

THE STATE OF DELAWARE



DEPARTMENT OF TRANSPORTATION
OFFICE OF TRANSPORTATION SOLUTIONS
PLANS AND SPECIFICATIONS FOR

CONTRACT NUMBER- T201206205.01

SOUTH I CONSTRUCTION

FEDERAL AID NUMBER- NONE

PRIMAVERA ID - 12-6205

CONTRACT TITLE- PAVEMENT & REHABILITATION - SOUTH I-V, 2012 PAGE 1 OF 18

PLANS PREPARED BY: Sarah McDougall
DESIGN TECHNICIAN

DATE RECOMMENDED: July 12, 2013

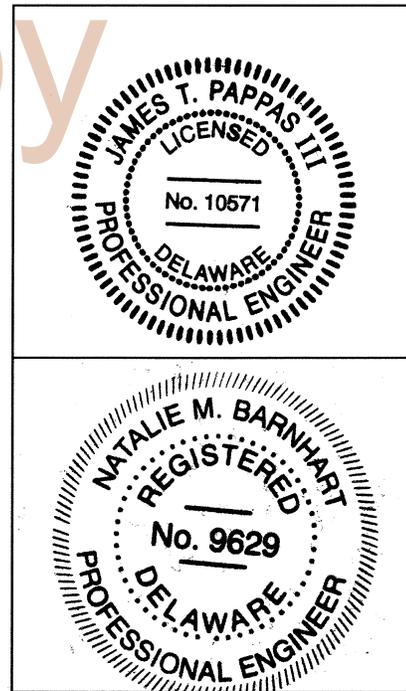
Jt F. Jh
GROUP ENGINEER, CONSTRUCTION

DATE RECOMMENDED: 7.17.13

J. Pappas
ASSIST. DIRECTOR DESIGN

DATE RECOMMENDED: 7/17/13

Natalie Barnhart
CHIEF ENGINEER



DEPARTMENT OF TRANSPORTATION

CONTRACT NUMBER- T201206205

PAGE 2 OF 18

VARIOUS LOCATIONS IN KENT COUNTY

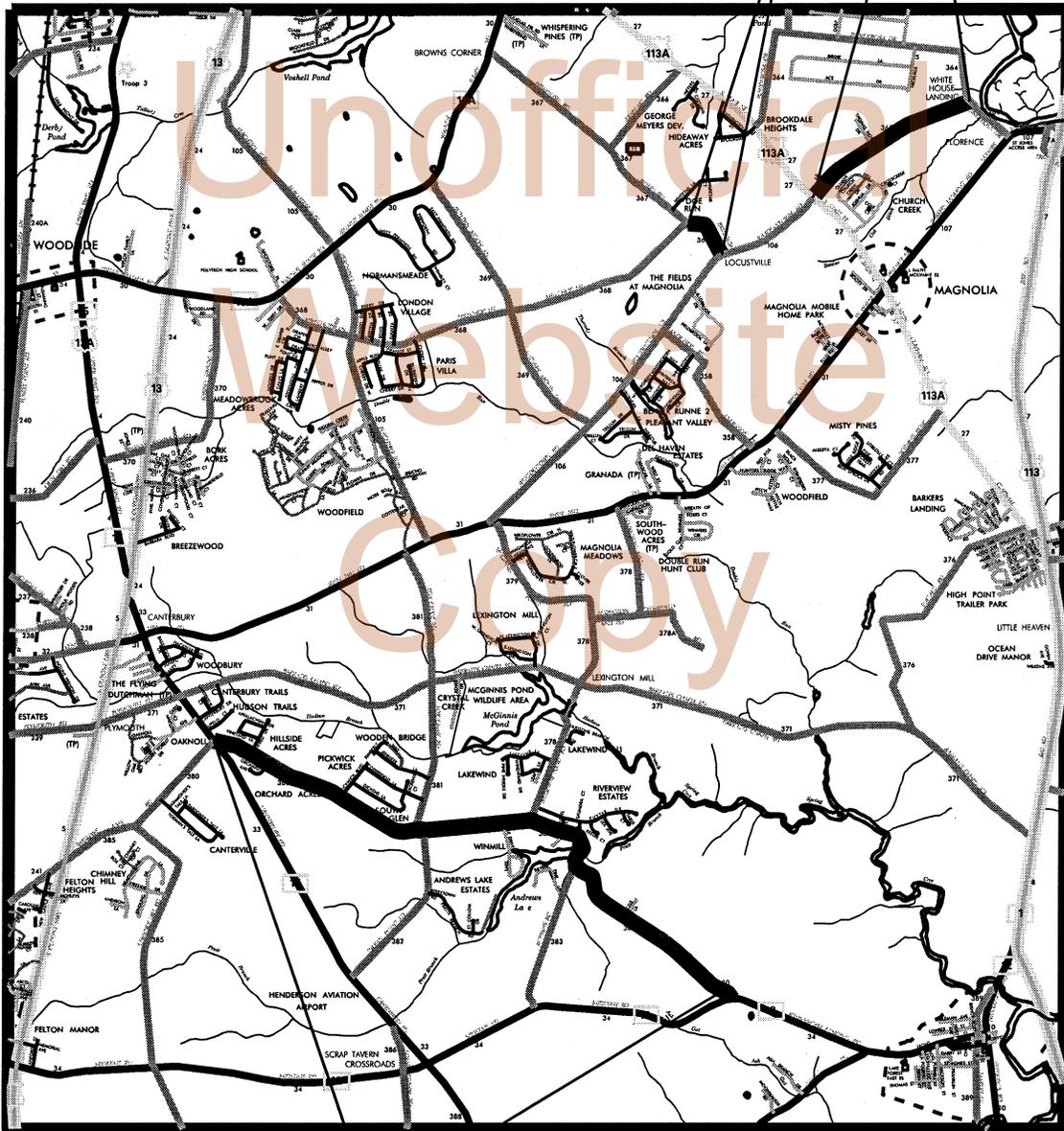
LOCATION MAP

LOCATION 1

Plaindealing Rd from South State St to Ponderosa Rd.

LOCATION 2

Briarbush Rd from Millchop Rd to Woodleytown Rd.



LOCATION 3

Andrews Lake Rd from DE12 to Canterbury Rd.

PAVEMENT & REHABILITATION, SOUTH I-V, 2012

GENERAL CONTRACT PLAN NOTES

REVISED 7/11

GENERAL

1. CONSTRUCTION OF THIS CONTRACT SHALL CONFORM TO DELAWARE DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS DATED AUGUST 2001 AS AMENDED BY THE SUPPLEMENTAL SPECIFICATIONS, THE SPECIAL PROVISIONS, THE MOST RECENT STANDARD CONSTRUCTION DETAILS, DELAWARE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES AND THESE PLANS.
2. THE PURPOSE OF THIS CONTRACT IS TO MAKE GENERAL IMPROVEMENTS TO ROADS AND/OR STREETS WITHIN THE DISTRICT HEREIN SPECIFIED. DEPENDING ON FUND AVAILABILITY, THE DEPARTMENT RESERVES THE RIGHT TO ADD OR DELETE LOCATIONS AND/OR QUANTITIES FOR THIS CONTRACT. SUCH LOCATION OR QUANTITY ADDITIONS OR DELETIONS SHALL NOT BE CAUSE FOR AN INCREASE OR DECREASE IN ANY CONTRACT UNIT BID PRICES. NO ITEM PRICES ARE TO BE RENEGOTIATED DUE TO EITHER AN INCREASE OR DECREASE IN QUANTITY USAGE RESULTING FROM SAID ADDITIONS OR DELETIONS.
3. THE CONTRACTOR SHALL PROVIDE ALL RESIDENTS AND BUSINESSES WHO LIVE ADJACENT TO THE WORK ZONE A MINIMUM 48 HR. PRIOR WRITTEN NOTICE FOR THE START OF CONSTRUCTION WORK. THIS NOTIFICATION SHALL INCLUDE THE SCOPE OF WORK, WORKING HOURS, ANTICIPATED START AND COMPLETION DATES, CONTRACTOR NAME & ADDRESS, AND DELDOT CONTACT NUMBERS. FAILURE TO GIVE PROPER NOTICE WILL RESULT IN A SUSPENSION OF WORK REQUIRING NOTICE, UNTIL PROPER NOTICE IS PROVIDED. 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 FOR TIE-IN PURPOSES SHALL BE COORDINATED WITH THE ENGINEER AND/OR PROPERTY OWNER IN ADVANCE OF THE CLOSURE.
4. THE CONTRACTOR SHALL SUBMIT THE REQUIRED COPIES OF A DETAILED PROGRESS SCHEDULE (PSC) AS OUTLINED IN STANDARD SPECIFICATION 108.04 PRIOR TO OR AT THE PRECONSTRUCTION MEETING. DETAILS SHALL INCLUDE A DESCRIPTION OF EACH WORK ACTIVITY, THE PLANNED DAYS OF WORK, MULTIPLE CREWS OR SHIFTS, AND SCHEDULED WORKING HOURS. DURING THE CONTRACT, THE CONTRACTOR SHALL SUBMIT TWO-WEEK (OR AS REQUIRED) "LOOK AHEAD" SCHEDULES TO THE AREA ENGINEER/MANAGER NO LATER THAN NOON OF EACH THURSDAY. FAILURE TO COMPLY WILL RESULT IN A SUSPENSION OF ALL CONTRACT WORK WITH TIME CHARGES CONTINUING TO BE ASSESSED.

MAINTENANCE OF TRAFFIC

5. THE CONTRACTOR SHALL BE REQUIRED TO SHOW PROOF THAT HE HAS SUFFICIENT APPROVED STRIPING MATERIALS ON HAND TO ENSURE STRIPING IS COMPLETED PRIOR TO FULL OPENING ROADWAY TO TRAFFIC.
6. AT THE END OF EACH DAY'S OPERATION AND BEFORE TRAFFIC IS RETURNED TO UNRESTRICTED ROADWAY USE, TEMPORARY STRIPING SHALL BE UTILIZED AT LOCATIONS THAT REQUIRE PERMANENT STRIPING, SHALL BE INSTALLED IN ACCORDANCE WITH THE TEMPORARY STRIPING POLICY. TEMPORARY PAVEMENT STRIPING MUST MATCH PERMANENT PAVEMENT STRIPING IN ALL REGARDS. TEMPORARY PAVEMENT MARKINGS SHALL BE PAID AT THE APPLICABLE CONTRACT UNIT PRICE. THE CONTRACTOR IS RESPONSIBLE FOR MAINTAINING THE TEMPORARY MARKINGS IN GOOD CONDITION SUCH THAT THE PAVEMENT IS PROPERLY DELINEATED AT ALL TIMES. ANY REFRESHING OF THE TEMPORARY MARKINGS WILL BE AT THE CONTRACTOR'S EXPENSE.
7. ALL WORK SHALL BE PERFORMED IN A MANNER THAT WILL REASONABLY PROVIDE THE LEAST

PAVEMENT & REHABILITATION, SOUTH I-V, 2012

GENERAL CONTRACT PLAN NOTES

PRACTICABLE OBSTRUCTION TO ALL ROAD USERS, INCLUDING VEHICULAR, PEDESTRIAN AND BICYCLE TRAFFIC, AND SHALL CONFORM TO THE REQUIREMENTS OF THE 2011 DELAWARE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, PART 6, INCLUDING ALL REVISIONS UP TO THE DATE OF ADVERTISEMENT FOR BIDS.

8. THE CONTRACTOR SHALL MAINTAIN ACCESS TO AND ALONG PEDESTRIAN FACILITIES AT ALL TIMES DURING CONSTRUCTION. EARTH, STONE AND GRAVEL SURFACES ARE NOT ACCEPTABLE FOR PROVIDING PEDESTRIAN ACCESS. WHERE PEDESTRIAN ROUTES ARE CLOSED OR BLOCKED, ALTERNATE PEDESTRIAN ACCESS SHALL BE PROVIDED USING TA-28 AND/OR TA-29 OF THE 2011 DELAWARE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES OR TO THE SATISFACTION OF THE ENGINEER. PEDESTRIAN DETOUR ROUTES OR ALTERNATE PEDESTRIAN FACILITIES SHALL CONSIST OF ADA COMPLIANT FACILITIES TO THE LEVEL OF WHICH EXISTS ON THE PEDESTRIAN ROUTE. THE COST FOR ANY PROVISIONS SHALL BE INCIDENTAL TO ITEM 763XXX - MAINTENANCE OF TRAFFIC.

PEDESTRIAN MAINTENANCE OF TRAFFIC: THIS WORK SHALL CONSIST OF PROVIDING AND MAINTAINING AN ACCESSIBLE PEDESTRIAN ROUTE THROUGHOUT THE PROJECT'S LIMITS IN ACCORDANCE WITH THE AMERICANS WITH DISABILITIES ACT OF 1990 (ADA) TITLE II, PARAGRAPH 35.130.

THE CONTRACTOR SHALL BE REQUIRED TO REVIEW EACH CURB RAMP LOCATION AND SUBMIT THE APPROPRIATE MAINTENANCE OF TRAFFIC DETAIL AND DEVICES TO THE ENGINEER FOR EACH LOCATION AT LEAST 2 WEEKS BEFORE CONSTRUCTION FOR REVIEW, COMMENT, AND APPROVAL. THE FOLLOWING CONSIDERATIONS SHALL BE TAKEN INTO ACCOUNT WHEN ADDRESSING ACCESSIBLE PEDESTRIAN MAINTENANCE OF TRAFFIC:

- **ALL PEDESTRIANS, INCLUDING PERSONS WITH DISABILITIES, SHALL BE PROVIDED WITH A REASONABLY SAFE, CONVENIENT AND ACCESSIBLE PATH THAT REPLICATES AS MUCH AS PRACTICABLE THE EXISTING PEDESTRIAN FACILITIES.**
- **MAINTAIN ACCESS TO ALL BUSINESSES AND RESIDENCES AT ALL TIMES.**
- **PROVIDE PEDESTRIAN ACCESS THROUGH OR AROUND THE WORK ZONE. IF A DETOUR IS CHOSEN THE CONTRACTOR MUST SUBMIT THE DETOUR ROUTE TO THE ENGINEER FOR REVIEW AND APPROVAL. THE DETOUR ROUTE MUST MEET OR EXCEED THE CURRENT CONDITIONS.**
- **WORK SHOULD BE PHASED SO THAT ALL AREAS OF AN INTERSECTION/SIDEWALK PATH ARE NOT UNDER CONSTRUCTION AT THE SAME TIME UNLESS A CLEAR PATH IS PROVIDED AND IDENTIFIED.**
- **TRAFFIC CONTROL DEVICES AND OTHER CONSTRUCTION MATERIALS AND FEATURES SHALL NOT INTRUDE INTO THE USABLE WIDTH OF THE SIDEWALK, TEMPORARY PATHWAY OR OTHER PEDESTRIAN FACILITY.**
- **SIGNS AND OTHER DEVICES MOUNTED LOWER THAN 7FT ABOVE THE TEMPORARY PEDESTRIAN PATHWAY SHALL NOT PROJECT MORE THAN 4 IN. INTO ACCESSIBLE PEDESTRIAN ROUTE.**

A SMOOTH, CONTINUOUS HARD SURFACE SHALL BE PROVIDED THROUGHOUT THE ENTIRE LENGTH AND WIDTH OF THE PEDESTRIAN ROUTE THROUGHOUT CONSTRUCTION. THERE SHALL BE NO CURBS OR VERTICAL ELEVATION CHANGES GREATER THAN ¼ IN. IN GRADE OR TERRAIN THAT COULD CAUSE TRIPPING OR BE A BARRIER TO WHEELCHAIR USE.

9. AN AMERICAN TRAFFIC SAFETY SERVICES ASSOCIATION (ATSSA) CERTIFIED TRAFFIC CONTROL SUPERVISOR SHALL BE REQUIRED FOR ALL LOCATIONS SPECIFIED IN THE CONTRACT PLANS. A COPY OF THE CERTIFICATION CARD FOR THE ATSSA TRAFFIC CONTROL SUPERVISOR SHALL BE SUBMITTED AT THE PRECONSTRUCTION MEETING. THE PAPER CERTIFICATE IS NOT ACCEPTABLE.

PAVEMENT & REHABILITATION, SOUTH I-V, 2012

GENERAL CONTRACT PLAN NOTES

PAVEMENT MARKINGS

10. AT THE PRECONSTRUCTION MEETING, THE CONTRACTOR SHALL SUBMIT DETAILED DRAWINGS (INCLUDING BUT NOT LIMITED TO EXISTING STRIPING LENGTHS, LANE AND SHOULDER WIDTHS, TURN LANE LENGTHS, LOCATIONS OF STOP BARS, TURN ARROWS, CROSSWALKS AND RAILROAD CROSSINGS) THAT DEPICT THE EXISTING PAVEMENT MARKINGS FOR EACH PROJECT LOCATION. THESE DRAWINGS WILL BE REVIEWED BY THE DEPARTMENT'S TRAFFIC SECTION TO DETERMINE IF ANY CHANGES TO THE FINAL PAVEMENT MARKINGS ARE REQUIRED. FINAL PAVEMENT MARKINGS SHALL CONFORM TO ALL EXISTING PATTERNS UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

THE DEPARTMENT WILL PROVIDE STRIPING LAYOUT AT LOCATIONS WHERE NO PAVEMENT MARKINGS PREVIOUSLY EXISTED. IF DEPARTMENT FORCES PROVIDE STRIPING LAYOUT ON LOCATIONS WHERE MARKINGS PREVIOUSLY EXISTED, THEN THE CONTRACTOR SHALL REIMBURSE THE DEPARTMENT FOR THE LAYOUT COSTS.

UNLESS OTHERWISE DIRECTED BY THE ENGINEER, WHITE EDGE LINES SHALL WRAP AROUND THE RADIUS OF ALL SIDE STREETS AND MAJOR COMMERCIAL ENTRANCES TO A TANGENT POINT. YELLOW CENTERLINES SHALL BE CONTINUOUS AROUND MEDIAN ISLANDS. ALL DOUBLE YELLOW CENTERLINES SHALL BE PLACED IN A 5-6-5 CONFIGURATION (2 EACH, 5" YELLOW STRIPES WITH A 6" GAP BETWEEN).

11. ANY ERRONEOUS MARKING WILL NOT BE PAID FOR AND SHALL BE CORRECTED IMMEDIATELY AT THE CONTRACTORS EXPENSE. ERRONEOUS MARKINGS OR SHADOWS THAT EXCEED ONE (1) INCH IN WIDTH SHALL BE REMOVED BY EITHER SAND OR WATER BLASTING AS DIRECTED BY THE ENGINEER. NO OTHER REMOVAL METHODS WILL BE ALLOWED. A FLAT BLACK PAINT OR DRIVEWAY SEALER SHALL BE APPLIED IN THE AREA OF THE REMOVED MARKING TO MASK THE REPAIR. ANY DAMAGE TO THE PAVEMENT CAUSED BY REMOVAL OF ERRONEOUS MARKINGS SHALL BE REPAIRED / REPLACED TO THE SATISFACTION OF THE ENGINEER AT THE CONTRACTORS EXPENSE.

12. STOP LINES "BARS" SHALL BE INSTALLED IN ACCORDANCE WITH SECTION 3B.16 OF THE 2011 DELAWARE MUTCD.

13. ALL CROSSWALKS SHALL BE INSTALLED IN ACCORDANCE WITH SECTION 3B.18 OF THE 2011 DELAWARE MUTCD.

TRAFFIC SIGNAL NOTES

14. TRAFFIC DETECTION LOOPS SHALL BE PLACED IN THE FINAL WEARING SURFACE UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

15. TRAFFIC DETECTION LOOPS THAT ARE CURRENTLY 5'x7' SHALL BE REPLACED WITH LOOPS THAT ARE 6'x6' AT THE SAME LOCATION. STOP BAR DETECTION LOOPS SHALL BE THE SAME SIZE AS CURRENTLY EXISTING, AND SHOULD BE PLACED STARTING TWO FEET BEHIND THE STOP BAR, UNLESS OTHERWISE DIRECTED BY THE ENGINEER. IF SEPARATE SIGNAL PLANS HAVE BEEN DEVELOPED, THE PLANS SUPERSEDE THIS NOTE.

PROJECT

16. UNLESS SPECIFIED, OVERLAY WIDTHS SHALL MATCH EXISTING WIDTHS.

17. THE COST OF CLIPPING BACK THE EDGES OF THE ROADWAY, SHOULDERS, AND THE FIRST 3' OF

PAVEMENT & REHABILITATION, SOUTH I-V, 2012

GENERAL CONTRACT PLAN NOTES

UNPAVED DRIVEWAY ENTRANCES, PICKING UP AND DISPOSING OF WASTE AND EXCESS MATERIAL, AND CLEANING THE EXISTING PAVEMENT PRIOR TO OVERLAY SHALL BE INCIDENTAL TO SECTION 401(.). PREPARING UNPAVED DRIVEWAY ENTRANCES BEYOND THE FIRST 3' SHALL BE PAID UNDER THE APPROPRIATE CONTRACT ITEMS: 202000 AND/OR 30200X.

18. BUTT JOINTS SHALL BE PLACED AT ALL INTERSECTING HOT MIX ROADS AND ANY OTHER LOCATIONS AS DIRECTED BY THE ENGINEER. BUTT JOINTS AT DRAINAGE STRUCTURES NOT TO BE RESURFACED SHALL BE AS PER THE INCLUDED PLAN DETAIL OR LOCATION NOTES. BUTT JOINTS CUT PRIOR TO THE DAY OF THE PAVEMENT OVERLAY SHALL BE RAMPED WITH HOT MIX TRM. IN MILLING AREAS, THERE WILL BE NO SEPARATE PAYMENT FOR BUTT JOINTS. AFTER PAVEMENT MILLING, ALL TRANSVERSE VERTICAL DIFFERENCES, RAISED EDGES OF MANHOLES, CATCH BASINS, WATER VALVE BOXES, ETC...SHALL BE RAMPED WITH HOT-MIX TRM AT A 20:1 OR FLATTER SLOPE PRIOR TO OPENING THE ROADWAY TO TRAFFIC. PAVEMENT MILLINGS WILL NOT BE ALLOWED FOR USE AS RAMPING MATERIAL.

19. TAPER MILLING IS INTENDED FOR MILLING IN THE AREA OF FIXED STRUCTURES (I.E. CURBS GUARDRAIL, ETC.) THE MILLED DEPTH AT THE STRUCTURE SHALL BE THE DEPTH OF THE PROPOSED OVERLAY AND 0" AT A DISTANCE OF +/- 6½' FROM THE STRUCTURE. THE COMPUTED DEPTH FOR PAYMENT PURPOSES IS THE AVERAGE OF THE TWO DEPTHS.

20. ALL MILLED MATERIAL SHALL REMAIN THE PROPERTY OF THE CONTRACTOR UNLESS OTHERWISE STATED.

21. EXCAVATION FOR P.C.C. CURBS, SIDEWALK OR VALLEY GUTTER SHALL BE INCIDENTAL TO THE BID PRICE FOR THESE RESPECTIVE ITEMS. EXCAVATED MATERIAL, NOT NEEDED ON THE PROJECT, SHALL BE REMOVED FROM THE CONTRACT AT THE CONTRACTORS EXPENSE. ITEM 732XXX, TOPSOIL, SHALL BE USED AS BACKFILL MATERIAL FOR CURB AND SIDEWALK AS DIRECTED BY THE ENGINEER. TOPSOIL SHALL BE SCREENED/SIFTED SO AS NO MATERIAL GREATER THAN .5" IS PRESENT IN MATERIAL USED FOR BACKFILL. AT EACH LOCATION, BACKFILLING SHALL BE PERFORMED IMMEDIATELY UPON REMOVAL OF FORMS FOR CURB OR SIDEWALK WORK. COMPLETE RESTORATION, TOPSOIL, SEEDING, AND REMOVAL OF ALL MATERIALS FOR CURB & GUTTER OR SIDEWALK; SEALING OF VALLEY GUTTERS AND PARGING OF CATCH BASINS, SHALL BE COMPLETED WITHIN SEVEN (7) CALENDAR DAYS OF COMPLETION OF THE ITEM OF WORK. FAILURE TO COMPLY WILL RESULT IN A SUSPENSION OF ALL OTHER CONTRACT WORK WITH TIME CHARGES CONTINUING TO BE ASSESSED.

22. ALL ADJUSTMENTS SHALL BE MADE NO MORE THAN SEVEN (7) CALENDAR DAYS PRIOR TO THE PLACEMENT OF THE FINAL COURSE OF HOT MIX UNLESS OTHERWISE APPROVED BY THE ENGINEER. FAILURE TO COMPLY WILL RESULT IN A SUSPENSION OF ALL OTHER CONTRACT WORK WITH TIME CHARGES CONTINUING TO BE ASSESSED.

23. ALL PAVING, INCLUDING TURN LANES, SHOULDERS AND INTERSECTIONS, IS TO BE COMPLETED WITHIN SEVEN (7) CALENDAR DAYS FROM THE TIME THE AREA WAS MILLED. FAILURE TO COMPLY WILL RESULT IN A SUSPENSION OF ALL OTHER CONTRACT WORK WITH TIME CHARGES CONTINUING TO BE ASSESSED.

24. THE CONTRACTOR SHALL TAKE CARE IN REMOVING PAVEMENT AROUND UTILITIES, BUTT JOINTS, CURBING, ETC. SO THAT EXISTING PAVEMENT BEYOND THE SPECIFIED DEPTHS IS NOT DAMAGED. ANY DAMAGE CAUSED BY THE CONTRACTOR'S OPERATIONS MAY RESULT IN PLACING LEVELING COURSES AT THE CONTRACTOR'S EXPENSE. THE REMOVAL AND CLEAN UP OF THE HOT MIX RESIDUE WEDGE REMAINING AFTER MILLING OPERATIONS SHALL BE INCIDENTAL TO THE MILLING ITEM. THE REMOVAL OF EXISTING RAISED PAVEMENT MARKERS (RPM'S) SHALL BE INCIDENTAL TO THE APPLICABLE MILLING AND/OR RECLAMATION ITEMS.

PAVEMENT & REHABILITATION, SOUTH I-V, 2012

GENERAL CONTRACT PLAN NOTES

25. ALL PORTLAND CEMENT CONCRETE MUST BE RECEIVED FROM AN APPROVED PRODUCTION PLANT UNLESS OTHERWISE APPROVED BY THE ENGINEER. ONLY CALIBRATED VOLUMETRIC CONCRETE TRUCKS WILL BE PERMITTED TO PROVIDE ON-SITE MIXTURES. THIS PERTAINS TO BOTH WORK OCCURRING DURING NORMAL WORKING HOURS AND NIGHTTIME RESTRICTED WORK.

26. DRAINAGE INLETS, WHICH ARE 4' GREATER IN DEPTH AND ARE SLATED FOR REPAIR WILL HAVE STEPS INSTALLED IN ACCORDANCE WITH SECTION 708.07 OF THE STANDARD SPECIFICATIONS. PAYMENT SHALL BE INCIDENTAL TO THE UNIT PRICE BID FOR ITEM 710001.

27. THE PORTLAND CEMENT CONCRETE USED WITHIN ITEM 701002 - ADJUST AND REPAIR EXISTING MAN HOLES AND ITEM 750000 - ADJUST WATER VALVE BOX SHALL CONFORM TO THE REQUIREMENTS OF CLASS A CONCRETE AS STATED WITHIN SECTION 503.02 OF THE DEPARTMENT'S STANDARD SPECIFICATIONS.

Unofficial
Website
Copy

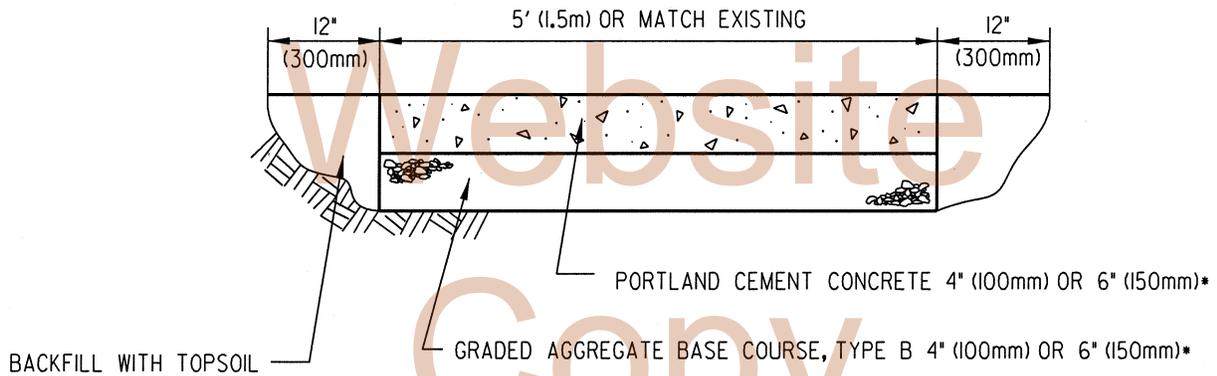
DELAWARE DEPARTMENT OF TRANSPORTATION

CONTRACT NUMBER- T201206205

PAGE 8 OF 18

CENTRAL MAINTENANCE VARIOUS LOCATIONS IN KENT COUNTY

DETAILS SHEET



P.C.C. SIDEWALK
N.T.S.

- **NOTE:** 6" (150mm) CONCRETE OVER 6" (150mm) GRADED AGGREGATE TO BE USED FOR DRIVEWAY PLACEMENT

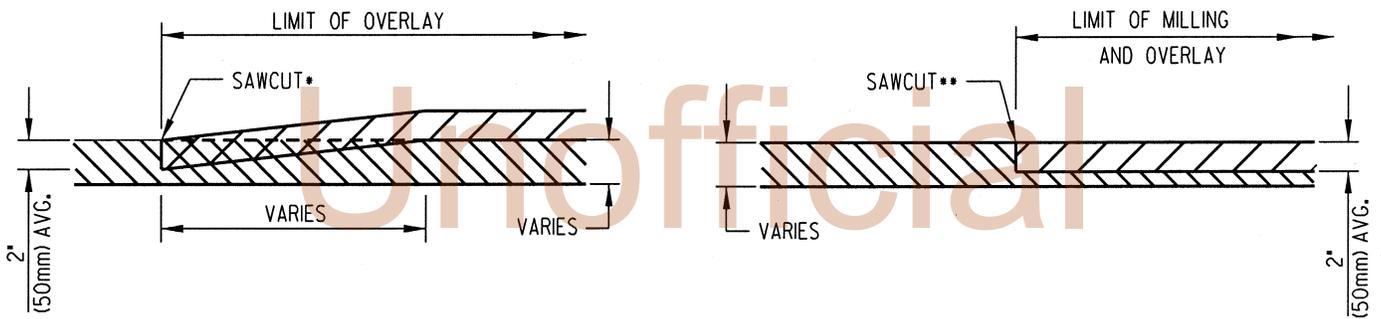
DELAWARE DEPARTMENT OF TRANSPORTATION

CONTRACT NUMBER- T201206205

PAGE 9 OF 18

CENTRAL MAINTENANCE VARIOUS LOCATIONS IN KENT COUNTY

DETAILS SHEET



LEGEND

	— PROPOSED OVERLAY
	— EXISTING PAVEMENT
	— EXISTING PAVEMENT TO BE REMOVED

**HOT-MIX JOINT
FOR OVERLAY SECTION***

PAYMENT UNDER ITEM 761001.
*SAWCUT IS INCIDENTAL TO ITEM 761001.

LEGEND

	— PROPOSED FULL WIDTH MILLING AND HOT MIX OVERLAY
	— EXISTING PAVEMENT (TO REMAIN)

**HOT MIX JOINT
FOR FULL WIDTH MILLING SECTION****

PAYMENT INCIDENTAL TO ITEM 760XXX, MILLING.
**SAWCUT SHALL BE PAID UNDER ITEM 762001.

NOTES:

- THE FOLLOWING LENGTHS ARE BASED ON THE POSTED SPEED OF THE ROADWAY:
1. EQUAL TO OR GREATER THAN 55 MPH = 40 FT (9.1m) PER 1" (25mm) OF OVERLAY DEPTH.
 2. LESS THAN 55 MPH = 30 FT (6m) PER 1" (25mm) OF OVERLAY DEPTH.
 3. AT STOP SIGNS = 15 FT (4.6m) PER 1" (25mm) OF OVERLAY DEPTH.

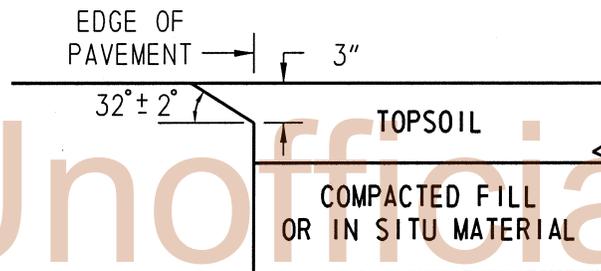
DELAWARE DEPARTMENT OF TRANSPORTATION

CONTRACT NUMBER- T201206205

PAGE 10 OF 18

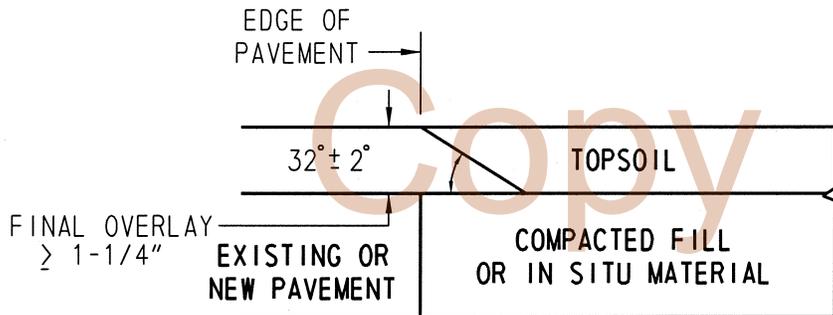
CENTRAL MAINTENANCE VARIOUS LOCATIONS IN KENT COUNTY

DETAILS SHEET



CONCRETE PAVEMENTS

NOT TO SCALE



HOT-MIX PAVEMENTS AND OVERLAYS

NOT TO SCALE

SAFETY EDGE DETAIL

NOT TO SCALE

DELAWARE DEPARTMENT OF TRANSPORTATION

CONTRACT T201206205

PAGE 11 OF 18

CENTRAL
MAINTENANCE

PAVEMENT & REHABILITATION, SOUTH I-V, 2012

LOCATION 1 365(PLAINDEALING RD) FROM STATE STREET (K27) TO PONDEROSA RD (K364)

LENGTH 1755.648 m 5760 L.F. AADT 1381

GENERAL IMPROVEMENTS

4" COLD IN PLACE RECYCLING, 2" WMA (64-22) OVERLAY

COMMENTS:

Please see attached sheets for comments

MATERIAL ESTIMATE FOR LOCATION 1

302005	GRADED AGGREGATE BASE COURSE, TYPE B	10.00 TON
401636	COLD RECYCLED BITUMINOUS PAVEMENT	54,000.00 SY-IN
401713	EMULSIFIED ASPHALT	81,000.00 GAL
401801	BITUMINOUS CONCRETE, SUPERPAVE, TYPE C, 160 GYRATIONS PG 64-22 (CARBONATE STONE)	1,600.00 TON
705002	P.C.C. SIDEWALK, 6"	900.00 S.F.
705007	SIDEWALK SURFACE DETECTABLE WARNING SYSTEM	20.00 S.F.
705009	CURB RAMP, TYPE 2, 3, AND/OR 4	350.00 S.F.
732004	TOPSOIL (TON)	160.00 TON
734013	PERMANENT GRASS SEEDING, DRY GROUND	1,920.00 S.Y.
743004	FURNISH AND MAINTAIN PORTABLE CHANGEABLE MESSAGE SIGN	14.00 EA-DY
743010	FURNISH AND MAINTAIN TRUCK MOUNTED ATTENUATOR, TYPE II	8.00 EA-DY
743051	** FLAGGER, KENT COUNTY, STATE	240.00 HOUR
743063	** FLAGGER, KENT COUNTY, STATE, OVERTIME	24.00 HOUR
746924	FURNISH & INSTALL LOOP WIRE 1-CONDUCTOR #14 AWG ENCASED IN 1/4" FLEXIBLE TUBING IN A LOOP SAWCUT	100.00 L.F.
748015	PERMANENT PAVEMENT STRIPING, SYMBOL/LEGEND ALKYD-THERMOPLAST IC	50.00 S.F.
748019	TEMPORARY MARKINGS, PAINT, 4"	23,040.00 L.F.
748026	TEMPORARY MARKINGS, PAINT SYMBOL/LEGEND	100.00 S.F.
748027	PERMANENT PAVEMENT STRIPING, ALKYD-THERMOPLASTIC, 12"	120.00 L.F.
748548	PERMANENT PAVEMENT STRIPING, EPOXY RESIN PAINT, WHITE/YELLOW, 5"	11,520.00 L.F.
758000	REMOVAL OF EXISTING PORTLAND CEMENT CONCRETE PAVEMENT, CURB, SIDEWALK, ETC.	100.00 S.Y.
760502	PAVEMENT MILLING, TAPER CUT	200.00 SY-IN
761001	BUTT JOINTS, HOT MIX	75.00 S.Y.
762001	SAW CUTTING, HOT MIX	350.00 L.F.
762002	SAW CUTTING, CONCRETE, FULL DEPTH	300.00 L.F.
763621	CONSTRUCTION ENGINEERING, REHABILITATION	3.00 HOUR

** DENOTES FIXED PRICE ITEM

DELAWARE DEPARTMENT OF TRANSPORTATION

CONTRACT T201206205

PAGE 12 OF 18

CENTRAL
MAINTENANCE

PAVEMENT & REHABILITATION, SOUTH I-V, 2012

LOCATION 1 365(PLAINDEALING RD) FROM STATE STREET (K27) TO PONDEROSA RD (K364)

COMMENTS:

1. RECOMMENDED M.O.T. CASE NO. TA-20 (CIPR) - ROAD CLOSURE WITH DETOUR.
TA-10 (OVERLAY).
2. RECOMMENDED WORK HOURS: 8:00AM TO 6:00PM.
3. ON THE MAIN CONSTRUCTION ROAD AND ALL INTERSECTING ROADS, "ROAD WORK AHEAD" AND "END ROAD WORK" SIGNS FACING THE TRAFFIC SHALL BE PLACED AT 1500', 1000' AND 500' APPROACHING THE WORK ZONE. IN THOSE CASES, WHERE IT IS DIFFICULT TO MEET THE ABOVE CRITERIA BECAUSE OF DISTANCE LIMITATIONS, THE SIGN SHALL BE PLACED AS DIRECTED BY THE FIELD ENGINEER.
4. NO WORK SHALL BE PERMITTED WHILE AREA SCHOOLS ARE IN SESSION (ST. THOMAS MOORE).
5. GABC ITEM 302005 AND QUANTITY IS FOR UNIMPROVED DRIVEWAYS.
6. P.C.C. REMOVAL AND 6" SIDEWALK ITEMS ARE FOR CONCRETE DRIVEWAYS.
7. ITEM 748027 12" THERMO PLASTIC SHALL BE USED FOR THE GORE STRIPING.
8. TAPER MILL @ GUARDRAIL.
9. COLD IN PLACE RECYCLING OPERATIONS PHASING NOTES**
=====
- A. THE TRAFFIC CONTROL TA-13 PHASING APPLIES ONLY TO THE COLD IN PLACE RECYCLING OPERATION AND DOES NOT APPLY TO THE WARM-MIX OVERLAY AND REMAINING OPERATIONS OF THE PROJECT. SEE ATTACHED DETOUR PLANS (SHEET 1 OF 5) AS PER THE TRAFFIC SECTIONS RECOMMENDATION.
- B. THE CIPR OPERATION IS FOR THE TRAVEL LANES AND BYPASS LANE TO MATCH EXISTING WIDTH.
- C. SEE ATTACHED PAGES 12A OF 18 FOR CORE INFORMATION.
- D. CORE SHEETS ARE FOR INFORMATIONAL PURPOSES ONLY AND MAY NOT BE REPRESENTATIVE OF ALL CONDITION PRESENT IN THE FIELD.
- E. A ENGINEERED DESIGN EMULSION MIX SHALL BE USED FOR THIS LOCATION, INCIDENTAL TO ITEM 401713, EMULSIFIED ASPHALT. REFERENCE SPECIFICATIONS FOR 304508, SECTION NO.7 SELECTION OF EMULSION CONTENT.

=====

CURB RAMP LOCATIONS:
ST. THOMAS MOORE - 2

CORE RESULTS

Maintenance # K365

Road Name: Plaindealing Road

Coring Date:

4/12/2011

Limits: S. State Street and Ponderosa Drive

Core #	Location Description	Lane	Offset	GPS Coordinates	HMA	PCC	ST	ATB	CTB	SC	CR	Stone	Sand	Other	Layer Order
1 EB	250' East of S. State Street	Travel	5 ft. Right Centerline		2		1		6					select	HMA - ST - CTB
2 EB	1750' East of S. State Street	Travel	6 ft. Right Centerline		2		1		5.25					select	HMA - ST - CTB
3 EB	3400' East of S. State Street	Travel	5 ft. Right Centerline		2.25		1.25		6					select	HMA - ST - CTB
4 EB	4900' East of S. State Street	Travel	5 ft. Right Centerline		2		1		5.25					select	HMA - ST - CTB
5 WB	400' West of Ponderosa Drive	Travel	5 ft. Right Centerline		2		1		6					select	HMA - ST - CTB
6 WB	2200' West of Ponderosa Drive	Travel	6 ft. Right Centerline		1.75		0.75		5.5					select	HMA - ST - CTB
7 WB	3700' West of Ponderosa Drive	Travel	5 ft. Right Centerline		1.25		0.5		6					select	HMA - ST - CTB
8 WB	5200' West of Ponderosa Drive	Travel	5 ft. Right Centerline		2		1		6					select	HMA - ST - CTB

Abbreviations: HMA - Asphalt PCC - Concrete ST - Surface Treatment ATB - Asphalt Treated Base CTB - Cement Treated Base SC - Soil Cement CR - Crusher Run

DELAWARE DEPARTMENT OF TRANSPORTATION

CONTRACT T201206205

PAGE 13 OF 18

CENTRAL
MAINTENANCE

PAVEMENT & REHABILITATION, SOUTH I-V, 2012

LOCATION 2 368(BRIARBUSH RD) FROM MILLCHOP RD (K368) TO WOODLEYTOWN RD (K106)

LENGTH 563.2704 m 1848 L.F. AADT 660

GENERAL IMPROVEMENTS

6" FULL DEPTH RECLAMATION, 2" WMA (64-22) OVERLAY

COMMENTS:

Please see attached sheets for comments

MATERIAL ESTIMATE FOR LOCATION 2

302005	GRADED AGGREGATE BASE COURSE, TYPE B	5.00 TON
304506	PORTLAND CEMENT	20.00 TON
304508	BITUMINOUS STABILIZED FULL-DEPTH RECLAMATION	5,000.00 S.Y.
401696	ENTRANCE, DRIVEWAY AND INTERSECTING STREET PAVING SURCHARGE	50.00 TON
401713	EMULSIFIED ASPHALT	15,000.00 GAL
401801	BITUMINOUS CONCRETE, SUPERPAVE, TYPE C, 160 GYRATIONS PG 64-22 (CARBONATE STONE)	600.00 TON
743004	FURNISH AND MAINTAIN PORTABLE CHANGEABLE MESSAGE SIGN	14.00 EA-DY
743010	FURNISH AND MAINTAIN TRUCK MOUNTED ATTENUATOR, TYPE II	4.00 EA-DY
743051	** FLAGGER, KENT COUNTY, STATE	80.00 HOUR
743063	** FLAGGER, KENT COUNTY, STATE, OVERTIME	8.00 HOUR
748019	TEMPORARY MARKINGS, PAINT, 4"	7,600.00 L.F.
748548	PERMANENT PAVEMENT STRIPING, EPOXY RESIN PAINT, WHITE/YELLOW, 5"	3,800.00 L.F.
761001	BUTT JOINTS, HOT MIX	3,600.00 S.Y.
762001	SAW CUTTING, HOT MIX	200.00 L.F.

** DENOTES FIXED PRICE ITEM

LOCATION 2 368(BRIARBUSH RD) FROM MILLCHOP RD (K368) TO WOODLEYTOWN RD (K106)

COMMENTS:

1. RECOMMENDED M.O.T. CASE NO. TA-20(FDR) - ROAD CLOSURE WITH DETOUR.
TA-10(OVERLAY).
 2. RECOMMENDED WORK HOURS - 8:00AM TO 6:00PM.
 3. ON THE MAIN CONSTRUCTION ROAD AND ALL INTERSECTING ROADS, "ROAD WORK AHEAD" AND "END ROAD WORK" SIGNS FACING THE TRAFFIC SHALL BE PLACED AT 1500', 1000' AND 500' APPROACHING THE WORK ZONE. IN THOSE CASES, WHERE IT IS DIFFICULT TO MEET THE ABOVE CRITERIA BECAUSE OF DISTANCE LIMITATIONS, THE SIGN SHALL BE PLACED AS DIRECTED BY THE FIELD ENGINEER.
 6. GABC ITEM 302005 AND QUANTITY IS FOR UNIMPROVED DRIVEWAYS.
 7. RECLAMATION NOTES
=====
 - A. ROAD CLOSURE WILL BE PERMITTED FOR RECLAMATION OPERATIONS "ONLY". SEE ATTACHED DETOUR PLANS (SHEET 2 OF 5) AS PER THE TRAFFIC SECTIONS RECOMMENDATION. RECOMMENDED M.O.T. CASE TA-10 FOR REMAINDER OF OPERATIONS.
 - B. SEE ATTACHED PAGES 14A OF 18 FOR CORE INFORMATION.
 - C. CORE SHEETS ARE FOR INFORMATIONAL PURPOSES ONLY AND MAY NOT BE REPRESENTATIVE OF ALL CONDITION PRESENT IN THE FIELD.
 - D. STABILIZATION MUST OCCUR ON THE SAME DAY AS THE RECLAMATION.
 - E. A ENGINEERED DESIGN EMULSION MIX SHALL BE USED FOR THIS LOCATION, INCIDENTAL TO ITEM 401713, EMULSIFIED ASPHALT. REFERENCE SPECIFICATIONS FOR 304508, SECTION NO.7 SELECTION OF EMULSION CONTENT.
 - F. THE ADDITION OF PORTLAND CEMENT ITEM 304506 TO THE APPROVED MIX DESIGN IS TO AID IN THE CURING PROCESS.
- =====

Unofficial
Website
Copy

CORE RESULTS

Maintenance #K367

Road Name: Briarbusch

Coring Date: 5 /29/2013

Limits: Millchop Lane and Woodlytown Road

Core #	Location Description	Lane	Offset	GPS Coordinates	HMA	PCC	ST	ATB	CTB	SC	CR	Stone	Sand	Other	Layer Order
1 SB	115' from Millchop lane	Travel	5 ft. Right Centerline		1.5		1.75							original	HMA - ST
2 SB	1900' from Millchop Lane	Travel	5 ft. Right Centerline		1.75		1.75							original	HMA - ST
3 NB	1250' from Woodlytown Road	Travel	5 ft. Right		2		1.75							original	HMA - ST

Unofficial
 Website
 Copy

Abbreviations: HMA - Asphalt PCC - Concrete ST - Surface Treatment ATB - Asphalt Treated Base CTB - Cement Treated Base SC - Soil Cement CR - Crusher Run

DELAWARE DEPARTMENT OF TRANSPORTATION

CONTRACT T201206205

PAGE 15 OF 18

CENTRAL
MAINTENANCE

PAVEMENT & REHABILITATION, SOUTH I-V, 2012

LOCATION 3 **380(ANDREWS LAKE ROAD) FROM RT.12 (K34) TO CANTERBURY ROAD (K33)**

LENGTH 5922.264 m 19430 L.F. AADT 1170

GENERAL IMPROVEMENTS

6" FULL DEPTH RECLAMATION WITH 2" WMA (64-22) OVERLAY

COMMENTS:

Please see attached sheets for comments

MATERIAL ESTIMATE FOR LOCATION 3

302005	GRADED AGGREGATE BASE COURSE, TYPE B	50.00 TON
304506	PORTLAND CEMENT	181.00 TON
304508	BITUMINOUS STABILIZED FULL-DEPTH RECLAMATION	45,337.00 S.Y.
401696	ENTRANCE, DRIVEWAY AND INTERSECTING STREET PAVING SURCHARGE	525.00 TON
401713	EMULSIFIED ASPHALT	136,011.00 GAL
401801	BITUMINOUS CONCRETE, SUPERPAVE, TYPE C, 160 GYRATIONS PG 64-22 (CARBONATE STONE)	5,726.00 TON
705002	P.C.C. SIDEWALK, 6"	210.00 S.F.
732004	TOPSOIL (TON)	540.00 TON
734013	PERMANENT GRASS SEEDING, DRY GROUND	6,480.00 S.Y.
743004	FURNISH AND MAINTAIN PORTABLE CHANGEABLE MESSAGE SIGN	42.00 EA-DY
743010	FURNISH AND MAINTAIN TRUCK MOUNTED ATTENUATOR, TYPE II	45.00 EA-DY
743051	** FLAGGER, KENT COUNTY, STATE	768.00 HOUR
743063	** FLAGGER, KENT COUNTY, STATE, OVERTIME	77.00 HOUR
748019	TEMPORARY MARKINGS, PAINT, 4"	77,720.00 L.F.
748548	PERMANENT PAVEMENT STRIPING, EPOXY RESIN PAINT, WHITE/YELLOW, 5"	63,147.00 L.F.
758000	REMOVAL OF EXISTING PORTLAND CEMENT CONCRETE PAVEMENT, CURB, SIDEWALK, ETC.	24.00 S.Y.
761001	BUTT JOINTS, HOT MIX	1,760.00 S.Y.
762001	SAW CUTTING, HOT MIX	980.00 L.F.
762002	SAW CUTTING, CONCRETE, FULL DEPTH	70.00 L.F.

** DENOTES FIXED PRICE ITEM

LOCATION 3 380(ANDREWS LAKE ROAD) FROM RT.12 (K34) TO CANTERBURY ROAD (K33)

COMMENTS:

1. RECOMMENDED M.O.T. CASE NO. TA-20 (FDR) - ROAD CLOSURE WITH DETOUR.
TA-10 (OVERLAY).

2. RECOMMENDED WORK HOURS: 8:00AM TO 6:00PM.

3. ON THE MAIN CONSTRUCTION ROAD AND ALL INTERSECTING ROADS, "ROAD WORK AHEAD" AND "END ROAD WORK" SIGNS FACING THE TRAFFIC SHALL BE PLACED AT 1500', 1000' AND 500' APPROACHING THE WORK ZONE. IN THOSE CASES, WHERE IT IS DIFFICULT TO MEET THE ABOVE CRITERIA BECAUSE OF DISTANCE LIMITATIONS, THE SIGN SHALL BE PLACED AS DIRECTED BY THE FIELD ENGINEER.

4. GABC ITEM 302005 AND QUANTITY IS FOR UNIMPROVED DRIVEWAYS.

5. P.C.C. REMOVAL AND 6" SIDEWALK ITEMS ARE FOR CONCRETE DRIVEWAYS.

6. RECLAMATION NOTES

=====

A. ROAD CLOSURE WILL BE PERMITTED FOR RECLAMATION OPERATIONS "ONLY" AND WILL BE COMPLETED IN THREE SEGMENTS. THE FDR OPERATION SHALL BE COMPLETED IN BOTH DIRECTIONS BEFORE MOVING ONTO THE NEXT SEGMENT. SEE ATTACHED DETOUR PLANS (SHEETS 3-5 OF 5) AS PER THE TRAFFIC SECTIONS RECOMMENDATION. RECOMMENDED M.O.T. CASE TA-10 FOR REMAINDER OF OPERATIONS.

. SEGMENTS SHALL BE DESIGNATED AS FOLLOWS:

- . 1. DE15 - K382 INDIAN POINT RD.
- . 2. K382 INDIAN POINT RD - K383 ROBBINS RD.
- . 3. K383 ROBBINS RD - DE12.

B. SEE ATTACHED PAGES 16A - 16D OF 18 CORE INFORMATION.

C. CORE SHEETS ARE FOR INFORMATIONAL PURPOSES ONLY AND MAY NOT BE REPRESENTATIVE OF ALL CONDITION PRESENT IN THE FIELD.

D. STABILIZATION MUST OCCUR ON THE SAME DAY AS THE RECLAMATION.

E. A ENGINEERED DESIGN EMULSION MIX SHALL BE USED FOR THIS LOCATION, INCIDENTAL TO ITEM 401713, EMULSIFIED ASPHALT. REFERENCE SPECIFICATIONS FOR 304508, SECTION NO.7 SELECTION OF EMULSION CONTENT.

F. THE ADDITION OF PORTLAND CEMENT ITEM 304506 TO THE APPROVED MIX DESIGN IS TO AID IN THE CURING PROCESS.

=====

CORE RESULTS

Maintenance # K380

Road Name: Andrews Lake Road

Coring Date: 4/11/2011

Limits: Chimmney Hill Road and Mid State Road

Core #	Location Description	Lane	Offset	GPS Coordinates	HMA	PCC	ST	ATB	CTB	SC	CR	Stone	Sand	Other	Layer Order
1 EB	3300' East of Rt 13	Travel	5 ft. Right Centerline		3.25		0.5							original	HMA - ST
2 EB	4800' East of Rt 13	Travel	5 ft. Right Centerline		3		0.5							original	HMA - ST
3 WB	200' West of Canterbury Road	Travel	6 ft. Right Centerline		2.5		1							original	HMA - ST
4 WB	1700' West of Canterbury Road	Travel	5 ft. Right Centerline		2.75		0.75							original	HMA - ST
5 EB	400' East of Canterbury Road	Travel	5 ft. Right Centerline		2.25		1							original	HMA - ST
6 EB	1900' East of Canterbury Road	Travel	5 ft. Right Centerline		2.25		1							original	HMA - ST
7 EB	3500' East of Canterbury Road	Travel	6 ft. Right Centerline		1.5		0.75							original	HMA - ST
8 EB	5000' East of Canterbury Road	Travel	5 ft. Right Centerline		2.25		1							original	HMA - ST

Abbreviations: HMA - Asphalt PCC - Concrete ST - Surface Treatment ATB - Asphalt Treated Base CTB - Cement Treated Base SC - Soil Cement CR - Crusher Run

Maintenance # K380

Road Name: Andrews Lake Road

Coring Date: 4/11/2011

Limits: Chimmney Hill Road and Mid State Road

Core #	Location Description	Lane	Offset	GPS Coordinates	HMA	PCC	ST	ATB	CTB	SC	CR	Stone	Sand	Other	Layer Order
9 EB	6800' East of Canterbury Road	Travel	5 ft. Right Centerline		2.25		0.75							original	HMA - ST
10 EB	8300' East of Canterbury Road	Travel	5 ft. Right Centerline		2.5		0.75							original	HMA - ST
11 EB	9800' East of Canterbury Road	Travel	5 ft. Right Centerline		2.25		0.5							original	HMA - ST
12 WB	300' West of McGinnis Pond Road	Travel	5 ft. Right Centerline		2.25		0.75							original	HMA - ST
13 WB	1800' West of McGinnis Pond Road	Travel	4 ft. Right Centerline		2.5		0.75							original	HMA - ST
14 WB	3500' West of McGinnis Pond Road	Travel	5 ft. Right Centerline		2.25		0.5							original	HMA - ST
15 WB	5000' West of McGinnis Pond Road	Travel	6 ft. Right Centerline		1.5		.5							original	HMA - ST
16 WB	6500' West of McGinnis Pond Road	Travel	5 ft. Right Centerline		2.5		1							original	HMA - ST

Unofficial
Website
Copy

Abbreviations: HMA -Asphalt PCC - Concrete ST - Surface Treatment ATB - Asphalt Treated Base CTB - Cement Treated Base SC - Soil Cement CR - Crusher Run

Limits: Chimmney Hill Road and Mid State Road

Core #	Location Description	Lane	Offset	GPS Coordinates	HMA	PCC	ST	ATB	CTB	SC	CR	Stone	Sand	Other	Layer Order
17 WB	8700' West of McGinnis Pond Road	Travel	5 ft. Right Centerline		2		0.75							original	HMA - ST
18 WB	10200' West of McGinnis Pond Road	Travel	5 ft. Right Centerline		2.5		0.5							original	HMA - ST
19 EB	950' East of Robbins Road	Travel	5 ft. Right Centerline		2.75		1							original	HMA - ST
20 EB	2400' East of Robbins Road	Travel	5 ft. Right Centerline		2.5		1							original	HMA - ST
21 EB	3900' East of Robbins Road	Travel	5 ft. Right Centerline		3		0.75							original	HMA - ST
22 EB	5400' East of Robbins Road	Travel	6 ft. Right Centerline		3		0.75							original	HMA - ST
23 WB	350' West of Mid State Road	Travel	5 ft. Right Centerline		3		1							original	HMA - ST
24 WB	2000' West of Mid State Road	Travel	5 ft. Right Centerline		2		0.75							original	HMA - ST

Unofficial Website Copy

Maintenance # K380

Road Name: Andrews Lake Road

Coring Date:

4/11/2011

Limits: Chimmney Hill Road and Mid State Road

Core #	Location Description	Lane	Offset	GPS Coordinates	HMA	PCC	ST	ATB	CTB	SC	CR	Stone	Sand	Other	Layer Order
25	3500' West of Mid State Road	Travel	6 ft. Right Centerline		3.25		0.75							original	HMA - ST
26	5300' West of Mid State Road	Travel	5 ft. Right Centerline		3.25		1							original	HMA - ST

Unofficial Website Copy

DELAWARE DEPARTMENT OF TRANSPORTATION

CONTRACT: T201206205

PAGE 17 OF 18

CENTRAL PAVEMENT & REHABILITATION, SOUTH I-V, 2012
MAINTENANCE

CONTRACT QUANTITIES SUMMARY SHEET

302005	GRADED AGGREGATE BASE COURSE, TYPE B	65.00 TON
304506	PORTLAND CEMENT	201.00 TON
304508	BITUMINOUS STABILIZED FULL-DEPTH RECLAMATION	50,337.00 S.Y.
401636	COLD RECYCLED BITUMINOUS PAVEMENT	54,000.00 SY-IN
401696	ENTRANCE, DRIVEWAY AND INTERSECTING STREET PAVING SURCHARGE	575.00 TON
401713	EMULSIFIED ASPHALT	232,011.00 GAL
401801	BITUMINOUS CONCRETE, SUPERPAVE, TYPE C, 160 GYRATIONS PG 64-22 (CARBONATE STONE)	7,926.00 TON
705002	P.C.C. SIDEWALK, 6"	1,110.00 S.F.
705007	SIDEWALK SURFACE DETECTABLE WARNING SYSTEM	20.00 S.F.
705009	CURB RAMP, TYPE 2, 3, AND/OR 4	350.00 S.F.
732004	TOPSOIL (TON)	700.00 TON
734013	PERMANENT GRASS SEEDING, DRY GROUND	8,400.00 S.Y.
743004	FURNISH AND MAINTAIN PORTABLE CHANGEABLE MESSAGE SIGN	70.00 EA-DY
743010	FURNISH AND MAINTAIN TRUCK MOUNTED ATTENUATOR, TYPE II	57.00 EA-DY
743051	** FLAGGER, KENT COUNTY, STATE	1,088.00 HOUR
743063	** FLAGGER, KENT COUNTY, STATE, OVERTIME	109.00 HOUR
746924	FURNISH & INSTALL LOOP WIRE 1-CONDUCTOR #14 AWG ENCASED IN 1/4" FLEXIBLE TUBING IN A LOOP SAWCUT	100.00 L.F.
748015	PERMANENT PAVEMENT STRIPING, SYMBOL/LEGEND ALKYD-THERMOPLAST IC	50.00 S.F.
748019	TEMPORARY MARKINGS, PAINT, 4"	108,360.00 L.F.
748026	TEMPORARY MARKINGS, PAINT SYMBOL/LEGEND	100.00 S.F.
748027	PERMANENT PAVEMENT STRIPING, ALKYD-THERMOPLASTIC, 12"	120.00 L.F.
748548	PERMANENT PAVEMENT STRIPING, EPOXY RESIN PAINT, WHITE/YELLOW, 5"	78,467.00 L.F.
758000	REMOVAL OF EXISTING PORTLAND CEMENT CONCRETE PAVEMENT, CURB, SIDEWALK, ETC.	124.00 S.Y.
760502	PAVEMENT MILLING, TAPER CUT	200.00 SY-IN
761001	BUTT JOINTS, HOT MIX	5,435.00 S.Y.
762001	SAW CUTTING, HOT MIX	1,530.00 L.F.
762002	SAW CUTTING, CONCRETE, FULL DEPTH	370.00 L.F.
763000	INITIAL EXPENSE	LUMP SUM

DELAWARE DEPARTMENT OF TRANSPORTATION

CONTRACT: T201206205

PAGE 18 OF 18

CENTRAL PAVEMENT & REHABILITATION, SOUTH I-V, 2012
MAINTENANCE

CONTRACT QUANTITIES SUMMARY SHEET

763621 CONSTRUCTION ENGINEERING, REHABILITATION

3.00 HOUR

763643 MAINTENANCE OF TRAFFIC, ALL INCLUSIVE

LUMP SUM

** DENOTES FIXED PRICE ITEM

Unofficial
Website
Copy

CHANGEABLE MESSAGE BOARDS:

CMS-1 PRIOR TO DETOUR (10 DAYS PRIOR TO BEGINNING OF DETOUR)

PLAIN-DEALING ROAD **TO CLOSE STARTING XXXXXX**

CMS-1 DURING DETOUR (DISPLAYED UP TO 5 DAYS AFTER IMPLEMENTATION OF DETOUR)

PLAIN-DEALING ROAD **CLOSED FOLLOW DETOUR**

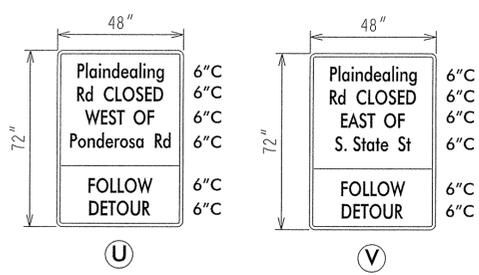
CMS-2 PRIOR TO DETOUR (10 DAYS PRIOR TO BEGINNING OF DETOUR)

XXXXXXXX **XXXXXXXX**
XXXXXXXX **XXXXXXXX**
XXXXXXXX **XXXXXXXX**

CMS-2 DURING DETOUR

XXXXXXXX **XXXXXXXX**
XXXXXXXX **XXXXXXXX**
XXXXXXXX **XXXXXXXX**

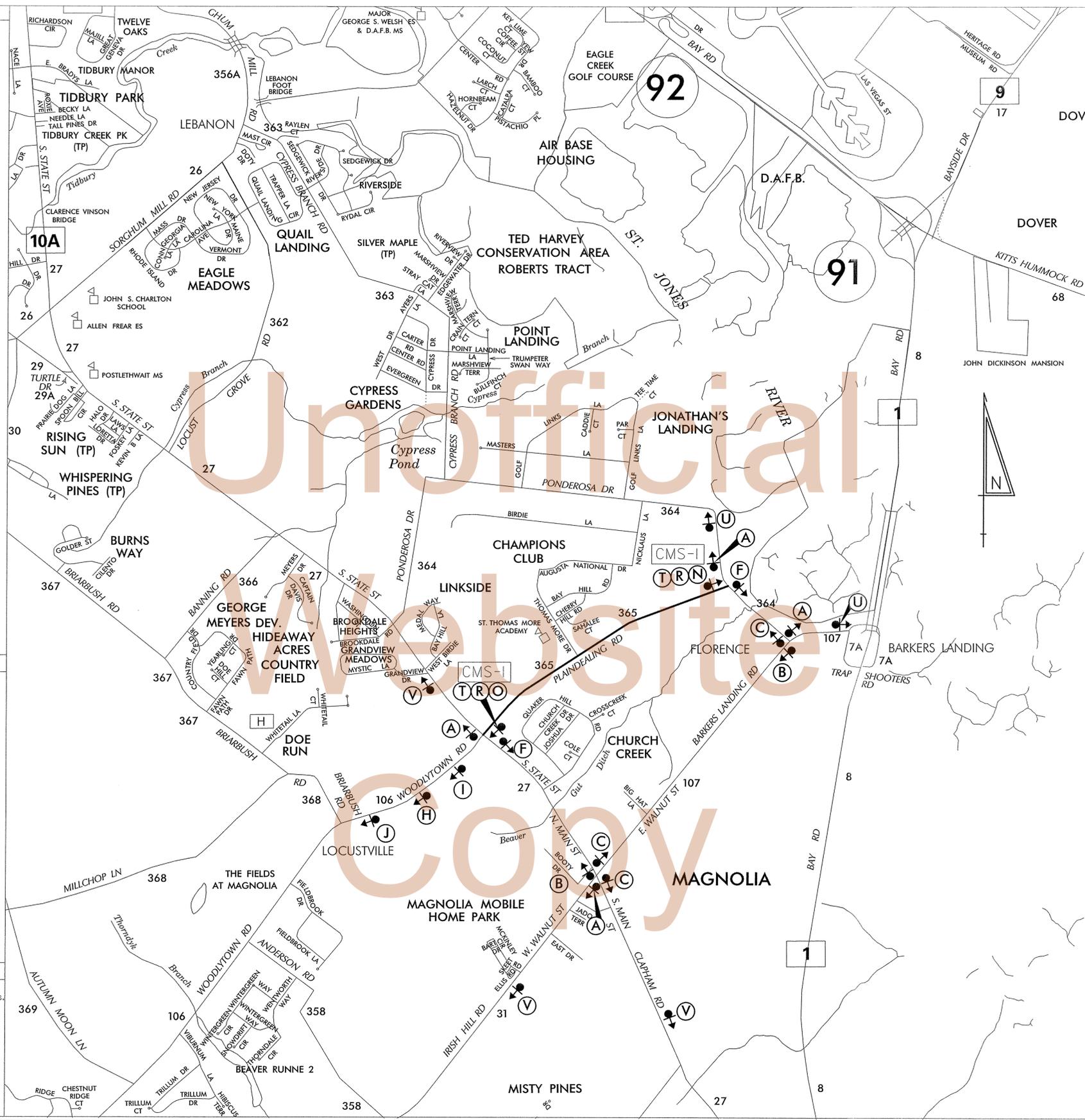
SPECIAL SIGNS:



D/G FLOURESCENT ORANGE; BLACK LEGEND

SPECIAL NOTES:

1. Flaggers shall be placed at all diversion points to allow for local access.



LEGEND:

A DETOUR (up arrow)

B DETOUR (left arrow)

C DETOUR (right arrow)

D DETOUR (up-left arrow)

E DETOUR (up-right arrow)

F END DETOUR

G DETOUR AHEAD

H DETOUR 1000 FT

I DETOUR 500 FT

J ROAD CLOSED AHEAD

K ROAD CLOSED 1000 FT

L ROAD CLOSED 500 FT

M ROAD NAME

N DETOUR (left arrow)

O DETOUR (right arrow)

P ROAD CLOSED XX MILES AHEAD LOCAL TRAFFIC ONLY

Q ROAD CLOSED

R ROAD CLOSED TO THRU TRAFFIC

S BARRICADE (hatched pattern)

T BARRICADE (hatched pattern)

GENERAL NOTES:

- ALL DETOUR SIGNING INCLUDING TRAILBLAZERS, ARE TO BE SUPPLIED AND MAINTAINED BY THE GENERAL CONTRACTOR IN COMPLIANCE TO THE DE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
- THE CONTRACTOR SHALL COMPLY WITH GUIDELINES IN "THE DELAWARE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (DE-MUTCD PART 6) FOR LIGHTS, BARRICADES AND SIGNS, (AS PER LATEST REVISION)
- FIELD CONDITIONS MAY DICTATE CHANGES AT SOME TIME DURING THE LIFE OF THE CONTRACT. IN THE EVENT OF OMISSIONS OR CORRECTIONS, THE SIGNING PROVISIONS OF THE DELAWARE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES WILL PREVAIL.
- SIGNS J THROUGH L AND P THROUGH R, THE WORD (ROAD) SHOULD BE CHANGED TO RAMP, R/R OR BRIDGE WHERE APPLICABLE.
- WARNING SIGNS SHOULD BE MOUNTED ON BREAKAWAY POSTS AND HAVE RETROREFLECTIVE FLUORESCENT SHEETING.
- *S* BARRICADES SHALL COMPLETELY RUN THE FULL WIDTH OF ROADWAY.
- BARRICADES SHALL BE A MINIMUM OF 6 FEET WIDE UNLESS DIRECTED BY THE ENGINEER.

RECOMMENDED *[Signature]* DATE: 9-7-11

RECOMMENDED *[Signature]* DATE: 09-08-11

RECOMMENDED _____ DATE: _____

APPROVED CHIEF SAFETY OFFICER *[Signature]* DATE: 9-21-11

APPROVED TRAFFIC ENGINEER *[Signature]* DATE: 9/21/11



NOT TO SCALE

Pave and Rehab Plaindealing Rd Kent County

CONTRACT	ROAD NO.	K365
T201106104	DESIGNED BY:	MFR
COUNTY	CHECKED BY:	ASW
KENT		

DETOUR PLAN
Plaindealing Rd between S. State St and Ponderosa Dr

SHEET NO.	1
TOTAL SHTS.	5

C:\DOCUMENTS AND SETTINGS\MICHAEL.RIVERAMY\DOCUMENTS\MICRO STATION DGN\PLAINDEALING RD.DGN

CHANGEABLE MESSAGE BOARDS

CMS-1
PRIOR TO DETOUR
(10 DAYS PRIOR TO BEGINNING OF DETOUR)

BRIAR-BUSH ROAD

TO CLOSE STARTING XXXXXX

CMS-1
DURING DETOUR
(DISPLAYED UP TO 5 DAYS AFTER IMPLEMENTATION OF DETOUR)

BRIAR-BUSH ROAD

CLOSED FOLLOW DETOUR

CMS-2
PRIOR TO DETOUR
(10 DAYS PRIOR TO BEGINNING OF DETOUR)

XXXXXXXXXX
XXXXXXXXXX
XXXXXXXXXX

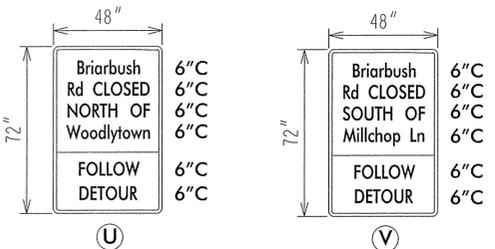
XXXXXXXXXX
XXXXXXXXXX
XXXXXXXXXX

CMS-2
DURING DETOUR

XXXXXXXXXX
XXXXXXXXXX
XXXXXXXXXX

XXXXXXXXXX
XXXXXXXXXX
XXXXXXXXXX

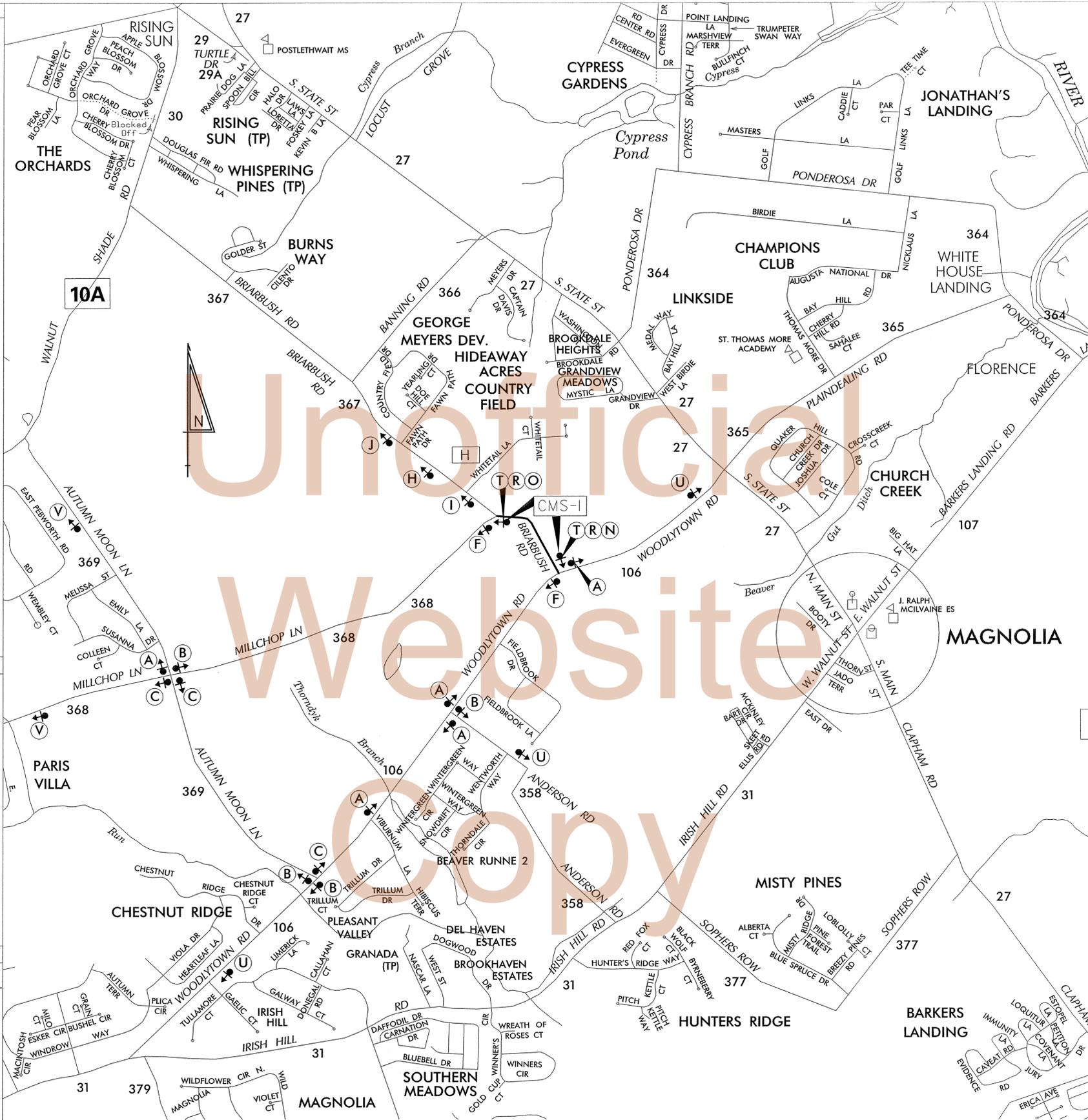
SPECIAL SIGNS



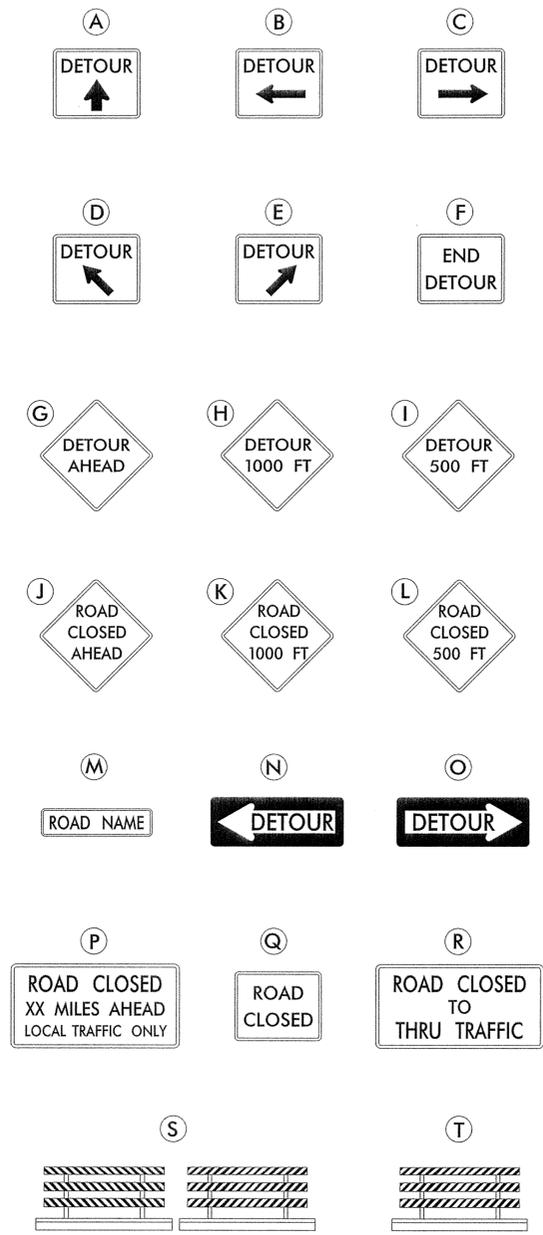
D/G FLOURESCENT ORANGE; BLACK LEGEND

SPECIAL SIGNS

1. Flagger's shall be used at all diversion points to allow for local access.



LEGEND



GENERAL NOTES

- ALL DETOUR SIGNING INCLUDING, TRAILBLAZERS, ARE TO BE SUPPLIED AND MAINTAINED BY THE GENERAL CONTRACTOR IN COMPLIANCE WITH THE DE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES.
- THE CONTRACTOR SHALL COMPLY WITH GUIDELINES IN THE DELAWARE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (DE- MUTCD PART 6) FOR LIGHTS, BARRICADES AND SIGNS.(AS PER LATEST REVISION)
- FIELD CONDITIONS MAY DICTATE CHANGES AT SOME TIME DURING THE LIFE OF THE CONTRACT. IN THE EVENT OF OMISSIONS OR CORRECTIONS, THE SIGNING PROVISIONS OF THE DELAWARE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES WILL PREVAIL.
- SIGNS J THROUGH L AND P THROUGH R, THE WORD (ROAD) SHOULD BE CHANGED TO RAMP, R/R OR BRIDGE WHERE APPLICABLE.
- WARNING SIGNS SHOULD BE MOUNTED ON BREAKAWAY POSTS AND HAVE RETROREFLECTIVE FLUORESCENT SHEETING.
- *S* BARRICADES SHALL COMPLETELY RUN THE FULL WIDTH OF ROADWAY.
- BARRICADES SHALL BE A MINIMUM OF 6 FEET WIDE UNLESS DIRECTED BY THE ENGINEER.

C:\DOCUMENTS AND SETTINGS\MICHAEL.RIVERAMY\DOCUMENTS\MICRO STATION DGN\BRIARBUSH_RD.DGN

RECOMMENDED *[Signature]* DATE: 9-5-11 RECOMMENDED *[Signature]* DATE: 09-08-11 APPROVED CHIEF SAFETY OFFICER *[Signature]* DATE: 9-6-11 APPROVED TRAFFIC ENGINEER *[Signature]* DATE: 9/3/11

DELAWARE DEPARTMENT OF TRANSPORTATION

ADDENDUM / REVISIONS	

NOT TO SCALE

PAVE and REHAB Briarbush Rd KENT COUNTY

CONTRACT	ROAD NO.	K367
T201106104	DESIGNED BY:	MFR
COUNTY	CHECKED BY:	ASW
KENT		

DETOUR PLAN	SHEET NO.
Briarbush Rd between Millchop Ln and Woodlytown Rd	2
	TOTAL SHTS.
	5

CHANGEABLE MESSAGE BOARDS

CMS-1
 PRIOR TO DETOUR
 (10 DAYS PRIOR TO BEGINNING OF DETOUR)

ANDREWS LAKE ROAD

TO CLOSE STARTING XXXXXX

CMS-1
 DURING DETOUR
 (DISPLAYED UP TO 5 DAYS AFTER IMPLEMENTATION OF DETOUR)

ANDREWS LAKE ROAD

CLOSED FOLLOW DETOUR

CMS-2
 PRIOR TO DETOUR
 (10 DAYS PRIOR TO BEGINNING OF DETOUR)

XXXXXXXXXX
 XXXXXXXXXXXX
 XXXXXXXXXXXX

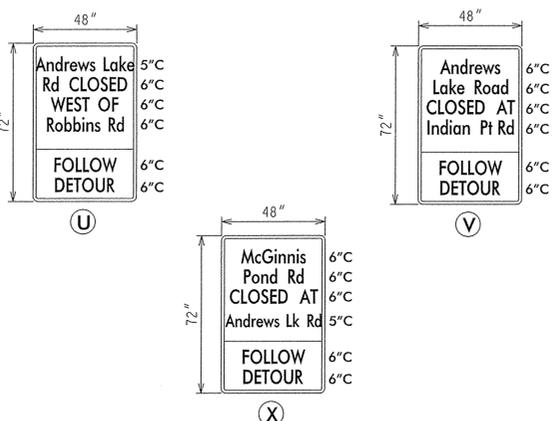
XXXXXXXXXX
 XXXXXXXXXXXX
 XXXXXXXXXXXX

CMS-2
 DURING DETOUR

XXXXXXXXXX
 XXXXXXXXXXXX
 XXXXXXXXXXXX

XXXXXXXXXX
 XXXXXXXXXXXX
 XXXXXXXXXXXX

SPECIAL SIGNS



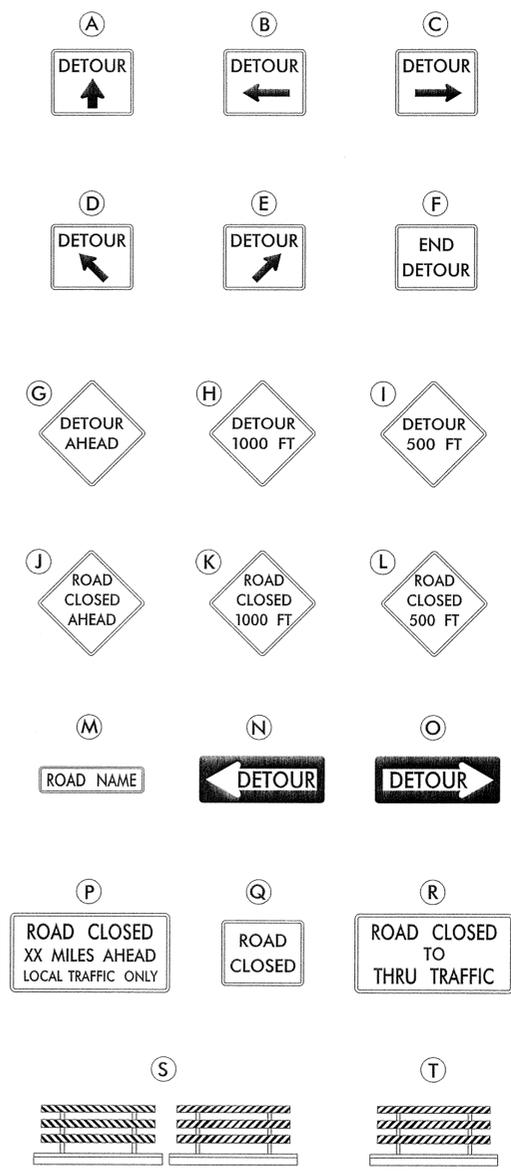
D/G FLOURESCENT ORANGE; BLACK LEGEND

SPECIAL NOTES

1. Flaggers shall be used at all diversion points to allow for local access.



LEGEND



GENERAL NOTES

- ALL DETOUR SIGNING INCLUDING TRAILBLAZERS, ARE TO BE SUPPLIED AND MAINTAINED BY THE GENERAL CONTRACTOR IN COMPLIANCE TO THE DE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
- THE CONTRACTOR SHALL COMPLY WITH GUIDELINES IN 'THE DELAWARE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (DE-MUTCD PART 6)' FOR LIGHTS, BARRICADES AND SIGNS.(AS PER LATEST REVISION)
- FIELD CONDITIONS MAY DICTATE CHANGES AT SOME TIME DURING THE LIFE OF THE CONTRACT. IN THE EVENT OF OMISSIONS OR CORRECTIONS, THE SIGNING PROVISIONS OF THE DELAWARE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES WILL PREVAIL.
- SIGNS J THROUGH L AND P THROUGH R, THE WORD (ROAD) SHOULD BE CHANGED TO RAMP, R/R OR BRIDGE WHERE APPLICABLE.
- WARNING SIGNS SHOULD BE MOUNTED ON BREAKAWAY POSTS AND HAVE RETROREFLECTIVE FLUORESCENT SHEETING.
- *S* BARRICADES SHALL COMPLETELY RUN THE FULL WIDTH OF ROADWAY.
- BARRICADES SHALL BE A MINIMUM OF 6 FEET WIDE UNLESS DIRECTED BY THE ENGINEER.

RECOMMENDED *[Signature]* DATE: 9-7-11

RECOMMENDED *[Signature]* DATE: 09-08-11

RECOMMENDED _____ DATE: _____

APPROVED CHIEF SAFETY OFFICER *[Signature]* DATE: 9-21-11

APPROVED TRAFFIC ENGINEER *[Signature]* DATE: 9/22/11

DELAWARE DEPARTMENT OF TRANSPORTATION

ADDENDUM / REVISIONS

NOT TO SCALE

Pave and Rehab Andrews Lake Rd Phase 2

CONTRACT T201106104
 COUNTY KENT
 ROAD NO. K380
 DESIGNED BY: MFR
 CHECKED BY: ASW

DETOUR PLAN
 Andrews Lake Rd between Indian Point Rd and Robbins Rd

SHEET NO. 4
 TOTAL SHTS. 5

C:\DOCUMENTS AND SETTINGS\MICHAEL.RIVERAWY\DOCUMENTS\MICRO STATION DGN\ANDREWS LAKE RD PHASE 2.DGN

CHANGEABLE MESSAGE BOARDS

CMS-1 PRIOR TO DETOUR (10 DAYS PRIOR TO BEGINNING OF DETOUR)

ANDREWS LAKE ROAD **TO CLOSE STARTING XXXXXX**

CMS-1 DURING DETOUR (DISPLAYED UP TO 5 DAYS AFTER IMPLEMENTATION OF DETOUR)

ANDREWS LAKE ROAD **CLOSED FOLLOW DETOUR**

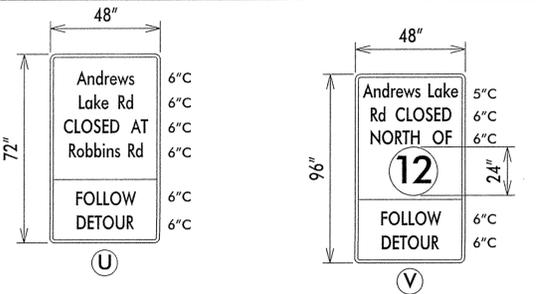
CMS-2 PRIOR TO DETOUR (10 DAYS PRIOR TO BEGINNING OF DETOUR)

XXXXXXXXXXXXXXXXXXXX **XXXXXXXXXXXXXXXXXXXX**

CMS-2 DURING DETOUR

XXXXXXXXXXXXXXXXXXXX **XXXXXXXXXXXXXXXXXXXX**

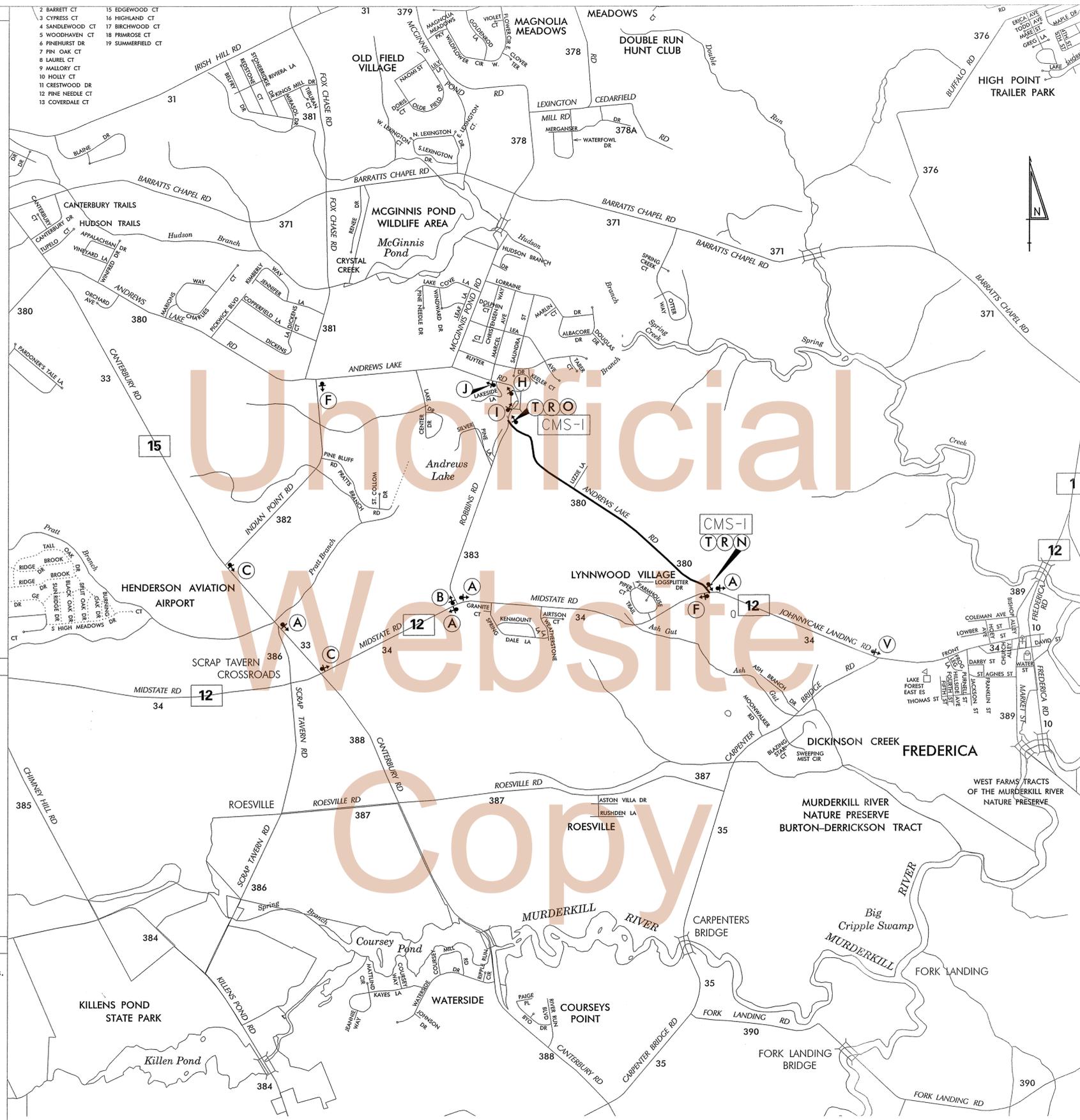
SPECIAL SIGNS



D/G FLOURESCENT ORANGE; BLACK LEGEND

SPECIAL NOTES

1. Flaggers shall be used at all diversion points to allow for local access.



LEGEND

Legend items A through T:

- A: Detour (up arrow)
- B: Detour (left arrow)
- C: Detour (right arrow)
- D: Detour (down-left arrow)
- E: Detour (down-right arrow)
- F: End Detour
- G: Detour Ahead (diamond)
- H: Detour 1000 FT (diamond)
- I: Detour 500 FT (diamond)
- J: Road Closed Ahead (diamond)
- K: Road Closed 1000 FT (diamond)
- L: Road Closed 500 FT (diamond)
- M: Road Name (rectangle)
- N: Detour (left arrow)
- O: Detour (right arrow)
- P: Road Closed XX Miles Ahead Local Traffic Only (rectangle)
- Q: Road Closed (rectangle)
- R: Road Closed to Thru Traffic (rectangle)
- S: Barricade (hatched rectangle)
- T: Barricade (hatched rectangle)

GENERAL NOTES

- ALL DETOUR SIGNING INCLUDING TRAILBLAZERS, ARE TO BE SUPPLIED AND MAINTAINED BY THE GENERAL CONTRACTOR IN COMPLIANCE TO THE DE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES.
- THE CONTRACTOR SHALL COMPLY WITH GUIDELINES IN 'THE DELAWARE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (DE- MUTCD PART 6) FOR LIGHTS, BARRICADES AND SIGNS.(AS PER LATEST REVISION)
- FIELD CONDITIONS MAY DICTATE CHANGES AT SOME TIME DURING THE LIFE OF THE CONTRACT. IN THE EVENT OF OMISSIONS OR CORRECTIONS, THE SIGNING PROVISIONS OF THE DELAWARE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES WILL PREVAIL.
- SIGNS J THROUGH L AND P THROUGH R, THE WORD (ROAD) SHOULD BE CHANGED TO RAMP, R/R OR BRIDGE WHERE APPLICABLE.
- WARNING SIGNS SHOULD BE MOUNTED ON BREAKAWAY POSTS AND HAVE RETROREFLECTIVE FLUORESCENT SHEETING.
- *S* BARRICADES SHALL COMPLETELY RUN THE FULL WIDTH OF ROADWAY.
- BARRICADES SHALL BE A MINIMUM OF 6 FEET WIDE UNLESS DIRECTED BY THE ENGINEER.

RECOMMENDED *[Signature]* DATE: 9-22-11 APPROVED CHIEF SAFETY OFFICER *[Signature]* DATE: 9-22-11 APPROVED TRAFFIC ENGINEER *[Signature]* DATE: 9/22/11

DELAWARE DEPARTMENT OF TRANSPORTATION

ADDENDUM / REVISIONS

NOT TO SCALE

Pave and Rehab Andrews Lake Rd Phase 3

CONTRACT	ROAD NO.	K380
T201106104	DESIGNED BY: MFR	
COUNTY	CHECKED BY: ASW	
KENT		

DETOUR PLAN		SHEET NO.
Andrews Lake Rd between Robbins Rd and DE SR 12		5
		TOTAL SHTS.
		5

C:\DOCUMENTS AND SETTINGS\MICHAEL.RIVERAMY\DOCUMENTS\MICRO STATION DGN\ANDREWS LAKE RD PHASE 3.DGN

GENERAL NOTES

1. THIS PROJECT IS TO BE CONSTRUCTED IN ACCORDANCE WITH THE DELAWARE DEPARTMENT OF TRANSPORTATION "STANDARD SPECIFICATIONS", DATED AUGUST 2001 AND THE DELAWARE DEPARTMENT OF TRANSPORTATION "STANDARD CONSTRUCTION DETAILS", DATED 2001, INCLUDING ALL REVISIONS UP TO THE DATE OF ADVERTISEMENT.
2. THE CONTRACTOR SHALL GIVE TWO (2) WEEKS NOTICE TO THE PROPERTY OWNER WHEN ANY FIXTURE, SHRUB OR OTHER OBJECT MUST BE REMOVED FROM THE RIGHT OF WAY OR EASEMENT AREA. IF THE OWNER HAS NOT ATTEMPTED TO SALVAGE THIS PROPERTY, THE CONTRACTOR SHALL REMOVE IT WITHOUT OBLIGATION. COMPENSATION SHALL BE INCIDENTAL TO THE CONTRACT.
3. THE ENDS OF ALL CURBS SHALL BE DEPRESSED FLUSH WITH THE PAVEMENT AT A RATIO OF TWELVE TO ONE (12:1) UNLESS OTHERWISE DIRECTED BY THE ENGINEER.
4. THE CONTRACTOR SHALL PROVIDE AND INSTALL PVC SLEEVES (4" INSIDE MINIMUM DIAMETER, 6" INSIDE MAXIMUM DIAMETER) IN PROPOSED CONCRETE SIDEWALKS, ISLANDS, AND MEDIANS FOR FUTURE TRAFFIC SIGN POSTS AS DIRECTED BY THE ENGINEER. THE LOWER END OF THE SLEEVE SHALL SIT ON THE TOP OF THE SUBBASE MATERIAL. THE COST SHALL BE INCIDENTAL TO THE CONTRACT.
5. STAGING AREAS - PROPER EROSION AND SEDIMENT CONTROL MEASURES AS DETERMINED BY THE ENGINEER SHALL BE INSTALLED IN ALL STAGING AREAS. ALL AREAS USED BY THE CONTRACTOR FOR STAGING OPERATIONS SHALL BE FULLY RESTORED BY THE CONTRACTOR UPON COMPLETION OF THE CONTRACT. IF THE STAGING AREA IS PAVED, IT SHALL BE RESTORED TO ITS ORIGINAL CONDITION. IF THE AREA IS UNPAVED, IT SHALL BE RE-GRADED, TOPSOILED, SEEDED AND MULCHED IN ACCORDANCE WITH DELAWARE STANDARD SPECIFICATIONS 732, 734 AND 735, FOR TOPSOIL, SEED AND MULCH RESPECTIVELY, TO THE SATISFACTION OF THE ENGINEER. THE SEED SHALL ADHERE TO THE SPECIFICATIONS OF SECTION 734 FOR PERMANENT GRASS SEEDING - DRY GROUND. ALL COSTS ASSOCIATED WITH RESTORATION OF THE STAGING AREA SHALL BE AT THE CONTRACTOR'S EXPENSE. IF THE ENGINEER DETERMINES THAT A SATISFACTORY STAND OF GRASS DOES NOT EXIST AT THE TIME OF FINAL INSPECTION, ALL COSTS ASSOCIATED WITH REESTABLISHING A SATISFACTORY STAND OF GRASS SHALL BE AT THE CONTRACTOR'S EXPENSE.
6. SITE REVIEWER - AN EROSION CONTROL SITE REVIEWER SHALL BE A PERSON FROM THE CONTRACTOR'S STAFF ASSIGNED TO EROSION AND SEDIMENT CONTROL IMPLEMENTATION AND MAINTENANCE AND SHALL BE REQUIRED ON SPECIFIC PROJECTS. THE NAME AND DNREC CERTIFICATION NUMBER OF EACH SITE REVIEWER SO REQUIRED SHALL BE SUBMITTED TO THE DEPARTMENT AT THE TIME OF BID. THE NAME OF THE DELAWARE REGISTERED PROFESSIONAL ENGINEER PROVIDING DIRECTION AND SUPERVISION OF THE SITE REVIEWER, AS REQUIRED IN SECTION 12.3 OF THE DELAWARE SEDIMENT AND STORMWATER REGULATIONS, SHALL ALSO BE SUBMITTED TO THE DEPARTMENT AT THE TIME OF BID. THE SITE REVIEWER REQUIREMENTS IN EFFECT ON THIS PROJECT SHALL BE MARKED WITH AN "X" BELOW:

EROSION POTENTIAL FOR THIS PROJECT	SITE REVIEWER REQUIREMENT
<input checked="" type="checkbox"/> (X) INSIGNIFICANT	NONE
<input type="checkbox"/> () MINOR	CONTRACTOR CERTIFICATION COURSE TRAINING ONLY, AS DEFINED IN SECTION 13 OF THE DELAWARE SEDIMENT AND STORMWATER REGULATIONS.
<input type="checkbox"/> () MEDIUM	AT THE TIME OF BID OF THE CONTRACT, EITHER THE SUPERINTENDENT OR A SEPARATE INDIVIDUAL FROM THE CONTRACTOR'S STAFF SHALL BE A CERTIFIED CONSTRUCTION REVIEWER (CCR), AS DEFINED IN SECTION 12 OF THE DELAWARE SEDIMENT AND STORMWATER REGULATIONS.
<input type="checkbox"/> () MAJOR	SUPERINTENDENT AND AN INDIVIDUAL FROM CONTRACTOR'S STAFF SHALL BE CCR. ONE INDIVIDUAL FROM THE CONTRACTOR'S STAFF MUST BE A CCR AT THE TIME OF BID OF THE CONTRACT. THE SUPERINTENDENT MUST BECOME A CCR WITHIN ONE YEAR AFTER THE AWARD OF CONTRACT.

7. ELECTRONIC PROJECT FILES THAT WILL BE MADE AVAILABLE TO THE CONTRACTOR INCLUDE:

<input checked="" type="checkbox"/> (X)	NONE
<input type="checkbox"/> ()	ASCII DATA FILES WITH COORDINATES AND ELEVATIONS FOR PROPOSED POINTS AS SELECTED BY THE ENGINEER.
<input type="checkbox"/> ()	RASTER FILES, IN .CAL FILE FORMAT, FOR ALL PLAN SHEETS.
<input type="checkbox"/> ()	EXISTING DIGITAL TERRAIN MODEL, IN .DTM FILE FORMAT, COMPATIBLE WITH SOFTWARE CURRENTLY USED BY DELDOT.
<input type="checkbox"/> ()	PROPOSED DIGITAL TERRAIN MODEL, IN .DTM FILE FORMAT, COMPATIBLE WITH SOFTWARE CURRENTLY USED BY DELDOT.
<input type="checkbox"/> ()	DESIGN FILE, IN .DGN FILE FORMAT, CONTAINING ONLY THE PROPOSED 3D TRIANGLES OF THE PROPOSED DIGITAL TERRAIN MODEL (DTM).

NOTE: THE DOCUMENT ENTITLED "RELEASE FOR DELIVERY OF DOCUMENTS IN ELECTRONIC FORM TO A CONTRACTOR" MUST BE SIGNED BY ALL PARTIES PRIOR TO THE DELIVERY OF ANY ELECTRONIC PROJECT FILES.

8. AMERICAN TRAFFIC SAFETY SERVICES ASSOCIATION (ATSSA) CERTIFIED TRAFFIC CONTROL SUPERVISOR REQUIREMENT FOR THIS PROJECT.

<input type="checkbox"/> ()	THE CONTRACTOR SHALL NOT BE REQUIRED TO HAVE AN ATSSA SUPERVISOR ASSIGNED TO THIS PROJECT.
<input checked="" type="checkbox"/> (X)	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 743000.
<input type="checkbox"/> ()	THE CONTRACTOR SHALL HAVE AN ATSSA SUPERVISOR ASSIGNED TO THIS PROJECT. THE ATSSA SUPERVISOR'S SOLE JOB SHALL BE SUPERVISION OF THE INSTALLATION, OPERATION AND MAINTENANCE OF TRAFFIC CONTROL DEVICES FOR THIS PROJECT. THE CONTRACTOR'S GENERAL SUPERINTENDENT FOR THIS PROJECT SHALL NOT BE THE ATSSA SUPERVISOR. PAYMENT FOR ATSSA SUPERVISOR SHALL BE PAID FOR UNDER ITEM 743031.

9. THE DISTURBED AREA FOR THIS PROJECT IS 0 ACRES.
10. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ADHERING TO THE CONSTRUCTION SITE POLLUTION PREVENTION SPECIFICATIONS AS DETAILED IN SECTION 3.6 OF THE "DELAWARE EROSION AND SEDIMENT CONTROL HANDBOOK". ALL COSTS ASSOCIATED WITH ADHERING TO THE STANDARDS SHALL BE INCIDENTAL TO THE OVERALL CONTRACT COSTS.

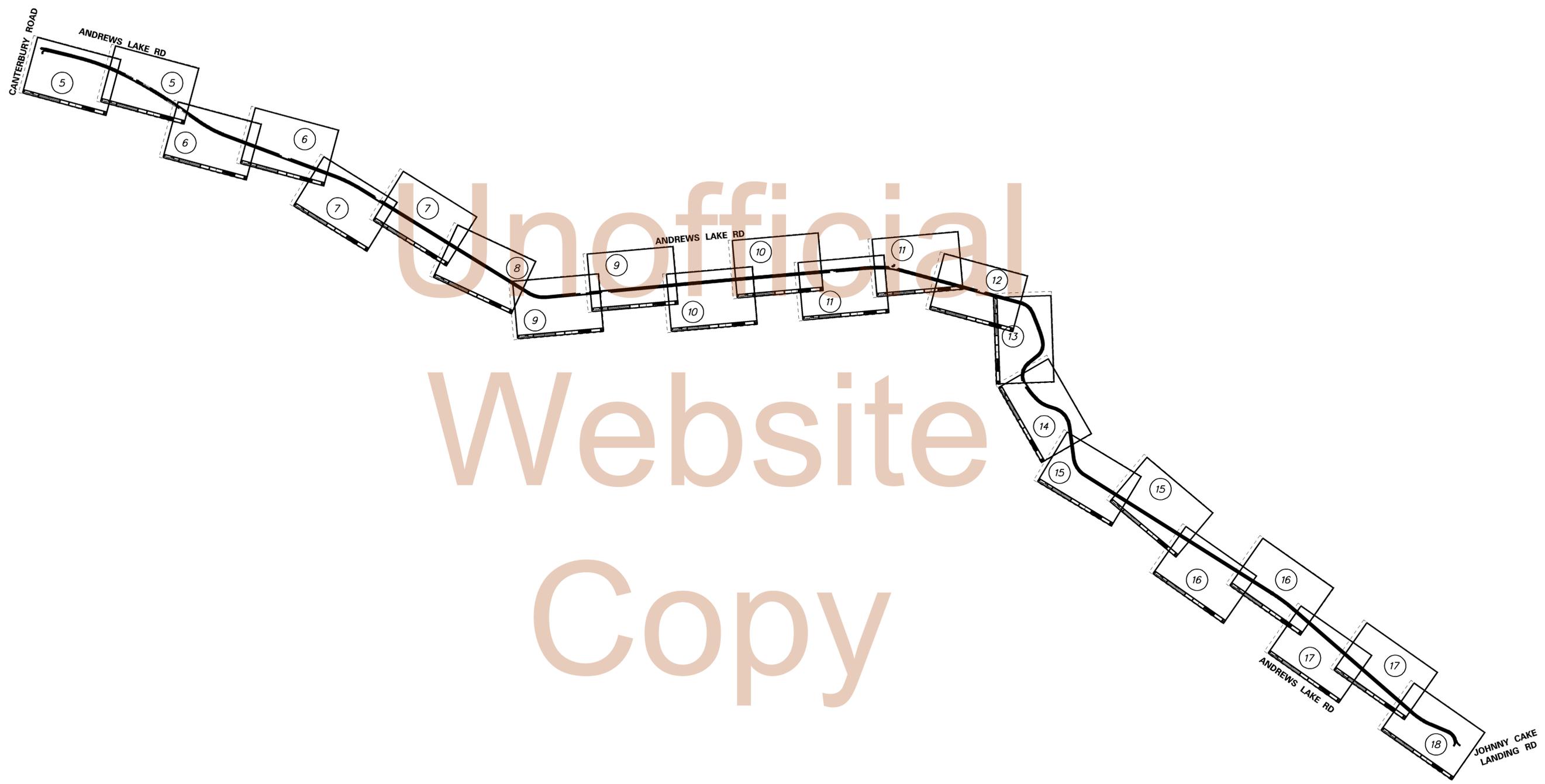
SIGNING AND STRIPING GENERAL NOTES

11. ROADWAY GEOMETRY IS BASED OFF AERIAL PHOTOGRAPHY. CONTRACTOR SHALL FOLLOW PROPOSED STRIPING AND PAVEMENTS MARKINGS LEGEND. LOCATIONS OF EXISTING STRIPING SHOWN ON AREAL IS NOT TO BE REPRODUCED.
12. THE CONTRACTOR SHALL BE GOVERNED BY THE STANDARDS AND REQUIREMENTS OF THE FOLLOWING PUBLICATIONS, EXCEPT AS MODIFIED BY THE SPECIAL PROVISIONS OF THIS CONTRACT OF THROUGH WRITTEN APPROVAL BY THE ENGINEER.
 - DELDOT - "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES"
13. CONTRACTOR SHALL INSTALL NEW POSTS WHERE ADDITIONAL SIGN HEIGHT IS WARRANTED.
14. CONTRACTOR SHALL MATCH EXISTING STRIPING CENTERLINE(S); REPLACE CENTERLINE STRIPING IN-PLACE OF EXISTING, UNLESS NOTED OTHERWISE. TRAVEL LANE WIDTH DIMENSIONS ARE SHOWN FROM THE STRIPING CENTERLINE(S) TO THE EDGE OF TRAVEL LANE, PLEASE NOTE: SHOULDER WIDTHS VARY THROUGHOUT THE CORRIDOR.
15. CONTRACTOR SHALL DISREGARD THE PROPOSED SIGNING IMPROVEMENTS SHOWN ON THE PAVEMENT AND REHABILITATION STRIPING PLANS. DELDOT SIGNING SECTION, ALONG WITH TRAFFIC STUDIES, WILL IMPLEMENT THE SIGNING IMPROVEMENTS SHOWN THROUGHOUT THIS PLAN SET.

Unofficial
Website
Copy

LAST REVISED: 03/22/2011
Y:\TRAFFIC\PROJECTS\PAVE & REHAB\STRIPING\T201206205\PN.DGN

 <p>DELAWARE DEPARTMENT OF TRANSPORTATION</p>	ADDENDUMS / REVISIONS	NOT TO SCALE	PAVEMENT & REHABILITATION SOUTH I-V, 2012	CONTRACT	BRIDGE NO.	X	NOTES	SHEET NO.
					2			
					DESIGNED BY: JWWH	TOTAL SHTS.		
					CHECKED BY:	29		
				T201206205				
				KENT				

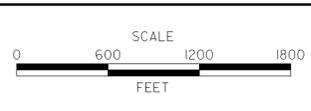


Unofficial
Website
Copy

Y:\TRAFFIC\PROJECTS\PAVE & REHAB\STRIPING\T201206205\NS_01.DGN

 **DELAWARE**
DEPARTMENT OF TRANSPORTATION

ADDENDUMS / REVISIONS	



PAVEMENT & REHABILITATION
SOUTH I-V, 2012

CONTRACT T201206205	BRIDGE NO. X
COUNTY KENT	DESIGNED BY: JWVH
	CHECKED BY:

PLAN SHEET INDEX	SHEET NO. 3
	TOTAL SHTS. 29