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GENERAL NOTES

1. This project is to be constructed in accordance with Delaware Department of Transportation “Standard Specifications”, dated June 2022 and the Delaware Department of Transportation “Standard Construction Details”, dated 2022, including all revisions up to the date of advertisement.

2.

Erosion potential for this project	Site reviewer requirement
<input checked="" type="checkbox"/> Insignificant	None
<input type="checkbox"/> Minor	Contractor training program, as defined in Section 6.2 of the Delaware Sediment and Stormwater Regulations.
<input type="checkbox"/> Medium	Contractor training program, as defined in Section 6.2 of the Delaware Sediment and Stormwater Regulations.
<input type="checkbox"/> Major	Certified construction reviewer (CCR) as defined in Section 6.3 of the Delaware Sediment and Stormwater Regulations.

3. Electronic project files that will be made available to the Contractor include: None.
4. Project files that will be made available to the Contractor include: Archived Construction Plans for each bridge.
5. American Traffic Safety Association (ATSSA) Certified Traffic Control Supervisor Requirement for the project:

<input type="checkbox"/>	THE CONTRACTOR SHALL NOT BE REQUIRED TO HAVE AN ATSSA SUPERVISOR ASSIGNED TO THIS PROJECT.
<input checked="" type="checkbox"/>	THE CONTRACTOR SHALL HAVE AN ATSSA SUPERVISOR ASSIGNED TO THIS PROJECT AND THAT PERSON’S SOLE RESPONSIBILITY SHALL BE THE MANAGEMENT AND SUPERVISION OF THE PROJECT’S TEMPORARY TRAFFIC CONTROL ACTIVITIES. THIS PERSON SHALL NOT HAVE ANY OTHER ROLE ON THE PROJECT. RESPONSIBILITIES AND REQUIREMENTS OF THE ATSSA SUPERVISOR ARE DEFINED IN SECTION 812 OF THE STANDARD SPECIFICATIONS. PAYMENT FOR ATSSA SUPERVISOR IS INCIDENTAL TO ITEM 801000.

6. The disturbed area for this project is 0 acres. Added impervious area for this project is 0 acres.

PROJECT NOTES

- 1) The purpose of this contract is to clean and paint the structural steel and concrete as described in the Project Notes and the Structure Specific Notes.
- 2) This contract includes the following bridges.

Structural Steel Cleaning / Painting and Concrete Sealing
BR 1-711
BR 1-715
BR 1-715A
BR 1-715B
BR 1-715C
BR 1-715D

- 3) The structural steel paint color shall be Brown (#30059) as per Aerospace Material Specification Standard 595A. The color shall be submitted for approval prior to performing work.
- 4) The perimeter of all faying surfaces shall be sealed with a paintable caulk as directed in Section 616 or the manufacturer’s recommendations. Faying surfaces are described as “crevices ½ inch or less, rivets, bolts, nuts, between built-up members, interface of steel and concrete surfaces, and/or where pack rust occurs.” Areas that exhibit pack rust, as directed by the engineer, shall be treated with a 100% solids penetrating sealer before being sealed using a paintable caulk as directed by manufacturer’s recommendations and requirements. The caulk material to be used shall be compatible with the proposed paint system and submitted for approval. Caulk shall be applied to mid-coat immediately prior to topcoat application and shall be fully cured prior to the application of topcoat. Minimum time on Caulk PDS is 48 hrs. Payment shall be included under Item No. 616000 – Cleaning and Painting Existing Steel.
 - a. All steel previously coated with a protective coating shall be cleaned, repaired, and painted.
- 5) The abutment breastwalls, backwalls, beam seats, bearing pedestals, wingwalls, soffit overhangs, all faces of pier caps, pier columns, pier walls, and all faces of concrete rails shall be prepared and sealed in accordance with Item No. 613001-Silicone-Based Acrylic Concrete Sealer. All sealer boundaries will be a straight horizontal or vertical line unless directed otherwise by the engineer or Structure Specific Notes. The concrete sealer color shall be insignia white (#37925) as per Aerospace Material Specification Standard 595A. Payment shall be included under Item No. 613001-Silicone-Based Acrylic Concrete Sealer.
 - a. Standard Specification for Item No. 613001 – Silicon Based Acrylic Concrete Sealer, Section 613.3.B. is modified as follows: Surface preparation for all concrete elements previously coated shall be cleaned using bead blasting to receive S.S.P.C SP-13 (Concrete) finish. Containment shall be in place during concrete surface preparation to

contain dust and waste. Payment shall be included under Item No. 613001. This applies to concrete coating on all 6 bridges in this contract.

- 6) All downspouts shall be removed, received an S.S.P.C. 10 (Near-white blast cleaning) shop painted and reinstalled. Maintain current downspout drainage with temporary pipes after removal of existing pipes. Galvanized downspouts shall be painted with a moisture cure aluminum paint system and non-galvanized downspouts shall be painted with the steel paint system used to paint the bridge as indicated in Item No. 616000. Payment shall be included under Item No. 616000-Cleaning And Painting Existing Steel.
- 7) All galvanized utility or lighting conduits shall be brush painted with moisture cure aluminum paint after receiving an S.S.P.C. SP-6 (Commercial blast cleaning) finish. All non-galvanized utility or lighting conduits shall be brush painted with the steel paint system after receiving an S.S.P.C. SP-6 (Commercial blast cleaning) finish. Payment shall be included under Item No. 616000.
- 8) All exposed steel armor angles and plates outside of the travel way shall be brush painted with the steel paint system after receiving an S.S.P.C. SP-6 (Commercial Blast Cleaning) finish. Containment shall be in place during surface preparation. Payment shall be included under Item No. 616000. Care should be taken not to damage the joint gland.
- 9) All steel weep hole pipes that protrude from the abutments and wingwalls shall be received S.S.P.C. SP-6 (Commercial blast cleaning) and painted with the steel paint system. Payment shall be included under Item No. 616000.
- 10) If there are any dry standpipes, natural gas line conduits, or any plastic pipe conduits on the bridges, then they shall be designated as "do not disturb". Any natural gas lines found on bridges shall be shielded during blasting operations. Payment shall be included under Item No. 616000.
- 11) Only existing features within the LOC identified with remove by the Contractor or by other methods are to be removed or disturbed.
- 12) All bearings for these bridges shall be abrasive blast cleaned to an S.S.P.C. SP-10 (Near-white blast cleaning) with all visible pack rust removed; included under Item No. 616000. Care shall be taken when cleaning "frozen" bearings because abrasive blasting operations sometimes cause bearings to "unfreeze". All pitted areas of the structural steel shall be brush painted along with spraying when applying each coat of paint. After all bearings have been painted and cured, and all concrete has been sealed, the Contractor shall coat all bearings with a NLGI grade 2 grease that is black in color. Grease shall be either Mobil Centaur Moly grease, Shell Rhodina SDX 2 grease, or an approved equal. Bearings shall be coated from the interface between the masonry and the masonry plate to the top of the sole plate or bottom of the beam. Payment shall be included under Item No. 616000.

- 13) During the cleaning operation, the Contractor shall report to the engineer any defects in the steel. These defects include, but are not limited to, loss of section, cracking, buckling, loose bolts, and loose rivets.
- 14) Quality assurance hold points for steel coating are:
- a) Power wash steel
 - b) Steel surface chloride test
 - c) Blast / surface preparation
 - d) Primer stripe
 - e) Primer
 - f) Primer touch-up
 - g) Penetrating sealer
 - h) Mid-Coat stripe
 - i) Finish coat stripe/hard to reach areas
 - j) Full Mid-Coat
 - k) Caulk
 - l) Finish coat application
- 15) Quality assurance hold points for concrete coating are:
- a) Installation of containment to collect dust, waste, and water
 - b) Power Wash/Bead blasting/SP-13 cleaning
 - c) Concrete sealer
- 16) The Contractor, just prior to the start of the cleaning operation, shall remove all non-traffic signs attached to the steel. The signs shall be reinstalled upon completion of painting the bridge as directed by the engineer. Payment shall be included under Item No. 616000 – Cleaning and Painting Existing Steel.
- 17) Remove trash, rubbish, debris and vegetation on slope paving, 15 feet outside the slope paving/wingwalls, and sidewalks of each structure. Payment shall be included under Item No. 201000 Clearing and Grubbing.
- 18) The Contractor and the engineer shall inventory all existing signs within the contract limits before work begins. Maintain necessary traffic signs to prevent damage and ensure the integrity of the signs during construction and store all other signs. Return all stored signs to the engineer at the

end of the project. The Contractor is responsible for any loss of, or damage to, stored signs throughout the duration of the project. Any damaged signs must be replaced in kind, to the satisfaction of the engineer and at no cost to the Department.

- 19) All bridges are required to adhere to Item No. 616003-Testing and Disposal of Existing Hazardous Steel Coating, including air monitoring. Payment shall be included under Item No. 616003-Testing and Disposal of Existing Hazardous Steel Coating.
- 20) Air monitoring requirements for paint removal will include all blasting and cleanup activities for all bridges.
- 21) No environmental permits are required for this work provided no jurisdictional wetlands or waters are impacted.
- 22) Traffic Control Plans and DE MUTCD TAs to be used in painting operations have been provided by the Department. If the Contractor elects to deviate from plans provided, the Contractor shall be responsible for preparing Traffic Control Plans in accordance with the Standard Specification Section 104.8 Maintaining Traffic, for approval by the engineer. Any alternative Traffic Control Plans prepared by the Contractor shall be signed and sealed by a professional engineer registered in the State of Delaware. All maintenance of traffic plans shall be included in the lump sum bid price for Item No. 801000 – Maintenance of Traffic. Payment for traffic control devices shall be paid under their respective item.
- 23) Traffic control on bridges shall be executed in accordance with the DE MUTCD TAs (Typical Applications) outlined in the Maintenance of Traffic Table on sheet 14.
- 24) The Contractor shall notify DART First State at dot_detours@delaware.gov at least 14 days prior to the start of any detours or construction, and dot_dtc_projectdevelopment@delaware.gov at such time the facility is completed and operable for transit operations. For emergency detour information only, please contact DTC's Chief Scheduler at 302-576-6019.
- 25) It is the expectation that the Contractor will have the roadway at each location completed in a timely manner. The Contractor shall provide estimated time durations for each location which will be subject to approval by the engineer. Any extension of the time frame must be submitted for approval. Any extension of the time frame must be submitted to the engineer for approval, the time frame shall not be extended without approval by the engineer.
- 26) Lane closures shall only occur during the periods shown in the Lane Closure Matrix on sheets 16 through 21. The Contractor shall strictly adhere to these time restrictions for lane closures. The sidewalks on BR 1-711 must be reopened by 6am daily.
- 27) Storage of equipment shall be in accordance with Table 6G-2 of the Delaware MUTCD. Portable Changeable Message Sign (PCMS) boards shall be placed off the shoulder for emergency vehicle access.
- 28) Two PCMSs shall be placed at each bridge location, ten days prior to containment set up and 5 days after to notify drivers of the lane/shoulder closure and impending construction activity. The message and location shall include the dates and times of the lane/shoulder closures and how long

the closures will be necessary, message shall be approved by the District Safety Officer. For locations that have parallel structures, a total of two PCMS shall be used for both bridges. Payment incidental to Item No. 803001-Provide and Maintain Portable Changeable Message Sign.

- 29) Vehicles and equipment shall enter and exit the work area in the same direction as adjacent traffic. The Contractor's vehicle(s) and equipment shall not U-turn across medians or at crossovers restricted for authorized and emergency vehicles only.
- 30) The Contractor may store the equipment needed for this project at a pre-approved area or in the nearest State of Delaware maintenance yard. The Contractor must remove equipment as directed by the engineer when the district deems it necessary. Areas in which the soil and vegetation have been damaged from equipment during this contract, shall be repaired with topsoil, seed, and mulch in accordance with Section 908 at no additional cost to the Department. If the Contractor wishes to store equipment in the DelDOT maintenance yard, an agreement will have to be executed between the Department and the Contractor. A generic copy of this agreement is attached with the bidding documents. The Contractor may not store any equipment in a DelDOT maintenance yard until the agreement is finalized by the Department.
- 31) Staging areas - Proper erosion and sediment control measures as determined by the engineer shall be installed in all staging areas. All areas used by the Contractor for staging operations shall be fully restored by the Contractor upon completion of the project. If the staging area is paved, it shall be restored to its original condition. If the staging area is unpaved, it shall be re-graded, top soiled, seeded and mulched in accordance with Standard Specification Section 908. The seed shall adhere to the specifications for item 908014 - Permanent Grass Seeding, Dry Ground. All costs associated with installing E&S controls and the restoration of the staging area shall be at no additional cost to the Department. If the engineer determines that a satisfactory stand of grass does not exist at the time of final inspection, all costs associated with re-establishing a satisfactory stand of grass shall be at the Contractor's expense. No staging and/or stockpiling shall take place in wetland or archaeological sensitive upland areas.
- 32) Any staging and/or stockpile area(s) outside the project's limit of construction (LOC) that individually or cumulatively are larger than 10,000 square feet, must be approved by DelDOT's archaeologist. Contact the construction area engineer who will coordinate with DelDOT's archaeologist.

Within 30 days, DelDOT will;

- 1) Approve the use of the proposed staging and stockpile area(s);
- 2) Reject the request; or
- 3) Perform an archaeological survey to determine whether to approve or reject the request, which may take up to 3 months. If an archaeological survey is necessary, DelDOT or a consultant on its behalf will undertake survey.

- 33) The Contractor shall have an approved E&S plan for staging and stockpiling. When staging outside of DelDOT Right of Way (R/W) or property, the Contractor must attain an agreement from the property owner and approval from appropriate delegating agency.
- 34) Access the work zone staging area using timber or composite mats to support equipment loads. Payment shall be included under Item No. 604004 – Wetland Access. The basis of payment is LS.
- The identified work zone area is not wetlands. Wetland Access, 604004 is provided for safety, improved mobility and reduce restoration required.
 - It is assumed that equipment staged between the SB on-ramp and I-95 SB will be used for all bridge spans and no further relocation will be required. If additional staging areas are required wetland access shall be provided at no additional cost to the Department.
- 35) Construction equipment is not allowed to park along I-95 unless behind guardrail/PCC barrier or greater than 30 ft from edge of travel lane. Non-directional retroreflective panels shall be placed on temporary traffic barrier at 50-foot intervals. The first panel shall be mounted within 10 feet of the leading edge of barrier. Equipment parked within the runout length of guardrail or barrier must be covered by TMA or approved safety device. Personnel on foot cannot cross I-95 and interstate ramps. Four-foot deflection zones behind all guardrail and barrier must be maintained. There is a possible shoulder closure along I-95 steel guardrail in order to meet deflection zones criteria.
- 36) A minimum under clearance of 14'9" must be maintained at all times for bridges that cross over another roadway. Post clearance warning sign directly at the structure and with AHEAD or distance plaque in advance of structure at turnout location (intersection or off-ramp). DelDOT's Oversize, Overweight Permitting Section must be notified what the under clearance will be once the containment system is installed on the bridge at least 14 days prior to its installation. The Permit Section may be reached at 302-744-2700 or haulpermit@delaware.gov. The Contractor shall install clearance warning signs at locations approved by the District Safety Officer. Vertical clearance warning signs shall be posted for 14'-6" which allows a 3" safety factor to account for bounce. The Contractor is required to verify bridge under clearances and report these to the engineer.
- These bridges have deeper exterior beams than interior beams. Lowest clearance will be at the exterior beams. The contractor may use different containment systems for exterior and interior beams.
 - Rapid deployment containment system may be used for lower clearances exterior beams.
- 37) Supported containment set up under bridges 1-715, 1-715A, and 1-715B over I-95 and ramps is limited to one direction (NB or SB) at a time unless otherwise approved by the engineer.

STRUCTURE SPECIFIC NOTESBridge 1-711, 1-715, 1-715C & 1-715D

Bridges 1-711, 1-715, 1-715C & 1-715D will not be able to maintain the minimum under clearance of 14'9" with the suspended containment system in place. The Contractor may use rapid deployment containment system to satisfy the clearance restriction during blasting and painting operations. The traditional suspended containment system may be used at abutments and piers located on grassy areas behind guardrail and where minimum under clearance of 14'9" can be maintained. Suspended containment systems that require anchorage into concrete piers and abutments are not permitted due to concrete condition.

Bridge 1-711

- A.) For safety, access to BR 1-711 may be allowed from the Welcome Center south truck parking lot. Contractor shall coordinate with Director of Operations, Biden Welcome Center, phone 302-391-7592, cell 484-353-2949, email corey.williams@applegreen.com.
- B.) Shifting traffic in acceleration and deceleration lane for the Welcome Center shall be only during off peak hours and kept to a minimum time.
- C.) The flaggers at each end of the BR 1-711 shall guide pedestrians across Salem Church Road to the opposite side of the lane closure.
- D.) Wetland Access has not been identified for BR 1-711. The contractor may use matting at this location at no additional cost to the Department.

ENVIRONMENTAL COMPLIANCE NOTES FOR ALL BRIDGES

1. NATURAL RESOURCE ISSUES:

A. CONSTRUCTION RESTRICTIONS:

MIGRATORY BIRDS - IF BRIDGE WORK IS PROPOSED DURING THE BREEDING SEASON (APRIL 15 TO AUGUST 1), CONTACT DELDOT ENVIRONMENTAL STUDIES VIA EMAIL AT DOT_ENVIRONMENTALSTUDIES@DELAWARE.GOV NO MORE THAN 14 DAYS PRIOR TO THE START OF WORK FOR A SURVEY TO DETERMINE IF ACTIVE NESTS ARE PRESENT. IF THE SURVEY DETECTS NESTING ACTIVITY, PERFORM ACTIVITIES FROM AUGUST 2 TO APRIL 14 IN ORDER TO AVOID NEST DESTRUCTION; WHICH IS A VIOLATION OF STATE LAW.

IF CONSTRUCTION CANNOT BE PERFORMED FROM AUGUST 2 TO APRIL 14, A DETERRENT SUCH AS MESH NETTING MUST BE USED TO BLOCK ACCESS TO NESTING SITES ON THE UNDERSIDE OF THE BRIDGE(S) IN ACCORDANCE WITH SPECIAL PROVISION #763623 – NETTING MIGRATORY BIRD EXCLUSION. THE MATERIAL WOULD NEED TO BE IN PLACE NO LATER THAN APRIL 14, THE UNDERSIDE OF THE BRIDGE(S) WOULD NEED TO BE FULLY ENCAPSULATED, AND THE MATERIAL MUST BE LEFT IN PLACE UNTIL CONSTRUCTION BEGINS.

ESTIMATED STEEL AND CONCRETE COATING QUANTITIES

Bridge No.	Facility Carried	Feature Intersected	Area of Steel (ft²)	Area of Concrete (ft²)
1-711	Salem Church Rd.	I-95	67098	14350
1-715	SR 273	I-95	97214	26196
1-715A	Ramp 6048	I-95	41894	16142
1-715B	SR 273 / I-95 Ramp	I-95	39674	16247
1-715C	Ramp 6047	SR 273/Christiana Rd.	19142	10783
1-715D	Ramp 6048	SR 273	11881	8953
Total Quantities			276,903	92,671

Areas given are estimates only; the Contractor shall verify all quantities before submitting bids.

ALLOWABLE LANE CLOSURES AND TRAFFIC CONTROL

See next sheet.

ALLOWABLE LANE CLOSURES AND
TRAFFIC CONTROL

Bridge #	Facility Carried	MOT Cases Facility Carried	Feature Intersected	MOT Cases for Feature Intersected
1-711	Salem Church Rd.	TA-10/TA-28	I-95	TA-5A/TA-33/TA-37/TA-44
1-715	SR 273	TA-3A/TA-33	I-95	TA-5/TA-5A/TA-33/TA-37
1-715A	Ramp 6048	See BR 1-715D detour	I-95	TA-5/TA-5A/TA-33/TA-37
1-715B	SR 273 / I-95 Ramp	TA-43/TA-44	I-95	TA-5/TA-5A/TA-33/TA-37
1-715C	Ramp 6047	TA-43/TA-44	SR 273 / Christiana Rd.	TA-5A/TA-33/TA-44
1-715D	Ramp 6048	Detour	SR 273	TA-5A/TA-33/TA-37

LANE CLOSURE MATRICES

See next sheet.

		Allowable Lane Closure Hours for BR 1-711 on Salem Church Rd. (Facility Carried)																							
		12:00AM	01:00AM	02:00AM	03:00AM	04:00AM	05:00AM	06:00AM	07:00AM	08:00AM	09:00AM	10:00AM	11:00AM	12:00PM	01:00PM	02:00PM	03:00PM	04:00PM	05:00PM	06:00PM	07:00PM	08:00PM	09:00PM	10:00PM	11:00PM
Sunday																									
Monday																									
Tuesday																									
Wednesday																									
Thursday																									
Friday																									
Saturday																									

	One Lane Closure
	All Lane Open

		Allowable Lane Closure Hours for BR 1-711 over I-95 (Feature Intersected)																							
		12:00AM	01:00AM	02:00AM	03:00AM	04:00AM	05:00AM	06:00AM	07:00AM	08:00AM	09:00AM	10:00AM	11:00AM	12:00PM	01:00PM	02:00PM	03:00PM	04:00PM	05:00PM	06:00PM	07:00PM	08:00PM	09:00PM	10:00PM	11:00PM
Sunday																									
Monday																									
Tuesday																									
Wednesday																									
Thursday																									
Friday																									
Saturday																									

	One Lane Closure
	All Lane Open

		Allowable Lane Closure Hours for BR 1-711 over I-95 (Feature Intersected)																							
		12:00AM	01:00AM	02:00AM	03:00AM	04:00AM	05:00AM	06:00AM	07:00AM	08:00AM	09:00AM	10:00AM	11:00AM	12:00PM	01:00PM	02:00PM	03:00PM	04:00PM	05:00PM	06:00PM	07:00PM	08:00PM	09:00PM	10:00PM	11:00PM
Sunday																									
Monday																									
Tuesday																									
Wednesday																									
Thursday																									
Friday																									
Saturday																									

	Two Lane Closure
	All Lane Open

		Allowable Lane Closure Hours for BR 1-711 over I-95 (Feature Intersected)																							
		12:00AM	01:00AM	02:00AM	03:00AM	04:00AM	05:00AM	06:00AM	07:00AM	08:00AM	09:00AM	10:00AM	11:00AM	12:00PM	01:00PM	02:00PM	03:00PM	04:00PM	05:00PM	06:00PM	07:00PM	08:00PM	09:00PM	10:00PM	11:00PM
Sunday																									
Monday																									
Tuesday																									
Wednesday																									
Thursday																									
Friday																									
Saturday																									

	Three Lane Closure
	All Lane Open

		Allowable Lane Closure Hours for BR 1-715 and 1-715B on SR 273 (Facility Carried)																							
		12:00AM	01:00AM	02:00AM	03:00AM	04:00AM	05:00AM	06:00AM	07:00AM	08:00AM	09:00AM	10:00AM	11:00AM	12:00PM	01:00PM	02:00PM	03:00PM	04:00PM	05:00PM	06:00PM	07:00PM	08:00PM	09:00PM	10:00PM	11:00PM
Sunday																									
Monday																									
Tuesday																									
Wednesday																									
Thursday																									
Friday																									
Saturday																									

	One Lane Closure
	All Lane Open

		Allowable Lane Closure Hours for BR 1-715, 1-715A and 1-715B over I-95 (Feature Intersected)																							
		12:00AM	01:00AM	02:00AM	03:00AM	04:00AM	05:00AM	06:00AM	07:00AM	08:00AM	09:00AM	10:00AM	11:00AM	12:00PM	01:00PM	02:00PM	03:00PM	04:00PM	05:00PM	06:00PM	07:00PM	08:00PM	09:00PM	10:00PM	11:00PM
Sunday																									
Monday																									
Tuesday																									
Wednesday																									
Thursday																									
Friday																									
Saturday																									

	One Lane Closure
	All Lane Open

Allowable Lane Closure Hours for BR 1-715, 1-715A, and 1-715B over I-95 NB and SB (Feature Intersected)																								
	12:00AM	01:00AM	02:00AM	03:00AM	04:00AM	05:00AM	06:00AM	07:00AM	08:00AM	09:00AM	10:00AM	11:00AM	12:00PM	01:00PM	02:00PM	03:00PM	04:00PM	05:00PM	06:00PM	07:00PM	08:00PM	09:00PM	10:00PM	11:00PM
Sunday																								
Monday																								
Tuesday																								
Wednesday																								
Thursday																								
Friday																								
Saturday																								

	Two Lane Closure
	All Lane Open

Allowable Lane Closure Hours for BR 1-715, 1-715A, and 1-715B over I-95 NB and SB (Feature Intersected)																								
	12:00AM	01:00AM	02:00AM	03:00AM	04:00AM	05:00AM	06:00AM	07:00AM	08:00AM	09:00AM	10:00AM	11:00AM	12:00PM	01:00PM	02:00PM	03:00PM	04:00PM	05:00PM	06:00PM	07:00PM	08:00PM	09:00PM	10:00PM	11:00PM
Sunday																								
Monday																								
Tuesday																								
Wednesday																								
Thursday																								
Friday																								
Saturday																								

	Three Lane Closure
	All Lane Open

		Allowable Detour Hours for BR 1-715A on Ramp 6048 (Facility Carried)																							
		12:00AM	01:00AM	02:00AM	03:00AM	04:00AM	05:00AM	06:00AM	07:00AM	08:00AM	09:00AM	10:00AM	11:00AM	12:00PM	01:00PM	02:00PM	03:00PM	04:00PM	05:00PM	06:00PM	07:00PM	08:00PM	09:00PM	10:00PM	11:00PM
Sunday																									
Monday																									
Tuesday																									
Wednesday																									
Thursday																									
Friday																									
Saturday																									

	Detour
	All Lane Open

		Allowable Lane Closure Hours for BR 1-715C on Ramp 6047 (Facility Carried)																							
		12:00AM	01:00AM	02:00AM	03:00AM	04:00AM	05:00AM	06:00AM	07:00AM	08:00AM	09:00AM	10:00AM	11:00AM	12:00PM	01:00PM	02:00PM	03:00PM	04:00PM	05:00PM	06:00PM	07:00PM	08:00PM	09:00PM	10:00PM	11:00PM
Sunday																									
Monday																									
Tuesday																									
Wednesday																									
Thursday																									
Friday																									
Saturday																									

	One Lane Closure
	All Lane Open

		Allowable Lane Closure Hours for BR 1-715C over SR 273 / Christiana Rd (Feature Intersected)																							
		12:00AM	01:00AM	02:00AM	03:00AM	04:00AM	05:00AM	06:00AM	07:00AM	08:00AM	09:00AM	10:00AM	11:00AM	12:00PM	01:00PM	02:00PM	03:00PM	04:00PM	05:00PM	06:00PM	07:00PM	08:00PM	09:00PM	10:00PM	11:00PM
Sunday																									
Monday																									
Tuesday																									
Wednesday																									
Thursday																									
Friday																									
Saturday																									

	One Lane Closure
	All Lane Open

		Allowable Detour Hours for BR 1-715D on Ramp 6048 (Facility Carried)																							
		12:00AM	01:00AM	02:00AM	03:00AM	04:00AM	05:00AM	06:00AM	07:00AM	08:00AM	09:00AM	10:00AM	11:00AM	12:00PM	01:00PM	02:00PM	03:00PM	04:00PM	05:00PM	06:00PM	07:00PM	08:00PM	09:00PM	10:00PM	11:00PM
Sunday																									
Monday																									
Tuesday																									
Wednesday																									
Thursday																									
Friday																									
Saturday																									

	Detour
	All Lane Open

		Allowable Lane Closure Hours for BR 1-715D over SR 273 (Feature Intersected)																							
		12:00AM	01:00AM	02:00AM	03:00AM	04:00AM	05:00AM	06:00AM	07:00AM	08:00AM	09:00AM	10:00AM	11:00AM	12:00PM	01:00PM	02:00PM	03:00PM	04:00PM	05:00PM	06:00PM	07:00PM	08:00PM	09:00PM	10:00PM	11:00PM
Sunday																									
Monday																									
Tuesday																									
Wednesday																									
Thursday																									
Friday																									
Saturday																									

	One Lane Closure
	All Lane Open

DETOUR

BR 1-715A, Ramp 6048 over I-95 and BR 1-715D, Ramp 6048 over SR 273

See next sheet.

PORTABLE CHANGEABLE MESSAGE SIGNS

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

PCMS-1

1-95 SB
EXIT 3
273 EB

TO CLOSE
XX/XX/XX
XXP-XXA

DURING DETOUR
(DISPLAY AFTER IMPLEMENTATION OF DETOUR)

PCMS-2

1-95 SB
EXIT 3
273 EB

CLOSED
FOLLOW
DETOUR

SPECIAL SIGNS

***COLOR (TYPICAL):**

- W20-2 BLACK ON RETROREFLECTIVE PRISMATIC FLUORESCENT ORANGE
- W20-3 BLACK ON RETROREFLECTIVE PRISMATIC FLUORESCENT ORANGE
- M3-2 BLACK ON WHITE
- M1-5 BLACK ON WHITE
- M4-8 BLACK ON RETROREFLECTIVE PRISMATIC FLUORESCENT ORANGE
- M5-2 BLACK ON RETROREFLECTIVE PRISMATIC FLUORESCENT ORANGE
- M6-2 BLACK ON RETROREFLECTIVE PRISMATIC FLUORESCENT ORANGE

PREPARED BY
DELOTT - TRANSPORTATION SOLUTIONS
TRAFFIC SAFETY

JAMES D. OSBORNE
LICENSE
No. 21284
DELAWARE
PROFESSIONAL ENGINEER

01/30/2024
DATE

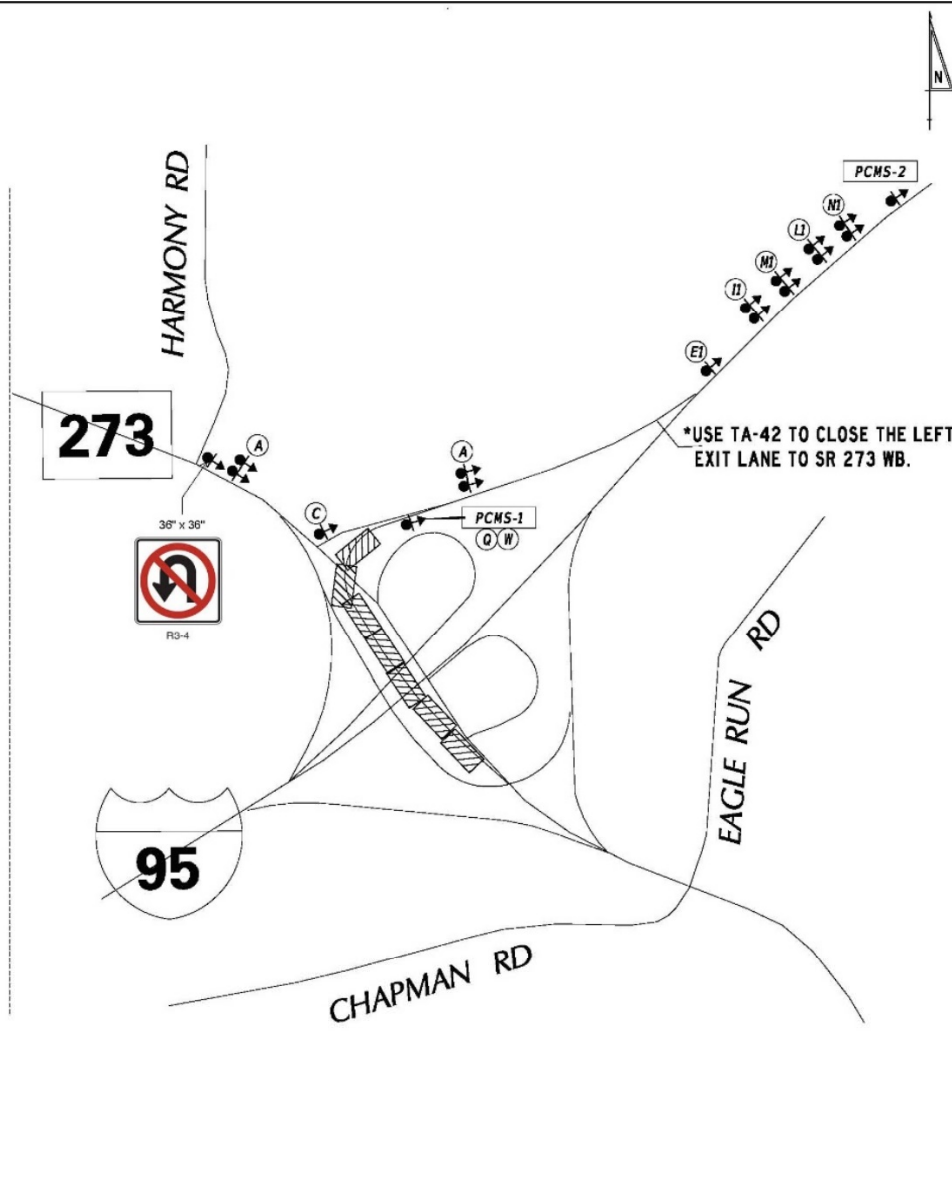
THIS SEAL ONLY APPLIES TO THIS DETOUR SHEET

QA/QC REVIEWER
Justin Green
01/25/2024
DATE

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

ADDENDA / REVISIONS

MATCHLINE - I-95 EXIT 3 TO SR 273 EB PAGE 2



LEGEND

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 "W" THE WORD "ROAD" SHALL BE CHANGED TO "RAMP", "RA XING" OR "BRIDGE" WHERE APPLICABLE.
- "M" 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.

DETOUR DESCRIPTION

Drivers wanting to get off I-95 SB at exit 3 on to SR 273 EB, will instead take the exit to WB 273, then take the ramp from SR 273 WB to SR 4 WB, then, after getting on SR 4 WB, take the ramp to SR 273 EB.

CONCURRENCE FOR IMPLEMENTATION

TRAFFIC SAFETY: Dave Wynn
DATE: 1/25/2024

CONTRACT T202407701
PERMIT NO. X
DESIGNED BY: DBW
CHECKED BY: JCG
COUNTY NEW CASTLE

SECTION SAFETY
SHEET NO. X

DETOUR PLAN - I-95 EXIT 3 TO SR 273 EB PAGE 1

NOT TO SCALE

BRIDGE PAINTING SR 273, INTERCHANGE

PORTABLE CHANGEABLE MESSAGE SIGNS

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

PCMS-1

I-95 SB
EXIT 3
273 EB

TO CLOSE
XX/XX/XX
XPP-XXA

DURING DETOUR
(DISPLAY AFTER IMPLEMENTATION OF DETOUR)

PCMS-2

I-95 SB
EXIT 3
273 EB

CLOSED
FOLLOW
DETOUR

SPECIAL SIGNS

***COLOR (TYPICAL) :**

W20-2 BLACK ON RETROREFLECTIVE PRISMATIC FLUORESCENT ORANGE

W20-3 BLACK ON RETROREFLECTIVE PRISMATIC FLUORESCENT ORANGE

M3-2 BLACK ON WHITE

M1-5 BLACK ON WHITE

M4-8 BLACK ON RETROREFLECTIVE PRISMATIC FLUORESCENT ORANGE

M5-2 BLACK ON RETROREFLECTIVE PRISMATIC FLUORESCENT ORANGE

M6-2 BLACK ON RETROREFLECTIVE PRISMATIC FLUORESCENT ORANGE

PREPARED BY
DELDOT - TRANSPORTATION SOLUTIONS
TRAFFIC SAFETY

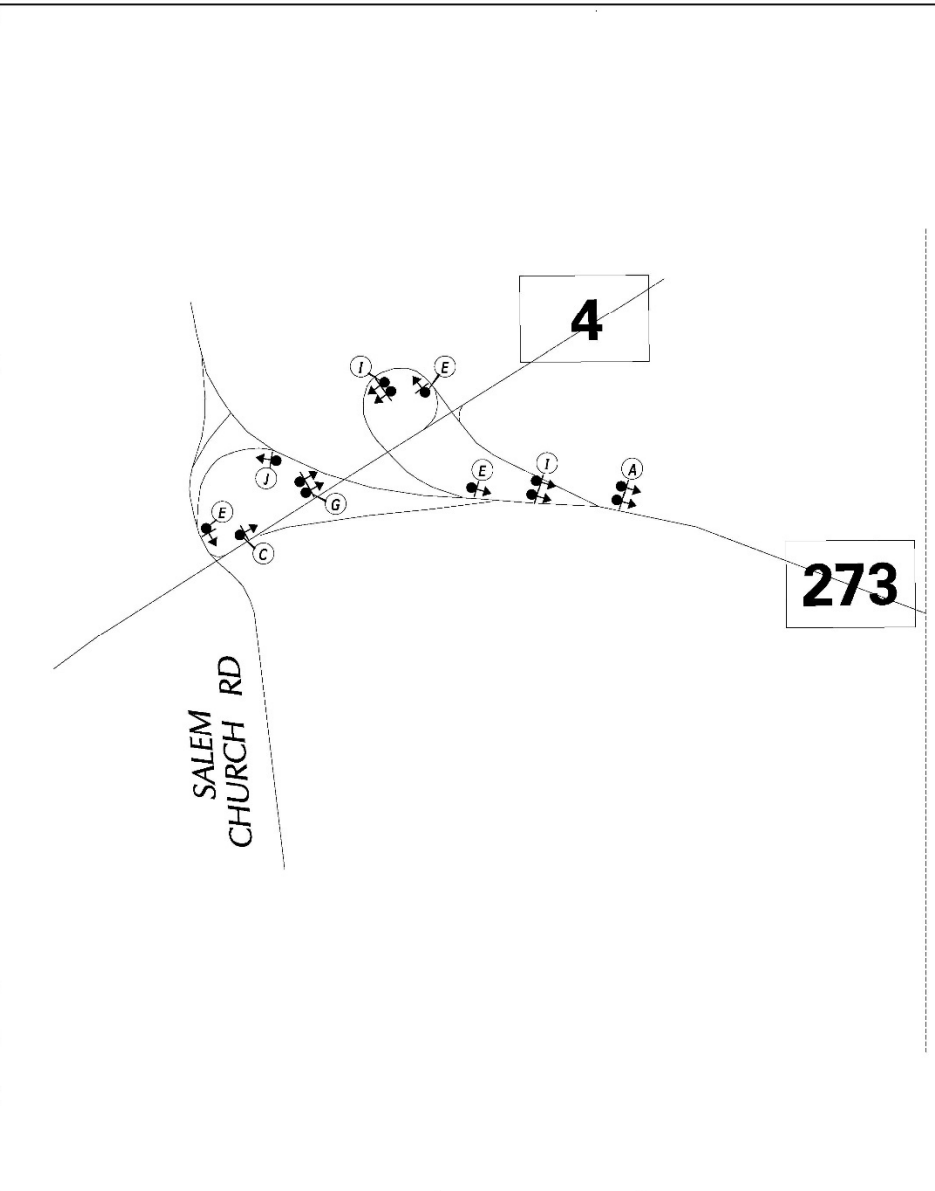
01/30/2024
DATE

THIS SEAL ONLY APPLIES TO THIS DETOUR SHEET

SEAL

QAVOC REVIEWER
DATE 01/25/2024

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.



MATCHLINE - I-95 EXIT 3 TO SR 273 EB PAGE 1

LEGEND

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 "O" AND "T" AND "W", THE WORD "ROAD" SHALL BE CHANGED TO "RAMP", "RAVINE" 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.

DETOUR DESCRIPTION

Drivers wanting to get off I-95 SB at exit 3 on to SR 273 EB, will instead take the exit to WB 273, then take the ramp from SR 273 WB to SR 4 WB, then, after getting on SR 4 WB, take the ramp to SR 273 EB.

CONCURRENCE FOR IMPLEMENTATION

1/23/2024
DATE

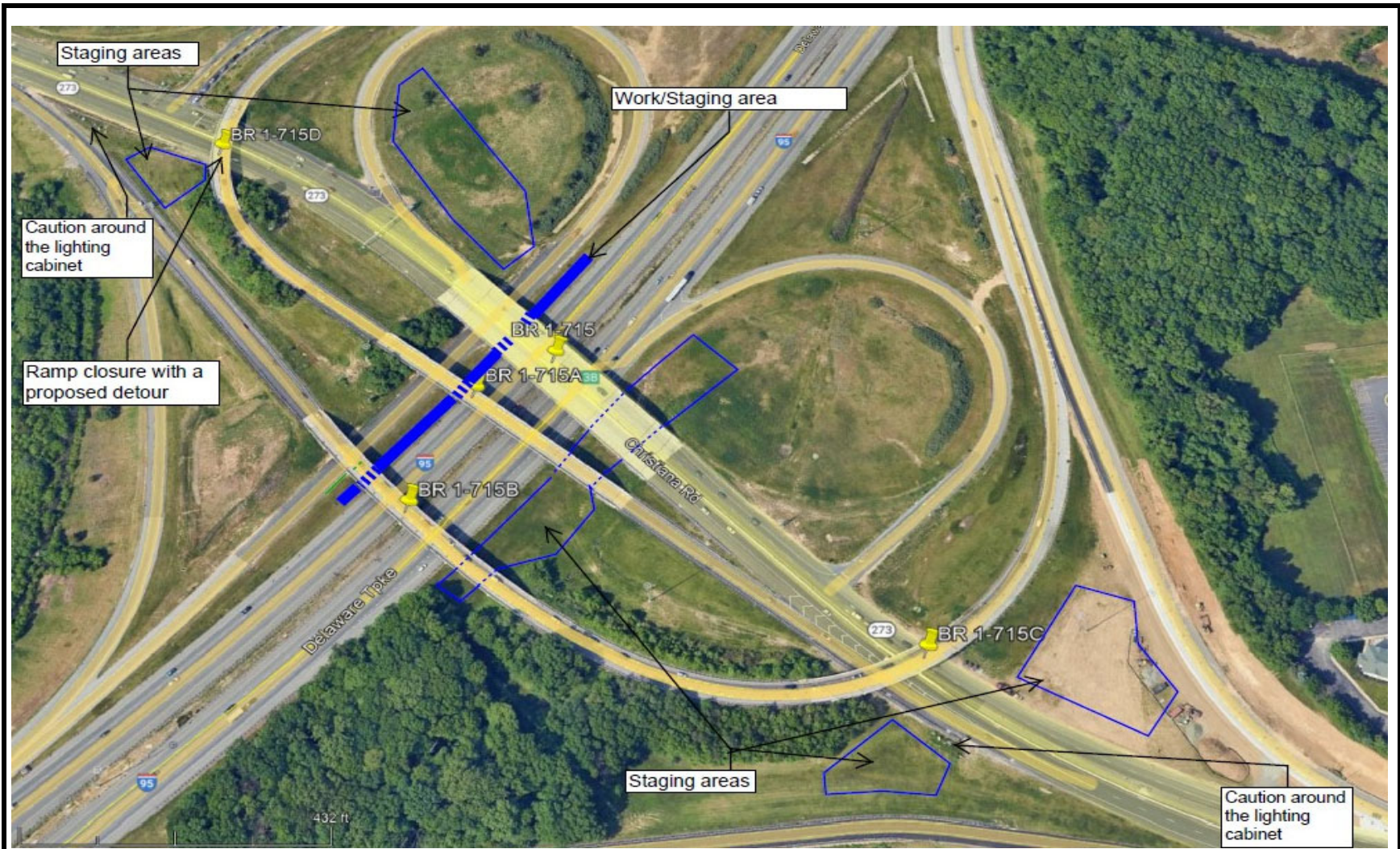
ADDENDA / REVISIONS		NOT TO SCALE	BRIDGE PAINTING SR 273, INTERCHANGE	CONTRACT T202407701	PERMIT NO. X	SECTION SAFETY SHEET NO. X
				COUNTY NEW CASTLE	DESIGNED BY: DBW	

WORK ZONE PROTECTION PLANS

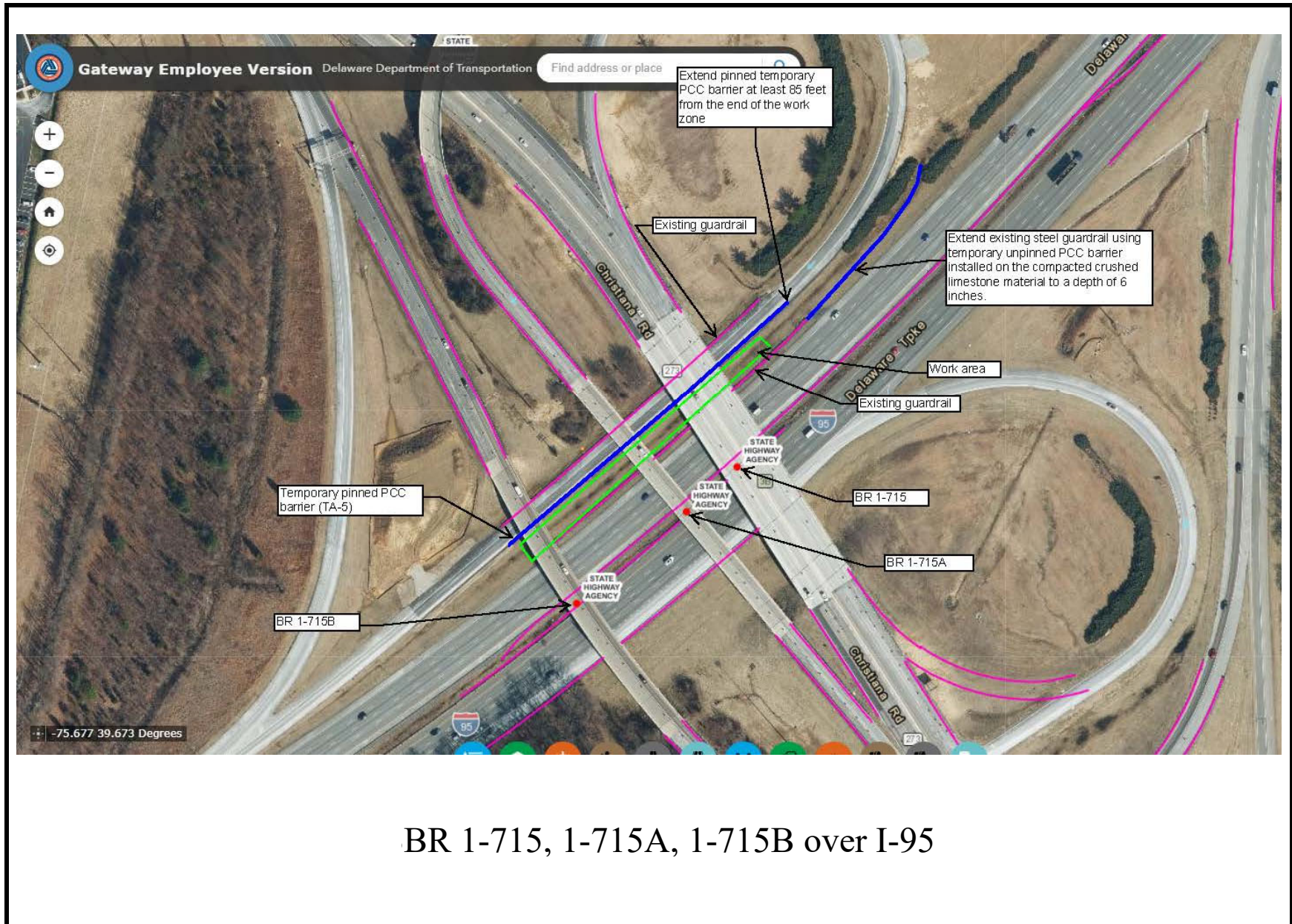
See next sheet.



BR 1-711 over I-95



BR 1-715, 1-715A, 1-715B over I-95
BR 1-715C and 1-715D over SR 273



BR 1-715, 1-715A, 1-715B over I-95

LOCATION MAPS

See next sheet.



BR 1-711 (Salem Church Rd over I-95)



BR 1-715 (SR 273 over I-95)



BR 1-715A (Ramp 6048 over I-95)



BR 1-715B (SR273 / I-95 Ramp over I-95)



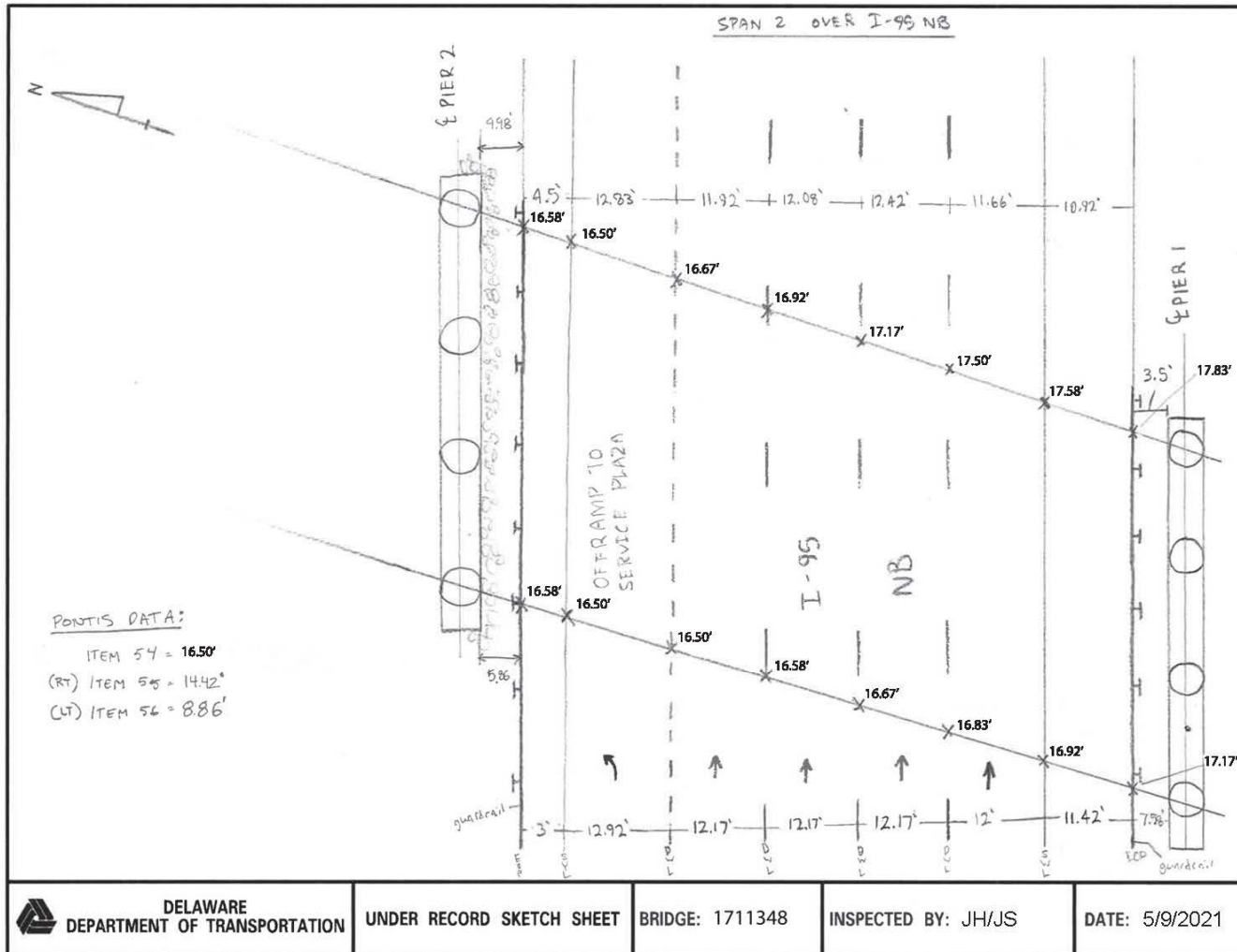
BR 1-715C (Ramp 6047 over SR 273 / Christiana Rd)



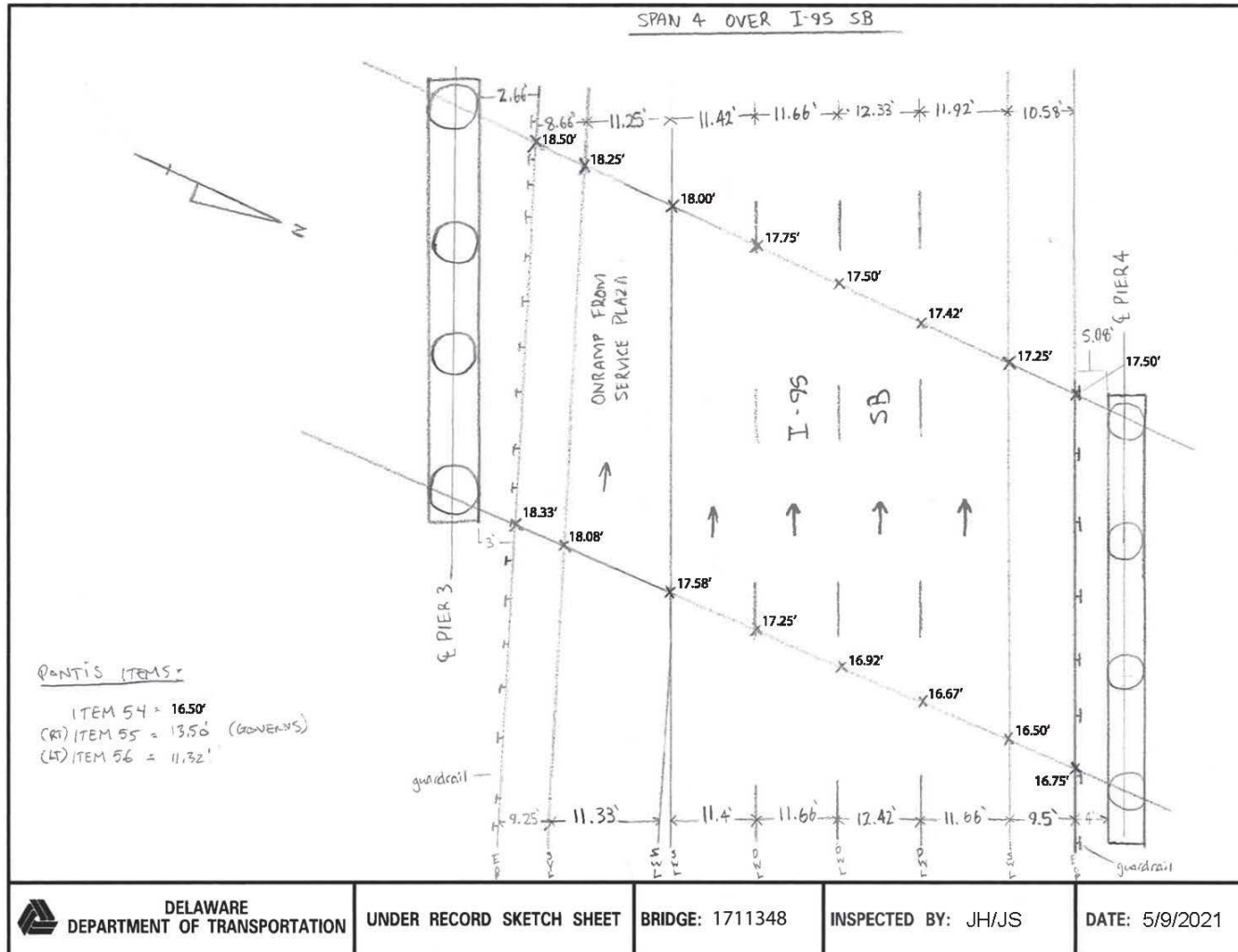
BR 1-715D (Ramp 6048 over SR 273)

BRIDGE UNDER RECORDS

See next sheet.

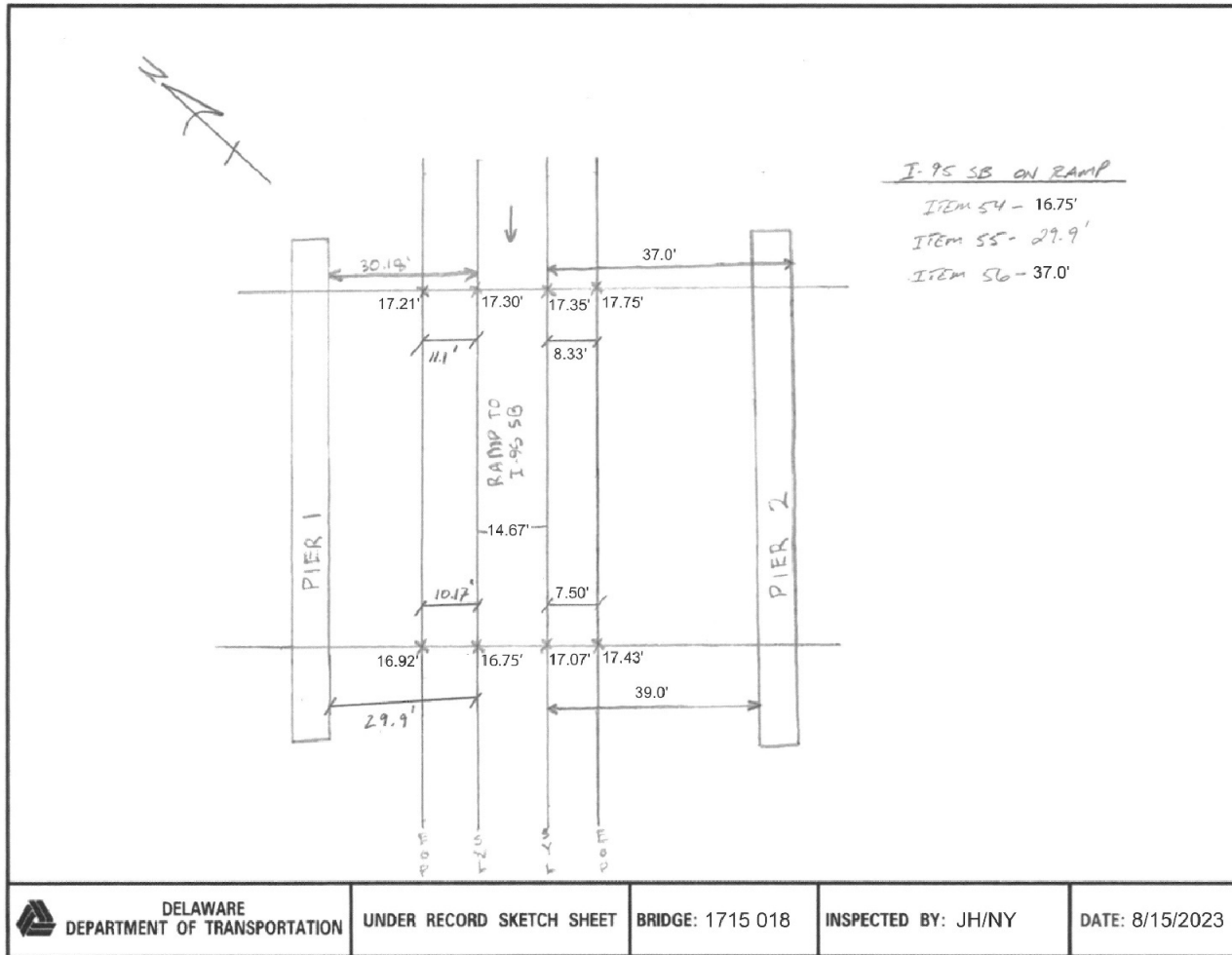


BR 1-711 over I-95

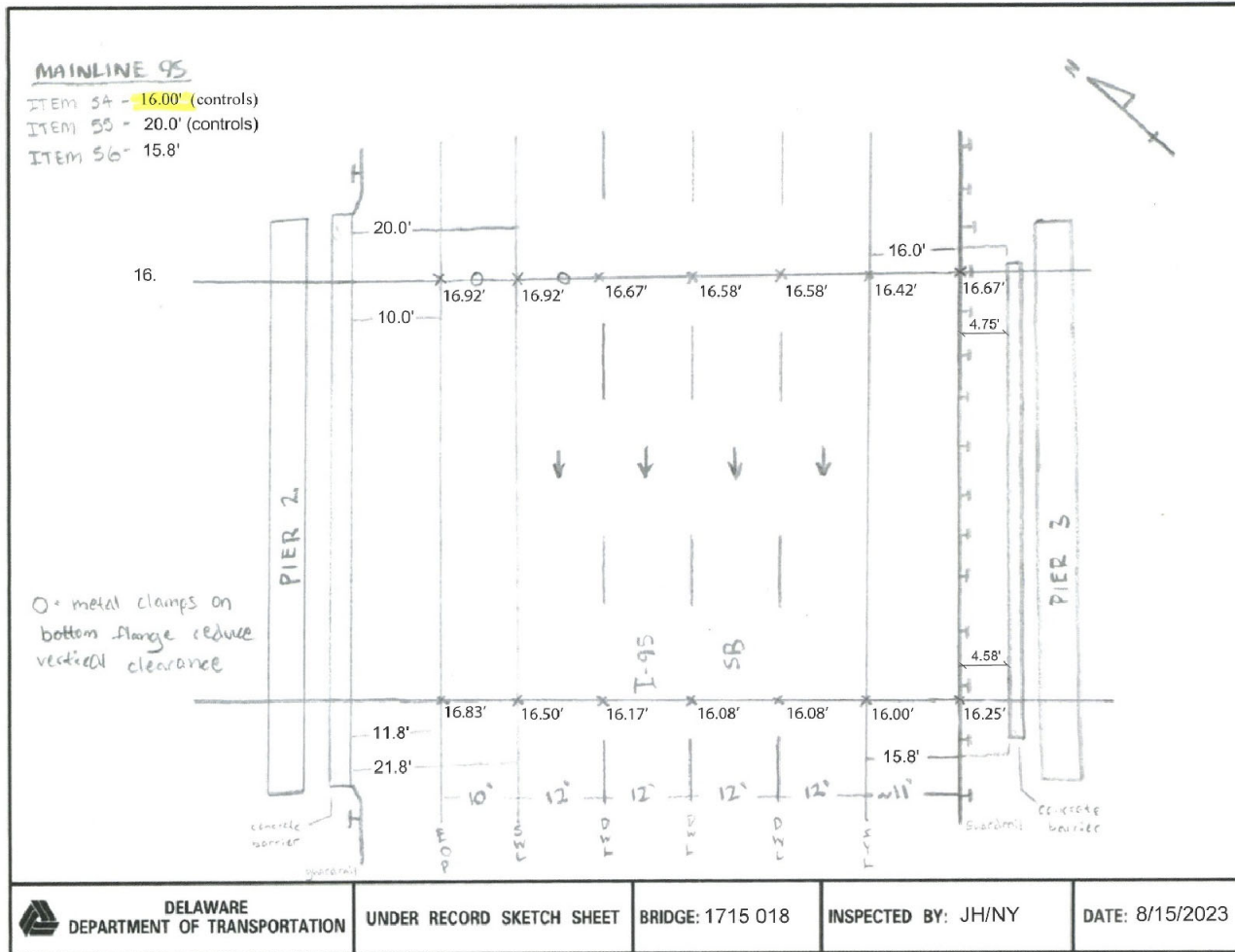


 DELAWARE DEPARTMENT OF TRANSPORTATION	UNDER RECORD SKETCH SHEET	BRIDGE: 1711348	INSPECTED BY: JH/JS	DATE: 5/9/2021
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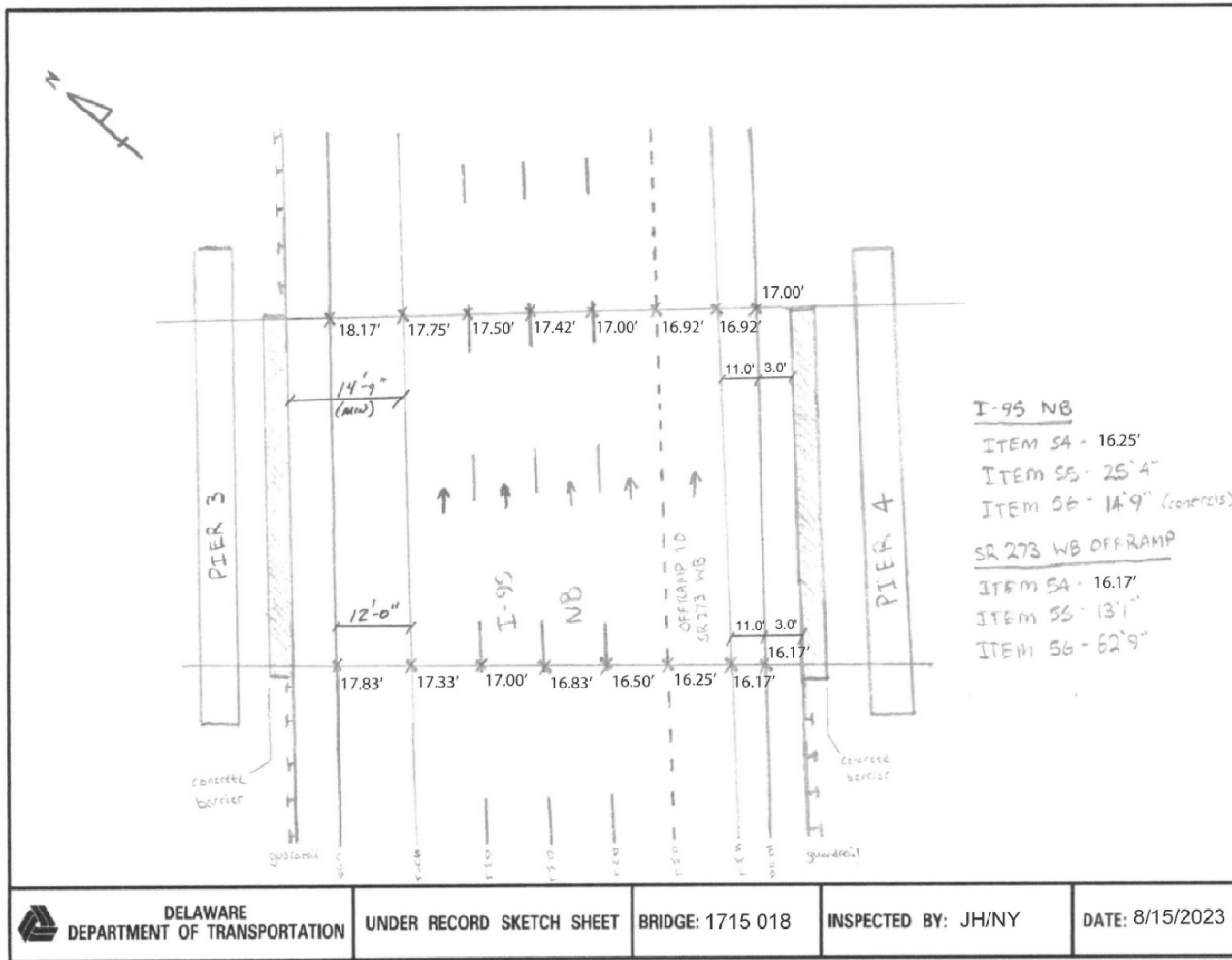
BR 1-711 over I-95



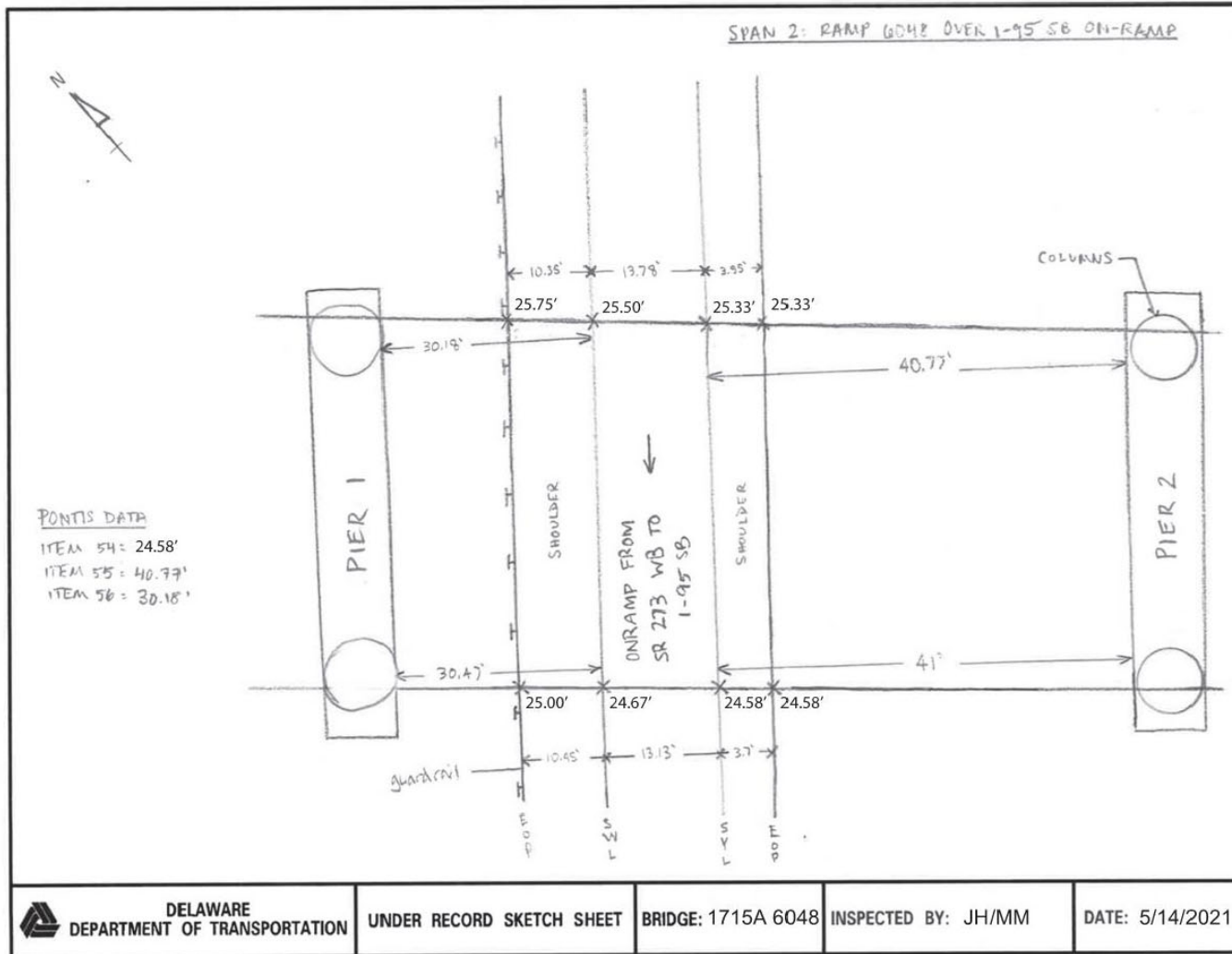
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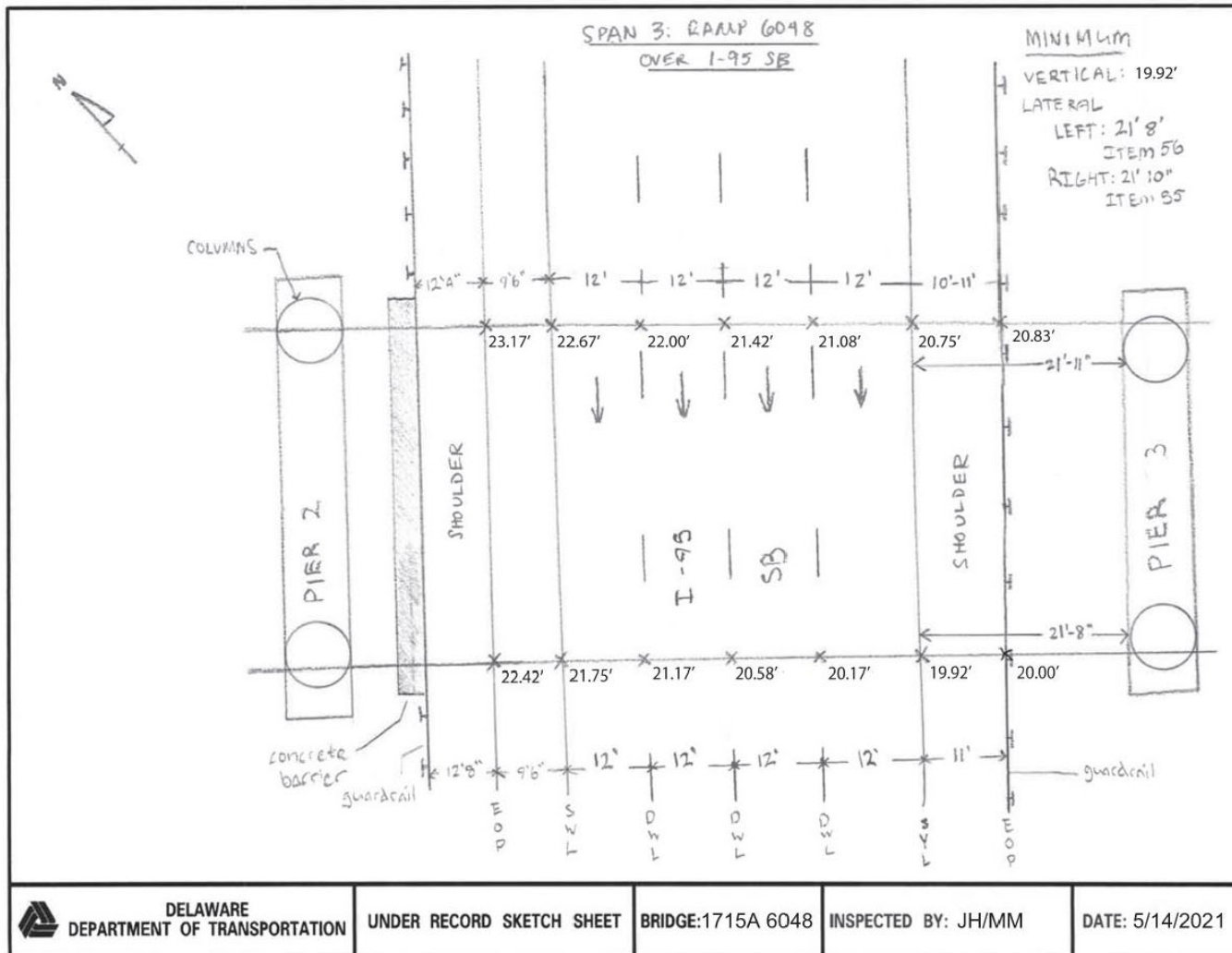
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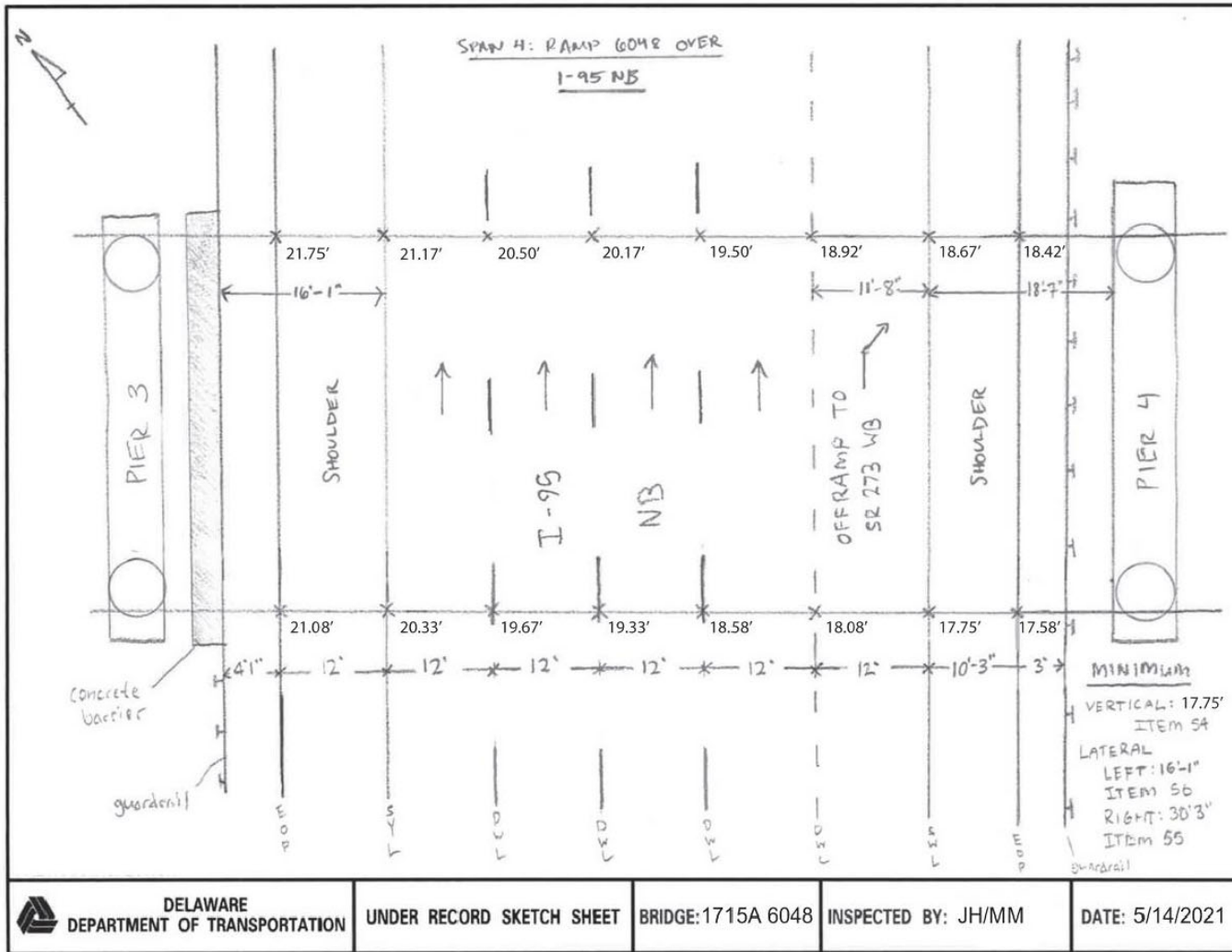
BR 1-715 (SR 273 over I-95)



BR 1-715A (Ramp 6048 over I-95)

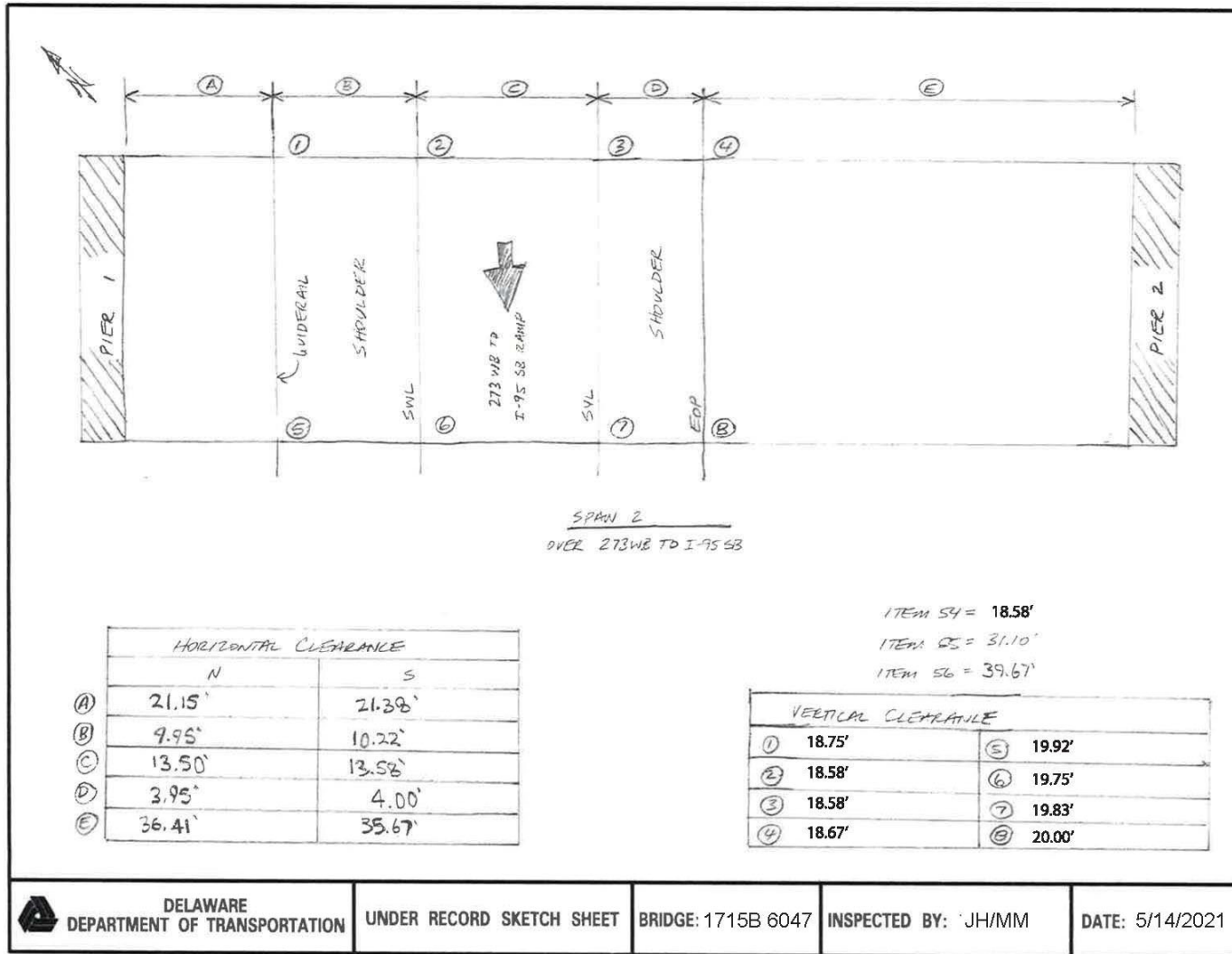


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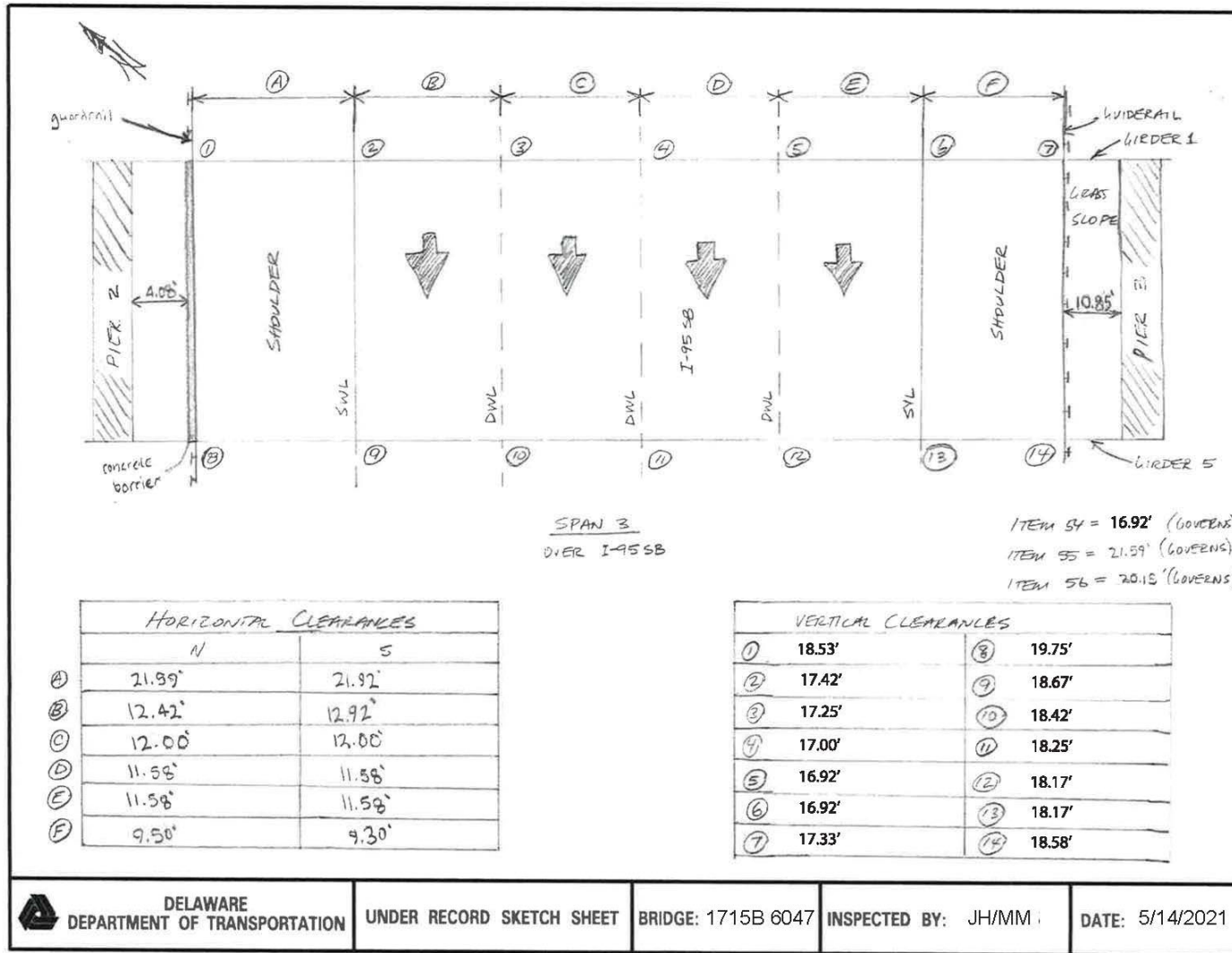


DELAWARE DEPARTMENT OF TRANSPORTATION	UNDER RECORD SKETCH SHEET	BRIDGE: 1715A 6048	INSPECTED BY: JH/MM	DATE: 5/14/2021
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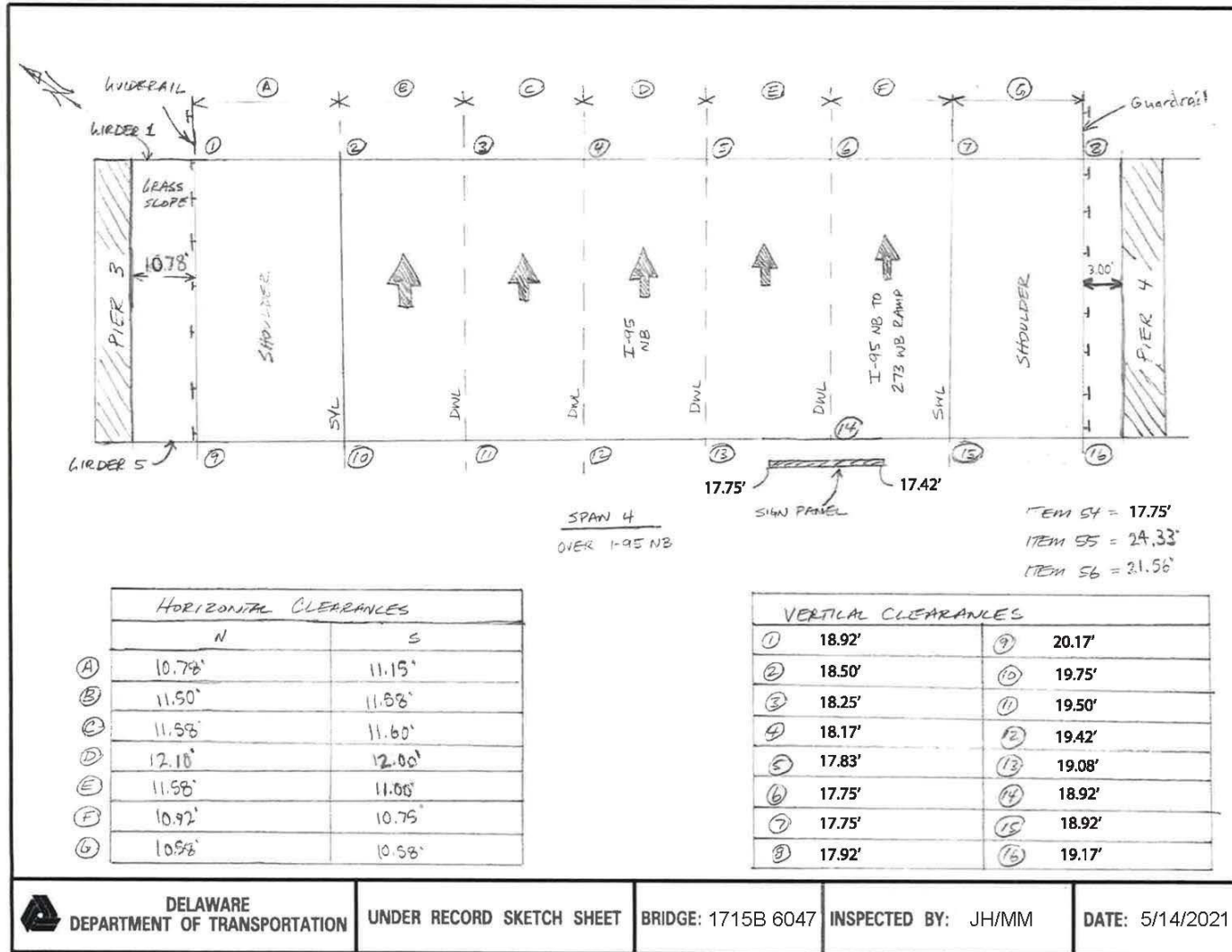
BR 1-715A (Ramp 6048 over I-95)



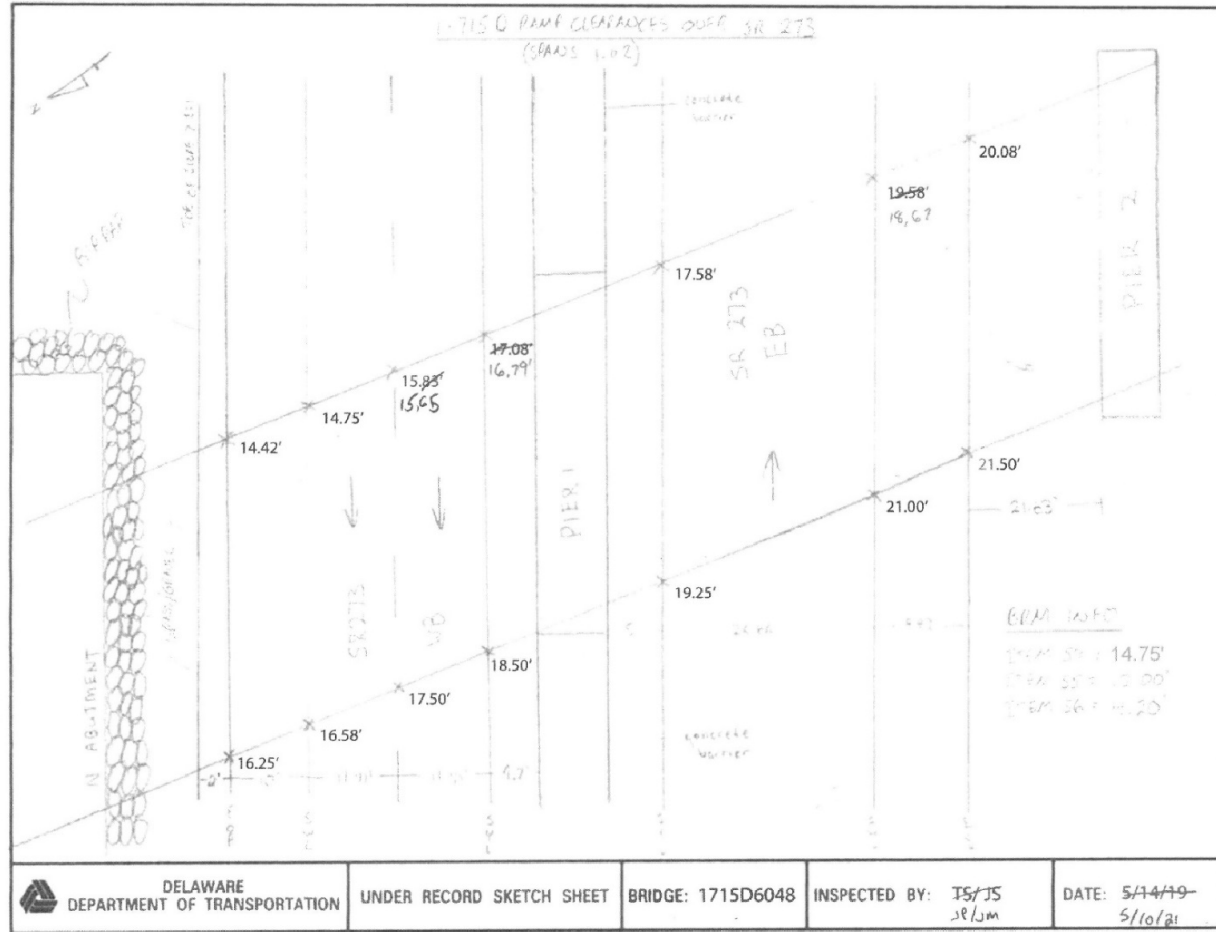
BR 1-715B (SR 273 - I95 Ramp)



BR 1-715B (SR 273 - I95 Ramp)



BR 1-715B (SR 273 - I95 Ramp)



BR 1-715D (Ramp 6048 over SR 273)