

Delaware Department of Transportation  
Approved MOT Notes for Project Development Projects

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This document contains the latest set of approved Maintenance of Traffic notes for use within the Construction Phasing, MOT, and Erosion Control Plans that are generated either by or on behalf of the Delaware Department of Transportation. These notes should not be modified from their original format/content without first consulting with the DelDOT Project Manager and or Design Resource Engineer.

Any comments, questions or concerns regarding the content of this document should be brought to the attention of:

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Delaware Department of Transportation  
Approved MOT Notes for Project Development Projects

MAINTENANCE OF TRAFFIC DURING LANE CLOSURES AND LANE SHIFTS SHALL CONFORM TO TYPICAL APPLICATION \_\_\_\_\_ OF THE DELAWARE MUTCD.

Approved for use.

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.

(  ) 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.

Approved for use. This note was deleted from the General Notes section found on the Notes sheet and moved to MOT Notes. 05/08/2020

~~GRADING AND MAINTAINING BASE COURSE THAT IS BEING USED AS A TEMPORARY TRAVELWAY, DRIVEWAY, ACCESS RAMP, ETC. SHALL BE INCIDENTAL TO ITEM 743000 – MAINTENANCE OF TRAFFIC. 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 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. CONSTRUCTION OF A PLANNED RUNAROUND OR DETOUR WOULD BE ELIGIBLE FOR PAYMENT AS SPECIFIED IN THE CONTRACT.~~

This note has been replaced by a newer version and is no longer approved for use.

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.

Approved for use. This note should only be used when a project is considered significant and requires a Type B TMP.

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.

Approved for use. This note shall be used on projects with an existing (prior to construction) speed limit of 45 MPH or greater, or as directed by DelDOT Traffic.

Delaware Department of Transportation  
Approved MOT Notes for Project Development Projects

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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 RAMPS (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) 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.

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Delaware Department of Transportation  
Approved MOT Notes for Project Development Projects

LONGITUDINAL EDGE DROP-OFFS SHALL BE CORRECTED IN ACCORDANCE WITH TABLE 6G-1 OF THE DELAWARE MUTCD.

a) ~~WHERE PLACEMENT OF A WEDGE/FILLET BETWEEN TRAVEL LANES AND A PAVEMENT BOX IS REQUIRED, APPROVED BASE COURSE MATERIAL SHALL BE USED FOR THE FILLET MATERIAL. 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 ITEM.~~

b) ~~WHERE PLACEMENT OF A WEDGE/FILLET AT THE EDGE OF THE ROADWAY IS REQUIRED, PAVEMENT MILLINGS SHALL BE USED FOR THE FILLET MATERIAL. PAYMENT FOR PAVEMENT MILLINGS SHALL BE INCIDENTAL TO ITEM 743000. NO SEPARATE PAYMENT SHALL BE MADE FOR PAVEMENT MILLINGS TO CORRECT PAVEMENT EDGE DROP-OFFS, UNLESS THE MATERIAL IS EVENTUALLY USED AS PART OF A PERMANENT ROADWAY, AT WHICH TIME THE MATERIAL WOULD BE PAID FOR UNDER THE RESPECTIVE CONTRACT BID ITEM.~~

This note has been replaced by a newer version and is no longer approved for use.

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.

Approved for use.

~~WITHIN THE MAINLINE WORK AREA, PERMANENT ADVANCE WARNING SIGNS WITH THE LEGENDS "ROAD WORK 1500 FT", "ROAD WORK 1000 FT" AND "ROAD WORK 500 FT" 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 LOCATED 500 FEET DOWNSTREAM OF THE WORK AREA. THE USE OF SKID MOUNTED SIGN SUPPORTS IS NOT ALLOWED UNLESS THE CONTRACTOR CAN DEMONSTRATE THAT A UTILITY CONFLICT EXISTS, WHICH SHALL BE VERIFIED BY THE ENGINEER; OR CONCRETE MEDIANS PREVENT THE INSTALLATION OF THE PERMANENT SIGNS IN THE APPROPRIATE LOCATION.~~

This note is no longer Department Standard Practice.

Delaware Department of Transportation  
Approved MOT Notes for Project Development Projects

WITHIN THE MAINLINE WORK AREA, PERMANENT ADVANCE WARNING SIGNS WITH THE LEGENDS "ROAD WORK 1 MILE", "ROAD WORK 1/2 MILE" AND "ROAD WORK 1000 FT" 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 AND/OR RAMPS 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 LOCATED 500 FEET DOWNSTREAM OF THE WORK AREA. THE USE OF SKID MOUNTED SIGN SUPPORTS IS NOT ALLOWED UNLESS THE CONTRACTOR CAN DEMONSTRATE THAT A UTILITY CONFLICT EXISTS, WHICH SHALL BE VERIFIED BY THE ENGINEER; OR CONCRETE MEDIANS PREVENT THE INSTALLATION OF THE PERMANENT SIGNS IN THE APPROPRIATE LOCATION.

This note is no longer Department Standard Practice.

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.

This note is only to be used when item 801000 - Maintenance of Traffic is not included in the Project Bid Documents. This note has been incorporated into the revised specification for Item 801000 - Maintenance of Traffic (2nd paragraph under the "Description" section).

ALL TRAFFIC CONTROL DEVICES SHALL BE IN NEW OR REFURBISHED CONDITION, SHALL BE IN COMPLIANCE WITH THE TRAFFIC CONTROL MANUAL AND WITH NCHRP REPORT 350 AS DEFINED IN PART 6, OF THE TRAFFIC CONTROL MANUAL, INCLUDING ALL REVISIONS TO THE TRAFFIC CONTROL MANUAL UP TO THE DATE OF ADVERTISEMENTS OF THIS CONTRACT, NOTES AND DETAILS SHOWN ON THE PLANS AND SHALL BE APPROVED BY THE ENGINEER BEFORE INSTALLATION. TRAFFIC CONTROL DEVICES SHALL BE MAINTAINED IN GOOD CONDITION FOR DURATION OF USE.

This note has been deleted since it has been incorporated into section 801.02 of the specifications.

THE CONTRACTOR SHALL SUBMIT TO THE ENGINEER A TRAFFIC CONTROL PLAN FOR THE DEPARTMENTS APPROVAL SEVEN DAYS IN ADVANCE OF THE PROPOSED START OF WORK DATE. LONGITUDINAL DIMENSIONS FOR MAINTENANCE OF TRAFFIC CONFIGURATIONS MAY BE ADJUSTED SLIGHTLY TO FIT FIELD CONDITION AS DIRECTED BY THE ENGINEER.

This note has been deleted since it has been incorporated into section 801.03.1 of the specifications.

THE CONTRACTOR SHALL HAVE AN AMERICAN TRAFFIC SAFETY SERVICES ASSOCIATION (ATSSA) CERTIFIED SUPERVISOR ASSIGNED TO THIS PROJECT. THE CERTIFIED ATSSA SUPERVISOR'S SOLE JOB SHALL BE SUPERVISION OF THE INSTALLATION, OPERATION AND MAINTENANCE OF TRAFFIC CONTROL DEVICES FOR THIS PROJECT. THIS PERSON SHALL BE THE LIAISON BETWEEN DELDOT AND THE CONTRACTOR IN MAINTENANCE OF TRAFFIC MATTERS. THE CONTRACTOR'S GENERAL SUPERINTENDENT FOR THIS PROJECT SHALL NOT BE THE ATSSA SUPERVISOR. PAYMENT FOR THE ATSSA SUPERVISOR SHALL BE INCLUDED IN ITEM 743000 - MAINTENANCE OF TRAFFIC.

This note has been deleted since it has been incorporated into the General Notes section found on the Notes sheet of the plan set.

Delaware Department of Transportation  
Approved MOT Notes for Project Development Projects

~~THE DEPARTMENT WILL NOT MAKE PAYMENT TO THE CONTRACTOR FOR ANY AND ALL TRAFFIC CONTROL DEVICES WHICH ARE IN PLACE AND/OR REQUIRED DURING THE FOLLOWING PERIODS:~~

~~A) PERIODS WHEN THE CONTRACTOR SETS UP TRAFFIC CONTROL TO PERFORM WORK, BUT FAILS TO PERFORM ANY WORK. THIS DOES NOT INCLUDE LONG-TERM TRAFFIC SET UPS THAT ARE INSTALLED AS PART OF THE MAINTENANCE OF TRAFFIC PLANS OUTLINED IN THE CONTRACT DOCUMENTS.~~

~~B) PERIODS WHICH THE CONTRACTOR PURSUES WORK, BUT WHICH ARE OUTSIDE OF THE APPROVED CONTRACT TIME (ALLOCATED WORKING/CALENDAR DAYS AND JUSTIFIABLE EXTENSIONS).~~

This note has been deleted since it has been incorporated into section 801.05 of the specifications.

~~ACCESS TO ALL BUSINESSES AND RESIDENCES WITHIN THE PROJECT LIMITS SHALL BE MAINTAINED THROUGHOUT THE DURATION OF THIS CONTRACT. ANY TEMPORARY CLOSURE OF A DRIVEWAY OR ENTRANCE FOR TIE-IN PURPOSES SHALL BE COORDINATED WITH THE ENGINEER AND/OR PROPERTY OWNER IN ADVANCE OF THE CLOSURE. THE CONTRACTOR SHALL PROVIDE ALL PROPERTY OWNERS AND RESIDENTS WHO LIVE ADJACENT TO THE WORK ZONE WRITTEN NOTICE 48 HOURS IN ADVANCE OF THE START OF CONSTRUCTION WORK. THIS NOTIFICATION SHALL INCLUDE THE SCOPE OF WORK, WORKING HOURS, ANTICIPATED START AND COMPLETION DATES, A SUMMARY OF CONSTRUCTION ACTIVITIES WHICH MAY INTERFERE WITH ACCESS TO THE PROPERTY INCLUDING A SCHEDULE AND ACCESS COORDINATION PLAN, CONTRACTORS NAME AND ADDRESS, AND A DELDOT CONTACT PHONE NUMBER. FAILURE TO GIVE PROPER NOTICE WILL RESULT IN A SUSPENSION OF WORK REQUIRING NOTICE, UNTIL PROPER NOTICE IS PROVIDED.~~

This note has been deleted since it has been incorporated into section 801.03.1 of the specifications.

~~TEMPORARY PAVEMENT MARKINGS SHALL MATCH THE DIMENSIONS AND LAYOUT OF "PERMANENT MARKINGS" AND SHALL BE INSTALLED IN ACCORDANCE WITH THE TRAFFIC CONTROL MANUAL. ALL CONFLICTING STRIPING IS TO BE REMOVED AS DIRECTED BY THE ENGINEER, BY A METHOD APPROVED BY THE ENGINEER. PAINTING OVER THE CONFLICTING STRIPING WILL NOT BE ACCEPTED.~~

This note has been deleted since it has been incorporated into section 801.03.4 of the specifications.

~~AT THE END OF EACH WORK DAY, THE CONTRACTOR SHALL CORRECT ALL PAVEMENT EDGE DROP-OFFS IN ACCORDANCE WITH TABLE 6G-1 IN THE TRAFFIC CONTROL MANUAL. GRADING AND MAINTAINING GRADED AGGREGATE BASE COURSE THAT IS BEING USED AS A TRAVELWAY, DRIVEWAY ACCESS, RAMP, ETC. SHALL BE INCIDENTAL TO ITEM 743000 MAINTENANCE OF TRAFFIC. EXCESS GRADED AGGREGATE SHALL BE PUSHED AHEAD AND USED IN THE NEXT SEGMENT. NO SEPARATE PAYMENT SHALL BE MADE FOR TEMPORARY ROADWAY MATERIAL (TRM). INITIAL PAYMENT FOR THE GABC SHALL BE UNDER 302.~~

This note has been deleted since it has been incorporated into section 801.03.3 of the specifications.

~~ON ALL INTERSECTING STREETS APPROACHING THE WORK AREA, "ROAD WORK 1,500 FT." "ROAD WORK 1,000 FT." AND "ROAD WORK 500 FT." PERMANENT SIGNS SHALL BE PLACED AS SHOWN ON THESE PLANS OR AS DIRECTED BY THE ENGINEER. AN "END ROAD WORK" SIGN SHALL BE PLACED ACROSS THE STREET FROM THE "ROAD WORK 500 FT." SIGN, VISIBLE TO TRAFFIC OPERATING THE WORK ZONE.~~

This note has been replaced by a newer version and is no longer approved for use.

Delaware Department of Transportation  
Approved MOT Notes for Project Development Projects

LANE CLOSURES AND ROAD CLOSURES ARE PROHIBITED FROM OCCURRING DURING THE FIREFLY MUSIC FESTIVAL EVENT IN DOVER, DE FROM 12:00 AM WEDNESDAY PRIOR TO THE EVENT THROUGH 12:00 AM TUESDAY FOLLOWING THE EVENT. THE ENGINEER WILL PROVIDE THE DATES OF THE EVENT TWO WEEKS PRIOR TO THE RESTRICTION BEING IMPLEMENTED.

This note is to be used on all projects unless given approval from the Traffic Safety Section to not use.

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.

This note is only to be used as directed by the Traffic Safety Section.

THE CONTRACTOR SHALL PROVIDE ONE TRAFFIC OFFICER FOR NIGHTTIME MOBILE PAVEMENT MARKING OPERATIONS ON \_\_\_\_\_.

This note is only to be used as directed by the Traffic Safety Section.

THE CONTRACTOR SHALL PROVIDE ONE TRAFFIC OFFICER FOR MAJOR PHASE CHANGE TRAFFIC SWITCHES ON \_\_\_\_\_. THE TRAFFIC OFFICER SHALL BE ON-SITE DURING THE TRAFFIC SWITCH AND DURING THE FIRST MORNING PEAK PERIOD (6AM - 9AM) AND THE FIRST AFTERNOON PEAK PERIOD (3PM - 7PM) AFTER THE TRAFFIC SWITCH HAS BEEN PLACED.

This note is only to be used as directed by the Traffic Safety Section.

~~THE CONTRACTOR SHALL PROVIDE TWO TRAFFIC OFFICERS FOR ANY ROLLING ROAD BLOCK OPERATIONS IN ACCORDANCE WITH TA-35H.~~

~~This note has been deleted as TA-35 already requires a Traffic Officer.~~

SEE PROJECT DETOUR PLANS FOR ADDITIONAL TRAFFIC OFFICER REQUIREMENTS.

This note is only to be used as directed by the Traffic Safety Section.

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](http://WWW.MUTCD.DELDOT.GOV)).

This note is only to be used as directed by the Traffic Safety Section.

Delaware Department of Transportation  
Approved MOT Notes for Project Development Projects

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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.

This note is only to be used as directed by the Traffic Safety Section.

ADDITIONAL USAGE OF TRAFFIC OFFICERS OUTSIDE OF THE ABOVE REQUIREMENTS SHALL BE APPROVED BY THE ENGINEER IN CONSULTATION WITH THE TRAFFIC SAFETY SECTION.

This note is only to be used as directed by the Traffic Safety Section.

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.

This note is only to be used on projects that require road or ramp closures or projects where new roadways or ramps are constructed.

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 \_\_\_\_\_. THE ENGINEER WILL NOTIFY THE CONTRACTOR OF ADDITIONAL LANE RESTRICTIONS TWO WEEKS PRIOR TO THE START OF THE RESTRICTION.

This note is to be used on all projects where special events require additional lane restrictions as directed by Traffic Safety. Traffic Safety will provide the event information.