

**DELDOT UTILITIES SECTION
POST-COORDINATION & CONSTRUCTION REVIEW MEETING: FINAL**

STATE CONTRACT: T201200903 SR24 at SR5 & SR23

REVIEW MEETING DATE: December 17, 2024

PREPARED BY: Alan K. Marteney, P.E.
Century Engineering, LLC, a Kleinfelder Company

INVITEE	ORGANIZATION	e-mail	ATTEND
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Jordan Dickerson	Sussex County-Sewer	jordan.dickerson@sussexcountyde.gov	N

BRIEF PROJECT DESCRIPTION: The project includes providing consistent lanes, shoulders, and curbs; extending SR 24 left turn lanes; extending the SR 23 left turn lane onto westbound SR 24; multimodal improvements including bike lanes, bus stops, sidewalks, and crosswalks; access management improvements; and drainage improvements-see project location map below & website HSIP SR 24 at SR 5 / SR 23 Intersection Improvements Project Website - DelDOT:



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UTILITIES INVOLVED:

- Crown Castle/Lighttower/Fibertech-Communication
- Delaware Electric Cooperative-Electric Distribution
- Mediacom
- Sussex County Engineering-Sewer
 - Relocation plans and specifications were included in the road construction project for manhole and valve adjustments-no sewer line relocations were required. No reimbursable costs were applicable from this municipal owner per Delaware Code.
- Tidewater Utilities-Water
 - Relocation plans and specifications were included in the road construction project. Reimbursable costs were formalized in a Utility Agreement.
- Verizon-Communication
- DelDOT-Signal Conduit

ADVANCE UTILITY RELOCATIONS: DelDOT signal construction installed new mast-arm foundations in advance. All other utility relocations occurred during the road construction.

ROAD CONTRACTOR: ADEL Construction Company, Inc.

ROAD CONSTRUCTION START DATE: June 2021

ROAD CONSTRUCTION END DATE: January 2023

DELDOT PROJECT DEVELOPMENT SECTION/PROJECT MANAGER: PD South; Mark Whiteside

ENGINEER OF RECORD FIRM: WRA

DELDOT CONSTRUCTION REPRESENTATIVES: Sarah Powell

CONSTRUCTION INSPECTION FIRM: RK&K

DELDOT UTILITY COORDINATOR: Eric Cimo

MAJOR PROJECT CHALLENGES: Project is located within a highly developed commercial and residential area, was identified as a high crash location and SR24 is one of the major East-West access corridors to the beach resort areas for both traffic and utility services.

This was one of a series of road contracts along SR24. Century Engineering provided overall construction management and utility coordination for all those projects, including a dedicated survey crew.

After the PS&E plans were submitted, design work continued on the traffic signal designs and the utility relocation designs. Updated plans were not included in the advertisement package to meet financial obligations and schedules of adjacent projects. All other documents in the advertisement package reflected the updated plans. The updated plans were provided to the contractor after award with no major impacts.

LESSONS LEARNED from this project included:

- The advance installation of the signal pole foundations, conduit and junction wells was a benefit since scheduling of the traffic contractor did not have to be considered by or coordinated with the road contractor.

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- Ground mount transformers were very close to the alignments for other underground utility relocations. Support for the transformers was required during excavation for the other relocations. Need to consider constructability of the relocations and schedule appropriately when possible.
- An unknown storm drain system was encountered. This system was not shown on any archive plans and did not have any elements that were visible in the field. Origin of this system was determined to be from an adjacent commercial property. Information on the system was obtained in the field, provided to the designers and utility companies and a resolution was developed reflecting the excellent communication, coordination and cooperation that had been developed. Having a designated on-site utility coordinator and survey stakeout/as-builts were noted as a major benefit.
- A 3x3 Verizon duct bank was encountered that was only shown as a single line on the plans. The duct bank was not encased in concrete so the SUE investigation stopped when one conduit was encountered. The larger size of this facility resulted in conflicts with other proposed work, including the need to go deeper and increased dewatering requirements. The best possible understanding of the type of utility facilities present should be emphasized during the utility coordination process.
- Additional sewer service laterals were encountered during construction. Utility coordination should strive to identify locations of sewer, water and other underground utility service laterals to all adjacent properties even if the laterals are not shown on the utility's archive plans.
- Several sewer manholes were located within the proposed sidewalk which presented challenges for meeting ADA requirements. Detailed design and grades should be included in these areas, especially if the manhole is located within the limits of a curb ramp/pedestrian connection. Relocation of the manhole may need to be considered in order to meet ADA requirements.
- Coordination and identification of the electric points of service for the signals and roadway lighting was performed during design, including maintaining service to the existing facilities while they were still in service. It was noted that this prevented any delays or conflicts during construction.