STATE OF DELAWARE
DEPARTMENT OF TRANSPORTATION
PO BOX 778
DOVER, DELAWARE 19903

JACK MARKELL
GOVERNOR

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SECRETARY

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VIA WEBSITE POSTING AND OVERNIGHT DELIVERY

July 30, 2013

Contract No. T200507303.02
Federal Aid Project No. NHS-050(20)
BR 3-156, Indian River Inlet Park Enhancements
Sussex County

Ladies and Gentlemen:

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

1. Fifty two (52) pages, Mandatory Pre-Bid Meeting Transcript, new, to be added to the Proposal.

2. Three (3) pages, Mandatory Pre-Bid Meeting Attendees, new, to be added to the Proposal.

3. One (1) page, List of Subcontractor Categories, new, to be added to the Bid Proposal Forms and submitted with your bid..

4. Four (4) sheets, Construction Plans, sheets 22, 23, 87 and 90, revised, to be substituted for the same sheets in the Plan Set.

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

Sincerely,

signature on file

James H. Hoagland
Contract Services Administrator
:jhh
Enclosures

In The Matter Of:

State of Delaware

Department of Transportation - Pre Bid Meeting

In Re: Project No. NHS-050 (020), Indian River Inlet

July 23, 2013

Wilcox & Fetzer, Ltd.

1330 King Street

Wilmington, DE 19801

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Min-U-Script® with Word Index

STATE OF DELAWARE
DEPARTMENT OF TRANSPORTATION

IN RE:)
)
MANDATORY PRE-BID MEETING FOR)
CONTRACT NO. T200507303.02,)
FEDERAL AID PROJECT NO.)
NHS-050(020), BRIDGE 3-156,)
INDIAN RIVER INLET PARK)
ENHANCEMENTS, SUSSEX COUNTY)

Department of Transportation
Administration Building
800 Bay Road
Dover, Delaware

Tuesday, July 23, 2013
2:30 p.m.

BEFORE:

PAUL M. TURNER, CPPB
DelDOT, Contracts Coordinator

CRAIG STEVENS,
DelDOT, Project Manager

BOB SHAFFER,
Project Manager with RK&K

JAMES AMENT, JR.,
Designer with Becker Morgan Group

WILCOX & FETZER
1330 King Street - Wilmington, DE 19801
(302) 655-0477
www.wilfet.com

LIST OF ATTENDEES:

CHRIS BAKER,
George & Lynch

ROB KEMSKE, II,
A-DEL Construction Company

JERRY JALOSKY,
Daisy Construction Company

MIKE WILKINS,
David A. Bramble, Inc.

DAVID C. BRAMBLE,
David A. Bramble, Inc.

CHUCK G. WARE,
Kent Construction

PETE ERONY,
Mumford & Miller Concrete, Inc.

MIKE GOLDBERG,
Vista Design, Inc.

JOE CAEL,
Cael Construction Company

WES PAXTON,
American Infrastructure

JASON HASTINGS,
DelDOT Bridge Design

LIST OF ATTENDEES: (Continued)

KEITH JACOBI,
Dixie Construction Co., Inc.

CORKY JACOBI,
Daisy Construction

REGGIE CAPITAN,
The Brick Doctor, Inc.

KIRTI JOSHI,
DelDOT/MBE, Joshi Construction Company

MAKI UEHIDA,
Oasis Design Group

MR. TURNER: I guess we'll go ahead and get started. Thank you for coming.

My name is Paul Turner. I am a Contracts Coordinator here with DelDOT. I'll first be going over the legalities, the administrative parts of the contract. Many of you have heard it before, but I want to go through it, make sure we get that covered, and then we'll turn it over to the project managers and they can walk you through the project, answer any questions on that end.

This is a mandatory pre-bid meeting for the Bridge 3-156, Indian River Inlet Park Enhancements Contract, Delaware Contract No. T200507303.02. The Federal Aid Project number is NHS-050(20).

The contract is listed as having a completion date of 334 calendar days, and the bids are due on Thursday, August 8th by two p.m. at this location. That's unusual. We usually take our bids on Tuesday, but I want to make sure everyone knows that it's Thursday, August 8th.

While I'm going through my part of the -- and at any time when you need to speak,

please speak up, state your name, the company that you're representing. That way we'll have your name and everything on record. Then you can ask your question and we'll take care of all that. And please just make sure that happens one person at a time.

There will be an addendum following this in the next few days. It's going to include the minutes from this meeting from the transcript, any plan or any spec changes that may come about as a result of this meeting, a subcontractor category listing since there are buildings involved, and a list of attendees.

Speaking of that list of attendees, there is a sign-in sheet that is circulating. Please be sure to sign that before you leave. It is a mandatory pre-bid meeting and if your name is not on the list, I can't accept your bid.

I'm going to start on page "i," what we call the location and description page. I just want to bring out a few notes that are there for the prospective bidders.

The first one looks like number four. I want to make sure that you understand that

there are special provisions. There's one called Changes to Project Documents During Advertisement. We are doing our best to be able to put our projects -- our proposals online. This has not been a printed copy and plans for you all. In order to make changes or answer questions or put out our addendums, you need to be checking the Web site to be sure that you are abreast of all the current information on this project. That special provision spells that information out for you.

There is one on-the-job trainee required for this project. There is a Disadvantaged Business Enterprise goal of 11 percent for this project. Also, in the documents, in the spec book, there's a section there that discusses all the critical DBE requirements and gives guidance for good-faith efforts.

If you ever have any questions on those, please be sure to contact our Department either through the listing of DOT-ASK@state.de.us via e-mail, or telephone our office and we'll get you directly in touch with the DBE group.

This is a federal project and includes both state and Davis-Bacon federal wage rates. I want you to pay attention to those because there are also two sets. I believe one is for buildings. There's a separate wage rate for highway construction. Just make sure you review them carefully.

And as always, the supplemental specifications to DelDOT's standard specifications, August 2001, are effective, and they are available on the Internet in locations described in the book. We can also get you a copy here before you leave if you need them.

Again, I just want to reiterate. As I mentioned a moment ago in the notice of Changes to Project Documents During Advertisement, it involves the printed plans and specifications that are not available from us in print. It talks about the questions and answers, how they're going to be addressed and how we're going to handle the addenda, and how all of that will be online.

I want to point out that the last special provision is buildings. Make sure that

you review that carefully as that will describe how the buildings will be bid.

As always, I want to make sure that you review each of the utility, environmental, and right-of-way statements looking for any requirements that are included there.

Bid pages are pretty much self-explanatory. It does say that all figures must be typewritten. When you submit your bid pages, of course you have to complete each of the bid sheets. We do not accept a zero amount in any of the unit prices. As per our specs, the unit prices govern for our mathematical calculations on this bid.

This project has a specialty item which is consisting of the buildings, and the reason that's broken out is because that means that the building specs do not count towards the 51 percent requirement for the prime contractor to provide. The number that you use for your lump sum for buildings does not go towards providing the 51 percent of your requirement.

And, again, there are breakout sheets, and each of those lines must be

completed. And, again, just like the bid sheets, no zeros. The total from each breakout sheet must match the total you put on the bid sheet. If not, we will correct it and use the unit prices on the bid sheet.

The breakout sheets must be submitted with your bid or your bid will not be acceptable.

On the certification page at the bottom, there's a Disadvantaged Business Enterprise percent that you are to fill in. You have to fill that in for your bid to be accepted, and you'll fill in with that percentage that you will be able to commit to in order to meet the DBE goal. If it's less than the stated DBE percent amount of the contract, then you must provide good-faith effort paperwork with your bid explaining how you're not able to meet the 11 percent which is required.

On the back of that form, you must insert the date of final questions and answers that appear on the Web site. The details for that are in the special provision that I mentioned earlier. Be sure to put that date in that place on the certification page. It has an

arrow on it to the side. It's on the back of the certification page and it must be fully completed, signed, notarized, et cetera.

The bid bond form is in there as well. Make sure to use this bid form or this exact bid form which is also on DelDOT's Internet site. If you want to get it off of there, there's a pdf on the Web site that you can download and print off. But make sure it's this bond form, not an AIA bond form or anyone else's bond form.

There is a separate disk that comes with this project that includes technical specifications for the building. Please make sure that you review all of that.

At this time I'm going to turn you over to the project manager, Craig Stevens. And after his presentation, there will be some time for questions that you have. I also want to bring up at that time subcontractor categories that we'll want to discuss for this project.

Craig.

MR. STEVENS: I'm Craig Stevens. I'm the project manager. I just wanted to summarize

what's going on down here. Some of you have already heard this, but basically, we built a new bridge down at Indian River Inlet Bridge. This project here is a little different because what we're doing is mitigating or creating park enhancements for DNREC, another State agency, but DelDOT is managing the contract and paying the contract which was done through a Memorandum of Agreement between DNREC and DelDOT.

A long story short, the bridge is done. The approach roadway is probably going to be substantially complete in about a week to ten days, and the last remaining thing is this park enhancement contract.

Because it's a park enhancement contract, we have something that's a little different, that's buildings on this contract. So what we have are two primary designs. We have RK&K who did the civil site design work, and we have Becker Morgan Group who did the building architectural part of the design for the contract.

So essentially what I'd like to do now is just have -- Bob, if you don't mind

starting -- Bob Shaffer from RK&K to start, and he'll just summarize real quick the civil site part of it, and when he's done, James, if you don't mind chiming in and you'll just go over the building portion.

MR. AMENT: Sure.

MR. SHAFFER: I'm Bob Shaffer, project manager for RK&K.

A quick description of the site work. There's a total of eight parking lots. They vary in size from 8 to 627 spaces.

On the north side, there's an RV campground, 82 spaces. There's also an additional six RV spots on the south side. Also on the south side, we're reconfiguring the tent campground. It has a total of 94 spaces.

In addition to this, there is a 12-foot promenade along the water's edge, along the inlet on both north and south of the inlet.

The north side is 1,280 linear feet, and the south side is 1,021 feet. Included in this is an MSE wall protection underneath the promenade. There's also two nodes on each side with some specialty scoring and such.

The utility work, there's water. The owners are Sussex Shores and DNREC. The sewer is Sussex County. Please pay attention to Ordinance 38. Make sure you guys understand that.

The electric is Delmarva Distribution. Note that Delmarva overhead transmission lines are in sight, but they're not being affected by this contract.

There's telephone by Verizon. T-Mobile has communication lines in the area, and we're not affecting those.

Also note, along the promenade, there's an existing fisherman's walkway. This walkway is to remain. It's actually a three-foot thick concrete cap on a bulkhead. You don't see it. It's underneath. There's also existing wooden tiebacks, a deadman system for that. So you just need to be aware of that when you're doing the nodes and the pavilions. And you have to maintain access to the fisherman's walk at all times.

The grades are very flat. So it's kind of tough to maintain them, but just pay attention to that.

Concrete: That's this project's really only predominant design material. So we're going to require nice finishes, pay attention to the score lines. They need to be straight, smooth radial. The finish needs to be consistent.

There's some walls, and we're looking for nice, smooth radii, shadow lines. It's going to be important. Again, it's kind of an architectural feature. We're trying to create a nice space.

Handrail: It's cast aluminum type similar to the bridge. Railing specs in addition to the quantity shown. The requirements provide 20 additional posts. So make sure you don't forget those in your bid.

Seeding: Seed mix submittals and sources are required; application of seed. The process of installation is important. A big thing for all of the plantings is going to be the watering. So pay attention to that requirement. That's going to be pretty key to the success of the plants and the grass.

The plantings, you may want to

consider contract growing in advance for some of the larger quantities because there are some large quantities for the plants.

The last thing or the last two things I want to just say from our end is, please do not contact me directly. I will not answer your call. I won't even acknowledge who you are. I only take questions from Craig.

And the next thing and the last thing is, the schedule is key. Just so that everybody understands, it is a revenue source for DNREC. So I think there are some penalties if you miss the dates. That's all I have.

MR. BRAMBLE: David Bramble.

Question on the handrail. You got a ten-year warranty. Nobody that we contacted would give us a warranty. So, you know, I don't feel the contractors have to give a warranty if the manufacturer won't.

MR. SHAFFER: We'll have to look at that. I'll discuss it with, you know, the owner and see what they want to do. That's all I can tell you.

MR. BAKER: Chris Baker from George &

Lynch.

There is an existing T-Mobile tower on the south side of the inlet. I think you said T-Mobile wasn't impacted, but that tower, is that going to go away prior to construction then?

MR. STEVENS: Yes. That tower is in the process of being moved.

MR. BAKER: Okay. Thank you.

MR. BRAMBLE: David Bramble.

Do you think you can either give us cross-sections or both existing and proposed grades? The plans don't have complete existing grades on them so you can do a take-off. Either one or the other will be fine.

MR. SHAFFER: That will be up to the owner. We have the information. It's up to the owner as to whether they want to provide it.

MR. BRAMBLE: If you just put it on the Web site, then it's up to us if we want to take it off. It's not a big deal.

MR. GOLDBERG: Mike Goldberg with Vista Design, Incorporated (surveyors).

I haven't seen the specifications yet, but do the specifications require that

construction stakeout be undertaken by licensed surveyors?

MR. SHAFFER: I believe so.

MR. STEVENS: Yes.

MR. GOLDBERG: Thank you.

MR. SHAFFER: I think it's licensed in the State of Delaware.

MR. GOLDBERG: Thank you.

MR. BRAMBLE: David Bramble.

Can the surveyor work under a licensed engineer in the State of Delaware?

MR. STEVENS: I'd have to get back to you on that. I don't know if that's allowed or not.

MR. AMENT: My name is Jim Ament from Becker Morgan Group.

Craig mentioned we are the ones that worked on the buildings, the structures on the site. I'll try to run through as quickly as I can to give you an idea of the structures we have out on the site and what's involved.

As mentioned, there's buildings on the site. It involves new construction and existing renovations. We have seven new

structures and two existing bath house renovations.

We have two contact stations: 1E and 1W, which is 1 East and 1 West that are situated on the inlet side of the inlet -- south side of the inlet.

Ocean side of the Route 1 is contact station 1E. And contact station 1W or 1 West is on the south side of the inlet, bay side of Route 1.

Both of these structures are very similar in construction. CMU foundation up to roughly two courses of CMU, and your typical two-by-six wood stud construction with a fiber cement siding on the exterior, gyp board on the inside.

The roof structure on both of these is a structural insulated panel with a metal roof on top of that. Again, these are 1 East and 1 West. Two of these buildings are very similar in construction. 1 East has a little overhang on one end. 1 West has an overhang to two ends of the building itself. That's the only difference between 1W and 1 East.

The mechanical systems for this building, we have a new ductless split HVAC system with new electrical service, including lighting and power, as well as empty/spare conduits extended out from the structure to the other side of the roadway. And you'll see that on the site plan. So that's two of the buildings.

The next building is a contact station. It's called Admin Contact Station, building number 2. This is located on the north side of the inlet, bay side of Route 1 as well.

Wall construction, again, is similar to the contact stations where you have CMU wood stud with fiber cement siding, gyp board on the inside.

This is an open floor plan that you'll see in the documents and that is going to be fit out by the owner, by the owner with their system furniture as they need operations for an admin station.

The other two stations are obviously the contact stations where people come to the site, check in, pay their fees, and use the site.

This admin contact station does that as well but there is also admin services in this building.

Building number 3 is an RV laundry facility. This is located in the RV camping ground obviously. It's a laundry building. It's north side of the inlet, bay side of Route 1. This one is CMU wall construction with fiber cement siding, painted interior with a few double-hung windows.

On the contact stations, I failed to mention the windows in the contact stations and any windows on this project are all fiberglass windows with heat reflective glazing. You'll that in the spec. It's an all fiberglass window.

This laundry building also obviously will have washers and driers in it as well. The building has an overhang in the front area with vending machines that are by others.

The roof is an exposed decking on the interior with insulated nailable panels on the roof, a metal roof.

And the MEP, the mechanical and electrical for this building is new sanitary service and distribution to the building,

including a new sand interceptor, new domestic water service and distribution, including localized electric instantaneous hot water heaters, new exhaust fan and wall air intake louvers, new electrical services, including lighting and power. Again, you'll see all this in the documents.

Building number 4 is an RV shower facility. This facility is directly across from the RV laundry facility, again, in the RV campground. Similar construction as well. CMU walls, exposed decking roofing material with the fiber cement siding on the exterior.

The shower facility as far as interior finishes will have the ceramic tile on the walls and the floors with exposed deck at the top. Again, toilet and shower facilities will have new toilets, new partitions, new accessories, shower, shower accessories.

The MEP for this building, again, new sanitary service, new sanitary distribution to the building, including sand interceptor, new domestic water service, localized instantaneous hot water heaters, new propane tank and piping.

Again, this is on the documents. New exhaust fan and wall air intake louvers, electrical service and lighting and power.

Bathhouse 5, building number 5, same side of the inlet, north side of the inlet, bay side of Route 1. Similar wall construction, CMU walls with fiber cement siding, exterior PVC trim.

The roof structure, again, exposed decking with insulated nailable panels with standing seam metal roof.

The interior finishes, again, include ceramic tile flooring, ceramic tile on the walls over the CMU.

The building has toilet facilities with a chase in the middle. New fixtures, new accessories, new toilet partitions.

This building has wall hung sinks, whereas the other buildings you'll see have the solid surface countertops with integral sinks, and this one has the wall hung sinks in it.

MEP in this one, again, new sanitary service and distribution to the building, including new sand interceptor, domestic water

service and distribution, localized electric hot instantaneous hot water heater, new exhaust fan and wall air intake louvers, and new electrical service including lighting and power.

Then we have pavilions. We're also calling these structures. In the documentation you'll see in here, these are shade pavilions. They're noted as 7A, B, C, and D. They're on both sides of the inlet on the bay side of Route 1. These are open pavilions. Pavilion 7A is the largest pavilion. It's a 25-foot octagon pavilion. This is a shade pavilion. It's open on all sides. It's a metal framed structure. And the specifications for these pavilions are all detailed on each sheet of the pavilions as well as far as the specifications and the amount of work involved.

Also in these pavilions are new electrical services as well as lighting, again in the documents.

7B, C, and D are smaller pavilions. There's three of them. They are 16 feet octagon pavilions, and they are again on both sides of the inlet which you'll see in the documentation.

Building 6, I didn't skip a building. This is actually a bus stop which is building 6 which is not in our documentation. This is a bus shelter. It's going to be installed by others on the site. So you will not see that in here and it will seem like we skipped a building, but that is not in the building contract. That's the new buildings and new structures.

We have two more buildings which are the southeast and southwest bath houses noted as building 8 and building 9.

The southeast bath house, building 8, is an existing bath house. So basically we want to go in and demo all the existing fixtures, partitions, plumbing, shelving, benches, shower curtains, everything that's in that space, and even doing some demolition on existing walls to get our ADA clearances.

We're going in and installing new plumbing fixtures, all new accessories, toilet partitions, shower accessories.

Interior finishes will include ceramic tile over the existing CMU, as well as new benches in the shower area.

The existing roof structure has some minor repair. There's some replacement of some existing decking in the roof itself. That's noted on the documents as far as square footage to be replaced to give you an idea. The existing roof also has existing vents, louvers, and exhaust fans that will be removed on the project. They're going to be pulled out and you're going to go back and install new decking before we go in and install our new metal roof over the existing roof structure.

There is some exterior wood siding on this building that will be removed as well. We're going back over this building and installing new fiber cement siding over furring strips and sheathing, and PVC trim as well as the other buildings.

The MEP in this building, obviously we're going to go in and demo all the existing plumbing. There is probably going to be some demolition of existing floor slab work when you get to your plumbing to run your new plumbing for your new layouts and new fixtures in the building itself.

The MEP in this building, like I said, about removing and demo'ing existing plumbing, we're going to remove all existing domestic water piping, sanitary piping, as well as ductwork, including mechanical and plumbing equipment. Demo and remove all lighting, power, and electrical equipment, and installing all new sanitary and distribution to the building, including new sand interceptor for this building; new domestic water service, including gas fired instantaneous hot water heaters, a new propane tank and piping, new exhaust fan, wall air intake louvers; and electrical service, including lighting and power to this building. That's building 8.

And the last building, another renovation, building 9. It is very similar to building 8. It is the southwest building, south side of the inlet, bay side of Route 1.

Again, going in and removing all existing fixtures and finishes, installing all new, as well as plumbing fixtures. Existing roof structure has some minor repair again. Existing decking, painting at interior decking.

Existing louvers, vents and fans will be removed and put back. Replace existing decking where these pieces were removed.

This building has skylights. We are going to be removing those skylights as well, and install new decking in place of the skylights.

Again, the finishes are all the same. New ceramic tile on the floor and the walls. And then the fiber cement siding on the exterior as well as standing seam metal roof over the existing roof structure.

The MEP again is the same. Remove all the existing domestic sanitary piping. Install all new, as well as a new sand interceptor, new water service and distribution, including gas fired hot water heaters, and new propane tank and piping, as well as a new exhaust fan, air intake, and new electrical service, including lighting and power on the building.

So that's all the building work. The building construction again is new construction of existing renovations. Everything should be in the documentation.

As Bob had mentioned, any questions

will go to Craig as an RFI.

MR. STEVENS: I think Bob Shaffer wanted to add one more thing.

MR. SHAFFER: Yes. Again, Bob Shaffer with RK&K.

I don't want anybody to overlook. There are two outdoor showers on the north side. So make sure you see those. I just want to bring them to your attention. They run down and I think they're actually under the bridge or in that vicinity.

MR. STEVENS: Any questions?

MR. JALOSKY: Jerry Jalosky, Daisy Construction.

As far as the "to building" as far as the rates go, highway, what's the cutoff point? Five foot outside the building or the building line?

MR. AMENT: Typically, it's five feet from the building.

MR. JALOSKY: And also, the original drawings, have they been modified with the new drawings that came out? Are there changes?

MR. STEVENS: From the last bid

you're referring to?

MR. JALOSKY: Yes.

MR. STEVENS: There have been changes.

MR. JALOSKY: Are they flagged?

MR. STEVENS: Not flagged. This acts as just a rebid of a new contract on this, although we had one. But time was taken to address the questions before and address the changes that were made. So they're not the exact same set of the plans that you received before.

MR. BRAMBLE: David Bramble.

The quantities didn't change. Of course the handrail changed --

MR. STEVENS: Correct.

MR. BRAMBLE: -- and a couple of other little things. But basically the quantities are the same.

MR. STEVENS: If you look at the bid documents, that's what the quantities are. There are some changes that didn't affect quantities and there are a few quantities that did change. They're not the exact same documents, but there's a few things that changed.

MR. JALOSKY: Jerry Jalosky, Daisy Construction.

Would it be possible for the engineers to put some vendors in there for supplying this aluminum rail that you have had contact with?

MR. SHAFFER: I'll have to talk to the Department if we can actually say who we discussed it with. But we have discussed it with vendors.

MR. STEVENS: Are you referring to the aluminum handrail?

MR. JALOSKY: Yes.

MR. STEVENS: As a federal aided project, you have to have at least three vendors.

MR. SHAFFER: The handrail is not something you typically would buy off the shelf. It's a fabricated handrail obviously. It's specially designed for this project. So I think you would have to find a fabricator as opposed to a vendor that has this material. I don't know if that helps you.

MR. BAKER: Chris Baker, George & Lynch.

Obviously this is a rebid, and I know it's typically the Department's policy when bids are opened, you don't make public bid tabs until the project is awarded.

Can the Department verify that no one, through a challenge or any other means, had access to bid tabs?

MR. TURNER: I can attest to that. The bid tabs are still in-house. All bids were rejected on the first go-round. It can become public information once the contract which is now this one is awarded, executed.

MR. BAKER: Okay. But no one from outside the Department has had access to the bid tabs.

MR. TURNER: And very few people inside the Department.

MR. BRAMBLE: David Bramble.

Talking about the time for the buildings, you give us a date when we're supposed to turn them over. Shouldn't you give us a start date so we know how much time we have to do them?

You've already decreased the amount of time we have by probably a month. Typically,

if you got an end date, you have to give me a start date so that I know what my goal is.

MR. STEVENS: If you refer to the plans, it's set up in the plans. There's a phase 1, there's a phase 2. Phase 1 would start immediately. There's a phase 2. Both phase 1 and phase 2 have to be completed by, I believe it's May 12th, 2014. So the start date for those buildings is when you come on site, you start construction.

MR. BRAMBLE: Yeah, but you have to give me a defined time frame to work. I mean, suppose, for example, George & Lynch gets it and I protest, and he's moved back two months because I protest. Then the start date should be changed -- the finished date should be changed because the start date was changed.

MR. STEVENS: The start date on the buildings, you're referring to in phase 1 and 2, would be your notice to proceed date. And then if that changes, then the end date, the final date would also have to be adjusted at that time.

MR. BRAMBLE: So what's the notice to proceed date? That's what the question is.

MR. STEVENS: As soon as the contract is awarded, the notice to proceed will be sent out.

MR. TURNER: At this time on page "i," the location description page, it is stated that the contract time -- I'm sorry. It is the Department's intent to issue a notice to proceed such that work starts on or about October 4th, 2013.

MR. BRAMBLE: Okay.

MR. TURNER: Any other questions, gentlemen, for the engineers?

Okay. If something comes up later, please do ask.

I want to start off again reminding everyone -- I know there's a couple folks who came in a little later perhaps -- there is a sign-in sheet that's important that you sign in on. I think it might be over here at this time. But before you leave, please make sure you signed in on that. It is a mandatory meeting for the pre-bid and we need to see that you have signed up in there to make sure that we can take your bid.

The second piece of business I want to make sure that you're clear about is, any questions that you might have or any comments -- any questions or comments that you may have after this meeting is adjourned, please send them to our e-mail address which is DOT-ASK@state.de.us. We will address them as quickly as possible.

It's understandable that you may not have all your questions formulated at this time, but when you go, we do want to make sure you have the information that you need to be able to provide a bid for this project because this is a project we definitely want to make sure takes place.

AUDIENCE MEMBER: Can you repeat that e-mail again?

MR. TURNER: Yes. DOT-ASK@state.de.us.

I want to bring up the subcontractor categories for this project because of the buildings. There are a number of buildings that are involved in the project, and we are required to get with you to determine what subcontractor categories are required. And it also means that

you must have a subcontractor presented with your bid for each of these categories.

In the addendum, part of the addendum, we will add a sheet. It's not currently in the proposal package, but there will be a sheet where these subcontractor categories are listed and there will be a place for you to be able to put their names, the people with whom you want to subcontract with, along with your bid.

If you are providing that service yourself, you must be recognized by DelDOT as routinely being able to provide those services on a normal basis for your own company to be accepted if you're going to provide that subcontract work.

So do I have any requests for subcontractor categories? Anybody?

MR. AMENT: Jim Ament. I asked for HVAC for building, building electrical, building plumbing, and building roofing.

MR. TURNER: Preferably we would like the prime contractors to be in on that. And that's okay that you brought them up, but I want

to make sure -- because what's going to happen is, if I don't get any contractors to agree on the categories, then we'll set them ourselves and then you'll be obligated to perform those tasks or at least fill those in.

MR. BRAMBLE: David Bramble.

How about if you use the same ones you used last time? They seemed to work all right.

MR. TURNER: This is a brand new contract. That contract is way over there; not even in this room. This contract is as if you've never seen it.

I understand your interest. I asked the same question. You have to tell us what your contractor categories are for this contract.

What were those? And if you would like to name them.

MR. BRAMBLE: I can't remember off the top of my head. I can go look in my bid and tell you or you can go look in my bid and tell me.

Talking about questions, we had a lot of unanswered questions at the end of the bid

that you just never answered, on the old bid. Could you go through and answer all the old questions?

MR. TURNER: That will be a question that you'll need to write in to DOT-ASK because that's that bid. If they pertain to this bid, the same format. I need you to send in your questions for this contract to us and we'll do our best to do it.

In light of that, please start getting your bids together. Please do not wait until the last day to get your questions in because that ends up pushing off your schedule even farther back. There's plenty of time between now and then. If you will please, start getting your bids together which is going to bring up your questions and get them to us so that we can turn around and ask them.

As you can see, they're going to come to me or my office. I have to get them to the engineer, the project manager who's going to then -- some of them, they're going to go out to other places. So a little time on our end is going to be needed to get those questions to you

and we're glad to do it, but the sooner you get them in, the sooner we might be able to take care of that.

MR. WARE: Chuck Ware, Kent Construction.

The last day for RFI. Last day request for information. When do you want the questions last?

MR. TURNER: We generally request that questions are to come in seven days before we open bids. I know DelDOT has not had a great history of enforcing that, but in order for us to serve you guys best, seven days is generally when we'd like for you to get your questions in so that we have time to get them back out to you so that you can then get your bids together and get them to us on time.

MR. BRAMBLE: David Bramble.

My problem with that is, you sent an addendum on the seventh day and it raised a question. You really didn't have a basis to ask the question until you got the addendum.

MR. TURNER: That was that contract.

MR. BRAMBLE: That's in general.

Yeah, I think some of the stuff on the last contract had that problem.

Certainly when you made the mistake with the quantity of the handrail at the end, that was a question we sent back and never got answered.

MR. TURNER: Well, let's hope you all get it right this time. And what I mean by that is that you guys are our eyes on what we make a mistake. Your questions come in. You're going to help us get this project.

MR. BRAMBLE: Well, you made the mistake and we questioned your mistake immediately; the next day.

MR. TURNER: Thank you for that.

Subcontractor categories, gentlemen. What are the subcontractor categories that you want? If you don't name them, I'll be happy to make them up and put them in the proposal.

MR. BRAMBLE: The fewer the better. The ones he said are good with us.

MR. TURNER: Could you just name those again for me, please?

MR. AMENT: HVAC, electrical,

plumbing, and roofing.

MR. TURNER: Okay. I'm good with those four.

One more time, the sign-in sheet. If you haven't signed it before you go, please make sure you've signed it.

Any other questions, please e-mail them into us. We'll do our best to hold up our end of the bargain and try to get them out to you.

Is there anything else anyone needs to discuss about this contract at this time? Thank you all.

MR. JALOSKY: Jerry Jalosky, Daisy Construction.

The DBE goal was based on the total contract amount, not excluding the specialty. Is that correct?

MR. TURNER: Correct.

MR. BAKER: Chris Baker, George & Lynch.

Is there any chance we could ask you to reconsider -- the 51 percent rule, it does not include the buildings. Could you consider not

including the DBE goal -- the building value as part of the DBE goal?

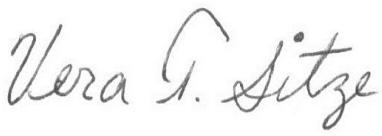
MR. TURNER: I will take that question on the record and answer it at that time. Because my understanding is, the DBE goal is based on the total of the project. The buildings are being set-aside because they're specialty items but they're still included in what the total of the project is. I hope that helps. Thank you all for coming.

(Pre-bid meeting adjourned at 3:20 p.m.)

CERTIFICATE OF REPORTER

I, Vera T. Sitze, a Notary Public and Registered Professional Reporter, do hereby certify that the foregoing is an accurate and complete transcription of the proceeding held at the time and place stated herein, and that the said proceeding was taken down by me in Stenotype notes and thereafter transcribed by use of computer-aided transcription under my direction.

I further certify that I am not a relative, employee, or attorney of any of the parties or a relative or employee of either counsel, and that I am in no way interested directly or indirectly in this action.



Vera T. Sitze, RPR

My commission expires July 31, 2014

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Project No. T200507303.02

BR 3-156 INDIAN RIVER INLET PARK ENHANCEMENTS

Mandatory Pre-Bid Meeting Sign-In Sheet for July 23, 2013 2:30PM

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Project No. T200507303.02

BR 3-156 INDIAN RIVER INLET PARK ENHANCEMENTS

Mandatory Pre-Bid Meeting Sign-In Sheet for July 23, 2013 2:30PM

Name	Company	Address	Phone #	E-mail	Fax #
Chris Baker	George & Lynch, Inc	150 Lafferty Lane Dover, DE 19901	302-736-3031	cbaker@geolynch.com	302-734-9743
Rob Kemske II	A-Del Construction Co.	10 A-Del Drive Newark DE 19702	302-383-3095	RKemske@A-Del.com	302-453-9550
Jerry Jalosky	Daisy Crust C	102 Lynch Ave Newport DE 19804	(302) 658-4417	JJalosky@daisyconstruction.com	302 658-0618
Mike Wilkins	David A. Bramble Inc	P.O. Box 419 Chestertown MD. 21620	410-778-3023	mikew@davidabramble.com	
David C. Bramble	"	"	"	DCB@davidabramble.com	410-7783427
C.G. Ware	Kent Construction	2 Big Oak Rd Smyrna, De 19977	302 653 6469	lynn@kentconstructionco.com	302 653 2108
Pete Erony	Mumford & Miller Concrete, Inc	1005 Industrial Dr Middletown DE 19709	(302) 378-7736	perony@mumfordandmiller.com	(302) 378-0753

Project No. T200507303.02

BR 3-156 INDIAN RIVER INLET PARK ENHANCEMENTS

Mandatory Pre-Bid Meeting Sign-In Sheet for July 23, 2013 2:30PM

Name	Company	Address	Phone #	E-mail	Fax #
Bobo Shaffer	RK&K	81 Mosher St Balto, MD 21217	410.462.9392	RShaffer@rkk.com	
IGIRTI JOSHI	DEL-DOT/MBE JOSHI CONS. CO.	2272 BRACKENVILLE ROAD, HOCKESSIN, DE. 19707	302-239-5090	JOSHICONSTRUCTION@COMCAST.NET.	302-239-4704
Maki Uehida	Oasis Design Group	1608 Eastern Ave. Baltimore, MD	410-732-1910	muehida@oasisdesigngroup.com	N/A
CRAIG STEVENS	DelDOT	800 BAY ROAD DOVER, DE	302-760 2322	craig.stevens@state.de.us.	N/A
JIM AMENT	BECKER MORGAN GROUP	309 SOUTH GOVERNORS AVE. DOVER, DE 19709	302.734.7950	JAMENT@BECKERMORGAN.COM	302.734.7965
PAUL TURNER	Del DOT Contract Admin	800 S. Bay Dover DE 19901	302-760-2207	paul.turner@state.de.us	302.739.2254

LIST OF SUBCONTRACTORS

This proposal is based on work to be performed by the Subcontractors listed below for the categories selected at the Pre-Bid Meeting on

July 23, 2013 at 2:30 PM .

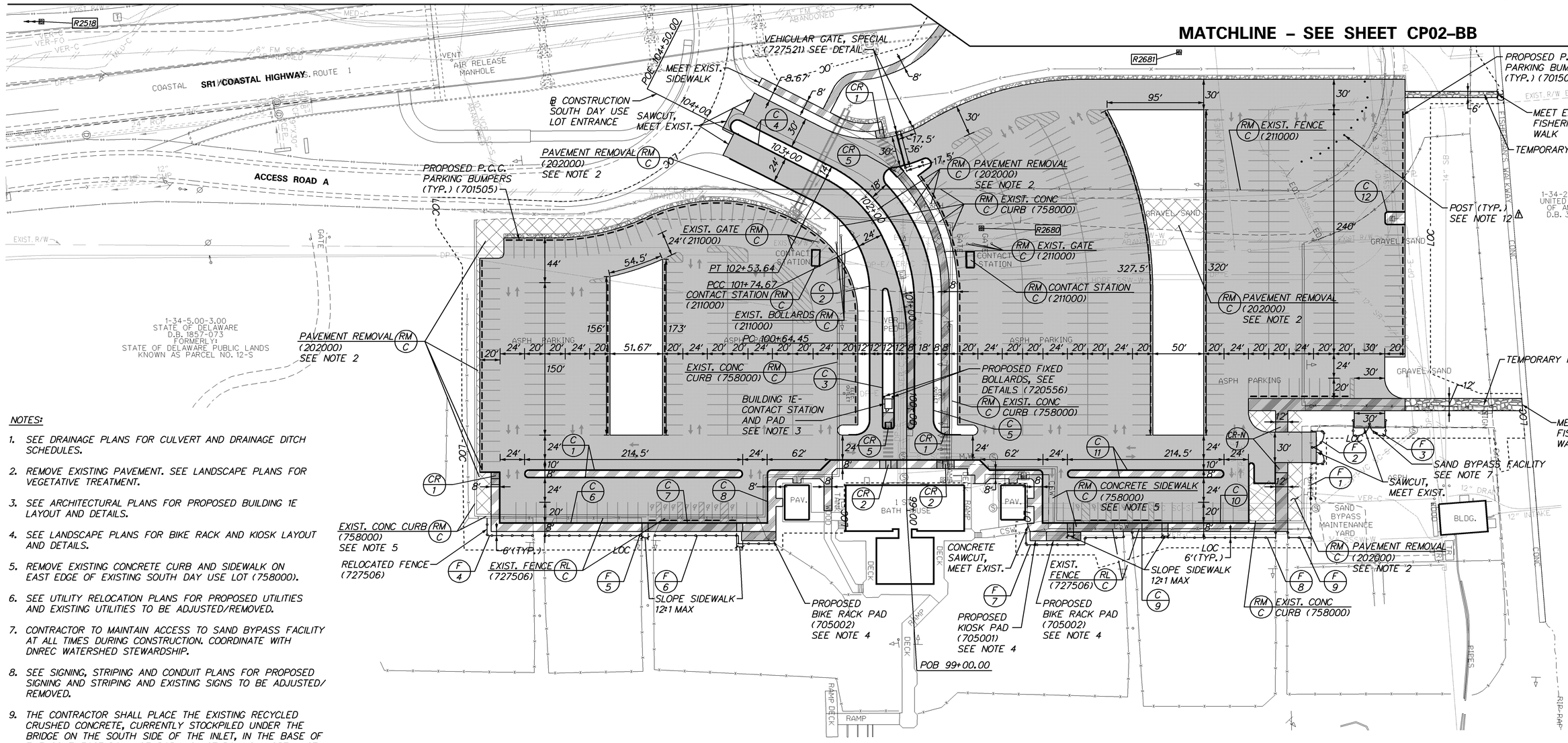
A bid submitted in the name of an individual should list the individual names followed by T/A and the name of the company.

EXAMPLE: John Doe, T/A Doe Contracting Company

In accordance with Title 29, Subsection 6962(d)(10)b of the Delaware Code, a penalty of $2,000.00 will be withheld from the successful bidder for each occurrence for the failure to utilize any or all of the Subcontractors set forth below:

CATEGORIES	SUBCONTRACTOR	ADDRESS CITY AND STATE
HVAC		
Electrical		
Plumbing		
Roofing		

MATCHLINE – SEE SHEET CP02-BB



MATCHLINE – SEE SHEET CP02-BB

NOTES:

1. SEE DRAINAGE PLANS FOR CULVERT AND DRAINAGE DITCH SCHEDULES.
2. REMOVE EXISTING PAVEMENT. SEE LANDSCAPE PLANS FOR VEGETATIVE TREATMENT.
3. SEE ARCHITECTURAL PLANS FOR PROPOSED BUILDING 1E LAYOUT AND DETAILS.
4. SEE LANDSCAPE PLANS FOR BIKE RACK AND KIOSK LAYOUT AND DETAILS.
5. REMOVE EXISTING CONCRETE CURB AND SIDEWALK ON EAST EDGE OF EXISTING SOUTH DAY USE LOT (758000).
6. SEE UTILITY RELOCATION PLANS FOR PROPOSED UTILITIES AND EXISTING UTILITIES TO BE ADJUSTED/REMOVED.
7. CONTRACTOR TO MAINTAIN ACCESS TO SAND BYPASS FACILITY AT ALL TIMES DURING CONSTRUCTION. COORDINATE WITH DNREC WATERSHED STEWARDSHIP.
8. SEE SIGNING, STRIPING AND CONDUIT PLANS FOR PROPOSED SIGNING AND STRIPING AND EXISTING SIGNS TO BE ADJUSTED/REMOVED.
9. THE CONTRACTOR SHALL PLACE THE EXISTING RECYCLED CRUSHED CONCRETE, CURRENTLY STOCKPILED UNDER THE BRIDGE ON THE SOUTH SIDE OF THE INLET, IN THE BASE OF THE SOUTHEAST DAY USE PARKING LOT PAVING- NORTH LOT ONLY. THE RECYCLED CRUSHED CONCRETE SHALL BE PLACED IN A CONTINUOUS LAYER TOPPED WITH A LAYER OF GRADED AGGREGATE BASE COURSE. THE COST OF PLACING THE RECYCLED CRUSHED CONCRETE SHALL BE PAID FOR UNDER ITEM 302513, CRUSHED P.C. CONCRETE BASE COURSE. THE COST OF THE GRADED AGGREGATE BASE COURSE SHALL BE PAID FOR UNDER ITEM 302007. THE CONTRACTOR SHALL NOT BE ALLOWED TO MIX DIFFERENT MATERIALS (OR SIMILAR MATERIALS FROM DIFFERENT SOURCES) TO MEET THE REQUIREMENTS OF 302513, CRUSHED P.C. CONCRETE BASE COURSE. ANY RELOCATION OF THIS MATERIAL SHALL BE INCIDENTAL TO 302513, CRUSHED P.C. CONCRETE BASE COURSE.
10. SEE GRADING PLANS FOR PROPOSED GRADES AND STAKEOUT.
11. SEE ELECTRICAL PLANS FOR PROPOSED ELECTRIC LAYOUT AND DETAILS.
12. ⚠ POSTS SHALL BE REMOVED TO A MINIMUM 3' BELOW PROPOSED GRADE. COST SHALL BE INCLUDED IN ITEM 201000 - CLEARING AND GRUBBING

CURB SCHEDULE

NO.	ITEM DESCRIPTION / TYPE	LENGTH
1	P.C.C. CURB, TYPE 1-6 (701014)	438'
2	P.C.C. CURB, TYPE 1-6 (701014)	359'
3	P.C.C. CURB, TYPE 1-6 (701014)	291'
4	P.C.C. CURB, TYPE 1-6 (701014)	773'
5	P.C.C. CURB, TYPE 1-6 (701014)	382'
6	P.C.C. CURB, TYPE 1-6 (701014)	216'
7	P.C.C. CURB, TYPE 1-6, DEPR. (701014)	87'
8	P.C.C. CURB, TYPE 1-6 (701014)	440'
9	P.C.C. CURB, TYPE 1-6, DEPR. (701014)	87'
10	P.C.C. CURB, TYPE 1-6 (701014)	211'
11	P.C.C. CURB, TYPE 1-6 (701014)	317'
12	P.C.C. CURB, TYPE 1-6 (701014)	51'

FENCE SCHEDULE

NO.	QTY.	DESCRIPTION
1	25 LF	CHAIN LINK FENCE, 8 FT. HIGH (ITEM 727007)
2	2 EACH	VEHICULAR GATE, 15 FT. X 8 FT. HIGH CHAIN-LINK FENCE (ITEM 727012)
3	2 EACH	VEHICULAR GATE, 15 FT. X 8 FT. HIGH CHAIN-LINK FENCE (ITEM 727012)
4	63 LF	RELOCATED FENCE, (ITEM 727506)
5	95 LF	RELOCATED FENCE, (ITEM 727506)
6	127 LF	RELOCATED FENCE, (ITEM 727506)
7	122 LF	RELOCATED FENCE, (ITEM 727506)
8	153 LF	RELOCATED FENCE, (ITEM 727506)
9	29 LF	RELOCATED FENCE, (ITEM 727506)

RIGHT-OF-WAY MONUMENT SCHEDULE

NO.	NORTHING	EASTING
R2518	219356.0069	757195.0763
R2680	220899.2597	757381.5711
R2681	221089.6546	757204.1725

RIGHT-OF-WAY MONUMENT ITEM NO. 737015

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DELAWARE DEPARTMENT OF TRANSPORTATION

ADDENDUMS / REVISIONS	
⚠ ADDED EXISTING POSTS AND NOTE	
RLS 07/29/13	

SCALE 0 50 100 150 FEET

INDIAN RIVER INLET PARK ENHANCEMENTS

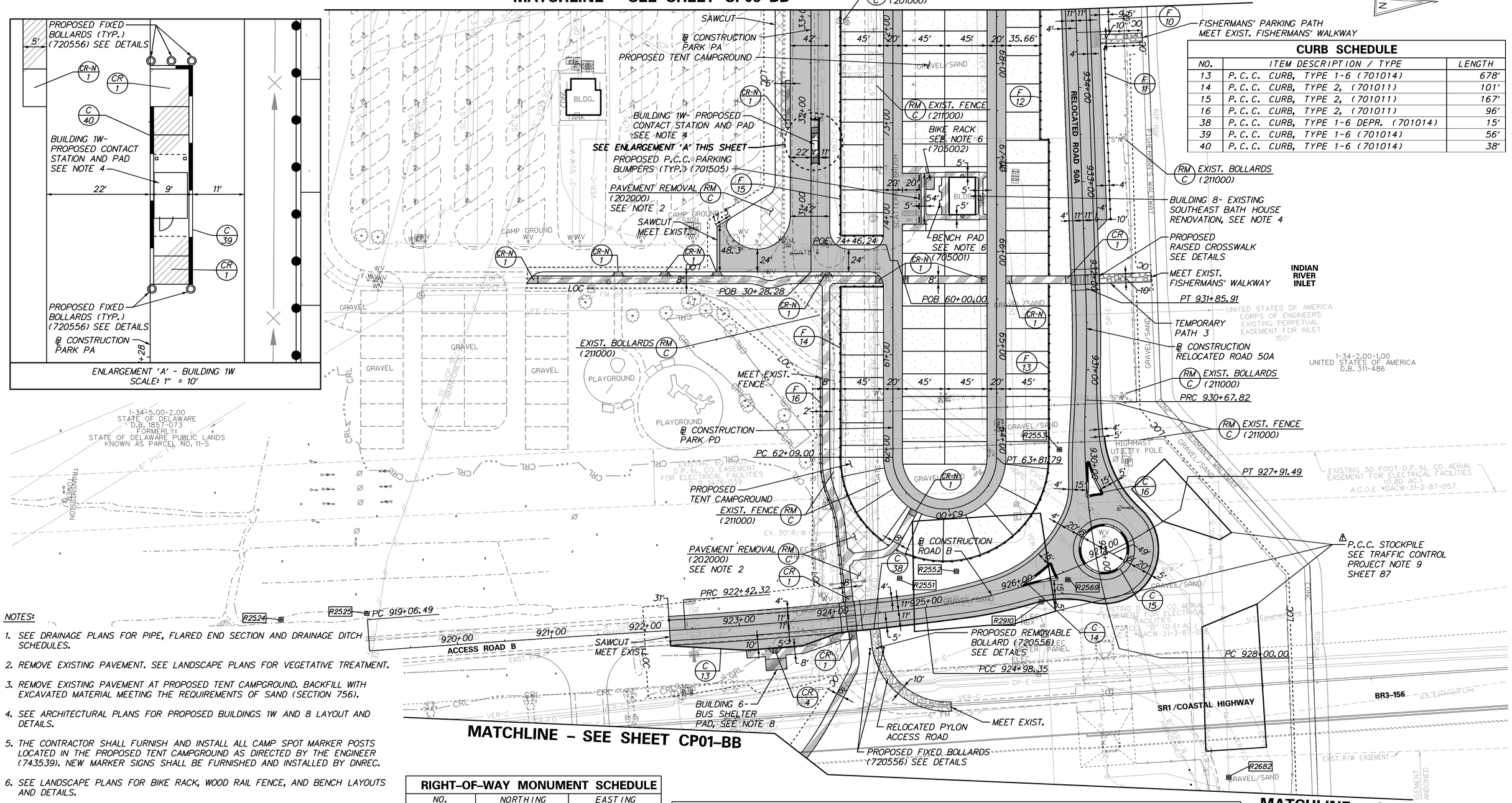
CONTRACT	T200507303	
COUNTY	SUSSEX	
BRIDGE NO.	X	
DESIGNED BY: RK&K		
CHECKED BY: RK&K		

CONSTRUCTION PLAN (BASE BID)

CP01-BB	
SHEET NO.	22
TOTAL SHTS.	282

ENLARGEMENT 'A' - BUILDING 1W
SCALE: 1" = 10'

MATCHLINE – SEE SHEET CP03–BB



CURB SCHEDULE

NO.	ITEM DESCRIPTION / TYPE	LENGTH
13	P. C. C. CURB, TYPE 1-6 (701014)	678'
14	P. C. C. CURB, TYPE 2, (701011)	101'
15	P. C. C. CURB, TYPE 2, (701011)	167'
16	P. C. C. CURB, TYPE 2, (701011)	96'
38	P. C. C. CURB, TYPE 1-6 DEPR. (701014)	15'
39	P. C. C. CURB, TYPE 1-6 (701014)	56'
40	P. C. C. CURB, TYPE 1-6 (701014)	38'

NOTES:

1. SEE DRAINAGE PLANS FOR PIPE, FLARED END SECTION AND DRAINAGE DITCH SCHEDULES.
2. REMOVE EXISTING PAVEMENT. SEE LANDSCAPE PLANS FOR VEGETATIVE TREATMENT.
3. REMOVE EXISTING PAVEMENT AT PROPOSED TENT CAMPGROUND. BACKFILL WITH EXCAVATED MATERIAL MEETING THE REQUIREMENTS OF SAND (SECTION 756).
4. SEE ARCHITECTURAL PLANS FOR PROPOSED BUILDINGS 1W AND 8 LAYOUT AND DETAILS.
5. THE CONTRACTOR SHALL FURNISH AND INSTALL ALL CAMP SPOT MARKER POSTS LOCATED IN THE PROPOSED TENT CAMPGROUND AS DIRECTED BY THE ENGINEER (743539). NEW MARKER SIGNS SHALL BE FURNISHED AND INSTALLED BY DNREC.
6. SEE LANDSCAPE PLANS FOR BIKE RACK, WOOD RAIL FENCE, AND BENCH LAYOUTS AND DETAILS.
7. SEE UTILITY RELOCATION PLANS FOR PROPOSED UTILITIES AND EXISTING UTILITIES TO BE ADJUSTED/REMOVED.
8. BUILDING 6- BUS SHELTER STRUCTURE BY OTHERS.
9. SEE SIGNING, STRIPING AND CONDUIT PLANS FOR PROPOSED SIGNING AND STRIPING, AND EXISTING SIGNS TO BE ADJUSTED/REMOVED.
10. SEE GRADING PLANS FOR PROPOSED GRADES AND STAKEOUT.
11. SEE ELECTRICAL PLANS FOR PROPOSED ELECTRIC LAYOUT AND DETAILS.

RIGHT-OF-WAY MONUMENT SCHEDULE

NO.	NORTHING	EASTING
R2524	220293.6921	757076.2822
R2525	220384.2956	757063.5774
R2551	220946.4861	756989.6926
R2552	221006.0699	756978.2913
R2553	221106.8424	756842.0297
R2569	221124.7495	756979.5116
R2682	221308.8779	757177.9206
R2910	221098.0407	757004.7608

RIGHT-OF-WAY MONUMENT ITEM NO. 737015

FENCE SCHEDULE

NO.	QTY.	DESCRIPTION	NOTES
10	63 LF	WOOD RAIL FENCE, (ITEM 727510)	STA. 934+58, 70' RT. TO STA. 934+85, 34.5' RT. (+/-)
11	225 LF	WOOD RAIL FENCE, (ITEM 727510)	STA. 932+58, 29' RT. TO STA. 934+42, 70' RT. (+/-)
12	507 LF	WOOD RAIL FENCE, (ITEM 727510)	STA. 65+75, 56' RT. TO STA. 70+07, 90' RT. (+/-)
13	411 LF	WOOD RAIL FENCE, (ITEM 727510)	STA. 62+69, 56' RT. TO STA. 65+65, 56' RT. (+/-)
14	339 LF	WOOD RAIL FENCE, (ITEM 727510)	STA. 60+27, 56' RT. TO STA. 62+64, 10' RT. (+/-)
15	575 LF	WOOD RAIL FENCE, (ITEM 727510)	STA. 70+26, 10' RT. TO STA. 74+20, 10' RT. (+/-)
16	242 LF	WOOD RAIL FENCE, (ITEM 727510)	2' LT. OF PROP. SOUTHERN EDGE OF CONC. SIDEWALK

DELAWARE
DEPARTMENT OF TRANSPORTATION

ADDENDUMS / REVISIONS	
⚠ ADDED PCC STOCKPILES AND NOTE	
RLS 07/29/13	

SCALE
0 50 100 150
FEET

INDIAN RIVER INLET
PARK ENHANCEMENTS

CONTRACT	BRIDGE NO.	X
T200507303	DESIGNED BY: RK&K	
COUNTY	CHECKED BY: RK&K	
SUSSEX		

CONSTRUCTION PLAN
(BASE BID)

CP02-BB	
SHEET NO.	23
TOTAL SHTS.	282

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TRAFFIC CONTROL- GENERAL NOTES

1. MAINTENANCE OF TRAFFIC DURING LANE CLOSURES AND LANE SHIFTS SHALL CONFORM TO TYPICAL APPLICATION 10 AND 17B OF THE DELAWARE MUTCD. TYPICAL APPLICATION 17B SHALL BE UTILIZED FOR PERMANENT STRIPING ACTIVITIES.

2. GRADING AND MAINTAINING BASE COURSE THAT IS BEING USED AS A 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 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.

3. 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 743000 UNLESS OTHERWISE SPECIFIED IN THE PLANS. GRADED AGGREGATE BASE COURSE, CHOKED WITH 2" OF STONE DUST.

4. DELDOT TRAFFIC RESERVES THE RIGHT TO MODIFY THE TRAFFIC CONTROL AS FIELD CONDITIONS DICTATE.

TRAFFIC CONTROL- PROJECT NOTES

1. THE CONTRACTOR SHALL MAINTAIN EMERGENCY VEHICLE ACCESS DURING EACH CONSTRUCTION STAGE.

2. ROADWAY AND SHOULDER WORK SHALL BE PERFORMED IN A MANNER SUCH THAT POSITIVE DRAINAGE OF THE ROADWAY SURFACE IS MAINTAINED THROUGHOUT CONSTRUCTION.

3. ALL EXISTING PUBLIC ROADWAY LIGHTING WITHIN THE PROJECT LIMITS NOT DIRECTLY IMPACTED BY CONSTRUCTION SHALL REMAIN OPERATIONAL AT ALL TIMES THROUGHOUT THE CONSTRUCTION.

4. THE CONTRACTOR SHALL FURNISH AND MAINTAIN PORTABLE CHANGEABLE MESSAGE SIGN (CMS) (743004) TO NOTIFY THE PUBLIC IN ADVANCE OF CONSTRUCTION ACTIVITIES WITHIN THE DELAWARE SEASHORE STATE PARK AT INDIAN RIVER. THE CMS SHALL BE INSTALLED AT THE LOCATIONS SHOWN ON THE ADVANCED WARNING SIGN PLAN 10 DAYS PRIOR TO THE START OF ON-SITE CONSTRUCTION AND 5 DAYS FOLLOWING CONSTRUCTION COMPLETION.

5. THE CONTRACTOR SHALL COORDINATE ALL CONSTRUCTION ACTIVITIES WITH DNREC'S WATERSHED STEWARDSHIP IN ORDER TO MAINTAIN ACCESS TO THE SAND BY PASS FACILITIES. ACCESS SHALL BE PROVIDED THROUGH THE SOUTH DAY USE PARKING LOT.

6. THE CONTRACTOR SHALL COORDINATE WITH THE ENGINEER AND DNREC PARKS REPRESENTATIVES FOR THE PLAYGROUND CONSTRUCTION. DNREC PARKS WILL PROVIDE AND INSTALL THE PLAYGROUND EQUIPMENT AND SURFACE TREATMENT PRIOR TO THE CONTRACTOR COMPLETING THE PLAYGROUND PERIMETER FENCE.

7. ANY EXISTING PERMANENT SIGNS THAT CONFLICT WITH CONSTRUCTION WARNING SIGNS SHALL BE COVERED AS DIRECTED BY THE ENGINEER. COST SHALL BE INCLUDED IN 743000, MAINTENANCE OF TRAFFIC.

8. THE CONTRACTOR SHALL TAKE REASONABLE CARE WHILE REMOVING THE EXISTING CHAIN LINK FENCE TO NOT DAMAGE THE CHAIN LINK FABRIC. THE CONTRACTOR SHALL STOCKPILE THE CHAIN LINK FENCE ON SITE FOR RELOCATION DURING THE VARIOUS PHASES OF CONSTRUCTION. THE COST OF REMOVAL SHALL BE PAID UNDER ITEM 211000, REMOVAL OF STRUCTURES AND OBSTRUCTIONS. STOCKPILING THE FENCE SHALL BE INCIDENTAL TO 211000. THE COST TO RELOCATE THE CHAIN LINK FENCE SHALL BE PAID FOR UNDER ITEM 727519, RELOCATE CHAIN LINK FENCE.

⚠ 9. THE CONTRACTOR'S ATTENTION IS BROUGHT TO THE EXISTING PCC STOCKPILE AREAS ON THE SOUTH SIDE OF THE INLET AS NOTED ON THE PLANS. THE CONTRACTOR IS ADVISED THAT OTHER CONTRACTORS MAY BE ON SITE TO CRUSH THE PCC STOCKPILE AT THE TIME THIS CONTRACT BEGINS. THEREFORE, THE CONTRACTOR MUST COORDINATE CONSTRUCTION ACTIVITIES WITH THESE CONTRACTORS AND SCHEDULE HIS/HER WORK ACCORDINGLY TO AVOID DELAYS.

SUMMARY OF PARK ACCESS RESTRICTIONS

1. ANY DEVIATIONS TO THE PARK ACCESS RESTRICTIONS OR SEQUENCE OF CONSTRUCTION SHALL NOT BE PERMITTED WITHOUT PRIOR APPROVAL OF THE ENGINEER AND DNREC PARKS.

2. CALENDAR RESTRICTION THE SOUTH DAY USE PARKING LOT AND SOUTH RV CAMPGROUND SHALL BE CLOSED FROM OCTOBER 15, 2013 THROUGH MAY 9, 2014. THE CONTRACTOR SHALL COMPLETE ALL CONSTRUCTION ACTIVITIES SHOWN IN PHASE 2 DURING THIS CALENDAR RESTRICTION. THE SOUTH TENT CAMPGROUND IS NOT SUBJECT TO THE CALENDAR RESTRICTION.

3. ACCESS MUST BE MAINTAINED THROUGH THE SOUTH CAMPGROUND FOR ROAD 50A TRAFFIC AT ALL TIMES.

4. PARKING AREAS ON BOTH THE NORTH AND SOUTH SIDES OF THE INLET MUST BE OPEN TO THE PUBLIC AT ALL TIMES. THE SEQUENCE OF CONSTRUCTION INCLUDES PROVISIONS FOR THE FOLLOWING:

   NORTH SIDE OF INLET- EXISTING PHASE 1 PARKING LOT SHALL REMAIN ACCESSIBLE AND OPEN TO THE PUBLIC UNTIL THE NORTH DAY USE PARKING LOT IS COMPLETE AND OPEN TO THE PUBLIC.

   SOUTH SIDE OF INLET- PRIOR TO OCTOBER 15, 2013, THE PINE TREE PARKING LOT AND SOUTH DAY USE PARKING LOT SHALL REMAIN ACCESSIBLE AND OPEN TO THE PUBLIC. ON OCTOBER 15, 2013, PUBLIC PARKING SHALL BE LOCATED ON THE PORTION OF RELOCATED 50A CONSTRUCTED IN PHASE 1 AND SHALL REMAIN ACCESSIBLE AND OPEN TO THE PUBLIC UNTIL THE SOUTH DAY USE LOT IS ACCESSIBLE AND OPEN TO THE PUBLIC.

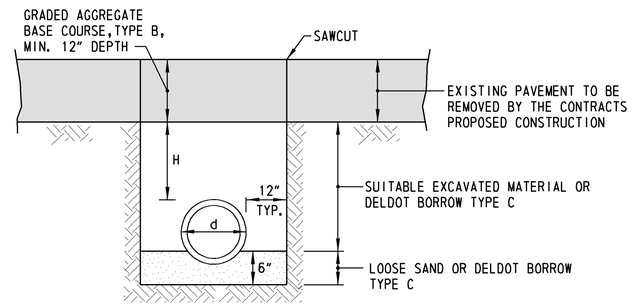
5. THE CONTRACTOR SHALL COORDINATE WITH THE CENTER FOR INLAND BAYS (CIB) AND THE USCG OFFICER OF THE DAY A MINIMUM 1 MONTH PRIOR TO BEGINNING CONSTRUCTION ACTIVITY AND MONTHLY AFTER CONSTRUCTION COMMENCES ON THE USCG ENTRANCE AND THE CIB PARKING LOT. ONCE CONSTRUCTION ACTIVITY BEGINS IN THIS AREA, WORK MUST BE CONTINUOUS UNTIL COMPLETE. ACCESS TO THE USCG FACILITY MUST BE MAINTAINED AT ALL TIMES.

SEDIMENT & STORMWATER MANAGEMENT NOTES

1. DUST CONTROL. DUST IS TO BE CONTROLLED EXCLUSIVELY THROUGH THE USE OF WATER. COSTS ASSOCIATED WITH THE FURNISHING AND APPLICATION OF WATER FOR DUST CONTROL SHALL BE INCIDENTAL TO ALL CONTRACT BID ITEMS.

2. CONSTRUCTION ENTRANCES. IT IS INTENDED THAT MUD TRACKING BE ELIMINATED ON ALL ROADWAYS ADJOINING THE PROJECT. EACH POINT OF INGRESS AND EGRESS FROM THE PROJECT SHALL HAVE INSTALLED A STABILIZED CONSTRUCTION ENTRANCE (SCE), ITEM 268000. ALL PAVED SURFACES ADJOINING THE PROJECT SHALL BE LEFT IN BROOM CLEAN CONDITION AT THE END OF EACH WORKDAY. BROOMED MATERIAL SHALL BE REMOVED AND PROPERLY DISPOSED OF. STABILIZED CONSTRUCTION ENTRANCES SHALL BE REDRESSED WITH TWO (2) INCHES OF CLEAN DE NO. 3 STONE WHEN THE VOIDS BECOME CLOGGED OR AS DIRECTED BY THE ENGINEER.

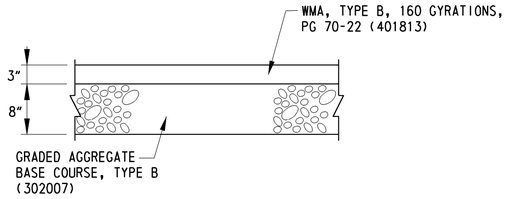
3. SOIL STOCKPILES. STOCKPILES OF SOIL SHALL BE STABILIZED WITH ITEM 734508, TEMPORARY SEED MIX.



PIPE TRENCH NOTES:

1. EXCAVATION AND BACKFILL SHALL BE IN ACCORDANCE WITH SECTION 208.
2. THE ENGINEER SHALL DETERMINE WHAT PORTION, IF ANY, OF THE EXCAVATED MATERIAL IS SUITABLE FOR BORROW TYPE C OR TYPE F.
3. COMPACTION WITHIN EXISTING OR PROPOSED PAVEMENT AND SHOULDER AREAS SHALL MEET OR EXCEED 95%. ALL OTHER AREAS SHALL BE 90% OR MORE.
4. ALL DIMENSIONS ARE TO THE OUTSIDE WALL OF PIPES.
5. WHERE A STEEL PLATE IS USED WITH A PIPE TRENCH DETAIL, THE LIMITS OF WARM-MIX, TYPE C, PATCHING SHALL BE MODIFIED AS SHOWN ON THE STEEL PLATE DETAIL.
6. FOR INSTALLATION OF LIGHTING OR ELECTRICAL CONDUIT, INSTALL MARKING TAPE A MINIMUM OF 6" BENEATH FINISHED GRADE. PAYMENT TO BE INCIDENTAL TO THE LIGHTING CONDUIT ITEM BEING INSTALLED.

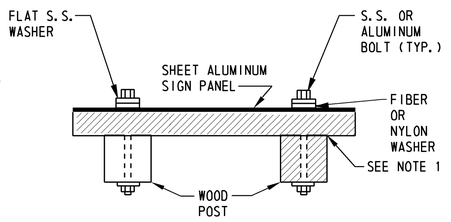
PIPE/CONDUIT TRENCH DETAIL
N. T. S.

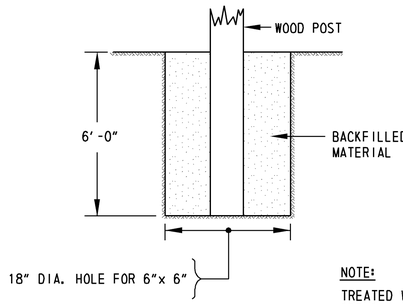


TEMPORARY PAVEMENT SECTION

NOTES:

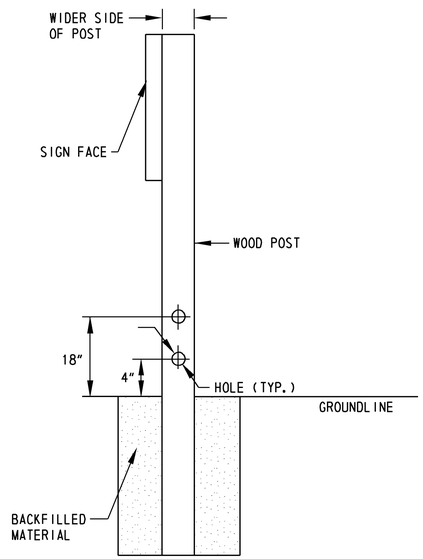
1. ALL SHEET ALUMINUM SIGNS 5' WIDE AND LARGER SHALL BE BRACED WITH TWO HORIZONTAL 2"X4" TREATED WOOD OR EQUAL, ATTACHED TO THE SUPPORTS. THE BOLT LENGTHS SHALL BE COORDINATED.
2. ALL BOLTS SHALL BE ⅜" F593 (18-8 TYPE 303-304) STAINLESS STEEL OR ANODIZED ALUMINUM HEX HEAD BOLT WITH WASHERS AND NUTS SPACED AT 12" MAXIMUM.
3. S.S. 3½" MIN. LAG BOLTS MAY BE SUBSTITUTED FOR HEX HEAD BOLTS. LAG BOLTS MUST BE STAGGERED AT 9" INTERVALS.





NOTE:
TREATED WOODEN POST SHALL BE PLACED IN PRE-DUG HOLE IN GROUND, BACKFILLED USING SUITABLE MATERIAL, AND TAMPED THOROUGHLY TO PROVIDE A RIGID SUB-SURFACE CONDITION AROUND THE POST.

TYPICAL FOUNDATION FOR WOOD SUPPORTS



WOOD POST MODIFICATIONS FOR BREAKAWAY FEATURE

POST SIZE	HOLE DIA. (IN.)
6"x 6"	2

NOTE:
1. ALL WOOD POSTS SHALL BE MADE BREAKAWAY BY DRILLING TWO HOLES CENTERED AT 4" AND 18" ABOVE THE GROUNDLINE AND PERPENDICULAR TO THE ROADWAY.
2. ALL SUPPORTS WITHIN THE CLEAR ZONE SHALL BE BREAKAWAY UNLESS PROTECTED.

WOOD POST MODIFICATIONS FOR BREAKAWAY FEATURE

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DELAWARE DEPARTMENT OF TRANSPORTATION

ADDENDUMS / REVISIONS		
⚠ ADDED NOTE	RLS	07/29/2013

NOT TO SCALE

INDIAN RIVER INLET PARK ENHANCEMENTS

CONTRACT	BRIDGE NO.	X
T200507303	DESIGNED BY: RK&K	
COUNTY	CHECKED BY: RK&K	
SUSSEX		

CONSTRUCTION PHASING, M.O.T., AND EROSION CONTROL NOTES

CS02
SHEET NO. 87
TOTAL SHTS. 282

MATCHLINE – SEE SHEET CS06

CONSTRUCTION PHASING & M.O.T	
	BARRICADE, TYPE 3
	CONCRETE SAFETY BARRIER - PORTABLE
CSF XXX	CONSTRUCTION SAFETY FENCE / LENGTH
CSF	CONSTRUCTION SAFETY FENCE
	CONSTRUCTION WARNING SIGN LOCATION
END ROAD WORK	CONSTRUCTION WARNING SIGN
	DRUM - TRAFFIC CONTROL
	FLAGGER LOCATION
	TEMPORARY CONSTRUCTION
	TEMPORARY PAVEMENT MARKING ARROW
	TRUCK WITH MOUNTED ATTENUATOR
	WORK AREA - ACTIVE PHASE
	EXISTING TRAFFIC PATTERN OUTSIDE WORK ZONE
	CONSTRUCT PER PHASING NOTES
	PIPE/CONDUIT TRENCH
	RELOCATED/PROPOSED CHAIN LINK FENCE
	MAINTAIN EXISTING CHAIN LINK FENCE

EROSION & SEDIMENT CONTROL	
	INLET SEDIMENT CONTROL
SCE	STABILIZED CONSTRUCTION ENTRANCE
SF	SILT FENCE / LENGTH
SF	SILT FENCE
	TEMPORARY SWALE

NOTES:

1. SEE MOT NOTES PLAN FOR TEMPORARY PAVEMENT TYPICAL SECTION.
2. SEE MOT NOTES PLAN FOR PIPE CONDUIT TRENCH DETAIL AND TYPICAL APPLICATION 10 (TA-10) SIGNS. CHANNELIZATION DEVICES AND FLAGGER LOCATION ARE SHOWN FOR CLOSING THE EASTBOUND LANE OF ROAD 50A. THE CHANNELIZATION DEVICES WILL BE SHIFTED TO CLOSE THE WESTBOUND LANE OF ROAD 50A TO COMPLETE ELECTRIC CONDUIT INSTALLATION. THE TRAFFIC CONTROL DEVICES NOTED BY TA-10 ARE ONLY REQUIRED DURING THE UTILITY CROSSING CONSTRUCTION AND SHALL NOT BE INSTALLED FOR THE ENTIRE PHASE 1 DURATION

SOUTH RV CAMPGROUND
ONE LANE ROAD AHEAD
W20-4 48"x48" (743024) (TA-10)
STUB ELECTRICAL CONDUIT FOR FUTURE EXTENSION
MAINTAIN EXISTING CHAIN LINK, GATE
MAINTAIN EXISTING CHAIN LINK FENCE (GRAVEL/SAND)
SIDEWALK CONNECTION 1 SEE PHASE 1 SEQUENCE OF CONSTRUCTION NOTE 15
CONNECT BUILDING 8 PROPOSED SEWER PIPE TO EXISTING SANITARY MANHOLE
TIE TO EXIST. WATER LINE
BUILDING 8- EXISTING SOUTHEAST BATH HOUSE RENOVATION
PROPANE PIPE BY OTHERS. CONTRACTOR TO COORDINATE PROPANE STUB WITH MEP PLANS AND SUBURBAN PROPANE
MAINTAIN EXISTING CHAIN LINK FENCE
1-34-2.00-1.00 UNITED STATES OF AMERICA D.B. 311-486
PROPOSED TRANSFORMER
SIDEWALK CONNECTION 2 SEE PHASE 1 SEQUENCE OF CONSTRUCTION NOTE 15
INDIAN RIVER INLET
REMOVE EXIST. CHAIN LINK FENCE (211000)
B CONSTRUCTION ROAD 50A
50 LF OF RELOCATED CHAIN LINK FENCE (727519)
W20-7-DE 48"x48" (743024) (TA-10)
FLAGGER AHEAD
TA-10 (TYP.)
ROAD 50A
TIE TO EXIST. WATER
50 LF OF RELOCATED CHAIN LINK FENCE (727519)
MAINTAIN EXISTING CHAIN LINK GATE
TYPICAL APPLICATION 10(TA-10) ELECTRIC ACROSS EXIST. ROAD 50A SEE NOTE 2
MEET EXIST. TRANSFORMER
TEMPORARY PAVEMENT CONNECTION BETWEEN EXISTING ROAD 50A AND PROPOSED RELOCATED ROAD 50A PAVEMENT. SEE NOTE 1
MAINTAIN EXISTING CHAIN LINK FENCE
P.C.C. STOCKPILE SEE TRAFFIC CONTROL PROJECT NOTE 9 SHEET 87
BARRICADE TYPE III (TYP.) (743020)
TA-10 (TYP.)
ACCESS ROAD B
R11-2 48"x30" (743024)
ROAD CLOSED
B CONSTRUCTION ROAD B
TMOBILE BY OTHERS (TO BE CONSTRUCTED SPRING 2013)
REMOVE EXIST. CHAIN LINK FENCE (211000)
SR1 /COASTAL HIGHWAY
BR3-156
U.S. Easement Line
COASTAL HIGHWAY U.S. ROUTE 1
AIR RELEASE MANHOLE

ADDENDUMS / REVISIONS	
⚠ ADDED PCC STOCKPILES AND NOTE	
RLS 07/29/2013	

SCALE 0 50 100 150 FEET

DELAWARE DEPARTMENT OF TRANSPORTATION

INDIAN RIVER INLET PARK ENHANCEMENTS

CONTRACT	BRIDGE NO.	X
T200507303	DESIGNED BY: RK&K	
COUNTY	CHECKED BY: RK&K	
SUSSEX		

CONSTRUCTION PHASING, M.O.T., AND EROSION CONTROL PLAN PHASE 1 – (BASE BID)

CS05	
SHEET NO.	90
TOTAL SHTS.	282

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