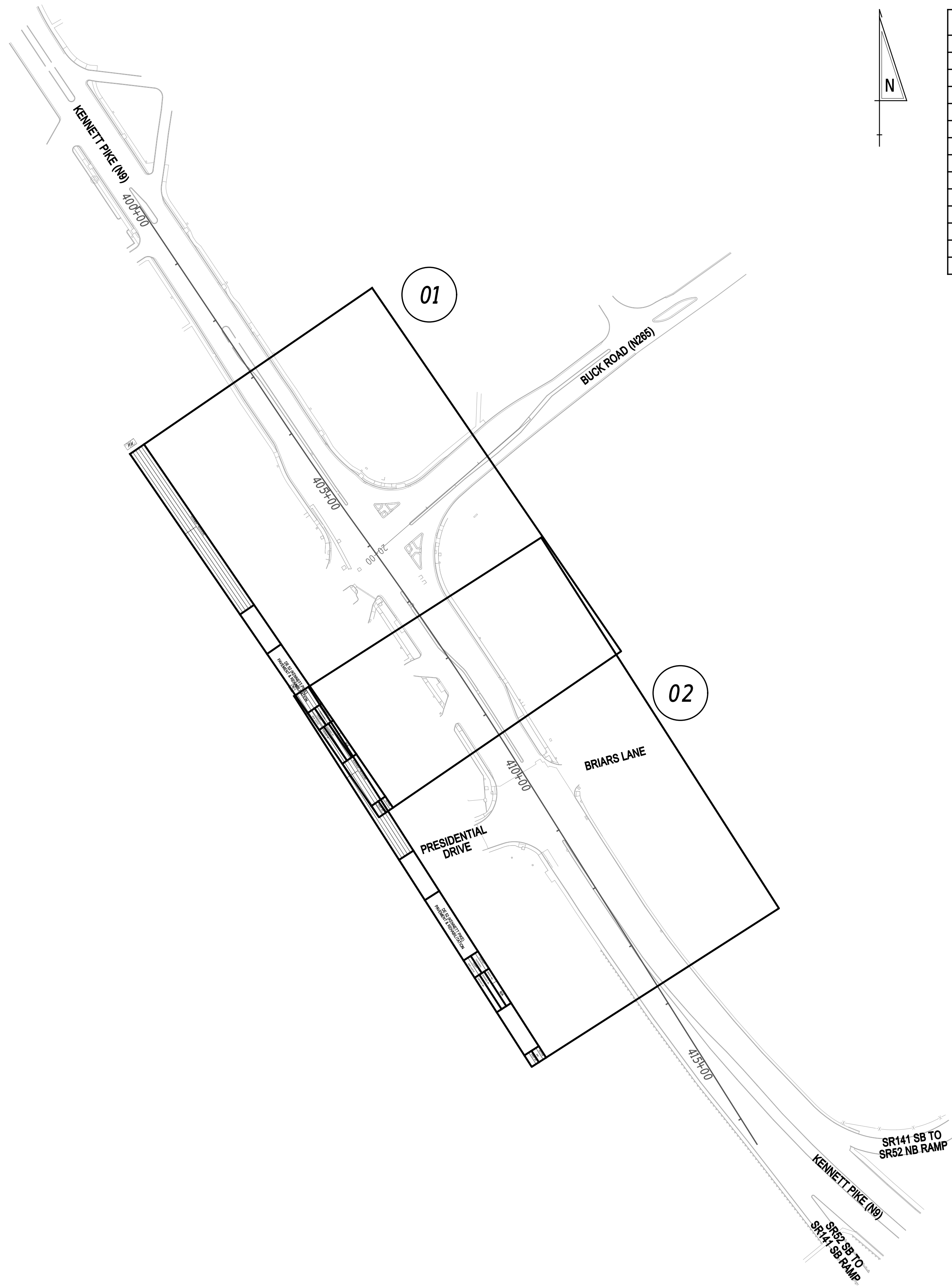




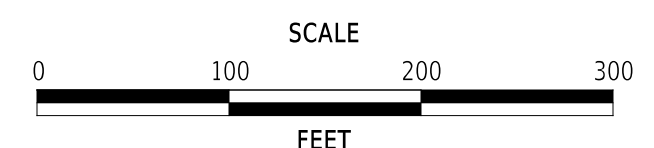
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ADDENDA / REVISIONS



**PAVEMENT & REHABILITATION,  
NORTH II, RT 52 INTERSECTION  
IMPROVEMENTS, 2026**

CONTRACT	BRIDGE NO.	N/A
T202606104	DESIGNED BY:	M. WILLIAMS
COUNTY	CHECKED BY:	S. NICKEL
NEW CASTLE		

INDEX OF SHEETS

SECTION
WM
SHEET NO.
2

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ADDENDA / REVISIONS

SCALE NOT NOTED

**PAVEMENT & REHABILITATION,  
NORTH II, RT 52 INTERSECTION  
IMPROVEMENTS, 2026**

CONTRACT  
T202606104  
COUNTY  
NEW CASTLE

BRIDGE NO. N/A  
DESIGNED BY: M. WILLIAMS  
CHECKED BY: S. NICKEL

**ADDENDA AND  
REVISIONS**

SECTION  
WM  
SHEET NO.  
3

MANMADE ROADSIDE FEATURES			
FEATURE DESCRIPTION	EXISTING	PROPOSED	ID
BARRIER - DOUBLE-FACED, PERMANENT			
BARRIER - SINGLE-FACED, PERMANENT, TEST LEVEL 4 / TEST LEVEL 5	BARRIER, TYPE "X"		B XXX
BARRIER - HIGH TENSION CABLE (HTCB)			
BARRIER - HTCB END TERMINAL			
BOLLARD - STEEL POLE			
BOLLARD - WOOD POST			
CURB, TYPE 1 AND TYPE 3			
CURB, TYPE 2	CURB, TYPE "X"		
CURB & GUTTER, TYPE 1			C XXX
CURB & GUTTER, TYPE 2			
CURB & GUTTER, TYPE 3	C&G, TYPE "X"		
CURB OPENING - SUMP / ON GRADE			C O
CURB/SW OPENING - ADJACENT CURB			CO SW
CURB/SW OPENING - NON-ADJACENT CURB			
FENCE - CHAINLINK OR STRANDED			F XXX
FENCE - STOCKADE OR SPLIT RAIL			
FLAG POLE	F.P.		
GUARDRAIL - STEEL BEAM, TYPE 1			
GUARDRAIL - STEEL BEAM, TYPE 2			
GUARDRAIL - STEEL BEAM, TYPE 3			
GUARDRAIL - WIRE ROPE			
GUARDRAIL - END ANCHORAGE			GR XXX
GUARDRAIL - END TREATMENT, TYPE 1			
GUARDRAIL - END TREATMENT, TYPE 2			
GUARDRAIL - END TREATMENT, TYPE 3			
IMPACT ATTENUATOR			
LAMP AND POST - RESIDENTIAL	LAMP 		
MAILBOX	MB 		
PARKING METER AND POST	P.M. 		
PAVEMENT - FLEXIBLE			
PAVEMENT - RIGID			
PILE - BRIDGE			
PILLAR OR MISCELLANEOUS POST			
TRAFFIC SIGN AND POST			
WALL - BRICK OR BLOCK			
WALL - STONE			

DRAINAGE FEATURES			
FEATURE DESCRIPTION	EXISTING	PROPOSED	ID
BIOFILTRATION SWALE			
DITCH OR STREAM (V-SHAPE / TRAPEZOIDAL)			
DIRECTIONAL STREAM FLOW ARROW			
DRAINAGE INLET	C.B. D.I. 		DI XXX
DRAINAGE JUNCTION BOX	J.B. 		JB XXX
DRAINAGE MANHOLE			RM XXX
DRAINAGE PIPE AND FLOW ARROW	SIZE/TYPE LABEL 		P XXX
FLARED END SECTION			FE2 XXX
RIPRAP - AREA FEATURE			RR XXX
RIPRAP - LINEAR FEATURE			
SAFETY END STRUCTURE			SES XXX
UNDERDRAIN			UD XXX
UNDERDRAIN OUTLET			UDO XXX

UTILITY FEATURES			
FEATURE DESCRIPTION	EXISTING	PROPOSED	
COMMUNICATIONS DISTRIBUTION BOX			
COMMUNICATIONS MANHOLE			
COMMUNICATIONS TEST POINT			
COMMUNICATIONS - UNDERGROUND	COMM(A)	COMM	
ELECTRIC - UNDERGROUND	E(A)	E	
ELECTRIC MANHOLE			
ELECTRIC METER			
ELECTRIC TRANSFORMER			
GAS - UNDERGROUND	G(A)	G	
GAS MANHOLE			
GAS METER	G.M.		
GAS VALVE	G.V.		
GAS PUMP - SERVICE STATION	G.P.		
IRRIGATION - UNDERGROUND	IR(A)	IR	
ITMS - UNDERGROUND	ITMS(A)	ITMS	
LIGHTING - UNDERGROUND	LI(A)	LI	
LUMINAIRE - POLE MOUNTED			
MANHOLE - UNDETERMINED OWNER			
RAILROAD TRACKS			
SANITARY - UNDERGROUND	S(A)	S	
SANITARY SEWER MANHOLE			
SANITARY SEWER VALVE	S.V.		
SANITARY SEWER CLEANOUT OR VENT	S.C.O.		
SEPTIC DRAIN FIELD	S.D.F.		
SIGNALIZATION - UNDERGROUND	SIG(A)	SIG	
SOIL BORING LOCATION			
TELEPHONE BOOTH			
TRAFFIC - CONDUIT JUNCTION WELL	J.W.		
TRAFFIC - LIGHT POLE AND BASE			
TRAFFIC - PEDESTRIAN POLE & BASE			
TRAFFIC - SIGNAL CABINET & BASE			
TRAFFIC - SIGNAL POLE AND BASE			
UTILITY BOX			
UTILITY MARKER			
UTILITY POLE GUY WIRE ANCHOR			
UTILITY POLE			
UTILITY TEST HOLE LOCATION			
WATER - UNDERGROUND	W(A)	W	
WATER - FIRE HYDRANT	F.H.	F.H.	
WATER METER	W.M.		
WATER VALVE	W.V.	W.V.	
WELL HEAD	WELL		

PAVEMENT SECTION(S)	
OVERLAY PAVEMENT - SEE TYPICAL SECTIONS FOR MATERIALS AND DEPTHS	
RECONSTRUCTED PAVEMENT - SEE TYPICAL SECTIONS FOR MATERIALS AND DEPTHS	
DRIVEWAY AND ENTRANCE PAVEMENT - SEE NOTES FOR MATERIALS AND DEPTHS	

NATURAL ROADSIDE FEATURES		
FEATURE DESCRIPTION	EXISTING	PROPOSED
HEDGEROW OR THICKET		
MARSH BOUNDARY LINE		
TREE - CONIFEROUS		
TREE - DECIDUOUS		
TREE STUMP		
SHRUBBERY		
WETLAND BOUNDARY - DELINEATED	WL	
WOODS LINE BOUNDARY		

RIGHT-OF-WAY FEATURES		
FEATURE DESCRIPTION	EXISTING	PROPOSED
DENIAL OF ACCESS	DA	DA
EASEMENT - OTHERS	EASEMENT TYPE	
PERMANENT EASEMENT	PE	PE
PROPERTY LINE		
PROPERTY MARKER - CONCRETE	C.M.	
PROPERTY MARKER - IRON PIPE	I.P.	
RIGHT-OF-WAY BASELINE	100+00	100+00
RIGHT-OF-WAY LINE	R/W	R/W
RIGHT-OF-WAY BY PE	R/W-PE	
RIGHT-OF-WAY & DENIAL OF ACCESS	R/W-DA	R/W-DA
RIGHT-TO-ENTER		RTE
TEMPORARY CONSTRUCTION EASEMENT		TCE

SURVEY CONTROL & MONUMENTATION	
FEATURE DESCRIPTION	EXISTING
POINT OF CURVATURE OR TANGENCY	
POINT OF INTERSECTING TANGENTS	
SURVEY BENCHMARK LOCATION	B.M.
SURVEY NGS POINT LOCATION	
SURVEY TIE POINT LOCATION	T.P.
SURVEY TRAVERSE POINT	

MISCELLANEOUS FEATURES	
FEATURE DESCRIPTION	PROPOSED
BRICK PATTERNED SURFACE	
BUTT JOINT	
CLEAR ZONE	CZ
CONSTRUCTION BASELINE	100+00
LATERAL OFFSET	LO
LIMIT OF CONSTRUCTION	LOC
PAVEMENT PATCH	
PAVEMENT REMOVAL - TOPSOIL, SEED AND MULCH	
P.C.C. SIDEWALK - 4"	
P.C.C. SIDEWALK - 6" (USE 8" DEPTH FOR CHANNELIZATION ISLANDS.)	

IDENTIFIERS	
FEATURE DESCRIPTION	ID
ABANDON BY CONTRACTOR	
ABANDON BY OTHERS	
ADJUST BY CONTRACTOR	
ADJUST BY OTHERS	
BEST MANAGEMENT PRACTICE	
BUS STOP PAD / TYPE	
BUS STOP WITH SHELTER PAD / TYPE	
CONCRETE SAFETY BARRIER	
CONVERT TO JUNCTION BOX	
CONVERT TO DRAINAGE MANHOLE	
DO NOT DISTURB	
ENERGY DISSIPATOR	
FILL WITH FLOWABLE FILL	
LANDSCAPE PLANTINGS	
PEDESTRIAN CONNECTION / TYPE	
PEDESTRIAN CONNECTION / TYPE WITHOUT DETECTABLE WARNING SYSTEM	
RELOCATE BY CONTRACTOR	
RELOCATE BY OTHERS	
RELOCATE BY PROPERTY OWNER	
REMOVE BY CONTRACTOR	
REMOVE BY OTHERS	
REMOVE BY TRAFFIC CONTRACTOR	
RIGHT-OF-WAY MONUMENT	

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ADDENDA / REVISIONS

SCALE NOT NOTED

**PAVEMENT & REHABILITATION, NORTH II, RT 52 INTERSECTION IMPROVEMENTS, 2026**

CONTRACT	BRIDGE NO.	N/A
T202606104	DESIGNED BY:	M. WILLIAMS
COUNTY	CHECKED BY:	S. NICKEL
NEW CASTLE		

LEGEND

SECTION	WM
SHEET NO.	4

## GENERAL NOTES

1. THIS PROJECT IS TO BE CONSTRUCTED IN ACCORDANCE WITH THE DELAWARE DEPARTMENT OF TRANSPORTATION "STANDARD SPECIFICATIONS", DATED JANUARY 2026 AND THE DELAWARE DEPARTMENT OF TRANSPORTATION "STANDARD CONSTRUCTION DETAILS", DATED 2026.

2. ELECTRONIC DESIGN DATA FILES THAT WILL BE MADE AVAILABLE TO THE BIDDERS INCLUDE:

( )	NONE
( X )	ASCII DATA FILES WITH COORDINATES AND ELEVATIONS FOR PROPOSED POINTS AS SELECTED BY THE ENGINEER.
( X )	DESIGN FILE, IN .DGN FILE FORMAT, THAT CONTAINS 3D TRIANGLES REPRESENTING THE EXISTING SURFACE.
( X )	DESIGN FILE, IN .DGN FILE FORMAT, THAT CONTAINS 3D FEATURE LINES FOR THE PROPOSED DESIGN. 3D FEATURE LINES ARE FOR THE PROPOSED TOP SURFACE ELEVATION ONLY.

NOTE: THE DOCUMENT ENTITLED "ELECTRONIC FILE SHARING RELEASE" MUST BE SIGNED BY ALL PARTIES PRIOR TO THE DELIVERY OF ANY ELECTRONIC PROJECT FILES.

NOTE: THERE MAY BE SOME AREAS OF THE PROJECT NOT INCLUDED IN THE ELECTRONIC DESIGN DATA FILE(S). IT IS THE CONTRACTOR'S RESPONSIBILITY TO REVIEW THE DESIGN DATA FILE AND DETERMINE THE LIMITS OF THE PROJECT INCLUDED.

3. PROJECT FILES THAT WILL BE MADE AVAILABLE TO THE CONTRACTOR, INCLUDE:

( )	CROSS SECTIONS
( )	RIGHT-OF-WAY PLANS

## PROJECT NOTES

### SECTION 100

- ANY DAMAGE TO ITEMS NOTED TO BE RELOCATED OR RESET BY THE CONTRACTOR, AT THE DISCRETION OF THE ENGINEER, SHALL BE REPAIRED AND/OR REPLACED IN KIND AT THE CONTRACTOR'S EXPENSE.
- THE CONTRACTOR SHALL CONTACT THE DELAWARE TMC AT 302-659-4600 PRIOR TO ANY UNMANNED AERIAL VEHICLE (UAV) FLIGHTS. THE CONTRACTOR SHALL BE REQUIRED TO PROVIDE THE FOLLOWING INFORMATION: THE REGISTRATION NUMBER OF THE UAV, THE FLIGHT TIME, LOCATION OF THE FLIGHT, THE PILOT'S NAME AND THE PILOT'S CONTACT NUMBER DURING THE FLIGHT.
- A NIGHT WORK SURVEY OF ADJACENT PROPERTY OWNERS WAS CONDUCTED AND LOCAL NOISE ORDINANCES HAVE BEEN VERIFIED. ALL NECESSARY APPROVALS FOR NIGHT WORK HAVE BEEN OBTAINED AND NIGHT WORK IS PERMITTED WITH APPROVAL OF THE ENGINEER.

### SECTION 200

- EXCAVATION FOR THE FOLLOWING SECTION(S) WILL NOT BE INCIDENTAL TO THEIR INDIVIDUAL CONSTRUCTION ITEMS AND WILL BE QUANTIFIED AND PAID UNDER ITEM 202000 - EXCAVATION AND EMBANKMENT:
  - REMOVAL, STORAGE, REUSED/REPLACEMENT, & PROCUREMENT OF MULCH AT STA. 405+77 R
  - REMOVAL, STORAGE, & REUSED/REPLACEMENT OF MULCH AT STA. 410+00 R
- ONLY EXISTING FEATURES WITHIN THE LOC IDENTIFIED WITH REMOVE BY CONTRACTOR OR BY OTHER METHODS ARE TO BE REMOVED OR DISTURBED.

### SECTION 600

- DRAINAGE INLET GRATES ADJACENT TO THE CURB OR EDGE PAVING, WITHIN THE PROJECT LIMITS, WHICH ARE NOT TYPE 1 OR TYPE 4, SHALL BE REPLACED WITH TYPE 1. INLET GRATES WITHIN THE PAVING, NOT ADJACENT TO THE CURB OR EDGE OF PAVING SHALL BE REPLACED WITH TYPE 3. THE ACTUAL LOCATIONS, THE NEED FOR ANY GRATE MODIFICATIONS OR FOR NEW FRAMES SHALL BE DETERMINED BY THE ENGINEER. ALL REPLACED GRATES/FRAMES SHALL BE DELIVERED TO THE DELAWARE DEPARTMENT OF TRANSPORTATION'S TALLEY MAINTENANCE YARD WITH THE COST OF DELIVERY INCIDENTAL TO ITEM 602100 - DRAINAGE INLET GRATE(S) & ITEM 602101 - DRAINAGE INLET FRAME(S). FINAL PAYMENT FOR DRAINAGE INLET GRATES/FRAMES WILL NOT BE MADE UNTIL RECEIPT OF DELIVERED MATERIALS IS PRODUCED, SIGNED BY A DELDOT MAINTENANCE YARD SUPERVISOR.

### SECTION 700

- IN AREAS WHERE PROPOSED CURB MEETS EXISTING CURB AND THE TWO CURB TYPES ARE NOT SIMILAR, THE PROPOSED CURB SHALL BE TRANSITIONED IN 10 LINEAR FEET, UNLESS OTHERWISE DIRECTED BY THE ENGINEER. THE TRANSITIONED CURB WORK WILL BE MEASURED AND PAID FOR UNDER THE PROPOSED CURB ITEM. SAW CUTTING OF THE EXISTING CURB SHALL BE INCIDENTAL TO THE PROPOSED CURB ITEM.
- WHERE PROPOSED CONCRETE SIDEWALK IS CONSTRUCTED TO MEET EXISTING SIDEWALK, THE EXISTING SIDEWALK SHALL BE SAWCUT AT THE TIE-IN POINT OR MEET THE NEAREST EXISTING SIDEWALK JOINT. ALL SAW CUTTING SHALL BE FULL DEPTH, UNLESS OTHERWISE NOTED ON THE PLANS OR DIRECTED BY THE ENGINEER AND WILL BE PAID FOR UNDER ITEM 762001 - SAW CUTTING, CONCRETE, FULL DEPTH.
- THE CONTRACTOR SHALL DELIVER ALL EXCESS MILLED MATERIAL TO THE DELAWARE DEPARTMENT OF TRANSPORTATION'S TALLEY MAINTENANCE YARD. THE MATERIAL SHALL BE NEATLY STOCKPILED AT THE YARD. COSTS FOR THIS WORK SHALL BE INCIDENTAL TO THE MILLING ITEM UTILIZED FOR PAYMENT ON THE CONTRACT.
- ALL PAVED AREAS TO BE RECONSTRUCTED OR WIDENED SHALL BE SAWCUT AT THE POINT WHERE THE NEW PAVEMENT IS TO TIE INTO THE EXISTING PAVEMENT.

## PROJECT NOTES (CONTINUED)

### SECTION 900

- THIS PROJECT IS COVERED UNDER AN NPDES GENERAL PERMIT FOR CONSTRUCTION. UNDER THE GENERAL PERMIT, COMPLIANCE WITH DELDOT'S APPROVED SEDIMENT AND STORMWATER MANAGEMENT PLANS WILL CONSTITUTE COMPLIANCE WITH THE NPDES INDUSTRIAL PERMITTING REQUIREMENTS FOR THIS CONSTRUCTION PROJECT. A COPY OF THE NPDES GENERAL PERMIT AND NOI IS KEPT ON FILE IN EACH OF THE CONSTRUCTION OFFICES AND THE DEPARTMENT'S STORMWATER SECTION. A COPY OF THE GENERAL PERMIT OR THE NOI CAN BE OBTAINED UPON REQUEST FROM EITHER THE DEPARTMENT'S STORMWATER ENGINEER OR THE APPROPRIATE CONSTRUCTION ENGINEER.

## MISCELLANEOUS NOTES

- 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 MONROE GARAGE: 302-576-6208.
- ALL DART SIGNS HAVE BEEN UPDATED TO A NEW DESIGN. THE DELDOT SIGN SHOP DOES NOT FABRICATE THE UPDATED SIGN OR ANY SUPPLEMENTAL PLAQUES TO ALLOW FOR ADDITIONAL ROUTE NUMBERS. ALL REQUESTS FOR FABRICATION OF THESE SIGNS MUST BE MADE THROUGH DART TRANSIT AT (302) 576-6132.
- 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:

  - APPROVE THE USE OF THE PROPOSED STAGING AND STOCKPILE AREA(S);
  - REJECT THE REQUEST; OR
  - 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 THE SURVEY.
- RUBBLIZATION IS NOT AN ACCEPTABLE METHOD FOR REMOVAL OF THE EXISTING PCC PAVEMENT.
- PEDESTRIAN CONNECTIONS SHALL BE PAID FOR USING INDIVIDUAL ITEMS AS LISTED IN THE SCHEDULE OF PRICES.



ADDENDA / REVISIONS

SCALE NOT NOTED

**PAVEMENT & REHABILITATION,  
NORTH II, RT 52 INTERSECTION  
IMPROVEMENTS, 2026**

CONTRACT  
T202606104  
COUNTY  
NEW CASTLE

BRIDGE NO.  
DESIGNED BY: M. WILLIAMS  
CHECKED BY: S. NICKEL

N/A

NOTES

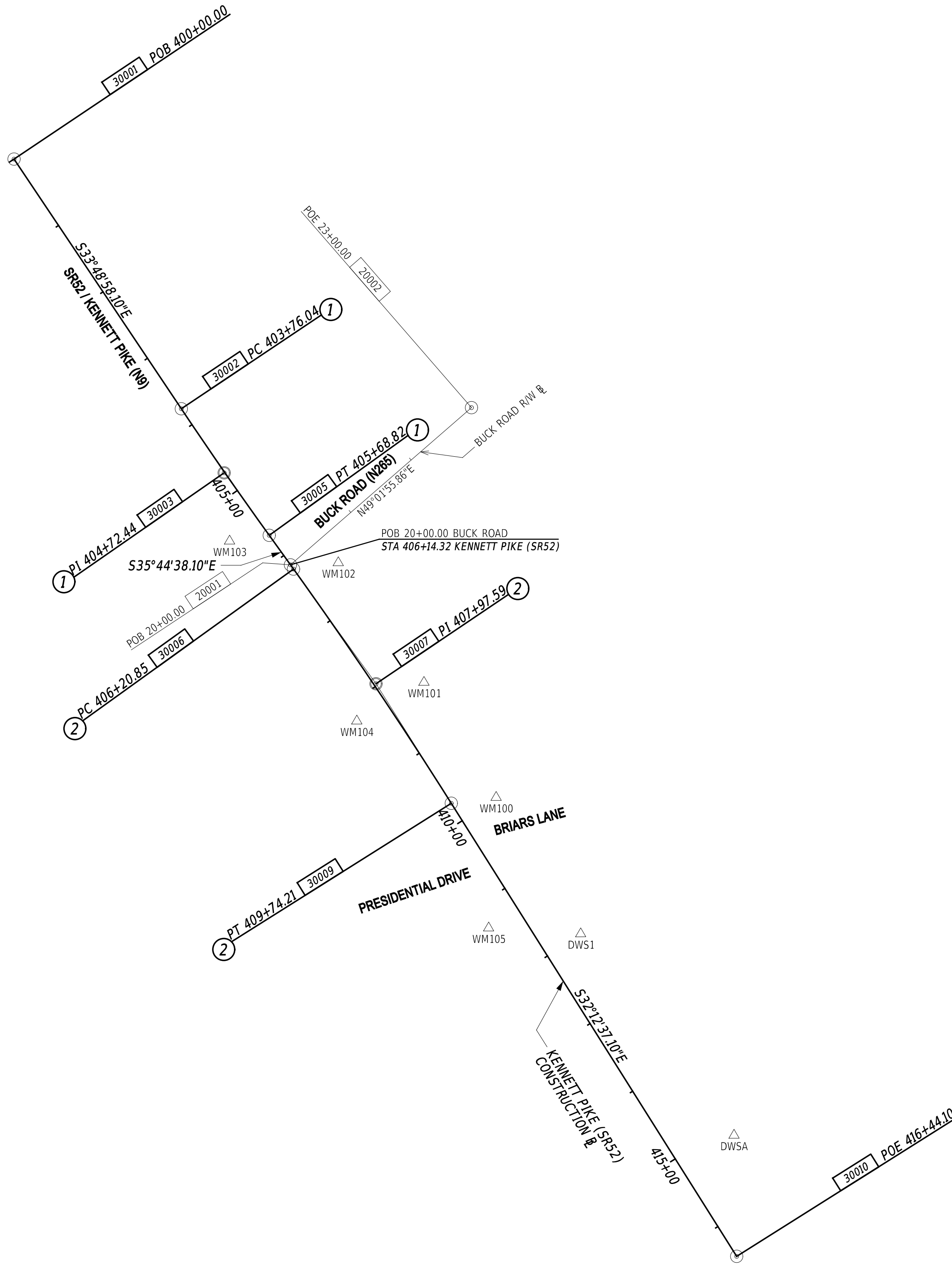
SECTION  
WM  
SHEET NO.  
5

CURVE NO. ①				
Element: Circular				
	STATION	NORTHING	EASTING	
PC	(30002) 403+76.04	647034.0683	605711.4150	
PI	(30003) 404+72.44	646953.9782	605765.0633	
CC	(30004) 405+68.82	650222.7484	610471.7074	
PT	(30005) 405+68.82	646875.7381	605821.3755	
	Radius:	5729.58		
	Delta:	01°55'40.00" Left		
	Degree of Curvature (Arc):	01°00'00.00"		
	Length:	192.78		
	Tangent:	96.40		
	Chord:	192.77		
	Middle Ordinate:	0.81		
	External:	0.81		
	Tangent Direction:	S 33°48'58.10" E		
	Radial Direction:	S 56°11'01.90" W		
	Chord Direction:	S 34°46'48.10" E		
	Radial Direction:	S 54°15'21.90" W		
	Tangent Direction:	S 35°44'38.10" E		

CURVE NO. ②				
Element: Circular				
	STATION	NORTHING	EASTING	
PC	(30006) 406+20.85	646833.5086	605851.7696	
PI	(30007) 407+97.59	646690.0628	605955.0127	
CC	(30008) 409+74.21	643486.4983	601201.4378	
PT	(30009) 409+74.21	646540.5265	606049.2183	
	Radius:	5729.58		
	Delta:	03°32'01.00" Right		
	Degree of Curvature (Arc):	01°00'00.00"		
	Length:	353.36		
	Tangent:	176.74		
	Chord:	353.31		
	Middle Ordinate:	2.72		
	External:	2.73		
	Tangent Direction:	S 35°44'38.10" E		
	Radial Direction:	S 54°15'21.90" W		
	Chord Direction:	S 33°58'37.60" E		
	Radial Direction:	S 57°47'22.90" W		
	Tangent Direction:	S 32°12'37.10" E		

HISTORICAL/CONSTRUCTION ALIGNMENT CONTROL				
POINT NO.	STATION	OFFSET	NORTHING	EASTING
20001	20+00.00	0.0000	646838.8074	605847.9559
20002	23+00.00	0.0000	647035.4979	606074.4793
30001	400+00.00	0.0000	647346.4953	605502.1359
30010	416+44.10	0.0000	645973.7327	606406.2898

**DATUM REFERENCE:**  
HORIZONTAL - THIS PROJECT IS REFERENCED TO THE DELAWARE STATE PLANE COORDINATE SYSTEM, NORTH AMERICAN DATUM OF 1983 WITH A 2011 REALIZATION (NAD 83/2011).  
VERTICAL - THIS PROJECT IS REFERENCED TO THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD 88).



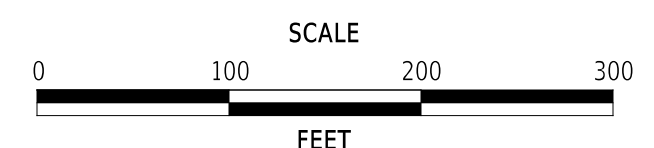
HORIZONTAL / VERTICAL CONTROL DATA					
POINT NO.	STATION	OFFSET	NORTHING	EASTING	ELEV.
DWS1	411+98.67	-49.90	646377.2060	606211.0793	278.97
DWSA	415+14.18	-77.94	646125.2107	606402.9813	281.15
WM100	409+97.96	-51.34	646547.7992	606105.3196	275.33
WM101	408+29.33	-53.54	646691.7913	606015.0143	272.76
WM102	406+46.94	-50.14	646841.4027	605907.7910	268.98
WM103	405+45.86	44.39	646868.6189	605771.8696	268.23
WM104	408+22.98	43.22	646643.4072	605930.9780	271.60
WM105	411+31.14	43.63	646384.4949	606095.9442	278.70

NOTE: NEGATIVE VALUE INDICATES LEFT OF BASELINE

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ADDENDA / REVISIONS

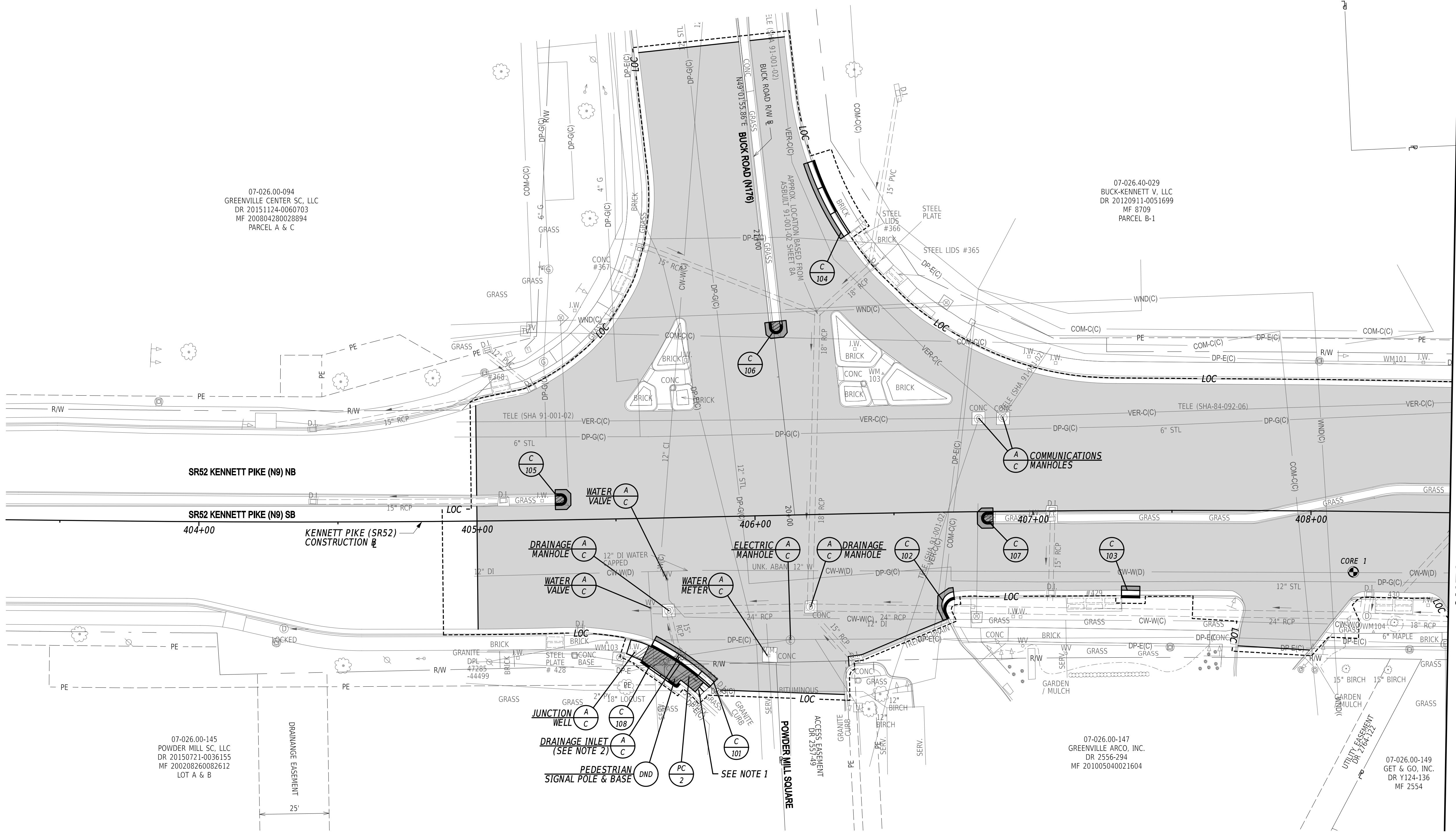
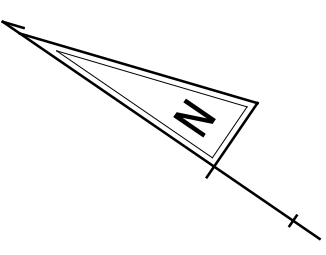


**PAVEMENT & REHABILITATION,  
NORTH II, RT 52 INTERSECTION  
IMPROVEMENTS, 2026**

CONTRACT	BRIDGE NO.	N/A
T202606104	DESIGNED BY:	M. WILLIAMS
COUNTY	CHECKED BY:	S. NICKEL
NEW CASTLE		

**HORIZONTAL AND  
VERTICAL CONTROL**

SECTION	WM
SHEET NO.	6



07-026.00-094  
GREENVILLE CENTER SC, LLC  
DR 20151124-0060703  
MF 200804280028894  
PARCEL A & C

07-026.40-029  
BUCK-KENNETT V, LLC  
DR 20120911-0051699  
MF 8709  
PARCEL B-1

07-026.00-145  
POWDER MILL SC, LLC  
DR 20150721-0036155  
MF 200208260002612  
LOT A & B

07-026.00-147  
GREENVILLE ARCO, INC.  
DR 2556-294  
MF 201005040021604

07-026.00-149  
GET & GO, INC.  
DR Y124-136  
MF 2554

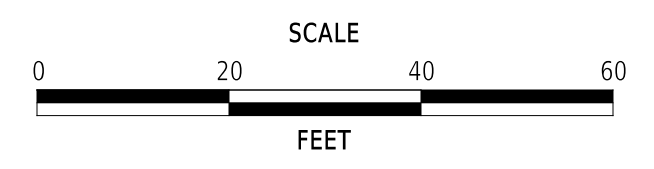
CURB SCHEDULE		
NO.	ITEM DESCRIPTION / TYPE	LENGTH
101	I.P.C.C. CURB AND GUTTER, TYPE 1-8	27'
102	P.C.C. CURB, TYPE 1-8	11'
103	I.P.C.C. CURB AND GUTTER, TYPE 1-8	7'
104	I.P.C.C. CURB AND GUTTER, TYPE 1-8	30'
105	P.C.C. CURB, TYPE 1-8	11'
106	P.C.C. CURB, TYPE 1-8	12'
107	P.C.C. CURB, TYPE 1-8	11'
108	P.C.C. CURB, TYPE 1-6	17'

ROADWAY CORE SCHEDULE			
NO.	STATION	OFFSET	DESCRIPTION
1	408+15.47	21.81	2.75" HMA, 9" PCC, 4+" STONE FILL

**NOTES:**

- CONTRACTOR SHALL REMOVE EXISTING PCC CONCRETE AND SHALL PROCURE AND INSTALL MULCH BEHIND THE PROPOSED CURB. ALL WORK RELATED TO REMOVAL AND PROCUREMENT OF MULCH IS INCIDENTAL TO ITEM 202000 - EXCAVATION AND EMBANKMENT.
- CONTRACTOR SHALL REPAIR EXISTING DRAINAGE INLET AS DIRECTED BY THE ENGINEER AND REPLACE EXISTING GRATE WITH TYPE 7 GRATE. TO BE PAID FOR UNDER ITEMS 602130 - ADJUSTING AND REPAIRING EXISTING DRAINAGE INLET AND 602100 - DRAINAGE INLET GRATE(S) RESPECTIVELY.

ADDENDA / REVISIONS

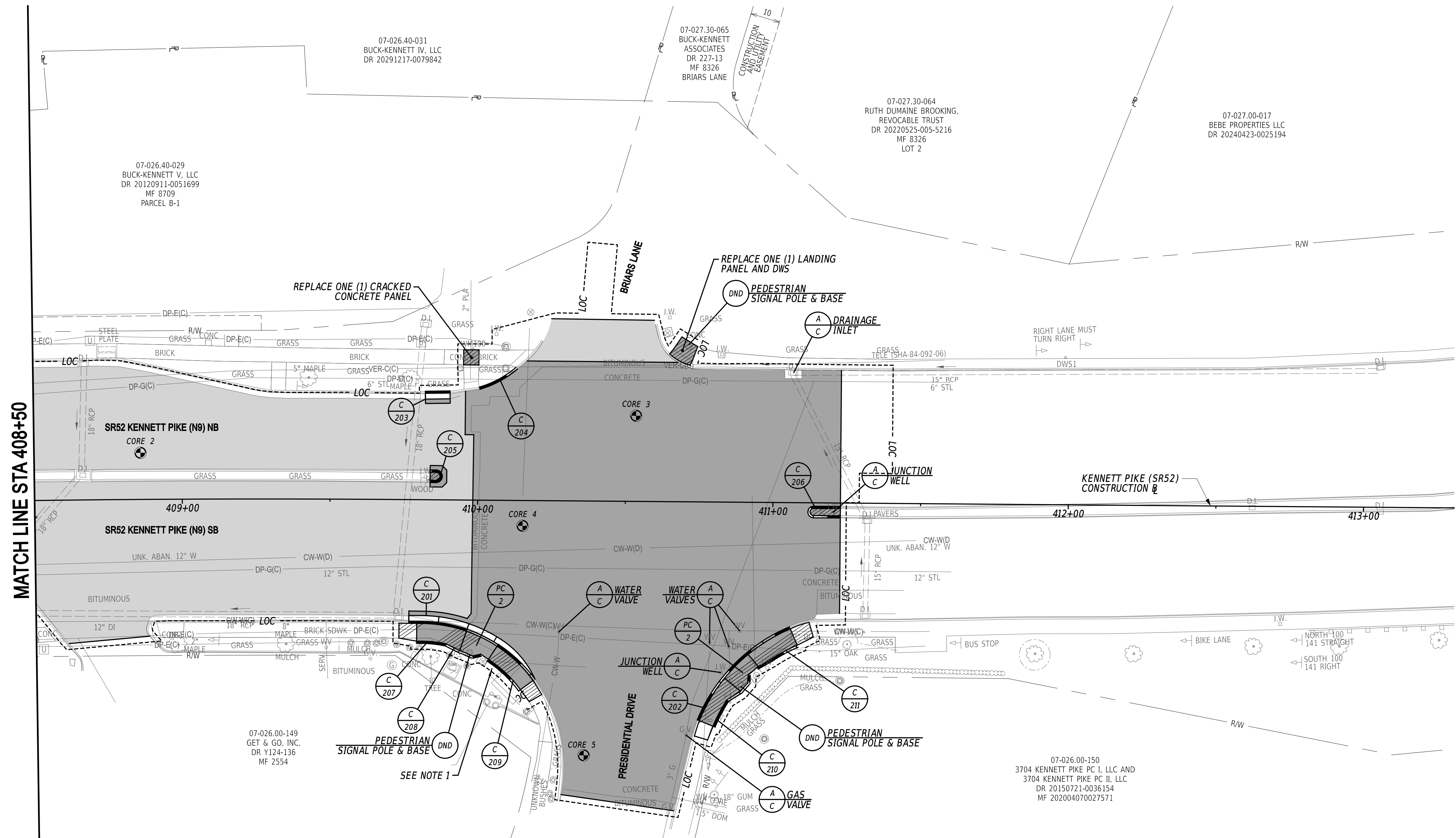
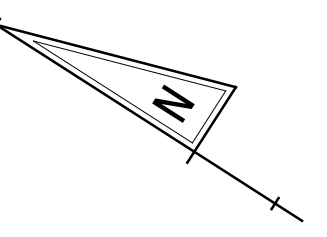


**PAVEMENT & REHABILITATION,  
NORTH II, RT 52 INTERSECTION  
IMPROVEMENTS, 2026**

CONTRACT	BRIDGE NO.	N/A
T202606104	DESIGNED BY:	M. WILLIAMS
COUNTY	CHECKED BY:	S. NICKEL
NEW CASTLE		

**CONSTRUCTION PLAN**

<b>CP-01</b>
SECTION
WM
SHEET NO.
7



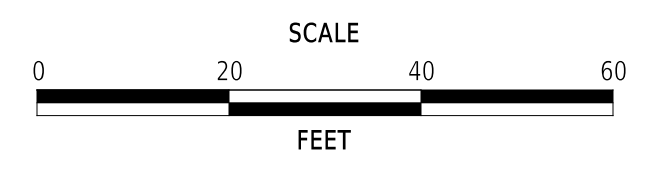
MATCH LINE STA 408+50

CURB SCHEDULE		
NO.	ITEM DESCRIPTION / TYPE	LENGTH
201	P.C.C. CURB, TYPE 1-8	51'
202	P.C.C. CURB, TYPE 1-8	46'
203	I.P.C.C. CURB AND GUTTER, TYPE 1-8	9'
204	P.C.C. CURB, TYPE 1-8	15'
205	P.C.C. CURB, TYPE 1-8	11'
206	P.C.C. CURB, TYPE 1-8	25'
207	P.C.C. CURB, TYPE 1-8	11'
208	CURB RETAINING WALL	12'
209	P.C.C. CURB, TYPE 1-8	16'
210	P.C.C. CURB, TYPE 1-8	22'
211	P.C.C. CURB, TYPE 1-8	16'

ROADWAY CORE SCHEDULE			
NO.	STATION	OFFSET	DESCRIPTION
2	408+85.95	-15.79	3.75" HMA, 9" PCC, 4+" CR
3	410+53.45	-28.99	8.25" PCC, 4+" CR
4	410+15.27	8.58	11.5" PCC, 4+" STONE
5	410+36.60	86.13	8.75" PCC, 3+" STONE

**NOTES:**  
 1. MULCH SHALL BE REMOVED, STORED, AND REUSED/REPLACED AS NECESSARY. SHALL BE PAID FOR UNDER ITEM 202000 - EXCAVATION AND EMBANKMENT.

ADDENDA / REVISIONS



**PAVEMENT & REHABILITATION,  
 NORTH II, RT 52 INTERSECTION  
 IMPROVEMENTS, 2026**

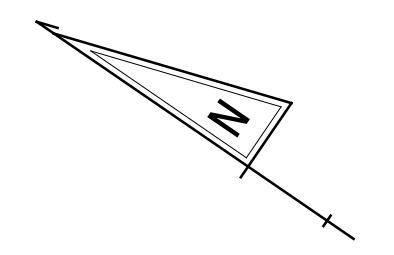
CONTRACT	BRIDGE NO.	N/A
T202606104	DESIGNED BY:	M. WILLIAMS
COUNTY	CHECKED BY:	S. NICKEL
NEW CASTLE		

**CONSTRUCTION PLAN**

<b>CP-02</b>
SECTION
WM
SHEET NO.
8

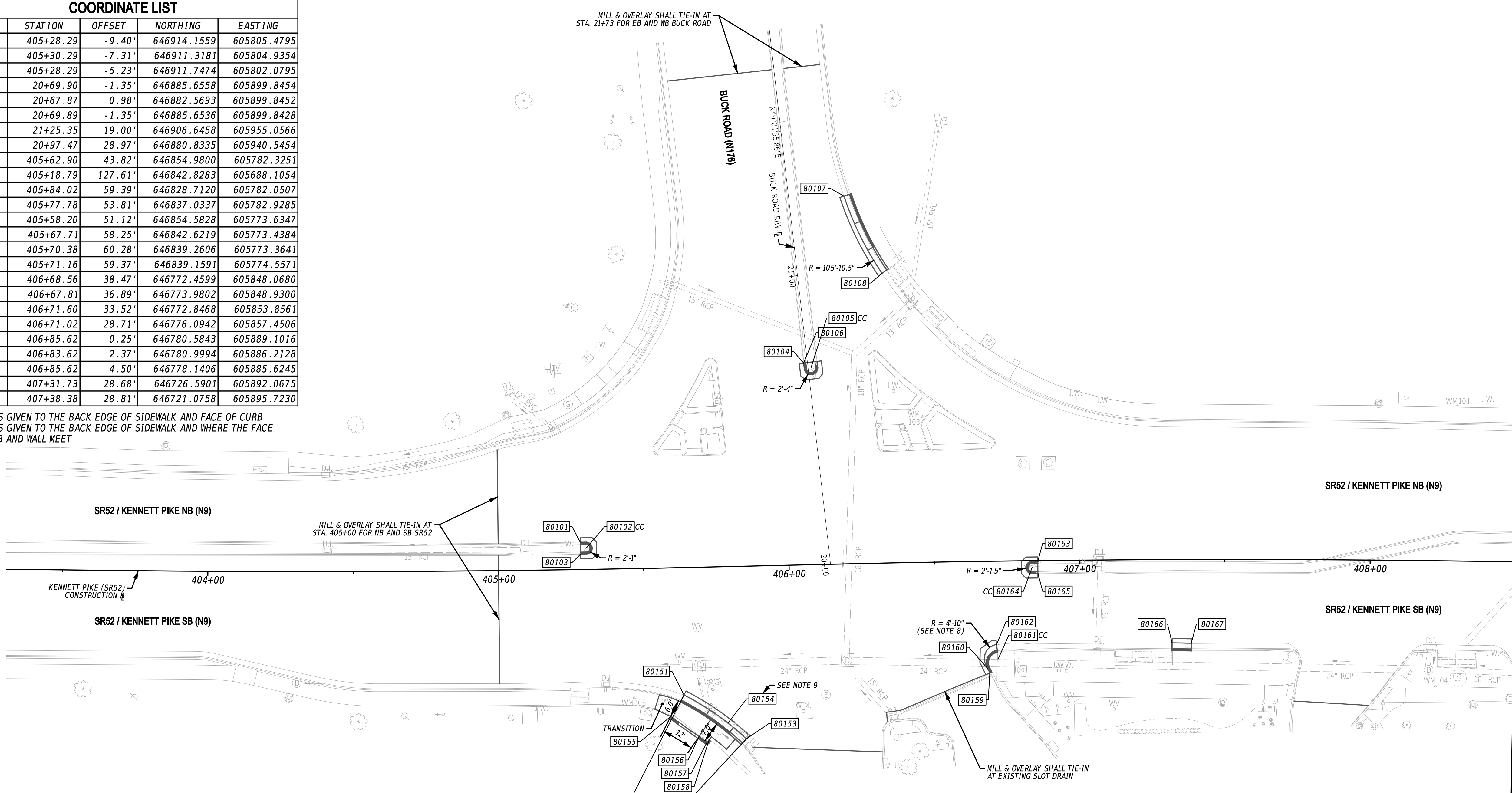
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COORDINATE LIST				
NO.	STATION	OFFSET	NORTHING	EASTING
80101	405+28.29	-9.40'	646914.1559	605805.4795
80102	405+30.29	-7.31'	646911.3181	605804.9354
80103	405+28.29	-5.23'	646911.7474	605802.0795
80104	20+69.90	-1.35'	646885.6558	605899.8454
80105	20+67.87	0.98'	646882.5693	605899.8452
80106	20+69.89	-1.35'	646885.6536	605899.8428
80107	21+25.35	19.00'	646906.6458	605955.0566
80108	20+97.47	28.97'	646880.8335	605940.5454
80151	405+62.90	43.82'	646854.9800	605782.3251
80152	405+18.79	127.61'	646842.8283	605688.1054
80153	405+84.02	59.39'	646828.7120	605782.0507
80154	405+77.78	53.81'	646837.0337	605782.9285
80155*	405+58.20	51.12'	646854.5828	605773.6347
80156*	405+67.71	58.25'	646842.6219	605773.4384
80157*	405+70.38	60.28'	646839.2606	605773.3641
80158+	405+71.16	59.37'	646839.1591	605774.5571
80159	406+68.56	38.47'	646772.4599	605848.0680
80160	406+67.81	36.89'	646773.9802	605848.9300
80161	406+71.60	33.52'	646772.8468	605853.8561
80162	406+71.02	28.71'	646776.0942	605857.4506
80163	406+85.62	0.25'	646780.5843	605889.1016
80164	406+83.62	2.37'	646780.9994	605886.2128
80165	406+85.62	4.50'	646778.1406	605885.6245
80166	407+31.73	28.68'	646726.5901	605892.0675
80167	407+38.38	28.81'	646721.0758	605895.7230

\* POINT IS GIVEN TO THE BACK EDGE OF SIDEWALK AND FACE OF CURB  
 + POINT IS GIVEN TO THE BACK EDGE OF SIDEWALK AND WHERE THE FACE OF CURB AND WALL MEET



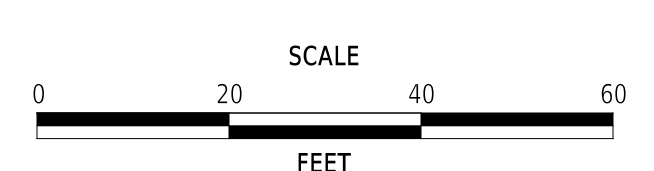
- NOTES:
1. OFFSETS SHOWN IN THE GEOMETRY TABLES WITH A MINUS SIGN ARE TO THE LEFT OF THE BASELINE.
  2. UNLESS OTHERWISE NOTED, SPOT ELEVATIONS AND POINT GEOMETRY ADJACENT TO THE CURB AND/OR CURB & GUTTER IS GIVEN AT THE EDGE OF PAVEMENT.
  3. UNLESS OTHERWISE NOTED, EDGE OF PAVEMENT ELEVATIONS ALONG INTERSECTION CURVES ARE GIVEN AT 10 FOOT INTERVALS.
  4. RADII ARE GIVEN TO THE EDGE OF PAVEMENT.
  5. PROPOSED PAVEMENT OR CURBS THAT TIE INTO EXISTING PAVEMENT OR EXISTING CURBS SHALL MATCH THE EXISTING PAVEMENT OR EXISTING CURB ELEVATIONS.
  6. ALL WORK REQUIRED FOR CALCULATING AND STAKING OF GRADES SHALL BE PAID FOR UNDER ITEM 763501 - CONSTRUCTION ENGINEERING.
  7. UNLESS OTHERWISE NOTED, MILL & OVERLAY LIMITS SHALL TIE-IN AT EXISTING PAVEMENT JOINTS.
  8. GUTTER WIDTH SHALL TRANSITION FROM 0' AT POINT 80160 TO 2' AT POINT 80162.
  9. PEDESTRIAN CONNECTION LANDINGS ARE MEASURED AT 10' WIDE ALONG THE BACK EDGE OUTER MOST RADIUS; 5' ALONG THE BACK EDGE OF THE OUTER MOST RADIUS PERPENDICULAR TO THE CENTER OF OPENING POINT.

MATCH LINE STA 408+50

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ADDENDA / REVISIONS

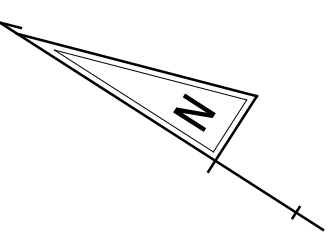


**PAVEMENT & REHABILITATION,  
 NORTH II, RT 52 INTERSECTION  
 IMPROVEMENTS, 2026**

CONTRACT	BRIDGE NO.	N/A
T202606104	DESIGNED BY:	M. WILLIAMS
COUNTY	CHECKED BY:	S. NICKEL
NEW CASTLE		

**GRADES AND  
 GEOMETRICS**

<b>GG-01</b>
SECTION
WM
SHEET NO.
9

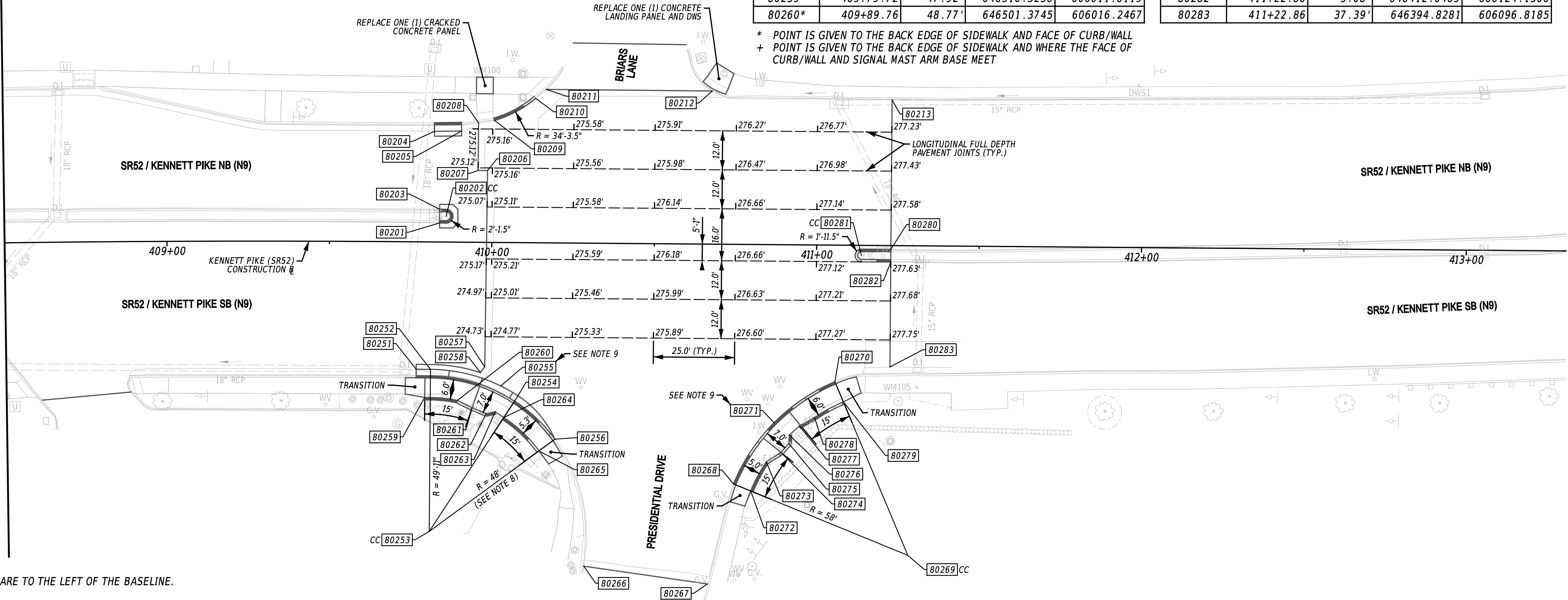


COORDINATE LIST				
NO.	STATION	OFFSET	NORTHING	EASTING
80201	409+83.85	-5.83'	646535.4785	606059.2928
80202	409+85.85	-7.96'	646534.9243	606062.1535
80203	409+83.85	-10.08'	646537.7492	606062.8854
80204	409+82.07	-34.06'	646552.0363	606082.2253
80205	409+90.43	-34.23'	646545.0494	606086.8219
80206	409+98.53	-22.12'	646531.7436	606080.8980
80207	409+95.61	-22.14'	646534.2248	606079.3590
80208	409+95.62	-36.79'	646542.0269	606091.7537
80209	410+00.53	-37.57'	646538.2812	606095.0336
80210	410+13.11	-44.47'	646531.3154	606107.5791
80211	410+16.44	-47.25'	646529.9787	606111.7067
80212	410+67.45	-47.17'	646486.7811	606138.8252
80213	411+22.86	-44.83'	646438.6527	606166.3831
80251	409+77.02	39.25'	646517.2306	606017.5049
80252	409+81.43	39.25'	646513.4943	606019.8587
80253	409+81.43	89.17'	646486.8873	605977.6244
80254	410+08.43	47.18'	646486.4260	606027.5389
80255	410+03.09	44.19'	646492.5386	606027.2201
80256	410+19.89	60.44'	646469.6599	606022.4263
80257	409+98.11	38.37'	646499.8534	606029.4946
80258	409+96.80	40.10'	646500.0431	606027.3295
80259*	409+79.72	47.92'	646510.3256	606011.6119
80260*	409+89.76	48.77'	646501.3745	606016.2467

COORDINATE LIST				
NO.	STATION	OFFSET	NORTHING	EASTING
80261*	409+94.33	51.04'	646496.3045	606016.7572
80262*	409+98.65	52.78'	646491.7170	606017.5835
80263+	410+01.46	52.16'	646489.6671	606019.6121
80264+	410+04.10	53.91'	646486.4999	606019.5392
80265*	410+15.02	64.08'	646471.8432	606016.7483
80266	410+29.11	99.50'	646441.0459	605994.2951
80267	410+67.17	104.67'	646406.0851	606010.2040
80268	410+74.98	73.79'	646415.9299	606040.4957
80269	411+28.82	95.36'	646358.8792	606050.9463
80270	411+05.95	42.06'	646406.6437	606083.8485
80271	410+87.31	54.85'	646415.5927	606063.0944
80272*	410+80.32	75.93'	646410.2740	606041.5317
80273*	410+85.01	66.90'	646411.1241	606051.6751
80274*	410+89.55	64.01'	646408.8171	606056.5381
80275*	410+91.94	61.24'	646408.2784	606060.1538
80276+	410+92.06	58.58'	646409.5905	606062.4733
80277+	410+95.12	55.81'	646408.4797	606066.4417
80278*	410+99.76	53.15'	646405.9685	606071.1741
80279*	411+08.61	48.27'	646401.0849	606080.0194
80280	411+22.86	1.17'	646414.1345	606127.4644
80281	411+13.82	3.13'	646420.7403	606120.9884
80282	411+22.86	5.08'	646412.0469	606124.1506
80283	411+22.86	37.39'	646394.8281	606096.8185

\* POINT IS GIVEN TO THE BACK EDGE OF SIDEWALK AND FACE OF CURB/WALL  
 + POINT IS GIVEN TO THE BACK EDGE OF SIDEWALK AND WHERE THE FACE OF CURB/WALL AND SIGNAL MAST ARM BASE MEET

MATCH LINE STA 408+50

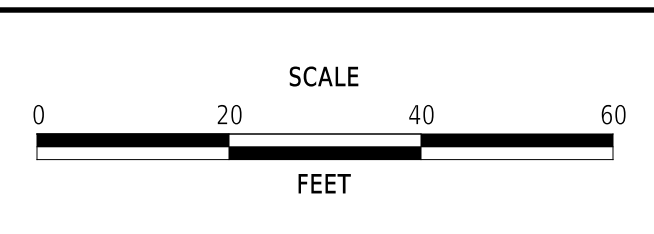


- NOTES:**
1. OFFSETS SHOWN IN THE GEOMETRY TABLES WITH A MINUS SIGN ARE TO THE LEFT OF THE BASELINE.
  2. UNLESS OTHERWISE NOTED, SPOT ELEVATIONS AND POINT GEOMETRY ADJACENT TO THE CURB AND/OR CURB & GUTTER IS GIVEN AT THE EDGE OF PAVEMENT.
  3. UNLESS OTHERWISE NOTED, EDGE OF PAVEMENT ELEVATIONS ALONG INTERSECTION CURVES ARE GIVEN AT 10 FOOT INTERVALS.
  4. RADII ARE GIVEN TO THE EDGE OF PAVEMENT.
  5. PROPOSED PAVEMENT OR CURBS THAT TIE INTO EXISTING PAVEMENT OR EXISTING CURBS SHALL MATCH THE EXISTING PAVEMENT OR EXISTING CURB ELEVATIONS.
  6. ALL WORK REQUIRED FOR CALCULATING AND STAKING OF GRADES SHALL BE PAID FOR UNDER ITEM 763501 - CONSTRUCTION ENGINEERING.
  7. UNLESS OTHERWISE NOTED, MILL & OVERLAY LIMITS SHALL TIE-IN AT EXISTING PAVEMENT JOINTS.
  8. RADIUS IS GIVEN TO THE FACE OF THE UPRIGHT CURB. GUTTER WIDTH SHALL TRANSITION FROM ADJACENT 2' AT POINT 80254 TO 0' AT POINT 80256.
  9. PEDESTRIAN CONNECTION LANDINGS ARE MEASURED AT 10' WIDE ALONG THE BACK EDGE OUTER MOST RADIUS; 5' ALONG THE BACK EDGE OF THE OUTER MOST RADIUS PERPENDICULAR TO THE CENTER OF OPENING POINT.

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ADDENDA / REVISIONS



**PAVEMENT & REHABILITATION,  
 NORTH II, RT 52 INTERSECTION  
 IMPROVEMENTS, 2026**

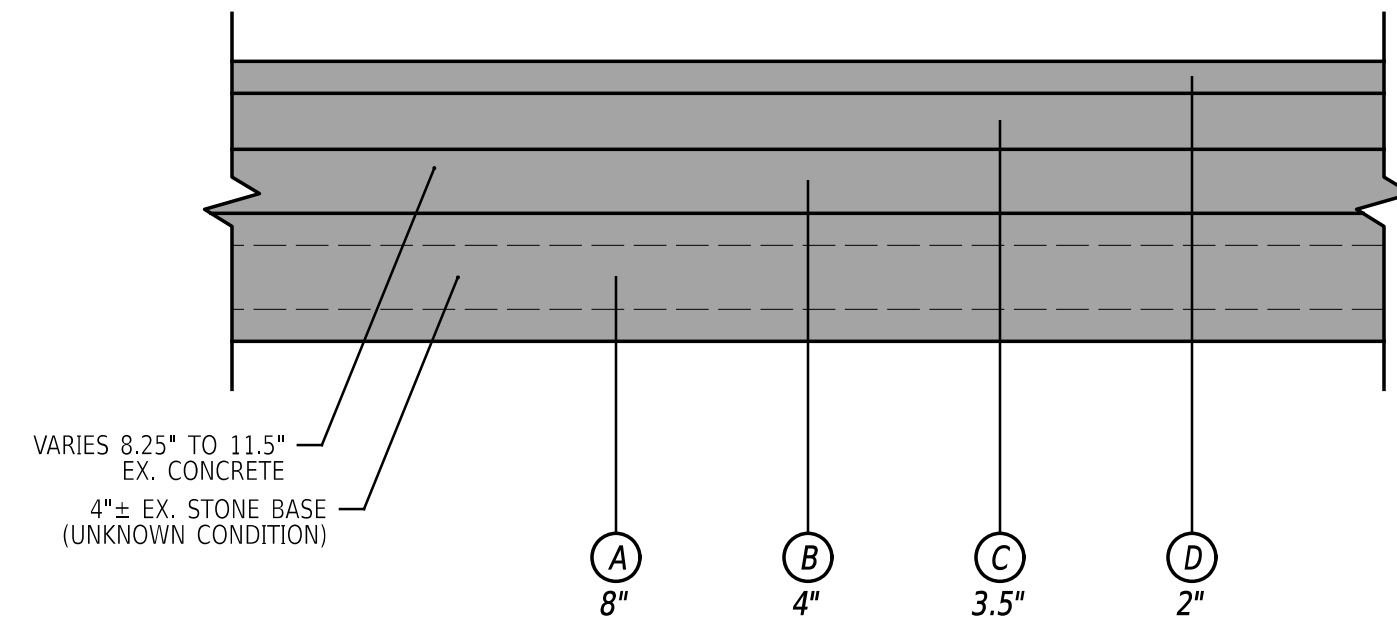
CONTRACT	BRIDGE NO.	N/A
T202606104	DESIGNED BY:	M. WILLIAMS
COUNTY	CHECKED BY:	S. NICKEL
NEW CASTLE		

GRADES AND GEOMETRICS		SECTION
		WM
GRADES AND GEOMETRICS		SHEET NO.
		10

**GG-02**

**LEGEND**

- (A) ITEM 301001 - GABC
- (B) ITEM 401014 - SUPERPAVE TYPE B, PG 64-22
- (C) ITEM 401016 - SUPERPAVE TYPE B, PG 76-22
- (D) ITEM 401046 - SUPERPAVE TYPE C, 9.5 mm, PG 76-22 (NON-CARBONATE STONE)



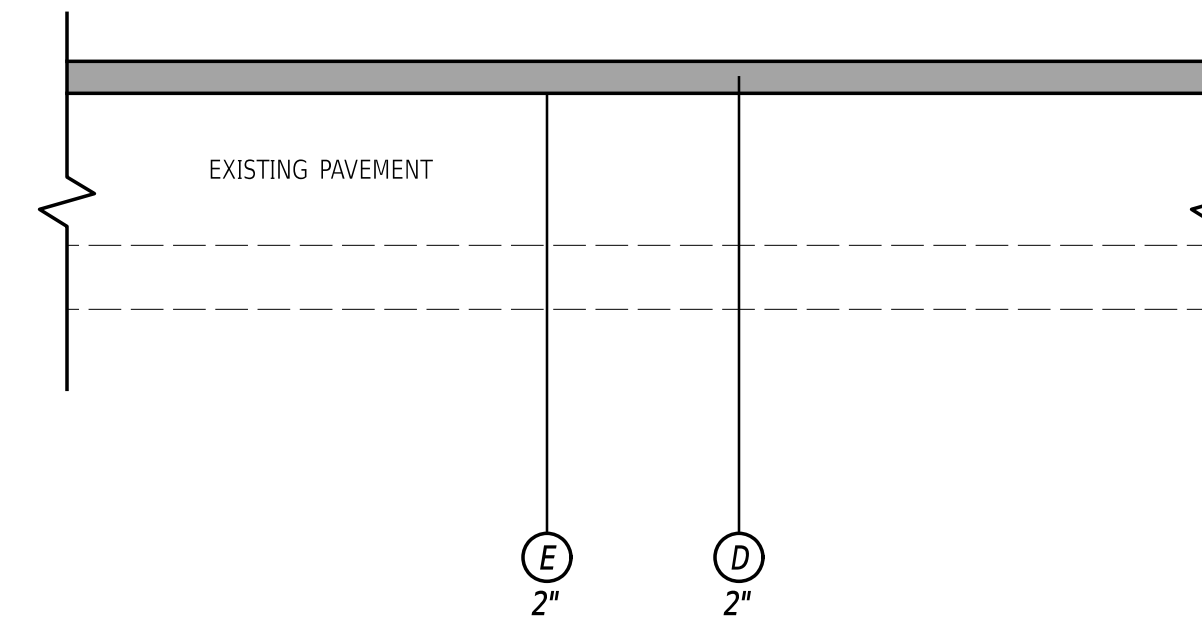
**NOTES:**

1. CONTRACTOR SHALL USE ITEM 401016 - SUPERPAVE TYPE B, PG 76-22 TO MEET PAVEMENT DROP-OFF REQUIREMENTS UNTIL FINAL MILLING AND OVERLAY IS COMPLETED.

**FULL DEPTH RECONSTRUCTION SR52 @ PRESIDENTIAL DR / BRIARS LN  
NOT TO SCALE**

**LEGEND**

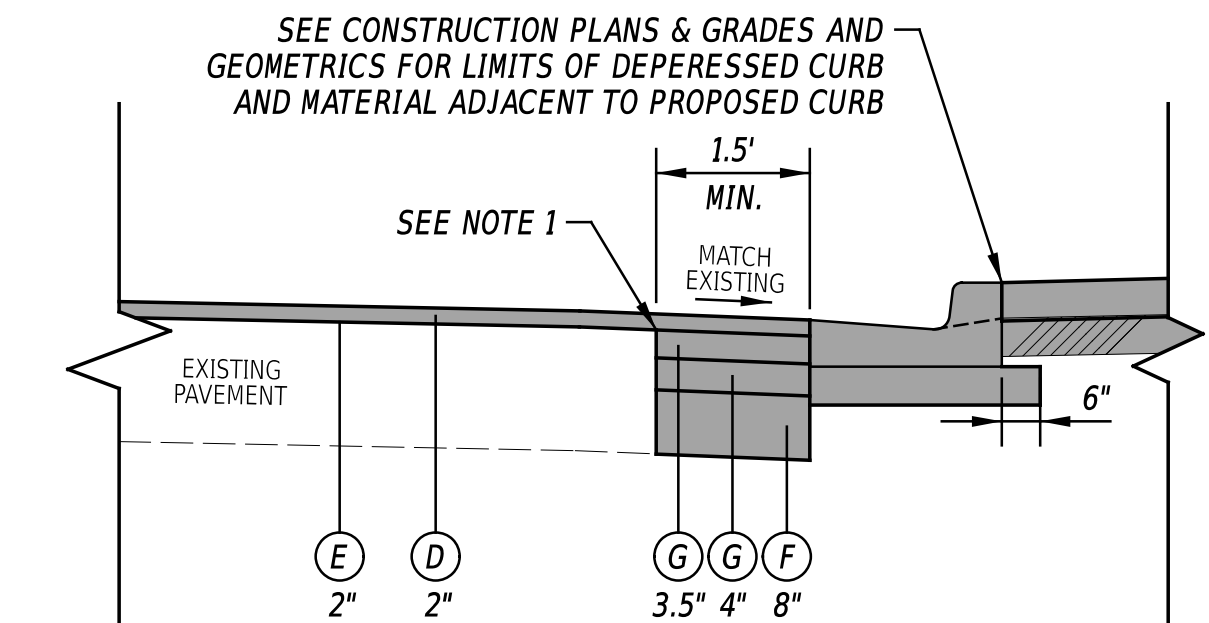
- (D) ITEM 401046 - SUPERPAVE TYPE C, 9.5 mm, PG 76-22 (NON-CARBONATE STONE)
- (E) ITEM 760010 - PAVEMENT MILLING, BITUMINOUS CONCRETE PAVEMENT



**MILL & OVERLAY - TYPICAL SECTION  
NOT TO SCALE**

**LEGEND**

- (D) ITEM 401046 - SUPERPAVE TYPE C, 9.5 mm, PG 76-22 (NON-CARBONATE STONE)
- (E) ITEM 760010 - PAVEMENT MILLING, BITUMINOUS CONCRETE PAVEMENT
- (F) ITEM 301002 - GABC, PATCHING
- (G) ITEM 401030 - SUPERPAVE TYPE B, PG 64-22, PATCHING



**NOTES:**

1. CONTRACTOR SHALL USE ITEM 401030 - SUPERPAVE TYPE B, PG 64-22, PATCHING TO MEET PAVEMENT DROP-OFF REQUIREMENTS UNTIL FINAL MILLING AND OVERLAY IS COMPLETED.

**CURB PATCH - TYPICAL SECTION  
NOT TO SCALE**

ADDENDA / REVISIONS

SCALE AS NOTED

**PAVEMENT & REHABILITATION,  
NORTH II, RT 52 INTERSECTION  
IMPROVEMENTS, 2026**

CONTRACT	BRIDGE NO.	N/A
T202606104	DESIGNED BY:	M. WEBER
COUNTY	CHECKED BY:	M. WILLIAMS
NEW CASTLE		

**CONSTRUCTION DETAILS**

SECTION
WM
SHEET NO.
11

## GENERAL MOT NOTES

- MAINTENANCE OF TRAFFIC DURING LANE CLOSURES AND LANE SHIFTS SHALL CONFORM TO TYPICAL APPLICATION TA-21, TA-21A, AND TA-23 OF THE DELAWARE MUTCD.
- AMERICAN TRAFFIC SAFETY SERVICES ASSOCIATION (ATSSA) CERTIFIED TRAFFIC CONTROL SUPERVISOR REQUIREMENT FOR THIS PROJECT.

( )	THE CONTRACTOR SHALL NOT BE REQUIRED TO HAVE AN ATSSA SUPERVISOR ASSIGNED TO THIS PROJECT.
( X )	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.

- THE USE OF MILLINGS AND GRADED AGGREGATE BASE COURSE (GABC) IN THE TRAVEL WAY, TEMPORARY TRAVEL WAY, HIGH VOLUME ENTRANCES AND ACCESS RAMP FOR THE PURPOSE OF PROVIDING A TEMPORARY ROADWAY SURFACE, POT HOLE REPAIR, TAPERED EDGE FOR UTILITIES, BUTT JOINTS, AND LONGITUDINAL DROP-OFFS (MILLING AND PAVING OPERATIONS) IS PROHIBITED UNLESS IT IS OTHERWISE DESIGNATED TO BE USED IN THE CONTRACT PLANS. USE COLD PATCH, BITUMINOUS CONCRETE, BITUMINOUS CONCRETE WEDGE, OR TAPER MILL, AS NOTED IN THE CONTRACT DOCUMENTS OR APPROVED BY THE ENGINEER. PAYMENT FOR COLD PATCH, BITUMINOUS CONCRETE OR BITUMINOUS CONCRETE WEDGE SHALL BE PAID AS NOTED IN THE CONTRACT DOCUMENTS. TAPER MILL BITUMINOUS CONCRETE SHALL BE PAID UNDER THE BITUMINOUS CONCRETE MILLING ITEM.

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 PLANS OR DIRECTED BY THE ENGINEER TO USE BITUMINOUS CONCRETE OR COLD PATCH. ALL MILLINGS AND GABC WILL BE ROLLED AND COMPACTED TO HELP PREVENT THE MATERIAL FROM UNRAVELLING:

- DRIVEWAYS
- ENTRANCES
- LOW VOLUME ACCESS RAMPS (IDENTIFIED IN THE CONTRACT DOCUMENTS)
- EDGE DROP-OFFS ADJACENT TO LIVE ROADWAY (LANES AND SHOULDER) AND THE PROPOSED ROAD CONSTRUCTION
- EDGE OF ROADWAY DROP-OFF

GRADING AND MAINTAINING BASE COURSE THAT IS BEING USED FOR ROADWAY WEDGE/FILLET BETWEEN TRAVEL LANES AND PAVEMENT BOX, EDGE OF TRAVELWAY, DRIVEWAY OR ENTRANCE ACCESS SHALL BE INCIDENTAL TO ITEM NO. 801000 - MAINTENANCE OF TRAFFIC. THE BASE COURSE MATERIAL SHALL BE PLACED AT NO GREATER THAN THE SLOPE SPECIFIED IN TABLE 6G-1 AND SHALL BE COMPACTED. EXCESS BASE COURSE MATERIAL SHALL BE PUSHED AHEAD AND USED IN THE NEXT SEGMENT AND SHALL BE INCIDENTAL TO THE PARTICULAR BASE COURSE PAY ITEM. NO SEPARATE PAYMENT SHALL BE MADE FOR MILLINGS OR GABC TEMPORARY ROADWAY MATERIAL (TRM) USED TO PROTECT EDGE DROP-OFFS, UNLESS THE MATERIAL IS EVENTUALLY UTILIZED AS PART OF A PERMANENT ROADWAY AT WHICH TIME THE MATERIAL WOULD BE PAID FOR UNDER THE RESPECTIVE CONTRACT MATERIAL ITEM.

VERTICAL DIFFERENCES SHALL BE CORRECTED IN ACCORDANCE WITH TABLE 6G-1 OF THE DELAWARE MUTCD.

- THE CONTRACTOR SHALL PROVIDE ONE TRAFFIC OFFICER FOR ANY OPERATION WHERE AN EXISTING SIGNALIZED INTERSECTION IS PLACED IN FLASH MODE AS DIRECTED BY THE ENGINEER. THE TRAFFIC OFFICER IS THE ONLY INDIVIDUAL THAT CAN PLACE A TRAFFIC SIGNAL IN FLASH MODE, AND THE TRAFFIC OFFICER SHALL STAY ON LOCATION UNTIL THE SIGNAL IS PLACED BACK IN STOP-AND-GO OPERATION IN ACCORDANCE WITH DELDOT'S TEMPORARY TRAFFIC CONTROL WITHIN INTERSECTIONS MEMORANDUM (WWW.MUTCD.DELDOT.GOV).
- ACCESS TO PRESIDENTIAL DRIVE, BRIARS LANE, AND ALL PRIVATE ACCESSES SHALL BE MAINTAINED AT ALL TIMES.

## GENERAL EROSION AND SEDIMENT CONTROL (E&S) NOTES

- THE STORMWATER POLLUTION PREVENTION PLAN (SWPPP) HAS BEEN APPROVED BY DELDOT'S STORMWATER ENGINEER UNDER DELDOT'S DELEGATED AUTHORITY. PLAN APPROVAL IS VALID FOR A FIVE YEAR PERIOD BEGINNING ON THE DATE OF THE STORMWATER ENGINEER'S SIGNATURE. IF THE FINAL ACCEPTANCE OF THE PROJECT IS ANTICIPATED TO EXTEND BEYOND THE FIVE YEARS, NOTIFY THE ENGINEER THREE MONTHS PRIOR TO THE EXPIRATION. ANY DEVIATIONS TO THE SWPPP NEED APPROVAL FROM THE ENGINEER.

AMOUNT OF DISTURBED AREA FOR THE PROJECT	1.491 AC
ADDED IMPERVIOUS FOR THE PROJECT	58.89 SF
HUC-10 WATERSHED	CHRISTIANA RIVER

EROSION POTENTIAL FOR THIS PROJECT	CONTRACTOR EROSION AND SEDIMENT CONTROL SUPERVISOR REQUIREMENT.
( X ) INSIGNIFICANT	NONE.
( ) MINOR	CONTRACTOR TRAINING PROGRAM, AS DEFINED IN SECTION 6.2 OF THE DELAWARE SEDIMENT AND STORMWATER REGULATIONS.
( ) MAJOR	CERTIFIED CONSTRUCTION REVIEWER (CCR), AS DEFINED IN SECTION 6.3 OF THE DELAWARE SEDIMENT AND STORMWATER REGULATIONS.

- ASSIGN A RESPONSIBLE PERSON TO BE ON SITE DURING ALL EARTH DISTURBING ACTIVITIES AND BE AN ACTIVE DNREC BLUE CARD HOLDER AS DEFINED IN SECTION 6.2 OF THE DELAWARE SEDIMENT AND STORMWATER REGULATIONS (DSSR). BE FAMILIAR WITH AND COMPLY WITH ALL ASPECTS OF THE NPDES CONSTRUCTION GENERAL PERMIT.
- REVISIONS TO THE SWPPP OR ENVIRONMENTAL COMPLIANCE PLAN SHEET(S) SHALL BE APPROVED PRIOR TO INITIATION IN THE FIELD. THE ENGINEER IS RESPONSIBLE FOR APPROVING ALL REDLINES AND REVISIONS TO THE SWPPP.
- IMPLEMENTING AND MAINTAINING POLLUTION PREVENTION DEVICES AND PRACTICES IS REQUIRED UNDER THE DELAWARE CONSTRUCTION GENERAL PERMIT AND THE DSSR AND ARE INCIDENTAL TO THE CONTRACT.
- A SOIL STOCKPILE, AS DESCRIBED IN DELDOT STANDARD SPECIFICATIONS AND DEFINED IN THE DELAWARE EROSION & SEDIMENT CONTROL HANDBOOK (FEBRUARY 2019), IS ANY LOCATION WITHIN THE LIMITS OF CONSTRUCTION WHERE A TEMPORARY DEPOSIT OF EXCAVATED SOIL IS BEING RESERVED FOR FUTURE USE. A SOIL STOCKPILE SHALL BE LOCATED A MINIMUM OF 50 FEET FROM A STORM DRAIN INLET, OPEN CHANNEL, WETLAND, OR WATERBODY. A REQUEST MAY BE MADE TO THE ENGINEER TO PERMIT LOCATING A SOIL STOCKPILE LESS THAN 50 FEET FROM A STORM DRAIN INLET OR OPEN CHANNEL. UPON APPROVAL, IF ANY PART OF A SOIL STOCKPILE IS LESS THAN 50 FEET FROM A STORM DRAIN INLET OR OPEN CHANNEL, INSTALL A SUPER SILT FENCE PERIMETER TO PROTECT THE SOIL STOCKPILE. THE SUPER SILT FENCE MUST BE CONSTRUCTED IN ACCORDANCE WITH 905.3.B.3 OF THE STANDARD SPECIFICATIONS. THE COST FOR INSTALLATION AND MAINTENANCE OF THE STOCKPILE SUPER SILT FENCE IS INCIDENTAL TO THE CONTRACT.
- PROTECT AGAINST SEDIMENT OR DEBRIS LADEN RUNOFF FROM LEAVING THE SITE. CHECK PERIMETER CONTROLS DAILY AND ADJUST OR REPAIR TO FULLY CONTAIN AND CONTROL SEDIMENT FROM LEAVING THE SITE. REMOVE ACCUMULATED SEDIMENT BEFORE IT HAS REACHED HALF OF THE EFFECTIVE CAPACITY OF THE CONTROL. ADJUST OR ALTER MEASURES IN TIMES OF ADVERSE WEATHER CONDITIONS, OR AS DIRECTED BY THE ENGINEER.
- ANY SEDIMENT LADEN DISCHARGE LEAVING THE LIMIT OF CONSTRUCTION SHALL IMMEDIATELY BE ADDRESSED THROUGH BEST AVAILABLE TECHNOLOGIES TO CONTROL ANY FURTHER SEDIMENT LADEN DISCHARGE. REMEDIATION MAY INCLUDE STANDARD E&S PRACTICES OR OTHER METHODS AS APPROVED BY THE ENGINEER.
- ALL TEMPORARY CONCENTRATED FLOW AREAS INCLUDING CHANNEL SIDE SLOPES SHALL HAVE EROSION CONTROL BLANKET MULCH AS DIRECTED BY THE ENGINEER. INSTALL WITHIN SEVEN CALENDAR DAYS UPON CONSTRUCTION INITIATION. A TEMPORARY CONCENTRATED FLOW AREA MAY INCLUDE DITCHES, SWALES, BERMS, CONCENTRATED RUNOFF AREAS, ETC.
- THE DISTURBED AREA FOR THE CONSTRUCTION OF THE IMPROVEMENTS SHALL NOT EXCEED 1.0 ACRE AT ONE TIME.
- MAINTAIN POSITIVE DRAINAGE IN EXISTING AND PROPOSED DRAINAGE SYSTEMS BY CLEANING EXISTING DRAINAGE SYSTEMS, AND PROPERLY DISPOSING OF SEDIMENT THROUGHOUT THE DURATION OF THE PROJECT.

## MISCELLANEOUS EROSION AND SEDIMENT CONTROL (E&S) NOTES

- COMPOST FILTER LOGS (CFL) SHALL BE USED AS SHOW IN PHASING PLANS TO COLLECT SEDIMENT LEADING INTO STRUCTURES THAT CONNECT BMPS.

CONSTRUCTION PHASING & M.O.T	
	BARRICADE, TYPE 3
	CONCRETE SAFETY BARRIER - PORTABLE
	CONSTRUCTION SAFETY FENCE / LENGTH
	CONSTRUCTION SAFETY FENCE
	CONSTRUCTION WARNING SIGN LOCATION
	CONSTRUCTION WARNING SIGN
	CRASH CUSHION ARRAY
	DRUM - TRAFFIC CONTROL
	FLAGGER LOCATION
	PHASING TRAFFIC FLOW ARROW
	ROL (NO STORAGE ALLOWED)
	TEMPORARY PAVEMENT MARKING ARROW
	TRUCK WITH MOUNTED ATTENUATOR
	WORK AREA - ACTIVE PHASE
	ARROW BOARD, TYPE A

EROSION & SEDIMENT CONTROL	
	COMPOST FILTER LOG
	COMPOST FILTER LOG / LENGTH
	DEWATERING BAG
	DEWATERING BASIN
	EARTH DIKE
	INLET SEDIMENT CONTROL
	PERIMETER DIKE/SWALE
	PORTABLE SEDIMENT TANK
	SANDBAG DIKE
	SANDBAG DIVERSION
	STONE CHECK DAM
	STABILIZED CONSTRUCTION ENTRANCE
	SILT FENCE / LENGTH
	SILT FENCE
	REINFORCED SILT FENCE / LENGTH
	REINFORCED SILT FENCE
	SUPER SILT FENCE / LENGTH
	SUPER SILT FENCE
	SUMP PIT
	SEDIMENT TRAP / NUMBER
	SEDIMENT TRAP
	SEDIMENT TRAP WITH INLET AS OUTLET
	SEDIMENT TRAP PIPE OUTLET
	STILLING WELL
	TEMPORARY SWALE
	TEMPORARY SLOPE DRAIN
	TURBIDITY CURTAIN / LENGTH
	TURBIDITY CURTAIN



ADDENDA / REVISIONS

SCALE NOT NOTED

PAVEMENT & REHABILITATION,  
NORTH II, RT 52 INTERSECTION  
IMPROVEMENTS, 2026

CONTRACT	BRIDGE NO.	N/A
T202606104	DESIGNED BY:	S. NICKEL
COUNTY	CHECKED BY:	J. WIGGINS
NEW CASTLE		

CONSTRUCTION PHASING,  
M.O.T., AND EROSION  
CONTROL PLAN

CS-01

SECTION

WM

SHEET NO.

32

**SEQUENCE OF CONSTRUCTION - PHASE 1:  
SR52 (KENNETT PIKE) @ BRIARS LANE/PRESIDENTIAL DRIVE INTERSECTION  
FULL DEPTH CONSTRUCTION OF NB AND SB SR52 INNER LANES**

1. PLACE CHANGEABLE PORTABLE MESSAGE SIGNS TEN (10) DAYS PRIOR TO CONSTRUCTION AND FIVE (5) DAYS AFTER START OF CONSTRUCTION.
2. PLACE PERMANENT WARNING SIGNS AS SHOWN IN PHASE 1.
3. PLACE EROSION AND SEDIMENT CONTROLS THROUGHOUT THE PROJECT LIMITS AS SHOWN IN ALL PHASES.
4. USE PINNED PCC BARRIER DIRECTLY ADJACENT TO THE EDGE OF THE INNER TRAVEL LANES FOR SR52 NB AND APPROXIMATELY 12' FROM THE OUTER EDGE OF TURN LANE/SHOULDER FOR SR52 SB (HAUL PERMITS MUST BE NOTIFIED AT LEAST 2 WEEKS IN ADVANCE OF PLACEMENT OF THESE BARRIERS).
5. USE TA-21 TO CLOSE THE INNER LANE AND TURN LANE OF NB SR52.
6. USE TA-23 TO CLOSE THE INNER LANE OF SB SR52 NORTH OF THE BUCK ROAD INTERSECTION. SR52 INNER LANE SHALL BE FULL CLOSED SOUTH OF THE BUCK ROAD INTERSECTION AND SHALL TRANSITION INTO THE RIGHT TURN LANE/SHOULDER THROUGH THE INTERSECTION UNDER CONSTRUCTION.
7. USE BARRELS TO LAYOUT RIGHT-IN/RIGHT-OUT ONLY RESTRICTIONS FOR PRESIDENTIAL DRIVE AND BRIARS LANE TO SR52 RESPECTIVELY.
8. IMPLEMENT PHASE 1 DETOURS.
9. USE TA-21A TO CLOSE INNER LEFT TURN LANE ON WB BUCK ROAD TO SB SR52.
10. PEDESTRIAN DETOURS SHOULD BE AS FOLLOWS AND AS SHOWN IN PLANS:
  - A. PEDESTRIANS TRAVELING NB WANTING TO CROSS AT THE SR52 AND BRIARS LANE/PRESIDENTIAL DRIVE ALONG NB SR52 SHALL BE DETOURED NORTH CROSSING BRIARS LANE, CONTINUING NORTH ALONG NB SR52 AND CROSSING AT BUCK ROAD, THEN HEADING BACK DOWN SOUTH ALONG THE SB SIDE OF SR52 ENDING AT PRESIDENTIAL DRIVE.
  - B. PEDESTRIANS TRAVELING NB WANTING TO CROSS AT THE SR52 AND BRIARS LANE/PRESIDENTIAL DRIVE ALONG SB SR52 SHALL BE DETOURED NORTH CROSSING PRESIDENTIAL DRIVE, CONTINUING NORTH ALONG SB SR52 AND CROSSING AT BUCK ROAD, THEN HEADING BACK DOWN SOUTH ALONG THE NB SIDE OF SR52 ENDING AT BRIARS LANE.
  - C. ANY PEDESTRIANS COMING FROM THE NORTHERN LEG OF THE PROJECT LIMITS ARE TO ASSUME TO CROSS AT BUCK ROAD.
11. PLACE THE SIGNAL ON FLASHING.
12. ONCE ALL TYPICAL APPLICATIONS ARE SETUP, SAWCUT PCC PAVEMENT AT SR52 AND BRIARS LANE/PRESIDENTIAL DRIVE AT THE JOINT LINES BETWEEN THE INNER AND OUTER TRAVEL LANES.
13. PCC PAVEMENT SHOULD THEN BE REMOVED. RUBBLIZATION OF PCC PAVEMENT IS NOT AN ACCEPTABLE METHOD FOR REMOVAL.
14. REMOVE AND INSTALL NEW DEPRESSED CURB NOSES, PCC IN MEDIAN, AND BACKFILL.
15. INSTALL FULL DEPTH BITUMINOUS PAVEMENT TO THE TYPE B LAYER THROUGHOUT THE INTERSECTION, ASSURING THAT JOINTS OF ALL PAVEMENT COURSES HAVE LINEAR JOINTS FOLLOWING THE DIRECTION OF TRAVEL.
16. AT THE LOCATIONS WHERE THE PROPOSED PAVEMENT MEETS THE EXISTING PAVEMENT, TRM SHALL BE USED IF THE DROP-OFFS EXCEED THE ALLOWABLE THRESHOLDS.
17. INSTALL SIGNING WITHIN THE MEDIANS AS SHOWN ON SIGNING AND STRIPING PLANS.
18. OPEN INNER TRAVEL LANES; REMOVING ALL PHASE 1 TEMPORARY TRAFFIC CONTROL DEVICES OTHER THAN TA-21A ALONG WB BUCK ROAD.

**SEQUENCE OF CONSTRUCTION - PHASE 2:  
SB SR52 (KENNETT PIKE) @ PRESIDENTIAL DRIVE INTERSECTION  
FULL DEPTH CONSTRUCTION OF SB SR52 OUTER LANES**

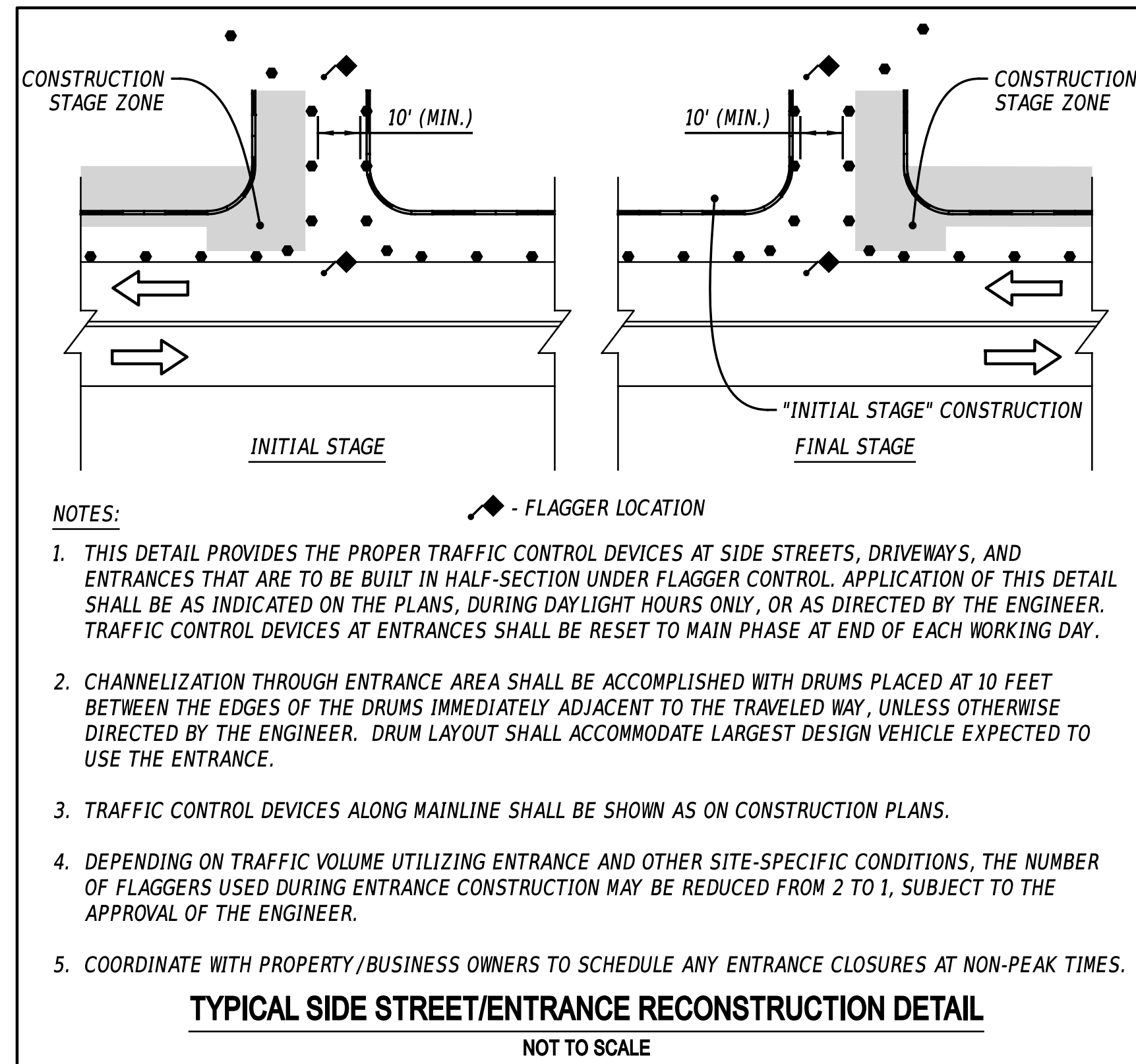
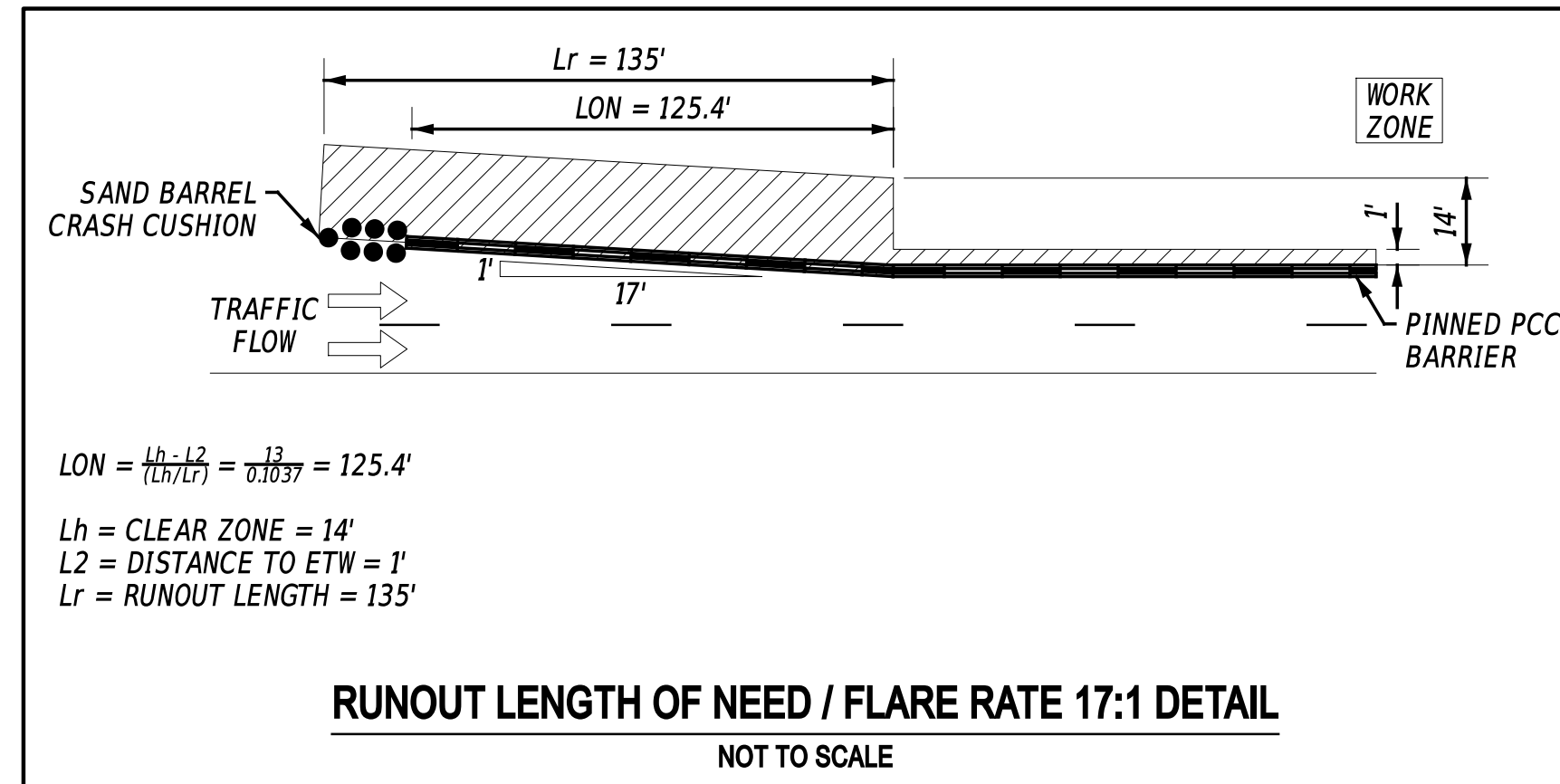
1. RELOCATE CHANGEABLE PORTABLE MESSAGE SIGNS FIVE (5) DAYS PRIOR TO PHASE CHANGE AND FIVE (5) DAYS AFTER START OF PHASE.
2. PLACE PERMANENT WARNING SIGNS AS SHOWN IN PHASE 2.
3. USE TA-23 TO CLOSE THE OUTER LANE OF SB SR52 NORTH OF THE BUCK ROAD INTERSECTION. SR52 OUTER LANE SHALL BE FULL CLOSED SOUTH OF THE BUCK ROAD INTERSECTION THROUGH THE INTERSECTION UNDER CONSTRUCTION.
  - A. SB SR52 OUTER TRAVEL LANE CAN BE OPENED TO PUBLIC ONCE THE FULL DEPTH RECONSTRUCTION IS COMPLETE ALONG WITH ALL ADVANCED SIGNING BEING REMOVED FOR LANE SHIFTS.
4. TMA SHALL BE PLACED NORTH OF THE WORKZONE.
5. TA-21A FOR THE INNER LEFT TURN LANE ON WB BUCK ROAD TO SB SR52 SHALL STAY IN PLACE FROM PHASE 1.
6. USE TA-21A TO CLOSE THE LEFT TURN LANE OF NB AND SB SR52 TO PRESIDENTIAL DRIVE AND BRIARS LANE.
7. USE BARRELS TO LAYOUT RIGHT IN/RIGHT-OUT ONLY RESTRICTION FOR PRESIDENTIAL DRIVE AND BRIARS LANE TO SR52 RESPECTIVELY. PRESIDENTIAL DRIVE SHALL ONLY REQUIRE BARRELLED LAYOUT OUTSIDE OF WORKING HOURS WHEN FLAGGING IS NOT BEING UTILIZED. ACCESS TO PRESIDENTIAL DRIVE SHALL BE MAINTAINED FULLY THROUGHOUT THIS PHASE.
8. ACCESS TO PARCELS 07-026.00-147 AND 07-026.00-149 SHALL BE MAINTAINED FULLY THROUGHOUT THIS PHASE.
9. IMPLEMENT PHASE 2 DETOURS.
10. NO PEDESTRIAN DETOURS ARE NEEDED FOR THIS PHASE, BUT CONTRACTOR SHALL PROVIDED ACCESS THROUGH THE WORKZONE BY USING ACCEPTABLE FLAGGING MEASURES OR PATHS THAT MEET TEMPORARY PEDESTRIAN PATH REQUIREMENTS. PEDESTRIAN CROSSINGS SHALL BE ACCESSIBLE BY THE END OF EACH SHIFT DAY BY USING ACCEPTABLE MATERIALS AND METHODS.
11. ONCE ALL TYPICAL APPLICATIONS ARE SETUP, THE CONTRACTOR SHALL UTILIZE THE "TYPICAL SIDE STREET/ENTRANCE RECONSTRUCTION DETAIL" ON THIS SHEET TO PROVIDE ACCESS TO PRESIDENTIAL DRIVE.
12. SAWCUT AND REMOVE THE PCC PAVEMENT IN SECTIONS. RUBBLIZATION OF PCC PAVEMENT IS NOT AN ACCEPTABLE METHOD FOR REMOVAL.
13. REMOVE AND INSTALL PCC CURB AND PEDESTRIAN CONNECTIONS IN THEIR RESPECTIVE CORNERS OF THE INTERSECTION AFTER REMOVING ADJACENT PCC PAVEMENT.
14. INSTALL FULL DEPTH BITUMINOUS PAVEMENT TO THE TYPE B LAYER THROUGHOUT THE OUTER LANES OF THE INTERSECTION, ASSURING THAT JOINTS OF ALL PAVEMENT COURSES HAVE LINEAR JOINTS FOLLOWING THE DIRECTION OF TRAVEL.
15. AT THE LOCATIONS WHERE THE PROPOSED PAVEMENT MEETS THE EXISTING PAVEMENT, TRM SHALL BE USED IF THE DROP-OFFS EXCEED THE ALLOWABLE THRESHOLDS.
16. INSTALL SIGNING WITHIN THE WESTERN LEG OF THE INTERSECTION AS SHOWN ON SIGNING AND STRIPING PLANS.
17. OPEN OUTER SB SR52 TRAVEL LANES, REMOVING ALL DETOURS AND TEMPORARY TRAFFIC CONTROL DEVICES.

**SEQUENCE OF CONSTRUCTION - PHASE 3:  
NB SR52 (KENNETT PIKE) @ BRIARS LANE INTERSECTION  
FULL DEPTH CONSTRUCTION OF NB SR52 OUTER LANES**

1. RELOCATE CHANGEABLE PORTABLE MESSAGE SIGNS FIVE (5) DAYS PRIOR TO PHASE CHANGE AND FIVE (5) DAYS AFTER START OF PHASE.
2. PLACE PERMANENT WARNING SIGNS AS SHOWN IN PHASE 3.
3. USE TA-21 TO CLOSE THE OUTER LANE OF NB SR52 SOUTH OF THE BRIARS LANE INTERSECTION.
4. TMA SHALL BE PLACED SOUTH OF THE WORKZONE.
5. CLOSE SB SR141 OFF-RAMP TO NB SR52.
6. USE TA-21A TO CLOSE THE LEFT TURN LANE OF NB AND SB SR52 TO PRESIDENTIAL DRIVE AND BRIARS LANE.
7. USE BARRELS TO LAYOUT RIGHT-IN/RIGHT-OUT ONLY RESTRICTIONS FOR PRESIDENTIAL DRIVE AND BRIARS LANE TO SR52 RESPECTIVELY. BRIARS LANE SHALL ONLY REQUIRE BARRELLED LAYOUT OUTSIDE OF WORKING HOURS WHEN FLAGGING IS NOT BEING UTILIZED. ACCESS TO BRIARS LANE SHALL BE MAINTAINED FULLY THROUGHOUT THIS PHASE.
8. IMPLEMENT PHASE 3 DETOURS.
9. NO PEDESTRIAN DETOURS ARE NEEDED FOR THIS PHASE, BUT CONTRACTOR SHALL PROVIDED ACCESS THROUGH THE WORKZONE BY USING ACCEPTABLE FLAGGING MEASURES OR PATHS THAT MEET TEMPORARY PEDESTRIAN PATH REQUIREMENTS. PEDESTRIAN CROSSINGS SHALL BE ACCESSIBLE BY THE END OF EACH SHIFT DAY BY USING ACCEPTABLE MATERIALS AND METHODS.
10. ONCE ALL TYPICAL APPLICATIONS ARE SETUP, THE CONTRACTOR SHALL UTILIZE THE "TYPICAL SIDE STREET/ENTRANCE RECONSTRUCTION DETAIL" ON THIS SHEET TO PROVIDE ACCESS TO BRIARS LANE.
11. SAWCUT AND REMOVE THE PCC PAVEMENT IN SECTIONS. RUBBLIZATION OF PCC PAVEMENT IS NOT AN ACCEPTABLE METHOD FOR REMOVAL.
12. REMOVE AND INSTALL PCC CURB AND PEDESTRIAN CONNECTIONS IN THEIR RESPECTIVE CORNERS OF THE INTERSECTION AFTER REMOVING ADJACENT PCC PAVEMENT.
13. INSTALL FULL DEPTH BITUMINOUS PAVEMENT TO THE TYPE B LAYER THROUGHOUT THE OUTER LANES OF THE INTERSECTION, ASSURING THAT JOINTS OF ALL PAVEMENT COURSES HAVE LINEAR JOINTS FOLLOWING THE DIRECTION OF TRAVEL.
14. AT THE LOCATIONS WHERE THE PROPOSED PAVEMENT MEETS THE EXISTING PAVEMENT, TRM SHALL BE USED IF THE DROP-OFFS EXCEED THE ALLOWABLE THRESHOLDS.
15. INSTALL SIGNING WITHIN THE EASTERN LEG OF THE INTERSECTION AS SHOWN ON SIGNING AND STRIPING PLANS.
16. OPEN OUTER NB SR52 TRAVEL LANES, REMOVING ALL DETOURS AND TEMPORARY TRAFFIC CONTROL DEVICES.

**SEQUENCE OF CONSTRUCTION - PHASE 4:  
SR52 (KENNETT PIKE) MILL & OVERLAY**

1. RELOCATE CHANGEABLE PORTABLE MESSAGE SIGNS FIVE (5) DAYS PRIOR TO PHASE CHANGE AND FIVE (5) DAYS AFTER START OF PHASE.
2. USE TA-21A TO REMOVE AND INSTALL ALL PCC CURB AND PEDESTRIAN CONNECTIONS NOT INSTALLED THROUGH OTHER PHASES.
3. NO PEDESTRIAN DETOURS ARE NEEDED FOR THIS PHASE, BUT CONTRACTOR SHALL PROVIDED ACCESS THROUGH THE WORKZONE BY USING ACCEPTABLE FLAGGING MEASURES OR PATHS THAT MEET TEMPORARY PEDESTRIAN PATH REQUIREMENTS. PEDESTRIAN CROSSINGS SHALL BE ACCESSIBLE BY THE END OF EACH SHIFT DAY BY USING ACCEPTABLE MATERIALS AND METHODS.
4. USE TA-21A DURING NIGHT-TIME TO MILL & OVERLAY BY TRAVEL LANE THROUGHOUT THE PROJECT LIMITS. USE TRM AT THE END OF EACH SHIFT IF THE DROP-OFFS EXCEED THE ALLOWABLE THRESHOLDS.
  - A. CONTRACTOR SHALL CONTACT THE TRANSPORTATION MANAGEMENT CENTER (TMC) 72 HOURS PRIOR TO MILLING TO DISPATCH SIGNAL TECHNICIAN TO DISCONNECT THE LOOPS.
  - B. PRIOR TO INSTALLATION OF THE FINAL WEARING SURFACE, CONTRACTOR SHALL CONTACT TMC BEFORE INSTALLING THE LOOPS TO COORDINATE SCHEDULE FOR RECONNECTION OF LOOPS WITHIN 72 HOURS. SIGNAL SHALL BE SET TO MAX RECALL DURING THIS TIME PERIOD PRIOR TO RECONNECTING LOOPS.
5. USE TA-21 AND TA-23 TO INSTALL SIGNING AND STRIPING AS SHOWN ON THE SIGNING AND STRIPING PLANS.
6. REMOVE ALL TEMPORARY TRAFFIC CONTROL DEVICES, AND EROSION AND SEDIMENT CONTROL DEVICES.



**ALLOWABLE LANE CLOSURE SCHEDULE**

**NORTHBOUND SR52 (KENNETT PIKE) ALLOWABLE LANE CLOSURE SCHEDULE: PHASE 4**

	12:00 AM	1:00 AM	2:00 AM	3:00 AM	4:00 AM	5:00 AM	6:00 AM	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM	11:00 PM	
SUNDAY																									
MONDAY																									
TUESDAY																									
WEDNESDAY																									
THURSDAY																									
FRIDAY																									
SATURDAY																									

**SOUTHBOUND SR52 (KENNETT PIKE) ALLOWABLE LANE CLOSURE SCHEDULE: PHASE 4**

	12:00 AM	1:00 AM	2:00 AM	3:00 AM	4:00 AM	5:00 AM	6:00 AM	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM	11:00 PM	
SUNDAY																									
MONDAY																									
TUESDAY																									
WEDNESDAY																									
THURSDAY																									
FRIDAY																									
SATURDAY																									

TRAVEL LANE CLOSURES ALLOWED  
 NO TRAVEL LANE CLOSURES ALLOWED



ADDENDA / REVISIONS

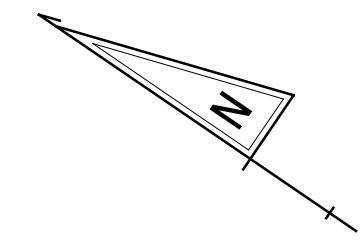
SCALE NOT NOTED

**PAVEMENT & REHABILITATION,  
NORTH II, RT 52 INTERSECTION  
IMPROVEMENTS, 2026**

CONTRACT	BRIDGE NO.	N/A
T202606104	DESIGNED BY:	S. NICKEL
COUNTY	CHECKED BY:	J. WIGGINS
NEW CASTLE		

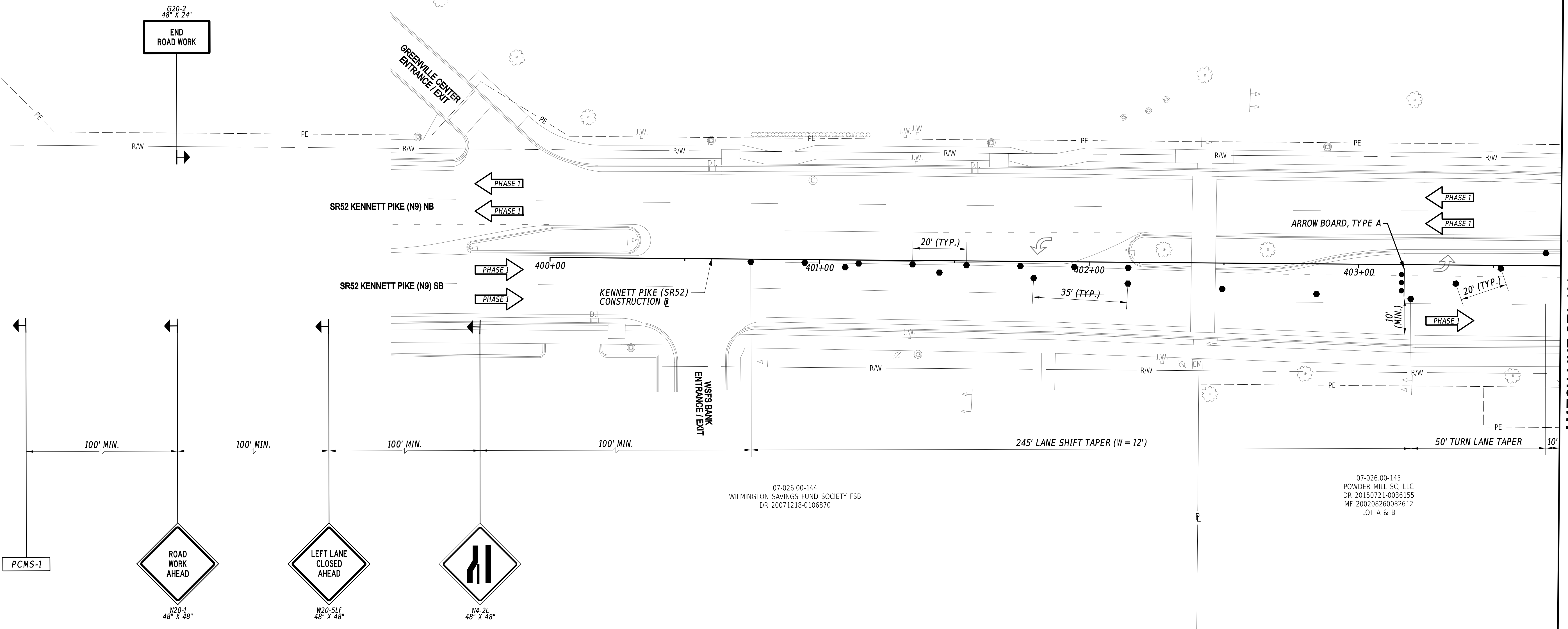
**CONSTRUCTION PHASING,  
M.O.T., AND EROSION  
CONTROL PLAN**

<b>CS-02</b>
SECTION
WM
SHEET NO.
13



PORTABLE CHANGEABLE MESSAGE SIGNS			
<b>PRIOR TO CONSTRUCTION</b> <small>(10 DAYS PRIOR TO BEGINNING OF CONSTRUCTION AND 3 DAYS AFTER CONSTRUCTION BEGINS)</small>		<b>PRIOR TO PHASE CHANGE</b> <small>(10 DAYS PRIOR TO BEGINNING OF THE NEXT PHASE)</small>	
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07-026.00-094  
 GREENVILLE CENTER SC, LLC  
 DR 20151124-006-0703  
 MF 200804280028894  
 PARCEL A & C



07-026.00-144  
 WILMINGTON SAVINGS FUND SOCIETY FSB  
 DR 20071218-0106870

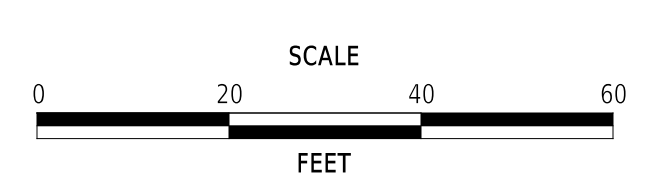
07-026.00-145  
 POWDER MILL SC, LLC  
 DR 20150721-0036155  
 MF 200208260082612  
 LOT A & B

MATCH LINE STA 403+75 (SEE SHEET CS-04)

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ADDENDA / REVISIONS	

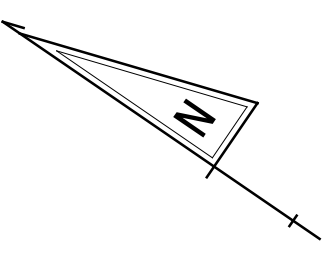


**PAVEMENT & REHABILITATION,  
 NORTH II, RT 52 INTERSECTION  
 IMPROVEMENTS, 2026**

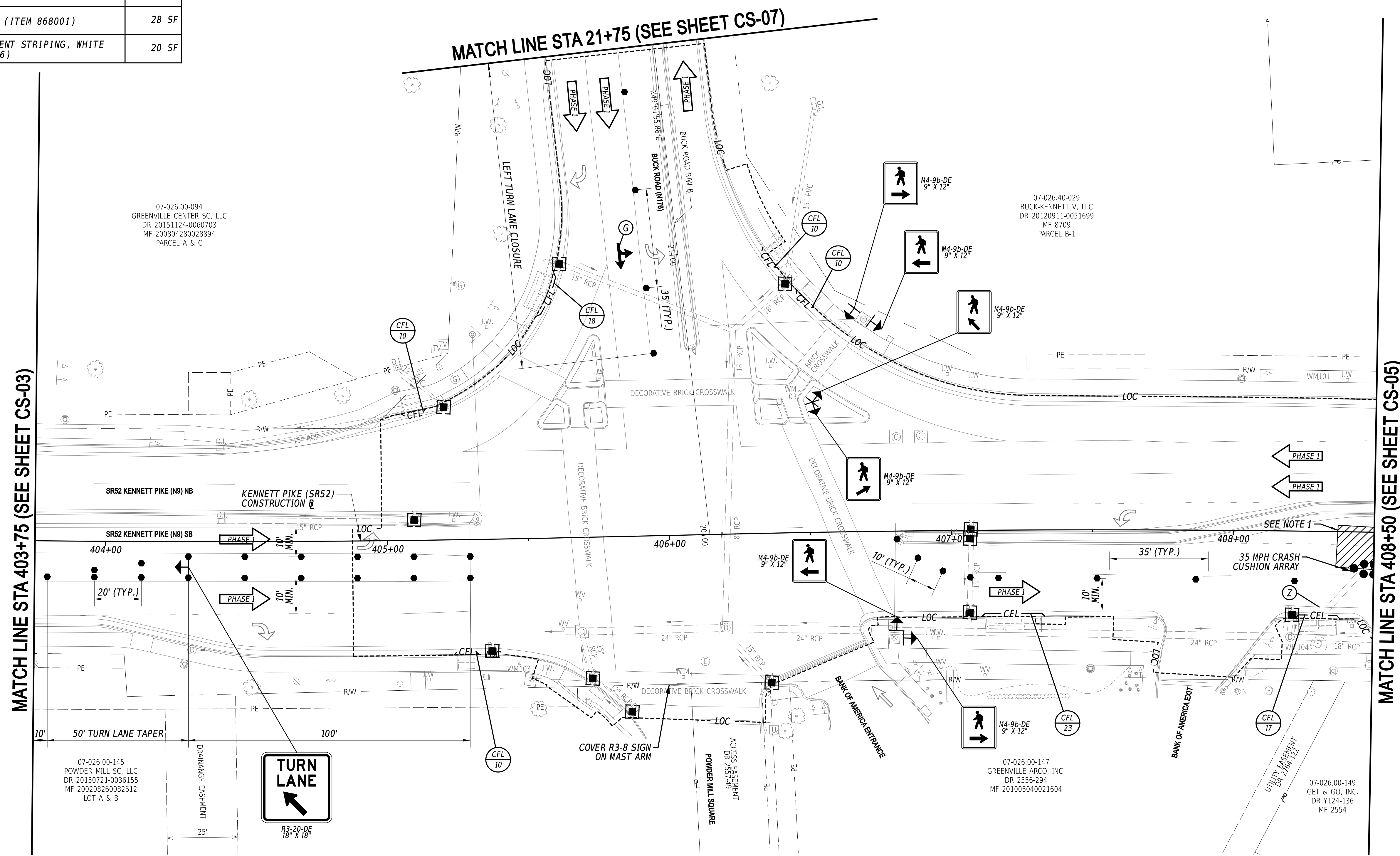
CONTRACT T202606104	BRIDGE NO. N/A	DESIGNED BY: S. NICKEL	CHECKED BY: J. WIGGINS
COUNTY NEW CASTLE			

**CONSTRUCTION PHASING,  
 M.O.T., AND EROSION  
 CONTROL PLAN - PHASE 1**

<b>CS-03</b>
SECTION WM
SHEET NO. 14



PAVEMENT MARKINGS LEGEND		
SYM	ITEM	QUANTITY
(Z)	PAVEMENT MARKING, REMOVAL (ITEM 868001)	28 SF
(G)	ALKYD-THERMOPLASTIC PAVEMENT STRIPING, WHITE SYMBOL/LEGEND (ITEM 862006)	20 SF

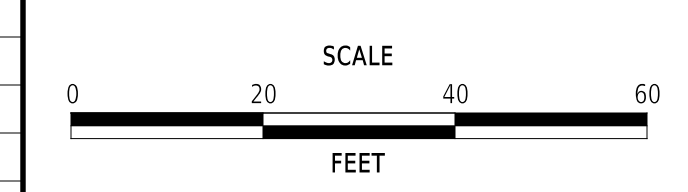


MATCH LINE STA 403+75 (SEE SHEET CS-03)

MATCH LINE STA 408+50 (SEE SHEET CS-05)

- NOTES:**
- CONTRACTOR SHALL NOT STAGE OR PLACE VEHICLES/EQUIPMENT WITHIN THIS AREA WITHOUT PROVIDING ADDITIONAL PROTECTION.

ADDENDA / REVISIONS



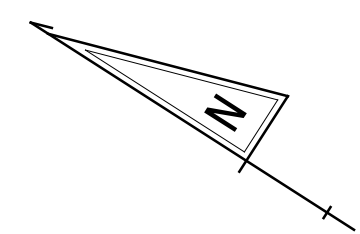
**PAVEMENT & REHABILITATION,  
NORTH II, RT 52 INTERSECTION  
IMPROVEMENTS, 2026**

CONTRACT	T202606104	BRIDGE NO.	N/A
COUNTY	NEW CASTLE	DESIGNED BY:	S. NICKEL
		CHECKED BY:	J. WIGGINS

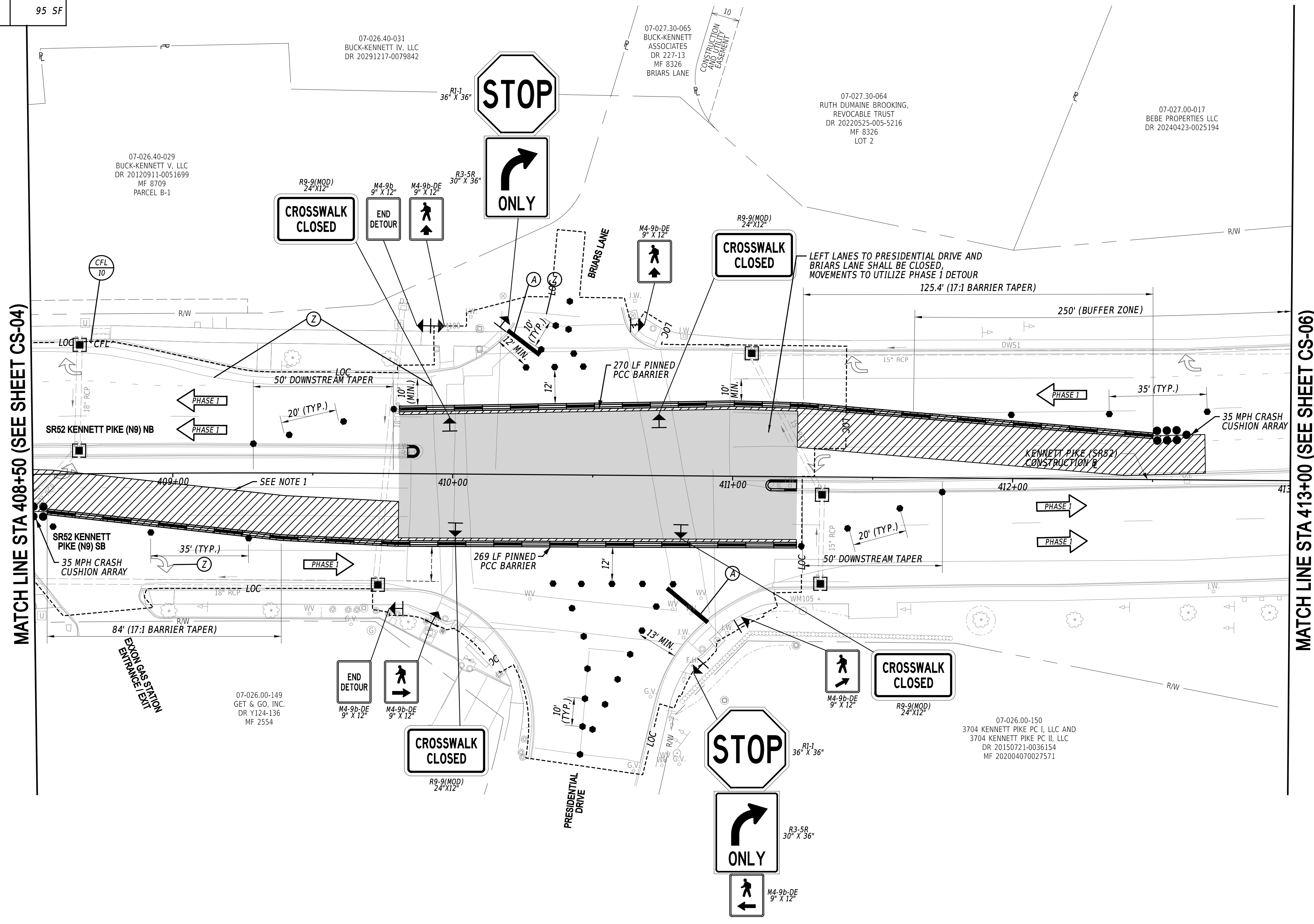
**CONSTRUCTION PHASING,  
M.O.T., AND EROSION  
CONTROL PLAN - PHASE 1**

<b>CS-04</b>
SECTION
WM
SHEET NO.
15

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PAVEMENT MARKINGS LEGEND		
SYM	ITEM	QUANTITY
(A)	TEMPORARY MARKINGS, TAPE, SYMBOL/LEGEND (ITEM 865005)	43 SF
(Z)	PAVEMENT MARKING, REMOVAL (ITEM 868001)	95 SF

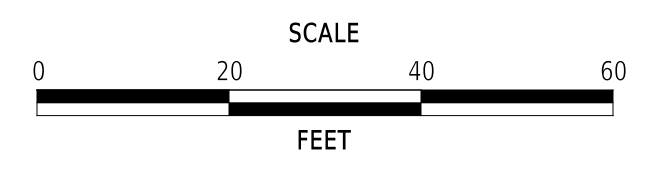


MATCH LINE STA 408+50 (SEE SHEET CS-04)

MATCH LINE STA 413+00 (SEE SHEET CS-06)

**NOTES:**  
 1. CONTRACTOR SHALL NOT STAGE OR PLACE VEHICLES/EQUIPMENT WITHIN THIS AREA WITHOUT PROVIDING ADDITIONAL PROTECTION.

ADDENDA / REVISIONS



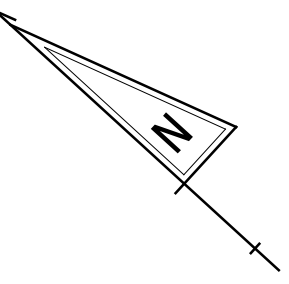
**PAVEMENT & REHABILITATION,  
 NORTH II, RT 52 INTERSECTION  
 IMPROVEMENTS, 2026**

CONTRACT	BRIDGE NO.	N/A
T202606104	DESIGNED BY:	S. NICKEL
COUNTY	CHECKED BY:	J. WIGGINS
NEW CASTLE		

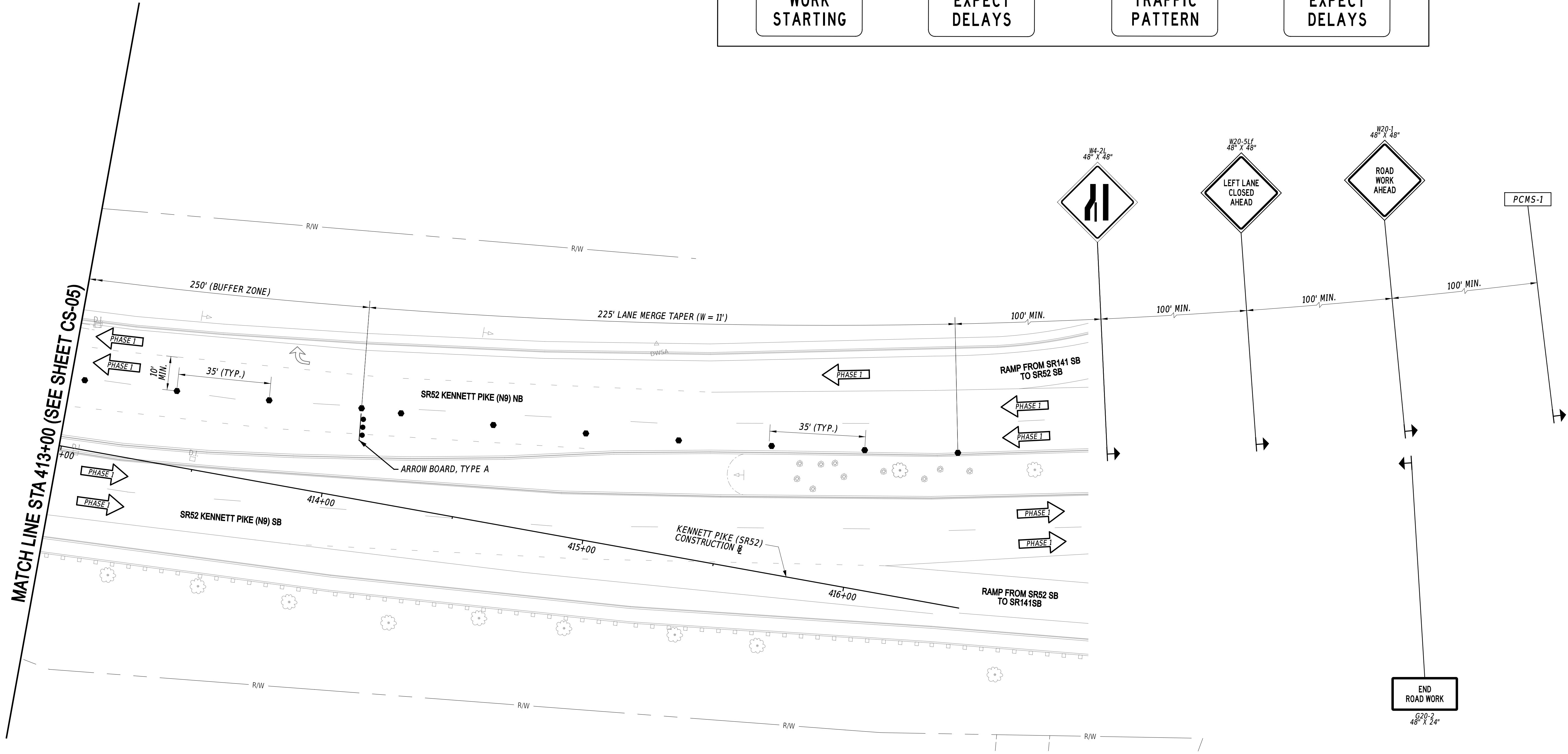
**CONSTRUCTION PHASING,  
 M.O.T., AND EROSION  
 CONTROL PLAN - PHASE 1**

<b>CS-05</b>
SECTION
WM
SHEET NO.
16

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PORTABLE CHANGEABLE MESSAGE SIGNS			
PRIOR TO CONSTRUCTION <small>(10 DAYS PRIOR TO BEGINNING OF CONSTRUCTION AND 5 DAYS AFTER CONSTRUCTION BEGINS)</small>		PRIOR TO PHASE CHANGE <small>(10 DAYS PRIOR TO BEGINNING OF THE NEXT PHASE)</small>	
PCMS-1		PCMS-1	
ROAD WORK STARTING	XX/XX/XX EXPECT DELAYS	NEW TRAFFIC PATTERN	XX/XX/XX EXPECT DELAYS

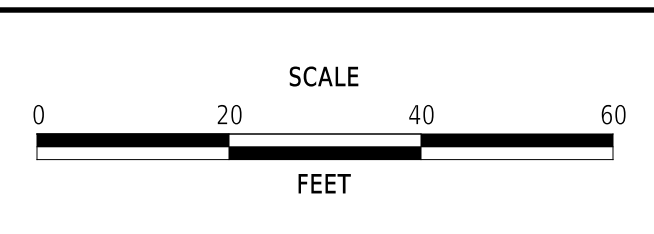


MATCH LINE STA 413+00 (SEE SHEET CS-05)

3/30/2026 3:54:54 PM M:\PROJ\224049.0002\Highways\Cadd\_CS06\_Phase 1.dgn



ADDENDA / REVISIONS

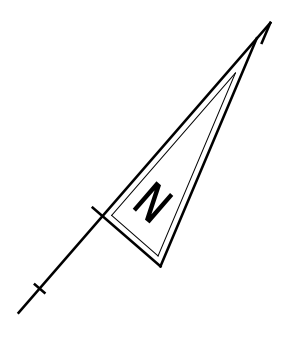


**PAVEMENT & REHABILITATION,  
NORTH II, RT 52 INTERSECTION  
IMPROVEMENTS, 2026**

CONTRACT	BRIDGE NO.	N/A
T202606104	DESIGNED BY:	S. NICKEL
COUNTY	CHECKED BY:	J. WIGGINS
NEW CASTLE		

**CONSTRUCTION PHASING,  
M.O.T., AND EROSION  
CONTROL PLAN - PHASE 1**

<b>CS-06</b>
SECTION
WM
SHEET NO.
17



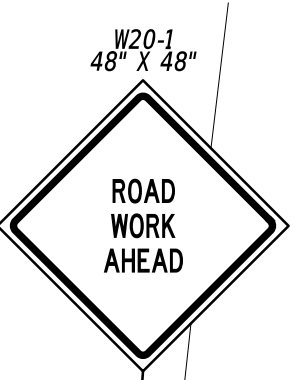
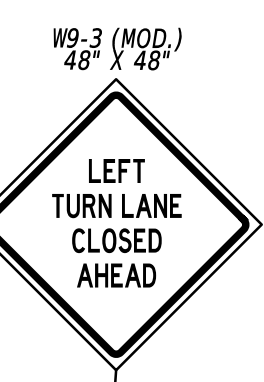
**PORTABLE CHANGEABLE MESSAGE SIGNS**  
**PRIOR TO CONSTRUCTION**  
 (10 DAYS PRIOR TO BEGINNING OF CONSTRUCTION)

PCMS-1

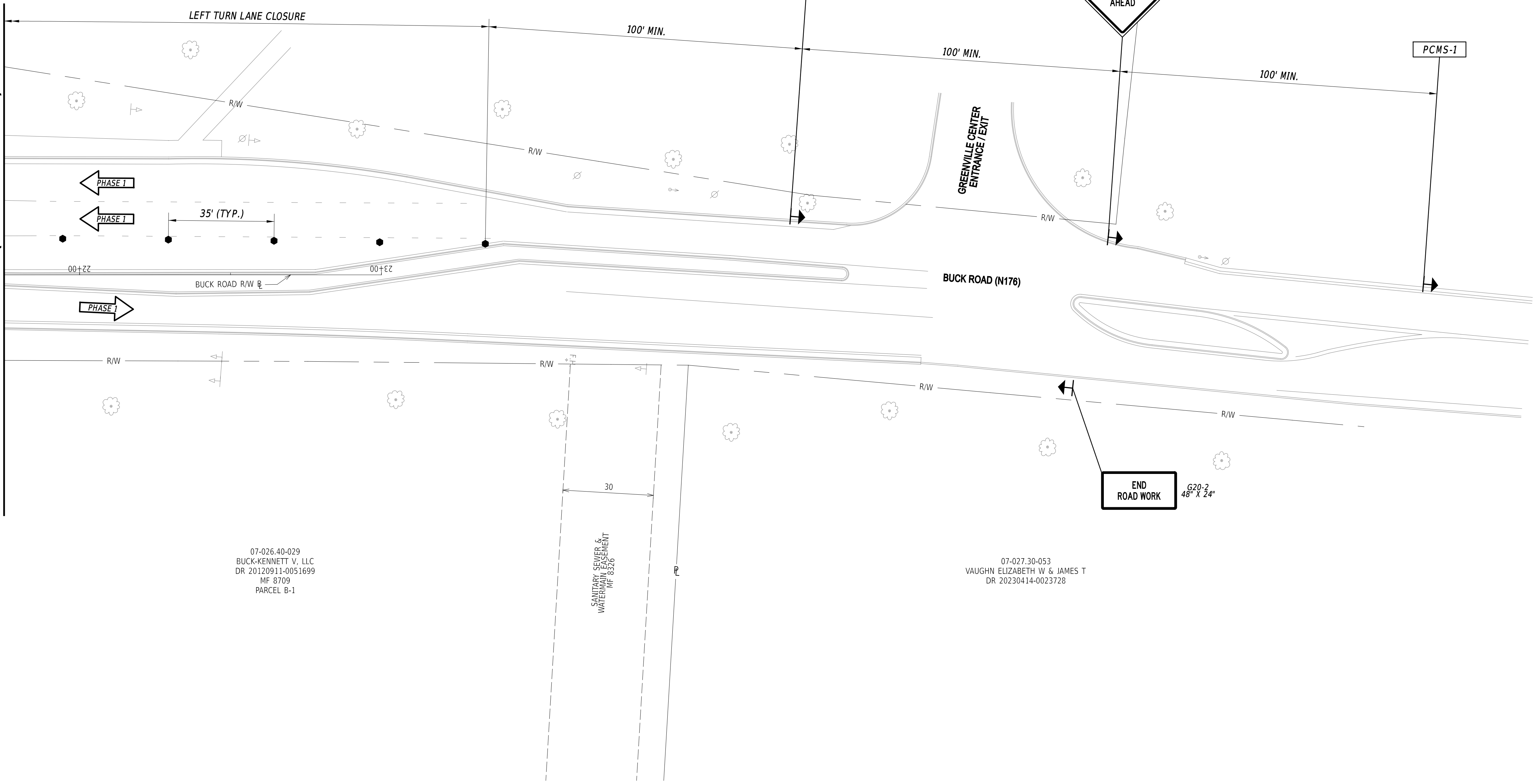
**ROAD WORK STARTING**

**XX/XX/XX EXPECT DELAYS**

07-026.00-094  
 GREENVILLE CENTER SC, LLC  
 DR 20151124-0060703  
 MF 200804280028894  
 PARCEL A & C



MATCH LINE STA 21+75 (SEE SHEET CS-04)



07-026.40-029  
 BUCK-KENNETT V, LLC  
 DR 20120911-0051699  
 MF 8709  
 PARCEL B-1

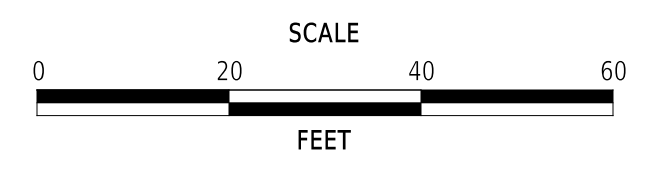
07-027.30-053  
 VAUGHN ELIZABETH W & JAMES T  
 DR 20230414-0023728



3/30/2026 3:54:59 PM M:\PROJ\224049.0002\Highways\Cadd\CS07\_Phase 1.dgn



ADDENDA / REVISIONS

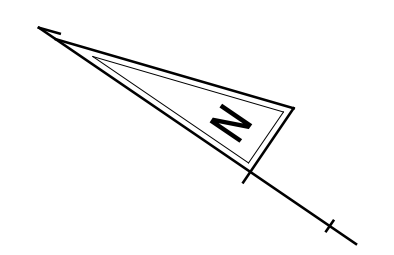


**PAVEMENT & REHABILITATION,  
 NORTH II, RT 52 INTERSECTION  
 IMPROVEMENTS, 2026**

CONTRACT	BRIDGE NO.	N/A
T202606104	DESIGNED BY:	S. NICKEL
COUNTY	CHECKED BY:	J. WIGGINS
NEW CASTLE		

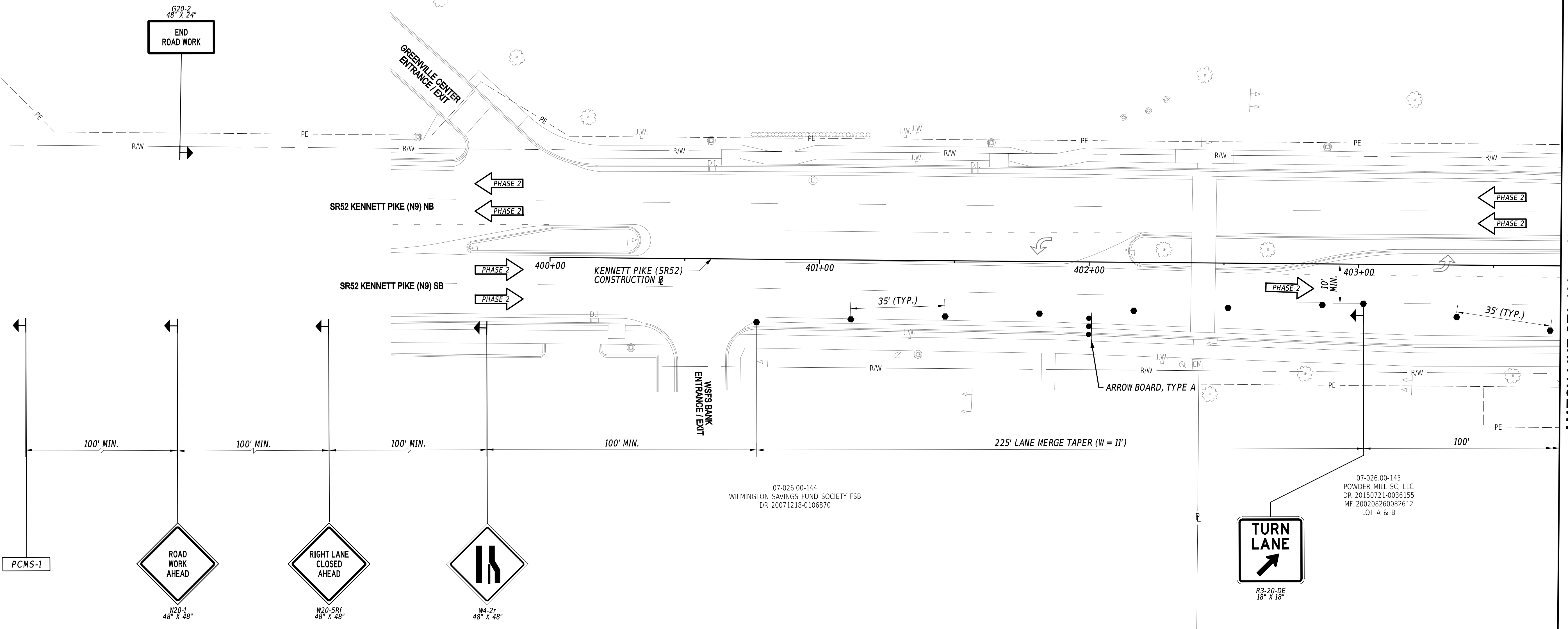
**CONSTRUCTION PHASING,  
 M.O.T., AND EROSION  
 CONTROL PLAN - PHASE 1**

<b>CS-07</b>
SECTION
WM
SHEET NO.
18

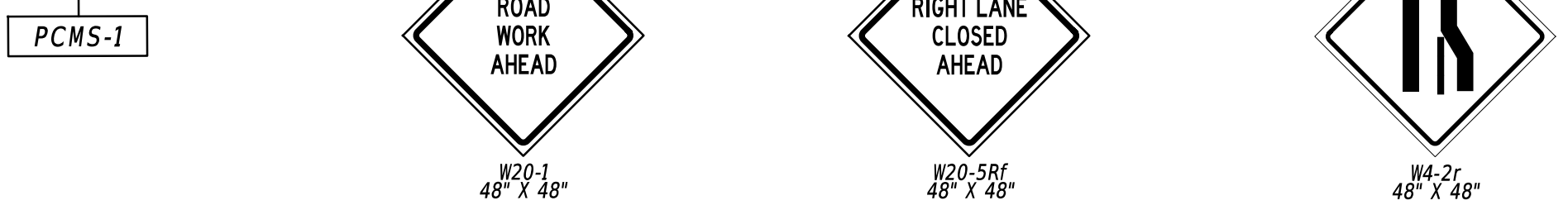


PORTABLE CHANGEABLE MESSAGE SIGNS			
DURING CONSTRUCTION		PRIOR TO PHASE CHANGE <small>(10 DAYS PRIOR TO BEGINNING OF THE NEXT PHASE)</small>	
PCMS-1	NEW TRAFFIC PATTERN	PCMS-1	NEW TRAFFIC PATTERN
	EXPECT DELAYS		XX/XX/XX EXPECT DELAYS

07-026.00-094  
GREENVILLE CENTER SC, LLC  
DR 20151124-006-0703  
MF 200804280028894  
PARCEL A & C



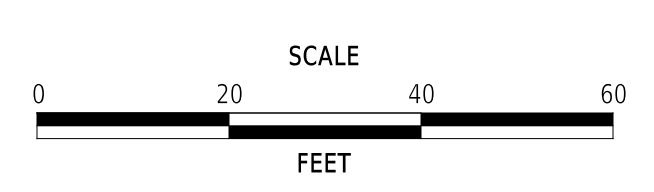
MATCH LINE STA 403+75 (SEE SHEET CS-09)



3/30/2026 3:35:05 PM M:\PROJ\224049.000\2\Highways\Cadd\CS08\_Phase 2.dgn



ADDENDA / REVISIONS

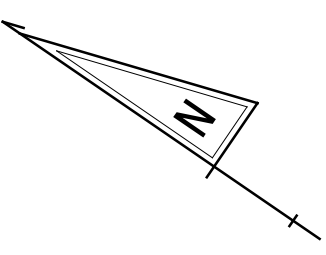


**PAVEMENT & REHABILITATION,  
NORTH II, RT 52 INTERSECTION  
IMPROVEMENTS, 2026**

CONTRACT	BRIDGE NO.	N/A
T202606104	DESIGNED BY:	S. NICKEL
COUNTY	CHECKED BY:	J. WIGGINS
NEW CASTLE		

**CONSTRUCTION PHASING,  
M.O.T., AND EROSION  
CONTROL PLAN - PHASE 2**

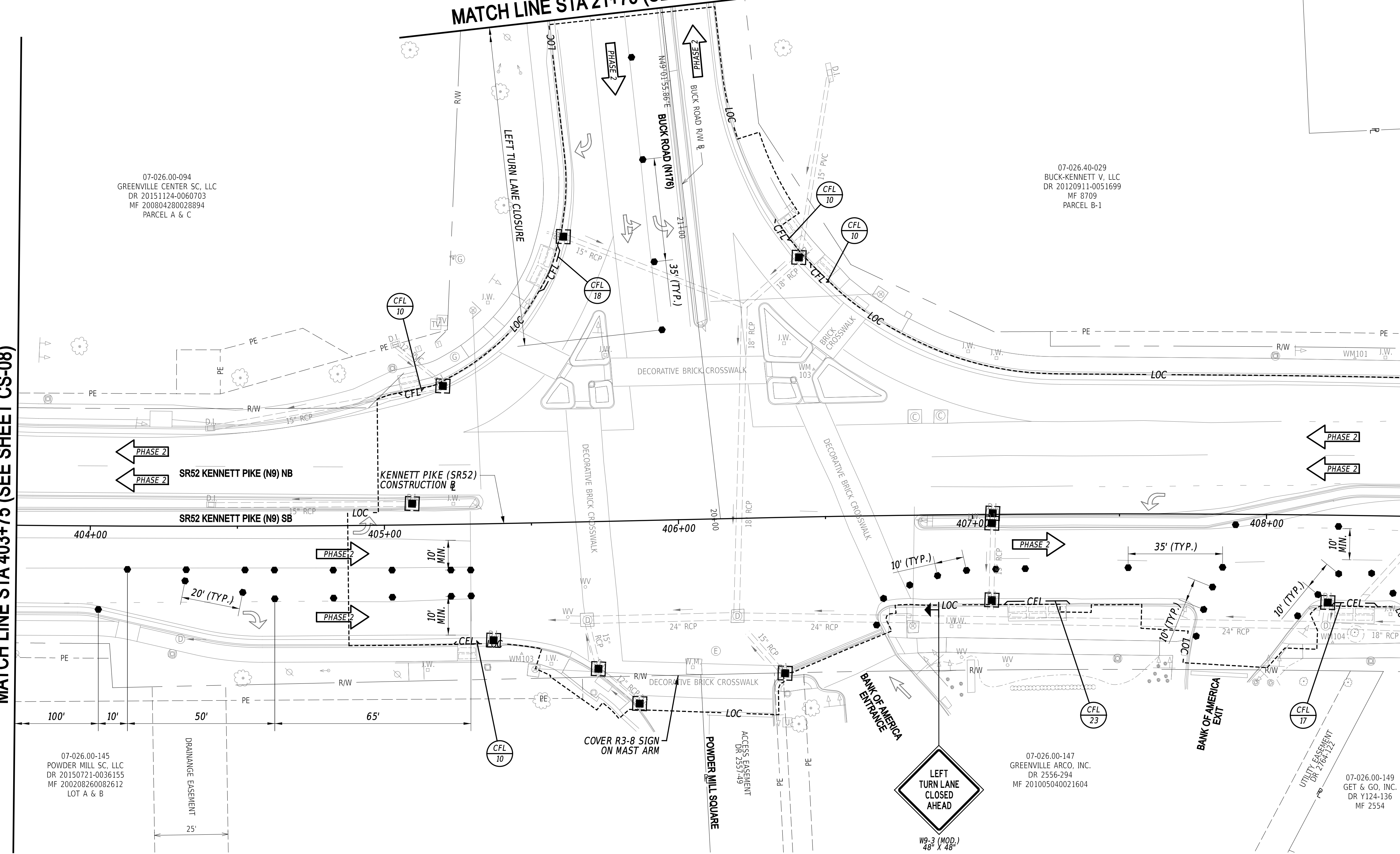
<b>CS-08</b>
SECTION
WM
SHEET NO.
19



MATCH LINE STA 21+75 (SEE SHEET CS-12)

MATCH LINE STA 403+75 (SEE SHEET CS-08)

MATCH LINE STA 408+50 (SEE SHEET CS-10)



07-026.00-094  
 GREENVILLE CENTER SC, LLC  
 DR 20151124-0060703  
 MF 200804280028894  
 PARCEL A & C

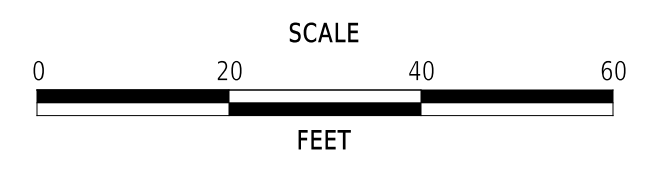
07-026.40-029  
 BUCK-KENNETT V, LLC  
 DR 20120911-0051699  
 MF 8709  
 PARCEL B-1

07-026.00-145  
 POWDER MILL SC, LLC  
 DR 20150721-0036155  
 MF 200208260002612  
 LOT A & B

07-026.00-147  
 GREENVILLE ARCO, INC.  
 DR 2556-294  
 MF 201005040021604

07-026.00-149  
 GET & GO, INC.  
 DR Y124-136  
 MF 2554

ADDENDA / REVISIONS

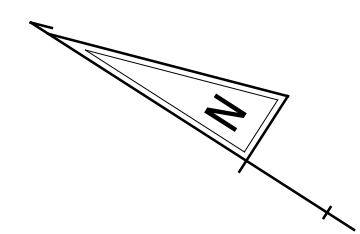


**PAVEMENT & REHABILITATION,  
 NORTH II, RT 52 INTERSECTION  
 IMPROVEMENTS, 2026**

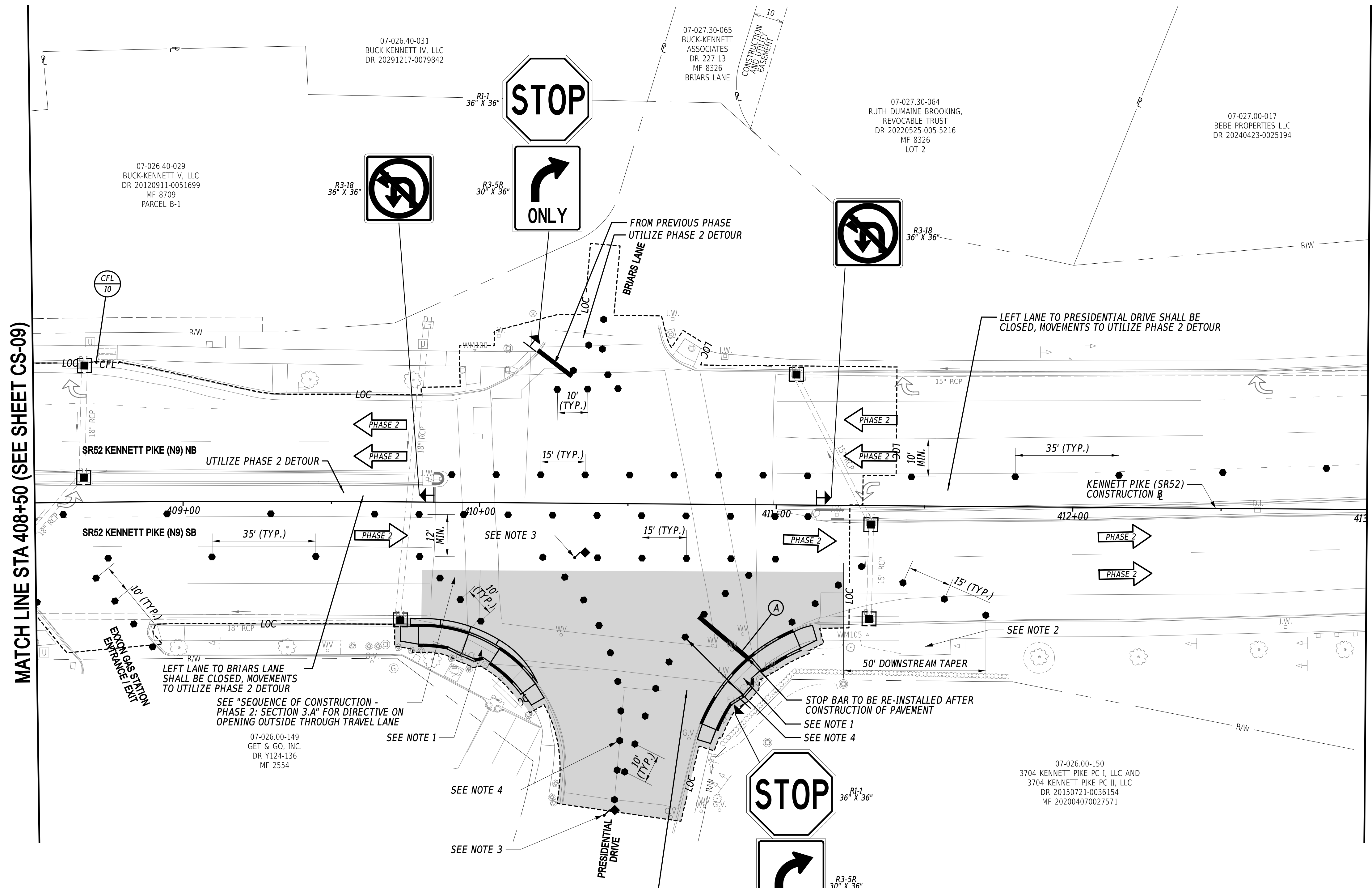
CONTRACT	BRIDGE NO.	N/A
T202606104	DESIGNED BY:	S. NICKEL
COUNTY	CHECKED BY:	J. WIGGINS
NEW CASTLE		

**CONSTRUCTION PHASING,  
 M.O.T., AND EROSION  
 CONTROL PLAN - PHASE 2**

<b>CS-09</b>
SECTION
WM
SHEET NO.
20



PAVEMENT MARKINGS LEGEND		
SYM	ITEM	QUANTITY
(A)	TEMPORARY MARKINGS, TAPE, SYMBOL/LEGEND (ITEM 865005)	28 SF

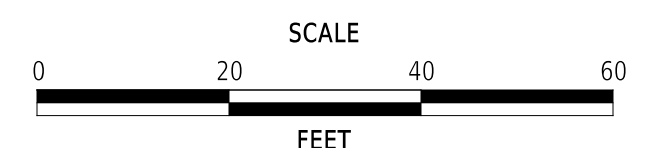


MATCH LINE STA 408+50 (SEE SHEET CS-09)

MATCH LINE STA 413+00 (SEE SHEET CS-11)

- NOTES:**
- PEDESTRIAN CONNECTIONS AND CROSSING ALONG SR52 AND/OR PRESIDENTIAL DRIVE SHALL BE MAINTAINED AT ALL TIMES THROUGH ACCEPTABLE MATERIALS OR METHODS. ANY WORK REQUIRED FOR MAINTAINING THESE CROSSINGS IS INCIDENTAL TO ITEM 801500 - MAINTENANCE OF TRAFFIC, REHABILITATION.
  - BUS STOPS AND ACCESS SHALL BE MAINTAINED AT ALL TIMES THROUGHOUT CONSTRUCTION FOR PEDESTRIANS. THIS ACCESS SHALL BE COORDINATED WITH DART, DELDOT TRAFFIC SAFETY, AND CONSTRUCTION.
  - FLAGGERS SHALL ONLY BE UTILIZED DURING WORKING HOURS AND AS SHOWN IN THE "TYPICAL SIDE STREET/ENTRANCE RECONSTRUCTION DETAIL."
  - BARRELS SHALL ONLY BE USED DURING NON-WORKING HOURS WHEN FLAGGING IS NOT BEING UTILIZED. IF OUTER LANE IS OPENED, BARREL CONFIGURATION SHALL MATCH PHASE 3. INGRESS/EGRESS LANES TO AND FROM PRESIDENTIAL DRIVE SHALL ALWAYS BE TRAVERSABLE DURING NON-WORKING HOURS.
  - CONTRACTOR SHALL USE TA-23 TO CLOSE RIGHT TURN LANE IF BOTH THROUGH LANES ARE OPENED.

ADDENDA / REVISIONS



**PAVEMENT & REHABILITATION,  
NORTH II, RT 52 INTERSECTION  
IMPROVEMENTS, 2026**

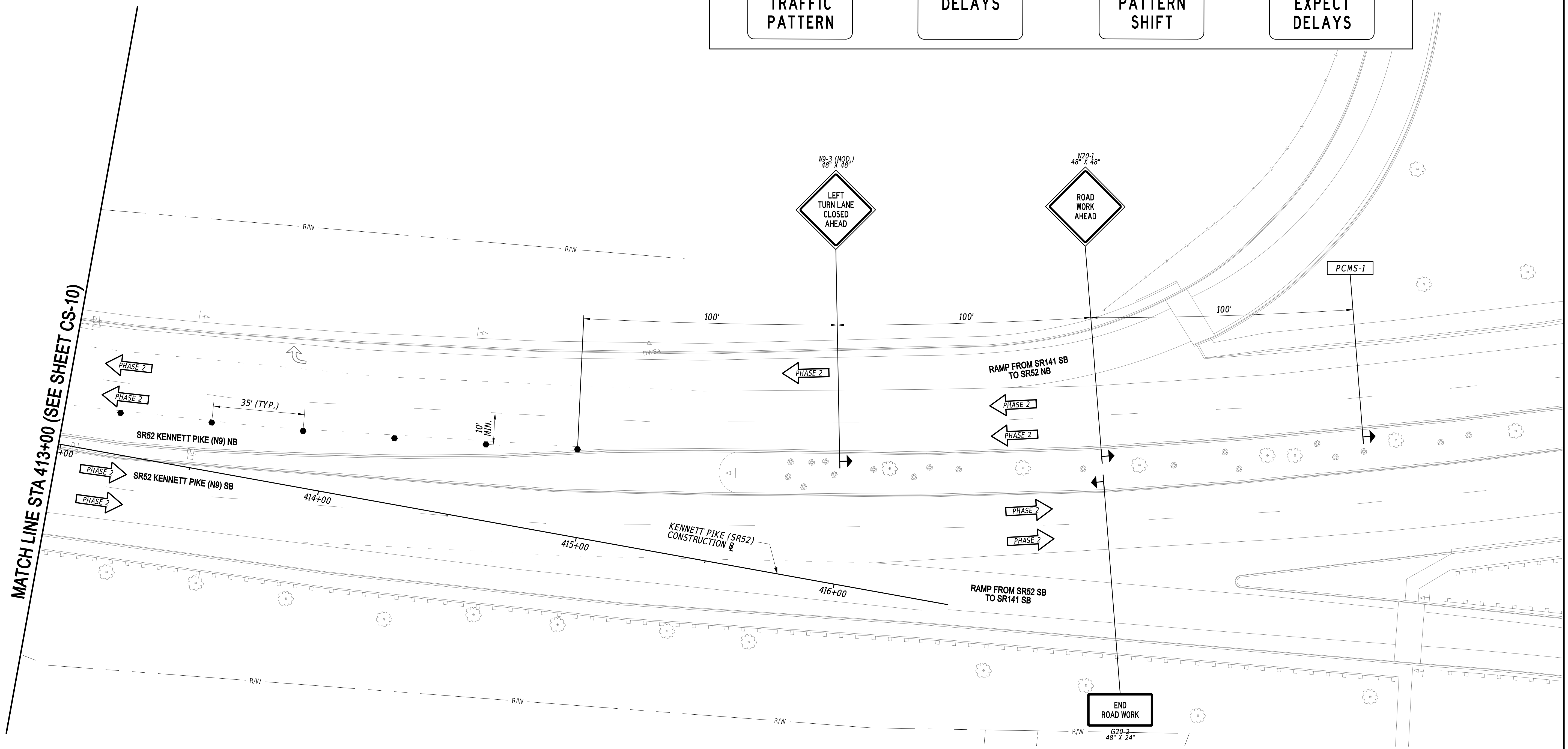
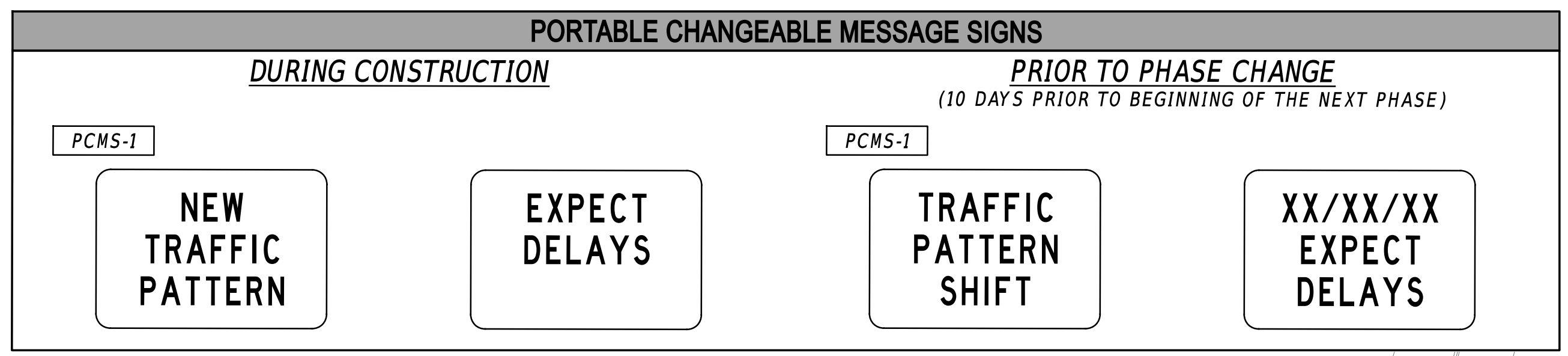
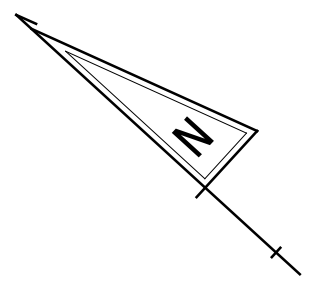
CONTRACT	BRIDGE NO.	N/A
T202606104	DESIGNED BY:	S. NICKEL
COUNTY	CHECKED BY:	J. WIGGINS
NEW CASTLE		

**CONSTRUCTION PHASING,  
M.O.T., AND EROSION  
CONTROL PLAN - PHASE 2**

<b>CS-10</b>
SECTION
WM
SHEET NO.
21

4/15/2026 11:47:17 AM W:\PROJ\224049.002\Highways\Cadd\CS10\_Phase 2.dgn

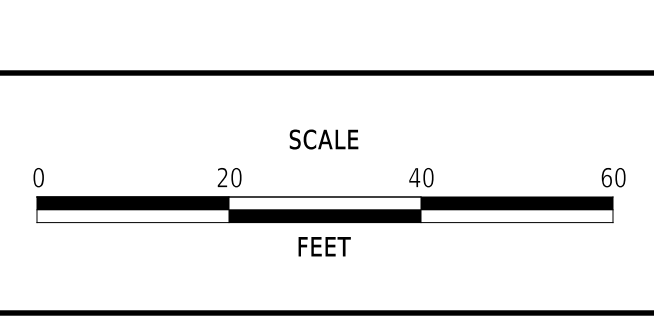




3/30/2026 3:55:22 PM M:\PROJ\224049.000\2\Highways\Cadd\CS11\_Phase 2.dgn



ADDENDA / REVISIONS

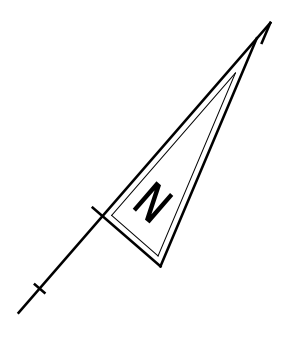


**PAVEMENT & REHABILITATION,  
NORTH II, RT 52 INTERSECTION  
IMPROVEMENTS, 2026**

CONTRACT	BRIDGE NO.	N/A
T202606104	DESIGNED BY:	S. NICKEL
COUNTY	CHECKED BY:	J. WIGGINS
NEW CASTLE		

**CONSTRUCTION PHASING,  
M.O.T., AND EROSION  
CONTROL PLAN - PHASE 2**

<b>CS-11</b>
SECTION
WM
SHEET NO.
22



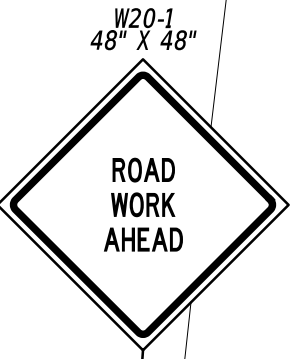
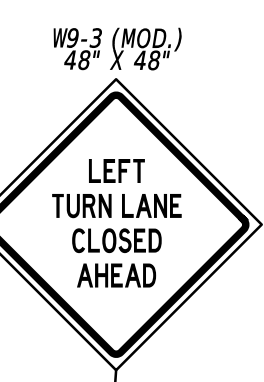
**PORTABLE CHANGEABLE MESSAGE SIGNS**  
**PRIOR TO PHASE CHANGE**  
 (10 DAYS PRIOR TO BEGINNING OF THE NEXT PHASE)

PCMS-1

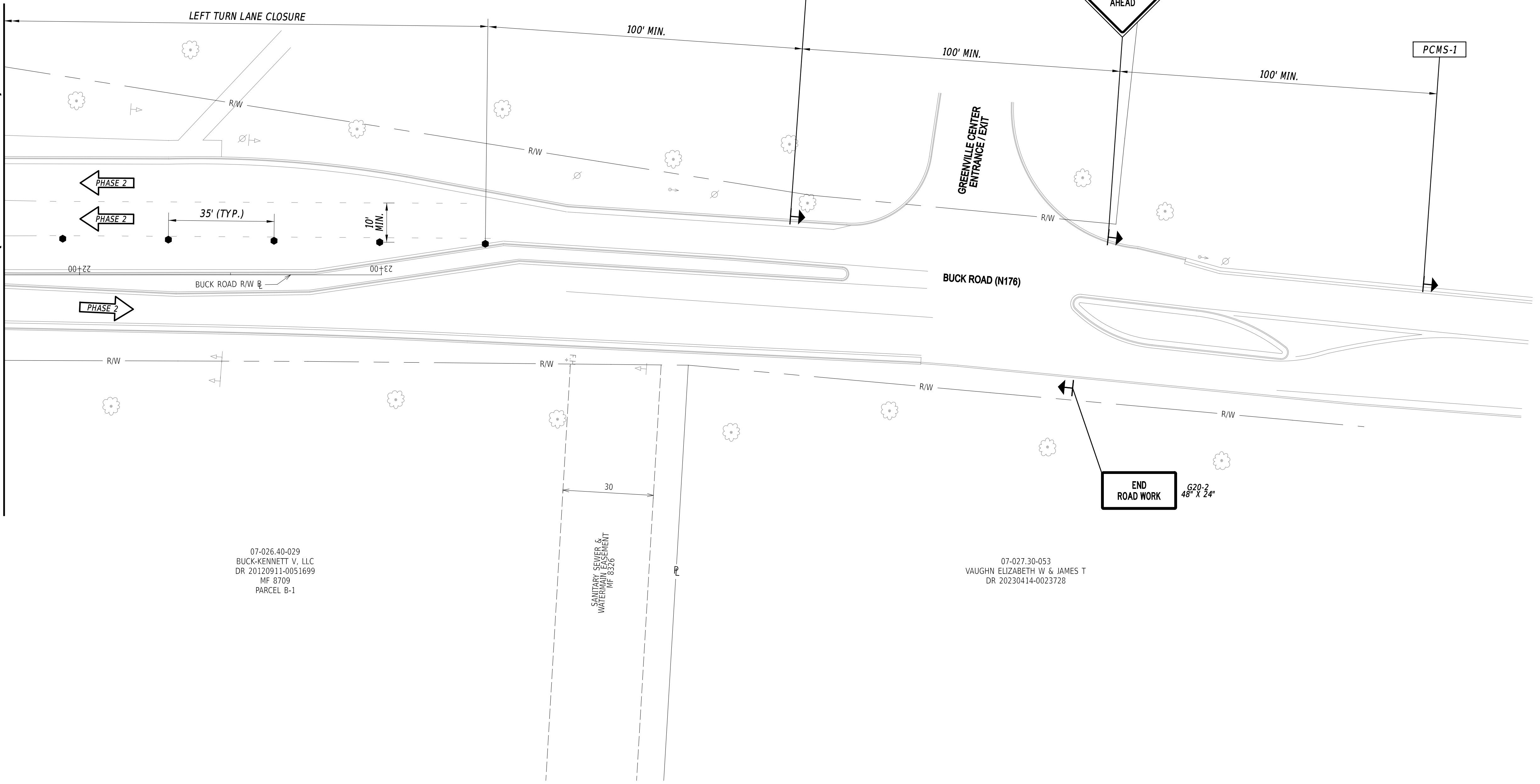
NEW  
TRAFFIC  
PATTERN

XX/XX/XX  
EXPECT  
DELAYS

07-026.00-094  
 GREENVILLE CENTER SC, LLC  
 DR 20151124-0060703  
 MF 200804280028894  
 PARCEL A & C



MATCH LINE STA 21+75 (SEE SHEET CS-09)



07-026.40-029  
 BUCK-KENNETT V, LLC  
 DR 20120911-0051699  
 MF 8709  
 PARCEL B-1

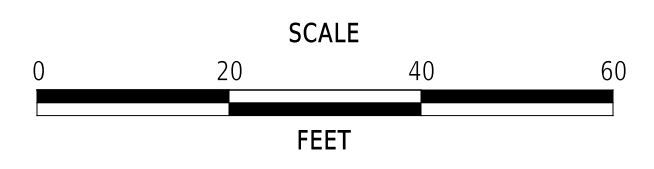
07-027.30-053  
 VAUGHN ELIZABETH W & JAMES T  
 DR 20230414-0023728

SANITARY SEWER &  
 WATERLINE  
 MF 8336

3/30/2026 3:55:28 PM M:\PROJECTS\224049.0002\Highways\Cadd\CS12\_Phase 2.dgn



ADDENDA / REVISIONS

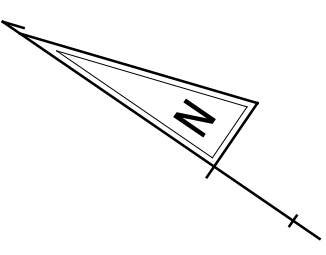


**PAVEMENT & REHABILITATION,  
 NORTH II, RT 52 INTERSECTION  
 IMPROVEMENTS, 2026**

CONTRACT	BRIDGE NO.	N/A
T202606104	DESIGNED BY:	S. NICKEL
COUNTY	CHECKED BY:	J. WIGGINS
NEW CASTLE		

**CONSTRUCTION PHASING,  
 M.O.T., AND EROSION  
 CONTROL PLAN - PHASE 2**

<b>CS-12</b>
SECTION
WM
SHEET NO.
23



**PORTABLE CHANGEABLE MESSAGE SIGNS**  
**DURING CONSTRUCTION**

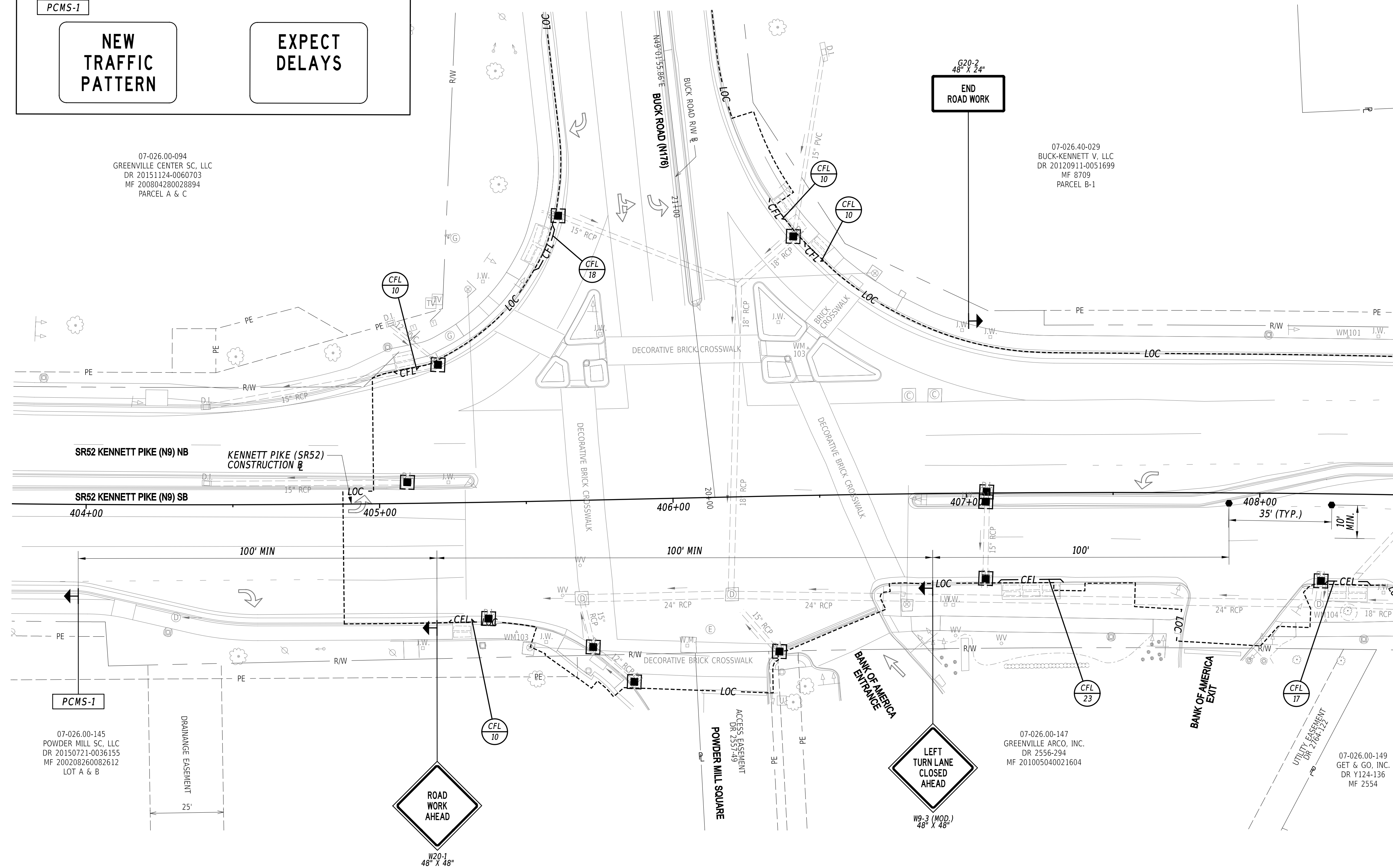
PCMS-1

**NEW TRAFFIC PATTERN**

**EXPECT DELAYS**

07-026.00-094  
 GREENVILLE CENTER SC, LLC  
 DR 20151124-0060703  
 MF 200804280028894  
 PARCEL A & C

07-026.40-029  
 BUCK-KENNETT V, LLC  
 DR 20120911-0051699  
 MF 8709  
 PARCEL B-1



PCMS-1

07-026.00-145  
 POWDER MILL SC, LLC  
 DR 20150721-0036155  
 MF 200208260002612  
 LOT A & B

07-026.00-147  
 GREENVILLE ARCO, INC.  
 DR 2556-294  
 MF 201005040021604

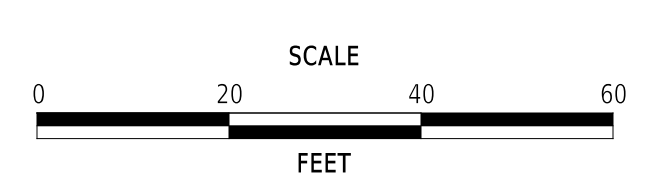
07-026.00-149  
 GET & GO, INC.  
 DR Y124-136  
 MF 2554

MATCH LINE STA 408+50 (SEE SHEET CS-14)

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ADDENDA / REVISIONS

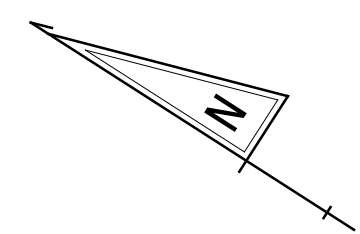


**PAVEMENT & REHABILITATION,  
 NORTH II, RT 52 INTERSECTION  
 IMPROVEMENTS, 2026**

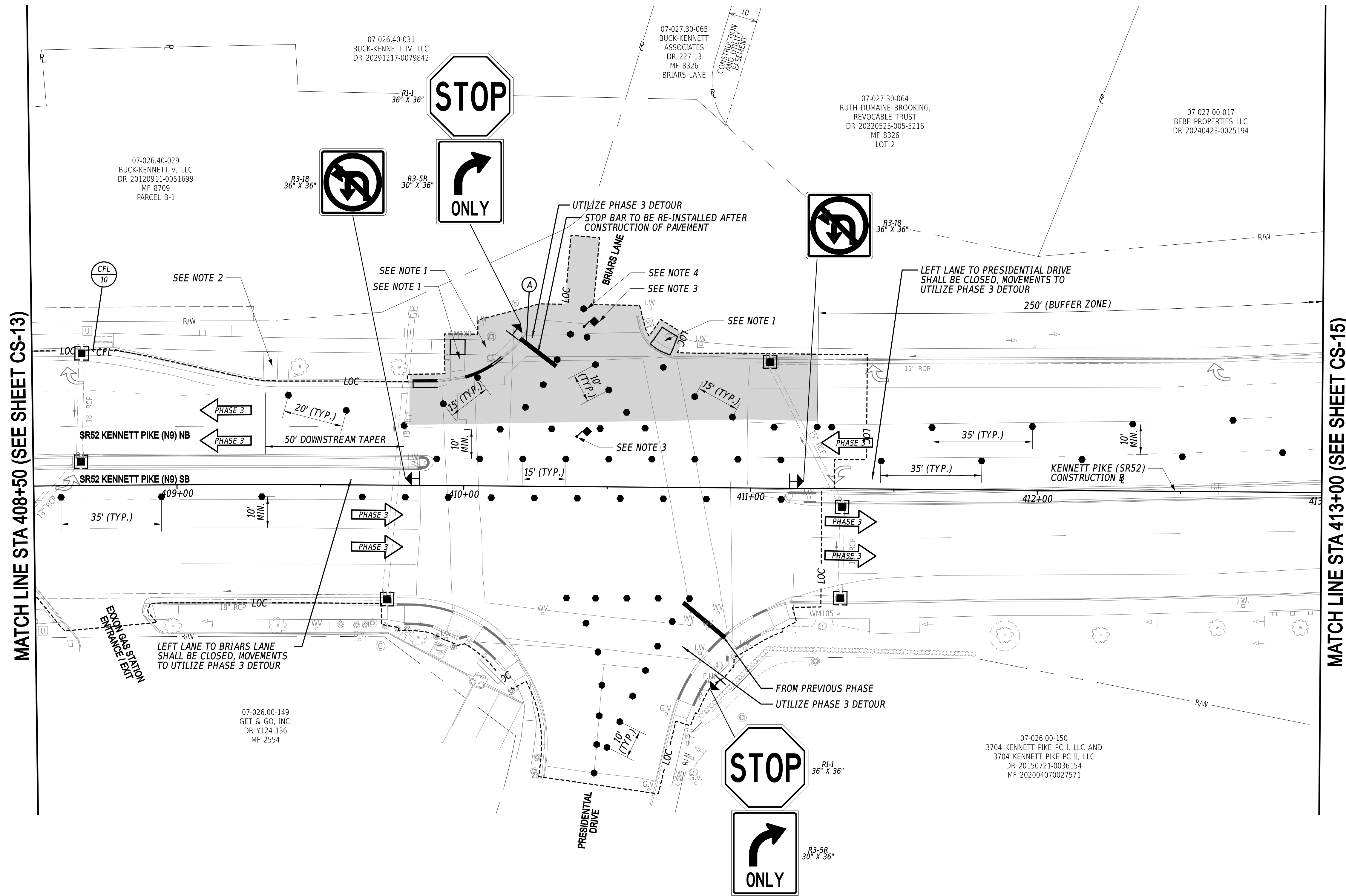
CONTRACT	BRIDGE NO.	N/A
T202606104	DESIGNED BY:	S. NICKEL
COUNTY	CHECKED BY:	J. WIGGINS
NEW CASTLE		

**CONSTRUCTION PHASING,  
 M.O.T., AND EROSION  
 CONTROL PLAN - PHASE 3**

<b>CS-13</b>
SECTION
WM
SHEET NO.
24



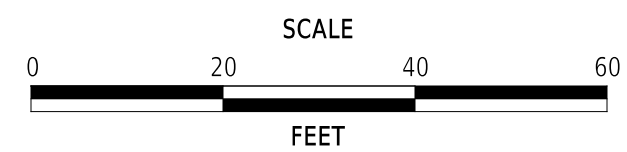
PAVEMENT MARKINGS LEGEND		
SYM	ITEM	QUANTITY
(A)	TEMPORARY MARKINGS, TAPE, SYMBOL/LEGEND (ITEM 865005)	20 SF



**NOTES:**

1. PEDESTRIAN CONNECTIONS AND CROSSING ALONG SR52 AND/OR PRESIDENTIAL DRIVE SHALL BE MAINTAINED AT ALL TIMES THROUGH ACCEPTABLE MATERIALS OR METHODS. ANY WORK REQUIRED FOR MAINTAINING THESE CROSSINGS IS INCIDENTAL TO ITEM 801000 - MAINTENANCE OF TRAFFIC.
2. BUS STOPS AND ACCESS SHALL BE MAINTAINED AT ALL TIMES THROUGHOUT CONSTRUCTION FOR PEDESTRIANS.
3. FLAGGERS SHALL ONLY BE UTILIZED DURING WORKING HOURS AND AS SHOWN IN THE "TYPICAL SIDE STREET/ENTRANCE RECONSTRUCTION DETAIL."
4. BARRELS SHALL ONLY BE USED DURING NON-WORKING HOURS WHEN FLAGGING IS NOT BEING UTILIZED. INGRESS/EGRESS LANES TO AND FROM BRIARS LANE SHALL ALWAYS BE TRAVERSABLE DURING NON-WORKING HOURS.

ADDENDA / REVISIONS

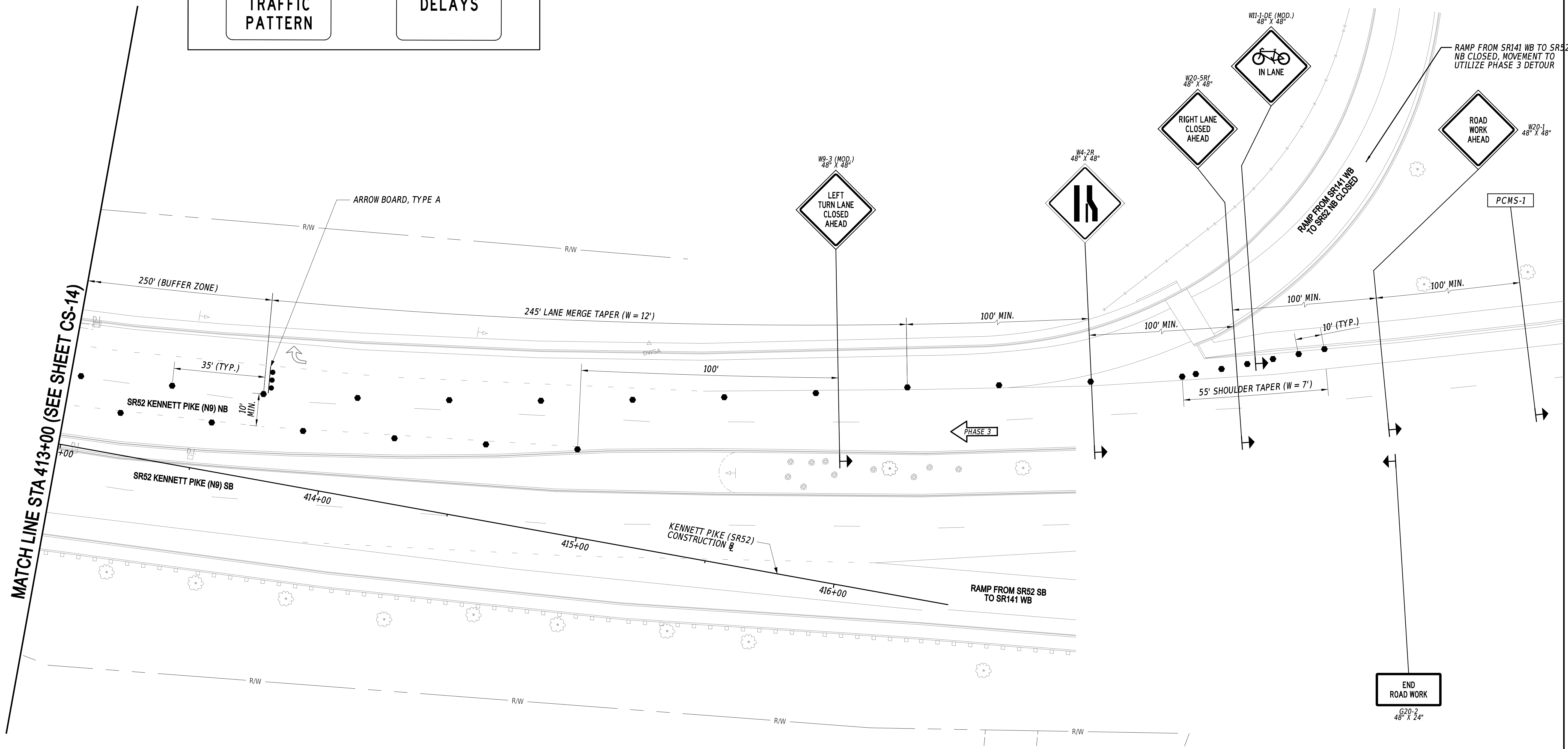
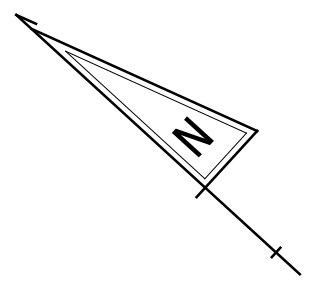
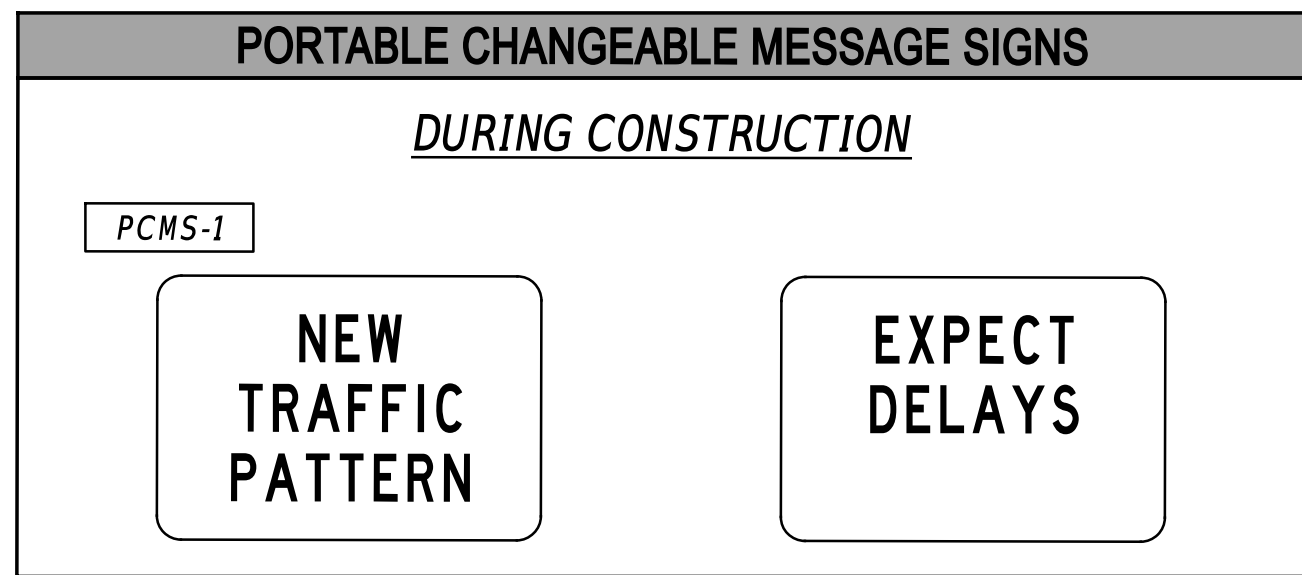


**PAVEMENT & REHABILITATION,  
NORTH II, RT 52 INTERSECTION  
IMPROVEMENTS, 2026**

CONTRACT	BRIDGE NO.	N/A
T202606104	DESIGNED BY:	S. NICKEL
COUNTY	CHECKED BY:	J. WIGGINS
NEW CASTLE		

**CONSTRUCTION PHASING,  
M.O.T., AND EROSION  
CONTROL PLAN - PHASE 3**

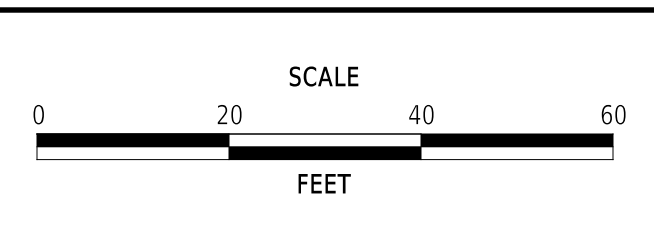
<b>CS-14</b>
SECTION
WM
SHEET NO.
25



3/30/2026 3:55:44 PM M:\PROJ\224049.000\2\Highways\Cadd\CS15\_Phase 3.dgn



ADDENDA / REVISIONS



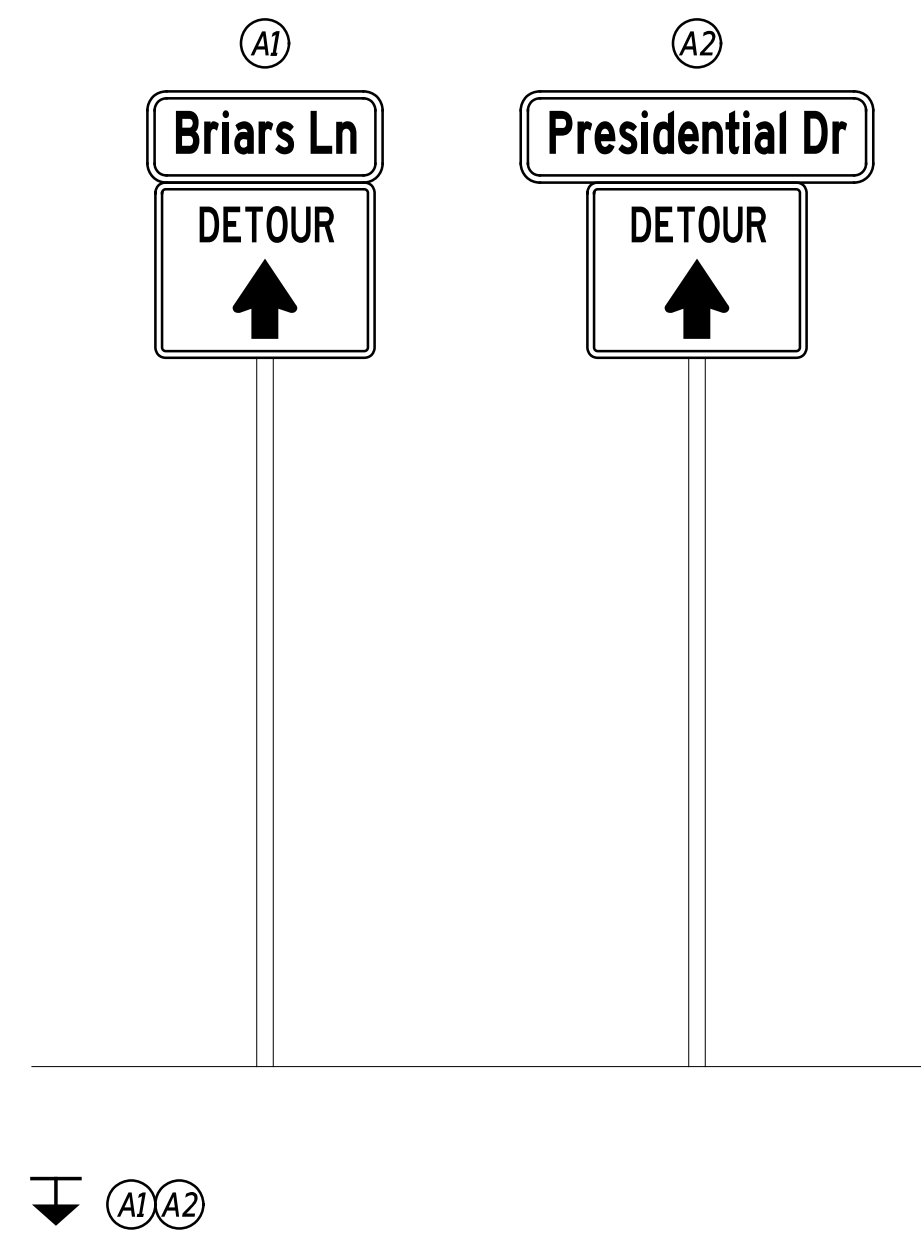
**PAVEMENT & REHABILITATION,  
 NORTH II, RT 52 INTERSECTION  
 IMPROVEMENTS, 2026**

CONTRACT	BRIDGE NO.	N/A
T202606104	DESIGNED BY:	S. NICKEL
COUNTY	CHECKED BY:	J. WIGGINS
NEW CASTLE		

**CONSTRUCTION PHASING,  
 M.O.T., AND EROSION  
 CONTROL PLAN - PHASE 3**

<b>CS-15</b>
SECTION
WM
SHEET NO.
26

**TRAILBLAZER MOUNTING DETAIL**



**DETOUR DESCRIPTION**

**PHASE 1 AND PHASE 2 DETOUR DESCRIPTION**  
(TO BE USED ON ROAD DETOUR NOTIFICATION AND TRAFFIC ALERT BY ENGINEER)

MOTORIST TRAVELING SOUTH ON SR52 WANTING TO TURN LEFT ONTO BRIARS LANE WILL TURN LEFT ONTO BUCK ROAD, TURN RIGHT ONTO MONTCHANIN ROAD, TURN RIGHT ONTO SB SR141, EXIT TO NB SR52, AND ARRIVE AT BRIARS LANE.

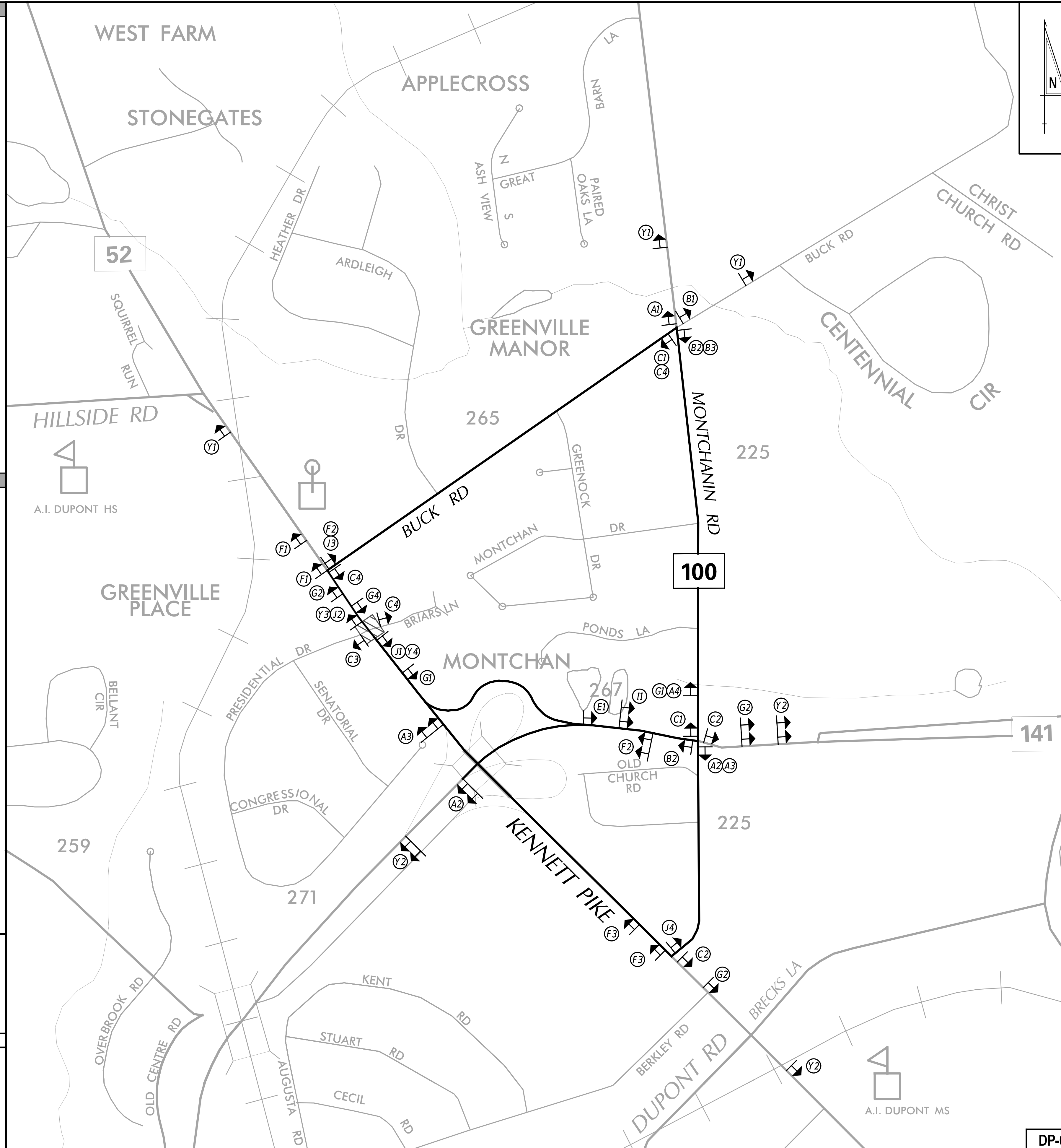
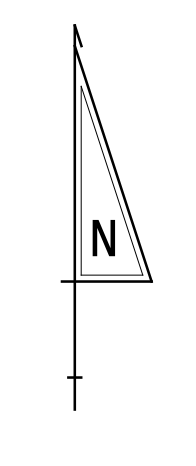
MOTORIST TRAVELING NORTH ON SR52 WANTING TO TURN LEFT ONTO PRESIDENTIAL DRIVE WILL TURN RIGHT ONTO MONTCHANIN ROAD, TURN LEFT ONTO BUCK ROAD, TURN LEFT ONTO SB SR52, AND ARRIVE AT PRESIDENTIAL DRIVE.

MOTORIST TRAVELING WEST ON BRIARS LANE WANTING TO TURN LEFT ONTO SB SR52 WILL TURN RIGHT ONTO NB SR52, TURN RIGHT ONTO BUCK ROAD, TURN RIGHT ONTO MONTCHANIN ROAD, AND RETURN TO SR52.

MOTORIST TRAVELING EAST ON PRESIDENTIAL DRIVE WANTING TO TURN LEFT ONTO NB SR52 WILL TURN RIGHT ONTO SB SR52, TURN LEFT ONTO MONTCHANIN ROAD, TURN LEFT ONTO BUCK ROAD, AND RETURN TO SR52.

**LEGEND**

SEE DP-02 FOR SIGN LEGEND AND DETAILS



**GENERAL NOTES**

1. 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.
2. ANY EXISTING SIGN THAT CONFLICTS WITH ITEM 810001 - TEMPORARY WARNING SIGNS AND PLAQUES WITHIN THIS DETOUR PLAN SHALL BE COVERED DURING THE ENTIRE IMPLEMENTATION OF THIS DETOUR.
3. SIGNS "N" THROUGH "Q" AND "T" AND "V", THE WORD "ROAD" SHALL BE CHANGED TO "RAMP", "RR XING" OR "BRIDGE" WHERE APPLICABLE.
4. "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.
5. BARRICADES SHALL BE A MINIMUM OF 6 FEET WIDE UNLESS DIRECTED BY THE ENGINEER.
6. SIGNS Y3/Y4 SHALL ONLY BE PLACED PRIOR TO PHASE 1.

PREPARED BY  
Wallace Montgomery



*John Festa*  
THIS SEAL ONLY APPLIES TO THIS DETOUR SHEET DATE 3/17/2026

SEAL

*MMA*  
QA/QC DATE 3/17/2026

\*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.\*

**CONCURRENCE FOR IMPLEMENTATION**

*James Wynn*

03/18/2026

DATE

ADDENDA / REVISIONS

SCALE NOT NOTED

**PAVEMENT & REHABILITATION,  
NORTH II, RT 52 INTERSECTION  
IMPROVEMENTS, 2026**

CONTRACT  
T202606104  
COUNTY  
NEW CASTLE

BRIDGE NO. N/A  
DESIGNED BY: S. NICKEL  
CHECKED BY: J. WIGGINS

**PHASE 1 AND 2  
DETOUR PLAN - VEHICULAR**

SECTION  
WM  
SHEET NO.  
27

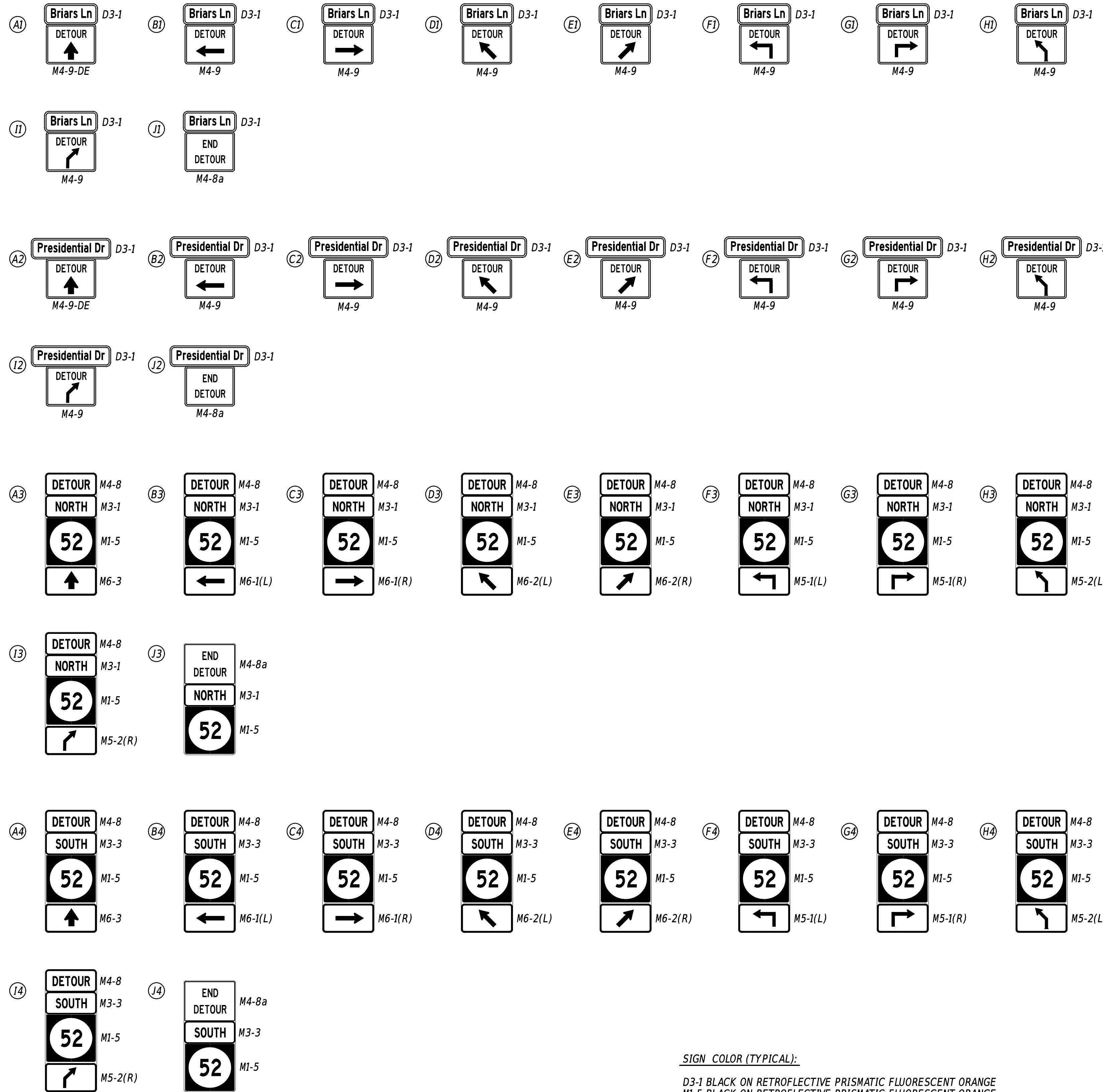
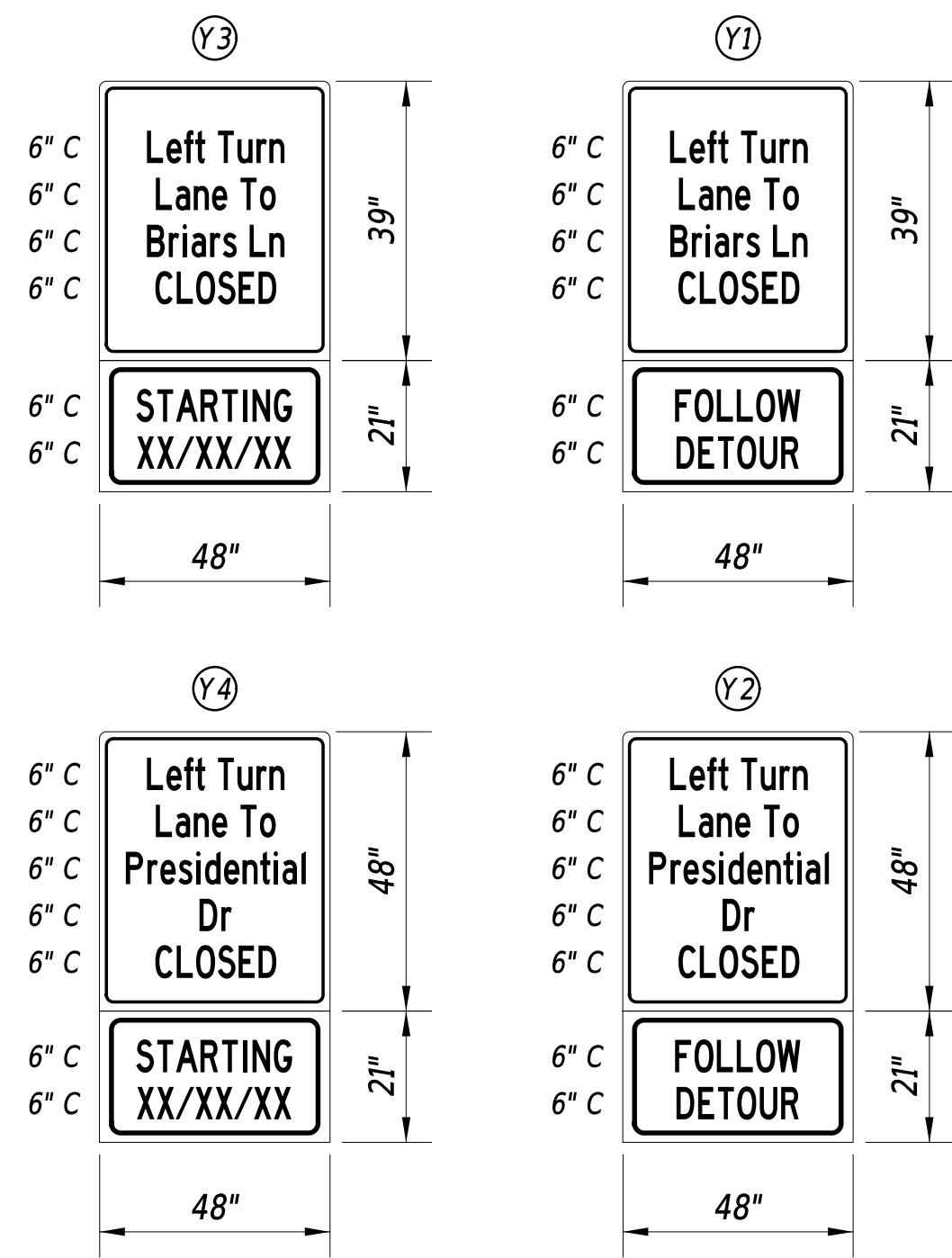
3/17/2026 2:20:22 PM W:\PROJ\224049.0002\Highways\Caadd\DP01.dgn



**SPECIAL SIGNS**

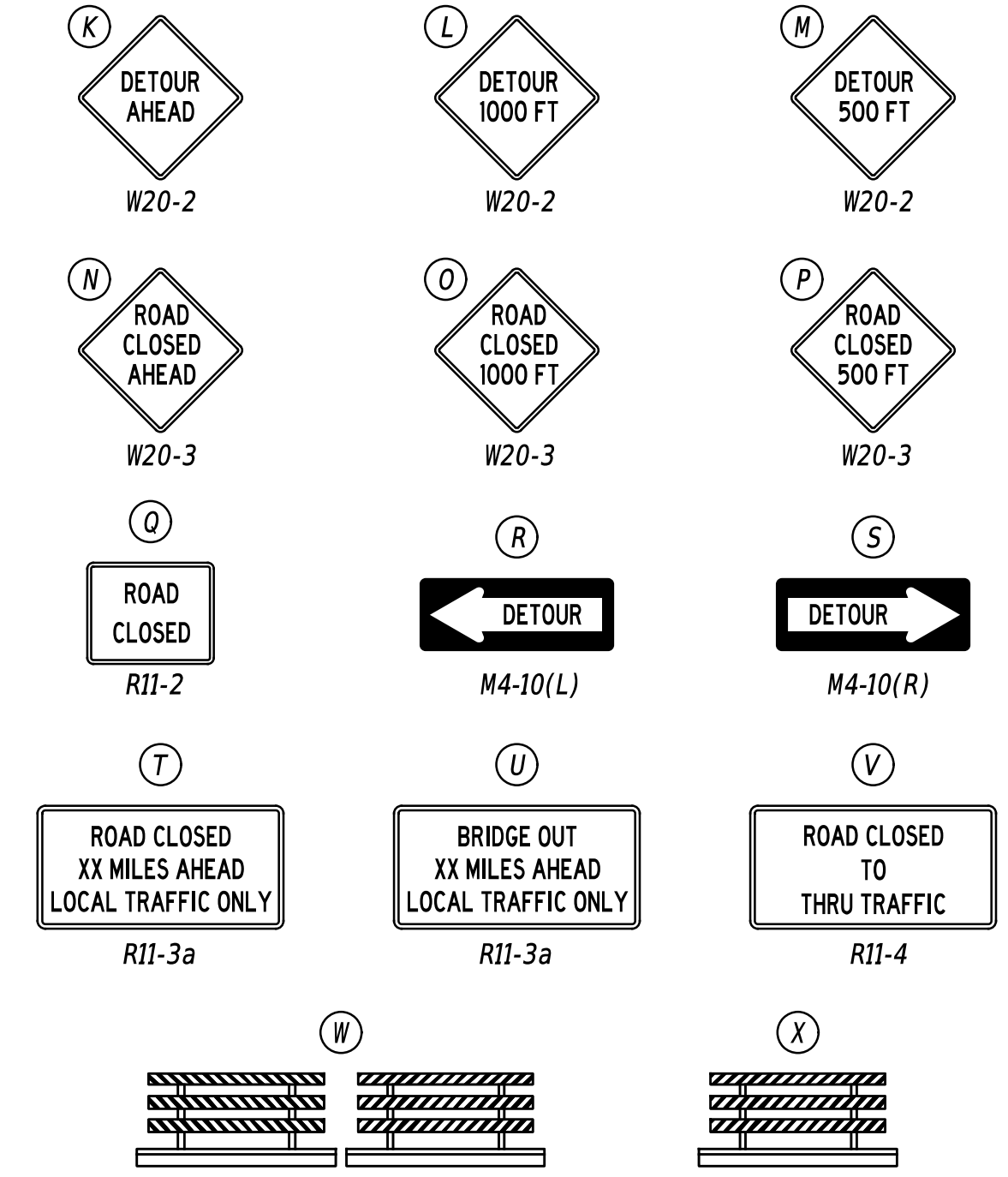
**PRIOR TO DETOUR**  
(10 DAYS PRIOR TO BEGINNING OF DETOUR)

**DURING DETOUR**  
(DISPLAY WHEN DETOUR IS ACTIVE)



**SIGN COLOR (TYPICAL):**  
 D3-1 BLACK ON RETROREFLECTIVE PRISMATIC FLUORESCENT ORANGE  
 M1-5 BLACK ON RETROREFLECTIVE PRISMATIC FLUORESCENT ORANGE  
 M3-1 BLACK ON RETROREFLECTIVE PRISMATIC FLUORESCENT ORANGE  
 M3-3 BLACK ON RETROREFLECTIVE PRISMATIC FLUORESCENT ORANGE  
 M4-8a BLACK ON RETROREFLECTIVE PRISMATIC FLUORESCENT ORANGE  
 M4-9 BLACK ON RETROREFLECTIVE PRISMATIC FLUORESCENT ORANGE  
 M4-9-DE BLACK ON RETROREFLECTIVE PRISMATIC FLUORESCENT ORANGE  
 M5-1 BLACK ON RETROREFLECTIVE PRISMATIC FLUORESCENT ORANGE  
 M5-2 BLACK ON RETROREFLECTIVE PRISMATIC FLUORESCENT ORANGE  
 M6-1 BLACK ON RETROREFLECTIVE PRISMATIC FLUORESCENT ORANGE  
 M6-2 BLACK ON RETROREFLECTIVE PRISMATIC FLUORESCENT ORANGE  
 M6-3 BLACK ON RETROREFLECTIVE PRISMATIC FLUORESCENT ORANGE  
 Y SPECIAL SIGNS BLACK ON RETROREFLECTIVE PRISMATIC FLUORESCENT ORANGE

**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.
- ANY EXISTING SIGN THAT CONFLICTS WITH ITEM 810001 - TEMPORARY WARNING SIGNS AND PLAQUES WITHIN THIS DETOUR PLAN SHALL BE COVERED DURING THE ENTIRE IMPLEMENTATION OF THIS DETOUR.
- SIGNS "N" 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.
- SIGNS Y3/Y4 SHALL ONLY BE PLACED PRIOR TO PHASE 1.

**CONCURRENCE FOR IMPLEMENTATION**

DP-02  
 TRAFFIC SAFETY  
 DATE: 03/18/2026

PREPARED BY  
 Wallace Montgomery  
 DATE: 3/17/2026  
 SEAL

QA/QC  
 DATE: 3/17/2026  
 \*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

SCALE NOT NOTED

PAVEMENT & REHABILITATION,  
 NORTH II, RT 52 INTERSECTION  
 IMPROVEMENTS, 2026

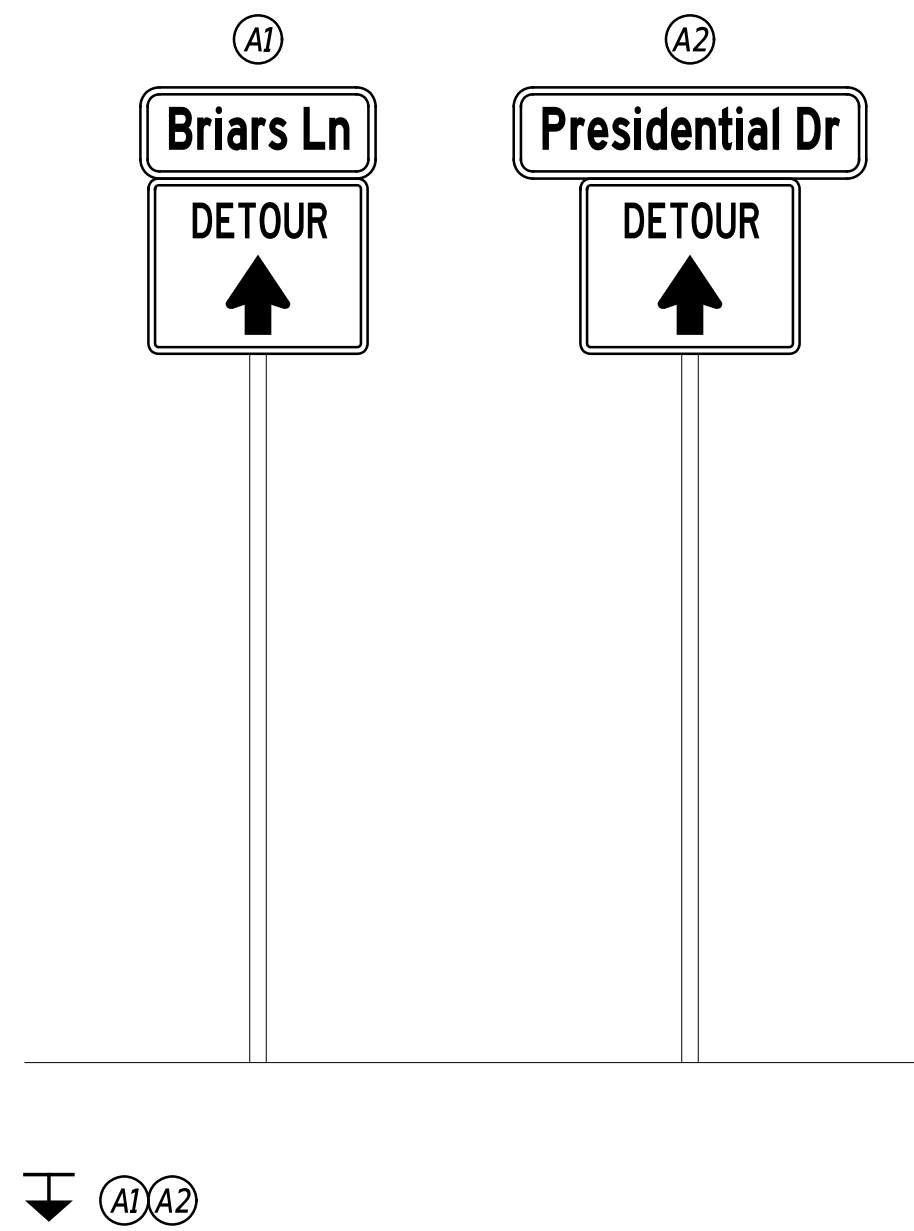
CONTRACT: T202606104  
 COUNTY: NEW CASTLE  
 BRIDGE NO.: N/A  
 DESIGNED BY: S. NICKEL  
 CHECKED BY: J. WIGGINS

PHASE 1 AND 2  
 DETOUR PLAN - VEHICULAR

SECTION: WM  
 SHEET NO.: 28

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**TRAILBLAZER MOUNTING DETAIL**



**DETOUR DESCRIPTION**

**PHASE 3 DETOUR DESCRIPTION**  
(TO BE USED ON ROAD DETOUR NOTIFICATION AND TRAFFIC ALERT BY ENGINEER)

MOTORIST TRAVELING SOUTH ON SR52 WANTING TO TURN LEFT ONTO BRIARS LANE WILL TURN LEFT ONTO BUCK ROAD, TURN RIGHT ONTO MONTCHANIN ROAD, TURN RIGHT ONTO SB SR141, EXIT TO NB SR52, AND ARRIVE AT BRIARS LANE.

MOTORIST TRAVELING NORTH ON SR52 WANTING TO TURN LEFT ONTO PRESIDENTIAL DRIVE WILL TURN RIGHT ONTO MONTCHANIN ROAD, TURN LEFT ONTO BUCK ROAD, TURN LEFT ONTO SB SR52, AND ARRIVE AT PRESIDENTIAL DRIVE.

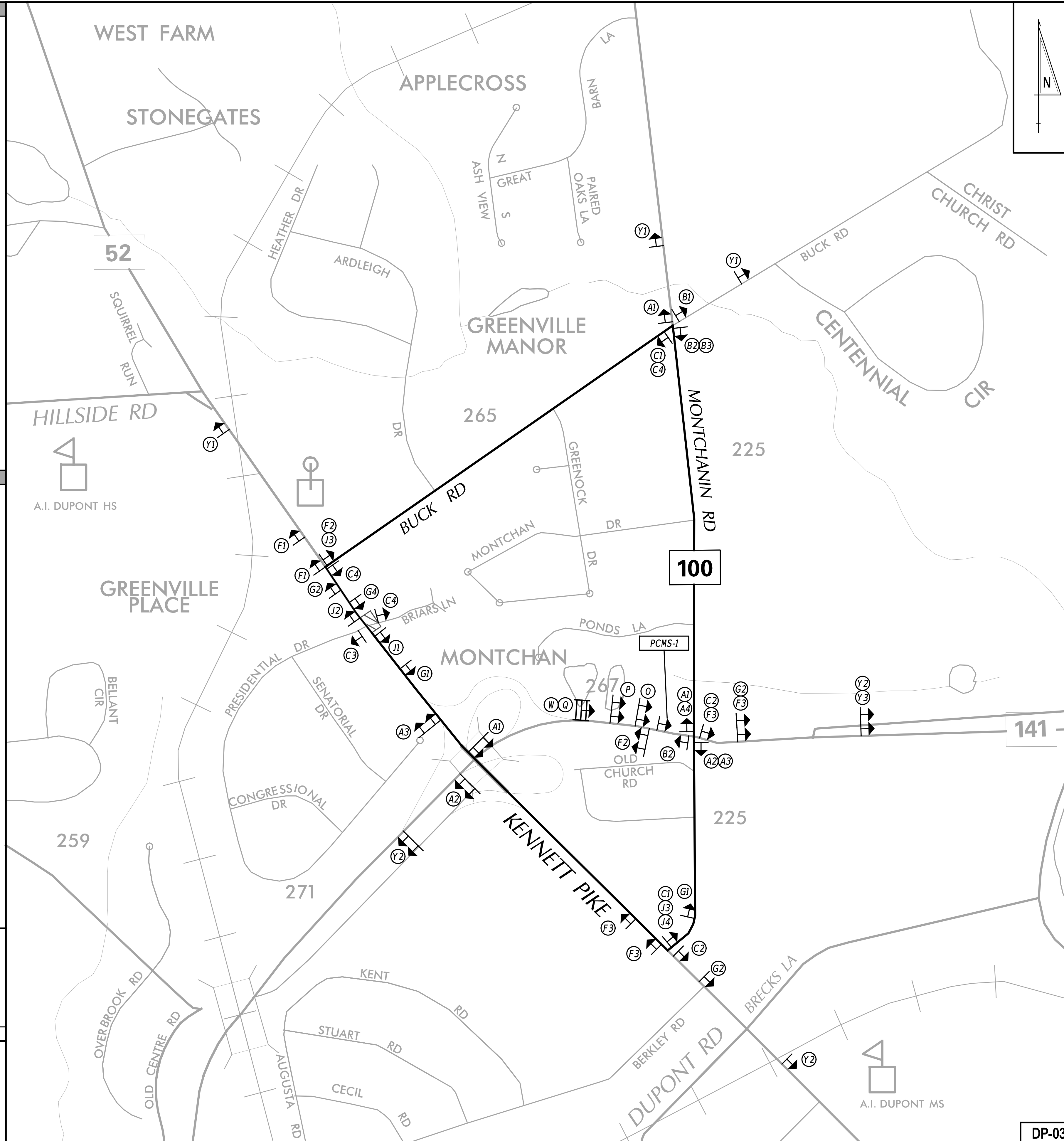
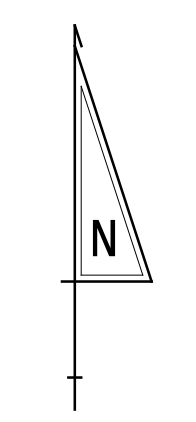
MOTORIST TRAVELING WEST ON BRIARS LANE WANTING TO TURN LEFT ONTO SB SR52 WILL TURN RIGHT ONTO NB SR52, TURN RIGHT ONTO BUCK ROAD, TURN RIGHT ONTO MONTCHANIN ROAD, AND RETURN TO SR52.

MOTORIST TRAVELING EAST ON PRESIDENTIAL DRIVE WANTING TO TURN LEFT ONTO NB SR52 WILL TURN RIGHT ONTO SB SR52, TURN LEFT ONTO MONTCHANIN ROAD, TURN LEFT ONTO BUCK ROAD, AND RETURN TO SR52.

MOTORIST TRAVELING SOUTH ON SR141 WANTING TO EXIT AT THE OFF-RAMP TO NB SR52 WILL TURN LEFT ONTO MONTCHANIN ROAD, AND RETURN TO SR52.

**LEGEND**

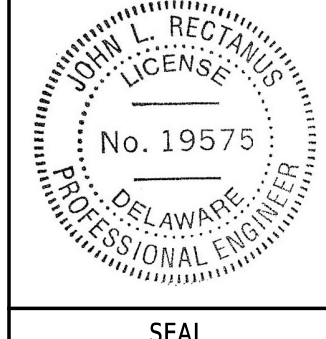
SEE DP-04 FOR SIGN LEGEND AND DETAILS



**GENERAL NOTES**

1. 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.
2. ANY EXISTING SIGN THAT CONFLICTS WITH ITEM 810001 - TEMPORARY WARNING SIGNS AND PLAQUES WITHIN THIS DETOUR PLAN SHALL BE COVERED DURING THE ENTIRE IMPLEMENTATION OF THIS DETOUR.
3. SIGNS "N" THROUGH "Q" AND "T" AND "V", THE WORD "ROAD" SHALL BE CHANGED TO "RAMP", "RR XING" OR "BRIDGE" WHERE APPLICABLE.
4. "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.
5. BARRICADES SHALL BE A MINIMUM OF 6 FEET WIDE UNLESS DIRECTED BY THE ENGINEER.

PREPARED BY  
Wallace Montgomery



*John Festa*  
THIS SEAL ONLY APPLIES TO THIS DETOUR SHEET DATE 3/17/2026

*MMA*  
QA/QC DATE 3/17/2026

\*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.\*

**CONCURRENCE FOR IMPLEMENTATION**

*Dave Wynn*

03/18/2026  
DATE

**ADDENDA / REVISIONS**

SCALE NOT NOTED

**PAVEMENT & REHABILITATION,  
NORTH II, RT 52 INTERSECTION  
IMPROVEMENTS, 2026**

CONTRACT  
T202606104  
COUNTY  
NEW CASTLE

BRIDGE NO. N/A  
DESIGNED BY: S. NICKEL  
CHECKED BY: J. WIGGINS

**PHASE 3  
DETOUR PLAN - VEHICULAR**

SECTION  
WM  
SHEET NO.  
29

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**PORTABLE CHANGEABLE MESSAGE SIGNS**

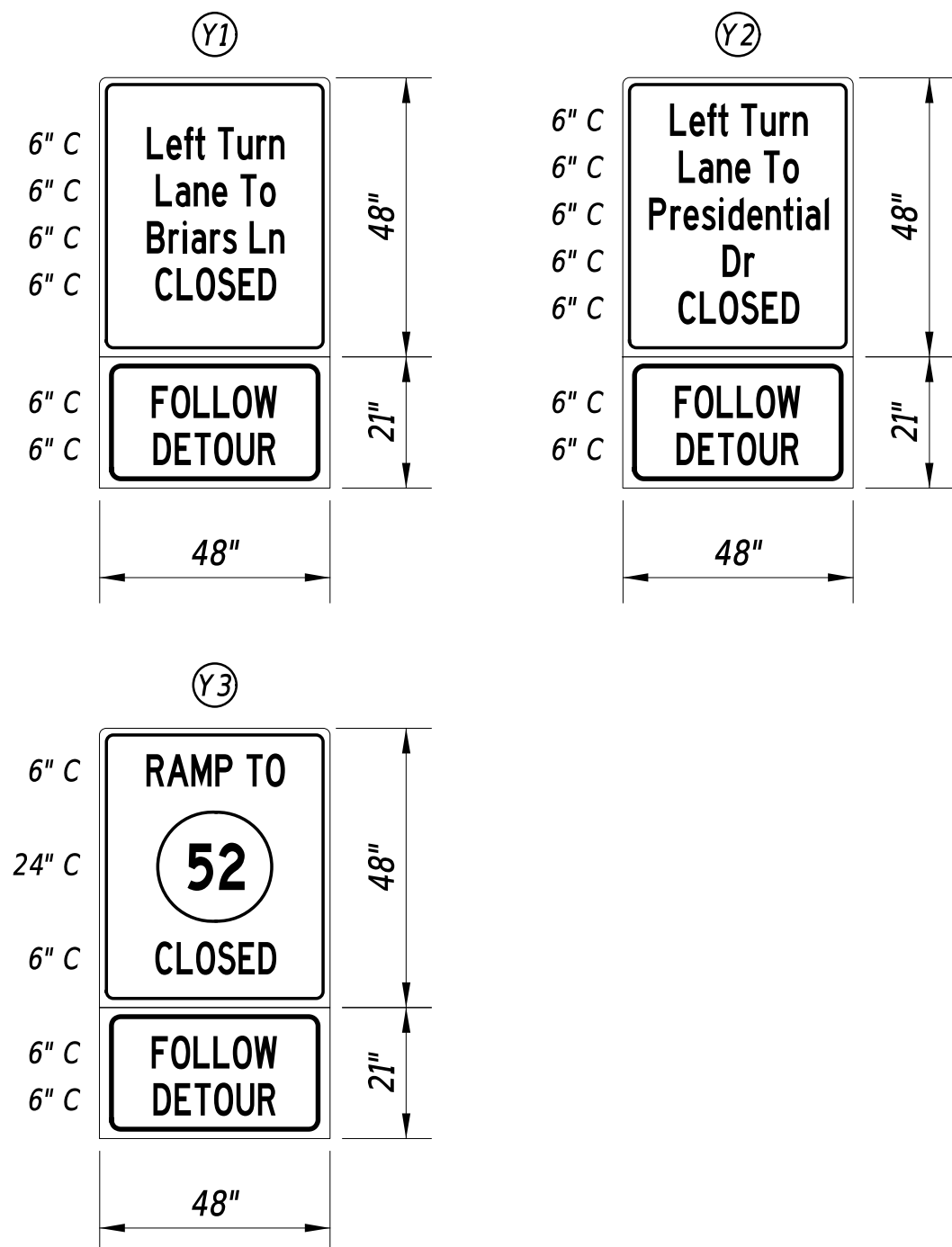
**PRIOR TO PHASE CHANGE**  
(10 DAYS PRIOR TO PHASE CHANGE)

PCMS-1

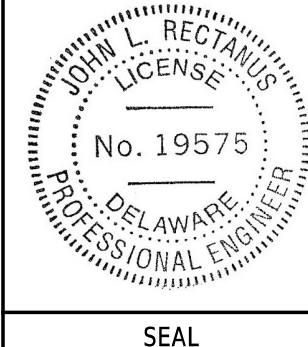
SR141 SB  
TO  
SR52 NB

RAMP  
TO CLOSE  
XX/XX/XX

**SPECIAL SIGNS**



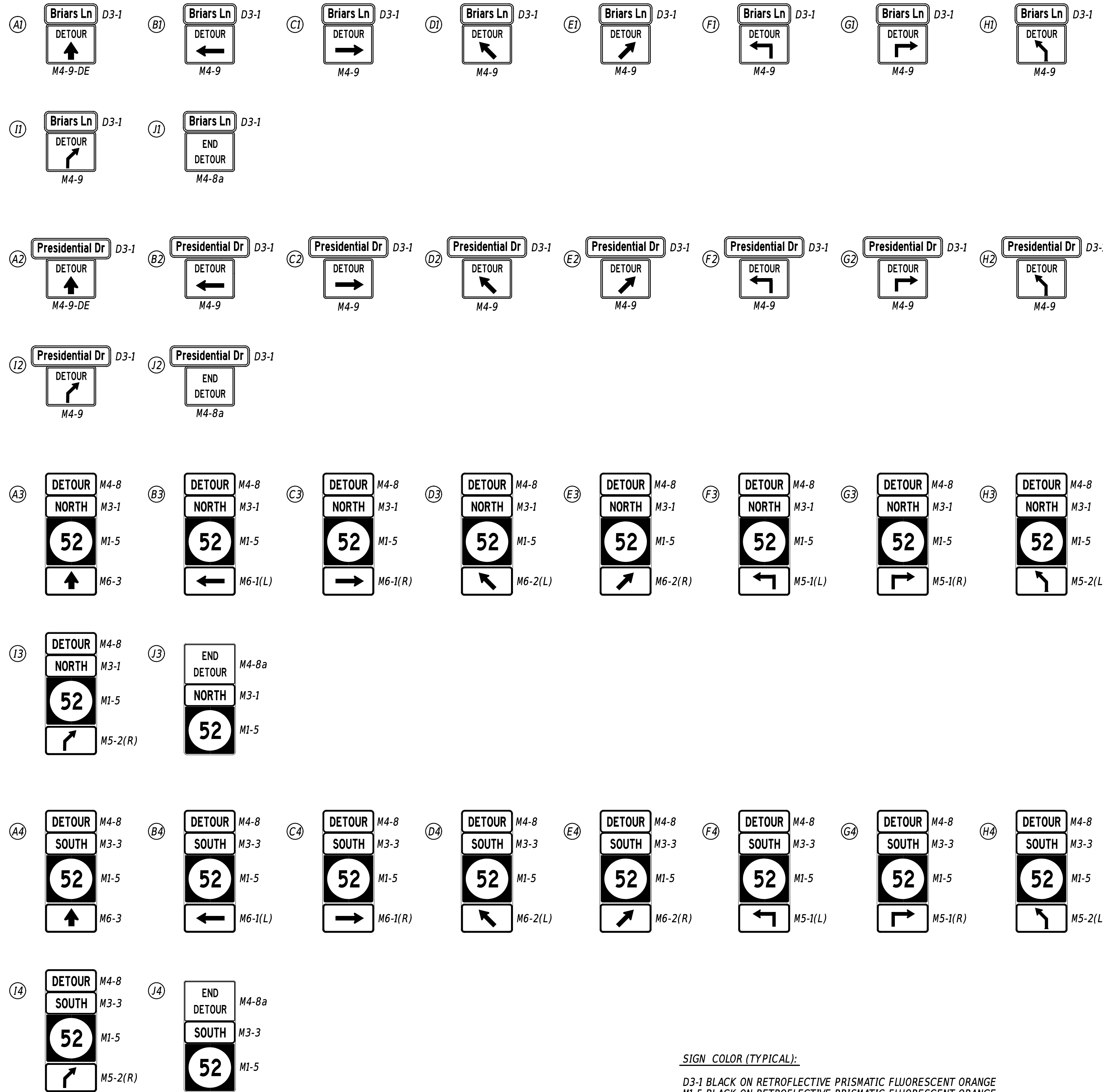
PREPARED BY  
Wallace Montgomery



*John L. Rectanus*  
DATE 3/17/2026  
THIS SEAL ONLY APPLIES TO THIS DETOUR SHEET

*WMA*  
DATE 3/17/2026  
QA/QC

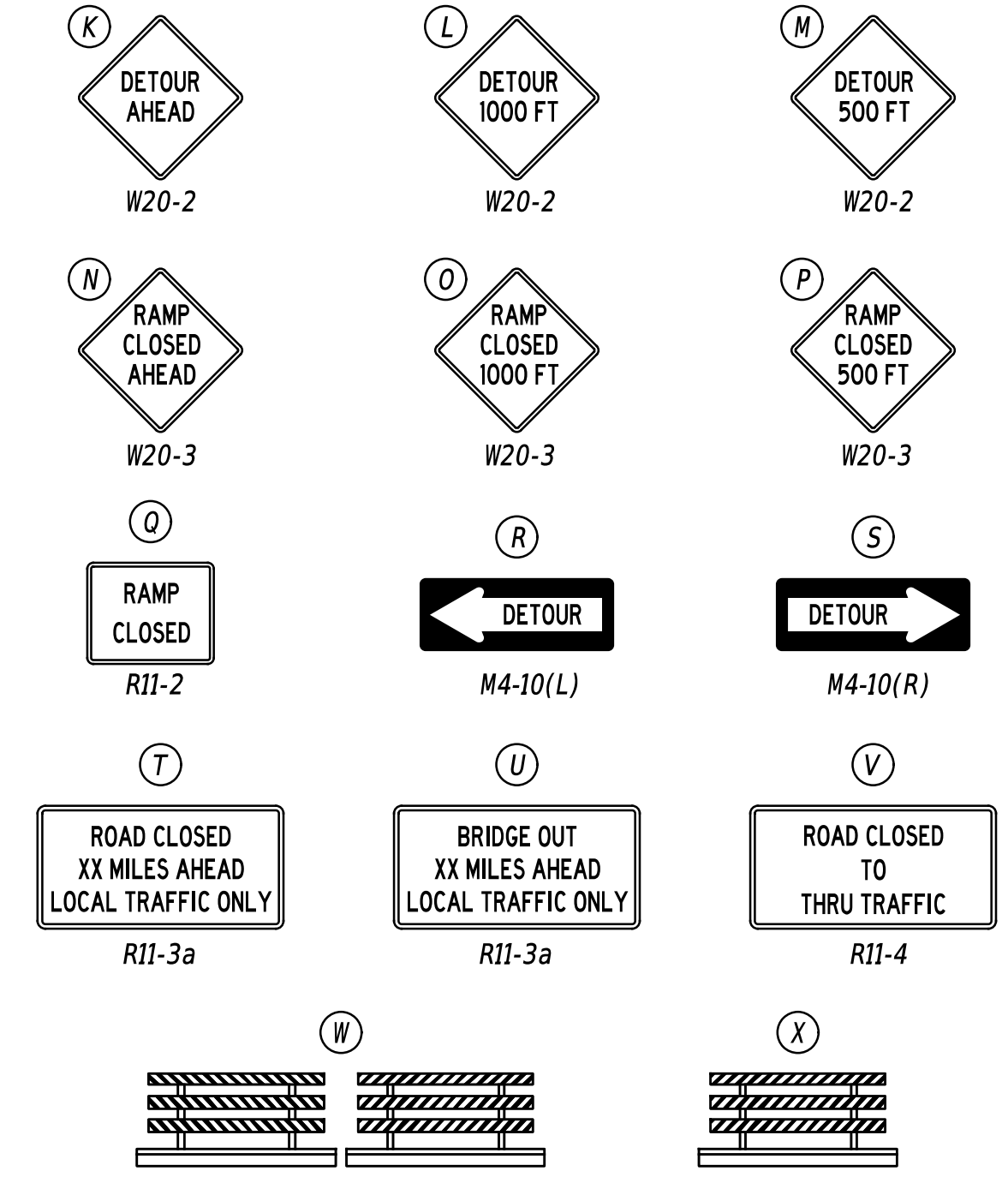
"I CERTIFY TO THE BEST OF MY KNOWLEDGE AND BELIEF THAT THIS DETOUR PLAN HAS BEEN PREPARED IN ACCORDANCE WITH THE DELAWARE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES."



SIGN COLOR (TYPICAL):

- D3-1 BLACK ON RETROREFLECTIVE PRISMATIC FLUORESCENT ORANGE
- M1-5 BLACK ON RETROREFLECTIVE PRISMATIC FLUORESCENT ORANGE
- M3-1 BLACK ON RETROREFLECTIVE PRISMATIC FLUORESCENT ORANGE
- M3-3 BLACK ON RETROREFLECTIVE PRISMATIC FLUORESCENT ORANGE
- M4-8a BLACK ON RETROREFLECTIVE PRISMATIC FLUORESCENT ORANGE
- M4-9 BLACK ON RETROREFLECTIVE PRISMATIC FLUORESCENT ORANGE
- M4-9-DE BLACK ON RETROREFLECTIVE PRISMATIC FLUORESCENT ORANGE
- M5-1 BLACK ON RETROREFLECTIVE PRISMATIC FLUORESCENT ORANGE
- M5-2 BLACK ON RETROREFLECTIVE PRISMATIC FLUORESCENT ORANGE
- M6-1 BLACK ON RETROREFLECTIVE PRISMATIC FLUORESCENT ORANGE
- M6-2 BLACK ON RETROREFLECTIVE PRISMATIC FLUORESCENT ORANGE
- M6-3 BLACK ON RETROREFLECTIVE PRISMATIC FLUORESCENT ORANGE
- Y SPECIAL SIGNS BLACK ON RETROREFLECTIVE PRISMATIC FLUORESCENT ORANGE

**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.
- ANY EXISTING SIGN THAT CONFLICTS WITH ITEM 810001 - TEMPORARY WARNING SIGNS AND PLAQUES WITHIN THIS DETOUR PLAN SHALL BE COVERED DURING THE ENTIRE IMPLEMENTATION OF THIS DETOUR.
- SIGNS "N" 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.

**CONCURRENCE FOR IMPLEMENTATION**

*John Wynn*

03/18/2026

DP-04

TRAFFIC SAFETY DATE

ADDENDA / REVISIONS

SCALE NOT NOTED

**PAVEMENT & REHABILITATION,  
NORTH II, RT 52 INTERSECTION  
IMPROVEMENTS, 2026**

CONTRACT	BRIDGE NO.	N/A
T202606104	DESIGNED BY:	S. NICKEL
COUNTY	CHECKED BY:	J. WIGGINS
NEW CASTLE		

**PHASE 3  
DETOUR PLAN - VEHICULAR**

SECTION	WM
SHEET NO.	30

3/17/2026 2:20:37 PM W:\PROJ\224049.0002\Highways\1\_Cadd\DP04.dgn

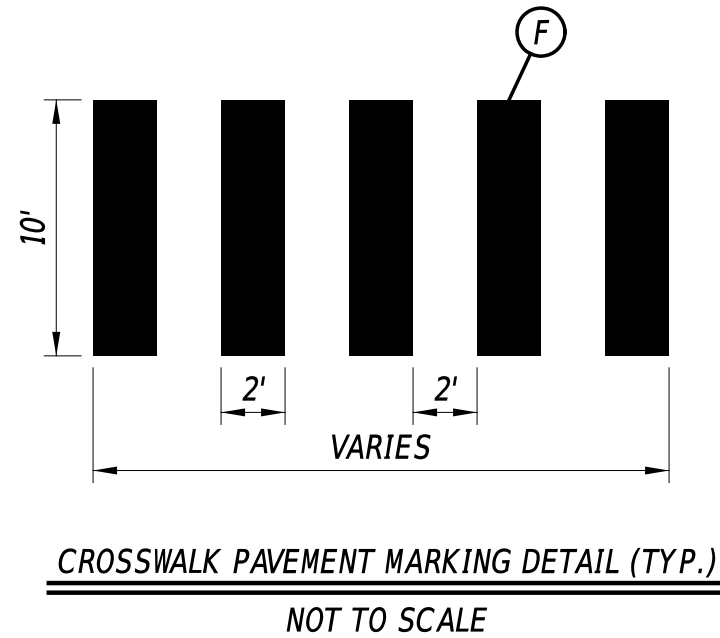
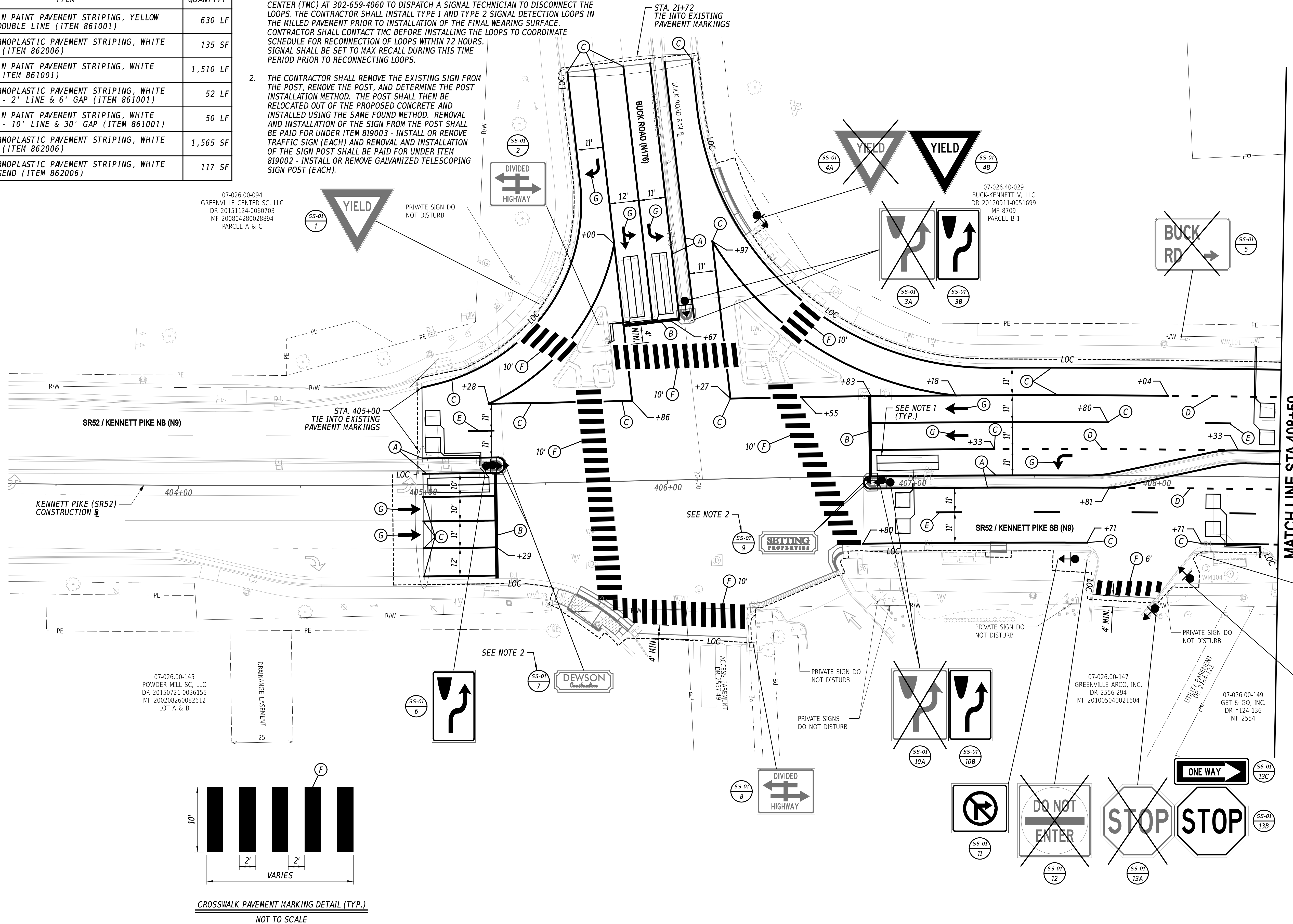


**PAVEMENT MARKINGS LEGEND**

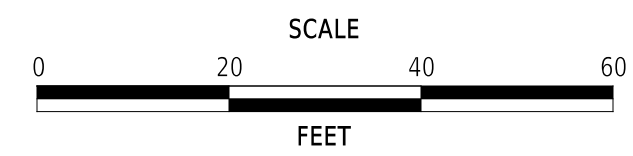
SYM	ITEM	QUANTITY
(A)	EPOXY RESIN PAINT PAVEMENT STRIPING, YELLOW 6" SOLID DOUBLE LINE (ITEM 861001)	630 LF
(B)	ALKYD-THERMOPLASTIC PAVEMENT STRIPING, WHITE 16" SOLID (ITEM 862006)	135 SF
(C)	EPOXY RESIN PAINT PAVEMENT STRIPING, WHITE 6" SOLID (ITEM 861001)	1,510 LF
(D)	ALKYD-THERMOPLASTIC PAVEMENT STRIPING, WHITE 6" DOTTED - 2' LINE & 6' GAP (ITEM 861001)	52 LF
(E)	EPOXY RESIN PAINT PAVEMENT STRIPING, WHITE 6" BROKEN - 10' LINE & 30' GAP (ITEM 861001)	50 LF
(F)	ALKYD-THERMOPLASTIC PAVEMENT STRIPING, WHITE 24" SOLID (ITEM 862006)	1,565 SF
(G)	ALKYD-THERMOPLASTIC PAVEMENT STRIPING, WHITE SYMBOL/LEGEND (ITEM 862006)	117 SF

**NOTES:**

- PRIOR TO MILLING, CONTRACTOR SHALL CONTACT THE TRANSPORTATION MANAGEMENT CENTER (TMC) AT 302-659-4060 TO DISPATCH A SIGNAL TECHNICIAN TO DISCONNECT THE LOOPS. THE CONTRACTOR SHALL INSTALL TYPE 1 AND TYPE 2 SIGNAL DETECTION LOOPS IN THE MILLED PAVEMENT PRIOR TO INSTALLATION OF THE FINAL WEARING SURFACE. CONTRACTOR SHALL CONTACT TMC BEFORE INSTALLING THE LOOPS TO COORDINATE SCHEDULE FOR RECONNECTION OF LOOPS WITHIN 72 HOURS. SIGNAL SHALL BE SET TO MAX RECALL DURING THIS TIME PERIOD PRIOR TO RECONNECTING LOOPS.
- THE CONTRACTOR SHALL REMOVE THE EXISTING SIGN FROM THE POST, REMOVE THE POST, AND DETERMINE THE POST INSTALLATION METHOD. THE POST SHALL THEN BE RELOCATED OUT OF THE PROPOSED CONCRETE AND INSTALLED USING THE SAME FOUND METHOD. REMOVAL AND INSTALLATION OF THE SIGN FROM THE POST SHALL BE PAID FOR UNDER ITEM 819003 - INSTALL OR REMOVE TRAFFIC SIGN (EACH) AND REMOVAL AND INSTALLATION OF THE SIGN POST SHALL BE PAID FOR UNDER ITEM 819002 - INSTALL OR REMOVE GALVANIZED TELESCOPING SIGN POST (EACH).



ADDENDA / REVISIONS

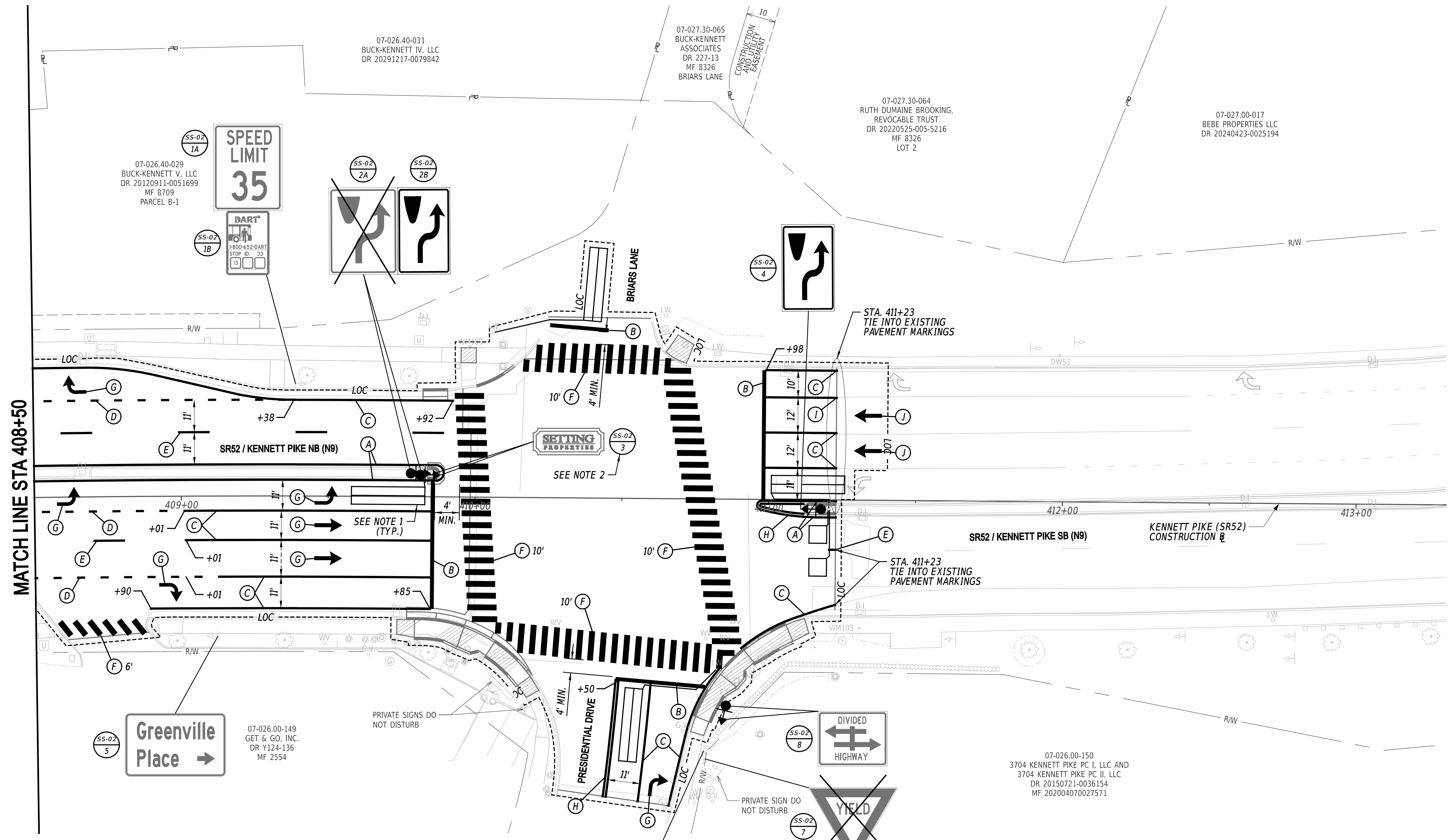
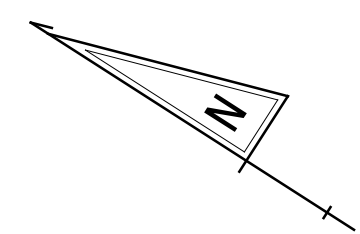


**PAVEMENT & REHABILITATION,  
NORTH II, RT 52 INTERSECTION  
IMPROVEMENTS, 2026**

CONTRACT	BRIDGE NO.	N/A
T202606104	DESIGNED BY:	M. WILLIAMS
COUNTY	CHECKED BY:	J. WIGGINS
NEW CASTLE		

**SIGNING, STRIPING  
AND CONDUIT PLAN**

<b>SS-01</b>
SECTION
WM
SHEET NO.
31



MATCH LINE STA 408+50

PAVEMENT MARKINGS LEGEND		
SYM	ITEM	QUANTITY
(A)	EPOXY RESIN PAINT PAVEMENT STRIPING, YELLOW 6" SOLID (ITEM 861001)	305 LF
(B)	ALKYD-THERMOPLASTIC PAVEMENT STRIPING, WHITE 16" SOLID (ITEM 862006)	185 SF
(C)	EPOXY RESIN PAINT PAVEMENT STRIPING, WHITE 6" SOLID (ITEM 861001)	660 LF
(D)	ALKYD-THERMOPLASTIC PAVEMENT STRIPING, WHITE 6" DOTTED - 2' LINE & 6' GAP (ITEM 861001)	200 LF
(E)	EPOXY RESIN PAINT PAVEMENT STRIPING, WHITE 6" BROKEN - 10' LINE & 30' GAP (ITEM 861001)	53 LF

PAVEMENT MARKINGS LEGEND		
SYM	ITEM	QUANTITY
(F)	ALKYD-THERMOPLASTIC PAVEMENT STRIPING, WHITE 24" SOLID (ITEM 862006)	1,565 SF
(G)	ALKYD-THERMOPLASTIC PAVEMENT STRIPING, WHITE SYMBOL/LEGEND (ITEM 862006)	146 SF
(H)	EPOXY RESIN PAINT PAVEMENT STRIPING, YELLOW 6" SOLID DOUBLE LINE (ITEM 861001)	112 LF
(I)	EPOXY RESIN PAINT PAVEMENT STRIPING, WHITE 12" SOLID (ITEM 861002)	25 LF
(J)	PREFORMED TAPE PAVEMENT STRIPING, WHITE SYMBOL/LEGEND (ITEM 864008)	33 SF

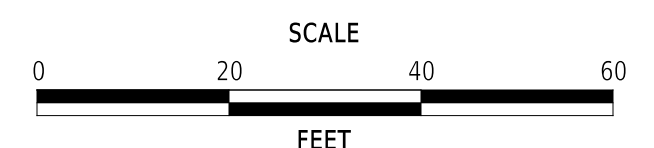
**NOTE:**

- PRIOR TO MILLING, CONTRACTOR SHALL CONTACT THE TRANSPORTATION MANAGEMENT CENTER (TMC) AT 302-659-4060 TO DISPATCH A SIGNAL TECHNICIAN TO DISCONNECT THE LOOPS. THE CONTRACTOR SHALL INSTALL TYPE 1 AND TYPE 2 SIGNAL DETECTION LOOPS IN THE MILLED PAVEMENT PRIOR TO INSTALLATION OF THE FINAL WEARING SURFACE. CONTRACTOR SHALL CONTACT TMC BEFORE INSTALLING THE LOOPS TO COORDINATE SCHEDULE FOR RECONNECTION OF LOOPS WITHIN 72 HOURS. SIGNAL SHALL BE SET TO MAX RECALL DURING THIS TIME PERIOD PRIOR TO RECONNECTING LOOPS.
- THE CONTRACTOR SHALL REMOVE THE EXISTING SIGN FROM THE POST, REMOVE THE POST, AND DETERMINE THE POST INSTALLATION METHOD. THE POST SHALL THEN BE RELOCATED OUT OF THE PROPOSED CONCRETE AND INSTALLED USING THE SAME FOUND METHOD. REMOVAL AND INSTALLATION OF THE SIGN FROM THE POST SHALL BE PAID FOR UNDER ITEM 819003 - INSTALL OR REMOVE TRAFFIC SIGN (EACH) AND REMOVAL AND INSTALLATION OF THE SIGN POST SHALL BE PAID FOR UNDER ITEM 819002 - INSTALL OR REMOVE GALVANIZED TELESCOPING SIGN POST (EACH).

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ADDENDA / REVISIONS



**PAVEMENT & REHABILITATION,  
NORTH II, RT 52 INTERSECTION  
IMPROVEMENTS, 2026**

CONTRACT T202606104	BRIDGE NO. N/A
COUNTY NEW CASTLE	DESIGNED BY: M. WILLIAMS
	CHECKED BY: J. WIGGINS

**SIGNING, STRIPING  
AND CONDUIT PLAN**

<b>SS-02</b>
SECTION WM
SHEET NO. 32

PERMANENT SIGN SCHEDULE - ROADWAY

SHEET NO.	PLAN IDENTIFIER	SIGN DESIGNATION	QTY.	DESCRIPTION	SIGN WIDTH (IN)	SIGN HEIGHT (IN)	X13 / ITEM 819001 SUPPLY OF ROADSIDE FLAT SHEET ALUMINUM, TYPE IV, RETROREFLECTIVE SHEETING (SF)	X14 / ITEM 819003 SUPPLY OF ROADSIDE FLAT SHEET ALUMINUM, TYPE XI, RETROREFLECTIVE SHEETING (SF)	X15 / ITEM 819512 SIGN POST REFLECTIVE PANEL (EA)	ITEM 819003 INSTALL OR REMOVE TRAFFIC SIGNS (EACH)			ITEM 819001 PROVIDE GALVANIZED TELESCOPING SIGN POST (EACH) TO BE USED FOR NEW SIGN POSTS. CONTRACTOR TO DETERMINE LENGTH	ITEM 819002 INSTALL OR REMOVE GALVANIZED TELESCOPING SIGN POST (EACH)			POST INSTALLATION TYPE	ITEM 819010 4" HOLE, 0-6" (EACH)	ITEM 819011 4" HOLE, >6" (EACH)	SIGN DISPOSITION	ITEM 821003 INSTALLATION OF BARRIER MOUNTED SIGN SUPPORT (EACH) (PROJECT CONTRACTOR ITEM)	ITEM 821005 INSTALLATION OF SIGN ON BARRIER MOUNTED SIGN SUPPORT (SF) (PROJECT CONTRACTOR ITEM)	ITEM 821006 REMOVAL OF SIGN ON BARRIER MOUNTED SIGN SUPPORT (SF) (PROJECT CONTRACTOR ITEM)	X14A FLAT SHEET ALUMINUM SIGN PANELS (TYPE X) SHEETING) - SIGNS ON POLES, SPAN WIRES, MAST ARMS (TRAFFIC SUPPLY)	ITEM 822500 INSTALL OVERHEAD SIGN (SF) ON SIGNAL POLES TRAFFIC CONTRACTOR ITEM EXCEPT FOR PILOT PROJECTS	ITEM 823003 REMOVAL OF SIGN ON SPAN WIRE OR MAST ARM (EA) TRAFFIC CONTRACTOR ITEM EXCEPT FOR PILOT PROJECTS	ITEM 823001 INSTALLATION OF SIGN ON SPAN WIRE OR MAST ARM (SF) TRAFFIC CONTRACTOR ITEM EXCEPT FOR PILOT PROJECTS	REMARKS			
										SIGN DISPOSITION	REMOVE	INSTALL		SIGN POST DISPOSITION	REMOVE	INSTALL															
SS-01	1	R1-2(36)	1	YIELD	36	36				REMAIN																					
SS-01	2	R6-3(30)	1	DIVIDED HIGHWAY CROSSING (4 - Legged Intersection) - 30x24	30	24				REMAIN																					
SS-01	3A	R4-7(24)	1	KEEP RIGHT (Symbol) - 24x30	24	30				REMOVE	1			REMOVE	1																
SS-01	3B	R4-7c	1	NARROW KEEP RIGHT	18	30	3.8			NEW W/ POST		1	1	NEW																	
SS-01	4A	R1-2(36)	1	YIELD	36	36				REMOVE	1			REMOVE	1																
SS-01	4B	R1-2(48)	1	YIELD	48	48		6.9		NEW W/ POST		1	1	NEW																	
SS-01	5	D1-2	1	DESTINATION (2 Line)	24	30				REMOVE	1																			"BUCK" "RD" Right Arrow.	
SS-01	6	R4-7c	1	NARROW KEEP RIGHT	18	30	3.8			NEW W/ POST		1	1	NEW																	
SS-01	7	SPECIAL	1	DEWSON CONSTRUCTION	24	9				REPOSITION	1	1		REPOSITION	1	1															
SS-01	8	R6-3(30)	1	DIVIDED HIGHWAY CROSSING (4 - Legged Intersection) - 30x24	30	24				REMAIN																					
SS-01	9	SPECIAL	1	SETTING PROPERTIES	24	9				REPOSITION	1	1		REPOSITION	1	1															
SS-01	10A	R4-7(24)	1	KEEP RIGHT (Symbol) - 24x30	24	30				REMOVE	1			REMOVE	1																
SS-01	10B	R4-7c	1	NARROW KEEP RIGHT	18	30	3.8			NEW W/ POST		1	1	NEW																	
SS-01	11	R3-1(36)	1	RIGHT TURN PROHIBITION (Symbol) - 36x36	36	36	9.0			NEW W/ POST		1	1	NEW																	
SS-01	12	R5-1(30)	1	DO NOT ENTER - 30x30	30	30				REMOVE	1			REPOSITION	1																
SS-01	13A	R1-1(30)	1	STOP	30	30				REMOVE	1			REMOVE	1																
SS-01	13B	R1-1(36)	1	STOP	36	36		7.5		NEW W/ POST		1	1	NEW																	
SS-01	13C	R6-1-R(36)	1	ONE WAY (ENCLOSED IN RIGHT ARROW) - 36x12	36	12	3.0			ADD TO ASSEMBLY		1		NEW																"52"	
SS-01	14A	R5-1(30)	1	DO NOT ENTER - 30x30	30	30				REMOVE	1			REMOVE	1																
SS-01	14B	R5-1(30)	1	DO NOT ENTER - 30x30	30	30		6.3		NEW W/ POST		1	1	NEW																	
SS-01	15A	M3-3(24)	1	CARDINAL DIRECTION - SOUTH - 24x12	24	12				REMAIN																					
SS-01	15B	M1-5(30)	1	STATE ROUTE B - Right Sign - 30x24	30	24				REMAIN																					
SS-02	1A	R2-1-35(24)	1	SPEED LIMIT (35 MPH) - 24x30	24	30				REMAIN																					
SS-02	1B	D4-3-DE	1	BUS STOP (REQUESTS FOR FABRICATION THRU DART TRANSIT AT 302-576-6132)	12	18				REMAIN																					
SS-02	2A	R4-7(24)	1	KEEP RIGHT (Symbol) - 24x30	24	30				REMOVE	1			REMOVE	1																
SS-02	2B	R4-7c	1	NARROW KEEP RIGHT	18	30	3.8			NEW W/ POST		1	1	NEW																	
SS-02	3	SPECIAL	1	SETTING PROPERTIES	24	9				REPOSITION	1	1		REPOSITION	1	1															
SS-02	4	R4-7c	1	NARROW KEEP RIGHT	18	30	3.8			NEW W/ POST		1	1	NEW																	
SS-02	5	D1-2	1	DESTINATION (2 Line)	24	30				REMAIN																					
SS-02	6A	R7-202aP-DE1	1	END (plaque - red)	12	6				REMAIN																					
SS-02	6B	R7-4-DE(12)	1	NO STOPPING, STANDING, OR PARKING - 12x18	12	18				REMAIN																					
SS-02	7	R1-2(36)	1	YIELD	36	36				REMOVE	1			REMOVE	1																
SS-02	8	R6-3(30)	1	DIVIDED HIGHWAY CROSSING (4 - Legged Intersection) - 30x24	30	24				REPOSITION	1	1	1	REPOSITION	1	1															
PAGE TOTALS							31	21	0			13	14	10		12	13		0	0	0	0	0	0	0	0	0	0	0	0	
JOB TOTALS							31	21	0			13	14	10		12	13		0	0	0	0	0	0	0	0	0	0	0	0	0

ADDENDA / REVISIONS

SCALE NOT NOTED

PAVEMENT & REHABILITATION, NORTH II, RT 52 INTERSECTION IMPROVEMENTS, 2026

CONTRACT	BRIDGE NO.	N/A
T202606104	DESIGNED BY:	M. WILLIAMS
COUNTY	CHECKED BY:	J. WIGGINS
NEW CASTLE		

SIGNING, STRIPING AND CONDUIT PLAN

SECTION	WM
SHEET NO.	33