GENERAL NOTES

1. This project is to be constructed in accordance with the Delaware Department of Transportation Standard Specifications, dated August 2016, and the Delaware Department of Transportation Standard Construction Details, dated 2018, including all amendments up to the date of advertisement.

2. Electronic design data files that will be made available to the award contractor, include:
   - Feature lines are for the proposed top surface elevation only.
   - ASCII data files with coordinates and elevations for proposed points as selected by the engineer.
   - Existing digital terrain model, in .DTM file format, compatible with software currently used by DelDOT.
   - Proposed digital terrain model, in .DTM file format, compatible with software currently used by DelDOT.
   - Design files in .dgn file format, that contain cross section data for the proposed design. 3D feature lines are for the proposed for surface elevation only.

Note: The equipment required for delivery of documents in electronic form to a contractor must be owned by all parties prior to the delivery of any electronic project files.

PROJECT NOTES

SECTION 100

1. Any change to items noted to be relocated or gutted by the contractor, at the discretion of the engineer, shall be repaired and/or replaced in-kind at the contractor's expense.

SECTION 200

1. All mailboxes shall be set back at least 3 feet from the edge of the pavement, unless otherwise directed by the engineer.

PROJECT NOTES (CONT'D)

SECTION 700

10. In areas where paved curbs exist, curbs and the curb types are not shown, the proposed curbs shall be transitioning to slab curb. Curb shall be identified by the engineer for payment. For this work, including curbs, existing curbs shall be incidental to the proposed curbs for.

11. Where proposed concrete curbs are constructed to meet existing curbs, the existing curbs shall be sawed at the tie-in point or meet the nearest existing curbs. All saw cutting shall be full depth. Unless otherwise noted on the plans or directed by the engineer and shall be paid for under Item 20200, Slab Cutting, Concrete, Full Depth.

12. Where proposed concrete storm sewer piping is less than 75 ft in length, the installation of any additional manholes shall be paid for at the rate for Item 101005, Manhole and Cover.

13. The New Castle County Department of Public Works shall supply and the State contractor shall install new, skid-proof manhole frames and covers on all county sewer manholes that are not being relocated within the project limits. Work is described in accordance with the County's Standard Specifications. The existing manhole frames and covers that are removed shall become the property of the State's contractor. Payment shall be incidental to Item 20200 - Saw Cut and Repair Existing Sanitary Sewer Manhole.

14. The contractor shall deliver all existing mailboxes material to the Delaware Department of Transportation's Bear Maintenance Yard. The material shall be neatly stacked at the yard. Costs for this work shall be incidental to the mailing item utilized for payment on the contract.

15. All paved areas to be reconstructed or replaced shall be sawed at the point where the work is to lie into the existing pavement.

SECTION 900

10. This project is to be constructed in accordance with the State's standard construction details. The State's standard construction details shall be considered as part of the plans and specifications for this project. The State's standard construction details and all construction information contained within shall be considered as part of the plans and specifications for this project. The State's standard construction details and all construction information contained within shall be considered as part of the plans and specifications for this project.

MICELLEANEOUS

11. There are no supplemental permits associated with this project. As such, an environmental compliance sheet may not be required.

12. The contractor shall notify the Environmental Compliance Section at least 15 days prior to the start of any activities on construction, and is required to ensure that all applicable environmental regulations are followed. Payment for this work, including saw cutting curbs, shall be incidental to the proposed curbs for.

13. This project is covered under an NPDES General Permit for Construction. Under the general permit, compliance with NPDES’s permit requirements and Stormwater Management Plans shall be considered as part of the plans and specifications for this project. A copy of the general permit is kept on file in each of the construction offices and the Department’s Stormwater Section.

14. The NPDES General Permit has a buffer distance of 1000 feet from the nearest stream. The buffer distance shall be transitioned in 10 linear feet, unless otherwise directed by the engineer. Payment for this work, including saw cutting curbs, shall be incidental to the proposed curbs for.

15. Any damage to items noted to be relocated or set back at least 3 feet from the edge of the pavement. The contractor will be responsible for the restoration of all impacted areas.

16. This project is to be constructed in accordance with the Delaware Department of Transportation Standard Specifications, dated August 2016, and the Delaware Department of Transportation Standard Construction Details, dated 2018, including all amendments up to the date of advertisement.

17. This project is to be constructed in accordance with the Delaware Department of Transportation Standard Specifications, dated August 2016, and the Delaware Department of Transportation Standard Construction Details, dated 2018, including all amendments up to the date of advertisement.

18. The construction contractor shall reconstruct and repair existing sanitary sewers, including all existing sanitary sewer manholes, within the project limits. Work is described in accordance with the County's Standard Specifications. The existing manhole frames and covers that are removed shall become the property of the State's contractor. Payment shall be incidental to Item 20200 - Saw Cut and Repair Existing Sanitary Sewer Manhole.

19. The contractor shall deliver all existing mailboxes material to the Delaware Department of Transportation's Bear Maintenance Yard. The material shall be neatly stacked at the yard. Costs for this work shall be incidental to the mailing item utilized for payment on the contract.

20. All paved areas to be reconstructed or replaced shall be sawed at the point where the work is to lie into the existing pavement.

21. This project is to be constructed in accordance with the Delaware Department of Transportation Standard Specifications, dated August 2016, and the Delaware Department of Transportation Standard Construction Details, dated 2018, including all amendments up to the date of advertisement.

22. The construction contractor shall reconstruct and repair existing sanitary sewers, including all existing sanitary sewer manholes, within the project limits. Work is described in accordance with the County's Standard Specifications. The existing manhole frames and covers that are removed shall become the property of the State's contractor. Payment shall be incidental to Item 20200 - Saw Cut and Repair Existing Sanitary Sewer Manhole.

23. The contractor shall deliver all existing mailboxes material to the Delaware Department of Transportation's Bear Maintenance Yard. The material shall be neatly stacked at the yard. Costs for this work shall be incidental to the mailing item utilized for payment on the contract.

24. All paved areas to be reconstructed or replaced shall be sawed at the point where the work is to lie into the existing pavement.
DATA REFERENCE:
HORIZONTAL - THIS PROJECT IS REFERENCED TO THE DELAWARE STATE PLANE COORDINATE SYSTEM, NORTH AMERICAN DATUM OF 1983 (NAD 83).
VERTICAL - THIS PROJECT IS REFERENCED TO THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD 88).

HORIZONTAL / VERTICAL CONTROL DATA

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CONTRACT
T202001101
COUNTY
NEW CASTLE
DESIGNED BY: J. REYES
CHECKED BY: G. SPADAFINO
PD

PAVEMENT AND REHABILITATION,
OLD BALTIMORE PIKE,
2020

GRADE AND GEOMETRICS
Refer to signing and striping plans for limits of contract.

Coordinate List

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*Note: Of the curb excluding curb fills for under Section 705.

CONSTRUCTION DETAILS

PAVEMENT AND REHABILITATION, OLD BALTIMORE PIKE, 2020

COORDINATE SYSTEM

- PENNONI ASSOCIATES INC.
- PENNONI - DELTODOT - V8i - OPEN ROADS
- PENNONI - DELTODOT - FULL - PDF
REFER TO SIGNING AND STRIPING PLANS FOR LIMITS OF CONTRACT

DEER RUN DRIVE PEDESTRIAN CONNECTIONS

CHRISTIANA FARMS PLACE PEDESTRIAN CONNECTIONS

NOTES:
1. WHERE A RIGHT TO ENTER (RTE) LINE IS DESIGNATED ON THE PLANS, IT INDICATES LOCATIONS WHERE THE DEPARTMENT ALREADY HAS THE RIGHT, UNDER DELAWARE CODE, TO ENTER ONTO PRIVATE PROPERTY TO MAINTAIN, REPAIR OR RECONSTRUCT FACILITIES USED BY THE PUBLIC AND MAINTAINED AT PUBLIC EXPENSE.

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TYPICAL PATCHING APPLICATION

NOT TO SCALE
TRAFFIC CONTROL NOTES

1. MAINTENANCE OF TRAFFIC DURING LANE CLOSURES AND LANE SHIFTS SHALL COMPLY WITH THE REQUIREMENTS OF THE DEPARTMENT OF TRANSPORTATION AND NATIONAL STANDARDS FOR TRAFFIC CONTROL.

2. WEEDING OF TRAFFIC CONSTRUCTION, WHERE NOT SPECIFIED, SHALL BE CONDUCTED IN ACCORDANCE WITH THE REQUIREMENTS OF THE DEPARTMENT OF TRANSPORTATION AND NATIONAL STANDARDS FOR TRAFFIC CONTROL.

3. THE DISTURBED AREA FOR THIS PROJECT IS 5.70 ACRES. THE TOTAL AMOUNT OF NEW IMPERVIOUS AREA TO BE ADDED IS 5.64 ACRES.

4. THE TEMPORARY ROADWAY MATERIALS OR MILLINGS MAY BE USED AT THE FOLLOWING LOCATIONS WHERE ACCESS TO A BUSINESS, RESIDENCE, OR EDGE DROP OFF NEEDS TO BE MAINTAINED UNLESS OTHERWISE NOTED IN THE CONTRACT PLANS. USE COLD PATCH, BUTT JOINTS, AND LONGITUDINAL DROP-OFFS (MILLING AND PAVING OPERATIONS) IS PROHIBITED PROVIDING A TEMPORARY ROADWAY SURFACE, POTHOLE REPAIR, TAPERED EDGE FOR UTILITIES, REPAIRS OR PROVIDING A TEMPORARY ROADWAY SURFACE WHERE ACCESS TO A BUSINESS, RESIDENCE, OR EDGE DROP OFF NEEDS TO BE MAINTAINED UNLESS OTHERWISE NOTED IN THE CONTRACT PLANS.

5. MILLINGS OR GABC SHALL BE USED AT THE FOLLOWING LOCATIONS WHERE ACCESS TO A BUSINESS, RESIDENCE, OR EDGE DROP OFF NEEDS TO BE MAINTAINED UNLESS OTHERWISE NOTED IN THE CONTRACT PLANS.

6. MILLINGS AND GABC WILL BE ROLLED AND COMPACTED TO HELP PREVENT THE MATERIAL FROM UNRAVELLING.

MAINTENANCE OF TRAFFIC NOTES

1. STORMWATER REGULATIONS.

2. EROSION PotENTIAL

3. THE ABOVE RESTRICTIONS APPLY TO THE CLOSURE OF TURN LANES AND TRAVEL LANES ON ALL ROADWAYS WITHIN THE PROJECT LIMITS.
PORTABLE CHANGEABLE MESSAGE SIGNS

PRIOR TO CONSTRUCTION
(COMPLETE 10 DAYS PRIOR TO START OF PROJECT)

ROADWORK
TO START
MM/DD/YY

EXPECT
DELAYS

DURING CONSTRUCTION
(COMPLETE 5 DAYS PRIOR TO START OF PROJECT)

ROAD
WORK
AHEAD

EXPECT
DELAYS

PRIOR TO PHASE CHANGE
(COMPLETE 10 DAYS PRIOR TO PHASE CHANGE)

NEW TRAFFIC
PATTERN

STARTING
MM/DD/YY

AFTER PHASE CHANGE
(COMPLETE 5 DAYS AFTER PHASE CHANGE)

CAUTION
CAUTION
CAUTION

NEW TRAFFIC
PATTERN

NOTE:
1. SITE INDEPENDENT PLANS FOR PLACEMENT OF ADDITIONAL WARNING SIGNS, LOCATION OF ALL PERMANENT WARNING SIGNS SHALL BE COORDINATED WITH THE ENGINEER AND BARRIERS SHOWN PHASES IN WHICH THEY MAY BE APPLICABLE IF DIRECTED BY THE ENGINEER.
2. ANY EXISTING SIGNS THAT CONFLICT WITH CONSTRUCTION WARNING SIGNS SHALL BE COVERED OR RELOCATED, AS DIRECTED BY THE ENGINEER.
3. ALL PERMANENT WARNING SIGNS SHALL BE POST MOUNTED OR SCREW TO FRAME APPROVED PERMANENT SUPPORTS UNLESS OTHERWISE NOTED ON THESE PLANS, AS DIRECTED BY THE ENGINEER, OR ONE OF THE FOLLOWING CONDITIONS APPEARS:
   A. A UTILITY CONFLICT EXISTS THAT PREVENTS BREAKAWAY SUPPORTS FROM BEING DRIVEN INTO THE GROUND ANY EXISTING SIGNS THAT CONFLICT WITH CONSTRUCTION WARNING SIGNS SHALL BE COVERED OR RELOCATED, AS DIRECTED BY THE ENGINEER.
   B. MATERIAL OTHER THAN COMMON EARTH, SUCH AS CONCRETE, HOT MIX ASPHALT, BRICK, ETC. PREVENTS DRIVING THE POSTS AND SUPPORTS INTO THE GROUND.
4. PLACE CHANGEABLE MESSAGE SIGNS ON OLD BALTIMORE PIKE AND SALEM CHURCH ROAD TEN (10) CALENDAR DAYS PRIOR TO PHASE CHANGE TO INFORM TRAVELING PUBLIC OF IMPENDING ROAD CONSTRUCTION. POLES SHALL BE APPROVED BY TRAFFIC SAFETY PRIOR TO USE. TRAFFIC SAFETY TO DICTATE PCMS LOCATIONS FOR PHASE CHANGES.

PCMS-1

SEE NOTE 4

NEW TRAFFIC
PATTERN

CAUTION
CAUTION
CAUTION

NEW TRAFFIC
PATTERN

NOTE:
1) A UTILITY CONFLICT EXISTS THAT PREVENTS THE BREAKAWAY SUPPORTS FROM BEING DRIVEN INTO THE GROUND OTHERWISE NOTED ON THESE PLANS, AS DIRECTED BY THE ENGINEER.
2) MATERIAL OTHER THAN COMMON EARTH, SUCH AS CONCRETE, HOT MIX ASPHALT, BRICK, ETC. PREVENTS DRIVING THE POSTS AND SUPPORTS INTO THE GROUND.
3) A UTILITY CONFLICT EXISTS THAT PREVENTS POST MOUNTING OR SCREW TO FRAME APPROVED PERMANENT SUPPORTS UNLESS OTHERWISE NOTED ON THESE PLANS, AS DIRECTED BY THE ENGINEER.

NOT TO SCALE

PAVEMENT AND REHABILITATION
OLD BALTIMORE PIKE, 2029

NOTE:

* SEE NOTE 4
SEQUENCE OF CONSTRUCTION - PHASE 1A

1. Place all permanent warning signs, as shown on the permanent warning sign sheet.
2. Construct signal equipment, as shown on the temporary signal plans for R/W and
3. Select a traffic contractor to install the new signal heads and temporary
   protective devices shown to the west of Construction for Phase 2.

SEQUENCE OF CONSTRUCTION - PHASE 1B

2. Replace all permanent warning signs, as shown on the permanent warning sign
   sheet.
3. Construct signal equipment and curb ramps, as shown on signal plans for R/W and
   R/W. Using TA-3, TA-11A or TA-31A. See sheets 58 and 59.
4. Construct outside curb ramps and sidewalks and remove concrete islands at
   STA 177+60 as shown on construction details and needed and existing plans.
   Place TA-21A on Old Baltimore Pike and TA-10 on Christiana Farms Place.
5. Construct remaining median improvements, as shown on existing and current plans.
   Place TA-3 and TA-21A on Old Baltimore Pike and TA-10 on Christiana Farms Place.

* Phase 1B work can occur concurrent with Phase 2 and Phase 2 work

MATCH LINE STA 150+00

PAVEMENT AND REHABILITATION, OLD BALTIMORE PIKE, 2020

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

1. PLACE ALL PERMANENT WARNING SIGNS, AS SHOWN ON THE PERMANENT WARNING SIGN SHEET.
3. CONSTRUCT TRAFFIC CONSTRUCTION SHALL ADHERE TO THE TEMPORARY MEDIAN EXISTING ZONES PATH TO THE START OF CONSTRUCTION FOR PHASE 2.

SEQUENCE OF CONSTRUCTION - PHASE 1B

1. MAINTAIN ALL PERMANENT WARNING SIGNS, AS SHOWN ON THE PERMANENT WARNING SIGN SHEET.
2. CONSTRUCT SIGNAL EQUIPMENT AND CURB RAMPS, AS SHOWN ON SIGNAL PLANS FOR N553 AND R559 USING TA-2, TA-10 OR TA-21A. SEE SHEETS 59 AND 62.
3. CONSTRUCT OUTSIDE CURB RAMPS AND SHOULDER PLACEMENT CONCRETE ISLANDS AT STA 156+00 AS SHOWN ON CONSTRUCTION DETAILS AND SIGNING AND STRIPING PLAN SHEETS.
4. CONSTRUCT TRAFFIC CONSTRUCTION SHALL ADHERE TO THE TEMPORARY MEDIAN EXISTING ZONES PATH TO THE START OF CONSTRUCTION FOR PHASE 2.
5. CONSTRUCT REMAINING MEDIAN IMPROVEMENTS, AS SHOWN ON SIGNING AND STRIPING PLAN SHEETS 58 AND 59, AND PLACE ALL PERMANENT WARNING SIGNS, AS SHOWN ON THE PERMANENT WARNING SIGN SHEET.

* PHASE 1B WORK CAN OCCUR CONCURRENTLY WITH PHASE 2 AND PHASE 3 WORK.
SEQUENCE OF CONSTRUCTION - PHASE 1A

1. PLACE ALL PERMANENT WARNING SIGNS, AS SHOWN ON THE PERMANENT WARNING SIGN SHEET.
3. DELETE ALL TRAFFIC CONTRACTOR SIGNS AT THE ENDS OF HORIZONTAL CURVES AND TREES/ 

SEQUENCE OF CONSTRUCTION - PHASE 1B*

2. REPLACE ALL PERMANENT WARNING SIGNS, AS SHOWN ON THE PERMANENT WARNING SIGN SHEET.
4. CONSTRUCT DETAIL CURVE RAMPS AND ELEVATION BOXES AND REMOVE CONCRETE ISLAND AT STA 177+60 AS SHOWN ON CONSTRUCTION DETAILS AND SIGNING AND STRIPING PLAN SHEETS.
5. CONSTRUCT SIGNAL EQUIPMENT AND CURB RAMPS, AS SHOWN ON SIGNAL PLANS FOR N553 AND PLACE ALL PERMANENT WARNING SIGNS, AS SHOWN ON THE PERMANENT WARNING SIGN SHEET.

**PHASE 1B WORK CAN OCCUR CONCURRENTLY WITH PHASE 1 AND PHASE 2 WORK**

- ISLAND TO BE REMOVED UNDER FTA 2500. SEE SHEET 24.
- TYPICAL PATCHING APPLICATION AND MATERIALS, DEPENDENT ON PAVEMENT CONDITION AND HIGHWAY DEPARTMENT GUIDELINES. TRAFFIC OFFICERS SHALL BE USED TO PLACE THE SIGNAL ON THE ROADWAY.

- CONSTRUCTION PHASING, OLD BALTIMORE PIKE, 2020

- PAVEMENT AND REHABILITATION, OLD BALTIMORE PIKE, 2020

- CONSTRUCTION PHASING, OLD BALTIMORE PIKE, 2020
SEQUENCE OF CONSTRUCTION - PHASE 1A
1. MAINTAIN ALL PERMANENT WARNING SIGNS, AS SHOWN ON THE PERMANENT WARNING SIGN SHEET.
3. INSTALL MAINTENANCE OF TRAFFIC USING TA-3 AND TA-21A OF THE DE MUTCD.
4. CLEAR AND GRUB WITHIN LIMITS OF CONSTRUCTION AND INSTALL EROSION AND SEDIMENT CONTROL AS SHOWN ON DETAIL SHEETS.
5. DURING ALLOWABLE LANE CLOSURE HOURS REMOVE THE EXISTING CONCRETE ISLANDS AND PEDESTRIAN FACILITIES AT THE INTERSECTION OF OLD BALTIMORE PIKE (N026) AND SALEM CHURCH ROAD (N048), AS SHOWN IN PLANS.
6. COMPLETE DRAINAGE ADJUSTMENTS AS SHOWN IN THE PLANS WITH PHASE 2 LIMITS AND M.O.T., AND EROSION CONSTRUCTION PHASING, AS SHOWN IN PLANS.
7. CONSTRUCT PEDESTRIAN CONNECTION RECONSTRUCTION AT THE INTERSECTION OF OLD BALTIMORE PIKE (N026) AND SALEM CHURCH ROAD (N048), AS SHOWN IN PLANS.
8. COMPLETE DRAINAGE ADJUSTMENTS AS SHOWN IN THE PLANS WITH PHASE 2 LIMITS AND M.O.T., AND EROSION CONSTRUCTION PHASING, AS SHOWN IN PLANS.
9. STABILIZE AREA IN ACCORDANCE WITH DELDOT STANDARD SPECIFICATIONS. REMOVE TEMPORARY TRAFFIC CONTROL AND EROSION AND BARRIER CONSTRUCTION DEVICES NOT REQUIRED FOR FUTURE PHASES.

SEQUENCE OF CONSTRUCTION - PHASE 1B
1. MAINTAIN ALL PERMANENT WARNING SIGNS, AS SHOWN ON THE PERMANENT WARNING SIGN SHEET.
2. SIGNAL AND M.O.T. CONTRACT LIMITS OF CONSTRUCTION AND INSTALL EROSION AND SEGMENT CONTROL AS SHOWN ON DETAIL SHEETS.
3. INSTALL MAINTENANCE OF TRAFFIC USING TA-3 AND TA-21A OF THE DE MUTCD.
4. DURING ALLOWABLE LANE CLOSURE HOURS CONSTRUCT THE CONCRETE ISLANDS, SIDEWALKS, AND PEDESTRIAN FACILITIES TO THE INTERSECTION OF OLD BALTIMORE PIKE (N026) AND SALEM CHURCH ROAD (N048), AS SHOWN IN PLANS.
5. COMPLETE DRAINAGE ADJUSTMENTS TO THE INTERSECTION OF OLD BALTIMORE PIKE (N026) AND SALEM CHURCH ROAD (N048), AS SHOWN IN PLANS.
6. DURING ALLOWABLE LANE CLOSURE HOURS REMOVE THE EXISTING CONCRETE ISLANDS AND PEDESTRIAN FACILITIES AT THE INTERSECTION OF OLD BALTIMORE PIKE (N026) AND SALEM CHURCH ROAD (N048), AS SHOWN IN PLANS.
7. CONSTRUCT PEDESTRIAN CONNECTION RECONSTRUCTION AT THE INTERSECTION OF OLD BALTIMORE PIKE (N026) AND SALEM CHURCH ROAD (N048), AS SHOWN IN PLANS.
8. COMPLETE DRAINAGE ADJUSTMENTS AS SHOWN IN THE PLANS WITH PHASE 2 LIMITS AND M.O.T., AND EROSION CONSTRUCTION PHASING, AS SHOWN IN PLANS.
9. STABILIZE AREA IN ACCORDANCE WITH DELDOT STANDARD SPECIFICATIONS. REMOVE TEMPORARY TRAFFIC CONTROL AND EROSION AND BARRIER CONSTRUCTION DEVICES NOT REQUIRED FOR FUTURE PHASES.

SEQUENCE OF CONSTRUCTION - PHASE 2
1. MAINTAIN ALL PERMANENT WARNING SIGNS, AS SHOWN ON THE PERMANENT WARNING SIGN SHEET.
2. SIGNAL AND M.O.T. CONTRACT LIMITS OF CONSTRUCTION AND INSTALL EROSION AND SEGMENT CONTROL AS SHOWN ON DETAIL SHEETS.
3. INSTALL MAINTENANCE OF TRAFFIC USING TA-3 AND TA-21A OF THE DE MUTCD.
4. DURING ALLOWABLE LANE CLOSURE HOURS CONSTRUCT THE CONCRETE ISLANDS, SIDEWALKS, AND PEDESTRIAN FACILITIES TO THE INTERSECTION OF OLD BALTIMORE PIKE (N026) AND SALEM CHURCH ROAD (N048), AS SHOWN IN PLANS.
5. COMPLETE DRAINAGE ADJUSTMENTS TO THE INTERSECTION OF OLD BALTIMORE PIKE (N026) AND SALEM CHURCH ROAD (N048), AS SHOWN IN PLANS.
6. DURING ALLOWABLE LANE CLOSURE HOURS REMOVE THE EXISTING CONCRETE ISLANDS AND PEDESTRIAN FACILITIES AT THE INTERSECTION OF OLD BALTIMORE PIKE (N026) AND SALEM CHURCH ROAD (N048), AS SHOWN IN PLANS.
7. CONSTRUCT PEDESTRIAN CONNECTION RECONSTRUCTION AT THE INTERSECTION OF OLD BALTIMORE PIKE (N026) AND SALEM CHURCH ROAD (N048), AS SHOWN IN PLANS.
8. COMPLETE DRAINAGE ADJUSTMENTS AS SHOWN IN THE PLANS WITH PHASE 2 LIMITS AND M.O.T., AND EROSION CONSTRUCTION PHASING, AS SHOWN IN PLANS.
9. STABILIZE AREA IN ACCORDANCE WITH DELDOT STANDARD SPECIFICATIONS. REMOVE TEMPORARY TRAFFIC CONTROL AND EROSION AND BARRIER CONSTRUCTION DEVICES NOT REQUIRED FOR FUTURE PHASES.
SEQUENCE OF CONSTRUCTION - PHASE 1A

1. Place all permanent warning signs, as shown on the permanent warning sign sheet.
2. Construct signal equipment, as shown on the temporary signal plans for N53 and N55, using TA-2 and TA-5 or TA-193, see sheets 84 and 85.
3. Select's traffic contractor shall activate the new signal heads and finish detection zones prior to the start of construction Phase 2.

SEQUENCE OF CONSTRUCTION - PHASE B

1. Maintain all permanent warning signs, as shown on the permanent warning sign sheet.
2. Construct signal equipment, as shown on the temporary signal plans for N53 and N55, using TA-2 and TA-193 or TA-174, see sheets 84 and 85.
3. Construct outside curb ramps and sidewalks and remove concrete islands at STA 177+60, using TA-3 or TA-21A on old Baltimore Pike and TA-10 on Christiana Farms Place.
4. Construct outside curb ramps and bus pads at STA 157+75, using TA-3 and TA-21A.
5. Construct remaining median improvements, as shown on construction details and existing and future plans on sheets 27 and 28.
6. Construct the outside curb ramps and bus pads at STA 157+65, using TA-3 and TA-21A.
7. Construct remaining median improvements, as shown on construction details and existing and future plans on sheets 27 and 28.
8. Complete drainage adjustments as shown on the plans with phase 2 limits and construct existing concrete islands and median improvements as shown in the plans.

PHASE 2

1. Place all permanent warning signs, as shown on the permanent warning sign sheet.
2. Clear and grade within limits of construction and install erosion and sediment control, as shown on detail sheets.
3. Install maintenance of traffic using TA-2 and TA-21A of the DE MUTCD.
4. Smooth existing pavement according to plans.
5. Drive all usable lane closure hours around the existing concrete islands and road island, as shown on plans.
6. Drive all usable lane closure hours construct the concrete islands, shoulders and median improvements as shown in the plans, as shown. Road island signals to remain active with pay flags as needed.
7. Complete pavement rehabilitation, rehabilitation of the intersection of old Baltimore Pike (N025) and Salem Church Road (N048), as shown. Pedestrian signals to remain active with pay flags as needed.
8. Complete drainage adjustments as shown on the plans with phase 2 limits and constructexisting concrete islands and median improvements as shown in the plans.
9. Stabilize area in accordance with DE DOT standard specifications, remove temporary traffic control and erosion and sediment control services not required for future phases.

PHASE 3

1. Maintain all permanent warning signs, as shown on the permanent warning sign sheet.
2. Clear and grade within limits of construction and install erosion and sediment control, as shown on detail sheets.
3. Install maintenance of traffic using TA-2 and TA-21A of the DE MUTCD.
4. Smooth existing pavement according to plans.
5. Drive all usable lane closure hours around the existing concrete islands and road island, as shown on plans.
6. Drive all usable lane closure hours construct the concrete islands, shoulders and median improvements as shown in the plans, as shown. Road island signals to remain active with pay flags as needed.
7. Complete pavement rehabilitation, rehabilitation of the intersection of old Baltimore Pike (N025) and Salem Church Road (N048), as shown. Pedestrian signals to remain active with pay flags as needed.
8. Complete drainage adjustments as shown on the plans with phase 2 limits and constructexisting concrete islands and median improvements as shown in the plans.
9. Stabilize area in accordance with DE DOT standard specifications, remove temporary traffic control and erosion and sediment control services not required for future phases.

PHASE 4

1. Maintain all permanent warning signs, as shown on the permanent warning sign sheet.
2. Clear and grade within limits of construction and install erosion and sediment control, as shown on detail sheets.
3. Install maintenance of traffic using TA-2 and TA-21A of the DE MUTCD.
4. Smooth existing pavement according to plans.
5. Drive all usable lane closure hours around the existing concrete islands and road island, as shown on plans.
6. Drive all usable lane closure hours construct the concrete islands, shoulders and median improvements as shown in the plans, as shown. Road island signals to remain active with pay flags as needed.
7. Complete pavement rehabilitation, rehabilitation of the intersection of old Baltimore Pike (N025) and Salem Church Road (N048), as shown. Pedestrian signals to remain active with pay flags as needed.
8. Complete drainage adjustments as shown on the plans with phase 2 limits and constructexisting concrete islands and median improvements as shown in the plans.
9. Stabilize area in accordance with DE DOT standard specifications, remove temporary traffic control and erosion and sediment control services not required for future phases.

PHASE 5

1. Maintain all permanent warning signs, as shown on the permanent warning sign sheet.
2. Clear and grade within limits of construction and install erosion and sediment control, as shown on detail sheets.
3. Install maintenance of traffic using TA-2 and TA-21A of the DE MUTCD.
4. Smooth existing pavement according to plans.
5. Drive all usable lane closure hours around the existing concrete islands and road island, as shown on plans.
6. Drive all usable lane closure hours construct the concrete islands, shoulders and median improvements as shown in the plans, as shown. Road island signals to remain active with pay flags as needed.
7. Complete pavement rehabilitation, rehabilitation of the intersection of old Baltimore Pike (N025) and Salem Church Road (N048), as shown. Pedestrian signals to remain active with pay flags as needed.
8. Complete drainage adjustments as shown on the plans with phase 2 limits and constructexisting concrete islands and median improvements as shown in the plans.
9. Stabilize area in accordance with DE DOT standard specifications, remove temporary traffic control and erosion and sediment control services not required for future phases.

PHASE 6

1. Maintain all permanent warning signs, as shown on the permanent warning sign sheet.
2. Clear and grade within limits of construction and install erosion and sediment control, as shown on detail sheets.
3. Install maintenance of traffic using TA-2 and TA-21A of the DE MUTCD.
4. Smooth existing pavement according to plans.
5. Drive all usable lane closure hours around the existing concrete islands and road island, as shown on plans.
6. Drive all usable lane closure hours construct the concrete islands, shoulders and median improvements as shown in the plans, as shown. Road island signals to remain active with pay flags as needed.
7. Complete pavement rehabilitation, rehabilitation of the intersection of old Baltimore Pike (N025) and Salem Church Road (N048), as shown. Pedestrian signals to remain active with pay flags as needed.
8. Complete drainage adjustments as shown on the plans with phase 2 limits and constructexisting concrete islands and median improvements as shown in the plans.
9. Stabilize area in accordance with DE DOT standard specifications, remove temporary traffic control and erosion and sediment control services not required for future phases.

SEQUENCE OF CONSTRUCTION - PHASE 1B

1. Place all permanent warning signs, as shown on the permanent warning sign sheet.
2. Clear and grade within limits of construction and install erosion and sediment control, as shown on detail sheets.
3. Install maintenance of traffic using TA-2 and TA-21A of the DE MUTCD.
4. Smooth existing pavement according to plans.
5. Drive all usable lane closure hours around the existing concrete islands and road island, as shown on plans.
6. Drive all usable lane closure hours construct the concrete islands, shoulders and median improvements as shown in the plans, as shown. Road island signals to remain active with pay flags as needed.
7. Complete pavement rehabilitation, rehabilitation of the intersection of old Baltimore Pike (N025) and Salem Church Road (N048), as shown. Pedestrian signals to remain active with pay flags as needed.
8. Complete drainage adjustments as shown on the plans with phase 2 limits and constructexisting concrete islands and median improvements as shown in the plans.
9. Stabilize area in accordance with DE DOT standard specifications, remove temporary traffic control and erosion and sediment control services not required for future phases.
SEQUENCE OF CONSTRUCTION - PHASE 1A

1. Maintain all permanent warning signs, as shown on the permanent warning sign sheet.
2. Construct signal equipment and curb ramps, as shown on detail sheets.
3. Install temporary signal control at the intersection of Old Baltimore Pike and Salem Church Road (N026). See Sheets 62 and 63.
4. Sawcut existing pavement according to plans.
5. Install maintenance of traffic using TA-3 and TA-21A of the MUTCD.

SEQUENCE OF CONSTRUCTION - PHASE 1B

5. During allowable lane closure hours, construct the remaining concrete islands and pavement at the intersection of Old Baltimore Pike (N026) and Salem Church Road (N026), as shown in plans.
6. Complete drainage adjustment as shown in the plans with Phase 2 limits and construct both doghouse inlet assemblies (DI-1 and DI-2) along the north side of Old Baltimore Pike and Northwood Drive. See Sheets 64 and 65.
7. Construct pedestrian connections reconstruction at the intersection of Old Baltimore Pike (N026) and Salem Church Road (N048), as shown in plans. Pedestrian heads should be bagged and curb ramps closed until the end of Phase 4.

SEQUENCE OF CONSTRUCTION - PHASE 2

1. Maintain all permanent warning signs, as shown on the permanent warning sign sheet.
2. Clear and grub within limits of construction and install erosion and sediment control as shown on detail sheets.
3. Install maintenance of traffic using TA-3 and TA-21A of the MUTCD.
4. Maintain existing pavement according to plans.
5. During allowable lane closure hours remove the existing concrete islands and pavement at the intersection of Old Baltimore Pike (N026) and Salem Church Road (N026), as shown in plans.
6. During allowable lane closure hours construct the concrete islands, curbs, and subcontractor control at the intersection of Old Baltimore Pike Eastbound and East Old Baltimore Pike Westbound, as shown in plans. Pedestrian heads should be bagged and curb ramps closed until the end of Phase 4.
7. Complete drainage adjustment as shown in the plans with Phase 2 limits and construct the remaining concrete islands as shown in plans.
8. Complete drainage adjustment as shown in the plans with Phase 2 limits and construct both doghouse inlet assemblies (DI-1 and DI-2) along the north side of Old Baltimore Pike (N026), as shown in plans.
9. Stabilize area in accordance with federal government specifications. Remove temporary traffic control and erosion and sediment control devices not required for future phases.

SEQUENCE OF CONSTRUCTION - PHASE 3

1. Maintain all permanent warning signs, as shown on the permanent warning sign sheet.
2. Clear and grub within limits of construction and install erosion and sediment control as shown on detail sheets.
3. Install temporary signal control at the intersection of Old Baltimore Pike and Salem Church Road (N026). See Sheets 62 and 63.
4. Sawcut existing pavement according to plans.
5. Install maintenance of traffic using TA-3 and TA-21A of the MUTCD.
6. Maintain existing pavement according to plans.
7. During allowable lane closure hours remove the existing concrete islands and pavement at the intersection of Old Baltimore Pike (N026) and Salem Church Road (N026), as shown in plans.
8. Complete drainage adjustment as shown in the plans with Phase 2 limits and construct both doghouse inlet assemblies (DI-1 and DI-2) along the north side of Old Baltimore Pike (N026), as shown in plans.
9. Stabilize area in accordance with federal government specifications. Remove temporary traffic control and erosion and sediment control devices not required for future phases.

SEQUENCE OF CONSTRUCTION - PHASE 4

1. Maintain all permanent warning signs, as shown on the permanent warning sign sheet.
2. Clear and grub within limits of construction and install erosion and sediment control as shown on detail sheets.
3. Install temporary signal control at the intersection of Old Baltimore Pike and Salem Church Road (N026). See Sheets 62 and 63.
4. Sawcut existing pavement according to plans.
5. Install maintenance of traffic using TA-3 and TA-21A of the MUTCD.
6. Maintain existing pavement according to plans.
7. During allowable lane closure hours remove the existing concrete islands and pavement at the intersection of Old Baltimore Pike (N026) and Salem Church Road (N026), as shown in plans.
8. Complete drainage adjustment as shown in the plans with Phase 2 limits and construct both doghouse inlet assemblies (DI-1 and DI-2) along the north side of Old Baltimore Pike (N026), as shown in plans.
9. Stabilize area in accordance with federal government specifications. Remove temporary traffic control and erosion and sediment control devices not required for future phases.

SEQUENCE OF CONSTRUCTION - PHASE 5

1. Maintain all permanent warning signs, as shown on the permanent warning sign sheet.
2. Clear and grub within limits of construction and install erosion and sediment control as shown on detail sheets.
3. Install temporary signal control at the intersection of Old Baltimore Pike and Salem Church Road (N026). See Sheets 62 and 63.
4. Sawcut existing pavement according to plans.
5. Install maintenance of traffic using TA-3 and TA-21A of the MUTCD.
6. Maintain existing pavement according to plans.
7. During allowable lane closure hours remove the existing concrete islands and pavement at the intersection of Old Baltimore Pike (N026) and Salem Church Road (N026), as shown in plans.
8. Complete drainage adjustment as shown in the plans with Phase 2 limits and construct both doghouse inlet assemblies (DI-1 and DI-2) along the north side of Old Baltimore Pike (N026), as shown in plans.
9. Stabilize area in accordance with federal government specifications. Remove temporary traffic control and erosion and sediment control devices not required for future phases.

SEQUENCE OF CONSTRUCTION - PHASE 6

1. Maintain all permanent warning signs, as shown on the permanent warning sign sheet.
2. Clear and grub within limits of construction and install erosion and sediment control as shown on detail sheets.
3. Install temporary signal control at the intersection of Old Baltimore Pike and Salem Church Road (N026). See Sheets 62 and 63.
4. Sawcut existing pavement according to plans.
5. Install maintenance of traffic using TA-3 and TA-21A of the MUTCD.
6. Maintain existing pavement according to plans.
7. During allowable lane closure hours remove the existing concrete islands and pavement at the intersection of Old Baltimore Pike (N026) and Salem Church Road (N026), as shown in plans.
8. Complete drainage adjustment as shown in the plans with Phase 2 limits and construct both doghouse inlet assemblies (DI-1 and DI-2) along the north side of Old Baltimore Pike (N026), as shown in plans.
9. Stabilize area in accordance with federal government specifications. Remove temporary traffic control and erosion and sediment control devices not required for future phases.
SEQUENCE OF CONSTRUCTION - PHASE 1B

1. Maintain all permanent warning signs, as shown on the permanent warning sign sheet.
2. Construct signal pavement and curb ramps, as shown on signal plans for R0523 and R0525. See sheets 43A and 43B.
3. Construct traffic signals shall activate the new signal heads and fish eye.

SEQUENCE OF CONSTRUCTION - PHASE 2

1. Maintain all permanent warning signs, as shown on the permanent warning sign sheet.
2. Clear and pave within limits of construction and install erosion and sediment control, as shown on detail sheets.
3. Install maintenance of traffic using TA-3 and TA-21A of the De MUTCD.
4. Survey existing pavement according to plans.
5. During allowable lane closure hours remove the existing concrete islands and pavement at the intersection of Old Baltimore Pike (N026) and Salem Church Road (N048). As shown in plans.
6. During allowable lane closure hours construct the concrete islands, stormwater and erosion control devices along the north side of Old Baltimore Pike between STA 120+00 and STA 122+00. As shown in plans.
7. Construct pedestrian connection reconstruction at the intersection of Old Baltimore Pike (N026) and Salem Church Road (N048) / Salem Woods Drive. As shown in plans.
8. Complete drainage adjustments as shown in the plans with phase 2 limits and construct with temporary traffic control and erosion and sediment control devices not required for future phases.
9. Stabilize area in accordance with official standard specifications. Remove temporary traffic control and erosion and sediment control devices not required for future phases.

SEQUENCE OF CONSTRUCTION - PHASE 2

1. Maintain all permanent warning signs, as shown on the permanent warning sign sheet.
2. Clear and pave within limits of construction and install erosion and sediment control, as shown on detail sheets.
3. Install maintenance of traffic using TA-3 and TA-21A of the De MUTCD.
4. Survey existing pavement according to plans.
5. During allowable lane closure hours remove the existing concrete islands and pavement at the intersection of Old Baltimore Pike (N026) and Salem Church Road (N048). As shown in plans.
6. During allowable lane closure hours construct the concrete islands, stormwater and erosion control devices along the north side of Old Baltimore Pike between STA 120+00 and STA 122+00. As shown in plans.
7. Construct pedestrian connection reconstruction at the intersection of Old Baltimore Pike (N026) and Salem Church Road (N048) / Salem Woods Drive. As shown in plans.
8. Complete drainage adjustments as shown in the plans with phase 2 limits and construct with temporary traffic control and erosion and sediment control devices not required for future phases.
9. Stabilize area in accordance with official standard specifications. Remove temporary traffic control and erosion and sediment control devices not required for future phases.
SEQUENCE OF CONSTRUCTION - PHASE 2

1. MAINTAIN ALL PERMANENT WARNING SIGNS, AS SHOWN ON THE PERMANENT WARNING SIGN SHEET.
2. CLEAR AND GAIN MILE IN LIMITS OF CONSTRUCTION AND INSTALL EROSION AND SEDIMENT CONTROL AS SHOWN ON DETAIL SHEETS.
3. INSTALL MAINTENANCE OF TRAFFIC USING TA-3 AND TA-21A OF THE DE MUTCD.
4. SIGNAL EXISTING PALVEMENT ACCORDING TO PLANS.
5. DURING ALLOWABLE LANE CLOSURE HOURS REMOVE THE EXISTING CONCRETE ISLANDS AND REPLACE WITH NEW CONCRETE ISLANDS. CONSTRUCT THE CONCRETE ISLANDS, CURB RAMPS AND PEDESTRIAN FACILITIES AT THE INTERSECTION OF OLD BALTIMORE PIKE (N026) AND SALEM CHURCH ROAD (N048), AS SHOWN IN PLANS. PEDESTRIAN HEADS SHOULD BE BAGGED AND CURB RAMPS CLOSED UNTIL THE END OF PHASE 4.
6. COMPLETE DRAINAGE ADJUSTMENTS AS SHOWN IN THE PLANS WITH PHASE 2 LIMITS AND AS MODIFIED AT STATIONS 114+00 TO 116+00.
7. STABILIZE AREA IN ACCORDANCE WITH DELDOT STANDARD SPECIFICATIONS. REMOVE TEMPORARY M.O.T., AND EROSION AND SEDIMENT CONTROL AS SHOWN ON DETAIL SHEETS.
8. COMPLETE DRAINAGE ADJUSTMENTS AS SHOWN IN THE PLANS WITH PHASE 2 LIMITS AND COMPLETE BOTH SEDICIOUS (S1-1) AT STATION 114+50 TO 116+00 ALONG THE NORTH SIDE OF OLD BALTIMORE PIKE (N031) AS SHOWN IN PLANS.
9. STABILIZE AREA IN ACCORDANCE WITH DELDOT STANDARD SPECIFICATIONS. REMOVE TEMPORARY TRAFFIC CONTROL AND EROSION AND SEDIMENT CONTROL DEVICES NOT REQUIRED FOR FUTURE PHASES.

PHASE 2 WORK CAN OCCUR CONCURRENT WITH PHASE 3 WORK.
SEQUENCE OF CONSTRUCTION - PHASE 3

1. Maintain all permanent markings signs as shown on the permanent marking sign sheet.
2. Identify and maintain erosion and sediment control devices installed in previous phase as required.
3. Install traffic control, maintenance of traffic signage and lane closures and lane shifts shall conform to TA-10 and TA-11B of the MUTCD.
4. Install temporary striping temporary project limits per Phase 3 plans and eradicate conflicting striping.
5. The traffic contractor shall align signal heads over shifted lines and update temporary detection zones.
6. Sanitize existing pavement according to plans.
7. Remove the existing concrete medians old Baltimore Pike (N026) according to plans.
8. Construct proposed median island west of the Western Salem Church Road intersection in accordance to plans, using the MOT shown for Phase 3.
9. Construct median island east of the Eastern Salem Church Road intersection in accordance to plans, using the MOT shown for Phase 3.
10. Install remaining traffic signal equipment according to ultimate signal plans.
11. Remove traffic control, open all sidewalks and curb ramps.

SEQUENCE OF CONSTRUCTION - PHASE 4

1. Maintain all permanent markings signs as shown on the permanent marking sign sheet.
2. Paint or maintain erosion and sediment control devices installed in previous phases as required.
3. Roll existing pavement according to plans using TA-3, TA-10, and TA-11B of the MUTCD.
4. Place pavement section C list up to final grade to the project limits using TA-3, TA-10, and TA-11B of the MUTCD.
5. Install remaining traffic signal equipment according to ultimate plans.
6. Place permanent signing and striping according to plans and install/interinstall all loop detectors within paving limits. Delay 3 and 3.5 lane combinations..
7. Remove traffic control, open all sidewalks and curb ramps. Select traffic to urban pedestrian heads and activate new pedestrian crossings.
8. Remove all traffic and sediment control devices after final vegetation stabilization of all disturbed areas is complete and as approved by the engineer.

TRAFFIC CONTROL AND EROSION AND SEDIMENT CONTROL DEVICES NOT REQUIRED FOR FUTURE PHASES.

TRAFFIC OFFICERS SHALL BE USED TO PLACE THE SIGNAL ON FLASH.

9. Construct proposed median island west of the Western Salem Church Road intersection in accordance to plans, using the MOT shown for Phase 3.
10. Construct median island east of the Eastern Salem Church Road intersection in accordance to plans, using the MOT shown for Phase 3.
11. Install remaining traffic signal equipment according to ultimate signal plans.
12. Remove traffic control, open all sidewalks and curb ramps. Select traffic to urban pedestrian heads and activate new pedestrian crossings.
13. Remove all traffic and sediment control devices after final vegetation stabilization of all disturbed areas is complete and as approved by the engineer.

ADDENDA / REVISIONS

AND R/W BASELINE

D.I.

CONSTRUCTION WORK AREA

25'

HOT-MIX

MATCH LINE STATION 9+50

MATCH LINE STATION 107+00

MATCH LINE THIS SHEET

TYPICAL SECTION WITHOUT LANE CLOSURE (See 104-10)

TYPICAL SECTION WITH LANE CLOSURE (See 104-10)

NEW CASTLE

T202001101

CONTRACT

PAVEMENT AND REHABILITATION

OLD BALTIMORE PIKE, 2010

SEQUENCE OF CONSTRUCTION - PHASE 3

1. Maintain all permanent markings signs as shown on the permanent marking sign sheet.
2. Identify and maintain erosion and sediment control devices installed in previous phase as required.
3. Install traffic control, maintenance of traffic signage and lane closures and lane shifts shall conform to TA-10 and TA-11B of the MUTCD.
4. Install temporary striping temporary project limits per Phase 3 plans and eradicate conflicting striping.
5. The traffic contractor shall align signal heads over shifted lines and update temporary detection zones.
6. Sanitize existing pavement according to plans.
7. Remove the existing concrete medians old Baltimore Pike (N026) according to plans.
8. Construct proposed median island west of the Western Salem Church Road intersection in accordance to plans, using the MOT shown for Phase 3.
9. Construct median island east of the Eastern Salem Church Road intersection in accordance to plans, using the MOT shown for Phase 3.
10. Install remaining traffic signal equipment according to ultimate signal plans.
11. Remove traffic control, open all sidewalks and curb ramps.

SEQUENCE OF CONSTRUCTION - PHASE 4

1. Maintain all permanent markings signs as shown on the permanent marking sign sheet.
2. Paint or maintain erosion and sediment control devices installed in previous phases as required.
3. Roll existing pavement according to plans using TA-3, TA-10, and TA-11B of the MUTCD.
4. Place pavement section C list up to final grade to the project limits using TA-3, TA-10, and TA-11B of the MUTCD.
5. Install remaining traffic signal equipment according to ultimate plans.
6. Place permanent signing and striping according to plans and install/interinstall all loop detectors within paving limits. Delay 3 and 3.5 lane combinations..
7. Remove traffic control, open all sidewalks and curb ramps. Select traffic to urban pedestrian heads and activate new pedestrian crossings.
8. Remove all traffic and sediment control devices after final vegetation stabilization of all disturbed areas is complete and as approved by the engineer.

TRAFFIC OFFICERS SHALL BE USED TO PLACE THE SIGNAL ON FLASH.

9. Construct proposed median island west of the Western Salem Church Road intersection in accordance to plans, using the MOT shown for Phase 3.
10. Construct median island east of the Eastern Salem Church Road intersection in accordance to plans, using the MOT shown for Phase 3.
11. Install remaining traffic signal equipment according to ultimate signal plans.
12. Remove traffic control, open all sidewalks and curb ramps. Select traffic to urban pedestrian heads and activate new pedestrian crossings.
13. Remove all traffic and sediment control devices after final vegetation stabilization of all disturbed areas is complete and as approved by the engineer.

ADDENDA / REVISIONS

AND R/W BASELINE

D.I.

CONSTRUCTION WORK AREA

25'

HOT-MIX

MATCH LINE STATION 9+50

MATCH LINE STATION 107+00

MATCH LINE THIS SHEET

TYPICAL SECTION WITHOUT LANE CLOSURE (See 104-10)

TYPICAL SECTION WITH LANE CLOSURE (See 104-10)

NEW CASTLE

T202001101

CONTRACT

PAVEMENT AND REHABILITATION

OLD BALTIMORE PIKE, 2010

SEQUENCE OF CONSTRUCTION - PHASE 3

1. Maintain all permanent markings signs as shown on the permanent marking sign sheet.
2. Identify and maintain erosion and sediment control devices installed in previous phase as required.
3. Install traffic control, maintenance of traffic signage and lane closures and lane shifts shall conform to TA-10 and TA-11B of the MUTCD.
4. Install temporary striping temporary project limits per Phase 3 plans and eradicate conflicting striping.
5. The traffic contractor shall align signal heads over shifted lines and update temporary detection zones.
6. Sanitize existing pavement according to plans.
7. Remove the existing concrete medians old Baltimore Pike (N026) according to plans.
8. Construct proposed median island west of the Western Salem Church Road intersection in accordance to plans, using the MOT shown for Phase 3.
9. Construct median island east of the Eastern Salem Church Road intersection in accordance to plans, using the MOT shown for Phase 3.
10. Install remaining traffic signal equipment according to ultimate signal plans.
11. Remove traffic control, open all sidewalks and curb ramps.

SEQUENCE OF CONSTRUCTION - PHASE 4

1. Maintain all permanent markings signs as shown on the permanent marking sign sheet.
2. Paint or maintain erosion and sediment control devices installed in previous phases as required.
3. Roll existing pavement according to plans using TA-3, TA-10, and TA-11B of the MUTCD.
4. Place pavement section C list up to final grade to the project limits using TA-3, TA-10, and TA-11B of the MUTCD.
5. Install remaining traffic signal equipment according to ultimate plans.
6. Place permanent signing and striping according to plans and install/interinstall all loop detectors within paving limits. Delay 3 and 3.5 lane combinations..
7. Remove traffic control, open all sidewalks and curb ramps. Select traffic to urban pedestrian heads and activate new pedestrian crossings.
8. Remove all traffic and sediment control devices after final vegetation stabilization of all disturbed areas is complete and as approved by the engineer.

TRAFFIC OFFICERS SHALL BE USED TO PLACE THE SIGNAL ON FLASH.

9. Construct proposed median island west of the Western Salem Church Road intersection in accordance to plans, using the MOT shown for Phase 3.
10. Construct median island east of the Eastern Salem Church Road intersection in accordance to plans, using the MOT shown for Phase 3.
11. Install remaining traffic signal equipment according to ultimate signal plans.
12. Remove traffic control, open all sidewalks and curb ramps. Select traffic to urban pedestrian heads and activate new pedestrian crossings.
13. Remove all traffic and sediment control devices after final vegetation stabilization of all disturbed areas is complete and as approved by the engineer.

ADDENDA / REVISIONS

AND R/W BASELINE

D.I.

CONSTRUCTION WORK AREA

25'

HOT-MIX

MATCH LINE STATION 9+50

MATCH LINE STATION 107+00

MATCH LINE THIS SHEET

TYPICAL SECTION WITHOUT LANE CLOSURE (See 104-10)

TYPICAL SECTION WITH LANE CLOSURE (See 104-10)
SEQUENCE OF CONSTRUCTION - PHASE 3

1. Maintain all permanent warning signs as shown on the permanent warning sign sheet.
2. Inspect and maintain erosion and sediment control devices installed in previous phases as required.
3. Install temporary striping, maintenance of traffic (MOT) lane closures and lane shifts shall conform to TA-10 and TA-11B of the MUTCD.
4. Install temporary striping throughout project limits per Phase 3 plans and eradicate conflicting striping.
5. The traffic contractor shall align signal heads over shifted lanes and update fisheye detection zones.
6. Maintain all existing pavement.
7. Remove the existing concrete medians along Old Baltimore Pike (N025) according to plans.
8. Construct proposed median island between both Salem Church Road (N048) intersections according to plans. Using the new medians for Phase 3. Install (junction will fit 4), and construct No. 25, as shown on the ultimate signal plan for Phase 3.
9. Construct proposed median island east of the eastern Salem Church Road intersection according to plans. Using the new median for Phase 3.
10. Construct proposed median island west of the western Salem Church Road intersection in phases using TA-10 and intersection planning controls. Giving allowable lane closure using temporary traffic control and erosion and sediment control, devices not required for future phases.

SEQUENCE OF CONSTRUCTION - PHASE 4

1. Maintain all permanent warning signs as shown on the permanent warning sign sheet.
2. Inspect and maintain erosion and sediment control devices installed in previous phases as required.
3. Mill existing pavement according to plans using TA-3, TA-10, and TA-11B of the MUTCD.
4. Install remaining traffic signal equipment according to ultimate signal plans for N048 and N474, see sheets 60 and 61.
5. Install new traffic signals according to ultimate signal plans for N048 and N474, see sheets 60 and 61.
6. Place permanent signing and striping according to plan and install/reinstall as required.
7. Complete and deactivate temporary MUTCD.
8. Remove all erosion and sediment control devices after final vegetative stabilization of all disturbed areas is complete and as approved by the engineer.
1. Maintain all permanent warning signs as shown on the permanent warning sign sheet.
2. Pave and maintain erosion and sediment control devices installed in previous phases as required.
3. Install temporary traffic control. Maintain a minimum of one site and time of the DE MUTCD.
4. Install temporary erosion and sediment control devices according to plans and eradicate conflicting traffic.
5. The traffic contractor shall align signal heads over shifted lanes and update fish eye detection devices.
6. Remove all temporary pavement markings, including TA-10 and TA-11B of the DE MUTCD.
7. Place permanent sign marking according to plan and install/repair TA-3, TA-10, and TA-11B of the DE MUTCD.
8. Install new traffic signal equipment according to ultimate signal plans for Phase 3.
9. Place permanent and temporary traffic control according to plans and install/repair TA-3, TA-10, and TA-11B of the DE MUTCD.
10. Stabilize area in accordance with DE MUTCD specifications. Remove temporary traffic control and erosion and sediment control devices not required for future phases.

SEQUENCE OF CONSTRUCTION - PHASE 3

1. Maintain all permanent warning signs as shown on the permanent warning sign sheet.
2. Pave and maintain erosion and sediment control devices installed in previous phases as required.
3. Install temporary traffic control. Maintain a minimum of one site and time of the DE MUTCD.
4. Install temporary erosion and sediment control devices according to plans and eradicate conflicting traffic.
5. The traffic contractor shall align signal heads over shifted lanes and update fish eye detection devices.
6. Remove all temporary pavement markings, including TA-10 and TA-11B of the DE MUTCD.
7. Place permanent sign marking according to plan and install/repair TA-3, TA-10, and TA-11B of the DE MUTCD.
8. Install new traffic signal equipment according to ultimate signal plans for Phase 3.
9. Place permanent and temporary traffic control according to plans and install/repair TA-3, TA-10, and TA-11B of the DE MUTCD.
10. Stabilize area in accordance with DE MUTCD specifications. Remove temporary traffic control and erosion and sediment control devices not required for future phases.

SEQUENCE OF CONSTRUCTION - PHASE 4

1. Maintain all permanent warning signs as shown on the permanent warning sign sheet.
2. Pave and maintain erosion and sediment control devices installed in previous phases as required.
3. Install existing pavement according to plan using TA-3, TA-10, and TA-11B of the DE MUTCD.
4. Place permanent section C up to final grade on the project limits using TA-3, TA-10, and TA-11B of the DE MUTCD.
5. Install new traffic signal equipment according to ultimate signal plans for Hours and NAVS. See sheets 6B and 6C.
6. Place permanent and temporary traffic control according to plans and install/repair TA-3, TA-10, and TA-11B of the DE MUTCD.
7. Remove temporary traffic control devices not required for future phases.
8. Remove all erosion and sediment control devices after final vegetation.
9. Unbag pedestrian heads and activate new pedestrian crossings.
10. Remove all existing pavement and erosion and sediment control devices not required for future phases.

PAVEMENT AND REHABILITATION OLD BALTIMORE PIKE, 2020

SEQUENCE OF CONSTRUCTION - PHASE 3

1. Maintain all permanent warning signs as shown on the permanent warning sign sheet.
2. Pave and maintain erosion and sediment control devices installed in previous phases as required.
3. Install temporary traffic control. Maintain a minimum of one site and time of the DE MUTCD.
4. Install temporary erosion and sediment control devices according to plans and eradicate conflicting traffic.
5. The traffic contractor shall align signal heads over shifted lanes and update fish eye detection devices.
6. Remove all temporary pavement markings, including TA-10 and TA-11B of the DE MUTCD.
7. Place permanent sign marking according to plan and install/repair TA-3, TA-10, and TA-11B of the DE MUTCD.
8. Install new traffic signal equipment according to ultimate signal plans for Phase 3.
9. Place permanent and temporary traffic control according to plans and install/repair TA-3, TA-10, and TA-11B of the DE MUTCD.
10. Stabilize area in accordance with DE MUTCD specifications. Remove temporary traffic control and erosion and sediment control devices not required for future phases.

SEQUENCE OF CONSTRUCTION - PHASE 4

1. Maintain all permanent warning signs as shown on the permanent warning sign sheet.
2. Pave and maintain erosion and sediment control devices installed in previous phases as required.
3. Install existing pavement according to plan using TA-3, TA-10, and TA-11B of the DE MUTCD.
4. Place permanent section C up to final grade on the project limits using TA-3, TA-10, and TA-11B of the DE MUTCD.
5. Install new traffic signal equipment according to ultimate signal plans for Hours and NAVS. See sheets 6B and 6C.
6. Place permanent and temporary traffic control according to plans and install/repair TA-3, TA-10, and TA-11B of the DE MUTCD.
7. Remove temporary traffic control devices not required for future phases.
8. Remove all erosion and sediment control devices after final vegetation.
9. Unbag pedestrian heads and activate new pedestrian crossings.
10. Remove all existing pavement and erosion and sediment control devices not required for future phases.
SEQUENCE OF CONSTRUCTION - PHASE 3

1. Maintain all permanent warning signs as shown on the permanent warning sign sheet.
2. Inspect and maintain erosion and sediment control devices installed in previous phase as required.
3. Install traffic control. Maintenance of traffic during lane closures and lane shifts shall continue to TA-10 and TA-11B of the DE MUTCD.
4. Install temporary striping throughout project limits for Phase 3 plans and eradicate conflicting striping.
5. The traffic contractor shall align signal heads over shifted lanes and update fisheye detection zones.
6. Sustain existing pavement according to plans.
7. Remove the existing concrete median along Old Baltimore Pike (W1-4R) according to plans.
8. Construct proposed median between exit 9 and exit 10. Remove temporary pavement and sidewalks according to plans. Install junction boxes, type 5, and connecting boxes as shown on the ultimate signals plan for W1-4R.
9. Construct proposed median island east of the Eastern Salem Church Road intersection according to plans. Use the W1-4R shown for Phase 3.
10. Construct proposed median island west of the Western Salem Church Road intersection in accordance with plans. Remove temporary pavement and sidewalks. Existing median island zone shall be used to place the signal on flash.
11. Sustain area in accordance with DE MUTCD specifications. Remove temporary traffic control and erosion and sediment control devices not required for future phases.

SEQUENCE OF CONSTRUCTION - PHASE 4

1. Maintain all permanent warning signs as shown on the permanent warning sign sheet.
2. Inspect and maintain erosion and sediment control devices installed in previous phases as required.
3. Mill existing pavement according to plans using TA-3, TA-10, and TA-11B of the DE MUTCD.
4. Place pavement section C-3, C-10, or final grade to the project limits using TA-10 and TA-11B of the DE MUTCD.
5. Install remaining traffic signal equipment according to ultimate signal plans for E1-4R, and W1-4R. See sheets 50 and 51.
6. Place permanent signing and striping according to plan and install/eradicating all loop detectors within paving limits. Select traffic contractor shall perform fisheye detection after all loop detectors are connected in the signal cabinets.
7. Remove traffic control. Open all crosswalks and curb ramps. Select traffic to divide pavement head and activate new pedestrian crossings.
8. Remove all erosion and sediment control devices after final post-treatment stabilization of all disturbed areas is complete and as approved by the engineer.

TRAFFIC CONTROL AND EROSION AND SEDIMENT CONTROL DEVICES NOT REQUIRED FOR FUTURE PHASES.
NOTES:
1. ALL CROSSWALK PAVEMENT MARKINGS SHALL BE 10 FEET WIDE.
2. SIGNAL DETECTION LOOPS HAVE BEEN SHOWN ON THE SIGNING AND STRIPING PLANS FOR INFORMATIONAL PURPOSES ONLY. THE CONTRACTOR SHALL VERIFY ACTUAL LOCATIONS FROM SIGNAL PLANS. IF SIGNAL PLANS ARE NOT AVAILABLE, THE CONTRACTOR SHALL COORDINATE WITH THE TRAFFIC CONSTRUCTION INSPECTOR.
PAVEMENT MARKINGS LEGEND

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MATCH LINE - STATION 95-00 AHEAD
= STATION 195-00 BACK

PAVEMENT AND REHABILITATION,
OLD BALTIMORE PIKE,
2020

WELCOME TO
PIKE PLACE
STOP

SIGNING, STRIPING
AND CONDUIT PLAN

PB
R40
HAZARD THERMOPLASTIC PAINT STRIPING, WHITE
6" - SOLID (ITEM 817013)
6" - SOLID (ITEM 817013)
100 LF

PAVEMENT MARKINGS LEGEND

COORDINATE LIST

STATION| DATE | DESCRIPTION | ELEVATION | EASTING | NORTING
-------|------|-------------|-----------|---------|---------
680032 | 20050623 | 20050513 | 9113258.212 | 18731740.077 | 86003.02 | 18731826.077
680032 | 20050623 | 20050513 | 9113258.212 | 18731740.077 | 86003.02 | 18731826.077
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<th>SIGN HEIGHT (IN)</th>
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**PERMANENT SIGN SCHEDULE**

ACCORDING TO HIGHWAY C, Text Size 9/16

ACCORDING TO HIGHWAY C, Text Size 1/8

ACCORDING TO HIGHWAY C, Text Size 7/32

NOT TO SCALE

PAVEMENT AND REHABILITATION, OLD BALTIMORE PIKE, 2020
| SHEET NO. | PLAN IDENTIFIER | CODE | QTY | DESCRIPTION                  | SIGN WIDTH (IN) | SIGN HEIGHT (IN) | SIGN AREA (SF) | ITEM 818011 INSTALLATION OR REMOVAL OF TRAFFIC SIGNS ON SINGLE POST (EACH) | ITEM 818017 INSTALLATION OR REMOVAL OF TRAFFIC SIGNS ON MULTIPLE SIGN POSTS (EACH) | POST INSTALLATION TYPE | CODE # HOLE | # HOLE, IN. | REMARKS |
|----------|-----------------|------|-----|------------------------------|-----------------|-----------------|--------------|---------------------------------------------------------------------------|-----------------------------------------------------------------------------|------------------------|-------------|------------|---------|---------|
| T202001101 | R4-30G          | 1    |     | KEEP RIGHT (Symbol - 24x36)| 24              | 33              | 0.6          | NEW 1                                                                 | EX CONCRETE 1 1                                                      |                       |             |            |         |         |
| T202001101 | R4-30G          | 1    |     | YIELD                        | 24              | 33              | 0.6          | REMOVE 1                                               | EX CONCRETE 1 1                                                      |                       |             |            |         |         |
| T202001101 | R4-30G          | 1    |     | KEEP RIGHT (Symbol - 24x36)| 24              | 33              | 0.6          | NOW 1                                                  | EX CONCRETE 1 1                                                      |                       |             |            |         |         |
| T202001101 | R1-30G          | 1    |     | YIELD                        | 36              | 36              | 0.6          | REMAIN 1                                               | EX CONCRETE 1 1                                                      |                       |             |            |         |         |
| T202001101 | R1-30G          | 1    |     | BOOST OF HAVES               | 12              | 14              | 0.2          | REMOVAL 1                                              | EX CONCRETE 1 1                                                      |                       |             |            |         |         |
| T202001101 | O111            | 1    |     |thesized            | 24              | 18              | 0.3          | ADD TO ASSEMBLY |                                                                       |                                                             |                       |             |            |         |         |
| T202001101 | O111            | 1    |     | DEVELOPMENT NAME             | 36              | 32              | 0.6          | ADD TO ASSEMBLY |                                                                       |                                                             |                       |             |            |         |         |
| T202001101 | O111            | 1    |     | DEVELOPMENT NAME             | 36              | 32              | 0.6          | ADD TO ASSEMBLY |                                                                       |                                                             |                       |             |            |         |         |
| T202001101 | O111            | 1    |     | DEVELOPMENT NAME             | 36              | 32              | 0.6          | ADD TO ASSEMBLY |                                                                       |                                                             |                       |             |            |         |         |
| T202001101 | O111            | 1    |     | DEVELOPMENT NAME             | 36              | 32              | 0.6          | ADD TO ASSEMBLY |                                                                       |                                                             |                       |             |            |         |         |
| T202001101 | O111            | 1    |     | DEVELOPMENT NAME             | 36              | 32              | 0.6          | ADD TO ASSEMBLY |                                                                       |                                                             |                       |             |            |         |         |
| T202001101 | O111            | 1    |     | DEVELOPMENT NAME             | 36              | 32              | 0.6          | ADD TO ASSEMBLY |                                                                       |                                                             |                       |             |            |         |         |
| T202001101 | O111            | 1    |     | DEVELOPMENT NAME             | 36              | 32              | 0.6          | ADD TO ASSEMBLY |                                                                       |                                                             |                       |             |            |         |         |
| T202001101 | O111            | 1    |     | DEVELOPMENT NAME             | 36              | 32              | 0.6          | ADD TO ASSEMBLY |                                                                       |                                                             |                       |             |            |         |         |

PAGE TOTALS: 11 0 18 1 7 3 0

NOT TO SCALE

PAVEMENT AND REHABILITATION, OLD BALTIMORE PIKE, 2020

PERMANENT SIGN SCHEDULE

CONTRACT NO.: PENNONIA ASSOCIATES INC.
COUNTY: NEW CASTLE

NOT TO SCALE

PERMANENT SIGN SCHEDULE

FILE NAME:...

DATE PLOTTED: 3/12/2020

USER NAME: SNickel

OFFICE LOCATION: Newark, Delaware

MICROSTATION VERSION: MICROSTATION V8i

MICROSTATION WORKSPACE: PENNONIA-D E L D O T . T B L

PLOT DRIVER: PENNONIA-N W K -D E L D O T -F U L L -P D F .P L T C F G

SCHEDULE PERMANENT SIGN

T. LORD
Z. BRANDER
## PERMANENT SIGN SCHEDULE

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<th>SHEET NO.</th>
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<th>ITEM 01010 REMOVAL OF TRAFFIC SIGNS ON MULTIPLE SIGN POSTS (EACH)</th>
<th>POST INSTALLATION TYPE</th>
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<th>ITEM 013017 G 4&quot; HOLE 16-HOLE (EACH)</th>
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- 3
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### JOB TOTALS
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---

**NOT TO SCALE**

**PAVEMENT AND REHABILITATION**

**OLD BALTIMORE PIKE, 2020**

**NOT TO SCALE**

**PERMANENT SIGN SCHEDULE**
CONTRACT RUN SCHEDULE

1. All signal equipment removed from a project is to be removed to DEER TRAFFIC, OKLAHOMA.
2. All signal equipment removed from a project is to be removed to DEER TRAFFIC, OKLAHOMA.
3. All signal equipment removed from a project is to be removed to DEER TRAFFIC, OKLAHOMA.
4. All signal equipment removed from a project is to be removed to DEER TRAFFIC, OKLAHOMA.
5. All signal equipment removed from a project is to be removed to DEER TRAFFIC, OKLAHOMA.
6. All signal equipment removed from a project is to be removed to DEER TRAFFIC, OKLAHOMA.

TYPICAL SIGNAL PLACING - PHASE 3

SEMI-TRAILER - CURB SIDE

PREPARED BY
Whitman, Requardt and Associates LLP

CONCURRENCE FOR INSTALLATION

PAVEMENT AND REHABILITATION
OLD BALTIMORE PIKE, 2020

MAST ARM SCHEDULE

CONTRACT

N474

M478

EB OLD BALTIMORE PIKE

WB OLD BALTIMORE PIKE

SALLEN CHURCH ROAD

MATCH LINE - SEE THIS SHEET

MATCH LINE - SEE THIS SHEET

MATCH LINE - SEE THIS SHEET

MATCH LINE - SEE THIS SHEET

MATCH LINE - SEE THIS SHEET

MATCH LINE - SEE THIS SHEET

MATCH LINE - SEE THIS SHEET

MATCH LINE - SEE THIS SHEET
### MAST ARM SCHEDULE

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**SEE NOTES 10 & 14**

### PROPOSED POLE SCHEDULE

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**SEE NOTES 12 & 14**

---

**NOTES:**
1. All signal equipment removed from a project is to be returned to DelDOT Traffic - Dover, Delaware.
2. All equipment on poles or structures should be offset to the side of the road and may not be above the road. The Masts shall be offset to the side of the road.
3. All existing pole detectors are to be re-used.

---

**PROPOSED OVERHEAD SIGNS**

- [ ] Sign 1
- [ ] Sign 2
- [ ] Sign 3
- [ ] Sign 4

---

**CONCURRENCE FOR INSTALLATION**

- [ ] Item 1: DELDOT's Traffic Contractor shall install a mast with cctv camera on no. 2.
- [ ] Item 2: DELDOT's Traffic Contractor shall install a mast with cctv camera on no. 2.
- [ ] Item 3: DELDOT's Traffic Contractor shall install a mast with cctv camera on no. 2.

---

**PREPARED BY:**
Wright, Ryan, and Associates, LLP

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**Ultimate Signal Plan Old Baltimore Pike, Salem church Road**

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**Scale:**
1" = 96'