

GENERAL MOT NOTES

1. MAINTENANCE OF TRAFFIC DURING LANE CLOSURES AND LANE SHIFTS SHALL CONFORM TO TYPICAL APPLICATION 3, 10, 11B, AND 17 OF THE DELAWARE MUTCD.
2. AMERICAN TRAFFIC SAFETY SERVICES ASSOCIATION (ATSSA) CERTIFIED TRAFFIC CONTROL SUPERVISOR REQUIREMENT FOR THIS PROJECT.

(X)	THE CONTRACTOR SHALL NOT BE REQUIRED TO HAVE AN ATSSA SUPERVISOR ASSIGNED TO THIS PROJECT.
()	THE CONTRACTOR SHALL HAVE AN ATSSA SUPERVISOR ASSIGNED TO THIS PROJECT. THE CONTRACTOR'S GENERAL SUPERINTENDENT FOR THIS PROJECT OR ANOTHER ATSSA CERTIFIED MEMBER OF THE CONTRACTOR'S PROJECT STAFF MAY BE THE ATSSA SUPERVISOR. PAYMENT FOR ATSSA SUPERVISOR IS INCIDENTAL TO ITEM 801000.

3. 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.

4. A TYPE II TRUCK MOUNTED ATTENUATOR (TMA) SHALL BE REQUIRED ON THIS PROJECT DURING THE FOLLOWING OPERATIONS: TEMPORARY /PERMANENT PAVEMENT MARKINGS, ROADSIDE SPRAYING, PATCHING, MILLING, SWEEPING, TEMPORARY TRAFFIC BARRIER PLACEMENT OR AS DIRECTED BY THE ENGINEER. THE ROLL AHEAD DISTANCE SHALL BE AS PER THE MANUFACTURER'S RECOMMENDATIONS.

5. 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:

- A. DRIVEWAYS
- B. ENTRANCES
- C. LOW VOLUME ACCESS RAMP (IDENTIFIED IN THE CONTRACT DOCUMENTS)
- D. EDGE DROP-OFFS ADJACENT TO LIVE ROADWAY (LANES AND SHOULDER) AND THE PROPOSED ROAD CONSTRUCTION
- E. EDGE OF ROADWAY DROP-OFF

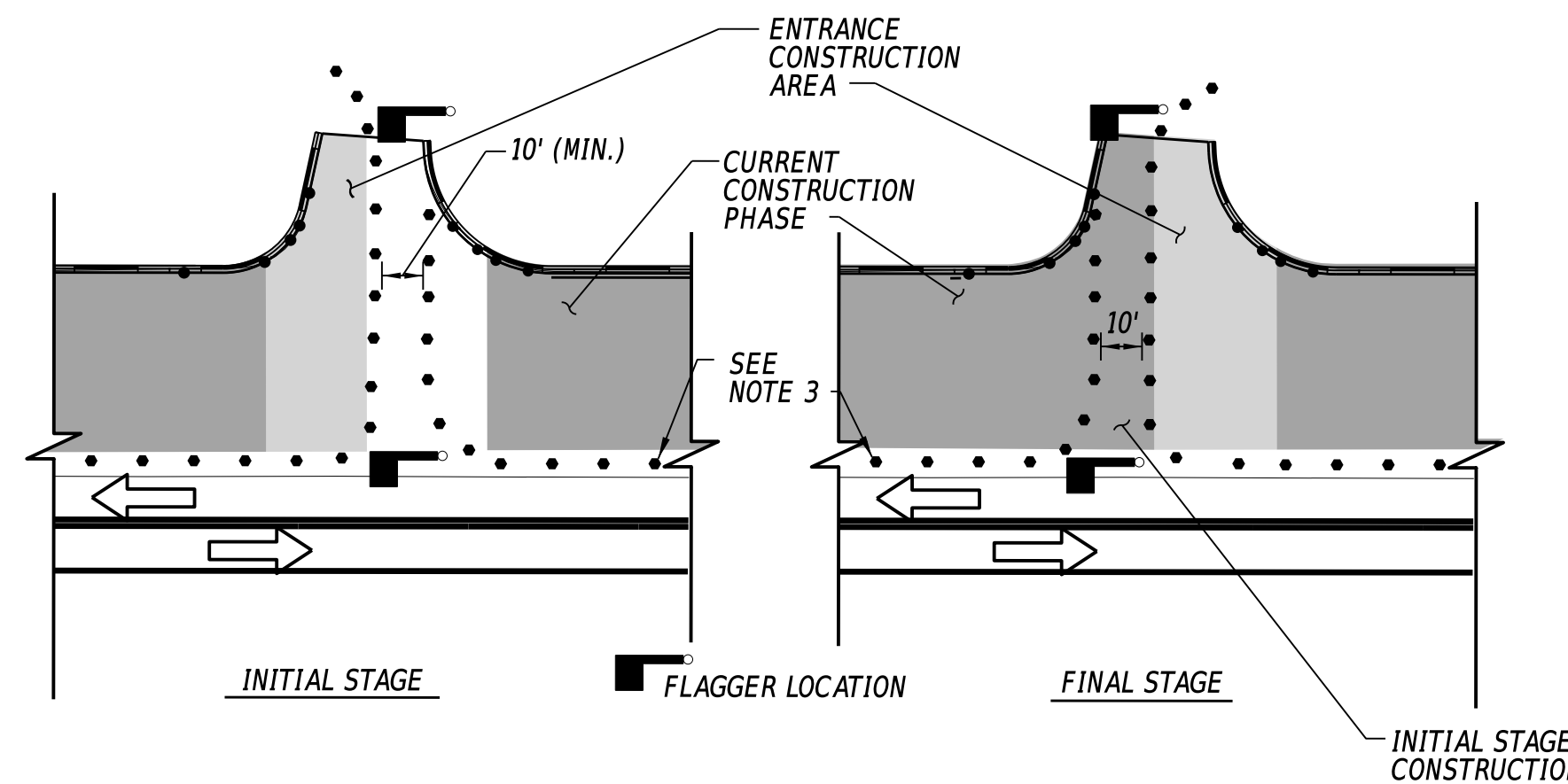
GRADING AND MAINTAINING BASE COURSE THAT IS BEING USED FOR ROADWAY WEDGE/FILLET BETWEEN TRAVEL LANES AND PAVEMENT BOX, EDGE OF TRAVELWAY, DRIVEWAY OR ENTRANCE ACCESS SHALL BE INCIDENTAL TO ITEM NO. 801000 - MAINTENANCE OF TRAFFIC. THE BASE COURSE MATERIAL SHALL BE PLACED AT NO GREATER THAN THE SLOPE 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) 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.

6. 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.
7. WORK SHALL BE PERFORMED IN A MANNER THAT WILL REASONABLY PROVIDE THE LEAST PRACTICABLE OBSTRUCTION TO TRAFFIC, CONSISTENT WITH SAFETY STANDARDS AND SHALL COMPLY WITH THE LATEST EDITION OF THE MANUAL TITLED "DELAWARE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) FOR STREETS AND HIGHWAYS" HERE AFTER REFERRED TO AS THE TRAFFIC CONTROL MANUAL.
8. THE CONTRACTOR SHALL PROVIDE THREE TRAFFIC OFFICERS FOR A FOUR-HOUR PERIOD TWICE PER MONTH TO PERFORM SPEED ENFORCEMENT ALONG ROADWAYS WITHIN THE PROJECT LIMITS. AT THE END OF THE DAY'S ENFORCEMENT ACTIVITY, THE TRAFFIC OFFICERS SHALL PROVIDE A REPORT TO THE ENGINEER IDENTIFYING THE NUMBER OF VEHICLES STOPPED, NUMBER AND TYPE OF CITATIONS GIVEN AND THE RANGE OF SPEEDS OF THOSE VEHICLES STOPPED. ENFORCEMENT LOCATIONS WILL BE DETERMINED BY THE ENGINEER.
9. 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 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).
10. FOR NIGHT-TIME CLOSURES OF ANY ROAD OR RAMP, PROVIDE ONE TRAFFIC OFFICER AT EACH CLOSURE POINT SHOWN IN THE APPLICABLE DETOUR PLANS. THE TRAFFIC OFFICER SHALL BE PLACED BEHIND THE CLOSURE BARRICADE WITH THE FRONT OF THE VEHICLE FACING APPROACHING TRAFFIC AND ALL EMERGENCY LIGHTS SHALL BE ACTIVATED. THE TRAFFIC OFFICER SHALL PROVIDE A REPORT TO THE ENGINEER AT THE END OF THE DAY'S ACTIVITY IDENTIFYING THE NUMBER OF VEHICLES THAT ATTEMPTED TO DISREGARD THE DETOUR.
11. SEE PROJECT DETOUR PLANS FOR ADDITIONAL TRAFFIC OFFICER REQUIREMENTS.
12. ADDITIONAL USAGE OF TRAFFIC OFFICERS OUTSIDE OF THE ABOVE REQUIREMENTS SHALL BE APPROVED BY THE ENGINEER IN CONSULTATION WITH THE TRAFFIC SAFETY SECTION.
13. ALL NECESSARY SIGNS, PAVEMENT MARKINGS AND ROADSIDE APPURTENANCES SHALL BE INSTALLED PRIOR TO THE OPENING/REOPENING OF A ROADWAY OR RAMP. A WALKTHROUGH WITH THE ENGINEER, TRAFFIC SAFETY, TRAFFIC CONSTRUCTION AND OTHER PERSONNEL SHALL OCCUR NO LESS THAN 48 HOURS PRIOR TO THE OPENING/REOPENING OF ANY ROAD OR RAMP.

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



TYPICAL DRIVEWAY/ ENTRANCE RECONSTRUCTION
NOT TO SCALE

NOTES:

1. 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.
2. 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.
3. TRAFFIC CONTROL DEVICES ALONG MAINLINE ROADWAY SHALL BE AS SHOWN ON CONSTRUCTION PHASING PLANS.
4. 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.

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

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.




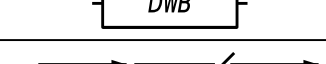

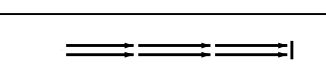


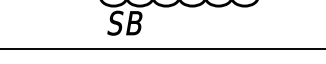
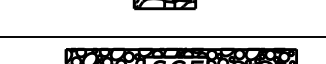

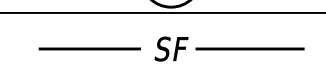


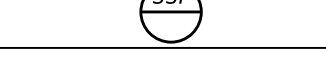
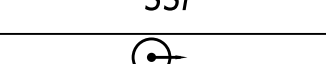
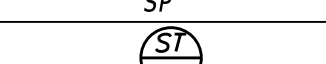
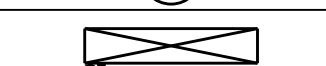

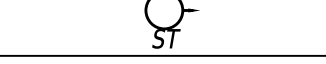
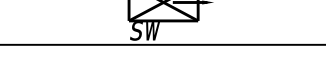
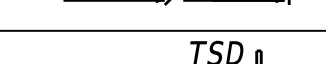
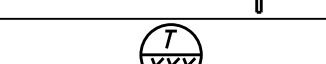
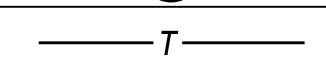




DELDOT STORMWATER ENGINEER	DATE
"I CERTIFY THAT TO THE BEST OF MY KNOWLEDGE THESE PLANS MEET THE REQUIREMENTS OF THE DELAWARE SEDIMENT AND STORMWATER REGULATIONS."	

AMOUNT OF DISTURBED AREA FOR THE PROJECT	11.1 AC
ADDED IMPERVIOUS FOR THE PROJECT	78,408 SF
HUC-10 WATERSHED	REHOBOTH BAY

- 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.
- FILE AS A CO-PERMITTEE IN ACCORDANCE WITH SECTION 901 OF THE STANDARD SPECIFICATIONS. POSTING AND MAINTENANCE OF THE NOI PERMIT COVERAGE IS INCIDENTAL TO THE CONTRACT.
- 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, 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.
- FOR ANY PERMANENT STORMWATER MANAGEMENT FACILITY, FOLLOW THAT FACILITY'S SEQUENCE OF CONSTRUCTION AS NOTED ON THE STORMWATER MANAGEMENT SHEETS.
- NO MORE THAN 20 ACRES MAY BE DISTURBED AT ANY TIME. DISTURBANCE OF A SECOND 20 ACRE SECTION MAY NOT PROCEED UNTIL TEMPORARY OR PERMANENT STABILIZATION OF THE FIRST 20 ACRE SECTION IS ACCOMPLISHED AS APPROVED BY THE ENGINEER.
- MAINTAIN POSITIVE DRAINAGE IN EXISTING AND PROPOSED DRAINAGE SYSTEMS BY EXECUTING CONSTRUCTION, CLEANING EXISTING DRAINAGE SYSTEMS, AND PROPERLY DISPOSING OF SEDIMENT THROUGHOUT THE DURATION OF THE PROJECT.

GENERAL E&S SEQUENCE NOTES (FOR ALL PHASES)

- POST NOI PERMIT COVERAGE SO THAT IT IS VISIBLE IN CLOSE PROXIMITY TO THE CONSTRUCTION SITE AS DIRECTED BY THE ENGINEER. THE NOTICE MUST BE IN ACCORDANCE WITH DELDOT GUIDANCE.
- INSTALL ALL PERIMETER E&S ITEMS AND SENSITIVE AREA PROTECTIONS PRIOR TO ANY LAND DISTURBING ACTIVITIES. THE ONLY LAND DISTURBANCE ALLOWABLE IS WHAT IS NECESSARY TO INSTALL THE PERIMETER E&S ITEMS.
- ESTABLISH CONSTRUCTION STAGING AREAS AND INSTALL E&S CONTROLS.
- ONCE PERIMETER E&S CONTROLS ARE INSTALLED, THEY SHALL BE INSPECTED AND APPROVED BY THE ENGINEER BEFORE ANY OTHER LAND DISTURBING ACTIVITIES CAN BEGIN.
- INTERIOR EROSION AND SEDIMENT CONTROL ITEMS SHALL BE PLACED AS PER PLAN.
- NOTIFY THE ENGINEER 48 HOURS BEFORE CONSTRUCTION OF ALL STORMWATER MANAGEMENT FACILITY COMPONENTS IN ACCORDANCE WITH THE STORMWATER MANAGEMENT SHEET FACILITY CONSTRUCTION SEQUENCE.
- PRIOR TO COMMENCING A NEW PHASE OF CONSTRUCTION, APPROVAL IS REQUIRED FROM THE ENGINEER THAT THE AREAS WITHIN THE PREVIOUS PHASE HAVE BEEN SUFFICIENTLY STABILIZED.
- COMPLETE PERMANENT STABILIZATION WITHIN SEVEN (7) CALENDAR DAYS UPON REACHING FINAL GRADE.
- DO NOT REMOVE E&S DEVICES UNLESS DIRECTED BY THE ENGINEER.

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

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NOT TO SCALE

**HSIP SC, SR24 AT CAMP
ARROW HEAD ROAD AND
SR24 AT ANGOLA ROAD**

CONTRACT	BRIDGE NO.	X
T201200902	DESIGNED BY:	W. NAUMAN
COUNTY	CHECKED BY:	C. ESHAM
SUSSEX		

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

SECTION
PD
SHEET NO.
48