

THE STATE OF DELAWARE



DEPARTMENT OF TRANSPORTATION
OFFICE OF TRANSPORTATION SOLUTIONS
CONSTRUCTION PLANS AND SPECIFICATIONS FOR

OPEN-END, STATEWIDE RAILROAD CROSSING,
MAINTENANCE OF TRAFFIC, FY26-FY28

CONTRACT NUMBER – DOT2601
FEDERAL AID NUMBER – NONE

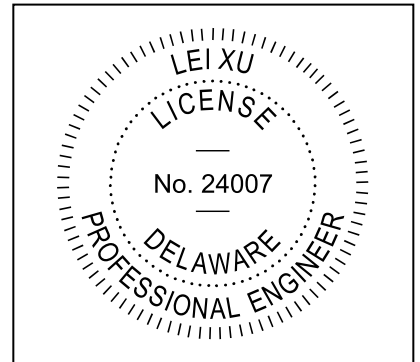
PRIMAVERA ID – N/A
COUNTY: STATEWIDE

Handwritten signature of Lei Xu in blue ink.

DELDOT – TRAFFIC PROJECTS MANAGER

5/1/2025

DATE



THIS SEAL APPLIES TO ALL SHEETS

APPROVED FOR ADVERTISEMENT

Handwritten signature of the Chief Engineer in blue ink.

CHIEF ENGINEER

05/09/2025

DATE

CONTRACT DESCRIPTION

This Contract is intended to provide Maintenance of Traffic (MOT) for Railroad Crossing Improvements being performed by private Railroad Companies and their Subcontractors. The MOT will involve furnishing, setting up, maintaining, and, at the conclusion of work at each location, removing road closures and applicable detour and temporary traffic control signing. Lane closures may be required on multi-lane roadways in order to implement the detour. It is not anticipated that more than 4 locations will be active at any one time. The Railroad Crossings may be located anywhere within the State of Delaware. Notice of required MOT services will be given to the Contractor at least 14 Calendar Days prior to needing the items to be placed in the field (with the exception of Emergency Closures as defined in Section 6 of these Specifications). It is anticipated that 15 +/- Railroad Crossing locations per year will require MOT as part of this Contract.

PROJECT NOTES

1. STANDARDS

This project is to be constructed in accordance with the Delaware Department of Transportation Standard Specifications for Road and Bridge Construction revised January 2025, the Delaware Department of Transportation Standard Construction Details dated 2024, and the 2011 Delaware Manual on Uniform Traffic Control Devices revised May 2018, including all revisions up to the date of advertisement.

2. CONTRACTOR REQUIREMENTS

A. Point of Contact

Upon award of the Contract, the Contractor shall submit to the DeIDOT Railroad Section the name of a principal point of contact for the project including business, home, and cell telephone numbers. The “Principal Contact” shall be an ATSSA certified individual. Additionally, a second contact shall be designated for each Railroad Crossing location. The person shall be on-call 24 hours around the clock while work is ongoing at the Railroad Crossing. No separate payment will be made for either of these individuals. Costs to provide the contacts and required services are incidental to the Contract.

B. Deployment of Multiple Crews

Contractor crews may be required to be deployed to perform work at up to 4 work locations throughout the state simultaneously.

C. Contractor's Equipment and Devices

The Contractor shall provide a complete list of MOT devices that will be available to perform the tasks outlined in this Contract. As applicable, MOT devices shall be chosen from DeIDOT's Approved Products List. NCHRP 350 and/or MASH certifications shall be submitted with the list to verify compliance with the Delaware MUTCD. All vehicles in the various work zones shall display large rotating amber beacons or strobe lights in accordance with Part 6 of the Delaware MUTCD.

If desired by the Department, the devices to be utilized on any particular location shall be made available by the Contractor for inspection in advance of the work. All costs are incidental to the items installed.

The following MOT devices on projects advertised after January 1, 2025 shall conform to MASH 2016: Temporary Barrier Wall, Temporary Sign Stands, and Temporary Traffic Impact Attenuators.

3. CONTRACT TERM

This Contract shall be for a period of 3 years from date of the Initial Notice to Proceed.

It shall be the Contractor's responsibility to obtain the forms necessary to renew the Performance Bond each year the Contract is in force. All costs are incidental to the Contract.

4. PRICE ADJUSTMENT

The bid prices in the Contract are guaranteed for the 3 years of the Contract.

5. ALTERATIONS IN QUANTITIES

The quantities given in the proposal are approximate only, and will be the basis for comparing bids. The Department reserves the right to increase or decrease the quantities of any and all items specified in this Contract. Such additions or

deletions shall not be cause for an increase or decrease in any contract unit bid prices, regardless of whether or not an item is classified as a “Major Item” (10% or more of the total contract value) as defined in Standard Specification 101.3.

Negotiated prices will be the preferred method of establishing payment for any new items added to the Contract. Force Account payment, per Standard Specification 109.4, may be utilized if negotiated prices prove to be unsuccessful. Negotiated prices for new unit items will remain in effect for the term of the Contract.

6. ASSIGNMENT OF WORK

Work will be assigned to the Contractor on a work order per location basis by the Department. All work order assignments will be at the discretion of the DeIDOT Railroad Section. Issuance of each work order constitutes the notice to proceed with the work described on the work order for that particular Railroad Crossing improvement.

It is anticipated that no more than 4 Railroad Crossings will be active requiring MOT at any one time. The Contractor shall have sufficient resources to set up 4 concurrent work zones.

The DeIDOT Railroad Section will establish the location of the work sites, the order in which the work sites are to be pursued, and the required Traffic Control plan for each location. The site-specific MOT plan will be provided to the Contractor at least 14 calendar days in advance of the work to be performed by the Railroad and their Subcontractors.

Payment for MOT devices provided at the individual sites will be made at the unit bid prices. Upon notice by the Department to the Contractor that work has been completed at a location, any payment for items based per day or per hour will be terminated at the end of the day or at the end of the hour (as applicable) that the notice was given. The Contractor will be notified 24 hours in advance of the expected work completion. The Contractor is responsible for removing the devices within 6 hours after notification of completion of the work.

Payment will not be made for any non-working, improperly located, damaged, Delaware MUTCD non-compliant, or otherwise deficient MOT device, as determined by the DeIDOT Inspector.

In the event of an emergency closure, the Contractor shall mobilize as soon as practically possible, but no later than 12 hours after notification. Payment for emergency closures shall include an additional surcharge to be paid under Item 801518 – Night Time, Emergency Work, or Weekend Work Surcharge. This bid

item shall only be paid for emergency work and the surcharge shall not be included for night work nor weekend work.

7. **TYPICAL WORK LOCATION SET UP**

Portable Changeable Message Signs shall be put in place 7 Calendar Days in advance of the scheduled closure of any particular Railroad Crossing. No later than 5:00 am (unless approved otherwise) on the agreed date, the required Maintenance of Traffic set up shall be completed. Warning signs may be installed in advance of the work and properly covered. Such advance sign set up will not be recorded for payment until the work begins by the Railroad or their Subcontractors, as determined by the DeIDOT Railroad Section.

8. **LIQUIDATED DAMAGES**

Failure of the Contractor to provide proper devices in accordance with the approved plan at each Railroad Crossing location so that work may begin as scheduled by the Railroad and their Subcontractors may result in Contract termination by the Department. Liquidated Damages will be assessed for each day that the Contractor fails to furnish and install the necessary MOT devices. Liquidated damage charges under this Contract shall be in accordance with Section 108.9 of the Standard Specifications and will be based on the total awarded value of the Contract. The Contract is considered a Calendar Day project. In addition to the Liquidated Damages, a “Railroad Delay” cost of \$1,500.00 per Calendar Day will be assessed for any day that the Railroad or their Subcontractors are delayed from prosecuting work because of the MOT Contractor’s failure to set up necessary Temporary Traffic Control devices in accordance with the agreed upon schedule of work. The \$1,500.00 cost will be assessed in full for any portion of a day that the delay occurs. No partial day charges will be considered by the Department.

9. **PROSECUTION AND PROGRESS OF WORK**

Work assignments will be issued to the Contractor in the form of an email along with all necessary sketches, engineering drawings, MOT plans, and any additional special provisions required. At times, depending upon the nature and complexity of the work assignments, field meetings may be necessary at certain site locations.

The Contractor shall have sufficient work forces and Bid Item materials in stock or otherwise available to perform any assignment, or multiple assignments, within the times specified.

10. NIGHT WORK

The Department may require Night Work to minimize traffic conflicts on some work sites. The Contractor should anticipate nighttime operations being required. Details will be provided by the Department on a location-by-location basis. Should night work be required, the Contractor shall be responsible to continuously furnish and properly maintain all Temporary Traffic Control devices for the entire duration of work by the Railroad and their Subcontractors. Other than the applicable pay items, including Portable Light Assemblies if necessary, no adjustment or separate premium payment shall be made for night work.

11. INSPECTION AND PROJECT CONTROL

DeIDOT's Inspector shall determine and record in the Inspector's Daily Report (IDR) the quantities of each individual item to be paid on a daily basis.

At the conclusion of work at each location, the Contractor shall submit an invoice requesting payment for all work performed at the particular location. The Department will review the request against the daily quantity records. If satisfactory, an email will be sent to the Contractor approving the invoice for payment. If corrections are required, the Contractor will be notified by email of the deficiencies. The Contractor shall, in this case, revise and resubmit the invoice for final approval by the Department.

12. GENERAL REQUIREMENTS

The only payment for Maintenance of Traffic shall be the separate pay items identified in the awarded bid tabs. Traffic Cones shall not be utilized on this Contract. Type III Barricades, each measuring 6 feet in length, shall be the only size used on this Contract, unless directed otherwise by the DeIDOT Railroad Section. At the hard closure points, Type III Barricades shall be installed from edge of pavement to edge of pavement or curb to curb with no gaps.

Work hours may be restricted at some locations as dictated by traffic volumes and/or roadway conditions.

All Temporary Traffic Control devices shall be in compliance with the Delaware MUTCD and with NCHRP Report 350 or MASH, chosen from DeIDOT's Approved Products List, and shall be approved by the Department before installation. Temporary Traffic Control devices shall be maintained in good condition for the duration of use and will be in compliance with ATSSA's Quality

Guidelines for Temporary Traffic Control Devices and Features. All costs are incidental to the items being installed.

The following MOT devices on projects advertised after January 1, 2025 shall conform to MASH 2016: Temporary Barrier Wall, Temporary Sign Stands, and Temporary Traffic Impact Attenuators.

The Contractor shall maintain vehicular, bicycle, and pedestrian traffic through the project's work zones in a manner that will reasonably provide the least practicable obstruction to all road users and provide paths for all road users, including, but not limited to, the passage through the work zone of persons with disabilities in accordance with the Americans with Disabilities Act of 1990 (ADA) Title II, paragraph 35.130.

13. RIGHT OF WAY AND UTILITIES

It is anticipated that all work will occur within DeIDOT's existing right of way or easement areas. Should the need occur to trespass onto private property; it will be the responsibility of the DeIDOT Railroad Section to secure such trespass needs.

Should the need occur to trespass onto Railroad property, including the Railroad Crossing; any necessary safety training required by the Railroad shall be coordinated in advance. No separate payment will be made for attending required safety training.

The location of warning signs shall be adjusted wherever possible to avoid blocking sight distance to driveways or other vehicular traffic. Post mounted signs, if required, should be positioned to avoid Utilities if possible. It is anticipated that skid mounted signs will be utilized under this Contract. Post mounted signs may be required for a limited number of locations. The Contractor is responsible for calling "Miss Utility" in order to determine the location of any existing underground Utilities prior to installing post mounted signs. The Contractor shall adhere to the Underground Utility Damage Prevention and Safety Act as outlined in Title 26, Chapter 8 of DE Code. All costs are incidental to the items being installed.

14. TYPICAL APPLICATIONS

Sample detour plans are provided on Page 9-11 as part of this Contract. The Contractor should anticipate similar, but not identical, types of MOT set-ups to include:

- Full Road Closure and/or pedestrian detours with necessary detour signing.

16. ITEM NUMBERS BY CATEGORY

For reference, the item numbers included in this Contract are listed in the following table:

ITEM	DESCRIPTION	UOM	QTY
	0800 - TRAFFIC RELATED ITEMS		
801518	Night Time, Emergency Work, or Weekend Work Surcharge	EA	4
802003	Arrow Panels, Type C	EA-DY	20
803001	Provide and Maintain Portable Changeable Message Sign	EA-DY	470
804001	Provide and Maintain Portable Light Assembly (Flood Lights)	EA-DY	100
805001	Plastic Traffic Control Drums	EA-DY	2800
806001	Traffic Officers	HOUR	150
808002	Provide and Maintain Truck Mounted Attenuator, Type II	EA-DY	50
801503	Temporary Traffic Control – Two-Lane, Two-Way Lane Closure (TA-10)	EA	24
801505	Temporary Traffic Control – Multilane Divided Highway with Lane Closure (TA-33)	EA	24
810001	Temporary Warning Signs and Plaques	EA-DY	5,600
811001	Flagger, New Castle County	HOUR	300
811002	Flagger, Kent County	HOUR	300
811003	Flagger, Sussex County	HOUR	300
811013	Flagger, New Castle County, Overtime	HOUR	20
811014	Flagger, Kent County, Overtime	HOUR	20
811015	Flagger, Sussex County, Overtime	HOUR	20
813001	Temporary Barricades, Type III	LF-DY	9300
	0763 - MISCELLANEOUS ITEMS		
763531	Work Order Mobilization and De-mobilization	EA	40

SPECIAL SIGNS

**Greenbank Rd
CLOSED AT
RR XING
FOLLOW
DETOUR**

SIGN SIZE	DIMENSIONS (INCHES)								
	A	B	C	D	E	F	G	H	I
STD	54"	48"	67.5"	32.5"	3"	6"	2.5"	2"	2.5"

COLORS - LEGEND, BORDER - BLACK
BACKGROUND - RETROREFLECTIVE PRISMATIC FLUORESCENT ORANGE

SIGN SIZE	DIMENSIONS		
	A	B	C
STD	21"	48"	6" C

COLORS - LEGEND, BORDER - BLACK
BACKGROUND - RETROREFLECTIVE PRISMATIC FLUORESCENT ORANGE

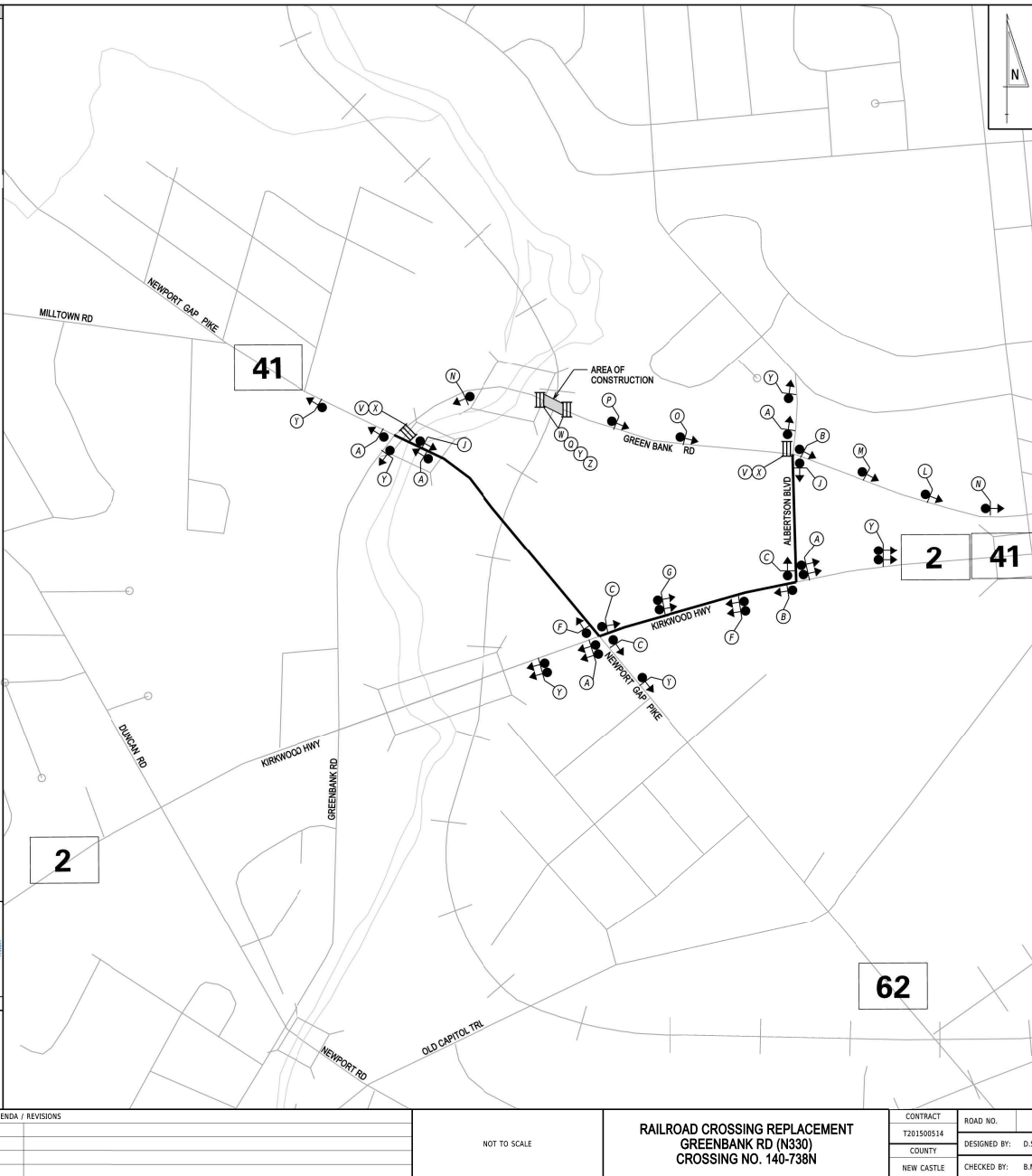
PREPARED BY
THIRD CENTURY ENGINEERING
A Kleinfelder Company

B. Martine 11/19/2024 DATE
THIS SEAL APPLIES TO THIS DETOUR SHEET. SEAL

B. Martine 11/19/2024 DATE
QA/QC

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

ADDENDA / REVISIONS



LEGEND

(A) DETOUR M4-9-DE (up arrow)
(B) DETOUR M4-9 (left arrow)
(C) DETOUR M4-9 (right arrow)
(D) DETOUR M4-9 (down arrow)
(E) DETOUR M4-9 (up arrow)

(F) DETOUR M4-9 (left arrow)
(G) DETOUR M4-9 (right arrow)
(H) DETOUR M4-9 (down arrow)
(I) DETOUR M4-9 (up arrow)
(J) END DETOUR M4-8a

(K) DETOUR AHEAD W20-2 (1000 FT)
(L) DETOUR AHEAD W20-2 (500 FT)
(M) DETOUR AHEAD W20-2 (500 FT)

(N) ROAD CLOSED AHEAD W20-3 (1000 FT)
(O) ROAD CLOSED AHEAD W20-3 (1000 FT)
(P) ROAD CLOSED AHEAD W20-3 (500 FT)

(Q) ROAD CLOSED R11-2
(R) DETOUR M4-10(L)
(S) DETOUR M4-10(R)

(T) ROAD CLOSED TO XX MILES AHEAD LOCAL TRAFFIC ONLY R11-3a
(U) BRIDGE OUT TO XX MILES AHEAD LOCAL TRAFFIC ONLY R11-3a
(V) ROAD CLOSED TO THRU TRAFFIC R11-4

(W) BARRICADE
(X) BARRICADE

GENERAL NOTES

- ALL TEMPORARY TRAFFIC CONTROL DEVICES ARE TO BE SUPPLIED AND MAINTAINED BY THE GENERAL CONTRACTOR AND SHALL BE IN COMPLIANCE WITH THIS PLAN AND THE DELAWARE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (DE MUTCD) LATEST EDITION.
- SIGNS "M" THROUGH "Q" AND "T" AND "V", THE WORD "ROAD" SHALL BE CHANGED TO "RAMP", "RR XING" OR "BRIDGE" WHERE APPLICABLE.
- "W" TYPE 3 BARRICADES AT A ROAD CLOSURE SHALL BE PLACED COMPLETELY ACROSS THE ROADWAY, FROM CURB TO CURB, OR FROM EDGE OF ROAD TO EDGE OF ROAD, WITH THE STRIPES POSITIONED DOWNWARD TOWARD THE CENTER OF THE ROADWAY.
- BARRICADES SHALL BE A MINIMUM OF 6 FEET WIDE UNLESS DIRECTED BY THE ENGINEER.

SPECIAL NOTES

- DISPLAY SPECIAL SIGN, ALONG WITH "STARTING XX/XX/XX" PLAQUE FOR 10 DAYS PRIOR TO IMPLEMENTATION OF DETOUR. "STARTING XX/XX/XX" PLAQUE TO COMPLETELY COVER "FOLLOW DETOUR" LEGEND ON SPECIAL SIGN. UPON IMPLEMENTATION OF DETOUR, REMOVE PLAQUE FROM THE SPECIAL SIGN AND RELOCATE TO A LOCATION OUTSIDE OF CLOSURE AREA.

DETOUR DESCRIPTION

MOTORISTS WANTING TO TRAVEL EAST ON GREENBANK RD SHALL RE-DIRECT SOUTH ONTO SR 41 (NEWPORT GAP PIKE), TURN LEFT ONTO SR 2 (KIRKWOOD HWY), AND TURN LEFT ONTO ALBERTSON BLVD RETURNING TO GREENBANK RD.

MOTORISTS WANTING TO TRAVEL WEST ON GREENBANK RD SHALL RE-DIRECT SOUTH ONTO ALBERTSON BLVD, TURN RIGHT ONTO SR 2 (KIRKWOOD HWY), AND TURN RIGHT ONTO SR 41 (NEWPORT GAP PIKE) RETURNING TO GREENBANK RD.

CONCURRENCE FOR IMPLEMENTATION

TRAFFIC SAFETY *June Wynn* 12/2/2024 DATE

CONTRACT	ROAD NO.	N330	SECTION
T201500514	DESIGNED BY:	D.SPINCE	CEN
COUNTY	CHECKED BY:	B.MARTINE	SHEET NO.
NEW CASTLE			1

**RAILROAD CROSSING REPLACEMENT
GREENBANK RD (N330)
CROSSING NO. 140-738N**

**VEHICULAR DETOUR PLAN -
GREENBANK RD
@ R/R XING**

PORTABLE CHANGEABLE MESSAGE SIGNS

PRIOR TO DETOUR
(10 DAYS PRIOR TO BEGINNING OF DETOUR)

PCMS-1

ROBBINS ROAD TO CLOSE

AT R/R STARTING XX/XX/XX

SPECIAL SIGNS

Y

DIMENSIONS (INCHES)

SIGN SIZE	A	B	C	D	E	F	G	H
STD	60	48	625	325	2	6	3	2.5

COLORS - LEGEND, BORDER - BLACK
BACKGROUND - RETROREFLECTIVE PRISMATIC FLUORESCENT ORANGE

PREPARED BY
M CENTURY ENGINEERING
A Kleinfelder Company

Stephen Harrison 2/1/22 DATE

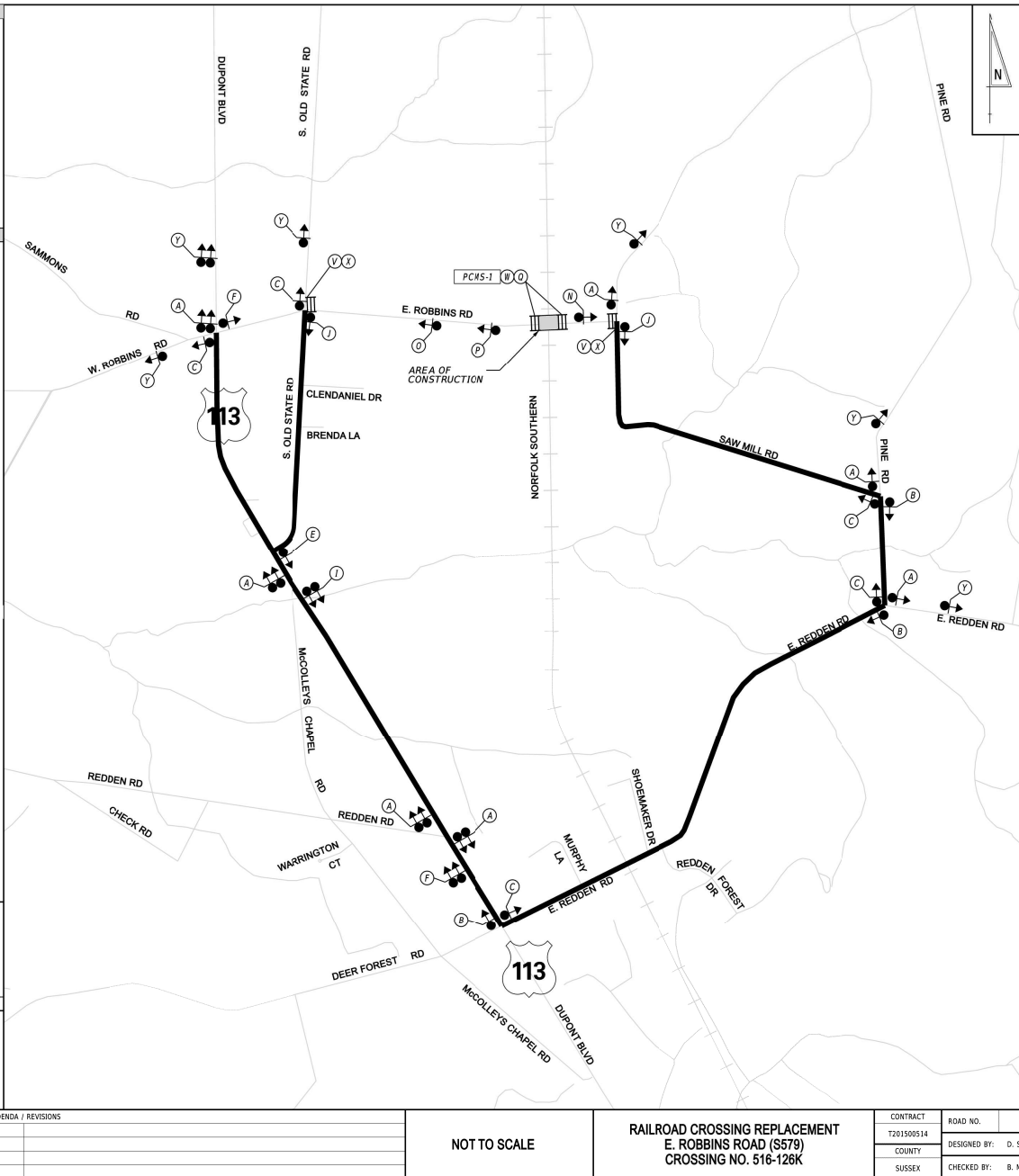
THIS SEAL APPLIES TO ALL SHEETS BEARING THE "CENTURY" SECTION DESIGNATION.

TAYLOR DANE MARTINE
REGISTERED PROFESSIONAL ENGINEER
No. 20884
DELAWARE

B. J. [Signature] 02/01/2022 DATE

QA/QC

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



LEGEND

A DETOUR M4-9-DE
B DETOUR M4-9
C DETOUR M4-9
D DETOUR M4-9
E DETOUR M4-9
F DETOUR M4-9
G DETOUR M4-9
H DETOUR M4-9
I DETOUR M4-9
J END DETOUR M4-8a
K DETOUR AHEAD W20-2
L DETOUR 1000 FT W20-2
M DETOUR 500 FT W20-2
N ROAD CLOSED AHEAD W20-3
O ROAD CLOSED 1000 FT W20-2
P ROAD CLOSED 500 FT W20-3
Q ROAD CLOSED R11-2
R DETOUR M4-10(L)
S DETOUR M4-10(R)
T ROAD CLOSED XX MILES AHEAD LOCAL TRAFFIC ONLY R11-3a
U BRIDGE OUT XX MILES AHEAD LOCAL TRAFFIC ONLY R11-3a
V ROAD CLOSED AT RR XING R11-4
W
X

GENERAL NOTES

- ALL TEMPORARY TRAFFIC CONTROL DEVICES ARE TO BE SUPPLIED AND MAINTAINED BY THE GENERAL CONTRACTOR AND SHALL BE IN COMPLIANCE WITH THIS PLAN AND THE DELAWARE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (DE MUTCD) LATEST EDITION.
- SIGNS "N" THROUGH "O" AND "T" AND "V", THE WORD "ROAD" SHALL BE CHANGED TO "RAMP", "RR XING" OR "BRIDGE" WHERE APPLICABLE.
- "W" TYPE 3 BARRICADES AT A ROAD CLOSURE SHALL BE PLACED COMPLETELY ACROSS THE ROADWAY, FROM CURB TO CURB, OR FROM EDGE OF ROAD TO EDGE OF ROAD, WITH THE STRIPES POSITIONED DOWNWARD TOWARD THE CENTER OF THE ROADWAY.
- BARRICADES SHALL BE A MINIMUM OF 6 FEET WIDE UNLESS DIRECTED BY THE ENGINEER.

CONCURRENCE FOR IMPLEMENTATION

[Signature] 3/4/22 DATE

TRAFFIC SAFETY

CONTRACT T201500514	ROAD NO. S579	SECTION CEN
COUNTY SUSSEX	DESIGNED BY: D. SPENCE	SHEET NO. 1
	CHECKED BY: B. MARTINE	

VEHICULAR DETOUR PLAN
E. ROBBINS RD
@ RR XING

PORTABLE CHANGEABLE MESSAGE SIGNS

PRIOR TO DETOUR
(10 DAYS PRIOR TO BEGINNING OF DETOUR)

PCMS-1

WOOD BRANCH ROAD

TO CLOSE AT R/R XX/XX/XX

SPECIAL SIGNS

WOOD Branch Rd
CLOSED AT
RR XING
FOLLOW
DETOUR

SIGN SIZE	DIMENSIONS (INCHES)							
	A	B	C	D	E	F	G	H
STD	60	48	625	325	2	6	3	2.5

COLORS - LEGEND, BORDER - BLACK
BACKGROUND - RETROREFLECTIVE PRISMATIC FLUORESCENT ORANGE

PREPARED BY

CENTURY ENGINEERING
A Kleinfelder Company

Robert Heston
6/6/2022 DATE

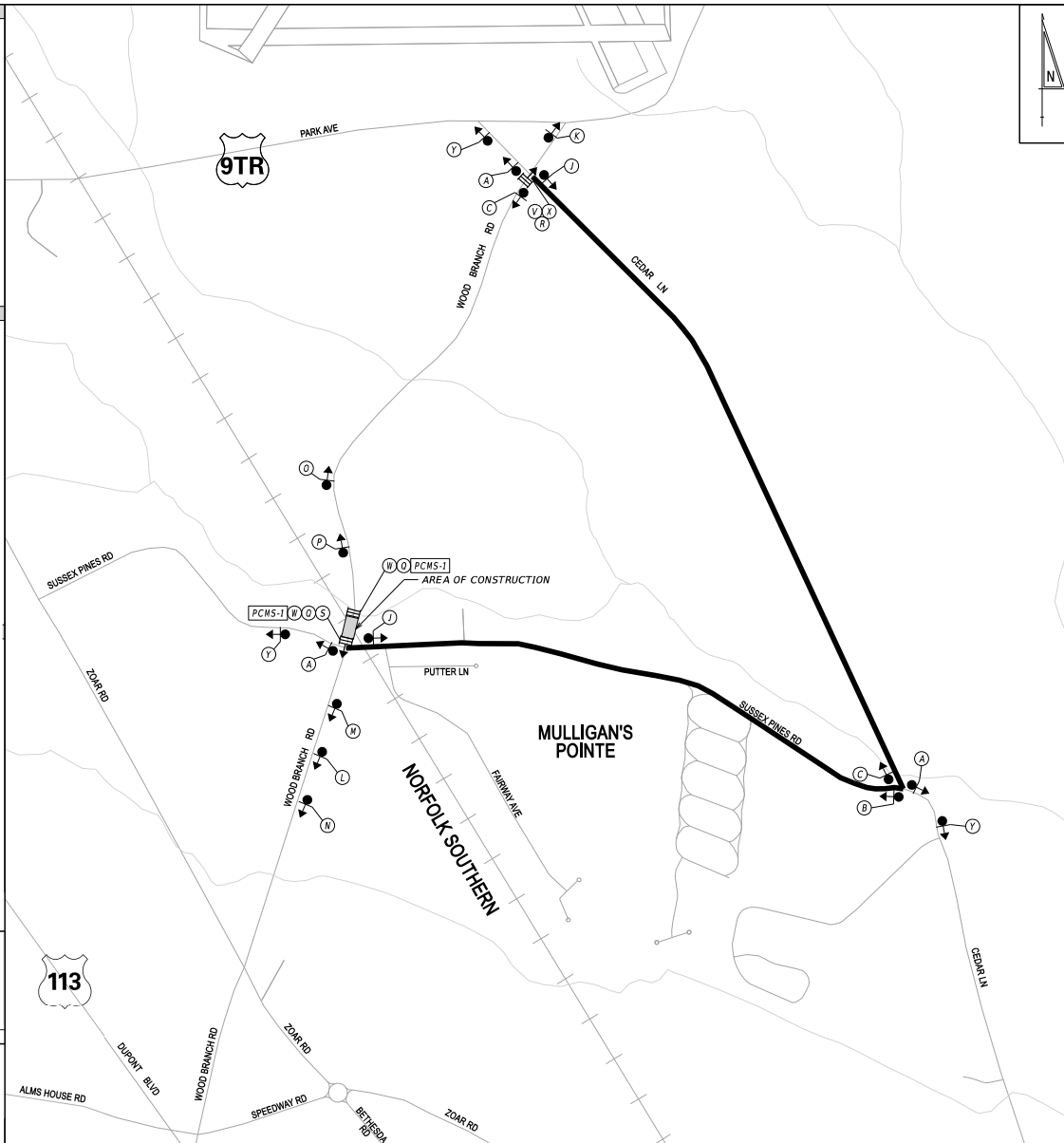
THIS SEAL APPLIES TO ALL SHEETS BEARING THE "CENTURY" SECTION DESIGNATION.

SEAL

B. Spence
6/6/2022 DATE

QAI/QC

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



LEGEND

(A) DETOUR M4-9-DE (Right turn)

(B) DETOUR M4-9 (Left turn)

(C) DETOUR M4-9 (Right turn)

(D) DETOUR M4-9 (Left turn)

(E) DETOUR M4-9 (Right turn)

(F) DETOUR M4-9 (Left turn)

(G) DETOUR M4-9 (Right turn)

(H) DETOUR M4-9 (Left turn)

(I) DETOUR M4-9 (Right turn)

(J) END DETOUR M4-8a

(K) DETOUR AHEAD W20-2 (1000 FT)

(L) DETOUR AHEAD W20-2 (500 FT)

(M) DETOUR AHEAD W20-2 (500 FT)

(N) ROAD CLOSED AHEAD W20-3 (1000 FT)

(O) ROAD CLOSED AHEAD W20-3 (500 FT)

(P) ROAD CLOSED AHEAD W20-3 (500 FT)

(Q) ROAD CLOSED R17-2

(R) DETOUR M4-10(L)

(S) DETOUR M4-10(R)

(T) ROAD CLOSED 1/2 MILES AHEAD LOCAL TRAFFIC ONLY R17-3a

(U) BRIDGE OUT XX MILES AHEAD LOCAL TRAFFIC ONLY R17-3b

(V) ROAD CLOSED AT RR XING R17-4

(W) BARRICADE

(X) BARRICADE

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- BARRICADES SHALL BE A MINIMUM OF 6 FEET WIDE UNLESS DIRECTED BY THE ENGINEER.

CONCURRENCE FOR IMPLEMENTATION

Robert Heston 6/7/22

TRAFFIC SAFETY

DATE

ADDENDA / REVISIONS

NOT TO SCALE

RAILROAD CROSSING REPLACEMENT
WOOD BRANCH RD (S321)
CROSSING NO. 516-288M

CONTRACT	ROAD NO.	S321
T201500514	DESIGNED BY:	D. SPENCE
COUNTY	CHECKED BY:	B. MARTINE
SUSSEX		

VEHICULAR DETOUR PLAN		SECTION
WOOD BRANCH RD @		CENTURY
RR XING		SHEET NO.
		1