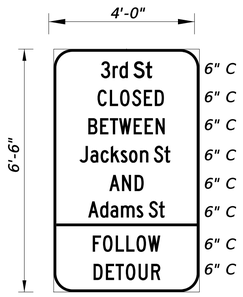
| CONTRACT | BRIDGE NO. | N/A |
|---|---|---|
| T202466302 | DESIGNED BY: | J.IORIO |
| COUNTY | CHECKED BY: | B.DOUGHERTY |
| NEW CASTLE | | |

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

SECTION: JMT
SHEET NO.: 54

9-JUN-2026
13:56
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## SPECIAL SIGNS




-ALL SIGNS SHALL BE BLACK ON RETROREFLECTIVE PRISMATIC FLUORESCENT ORANGE.

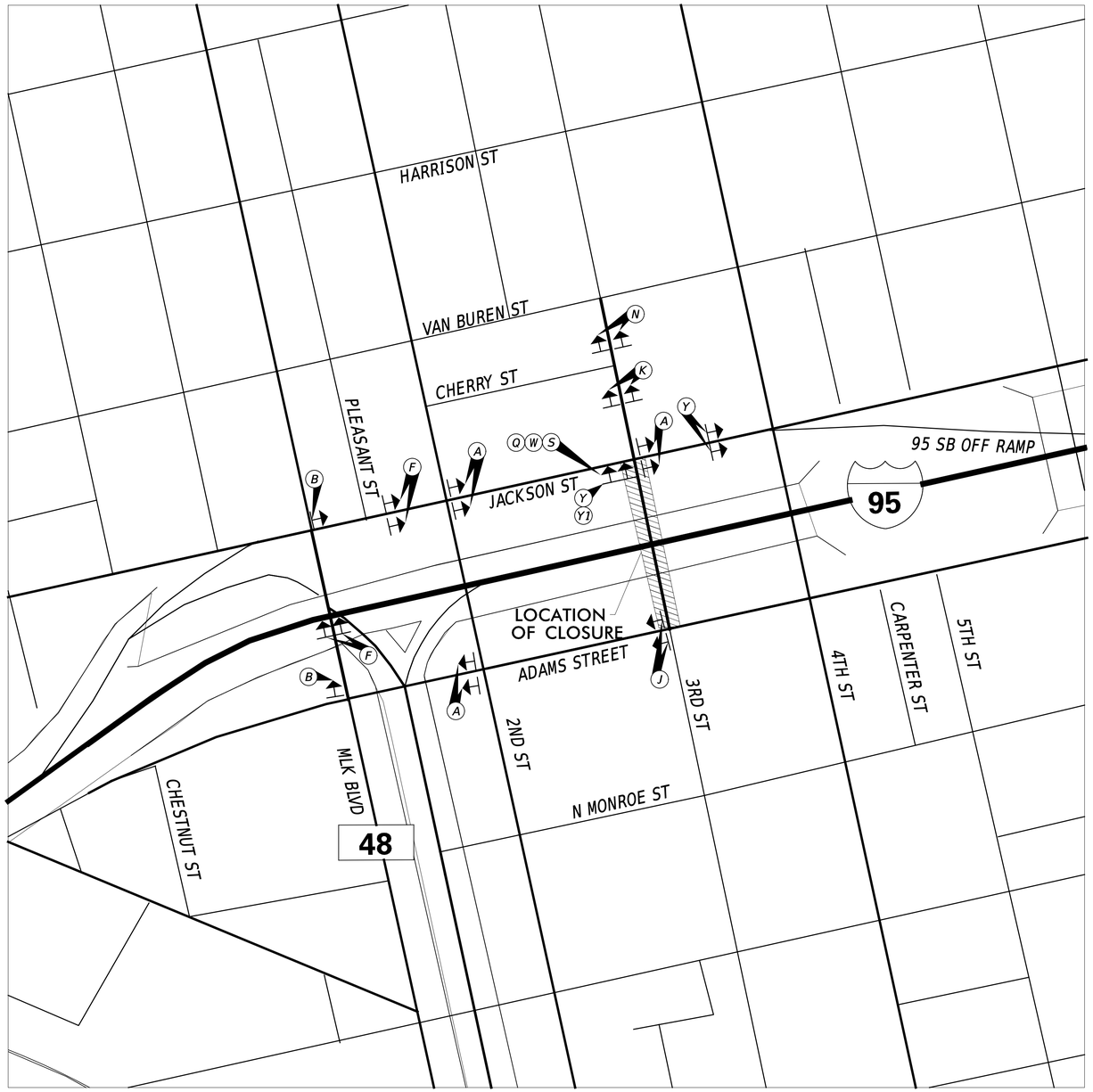
-DISPLAY SIGN "Y" THAT INCLUDES THE "Y1" PLAQUES AT CLOSURE POINT LOCATIONS FOR 10 DAYS PRIOR TO IMPLEMENTATION OF DETOUR

-"Y1" PLAQUE TO BE REMOVED AFTER IMPLEMENTATION OF DETOUR

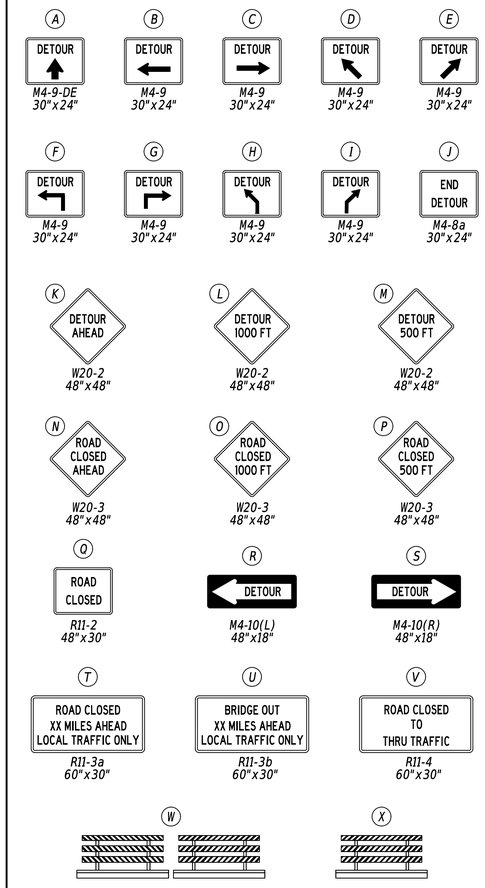
-"Y1" PLAQUE TO COMPLETELY COVER 'FOLLOW DETOUR" LEGEND OF "Y" SIGN

-UPON IMPLEMENTATION OF DETOUR, RELOCATE "Y" SIGN TO A LOCATION OUTSIDE OF CLOSURE AREA.

-THE SIGNS "Y" AND "Y1" SHALL BE PAID UNDER ITEM #810001.




## 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.

DETOUR DESCRIPTION:

MOTORISTS WANTING TO TRAVEL EAST ON 3RD STREET FROM JACKSON STREET WILL CONTINUE SOUTH ON JACKSON STREET, TURN LEFT ON MLK BOULEVARD, TURN LEFT ONTO ADAMS STREET, ARRIVING AT 3RD STREET.

MOTORSTS WANTING TO TRAVEL EAST ON 3RD STEET FROM 3RD STREET WILL TURN RIGHT ONTO JACKSON STREET, TURN LEFT ON MLK BOULEVARD, TURN LEFT ONTO ADAMS STREET, ARRIVING AT 3RD STREET.

**PREPARED BY**
JMT

James D. Smith Jr — 05/14/2026
THIS SEAL ONLY APPLIES TO THIS DETOUR SHEET — DATE

JAMES DOUGLAS SMITH LICENSE No. 15986 DELAWARE PROFESSIONAL ENGINEER — SEAL

Mir Wahed — 05/14/2026
QA/QC — DATE

*I CERTIFY TO THE BEST OF MY KNOWLEDGE AND BELIEF THAT THIS DETOUR PLAN HAS BEEN PREPARED IN ACCORDANCE WITH THE DELAWARE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.*

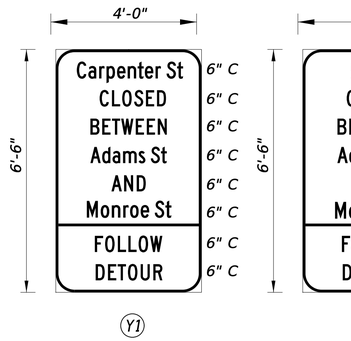
**CONCURRENCE FOR IMPLEMENTATION**

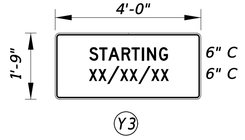
Dana Wyon — 5/15/2026
TRAFFIC SAFETY — DATE

| ADDENDA / REVISIONS | | NOT TO SCALE | ADAMS STREET PATHWAY PHASE II | CONTRACT | T202466302 | BRIDGE NO. | N/A | SECTION | JMT |
|---|---|---|---|---|---|---|---|---|---|
| | | | | COUNTY | NEW CASTLE | DESIGNED BY: | J.CLEM/J.SMITH | VEHICULAR DETOUR PLAN A CLOSURE OF 3RD STREET | SHEET NO. 55 |
| | | | | | | CHECKED BY: | M.WAHED | | |

14-MAY-2026 16:28
pw://deldot-pw.bentley.com:deldot-pw-01/Documents/01_Active_Projects/DelDOT_Capital_Projects/T202466302_JMT/400_CADD/420_ROAD/422_DESIGN_DGN/DP01_RDSF_T202466302_JMT.dgn

## SPECIAL SIGNS




-ALL SIGNS SHALL BE BLACK ON RETROREFLECTIVE PRISMATIC FLUORESCENT ORANGE.

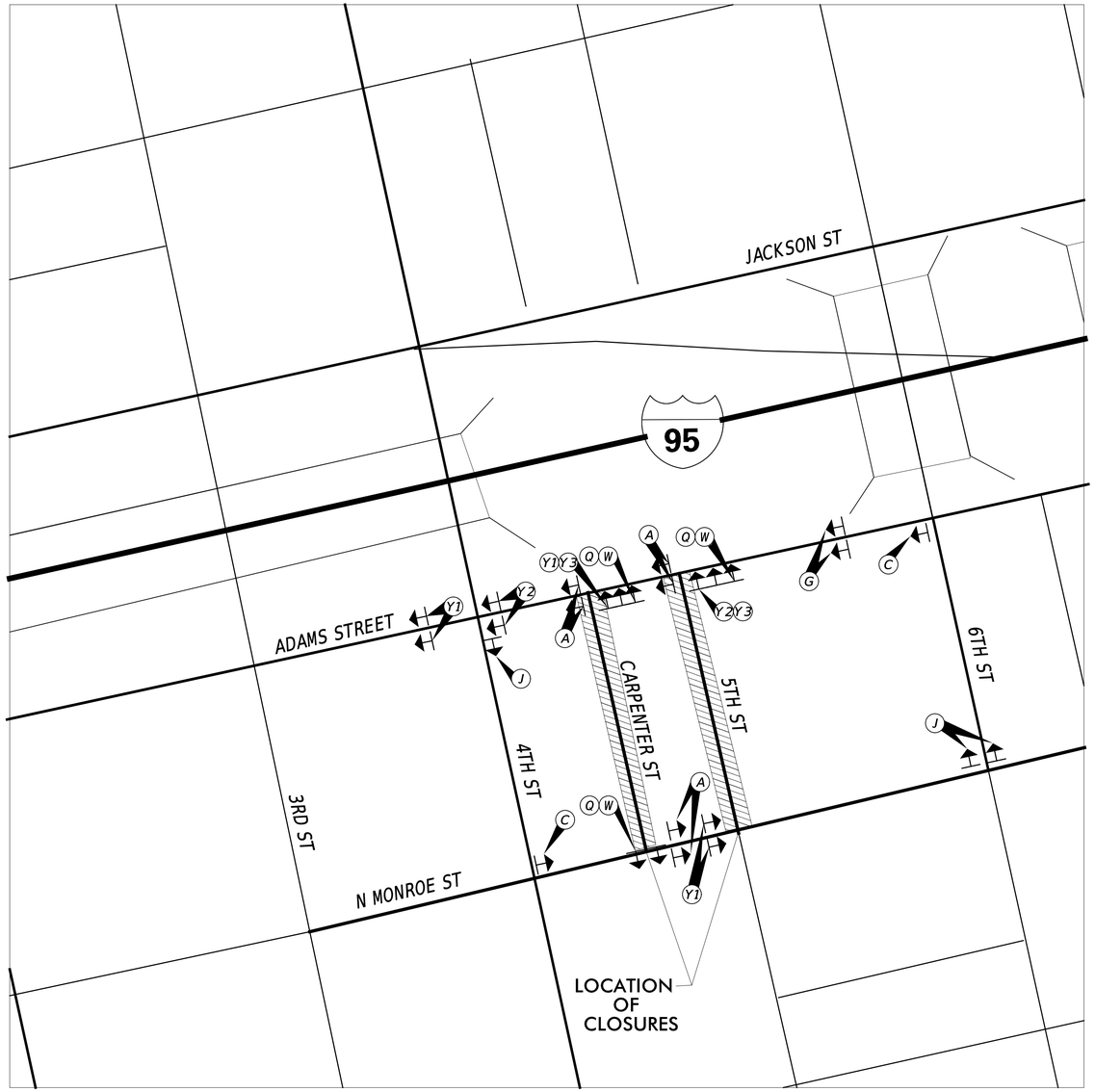
-DISPLAY SIGNS "Y1" AND "Y2" THAT INCLUDES THE "Y3" PLAQUES AT CLOSURE POINT LOCATIONS FOR 10 DAYS PRIOR TO IMPLEMENTATION OF DETOUR

-"Y3" PLAQUE TO BE REMOVED AFTER IMPLEMENTATION OF DETOUR

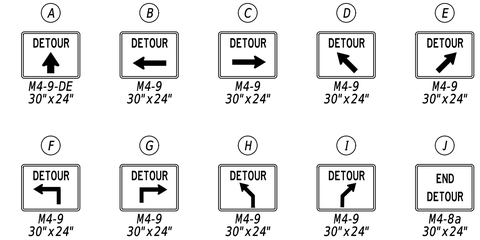
-"Y3" PLAQUE TO COMPLETELY COVER 'FOLLOW DETOUR" LEGEND OF "Y1" AND "Y2" SIGN

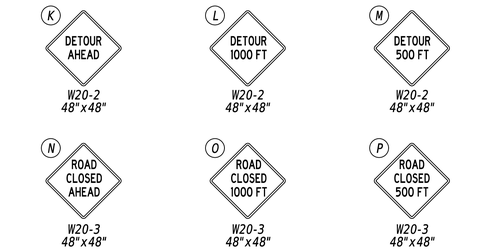
-UPON IMPLEMENTATION OF DETOUR, RELOCATE "Y1" AND "Y2" SIGNs TO A LOCATION OUTSIDE OF CLOSURE AREA.

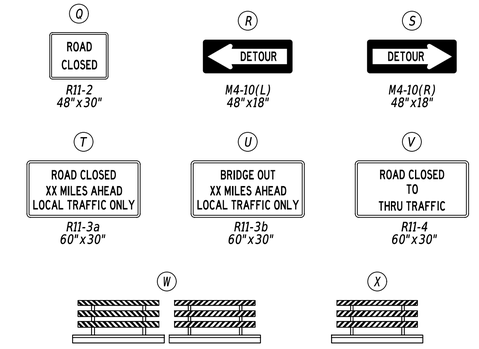
-THE SIGNS "Y1", "Y2" AND "Y3" SHALL BE PAID UNDER ITEM #810001.




## 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.

*DETOUR DESCRIPTION:*

*MOTORISTS WANTING TO TRAVEL EAST ON CARPENTER STREET FROM ADAMS STREET WILL CONTINUE NORTH ON ADAMS STREET, TURN RIGHT ONTO 6TH STREET, TURN RIGHT ONTO MONROE STREET, ARRIVING AT CARPENTER STREET.*

*MOTORISTS WANTING TO TRAVEL WEST ON CARPENTER STREET FROM MONROE STREET WILL CONTINUE SOUTH ON MONROE STREET, TURN RIGHT ONTO 4TH STREET, ARRIVING AT ADAMS STREET.*

*MOTORISTS WANTING TO TRAVEL EAST ON 5TH STREET FROM ADAMS STREET WILL CONTINUE NORTH ON ADAMS STREET, TURN RIGHT ONTO 6TH STREET, TURN RIGHT ONTO MONROE STREET, ARRIVING AT 5TH STREET.*

**PREPARED BY**

JMT

James D. Smith Jr — 05/14/2026

THIS SEAL ONLY APPLIES TO THIS DETOUR SHEET — DATE

JAMES DOUGLAS SMITH LICENSE No. 15986 DELAWARE PROFESSIONAL ENGINEER

SEAL

Mir Wahed — 05/14/2026

QA/QC — DATE

*"I CERTIFY TO THE BEST OF MY KNOWLEDGE AND BELIEF THAT THIS DETOUR PLAN HAS BEEN PREPARED IN ACCORDANCE WITH THE DELAWARE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES."*

**CONCURRENCE FOR IMPLEMENTATION**

Dave Wilson — 5/15/2026

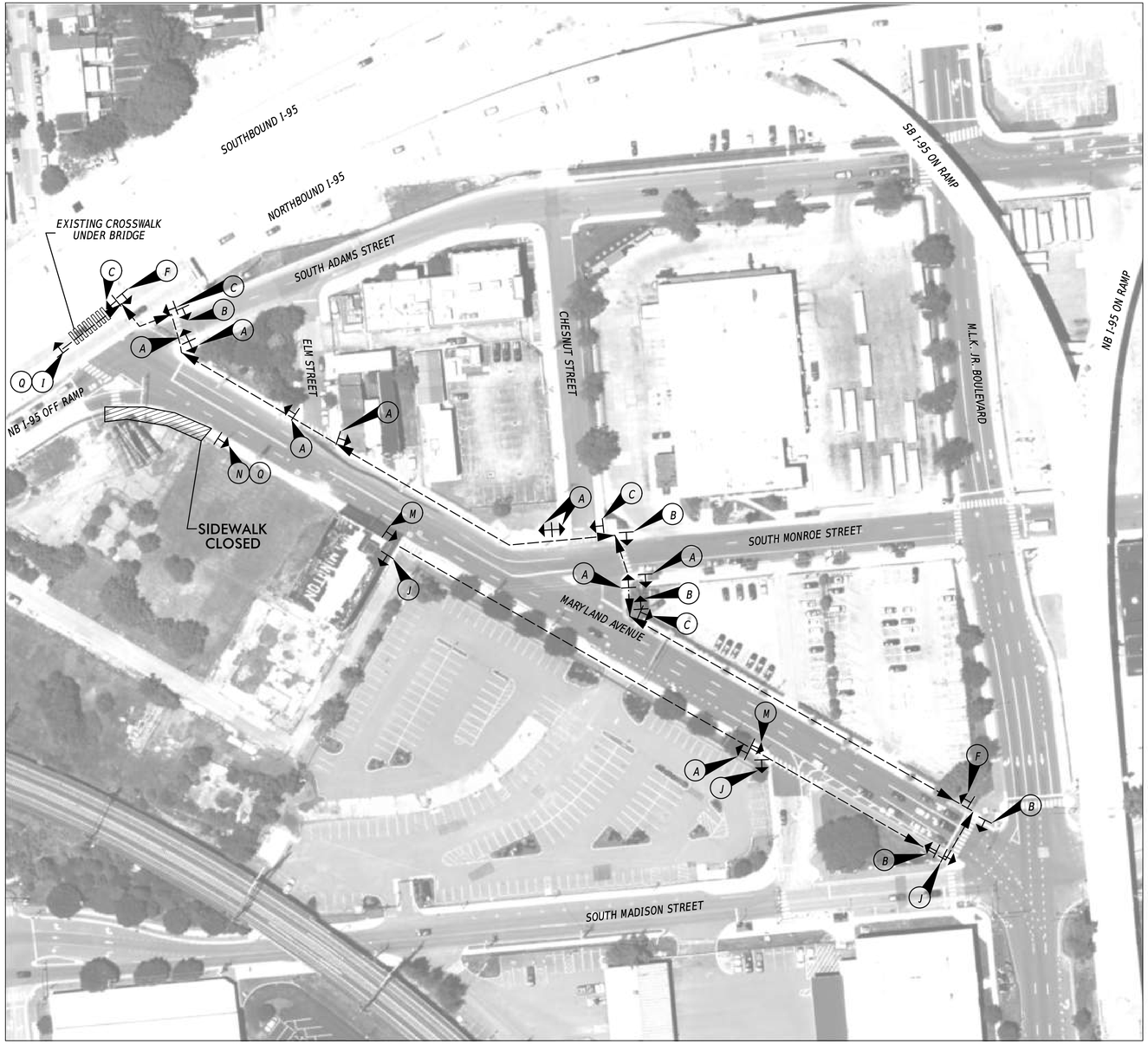
TRAFFIC SAFETY — DATE

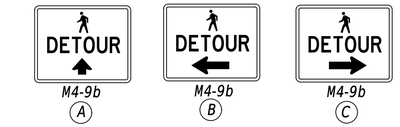
| ADDENDA / REVISIONS | | NOT TO SCALE | ADAMS STREET PATHWAY PHASE II | CONTRACT | BRIDGE NO. | N/A | VEHICULAR DETOUR PLAN B CLOSURE OF CARPENTER STREET AND 5TH STREET | SECTION |
|---|---|---|---|---|---|---|---|---|
| | | | | T202466302 | DESIGNED BY: | J.CLEM/J.SMITH | | JMT |
| | | | | COUNTY | CHECKED BY: | M.WAHED | | SHEET NO. |
| | | | | NEW CASTLE | | | | 56 |

14-MAY-2026
17:02
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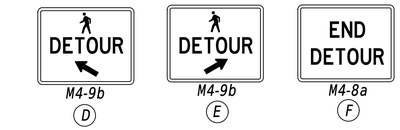
## SPECIAL SIGNS

## SPECIAL NOTES




M4-9b (A) | M4-9b (B) | M4-9b (C)




M4-9b (D) | M4-9b (E) | M4-8a (F)



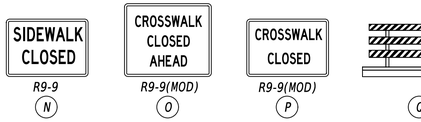

R9-8 (G) | R9-10 (H)




R9-11(L) (I) | R9-11(R) (J)




R9-11a(L) (K) | R9-11a(R) (L) | R9-9(MOD) (M)




R9-9 (N) | R9-9(MOD) (O) | R9-9(MOD) (P) | (Q)

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

## PREPARED BY

JMT

James D. Smith Jr. — 05/14/2026

THIS SEAL ONLY APPLIES TO THIS DETOUR SHEET — DATE

JAMES DOUGLAS SMITH LICENSE No. 15986 DELAWARE PROFESSIONAL ENGINEER — SEAL

Mir Wahed — 05/14/2026

QA/QC — DATE

*"I CERTIFY TO THE BEST OF MY KNOWLEDGE AND BELIEF THAT THIS DETOUR PLAN HAS BEEN PREPARED IN ACCORDANCE WITH THE DELAWARE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES."

## CONCURRENCE FOR IMPLEMENTATION

Dave Wyeth — 5/15/2026

TRAFFIC SAFETY — DATE

| ADDENDA / REVISIONS | |
|---|---|
| | |
| | |
| | |
| | |

NOT TO SCALE

# ADAMS STREET PATHWAY PHASE II

| CONTRACT | BRIDGE NO. | N/A |
|---|---|---|
| T202466302 | DESIGNED BY: | S.MILLER/J.SMITH |
| COUNTY | CHECKED BY: | M.WAHED |
| NEW CASTLE | | |

## DETOUR PLAN C CLOSURE OF I-95 OFF RAMP CROSSWALK

| SECTION |
|---|
| JMT |
| SHEET NO. |
| 57 |

14-MAY-2026
14:23
pw://deldot-pw.bentley.com:deldot-pw-01/Documents/01_Active_Projects/DelDOT_Capital_Projects/T202466302_JMT1400_CADD/420_ROAD/422_DESIGN_DGN/DP01_RD5F_T202466302_JMT_PED.dgn

## LANDSCAPE PLANTING SCHEDULE

| NO. | PLANTING DESCRIPTION | QTY |
|---|---|---|
| 30 | *Tilia cordata* | 1 |
| 31 | *Tilia cordata* | 1 |
| 32 | *Tilia cordata* | 1 |
| 33 | *Amelanchier laevis* | 3 |
| 34 | *Platanus occidentalis* | 1 |
| 35 | *Platanus occidentalis* | 1 |

*CONTRACTOR MUST LOCATE LIGHTING CONDUIT AND CLEARLY MARK IT PRIOR TO INSTALLATION OF TREES. HAND DIGGING OF PLANTING PIT MAY BE REQUIRED.*

*NOTES*

1. *EXISTING BASELINES ASSOCIATED WITH I-95 CORRIDOR ARE SHOWN FOR INFORMATION PURPOSES ONLY*
2. *LANDSCAPING TO BE MAINTAINED BY THE CITY OF WILMINGTON IN ACCORDANCE WITH PENDING MAINTENANCE AGREEMENT*
3. *NOTE: THIS SHEET IS FOR INFORMATIONAL PURPOSES ONLY. LANDSCAPING WORK IS TO BE DONE BY OTHERS.*

ADDENDA / REVISIONS

SCALE 0 30 60 90 FEET

**ADAMS STREET PATHWAY PHASE II**

| | | | |
|---|---|---|---|
| CONTRACT | T202466302 | BRIDGE NO. | N/A |
| COUNTY | NEW CASTLE | DESIGNED BY: | J.IORIO |
| | | CHECKED BY: | B.DOUGHERTY |

**LANDSCAPING PLAN**

SECTION JMT

SHEET NO. 58

8-JUN-2026
15:35
pw://deldot-pw.bentley.com:deldot-pw-01/Documents/01_Active_Projects/DelDOT_Capital_Projects/T202466302_JMT/400_CADD/420_ROAD/423_SHEET_DGN/LS01_RDSF_T202466302_JMT

## LANDSCAPE PLANTING SCHEDULE

| NO. | PLANTING DESCRIPTION | QTY |
|---|---|---|
| 50 | Prunus 'Okame' | 1 |
| 51 | Quercus phellos | 1 |
| 52 | Quercus phellos | 1 |
| 53 | Quercus phellos | 1 |
| 54 | Quercus phellos | 1 |
| 55 | Quercus phellos | 1 |
| 56 | Quercus phellos | 1 |
| 57 | Quercus phellos | 1 |
| 58 | Prunus 'Okame' | 1 |

N. JACKSON STREET
W. 4TH STREET
W. 5TH STREET
W. 6TH STREET
CARPENTER STREET
US 202 / I-95
N. ADAMS STREET
MATCH LINE STA 116+00.00
CONTRACTOR MUST LOCATE LIGHTING CONDUIT AND CLEARLY MARK IT PRIOR TO INSTALLATION OF TREES. HAND DIGGING OF PLANTING PIT MAY BE REQUIRED.

*NOTES*

1. *EXISTING BASELINES ASSOCIATED WITH I-95 CORRIDOR ARE SHOWN FOR INFORMATION PURPOSES ONLY.*
2. *LANDSCAPING TO BE MAINTAINED BY THE CITY OF WILMINGTON IN ACCORDANCE WITH PENDING MAINTENANCE AGREEMENT.*
3. *NOTE: THIS SHEET IS FOR INFORMATIONAL PURPOSES ONLY. LANDSCAPING WORK IS TO BE DONE BY OTHERS.*

ADDENDA / REVISIONS

SCALE 0 30 60 90 FEET

# ADAMS STREET PATHWAY PHASE II

| | | | |
|---|---|---|---|
| CONTRACT | T202466302 | BRIDGE NO. | N/A |
| COUNTY | NEW CASTLE | DESIGNED BY: | J.IORIO |
| | | CHECKED BY: | B.DOUGHERTY |

## LANDSCAPING PLAN

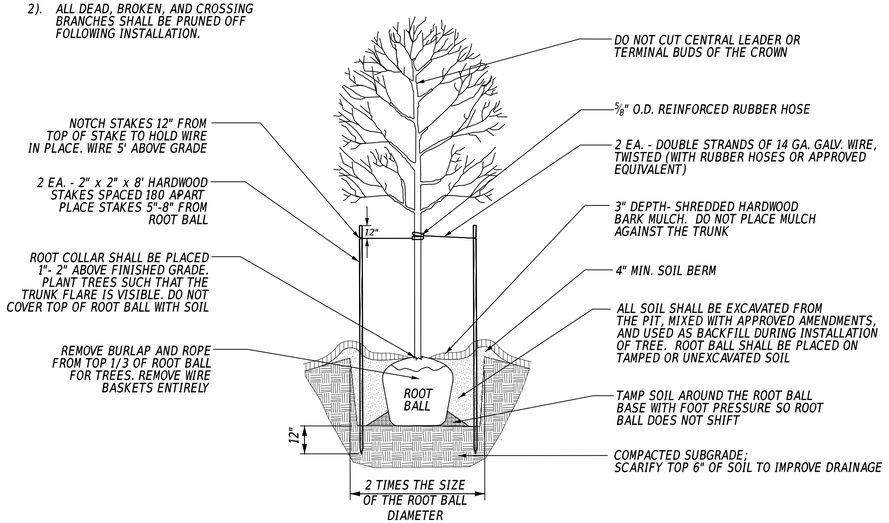
SECTION: JMT
SHEET NO.: 59

8-JUN-2026
15:35
pw://deldot-pw.bentley.com:deldot-pw-01/Documents/01_Active_Projects/DelDOT_Capital_Projects/T202466302_JMT/400_CADD/420_ROAD/423_SHEET_DGN/LS01_ROSF_T202466302_JMT

NOTES:

1). ALL PRUNING SHALL BE DONE BY, OR UNDER THE DIRECTION OF, AN I.S.A. CERTIFIED ARBORIST. DO NOT HEAVILY PRUNE TREES AT PLANTING.

2). ALL DEAD, BROKEN, AND CROSSING BRANCHES SHALL BE PRUNED OFF FOLLOWING INSTALLATION.




## DECIDUOUS SINGLE STEM TREE PLANTING DETAIL

NOT TO SCALE

**LANDSCAPE SUMMARY**

| QTY. | BOTANICAL NAME | COMMON NAME | SIZE | ROOT | REMARKS |
|---|---|---|---|---|---|
| 3 | Amelanchier laevis | Serviceberry | 6'hgt.,multistem (3 stems) | B & B or 25 gal. cont. | as shown |
| 2 | Platanus occidentalis | American Sycamore | 2 - 2 1/2" cal. | B & B or 25 gal. cont. | 50'o.c.,as shown |
| 2 | Prunus 'Okame' | 'Okame' Flowering Cherry | 2 - 2 1/2" cal. | B & B or 25 gal. cont. | as shown |
| 7 | Quercus phellos | Willow Oak | 2 - 2 1/2" cal. | B & B or 25 gal. cont. | 50'o.c.,as shown |
| 3 | Tilia cordata | Littleleaf Linden | 2 - 2 1/2" cal. | B & B or 25 gal. cont. | 50'o.c.,as shown |

| ADDENDA / REVISIONS | | NOT TO SCALE | ADAMS STREET PATHWAY PHASE II | CONTRACT | BRIDGE NO. | N/A | CONSTRUCTION DETAILS | SECTION |
|---|---|---|---|---|---|---|---|---|
| | | | | T202466302 | DESIGNED BY: | J.IORIO | | JMT |
| | | | | COUNTY | CHECKED BY: | B.DOUGHERTY | | SHEET NO. |
| | | | | NEW CASTLE | | | | 60 |

8-JUN-2026
15:35
pw://deldot-pw.bentley.com:deldot-pw-01/Documents/01_Active_Projects/DelDOT_Capital_Projects/T202466302_JMT/400_CADD/420_ROAD/423_SHEET_DGN/LS01_RDSF_T202466302_JMT

## LIGHTING SERVICE SCHEDULE

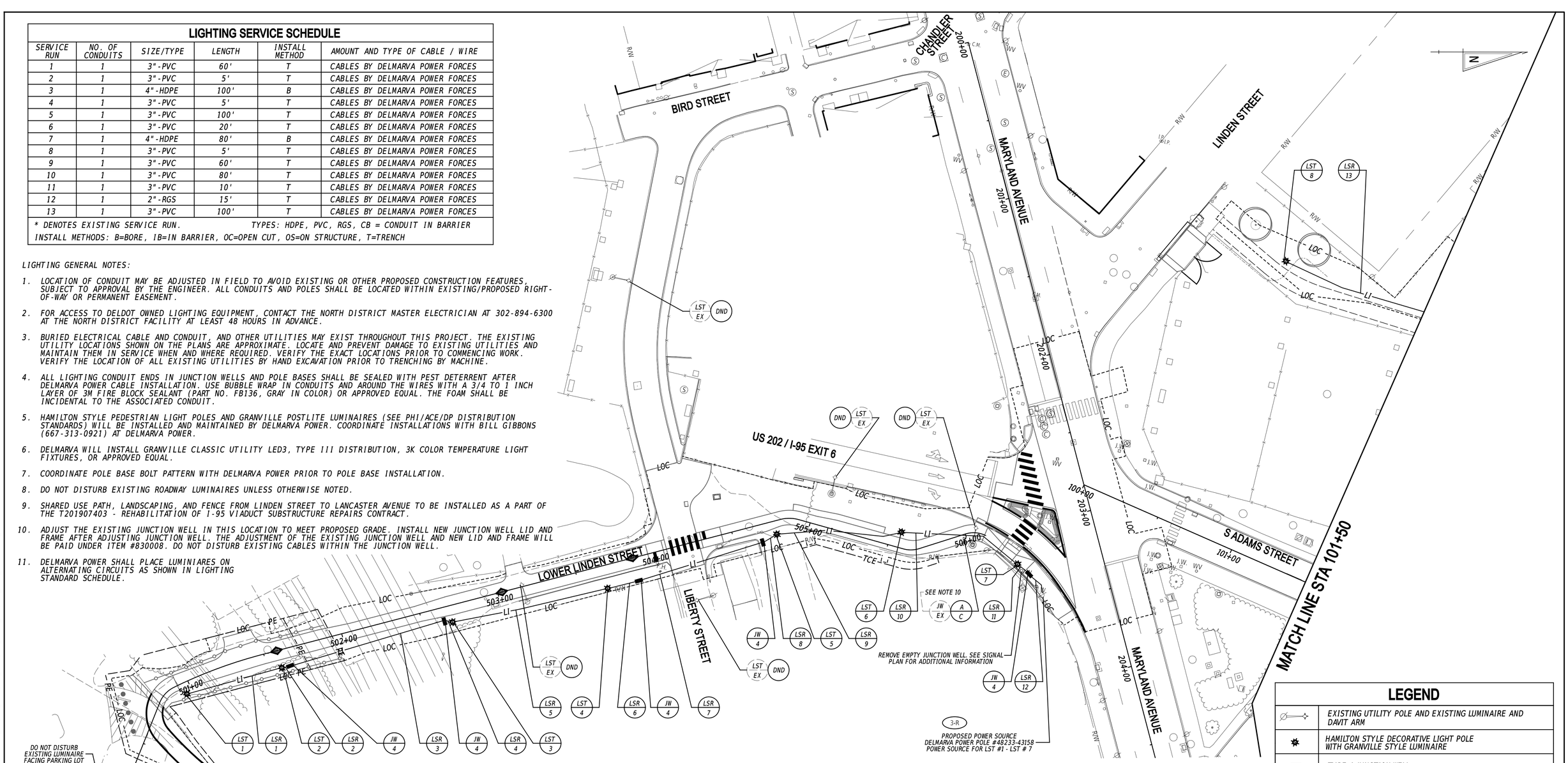
| SERVICE RUN | NO. OF CONDUITS | SIZE/TYPE | LENGTH | INSTALL METHOD | AMOUNT AND TYPE OF CABLE / WIRE |
|---|---|---|---|---|---|
| 1 | 1 | 3"-PVC | 60' | T | CABLES BY DELMARVA POWER FORCES |
| 2 | 1 | 3"-PVC | 5' | T | CABLES BY DELMARVA POWER FORCES |
| 3 | 1 | 4"-HDPE | 100' | B | CABLES BY DELMARVA POWER FORCES |
| 4 | 1 | 3"-PVC | 5' | T | CABLES BY DELMARVA POWER FORCES |
| 5 | 1 | 3"-PVC | 100' | T | CABLES BY DELMARVA POWER FORCES |
| 6 | 1 | 3"-PVC | 20' | T | CABLES BY DELMARVA POWER FORCES |
| 7 | 1 | 4"-HDPE | 80' | B | CABLES BY DELMARVA POWER FORCES |
| 8 | 1 | 3"-PVC | 5' | T | CABLES BY DELMARVA POWER FORCES |
| 9 | 1 | 3"-PVC | 60' | T | CABLES BY DELMARVA POWER FORCES |
| 10 | 1 | 3"-PVC | 80' | T | CABLES BY DELMARVA POWER FORCES |
| 11 | 1 | 3"-PVC | 10' | T | CABLES BY DELMARVA POWER FORCES |
| 12 | 1 | 2"-RGS | 15' | T | CABLES BY DELMARVA POWER FORCES |
| 13 | 1 | 3"-PVC | 100' | T | CABLES BY DELMARVA POWER FORCES |

* DENOTES EXISTING SERVICE RUN. TYPES: HDPE, PVC, RGS, CB = CONDUIT IN BARRIER

INSTALL METHODS: B=BORE, IB=IN BARRIER, OC=OPEN CUT, OS=ON STRUCTURE, T=TRENCH

LIGHTING GENERAL NOTES:

1. LOCATION OF CONDUIT MAY BE ADJUSTED IN FIELD TO AVOID EXISTING OR OTHER PROPOSED CONSTRUCTION FEATURES, SUBJECT TO APPROVAL BY THE ENGINEER. ALL CONDUITS AND POLES SHALL BE LOCATED WITHIN EXISTING/PROPOSED RIGHT-OF-WAY OR PERMANENT EASEMENT.
2. FOR ACCESS TO DELDOT OWNED LIGHTING EQUIPMENT, CONTACT THE NORTH DISTRICT MASTER ELECTRICIAN AT 302-894-6300 AT THE NORTH DISTRICT FACILITY AT LEAST 48 HOURS IN ADVANCE.
3. BURIED ELECTRICAL CABLE AND CONDUIT, AND OTHER UTILITIES MAY EXIST THROUGHOUT THIS PROJECT. THE EXISTING UTILITY LOCATIONS SHOWN ON THE PLANS ARE APPROXIMATE. LOCATE AND PREVENT DAMAGE TO EXISTING UTILITIES AND MAINTAIN THEM IN SERVICE WHEN AND WHERE REQUIRED. VERIFY THE EXACT LOCATIONS PRIOR TO COMMENCING WORK. VERIFY THE LOCATION OF ALL EXISTING UTILITIES BY HAND EXCAVATION PRIOR TO TRENCHING BY MACHINE.
4. ALL LIGHTING CONDUIT ENDS IN JUNCTION WELLS AND POLE BASES SHALL BE SEALED WITH PEST DETERRENT AFTER DELMARVA POWER CABLE INSTALLATION. USE BUBBLE WRAP IN CONDUITS AND AROUND THE WIRES WITH A 3/4 TO 1 INCH LAYER OF 3M FIRE BLOCK SEALANT (PART NO. FB136, GRAY IN COLOR) OR APPROVED EQUAL. THE FOAM SHALL BE INCIDENTAL TO THE ASSOCIATED CONDUIT.
5. HAMILTON STYLE PEDESTRIAN LIGHT POLES AND GRANVILLE POSTLITE LUMINAIRES (SEE PHI/ACE/DP DISTRIBUTION STANDARDS) WILL BE INSTALLED AND MAINTAINED BY DELMARVA POWER. COORDINATE INSTALLATIONS WITH BILL GIBBONS (667-313-0921) AT DELMARVA POWER.
6. DELMARVA WILL INSTALL GRANVILLE CLASSIC UTILITY LED3, TYPE III DISTRIBUTION, 3K COLOR TEMPERATURE LIGHT FIXTURES, OR APPROVED EQUAL.
7. COORDINATE POLE BASE BOLT PATTERN WITH DELMARVA POWER PRIOR TO POLE BASE INSTALLATION.
8. DO NOT DISTURB EXISTING ROADWAY LUMINAIRES UNLESS OTHERWISE NOTED.
9. SHARED USE PATH, LANDSCAPING, AND FENCE FROM LINDEN STREET TO LANCASTER AVENUE TO BE INSTALLED AS A PART OF THE T201907403 - REHABILITATION OF I-95 VIADUCT SUBSTRUCTURE REPAIRS CONTRACT.
10. ADJUST THE EXISTING JUNCTION WELL IN THIS LOCATION TO MEET PROPOSED GRADE. INSTALL NEW JUNCTION WELL LID AND FRAME AFTER ADJUSTING JUNCTION WELL. THE ADJUSTMENT OF THE EXISTING JUNCTION WELL AND NEW LID AND FRAME WILL BE PAID UNDER ITEM #830008. DO NOT DISTURB EXISTING CABLES WITHIN THE JUNCTION WELL.
11. DELMARVA POWER SHALL PLACE LUMINIARES ON ALTERNATING CIRCUITS AS SHOWN IN LIGHTING STANDARD SCHEDULE.




## LEGEND

| | |
|---|---|
| | EXISTING UTILITY POLE AND EXISTING LUMINAIRE AND DAVIT ARM |
| | HAMILTON STYLE DECORATIVE LIGHT POLE WITH GRANVILLE STYLE LUMINAIRE |
| | TYPE 4 JUNCTION WELL |
| | TYPE 1 JUNCTION WELL |
| —LI— | PROPOSED LIGHTING CONDUIT |

## LIGHTING STANDARD SCHEDULE

| NO. | CIRCUIT NO. | STATION | OFFSET | ARM | LIGHT STANDARD | POLE BASE | LUMINAIRE | LIGHT DISTRIBUTION |
|---|---|---|---|---|---|---|---|---|
| 1 | A | 501+9.23 | 9.42' RT | N/A | 12' ORNAMENTAL PEDESTAL POLE | TYPE 4B | POST-TOP LED LUMINAIRE - 100W HPS EQUIVALENT | TYPE III |
| 2 | B | 501+72.49 | 11.06' RT | N/A | 12' ORNAMENTAL PEDESTAL POLE | TYPE 4B | POST-TOP LED LUMINAIRE - 100W HPS EQUIVALENT | TYPE III |
| 3 | A | 502+82.11 | 10.35' RT | N/A | 12' ORNAMENTAL PEDESTAL POLE | TYPE 4B | POST-TOP LED LUMINAIRE - 100W HPS EQUIVALENT | TYPE III |
| 4 | B | 503+80.52 | 14.42' RT | N/A | 12' ORNAMENTAL PEDESTAL POLE | TYPE 4B | POST-TOP LED LUMINAIRE - 100W HPS EQUIVALENT | TYPE III |
| 5 | A | 504+90.55 | 8.35' RT | N/A | 12' ORNAMENTAL PEDESTAL POLE | TYPE 4B | POST-TOP LED LUMINAIRE - 100W HPS EQUIVALENT | TYPE III |
| 6 | B | 505+69.89 | 8.17' LT | N/A | 12' ORNAMENTAL PEDESTAL POLE | TYPE 4B | POST-TOP LED LUMINAIRE - 100W HPS EQUIVALENT | TYPE III |
| 7 | A | 203+20.81 | 52.27' RT | N/A | 12' ORNAMENTAL PEDESTAL POLE | TYPE 4B | POST-TOP LED LUMINAIRE - 100W HPS EQUIVALENT | TYPE III |
| 8 | B | 100+58.90 | 177.39' LT | N/A | 12' ORNAMENTAL PEDESTAL POLE | TYPE 4B | POST-TOP LED LUMINAIRE - 100W HPS EQUIVALENT | TYPE III |

W = WATT
LED = LIGHT EMITTING DIODE
HPS = HIGH PRESSURE SODIUM

ADDENDA / REVISIONS

SCALE 0 30 60 90 FEET

**ADAMS STREET PATHWAY PHASE II**

| | | |
|---|---|---|
| CONTRACT | BRIDGE NO. | N/A |
| T202466302 | DESIGNED BY: | S.MILLER/S.BUNITSKY |
| COUNTY | CHECKED BY: | M.WAHED |
| NEW CASTLE | | |

**LIGHTING PLAN**

LI-01 | SECTION JMT | SHEET NO. 61

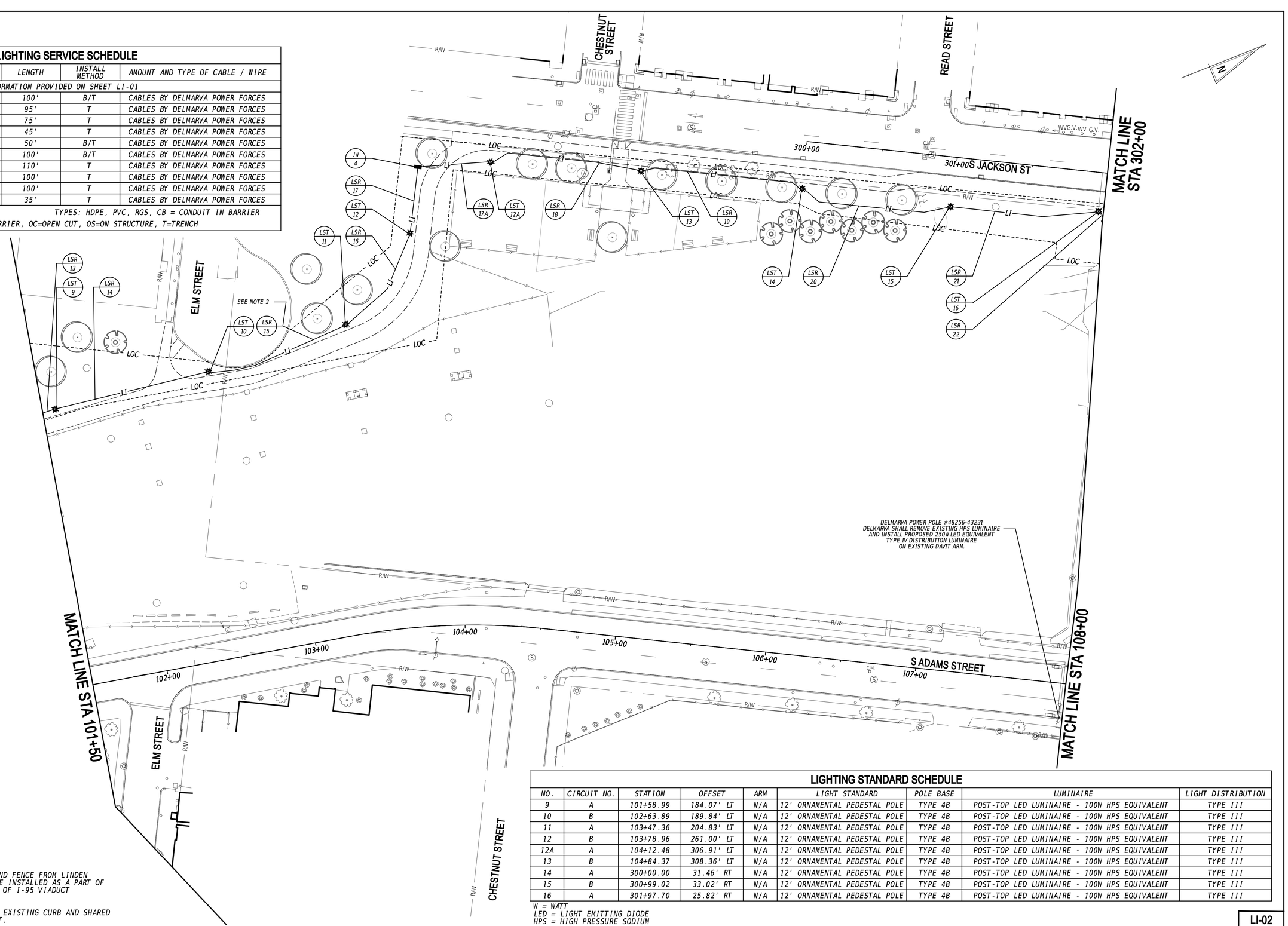
6-OCT-2026
10:41
pw://deldot-pw.bentley.com:deldot-pw-01/Documents/01_Active_Projects/DelDOT_Capital_Projects/T202466302_JMT/400_CADD/420_ROAD/423_SHEET_DGN/LI01_RDSF_T202466302_JMT

## LIGHTING SERVICE SCHEDULE

| SERVICE RUN | NO. OF CONDUITS | SIZE/TYPE | LENGTH | INSTALL METHOD | AMOUNT AND TYPE OF CABLE / WIRE |
|---|---|---|---|---|---|
| 13 | INFORMATION PROVIDED ON SHEET LI-01 | | | | |
| 14 | 1 | 3"-HDPE | 100' | B/T | CABLES BY DELMARVA POWER FORCES |
| 15 | 1 | 3"-PVC | 95' | T | CABLES BY DELMARVA POWER FORCES |
| 16 | 1 | 3"-PVC | 75' | T | CABLES BY DELMARVA POWER FORCES |
| 17 | 1 | 3"-PVC | 45' | T | CABLES BY DELMARVA POWER FORCES |
| 17A | 1 | 3"-HDPE | 50' | B/T | CABLES BY DELMARVA POWER FORCES |
| 18 | 1 | 3"-HDPE | 100' | B/T | CABLES BY DELMARVA POWER FORCES |
| 19 | 1 | 3"-PVC | 110' | T | CABLES BY DELMARVA POWER FORCES |
| 20 | 1 | 3"-PVC | 100' | T | CABLES BY DELMARVA POWER FORCES |
| 21 | 1 | 3"-PVC | 100' | T | CABLES BY DELMARVA POWER FORCES |
| 22 | 1 | 3"-PVC | 35' | T | CABLES BY DELMARVA POWER FORCES |

* DENOTES EXISTING SERVICE RUN. TYPES: HDPE, PVC, RGS, CB = CONDUIT IN BARRIER

INSTALL METHODS: B=BORE, IB=IN BARRIER, OC=OPEN CUT, OS=ON STRUCTURE, T=TRENCH




## LIGHTING STANDARD SCHEDULE

| NO. | CIRCUIT NO. | STATION | OFFSET | ARM | LIGHT STANDARD | POLE BASE | LUMINAIRE | LIGHT DISTRIBUTION |
|---|---|---|---|---|---|---|---|---|
| 9 | A | 101+58.99 | 184.07' LT | N/A | 12' ORNAMENTAL PEDESTAL POLE | TYPE 4B | POST-TOP LED LUMINAIRE - 100W HPS EQUIVALENT | TYPE III |
| 10 | B | 102+63.89 | 189.84' LT | N/A | 12' ORNAMENTAL PEDESTAL POLE | TYPE 4B | POST-TOP LED LUMINAIRE - 100W HPS EQUIVALENT | TYPE III |
| 11 | A | 103+47.36 | 204.83' LT | N/A | 12' ORNAMENTAL PEDESTAL POLE | TYPE 4B | POST-TOP LED LUMINAIRE - 100W HPS EQUIVALENT | TYPE III |
| 12 | B | 103+78.96 | 261.00' LT | N/A | 12' ORNAMENTAL PEDESTAL POLE | TYPE 4B | POST-TOP LED LUMINAIRE - 100W HPS EQUIVALENT | TYPE III |
| 12A | A | 104+12.48 | 306.91' LT | N/A | 12' ORNAMENTAL PEDESTAL POLE | TYPE 4B | POST-TOP LED LUMINAIRE - 100W HPS EQUIVALENT | TYPE III |
| 13 | B | 104+84.37 | 308.36' LT | N/A | 12' ORNAMENTAL PEDESTAL POLE | TYPE 4B | POST-TOP LED LUMINAIRE - 100W HPS EQUIVALENT | TYPE III |
| 14 | A | 300+00.00 | 31.46' RT | N/A | 12' ORNAMENTAL PEDESTAL POLE | TYPE 4B | POST-TOP LED LUMINAIRE - 100W HPS EQUIVALENT | TYPE III |
| 15 | B | 300+99.02 | 33.02' RT | N/A | 12' ORNAMENTAL PEDESTAL POLE | TYPE 4B | POST-TOP LED LUMINAIRE - 100W HPS EQUIVALENT | TYPE III |
| 16 | A | 301+97.70 | 25.82' RT | N/A | 12' ORNAMENTAL PEDESTAL POLE | TYPE 4B | POST-TOP LED LUMINAIRE - 100W HPS EQUIVALENT | TYPE III |

W = WATT
LED = LIGHT EMITTING DIODE
HPS = HIGH PRESSURE SODIUM

LIGHTING NOTES:

1. SHARED USE PATH, LANDSCAPING, AND FENCE FROM LINDEN STREET TO LANCASTER AVENUE TO BE INSTALLED AS A PART OF THE T201907403 - REHABILITATION OF I-95 VIADUCT SUBSTRUCTURE REPAIRS CONTRACT.
2. USE CAUTION TO AVOID DISTURBING EXISTING CURB AND SHARED USE PATH WHEN INSTALLING CONDUIT.

ADDENDA / REVISIONS

SCALE 0 30 60 90 FEET

# ADAMS STREET PATHWAY PHASE II

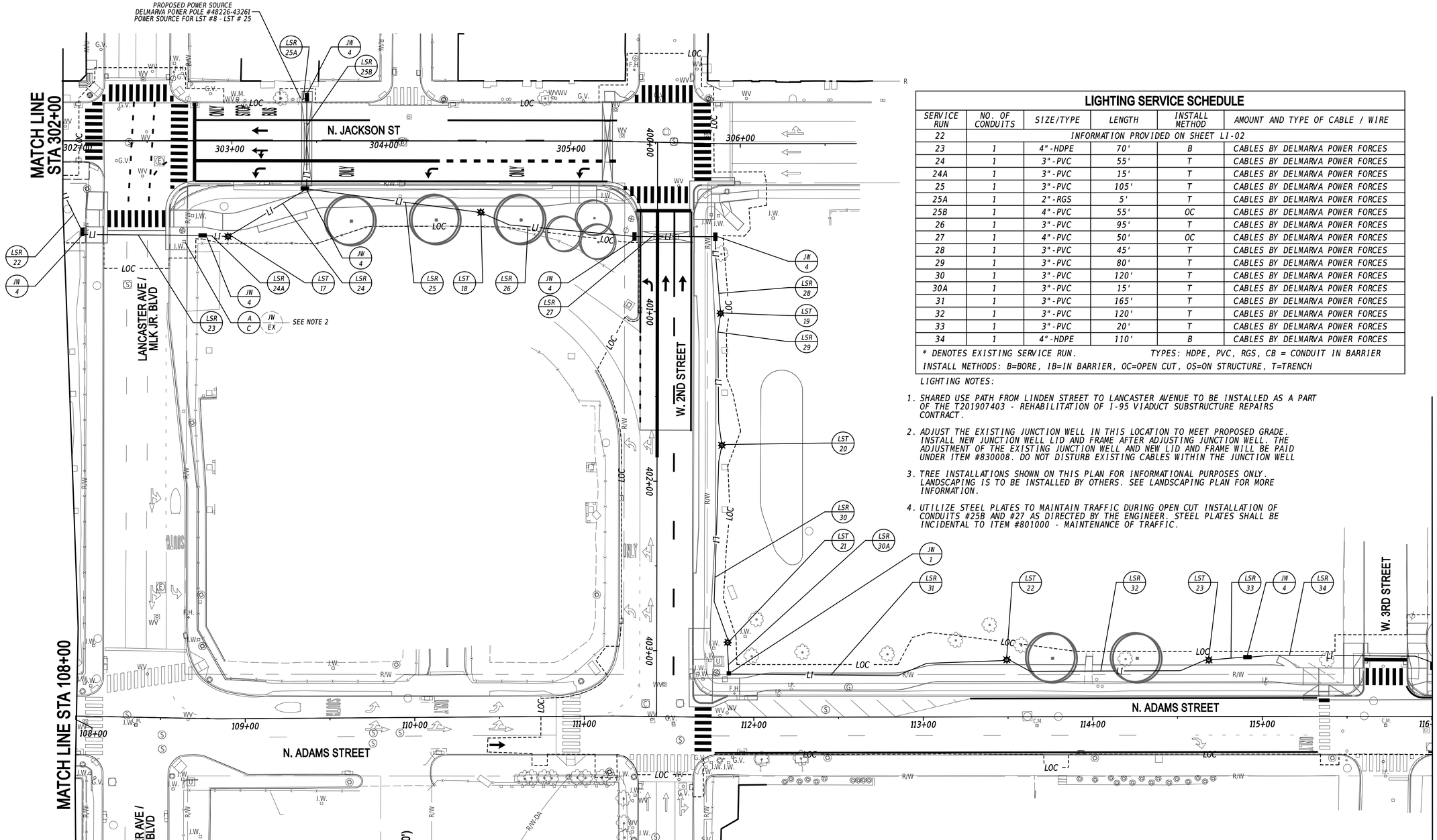
| | |
|---|---|
| CONTRACT | T202466302 |
| COUNTY | NEW CASTLE |
| BRIDGE NO. | N/A |
| DESIGNED BY: | S.MILLER/S.BUNITSKY |
| CHECKED BY: | M.WAHED |

## LIGHTING PLAN

| | |
|---|---|
| SECTION | JMT |
| SHEET NO. | 62 |

LI-02

6-OCT-2026
10:41
pw://deldot-pw.bentley.com:deldot-pw-01/Documents/01_Active_Projects/DelDOT_Capital_Projects/T202466302_JMT/400_CADD/420_ROAD/423_SHEET_DGN/LI01_RDSF_T202466302_JMT




## LIGHTING SERVICE SCHEDULE

| SERVICE RUN | NO. OF CONDUITS | SIZE/TYPE | LENGTH | INSTALL METHOD | AMOUNT AND TYPE OF CABLE / WIRE |
|---|---|---|---|---|---|
| 22 | INFORMATION PROVIDED ON SHEET LI-02 | | | | |
| 23 | 1 | 4"-HDPE | 70' | B | CABLES BY DELMARVA POWER FORCES |
| 24 | 1 | 3"-PVC | 55' | T | CABLES BY DELMARVA POWER FORCES |
| 24A | 1 | 3"-PVC | 15' | T | CABLES BY DELMARVA POWER FORCES |
| 25 | 1 | 3"-PVC | 105' | T | CABLES BY DELMARVA POWER FORCES |
| 25A | 1 | 2"-RGS | 5' | T | CABLES BY DELMARVA POWER FORCES |
| 25B | 1 | 4"-PVC | 55' | OC | CABLES BY DELMARVA POWER FORCES |
| 26 | 1 | 3"-PVC | 95' | T | CABLES BY DELMARVA POWER FORCES |
| 27 | 1 | 4"-PVC | 50' | OC | CABLES BY DELMARVA POWER FORCES |
| 28 | 1 | 3"-PVC | 45' | T | CABLES BY DELMARVA POWER FORCES |
| 29 | 1 | 3"-PVC | 80' | T | CABLES BY DELMARVA POWER FORCES |
| 30 | 1 | 3"-PVC | 120' | T | CABLES BY DELMARVA POWER FORCES |
| 30A | 1 | 3"-PVC | 15' | T | CABLES BY DELMARVA POWER FORCES |
| 31 | 1 | 3"-PVC | 165' | T | CABLES BY DELMARVA POWER FORCES |
| 32 | 1 | 3"-PVC | 120' | T | CABLES BY DELMARVA POWER FORCES |
| 33 | 1 | 3"-PVC | 20' | T | CABLES BY DELMARVA POWER FORCES |
| 34 | 1 | 4"-HDPE | 110' | B | CABLES BY DELMARVA POWER FORCES |

* DENOTES EXISTING SERVICE RUN. TYPES: HDPE, PVC, RGS, CB = CONDUIT IN BARRIER

INSTALL METHODS: B=BORE, IB=IN BARRIER, OC=OPEN CUT, OS=ON STRUCTURE, T=TRENCH

LIGHTING NOTES:

1. SHARED USE PATH FROM LINDEN STREET TO LANCASTER AVENUE TO BE INSTALLED AS A PART OF THE T201907403 - REHABILITATION OF I-95 VIADUCT SUBSTRUCTURE REPAIRS CONTRACT.
2. ADJUST THE EXISTING JUNCTION WELL IN THIS LOCATION TO MEET PROPOSED GRADE. INSTALL NEW JUNCTION WELL LID AND FRAME AFTER ADJUSTING JUNCTION WELL. THE ADJUSTMENT OF THE EXISTING JUNCTION WELL AND NEW LID AND FRAME WILL BE PAID UNDER ITEM #830008. DO NOT DISTURB EXISTING CABLES WITHIN THE JUNCTION WELL
3. TREE INSTALLATIONS SHOWN ON THIS PLAN FOR INFORMATIONAL PURPOSES ONLY. LANDSCAPING IS TO BE INSTALLED BY OTHERS. SEE LANDSCAPING PLAN FOR MORE INFORMATION.
4. UTILIZE STEEL PLATES TO MAINTAIN TRAFFIC DURING OPEN CUT INSTALLATION OF CONDUITS #25B AND #27 AS DIRECTED BY THE ENGINEER. STEEL PLATES SHALL BE INCIDENTAL TO ITEM #801000 - MAINTENANCE OF TRAFFIC.

## LIGHTING STANDARD SCHEDULE

| NO. | CIRCUIT NO. | STATION | OFFSET | ARM | LIGHT STANDARD | POLE BASE | LUMINAIRE | LIGHT DISTRIBUTION |
|---|---|---|---|---|---|---|---|---|
| 17 | B | 302+97.90 | 55.88' RT | N/A | 12' ORNAMENTAL PEDESTAL POLE | TYPE 4B | POST-TOP LED LUMINAIRE - 100W HPS EQUIVALENT | TYPE III |
| 18 | A | 304+47.53 | 47.99' RT | N/A | 12' ORNAMENTAL PEDESTAL POLE | TYPE 4B | POST-TOP LED LUMINAIRE - 100W HPS EQUIVALENT | TYPE III |
| 19 | B | 401+0.92 | 37.35' LT | N/A | 12' ORNAMENTAL PEDESTAL POLE | TYPE 4B | POST-TOP LED LUMINAIRE - 100W HPS EQUIVALENT | TYPE III |
| 20 | A | 401+78.84 | 38.20' LT | N/A | 12' ORNAMENTAL PEDESTAL POLE | TYPE 4B | POST-TOP LED LUMINAIRE - 100W HPS EQUIVALENT | TYPE III |
| 21 | B | 402+95.08 | 41.89' LT | N/A | 12' ORNAMENTAL PEDESTAL POLE | TYPE 4B | POST-TOP LED LUMINAIRE - 100W HPS EQUIVALENT | TYPE III |
| 22 | A | 113+49.34 | 33.75' LT | N/A | 12' ORNAMENTAL PEDESTAL POLE | TYPE 4B | POST-TOP LED LUMINAIRE - 100W HPS EQUIVALENT | TYPE III |
| 23 | B | 114+65.34 | 33.75' LT | N/A | 12' ORNAMENTAL PEDESTAL POLE | TYPE 4B | POST-TOP LED LUMINAIRE - 100W HPS EQUIVALENT | TYPE III |

W = WATT
LED = LIGHT EMITTING DIODE
HPS = HIGH PRESSURE SODIUM

ADDENDA / REVISIONS

SCALE 0 30 60 90 FEET

# ADAMS STREET PATHWAY PHASE II

| CONTRACT | BRIDGE NO. | N/A |
|---|---|---|
| T202466302 | DESIGNED BY: | S.MILLER/S.BUNITSKY |
| COUNTY | CHECKED BY: | M.WAHED |
| NEW CASTLE | | |

LIGHTING PLAN

LI-03
SECTION JMT
SHEET NO. 63

6-OCT-2026
10:41
pw://deldot-pw.bentley.com:deldot-pw-01/Documents/01_Active_Projects/DelDOT_Capital_Projects/T202466302_JMT/400_CADD/420_ROAD/423_SHEET_DGN/LI01_RDSF_T202466302_JMT

## LIGHTING SERVICE SCHEDULE

| SERVICE RUN | NO. OF CONDUITS | SIZE/TYPE | LENGTH | INSTALL METHOD | AMOUNT AND TYPE OF CABLE / WIRE |
|---|---|---|---|---|---|
| 35 | 1 | 3"-PVC | 5' | T | CABLES BY DELMARVA POWER FORCES |
| 36 | 1 | 3"-PVC | 145' | T | CABLES BY DELMARVA POWER FORCES |
| 37 | 1 | 3"-PVC | 105' | T | CABLES BY DELMARVA POWER FORCES |
| 38 | 1 | 3"-PVC | 125' | T | CABLES BY DELMARVA POWER FORCES |
| 39 | 1 | 3"-PVC | 125' | T | CABLES BY DELMARVA POWER FORCES |
| 40 | 1 | 3"-PVC | 115' | T | CABLES BY DELMARVA POWER FORCES |
| 41* | 1 | 3"-PVC | 15' | EXISTING | EXISTING CABLES |
| 42* | 1 | 4"-HDPE | 80' | EXISTING | EXISTING CABLES, CABLES BY DELMARVA POWER FORCES |
| 43* | 1 | 4"-HDPE | 70' | EXISTING | EXISTING CABLES |
| 44* | 1 | 3"-PVC | 10' | EXISTING | EXISTING CABLES |

* DENOTES EXISTING SERVICE RUN. TYPES: HDPE, PVC, RGS, CB = CONDUIT IN BARRIER

INSTALL METHODS: B=BORE, IB=IN BARRIER, OC=OPEN CUT, OS=ON STRUCTURE, T=TRENCH

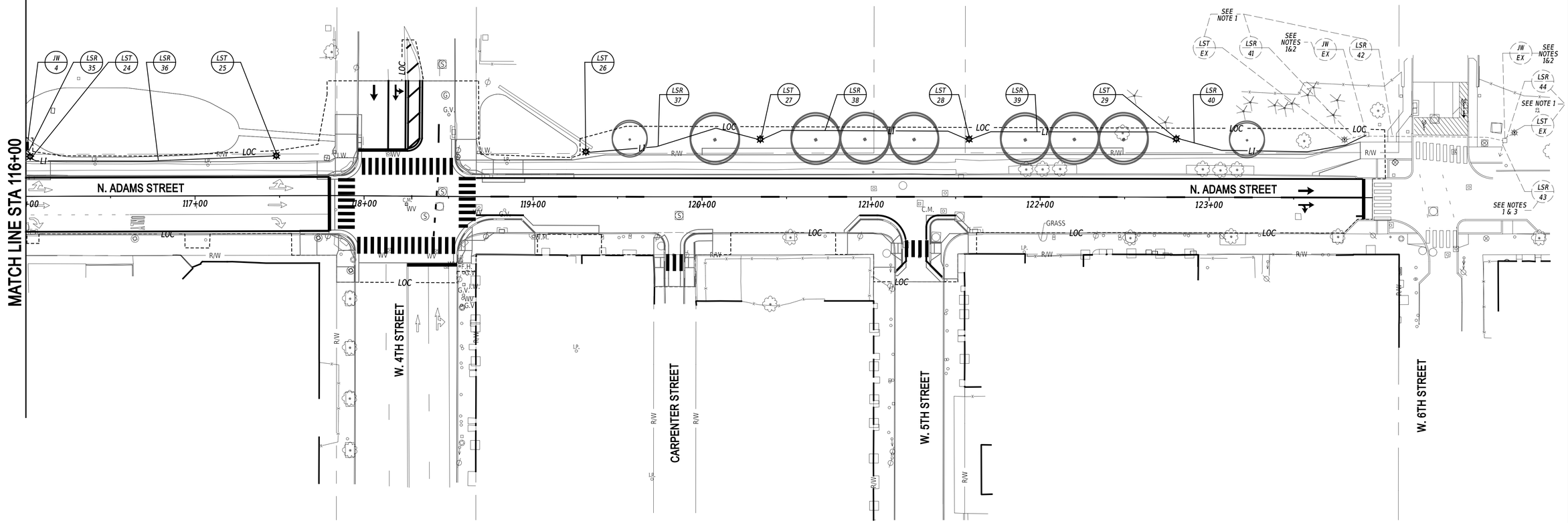
LIGHTING NOTES:

1. LUMINAIRES, CONDUITS, AND JUNCTION WELLS TO BE INSTALLED AS A PART OF THE T202301103 - ADAMS STREET SIDEWALK IMPROVEMENTS PROJECT.
2. DELMARVA TO TIE NEW LIGHTING SYSTEM FOR LST 26-29 INTO EXISTING JUNCTION WELL ON NORTHWEST CORNER.
3. LIGHTING CONDUIT CONTINUES THROUGH THE POWER SOURCE FOR THE EXISTING DECORATIVE LIGHTING SYSTEM INSTALLED AS A PART OF THE T202301103 PROJECT.
4. TREE INSTALLATIONS SHOWN ON THIS PLAN FOR INFORMATIONAL PURPOSES ONLY. LANDSCAPING IS TO BE INSTALLED BY OTHERS. SEE LANDSCAPING PLAN FOR MORE INFORMATION.

## LIGHTING STANDARD SCHEDULE

| NO. | CIRCUIT NO. | STATION | OFFSET | ARM | LIGHT STANDARD | POLE BASE | LUMINAIRE | LIGHT DISTRIBUTION |
|---|---|---|---|---|---|---|---|---|
| 24 | A | 116+2.41 | 23.61' LT | N/A | 12' ORNAMENTAL PEDESTAL POLE | TYPE 4B | POST-TOP LED LUMINAIRE - 100W HPS EQUIVALENT | TYPE III |
| 25 | B | 117+48.09 | 23.80' LT | N/A | 12' ORNAMENTAL PEDESTAL POLE | TYPE 4B | POST-TOP LED LUMINAIRE - 100W HPS EQUIVALENT | TYPE III |
| 26 | A | 119+31.14 | 26.66' LT | N/A | 12' ORNAMENTAL PEDESTAL POLE | TYPE 4B | POST-TOP LED LUMINAIRE - 100W HPS EQUIVALENT | TYPE III |
| 27 | B | 120+34.43 | 32.64' LT | N/A | 12' ORNAMENTAL PEDESTAL POLE | TYPE 4B | POST-TOP LED LUMINAIRE - 100W HPS EQUIVALENT | TYPE III |
| 28 | A | 121+57.91 | 32.75' LT | N/A | 12' ORNAMENTAL PEDESTAL POLE | TYPE 4B | POST-TOP LED LUMINAIRE - 100W HPS EQUIVALENT | TYPE III |
| 29 | B | 122+80.47 | 33.06' LT | N/A | 12' ORNAMENTAL PEDESTAL POLE | TYPE 4B | POST-TOP LED LUMINAIRE - 100W HPS EQUIVALENT | TYPE III |

W = WATT
LED = LIGHT EMITTING DIODE
HPS = HIGH PRESSURE SODIUM




| ADDENDA / REVISIONS | | SCALE 0 30 60 90 FEET | ADAMS STREET PATHWAY PHASE II | CONTRACT T202466302 | BRIDGE NO. N/A | LIGHTING PLAN | LI-04 |
|---|---|---|---|---|---|---|---|
| | | | | COUNTY NEW CASTLE | DESIGNED BY: S.MILLER/S.BUNITSKY | | SECTION JMT |
| | | | | | CHECKED BY: M.WAHED | | SHEET NO. 64 |

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| PAVEMENT MARKINGS LEGEND | | |
|---|---|---|
| SYM | ITEM | QUANTITY |
| (A) | EPOXY RESIN PAINT PERMANENT PAVEMENT STRIPING, WHITE 6" SOLID (ITEM 861001) | 523 LF |
| (B) | EPOXY RESIN PAINT PERMANENT PAVEMENT STRIPING, YELLOW 6" SOLID (ITEM 861001) | 50 LF |
| (G) | ALKYD-THERMOPLASTIC PERMANENT PAVEMENT STRIPING, WHITE 16" SOLID (ITEM 862006) | 15 SF |
| (H) | ALKYD-THERMOPLASTIC PERMANENT PAVEMENT STRIPING, WHITE 24" SOLID (ITEM 862006) | 330 SF |
| (U) | REMOVAL OF PERMANENT PAVEMENT STRIPING (ITEM 868001) | 370 SF |

*GENERAL SIGNING AND STRIPING NOTES:*

*1. INSTALL AND REMOVE ONLY THE REGULATORY, WARNING, AND SPECIAL SIGNS AND POSTS NOTED IN THE PLANS WITHIN CONTRACT LIMITS. FURNISH ALL REGULATORY, WARNING AND SPECIAL SIGNS AND POSTS FOR INSTALLATION.*

*2. FIELD VERIFY THE LOCATIONS OF ALL EXISTING SIGNS BEFORE GIVING DIRECTION TO MANUFACTURE THE SIGNS.*

*3. ADDITIONAL STRIPING BEYOND CONTRACT LIMITS MAY BE REQUIRED TO REPLACE THE EXISTING STRIPING DUE TO MAINTENANCE OF TRAFFIC. ALL PROPOSED STRIPING SHALL TIE INTO EXISTING STRIPING. ACTUAL LIMITS TO BE DETERMINED BY THE RESIDENT ENGINEER.*

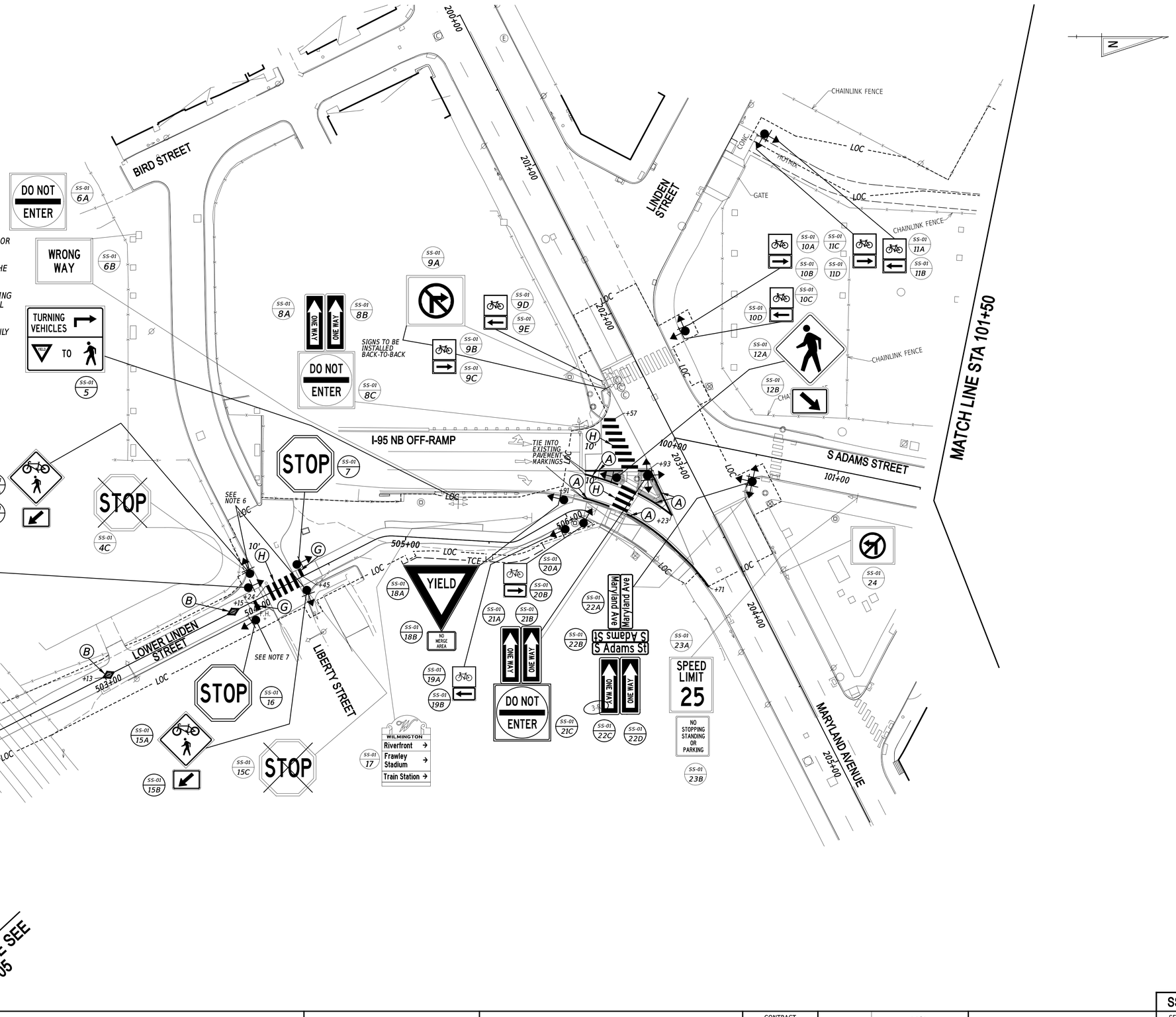
*4. SEE CONSTRUCTION DETAIL SHEETS FOR "PIANO KEY" STRIPING, BOLLARD STRIPING AND BUS STOP ONLY DETAIL.*

*5. SHARED USE PATH FROM LINDEN STREET TO LANCASTER AVENUE TO BE INSTALLED AS A PART OF T201907403 - REHABILITATION OF I-95 VIADUCT SUBSTRUCTURE REPAIRS CONTACT.*

*6. EXISTING SIGN POSTS TO BE REMOVED AND REPLACED WITH NEW SIGN POST IN SAME LOCATION.*

*7. DO NOT DISTURB EXISTING FIRE HYDRANT WHEN INSTALLING SIGN.*

*8. REMOVE EXISTING STRIPING ALONG PARKING LOT DRIVEWAY FROM WESTERLY SIDE OF MADISON STREET/WEST STREET INTERSECTION TO WEST END OF DRIVEWAY.*




| ADDENDA / REVISIONS | |
|---|---|
| | |
| | |
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| | |

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**ADAMS STREET PATHWAY PHASE II**

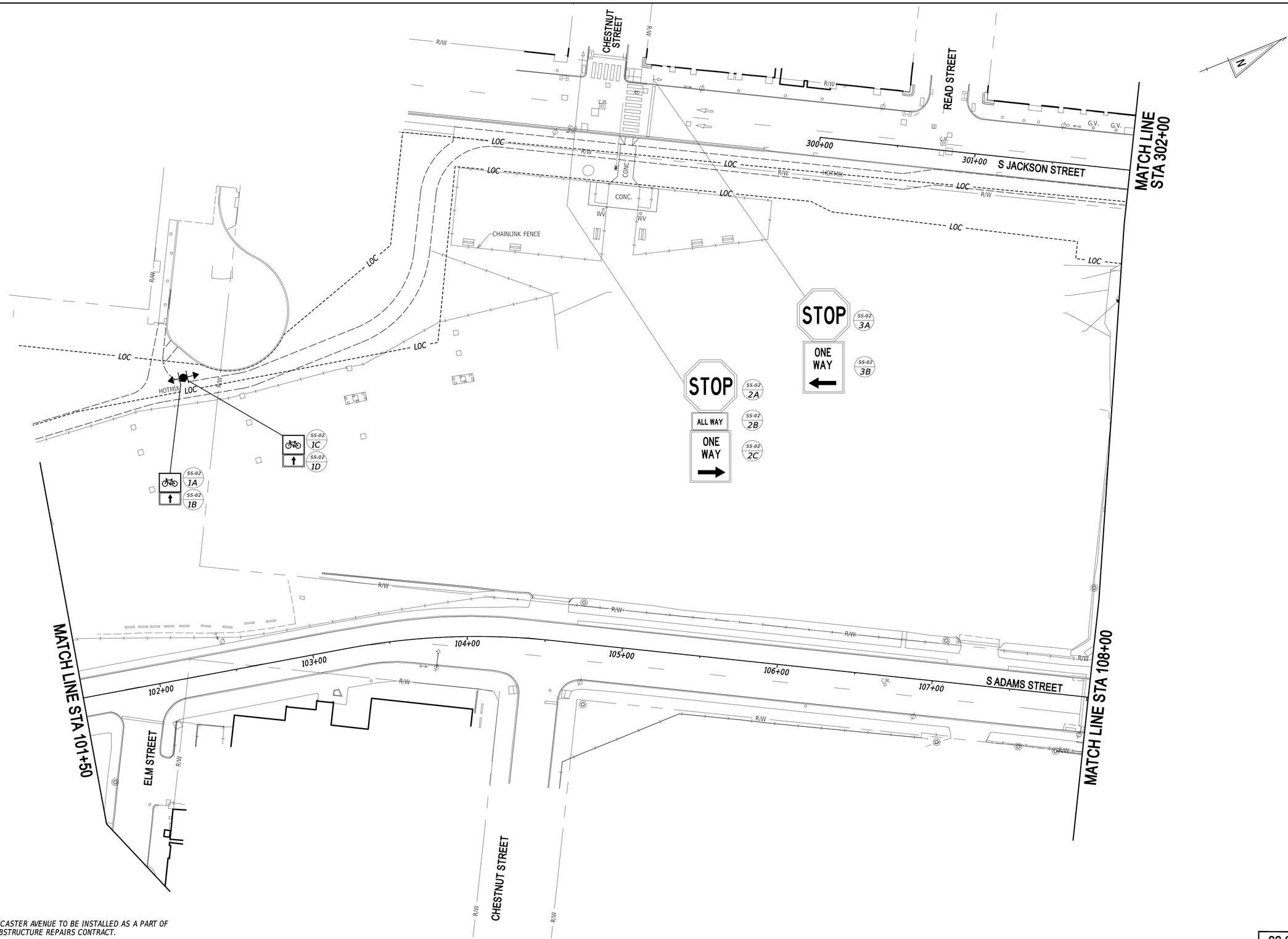
| CONTRACT | |
|---|---|
| T202466302 | |
| COUNTY | |
| NEW CASTLE | |

| BRIDGE NO. | N/A |
|---|---|
| DESIGNED BY: | J. CLEM/S. BUNITSKY |
| CHECKED BY: | M. WAHED |

**SIGNING, STRIPING AND CONDUIT PLAN**

| SS-01 |
|---|
| SECTION |
| JMT |
| SHEET NO. |
| 65 |

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*NOTE:*

*1. SHARED USED PATH FROM LINDEN STREET TO LANCASTER AVENUE TO BE INSTALLED AS A PART OF T201907403 - REHABILITATION OF I-95 VIADUCT SUBSTRUCTURE REPAIRS CONTRACT.*

| ADDENDA / REVISIONS | |
|---|---|
| | |
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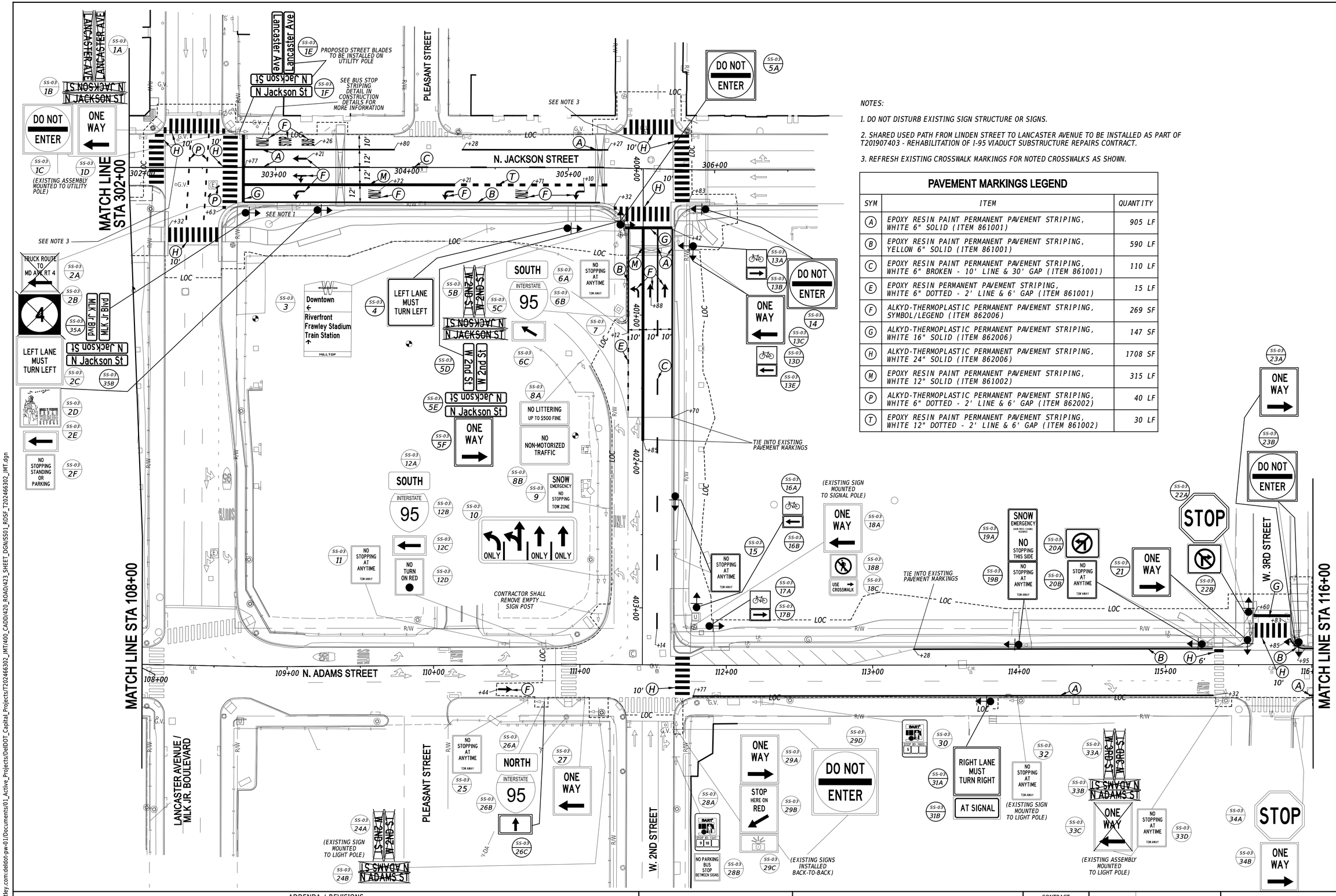
# ADAMS STREET PATHWAY PHASE II

| | | |
|---|---|---|
| CONTRACT | BRIDGE NO. | N/A |
| T202466302 | DESIGNED BY: | J. CLEM/S. BUNITSKY |
| COUNTY | CHECKED BY: | M. WAHED |
| NEW CASTLE | | |

## SIGNING, STRIPING AND CONDUIT PLAN

| | |
|---|---|
| SS-02 | |
| SECTION | JMT |
| SHEET NO. | 66 |

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*NOTES:*

*1. DO NOT DISTURB EXISTING SIGN STRUCTURE OR SIGNS.*

*2. SHARED USED PATH FROM LINDEN STREET TO LANCASTER AVENUE TO BE INSTALLED AS PART OF T201907403 - REHABILITATION OF I-95 VIADUCT SUBSTRUCTURE REPAIRS CONTRACT.*

*3. REFRESH EXISTING CROSSWALK MARKINGS FOR NOTED CROSSWALKS AS SHOWN.*

## PAVEMENT MARKINGS LEGEND

| SYM | ITEM | QUANTITY |
|---|---|---|
| (A) | EPOXY RESIN PAINT PERMANENT PAVEMENT STRIPING, WHITE 6" SOLID (ITEM 861001) | 905 LF |
| (B) | EPOXY RESIN PAINT PERMANENT PAVEMENT STRIPING, YELLOW 6" SOLID (ITEM 861001) | 590 LF |
| (C) | EPOXY RESIN PAINT PERMANENT PAVEMENT STRIPING, WHITE 6" BROKEN - 10' LINE & 30' GAP (ITEM 861001) | 110 LF |
| (E) | EPOXY RESIN PERMANENT PAVEMENT STRIPING, WHITE 6" DOTTED - 2' LINE & 6' GAP (ITEM 861001) | 15 LF |
| (F) | ALKYD-THERMOPLASTIC PERMANENT PAVEMENT STRIPING, SYMBOL/LEGEND (ITEM 862006) | 269 SF |
| (G) | ALKYD-THERMOPLASTIC PERMANENT PAVEMENT STRIPING, WHITE 16" SOLID (ITEM 862006) | 147 SF |
| (H) | ALKYD-THERMOPLASTIC PERMANENT PAVEMENT STRIPING, WHITE 24" SOLID (ITEM 862006) | 1708 SF |
| (M) | EPOXY RESIN PAINT PERMANENT PAVEMENT STRIPING, WHITE 12" SOLID (ITEM 861002) | 315 LF |
| (P) | ALKYD-THERMOPLASTIC PERMANENT PAVEMENT STRIPING, WHITE 6" DOTTED - 2' LINE & 6' GAP (ITEM 862002) | 40 LF |
| (T) | EPOXY RESIN PAINT PERMANENT PAVEMENT STRIPING, WHITE 12" DOTTED - 2' LINE & 6' GAP (ITEM 861002) | 30 LF |

| ADDENDA / REVISIONS | | SCALE 0 30 60 90 FEET | ADAMS STREET PATHWAY PHASE II | CONTRACT T202466302 | BRIDGE NO. N/A | SIGNING, STRIPING AND CONDUIT PLAN | SS-03 SECTION |
|---|---|---|---|---|---|---|---|
| | | | | COUNTY NEW CASTLE | DESIGNED BY: J. CLEM/S. BUNITSKY | | JMT SHEET NO. 67 |
| | | | | | CHECKED BY: M. WAHED | | |

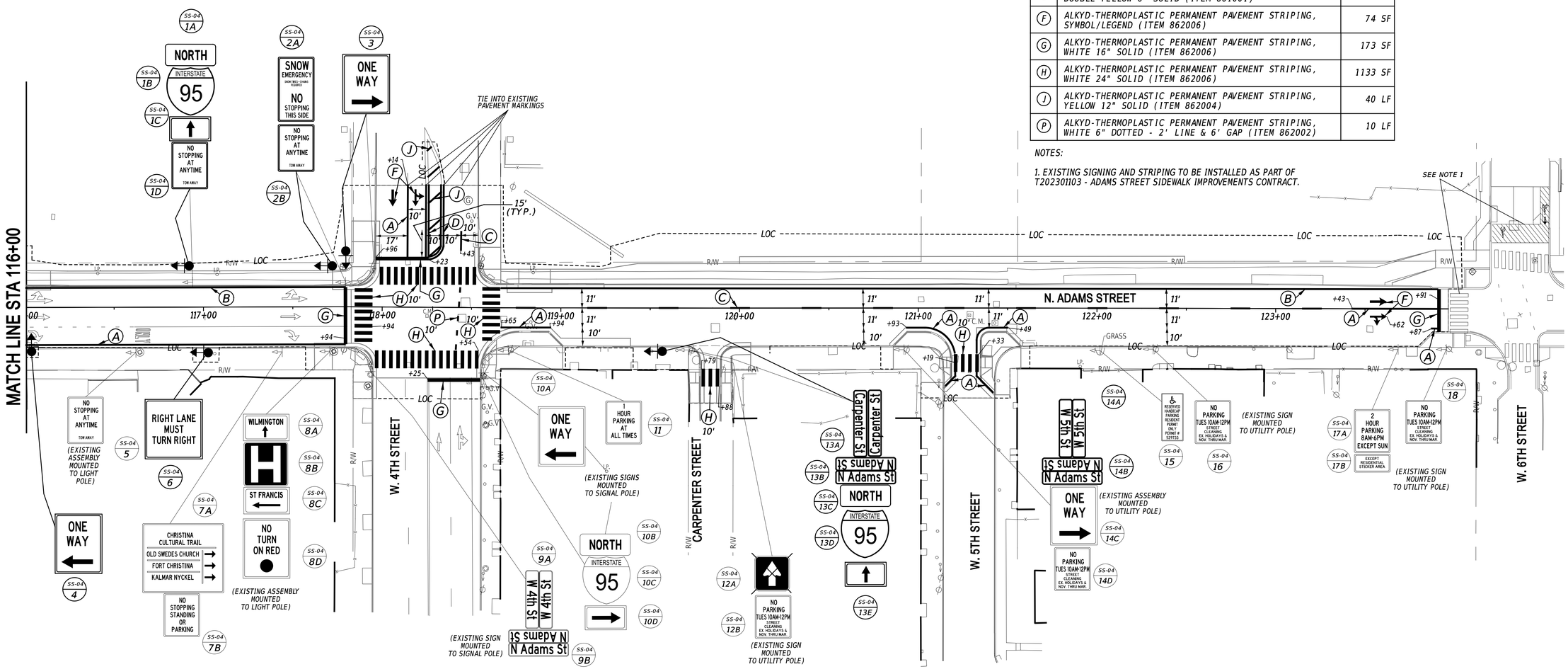
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## PAVEMENT MARKINGS LEGEND

| SYM | ITEM | QUANTITY |
|---|---|---|
| (A) | EPOXY RESIN PAINT PERMANENT PAVEMENT STRIPING, WHITE 6" SOLID (ITEM 861001) | 450 LF |
| (B) | EPOXY RESIN PAINT PERMANENT PAVEMENT STRIPING, YELLOW 6" SOLID (ITEM 861001) | 775 LF |
| (C) | EPOXY RESIN PAINT PERMANENT PAVEMENT STRIPING, WHITE 6" BROKEN - 10' LINE & 30' GAP (ITEM 861001) | 150 LF |
| (D) | EPOXY RESIN PAINT PERMANENT PAVEMENT STRIPING, DOUBLE YELLOW 6" SOLID (ITEM 861001) | 180 LF |
| (F) | ALKYD-THERMOPLASTIC PERMANENT PAVEMENT STRIPING, SYMBOL/LEGEND (ITEM 862006) | 74 SF |
| (G) | ALKYD-THERMOPLASTIC PERMANENT PAVEMENT STRIPING, WHITE 16" SOLID (ITEM 862006) | 173 SF |
| (H) | ALKYD-THERMOPLASTIC PERMANENT PAVEMENT STRIPING, WHITE 24" SOLID (ITEM 862006) | 1133 SF |
| (J) | ALKYD-THERMOPLASTIC PERMANENT PAVEMENT STRIPING, YELLOW 12" SOLID (ITEM 862004) | 40 LF |
| (P) | ALKYD-THERMOPLASTIC PERMANENT PAVEMENT STRIPING, WHITE 6" DOTTED - 2' LINE & 6' GAP (ITEM 862002) | 10 LF |

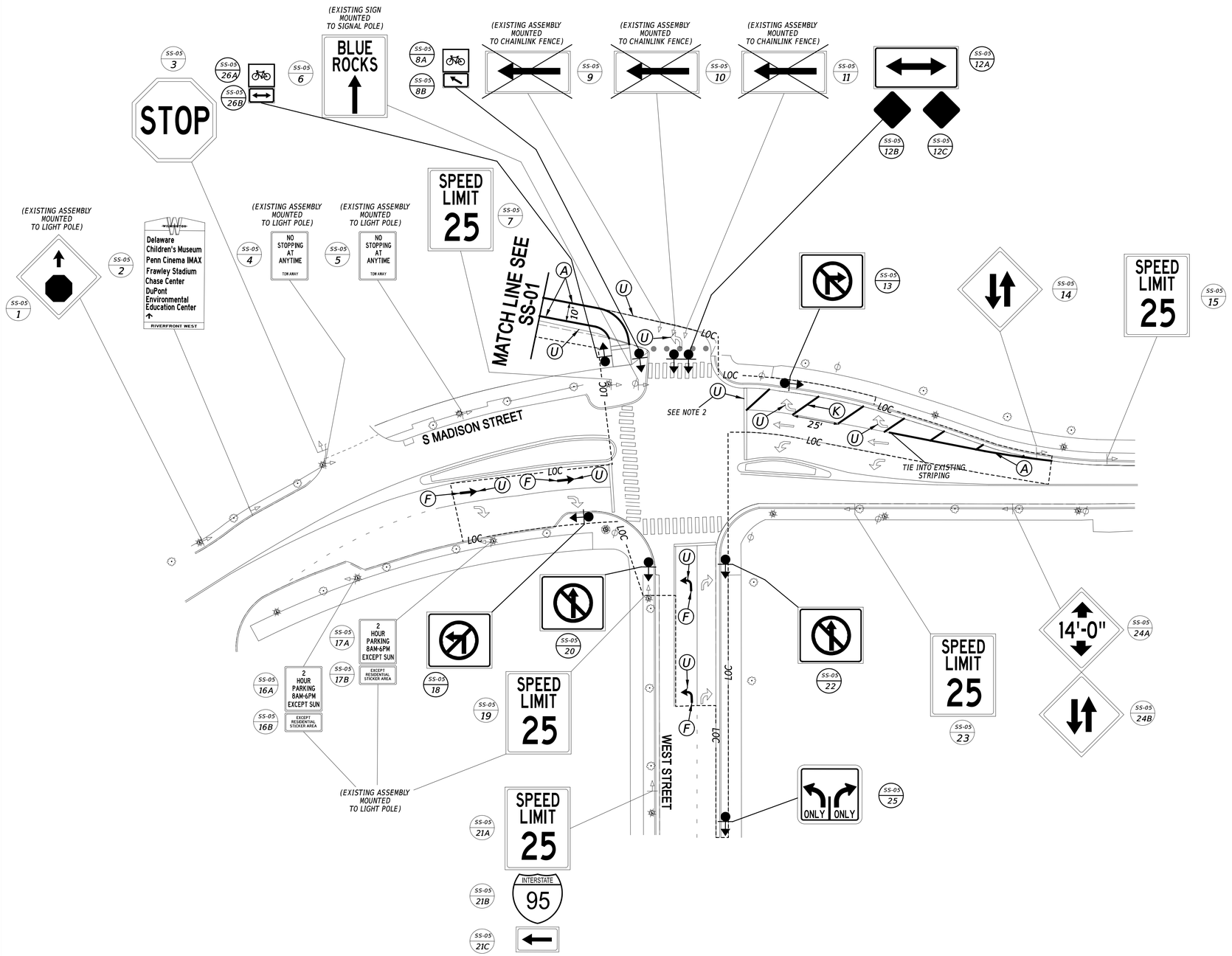
NOTES:

1. EXISTING SIGNING AND STRIPING TO BE INSTALLED AS PART OF T202301103 - ADAMS STREET SIDEWALK IMPROVEMENTS CONTRACT.




| ADDENDA / REVISIONS | SCALE | ADAMS STREET PATHWAY PHASE II | CONTRACT | BRIDGE NO. N/A | SIGNING, STRIPING AND CONDUIT PLAN | SS-04 |
|---|---|---|---|---|---|---|
| | 0 30 60 90 FEET | | T202466302 | DESIGNED BY: J. CLEM/S. BUNITSKY | | SECTION JMT |
| | | | COUNTY NEW CASTLE | CHECKED BY: M. WAHED | | SHEET NO. 68 |

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## PAVEMENT MARKINGS LEGEND

| SYM | ITEM | QUANTITY |
|---|---|---|
| (A) | EPOXY RESIN PAINT PERMANENT PAVEMENT STRIPING, WHITE 6" SOLID (ITEM 861001) | 270 LF |
| (F) | ALKYD-THERMOPLASTIC PERMANENT PAVEMENT STRIPING, SYMBOL/LEGEND (ITEM 862006) | 56 SF |
| (K) | ALKYD-THERMOPLASTIC PERMANENT PAVEMENT STRIPING, WHITE 12" SOLID (ITEM 862004) | 75 LF |
| (U) | REMOVAL OF PERMANENT PAVEMENT STRIPING (ITEM 868001) | 228 SF |

NOTES:

1. REMOVE EXISTING SHARED THROUGH/LEFT ARROWS ALONG NORTHBOUND MADISON STREET AND REPLACE WITH THROUGH ARROWS. REMOVE EXISTING SHARED THROUGH/LEFT ARROWS ALONG WESTBOUND WEST STREET AND REPLACE WITH LEFT ARROWS.

2. REMOVE PORTION OF EXISTING STOP BAR SPANNING THE RIGHT TURN LANE ON SOUTHBOUND MADISON STREET.

| ADDENDA / REVISIONS | | SCALE 0 30 60 90 FEET | ADAMS STREET PATHWAY PHASE II | CONTRACT T202466302 | BRIDGE NO. N/A | SIGNING, STRIPING AND CONDUIT PLAN | SS-05 |
|---|---|---|---|---|---|---|---|
| | | | | COUNTY NEW CASTLE | DESIGNED BY: J. CLEM/S. BUNITSKY | | SECTION JMT |
| | | | | | CHECKED BY: M. WAHED | | SHEET NO. 69 |

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## PERMANENT SIGN SCHEDULE - ROADWAY

| SHEET NO. | PLAN IDENTIFIER | SIGN DESIGNATION | QTY. | DESCRIPTION | SIGN WIDTH (IN) | SIGN HEIGHT (IN) | X13 / ITEM 818001 SUPPLY OF ROADSIDE FLAT SHEET ALUMINUM, TYPE IV, RETROREFLECTIVE SHEETING (SF) | X14 / ITEM 818003 SUPPLY OF ROADSIDE FLAT SHEET ALUMINUM, TYPE XI, RETROREFLECTIVE SHEETING (SF) | X15 / ITEM 819512 SIGN POST REFLECTIVE PANEL (EA) | ITEM 819003 INSTALL OR REMOVE TRAFFIC SIGNS (EACH) | | | ITEM 819001 PROVIDE GALVANIZED TELESCOPING SIGN POST (EACH) TO BE USED FOR NEW SIGN POSTS, CONTRACTOR TO DETERMINE LENGTH | ITEM 819002 INSTALL OR REMOVE GALVANIZED TELESCOPING SIGN POST (EACH) | | | POST INSTALLATION TYPE | ITEM 819010 4" HOLE, 0-6" (EACH) | ITEM 819011 4" HOLE, >6" (EACH) | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | SIGN DISPOSITION | REMOVE | INSTALL | | SIGN POST DISPOSITION | REMOVE | INSTALL | | | | |
| SS-01 | 1A | R1-1(36) | 1 | STOP | 36 | 36 | | 7.5 | | NEW | | 1 | 1 | NEW | | 1 | SOIL | | | |
| SS-01 | 2A | D11-1a | 1 | BIKE (Symbol) | 18 | 18 | 2.3 | | | NEW | | 1 | 1 | NEW | | 1 | SOIL | | | |
| SS-01 | 2B | M6-1_L(B) | 1 | DIRECTIONAL ARROW (Left) - 12x9 | 12 | 9 | 0.8 | | | ADD TO ASSEMBLY | | 1 | | | | | SOIL | | | |
| SS-01 | 3A | R5-1(36) | 1 | DO NOT ENTER - 36x36 | 36 | 36 | | 9.0 | | NEW | | 1 | 1 | NEW | | 1 | SOIL | | | |
| SS-01 | 3B | R5-11 | 1 | AUTHORIZED VEHICLES ONLY | 30 | 24 | 5.0 | | | ADD TO ASSEMBLY | | 1 | | | | | | | | |
| SS-01 | 3C | R3-7bP-CUSTOM | 1 | EXCEPT BICYCLES (PLAQUE) | 24 | 12 | | | | ADD TO ASSEMBLY | | 1 | | | | | | | | |
| SS-01 | 3D | R3-7bP-CUSTOM | 1 | EXCEPT PEDESTRIANS (PLAQUE) | 24 | 12 | | | | ADD TO ASSEMBLY | | 1 | | | | | | | | |
| SS-01 | 4A | W11-15(30) | 1 | BIKE - PEDESTRIAN (Symbol) - 30x30 | 30 | 30 | 6.3 | | | NEW | | 1 | 1 | NEW | | 1 | SOIL | | | |
| SS-01 | 4B | W16-7P_L(24) | 1 | LEFT DOWNWARD DIAGONAL ARROW (plaque) - 24x12 | 24 | 12 | 2.0 | | | ADD TO ASSEMBLY | | 1 | | | | | | | | |
| SS-01 | 4C | R1-1(36) | 1 | STOP | 36 | 36 | | | | REMOVE | 1 | | | REMOVE | 1 | | | | | |
| SS-01 | 5 | R10-15 | 1 | TURNING VEHICLES YIELD TO PEDS | 30 | 30 | 6.3 | | | ADD TO ASSEMBLY | | 1 | | | | | | | | |
| SS-01 | 6A | R5-1(36) | 1 | DO NOT ENTER - 36x36 | 36 | 36 | | | | REMAIN | | | | | | | | | | |
| SS-01 | 6B | R5-1a(42) | 1 | WRONG WAY - 42x30 | 42 | 30 | | | | REMAIN | | | | | | | | | | |
| SS-01 | 7 | R1-1(18) | 1 | STOP | 18 | 18 | | 2.3 | | NEW | | 1 | 1 | NEW | | 1 | SOIL | | | |
| SS-01 | 8A | R6-1_L(36) | 1 | ONE WAY (ENCLOSED IN LEFT ARROW) - 36x12 | 36 | 12 | | | | REMAIN | | | | | | | | | | |
| SS-01 | 8B | R6-1_R(36) | 1 | ONE WAY (ENCLOSED IN RIGHT ARROW) - 36x12 | 36 | 12 | | | | REMAIN | | | | | | | | | | |
| SS-01 | 8C | R5-1(36) | 1 | DO NOT ENTER - 36x36 | 36 | 36 | | | | REMAIN | | | | | | | | | | |
| SS-01 | 9A | R3-2(36) | 1 | LEFT TURN PROHIBITION (Symbol) - 36x36 | 36 | 36 | | | | REMAIN | | | | | | | | | | |
| SS-01 | 9B | D11-1a | 1 | BIKE (Symbol) | 18 | 18 | 2.3 | | | ADD TO ASSEMBLY | | 1 | | | | | | | | |
| SS-01 | 9C | M6-1_R(B) | 1 | DIRECTIONAL ARROW (Right) - 12x9 | 12 | 9 | 0.8 | | | ADD TO ASSEMBLY | | 1 | | | | | | | | |
| SS-01 | 9D | D11-1a | 1 | BIKE (Symbol) | 18 | 18 | 2.3 | | | ADD TO ASSEMBLY | | 1 | | | | | | | | |
| SS-01 | 9E | M6-1_L(B) | 1 | DIRECTIONAL ARROW (Left) - 12x9 | 12 | 9 | 0.8 | | | ADD TO ASSEMBLY | | 1 | | | | | | | | |
| SS-01 | 10A | D11-1a | 1 | BIKE (Symbol) | 18 | 18 | 2.3 | | | NEW | | 1 | | | | | | | | |
| SS-01 | 10B | M6-1_R(B) | 1 | DIRECTIONAL ARROW (Right) - 12x9 | 12 | 9 | 0.8 | | | ADD TO ASSEMBLY | | 1 | 1 | NEW | | 1 | SOIL | | | |
| SS-01 | 10C | D11-1a | 1 | BIKE (Symbol) | 18 | 18 | 2.3 | | | ADD TO ASSEMBLY | | 1 | | | | | | | | |
| SS-01 | 10D | M6-1_L(B) | 1 | DIRECTIONAL ARROW (Left) - 12x9 | 12 | 9 | 0.8 | | | ADD TO ASSEMBLY | | 1 | | | | | | | | |
| SS-01 | 11A | D11-1a | 1 | BIKE (Symbol) | 18 | 18 | 2.3 | | | NEW | | 1 | | | | | | | | |
| SS-01 | 11B | M6-1_L(B) | 1 | DIRECTIONAL ARROW (Left) - 12x9 | 12 | 9 | 0.8 | | | ADD TO ASSEMBLY | | 1 | 1 | NEW | | 1 | SOIL | | | |
| SS-01 | 11C | D11-1a | 1 | BIKE (Symbol) | 18 | 18 | 2.3 | | | ADD TO ASSEMBLY | | 1 | | | | | | | | |
| SS-01 | 11D | M6-1_R(B) | 1 | DIRECTIONAL ARROW (Right) - 12x9 | 12 | 9 | 0.8 | | | ADD TO ASSEMBLY | | 1 | | | | | | | | |
| SS-01 | 12A | W11-2(30) | 1 | PEDESTRIAN (Symbol) - 30x30 | 30 | 30 | 6.3 | | | NEW | | 1 | 1 | NEW | | 1 | NEW CONCRETE | | | |
| SS-01 | 12B | W16-7P_R(24) | 1 | RIGHT DOWNWARD DIAGONAL ARROW (plaque) - 24x12 | 24 | 12 | 2.0 | | | ADD TO ASSEMBLY | | 1 | | | | | | | | |
| SS-01 | 13 | R5-1(36) | 1 | DO NOT ENTER - 36x36 | 36 | 36 | | 9.0 | | RENEW | 1 | 1 | 1 | NEW | | 1 | SOIL | | | |
| SS-01 | 14A | D11-1a | 1 | BIKE (Symbol) | 18 | 18 | 2.3 | | | NEW | | 1 | | | | | | | | |
| SS-01 | 14B | M6-1_R(B) | 1 | DIRECTIONAL ARROW (Right) - 12x9 | 12 | 9 | 0.8 | | | ADD TO ASSEMBLY | | 1 | 1 | NEW | | 1 | SOIL | | | |
| SS-01 | 15A | W11-15(30) | 1 | BIKE - PEDESTRIAN (Symbol) - 30x30 | 30 | 30 | 6.3 | | | NEW | | 1 | | | | | | | | |
| SS-01 | 15B | W16-7P_L(24) | 1 | LEFT DOWNWARD DIAGONAL ARROW (plaque) - 24x12 | 24 | 12 | 2.0 | | | ADD TO ASSEMBLY | | 1 | 1 | NEW | | 1 | SOIL | | | |
| SS-01 | 15C | R1-1(36) | 1 | STOP | 36 | 36 | | | | REMOVE | 1 | | | REMOVE | 1 | | | | | |
| SS-01 | 16 | R1-1(18) | 1 | STOP | 18 | 18 | | 2.3 | | NEW | | 1 | 1 | NEW | | 1 | SOIL | | | |
| SS-01 | 17 | CUSTOM | 1 | WILMINGTON ATTRACTION SIGN | 54 | 96 | | | | REMAIN | | | | | | | | | | |
| SS-01 | 18A | R1-2(48) | 1 | YIELD | 48 | 48 | | 6.9 | | RENEW | 1 | 1 | | | | | | | | |
| SS-01 | 18B | W4-5P(18) | 1 | NO MERGE AREA (plaque) - 18x24 | 18 | 24 | 3.0 | | | RENEW | 1 | 1 | 1 | NEW | 1 | 1 | SOIL | | | |
| SS-01 | 19A | D11-1a | 1 | BIKE (Symbol) | 18 | 18 | 2.3 | | | NEW | | 1 | | | | | | | | |
| SS-01 | 19B | M6-1_L(B) | 1 | DIRECTIONAL ARROW (Left) - 12x9 | 12 | 9 | 0.8 | | | ADD TO ASSEMBLY | | 1 | 1 | NEW | | 1 | SOIL | | | |
| SS-01 | 20A | D11-1a | 1 | BIKE (Symbol) | 18 | 18 | 2.3 | | | NEW | | 1 | | | | | | | | |
| SS-01 | 20B | M6-1_R(B) | 1 | DIRECTIONAL ARROW (Right) - 12x9 | 12 | 9 | 0.8 | | | ADD TO ASSEMBLY | | 1 | 1 | NEW | | 1 | SOIL | | | |
| SS-01 | 21A | R6-1_L(36) | 1 | ONE WAY (ENCLOSED IN LEFT ARROW) - 36x12 | 36 | 12 | 3.0 | | | RENEW | 1 | 1 | | | | | | | | |
| SS-01 | 21B | R6-1_R(36) | 1 | ONE WAY (ENCLOSED IN RIGHT ARROW) - 36x12 | 36 | 12 | 3.0 | | | RENEW | 1 | 1 | 1 | NEW | 1 | 1 | NEW CONCRETE | | | |
| SS-01 | 21C | R5-1(36) | 1 | DO NOT ENTER - 36x36 | 36 | 36 | | 9.0 | | RENEW | 1 | 1 | | | | | | | | |
| SS-01 | 22A | D3-1(12) | 1 | STREET NAME (1 Line) Posted speed ≤ 40 MPH | 42 | 12 | 3.5 | | | RENEW | 1 | 1 | | | | | | | | "Maryland Ave" (Highway Font B, 8"/8", Narrow Kerning) |
| SS-01 | 22B | D3-1(12) | 1 | STREET NAME (1 Line) Posted speed ≤ 40 MPH | 48 | 12 | 4.0 | | | RENEW | 1 | 1 | 1 | NEW | 1 | 1 | EX. CONCRETE | 1 | | "S Adams St" (Highway Font C, 8"/8", Normal Kerning) |
| SS-01 | 22C | R6-1_L(36) | 1 | ONE WAY (ENCLOSED IN LEFT ARROW) - 36x12 | 36 | 12 | 3.0 | | | RENEW | 1 | 1 | | | | | | | | |
| SS-01 | 22D | R6-1_R(36) | 1 | ONE WAY (ENCLOSED IN RIGHT ARROW) - 36x12 | 36 | 12 | 3.0 | | | RENEW | 1 | 1 | | | | | | | | |
| SS-01 | 23A | R2-1-25(24) | 1 | SPEED LIMIT (25 MPH - 24x30) | 24 | 30 | | | | REMAIN | | | | | | | | | | |
| SS-01 | 23B | R7-4-DE(12) | 1 | NO STOPPING, STANDING, OR PARKING - 12x18 | 12 | 18 | | | | REMAIN | | | | | | | | | | |
| SS-01 | 24 | R3-2(36) | 1 | LEFT TURN PROHIBITION (Symbol) - 36x36 | 36 | 36 | | | | REMAIN | | | | | | | | | | |
| SS-02 | 1A | D11-1a | 1 | BIKE (Symbol) | 18 | 18 | 2.3 | | | NEW | | 1 | | | | | | | | |
| SS-02 | 1B | M6-3(B) | 1 | DIRECTIONAL ARROW (Up) - 12x9 | 12 | 9 | 0.8 | | | ADD TO ASSEMBLY | | 1 | 1 | NEW | | 1 | SOIL | | | |
| SS-02 | 1C | D11-1a | 1 | BIKE (Symbol) | 18 | 18 | 2.3 | | | NEW | | 1 | | | | | | | | |
| SS-02 | 1D | M6-3(B) | 1 | DIRECTIONAL ARROW (Up) - 12x9 | 12 | 9 | 0.8 | | | ADD TO ASSEMBLY | | 1 | | NEW | | 1 | SOIL | | | |
| SS-02 | 2A | R1-1(36) | 1 | STOP | 36 | 36 | | | | REMAIN | | | | | | | | | | |
| SS-02 | 2B | R1-3P(18) | 1 | ALL WAY(plaque) | 18 | 6 | | | | REMAIN | | | | | | | | | | |
| SS-02 | 2C | R6-2_R(24) | 1 | ONE WAY (RIGHT ARROW) - 24x30 | 24 | 30 | | | | REMAIN | | | | | | | | | | |
| SS-02 | 3A | R1-1(36) | 1 | STOP | 36 | 36 | | | | REMAIN | | | | | | | | | | |
| SS-02 | 3B | R6-2_L(24) | 1 | ONE WAY (LEFT ARROW) - 24x30 | 24 | 30 | | | | REMAIN | | | | | | | | | | |
| SS-03 | 1A | D3-1(9) | 1 | STREET NAME (1 Line) | 42 | 9 | | | | REMOVE | 1 | | | | | | | | | "LANCASTER AVE" |
| SS-03 | 1B | D3-1(9) | 1 | STREET NAME (1 Line) | 42 | 9 | | | | REMOVE | 1 | | | | | | | | | "N JACKSON ST" |
| SS-03 | 1C | R5-1(36) | 1 | DO NOT ENTER - 36x36 | 36 | 36 | | | | REMAIN | | | | | | | | | | |
| SS-03 | 1D | R6-2_L(24) | 1 | ONE WAY (LEFT ARROW) - 24x30 | 24 | 30 | | | | REMAIN | | | | | | | | | | |
| SS-03 | 1E | D3-1(12) | 2 | STREET NAME (1 Line) Posted speed ≤ 40 MPH | 48 | 12 | 8.0 | | | NEW | | 2 | | | | | | | | "Lancaster Ave" (Highway Font Type B, 8"/8", Narrow Kerning) |
| SS-03 | 1F | D3-1(12) | 2 | STREET NAME (1 Line) Posted speed ≤ 40 MPH | 42 | 12 | 7.0 | | | NEW | | 2 | | | | | | | | "N Jackson St" (Highway Font Type B, 8"/8", Narrow Kerning) |
| SS-03 | 2A | R3-CUSTOM | 1 | TRUCK ROUTE TO MD AVE RT 4 | 24 | 30 | | | | REMOVE | 1 | | | | | | | | | |
| SS-03 | 2B | M1-5(24) | 1 | STATE ROUTE (2 - Digit Sign) - 24x24 | 24 | 24 | | | | REMOVE | 1 | | | | | | | | | |
| SS-03 | 2C | R3-7_L(36) | 1 | LEFT LANE MUST TURN LEFT - 36"x36" | 36 | 36 | | | | REPOSITION | 1 | 1 | | | | | | | | |
| SS-03 | 2D | CUSTOM | 1 | URBAN WILDLIFE REFUGE | 24 | 24 | | | | REPOSITION | 1 | 1 | 1 | NEW | 1 | 1 | NEW CONCRETE | | | |
| SS-03 | 2E | M6-1_L(21) | 1 | DIRECTIONAL ARROW (Left) - 21x15 | 21 | 15 | | | | REPOSITION | 1 | 1 | | | | | | | | |
| SS-03 | 2F | R7-4-DE(12) | 1 | NO STOPPING, STANDING, OR PARKING - 12x18 | 12 | 18 | | | | REPOSITION | 1 | 1 | | | | | | | | |
| | | | | PAGE TOTALS | | | 110 | 46 | 0 | | 20 | 56 | 19 | | 6 | 20 | | 1 | 0 | |

| ADDENDA / REVISIONS | | NOT TO SCALE | ADAMS STREET PATHWAY PHASE II | CONTRACT | T202466302 | BRIDGE NO. | N/A | SIGNING, STRIPING AND CONDUIT PLAN | SECTION | JMT |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | COUNTY | NEW CASTLE | DESIGNED BY: | J. CLEM/S. BUNITSKY | | SHEET NO. | 70 |
| | | | | | | CHECKED BY: | M. WAHED | | | |

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pw://deldot-pw.bentley.com:deldot-pw-01/Documents/01_Active_Projects/DelDOT_Capital_Projects/T202466302_JMT/400_CADD/420_ROAD/423_SHEET_DGN/SS01_RDSF_T202466302_JMT.dgn

## PERMANENT SIGN SCHEDULE - ROADWAY

| SHEET NO. | PLAN IDENTIFIER | SIGN DESIGNATION | QTY. | DESCRIPTION | SIGN WIDTH (IN) | SIGN HEIGHT (IN) | X13 / ITEM 818001 FLAT SHEET ALUMINUM, TYPE IV, RETROREFLECTIVE SHEETING (SF) | X14 / ITEM 818003 FLAT SHEET ALUMINUM, TYPE XI, RETROREFLECTIVE SHEETING (SF) | X15 / ITEM 819512 SIGN POST REFLECTIVE PANEL (EA) | ITEM 819003 INSTALL OR REMOVE TRAFFIC SIGNS (EACH) | | | ITEM 819001 PROVIDE GALVANIZED TELESCOPING SIGN POST (EACH) TO BE USED FOR NEW SIGN POSTS, CONTRACTOR TO DETERMINE LENGTH | ITEM 819002 INSTALL OR REMOVE GALVANIZED TELESCOPING SIGN POST (EACH) | | | POST INSTALLATION TYPE | ITEM 819010 4" HOLE, 0-6" (EACH) | ITEM 819011 4" HOLE, >6" (EACH) | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | SIGN DISPOSITION | REMOVE | INSTALL | | SIGN DISPOSITION | REMOVE | INSTALL | | | | |
| SS-03 | 3A | CUSTOM | 1 | WILMINGTON ATTRACTION SIGN | 54 | 96 | | | | REMAIN | | | | | | | | | | |
| SS-03 | 3B | CUSTOM | 1 | IMAX THEATER | 24 | 30 | | | | REPOSITION | 1 | 1 | 1 | NEW | | 1 | NEW CONCRETE | | | |
| SS-03 | 4 | R3-7_L(36) | 1 | LEFT LANE MUST TURN LEFT - 36"x36" | 36 | 36 | 9.0 | | | NEW | | 1 | 1 | NEW | | 1 | NEW CONCRETE | | | |
| SS-03 | 5A | R5-1(36) | 1 | DO NOT ENTER - 36x36 | 36 | 36 | | 9.0 | | NEW | | 1 | | | | | | | | |
| SS-03 | 5B | D3-1(6) | 2 | STREET NAME (1 Line) | 36 | 6 | | | | REMOVE | 2 | | | | | | | | | "W 2ND ST" |
| SS-03 | 5C | D3-1(6) | 2 | STREET NAME (1 Line) | 42 | 6 | | | | REMOVE | 2 | | | | | | | | | "N JACKSON ST" |
| SS-03 | 5D | D3-1(12) | 2 | STREET NAME (1 Line) Posted speed ≤ 40 MPH | 36 | 12 | 6.0 | | | ADD TO ASSEMBLY | | 2 | 1 | NEW | 1 | 1 | SOIL | | | "W 2nd St" (Highway Font Type C, 8"/8", Normal Kerning) |
| SS-03 | 5E | D3-1(12) | 2 | STREET NAME (1 Line) Posted speed ≤ 40 MPH | 42 | 12 | 7.0 | | | ADD TO ASSEMBLY | | 2 | | | | | | | | "N Jackson St" (Highway Font Type B, 8"/8", Narrow Kerning) |
| SS-03 | 5F | R6-2_R(24) | 1 | ONE WAY (RIGHT ARROW) - 24x30 | 24 | 30 | 5.0 | | | ADD TO ASSEMBLY | | 1 | | | | | | | | |
| SS-03 | 6A | M3-3(24) | 1 | CARDINAL DIRECTION - SOUTH - 24x12 | 24 | 12 | | | | REMAIN | | | | | | | | | | BLUE BACKGROUND, WHITE LETTERS |
| SS-03 | 6B | M1-1(24) | 1 | INTERSTATE ROUTE (2 - Digit Sign) - 24x24 | 24 | 24 | | | | REMAIN | | | | | | | | | | 95 |
| SS-03 | 6C | M5-2_L | 1 | ADVANCE TURN ARROW (Left - 45) | 21 | 15 | | | | REMAIN | | | | | | | | | | |
| SS-03 | 7 | R7-4 | 1 | NO STANDING ANY TIME | 12 | 18 | | | | REMAIN | | | | | | | | | | TOW AWAY |
| SS-03 | 8A | SR1-12-DE | 1 | NO LITTERING UP TO $500 FINE | 24 | 12 | | | | REMAIN | | | | | | | | | | |
| SS-03 | 8B | R5-7(30) | 1 | NO NON-MOTORIZED TRAFFIC - 30x24 | 30 | 24 | | | | REMAIN | | | | | | | | | | |
| SS-03 | 9 | R7-203(18) | 1 | EMERGENCY SNOW ROUTE - 18x24 | 18 | 24 | | | | REMAIN | | | | | | | | | | |
| SS-03 | 10 | R3-8a(48) | 1 | ADVANCE INTERSECTION LANE CONTROL (Left, Left - Ahead, Right) - 48"x30" | 48 | 30 | | | | REMAIN | | | | | | | | | | |
| SS-03 | 11 | R7-4 | 1 | NO STANDING ANY TIME | 12 | 18 | | | | REMAIN | | | | | | | | | | TOW AWAY |
| SS-03 | 12A | M3-3(24) | 1 | CARDINAL DIRECTION - SOUTH - 24x12 | 24 | 12 | | | | REMAIN | | | | | | | | | | |
| SS-03 | 12B | M1-1(24) | 1 | INTERSTATE ROUTE (2 - Digit Sign) - 24x24 | 24 | 24 | | | | REMAIN | | | | | | | | | | |
| SS-03 | 12C | M6-1_L(21) | 1 | DIRECTIONAL ARROW (Left) - 21x15 | 21 | 15 | | | | REMAIN | | | | | | | | | | |
| SS-03 | 12D | R10-11(24) | 1 | NO TURN ON RED (Ball) - 24x30 | 24 | 30 | | | | REMAIN | | | | | | | | | | |
| SS-03 | 13A | D11-1a | 1 | BIKE (Symbol) | 18 | 18 | 2.3 | | | NEW | | 1 | | | | | | | | |
| SS-03 | 13B | M6-1_R(B) | 1 | DIRECTIONAL ARROW (Right) - 12x9 | 12 | 9 | 0.8 | | | ADD TO ASSEMBLY | | 1 | | | | | | | | |
| SS-03 | 13C | R6-2_R(24) | 1 | ONE WAY (RIGHT ARROW) - 24x30 | 24 | 30 | 5.0 | | | RENEW | 1 | 1 | 1 | NEW | 1 | 1 | SOIL | | | |
| SS-03 | 13D | D11-1a | 1 | BIKE (Symbol) | 18 | 18 | 2.3 | | | ADD TO ASSEMBLY | | 1 | | | | | | | | |
| SS-03 | 13E | M6-1_L(B) | 1 | DIRECTIONAL ARROW (Left) - 12x9 | 12 | 9 | 0.8 | | | ADD TO ASSEMBLY | | 1 | | | | | | | | |
| SS-03 | 14 | R5-1(36) | 1 | DO NOT ENTER - 36x36 | 36 | 36 | | 9.0 | | RENEW | 1 | 1 | 1 | NEW | 1 | 1 | SOIL | | | |
| SS-03 | 15 | R7-4 | 1 | NO STANDING ANY TIME | 12 | 18 | 1.5 | | | RENEW | 1 | 1 | 1 | NEW | 1 | 1 | NEW CONCRETE | | | TOW AWAY |
| SS-03 | 16A | D11-1a | 1 | BIKE (Symbol) | 18 | 18 | 2.3 | | | NEW | | 1 | 1 | NEW | | 1 | SOIL | | | |
| SS-03 | 16B | M6-1_R(21) | 1 | DIRECTIONAL ARROW (Right) - 21x15 | 21 | 15 | 2.2 | | | ADD TO ASSEMBLY | | 1 | | | | | | | | |
| SS-03 | 17A | D11-1a | 1 | BIKE (Symbol) | 18 | 18 | 2.3 | | | NEW | | 1 | 1 | NEW | | 1 | SOIL | | | |
| SS-03 | 17B | M6-1_R(B) | 1 | DIRECTIONAL ARROW (Right) - 12x9 | 12 | 9 | 0.8 | | | ADD TO ASSEMBLY | | 1 | | | | | | | | |
| SS-03 | 18A | R6-2_L(24) | 1 | ONE WAY (LEFT ARROW) - 24x30 | 24 | 30 | | | | REMAIN | | | | | | | | | | |
| SS-03 | 18B | R9-3(18) | 1 | NO PEDESTRIAN CROSSING (Symbol) - 18x18 | 18 | 18 | | | | REMAIN | | | | | | | | | | |
| SS-03 | 18C | R9-3bP_R | 1 | USE CROSSWALK --> (plaque) | 18 | 12 | | | | REMAIN | | | | | | | | | | |
| SS-03 | 19A | R7-203(10) | 1 | EMERGENCY SNOW ROUTE - 18x24 | 10 | 24 | 3.0 | | | RENEW | 1 | 1 | 1 | NEW | 1 | 1 | SOIL | | | |
| SS-03 | 19B | R7-4 | 1 | NO STANDING ANY TIME | 12 | 18 | 1.5 | | | RENEW | 1 | 1 | | | | | | | | TOW AWAY |
| SS-03 | 20A | R3-2(24) | 1 | LEFT TURN PROHIBITION (Symbol) - 24x24 | 24 | 24 | 4.0 | | | NEW | | 1 | 1 | NEW | 1 | 1 | SOIL | | | |
| SS-03 | 20B | R7-4 | 1 | NO STANDING ANY TIME | 12 | 18 | 1.5 | | | RENEW | 1 | 1 | | | | | | | | TOW AWAY |
| SS-03 | 21 | R6-2_R(24) | 1 | ONE WAY (RIGHT ARROW) - 24x30 | 24 | 30 | 5.0 | | | RENEW | 1 | 1 | 1 | NEW | | 1 | SOIL | | | |
| SS-03 | 22A | R1-1(36) | 1 | STOP | 36 | 36 | | 7.5 | | RENEW | 1 | 1 | 1 | NEW | 1 | 1 | NEW CONCRETE | | | |
| SS-03 | 22B | R3-1(24) | 1 | RIGHT TURN PROHIBITION (Symbol) - 24x24 | 24 | 24 | 4.0 | | | ADD TO ASSEMBLY | | 1 | | | | | | | | |
| SS-03 | 23A | R6-2_R(24) | 1 | ONE WAY (RIGHT ARROW) - 24x30 | 24 | 30 | 5.0 | | | NEW | | 1 | 1 | NEW | 1 | 1 | NEW CONCRETE | | | |
| SS-03 | 23B | R5-1(36) | 1 | DO NOT ENTER - 36x36 | 36 | 36 | | 9.0 | | RENEW | 1 | 1 | | | | | | | | |
| SS-03 | 24A | D3-1(6) | 1 | STREET NAME (1 Line) | 30 | 6 | | | | REMOVE | 1 | | | | | | | | | "W 2ND ST" |
| SS-03 | 24B | D3-1(6) | 1 | STREET NAME (1 Line) | 30 | 6 | | | | REMOVE | 1 | | | | | | | | | "N ADAMS ST" |
| SS-03 | 25 | R7-4 | 1 | NO STANDING ANY TIME | 12 | 18 | | | | REMAIN | | | | | | | | | | TOW AWAY |
| SS-03 | 26A | M3-1(24) | 1 | CARDINAL DIRECTION - NORTH - 24x12 | 24 | 12 | | | | REMAIN | | | | | | | | | | |
| SS-03 | 26B | M1-1(24) | 1 | INTERSTATE ROUTE (2 - Digit Sign) - 24x24 | 24 | 24 | | | | REMAIN | | | | | | | | | | 95 |
| SS-03 | 26C | M6-3(I) | 1 | DIRECTIONAL ARROW (Up) INTERSTATE - 21x15 | 21 | 15 | 2.2 | | | ADD TO ASSEMBLY | | 1 | | | | | | | | |
| SS-03 | 27 | R6-2_L(24) | 1 | ONE WAY (LEFT ARROW) - 24x30 | 24 | 30 | | | | REMAIN | | | | | | | | | | |
| SS-03 | 28A | D4-3-DE | 1 | BUS STOP (REQUESTS FOR FABRICATION THRU DART TRANSIT AT 302-576-6132) | 12 | 18 | | | | REMAIN | | | | | | | | | | |
| SS-03 | 28B | R7-CUSTOM | 1 | NO PARKING BETWEEN SIGNS | 12 | 18 | | | | REMAIN | | | | | | | | | | |
| SS-03 | 29A | R6-2_R(24) | 1 | ONE WAY (RIGHT ARROW) - 24x30 | 24 | 30 | | | | REMAIN | | | | | | | | | | |
| SS-03 | 29B | R10-8(24) | 1 | STOP HERE ON RED (Straight Arrow) - 24x36 | 24 | 36 | | | | REMAIN | | | | | | | | | | |
| SS-03 | 29C | CUSTOM | 1 | CAMERA ENFORCED | 24 | 12 | | | | REMAIN | | | | | | | | | | |
| SS-03 | 29D | R5-1(36) | 1 | DO NOT ENTER - 36x36 | 36 | 36 | | | | REMAIN | | | | | | | | | | |
| SS-03 | 30 | D4-3-DE | 1 | BUS STOP (REQUESTS FOR FABRICATION THRU DART TRANSIT AT 302-576-6132) | 12 | 18 | | | | REMAIN | | | | | | | | | | |
| SS-03 | 31A | R3-7_R(30) | 1 | RIGHT LANE MUST TURN RIGHT - 30"x30" | 30 | 30 | 6.3 | | | NEW | | 1 | 1 | NEW | | 1 | EX. CONCRETE | 1 | | |
| SS-03 | 31B | R10-31P | 1 | AT SIGNAL (plaque) | 24 | 9 | 1.5 | | | ADD TO ASSEMBLY | | 1 | | | | | | | | |
| SS-03 | 32 | R7-4 | 1 | NO STANDING ANY TIME | 12 | 18 | | | | REMAIN | | | | | | | | | | TOW AWAY |
| SS-03 | 33A | D3-1(6) | 1 | STREET NAME (1 Line) | 30 | 6 | | | | REMOVE | 1 | | | | | | | | | "W 3RD ST" |
| SS-03 | 33B | D3-1(6) | 1 | STREET NAME (1 Line) | 30 | 6 | | | | REMOVE | 1 | | | | | | | | | "N ADAMS ST" |
| SS-03 | 33C | R6-2_L(24) | 1 | ONE WAY (LEFT ARROW) - 24x30 | 24 | 30 | | | | REMOVE | 1 | | | | | | | | | |
| SS-03 | 33D | R7-4 | 1 | NO STANDING ANY TIME | 12 | 18 | | | | REMAIN | | | | | | | | | | |
| SS-03 | 34C | R1-1(36) | 1 | STOP | 36 | 36 | | | | REMAIN | | | | | | | | | | |
| SS-03 | 34D | R6-2_R(24) | 1 | ONE WAY (RIGHT ARROW) - 24x30 | 24 | 30 | | | | REMAIN | | | | | | | | | | |
| SS-03 | 35A | D3-1(12) | 2 | STREET NAME (1 Line) Posted speed ≤ 40 MPH | 48 | 12 | 8.0 | | | NEW | | 2 | 1 | NEW | | 1 | SOIL | | | "MLK Jr Blvd" (Highway Font Type C, 8"/8", Normal Kerning) |
| SS-03 | 35B | D3-1(12) | 2 | STREET NAME (1 Line) Posted speed ≤ 40 MPH | 42 | 12 | 7.0 | | | NEW | | 2 | | | | | | | | "N Jackson St" (Highway Font Type B, 8"/8", Narrow Kerning) |
| SS-04 | 1A | M3-1(24) | 1 | CARDINAL DIRECTION - NORTH - 24x12 | 24 | 12 | 2.0 | | | RENEW | 1 | 1 | | | | | | | | BLUE BACKGROUND, WHITE LETTERS |
| SS-04 | 1B | M1-1(24) | 1 | INTERSTATE ROUTE (2 - Digit Sign) - 24x24 | 24 | 24 | 4.0 | | | RENEW | 1 | 1 | 1 | NEW | 1 | 1 | SOIL | | | 95 |
| SS-04 | 1C | M6-3(I) | 1 | DIRECTIONAL ARROW (Up) INTERSTATE - 21x15 | 21 | 15 | 2.2 | | | RENEW | 1 | 1 | | | | | | | | |
| SS-04 | 1D | R7-4 | 1 | NO STANDING ANY TIME | 12 | 18 | 1.5 | | | RENEW | 1 | 1 | | | | | | | | TOW AWAY |
| | | PAGE TOTALS | | | | | 106 | 34 | 0 | | 23 | 39 | 16 | | 9 | 16 | | 1 | 0 | |

| ADDENDA / REVISIONS | | NOT TO SCALE | ADAMS STREET PATHWAY PHASE II | CONTRACT | BRIDGE NO. | N/A | SIGNING, STRIPING AND CONDUIT PLAN | SECTION |
|---|---|---|---|---|---|---|---|---|
| | | | | T202466302 | | | | JMT |
| | | | | COUNTY | DESIGNED BY: | J. CLEM/S. BUNITSKY | | SHEET NO. |
| | | | | NEW CASTLE | CHECKED BY: | M. WAHED | | 71 |

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15:36
pw://deldot-pw.bentley.com:deldot-pw-01/Documents/01_Active_Projects/DelDOT_Capital_Projects/T202466302_JMT/400_CADD/420_ROAD/423_SHEET_DGN/SS01_RDSF_T202466302_JMT.dgn

## PERMANENT SIGN SCHEDULE - ROADWAY

| SHEET NO. | PLAN IDENTIFIER | SIGN DESIGNATION | QTY. | DESCRIPTION | SIGN WIDTH (IN) | SIGN HEIGHT (IN) | X13 / ITEM 818001 FLAT SHEET ALUMINUM, TYPE IV, RETROREFLECTIVE SHEETING (SF) | X14 / ITEM 818003 FLAT SHEET ALUMINUM, TYPE XI, RETROREFLECTIVE SHEETING (SF) | X15 / ITEM 819512 SIGN POST REFLECTIVE PANEL (EA) | ITEM 819003 INSTALL OR REMOVE TRAFFIC SIGNS (EACH) | | | ITEM 819001 PROVIDE GALVANIZED TELESCOPING SIGN POST (EACH) TO BE USED FOR NEW SIGN POSTS, CONTRACTOR TO DETERMINE LENGTH | ITEM 819002 INSTALL OR REMOVE GALVANIZED TELESCOPING SIGN POST (EACH) | | | POST INSTALLATION TYPE | ITEM 819010 4" HOLE, 0-6" (EACH) | ITEM 819011 4" HOLE, >6" (EACH) | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | SIGN DISPOSITION | REMOVE | INSTALL | | SIGN DISPOSITION | REMOVE | INSTALL | | | | |
| SS-04 | 2A | R7-203(18) | 1 | EMERGENCY SNOW ROUTE - 18x24 | 18 | 24 | 3.0 | | | RENEW | 1 | 1 | 1 | NEW | 1 | 1 | SOIL | | | |
| SS-04 | 2B | R7-4 | 1 | NO STANDING ANY TIME | 12 | 18 | 1.5 | | | RENEW | 1 | 1 | | | | | | | | TOW AWAY |
| SS-04 | 3 | R6-2_R(24) | 1 | ONE WAY (RIGHT ARROW) - 24x30 | 24 | 30 | 5.0 | | | NEW | | 1 | 1 | NEW | | 1 | SOIL | | | |
| SS-04 | 4 | R6-2_L(24) | 1 | ONE WAY (LEFT ARROW) - 24x30 | 24 | 30 | 5.0 | | | NEW | | 1 | 1 | NEW | | 1 | EX. CONCRETE | 1 | | |
| SS-04 | 5 | R7-4 | 1 | NO STANDING ANY TIME | 12 | 18 | | | | REMAIN | | | | | | | | | | TOW AWAY |
| SS-04 | 6 | R3-7_R(36) | 1 | RIGHT LANE MUST TURN RIGHT - 36"x36" | 36 | 36 | 9.0 | | | NEW | | 1 | 1 | NEW | | 1 | EX. CONCRETE | 1 | | |
| SS-04 | 7A | CUSTOM | 1 | CHRISTINA CULTURAL TRAIL | 36 | 30 | | | | REMAIN | | | | | | | | | | |
| SS-04 | 7B | R7-4-DE(12) | 1 | NO STOPPING, STANDING, OR PARKING - 12x18 | 12 | 18 | | | | REMAIN | | | | | | | | | | |
| SS-04 | 8A | D9-CUSTOM | 1 | WILMINGTON | 24 | 12 | | | | REMAIN | | | | | | | | | | |
| SS-04 | 8B | D9-2(24) | 1 | HOSPITAL (Symbol) - 24x24 | 24 | 24 | | | | REMAIN | | | | | | | | | | |
| SS-04 | 8C | D9-CUSTOM | 1 | ST FRANCIS | 24 | 12 | | | | REMAIN | | | | | | | | | | |
| SS-04 | 8D | R10-11(24) | 1 | NO TURN ON RED (Ball) - 24x30 | 24 | 30 | | | | REMAIN | | | | | | | | | | |
| SS-04 | 9A | D3-1(9) | 1 | STREET NAME (1 Line) | 30 | 9 | | | | REMAIN | | | | | | | | | | "W 4th St" |
| SS-04 | 9B | D3-1(9) | 1 | STREET NAME (1 Line) | 30 | 9 | | | | REMAIN | | | | | | | | | | "N Adams St" |
| SS-04 | 10A | R6-2_L(24) | 1 | ONE WAY (LEFT ARROW) - 24x30 | 24 | 30 | | | | REMAIN | | | | | | | | | | |
| SS-04 | 10B | M3-1(24) | 1 | CARDINAL DIRECTION - NORTH - 24x12 | 24 | 12 | | | | REMAIN | | | | | | | | | | |
| SS-04 | 10C | M1-1(24) | 1 | INTERSTATE ROUTE (2 - Digit Sign) - 24x24 | 24 | 24 | | | | REMAIN | | | | | | | | | | |
| SS-04 | 10D | M6-1_R(l) | 1 | DIRECTIONAL ARROW - INTERSTATE (Right) - 21x15 | 21 | 15 | | | | REMAIN | | | | | | | | | | |
| SS-04 | 11 | R7-5 | 1 | XX HOUR PARKING X:XX AM - X:XX PM | 12 | 18 | | | | REMAIN | | | | | | | | | | |
| SS-04 | 12A | EM-1 | 1 | HURRICANE EVACUATION ROUTE (up arrow) | 24 | 24 | | | | REMOVE | 1 | | | | | | | | | |
| SS-04 | 12B | R7-CUSTOM | 1 | NO PARKING TUES 10a-12P | 12 | 18 | | | | REMAIN | | | | | | | | | | |
| SS-04 | 13A | D3-1(12) | 2 | STREET NAME (1 Line) Posted speed ≤ 40 MPH | 48 | 12 | 8.0 | | | RENEW | 2 | 2 | 1 | NEW | | 1 | EX. CONCRETE | 1 | | "Carpenter St" (Highway Font Type C, 8"/8", Narrow Kerning) |
| SS-04 | 13B | D3-1(12) | 2 | STREET NAME (1 Line) Posted speed ≤ 40 MPH | 48 | 12 | 8.0 | | | RENEW | 2 | 2 | | | | | | | | "N Adams St" (Highway Font Type C, 8"/8", Normal Kerning) |
| SS-04 | 13C | M3-1(24) | 1 | CARDINAL DIRECTION - NORTH - 24x12 | 24 | 12 | 2.0 | | | ADD TO ASSEMBLY | | 1 | | | | | | | | |
| SS-04 | 13D | M1-1(24) | 1 | INTERSTATE ROUTE (2 - Digit Sign) - 24x24 | 24 | 24 | 4.0 | | | RENEW | 1 | 1 | | | | | | | | 95 |
| SS-04 | 13E | M6-3(l) | 1 | DIRECTIONAL ARROW (Up) INTERSTATE - 21x15 | 21 | 15 | 2.2 | | | RENEW | 1 | 1 | | | | | | | | |
| SS-04 | 14A | D3-1(12) | 2 | STREET NAME (1 Line) Posted speed ≤ 40 MPH | 36 | 12 | 6.0 | | | ADD TO ASSEMBLY | | 2 | | | | | | | | "W 5th St" (Highway Font Type C, 8"/8", Normal Kerning) |
| SS-04 | 14B | D3-1(12) | 2 | STREET NAME (1 Line) Posted speed ≤ 40 MPH | 48 | 12 | 8.0 | | | RENEW | 2 | 2 | | | | | | | | "N Adams St" (Highway Font Type C, 8"/8", Normal Kerning) |
| SS-04 | 14C | R6-2_R(24) | 1 | ONE WAY (RIGHT ARROW) - 24x30 | 24 | 30 | | | | REMAIN | | | | | | | | | | |
| SS-04 | 14D | R7-CUSTOM | 1 | NO PARKING TUES 10a-12P | 12 | 18 | | | | REMAIN | | | | | | | | | | |
| SS-04 | 15 | R7-CUSTOM | 1 | RESERVED HANDICAP PARKING RESIDENT PERMIT | 12 | 24 | | | | REMAIN | | | | | | | | | | |
| SS-04 | 16 | R7-CUSTOM | 1 | NO PARKING TUES 10a-12P | 12 | 18 | | | | REMAIN | | | | | | | | | | |
| SS-04 | 17A | R7-CUSTOM | 1 | 2 HOUR PARKING | 12 | 18 | | | | REMAIN | | | | | | | | | | |
| SS-04 | 17B | R7-CUSTOM | 1 | EXCEPT RESIDENTIAL STICKER AREA | 12 | 6 | | | | REMAIN | | | | | | | | | | |
| SS-04 | 18 | R7-CUSTOM | 1 | NO PARKING TUES 10a-12P | 12 | 18 | | | | REMAIN | | | | | | | | | | |
| SS-05 | 1 | W3-1(30) | 1 | STOP AHEAD (Symbol) - 30x30 | 30 | 30 | | | | REMAIN | | | | | | | | | | |
| SS-05 | 2 | CUSTOM | 1 | WILMINGTON ATTRACTION SIGN | 54 | 96 | | | | REMAIN | | | | | | | | | | |
| SS-05 | 3 | R1-1(36) | 1 | STOP | 36 | 36 | | | | REMAIN | | | | | | | | | | |
| SS-05 | 4 | R7-4 | 1 | NO STANDING ANY TIME | 12 | 18 | | | | REMAIN | | | | | | | | | | |
| SS-05 | 5 | R7-4 | 1 | NO STANDING ANY TIME | 12 | 18 | | | | REMAIN | | | | | | | | | | |
| SS-05 | 6 | CUSTOM | 1 | BLUE ROCKS WAYFINIDNG SIGN | 24 | 30 | | | | REMAIN | | | | | | | | | | |
| SS-05 | 7 | R2-1-25(24) | 1 | SPEED LIMIT (25 MPH - 24x30) | 24 | 30 | | | | REMAIN | | | | | | | | | | |
| SS-05 | 8A | D11-1a | 1 | BIKE (Symbol) | 18 | 18 | 2.3 | | 1 | NEW | | 1 | 1 | NEW | | 1 | SOIL | | | |
| SS-05 | 8B | M6-2_L(B) | 1 | DIRECTIONAL ARROW (Left - upward 45) - 12x9 | 12 | 9 | 0.8 | | 1 | ADD TO ASSEMBLY | | 1 | | | | | | | | |
| SS-05 | 9 | W1-6_L(24) | 1 | ONE DIRECTIONAL LARGE ARROW (Left) - 24x12 | 24 | 12 | | | | REMOVE | 1 | | | | | | | | | |
| SS-05 | 10 | W1-6_L(24) | 1 | ONE DIRECTIONAL LARGE ARROW (Left) - 24x12 | 24 | 12 | | | | REMOVE | 1 | | | | | | | | | Sign installed on chainlink fence |
| SS-05 | 11 | W1-6_L(24) | 1 | ONE DIRECTIONAL LARGE ARROW (Left) - 24x12 | 24 | 12 | | | | REMOVE | 1 | | | | | | | | | Sign installed on chainlink fence |
| SS-05 | 12A | W1-7(48) | 1 | TWO DIRECTIONAL LARGE ARROW - 48x24 | 48 | 24 | 8.0 | | | NEW | | 1 | 1 | | | | | | | Sign installed on chainlink fence |
| SS-05 | 12B | OM4-3 | 1 | END OF ROAD OBJECT MARKER | 18 | 18 | 2.3 | | | ADD TO ASSEMBLY | | 1 | | NEW | | 1 | BITUMINOUS | 1 | | |
| SS-05 | 12C | OM4-3 | 1 | END OF ROAD OBJECT MARKER | 18 | 18 | 2.3 | | | ADD TO ASSEMBLY | | 1 | | | | | | | | |
| SS-05 | 13 | R3-1(24) | 1 | RIGHT TURN PROHIBITION (Symbol) - 24x24 | 24 | 24 | 4.0 | | | NEW | | 1 | 1 | NEW | | 1 | EX. CONCRETE | 1 | | |
| SS-05 | 14 | W6-3(30) | 1 | TWO - WAY TRAFFIC (Symbol) - 30x30 | 30 | 30 | | | | REMAIN | | | | | | | | | | |
| SS-05 | 15 | R2-1-25(24) | 1 | SPEED LIMIT (25 MPH - 24x30) | 24 | 30 | | | | REMAIN | | | | | | | | | | |
| SS-05 | 16A | R7-CUSTOM | 1 | 2 HOUR PARKING | 12 | 18 | | | | REMAIN | | | | | | | | | | |
| SS-05 | 16B | R7-CUSTOM | 1 | EXCEPT RESIDENTIAL STICKER AREA | 12 | 6 | | | | REMAIN | | | | | | | | | | |
| SS-05 | 17A | R7-CUSTOM | 1 | 2 HOUR PARKING | 12 | 18 | | | | REMAIN | | | | | | | | | | |
| SS-05 | 17B | R7-CUSTOM | 1 | EXCEPT RESIDENTIAL STICKER AREA | 12 | 6 | | | | REMAIN | | | | | | | | | | |
| SS-05 | 18 | R3-2(24) | 1 | LEFT TURN PROHIBITION (Symbol) - 24x24 | 24 | 24 | 4.0 | | | NEW | | 1 | 1 | NEW | | 1 | EX. CONCRETE | 1 | | |
| SS-05 | 19 | R2-1-25(24) | 1 | SPEED LIMIT (25 MPH - 24x30) | 24 | 30 | | | | REMAIN | | | | | | | | | | |
| SS-05 | 20 | R3-CUSTOM | 1 | THROUGH MOVEMENT PROHIBITION (Symbol) - 24x24 | 24 | 24 | 4.0 | | | NEW | | 1 | 1 | NEW | | 1 | EX. CONCRETE | 1 | | |
| SS-05 | 21A | R2-1-25(24) | 1 | SPEED LIMIT (25 MPH - 24x30) | 24 | 30 | | | | REMAIN | | | | | | | | | | |
| SS-05 | 21B | M1-1(24) | 1 | INTERSTATE ROUTE (2 - Digit Sign) - 24x24 | 24 | 24 | | | | REMAIN | | | | | | | | | | |
| SS-05 | 21C | M6-1_L(l) | 1 | DIRECTIONAL ARROW - INTERSTATE (Left) - 21x15 | 21 | 15 | | | | REMAIN | | | | | | | | | | |
| SS-05 | 22 | R3-CUSTOM | 1 | THROUGH MOVEMENT PROHIBITION (Symbol) - 24x24 | 24 | 24 | 4.0 | | | NEW | | 1 | 1 | NEW | | 1 | EX. CONCRETE | 1 | | |
| SS-05 | 23 | R2-1-25(24) | 1 | SPEED LIMIT (25 MPH - 24x30) | 24 | 30 | | | | REMAIN | | | | | | | | | | |
| SS-05 | 24A | W12-2(30) | 1 | LOW CLEARANCE (Arrow) - 30x30 | 30 | 30 | | | | REMAIN | | | | | | | | | | |
| SS-05 | 24B | W6-3(30) | 1 | TWO - WAY TRAFFIC (Symbol) - 30x30 | 30 | 30 | | | | REMAIN | | | | | | | | | | |
| SS-08 | 25 | R3-CUSTOM | 1 | ADVANCE INTERSECTION LANE CONTROL (Left Only, Right Only) -24"x30" | 24 | 30 | 5.0 | | | NEW | | 1 | 1 | NEW | | 1 | EX. CONCRETE | 1 | | |
| SS-05 | 26A | D11-1a | 1 | BIKE (Symbol) | 18 | 18 | 2.3 | | | NEW | | 1 | 1 | NEW | | 1 | SOIL | | | |
| SS-05 | 26B | M6-4(B) | 1 | DIRECTIONAL ARROW AUXILIARY (Left and Right) - 12x9 | 12 | 9 | 0.8 | | | ADD TO ASSEMBLY | | 1 | | | | | | | | |
| | | PAGE TOTALS | | | | | 101 | 0 | 2 | | 14 | 28 | 13 | | 1 | 13 | | 9 | 0 | |
| | | JOB TOTALS | | | | | 316 | 80 | 2 | | 57 | 123 | 48 | | 16 | 49 | | 11 | 0 | |

ADDENDA / REVISIONS

NOT TO SCALE

**ADAMS STREET PATHWAY PHASE II**

| | |
|---|---|
| CONTRACT | T202466302 |
| COUNTY | NEW CASTLE |
| BRIDGE NO. | N/A |
| DESIGNED BY: | J. CLEM/S. BUNITSKY |
| CHECKED BY: | M. WAHED |

**SIGNING, STRIPING AND CONDUIT PLAN**

| | |
|---|---|
| SECTION | JMT |
| SHEET NO. | 72 |

8-JUN-2026
15:36
pw://deldot-pw.bentley.com:deldot-pw-01/Documents/01_Active_Projects/DelDOT_Capital_Projects/T202466302_JMT/400_CADD/420_ROAD/423_SHEET_DGN/SS01_RD5F_T202466302_JMT.dgn

## ADDITIONAL GENERAL SIGNAL NOTES

3. 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, AND SHALL BE PAID BY ITEM #211000. DELDOT'S TRAFFIC CONTRACTOR SHALL BE RESPONSIBLE FOR THE REMOVAL OF THE POLES AND ASSOCIATED SIGNAL EQUIPMENT, AND CABINET. THE GENERAL CONTRACTOR WILL BE RESPONSIBLE FOR THE REMOVAL OF THE POLE FOUNDATIONS. ABANDON EXISTING CONDUIT AS NOTED. TRAFFIC CONTRACTOR SHALL REMOVE ANY CABLES IN EXISTING CONDUITS TO BE ABANDONED.

4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE INSTALLATION OF ALL UNDERGROUND SIGNAL EQUIPMENT SUCH AS JUNCTION WELLS, CABINET FOUNDATIONS, POLE BASES, AND CONDUITS. DELDOT'S TRAFFIC CONTRACTOR SHALL BE RESPONSIBLE FOR THE INSTALLATION OF ALL ELECTRICAL CABLES AND ABOVE GROUND SIGNAL EQUIPMENT SUCH AS MAST ARMS, SPAN WIRES, POLES, CABINETS, SERVICE PEDESTAL, PUSHBUTTONS, OVERHEAD SIGNS, AND SIGNAL HEADS, AS NECESSARY.

5. ALL GALVANIZED CONDUIT (RGS) SHALL BE REAMED AND THREADED. ALL RGS SHALL BE THREADED TOGETHER WITH APPROVED COUPLINGS. SET SCREW, BOLTED, AND COMPRESSION FITTING ARE NOT ACCEPTABLE.

6. MAINTAIN EXISTING POWER SOURCE FROM DELMARVA POWER POLE #48232-43165.

7. REMOVE EXISTING PEDESTRIAN SIGNAL HEAD #10A. ALL PROPOSED PEDESTRIAN SIGNALS SHALL BE COUNTDOWN SIGNALS. INSTALL R10-3E SIGNS ON POLES WITH ONE PEDESTRIAN SIGNAL HEAD.

8. EXISTING CONDUITS ARE SHOWN FOR GRAPHICAL PURPOSES ONLY. EXISTING CONDUITS SHOULD BE FIELD LOCATED/VERIFIED WHERE SIGNAL WORK INVOLVES USING EXISTING CONDUITS.

9. THE RESIDENT ENGINEER SHALL NOTIFY STEVE WEBER AT (302)576-2620 AND MARCUS POWEL AT (302)576-3086 AT LEAST 10 WORKING DAYS IN ADVANCE OF ANY SIGNAL WORK OR CHANGES TO SIGNAL OPERATION. THE RESIDENT ENGINEER SHALL NOTIFY STEVE WEBER AND MARCUS POWEL AT LEAST 10 WORKING DAYS IN ADVANCE OF THE CITY NEEDING TO DO ANY TIMING UPDATES.

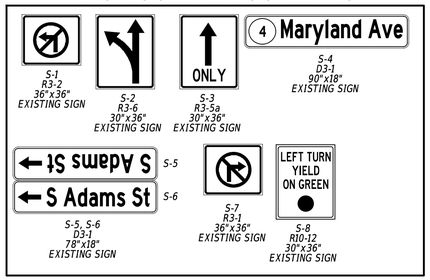
10. MAINTAIN ALL EXISTING PEDESTRIAN SIGNALS THROUGHOUT CONSTRUCTION UNTIL PROPOSED PEDESTRIAN SIGNALS ARE OPERATIONAL.

11. MAINTAIN EXISTING POLE 10 AND OVERHEAD RUNS #1 AND #2 TO MAINTAIN EXISTING OVERHEAD UTILITY LINE CONNECTION.

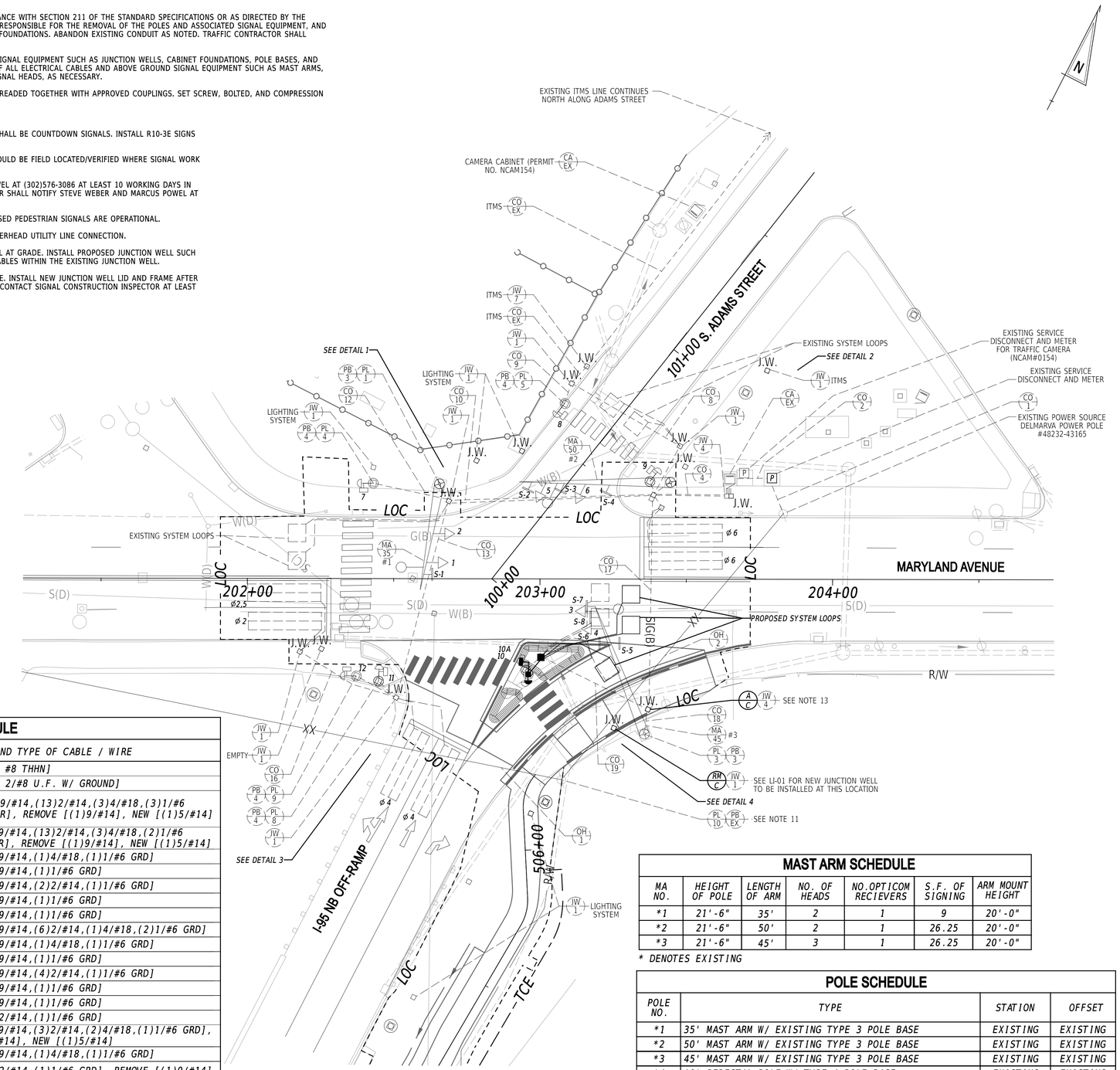
12. REPLACE THE EXISTING JUNCTION WELL IN SAME LOCATION WITH A TYPE 1 JUNCTION WELL AT GRADE. INSTALL PROPOSED JUNCTION WELL SUCH THAT THE JUNCTION WELL INTERCEPTS EXISTING CONDUIT #19. DO NOT DISTURB EXISTING CABLES WITHIN THE EXISTING JUNCTION WELL.

13. ADJUST THE EXISTING JUNCTION WELL IN THIS LOCATION TO MEET PROPOSED FINAL GRADE. INSTALL NEW JUNCTION WELL LID AND FRAME AFTER ADJUSTING JUNCTION WELL. DO NOT DISTURB EXISTING CABLES WITHIN THE JUNCTION WELL. CONTACT SIGNAL CONSTRUCTION INSPECTOR AT LEAST 10 DAYS PRIOR TO ANY WORK INVOLVING THE JUNCTION WELL.

## EXISTING OVERHEAD SIGN DETAILS




S-1 R3-2 36"x36" EXISTING SIGN
S-2 R3-6 30"x36" EXISTING SIGN
S-3 R3-5a 30"x36" EXISTING SIGN
S-4 D3-1 90"x18" EXISTING SIGN
S-5, S-6 D3-1 78"x18" EXISTING SIGN
S-7 R3-1 36"x36" EXISTING SIGN
S-8 R10-12 30"x36" EXISTING SIGN




## CONDUIT RUN SCHEDULE

| CO NO. | NO. OF CONDUITS | SIZE/TYPE | LENGTH | INSTALL METHOD | AMOUNT AND TYPE OF CABLE / WIRE |
|---|---|---|---|---|---|
| *1 | 1 | 2"-RGS | 15' | EX | EXISTING [(3) #8 THHN] |
| *2 | 1 | 2"-RGS | 15' | EX | EXISTING [(2) 2/#8 U.F. W/ GROUND] |
| *3 | 4 | 4"-PVC | 5' | EX | EXISTING [(8)9/#14,(13)2/#14,(3)4/#18,(3)1/#6 GRD,ITMS FIBER], REMOVE [(1)9/#14], NEW [(1)5/#14] |
| *4 | 2 | 4"-PVC | 20' | EX | EXISTING [(8)9/#14,(13)2/#14,(3)4/#18,(2)1/#6 GRD,ITMS FIBER], REMOVE [(1)9/#14], NEW [(1)5/#14] |
| *5 | 1 | 3"-PVC | 10' | EX | EXISTING [(1)9/#14,(1)4/#18,(1)1/#6 GRD] |
| *6 | 1 | 2.5"-PVC | 15' | EX | EXISTING [(1)9/#14,(1)1/#6 GRD] |
| *7 | 1 | 4"-PVC | 15' | EX | EXISTING [(1)9/#14,(2)2/#14,(1)1/#6 GRD] |
| *8 | 1 | 4"-PVC | 30' | EX | EXISTING [(1)9/#14,(1)1/#6 GRD] |
| *9 | 1 | 2.5"-PVC | 10' | EX | EXISTING [(1)9/#14,(1)1/#6 GRD] |
| *10 | 2 | 4"-HDPE | 75' | EX | EXISTING [(4)9/#14,(6)2/#14,(1)4/#18,(2)1/#6 GRD] |
| *11 | 1 | 3"-PVC | 10' | EX | EXISTING [(1)9/#14,(1)4/#18,(1)1/#6 GRD] |
| *12 | 1 | 2.5"-PVC | 10' | EX | EXISTING [(1)9/#14,(1)1/#6 GRD] |
| *13 | 1 | 4"-HDPE | 70' | EX | EXISTING [(2)9/#14,(4)2/#14,(1)1/#6 GRD] |
| *14 | 1 | 2.5"-PVC | 10' | EX | EXISTING [(1)9/#14,(1)1/#6 GRD] |
| *15 | 1 | 2.5"-PVC | 25' | EX | EXISTING [(1)9/#14,(1)1/#6 GRD] |
| *16 | 1 | 4"-PVC | 35' | EX | EXISTING [(2)2/#14,(1)1/#6 GRD] |
| *17 | 1 | 4"-PVC | 75' | EX | EXISTING [(2)9/#14,(3)2/#14,(2)4/#18,(1)1/#6 GRD], REMOVE [(1)9/#14], NEW [(1)5/#14] |
| *18 | 1 | 3"-PVC | 5' | EX | EXISTING [(1)9/#14,(1)4/#18,(1)1/#6 GRD] |
| *19 | 1 | 4"-HDPE | 45' | EX | EXISTING [(3)2/#14,(1)1/#6 GRD], REMOVE [(1)9/#14], NEW [(1)5/#14] |
| 20 | 1 | 2.5"-PVC | 10' | T | NEW [(1)5/#14,(1)1/#6 GRD] |
| *21 | 1 | 2"-RGS | 5' | EX | EXISTING [(2)2/#14,(1)1/#6 GRD] |
| *22 | 1 | 2.5"-PVC | 5' | EX | REMOVE [(1)9/#14, (1)1/#6 GRD] |

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

## MAST ARM SCHEDULE

| MA NO. | HEIGHT OF POLE | LENGTH OF ARM | NO. OF HEADS | NO.OPTICOM RECIEVERS | S.F. OF SIGNING | ARM MOUNT HEIGHT |
|---|---|---|---|---|---|---|
| *1 | 21'-6" | 35' | 2 | 1 | 9 | 20'-0" |
| *2 | 21'-6" | 50' | 2 | 1 | 26.25 | 20'-0" |
| *3 | 21'-6" | 45' | 3 | 1 | 26.25 | 20'-0" |

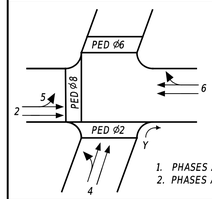
* DENOTES EXISTING

## POLE SCHEDULE

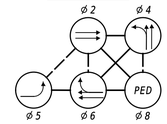
| POLE NO. | TYPE | STATION | OFFSET |
|---|---|---|---|
| *1 | 35' MAST ARM W/ EXISTING TYPE 3 POLE BASE | EXISTING | EXISTING |
| *2 | 50' MAST ARM W/ EXISTING TYPE 3 POLE BASE | EXISTING | EXISTING |
| *3 | 45' MAST ARM W/ EXISTING TYPE 3 POLE BASE | EXISTING | EXISTING |
| *4 | 10' PEDESTAL POLE W/ TYPE 4 POLE BASE | EXISTING | EXISTING |
| *5 | 10' PEDESTAL POLE W/ TYPE 4 POLE BASE | EXISTING | EXISTING |
| *6 | 10' PEDESTAL POLE W/ TYPE 4 POLE BASE | EXISTING | EXISTING |
| 7 | 10' PEDESTAL POLE W/ TYPE 4A POLE BASE | 202+96.67 | 32.18' RT |
| *8 | 10' PEDESTAL POLE W/ TYPE 4 POLE BASE | EXISTING | EXISTING |
| *9 | 10' PEDESTAL POLE W/ TYPE 4 POLE BASE | EXISTING | EXISTING |

* DENOTES EXISTING

## SIGNAL PHASING




NEMA PHASING




PHASING NOTES

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

## SIGNAL HEAD DIAGRAM



1-2,4-6 | 3 | 7-9,11-12 | 10 | 10A

## LEGEND

| | | | |
|---|---|---|---|
| AB | ABANDON | OH # | EXISTING OVERHEAD RUN IDENTIFIER (# OF OVERHEAD RUN) |
| CA X | EXISTING CABINET IDENTIFIER (TYPE OF CABINET) | *OH #* | *PROPOSED OVERHEAD RUN IDENTIFIER (# OF OVERHEAD RUN)* |
| *CA X* | *PROPOSED CABINET IDENTIFIER (TYPE OF CABINET)* | PB X | EXISTING POLE BASE IDENTIFIER (TYPE OF POLE BASE) |
| CO # | EXISTING CONDUIT RUN IDENTIFIER (# OF CONDUIT RUN) | *PB X* | *PROPOSED POLE BASE IDENTIFIER (TYPE OF POLE BASE)* |
| *CO #* | *PROPOSED CONDUIT RUN IDENTIFIER (# OF CONDUIT RUN)* | PL X | EXISTING POLE IDENTIFIER (# OF POLE) |
| JW X | EXISTING JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL) | *PL X* | *PROPOSED POLE IDENTIFIER (# OF POLE)* |
| *JW X* | *PROPOSED JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL)* | *RM C* | *REMOVE BY CONTRACTOR* |
| MA XX | EXISTING MAST ARM IDENTIFIER (LENGTH OF ARM) | *RM O* | *REMOVE BY OTHERS* |
| *MA XX* | *PROPOSED MAST ARM IDENTIFIER (LENGTH OF ARM)* | *RM TC* | *REMOVE BY TRAFFIC CONTRACTOR* |

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

## GENERAL SIGNAL NOTES

1. ALL SIGNAL EQUIPMENT REMOVED FROM THIS SIGNAL IS TO BE RETURNED TO THE CITY OF WILMINGTON DEPARTMENT OF PUBLIC WORKS YARD - 500 WILMINGTON AVENUE, WILMINGTON, DE 19801.
2. ALL UNDERGROUND AND OVERHEAD UTILITIES SHOWN ON THESE PLANS ARE SCHEMATIC ONLY AND MAY NOT BE COMPLETE, THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING MISS UTILITY, AND/OR THE APPROPRIATE UTILITY PRIOR TO THE BEGINNING OF CONSTRUCTION FOR THE UTILITY MARKOUTS. IF THE CONTRACTOR PERCEIVES THAT A CONFLICT BETWEEN UTILITIES AND THE TRAFFIC SIGNAL WILL OCCUR, THE CONTRACTOR SHALL NOTIFY DELDOT TRAFFIC IMMEDIATELY BEFORE CONSTRUCTION.

**PREPARED BY**
JMT

Mir A. Wahed — 04-15-2026
THIS SEAL APPLIES TO ONLY THIS SHEET. — DATE

MIR A. WAHED LICENSE No. 14810 DELAWARE PROFESSIONAL ENGINEER
SEAL

**CONCURRENCE FOR INSTALLATION**

Steven G. Weber — 5/05/2026
STEVEN G. WEBER, DIRECTOR OF TRANSPORTATION — DATE

ADDENDA / REVISIONS

SCALE
0 20 40 60
FEET

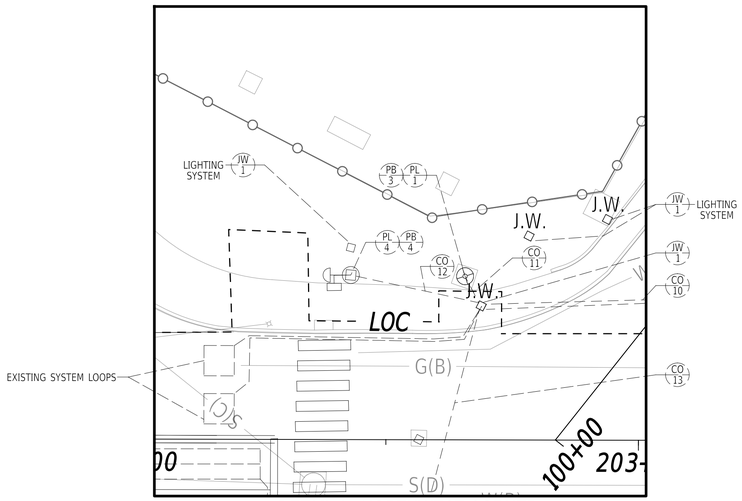
**ADAMS STREET PATHWAY PHASE II**

| | | | |
|---|---|---|---|
| CONTRACT | T202466302 | PERMIT NO. | N287/W674/ NBT0138 |
| COUNTY | NEW CASTLE | DESIGNED BY: S. BUNITSKY/J. SMITH | |
| | | CHECKED BY: M. WAHED | |

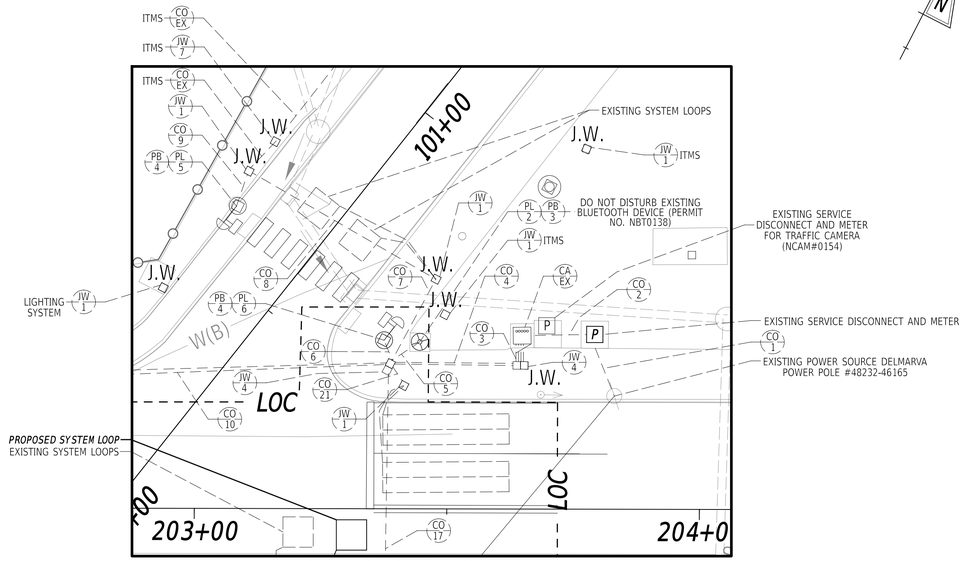
**SIGNALIZATION PLAN SR 4 (MARYLAND AVENUE) @ S. ADAMS STREET/ I-95 NB OFF RAMP**

SECTION: JMT
SHEET NO.: 73

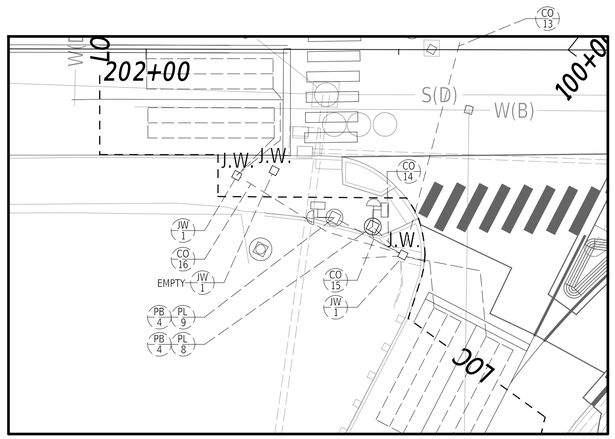
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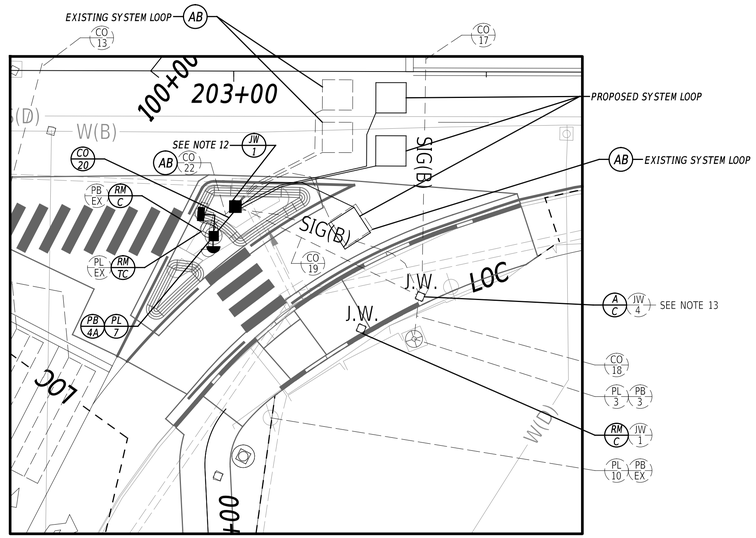

DETAIL 1 - NORTHWEST CORNER
SCALE: 1" = 10'




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



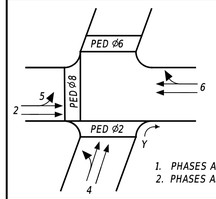

DETAIL 3 - SOUTHWEST CORNER
SCALE: 1" = 10'



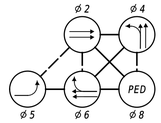

DETAIL 4 - SOUTHEAST CORNER
SCALE: 1" = 10'

NOTE: FOR CLARITY OF THE DETAILS, MAST ARMS AND SPAN WIRE ARE NOT SHOWN. ONLY THE POLE LOCATIONS ARE SHOWN ON THE DETAILS.

## SIGNAL PHASING




**NEMA PHASING**




**PHASING NOTES**

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

## SIGNAL HEAD DIAGRAM



1-2,4-6 | 3 | 7-9,11-12 | 10 | 10A

## LEGEND

| | | | |
|---|---|---|---|
| AB | ABANDON | OH # | EXISTING OVERHEAD RUN IDENTIFIER (# OF OVERHEAD RUN) |
| CA X | EXISTING CABINET IDENTIFIER (TYPE OF CABINET) | ***OH #*** | ***PROPOSED OVERHEAD RUN IDENTIFIER (# OF OVERHEAD RUN)*** |
| ***CA X*** | ***PROPOSED CABINET IDENTIFIER (TYPE OF CABINET)*** | PB X | EXISTING POLE BASE IDENTIFIER (TYPE OF POLE BASE) |
| CO # | EXISTING CONDUIT RUN IDENTIFIER (# OF CONDUIT RUN) | ***PB X*** | ***PROPOSED POLE BASE IDENTIFIER (TYPE OF POLE BASE)*** |
| ***CO #*** | ***PROPOSED CONDUIT RUN IDENTIFIER (# OF CONDUIT RUN)*** | PL X | EXISTING POLE IDENTIFIER (# OF POLE) |
| JW X | EXISTING JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL) | ***PL X*** | ***PROPOSED POLE IDENTIFIER (# OF POLE)*** |
| ***JW X*** | ***PROPOSED JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL)*** | ***RM C*** | ***REMOVE BY CONTRACTOR*** |
| MA XX | EXISTING MAST ARM IDENTIFIER (LENGTH OF ARM) | ***RM O*** | ***REMOVE BY OTHERS*** |
| ***MA XX*** | ***PROPOSED MAST ARM IDENTIFIER (LENGTH OF ARM)*** | ***RM TC*** | ***REMOVE BY TRAFFIC CONTRACTOR*** |

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

## GENERAL SIGNAL NOTES

1. ALL SIGNAL EQUIPMENT REMOVED FROM THIS SIGNAL IS TO BE RETURNED TO THE CITY OF WILMINGTON DEPARTMENT OF PUBLIC WORKS YARD - 500 WILMINGTON AVENUE, WILMINGTON, DE 19801.
2. ALL UNDERGROUND AND OVERHEAD UTILITIES SHOWN ON THESE PLANS ARE SCHEMATIC ONLY AND MAY NOT BE COMPLETE, THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING MISS UTILITY, AND/OR THE APPROPRIATE UTILITY PRIOR TO THE BEGINNING OF CONSTRUCTION FOR THE UTILITY MARKOUTS. IF THE CONTRACTOR PERCEIVES THAT A CONFLICT BETWEEN UTILITIES AND THE TRAFFIC SIGNAL WILL OCCUR, THE CONTRACTOR SHALL NOTIFY DELDOT TRAFFIC IMMEDIATELY BEFORE CONSTRUCTION.

**PREPARED BY**
JMT

Mir A. Wahed — 04-15-2026
THIS SEAL APPLIES TO ONLY THIS SHEET. — DATE

MIR A. WAHED LICENSE No. 14810 DELAWARE PROFESSIONAL ENGINEER
SEAL

**CONCURRENCE FOR INSTALLATION**

Steven G. Weber — 5/05/2026
STEVEN G. WEBER, DIRECTOR OF TRANSPORTATION — DATE

| ADDENDA / REVISIONS | | NOT TO SCALE | ADAMS STREET PATHWAY PHASE II | CONTRACT | PERMIT NO. | N287/W674/ NBT0138 | SIGNALIZATION PLAN SR 4 (MARYLAND AVENUE) @ S. ADAMS STREET/ I-95 NB OFF RAMP | SECTION |
|---|---|---|---|---|---|---|---|---|
| | | | | T202466302 | DESIGNED BY: S. BUNITSKY/J. SMITH | | | JMT |
| | | | | COUNTY | CHECKED BY: M. WAHED | | | SHEET NO. |
| | | | | NEW CASTLE | | | | 74 |

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## ADDITIONAL GENERAL SIGNAL NOTES

3. 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, AND SHALL BE PAID BY ITEM #211000. DELDOT'S TRAFFIC CONTRACTOR SHALL BE RESPONSIBLE FOR THE REMOVAL OF THE POLES AND ASSOCIATED SIGNAL EQUIPMENT, AND CABINET. THE GENERAL CONTRACTOR WILL BE RESPONSIBLE FOR THE REMOVAL OF THE POLE FOUNDATIONS. ABANDON EXISTING CONDUIT AS NOTED. TRAFFIC CONTRACTOR SHALL REMOVE ANY CABLES IN EXISTING CONDUITS TO BE ABANDONED.

4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE INSTALLATION OF ALL UNDERGROUND SIGNAL EQUIPMENT SUCH AS JUNCTION WELLS, CABINET FOUNDATIONS, POLE BASES, AND CONDUITS. DELDOT'S TRAFFIC CONTRACTOR SHALL BE RESPONSIBLE FOR THE INSTALLATION OF ALL ELECTRICAL CABLES AND ABOVE GROUND SIGNAL EQUIPMENT SUCH AS MAST ARMS, SPAN WIRES, POLES, CABINETS, SERVICE PEDESTAL, PUSHBUTTONS, OVERHEAD SIGNS, AND SIGNAL HEADS, AS NECESSARY.

5. ALL GALVANIZED CONDUIT (RGS) SHALL BE REAMED AND THREADED. ALL RGS SHALL BE THREADED TOGETHER WITH APPROVED COUPLINGS. SET SCREW, BOLTED, AND COMPRESSION FITTING ARE NOT ACCEPTABLE.

6. EXISTING POLES #6 & #7, CONDUITS #1-#4, JUNCTION WELLS NOTED, AND LOOPS NOTED ARE ASSOCIATED WITH RED LIGHT RUNNING CAMERA SYSTEM. DO NOT DISTURB THE RED LIGHT RUNNING CAMERA SYSTEM.

7. MAINTAIN EXISTING POWER SOURCE FROM DELMARVA POWER POLE #48222-43256. DO NOT DISTURB EXISTING CABINET OR BLUETOOTH DEVICE (PERMIT NO. NBT0139).

8. REPLACE EXISTING PEDESTRIAN SIGNAL HEADS #8A & #9A WITH PROPOSED PEDESTRIAN SIGNAL HEADS #8 & #9 RESPECTIVELY ON UTILITY POLE #48222-43256 IN KIND USING METAL BAND ATTACHMENTS. PLACE METAL BAND ATTACHMENTS UNDERNEATH EXISTING RISER/U-GUARD AND CABLES WITHIN. USE CAUTION TO PREVENT ANY DAMAGE TO RISER/U-GUARD AND CABLES WITHIN. DO NOT CUT RISER/U-GUARD OR CABLES. ANY SIGNAL HEADS AND CONSTRUCTION EQUIPMENT SHALL MAINTAIN A 10' RADIAL DISTANCE FROM PRIMARY ELECTRICAL LINES ON THIS UTILITY POLE. COORDINATE WITH DELMARVA POWER AT LEAST 2 WEEKS IN ADVANCE OF THIS WORK FOR APPROVAL.

9. THE RESIDENT ENGINEER SHALL NOTIFY STEVE WEBER AT (302)576-2620 AND MARCUS POWEL AT (302)576-3086 AT LEAST 10 WORKING DAYS IN ADVANCE OF ANY SIGNAL WORK OR CHANGES TO SIGNAL OPERATION. THE RESIDENT ENGINEER SHALL NOTIFY STEVE WEBER AND MARCUS POWEL AT LEAST 10 WORKING DAYS IN ADVANCE OF THE CITY NEEDING TO DO ANY TIMING UPDATES.

10. REPLACE EXISTING PEDESTRIAN SIGNAL HEAD #10A WITH #10 ON STRAIN POLE #3 AND REPLACE EXISTING PEDESTRIAN SIGNAL HEAD #7A WITH #7 ON STRAIN POLE #1 AS SHOWN.

11. DO NOT DISTURB EXISTING CCTV CAMERA (PERMIT NO. NCAM0197) MOUNTED TO STRAIN POLE #1 AS SHOWN. CAMERA TO REMAIN OPERATIONAL THROUGHOUT CONSTRUCTION.

12. EXISTING LUMINAIRE MOUNTED TO STRAIN POLE #1 TO REMAIN. LUMINAIRE TO REMAIN OPERATIONAL THROUGHOUT CONSTRUCTION.

13. ALL PROPOSED PEDESTRIAN SIGNALS SHALL BE COUNTDOWN SIGNALS.

14. EXISTING CONDUITS ARE SHOWN FOR GRAPHICAL PURPOSES ONLY. EXISTING CONDUITS SHOULD BE FIELD LOCATED/VERIFIED WHERE SIGNAL WORK INVOLVES USING EXISTING CONDUITS.

15. MAINTAIN ALL EXISTING PEDESTRIAN SIGNALS THROUGHOUT CONSTRUCTION UNTIL PROPOSED PEDESTRIAN SIGNALS ARE OPERATIONAL.

16. REPLACE THE EXISTING JUNCTION WELL IN SAME LOCATION WITH A NEW TYPE 1 JUNCTION WELL AT PROPOSED FINAL GRADE. INSTALL PROPOSED JUNCTION WELL SUCH THAT THE JUNCTION WELL INTERCEPTS EXISTING CONDUITS THAT RUN INTO EXISTING JUNCTION WELL. INSTALL ALL JUNCTION WELLS IN SIDEWALKS OR SHARED USE PATHS FLUSH WITH ULTIMATE GRADE.

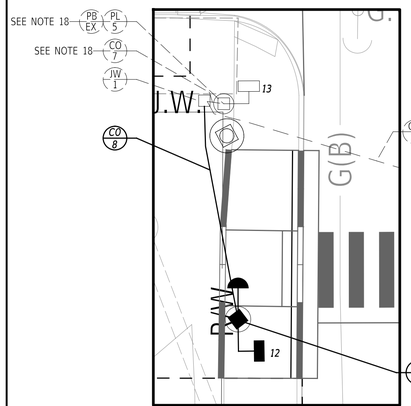
17. INSTALL PUSH BUTTON ON STRAIN POLE #3 AND PEDESTAL POLE #4 AS SHOWN TO ACTIVATE PEDESTRIAN PHASE 3. PEDESTRIAN PHASE 3 SHALL ONLY OCCUR WHEN PUSH BUTTONS ARE ACTIVATED. ALL OTHER PEDESTRIAN PHASES SHALL BE IN RECALL MODE WITHOUT PUSH BUTTON ACTIVATION.

18. PEDESTRIAN SIGNALS #6 & #13, PEDESTAL POLE #5, AND CONDUITS #6-#7 INSTALLED AS PART OF THE T201907403 - REHABILITATION OF I-95 VIADUCT SUBSTRUCTURE REPAIRS CONTRACT.

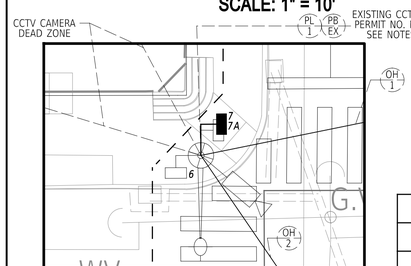
19. REMOVE EXISTING SIGNAL HEADS 1A-5A AND INSTALL NEW SIGNAL HEADS 1-5 ON EXISTING SPAN WIRE AS SHOWN. REMOVE EXISTING 16/#14 CABLE AND INSTALL NEW 16/#14 CABLE BETWEEN CABINET AND SIGNAL HEADS, USING OVERHEAD RUNS #1 AND #2.

20. REFER TO OVERHEAD RUN SCHEDULE FOR MORE INFORMATION REGARDING SIGNAL CABLING ON SPAN WIRE.

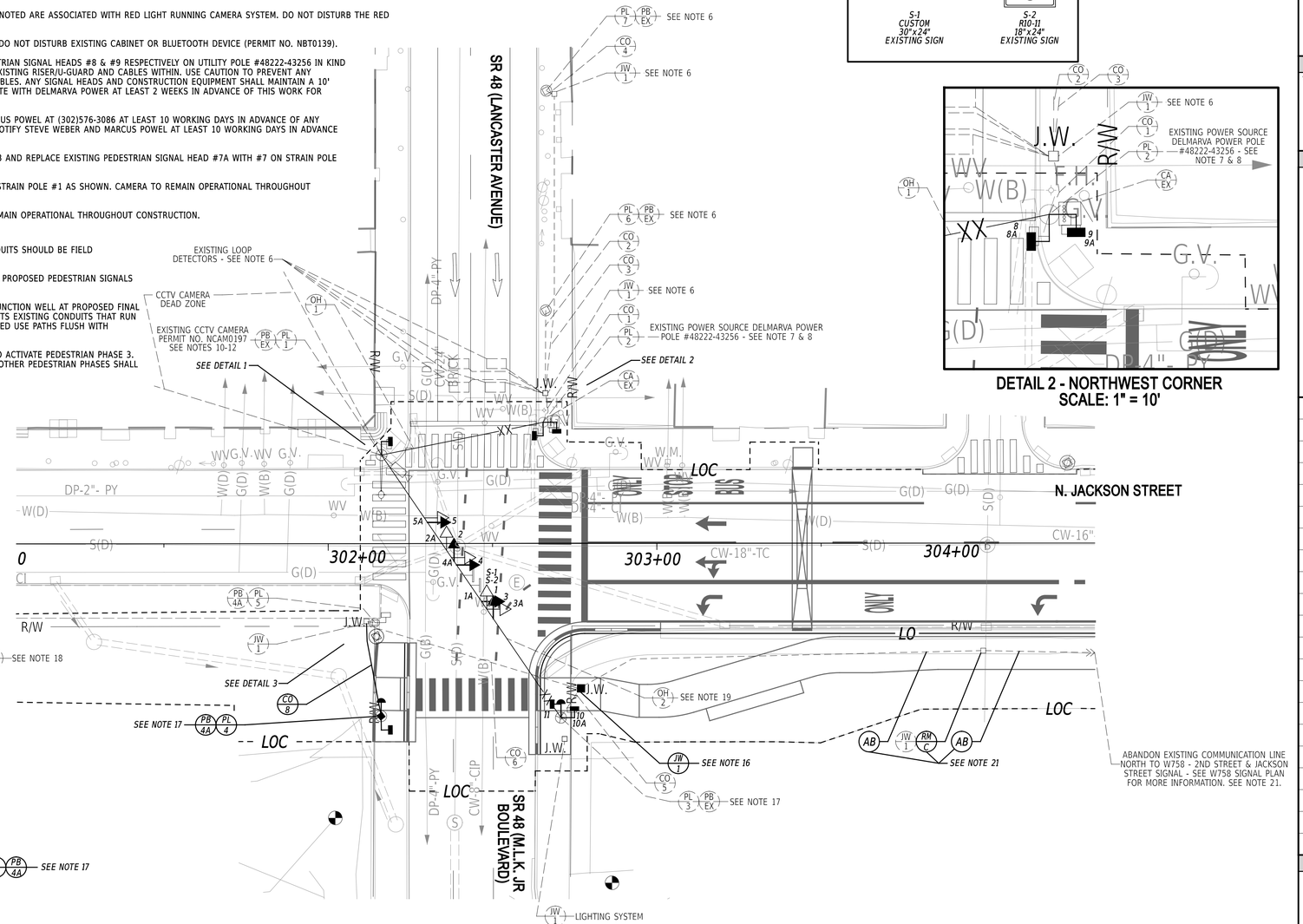
21. REMOVE EXISTING OBSOLETE COPPER COMMUNICATION WIRE RUNNING FROM W520 SIGNAL TO W758 SIGNAL ON SPAN WIRE AND CONDUIT ALONG EAST SIDE OF JACKSON STREET. REMOVE JUNCTION WELL AND ABANDON EXISTING CONDUIT AS SHOWN.




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




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

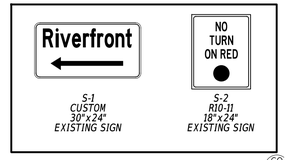






DETAIL 2 - NORTHWEST CORNER
SCALE: 1" = 10'

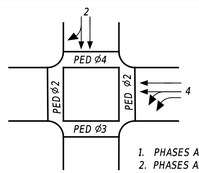
## EXISTING OVERHEAD SIGN DETAILS



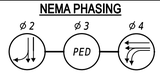

S-1
CUSTOM
30"x24"
EXISTING SIGN

S-2
R10-11
18"x24"
EXISTING SIGN

## SIGNAL PHASING



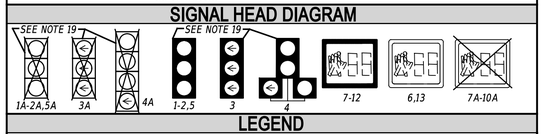

NEMA PHASING




PHASING NOTES

1. PHASES ASSOCIATED BY A SOLID LINE WILL NOT OPERATE CONCURRENTLY.
2. PHASES ASSOCIATED BY A DASHED LINE WILL OPERATE CONCURRENTLY.
3. SEE ADDITIONAL GENERAL SIGNAL NOTE 17 FOR PEDESTRIAN PHASE 3 INFORMATION.

## SIGNAL HEAD DIAGRAM




## LEGEND

| | | | |
|---|---|---|---|
| AB | ABANDON | OH # | EXISTING OVERHEAD RUN IDENTIFIER (# OF OVERHEAD RUN) |
| CA X | EXISTING CABINET IDENTIFIER (TYPE OF CABINET) | OH # | *PROPOSED OVERHEAD RUN IDENTIFIER (# OF OVERHEAD RUN)* |
| CA X | *PROPOSED CABINET IDENTIFIER (TYPE OF CABINET)* | PB X | EXISTING POLE BASE IDENTIFIER (TYPE OF POLE BASE) |
| CO # | EXISTING CONDUIT RUN IDENTIFIER (# OF CONDUIT RUN) | PB X | *PROPOSED POLE BASE IDENTIFIER (TYPE OF POLE BASE)* |
| CO # | *PROPOSED CONDUIT RUN IDENTIFIER (# OF CONDUIT RUN)* | PL X | EXISTING POLE IDENTIFIER (# OF POLE) |
| JW X | EXISTING JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL) | PL X | *PROPOSED POLE IDENTIFIER (# OF POLE)* |
| JW X | *PROPOSED JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL)* | RM C | *REMOVE BY CONTRACTOR* |
| MA XX | EXISTING MAST ARM IDENTIFIER (LENGTH OF ARM) | RM O | *REMOVE BY OTHERS* |
| MA XX | *PROPOSED MAST ARM IDENTIFIER (LENGTH OF ARM)* | RM TC | *REMOVE BY TRAFFIC CONTRACTOR* |

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

## POLE SCHEDULE

| POLE NO. | TYPE | STATION | OFFSET |
|---|---|---|---|
| *1 | EX. STRAIN POLE W/ EX. POLE BASE | EXISTING | EXISTING |
| *2 | EX. STRAIN POLE W/ EX. POLE BASE | EXISTING | EXISTING |
| *3 | EX. STRAIN POLE W/ EX. POLE BASE | EXISTING | EXISTING |
| 4 | 10' PEDESTAL POLE W/ TYPE 4A POLE BASE | 302+15.96 | 52.46' RT |
| *5 | 10' PEDESTAL POLE W/ TYPE 4A POLE BASE | EXISTING | EXISTING |

* DENOTES EXISTING

## OVERHEAD RUN SCHEDULE

| OH NO. | LENGTH | AMOUNT AND TYPE OF CABLE / WIRE |
|---|---|---|
| *1 | 50' | EXISTING [(2)5/#14], REMOVE[(1)16/#14, (2)5/#14, COMM CABLE], NEW [(1)16/#14, (4)5/#14] |
| *2 | 100' | EXISTING [(1)5/#14], REMOVE[(1)16/#14, (1)5/#14, COMM CABLE], NEW [(1)16/#14, (3)5/#14] |

* DENOTES EXISTING

## CONDUIT RUN SCHEDULE

| CO NO. | NO. OF CONDUITS | SIZE/TYPE | LENGTH | INSTALL METHOD | AMOUNT AND TYPE OF CABLE / WIRE |
|---|---|---|---|---|---|
| *1 | 1 | 2"-RGS | 10' | EX | EXISTING [RED LIGHT RUNNING CAMERA CABLES] |
| *2 | 1 | 2"-RGS | 30' | EX | EXISTING [RED LIGHT RUNNING CAMERA CABLES] |
| *3 | 1 | 2"-RGS | 95' | EX | EXISTING [RED LIGHT RUNNING CAMERA CABLES] |
| *4 | 1 | 2"-RGS | 5' | EX | EXISTING [RED LIGHT RUNNING CAMERA CABLES] |
| *5 | 2 | 2"-PVC | 15' | EX | EXISTING [(1)5/#14,(1)1/#6 GRD], REMOVE[COPPER COMM CABLE], NEW [(1)5/#14] |
| *6 | 1 | 4"-HDPE | 65' | EX | EXISTING [(1)5/#14,(1)1/#6 GRD], NEW [(1)5/#14] |
| *7 | 1 | 2.5"-PVC | 5' | EX | EXISTING [(1)5/#14,(1)1/#6 GRD] |
| 8 | 1 | 2.5"-PVC | 30' | T | NEW [(1)5/#14, (1)1/#6 GRD] |

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

## GENERAL SIGNAL NOTES

1. ALL SIGNAL EQUIPMENT REMOVED FROM THIS SIGNAL IS TO BE RETURNED TO THE CITY OF WILMINGTON DEPARTMENT OF PUBLIC WORKS YARD - 500 WILMINGTON AVENUE, WILMINGTON, DE 19801.
2. ALL UNDERGROUND AND OVERHEAD UTILITIES SHOWN ON THESE PLANS ARE SCHEMATIC ONLY AND MAY NOT BE COMPLETE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING MISS UTILITY, AND/OR THE APPROPRIATE UTILITY PRIOR TO THE BEGINNING OF CONSTRUCTION FOR THE UTILITY MARKOUTS. IF THE CONTRACTOR PERCEIVES THAT A CONFLICT BETWEEN UTILITIES AND THE TRAFFIC SIGNAL WILL OCCUR, THE CONTRACTOR SHALL NOTIFY DELDOT TRAFFIC IMMEDIATELY BEFORE CONSTRUCTION.

**PREPARED BY**
JMT

Mir A. Wahed — 04-15-2026
THIS SEAL APPLIES TO ONLY THIS SHEET. — DATE

MIR A. WAHED LICENSE No. 14810 DELAWARE PROFESSIONAL ENGINEER
SEAL

**CONCURRENCE FOR INSTALLATION**

Steven G. Weber — 5/05/2026
STEVEN G. WEBER, DIRECTOR OF TRANSPORTATION — DATE

| ADDENDA / REVISIONS | | SCALE | ADAMS STREET PATHWAY PHASE II | CONTRACT | T202466302 | PERMIT NO. | W520 / NBT0139 / NCAM0197 | SIGNALIZATION PLAN SR 48/LANCASTER AVENUE @ JACKSON STREET | SECTION | JMT |
|---|---|---|---|---|---|---|---|---|---|---|
| | | 0 20 40 60 FEET | | COUNTY | NEW CASTLE | DESIGNED BY: S. BUNITSKY/J. SMITH | | | SHEET NO. | 75 |
| | | | | | | CHECKED BY: M. WAHED | | | | |

25-MAR-2026
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## ADDITIONAL GENERAL SIGNAL NOTES

3. 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, AND SHALL BE PAID BY ITEM #211000. DELDOT'S TRAFFIC CONTRACTOR SHALL BE RESPONSIBLE FOR THE REMOVAL OF THE POLES AND ASSOCIATED SIGNAL EQUIPMENT, AND CABINET. THE GENERAL CONTRACTOR WILL BE RESPONSIBLE FOR THE REMOVAL OF THE POLE FOUNDATIONS. ABANDON EXISTING CONDUIT AS NOTED. TRAFFIC CONTRACTOR SHALL REMOVE ANY CABLES IN EXISTING CONDUITS TO BE ABANDONED.

4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE INSTALLATION OF ALL UNDERGROUND SIGNAL EQUIPMENT SUCH AS JUNCTION WELLS, CABINET FOUNDATIONS, POLE BASES, AND CONDUITS. DELDOT'S TRAFFIC CONTRACTOR SHALL BE RESPONSIBLE FOR THE INSTALLATION OF ALL ELECTRICAL CABLES AND ABOVE GROUND SIGNAL EQUIPMENT SUCH AS MAST ARMS, SPAN WIRES, POLES, CABINETS, SERVICE PEDESTAL, PUSHBUTTONS, OVERHEAD SIGNS, AND SIGNAL HEADS, AS NECESSARY.

5. ALL GALVANIZED CONDUIT (RGS) SHALL BE REAMED AND THREADED. ALL RGS SHALL BE THREADED TOGETHER WITH APPROVED COUPLINGS. SET SCREW, BOLTED, AND COMPRESSION FITTING ARE NOT ACCEPTABLE.

6. MAINTAIN EXISTING POWER SOURCE FROM DELMARVA POWER POLE #48227-43283.

7. REPLACE EXISTING PEDESTRIAN SIGNAL HEAD #9A WITH PROPOSED PEDESTRIAN SIGNAL HEAD #9 AND INSTALL PEDESTRIAN SIGNAL HEAD #8 ON UTILITY POLE #48227-43283 USING METAL BAND ATTACHMENTS. USE CAUTION TO NOT DISTURB EXISTING UTILITY POLE. ANY SIGNAL HEADS AND CONSTRUCTION EQUIPMENT SHALL MAINTAIN A 10' RADIAL DISTANCE FROM PRIMARY ELECTRICAL LINES ON THIS UTILITY POLES. COORDINATE WITH DELMARVA POWER AT LEAST 2 WEEKS IN ADVANCE OF THIS WORK FOR APPROVAL.

8. THE RESIDENT ENGINEER SHALL NOTIFY STEVE WEBER AT (302)576-2620 AND MARCUS POWEL AT (302)576-3086 AT LEAST 10 WORKING DAYS IN ADVANCE OF ANY SIGNAL WORK OR CHANGES TO SIGNAL OPERATION. THE RESIDENT ENGINEER SHALL NOTIFY STEVE WEBER AND MARCUS POWEL AT LEAST 10 WORKING DAYS IN ADVANCE OF THE CITY NEEDING TO DO ANY TIMING UPDATES.

9. REMOVE EXISTING PEDESTRIAN SIGNAL HEAD #12A AND INSTALL PROPOSED PEDESTRIAN SIGNAL HEAD 12 ON STRAIN POLE #3 AS SHOWN.

10. ALL PROPOSED PEDESTRIAN SIGNALS SHALL BE COUNTDOWN SIGNALS.

11. EXISTING CONDUITS ARE SHOWN FOR GRAPHICAL PURPOSES ONLY. EXISTING CONDUITS SHOULD BE FIELD LOCATED/VERIFIED WHERE SIGNAL WORK INVOLVES USING EXISTING CONDUITS.

12. MAINTAIN ALL EXISTING PEDESTRIAN SIGNALS THROUGHOUT CONSTRUCTION UNTIL PROPOSED PEDESTRIAN SIGNALS ARE OPERATIONAL.

13. REPLACE THE EXISTING JUNCTION WELL IN SAME LOCATION WITH A NEW TYPE 1 JUNCTION WELL AT PROPOSED FINAL GRADE. INSTALL PROPOSED JUNCTION WELL SUCH THAT THE JUNCTION WELL INTERCEPTS EXISTING CONDUITS AT THIS LOCATION. DO NOT DISTURB EXISTING CABLES WITHIN EXISTING JUNCTION WELL. INSTALL ALL JUNCTION WELLS IN SIDEWALKS OR SHARED USE PATHS FLUSH WITH ULTIMATE GRADE.

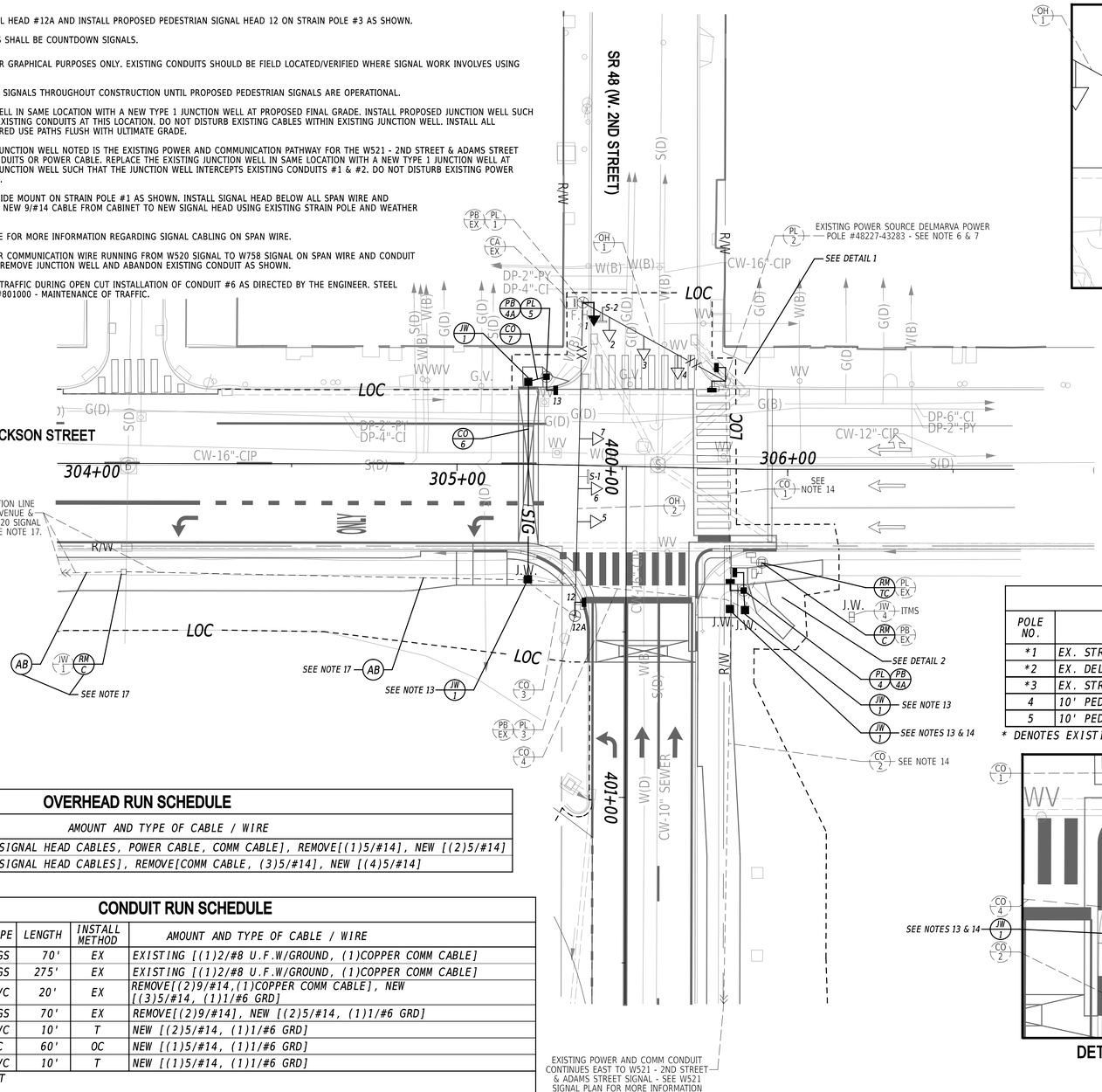
14. EXISTING CONDUITS #1 & #2 AND JUNCTION WELL NOTED IS THE EXISTING POWER AND COMMUNICATION PATHWAY FOR THE W521 - 2ND STREET & ADAMS STREET SIGNAL. DO NOT DISTURB EXISTING CONDUITS OR POWER CABLE. REPLACE THE EXISTING JUNCTION WELL IN SAME LOCATION WITH A NEW TYPE 1 JUNCTION WELL AT PROPOSED GRADE. INSTALL PROPOSED JUNCTION WELL SUCH THAT THE JUNCTION WELL INTERCEPTS EXISTING CONDUITS #1 & #2. DO NOT DISTURB EXISTING POWER CABLE WITHIN EXISTING JUNCTION WELL.

15. INSTALL SIGNAL HEAD #1 USING A SIDE MOUNT ON STRAIN POLE #1 AS SHOWN. INSTALL SIGNAL HEAD BELOW ALL SPAN WIRE AND SIGNAL CABLE ATTACHMENTS. INSTALL A NEW 9/#14 CABLE FROM CABINET TO NEW SIGNAL HEAD USING EXISTING STRAIN POLE AND WEATHER HEAD.

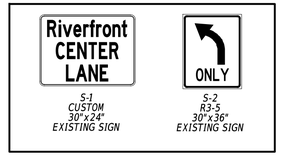
16. REFER TO OVERHEAD RUN SCHEDULE FOR MORE INFORMATION REGARDING SIGNAL CABLING ON SPAN WIRE.

17. REMOVE EXISTING OBSOLETE COPPER COMMUNICATION WIRE RUNNING FROM W520 SIGNAL TO W758 SIGNAL ON SPAN WIRE AND CONDUIT ALONG EAST SIDE OF JACKSON STREET. REMOVE JUNCTION WELL AND ABANDON EXISTING CONDUIT AS SHOWN.

18. UTILIZE STEEL PLATES TO MAINTAIN TRAFFIC DURING OPEN CUT INSTALLATION OF CONDUIT #6 AS DIRECTED BY THE ENGINEER. STEEL PLATES SHALL BE INCIDENTAL TO ITEM #801000 - MAINTENANCE OF TRAFFIC.

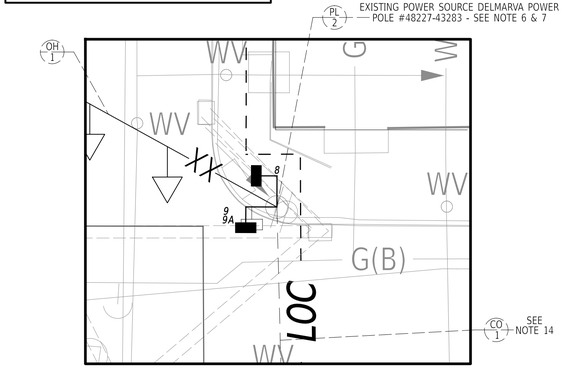



## EXISTING OVERHEAD SIGN DETAILS




S-1
CUSTOM
30"x24"
EXISTING SIGN

S-2
R3-5
30"x36"
EXISTING SIGN

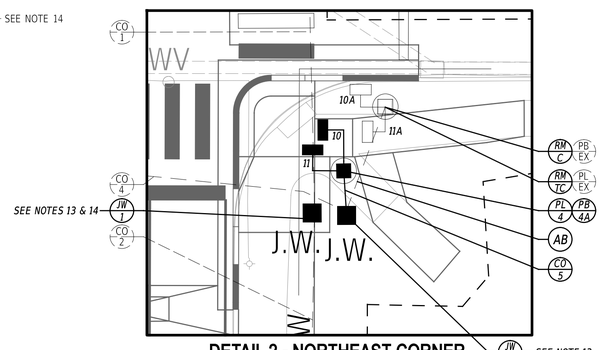



DETAIL 1 - NORTHEAST CORNER
SCALE: 1" = 10'

## POLE SCHEDULE

| POLE NO. | TYPE | STATION | OFFSET |
|---|---|---|---|
| *1 | EX. STRAIN POLE W/ EX. POLE BASE | EXISTING | EXISTING |
| *2 | EX. DELMARVA POWER POLE #48227-43283 | EXISTING | EXISTING |
| *3 | EX. STRAIN POLE W/ EX. POLE BASE | EXISTING | EXISTING |
| 4 | 10' PEDESTAL POLE W/ TYPE 4A POLE BASE | 305+87.54 | 36.70' RT |
| 5 | 10' PEDESTAL POLE W/ TYPE 4A POLE BASE | 305+26.52 | 26.38' LT |

* DENOTES EXISTING




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

## OVERHEAD RUN SCHEDULE

| OH NO. | LENGTH | AMOUNT AND TYPE OF CABLE / WIRE |
|---|---|---|
| *1 | 50' | EXISTING [SIGNAL HEAD CABLES, POWER CABLE, COMM CABLE], REMOVE[(1)5/#14], NEW [(2)5/#14] |
| *2 | 95' | EXISTING [SIGNAL HEAD CABLES], REMOVE[COMM CABLE, (3)5/#14], NEW [(4)5/#14] |

* DENOTES EXISTING

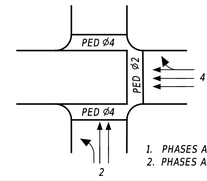
## CONDUIT RUN SCHEDULE

| CO NO. | NO. OF CONDUITS | SIZE/TYPE | LENGTH | INSTALL METHOD | AMOUNT AND TYPE OF CABLE / WIRE |
|---|---|---|---|---|---|
| *1 | 1 | 2.5"-RGS | 70' | EX | EXISTING [(1)2/#8 U.F.W/GROUND, (1)COPPER COMM CABLE] |
| *2 | 1 | 2.5"-RGS | 275' | EX | EXISTING [(1)2/#8 U.F.W/GROUND, (1)COPPER COMM CABLE] |
| *3 | 1 | 2.5"-PVC | 20' | EX | REMOVE[(2)9/#14,(1)COPPER COMM CABLE], NEW [(3)5/#14, (1)1/#6 GRD] |
| *4 | 1 | 2.5"-RGS | 70' | EX | REMOVE[(2)9/#14], NEW [(2)5/#14, (1)1/#6 GRD] |
| 5 | 1 | 2.5"-PVC | 10' | T | NEW [(2)5/#14, (1)1/#6 GRD] |
| 6 | 1 | 4"-PVC | 60' | OC | NEW [(1)5/#14, (1)1/#6 GRD] |
| 7 | 1 | 2.5"-PVC | 10' | T | NEW [(1)5/#14, (1)1/#6 GRD] |

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

## SIGNAL PHASING

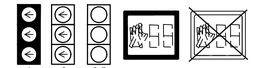
NEMA PHASING




PHASING NOTES

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

## SIGNAL HEAD DIAGRAM




## LEGEND

| | | | |
|---|---|---|---|
| AB | ABANDON | OH # | EXISTING OVERHEAD RUN IDENTIFIER (# OF OVERHEAD RUN) |
| CA X | EXISTING CABINET IDENTIFIER (TYPE OF CABINET) | OH # | PROPOSED OVERHEAD RUN IDENTIFIER (# OF OVERHEAD RUN) |
| CA X | PROPOSED CABINET IDENTIFIER (TYPE OF CABINET) | PB X | EXISTING POLE BASE IDENTIFIER (TYPE OF POLE BASE) |
| CO # | EXISTING CONDUIT RUN IDENTIFIER (# OF CONDUIT RUN) | PB X | PROPOSED POLE BASE IDENTIFIER (TYPE OF POLE BASE) |
| CO # | PROPOSED CONDUIT RUN IDENTIFIER (# OF CONDUIT RUN) | PL X | EXISTING POLE IDENTIFIER (# OF POLE) |
| JW X | EXISTING JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL) | PL X | PROPOSED POLE IDENTIFIER (# OF POLE) |
| JW X | PROPOSED JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL) | RM C | REMOVE BY CONTRACTOR |
| MA XX | EXISTING MAST ARM IDENTIFIER (LENGTH OF ARM) | RM O | REMOVE BY OTHERS |
| MA XX | PROPOSED MAST ARM IDENTIFIER (LENGTH OF ARM) | RM TC | REMOVE BY TRAFFIC CONTRACTOR |

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

## GENERAL SIGNAL NOTES

1. ALL SIGNAL EQUIPMENT REMOVED FROM THIS SIGNAL IS TO BE RETURNED TO THE CITY OF WILMINGTON DEPARTMENT OF PUBLIC WORKS YARD - 500 WILMINGTON AVENUE, WILMINGTON, DE 19801.
2. ALL UNDERGROUND AND OVERHEAD UTILITIES SHOWN ON THESE PLANS ARE SCHEMATIC ONLY AND MAY NOT BE COMPLETE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING MISS UTILITY, AND/OR THE APPROPRIATE UTILITY PRIOR TO THE BEGINNING OF CONSTRUCTION FOR THE UTILITY MARKOUTS. IF THE CONTRACTOR PERCEIVES THAT A CONFLICT BETWEEN UTILITIES AND THE TRAFFIC SIGNAL WILL OCCUR, THE CONTRACTOR SHALL NOTIFY DELDOT TRAFFIC IMMEDIATELY BEFORE CONSTRUCTION.

PREPARED BY
JMT

Mir Abe Wahed — 04-15-2026
THIS SEAL APPLIES TO ONLY THIS SHEET. — DATE

MIR A. WAHED LICENSE No. 14810 DELAWARE PROFESSIONAL ENGINEER
SEAL

CONCURRENCE FOR INSTALLATION

Steven G. Weber — 5/05/2026
STEVEN G. WEBER, DIRECTOR OF TRANSPORTATION — DATE

ADDENDA / REVISIONS

SCALE
0 20 40 60
FEET

**ADAMS STREET PATHWAY PHASE II**

| CONTRACT | PERMIT NO. | W758 |
|---|---|---|
| T202466302 | DESIGNED BY: S. BUNITSKY/J. SMITH | |
| COUNTY | CHECKED BY: M. WAHED | |
| NEW CASTLE | | |

**SIGNALIZATION PLAN SR 48 (2ND STREET) @ JACKSON STREET**

SECTION: JMT
SHEET NO.: 76

25-MAR-2026
15:33
jwu//deldot-pw.bentley.com:deldot-pw-01/Documents/01_Active_Projects/DelDOT_Capital_Projects/T202466302_JMT/400_CADD/420_ROAD/423_SHEET_DGN/SG03_RDSF_T202466302_JMT_W758_2nd St & Jackson St

## ADDITIONAL GENERAL SIGNAL NOTES

3. 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, AND SHALL BE PAID BY ITEM #211000. DELDOT'S TRAFFIC CONTRACTOR SHALL BE RESPONSIBLE FOR THE REMOVAL OF THE POLES AND ASSOCIATED SIGNAL EQUIPMENT, AND CABINET. THE GENERAL CONTRACTOR WILL BE RESPONSIBLE FOR THE REMOVAL OF THE POLE FOUNDATIONS. ABANDON EXISTING CONDUIT AS NOTED. TRAFFIC CONTRACTOR SHALL REMOVE ANY CABLES IN EXISTING CONDUITS TO BE ABANDONED.

4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE INSTALLATION OF ALL UNDERGROUND SIGNAL EQUIPMENT SUCH AS JUNCTION WELLS, CABINET FOUNDATIONS, POLE BASES, AND CONDUITS. DELDOT'S TRAFFIC CONTRACTOR SHALL BE RESPONSIBLE FOR THE INSTALLATION OF ALL ELECTRICAL CABLES AND ABOVE GROUND SIGNAL EQUIPMENT SUCH AS MAST ARMS, SPAN WIRES, POLES, CABINETS, SERVICE PEDESTAL, PUSHBUTTONS, OVERHEAD SIGNS, AND SIGNAL HEADS, AS NECESSARY.

5. ALL GALVANIZED CONDUIT (RGS) SHALL BE REAMED AND THREADED. ALL RGS SHALL BE THREADED TOGETHER WITH APPROVED COUPLINGS. SET SCREW, BOLTED, AND COMPRESSION FITTING ARE NOT ACCEPTABLE.

6. EXISTING POLES #6 & #7, CONDUITS #13-#16, JUNCTION WELLS NOTED, AND LOOPS NOTED ARE ASSOCIATED WITH RED LIGHT RUNNING CAMERA SYSTEM. DO NOT DISTURB THE RED LIGHT RUNNING CAMERA SYSTEM.

7. EXISTING CONDUITS #1 & #2 ARE THE EXISTING POWER AND COMMUNICATION PATHWAY FOR THIS SIGNAL. SEE W758 - 2ND STREET & JACKSON STREET SIGNAL PLANS FOR LOCATION OF POWER SOURCE, DELMARVA POWER POLE #48227-43283. DO NOT DISTURB EXISTING CONDUITS, POWER CABLE, OR COMMUNICATION CABLE.

8. THE RESIDENT ENGINEER SHALL NOTIFY STEVE WEBER AT (302)576-2620 AND MARCUS POWEL AT (302)576-3086 AT LEAST 10 WORKING DAYS IN ADVANCE OF ANY SIGNAL WORK OR CHANGES TO SIGNAL OPERATION. THE RESIDENT ENGINEER SHALL NOTIFY STEVE WEBER AND MARCUS POWEL AT LEAST 10 WORKING DAYS IN ADVANCE OF THE CITY NEEDING TO DO ANY TIMING UPDATES.

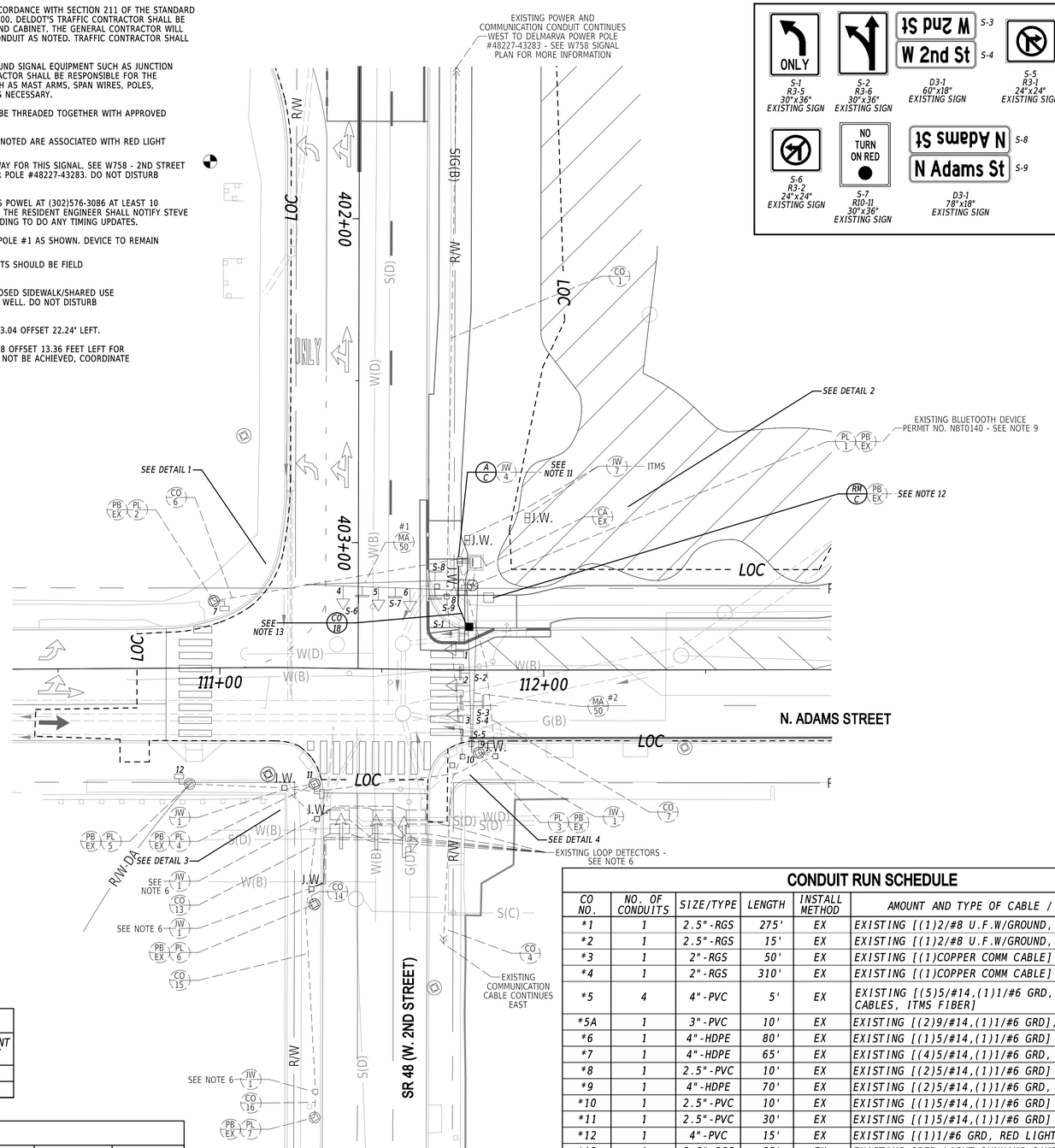
9. DO NOT DISTURB EXISTING BLUETOOTH DEVICE (PERMIT NO. NBT0140) MOUNTED TO POLE #1 AS SHOWN. DEVICE TO REMAIN OPERATIONAL THROUGHOUT CONSTRUCTION.

10. EXISTING CONDUITS ARE SHOWN FOR GRAPHICAL PURPOSES ONLY. EXISTING CONDUITS SHOULD BE FIELD LOCATED/VERIFIED WHERE SIGNAL WORK INVOLVES USING EXISTING CONDUITS.

11. ADJUST THE EXISTING JUNCTION WELLS AT LOCATIONS SHOWN TO MEET FINAL PROPOSED SIDEWALK/SHARED USE PATH GRADE. INSTALL NEW JUNCTION WELL LID AND FRAME AFTER ADJUSTING JUNCTION WELL. DO NOT DISTURB EXISTING CABLES WITHIN THE JUNCTION WELL.

12. REMOVE ABANDONED POLE BASE TO 2' BELOW PROPOSED GRADE AT STATION 111+83.04 OFFSET 22.24' LEFT.

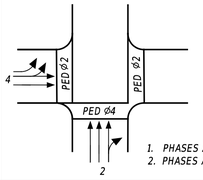
13. INSTALL PROPOSED CONDUIT #18 AND TYPE 1 JUNCTION WELL AT STATION 111+90.18 OFFSET 13.36 FEET LEFT FOR FUTURE PEDESTAL POLE INSTALLATION. IF THE EXACT LOCATION OF JUNCTION WELL CAN NOT BE ACHIEVED, COORDINATE WITH DESIGN ENGINEER.



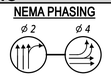

## EXISTING OVERHEAD SIGN DETAILS




## SIGNAL PHASING



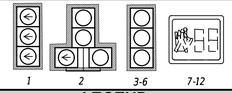

NEMA PHASING




PHASING NOTES

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

## SIGNAL HEAD DIAGRAM




## LEGEND

| | | | |
|---|---|---|---|
| AB | ABANDON | OH # | EXISTING OVERHEAD RUN IDENTIFIER (# OF OVERHEAD RUN) |
| CA X | EXISTING CABINET IDENTIFIER (TYPE OF CABINET) | OH # | *PROPOSED OVERHEAD RUN IDENTIFIER (# OF OVERHEAD RUN)* |
| CA X | *PROPOSED CABINET IDENTIFIER (TYPE OF CABINET)* | PB X | EXISTING POLE BASE IDENTIFIER (TYPE OF POLE BASE) |
| CO # | EXISTING CONDUIT RUN IDENTIFIER (# OF CONDUIT RUN) | PB X | *PROPOSED POLE BASE IDENTIFIER (TYPE OF POLE BASE)* |
| CO # | *PROPOSED CONDUIT RUN IDENTIFIER (# OF CONDUIT RUN)* | PL X | EXISTING POLE IDENTIFIER (# OF POLE) |
| JW X | EXISTING JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL) | PL X | *PROPOSED POLE IDENTIFIER (# OF POLE)* |
| JW X | *PROPOSED JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL)* | RM C | *REMOVE BY CONTRACTOR* |
| MA XX | EXISTING MAST ARM IDENTIFIER (LENGTH OF ARM) | RM O | *REMOVE BY OTHERS* |
| MA XX | *PROPOSED MAST ARM IDENTIFIER (LENGTH OF ARM)* | RM TC | *REMOVE BY TRAFFIC CONTRACTOR* |

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

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## MAST ARM SCHEDULE

| MA NO. | HEIGHT OF POLE | LENGTH OF ARM | NO. OF HEADS | S.F. OF SIGNING | ARM MOUNT HEIGHT |
|---|---|---|---|---|---|
| *1 | 21'-6" | 50' | 3 | 30.0 | 20'-0" |
| *2 | 21'-6" | 50' | 3 | 31.5 | 18'-0" |

* DENOTES EXISTING

## POLE SCHEDULE

| POLE NO. | TYPE | STATION | OFFSET |
|---|---|---|---|
| *1 | 50' & 50' MAST ARMS W/ EXISTING TYPE 3A POLE BASE | EXISTING | EXISTING |
| *2 | 10' PEDESTAL POLE W/ TYPE 4A POLE BASE | EXISTING | EXISTING |
| *3 | 10' PEDESTAL POLE W/ TYPE 4A POLE BASE | EXISTING | EXISTING |
| *4 | 10' PEDESTAL POLE W/ TYPE 4A POLE BASE | EXISTING | EXISTING |
| *5 | 10' PEDESTAL POLE W/ TYPE 4A POLE BASE | EXISTING | EXISTING |

* DENOTES EXISTING

## CONDUIT RUN SCHEDULE

| CO NO. | NO. OF CONDUITS | SIZE/TYPE | LENGTH | INSTALL METHOD | AMOUNT AND TYPE OF CABLE / WIRE |
|---|---|---|---|---|---|
| *1 | 1 | 2.5"-RGS | 275' | EX | EXISTING [(1)2/#8 U.F.W/GROUND, (1)COPPER COMM CABLE] |
| *2 | 1 | 2.5"-RGS | 15' | EX | EXISTING [(1)2/#8 U.F.W/GROUND, (1)COPPER COMM CABLE] |
| *3 | 1 | 2"-RGS | 50' | EX | EXISTING [(1)COPPER COMM CABLE] |
| *4 | 1 | 2"-RGS | 310' | EX | EXISTING [(1)COPPER COMM CABLE] |
| *5 | 4 | 4"-PVC | 5' | EX | EXISTING [(5)5/#14,(1)1/#6 GRD, RED LIGHT RUNNING CAMERA CABLES, ITMS FIBER] |
| *5A | 1 | 3"-PVC | 10' | EX | EXISTING [(2)9/#14,(1)1/#6 GRD], REMOVE[(1)5/#14] |
| *6 | 1 | 4"-HDPE | 80' | EX | EXISTING [(1)5/#14,(1)1/#6 GRD] |
| *7 | 1 | 4"-HDPE | 65' | EX | EXISTING [(4)5/#14,(1)1/#6 GRD, RED LIGHT RUNNING CAMERA CABLES] |
| *8 | 1 | 2.5"-PVC | 10' | EX | EXISTING [(2)5/#14,(1)1/#6 GRD] |
| *9 | 1 | 4"-HDPE | 70' | EX | EXISTING [(2)5/#14,(1)1/#6 GRD, RED LIGHT RUNNING CAMERA CABLES] |
| *10 | 1 | 2.5"-PVC | 10' | EX | EXISTING [(1)5/#14,(1)1/#6 GRD] |
| *11 | 1 | 2.5"-PVC | 30' | EX | EXISTING [(1)5/#14,(1)1/#6 GRD] |
| *12 | 1 | 4"-PVC | 15' | EX | EXISTING [(1)1/#6 GRD, RED LIGHT RUNNING CAMERA CABLES] |
| *13 | 1 | 2.5"-RGS | 25' | EX | EXISTING [RED LIGHT RUNNING CAMERA CABLES] |
| *14 | 1 | 2.5"-RGS | 5' | EX | EXISTING [RED LIGHT RUNNING CAMERA CABLES] |
| *15 | 1 | 2.5"-RGS | 65' | EX | EXISTING [RED LIGHT RUNNING CAMERA CABLES] |
| *16 | 1 | 2.5"-RGS | 10' | EX | EXISTING [RED LIGHT RUNNING CAMERA CABLES] |
| *17 | 1 | 4"-PVC | 10' | EX | EXISTING [ITMS FIBER] |
| 18 | 1 | 2.5"-PVC | 20' | T | EMPTY |

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

## PREPARED BY

JMT

Mir A. Wahed — 04-15-2026

THIS SEAL APPLIES TO ONLY THIS SHEET. — DATE

MIR A. WAHED LICENSE No. 14810 DELAWARE PROFESSIONAL ENGINEER

SEAL

## CONCURRENCE FOR INSTALLATION

Steven G. Weber — 5/05/2026

STEVEN G. WEBER, DIRECTOR OF TRANSPORTATION — DATE

| ADDENDA / REVISIONS | |
|---|---|
| | |
| | |
| | |
| | |

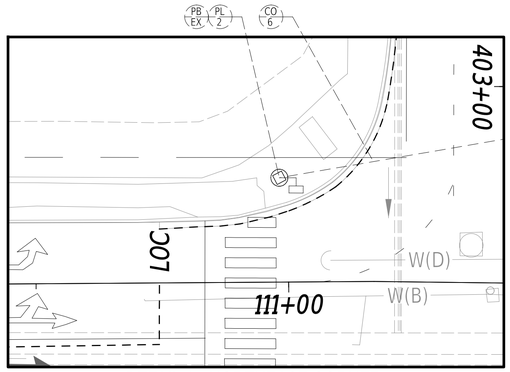
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**ADAMS STREET PATHWAY PHASE II**

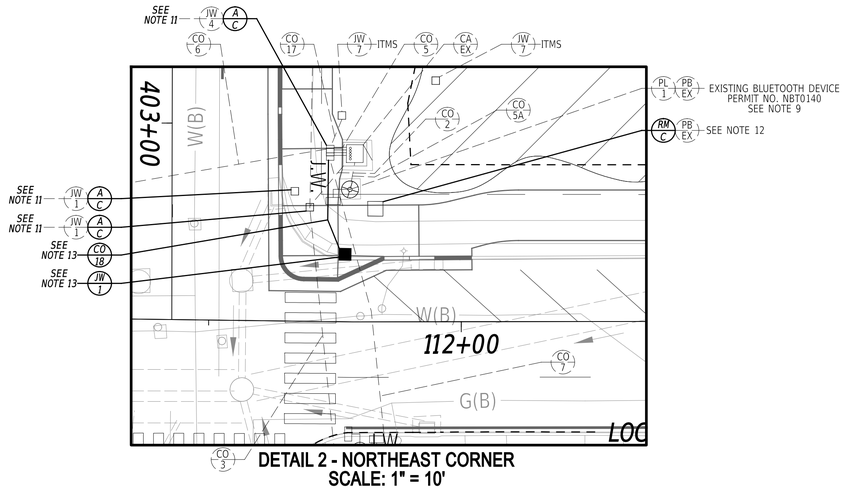
| | | | |
|---|---|---|---|
| CONTRACT | PERMIT NO. | W521 / NBT0140 | SECTION |
| T202466302 | DESIGNED BY: S. BUNITSKY/J. SMITH | | JMT |
| COUNTY | CHECKED BY: M. WAHED | | SHEET NO. |
| NEW CASTLE | | | 77 |

**SIGNALIZATION PLAN SR 48 (2ND STREET) @ N. ADAMS STREET**

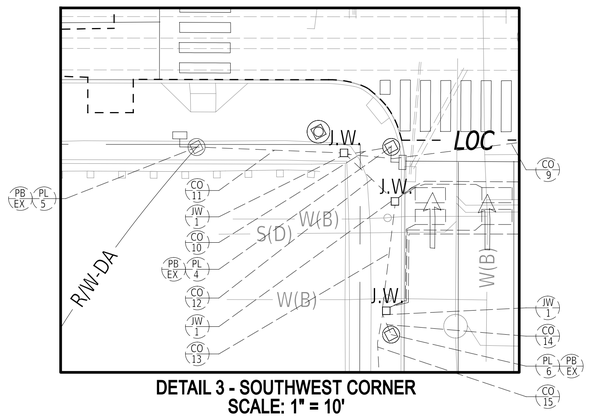
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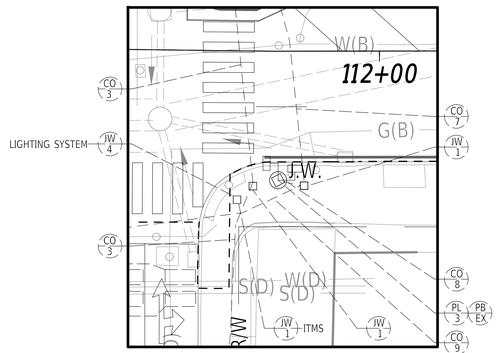

DETAIL 1 - NORTHEAST CORNER
SCALE: 1" = 10'




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



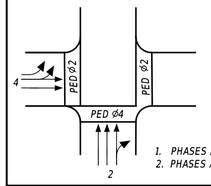

DETAIL 3 - SOUTHWEST CORNER
SCALE: 1" = 10'



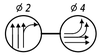

DETAIL 4 - SOUTHEAST CORNER
SCALE: 1" = 10'

NOTE: FOR CLARITY OF THE DETAILS, MAST ARMS ARE NOT SHOWN. ONLY THE POLE LOCATIONS ARE SHOWN ON THE DETAILS.

## SIGNAL PHASING



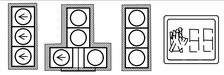

**NEMA PHASING**




**PHASING NOTES**

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

## SIGNAL HEAD DIAGRAM




## LEGEND

| | | | |
|---|---|---|---|
| AB | ABANDON | OH # | EXISTING OVERHEAD RUN IDENTIFIER (# OF OVERHEAD RUN) |
| CA X | EXISTING CABINET IDENTIFIER (TYPE OF CABINET) | *OH #* | *PROPOSED OVERHEAD RUN IDENTIFIER (# OF OVERHEAD RUN)* |
| *CA X* | *PROPOSED CABINET IDENTIFIER (TYPE OF CABINET)* | PB X | EXISTING POLE BASE IDENTIFIER (TYPE OF POLE BASE) |
| CO # | EXISTING CONDUIT RUN IDENTIFIER (# OF CONDUIT RUN) | *PB X* | *PROPOSED POLE BASE IDENTIFIER (TYPE OF POLE BASE)* |
| *CO #* | *PROPOSED CONDUIT RUN IDENTIFIER (# OF CONDUIT RUN)* | PL X | EXISTING POLE IDENTIFIER (# OF POLE) |
| JW X | EXISTING JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL) | *PL X* | *PROPOSED POLE IDENTIFIER (# OF POLE)* |
| *JW X* | *PROPOSED JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL)* | *RM C* | *REMOVE BY CONTRACTOR* |
| MA XX | EXISTING MAST ARM IDENTIFIER (LENGTH OF ARM) | *RM O* | *REMOVE BY OTHERS* |
| *MA XX* | *PROPOSED MAST ARM IDENTIFIER (LENGTH OF ARM)* | *RM TC* | *REMOVE BY TRAFFIC CONTRACTOR* |

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

## GENERAL SIGNAL NOTES

1. ALL SIGNAL EQUIPMENT REMOVED FROM THIS SIGNAL IS TO BE RETURNED TO THE CITY OF WILMINGTON DEPARTMENT OF PUBLIC WORKS YARD - 500 WILMINGTON AVENUE, WILMINGTON, DE 19801.
2. ALL UNDERGROUND AND OVERHEAD UTILITIES SHOWN ON THESE PLANS ARE SCHEMATIC ONLY AND MAY NOT BE COMPLETE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING MISS UTILITY, AND/OR THE APPROPRIATE UTILITY PRIOR TO THE BEGINNING OF CONSTRUCTION FOR THE UTILITY MARKOUTS. IF THE CONTRACTOR PERCEIVES THAT A CONFLICT BETWEEN UTILITIES AND THE TRAFFIC SIGNAL WILL OCCUR, THE CONTRACTOR SHALL NOTIFY DELDOT TRAFFIC IMMEDIATELY BEFORE CONSTRUCTION.

**PREPARED BY**
JMT

Mir A. Wahed — 04-15-2026
THIS SEAL APPLIES TO ONLY THIS SHEET. — DATE

MIR A. WAHED LICENSE No. 14810 DELAWARE PROFESSIONAL ENGINEER
SEAL

**CONCURRENCE FOR INSTALLATION**

Steven G. Weber — 5/05/2026
STEVEN G. WEBER, DIRECTOR OF TRANSPORTATION — DATE

| ADDENDA / REVISIONS | | | | | | |
|---|---|---|---|---|---|---|
| | | NOT TO SCALE | ADAMS STREET PATHWAY PHASE II | CONTRACT T202466302 | PERMIT NO. W521 / NBT0140 | SIGNALIZATION PLAN SR 48 (2ND STREET) @ N. ADAMS STREET |
| | | | | COUNTY NEW CASTLE | DESIGNED BY: S. BUNITSKY/J. SMITH | SECTION JMT |
| | | | | | CHECKED BY: M. WAHED | SHEET NO. 78 |

25-MAR-2026
15:35
pw://deldot-pw.bentley.com:deldot-pw-01/Documents/01_Active_Projects/DelDOT_Capital_Projects/T202466302_JMT/400_CADD/420_ROAD/423_SHEET_DGN/SG04_ROSF_T202466302_JMT_W521_2nd St & Adams St

## ADDITIONAL GENERAL SIGNAL NOTES

3. 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, AND SHALL BE PAID BY ITEM #211000. DELDOT'S TRAFFIC CONTRACTOR SHALL BE RESPONSIBLE FOR THE REMOVAL OF THE POLES AND ASSOCIATED SIGNAL EQUIPMENT, AND CABINET. THE GENERAL CONTRACTOR WILL BE RESPONSIBLE FOR THE REMOVAL OF THE POLE FOUNDATIONS. ABANDON EXISTING CONDUIT AS NOTED. TRAFFIC CONTRACTOR SHALL REMOVE ANY CABLES IN EXISTING CONDUITS TO BE ABANDONED.

4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE INSTALLATION OF ALL UNDERGROUND SIGNAL EQUIPMENT SUCH AS JUNCTION WELLS, CABINET FOUNDATIONS, POLE BASES, AND CONDUITS. DELDOT'S TRAFFIC CONTRACTOR SHALL BE RESPONSIBLE FOR THE INSTALLATION OF ALL ELECTRICAL CABLES AND ABOVE GROUND SIGNAL EQUIPMENT SUCH AS MAST ARMS, SPAN WIRES, POLES, CABINETS, SERVICE PEDESTAL, PUSHBUTTONS, OVERHEAD SIGNS, AND SIGNAL HEADS, AS NECESSARY.

5. ALL GALVANIZED CONDUIT (RGS) SHALL BE REAMED AND THREADED. ALL RGS SHALL BE THREADED TOGETHER WITH APPROVED COUPLINGS. SET SCREW, BOLTED, AND COMPRESSION FITTING ARE NOT ACCEPTABLE.

6. EXISTING POLES #8 & #9, CONDUITS #8-#11, JUNCTION WELLS NOTED, AND LOOPS NOTED ARE ASSOCIATED WITH RED LIGHT RUNNING CAMERA SYSTEM. DO NOT DISTURB THE RED LIGHT RUNNING CAMERA SYSTEM.

7. MAINTAIN EXISTING POWER SOURCE FROM DELMARVA POWER POLE #48305-43874.

8. INSTALL PEDESTRIAN SIGNAL HEAD #11 ON UTILITY POLE #45299-43327 USING METAL BAND ATTACHMENTS. PLACE METAL BAND ATTACHMENTS UNDERNEATH EXISTING RISER/U-GUARD AND CABLES WITHIN. USE CAUTION TO PREVENT ANY DAMAGE TO RISER/U-GUARD AND CABLES WITHIN. DO NOT CUT RISER/U-GUARD OR CABLES. ANY SIGNAL HEADS AND CONSTRUCTION EQUIPMENT SHALL MAINTAIN A 10' RADIAL DISTANCE FROM PRIMARY ELECTRICAL LINES ON THIS UTILITY POLE. COORDINATE WITH DELMARVA POWER AT LEAST 2 WEEKS IN ADVANCE OF THIS WORK FOR APPROVAL.

9. THE RESIDENT ENGINEER SHALL NOTIFY STEVE WEBER AT (302)576-2620 AND MARCUS POWEL AT (302)576-3086 AT LEAST 10 WORKING DAYS IN ADVANCE OF ANY SIGNAL WORK OR CHANGES TO SIGNAL OPERATION. THE RESIDENT ENGINEER SHALL NOTIFY STEVE WEBER AND MARCUS POWEL AT LEAST 10 WORKING DAYS IN ADVANCE OF THE CITY NEEDING TO DO ANY TIMING UPDATES.

10. REMOVE EXISTING PEDESTRIAN SIGNAL HEADS #8A & #9A AND INSTALL PROPOSED PEDESTRIAN SIGNAL HEADS #8 & #9 ON STRAIN POLE #1 AS SHOWN. REMOVE EXISTING PEDESTRIAN SIGNAL HEADS #10A & #11A ON STRAIN POLE #2. REMOVE EXISTING PEDESTRIAN SIGNAL HEADS #12A & #13A AND INSTALL PROPOSED PEDESTRIAN SIGNAL HEAD #13 ON STRAIN POLE #3 AS SHOWN. REMOVE EXISTING PEDESTRIAN SIGNAL HEADS #14A & #15A AND INSTALL PROPOSED PEDESTRIAN SIGNAL HEADS #14 & #15 ON STRAIN POLE #4 AS SHOWN.

11. DO NOT DISTURB EXISTING CCTV CAMERA (PERMIT NO. NCAM0199) AND BLUETOOTH DEVICE (PERMIT NO. NBT0143) MOUNTED TO STRAIN POLE #1. CAMERA AND BLUETOOTH DEVICE TO REMAIN OPERATIONAL THROUGHOUT CONSTRUCTION.

12. ALL PROPOSED PEDESTRIAN SIGNALS SHALL BE COUNTDOWN SIGNALS.

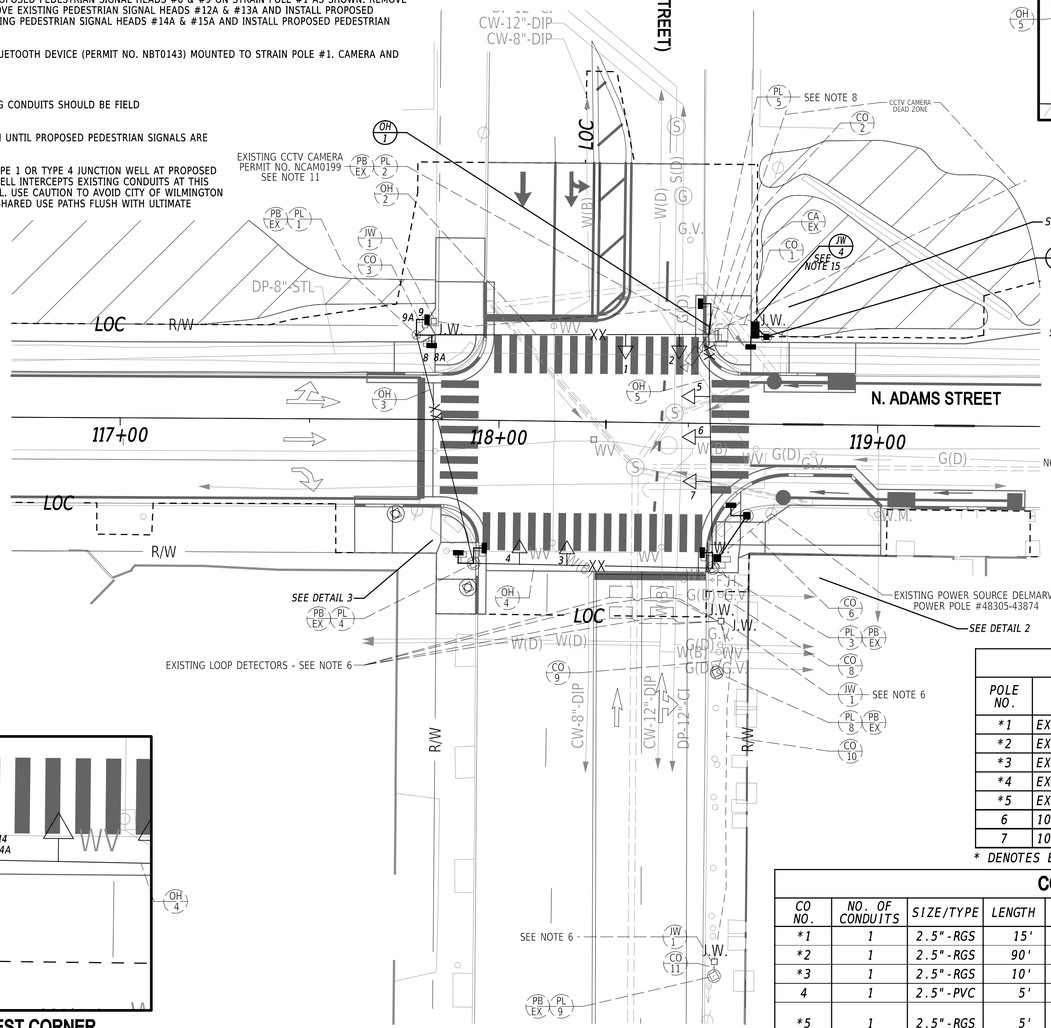
13. EXISTING CONDUITS ARE SHOWN FOR GRAPHICAL PURPOSES ONLY. EXISTING CONDUITS SHOULD BE FIELD LOCATED/VERIFIED WHERE SIGNAL WORK INVOLVES USING EXISTING CONDUITS.

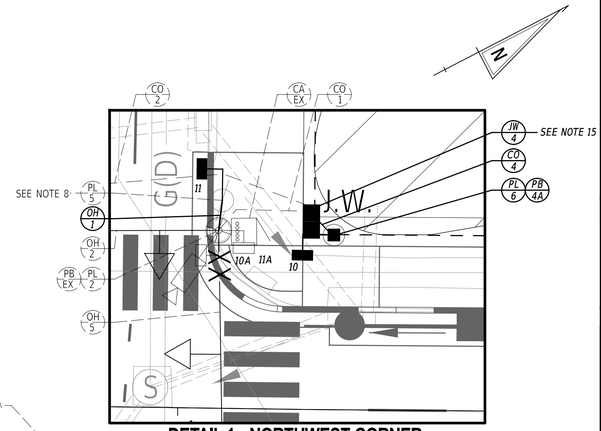
14. MAINTAIN ALL EXISTING PEDESTRIAN SIGNALS THROUGHOUT CONSTRUCTION UNTIL PROPOSED PEDESTRIAN SIGNALS ARE OPERATIONAL.

15. REPLACE THE EXISTING JUNCTION WELL IN SAME LOCATION WITH A NEW TYPE 1 OR TYPE 4 JUNCTION WELL AT PROPOSED FINAL GRADE. INSTALL PROPOSED JUNCTION WELL SUCH THAT THE JUNCTION WELL INTERCEPTS EXISTING CONDUITS AT THIS LOCATION. DO NOT DISTURB EXISTING CABLES WITHIN EXISTING JUNCTION WELL. USE CAUTION TO AVOID CITY OF WILMINGTON RAIN GARDEN DISTURBANCE. INSTALL ALL JUNCTION WELLS IN SIDEWALKS OR SHARED USE PATHS FLUSH WITH ULTIMATE GRADE.

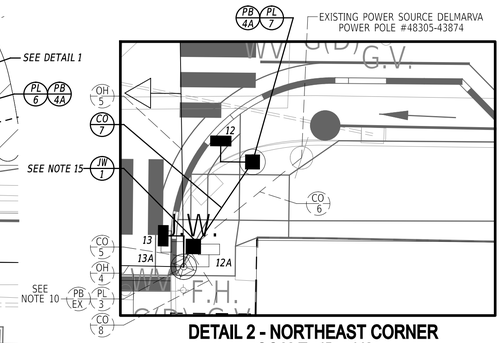
16. INSTALL SPAN WIRE (OH-1) FROM STRAIN POLE #2 TO UTILITY POLE #5 (DELMARVA POWER POLE #45299-43327) TO PROVIDE CABLE PATHWAY FOR PEDESTRIAN SIGNAL HEAD #11. INSTALL RISER ON POLE #5 BETWEEN PEDESTRIAN SIGNAL HEAD AND SPAN WIRE LOCATION. COORDINATE WITH THOMAS SMITH (667-313-1795) AT LEAST 2 WEEKS IN ADVANCE TO COMMENCING ANY WORK INVOLVING THE UTILITY POLE.

17. REFER TO OVERHEAD RUN SCHEDULE FOR MORE INFORMATION REGARDING SIGNAL CABLING ON SPAN WIRE.

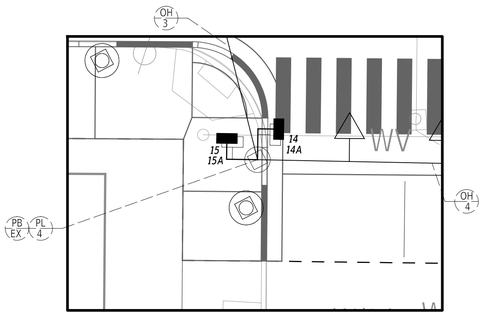



**DETAIL 1 - NORTHWEST CORNER**
**SCALE: 1" = 10'**

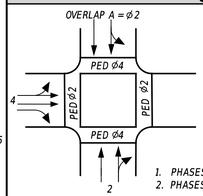


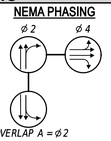

**DETAIL 2 - NORTHEAST CORNER**
**SCALE: 1" = 10'**




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

## SIGNAL PHASING

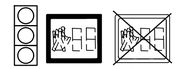



**PHASING NOTES**

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

## SIGNAL HEAD DIAGRAM




## LEGEND

| | | | |
|---|---|---|---|
| AB | ABANDON | OH # | EXISTING OVERHEAD RUN IDENTIFIER (# OF OVERHEAD RUN) |
| CA X | EXISTING CABINET IDENTIFIER (TYPE OF CABINET) | OH # | *PROPOSED OVERHEAD RUN IDENTIFIER (# OF OVERHEAD RUN)* |
| CA X | *PROPOSED CABINET IDENTIFIER (TYPE OF CABINET)* | PB X | EXISTING POLE BASE IDENTIFIER (TYPE OF POLE BASE) |
| CO # | EXISTING CONDUIT RUN IDENTIFIER (# OF CONDUIT RUN) | PB X | *PROPOSED POLE BASE IDENTIFIER (TYPE OF POLE BASE)* |
| CO # | *PROPOSED CONDUIT RUN IDENTIFIER (# OF CONDUIT RUN)* | PL X | EXISTING POLE IDENTIFIER (# OF POLE) |
| JW X | EXISTING JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL) | PL X | *PROPOSED POLE IDENTIFIER (# OF POLE)* |
| JW X | *PROPOSED JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL)* | RM C | *REMOVE BY CONTRACTOR* |
| MA XX | EXISTING MAST ARM IDENTIFIER (LENGTH OF ARM) | RM O | *REMOVE BY OTHERS* |
| MA XX | *PROPOSED MAST ARM IDENTIFIER (LENGTH OF ARM)* | RM TC | *REMOVE BY TRAFFIC CONTRACTOR* |

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

## POLE SCHEDULE

| POLE NO. | TYPE | STATION | OFFSET |
|---|---|---|---|
| *1 | EX. STRAIN POLE W/ EX. POLE BASE | EXISTING | EXISTING |
| *2 | EX. STRAIN POLE W/ EX. POLE BASE | EXISTING | EXISTING |
| *3 | EX. STRAIN POLE W/ EX. POLE BASE | EXISTING | EXISTING |
| *4 | EX. STRAIN POLE W/ EX. POLE BASE | EXISTING | EXISTING |
| *5 | EX. DELMARVA POWER POLE #45299-43327 | EXISTING | EXISTING |
| 6 | 10' PEDESTAL POLE W/ TYPE 4A POLE BASE | 118+92.73 | 22.57' LT |
| 7 | 10' PEDESTAL POLE W/ TYPE 4A POLE BASE | 118+65.00 | 24.89' RT |

** DENOTES EXISTING*

## CONDUIT RUN SCHEDULE

| CO NO. | NO. OF CONDUITS | SIZE/TYPE | LENGTH | INSTALL METHOD | AMOUNT AND TYPE OF CABLE / WIRE |
|---|---|---|---|---|---|
| *1 | 1 | 2.5"-RGS | 15' | EX | NEW [(1)5/#14, (1)1/#6 GRD] |
| *2 | 1 | 2.5"-RGS | 90' | EX | EMPTY |
| *3 | 1 | 2.5"-RGS | 10' | EX | EMPTY |
| 4 | 1 | 2.5"-PVC | 5' | T | NEW [(1)5/#14, (1)1/#6 GRD] |
| *5 | 1 | 2.5"-RGS | 5' | EX | EXISTING [RED LIGHT RUNNING CAMERA CABLES, POWER CABLES], NEW [(1)5/#14, (1)1/#6 GRD] |
| *6 | 1 | 2.5"-RGS | 20' | EX | EXISTING [POWER CABLES] |
| 7 | 1 | 2.5"-PVC | 15' | T | NEW [(1)5/#14, (1)1/#6 GRD] |
| *8 | 1 | 2.5"-RGS | 20' | EX | EXISTING [RED LIGHT RUNNING CAMERA CABLES] |
| *9 | 1 | 2.5"-RGS | 15' | EX | EXISTING [RED LIGHT RUNNING CAMERA CABLES] |
| *10 | 1 | 2.5"-RGS | 95' | EX | EXISTING [RED LIGHT RUNNING CAMERA CABLES] |
| *11 | 1 | 2.5"-RGS | 5' | EX | EXISTING [RED LIGHT RUNNING CAMERA CABLES] |

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

## OVERHEAD RUN SCHEDULE

| OH NO. | LENGTH | AMOUNT AND TYPE OF CABLE / WIRE |
|---|---|---|
| 1 | 5' | NEW [(1)5/#14] |
| *2 | 80' | REMOVE [(4)5/#14], EXISTING [SIGNAL HEAD CABLES], NEW [(4)5/#14] |
| *3 | 65' | REMOVE [(2)5/#14], EXISTING [SIGNAL HEAD CABLES], NEW [(2)5/#14] |
| *4 | 65' | EXISTING [SIGNAL HEAD CABLES] |
| *5 | 65' | REMOVE [(2)5/#14], EXISTING [SIGNAL HEAD CABLES], NEW [(2)5/#14] |

** DENOTES EXISTING*

## GENERAL SIGNAL NOTES

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**PREPARED BY**
JMT

Mir A. Wahed — 04-15-2026
THIS SEAL APPLIES TO ONLY THIS SHEET. — DATE

MIR A. WAHED LICENSE No. 14810 DELAWARE PROFESSIONAL ENGINEER — SEAL

**CONCURRENCE FOR INSTALLATION**

Steven G. Weber — 5/05/2026
STEVEN G. WEBER, DIRECTOR OF TRANSPORTATION — DATE

ADDENDA / REVISIONS

SCALE 0 20 40 60 FEET

**ADAMS STREET PATHWAY PHASE II**

| | | | |
|---|---|---|---|
| CONTRACT | T202466302 | PERMIT NO. | W552 / NBT0143 / NCAM0199 |
| COUNTY | NEW CASTLE | DESIGNED BY: S. BUNITSKY/J. SMITH | SECTION: JMT |
| | | CHECKED BY: M. WAHED | SHEET NO.: 79 |

**SIGNALIZATION PLAN SR 9/WEST 4TH STREET @ N ADAMS STREET**

25-MAR-2026
15:35
pw://deldot-pw.bentley.com:deldot-pw-01/Documents/01_Active_Projects/DelDOT_Capital_Projects/T202466302_JMT/400_CADD/420_ROAD/423_SHEET_DGN/SG05_RDSF_T202466302_JMT_W552_4th St & Adams St