

**CHANGEABLE MESSAGE BOARDS:**

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

CMS-1

SR 1 SB  
CLOSING  
XXXXXX

THROUGH  
XX/XX/XX  
9PM-5AM

**DURING DETOUR**

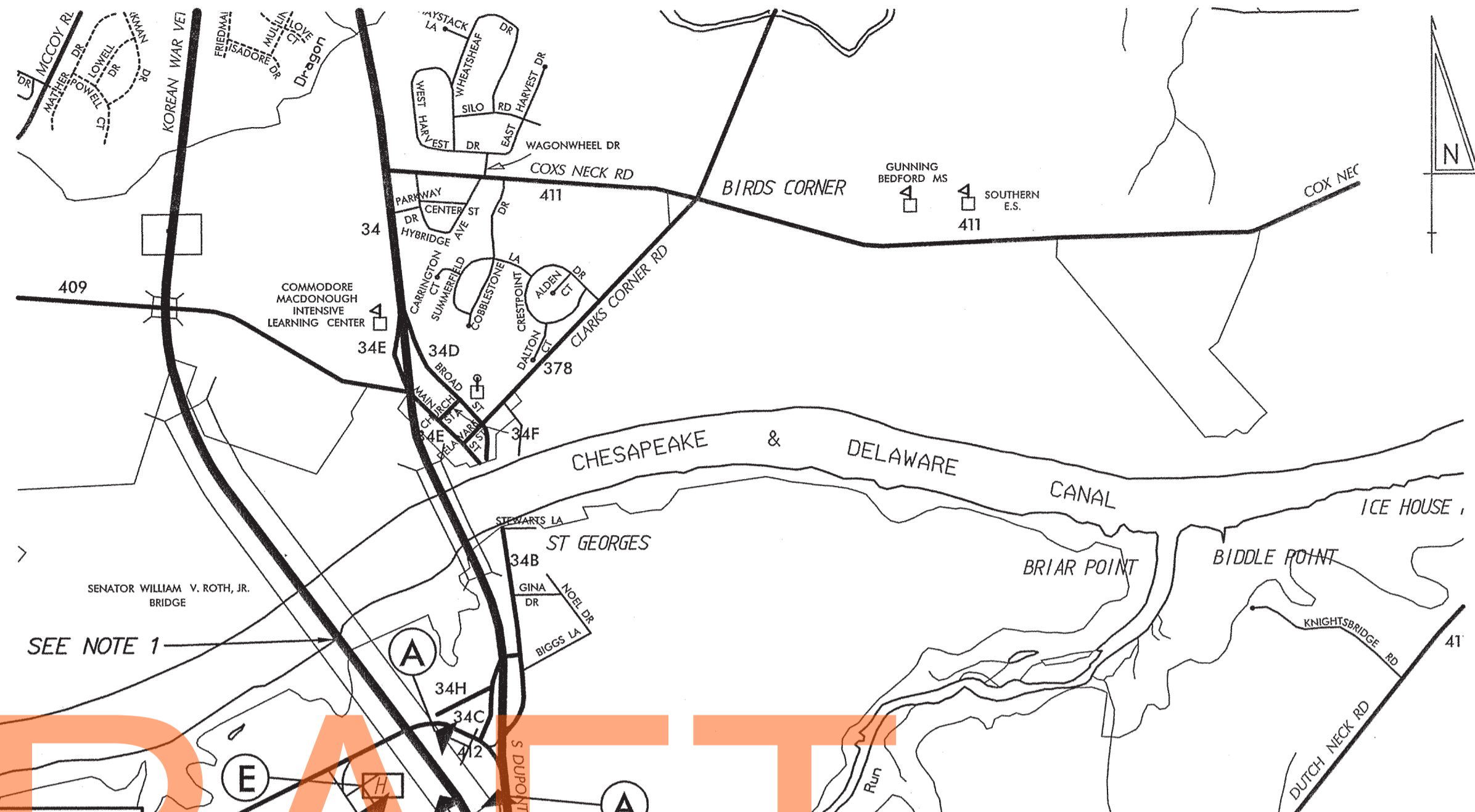
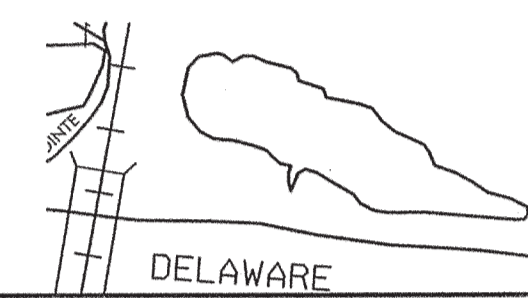
CMS-1

SR 1 SB  
CLOSED

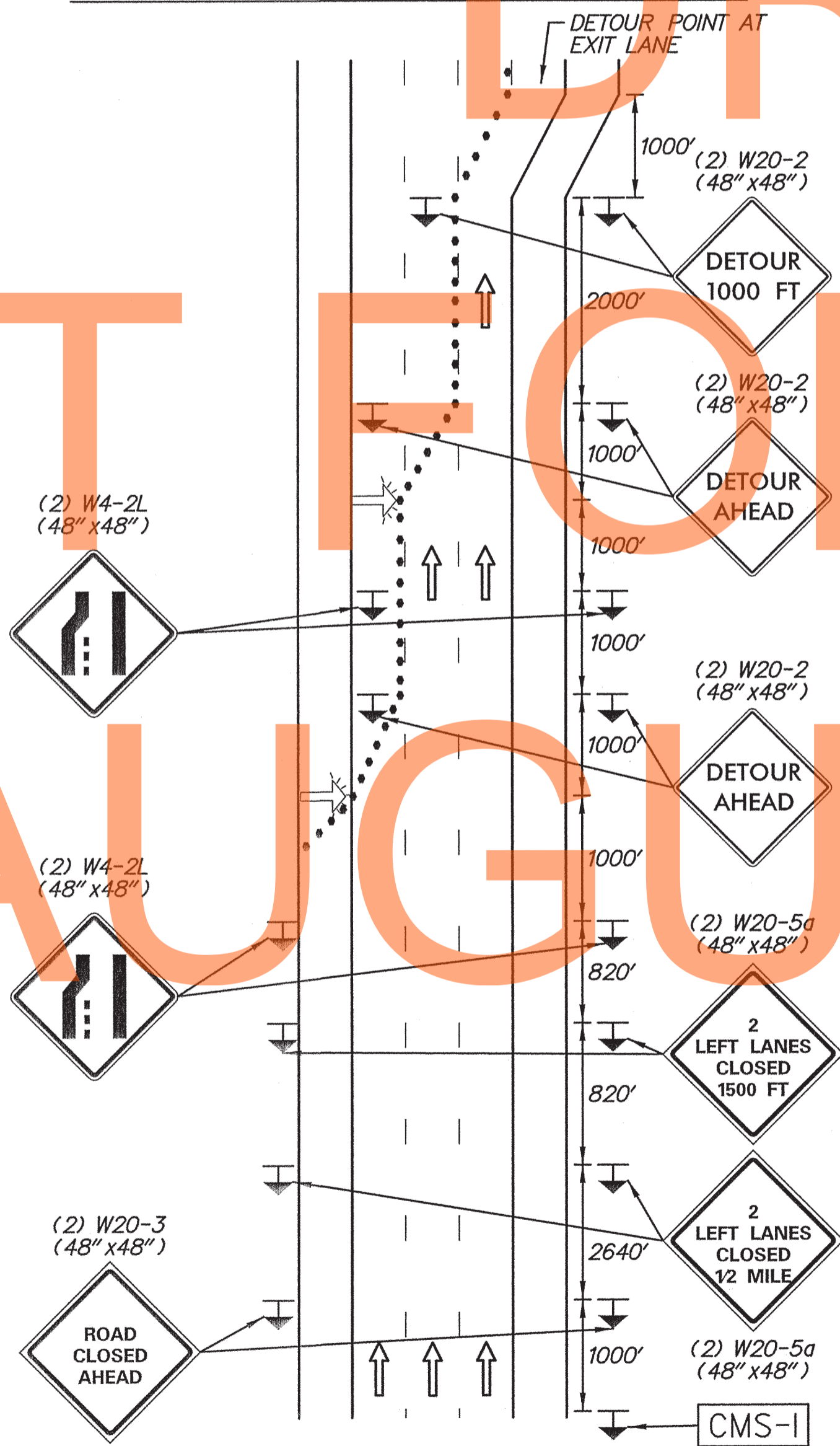
FOLLOW  
DETOUR

**NOTES:**

1. REDUCE SOUTHBOUND SR 1 TRAFFIC TO ONE TRAVEL LANE PRIOR TO EXIT 148 FOLLOWING DETAIL AS SHOWN ON PLAN.
2. SIGNS SHALL BE COMPLETELY COVERED OR REMOVED WHEN DETOUR IS NOT BEING IMPLEMENTED.
3. THE CONTRACTOR SHALL COORDINATE THIS DETOUR WITH THE ENGINEER AND OTHER US 301 CONTRACTORS. THIS DETOUR SHALL NOT BE PERMITTED AT THE SAME TIME AS DETOURS FOR SR 1, US 13, EXISTING US 301 OR SR 896 AS PROPOSED IN OTHER CONTRACTS FOR THE NEW US 301 ROADWAY.
4. THE "DETOUR" SIGNS ON SIGNS A THROUGH E UNDER LEGEND AND SIGN U UNDER SPECIAL SIGNS SHALL HAVE A RETROREFLECTIVE FLUORESCENT ORANGE BACKGROUND WITH BLACK LEGEND. THE CARDINAL DIRECTION, ROUTE SHIELD AND DIRECTIONAL ARROW SIGNS SHALL HAVE A WHITE BACKGROUND WITH BLACK LEGEND.
5. COORDINATE WITH TMC TO MAKE SIGNAL TIMING CHANGE AT THE INTERSECTION OF US 13 AND BOYDS CORNER ROAD.
6. FOR HOURS OF DETOUR SEE DWG. NO. TCN-01.
7. ALL SIGNS SHALL BE DOUBLE POSTED IN THE MEDIAN AND RIGHT SIDE OF ROADWAY WHEN INSTALLED ALONG A MULTI-LANE ROADWAY.



**DOUBLE LANE CLOSURE PRIOR TO DETOUR**



**SPECIAL SIGNS:**



**LEGEND:**

**A**

**B**

**C**

**D**

**E**

**F**

**G**

**H**

**I**

**J**

**K**

**L**

**M**

**N**

**O**

**P**

**Q**

**R**

**S**

**T**

**GENERAL NOTES:**

1. ALL DETOUR SIGNING, INCLUDING TRAILBLAZERS, ARE TO BE SUPPLIED AND MAINTAINED BY THE GENERAL CONTRACTOR IN COMPLIANCE WITH THE DELAWARE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
2. THE CONTRACTOR SHALL COMPLY WITH GUIDELINES FOR LIGHTS, BARRICADES, AND SIGNS PER THE LATEST VERSION OF THE DELAWARE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, PART 6.
3. FIELD CONDITIONS MAY DICTATE CHANGES AT SOME TIME DURING THE LIFE OF THE CONTRACT. IN THE EVENT OF OMISSIONS OR CORRECTIONS, THE SIGNING PROVISIONS OF THE DELAWARE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES WILL PREVAIL.
4. WARNING SIGNS SHOULD BE MOUNTED ON BREAKAWAY POSTS AND HAVE RETROREFLECTIVE FLUORESCENT SHEETING.
5. \*S\* BARRICADES SHALL COMPLETELY RUN THE FULL WIDTH OF ROADWAY.
6. BARRICADES SHALL BE A MINIMUM OF 6 FEET WIDE UNLESS DIRECTED BY THE ENGINEER.

RECOMMENDED \_\_\_\_\_ DATE: \_\_\_\_\_

RECOMMENDED \_\_\_\_\_ DATE: \_\_\_\_\_

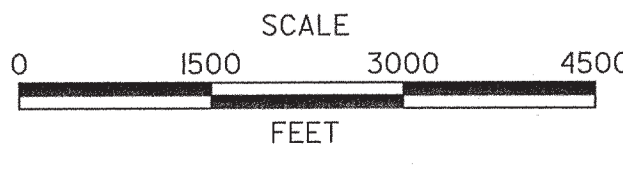
RECOMMENDED \_\_\_\_\_ DATE: \_\_\_\_\_

APPROVED CHIEF SAFETY OFFICER *[Signature]* DATE: 9-20-12

APPROVED TRAFFIC ENGINEER *[Signature]* DATE: 9/24/12



ADDENDUM / REVISIONS



**US 301 & SR 1 INTERCHANGE**

CONTRACT	PERMIT NO.
T200911302	
COUNTY	DESIGNED BY: J.D.C.
NEW CASTLE	CHECKED BY: J.M.M.

**DP-01: SR 1 SOUTHBOUND**

SHEET NO.	428
TOTAL SHTS.	491

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**CHANGEABLE MESSAGE BOARDS:**

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

CMS-1

SR 1 NB  
CLOSING  
XXXXXX

THROUGH  
XXXXXX  
9PM-5AM

DURING DETOUR

CMS-1

SR 1 NB  
CLOSED

FOLLOW  
DETOUR

DURING DETOUR  
(SEE NOTE 5)

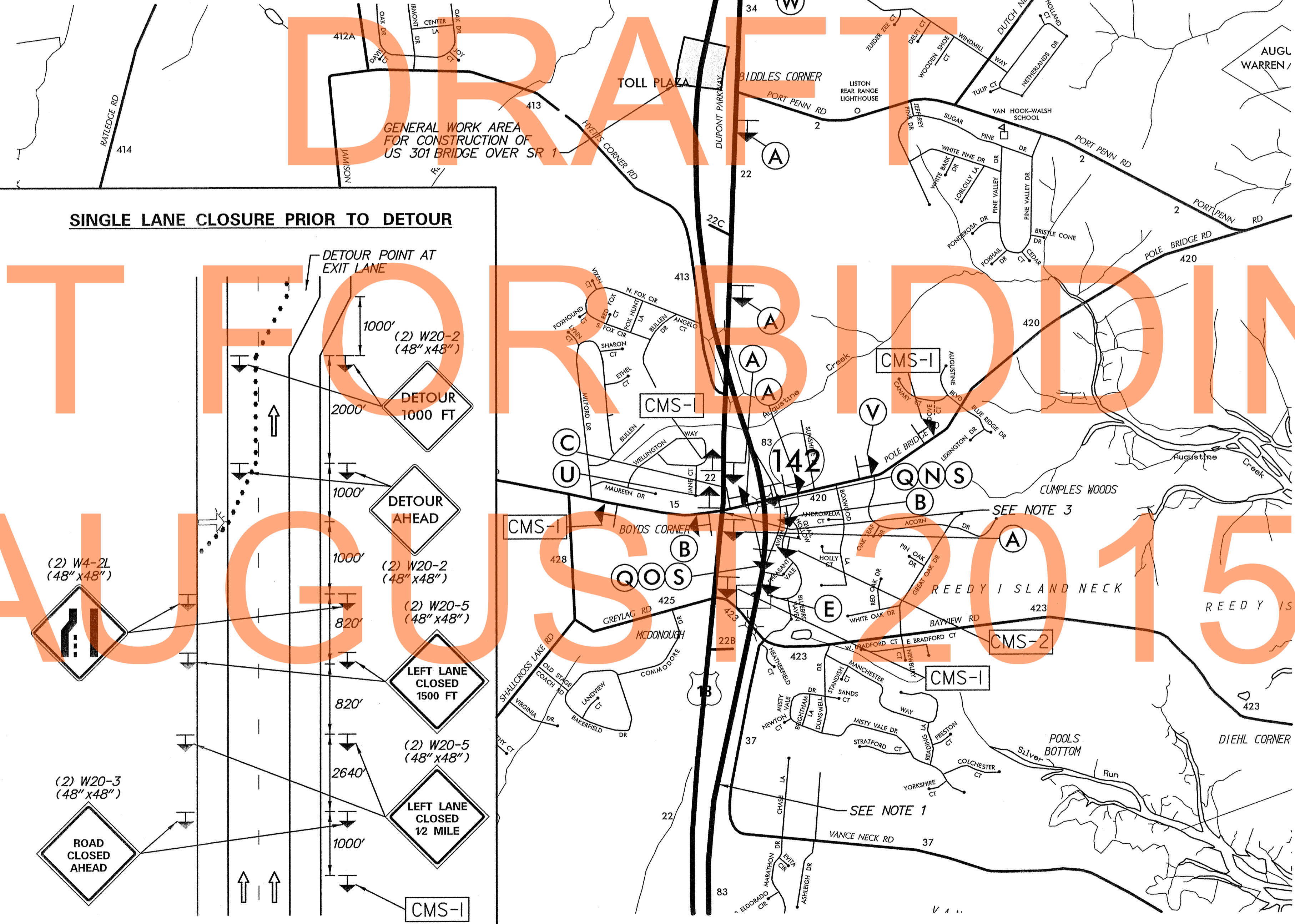
CMS-2

NO  
TOLL

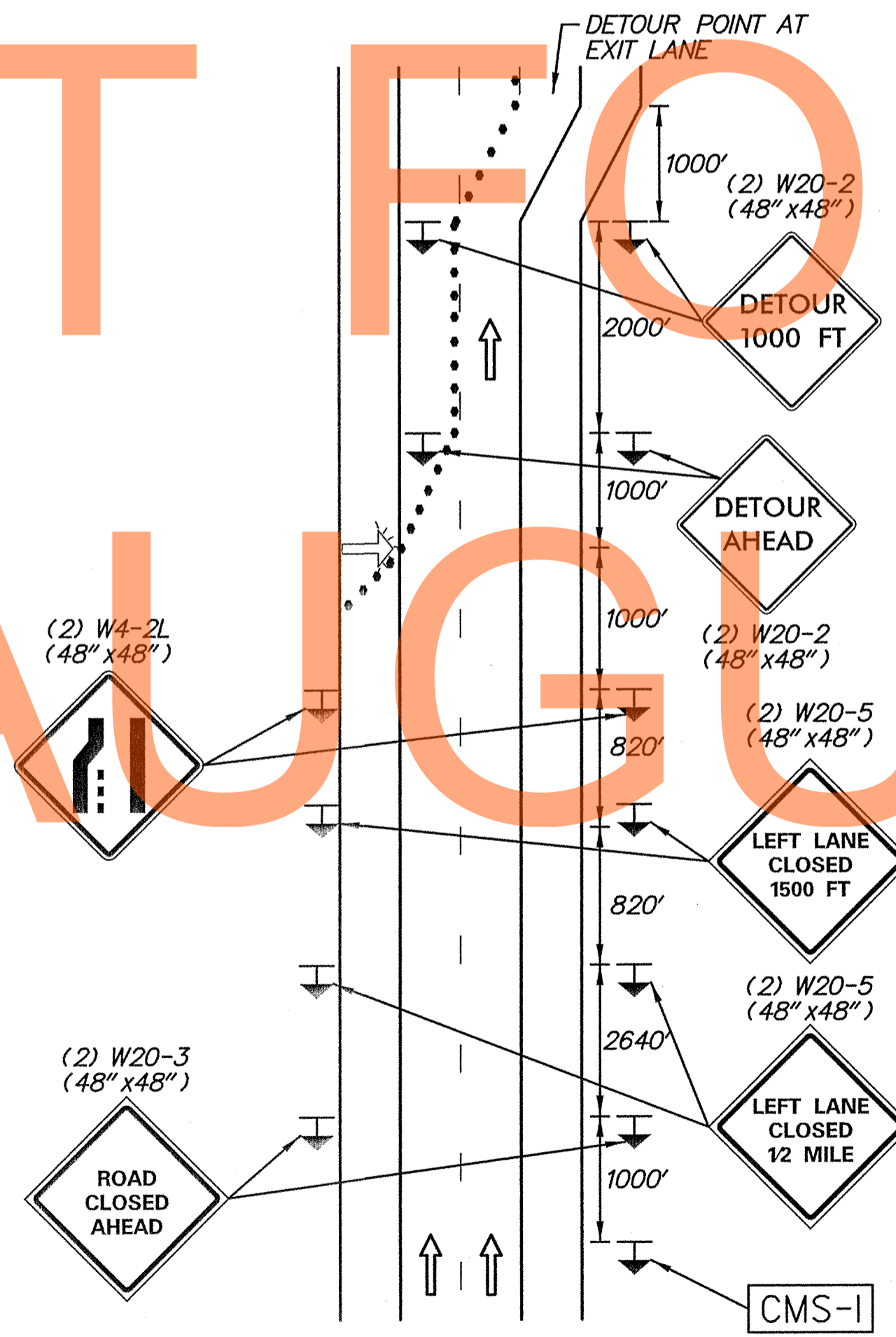
PROCEED  
WITH  
CAUTION

**NOTES:**

- REDUCE SR 1 NORTHBOUND TRAFFIC TO ONE TRAVEL LANE PRIOR TO EXIT 142 FOLLOWING DETAIL AS SHOWN ON PLAN.
- SIGNS SHALL BE COMPLETELY COVERED OR REMOVED WHEN DETOUR IS NOT BEING IMPLEMENTED.
- CLOSE THE RIGHT LANE OF US 13 NORTHBOUND PRIOR TO THE SR 896 (BOYDS CORNER ROAD) INTERSECTION USING TYPICAL APPLICATION TA-33 TO ALLOW FREE FLOW RIGHT TURNS FROM SR 896 WESTBOUND INTO THE RIGHT LANE OF US 13 NORTHBOUND, NORTH OF SR 896.
- THE CONTRACTOR SHALL COORDINATE THIS DETOUR WITH THE ENGINEER AND OTHER US 301 CONTRACTORS. THIS DETOUR SHALL NOT BE PERMITTED AT THE SAME TIME AS DETOURS FOR SR 1, US 13, EXISTING US 301 OR SR 896 AS PROPOSED IN OTHER CONTRACTS FOR THE NEW US 301 ROADWAY.
- THE CONTRACTOR SHALL COORDINATE THE HOURS OF THE SR 1 RAMP TO SR 896 TOLL SUSPENSION WITH THE ENGINEER AND DELDOT. CMS-2 SHALL ONLY BE DISPLAYED DURING HOURS THE TOLL IS SUSPENDED.
- THE "DETOUR" SIGNS ON SIGNS A THROUGH E UNDER LEGEND AND U AND W UNDER SPECIAL SIGNS SHALL HAVE A RETROREFLECTIVE FLUORESCENT ORANGE BACKGROUND WITH BLACK LEGEND. THE CARDINAL DIRECTION, ROUTE SHIELD AND DIRECTIONAL ARROW SIGNS SHALL HAVE A WHITE BACKGROUND WITH BLACK LEGEND.
- FOR HOURS OF DETOUR SEE DWG. NO. TCN-01.
- ALL SIGNS SHALL BE DOUBLE POSTED IN THE MEDIAN AND RIGHT SIDE OF ROADWAY WHEN INSTALLED ALONG A MULTI-LANE ROADWAY.



**SINGLE LANE CLOSURE PRIOR TO DETOUR**



NOT FOR BIDDING

**SPECIAL SIGNS:**

U

DETOUR NORTH

1

↶

V

RAMP CLOSED AHEAD

W

DETOUR NORTH

1

↶

**LEGEND:**

A

DETOUR NORTH

1

↑

B

DETOUR NORTH

1

←

C

DETOUR NORTH

1

→

D

DETOUR NORTH

1

↶

E

DETOUR NORTH

1

↗

F

END DETOUR

G

DETOUR AHEAD

H

DETOUR 1000 FT

I

DETOUR 500 FT

J

ROAD CLOSED AHEAD

K

ROAD CLOSED 1 MILE

L

ROAD CLOSED 12 MILE

M

ROAD NAME

N

DETOUR

O

DETOUR

P

ROAD CLOSED XX MILES AHEAD LOCAL TRAFFIC ONLY

Q

ROAD CLOSED

R

ROAD CLOSED TO THRU TRAFFIC

S

T

**GENERAL NOTES:**

- ALL DETOUR SIGNING, INCLUDING TRAILBLAZERS, ARE TO BE SUPPLIED AND MAINTAINED BY THE GENERAL CONTRACTOR IN COMPLIANCE WITH THE DELAWARE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
- THE CONTRACTOR SHALL COMPLY WITH GUIDELINES FOR LIGHTS, BARRICADES, AND SIGNS PER THE LATEST VERSION OF THE DELAWARE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, PART 6.
- FIELD CONDITIONS MAY DICTATE CHANGES AT SOME TIME DURING THE LIFE OF THE CONTRACT. IN THE EVENT OF OMISSIONS OR CORRECTIONS, THE SIGNING PROVISIONS OF THE DELAWARE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES WILL PREVAIL.
- WARNING SIGNS SHOULD BE MOUNTED ON BREAKAWAY POSTS AND HAVE RETROREFLECTIVE FLUORESCENT SHEETING.
- \*S\* BARRICADES SHALL COMPLETELY RUN THE FULL WIDTH OF ROADWAY.
- BARRICADES SHALL BE A MINIMUM OF 6 FEET WIDE UNLESS DIRECTED BY THE ENGINEER.

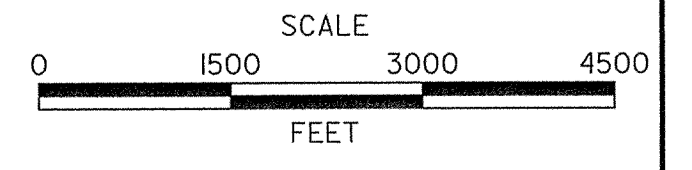
RECOMMENDED \_\_\_\_\_ DATE: \_\_\_\_\_

RECOMMENDED \_\_\_\_\_ DATE: \_\_\_\_\_

RECOMMENDED \_\_\_\_\_ DATE: \_\_\_\_\_

APPROVED CHIEF SAFETY OFFICER *[Signature]* DATE: 9-26-12

APPROVED TRAFFIC ENGINEER *[Signature]* DATE: 9-27-12



**US 301 & SR 1 INTERCHANGE**

CONTRACT	PERMIT NO.
T200911302	
COUNTY	DESIGNED BY: J.D.C.
NEW CASTLE	CHECKED BY: J.M.M.

**DP-02: SR 1 NORTHBOUND DETOUR 1**

SHEET NO.	429
TOTAL SHTS.	491

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CHANGEABLE MESSAGE BOARDS

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

CMS-1

SR 1 NB  
CLOSING  
XX/XX/XX

THROUGH  
XX/XX/XX  
9PM-5AM

DURING DETOUR

CMS-1

SR 1 NB  
CLOSED

FOLLOW  
DETOUR

DURING DETOUR  
(SEE NOTE 5)

CMS-2

NO  
TOLL

PROCEED  
WITH  
CAUTION

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

CMS-3

RAMP TO  
SR 1 NB  
CLOSING

XX/XX/XX-  
XX/XX/XX  
9PM-5AM

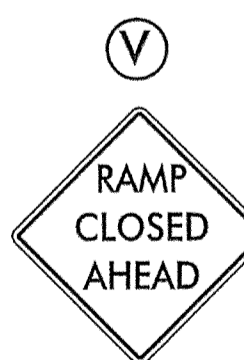
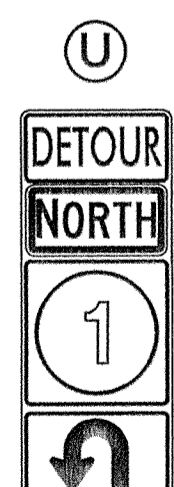
DURING DETOUR

CMS-3

RAMP TO  
SR 1 NB  
CLOSED

FOLLOW  
DETOUR

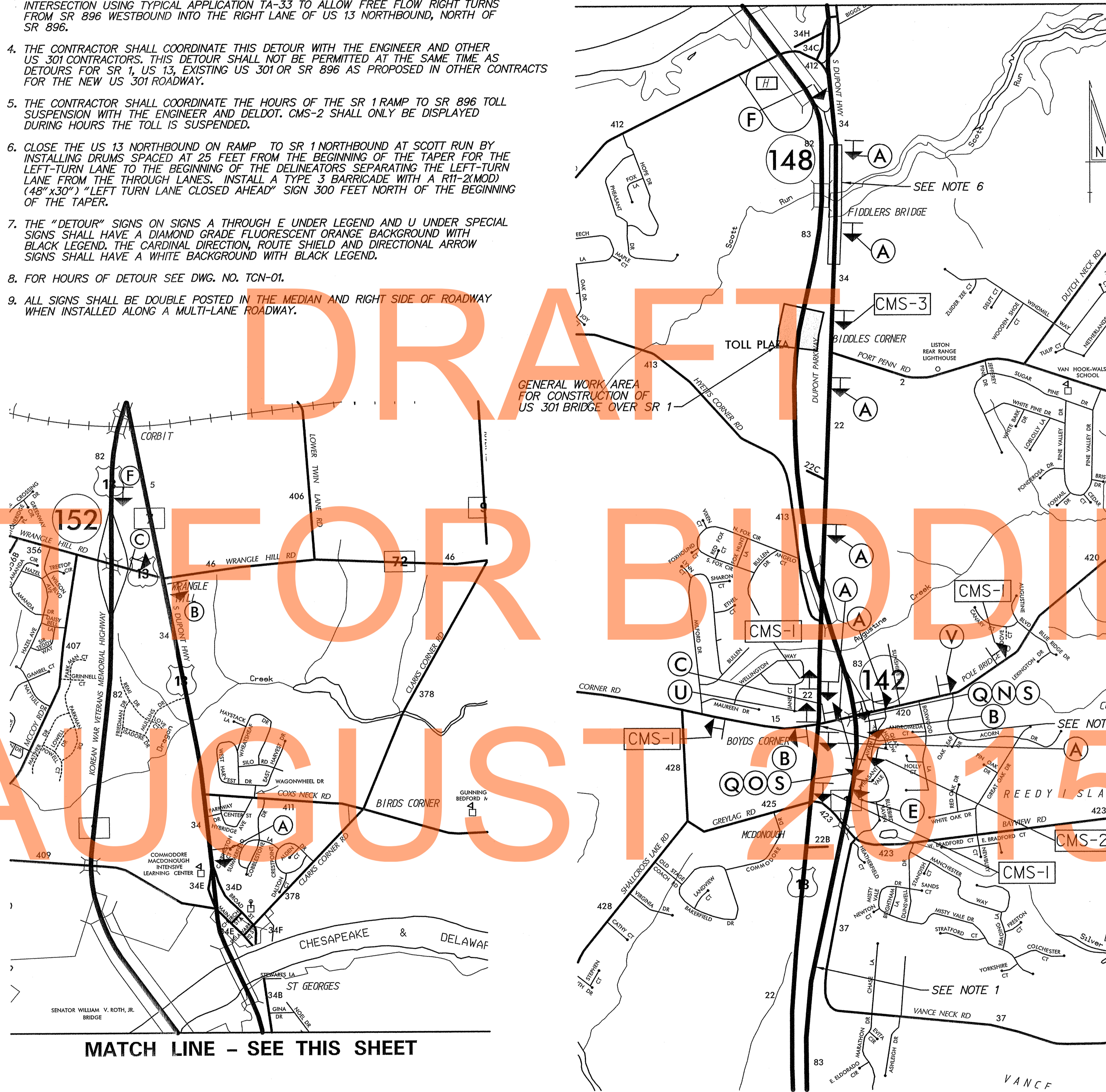
SPECIAL SIGNS



NOTES:

1. REDUCE SR 1 NORTHBOUND TRAFFIC TO ONE TRAVEL LANE PRIOR TO EXIT 142 FOLLOWING SINGLE LANE CLOSURE PRIOR TO DETOUR DETAIL ON DWG. NO. DP-02.
2. SIGNS SHALL BE COMPLETELY COVERED OR REMOVED WHEN DETOUR IS NOT BEING IMPLEMENTED.
3. CLOSE THE RIGHT LANE OF US 13 NORTHBOUND PRIOR TO THE SR 896 (BOYDS CORNER ROAD) INTERSECTION USING TYPICAL APPLICATION TA-33 TO ALLOW FREE FLOW RIGHT TURNS FROM SR 896 WESTBOUND INTO THE RIGHT LANE OF US 13 NORTHBOUND, NORTH OF SR 896.
4. THE CONTRACTOR SHALL COORDINATE THIS DETOUR WITH THE ENGINEER AND OTHER US 301 CONTRACTORS. THIS DETOUR SHALL NOT BE PERMITTED AT THE SAME TIME AS DETOURS FOR SR 1, US 13, EXISTING US 301 OR SR 896 AS PROPOSED IN OTHER CONTRACTS FOR THE NEW US 301 ROADWAY.
5. THE CONTRACTOR SHALL COORDINATE THE HOURS OF THE SR 1 RAMP TO SR 896 TOLL SUSPENSION WITH THE ENGINEER AND DELDOT. CMS-2 SHALL ONLY BE DISPLAYED DURING HOURS THE TOLL IS SUSPENDED.
6. CLOSE THE US 13 NORTHBOUND ON RAMP TO SR 1 NORTHBOUND AT SCOTT RUN BY INSTALLING DRUMS SPACED AT 25 FEET FROM THE BEGINNING OF THE TAPER FOR THE LEFT-TURN LANE TO THE BEGINNING OF THE DELINEATORS SEPARATING THE LEFT-TURN LANE FROM THE THROUGH LANES. INSTALL A TYPE 3 BARRICADE WITH A RTI-2(MOD) (48"x30") "LEFT TURN LANE CLOSED AHEAD" SIGN 300 FEET NORTH OF THE BEGINNING OF THE TAPER.
7. THE "DETOUR" SIGNS ON SIGNS A THROUGH E UNDER LEGEND AND U UNDER SPECIAL SIGNS SHALL HAVE A DIAMOND GRADE FLUORESCENT ORANGE BACKGROUND WITH BLACK LEGEND. THE CARDINAL DIRECTION, ROUTE SHIELD AND DIRECTIONAL ARROW SIGNS SHALL HAVE A WHITE BACKGROUND WITH BLACK LEGEND.
8. FOR HOURS OF DETOUR SEE DWG. NO. TCN-01.
9. ALL SIGNS SHALL BE DOUBLE POSTED IN THE MEDIAN AND RIGHT SIDE OF ROADWAY WHEN INSTALLED ALONG A MULTI-LANE ROADWAY.

MATCH LINE - SEE THIS SHEET



GENERAL WORK AREA FOR CONSTRUCTION OF US 301 BRIDGE OVER SR 1

MATCH LINE - SEE THIS SHEET

LEGEND

A	DETOUR NORTH 1 ↑	B	DETOUR NORTH 1 ←	C	DETOUR NORTH 1 →
D	DETOUR NORTH 1 ↙	E	DETOUR NORTH 1 ↘		END DETOUR
G	DETOUR AHEAD	H	DETOUR 1000 FT	I	DETOUR 500 FT
J	ROAD CLOSED AHEAD	K	ROAD CLOSED 1 MILE	L	ROAD CLOSED 1/2 MILE
M	ROAD NAME	N	DETOUR	O	DETOUR
P	ROAD CLOSED XX MILES AHEAD LOCAL TRAFFIC ONLY	Q	ROAD CLOSED	R	ROAD CLOSED TO THRU TRAFFIC
S	[Barricade symbol]	T	[Barricade symbol]		

GENERAL NOTES

1. ALL DETOUR SIGNING, INCLUDING TRAILBLAZERS, ARE TO BE SUPPLIED AND MAINTAINED BY THE GENERAL CONTRACTOR IN COMPLIANCE WITH THE DELAWARE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
2. THE CONTRACTOR SHALL COMPLY WITH GUIDELINES FOR LIGHTS, BARRICADES, AND SIGNS PER THE LATEST VERSION OF THE DELAWARE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, PART 6.
3. FIELD CONDITIONS MAY DICTATE CHANGES AT SOME TIME DURING THE LIFE OF THE CONTRACT. IN THE EVENT OF OMISSIONS OR CORRECTIONS, THE SIGNING PROVISIONS OF THE DELAWARE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES WILL PREVAIL.
4. WARNING SIGNS SHOULD BE MOUNTED ON BREAKAWAY POSTS AND HAVE RETROREFLECTIVE FLUORESCENT SHEETING.
5. \*S\* BARRICADES SHALL COMPLETELY RUN THE FULL WIDTH OF ROADWAY.
6. BARRICADES SHALL BE A MINIMUM OF 6 FEET WIDE UNLESS DIRECTED BY THE ENGINEER.

RECOMMENDED _____ DATE: _____	RECOMMENDED _____ DATE: _____	RECOMMENDED _____ DATE: _____	APPROVED CHIEF SAFETY OFFICER <i>[Signature]</i> DATE: 9-26-12	APPROVED TRAFFIC ENGINEER <i>[Signature]</i> DATE: 9/27/12
ADDENDUM / REVISIONS			CONTRACT T200911302 COUNTY NEW CASTLE PERMIT NO. _____ DESIGNED BY: J.D.C. CHECKED BY: J.M.M.	
<b>DELAWARE</b> <b>DEPARTMENT OF TRANSPORTATION</b>			<b>US 301 &amp; SR 1 INTERCHANGE</b> DP-03: SR 1 NORTHBOUND DETOUR 2	
SCALE 0 1500 3000 4500 FEET			SHEET NO. 430	TOTAL SHTS. 491

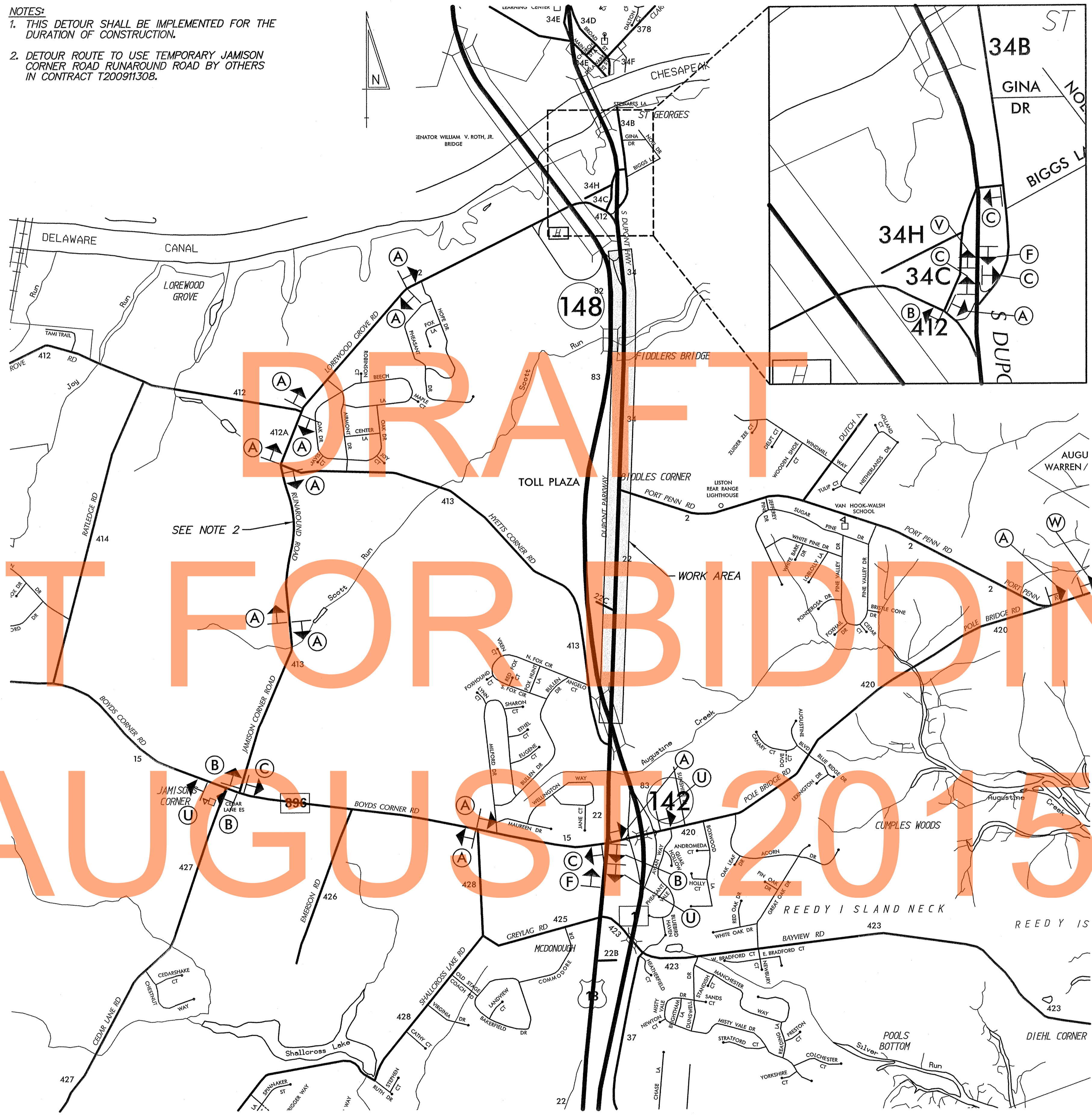
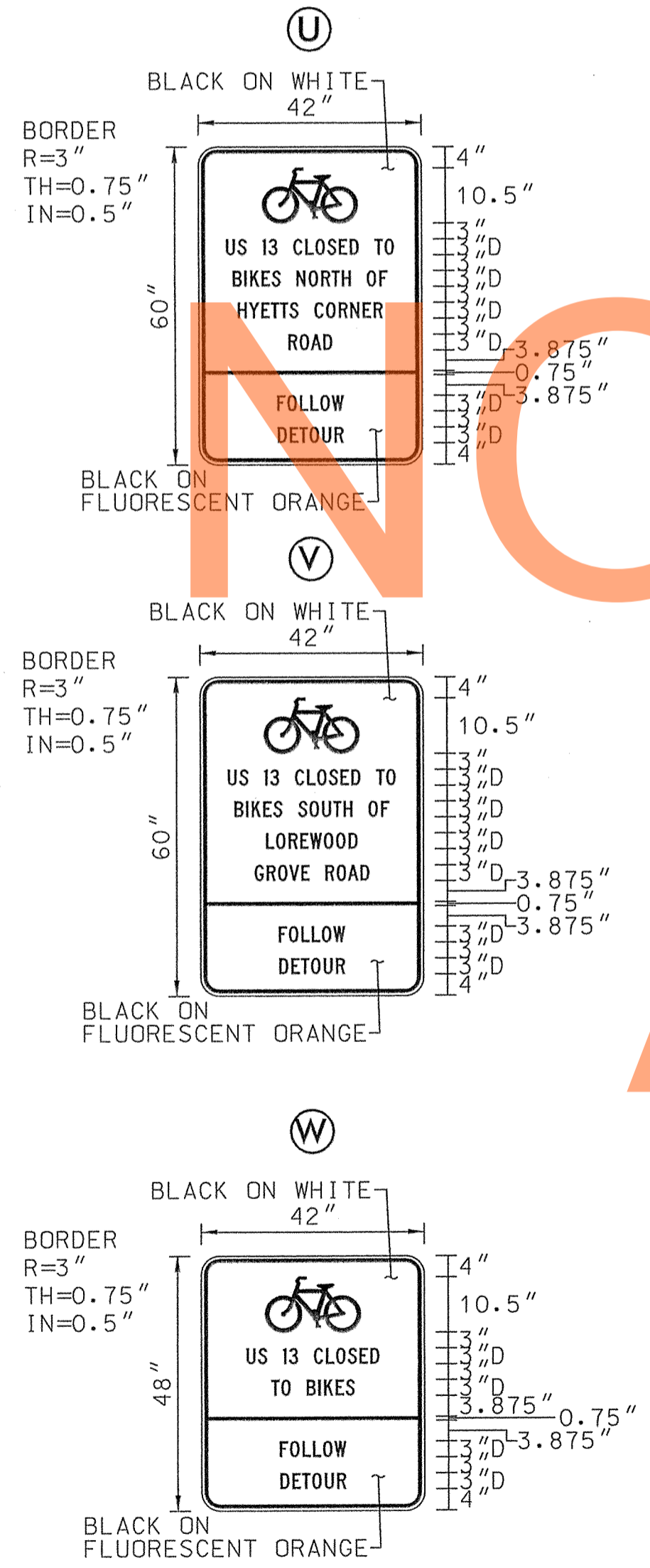
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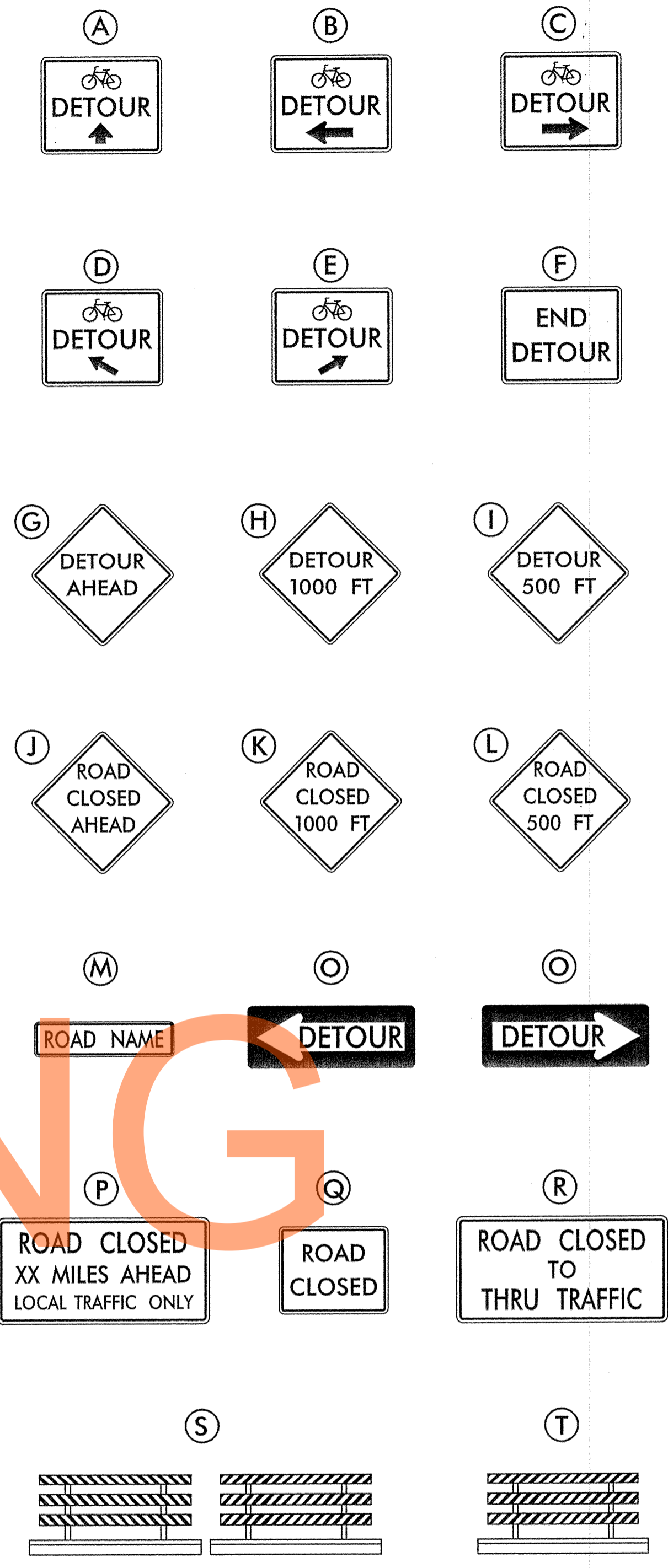
**CHANGEABLE MESSAGE BOARDS:**

- NOTES:**
- THIS DETOUR SHALL BE IMPLEMENTED FOR THE DURATION OF CONSTRUCTION.
  - DETOUR ROUTE TO USE TEMPORARY JAMISON CORNER ROAD RUNAROUND ROAD BY OTHERS IN CONTRACT T200911308.

**SPECIAL SIGNS:**



**LEGEND:**



**GENERAL NOTES:**

- ALL DETOUR SIGNING, INCLUDING TRAILBLAZERS, ARE TO BE SUPPLIED AND MAINTAINED BY THE GENERAL CONTRACTOR IN COMPLIANCE WITH THE DELAWARE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
- THE CONTRACTOR SHALL COMPLY WITH GUIDELINES FOR LIGHTS, BARRICADES, AND SIGNS PER THE LATEST VERSION OF THE DELAWARE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, PART 6.
- FIELD CONDITIONS MAY DICTATE CHANGES AT SOME TIME DURING THE LIFE OF THE CONTRACT. IN THE EVENT OF OMISSIONS OR CORRECTIONS, THE SIGNING PROVISIONS OF THE DELAWARE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES WILL PREVAIL.
- WARNING SIGNS SHOULD BE MOUNTED ON BREAKAWAY POSTS AND HAVE RETROREFLECTIVE FLUORESCENT SHEETING.
- \*S\* BARRICADES SHALL COMPLETELY RUN THE FULL WIDTH OF ROADWAY.
- BARRICADES SHALL BE A MINIMUM OF 6 FEET WIDE UNLESS DIRECTED BY THE ENGINEER.

RECOMMENDED \_\_\_\_\_ DATE: \_\_\_\_\_

RECOMMENDED \_\_\_\_\_ DATE: \_\_\_\_\_

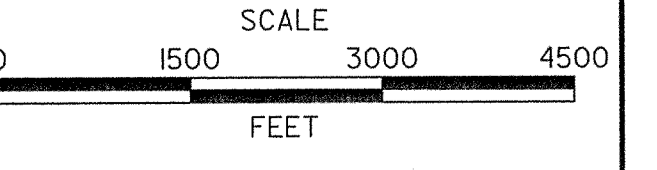
RECOMMENDED \_\_\_\_\_ DATE: \_\_\_\_\_

APPROVED CHIEF SAFETY OFFICER *[Signature]* DATE: 9-26-12

APPROVED TRAFFIC ENGINEER *[Signature]* DATE: 9/27/12



ADDENDUM / REVISIONS	



**US 301 & SR 1 INTERCHANGE**

CONTRACT	PERMIT NO.
T200911302	DESIGNED BY: J.D.C.
COUNTY	CHECKED BY: J.M.M.
NEW CASTLE	

SHEET NO.	
431	
TOTAL SHTS.	
491	

**DP-04: US 13 BICYCLE DETOUR**

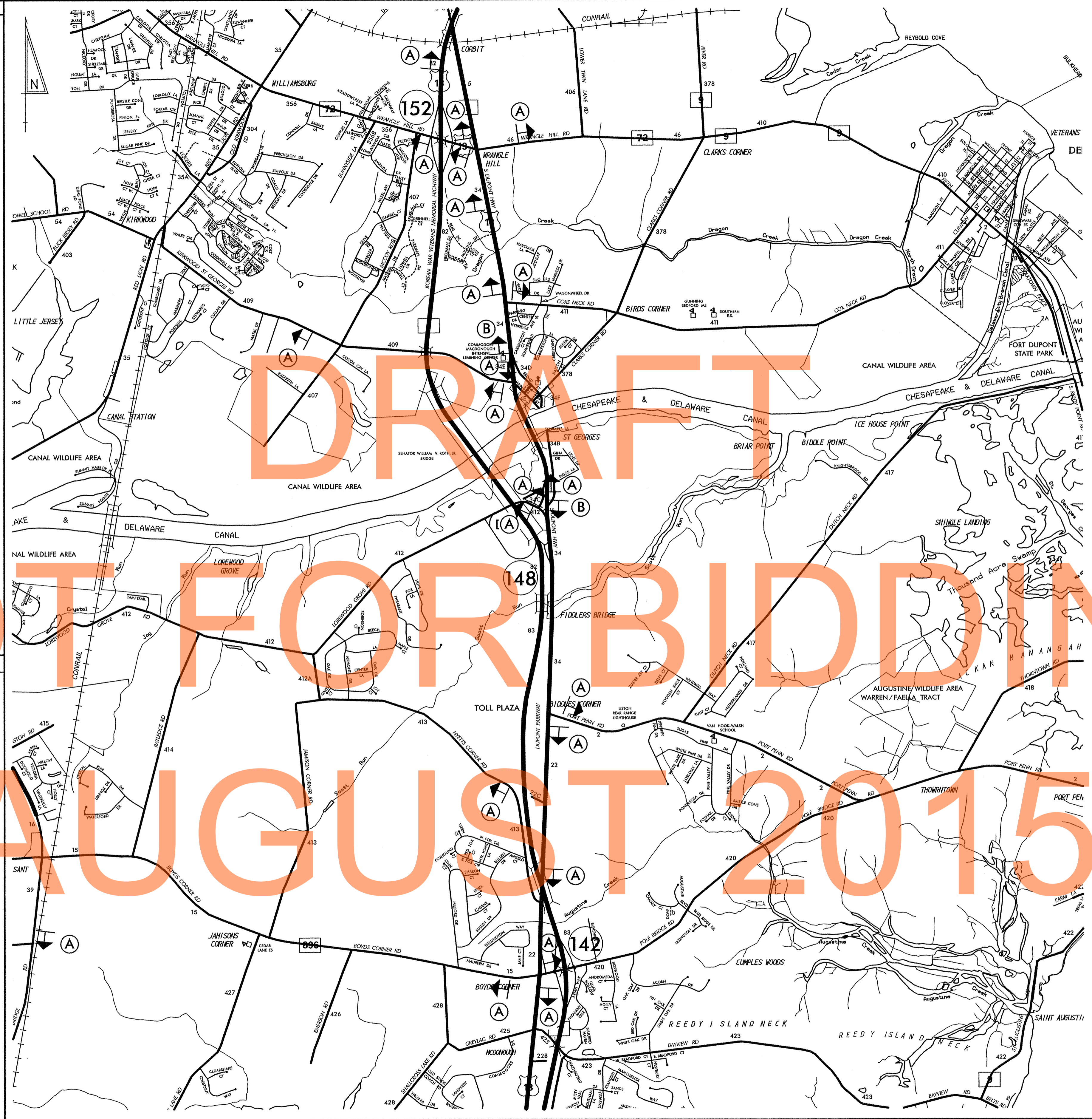


CHANGEABLE MESSAGE BOARDS

LEGEND

**NOTICE**  
 NO VEHICLES  
 OVER  
 15 TON GVW  
 ON US 13  
 ST GEORGES  
 CANAL BRIDGE  
 (60" x 84")  
 SEE NOTE 2

**NOTICE**  
 NO  
 VEHICLES  
 OVER  
 15 TON GVW  
 (48" x 60")  
 SEE NOTE 2



SPECIAL SIGNS

GENERAL NOTES

1. FIELD CONDITIONS MAY DICTATE CHANGES AT SOME TIME DURING THE LIFE OF THE CONTRACT. IN THE EVENT OF OMISSIONS OR CORRECTIONS, THE SIGNING PROVISIONS OF THE DELAWARE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES WILL PREVAIL.
2. ALL WEIGHT RESTRICTION SIGNS SHOWN ON THIS PLAN SHALL BE COMPLETELY COVERED DURING IMPLEMENTATION OF THE SR 1 NORTHBOUND DETOUR 2. (SEE DWG. NO. DP-031).
3. SIGN COVERINGS SHALL BE REMOVED WHEN DETOUR IS NOT BEING IMPLEMENTED.
4. COVERING AND REMOVAL OF SIGN COVERINGS WILL NOT BE MEASURED AND PAID FOR BUT WILL BE INCIDENTAL TO ITEM NO. 743000 - MAINTENANCE OF TRAFFIC.

RECOMMENDED \_\_\_\_\_ DATE: \_\_\_\_\_

RECOMMENDED \_\_\_\_\_ DATE: \_\_\_\_\_

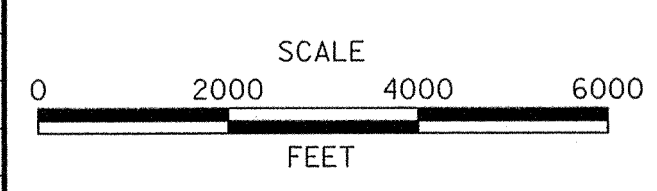
RECOMMENDED \_\_\_\_\_ DATE: \_\_\_\_\_

APPROVED CHIEF SAFETY OFFICER *[Signature]* DATE: 12-11-12

APPROVED TRAFFIC ENGINEER *[Signature]* DATE: 12/10/12



ADDENDUM / REVISIONS	



US 301 &  
 SR 1 INTERCHANGE

CONTRACT  
 T200911302  
 COUNTY  
 NEW CASTLE

PERMIT NO.  
 DESIGNED BY: J.D.C.  
 CHECKED BY: J.M.M.

DP-05: WEIGHT RESTRICTION  
 SIGN COVERING FOR SR 1  
 NORTHBOUND DETOUR 2

SHEET NO.  
 432  
 TOTAL SHTS.  
 491

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