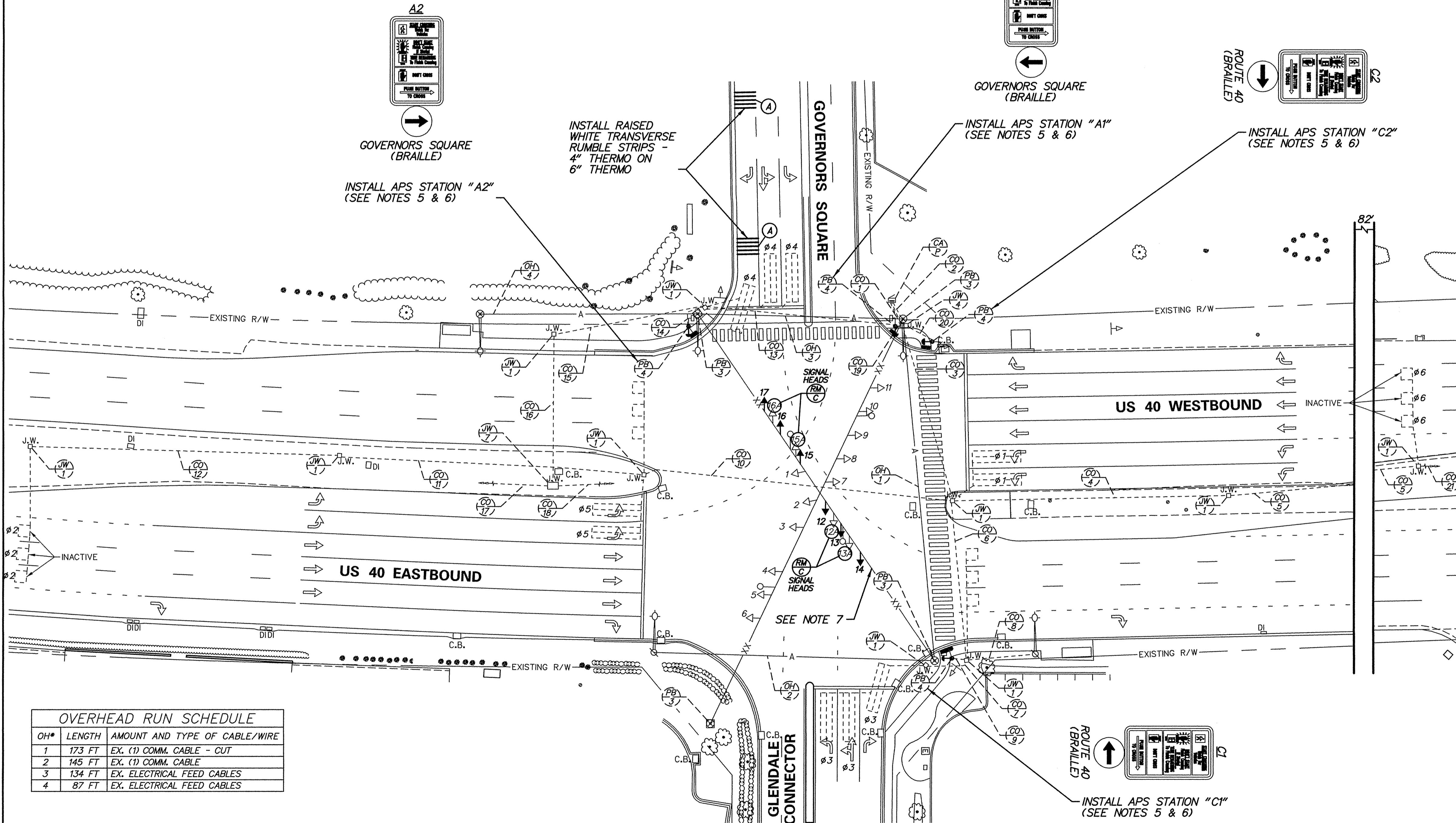


CO#	* OF CONDUITS	SIZE	LENGTH	B/T/O	AMOUNT AND TYPE OF CABLE/WIRE
1*	2	2.5 IN	13 FT	-	TO REMAIN - EX. (1) 2/*8 U.F. W/GROUND, EX. (1) FIBER OPTIC 6-S, EX. (4) 9/*14, EX. (14) 4/*18
2*	1	2.5 IN	8 FT	-	TO REMAIN - EX. (1) 2/*8 U.F. W/GROUND, EX. (2) 16/*14, EX. (4) 4/*18
3*	1	2.5 IN	92 FT	-	TO REMAIN - EX. (1) 2/*8 U.F. W/GROUND, EX. (1) 9/*14, EX. (12) 4/*18
4*	1	2.5 IN	141 FT	-	TO REMAIN - EX. (2) 4/*18
5*	1	2.5 IN	169 FT	-	TO REMAIN - EX. (2) 4/*18
6*	1	2.5 IN	81 FT	-	TO REMAIN - EX. (1) 2/*8 U.F. W/GROUND, EX. (1) 9/*14, EX. (4) 4/*18
7*	1	2.5 IN	22 FT	-	TO REMAIN - EX. (2) 4/*18
8*	1	1.5 IN	33 FT	-	TO REMAIN - EX. (1) 2/*8 U.F. W/GROUND
9*	1	2.5 IN	6 FT	-	TO REMAIN - EX. (1) 9/*14
10*	1	2.5 IN	160 FT	-	TO REMAIN - EX. (5) 4/*18
11*	1	2.5 IN	161 FT	-	TO REMAIN - EX. (2) 4/*18
12*	1	2.5 IN	158 FT	-	TO REMAIN - EX. (2) 4/*18
13*	1	2.5 IN	100 FT	-	TO REMAIN - EX. (1) FIBER OPTIC 6-S, EX. (1) 9/*14, EX. (2) 4/*18
14*	1	2.5 IN	15 FT	-	TO REMAIN - EX. (1) 9/*14
15*	1	2.5 IN	78 FT	-	TO REMAIN - EX. (1) FIBER OPTIC 6-S
16*	1	2.5 IN	75 FT	-	TO REMAIN - EX. (1) FIBER OPTIC 6-S
17*	1	2.5 IN	XX FT	-	TO REMAIN - EX. (1) FIBER OPTIC 48-S, EX. (1) FIBER OPTIC 24-S
18*	1	2.5 IN	XX FT	-	TO REMAIN - EX. (1) FIBER OPTIC 48-S, EX. (1) FIBER OPTIC 24-S
19*	1	2.5 IN	2 FT	-	TO REMAIN - EX. (1) 9/*14
20*	1	2.5 IN	14 FT	-	TO REMAIN - EX. (1) 9/*14
21*	1	2.5 IN	XX FT	-	EMPTY

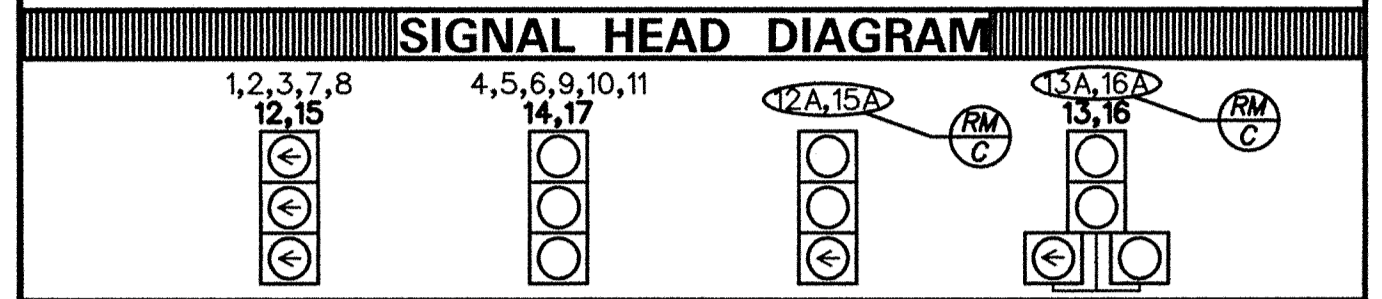
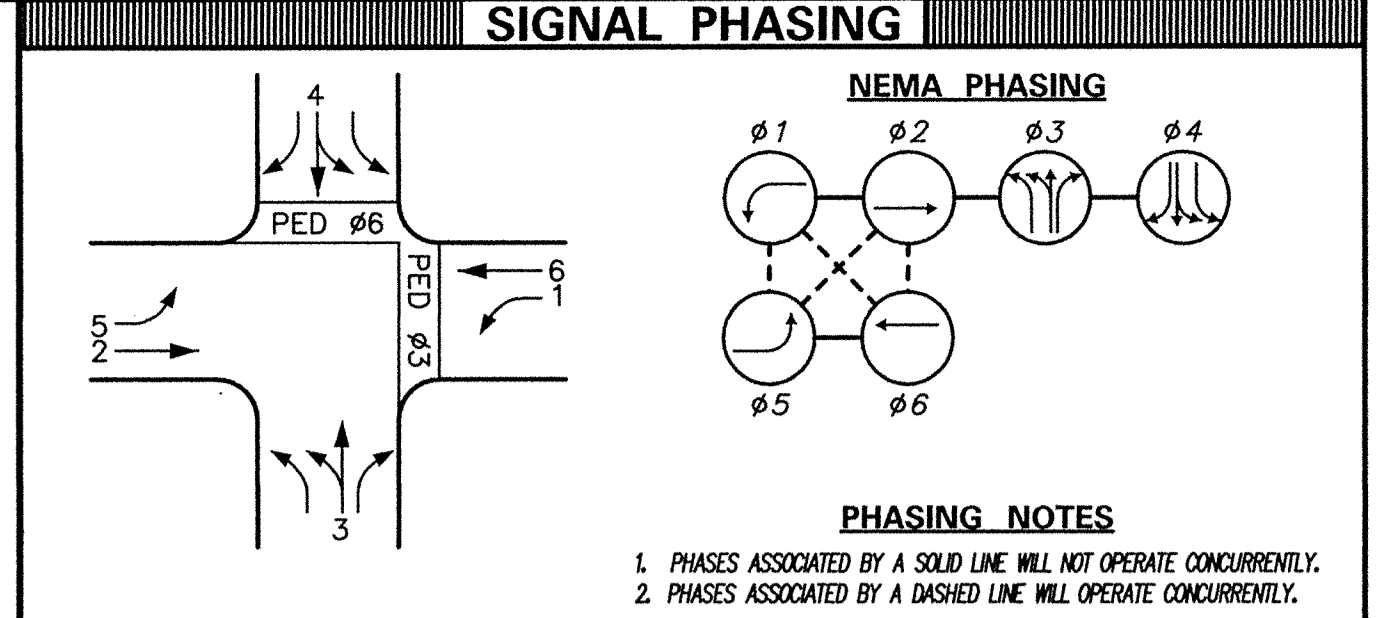
*DENOTES EXISTING CONDUIT B = BORE, T = TRENCH, O = OPEN CUT



OH#	LENGTH	AMOUNT AND TYPE OF CABLE/WIRE
1	173 FT	EX. (1) COMM. CABLE - CUT
2	145 FT	EX. (1) COMM. CABLE
3	134 FT	EX. ELECTRICAL FEED CABLES
4	87 FT	EX. ELECTRICAL FEED CABLES

SYMBOL	ITEM	QUANTITY
(A)	PERMANENT PAVEMENT STRIPING, ALKYD-THERMOPLASTIC, WHITE, 4" ON 6" @ 24" SPACING (ITEM #748015)	92 SF

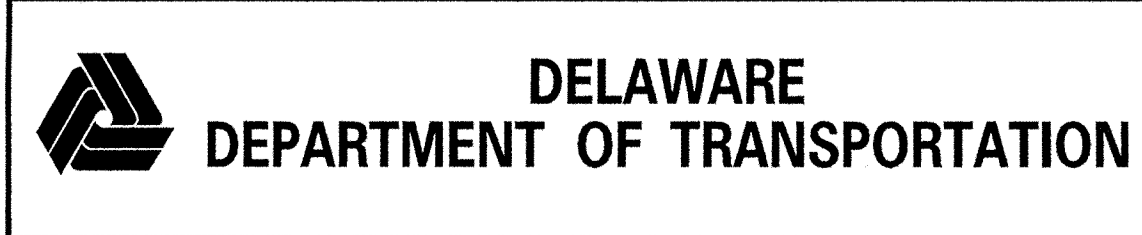
- NOTES:**
- ALL WORK PERFORMED UNDER THIS PROJECT IS INTENDED TO OCCUR WITHIN DELDOT'S EXISTING RIGHT-OF-WAY BASED ON NEW CASTLE COUNTY TAX PARCEL MAPS.
 - THE CONTRACTOR SHALL INSTALL THE PROPOSED APS STATION WITH THE PUSHBUTTON ROTATED SO THAT THE FACE OF THE PUSHBUTTON IS PARALLEL WITH THE CROSSING, AS SHOWN.
 - THE PROPOSED APS STATION SHALL BE SPLICED TO THE EXISTING 9/*14 CABLE.
 - THE CONTRACTOR SHALL REMOVE EXISTING SIGNAL HEAD NOS. 12A, 13A, 15A, AND 16A AND INSTALL PROPOSED SIGNAL HEAD NOS. 12, 13, 14, 15, 16, AND 17, AS SHOWN.



- LEGEND**
- PROPOSED SIGNAL CABINET
 - EXISTING SIGNAL CABINET
 - PROPOSED SIGNAL POLE BASE
 - EXISTING SIGNAL POLE BASE
 - PROPOSED PEDESTRIAN POLE BASE
 - EXISTING PEDESTRIAN POLE BASE
 - PROPOSED WOOD POLE
 - EXISTING UTILITY POLE
 - PROPOSED JUNCTION WELL
 - EXISTING JUNCTION WELL
 - PROPOSED CONDUIT RUN IDENTIFIER (# OF CONDUIT RUN)
 - EXISTING CONDUIT RUN IDENTIFIER (# OF CONDUIT RUN)
 - PROPOSED SIGNAL HEAD
 - EXISTING SIGNAL HEAD
 - PROPOSED PEDESTRIAN SIGNAL HEAD
 - EXISTING PEDESTRIAN SIGNAL HEAD
 - PROPOSED PEDESTRIAN PUSHBUTTON
 - EXISTING PEDESTRIAN PUSHBUTTON
 - PROPOSED VIDEO DETECTION
 - EXISTING VIDEO DETECTION
 - PROPOSED MICROWAVE DETECTION
 - EXISTING MICROWAVE DETECTION
 - OVERHEAD SIGNING
 - PROPOSED OPTICOM RECEIVER
 - EXISTING OPTICOM RECEIVER
 - PROPOSED MAST ARM
 - EXISTING MAST ARM
 - PROPOSED LUMINAIRE
 - EXISTING LUMINAIRE
 - PROPOSED LOOP DETECTOR (TYPE TOR 2)
 - EXISTING LOOP DETECTOR (TYPE TOR 2)
 - REMOVE BY CONTRACTOR
 - REMOVE BY OTHERS
 - ABANDON
 - PROPOSED POLE BASE IDENTIFIER (TYPE OF POLE BASE)
 - EXISTING POLE BASE IDENTIFIER (TYPE OF POLE BASE)
 - PROPOSED JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL)
 - EXISTING JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL)
 - PROPOSED CONDUIT RUN IDENTIFIER (# OF CONDUIT RUN)
 - EXISTING CONDUIT RUN IDENTIFIER (# OF CONDUIT RUN)
 - PROPOSED OVERHEAD RUN IDENTIFIER (# OF OVERHEAD RUN)
 - EXISTING OVERHEAD RUN IDENTIFIER (# OF OVERHEAD RUN)
 - PROPOSED MAST ARM IDENTIFIER (LENGTH OF ARM)
 - EXISTING MAST ARM IDENTIFIER (LENGTH OF ARM)
 - PROPOSED CABINET IDENTIFIER (TYPE OF CABINET)
 - EXISTING CABINET IDENTIFIER (TYPE OF CABINET)
 - PROPOSED SPAN WIRE
 - EXISTING SPAN WIRE
 - RIGHT-OF-WAY OR PROPERTY LINE
 - PROPOSED SPAN INSULATOR
 - EXISTING SPAN INSULATOR
 - SERVICE PEDESTAL

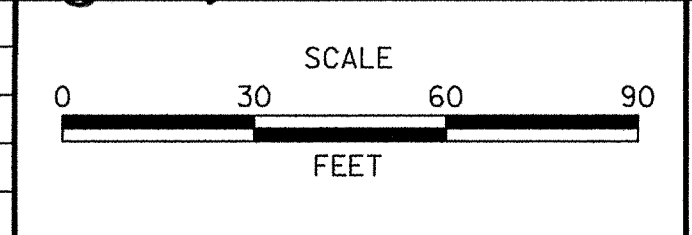
- GENERAL SIGNAL NOTES**
- EXISTING LOOP DETECTORS:
 - TYPE #1 - 6' x 6' - US 40 EASTBOUND AND WESTBOUND THROUGH MOVEMENTS (INACTIVE).
 - TYPE #2 - 6' x 25' - US 40 EASTBOUND AND WESTBOUND LEFT-TURN MOVEMENTS.
 - TYPE #3 - 6' x 25' - GOVERNORS SQUARE LEFT-TURN/THROUGH/RIGHT-TURN MOVEMENTS.
 - TYPE #4 - 6' x 25' - GLENDALE CONNECTOR LEFT-TURN/THROUGH/RIGHT-TURN MOVEMENTS.
 - SYSTEM - 6' x 6' - US 40 EASTBOUND AND WESTBOUND RECEIVING LANES.
 - ALL SIGNAL EQUIPMENT REMOVED FROM A PROJECT IS TO BE RETURNED TO DELDOT TRAFFIC - DOVER, DELAWARE.
 - ALL UNDERGROUND AND OVERHEAD UTILITIES SHOWN ON THESE PLANS ARE SCHEMATIC ONLY AND MAY NOT BE COMPLETE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING MISS UTILITY AND/OR THE APPROPRIATE UTILITY PRIOR TO THE BEGINNING OF CONSTRUCTION FOR THE UTILITY MARKOUTS. IF THE CONTRACTOR PERCEIVES THAT A CONFLICT BETWEEN UTILITIES AND THE TRAFFIC SIGNAL WILL OCCUR, THE CONTRACTOR SHALL NOTIFY DELDOT TRAFFIC IMMEDIATELY BEFORE CONSTRUCTION.

RECOMMENDED _____ DATE: _____ RECOMMENDED _____ DATE: _____ RECOMMENDED *[Signature]* DATE: 2/20/15 APPROVED TRAFFIC ENGINEER *[Signature]* DATE: 2/25/15 APPROVED FOR INSTALLATION CHIEF TRAFFIC ENGINEER *[Signature]* DATE: 2/25/15



ADDENDUM / REVISIONS

1	INSTALLED APS B.M.W. (WR&A) 1-15 (T201501001)
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CONTRACT T201501001 COUNTY NEW CASTLE PERMIT NO. N035P DESIGNED BY: B.M.W. (WR&A) CHECKED BY: M.J.B. (WR&A)

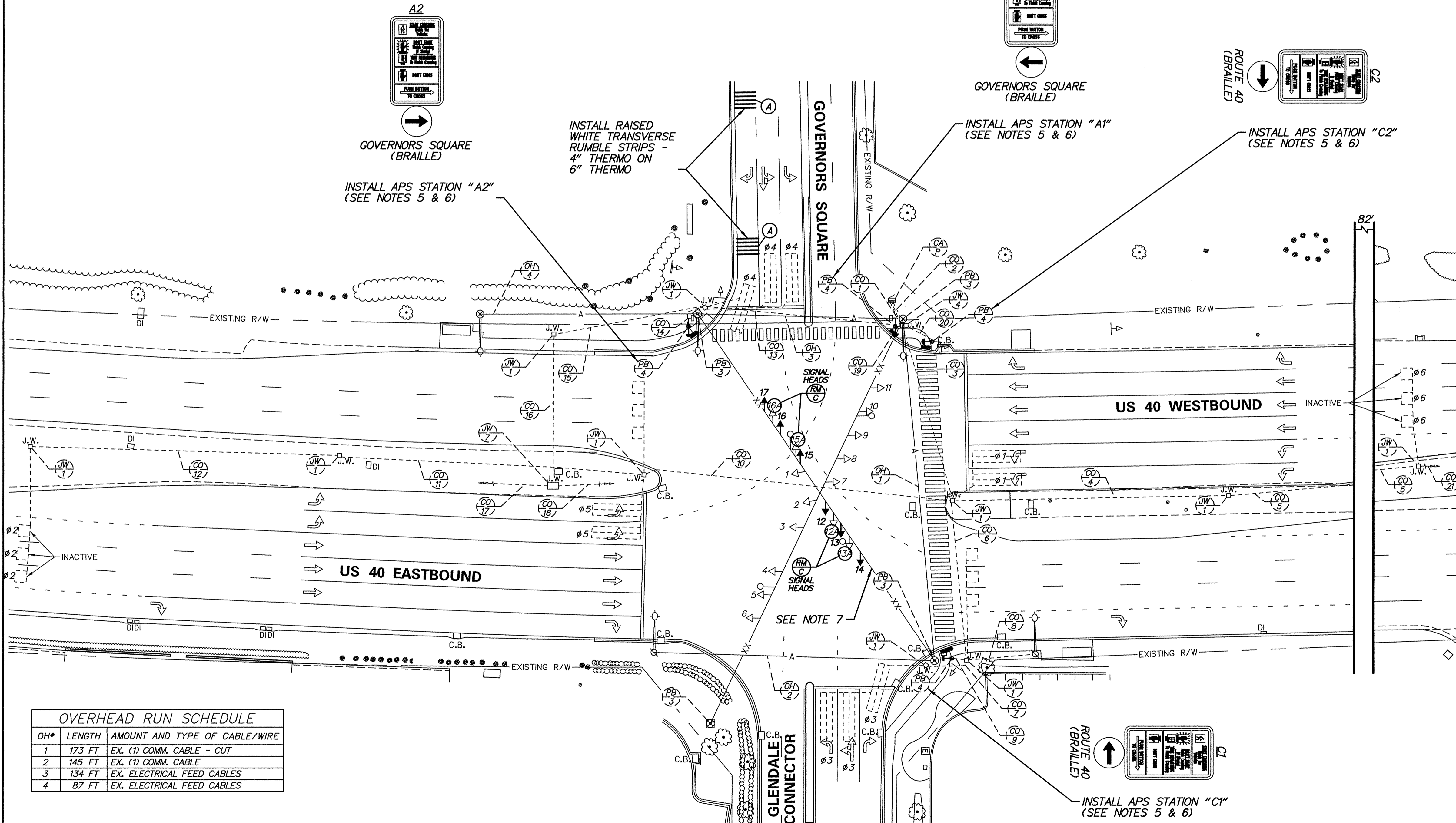
SIGNAL PLAN
US 40 (PULASKI HIGHWAY) @ GOVERNORS SQUARE/ GLENDALE CONNECTOR
 SHEET NO. 1 TOTAL SHTS. 1

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CO#	* OF CONDUITS	SIZE	LENGTH	B/T/O	AMOUNT AND TYPE OF CABLE/WIRE
1*	2	2.5 IN	13 FT	-	TO REMAIN - EX. (1) 2/*8 U.F. W/GROUND, EX. (1) FIBER OPTIC 6-S, EX. (4) 9/*14, EX. (14) 4/*18
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4*	1	2.5 IN	141 FT	-	TO REMAIN - EX. (2) 4/*18
5*	1	2.5 IN	169 FT	-	TO REMAIN - EX. (2) 4/*18
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7*	1	2.5 IN	22 FT	-	TO REMAIN - EX. (2) 4/*18
8*	1	1.5 IN	33 FT	-	TO REMAIN - EX. (1) 2/*8 U.F. W/GROUND
9*	1	2.5 IN	6 FT	-	TO REMAIN - EX. (1) 9/*14
10*	1	2.5 IN	160 FT	-	TO REMAIN - EX. (5) 4/*18
11*	1	2.5 IN	161 FT	-	TO REMAIN - EX. (2) 4/*18
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13*	1	2.5 IN	100 FT	-	TO REMAIN - EX. (1) FIBER OPTIC 6-S, EX. (1) 9/*14, EX. (2) 4/*18
14*	1	2.5 IN	15 FT	-	TO REMAIN - EX. (1) 9/*14
15*	1	2.5 IN	78 FT	-	TO REMAIN - EX. (1) FIBER OPTIC 6-S
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20*	1	2.5 IN	14 FT	-	TO REMAIN - EX. (1) 9/*14
21*	1	2.5 IN	XX FT	-	EMPTY

*DENOTES EXISTING CONDUIT

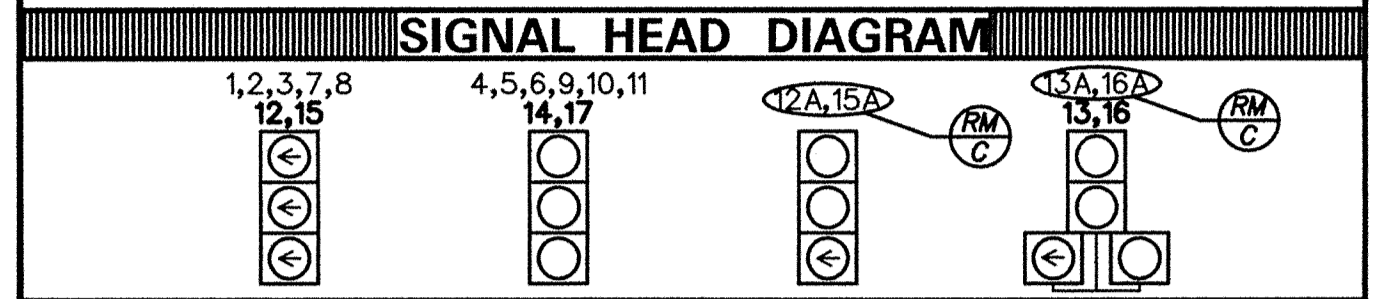
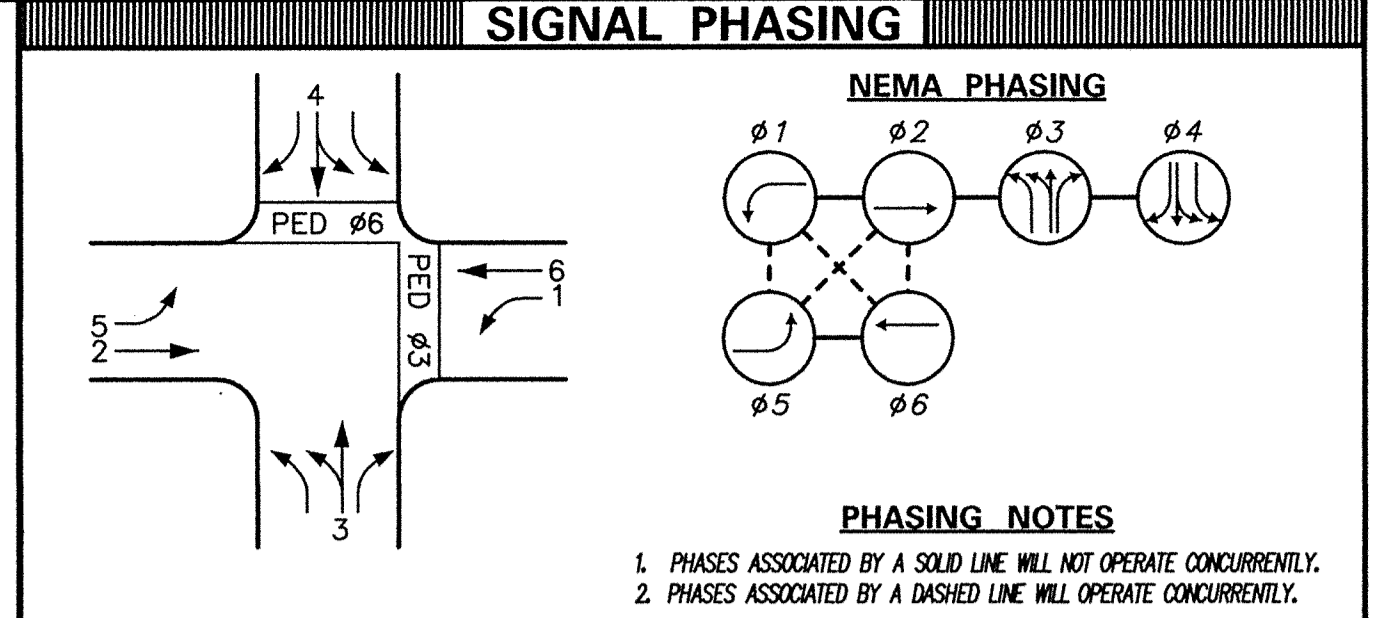
B = BORE, T = TRENCH, O = OPEN CUT



OH#	LENGTH	AMOUNT AND TYPE OF CABLE/WIRE
1	173 FT	EX. (1) COMM. CABLE - CUT
2	145 FT	EX. (1) COMM. CABLE
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4	87 FT	EX. ELECTRICAL FEED CABLES

SYMBOL	ITEM	QUANTITY
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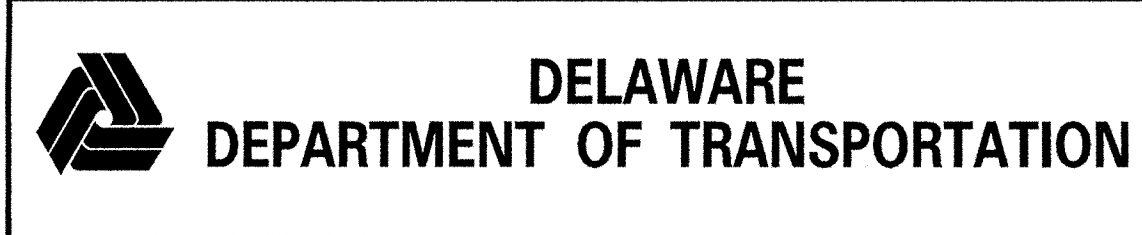
- NOTES:**
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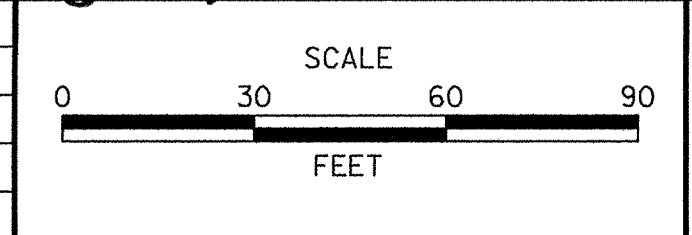
LEGEND	
■	PROPOSED SIGNAL CABINET
□	EXISTING SIGNAL CABINET
○	PROPOSED SIGNAL POLE BASE
⊙	EXISTING SIGNAL POLE BASE
⊙	PROPOSED PEDESTRIAN POLE BASE
⊙	EXISTING PEDESTRIAN POLE BASE
■	PROPOSED WOOD POLE
■	EXISTING UTILITY POLE
■	PROPOSED JUNCTION WELL
■	EXISTING JUNCTION WELL
■	PROPOSED SIGNAL HEAD
■	EXISTING SIGNAL HEAD
■	PROPOSED PEDESTRIAN SIGNAL HEAD
■	EXISTING PEDESTRIAN SIGNAL HEAD
■	PROPOSED PEDESTRIAN PUSHBUTTON
■	EXISTING PEDESTRIAN PUSHBUTTON
■	PROPOSED VIDEO DETECTION
■	EXISTING VIDEO DETECTION
■	PROPOSED MICROWAVE DETECTION
■	EXISTING MICROWAVE DETECTION
■	OVERHEAD SIGNING
■	PROPOSED OPTICOM RECEIVER
■	EXISTING OPTICOM RECEIVER
■	PROPOSED MAST ARM
■	EXISTING MAST ARM
■	PROPOSED LUMINAIRE
■	EXISTING LUMINAIRE
■	PROPOSED LOOP DETECTOR (TYPE TOR 2)
■	EXISTING LOOP DETECTOR (TYPE TOR 2)
○	REMOVE BY CONTRACTOR
○	REMOVE BY OTHERS
○	ABANDON
○	PROPOSED POLE BASE IDENTIFIER (TYPE OF POLE BASE)
○	EXISTING POLE BASE IDENTIFIER (TYPE OF POLE BASE)
○	PROPOSED JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL)
○	EXISTING JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL)
○	PROPOSED CONDUIT RUN IDENTIFIER (# OF CONDUIT RUN)
○	EXISTING CONDUIT RUN IDENTIFIER (# OF CONDUIT RUN)
○	PROPOSED OVERHEAD RUN IDENTIFIER (# OF OVERHEAD RUN)
○	EXISTING OVERHEAD RUN IDENTIFIER (# OF OVERHEAD RUN)
○	PROPOSED MAST ARM IDENTIFIER (LENGTH OF ARM)
○	EXISTING MAST ARM IDENTIFIER (LENGTH OF ARM)
○	PROPOSED CABINET IDENTIFIER (TYPE OF CABINET)
○	EXISTING CABINET IDENTIFIER (TYPE OF CABINET)
○	PROPOSED SPAN WIRE
○	EXISTING SPAN WIRE
○	RIGHT-OF-WAY OR PROPERTY LINE
○	PROPOSED SPAN INSULATOR
○	EXISTING SPAN INSULATOR
○	SERVICE PEDESTAL

- GENERAL SIGNAL NOTES**
- EXISTING LOOP DETECTORS:
 - TYPE #1 - 6' x 6' - US 40 EASTBOUND AND WESTBOUND THROUGH MOVEMENTS (INACTIVE).
 - TYPE #2 - 6' x 25' - US 40 EASTBOUND AND WESTBOUND LEFT-TURN MOVEMENTS.
 - TYPE #3 - 6' x 25' - GOVERNORS SQUARE LEFT-TURN/THROUGH/RIGHT-TURN MOVEMENTS.
 - TYPE #4 - 6' x 25' - GLENDALE CONNECTOR LEFT-TURN/THROUGH/RIGHT-TURN MOVEMENTS.
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RECOMMENDED _____ DATE: _____ RECOMMENDED _____ DATE: _____ RECOMMENDED *[Signature]* DATE: 2/20/15 APPROVED TRAFFIC ENGINEER *[Signature]* DATE: 2/25/15 APPROVED FOR INSTALLATION CHIEF TRAFFIC ENGINEER *[Signature]* DATE: 2/25/15



ADDENDUM / REVISIONS
1 INSTALLED APS B.M.W. (WR&A) 1-15 (T201501001)



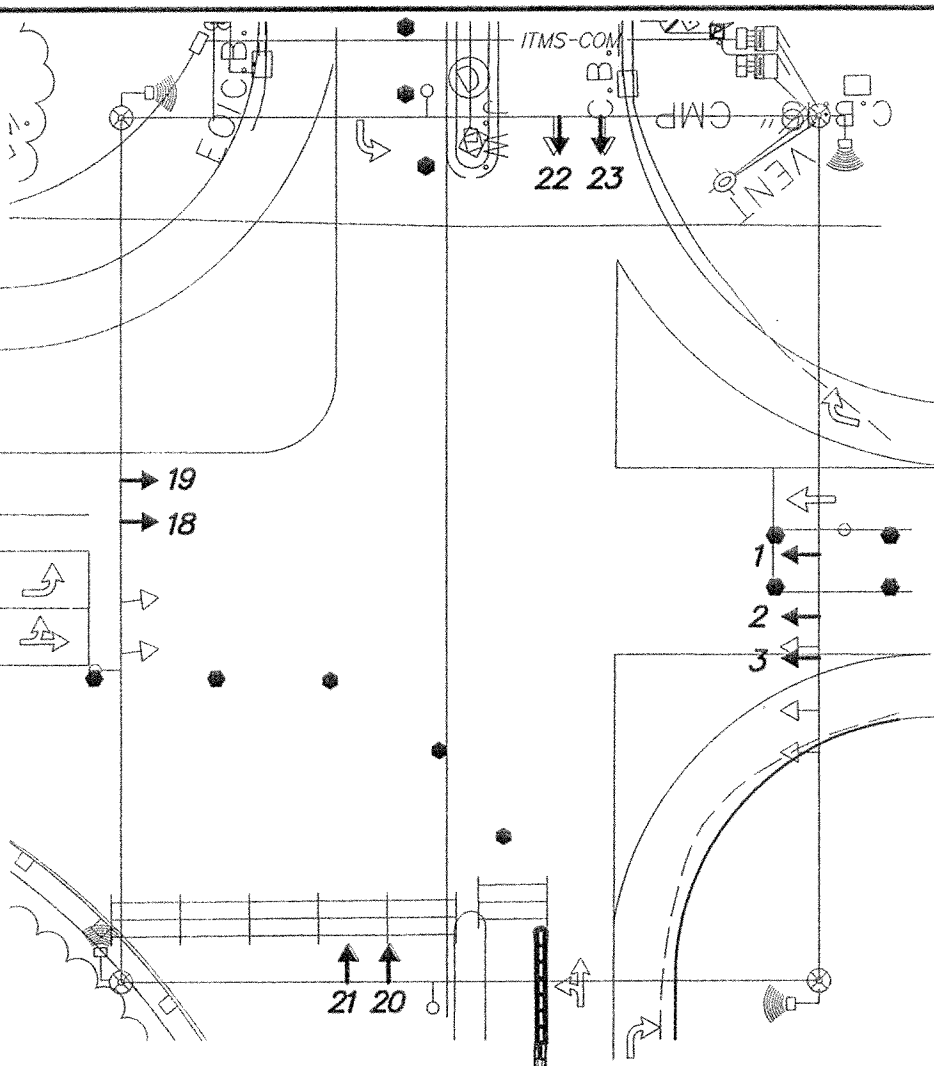
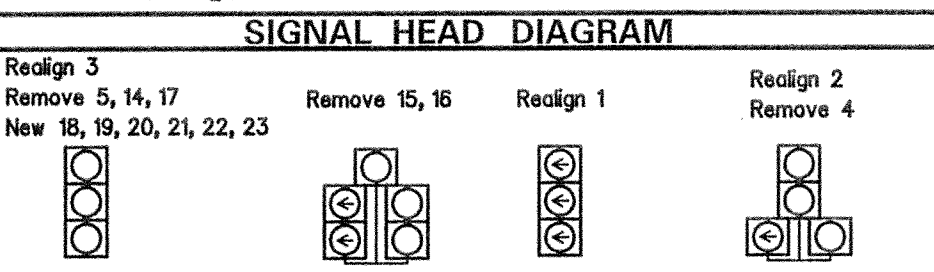
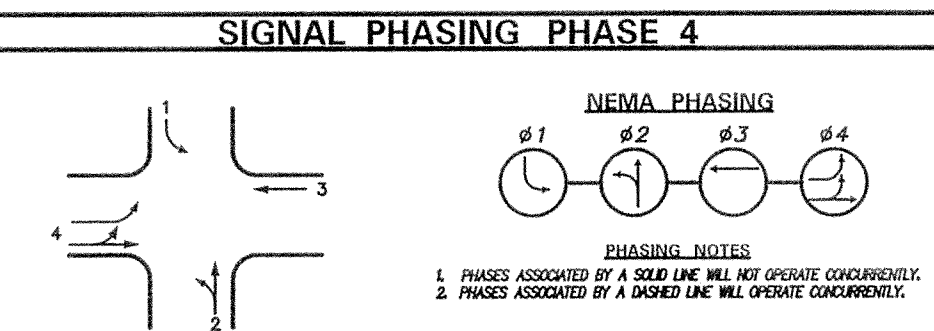
CONTRACT	PERMIT NO.	N035P
T201501001	DESIGNED BY: B.M.W. (WR&A)	SIGNAL PLAN
COUNTY	CHECKED BY: M.J.B. (WR&A)	
NEW CASTLE		US 40 (PULASKI HIGHWAY) @ GOVERNORS SQUARE/ GLENDALE CONNECTOR

SHEET NO.	1
TOTAL SHTS.	1

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ADDITIONAL SIGNAL NOTES

- DELDOT TRAFFIC FORCES TO INSTALL, REMOVE, ADJUST AND REPOSITION ALL OVERHEAD SIGNAL EQUIPMENT AS REQUIRED.
- DELDOT TRAFFIC FORCES TO PERFORM ANY NEEDED SIGNAL HEAD SLIDES TO ACCOMMODATE ALL REQUIRED CONSTRUCTION PHASES. THE CONTRACTOR SHALL CONTACT THE SIGNAL CONSTRUCTION MANAGER AT 302.222.5920 A MINIMUM OF 10 DAYS PRIOR TO ANY REQUIRED TRAFFIC SWITCH AND/OR HEAD SLIDES.
- INSTALL PROPOSED MICROWAVE DETECTOR TO EXISTING STEEL POLE ON THE SOUTHEAST CORNER TO PROVIDED DETECTION FOR THE TEMPORARY FASHION CENTER CONSTRUCTION ENTRANCE.
- DELDOT TMC FORCES TO MODIFY EXISTING SIGNAL PHASING TO ACCOMMODATE NEW SIGNAL OPERATION.
- THE CONTRACTOR SHALL PROVIDE M.O.T. FOR DELDOT TRAFFIC CONTRACTOR THROUGH ALL PHASES OF NEEDED CONSTRUCTION.
- ITMS SHOWN FOR INFORMATIONAL PURPOSES ONLY SEE SSC FOR ADDITIONAL INFORMATION.
- INSTALL BACK GUYS IN ACCORDANCE WITH ITEM 746501 ON THE EXISTING POLES PRIOR TO INSTALLING PROPOSED SIGNAL POLES. THE BACK GUYS SHALL BE REMOVED IN ACCORDANCE WITH ITEM 746710, WHEN THE EXISTING SPAN WIRES ARE REMOVED FROM THE EXISTING POLES.



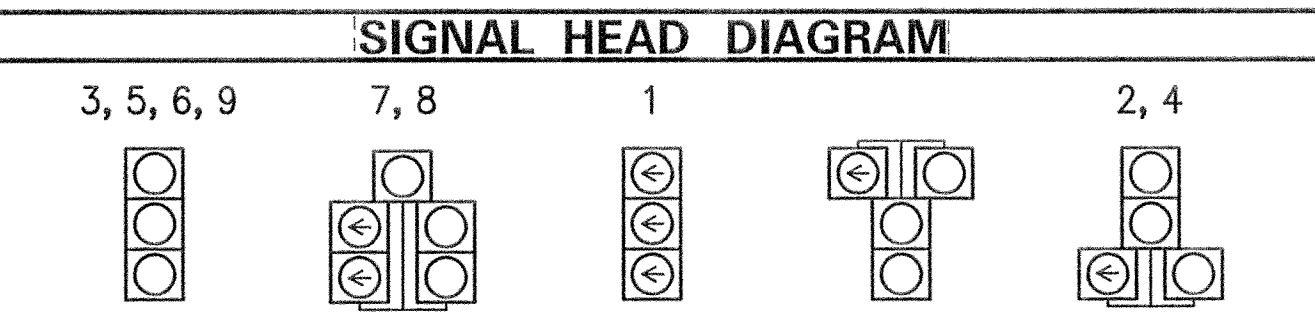
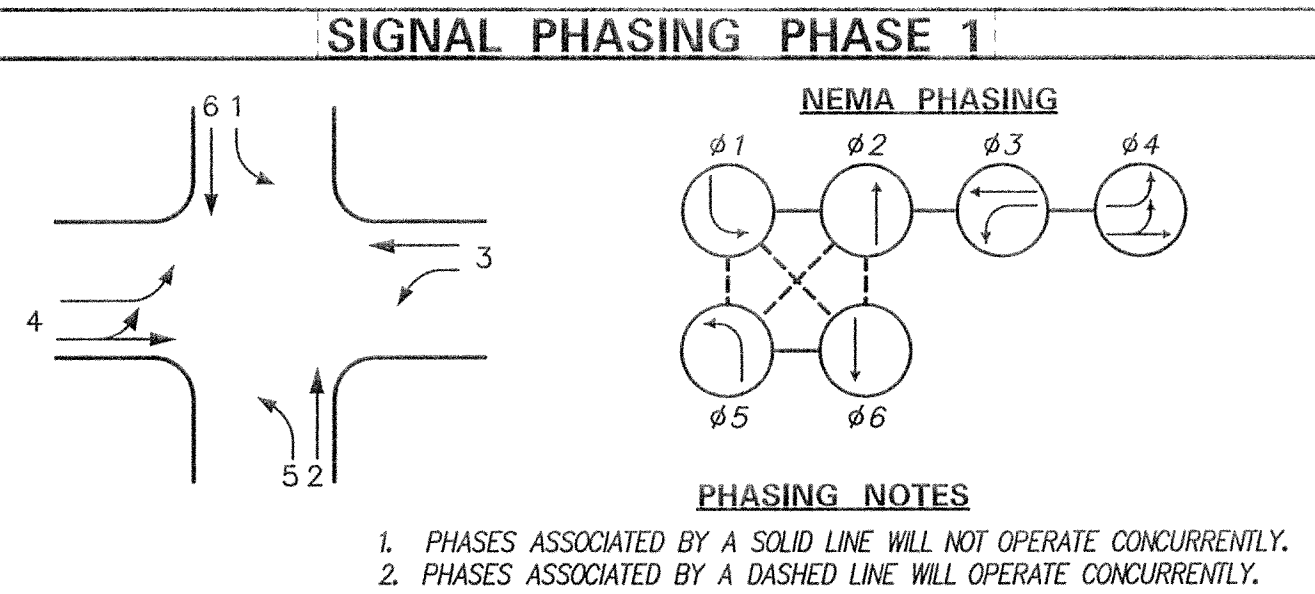
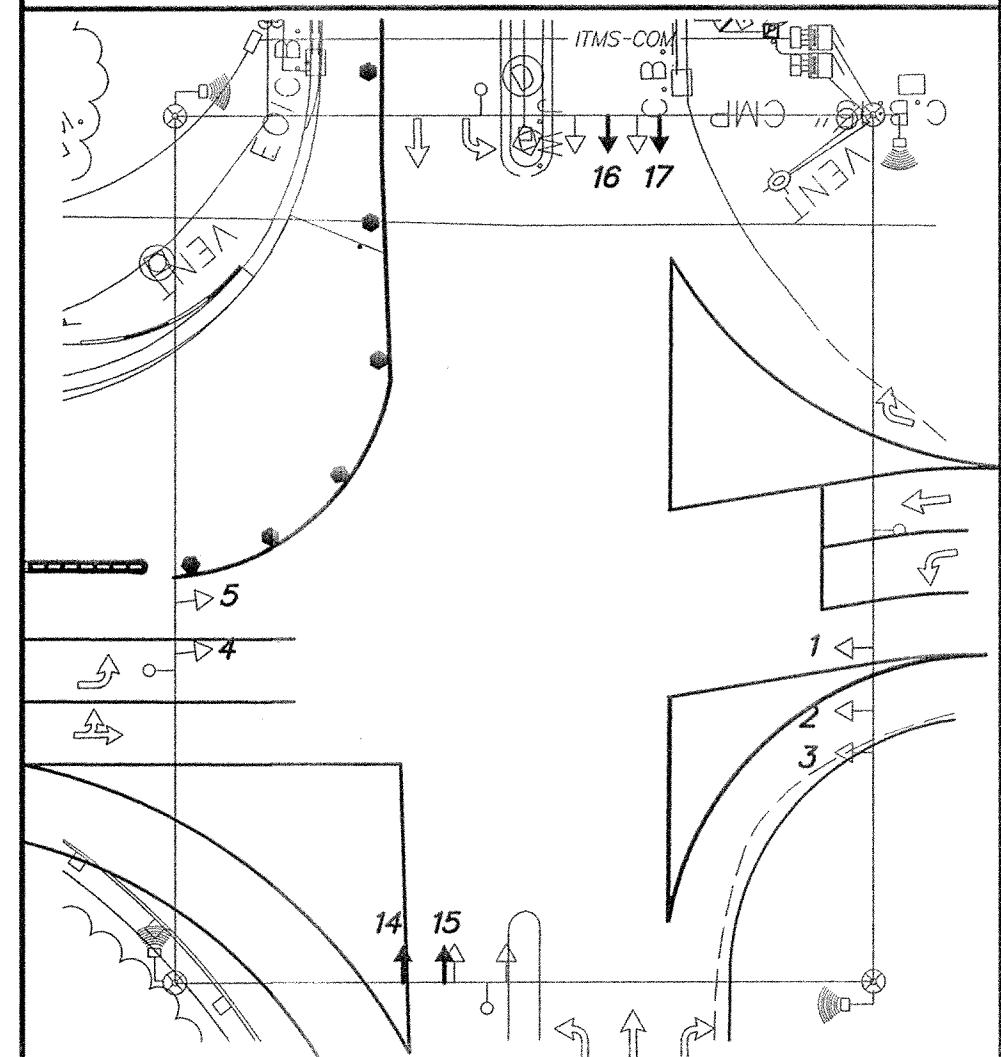
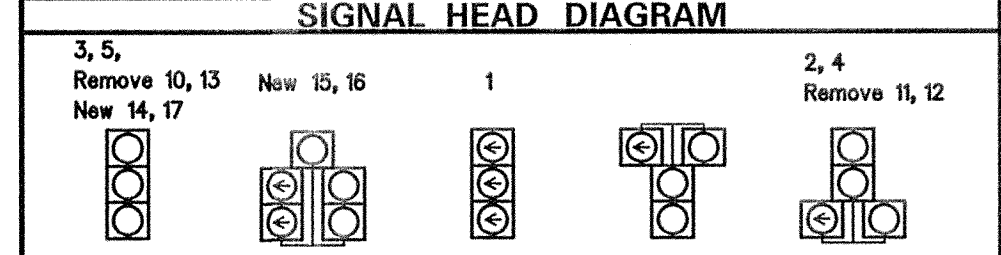
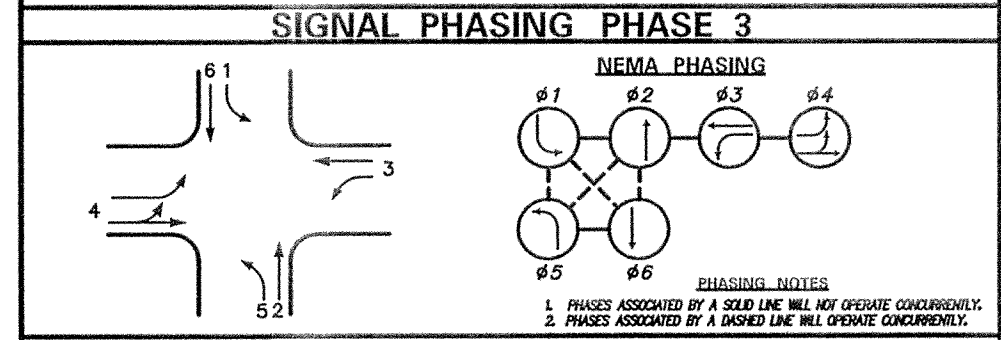
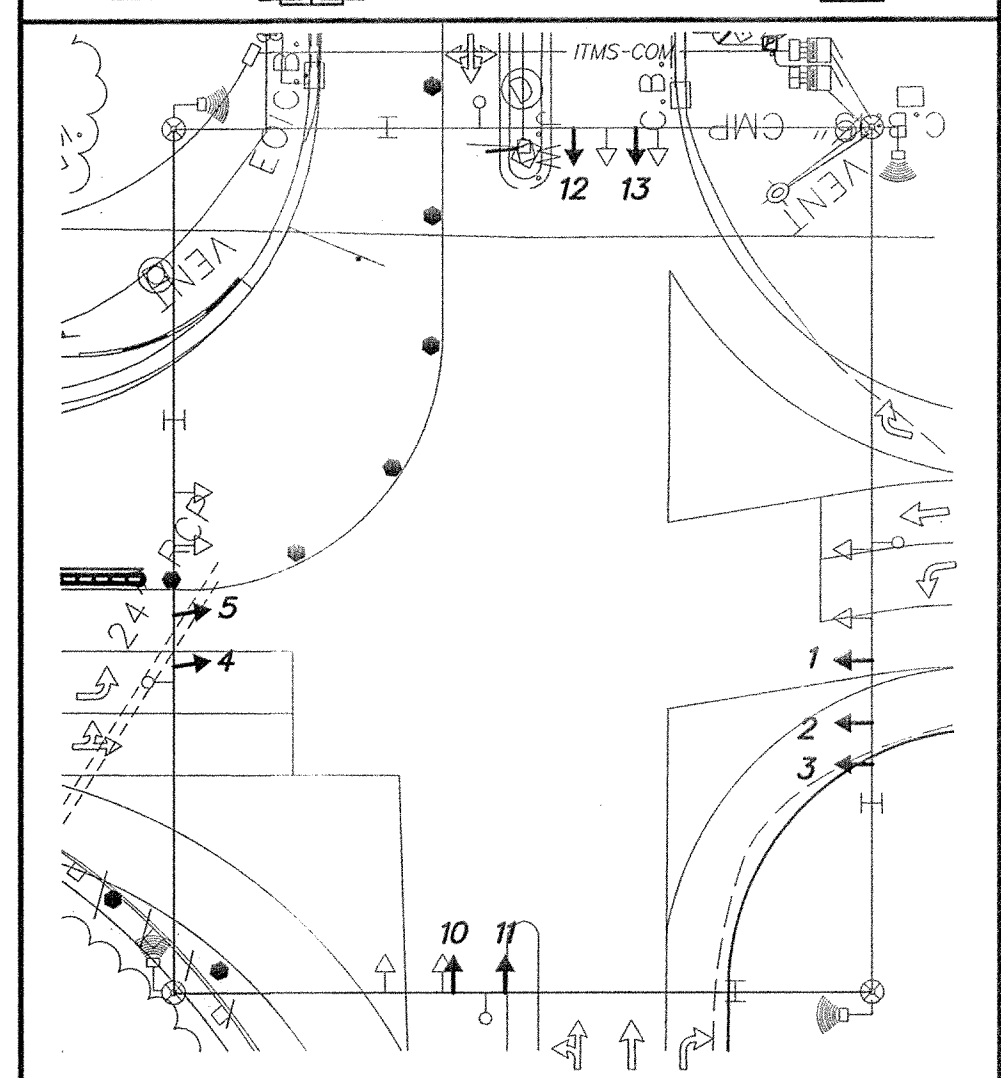
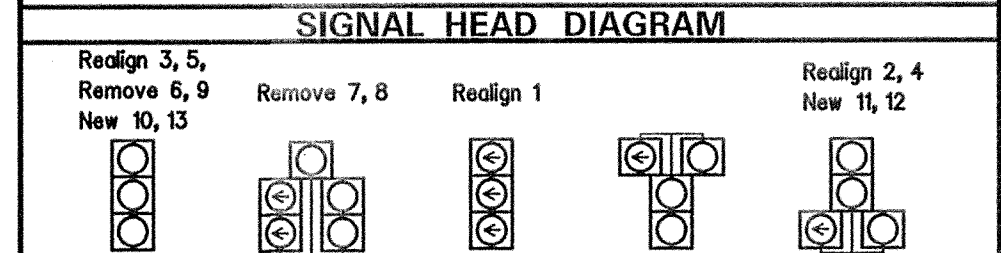
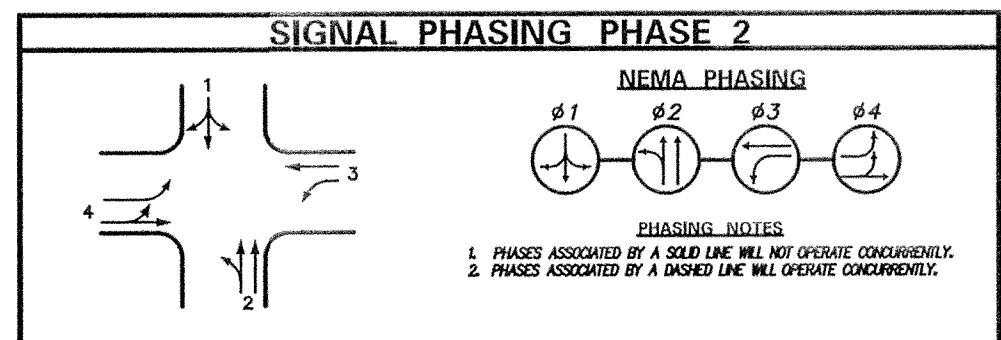
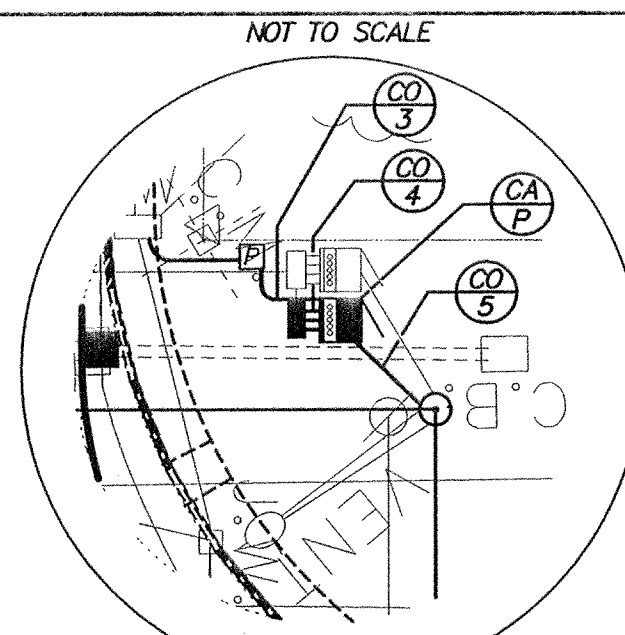
SPAN WIRE SCHEDULE

SPAN	LENGTH	SPAN MOUNT HEIGHT	SAG	SPAN LOW POINT	BOTTOM OF LOWEST HEAD
NW - NE	135 FT	27 FT	6.75 FT @ 5%	20 FT	16 FT
NW - SW	167 FT	29 FT	8.35 FT @ 5%	20 FT	16 FT
NW - SW	135 FT	27 FT	6.75 FT @ 5%	20 FT	16 FT
NW - SW	167 FT	29 FT	8.35 FT @ 5%	20 FT	16 FT

CONDUIT RUN SCHEDULE

CR NO.	NO. OF CONDUITS	SIZE	LENGTH	B/T/O	AMOUNT AND TYPE OF CABLE / WIRE
*1	1	2"	--	--	(2)#6 AWG, (1)#6 Bare Copper Ground
2	1	2"	15'	T	(2)#6 AWG, (1)#6 Bare Copper Ground
3	1	2"	10'	T	(2)#6 AWG, (1)#6 Bare Copper Ground
4	3	4"	5'	T	Empty
5	1	3"	10'	T	(2)#14/16, (4)#18/4

*DENOTES EXISTING B = BORE, T = TRENCH, O = OPEN CUT



LEGEND

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

GENERAL SIGNAL NOTES

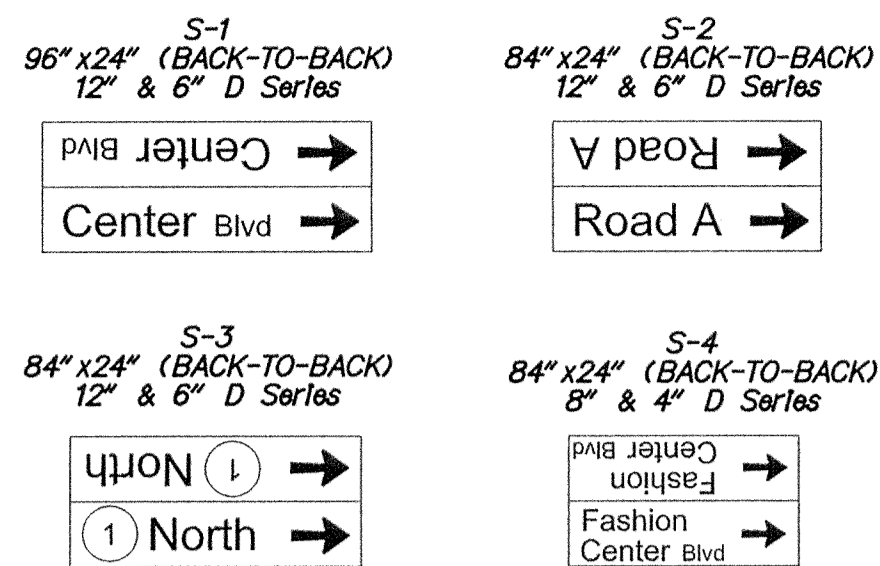
- ALL SIGNAL POLES WILL BE 32 FEET, EXCEPT WHERE SHOWN.
- CO #1 IS NOT DRAWN TO SCALE, NOR IS THE DIRECTION NECESSARILY CORRECT.
- ALL SIGNAL EQUIPMENT REMOVED FROM A PROJECT IS TO BE RETURNED TO DELDOT TRAFFIC - DOVER, DELAWARE.
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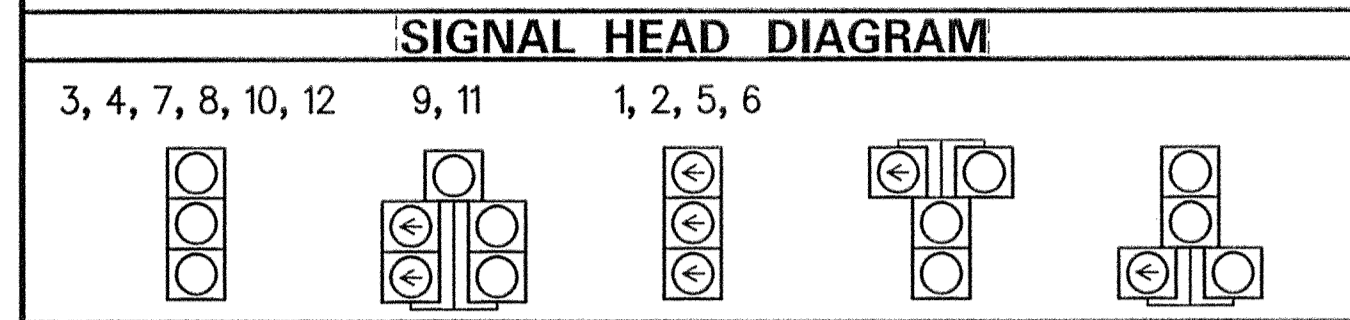
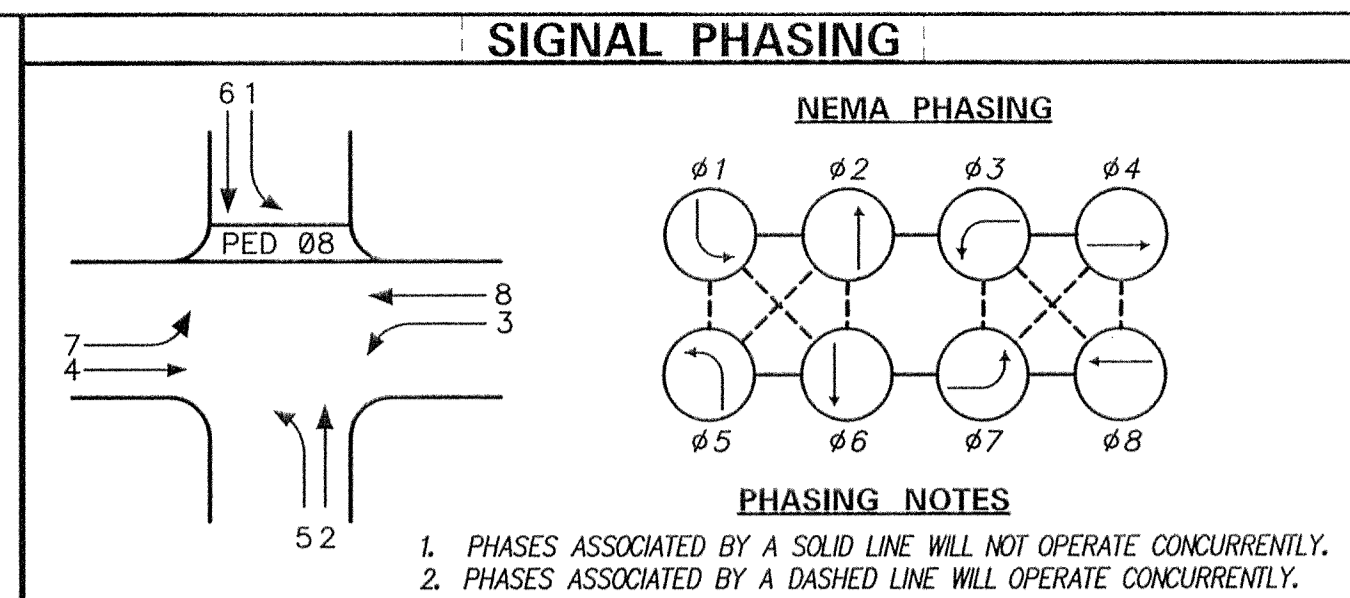
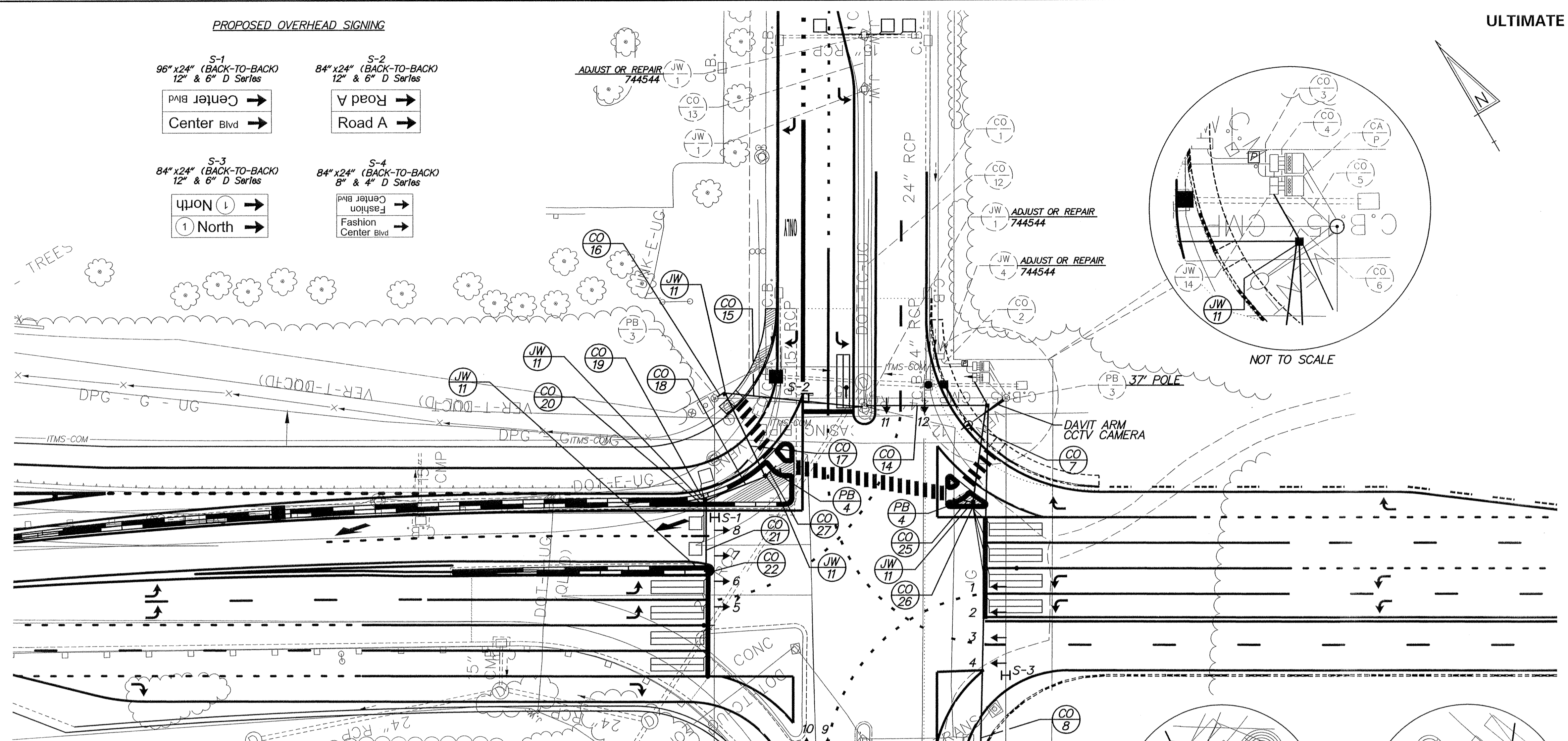
RECOMMENDED DATE: 8.29.13 RECOMMENDED _____ DATE: _____ RECOMMENDED _____ DATE: _____ APPROVED TRAFFIC ENGINEER DATE: 8/29/13 APPROVED FOR INSTALLATION CHIEF TRAFFIC ENGINEER DATE: 8/30/13

<p>DELAWARE DEPARTMENT OF TRANSPORTATION</p>	ADDENDUM / REVISIONS	<p>ROAD A /SR7 INTERSECTION IMPROVEMENTS</p>	CONTRACT T201009002	PERMIT NO. N538	<p>SIGNAL PLAN</p> <p>DEL RT. 1 NB OFF RAMP at ROAD A</p>	SHEET NO. 47
			COUNTY NEW CASTLE	DESIGNED BY: JCR		TOTAL SHTS. 48
			CHECKED BY: MH			

PROPOSED OVERHEAD SIGNING



ULTIMATE



LEGEND

(AB)	ABANDON	(OH)	EXISTING OVERHEAD RUN IDENTIFIER (# OF OVERHEAD RUN)
(CA)	EXISTING CABINET IDENTIFIER (TYPE OF CABINET)	(OH)	PROPOSED OVERHEAD RUN IDENTIFIER (# OF OVERHEAD RUN)
(CB)	PROPOSED CABINET IDENTIFIER (TYPE OF CABINET)	(PB)	EXISTING POLE BASE IDENTIFIER (TYPE OF POLE BASE)
(CO)	EXISTING CONDUIT RUN IDENTIFIER (# OF CONDUIT RUN)	(PB)	PROPOSED POLE BASE IDENTIFIER (TYPE OF POLE BASE)
(CO)	PROPOSED CONDUIT RUN IDENTIFIER (# OF CONDUIT RUN)	(PI)	EXISTING POLE IDENTIFIER (# OF POLE)
(JW)	EXISTING JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL)	(PI)	PROPOSED POLE IDENTIFIER (# OF POLE)
(JW)	PROPOSED JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL)	(RM)	REMOVE BY CONTRACTOR
(MA)	EXISTING MAST ARM IDENTIFIER (LENGTH OF ARM)	(RM)	REMOVE BY OTHERS
(MA)	PROPOSED MAST ARM IDENTIFIER (LENGTH OF ARM)	(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	□	□
SIGNAL CABINET	□	■
SIGNAL HEAD	→	→
SIGNAL POLE/BASE	⊙	⊙
SPAN INSULATOR	◇	◇
SPAN WIRE	—XX—	—XX—
UTILITY POLE	⊙	⊙
VIDEO DETECTION	⊙	⊙

- GENERAL SIGNAL NOTES**
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CONDUIT RUN SCHEDULE

CR NO.	NO. OF CONDUITS	SIZE	LENGTH	B/T/O	AMOUNT AND TYPE OF CABLE / WIRE
*1	1	2"	--	--	(2)#6 AWG, (1)#6 Bare Copper Ground
*2	1	2"	15'	T	(2)#6 AWG, (1)#6 Bare Copper Ground
*3	1	2"	10'	T	(2)#6 AWG, (1)#6 Bare Copper Ground
*4	3	4"	5'	T	Install - (20)#14/2, Comm Cable
*5	1	3"	10'	T	Remove (2)#14/16, (4)#18/4 Install (2)#14/16, (4)#18/4
6	1	4"	15'	T	(20)#14/2, (2)#14/5
7	1	4"	50'	T	(4)#14/2, (1)#14/5
8	1	4"	170'	B	(5)#14/2
9	1	4"	60'	B	(5)#14/2
10	1	1"	5'	T	(1)#14/1
11	1	4"	200'	T	(4)#14/2
12	1	1"	5'	T	(2)#14/1
13	1	1"	5'	T	(2)#14/1
14	1	4"	60'	B	(11)#14/2, (1)#14/5
15	1	4"	72'	B	(7)#14/2, (1)#14/5
16	1	3"	6'	T	Empty
17	1	4"	46'	B	(7)#14/2, (1)#14/5
18	1	4"	38'	T	(7)#14/2
19	1	1"	5'	T	(1)#14/1
20	1	1"	5'	T	(2)#14/1
21	1	4"	34'	B	(4)#14/2
22	1	1"	5'	T	(4)#14/1
*23	1	1.5"	150'	--	Remove (1)#18/4 Install (3)#14/2
*24	1	1.5"	25'	--	Remove (1)#18/4 Install (3)#14/2
25	1	2.5"	6'	T	(1)#14/5
26	1	1"	5'	T	(4)#14/1
27	1	2.5"	6'	T	(1)#14/5

*DENOTES EXISTING B = BORE, T = TRENCH, O = OPEN CUT

ADDITIONAL SIGNAL NOTES

- DELDOT TRAFFIC FORCES TO INSTALL, REMOVE, ADJUST AND REPOSITION ALL OVERHEAD SIGNAL EQUIPMENT AS REQUIRED.
- DELDOT TRAFFIC FORCES TO PERFORM ANY NEEDED SIGNAL HEAD SLIDES TO ACCOMMODATE ALL REQUIRED CONSTRUCTION PHASES. THE CONTRACTOR SHALL CONTACT THE SIGNAL CONSTRUCTION MANAGER AT 302.222.5920 A MINIMUM OF 10 DAYS PRIOR TO ANY REQUIRED TRAFFIC SWITCH AND/OR HEAD SLIDES.
- CONTRACTOR SHALL RE-INSTALL LOOP DETECTORS AS REQUIRED TO MAINTAIN SIGNAL DETECTION, DURING ALL REQUIRED PHASES OF CONSTRUCTION. THE CONTRACTOR SHALL CONTACT THE SIGNAL CONSTRUCTION MANAGER AT 302.222.5920 A MINIMUM OF 10 DAYS PRIOR TO RECUTTING OR DISCONNECTION OF LOOPS.
- THE CONTRACTOR SHALL PROVIDE M.O.T. FOR DELDOT TRAFFIC CONTRACTOR THROUGH ALL PHASES OF NEEDED CONSTRUCTION.
- CONTRACTOR SHALL CONTACT THE SIGNAL CONSTRUCTION MANAGER AT 302.222.5920 10 DAYS PRIOR TO ANY TRAFFIC SWITCHES AND/OR SIGNAL ADJUSTMENT NEEDS.
- THE TRAFFIC CONTRACTOR SHALL INSTALL A DAVIT ARM CCTV CAMERA ON THE PROPOSED 37' SIGNAL POLE AS SHOWN. THE PROPOSED CCTV CONTROL/VIDEO CABLE SHALL BE INSTALLED IN THE PROPOSED SIGNAL POLE VIA THE PROPOSED WEATHERHEAD.
- ITMS SHOWN FOR INFORMATIONAL PURPOSES ONLY SEE SSC FOR ADDITIONAL INFORMATION.
- ALL MOT SIGNAL HEADS AND CABLES SHALL BE REMOVED. NEW SIGNAL HEAD AND CABLE SHALL BE INSTALLED PRIOR TO FINAL CONFIGURATION.

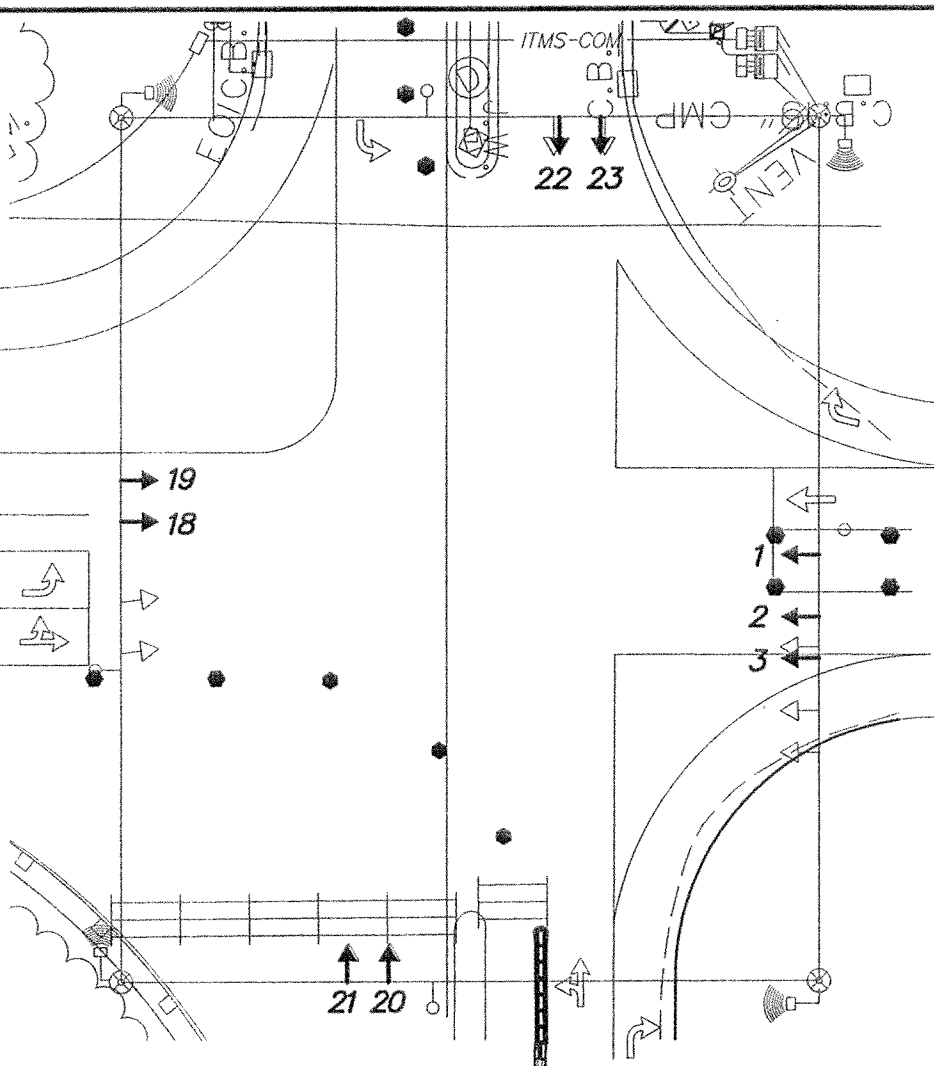
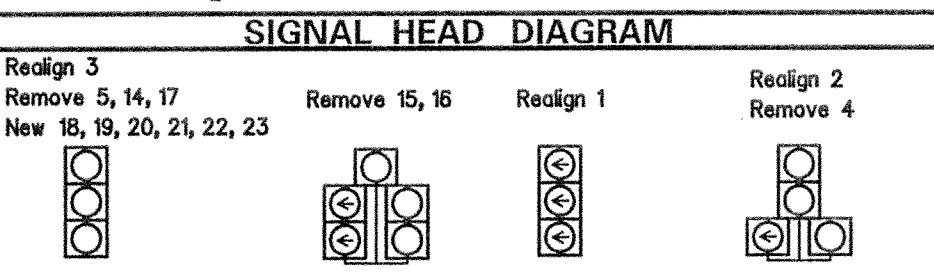
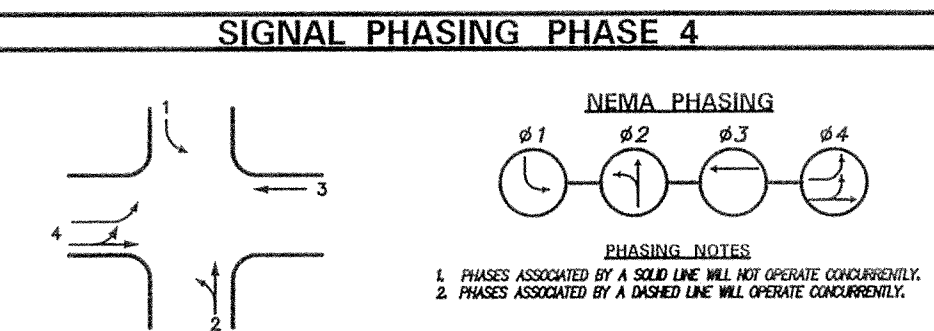
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<p>DELAWARE DEPARTMENT OF TRANSPORTATION</p>	REVISIONS NO. [2] THIS SHEET 48A REPLACES VOIDED SHEET 48 05/15/2014, JCR	ADDENDUM / REVISIONS	ROAD A /SR7 INTERSECTION IMPROVEMENTS	CONTRACT T201009003 COUNTY NEW CASTLE	PERMIT NO. N538 DESIGNED BY: JCR CHECKED BY: MH	SIGNAL PLAN DEL RT. 1 NB OFF RAMP at ROAD A	SHEET NO. 48A TOTAL SHTS. 48
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ADDITIONAL SIGNAL NOTES

- DELDOT TRAFFIC FORCES TO INSTALL, REMOVE, ADJUST AND REPOSITION ALL OVERHEAD SIGNAL EQUIPMENT AS REQUIRED.
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- INSTALL PROPOSED MICROWAVE DETECTOR TO EXISTING STEEL POLE ON THE SOUTHEAST CORNER TO PROVIDED DETECTION FOR THE TEMPORARY FASHION CENTER CONSTRUCTION ENTRANCE.
- DELDOT TMC FORCES TO MODIFY EXISTING SIGNAL PHASING TO ACCOMMODATE NEW SIGNAL OPERATION.
- THE CONTRACTOR SHALL PROVIDE M.O.T. FOR DELDOT TRAFFIC CONTRACTOR THROUGH ALL PHASES OF NEEDED CONSTRUCTION.
- ITMS SHOWN FOR INFORMATIONAL PURPOSES ONLY SEE SSC FOR ADDITIONAL INFORMATION.
- INSTALL BACK GUYS IN ACCORDANCE WITH ITEM 746501 ON THE EXISTING POLES PRIOR TO INSTALLING PROPOSED SIGNAL POLES. THE BACK GUYS SHALL BE REMOVED IN ACCORDANCE WITH ITEM 746710, WHEN THE EXISTING SPAN WIRES ARE REMOVED FROM THE EXISTING POLES.



SPAN WIRE SCHEDULE

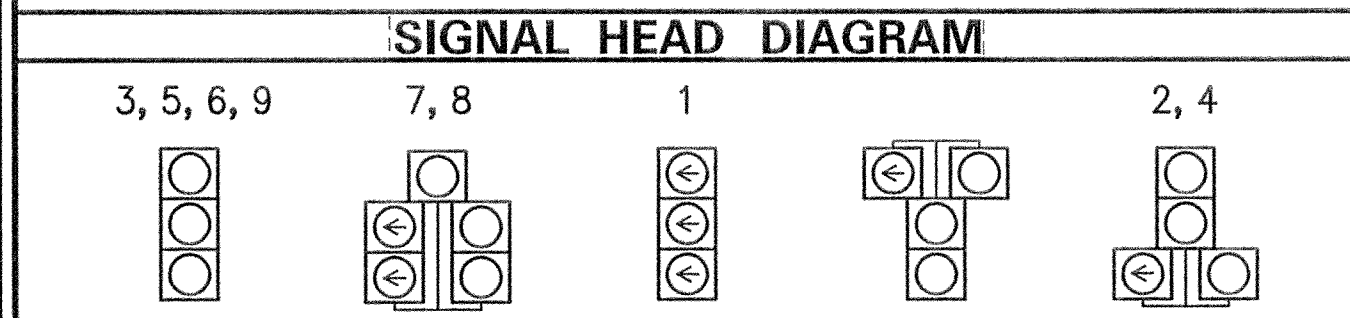
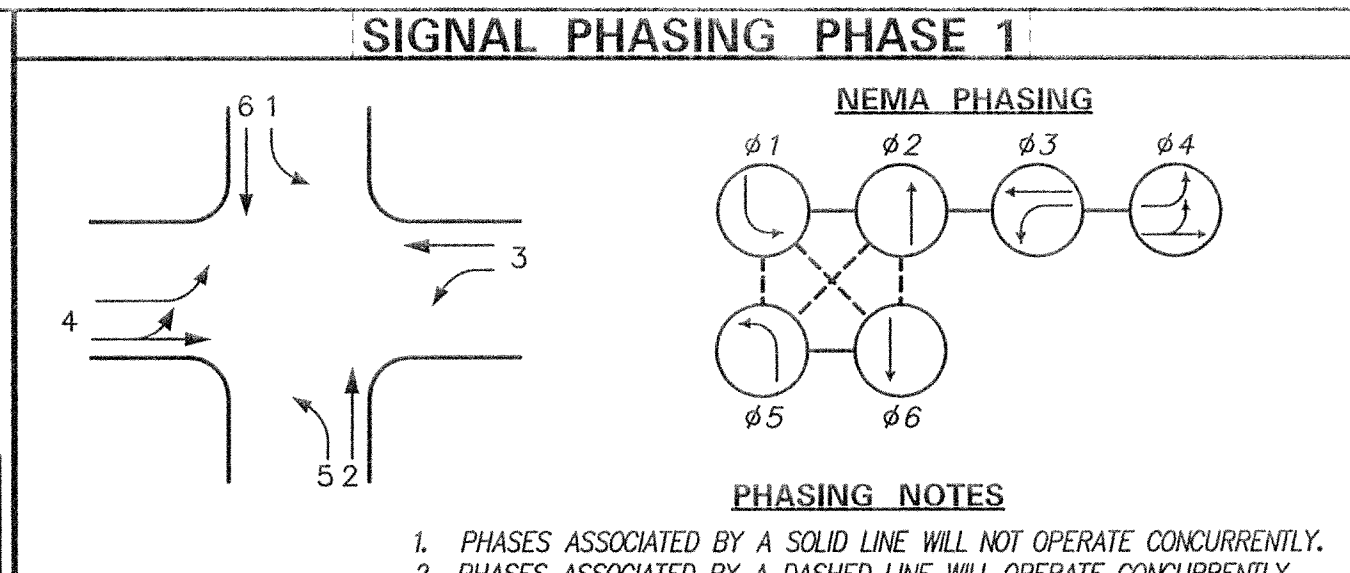
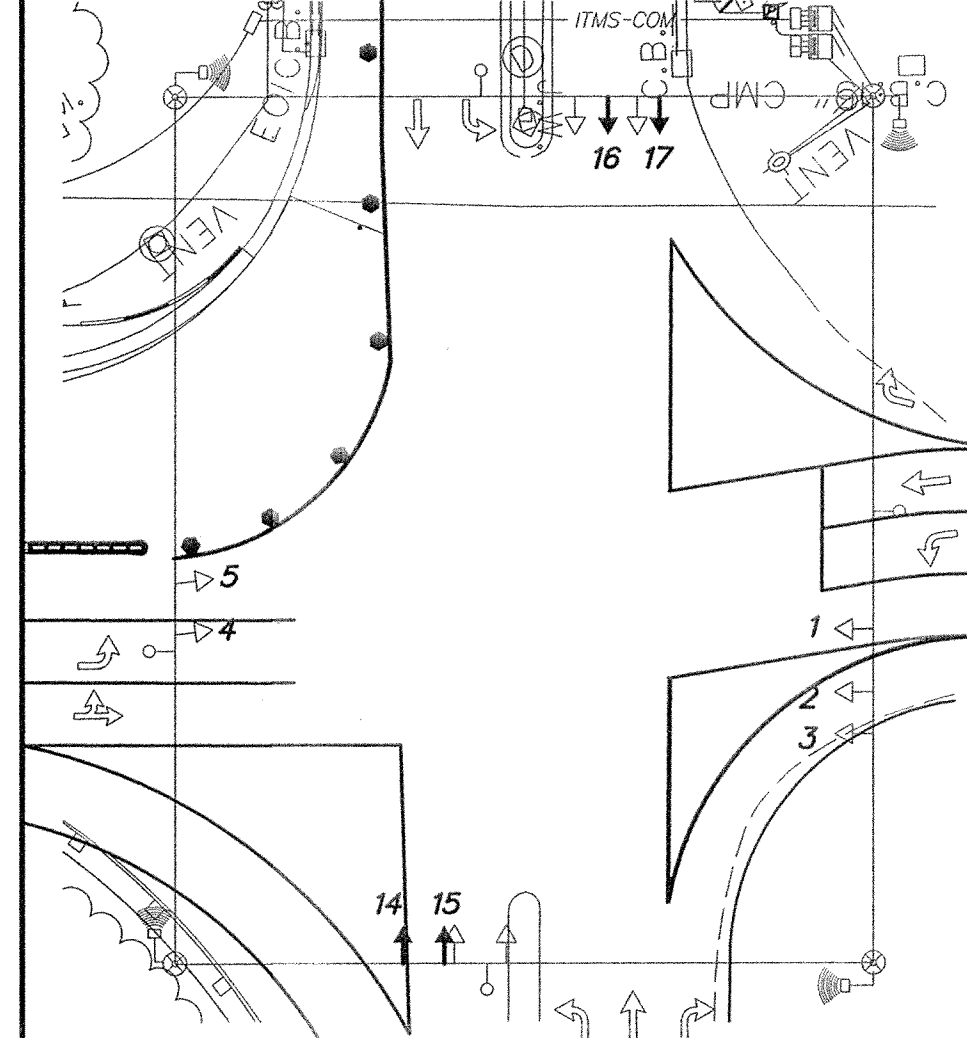
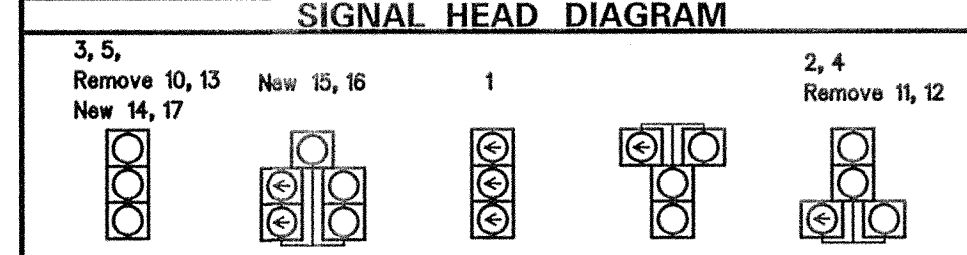
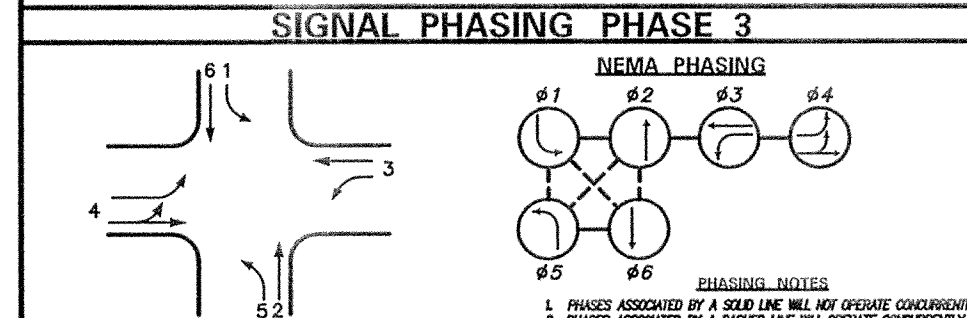
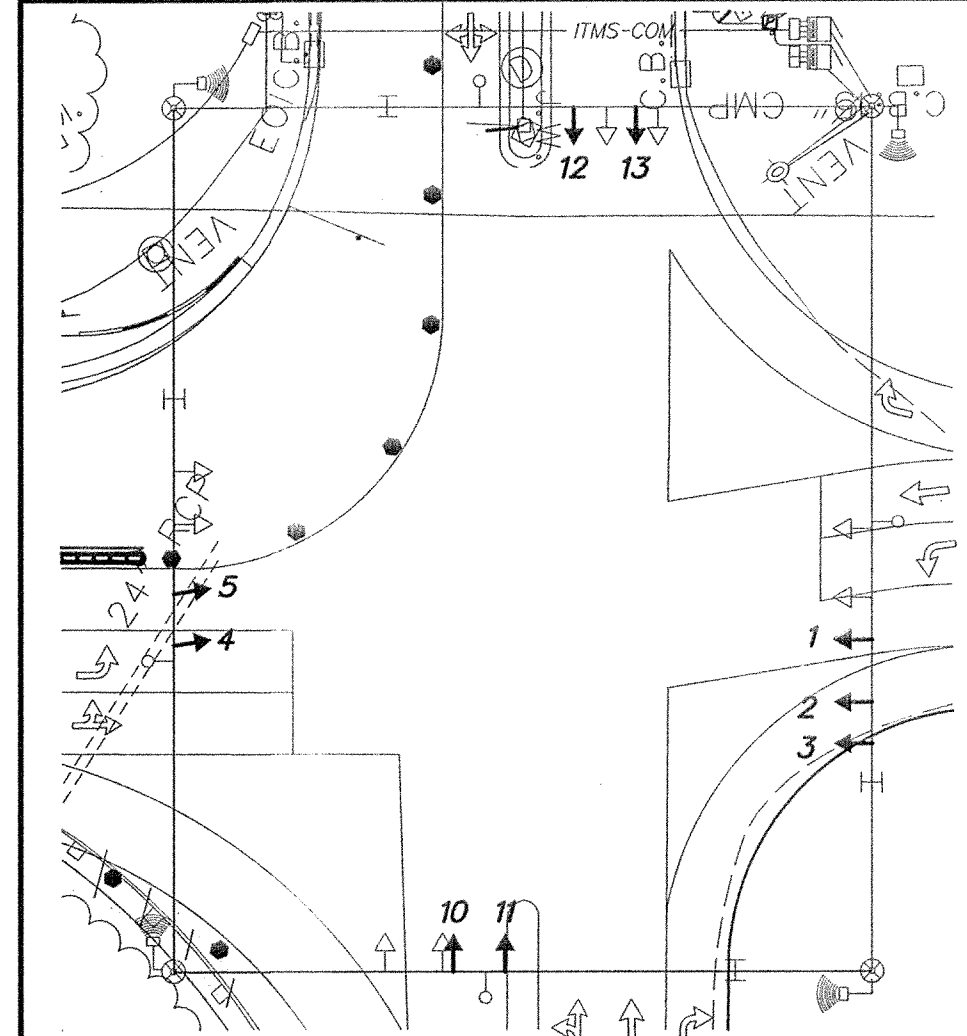
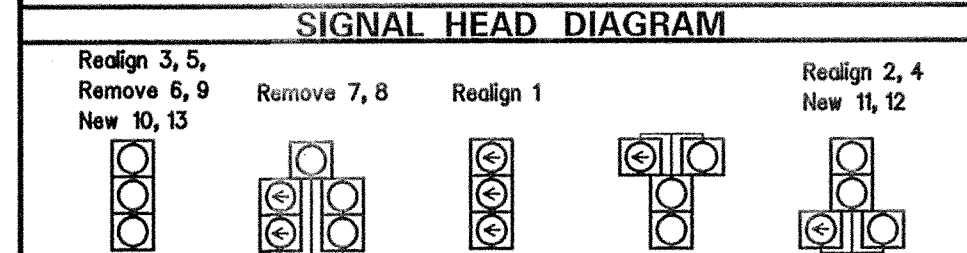
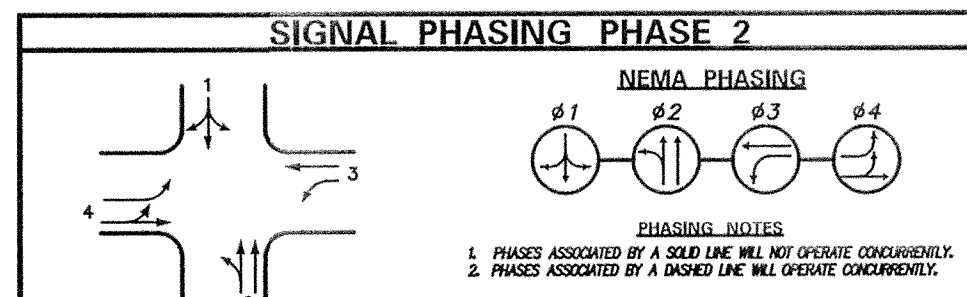
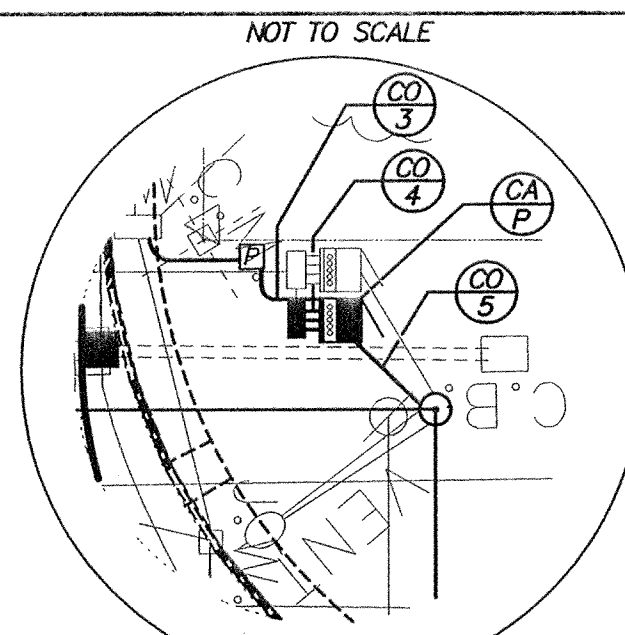
SPAN	LENGTH	SPAN MOUNT HEIGHT	SAG	SPAN LOW POINT	BOTTOM OF LOWEST HEAD
NW - NE	135 FT	27 FT	6.75 FT @ 5%	20 FT	16 FT
NW - SW	167 FT	29 FT	8.35 FT @ 5%	20 FT	16 FT
NW - SW	135 FT	27 FT	6.75 FT @ 5%	20 FT	16 FT
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CONDUIT RUN SCHEDULE

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5	1	3"	10'	T	(2)#14/16, (4)#18/4

*DENOTES EXISTING

B = BORE, T = TRENCH, O = OPEN CUT



LEGEND

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

GENERAL SIGNAL NOTES

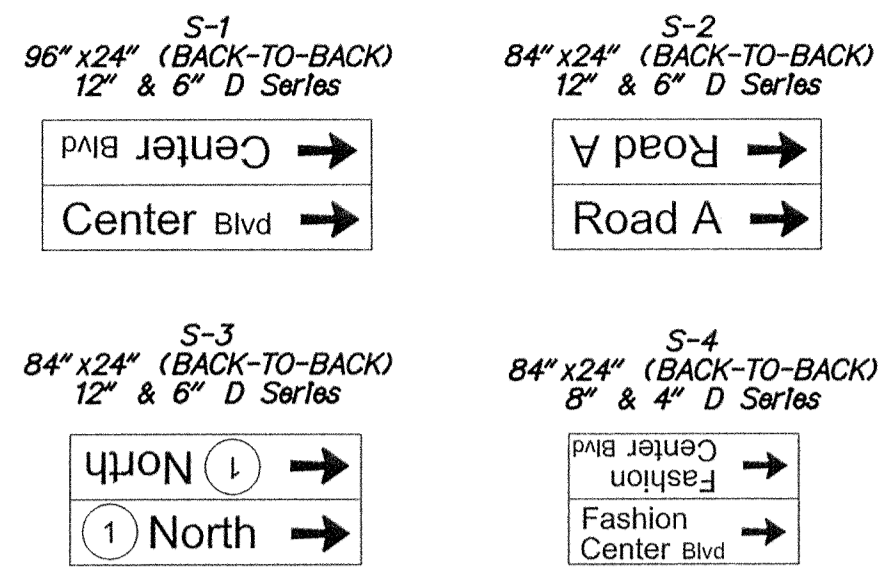
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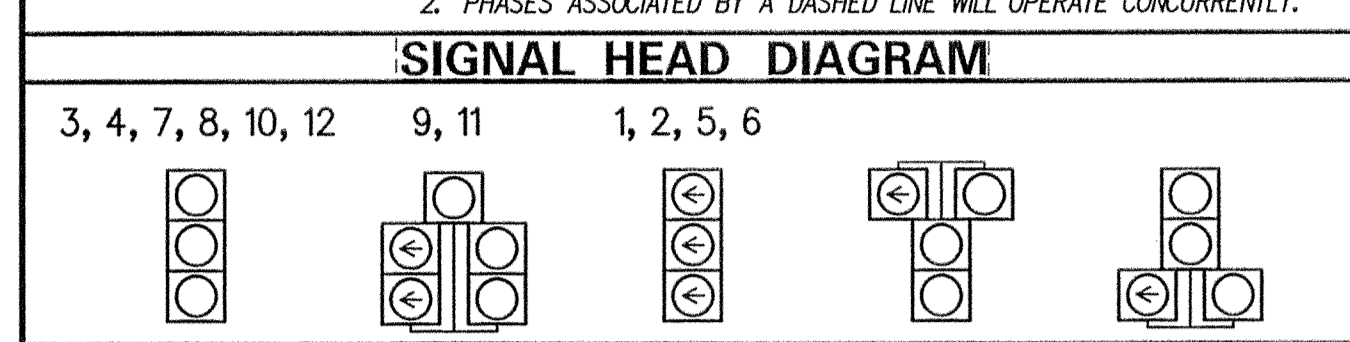
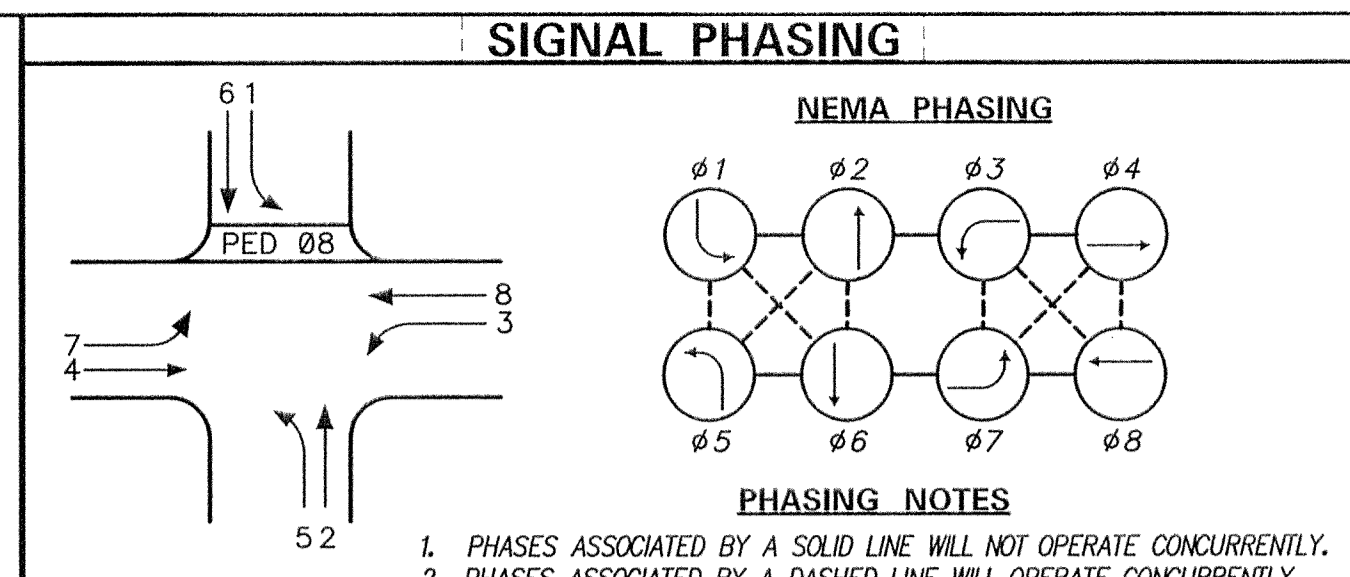
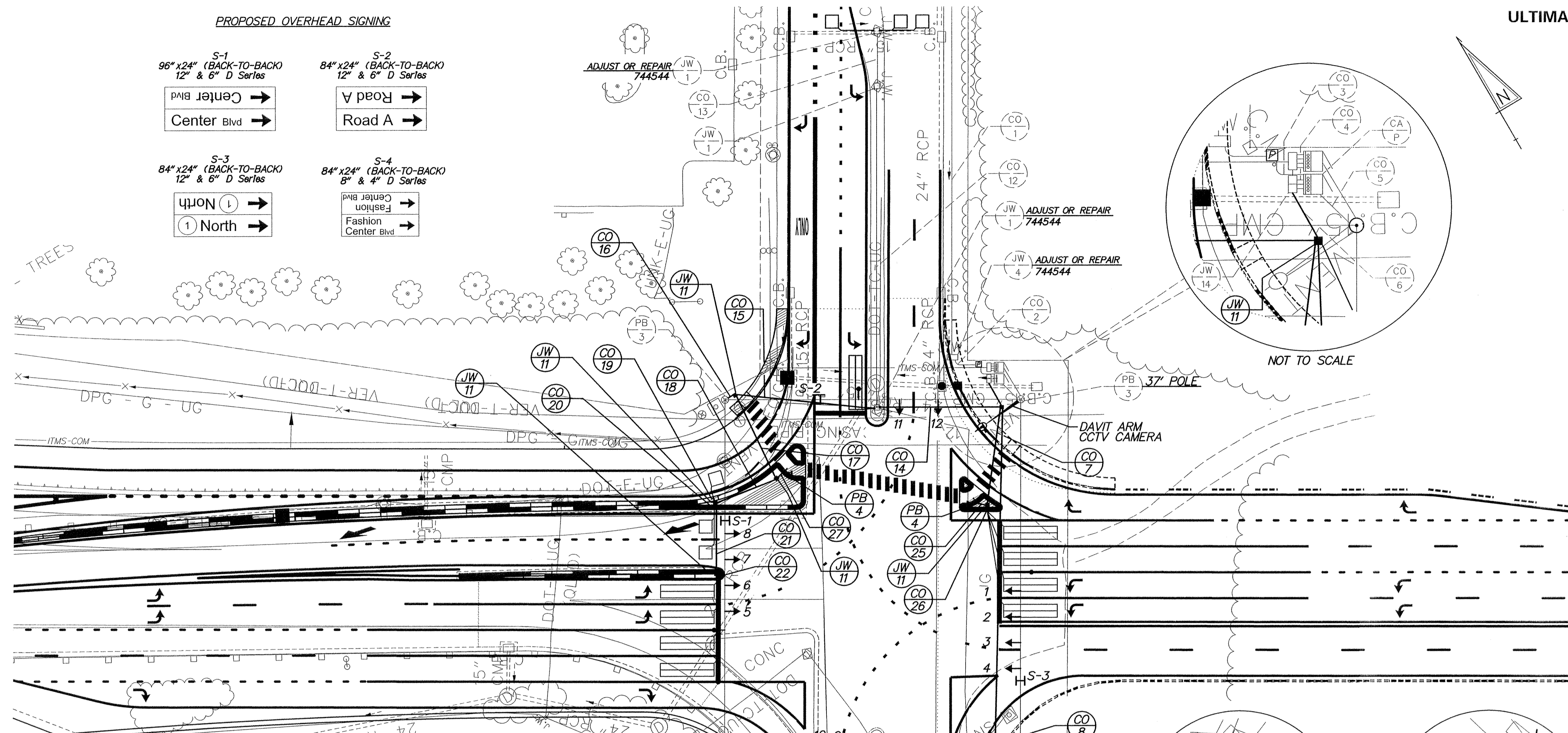
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				COUNTY NEW CASTLE		DESIGNED BY: JCR	TOTAL SHTS. 48
						CHECKED BY: MH	

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ULTIMATE



LEGEND

(AB)	ABANDON	(OH)	EXISTING OVERHEAD RUN IDENTIFIER (# OF OVERHEAD RUN)
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OPTICOM RECEIVER	⚡	⚡
OVERHEAD SIGNING	—	—
PEDESTRIAN POLE/BASE	⊙	⊙
PEDESTRIAN PUSHBUTTON	→	→
PEDESTRIAN SIGNAL HEAD	→	→
RIGHT-OF-WAY	---	---R/W---
SERVICE PEDESTAL	□	□
SIGNAL CABINET	□	■
SIGNAL HEAD	→	→
SIGNAL POLE/BASE	⊙	⊙
SPAN INSULATOR	◇	◇
SPAN WIRE	—XX—	—XX—
UTILITY POLE	⊙	⊙
VIDEO DETECTION	⊙	⊙

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- ADDITIONAL SIGNAL NOTES**
- DELDOT TRAFFIC FORCES TO INSTALL, REMOVE, ADJUST AND REPOSITION ALL OVERHEAD SIGNAL EQUIPMENT AS REQUIRED.
 - DELDOT TRAFFIC FORCES TO PERFORM ANY NEEDED SIGNAL HEAD SLIDES TO ACCOMMODATE ALL REQUIRED CONSTRUCTION PHASES. THE CONTRACTOR SHALL CONTACT THE SIGNAL CONSTRUCTION MANAGER AT 302.222.5920 A MINIMUM OF 10 DAYS PRIOR TO ANY REQUIRED TRAFFIC SWITCH AND/OR HEAD SLIDES.
 - CONTRACTOR SHALL RE-INSTALL LOOP DETECTORS AS REQUIRED TO MAINTAIN SIGNAL DETECTION, DURING ALL REQUIRED PHASES OF CONSTRUCTION. THE CONTRACTOR SHALL CONTACT THE SIGNAL CONSTRUCTION MANAGER AT 302.222.5920 A MINIMUM OF 10 DAYS PRIOR TO RECUTTING OR DISCONNECTION OF LOOPS.
 - THE CONTRACTOR SHALL PROVIDE M.O.T. FOR DELDOT TRAFFIC CONTRACTOR THROUGH ALL PHASES OF NEEDED CONSTRUCTION.
 - CONTRACTOR SHALL CONTACT THE SIGNAL CONSTRUCTION MANAGER AT 302.222.5920 10 DAYS PRIOR TO ANY TRAFFIC SWITCHES AND/OR SIGNAL ADJUSTMENT NEEDS.
 - THE TRAFFIC CONTRACTOR SHALL INSTALL A DAVIT ARM CCTV CAMERA ON THE PROPOSED 37' SIGNAL POLE AS SHOWN. THE PROPOSED CCTV CONTROL/VIDEO CABLE SHALL BE INSTALLED IN THE PROPOSED SIGNAL POLE VIA THE PROPOSED WEATHERHEAD.
 - ITMS SHOWN FOR INFORMATIONAL PURPOSES ONLY SEE SSC FOR ADDITIONAL INFORMATION.
 - ALL MOT SIGNAL HEADS AND CABLES SHALL BE REMOVED. NEW SIGNAL HEAD AND CABLE SHALL BE INSTALLED PRIOR TO FINAL CONFIGURATION.

RECOMMENDED _____ DATE: 5.20.14 RECOMMENDED _____ DATE: _____ RECOMMENDED _____ DATE: _____ APPROVED TRAFFIC ENGINEER *[Signature]* DATE: 5/20/14 APPROVED FOR INSTALLATION CHIEF TRAFFIC ENGINEER *[Signature]* DATE: 5/20/14

<p>DELAWARE DEPARTMENT OF TRANSPORTATION</p>	REVISIONS NO. [2] THIS SHEET 48A REPLACES VOIDED SHEET 48 05/15/2014, JCR	ADDENDUM / REVISIONS	<p>ROAD A /SR7 INTERSECTION IMPROVEMENTS</p>	CONTRACT T201009003 COUNTY NEW CASTLE	PERMIT NO. N538 DESIGNED BY: JCR CHECKED BY: MH	<p>SIGNAL PLAN</p> <p>DEL RT. 1 NB OFF RAMP at ROAD A</p>	SHEET NO. 48A TOTAL SHTS. 48
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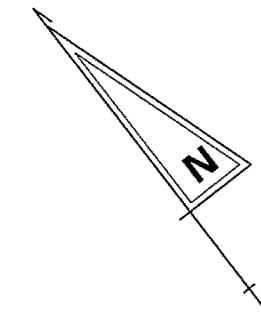
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ADDITIONAL SIGNAL NOTES

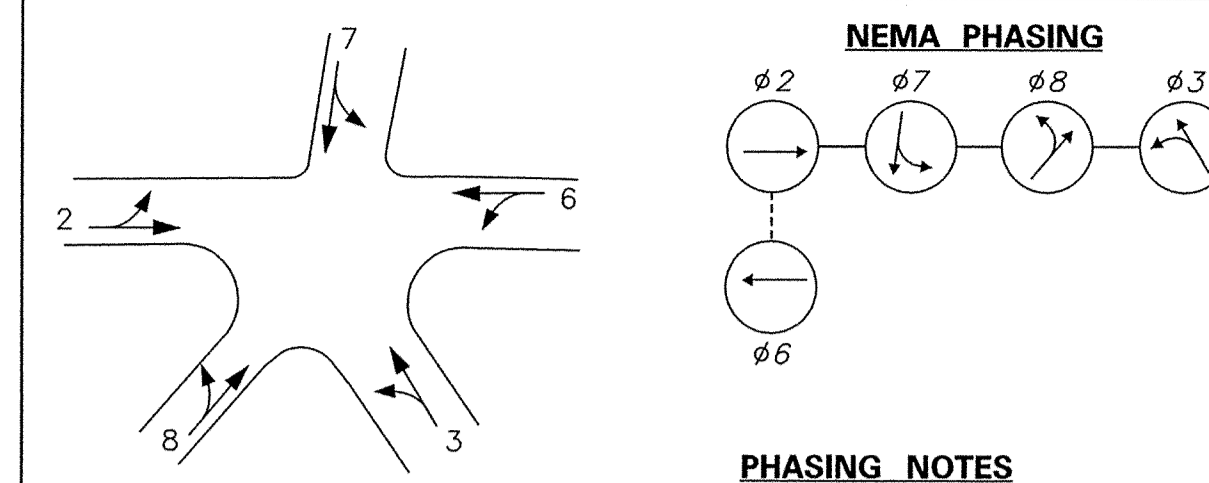
- 7 CONTRACTOR SHALL REMOVE EXISTING PAD MOUNTED SIGNAL CABINET AND CABINET BASE TO A DEPTH OF 12 INCHES BELOW EXISTING GRADE. AFTER REMOVAL THE AREA SHALL BE RESTORED TO MATCH EXISTING ADJACENT CONDITIONS.
- 8 CONTRACTOR SHALL ADJUST AND/OR REPAIR EXISTING JUNCTION WELL AS NECESSARY FOR INTEGRATION OF PROPOSED CONDUIT.
- 9 CONTRACTOR SHALL REMOVE EXISTING SPAN WIRE AND SIGNAL HEADS AND REPLACE WITH PROPOSED SPAN WIRE, SIGNAL HEADS AND OPTICOM DEVICES.
- 10 VIDEO DETECTOR SHALL BE INSTALLED ON THE STRAIN POLE TO ACHIEVE OPTIMUM DETECTION PER MANUFACTURER'S SPECIFICATIONS. THE DESIRED DETECTION ZONES SHALL BE SET AND APPROVED BY DELDOT.
- 11 CONTRACTOR SHALL REMOVE EXISTING JUNCTION WELL AND REPLACE WITH PROPOSED JUNCTION WELL TYPE SHOWN. DURING REMOVAL AND REPLACEMENT PROCESS, CARE SHALL BE TAKEN TO NOT DAMAGE EXISTING CONDUITS AND CABLES.
- 12 CONTRACTOR SHALL CUT EXISTING CONDUITS AS NECESSARY AND CONNECT TO PROPOSED JUNCTION WELL TYPE SHOWN. WHERE APPLICABLE EXTEND WITH PROPOSED CONDUIT AS SHOWN.
- 13 EXISTING RIGHT-OF-WAY SHOWN ON THIS PLAN TAKEN FROM: - DELDOT CONTRACT NO. 65-10-004, DATED 06/27/1967

ADDITIONAL LEGEND

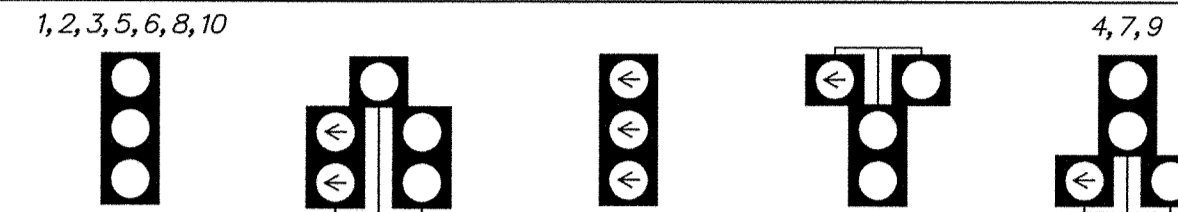
- MINIMUM DETECTION ZONE
- FISHEYE VIDEO DETECTION



SIGNAL PHASING

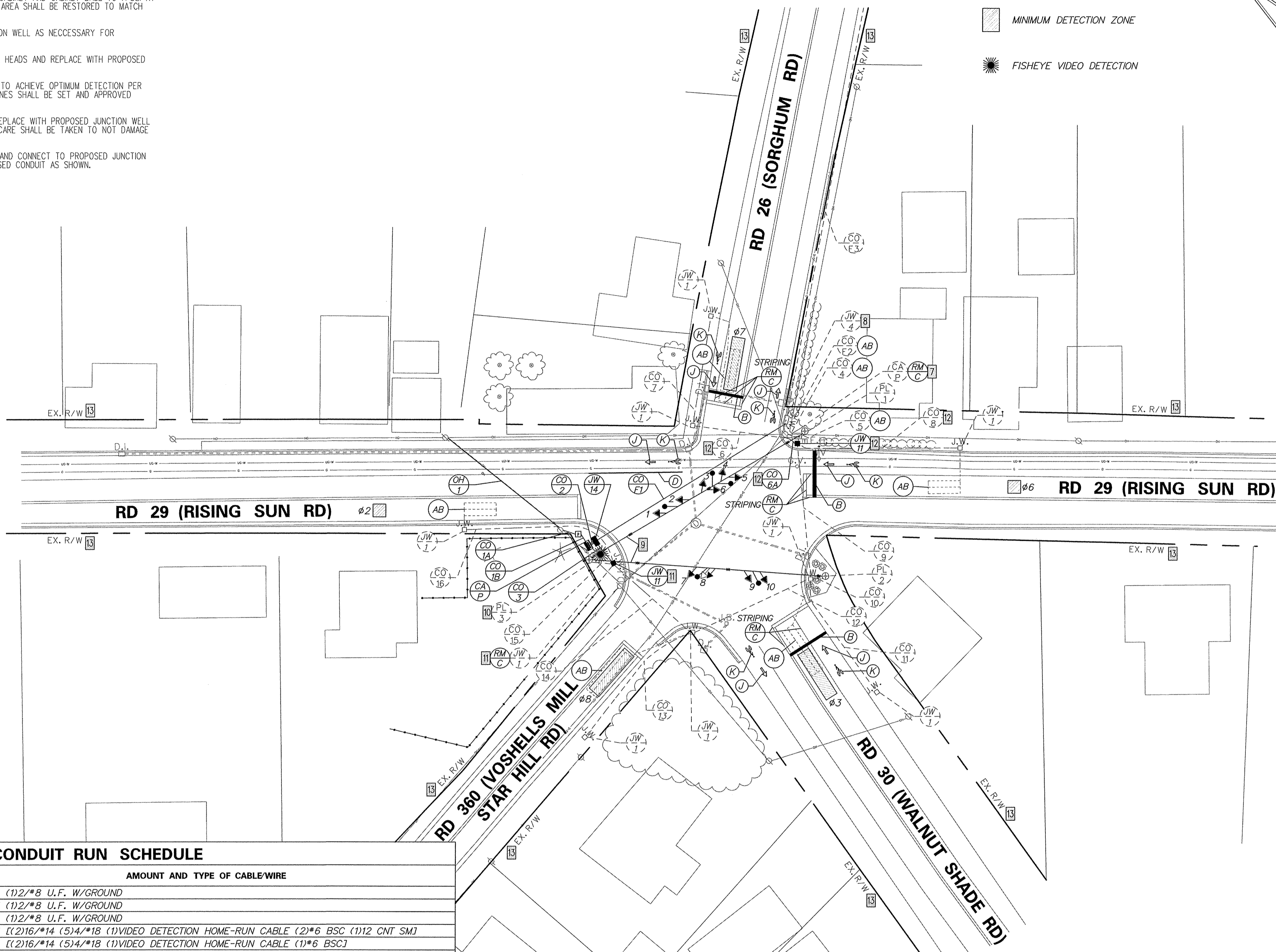


SIGNAL HEAD DIAGRAM



LEGEND

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



CONDUIT RUN SCHEDULE

CO#	# OF CONDUITS	SIZE	TYPE	LENGTH	B/T/O/P	AMOUNT AND TYPE OF CABLE/WIRE
1	-	-	OH	70'	A	NEW (1)2/*8 U.F. W/GROUND
1A	1	2"	GALV.	10'/30'	T/P	NEW (1)2/*8 U.F. W/GROUND
1B	1	2"	GALV.	10'	T	NEW (1)2/*8 U.F. W/GROUND
2	3	4"	PVC	5'	T	NEW [(2)16/*14 (5)4/*18 (1)VIDEO DETECTION HOME-RUN CABLE (2)*6 BSC (1)12 CNT SM]
3	1	4"	PVC	15'	T	NEW [(2)16/*14 (5)4/*18 (1)VIDEO DETECTION HOME-RUN CABLE (1)*6 BSC]
X4	1	1.5"	-	10'	-	REMOVE (1)2/*8 U.F. W/GROUND
X5	1	2.5"	-	5'	-	REMOVE (2)16/*14
X6	1	2.5"	-	55'	-	REMOVE (1)4/*18
6A	1	2.5"	GALV.	10'	T	EMPTY
X7	1	2.5"	-	50'	-	REMOVE (1)4/*18
X8	1	2.5"	-	70'	-	REMOVE (1)4/*18
X9	1	2.5"	-	65'	-	REMOVE (3)4/*18
X10	1	2.5"	-	5'	-	EMPTY
X11	1	2.5"	-	65'	-	REMOVE (1)4/*18
X12	1	2.5"	-	65'	-	REMOVE (2)4/*18
X13	1	2.5"	-	60'	-	REMOVE (1)4/*18
X14	1	2.5"	-	55'	-	REMOVE (1)4/*18
X15	1	2.5"	-	10'	-	NEW [(2)16/*14 (5)4/*18 (1)VIDEO DETECTION HOME-RUN CABLE (1)*6 BSC]
X16	1	2.5"	-	80'	-	REMOVE (1)4/*18
F1	1	4"	HDPE	110'	B	NEW (1)12 CNT SM
XF2	1	2.5"	-	10'	-	REMOVE (1)12 CNT SM
XF3	1	2.5"	-	650'	-	EXISTING (1)12 CNT CM

LEGEND
 X- DENOTES EXISTING B- BORE
 T- TRENCH F- FRENCH
 BSC- BARE STRANDED COPPER O- OPEN CUT
 MW- MICROWAVE P- ATTACH TO POLE A- AERIAL

SPAN WIRE SCHEDULE

SPAN	LENGTH	SPAN MOUNT HEIGHT	2.5% SAG	SPAN LOW POINT	BOTTOM OF LOWEST HEAD
DIAGONAL	115'	23.5'	2.87'	20.63'	16.13'
SOUTH	110'	23.5'	2.75'	20.75'	16.25'

* FIELD ADJUSTMENTS AS REQUIRED

POLE SCHEDULE

POLE #	POLE TYPE	HEIGHT	MATERIAL
X1	STRAIN	25'	STEEL
X2	STRAIN	25'	STEEL
X3	STRAIN	25'	STEEL

X- DENOTES EXISTING
 *- TO BE REMOVED

PAVEMENT MARKINGS LEGEND

SYMBOL	ITEM
(B)	16" SOLID WHITE ALKYD THERMOPLASTIC PAVEMENT STRIPING
(D)	5" SOLID WHITE EPOXY RESIN PAVEMENT STRIPING
(J)	WHITE ALKYD THERMOPLASTIC SYMBOL
(K)	RETROREFLECTIVE PREFORMED PATTERNED MARKINGS, SYMBOL/LEGEND

PAVEMENT MARKINGS QUANTITIES

ITEM #	DESCRIPTION	QUANTITY
748015	PERMANENT PAVEMENT STRIPING, SYMBOL/LEGEND, ALKYD-THERMOPLASTIC	120 SF
748530	REMOVAL OF PAVEMENT STRIPING	95 SF
748548	PERMANENT PAVEMENT STRIPING, EPOXY RESIN, WHITE/YELLOW 5"	44 LF
748554	RETROREFLECTIVE PREFORMED PATTERNED MARKINGS, SYMBOL/LEGEND	6 EA

GENERAL SIGNAL NOTES

1. ALL SIGNAL EQUIPMENT REMOVED FROM A PROJECT IS TO BE RETURNED TO DELDOT TRAFFIC-DOVER, DELAWARE.
2. POLE BASES, CABINET BASE AND CONDUIT JUNCTION WELLS ARE TO BE REMOVED IN ACCORDANCE WITH SECTION 201, 202, AND 746 OF THE STANDARD SPECIFICATIONS OR AS DIRECTED BY ENGINEER. EXISTING CONDUIT IS TO BE ABANDONED.
3. PROPOSED POLE BASES SUPPORTING POLES WITH PEDESTRIAN PUSHBUTTONS SHALL BE CONSTRUCTED IMMEDIATELY ADJACENT TO THE FLAT (50:1 FLATTER) LANDING AREA OF THE CURB RAMP OR SIDEWALK IN ACCORDANCE WITH CURRENT ADA BEST PRACTICES. THESE POLE BASES SHALL BE FLUSH WITH THE ADJOINING LANDING AREA. THE PEDESTRIAN PUSHBUTTON SHALL BE INSTALLED AT A HEIGHT OF 42 TO 48 INCHES ABOVE THE LEVEL LANDING AREA AND SHALL BE LOCATED SUCH THAT THE MAXIMUM REACH DISTANCE DOES NOT EXCEED 10 INCHES FROM THE LEVEL LANDING AREA TO THE FACE OF THE PUSHBUTTON. PEDESTRIAN SIGNAL HEADS SHALL BE MOUNTED WITH THE BOTTOM OF THE SIGNAL HOUSING INCLUDING BRACKETS NOT LESS THAN 7 FEET OR MORE THAN 10 FEET ABOVE SIDEWALK LEVEL.
4. ALL GALVANIZED CONDUIT (GRC) SHALL BE REAMED AND THREADED. ALL GRC SHALL BE THREADED TOGETHER WITH APPROVED COUPLINGS. SET, BOLTED AND COMPRESSION FITTINGS ARE NOT ACCEPTABLE.
5. 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 ENTITY 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 IMMEDIATELY BEFORE CONSTRUCTION.
6. CONTRACTOR SHALL COORDINATE WITH TRAFFIC SIGNAL MAINTENANCE FOR THE IDENTIFICATION AND REMOVAL OF ALL UNUSED AND REDUNDANT COPPER CABLE.

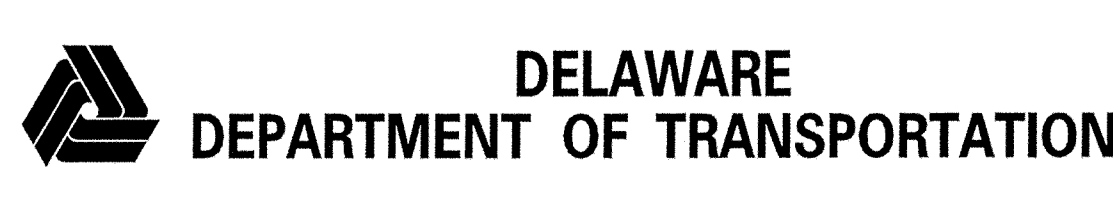
RECOMMENDED _____ DATE: _____

RECOMMENDED *[Signature]* DATE: 11/4/2015

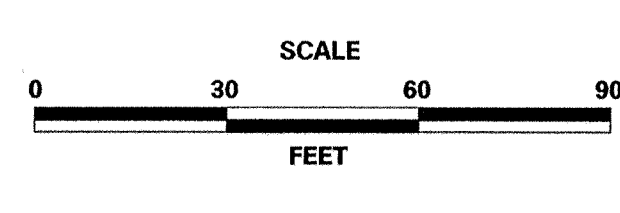
RECOMMENDED *[Signature]* DATE: 11/4/15

APPROVED TRAFFIC ENGINEER *[Signature]* DATE: 11/4/2015

APPROVED FOR INSTALLATION CHIEF TRAFFIC ENGINEER *[Signature]* DATE: 11/5/15



ADDENDUM / REVISIONS



PAVEMENT & REHABILITATION
 KENT I - OPEN END, 2016
 VOSHILLS MILL STAR HILL RD

CONTRACT	T201606201	PERMIT NO.	K129	SIGNAL PLAN	SHEET NO.
COUNTY	KENT	DESIGNED BY:	EBS	RD 29 (RISING SUN RD) & RD 26 (SORGHUM RD) [A.K.A. RD 30 & RD 26 (FIVE POINTS RISING SUN)]	1
CHECKED BY:	BAM	TOTAL SHTS.	1		

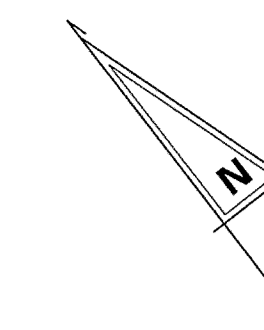
11/4/2015
 GA:PROJECTS\ISS015.00 TRAFFIC - 1740 - 1\155015.01 P&R Kent I - FY16\CADD FILES\Sheets\Sigal\sg_K129_Rising Sun @ Vosheill Mill.dgn
 7:00:44 AM

ADDITIONAL SIGNAL NOTES

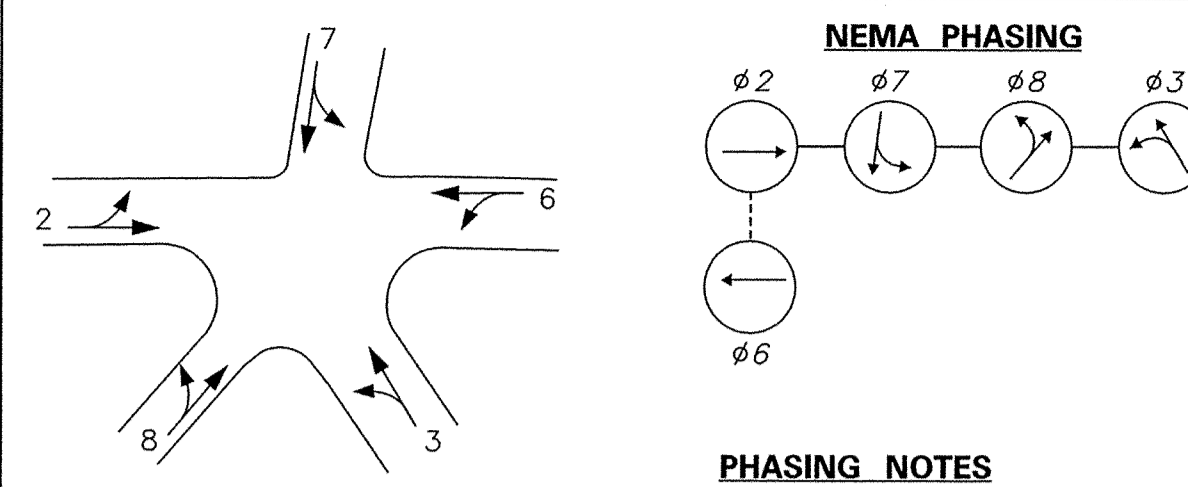
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- DELDOT CONTRACT NO. 65-10-004, DATED 06/27/1967

ADDITIONAL LEGEND

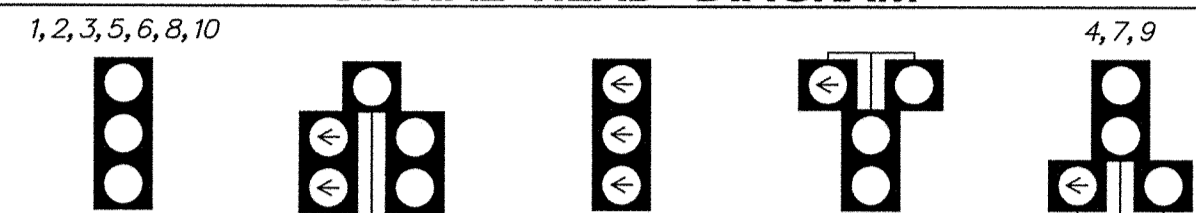
- MINIMUM DETECTION ZONE
- FISHEYE VIDEO DETECTION



SIGNAL PHASING

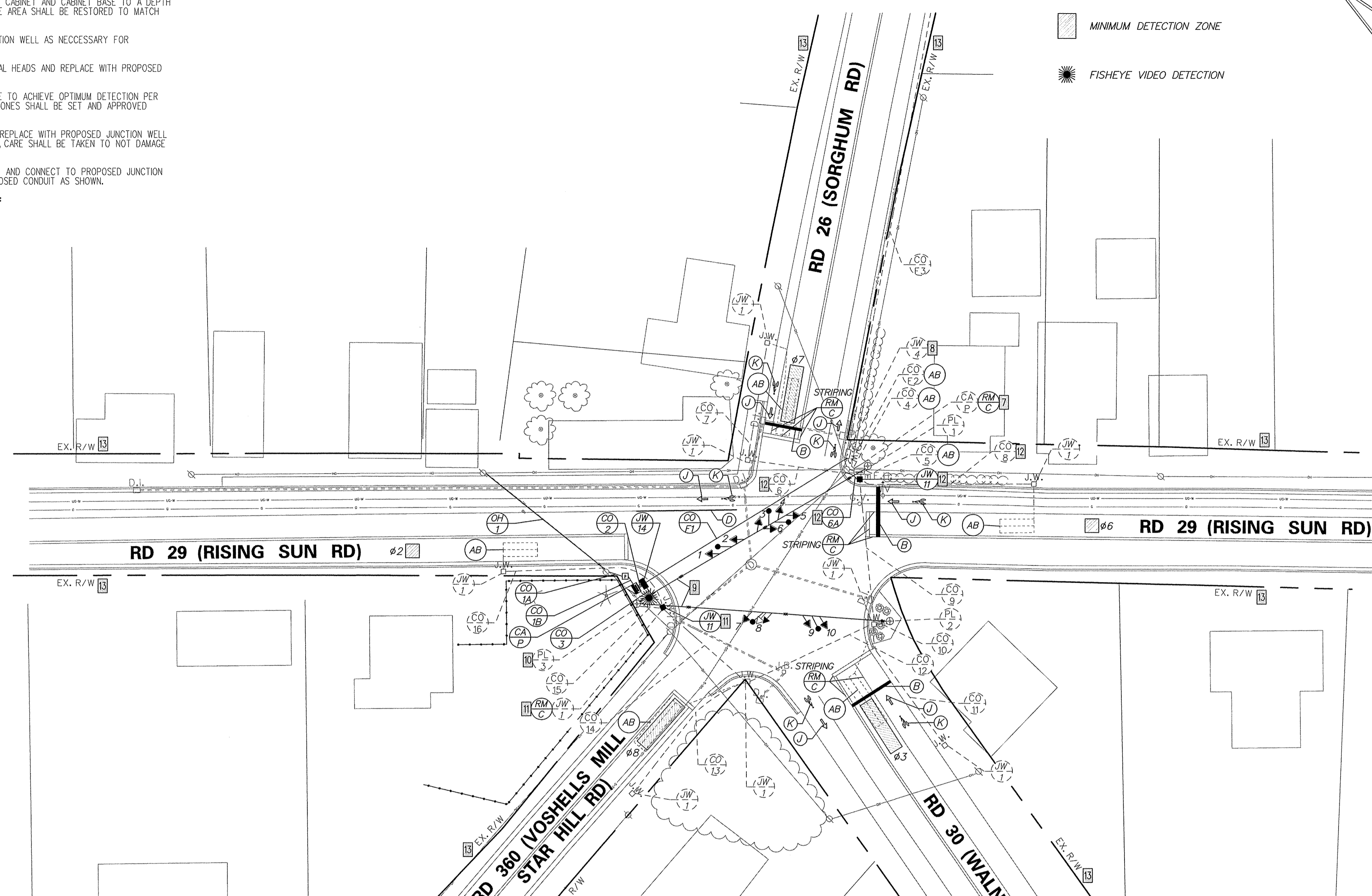


SIGNAL HEAD DIAGRAM



LEGEND

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



CONDUIT RUN SCHEDULE

CO#	# OF CONDUITS	SIZE	TYPE	LENGTH	B/T/O/P	AMOUNT AND TYPE OF CABLE/WIRE
1	-	-	OH	70'	A	NEW (1)2"/#8 U.F. W/GROUND
1A	1	2"	GALV.	10'/30'	T/P	NEW (1)2"/#8 U.F. W/GROUND
1B	1	2"	GALV.	10'	T	NEW (1)2"/#8 U.F. W/GROUND
2	3	4"	PVC	5'	T	NEW [(2)16"/#14 (5)4"/#18 (1)VIDEO DETECTION HOME-RUN CABLE (2)*6 BSC (1)1/2 CNT SM]
3	1	4"	PVC	15'	T	NEW [(2)16"/#14 (5)4"/#18 (1)VIDEO DETECTION HOME-RUN CABLE (1)*6 BSC]
X4	1	1.5"	-	10'	-	REMOVE (1)2"/#8 U.F. W/GROUND
X5	1	2.5"	-	5'	-	REMOVE (2)16"/#14
X6	1	2.5"	-	55'	-	REMOVE (1)4"/#18
6A	1	2.5"	GALV.	10'	T	EMPTY
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XF3	1	2.5"	-	650'	-	EXISTING (1)1/2 CNT CM

LEGEND
 X- DENOTES EXISTING
 BSC- BARE STRANDED COPPER
 MW- MICROWAVE
 B- BORE
 T- TRENCH
 O- OPEN CUT
 P- ATTACH TO POLE
 A- AERIAL

SPAN WIRE SCHEDULE

SPAN	LENGTH	SPAN MOUNT HEIGHT	2.5% SAG	SPAN LOW POINT	BOTTOM OF LOWEST HEAD
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* FIELD ADJUSTMENTS AS REQUIRED

POLE SCHEDULE

POLE #	POLE TYPE	HEIGHT	MATERIAL
X1	STRAIN	25'	STEEL
X2	STRAIN	25'	STEEL
X3	STRAIN	25'	STEEL

X- DENOTES EXISTING
 *- TO BE REMOVED

PAVEMENT MARKINGS LEGEND

SYMBOL	ITEM
(B)	16" SOLID WHITE ALKYD THERMOPLASTIC PAVEMENT STRIPING
(D)	5" SOLID WHITE EPOXY RESIN PAVEMENT STRIPING
(J)	WHITE ALKYD THERMOPLASTIC SYMBOL
(K)	RETROREFLECTIVE PREFORMED PATTERNED MARKINGS, SYMBOL/LEGEND

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RECOMMENDED _____ DATE: _____

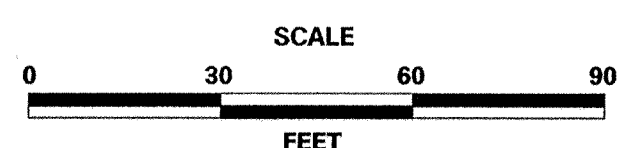
RECOMMENDED *[Signature]* DATE: 11/4/2015

RECOMMENDED *[Signature]* DATE: 11/4/15

APPROVED TRAFFIC ENGINEER *[Signature]* DATE: 11/4/2015

APPROVED FOR INSTALLATION CHIEF TRAFFIC ENGINEER *[Signature]* DATE: 11/5/15

ADDENDUM / REVISIONS



PAVEMENT & REHABILITATION
 KENT I - OPEN END, 2016
 VOSHILLS MILL STAR HILL RD

CONTRACT
T201606201

COUNTY
KENT

PERMIT NO.
K129

DESIGNED BY:
EBS

CHECKED BY:
BAM

SIGNAL PLAN
 RD 29 (RISING SUN RD) &
 RD 26 (SORGHUM RD)
 [A.K.A. RD 30 & RD 26
 (FIVE POINTS RISING SUN)]

SHEET NO.
1

TOTAL SHTS.
1

CONDUIT RUN SCHEDULE

CO#	# OF CONDUITS	SIZE	TYPE	LENGTH	B/T/O/P	AMOUNT AND TYPE OF CABLE/WIRE
X1	1	1.5"	-	30'	-	EXISTING (1)2/*8 U.F. W/GROUND REMOVE (1)2/*8 U.F. W/GROUND
1A	1	2"	GALV	5'/30'	T/P	NEW (1)2/*8 U.F. W/GROUND
1B	1	2"	GALV	40'	T	NEW (1)2/*8 U.F. W/GROUND
X2	1	2.5"	-	15'	-	EXISTING [(7)4/*18 (1)9/*14 (2)16/*14 (1)2/*8 U.F. W/GRND (1)MW DETECTION CABLE] REMOVE [(3)4/*18 (1)9/*14 (1)2/*8 U.F. W/GRND (1)MW DETECTION CABLE] NEW (1)*6 BSC
X3	2	2.5"	-	12'	-	EXISTING [(4)4/*18 (2)9/*14] REMOVE [(4)4/*18 (2)9/*14] NEW [(9)2/*14 (8)5/*14 (1)*6 BSC]
X4	1	2.5"	-	77'	-	EXISTING [(2)4/*18 (1)9/*14] REMOVE [(2)4/*18 (1)9/*14]
X5	1	1.5"	-	49'	-	EXISTING [(2)4/*18 (1)9/*14] REMOVE [(2)4/*18 (1)9/*14]
X6	1	1.5"	-	212'	-	EXISTING (1)4/*18 REMOVE (1)4/*18 NEW [(1)2/*14 (1)*6 BSC]
X7	1	2.5"	-	43'	-	EXISTING [(3)4/*18 (1)9/*14] REMOVE [(3)4/*18 (1)9/*14] NEW [(4)2/*14 (2)5/*14 (1)*6 BSC]
X8	1	2.5"	-	72'	-	EXISTING [(2)4/*18 (1)9/*14] REMOVE [(2)4/*18 (1)9/*14] NEW [(2)2/*14 (2)5/*14 (1)*6 BSC]
X9	1	1.5"	-	58'	-	EXISTING (2)4/*18 REMOVE (2)4/*18 NEW [(2)2/*14 (2)5/*14 (1)*6 BSC]
X10	1	1.5"	-	41'	-	EXISTING (1)9/*14 REMOVE (1)9/*14
X11	1	1.5"	-	242'	-	EXISTING (1)4/*18 REMOVE (1)4/*18 NEW [(1)2/*14 (1)*6 BSC]
X12	1	2.5"	-	42'	-	EXISTING (2)4/*18 (1)9/*14 REMOVE [(2)4/*18 (1)9/*14] NEW [(2)2/*14 (2)5/*14 (1)*6 BSC]
X13	1	2.5"	-	5'	-	EXISTING (1)9/*14 REMOVE (1)9/*14 NEW [(2)5/*14 (1)*6 BSC]
X14	1	2.5"	-	15'	-	EXISTING (1)4/*18 REMOVE (1)4/*18 NEW [(1)2/*14 (1)*6 BSC]
X15	1	2.5"	-	42'	-	EXISTING [(2)4/*18 (1)9/*14] REMOVE [(2)4/*18 (1)9/*14] NEW [(1)2/*14 (2)5/*14 (1)*6 BSC]
X16	1	2.5"	-	12'	-	EXISTING (1)9/*14 REMOVE (1)9/*14
17	1	4"	HDPE	80'	B	NEW (7)2/*14 (6)5/*14 (1)*6 BSC
18	1	4"	PVC	50'	T	NEW (7)2/*14 (6)5/*14 (1)*6 BSC
19	1	2.5"	PVC	10'	T	NEW (2)5/*14 (1)*6 BSC
20	1	4"	HDPE	90'	B	NEW (5)2/*14 (4)5/*14 (1)*6 BSC
21	1	1.5"	GALV	10'	T	NEW (2)1/*14
22	1	2.5"	PVC	15'	T	NEW (2)5/*14 (1)*6 BSC
23	1	2.5"	GALV	10'	T	EMPTY
24	1	2.5"	GALV	30'	T	NEW (4)2/*14 (2)5/*14 (1)*6 BSC
25	1	2.5"	PVC	10'	T	NEW (2)5/*14 (1)*6 BSC

LEGEND
 X- DENOTES EXISTING
 BSC- BARE STRANDED COPPER
 MW- MICROWAVE
 B- BORE
 T- TRENCH
 O- OPEN CUT
 P- ATTACH TO POLE

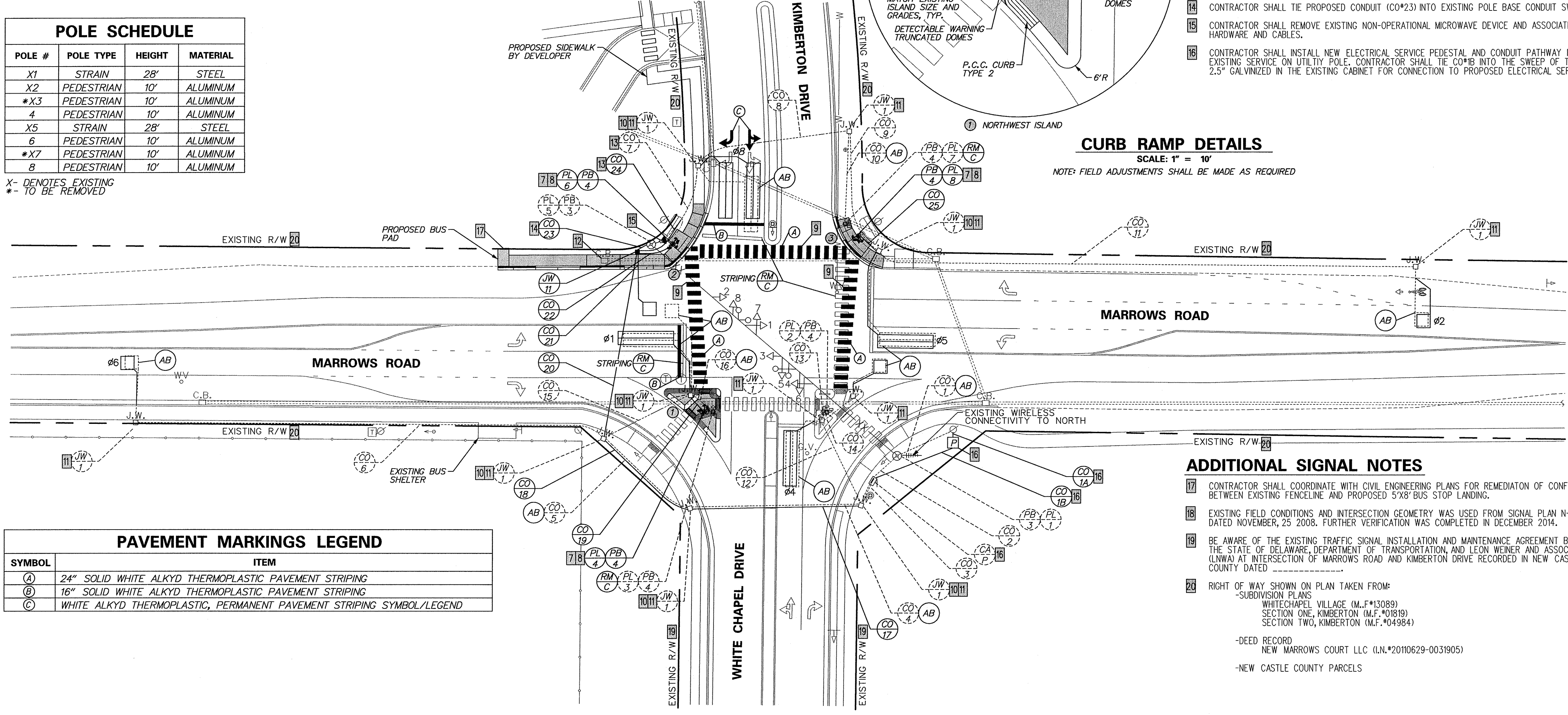
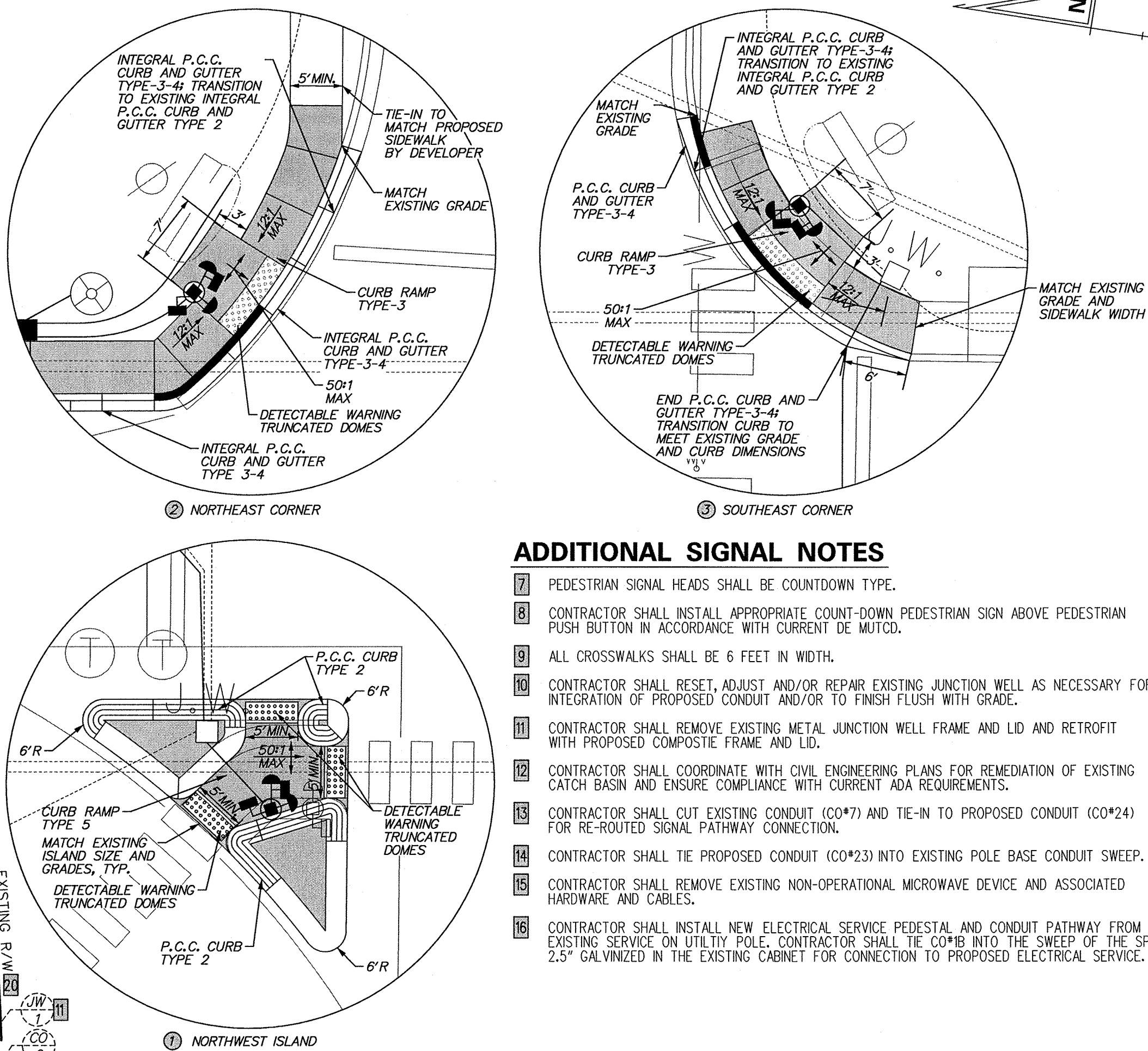
POLE SCHEDULE

POLE #	POLE TYPE	HEIGHT	MATERIAL
X1	STRAIN	28'	STEEL
X2	PEDESTRIAN	10'	ALUMINUM
*X3	PEDESTRIAN	10'	ALUMINUM
4	PEDESTRIAN	10'	ALUMINUM
X5	STRAIN	28'	STEEL
6	PEDESTRIAN	10'	ALUMINUM
*X7	PEDESTRIAN	10'	ALUMINUM
8	PEDESTRIAN	10'	ALUMINUM

X- DENOTES EXISTING
 *- TO BE REMOVED

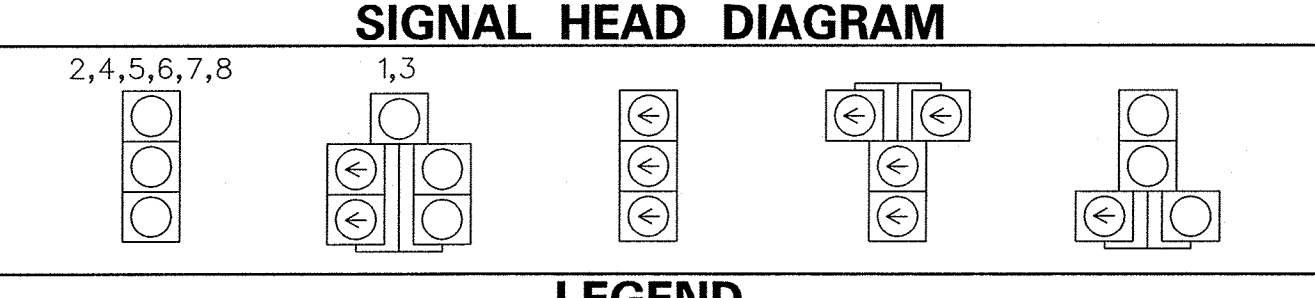
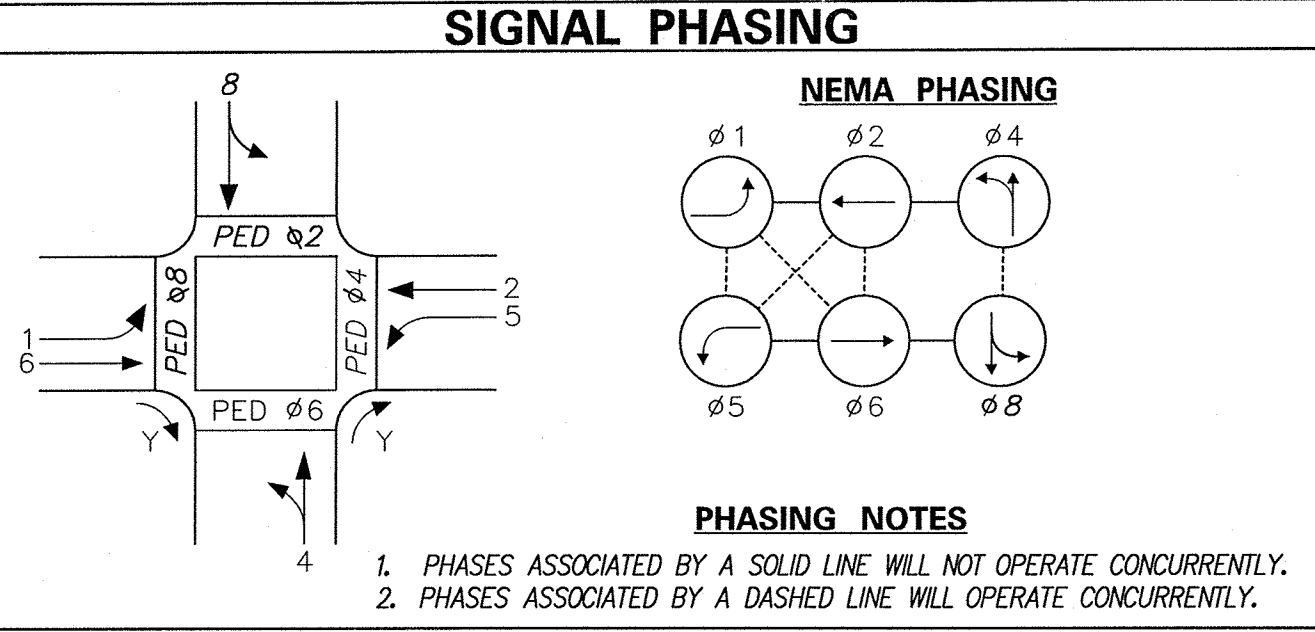
PAVEMENT MARKINGS LEGEND

SYMBOL	ITEM
(A)	24" SOLID WHITE ALKYD THERMOPLASTIC PAVEMENT STRIPING
(B)	16" SOLID WHITE ALKYD THERMOPLASTIC PAVEMENT STRIPING
(C)	WHITE ALKYD THERMOPLASTIC, PERMANENT PAVEMENT STRIPING SYMBOL/LEGEND



- ### ADDITIONAL SIGNAL NOTES
- PEDESTRIAN SIGNAL HEADS SHALL BE COUNTDOWN TYPE.
 - CONTRACTOR SHALL INSTALL APPROPRIATE COUNT-DOWN PEDESTRIAN SIGN ABOVE PEDESTRIAN PUSH BUTTON IN ACCORDANCE WITH CURRENT DE MUTCD.
 - ALL CROSSWALKS SHALL BE 6 FEET IN WIDTH.
 - CONTRACTOR SHALL RESET, ADJUST AND/OR REPAIR EXISTING JUNCTION WELL AS NECESSARY FOR INTEGRATION OF PROPOSED CONDUIT AND/OR TO FINISH FLUSH WITH GRADE.
 - CONTRACTOR SHALL REMOVE EXISTING METAL JUNCTION WELL FRAME AND LID AND RETROFIT WITH PROPOSED COMPOSITE FRAME AND LID.
 - CONTRACTOR SHALL COORDINATE WITH CIVIL ENGINEERING PLANS FOR REMEDIATION OF EXISTING CATCH BASIN AND ENSURE COMPLIANCE WITH CURRENT ADA REQUIREMENTS.
 - CONTRACTOR SHALL CUT EXISTING CONDUIT (CO*7) AND TIE-IN TO PROPOSED CONDUIT (CO*24) FOR RE-ROUTED SIGNAL PATHWAY CONNECTION.
 - CONTRACTOR SHALL TIE PROPOSED CONDUIT (CO*23) INTO EXISTING POLE BASE CONDUIT SWEEP.
 - CONTRACTOR SHALL REMOVE EXISTING NON-OPERATIONAL MICROWAVE DEVICE AND ASSOCIATED HARDWARE AND CABLES.
 - CONTRACTOR SHALL INSTALL NEW ELECTRICAL SERVICE PEDESTAL AND CONDUIT PATHWAY FROM EXISTING SERVICE ON UTILITY POLE. CONTRACTOR SHALL TIE CO*8 INTO THE SWEEP OF THE SPARE 2.5" GALVANIZED IN THE EXISTING CABINET FOR CONNECTION TO PROPOSED ELECTRICAL SERVICE.

- ### ADDITIONAL SIGNAL NOTES
- CONTRACTOR SHALL COORDINATE WITH CIVIL ENGINEERING PLANS FOR REMEDIATION OF CONFLICT BETWEEN EXISTING FENCELINE AND PROPOSED 5'X8' BUS STOP LANDING.
 - EXISTING FIELD CONDITIONS AND INTERSECTION GEOMETRY WAS USED FROM SIGNAL PLAN N-487, DATED NOVEMBER, 25 2008. FURTHER VERIFICATION WAS COMPLETED IN DECEMBER 2014.
 - BE AWARE OF THE EXISTING TRAFFIC SIGNAL INSTALLATION AND MAINTENANCE AGREEMENT BETWEEN THE STATE OF DELAWARE, DEPARTMENT OF TRANSPORTATION, AND LEON WEINER AND ASSOCIATES (LWVA) AT INTERSECTION OF MARROWS ROAD AND KIMBERTON DRIVE RECORDED IN NEW CASTLE COUNTY DATED _____.
 - RIGHT OF WAY SHOWN ON PLAN TAKEN FROM:
 -SUBDIVISION PLANS
 WHITECHAPEL VILLAGE (M.F.#13089)
 SECTION ONE, KIMBERTON (M.F.#01819)
 SECTION TWO, KIMBERTON (M.F.#04984)
 -DEED RECORD
 NEW MARROWS COURT LLC (L.N.#20110629-0031905)
 -NEW CASTLE COUNTY PARCELS



LEGEND

(AB)	ABANDON	(O1)	EXISTING OVERHEAD RUN IDENTIFIER (# OF OVERHEAD RUN)
(CA)	EXISTING CABINET IDENTIFIER (TYPE OF CABINET)	(O2)	PROPOSED OVERHEAD RUN IDENTIFIER (# OF OVERHEAD RUN)
(CB)	PROPOSED CABINET IDENTIFIER (TYPE OF CABINET)	(PB)	EXISTING POLE BASE IDENTIFIER (TYPE OF POLE BASE)
(CO)	EXISTING CONDUIT RUN IDENTIFIER (# OF CONDUIT RUN)	(PC)	PROPOSED POLE BASE IDENTIFIER (TYPE OF POLE BASE)
(CW)	PROPOSED CONDUIT RUN IDENTIFIER (# OF CONDUIT RUN)	(PL)	EXISTING POLE IDENTIFIER (# OF POLE)
(JW)	EXISTING JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL)	(PL)	PROPOSED POLE IDENTIFIER (# OF POLE)
(JW)	PROPOSED JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL)	(RM)	REMOVE BY CONTRACTOR
(MA)	EXISTING MAST ARM IDENTIFIER (# OF MAST ARM)	(RM)	REMOVE BY OTHERS
(MA)	PROPOSED MAST ARM IDENTIFIER (# OF MAST ARM)	(RM)	REMOVE BY TRAFFIC CONTRACTOR

	EXISTING SYMBOL	PROPOSED SYMBOL
JUNCTION WELL	J.W.	■
LOOP DETECTOR, TYPE 1	□	□
LOOP DETECTOR, TYPE 2	□	□
LUMINAIRE	○	○
MAST ARM	→	→
MICROWAVE DETECTION	◀	◀
OPTICOM RECEIVER	○	○
OVERHEAD SIGNING	+	+
PEDESTRIAN POLE/BASE	⊙	⊙
PEDESTRIAN PUSHBUTTON	→	→
PEDESTRIAN SIGNAL HEAD	⊙	⊙
RIGHT-OF-WAY	---	R/W
SERVICE PEDESTAL	P	P
SIGNAL CABINET	□	□
SIGNAL HEAD	→	→
SIGNAL POLE/BASE	⊙	⊙
SPAN INSULATOR	◇	◇
SPAN WIRE	—XX—	—XX—
UTILITY POLE	⊙	⊙
VIDEO DETECTION	◀	◀

- ### GENERAL SIGNAL NOTES
- ALL SIGNAL EQUIPMENT REMOVED FROM A PROJECT IS TO BE RETURNED TO DELDOT TRAFFIC-DOVER, DELAWARE.
 - POLE BASES, CABINET BASE AND CONDUIT JUNCTION WELLS ARE TO BE REMOVED IN ACCORDANCE WITH SECTION 207 AND 74B OF THE STANDARD SPECIFICATIONS OR AS DIRECTED BY ENGINEER. EXISTING CONDUIT IS TO BE ABANDONED.
 - PROPOSED POLE BASES SUPPORTING POLES WITH PEDESTRIAN PUSHBUTTONS SHALL BE CONSTRUCTED IMMEDIATELY ADJACENT TO THE FLAT (50% FLATTER) LANDING AREA OF THE CURB RAMP OR SIDEWALK IN ACCORDANCE WITH CURRENT ADA BEST PRACTICES. THESE POLE BASES SHALL BE FLUSH WITH THE ADJOINING LANDING AREA. THE PEDESTRIAN PUSHBUTTON SHOULD BE INSTALLED AT A HEIGHT OF 42 TO 48 INCHES ABOVE THE LANDING AREA/SIDEWALK AND SHALL BE LOCATED SUCH THAT THE MAXIMUM REACH DISTANCE IS 18 INCHES FROM THE LANDING AREA TO THE FACE OF THE PUSHBUTTON. PEDESTRIAN SIGNAL HEADS SHALL BE MOUNTED WITH THE BOTTOM OF THE SIGNAL HOUSE INCLUDING BRACKETS NOT LESS THAN 7 FEET OR MORE THAN 10 FEET ABOVE SIDEWALK LEVEL.
 - ALL GALVANIZED CONDUIT (GRC) SHALL BE BEAMED AND THREADED. ALL GRC SHALL BE THREADED TOGETHER WITH APPROVED COUPLINGS. SET, BOLTED AND COMPRESSION FITTINGS ARE NOT ACCEPTABLE.
 - 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 ENTITY 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 IMMEDIATELY BEFORE CONSTRUCTION.
 - CONTRACTOR SHALL COORDINATE WITH TRAFFIC SIGNAL MAINTENANCE FOR THE IDENTIFICATION AND REMOVAL OF ALL UNUSED AND REDUNDANT COPPER CABLE.

5/19/2015 9:06:50 AM G:\PROJECTS\145028.00 LNWA\145028.01 - Corleton Court Associates\CADD FILES\Sheets\Signal\sg-N487 Marrows Rd & Kimberton Dr.dgn

RECOMMENDED DATE: 5/20/15	RECOMMENDED DATE: 5/20/15	RECOMMENDED DATE: 5/19/15	APPROVED TRAFFIC ENGINEER DATE: 5/20/15
DELAWARE DEPARTMENT OF TRANSPORTATION		INTERSECTION IMPROVEMENTS FOR TRANSIT ACCESSIBILITY CARLETON COURT APARTMENTS	APPROVED FOR INSTALLATION CHIEF TRAFFIC ENGINEER DATE: 5/20/15
ADDENDUM / REVISIONS		SCALE 0 30 60 90 FEET	SHEET NO. 1 TOTAL SHTS. 1

CONDUIT RUN SCHEDULE

CO#	# OF CONDUITS	SIZE	TYPE	LENGTH	B/T/O/P	AMOUNT AND TYPE OF CABLE/WIRE
X1	1	1.5"	-	30'	-	EXISTING (1)2/*8 U.F. W/GROUND REMOVE (1)2/*8 U.F. W/GROUND
1A	1	2"	GALV	5' / 30'	T/P	NEW (1)2/*8 U.F. W/GROUND
1B	1	2"	GALV	40'	T	NEW (1)2/*8 U.F. W/GROUND
X2	1	2.5"	-	15'	-	EXISTING [(7)4/*18 (1)9/*14 (2)16/*14 (1)2/*8 U.F. W/GRND (1)MW DETECTION CABLE] REMOVE [(3)4/*18 (1)9/*14 (1)2/*8 U.F. W/GRND (1)MW DETECTION CABLE] NEW (1)*6 BSC
X3	2	2.5"	-	12'	-	EXISTING [(4)4/*18 (2)9/*14] REMOVE [(4)4/*18 (2)9/*14] NEW [(9)2/*14 (8)5/*14 (1)*6 BSC]
X4	1	2.5"	-	77'	-	EXISTING [(2)4/*18 (1)9/*14] REMOVE [(2)4/*18 (1)9/*14]
X5	1	1.5"	-	49'	-	EXISTING [(2)4/*18 (1)9/*14] REMOVE [(2)4/*18 (1)9/*14]
X6	1	1.5"	-	212'	-	EXISTING (1)4/*18 REMOVE (1)4/*18 NEW [(1)2/*14 (1)*6 BSC]
X7	1	2.5"	-	43'	-	EXISTING [(3)4/*18 (1)9/*14] REMOVE [(3)4/*18 (1)9/*14] NEW [(4)2/*14 (2)5/*14 (1)*6 BSC]
X8	1	2.5"	-	72'	-	EXISTING [(2)4/*18 (1)9/*14] REMOVE [(2)4/*18 (1)9/*14] NEW [(2)2/*14 (2)5/*14 (1)*6 BSC]
X9	1	1.5"	-	58'	-	EXISTING (2)4/*18 REMOVE (2)4/*18 NEW [(2)2/*14 (2)5/*14 (1)*6 BSC]
X10	1	1.5"	-	41'	-	EXISTING (1)9/*14 REMOVE (1)9/*14
X11	1	1.5"	-	242'	-	EXISTING (1)4/*18 REMOVE (1)4/*18 NEW [(1)2/*14 (1)*6 BSC]
X12	1	2.5"	-	42'	-	EXISTING (2)4/*18 (1)9/*14 REMOVE [(2)4/*18 (1)9/*14] NEW [(2)2/*14 (2)5/*14 (1)*6 BSC]
X13	1	2.5"	-	5'	-	EXISTING (1)9/*14 REMOVE (1)9/*14 NEW [(2)5/*14 (1)*6 BSC]
X14	1	2.5"	-	15'	-	EXISTING (1)4/*18 REMOVE (1)4/*18 NEW [(1)2/*14 (1)*6 BSC]
X15	1	2.5"	-	42'	-	EXISTING [(2)4/*18 (1)9/*14] REMOVE [(2)4/*18 (1)9/*14] NEW [(1)2/*14 (2)5/*14 (1)*6 BSC]
X16	1	2.5"	-	12'	-	EXISTING (1)9/*14 REMOVE (1)9/*14
17	1	4"	HDPE	80'	B	NEW (7)2/*14 (6)5/*14 (1)*6 BSC
18	1	4"	PVC	50'	T	NEW (7)2/*14 (6)5/*14 (1)*6 BSC
19	1	2.5"	PVC	10'	T	NEW (2)5/*14 (1)*6 BSC
20	1	4"	HDPE	90'	B	NEW (5)2/*14 (4)5/*14 (1)*6 BSC
21	1	1.5"	GALV	10'	T	NEW (2)1/*14
22	1	2.5"	PVC	15'	T	NEW (2)5/*14 (1)*6 BSC
23	1	2.5"	GALV	10'	T	EMPTY
24	1	2.5"	GALV	30'	T	NEW (4)2/*14 (2)5/*14 (1)*6 BSC
25	1	2.5"	PVC	10'	T	NEW (2)5/*14 (1)*6 BSC

LEGEND
 X - DENOTES EXISTING
 BSC - BARE STRANDED COPPER
 MW - MICROWAVE
 B - BORE
 T - TRENCH
 O - OPEN CUT
 P - ATTACH TO POLE

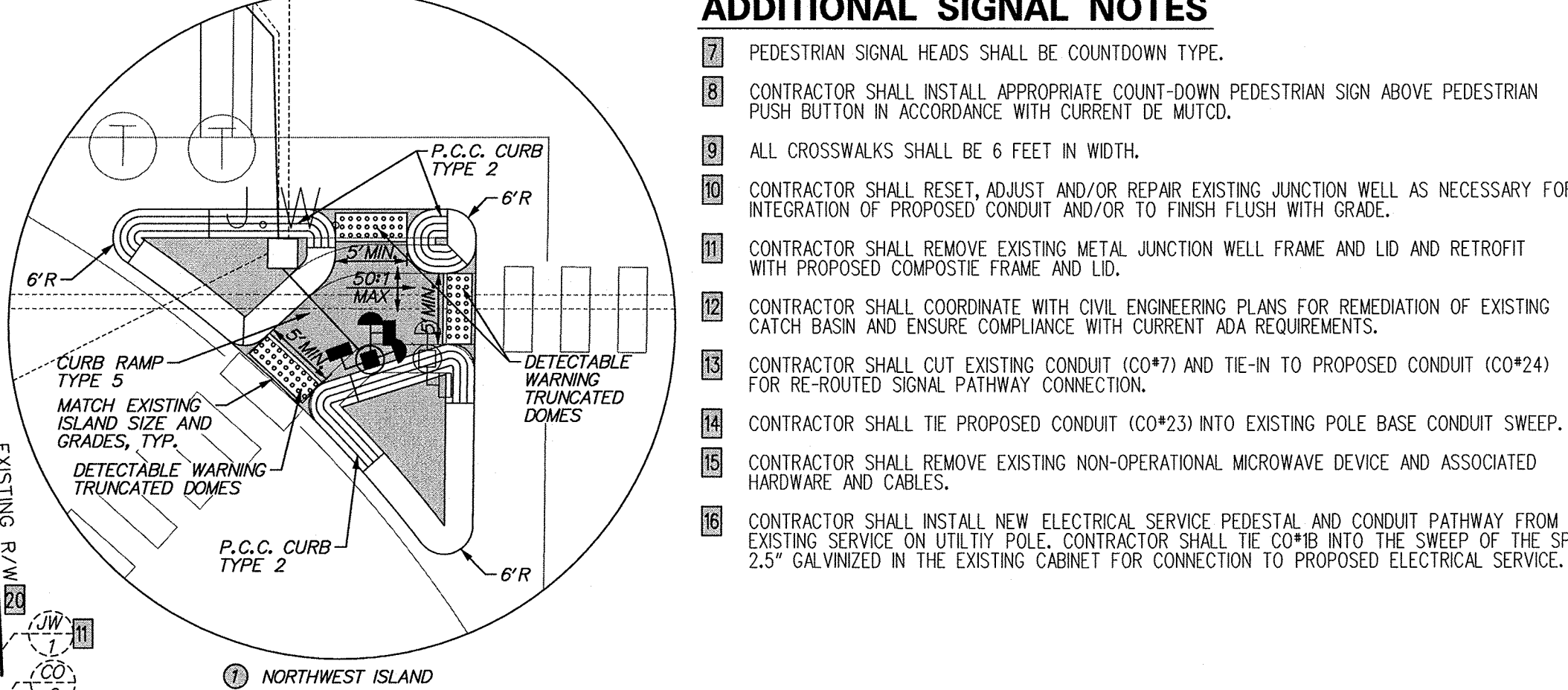
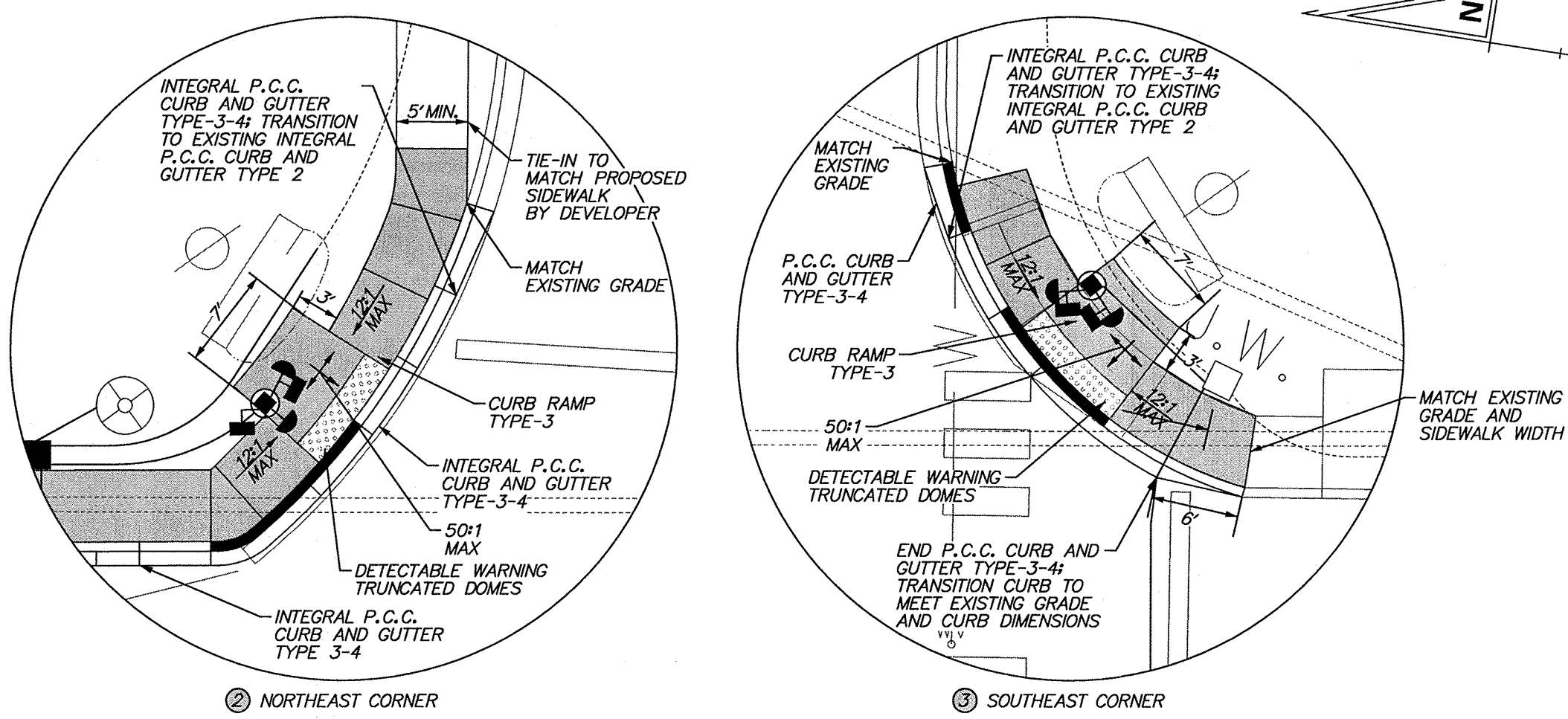
POLE SCHEDULE

POLE #	POLE TYPE	HEIGHT	MATERIAL
X1	STRAIN	28'	STEEL
X2	PEDESTRIAN	10'	ALUMINUM
*X3	PEDESTRIAN	10'	ALUMINUM
4	PEDESTRIAN	10'	ALUMINUM
X5	STRAIN	28'	STEEL
6	PEDESTRIAN	10'	ALUMINUM
*X7	PEDESTRIAN	10'	ALUMINUM
8	PEDESTRIAN	10'	ALUMINUM

X - DENOTES EXISTING
 * - TO BE REMOVED

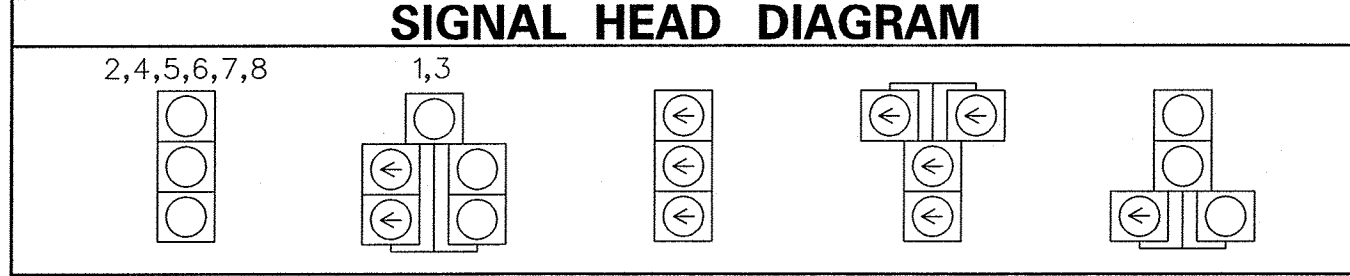
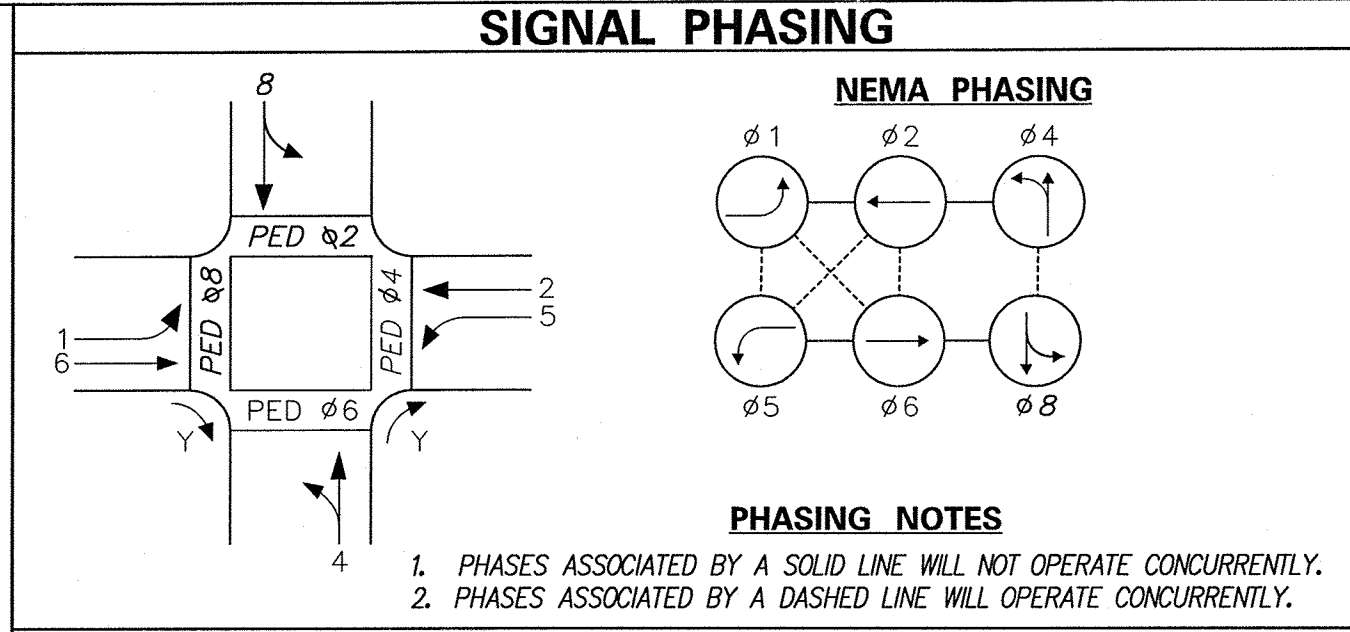
PAVEMENT MARKINGS LEGEND

SYMBOL	ITEM
(A)	24" SOLID WHITE ALKYD THERMOPLASTIC PAVEMENT STRIPING
(B)	16" SOLID WHITE ALKYD THERMOPLASTIC PAVEMENT STRIPING
(C)	WHITE ALKYD THERMOPLASTIC, PERMANENT PAVEMENT STRIPING SYMBOL/LEGEND



- ### ADDITIONAL SIGNAL NOTES
- PEDESTRIAN SIGNAL HEADS SHALL BE COUNTDOWN TYPE.
 - CONTRACTOR SHALL INSTALL APPROPRIATE COUNT-DOWN PEDESTRIAN SIGN ABOVE PEDESTRIAN PUSH BUTTON IN ACCORDANCE WITH CURRENT DE MUTCD.
 - ALL CROSSWALKS SHALL BE 6 FEET IN WIDTH.
 - CONTRACTOR SHALL RESET, ADJUST AND/OR REPAIR EXISTING JUNCTION WELL AS NECESSARY FOR INTEGRATION OF PROPOSED CONDUIT AND/OR TO FINISH FLUSH WITH GRADE.
 - CONTRACTOR SHALL REMOVE EXISTING METAL JUNCTION WELL FRAME AND LID AND RETROFIT WITH PROPOSED COMPOSITE FRAME AND LID.
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 - CONTRACTOR SHALL CUT EXISTING CONDUIT (CO*7) AND TIE-IN TO PROPOSED CONDUIT (CO*24) FOR RE-ROUTED SIGNAL PATHWAY CONNECTION.
 - CONTRACTOR SHALL TIE PROPOSED CONDUIT (CO*23) INTO EXISTING POLE BASE CONDUIT SWEEP.
 - CONTRACTOR SHALL REMOVE EXISTING NON-OPERATIONAL MICROWAVE DEVICE AND ASSOCIATED HARDWARE AND CABLES.
 - CONTRACTOR SHALL INSTALL NEW ELECTRICAL SERVICE PEDESTAL AND CONDUIT PATHWAY FROM EXISTING SERVICE ON UTILITY POLE. CONTRACTOR SHALL TIE CO*8 INTO THE SWEEP OF THE SPARE 2.5" GALVANIZED IN THE EXISTING CABINET FOR CONNECTION TO PROPOSED ELECTRICAL SERVICE.

- ### ADDITIONAL SIGNAL NOTES
- CONTRACTOR SHALL COORDINATE WITH CIVIL ENGINEERING PLANS FOR REMEDIATION OF CONFLICT BETWEEN EXISTING FENCELINE AND PROPOSED 5'X8' BUS STOP LANDING.
 - EXISTING FIELD CONDITIONS AND INTERSECTION GEOMETRY WAS USED FROM SIGNAL PLAN N-487, DATED NOVEMBER, 25 2008. FURTHER VERIFICATION WAS COMPLETED IN DECEMBER 2014.
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 - RIGHT OF WAY SHOWN ON PLAN TAKEN FROM:
 -SUBDIVISION PLANS
 WHITECHAPEL VILLAGE (M.F.#13089)
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 -DEED RECORD
 NEW MARROWS COURT LLC (L.N.#20110629-0031905)
 -NEW CASTLE COUNTY PARCELS



LEGEND

(AB)	ABANDON	(OH)	EXISTING OVERHEAD RUN IDENTIFIER (* OF OVERHEAD RUN)
(CA)	EXISTING CABINET IDENTIFIER (TYPE OF CABINET)	(OP)	PROPOSED OVERHEAD RUN IDENTIFIER (* OF OVERHEAD RUN)
(CB)	PROPOSED CABINET IDENTIFIER (TYPE OF CABINET)	(PB)	EXISTING POLE BASE IDENTIFIER (TYPE OF POLE BASE)
(CO)	EXISTING CONDUIT RUN IDENTIFIER (* OF CONDUIT RUN)	(PB)	PROPOSED POLE BASE IDENTIFIER (TYPE OF POLE BASE)
(CO)	PROPOSED CONDUIT RUN IDENTIFIER (* OF CONDUIT RUN)	(PL)	EXISTING POLE IDENTIFIER (* OF POLE)
(JW)	EXISTING JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL)	(PL)	PROPOSED POLE IDENTIFIER (* OF POLE)
(JW)	PROPOSED JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL)	(RM)	REMOVE BY CONTRACTOR
(MA)	EXISTING MAST ARM IDENTIFIER (* OF MAST ARM)	(RM)	REMOVE BY OTHERS
(MA)	PROPOSED MAST ARM IDENTIFIER (* OF MAST ARM)	(RM)	REMOVE BY TRAFFIC CONTRACTOR

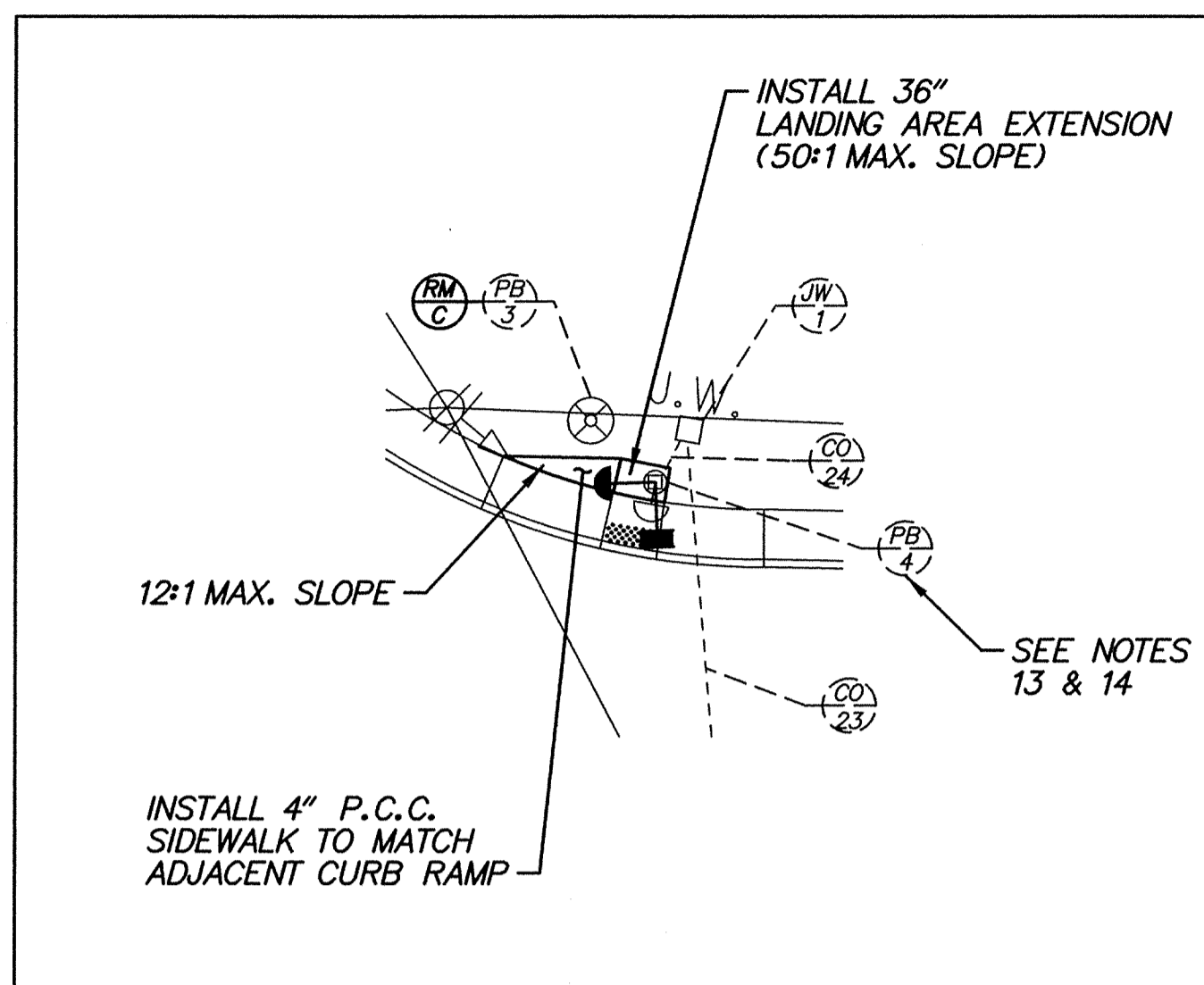
	EXISTING SYMBOL	PROPOSED SYMBOL
JUNCTION WELL	J.W.	■
LOOP DETECTOR, TYPE 1	□	□
LOOP DETECTOR, TYPE 2	□	□
LUMINAIRE	⊙	⊙
MAST ARM	⊙	⊙
MICROWAVE DETECTION	⊙	⊙
OPTICOM RECEIVER	⊙	⊙
OVERHEAD SIGNING	⊙	⊙
PEDESTRIAN POLE/BASE	⊙	⊙
PEDESTRIAN PUSHBUTTON	⊙	⊙
PEDESTRIAN SIGNAL HEAD	⊙	⊙
RIGHT-OF-WAY	---	--- R/W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

- ### GENERAL SIGNAL NOTES
- ALL SIGNAL EQUIPMENT REMOVED FROM A PROJECT IS TO BE RETURNED TO DELDOT TRAFFIC-DOVER, DELAWARE.
 - POLE BASES, CABINET BASE AND CONDUIT JUNCTION WELLS ARE TO BE REMOVED IN ACCORDANCE WITH SECTION 202 AND 74B OF THE STANDARD SPECIFICATIONS OR AS DIRECTED BY ENGINEER. EXISTING CONDUIT IS TO BE ABANDONED.
 - PROPOSED POLE BASES SUPPORTING POLES WITH PEDESTRIAN PUSHBUTTONS SHALL BE CONSTRUCTED IMMEDIATELY ADJACENT TO THE FLAT (50% FLATTER) LANDING AREA OF THE CURB RAMP OR SIDEWALK IN ACCORDANCE WITH CURRENT ADA BEST PRACTICES. THESE POLE BASES SHALL BE FLUSH WITH THE ADJOINING LANDING AREA. THE PEDESTRIAN PUSHBUTTON SHOULD BE INSTALLED AT A HEIGHT OF 42 TO 48 INCHES ABOVE THE LANDING AREA/SIDEWALK AND SHALL BE LOCATED SUCH THAT THE MAXIMUM REACH DISTANCE IS 18 INCHES FROM THE LANDING AREA TO THE FACE OF THE PUSHBUTTON. PEDESTRIAN SIGNAL HEADS SHALL BE MOUNTED WITH THE BOTTOM OF THE SIGNAL HOUSE INCLUDING BRACKETS NOT LESS THAN 7 FEET OR MORE THAN 10 FEET ABOVE SIDEWALK LEVEL.
 - ALL GALVANIZED CONDUIT (GRC) SHALL BE BEAMED AND THREADED. ALL GRC SHALL BE THREADED TOGETHER WITH APPROVED COUPLINGS, SET, BOLTED AND COMPRESSION FITTINGS ARE NOT ACCEPTABLE.
 - 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 ENTITY 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 IMMEDIATELY BEFORE CONSTRUCTION.
 - CONTRACTOR SHALL COORDINATE WITH TRAFFIC SIGNAL MAINTENANCE FOR THE IDENTIFICATION AND REMOVAL OF ALL UNUSED AND REDUNDANT COPPER CABLE.

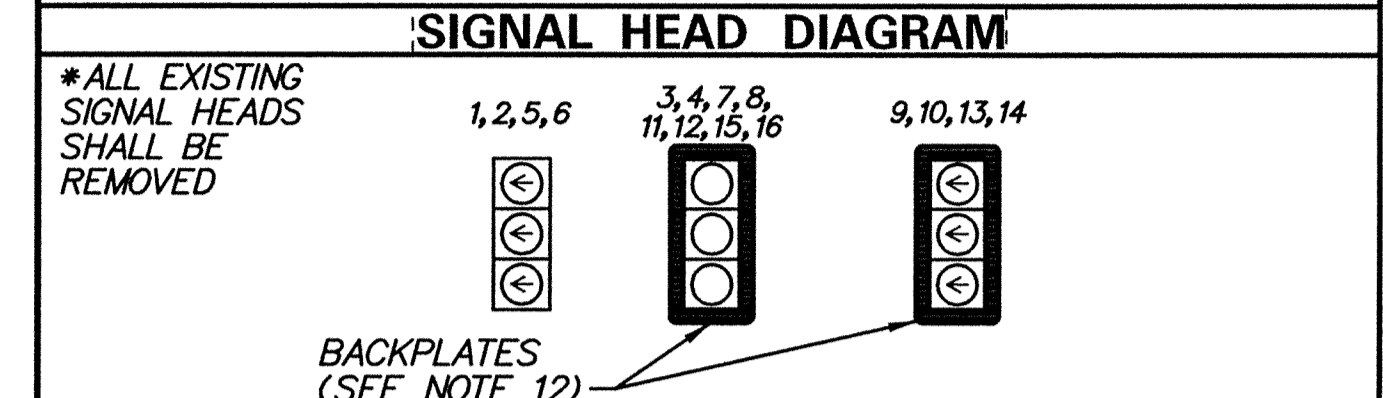
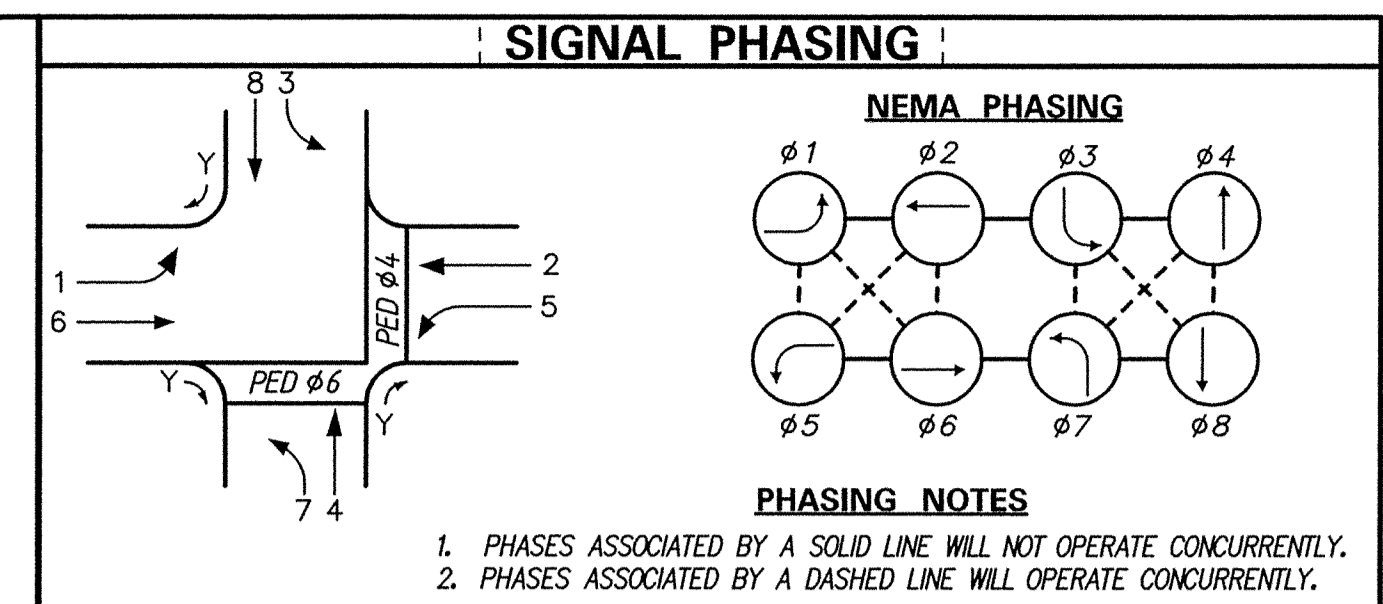
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RECOMMENDED DATE: 5/20/15	RECOMMENDED DATE: 5/20/15	RECOMMENDED DATE: 5/19/15	APPROVED TRAFFIC ENGINEER DATE: 5/20/15
DELAWARE DEPARTMENT OF TRANSPORTATION			
INTERSECTION IMPROVEMENTS FOR TRANSIT ACCESSIBILITY CARLETON COURT APARTMENTS			
CONTRACT: T201604104 COUNTY: NEW CASTLE		PERMIT NO.: N487 DESIGNED BY: MSK CHECKED BY: BAM	
SIGNAL PLAN MARROWS ROAD & WHITE CHAPEL DRIVE/ KIMBERTON DRIVE			
SHEET NO.: 1			TOTAL SHTS.: 1

- NOTES:**
- THE CONTRACTOR SHALL REMOVE THE EXISTING JUNCTION WELL, TYPE 1, AND INSTALL THE PROPOSED JUNCTION WELL, TYPE 11, SO THAT IT INTERCEPTS EXISTING CONDUIT RUNS NOS. 25 AND 26.
 - THE CONTRACTOR SHALL REMOVE THE EXISTING JUNCTION WELL, TYPE 1, AND INSTALL THE PROPOSED JUNCTION WELL, TYPE 14, SO THAT IT INTERCEPTS EXISTING CONDUIT RUNS NOS. 3, 4, 5, AND 32.
 - THE CONTRACTOR SHALL REMOVE THE EXISTING SIGNAL HEADS, SIGNAL HEAD CABLES, AND SPAN WIRES AND INSTALL PROPOSED SIGNAL HEADS, SIGNAL HEAD CABLES, OVERHEAD SIGNS, OPTICOM RECEIVERS AND MAST ARMS, AS SHOWN.
 - ALL CONDUITS SHALL BE SCHEDULE 80 PVC WHEN INSTALLED BY TRENCHING AND OPEN CUT AND SCHEDULE 80 HDPE WHEN INSTALLED BY BORING, UNLESS OTHERWISE NOTED.
 - ALL WORK PERFORMED UNDER THIS PROJECT IS INTENDED TO OCCUR WITHIN DELDOT'S EXISTING RIGHT-OF-WAY BASED ON ARCHIVED PLANS FOR CONTRACT NO. 27-063-01.
 - THE CONTRACTOR SHALL INSTALL BACKPLATES ON SIGNAL HEADS 3, 4, AND 7-16.
 - THE CONTRACTOR SHALL REMOVE THE EXISTING PEDESTRIAN PUSHBUTTON AND INSTALL THE PROPOSED PEDESTRIAN PUSHBUTTON, AS SHOWN. THE PEDESTRIAN PUSHBUTTON SHOULD BE INSTALLED AT A HEIGHT OF 42 TO 48 INCHES ABOVE THE LANDING AREA/SIDEWALK AND BE LOCATED SUCH THAT THE MAXIMUM REACH DISTANCE IS 10 INCHES FROM THE LANDING AREA TO THE FACE OF THE PUSHBUTTON.
 - THE CONTRACTOR SHALL REPLACE THE EXISTING PEDESTRIAN SIGNAL MODULE WITH A PEDESTRIAN COUNTDOWN SIGNAL MODULE. THE PROPOSED COUNTDOWN SIGNAL MODULE SHALL BE SPLICED TO THE EXISTING 9/14 CABLE.
 - THE CONTRACTOR SHALL ADJUST THE SIGNAL HEADS IN THE MAST ARM BRACKETS SO THAT THE BOTTOM OF THE SIGNAL HOUSINGS ARE AT LEAST 16'-0" ABOVE THE PAVEMENT.



DETAIL 1 - SE CORNER
SCALE: 1" = 15'

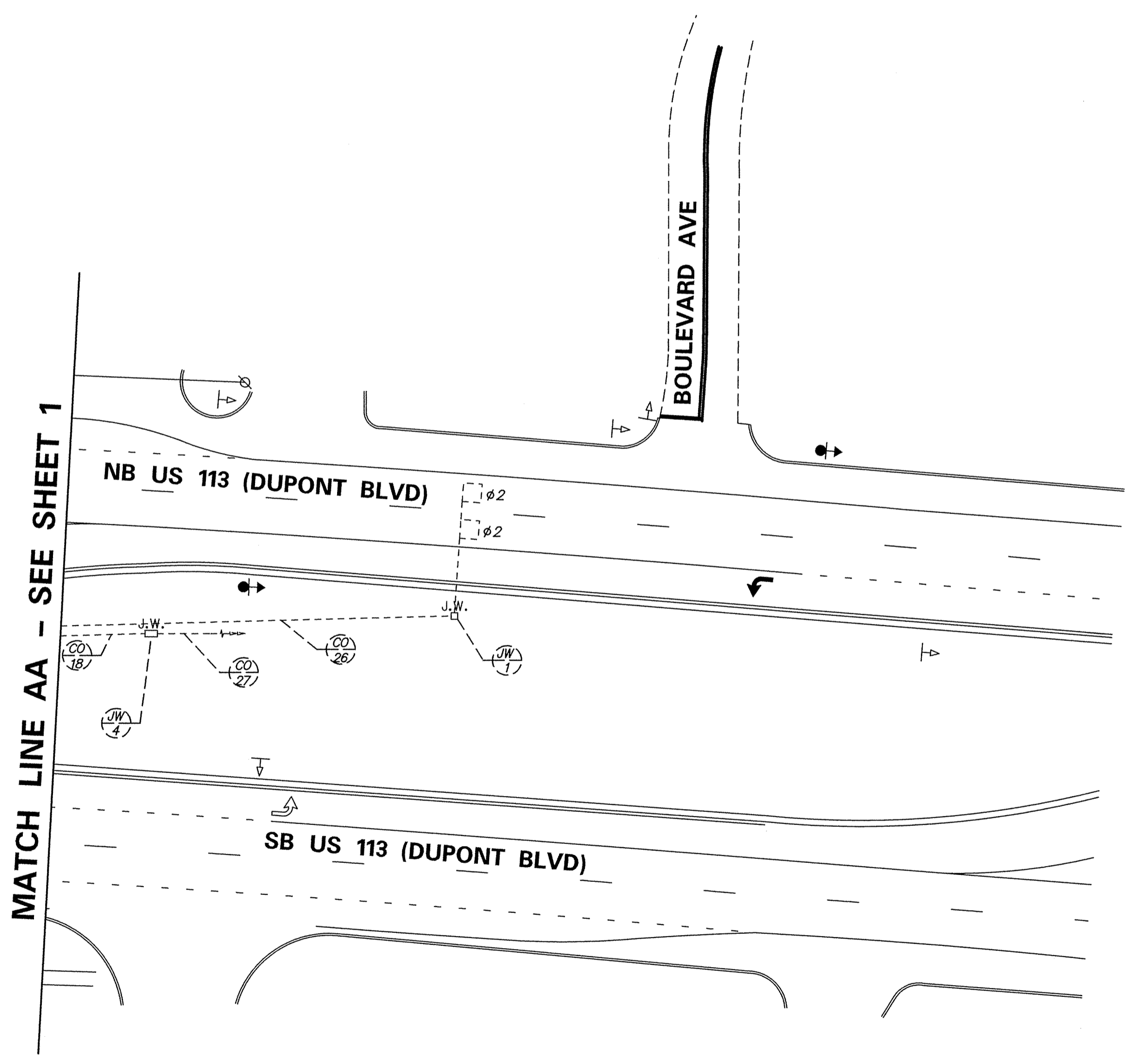


LEGEND

(AB)	ABANDON	(OH)	EXISTING OVERHEAD RUN IDENTIFIER (* OF OVERHEAD RUN)
(CA)	EXISTING CABINET IDENTIFIER (TYPE OF CABINET)	(OP)	PROPOSED OVERHEAD RUN IDENTIFIER (* OF OVERHEAD RUN)
(CB)	PROPOSED CABINET IDENTIFIER (TYPE OF CABINET)	(PB)	EXISTING POLE BASE IDENTIFIER (TYPE OF POLE BASE)
(CO)	EXISTING CONDUIT RUN IDENTIFIER (* OF CONDUIT RUN)	(PB)	PROPOSED POLE BASE IDENTIFIER (TYPE OF POLE BASE)
(CP)	PROPOSED CONDUIT RUN IDENTIFIER (* OF CONDUIT RUN)	(PL)	EXISTING POLE IDENTIFIER (* OF POLE)
(JW)	EXISTING JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL)	(PL)	PROPOSED POLE IDENTIFIER (* OF POLE)
(JW)	PROPOSED JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL)	(RM)	REMOVE BY CONTRACTOR
(MA)	EXISTING MAST ARM IDENTIFIER (LENGTH OF ARM)	(RM)	REMOVE BY OTHERS
(MA)	PROPOSED MAST ARM IDENTIFIER (LENGTH OF ARM)	(RM)	REMOVE BY TRAFFIC CONTRACTOR

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

- GENERAL SIGNAL NOTES**
- EXISTING LOOP DETECTORS - (TO REMAIN):
TYPE #1 - 6' x 6' - US 113 THROUGH MOVEMENTS.
TYPE #2 - 6' x 25' - US 113 LEFT-TURN MOVEMENTS AND SR 24 ALL MOVEMENTS.
SYSTEM - 5' x 7' - US 113 RECEIVING LANES AND WB SR 24 RECEIVING LANE.
 - ALL PROPOSED SIGNAL POLES ARE DELDOT MAST ARMS.
 - ALL SIGNAL EQUIPMENT REMOVED FROM A PROJECT IS TO BE RETURNED TO DELDOT TRAFFIC - DOVER, DELAWARE.
 - POLE BASES AND CONDUIT JUNCTION WELLS ARE TO BE REMOVED IN ACCORDANCE WITH SECTION 201 AND 202 OF THE STANDARD SPECIFICATIONS OR AS DIRECTED BY ENGINEER. EXISTING CONDUIT IS TO BE ABANDONED.
 - ALL GALVANIZED CONDUIT (GRC) SHALL BE REAMED AND THREADED. ALL GRC SHALL BE THREADED TOGETHER WITH APPROVED COUPLINGS. SET SCREW, BOLTED, AND COMPRESSION FITTING ARE NOT ACCEPTABLE.
 - 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.



CONDUIT RUN SCHEDULE

CO#	* OF CONDUITS	SIZE	LENGTH	B/T/O	AMOUNT AND TYPE OF CABLE/ WIRE
1*	1	1.5 IN	50 FT	-	<REMOVE EX. (1) 2/*8 U.F. W/GROUND>
2*	1	2.5 IN	5 FT	-	<REMOVE EX. (2) 16/*14, EX. (4) 4/*18, EX. (1) 4/*14>
3*	3	2.5 IN	11 FT	-	EX. (4) 9/*14, EX. (2) FIBER OPTIC, SINGLE-MODE, 12 CT., EX. (9) 4/*18 - TO REMAIN, <REMOVE EX. (1) 4/*18>. [NEW (1) 2/*8 U.F. W/GROUND - LOAD SIDE, (4) 4/*18, (6) 9/*14, (3) *6 GROUND]
4*	2	2.5 IN	64 FT	-	EX. (2) 9/*14, EX. (2) FIBER OPTIC, SINGLE-MODE, 12 CT., EX. (7) 4/*18 - TO REMAIN, <REMOVE EX. (1) 4/*18>. [NEW (3) 4/*18, (5) 9/*14, (2) *6 GROUND]
5*	1	2.5 IN	40 FT	-	EX. (2) 4/*18, EX. (2) 9/*14
6*	1	2.5 IN	7 FT	-	EX. (1) 9/*14
7*	1	2.5 IN	63 FT	-	EX. (1) 4/*18, EX. (1) 9/*14
8*	1	2.5 IN	9 FT	-	EX. (1) 9/*14
9*	1	2.5 IN	52 FT	-	EX. (1) 4/*18
10*	1	2.0 IN	97 FT	-	EX. (2) FIBER OPTIC, SINGLE-MODE, 12 CT., EX. (4) 4/*18 - TO REMAIN, <REMOVE EX. (1) 4/*18>
11*	1	1.5 IN	122 FT	-	EX. (1) 4/*18 - TO REMAIN, <REMOVE EX. (1) 4/*18, EX. (1) COMM. CABLE>
12*	1	1.5 IN	162 FT	-	EX. (1) 4/*18 - TO REMAIN, <REMOVE EX. (1) 4/*18, EX. (1) COMM. CABLE>
13*	1	2.5 IN	62 FT	-	EX. (3) 4/*18, EX. (2) FIBER OPTIC, SINGLE-MODE, 12 CT., [NEW (1) 4/*18, (1) 9/*14, (1) *6 GROUND]
14*	1	2.5 IN	2 FT	-	EX. (2) 4/*18, EX. (2) FIBER OPTIC, SINGLE-MODE, 12 CT., [NEW (1) 4/*18, (1) 9/*14, (1) *6 GROUND]
15*	1	2.5 IN	78 FT	-	EX. (1) 4/*18, EX. (1) FIBER OPTIC, SINGLE-MODE, 12 CT., [NEW (1) 4/*18, (1) 9/*14, (1) *6 GROUND]
16*	1	4.0 IN	27 FT	-	EX. (1) FIBER OPTIC, SINGLE-MODE, 12 CT.
17*	1	1.5 IN	46 FT	-	EX. (1) 4/*18, [NEW (1) 4/*18, (1) 9/*14, (1) *6 GROUND]
18*	1	4.0 IN	317 FT	-	EX. (1) FIBER OPTIC, SINGLE-MODE, 12 CT.
19*	1	2.5 IN	40 FT	-	EX. (2) 9/*14, [NEW (1) 4/*18, (2) 9/*14, (1) *6 GROUND]
20*	1	2.5 IN	10 FT	-	EX. (1) 9/*14
21*	1	2.5 IN	28 FT	-	EX. (1) 9/*14
22*	1	2.5 IN	8 FT	-	EX. (2) 9/*14
23*	1	2.5 IN	63 FT	-	EX. (1) 9/*14
24*	1	2.5 IN	4 FT	-	EX. (1) 9/*14
25*	1	1.5 IN	100 FT	-	EX. (1) 4/*18
26*	1	1.5 IN	180 FT	-	EX. (1) 4/*18
27*	1	4.0 IN	XX FT	-	EX. (2) FIBER OPTIC, SINGLE-MODE, 12 CT.
28	1	3.0 IN	5 FT	T	[NEW (1) 4/*18, (1) 9/*14, (1) *6 GROUND]
29	1	3.0 IN	15 FT	T	[NEW (1) 4/*18, (2) 9/*14, (1) *6 GROUND]
30	1	3.0 IN	3 FT	O	[NEW (1) 4/*18, (1) 9/*14, (1) *6 GROUND]
31**	1	2.0 IN	5 FT	T	[NEW (1) 2/*8 U.F. W/GROUND - LINE SIDE]
32**	1	2.0 IN	55 FT	T	[NEW (1) 2/*8 U.F. W/GROUND - LOAD SIDE]
33	1	4.0 IN	97 FT	B	[NEW (2) 4/*18, (3) 9/*14, (1) *6 GROUND]
34	1	3.0 IN	23 FT	T	[NEW (1) 4/*18, (2) 9/*14, (1) *6 GROUND]

* DENOTES EXISTING CONDUIT
** RIGID GALVANIZED STEEL CONDUIT
B = BORE, T = TRENCH, O = OPEN CUT

NY13697-000-CADD-SC02-US 113 & SR 24.dgn
27/24/2015 9:36:45 AM

RECOMMENDED _____ DATE: _____	RECOMMENDED _____ DATE: _____	RECOMMENDED <i>[Signature]</i> DATE: <i>2/24/15</i>	APPROVED TRAFFIC ENGINEER <i>[Signature]</i> DATE: <i>2/24/15</i>	APPROVED FOR INSTALLATION CHIEF TRAFFIC ENGINEER <i>[Signature]</i> DATE: <i>2/25/15</i>		
		ADDENDUM / REVISIONS [] INSTALLED MAST ARMS, PEDESTRIAN COUNTDOWN DISPLAYS AND BACKPLATES. D.W.C. (WR&A) 2-15 (CONTRACT *T201501001)	SCALE 0 30 60 90 FEET	CONTRACT T201501001 PERMIT NO. S112 COUNTY SUSSEX DESIGNED BY: D.W.C. (WR&A) CHECKED BY: M.J.B. (WR&A)	SIGNAL PLAN US 113 (DUPONT BLVD) @ SR 24 /SR 30 (LAUREL ROAD / S. WASHINGTON STREET)	SHEET NO. 2 TOTAL SHTS. 4

PAVEMENT MARKINGS LEGEND		
SYMBOL	ITEM	QUANTITY
(A)	WHITE ALKYD THERMOPLASTIC PERMANENT PAVEMENT STRIPING SYMBOL (ITEM 748015)	115 SF
(B)	10' x 2' SOLID WHITE ALKYD THERMOPLASTIC PERMANENT PAVEMENT STRIPING (ITEM 748015)	900 SF
(C)	16" SOLID WHITE ALKYD THERMOPLASTIC PERMANENT PAVEMENT STRIPING (ITEM 748015)	160 SF

INSTALL NEW SIGNS
 EAST
 M3-2 (24" x 12")
 24 M1-5 (24" x 24")
 30 M1-5 (24" x 24")

INSTALL NEW SIGNS
 EAST
 M3-2 (24" x 12")
 24 M1-5 (24" x 24")
 30 M1-5 (24" x 24")
 M6-1R (21" x 15")

INSTALL NEW SIGNS
 WEST
 M3-4 (24" x 12")
 24 M1-5 (24" x 24")
 30 M1-5 (24" x 24")
 M6-1L (21" x 15")

INSTALL NEW SIGNS
 EAST
 M3-2 (24" x 12")
 24 M1-5 (24" x 24")
 30 M1-5 (24" x 24")
 M6-3 (21" x 15")

INSTALL NEW SIGN
 R3-2 (30" x 30")

REMOVE EXISTING SIGN
 EAST
 24
 REMOVE EXISTING SIGNS

INSTALL NEW SIGNS
 (2) R5-1a (42" x 30")

INSTALL NEW SIGN
 R1-2 (48" x 48" x 48")

REMOVE EXISTING SIGN

MATCH LINE DD - SEE SHEET 4

MATCH LINE CC - SEE SHEET 4

INSTALL NEW SIGNS
 M6-1L (21" x 15")
 M1-5 (24" x 24")
 30 M1-5 (24" x 24")
 24 M1-5 (24" x 24")
 EAST M3-2 (24" x 12")

INSTALL NEW SIGNS
 M6-1R (21" x 15")
 M1-5 (24" x 24")
 30 M1-5 (24" x 24")
 24 M1-5 (24" x 24")
 WEST M3-4 (24" x 12")

INSTALL NEW SIGNS
 M1-5 (24" x 24")
 30 M1-5 (24" x 24")
 24 M1-5 (24" x 24")
 WEST M3-4 (24" x 12")

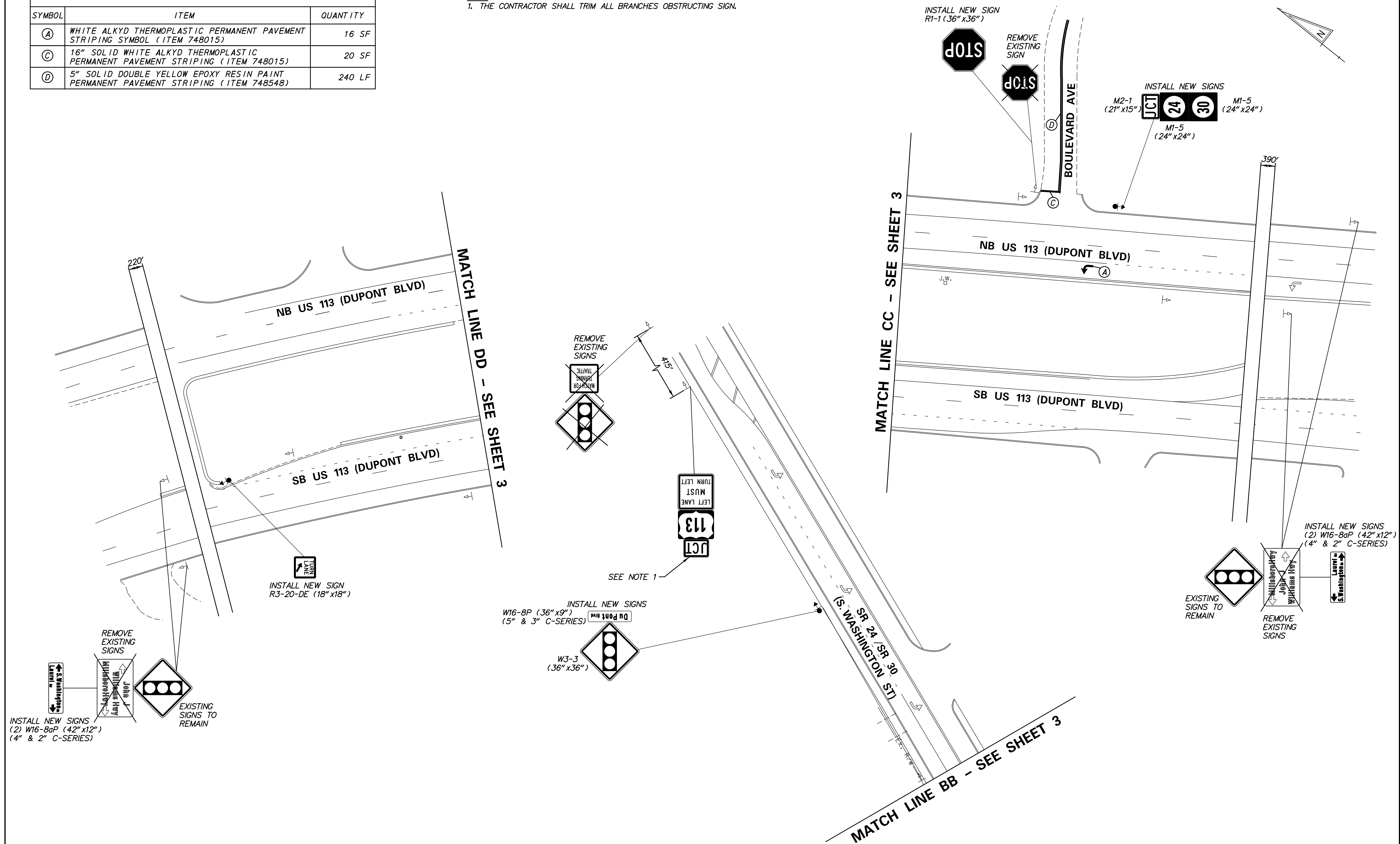
INSTALL NEW SIGNS
 M2-1 (21" x 15")
 JCT 113 M1-4 (30" x 24")

INSTALL NEW SIGNS
 M3-1 (24" x 12")
 NORTH 113 M1-4 (30" x 24")
 M5-1L (21" x 15")

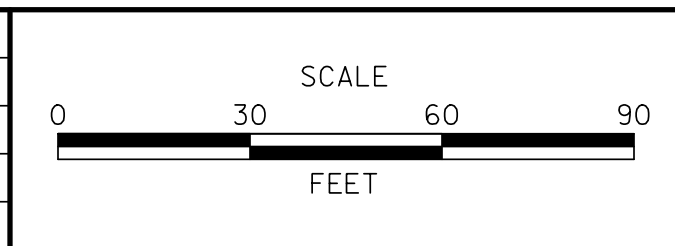
INSTALL NEW SIGNS
 R6-1L (54" x 18")
 ONE WAY R6-1R (54" x 18")

PAVEMENT MARKINGS LEGEND		
SYMBOL	ITEM	QUANTITY
(A)	WHITE ALKYD THERMOPLASTIC PERMANENT PAVEMENT STRIPING SYMBOL (ITEM 748015)	16 SF
(C)	16" SOLID WHITE ALKYD THERMOPLASTIC PERMANENT PAVEMENT STRIPING (ITEM 748015)	20 SF
(D)	5" SOLID DOUBLE YELLOW EPOXY RESIN PAINT PERMANENT PAVEMENT STRIPING (ITEM 748548)	240 LF

NOTE:
1. THE CONTRACTOR SHALL TRIM ALL BRANCHES OBSTRUCTING SIGN.



ADDENDUMS / REVISIONS	



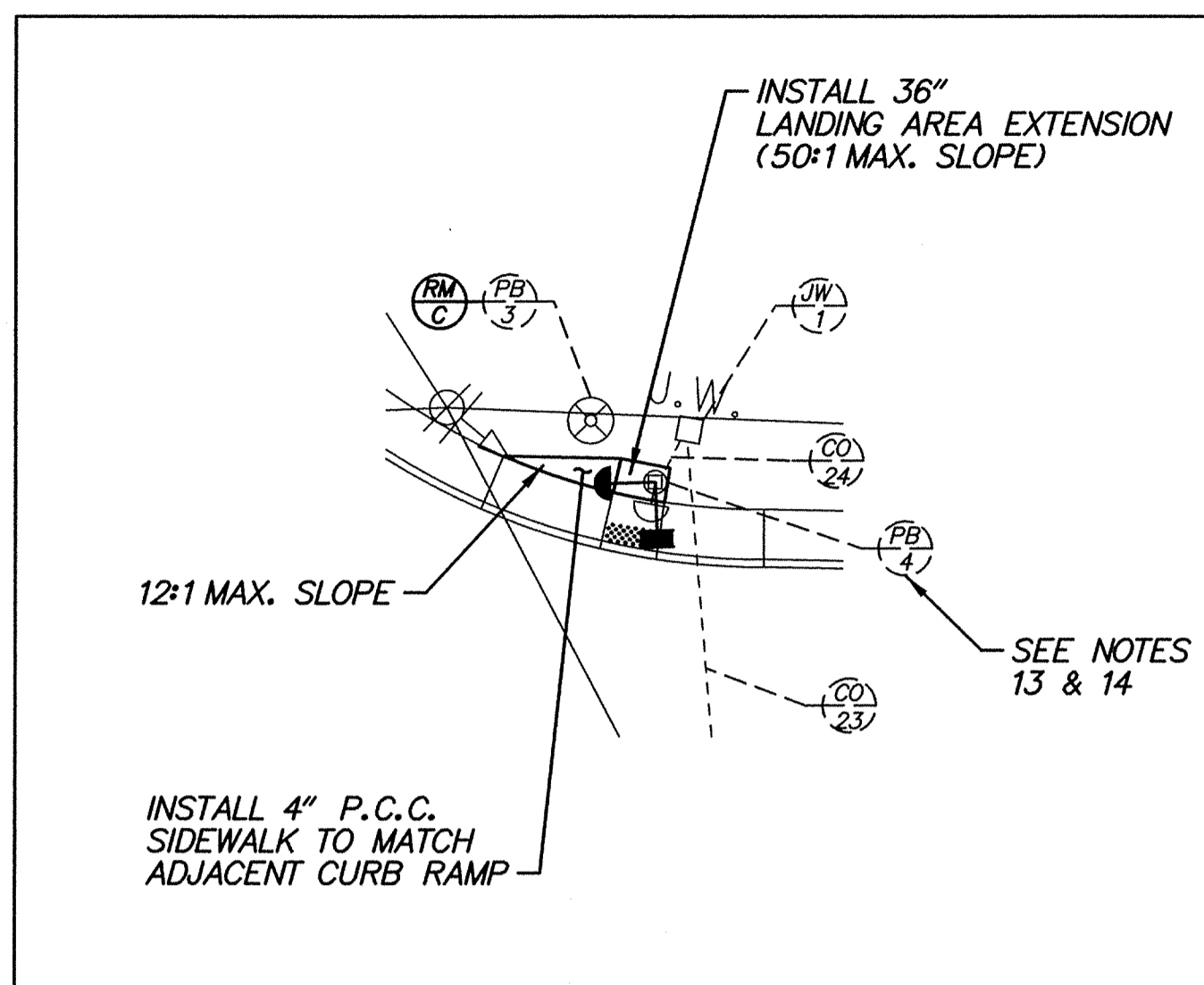
2011 HEP,
SITE L

CONTRACT T201501001	PERMIT NO. S112
COUNTY SUSSEX	DESIGNED BY: D.W.C. (WR&A)
	CHECKED BY: M.J.B. (WR&A)

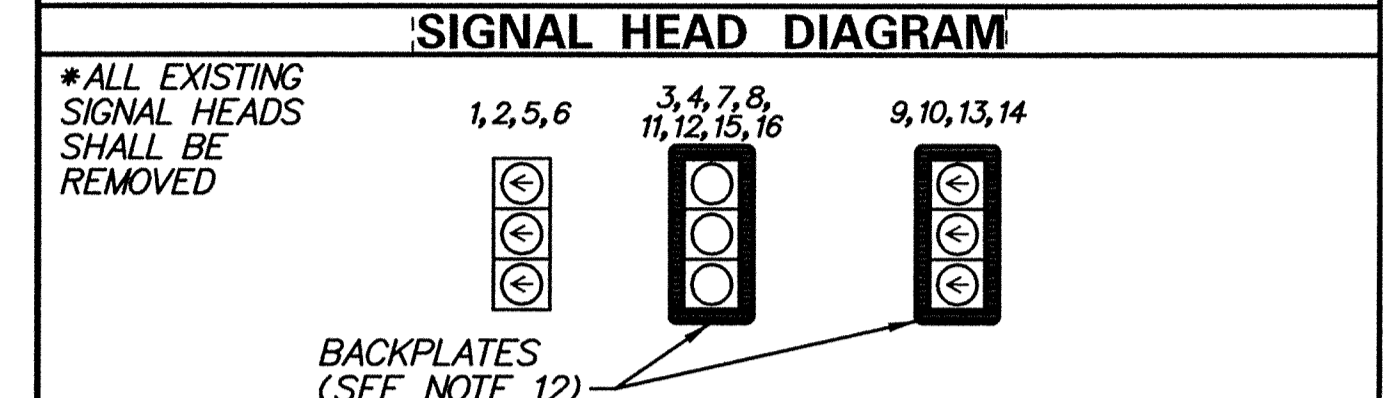
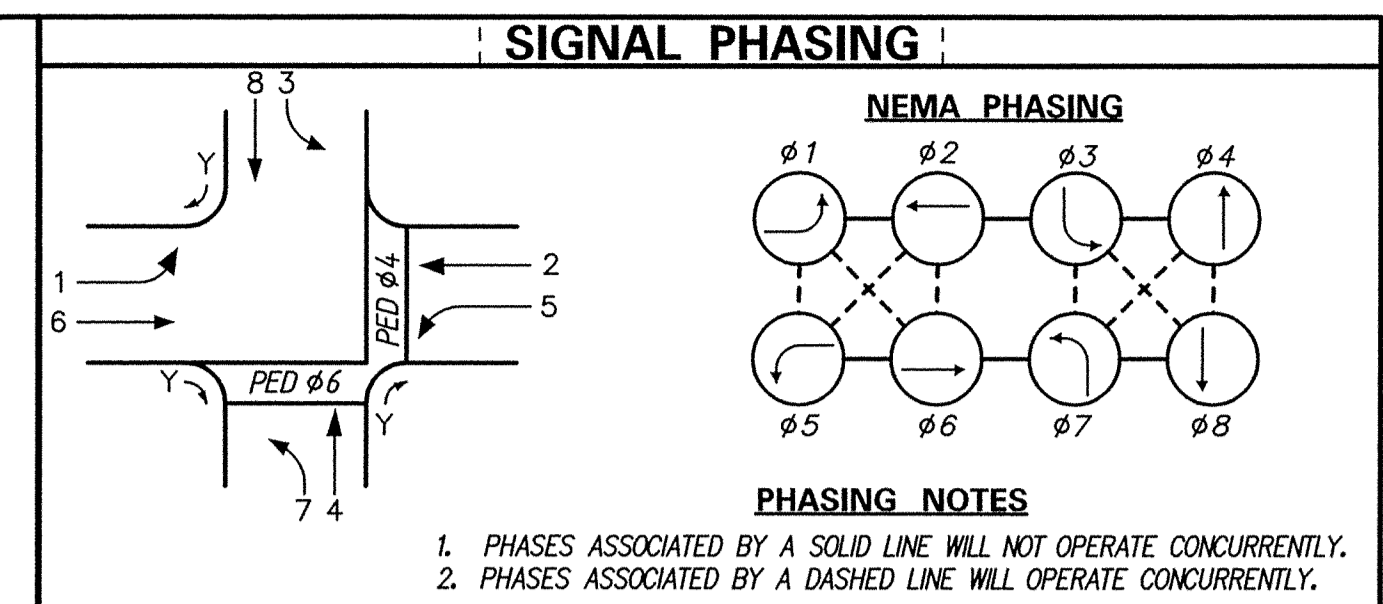
SIGNING AND STRIPING PLAN
US 113 (DUPONT BLVD)
@ SR 24 / SR 30
(LAUREL ROAD /
S. WASHINGTON STREET)

SHEET NO. 4
TOTAL SHTS. 4

- NOTES:**
- THE CONTRACTOR SHALL REMOVE THE EXISTING JUNCTION WELL, TYPE 1, AND INSTALL THE PROPOSED JUNCTION WELL, TYPE 11, SO THAT IT INTERCEPTS EXISTING CONDUIT RUNS NOS. 25 AND 26.
 - THE CONTRACTOR SHALL REMOVE THE EXISTING JUNCTION WELL, TYPE 1, AND INSTALL THE PROPOSED JUNCTION WELL, TYPE 14, SO THAT IT INTERCEPTS EXISTING CONDUIT RUNS NOS. 3, 4, 5, AND 32.
 - THE CONTRACTOR SHALL REMOVE THE EXISTING SIGNAL HEADS, SIGNAL HEAD CABLES, AND SPAN WIRES AND INSTALL PROPOSED SIGNAL HEADS, SIGNAL HEAD CABLES, OVERHEAD SIGNS, OPTICOM RECEIVERS AND MAST ARMS, AS SHOWN.
 - ALL CONDUITS SHALL BE SCHEDULE 80 PVC WHEN INSTALLED BY TRENCHING AND OPEN CUT AND SCHEDULE 80 HDPE WHEN INSTALLED BY BORING, UNLESS OTHERWISE NOTED.
 - ALL WORK PERFORMED UNDER THIS PROJECT IS INTENDED TO OCCUR WITHIN DELDOT'S EXISTING RIGHT-OF-WAY BASED ON ARCHIVED PLANS FOR CONTRACT NO. 27-063-01.
 - THE CONTRACTOR SHALL INSTALL BACKPLATES ON SIGNAL HEADS 3, 4, AND 7-16.
 - THE CONTRACTOR SHALL REMOVE THE EXISTING PEDESTRIAN PUSHBUTTON AND INSTALL THE PROPOSED PEDESTRIAN PUSHBUTTON, AS SHOWN. THE PEDESTRIAN PUSHBUTTON SHOULD BE INSTALLED AT A HEIGHT OF 42 TO 48 INCHES ABOVE THE LANDING AREA/SIDEWALK AND BE LOCATED SUCH THAT THE MAXIMUM REACH DISTANCE IS 10 INCHES FROM THE LANDING AREA TO THE FACE OF THE PUSHBUTTON.
 - THE CONTRACTOR SHALL REPLACE THE EXISTING PEDESTRIAN SIGNAL MODULE WITH A PEDESTRIAN COUNTDOWN SIGNAL MODULE. THE PROPOSED COUNTDOWN SIGNAL MODULE SHALL BE SPLICED TO THE EXISTING 9/14 CABLE.
 - THE CONTRACTOR SHALL ADJUST THE SIGNAL HEADS IN THE MAST ARM BRACKETS SO THAT THE BOTTOM OF THE SIGNAL HOUSINGS ARE AT LEAST 16'-0" ABOVE THE PAVEMENT.



DETAIL 1 - SE CORNER
SCALE: 1" = 15'

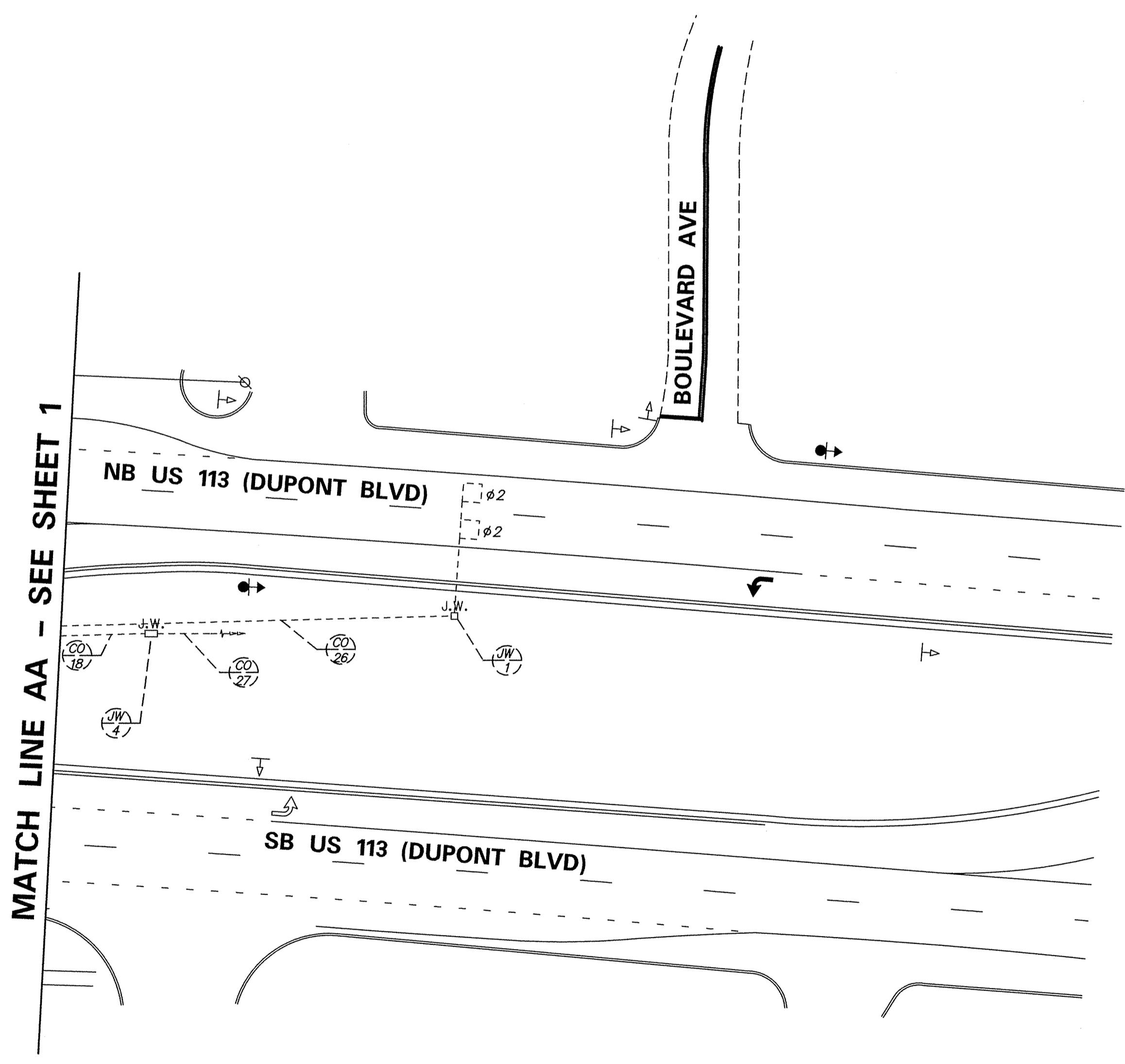


LEGEND

(AB)	ABANDON	(OH)	EXISTING OVERHEAD RUN IDENTIFIER (* OF OVERHEAD RUN)
(CA)	EXISTING CABINET IDENTIFIER (TYPE OF CABINET)	(OP)	PROPOSED OVERHEAD RUN IDENTIFIER (* OF OVERHEAD RUN)
(CB)	PROPOSED CABINET IDENTIFIER (TYPE OF CABINET)	(PB)	EXISTING POLE BASE IDENTIFIER (TYPE OF POLE BASE)
(CO)	EXISTING CONDUIT RUN IDENTIFIER (* OF CONDUIT RUN)	(PB)	PROPOSED POLE BASE IDENTIFIER (TYPE OF POLE BASE)
(CP)	PROPOSED CONDUIT RUN IDENTIFIER (* OF CONDUIT RUN)	(PL)	EXISTING POLE IDENTIFIER (* OF POLE)
(JW)	EXISTING JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL)	(PL)	PROPOSED POLE IDENTIFIER (* OF POLE)
(JW)	PROPOSED JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL)	(RM)	REMOVE BY CONTRACTOR
(MA)	EXISTING MAST ARM IDENTIFIER (LENGTH OF ARM)	(RM)	REMOVE BY OTHERS
(MA)	PROPOSED MAST ARM IDENTIFIER (LENGTH OF ARM)	(RM)	REMOVE BY TRAFFIC CONTRACTOR

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

- GENERAL SIGNAL NOTES**
- EXISTING LOOP DETECTORS - (TO REMAIN):
TYPE #1 - 6' x 6' - US 113 THROUGH MOVEMENTS.
TYPE #2 - 6' x 25' - US 113 LEFT-TURN MOVEMENTS AND SR 24 ALL MOVEMENTS.
SYSTEM - 5' x 7' - US 113 RECEIVING LANES AND WB SR 24 RECEIVING LANE.
 - ALL PROPOSED SIGNAL POLES ARE DELDOT MAST ARMS.
 - ALL SIGNAL EQUIPMENT REMOVED FROM A PROJECT IS TO BE RETURNED TO DELDOT TRAFFIC - DOVER, DELAWARE.
 - POLE BASES AND CONDUIT JUNCTION WELLS ARE TO BE REMOVED IN ACCORDANCE WITH SECTION 201 AND 202 OF THE STANDARD SPECIFICATIONS OR AS DIRECTED BY ENGINEER. EXISTING CONDUIT IS TO BE ABANDONED.
 - ALL GALVANIZED CONDUIT (GRC) SHALL BE REAMED AND THREADED. ALL GRC SHALL BE THREADED TOGETHER WITH APPROVED COUPLINGS. SET SCREW, BOLTED, AND COMPRESSION FITTING ARE NOT ACCEPTABLE.
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CONDUIT RUN SCHEDULE

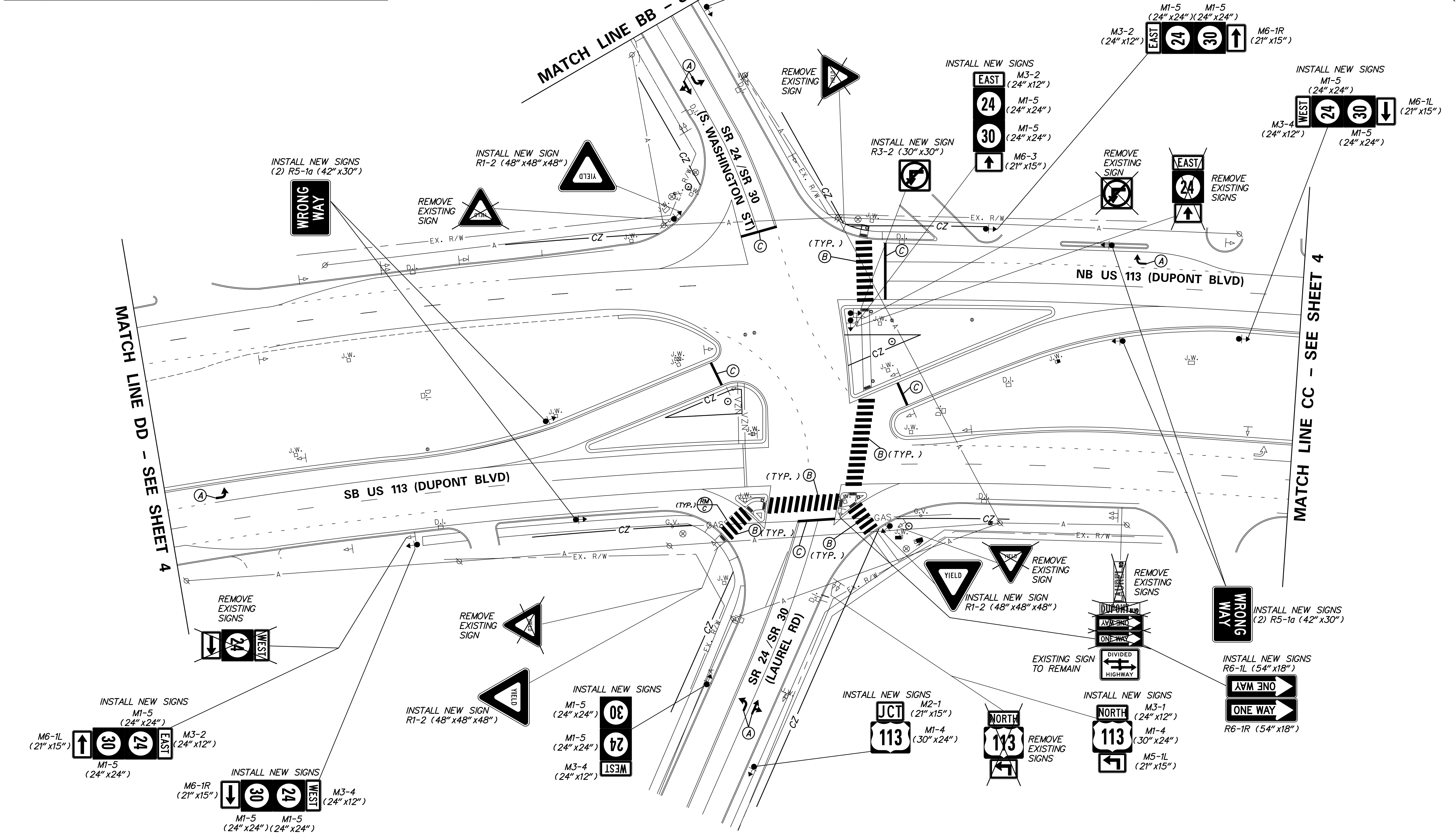
CO#	* OF CONDUITS	SIZE	LENGTH	B/T/O	AMOUNT AND TYPE OF CABLE/ WIRE
1*	1	1.5 IN	50 FT	-	<REMOVE EX. (1) 2/*8 U.F. W/GROUND>
2*	1	2.5 IN	5 FT	-	<REMOVE EX. (2) 16/*14, EX. (4) 4/*18, EX. (1) 4/*14>
3*	3	2.5 IN	11 FT	-	EX. (4) 9/*14, EX. (2) FIBER OPTIC, SINGLE-MODE, 12 CT., EX. (9) 4/*18 - TO REMAIN, <REMOVE EX. (1) 4/*18>. [NEW (1) 2/*8 U.F. W/GROUND - LOAD SIDE, (4) 4/*18, (6) 9/*14, (3) *6 GROUND]
4*	2	2.5 IN	64 FT	-	EX. (2) 9/*14, EX. (2) FIBER OPTIC, SINGLE-MODE, 12 CT., EX. (7) 4/*18 - TO REMAIN, <REMOVE EX. (1) 4/*18>. [NEW (3) 4/*18, (5) 9/*14, (2) *6 GROUND]
5*	1	2.5 IN	40 FT	-	EX. (2) 4/*18, EX. (2) 9/*14
6*	1	2.5 IN	7 FT	-	EX. (1) 9/*14
7*	1	2.5 IN	63 FT	-	EX. (1) 4/*18, EX. (1) 9/*14
8*	1	2.5 IN	9 FT	-	EX. (1) 9/*14
9*	1	2.5 IN	52 FT	-	EX. (1) 4/*18
10*	1	2.0 IN	97 FT	-	EX. (2) FIBER OPTIC, SINGLE-MODE, 12 CT., EX. (4) 4/*18 - TO REMAIN, <REMOVE EX. (1) 4/*18>
11*	1	1.5 IN	122 FT	-	EX. (1) 4/*18 - TO REMAIN, <REMOVE EX. (1) 4/*18, EX. (1) COMM. CABLE>
12*	1	1.5 IN	162 FT	-	EX. (1) 4/*18 - TO REMAIN, <REMOVE EX. (1) 4/*18, EX. (1) COMM. CABLE>
13*	1	2.5 IN	62 FT	-	EX. (3) 4/*18, EX. (2) FIBER OPTIC, SINGLE-MODE, 12 CT., [NEW (1) 4/*18, (1) 9/*14, (1) *6 GROUND]
14*	1	2.5 IN	2 FT	-	EX. (2) 4/*18, EX. (2) FIBER OPTIC, SINGLE-MODE, 12 CT., [NEW (1) 4/*18, (1) 9/*14, (1) *6 GROUND]
15*	1	2.5 IN	78 FT	-	EX. (1) 4/*18, EX. (1) FIBER OPTIC, SINGLE-MODE, 12 CT., [NEW (1) 4/*18, (1) 9/*14, (1) *6 GROUND]
16*	1	4.0 IN	27 FT	-	EX. (1) FIBER OPTIC, SINGLE-MODE, 12 CT.
17*	1	1.5 IN	46 FT	-	EX. (1) 4/*18, [NEW (1) 4/*18, (1) 9/*14, (1) *6 GROUND]
18*	1	4.0 IN	317 FT	-	EX. (1) FIBER OPTIC, SINGLE-MODE, 12 CT.
19*	1	2.5 IN	40 FT	-	EX. (2) 9/*14, [NEW (1) 4/*18, (2) 9/*14, (1) *6 GROUND]
20*	1	2.5 IN	10 FT	-	EX. (1) 9/*14
21*	1	2.5 IN	28 FT	-	EX. (1) 9/*14
22*	1	2.5 IN	8 FT	-	EX. (2) 9/*14
23*	1	2.5 IN	63 FT	-	EX. (1) 9/*14
24*	1	2.5 IN	4 FT	-	EX. (1) 9/*14
25*	1	1.5 IN	100 FT	-	EX. (1) 4/*18
26*	1	1.5 IN	180 FT	-	EX. (1) 4/*18
27*	1	4.0 IN	XX FT	-	EX. (2) FIBER OPTIC, SINGLE-MODE, 12 CT.
28	1	3.0 IN	5 FT	T	[NEW (1) 4/*18, (1) 9/*14, (1) *6 GROUND]
29	1	3.0 IN	15 FT	T	[NEW (1) 4/*18, (2) 9/*14, (1) *6 GROUND]
30	1	3.0 IN	3 FT	O	[NEW (1) 4/*18, (1) 9/*14, (1) *6 GROUND]
31**	1	2.0 IN	5 FT	T	[NEW (1) 2/*8 U.F. W/GROUND - LINE SIDE]
32**	1	2.0 IN	55 FT	T	[NEW (1) 2/*8 U.F. W/GROUND - LOAD SIDE]
33	1	4.0 IN	97 FT	B	[NEW (2) 4/*18, (3) 9/*14, (1) *6 GROUND]
34	1	3.0 IN	23 FT	T	[NEW (1) 4/*18, (2) 9/*14, (1) *6 GROUND]

* DENOTES EXISTING CONDUIT
** RIGID GALVANIZED STEEL CONDUIT
B = BORE, T = TRENCH, O = OPEN CUT

NY13697-000-CADD-SC02-US 113 & SR 24.dgn
27/24/2015 9:36:45 AM

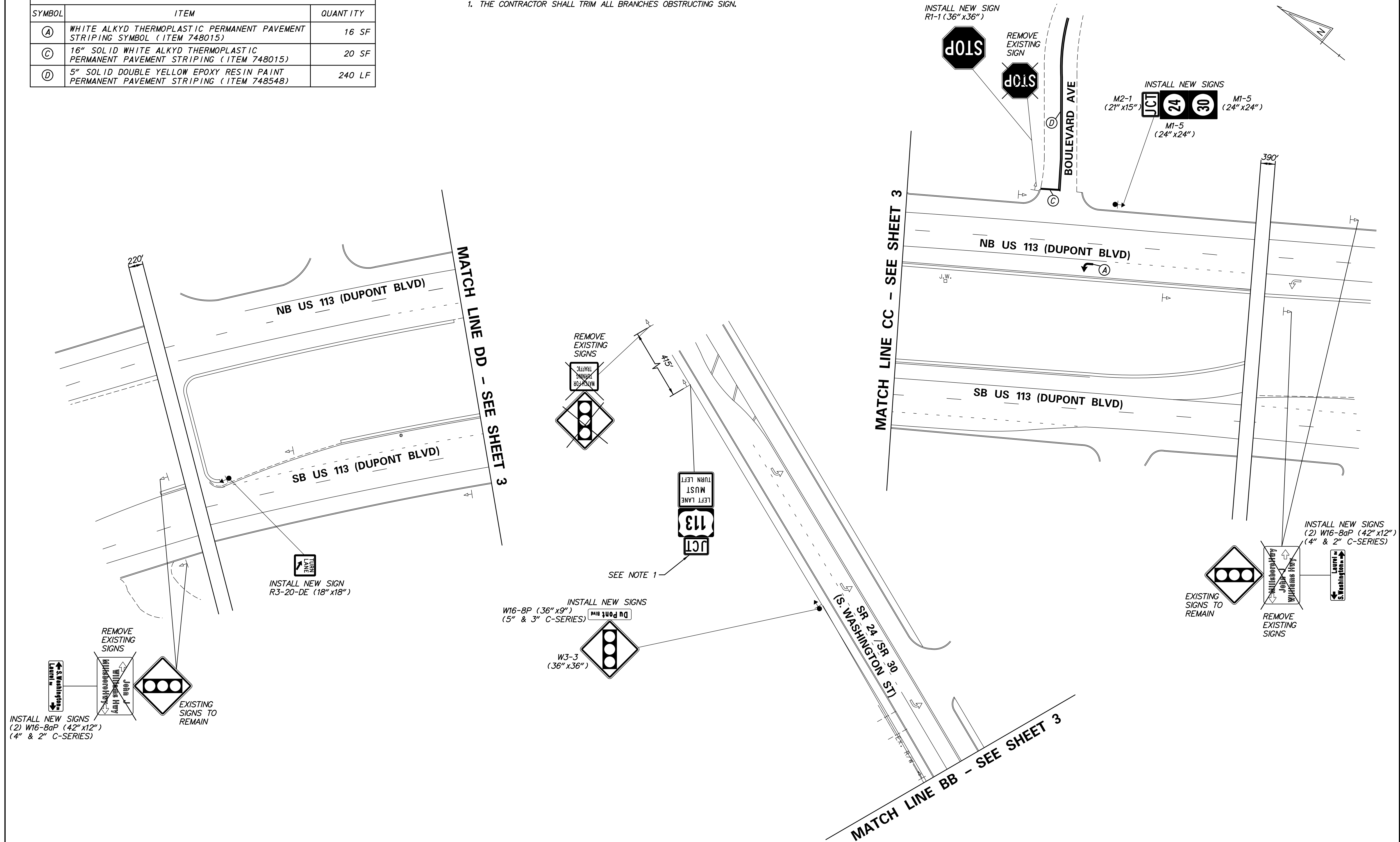
RECOMMENDED _____ DATE: _____	RECOMMENDED _____ DATE: _____	RECOMMENDED <i>[Signature]</i> DATE: <i>2/24/15</i>	APPROVED TRAFFIC ENGINEER <i>[Signature]</i> DATE: <i>2/24/15</i>	APPROVED FOR INSTALLATION CHIEF TRAFFIC ENGINEER <i>[Signature]</i> DATE: <i>2/25/15</i>		
		ADDENDUM / REVISIONS [] INSTALLED MAST ARMS, PEDESTRIAN COUNTDOWN DISPLAYS AND BACKPLATES. D.W.C. (WR&A) 2-15 (CONTRACT *T201501001)	SCALE 0 30 60 90 FEET	CONTRACT T201501001 PERMIT NO. S112 COUNTY SUSSEX DESIGNED BY: D.W.C. (WR&A) CHECKED BY: M.J.B. (WR&A)	SIGNAL PLAN US 113 (DUPONT BLVD) @ SR 24 /SR 30 (LAUREL ROAD / S. WASHINGTON STREET)	SHEET NO. 2 TOTAL SHTS. 4

PAVEMENT MARKINGS LEGEND		
SYMBOL	ITEM	QUANTITY
(A)	WHITE ALKYD THERMOPLASTIC PERMANENT PAVEMENT STRIPING SYMBOL (ITEM 748015)	115 SF
(B)	10' x 2' SOLID WHITE ALKYD THERMOPLASTIC PERMANENT PAVEMENT STRIPING (ITEM 748015)	900 SF
(C)	16" SOLID WHITE ALKYD THERMOPLASTIC PERMANENT PAVEMENT STRIPING (ITEM 748015)	160 SF

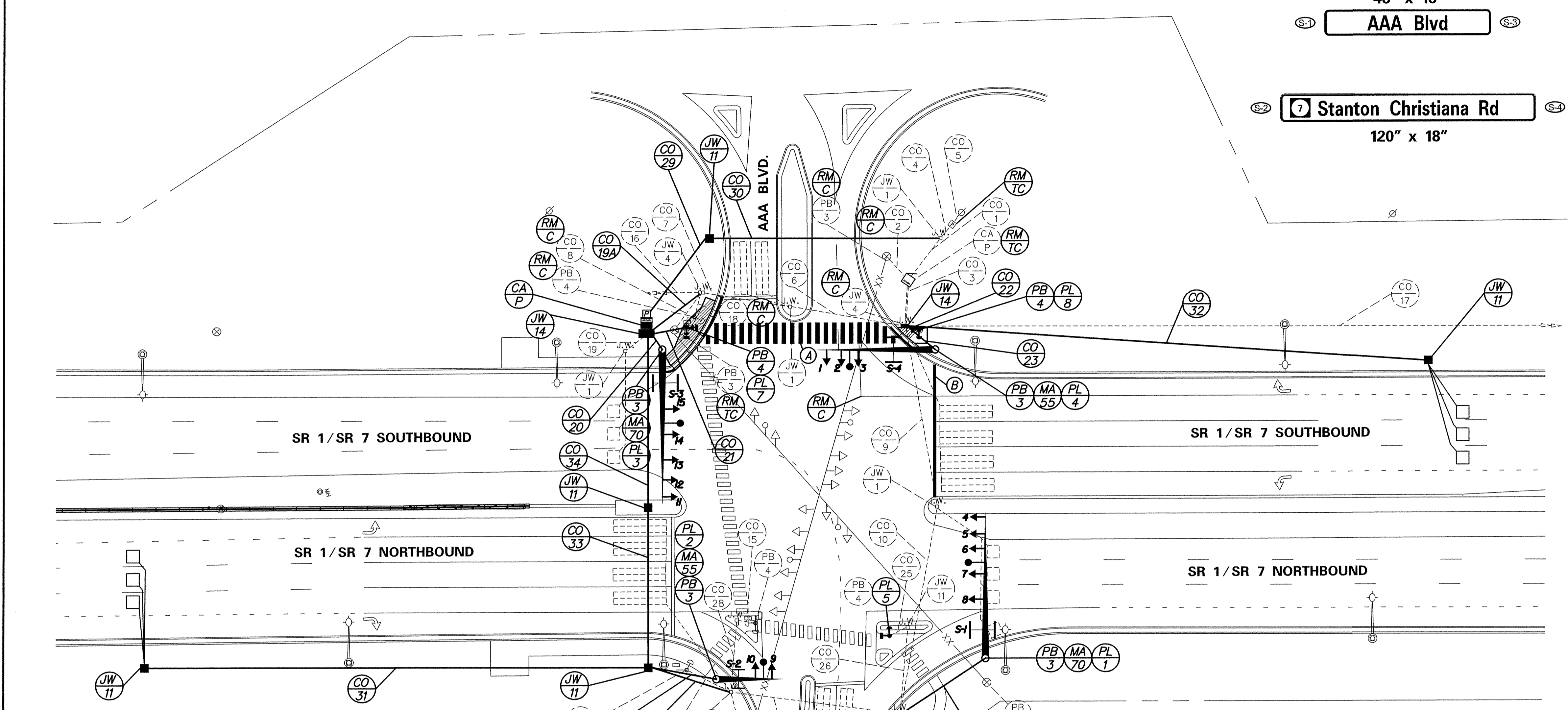


PAVEMENT MARKINGS LEGEND		
SYMBOL	ITEM	QUANTITY
(A)	WHITE ALKYD THERMOPLASTIC PERMANENT PAVEMENT STRIPING SYMBOL (ITEM 748015)	16 SF
(C)	16" SOLID WHITE ALKYD THERMOPLASTIC PERMANENT PAVEMENT STRIPING (ITEM 748015)	20 SF
(D)	5" SOLID DOUBLE YELLOW EPOXY RESIN PAINT PERMANENT PAVEMENT STRIPING (ITEM 748548)	240 LF

NOTE:
1. THE CONTRACTOR SHALL TRIM ALL BRANCHES OBSTRUCTING SIGN.



PAVEMENT MARKINGS LEGEND		
SYMBOL	ITEM	QUANTITY
(A)	24" SOLID WHITE ALKYD THERMOPLASTIC PAVEMENT STRIPING (ITEM 748015)	440 SF
(B)	16" SOLID WHITE ALKYD THERMOPLASTIC PAVEMENT STRIPING (ITEM 748015)	95 SF

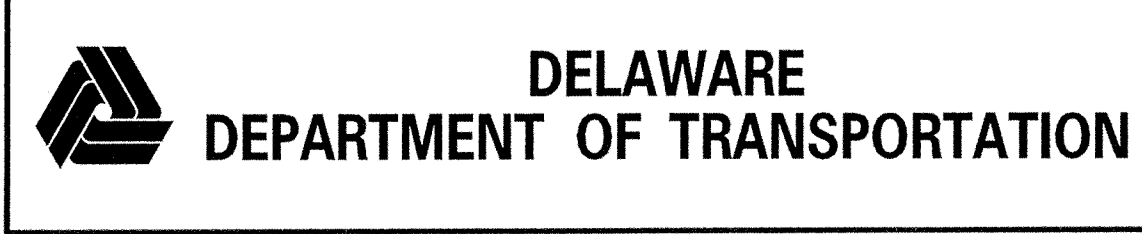


CR NO.	NO. OF CONDUITS	SIZE	LENGTH	AMOUNT AND TYPE OF CABLE / WIRE
*1	1	2.5"	22'	REMOVE #8/2 + GND
*2	1	2.5"	12'	ABANDON [2-#14/16 4-#18/4]
*3	2	2.5"	20'	ABANDON 2-Fiber 2-#14/9 8-#18/4
*4	1	2.5"	6'	#8/2 + GND
*5	1	2.5"	4'	#8/2 + GND
*6	1	2.5"	58'	EXISTING 3-Fiber REMOVE [1-#14/9 2-#18/4] NEW [1-#14/9 1-#18/4 1-#14/5 3-#14/2 #6 GND]
*7	1	2.5"	42'	EXISTING 3-Fiber REMOVE [1-#14/9 2-#18/4] NEW [1-#14/9 1-#18/4 1-#14/5 3-#14/2 #6 GND]
*8	1	2.5"	19'	ABANDON [EMPTY]
*9	1	2.5"	85'	3-Fiber 1-#14/9 2-#18/4
*10	1	2.5"	97'	1-#14/9 3-#18/4
*11	1	2.5"	14'	4-#18/4
*12	1	2.5"	79'	REMOVE [1-#14/9 2-#18/4] NEW [1-#14/9 1-#18/4 2-#14/5+ #6 GND]
*13	1	2.5"	27'	ABANDON [EMPTY]
*14	1	2.5"	22'	ABANDON [1-#14/9]
*15	1	4"	10'	EMPTY NEW [2-#14/5 + #6 GND]
*16	1	2.5"	-	3-Fiber
*17	1	2.5"	-	3-Fiber
*18	1	2.5"	12'	ABANDON [1-#14/9]
*19	1	2.5"	44'	2-#18/4

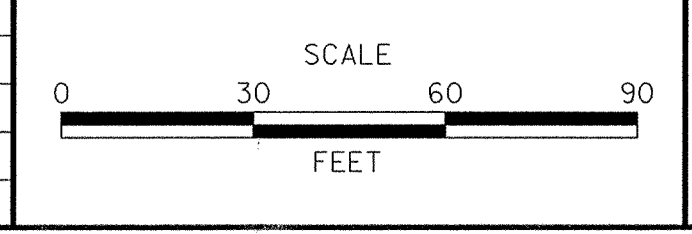
CR NO.	NO. OF CONDUITS	SIZE	LENGTH	AMOUNT AND TYPE OF CABLE / WIRE
*19A	*1	2.5"	85'	ABANDON [2-#18/4] NEW FIBER 1-#14/9
19A	1	4"	85'	1-#18/4 1-#14/5 3-#14/2 + #6 GND
20	1	4"	10'	NEW [1-#14/9 1-#18/4 + #6 GND]
21	1	4"	18'	NEW [2-#14/5 + #6 GND]
22	1	4"	9'	NEW [1-#14/5 + #6 GND]
23	1	4"	20'	NEW [1-#14/9 1-#18/4 + #6 GND]
24	1	4"	50'	NEW [1-#14/9 1-#18/4 + #6 GND]
*25	1	4"	7'	EMPTY NEW [1-#14/5 + #6 GND]
*26	1	4"	30'	EMPTY NEW [1-#14/5 + #6 GND]
27	1	4"	30'	NEW [1-#14/9 1-#18/4 + #6 GND]
*28	1	4"	34'	EMPTY NEW [2-#14/5 + #6 GND]
29	1	4"	46'	NEW [#8/2 + GND]
30	1	4"	27'	NEW [#8/2 + GND]
31	1	4"	136'	NEW [3-#14/2 + #6 GND]
32	1	4"	147'	NEW [2-#14/9 2-#18/4 3-#14/5 3-#14/2 #6 GND]
33	1	4"	80'	NEW [2-#14/9 2-#18/4 3-#14/5 3-#14/2 #6 GND]
34	1	4"	82'	NEW [2-#14/9 2-#18/4 3-#14/5 3-#14/2 #6 GND]
35	1	4"	33'	NEW [1-#14/9 1-#18/4 3-#14/5+ #6 GND]

ADDITIONAL SIGNAL NOTES
 7. BE AWARE OF THE EXISTING TRAFFIC SIGNAL INSTALLATION AND MAINTENANCE AGREEMENT BETWEEN THE STATE OF DELAWARE DEPARTMENT OF TRANSPORTATION AND JPMORGAN CHASE BANK NATIONAL ASS. AT THE INTERSECTION OF STANTON CHRISTIANA ROAD AND AAA BOULEVARD RECORDED IN NEW CASTLE COUNTY.

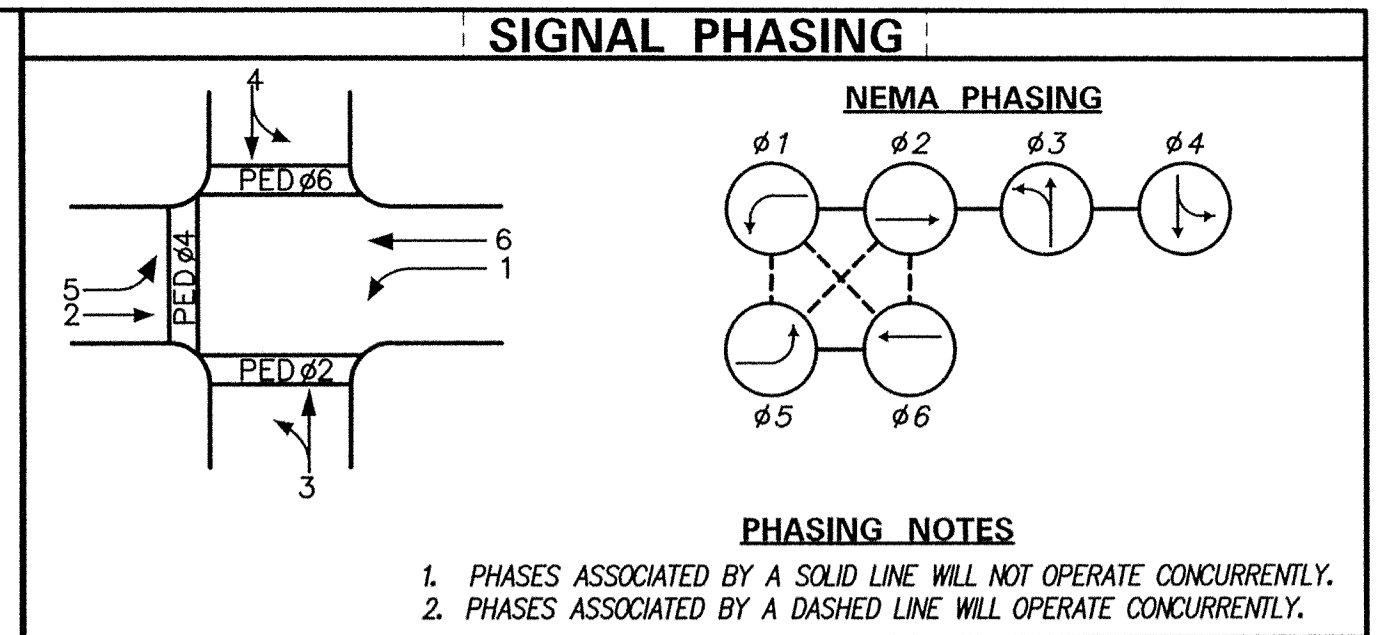
RECOMMENDED _____ DATE: _____ RECOMMENDED _____ DATE: 5/29/15 RECOMMENDED _____ DATE: 6/1/15 APPROVED TRAFFIC ENGINEER _____ DATE: 6/1/15



ADDENDUM / REVISIONS	



CONTRACT	PERMIT NO.	N595
T201604103	DESIGNED BY: JWWH	
COUNTY	CHECKED BY: MS	
NEW CASTLE		



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

	EXISTING SYMBOL	PROPOSED SYMBOL
JUNCTION WELL	J.W.	■
LOOP DETECTOR, TYPE 1	□	□
LOOP DETECTOR, TYPE 2	▨	▨
LUMINAIRE	⊙	⊙
MAST ARM	↗	↗
MICROWAVE DETECTION	⊙	⊙
OPTICOM RECEIVER	⊙	⊙
OVERHEAD SIGNING	—	—
PEDESTRIAN POLE/BASE	⊙	⊙
PEDESTRIAN PUSHBUTTON	⊙	⊙
PEDESTRIAN SIGNAL HEAD	⊙	⊙
RIGHT-OF-WAY	---	—R/W—
SERVICE PEDESTAL	□	□
SIGNAL CABINET	□	■
SIGNAL HEAD	⊙	⊙
SIGNAL POLE/BASE	⊙	⊙
SPAN INSULATOR	◇	◇
SPAN WIRE	—XX—	—◇—
UTILITY POLE	⊙	⊙
VIDEO DETECTION	⊙	⊙

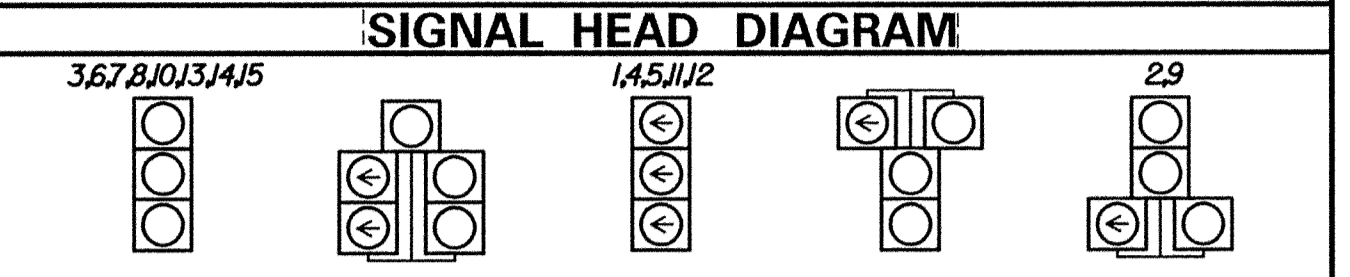
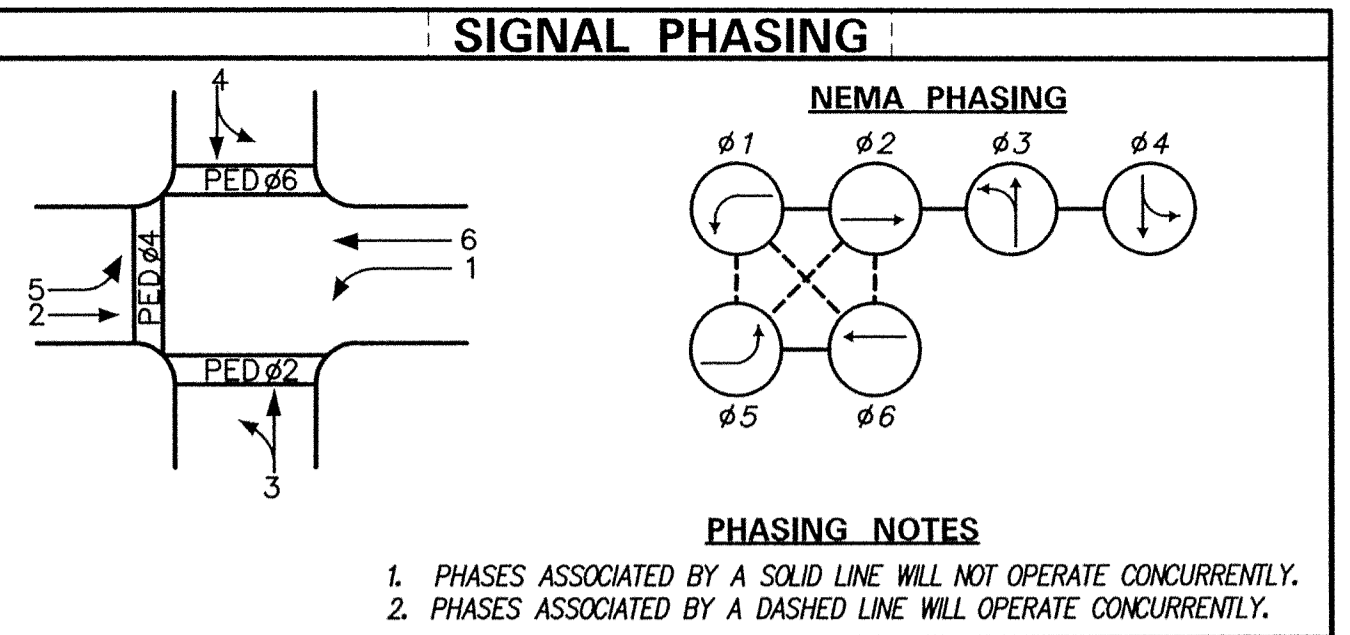
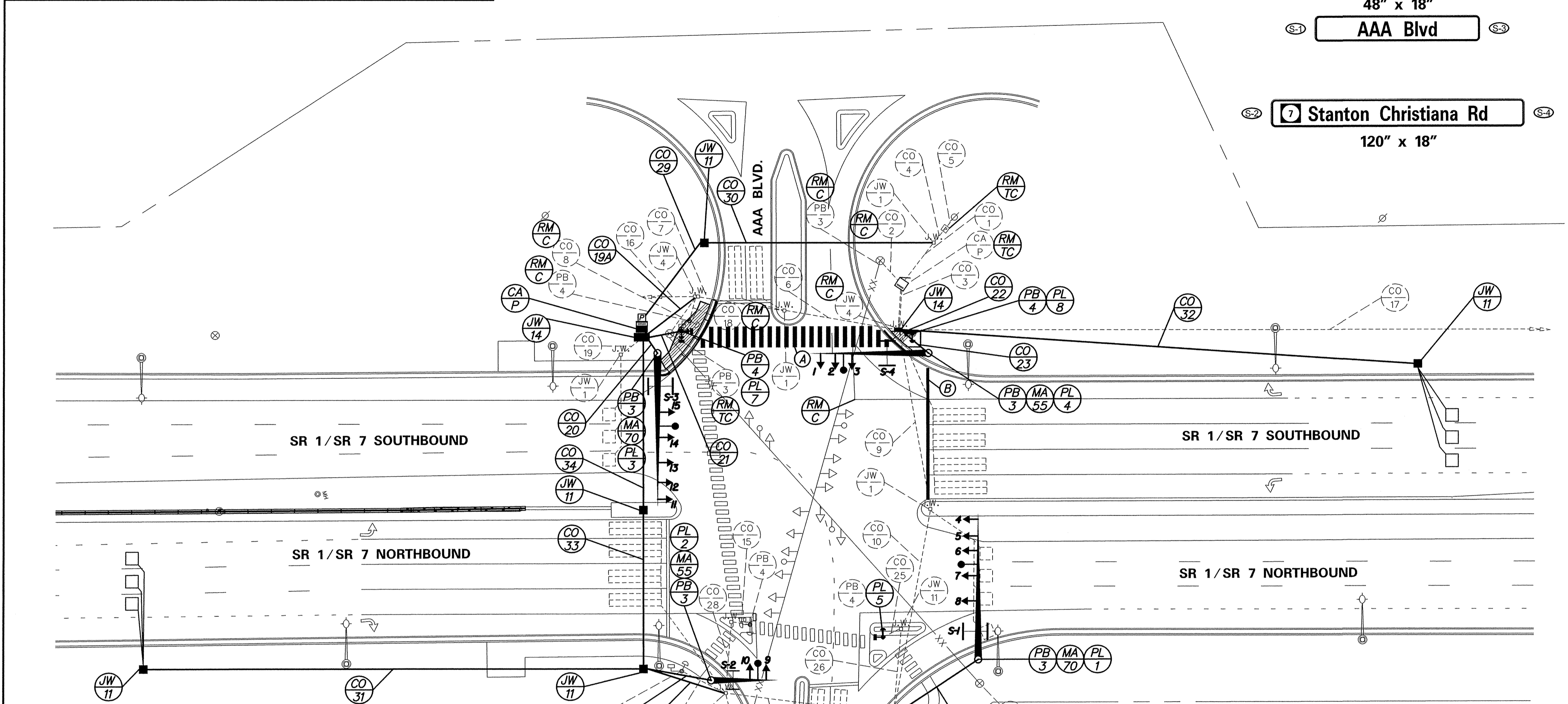
GENERAL SIGNAL NOTES
 1. ALL SIGNAL EQUIPMENT REMOVED FROM A PROJECT IS TO BE RETURNED TO DELDOT TRAFFIC - DOVER, DELAWARE.
 2. POLE BASES, CABINET BASE AND CONDUIT JUNCTION WELLS TO BE REMOVED IN ACCORDANCE WITH SECTION 201 AND 202 OF THE STANDARD SPECIFICATIONS OR AS DIRECTED BY ENGINEER. EXISTING CONDUIT IS TO BE ABANDONED.
 3. ALL GALVANIZED CONDUIT (GRC) SHALL BE REAMED AND THREADED. ALL GRC SHALL BE THREADED TOGETHER WITH APPROVED COUPLINGS, SET SROWN, BOLTED, AND COMPRESSION FITTING ARE NOT ACCEPTABLE.
 4. 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.
 5. PROPOSED POLE BASES SUPPORTING POLES WITH PEDESTRIAN PUSH BUTTONS SHALL BE CONSTRUCTED IMMEDIATELY ADJACENT TO THE FLAT (50:1 OR FLATTER) LANDING AREA OF THE CURB RAMP OR SIDEWALK IN ACCORDANCE WITH CURRENT ADA BEST PRACTICES. THESE POLE BASES SHALL BE FLUSH WITH THE ADJOINING LANDING AREA. THE PEDESTRIAN PUSH BUTTON SHALL BE INSTALLED AT A HEIGHT OF 40 TO 44 INCHES ABOVE THE LANDING AREA/SIDEWALK, AND SHALL BE LOCATED SUCH THAT THE MAXIMUM REACH DISTANCE IS 10 INCHES FROM THE LANDING AREA TO THE FACE OF THE PUSH BUTTON.
 6. ALL PEDESTRIAN SIGNAL HEADS SHALL BE COUNTDOWN.

APPROVED FOR INSTALLATION CHIEF TRAFFIC ENGINEER _____ DATE: 6/2/15

SHEET NO.	1
TOTAL SHTS.	1

Y:\TRAFFIC\PROJECTS\SIGNALS\NEWCASTLE\N595\PEID IMPROVEMENTS.DGN\N595 JP MORGAN US 7.DGN

PAVEMENT MARKINGS LEGEND		
SYMBOL	ITEM	QUANTITY
(A)	24" SOLID WHITE ALKYD THERMOPLASTIC PAVEMENT STRIPING (ITEM 748015)	440 SF
(B)	16" SOLID WHITE ALKYD THERMOPLASTIC PAVEMENT STRIPING (ITEM 748015)	95 SF



LEGEND			
(AB)	ABANDON	(OHL)	EXISTING OVERHEAD RUN IDENTIFIER (# OF OVERHEAD RUN)
(CA)	EXISTING CABINET IDENTIFIER (TYPE OF CABINET)	(OHP)	PROPOSED OVERHEAD RUN IDENTIFIER (# OF OVERHEAD RUN)
(CA)	PROPOSED CABINET IDENTIFIER (TYPE OF CABINET)	(PB)	EXISTING POLE BASE IDENTIFIER (TYPE OF POLE BASE)
(CO)	EXISTING CONDUIT RUN IDENTIFIER (# OF CONDUIT RUN)	(PB)	PROPOSED POLE BASE IDENTIFIER (TYPE OF POLE BASE)
(CO)	PROPOSED CONDUIT RUN IDENTIFIER (# OF CONDUIT RUN)	(PL)	EXISTING POLE IDENTIFIER (# OF POLE)
(JW)	EXISTING JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL)	(PL)	PROPOSED POLE IDENTIFIER (# OF POLE)
(JW)	PROPOSED JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL)	(RM)	REMOVE BY CONTRACTOR
(MA)	EXISTING MAST ARM IDENTIFIER (LENGTH OF ARM)	(RM)	REMOVE BY OTHERS
(MA)	PROPOSED MAST ARM IDENTIFIER (LENGTH OF ARM)	(RM)	REMOVE BY TRAFFIC CONTRACTOR

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

CONDUIT RUN SCHEDULE *DENOTES EXISTING				
CR NO.	NO. OF CONDUITS	SIZE	LENGTH	AMOUNT AND TYPE OF CABLE / WIRE
*1	1	2.5"	22'	REMOVE #8/2 + GND
*2	1	2.5"	12'	ABANDON [2-#14/16 4-#18/4]
*3	2	2.5"	20'	ABANDON 2-Fiber 2-#14/9 8-#18/4
*4	1	2.5"	6'	#8/2 + GND
*5	1	2.5"	4'	#8/2 + GND
*6	1	2.5"	58'	EXISTING 3-Fiber REMOVE [1-#14/9 2-#18/4] NEW [1-#14/9 1-#18/4 1-#14/5 3-#14/2 #6 GND]
*7	1	2.5"	42'	EXISTING 3-Fiber REMOVE [1-#14/9 2-#18/4] NEW [1-#14/9 1-#18/4 1-#14/5 3-#14/2 #6 GND]
*8	1	2.5"	19'	ABANDON [EMPTY]
*9	1	2.5"	85'	3-Fiber 1-#14/9 2-#18/4
*10	1	2.5"	97'	1-#14/9 3-#18/4
*11	1	2.5"	14'	4-#18/4
*12	1	2.5"	79'	REMOVE [1-#14/9 2-#18/4] NEW [1-#14/9 1-#18/4 2-#14/5 #6 GND]
*13	1	2.5"	27'	ABANDON [EMPTY]
*14	1	2.5"	22'	ABANDON [1-#14/9]
*15	1	4"	10'	EMPTY NEW [2-#14/5 + #6 GND]
*16	1	2.5"	-	3-Fiber
*17	1	2.5"	-	3-Fiber
*18	1	2.5"	12'	ABANDON [1-#14/9]
*19	1	2.5"	44'	2-#18/4

CONDUIT RUN SCHEDULE *DENOTES EXISTING				
CR NO.	NO. OF CONDUITS	SIZE	LENGTH	AMOUNT AND TYPE OF CABLE / WIRE
*19A	*1	2.5"	85'	ABANDON [2-#18/4] NEW FIBER 1-#14/9
19A	1	4"	85'	1-#18/4 1-#14/5 3-#14/2 + #6 GND
20	1	4"	10'	NEW [1-#14/9 1-#18/4 + #6 GND]
21	1	4"	18'	NEW [2-#14/5 + #6 GND]
22	1	4"	9'	NEW [1-#14/5 + #6 GND]
23	1	4"	20'	NEW [1-#14/9 1-#18/4 + #6 GND]
24	1	4"	50'	NEW [1-#14/9 1-#18/4 + #6 GND]
*25	1	4"	7'	EMPTY NEW [1-#14/5 + #6 GND]
*26	1	4"	30'	EMPTY NEW [1-#14/5 + #6 GND]
27	1	4"	30'	NEW [1-#14/9 1-#18/4 + #6 GND]
*28	1	4"	34'	EMPTY NEW [2-#14/5 + #6 GND]
29	1	4"	46'	NEW [8/2 + GND]
30	1	4"	27'	NEW [8/2 + GND]
31	1	4"	136'	NEW [3-#14/2 + #6 GND]
32	1	4"	147'	NEW [3-#14/2 + #6 GND]
33	1	4"	80'	NEW [2-#14/9 2-#18/4 3-#14/5 3-#14/2 #6 GND]
34	1	4"	82'	NEW [2-#14/9 2-#18/4 3-#14/5 3-#14/2 #6 GND]
35	1	4"	33'	NEW [1-#14/9 1-#18/4 3-#14/5 #6 GND]

ADDITIONAL SIGNAL NOTES

7. BE AWARE OF THE EXISTING TRAFFIC SIGNAL INSTALLATION AND MAINTENANCE AGREEMENT BETWEEN THE STATE OF DELAWARE DEPARTMENT OF TRANSPORTATION AND JPMORGAN CHASE BANK NATIONAL ASS. AT THE INTERSECTION OF STANTON CHRISTIANA ROAD AND AAA BOULEVARD RECORDED IN NEW CASTLE COUNTY.

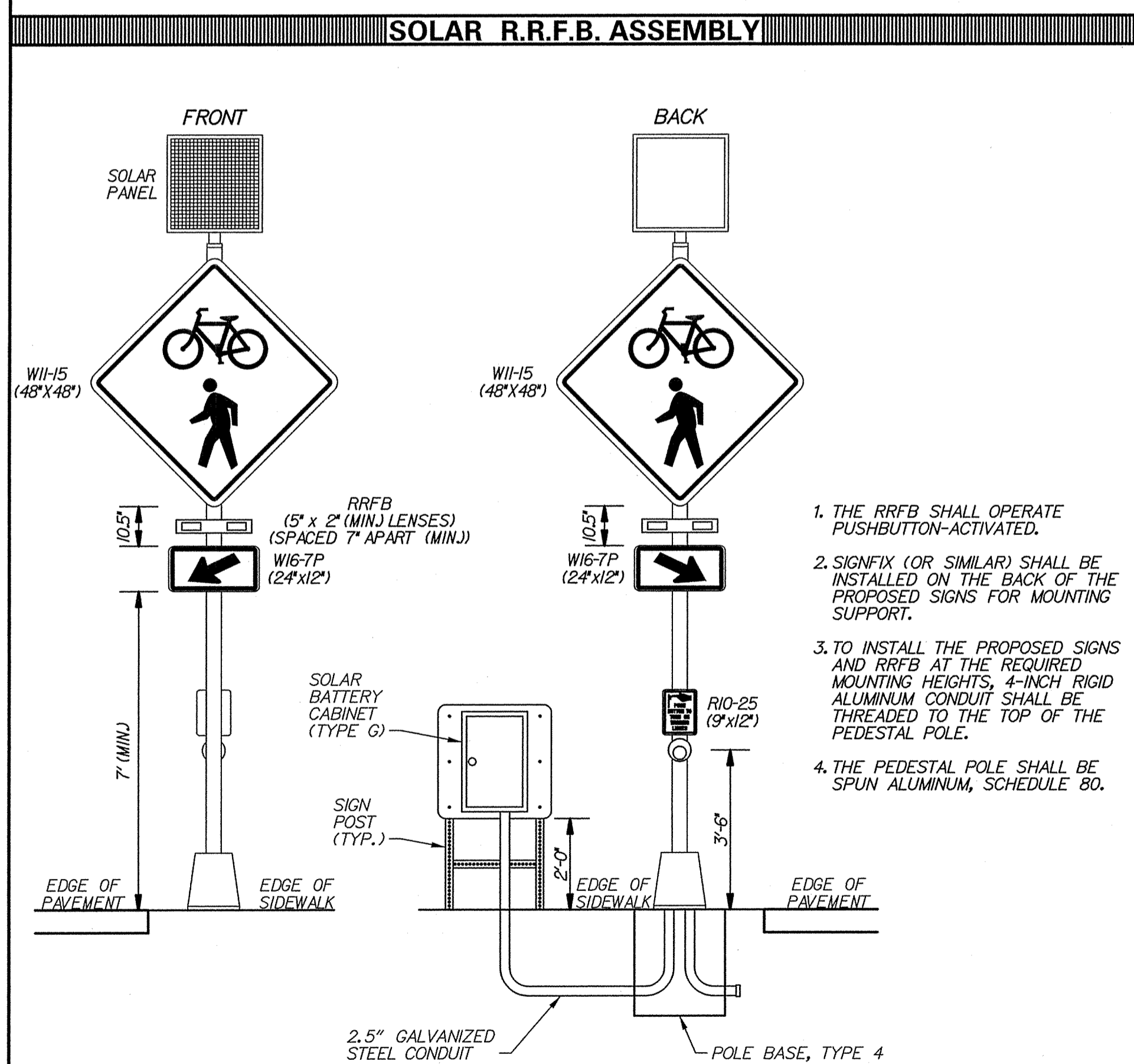
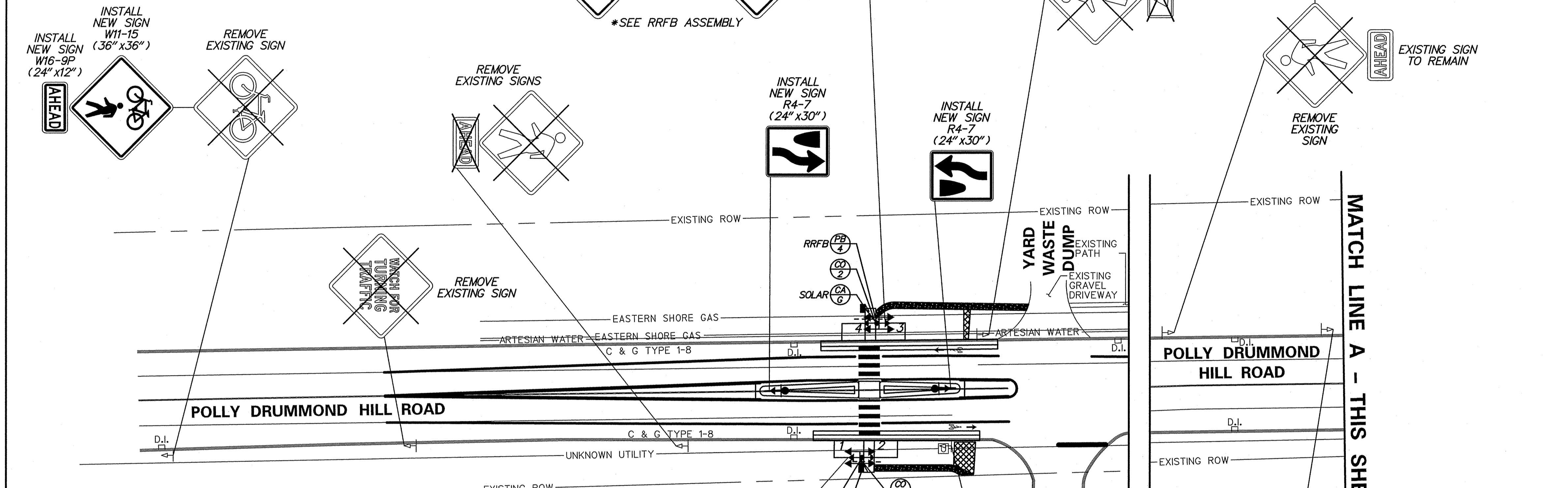
GENERAL SIGNAL NOTES

- ALL SIGNAL EQUIPMENT REMOVED FROM A PROJECT IS TO BE RETURNED TO DELDOT TRAFFIC - DOVER, DELAWARE.
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- 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.
- PROPOSED POLE BASES SUPPORTING POLES WITH PEDESTRIAN PUSH BUTTONS SHALL BE CONSTRUCTED IMMEDIATELY ADJACENT TO THE FLAT (50:1 OR FLATTER) LANDING AREA OF THE CURB RAMP OR SIDEWALK IN ACCORDANCE WITH CURRENT ADA BEST PRACTICES. THESE POLE BASES SHALL BE FLUSH WITH THE ADJOINING LANDING AREA. THE PEDESTRIAN PUSH BUTTON SHALL BE INSTALLED AT A HEIGHT OF 40 TO 44 INCHES ABOVE THE LANDING AREA/SIDEWALK, AND SHALL BE LOCATED SUCH THAT THE MAXIMUM REACH DISTANCE IS 10 INCHES FROM THE LANDING AREA TO THE FACE OF THE PUSH BUTTON.
- ALL PEDESTRIAN SIGNAL HEADS SHALL BE COUNTDOWN.

RECOMMENDED _____ DATE: _____	RECOMMENDED _____ DATE: 5/29/15	RECOMMENDED _____ DATE: 6/1/15	APPROVED TRAFFIC ENGINEER _____ DATE: 6/1/15	APPROVED FOR INSTALLATION CHIEF TRAFFIC ENGINEER _____ DATE: 6/2/15
ADDENDUM / REVISIONS				
SCALE 0 30 60 90 FEET				
		CONTRACT T201604103 COUNTY NEW CASTLE		PERMIT NO. N595 DESIGNED BY: JWVH CHECKED BY: MS
SIGNAL PLAN				SHEET NO. 1
SR7 & AAA BLVD				TOTAL SHTS. 1

CONDUIT RUN SCHEDULE					
CO#	# OF CONDUITS	SIZE	LENGTH	B/T/O	AMOUNT AND TYPE OF CABLE/ WIRE
1*	1	2.5 IN	4 FT	T	[NEW (5) RRFB CABLES]
2*	1	2.5 IN	9 FT	T	[NEW (5) RRFB CABLES]

* GALVANIZED STEEL CONDUIT
B = BORE, T = TRENCH, O = OPEN CUT



1. THE RRFB SHALL OPERATE PUSHBUTTON-ACTIVATED.
2. SIGNFIX (OR SIMILAR) SHALL BE INSTALLED ON THE BACK OF THE PROPOSED SIGNS FOR MOUNTING SUPPORT.
3. TO INSTALL THE PROPOSED SIGNS AND RRFB AT THE REQUIRED MOUNTING HEIGHTS, 4-INCH RIGID ALUMINUM CONDUIT SHALL BE THREADED TO THE TOP OF THE PEDESTAL POLE.
4. THE PEDESTAL POLE SHALL BE SPUN ALUMINUM, SCHEDULE 80.

SIGNAL PHASING	
SIGNAL HEAD DIAGRAM	
1 - 4 ALTERNATELY FLASHING (2/4 OR WW+S PATTERN) YELLOW RRFB BEACONS	
LEGEND	
<ul style="list-style-type: none"> PROPOSED SIGNAL CABINET EXISTING SIGNAL CABINET PROPOSED SIGNAL POLE BASE EXISTING SIGNAL POLE BASE PROPOSED PEDESTRIAN POLE BASE EXISTING PEDESTRIAN POLE BASE PROPOSED WOOD POLE EXISTING UTILITY POLE PROPOSED JUNCTION WELL EXISTING JUNCTION WELL PROPOSED SIGNAL HEAD EXISTING SIGNAL HEAD PROPOSED PEDESTRIAN SIGNAL HEAD EXISTING PEDESTRIAN SIGNAL HEAD PROPOSED PEDESTRIAN PUSHBUTTON EXISTING PEDESTRIAN PUSHBUTTON PROPOSED VIDEO DETECTION EXISTING VIDEO DETECTION PROPOSED MICROWAVE DETECTION EXISTING MICROWAVE DETECTION OVERHEAD SIGNING PROPOSED OPTICOM RECEIVER EXISTING OPTICOM RECEIVER PROPOSED MAST ARM EXISTING MAST ARM PROPOSED LUMINAIRE EXISTING LUMINAIRE PROPOSED LOOP DETECTOR (TYPE 1 OR 2) EXISTING LOOP DETECTOR (TYPE 1 OR 2) 	<ul style="list-style-type: none"> REMOVE BY CONTRACTOR REMOVE BY OTHERS ABANDON PROPOSED POLE BASE IDENTIFIER (TYPE OF POLE BASE) EXISTING POLE BASE IDENTIFIER (TYPE OF POLE BASE) PROPOSED JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL) EXISTING JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL) PROPOSED CONDUIT RUN IDENTIFIER (* OF CONDUIT RUN) EXISTING CONDUIT RUN IDENTIFIER (* OF CONDUIT RUN) PROPOSED OVERHEAD RUN IDENTIFIER (* OF OVERHEAD RUN) EXISTING OVERHEAD RUN IDENTIFIER (* OF OVERHEAD RUN) PROPOSED MAST ARM IDENTIFIER (LENGTH OF ARM) EXISTING MAST ARM IDENTIFIER (LENGTH OF ARM) PROPOSED CABINET IDENTIFIER (TYPE OF CABINET) EXISTING CABINET IDENTIFIER (TYPE OF CABINET) PROPOSED SPAN WIRE EXISTING SPAN WIRE RIGHT-OF-WAY OR PROPERTY LINE PROPOSED SPAN INSULATOR EXISTING SPAN INSULATOR SERVICE PEDESTAL

GENERAL SIGNAL NOTES

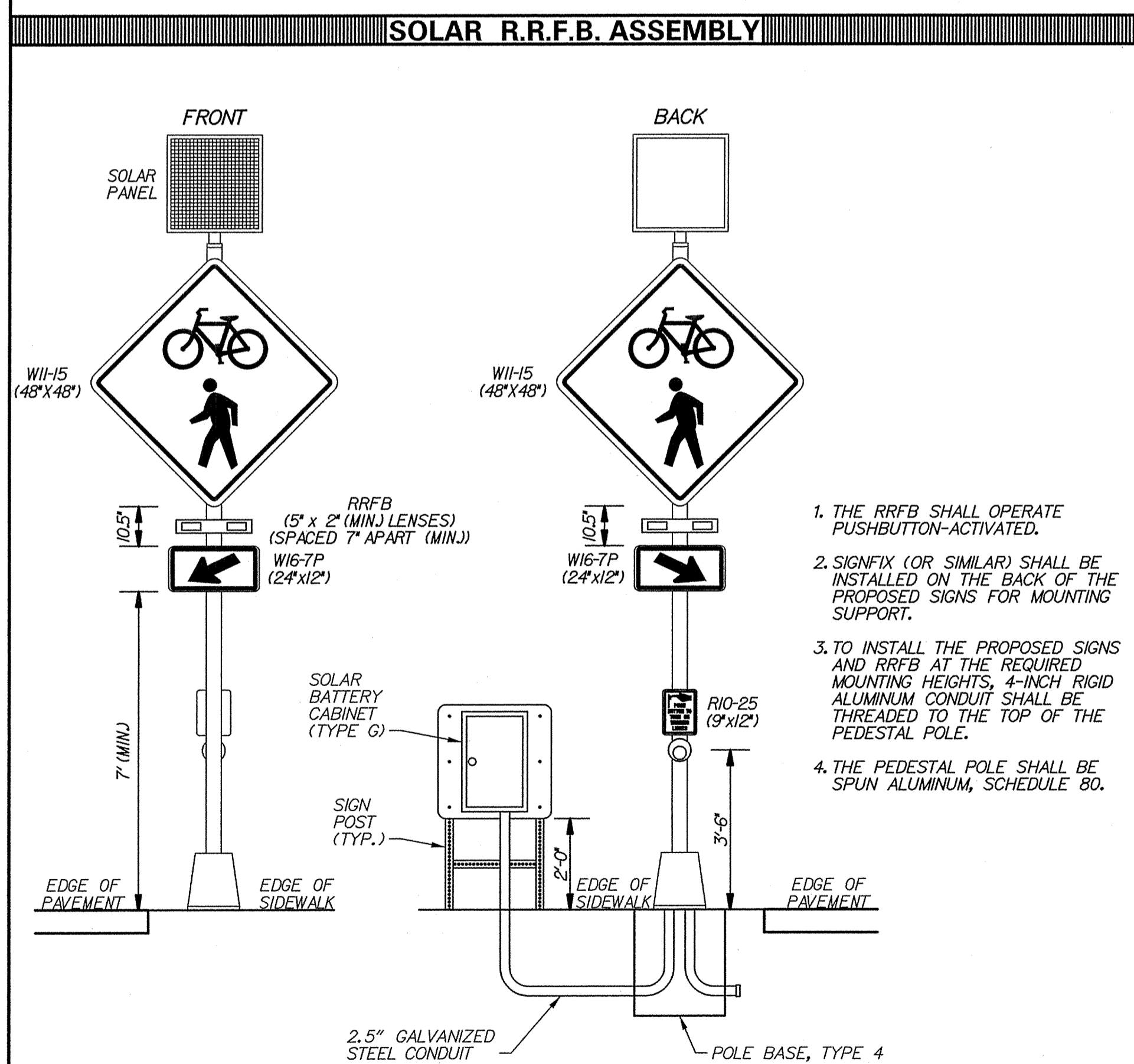
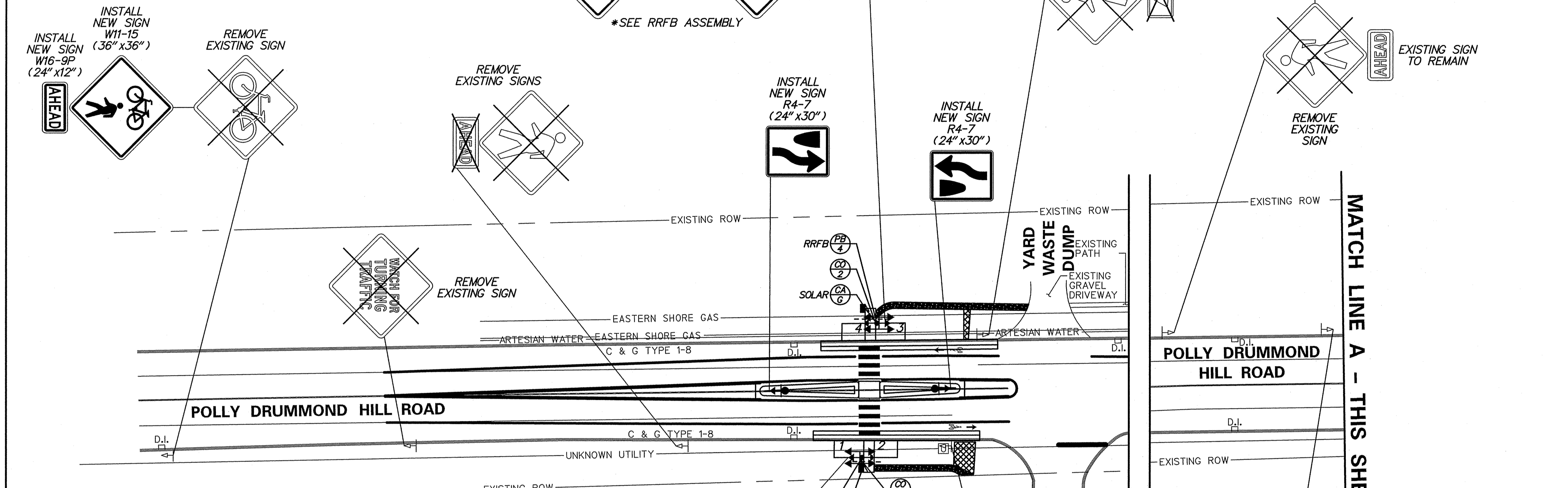
1. ALL GALVANIZED CONDUIT (GRC) SHALL BE REAMED AND THREADED. ALL GRC SHALL BE THREADED TOGETHER WITH APPROVED COUPLINGS. SET SCREW, BOLTED, AND COMPRESSION FITTING ARE NOT ACCEPTABLE.
2. ALL UNDERGROUND AND OVERHEAD UTILITIES SHOWN ON THESE PLANS ARE SCHEMATIC ONLY AND MAY NOT BE COMPLETE. THE CONTRACTOR 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.

RECOMMENDED _____ DATE: _____	RECOMMENDED _____ DATE: _____	RECOMMENDED <i>[Signature]</i> DATE: 11/7/15	APPROVED TRAFFIC ENGINEER <i>[Signature]</i> DATE: 11/17/15	APPROVED FOR INSTALLATION CHIEF TRAFFIC ENGINEER <i>[Signature]</i> DATE: 11/17/15
DELAWARE DEPARTMENT OF TRANSPORTATION		POLLY DRUMMOND HILL ROAD BICYCLE & PED CROSSING (RRFB)		RRFB AND SIGNALING PLAN POLLY DRUMMOND HILL RD @ JUDGE MORRIS ESTATE (WCCSP)
ADDENDUM / REVISIONS [] BACK-TO-BACK RRFB SIGNS AND GROUND-MOUNTED CABINET D.C.G. (WRA) 11/2015 (CONTRACT #T201604105)		SCALE 0 30 60 90 FEET		CONTRACT T201604105 COUNTY NEW CASTLE PERMIT NO. N821 DESIGNED BY: D.C.G. (WRA) CHECKED BY: M.J.B. (WRA)
				SHEET NO. 4 TOTAL SHTS. 4

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CONDUIT RUN SCHEDULE					
CO#	# OF CONDUITS	SIZE	LENGTH	B/T/O	AMOUNT AND TYPE OF CABLE/ WIRE
1*	1	2.5 IN	4 FT	T	[NEW (5) RRFB CABLES]
2*	1	2.5 IN	9 FT	T	[NEW (5) RRFB CABLES]

* GALVANIZED STEEL CONDUIT
B = BORE, T = TRENCH, O = OPEN CUT



1. THE RRFB SHALL OPERATE PUSHBUTTON-ACTIVATED.
2. SIGNFIX (OR SIMILAR) SHALL BE INSTALLED ON THE BACK OF THE PROPOSED SIGNS FOR MOUNTING SUPPORT.
3. TO INSTALL THE PROPOSED SIGNS AND RRFB AT THE REQUIRED MOUNTING HEIGHTS, 4-INCH RIGID ALUMINUM CONDUIT SHALL BE THREADED TO THE TOP OF THE PEDESTAL POLE.
4. THE PEDESTAL POLE SHALL BE SPUN ALUMINUM, SCHEDULE 80.

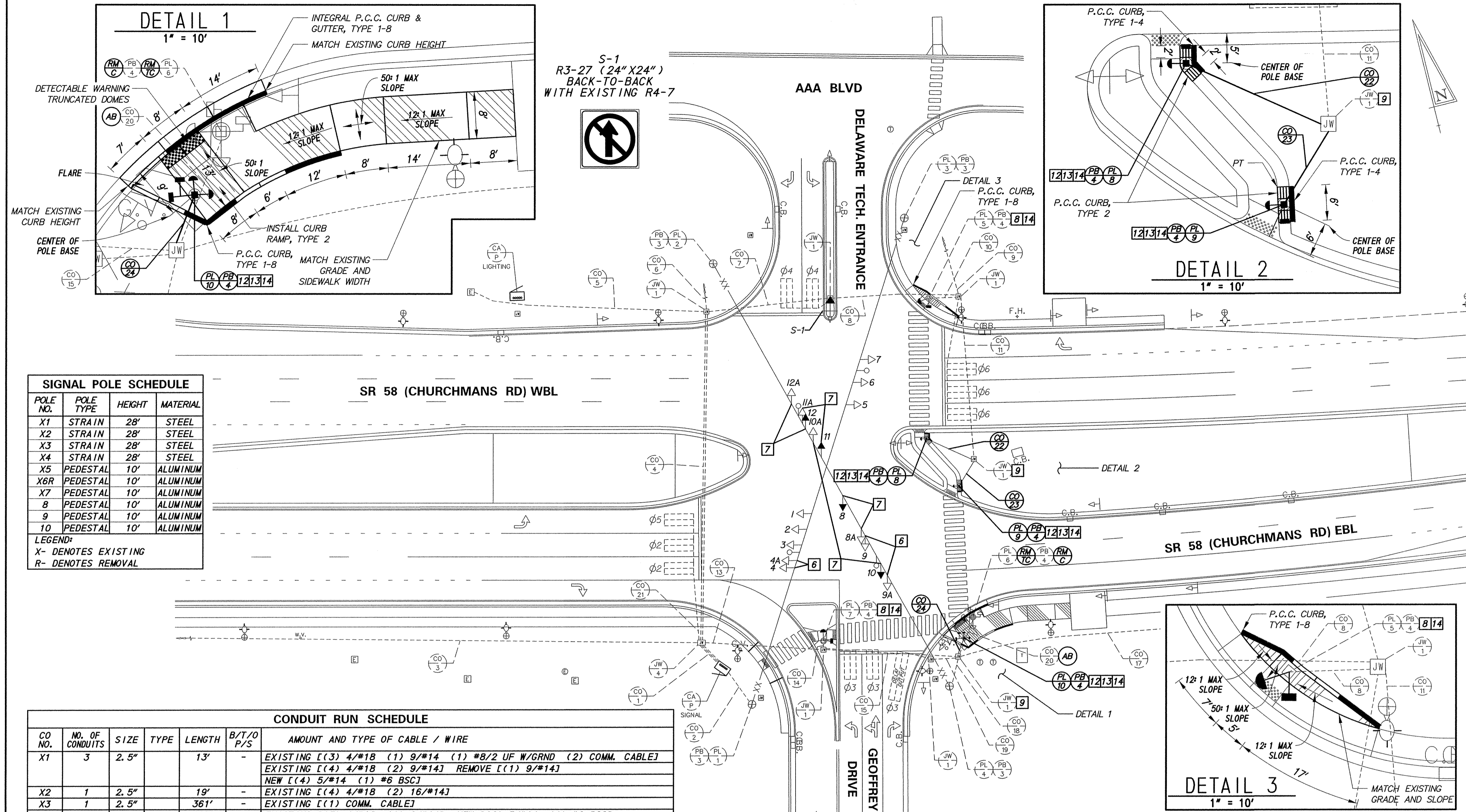
SIGNAL PHASING	
1 - 4 ALTERNATELY FLASHING (2/4 OR WW+S PATTERN) YELLOW RRFB BEACONS	
LEGEND	
	PROPOSED SIGNAL CABINET
	EXISTING SIGNAL CABINET
	PROPOSED SIGNAL POLE BASE
	EXISTING SIGNAL POLE BASE
	PROPOSED PEDESTRIAN POLE BASE
	EXISTING PEDESTRIAN POLE BASE
	PROPOSED WOOD POLE
	EXISTING UTILITY POLE
	PROPOSED JUNCTION WELL
	EXISTING JUNCTION WELL
	PROPOSED SIGNAL HEAD
	EXISTING SIGNAL HEAD
	PROPOSED PEDESTRIAN SIGNAL HEAD
	EXISTING PEDESTRIAN SIGNAL HEAD
	PROPOSED PEDESTRIAN PUSHBUTTON
	EXISTING PEDESTRIAN PUSHBUTTON
	PROPOSED VIDEO DETECTION
	EXISTING VIDEO DETECTION
	PROPOSED MICROWAVE DETECTION
	EXISTING MICROWAVE DETECTION
	OVERHEAD SIGNAGE
	PROPOSED OPTICOM RECEIVER
	EXISTING OPTICOM RECEIVER
	PROPOSED MAST ARM
	EXISTING MAST ARM
	PROPOSED LUMINAIRE
	EXISTING LUMINAIRE
	PROPOSED LOOP DETECTOR (TYPE 1 OR 2)
	EXISTING LOOP DETECTOR (TYPE 1 OR 2)
	REMOVE BY CONTRACTOR
	REMOVE BY OTHERS
	ABANDON
	PROPOSED POLE BASE IDENTIFIER (TYPE OF POLE BASE)
	EXISTING POLE BASE IDENTIFIER (TYPE OF POLE BASE)
	PROPOSED JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL)
	EXISTING JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL)
	PROPOSED CONDUIT RUN IDENTIFIER (* OF CONDUIT RUN)
	EXISTING CONDUIT RUN IDENTIFIER (* OF CONDUIT RUN)
	PROPOSED OVERHEAD RUN IDENTIFIER (* OF OVERHEAD RUN)
	EXISTING OVERHEAD RUN IDENTIFIER (* OF OVERHEAD RUN)
	PROPOSED MAST ARM IDENTIFIER (LENGTH OF ARM)
	EXISTING MAST ARM IDENTIFIER (LENGTH OF ARM)
	PROPOSED CABINET IDENTIFIER (TYPE OF CABINET)
	EXISTING CABINET IDENTIFIER (TYPE OF CABINET)
	PROPOSED SPAN WIRE
	EXISTING SPAN WIRE
	RIGHT-OF-WAY OR PROPERTY LINE
	PROPOSED SPAN INSULATOR
	EXISTING SPAN INSULATOR
	SERVICE PEDESTAL

GENERAL SIGNAL NOTES

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

RECOMMENDED _____ DATE: _____	RECOMMENDED _____ DATE: _____	RECOMMENDED <i>[Signature]</i> DATE: 11/7/15	APPROVED TRAFFIC ENGINEER <i>[Signature]</i> DATE: 11/17/15	APPROVED FOR INSTALLATION CHIEF TRAFFIC ENGINEER <i>[Signature]</i> DATE: 11/17/15	
DELAWARE DEPARTMENT OF TRANSPORTATION		ADDENDUM / REVISIONS <input type="checkbox"/> BACK-TO-BACK RRFB SIGNS AND GROUND-MOUNTED CABINET D.C.G. (WRA) 11/2015 (CONTRACT #T201604105)	SCALE 0 30 60 90 FEET	POLLY DRUMMOND HILL ROAD BICYCLE & PED CROSSING (RRFB) CONTRACT T201604105 COUNTY NEW CASTLE PERMIT NO. N821 DESIGNED BY: D.C.G. (WRA) CHECKED BY: M.J.B. (WRA)	RRFB AND SIGNALING PLAN POLLY DRUMMOND HILL RD @ JUDGE MORRIS ESTATE (WCCSP) SHEET NO. 4 TOTAL SHTS. 4

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POLE NO.	POLE TYPE	HEIGHT	MATERIAL
X1	STRAIN	28'	STEEL
X2	STRAIN	28'	STEEL
X3	STRAIN	28'	STEEL
X4	STRAIN	28'	STEEL
X5	PEDESTAL	10'	ALUMINUM
X6R	PEDESTAL	10'	ALUMINUM
X7	PEDESTAL	10'	ALUMINUM
8	PEDESTAL	10'	ALUMINUM
9	PEDESTAL	10'	ALUMINUM
10	PEDESTAL	10'	ALUMINUM

LEGEND:
 X- DENOTES EXISTING
 R- DENOTES REMOVAL

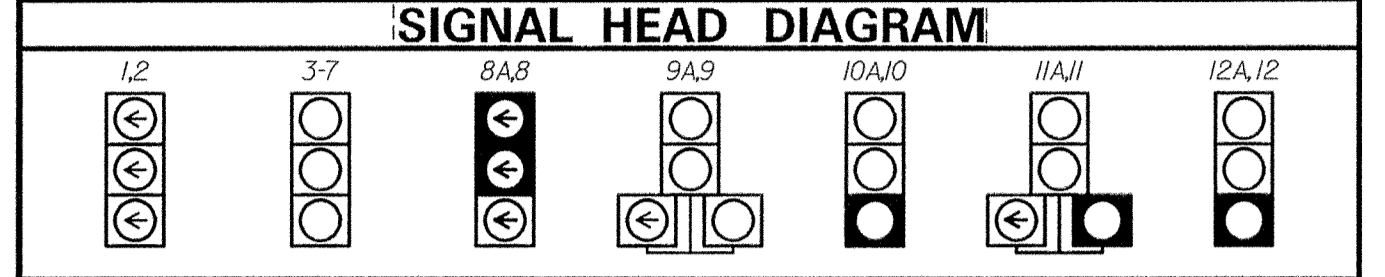
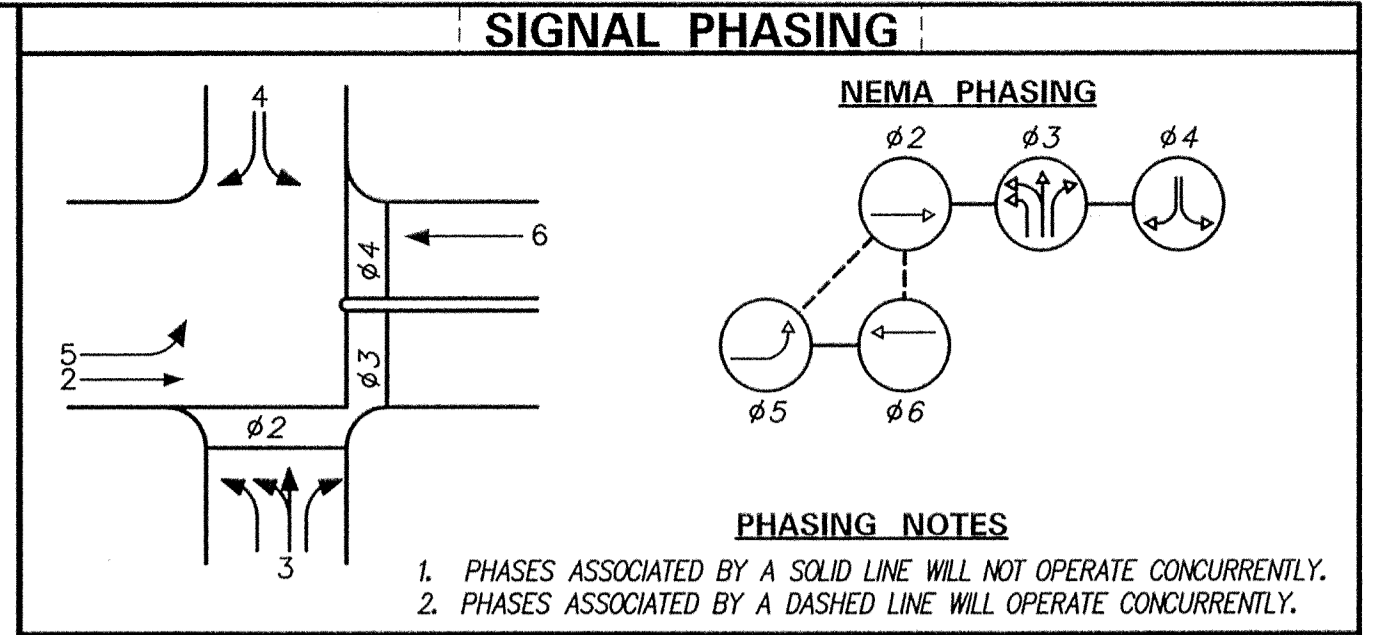
CO NO.	NO. OF CONDUITS	SIZE	TYPE	LENGTH	B/T/O P/S	AMOUNT AND TYPE OF CABLE / WIRE
X1	3	2.5"		13'	-	EXISTING [(3) 4/*18 (1) 9/*14 (1) #8/2 UF W/GRND (2) COMM. CABLE] EXISTING [(4) 4/*18 (2) 9/*14] REMOVE [(1) 9/*14] NEW [(4) 5/*14 (1) #6 BSC]
X2	1	2.5"		19'	-	EXISTING [(4) 4/*18 (2) 16/*14]
X3	1	2.5"		361'	-	EXISTING [(1) COMM. CABLE]
X4	2	2.5"		167'	-	EXISTING [(3) 4/*18 (1) 9/*14] NEW [(2) 5/*14 (1) #6 BSC] EXISTING [(1) #8/2 UF W/GRND]
X5	1	2.5"		93'	-	EXISTING [(1) #8/2 UF W/GRND]
X6	1	0.75"			-	EMPTY
X7	1	2.5"		62'	-	EXISTING [(3) 4/*18 (1) 9/*14] NEW [(2) 5/*14 (1) #6 BSC]
X8	1	2.5"		64'	-	EXISTING [(2) 4/*18 (1) 9/*14] NEW [(2) 5/*14 (1) #6 BSC]
X9	1	4"			-	EMPTY
X10	1	2.5"		13'	-	EXISTING [(1) 9/*14]
X11	1	2.5"		82'	-	NEW [(2) 5/*14 (1) #6 BSC]
X13	1	2.5"		60'	-	EXISTING [(2) 4/*18 (2) 9/*14 (1) COMM. CABLE] REMOVE [(1) 9/*14] NEW [(2) 5/*14 (1) #6 BSC]
X14	1	1.5"		2'	-	EXISTING [(1) 9/*14]
X15	1	2.5"		67'	-	EXISTING [(1) 4/*18 (1) 9/*14 (1) COMM. CABLE] REMOVE [(1) 9/*14] NEW [(2) 5/*14 (1) #6 BSC]
X17	1	2.5"		13'	-	EXISTING [(1) COMM. CABLE]
X18	1	2.5"		13'	-	EMPTY
X19	1	2.5"			-	EXISTING [(1) 4/*18]
X20	1	2.5"		20'	-	EXISTING [(1) 9/*14] REMOVE [(1) 9/*14]
X21	1	0.75"		16'	-	EXISTING [(1) 1/*14]
22	1	2.5"	PVC	26'	T	NEW [(1) 5/*14 (1) #6 BSC]
23	1	2.5"	PVC	14'	T	NEW [(1) 5/*14 (1) #6 BSC]
24	1	2.5"	PVC	10'	T	NEW [(2) 5/*14 (1) #6 BSC]

LEGEND:
 X- DENOTES EXISTING
 GALV- GALVANIZED STEEL
 HDPE- HIGH-DENSITY POLYETHYLENE
 PVC- POLYVINYL CHLORIDE

B- BORE
 T- TRENCH
 O- OPEN CUT
 S- ON STRUCTURE
 P- ATTACH TO POLE

- CONSTRUCTION NOTES:**
- THE CONTRACTOR SHALL RELOCATE EXISTING SIGNAL HEAD NOS. 4A AND 9A TO 4 AND 9, AS SHOWN.
 - THE CONTRACTOR SHALL RELOCATE EXISTING SIGNAL HEAD NOS. 8A, 10A, 11A AND 12A TO 8, 10, 11 AND 12, AND EXCHANGE INDICATION MODULES, AS SHOWN.
 - THE CONTRACTOR SHALL REPLACE ALL EXISTING PEDESTRIAN SIGNAL HEADS WITH COUNTDOWN DISPLAYS.
 - THE CONTRACTOR SHALL RESET, ADJUST OR REPAIR EXISTING TYPE 1 JUNCTION WELL, AS NECESSARY, FOR THE INTERIORATION OF THE PROPOSED CONDUIT. THE EXISTING METAL LID SHALL BE REMOVED AND REPLACED WITH A COMPOSITE LID.
 - THE CONTRACTOR SHALL TAPER THE PROPOSED P.C.C. CURB, TYPE 2, FLUSH WITH THE POLE BASE AND PROVIDE P.C.C. CURB, TYPE 1-4, TO THE BACK OF THE PROPOSED TYPE 2 CURB AND POLE BASE, AS SHOWN.
 - PROPOSED POLE BASES SUPPORTING POLES WITH PEDESTRIAN PUSHBUTTONS SHALL BE CONSTRUCTED IMMEDIATELY ADJACENT TO THE EXISTING FLAT (50# OR FLATTER) LANDING AREA OF THE CURB RAMP IN ACCORDANCE WITH CURRENT ADA BEST PRACTICES. THESE POLE BASES SHALL BE FLUSH WITH THE ADJOINING LANDING AREA. THE PEDESTRIAN PUSHBUTTON SHALL BE INSTALLED AT A HEIGHT OF 42 INCHES TO 48 INCHES ABOVE THE LANDING AREA AND SHALL BE LOCATED SUCH THAT A MAXIMUM REACH DISTANCE DOES NOT EXCEED 10 INCHES FROM THE LANDING AREA TO THE FACE OF THE PUSHBUTTON. PEDESTRIAN SIGNAL HEADS SHALL BE MOUNTED WITH THE BOTTOM OF THE SIGNAL HOUSING, INCLUDING BRACKETS, NOT LESS THAN 7 FEET OR MORE THAN 10 FEET ABOVE LANDING AREA OR SIDEWALK LEVEL.
 - THE CONTRACTOR SHALL INSTALL COUNTDOWN PEDESTRIAN SIGN (R10-3e, R10-3e-DE, OR R10-3e-DE2) WITH PROPER PEDESTRIAN MOVEMENT ARROW FOR RELEVANT CROSSWALK DETECTION ABOVE EACH PEDESTRIAN PUSHBUTTON. THE FACE OF THE PUSHBUTTON AND SIGN SHALL BE INSTALLED PARALLEL WITH THE CROSSING AND THE COUNTDOWN DISPLAY SHALL BE ALIGNED WITH THE CROSSING, AS SHOWN. THE R10-3e-DE SIGN SHALL BE USED WHERE TWO PUSHBUTTONS ARE LOCATED ON ONE POLE. THE R10-3e-DE2 SIGN SHALL BE USED FOR THE TWO (2) CROSSINGS TO THE SR 58 MEDIAN.

- CONSTRUCTION NOTES (CONT'D):**
- DELDOT TRAFFIC/TMC FORCES SHALL MODIFY THE SIGNAL PHASING TO A TWO (2) STAGE CROSSING OF SR 58 (CHURCHMANS ROAD).
 - THE CONTRACTOR SHALL STABILIZE ALL DISTURBED SOIL IN ACCORDANCE WITH THE LATEST DELAWARE EROSION & SEDIMENT CONTROL HANDBOOK.
- SPECIAL NOT NOTES:**
- TYPE 3 BARRICADES SHALL COMPLETELY RUN THE FULL WIDTH OF THE SIDEWALK.
 - THE CONTRACTOR SHALL USE TA-3A OF THE DELAWARE MUTCD TO CLOSE THE RIGHT SHOULDER/ACCELERATION LANE ALONG EASTBOUND SR 58 (CHURCHMANS ROAD). THE SHOULDER/ACCELERATION LANE CLOSURE IS ONLY PERMITTED AT NIGHT BETWEEN THE HOURS OF 8:00 P.M. TO 6:00 A.M.
 - THE CONTRACTOR SHALL UTILIZE FLAGGERS TO SAFELY LEAD PEDESTRIANS THROUGH THE WORK ZONE. AT THE END OF EACH WORK DAY A VIABLE ROUTE FOR PEDESTRIANS SHALL BE AVAILABLE USING ACCEPTABLE PEDESTRIAN MATERIALS.
 - ACCEPTABLE MATERIALS FOR TEMPORARY PEDESTRIAN PATHS AND TEMPORARY CURB RAMPS SHALL INCLUDE CONCRETE, HOT-MIX, COMPACTED MILLINGS OR PLYWOOD WALKWAY STRUCTURES IN ACCORDANCE WITH SECTION 743 OF THE DELDOT "STANDARD SPECIFICATIONS," DATED AUGUST 2001 AND THE DELDOT "STANDARD CONSTRUCTION DETAILS," DATED 2001, INCLUDING ALL REVISIONS UP TO THE DATE OF ADVERTISEMENT. PLYWOOD WALKWAY STRUCTURES SHALL ALSO INCLUDE DETECTABLE EDGING AND RAILINGS IN ACCORDANCE WITH ADA GUIDELINES AND THE DELAWARE MUTCD. STONE OR GRADED AGGREGATE BASE COURSE SHALL NOT BE USED FOR TEMPORARY PEDESTRIAN PATHS. ANY TEMPORARY PEDESTRIAN PATHWAY MUST HAVE TYPE 2 PEDESTRIAN CHANNELIZING BARRICADES ALONG BOTH SIDES OF THE ENTIRE PATH.



LEGEND

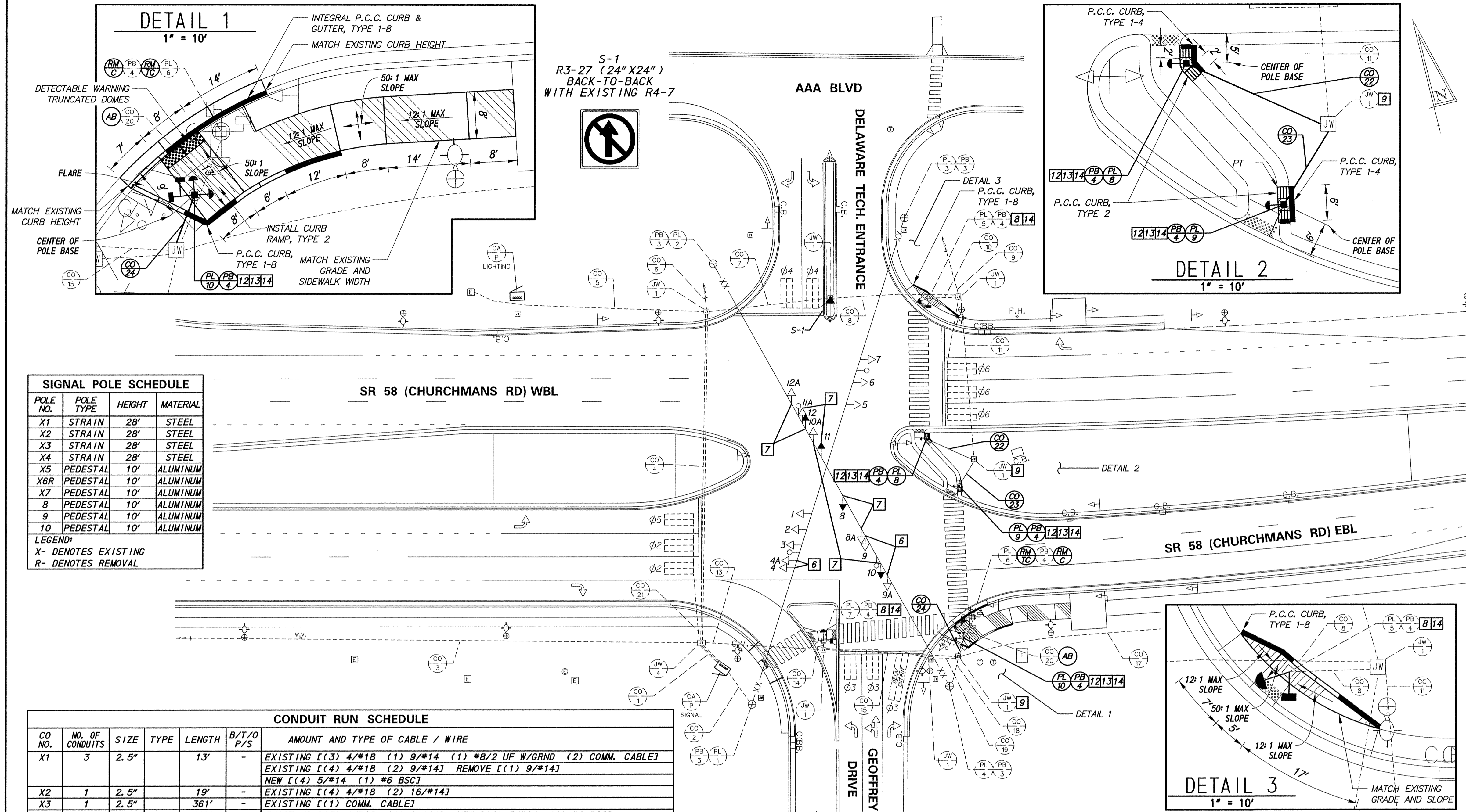
AB	ABANDON	OH1	EXISTING OVERHEAD RUN IDENTIFIER (# OF OVERHEAD RUN)
CA	EXISTING CABINET IDENTIFIER (TYPE OF CABINET)	OH2	PROPOSED OVERHEAD RUN IDENTIFIER (# OF OVERHEAD RUN)
CA X	PROPOSED CABINET IDENTIFIER (TYPE OF CABINET)	PB	EXISTING POLE BASE IDENTIFIER (# OF POLE BASE)
CO	EXISTING CONDUIT RUN IDENTIFIER (# OF CONDUIT RUN)	PB X	PROPOSED POLE BASE IDENTIFIER (# OF POLE BASE)
CO X	PROPOSED CONDUIT RUN IDENTIFIER (# OF CONDUIT RUN)	PL	EXISTING POLE IDENTIFIER (# OF POLE)
JW	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	EXISTING MAST ARM IDENTIFIER (LENGTH OF ARM)	RM D	REMOVE BY OTHERS
MA X	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	□	□
SIGNAL CABINET	■	■
SIGNAL HEAD	→	→
SIGNAL POLE/BASE	⊙	⊙
SPAN INSULATOR	◇	◇
SPAN WIRE	XX	◇
UTILITY POLE	⊙	⊙
VIDEO DETECTION	◀	▶

GENERAL SIGNAL NOTES:

- CO #1 IS NOT DRAWN TO SCALE, NOR IS THE DIRECTION NECESSARILY CORRECT.
- ALL SIGNAL EQUIPMENT REMOVED FROM A PROJECT IS TO BE RETURNED TO DELDOT TRAFFIC - DOVER, DELAWARE.
- POLE BASES, CABINET BASE AND CONDUIT JUNCTION WELLS TO BE REMOVED IN ACCORDANCE WITH SECTION 201 AND 202 OF THE STANDARD SPECIFICATIONS OR AS DIRECTED BY ENGINEER. EXISTING CONDUIT IS TO BE ABANDONED.
- ALL GALVANIZED CONDUIT (GRC) SHALL BE REAMED AND THREADED. ALL GRC SHALL BE THREADED TOGETHER WITH APPROVED COUPLINGS, SET SCREW, BOLTED, AND COMPRESSION FITTING ARE NOT ACCEPTABLE.
- 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.

RECOMMENDED _____ DATE: _____	RECOMMENDED _____ DATE: _____	RECOMMENDED _____ DATE: 11/16/15	APPROVED TRAFFIC ENGINEER _____ DATE: 11/10/2015	APPROVED FOR INSTALLATION CHIEF TRAFFIC ENGINEER _____ DATE: 11/16/15
DELAWARE DEPARTMENT OF TRANSPORTATION ADD & UPGRADE PED SIGNALS, MODIFY CURB RAMPS IN NE AND SE CORNERS, AND UPDATE SIGNAL HEADS AND SIGNAL PHASING. JVB 11/2015			INTERSECTION IMPROVEMENTS CONTRACT: T201504003 COUNTY: NEW CASTLE PERMIT NO: N475 DESIGNED BY: JVB CHECKED BY: MS	
SIGNAL PLAN SR 58 (CHURCHMANS RD) AT GEOFFREY DRIVE/ DELAWARE TECH ENTRANCE			SHEET NO. 1 TOTAL SHTS. 1	



POLE NO.	POLE TYPE	HEIGHT	MATERIAL
X1	STRAIN	28'	STEEL
X2	STRAIN	28'	STEEL
X3	STRAIN	28'	STEEL
X4	STRAIN	28'	STEEL
X5	PEDESTAL	10'	ALUMINUM
X6R	PEDESTAL	10'	ALUMINUM
X7	PEDESTAL	10'	ALUMINUM
8	PEDESTAL	10'	ALUMINUM
9	PEDESTAL	10'	ALUMINUM
10	PEDESTAL	10'	ALUMINUM

LEGEND:
 X- DENOTES EXISTING
 R- DENOTES REMOVAL

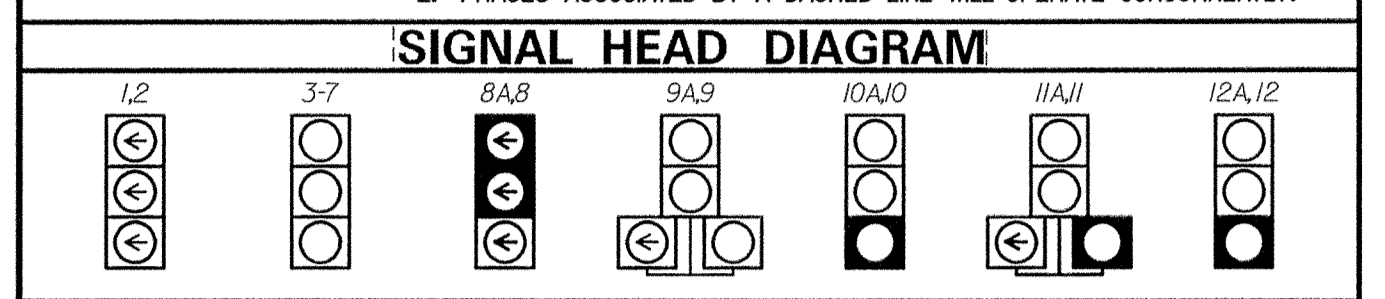
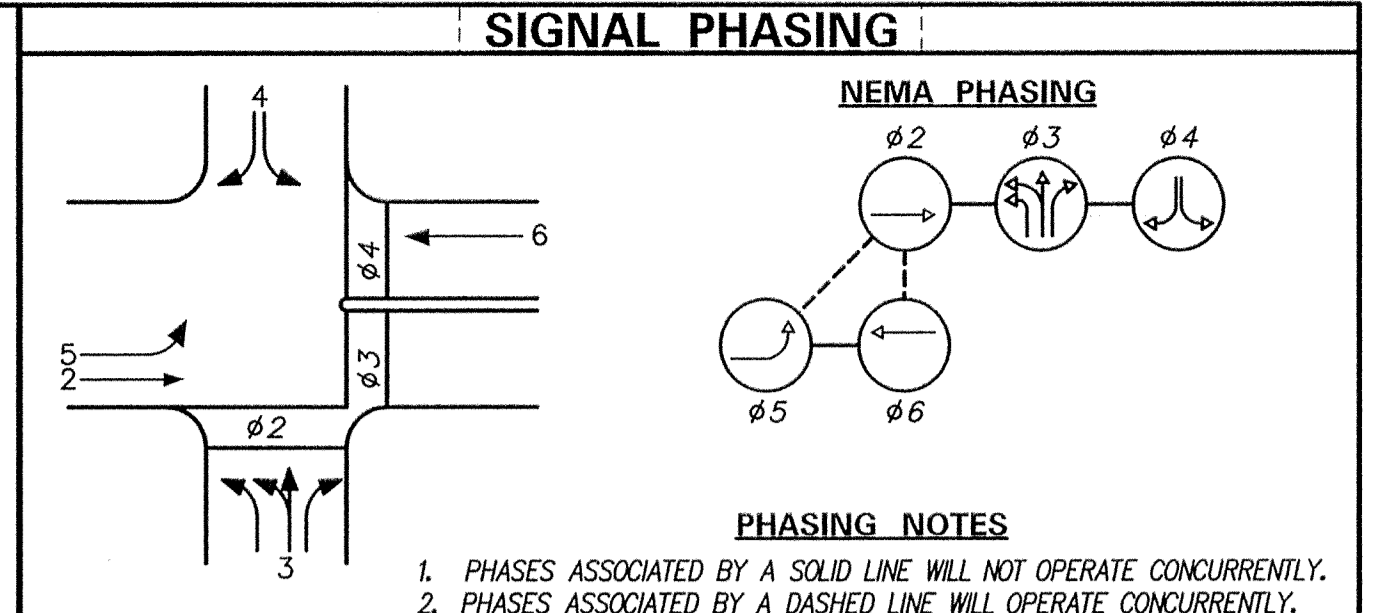
CO NO.	NO. OF CONDUITS	SIZE	TYPE	LENGTH	B/T/O P/S	AMOUNT AND TYPE OF CABLE / WIRE
X1	3	2.5"		13'	-	EXISTING [(3) 4/*18 (1) 9/*14 (1) #8/2 UF W/GRND (2) COMM. CABLE] EXISTING [(4) 4/*18 (2) 9/*14] REMOVE [(1) 9/*14] NEW [(4) 5/*14 (1) #6 BSC]
X2	1	2.5"		19'	-	EXISTING [(4) 4/*18 (2) 16/*14]
X3	1	2.5"		361'	-	EXISTING [(1) COMM. CABLE]
X4	2	2.5"		167'	-	EXISTING [(3) 4/*18 (1) 9/*14] NEW [(2) 5/*14 (1) #6 BSC] EXISTING [(1) #8/2 UF W/GRND]
X5	1	2.5"		93'	-	EXISTING [(1) #8/2 UF W/GRND]
X6	1	0.75"			-	EMPTY
X7	1	2.5"		62'	-	EXISTING [(3) 4/*18 (1) 9/*14] NEW [(2) 5/*14 (1) #6 BSC]
X8	1	2.5"		64'	-	EXISTING [(2) 4/*18 (1) 9/*14] NEW [(2) 5/*14 (1) #6 BSC]
X9	1	4"			-	EMPTY
X10	1	2.5"		13'	-	EXISTING [(1) 9/*14]
X11	1	2.5"		82'	-	NEW [(2) 5/*14 (1) #6 BSC]
X13	1	2.5"		60'	-	EXISTING [(2) 4/*18 (2) 9/*14 (1) COMM. CABLE] REMOVE [(1) 9/*14] NEW [(2) 5/*14 (1) #6 BSC]
X14	1	1.5"		2'	-	EXISTING [(1) 9/*14]
X15	1	2.5"		67'	-	EXISTING [(1) 4/*18 (1) 9/*14 (1) COMM. CABLE] REMOVE [(1) 9/*14] NEW [(2) 5/*14 (1) #6 BSC]
X17	1	2.5"		13'	-	EXISTING [(1) COMM. CABLE]
X18	1	2.5"		13'	-	EMPTY
X19	1	2.5"			-	EXISTING [(1) 4/*18]
X20	1	2.5"		20'	-	EXISTING [(1) 9/*14] REMOVE [(1) 9/*14]
X21	1	0.75"		16'	-	EXISTING [(1) 1/*14]
22	1	2.5"	PVC	26'	T	NEW [(1) 5/*14 (1) #6 BSC]
23	1	2.5"	PVC	14'	T	NEW [(1) 5/*14 (1) #6 BSC]
24	1	2.5"	PVC	10'	T	NEW [(2) 5/*14 (1) #6 BSC]

LEGEND:
 X- DENOTES EXISTING
 GALV- GALVANIZED STEEL
 HDPE- HIGH-DENSITY POLYETHYLENE
 PVC- POLYVINYL CHLORIDE

B- BORE
 T- TRENCH
 O- OPEN CUT
 S- ON STRUCTURE
 P- ATTACH TO POLE

- CONSTRUCTION NOTES:**
- THE CONTRACTOR SHALL RELOCATE EXISTING SIGNAL HEAD NOS. 4A AND 9A TO 4 AND 9, AS SHOWN.
 - THE CONTRACTOR SHALL RELOCATE EXISTING SIGNAL HEAD NOS. 8A, 10A, 11A AND 12A TO 8, 10, 11 AND 12, AND EXCHANGE INDICATION MODULES, AS SHOWN.
 - THE CONTRACTOR SHALL REPLACE ALL EXISTING PEDESTRIAN SIGNAL HEADS WITH COUNTDOWN DISPLAYS.
 - THE CONTRACTOR SHALL RESET, ADJUST OR REPAIR EXISTING TYPE 1 JUNCTION WELL, AS NECESSARY, FOR THE INSTALLATION OF THE PROPOSED CONDUIT. THE EXISTING METAL LID SHALL BE REMOVED AND REPLACED WITH A COMPOSITE LID.
 - THE CONTRACTOR SHALL TAPER THE PROPOSED P.C.C. CURB, TYPE 2, FLUSH WITH THE POLE BASE AND PROVIDE P.C.C. CURB, TYPE 1-4, TO THE BACK OF THE PROPOSED TYPE 2 CURB AND POLE BASE, AS SHOWN.
 - PROPOSED POLE BASES SUPPORTING POLES WITH PEDESTRIAN PUSHBUTTONS SHALL BE CONSTRUCTED IMMEDIATELY ADJACENT TO THE EXISTING FLAT (50" OR FLATTER) LANDING AREA OF THE CURB RAMP IN ACCORDANCE WITH CURRENT ADA BEST PRACTICES. THESE POLE BASES SHALL BE FLUSH WITH THE ADJOINING LANDING AREA. THE PEDESTRIAN PUSHBUTTON SHALL BE INSTALLED AT A HEIGHT OF 42 INCHES TO 48 INCHES ABOVE THE LANDING AREA AND SHALL BE LOCATED SUCH THAT A MAXIMUM REACH DISTANCE DOES NOT EXCEED 10 INCHES FROM THE LANDING AREA TO THE FACE OF THE PUSHBUTTON. PEDESTRIAN SIGNAL HEADS SHALL BE MOUNTED WITH THE BOTTOM OF THE SIGNAL HOUSING, INCLUDING BRACKETS, NOT LESS THAN 7 FEET OR MORE THAN 10 FEET ABOVE LANDING AREA OR SIDEWALK LEVEL.
 - THE CONTRACTOR SHALL INSTALL COUNTDOWN PEDESTRIAN SIGN (R10-3e, R10-3e-DE, OR R10-3e-DE2) WITH PROPER PEDESTRIAN MOVEMENT ARROW FOR RELEVANT CROSSWALK DETECTION ABOVE EACH PEDESTRIAN PUSHBUTTON. THE FACE OF THE PUSHBUTTON AND SIGN SHALL BE INSTALLED PARALLEL WITH THE CROSSING AND THE COUNTDOWN DISPLAY SHALL BE ALIGNED WITH THE CROSSING, AS SHOWN. THE R10-3e-DE SIGN SHALL BE USED WHERE TWO PUSHBUTTONS ARE LOCATED ON ONE POLE. THE R10-3e-DE2 SIGN SHALL BE USED FOR THE TWO (2) CROSSINGS TO THE SR 58 MEDIAN.

- CONSTRUCTION NOTES (CONT'D):**
- DELDOT TRAFFIC/TMC FORCES SHALL MODIFY THE SIGNAL PHASING TO A TWO (2) STAGE CROSSING OF SR 58 (CHURCHMANS ROAD).
 - THE CONTRACTOR SHALL STABILIZE ALL DISTURBED SOIL IN ACCORDANCE WITH THE LATEST DELAWARE EROSION & SEDIMENT CONTROL HANDBOOK.
- SPECIAL NOTES:**
- TYPE 3 BARRICADES SHALL COMPLETELY RUN THE FULL WIDTH OF THE SIDEWALK.
 - THE CONTRACTOR SHALL USE TA-3A OF THE DELAWARE MUTCD TO CLOSE THE RIGHT SHOULDER/ACCELERATION LANE ALONG EASTBOUND SR 58 (CHURCHMANS ROAD). THE SHOULDER/ACCELERATION LANE CLOSURE IS ONLY PERMITTED AT NIGHT BETWEEN THE HOURS OF 8:00 P.M. TO 6:00 A.M.
 - THE CONTRACTOR SHALL UTILIZE FLAGGERS TO SAFELY LEAD PEDESTRIANS THROUGH THE WORK ZONE. AT THE END OF EACH WORK DAY A VIABLE ROUTE FOR PEDESTRIANS SHALL BE AVAILABLE USING ACCEPTABLE PEDESTRIAN MATERIALS.
 - ACCEPTABLE MATERIALS FOR TEMPORARY PEDESTRIAN PATHS AND TEMPORARY CURB RAMPS SHALL INCLUDE CONCRETE, HOT-MIX, COMPACTED MILLINGS OR PLYWOOD WALKWAY STRUCTURES IN ACCORDANCE WITH SECTION 743 OF THE DELDOT "STANDARD SPECIFICATIONS," DATED AUGUST 2001 AND THE DELDOT "STANDARD CONSTRUCTION DETAILS," DATED 2001, INCLUDING ALL REVISIONS UP TO THE DATE OF ADVERTISEMENT. PLYWOOD WALKWAY STRUCTURES SHALL ALSO INCLUDE DETECTABLE EDGING AND RAILINGS IN ACCORDANCE WITH ADA GUIDELINES AND THE DELAWARE MUTCD. STONE OR GRADED AGGREGATE BASE COURSE SHALL NOT BE USED FOR TEMPORARY PEDESTRIAN PATHS. ANY TEMPORARY PEDESTRIAN PATHWAY MUST HAVE TYPE 2 PEDESTRIAN CHANNELIZING BARRICADES ALONG BOTH SIDES OF THE ENTIRE PATH.



LEGEND

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

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

GENERAL SIGNAL NOTES:

- CO #1 IS NOT DRAWN TO SCALE, NOR IS THE DIRECTION NECESSARILY CORRECT.
- ALL SIGNAL EQUIPMENT REMOVED FROM A PROJECT IS TO BE RETURNED TO DELDOT TRAFFIC - DOVER, DELAWARE.
- POLE BASES, CABINET BASE AND CONDUIT JUNCTION WELLS TO BE REMOVED IN ACCORDANCE WITH SECTION 201 AND 202 OF THE STANDARD SPECIFICATIONS OR AS DIRECTED BY ENGINEER. EXISTING CONDUIT IS TO BE ABANDONED.
- ALL GALVANIZED CONDUIT (GRC) SHALL BE REAMED AND THREADED. ALL GRC SHALL BE THREADED TOGETHER WITH APPROVED COUPLINGS, SET SCREW, BOLTED, AND COMPRESSION FITTING ARE NOT ACCEPTABLE.
- 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.

RECOMMENDED _____ DATE: _____	RECOMMENDED _____ DATE: _____	RECOMMENDED _____ DATE: 11/16/15	APPROVED TRAFFIC ENGINEER <i>[Signature]</i> DATE: 11/10/2015	APPROVED FOR INSTALLATION CHIEF TRAFFIC ENGINEER <i>[Signature]</i> DATE: 11/16/15
		INTERSECTION IMPROVEMENTS		CONTRACT T201504003 COUNTY NEW CASTLE
ADD & UPGRADE PED SIGNALS, MODIFY CURB RAMPS IN NE AND SE CORNERS, AND UPDATE SIGNAL HEADS AND SIGNAL PHASING. JVB 11/2015		SCALE 0 30 60 90 FEET		PERMIT NO. N475 DESIGNED BY: JVB CHECKED BY: MS
SIGNAL PLAN SR 58 (CHURCHMANS RD) AT GEOFFREY DRIVE/ DELAWARE TECH ENTRANCE			SHEET NO. 1 TOTAL SHTS. 1	

NOTES:

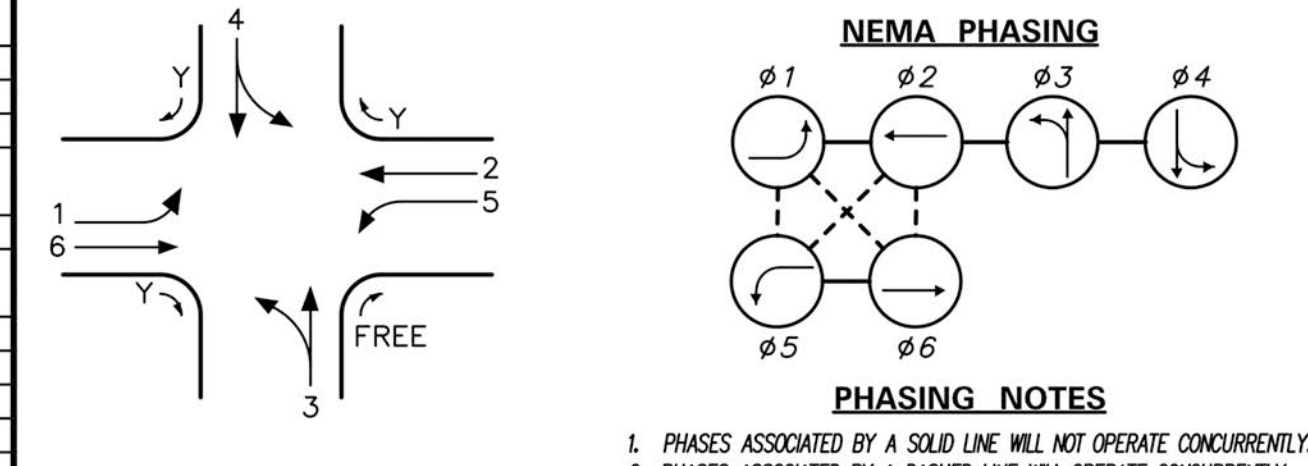
- ALL GALVANIZED CONDUIT (GRC) SHALL BE REAMED AND THREADED. ALL GRC SHALL BE THREADED TOGETHER WITH APPROVED COUPLINGS. SET SCREW, BOLTED, AND COMPRESSION FITTING ARE NOT ACCEPTABLE.
- THE CONTRACTOR SHALL INSTALL A DAVIT ARM CCTV CAMERA ON THE PROPOSED SIGNAL POLE, AS SHOWN.
- THE CONTRACTOR SHALL REMOVE THE EXISTING SIGNAL HEADS, SIGNAL HEAD CABLES, OPTICOM RECEIVERS, AND SPAN WIRES AND INSTALL THE PROPOSED SIGNAL HEADS, SIGNAL HEAD CABLES, OVERHEAD SIGNS, OPTICOM RECEIVERS, AND MAST ARMS, AS SHOWN.
- THE CONTRACTOR SHALL REMOVE THE EXISTING JUNCTION WELL, TYPE 1, AND INSTALL THE PROPOSED JUNCTION WELL, TYPE 14, SO THAT IT INTERCEPTS EXISTING CONDUIT RUNS NOS. 6, 7, AND 8 AND PROPOSED CONDUIT RUNS NOS. 32 AND 33.
- THE CONTRACTOR SHALL INSTALL BACKPLATES ON PROPOSED SIGNAL HEADS 3-5 AND 8-10.
- THE CONTRACTOR SHALL REMOVE THE EXISTING CONCRETE PARKING STOPS AROUND THE EXISTING SIGNAL POLES AND RELOCATE FOUR (4) PARKING STOPS AROUND THE PROPOSED SIGNAL POLE, AS SHOWN.
- ALL WORK PERFORMED UNDER THIS PROJECT IS INTENDED TO OCCUR WITHIN DELDOT'S EXISTING RIGHT-OF-WAY BASED ON THE ARCHIVED PLANS FOR CONTRACT NO. 78-092-04.
- THE CONTRACTOR SHALL REPLACE THE EXISTING JUNCTION WELL FRAME AND LID.
- THE CONTRACTOR SHALL INSTALL THE PROPOSED JUNCTION WELL, TYPE 11, SO THAT IT INTERCEPTS EXISTING CONDUIT RUN NO. 4 AND PROPOSED CONDUIT RUN NO. 39.
- THE CONTRACTOR SHALL SPLICE THE LEAD-IN CABLES FOR THE PROPOSED LOOP DETECTOR TO THE EXISTING 4/*18 'HOME RUN' CABLE.

CONDUIT RUN SCHEDULE

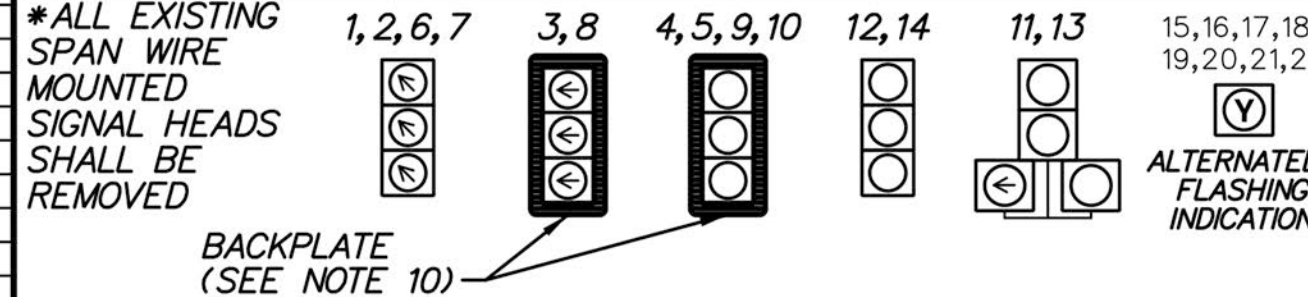
CO#	CONDUITS	SIZE	LENGTH	B/T/O	AMOUNT AND TYPE OF CABLE/ WIRE
1*	1	2.0 IN	5 FT	-	EX. (1) 2/*8 U.F. W/GROUND - LINE SIDE
2*	1	2.0 IN	143 FT	-	EX. (1) 2/*8 U.F. W/GROUND - LOAD SIDE
3*	1	2.0 IN	65 FT	-	EX. (1) 2/*8 U.F. W/GROUND - LOAD SIDE
4*	1	2.5 IN	18 FT	-	<REMOVE EX. (2) 16/*14, EX. (2) 4/*18> [NEW (1) 9/*14, (1) 4/*18, (1) COMM. CABLE, (1) *6 GROUND]
5*	1	2.5 IN	40 FT	-	<REMOVE EX. (1) 16/*14>
6*	2	2.5 IN	22 FT	-	EX. (2) 4/*18, EX. (7) 4/*18 - TO REMAIN, <REMOVE EX. (2) 4/*18> [NEW (5) 9/*14, (3) 4/*18, (3) 2/*14, (2) *6 GROUND]
7*	1	2.5 IN	32 FT	-	EX. (1) 4/*18
8*	1	2.5 IN	81 FT	-	EX. (2) 4/*18, EX. (6) 4/*18 - TO REMAIN, <REMOVE EX. (2) 4/*18>
9*	1	2.5 IN	83 FT	-	EX. (3) 4/*18, EX. (1) 4/*14
10*	1	2.5 IN	20 FT	-	<REMOVE EX. (3) 4/*18>
11*	1	2.5 IN	45 FT	-	<REMOVE EX. (3) 4/*18>
12*	1	2.5 IN	63 FT	-	<REMOVE EX. (1) 4/*18>
13*	1	2.5 IN	153 FT	-	EX. (2) 4/*18, EX. (1) 4/*14
14*	1	2.5 IN	180 FT	-	EX. (1) 4/*18, EX. (1) 4/*14
15*	1	2.5 IN	172 FT	-	EX. (1) 4/*18, EX. (1) 4/*14
16*	1	2.5 IN	255 FT	-	EX. (1) 4/*14
17*	1	2.5 IN	239 FT	-	EX. (1) 4/*14
18*	1	2.5 IN	246 FT	-	EX. (1) 4/*14
19*	1	2.5 IN	3 FT	-	EX. (2) 4/*14
20*	1	2.5 IN	45 FT	-	EX. (1) 4/*14
21*	1	2.5 IN	4 FT	-	EX. (1) 4/*14
22*	1	1.5 IN	163 FT	-	EX. (2) 4/*18, EX. (1) 4/*14
23*	1	1.5 IN	171 FT	-	EX. (1) 4/*18, EX. (1) 4/*14
24*	1	1.5 IN	171 FT	-	EX. (1) 4/*18, EX. (1) 4/*14
25*	1	2.5 IN	248 FT	-	EX. (1) 4/*14
26*	1	2.5 IN	247 FT	-	EX. (1) 4/*14
27*	1	2.5 IN	246 FT	-	EX. (1) 4/*14
28*	1	2.5 IN	133 FT	-	EX. (1) 4/*14
29*	1	2.5 IN	1 FT	-	EX. (2) 4/*14
30*	1	2.5 IN	58 FT	-	EX. (1) 4/*14
31*	1	2.5 IN	4 FT	-	EX. (1) 4/*14
32*	1	4.0 IN	79 FT	B	[NEW (3) 9/*14, (2) 4/*18, (2) 2/*14, (1) *6 GROUND]
33*	1	4.0 IN	102 FT	B	[NEW (2) 9/*14, (1) 4/*18, (1) 2/*14, (1) *6 GROUND]
34*	1	3.0 IN	17 FT	T	[NEW (2) 9/*14, (1) 4/*18, (1) *6 GROUND]
35*	1	4.0 IN	94 FT	B	[NEW (3) 9/*14, (2) 4/*18, (2) 2/*14, (1) *6 GROUND]
36*	1	3.0 IN	13 FT	T	[NEW (2) 9/*14, (1) 4/*18, (1) *6 GROUND]
37*	1	4.0 IN	124 FT	B	[NEW (1) 9/*14, (1) 4/*18, (1) *6 GROUND]
38*	1	3.0 IN	11 FT	O	[NEW (1) 9/*14, (1) 4/*18, (1) *6 GROUND]
39*	1	3.0 IN	25 FT	T	[NEW (1) 9/*14, (1) 4/*18, (1) CCTV CONTROL/VIDEO CABLE, (1) *6 GROUND]
40*	1	2.0 IN	10 FT	T	[NEW (3) *2, (1) *2 GROUND - LINE SIDE]
41*	1	2.0 IN	87 FT	T	[NEW (1) 2/*8 U.F. W/GROUND - LOAD SIDE]
42*	3	4.0 IN	10 FT	T	[NEW (1) CCTV CONTROL/VIDEO CABLE, (1) COMM. CABLE, (3) *6 GROUND]
43*	1	4.0 IN	117 FT	T	[NEW (1) CCTV CONTROL/VIDEO CABLE, (1) COMM. CABLE, (1) *6 GROUND]
44*	1	0.5 IN	40 FT	-	EX. (1) COMM. CABLE

* DENOTES EXISTING CONDUIT B = BORE, T = TRENCH, O = OPEN CUT

SIGNAL PHASING



SIGNAL HEAD DIAGRAM

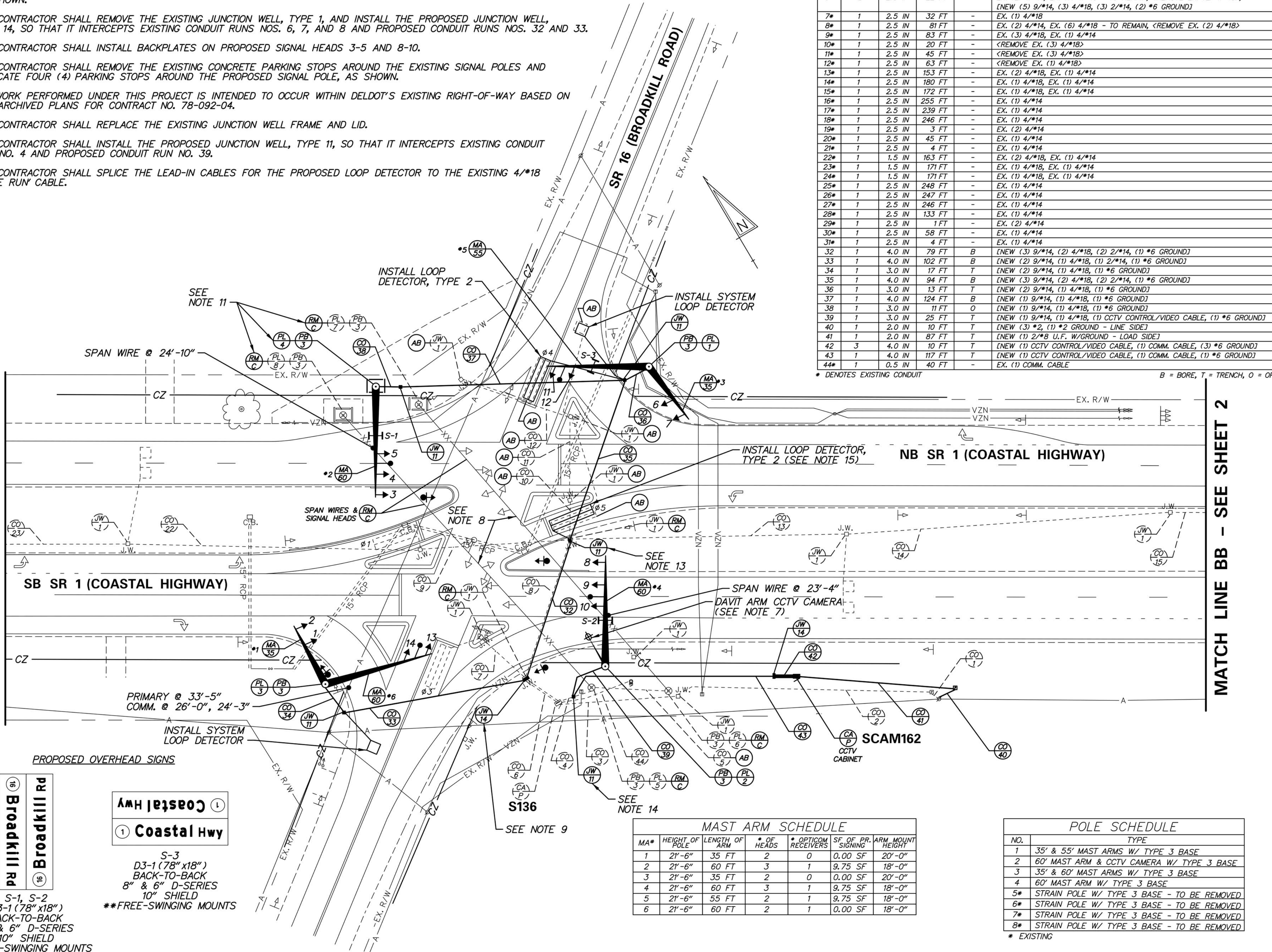


LEGEND

EXISTING SYMBOL	PROPOSED SYMBOL
(AB)	ABANDON
(CA)	EXISTING CABINET IDENTIFIER (TYPE OF CABINET)
(CB)	PROPOSED CABINET IDENTIFIER (TYPE OF CABINET)
(CO)	EXISTING CONDUIT RUN IDENTIFIER (* OF CONDUIT RUN)
(CP)	PROPOSED CONDUIT RUN IDENTIFIER (* OF CONDUIT RUN)
(JW)	EXISTING JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL)
(JWP)	PROPOSED JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL)
(MA)	EXISTING MAST ARM IDENTIFIER (LENGTH OF ARM)
(MAP)	PROPOSED MAST ARM IDENTIFIER (LENGTH OF ARM)
(OH)	EXISTING OVERHEAD RUN IDENTIFIER (* OF OVERHEAD RUN)
(OHP)	PROPOSED OVERHEAD RUN IDENTIFIER (* OF OVERHEAD RUN)
(PB)	EXISTING POLE BASE IDENTIFIER (TYPE OF POLE BASE)
(PBP)	PROPOSED POLE BASE IDENTIFIER (TYPE OF POLE BASE)
(PL)	EXISTING POLE IDENTIFIER (* OF POLE)
(PLP)	PROPOSED POLE IDENTIFIER (* OF POLE)
(RM)	REMOVE BY CONTRACTOR
(RMO)	REMOVE BY OTHERS
(TC)	REMOVE BY TRAFFIC CONTRACTOR

MATCH LINE AA - SEE SHEET 2

MATCH LINE BB - SEE SHEET 2



MAST ARM SCHEDULE

MA#	HEIGHT OF POLE	LENGTH OF ARM	* OF HEADS	* OPTICOM RECEIVERS	SF OF PR. SIGNING	ARM MOUNT HEIGHT
1	21'-6"	35 FT	2	0	0.00 SF	20'-0"
2	21'-6"	60 FT	3	1	9.75 SF	18'-0"
3	21'-6"	35 FT	2	0	0.00 SF	20'-0"
4	21'-6"	60 FT	3	1	9.75 SF	18'-0"
5	21'-6"	55 FT	2	1	9.75 SF	18'-0"
6	21'-6"	60 FT	2	1	0.00 SF	18'-0"

POLE SCHEDULE

NO.	TYPE
1	35' & 55' MAST ARMS W/ TYPE 3 BASE
2	60' MAST ARM & CCTV CAMERA W/ TYPE 3 BASE
3	35' & 60' MAST ARMS W/ TYPE 3 BASE
4	60' MAST ARM W/ TYPE 3 BASE
5*	STRAIN POLE W/ TYPE 3 BASE - TO BE REMOVED
6*	STRAIN POLE W/ TYPE 3 BASE - TO BE REMOVED
7*	STRAIN POLE W/ TYPE 3 BASE - TO BE REMOVED
8*	STRAIN POLE W/ TYPE 3 BASE - TO BE REMOVED

* EXISTING

GENERAL SIGNAL NOTES

- EXISTING LOOP DETECTORS - TO REMAIN: TYPE #1 - 6' x 6' - SR 1 THROUGH MOVEMENTS. TYPE #2 - 6' x 25' - SB SR 1 LEFT-TURN AND EB SR 16 THROUGH AND LEFT-TURN MOVEMENTS. SYSTEM - 6' x 6' - SR 1 RECEIVING LANES.
- PROPOSED LOOP DETECTORS: TYPE #2 - 6' x 25' - TO BE INSTALLED ON NB SR 1 LEFT-TURN AND WB SR 16 THROUGH AND LEFT-TURN MOVEMENTS. SYSTEM - 6' x 6' - TO BE INSTALLED IN SR 16 RECEIVING LANES, AS SHOWN.
- ALL PROPOSED SIGNAL POLES ARE DELDOT MAST ARMS.
- ALL SIGNAL EQUIPMENT REMOVED FROM A PROJECT IS TO BE RETURNED TO DELDOT TRAFFIC - DOVER, DELAWARE.
- POLE BASES AND CONDUIT JUNCTION WELLS ARE TO BE REMOVED IN ACCORDANCE WITH SECTION 201 AND 202 OF THE STANDARD SPECIFICATIONS OR AS DIRECTED BY ENGINEER. EXISTING CONDUIT IS TO BE ABANDONED.
- 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.

RECOMMENDED _____ DATE: _____	RECOMMENDED _____ DATE: _____	RECOMMENDED _____ DATE: 2/9/15	APPROVED TRAFFIC ENGINEER _____ DATE: 2/10/15	APPROVED FOR INSTALLATION _____ DATE: 2/12/15
ADDENDUM / REVISIONS [] INSTALLED MAST ARMS, SYSTEM LOOPS, AND CCTV CAMERA. D.W.C. (WR&A) 2-15 (CONTRACT # T201501001)				
DELAWARE DEPARTMENT OF TRANSPORTATION		SCALE 0 30 60 90 FEET		CONTRACT T201501001 COUNTY SUSSEX PERMIT NO. S136 & SCAM162 DESIGNED BY: D.W.C. (WR&A) CHECKED BY: M.J.B. (WR&A)
2012 HEP, SITE N / Q			SIGNAL PLAN SR 1 (COASTAL HIGHWAY) @ SR 16 (BROADKILL ROAD)	
			SHEET NO. 1 TOTAL SHTS. 3	

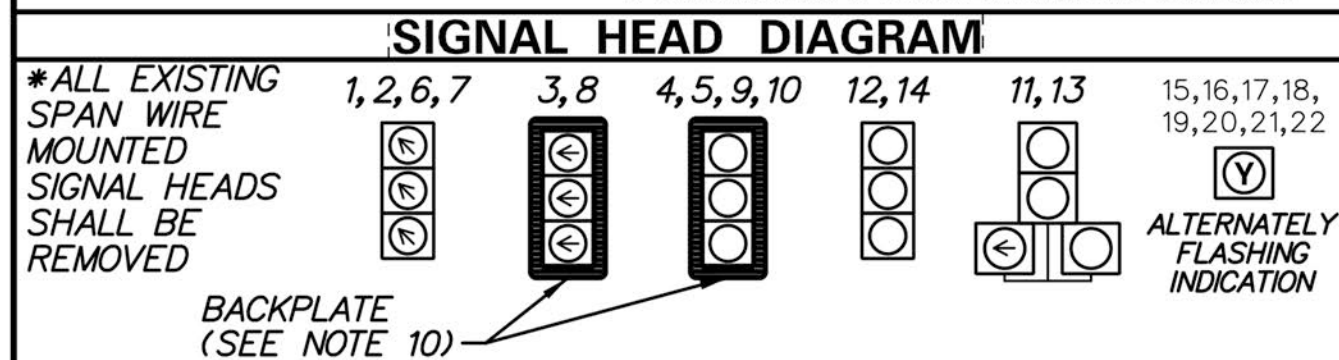
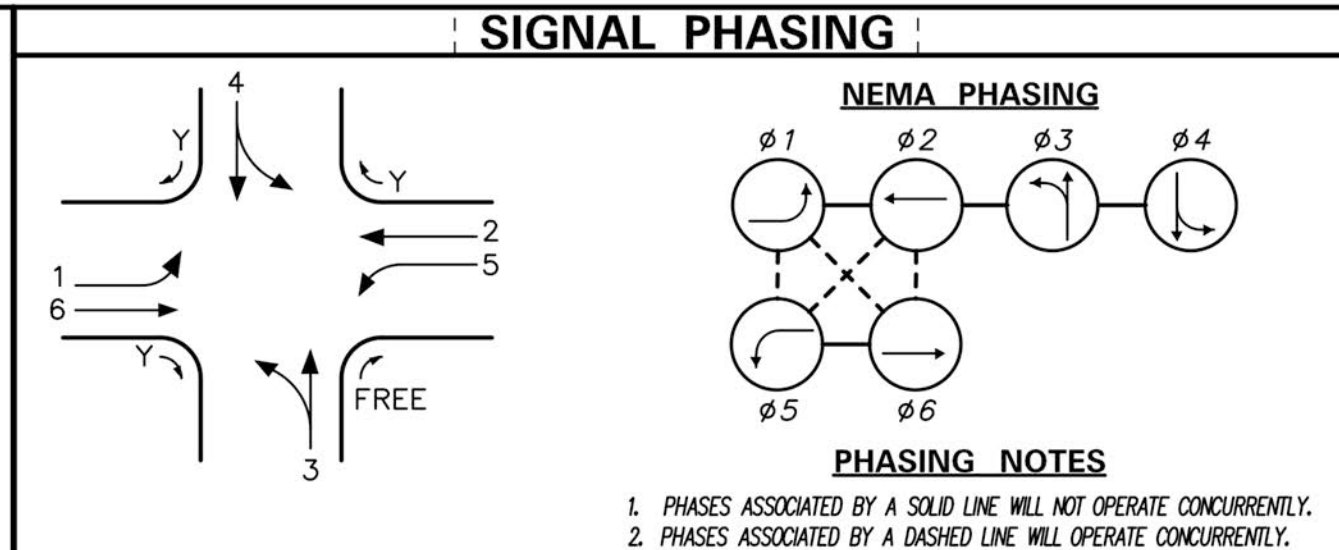
CONDUIT RUN SCHEDULE						
CO#	# OF CONDUITS	SIZE	LENGTH	B/T/O	AMOUNT AND TYPE OF CABLE/ WIRE	
1*	1	2.0 IN	5 FT	-	EX. (1) 2/*8 U.F. W/GROUND - LINE SIDE	
2*	1	2.0 IN	143 FT	-	EX. (1) 2/*8 U.F. W/GROUND - LOAD SIDE	
3*	1	2.0 IN	65 FT	-	EX. (1) 2/*8 U.F. W/GROUND - LOAD SIDE	
4*	1	2.5 IN	18 FT	-	<REMOVE EX. (2) 16/*14, EX. (2) 4/*18>	
5*	1	2.5 IN	40 FT	-	<NEW (1) 9/*14, (1) 4/*18, (1) COMM. CABLE, (1) *6 GROUND>	
6*	2	2.5 IN	22 FT	-	<REMOVE EX. (1) 16/*14> EX. (2) 4/*18, EX. (7) 4/*18 - TO REMAIN, <REMOVE EX. (2) 4/*18> <NEW (5) 9/*14, (3) 4/*18, (3) 2/*14, (2) *6 GROUND>	
7*	1	2.5 IN	32 FT	-	EX. (1) 4/*18	
8*	1	2.5 IN	81 FT	-	EX. (2) 4/*18, EX. (6) 4/*18 - TO REMAIN, <REMOVE EX. (2) 4/*18>	
9*	1	2.5 IN	83 FT	-	EX. (3) 4/*18, EX. (1) 4/*14	
10*	1	2.5 IN	20 FT	-	<REMOVE EX. (3) 4/*18>	
11*	1	2.5 IN	45 FT	-	<REMOVE EX. (3) 4/*18>	
12*	1	2.5 IN	63 FT	-	<REMOVE EX. (1) 4/*18>	
13*	1	2.5 IN	153 FT	-	EX. (2) 4/*18, EX. (1) 4/*14	
14*	1	2.5 IN	180 FT	-	EX. (1) 4/*18, EX. (1) 4/*14	
15*	1	2.5 IN	172 FT	-	EX. (1) 4/*18, EX. (1) 4/*14	
16*	1	2.5 IN	255 FT	-	EX. (1) 4/*14	
17*	1	2.5 IN	239 FT	-	EX. (1) 4/*14	
18*	1	2.5 IN	246 FT	-	EX. (1) 4/*14	
19*	1	2.5 IN	3 FT	-	EX. (2) 4/*14	
20*	1	2.5 IN	45 FT	-	EX. (1) 4/*14	
21*	1	2.5 IN	4 FT	-	EX. (1) 4/*14	
22*	1	1.5 IN	163 FT	-	EX. (2) 4/*18, EX. (1) 4/*14	
23*	1	1.5 IN	171 FT	-	EX. (1) 4/*18, EX. (1) 4/*14	
24*	1	1.5 IN	171 FT	-	EX. (1) 4/*18, EX. (1) 4/*14	
25*	1	2.5 IN	248 FT	-	EX. (1) 4/*14	
26*	1	2.5 IN	247 FT	-	EX. (1) 4/*14	
27*	1	2.5 IN	246 FT	-	EX. (1) 4/*14	
28*	1	2.5 IN	133 FT	-	EX. (1) 4/*14	
29*	1	2.5 IN	1 FT	-	EX. (2) 4/*14	
30*	1	2.5 IN	58 FT	-	EX. (1) 4/*14	
31*	1	2.5 IN	4 FT	-	EX. (1) 4/*14	
32	1	4.0 IN	79 FT	B	<NEW (3) 9/*14, (2) 4/*18, (2) 2/*14, (1) *6 GROUND>	
33	1	4.0 IN	102 FT	B	<NEW (2) 9/*14, (1) 4/*18, (1) 2/*14, (1) *6 GROUND>	
34	1	3.0 IN	17 FT	T	<NEW (2) 9/*14, (1) 4/*18, (1) *6 GROUND>	
35	1	4.0 IN	94 FT	B	<NEW (3) 9/*14, (2) 4/*18, (2) 2/*14, (1) *6 GROUND>	
36	1	3.0 IN	13 FT	T	<NEW (2) 9/*14, (1) 4/*18, (1) *6 GROUND>	
37	1	4.0 IN	124 FT	B	<NEW (1) 9/*14, (1) 4/*18, (1) *6 GROUND>	
38	1	3.0 IN	11 FT	O	<NEW (1) 9/*14, (1) 4/*18, (1) *6 GROUND>	
39	1	3.0 IN	25 FT	T	<NEW (1) 9/*14, (1) 4/*18, (1) CCTV CONTROL/VIDEO CABLE, (1) *6 GROUND>	
40	1	2.0 IN	10 FT	T	<NEW (3) *2, (1) *2 GROUND - LINE SIDE>	
41	1	2.0 IN	87 FT	T	<NEW (1) 2/*8 U.F. W/GROUND - LOAD SIDE>	
42	3	4.0 IN	10 FT	T	<NEW (1) CCTV CONTROL/VIDEO CABLE, (1) COMM. CABLE, (3) *6 GROUND>	
43	1	4.0 IN	117 FT	T	<NEW (1) CCTV CONTROL/VIDEO CABLE, (1) COMM. CABLE, (1) *6 GROUND>	
44*	1	0.5 IN	40 FT	-	EX. (1) COMM. CABLE	

* DENOTES EXISTING CONDUIT B = BORE, T = TRENCH, O = OPEN CUT

POLE SCHEDULE	
NO.	TYPE
9*	PEDESTAL POLE W/ TYPE 4 BASE
10*	PEDESTAL POLE W/ TYPE 4 BASE
11*	PEDESTAL POLE W/ TYPE 4 BASE
12*	PEDESTAL POLE W/ TYPE 4 BASE

* EXISTING

- NOTES:**
- ALL GALVANIZED CONDUIT (GRC) SHALL BE REAMED AND THREADED, ALL GRC SHALL BE THREADED TOGETHER WITH APPROVED COUPLINGS. SET SCREW, BOLTED, AND COMPRESSION FITTING ARE NOT ACCEPTABLE.
 - THE CONTRACTOR SHALL INSTALL A DAVIT ARM CCTV CAMERA ON THE PROPOSED SIGNAL POLE, AS SHOWN.
 - THE CONTRACTOR SHALL REMOVE THE EXISTING SIGNAL HEADS, SIGNAL HEAD CABLES, OPTICOM RECEIVERS, AND SPAN WIRES AND INSTALL THE PROPOSED SIGNAL HEADS, SIGNAL HEAD CABLES, OVERHEAD SIGNS, OPTICOM RECEIVERS, AND MAST ARMS, AS SHOWN.
 - THE CONTRACTOR SHALL REMOVE THE EXISTING JUNCTION WELL, TYPE 1, AND INSTALL THE PROPOSED JUNCTION WELL, TYPE 14, SO THAT IT INTERCEPTS EXISTING CONDUIT RUNS NOS. 6, 7, AND 8 AND PROPOSED CONDUIT RUNS NOS. 32 AND 33.
 - THE CONTRACTOR SHALL INSTALL BACKPLATES ON PROPOSED SIGNAL HEADS 3-5 AND 8-10.
 - THE CONTRACTOR SHALL REMOVE THE EXISTING CONCRETE PARKING STOPS AROUND THE EXISTING SIGNAL POLES AND RELOCATE FOUR (4) PARKING STOPS AROUND THE PROPOSED SIGNAL POLE, AS SHOWN.
 - ALL WORK PERFORMED UNDER THIS PROJECT IS INTENDED TO OCCUR WITHIN DELDOT'S EXISTING RIGHT-OF-WAY BASED ON THE ARCHIVED PLANS FOR CONTRACT NO. 78-092-04.
 - THE CONTRACTOR SHALL REPLACE THE EXISTING JUNCTION WELL FRAME AND LID.
 - THE CONTRACTOR SHALL INSTALL THE PROPOSED JUNCTION WELL, TYPE 11, SO THAT IT INTERCEPTS EXISTING CONDUIT RUN NO. 4 AND PROPOSED CONDUIT RUN NO. 39.
 - THE CONTRACTOR SHALL SPLICE THE LEAD-IN CABLES FOR THE PROPOSED LOOP DETECTOR TO THE EXISTING 4/*18 'HOME RUN' CABLE.

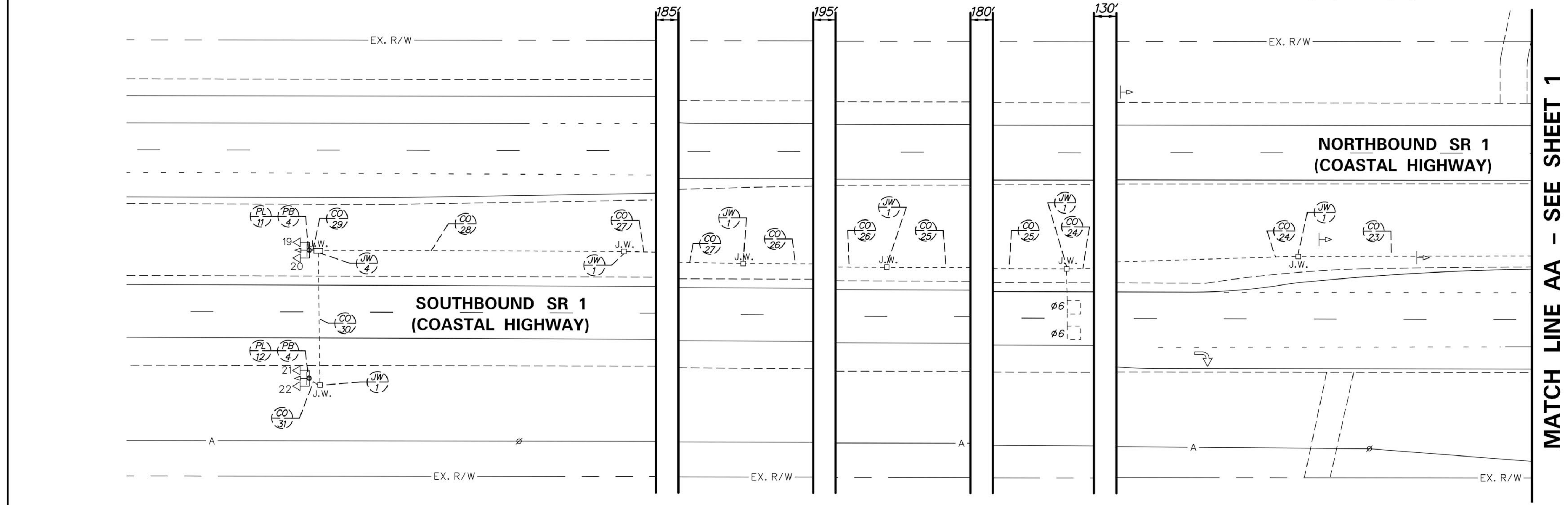


LEGEND			
(AB)	ABANDON	(OH)	EXISTING OVERHEAD RUN IDENTIFIER (* OF OVERHEAD RUN)
(CA)	EXISTING CABINET IDENTIFIER (TYPE OF CABINET)	(OH)	PROPOSED OVERHEAD RUN IDENTIFIER (* OF OVERHEAD RUN)
(CX)	PROPOSED CABINET IDENTIFIER (TYPE OF CABINET)	(PB)	EXISTING POLE BASE IDENTIFIER (TYPE OF POLE BASE)
(CO)	EXISTING CONDUIT RUN IDENTIFIER (* OF CONDUIT RUN)	(PB)	PROPOSED POLE BASE IDENTIFIER (TYPE OF POLE BASE)
(CO)	PROPOSED CONDUIT RUN IDENTIFIER (* OF CONDUIT RUN)	(PL)	EXISTING POLE IDENTIFIER (* OF POLE)
(JW)	EXISTING JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL)	(PL)	PROPOSED POLE IDENTIFIER (* OF POLE)
(JW)	PROPOSED JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL)	(RM)	REMOVE BY CONTRACTOR
(MA)	EXISTING MAST ARM IDENTIFIER (LENGTH OF ARM)	(RM)	REMOVE BY OTHERS
(MA)	PROPOSED MAST ARM IDENTIFIER (LENGTH OF ARM)	(TC)	REMOVE BY TRAFFIC CONTRACTOR

	EXISTING SYMBOL	PROPOSED SYMBOL
CCTV CAMERA		— ⊕
JUNCTION WELL	J.W.	■
LOOP DETECTOR, TYPE 1		□
LOOP DETECTOR, TYPE 2		▭
LUMINAIRE		— ◆
MAST ARM		— ▶
MICROWAVE DETECTION		— ◀
OPTICOM RECEIVER		— ○
OVERHEAD SIGNING		— T
PEDESTRIAN POLE/BASE		⊙
PEDESTRIAN PUSHBUTTON		— D
PEDESTRIAN SIGNAL HEAD		— H
RIGHT-OF-WAY	---	— R/W
SERVICE PEDESTAL		□
SIGNAL CABINET		■
SIGNAL HEAD		— ▷
SIGNAL POLE/BASE		⊙
SPAN INSULATOR		◊
SPAN WIRE	— XX	— ◆
UTILITY POLE		— ○
VIDEO DETECTION		— ◀

GENERAL SIGNAL NOTES

- EXISTING LOOP DETECTORS - TO REMAIN:
TYPE #1 - 6' x 6' - SR 1 THROUGH MOVEMENTS.
TYPE #2 - 6' x 25' - SB SR 1 LEFT-TURN AND EB SR 16 THROUGH AND LEFT-TURN MOVEMENTS.
SYSTEM - 6' x 6' - SR 1 RECEIVING LANES.
- PROPOSED LOOP DETECTORS:
TYPE #2 - 6' x 25' - TO BE INSTALLED ON NB SR 1 LEFT-TURN AND WB SR 16 THROUGH AND LEFT-TURN MOVEMENTS.
SYSTEM - 6' x 6' - TO BE INSTALLED IN SR 16 RECEIVING LANES, AS SHOWN.
- ALL PROPOSED SIGNAL POLES ARE DELDOT MAST ARMS.
- ALL SIGNAL EQUIPMENT REMOVED FROM A PROJECT IS TO BE RETURNED TO DELDOT TRAFFIC - DOVER, DELAWARE.
- POLE BASES AND CONDUIT JUNCTION WELLS ARE TO BE REMOVED IN ACCORDANCE WITH SECTION 201 AND 202 OF THE STANDARD SPECIFICATIONS OR AS DIRECTED BY ENGINEER. EXISTING CONDUIT IS TO BE ABANDONED.
- 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.



RECOMMENDED _____ DATE: _____

RECOMMENDED _____ DATE: _____

RECOMMENDED *[Signature]* DATE: 2/9/15

APPROVED TRAFFIC ENGINEER *[Signature]* DATE: 4/10/15

APPROVED FOR INSTALLATION CHIEF TRAFFIC ENGINEER *[Signature]* DATE: 2/12/15

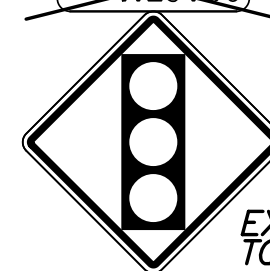
<p>DELAWARE DEPARTMENT OF TRANSPORTATION</p>	ADDENDUM / REVISIONS 1. INSTALLED MAST ARMS, SYSTEM LOOPS, AND CCTV CAMERA. D.W.C. (WR&A) 2-15 (CONTRACT * T201501001)		SCALE 0 30 60 90 FEET	2012 HEP, SITE N / Q	CONTRACT T201501001	PERMIT NO. S136 & SCAM162	SIGNAL PLAN SR 1 (COASTAL HIGHWAY) @ SR 16 (BROADKILL ROAD)	SHEET NO. 2
	COUNTY SUSSEX	DESIGNED BY: D.W.C. (WR&A)			TOTAL SHTS. 3			
	CHECKED BY: M.J.B. (WR&A)	SR 16 (BROADKILL ROAD)						

M:\2015\1501001\CADD\S02_SRI & SR16 - mast arms.dgn
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INSTALL NEW SIGN
W16-8P (36" x 9")
5" & 3" C-SERIES

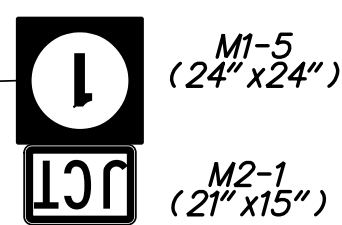
AMH Coastal

REMOVE EXISTING SIGN



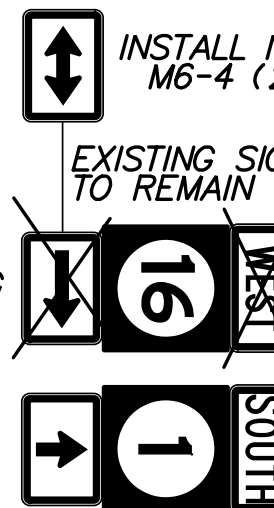
EXISTING SIGN TO REMAIN

INSTALL NEW SIGNS



M1-5 (24" x 24")
M2-1 (21" x 15")

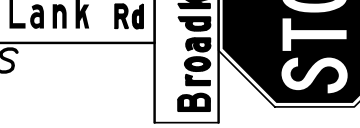
INSTALL NEW SIGN M6-4 (21" x 15")
EXISTING SIGN TO REMAIN
REMOVE EXISTING SIGN
REMOVE EXISTING SIGN
EXISTING SIGNS TO REMAIN



REMOVE EXISTING SIGN



INSTALL NEW SIGNS



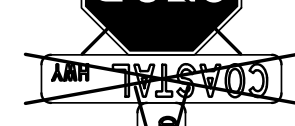
Lank Rd
Broadkill Rd

INSTALL NEW SIGNS



R1-1 (36" x 36")
R6-1 (54" x 18")

REMOVE EXISTING SIGNS



AMH Coastal Hwy

Lank Rd

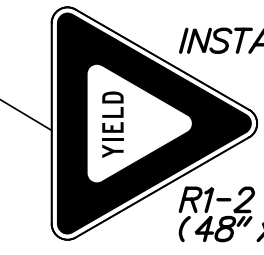
D3-1 (54" x 18") (BACK-TO-BACK) 8" & 6" C-SERIES
D3-1 (36" x 18") (BACK-TO-BACK) 8" & 6" C-SERIES



INSTALL NEW SIGN R6-1 (54" x 18")



REMOVE EXISTING SIGN

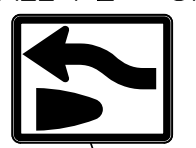


INSTALL NEW SIGN R1-2 (48" x 48" x 48")

NORTHBOUND SR 1 (COASTAL HIGHWAY)

SOUTHBOUND SR 1 (COASTAL HIGHWAY)

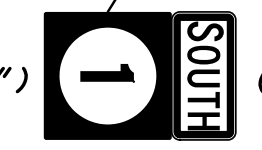
INSTALL NEW SIGN R4-7 (24" x 30")



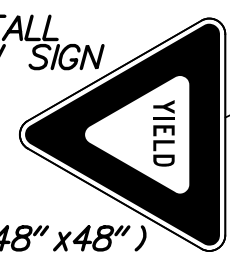
INSTALL NEW SIGN R4-7 (24" x 30")



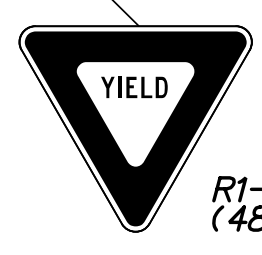
INSTALL NEW SIGNS M1-5 (24" x 24") SOUTH M3-3 (24" x 12")



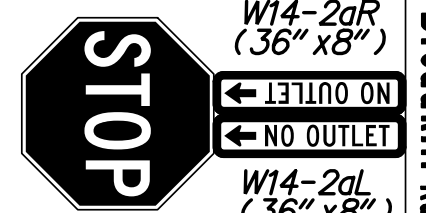
INSTALL NEW SIGN R1-2 (48" x 48" x 48")



INSTALL NEW SIGN R1-2 (48" x 48" x 48")

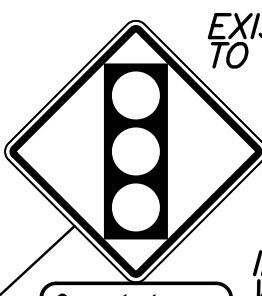


INSTALL NEW SIGNS W14-2aR (36" x 8") Broadkill Rd Jefferson Rd D3-1 (48" x 12") (BACK-TO-BACK) 6" & 4.5" C-SERIES



Jefferson Rd

D3-1 (48" x 12") (BACK-TO-BACK) 6" & 4.5" C-SERIES

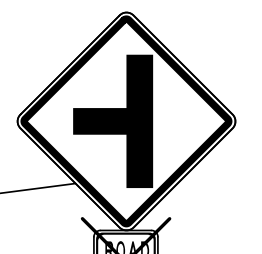


EXISTING SIGN TO REMAIN

INSTALL NEW SIGN W16-8P (36" x 9") 5" & 3" C-SERIES



REMOVE EXISTING SIGN



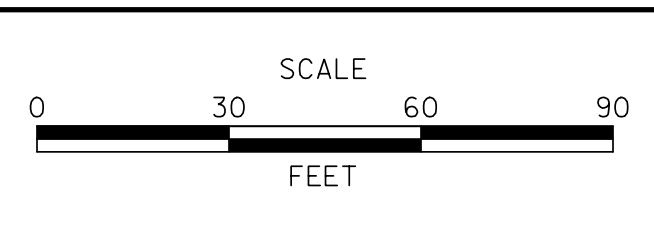
INSTALL NEW SIGN W16-8P (36" x 9") 5" & 3" C-SERIES



PAVEMENT MARKINGS LEGEND		
SYMBOL	ITEM	QUANTITY
(A)	16" SOLID WHITE ALKYD THERMOPLASTIC PAVEMENT SYMBOL (ITEM 748015)	60 SF

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ADDENDUMS / REVISIONS



2012 HEP, SITE N / Q

CONTRACT	PERMIT NO.	S136 & SCAM162
T201501001	DESIGNED BY:	D.W.C. (WR&A)
COUNTY	CHECKED BY:	M.J.B. (WR&A)
SUSSEX		

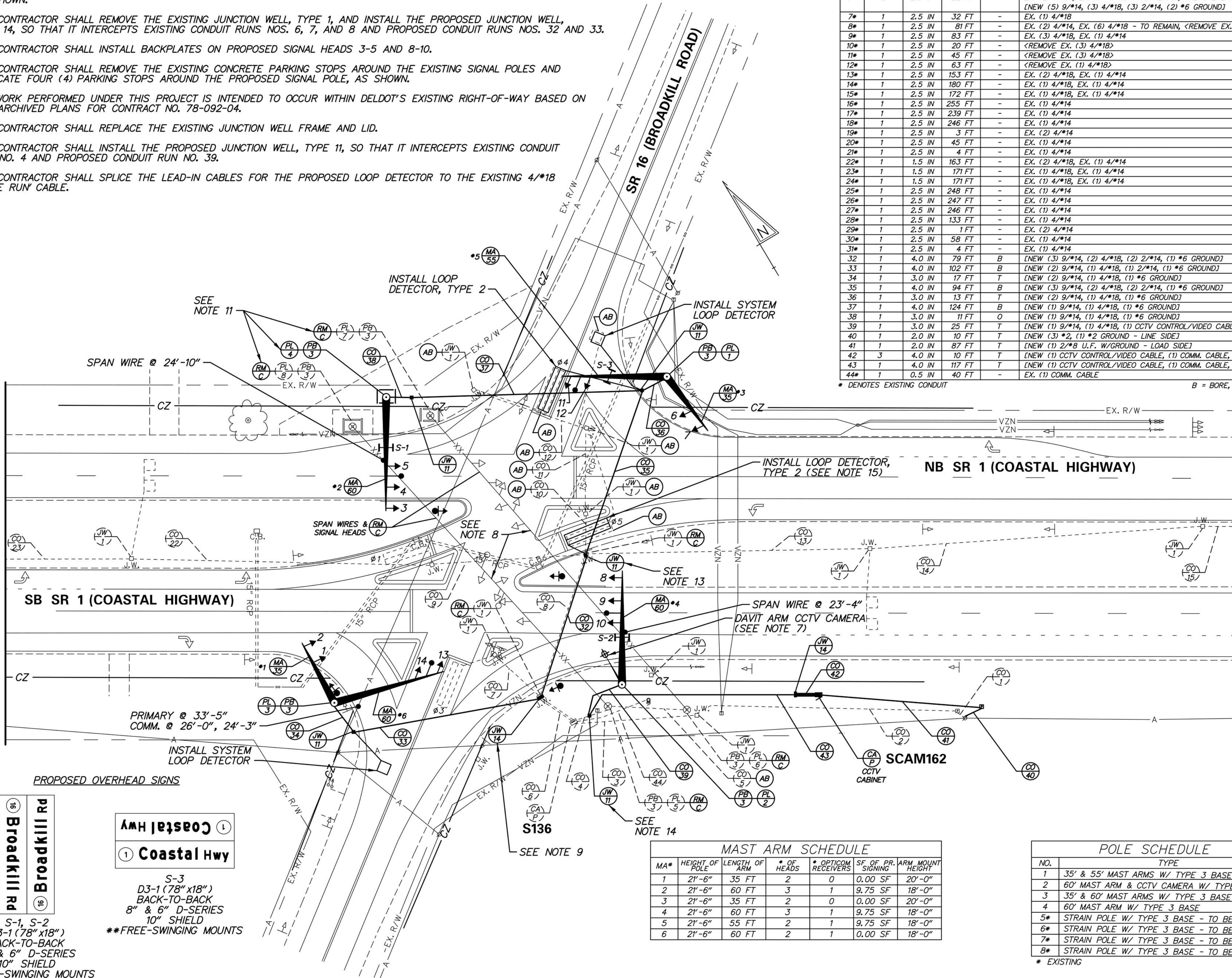
SIGNING & STRIPING PLAN
SR 1 (COASTAL HIGHWAY) @
SR 16 (BROADKILL ROAD)

SHEET NO.	3
TOTAL SHTS.	3

- NOTES:**
- ALL GALVANIZED CONDUIT (GRC) SHALL BE REAMED AND THREADED. ALL GRC SHALL BE THREADED TOGETHER WITH APPROVED COUPLINGS. SET SCREW, BOLTED, AND COMPRESSION FITTING ARE NOT ACCEPTABLE.
 - THE CONTRACTOR SHALL INSTALL A DAVIT ARM CCTV CAMERA ON THE PROPOSED SIGNAL POLE, AS SHOWN.
 - THE CONTRACTOR SHALL REMOVE THE EXISTING SIGNAL HEADS, SIGNAL HEAD CABLES, OPTICOM RECEIVERS, AND SPAN WIRES AND INSTALL THE PROPOSED SIGNAL HEADS, SIGNAL HEAD CABLES, OVERHEAD SIGNS, OPTICOM RECEIVERS, AND MAST ARMS, AS SHOWN.
 - THE CONTRACTOR SHALL REMOVE THE EXISTING JUNCTION WELL, TYPE 1, AND INSTALL THE PROPOSED JUNCTION WELL, TYPE 14, SO THAT IT INTERCEPTS EXISTING CONDUIT RUNS NOS. 6, 7, AND 8 AND PROPOSED CONDUIT RUNS NOS. 32 AND 33.
 - THE CONTRACTOR SHALL INSTALL BACKPLATES ON PROPOSED SIGNAL HEADS 3-5 AND 8-10.
 - THE CONTRACTOR SHALL REMOVE THE EXISTING CONCRETE PARKING STOPS AROUND THE EXISTING SIGNAL POLES AND RELOCATE FOUR (4) PARKING STOPS AROUND THE PROPOSED SIGNAL POLE, AS SHOWN.
 - ALL WORK PERFORMED UNDER THIS PROJECT IS INTENDED TO OCCUR WITHIN DELDOT'S EXISTING RIGHT-OF-WAY BASED ON THE ARCHIVED PLANS FOR CONTRACT NO. 78-092-04.
 - THE CONTRACTOR SHALL REPLACE THE EXISTING JUNCTION WELL FRAME AND LID.
 - THE CONTRACTOR SHALL INSTALL THE PROPOSED JUNCTION WELL, TYPE 11, SO THAT IT INTERCEPTS EXISTING CONDUIT RUN NO. 4 AND PROPOSED CONDUIT RUN NO. 39.
 - THE CONTRACTOR SHALL SPLICE THE LEAD-IN CABLES FOR THE PROPOSED LOOP DETECTOR TO THE EXISTING 4/18 "HOME RUN" CABLE.

MATCH LINE AA - SEE SHEET 2

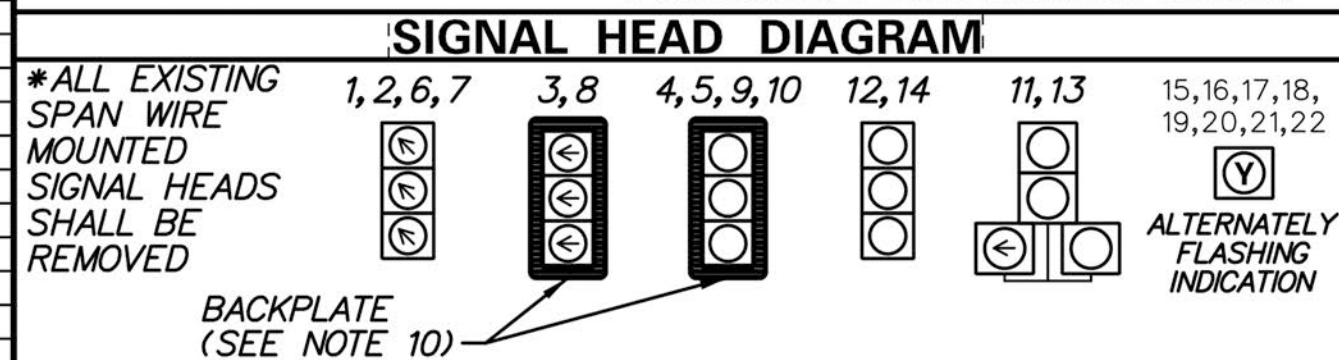
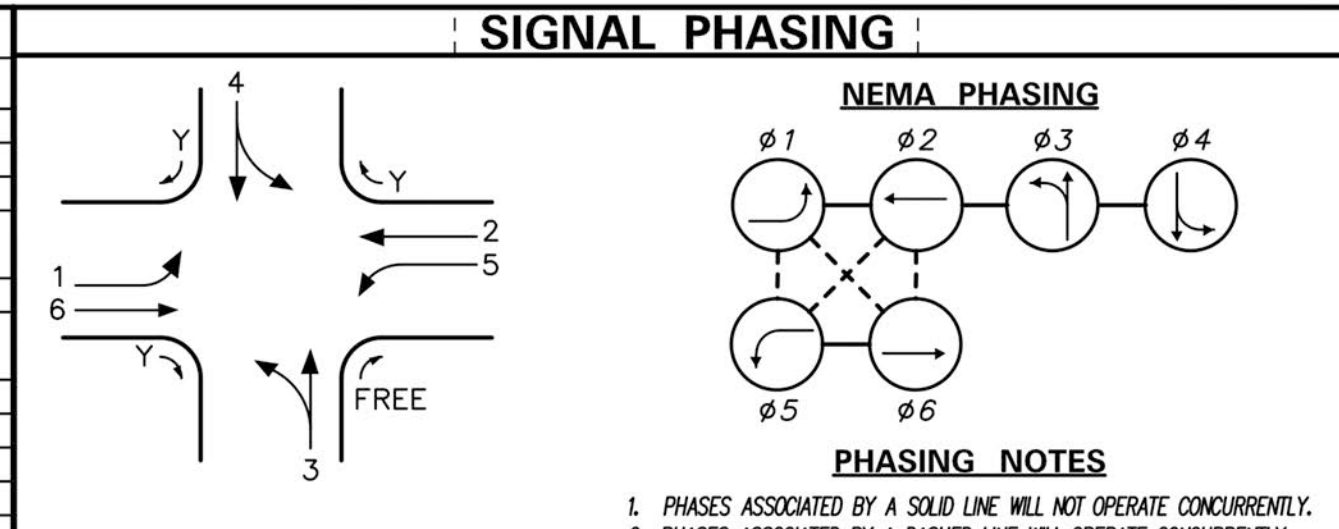
MATCH LINE BB - SEE SHEET 2



CONDUIT RUN SCHEDULE

CO#	CONDUITS	SIZE	LENGTH	B/T/O	AMOUNT AND TYPE OF CABLE/ WIRE
1*	1	2.0 IN	5 FT	-	EX. (1) 2/8 U.F. W/GROUND - LINE SIDE
2*	1	2.0 IN	143 FT	-	EX. (1) 2/8 U.F. W/GROUND - LOAD SIDE
3*	1	2.0 IN	65 FT	-	EX. (1) 2/8 U.F. W/GROUND - LOAD SIDE
4*	1	2.5 IN	18 FT	-	<REMOVE EX. (2) 1/2" U.F. EX. (2) 4/18"; [NEW (1) 9/14, (1) 4/18, (1) COMM. CABLE, (1) *6 GROUND]
5*	1	2.5 IN	40 FT	-	<REMOVE EX. (1) 1/2" U.F. EX. (1) 4/18
6*	2	2.5 IN	22 FT	-	EX. (2) 4/18, EX. (7) 4/18 - TO REMAIN, <REMOVE EX. (2) 4/18"; [NEW (3) 9/14, (3) 4/18, (3) 2/14, (2) *6 GROUND]
7*	1	2.5 IN	32 FT	-	EX. (1) 4/18
8*	1	2.5 IN	81 FT	-	EX. (2) 4/18, EX. (6) 4/18 - TO REMAIN, <REMOVE EX. (2) 4/18"
9*	1	2.5 IN	83 FT	-	EX. (3) 4/18, EX. (1) 4/18
10*	1	2.5 IN	20 FT	-	<REMOVE EX. (3) 4/18"
11*	1	2.5 IN	45 FT	-	<REMOVE EX. (3) 4/18"
12*	1	2.5 IN	63 FT	-	<REMOVE EX. (1) 4/18"
13*	1	2.5 IN	153 FT	-	EX. (2) 4/18, EX. (1) 4/18
14*	1	2.5 IN	180 FT	-	EX. (1) 4/18, EX. (1) 4/18
15*	1	2.5 IN	172 FT	-	EX. (1) 4/18, EX. (1) 4/18
16*	1	2.5 IN	255 FT	-	EX. (1) 4/18
17*	1	2.5 IN	239 FT	-	EX. (1) 4/18
18*	1	2.5 IN	246 FT	-	EX. (1) 4/18
19*	1	2.5 IN	3 FT	-	EX. (2) 4/18
20*	1	2.5 IN	45 FT	-	EX. (1) 4/18
21*	1	2.5 IN	4 FT	-	EX. (1) 4/18
22*	1	1.5 IN	163 FT	-	EX. (2) 4/18, EX. (1) 4/18
23*	1	1.5 IN	171 FT	-	EX. (1) 4/18, EX. (1) 4/18
24*	1	1.5 IN	171 FT	-	EX. (1) 4/18, EX. (1) 4/18
25*	1	2.5 IN	248 FT	-	EX. (1) 4/18
26*	1	2.5 IN	247 FT	-	EX. (1) 4/18
27*	1	2.5 IN	246 FT	-	EX. (1) 4/18
28*	1	2.5 IN	133 FT	-	EX. (1) 4/18
29*	1	2.5 IN	1 FT	-	EX. (2) 4/18
30*	1	2.5 IN	58 FT	-	EX. (1) 4/18
31*	1	2.5 IN	4 FT	-	EX. (1) 4/18
32*	1	4.0 IN	79 FT	B	[NEW (3) 9/14, (2) 4/18, (2) 2/14, (1) *6 GROUND]
33*	1	4.0 IN	102 FT	B	[NEW (2) 9/14, (1) 4/18, (1) 2/14, (1) *6 GROUND]
34*	1	3.0 IN	17 FT	T	[NEW (2) 9/14, (1) 4/18, (1) *6 GROUND]
35*	1	4.0 IN	94 FT	B	[NEW (3) 9/14, (2) 4/18, (2) 2/14, (1) *6 GROUND]
36*	1	3.0 IN	13 FT	T	[NEW (2) 9/14, (1) 4/18, (1) *6 GROUND]
37*	1	4.0 IN	124 FT	B	[NEW (1) 9/14, (1) 4/18, (1) *6 GROUND]
38*	1	3.0 IN	11 FT	O	[NEW (1) 9/14, (1) 4/18, (1) *6 GROUND]
39*	1	3.0 IN	25 FT	T	[NEW (1) 9/14, (1) 4/18, (1) CCTV CONTROL/VIDEO CABLE, (1) *6 GROUND]
40*	1	2.0 IN	10 FT	T	[NEW (3) *2, (1) *2 GROUND - LINE SIDE]
41*	1	2.0 IN	87 FT	T	[NEW (1) 2/8 U.F. W/GROUND - LOAD SIDE]
42*	3	4.0 IN	10 FT	T	[NEW (1) CCTV CONTROL/VIDEO CABLE, (1) COMM. CABLE, (3) *6 GROUND]
43*	1	4.0 IN	117 FT	T	[NEW (1) CCTV CONTROL/VIDEO CABLE, (1) COMM. CABLE, (1) *6 GROUND]
44*	1	0.5 IN	40 FT	-	EX. (1) COMM. CABLE

* DENOTES EXISTING CONDUIT



LEGEND

EXISTING SYMBOL	PROPOSED SYMBOL
AB	ABANDON
CA	EXISTING CABINET IDENTIFIER (TYPE OF CABINET)
CA	PROPOSED CABINET IDENTIFIER (TYPE OF CABINET)
CO	EXISTING CONDUIT RUN IDENTIFIER (* OF CONDUIT RUN)
CO	PROPOSED CONDUIT RUN IDENTIFIER (* OF CONDUIT RUN)
JW	EXISTING JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL)
JW	PROPOSED JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL)
MA	EXISTING MAST ARM IDENTIFIER (LENGTH OF ARM)
MA	PROPOSED MAST ARM IDENTIFIER (LENGTH OF ARM)
OH	EXISTING OVERHEAD RUN IDENTIFIER (* OF OVERHEAD RUN)
OH	PROPOSED OVERHEAD RUN IDENTIFIER (* OF OVERHEAD RUN)
PB	EXISTING POLE BASE IDENTIFIER (TYPE OF POLE BASE)
PB	PROPOSED POLE BASE IDENTIFIER (TYPE OF POLE BASE)
PL	EXISTING POLE IDENTIFIER (* OF POLE)
PL	PROPOSED POLE IDENTIFIER (* OF POLE)
PL	REMOVE BY CONTRACTOR
PL	REMOVE BY OTHERS
PL	REMOVE BY TRAFFIC CONTRACTOR

GENERAL SIGNAL NOTES

- EXISTING LOOP DETECTORS - TO REMAIN:
TYPE #1 - 6' x 8' - SR 1 THROUGH MOVEMENTS.
TYPE #2 - 6' x 25' - SB SR 1 LEFT-TURN AND EB SR 16 THROUGH AND LEFT-TURN MOVEMENTS.
SYSTEM - 6' x 6' - SR 1 RECEIVING LANES.
- PROPOSED LOOP DETECTORS:
TYPE #2 - 6' x 25' - TO BE INSTALLED ON NB SR 1 LEFT-TURN AND WB SR 16 THROUGH AND LEFT-TURN MOVEMENTS.
SYSTEM - 6' x 6' - TO BE INSTALLED IN SR 16 RECEIVING LANES, AS SHOWN.
- ALL PROPOSED SIGNAL POLES ARE DELDOT MAST ARMS.
- ALL SIGNAL EQUIPMENT REMOVED FROM A PROJECT IS TO BE RETURNED TO DELDOT TRAFFIC - DOVER, DELAWARE.
- POLE BASES AND CONDUIT JUNCTION WELLS ARE TO BE REMOVED IN ACCORDANCE WITH SECTION 201 AND 202 OF THE STANDARD SPECIFICATIONS OR AS DIRECTED BY ENGINEER. EXISTING CONDUIT IS TO BE ABANDONED.
- 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.

MAST ARM SCHEDULE

MA#	HEIGHT OF POLE	LENGTH OF ARM	* OF HEADS	* OPTICOM RECEIVERS	SF OF PR. SIGNING	ARM MOUNT HEIGHT
1	21'-6"	35 FT	2	0	0.00 SF	20'-0"
2	21'-6"	60 FT	3	1	9.75 SF	18'-0"
3	21'-6"	35 FT	2	0	0.00 SF	20'-0"
4	21'-6"	60 FT	3	1	9.75 SF	18'-0"
5	21'-6"	55 FT	2	1	9.75 SF	18'-0"
6	21'-6"	60 FT	2	1	0.00 SF	18'-0"

POLE SCHEDULE

NO.	TYPE
1	35' & 55' MAST ARMS W/ TYPE 3 BASE
2	60' MAST ARM & CCTV CAMERA W/ TYPE 3 BASE
3	35' & 60' MAST ARMS W/ TYPE 3 BASE
4	60' MAST ARM W/ TYPE 3 BASE
5*	STRAIN POLE W/ TYPE 3 BASE - TO BE REMOVED
6*	STRAIN POLE W/ TYPE 3 BASE - TO BE REMOVED
7*	STRAIN POLE W/ TYPE 3 BASE - TO BE REMOVED
8*	STRAIN POLE W/ TYPE 3 BASE - TO BE REMOVED

* EXISTING

M:\2015\2015-CAD\2015-CD\2015-SR1 & SR16 - mast arms.dgn 2/20/2015 10:53 AM

RECOMMENDED _____ DATE: _____

RECOMMENDED _____ DATE: _____

RECOMMENDED LAURENCE DATE: 2/9/15

APPROVED TRAFFIC ENGINEER John C. [Signature] DATE: 2/10/15

APPROVED FOR INSTALLATION CHIEF TRAFFIC ENGINEER Neil Long DATE: 2/12/15

DELAWARE DEPARTMENT OF TRANSPORTATION	ADDENDUM / REVISIONS 1 INSTALLED MAST ARMS, SYSTEM LOOPS, AND CCTV CAMERA, D.W.C. (WR&A) 2-15 (CONTRACT # T201501001)	SCALE 0 30 60 90 FEET	2012 HEP, SITE N / O	CONTRACT T201501001 COUNTY SUSSEX	PERMIT NO. S136 & SCAM162 DESIGNED BY: D.W.C. (WR&A) CHECKED BY: M.J.B. (WR&A)	SIGNAL PLAN SR 1 (COASTAL HIGHWAY) @ SR 16 (BROADKILL ROAD)	SHEET NO. 1 TOTAL SHTS. 3
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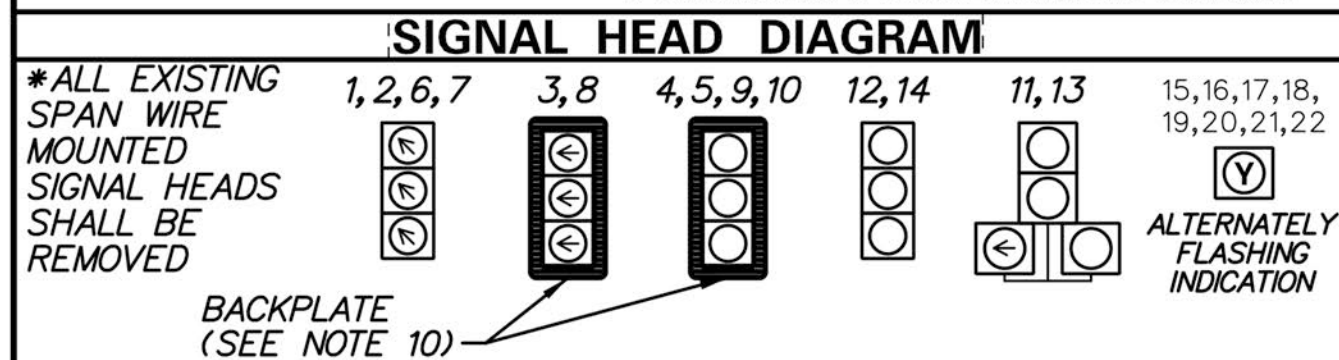
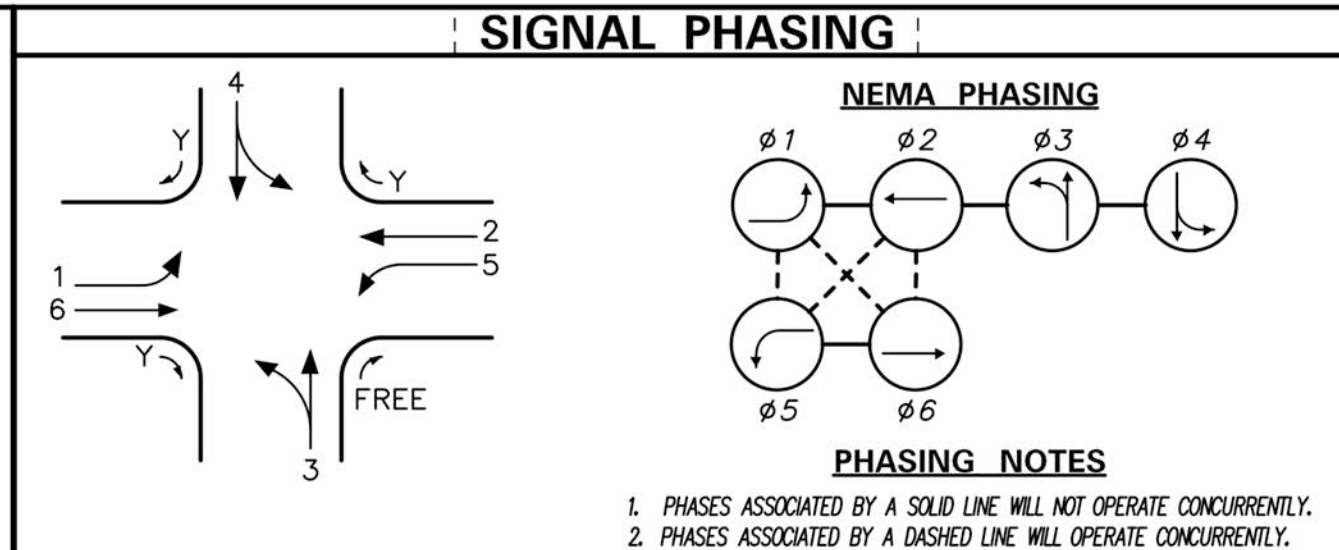
CONDUIT RUN SCHEDULE					AMOUNT AND TYPE OF CABLE/WIRE	
CO#	CONDUITS	SIZE	LENGTH	B/T/O		
1*	1	2.0 IN	5 FT	-	EX. (1) 2/*8 U.F. W/GROUND - LINE SIDE	
2*	1	2.0 IN	143 FT	-	EX. (1) 2/*8 U.F. W/GROUND - LOAD SIDE	
3*	1	2.0 IN	65 FT	-	EX. (1) 2/*8 U.F. W/GROUND - LOAD SIDE	
4*	1	2.5 IN	18 FT	-	<REMOVE EX. (2) 1/2" U.F. W/GROUND - LOAD SIDE	
5*	1	2.5 IN	40 FT	-	<REMOVE EX. (1) 1/2" U.F. W/GROUND - LOAD SIDE	
6*	2	2.5 IN	22 FT	-	EX. (2) 4/*14, EX. (7) 4/*18 - TO REMAIN, <REMOVE EX. (2) 4/*18, <REMOVE EX. (5) 9/*14, (3) 4/*18, (3) 2/*14, (2) *6 GROUND	
7*	1	2.5 IN	32 FT	-	EX. (1) 4/*18	
8*	1	2.5 IN	81 FT	-	EX. (2) 4/*18, EX. (6) 4/*18 - TO REMAIN, <REMOVE EX. (2) 4/*18	
9*	1	2.5 IN	83 FT	-	EX. (3) 4/*18, EX. (1) 4/*14	
10*	1	2.5 IN	20 FT	-	<REMOVE EX. (3) 4/*18	
11*	1	2.5 IN	45 FT	-	<REMOVE EX. (3) 4/*18	
12*	1	2.5 IN	63 FT	-	<REMOVE EX. (1) 4/*18	
13*	1	2.5 IN	153 FT	-	EX. (2) 4/*18, EX. (1) 4/*14	
14*	1	2.5 IN	180 FT	-	EX. (1) 4/*18, EX. (1) 4/*14	
15*	1	2.5 IN	172 FT	-	EX. (1) 4/*18, EX. (1) 4/*14	
16*	1	2.5 IN	255 FT	-	EX. (1) 4/*14	
17*	1	2.5 IN	239 FT	-	EX. (1) 4/*14	
18*	1	2.5 IN	246 FT	-	EX. (1) 4/*14	
19*	1	2.5 IN	3 FT	-	EX. (2) 4/*14	
20*	1	2.5 IN	45 FT	-	EX. (1) 4/*14	
21*	1	2.5 IN	4 FT	-	EX. (1) 4/*14	
22*	1	1.5 IN	163 FT	-	EX. (2) 4/*18, EX. (1) 4/*14	
23*	1	1.5 IN	171 FT	-	EX. (1) 4/*18, EX. (1) 4/*14	
24*	1	1.5 IN	171 FT	-	EX. (1) 4/*18, EX. (1) 4/*14	
25*	1	2.5 IN	248 FT	-	EX. (1) 4/*14	
26*	1	2.5 IN	247 FT	-	EX. (1) 4/*14	
27*	1	2.5 IN	246 FT	-	EX. (1) 4/*14	
28*	1	2.5 IN	133 FT	-	EX. (1) 4/*14	
29*	1	2.5 IN	1 FT	-	EX. (2) 4/*14	
30*	1	2.5 IN	58 FT	-	EX. (1) 4/*14	
31*	1	2.5 IN	4 FT	-	EX. (1) 4/*14	
32	1	4.0 IN	79 FT	B	[NEW (3) 9/*14, (2) 4/*18, (2) 2/*14, (1) *6 GROUND]	
33	1	4.0 IN	102 FT	B	[NEW (2) 9/*14, (1) 4/*18, (1) 2/*14, (1) *6 GROUND]	
34	1	3.0 IN	17 FT	T	[NEW (2) 9/*14, (1) 4/*18, (1) *6 GROUND]	
35	1	4.0 IN	94 FT	B	[NEW (3) 9/*14, (2) 4/*18, (2) 2/*14, (1) *6 GROUND]	
36	1	3.0 IN	13 FT	T	[NEW (2) 9/*14, (1) 4/*18, (1) *6 GROUND]	
37	1	4.0 IN	124 FT	B	[NEW (1) 9/*14, (1) 4/*18, (1) *6 GROUND]	
38	1	3.0 IN	11 FT	O	[NEW (1) 9/*14, (1) 4/*18, (1) *6 GROUND]	
39	1	3.0 IN	25 FT	T	[NEW (1) 9/*14, (1) 4/*18, (1) CCTV CONTROL/VIDEO CABLE, (1) *6 GROUND]	
40	1	2.0 IN	10 FT	T	[NEW (3) *2, (1) *2 GROUND - LINE SIDE]	
41	1	2.0 IN	87 FT	T	[NEW (1) 2/*8 U.F. W/GROUND - LOAD SIDE]	
42	3	4.0 IN	10 FT	T	[NEW (1) CCTV CONTROL/VIDEO CABLE, (1) COMM. CABLE, (3) *6 GROUND]	
43	1	4.0 IN	117 FT	T	[NEW (1) CCTV CONTROL/VIDEO CABLE, (1) COMM. CABLE, (1) *6 GROUND]	
44*	1	0.5 IN	40 FT	-	EX. (1) COMM. CABLE	

* DENOTES EXISTING CONDUIT B = BORE, T = TRENCH, O = OPEN CUT

POLE SCHEDULE	
NO.	TYPE
9*	PEDESTAL POLE W/ TYPE 4 BASE
10*	PEDESTAL POLE W/ TYPE 4 BASE
11*	PEDESTAL POLE W/ TYPE 4 BASE
12*	PEDESTAL POLE W/ TYPE 4 BASE

* EXISTING

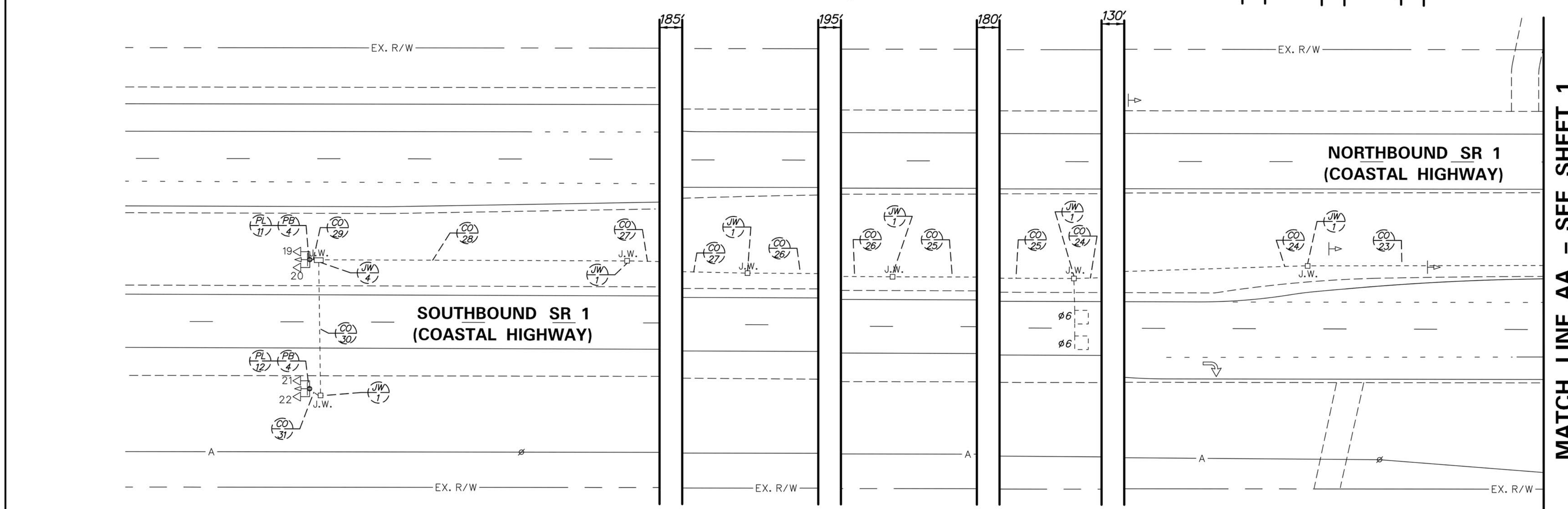
- NOTES:**
- ALL GALVANIZED CONDUIT (GRC) SHALL BE REAMED AND THREADED, ALL GRC SHALL BE THREADED TOGETHER WITH APPROVED COUPLINGS. SET SCREW, BOLTED, AND COMPRESSION FITTING ARE NOT ACCEPTABLE.
 - THE CONTRACTOR SHALL INSTALL A DAVIT ARM CCTV CAMERA ON THE PROPOSED SIGNAL POLE, AS SHOWN.
 - THE CONTRACTOR SHALL REMOVE THE EXISTING SIGNAL HEADS, SIGNAL HEAD CABLES, OPTICOM RECEIVERS, AND SPAN WIRES AND INSTALL THE PROPOSED SIGNAL HEADS, SIGNAL HEAD CABLES, OVERHEAD SIGNS, OPTICOM RECEIVERS, AND MAST ARMS, AS SHOWN.
 - THE CONTRACTOR SHALL REMOVE THE EXISTING JUNCTION WELL, TYPE 1, AND INSTALL THE PROPOSED JUNCTION WELL, TYPE 14, SO THAT IT INTERCEPTS EXISTING CONDUIT RUNS NOS. 6, 7, AND 8 AND PROPOSED CONDUIT RUNS NOS. 32 AND 33.
 - THE CONTRACTOR SHALL INSTALL BACKPLATES ON PROPOSED SIGNAL HEADS 3-5 AND 8-10.
 - THE CONTRACTOR SHALL REMOVE THE EXISTING CONCRETE PARKING STOPS AROUND THE EXISTING SIGNAL POLES AND RELOCATE FOUR (4) PARKING STOPS AROUND THE PROPOSED SIGNAL POLE, AS SHOWN.
 - ALL WORK PERFORMED UNDER THIS PROJECT IS INTENDED TO OCCUR WITHIN DELDOT'S EXISTING RIGHT-OF-WAY BASED ON THE ARCHIVED PLANS FOR CONTRACT NO. 78-092-04.
 - THE CONTRACTOR SHALL REPLACE THE EXISTING JUNCTION WELL FRAME AND LID.
 - THE CONTRACTOR SHALL INSTALL THE PROPOSED JUNCTION WELL, TYPE 11, SO THAT IT INTERCEPTS EXISTING CONDUIT RUN NO. 4 AND PROPOSED CONDUIT RUN NO. 39.
 - THE CONTRACTOR SHALL SPLICE THE LEAD-IN CABLES FOR THE PROPOSED LOOP DETECTOR TO THE EXISTING 4/*18 'HOME RUN' CABLE.



LEGEND			
(AB)	ABANDON	(OH)	EXISTING OVERHEAD RUN IDENTIFIER (* OF OVERHEAD RUN)
(CA)	EXISTING CABINET IDENTIFIER (TYPE OF CABINET)	(OH)	PROPOSED OVERHEAD RUN IDENTIFIER (* OF OVERHEAD RUN)
(CA)	PROPOSED CABINET IDENTIFIER (TYPE OF CABINET)	(PB)	EXISTING POLE BASE IDENTIFIER (TYPE OF POLE BASE)
(CO)	EXISTING CONDUIT RUN IDENTIFIER (* OF CONDUIT RUN)	(PB)	PROPOSED POLE BASE IDENTIFIER (TYPE OF POLE BASE)
(CO)	PROPOSED CONDUIT RUN IDENTIFIER (* OF CONDUIT RUN)	(PL)	EXISTING POLE IDENTIFIER (* OF POLE)
(JW)	EXISTING JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL)	(PL)	PROPOSED POLE IDENTIFIER (* OF POLE)
(JW)	PROPOSED JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL)	(RM)	REMOVE BY CONTRACTOR
(MA)	EXISTING MAST ARM IDENTIFIER (LENGTH OF ARM)	(RM)	REMOVE BY OTHERS
(MA)	PROPOSED MAST ARM IDENTIFIER (LENGTH OF ARM)	(RM)	REMOVE BY TRAFFIC CONTRACTOR

	EXISTING SYMBOL	PROPOSED SYMBOL
CCTV CAMERA		— ⊕
JUNCTION WELL	J.W.	■
LOOP DETECTOR, TYPE 1		□
LOOP DETECTOR, TYPE 2		▭
LUMINAIRE		— ◆
MAST ARM		— ▶
MICROWAVE DETECTION		— ▲
OPTICOM RECEIVER		— ○
OVERHEAD SIGNING		— T
PEDESTRIAN POLE/BASE		⊙
PEDESTRIAN PUSHBUTTON		— D
PEDESTRIAN SIGNAL HEAD		— H
RIGHT-OF-WAY		— R/W
SERVICE PEDESTAL		□
SIGNAL CABINET		■
SIGNAL HEAD		— ▷
SIGNAL POLE/BASE		⊙
SPAN INSULATOR		◇
SPAN WIRE		— XX
UTILITY POLE		⊗
VIDEO DETECTION		— ≡

- GENERAL SIGNAL NOTES**
- EXISTING LOOP DETECTORS - TO REMAIN: TYPE #1 - 6' x 6' - SR 1 THROUGH MOVEMENTS. TYPE #2 - 6' x 25' - SB SR 1 LEFT-TURN AND EB SR 16 THROUGH AND LEFT-TURN MOVEMENTS. SYSTEM - 6' x 6' - SR 1 RECEIVING LANES. PROPOSED LOOP DETECTORS: TYPE #2 - 6' x 25' - TO BE INSTALLED ON NB SR 1 LEFT-TURN AND WB SR 16 THROUGH AND LEFT-TURN MOVEMENTS. SYSTEM - 6' x 6' - TO BE INSTALLED IN SR 16 RECEIVING LANES, AS SHOWN.
 - ALL PROPOSED SIGNAL POLES ARE DELDOT MAST ARMS.
 - ALL SIGNAL EQUIPMENT REMOVED FROM A PROJECT IS TO BE RETURNED TO DELDOT TRAFFIC - DOVER, DELAWARE.
 - POLE BASES AND CONDUIT JUNCTION WELLS ARE TO BE REMOVED IN ACCORDANCE WITH SECTION 201 AND 202 OF THE STANDARD SPECIFICATIONS OR AS DIRECTED BY ENGINEER. EXISTING CONDUIT IS TO BE ABANDONED.
 - 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.



RECOMMENDED _____ DATE: _____

RECOMMENDED _____ DATE: _____

RECOMMENDED *[Signature]* DATE: 2/9/15

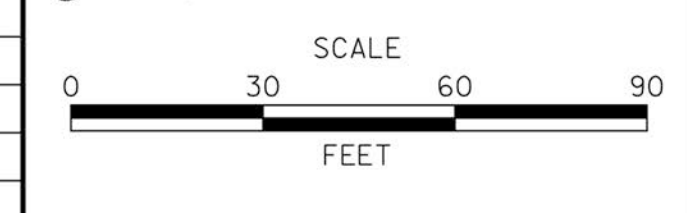
APPROVED TRAFFIC ENGINEER *[Signature]* DATE: 4/10/15

APPROVED FOR INSTALLATION CHIEF TRAFFIC ENGINEER *[Signature]* DATE: 2/12/15



ADDENDUM / REVISIONS

1	INSTALLED MAST ARMS, SYSTEM LOOPS, AND CCTV CAMERA. D.W.C. (WR&A) 2-15 (CONTRACT * T201501001)
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2012 HEP, SITE N / Q

CONTRACT	PERMIT NO.	S136 & SCAM162	SHEET NO.	2
T201501001	DESIGNED BY:	D.W.C. (WR&A)	TOTAL SHTS.	3
SUSSEX	CHECKED BY:	M.J.B. (WR&A)		

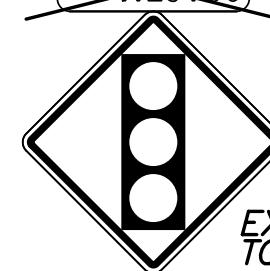
SIGNAL PLAN
SR 1 (COASTAL HIGHWAY) @
SR 16 (BROADKILL ROAD)

M:\2015\1001\CADD\S02_SRI @ SR16 - mast arms.dgn 2/20/2015 10:44:03 AM

INSTALL NEW SIGN
W16-8P (36" x 9")
5" & 3" C-SERIES

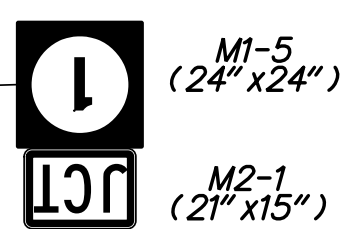
AMH Coastal

REMOVE EXISTING SIGN



EXISTING SIGN TO REMAIN

INSTALL NEW SIGNS

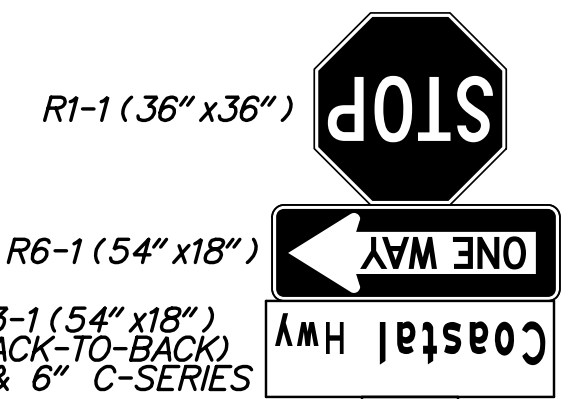


LANK ROAD



REMOVE EXISTING SIGN

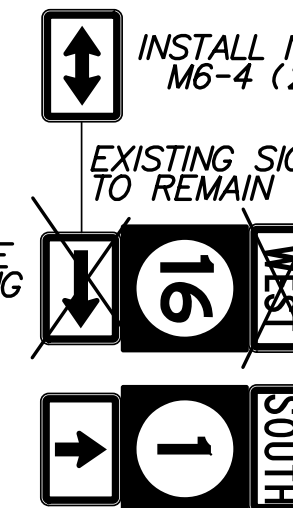
INSTALL NEW SIGNS



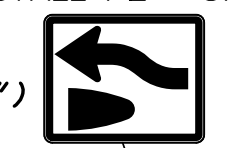
REMOVE EXISTING SIGNS



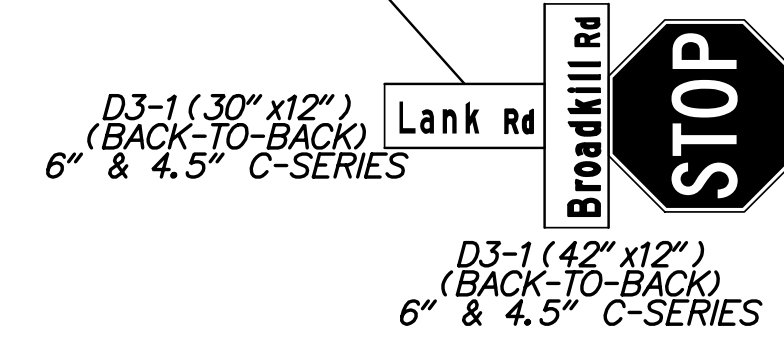
INSTALL NEW SIGN M6-4 (21" x 15")
EXISTING SIGN TO REMAIN
REMOVE EXISTING SIGN
REMOVE EXISTING SIGN
EXISTING SIGNS TO REMAIN



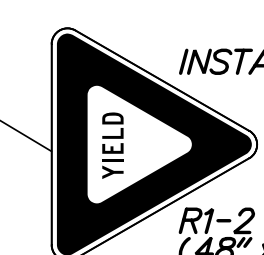
INSTALL NEW SIGN
R4-7 (24" x 30")



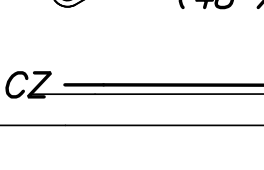
INSTALL NEW SIGNS



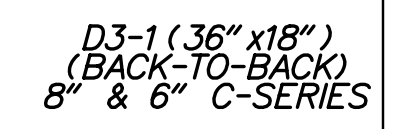
REMOVE EXISTING SIGN



INSTALL NEW SIGN
R1-2 (48" x 48" x 48")



D3-1 (36" x 18") (BACK-TO-BACK) 8" & 6" C-SERIES

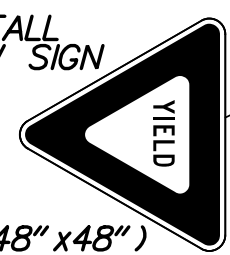


INSTALL NEW SIGN
R6-1 (54" x 18")

NORTHBOUND SR 1
(COASTAL HIGHWAY)

SOUTHBOUND SR 1
(COASTAL HIGHWAY)

INSTALL NEW SIGN
R1-2 (48" x 48" x 48")



REMOVE EXISTING SIGN



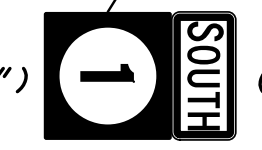
INSTALL NEW SIGN
R1-2 (48" x 48" x 48")



INSTALL NEW SIGN
R4-7 (24" x 30")

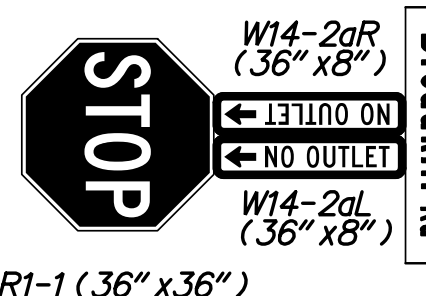


INSTALL NEW SIGNS
M1-5 (24" x 24") SOUTH M3-3 (24" x 12")

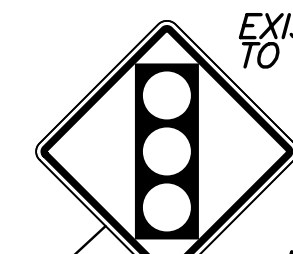


JEFFERSON ROAD
(ROAD 234C)

INSTALL NEW SIGNS



D3-1 (48" x 12") (BACK-TO-BACK) 6" & 4.5" C-SERIES
Jefferson Rd
D3-1 (48" x 12") (BACK-TO-BACK) 6" & 4.5" C-SERIES



EXISTING SIGN TO REMAIN

INSTALL NEW SIGN
W16-8P (36" x 9")
5" & 3" C-SERIES



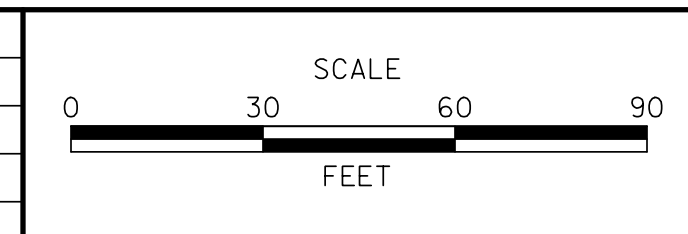
INSTALL NEW SIGN
W16-8P (36" x 9")
5" & 3" C-SERIES



PAVEMENT MARKINGS LEGEND		
SYMBOL	ITEM	QUANTITY
(A)	16" SOLID WHITE ALKYD THERMOPLASTIC PAVEMENT SYMBOL (ITEM 748015)	60 SF

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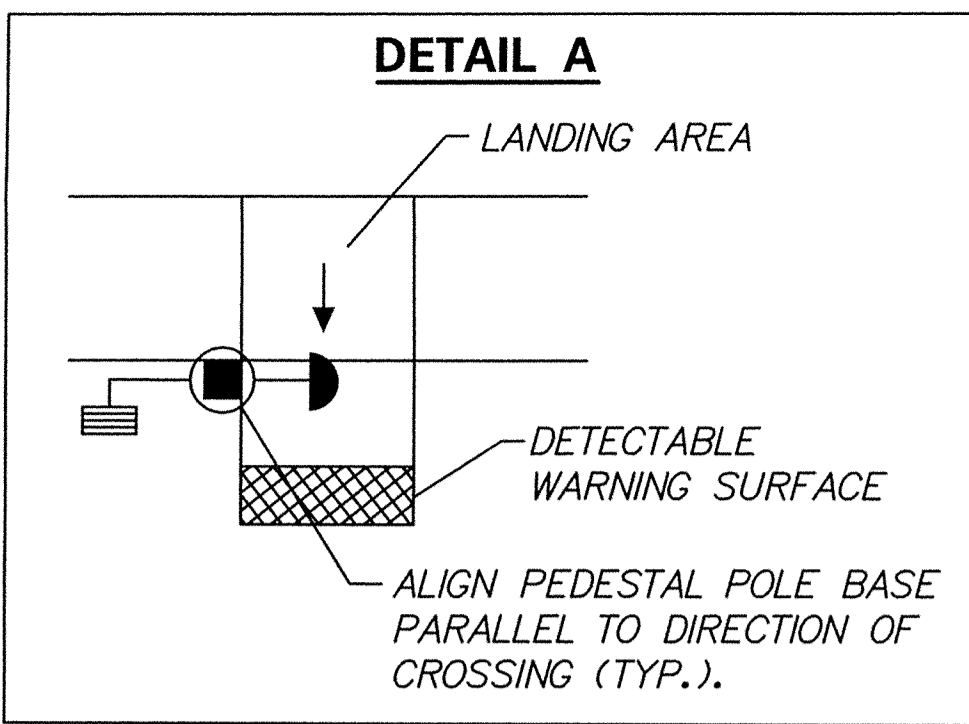
ADDENDUMS / REVISIONS



2012 HEP, SITE N / Q

CONTRACT T201501001	PERMIT NO. S136 & SCAM162	SIGNING & STRIPING PLAN SR 1 (COASTAL HIGHWAY) @ SR 16 (BROADKILL ROAD)
COUNTY SUSSEX	DESIGNED BY: D.W.C. (WR&A)	
	CHECKED BY: M.J.B. (WR&A)	

SHEET NO. 3
TOTAL SHTS. 3

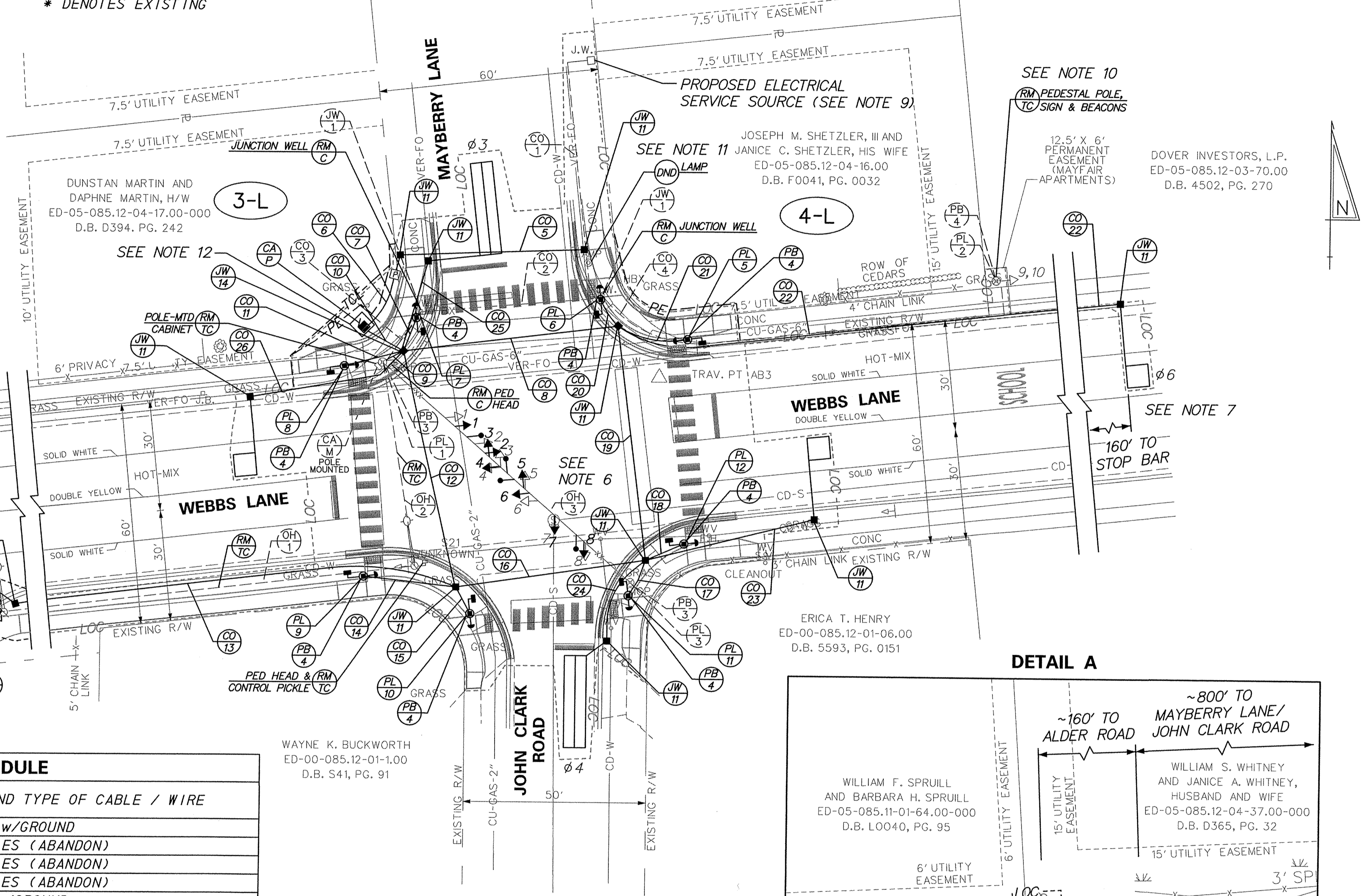


CR NO.	NO. OF CONDUITS	SIZE	LENGTH	AMOUNT AND TYPE OF CABLE / WIRE
20	1	2.5"	9'	(1)5/#14, (1)1/#6 GND.
21	1	2.5"	20'	(1)5/#14, (1)1/#6 GND.
22	1	4"	186'	(1)1/#14
23	1	4"	48'	(1)1/#14
24	1	4"	26'	(1)1/#14
25	1	4"	26'	(1)1/#14
26	1	4"	45'	(1)1/#14

OH NO.	LENGTH	AMOUNT AND TYPE OF CABLE / WIRE
1*	935'	EXISTING CABLE TO BE REMOVED
2*	58'	EXISTING CABLES TO BE REMOVED
3*	74'	EXISTING CABLES TO BE REMOVED. NEW (2)16/#14, NEW (4)4/#18, NEW (1)1/#6 GND.

POLE*	POLE TYPE	HEIGHT	MATERIAL
1*	STRAIN	28'	STEEL
2*	PEDESTAL	10'	STEEL
3*	STRAIN	28'	STEEL
4*	STRAIN	28'	STEEL
5	PEDESTAL	10'	ALUMINUM
6	PEDESTAL	10'	ALUMINUM
7	PEDESTAL	10'	ALUMINUM
8	PEDESTAL	10'	ALUMINUM
9	PEDESTAL	10'	ALUMINUM
10	PEDESTAL	10'	ALUMINUM
11	PEDESTAL	10'	ALUMINUM
12	PEDESTAL	10'	ALUMINUM

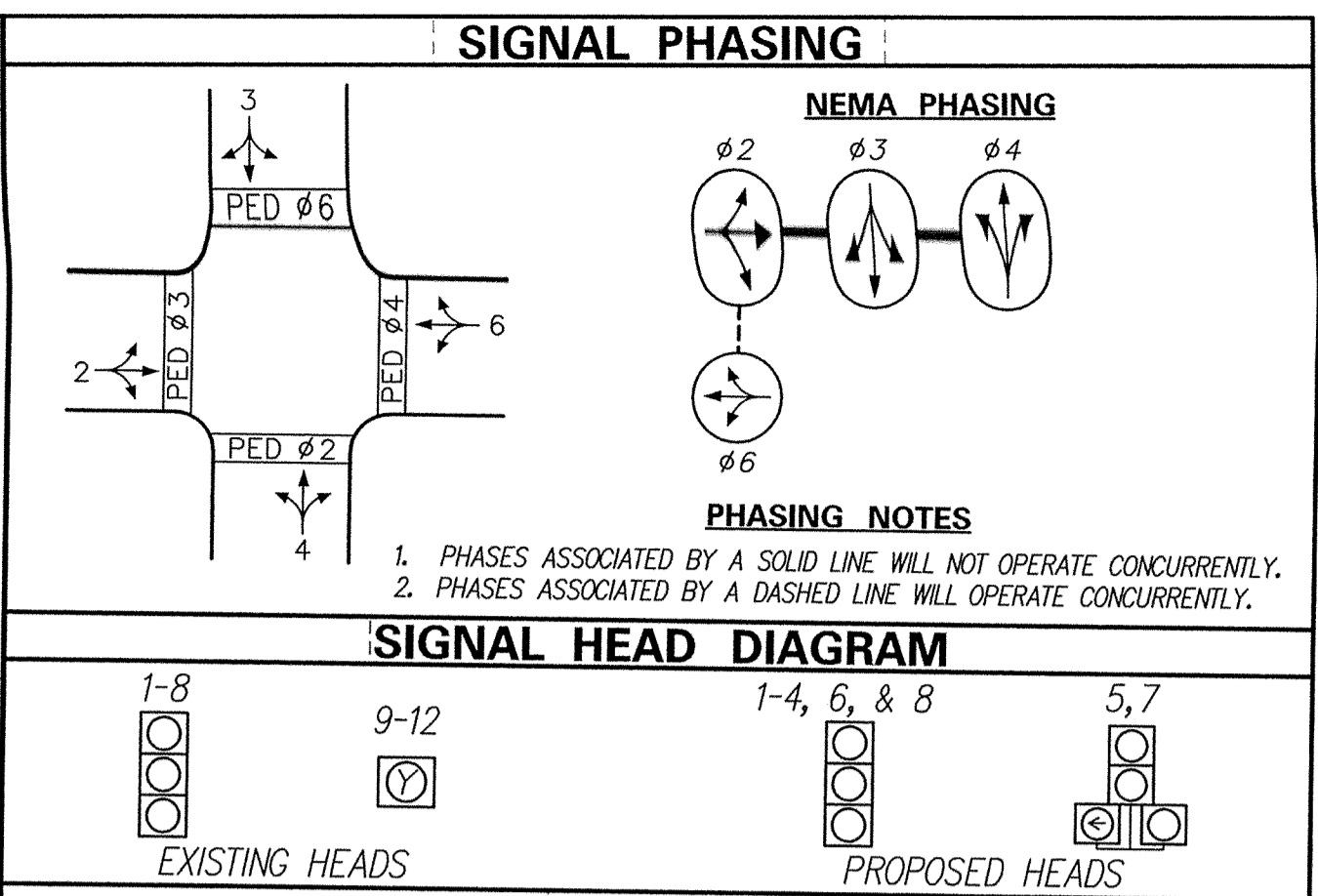
* DENOTES EXISTING



CR NO.	NO. OF CONDUITS	SIZE	LENGTH	AMOUNT AND TYPE OF CABLE / WIRE
1*	1	1.5"	77'	(1)2/#8 U.F. w/GROUND
2*	1	2.5"	52'	EXISTING CABLES (ABANDON)
3*	1	2.5"	18'	EXISTING CABLES (ABANDON)
4*	1	1.5"	121'	EXISTING CABLES (ABANDON)
5	1	2"	51'	(1)2/#8 U.F. w/GROUND
6	1	2"	22'	(1)2/#8 U.F. w/GROUND
7	1	2.5"	10'	(1)5/#14, (1)1/#6 GND.
8	1	4"	59'	(2)5/#14, (1)1/#14, (1)1/#6 GND.
9	1	3"	5'	(2)16/#14, (4)4/#18, (1)1/#6 GND.
10	3	4"	12'	(2)16/#14, (8)5/#14, (4)4/#18, (6)1/#14, (1)1/#6 GND.
11	1	2.5"	17'	(1)5/#14, (1)1/#6 GND.
12	1	4"	66'	(4)5/#14, (3)1/#14, (1)1/#6 GND.
13	1	4"	143'	(1)1/#14
14	1	2.5"	26'	(1)5/#14, (1)1/#6 GND.
15	1	2.5"	8'	(1)5/#14, (1)1/#6 GND.
16	1	4"	53'	(2)5/#14, (2)1/#14, (1)1/#6 GND.
17	1	2.5"	11'	(1)5/#14, (1)1/#6 GND.
18	1	2.5"	11'	(1)5/#14, (1)1/#6 GND.
19	1	4"	64'	EMPTY

* DENOTES EXISTING

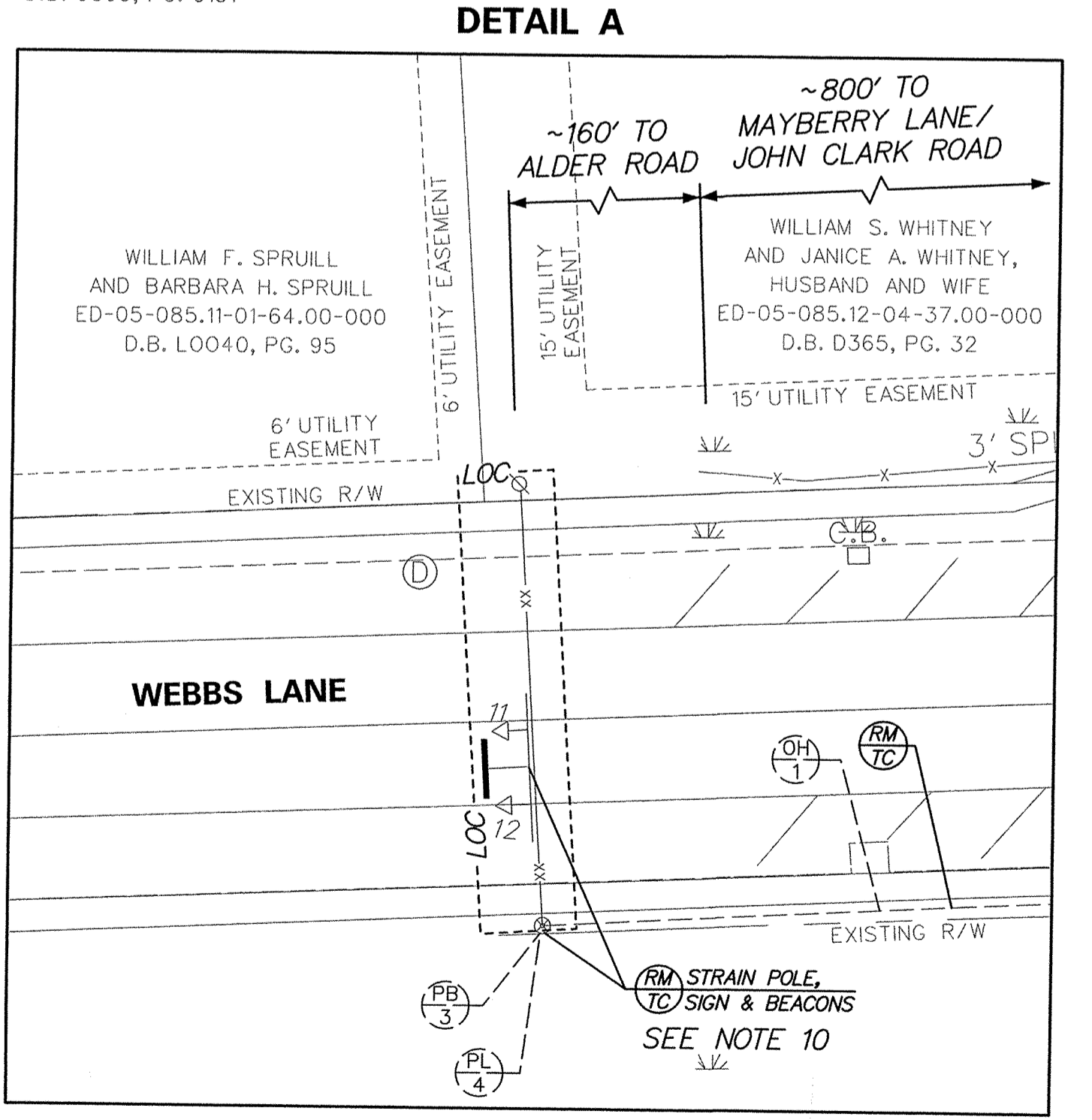
- ADDITIONAL SIGNAL NOTES:
- EXISTING THREE-SECTION SIGNAL HEADS #5 AND #7 SHALL BE REMOVED AND REPLACED WITH NEW FOUR-SECTION SIGNAL HEADS #5 AND #7. EXISTING THREE-SECTION SIGNAL HEADS #1-4, #8 AND #8 SHALL BE REMOVED AND REPLACED WITH NEW THREE-SECTION SIGNAL HEADS #1-4, #8 AND #8 AS SHOWN IN THE SIGNAL HEAD DIAGRAM. ALL EXISTING SIGNAL CABLE SHALL BE REMOVED AND REPLACED WITH NEW SIGNAL CABLE.
 - LOOP DETECTORS:
TYPE #1 6' x 6' - TO BE INSTALLED ON MAIN STREET APPROACHES, AT A DISTANCE OF 160 FEET FROM THE STOP BAR, AND ON MAIN STREET DEPARTURES, AT A DISTANCE OF 20 FEET FROM THE ADJACENT APPROACH LANE STOP BAR
TYPE #2 6' x 25' - TO BE INSTALLED ON SIDE STREET
 - INSTALL CDMA FOR SIGNAL COMMUNICATION WITH TRANSPORTATION MANAGEMENT CENTER (TMC)
 - POWER IS DERIVED FROM EXISTING SPLICE BOX ON THE EAST SIDE OF MAYBERRY LANE, NORTH OF WEBB'S LANE, VIA EXISTING UNDERGROUND CONDUIT RUN #1 AS SHOWN ON THE SIGNAL PLAN.
 - SEE SIGNING AND STRIPING PLAN FOR REMOVAL OF THE EXISTING OVERHEAD SCHOOL SPEED LIMIT SIGN AND FLASHING BEACONS WEST OF ALDER ROAD, AND REMOVAL OF THE EXISTING PEDESTAL POLE SCHOOL SPEED LIMIT SIGN AND FLASHING BEACONS EAST OF MAYBERRY LANE.
 - MAINTAIN ELECTRICAL SERVICE TO EXISTING STREET LIGHT ON THE NORTHEAST CORNER OF THE INTERSECTION. A NEW SPLICE SHOULD BE MADE IN THE ADJACENT PROPOSED JUNCTION WELL.
 - DO NOT INSTALL CONCRETE APRON AROUND SIGNAL CABINET BASE IN ORDER TO LIMIT RIGHT-OF-WAY IMPACTS.



LEGEND

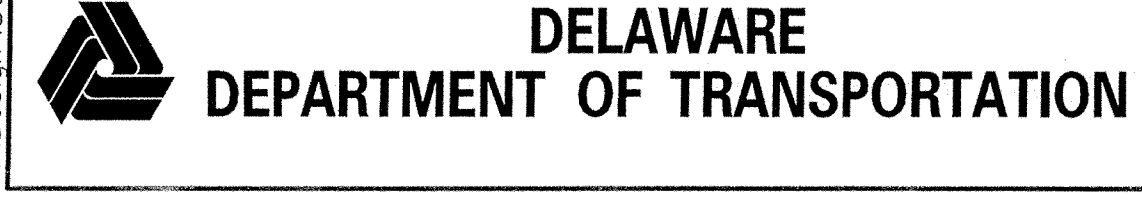
PROPOSED SIGNAL CABINET	REMOVE BY CONTRACTOR
EXISTING SIGNAL CABINET	REMOVE BY TRAFFIC CONTRACTOR
PROPOSED SIGNAL POLE BASE	REMOVE BY OTHERS
EXISTING SIGNAL POLE BASE	ABANDON
PROPOSED PEDESTRIAN POLE BASE	PROPOSED POLE BASE IDENTIFIER (TYPE OF POLE BASE)
EXISTING PEDESTRIAN POLE BASE	EXISTING POLE BASE IDENTIFIER (TYPE OF POLE BASE)
PROPOSED WOOD POLE	PROPOSED POLE IDENTIFIER (# OF POLE)
EXISTING UTILITY POLE	EXISTING POLE IDENTIFIER (# OF POLE)
PROPOSED JUNCTION WELL	PROPOSED JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL)
EXISTING JUNCTION WELL	EXISTING JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL)
PROPOSED SIGNAL HEAD	PROPOSED CONDUIT RUN IDENTIFIER (# OF CONDUIT RUN)
EXISTING SIGNAL HEAD	EXISTING CONDUIT RUN IDENTIFIER (# OF CONDUIT RUN)
PROPOSED PEDESTRIAN SIGNAL HEAD	PROPOSED OVERHEAD RUN IDENTIFIER (# OF OVERHEAD RUN)
EXISTING PEDESTRIAN SIGNAL HEAD	EXISTING OVERHEAD RUN IDENTIFIER (# OF OVERHEAD RUN)
PROPOSED PEDESTRIAN PUSHBUTTON	PROPOSED MAST ARM IDENTIFIER (LENGTH OF ARM)
EXISTING PEDESTRIAN PUSHBUTTON	EXISTING MAST ARM IDENTIFIER (LENGTH OF ARM)
PROPOSED VIDEO DETECTION	PROPOSED CABINET IDENTIFIER (TYPE OF CABINET)
EXISTING VIDEO DETECTION	EXISTING CABINET IDENTIFIER (TYPE OF CABINET)
PROPOSED MICROWAVE DETECTION	PROPOSED SPAN WIRE
EXISTING MICROWAVE DETECTION	EXISTING SPAN WIRE
OVERHEAD SIGNING	RIGHT-OF-WAY OR PROPERTY LINE
PROPOSED OPTICOM RECEIVER	PROPOSED SPAN INSULATOR
EXISTING OPTICOM RECEIVER	EXISTING SPAN INSULATOR
PROPOSED LUMINAIRE	EXISTING SPAN INSULATOR
EXISTING LUMINAIRE	EXISTING SPAN INSULATOR
PROPOSED LOOP DETECTOR (TYPE TOR 2)	SERVICE PEDESTAL
EXISTING LOOP DETECTOR (TYPE TOR 2)	

- GENERAL SIGNAL NOTES:**
- ALL SIGNAL EQUIPMENT REMOVED FROM A PROJECT IS TO BE RETURNED TO DELDOT TRAFFIC DOVER, DELAWARE.
 - POLE BASES, CABINET BASE AND/OR CONDUIT JUNCTION WELLS SHALL BE REMOVED AS SHOWN ON THE PLAN. REMOVAL WORK SHOULD BE INCIDENTAL TO STANDARD ITEM 21000: REMOVAL OF STRUCTURES AND OBSTRUCTIONS. EXISTING CONDUIT IS TO BE ABANDONED.
 - 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.
 - PROPOSED POLE BASES SUPPORTING POLES WITH PEDESTRIAN PUSHBUTTONS SHALL BE CONSTRUCTED IMMEDIATELY ADJACENT TO THE FLAT (50:1 OR FLATTER) LANDING AREA OF THE CURB RAMP OR SIDEWALK IN ACCORDANCE WITH CURRENT ADA BEST PRACTICES. THESE POLE BASES SHALL BE FLUSH WITH THE ADJOINING LANDING AREA. THE PEDESTRIAN PUSHBUTTON SHOULD BE INSTALLED AT A HEIGHT OF 42 TO 48 INCHES ABOVE THE LANDING AREA/SIDEWALK, AND SHALL BE LOCATED SUCH THAT THE MAXIMUM REACH DISTANCE IS 10 INCHES FROM THE LANDING AREA TO THE FACE OF THE PUSHBUTTON. PEDESTRIAN SIGNAL HEADS SHALL BE MOUNTED WITH THE BOTTOM OF THE SIGNAL HOUSING INCLUDING BRACKETS NOT LESS THAN 7 FEET OR MORE THAN 10 FEET ABOVE SIDEWALK LEVEL.
 - ALL EXISTING PEDESTRIAN SIGNAL HEADS SHALL BE REMOVED. NEW COUNTDOWN PEDESTRIAN SIGNAL HEADS AND PUSHBUTTONS SHALL BE INSTALLED AS SHOWN ON THE PLAN.

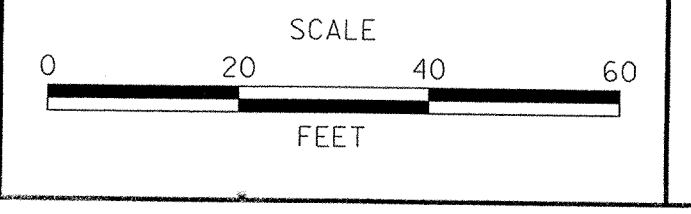


SG-B01

RECOMMENDED *Andrew J. Pabon* DATE: 2/13/2015 RECOMMENDED *[Signature]* DATE: 2/13/15 RECOMMENDED *[Signature]* DATE: 2/13/15 APPROVED TRAFFIC ENGINEER *[Signature]* DATE: 2/13/15 APPROVED FOR INSTALLATION CHIEF TRAFFIC ENGINEER *[Signature]* DATE: 2/23/15



ADDENDUMS / REVISIONS

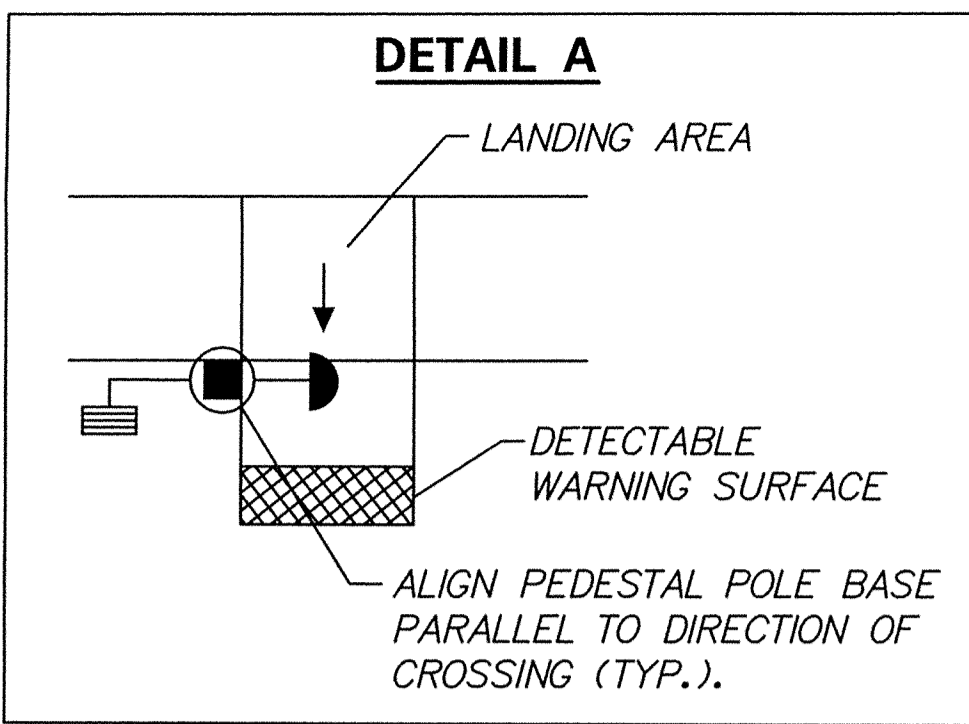


OPEN END CONSTRUCTION SERVICES, SAFE ROUTES TO SCHOOL, KENT AND SUSSEX FY15-16, TASK 2 - W. REILY BROWN ELEMENTARY SCHOOL

CONTRACT	PERMIT NO.	K205
T201569004	DESIGNED BY:	KOC / KMS
COUNTY	CHECKED BY:	SSMG
KENT		

WEBB'S LANE & JOHN CLARK ROAD / MAYBERRY LANE SIGNAL PLAN

SHEET NO. 13
13
15

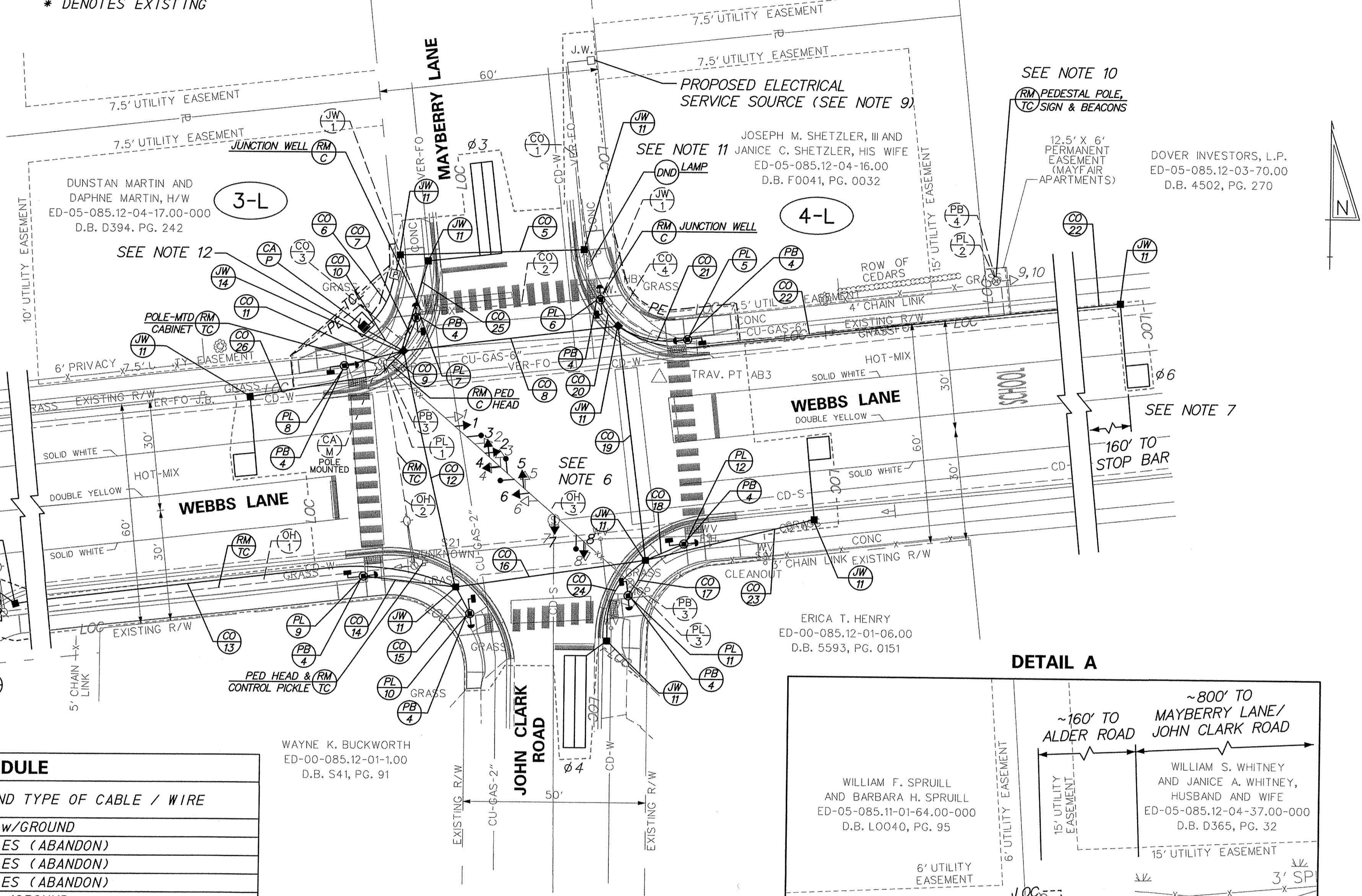


CR NO.	NO. OF CONDUITS	SIZE	LENGTH	AMOUNT AND TYPE OF CABLE / WIRE
20	1	2.5"	9'	(1)5/#14, (1)1/#6 GND.
21	1	2.5"	20'	(1)5/#14, (1)1/#6 GND.
22	1	4"	186'	(1)1/#14
23	1	4"	48'	(1)1/#14
24	1	4"	26'	(1)1/#14
25	1	4"	26'	(1)1/#14
26	1	4"	45'	(1)1/#14

OH NO.	LENGTH	AMOUNT AND TYPE OF CABLE / WIRE
1*	935'	EXISTING CABLE TO BE REMOVED
2*	58'	EXISTING CABLES TO BE REMOVED
3*	74'	EXISTING CABLES TO BE REMOVED. NEW (2)16/#14, NEW (4)4/#18, NEW (1)1/#6 GND.

POLE*	POLE TYPE	HEIGHT	MATERIAL
1*	STRAIN	28'	STEEL
2*	PEDESTAL	10'	STEEL
3*	STRAIN	28'	STEEL
4*	STRAIN	28'	STEEL
5	PEDESTAL	10'	ALUMINUM
6	PEDESTAL	10'	ALUMINUM
7	PEDESTAL	10'	ALUMINUM
8	PEDESTAL	10'	ALUMINUM
9	PEDESTAL	10'	ALUMINUM
10	PEDESTAL	10'	ALUMINUM
11	PEDESTAL	10'	ALUMINUM
12	PEDESTAL	10'	ALUMINUM

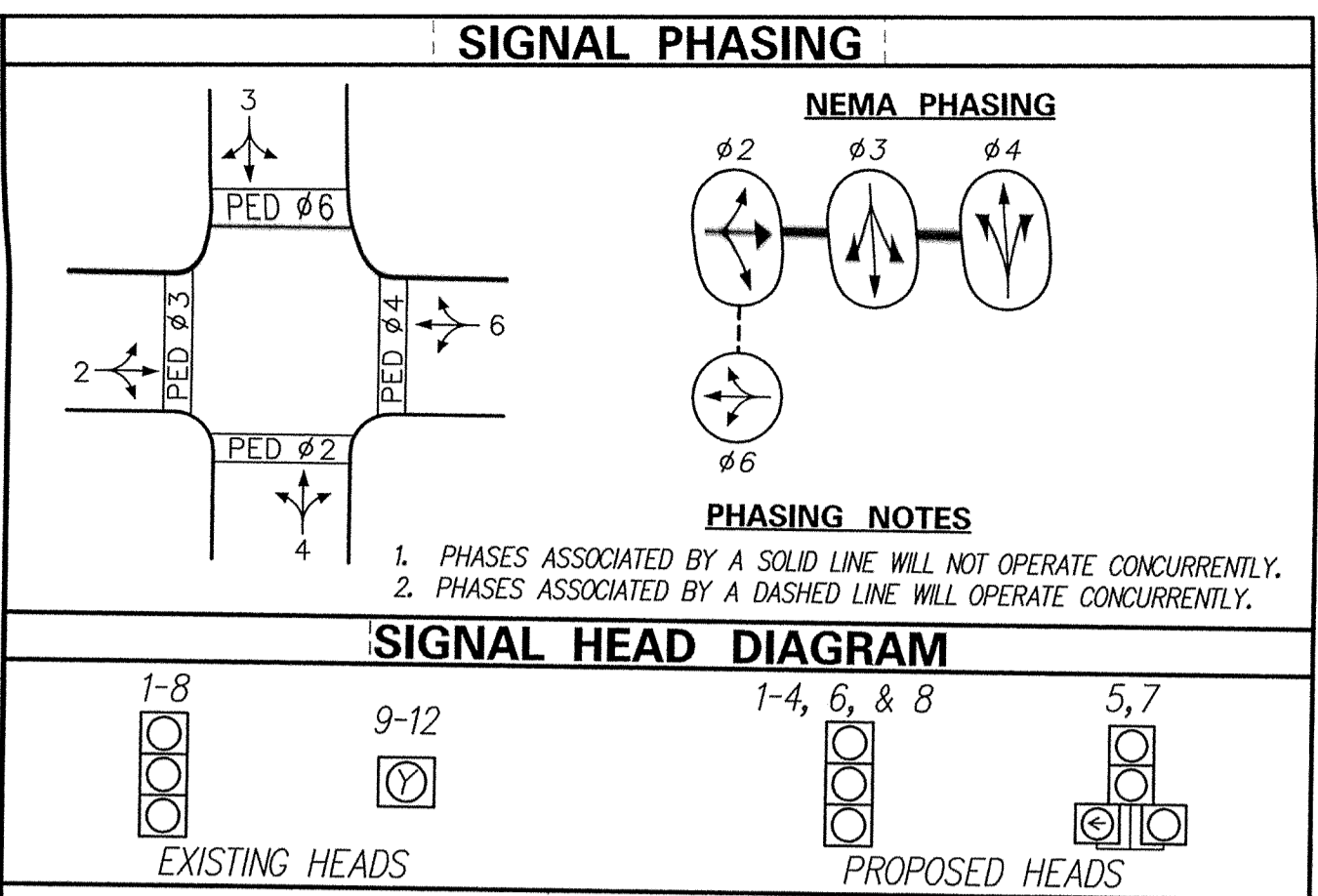
* DENOTES EXISTING



CR NO.	NO. OF CONDUITS	SIZE	LENGTH	AMOUNT AND TYPE OF CABLE / WIRE
1*	1	1.5"	77'	(1)2/#8 U.F. w/GROUND
2*	1	2.5"	52'	EXISTING CABLES (ABANDON)
3*	1	2.5"	18'	EXISTING CABLES (ABANDON)
4*	1	1.5"	121'	EXISTING CABLES (ABANDON)
5	1	2"	51'	(1)2/#8 U.F. w/GROUND
6	1	2"	22'	(1)2/#8 U.F. w/GROUND
7	1	2.5"	10'	(1)5/#14, (1)1/#6 GND.
8	1	4"	59'	(2)5/#14, (1)1/#14, (1)1/#6 GND.
9	1	3"	5'	(2)16/#14, (4)4/#18, (1)1/#6 GND.
10	3	4"	12'	(2)16/#14, (8)5/#14, (4)4/#18, (6)1/#14, (1)1/#6 GND.
11	1	2.5"	17'	(1)5/#14, (1)1/#6 GND.
12	1	4"	66'	(4)5/#14, (3)1/#14, (1)1/#6 GND.
13	1	4"	143'	(1)1/#14
14	1	2.5"	26'	(1)5/#14, (1)1/#6 GND.
15	1	2.5"	8'	(1)5/#14, (1)1/#6 GND.
16	1	4"	53'	(2)5/#14, (2)1/#14, (1)1/#6 GND.
17	1	2.5"	11'	(1)5/#14, (1)1/#6 GND.
18	1	2.5"	11'	(1)5/#14, (1)1/#6 GND.
19	1	4"	64'	EMPTY

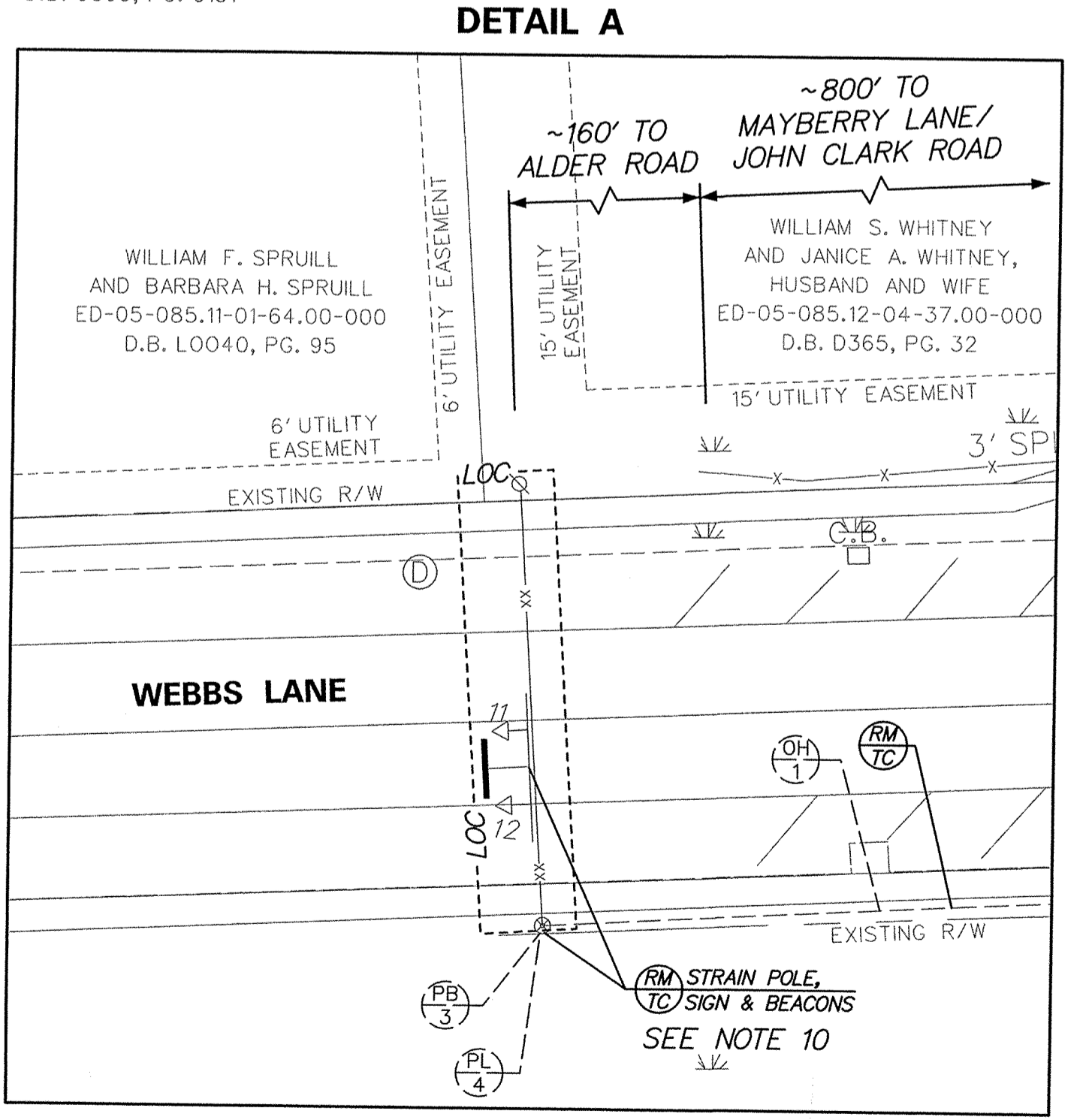
* DENOTES EXISTING

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 - DO NOT INSTALL CONCRETE APRON AROUND SIGNAL CABINET BASE IN ORDER TO LIMIT RIGHT-OF-WAY IMPACTS.



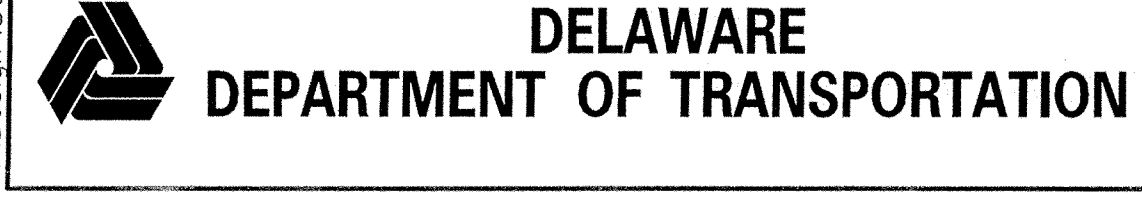
LEGEND	
PROPOSED SIGNAL CABINET	REMOVE BY CONTRACTOR
EXISTING SIGNAL CABINET	REMOVE BY TRAFFIC CONTRACTOR
PROPOSED SIGNAL POLE BASE	REMOVE BY OTHERS
EXISTING SIGNAL POLE BASE	ABANDON
PROPOSED PEDESTRIAN POLE BASE	PROPOSED POLE BASE IDENTIFIER (TYPE OF POLE BASE)
EXISTING PEDESTRIAN POLE BASE	EXISTING POLE BASE IDENTIFIER (TYPE OF POLE BASE)
PROPOSED WOOD POLE	PROPOSED POLE IDENTIFIER (# OF POLE)
EXISTING UTILITY POLE	EXISTING POLE IDENTIFIER (# OF POLE)
PROPOSED JUNCTION WELL	PROPOSED JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL)
EXISTING JUNCTION WELL	EXISTING JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL)
PROPOSED SIGNAL HEAD	PROPOSED CONDUIT RUN IDENTIFIER (# OF CONDUIT RUN)
EXISTING SIGNAL HEAD	EXISTING CONDUIT RUN IDENTIFIER (# OF CONDUIT RUN)
PROPOSED PEDESTRIAN SIGNAL HEAD	PROPOSED OVERHEAD RUN IDENTIFIER (# OF OVERHEAD RUN)
EXISTING PEDESTRIAN SIGNAL HEAD	EXISTING OVERHEAD RUN IDENTIFIER (# OF OVERHEAD RUN)
PROPOSED PEDESTRIAN PUSHBUTTON	PROPOSED MAST ARM IDENTIFIER (LENGTH OF ARM)
EXISTING PEDESTRIAN PUSHBUTTON	EXISTING MAST ARM IDENTIFIER (LENGTH OF ARM)
PROPOSED VIDEO DETECTION	PROPOSED CABINET IDENTIFIER (TYPE OF CABINET)
EXISTING VIDEO DETECTION	EXISTING CABINET IDENTIFIER (TYPE OF CABINET)
PROPOSED MICROWAVE DETECTION	PROPOSED SPAN WIRE
EXISTING MICROWAVE DETECTION	EXISTING SPAN WIRE
OVERHEAD SIGNING	RIGHT-OF-WAY OR PROPERTY LINE
PROPOSED OPTICOM RECEIVER	PROPOSED SPAN INSULATOR
EXISTING OPTICOM RECEIVER	EXISTING SPAN INSULATOR
PROPOSED LUMINAIRE	EXISTING SPAN INSULATOR
EXISTING LUMINAIRE	EXISTING SPAN INSULATOR
PROPOSED LOOP DETECTOR (TYPE TOR 2)	SERVICE PEDESTAL
EXISTING LOOP DETECTOR (TYPE TOR 2)	

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 - ALL EXISTING PEDESTRIAN SIGNAL HEADS AND PUSHBUTTONS SHALL BE REMOVED. NEW COUNTDOWN PEDESTRIAN SIGNAL HEADS AND PUSHBUTTONS SHALL BE INSTALLED AS SHOWN ON THE PLAN.

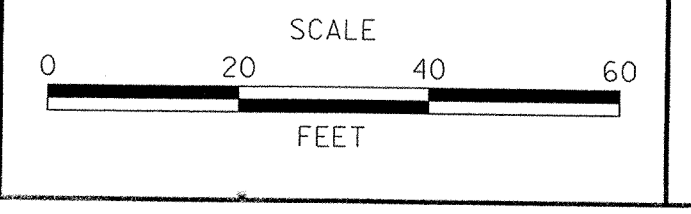


SG-B01

RECOMMENDED *Andrew J. Pabon* DATE: 2/13/2015 RECOMMENDED *[Signature]* DATE: 2/13/15 RECOMMENDED *[Signature]* DATE: 2/13/15 APPROVED TRAFFIC ENGINEER *[Signature]* DATE: 2/13/15 APPROVED FOR INSTALLATION CHIEF TRAFFIC ENGINEER *[Signature]* DATE: 2/23/15



ADDENDUMS / REVISIONS



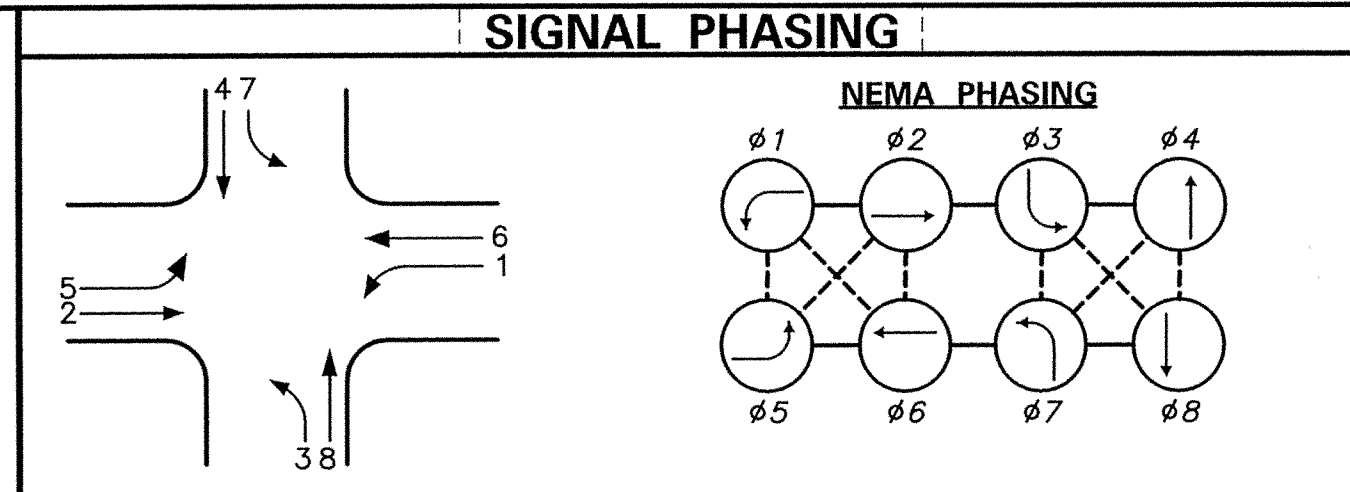
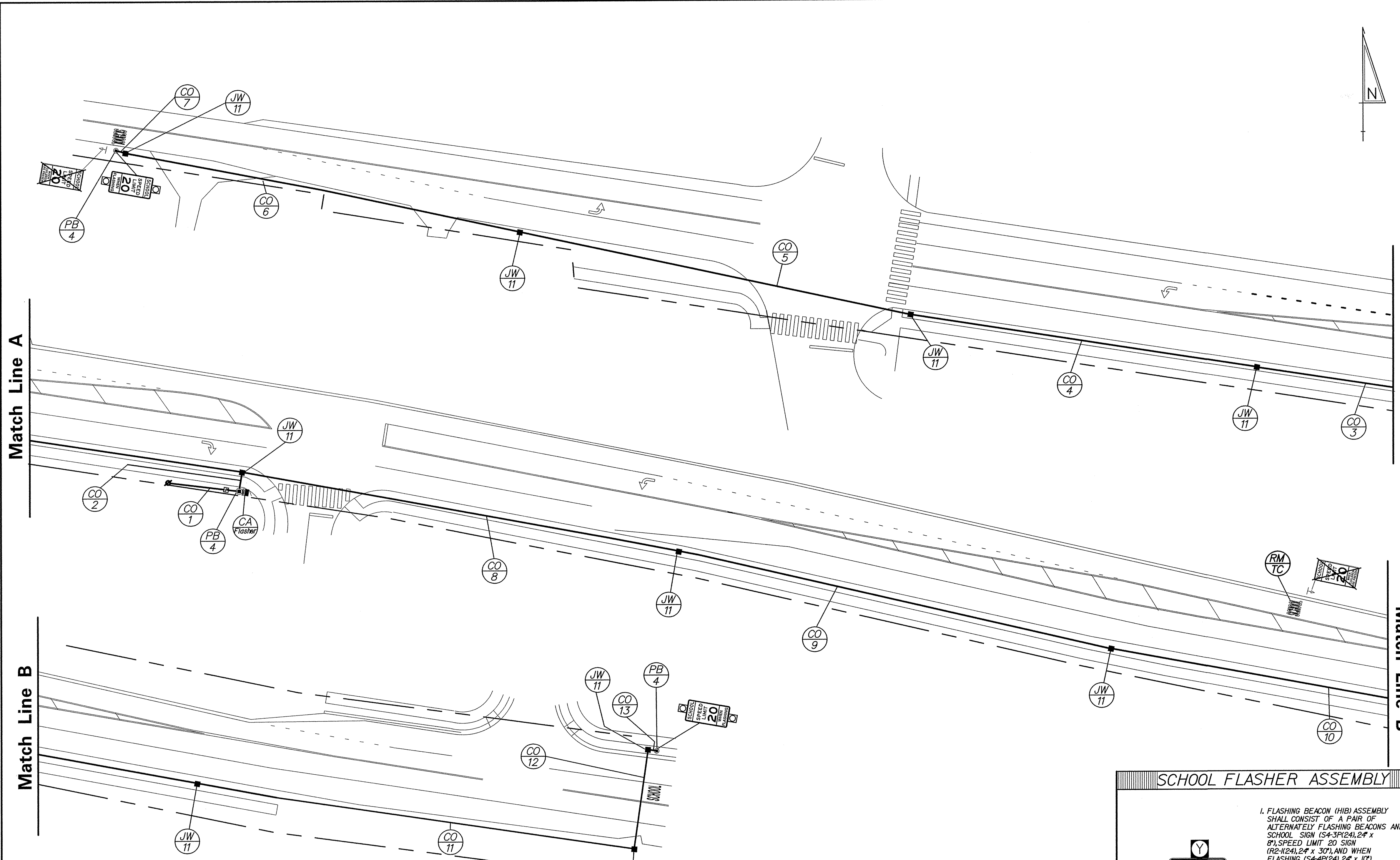
OPEN END CONSTRUCTION SERVICES, SAFE ROUTES TO SCHOOL, KENT AND SUSSEX FY15-16, TASK 2 - W. REILY BROWN ELEMENTARY SCHOOL

CONTRACT	T201569004
COUNTY	KENT
PERMIT NO.	K205
DESIGNED BY	KOC / KMS
CHECKED BY	SSMG

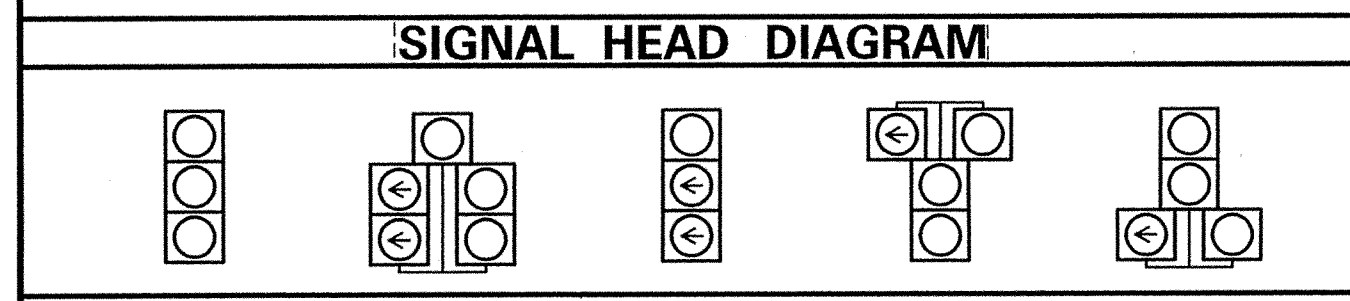
SHEET NO.	13
TOTAL SHTS.	15

2/13/2015 ...Design\SC001_WR_Brown.dgn

Y:\TRAFFIC\PROJECTS\MISC\NORTH STAR ELEMENTARY SCHOOL FLASHER\NEW.DGN



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



LEGEND

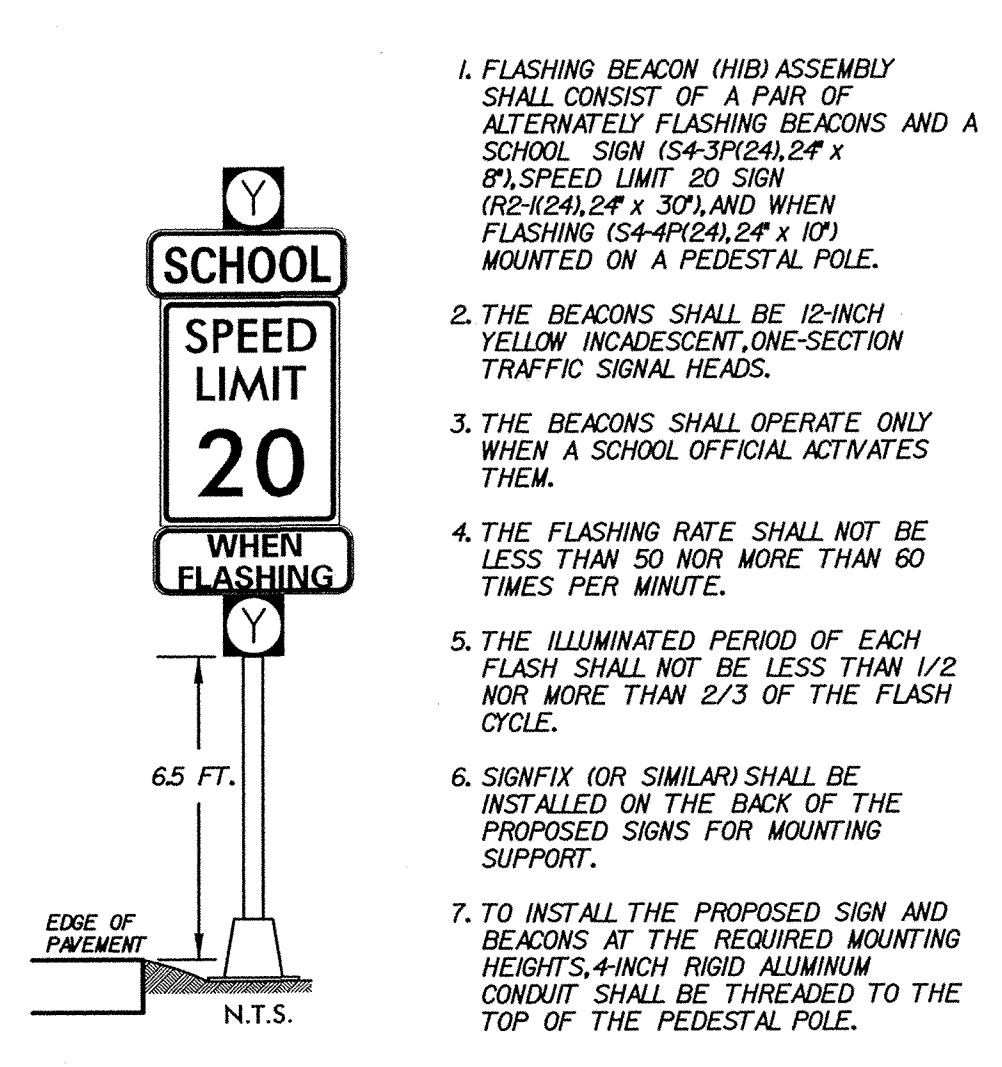
(AB)	ABANDON	(OH)	EXISTING OVERHEAD RUN IDENTIFIER (# OF OVERHEAD RUN)
(CA)	EXISTING CABINET IDENTIFIER (TYPE OF CABINET)	(OH)	PROPOSED OVERHEAD RUN IDENTIFIER (# OF OVERHEAD RUN)
(CA)	PROPOSED CABINET IDENTIFIER (TYPE OF CABINET)	(PB)	EXISTING POLE BASE IDENTIFIER (TYPE OF POLE BASE)
(CO)	EXISTING CONDUIT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

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

GENERAL SIGNAL NOTES

- ALL SIGNAL POLES WILL BE PEDESTRIAN POLES
- CO #1 IS NOT DRAWN TO SCALE, NOR IS THE DIRECTION NECESSARILY CORRECT.
- ALL SIGNAL EQUIPMENT REMOVED FROM A PROJECT IS TO BE RETURNED TO DELDOT TRAFFIC - DOVER, DELAWARE.
- POLE BASES, CABINET BASE AND CONDUIT JUNCTION WELLS TO BE REMOVED IN ACCORDANCE WITH SECTION 201 AND 202 OF THE STANDARD SPECIFICATIONS OR AS DIRECTED BY ENGINEER. EXISTING CONDUIT IS TO BE ABANDONED.
- ALL GALVANIZED CONDUIT (GRC) SHALL BE REAMED AND THREADED. ALL GRC SHALL BE THREADED TOGETHER WITH APPROVED COUPLINGS, SET SCREW, BOLTED, AND COMPRESSION FITTING ARE NOT ACCEPTABLE.
- 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.

SCHOOL FLASHER ASSEMBLY



- FLASHING BEACON (HIB) ASSEMBLY SHALL CONSIST OF A PAIR OF ALTERNATELY FLASHING BEACONS AND A SCHOOL SIGN (S4-312(24), 24" x 8"). SPEED LIMIT 20 SIGN (R2-1(24), 24" x 30"), AND WHEN FLASHING (S4-4(24), 24" x 10") MOUNTED ON A PEDESTAL POLE.
- THE BEACONS SHALL BE 12-INCH YELLOW INCANDESCENT, ONE-SECTION TRAFFIC SIGNAL HEADS.
- THE BEACONS SHALL OPERATE ONLY WHEN A SCHOOL OFFICIAL ACTIVATES THEM.
- THE FLASHING RATE SHALL NOT BE LESS THAN 50 NOR MORE THAN 60 TIMES PER MINUTE.
- THE ILLUMINATED PERIOD OF EACH FLASH SHALL NOT BE LESS THAN 1/2 NOR MORE THAN 2/3 OF THE FLASH CYCLE.
- SIGNFIX (OR SIMILAR) SHALL BE INSTALLED ON THE BACK OF THE PROPOSED SIGNS FOR MOUNTING SUPPORT.
- TO INSTALL THE PROPOSED SIGN AND BEACONS AT THE REQUIRED MOUNTING HEIGHTS, 4-INCH RIGID ALUMINUM CONDUIT SHALL BE THREADED TO THE TOP OF THE PEDESTAL POLE.

CONDUIT RUN SCHEDULE

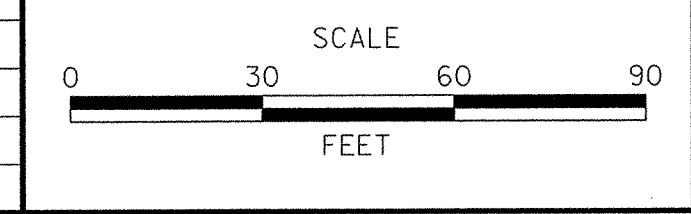
CR NO.	NO. OF CONDUITS	SIZE	LENGTH	AMOUNT AND TYPE OF CABLE / WIRE
1	1	2"	33'	(1) 2/8 U.F. W/GROUND
2	1	2.5"	7'	(2) 14/4 (1) #6 BSCG
3	1	4"	184'	(1) 14/4 (1) #6 BSCG
4	1	4"	183'	(1) 14/4 (1) #6 BSCG
5	1	4"	209'	(1) 14/4 (1) #6 BSCG
6	1	4"	211'	(1) 14/4 (1) #6 BSCG
7	1	2.5"	2'	(1) 14/4 (1) #6 BSCG
8	1	4"	232'	(1) 14/4 (1) #6 BSCG
9	1	4"	232'	(1) 14/4 (1) #6 BSCG
10	1	4"	232'	(1) 14/4 (1) #6 BSCG
11	1	4"	230'	(1) 14/4 (1) #6 BSCG
12	1	4"	50'	(1) 14/4 (1) #6 BSCG
13	1	2.5"	2'	(1) 14/4 (1) #6 BSCG

RECOMMENDED _____ DATE: _____ RECOMMENDED _____ DATE: _____ RECOMMENDED *[Signature]* DATE: 9/18/15 APPROVED TRAFFIC ENGINEER *[Signature]* DATE: 9/18/15 APPROVED FOR INSTALLATION CHIEF TRAFFIC ENGINEER *[Signature]* DATE: 9/22/15



ADDENDUM / REVISIONS

NO.	DESCRIPTION

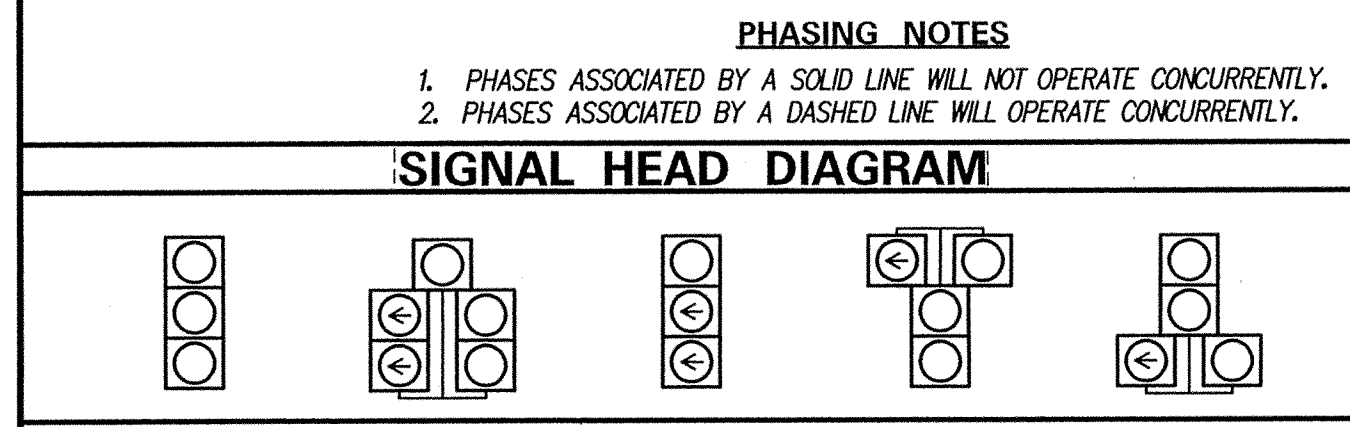
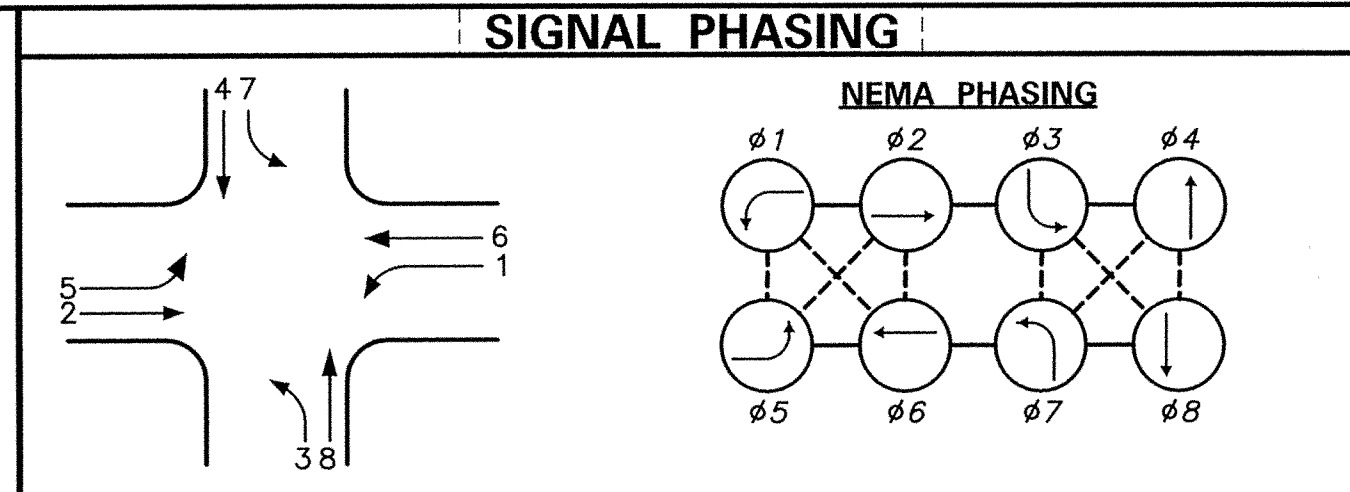
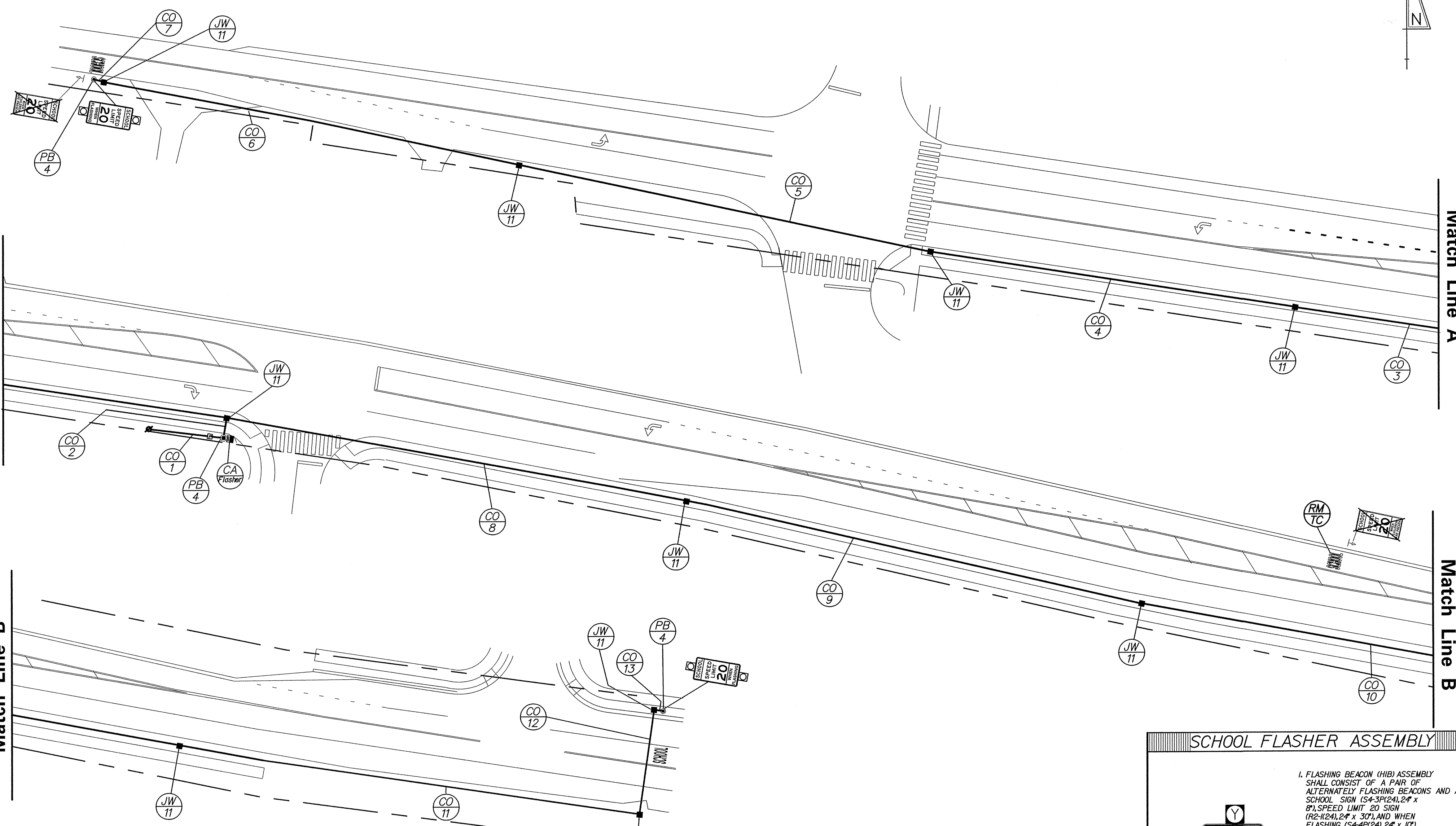


CONTRACT	PERMIT NO.	N816
T201504004	DESIGNED BY: MG	
COUNTY	CHECKED BY: MH	
NC		

SIGNAL PLAN

Little Baltimore Rd & North		SHEET NO.	1
Star Elementary School Flasher		TOTAL SHTS.	1

Y:\TRAFFIC\PROJECTS\MISC\NORTH STAR ELEMENTARY SCHOOL FLASHER\NEW.DGN



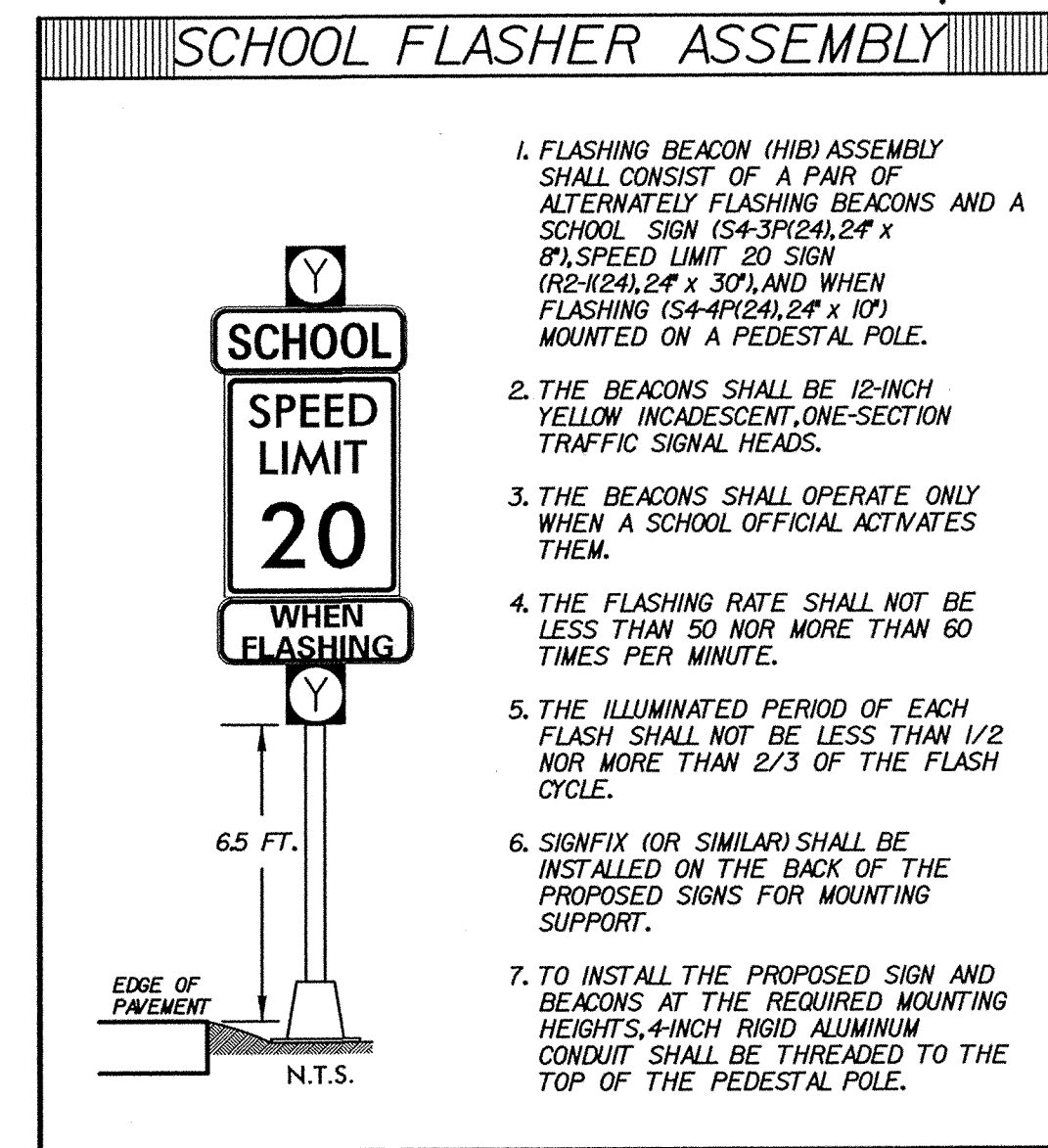
LEGEND

(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 X)	EXISTING MAST ARM IDENTIFIER (LENGTH OF ARM)	(RM O)	REMOVE BY OTHERS
(MA X)	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	□	□
SIGNAL CABINET	□	□
SIGNAL HEAD	—	—
SIGNAL POLE/BASE	⊕	⊕
SPAN INSULATOR	◇	◇
SPAN WIRE	—XX—	—◇—
UTILITY POLE	⊗	⊗
VIDEO DETECTION	⊞	⊞

GENERAL SIGNAL NOTES

- ALL SIGNAL POLES WILL BE PEDESTRIAN POLES
- CO #1 IS NOT DRAWN TO SCALE, NOR IS THE DIRECTION NECESSARILY CORRECT.
- ALL SIGNAL EQUIPMENT REMOVED FROM A PROJECT IS TO BE RETURNED TO DELDOT TRAFFIC - DOVER, DELAWARE.
- POLE BASES, CABINET BASE AND CONDUIT JUNCTION WELLS TO BE REMOVED IN ACCORDANCE WITH SECTION 201 AND 202 OF THE STANDARD SPECIFICATIONS OR AS DIRECTED BY ENGINEER. EXISTING CONDUIT IS TO BE ABANDONED.
- ALL GALVANIZED CONDUIT (GRC) SHALL BE REAMED AND THREADED. ALL GRC SHALL BE THREADED TOGETHER WITH APPROVED COUPLINGS, SET SCREW, BOLTED, AND COMPRESSION FITTING ARE NOT ACCEPTABLE.
- 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.



CONDUIT RUN SCHEDULE

CR NO.	NO. OF CONDUITS	SIZE	LENGTH	AMOUNT AND TYPE OF CABLE / WIRE
1	1	2"	33'	(1) 2/8 U.F. W/GROUND
2	1	2.5"	7'	(2) 14/4 (1) #6 BSCG
3	1	4"	184'	(1) 14/4 (1) #6 BSCG
4	1	4"	183'	(1) 14/4 (1) #6 BSCG
5	1	4"	209'	(1) 14/4 (1) #6 BSCG
6	1	4"	211'	(1) 14/4 (1) #6 BSCG
7	1	2.5"	2'	(1) 14/4 (1) #6 BSCG
8	1	4"	232'	(1) 14/4 (1) #6 BSCG
9	1	4"	232'	(1) 14/4 (1) #6 BSCG
10	1	4"	232'	(1) 14/4 (1) #6 BSCG
11	1	4"	230'	(1) 14/4 (1) #6 BSCG
12	1	4"	50'	(1) 14/4 (1) #6 BSCG
13	1	2.5"	2'	(1) 14/4 (1) #6 BSCG

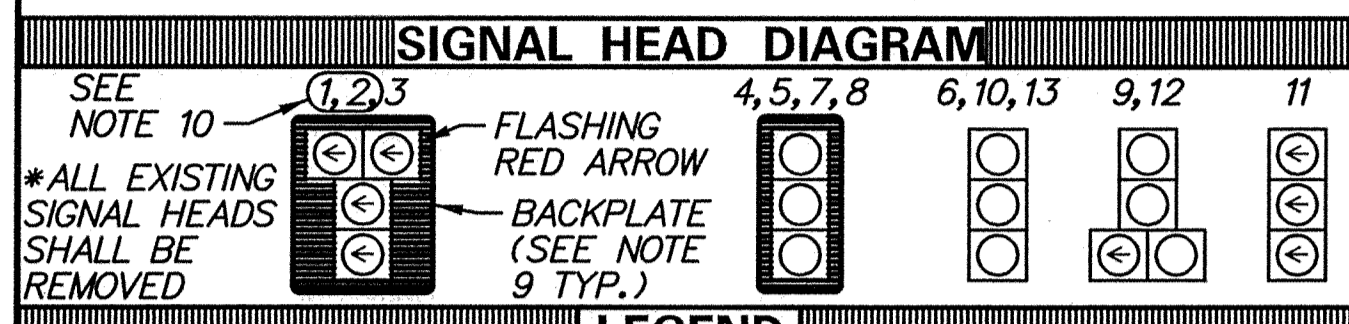
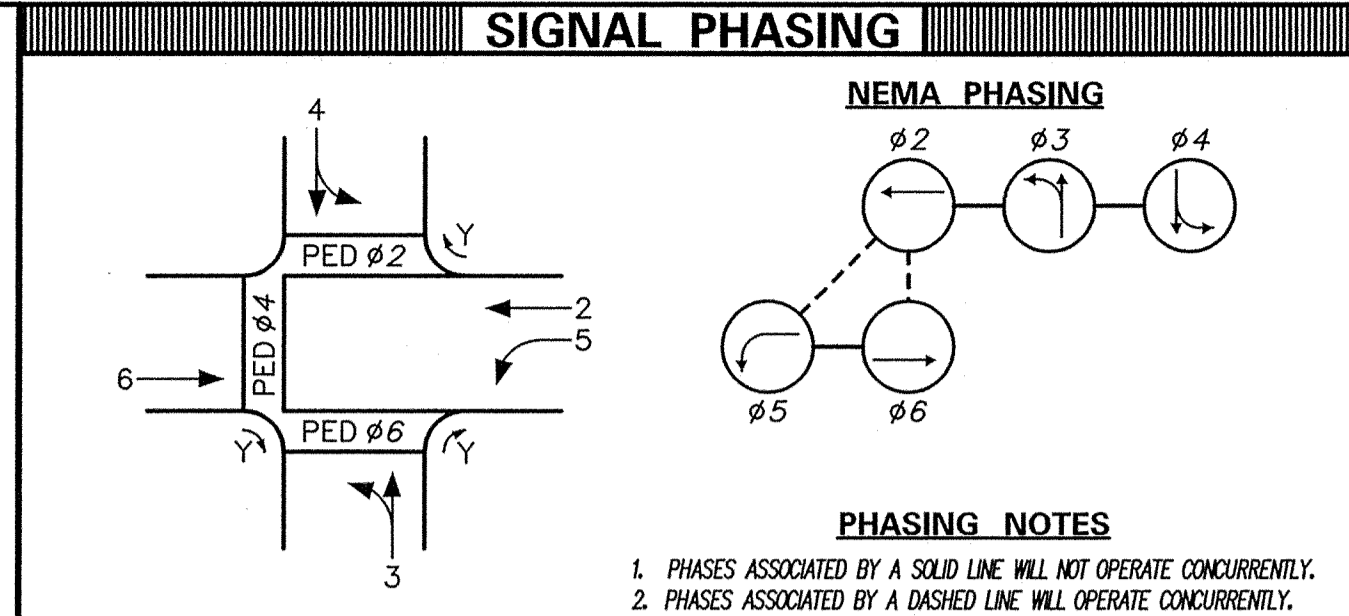
RECOMMENDED _____ DATE: _____	RECOMMENDED _____ DATE: _____	RECOMMENDED <i>John Jay</i> DATE: 9/18/15	APPROVED TRAFFIC ENGINEER <i>John C. Fike</i> DATE: 9/18/15	APPROVED FOR INSTALLATION CHIEF TRAFFIC ENGINEER <i>Mike</i> DATE: 9/22/15
<p>DELAWARE DEPARTMENT OF TRANSPORTATION</p>		<p>SCALE</p> <p>0 30 60 90</p> <p>FEET</p>	<p>CONTRACT T201504004</p> <p>COUNTY NC</p> <p>PERMIT NO. N816</p> <p>DESIGNED BY: MG</p> <p>CHECKED BY: MH</p>	<p>SIGNAL PLAN</p> <p>Little Baltimore Rd & North</p> <p>Star Elementary School Flasher</p> <p>SHEET NO. 1</p> <p>TOTAL SHTS. 1</p>

CONDUIT RUN SCHEDULE						
CO#	* OF CONDUITS	SIZE	LENGTH	B/T/O	AMOUNT AND TYPE OF CABLE/ WIRE	
1*	1	2.5 IN	47 FT	-	<REMOVE EX. (1) 2/*8 U.F. W/GROUND>	
2*	2	2.5 IN	2 FT	-	<REMOVE EX. (1) 2/*8 U.F. W/GROUND>	
3*	1	2.5 IN	2 FT	-	<REMOVE EX. (1) COMM.>	
4*	1	2.5 IN	12 FT	-	<REMOVE EX. (2) COMM.>	
5*	2	2.5 IN	8 FT	-	<REMOVE EX. (3) 16/*14, (4) 4/*18>	
6*	1	2.5 IN	6 FT	-	<REMOVE EX. (5) 4/*18, (1) 12-M FIBER>	
7*	1	2.5 IN	5 FT	-	<REMOVE EX. (2) 9/*14>	
8*	1	2.5 IN	6 FT	-	EX. (2) 9/*14	
9*	1	2.5 IN	84 FT	-	<REMOVE EX. (1) COMM.>, EX. (1) 4/*18 - TO REMAIN, (1) 12-M FIBER - TO REMAIN	
10*	1	2.5 IN	120 FT	-	<REMOVE EX. (1) COMM.>, EX. (1) 12-M FIBER - TO REMAIN	
11*	1	2.5 IN	41 FT	-	EX. (2) 9/*14, [NEW (1) 9/*14, (1) 4/*18, (1) *6 GROUND]	
12*	1	1.5 IN	4 FT	-	EX. (1) 9/*14	
13*	1	2.5 IN	92 FT	-	EX. (1) 9/*14, [NEW (1) 9/*14, (1) 4/*18, (1) *6 GROUND]	
14*	1	1.5 IN	3 FT	-	EX. (1) 9/*14	
15*	1	3.0 IN	11 FT	T	[NEW (1) 9/*14, (1) 4/*18, (1) *6 GROUND]	
16*	2	2.5 IN	90 FT	-	<REMOVE EX. (1) 16/*14, EX. (4) 4/*18 - TO REMAIN, [NEW (4) 9/*14, (1) 4/*14, (2) 4/*18, (2) *6 GROUND]	
17*	1	2.5 IN	94 FT	-	EX. (3) 9/*14	
18*	1	2.5 IN	11 FT	-	<REMOVE EX. (2) 16/*14, (4) 4/*18>	
19*	1	2.5 IN	XX FT	-	<REMOVE EX. (1) COMM.>	
20*	1	3.0 IN	12 FT	T	[NEW (1) 9/*14, (1) 4/*18, (1) *6 GROUND]	

* DENOTES EXISTING CONDUIT B = BORE, T = TRENCH, O = OPEN CUT

MAST ARM SCHEDULE						
MA#	HEIGHT OF POLE	LENGTH OF ARM	* OF HEADS	* OPTICOM RECEIVERS	SF OF SIGNING	ARM MOUNT HEIGHT
1	21'-6"	50 FT	2	-	7.5 SF	17'-0"
2	21'-6"	55 FT	3	1	12 SF	20'-0"
3	21'-6"	45 FT	2	1	21 SF	20'-0"
4	21'-6"	60 FT	2	1	12 SF	20'-0"
5	21'-6"	50 FT	3	1	12 SF	19'-0"
6	21'-6"	55 FT	4	-	30 SF	20'-0"

NOTES:
 7. ALL WORK IS INTENDED TO OCCUR INSIDE DELDOT'S EXISTING RIGHT-OF-WAY BASED ON THE KENT COUNTY TAX PARCEL MAP AND ARCHIVE PLAN #84-042-01.
 8. THE CONTRACTOR SHALL REMOVE THE EXISTING SIGNAL HEADS, HEAD CABLES, OPTICOMS, AND SPAN WIRES AND INSTALL THE PROPOSED MAST ARMS, SIGNAL HEADS, OPTICOMS, AND OVERHEAD SIGNS, AS SHOWN.
 9. THE CONTRACTOR SHALL INSTALL BACKPLATES ON PROPOSED SIGNAL HEADS NOS. 1-5 AND 7-8.



LEGEND	
PROPOSED SIGNAL CABINET	REMOVE BY CONTRACTOR
EXISTING SIGNAL CABINET	REMOVE BY OTHERS
PROPOSED SIGNAL POLE BASE	ABANDON
EXISTING SIGNAL POLE BASE	PROPOSED POLE BASE IDENTIFIER (TYPE OF POLE BASE)
PROPOSED PEDESTRIAN POLE BASE	EXISTING POLE BASE IDENTIFIER (TYPE OF POLE BASE)
EXISTING PEDESTRIAN POLE BASE	PROPOSED JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL)
PROPOSED WOOD POLE	EXISTING JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL)
EXISTING WOOD POLE	EXISTING JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL)
PROPOSED JUNCTION WELL	PROPOSED CONDUIT RUN IDENTIFIER (# OF CONDUIT RUN)
EXISTING JUNCTION WELL	EXISTING CONDUIT RUN IDENTIFIER (# OF CONDUIT RUN)
PROPOSED SIGNAL HEAD	PROPOSED OVERHEAD RUN IDENTIFIER (# OF OVERHEAD RUN)
EXISTING SIGNAL HEAD	EXISTING OVERHEAD RUN IDENTIFIER (# OF OVERHEAD RUN)
PROPOSED PEDESTRIAN SIGNAL HEAD	EXISTING OVERHEAD RUN IDENTIFIER (# OF OVERHEAD RUN)
EXISTING PEDESTRIAN SIGNAL HEAD	PROPOSED MAST ARM IDENTIFIER (LENGTH OF ARM)
PROPOSED PEDESTRIAN PUSHBUTTON	EXISTING MAST ARM IDENTIFIER (LENGTH OF ARM)
EXISTING PEDESTRIAN PUSHBUTTON	PROPOSED CABINET IDENTIFIER (TYPE OF CABINET)
PROPOSED VIDEO DETECTION	EXISTING CABINET IDENTIFIER (TYPE OF CABINET)
EXISTING VIDEO DETECTION	PROPOSED SPAN WIRE
PROPOSED MICROWAVE DETECTION	EXISTING SPAN WIRE
EXISTING MICROWAVE DETECTION	RIGHT-OF-WAY OR PROPERTY LINE
OVERHEAD SIGNING	PROPOSED SPAN INSULATOR
PROPOSED OPTICOM RECEIVER	EXISTING SPAN INSULATOR
EXISTING OPTICOM RECEIVER	EXISTING SPAN INSULATOR
PROPOSED MAST ARM	PROPOSED LUMINAIRE
EXISTING MAST ARM	EXISTING LUMINAIRE
PROPOSED LUMINAIRE	PROPOSED LOOP DETECTOR (TYPE 1 OR 2)
EXISTING LUMINAIRE	EXISTING LOOP DETECTOR (TYPE 1 OR 2)

PROPOSED OVERHEAD SIGNING

LEFT TURN YIELD ON FLASHING RED ARROW AFTER STOP

S-1 R10-27 (30" x 36")

S-3 R3-18 (36" x 36")

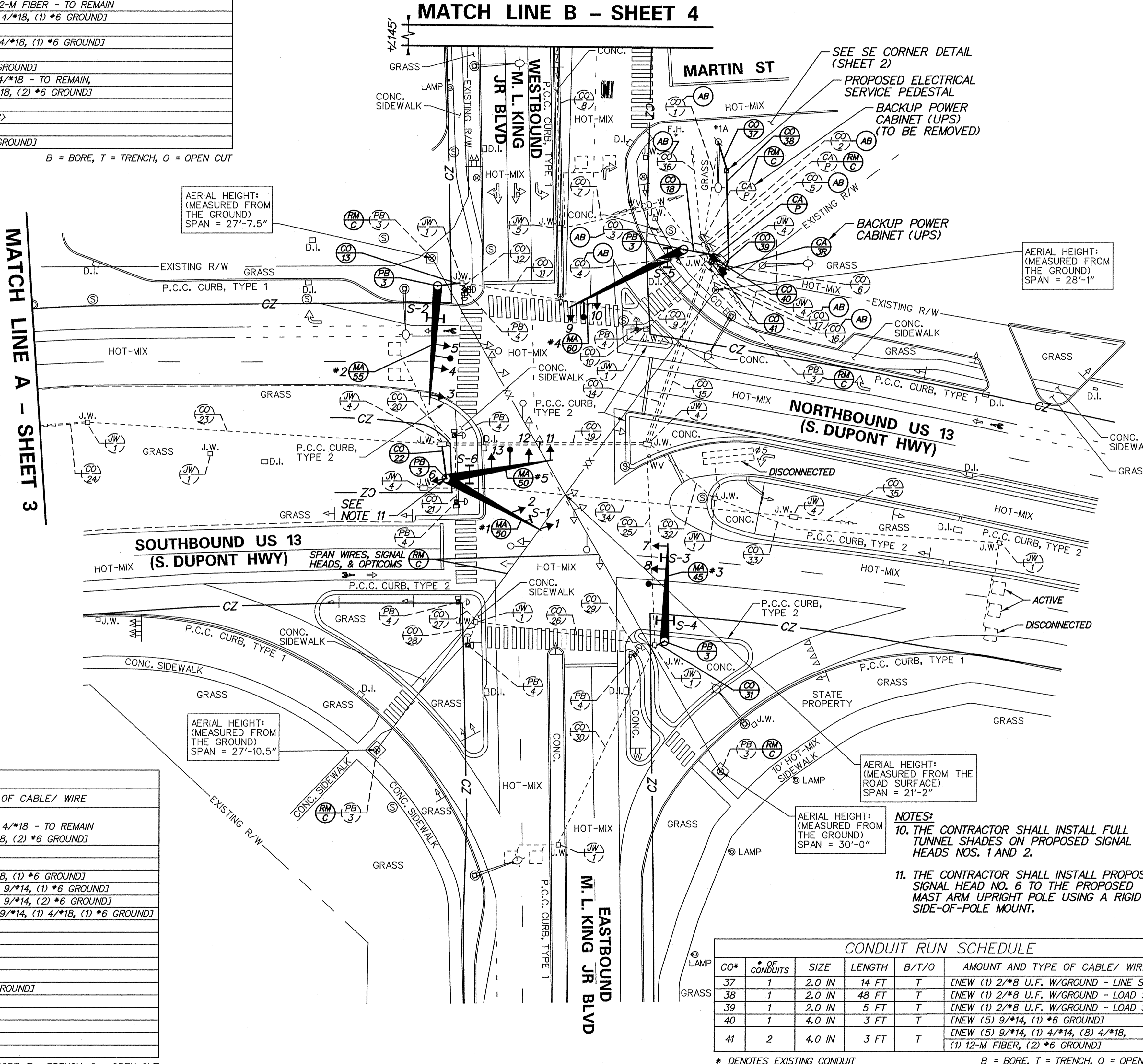
S-2* & S-4* D3-1 (96" x 18") 8" & 6" LEGEND D-SERIES BACK-TO-BACK

S-5* & S-6* D3-1 (96" x 18") 8" & 6" LEGEND D-SERIES BACK-TO-BACK

*FREE-SWINGING MOUNTS

M.L. King Jr Blvd

S Dupont Hwy



CONDUIT RUN SCHEDULE						
CO#	* OF CONDUITS	SIZE	LENGTH	B/T/O	AMOUNT AND TYPE OF CABLE/ WIRE	
19*	2	2.5 IN	96 FT	-	<REMOVE EX. (1) 16/*14, EX. (1) 9/*14 - TO REMAIN, EX. (1) 4/*18 - TO REMAIN [NEW (3) 9/*14, (1) 4/*14, (1) 4/*18, (2) *6 GROUND]	
20*	1	2.5 IN	6 FT	-	EX. (2) 9/*14	
21*	1	2.5 IN	31 FT	-	EX. (1) 9/*14	
22*	1	3.0 IN	16 FT	T	[NEW (2) 9/*14, (1) 4/*14, (1) 4/*18, (1) *6 GROUND]	
23*	1	2.5 IN	169 FT	-	<REMOVE EX. (1) 16/*14, [NEW (1) 9/*14, (1) *6 GROUND]	
24*	2	2.5 IN	160 FT	-	<REMOVE EX. (1) 16/*14, [NEW (1) 9/*14, (2) *6 GROUND]	
25*	1	2.5 IN	95 FT	-	EX. (2) 9/*14, (1) 4/*18, [NEW (1) 9/*14, (1) 4/*18, (1) *6 GROUND]	
26*	1	2.5 IN	86 FT	-	EX. (1) 9/*14	
27*	1	2.5 IN	12 FT	-	EX. (2) 9/*14	
28*	1	2.5 IN	11 FT	-	EX. (1) 9/*14	
29*	1	2.5 IN	10 FT	-	EX. (1) 9/*14	
30*	1	2.5 IN	105 FT	-	EX. (1) 4/*18	
31*	1	3.0 IN	5 FT	O	[NEW (1) 9/*14, (1) 4/*18, (1) *6 GROUND]	
32*	1	2.5 IN	40 FT	-	EX. (2) 4/*18	
33*	1	1.5 IN	139 FT	-	EX. (1) 4/*18	
34*	1	4.0 IN	176 FT	-	EMPTY	
35*	1	4.0 IN	XX FT	-	EMPTY	
36*	1	2.5 IN	XX FT	-	<REMOVE EX. (1) COMM.>	

* DENOTES EXISTING CONDUIT B = BORE, T = TRENCH, O = OPEN CUT

CONDUIT RUN SCHEDULE						
CO#	* OF CONDUITS	SIZE	LENGTH	B/T/O	AMOUNT AND TYPE OF CABLE/ WIRE	
37	1	2.0 IN	14 FT	T	[NEW (1) 2/*8 U.F. W/GROUND - LINE SIDE]	
38	1	2.0 IN	48 FT	T	[NEW (1) 2/*8 U.F. W/GROUND - LOAD SIDE]	
39	1	2.0 IN	5 FT	T	[NEW (1) 2/*8 U.F. W/GROUND - LOAD SIDE]	
40	1	4.0 IN	3 FT	T	[NEW (5) 9/*14, (1) *6 GROUND]	
41	2	4.0 IN	3 FT	T	[NEW (5) 9/*14, (1) 4/*14, (8) 4/*18, (1) 12-M FIBER, (2) *6 GROUND]	

* DENOTES EXISTING CONDUIT B = BORE, T = TRENCH, O = OPEN CUT

RECOMMENDED DATE: _____

RECOMMENDED DATE: _____

RECOMMENDED DATE: 1/19/16

APPROVED TRAFFIC ENGINEER DATE: 1/20/16

APPROVED FOR INSTALLATION CHIEF TRAFFIC ENGINEER DATE: 1/27/16

DELaware DEPARTMENT OF TRANSPORTATION

2012 HEP, SITE K

SIGNAL PLAN

US 13 (S. DUPONT HWY) @ MARTIN LUTHER KING JR BLVD (F.K.A. COURT ST)

SHEET NO. 1

TOTAL SHTS. 4

CONDUIT RUN SCHEDULE					
CO#	# OF CONDUITS	SIZE	LENGTH	B/T/O	AMOUNT AND TYPE OF CABLE/ WIRE
1*	1	2.5 IN	47 FT	-	<REMOVE EX. (1) 2/*8 U.F. W/GROUND>
2*	2	2.5 IN	2 FT	-	<REMOVE EX. (1) 2/*8 U.F. W/GROUND>
3*	1	2.5 IN	2 FT	-	<REMOVE EX. (1) COMM.>
4*	1	2.5 IN	12 FT	-	<REMOVE EX. (2) COMM.>
5*	2	2.5 IN	8 FT	-	<REMOVE EX. (3) 16/*14, (4) 4/*18>
6*	1	2.5 IN	5 FT	-	<REMOVE EX. (5) 4/*18, (1) 12-M FIBER>
7*	1	2.5 IN	6 FT	-	<REMOVE EX. (2) 9/*14>
8*	1	2.5 IN	84 FT	-	<REMOVE EX. (1) COMM.>, EX. (1) 4/*18 - TO REMAIN, (1) 12-M FIBER - TO REMAIN
9*	1	2.5 IN	120 FT	-	<REMOVE EX. (1) COMM.>, EX. (1) 12-M FIBER - TO REMAIN
10*	1	2.5 IN	41 FT	-	EX. (2) 9/*14, [NEW (1) 9/*14, (1) 4/*18, (1) *6 GROUND]
11*	1	1.5 IN	4 FT	-	EX. (1) 9/*14
12*	1	2.5 IN	92 FT	-	EX. (1) 9/*14, [NEW (1) 9/*14, (1) 4/*18, (1) *6 GROUND]
13*	1	1.5 IN	3 FT	-	EX. (1) 9/*14
14*	1	3.0 IN	11 FT	T	[NEW (1) 9/*14, (1) 4/*18, (1) *6 GROUND]
15*	2	2.5 IN	90 FT	-	<REMOVE EX. (1) 16/*14>, EX. (4) 4/*18 - TO REMAIN, [NEW (4) 9/*14, (1) 4/*14, (2) 4/*18, (2) *6 GROUND]
16*	1	1.5 IN	94 FT	-	EX. (3) 9/*14
17*	1	2.5 IN	11 FT	-	<REMOVE EX. (2) 16/*14, (4) 4/*18>
18*	1	2.5 IN	XX FT	-	<REMOVE EX. (1) COMM.>
19*	1	3.0 IN	12 FT	T	[NEW (1) 9/*14, (1) 4/*18, (1) *6 GROUND]

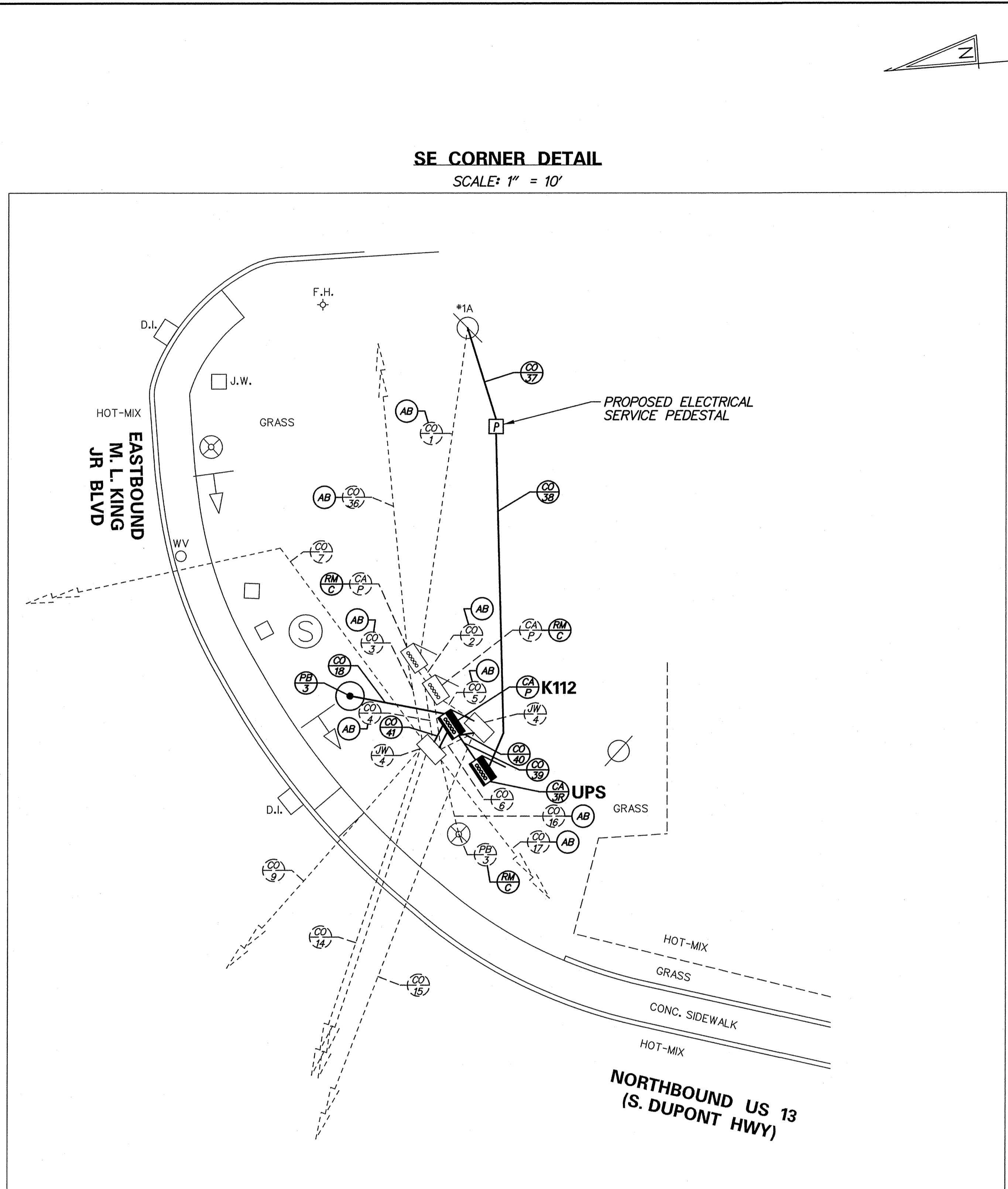
* DENOTES EXISTING CONDUIT B = BORE, T = TRENCH, O = OPEN CUT

NOTES:

- ALL WORK IS INTENDED TO OCCUR INSIDE DELDOT'S EXISTING RIGHT-OF-WAY BASED ON THE KENT COUNTY TAX PARCEL MAP AND ARCHIVE PLAN #84-042-01.
- THE CONTRACTOR SHALL REMOVE THE EXISTING SIGNAL HEADS, HEAD CABLES, OPTICOMS, AND SPAN WIRES AND INSTALL THE PROPOSED MAST ARMS, SIGNAL HEADS, OPTICOMS, AND OVERHEAD SIGNS, AS SHOWN.
- THE CONTRACTOR SHALL INSTALL BACKPLATES ON PROPOSED SIGNAL HEADS NOS. 1-5 AND 7-8.
- THE CONTRACTOR SHALL INSTALL FULL TUNNEL SHADES ON PROPOSED SIGNAL HEADS NOS. 1 AND 2.
- THE CONTRACTOR SHALL INSTALL PROPOSED SIGNAL HEAD NO. 6 TO THE PROPOSED MAST ARM UPRIGHT POLE USING A RIGID SIDE-OF-POLE MOUNT.

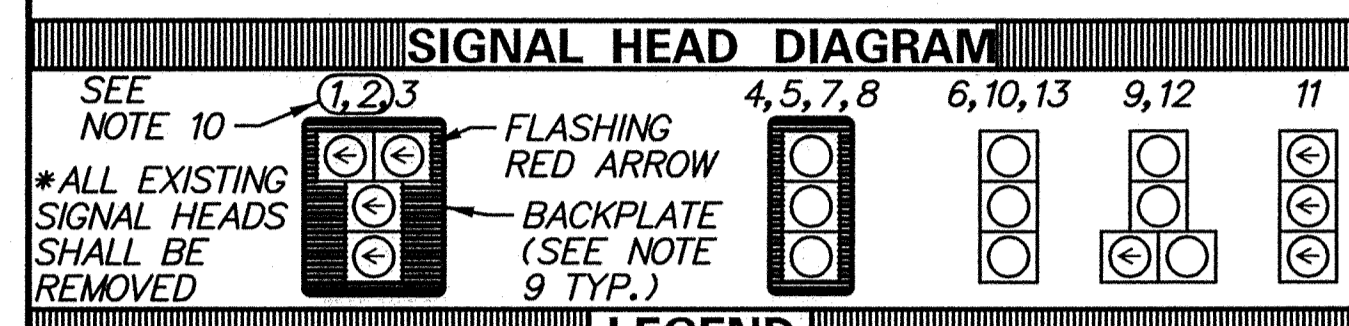
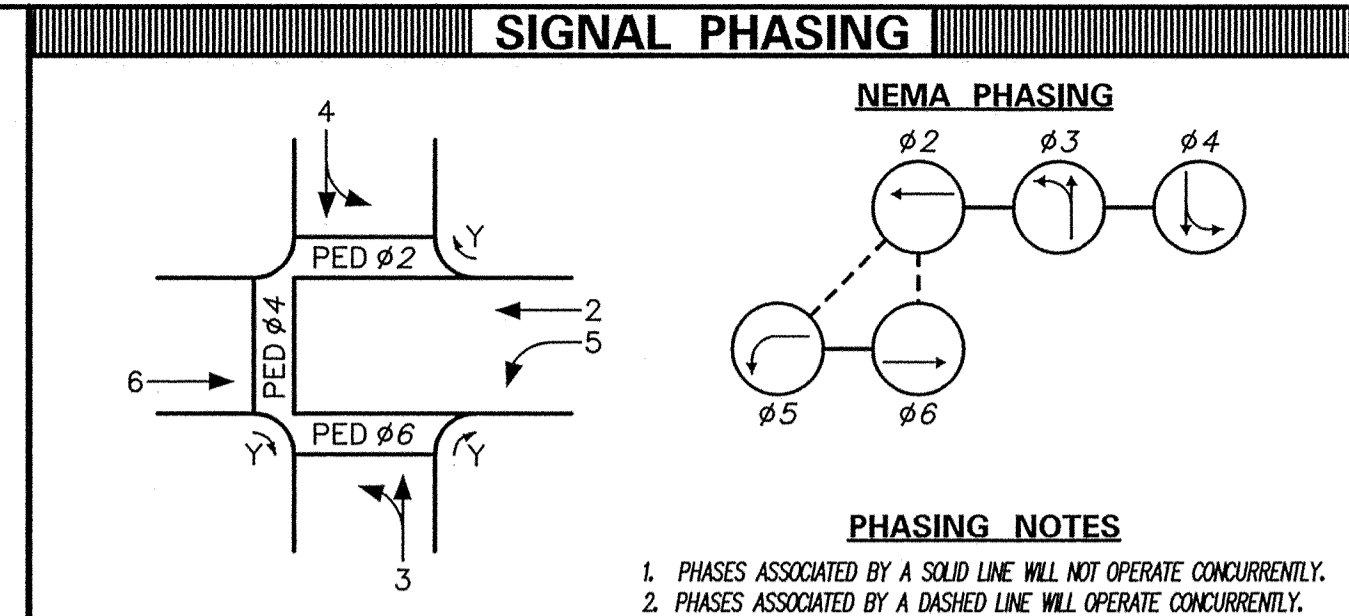
CONDUIT RUN SCHEDULE					
CO#	# OF CONDUITS	SIZE	LENGTH	B/T/O	AMOUNT AND TYPE OF CABLE/ WIRE
19*	2	2.5 IN	96 FT	-	<REMOVE EX. (1) 16/*14>, EX. (1) 9/*14 - TO REMAIN, EX. (1) 4/*18 - TO REMAIN [NEW (3) 9/*14, (1) 4/*14, (1) 4/*18, (2) *6 GROUND]
20*	1	2.5 IN	6 FT	-	EX. (2) 9/*14
21*	1	2.5 IN	31 FT	-	EX. (1) 9/*14
22*	1	3.0 IN	16 FT	T	[NEW (2) 9/*14, (1) 4/*14, (1) 4/*18, (1) *6 GROUND]
23*	1	2.5 IN	169 FT	-	<REMOVE EX. (1) 16/*14>, [NEW (1) 9/*14, (1) *6 GROUND]
24*	2	2.5 IN	160 FT	-	<REMOVE EX. (1) 16/*14>, [NEW (1) 9/*14, (2) *6 GROUND]
25*	1	2.5 IN	95 FT	-	EX. (2) 9/*14, (1) 4/*18, [NEW (1) 9/*14, (1) 4/*18, (1) *6 GROUND]
26*	1	2.5 IN	86 FT	-	EX. (1) 9/*14
27*	1	2.5 IN	12 FT	-	EX. (2) 9/*14
28*	1	2.5 IN	11 FT	-	EX. (1) 9/*14
29*	1	2.5 IN	10 FT	-	EX. (1) 9/*14
30*	1	2.5 IN	105 FT	-	EX. (1) 4/*18
31*	1	3.0 IN	5 FT	O	[NEW (1) 9/*14, (1) 4/*18, (1) *6 GROUND]
32*	1	2.5 IN	40 FT	-	EX. (2) 4/*18
33*	1	1.5 IN	139 FT	-	EX. (1) 4/*18
34*	1	4.0 IN	176 FT	-	EMPTY
35*	1	4.0 IN	XX FT	-	EMPTY
36*	1	2.5 IN	XX FT	-	<REMOVE EX. (1) COMM.>

* DENOTES EXISTING CONDUIT B = BORE, T = TRENCH, O = OPEN CUT



CONDUIT RUN SCHEDULE					
CO#	# OF CONDUITS	SIZE	LENGTH	B/T/O	AMOUNT AND TYPE OF CABLE/ WIRE
37*	1	2.0 IN	14 FT	T	[NEW (1) 2/*8 U.F. W/GROUND - LINE SIDE]
38*	1	2.0 IN	48 FT	T	[NEW (1) 2/*8 U.F. W/GROUND - LOAD SIDE]
39*	1	2.0 IN	5 FT	T	[NEW (1) 2/*8 U.F. W/GROUND - LOAD SIDE]
40*	1	4.0 IN	3 FT	T	[NEW (5) 9/*14, (1) *6 GROUND]
41*	2	4.0 IN	3 FT	T	[NEW (5) 9/*14, (1) 4/*14, (8) 4/*18, (1) 12-M FIBER, (2) *6 GROUND]

* DENOTES EXISTING CONDUIT B = BORE, T = TRENCH, O = OPEN CUT



LEGEND		
PROPOSED SIGNAL CABINET	REMOVE BY CONTRACTOR	
EXISTING SIGNAL CABINET	REMOVE BY OTHERS	
PROPOSED SIGNAL POLE BASE	ABANDON	
EXISTING SIGNAL POLE BASE	ABANDON	
PROPOSED PEDESTRIAN POLE BASE	PROPOSED POLE BASE IDENTIFIER (TYPE OF POLE BASE)	
EXISTING PEDESTRIAN POLE BASE	EXISTING POLE BASE IDENTIFIER (TYPE OF POLE BASE)	
PROPOSED WOOD POLE	PROPOSED JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL)	
EXISTING UTILITY POLE	EXISTING JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL)	
PROPOSED JUNCTION WELL	EXISTING JUNCTION WELL IDENTIFIER (* OF CONDUIT RUN)	
EXISTING JUNCTION WELL	PROPOSED CONDUIT RUN IDENTIFIER (* OF CONDUIT RUN)	
PROPOSED SIGNAL HEAD	EXISTING CONDUIT RUN IDENTIFIER (* OF CONDUIT RUN)	
EXISTING SIGNAL HEAD	PROPOSED OVERHEAD RUN IDENTIFIER (* OF OVERHEAD RUN)	
PROPOSED PEDESTRIAN SIGNAL HEAD	EXISTING OVERHEAD RUN IDENTIFIER (* OF OVERHEAD RUN)	
EXISTING PEDESTRIAN SIGNAL HEAD	PROPOSED MAST ARM IDENTIFIER (LENGTH OF ARM)	
PROPOSED PEDESTRIAN PUSHBUTTON	EXISTING MAST ARM IDENTIFIER (LENGTH OF ARM)	
EXISTING PEDESTRIAN PUSHBUTTON	EXISTING MAST ARM IDENTIFIER (LENGTH OF ARM)	
PROPOSED VIDEO DETECTION	PROPOSED CABINET IDENTIFIER (TYPE OF CABINET)	
EXISTING VIDEO DETECTION	EXISTING CABINET IDENTIFIER (TYPE OF CABINET)	
PROPOSED MICROWAVE DETECTION	PROPOSED SPAN WIRE	
EXISTING MICROWAVE DETECTION	EXISTING SPAN WIRE	
OVERHEAD SIGNING	RIGHT-OF-WAY OR PROPERTY LINE	
PROPOSED OPTICOM RECEIVER	PROPOSED SPAN INSULATOR	
EXISTING OPTICOM RECEIVER	EXISTING SPAN INSULATOR	
PROPOSED MAST ARM	PROPOSED SPAN INSULATOR	
EXISTING MAST ARM	EXISTING SPAN INSULATOR	
PROPOSED LUMINAIRE	SERVICE PEDESTAL	
EXISTING LUMINAIRE		
PROPOSED LOOP DETECTOR (TYPE TOR 2)		
EXISTING LOOP DETECTOR (TYPE TOR 2)		

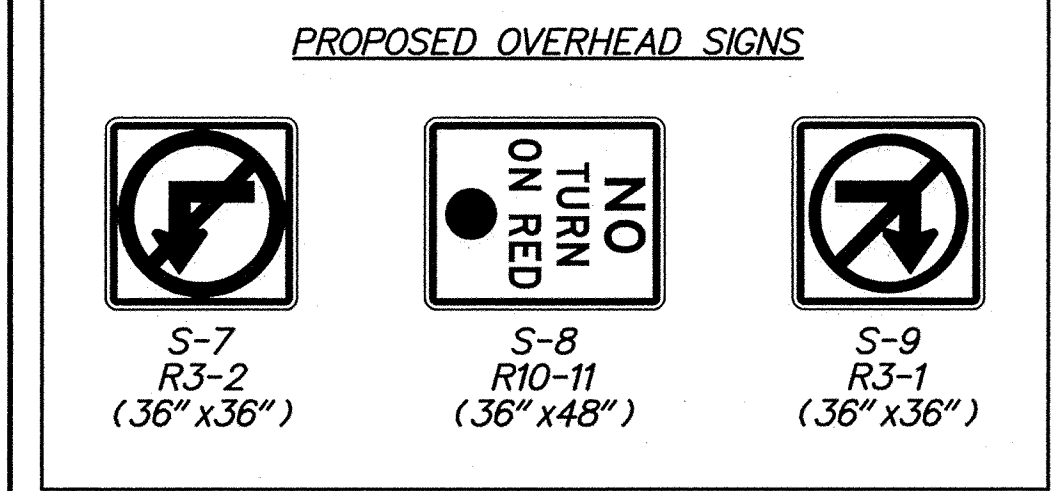
- GENERAL SIGNAL NOTES**
- EXISTING LOOP DETECTORS (TO REMAIN): SYSTEM - 6' x 6' - NORTHBOUND S. DUPONT HWY RECEIVING LANES SYSTEM - 6' x 6' - SOUTHBOUND S. DUPONT HWY RECEIVING LANES SYSTEM - 6' x 6' - EASTBOUND MARTIN LUTHER KING JR BLVD RECEIVING LANES SYSTEM - 6' x 6' - WESTBOUND MARTIN LUTHER KING JR BLVD RECEIVING LANES TYPE #2 - 6' x 25' - NORTHBOUND S. DUPONT HWY LEFT-TURN MOVEMENT (DISCONNECTED)
 - ALL SIGNAL EQUIPMENT REMOVED FROM A PROJECT IS TO BE RETURNED TO DELDOT TRAFFIC - DOVER, DELAWARE.
 - ALL GALVANIZED CONDUIT (GRC) SHALL BE REAMED AND THREADED. ALL GRC SHALL BE THREADED TOGETHER WITH APPROVED COUPLINGS. SET SCREW, BOLTED, AND COMPRESSION FITTING ARE NOT ACCEPTABLE.
 - 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.
 - POLE BASES ARE TO BE REMOVED IN ACCORDANCE WITH SECTION 201 AND 202 OF THE STANDARD SPECIFICATIONS OR AS DIRECTED BY THE ENGINEER.
 - ALL PROPOSED SIGNAL POLES SHALL BE STANDARD DELDOT MAST ARMS.

RECOMMENDED _____ DATE: _____	RECOMMENDED _____ DATE: _____	RECOMMENDED _____ DATE: 1/19/16	APPROVED TRAFFIC ENGINEER _____ DATE: 1/20/16	APPROVED FOR INSTALLATION CHIEF TRAFFIC ENGINEER _____ DATE: 1/27/16		
		ADDENDUM / REVISIONS [] INSTALLED MAST ARMS WITH BACKPLATES. D.C.G. (WRA) 12-15 (CONTRACT #T201400102)	SCALE 0 10 20 30 FEET	CONTRACT T201400102 PERMIT NO. K112 DESIGNED BY: D.C.G. (WRA) COUNTY KENT CHECKED BY: M.J.B. (WRA)	SIGNAL PLAN DETAIL US 13 (S. DUPONT HWY) @ MARTIN LUTHER KING JR BLVD (F.K.A. COURT ST)	SHEET NO. 2 TOTAL SHTS. 4

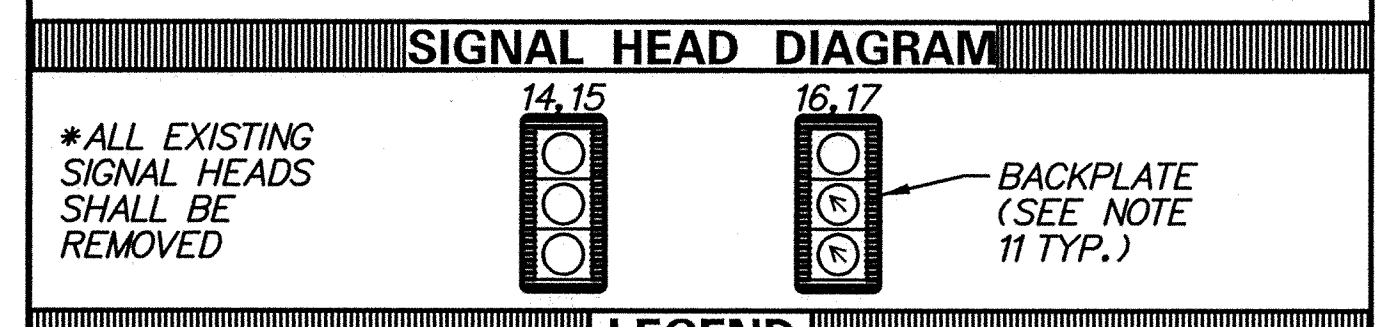
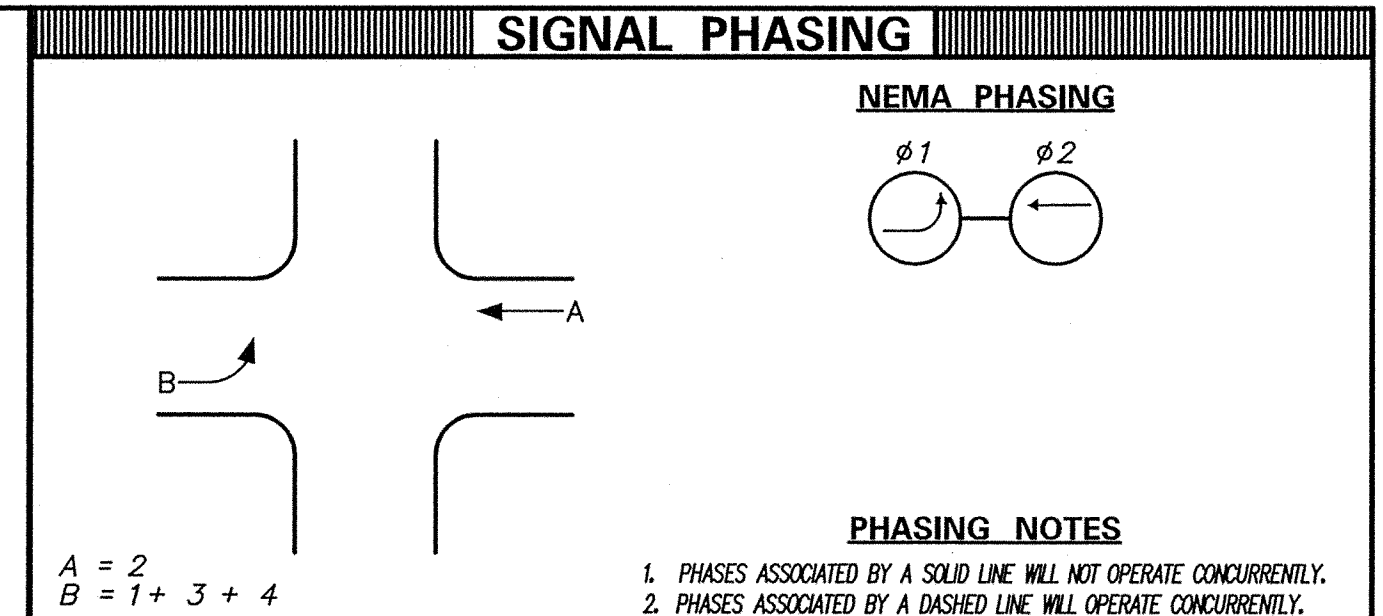
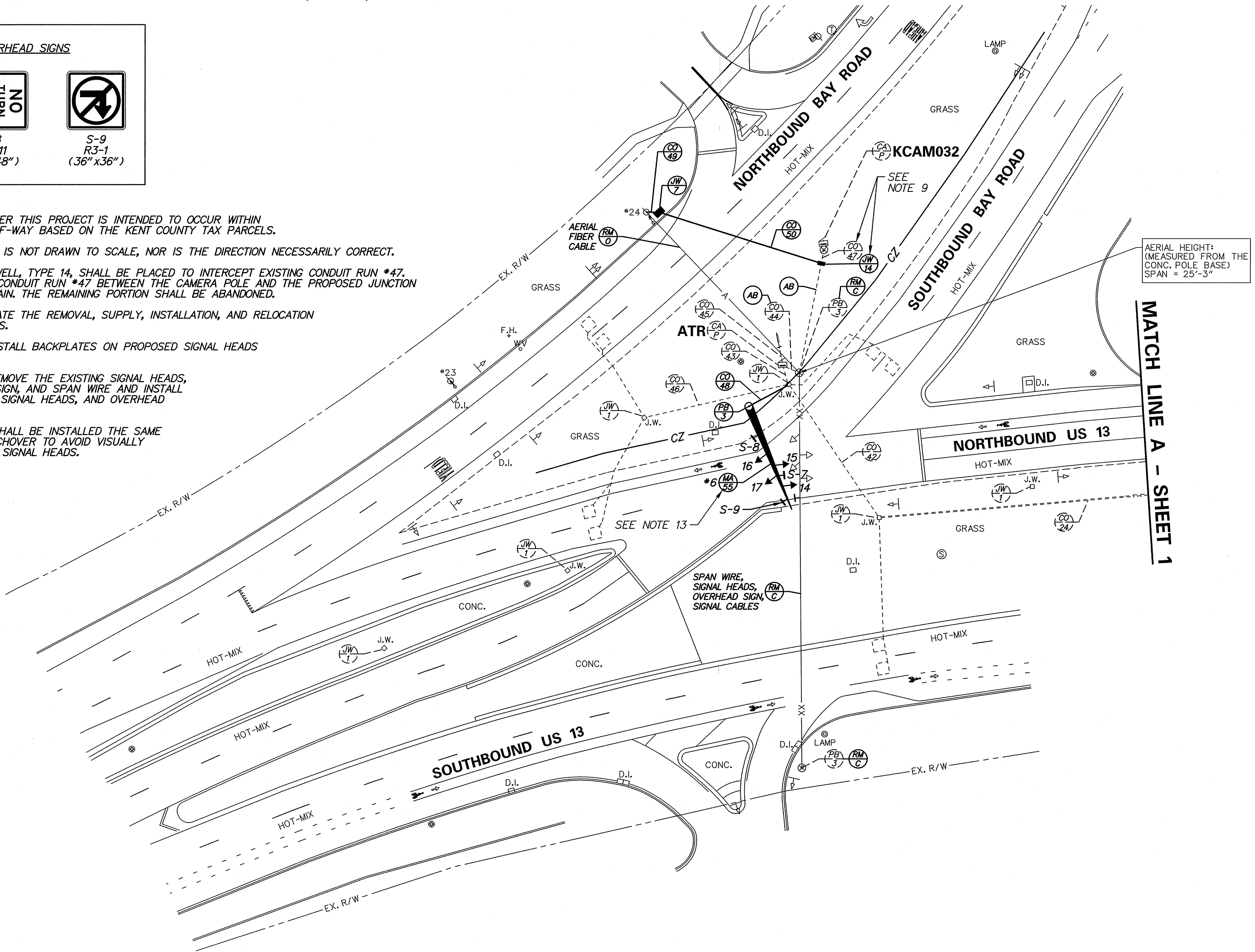
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CONDUIT RUN SCHEDULE					
CO#	* OF CONDUITS	SIZE	LENGTH	B/T/O	AMOUNT AND TYPE OF CABLE/ WIRE
24*	2	2.5 IN	160 FT	-	<REMOVE EX. (1) 16/*14>, [NEW (1) 9/*14, (2) *6 GROUND]
42*	1	2.5 IN	81 FT	-	<REMOVE EX. (1) 16/*14>, EX. (1) 4/*18 - TO REMAIN, [NEW (1) 9/*14, (1) *6 GROUND]
43*	1	2.5 IN	9 FT	-	<REMOVE EX. (1) 16/*14>, EX. (4) 4/*18 - TO REMAIN
44*	1	2.5 IN	6 FT	-	<REMOVE EX. (1) 16/*14>
45*	1	2.0 IN	XX FT	-	EX. (1) 2/*8 W/ GROUND
46*	1	2.5 IN	74 FT	-	EX. (2) 4/*18
47*	1	X IN	65 FT	-	<REMOVE EX. (1) FIBER>, [NEW (1) FIBER]
48	1	3.0 IN	23 FT	T	[NEW (1) 9/*14, (1) *6 GROUND]
49	1	3.0 IN	24 FT	T/POLE	[NEW (1) FIBER]
50	1	4.0 IN	84 FT	B	[NEW (1) FIBER]

MAST ARM SCHEDULE						
MA#	HEIGHT OF POLE	LENGTH OF ARM	* OF HEADS	* OPTICOM RECEIVERS	SF OF SIGNING	ARM MOUNT HEIGHT
1	21'-6"	50 FT	2	-	7.5 SF	17'-0"
2	21'-6"	55 FT	3	1	12 SF	20'-0"
3	21'-6"	45 FT	2	1	21 SF	20'-0"
4	21'-6"	60 FT	2	1	12 SF	20'-0"
5	21'-6"	50 FT	3	1	12 SF	19'-0"
6	21'-6"	55 FT	4	-	30 SF	20'-0"



- NOTES:
- ALL WORK PERFORMED UNDER THIS PROJECT IS INTENDED TO OCCUR WITHIN DELDOT'S EXISTING RIGHT-OF-WAY BASED ON THE KENT COUNTY TAX PARCELS.
 - EXISTING CONDUIT RUN #45 IS NOT DRAWN TO SCALE, NOR IS THE DIRECTION NECESSARILY CORRECT.
 - THE PROPOSED JUNCTION WELL, TYPE 14, SHALL BE PLACED TO INTERCEPT EXISTING CONDUIT RUN #47. THE PORTION OF EXISTING CONDUIT RUN #47 BETWEEN THE CAMERA POLE AND THE PROPOSED JUNCTION WELL, TYPE 14, SHALL REMAIN. THE REMAINING PORTION SHALL BE ABANDONED.
 - DELDOT OIT SHALL COORDINATE THE REMOVAL, SUPPLY, INSTALLATION, AND RELOCATION OF ALL FIBER OPTIC CABLES.
 - THE CONTRACTOR SHALL INSTALL BACKPLATES ON PROPOSED SIGNAL HEADS NOS. 14 - 17.
 - THE CONTRACTOR SHALL REMOVE THE EXISTING SIGNAL HEADS, HEAD CABLES, OVERHEAD SIGN, AND SPAN WIRE AND INSTALL THE PROPOSED MAST ARM, SIGNAL HEADS, AND OVERHEAD SIGNS, AS SHOWN.
 - PROPOSED MAST ARM #6 SHALL BE INSTALLED THE SAME NIGHT AS THE SIGNAL SWITCHOVER TO AVOID VISUALLY OBSTRUCTING THE EXISTING SIGNAL HEADS.



LEGEND

■	PROPOSED SIGNAL CABINET	⊗	REMOVE BY CONTRACTOR
□	EXISTING SIGNAL CABINET	⊖	REMOVE BY OTHERS
○	PROPOSED SIGNAL POLE BASE	⊙	ABANDON
⊙	EXISTING SIGNAL POLE BASE	⊗	PROPOSED POLE BASE IDENTIFIER (TYPE OF POLE BASE)
⊙	PROPOSED PEDESTRIAN POLE BASE	⊗	EXISTING PEDESTRIAN POLE BASE IDENTIFIER (TYPE OF POLE BASE)
⊙	EXISTING PEDESTRIAN POLE BASE	⊗	PROPOSED JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL)
⊙	PROPOSED WOOD POLE	⊗	EXISTING JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL)
⊙	EXISTING UTILITY POLE	⊗	PROPOSED CONDUIT RUN IDENTIFIER (* OF CONDUIT RUN)
⊙	PROPOSED JUNCTION WELL	⊗	EXISTING CONDUIT RUN IDENTIFIER (* OF CONDUIT RUN)
J.W.	EXISTING JUNCTION WELL	⊗	PROPOSED OVERHEAD RUN IDENTIFIER (* OF OVERHEAD RUN)
→	PROPOSED SIGNAL HEAD	⊗	EXISTING OVERHEAD RUN IDENTIFIER (* OF OVERHEAD RUN)
→	EXISTING SIGNAL HEAD	⊗	PROPOSED PEDESTRIAN SIGNAL HEAD
→	PROPOSED PEDESTRIAN SIGNAL HEAD	⊗	EXISTING PEDESTRIAN SIGNAL HEAD
→	EXISTING PEDESTRIAN SIGNAL HEAD	⊗	PROPOSED PEDESTRIAN PUSHBUTTON
→	PROPOSED PEDESTRIAN PUSHBUTTON	⊗	EXISTING PEDESTRIAN PUSHBUTTON
→	EXISTING PEDESTRIAN PUSHBUTTON	⊗	PROPOSED VIDEO DETECTION
→	PROPOSED VIDEO DETECTION	⊗	EXISTING VIDEO DETECTION
→	EXISTING VIDEO DETECTION	⊗	PROPOSED MAST ARM IDENTIFIER (LENGTH OF ARM)
→	PROPOSED MAST ARM IDENTIFIER (LENGTH OF ARM)	⊗	EXISTING MAST ARM IDENTIFIER (LENGTH OF ARM)
→	EXISTING MAST ARM IDENTIFIER (LENGTH OF ARM)	⊗	PROPOSED CABINET IDENTIFIER (TYPE OF CABINET)
→	PROPOSED CABINET IDENTIFIER (TYPE OF CABINET)	⊗	EXISTING CABINET IDENTIFIER (TYPE OF CABINET)
→	EXISTING CABINET IDENTIFIER (TYPE OF CABINET)	⊗	PROPOSED SPAN WIRE
→	PROPOSED SPAN WIRE	⊗	EXISTING SPAN WIRE
→	EXISTING SPAN WIRE	⊗	RIGHT-OF-WAY OR PROPERTY LINE
→	PROPOSED OPTICOM RECEIVER	⊗	PROPOSED SPAN INSULATOR
→	EXISTING OPTICOM RECEIVER	⊗	EXISTING SPAN INSULATOR
→	PROPOSED MAST ARM	⊗	SERVICE PEDESTAL
→	EXISTING MAST ARM	⊗	
→	PROPOSED LUMINAIRE	⊗	
→	EXISTING LUMINAIRE	⊗	
→	PROPOSED LOOP DETECTOR (TYPE 1 OR 2)	⊗	
→	EXISTING LOOP DETECTOR (TYPE 1 OR 2)	⊗	

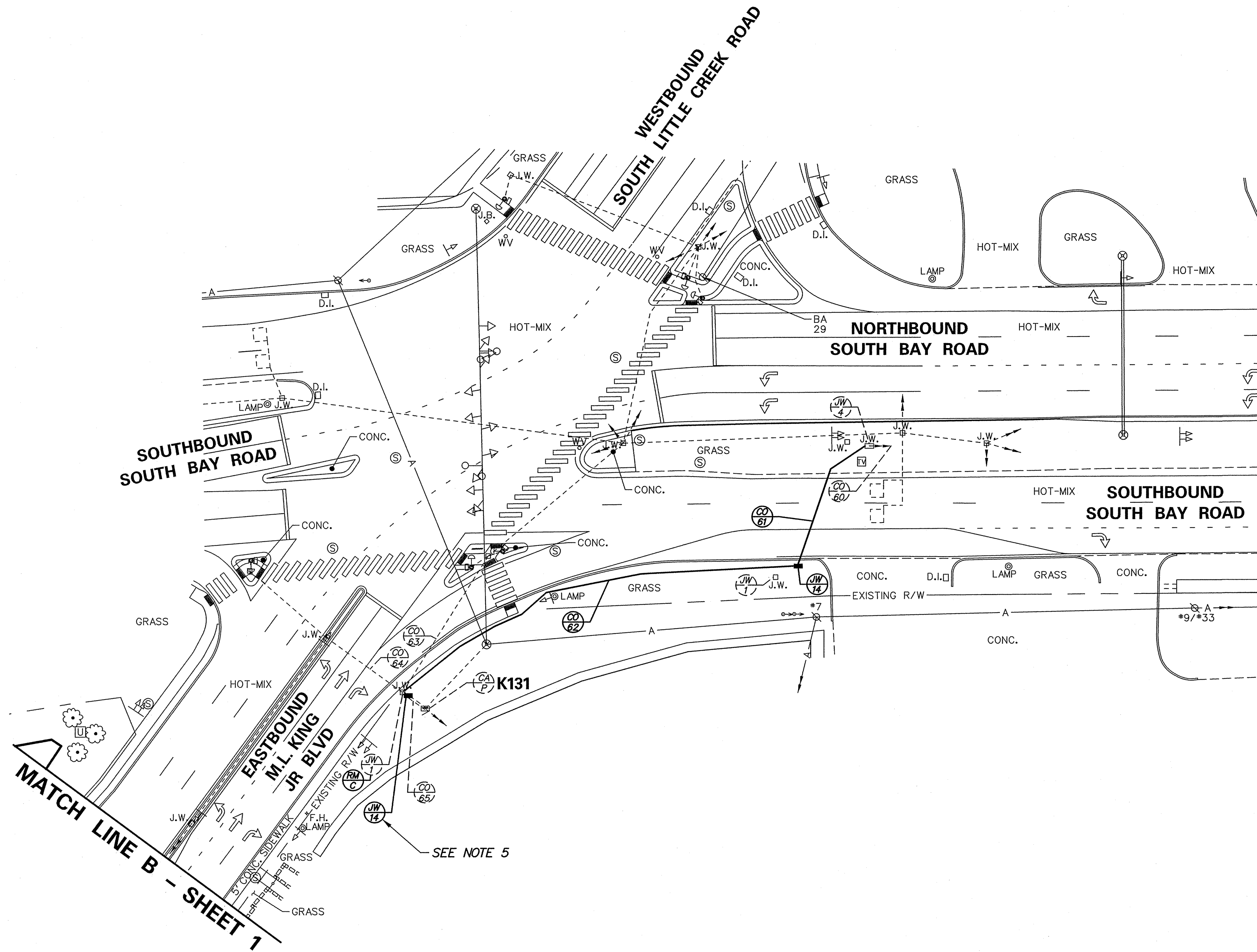
- GENERAL SIGNAL NOTES
- EXISTING LOOP DETECTORS - TO REMAIN: COUNTING LOOPS - 6' x 6' - US 13 AND BAY ROAD ALL MOVEMENTS.
 - ALL SIGNAL EQUIPMENT REMOVED FROM A PROJECT IS TO BE RETURNED TO DELDOT TRAFFIC - DOVER, DELAWARE.
 - ALL GALVANIZED CONDUIT (GRC) SHALL BE REAMED AND THREADED. ALL GRC SHALL BE THREADED TOGETHER WITH APPROVED COUPLINGS. SET SCREW, BOLTED, AND COMPRESSION FITTING ARE NOT ACCEPTABLE.
 - ALL UNDERGROUND AND OVERHEAD UTILITIES SHOWN ON THESE PLANS ARE SCHEMATIC ONLY AND MAY NOT BE COMPLETE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING MSS 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.
 - POLE BASES ARE TO BE REMOVED IN ACCORDANCE WITH SECTION 201 AND 202 OF THE STANDARD SPECIFICATIONS OR AS DIRECTED BY THE ENGINEER.
 - PROPOSED SIGNAL POLE SHALL BE STANDARD DELDOT MAST ARM.

RECOMMENDED _____ DATE: _____	RECOMMENDED _____ DATE: _____	RECOMMENDED <i>Hal J. Kelly</i> DATE: 1/19/16	APPROVED TRAFFIC ENGINEER <i>[Signature]</i> DATE: 1/20/16	APPROVED FOR INSTALLATION CHIEF TRAFFIC ENGINEER <i>[Signature]</i> DATE: 1/27/16	
		ADDENDUM / REVISIONS <input type="checkbox"/> INSTALLED MAST ARM WITH BACKPLATES, D.C.G. (WRA) 12-15 (CONTRACT #T201400102)	SCALE 0 30 60 90 FEET	CONTRACT T201400102 COUNTY KENT PERMIT NO. K111 DESIGNED BY: D.C.G. (WRA) CHECKED BY: M.J.B. (WRA)	SHEET NO. 3 TOTAL SHTS. 4 SIGNAL PLAN US 13 (S. DUPONT HWY) @ BAY ROAD

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CONDUIT RUN SCHEDULE					
CO#	* OF CONDUITS	SIZE	LENGTH	B/T/O	AMOUNT AND TYPE OF CABLE/ WIRE
60*	1	4.0 IN	XX FT	-	EMPTY
61	1	4.0 IN	64 FT	B	EMPTY
62	1	4.0 IN	191 FT	T	EMPTY
63*	1	2.5 IN	73 FT	-	EX. (3) 9/*14, EX. (4) 4/*18
64*	1	2.5 IN	43 FT	-	EX. (1) 9/*14, EX. (1) 12CT. MM FIBER, EX. (1) FIBER
65*	2	2.5 IN	13 FT	-	EX. (4) 9/*14, EX. (4) 4/*18, EX. (1) 12CT. MM FIBER, EX. (1) FIBER

* DENOTES EXISTING CONDUIT
B = BORE, T = TRENCH, O = OPEN CUT



SIGNAL PHASING

SIGNAL HEAD DIAGRAM

LEGEND

■ PROPOSED SIGNAL CABINET	○ REMOVE BY CONTRACTOR
□ EXISTING SIGNAL CABINET	○ REMOVE BY OTHERS
○ PROPOSED SIGNAL POLE BASE	○ ABANDON
⊙ EXISTING SIGNAL POLE BASE	⊙ PROPOSED POLE BASE IDENTIFIER (TYPE OF POLE BASE)
⊙ PROPOSED PEDESTRIAN POLE BASE	⊙ EXISTING PEDESTRIAN POLE BASE IDENTIFIER (TYPE OF POLE BASE)
⊙ EXISTING PEDESTRIAN POLE BASE	⊙ PROPOSED JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL)
⊙ PROPOSED WOOD POLE	⊙ EXISTING JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL)
⊙ EXISTING UTILITY POLE	⊙ PROPOSED CONDUIT RUN IDENTIFIER (# OF CONDUIT RUN)
■ PROPOSED JUNCTION WELL	⊙ EXISTING CONDUIT RUN IDENTIFIER (# OF CONDUIT RUN)
⊙ EXISTING JUNCTION WELL	⊙ PROPOSED OVERHEAD RUN IDENTIFIER (# OF OVERHEAD RUN)
→ PROPOSED SIGNAL HEAD	⊙ EXISTING OVERHEAD RUN IDENTIFIER (# OF OVERHEAD RUN)
→ EXISTING SIGNAL HEAD	⊙ PROPOSED MAST ARM IDENTIFIER (LENGTH OF ARM)
→ PROPOSED PEDESTRIAN SIGNAL HEAD	⊙ EXISTING MAST ARM IDENTIFIER (LENGTH OF ARM)
→ EXISTING PEDESTRIAN SIGNAL HEAD	⊙ PROPOSED CABINET IDENTIFIER (TYPE OF CABINET)
→ PROPOSED PEDESTRIAN PUSHBUTTON	⊙ EXISTING CABINET IDENTIFIER (TYPE OF CABINET)
→ EXISTING PEDESTRIAN PUSHBUTTON	— PROPOSED SPAN WIRE
→ PROPOSED VIDEO DETECTION	— XX — EXISTING SPAN WIRE
→ EXISTING VIDEO DETECTION	--- RIGHT-OF-WAY OR PROPERTY LINE
→ PROPOSED MICROWAVE DETECTION	◆ PROPOSED SPAN INSULATOR
→ EXISTING MICROWAVE DETECTION	◇ EXISTING SPAN INSULATOR
→ OVERHEAD SIGNING	□ SERVICE PEDESTAL
→ PROPOSED OPTICOM RECEIVER	
→ EXISTING OPTICOM RECEIVER	
→ PROPOSED MAST ARM	
→ EXISTING MAST ARM	
→ PROPOSED LUMINAIRE	
→ EXISTING LUMINAIRE	
□ PROPOSED LOOP DETECTOR (TYPE TOR 2)	
□ EXISTING LOOP DETECTOR (TYPE TOR 2)	

- GENERAL SIGNAL NOTES**
- ALL SIGNAL EQUIPMENT REMOVED FROM A PROJECT IS TO BE RETURNED TO DELDOT TRAFFIC - DOVER, DELAWARE.
 - ALL GALVANIZED CONDUIT (GRC) SHALL BE REAMED AND THREADED. ALL GRC SHALL BE THREADED TOGETHER WITH APPROVED COUPLINGS. SET SCREW, BOLTED, AND COMPRESSION FITTING ARE NOT ACCEPTABLE.
 - 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.

NOTES:

- ALL WORK PERFORMED UNDER THIS PROJECT IS INTENDED TO OCCUR WITHIN DELDOT'S EXISTING RIGHT-OF-WAY BASED ON THE ARCHIVED PLANS FOR CONTRACT NUMBER 84-042-01 AND THE KENT COUNTY TAX PARCEL MAP.
- THE CONTRACTOR SHALL REMOVE THE EXISTING JUNCTION WELL, TYPE 1, AND INSTALL THE PROPOSED JUNCTION WELL, TYPE 14, SO THAT IT INTERCEPTS EXISTING CONDUIT RUN NOS. 63, 64, AND 65 AND PROPOSED CONDUIT RUN NO. 62.

RECOMMENDED _____ DATE: _____	RECOMMENDED _____ DATE: _____	RECOMMENDED <i>[Signature]</i> DATE: 1/19/16	APPROVED TRAFFIC ENGINEER <i>[Signature]</i> DATE: 1/20/16	APPROVED FOR INSTALLATION CHIEF TRAFFIC ENGINEER <i>[Signature]</i> DATE: 1/27/16	
		ADDENDUM / REVISIONS <input type="checkbox"/> INSTALLED ITMS CONDUIT PER OIT D.C.G. (WRA) 01-16 (CONTRACT #T201400102)	SCALE 0 30 60 90 FEET	CONTRACT T201400102 COUNTY KENT PERMIT NO. K131 DESIGNED BY: D.C.G. (WRA) CHECKED BY: M.J.B. (WRA)	SHEET NO. 4 TOTAL SHTS. 4 ITMS CONDUIT PLAN K131 - K112 - KCAM032

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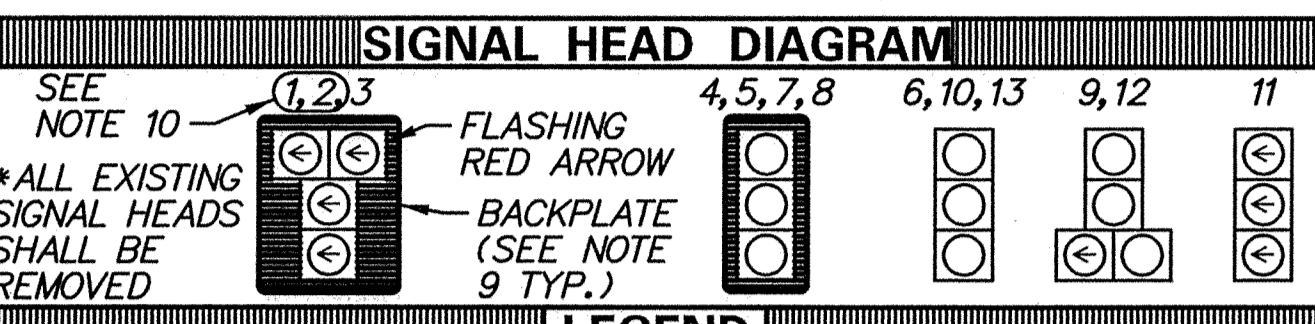
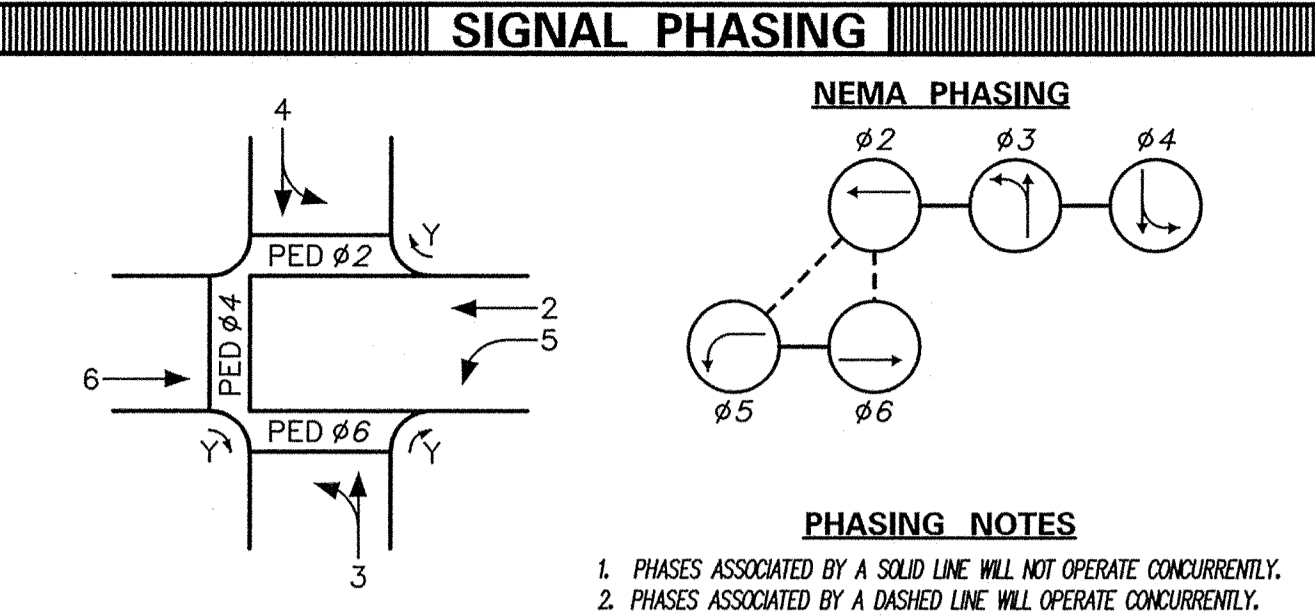
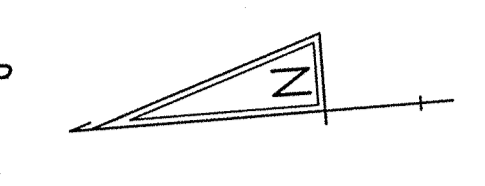
CO#	* OF CONDUITS	SIZE	LENGTH	B/T/O	AMOUNT AND TYPE OF CABLE/ WIRE
1*	1	2.5 IN	47 FT	-	<REMOVE EX. (1) 2/*8 U.F. W/GROUND>
2*	2	2.5 IN	2 FT	-	<REMOVE EX. (1) 2/*8 U.F. W/GROUND>
3*	1	2.5 IN	2 FT	-	<REMOVE EX. (1) COMM.>
4*	1	2.5 IN	12 FT	-	<REMOVE EX. (2) COMM.>
5*	2	2.5 IN	8 FT	-	<REMOVE EX. (3) 16/*14, (4) 4/*18>
6*	1	2.5 IN	5 FT	-	<REMOVE EX. (5) 4/*18, (1) 12-M FIBER>
7*	1	2.5 IN	6 FT	-	<REMOVE EX. (2) COMM.>
8*	1	2.5 IN	84 FT	-	<REMOVE EX. (1) COMM.>, EX. (1) 4/*18 - TO REMAIN, (1) 12-M FIBER - TO REMAIN
9*	1	2.5 IN	120 FT	-	<REMOVE EX. (1) COMM.>, EX. (1) 12-M FIBER - TO REMAIN
10*	1	2.5 IN	41 FT	-	EX. (2) 9/*14, [NEW (1) 9/*14, (1) 4/*18, (1) *6 GROUND]
11*	1	1.5 IN	4 FT	-	EX. (1) 9/*14
12*	1	2.5 IN	92 FT	-	EX. (1) 9/*14, [NEW (1) 9/*14, (1) 4/*18, (1) *6 GROUND]
13*	1	1.5 IN	3 FT	-	EX. (1) 9/*14
14*	1	3.0 IN	11 FT	T	[NEW (1) 9/*14, (1) 4/*18, (1) *6 GROUND]
15*	2	2.5 IN	90 FT	-	<REMOVE EX. (1) 16/*14, EX. (4) 4/*18 - TO REMAIN, [NEW (4) 9/*14, (1) 4/*14, (2) 4/*18, (2) *6 GROUND]
16*	1	2.5 IN	94 FT	-	EX. (3) 9/*14
17*	1	2.5 IN	11 FT	-	<REMOVE EX. (2) 16/*14, (4) 4/*18>
18*	1	2.5 IN	XX FT	-	<REMOVE EX. (1) COMM.>
19*	1	3.0 IN	12 FT	T	[NEW (1) 9/*14, (1) 4/*18, (1) *6 GROUND]

* DENOTES EXISTING CONDUIT

B = BORE, T = TRENCH, O = OPEN CUT

MA#	HEIGHT OF POLE	LENGTH OF ARM	* OF HEADS	* OPTICOM RECEIVERS	SF OF SIGNING	ARM MOUNT HEIGHT
1	21'-6"	50 FT	2	-	7.5 SF	17'-0"
2	21'-6"	55 FT	3	1	12 SF	20'-0"
3	21'-6"	45 FT	2	1	21 SF	20'-0"
4	21'-6"	60 FT	2	1	12 SF	20'-0"
5	21'-6"	50 FT	3	1	12 SF	19'-0"
6	21'-6"	55 FT	4	-	30 SF	20'-0"

NOTES:
 7. ALL WORK IS INTENDED TO OCCUR INSIDE DELDOT'S EXISTING RIGHT-OF-WAY BASED ON THE KENT COUNTY TAX PARCEL MAP AND ARCHIVE PLAN #84-042-01.
 8. THE CONTRACTOR SHALL REMOVE THE EXISTING SIGNAL HEADS, HEAD CABLES, OPTICOMS, AND SPAN WIRES AND INSTALL THE PROPOSED MAST ARMS, SIGNAL HEADS, OPTICOMS, AND OVERHEAD SIGNS, AS SHOWN.
 9. THE CONTRACTOR SHALL INSTALL BACKPLATES ON PROPOSED SIGNAL HEADS NOS. 1-5 AND 7-8.



LEGEND	
PROPOSED SIGNAL CABINET	REMOVE BY CONTRACTOR
EXISTING SIGNAL CABINET	REMOVE BY OTHERS
PROPOSED SIGNAL POLE BASE	ABANDON
EXISTING SIGNAL POLE BASE	PROPOSED POLE BASE IDENTIFIER (TYPE OF POLE BASE)
PROPOSED PEDESTRIAN POLE BASE	EXISTING POLE BASE IDENTIFIER (TYPE OF POLE BASE)
EXISTING PEDESTRIAN POLE BASE	PROPOSED JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL)
PROPOSED WOOD POLE	EXISTING JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL)
EXISTING WOOD POLE	EXISTING JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL)
PROPOSED JUNCTION WELL	PROPOSED CONDUIT RUN IDENTIFIER (# OF CONDUIT RUN)
EXISTING JUNCTION WELL	EXISTING CONDUIT RUN IDENTIFIER (# OF CONDUIT RUN)
PROPOSED SIGNAL HEAD	PROPOSED OVERHEAD RUN IDENTIFIER (# OF OVERHEAD RUN)
EXISTING SIGNAL HEAD	EXISTING OVERHEAD RUN IDENTIFIER (# OF OVERHEAD RUN)
PROPOSED PEDESTRIAN SIGNAL HEAD	EXISTING OVERHEAD RUN IDENTIFIER (# OF OVERHEAD RUN)
EXISTING PEDESTRIAN SIGNAL HEAD	PROPOSED MAST ARM IDENTIFIER (LENGTH OF ARM)
PROPOSED PEDESTRIAN PUSHBUTTON	EXISTING MAST ARM IDENTIFIER (LENGTH OF ARM)
EXISTING PEDESTRIAN PUSHBUTTON	PROPOSED CABINET IDENTIFIER (TYPE OF CABINET)
PROPOSED VIDEO DETECTION	EXISTING CABINET IDENTIFIER (TYPE OF CABINET)
EXISTING VIDEO DETECTION	PROPOSED SPAN WIRE
PROPOSED MICROWAVE DETECTION	EXISTING SPAN WIRE
EXISTING MICROWAVE DETECTION	RIGHT-OF-WAY OR PROPERTY LINE
OVERHEAD SIGNING	PROPOSED SPAN INSULATOR
PROPOSED OPTICOM RECEIVER	EXISTING SPAN INSULATOR
EXISTING OPTICOM RECEIVER	EXISTING SPAN INSULATOR
PROPOSED MAST ARM	SERVICE PEDESTAL
EXISTING MAST ARM	
PROPOSED LUMINAIRE	
EXISTING LUMINAIRE	
PROPOSED LOOP DETECTOR (TYPE 1 OR 2)	
EXISTING LOOP DETECTOR (TYPE 1 OR 2)	

PROPOSED OVERHEAD SIGNING

LEFT TURN YIELD ON FLASHING RED ARROW AFTER STOP

S-1 R10-27 (30" x 36")

S-3 R3-18 (36" x 36")

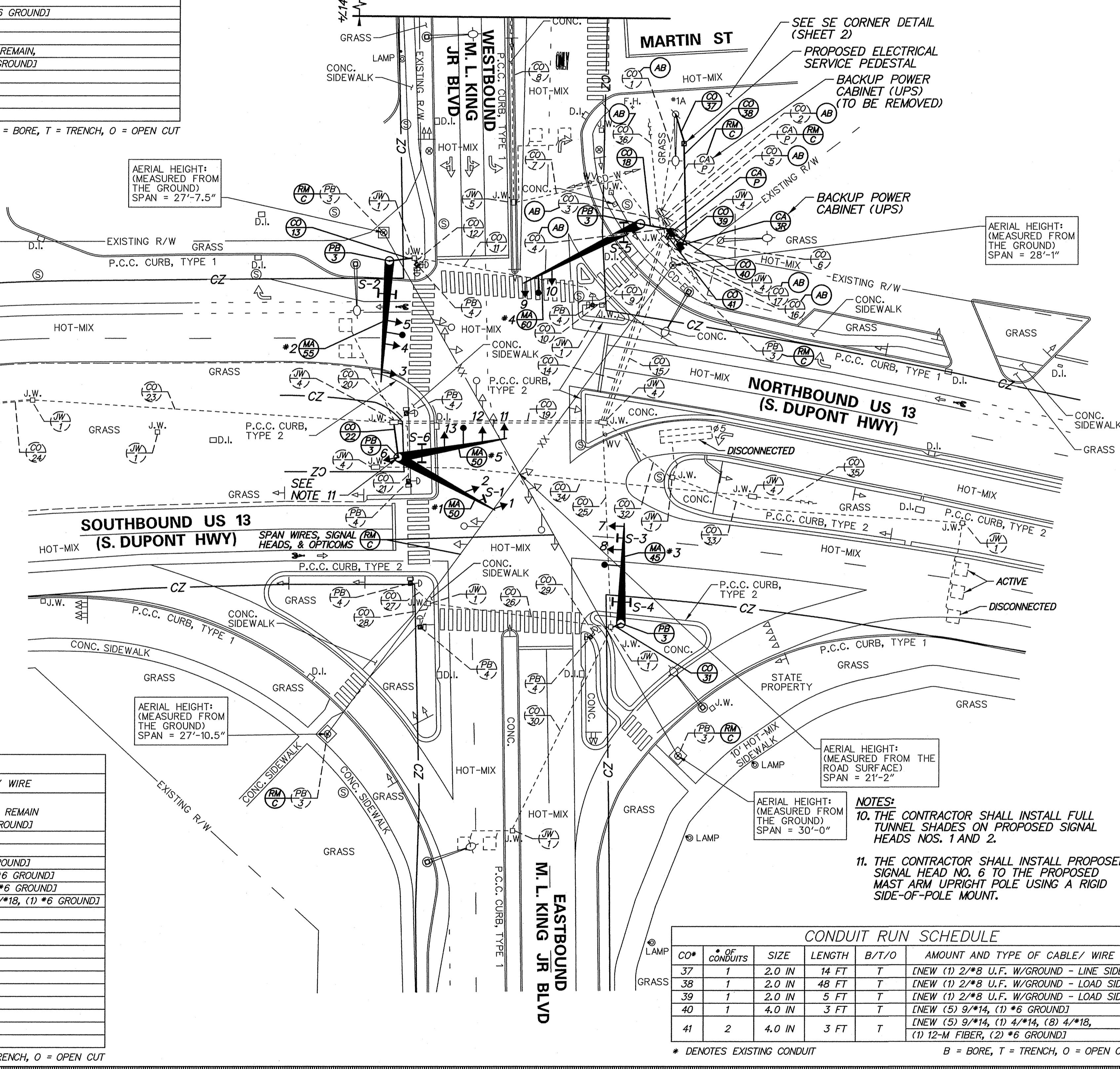
S-2* & S-4* D3-1 (96" x 18") 8" & 6" LEGEND D-SERIES BACK-TO-BACK

S-5* & S-6* D3-1 (96" x 18") 8" & 6" LEGEND D-SERIES BACK-TO-BACK

*FREE-SWINGING MOUNTS

MATCH LINE A - SHEET 3

MATCH LINE B - SHEET 4



CO#	* OF CONDUITS	SIZE	LENGTH	B/T/O	AMOUNT AND TYPE OF CABLE/ WIRE
37	1	2.0 IN	14 FT	T	[NEW (1) 2/*8 U.F. W/GROUND - LINE SIDE]
38	1	2.0 IN	48 FT	T	[NEW (1) 2/*8 U.F. W/GROUND - LOAD SIDE]
39	1	2.0 IN	5 FT	T	[NEW (1) 2/*8 U.F. W/GROUND - LOAD SIDE]
40	1	4.0 IN	3 FT	T	[NEW (5) 9/*14, (1) *6 GROUND]
41	2	4.0 IN	3 FT	T	[NEW (5) 9/*14, (1) 4/*14, (8) 4/*18, (1) 12-M FIBER, (2) *6 GROUND]

* DENOTES EXISTING CONDUIT

B = BORE, T = TRENCH, O = OPEN CUT

CO#	* OF CONDUITS	SIZE	LENGTH	B/T/O	AMOUNT AND TYPE OF CABLE/ WIRE
19*	2	2.5 IN	96 FT	-	<REMOVE EX. (1) 16/*14, EX. (1) 9/*14 - TO REMAIN, EX. (1) 4/*18 - TO REMAIN [NEW (3) 9/*14, (1) 4/*14, (1) 4/*18, (2) *6 GROUND]
20*	1	2.5 IN	6 FT	-	EX. (2) 9/*14
21*	1	2.5 IN	31 FT	-	EX. (1) 9/*14
22	1	3.0 IN	16 FT	T	[NEW (2) 9/*14, (1) 4/*14, (1) 4/*18, (1) *6 GROUND]
23*	1	2.5 IN	169 FT	-	<REMOVE EX. (1) 16/*14, [NEW (1) 9/*14, (1) *6 GROUND]
24*	2	2.5 IN	160 FT	-	<REMOVE EX. (1) 16/*14, [NEW (1) 9/*14, (2) *6 GROUND]
25*	1	2.5 IN	95 FT	-	EX. (2) 9/*14, (1) 4/*18, [NEW (1) 9/*14, (1) 4/*18, (1) *6 GROUND]
26*	1	2.5 IN	86 FT	-	EX. (1) 9/*14
27*	1	2.5 IN	12 FT	-	EX. (2) 9/*14
28*	1	2.5 IN	11 FT	-	EX. (1) 9/*14
29*	1	2.5 IN	10 FT	-	EX. (1) 9/*14
30*	1	2.5 IN	105 FT	-	EX. (1) 4/*18
31	1	3.0 IN	5 FT	O	[NEW (1) 9/*14, (1) 4/*18, (1) *6 GROUND]
32*	1	2.5 IN	40 FT	-	EX. (2) 4/*18
33*	1	1.5 IN	139 FT	-	EX. (1) 4/*18
34*	1	4.0 IN	176 FT	-	EMPTY
35*	1	4.0 IN	XX FT	-	EMPTY
36*	1	2.5 IN	XX FT	-	<REMOVE EX. (1) COMM.>

* DENOTES EXISTING CONDUIT

B = BORE, T = TRENCH, O = OPEN CUT

RECOMMENDED DATE: _____

RECOMMENDED DATE: _____

RECOMMENDED DATE: 1/19/16

APPROVED TRAFFIC ENGINEER DATE: 1/26/16

APPROVED FOR INSTALLATION CHIEF TRAFFIC ENGINEER DATE: 1/27/16

DELAWARE DEPARTMENT OF TRANSPORTATION

2012 HEP, SITE K

SIGNAL PLAN US 13 (S. DUPONT HWY) @ MARTIN LUTHER KING JR BLVD (F.K.A. COURT ST)

SHEET NO. 1

TOTAL SHTS. 4

CONDUIT RUN SCHEDULE					
CO#	* OF CONDUITS	SIZE	LENGTH	B/T/O	AMOUNT AND TYPE OF CABLE/ WIRE
1*	1	2.5 IN	47 FT	-	<REMOVE EX. (1) 2/*8 U.F. W/GROUND>
2*	2	2.5 IN	2 FT	-	<REMOVE EX. (1) 2/*8 U.F. W/GROUND>
3*	1	2.5 IN	2 FT	-	<REMOVE EX. (1) COMM.>
4*	1	2.5 IN	12 FT	-	<REMOVE EX. (2) COMM.>
5*	2	2.5 IN	8 FT	-	<REMOVE EX. (3) 16/*14, (4) 4/*18>
6*	1	2.5 IN	5 FT	-	<REMOVE EX. (5) 4/*18, (1) 12-M FIBER>
7*	1	2.5 IN	6 FT	-	<REMOVE EX. (2) 9/*14>
8*	1	2.5 IN	84 FT	-	<REMOVE EX. (1) COMM.>, EX. (1) 4/*18 - TO REMAIN, (1) 12-M FIBER - TO REMAIN
9*	1	2.5 IN	120 FT	-	<REMOVE EX. (1) COMM.>, EX. (1) 12-M FIBER - TO REMAIN
10*	1	2.5 IN	41 FT	-	EX. (2) 9/*14, [NEW (1) 9/*14, (1) 4/*18, (1) *6 GROUND]
11*	1	1.5 IN	4 FT	-	EX. (1) 9/*14
12*	1	2.5 IN	92 FT	-	EX. (1) 9/*14, [NEW (1) 9/*14, (1) 4/*18, (1) *6 GROUND]
13*	1	1.5 IN	3 FT	-	EX. (1) 9/*14
14*	1	3.0 IN	11 FT	T	[NEW (1) 9/*14, (1) 4/*18, (1) *6 GROUND]
15*	2	2.5 IN	90 FT	-	<REMOVE EX. (1) 16/*14>, EX. (4) 4/*18 - TO REMAIN, [NEW (4) 9/*14, (1) 4/*14, (2) 4/*18, (2) *6 GROUND]
16*	1	1.5 IN	94 FT	-	EX. (3) 9/*14
17*	1	2.5 IN	11 FT	-	<REMOVE EX. (2) 16/*14, (4) 4/*18>
18*	1	2.5 IN	XX FT	-	<REMOVE EX. (1) COMM.>
19*	1	3.0 IN	12 FT	T	[NEW (1) 9/*14, (1) 4/*18, (1) *6 GROUND]

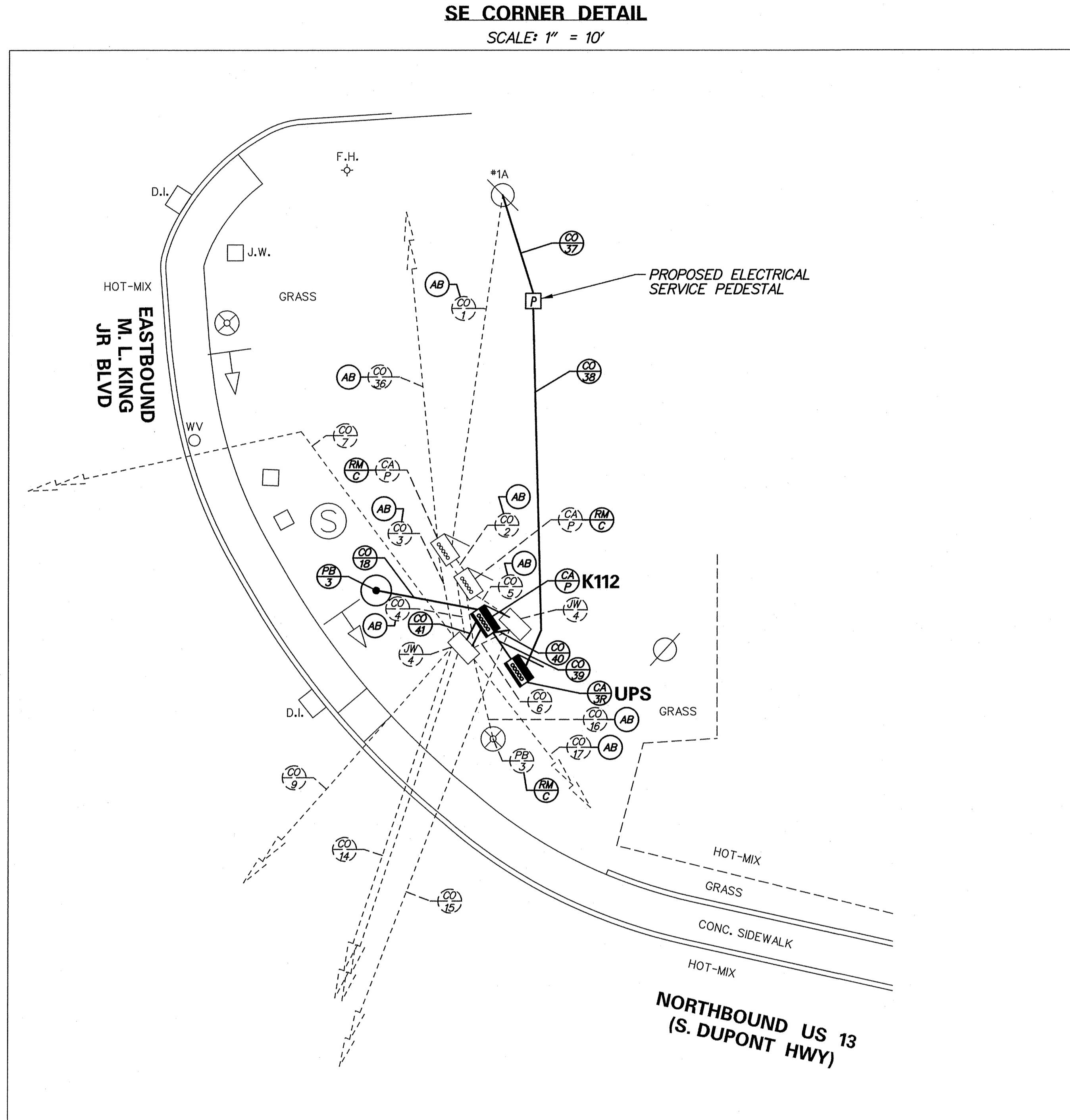
* DENOTES EXISTING CONDUIT B = BORE, T = TRENCH, O = OPEN CUT

NOTES:

- ALL WORK IS INTENDED TO OCCUR INSIDE DELDOT'S EXISTING RIGHT-OF-WAY BASED ON THE KENT COUNTY TAX PARCEL MAP AND ARCHIVE PLAN #84-042-01.
- THE CONTRACTOR SHALL REMOVE THE EXISTING SIGNAL HEADS, HEAD CABLES, OPTICOMS, AND SPAN WIRES AND INSTALL THE PROPOSED MAST ARMS, SIGNAL HEADS, OPTICOMS, AND OVERHEAD SIGNS, AS SHOWN.
- THE CONTRACTOR SHALL INSTALL BACKPLATES ON PROPOSED SIGNAL HEADS NOS. 1-5 AND 7-8.
- THE CONTRACTOR SHALL INSTALL FULL TUNNEL SHADES ON PROPOSED SIGNAL HEADS NOS. 1 AND 2.
- THE CONTRACTOR SHALL INSTALL PROPOSED SIGNAL HEAD NO. 6 TO THE PROPOSED MAST ARM UPRIGHT POLE USING A RIGID SIDE-OF-POLE MOUNT.

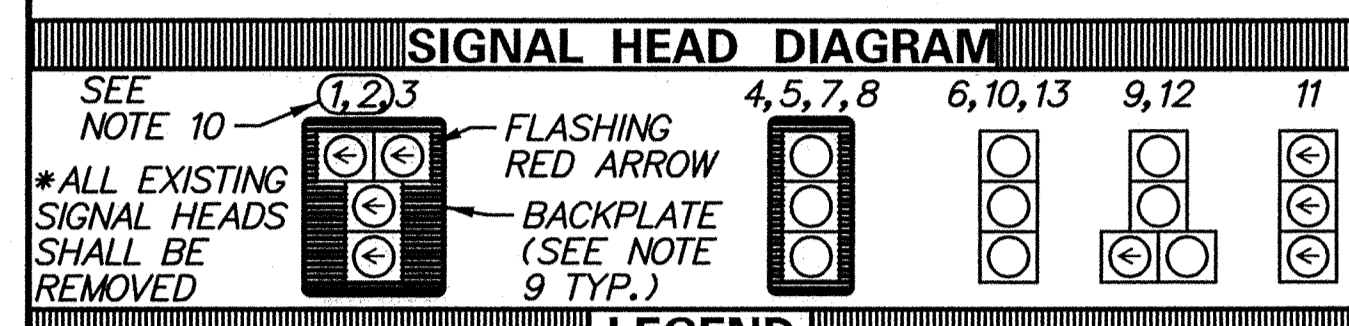
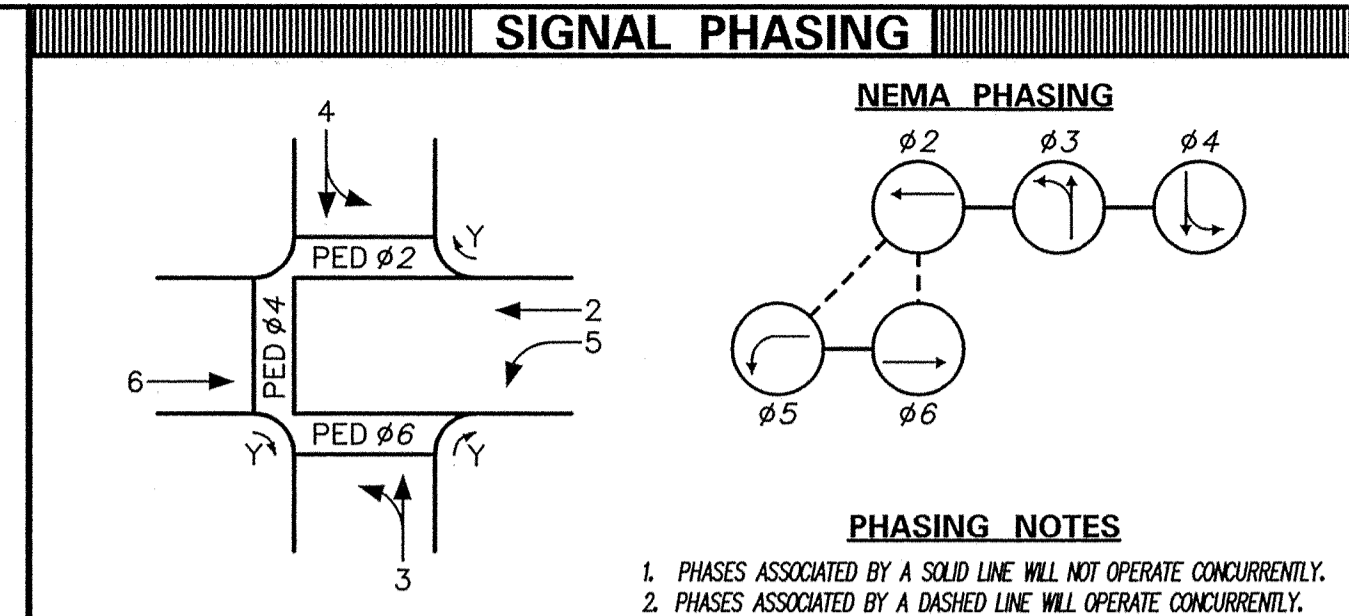
CONDUIT RUN SCHEDULE					
CO#	* OF CONDUITS	SIZE	LENGTH	B/T/O	AMOUNT AND TYPE OF CABLE/ WIRE
19*	2	2.5 IN	96 FT	-	<REMOVE EX. (1) 16/*14>, EX. (1) 9/*14 - TO REMAIN, EX. (1) 4/*18 - TO REMAIN [NEW (3) 9/*14, (1) 4/*14, (1) 4/*18, (2) *6 GROUND]
20*	1	2.5 IN	6 FT	-	EX. (2) 9/*14
21*	1	2.5 IN	31 FT	-	EX. (1) 9/*14
22*	1	3.0 IN	16 FT	T	[NEW (2) 9/*14, (1) 4/*14, (1) 4/*18, (1) *6 GROUND]
23*	1	2.5 IN	169 FT	-	<REMOVE EX. (1) 16/*14>, [NEW (1) 9/*14, (1) *6 GROUND]
24*	2	2.5 IN	160 FT	-	<REMOVE EX. (1) 16/*14>, [NEW (1) 9/*14, (2) *6 GROUND]
25*	1	2.5 IN	95 FT	-	EX. (2) 9/*14, (1) 4/*18, [NEW (1) 9/*14, (1) 4/*18, (1) *6 GROUND]
26*	1	2.5 IN	86 FT	-	EX. (1) 9/*14
27*	1	2.5 IN	12 FT	-	EX. (2) 9/*14
28*	1	2.5 IN	11 FT	-	EX. (1) 9/*14
29*	1	2.5 IN	10 FT	-	EX. (1) 9/*14
30*	1	2.5 IN	105 FT	-	EX. (1) 4/*18
31*	1	3.0 IN	5 FT	O	[NEW (1) 9/*14, (1) 4/*18, (1) *6 GROUND]
32*	1	2.5 IN	40 FT	-	EX. (2) 4/*18
33*	1	1.5 IN	139 FT	-	EX. (1) 4/*18
34*	1	4.0 IN	176 FT	-	EMPTY
35*	1	4.0 IN	XX FT	-	EMPTY
36*	1	2.5 IN	XX FT	-	<REMOVE EX. (1) COMM.>

* DENOTES EXISTING CONDUIT B = BORE, T = TRENCH, O = OPEN CUT



CONDUIT RUN SCHEDULE					
CO#	* OF CONDUITS	SIZE	LENGTH	B/T/O	AMOUNT AND TYPE OF CABLE/ WIRE
37	1	2.0 IN	14 FT	T	[NEW (1) 2/*8 U.F. W/GROUND - LINE SIDE]
38	1	2.0 IN	48 FT	T	[NEW (1) 2/*8 U.F. W/GROUND - LOAD SIDE]
39	1	2.0 IN	5 FT	T	[NEW (1) 2/*8 U.F. W/GROUND - LOAD SIDE]
40	1	4.0 IN	3 FT	T	[NEW (5) 9/*14, (1) *6 GROUND]
41	2	4.0 IN	3 FT	T	[NEW (5) 9/*14, (1) 4/*14, (8) 4/*18, (1) 12-M FIBER, (2) *6 GROUND]

* DENOTES EXISTING CONDUIT B = BORE, T = TRENCH, O = OPEN CUT



LEGEND			
	PROPOSED SIGNAL CABINET		REMOVE BY CONTRACTOR
	EXISTING SIGNAL CABINET		REMOVE BY OTHERS
	PROPOSED SIGNAL POLE BASE		ABANDON
	EXISTING SIGNAL POLE BASE		PROPOSED POLE BASE IDENTIFIER (TYPE OF POLE BASE)
	PROPOSED PEDESTRIAN POLE BASE		EXISTING POLE BASE IDENTIFIER (TYPE OF POLE BASE)
	EXISTING PEDESTRIAN POLE BASE		PROPOSED JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL)
	PROPOSED WOOD POLE		EXISTING JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL)
	EXISTING WOOD POLE		PROPOSED CONDUIT RUN IDENTIFIER (* OF CONDUIT RUN)
	PROPOSED JUNCTION WELL		EXISTING CONDUIT RUN IDENTIFIER (* OF CONDUIT RUN)
	EXISTING JUNCTION WELL		PROPOSED OVERHEAD RUN IDENTIFIER (* OF OVERHEAD RUN)
	PROPOSED SIGNAL HEAD		EXISTING OVERHEAD RUN IDENTIFIER (* OF OVERHEAD RUN)
	EXISTING SIGNAL HEAD		PROPOSED MAST ARM IDENTIFIER (LENGTH OF ARM)
	PROPOSED PEDESTRIAN SIGNAL HEAD		EXISTING MAST ARM IDENTIFIER (LENGTH OF ARM)
	EXISTING PEDESTRIAN SIGNAL HEAD		PROPOSED CABINET IDENTIFIER (TYPE OF CABINET)
	PROPOSED PEDESTRIAN PUSHBUTTON		EXISTING CABINET IDENTIFIER (TYPE OF CABINET)
	EXISTING PEDESTRIAN PUSHBUTTON		PROPOSED SPAN WIRE
	PROPOSED VIDEO DETECTION		EXISTING SPAN WIRE
	EXISTING VIDEO DETECTION		RIGHT-OF-WAY OR PROPERTY LINE
	PROPOSED MICROWAVE DETECTION		PROPOSED SPAN INSULATOR
	EXISTING MICROWAVE DETECTION		EXISTING SPAN INSULATOR
	OVERHEAD SIGNING		SERVICE PEDESTAL
	PROPOSED OPTICOM RECEIVER		
	EXISTING OPTICOM RECEIVER		
	PROPOSED MAST ARM		
	EXISTING MAST ARM		
	PROPOSED LUMINAIRE		
	EXISTING LUMINAIRE		
	PROPOSED LOOP DETECTOR (TYPE TOR 2)		
	EXISTING LOOP DETECTOR (TYPE TOR 2)		

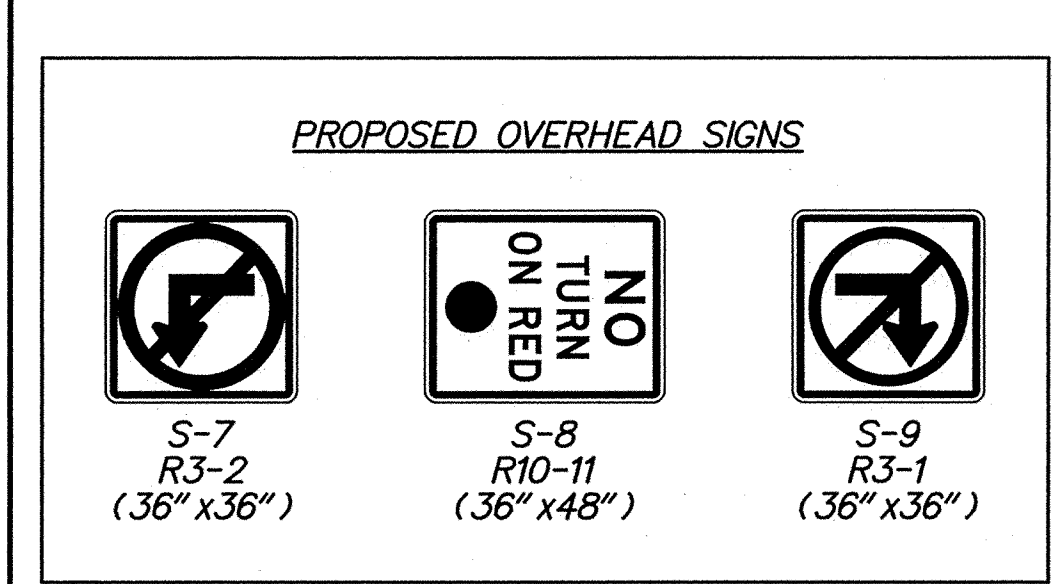
- GENERAL SIGNAL NOTES**
- EXISTING LOOP DETECTORS (TO REMAIN): SYSTEM - 6' x 6' - NORTHBOUND S. DUPONT HWY RECEIVING LANES SYSTEM - 6' x 6' - SOUTHBOUND S. DUPONT HWY RECEIVING LANES SYSTEM - 6' x 6' - EASTBOUND MARTIN LUTHER KING JR BLVD RECEIVING LANES SYSTEM - 6' x 6' - WESTBOUND MARTIN LUTHER KING JR BLVD RECEIVING LANES TYPE #2 - 6' x 25' - NORTHBOUND S. DUPONT HWY LEFT-TURN MOVEMENT (DISCONNECTED)
 - ALL SIGNAL EQUIPMENT REMOVED FROM A PROJECT IS TO BE RETURNED TO DELDOT TRAFFIC - DOVER, DELAWARE.
 - ALL GALVANIZED CONDUIT (GRC) SHALL BE REAMED AND THREADED. ALL GRC SHALL BE THREADED TOGETHER WITH APPROVED COUPLINGS. SET SCREW, BOLTED, AND COMPRESSION FITTING ARE NOT ACCEPTABLE.
 - 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.
 - POLE BASES ARE TO BE REMOVED IN ACCORDANCE WITH SECTION 201 AND 202 OF THE STANDARD SPECIFICATIONS OR AS DIRECTED BY THE ENGINEER.
 - ALL PROPOSED SIGNAL POLES SHALL BE STANDARD DELDOT MAST ARMS.

RECOMMENDED _____ DATE: _____	RECOMMENDED _____ DATE: _____	RECOMMENDED <i>[Signature]</i> DATE: 1/19/16	APPROVED TRAFFIC ENGINEER <i>[Signature]</i> DATE: 1/20/16	APPROVED FOR INSTALLATION CHIEF TRAFFIC ENGINEER <i>[Signature]</i> DATE: 1/27/16
DELAWARE DEPARTMENT OF TRANSPORTATION		ADDENDUM / REVISIONS [] INSTALLED MAST ARMS WITH BACKPLATES. D.C.G. (WRA) 12-15 (CONTRACT #T201400102)	SCALE 	2012 HEP, SITE K
CONTRACT T201400102 COUNTY KENT		PERMIT NO. K112 DESIGNED BY: D.C.G. (WRA) CHECKED BY: M.J.B. (WRA)		SIGNAL PLAN DETAIL US 13 (S. DUPONT HWY) @ MARTIN LUTHER KING JR BLVD (F.K.A. COURT ST)
SHEET NO. 2		TOTAL SHTS. 4		

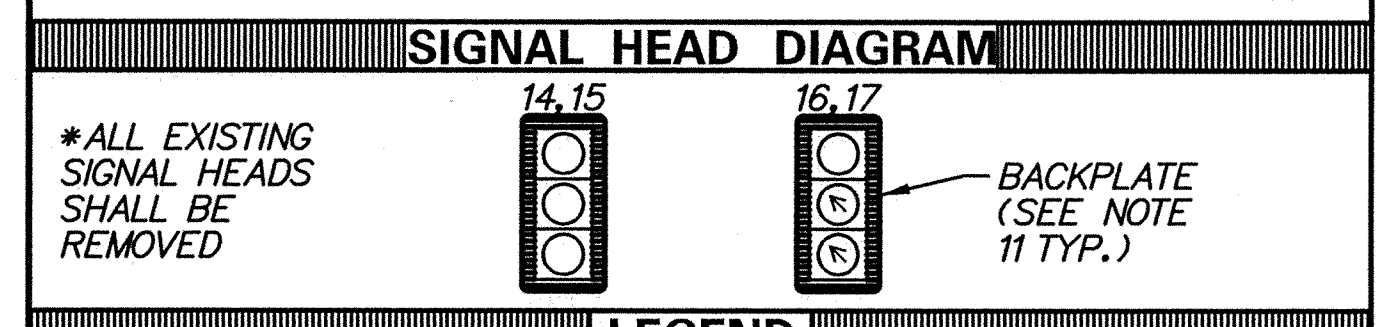
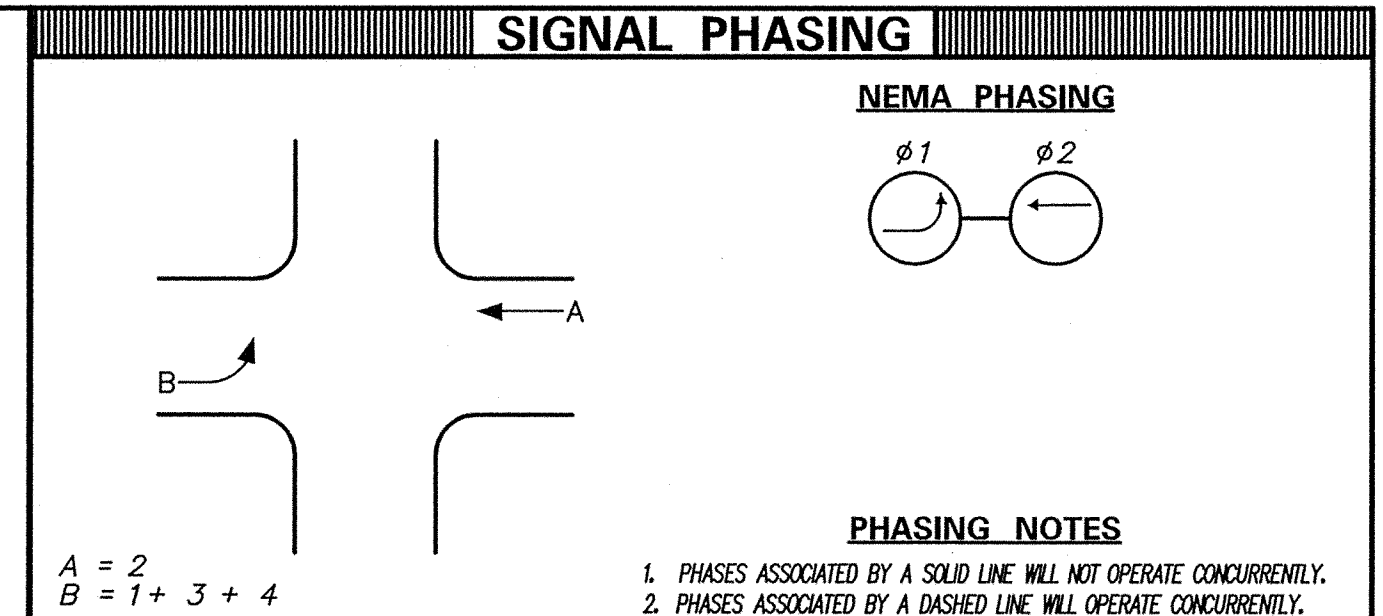
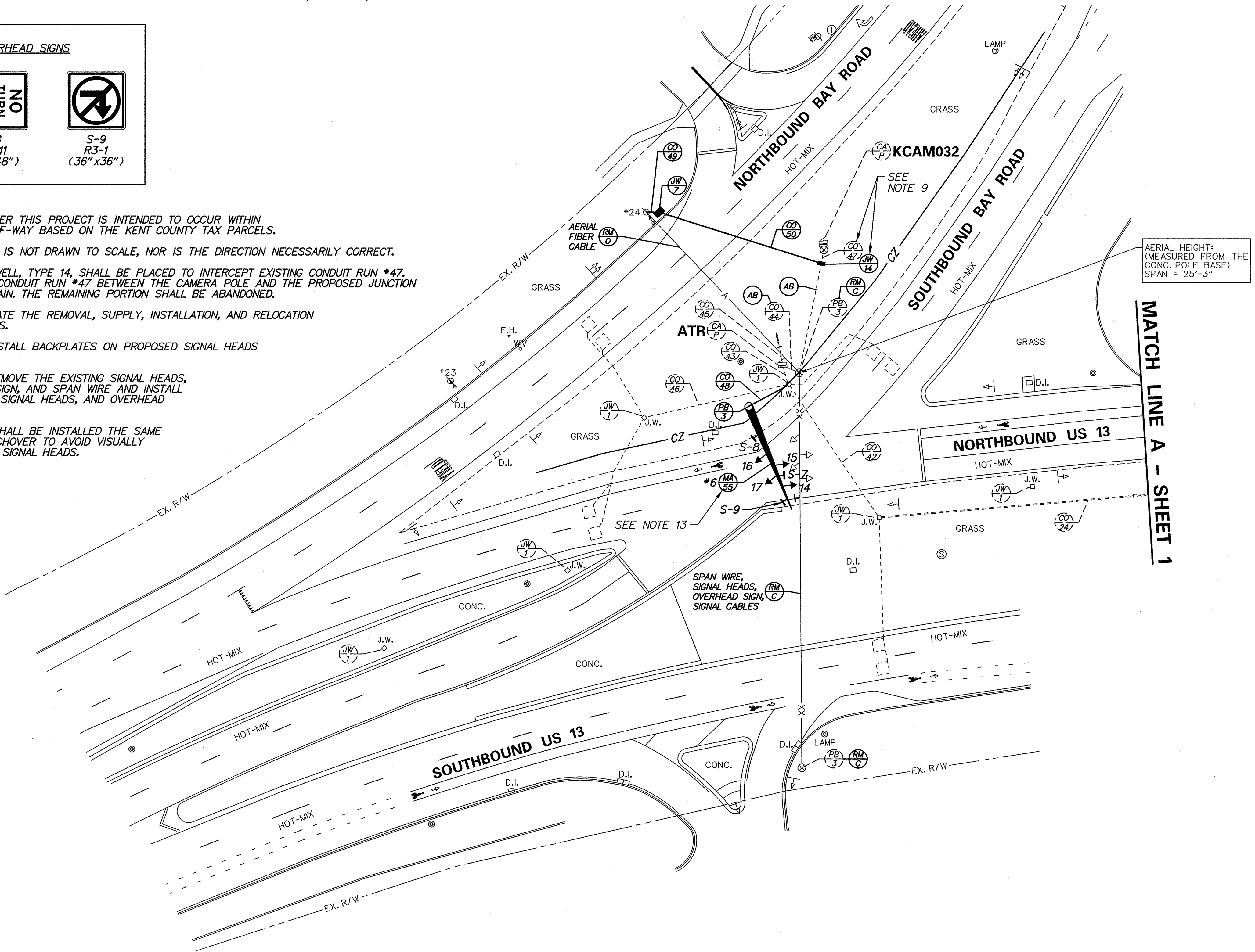
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CONDUIT RUN SCHEDULE					
CO#	* OF CONDUITS	SIZE	LENGTH	B/T/O	AMOUNT AND TYPE OF CABLE/ WIRE
24*	2	2.5 IN	160 FT	-	<REMOVE EX. (1) 16/*14>, [NEW (1) 9/*14, (2) *6 GROUND]
42*	1	2.5 IN	81 FT	-	<REMOVE EX. (1) 16/*14>, EX. (1) 4/*18 - TO REMAIN, [NEW (1) 9/*14, (1) *6 GROUND]
43*	1	2.5 IN	9 FT	-	<REMOVE EX. (1) 16/*14>, EX. (4) 4/*18 - TO REMAIN
44*	1	2.5 IN	6 FT	-	<REMOVE EX. (1) 16/*14>
45*	1	2.0 IN	XX FT	-	EX. (1) 2/*8 W/ GROUND
46*	1	2.5 IN	74 FT	-	EX. (2) 4/*18
47*	1	X IN	65 FT	-	<REMOVE EX. (1) FIBER>, [NEW (1) FIBER]
48	1	3.0 IN	23 FT	T	[NEW (1) 9/*14, (1) *6 GROUND]
49	1	3.0 IN	24 FT	T/POLE	[NEW (1) FIBER]
50	1	4.0 IN	84 FT	B	[NEW (1) FIBER]

MAST ARM SCHEDULE						
MA#	HEIGHT OF POLE	LENGTH OF ARM	* OF HEADS	* OPTICOM RECEIVERS	SF OF SIGNING	ARM MOUNT HEIGHT
1	21'-6"	50 FT	2	-	7.5 SF	17'-0"
2	21'-6"	55 FT	3	1	12 SF	20'-0"
3	21'-6"	45 FT	2	1	21 SF	20'-0"
4	21'-6"	60 FT	2	1	12 SF	20'-0"
5	21'-6"	50 FT	3	1	12 SF	19'-0"
6	21'-6"	55 FT	4	-	30 SF	20'-0"



- NOTES:**
- ALL WORK PERFORMED UNDER THIS PROJECT IS INTENDED TO OCCUR WITHIN DELDOT'S EXISTING RIGHT-OF-WAY BASED ON THE KENT COUNTY TAX PARCELS.
 - EXISTING CONDUIT RUN #45 IS NOT DRAWN TO SCALE, NOR IS THE DIRECTION NECESSARILY CORRECT.
 - THE PROPOSED JUNCTION WELL, TYPE 14, SHALL BE PLACED TO INTERCEPT EXISTING CONDUIT RUN #47. THE PORTION OF EXISTING CONDUIT RUN #47 BETWEEN THE CAMERA POLE AND THE PROPOSED JUNCTION WELL, TYPE 14, SHALL REMAIN. THE REMAINING PORTION SHALL BE ABANDONED.
 - DELDOT OIT SHALL COORDINATE THE REMOVAL, SUPPLY, INSTALLATION, AND RELOCATION OF ALL FIBER OPTIC CABLES.
 - THE CONTRACTOR SHALL INSTALL BACKPLATES ON PROPOSED SIGNAL HEADS NOS. 14 - 17.
 - THE CONTRACTOR SHALL REMOVE THE EXISTING SIGNAL HEADS, HEAD CABLES, OVERHEAD SIGN, AND SPAN WIRE AND INSTALL THE PROPOSED MAST ARM, SIGNAL HEADS, AND OVERHEAD SIGNS, AS SHOWN.
 - PROPOSED MAST ARM #6 SHALL BE INSTALLED THE SAME NIGHT AS THE SIGNAL SWITCHOVER TO AVOID VISUALLY OBSTRUCTING THE EXISTING SIGNAL HEADS.



LEGEND

■	PROPOSED SIGNAL CABINET	⊗	REMOVE BY CONTRACTOR
□	EXISTING SIGNAL CABINET	⊗	REMOVE BY OTHERS
○	PROPOSED SIGNAL POLE BASE	⊗	ABANDON
⊗	EXISTING SIGNAL POLE BASE	⊗	PROPOSED POLE BASE IDENTIFIER (TYPE OF POLE BASE)
⊗	PROPOSED PEDESTRIAN POLE BASE	⊗	EXISTING PEDESTRIAN POLE BASE IDENTIFIER (TYPE OF POLE BASE)
⊗	EXISTING PEDESTRIAN POLE BASE	⊗	PROPOSED JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL)
⊗	PROPOSED WOOD POLE	⊗	EXISTING JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL)
⊗	EXISTING UTILITY POLE	⊗	PROPOSED CONDUIT RUN IDENTIFIER (# OF CONDUIT RUN)
⊗	PROPOSED JUNCTION WELL	⊗	EXISTING CONDUIT RUN IDENTIFIER (# OF CONDUIT RUN)
J.W.	EXISTING JUNCTION WELL	⊗	PROPOSED OVERHEAD RUN IDENTIFIER (# OF OVERHEAD RUN)
→	PROPOSED SIGNAL HEAD	⊗	EXISTING OVERHEAD RUN IDENTIFIER (# OF OVERHEAD RUN)
→	EXISTING SIGNAL HEAD	⊗	PROPOSED PEDESTRIAN SIGNAL HEAD
→	PROPOSED PEDESTRIAN SIGNAL HEAD	⊗	EXISTING PEDESTRIAN SIGNAL HEAD
→	EXISTING PEDESTRIAN SIGNAL HEAD	⊗	PROPOSED PEDESTRIAN PUSHBUTTON
→	PROPOSED PEDESTRIAN PUSHBUTTON	⊗	EXISTING PEDESTRIAN PUSHBUTTON
→	EXISTING PEDESTRIAN PUSHBUTTON	⊗	PROPOSED VIDEO DETECTION
→	PROPOSED VIDEO DETECTION	⊗	EXISTING VIDEO DETECTION
→	EXISTING VIDEO DETECTION	⊗	PROPOSED MAST ARM IDENTIFIER (LENGTH OF ARM)
→	PROPOSED MAST ARM IDENTIFIER (LENGTH OF ARM)	⊗	EXISTING MAST ARM IDENTIFIER (LENGTH OF ARM)
→	EXISTING MAST ARM IDENTIFIER (LENGTH OF ARM)	⊗	PROPOSED CABINET IDENTIFIER (TYPE OF CABINET)
→	PROPOSED CABINET IDENTIFIER (TYPE OF CABINET)	⊗	EXISTING CABINET IDENTIFIER (TYPE OF CABINET)
→	EXISTING CABINET IDENTIFIER (TYPE OF CABINET)	⊗	PROPOSED SPAN WIRE
→	PROPOSED SPAN WIRE	⊗	EXISTING SPAN WIRE
→	EXISTING SPAN WIRE	⊗	RIGHT-OF-WAY OR PROPERTY LINE
→	PROPOSED OPTICOM RECEIVER	⊗	PROPOSED SPAN INSULATOR
→	EXISTING OPTICOM RECEIVER	⊗	EXISTING SPAN INSULATOR
→	PROPOSED MAST ARM	⊗	SERVICE PEDESTAL
→	EXISTING MAST ARM	⊗	
→	PROPOSED LUMINAIRE	⊗	
→	EXISTING LUMINAIRE	⊗	
→	PROPOSED LOOP DETECTOR (TYPE 1 OR 2)	⊗	
→	EXISTING LOOP DETECTOR (TYPE 1 OR 2)	⊗	

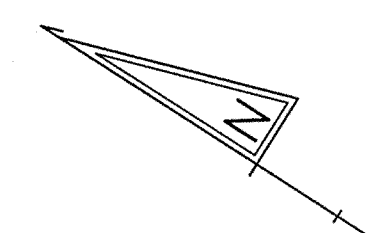
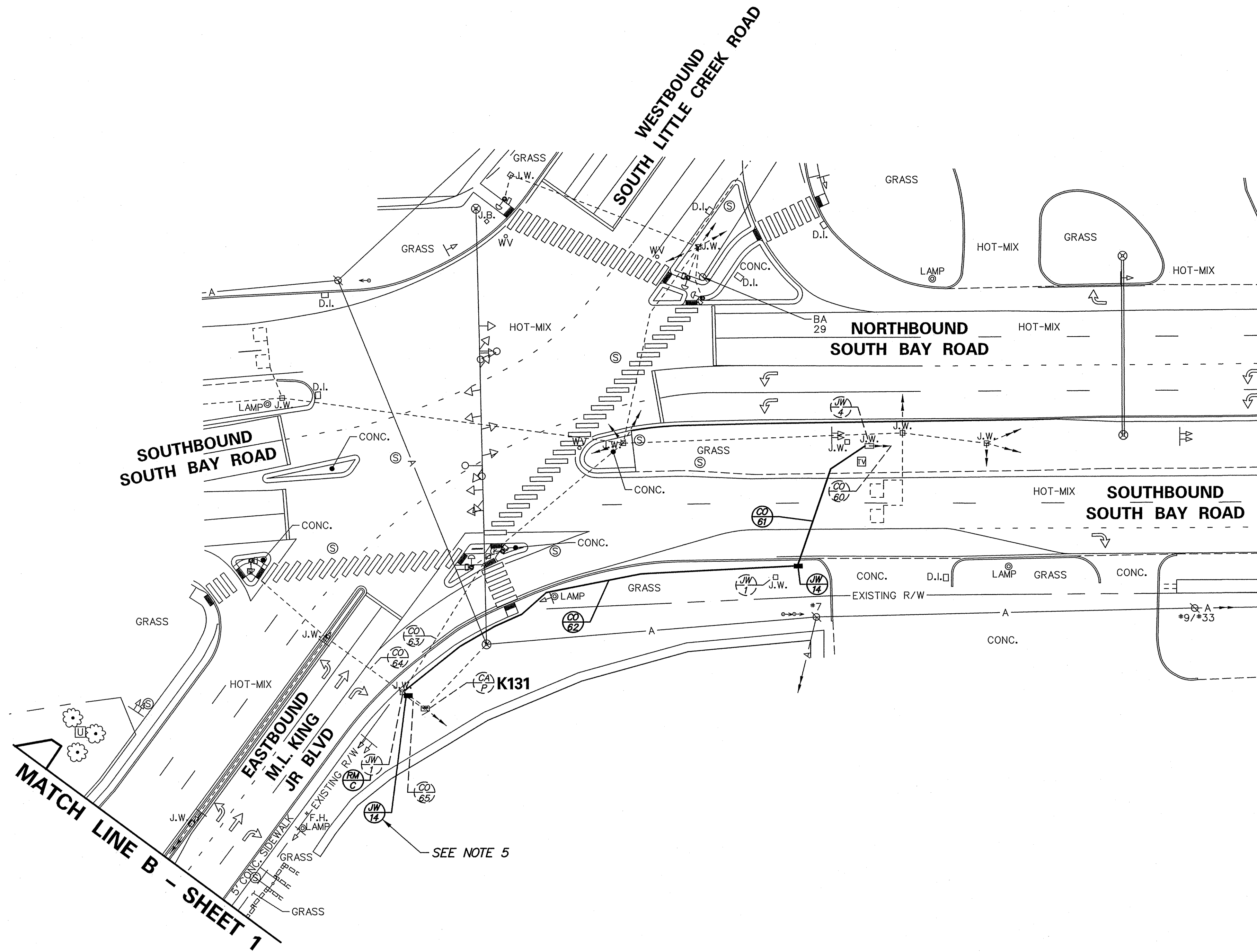
- GENERAL SIGNAL NOTES**
- EXISTING LOOP DETECTORS - TO REMAIN: COUNTING LOOPS - 6' x 6' - US 13 AND BAY ROAD ALL MOVEMENTS.
 - ALL SIGNAL EQUIPMENT REMOVED FROM A PROJECT IS TO BE RETURNED TO DELDOT TRAFFIC - DOVER, DELAWARE.
 - ALL GALVANIZED CONDUIT (GRC) SHALL BE REAMED AND THREADED. ALL GRC SHALL BE THREADED TOGETHER WITH APPROVED COUPLINGS. SET SCREW, BOLTED, AND COMPRESSION FITTING ARE NOT ACCEPTABLE.
 - ALL UNDERGROUND AND OVERHEAD UTILITIES SHOWN ON THESE PLANS ARE SCHEMATIC ONLY AND MAY NOT BE COMPLETE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING MSS 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.
 - POLE BASES ARE TO BE REMOVED IN ACCORDANCE WITH SECTION 201 AND 202 OF THE STANDARD SPECIFICATIONS OR AS DIRECTED BY THE ENGINEER.
 - PROPOSED SIGNAL POLE SHALL BE STANDARD DELDOT MAST ARM.

RECOMMENDED _____ DATE: _____	RECOMMENDED _____ DATE: _____	RECOMMENDED <i>Hal J. Kelly</i> DATE: 1/19/16	APPROVED TRAFFIC ENGINEER <i>[Signature]</i> DATE: 1/20/16	APPROVED FOR INSTALLATION CHIEF TRAFFIC ENGINEER <i>[Signature]</i> DATE: 1/27/16	
		ADDENDUM / REVISIONS <input type="checkbox"/> INSTALLED MAST ARM WITH BACKPLATES, D.C.G. (WRA) 12-15 (CONTRACT #T201400102)	SCALE 0 30 60 90 FEET	CONTRACT T201400102 COUNTY KENT PERMIT NO. K111 DESIGNED BY: D.C.G. (WRA) CHECKED BY: M.J.B. (WRA)	SHEET NO. 3 TOTAL SHTS. 4 SIGNAL PLAN US 13 (S. DUPONT HWY) @ BAY ROAD

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CONDUIT RUN SCHEDULE					
CO#	* OF CONDUITS	SIZE	LENGTH	B/T/O	AMOUNT AND TYPE OF CABLE/ WIRE
60*	1	4.0 IN	XX FT	-	EMPTY
61	1	4.0 IN	64 FT	B	EMPTY
62	1	4.0 IN	191 FT	T	EMPTY
63*	1	2.5 IN	73 FT	-	EX. (3) 9/*14, EX. (4) 4/*18
64*	1	2.5 IN	43 FT	-	EX. (1) 9/*14, EX. (1) 12CT. MM FIBER, EX. (1) FIBER
65*	2	2.5 IN	13 FT	-	EX. (4) 9/*14, EX. (4) 4/*18, EX. (1) 12CT. MM FIBER, EX. (1) FIBER

* DENOTES EXISTING CONDUIT
B = BORE, T = TRENCH, O = OPEN CUT



SIGNAL PHASING

SIGNAL HEAD DIAGRAM

LEGEND

- | | |
|---------------------------------------|---|
| ■ PROPOSED SIGNAL CABINET | ○ REMOVE BY CONTRACTOR |
| □ EXISTING SIGNAL CABINET | ○ REMOVE BY OTHERS |
| ○ PROPOSED SIGNAL POLE BASE | ○ ABANDON |
| ⊙ EXISTING SIGNAL POLE BASE | ○ PROPOSED POLE BASE IDENTIFIER (TYPE OF POLE BASE) |
| ⊙ PROPOSED PEDESTRIAN POLE BASE | ○ EXISTING POLE BASE IDENTIFIER (TYPE OF POLE BASE) |
| ⊙ EXISTING PEDESTRIAN POLE BASE | ○ PROPOSED JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL) |
| ⊙ PROPOSED WOOD POLE | ○ EXISTING JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL) |
| ⊙ EXISTING UTILITY POLE | ○ PROPOSED CONDUIT RUN IDENTIFIER (# OF CONDUIT RUN) |
| ■ PROPOSED JUNCTION WELL | ○ EXISTING CONDUIT RUN IDENTIFIER (# OF CONDUIT RUN) |
| ○ EXISTING JUNCTION WELL | ○ PROPOSED OVERHEAD RUN IDENTIFIER (# OF OVERHEAD RUN) |
| → PROPOSED SIGNAL HEAD | ○ EXISTING OVERHEAD RUN IDENTIFIER (# OF OVERHEAD RUN) |
| → EXISTING SIGNAL HEAD | ○ PROPOSED MAST ARM IDENTIFIER (LENGTH OF ARM) |
| → PROPOSED PEDESTRIAN SIGNAL HEAD | ○ EXISTING MAST ARM IDENTIFIER (LENGTH OF ARM) |
| → EXISTING PEDESTRIAN SIGNAL HEAD | ○ PROPOSED CABINET IDENTIFIER (TYPE OF CABINET) |
| → PROPOSED PEDESTRIAN PUSHBUTTON | ○ EXISTING CABINET IDENTIFIER (TYPE OF CABINET) |
| → EXISTING PEDESTRIAN PUSHBUTTON | — PROPOSED SPAN WIRE |
| → PROPOSED VIDEO DETECTION | — XX — EXISTING SPAN WIRE |
| → EXISTING VIDEO DETECTION | — — — RIGHT-OF-WAY OR PROPERTY LINE |
| → PROPOSED MICROWAVE DETECTION | ◆ PROPOSED SPAN INSULATOR |
| → EXISTING MICROWAVE DETECTION | ◇ EXISTING SPAN INSULATOR |
| → OVERHEAD SIGNING | □ SERVICE PEDESTAL |
| → PROPOSED OPTICOM RECEIVER | |
| → EXISTING OPTICOM RECEIVER | |
| → PROPOSED MAST ARM | |
| → EXISTING MAST ARM | |
| → PROPOSED LUMINAIRE | |
| → EXISTING LUMINAIRE | |
| □ PROPOSED LOOP DETECTOR (TYPE TOR 2) | |
| □ EXISTING LOOP DETECTOR (TYPE TOR 2) | |

GENERAL SIGNAL NOTES

- ALL SIGNAL EQUIPMENT REMOVED FROM A PROJECT IS TO BE RETURNED TO DELDOT TRAFFIC - DOVER, DELAWARE.
- ALL GALVANIZED CONDUIT (GRC) SHALL BE REAMED AND THREADED. ALL GRC SHALL BE THREADED TOGETHER WITH APPROVED COUPLINGS. SET SCREW, BOLTED, AND COMPRESSION FITTING ARE NOT ACCEPTABLE.
- 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.

- NOTES:**
- ALL WORK PERFORMED UNDER THIS PROJECT IS INTENDED TO OCCUR WITHIN DELDOT'S EXISTING RIGHT-OF-WAY BASED ON THE ARCHIVED PLANS FOR CONTRACT NUMBER 84-042-01 AND THE KENT COUNTY TAX PARCEL MAP.
 - THE CONTRACTOR SHALL REMOVE THE EXISTING JUNCTION WELL, TYPE 1, AND INSTALL THE PROPOSED JUNCTION WELL, TYPE 14, SO THAT IT INTERCEPTS EXISTING CONDUIT RUN NOS. 63, 64, AND 65 AND PROPOSED CONDUIT RUN NO. 62.

RECOMMENDED _____ DATE: _____	RECOMMENDED _____ DATE: _____	RECOMMENDED <i>[Signature]</i> DATE: 1/19/16	APPROVED TRAFFIC ENGINEER <i>[Signature]</i> DATE: 1/20/16	APPROVED FOR INSTALLATION CHIEF TRAFFIC ENGINEER <i>[Signature]</i> DATE: 1/27/16	
<p>DELAWARE DEPARTMENT OF TRANSPORTATION</p>		<p>ADDENDUM / REVISIONS</p> <p>□ INSTALLED ITMS CONDUIT PER OIT D.C.G. (WRA) 01-16 (CONTRACT #T201400102)</p>	<p>SCALE</p> <p>0 30 60 90</p> <p>FEET</p>	<p>CONTRACT T201400102</p> <p>COUNTY KENT</p> <p>PERMIT NO. K131</p> <p>DESIGNED BY: D.C.G. (WRA)</p> <p>CHECKED BY: M.J.B. (WRA)</p>	<p>SHEET NO. 4</p> <p>TOTAL SHTS. 4</p> <p>ITMS CONDUIT PLAN K131 - K112 - KCAM032</p>

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