Ladies and Gentlemen:

Enclosed is Addendum No. 1 for the referenced contract consisting of the following:

1. The date for the receipt of bids has been moved to Tuesday, November 19, 2019, prior to 2:00 p.m.
2. The Bid Proposal Cover, revised, to be substituted for the same page of the Proposal.
3. One (1) page, Right of Way Certificate, page 115, revised, to be substituted for the same page in the Proposal.
4. Seven (7) sheets, Construction Plans, sheets 15, 17, 30, 32, 62, 95 and 97, have been deleted from the Plans.
5. Seven (7) sheets, Construction Plans, sheets 15A, 17A, 30A, 32A, 62A, 95A and 97A, new, have been added to the Plans.
6. Thirty (35) sheets, Construction Plans, sheets 3, 6-10, 13-14, 16, 18, 20, 22, 38-49, 51-56, 60-61 and 63-65, revised, to be substituted for the same sheets in the Plans.

NOTE: An addendum with quantity changes and a revised Utility Statement will be addressed in forthcoming addendum.

Please note the revisions listed above and submit your bid based upon this information.

Sincerely,

~signature on file~

Connie Ivins
Competitively Bid Contracts Coordinator
Delaware Department of Transportation
STATE OF DELAWARE

DEPARTMENT OF TRANSPORTATION

BID PROPOSAL

for

CONTRACT T200411209.01

FEDERAL AID PROJECT NO. ESTP-S028(8)

CFDA NO. 20.205

SR 24, MULBERRY KNOLL TO SR 1

SUSSEX COUNTY

ADVERTISEMENT DATE: September 30, 2019

COMPLETION TIME: 537 Calendar Days

SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION
DELAWARE DEPARTMENT OF TRANSPORTATION
AUGUST 2016

Bids will be received in the Bidder's Room at the Delaware Department of Transportation's Administration Building, 800 Bay Road, Dover, Delaware prior to 2:00 P.M. local time October 29, November 19, 2019.
As acquired by 23 CFR, Part 635, and other pertinent Federal and State regulations or laws, the following certificates are hereby made in reference to this highway project:

The acquisition or right of occupancy and use of some remaining parcels is not complete, but all occupants of the residences on such parcels has had replacement housing made available to them in accordance with 49 CFR 24.04. The parcels which are not available are:

<table>
<thead>
<tr>
<th>Parcels</th>
<th>Owner</th>
<th>Status</th>
<th>Availability</th>
</tr>
</thead>
<tbody>
<tr>
<td>45-AL – 45-EL</td>
<td>CJ LLC/Hudson</td>
<td>In settlement</td>
<td>11/30/19</td>
</tr>
<tr>
<td>58-L</td>
<td>Inns of Rehoboth</td>
<td>Signed ROE</td>
<td>11/30/19</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Waiting for Mortgage Release</td>
<td></td>
</tr>
</tbody>
</table>

All necessary real property interests have been or shall be acquired in accordance with current FHWA/State directives covering the acquisition of real property.

No occupants were permanently displaced for this project and the State has physical possession and the right to remove, salvage, or demolish any personal property acquired as part of this project.

The State shall ensure that any occupants of residences, businesses, farms, or non-profit organizations and who have not yet moved from the right-of-way are protected against unnecessary inconvenience and disproportionate injury or any action coercive in nature.; and, Anticipated clearance for all parcels is **November 30, 2019.**

**RIGHT OF WAY SECTION**

Monroe C. Hite, III
Chief of Right of Way

October 22, 2019

*Updated from August 23, 2019*
ADDENDUM PREPARED BY AECOM TECHNICAL SERVICES, INC.

SEAL

AECOM TECHNICAL SERVICES, INC.

DATE

ADDITIONS / REVISIONS

SHEETS CHANGED UNDER ADDENDUM #1:

6-10, 13-14, 16-18, 20-21, 30, 32, 38-49, 51-56, 60-65, 95, 97

SEAL

DATE

NOT TO SCALE

SR 24, MULBERRY KNOLL TO SR 1

ADDENDUM AND REVISIONS
COORDINATE LIST

POINT NO.  STATION  DEFFSET  NORTHING  EASTING
R0003  461+00.00  48.03 RT  264803.4039  735399.0195
R0004  461+60.00  50.47 RT  264836.7482  735436.3184
R0005  462+30.00  52.88 RT  264870.6484  735211.3230
R0006  462+60.00  55.66 RT  264879.6054  735468.8290
R0007  463+30.00  51.20 RT  264803.4039  735399.0195
R0008  463+88.00  46.01 RT  264841.4322  735468.8290
R0009  464+37.05  48.67 LT  264618.3164  735211.3230
R0010  464+00.00  6.00 LT  264628.7395  735399.0195

COORDINATE LIST

POINT NO.  STATION  DEFFSET  NORTHING  EASTING
R0013  467+58.37  -28.20 735254.2779
R0014  468+79.78  -28.00 735483.4256
R0015  469+20.39  -87.17 735447.0381
R0016  469+33.99  -10.40 735490.1101
R0017  469+45.00  -6.40 735490.1231
R0018  469+57.00  -6.40 735490.1231

GRADES AND GEOMETRICS

S.R. 24 (JOHN J. WILLIAMS HIGHWAY)

CONC. SIDEWALK OFFSET +53

2% MATCH LINE 80069

28.70 60

D. SEMPLE 10/03/2019

OFFSET +12

463+88.00

CONC. SIDEWALK OFFSET +53

(TYPE 1-8 C&G)

461+00.00

STATION 735254.2779

2% MATCH LINE 80069

28.10

2 STORY TO SR 1 FRAME SR 24, MULBERRY KNOLL TO SR 1

OFFSET +53

11+

2% MATCH LINE 80069

OFFSET +53

SCALE 1/100

SR 24, MULBERRY KNOLL TO SR 1

SUSSEX COUNTY
A. The primary purpose of drainage structure inlet protection is to prevent sediment from entering a drainage system by filtering water, thereby allowing sediment to fall out of suspension.

B. The top of the inlet protection shall be set to allow overflow into the inlet and not bypass to unprotected resources.

C. Maximum drainage area to the practice shall not exceed one acre whenever possible.

Additional Construction Details:

1. Compost filter log sediments shall be secured to the soil surface with wooden posts spaced a maximum of 2 ft apart and in accordance with manufacturer's recommendations.

2. Posts shall be driven close to the inlet to minimize exposed soil between the inlet and the posts. Drive posts a maximum of 12 in. below the compost filter log.

3. Posts shall be driven close to the inlet to minimize exposed soil between the inlet and the posts.

4. Posts shall be driven close to the inlet to minimize exposure soil between the inlet and the posts.

5. Posts shall be driven close to the inlet to minimize exposure soil between the inlet and the posts.

Notes:

1. See standard detail D-5.

2. This modified inlet top applies to existing inlets to remain which will fall within the proposed shoulder.

3. Adjacent curb and gutter and pavement shall be maintained for access to drainage to inlet as noted on grading and geometries plans.

4. Compost filter logs shall be secured to the soil surface with wooden posts spaced a maximum of 2 ft. apart and in accordance with manufacturer's recommendations.

5. Posts shall be driven close to the inlet to minimize exposed soil between the inlet and the practice. Drive posts a maximum of 12 in. below the compost filter log.

6. Posts shall be driven close to the inlet to minimize exposed soil between the inlet and the practice. Drive posts a maximum of 12 in. below the compost filter log.

7. Posts shall be driven close to the inlet to minimize exposed soil between the inlet and the practice. Drive posts a maximum of 12 in. below the compost filter log.

8. Posts shall be driven close to the inlet to minimize exposed soil between the inlet and the practice. Drive posts a maximum of 12 in. below the compost filter log.

9. Posts shall be driven close to the inlet to minimize exposed soil between the inlet and the practice. Drive posts a maximum of 12 in. below the compost filter log.

10. Posts shall be driven close to the inlet to minimize exposed soil between the inlet and the practice. Drive posts a maximum of 12 in. below the compost filter log.

11. Posts shall be driven close to the inlet to minimize exposed soil between the inlet and the practice. Drive posts a maximum of 12 in. below the compost filter log.

Sump Inlet Detail

1. Construct inlet box with bottom elevation 6 in. or as indicated on construction plans. Below the lowest pipe based on to inlet box depth 12 in., whichever is less. Inlet box depth shall not exceed 14 in.

2. Do not form bottom of inlet to channel the flow toward the outlet pipe.

3. Provide 2 in. diameter weep holes in the wall.

Pervious Ground/Staked Application

1. Compost filter log sediments shall be secured to the soil surface with wooden posts spaced a maximum of 2 ft. apart and in accordance with manufacturer’s recommendations.

2. Posts shall be driven close to the inlet to minimize exposed soil between the inlet and the practice. Drive posts a maximum of 12 in. below the compost filter log.

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Compost Filter Log Sediment Control Detail
INFLATION TRENCH CONSTRUCTION SEQUENCE


2. INSTALL GEOTEXTILE ON ALL TRENCH SIDES, EXCEPT THE BOTTOM, MAKING SURE TO PLACE #3 INFILTRATION STONE.

3. IMMEDIATELY COVER THE ENTIRE TOP OF THE TRENCH WITH THE EXCESS GEOTEXTILE, SPARKLY WITH #3 INFILTRATION STONE, SO GEOTEXTILE DOES NOT MOVE.

4. THE SAME DAY THAT THE TRENCH IS COMPLETED, PERMANENTLY STABILIZE THE DISTURBED AREA AROUND THE TRENCH AS SHOWN ON THE PLANS.

5. INSTALL GEOTEXTILE Wrap 5 MIN.

6. INSTALL INFILTRATION STONE, NO. 3 placed into the trench at the rate of 3/8-inches at 6-inches on center.

7. INDEPENDENTLY MONITOR TO ENSURE SEDIMENT IS CONTAINED AND REMOVE SEDIMENT AS NECESSARY.

8. INSTALL OUTLET STRUCTURE INVERTS OF ANY AND ALL ORIFICES/WEIRS, TOP OF STRUCTURES, OUTLET PIPE, PRIMARY OUTFLOW PIPE INVERTS AT THE ENTRANCE TO THE SWALE.

9. OTHER INFLOW AREAS, INCLUDING SIDE SLOPES, WILL HAVE SILT FENCE OR 18" W/2 ROWS OF 3/8-INCH HOLES AT 6-INCH ON CENTER.

10. INFLOW SWALES WILL HAVE AN 18" COMPOST FILTER LOG PLACED 25 FEET BEFORE THE EDGE OF THE PROPOSED TRENCH OR CLOSER IF DIRECTED BY THE ENGINEER.

11. GENERAL NOTES:

   a. All equipment or tracks used in the trench shall be aligned on a minimum of 2 working days in advance so that the required facility construction checklist list can be completed.

   b. Filter fabric shall be installed in the trench with the top of the filter fabric on the top of the filter fabric on the top of the filter fabric.

   c. All areas draining to the facility must be at final grade and stabilized stabilization shall be approved by the engineer with concurrence from the stormwater engineer prior to facility construction.

   d. Monitor to ensure sediment is contained and remove sediment as necessary.

   e. All filter fabric shall be woven, 140% strap, 330, 140% or approved equal. In accordance with section 409.3 of the Delaware specifications, and shall be placed in the trench before backfilling.

   f. An observation port shall be installed at the downstream end of each infiltration trench and shall be at least 5 feet from the edge of the trench. The pipe shall extend to the bottom of the storm trench and 1 foot above the top elevation of the rock. Top of observation port shall be flush with bottom stone backfill. Perforations shall be 3 rows of 3/8 inch holes at 6 inch on center.

   g. All areas draining to the facility must be at final grade and stabilized. Stabilization shall be approved by the engineer with concurrence from the stormwater engineer prior to facility construction.

   h. As-built drawings will be completed by the contractor and certified by a Delaware PLS before the DELDOT semi-final inspection date. These drawings shall be sent to the stormwater engineer for verification.
MAINTENANCE OF INFILTRATION BASIN:

INITIAL CONSTRUCTION:

1. Install stabilized construction entrance(s) as needed.
2. Clear and grub for installation of perimeter erosion and sediment controls.
3. Install perimeter controls as shown on the plans.
4. Clear and grub remaining area for infiltration basin construction making sure not to impede within 1-foot of the permanent bottom elevation.
5. Construct basin outlet and outfall as shown on the plans. Dewater foundation as needed in accordance with the dewatering practices shown in the standard specifications. Install skimmer dewatering device and/or other temporary modifications shown on the plans.
6. Complete basin excavation to maintain a minimum of 1-foot cover above the permanent bottom elevation. Side slopes and forensic lining shall be constructed as per final design elevation and configuration.
7. All disturbed areas meeting final elevations and grades above the permanent bottom elevation shall be seeded with permanent grass seeding, stormwater.
8. All areas draining to the facility must be at final grade and stabilized. Stabilization shall be approved by the engineer with concurrence from the stormwater engineer prior to facility construction.
9. Post construction infiltration testing shall be performed as per design documentation.
10. All areas disturbing final elevations and grades shall be seeded with permanent grass seeding, stormwater.

MAINTENANCE OF INFILTRATION BASIN:

1. The contractor shall inspect the basin the next work day following a rain event and make any repairs as needed.
2. Any excess sediment around the outfall area will be removed within two working days and disposed of at a location approved by the engineer.

Note: Anchor bolts to be stainless steel only.

Trash Rack Bars to be aluminum only.
PLAN - INFILTRATION TRENCH - SWM BMP-NO.4-BS (TBD) NO. 1024

PROFILE - INFILTRATION TRENCH - SWM BMP-NO.4-BS (TBD) NO. 1024
PLAN - INFILTRATION TRENCH – SWM BMP NO. 4-AS (TBD) NO. 1023

PROPOSED ROADWAY

EXISTING 24" HDPE U-DRAIN

EXISTING 24" HDPE U-DRAIN

LAGOON

DE #3 INFILTRATION STONE

STATION 9+00 10+00 11+00 11+23

ELEVATION (FT)

5 10 15 20 25 30 35 40

PROFILE - INFILTRATION TRENCH - SWM BMP NO.4-AS (TBD) NO. 1023

LEGEND

SW-08

STORMWATER MANAGEMENT PLAN
DELDOT SWM FACILITY

ADDENDA / REVISIONS

UPDATED BMP ID NUMBERS

D. SEMPLE 10/03/2019
PLAN - INFILTRATION TRENCH - SWM BMP NO.5 (TBD) NO. 1022

PROFILE - INFILTRATION TRENCH - SWM BMP NO.5 (TBD) NO. 1022
SEQUENCE OF CONSTRUCTION PHASE 1

1. PLACE ALL RETAINING WALLS AND SUPPORT AS SHOWN ON THE DRAWINGS. SWALLOW ROCK VOLUMES AS SHOWN ON THE SHEETS.
2. IMPORT SEQUENTIAL PLACEMENT OF EARTH MOVING EQUIPMENT AS SHOWN ON THE SHEETS.
3. IMPORT SEQUENTIAL PLACEMENT OF EQUIPMENT AND MACHINERY AS SHOWN ON THE SHEETS.
4. IMPORT SEQUENTIAL PLACEMENT OF WORKERS AND MACHINERY AS SHOWN ON THE SHEETS.
5. IMPORT SEQUENTIAL PLACEMENT OF WORKERS AND MACHINERY AS SHOWN ON THE SHEETS.
6. IMPORT SEQUENTIAL PLACEMENT OF WORKERS AND MACHINERY AS SHOWN ON THE SHEETS.
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10. IMPORT SEQUENTIAL PLACEMENT OF WORKERS AND MACHINERY AS SHOWN ON THE SHEETS.

REVISED SEQUENCE OF CONSTRUCTION

1. PLACE ALL RETAINING WALLS AND SUPPORT AS SHOWN ON THE DRAWINGS. SWALLOW ROCK VOLUMES AS SHOWN ON THE SHEETS.
2. IMPORT SEQUENTIAL PLACEMENT OF EARTH MOVING EQUIPMENT AS SHOWN ON THE SHEETS.
3. IMPORT SEQUENTIAL PLACEMENT OF EQUIPMENT AND MACHINERY AS SHOWN ON THE SHEETS.
4. IMPORT SEQUENTIAL PLACEMENT OF WORKERS AND MACHINERY AS SHOWN ON THE SHEETS.
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10. IMPORT SEQUENTIAL PLACEMENT OF WORKERS AND MACHINERY AS SHOWN ON THE SHEETS.

MATCH LINE STA 425+00 TO STA 441+00

NEW TRAFFIC PATTERN STARTING IMMEDIATELY

MATCH EXISTING MARKINGS

MATCH LINE STA 424+00 TO STA 441+00

NEW TRAFFIC PATTERN STARTING IMMEDIATELY

TEMPORARY PAVEMENT MARKINGS LEGEND

<table>
<thead>
<tr>
<th>SYMBOL</th>
<th>ITEM</th>
<th>QUANTITY</th>
</tr>
</thead>
<tbody>
<tr>
<td>05</td>
<td>WHITE TEMPORARY PAINT Pavement</td>
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<tr>
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<td>YELLOW TEMPORARY PAINT Pavement</td>
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</tr>
<tr>
<td>08</td>
<td>DOUBLE 10' LINE &amp; 30' GAP</td>
<td>0 LF</td>
</tr>
<tr>
<td>09</td>
<td>DOUBLE 10' LINE &amp; 30' GAP</td>
<td>0 LF</td>
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</table>

SCALE 1" = 50' 1" = 50'

SR 24, MULBERRY KNOLL TO SR 1

CONSTRUCTION PHASING, M.O.T. AND EROSION CONTROL PLAN – PHASE 1

MATCH EXISTING MARKINGS

MATCH LINE STA 424+00 TO STA 441+00

NEW TRAFFIC PATTERN STARTING IMMEDIATELY

MATCH EXISTING MARKINGS

MATCH LINE STA 425+00 TO STA 441+00

NEW TRAFFIC PATTERN STARTING IMMEDIATELY

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<td>09</td>
<td>DOUBLE 10' LINE &amp; 30' GAP</td>
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</tr>
</tbody>
</table>
TRAVEL LANE 5' BIKE LANE 3' CONC. SIDEWALK 2' STA. 454+50 TO STA. 462+50

EXIST. WHITE PAINT MARKING 12'

CONC. SIDEWALK

EXIST. YELLOW PAINT MARKING 12'

CONC. SIDEWALK

EXIST. WHITE PAINT MARKING 12'

EXIST. WHITE PAINT MARKING 12'

EXIST. YELLOW PAINT MARKING 12'

EXIST. WHITE PAINT MARKING 12'

EXIST. WHITE PAINT MARKING 12'

PLACE ALL PERMANENT MARKINGS TRUE TO SHEET ON THE DESIGNATED CONTRACT SCALES.

REPLACE AND REMOVE EXISTING TRAFFIC CONTROL SIGNS PRIOR TO IMPLEMENTING PHASE 1 TRAFFIC CONTROL.

PLACE PROPOSED PAVEMENT SECTION UP TO THE TOP OF THE LAYER TO LIMITS SHOWN.

EXIST. WHITE PAINT MARKING 12'

EXIST. WHITE PAINT MARKING 12'

PLACE PROPOSED PAVEMENT SECTION UP TO THE TOP OF THE LAYER TO LIMITS SHOWN.

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PLACE PROPOSED PAVEMENT SECTION UP TO THE TOP OF THE LAYER TO LIMITS SHOWN.
PERFORM REMAINING CONSTRUCTION OF SR-24 EASTBOUND WIDENING DETAILED IN PHASE 1.
PLACE PROPOSED PAVEMENT SECTION UP TO THE TOP OF TYPE-B LAYER TO LIMITS SHOWN.
AS NEEDED TO MAINTAIN TEMPORARY ACCESS DURING RECONSTRUCTION SHALL BE PAID UNDER ITEM 402000 403000.
INSTALL CONDUIT, JUNCTION WELLS, PEDESTRIAN POLES, AND FOOTINGS RELATED TO ITMS, SIGNALS AND SIGNING.
INFILTRATION TRENCH FROM STA 452+35 TO STA 456+62.
PROTECTION ON CONSTRUCTED INLETS AS SHOWN ON PLANS. SEE SWM SHEETS FOR INSTALLATION OF SUBSURFACE
CONSTRUCT DRAINAGE SYSTEM AS SHOWN, BEGINNING FROM MOST DOWNSTREAM SECTION OF WORK AREA. INSTALL INLET
REMOVE EXISTING PAVEMENT, AND CURB AS SHOWN. ROUGH GRADE TO PROMOTE POSITIVE DRAINAGE.
GRADE TEMPORARY SWALES FROM STA 430+00 TO STA 444+00,  STA 464+90 TO 465+30, AND STA 467+10 TO
SWM BMP WITH TOPSOIL, SEED, AND MULCH.
REGRADE EXISTING BMP AT STA 802+25 AS SHOWN ON SWM SHEETS. STABILIZE ALL DISTURBED AREAS INSIDE OF
INSTALL ALL INLET PROTECTION ON EXISTING INLETS AND PERIMETER E&S CONTROLS AS SHOWN.
OF THE DELAWARE MUTCD.
MAINTENANCE OF TRAFFIC DURING LANE CLOSURES AND LANE SHIFTS SHALL CONFORM TO TA-11B, & TA-23
DEVICES AS SHOWN. SET UP TEMPORARY TRAFFIC SIGNALS AS SHOWN ON SHEETS 106 AND 113.
EXISTING SIGNAL CONTROLLER CABINET AND SIGNAL SETUP AND PRIOR TO IMPLEMENTING PHASE 1 TRAFFIC CONTROL.
ROADWAY CONSTRUCTION. EXISTING UTILITIES TO BE REMOVED DURING EXCAVATION ACTIVITIES FOR PROPOSED PAVEMENT.
PRIOR TO ANY EARTH DISTURBANCE TO SET UP A PRE-CONSTRUCTION MEETING.
THE CONTRACTOR SHALL NOTIFY THE DELAWARE SEDIMENT & STORMWATER PROGRAM INSPECTOR AT 302-739-9921
SHEET AND TEMPORARY WARNING SIGNS AS SHOWN ON THE PHASE 1 MOT SHEETS.
SEQUENCE OF CONSTRUCTION PHASE 1

1. PRIOR TO REMOVAL OF ANY E&S DEVICES, SWITCH TO PHASE 1A TRAFFIC CONTROL.
2. STABILIZE ALL DISTURBED AREAS OUTSIDE OF SWM WITH TOPSOIL, SEED, AND MULCH PRIOR TO REMOVAL OF
   PERIODICALLY DURING TEMPORARY TRAFFIC CONTROL AS SHOWN ON SHEETS 106 AND 101.
3. INSTALL CONDUIT, JUNCTION BOXES, SECTIONS OF TEMPORARY HARD HOSE, SECTIONS OF TEMPORARY WATER HOSE, SECTIONS OF TEMPORARY ELECTRIC HOSE, AND MULCH BLANKET MULCH. PLACE COMPOST FILTER LOGS AS SHOWN ON SHEETS.
4. STA 474+00. STABILIZE ALL DISTURBED AREAS INSIDE OF TEMPORARY SWALES WITH TOPSOIL, TEMPORARY SEED, AND MULCH BLANKET MULCH. PLACE COMPOST FILTER LOGS AS SHOWN ON PLANS.
5. Grade TEMPORARY SWALES FROM STA 430+00 TO STA 444+00, STA 464+90 TO STA 465+30, AND STA 467+10 TO STA 476+54.80.
6. Contact the Signal Construction Manager at (302) 222-5920 a minimum of ten (10) working days prior to removing any fixed devices.

NOTE: DELAY TRAFFIC FORCES TO RELOCATE AND/OR SHIFT EXISTING SIGNAL HEADS TO ACCOMMODATE PROPOSED SEQUENCE OF CONSTRUCTION LANE CONFIGURATION. DELAY TRAFFIC FORCES FOR ADDITIONAL CALENDAR DAYS PRIOR TO ANY REQUIRED TRAFFIC SWITCH AND/OR SIGNAL ADJUSTMENT NEEDS.

DELTA CONSTRUCTION, M.D. AND EROSION CONTROL PLAN – PHASE 1

NOTES:
1. THE EXISTING SITE CONDITIONS AND CONTURS ARE SUBJECT TO CHANGE DUE TO ON-GOING LAND DEVELOPMENT.
CONSTRUCTION PHASING, M.O.T., AND EROSION CONTROL PLAN - PHASE 1

SEQUENCE OF CONSTRUCTION PHASE 1

TRAFFIC

NOTE:
1. THE EXISTING SITE CONDITIONS AND CONTURS ARE SUBJECT TO CHANGE DUE TO ON-GOING LAND DEVELOPMENT.
SEQUENCE OF CONSTRUCTION PHASE 2

1. MATCH ALL PERMANENT MARKINGS PER SHEET LISTED IN THE PERMANENT WORKITEM SHEET LOCATION PLAN.

2. PERMANENT WORKITEM SHEET LOCATION PLAN SHOWN ON THE PARCEL SHEETS.

3. REFER TO SHEET CS-16 FOR PHASE 3 SEQUENCE OF CONSTRUCTION PRIOR TO REMOVAL OF ANY E&S DEVICES.

4. INSTALL MINIMUM OF SPRAY CURING LAYER (CS-11) AND LINE LAYERS SHALL CONTINUE TO PLACE ANY MAJOR ROADWORK.

5. INSTALL ALL PRE-CONSTRUCTION MARKING PROTECTION AS SHOWN.

6. INSTALL TEMPORARY MARKING PROTECTION ALONG TEMPORARY WORK AREA LIMITS AS SHOWN.

7. REMOVED TEMPORARY MARKING PROTECTION AS SHOWN ON LAYOUT SHEET.

8. REFER TO SHEET CS-16 FOR PHASE 3 SEQUENCE OF CONSTRUCTION. PLACE PROPOSED PAVEMENT SECTION UP TO THE TOP OF TYPE-B LAYER TO LIMITS SHOWN.

9. AS NEEDED TO MAINTAIN TEMPORARY ACCESS DURING RECONSTRUCTION SHALL BE PAID UNDER ITEM 402000 403000.

10. CONSTRUCT SIDEWALK.

11. CONSTRUCT CURB AND GUTTER AS SHOWN.

12. INSTALL CONDUIT, JUNCTION WELLS, PEDESTRIAN POLES, AND FOOTINGS RELATED TO ITMS, SIGNALS AND SIGNING.

13. INSTALL ALL INLET PROTECTION ON EXISTING INLETS AND PERIMETER E&S CONTROLS AS SHOWN.

14. INSTALL ALL INLET PROTECTION ON EXISTING INLETS AND PERIMETER E&S CONTROLS AS SHOWN.

15. DISTURBED AREAS INSIDE OF TEMPORARY SWALES WITH TOPSOIL, TEMPORARY SEED, AND MULCH BLANKET MULCH.

16. GRADE TEMPORARY SWALES FROM STA 431+50 TO STA 443+50 AND STA 460+25 TO STA 464+05. STABILIZE ALL DISTURBED AREAS OUTSIDE OF SWM WITH TOPSOIL, SEED, AND MULCH PRIOR TO REMOVAL OF EXISTING PAVEMENT AND CURB AS SHOWN.

17. ROUGH GRADE TO PROMOTE POSITIVE DRAINAGE.

18. PLACE COMPOST FILTER LOGS AS SHOWN ON PLANS.

19. PLACE TRM.

20. CONSTRUCT DRAINAGE SYSTEM AS SHOWN, BEGINNING FROM MOST DOWNSTREAM SECTION OF WORK AREA. INSTALL INLET PROTECTION ON CONSTRUCTED REES AS SHOWN ON LAYOUT.

21. INSTALL CONDUIT, JUNCTION WELLS, PEDESTRIAN POLES, AND FOOTINGS RELATED TO ITMS, SIGNALS AND SIGNING.

22. GRADE AND BOX OUT FOR PROPOSED WESTBOUND WIDENING OF SR-24 TO THE LIMITS AS SHOWN.

23. PLACE TEMPORARY WARNING SIGNS AS SHOWN ON THE PHASE 2 MOT SHEETS.

24. MAINTAIN ALL PERMANENT WARNING SIGNS AS SHOWN ON THE PERMANENT WARNING SIGN LOCATION PLAN.

25. MAINTENANCE OF TRAFFIC DURING LANE CLOSURES AND LANE SHIFTS SHALL CONFORM TO TA-11B, & TA-23.

26. REMOVE EXISTING STRIPING AS SHOWN AND PLACE TEMPORARY STRIPING USING TA-17A.

27. PLACE ALL TRAFFIC CONTROL DEVICES AS SHOWN. SETUP TEMPORARY TRAFFIC SIGNALS AS SHOWN ON SHEETS 108 AND 114.

28. REMOVE EXISTING PAVEMENT AND CURB AS SHOWN.

29. DISTURBED AREAS INSIDE OF TEMPORARY SWALES WITH TOPSOIL, TEMPORARY SEED, AND MULCH BLANKET MULCH.

30. GRADE TEMPORARY SWALES FROM STA 431+50 TO STA 443+50 AND STA 460+25 TO STA 464+05. STABILIZE ALL DISTURBED AREAS OUTSIDE OF SWM WITH TOPSOIL, SEED, AND MULCH PRIOR TO REMOVAL OF EXISTING PAVEMENT AND CURB AS SHOWN.

31. ROUGH GRADE TO PROMOTE POSITIVE DRAINAGE.

32. PLACE COMPOST FILTER LOGS AS SHOWN.

33. DISTURBED AREAS INSIDE OF TEMPORARY SWALES WITH TOPSOIL, TEMPORARY SEED, AND MULCH BLANKET MULCH.

34. GRADE TEMPORARY SWALES FROM STA 431+50 TO STA 443+50 AND STA 460+25 TO STA 464+05. STABILIZE ALL DISTURBED AREAS OUTSIDE OF SWM WITH TOPSOIL, SEED, AND MULCH PRIOR TO REMOVAL OF EXISTING PAVEMENT AND CURB AS SHOWN.

35. ROUGH GRADE TO PROMOTE POSITIVE DRAINAGE.
SEQUENCE OF CONSTRUCTION PHASE 2

1. Remove existing pavement and curb as shown. Rough grade to promote positive drainage.

2. Construct drainage system as shown. Designing to meet requirements for stormwater management on the property as shown.

3. Install all necessary stormwater management devices as shown on plans.

4. Grade and box out for proposed westbound widening of S.R. 24 to the limits as shown. Place permanent access as shown.

NOTE: The existing site conditions and contours are subject to change due to on going land development.
SEQUENCE OF CONSTRUCTION PHASE 2

NOTE:
- The existing site conditions and contours are subject to change due to ongoing land development.
- Set up TRM before setting up proposed westbound marking of 50% to the limits as shown in plan.
- Refer to sheet CS-29 for Phase 3 sequence of construction.
- Erosion and sediment control shall be performed as shown on the plans.
- Construction shall conform to TA-11B, TA-23, and TA-24 of the Delaware MUTCD.

1. Temp. White Paint Stripping
2. 4" solid white temporary paint pavement stripping (item B17003)
3. 4" dented white temporary paint pavement stripping (item B17003)
4. 4" solid yellow temporary paint pavement stripping (item B17003)
5. 4" yellow solid temporary paint pavement stripping (item B17003)
6. 4" yellow dashed temporary paint pavement stripping (item B17003)
7. 2" line 10' gap (item B17003)
8. 2" line 30' gap (item B17003)
9. 10' line & 30' gap (item B17003)
10. 10' line & 15' gap (item B17003)

11. The existing site conditions and contours are subject to change due to ongoing land development.
SEQUENCE OF CONSTRUCTION PHASE 2

1. Complete all permanent markings and upgrades to the temporary markings shown on the Phase 1 v/h sheets.
2. Repaint existing striping as shown and paint temporary striping colors to match Phase 1 traffic control devices as shown (see Phase 1 temporary traffic devices as shown on severity risk).
3. The conditions of traffic control shown and lane shifts shown are correct as shown.
4. Install all paint protection on existing lane and permanent lane controls as shown.
5. Post construction signage or, as shown, to the extent possible, install all temporary construction signage as shown, control traffic, and maintain minimum lane width.
6. Remove existing pavement and add as shown. Allow 30 days to complete paving
   surrounding.
7. Complete temporary signage as shown, following construction sign requirements for any temporary changes.
8. Install construction vehicle/vehicular traffic control and safety equipment as shown.
9. Furnish construction signs and temporary lane control as shown.
10. Complete all construction and turn lanes as shown.
11. Complete all existing markings.

As needed to maintain temporary access during reconstruction shall be paid under Item 402000.

Grade and box out for proposed westbound widening of SR-24 to the limits as shown. Place TRM

Install conduit, junction box, mid-block poles, and footings related to ITMS, signals, and signing.

Protect on constructed inlets as shown on plans.

Construct drainage systems as shown, starting from most downstream section of work. Install paint protection on construction-related areas as shown on plans.

Place construct and design as shown.

Construct sidewalks.

Once and do out for proposed westbound widening of SR-24 to the limits as shown. Place as needed to maintain temporary access during reconstruction. Use the under site inspection.

Place proposed pavement section up to the top of the site layer to limits shown.

Prepare plans for construction of the westbound widening detailed in Phase 3.

Complete all (existing) work as shown on plans. Place and mark all required existing pavement markings. Place the following: paint markings for existing pavement markings (Type 1-8 C&G).

Note to Sheet CS-16 for Phase 3 sequence of construction.

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TRANSPORTATION PROJECT - PHASE 2

MULBERRY KNOLL TO SR 24

TA-11, 8" DASHED YELLOW TEMPORARY PAINT PAVEMENT STRIPING, 10' LINE & 30' GAP
TA-17A, 4" SOLID YELLOW TEMPORARY PAINT PAVEMENT STRIPING
TA-17B, 4" SOLID WHITE TEMPORARY PAINT PAVEMENT STRIPING
TA-17C, 4" SOLID WHITE TEMPORARY PAINT PAVEMENT STRIPING
TA-17D, 4" DASHED WHITE TEMPORARY PAINT PAVEMENT STRIPING, 2' LINE & 5' GAP
TA-17E, 63' TEMPORARY CONSTRUCTION FRAME MARKING
TA-17F, 4" DASHED WHITE TEMPORARY PAINT PAVEMENT STRIPING, 10' LINE & 30' GAP
TA-17G, 4" DASHED WHITE TEMPORARY PAINT PAVEMENT STRIPING, 10' LINE & 30' GAP
TA-17H, 4" DASHED WHITE TEMPORARY PAINT PAVEMENT STRIPING, 10' LINE & 30' GAP
TA-17I, 4" DASHED WHITE TEMPORARY PAINT PAVEMENT STRIPING, 10' LINE & 30' GAP
PERFORM REMAINING CONSTRUCTION OF SR-24 WESTBOUND WIDENING DETAILED IN PHASE 2.

NOTE:

1. THE EXISTING SITE CONDITIONS AND CONTOURS ARE SUBJECT TO CHANGE DUE TO ON-GOING LAND DEVELOPMENT.

REVISED SEQUENCE OF CONSTRUCTION

THE EXISTING SITE CONDITIONS AND CONTOURS ARE SUBJECT TO CHANGE

REFER TO SHEET CS-16 FOR PHASE 3 SEQUENCE OF CONSTRUCTION.

PRIOR TO REMOVAL OF ANY E&S DEVICES.
GRADE AND BOX OUT FOR PROPOSED WESTBOUND WIDENING OF SR-24 TO THE LIMITS AS SHOWN. PLACE TRM
CONSTRUCT SIDEWALK.
CONSTRUCT CURB AND GUTTER AS SHOWN.
PROTECTION ON CONSTRUCTED INLETS AS SHOWN ON PLANS.
DISTURBED AREAS INSIDE OF TEMPORARY SWALES WITH TOPSOIL, TEMPORARY SEED, AND MULCH BLANKET MULCH.
GRADE TEMPORARY SWALES FROM STA 431+50 TO STA 443+50 AND STA 460+25 TO STA 464+05. STABILIZE ALL
OF THE DELAWARE MUTCD.
MAINTENANCE OF TRAFFIC DURING LANE CLOSURES AND LANE SHIFTS SHALL CONFORM TO TA-11B, & TA-23
REMOVE EXISTING STRIPING AS SHOWN AND PLACE TEMPORARY STRIPING USING TA-17A. PLACE ALL TRAFFIC CONTROL
SHEET. PLACE TEMPORARY WARNING SIGNS AS SHOWN ON THE PHASE 2 MOT SHEETS.