

**INTERSECTION SIGNING RECOMMENDATIONS:**

- 1 2 6 7 INSTALL NEW R5-1, "DO NOT ENTER" SIGN (36"X36") FACING OPPOSING TRAFFIC AS SHOWN
- 3 4 8 9 INSTALL NEW R5-1a, "WRONG WAY" SIGN (42"X30") FACING OPPOSING TRAFFIC AS SHOWN
- 5 INSTALL NEW R3-20-DE, "TURN LANE" SIGN (18"X18") AT BEGINNING OF TURN LANE TAPER
- 10 REPLACE EXISTING D1-2, "DESTINATION SIGN" (36"X72") WITH SAME SIGN AND SIZE WITH UPPER /LOWER CASE TEXT
- 11 REPLACE EXISTING R1-2, "YIELD" SIGN (36"X36"X36") WITH NEW R1-2, "YIELD" SIGN (48"X48"X48")
- 12 REMOVE EXISTING UNDERSIZED R6-3a, "DIVIDED HIGHWAY - T INTERSECTION" SIGN FROM THE MEDIAN
- 13 INSTALL NEW R6-3a, "DIVIDED HIGHWAY - T INTERSECTION" SIGN (30"X24"), R6-1R, "ONE WAY" SIGN (36"X12"), AND R6-1L, "ONE WAY" SIGN (36"X12") ON PORK CHOP ISLAND AS SHOWN

**INTERSECTION STRIPING RECOMMENDATIONS:**

- NONE

**INTERSECTION 21: US 40 (PULASKI HIGHWAY) & SCHOOL BELL ROAD**

- SCHOOL BELL ROAD (NORTH LEG): MEDIAN WIDTH OF 6 FEET
- US 40 (PULASKI HIGHWAY) (EAST LEG): MEDIAN WIDTH OF 29 FEET
- US 40 (PULASKI HIGHWAY) (WEST LEG): MEDIAN WIDTH OF 31 FEET

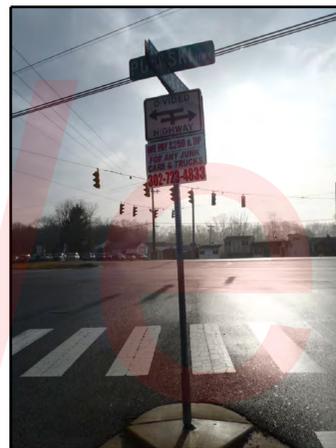
RECOMMENDATION 10



RECOMMENDATION 11



RECOMMENDATION 12



ADDENDUMS / REVISIONS

NOT TO SCALE

SIGNALIZED MEDIAN CROSSOVER SIGNING AND PAVEMENT MARKING UPGRADES - STATEWIDE

CONTRACT	PERMIT NO.	N601
T201508305	DESIGNED BY:	RLF/GYB
COUNTY	CHECKED BY:	MAW
NEW CASTLE		

US 40 (PULASKI HIGHWAY) AND SCHOOL BELL ROAD IMPROVEMENTS

SHEET NO.	66
TOTAL SHTS.	22

**INTERSECTION SIGNING RECOMMENDATIONS:**

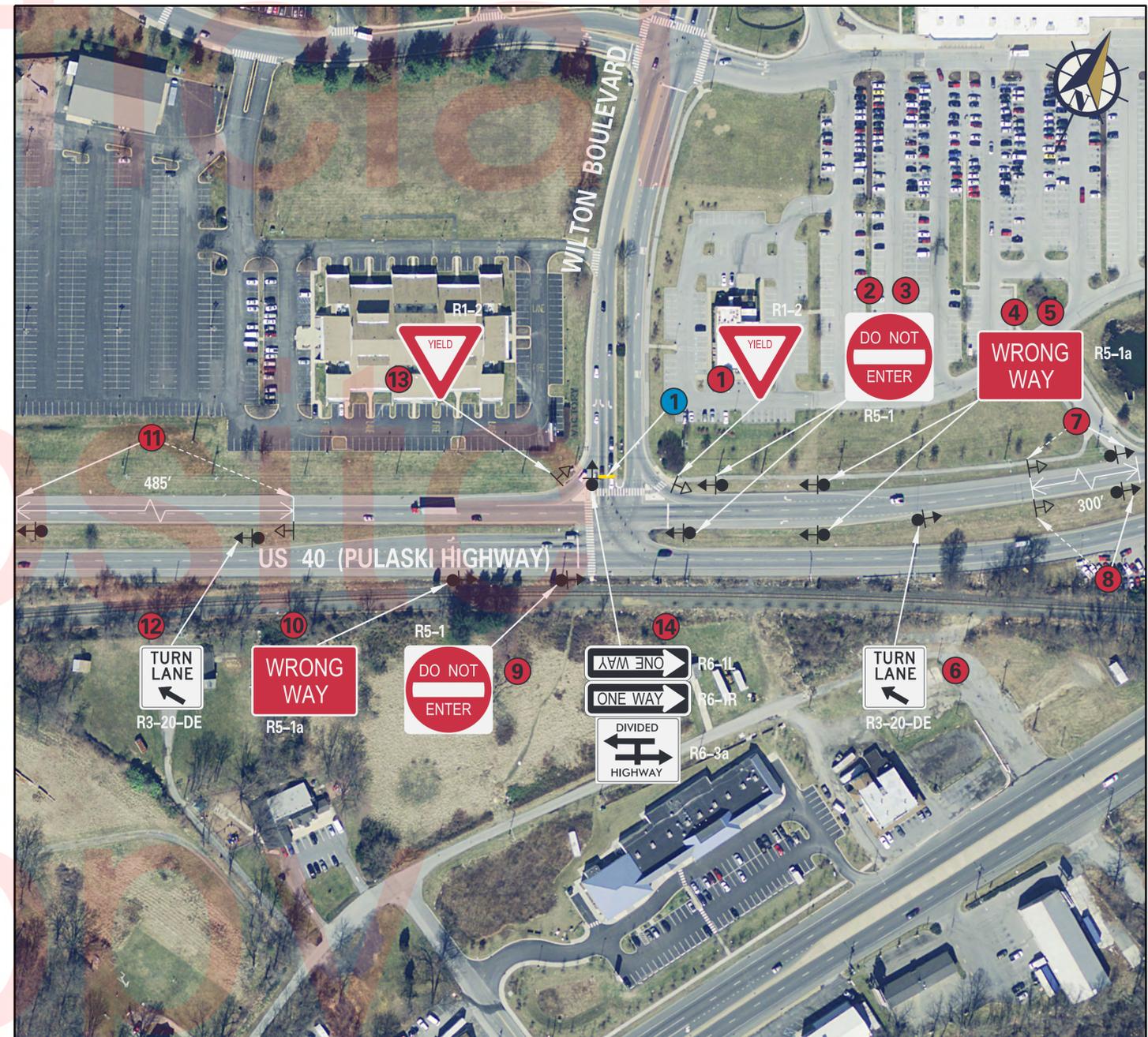
- 1 13 REPLACE EXISTING R1-2, "YIELD" SIGN (36"X36"X36") WITH NEW R1-2, "YIELD" SIGN (48"X48"X48")
- 2 3 9 INSTALL NEW R5-1, "DO NOT ENTER" SIGN (36"X36") FACING OPPOSING TRAFFIC AS SHOWN
- 4 5 10 INSTALL NEW R5-1a, "WRONG WAY" SIGN (42"X30") FACING OPPOSING TRAFFIC AS SHOWN
- 6 12 INSTALL NEW R3-20-DE, "TURN LANE" SIGN (18"X18") AT BEGINNING OF TURN LANE TAPER
- 7 8 REPLACE EXISTING W16-8P, "ADVANCE STREET NAME" PLAQUE WITH NEW W16-8P, "ADVANCE STREET NAME" PLAQUE (30"X9") (WILTON BLVD) WITH UPPER /LOWER CASE TEXT; RELOCATE POST WITH EXISTING W3-3, "SIGNAL AHEAD" SIGN AND NEW W16-8P, "ADVANCE STREET NAME" PLAQUE 300 FT EAST
- 11 REPLACE EXISTING W16-8P, "ADVANCE STREET NAME" PLAQUE WITH NEW W16-8P, "ADVANCE STREET NAME" PLAQUE (30"X9") WITH UPPER /LOWER CASE TEXT; REMOVE EXISTING "WILTON" DESTINATION SIGN; RELOCATE EXISTING W3-3, "SIGNAL AHEAD" SIGN AND NEW W16-9P, "ADVANCE STREET NAME" PLAQUE 485 FT WEST
- 14 INSTALL NEW R6-3a, "DIVIDED HIGHWAY - T INTERSECTION" SIGN (30"X24"), R6-1R, "ONE WAY" SIGN (36"X12"), AND R6-1L, "ONE WAY" SIGN (36"X12") ON PORK CHOP ISLAND AS SHOWN

**INTERSECTION STRIPING RECOMMENDATIONS:**

- 1 REPLACE FADED STOP BAR WITH 23 FT OF 16" SOLID WHITE STOP BAR LINE

**INTERSECTION 22: US 40 (PULASKI HIGHWAY) & WILTON BOULEVARD**

- WILTON BOULEVARD (NORTH LEG): MEDIAN WIDTH OF 16 FEET
- US 40 (PULASKI HIGHWAY) (EAST LEG): MEDIAN WIDTH OF 30 FEET
- US 40 (PULASKI HIGHWAY) (WEST LEG): MEDIAN WIDTH OF 17 FEET



RECOMMENDATIONS 1 & 13



RECOMMENDATION 11



**LEGEND:**

WHITE: EXISTING CONDITIONS  
 YELLOW: PROPOSED CONDITIONS

**INTERSECTION SIGNING RECOMMENDATIONS:**

- 1 INSTALL NEW R6-3, "DIVIDED HIGHWAY" SIGN (30"X24") ADJACENT TO STOP BAR AS SHOWN
- 2 5 6 INSTALL NEW R4-7, "KEEP RIGHT" SIGN (24"X30") ON MEDIAN NOSE AS SHOWN
- 3 7 INSTALL NEW R3-20-DE, "TURN LANE" SIGN (18"X18") AT BEGINNING OF TURN LANE TAPER
- 4 REMOVE EXISTING R1-2, "YIELD" SIGN (STOP BAR CONDITION EXISTS); INSTALL NEW R6-3, "DIVIDED HIGHWAY" SIGN (30"X24") BELOW EXISTING "STREET BLADE" SIGNS FACING WEST

**INTERSECTION STRIPING RECOMMENDATIONS:**

- NONE

**INTERSECTION 23: WILTON BOULEVARD & OLD FORGE ROAD**

- WILTON BOULEVARD (NORTH LEG): MEDIAN WIDTH OF 6 FEET
- WILTON BOULEVARD (SOUTH LEG): MEDIAN WIDTH OF 6 FEET
- OLD FORGE ROAD (EAST LEG): NO MEDIAN
- OLD FORGE ROAD (WEST LEG): MEDIAN WIDTH OF 9 FEET



RECOMMENDATION 4



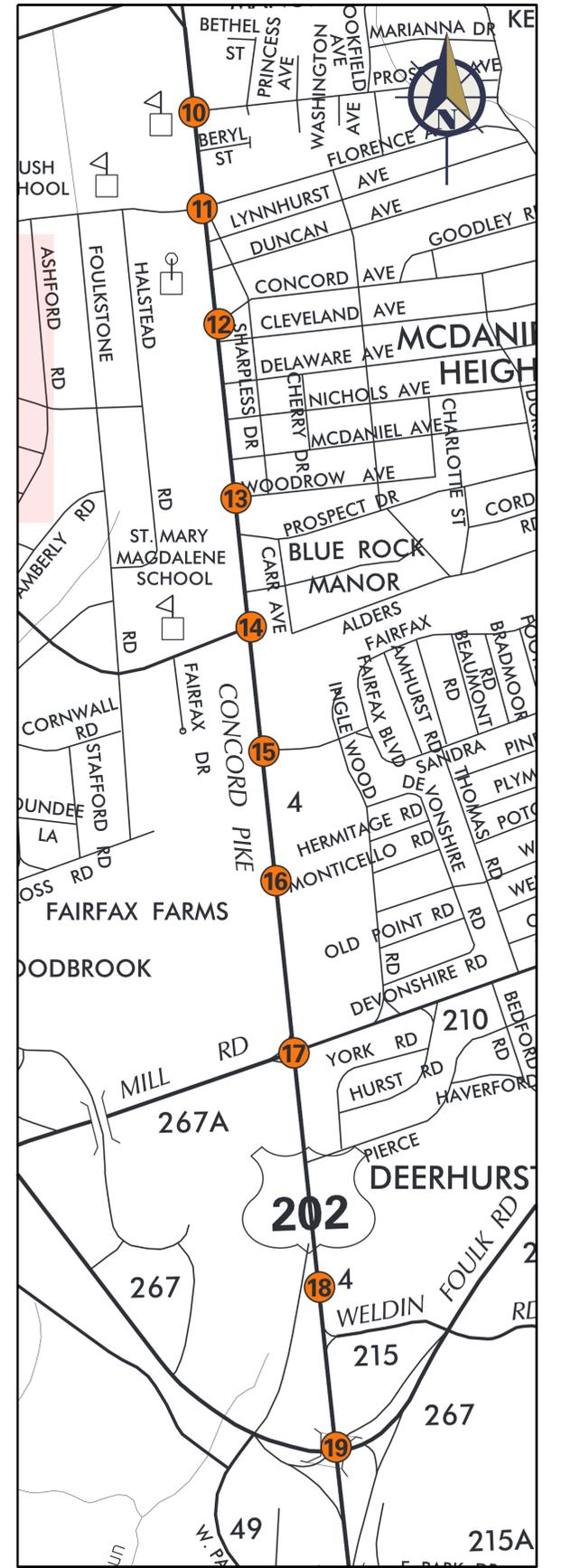
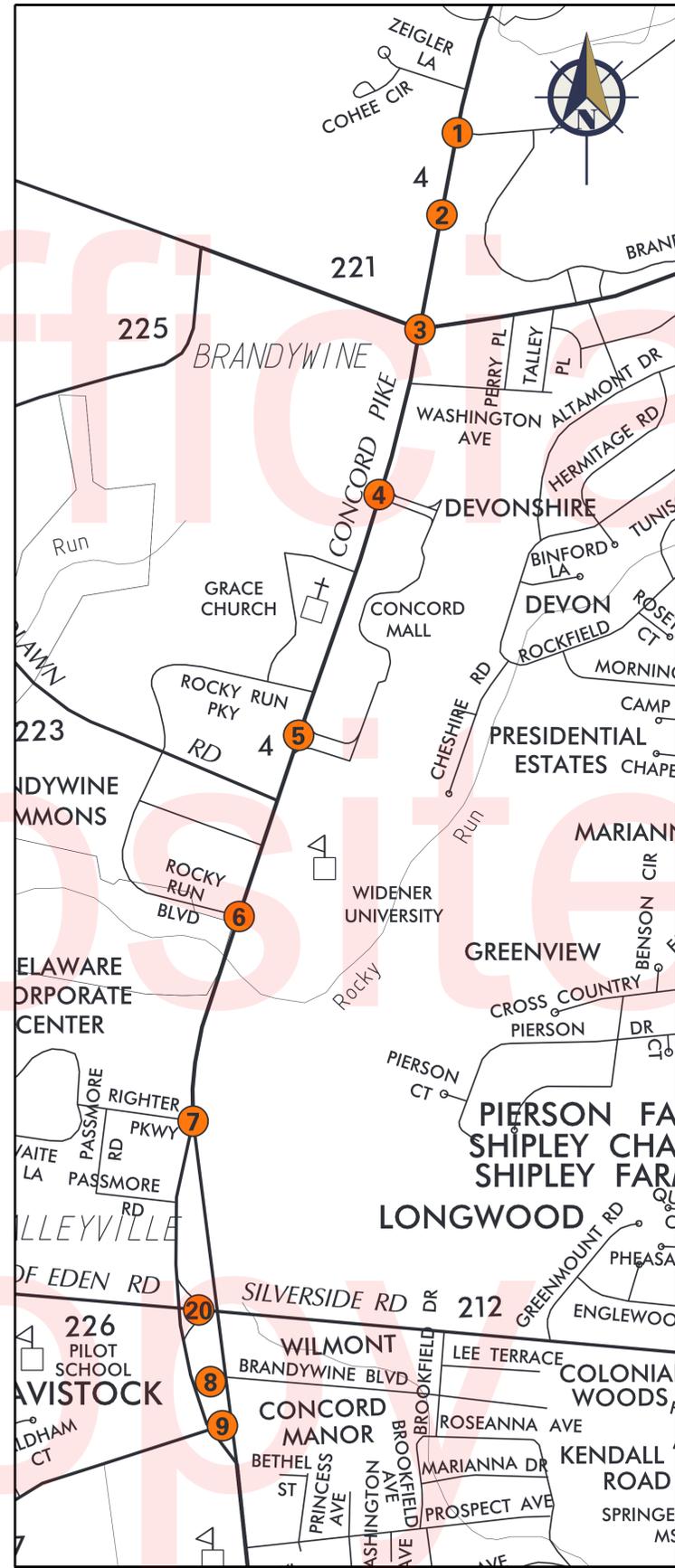
US 40 Corridor		Signing Items						Striping Items (Concrete)						Striping Items (Hot-Mix)										
Intersection Number	Intersection Name	749532	749555	749554	749557	749556	749688	749570	748548			748557	748568	748690	748696	748697	748699	748700	748703	748732		748734	748704	763643
		Supply of Flat Sheet Aluminum Sign Panel, Type IX Sheeting (SF)	Removal of Sign on Span Wire or Mast Arm (SF)	Installation of Sign on Span Wire or Mast Arm (SF)	Removal of Sign on Ground Mount Posts (SF)	Installation of Sign on Ground Mount Posts (SF)	Installation of 4" Dia. Hole, 6" in Depth or Less (EA)	Furnish & Installation of Galvanized Steel Sign Post Only, 12"x2" (EA)	Permanent Pavement Striping, Epoxy Resin Paint, White, 5" (LF)	Permanent Pavement Striping, Epoxy Resin Paint, White, 5" (2' Line/6' Gap Dotted Pattern) (LF)	Permanent Pavement Striping, Epoxy Resin Paint, White, 5" (10' Line/30' Gap Broken Pattern) (LF)	Permanent Pavement Striping, Epoxy Resin Paint, Black, 3" (LF)	Permanent Pavement Striping, Epoxy Resin Paint, Black, 9" (LF)	Symbol Tape (SF)	Thermoplastic Transverse Line, 12" - Crosswalks (LF)	Thermoplastic Transverse Line, 16" - Stop Bars (LF)	Left/Right Arrow Thermoplastic (EA)	Combination Arrow Thermoplastic (EA)	Symbol: Preformed Thermoplastic Markings (SF)	Thermoplastic Line, 5" (Solid) (LF)	Thermoplastic Line, 5" (2' Line/6' Gap Dotted Pattern) (LF)	Thermoplastic Line, 5" (10' Line/30' Gap Broken Pattern) (LF)	Thermoplastic Line, 10" (LF)	Removal of Existing Pavement Markings (SF)
1	Frazer Road	91.25	-	-	11.25	93.50	1	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2	Pleasant Valley Road	129.00	-	-	28.50	129.00	2	12	-	-	-	-	-	-	83	-	-	-	100	-	-	-	-	-
3	La Grange Parkway/Perch Creek Drive	118.50	-	-	84.00	184.50	1	12	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4	Peoples Plaza Entrance	213.50	-	-	38.13	218.50	2	17	-	-	-	-	-	-	125	-	-	-	-	-	-	-	-	-
5	SR 896/US 301 (South College Avenue)	318.88	-	-	115.63	326.06	1	18	-	-	-	-	-	-	100	-	-	-	-	-	-	-	-	-
6	Lagrange Avenue	121.50	-	-	20.25	121.50	2	12	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
7	SR 72 (Wrangle Hill Rd/Sunset Lake Road)	199.88	-	-	70.88	203.63	5	12	-	-	-	-	-	-	144	-	-	-	-	-	-	-	-	-
8	Scotland Drive	127.25	-	-	9.00	127.25	3	13	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
9	Becks Woods Drive	96.00	-	-	78.88	96.00	1	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
10	Salem Church Road/Porter Road	128.63	-	-	45.08	156.21	3	12	-	-	-	-	-	-	34	-	-	-	-	-	-	-	-	-
11	Glasgow Drive	113.50	-	-	25.50	122.50	1	12	-	-	-	-	-	-	84	-	-	-	-	-	-	-	-	-
12	Brookmont Drive	102.25	-	-	21.75	111.25	1	12	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
13	Wellington Drive/Church Road	99.75	-	-	13.75	99.75	2	12	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
14	Walter Road/Glendale Boulevard	124.50	-	-	51.00	149.25	1	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
15	Geissler Park	101.75	-	-	65.25	107.75	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
16	SR 7 (Bear Corbitt Road/Bear Christiana Road)	148.94	-	-	38.69	148.94	4	13	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
17	Eden Circle	101.75	-	-	52.75	106.25	-	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
18	SR 1 Southbound Ramps	150.25	8	18	43.00	132.25	-	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
19	SR 1 Northbound Ramps	19.38	-	-	51.13	63.38	-	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
20	Buckley Road	102.50	-	-	-	102.50	1	13	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
21	School Bell Road	110.25	-	-	25.50	110.25	1	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
22	Wilton Boulevard	90.38	-	-	44.13	117.38	1	9	-	-	-	-	-	-	23	-	-	-	-	-	-	-	-	-
23	Wilton Boulevard and Old Forge Road	29.50	-	-	4.50	29.50	4	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Quantity Total:</b>		2840	8	18	939	3058	39	236	0	0	0	0	0	0	593	0	0	0	100	0	0	0	0	-

Official Website Copy

CORRIDOR: US 202 (CONCORD PIKE)

SIGNALIZED MEDIAN CROSSOVER LOCATIONS: US 202 (CONCORD PIKE)

- 1 BRANDYWINE PARKWAY
- 2 ACE USA ENTRANCE
- 3 SR 92 (NAAMANS ROAD/BEAVER VALLEY ROAD)
- 4 CONCORD MALL N.EXIT
- 5 CONCORD MALL S.EXIT
- 6 ROCKY RUN PARKWAY
- 7 RIGHTER PARKWAY
- 20 SILVERSIDE ROAD/GARDEN OF EDEN ROAD
- 8 BRANDYWINE BOULEVARD
- 9 MT. LEBANON ROAD
- 10 PROSPECT AVENUE
- 11 WHITBY ROAD/FLORENCE AVENUE
- 12 CONCORD AVENUE
- 13 WOODROW AVENUE
- 14 SHARPLEY ROAD
- 15 FAIRFAX BOULEVARD
- 16 ASTRA ZENECA ROAD
- 17 POWDER MILL ROAD/MURPHY ROAD
- 18 INDEPENDENCE MALL
- 19 SR 141 RAMPS



PLOTTED BY: KBLAKE DATE: 8/24/2016  
 FILE LOCATION: Q:\INDE\120142\_000\_TRAFFIC\_ENGINEERING\_V\CADD\1+02\DE 202\_01.DGN [ SHEET: 1 ]

ADDENDUMS / REVISIONS

NOT TO SCALE

SIGNALIZED MEDIAN CROSSOVER SIGNING AND PAVEMENT MARKING UPGRADES - STATEWIDE

CONTRACT	PERMIT NO.	NA
T201508305	DESIGNED BY: CDD	
COUNTY	CHECKED BY: MAW	
NEW CASTLE		

US 202 (CONCORD PIKE) INTERSECTION OVERVIEW

SHEET NO.	70
TOTAL SHTS.	522

INTERSECTION 1: US202 (CONCORD PIKE) & BRANDYWINE PARKWAY

- US202 (CONCORD PIKE) (NORTH LEG): MEDIAN WIDTH OF 5 FEET
- US202 (CONCORD PIKE) (SOUTH LEG): MEDIAN WIDTH OF 14 FEET
- BRANDYWINE PARKWAY (EAST LEG): MEDIAN WIDTH OF 9 FEET

INTERSECTION SIGNING RECOMMENDATIONS:

- 1 REPLACE EXISTING UNDERSIZED "NO TURN ON RED" SIGN (30"x24") WITH NEW R10-11a, "NO TURN ON RED" SIGN (48"x36")
- 2 INSTALL NEW R6-3a, "DIVIDED HIGHWAY - T INTERSECTION" SIGN (24"x30") ON PORK CHOP ISLAND AS SHOWN
- 3 REPLACE EXISTING DAMAGED "KEEP RIGHT" SIGN WITH NEW R4-7, "KEEP RIGHT" SIGN (30"x24") ON MEDIAN NOSE AS SHOWN; REMOVE EXISTING DAMAGED "DIVIDED HIGHWAY" SIGN FROM BACK OF "KEEP RIGHT" SIGN
- 4 REPLACE EXISTING UNDERSIZED "YIELD" SIGN (36"x36"x36") WITH NEW R1-2, "YIELD" SIGN (48"x48"x48"); INSTALL ON NEW SIGN POST
- 5 INSTALL NEW R5-1, "DO NOT ENTER" SIGN (36"x36") ON BACK OF EXISTING LANE CONTROL SIGN FACING OPPOSING TRAFFIC; REPLACE EXISTING "PARK AND RIDE" SIGN WITH PROPOSED D4-2, "PARK - RIDE" SIGN (36"x30")
- 6 10 INSTALL NEW R5-1a, "WRONG WAY" SIGN (30"x42") FACING OPPOSING TRAFFIC AS SHOWN
- 7 INSTALL NEW R1-2, "YIELD" SIGN (48"x48"x48") AT YIELD POINT AS SHOWN
- 8 REMOVE EXISTING UNDERSIZED "NO LEFT TURN" AND "NO U-TURN" SIGNS (24"x24") AND REPLACE WITH NEW R3-18, "NO LEFT TURN /NO U-TURN" SIGN (36"x36") FACING SOUTH
- 9 INSTALL NEW R5-1, "DO NOT ENTER" SIGN (36"x36") FACING OPPOSING TRAFFIC AS SHOWN
- 11 REPLACE EXISTING DAMAGED "NO STOPPING STANDING OR PARKING" SIGN WITH NEW R7-4-DE, "NO STOPPING STANDING OR PARKING" SIGN (18"x24")
- 12 REMOVE "NO RIGHT TURN" SIGN FROM CHANNELIZED RIGHT TURN ISLAND

INTERSECTION STRIPING RECOMMENDATIONS:

- NONE



RECOMMENDATION 1



RECOMMENDATION 3



RECOMMENDATION 5



RECOMMENDATION 8



RECOMMENDATION 12



PLOTTED BY: KBLAKE DATE: 8/24/2016  
 FILE LOCATION: Q:\INDE\120142\_000\_TRAFFIC\_ENGINEERING\_V\CADD\1+02\DE 202\_01.DGN [ SHEET: 1 ]

ADDENDUMS / REVISIONS

NOT TO SCALE

SIGNALIZED MEDIAN CROSSOVER SIGNING AND PAVEMENT MARKING UPGRADES - STATEWIDE

CONTRACT	T201508305	PERMIT NO.	N104
COUNTY	NEW CASTLE	DESIGNED BY:	CDL/ALB
		CHECKED BY:	MAW

US202 (CONCORD PIKE) & BRANDYWINE PARKWAY IMPROVEMENTS

**INTERSECTION SIGNING RECOMMENDATIONS:**

- 1 INSTALL R3-20-DE, "TURN LANE" SIGN (18"x18") AT BEGINNING OF TURN LANE TAPER
- 2 INSTALL R4-7, "KEEP RIGHT" SIGN (30"x24") ON MEDIAN NOSE AS SHOWN
- 3 9 INSTALL NEW R5-1, "DO NOT ENTER" SIGN (36"x36") FACING OPPOSING TRAFFIC AS SHOWN
- 4 10 INSTALL NEW R5-1a, "WRONG WAY" SIGN (30"x42") FACING OPPOSING TRAFFIC AS SHOWN
- 5 REPLACE EXISTING UNDERSIZED "YIELD" SIGN (36"x36") WITH NEW R1-2, "YIELD" SIGN (48"x48"x48")
- 6 INSTALL R6-3a, "DIVIDED HIGHWAY - T INTERSECTION" SIGN (24"x30") ON PORK CHOP ISLAND AS SHOWN
- 7 REPLACE EXISTING FADED "KEEP RIGHT" SIGN WITH NEW R4-7, "KEEP RIGHT" SIGN (30"x24")
- 8 REPLACE EXISTING DAMAGED "YIELD" SIGN (36"x36"x36") WITH NEW R1-2, "YIELD" SIGN (36"x36"x36") ON SIGNAL POLE
- 11 REMOVE EXISTING OM1-3, OBJECT MARKER AND R4-7, "KEEP RIGHT" SIGN

**INTERSECTION STRIPING RECOMMENDATIONS:**

- NONE

RECOMMENDATION 5



RECOMMENDATION 7



RECOMMENDATION 8



RECOMMENDATION 11



**INTERSECTION 2: US202 (CONCORD PIKE) & ACE USA ENTRANCE**

- US 202 (CONCORD PIKE) (NORTH LEG): MEDIAN WIDTH OF 5 FEET
- US 202 (CONCORD PIKE) (SOUTH LEG): MEDIAN WIDTH OF 6 FEET
- ACE USA ENTRANCE (WEST LEG): MEDIAN WIDTH OF 6 FEET



**INTERSECTION SIGNING RECOMMENDATIONS:**

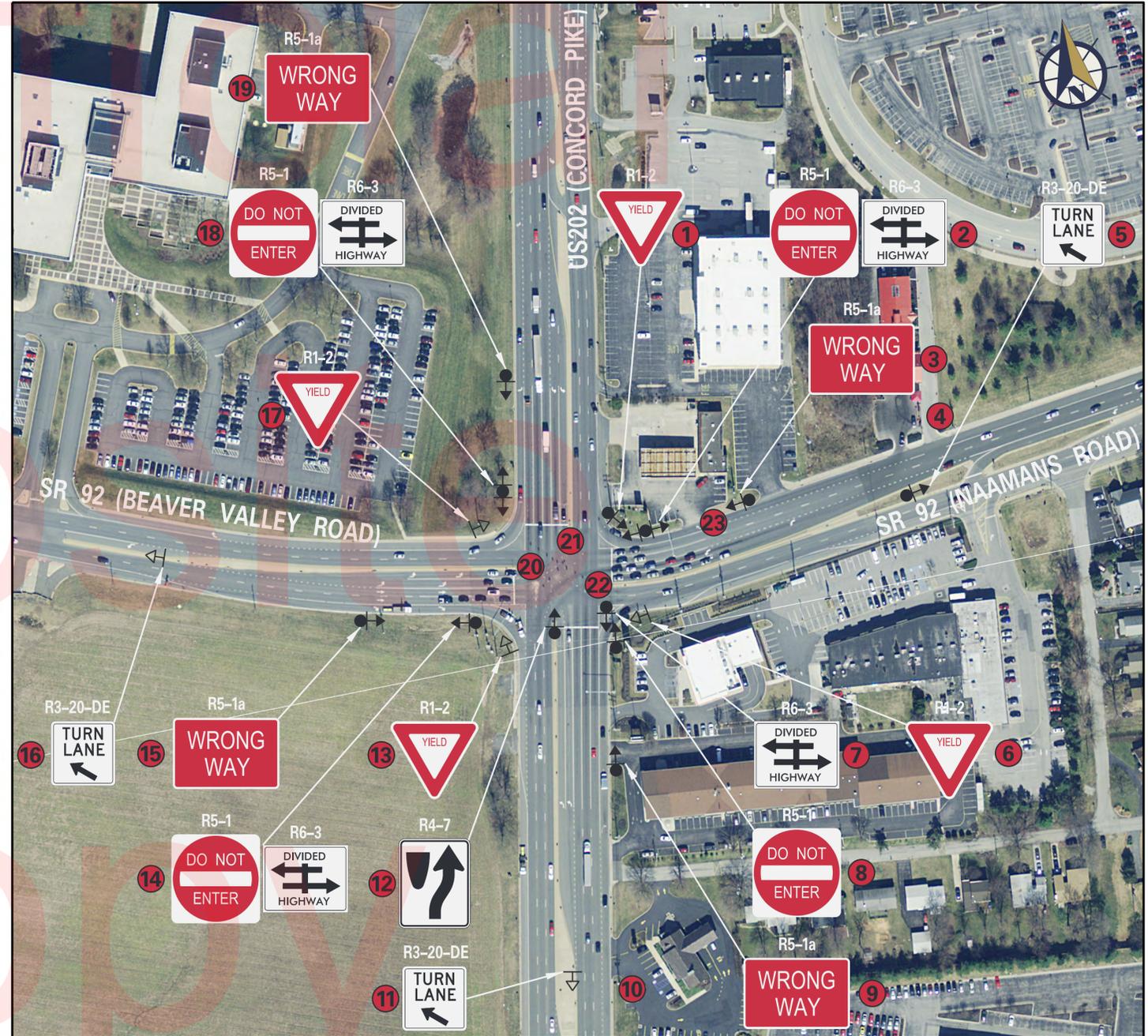
- 1 INSTALL NEW R1-2, "YIELD" SIGN (48"x48"x48") AT YIELD POINT AS SHOWN
- 2 14 18 INSTALL NEW R6-3, "DIVIDED HIGHWAY" SIGN (24"x30") AND NEW R5-1, "DO NOT ENTER" SIGN (36"x36") BACK TO BACK, WITH R6-3 FACING TRAFFIC AND R5-1 FACING OPPOSING TRAFFIC
- 3 9 15 19 INSTALL NEW R5-1a, "WRONG WAY" SIGN (30"x42") FACING OPPOSING TRAFFIC AS SHOWN
- 4 10 REPLACE EXISTING UNDERSIZED "RED LIGHT PHOTO ENFORCED" SIGN (30"x30") WITH NEW R10-18a, "TRAFFIC SIGNAL PHOTO ENFORCED" SIGN (42"x30")
- 5 INSTALL NEW R3-20-DE, "TURN LANE" SIGN (18"x18") ON NEW SIGN POST 100' PAST EXISTING "RED LIGHT PHOTO ENFORCED" SIGN; REPLACE EXISTING UNDERSIZED "RED LIGHT PHOTO ENFORCED" SIGN (30"x30") WITH NEW R10-18a, "TRAFFIC SIGNAL PHOTO ENFORCED" SIGN (42"x30"); REMOVE EXISTING OM1-3, OBJECT MARKER
- 6 13 17 REPLACE EXISTING UNDERSIZED YIELD SIGN (36"x36") WITH NEW R1-2, "YIELD" SIGN (48"x48"x48")
- 7 INSTALL NEW R6-3, "DIVIDED HIGHWAY" SIGN (24"x30") ON PORK CHOP ISLAND AS SHOWN
- 8 INSTALL NEW R5-1, "DO NOT ENTER" SIGN (36"x36") FACING OPPOSING TRAFFIC AS SHOWN
- 11 INSTALL NEW R3-20-DE, "TURN LANE" SIGN (18"x18") ON EXISTING SIGN POST AT BEGINNING OF TURN LANE TAPER; REPLACE EXISTING UNDERSIZED "RED LIGHT PHOTO ENFORCED" SIGN (30"x30") WITH NEW R10-18a, "TRAFFIC SIGNAL PHOTO ENFORCED" SIGN (42"x30")
- 12 INSTALL NEW R4-7, "KEEP RIGHT" SIGN (30"x24") ON MEDIAN NOSE AS SHOWN
- 16 REPLACE EXISTING NON-STANDARD "TURN LANE" SIGN WITH NEW R3-20-DE, "TURN LANE" SIGN (18"x18")
- 20 21 22 REMOVE EXISTING OM1-3, OBJECT MARKER
- 23 REPLACE EXISTING DAMAGED M6-1, "DIRECTIONAL ARROW" SIGN WITH NEW M6-1, "DIRECTIONAL ARROW" SIGN (15"x21")

**INTERSECTION STRIPING RECOMMENDATIONS:**

- NONE

**INTERSECTION 3: US202 (CONCORD PIKE) & SR 92 (NAAMANS ROAD/BEAVER VALLEY ROAD)**

- US202 (CONCORD PIKE) (NORTH LEG): MEDIAN WIDTH OF 6 FEET
- US202 (CONCORD PIKE) (SOUTH LEG): MEDIAN WIDTH OF 6 FEET
- SR 92 (NAAMANS ROAD) (EAST LEG): MEDIAN WIDTH OF 7 FEET
- SR 92 (BEAVER VALLEY ROAD) (WEST LEG): MEDIAN WIDTH OF 6 FEET



RECOMMENDATIONS 4 & 10



RECOMMENDATION 23



PLOTTED BY: KBLAKE DATE: 8/24/2016  
 FILE LOCATION: Q:\INDE\120142\_000\_TRAFFIC\_ENGINEERING\_V\CADD\1+02\DE 202\_01.DGN [ SHEET: 1 ]

<p><b>DELAWARE</b> DEPARTMENT OF TRANSPORTATION</p>	ADDENDUMS / REVISIONS	NOT TO SCALE	SIGNALIZED MEDIAN CROSSOVER SIGNING AND PAVEMENT MARKING UPGRADES - STATEWIDE	CONTRACT	PERMIT NO.	<b>N101</b> DESIGNED BY: CDD/ALB CHECKED BY: MAW	US202 (CONCORD PIKE) & SR 92 (NAAMANS ROAD/ BEAVER VALLEY ROAD) IMPROVEMENTS	SHEET NO.	
					T201508305				73
					NEW CASTLE				TOTAL SHTS.
								522	

**INTERSECTION SIGNING RECOMMENDATIONS:**

- 1 REMOVE EXISTING "SIGNAL AHEAD" SIGN; INSTALL NEW R3-20-DE, "TURN LANE" SIGN (18"x18") ON EXISTING POST AT BEGINNING OF TURN LANE TAPER
- 2 4 9 INSTALL NEW R4-7, "KEEP RIGHT" SIGN (30"x24") ON MEDIAN NOSE AS SHOWN
- 3 11 INSTALL NEW R6-3, "DIVIDED HIGHWAY" SIGN (24"x30") ON PORK CHOP ISLAND AS SHOWN
- 5 12 INSTALL NEW R5-1, "DO NOT ENTER" SIGN (36"x36") ON PORK CHOP ISLAND FACING OPPOSING TRAFFIC AS SHOWN
- 6 13 REPLACE EXISTING UNDERSIZED "YIELD" SIGN (36"x36"x36") WITH NEW R1-2, "YIELD" SIGN (48"x48"x48")
- 7 14 INSTALL NEW R5-1a, "WRONG WAY" SIGN (30"x42") FACING OPPOSING TRAFFIC AS SHOWN
- 8 INSTALL NEW R3-20-DE, "TURN LANE" SIGN (18"x18") AT BEGINNING OF TURN LANE TAPER
- 10 REPLACE EXISTING UNDERSIZED "YIELD" SIGN (36"x36"x36") WITH NEW R1-2, "YIELD" SIGN (48"x48"x48"); REPLACE EXISTING "TO PEDESTRIANS" SIGN WITH NEW R10-15, "TURNING VEHICLES YIELD TO PEDS" SIGN (30"x30"); STRAIGHTEN SIGN POST

**INTERSECTION STRIPING RECOMMENDATIONS:**

- NONE

RECOMMENDATION 1



RECOMMENDATION 6



RECOMMENDATION 10



RECOMMENDATION 13



**INTERSECTION 4: US202 (CONCORD PIKE) & CONCORD MALL N. EXIT**

- US202 (CONCORD PIKE) (NORTH LEG): MEDIAN WIDTH OF 6 FEET
- US202 (CONCORD PIKE) (SOUTH LEG): MEDIAN WIDTH OF 6 FEET
- CONCORD MALL N. EXIT (EAST LEG): MEDIAN WIDTH OF 6 FEET
- PRIVATE DRIVE (WEST LEG): MEDIAN WIDTH OF 10 FEET



PLOTTED BY: KBLAKE DATE: 8/24/2016 FILE LOCATION: Q:\INDE\120142\_000\_TRAFFIC\_ENGINEERING\_V\CADD\1\02\DE 202\_01.DGN [ SHEET: 1 ]

ADDENDUMS / REVISIONS

NOT TO SCALE

SIGNALIZED MEDIAN CROSSOVER SIGNING AND PAVEMENT MARKING UPGRADES - STATEWIDE

CONTRACT	PERMIT NO.	<b>N028P</b>
T201508305	DESIGNED BY:	CDD/ALB
COUNTY	CHECKED BY:	MAW
NEW CASTLE		

US202 (CONCORD PIKE) & CONCORD MALL N. EXIT IMPROVEMENTS

SHEET NO.	74
TOTAL SHTS.	522

**INTERSECTION SIGNING RECOMMENDATIONS:**

- 1 INSTALL NEW R1-1, "STOP" SIGN (36"x36") ADJACENT TO RESTRIPE STOP BAR AS SHOWN
- 2 INSTALL NEW R5-1, "DO NOT ENTER" SIGN (36"x36") FACING WEST; INSTALL NEW R6-3a, "DIVIDED HIGHWAY - T INTERSECTION" SIGN (24"x30") ON BACK OF "DO NOT ENTER" SIGN FACING EAST
- 3 7 INSTALL NEW R5-1, "DO NOT ENTER" SIGN (36"x36") FACING OPPOSING TRAFFIC AS SHOWN
- 4 8 INSTALL NEW R5-1a, "WRONG WAY" SIGN (30"x42") FACING OPPOSING TRAFFIC AS SHOWN
- 5 INSTALL NEW R3-20-DE, "TURN LANE" SIGN (18"x18") AT BEGINNING OF TURN LANE TAPER
- 6 REPLACE EXISTING "NO U-TURN" AND "NO LEFT TURN" SIGNS WITH NEW R3-18, "NO LEFT TURN /NO U-TURN" SIGN (36"x36") FACING SOUTH
- 9 REMOVE EXISTING OM1-3, OBJECT MARKER; REMOVE EXISTING R3-4, "NO U-TURN" SIGN AND R3-2, "NO LEFT TURN" SIGN; INSTALL NEW R3-18, "NO U-TURN /NO LEFT TURN" SIGN (36"x36") FACING SOUTH
- 10 REMOVE EXISTING OM1-3, OBJECT MARKER
- 11 REMOVE EXISTING OM1-3, OBJECT MARKERS (BACK-TO-BACK) AND STOP SIGN FROM EXISTING SIGN POST

**INTERSECTION STRIPING RECOMMENDATIONS:**

- 1 RESTRIPE 25 FT OF 16" WIDE SOLID WHITE STOP BAR ACROSS THE WESTBOUND RIGHT TURN LANE
- 2 RESTRIPE 44 FT OF 16" WIDE SOLID WHITE STOP BAR ACROSS THE NORTHBOUND APPROACH
- 3 RESTRIPE 46 FT OF 16" WIDE SOLID WHITE STOP BAR ACROSS THE SOUTHBOUND APPROACH

RECOMMENDATION 1



RECOMMENDATION 6



RECOMMENDATION 9

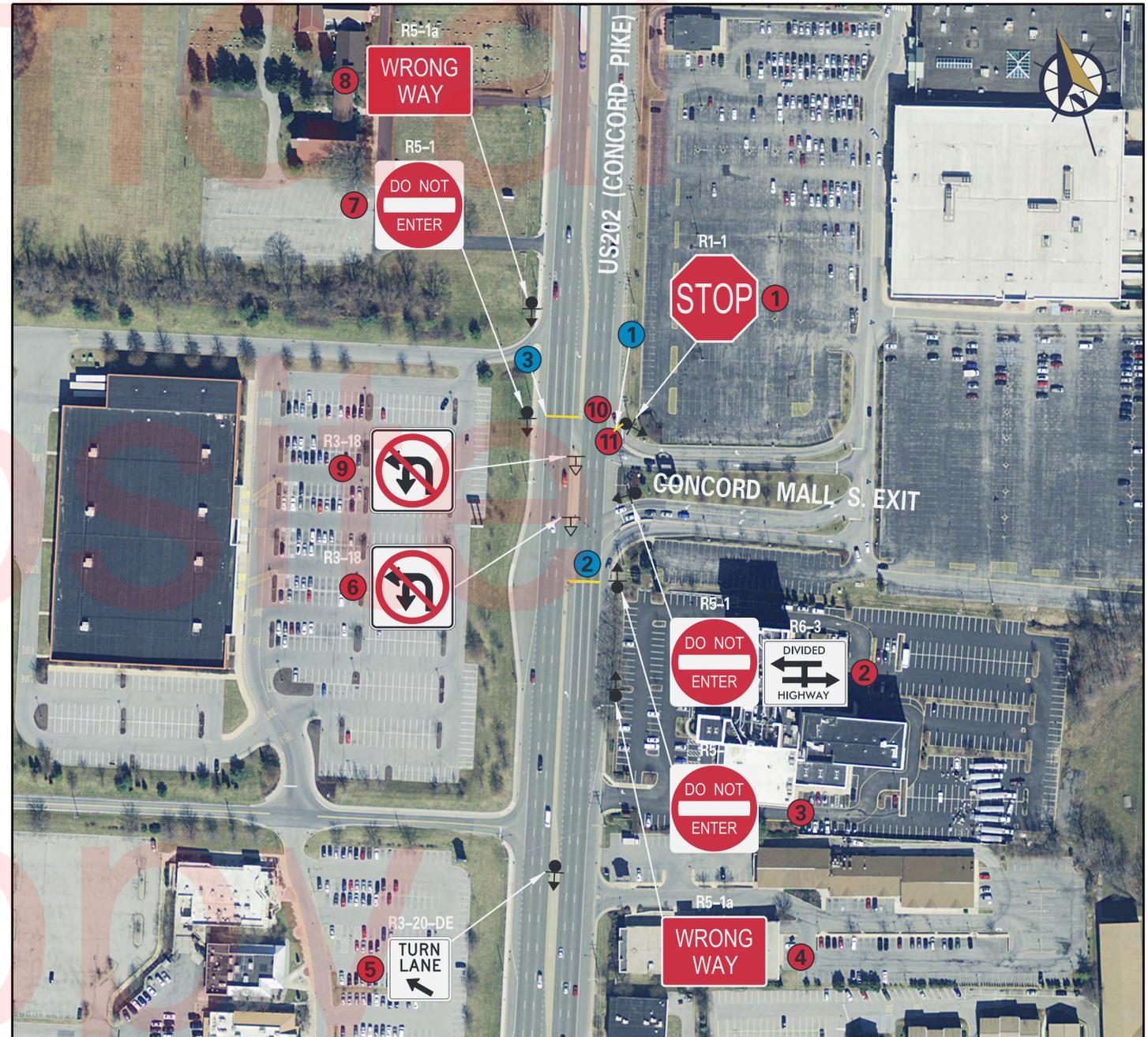


RECOMMENDATION 11



**INTERSECTION 5: US202 (CONCORD PIKE) & CONCORD MALL S. EXIT**

- US202 (CONCORD PIKE) (NORTH LEG): MEDIAN WIDTH OF 5 FEET
- US202 (CONCORD PIKE) (SOUTH LEG): MEDIAN WIDTH OF 5 FEET
- CONCORD MALL S.EXIT (EAST LEG): MEDIAN WIDTHS OF 6 FEET



**LEGEND:**

WHITE: EXISTING CONDITIONS  
 YELLOW: PROPOSED CONDITIONS

**INTERSECTION SIGNING RECOMMENDATIONS:**

- 1 6 INSTALL NEW R3-20-DE, "TURN LANE" SIGN (18"x18") AT BEGINNING OF TURN LANE TAPER
- 2 8 INSTALL NEW R6-3, "DIVIDED HIGHWAY" SIGN (24"x30") ADJACENT TO STOP BAR AS SHOWN
- 3 INSTALL NEW R4-7, "KEEP RIGHT" SIGN (30"x24") ON MEDIAN NOSE AS SHOWN
- 4 9 INSTALL NEW R5-1, "DO NOT ENTER" SIGN (36"x36") FACING OPPOSING TRAFFIC AS SHOWN
- 5 10 INSTALL NEW R5-1a, "WRONG WAY" SIGN (30"x42") FACING OPPOSING TRAFFIC AS SHOWN
- 7 REPLACE EXISTING UNDERSIZED "YIELD" SIGN (36"x36"x36") WITH NEW R1-2, "YIELD" SIGN (48"x48"x48"); RELOCATE "YIELD" SIGN CLOSER TO ACTUAL YIELD POINT AS SHOWN

**INTERSECTION STRIPING RECOMMENDATIONS:**

- 1 RESTRIPE 62 FT OF 16" WIDE SOLID WHITE STOP BAR ACROSS THE ENTIRE SOUTHBOUND APPROACH
- 2 RESTRIPE 55 FT OF 16" WIDE SOLID WHITE STOP BAR ACROSS THE NORTHBOUND APPROACH
- 3 ADD 115 FT OF 5" WIDE SOLID WHITE LANE LINE AND 115 FT OF 5" WIDE DASHED WHITE LANE LINE (10' STRIPE, 30' GAP) TO EASTBOUND APPROACH
- 4 RESTRIPE 12 FT OF 16" WIDE SOLID WHITE STOP BAR ACROSS THE EASTBOUND APPROACH

RECOMMENDATION 7



**INTERSECTION 6: US202 (CONCORD PIKE) & ROCKY RUN PARKWAY**

- US202 (CONCORD PIKE) (NORTH LEG): MEDIAN WIDTH OF 5 FEET
- US202 (CONCORD PIKE) (SOUTH LEG): MEDIAN WIDTH OF 5 FEET
- ROCKY RUN PARKWAY (EAST LEG): MEDIAN WIDTH OF 13 FEET
- ROCKY RUN PARKWAY (WEST LEG): MEDIAN WIDTH OF 11 FEET



**LEGEND:**

WHITE: EXISTING CONDITIONS  
 YELLOW: PROPOSED CONDITIONS

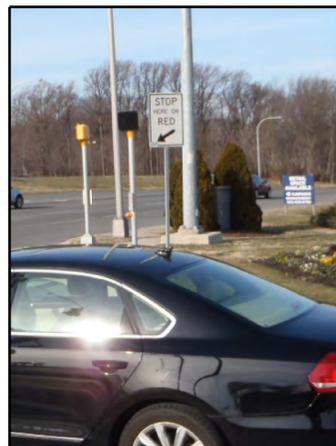
**INTERSECTION SIGNING RECOMMENDATIONS:**

- 1 INSTALL NEW R4-7, "KEEP RIGHT" SIGN (30"x24") ON MEDIAN NOSE AS SHOWN
- 2 7 INSTALL NEW R6-3, "DIVIDED HIGHWAY" SIGN (24"x30") BENEATH EXISTING "STOP HERE ON RED" SIGN ADJACENT TO STOP BAR
- 3 8 INSTALL NEW 5-1, "DO NOT ENTER" SIGN (36"x36") FACING OPPOSING TRAFFIC AS SHOWN
- 4 INSTALL NEW R5-1a, "WRONG WAY" SIGN (30"x42") FACING OPPOSING TRAFFIC AS SHOWN
- 5 REPLACE EXISTING SPEED LIMIT SIGN WITH NEW R2-1, "SPEED LIMIT 50" SIGN (36"x30") ON EXISTING LIGHT POLE
- 6 INSTALL NEW R3-20-DE, "TURN LANE" SIGN (18"x18") ON EXISTING SIGN POST WITH EXISTING DESTINATION SIGNS; RELOCATE EXISTING LANE USE CONTROL SIGN TO NEW SIGN POST 100' NORTH OF EXISTING LOCATION
- 9 INSTALL NEW R5-1a, "WRONG WAY" SIGN (30"x42") ON BACK OF "VILLAGE OF ROCKY RUN" DESTINATION SIGN, FACING OPPOSING TRAFFIC
- 10 REMOVE EXISTING OM1-3, OBJECT MARKER

**INTERSECTION STRIPING RECOMMENDATIONS:**

- 1 RESTRIPE 82 FT OF 16" WIDE SOLID WHITE STOP BAR ACROSS THE NORTHBOUND APPROACH

RECOMMENDATION 2



RECOMMENDATION 5



RECOMMENDATION 6



RECOMMENDATION 9



RECOMMENDATION 10



**INTERSECTION 7: US202 (CONCORD PIKE) & RIGHTER PARKWAY**

- US202 (CONCORD PIKE) (NORTH LEG): MEDIAN WIDTH OF 5 FEET
- US202 (CONCORD PIKE) (SOUTH LEG): MEDIAN WIDTH OF 7 FEET
- PRIVATE DRIVE (EAST LEG): MEDIAN WIDTH OF 4 FEET
- RIGHTER PARKWAY (WEST LEG): MEDIAN WIDTH OF 16 FEET



**LEGEND:**

WHITE: EXISTING CONDITIONS  
 YELLOW: PROPOSED CONDITIONS

**INTERSECTION SIGNING RECOMMENDATIONS:**

- 1 REPLACE EXISTING UNDERSIZED "NO LEFT TURN" (24"x24") SIGN WITH NEW R3-2, "NO LEFT TURN" SIGN (36"x36"); INSTALL NEW R6-3, "DIVIDED HIGHWAY" SIGN (24"x30") FACING EAST BELOW "NO LEFT TURN" SIGN ON EXISTING SIGN POST
- 2 6 INSTALL NEW R5-1, "DO NOT ENTER" SIGN (36"x36") FACING OPPOSING TRAFFIC AS SHOWN
- 3 4 7 8 INSTALL NEW R5-1a, "WRONG WAY" SIGN (30"x42") FACING OPPOSING TRAFFIC AS SHOWN
- 5 INSTALL NEW R5-1, "DO NOT ENTER" SIGN (36"x36") FACING NORTH ON BACK OF EXISTING "ONE WAY" SIGN POST
- 9 REPLACE UNDERSIZED R3-2, "NO LEFT TURN" SIGN (24"x24") FACING NORTH WITH NEW R3-2, "NO LEFT TURN" SIGN (36"x36"); INSTALL NEW R5-1, "DO NOT ENTER" SIGN (36"x36") ON THE BACK OF "NO LEFT TURN" SIGN FACING SOUTH
- 10 REPLACE EXISTING UNDERSIZED "DO NOT ENTER" SIGN (30"x30") WITH NEW R5-1, "DO NOT ENTER" SIGN (36"x36") FACING WEST
- 11 REPLACE DAMAGED R6-1L, "ONE WAY" SIGN (12"x36"); INSTALL ON NEW SIGN POST FACING SOUTH

**INTERSECTION STRIPING RECOMMENDATIONS:**

- 1 RESTRIPE 14 FT OF 16" WIDE SOLID WHITE STOP BAR ACROSS THE WESTBOUND APPROACH
- 2 RESTRIPE 18 FT OF 16" WIDE SOLID WHITE STOP BAR ACROSS THE WESTBOUND APPROACH
- 3 RESTRIPE 45 FT OF 16" WIDE SOLID WHITE STOP BAR ACROSS THE SOUTHBOUND APPROACH

**INTERSECTION 8: US202 (CONCORD PIKE) & BRANDYWINE BOULEVARD**

- US202 (CONCORD PIKE) (NORTH LEG): MEDIAN WIDTH OF 185 FEET
- US202 (CONCORD PIKE) (SOUTH LEG): MEDIAN WIDTH OF 160 FEET
- BRANDYWINE BOULEVARD (EAST LEG): NO MEDIAN

RECOMMENDATION 1



RECOMMENDATION 9



RECOMMENDATION 11



**LEGEND:**

WHITE: EXISTING CONDITIONS  
YELLOW: PROPOSED CONDITIONS

**INTERSECTION SIGNING RECOMMENDATIONS:**

- 1 REPLACE EXISTING UNDERSIZED R5-1, "DO NOT ENTER" SIGN (30"x30") FACING NORTH WITH NEW R5-1, "DO NOT ENTER" SIGN (36"x36")
- 2 REPLACE EXISTING UNDERSIZED R5-1, "DO NOT ENTER" SIGN (30"x30") FACING SOUTH, WITH NEW R5-1, "DO NOT ENTER" SIGN (36"x36"); REPLACE EXISTING UNDERSIZED "RIGHT LANE MUST TURN RIGHT" SIGN (30"x30") FACING NORTH WITH NEW R3-7, "RIGHT LANE MUST TURN RIGHT" SIGN (36"x36")
- 3 REPLACE EXISTING UNDERSIZED R5-1, "DO NOT ENTER" SIGN (30"x30") FACING SOUTH WITH NEW R5-1, "DO NOT ENTER" SIGN (36"x36"); INSTALL NEW R3-7, "LEFT LANE MUST TURN LEFT" SIGN (36"x36") FACING NORTH
- 4 REPLACE EXISTING UNDERSIZED R5-1a, "WRONG WAY" SIGN (24"x36") FACING SOUTH WITH NEW R5-1a, "WRONG WAY" SIGN (30"x42"); REPLACE EXISTING UNDERSIZED R3-7R, "RIGHT LANE MUST TURN RIGHT" SIGN (30"x30") FACING NORTH WITH NEW R3-7R, "RIGHT LANE MUST TURN RIGHT" SIGN (36"x36")
- 5 REPLACE EXISTING UNDERSIZED R5-1a, "WRONG WAY" SIGN (24"x36") FACING SOUTH WITH NEW R5-1a, "WRONG WAY" SIGN (30"x42"); INSTALL NEW R3-7L, "LEFT LANE MUST TURN LEFT" SIGN (36"x36") FACING NORTH
- 6 REPLACE UNDERSIZED R3-2, "NO LEFT TURN" SIGN (24"x24") FACING SOUTH WITH NEW R3-2, "NO LEFT TURN" SIGN (36"x36")
- 7 REMOVE EXISTING OM1-3, OBJECT MARKER
- 8 REPLACE EXISTING "NO TURN ON RED" SIGN FACING WEST WITH NEW R10-11-DE, "NO TURN ON RED, WITH LEFT ARROW" SIGN (48"x36") AND INSTALL ADDITIONAL SIGN POST

**INTERSECTION 9: US202 (CONCORD PIKE) & MT LEBANON ROAD**

- US202 (CONCORD PIKE) (NORTH LEG): MEDIAN WIDTH OF 100 FEET
- US202 (CONCORD PIKE) (SOUTH LEG): MEDIAN WIDTH OF 75 FEET
- MT LEBANON ROAD (EAST LEG): NO MEDIAN
- MT LEBANON ROAD (WEST LEG): NO MEDIAN

**INTERSECTION STRIPING RECOMMENDATIONS:**

- 1 RESTRIPE 44 FT OF 16" WIDE SOLID WHITE STOP BAR ACROSS THE NORTHBOUND APPROACH
- 2 RESTRIPE 60 FT OF 16" WIDE SOLID WHITE STOP BAR ACROSS THE SOUTHBOUND APPROACH INCLUDING RIGHT TURN LANE

RECOMMENDATION 2



RECOMMENDATION 6



RECOMMENDATION 7



**LEGEND:**

WHITE: EXISTING CONDITIONS  
YELLOW: PROPOSED CONDITIONS

**INTERSECTION SIGNING RECOMMENDATIONS:**

- 1 5 INSTALL NEW R6-3, "DIVIDED HIGHWAY" SIGN (24"x30") ADJACENT TO STOP BAR AS SHOWN
- 2 INSTALL NEW R5-1, "DO NOT ENTER" SIGN (36"x36") ON EXISTING SIGN POST ADJACENT TO STOP BAR FACING NORTH
- 3 INSTALL NEW R5-1a, "WRONG WAY" SIGN (30"x42") FACING OPPOSING TRAFFIC AS SHOWN
- 4 8 INSTALL NEW R3-20-DE, "TURN LANE" SIGN (18"x18") AT BEGINNING OF TURN LANE TAPER
- 6 INSTALL NEW R5-1, "DO NOT ENTER" SIGN (36"x36") FACING OPPOSING TRAFFIC AS SHOWN
- 7 INSTALL NEW R5-1a, "WRONG WAY" SIGN (30"x42") ON EXISTING UTILITY POLE FACING OPPOSING TRAFFIC AS SHOWN

**INTERSECTION STRIPING RECOMMENDATIONS:**

- 1 RESTRIPE 13 FT OF 16" WIDE SOLID WHITE STOP BAR ACROSS THE WESTBOUND APPROACH
- 2 ADD 50 FT OF 5" WIDE DOUBLE YELLOW CENTERLINE AT WESTBOUND APPROACH
- 3 RESTRIPE 44 FT OF 16" WIDE SOLID WHITE STOP BAR ACROSS THE NORTHBOUND APPROACH
- 4 RESTRIPE 60 FT OF 16" WIDE SOLID WHITE STOP BAR ACROSS THE SOUTHBOUND APPROACH (EXTENDING TO EDGE OF CURB)

**INTERSECTION 10: US202 (CONCORD PIKE) & PROSPECT AVENUE**

- US202 (CONCORD PIKE) (NORTH LEG): MEDIAN WIDTH OF 4 FEET
- US202 (CONCORD PIKE) (SOUTH LEG): MEDIAN WIDTH OF 4 FEET
- PROSPECT AVENUE (EAST LEG): NO MEDIAN
- PRIVATE DRIVE (WEST LEG): NO MEDIAN



RECOMMENDATION 2



RECOMMENDATION 7



**LEGEND:**

WHITE: EXISTING CONDITIONS  
YELLOW: PROPOSED CONDITIONS

**INTERSECTION SIGNING RECOMMENDATIONS:**

- 1 5 INSTALL NEW R3-20-DE, "TURN LANE" SIGN (18"x18") AT BEGINNING OF TURN LANE TAPER
- 2 REMOVE EXISTING "YIELD" SIGN (STOP CONDITION EXISTS); REPLACE EXISTING "TURNING TRAFFIC MUST YIELD TO PEDESTRIANS" SIGN WITH NEW R10-15, "TURNING VEHICLES YIELD TO PEDS" SIGN (30"x30"); INSTALL NEW R6-3, "DIVIDED HIGHWAY" SIGN (24"x30") FACING EAST
- 3 INSTALL NEW R5-1, "DO NOT ENTER" SIGN (36"x36") ON EXISTING SIGN POST FACING NORTH
- 4 INSTALL NEW R5-1a, "WRONG WAY" SIGN (30"x42") FACING OPPOSING TRAFFIC AS SHOWN
- 6 REPLACE EXISTING "TURNING TRAFFIC MUST YIELD TO PEDESTRIANS" SIGN WITH NEW R10-15, "TURNING VEHICLES YIELD TO PEDS" SIGN (30"x30"); INSTALL NEW R6-3, "DIVIDED HIGHWAY" SIGN (24"x30") FACING WEST BELOW R10-15
- 7 INSTALL NEW R5-1, "DO NOT ENTER" SIGN (36"x36") FACING SOUTH TOWARD OPPOSING TRAFFIC; INSTALL NEW R3-7, "RIGHT LANE MUST TURN RIGHT" SIGN (36"x36") ON BACK OF "DO NOT ENTER" SIGN FACING NORTH
- 8 INSTALL NEW R5-1a, "WRONG WAY" SIGN (30"x42") FACING SOUTH ON BACK OF EXISTING "RIGHT LANE MUST TURN RIGHT" SIGN; REPLACE EXISTING UNDERSIZED "RIGHT LANE MUST TURN RIGHT" SIGN (24"x24") WITH NEW R3-7, "RIGHT LANE MUST TURN RIGHT" SIGN (36"x36"); REMOVE EXISTING "350 FEET" WARNING PLAQUE
- 9 INSTALL NEW R3-7, "RIGHT LANE MUST TURN RIGHT" SIGN (36"x36") 400' NORTH OF RECOMMENDATION 8 AS SHOWN

**INTERSECTION STRIPING RECOMMENDATIONS:**

- 1 RESTRIPE 55 FT OF 16" WIDE SOLID WHITE STOP BAR ACROSS THE SOUTHBOUND APPROACH (EXTENDING ACROSS RIGHT TURN LANE)
- 2 RESTRIPE 44 FT OF 16" WIDE SOLID WHITE STOP BAR ACROSS THE NORTHBOUND APPROACH
- 3 RESTRIPE 20 FT OF 16" WIDE SOLID WHITE STOP BAR ACROSS THE EASTBOUND APPROACH

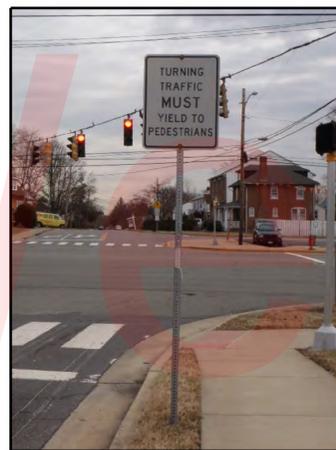
RECOMMENDATION 2



RECOMMENDATION 3



RECOMMENDATION 6



RECOMMENDATION 8



**INTERSECTION 11: US202 (CONCORD PIKE) & WHITBY ROAD/FLORENCE AVENUE**

- US202 (CONCORD PIKE) (NORTH LEG): MEDIAN WIDTH OF 4 FEET
- US202 (CONCORD PIKE) (SOUTH LEG): MEDIAN WIDTH OF 4 FEET
- FLORENCE AVENUE (EAST LEG): NO MEDIAN
- WHITBY ROAD (WEST LEG): NO MEDIAN



**LEGEND:**

WHITE: EXISTING CONDITIONS  
YELLOW: PROPOSED CONDITIONS

**INTERSECTION SIGNING RECOMMENDATIONS:**

- ① ⑤ INSTALL NEW R3-20-DE, "TURN LANE" SIGN (18"x18") AT BEGINNING OF TURN LANE TAPER
- ② ⑥ INSTALL NEW R6-3, "DIVIDED HIGHWAY" SIGN (24"x30") ADJACENT TO STOP BAR AS SHOWN
- ③ ⑦ INSTALL NEW R5-1, "DO NOT ENTER" SIGN (36"x36") ADJACENT TO STOP BAR FACING OPPOSING TRAFFIC AS SHOWN
- ④ ⑧ INSTALL NEW R5-1a, "WRONG WAY" SIGN (30"x42") FACING OPPOSING TRAFFIC AS SHOWN

**INTERSECTION STRIPING RECOMMENDATIONS:**

- ① RESTRIPE 12 FT OF 16" WIDE SOLID WHITE STOP BAR ACROSS THE WESTBOUND APPROACH
- ② RESTRIPE 44 FT OF 16" WIDE SOLID WHITE STOP BAR ACROSS THE NORTHBOUND APPROACH
- ③ RESTRIPE 44 FT OF 16" WIDE SOLID WHITE STOP BAR ACROSS THE SOUTHBOUND APPROACH

**INTERSECTION 12: US202 (CONCORD PIKE) & CONCORD AVENUE**

- US202 (CONCORD PIKE) (NORTH LEG): MEDIAN WIDTH OF 4 FEET
- US202 (CONCORD PIKE) (SOUTH LEG): MEDIAN WIDTH OF 4 FEET
- CONCORD AVENUE (EAST LEG): NO MEDIAN
- PRIVATE DRIVE (WEST LEG): NO MEDIAN



**LEGEND:**

WHITE: EXISTING CONDITIONS  
 YELLOW: PROPOSED CONDITIONS

**INTERSECTION SIGNING RECOMMENDATIONS:**

- 1 6 INSTALL NEW R3-20-DE, "TURN LANE" SIGN (18"x18") AT BEGINNING OF TURN LANE TAPER
- 2 REPLACE EXISTING DIVIDED HIGHWAY SIGN WITH NEW R6-3, "DIVIDED HIGHWAY" SIGN (24"x30")
- 3 INSTALL NEW R5-1, "DO NOT ENTER" SIGN ON EXISTING UTILITY POLE, FACING NORTH
- 4 9 INSTALL NEW R5-1a, "WRONG WAY" SIGN (30"x42") FACING OPPOSING TRAFFIC AS SHOWN
- 5 REPLACE EXISTING UNDERSIZED "NO RIGHT TURN" SIGN (24"x24") WITH NEW R3-1, "NO RIGHT TURN" SIGN (36"x36") ON EXISTING POST FACING SOUTH; REPLACE EXISTING UNDERSIZED "DO NOT ENTER" SIGN (30"x30") WITH NEW R5-1, "DO NOT ENTER" SIGN (36"x36") AND RELOCATE NEW "DO NOT ENTER" SIGN TO NEW SIGN POST WITH SIGN FACING WEST; INSTALL PROPOSED R6-1L, "ONE WAY" SIGN (12"x36") ON SIGN POST ABOVE NEW R5-1, "DO NOT ENTER" SIGN, BUT FACING SOUTH
- 7 INSTALL NEW R6-3, "DIVIDED HIGHWAY" SIGN (24"x30") ADJACENT TO STOP BAR AS SHOWN
- 8 INSTALL NEW R5-1, "DO NOT ENTER" SIGN (36"x36") FACING OPPOSING TRAFFIC AS SHOWN

**INTERSECTION STRIPING RECOMMENDATIONS:**

- 1 RESTRIPE 19 FT OF 16" WIDE SOLID WHITE STOP BAR ACROSS THE WESTBOUND APPROACH
- 2 RESTRIPE 44 FT OF 16" WIDE SOLID WHITE STOP BAR ACROSS THE NORTHBOUND APPROACH
- 3 RESTRIPE 44 FT OF 16" WIDE SOLID WHITE STOP BAR ACROSS THE SOUTHBOUND APPROACH

RECOMMENDATION 2



RECOMMENDATION 3



RECOMMENDATION 5



**INTERSECTION 13: US202 (CONCORD PIKE) & WOODROW AVENUE**

- US202 (CONCORD PIKE) (NORTH LEG): MEDIAN WIDTH OF 4 FEET
- US202 (CONCORD PIKE) (SOUTH LEG): MEDIAN WIDTH OF 4 FEET
- WOODROW AVENUE (EAST LEG): NO MEDIAN
- PRIVATE DRIVE (WEST LEG): MEDIAN WIDTH OF 8 FEET



**LEGEND:**

WHITE: EXISTING CONDITIONS  
 YELLOW: PROPOSED CONDITIONS

**INTERSECTION SIGNING RECOMMENDATIONS:**

- 1 INSTALL NEW R3-20-DE, "TURN LANE" SIGN (18"x18") ON EXISTING "PARK & RIDE" SIGN POST AT BEGINNING OF TURN LANE TAPER
- 2 INSTALL NEW R5-1, "DO NOT ENTER" SIGN (36"x36") FACING OPPOSING TRAFFIC AS SHOWN
- 3 9 INSTALL NEW R5-1a, "WRONG WAY" SIGN (42"x30") FACING OPPOSING TRAFFIC AS SHOWN
- 4 REPLACE EXISTING UNDERSIZED "SPEED LIMIT" SIGN WITH NEW R2-1, "SPEED LIMIT" SIGN (36"x30")
- 5 INSTALL NEW R3-20-DE, "TURN LANE" SIGN (18"x18") AT BEGINNING OF TURN LANE TAPER
- 6 REPLACE EXISTING UNDERSIZED "NO TURN ON RED (ARROW)" SIGN WITH NEW R10-11, "NO TURN ON RED SIGN (ARROW)" (36"x48"); INSTALL NEW R6-3, "DIVIDED HIGHWAY" SIGN (24"x30") ON SIGN POST BENEATH NEW "NO TURN ON RED (ARROW)" SIGN
- 7 INSTALL NEW R5-1, "DO NOT ENTER" SIGN (36"x36") FACING OPPOSING TRAFFIC AS SHOWN
- 8 REPLACE EXISTING NON-STANDARD "NO TURN ON RED (BALL)" SIGN WITH NEW R10-11, "NO TURN ON RED (BALL)" SIGN (36"x48") FACING NORTH ON NEW SIGN POSTS

**INTERSECTION STRIPING RECOMMENDATIONS:**

- 1 RESTRIPE 45 FT OF 16" WIDE SOLID WHITE STOP BAR ACROSS THE NORTHBOUND APPROACH
- 2 ADD ONE TURN ARROW TO THE EASTBOUND RIGHT TURN LANE AND ONE TURN ARROW TO THE EASTBOUND LEFT TURN LANE
- 3 RESTRIPE 45 FT OF 16" WIDE SOLID WHITE STOP BAR ACROSS THE SOUTHBOUND APPROACH

RECOMMENDATION 4



RECOMMENDATION 6



RECOMMENDATION 8



**INTERSECTION 14: US202 (CONCORD PIKE) & SHARPLEY ROAD**

- US202 (CONCORD PIKE) (NORTH LEG): MEDIAN WIDTH OF 5 FEET
- US202 (CONCORD PIKE) (SOUTH LEG): MEDIAN WIDTH OF 4 FEET
- SHARPLEY ROAD (WEST LEG): NO MEDIAN



**LEGEND:**

WHITE: EXISTING CONDITIONS  
YELLOW: PROPOSED CONDITIONS

**INTERSECTION SIGNING RECOMMENDATIONS:**

- 1 5 INSTALL NEW R3-20-DE, "TURN LANE" SIGN (18"x18") AT BEGINNING OF TURN LANE TAPER
- 2 8 INSTALL NEW R6-3, "DIVIDED HIGHWAY" SIGN (24"x30") ADJACENT TO STOP BAR AS SHOWN
- 3 INSTALL NEW R5-1, "DO NOT ENTER" SIGN (36"x36") FACING OPPOSING TRAFFIC AS SHOWN
- 4 12 INSTALL NEW R5-1a, "WRONG WAY" SIGN (30"x42") FACING OPPOSING TRAFFIC AS SHOWN
- 6 REPLACE EXISTING DAMAGED "KEEP RIGHT" SIGN WITH NEW R4-7, "KEEP RIGHT" SIGN (30"x24"); REMOVE EXISTING OM1-3, OBJECT MARKER
- 7 REPLACE EXISTING UNDERSIZED "YIELD" (36"x36"x36") SIGN WITH NEW R1-2, "YIELD" SIGN (48"x48"x48")
- 9 INSTALL NEW R5-1, "DO NOT ENTER" SIGN (36"x36") FACING OPPOSING TRAFFIC AS SHOWN
- 10 REMOVE EXISTING "DO NOT BLOCK INTERSECTION" SIGN FROM EXISTING SIGNAL POLE; REPLACE WITH NEW R10-7, "DO NOT BLOCK INTERSECTION" SIGN (30"x24") AND INSTALL ON BACK OF PROPOSED "DO NOT ENTER" SIGN, FACING NORTH (SEE RECOMMENDATION 9)
- 11 REMOVE EXISTING 'REDUCED SPEED AHEAD' SIGN

**INTERSECTION STRIPING RECOMMENDATIONS:**

- 1 RESTRIPE 34 FT OF 16" WIDE SOLID WHITE STOP BAR ACROSS THE WESTBOUND APPROACH
- 2 RESTRIPE 64 FT OF 5" WIDE SOLID DOUBLE YELLOW CENTERLINE ALONG THE WESTBOUND APPROACH; INSTALL 64 FT OF 5" WIDE SOLID WHITE LANE LINE BETWEEN THE WESTBOUND LANES
- 3 RESTRIPE 52 FT OF 16" WIDE SOLID WHITE STOP BAR ACROSS THE NORTHBOUND APPROACH
- 4 RESTRIPE 34 FT OF 16" WIDE SOLID WHITE STOP BAR ACROSS THE EASTBOUND APPROACH; INSTALL 36 FT OF 5" WIDE SOLID WHITE LANE LINE ALONG THE EASTBOUND APPROACH TO SEPARATE THE RIGHT TURN LANE
- 5 RESTRIPE 44 FT OF 16" WIDE SOLID WHITE STOP BAR ACROSS THE SOUTHBOUND APPROACH

**INTERSECTION 15: US202 (CONCORD PIKE) & FAIRFAX BOULEVARD**

- US202 (CONCORD PIKE) (NORTH LEG): MEDIAN WIDTH OF 4 FEET
- US202 (CONCORD PIKE) (SOUTH LEG): MEDIAN WIDTH OF 4 FEET
- FAIRFAX BOULEVARD (EAST LEG): NO MEDIAN
- FAIRFAX BOULEVARD (WEST LEG): NO MEDIAN



RECOMMENDATION 6



RECOMMENDATION 10



RECOMMENDATION 11



**LEGEND:**

WHITE: EXISTING CONDITIONS  
YELLOW: PROPOSED CONDITIONS

PLOTTED BY: KBLAKE DATE: 8/24/2016 FILE LOCATION: Q:\INDE\120142\_000\_TRAFFIC\_ENGINEERING\_V\CADD\1\02\DE 202\_03.DGN [ SHEET: ]

ADDENDUMS / REVISIONS

NOT TO SCALE

**SIGNALIZED MEDIAN CROSSOVER SIGNING AND PAVEMENT MARKING UPGRADES - STATEWIDE**

CONTRACT	PERMIT NO.	<b>N108</b>
T201508305	DESIGNED BY: CDD/ALB	
COUNTY	CHECKED BY: MAW	
NEW CASTLE		

**US202 (CONCORD PIKE) & FAIRFAX BOULEVARD IMPROVEMENTS**

SHEET NO.	85
TOTAL SHTS.	522

**INTERSECTION SIGNING RECOMMENDATIONS:**

- 1 INSTALL NEW R3-20-DE, "TURN LANE" SIGN (18"x18") AT BEGINNING OF TURN LANE TAPER
- 2 INSTALL NEW R6-3, "DIVIDED HIGHWAY" SIGN (24"x30") ADJACENT TO STOP BAR AS SHOWN
- 3 STRAIGHTEN EXISTING SIGN POST
- 4 INSTALL NEW R4-7, "KEEP RIGHT" SIGN (30"x24") ON MEDIAN NOSE AS SHOWN
- 5 10 INSTALL NEW R5-1, "DO NOT ENTER" SIGN (36"x36") FACING OPPOSING TRAFFIC AS SHOWN
- 6 11 INSTALL NEW R5-1a, "WRONG WAY" SIGN (30"x42") FACING OPPOSING TRAFFIC AS SHOWN
- 7 REPLACE EXISTING UNDERSIZED "SPEED LIMIT" SIGN WITH NEW R2-1, "SPEED LIMIT" SIGN (36"x30")
- 8 REPLACE EXISTING UNDERSIZED "YIELD" SIGN (36"x36"x36") WITH NEW R1-2, "YIELD" SIGN (48"x48"x48") AND RELOCATE NEW "YIELD" SIGN TO A NEW POST AT THE ACTUAL YIELD POINT; INSTALL NEW R6-3, "DIVIDED HIGHWAY" SIGN (24"x30") ON EXISTING POST FROM YIELD SIGN
- 9 STRAIGHTEN EXISTING SIGN POST

**INTERSECTION STRIPING RECOMMENDATIONS:**

- 1 RESTRIPE 44 FT OF 16" WIDE SOLID WHITE STOP BAR ACROSS THE SOUTHBOUND APPROACH

**INTERSECTION 16: US202 (CONCORD PIKE) & ASTRA ZENECA ROAD**

- US202 (CONCORD PIKE) (NORTH LEG): MEDIAN WIDTH OF 4 FEET
- US202 (CONCORD PIKE) (SOUTH LEG): MEDIAN WIDTH OF 4 FEET
- PRIVATE DRIVE (EAST LEG): MEDIAN WIDTH OF 4 FEET
- ASTRA ZENECA ROAD (WEST LEG): MEDIAN WIDTH OF 12 FEET

RECOMMENDATION 3



RECOMMENDATION 8



RECOMMENDATION 9



**LEGEND:**

WHITE: EXISTING CONDITIONS  
 YELLOW: PROPOSED CONDITIONS

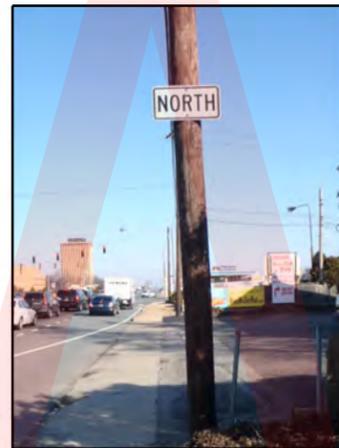
**INTERSECTION SIGNING RECOMMENDATIONS:**

- 1 12 INSTALL NEW R3-20-DE, "TURN LANE" SIGN (18"x18") AT BEGINNING OF TURN LANE TAPER
- 2 8 INSTALL NEW R6-1L, "ONE WAY" SIGN (12"x36"), R6-1R, "ONE WAY" SIGN (12"x36"), AND R6-3, "DIVIDED HIGHWAY" SIGN (24"x30") ADJACENT TO STOP BAR AS SHOWN
- 3 13 INSTALL NEW R5-1, "DO NOT ENTER" SIGN (36"x36") FACING OPPOSING TRAFFIC AS SHOWN
- 4 14 INSTALL NEW R5-1a, "WRONG WAY" SIGN (30"x42") FACING OPPOSING TRAFFIC AS SHOWN
- 5 REMOVE EXISTING CARDINAL DIRECTION SIGN
- 6 INSTALL NEW R3-20-DE, "TURN LANE" SIGN (18"x18") AT BEGINNING OF TURN LANE TAPER, APPROXIMATELY 1425 FT SOUTH OF INTERSECTION
- 7 11 REPLACE EXISTING UNDERSIZED "YIELD" SIGN (36"x36"x36") WITH NEW R1-2, "YIELD" SIGN (48"x48"x48")
- 9 REPLACE EXISTING M6-1L DIRECTIONAL ARROW SIGN WITH NEW M5-1L, DIRECTIONAL ARROW SIGN (15"x21"); REPLACE EXISTING M6-2R DIRECTIONAL ARROW SIGN WITH NEW M6-1R DIRECTIONAL ARROW SIGN (15"x21")
- 10 REPLACE EXISTING LANE CONTROL SIGN WITH NEW R3-8, LANE CONTROL SIGN (TWO LEFT TURN ARROWS, TWO THROUGH ARROWS, AND ONE RIGHT TURN ARROW); INSTALL ONE ADDITIONAL NEW SIGN POST
- 15 16 17 REMOVE EXISTING OM1-3, OBJECT MARKER
- 18 STRAIGHTEN EXISTING SIGN POST WITH HOSPITAL SIGNS; REARRANGE SIGNS ON EXISTING POST IN ORDER TO INSTALL PROPOSED "A.I. Dupont Hospital" (18"x24") PLAQUE (UPPER /LOWER CAST TEXT, WHITE TEXT ON BLUE BACKGROUND) ABOVE EXISTING D9-2, "HOSPITAL" SIGN

**INTERSECTION STRIPING RECOMMENDATIONS:**

- 1 RESTRIPE 30 FT OF 16" WIDE SOLID WHITE STOP BAR ACROSS THE WESTBOUND APPROACH

RECOMMENDATION 5



RECOMMENDATION 9



RECOMMENDATION 10

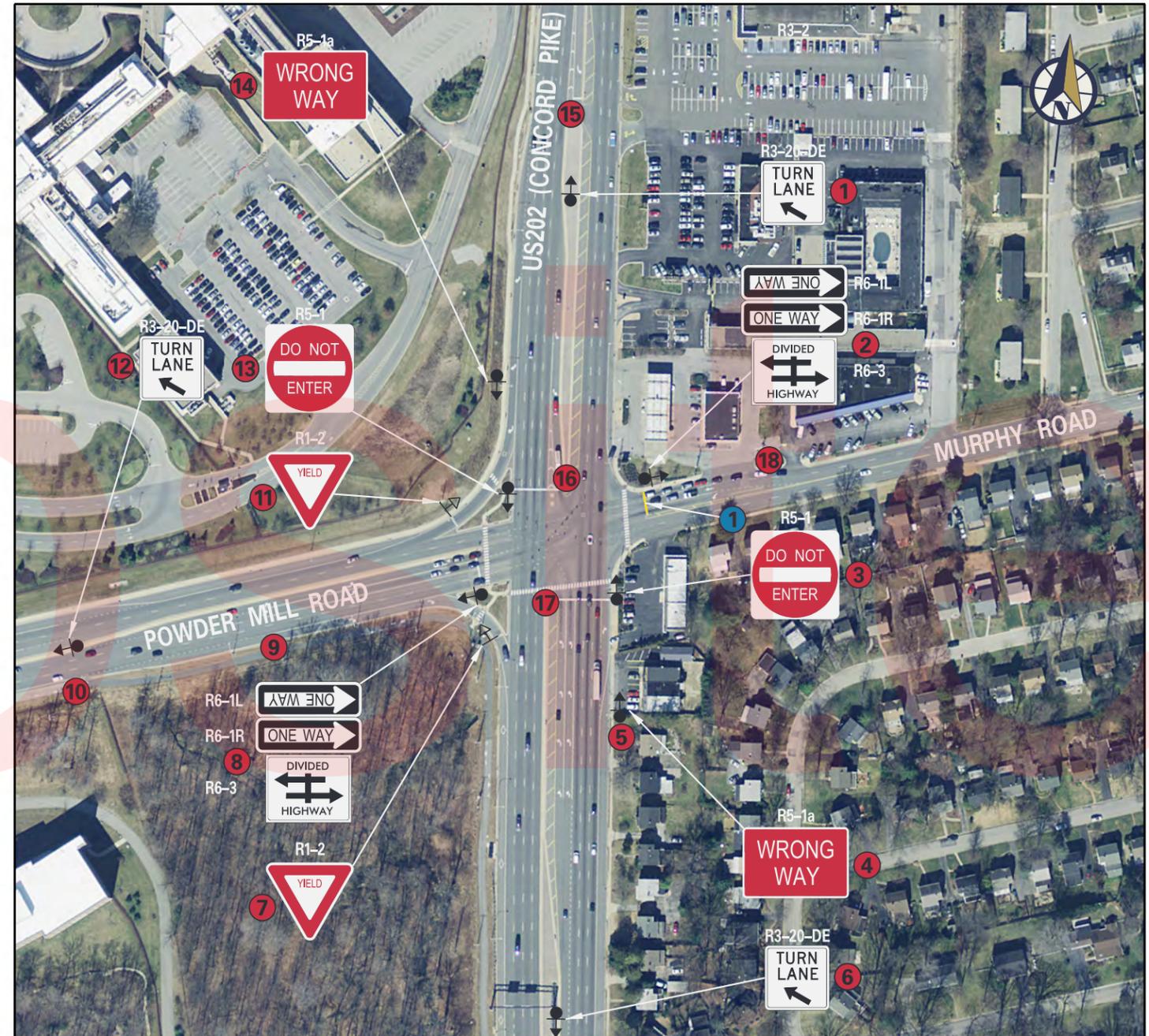


RECOMMENDATION 18



**INTERSECTION 17: US202 (CONCORD PIKE) & POWDER MILL ROAD/MURPHY ROAD**

- US202 (CONCORD PIKE) (NORTH LEG): MEDIAN WIDTH OF 29 FEET
- US202 (CONCORD PIKE) (SOUTH LEG): MEDIAN WIDTH OF 18 FEET
- MURPHY ROAD (EAST LEG): NO MEDIAN
- POWDER MILL ROAD (WEST LEG): MEDIAN WIDTH OF 6 FEET



**LEGEND:**

WHITE: EXISTING CONDITIONS  
 YELLOW: PROPOSED CONDITIONS

**INTERSECTION 18: US202 (CONCORD PIKE) & INDEPENDENCE MALL**

- US202 (CONCORD PIKE) (NORTH LEG): MEDIAN WIDTH OF 12 FEET
- US202 (CONCORD PIKE) (SOUTH LEG): MEDIAN WIDTH OF 16 FEET
- INDEPENDENCE MALL (EAST LEG): MEDIAN WIDTH OF 22 FEET

**INTERSECTION SIGNING RECOMMENDATIONS:**

- 1 INSTALL NEW R3-20-DE, "TURN LANE" SIGN (18"x18") AT BEGINNING OF TURN LANE TAPER
- 2 REPLACE EXISTING UNDERSIZED R1-2, "YIELD" SIGN (36"x36"x36") WITH NEW R1-2, "YIELD" SIGN (48"x48"x48")
- 3 INSTALL NEW R6-3a, "DIVIDED HIGHWAY - T INTERSECTION" SIGN (24"x30") ON PORK CHOP ISLAND AS SHOWN
- 4 7 INSTALL NEW R5-1, "DO NOT ENTER" SIGN (36"x36") FACING OPPOSING TRAFFIC AS SHOWN
- 5 8 INSTALL NEW R5-1a, "WRONG WAY" SIGN (42"x30") FACING OPPOSING TRAFFIC AS SHOWN
- 6 REPLACE EXISTING UNDERSIZED "NO U-TURN" (24"x24") SIGN FACING SOUTH WITH NEW R3-4, "NO U-TURN" SIGN (36"x36")

**INTERSECTION STRIPING RECOMMENDATIONS:**

- 1 RESTRIPE 15 FT OF 16" WIDE SOLID WHITE STOP BAR ACROSS THE WESTBOUND APPROACH
- 2 RESTRIPE 35 FT OF 16" WIDE SOLID WHITE STOP BAR ACROSS THE NORTHBOUND APPROACH
- 3 RESTRIPE 58 FT OF 16" WIDE SOLID WHITE STOP BAR ACROSS THE SOUTHBOUND APPROACH



**LEGEND:**

WHITE: EXISTING CONDITIONS  
 YELLOW: PROPOSED CONDITIONS

RECOMMENDATION 2



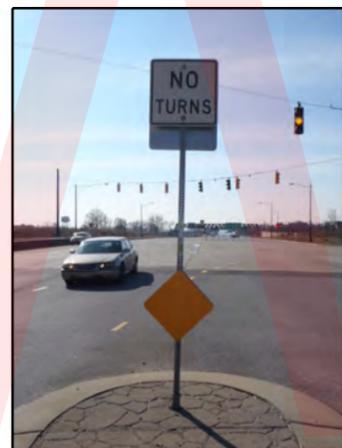
**INTERSECTION SIGNING RECOMMENDATIONS:**

- 1 14 REMOVE EXISTING OM1-3, "OBJECT MARKER" (BACK TO BACK); REPLACE EXISTING UNDERSIZED "NO TURNS" SIGN (24"x24") WITH NEW R3-3, "NO TURNS" SIGN (36"x36")
- 2 7 INSTALL NEW R6-3, "DIVIDED HIGHWAY" SIGN (24"x30") ON EXISTING SIGN POST ADJACENT TO STOP BAR AS SHOWN
- 3 4 5 8 11 12 REPLACE EXISTING UNDERSIZED "DO NOT ENTER" SIGN (30"x30") WITH NEW R5-1, "DO NOT ENTER" SIGN (36"x36")
- 6 9 10 13 15 INSTALL NEW R5-1a, "WRONG WAY" SIGN (30"x42") FACING OPPOSING TRAFFIC AS SHOWN
- 16 REMOVE EXISTING R5-1, "DO NOT ENTER" SIGN; INSTALL NEW R5-1a, "WRONG WAY" SIGN (30"x42") FACING OPPOSING TRAFFIC AS SHOWN
- 17 18 REMOVE EXISTING UNDERSIZED "BRIDGES ICE BEFORE HIGHWAY" SIGN

**INTERSECTION STRIPING RECOMMENDATIONS:**

- 1 RESTRIPE 24 FT OF 16" WIDE SOLID WHITE STOP BAR ACROSS THE WESTBOUND APPROACH
- 2 RESTRIPE 52 FT OF 16" WIDE SOLID WHITE STOP BAR ACROSS THE NORTHBOUND APPROACH
- 3 RESTRIPE 48 FT OF 16" WIDE SOLID WHITE STOP BAR ACROSS THE SOUTHBOUND APPROACH

RECOMMENDATIONS 1 & 14



RECOMMENDATIONS 7 & 8

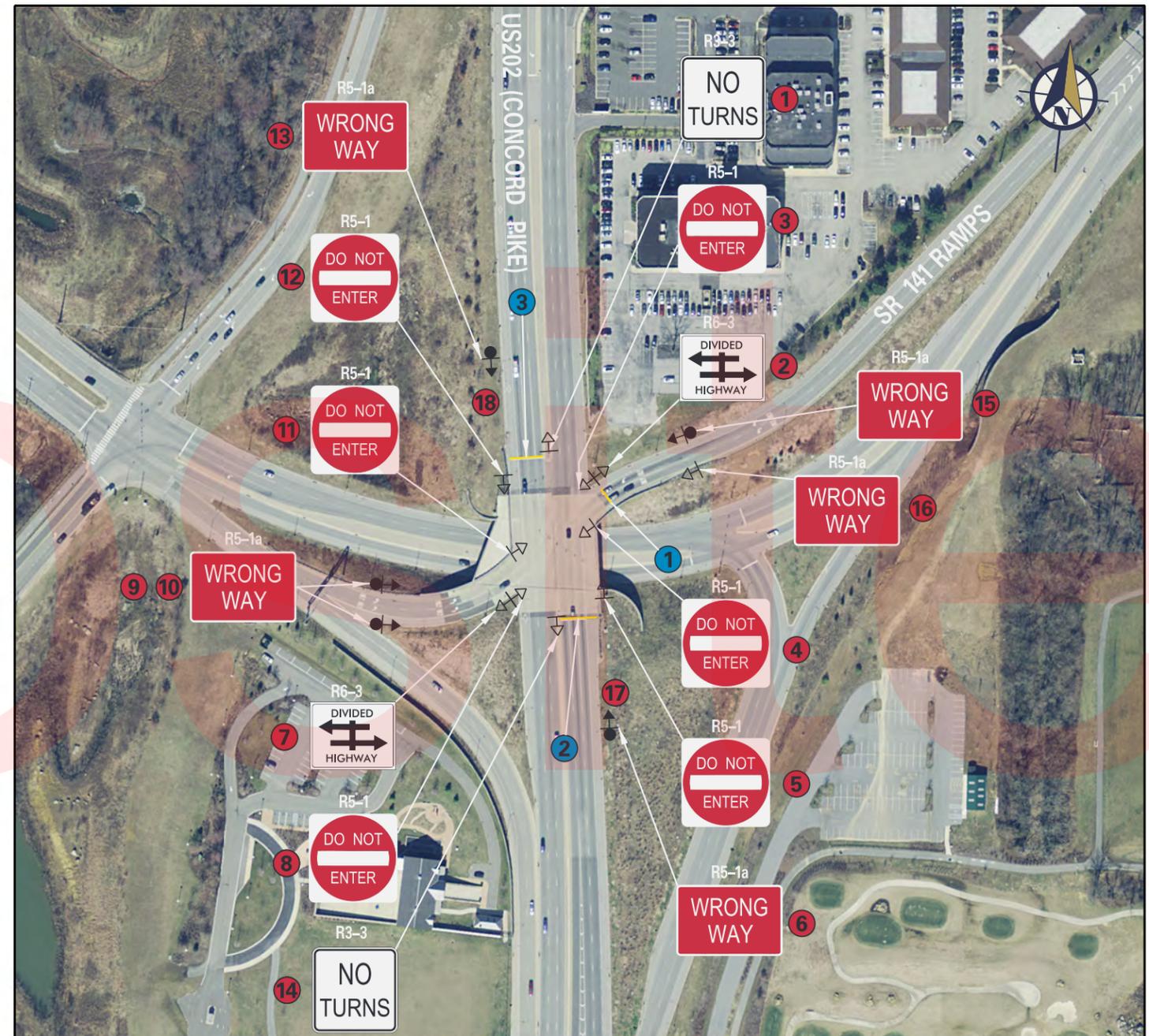


RECOMMENDATION 17



**INTERSECTION 19: US202 (CONCORD PIKE) & SR 141 RAMPS**

- US202 (CONCORD PIKE) (NORTH LEG): MEDIAN WIDTH OF 15 FEET
- US202 (CONCORD PIKE) (SOUTH LEG): MEDIAN WIDTH OF 4 FEET
- SR 141 RAMPS (EAST LEG): NO MEDIAN
- SR 141 RAMPS (WEST LEG): NO MEDIAN



**LEGEND:**

WHITE: EXISTING CONDITIONS  
YELLOW: PROPOSED CONDITIONS

**INTERSECTION 20: US202 (CONCORD PIKE) & SILVERSIDE ROAD**

- US202 (CONCORD PIKE) (NORTH LEG): MEDIAN WIDTH OF 160 FEET
- US202 (CONCORD PIKE) (SOUTH LEG): MEDIAN WIDTH OF 210 FEET
- SILVERSIDE ROAD (EAST LEG): MEDIAN WIDTH OF 18 FEET
- GARDEN OF EDEN ROAD (WEST LEG): NO MEDIAN

**INTERSECTION SIGNING RECOMMENDATIONS:**

- 1 REPLACE EXISTING UNDERSIZED R6-3a, "DIVIDED HIGHWAY - T INTERSECTION" SIGN (24"x18") WITH NEW R6-3a, "DIVDED HIGHWAY - T INTERSECTION" SIGN (30"x24"); RELOCATE EXISTING ROUTE SIGNS PRIOR TO INTERSECTION AS SHOWN; INSTALL NEW BACK TO BACK R6-1R, "ONE WAY" SIGN (36"x12") (FACING EAST) AND R6-1L, "ONE WAY" SIGN (36"x12") (FACING WEST) ABOVE NEW R6-3a; REMOVE EXISTING R3-2, "NO LEFT TURN" SIGN (24"x24")
- 2 8 REMOVE EXISTING OM1-3, "OBJECT MARKER"
- 3 REPLACE EXISTING UNDERSIZED "YIELD" SIGN (42"x42"x42") WITH NEW R1-2, "YIELD" SIGN (48"x48"x48") AND INSTALL ON NEW SIGN POST
- 4 INSTALL NEW R5-1, "DO NOT ENTER" SIGN (36"x36") FACING NORTH AS SHOWN
- 5 REMOVE EXISTING R3-7R "RIGHT LANE MUST TURN RIGHT" SIGN (30"x30"); REPLACE EXISTING D3-2, "SILVERSIDE ROAD" SIGN (30"x16") WITH NEW D3-2 SIGN WITH UPPER/LOWERCASE LETTERS
- 6 14 15 INSTALL NEW R5-1a, "WRONG WAY" SIGN (42"x30") FACING OPPOSING TRAFFIC AS SHOWN
- 7 REMOVE EXISTING R5-1a "WRONG WAY" SIGN (36"x24"); INSTALL NEW R5-1, "DO NOT ENTER" SIGN (36"x36") FACING NORTH ON EXISTING POST; REPLACE EXISTING R3-2, "NO LEFT TURN" SIGN (24"x24") WITH NEW R3-2 SIGN (36"x36")
- 9 12 13 18 INSTALL NEW R5-1, "DO NOT ENTER" SIGN (36"x36") FACING OPPOSING TRAFFIC AS SHOWN
- 10 REPLACE EXISTING R5-1, "DO NOT ENTER" SIGN (30"x30") FACING WEST WITH NEW R5-1 SIGN (36"x36") ON EXISTING POST; INSTALL NEW R5-1, "DO NOT ENTER" SIGN (36"x36") ON SAME EXISTING POST FACING SOUTH
- 11 REPLACE EXISTING R3-2, "NO LEFT TURN" SIGN (24"x24") WITH NEW R3-2 SIGN (36"x36")
- 16 17 INSTALL NEW R5-1, "DO NOT ENTER" SIGN (36"x36") FACING WEST, AND INSTALL ANOTHER NEW R5-1, "DO NOT ENTER" SIGN (36"x36") FACING SOUTH ON THE SAME POST
- 19 REPLACE EXISTING R1-1, "STOP" SIGN (30"x30") WITH NEW R1-1 SIGN (36"x36")
- 20 REPLACE EXISTING UNDERSIZED R2-1, "SPEED LIMIT - 40 MPH" SIGN (24"x30") WITH NEW R2-1 SIGN (30"x36") AND INSTALL ON NEW SIGN POST
- 21 REPLACE EXISTING UNDERSIZED R10-27, "TURN ON FLASHING RED WITH CAUTION AFTER STOP" SIGN (30"x30") WITH NEW R10-27, "LEFT TURN YIELD ON FLASHING RED ARROW AFTER STOP" SIGN (30"x36")
- 22 INSTALL NEW R3-20-DE, "TURN LANE" SIGN (18"x18") ON EXISTING SIGN POST BELOW DESTINATION SIGN
- 23 REMOVE EXISTING R5-1a "WRONG WAY" SIGN (36"x24"); REPLACE EXISTING R5-1, "DO NOT ENTER" SIGN (30"x30") WITH NEW R5-1 SIGN (36"x36") FACING EAST ON NEW SIGN POST AS SHOWN

**INTERSECTION STRIPING RECOMMENDATIONS:**

RECOMMENDATION 1



RECOMMENDATION 5



RECOMMENDATION 7



US 202 Corridor		Signing Items					Striping Items (Concrete)						Striping Items (Hot-Mix)						MOT (LS)				
		749532	749557	749556	749688	749570	748548			748557	748568	748690	748696	748697	748699	748700	748703	748732		748734	748704	763643	
Intersection Number	Intersection Name	Supply of Flat Sheet Aluminum Sign Panel, Type IX Sheeting (SF)	Removal of Sign on Ground Mount Posts (SF)	Installation of Sign on Ground Mount Posts (SF)	Installation of 4" Dia. Hole, 6" in Depth or Less (EA)	Furnish & Installation of Galvanized Steel Sign Post Only, 12"x2" (EA)	Permanent Pavement Striping, Epoxy Resin Paint, White/Yellow, 5" (LF)	Permanent Pavement Striping, Epoxy Resin Paint, White, 5" (2' Line/6' Gap Dotted Pattern) (LF)	Permanent Pavement Striping, Epoxy Resin Paint, White, 5" (10' Line/30' Gap Broken Pattern) (LF)	Permanent Pavement Striping, Epoxy Resin Paint, Black, 3" (LF)	Permanent Pavement Striping, Epoxy Resin Paint, Black, 9" (LF)	Symbol Tape (SF)	Thermoplastic Transverse Line, 12" - Crosswalks (LF)	Thermoplastic Transverse Line, 16" - Stop Bars (LF)	Left/Right Arrow Thermoplastic (EA)	Combination Arrow Thermoplastic (EA)	Symbol: Preformed Thermoplastic Markings (SF)	Thermoplastic Line, 5" (Solid) (LF)	Thermoplastic Line, 5" (2' Line/6' Gap Dotted Pattern) (LF)	Thermoplastic Line, 5" (10' Line/30' Gap Broken Pattern) (LF)	Thermoplastic Line, 10" (LF)	Removal of Existing Pavement Markings (SF)	763643
1	Brandywine Parkway	93.00	40.00	93.00	1	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2	Ace USA Entrance	65.25	21.25	65.25	1	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3	SR 92 (Naamans Road)	171.94	51.94	171.94	2	12	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4	Concord Mall North Exit	95.25	27.50	95.25	8	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5	Concord Mall South Exit	78.75	31.25	78.75	1	7	-	-	-	-	-	-	-	115	-	-	-	-	-	-	-	-	-
6	Rocky Run Parkway	63.00	4.50	63.00	1	9	-	-	-	-	-	-	-	129	-	-	-	115	-	30	-	-	-
7	Righter Parkway	60.25	11.25	64.25	1	5	-	-	-	-	-	-	-	82	-	-	-	-	-	-	-	-	-
8	Brandywine Boulevard	106.00	17.25	106.00	2	7	-	-	-	-	-	-	-	77	-	-	-	-	-	-	-	-	-
9	Mount Lebanon Road	101.50	54.50	101.50	1	1	-	-	-	-	-	-	-	104	-	-	-	-	-	-	-	-	-
10	Prospect Avenue	50.00	-	50.00	2	6	-	-	-	-	-	-	-	117	-	-	-	100	-	-	-	-	-
11	Whitby Road/Florence Avenue	89.50	20.13	89.50	3	5	-	-	-	-	-	-	-	119	-	-	-	-	-	-	-	-	-
12	Concord Avenue	50.00	-	50.00	5	8	-	-	-	-	-	-	-	100	-	-	-	-	-	-	-	-	-
13	Woodrow Avenue	71.00	13.25	71.00	6	7	-	-	-	-	-	-	-	107	-	-	-	-	-	-	-	-	-
14	Sharpley Road	76.50	15.00	76.50	2	9	-	-	-	-	-	-	-	90	2	-	-	-	-	-	-	-	-
15	Fairfax Boulevard	68.00	25.50	68.00	3	8	-	-	-	-	-	-	-	164	-	-	-	228	-	-	-	-	-
16	Astra Zeneca Road	68.25	9.50	68.25	3	8	-	-	-	-	-	-	-	44	-	-	-	-	-	-	-	-	-
17	Powder Mill Road/Murphy Road	100.13	32.63	100.13	3	10	-	-	-	-	-	-	-	30	-	-	-	-	-	-	-	-	-
18	Independence Mall	59.75	8.50	59.75	2	6	-	-	-	-	-	-	-	108	-	-	-	-	-	-	-	-	-
19	SR 141 Ramps	134.50	70.75	134.50	-	5	-	-	-	-	-	-	-	124	-	-	-	-	-	-	-	-	-
20	Silverside Road	191.83	85.40	201.02	1	14	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Quantity Total:</b>		1795	541	1808	48	151	0	0	0	0	0	0	1510	2	0	0	443	0	30	0	0	-	-

Website  
Copy

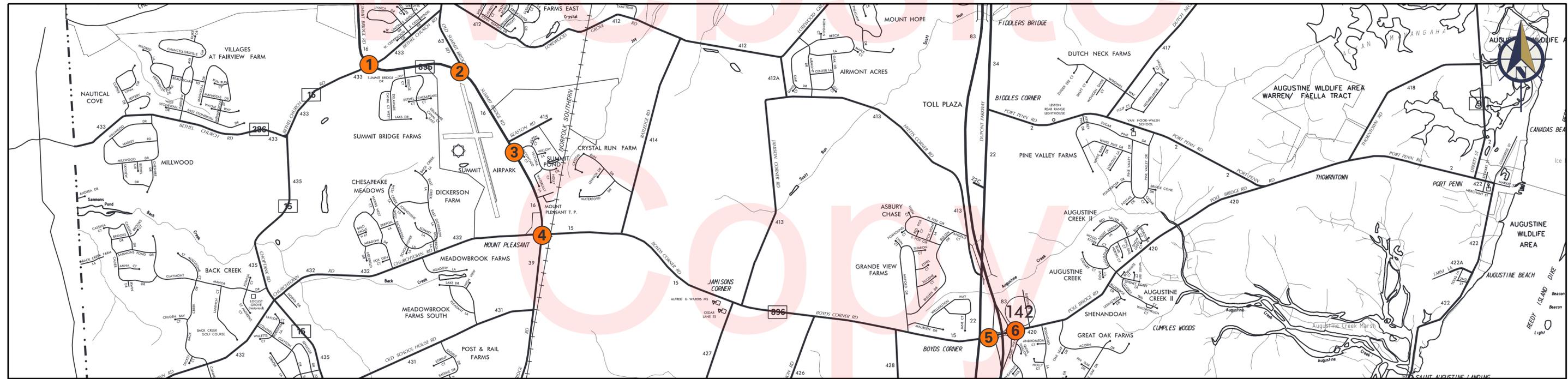
CORRIDOR: US 301 / SR896 (SUMMIT BRIDGE ROAD)

SIGNALIZED MEDIAN CROSSOVER LOCATIONS: US 301 /SR896 (SUMMIT BRIDGE ROAD) CORRIDOR

- 1 BETHEL CHURCH ROAD
- 2 OLD SUMMIT BRIDGE ROAD
- 3 VICTORIA DRIVE
- 4 CHURCHTOWN ROAD /BOYDS CORNER ROAD
- 5 SR 1 SOUTHBOUND RAMP
- 6 SR 1 NORTHBOUND RAMP

Unofficial

Website



PLOTTED BY: KBLAKE DATE: 8/24/2016 FILE LOCATION: Q:\INDE\120142\_000\_TRAFFIC\_ENGINEERING\VCADD\1+02.DE 896\_04.DGN [ SHEET: ]

ADDENDUMS / REVISIONS

NOT TO SCALE

**SIGNALIZED MEDIAN CROSSOVER SIGNING AND PAVEMENT MARKING UPGRADES - STATEWIDE**

CONTRACT	T201508305	PERMIT NO.	N/A
COUNTY	NEW CASTLE	DESIGNED BY:	KAY / KPR
		CHECKED BY:	MAW

**US 301 /SR896 (SUMMIT BRIDGE RD) INTERSECTION OVERVIEW**

SHEET NO.	92
TOTAL SHTS.	522

**INTERSECTION SIGNING RECOMMENDATIONS:**

- 1 REMOVE EXISTING OM1-3, OBJECT MARKER SIGN
- 2 3 12 INSTALL R5-1, "DO NOT ENTER" SIGNS (36"x36") FACING OPPOSING TRAFFIC AS SHOWN
- 4 REPLACE EXISTING DAMAGED R10-6, "STOP HERE ON RED" SIGN (24"x30") WITH NEW R10-6, "STOP HERE ON RED" SIGN (24"x36"); STRAIGHTEN SIGN POST
- 5 6 14 15 INSTALL R5-1a, "WRONG WAY" SIGNS (42"x30") FACING OPPOSING TRAFFIC AS SHOWN
- 7 REPLACE EXISTING DAMAGED M3-3, "SOUTH" SIGN (24"x12"), M1-5, "15" SIGN (24"x24"), AND M6-1, ARROW (21"x15") WITH SAME SIGNS AND SIZES
- 8 INSTALL R3-20-DE, "TURN LANE" SIGN (18"x18") ON EXISTING SIGN POST AT BEGINNING OF TURN LANE TAPER; REMOVE EXISTING W16-8aP, "ADVANCE STREET NAME" SIGN
- 9 REPLACE EXISTING R2-1, "YIELD" SIGN (36"x36"x36") WITH NEW R2-1, "YIELD" SIGN (48"x48"x48");
- 10 REMOVE EXISTING W16-8aP, "ADVANCE STREET NAME" SIGN
- 11 RELOCATE EXISTING R1-2, "YIELD" SIGN (48"x48"x48") CLOSER TO END OF CHANNELIZED TURN LANE AT YIELD POINT
- 13 REPLACE EXISTING R3-2, NO LEFT TURNS (24"x24") SIGN WITH NEW R3-2, NO LEFT TURNS (36"x36") SIGN; INSTALL R5-1, "DO NOT ENTER" SIGN (36"x36") ON BACK OF POST FACING OPPOSING TRAFFIC
- 16 REPLACE EXISTING DAMAGED W13-1P, "40 MPH" PLAQUE (18"x18")

**INTERSECTION STRIPING RECOMMENDATIONS:**

- NONE

**INTERSECTION 1: US 301/SR896 (SUMMIT BRIDGE RD) & BETHEL CHURCH ROAD**

- US 301/SR896 (NORTH LEG): MEDIAN WIDTH OF 47 FEET
- US 301/SR896 (SOUTH LEG): MEDIAN WIDTH OF 34 FEET
- BETHEL CHURCH ROAD (EAST LEG): NO MEDIAN
- BETHEL CHURCH ROAD (WEST LEG): MEDIAN WIDTH OF 8 FEET

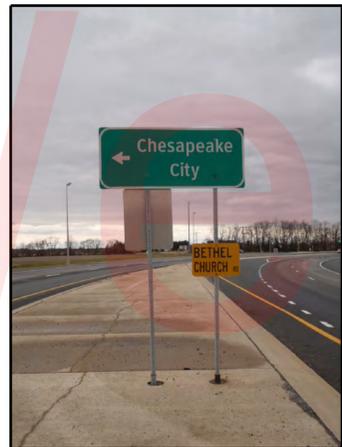
RECOMMENDATION 4



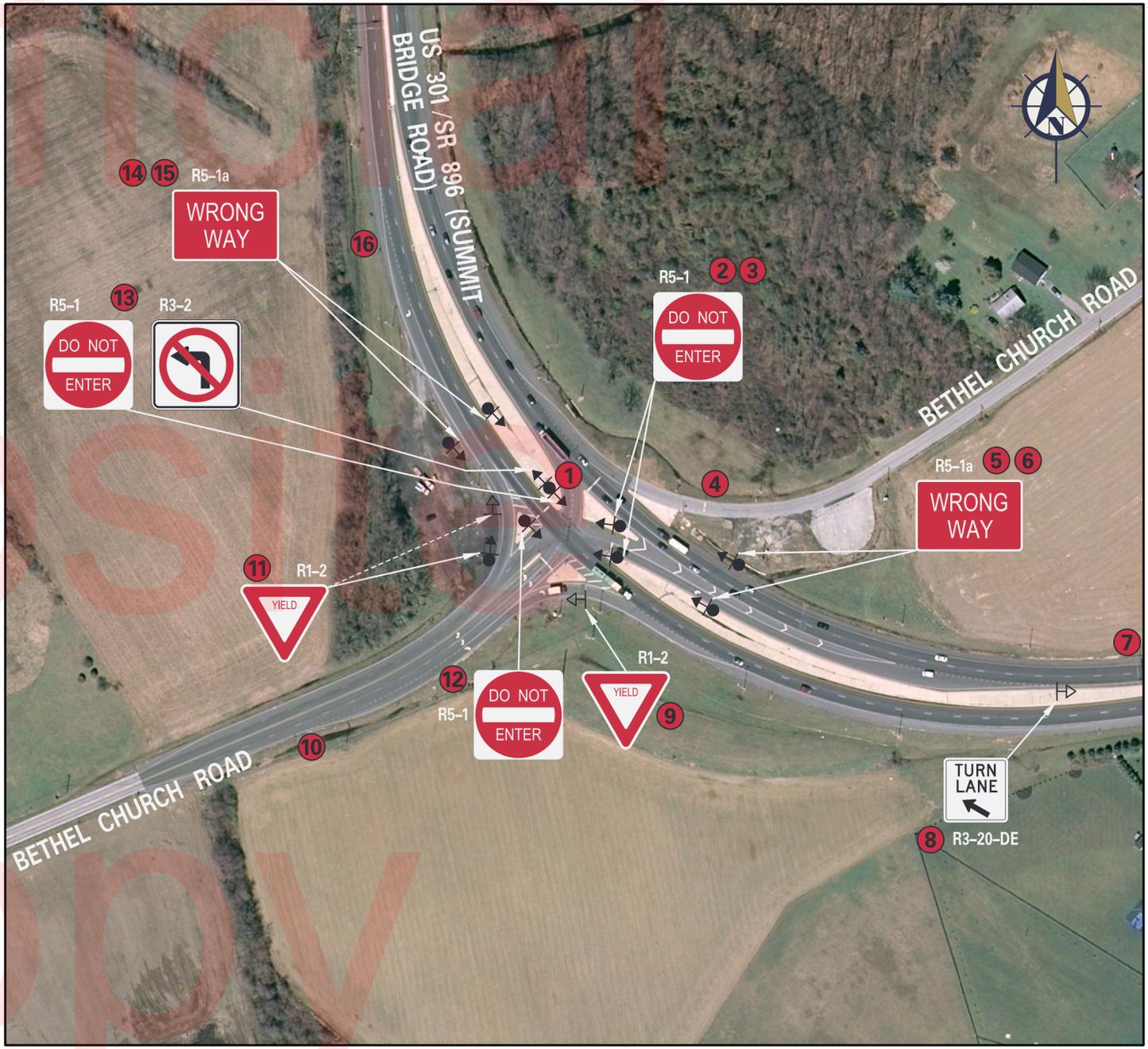
RECOMMENDATION 7



RECOMMENDATION 8



RECOMMENDATION 16



PLOTTED BY: KBLAKE DATE: 8/24/2016  
 FILE LOCATION: Q:\INDE\120142\_000\_TRAFFIC\_ENGINEERING\_V\CADD\1\02\DE 896\_04.DGN [ SHEET: ]

ADDENDUMS / REVISIONS

NOT TO SCALE

**SIGNALIZED MEDIAN CROSSOVER SIGNING AND PAVEMENT MARKING UPGRADES - STATEWIDE**

CONTRACT	PERMIT NO.	<b>N548</b>
T201508305	DESIGNED BY: KAY / KPR	
COUNTY	CHECKED BY: MAW	
NEW CASTLE		

**US 301/SR 896 (SUMMIT BRIDGE RD) & BETHEL CHURCH RD IMPROVEMENTS**

SHEET NO.	93
TOTAL SHTS.	522

**INTERSECTION SIGNING RECOMMENDATIONS:**

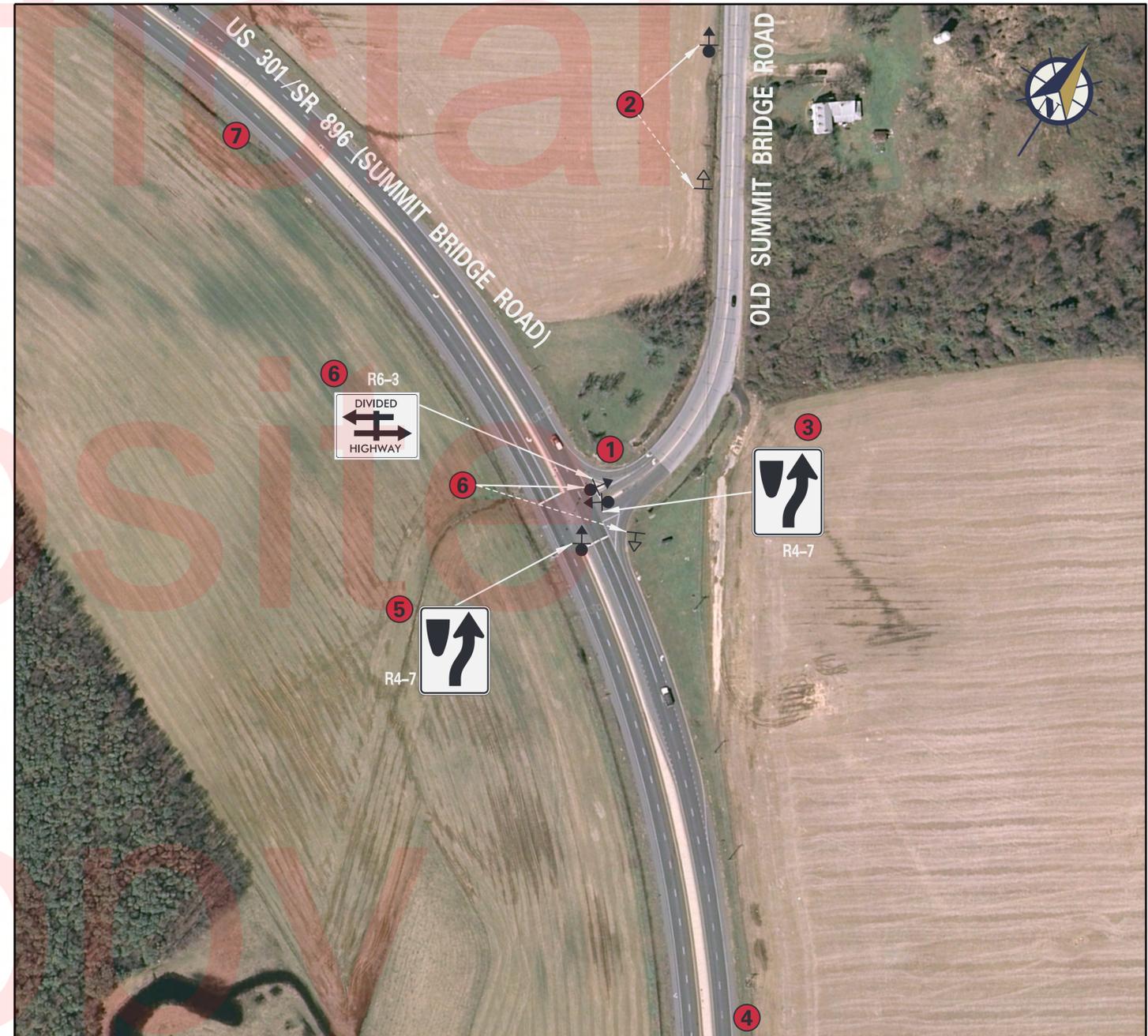
- 1 STRAIGHTEN EXISTING YIELD SIGN POST
- 2 RELOCATE EXISTING W3-3, SIGNAL AHEAD, "STREET NAME" PLAQUE AND POST 190 FT TO THE NORTH AS SHOWN
- 3 5 INSTALL R4-7, KEEP RIGHT SIGN (24"x30") ON MEDIAN NOSE AS SHOWN
- 4 7 REPLACE EXISTING DAMAGED W16-8aP, ADVANCE STREET NAME SIGN (18"x30") WITH SAME SIGN AND SIZE
- 6 INSTALL R6-3, "DIVIDED HIGHWAY" SIGN (30"x24") ON PORK CHOP ISLAND AS SHOWN; RELOCATE EXISTING "STREET BLADE" SIGNS FROM ABOVE EXISTING "YIELD" SIGN ON NORTH-EAST CORNER TO THIS POST

**INTERSECTION STRIPING RECOMMENDATIONS:**

- NONE

**INTERSECTION 2: US 301 / SR896 (SUMMIT BRIDGE RD) & OLD SUMMIT BRIDGE RD**

- US 301 / SR896 (NORTH LEG): MEDIAN WIDTH OF 10 FEET
- US 301 / SR896 (SOUTH LEG): MEDIAN WIDTH OF 10 FEET
- OLD SUMMIT BRIDGE ROAD (EAST LEG): MEDIAN WIDTH OF 6 FEET



RECOMMENDATION 1



RECOMMENDATIONS 4 & 7



RECOMMENDATION 6



**INTERSECTION SIGNING RECOMMENDATIONS:**

- 1 6 INSTALL R6-3, "DIVIDED HIGHWAY" SIGN (30"x24") ADJACENT TO STOP BAR AS SHOWN
- 2 REPLACE EXISTING R3-4, NO U-TURN (24"x24") SIGN WITH NEW R3-4, NO U-TURN (36"x36") SIGN
- 3 4 RELOCATE W3-3, "SIGNAL AHEAD" SIGN (48"x48") AND EXISTING POST 300 FT TO THE SOUTH
- 5 7 REMOVE EXISTING OM1-3, OBJECT MARKER SIGN

**INTERSECTION STRIPING RECOMMENDATIONS:**

- 1 RESTRIPE 50 FT OF 16" SOLID WHITE STOP BAR ACROSS ALL LANES

**INTERSECTION 3: US 301 /SR896 (SUMMIT BRIDGE RD) & VICTORIA DR**

- US 301 /SR896 (NORTH LEG): MEDIAN WIDTH OF 9 FEET
- US 301 /SR896 (SOUTH LEG): MEDIAN WIDTH OF 9 FEET
- VICTORIA DRIVE (EAST LEG): MEDIAN WIDTH OF 12 FEET
- PRIVATE ROAD (WEST LEG): NO MEDIAN



RECOMMENDATIONS 5 & 7



**LEGEND:**

WHITE: EXISTING CONDITIONS  
 YELLOW: PROPOSED CONDITIONS

**INTERSECTION SIGNING RECOMMENDATIONS:**

- 1 5 REMOVE EXISTING OM1-3, OBJECT MARKER (18"x18") SIGN
- 2 STRAIGHTEN EXISTING SIGN POST (R1-2, "YIELD" SIGN)
- 3 RELOCATE EXISTING W3-3, SIGNAL AHEAD SIGN (36"x36") AND POST 160 FT TO THE SOUTH; INSTALL W16-8aP, ADVANCE STREET NAME (18"x30") PLAQUE WITH UPPER /LOWER CASE TEXT
- 4 REMOVE EXISTING W16-8aP, ADVANCE STREET NAME (18"x30") PLAQUE; REMOVE EXISTING OM1-3, OBJECT MARKER (18"x18") SIGN
- 6 REPLACE EXISTING R3-8, ADVANCE INTERSECTION LANE CONTROL (36"x36") SIGN WITH SAME SIGN AND SIZE

**INTERSECTION STRIPING RECOMMENDATIONS:**

- NONE

**INTERSECTION 4: US 301/SR896 (SUMMIT BRIDGE ROAD) & CHURCHTOWN ROAD /BOYDS CORNER ROAD**

- US 301/SR896 (NORTH LEG): NO MEDIAN
- SUMMIT BRIDGE ROAD (SOUTH LEG): MEDIAN WIDTH OF 11 FEET
- US 301/SR896 (EAST LEG): MEDIAN WIDTH OF 5 FEET
- CHURCHTOWN ROAD (WEST LEG): NO MEDIAN

RECOMMENDATIONS 1 & 5



RECOMMENDATION 2



RECOMMENDATIONS 3



RECOMMENDATION 4



RECOMMENDATION 6



ADDENDUMS / REVISIONS	

NOT TO SCALE

**SIGNALIZED MEDIAN CROSSOVER SIGNING AND PAVEMENT MARKING UPGRADES - STATEWIDE**

CONTRACT	PERMIT NO.	<b>N215</b>
T201508305	DESIGNED BY: KAY / KPR	
COUNTY	CHECKED BY: MAW	
NEW CASTLE		

**US 301/SR 896 (SUMMIT BRIDGE RD) & CHURCHTOWN RD /BOYDS CORNER RD IMPROVEMENTS**

SHEET NO.	96
TOTAL SHTS.	522

**INTERSECTION SIGNING RECOMMENDATIONS:**

- 1 INSTALL R6-3, "DIVIDED HIGHWAY" SIGN (30"x24") ON BACK OF EXISTING R5-1, "DO NOT ENTER" SIGN FACING NORTH AS SHOWN
- 2 REPLACE EXISTING R3-1, NO RIGHT TURN (30"x30") SIGN WITH NEW R3-1, NO RIGHT TURN SIGN (36"x36") (ON SPAN WIRE POLE)
- 3 REINSTALL ROUTE ASSEMBLY SIGNS ONTO PROPOSED SIGN POST (BROKEN POST)
- 4 INSTALL R3-20-DE, "TURN LANE" SIGN (18"x18") AT BEGINNING OF TURN LANE TAPER
- 5 REINSTALL DESTINATION SIGN ONTO PROPOSED SIGN POSTS (BROKEN POST, SIGN MAY NEED REPAIR OR REPLACEMENT)
- 6 9 REMOVE EXISTING R1-2, "YIELD" SIGN (36"x36"x36") FROM LIGHT POLE; INSTALL NEW R1-2, "YIELD" SIGN (48"x48"x48") ON GROUND MOUNTED POST CLOSER TO YIELD POINT AS SHOWN
- 7 REPLACE EXISTING R3-4, NO U-TURN (30"x30") SIGN WITH NEW R3-4 (36"x36") SIGN
- 8 REPLACE EXISTING R3-2, NO LEFT TURN (30"x30") SIGN WITH NEW R3-2, NO LEFT TURN SIGN (36"x36") (FACING TO THE WEST); REPLACE EXISTING R4-7, KEEP RIGHT (30"x24") (FACING TO THE EAST)
- 10 11 INSTALL R5-1a, "WRONG WAY" (36"x24") SIGNS 150 FT FROM R5-1, "DO NOT ENTER" SIGNS FACING SOUTH AS SHOWN

**INTERSECTION STRIPING RECOMMENDATIONS:**

- NONE

**INTERSECTION 5: US 301/SR 896 (POLE BRIDGE RD) & SR 1 SB RAMP**

- SR 1 SB RAMP (NORTH LEG): NO MEDIAN
- SR 1 SB RAMP (SOUTH LEG): NO MEDIAN
- US 301/SR 896 (EAST LEG): MEDIAN WIDTH OF 11 FEET
- US 301/SR 896 (WEST LEG): MEDIAN WIDTH OF 22 FEET



RECOMMENDATION 3



RECOMMENDATION 5



RECOMMENDATION 8



**INTERSECTION SIGNING RECOMMENDATIONS:**

- 1 3 REMOVE EXISTING R1-2, "YIELD" SIGN (36"x36"x36") FROM SPAN WIRE POLE; INSTALL NEW R1-2, "YIELD" SIGN (48"x48"x48") ON GROUND MOUNTED POST CLOSER TO YIELD POINT AS SHOWN
- 2 REPLACE EXISTING R3-2, NO LEFT TURN SIGN (30"x30") WITH NEW R3-2, NO LEFT TURN SIGN (36"x36"); REPLACE EXISTING R3-4, NO U TURN SIGN (30"x30") WITH NEW R3-4, NO U TURN SIGN (36"x36"); REMOVE EXISTING OM1-3, OBJECT MARKER (18"x18") SIGN
- 4 REPLACE EXISTING R6-3, "DIVIDED HIGHWAY" SIGN WITH NEW R6-3 "DIVIDED HIGHWAY" SIGN (24"x30")
- 5 REPLACE EXISTING R3-1, NO RIGHT TURN SIGN (30"x30") WITH NEW R3-1, NO RIGHT TURN SIGN (36"x36") (ON LIGHT POLE)
- 6 INSTALL R3-20-DE, "TURN LANE" SIGN (18"x18") AT BEGINNING OF TURN LANE TAPER
- 7 REPLACE EXISTING DAMAGED M6-1, ARROW (15"x21") AND M1-5, "SR 1" (24"x24") SIGNS
- 8 REMOVE EXISTING OM1-3, OBJECT MARKER (18"x18") SIGN

**INTERSECTION STRIPING RECOMMENDATIONS:**

- NONE

**INTERSECTION 6: US 301/SR 896 (POLE BRIDGE RD) & SR 1 NB RAMP**

- SR 1 NB RAMP (NORTH LEG): NO MEDIAN
- SR 1 NB RAMP (SOUTH LEG): NO MEDIAN
- US 301/SR 896 (EAST LEG): MEDIAN WIDTH OF 22 FEET
- US 301/SR 896 (WEST LEG): MEDIAN WIDTH OF 9 FEET

RECOMMENDATION 2



RECOMMENDATION 2



RECOMMENDATION 5



RECOMMENDATION 7



RECOMMENDATION 8



ADDENDUMS / REVISIONS

NOT TO SCALE

**SIGNALIZED MEDIAN CROSSOVER  
 SIGNING AND PAVEMENT MARKING  
 UPGRADES - STATEWIDE**

CONTRACT	PERMIT NO.	<b>N576</b>
T201508305	DESIGNED BY: KAY / KPR	
COUNTY	CHECKED BY: MAW	
NEW CASTLE		

**US 301/SR 896  
 (POLE BRIDGE RD)  
 & SR 1 NB RAMP  
 IMPROVEMENTS**

SHEET NO.	98
TOTAL SHTS.	522

US 301/SR 896		Signing Items					Striping Items (Concrete)					Striping Items (Hot-Mix)											
Intersection Number	Intersection Name	749532	749557	749556	749688	749570	748548			748557	748568	748690	748696	748697	748699	748700	748703	748732		748734	748704	763643	
		Supply of Flat Sheet Aluminum Sign Panel, Type IX Sheeting (SF)	Removal of Sign on Ground Mount Posts (SF)	Installation of Sign on Ground Mount Posts (SF)	Installation of 4" Dia. Hole, 6" in Depth or Less (EA)	Furnish & Installation of Galvanized Steel Sign Post Only, 12"x2" (EA)	Permanent Pavement Striping, Epoxy Resin Paint, White/Yellow, 5" (LF)	Permanent Pavement Striping, Epoxy Resin Paint, White, 5" (2' Line/6' Gap Dotted Pattern) (LF)	Permanent Pavement Striping, Epoxy Resin Paint, White, 5" (10' Line/30' Gap Broken Pattern) (LF)	Permanent Pavement Striping, Epoxy Resin Paint, Black, 3" (LF)	Permanent Pavement Striping, Epoxy Resin Paint, Black, 9" (LF)	Symbol Tape (SF)	Thermoplastic Transverse Line, 12" - Crosswalks (LF)	Thermoplastic Transverse Line, 16" - Stop Bars (LF)	Left/Right Arrow Thermoplastic (EA)	Combination Arrow Thermoplastic (EA)	Symbol: Preformed Thermoplastic Markings (SF)	Thermoplastic Line, 5" (Solid) (LF)	Thermoplastic Line, 5" (2' Line/6' Gap Dotted Pattern) (LF)	Thermoplastic Line, 5" (10' Line/30' Gap Broken Pattern) (LF)	Thermoplastic Line, 10" (LF)	Removal of Existing Pavement Markings (SF)	MOT (LS)
1	Bethel Church Road	106.69	41.69	114.69	5	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2	Old Summit Bridge Road	22.50	24.75	39.75	3	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3	Victoria Drive	19.00	40.50	51.00	2	4	-	-	-	-	-	-	50	-	-	-	-	-	-	-	-	-	-
4	Churchtown Road / Boyds Corner Road	3.75	26.25	21.75	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5	SR 1 SB Ramp	72.75	55.94	95.94	1	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
6	SR 1 NB Ramp	56.44	43.44	56.44	1	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Quantity Total:</b>		282	233	380	12	25	0	0	0	0	0	0	50	0	0	0	0	0	0	0	0	0	-

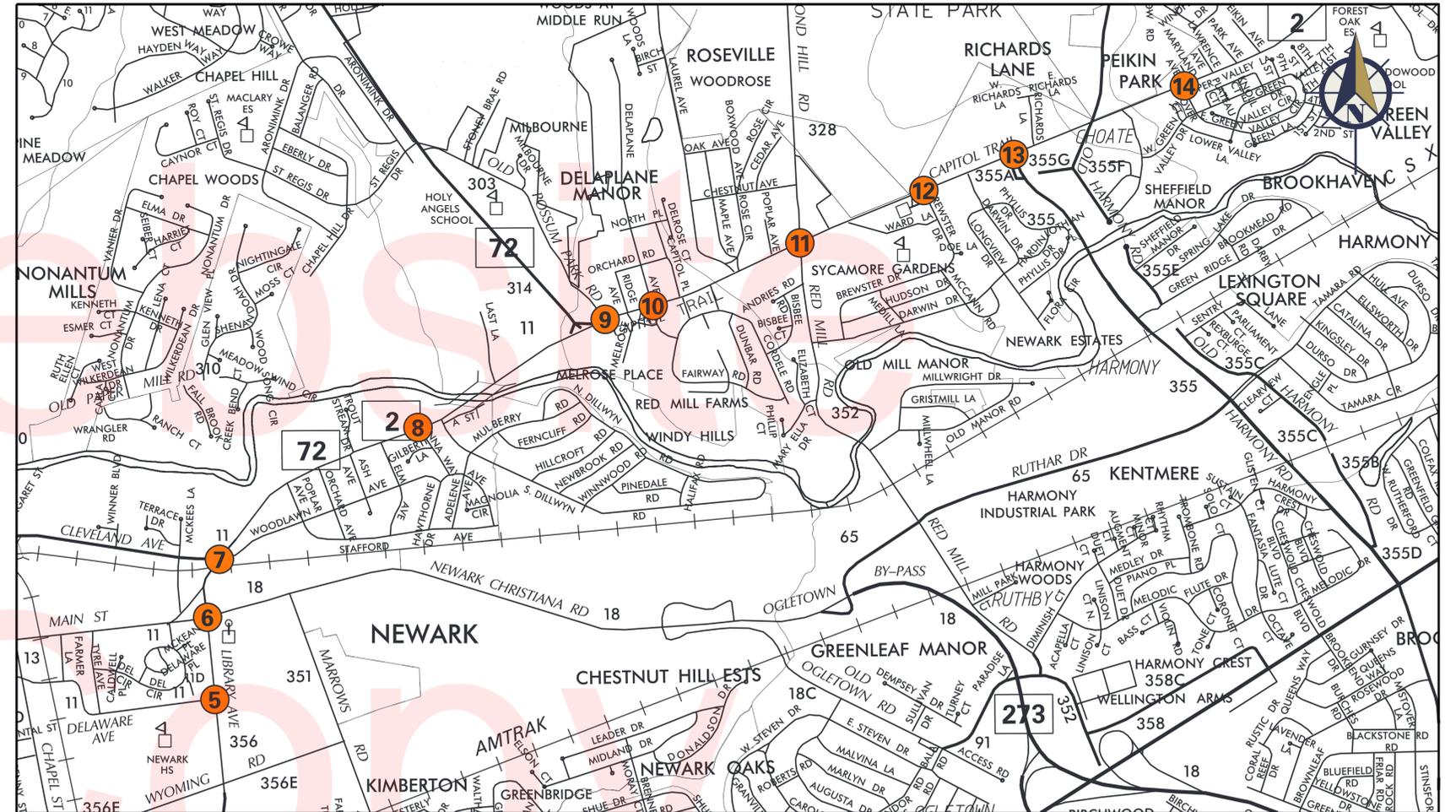
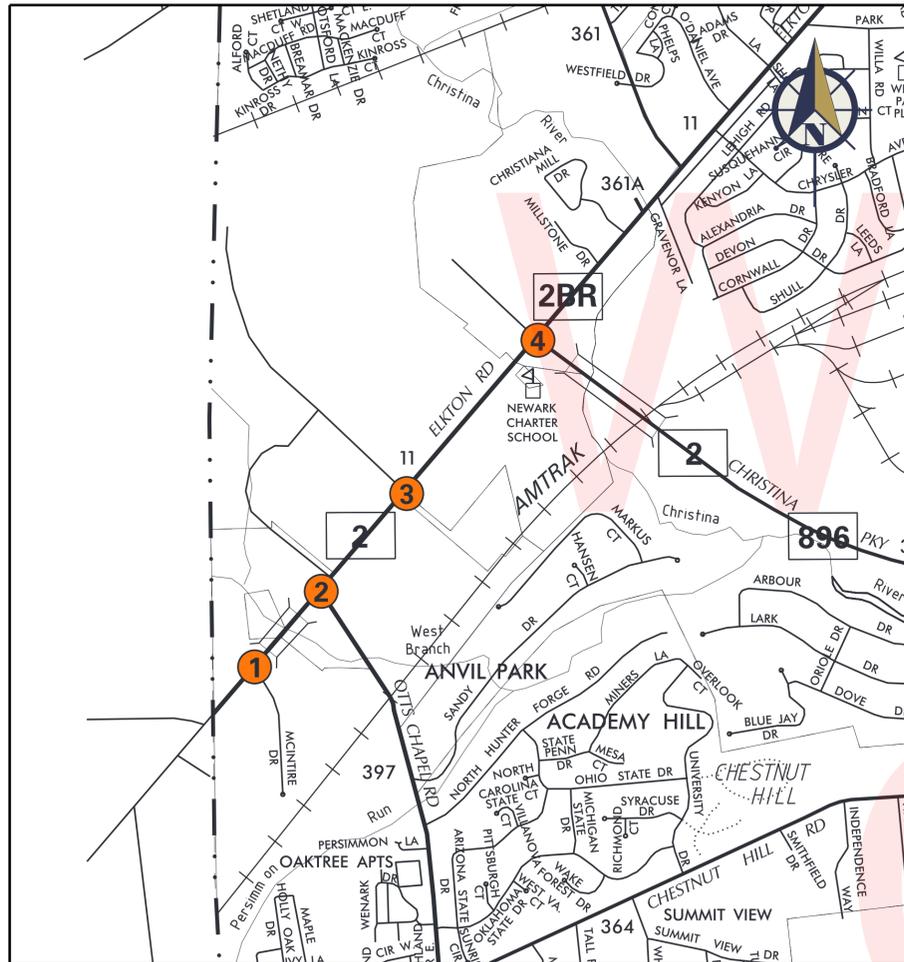
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Website  
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CORRIDOR: SR 2 (ELKTON ROAD)

**SIGNALIZED MEDIAN CROSSOVER LOCATIONS: SR 2 (ELKTON ROAD)**

- 1** MCINTIRE DRIVE
- 2** OTTS CHAPEL ROAD
- 3** INTERCHANGE BOULEVARD
- 4** SR 4 /SUBURBAN DRIVE
- 5** SR 72/COLLEGE SQUARE
- 6** SR 273 (OGLETOWN ROAD)/E. MAIN STREET
- 7** E. CLEVELAND AVENUE/WOODLAWN AVENUE
- 8** ANNA WAY
- 9** POSSUM PARK ROAD
- 10** DELAPLANE AVENUE/MELROSE PLACE DRIVE
- 11** POLLY DRUMMOND HILL ROAD/RED MILL ROAD
- 12** BREWSTER DRIVE
- 13** N. HARMONY ROAD
- 14** E. GREEN VALLEY CIRCLE

Unofficial



PLOTTED BY: KBLAKE DATE: 8/24/2016  
 FILE LOCATION: Q:\INDE\120142\_000\_TRAFFIC\_ENGINEERING\_V\CADD\1+02\DE 2\_01.DGN [ SHEET: 1 ]

ADDENDUMS / REVISIONS

NOT TO SCALE

**SIGNALIZED MEDIAN CROSSOVER SIGNING AND PAVEMENT MARKING UPGRADES - STATEWIDE**

CONTRACT	PERMIT NO.	<b>NA</b>
T201508305	DESIGNED BY: GYB	
COUNTY	CHECKED BY: MAW	
NEW CASTLE		

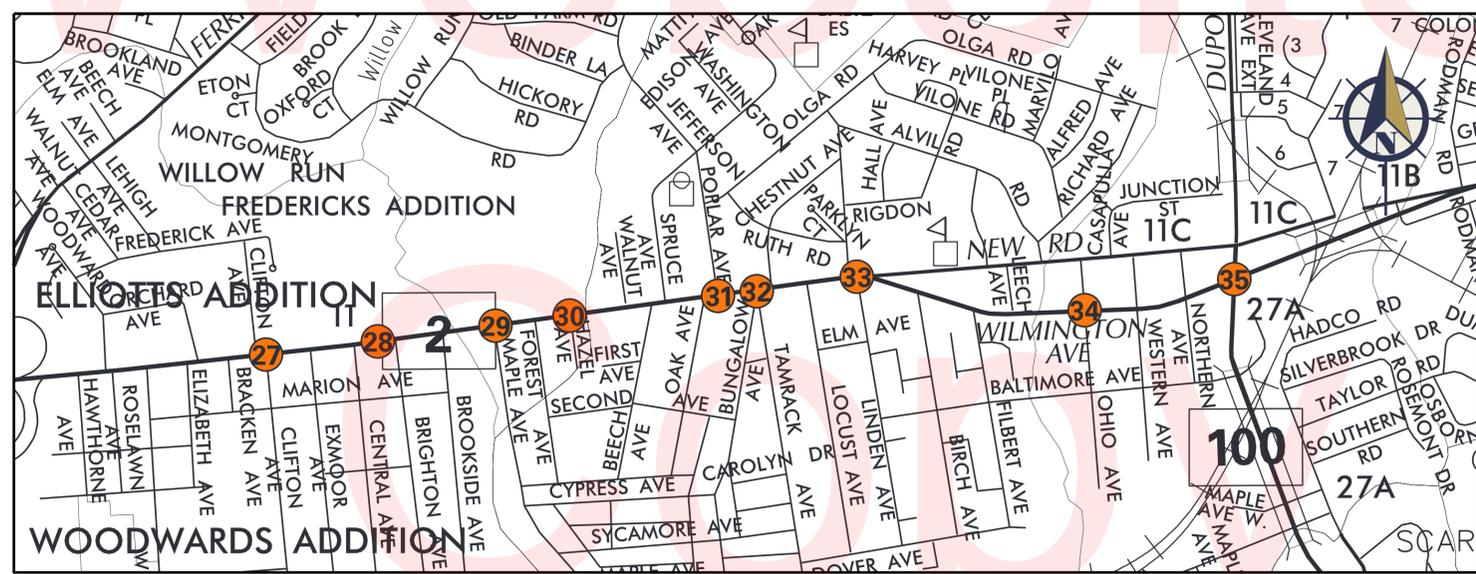
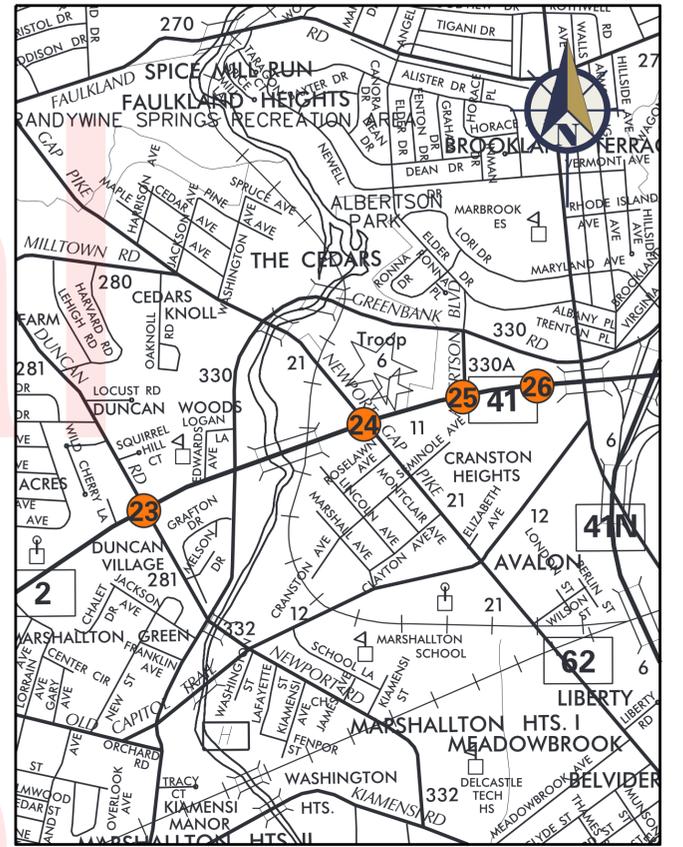
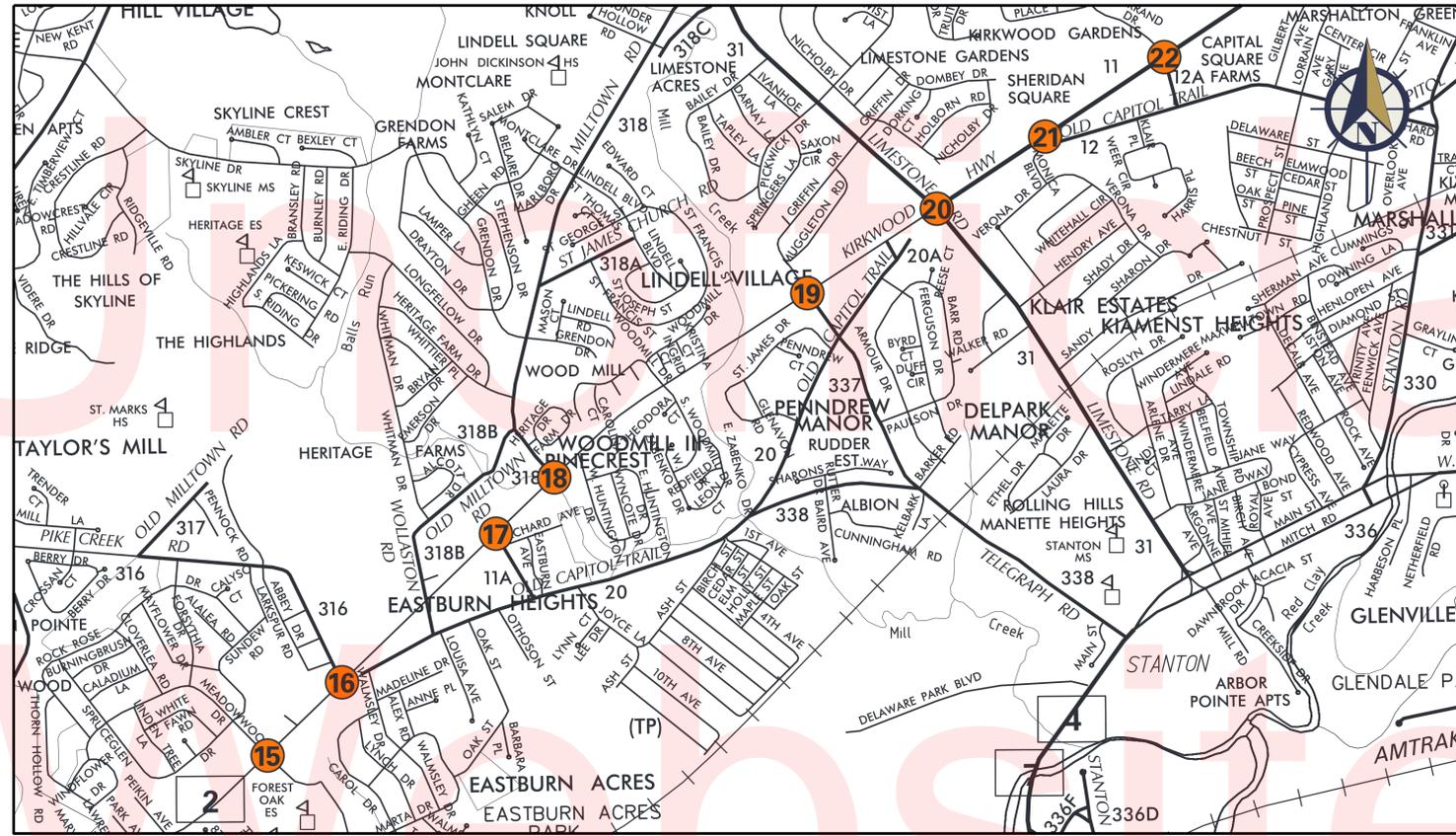
**SR 2 (ELKTON ROAD/ KIRKWOOD HIGHWAY) INTERSECTION OVERVIEW**

SHEET NO.	100
TOTAL SHTS.	522

CORRIDOR: SR 2 (ELKTON ROAD)

**SIGNALIZED MEDIAN CROSSOVER LOCATIONS: SR 2 (ELKTON ROAD)**

- 15 MEADOWOOD DRIVE
- 16 PIKE CREEK ROAD
- 17 HARRISON AVENUE
- 18 MILLTOWN ROAD
- 19 ST. JAMES CHURCH ROAD/GRIFFIN DRIVE
- 20 SR 7 (LIMESTONE ROAD)
- 21 SHOPPING CENTER ACCESS
- 22 FARRAND DRIVE
- 23 DUNCAN ROAD
- 24 SR 41/NEWPORT GAP PIKE
- 25 ALBERTSON BOULEVARD
- 26 RADIO SHACK ENTRANCE
- 27 CLIFTON AVENUE
- 28 SHOPPING CENTER ACCESS
- 29 MAPLE AVENUE
- 30 HAZEL AVENUE/V.A. HOSPITAL ENTRANCE
- 31 POPLAR AVENUE
- 32 TAMARACK AVENUE
- 33 SANDERS ROAD/LINDEN AVENUE
- 34 OHIO AVENUE
- 35 DUPONT ROAD



PLOTTED BY: GYOUNG DATE: 8/25/2016 FILE LOCATION: Q:\INDE\120142\_000\_TRAFFIC\_ENGINEERING\_V\CADD\1+02\DE 2\_01.DGN [ SHEET : 1 ]

ADDENDUMS / REVISIONS

**NOT TO SCALE**

**SIGNALIZED MEDIAN CROSSOVER SIGNING AND PAVEMENT MARKING UPGRADES - STATEWIDE**

CONTRACT	PERMIT NO.	N/A
T201508305	DESIGNED BY: GYB	
COUNTY	CHECKED BY: MAW	
NEW CASTLE		

**SR 2 (KIRKWOOD HIGHWAY) INTERSECTION OVERVIEW**

SHEET NO.	101
TOTAL SHTS.	522

**INTERSECTION SIGNING RECOMMENDATIONS:**

- 1 2 3 9 10 REPLACE EXISTING UNDERSIZED R5-1, "DO NOT ENTER" SIGN WITH NEW R5-1, "DO NOT ENTER" SIGN (36"x36")
- 4 5 11 12 REPLACE EXISTING UNDERSIZED R5-1a, "WRONG WAY" SIGN WITH NEW R5-1a, "WRONG WAY" SIGN (42"x30")
- 6 INSTALL W3-3, "SIGNAL AHEAD" SIGN (36"x36") AND W16-8P, "ADVANCED STREET NAME" PLAQUE AS SHOWN
- 7 RELOCATE "TRUCK ENTRANCE" SIGN TO NEW POST 150' WEST OF EXISTING LOCATION AS SHOWN; REMOVE EXISTING DAMAGED STREET BLADE SIGN; STRAIGHTEN EXISTING SIGN POST AND RELOCATE EXISTING "TURN LANE" SIGN HIGHER ON POST
- 8 REPLACE EXISTING UNDERSIZED R6-3a, "DIVIDED HIGHWAY - T INTERSECTION" SIGN WITH NEW R6-3a, "DIVIDED HIGHWAY" SIGN (30"x24")
- 13 INSTALL R3-20-DE, "TURN LANE" SIGN (18"x18") AT BEGINNING OF TURN LANE TAPER
- 14 RELOCATE EXISTING "TRUCK ENTRANCE" SIGN FROM BELOW W3-3, "SIGNAL AHEAD" SIGN TO NEW POST 150' EAST AS SHOWN; RELOCATE EXISTING "DART" SIGN HIGHER ON EXISTING SIGN POST
- 15 REPLACE EXISTING UNDERSIZED R5-1, "DO NOT ENTER" SIGN WITH NEW R5-1, "DO NOT ENTER" SIGN (36"x36"); INSTALL NEW R6-1L, "ONE WAY" SIGN (12"x36") ABOVE NEW R5-1, "DO NOT ENTER" SIGN FACING SOUTH-EAST

**INTERSECTION STRIPING RECOMMENDATIONS:**

- 1 RESTRIPE 36 FT OF 16" WIDE SOLID WHITE STOP BAR ACROSS THE WESTBOUND APPROACH
- 2 RESTRIPE 24 FT OF 16" WIDE SOLID WHITE STOP BAR ACROSS THE NORTHBOUND APPROACH
- 3 ADD 150 FT OF 5" SOLID WHITE LANE LINE, 150 FT OF 5" WIDE SOLID DOUBLE YELLOW CENTERLINE, AND TWO TURN ARROWS TO NORTHBOUND APPROACH
- 4 RESTRIPE 48 FT OF 16" WIDE SOLID WHITE STOP BAR ACROSS THE EASTBOUND APPROACH

RECOMMENDATION 1



RECOMMENDATION 7



RECOMMENDATION 8



RECOMMENDATION 10



RECOMMENDATION 14



**INTERSECTION 1: SR2 (ELKTON ROAD) & MCINTIRE DRIVE**

- MCINTIRE ROAD (SOUTH LEG): NO MEDIAN
- SR2 (ELKTON ROAD) (EAST LEG): MEDIAN WIDTH OF 34 FEET
- SR2 (ELKTON ROAD) (WEST LEG): MEDIAN WIDTH OF 34 FEET



**LEGEND:**

WHITE: EXISTING CONDITIONS  
YELLOW: PROPOSED CONDITIONS

**INTERSECTION SIGNING RECOMMENDATIONS:**

- 1 2 INSTALL R4-7, "KEEP RIGHT" SIGN (24"x30") ON MEDIAN NOSE AS SHOWN
- 3 9 INSTALL R5-1, "DO NOT ENTER" SIGN (36"x36") FACING OPPOSING TRAFFIC AS SHOWN
- 4 13 14 INSTALL R5-1a, "WRONG WAY" SIGN (42"x30") FACING OPPOSING TRAFFIC AS SHOWN
- 5 INSTALL R3-20-DE, "TURN LANE" SIGN (18"x18") AT BEGINNING OF TURN LANE TAPER
- 6 10 16 REPLACE EXISTING UNDERSIZED R1-2 "YIELD" SIGN (30"x30"x30") WITH NEW R1-2 "YIELD" SIGN (48"x48"x48")
- 7 17 INSTALL BACK TO BACK R6-1L/R6-1R, "ONE WAY" SIGNS (12"x36") AND AN R6-3, "DIVIDED HIGHWAY" SIGN (30"x24") AS SHOWN
- 8 REPLACE EXISTING W16-8aP, "ADVANCED STREET NAME" PLAQUE WITH NEW W16-8aP, "ADVANCED STREET NAME" PLAQUE WITH UPPER/LOWERCASE TEXT
- 11 REMOVE EXISTING R5-1, "DO NOT ENTER" SIGN AND R5-1a, "WRONG WAY" SIGN
- 12 REPLACE EXISTING W16-8P, "ADVANCED STREET NAME" PLAQUE WITH NEW W16-8aP, "ADVANCED STREET NAME" PLAQUE WITH UPPER/LOWERCASE TEXT; RELOCATE NEW W16-8aP AND EXISTING W3-3, "SIGNAL AHEAD" SIGN 350' WEST
- 15 REPLACE EXISTING UNDERSIZED R5-1, "DO NOT ENTER" SIGN WITH NEW R5-1, "DO NOT ENTER" SIGN (36"x36"); REMOVE EXISTING R5-1a, "WRONG WAY" SIGN

**INTERSECTION STRIPING RECOMMENDATIONS:**

- 1 RESTRIPE 45 FT OF 16" WIDE SOLID WHITE STOP BAR ACROSS THE WESTBOUND APPROACH
- 2 RESTRIPE 25 FT OF 16" WIDE SOLID WHITE STOP BAR ACROSS THE NORTHBOUND APPROACH

RECOMMENDATION 8



RECOMMENDATION 10



RECOMMENDATION 12



RECOMMENDATION 15



RECOMMENDATION 16



**INTERSECTION 2: SR2 (ELKTON ROAD) & OTTS CHAPEL ROAD**

- PRIVATE DRIVE (NORTH LEG): MEDIAN WIDTH OF 10 FEET
- OTTS CHAPEL ROAD (SOUTH LEG): MEDIAN WIDTH OF 13 FEET
- SR2 (ELKTON ROAD) (EAST LEG): MEDIAN WIDTH OF 28 FEET
- SR2 (ELKTON ROAD) (WEST LEG): MEDIAN WIDTH OF 30 FEET



**LEGEND:**

WHITE: EXISTING CONDITIONS  
YELLOW: PROPOSED CONDITIONS

**INTERSECTION 3: SR2 (ELKTON ROAD) & INTERCHANGE BOULEVARD**

- INTERCHANGE BOULEVARD (NORTH LEG): NO MEDIAN
- INTERCHANGE BOULEVARD (SOUTH LEG): NO MEDIAN
- SR2 (ELKTON ROAD) (EAST LEG): MEDIAN WIDTH OF 34 FEET
- SR2 (ELKTON ROAD) (WEST LEG): MEDIAN WIDTH OF 36 FEET

**INTERSECTION SIGNING RECOMMENDATIONS:**

- 1 REMOVE EXISTING UNDERSIZED R1-2, "YIELD" SIGN; INSTALL NEW R1-2, "YIELD" SIGN (48"x48"x48") ON NEW SIGN POST AS SHOWN
- 2 3 8 9 INSTALL R5-1, "DO NOT ENTER" SIGN (36"x36") FACING OPPOSING TRAFFIC AS SHOWN
- 4 13 INSTALL R3-20-DE, "TURN LANE" SIGN (18"x18") AT BEGINNING OF TURN LANE TAPER
- 5 6 10 11 INSTALL R5-1a, "WRONG WAY" SIGN (42"x30") FACING OPPOSING TRAFFIC AS SHOWN
- 7 INSTALL BACK TO BACK R6-1L/R6-1R, "ONE WAY" SIGNS (12"x36") AND R6-3, "DIVIDED HIGHWAY" SIGN (30"x24") ADJACENT TO STOP BAR AS SHOWN
- 12 REMOVE EXISTING PLANT ENTRANCE SIGN; RELOCATE EXISTING W3-3, "SIGNAL AHEAD" SIGN AND EXISTING POST 200' EAST AS SHOWN
- 14 INSTALL R1-2, "YIELD" SIGN (48"x48"x48") ON NEW SIGN POST AS SHOWN
- 15 REMOVE EXISTING UNDERSIZED R1-2, "YIELD" SIGN; REPLACE EXISTING UNDERSIZED R6-3, "DIVIDED HIGHWAY" SIGN WITH NEW R6-3, "DIVIDED HIGHWAY" SIGN (30"x24")

**INTERSECTION STRIPING RECOMMENDATIONS:**

- 1 RESTRIPE 35 FT OF 16" WIDE SOLID WHITE STOP BAR ACROSS THE WESTBOUND APPROACH

RECOMMENDATION 1



RECOMMENDATION 12



RECOMMENDATION 15



**LEGEND:**  
 WHITE: EXISTING CONDITIONS  
 YELLOW: PROPOSED CONDITIONS

PLOTTED BY: KBLAKE DATE: 8/24/2016  
 FILE LOCATION: Q:\INDE\120142\_000\_TRAFFIC\_ENGINEERING...\CADD\1102\DE 2\_01.DGN [ SHEET: 1 ]

ADDENDUMS / REVISIONS	

NOT TO SCALE

STATEWIDE DIVIDED HIGHWAY SAFETY STUDY: PHASE III

CONTRACT	PERMIT NO.	<b>N017P</b>
T201508305	DESIGNED BY:	GYB/ALB
COUNTY	CHECKED BY:	MAW
NEW CASTLE		

SR2 (ELKTON ROAD) & INTERCHANGE BOULEVARD IMPROVEMENTS

SHEET NO.	104
TOTAL SHTS.	522

**INTERSECTION SIGNING RECOMMENDATIONS:**

- 1 8 16 REPLACE EXISTING UNDERSIZED R1-2 "YIELD" SIGN WITH NEW R1-2 "YIELD" SIGN (48"x48"x48")
- 2 11 INSTALL R6-3, "DIVIDED HIGHWAY" SIGN (30"x24") AS SHOWN
- 3 4 19 INSTALL R4-7, "KEEP RIGHT" SIGN (24"x30") ON MEDIAN NOSE AS SHOWN
- 5 13 18 INSTALL R3-20-DE, "TURN LANE" SIGN (18"x18") AT BEGINNING OF TURN LANE TAPER
- 6 7 REPLACE EXISTING "RED LIGHT PHOTO ENFORCED" SIGN WITH NEW R10-18a, "TRAFFIC SIGNAL PHOTO ENFORCED" SIGN (30"x42")
- 9 17 INSTALL BACK TO BACK R6-1L/R6-1R, "ONE WAY" SIGNS (12"x36") AND R6-3, "DIVIDED HIGHWAY" SIGN (30"x24") ON PORKCHOP ISLAND AS SHOWN
- 10 REPLACE EXISTING "ILLEGAL TO TURN ON RED ARROW" SIGN WITH R10-11-DE, ALL BLACK TEXT VERSION, "NO TURN ON RED ARROW" SIGN (36"x48"); STRAIGHTEN SIGN POST
- 12 REMOVE EXISTING M4-3, "BUSINESS" SIGN, REMOVE M3-1, "NORTH" SIGN AND REMOVE M1-5, "STATE ROUTE - 2" SIGN FROM EXISTING "EAST/SR 896" ASSEMBLY, REMOVE EXISTING M3-2, "EAST" SIGN AND REPLACE WITH NEW M3-1, "NORTH SIGN (12"x24"); REMOVE EXISTING M1-5, "STATE ROUTE - 2" SIGN FROM "SOUTH/SR 896" ASSEMBLY, REARRANGE EXISTING SIGNS FROM TOP TO BOTTOM TO READ "EAST/SR 4/SOUTH/SR 896" WITH THE EXISTING M6-1, "DIRECTIONAL ARROW - RIGHT" AT THE BOTTOM
- 14 REPLACE EXISTING DAMAGED W3-3, "SIGNAL AHEAD" SIGN (36"x36"); RELOCATE NEW W3-3 SIGN 650' WEST ONTO NEW SIGN POST
- 15 REMOVE EXISTING OM1-3, "OBJECT MARKER"

**INTERSECTION STRIPING RECOMMENDATIONS:**

- NONE

RECOMMENDATION 7



RECOMMENDATION 10



RECOMMENDATION 12



RECOMMENDATION 14

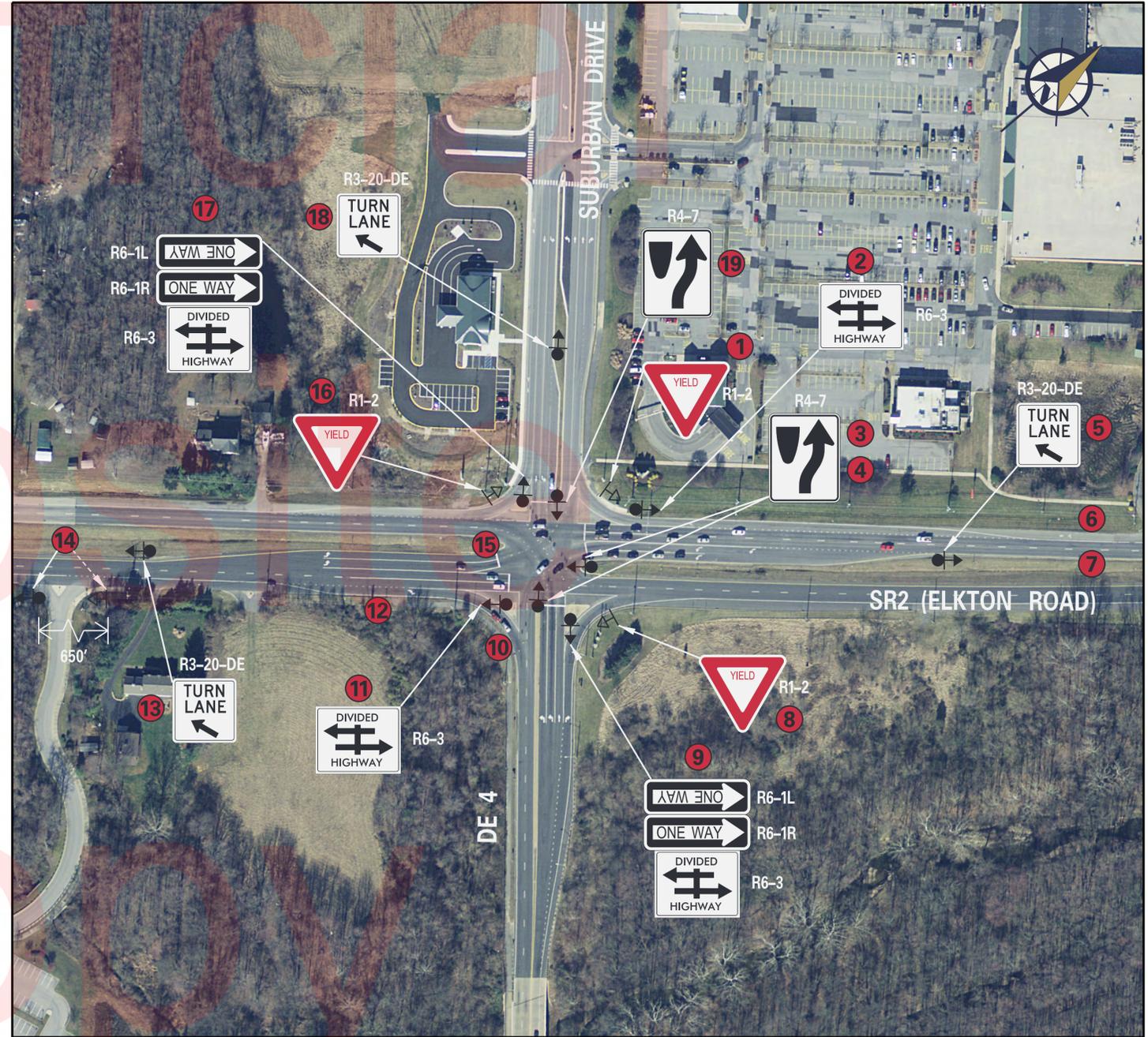


RECOMMENDATION 15



**INTERSECTION 4: SR2 (ELKTON ROAD) & SUBURBAN DRIVE/DE 4**

- SUBURBAN DRIVE (NORTH LEG): MEDIAN WIDTH OF 10 FEET
- DE 4 (SOUTH LEG): MEDIAN WIDTH OF 5 FEET
- SR2 (ELKTON ROAD) (EAST LEG): MEDIAN WIDTH OF 20 FEET
- SR2 (ELKTON ROAD) (WEST LEG): MEDIAN WIDTH OF 21 FEET



**INTERSECTION SIGNING RECOMMENDATIONS:**

- 1 4 6 REPLACE EXISTING UNDERSIZED R1-2 "YIELD" SIGN WITH NEW R1-2 "YIELD" SIGN (48"x48"x48")
- 2 INSTALL R6-3a, "DIVIDED HIGHWAY - T INTERSECTION" SIGN (30"x24") ON PORK CHOP ISLAND AS SHOWN
- 3 13 INSTALL R4-7, "KEEP RIGHT" SIGN (24"x30") ON MEDIAN NOSE AS SHOWN
- 5 INSTALL R4-7, "KEEP RIGHT" SIGN (24"x30") FACING NORTH; INSTALL R3-2, "NO LEFT TURNS" SIGN (36"x36") ON BACK OF R4-7 FACING SOUTH
- 7 INSTALL R6-3, "DIVIDED HIGHWAY" SIGN (30"x24") FACING WEST; INSTALL R5-1, "DO NOT ENTER" SIGN (36"x36") ON BACK OF R6-3 FACING EAST; INSTALL BACK TO BACK R6-1L/R6-1R, "ONE WAY" SIGNS (36"x12") PERPENDICULAR ABOVE R6-3 & R5-1 FACING NORTH AND SOUTH
- 8 REPLACE EXISTING DAMAGED ROUTE ASSEMBLY, INCLUDING M3-3, "CARDINAL DIRECTION - SOUTH" (24"x12"), M1-5, "STATE ROUTE 72" SIGN (24"x24"), AND M6-1, "DIRECTIONAL ARROW - RIGHT" SIGN (21"x15")
- 9 REMOVE EXISTING R3-7R, "RIGHT LANE MUST TURN RIGHT" SIGN; REPLACE EXISTING R3-8, "ADVANCED INTERSECTION LANE CONTROL" SIGN WITH NEW R3-8a, "ADVANCED INTERSECTION LANE CONTROL" SIGN (30"x45")
- 10 REPLACE EXISTING DAMAGED R3-8, "ADVANCED INTERSECTION LANE CONTROL" SIGN WITH NEW R3-8a, "ADVANCED INTERSECTION LANE CONTROL" SIGN (30"x45") WITH LEFT ONLY, LEFT /THROUGH, AND RIGHT TURN LANE
- 11 REPLACE EXISTING UNDERSIZED R5-1, "DO NOT ENTER" SIGN WITH NEW R5-1, "DO NOT ENTER" SIGN (36"x36"); INSTALL BACK TO BACK R6-1L/R6-1R, "ONE WAY" SIGNS (36"x12") PERPENDICULAR ABOVE R5-1, "DO NOT ENTER" SIGN FACING NORTH AND SOUTH; REMOVE EXISTING ADOPT A HIGHWAY SIGNS
- 12 REMOVE DAMAGED BACK TO BACK R6-1L/R6-1R, "ONE WAY" SIGNS; REPLACE EXISTING UNDERSIZED R3-1, "NO RIGHT" SIGN WITH NEW R3-1, "NO RIGHT" SIGN (36"x36"); RELOCATE EXISTING POST BEHIND SIDEWALK AS SHOWN
- 14 INSTALL R3-20-DE, "TURN LANE" SIGN (18"x18") AT BEGINNING OF TURN LANE TAPER
- 15 16 REMOVE EXISTING W13-1P, "ADVISORY SPEED PLAQUE" AND REMOVE EXISTING W1-1, "HORIZONTAL ALIGNMENT - LEFT" SIGN; INSTALL NEW W3-3, "SIGNAL AHEAD" SIGN (36"x36") ON EXISTING SIGN POST

**INTERSECTION 5: SR2 (E. DELAWARE AVENUE) & SR 72/COLLEGE SQUARE**

- SR 72 (NORTH LEG): MEDIAN WIDTH OF 6 FEET
- SR 72 (SOUTH LEG): MEDIAN WIDTH OF 15 FEET
- COLLEGE SQUARE (EAST LEG): MEDIAN WIDTH OF 5 FEET
- SR2 (WEST LEG): NO MEDIAN

**INTERSECTION STRIPING RECOMMENDATIONS:**

- 1 RESTRIPE 30 FT OF 16" WIDE SOLID WHITE STOP BAR ACROSS THE SOUTHBOUND APPROACH
- 2 RESTRIPE 15 FT OF 16" WIDE SOLID WHITE STOP BAR ACROSS THE WESTBOUND APPROACH
- 3 RESTRIPE 25 FT OF 16" WIDE SOLID WHITE STOP BAR ACROSS THE NORTHBOUND APPROACH
- 4 RESTRIPE 25 FT OF 16" WIDE SOLID WHITE STOP BAR ACROSS THE EASTBOUND APPROACH

RECOMMENDATION 8



RECOMMENDATION 9



RECOMMENDATION 10



RECOMMENDATION 11



RECOMMENDATION 12



**LEGEND:**

- WHITE: EXISTING CONDITIONS
- YELLOW: PROPOSED CONDITIONS

**INTERSECTION SIGNING RECOMMENDATIONS:**

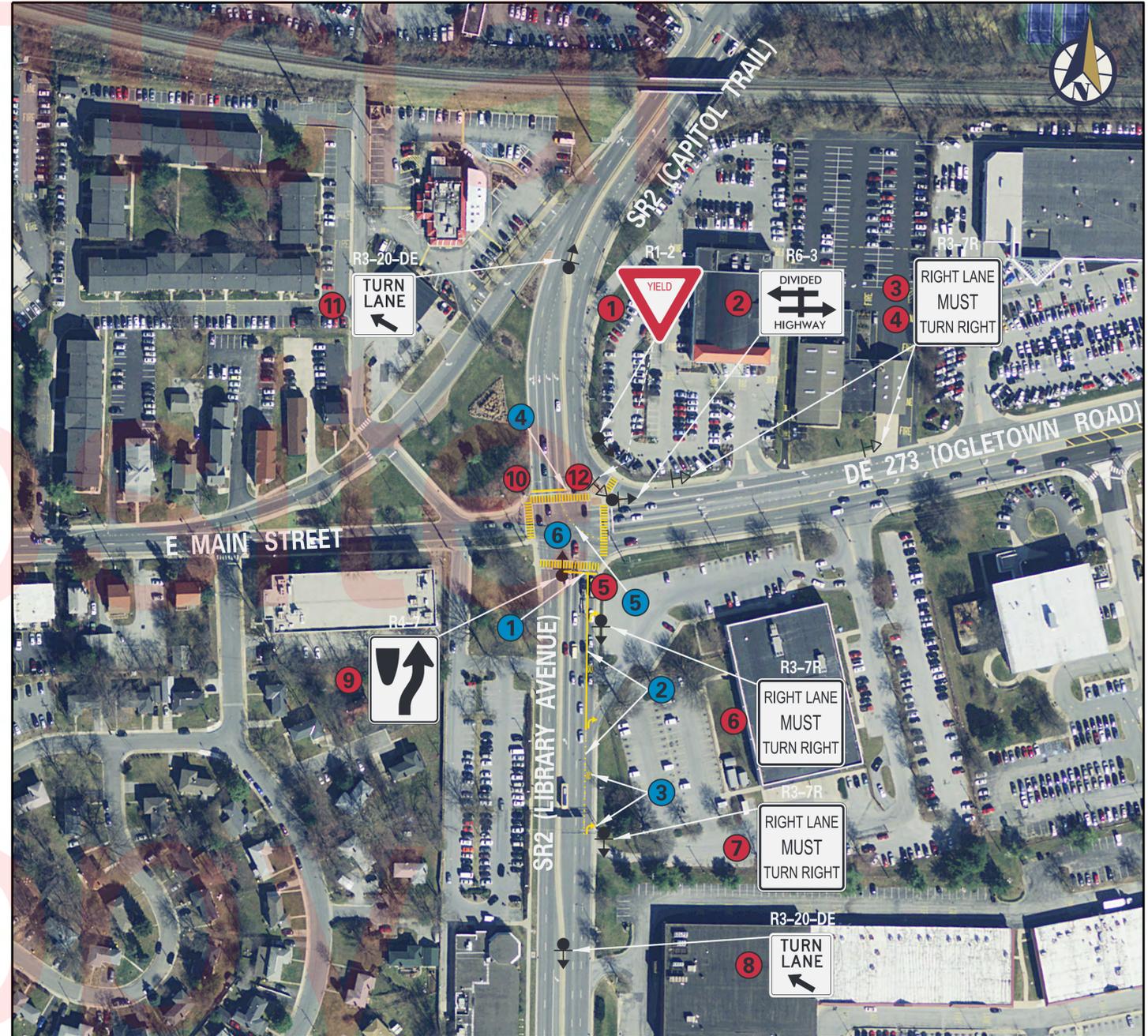
- 1 REPLACE EXISTING UNDERSIZED "YIELD" SIGN WITH NEW R1-2, "YIELD" SIGN (48"x48"x48"), RELOCATE NEW R1-2 FROM ISLAND TO BEHIND SIDEWALK AT YIELD POINT AS SHOWN (2012 HEP, SITE Z)
- 2 INSTALL R6-3, "DIVIDED HIGHWAY" SIGN (30"x24") ON PORK CHOP ISLAND AS SHOWN
- 3 4 REPLACE EXISTING UNDERSIZED "RIGHT LANE MUST TURN RIGHT" SIGN WITH NEW R3-7R, "RIGHT LANE MUST TURN RIGHT" SIGN (36"x36")
- 5 INSTALL W16-7P (FYG), "DOWNWARD DIAGONAL ARROW PLAQUE" BELOW EXISTING W11-2, "PEDESTRIAN" SIGN (2012 HEP, SITE Z)
- 6 INSTALL NEW R3-7R, "RIGHT LANE MUST TURN RIGHT" SIGN (36"x36") (2012 HEP, SITE Z) ADJACENT TO TURN ARROW AS SHOWN
- 7 REPLACE EXISTING UNDERSIZED "RIGHT LANE MUST TURN RIGHT" SIGN WITH NEW R3-7R, "RIGHT LANE MUST TURN RIGHT" SIGN (36"x36"); PLACE ON NEW SIGN POST (2012 HEP, SITE Z)
- 8 11 INSTALL NEW R3-20-DE, "TURN LANE" SIGN (18"x18") AT BEGINNING OF TURN LANE TAPER
- 9 INSTALL NEW R4-7, "KEEP RIGHT" SIGN (30"x24") (2012 HEP, SITE Z) ON MEDIAN NOSE AS SHOWN
- 10 12 INSTALL W16-7P (FYG), "DOWNWARD DIAGONAL ARROW PLAQUE" BELOW EXISTING W11-2, "PEDESTRIAN" SIGN (2012 HEP, SITE Z)

**INTERSECTION STRIPING RECOMMENDATIONS:**

- 1 RESTRIPE 48 FT OF 16" WIDE SOLID WHITE STOP BAR ACROSS THE NORTHBOUND APPROACH
- 2 INSTALL 215 FT OF 10" WIDE SOLID WHITE LANE LINE AND 150 FT OF 10" WIDE DOTTED (2' STRIPE, 6' GAP) WHITE LANE LINE ALONG THE NORTHBOUND APPROACH; REMOVE CONFLICTING STRIPING (2012 HEP, SITE Z)
- 3 ADD THREE TURN ARROWS AND TWO "ONLY" PAVEMENT MARKINGS TO THE NORTHBOUND RIGHT TURN LANE (2012 HEP, SITE Z)
- 4 RESTRIPE 48 FT OF 16" WIDE SOLID WHITE STOP BAR ACROSS THE SOUTHBOUND APPROACH
- 5 RESTRIPE EXISTING FADED 5" DOTTED (2' STRIPE, 6' GAP) WHITE LANE LINE EXTENSIONS (105' LENGTH) (2012 HEP, SITE Z)
- 6 EXISTING CROSSWALK STRIPING AT THE INTERSECTION SHOULD BE REMOVED AND REPLACED WITH 10 FT PIANO KEY STYLE CROSSWALKS (2012 HEP, SITE Z)

**INTERSECTION 6: SR2 (LIBRARY AVENUE) & DE 273E MAIN STREET**

- SR2 (CAPITOL TRAIL) (NORTH LEG): MEDIAN WIDTH OF 6 FEET
- SR2 (LIBRARY AVENUE) (SOUTH LEG): MEDIAN WIDTH OF 5 FEET
- DE 273 (OGLETOWN ROAD) (EAST LEG): NO MEDIAN
- E MAIN STREET (WEST LEG): NO MEDIAN



RECOMMENDATION 1



RECOMMENDATION 5



RECOMMENDATION 7



**LEGEND:**

WHITE: EXISTING CONDITIONS  
YELLOW: PROPOSED CONDITIONS

**INTERSECTION SIGNING RECOMMENDATIONS:**

- 1 REPLACE EXISTING UNDERSIZED R1-2 "YIELD" SIGN WITH NEW R1-2 "YIELD" SIGN (48"x48"x48"); REMOVE EXISTING R1-6R, "ONE WAY" SIGN
- 2 REPLACE EXISTING DAMAGED M6-1, "DIRECTIONAL ARROW - LEFT" SIGN WITH NEW M5-1, "DIRECTIONAL ARROW - ADVANCED LEFT" SIGN (21"x15"); RELOCATE ASSEMBLY AND EXISTING POST 150 FT EAST AS SHOWN
- 3 RELOCATE EXISTING W3-3, "SIGNAL AHEAD" SIGN 275' SOUTH ONTO NEW SIGN POST AS SHOWN
- 4 13 INSTALL R3-20-DE, "TURN LANE" SIGN (18"x18") AT BEGINNING OF TURN LANE TAPER
- 5 10 REMOVE EXISTING OM1-3, "OBJECT MARKER"
- 6 REPLACE EXISTING UNDERSIZED R1-2 "YIELD" SIGN WITH NEW R1-2 "YIELD" SIGN (48"x48"x48"); INSTALL ON NEW SIGN POST
- 7 REMOVE EXISTING BACK TO BACK OM1-3, "OBJECT MARKER"
- 8 9 INSTALL R6-3, "DIVIDED HIGHWAY" SIGN (30"x24") ADJACENT TO STOP BAR AS SHOWN
- 11 REMOVE EXISTING DAMAGED D1-1d, "DESTINATION SIGN" FOR "WOODLAWN AV"
- 12 REPLACE EXISTING DAMAGED W16-8aP, "ADVANCED STREET BLADE" PLAQUE WITH NEW W16-8aP, "ADVANCED STREET BLADE" PLAQUE WITH UPPER/LOWERCASE TEXT

**INTERSECTION STRIPING RECOMMENDATIONS:**

- 1 RESTRIPE 15 FT OF 16" SOLID STOP BAR ACROSS THE WESTBOUND APPROACH
- 2 RESTRIPE 35 FT OF 16" SOLID STOP BAR ACROSS THE NORTHBOUND APPROACH
- 3 RESTRIPE 25 FT OF 16" SOLID STOP BAR ACROSS THE EASTBOUND APPROACH
- 4 RESTRIPE 35 FT OF 16" SOLID STOP BAR ACROSS THE SOUTHBOUND APPROACH

RECOMMENDATION 1



RECOMMENDATION 2



RECOMMENDATION 3



RECOMMENDATION 7



RECOMMENDATION 11



RECOMMENDATION 12



**INTERSECTION 7: SR2 (CAPITOL TRAIL) & E CLEVELAND AVE WOODLAWN AVE**

- SR2 (CAPITOL TRAIL) (NORTH LEG): MEDIAN WIDTH OF 8 FEET
- SR2 (CAPITOL TRAIL) (SOUTH LEG): MEDIAN WIDTH OF 8 FEET
- WOODLAWN AVENUE (EAST LEG): NO MEDIAN
- E CLEVELAND AVENUE (WEST LEG): MEDIAN WIDTH OF 3 FEET



**LEGEND:**

- WHITE: EXISTING CONDITIONS
- YELLOW: PROPOSED CONDITIONS

**INTERSECTION SIGNING RECOMMENDATIONS:**

- 1 6 INSTALL R4-7, "KEEP RIGHT" SIGN (30"x24") ON MEDIAN NOSE AS SHOWN
- 2 INSTALL R3-20-DE, "TURN LANE" SIGN (18"x18") AT BEGINNING OF TURN LANE TAPER
- 3 INSTALL R6-3a, "DIVIDED HIGHWAY - T INTERSECTION" SIGN (30"x24") ADJACENT TO STOP BAR AS SHOWN
- 4 REPLACE EXISTING FADED M6-1L, "DIRECTIONAL ARROW" SIGN WITH NEW M5-1L, "DIRECTIONAL ARROW" SIGN (15"x21"); REPLACE EXISTING FADED M6-1R, "DIRECTIONAL ARROW" SIGN WITH NEW M6-1R, "DIRECTIONAL ARROW" SIGN (15"x21")
- 5 REMOVE EXISTING DIRECTIONAL ASSEMBLY FOR "TO/WEST/SR 2"; REMOVE EXISTING DESTINATION SIGN (DESTINATION SIGN WILL BE REPLACED BY "ADVANCED STREET NAME" PLAQUE UNDER RECOMMENDATION 7)
- 7 RELOCATE EXISTING W3-3, "SIGNAL AHEAD" SIGN 270 FT TO THE WEST ON NEW SIGN POST AS SHOWN; INSTALL W16-8P, "ADVANCED STREET NAME PLAQUE" WITH UPPER/LOWERCASE TEXT AT NEW W3-3 LOCATION (PLAQUE REPLACING DESTINATION SIGN UNDER RECOMMENDATION 5)
- 8 REPLACE EXISTING DAMAGED R3-20-DE, "TURN LANE" SIGN WITH NEW R3-20-DE, "TURN LANE" SIGN (18"x18")

**INTERSECTION STRIPING RECOMMENDATIONS:**

- 1 RESTRIPE 35 FT OF 16" SOLID STOP BAR ACROSS THE WESTBOUND APPROACH
- 2 RESTRIPE 28 FT OF 16" SOLID STOP BAR ACROSS THE NORTHBOUND APPROACH
- 3 RESTRIPE 45 FT OF 16" SOLID STOP BAR ACROSS THE EASTBOUND APPROACH

RECOMMENDATION 4



RECOMMENDATION 5



RECOMMENDATION 7



**INTERSECTION 8: SR2 (KIRKWOOD HIGHWAY) & ANNA WAY**

- ANNA WAY (SOUTH LEG): NO MEDIAN
- SR2 (KIRKWOOD HIGHWAY) (EAST LEG): MEDIAN WIDTH OF 4 FEET
- SR2 (KIRKWOOD HIGHWAY) (WEST LEG): MEDIAN WIDTH OF 4 FEET



**LEGEND:**

WHITE: EXISTING CONDITIONS  
 YELLOW: PROPOSED CONDITIONS

**INTERSECTION SIGNING RECOMMENDATIONS:**

- 1 REPLACE EXISTING R2-1, "SPEED LIMIT - 40 M.P.H." SIGN (24"x30") WITH NEW R2-1, "SPEED LIMIT - 40 M.P.H." SIGN (30"x36")
- 2 9 INSTALL R3-20-DE, "TURN LANE" SIGN (18"x18") AS SHOWN
- 3 REMOVE EXISTING OM1-3, "OBJECT MARKER"
- 4 8 INSTALL R6-3, "DIVIDED HIGHWAY" SIGN (24"x30") ADJACENT TO STOP BAR AS SHOWN
- 5 SWITCH LOCATIONS OF THE "NORTH"/"SR 72"/"DIRECTIONAL ARROW - LEFT" ASSEMBLY AND THE "EAST"/"SR 2"/"DIRECTIONAL ARROW - THROUGH" ASSEMBLY; REPLACE EXISTING M6-1L, "DIRECTIONAL ARROW - LEFT" WITH NEW M5-1L, "DIRECTIONAL ARROW - ADVANCED" (21"x15")
- 6 REPLACE EXISTING DAMAGED W16-8P, "ADVANCE STREET NAME" SIGN WITH NEW W16-8P, "ADVANCE STREET NAME" SIGN (9"x30")
- 7 10 REPLACE EXISTING UNDERSIZED R1-2, "YIELD" SIGN WITH NEW R1-2, "YIELD" SIGN (48"x48"x48")

**INTERSECTION STRIPING RECOMMENDATIONS:**

- NONE

**INTERSECTION 9: SR2 (KIRKWOOD HIGHWAY) & POSSUM PARK ROAD**

- POSSUM PARK ROAD (NORTH LEG): MEDIAN WIDTH OF 10 FEET
- PRIVATE DRIVE (SOUTH LEG): MEDIAN WIDTH OF 4 FEET
- SR2 (KIRKWOOD HIGHWAY) (EAST LEG): MEDIAN WIDTH OF 6 FEET
- SR2 (KIRKWOOD HIGHWAY) (WEST LEG): MEDIAN WIDTH OF 6 FEET

RECOMMENDATION 5



RECOMMENDATION 6



RECOMMENDATION 10



**INTERSECTION SIGNING RECOMMENDATIONS:**

- 1 8 INSTALL R4-7, "KEEP RIGHT" (30"x24") ON MEDIAN NOSE AS SHOWN
- 2 REPLACE EXISTING DAMAGED R7-4-DE, "NO STOPPING STANDING OR PARKING" SIGN WITH NEW R7-4-DE, "NO STOPPING STANDING OR PARKING" SIGN (18"x12"); PLACE ON NEWER UTILITY POLE TO THE EAST FOR BETTER VISIBILITY
- 3 REPLACE EXISTING R2-1, "SPEED LIMIT - 40" SIGN WITH NEW R2-1, "SPEED LIMIT - 40" SIGN (30"x36")
- 4 9 INSTALL R3-20-DE, "TURN LANE" SIGN (18"x18") AT BEGINNING OF TURN LANE TAPER
- 5 REPLACE EXISTING UNDERSIZED R1-2, "YIELD" SIGN WITH NEW R1-2, "YIELD" SIGN (48"x48"x48"); RELOCATE NEW SIGN TO NEW SIGN POST
- 6 10 INSTALL R6-3, "DIVIDED HIGHWAY" SIGN (30"x24") ADJACENT TO STOP BAR AS SHOWN
- 7 REPLACE EXISTING UNDERSIZED R1-2, "YIELD" SIGN WITH NEW R1-2, "YIELD" SIGN (48"x48"x48")
- 11 REPLACE EXISTING DAMAGED R2-1, "SPEED LIMIT - 25" SIGN WITH NEW R2-1, "SPEED LIMIT - 25" SIGN (24"x30"); STRAIGHTEN SIGN POST

**INTERSECTION STRIPING RECOMMENDATIONS:**

- 1 RESTRIPE 26 FT OF 16" WIDE SOLID WHITE STOP BAR ACROSS THE NORTHBOUND APPROACH

RECOMMENDATION 2



RECOMMENDATION 5



RECOMMENDATION 11



**INTERSECTION 10: SR2 (CAPITOL TRAIL) & DELAPLANE AVE/MELROSE PLACE DR**

- DELAPLANE AVENUE (NORTH LEG): NO MEDIAN
- MELROSE PLACE DRIVE (SOUTH LEG): MEDIAN WIDTH OF 5 FEET
- SR2 (CAPITOL TRAIL) (EAST LEG): MEDIAN WIDTH OF 6 FEET
- SR2 (CAPITOL TRAIL) (WEST LEG): MEDIAN WIDTH OF 6 FEET



**LEGEND:**

WHITE: EXISTING CONDITIONS  
 YELLOW: PROPOSED CONDITIONS



**INTERSECTION SIGNING RECOMMENDATIONS:**

- 1 INSTALL R6-3a, "DIVIDED HIGHWAY - T INTERSECTION" SIGN (24"x30") ON PORK CHOP ISLAND AS SHOWN
- 2 INSTALL R4-7, "KEEP RIGHT" SIGN (30"x24") ON MEDIAN NOSE AS SHOWN
- 3 INSTALL R3-20-DE, "TURN LANE" SIGN (18"x18") AT BEGINNING OF TURN LANE TAPER
- 4 INSTALL R6-3, "DIVIDED HIGHWAY" SIGN (24"x30") AS SHOWN
- 5 6 REMOVE BACK TO BACK OM1-3, "OBJECT MARKERS"

**INTERSECTION STRIPING RECOMMENDATIONS:**

- 1 RESTRIPE 38 FT OF 16" WIDE SOLID WHITE STOP BAR ACROSS THE WESTBOUND APPROACH
- 2 RESTRIPE 18 FT OF 16" WIDE SOLID WHITE STOP BAR ACROSS THE NORTHBOUND APPROACH
- 3 RESTRIPE 60 FT OF 16" WIDE SOLID WHITE STOP BAR ACROSS THE EASTBOUND APPROACH (INCLUDING RIGHT TURN LANE)

RECOMMENDATION 5



RECOMMENDATION 6



**INTERSECTION 12: SR2 (CAPITOL TRAIL) & BREWSTER DRIVE**

- PRIVATE DRIVE (NORTH LEG): NO MEDIAN
- BREWSTER DRIVE (SOUTH LEG): MEDIAN WIDTH OF 5 FEET
- SR2 (CAPITOL TRAIL) (EAST LEG): MEDIAN WIDTH OF 6 FEET
- SR2 (CAPITOL TRAIL) (WEST LEG): MEDIAN WIDTH OF 6 FEET



**LEGEND:**

WHITE: EXISTING CONDITIONS  
 YELLOW: PROPOSED CONDITIONS

ADDENDUMS / REVISIONS	

NOT TO SCALE

STATEWIDE DIVIDED HIGHWAY SAFETY STUDY: PHASE III

CONTRACT T201508305	PERMIT NO. N300
COUNTY NEW CASTLE	DESIGNED BY: GYB/ALB
	CHECKED BY: MAW

**SR2 (CAPITOL TRAIL) & BREWSTER ROAD IMPROVEMENTS**

SHEET NO. 113
TOTAL SHTS. 522

**INTERSECTION SIGNING RECOMMENDATIONS:**

- 1 INSTALL R3-20-DE, "TURN LANE" SIGN (18"x18") AT BEGINNING OF LEFT TURN LANE 1475 FT FROM INTERSECTION
- 2 REPLACE EXISTING UNDERSIZED R1-2, "YIELD" SIGN WITH NEW R1-2, "YIELD" SIGN (48"x48"x48"); RELOCATE NEW R1-2 AND EXISTING "NO MERGE AREA" SIGN TO NEW SIGN POST AS SHOWN
- 3 INSTALL R6-3, "DIVIDED HIGHWAY" SIGN (24"x30") ON PORK CHOP ISLAND AS SHOWN
- 4 REMOVE EXISTING OM1-3, "OBJECT MARKER"
- 5 REPLACE EXISTING UNDERSIZED R1-2, "YIELD" SIGN WITH NEW R1-2, "YIELD" SIGN (48"x48"x48")
- 6 7 REPLACE EXISTING UNDERSIZED R3-7, "RIGHT LANE MUST TURN RIGHT" SIGN WITH NEW R3-7, "RIGHT LANE MUST TURN RIGHT" SIGN (36"x36")
- 8 INSTALL R3-20-DE, "TURN LANE" SIGN (18"x18") AT BEGINNING OF TURN LANE TAPER AS SHOWN
- 9 REMOVE EXISTING W1-7, "TWO-DIRECTION LARGE ARROW" AND TWO OM4-3, "OBJECT MARKER" SIGNS; INSTALL NEW R6-1L, "ONE WAY" SIGN (12"x36") ON ONE REMAINING POST FACING SOUTH

**INTERSECTION STRIPING RECOMMENDATIONS:**

- 1 RESTRIPE 35 FT OF 16" WIDE SOLID WHITE STOP BAR ACROSS THE WESTBOUND APPROACH
- 2 RESTRIPE 24 FT OF 16" WIDE SOLID WHITE STOP BAR ACROSS THE NORTHBOUND APPROACH
- 3 RESTRIPE 35 FT OF 16" WIDE SOLID WHITE STOP BAR ACROSS THE EASTBOUND APPROACH

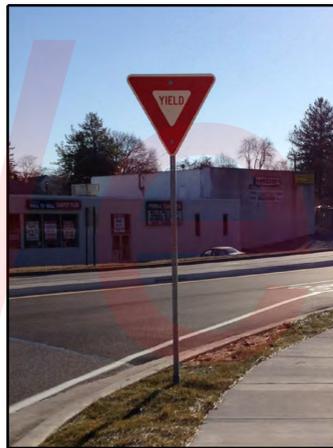
RECOMMENDATION 2



RECOMMENDATION 4



RECOMMENDATION 5



RECOMMENDATION 6



RECOMMENDATION 9



**INTERSECTION 13: SR2 (CAPITOL TRAIL) & N. HARMONY ROAD**

- N. HARMONY ROAD (SOUTH LEG): MEDIAN WIDTH OF 8 FEET
- SR2 (CAPITOL TRAIL) (EAST LEG): MEDIAN WIDTH OF 6 FEET
- SR2 (CAPITOL TRAIL) (WEST LEG): MEDIAN WIDTH OF 6 FEET



**LEGEND:**

WHITE: EXISTING CONDITIONS  
 YELLOW: PROPOSED CONDITIONS

**INTERSECTION SIGNING RECOMMENDATIONS:**

- 1 REPLACE EXISTING UNDERSIZED R1-2, "YIELD" SIGN WITH NEW R1-2, "YIELD" SIGN (48"x48"x48")
- 2 INSTALL R6-3a, "DIVIDED HIGHWAY - T INTERSECTION" SIGN (24"x30") ADJACENT TO STOP BAR ON PORK CHOP ISLAND
- 3 REPLACE EXISTING UNDERSIZED R3-4, "NO U-TURN" SIGN WITH NEW R3-4, "NO U-TURN" SIGN (36"x36")
- 4 INSTALL R3-20-DE, "TURN LANE" SIGN (18"x18") AT BEGINNING OF TURN LANE TAPER
- 5 6 REMOVE EXISTING BACK TO BACK OM1-3, "OBJECT MARKERS"

**INTERSECTION STRIPING RECOMMENDATIONS:**

- 1 RESTRIPE 35 FT OF 16" WIDE SOLID WHITE STOP BAR ACROSS THE WESTBOUND APPROACH
- 2 RESTRIPE 25 FT OF 16" WIDE SOLID WHITE STOP BAR ACROSS THE NORTHBOUND APPROACH
- 3 RESTRIPE 35 FT OF 16" WIDE SOLID WHITE STOP BAR ACROSS THE EASTBOUND APPROACH

**INTERSECTION 14: SR2 (CAPITOL TRAIL) & E. GREEN VALLEY CIRCLE**

- E. GREEN VALLEY CIRCLE (SOUTH LEG): MEDIAN WIDTH OF 8 FEET
- SR2 (CAPITOL TRAIL) (EAST LEG): MEDIAN WIDTH OF 6 FEET
- SR2 (CAPITOL TRAIL) (WEST LEG): MEDIAN WIDTH OF 6 FEET

RECOMMENDATION 1



RECOMMENDATION 3



RECOMMENDATION 5



RECOMMENDATION 6



**LEGEND:**

WHITE: EXISTING CONDITIONS  
 YELLOW: PROPOSED CONDITIONS

**INTERSECTION SIGNING RECOMMENDATIONS:**

- 1 4 INSTALL R3-20-DE, "TURN LANE" SIGN (18"x18") AT BEGINNING OF TURN LANE TAPER
- 2 REPLACE EXISTING UNDERSIZED "DIVIDED HIGHWAY" SIGN WITH NEW R6-3, "DIVIDED HIGHWAY" SIGN (24"x30")
- 3 INSTALL R4-7, "KEEP RIGHT" SIGN (30"x24") ON MEDIAN NOSE AS SHOWN
- 5 REPLACE EXISTING UNDERSIZED R1-2, "YIELD" SIGN WITH NEW R1-2, "YIELD" SIGN (48"x48"x48"); REPLACE "YIELD TO U TURNS" SIGN WITH R1-2aP-DE, "TO U-TURNING TRAFFIC" SIGN (18"x24")
- 6 INSTALL R6-3, "DIVIDED HIGHWAY" SIGN (30"x24") AS SHOWN

**INTERSECTION STRIPING RECOMMENDATIONS:**

- NONE

**INTERSECTION 15: SR2 (CAPITOL TRAIL) & MEADOWOOD DRIVE**

- MEADOWOOD DRIVE (NORTH LEG): MEDIAN WIDTH OF 8 FEET
- MEADOWOOD DRIVE (SOUTH LEG): NO MEDIAN
- SR2 (CAPITOL TRAIL) (EAST LEG): MEDIAN WIDTH OF 5 FEET
- SR2 (CAPITOL TRAIL) (WEST LEG): MEDIAN WIDTH OF 10 FEET



RECOMMENDATION 2



RECOMMENDATION 5



**INTERSECTION SIGNING RECOMMENDATIONS:**

- 1 REPLACE EXISTING UNDERSIZED R1-2, "YIELD" SIGN WITH NEW R1-2, "YIELD" SIGN (48"x48"x48")
- 2 4 INSTALL R3-20-DE, "TURN LANE" SIGN (18"x18") AT BEGINNING OF TURN LANE TAPER
- 3 INSTALL R4-7, "KEEP RIGHT" SIGN (30"x24") ON MEDIAN NOSE AS SHOWN
- 5 INSTALL R6-3a, "DIVIDED HIGHWAY" SIGN (24"x30") ADJACENT TO STOP BAR AS SHOWN
- 6 REMOVE EXISTING OM1-3, "OBJECT MARKER"

**INTERSECTION STRIPING RECOMMENDATIONS:**

- 1 RESTRIPE 35 FT OT 16" WIDE SOLID WHITE STOP BAR ACROSS THE SOUTHBOUND APPROACH

**INTERSECTION 16: SR2 (KIRKWOOD HIGHWAY) & PIKE CREEK ROAD**

- PIKE CREEK ROAD (NORTH LEG): NO MEDIAN
- SR2 (KIRKWOOD HIGHWAY) (EAST LEG): MEDIAN WIDTH OF 5 FEET
- SR2 (KIRKWOOD HIGHWAY) (WEST LEG): MEDIAN WIDTH OF 5 FEET

RECOMMENDATION 1



RECOMMENDATION 6



**LEGEND:**

WHITE: EXISTING CONDITIONS  
 YELLOW: PROPOSED CONDITIONS

**INTERSECTION SIGNING RECOMMENDATIONS:**

- 1 2 4 INSTALL NEW R3-7, "RIGHT LANE MUST TURN RIGHT" SIGN (36"x36") AS SHOWN
- 3 12 INSTALL R3-20-DE, "TURN LANE" SIGN (18"x18") AT BEGINNING OF TURN LANE TAPER
- 5 17 INSTALL R4-7, "KEEP RIGHT" SIGN (30"x24") (2010 HEP, SITE N) ON MEDIAN NOSE AS SHOWN
- 6 16 INSTALL R6-3, "DIVIDED HIGHWAY" SIGN (24"x30") ON PORKCHOP ISLAND AS SHOWN
- 7 INSTALL NEW W3-3, "SIGNAL AHEAD" SIGN (36"x36") AND W16-8P, "ADVANCED STREET NAME" SIGN (9"x36") WITH UPPER/LOWER CASE TEXT 330' FROM STOP BAR AS SHOWN (2010 HEP, SITE N)
- 8 REPLACE EXISTING DAMAGED R2-1, "SPEED LIMIT - 25" SIGN (36"x30"); STRAIGHTEN SIGN POST (2010 HEP, SITE N)
- 9 10 INSTALL NEW R3-7, "LEFT LANE MUST TURN LEFT" SIGN (36"x36") (2010 HEP, SITE N) AS SHOWN
- 11 REMOVE EXISTING D1-2, "DESTINATION" SIGN
- 13 RELOCATE "SIGNAL AHEAD" SIGN 175 FT TO THE WEST; INSTALL NEW W16-8aP, "ADVANCED STREET NAME" SIGN (18"x36")
- 14 REMOVE TWO EXISTING OM1-3, "OBJECT MARKER" BACK TO BACK
- 15 INSTALL NEW R1-2, "YIELD" SIGN (48"x48"x48") (2010 HEP, SITE N) AS SHOWN

**INTERSECTION STRIPING RECOMMENDATIONS:**

- 1 ADD TWO TURN ARROWS AND TWO "ONLY" PAVEMENT MARKINGS TO THE NORTHBOUND LEFT TURN LANE SPACED AT 60 FT
- 2 INSTALL 175 OF 10" WIDE SOLID WHITE LANE LINE AND 125 FT OF 10" WIDE DOTTED (2' STRIPE, 6' GAP) WHITE LANE LINE ALONG THE NORTHBOUND LEFT TURN LANE; REMOVE CONFLICTING STRIPING
- 3 RESTRIPE ONE TURN ARROW AND REMOVE ONE TURN ARROW FROM THE NORTHBOUND LEFT TURN LANES; ADD TWO THROUGHLEFT TURN ARROWS IN THE NORTHBOUND THROUGHLEFT TURN LANE (2010 HEP, SITE N)

RECOMMENDATION 11



RECOMMENDATION 13



RECOMMENDATION 14



**INTERSECTION 17: SR2 (KIRKWOOD HIGHWAY) & HARRISON AVENUE**

- PRIVATE DRIVE (NORTH LEG): MEDIAN WIDTH OF 5 FEET
- HARRISON AVENUE (SOUTH LEG): MEDIAN WIDTH OF 20 FEET
- SR2 (KIRKWOOD HIGHWAY) (EAST LEG): MEDIAN WIDTH OF 5 FEET
- SR2 (KIRKWOOD HIGHWAY) (WEST LEG): MEDIAN WIDTH OF 5 FEET



**LEGEND:**

WHITE: EXISTING CONDITIONS  
YELLOW: PROPOSED CONDITIONS

**INTERSECTION SIGNING RECOMMENDATIONS:**

- 1 INSTALL R4-7, "KEEP RIGHT" SIGN (30"x24") ON MEDIAN NOSE AS SHOWN
- 2 11 REMOVE EXISTING D1-1, "DESTINATION" SIGN (DESTINATION SIGN WILL BE REPLACED BY "ADVANCED STREET NAME" SIGN UNDER RECOMMENDATIONS 5 & 14) (2010 HEP, SITE O)
- 3 12 INSTALL R3-20-DE, "TURN LANE" SIGN (18"x18") (2010 HEP, SITE O) AT BEGINNING OF TURN LANE TAPER
- 4 REMOVE EXISTING R3-7R, "RIGHT LANE MUST TURN RIGHT" SIGN
- 5 6 14 INSTALL NEW W3-3, "SIGNAL AHEAD" SIGN (36"x36") AND W16-8aP, "ADVANCED STREET NAME" SIGN (9"x30") (RECOMMENDATIONS 5 & 6 INSTALLED 900' FROM STOP BAR, RECOMMENDATION 14 INSTALLED 660' FROM STOP BAR AS SHOWN) (2010 HEP, SITE O)
- 7 REPLACE EXISTING DAMAGED GROUND MOUNTED "NO TURN ON RED" SIGN WITH NEW R10-11, "NO TURN ON RED" SIGN (24"x30"); INSTALL R6-3, "DIVIDED HIGHWAY" SIGN (24"x30") UNDER "NO TURN ON RED" SIGN
- 8 REMOVE TWO EXISTING OM1-3, "OBJECT MARKER" BACK TO BACK
- 9 10 13 INSTALL NEW R3-7R, "RIGHT LANE MUST TURN RIGHT" SIGN (36"x36") (2010 HEP, SITE N) AS SHOWN TO CORRESPOND WITH EXISTING LANE DROP STRIPING
- 15 INSTALL NEW R1-2a-DE, "TO U-TURNING TRAFFIC" SIGN (24"x18") BELOW EXISTING YIELD SIGN (2010 HEP, SITE O)
- 16 INSTALL NEW R6-3, "DIVIDED HIGHWAY" SIGN (24"x30") AS SHOWN
- 17 REMOVE EXISTING OM1-3, "OBJECT MARKER"; REPLACE EXISTING UNDERSIZED R3-4, "NO U-TURN" SIGN WITH NEW R3-4, "NO U-TURN" SIGN (36"x36")
- 18 INSTALL NEW M3-2, "EAST" SIGN (12"x24"), M1-5, "STATE ROUTE - SR 2" SIGN (24"x24"), M5-1, "ADVANCE TURN ARROW" SIGN (15"x21"), M3-4, "WEST" SIGN (12"x24"), M1-5, "STATE ROUTE - SR 2" SIGN (24"x24"), AND M6-1, "DIRECTIONAL ARROW" SIGN (15"x21") AS SHOWN (2010 HEP, SITE O)
- 19 INSTALL NEW W16-8aP, "ADVANCED STREET NAME" SIGN (9"x24") BELOW EXISTING SIGNAL AHEAD SIGN (2010 HEP, SITE O)
- 20 REMOVE DAMAGED R4-7, "KEEP RIGHT" SIGN, R3-2, "NO LEFT TURN" SIGN, OM1-3, "OBJECT MARKER", AND BROKEN SIGN POST; INSTALL NEW R4-7, "KEEP RIGHT" SIGN (30"x24") FACING NORTH AND R3-2, "NO LEFT TURN" SIGN (24"x24") FACING SOUTH, BACK TO BACK ON NEW POST
- 21 REMOVE EXISTING "NO MERGE AREA" SIGN; INSTALL NEW R1-2a-DE1, "TO TURNING TRAFFIC" SIGN (24"x18") BELOW EXISTING YIELD SIGN (2010 HEP, SITE O)

**INTERSECTION STRIPING RECOMMENDATIONS:**

- 1 RESTRIPE 20 FT OF 16" WIDE SOLID WHITE STOP BAR ACROSS THE NORTHBOUND APPROACH (2010 HEP, SITE O)
- 2 RESTRIPE 12 FT OF 16" WIDE SOLID WHITE STOP BAR ACROSS THE SOUTHBOUND APPROACH

RECOMMENDATION 2



RECOMMENDATION 7



RECOMMENDATION 8



RECOMMENDATION 17



RECOMMENDATION 20



RECOMMENDATION 21



**INTERSECTION 18: SR2 (KIRKWOOD HIGHWAY) & MILLTOWN ROAD**

- MILLTOWN ROAD (NORTH LEG): MEDIAN WIDTH OF 6 FEET
- PRIVATE DRIVE (SOUTH LEG): NO MEDIAN
- SR2 (KIRKWOOD HIGHWAY) (EAST LEG): MEDIAN WIDTH OF 5 FEET
- SR2 (KIRKWOOD HIGHWAY) (WEST LEG): MEDIAN WIDTH OF 5 FEET



**LEGEND:**  
 WHITE: EXISTING CONDITIONS  
 YELLOW: PROPOSED CONDITIONS

PLOTTED BY: KBLAKE DATE: 8/24/2016  
 FILE LOCATION: Q:\INDE\120142\_000\_TRAFFIC\_ENGINEERING\_V\CADD\1\02\DE 2\_04.DGN [ SHEET: ]

ADDENDUMS / REVISIONS	

NOT TO SCALE

STATEWIDE DIVIDED HIGHWAY SAFETY STUDY: PHASE III

CONTRACT	PERMIT NO.	N152
T201508305	DESIGNED BY:	GYB/ALB
COUNTY	CHECKED BY:	MAW
NEW CASTLE		

SR2 (KIRKWOOD HWY) & MILLTOWN ROAD IMPROVEMENTS

SHEET NO.	119
TOTAL SHTS.	522

**INTERSECTION SIGNING RECOMMENDATIONS:**

- 1 REMOVE EXISTING OM1-3, "OBJECT MARKER"; REPLACE EXISTING DAMAGED R4-7, "KEEP RIGHT" SIGN (30"x24"); STRAIGHTEN SIGN POST
- 2 8 REPLACE EXISTING UNDERSIZED R1-2, "YIELD" SIGN WITH NEW R1-2, "YIELD" SIGN (48"x48"x48") ON SIGNAL POLE
- 3 REPLACE EXISTING DAMAGED M6-1R, "DIRECTIONAL ARROW" SIGN WITH NEW M6-1R, "DIRECTIONAL ARROW" SIGN (15"x21"); RELOCATE SIGN ASSEMBLIES 60 FT SOUTH AS SHOWN
- 4 TRIM TREES BLOCKING R3-8a, "ADVANCED INTERSECTION LANE CONTROL" SIGN
- 5 9 INSTALL R6-3, "DIVIDED HIGHWAY" SIGN (24"x30") ON PORK CHOP ISLAND AS SHOWN
- 6 INSTALL R3-20-DE, "TURN LANE" SIGN (18"x18") AT BEGINNING OF TURN LANE TAPER
- 7 REMOVE TWO EXISTING OM1-3, "OBJECT MARKER" BACK TO BACK
- 10 RELOCATE EXISTING ROUTE ASSEMBLIES FROM PORK CHOP ISLAND TO 125' PRIOR TO STOP BAR AS SHOWN; REMOVE EXISTING M6-2, "DIRECTIONAL ARROW - 45 DEGREES" SIGN AND REPLACE WITH NEW M6-1, "DIRECTIONAL ARROW - RIGHT" SIGN (21"x15")

**INTERSECTION STRIPING RECOMMENDATIONS:**

- 1 RESTRIPE 50 FT OF 16" WIDE SOLID WHITE STOP BAR ACROSS THE WESTBOUND APPROACH
- 2 RESTRIPE 20 FT OF 16" WIDE SOLID WHITE STOP BAR ACROSS THE NORTHBOUND APPROACH
- 3 RESTRIPE 50 FT OF 16" WIDE SOLID WHITE STOP BAR ACROSS THE EASTBOUND APPROACH
- 4 RESTRIPE 25 FT OF 16" WIDE SOLID WHITE STOP BAR ACROSS THE SOUTHBOUND APPROACH

RECOMMENDATION 1



RECOMMENDATION 2



RECOMMENDATION 3



RECOMMENDATION 10



**INTERSECTION 19: SR2 (KIRKWOOD HIGHWAY) & ST JAMES CHURCH RD/GRIFFIN DR**

- GRIFFIN DRIVE (NORTH LEG): NO MEDIAN
- ST JAMES CHURCH ROAD (SOUTH LEG): NO MEDIAN
- SR2 (KIRKWOOD HIGHWAY) (EAST LEG): MEDIAN WIDTH OF 6 FEET
- SR2 (KIRKWOOD HIGHWAY) (WEST LEG): MEDIAN WIDTH OF 6 FEET



**LEGEND:**

WHITE: EXISTING CONDITIONS  
YELLOW: PROPOSED CONDITIONS

**INTERSECTION SIGNING RECOMMENDATIONS:**

- 1 6 13 17 INSTALL R6-3, "DIVIDED HIGHWAY" SIGN (24"x30") ON PORK CHOP ISLAND AS SHOWN
- 2 15 INSTALL R4-7, "KEEP RIGHT" SIGN (30"x24") ON MEDIAN NOSE AS SHOWN
- 3 8 10 20 REPLACE EXISTING "RED LIGHT PHOTO ENFORCED" SIGN WITH NEW R10-18a, "TRAFFIC SIGNAL PHOTO ENFORCED" SIGN (30"x42")
- 4 21 INSTALL R3-20-DE, "TURN LANE" SIGN (18"x18") AT BEGINNING OF TURN LANE TAPER
- 5 REPLACE EXISTING UNDERSIZED R1-2, "YIELD" SIGN WITH NEW R1-2, "YIELD" SIGN (48"x48"x48")
- 7 REPLACE EXISTING DAMAGED M5-2R, "DIRECTIONAL ARROW" SIGN WITH NEW M6-1, "DIRECTIONAL ARROW - RIGHT" SIGN (15"x21")
- 9 STRAIGHTEN SIGN POST
- 11 19 REMOVE EXISTING OM1-3, "OBJECT MARKER"
- 12 16 REPLACE EXISTING UNDERSIZED R1-2, "YIELD" SIGN WITH NEW R1-2, "YIELD" SIGN (48"x48"x48") ON EXISTING SIGNAL POLE
- 14 INSTALL R3-20-DE, "TURN LANE" SIGN (18"x18") ON EXISTING SIGN POST BELOW DESTINATION SIGN
- 18 REMOVE EXISTING OM1-3, "OBJECT MARKER"; RELOCATE ALL EXISTING SIGNS ONTO NEW SIGN POST AT SAME LOCATION (EXISTING POST TOO SHORT)

**INTERSECTION STRIPING RECOMMENDATIONS:**

- 1 RESTRIPE 16" WIDE SOLID WHITE STOP BAR ACROSS ALL APPROACHES (WESTBOUND 52 FT, NORTHBOUND 45 FT, EASTBOUND 52 FT, SOUTHBOUND 45 FT)

RECOMMENDATION 3



RECOMMENDATION 5



RECOMMENDATION 7



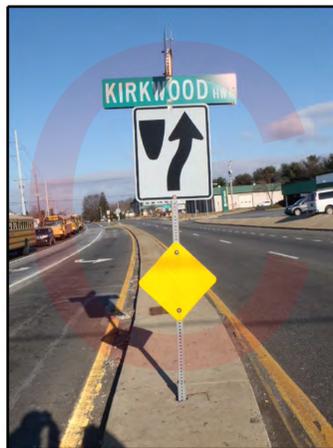
RECOMMENDATION 9



RECOMMENDATION 14



RECOMMENDATION 18



**INTERSECTION 20: SR 2 (KIRKWOOD HIGHWAY) & SR 7 (LIMESTONE ROAD)**

- SR 7 (LIMESTONE ROAD) (NORTH LEG): MEDIAN WIDTH OF 5 FEET
- SR 7 (LIMESTONE ROAD) (SOUTH LEG): MEDIAN WIDTH OF 4 FEET
- SR 2 (KIRKWOOD HIGHWAY) (EAST LEG): MEDIAN WIDTH OF 8 FEET
- SR 2 (KIRKWOOD HIGHWAY) (WEST LEG): MEDIAN WIDTH OF 8 FEET



**LEGEND:**

WHITE: EXISTING CONDITIONS  
 YELLOW: PROPOSED CONDITIONS

**INTERSECTION SIGNING RECOMMENDATIONS:**

- 1 REPLACE EXISTING UNDERSIZED R1-2, "YIELD" SIGN WITH NEW R1-2, "YIELD" SIGN (48"x48"x48")
- 2 INSTALL R5-1, "DO NOT ENTER" SIGN (36"x36") ON EXISTING SIGN POST FACING NORTH TOWARD SHOPPING CENTER ACCESS
- 3 REMOVE EXISTING R3-4, "NO U-TURN" SIGN AND EXISTING R3-2, "NO LEFT TURN" SIGN; INSTALL NEW R3-18, "NO U-TURN /NO LEFT TURN" SIGN (36"x36") FACING EAST
- 4 INSTALL NEW W3-3, "SIGNAL AHEAD" SIGN (36"x36") 775' FROM STOP BAR AS SHOWN
- 5 INSTALL R1-1, "STOP" SIGN (36"x36"); INSTALL R6-1R, "ONE WAY" SIGN (12"x36") ABOVE STOP SIGN AS SHOWN
- 6 REMOVE EXISTING OM1-3, "OBJECT MARKERS"
- 7 REPLACE EXISTING DAMAGED R12-3-DE, "NO TRUCKS OVER 5000 LBS" SIGN WITH NEW R12-3-DE, "NO TRUCKS OVER 5000 LBS" SIGN (30"x18"); REPLACE EXISTING DAMAGED M6-1R, "DIRECTIONAL ARROW" SIGN WITH NEW M6-1R, "DIRECTIONAL ARROW" SIGN (15"x21")
- 8 REMOVE EXISTING R3-7, "RIGHT LANE MUST TURN RIGHT" SIGN
- 9 INSTALL R3-20-DE, "TURN LANE" SIGN (18"x18") 940 FT FROM INTERSECTION AT BEGINNING OF EASTBOUND LEFT TURN LANE TAPER
- 10 INSTALL R6-1R, "ONE WAY - RIGHT" SIGN (12"x36") FACING NORTH TOWARD SHOPPING CENTER ACCESS
- 11 REMOVE EXISTING R1-1, "STOP" SIGN; INSTALL NEW R1-2, "YIELD" SIGN (48"x48"x48") TO REPLACE REMOVED STOP SIGN; REMOVE EXISTING R3-2, "NO LEFT TURN" SIGN; REMOVE EXISTING R6-1R, "ONE WAY" SIGN
- 12 INSTALL NEW R3-2, "NO LEFT TURN" SIGN (36"x36") ON PORK CHOP ISLAND AS SHOWN
- 13 INSTALL R5-1, "DO NOT ENTER" SIGN (36"x36") ON PORKCHOP ISLAND FACING OPPOSING TRAFFIC AS SHOWN

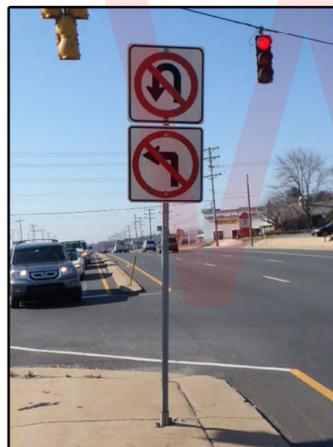
**INTERSECTION STRIPING RECOMMENDATIONS:**

- 1 ADD 18 FT OF 16" WIDE SOLID WHITE STOP BAR ACROSS THE NORTHBOUND RIGHT TURN LANE
- 2 INSTALL 20 FT OF 16" WIDE SOLID WHITE STOP BAR ACROSS THE SOUTHBOUND RIGHT TURN LANE

RECOMMENDATION 1



RECOMMENDATION 3



RECOMMENDATION 7



RECOMMENDATION 8



RECOMMENDATION 11



**INTERSECTION 21: SR2 (KIRKWOOD HIGHWAY) & SHOPPING CENTER ACCESS**

- SHOPPING CENTER ACCESS (NORTH LEG): MEDIAN WIDTH OF 20 FEET
- ACCESS TO OLD CAPITOL TRAIL (SOUTH LEG): MEDIAN WIDTH OF 20 FEET
- SR2 (KIRKWOOD HIGHWAY) (EAST LEG): MEDIAN WIDTH OF 19 FEET
- SR2 (KIRKWOOD HIGHWAY) (WEST LEG): MEDIAN WIDTH OF 6 FEET



**LEGEND:**

WHITE: EXISTING CONDITIONS  
YELLOW: PROPOSED CONDITIONS

**INTERSECTION SIGNING RECOMMENDATIONS:**

- 1 6 9 REPLACE EXISTING UNDERSIZED R1-2, "YIELD" SIGN WITH NEW R1-2, "YIELD" SIGN (48"x48"x48") ON EXISTING SIGNAL POLE
- 2 7 INSTALL R3-20-DE, "TURN LANE" SIGN (18"x18") AT BEGINNING OF TURN LANE TAPER
- 3 8 11 INSTALL R4-7, "KEEP RIGHT" SIGN (30"x24") ON MEDIAN NOSE AS SHOWN
- 4 REPLACE EXISTING UNDERSIZED R1-2, "YIELD" SIGN WITH NEW R1-2, "YIELD" SIGN (48"x48"x48") ON EXISTING SIGNAL POLE; REPLACE EXISTING DAMAGED "STREET BLADE" SIGN WITH NEW "STREET BLADE" SIGN WITH UPPER /LOWER CASE TEXT
- 5 10 INSTALL R6-3, "DIVIDED HIGHWAY" SIGN (30"x24") ON PORKCHOP ISLAND AS SHOWN
- 12 INSTALL R3-8, "ADVANCE INTERSECTION LANE CONTROL - LEFT ONLY/SHARED LEFT AND THROUGH" SIGN (36"x36") AS SHOWN

**INTERSECTION STRIPING RECOMMENDATIONS:**

- 1 RESTRIPE 20 FT OF 16" WIDE SOLID WHITE STOP BAR ACROSS THE NORTHBOUND APPROACH
- 2 RESTRIPE 24 FT OF 16" WIDE SOLID WHITE STOP BAR ACROSS THE SOUTHBOUND APPROACH

**INTERSECTION 22: SR2 (KIRKWOOD HIGHWAY) & FARRAND DRIVE**

- FARRAND DRIVE (NORTH LEG): MEDIAN WIDTH OF 6 FEET
- FARRAND DRIVE (SOUTH LEG): NO MEDIAN
- SR2 (KIRKWOOD HIGHWAY) (EAST LEG): MEDIAN WIDTH OF 4 FEET
- SR2 (KIRKWOOD HIGHWAY) (WEST LEG): MEDIAN WIDTH OF 5 FEET



RECOMMENDATION 1



RECOMMENDATION 4



**LEGEND:**

- WHITE: EXISTING CONDITIONS
- YELLOW: PROPOSED CONDITIONS

**INTERSECTION SIGNING RECOMMENDATIONS:**

- 1 5 INSTALL R4-7, "KEEP RIGHT" SIGN (30"x24") ON MEDIAN NOSE AS SHOWN
- 2 8 REPLACE EXISTING UNDERSIZED R1-2, "YIELD" SIGN WITH NEW R1-2, "YIELD" SIGN (48"x48"x48") ON SIGNAL POLE
- 3 9 INSTALL R6-3, "DIVIDED HIGHWAY" SIGN (24"x30") ON PORK CHOP ISLAND AS SHOWN
- 4 RELOCATE EXISTING ROUTE ASSEMBLIES FROM PORK CHOP ISLAND TO 100' PRIOR TO STOP BAR AS SHOWN; INSTALL M3-4, "WEST" SIGN, M1-5, "STATE ROUTE - 2" SIGN, AND M5-1, "ADVANCE TURN ARROW" SIGN ON NEW SIGN POST
- 6 REPLACE EXISTING "DO NOT BLOCK INTERSECTION" SIGN WITH NEW R10-7, "DO NOT BLOCK INTERSECTION" SIGN (30"x24")
- 7 REPLACE EXISTING DAMAGED D3-1, "DESTINATION" SIGN WITH NEW D3-1, "DESTINATION" SIGN (12"x60"); STRAIGHTEN SIGN POSTS; INSTALL R3-20-DE, "TURN LANE" SIGN (18"x18") ON EXISTING SIGN POST BELOW "DESTINATION" SIGN
- 10 RELOCATE EXISTING ROUTE ASSEMBLIES FROM PORK CHOP ISLAND TO 100' PRIOR TO STOP BAR AS SHOWN; REPLACE EXISTING M6-1, "DIRECTIONAL ARROW - LEFT" SIGN WITH NEW M5-1, "ADVANCE TURN ARROW - LEFT" SIGN (21"x15")

**INTERSECTION STRIPING RECOMMENDATIONS:**

- 1 RESTRIPE 12 FT OF 16" WIDE SOLID WHITE STOP BAR ACROSS THE NORTHBOUND APPROACH

RECOMMENDATION 4



RECOMMENDATION 6



RECOMMENDATION 7



RECOMMENDATION 10



**INTERSECTION 23: SR2 (KIRKWOOD HIGHWAY) & DUNCAN ROAD**

- DUNCAN ROAD (NORTH LEG): NO MEDIAN
- DUNCAN ROAD (SOUTH LEG): NO MEDIAN
- SR2 (KIRKWOOD HIGHWAY) (EAST LEG): MEDIAN WIDTH OF 9 FEET
- SR2 (KIRKWOOD HIGHWAY) (WEST LEG): MEDIAN WIDTH OF 5 FEET



**LEGEND:**

WHITE: EXISTING CONDITIONS  
 YELLOW: PROPOSED CONDITIONS

**INTERSECTION SIGNING RECOMMENDATIONS:**

- 1 10 14 22 INSTALL R4-7, "KEEP RIGHT" SIGN (30"x24") ON MEDIAN NOSE AS SHOWN
- 2 REMOVE EXISTING "RIGHT LANE MUST TURN RIGHT" SIGN
- 3 REPLACE DAMAGED "CARDINAL DIRECTION" SIGN WITH NEW M3-1, "CARDINAL DIRECTION" SIGN (12"x24");  
REPLACE DAMAGED "STATE ROUTE" SIGN WITH NEW M1-5, "STATE ROUTE" SIGN (24"x24");  
REPLACE DAMAGED M5-1, "ADVANCE TURN ARROW" SIGN WITH NEW M6-1, "DIRECTIONAL ARROW - RIGHT" SIGN (15"x21")
- 4 20 INSTALL R3-20-DE, "TURN LANE" SIGN (18"x18") AT BEGINNING OF TURN LANE TAPER
- 5 REMOVE EXISTING R3-4, "NO U-TURN" SIGN AND EXISTING R3-2, "NO LEFT TURN" SIGN;  
INSTALL NEW R3-18, "NO U-TURN /NO LEFT TURN" SIGN (36"x36") FACING EAST
- 6 15 23 REPLACE EXISTING UNDERSIZED R1-2, "YIELD" SIGN WITH NEW R1-2, "YIELD" SIGN (48"x48"x48") (2010 HEP, SITE H)
- 7 16 INSTALL R6-3, "DIVIDED HIGHWAY" SIGN (24"x30") ON PORKCHOP ISLAND AS SHOWN
- 8 21 REPLACE EXISTING "RED LIGHT PHOTO ENFORCED" SIGN WITH NEW R10-18a, "TRAFFIC SIGNAL PHOTO ENFORCED" SIGN (30"x42")
- 9 12 REPLACE DAMAGED "ADVANCE STREET NAME" PLAQUE WITH NEW W16-8aP, "ADVANCE STREET NAME" PLAQUE (18"x30")  
WITH UPPER/LOWER CASE TEXT
- 11 REMOVE EXISTING R1-2, "YIELD" SIGN (SIGNAL CONTROLLED)
- 13 INSTALL R3-20-DE, "TURN LANE" SIGN (18"x18") ON EXISTING SIGN POST BELOW "SOUTH/SR 62" SIGN ASSEMBLY; REPLACE EXISTING  
M6-1, "DIRECTIONAL ARROW" SIGN WITH NEW M5-1, "ADVANCE TURN ARROW - LEFT" SIGN (15"x21") BELOW "NORTH/SR 41" ASSEMBLY;  
INSTALL NEW THREE-POST SIGN POST AND NEW M3-2, "EAST" SIGN (12"x24"), NEW M1-5, "STATE ROUTE - 2" SIGN (24"x24"), NEW  
M3-3, "SOUTH" SIGN (12"x24"), NEW M1-5, "STATE ROUTE - 41" SIGN (24"x24") AND NEW M6-3, "DIRECTIONAL ARROW - THROUGH"  
SIGN (15"x21") BETWEEN "NORTH/SR 41" ASSEMBLY AND "SOUTH/SR 62" ASSEMBLY
- 17 RELOCATE EXISTING ROUTE ASSEMBLIES FROM PORK CHOP ISLAND TO 175' PRIOR TO STOP BAR AS SHOWN; INSTALL NEW  
M3-3, "SOUTH" SIGN (12"x24") AND NEW M1-5, "STATE ROUTE - 41" SIGN (24"x24") ON RELOCATED "EAST/SR 2" ASSEMBLY BETWEEN  
EXISTING "STATE ROUTE - 2" SIGN AND EXISTING "ADVANCED TURN ARROW" SIGN; INSTALL NEW THREE-POST SIGN POST AND NEW  
M3-3, "SOUTH" SIGN (12"x24"), NEW M1-5, "STATE ROUTE - 62" SIGN (24"x24") AND NEW M6-3, "DIRECTIONAL ARROW - THROUGH"  
SIGN (15"x21") BETWEEN RELOCATED "EAST/SR 2/SOUTH/SR 41" AND "WEST/SR 2" ASSEMBLIES
- 18 19 TRIM FOLIAGE BLOCKING SIGNS (2010 HEP, SITE H)

**INTERSECTION STRIPING RECOMMENDATIONS:**

- NONE

RECOMMENDATION 3



RECOMMENDATION 5



RECOMMENDATION 13



RECOMMENDATION 17



RECOMMENDATION 21



**INTERSECTION 24: SR2 (KIRKWOOD HIGHWAY) & SR 41 NEWPORT GAP PIKE**

- SR 41 (NORTH LEG): MEDIAN WIDTH OF 4 FEET
- NEWPORT GAP PIKE (SOUTH LEG): MEDIAN WIDTH OF 5 FEET
- SR2 (KIRKWOOD HIGHWAY) (EAST LEG): MEDIAN WIDTH OF 5 FEET
- SR2 (KIRKWOOD HIGHWAY) (WEST LEG): MEDIAN WIDTH OF 5 FEET

NOTE: EXISTING SIGNS ARE HIGHLIGHTED IN BROWN; EXISTING SIGNS TO BE REMOVED ARE CROSSED OUT



ADDENDUMS / REVISIONS

NOT TO SCALE

STATEWIDE DIVIDED HIGHWAY SAFETY STUDY: PHASE III

CONTRACT	T201508305	PERMIT NO.	N162
COUNTY	NEW CASTLE	DESIGNED BY:	GYB/ALB
		CHECKED BY:	MAW

SR2 (KIRKWOOD HWY) & SR 41 NEWPORT GAP PIKE IMPROVEMENTS

**INTERSECTION SIGNING RECOMMENDATIONS:**

- 1 REMOVE EXISTING R3-4, "NO U-TURN" SIGN AND EXISTING R3-2, "NO LEFT TURN" SIGN FACING EAST; INSTALL NEW R3-18, "NO U-TURN/NO LEFT TURN" SIGN (36"x36") FACING EAST
- 9 10 11 REMOVE EXISTING R3-4, "NO U-TURN" SIGN AND EXISTING R3-2, "NO LEFT TURN" SIGN FACING WEST; INSTALL NEW R3-18, "NO U-TURN/NO LEFT TURN" SIGN (36"x36") FACING WEST
- 2 13 REPLACE EXISTING UNDERSIZED "YIELD" SIGN WITH NEW R1-2, "YIELD" SIGN (48"x48"x48") ON SIGNAL POLE
- 3 REMOVE EXISTING R6-2L, "ONE WAY" SIGN AND R6-2R, "ONE WAY" SIGN; INSTALL NEW POST AND INSTALL NEW R6-1L, "ONE WAY" SIGN (12"x36") AND R6-1R, "ONE WAY" SIGN (12"x36") FACING THE NORTHBOUND AND SOUTHBOUND TRAFFIC WITH ARROWS POINTING EAST
- 4 REMOVE EXISTING R6-1L, "ONE WAY" SIGN AND R6-1R, "ONE WAY" SIGN
- 5 INSTALL NEW R6-1L, "ONE WAY" SIGN (12"x36") AND R6-1R, "ONE WAY" SIGN (12"x36") BACK TO BACK ABOVE "NO RIGHT TURN" SIGN FACING EASTBOUND /WESTBOUND TRAFFIC WITH ARROWS POINTING NORTH; INSTALL R6-3, "DIVIDED HIGHWAY" SIGN (24"x30") UNDER EXISTING "NO RIGHT TURN" SIGN; REPLACE EXISTING UNDERSIZED "NO RIGHT TURN" SIGN WITH NEW R3-1, "NO RIGHT TURN" SIGN (36"x36"); REPLACE EXISTING UNDERSIZE R5-1, "DO NOT ENTER" SIGN ON BACK OF "NO RIGHT TURN" SIGN WITH NEW R5-1, "DO NOT ENTER" SIGN (36"x36")
- 6 REPLACE EXISTING DAMAGED R6-2L, "ONE WAY" SIGN AND R6-2R, "ONE WAY" SIGN WITH NEW R6-1L, "ONE WAY" SIGN (12"x36") AND R6-1R, "ONE WAY" SIGN BACK TO BACK FACING EASTBOUND /WESTBOUND TRAFFIC WITH ARROWS POINTING NORTH; REPLACE EXISTING UNDERSIZED "NO RIGHT TURN" SIGN WITH NEW R3-1, "NO RIGHT TURN" SIGN (36"x36"); REMOVE EXISTING TEXT VERSION OF "NO RIGHT TURN" SIGN; INSTALL NEW R5-1, "DO NOT ENTER" SIGN (36"x36") FACING SOUTHBOUND TRAFFIC; INSTALL ON NEW SIGN POST
- 7 REPLACE EXISTING DAMAGED "SPEED LIMIT" SIGN WITH NEW R2-1, "SPEED LIMIT" SIGN (36"x30")
- 8 INSTALL R3-20-DE, "TURN LANE" SIGN (18"x18") AT BEGINNING OF TURN LANE TAPER
- 12 REPLACE EXISTING UNDERSIZED "NO U-TURN" SIGN WITH NEW R3-4, "NO U-TURN" SIGN (36"x36"); REMOVE EXISTING OBJECT MARKER
- 14 INSTALL R6-3a, "DIVIDED HIGHWAY - T INTERSECTION" SIGN (24"x30") ON PORKCHOP ISLAND AS SHOWN
- 15 STRAIGHTEN SIGN POSTS (SIDE BY SIDE)

**INTERSECTION STRIPING RECOMMENDATIONS:**

- 1 RESTRIPE 25 FT OF 16" WIDE SOLID WHITE STOP BAR ACROSS THE SOUTHBOUND APPROACH

RECOMMENDATION 1



RECOMMENDATION 3



RECOMMENDATION 5



RECOMMENDATION 6



RECOMMENDATION 7

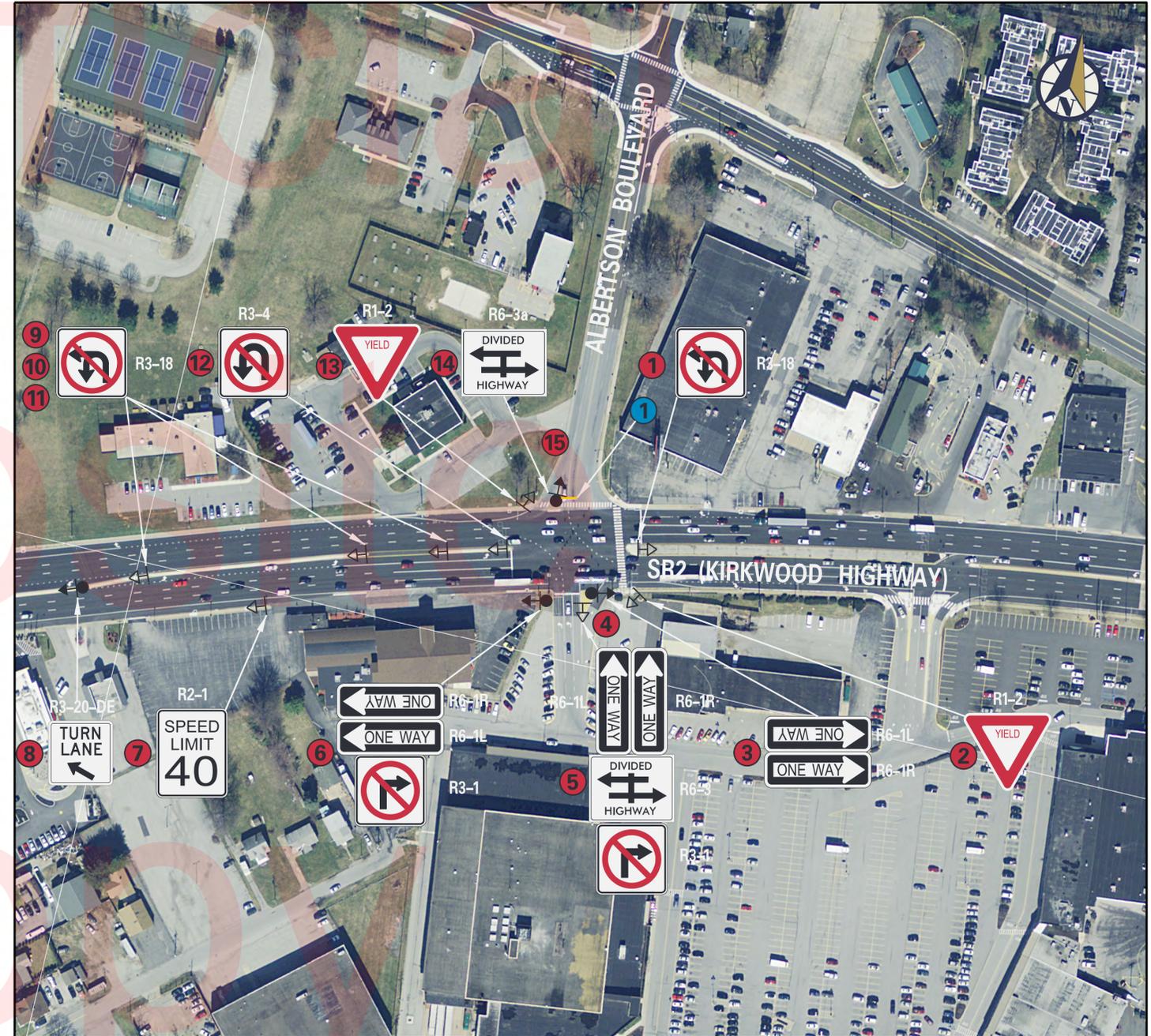


RECOMMENDATION 15



**INTERSECTION 25: SR2 (KIRKWOOD HIGHWAY) & ALBERTSON BOULEVARD**

- ALBERTSON BOULEVARD (NORTH LEG): NO MEDIAN
- PRIVATE DRIVE (SOUTH LEG): NO MEDIAN
- SR2 (KIRKWOOD HIGHWAY) (EAST LEG): MEDIAN WIDTH OF 16 FEET
- SR2 (KIRKWOOD HIGHWAY) (WEST LEG): MEDIAN WIDTH OF 6 FEET



**LEGEND:**

WHITE: EXISTING CONDITIONS  
 YELLOW: PROPOSED CONDITIONS

**INTERSECTION SIGNING RECOMMENDATIONS:**

- 1 REMOVE EXISTING "LEFT TURN LANE" SIGN
- 2 INSTALL R3-20-DE, "TURN LANE" SIGN (18"x18") AT BEGINNING OF TURN LANE TAPER
- 3 INSTALL NEW R1-2, "YIELD" SIGN (48"x48"x48") AS SHOWN
- 4 INSTALL R6-1L, "ONE WAY" SIGN (12"x36"), R6-1R, "ONE WAY" SIGN (12"x36"), AND R3-2, "NO LEFT TURN" SIGN (36"x36") ON PORKCHOP ISLAND AS SHOWN
- 5 INSTALL NEW R5-1, "DO NOT ENTER" SIGN (36"x36") ADJACENT TO STOP BAR FACING OPPOSING TRAFFIC
- 6 REMOVE BLANK SIGN
- 7 REMOVE EXISTING R3-4, "NO U-TURN" SIGN AND R3-2, "NO LEFT TURN" SIGN; INSTALL NEW R3-18, "NO U-TURN /NO LEFT TURN" SIGN (36"x36") FACING WEST; INSTALL NEW R5-1, "DO NOT ENTER" SIGN (36"x36") ON BACK OF PROPOSED "NO U-TURN /NO LEFT TURN" SIGN FACING WESTBOUND TRAFFIC

**INTERSECTION STRIPING RECOMMENDATIONS:**

- NONE

RECOMMENDATION 1



RECOMMENDATION 6



RECOMMENDATION 7



**INTERSECTION 26: SR2 (KIRKWOOD HIGHWAY) & RADIO SHACK ENTRANCE**

- RADIO SHACK ENTRANCE (SOUTH LEG): MEDIAN WIDTH OF 20 FEET
- SR2 (KIRKWOOD HIGHWAY) (EAST LEG): MEDIAN WIDTH OF 5 FEET
- SR2 (KIRKWOOD HIGHWAY) (WEST LEG): MEDIAN WIDTH OF 16 FEET



**INTERSECTION STRIPING RECOMMENDATIONS:**

- NONE

**INTERSECTION 26: SR2 (KIRKWOOD HIGHWAY) & RADIO SHACK ENTRANCE**

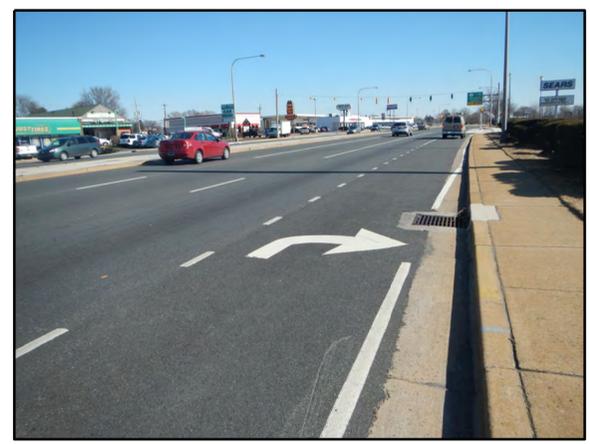
- RADIO SHACK ENTRANCE (SOUTH LEG): MEDIAN WIDTH OF 20 FEET
- SR2 (KIRKWOOD HIGHWAY) (EAST LEG): MEDIAN WIDTH OF 5 FEET
- SR2 (KIRKWOOD HIGHWAY) (WEST LEG): MEDIAN WIDTH OF 16 FEET

Unofficial  
Web Copy

**NORTHBOUND RADIO SHACK ENTRANCE**



**EASTBOUND SR2 (KIRKWOOD HIGHWAY)**



**WESTBOUND SR2 (KIRKWOOD HIGHWAY)**



**LEGEND:**  
 WHITE: EXISTING CONDITIONS  
 YELLOW: PROPOSED CONDITIONS

PLOTTED BY: KBLAKE DATE: 8/24/2016 FILE LOCATION: Q:\INDE\120142\_000\_TRAFFIC\_ENGINEERING\CADD\1+02\DE 2\_06.DGN [ SHEET: 1 ]

ADDENDUMS / REVISIONS	

**NOT TO SCALE**

**STATEWIDE DIVIDED HIGHWAY SAFETY STUDY: PHASE III**

CONTRACT	PERMIT NO.	<b>N374</b>
T200950017	DESIGNED BY:	GYB/ALB
COUNTY	CHECKED BY:	MAW
NEW CASTLE		

**SR2 (KIRKWOOD HWY) & RADIO SHACK ENTRANCE STRIPING IMPROVEMENTS**

SHEET NO.	128
TOTAL SHTS.	522

**INTERSECTION SIGNING RECOMMENDATIONS:**

- 1 4 INSTALL R4-7, "KEEP RIGHT" SIGN (30"x24") ON MEDIAN NOSE AS SHOWN
- 2 5 INSTALL R3-20-DE, "TURN LANE" SIGN (18"x18") AT BEGINNING OF TURN LANE TAPER
- 3 7 INSTALL R6-3, "DIVIDED HIGHWAY" SIGN (30"x24") AS SHOWN
- 6 REPLACE EXISTING UNDERSIZED "YIELD" SIGN WITH NEW R1-2, "YIELD" SIGN (48"x48"x48")

**INTERSECTION STRIPING RECOMMENDATIONS:**

- 1 INSTALL 150 FT OF 5" SOLID DOUBLE YELLOW CENTERLINE ON THE SOUTHBOUND APPROACH

**INTERSECTION 27: SR2 (KIRKWOOD HIGHWAY) & CLIFTON AVENUE**

- CLIFTON AVENUE (NORTH LEG): NO MEDIAN
- CLIFTON AVENUE (SOUTH LEG): NO MEDIAN
- SR2 (KIRKWOOD HIGHWAY) (EAST LEG): MEDIAN WIDTH OF 5 FEET
- SR2 (KIRKWOOD HIGHWAY) (WEST LEG): MEDIAN WIDTH OF 5 FEET

RECOMMENDATION 6



**LEGEND:**

WHITE: EXISTING CONDITIONS  
 YELLOW: PROPOSED CONDITIONS

**INTERSECTION SIGNING RECOMMENDATIONS:**

- 1 REMOVE EXISTING R3-4, "NO U-TURN" SIGN AND R3-2, "NO LEFT TURN" SIGN; INSTALL NEW R3-18, "NO U-TURN /NO LEFT TURN" SIGN (36"x36") ON THE SAME POST
- 2 5 INSTALL R6-3, "DIVIDED HIGHWAY - T INTERSECTION" SIGN (30"x24") AS SHOWN
- 3 INSTALL R4-7, "KEEP RIGHT" SIGN (30"x24") ON MEDIAN NOSE AS SHOWN
- 4 INSTALL R3-20-DE, "TURN LANE" SIGN (18"x18") AT BEGINNING OF TURN LANE TAPER

**INTERSECTION STRIPING RECOMMENDATIONS:**

- NONE

**INTERSECTION 28: SR2 (KIRKWOOD HIGHWAY) & SHOPPING CENTER ACCESS**

- SHOPPING CENTER ACCESS (NORTH LEG): MEDIAN WIDTH OF 6 FEET
- PRIVATE DRIVE (SOUTH LEG): NO MEDIAN
- SR2 (KIRKWOOD HIGHWAY) (EAST LEG): MEDIAN WIDTH OF 10 FEET
- SR2 (KIRKWOOD HIGHWAY) (WEST LEG): MEDIAN WIDTH OF 6 FEET

RECOMMENDATION 1

