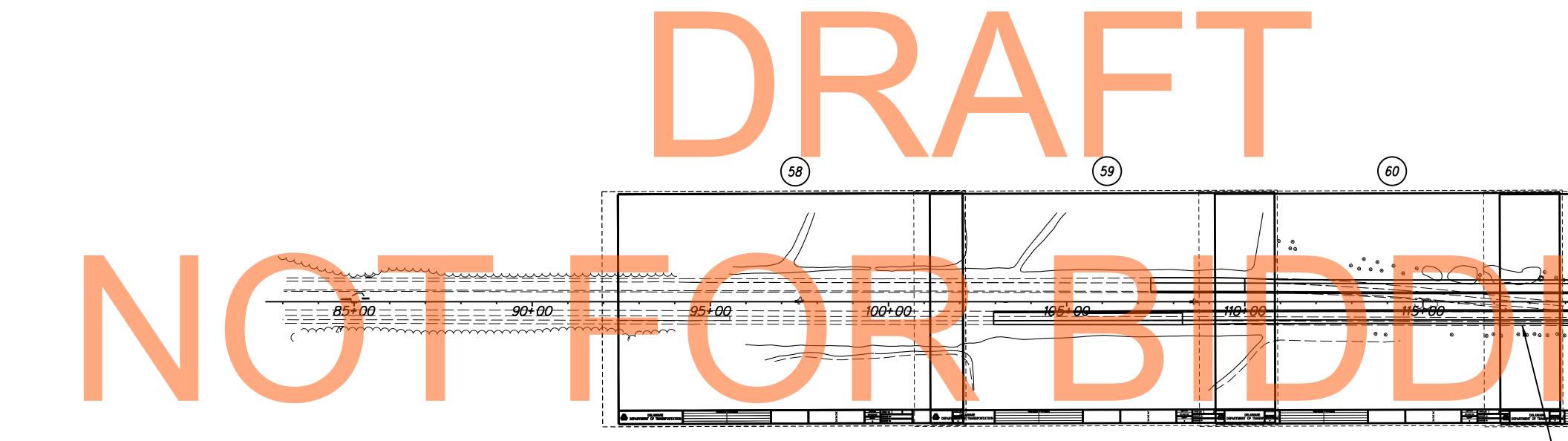




|              |                        |                 | DESIGN                                |          |                 |                   |            |
|--------------|------------------------|-----------------|---------------------------------------|----------|-----------------|-------------------|------------|
| <b>DMARY</b> |                        |                 | PRINCIPAL ARTERIAL                    |          | D.H.V. PROJECTE | •                 | YEAR: 2030 |
| S            |                        | ONSTRUCTION: N  | EW                                    |          | DESIGN SPEED:   | 70 M.P.H.         |            |
| -            | A.A.D.T. CUF           | RRENT: N/A      | YEAR: N/A                             |          | TRUCKS: 20 %    |                   |            |
|              | A.A.D.T. PRO           | DJECTED: 57,000 | 0 YEAR: 203                           | 0        | DIRECTION OF D  | Istribution: 57 % |            |
|              | SEE PLAN S             | HEET LG-02 FO   | R ADDITIONAL DESIGN                   | DESIGN   | NATIONS         |                   |            |
|              |                        |                 |                                       |          | SHEETS          |                   |            |
|              |                        |                 |                                       |          |                 |                   |            |
|              | SHEET Nº               |                 | TABLE                                 | OF CO    | ONTENTS         |                   |            |
|              | 1                      | TITLE           |                                       |          |                 |                   |            |
|              | 2 - 6                  | PLAN SHEET      | INDEX                                 |          |                 |                   |            |
|              | 7 - 8                  | LEGEND          |                                       |          |                 |                   |            |
|              | 9 - 10                 | NOTES           |                                       |          |                 |                   |            |
|              | 11 - 14                | EARTHWORK       | SUMMARY                               |          |                 |                   |            |
|              | 15 - 47                | TYPICAL SEC     | TIONS                                 |          |                 |                   |            |
|              | 48 - 57                | HORIZONTAL      | AND VERTICAL CONTR                    | OL       |                 |                   |            |
|              | 58 - 103               | CONSTRUCTIO     | ON PLANS                              |          |                 |                   |            |
|              | 104 - 158              | PROFILES        |                                       |          |                 |                   |            |
|              | 159 - 160              |                 | RAINAGE PROFILES                      |          |                 |                   |            |
|              | 161 - 213              |                 | GEOMETRICS                            |          |                 |                   |            |
|              | 214 - 239              | CONSTRUCTIO     |                                       |          |                 |                   |            |
|              | 240 - 263              |                 | OINT LAYOUT DETAILS                   |          |                 |                   |            |
|              | 264 - 291              |                 | 6 PLAN AND ELEVATIO                   |          |                 |                   |            |
|              | 292 - 327              |                 | 2 PLAN AND ELEVATION                  |          |                 |                   |            |
| Ň            | <u> </u>               | SIGN STRUCT     |                                       | //1      |                 |                   |            |
| $\land$      | <u> </u>               |                 | MANAGEMENT PLANS                      |          |                 |                   |            |
|              | 338 - 438<br>439 - 445 |                 | E GRADING PLANS                       |          |                 |                   |            |
|              | 439 - 445<br>446 - 464 |                 | E GRADING PLANS<br>AL COMPLIANCE PLAN | <u>د</u> |                 |                   |            |
| N            |                        |                 |                                       |          |                 |                   |            |
|              | 465 - 644              |                 | ON PHASING, M.O.T. AN                 | JEKUS    | JUN CUNIKUL PL  | CI                |            |
|              | 645 - 647<br>648 - 665 |                 |                                       |          |                 |                   |            |
| †            | 648 - 665<br>666 - 600 |                 |                                       |          |                 |                   |            |
| ·            | 666 - 690<br>691 - 735 |                 | NS<br>DCATION PLANS                   |          |                 |                   |            |
| TIONI        |                        |                 |                                       | ANC      |                 |                   |            |
| TION         | 736 - 792              |                 | PING AND CONDUIT PL                   | ANS      |                 |                   |            |
| 301          | 793 - 799              | SIGNALIZATIO    |                                       |          |                 |                   |            |
| 0            | 800 - 810              | WIM AND CVI     |                                       |          |                 |                   |            |
| 0            | 811 - 850              | TOLLING PLA     | N2                                    |          |                 |                   |            |
|              |                        |                 |                                       |          |                 |                   |            |
| TION         |                        |                 |                                       |          |                 |                   |            |
|              |                        |                 |                                       |          |                 |                   |            |
| 301          |                        |                 |                                       |          |                 |                   |            |
| 0            |                        |                 |                                       |          |                 |                   |            |
|              |                        |                 |                                       |          |                 |                   |            |
|              |                        |                 |                                       |          |                 |                   |            |
|              |                        |                 |                                       |          |                 |                   |            |
| 301          |                        |                 | TOTAL SHEE                            | TS: 8    | 50              |                   |            |
|              |                        | ADD             | ROVED DE                              |          |                 | DTIONIC           |            |
| 0            |                        |                 |                                       |          |                 |                   |            |
|              |                        | DESIGN PARAM    | METER                                 | <u> </u> | REQUIRED        | PROVIDED          | DATE       |
|              |                        |                 |                                       |          |                 |                   |            |
| TION         |                        |                 |                                       |          |                 |                   |            |
| 301          |                        |                 |                                       | -        |                 |                   |            |
| 5            |                        |                 |                                       |          |                 |                   |            |
| 5            |                        |                 |                                       |          |                 |                   |            |
|              |                        |                 |                                       |          |                 |                   |            |
|              |                        |                 |                                       |          |                 |                   |            |
| TION         |                        |                 |                                       |          |                 |                   |            |
| 1301         |                        |                 | <b>ADDENDA</b>                        | &        | REVISIO         | NS                |            |
| 3            |                        |                 | DESCRIPTION                           |          |                 | NAME 8            | A DATE     |
|              |                        |                 |                                       |          |                 |                   |            |
|              |                        |                 |                                       |          |                 |                   |            |
| TION         |                        |                 |                                       |          |                 |                   |            |
| 301          |                        |                 |                                       |          |                 |                   |            |
|              |                        |                 |                                       |          |                 |                   |            |
| 8            |                        |                 |                                       |          |                 |                   |            |
|              |                        |                 |                                       |          |                 |                   |            |
|              |                        |                 |                                       |          |                 |                   |            |
| TION         |                        |                 | ASSOCIATE                             | :D       | CONTRA          | CTS               |            |
| 301          | CONTRACT               |                 |                                       |          | CONTRACT NAM    |                   |            |
| <b>0</b>     |                        |                 |                                       |          |                 |                   |            |
|              | 25-128-0               |                 | 1 FROM N444, MIDDLE                   |          |                 | TERSON ROAD       |            |
|              | 23-500-3               | US 30           | )1 WEIGH STATION AND                  | J INSP   | CUIUN FACILITY  |                   |            |
|              |                        |                 |                                       |          |                 |                   |            |
|              |                        |                 |                                       |          |                 |                   |            |
|              |                        |                 |                                       |          |                 |                   |            |
|              | <br>                   |                 | 1                                     |          |                 |                   |            |
|              |                        |                 | ΔΡ                                    |          |                 |                   |            |
| NDED         |                        |                 | AP                                    | PRC      | OVED            |                   |            |
| NDED         |                        |                 | AP                                    | PRC      | OVED            |                   |            |
| NDED         |                        |                 | AP                                    | PRC      | OVED            |                   |            |
|              |                        |                 | AP<br>CHIEF ENGINEER                  |          | OVED            |                   |            |
| NDED         |                        |                 |                                       |          | OVED            |                   |            |
|              |                        | SEAL            | CHIEF ENGINEER                        |          |                 |                   | SEAL       |
|              |                        | SEAL            |                                       |          |                 |                   | SEAL       |

|   |     |  | PLAN SHE   | EET INDEX CROSS F                        | REFERENCE  |                                |
|---|-----|--|--|--|--|--------------------------------|
| CONSTRUCTION PLANS  | CP- | 58   | 59   | 60                                       | 61   | 62                             |
| PROFILES  | PF- | -  | 104  | 105                                      | 106  | 107                            |
| GRADES AND GEOMETRICS                                     | GG- | -  | 161  | 162                                      | 163  | 164                            |
| PAVEMENT JOINT LAYOUT DETAILS                             | PJ- | -  | 240  | 241                                      | 242  | 243                            |
| STORMWATER MANAGEMENT PLANS                               | SW- | -  | 338  | 339, 346, 347                            | 352, 359   | 364, 369                       |
| CONSTRUCTION PHASING, M.O.T.<br>AND EROSION CONTROL PLANS | CS- | 486, 487, 501, 510<br>511, 538, 539, 581<br>582, 593, 594, 595<br>611, 612, 634, 635 | 487, 488, 501, 502<br>510, 511, 512, 539<br>540, 582, 583, 595<br>612, 634, 635, 636 | 488, 502, 503, 512<br>540, 583, 613, 636 | 488, 489, 512, 513<br>540, 541, 583, 584<br>613, 614, 636, 637 | 489, 513, 541<br>584, 614, 637 |
| LANDSCAPING PLANS   | LS- | -  | 648  | 649                                      | 650  | 651                            |
| SIGNING, STRIPING, AND<br>CONDUIT PLANS                   | SS- | 737, 738   | 738, 739   | 740                                      | 741  | 742                            |
| WIM AND CVISN PLANS                                       | WS- | 800, 801   | 801,802  | 802 <b>,</b> 803                         | 803, 804   | 804, 805                       |

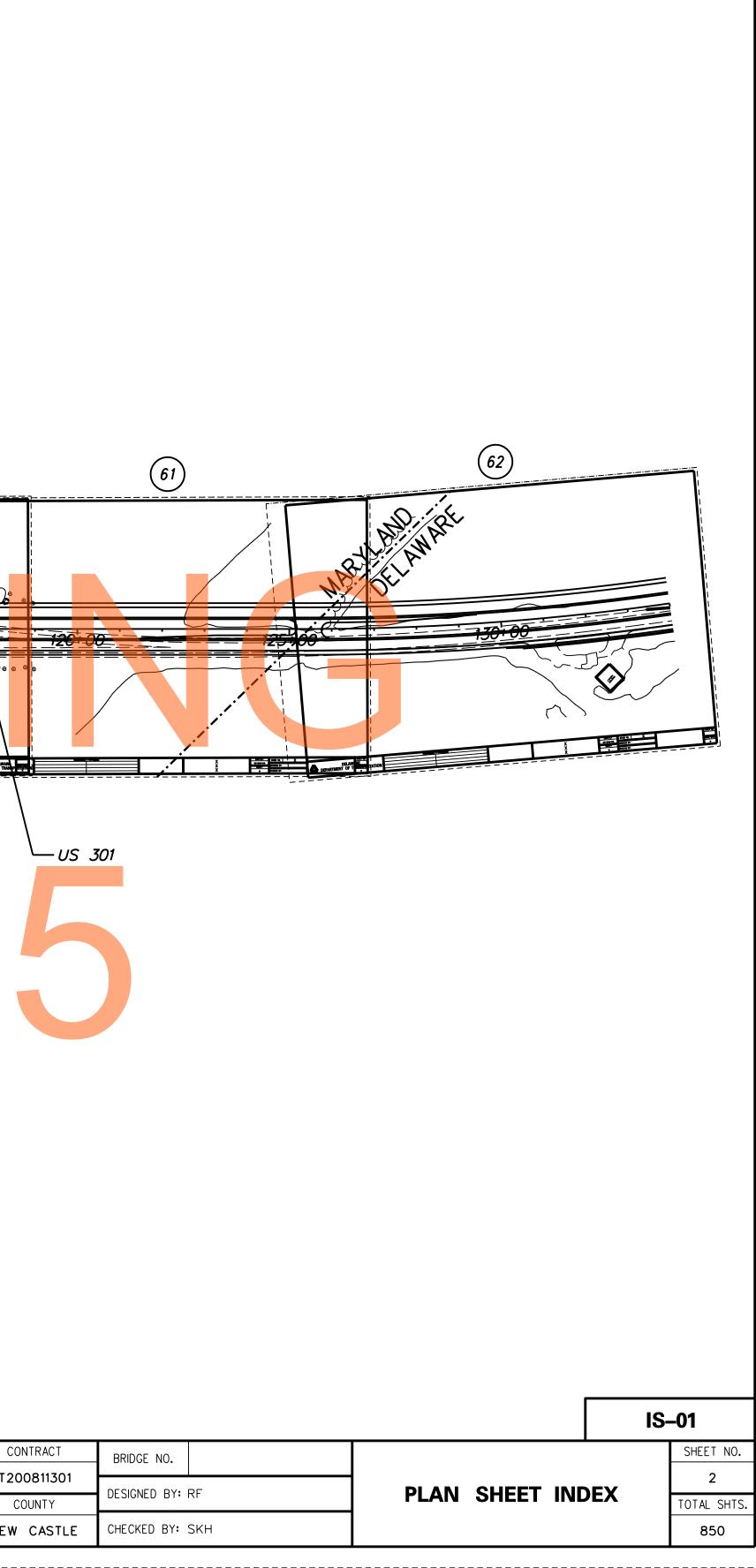


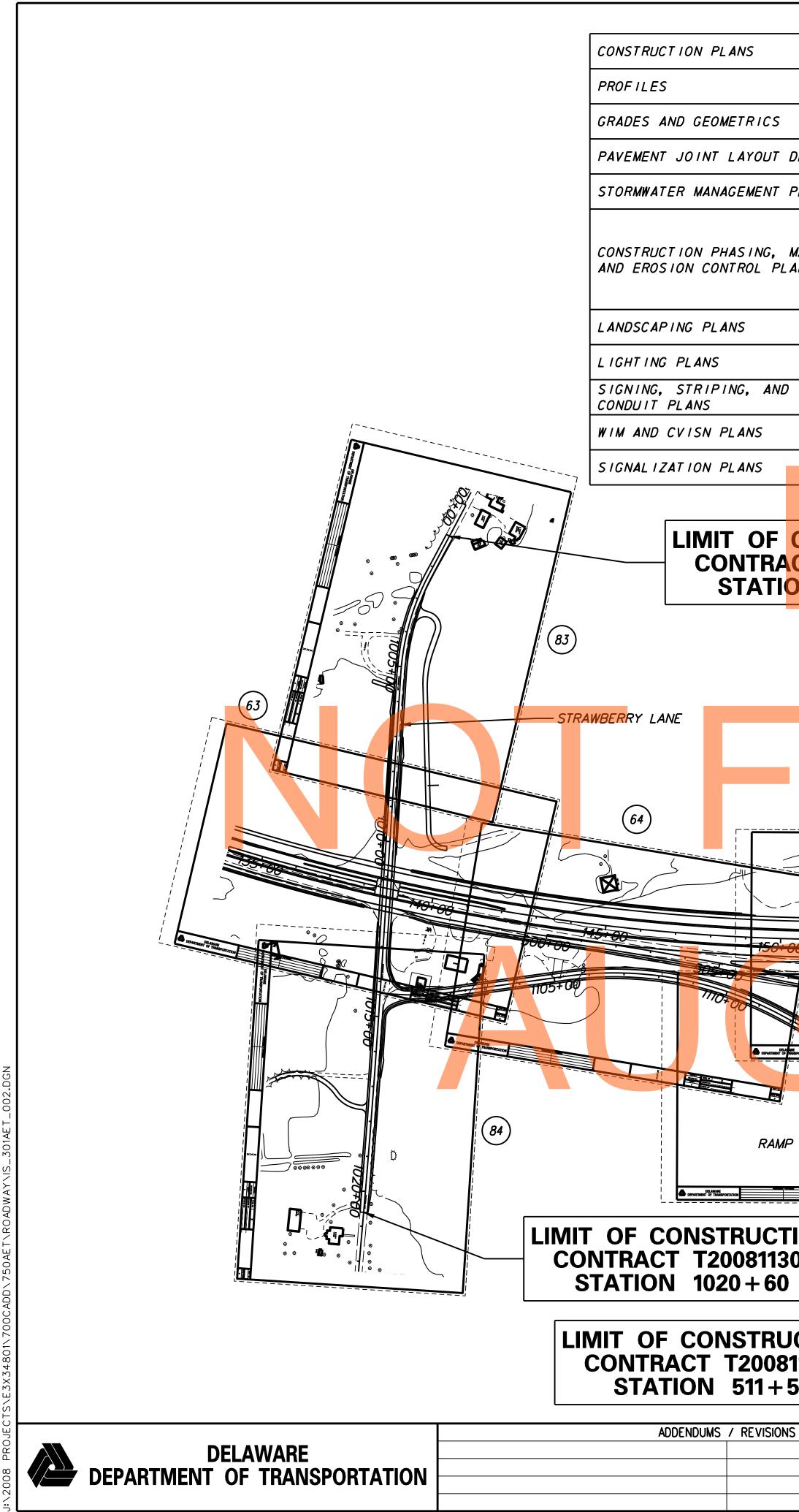
| PLAN SHEETS PREP<br>SUBCONSULTANTS<br>RUMMEL, KLEPPER & F | S OF   |  |
|---|--|--|
| GANNETT FLEMING, INC.                                     | <u>PLAN SHEETS</u><br>811 - 850                      |  |
| STREETSCAPES, INC.  | 648 - 665  |  |
|   |  |  |
| PLAN SHEETS PREP<br>SUBCONSULTANTS<br>JACOBS              |  |  |
|   | <u>PLAN SHEETS</u>                                   |  |
| PENNONI ASSOCIATES INC.                                   | $\begin{array}{rrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrr$ |  |
|   | 185 - 186<br>201 - 205<br>237 - 239                  |  |
|   | 264 - 291<br>327                                     |  |
|   | 645 - 647<br>691 - 735<br>767 - 764                  |  |
|   | 763 - 764<br>779 - 783<br>793 - 799                  |  |
| STRAUGHAN ENVIRONMENTAL, II                               |  |  |

ADDENDUMS / REVISION

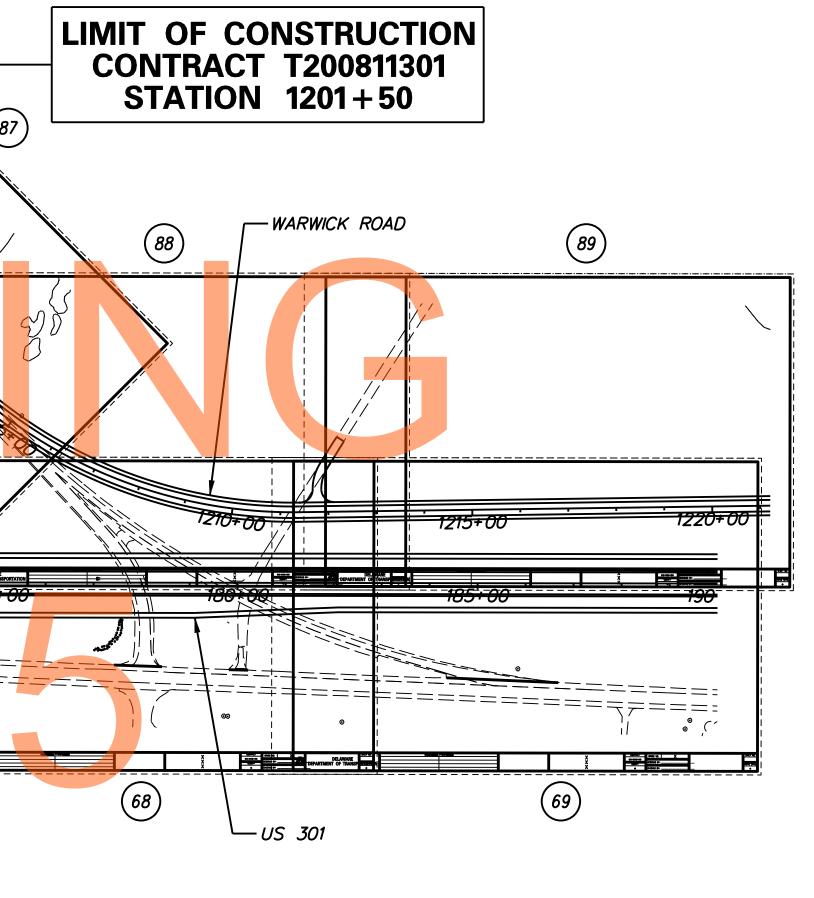


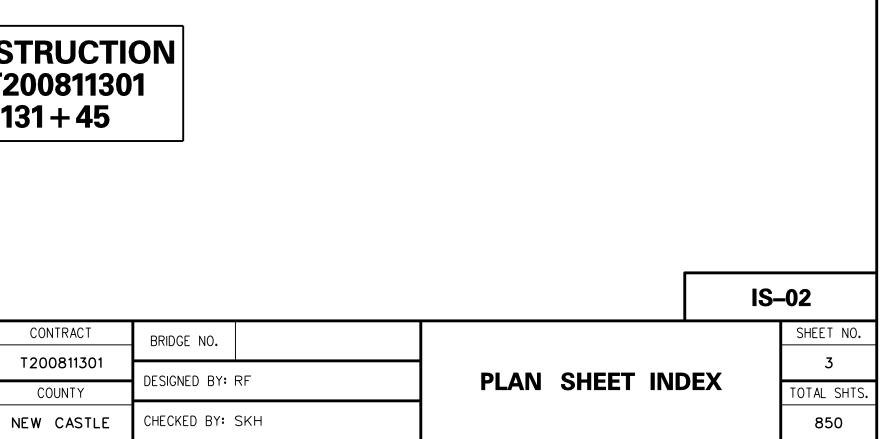
| S |       |       |     | 110 004             | C   |
|---|-------|-------|-----|---------------------|-----|
|   |       | SCALE |     | US 301              | т2  |
|   | 0 200 | 400   | 600 | MARYLAND STATE LINE | · 2 |
|   |       |       |     |                     |     |
|   | -     | FEET  |     | TO LEVELS ROAD      | NEV |
|   |       |       |     |                     |     |



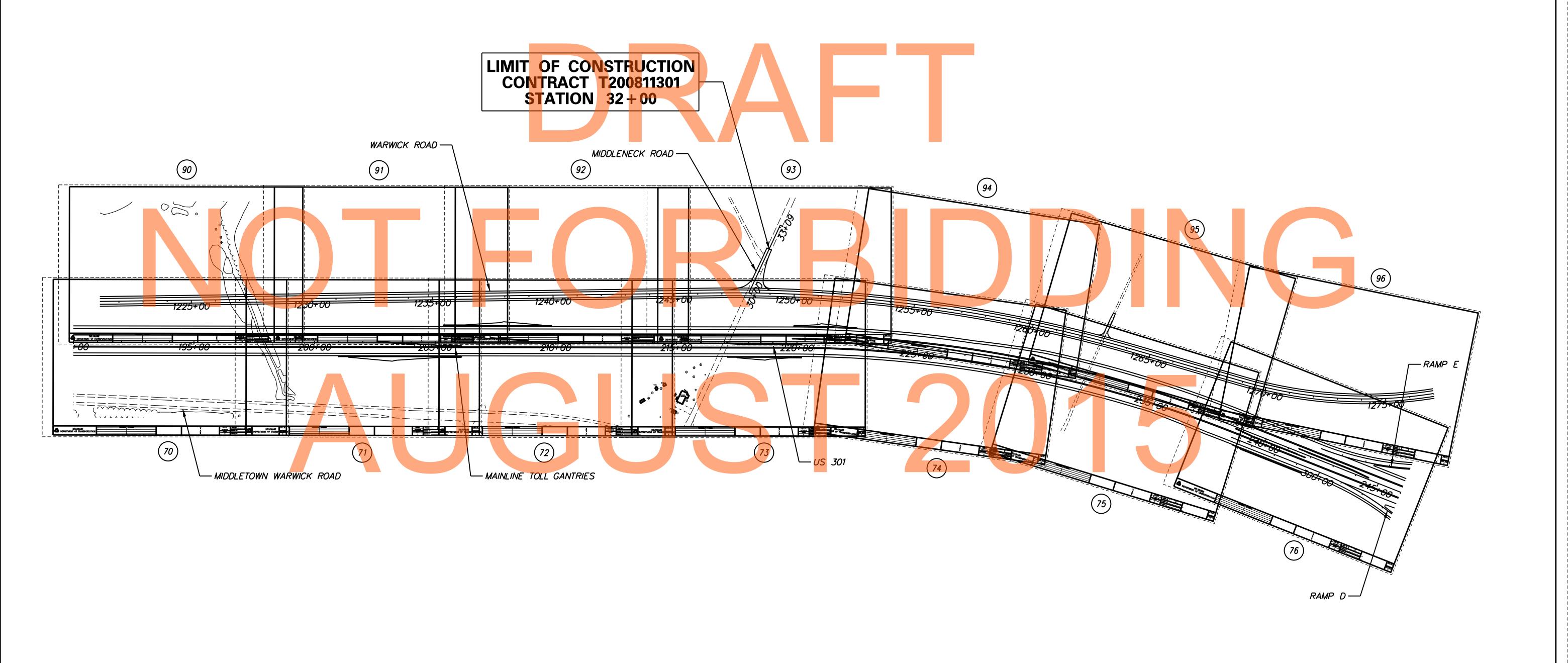


|  | PLAN SHEET INDEX CROSS REFERENCE |  |                                |                                |  |  |  |   |                      |   |                           |  |  |   |  |
|--|----------------------------------|--|--------------------------------|--------------------------------|--|--|--|---|----------------------|---|---------------------------|--|--|---|--|
|  | CP-                              | (63)   | (64)                           | (65)                           | (66)   | (67)   | (68)                                       | 69  | (83)                 | (84)  | (85)                      | (86)   | (87)                                       | (88)  | 89   |
|  | PF-                              | 108, 133<br>134, 135   | 109, 124<br>138, 139           | 110, 124<br>125, 126           | 111, 126<br>127, 141   | 112. 127<br>141  | 113  | 114   | 133, 136             | 134, 135<br>137, 138                            | 139, 140                  | 140, 141   | 142  | 143   | 144  |
| 5  | GG-                              | 165  | 166                            | 167                            | 168  | 169  | 170  | 171   | 185                  | 186   | 187                       | 188  | 189  | 190   | 191  |
| DETAILS  | PJ-                              | 244  | 245                            | 246                            | 247  | 248  | 249  | 250   | -                    | -   | -                         | -  | -  | -   | -  |
| PLANS  | SW-                              | 377  | 377 <b>,</b> 383<br>387        | 383, 405<br>420                | 405  | -  | -  | 398   | 373                  | 377, 428  | 420                       | 405  | -  | -   | 392  |
| M. O. T.<br>PLANS  | CS-                              | 489, 490, 499<br>513, 514, 534<br>541, 542, 562<br>584, 585, 614<br>615, 631, 637<br>638 | 542, 543, 564<br>585. 586. 615 | 515, 543, 564<br>586, 616, 639 | 514, 515, 516<br>543, 544, 564<br>565, 586, 587<br>599, 616, 617<br>639, 640 | 516, 517, 544<br>545, 565, 566<br>587, 588, 617<br>618, 640, 641 | 517, 545, 566<br>588, 600, 601<br>618, 641 | 517, 518, 545<br>546, 566, 567<br>588, 589, 600<br>601, 602, 618<br>619, 641, 642 | 499, 534<br>562, 631 | 490, 500, 514<br>535, 563, 585<br>615, 632, 638 | 543, 564, 586<br>616, 639 | 543, 544, 564<br>565, 586, 587<br>616, 617, 639<br>640 | 498, 532, 533<br>560, 561, 578<br>579, 591 | 517, 533, 545<br>561, 565, 566<br>579, 588, 592<br>618, 630, 640<br>641 | 517, 519, 545<br>547, 566, 568<br>588, 618, 620<br>641 |
|  | LS-                              | -  | 652                            | 653                            | 654  | 655  | 656  | 657   | -                    | 664   | -                         | -  | -  | -   | -  |
|  | L1-                              | 666  | 667                            | 668                            | 669  | 670  | 671  |   | -                    | -   | -                         | -  | -  | -   | -  |
| ID   | ss-                              | 743  | 744                            | 745                            | 746  | 747  | 748  | 749   | 763                  | 764   | 765                       | 766  | 767  | 768   | 769  |
|  | WS-                              | 805, 806   | 806, 807                       | 807,808                        | 808  | -  | -  | -   | _                    | 809   | _                         | -  | _  | -   | -  |
|  | SG-                              | -  | -                              | -                              | -  | -  | 799  | _   | _                    | -   | _                         | -  | -  | -   | _  |
| CONSTRUCTION<br>ACT T200811301<br>ON 1001+00<br>CONSTRUCT T200811301<br>STATION 1201+50<br>CONSTRUCT T200811301<br>CONSTRUCT T200811301<br>STATION 1201+50<br>CONSTRUCT T200811301<br>CONSTRUCT T200811301<br>CONSTRUCT T200811301<br>CONSTRUCT T200811301<br>STATION 1201+50<br>CONSTRUCT T200811301<br>CONSTRUCT T200811301<br>STATION 1201+50<br>CONSTRUCT T200811301<br>CONSTRUCT T200811000000<br>CONSTRUCT T20081000000000000000000 |                                  |  |                                |                                |  |  |  |   |                      |   |                           |  |  |   |  |
|  | NIS FOO                          |  |                                |                                |  |  | 67   |   |                      | 68  |                           |  |  | 69  |  |
| TION<br>301<br>0<br>UCTION   | 85                               |  | MIDDLETOWN<br>WARWICK ROAL     |                                | MIT OF   | CONSTR   |  |   |                      |   |                           |  |  |   |  |
| 811301   | ·                                | J  |                                | <u> </u>                       |  | ACT T200<br>ION 601  |  |   |                      |   |                           |  |  |   |  |
| - 58   |                                  |  |                                |                                | JIAI   |  |  | J   |                      |   |                           |  |  | Γ   | IS-02  |
| DNS  |                                  |  | -                              | SCALE                          |  |  | US 301                                     |   |                      | NTRACT BRIDGE                                   | NO.                       |  |  |   | SHEET NO   |
|  |                                  |  |                                | 00 400                         | 600  |  | <b>LAND STA</b>                            | TE LINE   |                      | 0811301<br>DUNTY                                | ED BY: RF                 |  | PLAN S                                     | HEET INDE)  | K TOTAL SHT  |
|  |                                  |  | _                              | FEET                           |  | ТО   | LEVELS                                     | ROAD  |                      |   | D BY: SKH                 |  |  |   | 850  |
|  |                                  |  |                                |                                |  |  |  |   |                      |   |                           |  |  |   |  |





|   |     | PLAN SHEET INDEX CROSS REFERENCE |   |               |     |  |                      |  |                      |  |                      |          |  |                      |  |
|---|-----|----------------------------------|---|---------------|-----|--|----------------------|--|----------------------|--|----------------------|----------|--|----------------------|--|
| CONSTRUCTION PLANS  | CP- | 70                               | 71  | 72            | 73  | 74   | (75)                 | 76   | 90                   | 91   | 92                   | 93       | 94   | 95                   | 96   |
| PROFILES  | PF- | 115                              | 116   | 117           | 118 | 119  | 120                  | 121, 128<br>131                            | 145                  | 146  | 147                  | 148, 158 | 149  | 150                  | 151  |
| GRADES AND GEOMETRICS                                     | GG- | 172                              | 173   | 174           | 175 | 176  | 177                  | 178  | 192                  | 193  | 194                  | 195      | 196  | 197                  | 198  |
| PAVEMENT JOINT LAYOUT DETAILS                             | PJ- | 251                              | 252   | 253           | 254 | 255  | 256                  | 257  | -                    | -  | -                    | -        | -  | -                    | -  |
| STORMWATER MANAGEMENT PLANS                               | SW- | 398                              | 433   | -             | _   | -  | -                    | -  | 392                  | -  | -                    | -        | -  | -                    | -  |
| CONSTRUCTION PHASING, M.O.T.<br>AND EROSION CONTROL PLANS | CS- | 580 602 610                      | 518, 520, 546<br>548, 567, 569<br>589, 590, 619<br>621, 642 | 520, 548, 569 |     | 522, 523, 550<br>551, 571, 572<br>623, 624 | 523, 551<br>572, 624 | 523, 524, 551<br>552, 572, 573<br>624, 625 | 519, 547<br>568, 620 | 519, 521, 547<br>549, 568, 570<br>620, 622 | 521, 549<br>570, 622 |          | 522, 523, 550<br>551, 571, 572<br>623, 624 | 523, 551<br>572, 624 | 491, 523, 524<br>525, 551, 552<br>572, 573, 574<br>624, 625, 626 |
| LANDSCAPING PLANS   | LS- | 658                              | 659   | -             | 660 | 661  | <i>662</i>           | 663  | -                    | -  | -                    | -        | -  | -                    | -  |
| LIGHTING PLANS  | L1- | -                                | -   | -             | -   | -  | 672                  | 673  | -                    | -  | -                    | -        | -  | -                    | -  |
| SIGNING, STRIPING, AND<br>CONDUIT PLANS                   | ss- | 750                              | 751   | 752           | 753 | 754  | 755                  | 756  | 770                  | 771  | 772                  | 773      | 774  | 775                  | 776  |



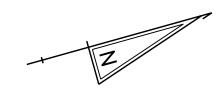
DELAWARE DEPARTMENT OF TRANSPORTATION

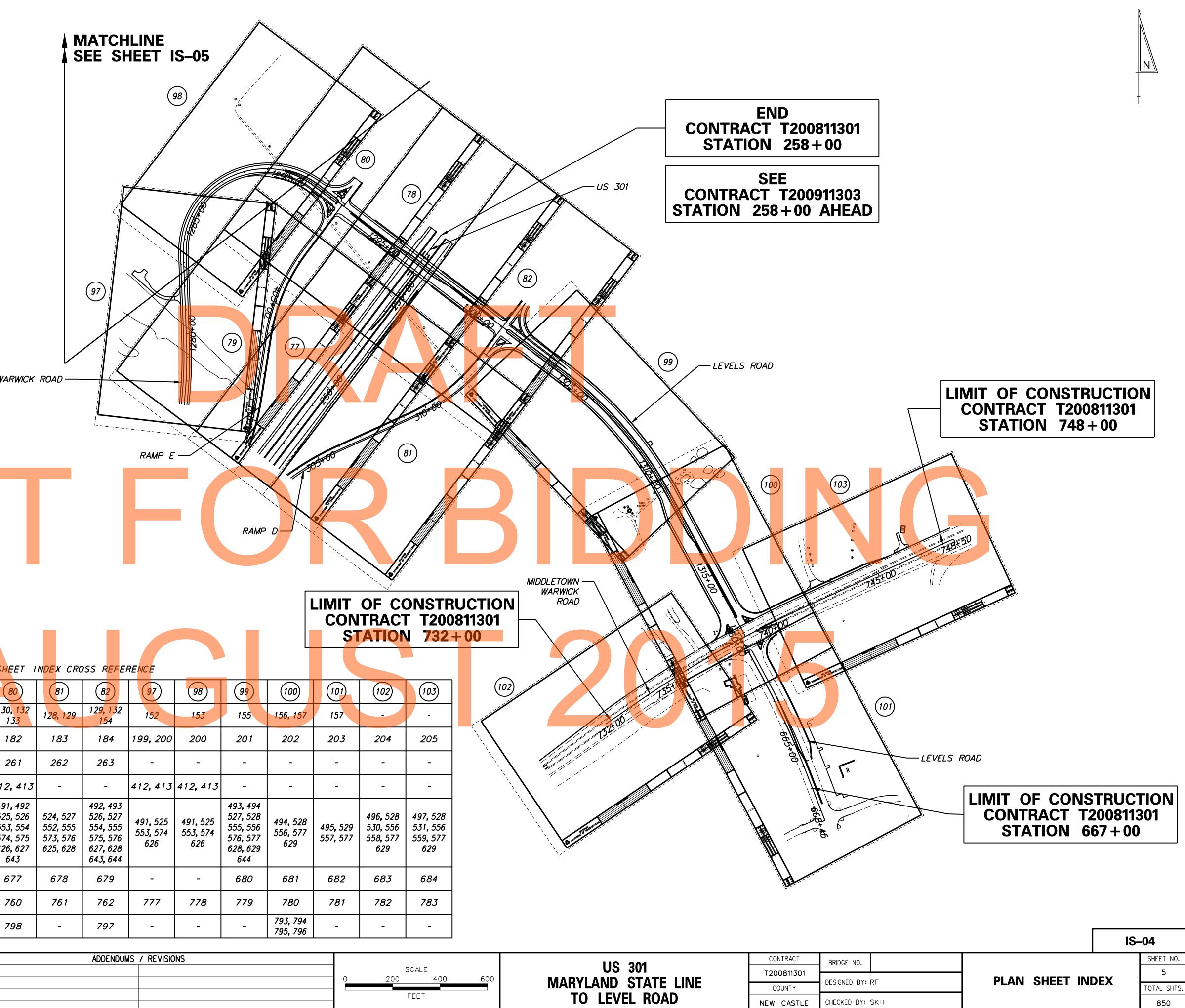
| ADDENDUMS | / | REVISIONS |
|-----------|---|-----------|
|           |   |           |
|           |   |           |
|           |   |           |

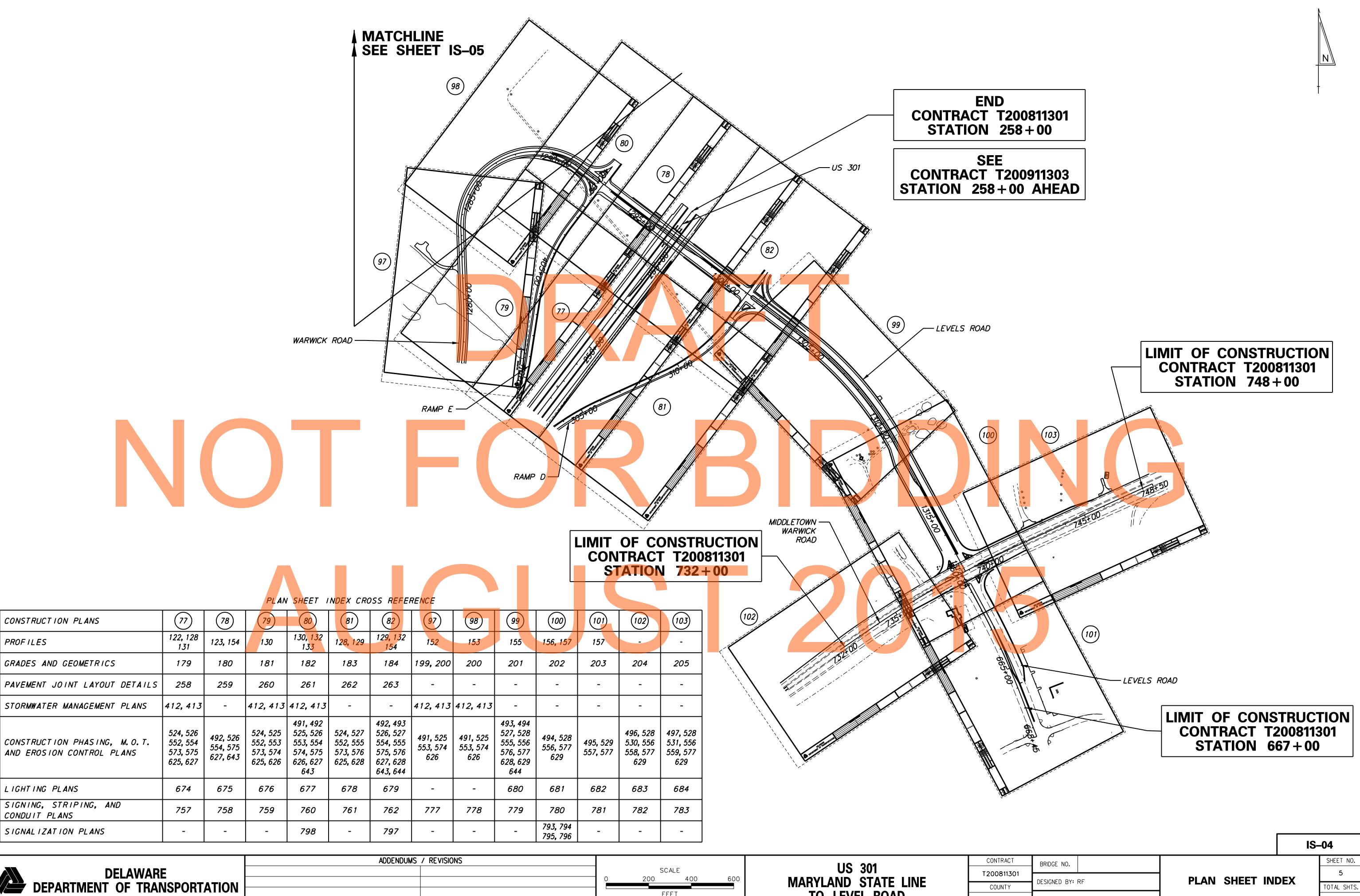
| PLAN SHEET | INDEX | CROSS | REFERENCE |
|------------|-------|-------|-----------|

|     |               |                     |            |                 |                 | IS-03 |          |
|-----|---------------|---------------------|------------|-----------------|-----------------|-------|----------|
| ONS | SCALE         | US 301              | CONTRACT   | BRIDGE NO.      |                 | SHEE  | ET NO.   |
|     | 0 200 400 600 | MARYLAND STATE LINE | T200811301 | DESIGNED BY: RF | PLAN SHEET INDE | -x    | 4        |
|     | FEET          |                     | COUNTY     |                 |                 | TOTAL | AL SHTS. |
|     |               | TO LEVELS ROAD      | NEW CASTLE | CHECKED BY: SKH |                 | 8     | 850      |

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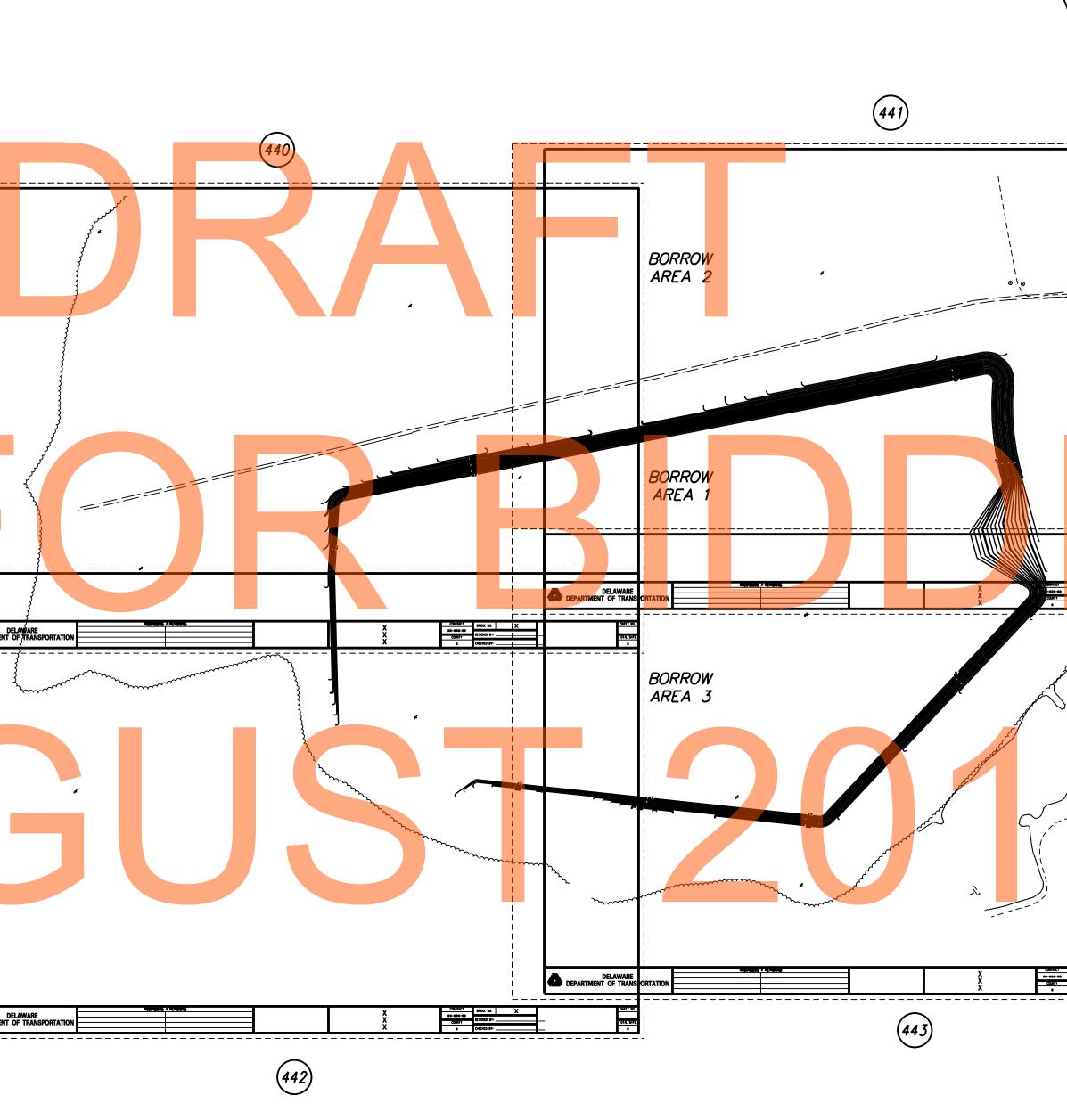
|   |  |                                  | <b>PL</b> AN                                 | I SHEET I   | NDEX CRO                                     | DSS REFE   | RENCE                       |
|---|--|----------------------------------|--|---|--|--|-----------------------------|
| CONSTRUCTION PLANS  | 77   | 78                               | 79   | 80  | 81   | 82   | 97                          |
| PROFILES  | 122, 128<br>131                              | 123, 154                         | 130  | 130 <mark>, 13</mark> 2<br>13 <mark>3</mark>                    | 128, 129                                     | 129, 132<br>154  | 152                         |
| GRADES AND GEOMETRICS                                     | 179  | 180                              | 181  | 182   | 183  | 184  | 199, 200                    |
| PAVEMENT JOINT LAYOUT DETAILS                             | 258  | 259                              | 260  | 261   | 262  | 263  | -                           |
| STORMWATER MANAGEMENT PLANS                               | 412, 413                                     | -                                | 412, 413                                     | 412, 413  | -  | -  | 412, 413                    |
| CONSTRUCTION PHASING, M.O.T.<br>AND EROSION CONTROL PLANS | 524, 526<br>552, 554<br>573, 575<br>625, 627 | 492, 526<br>554, 575<br>627, 643 | 524, 525<br>552, 553<br>573, 574<br>625, 626 | 491, 492<br>525, 526<br>553, 554<br>574, 575<br>626, 627<br>643 | 524, 527<br>552, 555<br>573, 576<br>625, 628 | 492, 493<br>526, 527<br>554, 555<br>575, 576<br>627, 628<br>643, 644 | 491, 525<br>553, 574<br>626 |
| LIGHTING PLANS  | 674  | 675                              | 676  | 677   | 678  | 679  | -                           |

CONDUIT PLANS

SIGNALIZATION PLANS

| 0 | 200 | 400 | 600 | MARYLAND STATE LINE | T200811301 |
|---|-----|-----|-----|---------------------|------------|
|   | FFF | т   |     |                     | COUNTY     |
|   |     | - 1 |     | TO LEVEL ROAD       | NEW CASTLE |
|   |     |     |     |                     |            |

|  | PLAN SHEET INDEX CROSS REFERENCE<br>BORROW SITE GRADING PLANS (440) (441) (442) (443) |                                |  |   |                                 |                  |                          |
|--|---|--------------------------------|--|---|---------------------------------|------------------|--------------------------|
|  |   |                                | BORROW<br>AREA 2<br>BORROW<br>AREA 1<br>BORROW<br>AREA 1 |   |                                 |                  |                          |
| JJEUISTEJXJ480IN/UUUAUDN/JUAEINKUAUWATNIS_JUIAEI_UUD.DGN | ADDENDUMS / REVISIONS   | 442                            | Serrain         X  |   | A MATCHLINE<br>A SEE SHEET IS-( |                  | <b>IS05</b><br>SHEET NO. |
|  | DELAWARE<br>DEPARTMENT OF TRANSPORTATION  | SCALE<br>0 200 400 600<br>FEET | MARYLAND STATE LINE<br>TO LEVELS ROAD                    | T200811301       COUNTY       DESIGNED BY: RF       NEW CASTLE       CHECKED BY: SK |                                 | PLAN SHEET INDEX | 6<br>TOTAL SHTS.<br>850  |



## **EXISTING SYMBOLS**

|                 | DRAINAGE                      |  |  |  |  |  |  |  |
|-----------------|-------------------------------|--|--|--|--|--|--|--|
|                 | DITCH OR STREAM CENTERLINE    |  |  |  |  |  |  |  |
| ∕──►            | DIRECTIONAL STREAM FLOW ARROW |  |  |  |  |  |  |  |
| D.I.            | DRAINAGE INLET                |  |  |  |  |  |  |  |
| J.B.            | DRAINAGE JUNCTION BOX         |  |  |  |  |  |  |  |
| D               | DRAINAGE MANHOLE              |  |  |  |  |  |  |  |
| SIZE/TYPE LABEL | DRAINAGE PIPE AND FLOW ARROW  |  |  |  |  |  |  |  |
|                 | DRAINAGE PIPE HEADWALL        |  |  |  |  |  |  |  |
| <u>jes</u>      | RIPRAP - AREA FEATURE         |  |  |  |  |  |  |  |
| æ               | RIPRAP - LINEAR FEATURE       |  |  |  |  |  |  |  |

| MANMADE ROADSIDE FEATURES |                                |  |  |  |  |
|---------------------------|--------------------------------|--|--|--|--|
| O                         | BOLLARD - STEEL POLE           |  |  |  |  |
|                           | BOLLARD - WOOD POST            |  |  |  |  |
| (TYPE LABEL)              | CURB                           |  |  |  |  |
| (TYPE LABEL)              | CURB AND GUTTER                |  |  |  |  |
| x                         | FENCE - CHAINLINK OR STRANDED  |  |  |  |  |
|                           | FENCE - STOCKADE OR SPLIT RAIL |  |  |  |  |
| F P<br>O                  | FLAG POLE                      |  |  |  |  |
|                           | GUARDRAIL - STEEL BEAM         |  |  |  |  |
|                           | GUARDRAIL - WIRE ROPE          |  |  |  |  |
| L AMP<br>©                | LAMP AND POST - RESIDENTIAL    |  |  |  |  |
| MB                        | MAILBOX                        |  |  |  |  |
| PM                        | PARKING METER AND POST         |  |  |  |  |
|                           | PAVEMENT - FLEXIBLE            |  |  |  |  |
|                           | PAVEMENT - RIGID               |  |  |  |  |
|                           | PILE - BRIDGE                  |  |  |  |  |
| 0                         | PILLAR OR MISCELLANEOUS POST   |  |  |  |  |
| $\overline{\forall}$      | TRAFFIC SIGN AND POST          |  |  |  |  |
| ·                         | WALL - BRICK OR BLOCK          |  |  |  |  |
| 00000·                    | WALL - STONE                   |  |  |  |  |

| NATUR    | AL ROADSIDE FEATURES             |   |
|----------|----------------------------------|---|
|          | GRASS LAWN                       |   |
|          | HEDGEROW OR THICKET              |   |
|          | MARSH BOUNDARY LINE              |   |
| $\times$ | TREE - CONIFEROUS                | 7 |
| (i)      | TREE - DECIDUOUS                 |   |
| Д        | TREE STUMP                       |   |
| Ø        | SHRUBBERY                        |   |
| wL       | DELINEATED WETLAND BOUNDARY LINE |   |
|          | WOODS LINE BOUNDARY              |   |

| SURVEY CO        | ONTROL & MONUMENTATION         |
|------------------|--------------------------------|
| B.M.             | SURVEY BENCHMARK LOCATION      |
| T.P.             | SURVEY TIE POINT LOCATION      |
| $\bigtriangleup$ | SURVEY TRAVERSE POINT          |
| ⊚                | POINT OF CURVATURE OR TANGENCY |
| Ø                | POINT OF INTERSECTING TANGENTS |

| RIGHT-OF-WAY SYMBOLS |                                 |  |  |  |  |  |  |
|----------------------|---------------------------------|--|--|--|--|--|--|
| C.M.<br>□            | PROPERTY MARKER - CONCRETE MON. |  |  |  |  |  |  |
| I.P.                 | PROPERTY MARKER - IRON PIPE     |  |  |  |  |  |  |
| 100+00               | HISTORIC RIGHT-OF-WAY BASELINE  |  |  |  |  |  |  |
|                      | HISTORIC PROPERTY BOUNDARY      |  |  |  |  |  |  |
|                      | EXISTING RIGHT-OF-WAY           |  |  |  |  |  |  |
| म                    | EXISTING PROPERTY LINE          |  |  |  |  |  |  |
| — EASEMENT TYPE —    | EXISTING EASEMENT               |  |  |  |  |  |  |
| ——— DA ———           | EXISTING DENIAL OF ACCESS       |  |  |  |  |  |  |
| —— R/W-DA ——         | EXISTING R/W & DENIAL OF ACCESS |  |  |  |  |  |  |
|                      |                                 |  |  |  |  |  |  |

| UTILITY                 |                                  |  |  |  |  |  |  |  |  |
|-------------------------|----------------------------------|--|--|--|--|--|--|--|--|
| $igodoldsymbol{\Theta}$ | SOIL BORING LOCATION             |  |  |  |  |  |  |  |  |
| $\odot$                 | UTILITY TEST HOLE LOCATION       |  |  |  |  |  |  |  |  |
| TV                      | CABLE TV DISTRIBUTION BOX        |  |  |  |  |  |  |  |  |
| E                       | ELECTRIC MANHOLE                 |  |  |  |  |  |  |  |  |
| ЕМ                      | ELECTRIC METER                   |  |  |  |  |  |  |  |  |
| E                       | ELECTRIC TRANSFORMER             |  |  |  |  |  |  |  |  |
| ¢                       | LUMINAIRE - COBRA HEAD           |  |  |  |  |  |  |  |  |
| 0 <del>-</del> ¢-       | LUMINAIRE - OFFSET               |  |  |  |  |  |  |  |  |
| G                       | GAS MANHOLE                      |  |  |  |  |  |  |  |  |
| G.M.                    | GAS METER                        |  |  |  |  |  |  |  |  |
| G.V.                    | GAS VALVE                        |  |  |  |  |  |  |  |  |
| G.P.                    | GAS PUMP - SERVICE STATION       |  |  |  |  |  |  |  |  |
| ↓ <u> </u>              | RAILROAD TRACKS                  |  |  |  |  |  |  |  |  |
| S                       | SANITARY SEWER MANHOLE           |  |  |  |  |  |  |  |  |
| S.V.                    | SANITARY SEWER VALVE             |  |  |  |  |  |  |  |  |
| VENT                    | SANITARY SEWER VENT OR CLEANOUT  |  |  |  |  |  |  |  |  |
| [S.D.F]                 | SEPTIC DRAIN FIELD               |  |  |  |  |  |  |  |  |
| B                       | TELEPHONE BOOTH                  |  |  |  |  |  |  |  |  |
| 1                       | TELEPHONE MANHOLE                |  |  |  |  |  |  |  |  |
| T                       | TELEPHONE TEST POINT             |  |  |  |  |  |  |  |  |
| J.W.                    | TRAFFIC - CONDUIT JUNCTION WELL  |  |  |  |  |  |  |  |  |
| ٢                       | TRAFFIC - LIGHT POLE AND BASE    |  |  |  |  |  |  |  |  |
| 0                       | TRAFFIC - PEDESTRIAN POLE & BASE |  |  |  |  |  |  |  |  |
| <b></b>                 | TRAFFIC - SIGNAL CABINET & BASE  |  |  |  |  |  |  |  |  |
| 8                       | TRAFFIC - SIGNAL POLE AND BASE   |  |  |  |  |  |  |  |  |
|                         | UTILITY BOX                      |  |  |  |  |  |  |  |  |
| ∞→                      | UTILITY POLE GUY WIRE ANCHOR     |  |  |  |  |  |  |  |  |
| Q                       | UTILITY POLE                     |  |  |  |  |  |  |  |  |
| F.H.                    | WATER - FIRE HYDRANT             |  |  |  |  |  |  |  |  |
| W.M.                    | WATER METER                      |  |  |  |  |  |  |  |  |
| ₩.∀.                    | WATER VALVE                      |  |  |  |  |  |  |  |  |
| WĘLL                    | WELL HEAD                        |  |  |  |  |  |  |  |  |
| 3                       | MANHOLE - UNDETERMINED OWNER     |  |  |  |  |  |  |  |  |

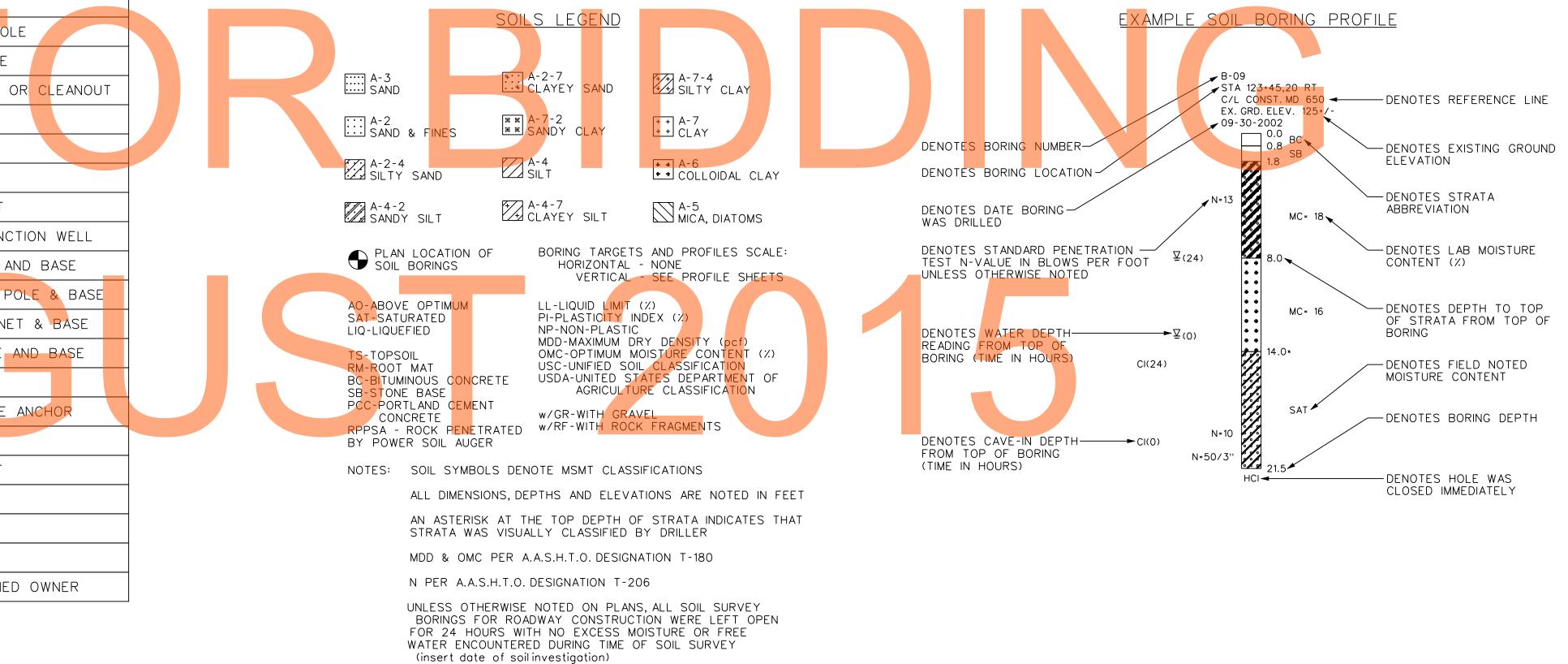
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ADDENDUMS / REVISIONS

| UTILITY COMPANY FACILITIES             |   |  |  |  |  |  |  |
|--|---|--|--|--|--|--|--|
| —— AB-U ——                             | ATLANTIC BROADBAND (UNDERGROUND)            |  |  |  |  |  |  |
| —— AW-W ——                             | ARTESIAN WATER COMPANY                      |  |  |  |  |  |  |
| —— CU-G ——                             | CHESAPEAKE UTILITIES CORP GAS               |  |  |  |  |  |  |
| — EX-CON—                              | DEDOT MULTIDUCT CONDUIT                     |  |  |  |  |  |  |
| —EX-SIG—                               | DELDOT SIGNAL CONDUIT                       |  |  |  |  |  |  |
| —— DP-E ——                             | DELMARVA POWER - ELECTRIC                   |  |  |  |  |  |  |
| —DP-E-OH—                              | DELMARVA POWER - ELECTRIC (OVERHEAD)        |  |  |  |  |  |  |
| — ТМ-Е-ОН —                            | TOWN OF MIDDLETOWN - ELECTRIC<br>(OVERHEAD) |  |  |  |  |  |  |
| —————————————————————————————————————— | TOWN OF MIDDLETOWN - SEWER                  |  |  |  |  |  |  |
| VER-C                                  | VERIZON                                     |  |  |  |  |  |  |
| -VER-C-OH-                             | VERIZON (OVERHEAD)                          |  |  |  |  |  |  |
| -VER-FO-OH-                            | VERIZON FIBER-OPTIC (OVERHEAD)              |  |  |  |  |  |  |
|  |   |  |  |  |  |  |  |

|           | IDENTIFIERS                                       |  |
|-----------|---|--|
| ്രി       | EXISTING CONDUIT RUN                              |  |
| · ×       | (X OF CONDUIT RUN)                                |  |
| (CA)      | EXISTING CABINET BASE<br>(TYPE OF CABINET BASE)   |  |
|           | EXISTING JUNCTION WELL<br>(TYPE OF JUNCTION WELL) |  |
| (PB)<br>X | EXISTING POLE BASE<br>(TYPE OF POLE BASE)         |  |
| (LSR)     | EXISTING LIGHTING SERVICE                         |  |
|           | EXISTING LIGHTING STANDARD                        |  |

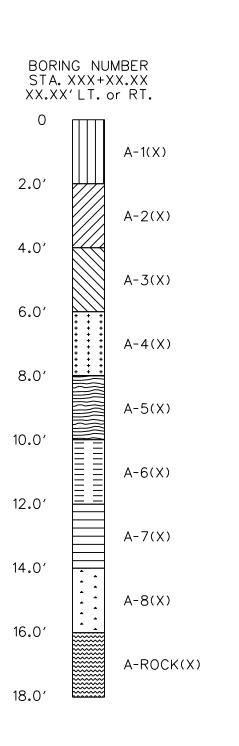


**MDSHA BORING LEGE** 

| S |  |  |  |
|---|--|--|--|
|   |  |  |  |
|   |  |  |  |
|   |  |  |  |

NOT TO SCALE

US 301 MARYLAND STATE LINE TO LEVELS ROAD



#### **DELDOT BORING LEGEND**

| EGEND      |                 |        |             |
|------------|-----------------|--------|-------------|
|            |                 |        | LG01        |
| CONTRACT   | BRIDGE NO.      |        | SHEET NO.   |
| T200811301 |                 |        | 7           |
| COUNTY     | DESIGNED BY: RF | LEGEND | TOTAL SHTS. |
| NEW CASTLE | CHECKED BY: SKH |        | 850         |
|            |                 |        |             |

|               | CONSTRUCTION   |
|---------------|--|
|               | CONCRETE SAFETY BARRIER - PERMANENT                        |
| <i>BFS</i> →× | BIOFILTRATION SWALE  |
| 0             | BOLLARD - STEEL POLE                                       |
|               | BOLLARD - WOOD POST  |
|               | BRICK PATTERNED SURFACE                                    |
|               | BUTT JOINT   |
| 100+00        | CONSTRUCTION BASELINE                                      |
| CSF           | CONSTRUCTION SAFETY FENCE                                  |
|               | CURB, TYPE 1 & TYPE 3                                      |
|               | CURB, TYPE 2   |
|               | CURB & GUTTER, TYPE 1                                      |
|               | CURB & GUTTER, TYPE 2                                      |
|               | CURB & GUTTER, TYPE 3                                      |
|               | CURB & GUTTER, TYPE 4                                      |
| CZ            | CLEAR ZONE   |
|               | DRAINAGE INLET   |
|               | DITCH  |
|               | FENCE - METAL  |
| • •           | FENCE - WOOD   |
|               | FLARED END SECTION   |
| <u> </u>      | GUARDRAIL, TYPE 1-31 & 1-27                                |
| * * * * * *   | GUARDRAIL, TYPE 2-31 & 2-27                                |
| <u>x x 8</u>  | GUARDRAIL, TYPE 3-31 & 3-27                                |
| ă ă a         | GUARDRAIL END ANCHORAGE                                    |
|               | GUARDRAIL END TREA <mark>TME</mark> NT, TYPE 1-31          |
|               | GUARDRA <mark>IL END TREATME</mark> NT, TYPE 2-31          |
|               | GUARDRAIL END TREA <mark>TME</mark> NT, TYPE 3-31          |
|               | IMPACT ATTENUATOR  |
| нс —          | HORIZONTAL CLEARANCE                                       |
|               | JUNCTION BOX - DRAINAGE                                    |
| <i>LOC</i>    | LIMIT OF CONSTRUCTION                                      |
| •             | MANHOLE  |
|               | PAVEMENT PATCH   |
|               | PAVEMENT REMOVAL -<br>TOPSOILING & PERMANENT GRASS SEEDING |
|               | PIPE & DIRECTIONAL FLOW ARROW                              |
| 0860008600086 | RIPRAP   |
|               | P.C.C. SIDEWALK @ 4"                                       |
|               | P.C.C. SIDEWALK @ 6"                                       |
| >             | UNDERDRAIN   |
|               | UNDERDRAIN OUTLET  |

| DESIGN DESIGNATION - MIDDLETOWN WARWICK ROAD DESIGN DESIGNATION - STRAWBERRY LANE DESIGN DESIGNATION - LEVELS / WARWICK ROAD |            |                                 |            |                           |            |                               | ( ROAD     |                            |            |                                 |            |
|--|------------|---------------------------------|------------|---------------------------|------------|-------------------------------|------------|----------------------------|------------|---------------------------------|------------|
| FUNCTIONAL CLASS: LOCAL  |            | D.H.V. PROJECTED: 287           | YEAR: 2030 | FUNCTIONAL CLASS: LOCAL   |            | D.H.V. PROJECTED: 450         | YEAR: 2030 | FUNCTIONAL CLASS: MAJOR C  | DLLECTOR   | D.H.V. PROJECTED: 1,110         | YEAR: 2030 |
| TYPE OF CONSTRUCTION: NEW  |            | DESIGN SPEED: 40 M.P.H.         |            | TYPE OF CONSTRUCTION: NEW |            | DESIGN SPEED: 40 M.P.H.       |            | TYPE OF CONSTRUCTION: NEW  | I          | DESIGN SPEED: 40 M.P.H.         |            |
| • A.A.D.T. CURRENT: 13,347   | YEAR: 2009 | TRUCKS: 2 %                     |            | A.A.D.T. CURRENT: 617     | YEAR: 2009 | TRUCKS: 10 %                  |            | A.A.D.T. CURRENT: 1,879    | YEAR: 2009 | TRUCKS: 13 %                    |            |
| A.A.D.T. PROJECTED: 4,100  | YEAR: 2030 | DIRECTION OF DISTRIBUTION: 54 % |            | A.A.D.T. PROJECTED: 4,500 | YEAR: 2030 | DIRECTION OF DISTRIBUTION: 63 | s %.       | A.A.D.T. PROJECTED: 18,500 | YEAR: 2030 | DIRECTION OF DISTRIBUTION: 61 % |            |
| • EXISTING US 301  |            |                                 |            |                           |            |                               |            |                            |            |                                 |            |

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ADDENDUMS / REVISIONS DELAWARE DEPARTMENT OF TRANSPORTATION

# 22

## PROPOSED S

|    | LANDSCAPING          |
|----|----------------------|
|    | MAJOR DECIDUOUS TREE |
|    | EVERGREEN TREES      |
|    | MINOR DECIDUOUS TREE |
| 30 | SHRUBS               |
|    |                      |

#### **RIGHT-OF-WAY SYMBOLS**

| 0        | PROPOSED RIGHT-OF-WAY MONUMENT  |  |
|----------|---------------------------------|--|
| DA ———   | PROPOSED DENIAL OF ACCESS       |  |
| PE — — — | PROPOSED PERMANENT EASEMENT     |  |
| /w ——    | PROPOSED RIGHT-OF-WAY           |  |
| V-DA —   | PROPOSED R/W & DENIAL OF ACCESS |  |
| CE — — — | TEMPORARY CONSTRUCTION EASEMENT |  |
| + 00     | PROPOSED RIGHT-OF-WAY BASELINE  |  |
|          |                                 |  |

|         | LANDSCAPING                     |         | IDENTIFIERS  | Р             | AVEMENT SECTION(S)                        |
|---------|---------------------------------|---------|--|---------------|---|
|         | IAJOR DECIDUOUS TREE            | A<br>C  | ADJUST BY CONTRACTOR   |               | OVERLAY PAVEMENT - SEE TYPICAL SECTIONS   |
| 3       | ASON DECIDOOOS INLE             | A<br>O  | ADJUST BY OTHERS   |               | FOR MATERIALS AND DEPTHS                  |
| E       | EVERGREEN TREES                 |         | CONCRETE SAFETY BARRIER  |               | RECONSTRUCTED PAVEMENT - SEE TYPICAL      |
| N       | MINOR DECIDUOUS TREE            |         | CURB OR CURB & GUTTER  |               | SECTIONS FOR MATERIALS AND DEPTHS         |
| S       | SHRUBS                          |         | CURB OPENING   |               | DRIVEWAY AND ENTRANCE PAVEMENT - SEE      |
|         |                                 |         | PROPOSED CABINET BASE<br>(TYPE OF CABINET BASE)                          |               | TYPICAL SECTIONS FOR MATERIALS AND DEPTHS |
| RI      | GHT-OF-WAY SYMBOLS              |         | PROPOSED CONDUIT RUN   |               |   |
| F       | PROPOSED RIGHT-OF-WAY MONUMENT  |         | CONVERT TO JUNCTION BOX  |               | TRAFFIC                                   |
| F       | PROPOSED DENIAL OF ACCESS       |         | CONVERT TO DRAINAGE MANHOLE  | DOT-E         | DELDOT - ELECTRIC                         |
| - —   F | PROPOSED PERMANENT EASEMENT     |         | CURB RAMP / TYPE   |               | ITMS CONDUIT                              |
| F       | PROPOSED RIGHT-OF-WAY           |         | CURB RAMP / TYPE - WITHOUT SIDEWALK SURFACE<br>DETECTABLE WARNING SYSTEM | WIM-E         | WIM ELECTRICAL CONDUIT                    |
| —   F   | PROPOSED R/W & DENIAL OF ACCESS |         | CONSTRUCTION SAFETY FENCE  | WIM-COM       | WIM COMMUNICATIONS CONDUIT                |
|         | EMPORARY CONSTRUCTION EASEMENT  |         | DRAINAGE INLET   |               | SIGNAL CONDUIT                            |
| F       | PROPOSED RIGHT-OF-WAY BASELINE  | (DND)   | DO NOT DISTURB   | •             | CONDUIT JUNCTION WELL                     |
|         |                                 |         | ENERGY DISSIPATOR  | <b>%</b>      | UTILITY POLE                              |
|         |                                 |         | FENCE  |               | CABINET BASE                              |
|         |                                 | ES -    | FLARED END SECTION   | •             | POLE BASE                                 |
|         |                                 | FF<br>C | FILL WITH FLOWABLE FILL  | <i>P</i>      | SERVICE PEDESTAL                          |
|         |                                 |         | FILTRATION STRUCTURE   | · — •         | LUMINAIRE - COBRA HEAD                    |
|         |                                 |         | GUARDRAIL  | •••           | LUMINAIRE - MONGOOSE                      |
|         |                                 |         | HEADWALL   | <u>Ô</u>      | HIGH MAST LIGHT - 3 FIXTURE               |
|         |                                 |         | JUNCTION BOX   |               | HIGH MAST LIGHT - 4 FIXTURE               |
|         |                                 | JW<br>X | PROPOSED JUNCTION WELL<br>(TYPE OF JUNCTION WELL)                        | <b>Ö</b>      | HIGH MAST LIGHT - 6 FIXTURE               |
|         |                                 |         | LIGHTING SERVICE   | $\rightarrow$ | PAVEMENT MARKINGS                         |
|         |                                 |         | LIGHTING STANDARD  |               | PAVEMENT STRIPING                         |
|         |                                 |         | MONUMENT - RIGHT-OF-WAY  |               | TRAFFIC SIGN                              |
|         |                                 |         | MANHOLE  |               |   |
|         |                                 |         | PIPE   | UTILI         | TY COMPANY FACILITIES                     |
|         |                                 | PB<br>x | PROPOSED POLE BASE<br>(TYPE OF POLE BASE)                                | AW-W          | ARTESIAN WATER COMPANY                    |
|         |                                 |         | RELOCATE BY CONTRACTOR   | DP-E          | DELMARVA POWER - ELECTRIC                 |
|         |                                 |         | RELOCATE BY OTHERS   | — DP-E-OH—    | DELMARVA POWER - ELECTRIC (OVERHEA        |
|         |                                 | RM<br>C | REMOVE BY CONTRACTOR   |               | TOWN OF MIDDLETOWN -SEWER                 |
|         |                                 | RM      | REMOVE BY OTHERS   |               | VERIZON                                   |
|         |                                 |         | SILT FENCE   | -VER-C-OH-    | VERIZON (OVERHEAD)                        |
|         |                                 |         | SEDIMENT TRAP  |               |   |
|         |                                 |         | REINFORCED SILT FENCE  |               |   |
|         |                                 |         | UNDERDRAIN / LENGTH  |               | POND MAINTENANCE ACCESS                   |
|         |                                 |         | UNDERDRAIN OUTLET PIPE   |               | 7   |
|         |                                 |         |  |               | INFILTRATION TRENCH                       |
|         |                                 |         |  |               |   |
|         |                                 |         |  |               |   |

|  | NOT TO SCALE | US 301<br>MARYLAND STATE LINE<br>TO LEVELS ROAD |
|--|--------------|---|
|--|--------------|---|



| CONTRACT   | BRIDGE NO.      |
|------------|-----------------|
| T200811301 |                 |
| 1200011001 | DESIGNED BY: RF |
| COUNTY     |                 |
| NEW CASTLE | CHECKED BY: SKH |

|        | LG-02       |
|--------|-------------|
|        | SHEET NO.   |
|        | 8           |
| LEGEND | TOTAL SHTS. |
|        | 850         |

#### 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 AND SEEDED IN ACCORDANCE WITH DELAWARE STANDARD SPECIFICATIONS 732 AND 734, FOR TOPSOIL AND SEEDING 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<br>FOR THIS PROJECT | SITE REVIEWER REQUIREMENT  |
|---------------------------------------|--|
| ( ) INSIGNIFICANT                     | NONE   |
| ( ) MINOR                             | CONTRACTOR CERTIFICATION COURSE TRAINING ONLY, AS DEFINED IN SECTION 13 OF THE DELAWARE SEDIMENT AND STORMWATER REGULATIONS.   |
| ( ) MEDIUM                            | AT THE TIME OF BID OF THE CONTRACT, EITHER THE SUPERINTENDENT OR A SEPARATE INDIVIDUAL<br>FROM THE CONTRACTOR'S STAFF SHALL BE A CERTIFIED CONSTRUCTION REVIEWER (CCR), AS DEFINED<br>IN SECTION 12 OF THE DELAWARE SEDIMENT AND STORMWATER REGULATIONS. |
|                                       | SUPERINTENDENT AND AN INDIVIDUAL FROM CONTRACTOR'S STAFF SHALL BE CCR. ONE INDIVIDUAL  |
| (X) MAJOR                             | FROM THE CONTRACTOR'S STAFF MUST BE A CCR AT THE TIME OF BID OF THE CONTRACT. THE<br>SUPERINTENDENT MUST BECOME A CCR WITHIN ONE YEAR AFTER THE AWARD OF CONTRACT.   |

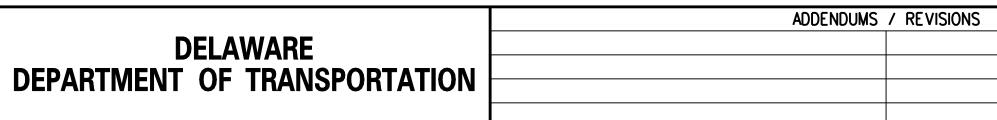
7. ELECTRONIC PROJECT FILES THAT WILL BE MADE AVAILABLE TO THE CONTRACTOR INCLUDE:

| ( ) | NONE   |  |  |  |  |  |
|-----|--|--|--|--|--|--|
| (   | ASCII DATA FILES WITH COORDINATES AND ELEVATIONS FOR PROPOSED POINTS AS SELECTED BY THE ENGINEER.                        |  |  |  |  |  |
| (   | RASTER FILES, IN .PDF FILE FORMAT, FOR ALL PLAN SHEETS.  |  |  |  |  |  |
| (   | EXISTING DIGITAL TERRAIN MODEL, IN .DTM FILE FORMAT, COMPATIBLE WITH SOFTWARE CURRENTLY USED BY DELDOT.                  |  |  |  |  |  |
| (   | PROPOSED DIGITAL TERRAIN MODEL, IN .DTM FILE FORMAT, COMPATIBLE WITH SOFTWARE CURRENTLY USED BY DELDOT.                  |  |  |  |  |  |
| (   | DESIGN FILE, IN .DGN FILE FORMAT, CONTAINING ONLY THE PROPOSED 3D TRIANGLES OF THE PROPOSED DIGITAL TERRAIN MODEL (DTM). |  |  |  |  |  |

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

| ( ) | THE CONTRACTOR SHALL NOT BE REQUIRED TO HAVE AN ATSSA SUPERVISOR ASSIGNED TO THIS PROJECT.  |
|-----|---|
| ( ) | 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.  |
| (   | THE CONTRACTOR SHALL HAVE AN ATSSA SUPERVISOR ASSIGNED TO THIS PROJECT. THE ATSSA SUPERVISOR'S<br>SOLE JOB SHALL BE SUPERVISION OF THE INSTALLATION, OPERATION AND MAINTENANCE OF TRAFFIC CONTROL<br>DEVICES FOR THIS PROJECT. THE CONTRACTOR'S GENERAL SUPERINTENDENT FOR THIS PROJECT SHALL NOT BE<br>THE ATSSA SUPERVISOR. PAYMENT FOR ATSSA SUPERVISOR SHALL BE PAID FOR UNDER ITEM 743031. |

- 9. THE DISTURBED AREA FOR THIS PROJECT IS 264.81 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.
- 11. THE EROSION AND SEDIMENT CONTROL PLANS HAVE BEEN APPROVED BY DELDOT'S STORMWATER ENGINEER UNDER DELDOT'S DELEGATED AUTHORITY. THE EROSION AND SEDIMENT CONTROL PLANS ARE VALID FOR A THREE YEAR PERIOD, BEGINNING ON THE DATE THE STORMWATER ENGINEER SIGNED THE CONSTRUCTION TITLE SHEET. IF THE FINAL ACCEPTANCE OF THE PROJECT IS ANTICIPATED TO EXTEND BEYOND THE THREE YEARS, THE CONTRACTOR SHALL INFORM THE ENGINEER THREE MONTHS PRIOR TO THE EXPIRATION OF THE EROSION AND SEDIMENT CONTROL PLAN APPROVAL. DELDOT WILL REVIEW THE CURRENT EROSION AND SEDIMENT CONTROL PLAN AND ISSUE AN EXTENSION WITH ANY APPROPRIATE MODIFICATIONS.
- 12. CROSS SECTIONS USED IN THE PREPARATION OF THIS CONTRACT ARE AVAILABLE FROM THE DEPARTMENT.
- 13. RIGHT-OF-WAY PLANS FOR RIGHT-OF-WAY OR EASEMENT STAKEOUT PURPOSES ARE AVAILABLE FROM THE DEPARTMENT.



### PROJECT NOTES

#### SECTION 100

- 1. ANY DAMAGE TO ITEMS NOTED TO BE RELOCATED OR RESET BY THE CONTRACTOR, AT THE DISCRETION OF THE ENGINEER, SHALL BE REPAIRED AND/OR REPLACED IN KIND AT THE CONTRACTOR'S EXPENSE.
- 2. PRIOR TO PERFORMING ANY WORK ON THE PROJECT, THE CONTRACTOR AND THE ENGINEER'S REPRESENTATIVE SHALL JOINTLY PERFORM SUFFICIENT FIELD SURVEYS TO VERIFY THE ADVERTISED CROSS SECTIONS AND ELECTRONIC PROJECT FILES AND AGREE ON THE RESULTS TO ESTABLISH INITIAL GROUND ELEVATIONS THAT SHALL BE USED IN CALCULATING QUANTITIES. ANY DISCREPANCIES FOUND SHALL BE AGREED UPON PRIOR TO BEGINNING EARTHWORK OPERATIONS. ALL COSTS SHALL BE INCLUDED IN ITEM 763501 - CONSTRUCTION ENGINEERING.
- 3. SECTION 100 PROJECT NOTES CONTINUED ON SHEET PN-03.

#### SECTION 200

- 4. THE CONTRACTOR SHALL REMOVE AND RESET ALL MAILBOXES TO MAINTAIN MAIL SERVICE AS DIRECTED BY THE ENGINEER. THE CONTRACTOR SHALL RELOCATE MAILBOXES AS REQUIRED BY THE PROPOSED GEOMETRICS AND AS DIRECTED BY THE ENGINEER. WHEN RELOCATING MAILBOXES IN CURBED SECTIONS, THE FACE OF THE MAILBOX SHALL BE FLUSH WITH THE BACK EDGE OF CURB. WHEN RELOCATING MAILBOXES IN OPEN SECTIONS, THE FACE OF THE MAILBOX SHALL SET BACK 8 INCHES FROM THE EDGE OF THE PAVED SHOULDER. THE BOTTOM OF THE MAILBOX SHALL BE SET 46 INCHES ABOVE THE ROADWAY SURFACE. MAILBOXES LOCATED AT DRIVEWAY ENTRANCES SHALL BE PLACED ON THE FAR SIDE OF THE DRIVEWAY IN THE DIRECTION OF TRAVEL, POSTS BEING RESET IN CONCRETE SIDEWALK SHALL BE PLACED IN AN APPROPRIATE SIZE PVC SLEEVE. COST FOR ALL WORK AND MATERIALS SHALL BE PAID UNDER ITEM 201000 - CLEARING AND GRUBBING.
- 5. THE ENGINEER MAY REQUIRE THE CONTRACTOR TO EXCAVATE TEST PITS ALONG PROPOSED DRAINAGE RUNS, AT POINTS OF POSSIBLE UTILITY CONFLICTS, TO DETERMINE IF A CONFLICT EXISTS. ANY CONFLICTS SHALL BE COORDINATED BY THE CONTRACTOR. WITH THE ENGINEER AND THE UTILITY COMPANY INVOLVED. THE ENGINEER SHALL ULTIMATELY DETERMINE THE SOLUTION TO THE UTILITY CONFLICT. TEST HOLES SHALL BE MEASURED AND PAID FOR IN ACCORDANCE WITH ITEM 208000 -EXCAVATION AND BACKFILLING FOR PIPE TRENCHES, BUT ONLY TO THE ACTUAL DEPTH EXCAVATED.
- ITEMS TO BE REMOVED UNDER ITEM 211000 REMOVAL OF STRUCTURES AND OBSTRUCTIONS SHALL INCLUDE, BUT NOT BE LIMITED TO THE FOLLOWING:
  - CONDUIT, CABLES, JUNCTION WELLS, AND POLE BASES UNLESS OTHERWISE SPECIFIED ON THE PLANS
    - STONE SIGN BASE AND CONCRETE PAD AT STATION 118+30 LT EXISTING SERVICE PEDESTALS AND CABINET BASES TO BE REMOVED
    - TRAFFIC MAST ARM AND ASSOCIATED EQUIPMENT DESCRIBED IN PROJECT NOTE #47
    - 8" PVC IRRIGATION LINE AT STATION 232+25
- 7. UNLESS OTHERWISE INDICATED IN THE PLANS, UNDER ITEM 201000 CLEARING AND GRUBBING, ALL VEGETATION, TREES, STUMPS, ROOTMAT, ETC. SHALL BE REMOVED IN THEIR ENTIRETY WITHIN THE LIMITS OF CONSTRUCTION REGARDLESS OF THE EMBANKMENT HEIGHT EXCEPT SUCH OBJECTS AS ARE DESIGNATED TO REMAIN OR ARE TO BE REMOVED IN ACCORDANCE WITH OTHER SECTIONS OF THE CONTRACT DOCUMENTS. WORK UNDER ITEM 201000 IS TO BE PERFORMED IN ITS ENTIRETY EITHER BY THE PRIME CONTRACTOR OR AN APPROVED SUBCONTRACTOR. CUTTING OF FIREWOOD BY PRIVATE CITIZENS OR OTHER PARTIES SHALL NOT BE PERMITTED.
- RIGHT-OF-WAY FENCING IS TO BE INSTALLED ALONG THE DENIAL OF ACCESS THROUGH THE PROJECT LIMITS AS SHOWN ON THE PLANS. CLEARING OUTSIDE OF THE LIMITS OF CONSTRUCTION LINE FOR INSTALLATION OF THE RIGHT-OF-WAY FENCE, UTILITY RELOCATIONS DESCRIBED IN THE UTILITY STATEMENT, OR OTHER NECESSARY CONSTRUCTION SHALL BE KEPT TO A MINIMUM AND SHALL BE INCLUDED IN ITEM 201000 CLEARING AND GRUBBING. THERE SHALL BE NO GRUBBING OUTSIDE THE LIMITS OF CONSTRUCTION.
- DELETE THE FIRST SENTENCE OF STANDARD SPECIFICATION SUBSECTION 202.03 (C) AND REPLACE WITH THE FOLLOWING 9 "ALL TOPSOIL, IF PRESENT, SHALL BE REMOVED IN ITS ENTIRETY IN BOTH CUT AND FILL SECTIONS, REGARDLESS OF EMBANKMENT HEIGHT."
- 10. EXISTING MATERIALS ALONG THE PROPOSED ROADWAY ALIGNMENTS HAVE THE POTENTIAL TO MEET THE REQUIREMENTS OF THE BORROW, TYPE A PORTION OF THE PROPOSED PAVEMENT SECTIONS. THE CONTRACTOR SHALL EXCAVATE TO THE TOP OF THE BORROW. TYPE A PORTION OF THE PROPOSED PAVEMENT SECTIONS AT WHICH TIME THE MATERIALS SHALL BE EVALUATED BY THE ENGINEER. IF THE MATERIALS ARE DEEMED SUITABLE FOR THE BORROW. TYPE A PORTION OF THE PROPOSED PAVEMENT SECTION, THEN ITEM 202515 - COMPACTING IN-SITU MATERIAL SHALL BE USED AS DIRECTED BY THE ENGINEER. IF THE MATERIALS ARE NOT DEEMED SUITABLE, THEN THE MATERIALS SHALL BE REMOVED WITH PAYMENT MADE UNDER ITEM 202000 - EXCAVATION AND EMBANKMENT AS DIRECTED BY THE ENGINEER AND MATERIAL MEETING THE REQUIREMENTS OF BORROW. TYPE A SHALL BE PLACED.
- APPROVED COVERS SHALL BE INSTALLED OVER ALL LOADED TRUCKS OR TRAILERS HAULING BORROW, EXCAVATED MATERIALS, AGGREGATES, ETC. TO OR FROM THE PROJECT SITE OVER STATE MAINTAINED ROADS. THE COVER'S SHALL BE INSTALLED TO PREVENT MATERIAL FROM LEAVING THE TRUCKS OR TRAILERS. THE MATERIAL SHALL BE FULLY COVERED AND THE COVERS TIED ON THE REAR AND BOTH SIDES. ANY MATERIALS DELIVERED, TRANSPORTED, OR REMOVED IN UNCOVERED TRUCKS OR TRAILERS WILL BE INCORPORATED INTO THE PROJECT. OR REMOVED FROM THE SITE, WITH NO PAYMENT TO THE CONTRACTOR FOR FURNISHING, REMOVING, OR PLACING THE MATERIALS.
- 12. WHEN PERFORMING ANY EXCAVATION OR BACKFILLING OPERATION, THE CONTRACTOR SHALL PROVIDE DEWATERING MEASURES IN ACCORDANCE WITH STANDARD SPECIFICATION SECTION 902 AND/OR SECTION 906 AT ALL TIMES TO KEEP THE GROUNDWATER LEVEL AT LEAST ONE FOOT BELOW THE EXCAVATION ELEVATION. THE CONTRACTOR SHALL ALSO PROVIDE NECESSARY DEWATERING TO STABILIZE EXCAVATED SLOPES DURING CONSTRUCTION AND UNTIL THE SLOPES ARE STABILIZED AS DETERMINED BY THE ENGINEER. ALL COSTS SHALL BE INCIDENTAL TO THE APPLICABLE EXCAVATION OR BACKFILLING ITEM.
- 13. AS NOTED IN THE CONTRACT DOCUMENTS AND DIRECTED BY THE ENGINEER, MATERIALS ARE TO BE STOCKPILED FOR LATER USE IN THE PROJECT. THE TOPSOIL FROM THESE STOCKPILE AREAS SHALL BE REMOVED IN ITS ENTIRETY AND STOCKPILED FOR REPLACEMENT IN THE AREA WHERE IT WAS EXCAVATED. THE EXCAVATION AND STOCKPILING OF THE TOPSOIL SHALL BE MEASURED FOR PAYMENT UNDER ITEM 202000 - EXCAVATION AND EMBANKMENT. THE TOPSOIL SHALL BE REPLACED IN REASONABLY CLOSE CONFORMITY TO THE ORIGINAL LINES, GRADES AND ELEVATIONS AS DIRECTED BY THE ENGINEER. ALL COSTS ASSOCIATED WITH REPLACING THE FULL DEPTH OF THE TOPSOIL REMOVED SHALL BE PAID UNDER ITEM 733002 - TOPSOILING, 6" DEPTH. THE AREA OF TOPSOIL REPLACED SHALL ONLY BE MEASURED ONCE FOR PAYMENT UNDER ITEM 733002 REGARDLESS OF THE FULL DEPTH OF TOPSOIL PLACED. SEEDING AND MULCHING OF THE REPLACED TOPSOIL SHALL BE PERFORMED UNDER THE APPLICABLE BID ITEMS.
- 14. FOR ESTIMATING PAYMENT FOR ALL EARTHWORK ITEMS. TWO-THIRDS OF THE FACTORY RATED CAPACITY OF THE EARTHWORK MOVING EQUIPMENT SHALL BE USED. FOR TEN-WHEEL DUMP TRUCKS, TEN (10) CUBIC YARDS SHALL BE USED.

NOT TO SCALE

- FOR:

- - AS NOTED ON THE PLANS.
- SECTION 300
- b. CRUSHED CONCRETE (PER STANDARD SPECIFICATION 821)

ALL OF THE ABOVE LISTED MATERIALS ARE PERMITTED FOR USE ON THE JOB. PROVIDED THEY ARE SEPARATED INTO APPROVED AREAS. EACH AREA OF BASE COURSE MUST BE CONSTRUCTED USING MATERIALS FROM A SINGULAR SOURCE, FULL DEPTH, IN ORDER THAT PROPER TESTING MAY BE ACCOMPLISHED. THE CONTRACTOR AND DELDOT'S PROJECT ENGINEER SHALL AGREE ON THE LIMITS OF EACH SOURCE OF MATERIAL PRIOR TO PLACEMENT.

- E. PAYMENT CLARIFICATION:

|                     |            |                 |       | PN | -01         |
|---------------------|------------|-----------------|-------|----|-------------|
|                     | CONTRACT   | BRIDGE NO.      |       |    | SHEET NO.   |
| US 301              | T200811301 |                 | NOTEO |    | 9           |
| MARYLAND STATE LINE | COUNTY     | DESIGNED BY: RF | NOTES |    | TOTAL SHTS. |
| TO LEVELS ROAD      | NEW CASTLE | CHECKED BY: SKH |       |    | 850         |

#### SECTION 200 - CONTINUED

15. FOR EXISTING PAVEMENT AREAS HATCHED FOR REMOVAL THAT ARE OUTSIDE THE LIMITS OF EXCAVATION AS INDICATED ON THE CROSS SECTIONS, THE PAVEMENT SHALL BE REMOVED IN ACCORDANCE WITH STANDARD SPECIFICATION SECTION 202.05. PAYMENT FOR THIS WORK WILL BE COVERED UNDER ITEM 202000. TOPSOILING AND SEEDING SHALL BE IN ACCORDANCE WITH STANDARD SPECIFICATIONS 732 AND 734.

16. STORMWATER MANAGEMENT POND EXCAVATION:

A. CLEARING AND GRUBBING OF STORMWATER POND AREAS IS TO BE INCLUDED IN THE LUMP SUM PRICE FOR ITEM 201000.

B. ALL EXCAVATION AND EMBANKMENT REQUIRED FOR CONSTRUCTION OF STORMWATER PONDS WILL BE PERFORMED. MEASURED AND PAID FOR UNDER ITEM 202000, EXCAVATION AND EMBANKMENT. THE WORK WILL INCLUDE MEASUREMENT

GENERAL POND EXCAVATION TO THE LINES AND GRADES SHOWN ON THE PLANS, INCLUDING THE INITIAL OVEREXCAVATION FOR USE OF THE SWM FACILITY AS A SEDIMENT BASIN IF INDICATED ON THE PLANS.

ii. EXCAVATION FOR FOREBAYS, CUT-OFF TRENCHES, AND / OR CORE TRENCHES AS SHOWN ON THE PLANS.

C. EXCAVATION BELOW THE DESIGNED POND FINISHED GRADE OR SUBGRADE ELEVATION FOR RIP-RAP PLACEMENT AND OUTLET STRUCTURE FOUNDATIONS WILL BE INCIDENTAL TO THOSE RESPECTIVE PAY ITEMS.

D. INITIAL EXCAVATION OF SWM PONDS THAT FUNCTION AS INFILTRATION BASINS SHALL ONLY BE COMPLETED TO TWO (2) FEET ABOVE THE PERMANENT BOTTOM OF THE INFILTRATION BASIN. AFTER ALL AREAS CONTRIBUTING DRAINAGE TO THE INFILTRATION BASIN HAVE BEEN STABILIZED AS APPROVED BY THE ENGINEER, EXCAVATION TO THE PERMANENT BOTTOM ELEVATION OF THE INFILTRATION BASIN SHALL BE PERFORMED.

E. EXCEPT AS NEEDED FOR CONSTRUCTION OF DAM FOUNDATIONS, CUTOFF TRENCHES, AND OUTLET STRUCTURES, EXCAVATED SUBGRADES WITHIN THE SWM PONDS SHALL NOT BE TEST ROLLED PER SUBSECTION 202.02 OR COMPACTED PER SUBSECTION 202.06.A.

F. ALL REQUIREMENTS OF STANDARD SPECIFICATION SECTION 271 FOR CONSTRUCTION OF THE SWM FACILITY SHALL APPLY. IF THERE ARE CONFLICTS BETWEEN THE REQUIREMENTS IN STANDARD SPECIFICATION SECTION 271 AND STANDARD SPECIFICATION SECTION 202, THEN THE MORE STRINGENT REQUIREMENT SHALL BE FOLLOWED.

17. SEDIMENT BASIN CONSTRUCTION AND MAINTENANCE:

A. CLEARING AND GRUBBING OF SEDIMENT BASIN POND AREAS IS TO BE INCLUDED IN THE LUMP SUM PRICE FOR ITEM 201000.

B. ALL EXCAVATION AND EMBANKMENT REQUIRED FOR CONSTRUCTION OF SEDIMENT BASINS WILL BE PERFORMED, MEASURED AND PAID FOR UNDER ITEM 202000, EXCAVATION AND EMBANKMENT.

C. REMOVAL OF SEDIMENT FROM THE SEDIMENT BASIN SHALL BE PERFORMED WHEN THE CLEANOUT ELEVATION IS REACHED

D. SEDIMENT REMOVAL FROM THE SEDIMENT BASIN SHALL BE MEASURED FOR PAYMENT UNDER ITEM 202000. ONLY REMOVAL OF SEDIMENT FROM A SEDIMENT BASIN SHALL BE MEASURED FOR PAYMENT UNDER ITEM 202000.

E. REMOVAL OF SEDIMENT FROM ALL OTHER EROSION AND SEDIMENT CONTROL DEVICES AND REMOVAL OF SEDIMENT THAT HAS BYPASSED OR OTHERWISE NOT BEEN TRAPPED BY ANY SEDIMENT CONTROL DEVICE SHALL BE INCLUDED IN THE PAYMENT FOR THE SEDIMENT CONTROL ITEM PER SECTION 900.

18. A. THE CONTRACTOR MAY ELECT TO USE ANY OF THE FOLLOWING MATERIALS TO MEET THE REQUIREMENTS OF ITEM 302007 - GRADED AGGREGATE BASE COURSE, TYPE 'B':

a. CRUSHED STONE (PER STANDARD SPECIFICATION 821)

c. HOT-MIX MILLINGS (PER SPECIAL PROVISION FOR ITEM 302514 - MILLED HOT-MIX BASE COURSE)

THE CONTRACTOR WILL NOT BE ALLOWED TO MIX DIFFERENT MATERIALS (OR SIMILAR MATERIALS FROM DIFFERENT SOURCES) TO MEET THE REQUIREMENTS OF ITEM 302007 - GRADED AGGREGATE BASE COURSE, TYPE 'B'.

B. THE QUANTITY USED FOR BASE OF EACH OF THE ABOVE LISTED MATERIALS WILL BE THE CONTRACTOR'S CHOICE, WITH THE TOTAL MEETING THE ADVERTISED QUANTITY OF ITEM 302007 - GRADED AGGREGATE BASE COURSE. TYPE 'B'.

C. THE CONTRACTOR MAY ALSO ELECT TO RECYCLE MILLINGS FOR USE IN HOT-MIX AS PERMITTED BY THE STANDARD SPECIFICATIONS. THE CHOICE OF THE QUANTITY OF MILLINGS USED FOR THIS PURPOSE, OR FOR BASE COURSE, LIES WITH THE CONTRACTOR. ALL MILLING MATERIAL SHALL BECOME PROPERTY OF THE CONTRACTOR.

D. HOT-MIX MILLINGS MAY BE GENERATED FROM THE FOLLOWING SOURCES:

a. MATERIAL MADE AVAILABLE WHEN MILLED ON THIS CONTRACT UNDER ITEM 760502.

b. MATERIAL MILLED ON THIS CONTRACT AT THE CONTRACTOR'S CHOICE UNDER ITEM 202000.

C. MILLED MATERIAL FURNISHED ON THE JOB FROM THE CONTRACTOR'S YARD OR OTHER OUTSIDE SOURCE. ALL MILLED MATERIALS SHALL MEET THE MATERIAL REQUIREMENTS OF ITEM 302514 - MILLED HOT-MIX BASE COURSE.

a. SHOULD THE CONTRACTOR ELECT TO MILL PORTIONS OF HOT-MIX SHOWN ON THE PLANS TO BE REMOVED UNDER ITEM 202000 - EXCAVATION AND EMBANKMENT THE COST OF MILLING THIS HOT-MIX WILL BE PAID AS ITEM 202000 -EXCAVATION AND EMBANKMENT. THE MILLINGS GENERATED MAY BE RECYCLED INTO HOT-MIX, UTILIZED FOR BASE COURSE, OR DISPOSED OF TO AN APPROVED SITE. HAULING COSTS FOR DISPOSAL AND/OR RECYCLING ARE INCIDENTAL TO ITEM 202000 - EXCAVATION AND EMBANKMENT.

b. MILLINGS GENERATED UNDER ITEM 760502 - PAVEMENT MILLINGS, TAPERCUT MAY BE RECYCLED INTO HOT-MIX, UTILIZED FOR BASE COURSE OR DISPOSED OF BY THE CONTRACTOR TO AN APPROVED SITE. NO SEPARATE PAYMENT WILL BE MADE FOR TRANSPORTING MILLINGS ON SITE OR TO AN APPROVED DISPOSAL SITE.

|           | с.  | SHOULD THE CO   | CKPILING AND SUBS   | -<br>O TEMPORARILY ST  |  | N THE JOB SITE FO.<br>NTAL TO ITEM 20200  | •   | 3.              |
|-----------|---|---|---|--|--|---|---|-----------------|
|           | d.  | PROVISION 30257<br>MILLINGS FROM A  | 14 - MILLED HOT-MI<br>AN OUTSIDE SOURCI<br>ISE WILL BE PAID II  | IX BASE COURSE.<br>E OR TRANSPORT  | NO SEPARATE PAYM<br>MILLINGS WITHIN THU  | VITH THE REQUIREMEN<br>MENT WILL BE MADE<br>E PROJECT LIMITS. M<br>ITEM 302007 - GRA  | TO FURNISH<br>ILLINGS USED  |                 |
|           | е.  |   | ITILIZE MILLINGS IN<br>SING THE RECYCLED  |  | X WILL BE INCIDENT,  | AL TO THE UNIT PRIC   | E BID FOR THE   | 3.              |
|           | f.  | DOWN AND COMP<br>ALL COSTS TO B<br>HOT-MIX BASE C<br>NO PAYMENT WIL   | PACTION AS WELL A<br>PRING THE MILLINGS<br>POURSE ARE INCIDEN<br>L BE MADE FOR IT                                     | S THE MATERIAL I<br>INTO COMPLIANCE<br>NTAL TO ITEM 302<br>EM 302514 - M   | REQUIREMENTS FOR<br>WITH THE REQUIRE<br>2007 - GRADED AGGI<br>MILLED HOT-MIX BASI  | D TO SPECIFY THE M<br>MILLINGS USED AS E<br>MENTS OF ITEM - 30<br>REGATE BASE COURS<br>E COURSE. THE QUA<br>NDED AGGREGATE BA   | BASE COURSE.<br>02514 MILLED<br>SE, TYPE 'B'.<br>NTITY OF MILLINGS                  | 3:<br>3(        |
| <u>SE</u> |   | 1 400   |   |  |  |   |   | 3.              |
|           |   |   |   |  | DRIVEWAYS SHALL B<br>ERWISE NOTED ON TH  | BE 2" WARM-MIX, TYI<br>HE PLANS.  | PE 'C' OVER   | 38              |
|           | BE CONST<br>TRM IS IN<br>OF EXISTI  | RUCTED UTILIZING<br>ITENDED FOR MAII  | THE APPLICABLE  | STANDARD BID ITE<br>AND EGRESS TO F  | MS, NOT TEMPORARY<br>PROPERTIES OR BUSI  | RS, RUN-AROUNDS, L<br>7 ROADWAY MATERIAL<br>INESSES AS WELL AS<br>ROADS, ETC. AFTER   | (TRM).<br>S MAINTENANCE   |                 |
|           | PERMEABL<br>SHOULDEF  | E TREATED BASE  | SHALL BE COMPLE<br>RDRAIN AND UNDER   | ETED TO THEIR FL   | ILL WIDTH (OUTSIDE   | COURSES OF SOIL (<br>OF SHOULDER TO O<br>ENTIRE SECTION OF  | UTSIDE OF   |                 |
|           | ANY ONE<br>OF THE C<br>MUST BE<br>EIGHTEEN<br>ANY KIND<br>POLYETHY<br>FURNISHII | CONSTRUCTION SE<br>CONSTRUCTION SEA<br>ENTIRELY COVERE<br>INCHES FOR THE<br>WILL BE PERMITT<br>(LENE, EXCEPT FO | EASON IS COVERED<br>ASON. ANY PTB WH<br>D WITH POLYETHY<br>WINTER AND UNTIL<br>ED TO TRAVERSE (<br>R NECESSARY EQU    | WITH PCC OR HO<br>NCH HAS NOT BEE<br>YLENE SHEETING, N<br>L PAVING OPERATIO<br>OVER PTB AT ANY<br>NIPMENT UTILIZED D | DT MIX PAVEMENT, AS<br>N PAVED OVER AT<br>PROPERLY ANCHORED<br>ONS RESUME. NO C<br>TIME, EITHER UNCO<br>DURING PAVING OPER | BASE (PTB) PLACED<br>S APPLICABLE, BY T<br>THE END OF THE SE<br>D AND OVERLAPPED<br>CONSTRUCTION TRAFF<br>OVERED OR COVERED<br>RATIONS. THE COST<br>INCIDENTAL TO THE O | HE END<br>EASON<br>AT LEAST<br>IC OF<br>WITH<br>OF                                  | 3               |
|           |   |   | QUIPMENT UTILIZED<br>YUN ON THE SOIL C  |  | •  | STRUCTION TRAFFIC   | OF ANY KIND   | <u> </u>        |
| <u>SE</u> |   | 1 600   |   |  |  |   |   | 4(              |
|           | FINAL DRA<br>DRAINAGE<br>CONTRACI<br>PIPE CLEA                                  | AINAGE SYSTEM A<br>STRUCTURES DAI<br>OR'S EXPENSE. T<br>ANING PRIOR TO V  | ND AGREE ON THE<br>MAGED DUE TO CON<br>THE DEPARTMENT WI<br>VIDEO INSPECTION A  | CONDITION PRIOR<br>NTRACTOR OPERATION<br>ILL VIDEO INSPECT   | TO THE STA <mark>RT OF (</mark><br>IONS SHALL BE REP.<br>NEW PIPE RUNS TO<br>OF TRAFFIC DURING                             | DRAINAG <mark>E S</mark> TRUCTURE<br>CONSTRUCTION. EXIST<br>AIRED OR REPLACED<br>D CONFIRM CONDITION<br>THE VIDEO INSPECT<br>BEING VI <mark>DEO</mark> INSPECT          | TING PIPES AN <mark>D</mark><br>IN-KIND AT THE<br>N PRIOR TO ACCEPT<br>TION ARE THE | <del>4</del> 1. |
|           | DELDOT S<br>ACCORDAI  | TANDARD CONSTRU<br>NCE WITH SECTION   | UCTION DETAILS WIL<br>105.04 OF THE S   | L REQUIRE THE C<br>TANDARD SPECIFIC  | ONTRACTOR TO SUBI  | (IMUM DEPTH PROVID<br>MIT SHOP DRAWINGS<br>THESE ITEMS WILL E   | IN  | 43              |
|           | AS PADS,<br>AS INDICA<br>LESS THA<br>MASONRY<br>ENGINEER<br>TO COMPL            | BOLLARDS, ENCA<br>NED IN THE CONT<br>NN FIVE CUBIC YA<br>ACTUALLY PLACE<br>ALL COSTS ASSO<br>ETE THE WORK       | SEMENTS, ETC. AS<br>RACT DOCUMENTS.<br>RDS PER SITE. TH<br>D TO CONSTRUCT T<br>DCIATED WITH FURN<br>INCLUDING CONCRET | DIRECTED BY THE<br>THESE MISCELLAN<br>TE VOLUME MEASU<br>THE MISCELLANEOU<br>NISHING ALL LABOR<br>TE, REINFORCING S  | E ENGINEER UNLESS<br>EOUS TYPES OF STI<br>RED FOR PAYMENT<br>IS STRUCTURE WITHI<br>P, EQUIPMENT, TOLLS                     | ANEOUS TYPES OF<br>THE WORK IS TO BU<br>RUCTURES ARE ANTIO<br>SHALL BE THE VOLU<br>N THE LIMITS APPRO<br>AND INCIDENTALS N<br>BACKFILL, BACKFILLIN<br>CLASS B.          | E PAID OTHERWISE<br>CIPATED TO INVOLVE<br>IME OF P.C.C.<br>DVED BY THE<br>IECESSARY |                 |
| SE        |   | 1 700   |   |  |  |   |   |                 |
|           | SHALL BE  | TRANSITIONED IN   | 10 LINEAR FEET, U   | UNLESS OTHERWIS  |  | PES ARE NOT SIMILA  | •   | CURB            |
| 28.       | PORTLAND  |   | TE CHANNELIZING IS  |  |  | FT MAY BE POURED  | ) MONOLITHICALLY, (   | OR              |
| 29.       | STATION /   | AND ELEVATION DA  | ATA GIVEN FOR DRA   |  | ES ARE TO BE APPL<br>N BOXES AND MANH  | LIED TO THE CENTER  | ' OF THE GRATE FC   | DR              |
|           |   | D AREAS TO BE I<br>THE EXISTING PAV   |   | R WIDENED SHALL  | BE SAWCUT AT THE   | POINT WHERE THE   | NEW PAVEMENT IS   | ΤΟ              |
|           |   |   |   |  |  | ACTOR IS NOTIFIED TO<br>FOLLOWING SNOW R  |   |                 |
|           |   | HANDLED BY STAT   | E FORCES. MAINTE  |  |  | 43000 - MAINTENANC  |   |                 |

DELAWARE

**DEPARTMENT OF TRANSPORTATION** 

#### ECTION 700 - CONTINUED

- ALL UNDERDRAIN OUTLETS, CATCH BASINS, PIPES, CONDUITS, JUNCTION WELLS, ETC. IN GUARDRAIL AREAS OR NEAR OTHER CONSTRUCTION YET TO BE PERFORMED SHALL BE VISIBLY MARKED BY THE CONTRACTOR AT THE TIME OF INSTALLATION IN ORDER TO AVOID FUTURE DAMAGE DURING DRIVING OF THE GUARDRAIL POSTS OR PERFORMANCE OF OTHER CONSTRUCTION. THE LOCATION OF GUARDRAIL POSTS AND OTHER CONSTRUCTION SHALL BE STAKED IN THE FIELD PRIOR TO PLACING THESE ITEMS. THE LOCATION OF THESE ITEMS SHALL BE ADJUSTED TO AVOID CONFLICTS WITH THE GUARDRAIL OR OTHER CONSTRUCTION. ALTERATIONS TO THE GUARDRAIL POST SPACING WILL NOT BE ALLOWED. ANY WORK REQUIRED TO RELOCATE THESE ITEMS DUE TO CONFLICTS WITH GUARDRAIL OR OTHER CONSTRUCTION SHALL BE PERFORMED TO THE SATISFACTION OF THE ENGINEER AND SHALL BE AT THE CONTRACTOR'S EXPENSE, INCLUDING ANY REMOVAL AND REPLACEMENT OF PAVEMENT.
- DELDOT OR A DELDOT REPRESENTATIVE SHALL FURNISH AND INSTALL RIGHT-OF-WAY MONUMENTS AFTER THE COMPLETION OF THE PROJECT. LOCATIONS OF RIGHT-OF-WAY MONUMENTS ARE PROVIDED ON THE PLANS FOR INFORMATION ONLY.
- THE LOCATION FOR ITEM 759506 FIELD OFFICE, TYPE II.22 SPECIAL COMPLEX, IS RECOMMENDED TO BE ON PARCEL NO. 135.
- THE COST OF ANY FLOODLIGHTING NECESSARY DUE TO WORK BY THE CONTRACTOR ON ANY ITEM OCCURRING AFTER DARK SHALL BE INCIDENTAL TO THE BID PRICE OF THE ITEM BEING CONSTRUCTED AFTER DARK. DURING NIGHT WORK, ALL PERSONS WITHIN THE WORK ZONE SHALL HAVE SAFETY WEAR IN ACCORDANCE WITH THE DEMUTCD.
- NO LESPEDEZA. ERAGROSTIS CURVULA. OR CORONILLA VARIA SHALL BE SEEDED. SECTION 734 SEEDING HAS BEEN MODIFIED TO REMOVE LESPEDEZA, ERAGROSTIS CURVULA, AND CORONILLA VARIA.
- ITEM 727000 RIGHT-OF-WAY FENCE SHALL BE INSTALLED BY HAND IN SENSITIVE AREAS. SENSITIVE AREAS INCLUDE WOODS, WETLANDS, STREAMS, CULTURAL RESOURCE AREAS AND OTHER AREAS AS SHOWN ON THE PLANS AND AS DETERMINED BY THE ENGINEER. THERE SHALL BE NO VEHICLE ACCESS AND GRUBBING FOR THE PURPOSES OF INSTALLING RIGHT-OF-WAY FENCE IN SENSITIVE AREAS. CLEARING OF VEGETATION FOR THE PURPOSE OF INSTALLING RIGHT-OF-WAY FENCE SHALL BE KEPT TO A MINIMUM IN SENSITIVE AREAS. IF REMOVAL OF VEGETATION CANNOT BE AVOIDED. THE VEGETATION SHALL BE CUT FLUSH WITH THE GROUND SURFACE (I.E., NO DISTURBANCE OF THE ROOT MAT). HAND-MIXED CONCRETE SHALL BE USED FOR CONCRETE FOOTINGS IN SENSITIVE AREAS. POST SPACING SHALL BE ADJUSTED AS APPROVED BY THE ENGINEER TO COMPLY WITH THE MINIMUM AND MAXIMUM CLEARANCE OF THE BOTTOM OF THE FABRIC. NO EXCAVATION OR BACKFILLING OF THE EXISTING GROUND SHALL BE CONDUCTED TO COMPLY WITH THE MINIMUM AND MAXIMUM CLEARANCE OF THE BOTTOM OF FABRIC OVER GROUND IN SENSITIVE AREAS. EXCAVATIONS FOR POSTS AND FOOTERS WITHIN SENSITIVE AREAS THAT WILL BE USED FOR BACKFILLING OF THE POSTS AND FOOTERS SHALL BE PLACED ON PLASTIC AND ANY EXCESS EXCAVATIONS SHALL BE REMOVED AND DISPOSED OF IN NON-SENSITIVE AREAS AS APPROVED BY THE ENGINEER.

#### CTION 900

THIS PROJECT IS COVERED UNDER AN NPDES GENERAL PERMIT FOR CONSTRUCTION. UNDER THE GENERAL PERMIT, COMPLIANCE WITH DELDOT'S APPROVED SEDIMENT AND STORMWATER MANAGEMENT PLANS WILL CONSTITUTE COMPLIANCE WITH THE NPDES INDUSTRIAL PERMITTING REQUIREMENTS FOR THIS CONSTRUCTION PROJECT. A COPY OF THE NPDES GENERAL PERMIT AND NOI IS KEPT ON FILE IN EACH OF THE CONSTRUCTION OFFICES AND THE DEPARTMENT'S TEAM SUPPORT SECTION. A COPY OF THE GENERAL PERMIT OR THE NOI CAN BE OBTAINED UPON REQUEST FROM EITHER THE DEPARTMENT'S STORMWATER ENGINEER OR THE APPROPRIATE CONSTRUCTION ENGINEER.

#### IISCELLANEOUS

- THE CONTRACTOR SHALL CONTACT MICHAEL ELLER, THE CHIEF OF SCHEDULING FOR DART FIRST STATE, 14 DAYS PRIOR TO THE START OF CONSTRUCTION AT 302-576-6061.
- THE DESIGN OF THIS PROJECT HAS BEEN BASED ON PHOTOGRAMMETIC MAPPING PREPARED BY AEROMETRIC INC. IN 2006, SUPPLEMENTED BY SURVEY PERFORMED BY PENNONI ASSOCIATES INC. IN 2008, 2009, AND 2010. SURVEY CONTROL POINTS PREPARED BY CENTURY ENGINEERING IN 2008.
- ANY CHANGES TO OR DEVIATIONS FROM THESE PLANS REQUESTED BY THE CONTRACTOR MUST BE REVIEWED AND APPROVED BY THE ENGINEER AND ENVIRONMENTAL MONITOR PRIOR TO CONDUCTING ANY WORK. APPROVAL MAY TAKE A SIGNIFICANT AMOUNT OF TIME TO COMPLETE AND ALL CHANGES MAY NOT BE APPROVED. THE CONTRACTOR SHALL HAVE NO CLAIM AGAINST THE DEPARTMENT FOR COSTS OR DELAYS ASSOCIATED WITH THE APPROVAL OR REJECTION OF REQUESTED CHANGES OR DEVIATIONS FROM THESE PLANS.
- RESTORATION OF TEMPORARY IMPACTS
- PRIOR TO PERFORMING ANY WORK ASSOCIATED WITH TEMPORARY IMPACTS TO DELINEATED WETLANDS, THE CONTRACTOR SHALL STAKE THE LIMITS OF TEMPORARY DISTURBANCE WITHIN THE WETLANDS AND ALLOW 14 CALENDAR DAYS FOR DELDOT TO OBTAIN EXISTING TOPOGRAPHY SURVEY WITHIN THE TEMPORARY DISTURBANCE, THIS EXISTING SURFACE SHALL BE PROVIDED TO AND ACCEPTED BY THE CONTRACTOR BEFORE ANY WORK IS PERFORMED WITHIN THE WETLANDS. THE CONTRACTOR SHALL HAVE 5 CALENDAR DAYS TO RESPOND TO THE EXISTING SURFACE INFORMATION OR OTHERWISE IT SHALL BE CONSIDERED ACCEPTED. THE EXISTING SURFACE PLAN SHALL BE PROVIDED IN BOTH DIGITAL AND PAPER COPIES CONFORMING TO DELDOT CADD STANDARDS AT THE SAME SCALE AS THE CONTRACT PLANS.
- B. UPON MUTUAL ACCEPTANCE OF THE EXISTING SURFACE TOPOGRAPHY PLAN, THE CONTRACTOR SHALL INSTALL THE NECESSARY EROSION AND SEDIMENT CONTROL DEVICES AND RESOURCE PROTECTION FENCE AS SHOWN ON THE PLANS AND DIRECTED BY THE ENGINEER. THE AREA OF THE TEMPORARY DISTURBANCE MAY BE CLEARED OF VEGETATION AS NECESSARY. VEGETATION SHALL NOT BE GRUBBED, AND SHALL BE CUT FLUSH WITH THE GROUND (I.E., NO DISTURBANCE OF THE ROOT MAT).
- C. INSTALL THE TEMPORARY ACCESS ROAD OR OTHER NEEDED TEMPORARY DISTURBANCE AS SHOWN ON THE PLANS OR APPROVED BY THE ENGINEER. GEOTEXTILE SHALL BE PLACED ON TOP OF THE EXISTING GROUND TO PROVIDE SEPARATION BETWEEN THE EXISTING GROUND AND ANY PLACED MATERIALS.
- D. WHEN THE CONTRACTOR HAS COMPLETED THE WORK REQUIRING THE TEMPORARY WETLAND DISTURBANCE, ALL MATERIALS THAT WERE PLACED BY THE CONTRACTOR SHALL BE REMOVED IN THEIR ENTIRETY. ONCE ALL MATERIALS HAVE BEEN REMOVED, THE CONTRACTOR SHALL ALLOW 14 CALENDAR DAYS FOR DELDOT TO OBTAIN EXISTING SURFACE ELEVATIONS OF THE DISTURBED AREA FOLLOWING THE SAME PROCEDURE DESCRIBED ABOVE FOR OBTAINING ORIGINAL ELEVATIONS. THESE EXISTING SURFACE ELEVATIONS SHALL BE PROVIDED TO THE CONTRACTOR AND INCLUDE A PLAN SHOWING THE ELEVATION DIFFERENCES BETWEEN THE ORIGINAL AND EXISTING SURFACES.
- E. THE CONTRACTOR SHALL BE RESPONSIBLE FOR RESTORING THE TEMPORARY DISTURBED AREA TO ORIGINAL ELEVATIONS. RESTORATION OF THE DISTURBED AREA SHALL BE ACCOMPLISHED IN THE FOLLOWING MANNER:
- i. TILL THE GROUND WITHIN THE DISTURBED AREA TO LOOSEN UP THE SOILS DUE TO COMPACTION DURING CONSTRUCTION IN ACCORDANCE WITH THE SPECIFICATIONS OF ITEM 202555 - SUBSOIL TILLAGE. MINIMUM VERTICAL TILLAGE DEPTH SHALL BE 24 INCHES AS MEASURED BY FIELD PERFORMANCE.

| _            | US 301                                | CONTRACT<br>T200811301 | BRIDGE NO.      |
|--------------|---------------------------------------|------------------------|-----------------|
| NOT TO SCALE | MARYLAND STATE LINE<br>TO LEVELS ROAD | COUNTY                 | DESIGNED BY: RF |
| _            |                                       | NEW CASTLE             | CHECKED BY: SKH |

#### MISCELLANEOUS - CONTINUED

- OF 4 INCHES.

- 44. RESTORATION OF PERMANENT IMPACTS
- 45. STREAM BOTTOM AND SLOPE RIPRAP TREATMENT

11. PLACE TOPSOIL TO FILL DEPRESSIONS TO THE ORIGINAL GROUND ELEVATIONS. MAXIMUM DEPTH OF A SINGLE LIFT OF TOPSOIL PLACED SHALL BE 6 INCHES AND SHALL BE PLACED IN ACCORDANCE WITH SECTION 732.

III. DISK THE FINAL TOPSOIL SURFACE WITHIN THE DISTURBED AREA TO PREPARE THE AREA FOR SEED. USE A MAXIMUM OF 3 PASSES OF A DISK USING LOW GROUND PRESSURE EQUIPMENT TO A MINIMUM DEPTH

iv. WHEN THE CONTRACTOR BELIEVES THAT RESTORATION OF THE ORIGINAL ELEVATIONS HAS BEEN ACHIEVED, 7 CALENDAR DAYS SHALL BE ALLOWED FOR THE AREA TO AGAIN BE SURVEYED BY DELDOT UNDER THE SAME CONDITIONS DESCRIBED ABOVE AND THE SURVEY PLAN OF THE RESTORED ELEVATIONS WILL BE PROVIDED TO THE CONTRACTOR. DELDOT SHALL ADVISE THE CONTRACTOR IF ADDITIONAL RESTORATION WORK IS REQUIRED AND THE CONTRACTOR SHALL ADDRESS THOSE AREAS AND ALLOW FOR 7 CALENDAR DAYS FOR NEW SURVEY INFORMATION TO BE OBTAINED UNTIL THE RESTORATION IS APPROVED BY DELDOT.

F. UPON ACCEPTANCE OF THE RESTORED ELEVATIONS, THE CONTRACTOR SHALL APPLY WET GROUND EROSION CONTROL GRASS SEEDING - FLATS AND STRAW MULCH TO THE AREA WITHIN THE DISTURBED WETLANDS. SEEDING SHALL CONFORM TO ITEM 734552 - WET GROUND EROSION CONTROL GRASS SEEDING - FLATS. STRAW MULCH SHALL CONFORM TO SECTION 735.

G. THE RESTORED AREAS WITHIN THE LIMITS OF THE DELINEATED WETLANDS SHALL BE PLANTED UNDER ITEM 737523. SMOOTH ALDER SHALL BE PLANTED 10 FOOT ON CENTER ON SLOPES FLATTER THAN 5:1 AND SOUTHERN ARROWWOOD SHALL BE PLANTED 10 FOOT ON CENTER ON SLOPES STEEPER THAN 5:1. PLANTS SHALL BE INSTALLED DURING THE FIRST AVAILABLE PLANTING WINDOW PER THE STANDARD SPECIFICATIONS.

H. UPON FINAL ACCEPTANCE OF THE PLANTING, THE CONTRACTOR SHALL REMOVE THE RESOURCE PROTECTION FENCING AND THE EROSION AND SEDIMENT CONTROL MEASURES.

I. ALL COSTS FOR INSTALLING, REMOVING, AND RESTORING THE TEMPORARY WETLAND ACCESS SHALL BE INCLUDED IN THE LUMP SUM PRICE BID FOR ITEM 202508 - WETLAND ACCESS ROAD WITH THE EXCEPTION OF:

i. RESOURCE PROTECTION FENCE SHALL BE PAID UNDER ITEM 727552.

ii. PLANTING SHALL BE PAID UNDER ITEM 737523.

A. PERMANENT IMPACTS TO CLEARED AND GRUBBED WETLANDS THAT HAVE NOT BEEN GRADED SHALL BE RESTORED WITH SEEDING AND SHRUB PLANTING AS INDICATED ON THE PLANS. SEEDING AND PLANTING SHALL BE CONDUCTED BETWEEN THE LIMITS OF GRADING AND THE LOC IN LOCATIONS DESIGNATED ON THE PLANS.

B. SEEDING SHALL VARY BASED ON THE SLOPE TO BE SEEDED. ON SLOPES 5:1 OR FLATTER, SEEDING SHALL BE PAID FOR AND CONDUCTED UNDER ITEM 734017 - TEMPORARY GRASS SEEDING, DRY GROUND. ON SLOPES GREATER THAN 5:1, SEEDING SHALL BE PAID FOR AND CONDUCTED UNDER ITEM 734013 - PERMANENT GRASS SEEDING, DRY GROUND.

C. SHRUBS SHALL BE PLANTED IN THE PERMANENT IMPACT RESTORATION AREA. THE SHRUB PLANTING WILL VARY BASED ON SLOPE OF THE PLANTED AREA. ON SLOPES 5:1 OR FLATTER, SHRUB PLANTING SHALL CONSIST OF CONTAINERIZED 3 TO 5 TALL SMOOTH ALDER (ALNUS SERRULATA) LOCATED 10 FOOT ON CENTER. ON SLOPES GREATER THAN 5:1, SHRUB PLANTING SHALL CONSIST OF CONTAINERIZED 3 TO 5 FOOT TALL SOUTHERN ARROWWOOD (VIBURNUM DENTATUM) LOCATED 10 FOOT ON CENTER. PERMANENT IMPACT RESTORATION SHRUB PLANTING SHALL BE PAID FOR AND CONDUCTED UNDER ITEM 737523 - PLANTING.

A. RIPRAP IN STREAMS IN THE FOLLOWING LOCATIONS SHALL BE TREATED AS SPECIFIED IN THE COMPLIANCE NOTES:

RR-1 US 301 STATION 125+50 RIGHT RR-501 US 301 STATION 126+50 LEFT iii. RR-61 WARWICK ROAD STATION 1227+25 LEFT iv. RR-7 STRAWBERRY LANE STATION 1019+00 RIGHT

46. THE FOLLOWING NOTES ARE APPLICABLE FOR THE LIMITS OF WORK WITHIN THE STATE OF MARYLAND ONLY.

A. RIGHT OF WAY AND EASEMENT LINES SHOWN ON THESE PLANS ARE FOR ASSISTANCE IN INTERPRETING THE PLANS. THEY ARE NOT OFFICIAL. FOR OFFICIAL FEE RIGHT OF WAY AND EASEMENT INFORMATION. SEE APPROPRIATE RIGHT OF WAY PLATS THAT WILL BE PROVIDED BY THE ENGINEER.

B. ALL WORK SHALL CONFORM TO THE CONDITIONS STATED IN MDE PERMIT #10-SF-0061.

C. ALL STORMWATER MANAGEMENT FACILITIES CONSTRUCTED FOR CONTRACT NO. T200811301 SHALL BE INSPECTED AND MAINTAINED IN ACCORDANCE WITH THE STATE HIGHWAY ADMINISTRATION'S BEST MANAGEMENT PRACTICES (BMP) INSPECTION AND REMEDIATION PROGRAM.

D. SEDIMENT AND EROSION CONTROL REGULATIONS WILL BE STRICTLY ENFORCED DURING CONSTRUCTION.

PRIOR TO REMOVING THE TRAFFIC MAST ARM AND ASSOCIATED EQUIPMENT AROUND STATION 130+50 LT, CONTACT MIKE SOMERS AT 302-659-4099 28 DAYS BEFORE BEGINNING WORK TO COORDINATE THE REMOVAL OF CABINET EQUIPMENT BY DELDOT FORCES. EQUIPMENT SHALL BE DELIVERED TO DELDOT'S MAINTENANCE YARD (NEWARK TOLL PLAZA) AT 1200 WHITAKER ROAD. EVERYTHING REQUIRED TO COMPLETE THIS WORK SHALL BE COVERED UNDER ITEM 211000.

48. REFER TO THE CONSTRUCTION PLAN SHEETS FOR THE LOCATION OF THE CLEAR ZONE AREA LIMITS.

49. THE CONTRACTOR SHALL FOLLOW ALL STATE AND LOCAL ORDINANCES CONCERNING CONSTRUCTION NOISE DURING THE DURATION OF THE CONSTRUCTION ACTIVITIES.

50. IF GROWTH OF A NOXIOUS WEED AS DEFINED IN TITLE 3 OF THE DELAWARE CODE OR AS IDENTIFIED BY THE ENGINEER IS DETECTED WITHIN THE PROJECT LIMITS AS A RESULT OF USING ON-SITE MATERIALS, THE CONTRACTOR SHALL ERADICATE THE WEED USING ITEM 735501 HERBICIDE APPLICATION, NOXIOUS WEEDS. GROWTH OF NOXIOUS WEEDS RESULTING FROM THE CONTRACTOR BRINGING MATERIALS TO THE PROJECT FROM OFF-SITE SOURCES SHALL BE ERADICATED AT THE CONTRACTOR'S EXPENSE.

|  |       | PN- | -02         |  |
|--|-------|-----|-------------|--|
|  |       |     | SHEET NO.   |  |
|  | NOTES |     | 10          |  |
|  |       |     | TOTAL SHTS. |  |
|  |       |     | 850         |  |

|  | ATION - SUBTOTAL ITEM 202000 FROM CROSS SECTIONS<br>FROM CROSS SECTIONS  |  |
|--|--|--|
|  | A US 301 MAINLINE  |  |
|  | B RAMP A<br>C RAMP B   |  |
|  | D RAMP C   |  |
|  | E RAMP D<br>F RAMP E   |  |
|  | G RAMP F   |  |
|  | H STRAWBERRY LANE<br>I STRAWBERRY ACCESS A   |  |
|  | J STRAWBERRY ACCESS B  |  |
|  | K MIDDLETOWN WARWICK ROAD<br>L WARWICK/LEVELS ROAD   |  |
|  | M MIDDLENECK ROAD<br>N TEMPORARY CROSS OVERS & INTERSECTIONS   |  |
| _  | PLUS EXISTING TOPSOIL REMOVED UNDER FILL   |  |
| -  | PLUS PROPOSED TOPSOIL PLACED IN CUT (INCLUDED IN EXCAVATION FROM CROSS SEC<br>PLUS PAVEMENT REMOVED UNDER FILL   | CTIONS)  |
| 5  | LESS ROOTMAT REMOVED IN CUT (NOT INCLUDED IN CROSS SECTIONS)   |  |
| -  | _ESS_REMOVAL_OF_PCC_COVERED_UNDER_ITEM_758000<br>_ESS_ROCK_EXCAVATION  |  |
| -  | SUBTOTAL ITEM 202000 - EXCAVATION AND EMBANKMENT FROM CROSS SECTIONS   |  |
| TOR  | WATER MANAGEMENT POND (SEE POND EARTHWORK SUMMARY ON SHEETS PN-05 & PN-06  | )  |
| 9  | SUBTOTAL ITEM 202000 - EXCAVATION AND EMBANKMENT FROM SWM PONDS (LINE 9 ON   | PN-05 & PN-06)   |
| EDII   | ENT REMOVAL FROM TEMPORARY SEDIMENT BASINS   |  |
| 0  | SUBTOTAL ITEM 202000 - EXCAVATION AND EMBANKMENT FROM TEMPORARY SEDIMENT E   | BASINS   |
|  | ATION AVAILABLE FOR EMBANKMENT   |  |
|  | SUBTOTAL EXCAVATION AND EMBANKMENT OUANTITY FROM CROSS SECTIONS (ITEM 2020<br>PLUS STORMWATER MANAGEMENT POND EXCAVATION AVAILABLE FOR EMBANKMENT (LINE  |  |
| 13   | PLUS SEDIMENT REMOVAL FROM TEMPORARY SEDIMENT BASINS (80%)   |  |
|  | PLUS EXCAVATION AND BACKFILL FOR STRUCTURES (ITEM 207000)<br>PLUS MSE WALL EXCAVATION (INCIDENTAL TO ITEM 602772)  |  |
|  | PLUS EXCAVATION AND BACKFILL FOR PIPE TRENCHES (ITEM 208000)   |  |
|  | PLUS EXCAVATION FOR PIPES SMALLER THAN 24" (COVERED UNDER SECTION 612)<br>PLUS CHANNEL EXCAVATION (ITEM 203000)  |  |
|  | PLUS EXCAVATION FROM LATERAL OR LONGITUDINAL DITCHES<br>PLUS EXCAVATION FROM INSTALLATION OF UNDERDRAINS   |  |
|  | PLUS REMOVAL OF PCC COVERED UNDER ITEM 758000  |  |
|  | LESS EXISTING TOPSOIL REMOVED IN CUT AND FILL COVERED UNDER 202000   |  |
| 24   | ESS UNSUITABLE EXCAVATION (0%)   |  |
| 25   | TOTAL EXCAVATION AVAILABLE FOR EMBANKMENT  |  |
|  | W TYPE A<br>BORROW, TYPE A FOR CAPPING   |  |
| 27   | LESS TOPSOIL PLACED ON FILL SLOPES (NOT INCLUDED IN TYPE A AREAS)  |  |
|  | SUBTOTAL BORROW, TYPE A CAPPING REQUIRED<br>PLUS CAPPING REQUIRED X ADJUSTMENT FACTOR (0.20%)  |  |
| / 4  |  |  |
| -  | TOTAL ADJUSTED BORROW, TYPE A REQUIRED   |  |
| -  | IOTAL ADJUSTED BORROW, TYPE A REQUIRED   |  |
| -  | IOTAL ADJUSTED BORROW, TYPE A REOUTRED   |  |
| <u>30</u>  |  | HEET PNI-01)   |
| <u>30</u><br>PRC   | DJECT NOTES, SECTION 100 (CONTINUED FROM SH  |  |
| 30<br>PRC  | DJECT NOTES, SECTION 100 (CONTINUED FROM SH<br>ELETE IN ITS ENTIRETY STANDARD SPECIFICATION SUBSECTION 104.10 "RIGHTS IN AND USE OF N<br>ND REPLACE WITH THE FOLLOWING: THE CONTRACTOR CAN EXPECT TO ENCOUNTER HORIZONTAL  | MATERIALS FOUND ON THE WORK"<br>AND VERTICAL DEPOSITS OF   |
| <u>30</u><br>PRC   | DJECT NOTES, SECTION 100 (CONTINUED FROM SH<br>ELETE IN ITS ENTIRETY STANDARD SPECIFICATION SUBSECTION 104.10 "RIGHTS IN AND USE OF 1  | MATERIALS FOUND ON THE WORK"<br>AND VERTICAL DEPOSITS OF<br>WORK ITEMS THAT WILL MEET  |
| <u>30</u><br><u>PRC</u><br>. D<br>. A<br>. A   | DJECT NOTES, SECTION 100 (CONTINUED FROM SPECIFICATION SUBSECTION 104.10 "RIGHTS IN AND USE OF<br>ND REPLACE WITH THE FOLLOWING: THE CONTRACTOR CAN EXPECT TO ENCOUNTER HORIZONTAL<br>ATERIAL IN THE ON-SITE BORROW SITES, ROADWAY EXCAVATIONS, OR EXCAVATION FROM OTHER<br>HE REQUIREMENTS FOR BORROW TYPES A, C, D, F AND/OR FURNISHING BORROW, TYPE C AS W  | MATERIALS FOUND ON THE WORK"<br>AND VERTICAL DEPOSITS OF<br>WORK ITEMS THAT WILL MEET<br>WELL AS UNSUITABLE MATERIALS.<br>THALL BE INTERPRETED TO MEAN   |
| 30<br>PRC<br>. D<br>. D<br>. A<br>. M<br>. M<br>. M  | DJECT NOTES, SECTION 100 (CONTINUED FROM SPECIFICATION SUBSECTION 104.10 "RIGHTS IN AND USE OF A<br>ELETE IN ITS ENTIRETY STANDARD SPECIFICATION SUBSECTION 104.10 "RIGHTS IN AND USE OF A<br>ND REPLACE WITH THE FOLLOWING: THE CONTRACTOR CAN EXPECT TO ENCOUNTER HORIZONTAL<br>ATERIAL IN THE ON-SITE BORROW SITES, ROADWAY EXCAVATIONS, OR EXCAVATION FROM OTHER<br>HE REQUIREMENTS FOR BORROW TYPES A, C, D, F AND/OR FURNISHING BORROW, TYPE C AS W<br>LL REFERENCES TO THESE VARIOUS BORROW TYPES IN THE PLANS AND SPECIAL PROVISIONS S<br>ATERIALS OBTAINED FROM ON-SITE EXCAVATIONS MEETING THE GRADATION REQUIREMENTS OF TH<br>LANS OR SPECIAL PROVISIONS. THE CONTRACTOR SHALL PERFORM THE EXCAVATIONS IN A METH  | MATERIALS FOUND ON THE WORK"<br>AND VERTICAL DEPOSITS OF<br>WORK ITEMS THAT WILL MEET<br>VELL AS UNSUITABLE MATERIALS.<br>THALL BE INTERPRETED TO MEAN<br>HE BORROW TYPE STATED IN THE<br>WOD APPROVED BY THE ENGINEER   |
| 30<br>DRC<br>A<br>M<br>T<br>A<br>M<br>F<br>S<br>M  | DJECT NOTES, SECTION 100 (CONTINUED FROM SECTION SUBSECTION 104.10 "RIGHTS IN AND USE OF NO REPLACE WITH THE FOLLOWING: THE CONTRACTOR CAN EXPECT TO ENCOUNTER HORIZONTAL ATERIAL IN THE ON-SITE BORROW SITES, ROADWAY EXCAVATIONS, OR EXCAVATION FROM OTHER HE REQUIREMENTS FOR BORROW TYPES A, C, D, F AND/OR FURNISHING BORROW, TYPE C AS WILL REFERENCES TO THESE VARIOUS BORROW TYPES IN THE PLANS AND SPECIAL PROVISIONS S ATERIALS OBTAINED FROM ON-SITE EXCAVATIONS MEETING THE GRADATION REQUIREMENTS OF THE LANS OR SPECIAL PROVISIONS. THE CONTRACTOR SHALL PERFORM THE EXCAVATIONS IN A METHOD THAT THESE DEPOSITS OF MATERIAL ARE MADE AVAILABLE TO MEET THE PROJECT NEEDS. EXDISTURE CONTENT SHALL NOT BE CRITERIA FOR CLASSIFYING MATERIAL AS UNSUITABLE FOR USE  | MATERIALS FOUND ON THE WORK"<br>AND VERTICAL DEPOSITS OF<br>WORK ITEMS THAT WILL MEET<br>VELL AS UNSUITABLE MATERIALS.<br>THALL BE INTERPRETED TO MEAN<br>HE BORROW TYPE STATED IN THE<br>HOD APPROVED BY THE ENGINEER<br>ACCESSIVE OR INSUFFICIENT<br>E. PAYMENT FOR ALL OF THESE   |
| 30<br>   | DJECT NOTES, SECTION 100 (CONTINUED FROM SECTION SUBSECTION 104.10 "RICHTS IN AND USE OF A<br>ELETE IN ITS ENTIRETY STANDARD SPECIFICATION SUBSECTION 104.10 "RICHTS IN AND USE OF A<br>ND REPLACE WITH THE FOLLOWING: THE CONTRACTOR CAN EXPECT TO ENCOUNTER HORIZONTAL<br>ATERIAL IN THE ON-SITE BORROW SITES, ROADWAY EXCAVATIONS, OR EXCAVATION FROM OTHER<br>HE REQUIREMENTS FOR BORROW TYPES A, C, D, F AND/OR FURNISHING BORROW, TYPE C AS M<br>LL REFERENCES TO THESE VARIOUS BORROW TYPES IN THE PLANS AND SPECIAL PROVISIONS S<br>ATERIALS OBTAINED FROM ON-SITE EXCAVATIONS MEETING THE GRADATION REQUIREMENTS OF TH<br>LANS OR SPECIAL PROVISIONS. THE CONTRACTOR SHALL PERFORM THE EXCAVATIONS IN A METH<br>D THAT THESE DEPOSITS OF MATERIAL ARE MADE AVAILABLE TO MEET THE PROJECT NEEDS. EX  | MATERIALS FOUND ON THE WORK"<br>AND VERTICAL DEPOSITS OF<br>WORK ITEMS THAT WILL MEET<br>VELL AS UNSUITABLE MATERIALS.<br>THALL BE INTERPRETED TO MEAN<br>HE BORROW TYPE STATED IN THE<br>WOD APPROVED BY THE ENGINEER<br>ACESSIVE OR INSUFFICIENT<br>E. PAYMENT FOR ALL OF THESE<br>HICH THE MATERIAL WAS ORIGINALLY  |
| 30<br>PRC<br>M<br>M<br>M<br>F<br>S<br>M<br>B<br>E<br>S   | DJECT NOTES, SECTION 100 (CONTINUED FROM SP<br>ELETE IN ITS ENTIRETY STANDARD SPECIFICATION SUBSECTION 104.10 "RIGHTS IN AND USE OF<br>NO REPLACE WITH THE FOLLOWING: THE CONTRACTOR CAN EXPECT TO ENCOUNTER HORIZONTAL<br>ATERIAL IN THE ON-SITE BORROW SITES, ROADWAY EXCAVATIONS, OR EXCAVATION FROM OTHER<br>HE REQUIREMENTS FOR BORROW TYPES A, C, D, F AND/OR FURNISHING BORROW, TYPE C AS W<br>LL REFERENCES TO THESE VARIOUS BORROW TYPES IN THE PLANS AND SPECIAL PROVISIONS S<br>ATERIALS OBTAINED FROM ON-SITE EXCAVATIONS MEETING THE GRADATION REQUIREMENTS OF TH<br>LANS OR SPECIAL PROVISIONS. THE CONTRACTOR SHALL PERFORM THE EXCAVATIONS IN A METH<br>O THAT THESE DEPOSITS OF MATERIAL ARE MADE AVAILABLE TO MEET THE PROJECT NEEDS. EX<br>DISTURE CONTENT SHALL NOT BE CRITERIA FOR CLASSIFYING MATERIAL AS UNSUITABLE FOR USL<br>ORROW TYPES INCORPORATED INTO THE PROJECT WILL BE MADE USING THE BID ITEM UNDER WI<br>XCAVATED ON SITE. UNLESS APPROVED OR SPECIFIED OTHERWISE, BORROW, TYPE B IS INTENDA<br>DURCE OUTSIDE OF THE PROJECT LIMITS AND PAID FOR UNDER ITEM 209002. PLACEMENT, HAU  | MATERIALS FOUND ON THE WORK"<br>AND VERTICAL DEPOSITS OF<br>WORK ITEMS THAT WILL MEET<br>VELL AS UNSUITABLE MATERIALS.<br>THALL BE INTERPRETED TO MEAN<br>HE BORROW TYPE STATED IN THE<br>YOD APPROVED BY THE ENGINEER<br>ACCESSIVE OR INSUFFICIENT<br>E. PAYMENT FOR ALL OF THESE<br>HICH THE MATERIAL WAS ORIGINALLY<br>ED TO BE FURNISHED FROM A<br>VILING, STORING, AND COMPACTING   |
| 30<br>CRC<br>S. D<br>A<br>M<br>F<br>S<br>S<br>C<br>B<br>B<br>C<br>C<br>C<br>C<br>C<br>C<br>C<br>C<br>C<br>C<br>C<br>C<br>C | DJECT NOTES, SECTION 100 (CONTINUED FROM SP<br>ELETE IN ITS ENTIRETY STANDARD SPECIFICATION SUBSECTION 104.10 "RIGHTS IN AND USE OF<br>NO REPLACE WITH THE FOLLOWING: THE CONTRACTOR CAN EXPECT TO ENCOUNTER HORIZONTAL<br>ATERIAL IN THE ON-SITE BORROW SITES, ROADWAY EXCAVATIONS, OR EXCAVATION FROM OTHER<br>HE REQUIREMENTS FOR BORROW TYPES A, C, D, F AND/OR FURNISHING BORROW, TYPE C AS W<br>LL REFERENCES TO THESE VARIOUS BORROW TYPES IN THE PLANS AND SPECIAL PROVISIONS S<br>ATERIALS OBTAINED FROM ON-SITE EXCAVATIONS MEETING THE GRADATION REQUIREMENTS OF TH<br>LANS OR SPECIAL PROVISIONS. THE CONTRACTOR SHALL PERFORM THE EXCAVATIONS IN A METH<br>O THAT THESE DEPOSITS OF MATERIAL ARE MADE AVAILABLE TO MEET THE PROJECT NEEDS. EX<br>DISTURE CONTENT SHALL NOT BE CRITERIA FOR CLASSIFYING MATERIAL AS UNSUITABLE FOR USL<br>ORROW TYPES INCORPORATED INTO THE PROJECT WILL BE MADE USING THE BID ITEM UNDER WI<br>XCAVATED ON SITE. UNLESS APPROVED OR SPECIFIED OTHERWISE, BORROW, TYPE B IS INTEND<br>DURCE OUTSIDE OF THE PROJECT LIMITS AND PAID FOR UNDER ITEM 209002. PLACEMENT, HAU<br>F ALL BORROW MATERIAL EXCAVATED ON SITE TO BE USED AS THE STATED BORROW TYPES A<br>DORROW, TYPE C AS NOTED IN THE PLANS OR SPECIAL PROVISIONS IS INCIDENTAL TO THE ITEM<br>DORROW, TYPE C AS NOTED IN THE PLANS OR SPECIAL PROVISIONS IS INCIDENTAL TO THE ITEM  | MATERIALS FOUND ON THE WORK"<br>AND VERTICAL DEPOSITS OF<br>WORK ITEMS THAT WILL MEET<br>VELL AS UNSUITABLE MATERIALS.<br>THALL BE INTERPRETED TO MEAN<br>HE BORROW TYPE STATED IN THE<br>YOD APPROVED BY THE ENGINEER<br>ACCESSIVE OR INSUFFICIENT<br>E. PAYMENT FOR ALL OF THESE<br>HICH THE MATERIAL WAS ORIGINALLY<br>ED TO BE FURNISHED FROM A<br>VILING, STORING, AND COMPACTING<br>A, C, D, F, AND OR /FURNISHING<br>UNDER WHICH IT WAS EXCAVATED   |
| 30<br>PRC<br>A<br>M<br>F<br>S<br>C<br>C<br>C<br>C<br>C<br>C<br>C<br>C<br>C<br>C<br>C<br>C<br>C                             | DJECT NOTES, SECTION 100 (CONTINUED FROM SPECIFICATION SUBSECTION 104.10 "RIGHTS IN AND USE OF NO REPLACE WITH THE FOLLOWING: THE CONTRACTOR CAN EXPECT TO ENCOUNTER HORIZONTAL ATERIAL IN THE ON-SITE BORROW SITES, ROADWAY EXCAVATIONS, OR EXCAVATION FROM OTHER HE REQUIREMENTS FOR BORROW TYPES A, C, D, F AND/OR FURNISHING BORROW, TYPE C AS WILL REFERENCES TO THESE VARIOUS BORROW TYPES IN THE PLANS AND SPECIAL PROVISIONS STATERIALS OBTAINED FROM ON-SITE EXCAVATIONS MEETING THE GRADATION REQUIREMENTS OF THE LANS OR SPECIAL PROVISIONS. THE CONTRACTOR SHALL PERFORM THE EXCAVATIONS IN A METH DO THAT THESE DEPOSITS OF MATERIAL ARE MADE AVAILABLE TO MEET THE PROJECT NEEDS. EXCOUSTURE CONTENT SHALL NOT BE CRITERIA FOR CLASSIFYING MATERIAL AS UNSUITABLE FOR USLO DORROW TYPES INCORPORATED INTO THE PROJECT WILL BE MADE USING THE BID ITEM UNDER WIX ACAVATED ON SITE. UNLESS APPROVED OR SPECIFIED OTHERWISE, BORROW, TYPE B IS INTENDED DURCE OUTSIDE OF THE PROJECT LIMITS AND PAID FOR UNDER ITEM 209002. PLACEMENT, HAU F ALL BORROW MATERIAL EXCAVATED ON SITE TO BE USED AS THE STATED BORROW TYPES A  | MATERIALS FOUND ON THE WORK"<br>AND VERTICAL DEPOSITS OF<br>WORK ITEMS THAT WILL MEET<br>WELL AS UNSUITABLE MATERIALS.<br>WHALL BE INTERPRETED TO MEAN<br>HE BORROW TYPE STATED IN THE<br>WOD APPROVED BY THE ENGINEER<br>XCESSIVE OR INSUFFICIENT<br>E. PAYMENT FOR ALL OF THESE<br>HICH THE MATERIAL WAS ORIGINALLY<br>ED TO BE FURNISHED FROM A<br>WILING, STORING, AND COMPACTING<br>A, C, D, F, AND OR /FURNISHING<br>UNDER WHICH IT WAS EXCAVATED<br>SHALL BE PLACED IN ACCORDANCE   |
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| 30<br>   | DJECT NOTES, SECTION 100 (CONTINUED FROM SP<br>ELETE IN ITS ENTIRETY STANDARD SPECIFICATION SUBSECTION 104,10 "RIGHTS IN AND USE OF NO<br>NO REPLACE WITH THE FOLLOWING: THE CONTRACTOR CAN EXPECT TO ENCOUNTER HORIZONTAL<br>ATERIAL IN THE ON-SITE BORROW SITES, ROADWAY EXCAVATIONS, OR EXCAVATION FROM OTHER<br>HE REQUIREMENTS FOR BORROW TYPES A, C, D, F AND/OR FURNISHING BORROW, TYPE C AS M<br>LL REFERENCES TO THESE VARIOUS BORROW TYPES IN THE PLANS AND SPECIAL PROVISIONS S<br>ATERIALS OBTAINED FROM ON-SITE EXCAVATIONS MEETING THE GRADATION REQUIREMENTS OF TH<br>LANS OR SPECIAL PROVISIONS. THE CONTRACTOR SHALL PERFORM THE EXCAVATIONS IN A METH<br>DO THAT THESE DEPOSITS OF MATERIAL ARE MADE AVAILABLE TO MEET THE PROJECT NEEDS. EX<br>DOSTORE CONTENT SHALL NOT BE CRITERIA FOR CLASSIFYING MATERIAL AS UNSUITABLE FOR USU<br>CORROW TYPES INCORPORATED INTO THE PROJECT WILL BE MADE USING THE BID ITEM UNDER WI<br>XCAVATED ON SITE. UNLESS APPROVED OR SPECIFIED OTHERWISE, BORROW, TYPE B IS INTENDIN<br>OURCE OUTSIDE OF THE PROJECT LIMITS AND PAID FOR UNDER ITEM 209002. PLACEMENT, HAU<br>F ALL BORROW MATERIAL EXCAVATED ON SITE TO BE USED AS THE STATED BORROW TYPES A<br>DORROW, TYPE C AS NOTED IN THE PLANS OR SPECIAL PROVISIONS IS INCIDENTAL TO THE ITEM<br>FOR EXAMPLE, ITEMS 202000, 207000, 208000, OR OTHERS AS APPLICABLE). THE MATERIALS S<br>DITTO THEIR INTENDED USE BUT NO PAYMENT WILL BE MADE UNDER THE ITEMS FOR WHICH THE   | MATERIALS FOUND ON THE WORK"<br>AND VERTICAL DEPOSITS OF<br>WORK ITEMS THAT WILL MEET<br>VELL AS UNSUITABLE MATERIALS.<br>THALL BE INTERPRETED TO MEAN<br>HE BORROW TYPE STATED IN THE<br>YOD APPROVED BY THE ENGINEER<br>ACCESSIVE OR INSUFFICIENT<br>E. PAYMENT FOR ALL OF THESE<br>HICH THE MATERIAL WAS ORIGINALLY<br>ED TO BE FURNISHED FROM A<br>VILING, STORING, AND COMPACTING<br>A, C, D, F, AND OR /FURNISHING<br>UNDER WHICH IT WAS EXCAVATED<br>SHALL BE PLACED IN ACCORDANCE<br>EXCAVATED MATERIALS ARE USED.<br>NG THE TYPES OF BORROW<br>TO MEET STANDARD SPECIFICATION<br>R WHICH THE MATERIAL WAS |



ADDENDUMS / REVISIONS

#### EARTHWORK SUMMARY

|  | PHASE 1    | PHASE 2                | PHASE 3      | PHASE 4        | PHASE 5         | PHASE 6    | TOTAL                  |
|--|------------|------------------------|--------------|----------------|-----------------|------------|------------------------|
|  |            |                        | <b>_</b>     | T              |                 |            |                        |
|  | 957        | 58,772                 | 0            | 12,062         | 7,768           | 0          | 79,559                 |
|  | 0          | 0                      | 0            | 0              | 458<br>590      | 0          | 458<br>590             |
|  | 0          | 3,684                  | 0            | 0              | 0               | 0          | 3,68                   |
|  | 0          | <u> </u>               | 0            | 0              | 0               | 0          | <u> </u>               |
|  | 0          | 31                     | 0            | 0              | 0               | 0          | 3                      |
|  | 0          | 1,566<br>85            | 0            | 0              | 0               | 0          | 1,560<br>85            |
|  | 0          | 22                     | 0            | 0              | 0               | 0          | 22                     |
|  | 0          | <u>1,017</u><br>88,617 | 0 2,161      | 0              | 594<br>0        | 0          | 1,61<br>90,778         |
|  | 0          | 151                    | 0            | 0              | 0               | 0          | 15                     |
|  | 495<br>823 | 0<br>66,401            | 0<br>219     | 274<br>3,721   | <u> </u>        | 2,938      | 6,768<br>75,999        |
| ONS)   | 0          | 0                      | 0            | 0              | 0               | 0          | (                      |
|  | 0          | 486                    | 198<br>0     | 443            | 8,811           | 0          | 9,938                  |
|  | 0          | 93                     | 1,622        | 0              | 3,247           | 0          | 4,962                  |
|  | 2,275      | 0<br>238,998           | 956          | 0<br>16,500    | 0 22,870        | 0<br>2,938 | 284,537                |
|  |            | 200,000                |              |                | 22,0.0          | 2,000      | 201,001                |
| N-05 & PN-06)  | 7,347      | 144,715                | 0            | 0              | 17,117          | 0          | 169,179                |
|  |            |                        | <b>`</b>     |                | .,,,.,          |            | 100,17                 |
| INS  | 1,331      | 28,429                 | 0            | 0              | 0               | 0          | 29,760                 |
|  |            | 20, 20                 | <b>`</b>     | V              |                 |            |                        |
| ) - LINE 8)  | 2,275      | 238,998                | 956          | 16,500         | 22,870          | 2,938      | 284,537                |
| 7 ON PN-05 & PN-06)  | 6,506      | 125,785                | 0            | 0              | 17,633          | 0          | 149,924                |
|  | 1,065      | <u>22,743</u><br>551   | 0            | 0              | 0               | 0          | <u>23,808</u><br>55    |
|  | 0          | 771                    | 0            | 0              | 0               | 0          | 77                     |
|  | 51         | 12,060                 | 0            | 0              | 333             | 0          | <u>12,444</u><br>2,793 |
|  | 0          | 110                    | 0            | 0              | 0               | 0          | 110                    |
|  | 0          | 0 2,685                | 0            | 128            | 0               | 0          | 3,133                  |
|  | 0          | 93                     | 1,622        | 0              | 3,247           | 0          | 4,962                  |
|  | 1,257      | 113,123                | 930<br>1,622 | 7,313          | 6,305<br>8,816  | 0          | 128,928                |
|  | 0          | 0                      | 0            | 409            | 0               | 0          | 12,20                  |
|  | 8,660      | 293,071                | 58           | 8,941          | 29,590          | 1,580      | 341,900                |
|  |            |                        |              |                |                 |            |                        |
|  | 0          | 78,391                 | 793<br>0     | 8,195          | 14,945          | 0          | 102,324                |
|  | 0          | 0<br>78,391            | 793          | 8,195          | 0               | 0          | 102,324                |
|  | 0          | 15,678<br>94,069       | 159<br>952   | 1,639<br>9,834 | 2,989<br>17,934 | 0          | 20,465<br>122,789      |
|  |            | 94,009                 | 532          | 9,034          | 17,934          | U          | 122,703                |
|  |            |                        |              |                |                 |            |                        |
|  |            |                        |              |                |                 |            |                        |
| <u>ET PN-01)</u>   |            |                        |              |                |                 |            |                        |
| ERIALS FOUND ON THE WORK"                                  |            |                        |              |                |                 |            |                        |
| D VERTICAL DEPOSITS OF<br>DRK ITEMS THAT WILL MEET         |            |                        |              |                |                 |            |                        |
| . AS UNSUITABLE MATERIALS.<br>.L BE INTERPRETED TO MEAN    |            |                        |              |                |                 |            |                        |
| BORROW TYPE STATED IN THE                                  |            |                        |              |                |                 |            |                        |
| APPROVED BY THE ENGINEER<br>SSIVE OR INSUFFICIENT          |            |                        |              |                |                 |            |                        |
| PAYMENT FOR ALL OF THESE                                   |            |                        |              |                |                 |            |                        |
| H THE MATERIAL WAS ORIGINALLY<br>TO BE FURNISHED FROM A    |            |                        |              |                |                 |            |                        |
| G, STORING, AND COMPACTING                                 |            |                        |              |                |                 |            |                        |
| C, D, F, AND OR /FURNISHING<br>DER WHICH IT WAS EXCAVATED  |            |                        |              |                |                 |            |                        |
| ALL BE PLACED IN ACCORDANCE<br>CAVATED MATERIALS ARE USED. |            |                        |              |                |                 |            |                        |
| THE TYPES OF BORROW  |            |                        |              |                |                 |            |                        |
| MEET STANDARD SPECIFICATION<br>VHICH THE MATERIAL WAS      |            |                        |              |                |                 |            |                        |
| ISING THE APPLICABLE BID ITEMS.                            |            |                        |              |                |                 |            |                        |
|  |            |                        |              |                |                 |            |                        |
|  |            |                        |              |                |                 |            |                        |
|  |            | -                      |              |                |                 |            |                        |
|  |            |                        |              |                | - i I           |            |                        |

| 70, 591          | 195               | 0,1 |
|------------------|-------------------|-----|
| 15,678           | 159               | 1,6 |
| 15,678<br>94,069 | <mark>95</mark> 2 | 9,8 |
|                  |                   |     |
|                  |                   |     |
|                  |                   |     |
|                  |                   |     |
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|                  |                   |     |

| NOT TO SCALE |   | CONTRACT   | BRIDGE NO.       | 1    |
|--------------|---|------------|------------------|------|
|              | US 301<br>MARYLAND STATE LINE<br>TO LEVELS ROAD | T200811301 |                  |      |
|              |   | COUNTY     | DESIGNED BY: MJB | EART |
|              |   | NEW CASTLE | CHECKED BY: MFM  |      |

NOTES & THWORK SUMMARY

PN-03

SHEET NO. 11 TOTAL SHTS. 850

|          | OW TYPE B  |
|----------|--|
|          | BACKFILL FOR ROOTMAT REMOVAL UNDER FILL  |
|          | PLUS BACKFILL FOR UNSUITABLE SOIL UNDER PAVEMENT, STRUCTURES & FILL<br>SUBTOTAL BORROW, TYPE B   |
|          | PLUS BACKFILL X ADJUSTMENT FACTOR (0.20 +/-)   |
|          | PLUS ADJUSTED BORROW, TYPE B FROM SWM PONDS (LINE 21 ON PN-05 & PN-06)   |
|          | TOTAL ADJUSTED BORROW, TYPE B REQUIRED   |
|          |  |
|          | OW, TYPE C   |
|          | FOR PIPE TRENCH BACKFILL, AND STRUCTURE BACKFILL   |
|          | PLUS UTILITY TRENCH BACKFILL<br>SUBTOTAL BORROW, TYPE C  |
|          | PLUS BORROW, TYPE C REQUIRED X ADJUSTMENT FACTOR (0.20 +/-)  |
|          | TOTAL ADJUSTED BORROW, TYPE C, REQUIRED  |
|          |  |
|          | COW, TYPE D  |
|          | BORROW, TYPE D FOR 139,935 SY OF SOIL CEMENT BASE COURSE (0.1667)  |
|          | PLUS BORROW, TYPE D REQUIRED X ADJUSTMENT FACTOR (0.20 +/-)  |
| 44       | TOTAL ADJUSTED BORROW, TYPE D, REQUIRED  |
| 30RR     | OW, TYPE F   |
|          | EMBANKMENT REQUIRED BELOW CAPPING  |
|          | PLUS EXISTING TOPSOIL REMOVED UNDER FILL   |
|          | PLUS PCC AND BITUMINOUS PAVEMENT REMOVED UNDER FILL  |
|          | PLUS BACKFILL FOR PIPE TRENCHES (OUTSIDE LIMITS OF TYPE C)   |
|          | PLUS BACKFILL FOR STRUCTURES OUTSIDE LIMITS OF CROSS SECTIONS  |
|          | LESS PROPOSED TOPSOIL PLACED ON FILL SLOPES (NOT INCLUDED IN FILL AREAS)<br>LESS EXCESS TOPSOIL TO BE PLACED IN OUTER EMBANKMENTS                        |
|          | LESS MSE WALL BACKFILL (NOT INCLUDED IN EMBANKMENT QUANTITIES)   |
|          | SUBTOTAL EMBANKMENT REQUIRED BELOW CAPPING   |
|          | PLUS EMBANKMENT REQUIRED X ADJUSTMENT FACTOR (0.20 +/-)  |
| 55       | PLUS ADJUSTED BORROW, TYPE F FROM SWM PONDS (LINE 32 ON PN-05 & PN-06)   |
| 56       | TOTAL ADJUSTED BORROW, TYPE F, REQUIRED  |
|          |  |
|          | VATION - TOTAL ITEM 202000 INCLUDING EARTHWORK REQUIRED FROM BORROW SOURCE<br>TOTAL ADJUSTED BORROW, TYPE A, REQUIRED (LINE 30)                          |
|          | TOTAL ADJUSTED BORROW, TYPE C, REQUIRED (LINE 41)  |
|          | TOTAL ADJUSTED BORROW, TYPE D, REQUIRED (LINE 44)  |
|          | TOTAL ADJUSTED BORROW, TYPE F, REQUIRED (LINE 56)  |
|          | TOTAL ADJUSTED BORROW REQUIRED   |
| 62       | LESS EXCAVATION AVAILABLE FOR EMBANKMENT (LINE 25)   |
|          | EARTHWORK REQUIRED FROM BORROW SOURCE  |
|          | PLUS EXISTING TOPSOIL REMOVED FROM BORROW SOURCE   |
|          | SUBTOTAL ITEM 202000 - EARTHWORK REQUIRED FROM BORROW SOURCE   |
|          | PLUS SUBTOTAL ITEM 202000 - EXCAVATION AND EMBANKMENT FROM CROSS SECTIONS  |
|          | PLUS SUBTOTAL TIEM 202000 - EXCAVATION AND EMBANKMENT FROM SWM PONDS (LINE<br>PLUS SUBTOTAL ITEM 202000 - EXCAVATION AND EMBANKMENT FROM TEMPORARY SEDIM |
|          | TOTAL ITEM 202000 - EXCAVATION AND EMBANKMENT  |
|          | STOCKPILE MATERIAL NEEDS FROM BORROW SOURCE  |
|          | TOTAL ITEM 202000 - EXCAVATION AND EMBANKMENT PER PHASE  |
|          |  |
|          | OIL SUMMARY  |
| _        | EXISTING TOPSOIL REMOVED IN CUT  |
|          | PLUS EXISTING TOPSOIL REMOVED UNDER FILL   |
|          | PLUS EXISTING TOPSOIL REMOVED IN CUT AND FILL FROM STORMWATER MANAGEMENT P<br>SUBTOTAL TOPSOILING AVAILABLE FOR REUSE                                    |
|          | LESS PROPOSED TOPSOILING REQUIRED ROADWAY  |
|          | LESS PROPOSED TOPSOILING REQUIRED FOR SWM PONDS (LINE 45 ON PN-05 & PN-06)   |
| 78       | SUBTOTAL EXCESS (+) TOPSOIL OR TOPSOIL NEEDED (-)  |
| -        |  |
| 13       | LESS TOPSOIL PLACED IN OUTER EMBANKMENTS   |
| 79<br>80 | LESS TOPSOIL PLACED IN OUTER EMBANKMENTS<br>TOTAL EXCESS (+) TOPSOIL OR TOPSOIL NEEDED (-)   |

NOTE: EXCESS TOPSOIL SHALL BE DELIVERED TO THE MITIGATION SITE. COORDINATE THE EXACT LOCATION OF THE STOCKPILE WITH THE ENGINEER.

DELAWARE DEPARTMENT OF TRANSPORTATION

ADDENDUMS / REVISIONS

#### EARTHWORK SUMMARY

| PHASE 1        | PHASE 2    | PHASE 3 | PHASE 4              |
|----------------|------------|---------|----------------------|
|                |            |         |                      |
| 9              | 38,539     | 171     | 3,315                |
| 0              | 1,608      | 0       | (                    |
| 9              | 40,147     | 171     | <b>3,3</b> 15<br>663 |
| 2              | 8,029      | 34      | 663                  |
| 2,546          | 17,846     | 0       | (                    |
| 2,557          | 66,022     | 205     | 3,978                |
|                |            |         |                      |
| 50             | 6 071      | 0       | 20                   |
| 50<br>23<br>73 | 6,971<br>0 | 0       | 26                   |
| 23             |            |         |                      |
| /3             | 6,971      | 0       | 20                   |
| 15             | 1,394      | 0       | 7                    |
| 88             | 8,365      | 0       | 3                    |
|                |            |         |                      |
| 0              | 16,694     | 0       | 2,248                |
| 0              | 3,339      | 0       | 450                  |
| 0              | 20,033     | 0       | 2,698                |
|                |            |         |                      |
|                |            |         |                      |
| <br>2,573      | 419,575    | 163     | 36,503               |
| 823            | 66,401     | 219     | 3,72<br>443          |
| 0              | 486        | 198     | 443                  |
| 0              | 3,814      | 0       | (                    |
| 0              | 96         | 0       | (                    |
| 0              | 0          | 0       | (                    |
| 0              | 0          | 0       | (                    |

|                                 | PHASE 1                        | PHASE 2             | PHASE 3          | PHASE 4              | PHASE 5          | PHASE 6 | TOTAL                 |
|---------------------------------|--------------------------------|---------------------|------------------|----------------------|------------------|---------|-----------------------|
|                                 | 9                              | 38,539              | 171              | 3,315                | 6,379            | 0       | 48,41                 |
|                                 | 0                              | 1,608               | 0                | 0                    | 270              | 0       | 1,87                  |
|                                 | 9                              | 40,147              | 171              | 3,315                | 6,649            | 0       | 50,29                 |
|                                 | 2,546                          | <u> </u>            | <u> </u>         | 663                  | 1,330<br>2,846   | 0       | <u> </u>              |
|                                 | 2,540                          | 66,022              | 205              | 3,978                | 10,825           | 0       | 83,58                 |
|                                 |                                |                     |                  |                      |                  | Ţ.      |                       |
|                                 | 50                             | 6,971               | 0                | 26                   | 500              | 0       | 7,54                  |
|                                 | 23                             | 0                   | 0                | 0                    | 0                | 0       | 2.                    |
|                                 | 73                             | <u> </u>            | 0                | <u> </u>             | 500<br>100       | 0       | 7,57                  |
|                                 | 88                             | 8,365               | 0                | 31                   | 600              | 0       | <u> </u>              |
|                                 |                                | 0,000               | <b>v</b>         |                      |                  |         |                       |
|                                 | 0                              | 16,694              | 0                | 2,248                | 4,380            | 0       | 23,32                 |
|                                 | 0                              | 3,339               | 0                | 450                  | 876              | 0       | 4,66                  |
|                                 | 0                              | 20,033              | 0                | 2,698                | 5,256            | 0       | 27,98                 |
|                                 | 2,573                          | 419,575             | 163              | 36,503               | 61,557           | 123     | 520,49                |
|                                 | 823                            | 66,401              | 219              | 3,721                | 4,835            | 0       | 75,99                 |
|                                 | 0                              | 486                 | 198              | 443                  | 8,811            | 0       | 9,93                  |
|                                 | 0                              | 3,8 <mark>14</mark> | 0                | 0                    | 0                | 0       | 3,81                  |
|                                 | 0                              | 96                  | 0                | 0                    | 0                | 0       | 9                     |
|                                 | 0                              | 0                   | 0                | 0                    | 0                | 0       |                       |
|                                 | 0                              | 0                   | 0                | 0                    | 0                | 0       |                       |
|                                 | 3,396                          | 490, 372            | 580              | 40,667               | 75,203           | 123     | 610,34                |
|                                 | 679                            | 98,074              | 116              | 8,133                | 15,041           | 25      | 122,06                |
|                                 | 1,568                          | 24,979              | 0                | 0                    | 6,092            | 0       | 32,63                 |
|                                 | 5,643                          | 613,425             | 696              | 48,800               | 96,336           | 148     | 765,04                |
|                                 |                                | 94,069              | 952              | 9,834                | 17,934           | 0       | 100 79                |
|                                 | 88                             | 8,365               | <u> </u>         | <u> </u>             | 600              | 0       | <u>122,78</u><br>9,08 |
|                                 | 0                              | 20,033              | 0                | 2,6 <mark>98</mark>  | 5,256            | 0       | 27,98                 |
|                                 | 5,643                          | 613,425             | 696              | 48,800               | 96,336           | 148     | 765,04                |
|                                 | 5,731                          | 735,893             | 1,648            | 61,3 <mark>63</mark> | 120,126          | 148     | 924,90                |
|                                 | 8,660                          | 293,071             | <mark>5</mark> 8 | 8,941                | 29,590           | 1,580   | 341,90                |
|                                 | -2,929                         | 439,892             | 1,590            | 52,422               | 90,536           | -1,432  | 584,44                |
|                                 | <u>37,710</u><br><u>37,710</u> | 439,892             | 0<br>1,590       | 52 <b>4</b> 22       | 0                | -1,432  | 37,71                 |
| LINE 8)                         | 2,275                          | 238,998             | 956              | 52,422<br>16,500     | 90,536<br>22,870 | 2,938   | 622,15<br>284,53      |
| 9)                              | 7,347                          | 144,715             | 0                | 10,300               | 17,117           | 0       | 169,17                |
| NT BASINS                       | 1,331                          | 28,429              | 0                | 0                    | 0                | 0       | 29,76                 |
|                                 | 48,663                         | 852,034             | 2,546            | 68,922               | 130,523          | 2,938   | 1,105,62              |
|                                 | 0                              | 144,547             | -1,590           | -52,422              | -90,536          | 0       |                       |
|                                 | 48,663                         | 996,582             | 956              | 16,500               | 39,987           | 2,938   | 1,105,62              |
|                                 | 434                            | 46,722              | 711              | 3,592                | 1,470            | 0       | 52,92                 |
|                                 | 823                            | 66,401              | 219              | 3,721                | 4,835            | 0       | 75,99                 |
| ONDS (LINE 44 ON PN-05 & PN-06) | 841                            | 19,227              | 0                | 0                    | 1,076            | 0       | 21,14                 |
|                                 | 2,098                          | 1 32, 350           | 930              | 7,313                | 7,381            | 0       | 150,07                |
|                                 | 513                            | 61,555              | 1,011            | 2,444                | 7,822            | 768     | 74,11                 |
|                                 |                                | 4,169               | 0                | 0                    | 14,056           | 0       | 18,22                 |
|                                 | 1,585                          | <u>66,626</u>       | -81              | 4,869                | -14,497          | - 768   | 57,73                 |
|                                 |                                |                     |                  |                      | U                | VI      |                       |

|             | 0      | 94,069                | 952                   | 9,834                |
|-------------|--------|-----------------------|-----------------------|----------------------|
|             | 88     | 8,365                 | 0                     | 3                    |
|             | 0      | 20,033                | 0                     |                      |
|             | 5,643  | 613,4 <mark>25</mark> | 69 <mark>6</mark>     |                      |
|             | 5,731  | 735,893               | 1,648                 |                      |
|             | 8,660  | 293,071               | 5 <mark>8</mark>      |                      |
|             | -2,929 | 439,892               | 1 <mark>, 59</mark> 0 | 52,422               |
|             | 37,710 | 0                     | 0                     | (                    |
|             | 37,710 | 439,892               | 1,590                 | 52,4 <mark>22</mark> |
| (LINE 8)    | 2,275  | 238,998               | 956                   | 16,5 <mark>00</mark> |
| E 9)        | 7,347  | 144,715               | 0                     | (                    |
| MENT BASINS | 1,331  | 28,429                | 0                     | (                    |
|             | 48,663 | 852,034               | 2,546                 | 68,922               |
|             | 0      | 144,547               |                       | -52,422              |
|             | 48,663 | 996,582               | 956                   | 16,500               |
|             |        |                       |                       |                      |

|                  |                |    | 434   | 46,722    | 711   | 3,592 |
|------------------|----------------|----|-------|-----------|-------|-------|
|                  |                |    | 823   | 66,401    | 219   | 3,72  |
| PONDS (LINE 44 0 | N PN-05 & PN-0 | 6) | 841   | 19,227    | 0     | C     |
|                  |                |    | 2,098 | 1 32, 350 | 930   | 7,313 |
|                  |                |    | 513   | 61,555    | 1,011 | 2,444 |
| )                |                |    | 0     | 4,169     | 0     | C     |
|                  |                |    | 1,585 | 66,626    | -81   | 4,869 |
|                  |                |    | 0     | 0         | 0     | C     |
|                  |                |    | 1,585 | 66,626    | -81   | 4,869 |
|                  |                |    |       |           |       |       |

| 5 |              | 110 004             | CC  |
|---|--------------|---------------------|-----|
|   | NOT TO SCALE | US 301              | T20 |
|   |              | MARYLAND STATE LINE |     |
|   |              | TO LEVELS ROAD      | `   |
|   |              |                     | NEW |

CONTRACT BRIDGE NO. 200811301 DESIGNED BY: MJB COUNTY CASTLE CHECKED BY: MFM

EARTHWORK SUMMARY

PN-04

SHEET NO. 12 TOTAL SHTS. 850

| POND EARTHWORK SUMMARY  |              |                 |                              |              |                   |                   |                 |                               |                        |                         |   |                      |                             |               |               |                        |              |                   |
|---|--------------|-----------------|------------------------------|--------------|-------------------|-------------------|-----------------|-------------------------------|------------------------|-------------------------|---|----------------------|-----------------------------|---------------|---------------|------------------------|--------------|-------------------|
| CONSTRUCTION PHASE  |              | PHASE 1         |                              |              |                   |                   |                 |                               |                        |                         | PHAS                                    | 2                    |                             |               |               |                        |              |                   |
| BMP NUMBER  | 070032       | 606             | SUBTOTAL                     | 070033       | 070035            | 604               | 605             | 607                           | 608                    | 609                     | 610                                     | 611                  | 613                         | 616           | 618           | 619                    | 620 S        | SUBTOTAL          |
| STORMWATER MANAGEMENT POND EXCAVATION         1       FROM CROSS SECTIONS                                       |              | A 171           | 5 777                        | 1 202        | 7 20              | 4 720             | 65              |                               |                        | 1 210                   | 11 007                                  | 26 084               | 1 1 70                      | 70 076        | 071           | 157                    | 0 149        | 176 902           |
| 2 PLUS EXISTING TOPSOIL REMOVED UNDER FILL  | 1,206        | 4,171           | 5,377<br>227                 | 1,202<br>359 | <u>867</u><br>185 | 4,328             | 65              | 0<br>459                      | 0                      | 1,219<br>325            | <u>11,887</u><br>465                    | <u>26,984</u><br>267 | <u>1,178</u><br>282         | 78,836        | 931<br>82     | <u>157</u><br>510      | 9,148<br>382 | 136,802<br>3,583  |
| 3 PLUS PROPOSED TOPSOIL PLACED IN CUT (INCLUDED IN EXCAVATION FROM SECTIONS)                                    |              | 0               | 0                            | 0            | 0                 | 0                 | 0               | 0                             | 0                      | 0                       | 0                                       | 0                    | 0                           | 0             | 0             | 0                      | 0            | 0                 |
| 4 PLUS CLAY CORE OR CUT-OFF TRENCH BELOW EXISTING TOPSOIL   | 1,741        | 0               | 1,741                        | 825          | 1,482             | 0                 | 255             | 817                           | 0                      | 0                       | 0                                       | 0                    | 0                           | 0             | 0             | 0                      | 0            | 3,379             |
| 5 PLUS PAVEMENT REMOVED UNDER FILL  | 0            | 2               | 2                            | 0            | 0                 | 0                 | 0               | 926                           | 0                      | 0                       | 0                                       | 0                    | 25                          | 0             | 0             | 0                      | 0            | 951               |
| 6 LESS ROOTMAT REMOVED IN CUT (NOT INCLUDED IN CROSS SECTIONS)  | 0            | 0               | 0                            | 0            | 0                 | 0                 | 0               | 0                             | 0                      | 0                       | 0                                       | 0                    | 0                           | 0             | 0             | 0                      | 0            | 0                 |
| 7 LESS REMOVAL OF PCC COVERED UNDER ITEM 758000<br>8 LESS ROCK EXCAVATION                                       | 0            | 0               | 0                            | 0            | 0                 | 0                 | 0               | 0                             | 0                      | 0                       | 0                                       | 0                    | 0                           | 0             | 0             | 0                      | 0            | 0                 |
| 9 TOTAL ITEM 202000 - EXCAVATION AND EMBANKMENT FROM SWM PONDS  | 3,091        | 4,256           | 7,347                        | 2,386        | 2,534             | 4,392             | 320             | 2,202                         | 0                      | 1,544                   | 12,352                                  | 27,251               | 1,485                       | 79,039        | 1,013         | 667                    | 9,530        | 144,715           |
|   |              | ,               | <b>,</b> -                   | _,           | _,                | ,                 |                 |                               | -                      | <b>,</b> -              | _,                                      | _ /                  | ,                           |               |               |                        |              |                   |
| EXCAVATION AVAILABLE FOR EMBANKMENT   |              |                 |                              |              |                   |                   |                 |                               |                        |                         |   |                      |                             |               |               |                        |              |                   |
| 10 TOTAL EXCAVATION AND EMBANKMENT FROM SWM PONDS (ITEM NO. 202000 - LINE 9)                                    | 3,091        | 4,256           | 7,347                        | 2,386        | 2,534             | 4,392             | 320             | 2,202                         | 0                      | 1,544                   | 12,352                                  | 27,251               | 1,485                       | 79,039        | 1,013         | 667                    |              | 144,715           |
| 11 LESS EXISTING TOPSOIL REMOVED IN CUT AND FILL<br>12 LESS EXISTING PAVEMENT UNABLE TO BE PLACED IN EMBANKMENT | 159          | <u>682</u><br>0 | 841                          | 841          | 343               | 165               | 0               | <u>459</u><br>0               | 0                      | 507<br>0                | 3,626                                   | 3,539                | 490                         | 6,478         | 226           | <u> </u>               | 1,979        | 19,227            |
| 13 PLUS RIPRAP EXCAVATION IN CUT  | 0            | 0               | 0                            | 0            | 0                 | 0                 | 41              | 0                             | 0                      | 0                       | 0                                       | 0                    | 0                           | 113           | 0             | 30                     | 0            | 184               |
| 14 PLUS STRUCTURAL EXCAVATION   | 0            | 0               | 0                            | 0            | 0                 | 0                 | 47              | 0                             | 0                      | 0                       | 0                                       | 0                    | 0                           | 25            | 0             | 36                     | 0            | 108               |
| 15 PLUS MAINTENANCE ACCESS IN CUT   | 0            | 0               | 0                            | 0            | 0                 | 0                 | 0               | 0                             | 0                      | 0                       | 0                                       | 0                    | 0                           | 5             | 0             | 0                      | 0            | 5                 |
| 16 LESS UNSUITABLE EXCAVATION (0%)  | 0            | 0               | 0                            | 0            | 0                 | 0                 | 0               | 0                             | 0                      | 0                       | 0                                       | 0                    | 0                           | 0             | 0             | 0                      | 0            | 0                 |
| 17 TOTAL EXCAVATION AVAILABLE FOR EMBANKMENT  | 2,932        | 3,574           | 6,506                        | 1,545        | 2,191             | 4,227             | 408             | 1,743                         | 0                      | 1,037                   | 8,726                                   | 23,712               | 995                         | 72,704        | 787           | 159                    | 7,551        | 125,785           |
| BORROW, TYPE B  |              |                 |                              |              |                   | _                 |                 |                               |                        |                         |   |                      |                             |               |               |                        |              |                   |
| 18 BACKFILL FOR ROOTMAT REMOVAL   | 2,050        | 72              | 2,122                        | 0            | 1,107             | 2,795             | 3,272           | 0                             | 2,848                  | 2,351                   | 0                                       | 0                    | 450                         | 201           | 1,116         | 696                    | 36           | 14,872            |
| 19 SUBTOTAL BORROW, TYPE B  | 2,050        | 72              | 2,122                        | 0            | 1,107             | 2,795             | 3,272           | 0                             | 2,848                  | 2,351                   | 0                                       | 0                    | 450                         | 201           | 1,116         | 696                    | 36           | 14,872            |
| 20 PLUS BACKFILL X ADJUSTMENT FACTOR (0.20+/-)  | 410          | 14              | 424                          | 0            | 221               | 559               | 654             | 0                             | 570                    | 470                     | 0                                       | 0                    | 90                          | 40            | 223           | 1 39                   | 7            | 2,974             |
| 21 TOTAL ADJUSTED BORROW, TYPE B, REQUIRED  | 2,460        | 86              | 2,546                        | 0            | 1,328             | 3,354             | 3,926           | 0                             | 3,418                  | 2,821                   | 0                                       | 0                    | 540                         | 241           | 1,339         | 835                    | 43           | 17,846            |
| BORROW, TYPE F  |              |                 |                              |              |                   |                   |                 |                               |                        |                         |   |                      |                             |               |               |                        |              |                   |
| 22 EMBANKMENT REQUIRED  | 579          | 65              | 644                          | 628          | 729               | 1,693             | 1,716           | 2,960                         | 2,470                  | 2,122                   | 412                                     | 244                  | 1,206                       | 294           | 1,109         | 2,160                  | 615          | 18,358            |
| 23 PLUS TOPSOIL REMOVED UNDER FILL  | 144          | 83              | 227                          | 359          | 185               | 64                | 0               | 459                           | 0                      | 325                     | 465                                     | 267                  | 282                         | 203           | 82            | 510                    | 382          | 3,583             |
| 24 PLUS PCC AND BITUMINOUS PAVEMENT REMOVED UNDER FILL<br>25 PLUS BACKFILL FOR STRUCTURES                       | 0            | 0               | 0                            | 0            | 0                 | 0                 | 30              | 0                             | 0                      | 0                       | 0                                       | 0                    | 0                           | 0<br>25       | 0             | 0<br>21                | 0            | 0<br>76           |
| 26 PLUS CLAY CORE BACKFILL IN CUT   | 478          | 0               | 478                          | 28           | 327               | 0                 | 0               | 0                             | 0                      | 0                       | 0                                       | 0                    | 0                           | 23            | 0             | 0                      | 0            | 355               |
| 27 LESS CLAY CORE IN FILL   | 42           | 0               | 42                           | 191          | 238               | 0                 | 150             | 681                           | 0                      | 0                       | 0                                       | 0                    | 0                           | 0             | 0             | 0                      | 0            | 1,260             |
| 28 LESS RIPRAP IN FILL  | 0            | 0               | 0                            | 0            | 0                 | 0                 | 0               | 0                             | 21                     | 0                       | 0                                       | 0                    | 0                           | 0             | 0             | 0                      | 0            | 21                |
| 29 LESS MAINTENANCE ACCESS IN FILL  | 0            | 0               | 0                            | 0            | 0                 | 0                 | 85              | 0                             | 61                     | 0                       | 0                                       | 0                    | 0                           | 69            | 0             | 60                     | 0            | 275               |
| 30 SUBTOTAL EMBANKMENT REQUIRED<br>31 PLUS EMBANKMENT REQUIRED X ADJUSTMENT FACTOR (0.20+/-)                    | 1,159<br>232 | 148<br>30       | 1,307<br>261                 | 824<br>165   | 1,003             | 1,757             | 1,511<br>302    | 2,738                         | 2,388<br>478           | 2,447<br>489            | 877                                     | 511<br>102           | 1,488<br>298                | 453<br>91     | 1,191<br>238  | <b>2,631</b><br>526    | 997          | 20,816            |
| 32 TOTAL ADJUSTED BORROW, TYPE F, REQUIRED  | 1,391        | 178             | 1,568                        | 989          | 1,204             | 351<br>2,108      | 1,813           | 548<br>3,286                  | 2,866                  | 2,936                   | 1,052                                   | 613                  | 1,786                       | 544           | 1,429         | 3,157                  | 199<br>1,196 | 4,163 24,979      |
|   |              |                 | .,                           |              | .,                |                   |                 |                               | _,                     |                         | ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,, |                      |                             |               |               |                        |              |                   |
| POND EARTHWORK SUMMARY  |              |                 |                              |              |                   |                   |                 |                               |                        |                         |   |                      |                             |               |               |                        |              |                   |
| 33 TOTAL EXCAVATION AVAILABLE FOR EMBANKMENT (LINE 17)  | 2,932        | 3,574           | 6,506                        | 1,545        | 2,191             | 4,227             | 408             | 1,743                         | 0                      | 1,037                   | 8,726                                   | 23,712               | 995                         | 72,704        | 787           | 159                    |              | 125,785           |
| 34 <u>LESS TOTAL ADJUSTED BORROW, TYPE F, REOUIRED (LINE 32)</u><br>35 EMBANKMENT AVAILABLE FOR ROADWAY         | 1,391        | 178             | 1, <mark>568</mark><br>4,938 | 989<br>556   | 1,204             | 2,108<br>2,119    | 1,813<br>-1,405 | <mark>3,2</mark> 86<br>-1,543 | <b>2,866</b><br>-2,866 | <b>2,</b> 936<br>-1,899 | 1,052<br>7,674                          | 613<br>23,099        | <mark>1,</mark> 786<br>-791 | 544<br>72,160 | 1,429<br>-642 | <b>3,157</b><br>-2,998 | 1,196        | 24,979<br>100,806 |
|   |              |                 |                              |              |                   |                   |                 |                               |                        |                         |   |                      |                             |               |               |                        |              |                   |
| CLAY BORROW   | <b>.</b>     |                 |                              |              |                   |                   |                 |                               |                        |                         |   |                      |                             |               |               |                        |              |                   |
| 36 CLAY CORE IN CUT   | 1,741        | 0               | 1,741                        | 825          | 1,482             | 0                 | 255             | 817                           | 0                      | 0                       | 0                                       | 0                    | 0                           | 0             | 0             | 0                      | 0            | 3,379             |
| 37 PLUS CLAY CORE IN FILL<br>38 LESS CLAY BACKFILL IN CUT   | 42           | 0               | 42<br>478                    | 191<br>28    | 238<br>327        | 0                 | 150             | <u>681</u><br>0               | 0                      | 0                       | 0                                       | 0                    | 0                           | 0             | 0             | 0                      | 0            | 1,260<br>355      |
| 39 SUBTOTAL CLAY BORROW REQUIRED  | 1,305        | 0               | 1,305                        | 988          | 1,393             | 0                 | 405             | 1,498                         | 0                      | 0                       | 0                                       | 0                    | 0                           | 0             | 0             | 0                      | 0            | 4,284             |
| 40 PLUS CLAY BORROW REQUIRED X ADJUSTMENT FACTOR (0.20+/-)  | 261          | 0               | 261                          | 198          | 279               | 0                 | 81              | 300                           | 0                      | 0                       | 0                                       | 0                    | 0                           | 0             | 0             | 0                      | 0            | 857               |
| 41 TOTAL ITEM 274000 - ADJUSTED CLAY BORROW REQUIRED  | 1,566        | 0               | 1, <mark>566</mark>          | 1,186        | 1,672             | 0                 | 486             | 1,798                         | 0                      | 0                       | 0                                       | 0                    | 0                           | 0             | 0             | 0                      | 0            | 5,141             |
|   |              |                 |                              |              |                   |                   |                 |                               |                        |                         |   |                      |                             |               |               |                        |              |                   |
| TOPSOIL SUMMARY       42     EXISTING TOPSOIL REMOVED IN CUT  | 15           | 599             | 614                          | 482          | 158               | 101               | n l             | 0                             | 0                      | 182                     | 3,161                                   | 3,272                | 208                         | 6,275         | 144           | 64                     | 1,597        | 15,644            |
| 43 PLUS EXISTING TOPSOIL REMOVED UNDER FILL   | 144          | 83              | 227                          | 359          | 185               | 64                | 0               | 459                           | 0                      | 325                     | 465                                     | 267                  | 282                         | 203           | 82            | 510                    | 382          | 3,583             |
| 44 SUBTOTAL TOPSOIL AVAILABLE FOR REUSE   | 159          | 682             | 841                          | 841          | 343               | 1 <mark>65</mark> | 0               | 459                           | 0                      | 507                     | 3,626                                   | 3 <mark>,53</mark> 9 | 490                         | 6,478         | 226           | 574                    | 1,979        | 19,227            |
| 45 LESS TOPSOIL REQUIRED  | 0            | 0               | 0                            | 0            | 0                 | 0                 | 731             | 0                             | 568                    | 0                       | 0                                       | 0                    | 0                           | 2,275         | 0             | 595                    | 0            | 4,169             |
| 46 SUBTOTAL EXCESS (+) TOPSOIL OR TOPSOIL NEEDED (-)  | 159          | 682             | 841                          | 841          | 343               | 165               | -731            | 459                           | -568                   | 507                     | 3,626                                   | 3,539                | 490                         | 4,203         | 226           | -21                    | 1,979        | 15,058            |

## DELAWARE DEPARTMENT OF TRANSPORTATION

ADDENDUMS / REVISIONS

NOT TO SCALE

US 301 MARYLAND STATE LINE TO LEVELS ROAD

| CONTRACT   | BRIDGE NO.        |  |  |  |  |  |
|------------|-------------------|--|--|--|--|--|
| T200911701 |                   |  |  |  |  |  |
| T200811301 | DESIGNED BY: MJB  |  |  |  |  |  |
| COUNTY     | DESIGNED DTO MIGD |  |  |  |  |  |
| NEW CASTLE | CHECKED BY: MFM   |  |  |  |  |  |

#### EARTHWORK SUMMARY

PN-05

SHEET NO. 13 TOTAL SHTS. 850

|   |                               | <u> </u>     |           | RTHWORK    | SOIVIIV     |                     |                |       |                |                           |           |                      |  |                          |
|---|-------------------------------|--------------|-----------|------------|-------------|---------------------|----------------|-------|----------------|---------------------------|-----------|----------------------|--|--------------------------|
| CONS  | STRUCTION PHASE<br>BMP NUMBER |              | xx 070034 | 070035 604 | 606         | 607                 | PHASE 5<br>609 |       | 61 61          | 2 61                      | 7 617     | 619                  |  |                          |
| STORMWATER MANAGEMENT POND EXCAVATION                               | DMF NUMDER                    | 070032 07003 | 33 070034 | 070035 604 | 606         | 007                 | 009            |       | 61 61          | 2 01                      | 5 01/     | 618                  | 620 SUBTC  |                          |
| 1 FROM CROSS SECTIONS   |                               | 0            | 48 352    | 0          | 0 0         |                     | 0              | 5,753 | 0 4            | ,851                      | 228 1,9   | 63 (                 | ) 2,317 15,  | 512 157,6                |
| 2 PLUS EXISTING TOPSOIL REMOVED UNDER FILL                          |                               | 0            | 0 84      | 0          | 0 0         |                     | 0              | 0     |                | 218                       | 0         | 50 4                 |  | 543 4,3                  |
| 3 PLUS PROPOSED TOPSOIL PLACED IN CUT (INCLUDED IN EXCAVATION       | FROM SECTIONS)                | 0            | 0 0       | 0          | 0 0         | 0 0                 | 0              | 0     | 0              | 0                         | 0         | 0 (                  |  | 0                        |
| 4 PLUS CLAY CORE OR CUT-OFF TRENCH BELOW EXISTING TOPSOIL           |                               | 0            | 0 386     | 0          | 0 0         | 0 332               | 0              | 0     | 0              | 0                         | 0         | 0 0                  |  | 718 5,8                  |
| 5 PLUS PAVEMENT REMOVED UNDER FILL                                  |                               | 0            | 0 0       | 0          | 0 0         | 0 0                 | 0              | 0     | 0              | 47                        | 0 2       | .97 (                | 0 0  | 344 1,29                 |
| 6 LESS ROOTMAT REMOVED IN CUT (NOT INCLUDED IN CROSS SECTIONS)      |                               | 0            | 0 0       | 0          | 0 0         | 0 0                 | 0              | 0     | 0              | 0                         | 0         | 0 (                  | 0 0  | 0                        |
| 7 LESS REMOVAL OF PCC COVERED UNDER ITEM 758000                     |                               | 0            | 0 0       | 0          | 0 (         | 0 0                 | 0              | 0     | 0              | 0                         | 0         | 0 (                  | 0 0  | 0                        |
| 8 LESS ROCK EXCAVATION  |                               | 0            | 0 0       | 0          | 0 0         | 0 0                 | 0              | 0     | 0              | 0                         | 0         | 0 (                  | 0 0  | 0                        |
| 9 TOTAL ITEM 202000 - EXCAVATION AND EMBANKMENT FROM SWM PONDS      | 5                             | 0            | 48 822    | 0          | 0 (         | 0 332               | 0              | 5,753 | 187 5,         | ,116                      | 228 2,3   | 610                  | 2,317 17,  | 117 169,1                |
| EXCAVATION AVAILABLE FOR EMBANKMENT                                 |                               |              |           |            |             |                     |                |       |                |                           |           |                      |  |                          |
| 10 TOTAL EXCAVATION AND EMBANKMENT FROM SWM PONDS (ITEM NO. 202     | 2000 - LINE 9)                | 0            | 48 822    | 0          | 0 (         | 0 332               | 0              | 5,753 | 187 5.         | ,116                      | 228 2,3   | 510 4                | 2,317 17,  | 117 169,1                |
| 11 LESS EXISTING TOPSOIL REMOVED IN CUT AND FILL                    |                               | 0            | 0 90      | 0          | 0 0         | 0 0                 | 0              | 0     |                | 480                       |           | i15 4                |  | ,076 21,1                |
| 12 LESS EXISTING PAVEMENT UNABLE TO BE PLACED IN EMBANKMENT         |                               | 0            | 0 0       | 0          | 0 0         | 0 0                 | 0              | 0     | 0              | 0                         | 0         | 0 (                  |  | 0                        |
| 13 PLUS RIPRAP EXCAVATION IN CUT                                    |                               | 42           | 44 32     | 70         | 45 38       | 8 0                 | 41             | 60    | 65             | 20                        | 23        | 38 (                 | ) 44   | 562 7                    |
| 14 PLUS STRUCTURAL EXCAVATION                                       |                               | 76           | 70 70     | 88         | 67 59       | 9 5                 | 35             | 49    | 63             | 13                        | 6         | 5 8                  |  | 659 70                   |
| 15 PLUS MAINTENANCE ACCESS IN CUT                                   |                               | 0            | 0 0       | 0          | 0 67        | 7 0                 | 0              | 145   | 0              | 110                       | 0         | 22 (                 | 27   | 371 3                    |
| 16 LESS UNSUITABLE EXCAVATION (0%)                                  |                               | 0            | 0 0       | 0          | 0 (         | 0 0                 | 0              | 0     | 0              | 0                         | 0         | 0 (                  | 0  | 0                        |
| 17 TOTAL EXCAVATION AVAILABLE FOR EMBANKMENT                        |                               | 118 1        | 62 834    | 158        | 12 164      | 4 337               | 76             | 6,007 | 128 4,         | ,779                      | 257 2,0   | 60 8                 | 3 2,433 17,  | 633 149,92               |
| BORROW, TYPE B  |                               |              |           |            |             |                     |                |       |                |                           |           |                      |  |                          |
| 18 BACKFILL FOR ROOTMAT REMOVAL                                     |                               | 431          | 0 1,629   | 312        | 0 0         | 0 0                 | 0              | 0     | 0              | 0                         | 0         | 0 (                  | 0 2.   | 372 19,36                |
| 19 SUBTOTAL BORROW, TYPE B  |                               | 431          | 0 1,629   | 312        | 0 0         | 0 0                 | 0              | 0     | 0              | 0                         | 0         | 0 (                  |  | 372 19,36                |
| 20 PLUS BACKFILL X ADJUSTMENT FACTOR (0.20+/-)                      |                               | 86           | 0 326     | 62         | 0 (         | 0 0                 | 0              | 0     | 0              | 0                         | 0         | 0 (                  | 0 0  | 474 3,8                  |
| 21 TOTAL ADJUSTED BORROW, TYPE B, REQUIRED                          |                               | 517          | 0 1,955   | 374        | 0 (         | 0 0                 | 0              | 0     | 0              | 0                         | 0         | 0 (                  | 0 2,   | ,846 23,2                |
|   |                               |              |           |            |             |                     |                |       |                |                           |           |                      |  |                          |
| BORROW, TYPE F<br>22 EMBANKMENT REQUIRED                            |                               | 127          | 83 872    | 716        |             | 0 1,296             | 0              | 691   | 175            | 472                       | 0 3       | 209 342              |  | 383 24,38                |
| 23 PLUS TOPSOIL REMOVED UNDER FILL                                  |                               | 0            | 0 84      | 0          |             | 0 1,230             | 0              | 091   | 187            | 218                       |           | 50 4                 |  | 543 4,35                 |
| 24 PLUS PCC AND BITUMINOUS PAVEMENT REMOVED UNDER FILL              |                               | 0            | 0 0       | 0          | 0 0         |                     | 0              | 0     | 0              | 0                         | 0         | 0 (                  |  | 0                        |
| 25 PLUS BACKFILL FOR STRUCTURES                                     |                               | 47           | 42 42     | 58         | 43 35       | 5 5                 | 35             | 32    | 39             | 13                        | 6         | 5 8                  | 3 28   | 438 5                    |
| 26 PLUS CLAY CORE BACKFILL IN CUT                                   |                               | 0            | 0 27      | 0          | 0 0         | 0 0                 | 0              | 0     | 0              | 0                         | 0         | 0 (                  | 0 0  | 27 86                    |
| 27 LESS CLAY CORE IN FILL   |                               | 0            | 0 59      | 0          | 0 0         | 0 250               | 0              | 0     | 0              | 0                         | 0         | 0 (                  | 0 0  | 309 1,6                  |
| 28 LESS RIPRAP IN FILL  |                               | 0            | 0 0       | 0          | 0 0         | 0 21                | 0              | 0     | 0              | 0                         | 0         | 0 2                  | 3 0  | 44 6                     |
| 29 LESS MAINTENANCE ACCESS IN FILL                                  |                               | 164          | 58 103    | 153        | 64          | 0 <u>1</u> 02       | 82             | 0     | 33             | 0                         | 42        | 0 34                 | 26   | 961 1,23                 |
| 30 SUBTOTAL EMBANKMENT REQUIRED                                     |                               | 10 .         | 867 863   |            | -21 35      | 5 <mark>9</mark> 28 | -47            |       | 368            |                           |           | 64 <mark>2</mark> 97 |  | 077 27,20                |
| 31 PLUS EMBANKMENT REQUIRED X ADJUSTMENT FACTOR (0. 20+/-)          |                               | 2            | 73 173    |            | -4          | 7 186               | -9             | 145   | 74             | 141                       |           | 53 59                |  | 015 5,4                  |
| 32 TOTAL ADJUSTED BORROW, TYPE F, REQUIRED                          |                               | 12           | 40 1,036  | 745        | 25 42       | 2 1,114             | -56            | 868   | 442            | 844                       | -43       | 17 350               | 2 6,   | .092 32,64               |
| POND EARTHWORK SUMMARY  |                               |              |           |            |             |                     |                |       |                |                           |           |                      |  |                          |
| 33 TOTAL EXCAVATION AVAILABLE FOR EMBANKMENT (LINE 17)              |                               | 118          | 62 834    | 158        | 12 164      | 4 <b>3</b> 37       | 76             |       |                |                           | 257 2,0   | 60                   |  | 6 <mark>33</mark> 149,92 |
| 34 LESS TOTAL ADJUSTED BORROW, TYPE F, REQUIRED (LINE 32)           |                               | 12           | 1,036     | 745        | 25 42       | 2 <u>1,1</u> 14     | -56            | 868   | 442            | 844                       | -43 3     | <b>3</b> 50          | 5         2         6,           3         2,431         11, | 092 32,64                |
| 35 EMBANKMENT AVAILABLE FOR ROADWAY                                 |                               | 106 -2       | 278 -202  | -587       | 37 122      | 2 -777              | 132            | 5,139 | -314 3,        | ,935                      | 300   1,7 | 43 -348              | 3 2,431 11,  | <u>,541   117,28</u>     |
| CLAY BORROW   |                               |              |           |            |             |                     |                |       |                |                           |           |                      |  |                          |
| 36 CLAY CORE IN CUT   |                               | 0            | 0 386     | 0          | 0 (         | 0 332               | 0              | 0     | 0              | 0                         | 0         | 0 (                  | 0  | 718 5,83                 |
| 37 PLUS CLAY CORE IN FILL   |                               | 0            | 0 59      | 0          | 0 (         | 0 250               | 0              | 0     | 0              | 0                         | 0         | 0 0                  | 0  | 309 1,6                  |
| 38 LESS CLAY BACKFILL IN CUT  |                               | 0            | 0 27      | 0          | 0 (         | 0 0                 | 0              | 0     | 0              | 0                         | 0         | 0 (                  | 0  | 27 86                    |
| 39 SUBTOTAL CLAY BORROW REQUIRED                                    |                               | 0            | 0 418     | 0          | 0           | 0 582               | 0              | 0     | 0              | 0                         | 0         | 0 (                  |  | .000 6,5                 |
| 40 PLUS CLAY BORROW REQUIRED X ADJUSTMENT FACTOR (0.20+/-)          |                               | 0            | 0 84      | 0          | 0 (         | 0 116               | 0              | 0     | 0              | 0                         | 0         | 0 (                  |  | 200 1,31                 |
| 41 TOTAL ITEM 274000 - ADJUSTED CLAY BORROW REQUIRED                |                               | 0            | 0 502     | 0          | 0 (         | 0 698               | 0              | 0     | 0              | 0                         | 0         | 0 0                  | 0 1,   | 200 7,90                 |
|   |                               |              |           |            |             |                     |                |       |                |                           |           |                      |  |                          |
| TOPSOIL SUMMARY   |                               |              |           |            |             |                     |                |       |                |                           |           | C E                  |  | E 7 7 1 4 0 -            |
| 42 EXISTING TOPSOIL REMOVED IN CUT                                  |                               |              | 6         |            |             |                     |                | 0     | U<br>107       | 262                       |           | 65 (                 |  | 533 16,7                 |
| 43 PLUS EXISTING TOPSOIL REMOVED UNDER FILL                         |                               |              | 0 84      |            |             |                     | 0              | 0     | 187            | <b>218</b><br><b>48</b> 0 |           | 50 4<br>515 4        |  | 543 4,35<br>076 21 1/    |
| 44 SUBTOTAL TOPSOIL AVAILABLE FOR REUSE<br>45 LESS TOPSOIL REQUIRED |                               | 1,236        | 841 582   | 708 1,     | 441 657     | 7 507               | 1,173          | 1,380 | 2,101          |                           |           | 00 61                |  | 076 21,14<br>056 18,22   |
|   |                               |              | UTTI JOZ  |            | עס וידי סט/ |                     | 1,1/J          | 1,000 | <b>∠</b> , IVI | JIU                       | VTT ( 4   | וסטי                 | 1 0031 14.   |                          |

DELAWARE DEPARTMENT OF TRANSPORTATION

ADDENDUMS / REVISIONS

|     | 0    | 0    | 386   | 0     | 0      | 0    | 332  | 0      | 0      | 0      | 0                 |  |
|-----|------|------|-------|-------|--------|------|------|--------|--------|--------|-------------------|--|
|     | 0    | 0    | 59    | 0     | 0      | 0    | 250  | 0      | 0      | 0      | 0                 |  |
|     | 0    | 0    | 27    | 0     | 0      | 0    | 0    | 0      | 0      | 0      | 0                 |  |
|     | 0    | 0    | 418   | 0     | 0      | 0    | 582  | 0      | 0      | 0      | 0                 |  |
|     | 0    | 0    | 84    | 0     | 0      | 0    | 116  | 0      | 0      | 0      | 0                 |  |
|     | 0    | 0    | 502   | 0     | 0      | 0    | 698  | 0      | 0      | 0      | 0                 |  |
|     |      |      |       |       |        |      |      |        |        |        |                   |  |
|     | 0    | 0    | 6     | 0     | 0      | 0    | 0    | 0      | 0      | 0      | <mark>26</mark> 2 |  |
|     | 0    | 0    | 84    | 0     | 0      | 0    | 0    | 0      | 0      | 187    | <mark>21</mark> 8 |  |
|     | 0    | 0    | 90    | 0     | 0      | 0    | 0    | 0      | 0      | 187    | <mark>48</mark> 0 |  |
| 1   | ,236 | 841  | 582   | 708   | 1,441  | 657  | 507  | 1,173  | 1,380  | 2,101  | 916               |  |
| - 1 | ,236 | -841 | - 492 | - 708 | -1,441 | -657 | -507 | -1,173 | -1,380 | -1,914 | - 436             |  |
|     |      |      |       |       |        |      |      |        |        |        |                   |  |
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| US       | 301        |
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| MARYLAND | STATE LINE |
| TO LEVE  | LS ROAD    |



| CONTRACT   | BRIDGE NO.       |  |  |  |  |  |
|------------|------------------|--|--|--|--|--|
| T200911701 |                  |  |  |  |  |  |
| T200811301 | DESIGNED BY: MJB |  |  |  |  |  |
| COUNTY     | DESIGNED DT. MOD |  |  |  |  |  |
| NEW CASTLE | CHECKED BY: MFM  |  |  |  |  |  |

#### EARTHWORK SUMMARY

**PN-06** 

SHEET NO. 14 FOTAL SHTS. 850