

GENERAL MOT NOTES

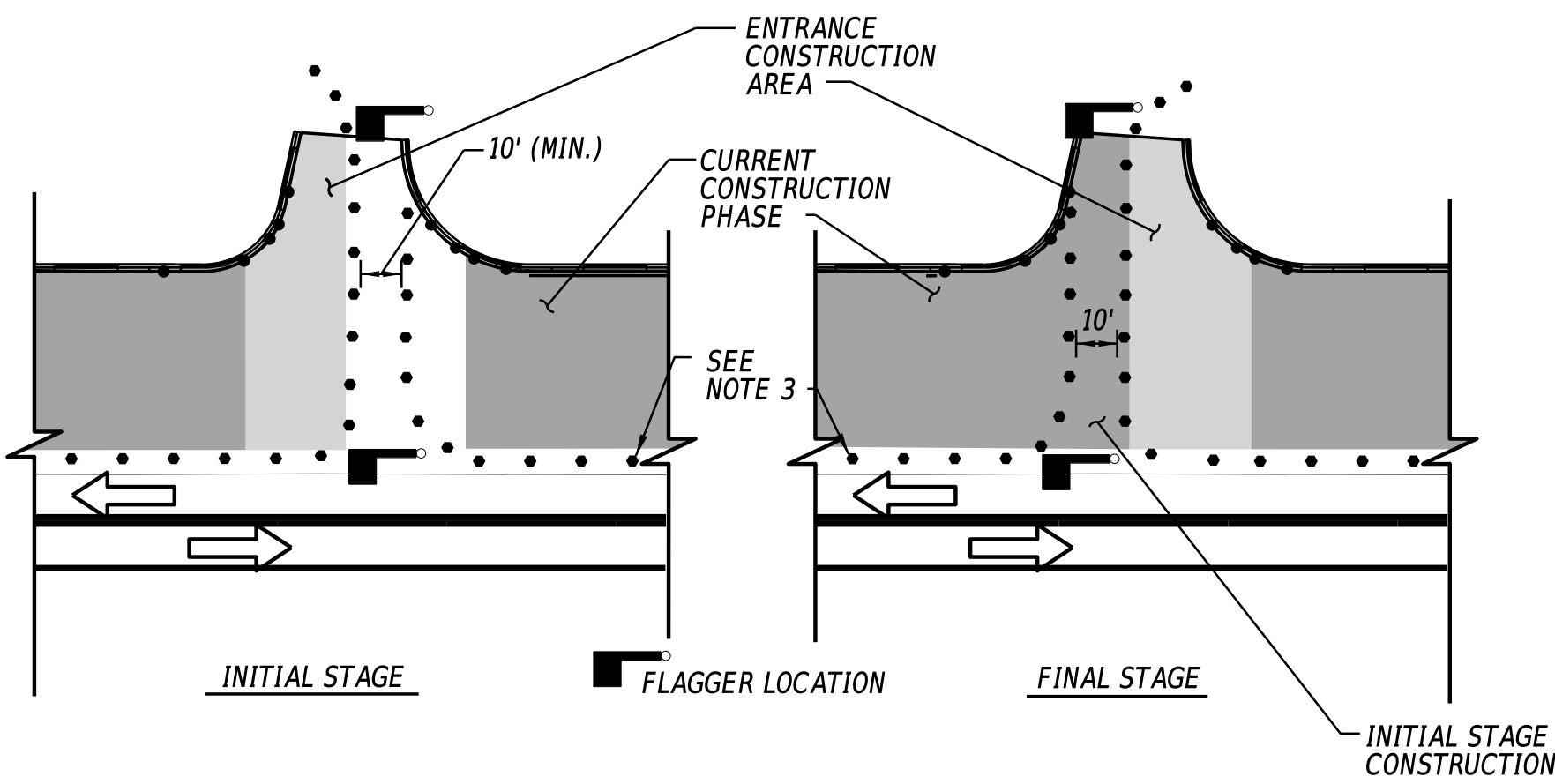
- MAINTENANCE OF TRAFFIC DURING LANE CLOSURES AND LANE SHIFTS SHALL CONFORM TO TYPICAL APPLICATION 3, 10, 11B, AND 17 OF THE DELAWARE MUTCD.
- THE USE OF MILLINGS AND GRADED AGGREGATE BASE COURSE (GABC) IN THE TRAVEL WAY, TEMPORARY TRAVEL WAY, HIGH VOLUME ENTRANCES AND ACCESS RAMP FOR THE PURPOSE OF PROVIDING A TEMPORARY ROADWAY SURFACE, POTHOLE 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.
- ACCEPTABLE MATERIALS FOR TEMPORARY PEDESTRIAN PATHS SHALL INCLUDE CONCRETE, HOT-MIX, COMPACTED MILLINGS OR PLYWOOD WALKWAY STRUCTURE. PLYWOOD WALKWAY STRUCTURES SHALL ALSO INCLUDE DETECTABLE EDGING AND RAILINGS IN ACCORDANCE WITH ADA GUIDELINES AND THE DELAWARE MUTCD. TEMPORARY PEDESTRIAN PATHS SHALL BE INCIDENTAL TO ITEM 801000 UNLESS OTHERWISE SPECIFIED IN THE PLANS. STONE OR GRADED AGGREGATE BASE COURSE SHALL NOT BE USED FOR TEMPORARY PEDESTRIAN PATHS.
- ADDITIONAL LANE RESTRICTIONS WILL BE ENFORCED BY THE ENGINEER, IN CONSULTATION WITH THE DISTRICT SAFETY OFFICER, TO ACCOMMODATE PERMITTED PLANNED SPECIAL EVENTS THROUGH THE WORK ZONE. KNOWN EVENTS THAT COULD IMPACT THIS PROJECT INCLUDE:
 - XXXXXXX
THE ENGINEER WILL NOTIFY THE CONTRACTOR OF ADDITIONAL RESTRICTIONS TWO WEEKS PRIOR TO THE START OF THE RESTRICTION
- THIS PROJECT IS CONSIDERED A SIGNIFICANT PROJECT AS DEFINED BY DELDOT'S WORK ZONE MOBILITY PROCEDURES AND GUIDELINES. A TYPE B TRANSPORTATION MANAGEMENT PLAN (TMP) HAS BEEN PREPARED AND IS AVAILABLE FOR VIEWING BY CONTACTING THE DEPARTMENT'S SAFETY PROGRAMS MANAGER AT (302)659-4060. ALL MONITORING REQUIREMENTS OF THE TMP SHALL BE CONDUCTED BY DELDOT FORCES UNLESS OTHERWISE DIRECTED BY THE ENGINEER. MODIFICATIONS TO THE TMP SHALL BE COMPLETED BY THE CONTRACTOR IF CHANGES TO THE TIME RESTRICTIONS OR THE TRAFFIC CONTROL PLAN ARE DESIRED. THE MODIFIED TMP SHALL BE PREPARED BY A PROFESSIONAL ENGINEER, REGISTERED IN THE STATE OF DELAWARE.
- THE CONTRACTOR SHALL PROVIDE ONE TRAFFIC OFFICER FOR ANY OPERATION WHERE AN EXISTING SIGNALIZED INTERSECTION IS PLACED IN FLASH-MODE. THE TRAFFIC OFFICER IS THE ONLY INDIVIDUAL THAT CAN PLACE A TRAFFIC SIGNAL IN FLASH-MODE AND THE TRAFFIC OFFICER MUST 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).

EROSION AND SEDIMENT CONTROL NOTES

- MAINTENANCE OF TRAFFIC DURING LANE CLOSURES AND LANE SHIFTS SHALL CONFORM TO TYPICAL APPLICATION 3, 10, 11B, AND 17 OF THE DELAWARE MUTCD.
- | EROSION POTENTIAL FOR THIS PROJECT | CONTRACTOR ESC SUPERVISOR REQUIREMENT |
|------------------------------------|---|
| () INSIGNIFICANT | NONE |
| () MINOR | CONTRACTOR TRAINING PROGRAM, AS DEFINED IN SECTION 6.2 OF THE DELAWARE SEDIMENT AND STORMWATER REGULATIONS. |
| (X) MAJOR | CERTIFIED CONSTRUCTION REVIEWER (CCR), AS DEFINED IN SECTION 6.3 OF THE DELAWARE SEDIMENT AND STORMWATER REGULATIONS. |
- THE DISTURBED AREA FOR THIS PROJECT IS 11.59 ACRES.
- THE NEW IMPERVIOUS AREA WITHIN THE LOD AS PART OF THIS PROJECT IS: 1.30 ACRES.
- THE SEDIMENT AND STORMWATER MANAGEMENT PLANS HAVE BEEN APPROVED BY DELDOT'S STORMWATER ENGINEER UNDER DELDOT'S DELEGATED AUTHORITY. THE SEDIMENT AND STORMWATER MANAGEMENT PLANS ARE VALID FOR A FIVE YEAR PERIOD, BEGINNING ON THE DATE THE STORMWATER ENGINEER SIGNED THE CONSTRUCTION TITLE SHEET. IF THE FINAL ACCEPTANCE OF THE PROJECT IS ANTICIPATED TO EXTEND BEYOND THE THREE YEARS, THE CONTRACTOR WILL INFORM THE ENGINEER THREE MONTHS PRIOR TO THE EXPIRATION OF THE APPROVED SEDIMENT AND STORMWATER MANAGEMENT PLANS. THE STORMWATER ENGINEER WILL REVIEW THE CURRENT SEDIMENT AND STORMWATER MANAGEMENT PLAN AND ISSUE AN EXTENSION WITH ANY APPROPRIATE MODIFICATIONS.

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
	TEMPORARY CONSTRUCTION
	TEMPORARY PAVEMENT MARKING ARROW
	TRUCK WITH MOUNTED ATTENUATOR
	WORK AREA - ACTIVE PHASE
	WORK AREA - PREVIOUS PHASE



TYPICAL DRIVEWAY/ ENTRANCE RECONSTRUCTION
NOT TO SCALE

- NOTES:**
- THIS DETAIL PROVIDES THE PROPER TRAFFIC CONTROL DEVICES AT DRIVEWAYS AND ENTRANCES THAT ARE TO BE BUILT IN HALF-SECTION UNDER FLAGGER CONTROL. APPLICATION OF THIS DETAIL SHALL BE AS INDICATED ON THE PLANS, DURING DAYLIGHT HOURS ONLY, OR AS DIRECTED BY THE ENGINEER. TRAFFIC CONTROL DEVICES AT ENTRANCES SHALL BE RESET TO MAIN PHASE AT END OF EACH WORKING DAY.
 - CHANNELIZATION THROUGH ENTRANCE AREA SHALL BE ACCOMPLISHED WITH DRUMS PLACED AT 10' BETWEEN THE EDGES OF THE DRUMS IMMEDIATELY ADJACENT TO THE TRAVELED WAY, UNLESS OTHERWISE DIRECTED BY THE ENGINEER. DRUM LAYOUT SHALL ACCOMMODATE LARGEST DESIGN VEHICLE EXPECTED TO USE ENTRANCE.
 - TRAFFIC CONTROL DEVICES ALONG MAINLINE ROADWAY SHALL BE AS SHOWN ON CONSTRUCTION PHASING PLANS.
 - DEPENDING ON TRAFFIC VOLUME UTILIZING ENTRANCE AND OTHER SITE-SPECIFIC CONDITIONS, THE NUMBER OF FLAGGERS USED DURING ENTRANCE CONSTRUCTION MAY BE REDUCED FROM 2 TO 1, SUBJECT TO APPROVAL OF ENGINEER.

SR 24 Allowable Lane Closure Hours																								
	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

DISCLAIMER:
THIS EXAMPLE PLAN SET IS INTENDED TO BE A GUIDELINE FOR PREPARING A SET OF PLANS AND BASIC GUIDANCE FOR THE GENERAL APPEARANCE OF A SET OF PLANS. IT IS NOT INTENDED TO BE A SET OF CADD STANDARDS OR TO PROVIDE DESIGN GUIDANCE. PLEASE REFER TO THE DESIGN RESOURCE CENTER (DRC) FOR THE LATEST CADD UPDATES AND VARIOUS OTHER DOCUMENTS FOR DESIGN GUIDANCE.

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ADDENDA / REVISIONS	NOT TO SCALE	HSIP SC, SR24 AT CAMP ARROW HEAD ROAD AND SR24 AT ANGOLA ROAD	<table border="1"> <tr> <td>CONTRACT</td> <td>BRIDGE NO.</td> <td>X</td> </tr> <tr> <td>T201200902</td> <td>DESIGNED BY:</td> <td>W. NAUMAN</td> </tr> <tr> <td>COUNTY</td> <td>CHECKED BY:</td> <td>C. ESHAM</td> </tr> <tr> <td>SUSSEX</td> <td></td> <td></td> </tr> </table>	CONTRACT	BRIDGE NO.	X	T201200902	DESIGNED BY:	W. NAUMAN	COUNTY	CHECKED BY:	C. ESHAM	SUSSEX			CONSTRUCTION PHASING, M.O.T., AND EROSION CONTROL PLAN	<table border="1"> <tr> <td>SECTION</td> <td>PD</td> </tr> <tr> <td>SHEET NO.</td> <td>47</td> </tr> </table>	SECTION	PD	SHEET NO.	47
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