PUBLIC NOTICE

REQUEST FOR PERMISSION TO ALTER A U.S. ARMY CORPS OF ENGINEERS PROJECT UNDER SECTION 408

TITLE: City of Lewes Board of Public Works – Installation of New Water Main Utility Line beneath the Inland Waterway from Rehoboth Bay to Delaware Bay Federal Navigation Channel (also known as the "Lewes and Rehoboth Canal" and "L&R Canal") in the City of Lewes, Sussex County, Delaware

PUBLIC NOTICE IDENTIFICATION NUMBER: 408-NAP-2024-0017

PUBLIC NOTICE COMMENT PERIOD:

Begins: 01 October 2024

Expires: 16 October 2024

Interested parties are hereby notified that an application has been received for a Department of the Army Section 408 permission for certain work at or near a federal project of the United States, as described below and shown on attached figures. Written comments are being solicited from anyone having an interest in the requested alteration. Comments will become part of the U.S. Army Corps of Engineers' (USACE's) administrative record and will be considered in determining whether to approve the request. Comments supporting, opposing, or identifying concerns that should be considered by the USACE in its decision process are all welcome.

This public notice is not a paid advertisement and is for public information only. Issuance of this notice does not imply USACE endorsement of the project as described.

1. REQUESTOR: In compliance with 33 USC 408 (Section 14 of the Rivers and Harbors Act of 1899; hereinafter Section 408), the City of Lewes Board of Public Works has requested permission to install, via the Horizontal Directional Drilling (HDD) method, one (1) new water main utility line beneath the Inland Waterway from Rehoboth Bay to Delaware Bay Federal Navigation Channel (also known as the "Lewes and Rehoboth Canal" and "L&R Canal").

2. LOCATION: The proposed project will cross the Inland Waterway from Rehoboth Bay to Delaware Bay Federal Navigation Channel in the City of Lewes, Sussex County, Delaware, at approximate coordinates 38.773614, -75.133742.

3. LOCATION MAP(S)/DRAWING(S): Please see attached Project Plan Sheets 1-19.

4. REQUESTER'S PROPOSED ACTION: The proposed action entails the installation, via the HDD method between upland entry and exit pits, of approximately 2,000.0-linear feet of

18.0-inch diameter high-density polyethylene (HDPE) water main piping, with an approximately 265.0-linear foot portion crossing beneath the canal. The water main piping will cross beneath the Inland Waterway from Rehoboth Bay to Delaware Bay Federal Navigation Channel portion of the canal at a depth of 25.0-35.0-feet beneath the existing canal bottom.

5. REGULATORY AUTHORITY: This request will be reviewed according to the provisions of Section 14 of the Rivers and Harbors Act of 1899 (33 U.S.C. 408). A requestor has the responsibility to acquire all other permissions or authorizations required by federal, state, and local laws or regulations, including any required permits from the USACE Regulatory Program under Section 10 of the Rivers and Harbors Act of 1899 (33 USC 403), Section 404 of the Clean Water Act (33 USC Section 1344) and/or Section 103 of the Marine Protection, Research and Sanctuaries Act of 1972 (33 USC 1413). Any Section 10/404/103 permit decision associated with the proposed alteration is separate from and will not be included in the Section 408 permission decision. An approval under Section 408 does not grant any property rights or exclusive privileges nor does it authorize any injury to the property or rights of others.

6. ENVIRONMENTAL COMPLIANCE: A decision on a Section 408 request is a federal action, and therefore subject to the National Environmental Policy Act (NEPA) and other environmental compliance requirements. While ensuring compliance is the responsibility of USACE, the requester is providing all information that the Philadelphia District identifies as necessary to satisfy all applicable federal laws, executive orders, regulations, policies, and ordinances. Based on information provided by the applicant to date, current Corps regulations governing NEPA implementation, and/or the contents of existing NEPA documentation if available, it is likely that the proposed action will be determined to be categorically excluded from the need to prepare an Environmental Assessment (EA) or Environmental Impact Statement (EIS). This determination will be finalized following completion of agency coordination and prior to issuance of the Section 408 Permission Decision.

7. EVALUATION: As part of its evaluation, USACE will first make a determination that the submittal from the requestor is complete. The Philadelphia District is working closely with the requestor to ensure that all required technical plans, maps, drawings, and specifications are provided and are complete. Once the package is complete, a District-led review will be conducted to determine, in accordance with Engineering Circular (EC) 1165-2-216, whether the proposed alteration will impair the usefulness of the USACE Project or be injurious to the public interest, as follows:

- A. *Impair the Usefulness of the Project Determination*. The Philadelphia District's Section 408 review team will determine if the proposed alteration will limit the ability of the federally authorized project to function as authorized, or will compromise or change any authorized project conditions, purposes or outputs.
- B. *Injurious to the Public Interest Determination*. Proposed alterations will be reviewed to determine the probable impacts, including cumulative impacts, on the public interest. Evaluation of the probable impacts that the proposed alteration to the USACE project may have on the public interest requires a careful weighing of all

those factors that are relevant in each particular case. Factors that may be relevant to the public interest depend upon the type of USACE project being altered and may include, but are not limited to, such things as conservation, economic development, historic properties, cultural resources, environmental impacts, water supply, water quality, flood hazards, floodplains, residual risk, induced damages, navigation, shore erosion or accretion, and recreation. The decision whether to approve an alteration will be determined by the consideration of whether benefits are commensurate with risks. If the potential detriments are found to outweigh the potential benefits, then it may be determined that the proposed alteration is injurious to the public interest.

8. SOLICITATION OF COMMENTS: The USACE is soliciting comments from the public; federal, state, and local agencies and officials; Indian Tribes; and other interested parties in order to consider and evaluate the impacts of the proposed activity. Any comments received will be considered by USACE to determine whether to issue, modify, condition, or deny a permission for this proposal. To make this decision, comments are used to assess impacts on endangered species, historic properties, water quality, general environmental effects, and other public interest factors listed above. Comments are considered in making a final determination whether the proposed action will be categorically excluded from the need to prepare further NEPA documentation. Comments are also used to determine the need for a public hearing and to determine the overall public interest of the proposed activity.

- A. It should be noted that materials submitted as part of the Section 408 request become part of the public record and are thus available to the general public under the procedures of the Freedom of Information Act (FOIA). Individuals may submit a written request to the Philadelphia District Corps of Engineers, Office of Counsel to obtain copies of said materials under the FOIA.
- B. It is presumed that all parties viewing this notice will wish to respond to this public notice; therefore, a lack of response will be interpreted as meaning that there is no objection to the project as described.

9. COMMENT SUBMISSION AND ADDITIONAL INFORMATION: Written comments on the described work should reference the USACE Public Notice Identification Number found on the first page of this notice. Comments must reach this office no later than the stated expiration date of the Public Notice to become part of the record and be considered in the decision. Comments or requests for additional information should be emailed or mailed to the following address:

Email: Bishel.Baby@usace.army.mil Mailing Address: U.S. Army Corps of Engineers Philadelphia District Attn: Bishel B. Baby 1650 Arch Street, 7th Floor Philadelphia, PA 19103-2004 WATER MAIN CROSSING OF THE LEWES & REHOBOTH CANAL CITY OF LEWES SUSSEX COUNTY. DELAWARE



GMB FILE NO. 220183

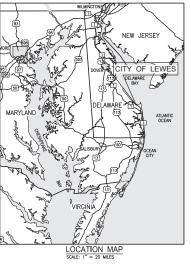
GENERAL NOTES

- DRAWINGS ARE BASED ON FIELD SURVEYS BY GEORGE, MILES AND BUHR, LLC. PERFORMED DURING SEPTEMBER AND OCTOBER OF 2023. A PORTION OF THE INFORMATION RELATED TO THE REMANS OF HE OLD RAURCHON BRIDGE 3-9264 WIG STACK TRANS UNAS FOR ELOLO CONTRACT TOZIOTOFO2, DATED MAY 18, 2021. A PORTION OF THE INFORMATION RELATED TO EXISTING WITHEN AND SEVEN MARS INST ATCACH TRANS MARCHING SEGIS AND AS ADMILT DAMINOS, MONTONIL CONTROL TOZIOTOFO2, NADR3 VERTICAL CONTROL IS NAVDRB
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 - BATHYMETRIC SURVEY WITHIN THE CANAL WAS PERFORMED BY PLITKO, LLC, OCEAN VIEW, DELAWARE ON MAY 19, 2023.
 - 4. THE FEDERAL CHANNEL LINES SHOWN FOR THE CANAL WERE TRACED FROM DRAWING E-LR-O4 DATED MARCH 15 & 16, 2022. PREPARED BY THE U.S. ARMY CORPS OF ENGINEERS, PHILADELPHIA DISTRICT, ENTITLED "INLAND WATERWAY, REHOBOTH BAY TO DELAWARE BAY, LEWES AND REHOBOTH CANAL, DELAWARE".
 - FEDERAL WETLAND "404" LINES ALONG AMERICAN LEGION ROAD AND THE BIKE TRAIL / OLD RALIROAD BED WERE DETERMINED BY EVELYM MAURMEYER OF COASTAL & ESTUARINE RESEARCH, INC. OF LEWES, DOLAWARE ON APRIL 18, 2024.
 - VERTICAL DATUM CONVERSIONS TO MLW AND MILW DATUMS WAS TAKEN FROM THE DATA SHEET FOR TIDAL BENCH MARK I.D. #8557380. MEAN TIDE RANGE IS 4.4", AS PUBLISHED FOR ROOSEVELT INLET.
 - A PORTION OF THE PROJECT SITE IS WITHIN THE 100 YEAR FLOOD ZONE AE (ELEVATIONS 6 AND 7), AS SHOWN ON FEMA FIRM MAP NO. 10005C0194K, DATED MARCH 16, 2015.
 - EXISTING UNDERGROUND UTILITY LOCATIONS SHOWN ARE APPROXIMATE ONLY. THE CONTRACTOR SHULL VERITY LOCATION, SIZE AND INVERT OF EXISTING UTILITIES BEFORE BEGINNING ANY EXCANATION OR PIPE LAYING TO GIVE TIMELY ADVANCE NOTICE TO ENGINEERS OF ANY CONFLICT BETWEEN EXISTING AND NEW WORK.
 - BEFORE ANY EXCAVATION IS PERFORMED, CONTRACTOR SHALL CALL "MISS UTILITY" UI-B00-282-8555) AND CITY OF LEVES BOARD OF PUBLIC WORKS (302-645-6228) 48 HOURS PRIOR TO EXCAVATION TO HAVE UNDERGROUND UTLITIES LOCATED AND MARKED. THE CONTRACTOR SHALL NOTIFY ALL UTLITY OWNERS PRIOR TO ANY EXCAVATION.

10. KEEP EXISTING UTILITIES IN SERVICE TO THE EXTENT POSSIBLE.

- 11. THE FAILURE TO SHOW ON THE CONTRACT DOCUMENTS ANY EXISTING UTILITIES SHALL NOT RELIEVE THE CONTRACTOR OF HIS OR HER RESPONSIBILITIES OF DETERMINING THE LOCATION OF THESE UTILITIES. INTERMETING ON SERVICE SHALL BE REPARED BT THE CONTRACTOR ACCORDING TO THE CITY OR UTILITY COMPANY SPECIFICATIONS. THE CITY SHALL BE NOTIFIED OF ANY DAMAGE TO ANY UTILITIES.
- 12. CONTRACTOR SHALL PROVIDE ALL NECESSARY STAKEOUT OF LINE AND GRADE FOR ALL CONSTRUCTION.
- CONTRACTOR SHALL COMPLY WITH THE REQUIREMENTS OF ALL PERMITS SECURED WHICH TAKE PRECEDENCE OVER SPECIFICATIONS.
- 14. PROVIDE A MINIMUM HORIZONTAL SEPARATION BETWEEN WATER AND SEWER MAINS OF 10'-0". PROVIDE ALLEMENT DESCRIPTION FOR ALLEMENT ALLEME
- CONTRACTOR SHALL ADJUST TO FINISH GRADE AS REQUIRED, ANY VALVE BOXES, MANHOLES, ETC., PRIOR TO RESURFACING THE STREET.
- THE CONTRACTOR SHALL REPAIR OR REPLACE IN-KIND ANY EXISTING FEATURES DAMAGES OR DESTROYED DURING CONSTRUCTION.
- ANY DISTURBED AREAS OUTSIDE THE RIGHT-OF-WAY SHALL BE RESTORED TO THEIR ORIGINAL CONDITION IMMEDIATELY.
- 18. THE CONTRACTOR SHALL REMOVE AND IMMEDIATELY RELOCATE/RESET/RECONSTRUCT ALL FENCES, SIGNS, PLANTERS, HOUSE LAWPS, STREET SIGNS, DRIVEWAYS, PARKING LOTS, AND ANY OTHER TYPES OF OSTRUCTORS WHETHER NATURAL OR MANMADE, ETC. WHENEVER REQUIRED AS DIRECTED BY THE ENGINEER.
- THE CONTRACTOR SHALL MAINTAIN ACCESS TO EXISTING DRIVEWAYS, PARKING LOTS AND OTHER ENTRANCES AT ALL TIMES.
- 20. ALL BACKFILLED AND DISTURBED AREAS ARE TO BE SEEDED AND MULCHED WITH 4" OF TOPSOIL TO BE PLACED IN FILL AREAS.
- 21. ALL CONSTRUCTION SHALL BE DONE IN COMPLIANCE WITH THE OCCUPATIONAL SAFETY AND HEALTH ACT, LATEST EDITION, AND ALL RULES AND REGULATIONS THERETO.
- 22. TRAFFIC CONTROL SIGNS SHALL BEAMN FUNCTIONAL AND VISIBLE TO THE APPROPRIATE LANES OF TRAFFIC AT ALL TIMES. THE COST TOP TRAFFIC CONTROL SHALL BE INCLUDED IN THE FRESS BID. BACKTLE TRAFFIC SHOT BISTALL ROWING VISIBLES AS DESCRIBED ON SHEETS GIT. NON C4.3. AMERICAN LEGON ROAD AND THE PORTION OF GULS NECK ROAD IN THIS PROJECT AREA ARE MARKTANED BY THE CITY OF LUKES.







MORE (June)

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GENERAL NOTES FOR WORK WITHIN DELAWARE'S FORMER RAILROAD PARCEL

VICINITY MAP

SCALE: 1" = 1000

- 1. CONTRACTOR SHALL FOLLOW ALL REQUIREMENTS OF DELDOT'S CURRENT CONSTRUCTION SPECIFICATIONS.
- 2. PIPELINE AND CROSSING TO BE INSTALLED AND MAINTAINED IN ACCORDANCE WITH LAST APPROVED "AMERICAN RAILWAY ENGINEERING AND MAINTENANCE OF WAY ASSOCIATION SPECIFICATIONS FOR PIPELINES CONVEYING FLAMMABLE AND NON-FLAMMABLE SUBSTANCES".

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SITE AREA

3. BLASTING IS NOT PERMITTED.

REHOBOT



DRAWING LIST COVER SHEET LEGEND AND DELDOT UTILITY PLAN NOTES KEY PLAN C1.1 THRU C1.5 SITE PLANS C2.1 THRU C2.3 EROSION AND SEDIMENT CONTROL NOTES AND DETAILS C3.1 THRU C3.3 WATER MAIN PROFILES C4.1 AND C4.2 WATER MAIN DETAILS TRAIL AND ROAD RESTORATION DETAILS. TRAFFIC CONTROL PLAN RE-ALIGNMENT OF G-L TRAIL AT GILLS NECK ROAD (PREPARED BY DELDOT)

G1.0

G1.1

C1.0

C4 3

C5.1



DESIGN / DEVELOPMENT, PLANS PERMITS

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> WATER MAIN CROSSING OF THE LEWES & REHOBOTH CANAL CITY OF LEWES COUNTY, DELAWARE SUSSEX

COVER SHEET

SHEET NO

G1.0

SCALE : AS NOTED DESIGN BY : JWK DRAWN BY : JWK CHECKED BY : VAL,COD

M9 FILE : 220183 : AUGUST 2024

- DELDOT UTILITY PLAN NOTES PLANS ARE REVIEWED FOR GENERAL CONFORMITY, DELIDOT IS NOT RESPONSIBLE FOR ERRORS OR OMISSIONS WITHIN THE PLAN SET. THE UTILITY OWNER IS RESPONSIBLE TO ENSURE ACCURACY OF PLANS AND
- CONFORMANCE WITH DELDOT STANDARDS 2.
- MANHOLE TOP SECTIONS WILL BE OFF SET CONE STYLE. ANY MANHOLE LIDS THAT ARE DETERMINED BY DELIDD TO NOT BE IN THE CENTER OF THE LANE SHALL BE ADJUSTED PRIOR TO FINAL PAVEMENT PLACEMENT.
- MANHOLE FRAME AND LIDS SHALL BE INITIALLY SET ½" LOW AND ADJUSTED TO FINISH GRADE WITH CONCRETE COLLAR AFTER FINAL PAVEMENT HAS BEEN PLACED.
- CONCRETE COLLARS SHALL BE POURED AROUND MANHOLE FRAME AND LIDS/VALVE BOXES TO FINISH GRADE USING CLASS "A" CONCRETE.
- ALL BACKFILL MATERIAL IN EXISTING/PROPOSED ROADWAY SHALL CONFORM TO TYPE "C" BORROW. ALL BORROW BACKFILL SHALL BE COMPACTED TO 95% USING AASHTO T99 STANDARD FOR TESTING.
- 6. GABC PLACED SHALL BE COMPACTED TO 98%.
- COMPACTION TESTING SHALL BE PERFORMED EVERY 100' AND TESTING SHALL BE TAKEN ON EACH LIFT OF MATERIAL PLACED.
- TAR CHIP/HOT MIXES ROADS: TRAVEL WAY PAVEMENT DISTURBED SHALL BE RESTORED AT THE END OF THE DAY PRIOR TO REOPENING TO TRAFFIC. HOT MIX SHALL BE PLACE PER TEMP PATCHING DETAIL 6"GABC AND 2"TYPE" C"HOT MIX.
- TAR CHIP/HOT MIXES SHOULDERS: SHOULDERS DISTURBED MAY BE LEFT IN GABC TO FINISH GRADE OVERNIGHT BUT SHALL BE CLOSED USING APPROPRIATE SIGNING AND DRUMS. TEMP PAVEMENT SHALL BE PLACED FOR SHOULDERS AT THE END OF EACH WORK WEEK.
- 10. IF THE REMAINING PORTION OF HOTMIX BETWEEN THE PIPE TRENCH EXCAVATION AND EDGE OF PAVEMENT IS LESS THAN 3' THE REMAINING SECTION SHALL BE REMOVED AND REPAVED AS PART OF THE FULL DEPTH PAVING RESTORATION.
- 11. ALL AREAS DISTURBED OUTSIDE OF THE PAVEMENT SHALL BE GRADED EACH DAY TO ENSURE POSITIVE DRAINAGE AND SHALL BE PERMANENTLY RESTORED AT THE END OF EACH WEEK.
- ALL TEMPORARY HOT MIX SHALL BE PLACED TO PROVIDE A SMOOTH RIDABLE SURFACE TO DELDOT STANDARDS.
- 13. A SAFETY EDGE IS REQUIRED ON ALL HOT MIX PLACED.

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- 14. ANY STRIPING DISTURBED SHALL BE REPLACED AT THE END OF THE DAY PRIOR TO OPENING TO TRAFFIC. 15. PROOF ROLL OF GABC SHALL BE PERFORMED USING A LOADED 10 WHEELER PRIOR TO PLACEMENT OF HOT
- 16. ALI MATERIAS. MO WORKUMENEW WITHIN THE STATE R/W SHALL BE COMPLETED IN ACCORDANCE WITH CURRENT STATE OF DELWARE DEPARTIENT OF TWANSPORTATION STANDARD SPECIFICATION FOR ROAD AND BRIDGE CONSTRUCTION, SUPPLIMENTAL SPECIFICATIONS, STANDARD CONSTRUCTION DETALS, UTILITY MANLAL, SPECIAL FRONSIONS AND DESIGN MERIORANDUS.
- 17. THERE IS A ONE YEAR WARRANTY ON ALL EARTH WORK AND CONCRETE. A THREE YEAR WARRANTY ON ALL HOT MIX INCLUDING SUBBASE/SUBGRADE ISSUES WITHIN THE PAVEMENT AREAS, WARRANTY DOES NOT START UNTIL ALL WORK IS COMPLETED AND A STAND OF GRASS HAS BEEN ESTABLISHED TO DELDOT STANDARDS AND A ACCEPTANCE LETTER HAS BEEN ISSUED.
- 18. ALL DISTURBED AREAS WITHIN THE STATE RIGHT-OF-WAY, BUT NOT IN THE PAVEMENT, SHALL BE TOP-SOLED (6' MINIUM), ERTILIZED SEEDED NOD MULCHED. IF SOD IS USED NOT TO SDEWALK OR SWARED-USE PAIT, CONTRACTOR SAUL GAVAE OFDOAL MAACENT TO THE SDEWALK OR SWARED-USE PAITH PRORT OF PALEMENT OF SOD TO DISSURE THAT SOD IS PALCED PLUSH OR JUST BELOW EDGE OF SIDEWALK OR SWARED-USE PAITH TO ANOU MULTER PROVING ON THE SDEWALK OS MARED-USE PAITH
- A 72-HOUR (MINIMUM) NOTICE SHALL BE GIVEN TO THE DELDOT DISTRICT PERMIT SUPERVISOR PRIOR TO STARTING UTILITY CONSTRUCTION.
- 20. A 48 HOUR NOTICE IS REQUIRED TO BE GIVEN TO THE DELDOT INSPECTOR PRIOR TO MATERIAL RELEASES.
- 21. ALL CONCRETE /HOT MIX MATERIALS SHALL BE RELEASED BY THE INSPECTOR PRIOR TO PLACEMENT.
- MISS UTILITY OF DELAWARE SHALL BE NOTIFIED THREE (3) CONSECUTIVE WORKING DAYS PRIOR TO EXCAVATION, AT 1-800-282-8555.
- 23. ALL SIGNING, STRIPING AND MAINTENANCE OF TRAFFIC IS THE CONTRACTOR'S RESPONSIBILITY AND SHALL FOLLOW THE GUIDELINES SHOWN IN THE DELAWARE MANUAL ON UNFORM TRAFFIC CONTROL DEVICES (DE MUTCD) FOR STREFTS AND HIGHWAYS (LATEST EDITION). THE OWNER OR MAINTENANCE CORPORATION SHALL BE RESPONSIBLE FOR MAINTENANCE OF ALL SIGNE INSTALLED AS PART OF THIS PROJECT.
- 24. A COPY OF THE UP TO DATE APPROVED CONSTRUCTION DOCUMENTS AND DELDOT APPROVAL LETTERS SHALL BE MAINTAINED ON THE PROJECT SITE AT ALL TIMES AND BE AVAILABLE FOR INSPECTION BY DELDOT PERSONNEL
- 2.5. DOTINUTURES ARE SHOWN IN ACCORDANCE WITH THE BEST ANUMALE INFORMATION COMMETTERESS OF THE UTILITY COMPARES INVOLVED IN ADMINISTIC IN A UTILITY INFORMATION ANUMALE AS TO UTILITY LOCATION AND ELEVATION IN CONSTRUCTION ADVANCE. THE CONTINUETORY STRUCTURE ANUL BEEN WITHOUT NOTIFINIST THESE WORKES AT LESS 44-HOURS IN ADVANCE. THE CONTINUETOR SHALL BEEN WITHOUT NOTIFINIS THESE WORKES AT LESS 44-HOURS IN ADVANCE. THE CONTINUETOR SHALL BEEN WITHOUT NOTIFINIS THESE WORKES AT LESS 44-HOURS IN ADVANCE. THE CONTINUETOR SHALL BEEN WITHOUT NOTIFINIS THESE WORKES AT LESS 44-HOURS IN ADVANCE. THE CONTINUETOR SHALL BEEN WITHOUT NOTIFINIS THESE WORKES AT LESS 44-HOURS IN ADVANCE. THE CONTINUETOR SHALL BEEN WITHOUT NOTIFINIS THESE WORKES AT LESS 44-HOURS IN THE CONTINUETOR SHALL BEEN AND DAMAGE DONE TO THEM DUE TO IN-JOHN TO SUBJECT SHALL BE MIDDING THE CONTINUE REPARED AT THE CONTRACTOR'S SLIPENSE TO LOCATE EXISTING UTILITIES IN THE FLD PROR TO CONSTRUCTION, THE CONTRACTOR SHALL CONTACT THIS UTILITY OF LEAVANCE (SEE NOTE F22).
- 26. SHOULD UTULTY RELOCATION BE REQUIRED, THE DEVELOPER MUST SUBMIT A UTULTY RELOCATION PLAN FOR DELODT REVER, ALONG WITH CORRESPONDENCE FROM THE UTULTY COMPANIES STATING PRELIMINARY APPROVAL TO THE RELOCATION DAY DESING OF THE UTULTY PLANE ARE APPROVED, THE RELOCT PRE-CONSTRUCTION MEETING, NO PHYSELE CONSTRUCTION CAN OCCUR UNTEL THE UTULTY PLANE ARE APPROVED, THE MONDOLUL UTULTY COMPANIES SSUE FINAL APPROVE, AND A DELIDITY OTHER THEM TO THE SSUED TO THE CONSTRUCTION UTULTY COMPANIES SSUE FINAL APPROVE, AND A DELIDITY THE CONSTRUCTION THE UTULTY PLANE ARE APPROVED. THE MONDOLUL UTULTY COMPANIES SSUE FINAL APPROVE, ADDA DELIDITY THE SSUED TO THE CONSTRUCTION THE UTULTY PLANE ARE APPROVED. THE MONDOLUL
- 27. DESCH MID HIGTALTORI OF ALL PARABOT MARKIGS AND STRENG SHLL BE AS OFTIMED IN THE LATEST VERSION OF THE CE MULTICL FOR TIME VERSIONED FORVIDUE MARKINGS EPOVID HE REQUIRED FOR LONG LINE STRENG. THEMAD FLASTIC (STRIDED OR PERFORMED MATERIA) MIL BE REQUIRED A SAPHAT SUPERFASS, FOR SHORT LINE STRENG, LE, STWOLSF, ALE MARKING TARE, ALE MARKING TARE (PER DELIDOT APPROVED MATERIAS LIST) WILL BE REQUIRED ON CONCRETE SURFACES, FOR SHORT LINE STRENG, LE STWOLS/LEGENDS, SAPANASTI PAVEMENT MARKING TARE (PER DELIDOT APPROVED MATERIAS LIST) WILL BE REQUIRED ON CONCRETE SURFACES, FOR SHORT LINE STRENG, LE STWOLS/LEGENDS, SAPANASTI
- BREAKAWAY POSTS SHALL BE USED WHEN INSTALLING ALL SIGNS. REFERENCE DELDOT STANDARD CONSTRUCTION DETAIL T-15.
- 29. ALL PROPOSED CLOSED STORM DRAIN SYSTEMS SHALL BE VIDEO INSPECTED, REPARED AS NECESSARY AND APPROVED PRIOR TO THE INSTALLATION OF FINAL PAVING, IF PRAINS ARE NEEDD, THE REPARED PIPE SECTIONS WILL NEED TO BE VIDEO INSPECTED AGAIN BEFORE THE REPARED AN BE APPROVED.
- 30. IT IS THE CONTRACTOR'S RESPONSIBILITY TO INSURE THAT PAVING WITHIN THE STATE OF DELAWARE RIGHT-OF-WAY IS INSTALLED TO THE ELEVATIONS SHOWN AND THAT NO PONDING OF WATER EXISTS AFTER PAVING IS COMPLETE.
- 31. THE DEPARTMENT RESERVES THE RIGHT TO STOP THE CONTRACTOR'S OPERATIONS, IF, IN THE OPHINON OF THE DEPARTMENT'S REPRESENTATIVE, THE CONTRACTOR'S OPERATIONS ARE NOT IN COMPLIANCE WITH THE DEUAWARE WITCD, THE SPECIFICATIONS OR THE PLANS OR IF THE CONTRACTOR'S OPERATIONS ARE DEEMED UNSAFE.
- 32. ALL ROADWAY CLOSURES OR LANE CLOSURES BEYOND THOSE SPECIFIED AND APPROVED IN THE PLANS SHALL BE APPROVED BY THE DISTRICT SAFETY OFFICER A MINIMUM OF TWO WEEKS IN ADVANCE OF THE PROPOSED RESTRICTION.

- 33. TEMPORARY TRAFFIC CONTROL DEVICES SHALL BE MAINTAINED IN GOOD CONDITION IN ACCORDANCE WITH THE BROCHME ENTITLED "QUALITY GUDELINES FOR TEMPORARY TRAFFIC CONTROL DEVICES", PUBLISHED BY THE ALBERICAN TRAFFIC SERFY SERVICES ASSOCIATION (AUSS), ANY TEMPORARY TRAFFIC CONTROL DEVICES THAT DO NOT MEET THE GUALITY GUDELINES SANCHARD REPLACED WITH ACCEPTABLE DEVICES. FAILURE TO COMPLY WILL RESULT IN WORK STOPPAGE.
- 34. THE CONTRACTOR SHALL PROVIDE ALL PROPERTY OWNERS HAD RESIDENTS WHO LIK FUNDENT TO THE WORK ZONE WIT WRITTEN HOULDE THE SCOPE OF WORK, WORKING HOURS, ANTIOPATED START AND COMPLETION DATES, A SUMMARY OF CONSTRUCTION ACTIVITIES WHICH MAY INTERPRET WITH ACCESS TO THE PROPERTY INCLUDING A SCHEDULE AND ACCESS CONSTINUTION FAMIL CONTINUCTOR'S NUME AND ACCRESS AND A DEDIDOT CONTACT PHONE NUMBER, FAULURE TO GOVE PROPER NOTCE WILL RESULT IN A SUPERVISION OF THE WORK REQUIRING NOTICE, UNTL PROPER NOTCE IS PROVIDED. THE CONTRACTOR SHALL PROVIDE WITTEN VERIFICATION TO THE EXONLERE THAT THE PROPERTY COMMERS AND RESULTS WHETE NOTFIED.
- 35. THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING THE LOCAL 911 CENTER, LOCAL SCHOOLS AND THE DELDOT PUBLIC INFORMATION CENTER OF ALL ROADS AND LANES TO BE CLOSED A MINIMUM OF SEVEN CALENDAR DAYS BEFORE THE CLOSURE.
- 36. THE CONTRACTOR SHALL NOTIFY THE LOCAL 911 CENTER IF ACCESS TO A FIRE HYDRANT IS TEMPORARILY RESTRICTED.
- 37. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ENSURING THAT THE TRANSPORTATION MANAGENET CENTER IS NOTIFIED EACH AND EVERY DAY WHEN NORK IS BEING PERFORMED IN STATE RIGHT-OF-WAY. THE CONTRACTOR SHALL DENITY THE FOR VORK, ANY LINES() OR SHOULDES CLOSED, THE LINERTO THE FOR NORK, WHEN THE LINE RESTRICTIONS ARE IN FLACE AND WHEN LINE RESTRICTIONS ARE UPTON CONTRACT, PERSON/PHONE, NURSER NO STATE INSPECTION. THE TRANSPORTATION MANAGENET CENTER OF ANY DAY ON STATE AND STATE INSPECTION. THE TRANSPORTATION MANAGENET CENTER OF ANY DAY ON STATE OF ANY DAY OF ANY DAY. BE REACHED AT (302) 659-4600.
- 38. AT THE END OF EACH WORKDAY, THE CONTRACTOR SHALL CORRECT ALL VERTICAL DIFFERENCES IN ACCORDANCE WITH TABLE 6G-1 OF THE DELAWARE MUTCD.
- 39. AT THE END OF EACH DAY'S OPERATION AND BEFORE TRAFFIC IS RETURNED TO UNRESTRICTED ROADWAY USE, TEMPORARY PAYEMENT MARKINGS SHALL BE APPLIED IN ACCORDANCE WITH THE DELAWARE MUTCO AND DELDOY'S TEMPORARY PAYEMENT MARKINGS FOLCY.
- 40. WHEN SIDE ROADS INTERSECT THE WORK ZONE, ADDITIONAL TRAFFIC CONTROL DEVICES SHALL BE ERECTED INCLUDING PERMANENT WARNING SIGNS.
- 41. ALL STORAGE OF EQUIPMENT AND MATERIAL SHALL COMPLY WITH SECTION 66.21 OF THE DELAWARE MUTCD. 42. ALL FLAGGERS SHALL COMPLY WITH CHAPTER 6E OF THE DELAWARE MUTCH.

RECOMMENDED

STANDARD NO. D-8 (2021) SHT. 1

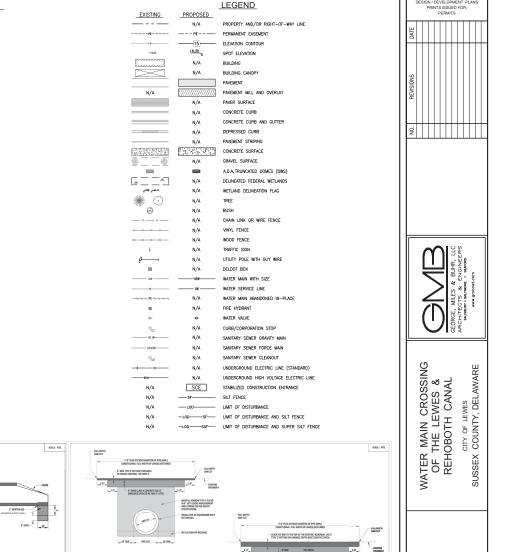
OF 1

APPROVED

43. THE CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING HIS/HER WORK WITH OTHER CONTRACTORS IN THE AREA.

44. ALL PERSONS WORKING WITHIN THE STATE RIGHT-OF-WAY SHALL WEAR A MINIMUM OF AN ANSI CLASS II SAFETY VEST MEETING OR EXCEEDING THE ANSI 107-2004 REQUIREMENTS, AS SPECIFIED IN THE DELAWARE MUTCD.

- 45. ALL PAVEMENT MARKINGS THAT ARE NO LONGER IN USE AND CONFLICT WITH TEMPORARY PAVEMENT MARKINGS SHALL BE REMOVED AND COMPLETELY OBLITERATED BY A WETHOD APPROVED BY THE ENGINEER. PAINTING OVER THE CONFLICTING PAVEMENT MARKINGS WILL NOT BE ACCEPTED AS A METHOD OF REMOVAL.
- PARTING OVER THE CONCIDING PREMEMENT ADVANCES THE NOT BE RALEFIED AS A REFINID OF REMARK-4. WITHIN THE MUNIKE WORK AREA, PERMINENT ADVANCE WIRNING SIGNS WITH THE LECENS RADO WORK 1500 FT, ROAD WORK TOO FT AND ROAD WORK 500 FT SHALL BE INSTALLED IN ADVANCE OF THE WORK FOR IN BOTH NECTONICS. AN EXP ROAD WORK 500 FT SHALL BE INSTALLED IN ADVANCE OF THE WORK AND ADVANCES AND ADVANCES AND ADVANCES AND ADVANCES OF THE WORK AREA AND AN EXP SHALL BE FAACED AT A DISTANCE MOT LISS THAN 500 FTET IN ADVANCE OF THE WORK AREA AND AN EXP ROAD WORK STORS SHALL BE CORDUN BOUNTED ON TWO NERFERS AD THE WORK AREA AND AN EXP ROAD WORK STORS SHALL BE CORDUN BOUNTED ON TWO NERFERS AD THE WORK AREA AND AN EXP ROAD WORK STORS SHALL BE CORDUN BOUNTED ON TWO NERFERS AD THE WORK AND AN EXP ROAD WORK STORS SHALL BE CORDUN BOUNTED ON TWO NERFERS AD THE WORK AND AN EXP ROAD WORK STORS SHALL BE CORDUN BOUNTED ON TWO NERFERS AD THE WORK AND AN EXP ROAD WORK STORS SHALL BE CORDUN BOUNTED ON TWO NERFERS AD THE WORK AND AN EXP ROAD WORK STORS SHALL BE CORDUNE DON THE THE ADVANCE OF THE WORK AND AN EXP ROAD WORK STOR SHALL BE CORDUNE ADVANCES OF THE WORK AND AN EXP ROAD WORK STOR SHALL BE CORDUNE ADVANCE TO THE THE MORE THE ROAD WORK STORS IN THE APPROVED SHALL BE VORTH AT A HILLY CONCLUSTS, WHICH SHALL BE VORTHE BE THE EXPLORED. ROAD ROAD REFERS THA LIFT AT A LITTLY CONCLUSTS, THOM ADULL BE VORTHE BE THE EXPLORED. ROAD ROAD REFERSE THE MORE THAN ADVANCE WARKING SIGNS SHALL BE WORKE TO ADVANCE WARKING SIGNS SHALL BE WORKE TO ADVANCE WARKING SIGNS THAS AND AND ADVANCE WARKING SIGNS THAS ADVANCE WARKING SIGN



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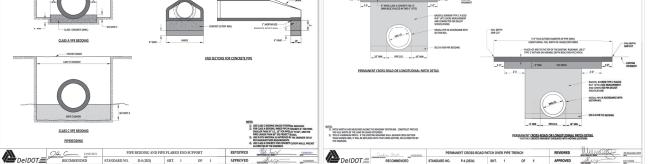
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DRAWN BY : JWK

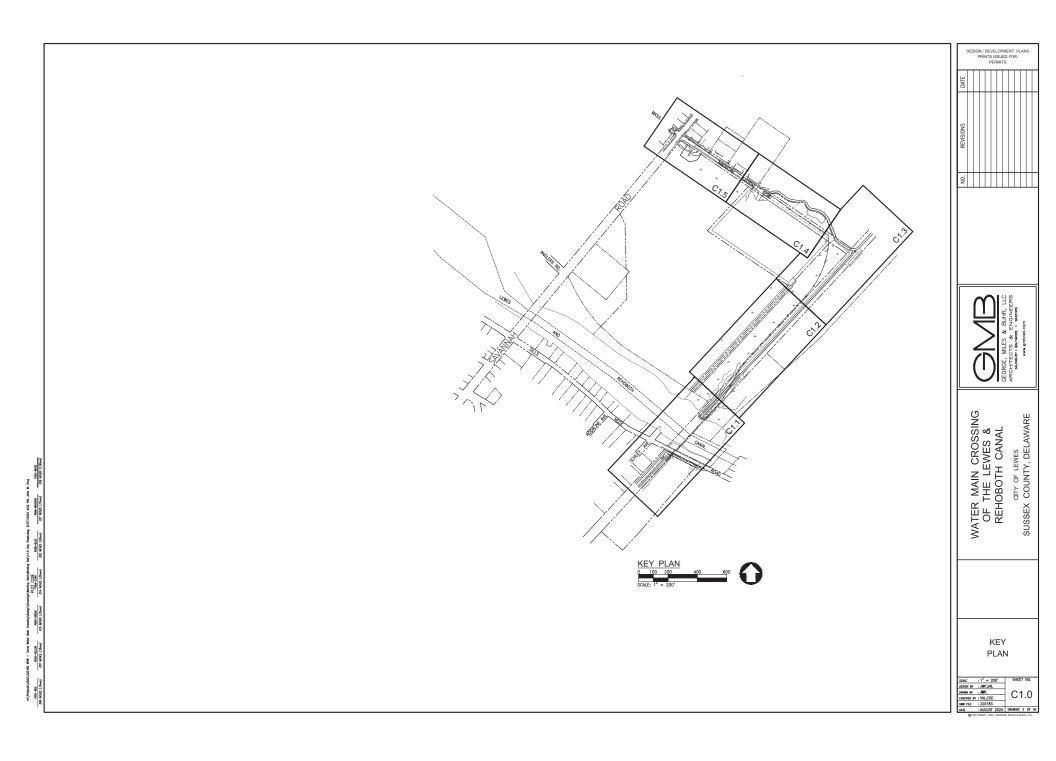
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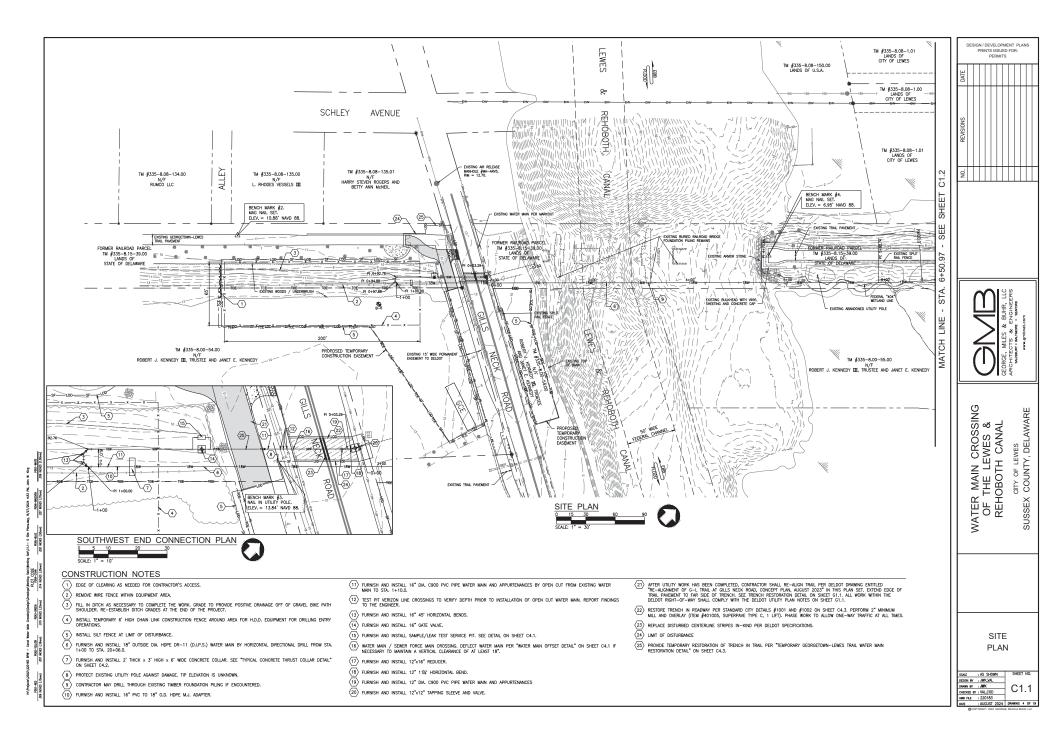
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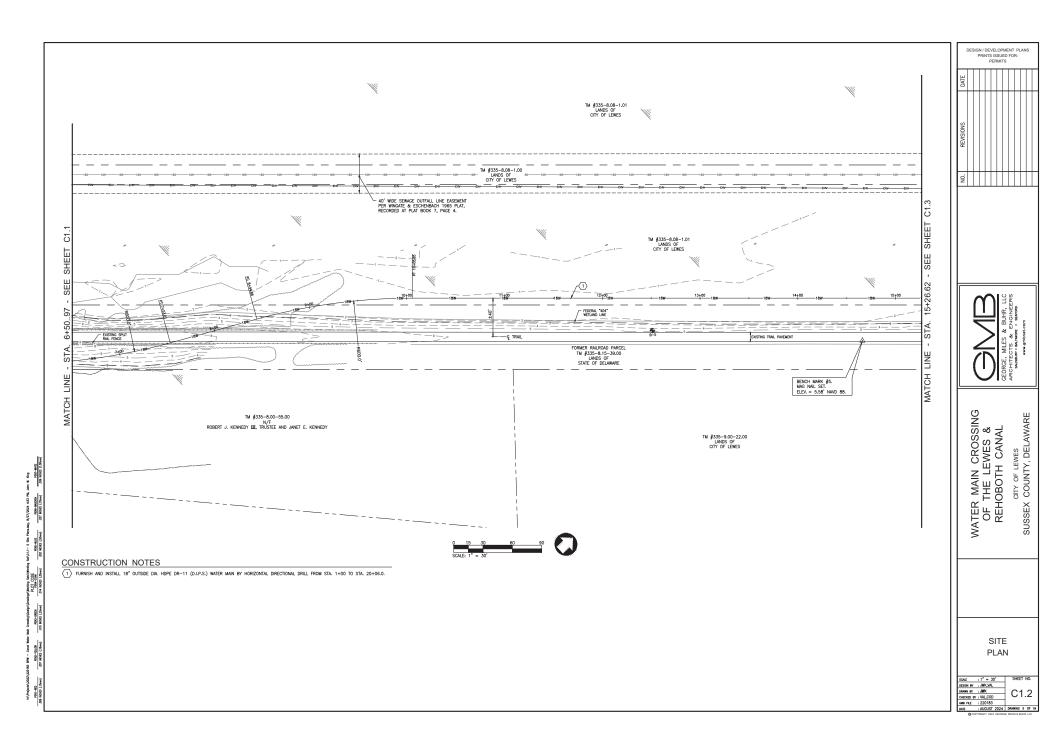
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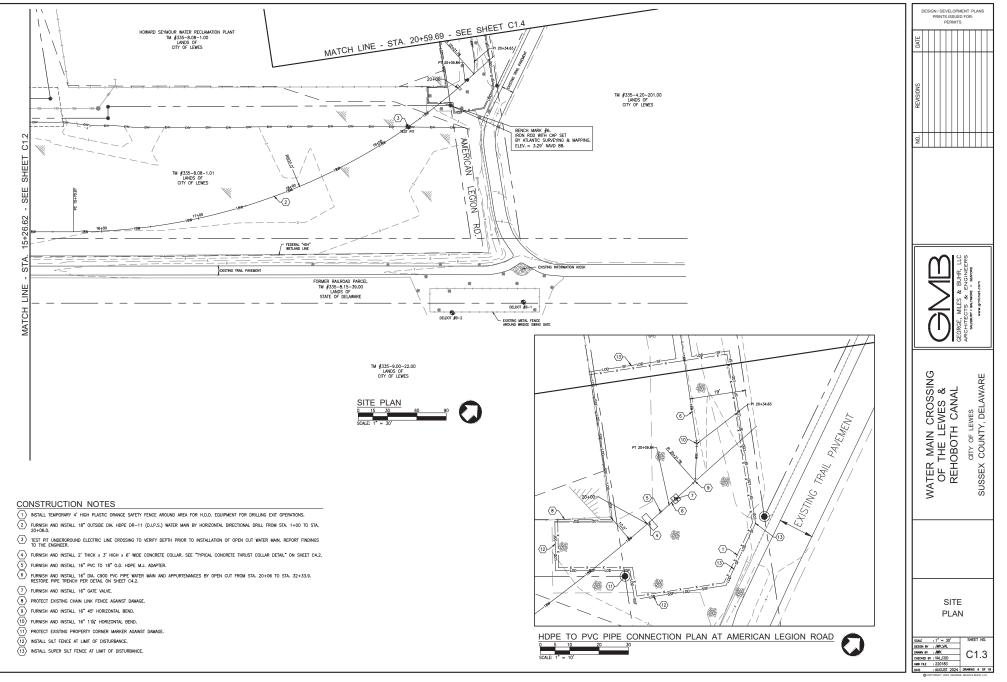


PERMANENT CROSS-ROAD PATCH OVER PIPE TRENCH REVIEWED Medal 2000 13/06/22 DelDOT<u>=</u> RECOMMENDED STANDARD NO. P-4 (2024) SHT. 1 OF 1 APPROVED Aug 01/11/0024 22-060-2022





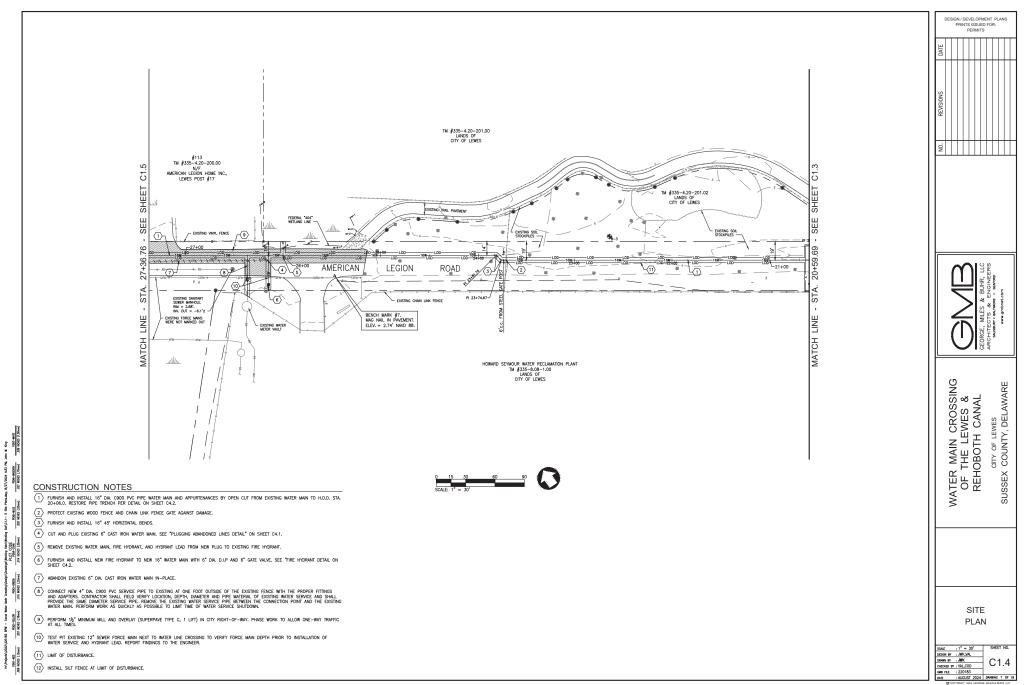




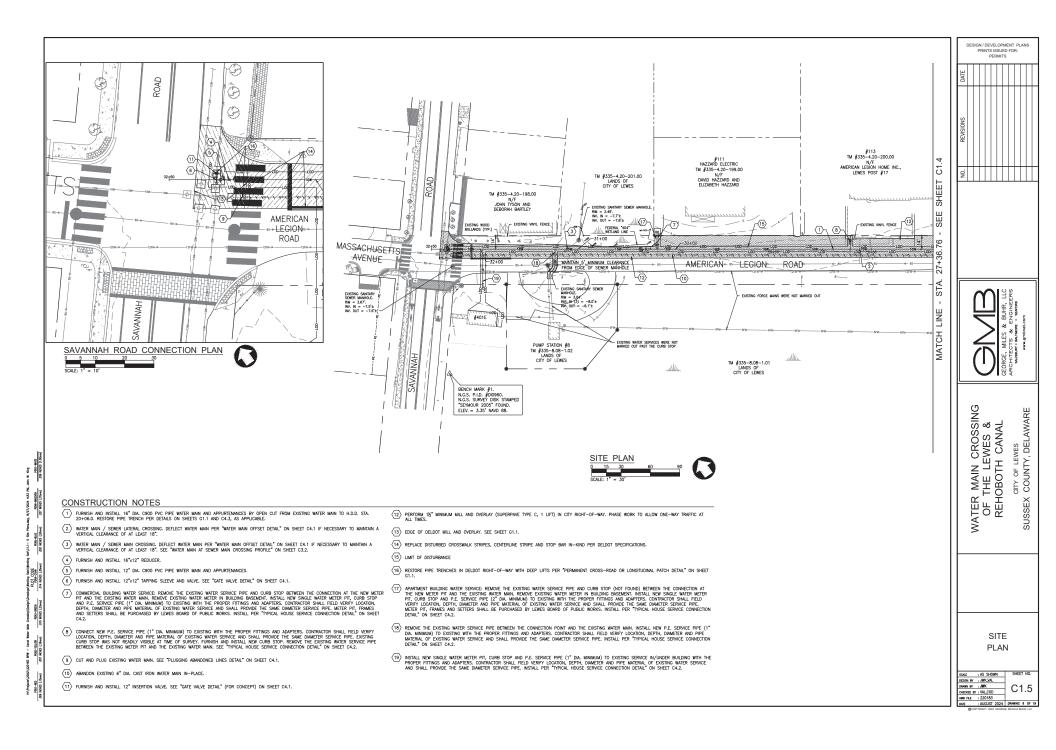
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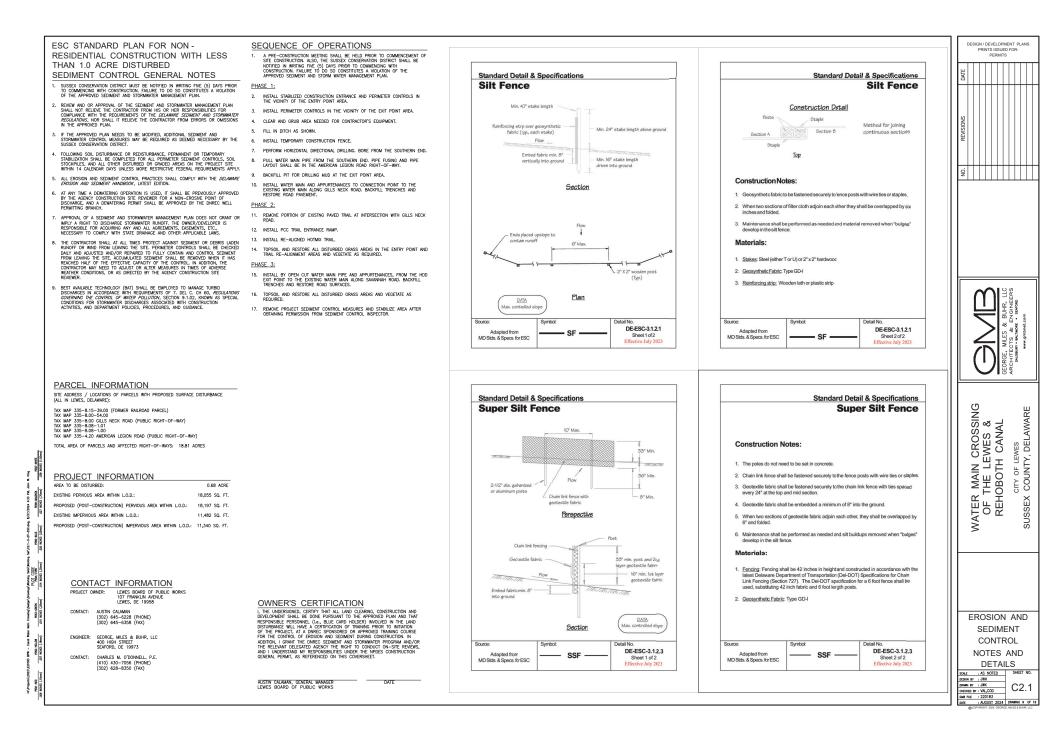
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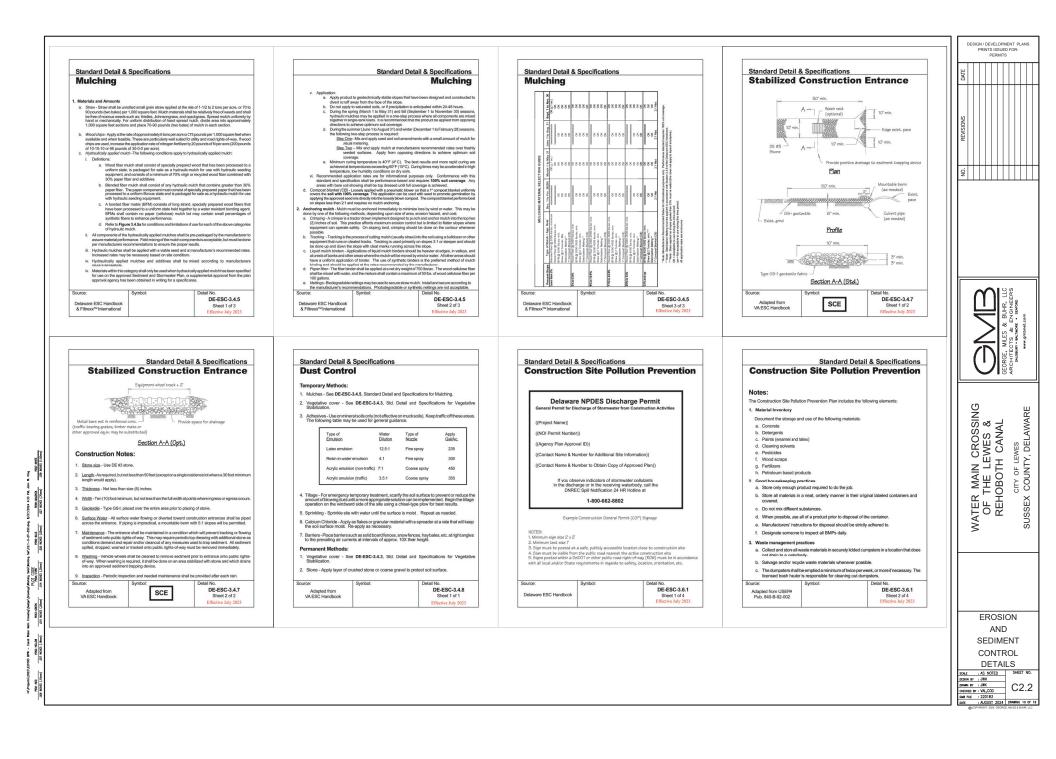
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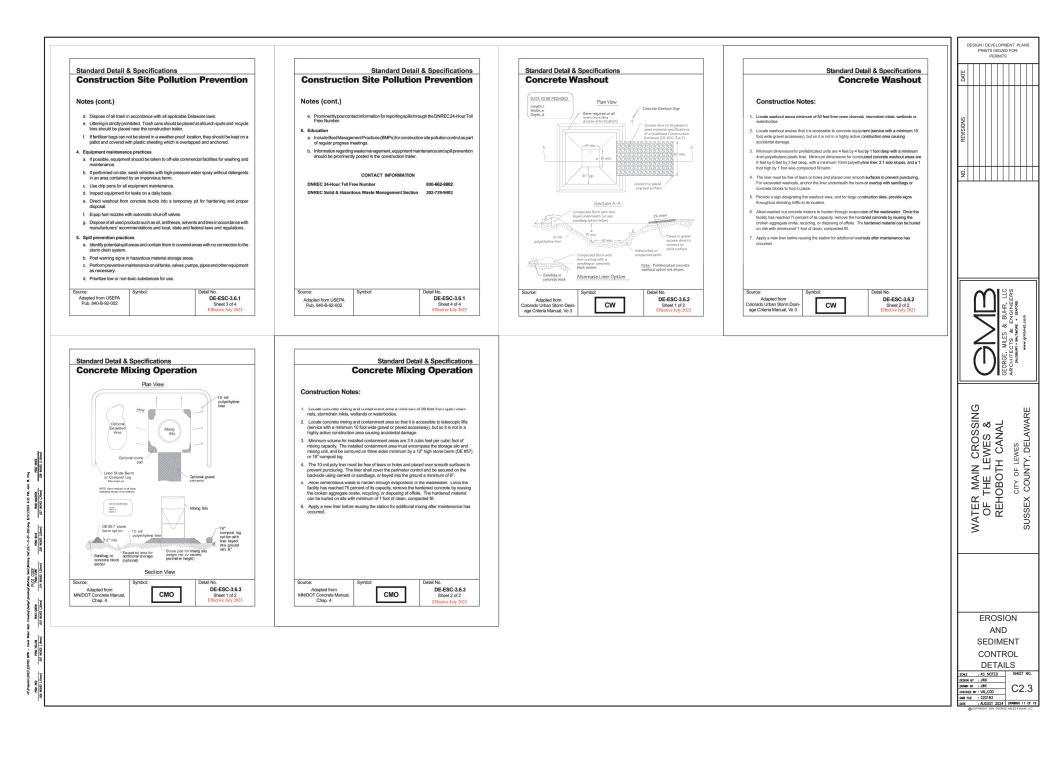


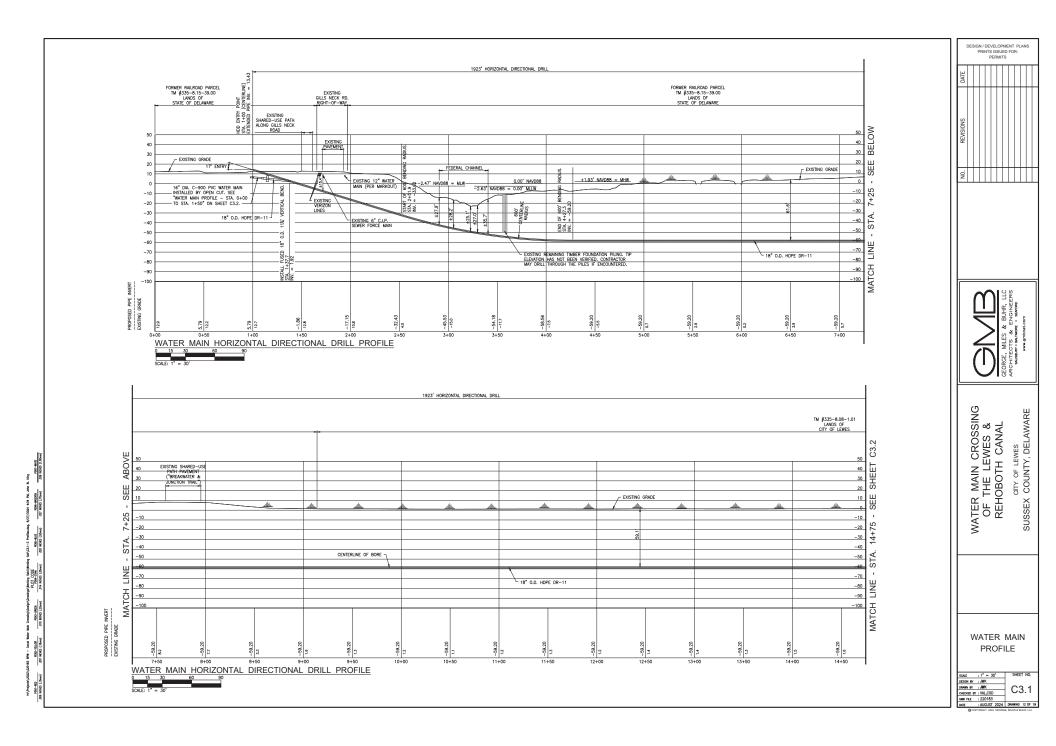
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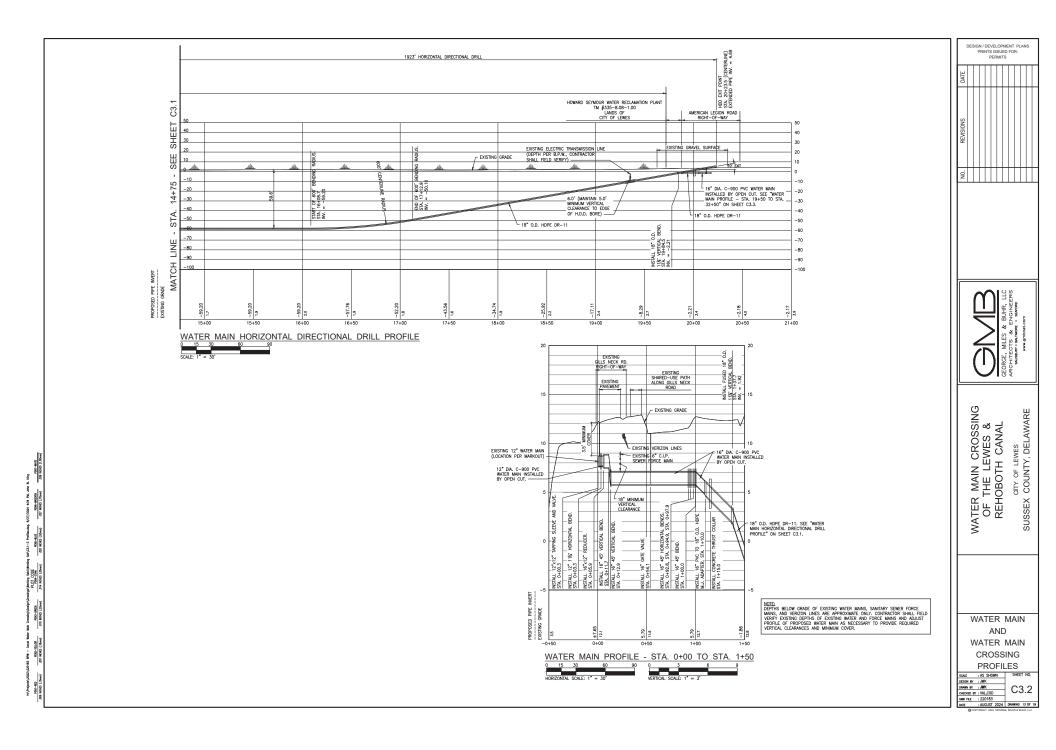


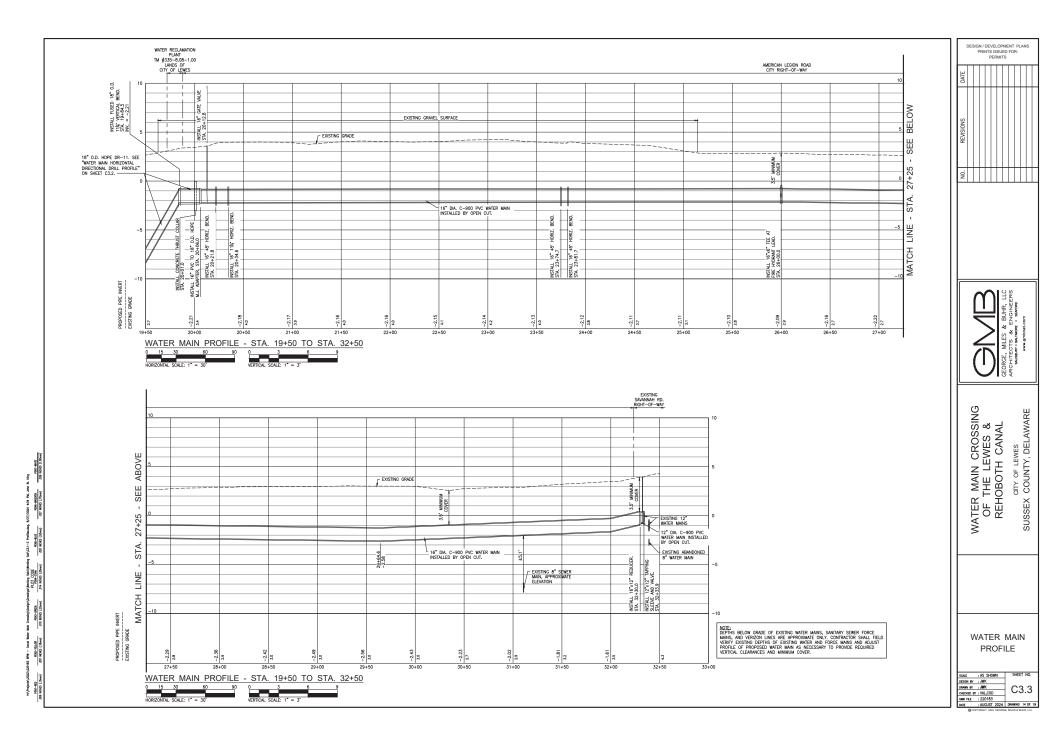


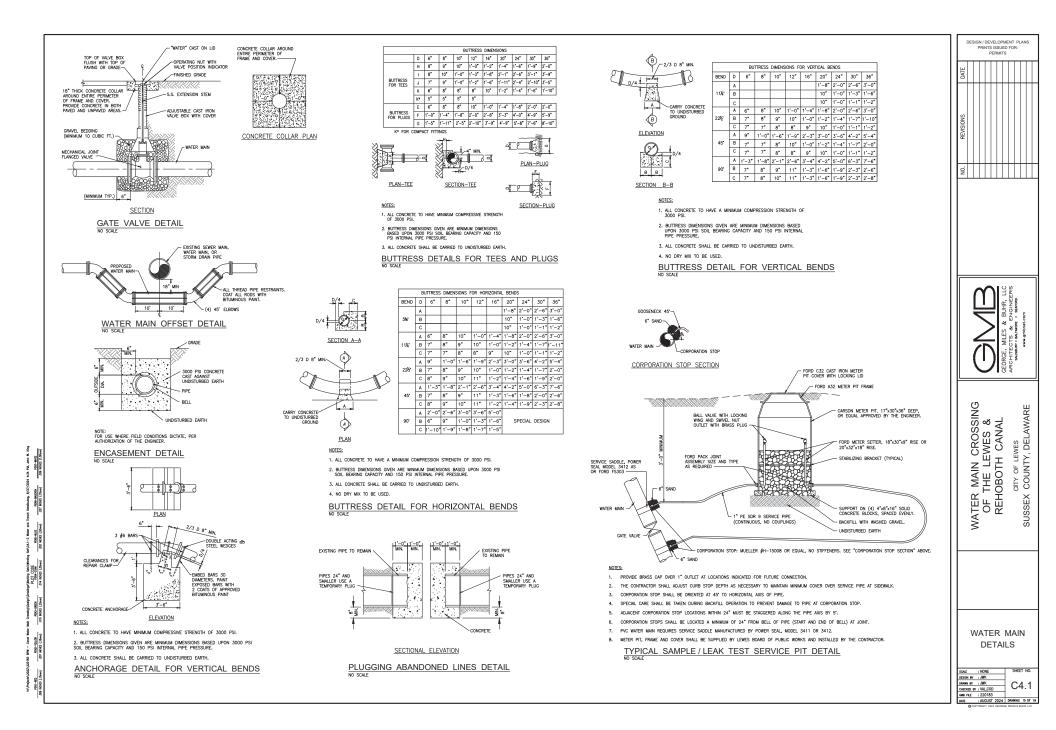


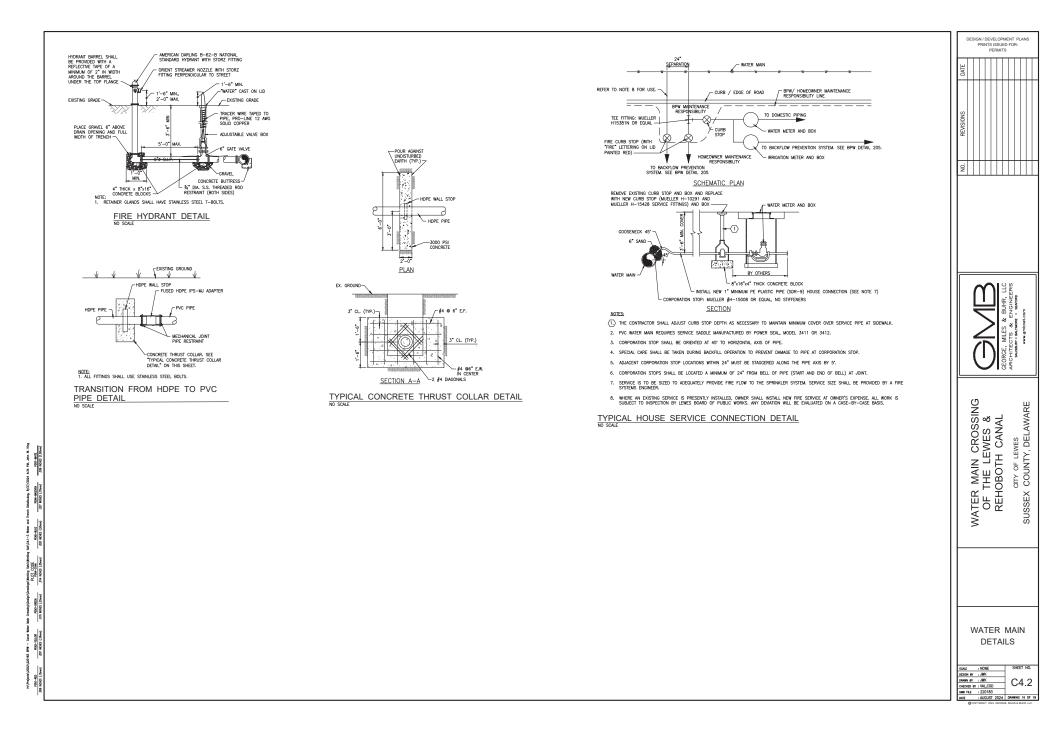


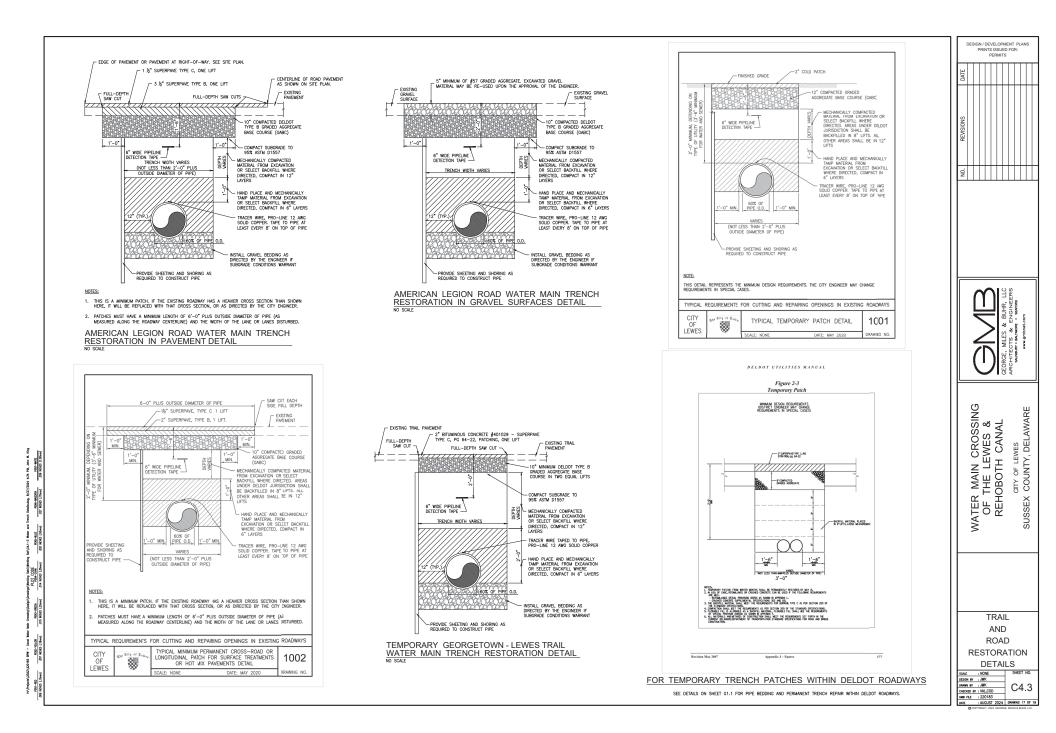












TEMPORARY TRAFFIC CONTROL NOTES - GILLS NECK ROAD AND SAVANNAH ROAD

- 1. ALL TEMPORARY TRAFFIC CONTROL AND TEMPORARY TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH: THE CONTRACT DOCUMENTS, THE LATEST VERSION OF THE DELAWARE MANUAL ON UNITERM TRAFFIC CONTROL DEVICES (DE MUTCE), CURRENT STATE OF DELAWARE DEPARTMENT OF TRANSPORTATIONS TANDARD SPECIATIONS FOR ROAD AND BRODIC CONSTRUCTION, AND STANDARD CONSTRUCTION DETINS, INCLUDING ALL REVISIONS AS OF THE DATE OF THE DINTINGE FURNITY APPRION. TEMPORARY TRAFFIC CONTROL DEVICES DED ON THE APPRICATIONS FOR ROAD AND LISTED ON THE APPRICAT. TEMPORARY TRAFFIC CONTROL DEVICES DED ON THE APPLICATIONS FOR ROAD AND DE CONTRUCTION. THIS DEVICE DETINGT OF THE DEVICES DOLES NOT HAVE AN APUL THE DEVICE SHALL DE CONTRUCTION. THIS DEVICE DEVICED AND DEVICES DOLES NOT HAVE AN APUL THE DEVICE SHALL DE CONTRUCTION. THIS DE UNICO.
- 2. CONTRACTOR SWALL SUPPLY MESSAGE BANDRS THAT ARE TO BE FUNCE THAT (10) DATE FROM TO THE START OF CONSTRUCTION BAD/OR THATTER THETEN CHANGES THE MESSAGE BADRS MUST BRINN IN PLACE THE (5) DATE START WORK HAS STARTED ANO/OR ATTER THATEC PATTERS CHANGES HAVE BEEN MAPLEMENTED. THE NUMBER OF MESSAGE BADRESS LOUTORS, MON WORKING ON THE MESSAGE BADRES SHALL BECOMMENTED WITH THE DETRICT STARTY
- 3. IN ACCORDANCE WITH SECTION 105.1.C OF THE STANDARD SPECIFICATIONS, THE DEPARTMENT RESERVES THE RIGHT TO SUPERD IN EXOTINGCIONS OF SPANIONS, IF, IN THE OPERATIONST SPECIFICATIONS OF ORTHOGON'S OPERATIONS ARE NOT IN COMPLANCE WITH THE DE MUTICH, THE SPECIFICATIONS OF THE PLANS OR IF THE CONTINUCTOR'S OPERATIONS ARE DESERVE UNSERVE IN ACCORDANCE WITH SECTION 801.3.1.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING THE LOCAL SCHOOLS AND DELDOT COMMUNITY RELATIONS OF ALL ROADS AND LANES TO BE CLOSED A MINIMUM OF SEVEN (7) CALENDAR DAYS BEFORE THE CLOSURE.
- 5. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ENSURING THAT THE TRANSPORTATION MANAGEMENT CENTER (TMC) IS NOTIFIED DAILY BEFORE ROADWAY ACTIVITY IS BEING PERFORMED IN STATE RIGHT-OF-WAY. THE CONTRACTOR SHALL IDENTIFY THE TYPE OF WORK, ANY LANES(3) OR SHOULDERS(5) CLOSED, THE LENGTH OF TIME FOR WORK, WHEN THE LANE RESTRICTIONS ARE IN PLACE AND WHEN LANE RESTRICTIONS ARE LIFTED, CONTACT PERSON/PHONE NUMBER AND STATE INSPECTOR. THE TRANSPORTATION MANAGEMENT CENTER CAN BE REACHED AT (302) 659-4600.
- WHEN SIDE ROADS INTERSECT THE WORK ZONE, ADDITIONAL TEMPORARY TRAFFIC CONTROL DEVICES SHALL BE ERECTED INCLUDING PERMANENT WARNING SIGNS (SEE NOTE 11).
- 7. ALL STORAGE OF EQUIPMENT AND MATERIAL SHALL COMPLY WITH THE DE MUTCH, SECTION 6G.21.
- 8. ALL PAVEMENT MARKINGS THAT ARE NO LONGER IN USE AND CONFLICT WITH TEMPORARY PAVEMENT MARKINGS SHALL BE REMOVED AND COMPLETELY DULTERATED BY A METHOD APPROVED BY THE ENGINEER, PAVITING OVER THE CONFLICTING PAVEMENT MARKINGS WILL AND THE ACCEPTED AS A METHOD OF REMOVAL.
- 9. THE CONTRACTOR IS RESPONSIBLE FOR THE MAINTENANCE OF EXISTING PAVEMENT WITHIN THE PROJECT LIMITS FOR THE DURATION OF THE CONTRACT OR AS DIRECTED BY THE ENGINEER.
- TYPICAL APPLICATIONS PER THE DE MUTCD SHALL BE INCORPORATED TO ACHIEVE REQUIRED TEMPORARY TRAFFIC CONTROL AND SAFETY REQUIREMENTS. THIS PROJECT IS SUBJECT TO THE FOLLOWING TYPICAL APPLICATIONS UNLESS DIRECTED OTHERMISE BY THE DELODID DISTRICT SAFETY OFFICIEY.

GLIS NECK ROAD - TYPICAL APPLICATION 1: "NORK BEYOND THE SHOULDER > 10 FEET FROM THE EDGE OF THE TRANLED MAY", TYPICAL APPLICATION 3: "WORK BEYOND THE SHOULDER \leq 10 FEET FROM THE EDGE OF THE TRANLED MAY", TYPICAL APPLICATION 10: "LANGE WORK WITH MIROR ENCRONOMENT," TYPICAL APPLICATION 10: "LANGE CLOSURE ON A TRIO-LANGE ROAD USING FLAGERS'.

SWAINMH ROAD - THPICAL APPLICATION 3: "WORK BEYOND THE SHOULDER \leq 10 FEET FROM THE EDGE OF THE TRAVELED WAY", THPICAL APPLICATION 6: "SHOULDER WORK WITH MINOR ENCROACHMENT", "TYPICAL APPLICATION 21: "LANE CLOSHER ON THE INFORM ONE".

- CUSONE ON THE NAME SOLE OF AN INTERSECTION.
- 12. THE USE OF MILLINGS AND GRADED AGREGATE BASE COURSE (GABC) IN THE TRAVEL WY, TRAVENTY TRAVEL WAY, HIGH WOULDE ENTRAVELS MAD ACCESS RAME FOR THE PURPOSE OF PROVIDING A TEMPORARY ROUTEWY TRAVEL WAY, HIGH WOULDE ENTRAVELS AND ACCESS RAME FOR THE PURPOSE OF PROVIDING A TEMPORARY ROUTEWY TRAVEL WAY, HIGH WOULDE ENTRAVELS AND ACCESS RAME FOR THE PURPOSE OF PROVIDING A TEMPORARY ROUTEWY TRAVEL WAY, HIGH WOULDE ENTRAVESS AND ACCESS RAME FOR A DEVICE AND ACCESS ROUTEWY TRAVEL WAY, HIGH WOULDE ENTRAVESS ROUTEWY TRAVELWY TRA

MILINGS OR ORCE SHALL BE USED AT THE FOLLOWING LOCATIONS WHERE ACCESS TO A BUSNESS, BESIDENCE, OR EDUC BOPO FOF HEEDS TO BE MAINTAINED UNLESS OITEBINES KITEEIN IN THE PLANS OR DIRECTED BY THE FONAUER TO USE BITUIMIOUS CONCRETE OR COLD PATCH. ALL MILLINGS AND GABC WILL BE ROLLED AND COMPACTED TO HELP PREVENT THE MATTERNIL ROOM UNRAVELING.

The other

4:34 PM, John W. PDH-MADDIA NOYES (Jfbm)

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- DREAMS
 DREAMS THE BASE COURSE MATERIAL SHALL BE PLACED AT NO GREATER THAN THE SLOPE SPECIFIED IN THE DE MUTCD, TABLE 6G-1 AND SHALL BE COMPACTED.

VERTICAL DIFFERENCES SHALL BE CORRECTED IN ACCORDANCE WITH THE DE MUTCD, TABLE 6G-1.

- 13. ACCEPTIALE MATERIALS FOR TELEPORTRY PEDESTRINI PATHS SHALL BE AS DEFINED IN STANDARD CONSTRUCTION DEVAL M-13. TYPE 2 TEMPORARY SDEMALYS (PLYMOOD WALKINY STRUCTURES) SHALL BE CONSTRUCTED IN ACCORDANCE WITH STANDARD CONSTRUCTION DETAL M-13. TEMPORARY PEDESTRIAN PATHS SHALL BE DETECTABLE AS DEFINED IN SECTION 67.73 OF THE DE MUTCD.
- 14. CLOSURES OF TRAVEL LANES AND TURN LANES WITHIN THE PROJECT LIMITS SHALL OCCUR IN ACCORDANCE WITH THE ALLOWABLE LANE CLOSURE HOURS MATRIX SHOWN IN THE PLANS. THE PROJECT IS SUBJECT TO ADDITIONAL RESTRICTIONS IN ACCORDANCE WITH SECTION 8013.5 OF THE STANDARD SPECIFICATIONS. ACCEPTABLE LANE CLOSURE HOURS:

TEMPORARY TRAFFIC CONTROL NOTES - AMERICAN LEGION ROAD

- ALL TEMPORARY TRAFFIC CONTROL AND TEMPORARY TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH THE CONTRACT DOCUMENTS AND THE LATEST VERSION OF THE DELAWARE MANUAL ON UNFORM TRAFFIC CONTROL DEVICES (HEREINATER REFERED TO AS THE "DEVIMARE MUTCO").
- THE DINNER RESERVES THE RIGHT TO STOP THE CONTINUEDR'S OPERATIONS, IF, IN THE OPINION OF THE DINNER'S REPRESENTATIVE, THE CONTINUEDR'S OPERATIONS ARE NOT IN COMPLANCE WITH THE DELANARE MUTCO, THE SPECIFICATIONS OR THE PLANS OR IF THE CONTINUED'S OPERATIONS ARE DEVELOU UNKELE.
- 3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING THE LOCAL 911 CENTER AND LOCAL SCHOOLS OF ALL ROADS AND LANES TO BE CLOSED A MINIMUM OF SEVEN (7) CALENDAR DAYS BEFORE THE CLOSURE.
- 4. THE CONTRACTOR IS RESPONSIBLE FOR THE MAINTENANCE OF EXISTING PAVEMENT WITHIN THE PROJECT LIMITS FOR THE DURATION OF THE CONTRACT OR AS DIRECTED BY THE ENGINEER.
- 5. THPICAL APPLICATIONS PER THE DELAWARE MUTICO SHALL BE INCORPORATED TO ACHEVE REQUIRED TEMPORARY TRAFFIC CONTROL AND SAFETY REQUIREMENTS. THIS PROJECT IS SUBJECT TO THE FOLLOWING TIPECAL APPLICATIONS UNLESS DIRECTED OTHERMSE BY THE ENROWER: THRUCA APPLICATION. YORK RESINGIN THE SOULDERS & TO EVER FROM THE EDUC FOR THRUE APPLICATION APPLICATION 11: "LAKE CLUSINE ON A TWO-LAKE ROAD WITH LOW TRAFFIC VOLUMES", "THPICAL APPLICATION 21: "LAKE CLUSINE ON THE VICE AND WITH LOW TRAFFIC VOLUMES", "THPICAL APPLICATION 21: "LAKE CLUSINE ON A TWO-LAKE ROAD WITH LOW TRAFFIC VOLUMES", "THPICAL APPLICATION 21: "LAKE CLUSINE ON A TWO-LAKE ROAD WITH LOW TRAFFIC VOLUMES", "THPICAL APPLICATION 21: "LAKE CLUSINE ON THE VICE APPLICATION 21: "LAKE CLUSINE ON A TWO-LAKE ROAD WITH LOW TRAFFIC VOLUMES", "THPICAL APPLICATION 21: "LAKE CLUSINE ON THE VICE APPLICATION 21: "LAKE CLUSINE ON THE ROAT RESIDENCE APPLICATION 21: "LAKE CLUSINE ON THE VICE APPLICATION 21: "LAKE CLUSINE 20: "LAKE

TRAFFIC CONTROL SEQUENCE OF CONSTRUCTION -GILLS NECK ROAD AND SAVANNAH ROAD

- CONTRACTOR MOBILIZATION (APPROXIMATELY 5 WORKING DAYS) 1. MOBILIZE EACH SITE (INCLUDING BUT NOT LIMITED TO): 2.1 PLACE CONSTRUCTION TRALLERS AS NECESSARY, 2.2 MOBILIZE AND ACQUIRE EQUIPMENT NEEDED FOR CONTRACT.
- 2. INSTALL ALL EROSION AND SEDIMENT CONTROL MEASURES AS SHOWN ON CONTRACT CONSTRUCTION
- 3 TRUL WORK NEAR CLLS NECK ROAD PORTON (APPROXIMATELY 5 WORKING DAYS) 3.1 USING TA-10 OF DELTANGE WUTCD 3.1.1 WHEN THE BIKE TRAIL IS TO BE CLOSED A LINE CLOSURE WITH FLAGGERS IS REQUIRED TO ROUTE BIKETS AND POETSTMANS AROUND THE WORK ZONE.

- GILS INCC. ROAD PORTION (APPROXIMATELY 5 WORKING DAYS)
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- 5. SALAWARE ROAD POETION (UPERDIVANTELY 5 NORMALD DMS) 5. LIGNIC T-10 (MARERONA LONG PROD) AND 1-3. TH-6, AND TA-21 OF DELAWARE MUTCO 5.1. OFEN CUT HUF THE ROAD AT A TIME AND INSTALL WATER MAIN. 5.2 USING TA-10 OF DELAWARE MUTCO 5.3. INSTALL POPUENT STREMO. 5.3. INSTALL POPUENT STREMO.

**NOTE: DAIY: OPERATIONS SHOULD BE LINETE TO THOSE THAT CAN BE INSTALLED AND CLOSED BY THE END OF EACH BUSINESS DAY. REFER TO TEMPORARY PANNEDHIN RESTORATION DETAIL. ATTRE CONFERTION AND UTILITY MAIN INSTALLATION COMPLETE PANNE RESTORATION BY REFERRING TO PERMANENT PAVEMENT RESTORATION DETAILS FOUND IN THESE CONTRACT DRAWINGS.

6. CONTRACT CLOSEOUT (APPROX. 90 WORKING DAYS)

SAVANNAH ROAD PEDESTRIAN MAINTENANCE OF TRAFFIC 1. THERE ARE NO EXISTING SIDEWALKS IN THIS PROJECT AREA.

- 2. THERE IS AN EXISTING CROSSWALK ACROSS THIS PROJECT AREA.
- 3. THE CONTRACTOR SHALL FOLLOW TYPICAL APPLICATIONS 28 AND 29 IN THE DELAWARE MUTCD IF APPLICABLE.
- 4. 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 BUSINESS AND RESIDENTS AT ALL TIMES.
- PROVIDE PEDESTRIAN ACCESS THRU 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 7 FT 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 CHAVGES
 GRAZIET THAN \$\mathcal{L}\$ IN IN GRADE OR TERRINI THAT COULD CUBE TRIPPING OR BE A BARRIER TO WHEELCHAR USE.

GILLS NECK ROAD PEDESTRIAN MAINTENANCE OF TRAFFIC THERE IS THE EXISTING GEORGETOWN - LEWES TRAIL IN THIS PROJECT AREA

- 2. THERE ARE NO EXISTING CROSSWALKS IN THIS PROJECT AREA
- 3. THE CONTRACTOR SHALL FOLLOW TYPICAL APPLICATIONS 28 AND 29 IN THE DELAWARE MUTCO IF APPLICABLE.
- 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 BUSINESS AND RESIDENTS AT ALL TIMES.
- PROVIDE PEDESTRIAN ACCESS THRU 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 7 FT 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 ENTRE LENGTH AND WIDTH OF THE PEDESTRAIN ROUTE THROUGHOUT CONSTRUCTION. THERE SHALL BE NO CURBS OR VERTICAL ELEVATION CHANGES GREATER THAN \$\mathbf{i}\$ IN. IN GROUP OR TERRAIN THAT COLLD CAUSE TRIPPING OR BE A BARRIER TO WHELCHARL USE.
- WHEN THE BIKE TRAIL IS TO BE CLOSED A LANE CLOSURE WITH FLAGGERS IS REQUIRED TO ROUTE BIKERS AND PEDESTRIANS AROUND THE WORK ZONE.

BICYCLE MAINTENANCE OF TRAFFIC NOTES

- ACCORDING TO THE STATE BICYCLE MAP FOR SUSSEY COUNTY SMANNH FOLD HIS BEEN DESIGNATED AS A REGIONAL BICYCLE ROUTE WITH BIKEWAY, GILLS NECK ROAD HIS BEEN DESIGNATED AS A CONNECTOR BICYCLE ROUTE WITHOUT BIKEWAY. MAERICAN LEGION ROAD, A CITY ROAD, HIS NOT BEEN DESIGNATED AS A BICYCLE ROUTE.
- AT ALL TIMES, THE CONTRACTOR SHALL PROVIDE MAXIMUM WIDTH LANES TO THE EXTENT POSSIBLE TO FACILITATE BICYCLE USAGE.
- 3. THE CONTRACTOR SHALL AND THE BROYCE IN LARE (MITI-T-DE) SIGN TO THE THEOL, APPLICATION SIGNING STACE DRIVEN CONSTRUCTION ACTIVITIES THAT RESTRICT USE OF THE EXERCISE SHOLLER/BRE LANE, WHEN USED, THE SIGN SHALL HAVE A BLACK LEGEND ON A RETRORFFLECTIVE FLUORESCENT GRANGE BACKGROUND.
- WHEN THE BIKE TRAIL IS TO BE CLOSED A LANE CLOSURE WITH FLAGGERS IS REQUIRED TO ROUTE BIKERS AND PEDESTRIANS AROUND THE WORK ZONE.

 $\overline{\Gamma}$ ↺ CITY OF LEWES COUNTY, DELAWARE CROSSING EWES & I CANAL WATER MAIN C OF THE LEW REHOBOTH (

TRAFFIC

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SCALE : NONE DESIGN BY : JWK DRAWN BY : JWK CHECKED BY : WL,COD

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DESIGN / DEVELOPMENT PLANS

PERMITS

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