

DELDOT GENERAL NOTES:

DELDOT ISSUED 3/14/22

- ALL ENTRANCES SHALL CONFORM TO THE DELAWARE DEPARTMENT OF TRANSPORTATION'S (DELDOT'S) CURRENT DEVELOPMENT COORDINATION MANUAL AND SHALL BE SUBJECT TO ITS APPROVAL.
- ALL MATERIALS AND WORKMANSHIP WITHIN THE STATE OF DELAWARE RIGHT-OF-WAY SHALL BE IN ACCORDANCE WITH CURRENT STATE OF DELAWARE DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, SUPPLEMENTAL SPECIFICATIONS, STANDARD CONSTRUCTION DETAILS, SPECIAL PROVISIONS, PAS MANUAL, AND DESIGN GUIDANCE MEMORANDUMS.
- ALL DISTURBED AREAS WITHIN THE STATE RIGHT-OF-WAY, BUT NOT IN THE PAVEMENT, SHALL BE TOP-SOILED (6" MINIMUM), FERTILIZED, SEEDED AND MULCHED. IF SOD IS USED NEXT TO SIDEWALK OR SHARED-USE PATH, CONTRACTOR SHALL GRADE TOPSOIL ADJACENT TO THE SIDEWALK OR SHARED-USE PATH PRIOR TO PLACEMENT OF SOD TO ENSURE THAT SOD IS PLACED FLUSH OR JUST BELOW EDGE OF SIDEWALK OR SHARED-USE PATH TO AVOID WATER PONDING ON THE SIDEWALK OR SHARED-USE PATH.
- A 72-HOUR (MINIMUM) NOTICE SHALL BE GIVEN TO THE DELDOT DISTRICT PERMIT SUPERVISOR PRIOR TO STARTING ENTRANCE CONSTRUCTION.
- MISS UTILITY OF DELAWARE SHALL BE NOTIFIED THREE (3) CONSECUTIVE WORKING DAYS PRIOR TO EXCAVATION. AT 1-800-282-8556.
- THE DEVELOPER SHALL BE REQUIRED TO FURNISH AND PLACE RIGHT-OF-WAY MONUMENTS IN ACCORDANCE WITH DELDOT'S DEVELOPMENT COORDINATION MANUAL.
- AT THE DISCRETION OF THE PUBLIC WORKS INSPECTOR, ANY DAMAGED, NON-COMPLIANT OR MISSING CURB OR SIDEWALK FOUND ON SITE WILL NEED TO BE REPAIRED OR REPLACED TO MEET CURRENT DELDOT STANDARDS.
- AS OF THE INSURANCE OF THE NOTICE TO PROCEED (NTP), ALL SIGNING, STRIPING AND MAINTENANCE OF TRAFFIC IS THE CONTRACTOR'S RESPONSIBILITY AND SHALL FOLLOW THE GUIDELINES SHOWN IN THE DELAWARE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (DELAWARE MUTCD) FOR STREETS AND HIGHWAYS (LATEST EDITION AT THE DATE OF THE ENTRANCE PERMIT APPROVAL). THE DEVELOPER OR PROPERTY OWNERS SHALL BE RESPONSIBLE FOR MAINTENANCE OF ALL SIGNS INSTALLED AS PART OF THIS PROJECT.
- PLAN LOCATION AND DIMENSIONS SHALL BE STRICTLY ADHERED TO UNLESS OTHERWISE DIRECTED BY THE DELDOT INSPECTOR.
- A COPY OF THE UP-TO DATE APPROVED CONSTRUCTION DOCUMENTS AND DELDOT APPROVAL LETTERS SHALL BE MAINTAINED ON THE PROJECT SITE AT ALL TIMES AND BE AVAILABLE FOR INSPECTION BY DELDOT PERSONNEL.
- EXISTING UTILITIES ARE SHOWN IN ACCORDANCE WITH THE BEST AVAILABLE INFORMATION. COMPLETENESS OR CORRECTNESS THEREOF IS NOT GUARANTEED. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO CONTACT THE UTILITY COMPANIES INVOLVED IN ORDER TO SECURE THE MOST ACCURATE INFORMATION AVAILABLE AS TO UTILITY LOCATION AND DEPTHS. NO CONSTRUCTION AROUND OR ADJACENT TO UTILITIES SHALL BEGIN WITHOUT NOTIFYING THEIR OWNERS AT LEAST 48-HOURS IN ADVANCE. THE CONTRACTOR SHALL TAKE THE NECESSARY PRECAUTIONS TO PROTECT THE EXISTING UTILITIES AND MAINTAIN UNINTERRUPTED SERVICE AND ANY DAMAGE DONE TO THEM DUE TO HIS/HER NEGLIGENCE SHALL BE IMMEDIATELY AND COMPLETELY REPAIRED AT THE CONTRACTOR'S EXPENSE. TO LOCATE EXISTING UTILITIES IN THE FIELD PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL CONTACT MISS UTILITY OF DELAWARE (SEE NOTE #6).
- SHOULD UTILITY RELOCATION BE REQUIRED, THE DEVELOPER MUST SUBMIT A UTILITY RELOCATION PLAN FOR DELDOT REVIEW, ALONG WITH CORRESPONDENCE FROM THE UTILITY COMPANIES STATING PRELIMINARY APPROVAL TO THE RELOCATION AND DESIGN OF THE UTILITIES PRIOR TO THE DELDOT PRE-CONSTRUCTION MEETING. NO PHYSICAL CONSTRUCTION CAN OCCUR UNTIL THE UTILITY PLANS ARE APPROVED, THE INDIVIDUAL UTILITY COMPANIES ISSUE FINAL APPROVAL, AND A DELDOT UTILITY PERMIT IS ISSUED TO THE UTILITY COMPANY.
- UPON COMPLETION OF THE CONSTRUCTION OF THE SIDEWALK OR SHARED-USE PATH ACROSS THIS PROJECT'S FRONTAGE AND PHYSICAL CONNECTION TO ADJACENT EXISTING FACILITIES, THE DEVELOPER, THE PROPERTY OWNERS OR BOTH ASSOCIATED WITH THIS PROJECT, SHALL BE RESPONSIBLE TO REMOVE ANY EXISTING ROAD TIE-IN CONNECTIONS LOCATED ALONG ADJACENT PROPERTIES, AND RESTORE THE AREA TO GRASS. THESE DISTURBED AREAS SHALL BE TOP-SOILED (6" MINIMUM), FERTILIZED, SEEDED AND MULCHED. SUCH ACTIONS SHALL BE COMPLETED AT DELDOT'S DISCRETION, AND IN CONFORMANCE WITH THE DEVELOPMENT COORDINATION MANUAL.
- DELDOT WILL NOT PROVIDE THE RESPECTIVE LOCAL LAND USE AGENCY WITH A NO OBJECTION TO THE ISSUANCE OF THE CERTIFICATE OF OCCUPANCY NOTICE UNTIL THE ENTRANCES ARE COMPLETED TO THE SATISFACTION OF THE DEPARTMENT.
- DESIGN, FABRICATION AND INSTALLATION OF ALL PERMANENT SIGNING SHALL BE AS OUTLINED IN THE LATEST VERSION OF THE DELAWARE MUTCD.
- DESIGN AND INSTALLATION OF ALL PAVEMENT MARKINGS AND STRIPING SHALL BE AS OUTLINED IN THE LATEST VERSION OF THE DELAWARE MUTCD. FOR FINAL PERMANENT PAVEMENT MARKINGS:
 - EPOXY RESIN PAINT SHALL BE REQUIRED FOR ALL LONG LINE STRIPING.
 - THERMO PLASTIC (EXTRUDED OR PREFORMED MATERIAL) WILL BE REQUIRED ON ASPHALT SURFACE, FOR SHORT LINE STRIPING, I.E. SYMBOLS/LEGENDS.
 - PERMANENT PAVEMENT MARKING TAPE (PER DELDOT'S APPROVED MATERIALS LIST) WILL BE REQUIRED ON CONCRETE SURFACES, FOR SHORT STRIPING, I.E. SYMBOLS/LEGENDS.
- REMOVAL OF PAVEMENT MARKING PAINT OR TAPE SHALL COMPLY WITH SECTION 5.11.2 OF THE DEVELOPMENT COORDINATION MANUAL.
- BREAKAWAY POSTS SHALL BE USED WHEN INSTALLING ALL SIGNS. REFERENCE DELDOT'S STANDARD CONSTRUCTION DETAILS, SECTION VIII - TRAFFIC, T-15.
- MAINTENANCE OF THE STREETS WITHIN THIS SUBDIVISION WILL BE THE RESPONSIBILITY OF THE DEVELOPER, THE PROPERTY OWNERS WITHIN THIS SUBDIVISION, OR BOTH. THE STATE OF DELAWARE ASSUMES NO RESPONSIBILITY FOR THE FUTURE MAINTENANCE OF THESE STREETS.
- INCLUDE ALL THAT APPLY:
 - THE ENDS OF ALL CURBS SHALL BE TRANSITIONED TO BE FLUSH WITH THE PAVEMENT AT A RATIO OF TWELVE TO ONE (12:1).
 - WHERE CURB TYPE AND/OR HEIGHT IS BEING VARIED, TAPER CURB PER THE DELDOT INSPECTOR (TYPICAL FOR BOTH SIDES OF THE ENTRANCE).
 - TRIANGULAR (PORK CHOP) ISLAND CURB SHALL HAVE ALL CORNERS TRANSITIONED FLUSH WITH PAVEMENT AT A SLOPE OF FOUR TO ONE (4:1), WHERE CURBS CHANGE DIRECTION (AT PEDESTRIAN CROSSINGS), CORNERS SHALL BE LAID OUT WITH RADI (NO SHARP ANGLES) TO REDUCE WHEEL-STRIKES AND FLOW-STRIKES. REFER TO DELDOT'S STANDARD CONSTRUCTION DETAILS FOR MORE INFO.
- A DOUBLE YELLOW CENTERLINE WILL BE REQUIRED ALONG THE THE PAVED PORTION OF ROUTE 13. STRIPING OF THE CENTERLINE SHALL BE 6-INCH WIDE LINE SEPARATED BY A 6-INCH SPACE.
- ALL FIXED OBJECTS ARE TO BE A MINIMUM OF 10-FEET FROM THE EDGE OF TRAVEL LANE AND 5-FEET FROM THE EDGE OF PAVEMENT. REFERENCE SECTION 5.5.5 OF THE DEVELOPMENT COORDINATION MANUAL. ANY FIXED OBJECT THAT DOES NOT MEET THIS REQUIREMENT SHALL BE RELOCATED.
- IT IS THE CONTRACTOR'S RESPONSIBILITY TO ENSURE THAT ALL PAVING WITHIN THE STATE OF DELAWARE RIGHT-OF-WAY IS INSTALLED TO THE ELEVATIONS SHOWN AND NO PONDING OF WATER EXISTS AFTER PAVING IS COMPLETE.
- ALL STORM DRAIN PIPING DESIGNATED AS REINFORCED CONCRETE PIPE IS TO BE REINFORCED CONCRETE PIPE, MEETING AASHTO M-170 SPECIFICATIONS. SEE PLANS FOR SPECIFIC CLASS OF PIPE.
- ALL PROPOSED CLOSED STORMDRAIN SYSTEMS SHALL BE VIDEO INSPECTED, REPAIRED AS NECESSARY AND APPROVED PRIOR TO THE INSTALLATION OF FINAL PAVING. IF REPAIRS ARE NEEDED, THE REPAIRED PIPE SECTIONS WILL NEED TO BE VIDEO INSPECTED AGAIN BEFORE THE REPAIR CAN BE APPROVED.
- THE DEVELOPER AND EXISTING/FUTURE OWNER OF NON-STATE-MAINTAINED ROADWAYS SHALL ENSURE THAT THE TRAFFIC CONTROL DEVICES ON SAID ROADWAYS OPEN TO PUBLIC TRAVEL ARE IN COMPLIANCE WITH THE LATEST VERSION OF THE DELAWARE MUTCD.
- ALL SUBGRADE SHALL BE COMPACTED TO 95% OF THE MAXIMUM STANDARD 1-99 DRY DENSITY.
- THE CONTRACTOR SHALL NOTIFY DART FIRST STATE AT DOT_DETOURS@DELAWARE.GOV AT LEAST 14 DAYS PRIOR TO THE START OF ANY DETOURS OR CONSTRUCTION, AND DOT_DTC_PROJECTDEVELOPMENT@DELAWARE.GOV AT SUCH TIME THE FACILITY IS COMPLETED AND OPERABLE FOR TRANSIT OPERATIONS. FOR EMERGENCY DETOUR INFORMATION ONLY PLEASE CONTACT DTC'S CHIEF SCHEDULER AT (302) 576-6019
- FOR INFORMATION ON OBTAINING A UTILITY PERMIT IN SUSSEX COUNTY CONTACT M&O-SOUTH DISTRICT PUBLIC WORKS AT (302) 853-1345
- INFORMATION ON GETTING APPROVAL FOR PROPOSED OUTDOOR ADVERTISING IN KENT COUNTY CONTACT M&O-SOUTH DISTRICT-OUTDOOR ADVERTISING & AND ROADSIDE CONTROL AT (302) 853-1345.
- THIS ENTRANCE IS CONSIDERED TEMPORARY AND AT SUCH TIME THAT THE SERVICE ROAD IS CONSTRUCTED THIS ENTRANCE WILL BE REMOVED, TOP-SOILED, SEEDED, MULCHED AND RE-GRADED TO ASSURE POSITIVE DRAINAGE.
- MAINTENANCE OF ALL LANDSCAPING SHOWN ON THIS PLAN WILL BE THE RESPONSIBILITY OF THE DEVELOPER, THE HOMEOWNERS ASSOCIATION OR BOTH. THE STATE ASSUMES NO RESPONSIBILITY FOR THE FUTURE MAINTENANCE OF THE LANDSCAPING. DELDOT MUST REVIEW AND APPROVE ANY PLANTINGS PROPOSED WITHIN THE RIGHT-OF-WAY PRIOR TO INSTALLATION. IF ANY PLANTINGS ARE PLANTED WITHOUT DELDOT'S KNOWLEDGE AND/OR APPROVAL, THEN DELDOT HAS THE RIGHT TO HAVE THE DEVELOPER REMOVE THE PLANTINGS, WITH ALL COSTS BEING PAID FOR BY THE DEVELOPER.

MAINTENANCE OF TRAFFIC GENERAL NOTES

DELDOT ISSUED 12/08/22

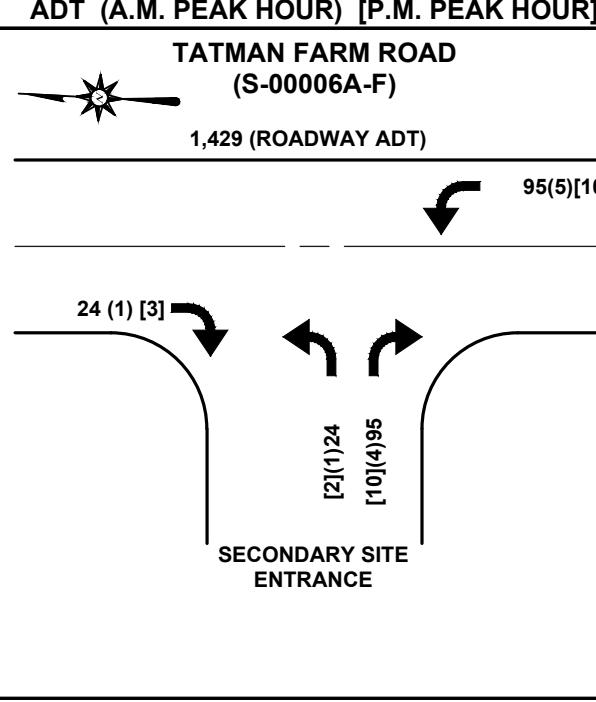
- ALL TEMPORARY TRAFFIC CONTROL AND TEMPORARY TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH THE CONTRACT DOCUMENTS, THE LATEST VERSION OF THE DELAWARE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (HEREINAFTER REFERRED TO AS THE DELAWARE MUTCD), CURRENT STATE OF DELAWARE DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, AND SUPPLEMENTAL SPECIFICATIONS, INCLUDING ALL REVISIONS AS OF THE DATE OF THE ENTRANCE PERMIT APPROVAL. TEMPORARY TRAFFIC CONTROL DEVICES USED ON THE PROJECT SHALL ONLY BE THOSE LISTED ON THE APPROVED PRODUCTS LIST (APL). IF A CATEGORY OF DEVICES DOES NOT HAVE AN APL, THE DEVICE SHALL BE COMPLIANT WITH THE DE MUTCD.
- CONTRACTOR SHALL SUPPLY MESSAGE BOARDS THAT ARE TO BE PLACED TEN (10) DAYS PRIOR TO CONSTRUCTION AND/OR TRAFFIC PATTERN CHANGES. THE MESSAGE BOARDS MUST REMAIN IN PLACE FIVE (5) DAYS AFTER WORK HAS STARTED AND/OR AFTER TRAFFIC PATTERN CHANGES. THE NUMBER OF MESSAGE BOARDS, LOCATIONS, AND WORDING ON THE MESSAGE BOARDS SHALL BE COORDINATED WITH THE DISTRICT SAFETY OFFICER.
- IN ACCORDANCE WITH SECTION 105.1.C OF THE STANDARD SPECIFICATIONS, THE DEPARTMENT RESERVES THE RIGHT TO SUSPEND THE CONTRACTOR'S OPERATIONS, IF, IN THE OPINION OF THE DEPARTMENT'S REPRESENTATIVE, THE CONTRACTOR'S OPERATIONS ARE NOT IN COMPLIANCE WITH THE DE MUTCD, THE SPECIFICATIONS OR THE PLANS OR IF THE CONTRACTOR'S OPERATIONS ARE DEEMED UNSAFE IN ACCORDANCE WITH SECTION 801.3.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING THE LOCAL 911 CENTER, LOCAL SCHOOLS AND DELDOT COMMUNITY RELATIONS OF ALL ROADS AND LANES TO BE CLOSED A MINIMUM OF SEVEN (7) CALENDAR DAYS BEFORE THE CLOSURE.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR ENSURING THAT THE TRANSPORTATION MANAGEMENT CENTER IS NOTIFIED EACH AND EVERY DAY WHEN WORK IS BEING PERFORMED IN STATE RIGHT-OF-WAY. THE CONTRACTOR SHALL IDENTIFY THE TYPE OF WORK, ANY LANE(S) OR SHOULDER(S) CLOSED, THE LENGTH OF TIME FOR WORK, WHEN THE LANE RESTRICTIONS ARE IN PLACE AND WHEN LANE RESTRICTIONS ARE LIFTED, CONTACT PERSON/PHONE NUMBER AND STATE INSPECTOR. THE TRANSPORTATION MANAGEMENT CENTER CAN BE REACHED AT (302) 659-4600.
- WHEN SIDE ROADS INTERSECT THE WORK ZONE, ADDITIONAL TRAFFIC CONTROL DEVICES SHALL BE ERECTED INCLUDING PERMANENT WARNING SIGNS. (SEE NOTE 11).
- ALL STORAGE OF EQUIPMENT AND MATERIAL SHALL COMPLY WITH THE DELAWARE MUTCD, SECTION 6G.21.
- ALL PAVEMENT MARKINGS THAT ARE NO LONGER IN USE AND CONFLICT WITH TEMPORARY PAVEMENT MARKINGS SHALL BE REMOVED AND COMPLETELY OBLITERATED BY A METHOD APPROVED BY THE ENGINEER. PAINTING OVER THE CONFLICTING PAVEMENT MARKINGS WILL NOT BE ACCEPTED AS A METHOD OF REMOVAL.
- THE CONTRACTOR IS RESPONSIBLE FOR THE MAINTENANCE OF EXISTING PAVEMENT WITHIN THE PROJECT LIMITS FOR THE DURATION OF THE CONTRACT OR AS DIRECTED BY THE ENGINEER.
- TYPICAL APPLICATIONS PER THE DELAWARE MUTCD SHALL BE INCORPORATED TO ACHIEVE REQUIRED TEMPORARY TRAFFIC CONTROL AND SAFETY REQUIREMENTS. THIS PROJECT IS SUBJECT TO THE FOLLOWING TYPICAL APPLICATIONS UNLESS DIRECTED OTHERWISE BY THE DELDOT DISTRICT SAFETY OFFICER:
 NORTH SUSSEX HIGHWAY
 TA-1 CONE BEYOND SHOULDER > 10 FEET FROM THE EDGE OF THE TRAVELED WAY.
 TA-3A WORK ON SHOULDER OF A MULTI-LANE, DIVIDED HIGHWAY.
 TA-33 STATIONARY LANE CLOSURE ON A MULTI-LANE, DIVIDED HIGHWAY.
- WITHIN THE MAINLINE WORK AREA, PERMANENT ADVANCE WARNING SIGNS WITH THE LEGENDS ROAD WORK AHEAD SHALL BE INSTALLED IN ADVANCE OF THE WORK AREA IN BOTH DIRECTIONS. AN END ROAD WORK SIGN SHALL BE LOCATED 500 FEET DOWNSTREAM FROM THE WORK AREA, ON INTERSECTING ROADWAYS WITHIN THE PROJECT LIMITS. A ROAD WORK AHEAD SIGN SHALL BE PLACED AT A DISTANCE NOT LESS THAN 500 FEET IN ADVANCE OF THE WORK AREA AND AN END ROAD WORK SIGN SHALL BE PLACED ON THE OPPOSITE SIDE OF THE ROADWAY OF THE ROAD WORK SIGN. ALL PERMANENT ADVANCE WARNING SIGNS SHALL BE GROUND MOUNTED ON TWO APPROVED BREAKAWAY SIGN POSTS AND SHALL BE INSTALLED IN COMPLIANCE WITH THE DE MUTCD. PERMANENT ADVANCE WARNING SIGNS SHALL BE MOUNTED AT A HEIGHT OF 7 FEET, MEASURED FROM THE NEAREST EDGE OF ROADWAY TO THE BOTTOM OF THE SIGN. THE USE OF APPROVED SKID MOUNTED SIGN SUPPORTS IS NOT ALLOWED UNLESS THE CONTRACTOR CAN DEMONSTRATE THAT A UTILITY CONFLICT EXISTS, WHICH SHALL BE VERIFIED BY THE DISTRICT SAFETY OFFICER, OR CONCRETE MEDIANS PREVENT THE INSTALLATION OF THE PERMANENT ADVANCE WARNING SIGNS IN THE APPROPRIATE LOCATION. ALL SIGN SUPPORTS SHALL BE AS APPROVED IN THE MOST RECENT VERSION OF THE TEMPORARY TRAFFIC CONTROL DEVICES APL.
- 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.
 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
 THE BASE COURSE MATERIAL SHALL BE PLACED AT NO GREATER THAN THE SLOPE SPECIFIED IN THE DELAWARE MUTCD, TABLE 6G-1 AND SHALL BE COMPACTED.
 VERTICAL DIFFERENCES SHALL BE CORRECTED IN ACCORDANCE WITH THE DELAWARE MUTCD, TABLE 6G-1.
- ACCEPTABLE MATERIALS FOR TEMPORARY PEDESTRIAN PATHS SHALL BE AS DEFINED IN STANDARD CONSTRUCTION DETAIL M-13. TYPE 2 TEMPORARY SIDEWALKS (PLYWOOD WALKWAY STRUCTURES) SHALL BE CONSTRUCTED IN ACCORDANCE WITH STANDARD CONSTRUCTION DETAIL M-13. TEMPORARY PEDESTRIAN PATHS SHALL BE DETECTABLE AS DEFINED IN SECTION 6F.73 OF THE DE MUTCD.
- CLOSURES OF TRAVEL LANES AND TURN LANES WITHIN THE PROJECT LIMITS SHALL OCCUR IN ACCORDANCE WITH THE ALLOWABLE LANE CLOSURE HOURS MATRIX SHOWN IN THE PLANS. THE PROJECT IS SUBJECT TO ADDITIONAL RESTRICTIONS IN ACCORDANCE WITH SECTION 801.3.5 OF THE STANDARD SPECIFICATIONS.
- THE CONTRACTOR SHALL ADD THE BICYCLE IN LANE (W11-1-DE) SIGN TO THE TYPICAL APPLICATION SIGNING STACK DURING CONSTRUCTION ACTIVITIES THAT RESTRICT USE OF THE EXISTING SHOULDER/BIKE LANE.

US 13 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	1	1	1	1	1	1	1	1													1	1	1	1
MONDAY	1	1	1	1	1	1															1	1	1	1
TUESDAY	1	1	1	1	1	1															1	1	1	1
WEDNESDAY	1	1	1	1	1	1															1	1	1	1
THURSDAY	1	1	1	1	1	1															1	1	1	1
FRIDAY	1	1	1	1	1	1																	1	1
SATURDAY	1	1	1	1	1	1	1	1															1	1

- 1 only one through lane closed
- no lane closures (all lanes open)

TRAFFIC GENERATION DIAGRAM
ADT (A.M. PEAK HOUR) [P.M. PEAK HOUR]

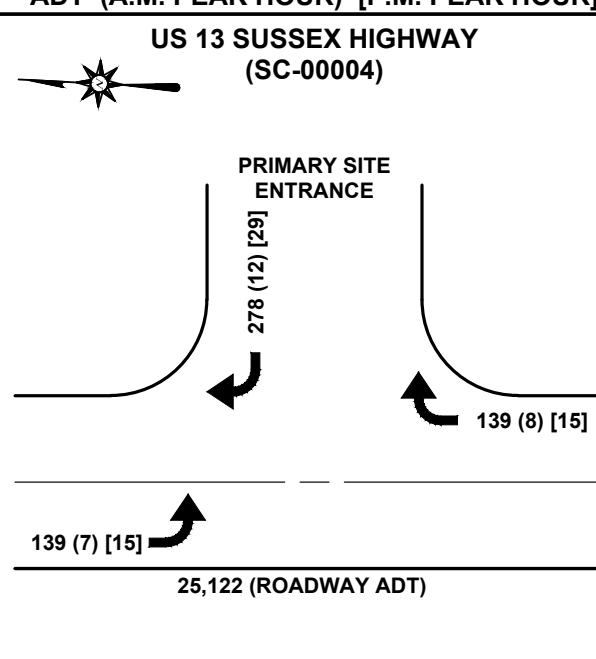


ROAD TRAFFIC DATA :

S-00006A-F (TATMAN FARM ROAD) - SPEED LIMIT = 30 MPH
 FUNCTIONAL CLASSIFICATION - LOCAL ROAD
 AADT = 1,232 Trips (from 2022 Deldot Traffic Summary)
 10 YEAR PROJECTED AADT: 1.16 x 1,232 = 1,429 TRIPS
 T.P.G. = 7
 K FACTOR = 14.2
 D FACTOR = 56.9
 TRUCK % = 1.7

SITE TRIPS GENERATED:
 SOURCE: ITE TRIP GENERATION MANUAL (11TH EDITION)
 ITE: 814 VARIETY STORE (12,480 SOFT BUILDING)
 ENTRANCE 2 - FULL MOVEMENT - DESIGN VEHICLE - WB-67
 DIRECTIONAL SPLIT: 80% / 20%
 TOTAL SITE ADT = 794 TRIPS (PER Ite MANUAL) (397 ENT / 397 EXT)
 70/30 ADT ENTRANCE DISTRIBUTION
 ENTRANCE 2 ADT = 238 TRIPS (30% OF 794 TRIPS) (119 ENT. / 119 EXT)
 TOTAL AM PEAK HOUR = 38 TRIPS (21 ENT / 17 EXT)
 TOTAL PM PEAK HOUR = 84 TRIPS (43 ENT / 41 EXT)
 A.M. PEAK HR. (ADJ.) TRIPS = 11 TRIPS (6 IN / 5 OUT)
 P.M. PEAK HR. (ADJ.) TRIPS = 26 TRIPS (13 IN / 12 OUT)
 P.M. PEAK HR. (PASS-BY) TRIPS = 34% = 8 TRIPS
 P.M. PEAK HR. (NEW TRIPS) TRIPS = 25 - 8 = 17 TRIPS (9 IN / 8 OUT)
 DIRECTIONAL DISTRIBUTION:
 20% TO AND FROM THE SOUTH (48 TRIPS) (2 a.m. pk.) (5 p.m. pk.)
 80% TO AND FROM THE NORTH (190 TRIPS) (8 a.m. pk.) (20 p.m. pk.)
 PEAK HOUR HV% = 2% = 7.9 TRIPS (DHW)

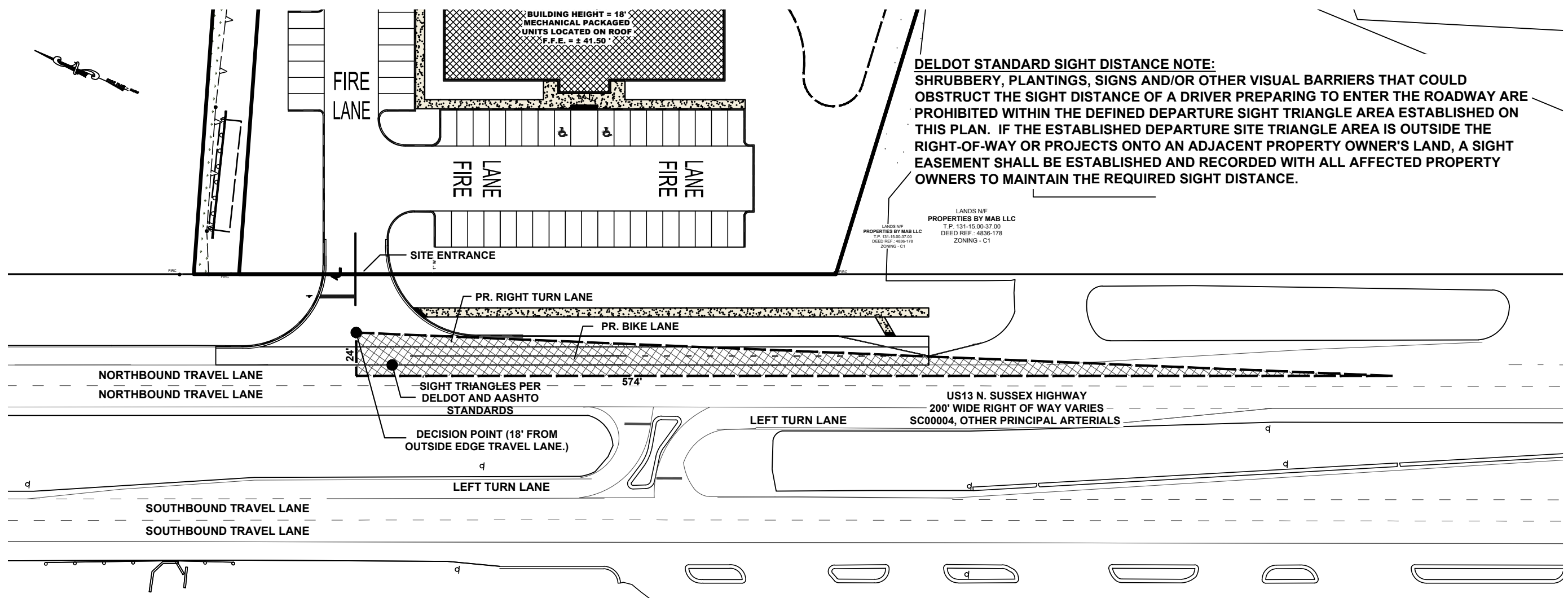
TRAFFIC GENERATION DIAGRAM
ADT (A.M. PEAK HOUR) [P.M. PEAK HOUR]



ROAD TRAFFIC DATA :

SC-00004 (US 13 SUSSEX HIGHWAY) - SPEED LIMIT = 65 MPH
 FUNCTIONAL CLASSIFICATION - OTHER PRINCIPAL ARTERIAL
 AADT = 21,657 Trips (from 2022 Deldot Traffic Summary)
 10 YEAR PROJECTED AADT: 1.16 x 21,657 = 25,122 TRIPS
 T.P.G. = 2
 K FACTOR = 10.9
 TRUCK % = 6.3

SITE TRIPS GENERATED:
 SOURCE: ITE TRIP GENERATION MANUAL (11TH EDITION)
 ITE: 814 VARIETY STORE (12,480 SOFT BUILDING)
 ENTRANCE 1 - RIGHTS IN RIGHTS OUTLEFTS IN - DESIGN VEHICLE - WB-67
 DIRECTIONAL SPLIT: 50% / 50%
 TOTAL SITE ADT = 794 TRIPS (PER Ite MANUAL) (397 ENT / 397 EXT)
 70/30 ADT ENTRANCE DISTRIBUTION = 556 TRIPS (278 ENT / 278 EXT)
 ENTRANCE 1 ADT = 556 TRIPS (70% OF 794 TRIPS) (278 ENT. / 278 EXT)
 TOTAL AM PEAK HOUR = 38 TRIPS (21 ENT / 17 EXT)
 TOTAL PM PEAK HOUR = 84 TRIPS (43 ENT / 41 EXT)
 A.M. PEAK HR. (ADJ.) TRIPS = 27 TRIPS (15 IN / 12 OUT)
 P.M. PEAK HR. (ADJ.) TRIPS = 59 TRIPS (30 IN / 29 OUT)
 P.M. PEAK HR. (PASS-BY) TRIPS = 34% = 20 TRIPS
 P.M. PEAK HR. (NEW TRIPS) TRIPS = 59 - 20 = 39 TRIPS (20 IN / 19 OUT)
 DIRECTIONAL DISTRIBUTION:
 50% TO AND FROM THE NORTH (417 TRIPS) (19 a.m. pk.) (44 p.m. pk.)
 50% FROM THE SOUTH (139 TRIPS) (8 a.m. pk.) (15 p.m. pk.)
 PEAK HOUR HV% = 2% = 7.9 TRIPS (DHW)



DELDOT STANDARD SIGHT DISTANCE NOTE:
 SHRUBBERY, PLANTINGS, SIGNS AND/OR OTHER VISUAL BARRIERS THAT COULD OBSTRUCT THE SIGHT DISTANCE OF A DRIVER PREPARING TO ENTER THE ROADWAY ARE PROHIBITED WITHIN THE DEFINED DEPARTURE SIGHT TRIANGLE AREA ESTABLISHED ON THIS PLAN. IF THE ESTABLISHED DEPARTURE SITE TRIANGLE AREA IS OUTSIDE THE RIGHT-OF-WAY OR PROJECTS ONTO AN ADJACENT PROPERTY OWNER'S LAND, A SIGHT EASEMENT SHALL BE ESTABLISHED AND RECORDED WITH ALL AFFECTED PROPERTY OWNERS TO MAINTAIN THE REQUIRED SIGHT DISTANCE.

DOLLAR GENERAL BRIDGEVILLE - N. SUSSEX HIGHWAY SIGHT TRIANGLE



**ARCHITECTURE
ENGINEERING**

Delaware
 309 South Governors Avenue
 Dover, DE 19904
 302.734.7950
 The Tower at STAR Campus
 100 Discovery Boulevard, Suite 102
 Newark, DE 19713
 302.369.3700

Maryland
 312 West Main Street, Suite 300
 Salisbury, MD 21801
 410.546.9100

North Carolina
 3333 Jaeckle Drive, Suite 120
 Wilmington, NC 28403
 910.341.7600

www.beckermorgan.com

PROJECT TITLE

**DOLLAR
GENERAL
BRIDGEVILLE**

TOWN OF
BRIDGEVILLE
SUSSEX COUNTY, DE

SHEET TITLE

**INDEX SHEETS AND
PLAN NOTES**

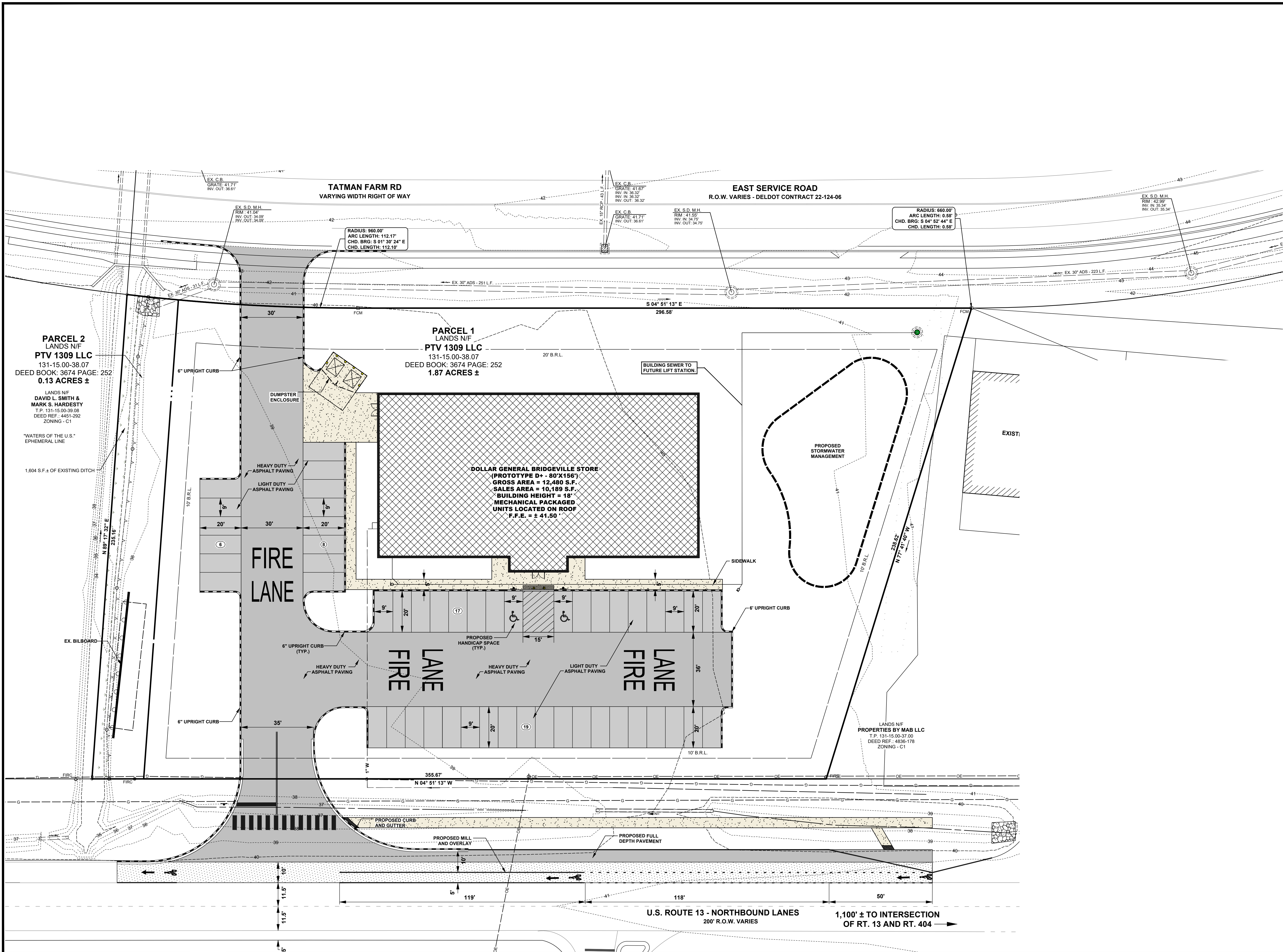
ISSUE BLOCK

MARK	DATE	DESCRIPTION
LAYER STATE	C-002	

PROJECT NO.: 2023021.00
DATE: 08/07/2023
SCALE: AS SHOWN
DRAWN BY: J.N.K. | **PROJ. MGR.:** J.N.S.

C-002

COPYRIGHT: 2023



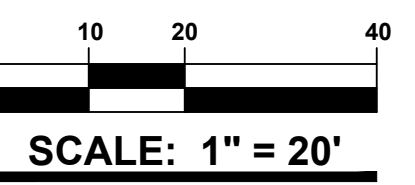
PROJECT TITLE

**DOLLAR
GENERAL
BRIDGEVILLE**

TOWN OF
BRIDGEVILLE
SUSSEX COUNTY, DE

SHEET TITLE

SITE PLAN



ISSUE BLOCK

MARK	DATE	DESCRIPTION
LAYER:STATE: C-201		

PROJECT NO.:	2023021.00
DATE:	05/12/23
SCALE:	1" = 20'
DRAWN BY:	F.B. PROJ. MGR.: J.N.S.
SHEET	

C-201

COPYRIGHT 2023