

EXISTING SYMBOLS

DRAINAGE	
	DITCH OR STREAM CENTERLINE
	DIRECTIONAL STREAM FLOW ARROW
	DRAINAGE INLET
	DRAINAGE JUNCTION BOX
	DRAINAGE MANHOLE
	DRAINAGE PIPE AND FLOW ARROW
	DRAINAGE PIPE HEADWALL
	RIPRAP - AREA FEATURE
	RIPRAP - LINEAR FEATURE

MANMADE ROADSIDE FEATURES	
	BOLLARD - STEEL POLE
	BOLLARD - WOOD POST
	CURB
	CURB AND GUTTER
	FENCE - CHAINLINK OR STRANDED
	FENCE - STOCKADE OR SPLIT RAIL
	FLAG POLE
	GUARDRAIL - STEEL BEAM
	GUARDRAIL - WIRE ROPE
	LAMP AND POST - RESIDENTIAL
	MAILBOX
	PARKING METER AND POST
	PAVEMENT - FLEXIBLE
	PAVEMENT - RIGID
	PILE - BRIDGE
	PILLAR OR MISCELLANEOUS POST
	TRAFFIC SIGN AND POST
	WALL - BRICK OR BLOCK
	WALL - STONE

NATURAL ROADSIDE FEATURES	
	GRASS LAWN
	HEDGEROW OR THICKET
	MARSH BOUNDARY LINE
	TREE - CONIFEROUS
	TREE - DECIDUOUS
	TREE STUMP
	SHRUBBERY
	DELINEATED WETLAND BOUNDARY LINE
	WOODS LINE BOUNDARY

RIGHT-OF-WAY SYMBOLS	
	PROPERTY MARKER - CONCRETE MON.
	PROPERTY MARKER - IRON PIPE
	HISTORIC RIGHT-OF-WAY BASELINE
	EXISTING RIGHT-OF-WAY
	EXISTING PROPERTY LINE
	EXISTING EASEMENT
	EXISTING DENIAL OF ACCESS
	EXISTING R/W & DENIAL OF ACCESS

SURVEY CONTROL & MONUMENTATION	
	SURVEY BENCHMARK LOCATION
	SURVEY TIE POINT LOCATION
	SURVEY TRAVERSE POINT
	POINT OF CURVATURE OR TANGENCY
	POINT OF INTERSECTING TANGENTS

UTILITY	
	SOIL BORING LOCATION
	UTILITY TEST HOLE LOCATION
	CABLE TV DISTRIBUTION BOX
	ELECTRIC MANHOLE
	ELECTRIC METER
	ELECTRIC TRANSFORMER
	POLE MOUNTED LUMINAIRE
	GAS MANHOLE
	GAS METER
	GAS VALVE
	GAS PUMP - SERVICE STATION
	RAILROAD TRACKS
	SANITARY SEWER MANHOLE
	SANITARY SEWER VALVE
	SANITARY SEWER VENT OR CLEANOUT
	SEPTIC DRAIN FIELD
	TELEPHONE BOOTH
	TELEPHONE MANHOLE
	TELEPHONE TEST POINT
	TRAFFIC - CONDUIT JUNCTION WELL
	TRAFFIC - LIGHT POLE AND BASE
	TRAFFIC - PEDESTRIAN POLE & BASE
	TRAFFIC - SIGNAL CABINET & BASE
	TRAFFIC - SIGNAL POLE AND BASE
	UTILITY BOX
	UTILITY POLE GUY WIRE ANCHOR
	UTILITY POLE
	WATER - FIRE HYDRANT
	WATER METER
	WATER VALVE
	WELL HEAD
	MANHOLE - UNDETERMINED OWNER

UTILITY COMPANY FACILITIES	
	COMCAST COMMUNICATIONS
	COMCAST FIBER OPTIC - OVERHEAD
	DELMARVA POWER - GAS
	NEW CASTLE COUNTY SEWER
	UNITED WATER

CONSTRUCTION	
	CONCRETE SAFETY BARRIER - PERMANENT
	BIOFILTRATION SWALE
	BOLLARD - STEEL POLE
	BOLLARD - WOOD POST
	BRICK PATTERNED SURFACE
	BUTT JOINT
	CONSTRUCTION BASELINE
	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
	CLEAR ZONE
	DRAINAGE INLET
	DITCH
	FENCE - METAL
	FENCE - WOOD
	FLARED END SECTION
	GUARDRAIL, TYPE 1
	GUARDRAIL, TYPE 2
	GUARDRAIL, TYPE 3
	GUARDRAIL END ANCHORAGE
	GUARDRAIL END TREATMENT, TYPE 1
	GUARDRAIL END TREATMENT, TYPE 2
	GUARDRAIL END TREATMENT, TYPE 3
	HORIZONTAL CLEARANCE
	IMPACT ATTENUATOR
	JUNCTION BOX - DRAINAGE
	LIMIT OF CONSTRUCTION
	MAILBOX
	MANHOLE
	PAVEMENT PATCH
	PAVEMENT REMOVAL - TOPSOIL, SEED AND MULCH
	PIPE & DIRECTIONAL FLOW ARROW
	RIPRAP
	P.C.C. SIDEWALK - 4"
	P.C.C. SIDEWALK - 6" (USE 8" DEPTH FOR CHANNELIZATION ISLANDS.)
	UNDERDRAIN
	UNDERDRAIN OUTLET

RIGHT-OF-WAY SYMBOLS	
	PROPOSED RIGHT-OF-WAY MONUMENT
	PROPOSED DENIAL OF ACCESS
	PROPOSED PERMANENT EASEMENT
	PROPOSED RIGHT-OF-WAY
	PROPOSED R/W & DENIAL OF ACCESS
	TEMPORARY CONSTRUCTION EASEMENT
	PROPOSED RIGHT-OF-WAY BASELINE

PROPOSED SYMBOLS

IDENTIFIERS	
	ADJUST BY CONTRACTOR
	ADJUST BY OTHERS
	CONCRETE SAFETY BARRIER
	CURB OR CURB & GUTTER
	CONVERT TO JUNCTION BOX
	CONVERT TO DRAINAGE MANHOLE
	CURB OPENING
	CURB RAMP / TYPE
	CURB RAMP / TYPE - WITHOUT SIDEWALK SURFACE DETECTABLE WARNING SYSTEM
	CONSTRUCTION SAFETY FENCE
	DRAINAGE INLET
	DO NOT DISTURB
	ENERGY DISSIPATOR
	FENCE
	FLARED END SECTION
	FILL WITH FLOWABLE FILL
	FILTRATION STRUCTURE
	GUARDRAIL
	JUNCTION BOX
	MANHOLE
	MONUMENT - RIGHT-OF-WAY
	PIPE
	RELOCATE BY CONTRACTOR
	RELOCATE BY OTHERS
	REMOVE BY CONTRACTOR
	REMOVE BY OTHERS
	UNDERDRAIN / LENGTH
	UNDERDRAIN OUTLET PIPE

LANDSCAPING	
	LANDSCAPE PLANTINGS
	SHRUBBERY
	CONIFEROUS TREE
	DECIDUOUS TREE

TRAFFIC	
	ITMS CONDUIT
	SIGNAL CONDUIT
	CONDUIT JUNCTION WELL
	LUMINAIRE
	PAVEMENT MARKINGS
	PAVEMENT STRIPING
	TRAFFIC SIGN

PAVEMENT SECTION(S)	
	CAST-IN-PLACE CONCRETE DECK
	8" CONCRETE PAVEMENT OVER 8" GABC, TYPE B
	8" GRADED AGGREGATE BASE COURSE, TYPE B

EROSION & SEDIMENT CONTROL	
	DEWATERING BAG
	DEWATERING BASIN
	EARTH DIKE
	INLET SEDIMENT CONTROL
	PERIMETER DIKE/SWALE
	PORTABLE SEDIMENT TANK
	SANDBAG DIKE
	SANDBAG DIVERSION
	STONE CHECK DAM
	STABILIZED CONSTRUCTION ENTRANCE
	SILT FENCE / LENGTH
	SILT FENCE
	SILT FENCE - REINFORCED
	SUMP PIT, TYPE 1
	SUMP PIT, TYPE 2
	SEDIMENT TRAP
	SEDIMENT TRAP
	SEDIMENT TRAP WITH INLET AS OUTLET
	SEDIMENT TRAP PIPE OUTLET
	STILLING WELL
	TEMPORARY SWALE
	TEMPORARY SLOPE DRAIN
	TURBIDITY CURTAIN / LENGTH
	TURBIDITY CURTAIN

CONSTRUCTION PHASING & M.O.T	
	BARRICADE, TYPE 3
	CONCRETE SAFETY BARRIER - PORTABLE
	CONSTRUCTION SAFETY FENCE / LENGTH
	CONSTRUCTION SAFETY FENCE
	CONSTRUCTION WARNING SIGN LOCATION
	CONSTRUCTION WARNING SIGN
	CRASH CUSHION ARRAY
	DRUM - TRAFFIC CONTROL
	FLAGGER LOCATION
	PHASING TRAFFIC FLOW ARROW
	TEMPORARY CONSTRUCTION
	TEMPORARY PAVEMENT MARKING ARROW
	TRUCK WITH MOUNTED ATTENUATOR
	WORK AREA - ACTIVE PHASE

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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.

EROSION POTENTIAL FOR THIS PROJECT	CONTRACTOR ESC SUPERVISOR REQUIREMENT
() INSIGNIFICANT	NONE
() MINOR	CONTRACTOR TRAINING PROGRAM, AS DEFINED IN SECTION 6.2 OF THE DELAWARE SEDIMENT AND STORMWATER REGULATIONS.
(X) MEDIUM	CONTRACTOR TRAINING PROGRAM, AS DEFINED IN SECTION 6.2 OF THE DELAWARE SEDIMENT AND STORMWATER REGULATIONS.
() MAJOR	CERTIFIED CONSTRUCTION REVIEWER (CCR), AS DEFINED IN SECTION 6.3 OF THE DELAWARE SEDIMENT AND STORMWATER REGULATIONS.

3. ELECTRONIC PROJECT FILES THAT WILL BE MADE AVAILABLE TO THE AWARDED CONTRACTOR, INCLUDE:

()	NONE
()	ASCII DATA FILES WITH COORDINATES AND ELEVATIONS FOR PROPOSED POINTS AS SELECTED BY THE ENGINEER.
(X)	ALL PLAN SHEETS, IN PDF FORMAT.
()	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).

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

4. PROJECT FILES THAT WILL BE MADE AVAILABLE TO THE CONTRACTOR, INCLUDE:

(X)	CROSS SECTIONS
(X)	RIGHT-OF-WAY PLANS (WILL BE MADE AVAILABLE TO THE AWARDED CONTRACTOR)

5. 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.
(X)	THE CONTRACTOR SHALL HAVE AN ATSSA SUPERVISOR ASSIGNED TO THIS PROJECT. THE ATSSA SUPERVISOR'S SOLE JOB SHALL BE SUPERVISION OF THE INSTALLATION, OPERATION AND MAINTENANCE OF TRAFFIC CONTROL DEVICES FOR THIS PROJECT. THE CONTRACTOR'S GENERAL SUPERINTENDENT FOR THIS PROJECT SHALL NOT BE THE ATSSA SUPERVISOR. PAYMENT FOR ATSSA SUPERVISOR SHALL BE PAID FOR UNDER ITEM 743031.

6. THE DISTURBED AREA FOR THIS PROJECT IS 0.85 ACRES.

7. THE SEDIMENT AND STORMWATER MANAGEMENT PLANS HAVE BEEN APPROVED BY DELDOT'S STORMWATER ENGINEER UNDER DELDOT'S DELEGATED AUTHORITY. THE SEDIMENT AND STORMWATER MANAGEMENT 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 WILL INFORM THE ENGINEER THREE MONTHS PRIOR TO THE EXPIRATION OF THE APPROVED SEDIMENT AND STORMWATER MANAGEMENT PLANS. THE STORMWATER ENGINEER WILL REVIEW THE CURRENT SEDIMENT AND STORMWATER MANAGEMENT PLAN AND ISSUE AN EXTENSION WITH ANY APPROPRIATE MODIFICATIONS.

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.

SECTION 200

2. 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.

3. IN AREAS WHERE TREES OR SHRUBS WILL BE OVERHANGING THE PROPOSED SIDEWALK, PRUNING MAY BE NECESSARY TO ACHIEVE A VERTICAL CLEAR SPACE OF 10 FEET ABOVE THE PROPOSED SIDEWALK ELEVATION. THE CONTRACTOR SHALL PRUNE EXISTING TREE AND SHRUB BRANCHES, WHICH OVERHANG THE SIDEWALK, IN ACCORDANCE WITH I.S.A. STANDARDS. THE CONTRACTOR SHALL NOTIFY DELDOT'S ROADSIDE ENVIRONMENTALIST ADMINISTRATOR, EUGENE 'CHIP' ROSAN, JR. AT (302) 760-2185 AND/OR HIS DESIGNEE, AT LEAST TWO (2) DAYS PRIOR TO THE PRUNING OPERATION. ALL COSTS ASSOCIATED WITH THE ABOVE WORK TO BE PAID UNDER ITEM 201000 - CLEARING AND GRUBBING.

4. ITEMS TO BE REMOVED UNDER ITEM 211000 - REMOVAL OF STRUCTURES AND OBSTRUCTIONS SHALL INCLUDE, BUT NOT BE LIMITED TO THE FOLLOWING:
 - EXISTING SUPERSTRUCTURE
 - EXISTING APPROACH SLAB
 - EXISTING PEDESTRIAN RAILING
 - PARTIAL REMOVAL OF EXISTING ABUTMENT AND WINGWALL, WHERE REQUIRED.

SECTION 300

5. 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)
 b. CRUSHED CONCRETE (PER STANDARD SPECIFICATION B21)
 c. HOT-MIX MILLINGS (PER SPECIAL PROVISION 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'.

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 ENGINEER SHALL AGREE ON THE LIMITS OF EACH SOURCE OF MATERIAL PRIOR TO PLACEMENT.

B. THE QUANTITY USED FOR BASE OF EACH OF THE ABOVE LISTED MATERIALS WILL BE THE CONTRACTOR'S CHOICE, WITH THE TOTAL BEING EQUAL TO THE ACTUAL QUANTITY USED UNDER 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 EXCESS MILLING MATERIAL SHALL BECOME PROPERTY OF THE CONTRACTOR.

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

LOAD RATING SUMMARY

DESIGN VEHICLE	RATING FACTOR	RATING WEIGHT (TON)	CONTROLLING MEMBER	CONTROLLING POINT	LOAD EFFECT
HL-93 TRUCK (INVENTORY)	2.20	N/A	SPAN 1: EXTERIOR BEAM	108	LONG. REINF.
HL-93 TANDEM (INVENTORY)	2.09	N/A	SPAN 1: EXTERIOR BEAM	108	LONG. REINF.
HL-93 TRUCK TRAIN (INVENTORY)	N/A	N/A	N/A	N/A	N/A
HS-20 (INVENTORY)	2.48	89.22	SPAN 1: EXTERIOR BEAM	108	LONG. REINF.
HL-93 TRUCK (OPERATING)	2.80	N/A	SPAN 1: EXTERIOR BEAM	108	LONG. REINF.
HL-93 TANDEM (OPERATING)	2.66	N/A	SPAN 1: EXTERIOR BEAM	108	LONG. REINF.
HL-93 TRUCK TRAIN (OPERATING)	N/A	N/A	N/A	N/A	N/A
HS-20 (OPERATING)	3.16	113.82	SPAN 1: EXTERIOR BEAM	108	LONG. REINF.
DE S220 & LEGAL-LANE (LEGAL)	4.79	41.40	SPAN 1: EXTERIOR BEAM	102	LONG. REINF.
DE S335 & LEGAL-LANE (LEGAL)	2.46	45.85	SPAN 1: EXTERIOR BEAM	105	MAXIMUM EFF.
DE S437 & LEGAL-LANE (LEGAL)	2.36	46.25	SPAN 1: EXTERIOR BEAM	105	MAXIMUM EFF.
DE S330 & LEGAL-LANE (LEGAL)	4.45	48.30	SPAN 1: EXTERIOR BEAM	105	MAXIMUM EFF.
DE S435 & LEGAL-LANE (LEGAL)	3.32	49.70	SPAN 1: EXTERIOR BEAM	105	MAXIMUM EFF.
DE S540 & LEGAL-LANE (LEGAL)	3.20	51.60	SPAN 1: EXTERIOR BEAM	105	MAXIMUM EFF.

NOTE: LOAD RATING INCLUDES FUTURE WEARING SURFACE AS NOTED IN THE PLANS.

SECTION 600

6. THE DEPARTMENT AND THE CONTRACTOR SHALL INSPECT ALL EXISTING PIPES AND DRAINAGE STRUCTURES TO BE USED IN THE FINAL DRAINAGE SYSTEM AND AGREE ON THE CONDITION PRIOR TO THE START OF CONSTRUCTION. EXISTING PIPES AND DRAINAGE STRUCTURES DAMAGED DUE TO CONTRACTOR OPERATIONS SHALL BE REPAIRED OR REPLACED IN-KIND AT THE CONTRACTOR'S EXPENSE. PIPE CLEANING PRIOR TO VIDEO INSPECTION AND MAINTENANCE OF TRAFFIC DURING THE VIDEO INSPECTION ARE THE RESPONSIBILITY OF THE CONTRACTOR AND INCIDENTAL TO THE PIPE ITEM THAT IS BEING VIDEO INSPECTED.

7. ALL CONCRETE PROPERTIES SHALL BE IN ACCORDANCE WITH SECTION B12 OF THE STANDARD SPECIFICATIONS. CLASS A - ABUTMENT, BARRIER & WINGWALL CAPS (f'c = 4,500 PSI). CLASS D - CONCRETE DECK, APPROACH ROADWAY (f'c = 4,500 PSI). ALL EXPOSED EDGES SHALL BE CHAMFERED 3/4" UNLESS NOTED OTHERWISE.

8. REINFORCING STEEL
 ALL REINFORCING STEEL SHALL CONFORM TO AASHTO M31 (ASTM A615), GRADE 60 AND UNLESS SPECIFIED OTHERWISE ON THE PLANS SHALL BE PROTECTED WITH FUSION BONDED EPOXY, CONFORMING TO AASHTO M284 (ASTM D3963) AND DENOTED WITH A PREFIX 'E' IN THE BAR MARKS. ALL REINFORCING STEEL SHALL HAVE A CLEAR COVER OF 2" UNLESS OTHERWISE SPECIFIED ON THE PLANS.
 9. ALL EXPOSED CONCRETE SURFACES OF THE WINGWALLS, ABUTMENT, FASCIA BEAMS (STREAM FACE), AND BARRIER SHALL BE COATED WITH A SILICONE BASED ACRYLIC CONCRETE SEALER. THE COLOR SHALL BE FEDERAL #33303 (SAND) OF FED-STD-595C. PAYMENT SHALL BE UNDER ITEM #602646 - SILICONE ACRYLIC CONCRETE SEALER. ALL EXPOSED SURFACES OF THE FORM LINER BARRIER FACE SHALL BE PAINTED USING MULTI-COLORED PAINTS IN ACCORDANCE WITH ITEM #602549 - FORM LINERS.

SECTION 700

10. IN AREAS WHERE PROPOSED CURB MEETS EXISTING CURB AND THE TWO CURB TYPES ARE NOT SIMILAR, THE PROPOSED CURB SHALL BE TRANSITIONED IN 10 LINEAR FEET, UNLESS OTHERWISE DIRECTED BY THE ENGINEER. PAYMENT FOR THIS WORK, INCLUDING SAW CUTTING EXISTING CURB SHALL BE INCIDENTAL TO THE PROPOSED CURB ITEM.

11. WHERE PROPOSED CONCRETE SIDEWALK IS CONSTRUCTED TO MEET EXISTING SIDEWALK, THE EXISTING SIDEWALK SHALL BE SAWCUT AT THE TIE-IN POINT OR MEET THE NEAREST EXISTING SIDEWALK JOINT. ALL SAW CUTTING SHALL BE FULL DEPTH, UNLESS OTHERWISE NOTED ON THE PLANS OR DIRECTED BY THE ENGINEER AND SHALL BE PAID FOR UNDER ITEM 762002 - SAWCUTTING, CONCRETE, FULL DEPTH.

12. ALL PAVED AREAS TO BE RECONSTRUCTED OR WIDENED SHALL BE SAWCUT AT THE POINT WHERE THE NEW PAVEMENT IS TO TIE INTO THE EXISTING PAVEMENT. ALL P.C.C. PAVEMENT SAWCUTTING SHALL BE FULL DEPTH.

13. ALL GEOTEXTILES SHALL BE KEYED UNDER ADJACENT SOIL OR RIPRAP A MINIMUM OF 6 IN. IN LENGTH TO PREVENT FREE EDGES.

14. MAINTENANCE OF TRAFFIC SHALL BE PHASED. MAINTENANCE OF TRAFFIC SHALL REMAIN IN EFFECT UNTIL THE PROJECT IS COMPLETED. ALL MOT ITEMS WILL BE PAID FOR UNDER THEIR RESPECTIVE ITEMS. REFER TO SHEETS 16 TO 21 FOR MORE INFORMATION.

15. DRAINAGE INLET GRATES ADJACENT TO THE ROAD, WITHIN THE PROJECT LIMITS, WHICH ARE NOT TYPE 1 SHALL BE REPLACED. THE ACTUAL LOCATIONS, THE NEED FOR ANY GRATE MODIFICATIONS OR FOR NEW FRAMES SHALL BE DETERMINED BY THE ENGINEER. ALL REPLACED GRATES/FRAMES SHALL BE DELIVERED TO THE NEAREST DISTRICT MAINTENANCE YARD WITH THE COST OF DELIVERY INCIDENTAL TO ITEM 708060 - REPLACING DRAINAGE INLET GRATES. FINAL PAYMENT FOR REPLACED GRATES/FRAMES SHALL NOT BE MADE UNTIL RECEIPT OF DELIVERED MATERIALS IS PRODUCED, SIGNED BY A DELDOT MAINTENANCE YARD SUPERVISOR.

16. THE NEW CASTLE COUNTY DEPARTMENT OF PUBLIC WORKS SHALL SUPPLY AND THE STATE'S CONTRACTOR SHALL INSTALL NEW SELF SEALING MANHOLE FRAMES AND COVERS ON ALL COUNTY SEWER MANHOLES THAT ARE NOT BEING RELOCATED, WITHIN THE PROJECT LIMITS IN ACCORDANCE WITH THE COUNTY'S STANDARD SPECIFICATIONS. THE EXISTING MANHOLE FRAMES AND COVERS THAT ARE REMOVED SHALL BECOME THE PROPERTY OF THE STATE'S CONTRACTOR. PAYMENT SHALL BE INCIDENTAL TO ITEM 710506 - ADJUST AND REPAIR EXISTING SANITARY MANHOLE.

SECTION 900

17. 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.

MISCELLANEOUS

18. 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.

19. THE DESIGN CRITERIA IS THE 2012 AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, 6TH EDITION, U.S. CUSTOMARY UNITS USING AASHTO HL-93 FOR LIVE LOAD, 25 psf FOR FUTURE WEARING SURFACE.

20. HYDRAULIC DATA
 DRAINAGE AREA = 0.55 sq. miles 50 yr. FLOOD ELEVATION = 316.40ft
 DESIGN FREQUENCY = 50 years PROPOSED OPENING = 105.85 sf.

21. SCOUR ANALYSIS
 THE PROPOSED STRUCTURE HAS BEEN ANALYZED FOR THE EFFECTS OF SCOUR IN ACCORDANCE WITH HEC 18 - 'EVALUATING SCOUR AT BRIDGES' AND HEC 23 - 'BRIDGE SCOUR AND STREAM INSTABILITY COUNTERMEASURES.' SCOUR COUNTERMEASURES HAVE BEEN DESIGNED FOR THE WORST CASE OF THE OVERTOPPING FLOOD OR THE 500-YR FLOOD EVENT.
 DESIGN EVENT = 500-yr DESIGN HEADWATER ELEVATION = 318.00 ft.
 DESIGN DISCHARGE = 993 cfs DESIGN VELOCITY = 6.56 ft/s

22. ENVIRONMENTAL COMPLIANCE
 SEE ENVIRONMENTAL COMPLIANCE NOTES AND PLAN FOR FURTHER RESTRICTIONS/GUIDANCE ASSOCIATED WITH THIS PROJECT.

23. UTILITIES
 IT IS THE RESPONSIBILITY OF THE INDIVIDUAL UTILITY COMPANY(IES) WORKING AT THIS PROJECT LOCATION TO OBTAIN ALL THE REQUIRED PERMITS/AUTHORIZATIONS FROM THE APPROPRIATE MUNICIPAL, COUNTY, STATE AND FEDERAL REGULATORY AGENCIES FOR AUTHORIZATION OF THEIR WORK. THE ENVIRONMENTAL PERMITS CITED ON THE EC SHEET DO NOT AUTHORIZE ANY PART OF THE UTILITY WORK ASSOCIATED WITH THIS PROJECT.

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ADDENDUMS / REVISIONS

NOT TO SCALE

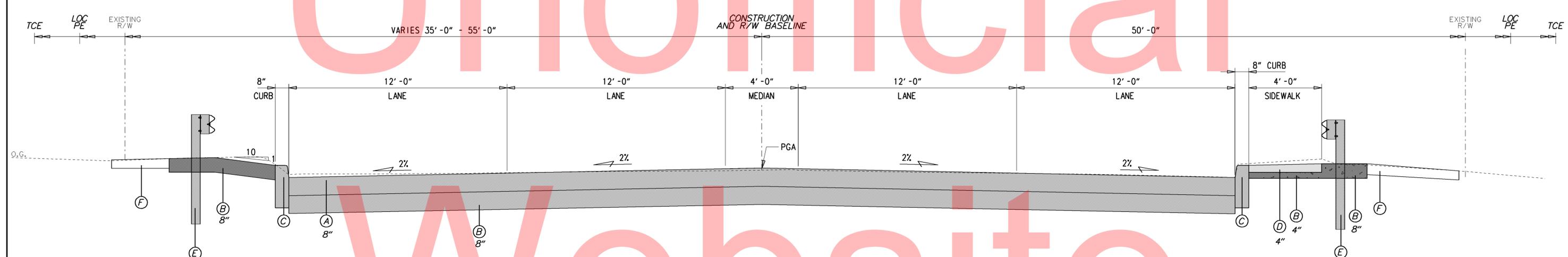
BR 1-032 ON
 N203 FOULK ROAD OVER
 SOUTH BRANCH NAAMANS CREEK

CONTRACT	BRIDGE NO.	1-032
T201207401	DESIGNED BY: TRS	
COUNTY	CHECKED BY: SDR	
NEW CASTLE		

NOTES

SHEET NO.	3
TOTAL SHTS.	25

Unofficial



TYPICAL NORMAL SECTION
 RT. GUARDRAIL STA. 10+55.70 TO 11+30.70 ONLY
 LT. GUARDRAIL STA. 11+98.76 TO 12+73.76 ONLY

Website

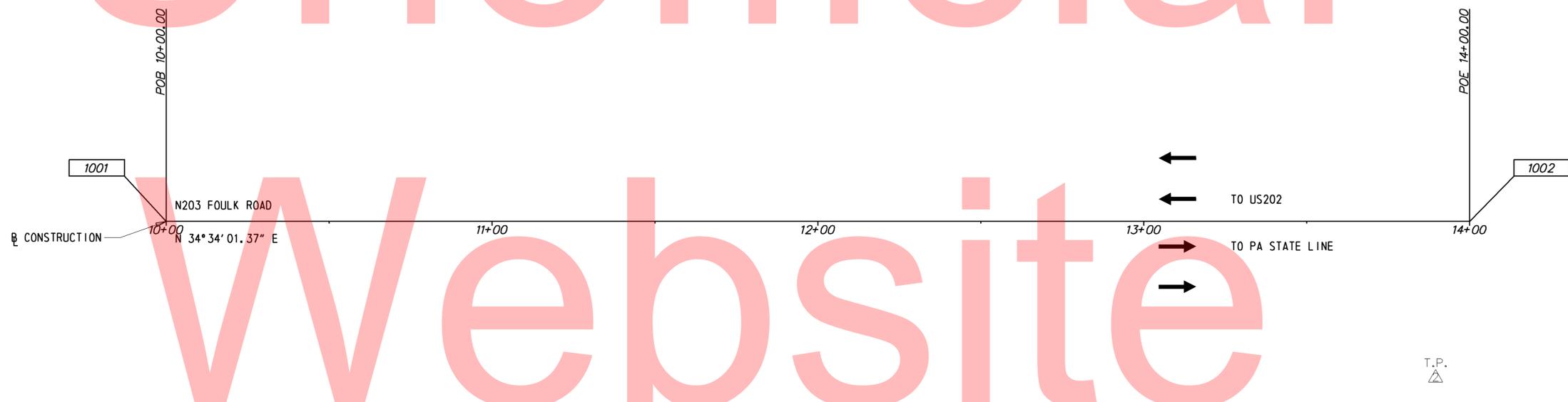
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LEGEND	
(A)	ITEM 501001 - PORTLAND CEMENT CONCRETE PAVEMENT, 8"
(B)	ITEM 302007 - GRADED AGGREGATE BASE COURSE, TYPE B
(C)	ITEM 701010 - P.C.C. CURB TYPE 1-8
(D)	ITEM 705001 - P.C.C. SIDEWALK, 4"
(E)	ITEM 720585 - GUARDRAIL END TREATMENT ATTENUATOR, TYPE 1-31 ITEM 725003 - GUARDRAIL TO BARRIER CONNECTION, APPROACH TYPE 2-31
(F)	ITEM 908004 - TOPSOIL, 6" DEPTH ITEM 908017 - TEMPORARY GRASS SEEDING

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<p>DELAWARE DEPARTMENT OF TRANSPORTATION</p>	ADDENDUMS / REVISIONS	NOT TO SCALE	BR. 1-032 ON N203 FOULK ROAD OVER SOUTH BRANCH NAAMANS CREEK	CONTRACT	BRIDGE NO.	TYPICAL SECTIONS	SHEET NO.
				T201207401	1-032		4
				COUNTY	DESIGNED BY: TRS		TOTAL SHTS.
				NEW CASTLE	CHECKED BY: SDR		25

Unofficial



CONSTRUCTION ALIGNMENT CONTROL				
POINT	STATION	OFFSET	NORTHING	EASTING
1001	10+00.00	0.00	660928.15	630097.69
1002	14+00.00	0.00	661257.54	630324.65

HORIZONTAL / VERTICAL CONTROL DATA					
POINT	STATION	OFFSET	NORTHING	EASTING	ELEVATION
T. P. #2	13+89.61	47.72 R	661221.91	630358.04	321.20
T. P. #4	NA	NA	660833.98	630098.79	323.47
T. P. #5	11+35.41	166.48 L	661134.11	630037.43	316.89

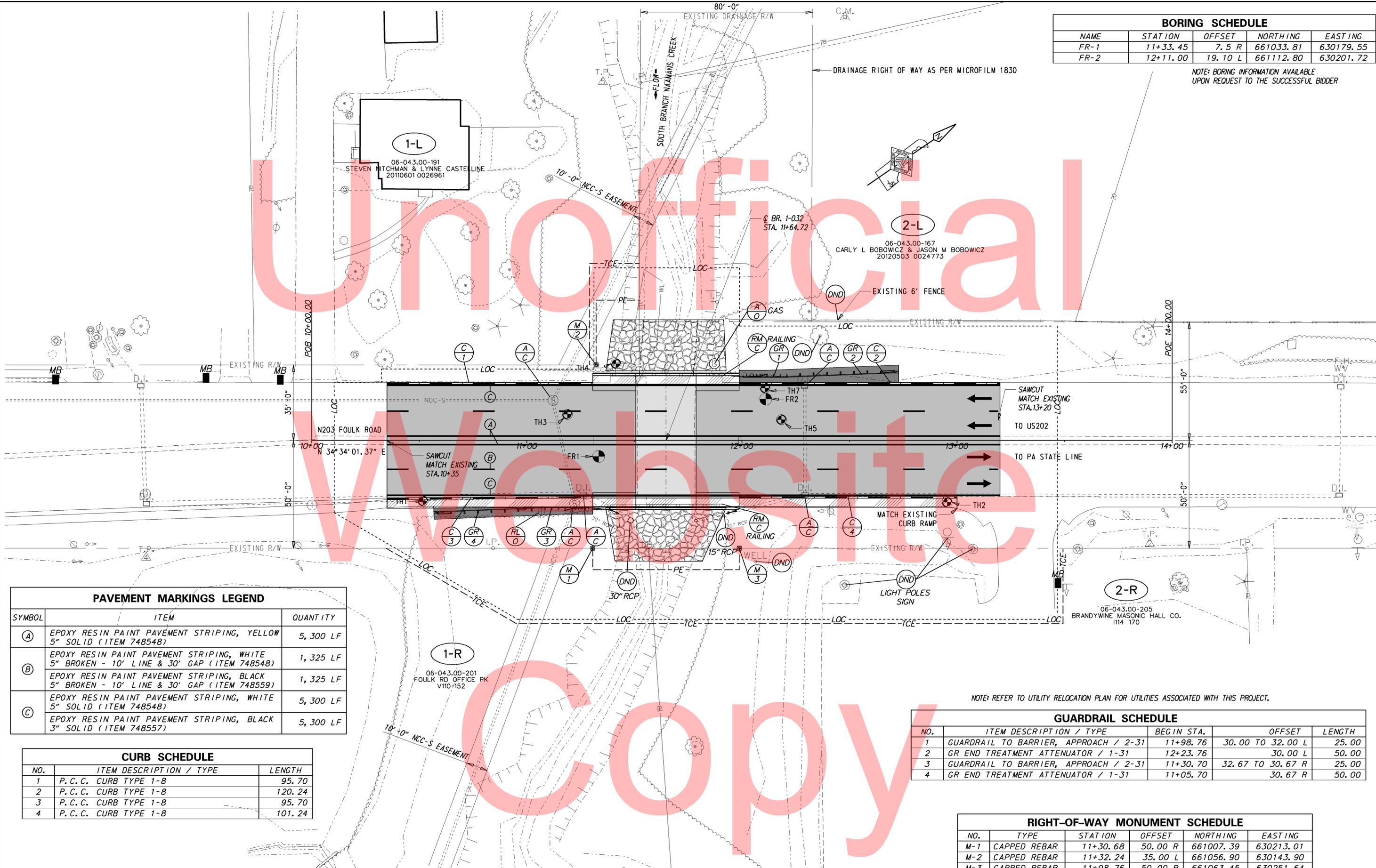
DATUM REFERENCE:
 HORIZONTAL - THIS PROJECT IS REFERENCED TO THE DELAWARE STATE PLANE COORDINATE SYSTEM (NAD 83/91).
 VERTICAL - THIS PROJECT IS REFERENCED TO NAVD 88.

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	ADDENDUMS / REVISIONS	SCALE 	BR 1-032 ON N203 FOULK ROAD OVER SOUTH BRANCH NAAMANS CREEK	CONTRACT T201207401	BRIDGE NO. 1-032	HORIZONTAL AND VERTICAL CONTROL	SHEET NO. 5
					NEW CASTLE		DESIGNED BY: TRS

BORING SCHEDULE				
NAME	STATION	OFFSET	NORTHING	EASTING
FR-1	11+33.45	7.5 R	661033.81	630179.55
FR-2	12+11.00	19.10 L	661112.80	630201.72

NOTE: BORING INFORMATION AVAILABLE UPON REQUEST TO THE SUCCESSFUL BIDDER



PAVEMENT MARKINGS LEGEND		
SYMBOL	ITEM	QUANTITY
(A)	EPOXY RESIN PAINT PAVEMENT STRIPING, YELLOW 5" SOLID (ITEM 748548)	5,300 LF
(B)	EPOXY RESIN PAINT PAVEMENT STRIPING, WHITE 5" BROKEN - 10' LINE & 30' GAP (ITEM 748548)	1,325 LF
	EPOXY RESIN PAINT PAVEMENT STRIPING, BLACK 5" BROKEN - 10' LINE & 30' GAP (ITEM 748559)	1,325 LF
(C)	EPOXY RESIN PAINT PAVEMENT STRIPING, WHITE 5" SOLID (ITEM 748548)	5,300 LF
	EPOXY RESIN PAINT PAVEMENT STRIPING, BLACK 3" SOLID (ITEM 748557)	5,300 LF

CURB SCHEDULE		
NO.	ITEM DESCRIPTION / TYPE	LENGTH
1	P. C. C. CURB TYPE 1-8	95.70
2	P. C. C. CURB TYPE 1-8	120.24
3	P. C. C. CURB TYPE 1-8	95.70
4	P. C. C. CURB TYPE 1-8	101.24

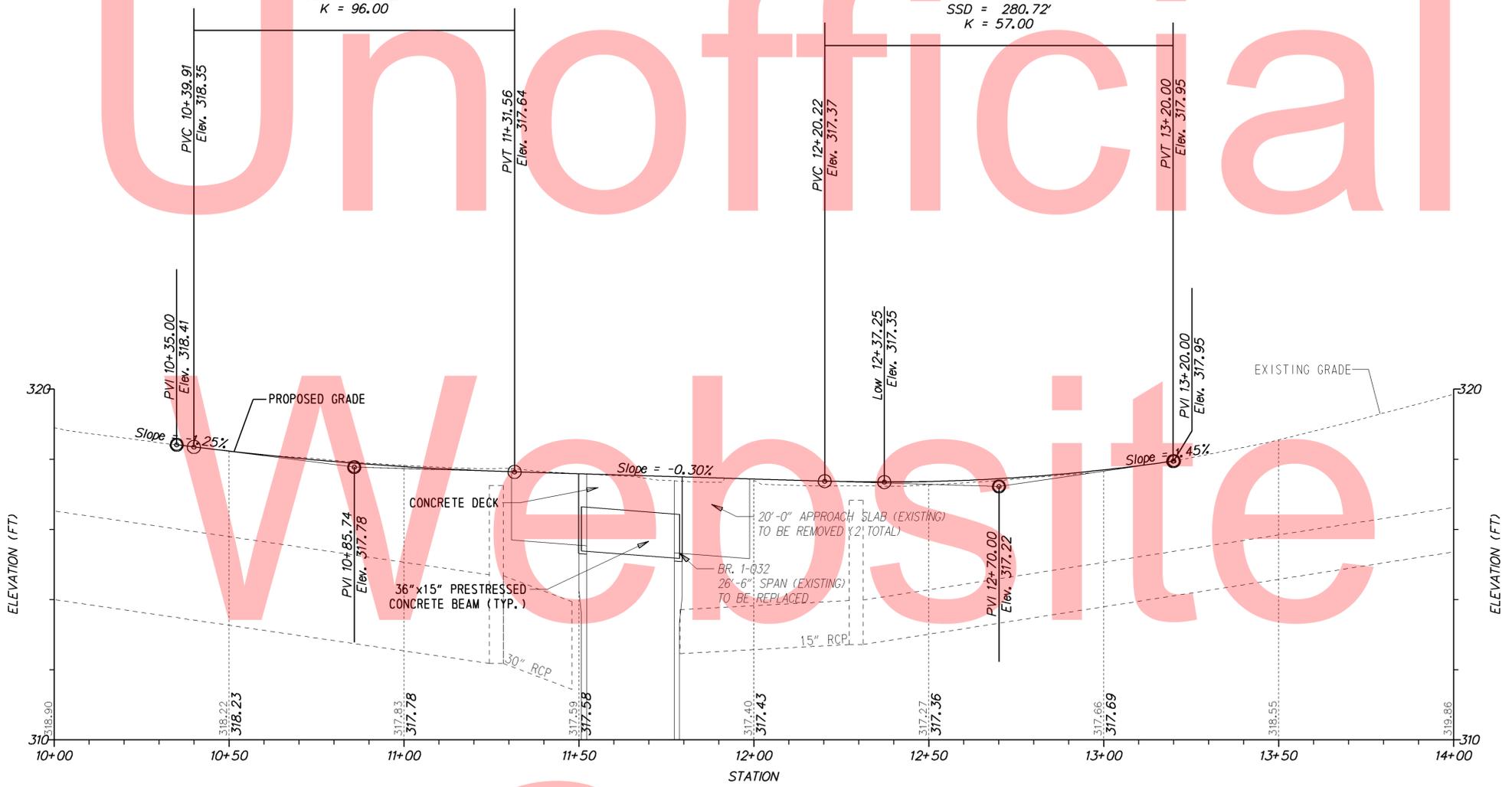
GUARDRAIL SCHEDULE				
NO.	ITEM DESCRIPTION / TYPE	BEGIN STA.	OFFSET	LENGTH
1	GUARDRAIL TO BARRIER, APPROACH / 2-31	11+98.76	30.00 TO 32.00 L	25.00
2	GR END TREATMENT ATTENUATOR / 1-31	12+23.76	30.00 L	50.00
3	GUARDRAIL TO BARRIER, APPROACH / 2-31	11+30.70	32.67 TO 30.67 R	25.00
4	GR END TREATMENT ATTENUATOR / 1-31	11+05.70	30.67 R	50.00

RIGHT-OF-WAY MONUMENT SCHEDULE					
NO.	TYPE	STATION	OFFSET	NORTHING	EASTING
M-1	CAPPED REBAR	11+30.68	50.00 R	661007.39	630213.01
M-2	CAPPED REBAR	11+32.24	35.00 L	661056.90	630143.90
M-3	CAPPED REBAR	11+98.76	50.00 R	661063.45	630251.64

NOTE: REFER TO UTILITY RELOCATION PLAN FOR UTILITIES ASSOCIATED WITH THIS PROJECT.

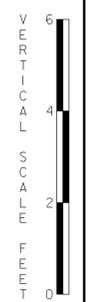
Type of Curve = Symmetric Parabola
 Direction = Sag
 Length = 91.64'
 L1 = 45.82'
 L2 = 45.82'
 G1 = -1.25%
 G2 = -0.30%
 SSD = 426.12'
 K = 96.00

Type of Curve = Symmetric Parabola
 Direction = Sag
 Length = 99.57'
 L1 = 49.79'
 L2 = 49.79'
 G1 = -0.30%
 G2 = 1.45%
 SSD = 280.72'
 K = 57.00

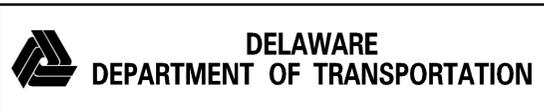


FOULK ROAD (N203)

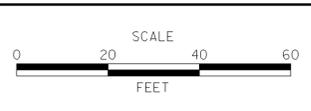
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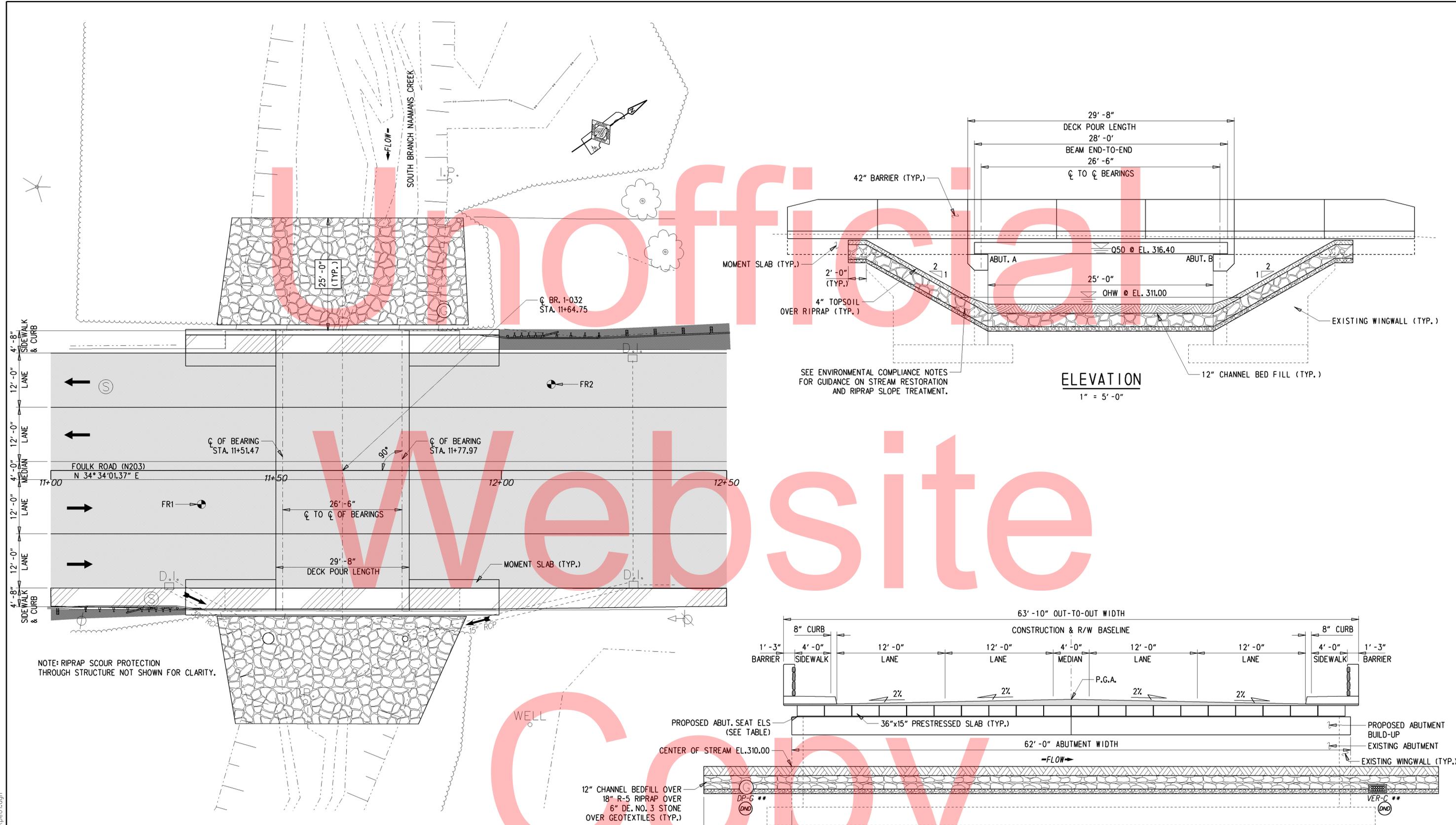
ADDENDUMS / REVISIONS	



**BR 1-032 ON
 N203 FOULK ROAD OVER
 SOUTH BRANCH NAAMANS CREEK**

CONTRACT T201207401	BRIDGE NO. 1-032
COUNTY NEW CASTLE	DESIGNED BY: TRS CHECKED BY: SDR

PROFILES	SHEET NO. 7
	TOTAL SHTS. 25



PLAN
1" = 10'-0"

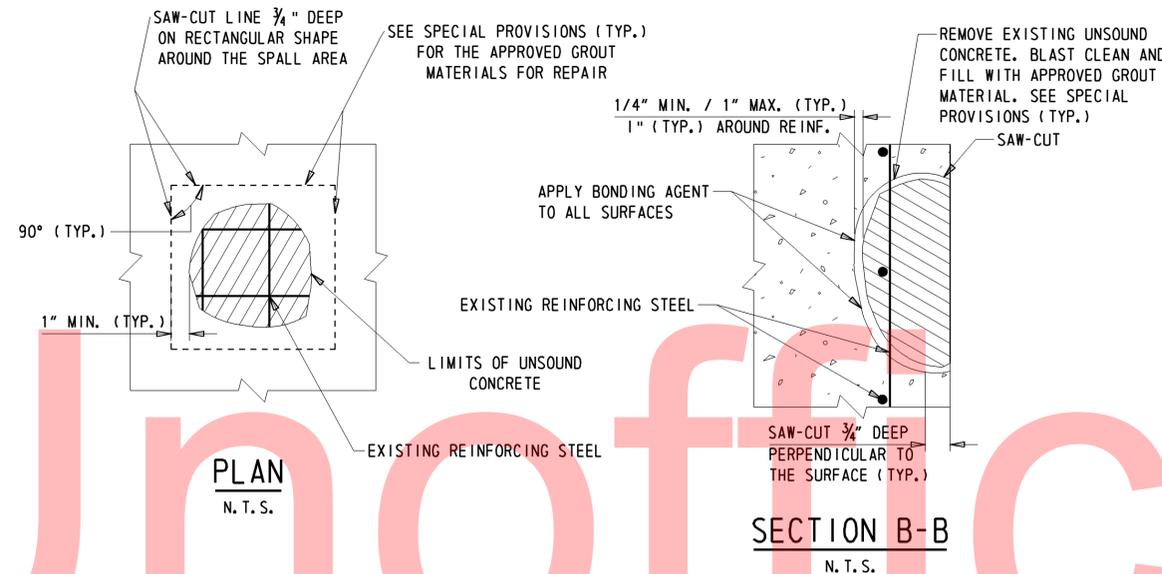
ELEVATION
1" = 5'-0"

BRIDGE SECTION
1" = 5'-0"

ABUT. SEAT ELS.	
NO.	ELEVATION
A	315.31
B	315.23

** NOTE: UTILITY LOCATIONS IN STREAM BED ARE APPROXIMATE. FIELD VERIFICATION WILL BE NEEDED DURING CONSTRUCTION.

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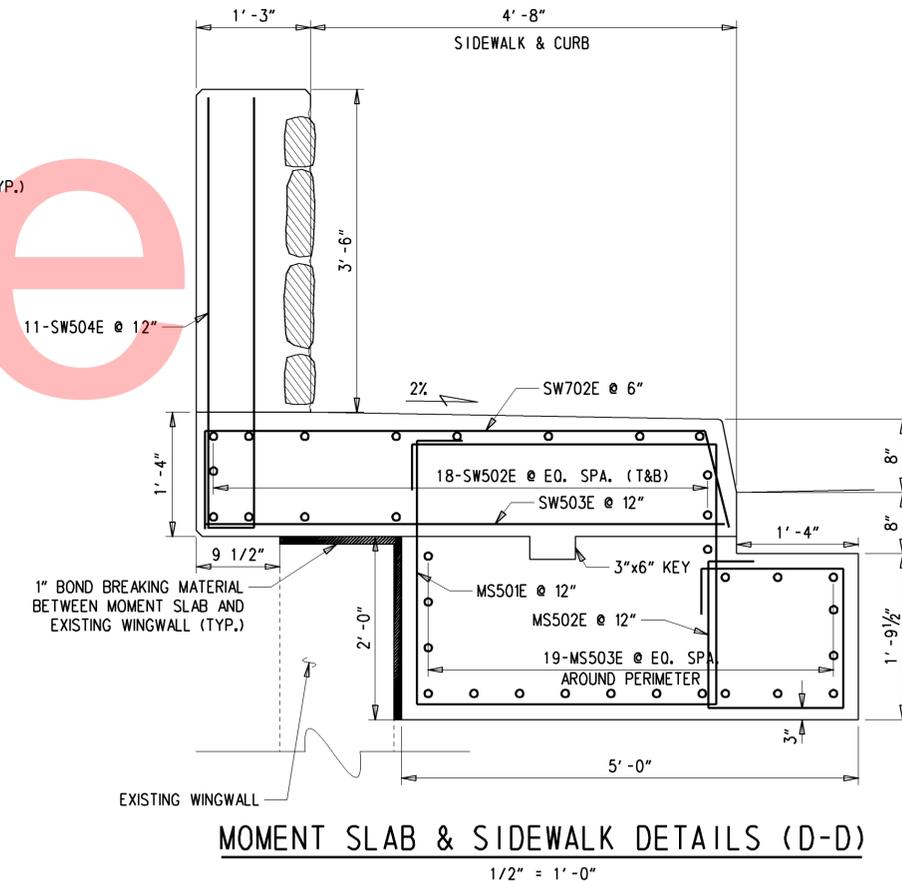
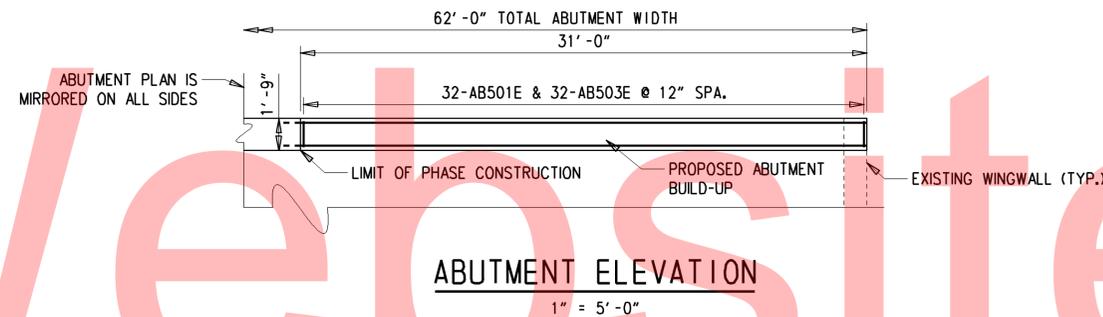
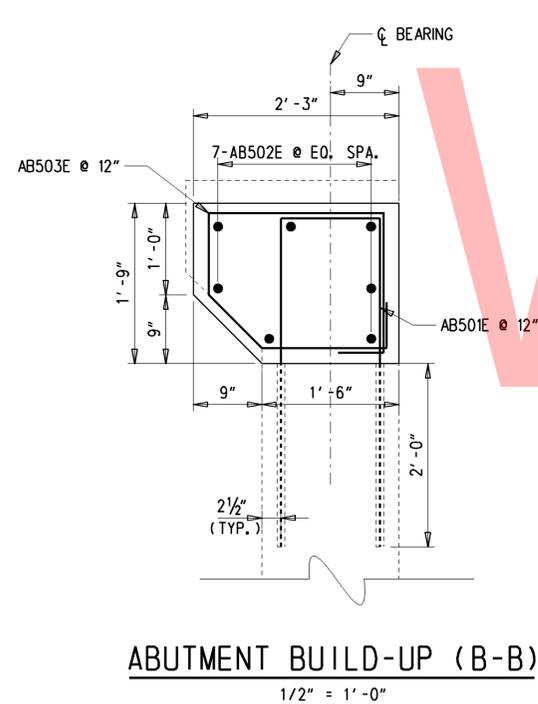
SPALL REPAIR PROCEDURE

1. SAW CUT TO THE DEPTH OF 3/4" AROUND PERIMETER OF THE AREA TO BE REPAIRED.
2. CHIP AND REMOVE ALL UNSOUND AND DETERIORATED CONCRETE WITHIN SAW CUT LIMITS.
3. WHERE HALF OF THE REINFORCING STEEL IS EXPOSED, 1" OF CONCRETE SHALL BE REMOVED AROUND THE BAR. EXTREME CARE SHOULD BE TAKEN SO THAT REINFORCEMENT STEEL IS NOT CUT OR DAMAGED.
4. REMOVE ALL DIRT, OIL, OR ANY OTHER FOREIGN MATERIALS FROM THE SURFACE TO BE PATCHED.
5. REMOVE ALL RUST AND SCALE FROM ANY EXPOSED REINFORCING STEEL. REPAIR ANY BAR WITH GREATER THAN 50% SECTION LOSS.
6. THOROUGHLY COAT ALL SURFACES OF THE PATCH AREA WITH BONDING AGENT BEFORE PLACING MORTAR.
7. FILL CAVITY WITH EPOXY MORTAR TO REQUIRED DEPTH WHILE BONDING COMPOUND IS STILL TACKY.

SPALL REPAIR NOTES

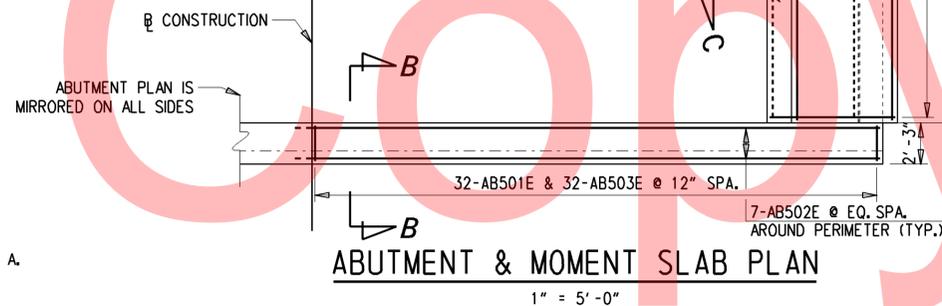
1. LOCATIONS OF REPAIR SHALL BE AS DIRECTED BY THE ENGINEER AND SHALL BE DONE AT THE CONTRACTOR'S UNIT BID PRICE FOR TYPE OF REPAIR REQUIRED.
2. THE CONTRACTOR SHOULD ASSIST THE INSPECTION TEAM WITH EQUIPMENT AND OPERATORS TO ACCESS AREAS FOR INSPECTION AND ESTABLISHMENT OF LIMITS PRIOR TO REPAIR.
3. ALL WORK FOR DEEP SPALL REPAIR INCLUDING SAW CUTTING SHALL BE IN ACCORDANCE WITH AND PAID FOR AT THE UNIT PRICE BID FOR ITEM #602586 - REHABILITATION OF CONCRETE STRUCTURES.

DEEP SPALL REPAIR



ABUTMENT REPAIR NOTES

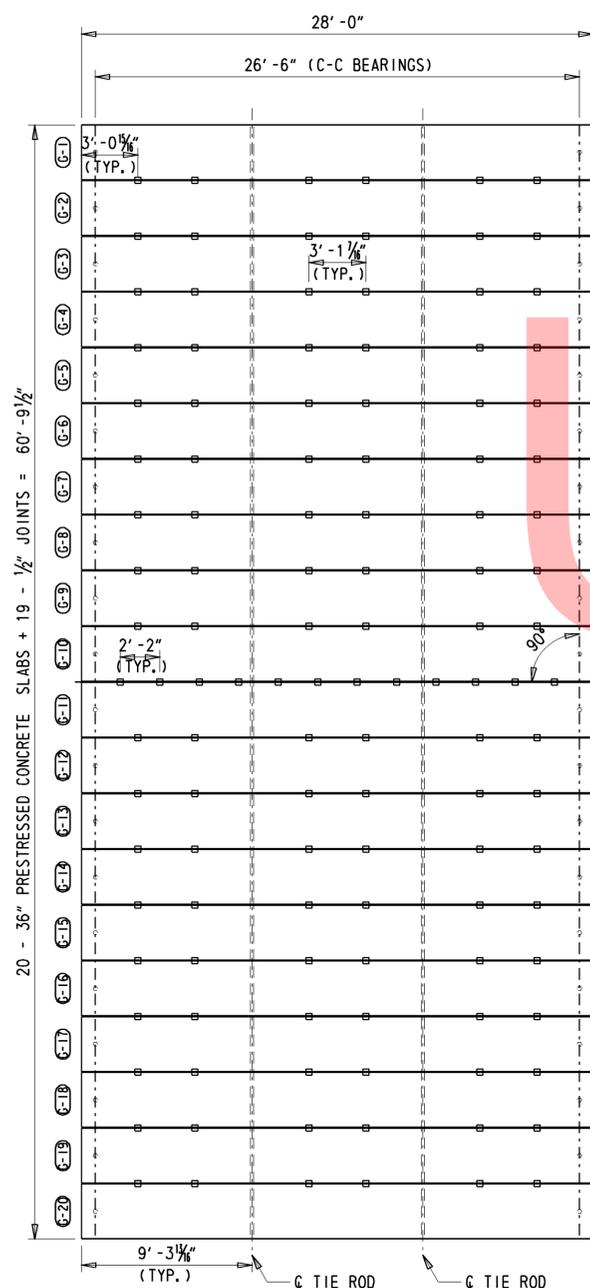
1. DURING REMOVAL OF EXISTING SUPERSTRUCTURE, EXISTING ABUTMENT SHALL BE SAW CUT 2'-0" FROM THE TOP, TO AN ELEVATION OF 313.56 ON ABUTMENT A AND TO AN ELEVATION OF 313.48 ON ABUTMENT B.
2. DRILL 1.5" DIA. HOLES FOR AB501E BARS. FILL WITH NON-STAINING, NON-SHRINK GROUT. PAYMENT INCIDENTAL TO ITEM #602579 - DRILLING HOLES AND INSTALLING DOWELS.
3. ROUGHEN TOP OF EXISTING ABUTMENT AND APPLY BONDING AGENT IMMEDIATELY PRIOR TO POURING OF CONCRETE FOR ABUTMENT BUILD-UP. PAYMENT INCIDENTAL TO ITEM #602015- PCC MASONRY, ABUTMENT ABOVE FOOTING, CLASS A.



**NOTE: PLACE 8" GABC UNDER ALL AREAS WHERE MOMENT SLABS ARE IN CONTACT WITH THE GROUND. SAW CUT TOP OF WINGWALL, IF NECESSARY, TO ACHIEVE PROPER ELEVATIONS.

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<p>DELAWARE DEPARTMENT OF TRANSPORTATION</p>	ADDENDUMS / REVISIONS		SCALE: AS NOTED	BR 1-032 ON N203 FOULK ROAD OVER SOUTH BRANCH NAAMANS CREEK	CONTRACT	BRIDGE NO.	1-032	SHEET NO.
					T201207401	DESIGNED BY: TRS	ABUTMENT REPAIR & MOMENT SLAB DETAILS	TOTAL SHTS.
					COUNTY	CHECKED BY: SDR		9
					NEW CASTLE		25	



FRAMING PLAN

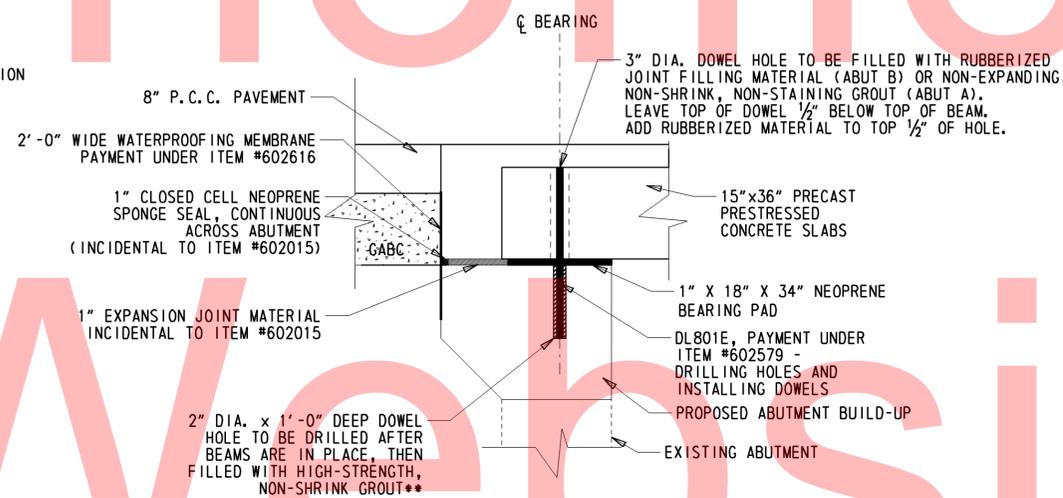
1/4" = 1'-0"



1" THICK 50 DUROMETER NEOPRENE BEARING PAD DETAILS

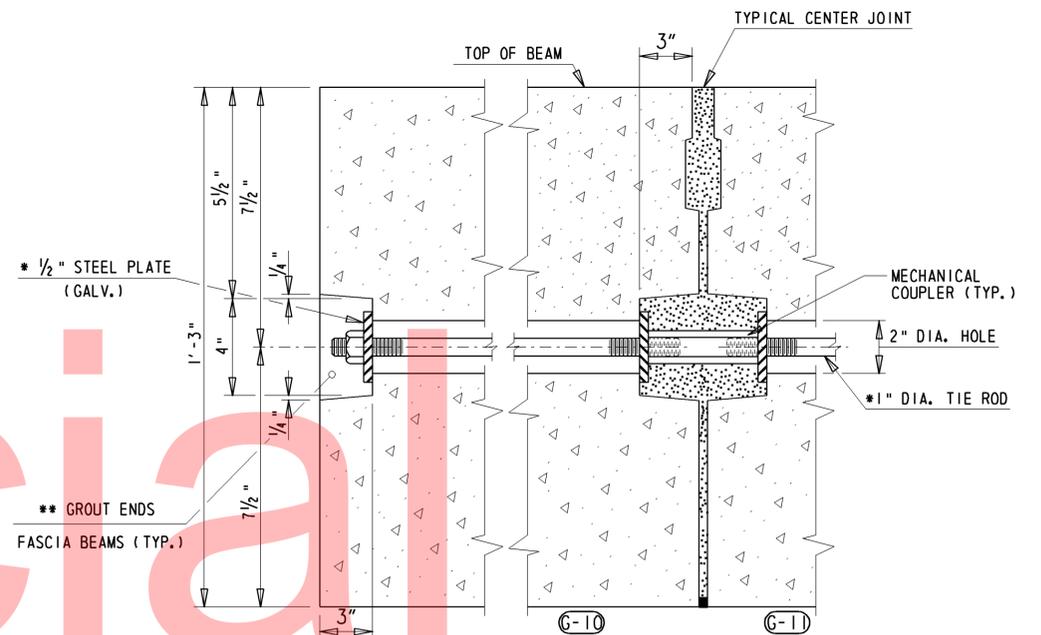
N. T. S.

- NOTE:
- 40 TOTAL BEARING PADS REQUIRED.
 - ALL BEARING PADS SHALL BE 50 DUROMETER ELASTOMERIC. PADS SHALL BE GLUED TO ABUTMENTS WITH RUBBER BONDING CEMENT IN SUCH A WAY THAT VISIBLE CONCRETE SURFACES WILL NOT BE STAINED.
 - PAYMENT FOR BEARING PADS SHALL BE INCIDENTAL TO ITEM #623000 - PRESTRESSED REINFORCED CONCRETE MEMBERS.



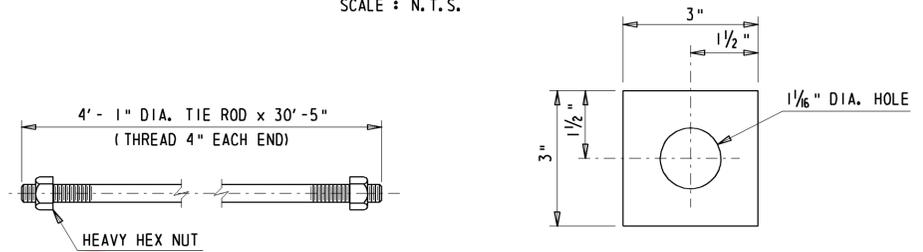
TYPICAL BEARING SECTION

SCALE : N. T. S.



TIE ROD DETAIL

SCALE : N. T. S.



*** 1" DIA. TIE ROD**

SCALE: N. T. S.

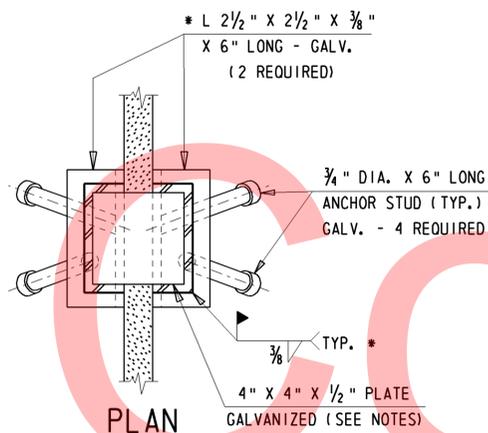
NOTE: TIE RODS TO BE A.S.T.M. A1554 STEEL AND PROTECTED WITH FUSION BONDED EPOXY (2 REQUIRED TOTAL).

*** 1/2" THK. GALVANIZED PLATE**

WASHER (A.S.T.M. A572)

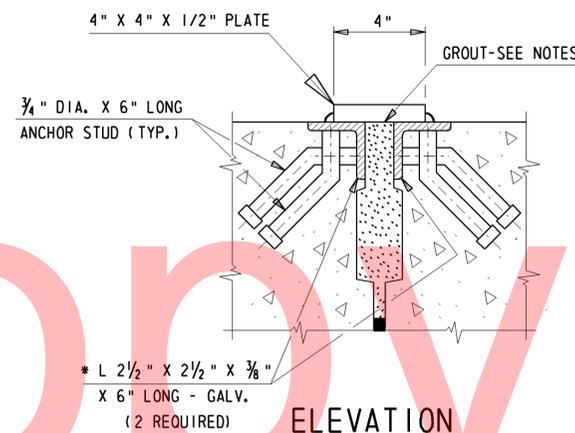
(PROTECTED WITH FUSION BONDED EPOXY).
SCALE : N. T. S.

- 120 SHEAR CONNECTORS ARE REQUIRED, SEE FRAMING PLAN FOR SPACING AND LOCATION.
- ANGLES AND PLATES ARE TO BE STRUCTURAL STEEL CONFORMING TO M270 GRADE 50 AND SHALL BE GALVANIZED. ANCHOR STUDS ARE TO BE AUTOMATIC END-WELDED (TYP.)
- FIELD WELD ANGLE TO SHEAR CONNECTOR ANGLES AND GALVANIZE. FILL ALL KEYWAYS AND CAVITIES WITH APPROVED HIGH-STRENGTH, NON-SHRINK, NON-STAIN GROUT **.
- GROUTING BETWEEN BEAM SELECTIONS SHALL BE DONE WHEN AMBIENT TEMPERATURE IS ABOVE 40° F. NO TRAFFIC OR EQUIPMENT SHALL BE PERMITTED ON THE BRIDGE UNTIL THE GROUT HAS CURED FOR AT LEAST 24 HOURS AS REQUIRED BY AASHTO 623.18.
- ADJUST BAR SPACING TO CLEAR SHEAR CONNECTORS.
- PAYMENT FOR MATERIAL AND LABOR SHALL BE INCIDENTAL TO ITEM #623000 - PRESTRESSED REINFORCED CONCRETE MEMBERS.
- ** GROUT SHALL BE NON-EXPANSIVE/NON-SHRINK/NON-STAINING. PAYMENT INCIDENTAL TO ITEM #602579 - DRILLING HOLES AND INSTALLING DOWELS.



SHEAR CONNECTION

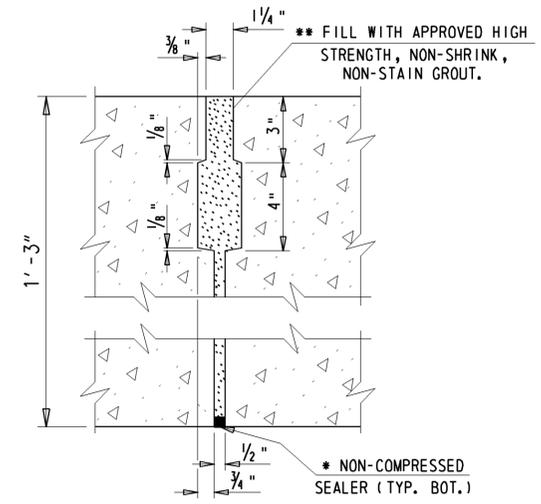
SCALE : N. T. S.



ELEVATION

SHEAR CONNECTION

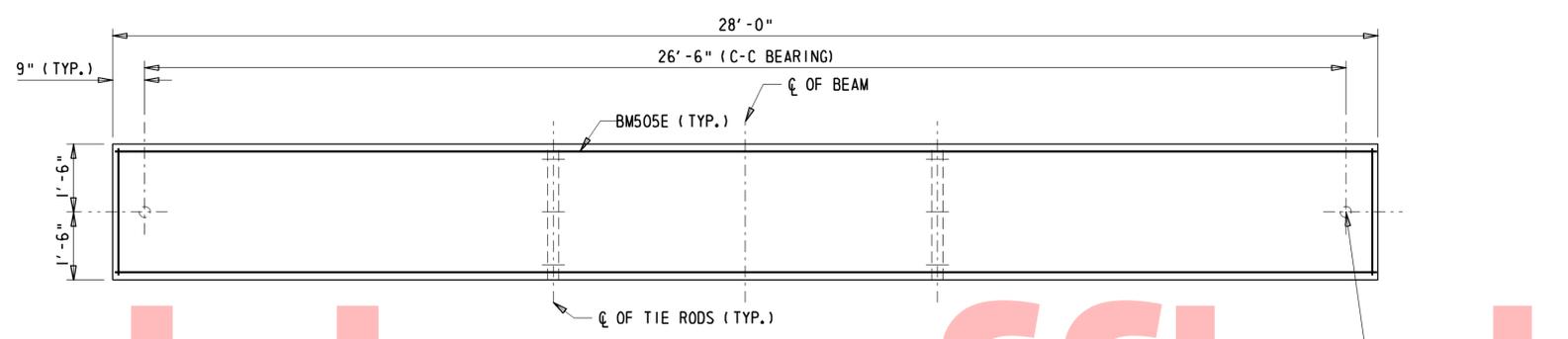
SCALE : N. T. S.



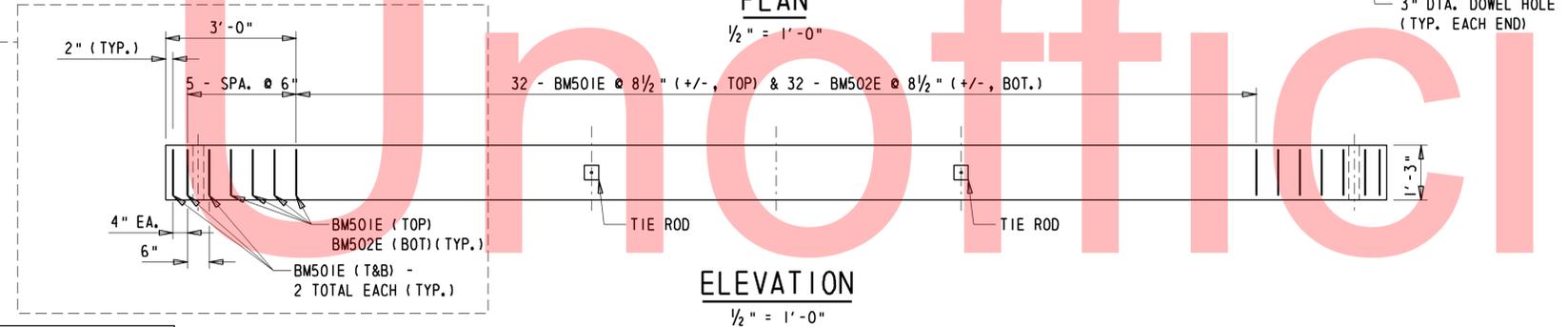
SHEAR KEY DETAIL

SCALE : N. T. S.

NOTE: QUANTITIES OF BARS SHOWN ARE FOR EACH INDIVIDUAL BEAM.

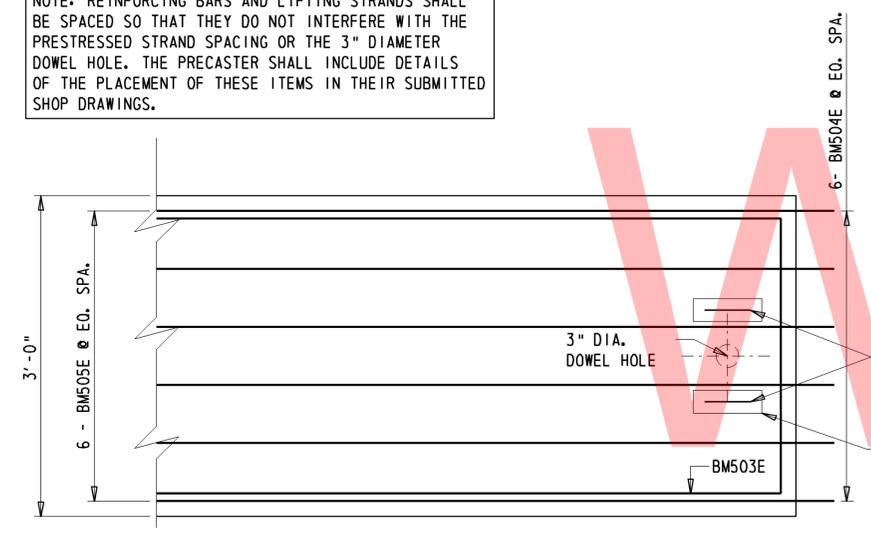


PLAN
1/2" = 1'-0"

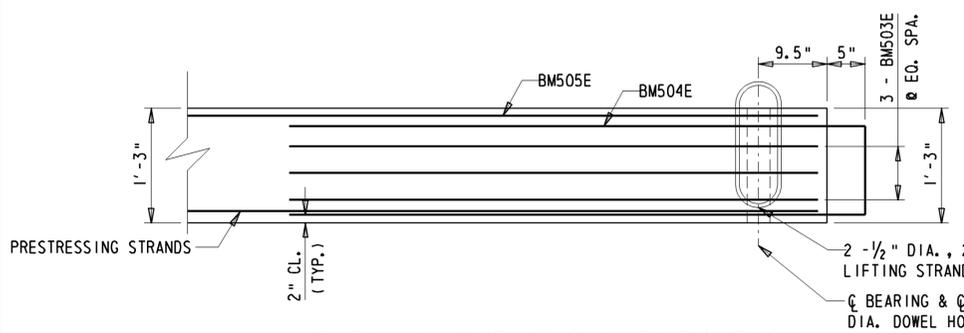


ELEVATION
1/2" = 1'-0"

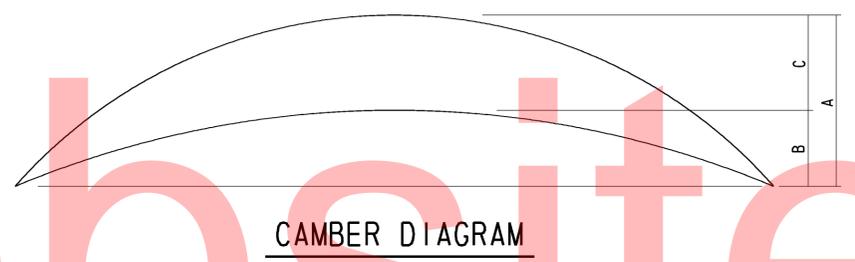
NOTE: REINFORCING BARS AND LIFTING STRANDS SHALL BE SPACED SO THAT THEY DO NOT INTERFERE WITH THE PRESTRESSED STRAND SPACING OR THE 3" DIAMETER DOWEL HOLE. THE PRECASTER SHALL INCLUDE DETAILS OF THE PLACEMENT OF THESE ITEMS IN THEIR SUBMITTED SHOP DRAWINGS.



TYPICAL END BLOCK PLAN
1" = 1'-0"

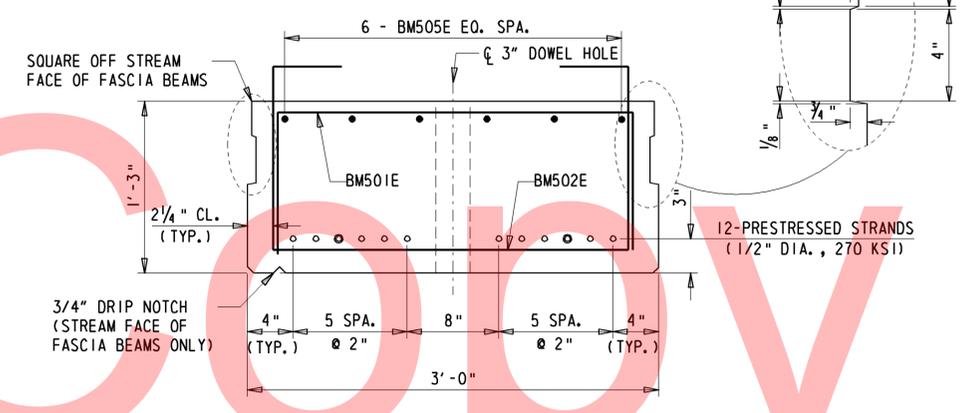


TYPICAL END BLOCK ELEVATION
1" = 1'-0"



CAMBER DIAGRAM

A = ESTIMATED PRESTRESS CAMBER LESS DEFLECTION DUE TO DEAD LOAD OF BEAM TIMES CREEP = 0.408 in.
B = DEFLECTION DUE TO DEAD LOAD OF CONCRETE DECK, SIDEWALK AND BARRIER = 0.073 in.
C = A - B = NET CAMBER = 0.335 in.



TYPICAL BEAM SECTION
1/2" = 1'-0"

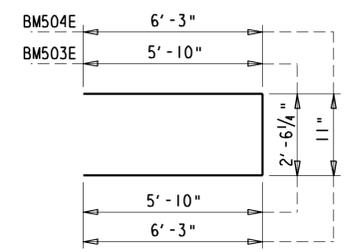
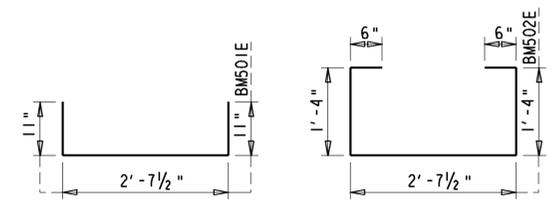
1/2" DIA., 270 KSI PRESTRESSING STRANDS
1/2" DIA., 270 KSI PRESTRESSING STRANDS TO BE DEBONDED FOR 5'-0" @ EACH END

NOTE: 20 BEAMS TOTAL (2 EXTERIOR & 18 INTERIOR)

REINFORCING BAR LIST							
STRAIGHT BARS			BENT BARS				
MARK	SIZE	QTY.	LENGTH	MARK	SIZE	QTY.	LENGTH
BM505E	5	6	27'-8"	BM501E	5	50	4'-5 1/2"
				BM502E	5	38	6'-3 1/2"
				BM503E	5	6	14'-2 1/4"
				BM504E	5	12	13'-5"

BENDING DIAGRAMS

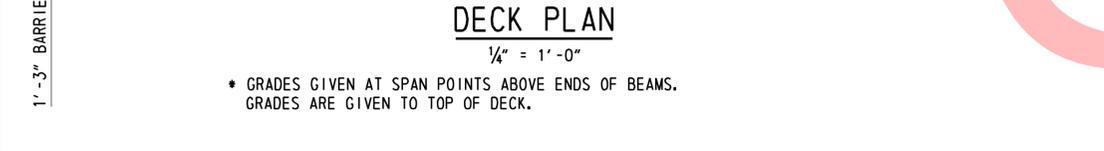
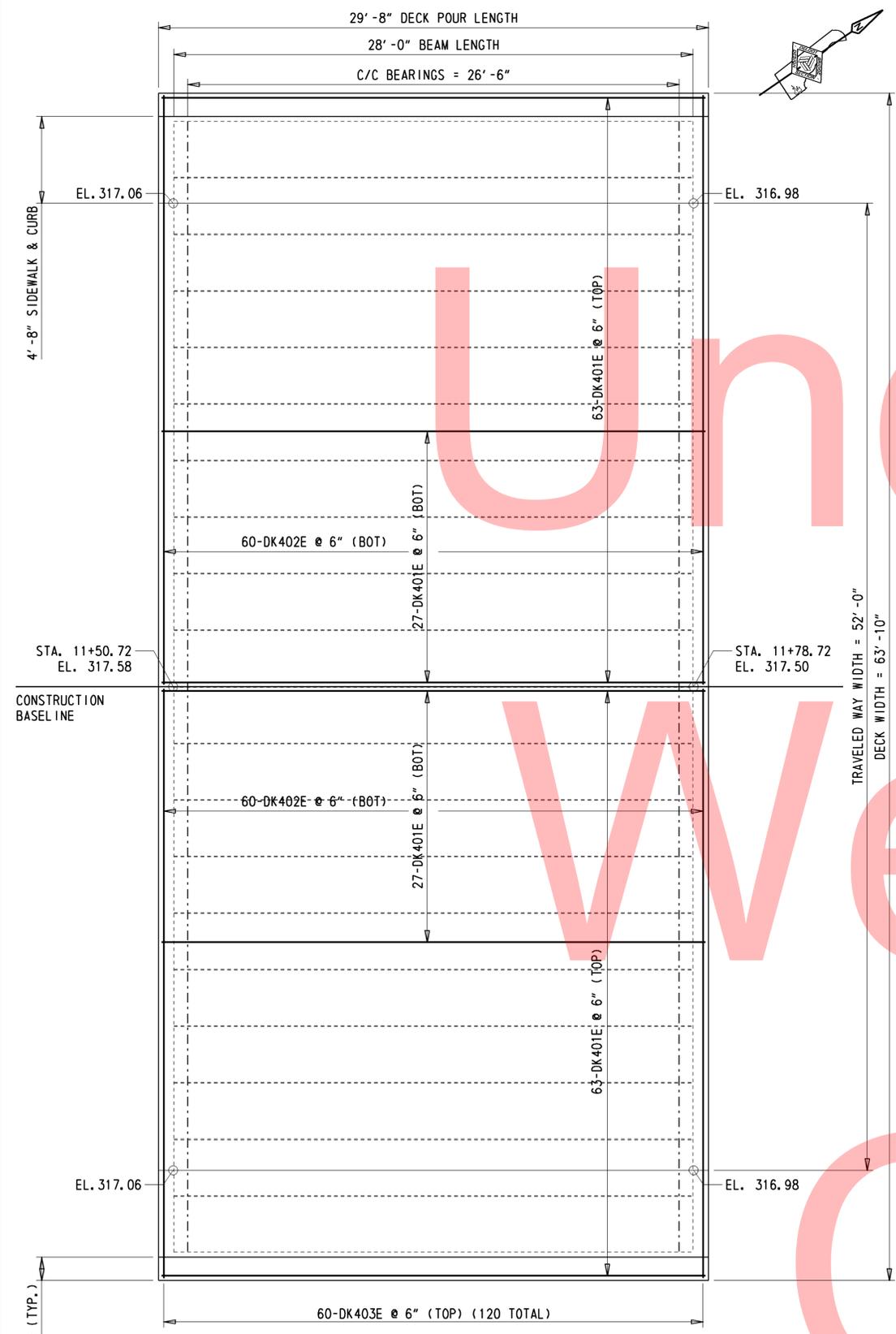
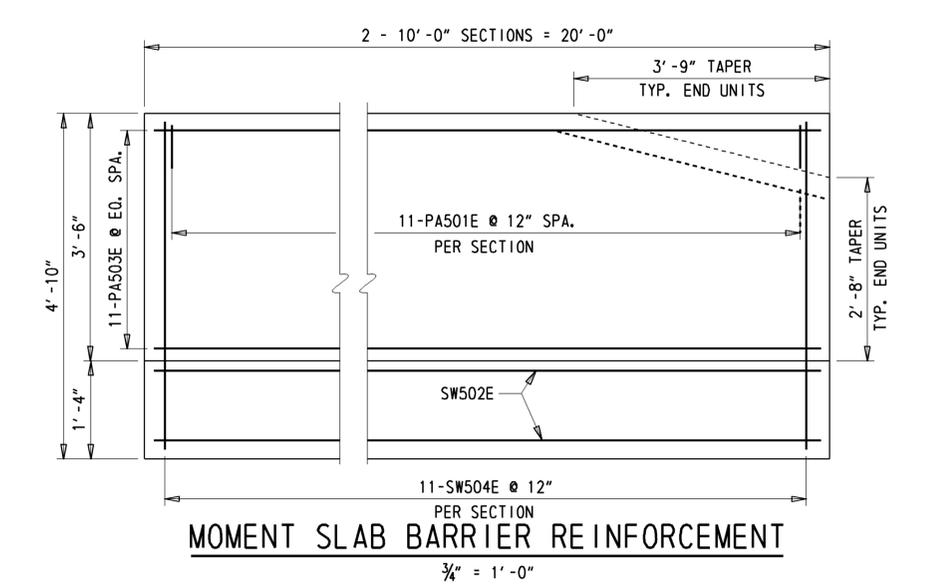
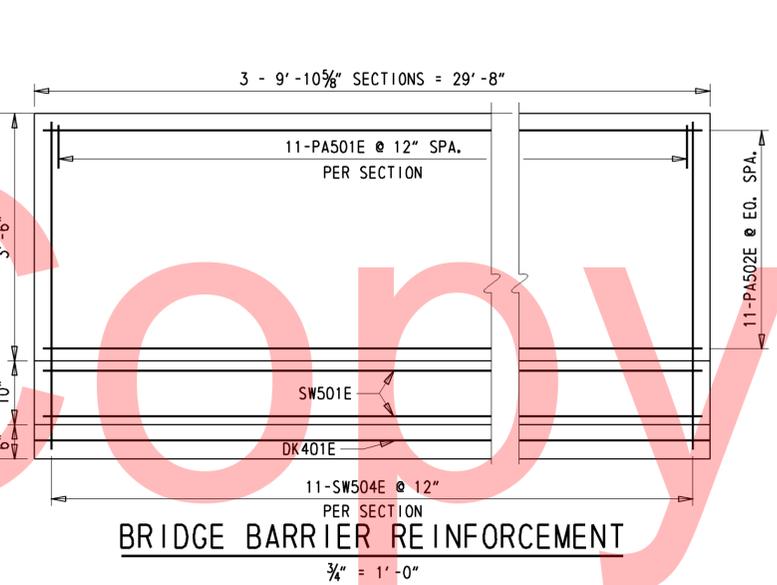
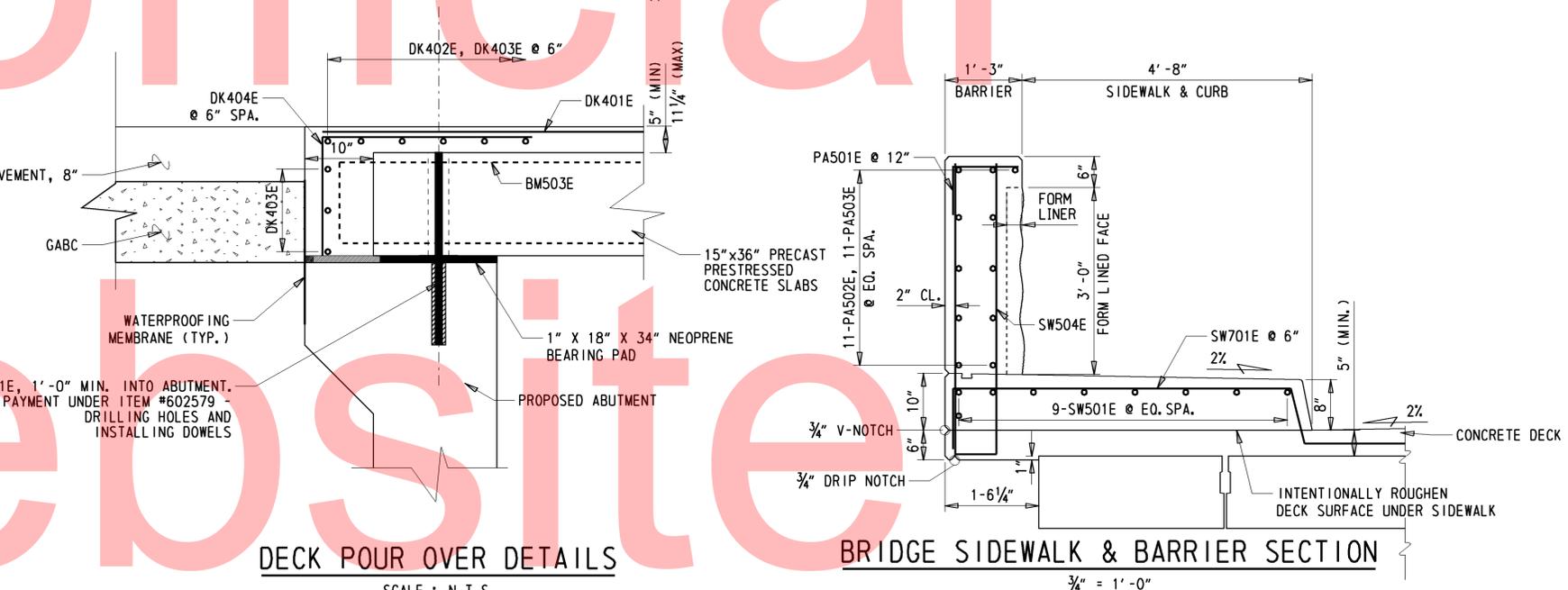
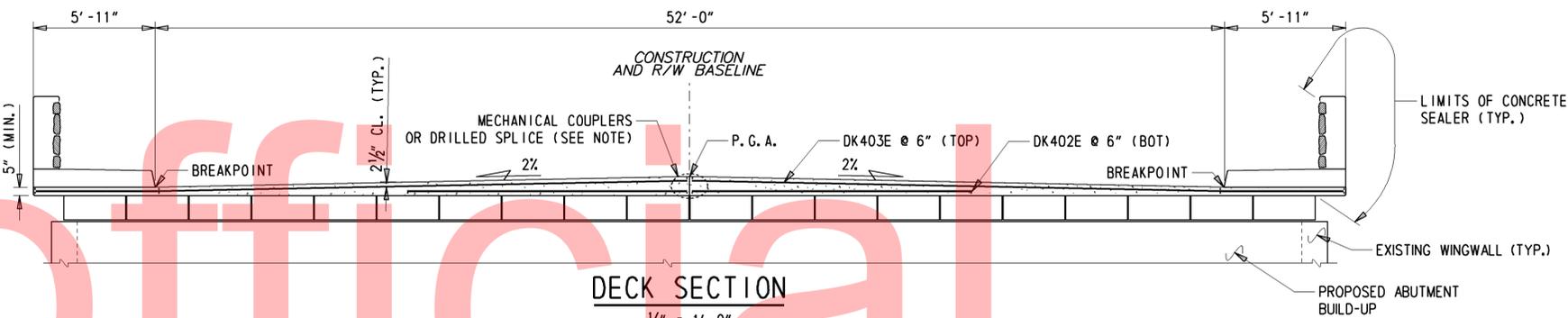
NOTE: ALL DIMENSIONS ARE FROM OUT TO OUT



PRESTRESSED BEAM NOTES (36" x 15")

- DESIGN PLANS - WORKING DRAWINGS
INFORMATION PERTAINING TO THE PRECAST PRESTRESSED REINFORCED CONCRETE SLABS IS INTENDED TO SERVE AS AN INDICATION OF THE TYPE OF CONSTRUCTION ACCEPTABLE FOR USE. THE CONTRACTOR WILL BE REQUIRED TO PREPARE AND SUBMIT FOR APPROVAL A COMPLETE SET OF DETAILED SHOP PLANS FOR THE PRESTRESSED CONCRETE UNITS THEY PROPOSE TO FURNISH.
- HANDLING
PRESTRESSED BEAMS SHALL BE HANDLED ONLY BY LIFTING STRANDS PROVIDED ESPECIALLY FOR THIS PURPOSE. THE APPROXIMATE DEAD WEIGHT OF EACH UNIT IS 7.770 TONS.
- CONCRETE STRENGTH
THE MINIMUM COMPRESSIVE STRENGTH AT THE TIME OF INITIAL PRESTRESS EQUALS 6400 PSI. THE MINIMUM COMPRESSIVE STRENGTH AT 28 DAYS EQUALS 8000 PSI.
- BAR REINFORCEMENT
MATERIALS REQUIREMENT: AASHTO M31 - GRADE 60
ALL BAR REINFORCEMENT TO HAVE 2" MINIMUM COVER EXCEPT AS NOTED OR DETAILED. ALL BAR REINFORCEMENT AND CHAIR SUPPORTS SHALL BE PROTECTED WITH FUSION BONDED EPOXY.
PAYMENT FOR REINFORCING BARS IS INCIDENTAL TO ITEM #623000 - PRESTRESSED REINFORCED CONCRETE MEMBERS.
- STRAND
INITIAL PRESTRESSES ON EACH 1/2" DIA. 270 KSI LOW RELAXATION STRAND EQUALS 30983 LBS MINIMUM. ULTIMATE STRENGTH EQUALS 41310 LBS PER STRAND.
- CONCRETE FINISH
TOP OF BEAMS ARE TO HAVE A HEAVY SCORED FINISH. THE BEAMS SHALL BE PROTECTED WITH A WATER MISCIBLE, PENETRATING ALKYL ALKOXY SILANE SEALER ON BOTTOM AND SIDES OF BEAMS EXCLUDING AREAS TO BE GROUTED (SHEAR KEYS). PAYMENT INCIDENTAL TO ITEM #623000- PRESTRESSED REINFORCED CONCRETE MEMBERS.

- NOTE:
- MECHANICAL COUPLERS SHALL BE EPOXY COATED. PAYMENT FOR COUPLERS SHALL BE INCIDENTAL TO ITEM #604000 - BAR REINFORCEMENT, EPOXY COATED.
 - BARS THAT ARE CONNECTED VIA COUPLER MAY NEED TO BE FIELD CUT TO ALLOW FOR PROPER ROOM FOR THE COUPLER. PAYMENT SHALL BE INCIDENTAL TO ITEM #604000 - BAR REINFORCEMENT, EPOXY COATED.
 - THE CONTRACTOR HAS THE OPTION TO DRILL IN LIEU OF MECHANICAL COUPLERS. #4 BARS SHALL BE USED. THE BARS MUST BE EMBEDDED INTO THE DECK A MINIMUM OF 2'-2" EACH WAY (TOTAL LENGTH OF 4'-4"). THESE BARS SHALL BE MARKED AS DK405E IN THIS CASE. PAYMENT INCIDENTAL TO ITEM #604000 - BAR REINFORCEMENT, EPOXY COATED. HILTI-HIT C-100 OR APPROVED EQUAL SHALL BE USED TO BOND BARS TO CONCRETE. THE HOLES SHALL BE CLEANED THOROUGHLY PRIOR TO THE INSTALLATION OF BARS. HOLE DIMENSIONS SHALL BE SPECIFIED BY THE BONDING MATERIAL MANUFACTURER.
 - DECK POUR THICKNESS UNDERNEATH BOTH SIDEWALK & CURB AND BARRIERS SHALL BE 5" THICK (UNIFORM).



① ANY MARK NUMBER WITH SUFFIX 'E' DENOTES EPOXY COATED REINFORCING STEEL.

② ALL MARK 'LOCATION PREFIXES' SHALL CONSIST OF TWO LETTERS AND ARE AS FOLLOWS: AB = ABUTMENT, AS = APPROACH SLAB, BC = BOX CULVERT, BW = BACKWALL, CL = COLUMN, DK = DECK, DL = DOWEL, FT = FOOTING, HW = HEADWALL, MS = MOMENT SLAB, PA = PARAPET, PR = PIER, SC = SHEETPILE CAP, SL = SLAB, SW = SIDEWALK, TW = TOEWALL, WL = WALL (UNIQUE LOCATION), WW = WINGWALL

SPECIFICATIONS					BENDING DIMENSIONS (FEET-INCHES /QUARTER INCH)										
QTY.	SIZE	LENGTH	MARK	TYPE	A	B	C	D	E	F/R	G	H	J	K	O
128	5	8-30	AB501E	17		3-70	1-10	3-70							
28	7	30-100	AB502E	STR		30-100									
128	5	7-31	AB503E	T11	0-60	1-40	0-100	0-91	1-110	1-50	0-60	0-70		0-70	
180	4	29-40	DK401E	STR		29-40									
120	4	13-60	DK402E	STR		13-60									
132	4	31-70	DK403E	STR		31-70									
252	4	3-30	DK404E	17		1-30	2-00								
40	8	2-30	DL801E	STR		2-30									
88	5	12-110	MS501E	T1	0-52	3-20	2-100	3-20	2-100		0-52				
88	5	6-60	MS502E	T1	0-52	1-50	1-42	1-50	1-42		0-52				
80	5	19-80	MS503E	STR		19-80									
154	5	1-100	PA501E	17		0-110	0-110								
22	5	29-40	PA502E	STR		29-40									
44	5	19-80	PA503E	STR		19-80									
18	5	29-40	SW501E	STR		29-40									
72	5	19-80	SW502E	STR		19-80									
88	5	5-70	SW503E	STR		5-70									
154	5	9-90	SW504E	17		4-60	0-90	4-60							
112	7	9-00	SW701E	6	1-00	5-60	0-100	1-60				0-100	0-10	7-10	
160	7	7-30	SW702E	6	1-00	5-60	0-100	0-00				0-100	0-10	5-70	

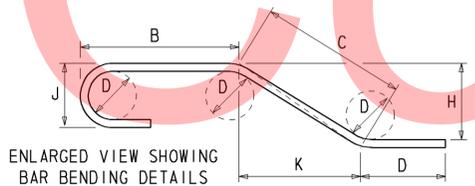
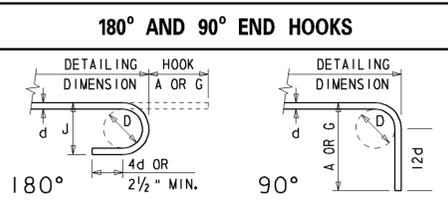
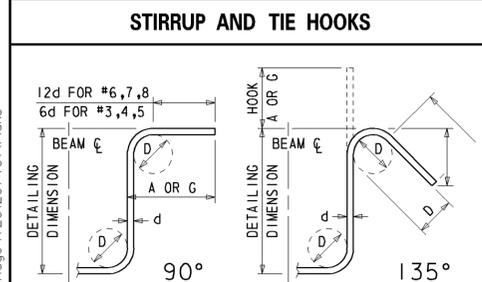
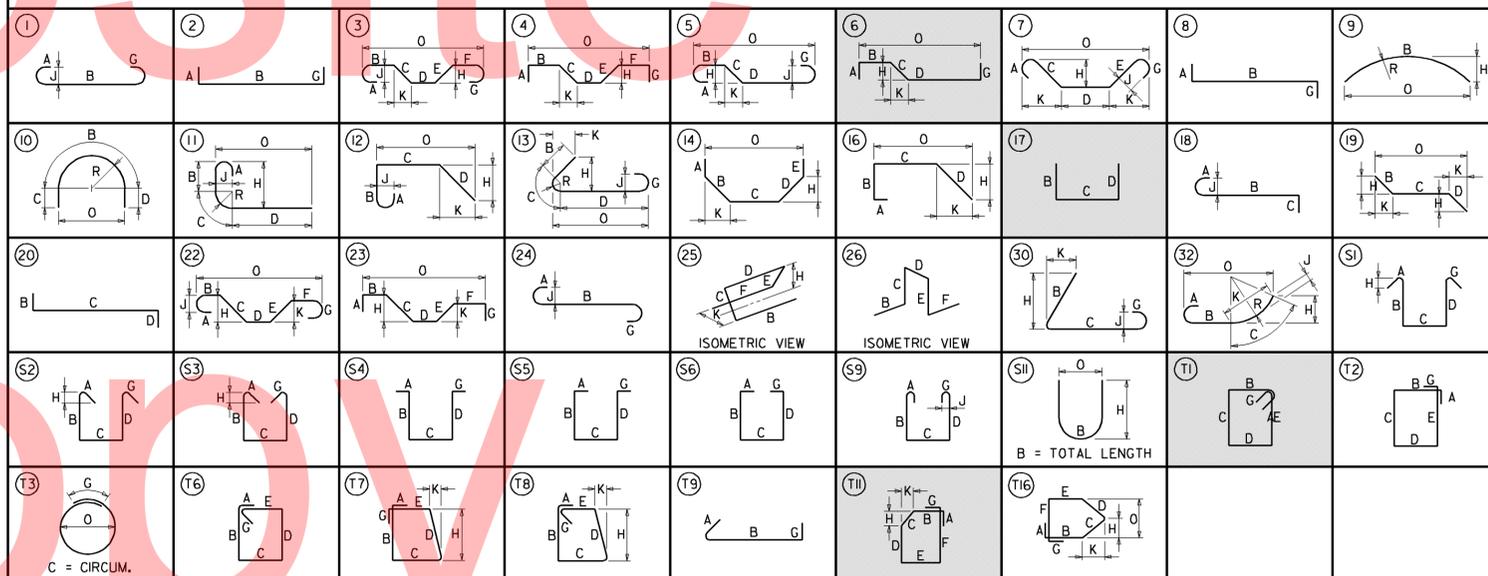
SPECIFICATIONS					BENDING DIMENSIONS (FEET-INCHES /QUARTER INCH)										
QTY.	SIZE	LENGTH	MARK	TYPE	A	B	C	D	E	F/R	G	H	J	K	O

SPECIFICATIONS					BENDING DIMENSIONS (FEET-INCHES /QUARTER INCH)										
QTY.	SIZE	LENGTH	MARK	TYPE	A	B	C	D	E	F/R	G	H	J	K	O

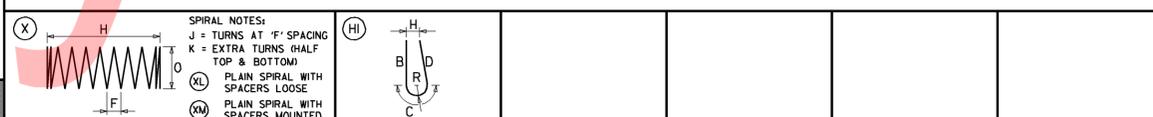
ASTM STANDARD ENGLISH REINFORCING BARS				RECOMMENDED END HOOKS, APPLICABLE TO ALL GRADES				STIRRUP AND TIE HOOKS, APPLICABLE TO ALL GRADES			
BAR SIZE	NOMINAL DIMENSIONS			180° HOOKS		90° HOOKS		90° HOOK		135° HOOK	
	DIAMETER (INCHES)	AREA (INCHES ²)	WEIGHT (LBS./FT.)	D	A OR G	J	A OR G	D	A OR G	A OR G	A OR G
3	0.375	0.110	0.376	2 1/4"	5"	3"	6"	1 1/2"	4"	4"	2 1/2"
4	0.500	0.200	0.668	3"	6"	4"	8"	2"	4 1/2"	4 1/2"	3"
5	0.625	0.310	1.043	3 3/4"	7"	5"	10"	2 1/2"	6"	5 1/2"	3 3/4"
6	0.750	0.440	1.502	4 1/2"	8"	6"	10"	4 1/2"	1-0"	8"	4 1/2"
7	0.875	0.600	2.044	5 1/4"	10"	7"	1-2"	5 1/4"	1-2"	9"	5 1/4"
8	1.000	0.790	2.670	6"	11"	8"	1-4"	6"	1-4"	10 1/2"	6"
9	1.128	1.000	3.400	9 1/2"	1-3"	11 3/4"	1-7"				
10	1.270	1.270	4.303	10 3/4"	1-5"	1-1 1/4"	1-10"				
11	1.410	1.560	5.313	1-0"	1-7"	1-2 3/4"	2-0"				
14	1.693	2.250	7.650	1-6 1/4"	2-3"	1-9 3/4"	2-7"				
18	2.257	4.000	13.600	2-0"	3-0"	2-4 1/2"	3-5"				

- NOTES:
- FIGURES SHOWN IN CIRCLES REPRESENT BAR BEND TYPES.
 - STANDARD BAR BENDS INCLUDE ONLY THOSE TYPES BELOW, INDICATED AS SUCH.
 - ALL DIMENSIONS OUT-TO-OUT, EXCEPT "A" AND "C" ON STD. 180° AND 135° HOOKS.
 - "J" DIMENSIONS ON 180° HOOKS TO BE SHOWN ONLY WHERE NECESSARY TO RESTRICT HOOK SIZE, OTHERWISE STANDARD 'ACI' HOOKS ARE TO BE USED.
 - WHERE "J" IS NOT SHOWN, "J" WILL BE KEPT EQUAL TO OR LESS THAN "H" ON TYPES 3, 5 AND 22. WHERE "J" CAN EXCEED "H", IT SHALL BE SHOWN.
 - "H" DIMENSIONS OF STIRRUPS TO BE SHOWN AS NEEDED TO FIT WITHIN THE CONCRETE.
 - UNLESS OTHERWISE NOTED, DIAMETER "D" IS THE SAME FOR ALL BENDS AND HOOKS ON A BAR (EXCEPT FOR BEND TYPES 11 AND 13).
 - WHERE SLOPE DIFFERS FROM 45° OFFSET, "H" AND "K" MUST BE SHOWN.
 - WHERE BARS ARE TO BE BENT MORE ACCURATELY THAN STANDARD BENDING TOLERANCES, BENDING DIMENSIONS REQUIRING CLOSER FABRICATION SHOULD HAVE LIMITS INDICATED.
 - FOR RECOMMENDED DIAMETER "D", OF BENDS, HOOKS, ETC., REFER TO TABLE ABOVE, 'CRS1' OR 'ACI' TABLES WHERE APPLICABLE AND REQUIRED.
 - TYPE S1-S6, S11, T1-T3 AND T6-T9 APPLICABLE TO BAR SIZES #3 THROUGH #8.

STANDARD BAR BENDS



SPECIAL BAR BENDS



ENVIRONMENTAL COMPLIANCE NOTES

WETLANDS DELINEATED BY ENVIRONMENTAL RESOURCES, INC. ON JUNE 29, 2013 IN ACCORDANCE WITH THE 1987 CORPS OF ENGINEERS WETLAND DELINEATION MANUAL AND REGIONAL SUPPLEMENTS. ORIGINAL SHEET PREPARED BY TRISTAN SIEGEL ON 07-02-2013. SHEET LAST UPDATED ON 2-12-2015.

1. GENERAL NOTES:

- A. THE PURPOSE OF THIS SHEET IS TO IDENTIFY THOSE ITEMS ASSOCIATED WITH ENVIRONMENTAL COMPLIANCE. IMPACT CALCULATIONS ARE FOR THE AGENCY PERMIT REPORTING PURPOSES ONLY AND ARE NOT TO BE USED FOR BIDDING PURPOSES.
- B. IF A DEPARTURE FROM THE APPROVED PLANS (WHICH WOULD AFFECT ANY NATURAL AND/OR CULTURAL RESOURCES) IS NECESSARY, THE ENVIRONMENTAL STUDIES SECTION SHALL BE CONTACTED AT (302)760-2264 TO ALLOW FOR COORDINATION WITH THE APPROPRIATE RESOURCE AGENCIES AND APPROVAL.
- C. USE OF THIS SHEET DOES NOT ALLEVIATE THE CONTRACTOR'S RESPONSIBILITY TO COMPLY WITH ALL CONDITIONS SET FORTH IN THE ENVIRONMENTAL STATEMENT AND PERMITS.

2. NATURAL RESOURCE ISSUES:

- A. PERMIT REQUIREMENTS/APPROVALS:
 - U.S. ARMY CORPS OF ENGINEERS (COE): *3(a) AND (c) (NO PCN)
 - DNRDC - WETLANDS & SUBAQUEOUS LANDS (WLSL): PROJECT CONSISTENT WITH DEL. CODE CH. 72, SECTION 7217, SPECIAL EXEMPTION (b).
 - DNRDC - WATER QUALITY (WQC) & COASTAL ZONE CONSISTENCY (CZM): ISSUED (PROJECT IS NOT LOCATED IN CRW).
 - NCC DEPT. OF LAND USE -- FLOODPLAN APPROVAL **
- * THE PERMITS/APPROVALS LISTED ARE THOSE REQUIRED FOR THIS PROJECT. THE ENVIRONMENTAL STUDIES SECTION IS RESPONSIBLE FOR COORDINATING AND/OR OBTAINING THIS APPROVAL.
- ** THE CONTRACTOR MUST ENSURE THAT THIS PERMIT/APPROVAL (NCC) IS IN HIS POSSESSION PRIOR TO BEGINNING CONSTRUCTION IN THE PERMITTED AREA(S) AND ENSURE IT IS DISPLAYED ON-SITE DURING THE ENTIRE CONSTRUCTION PERIOD.
- B. CONSTRUCTION RESTRICTIONS:
 - FISHERIES - NONE
 - ENDANGERED SPECIES - NONE
 - MIGRATORY BIRDS - NONE

3. CULTURAL RESOURCE ISSUES:

- A. NONE (PROJECT IS CONSISTENT WITH STIPULATION II, B. 4 OF PROGRAMMATIC AGREEMENT).

4. STREAM RESTORATION AND SLOPE RIPRAP TREATMENT

- A. THE CONTRACTOR SHALL FOLLOW THE SPECIAL PROVISIONS OF ITEM *712531 - CHANNEL BED FILL IN REGARDS TO THE SALVAGING OF ON-SITE NATURAL STREAM BOTTOM MATERIAL OR THE FURNISHING OF OFF-SITE MATERIAL. ALL RIPRAP IN THE CHANNEL BOTTOM (I.E. BELOW THE WATER LINE) SHALL BE RECESSED ONE FOOT BELOW STREAM BED ELEVATION AND CHOKED WITH BORROW TYPE 'B' SO THAT ALL OF THE VOIDS IN THE RIPRAP ARE FILLED WITH MATERIAL. PAYMENT UNDER ITEM *209002 - BORROW TYPE 'B'. THE RIPRAP SHALL THEN BE COVERED WITH 12" CHANNEL BED FILL TO MATCH EXISTING ELEVATIONS. PAYMENT UNDER ITEM *712531 - CHANNEL BED FILL.
 - B. OTHER AREAS OF THE CHANNEL BOTTOM AFFECTED BY CONSTRUCTION (INCLUDING, BUT NOT LIMITED TO, THE LOCATION OF SUMP PITS, STABILIZED OUTFALLS, TEMPORARY PIPES AND/OR SANDBAG DIKES AND DIVERSIONS) SHALL BE RESTORED TO EXISTING CONDITIONS. ANY CAVITIES OR SCOUR HOLES RESULTING FROM CONSTRUCTION ACTIVITIES SHALL BE FILLED WITH CHANNEL BED FILL. PAYMENT UNDER ITEM *712531 - CHANNEL BED FILL.
 - C. WHEN ALL EROSION AND SEDIMENT CONTROL MEASURES ARE REMOVED AND THE STREAM RETURNS TO ITS NATURAL FLOW CONDITIONS, THE FLOW MUST REMAIN ABOVE GROUND AND ABOVE THE RIPRAP (I.E. THE FLOW CANNOT BE "LOST" IN THE RIPRAP OR BENEATH THE STRUCTURE). IF THIS IS NOT ACHIEVED, THE CONTRACTOR WILL BE REQUIRED TO TAKE CORRECTIVE ACTION AT THE CONTRACTOR'S EXPENSE.
 - D. ALL RIPRAP ON THE STREAM BANK, OUTSIDE THE CHANNEL BED, SHALL BE CHOKED WITH DELAWARE *57 STONE, FILLED WITH TOPSOIL, SEEDED AND MULCHED WITH EROSION CONTROL BLANKET MULCH. PLACE JUST ENOUGH CHOKE MATERIAL TO PREVENT THE LOSS OF TOPSOIL THROUGH THE RIPRAP, AND THEN FINISH FILLING THE VOIDS WITH TOPSOIL SO THAT THE RIPRAP PEAKS ARE BARELY VISIBLE. AN ADDITIONAL 6" TOPSOIL LAYER SHALL BE PLACED ON TOP OF THE RIPRAP. SEEDING SHALL BE STREAMBANK SEED MIX (ITEM NO. 908019) FROM STREAM BASE FLOW ELEVATION (EL. 311.00) TO TOP OF RIPRAP AND PERMANENT GRASS SEEDING DRY GROUND (ITEM NO. 908014) EVERYWHERE ELSE, EXCEPT WETLANDS. FOLLOWING THE SEEDING OPERATION, ITEM *908020 EROSION CONTROL BLANKET MULCH, OR OTHER BLANKET AS SHOWN ON THE PLANS SHALL BE INSTALLED. ALL WORK, STARTING WITH THE INITIAL CHOKING WITH TOPSOIL THROUGH THE SEEDING AND MULCHING, SHALL BE COMPLETED PRIOR TO ANY RAIN EVENT. PAYMENT FOR DELAWARE *57 STONE IS INCIDENTAL TO THE RIPRAP ITEM.
 - E. THE TOPSOIL/SEED/MULCH CAN BE PLACED BEFORE OR AFTER THE REMOVAL OF THE STREAM DIVERSION. IF IT OCCURS AFTER STREAM DIVERSION REMOVAL, A TURBIDITY CURTAIN SHALL BE USED TO MINIMIZE IN-STREAM SEDIMENTATION. PAYMENT SHALL BE INCIDENTAL TO ITEM 909005 - STREAM DIVERSION.
5. CLEARING IN WETLAND AREAS SHALL BE KEPT TO A MINIMUM ABSOLUTELY NECESSARY FOR CONSTRUCTION ACCESS. IN WETLAND AREAS THAT ARE CLEARED, THERE SHALL BE NO GRUBBING EXCEPT WHERE NECESSARY TO CONSTRUCT PROJECT COMPONENTS SUCH AS FOUNDATIONS AND RIPRAP PROTECTION. VEGETATION SHALL BE CUT FLUSH WITH THE GROUND (I.E. NO DISTURBANCE OF THE ROOT MAT. TEMPORARILY DISTURBED WETLAND AREAS SHALL BE RESTORED TO GRADE AND SEEDED WITH TEMPORARY GRASS SEEDING (PAYMENT UNDER ITEM 908017). SILT FENCE AND/OR CONSTRUCTION SAFETY FENCE SHALL BE USED ALONG THE LIMITS OF CONSTRUCTION IN ALL AREAS WHERE WATER/WETLANDS EXIST (AS SHOWN ON THE EC SHEETS). CONTRACTOR ACCESS BEYOND THE LOC IS STRICTLY PROHIBITED.
6. SILT FENCE INSTALLATION ADJACENT TO WOODED UPLANDS/WETLANDS: SANDBAGS SHALL BE USED TO SECURE SILT FENCE IN LIEU OF TRENCHING UNLESS PROPER EROSION & SEDIMENT CONTROL CANNOT BE MAINTAINED. SANDBAGS USED TO SECURE SILT FENCE SHALL BE INCIDENTAL TO ITEM NUMBER 905001 - SILT FENCE. THE ENVIRONMENTAL STUDIES SECTION (CAROL SULLIVAN, 302-760-2129) CAN PROVIDE FURTHER GUIDANCE REGARDING THIS METHOD OF INSTALLATION.
7. ALL TREES TO BE REMOVED SHALL BE CLEARLY MARKED WITH PAINT PRIOR TO THE E&S SEDIMENT CONTROL MEETING.

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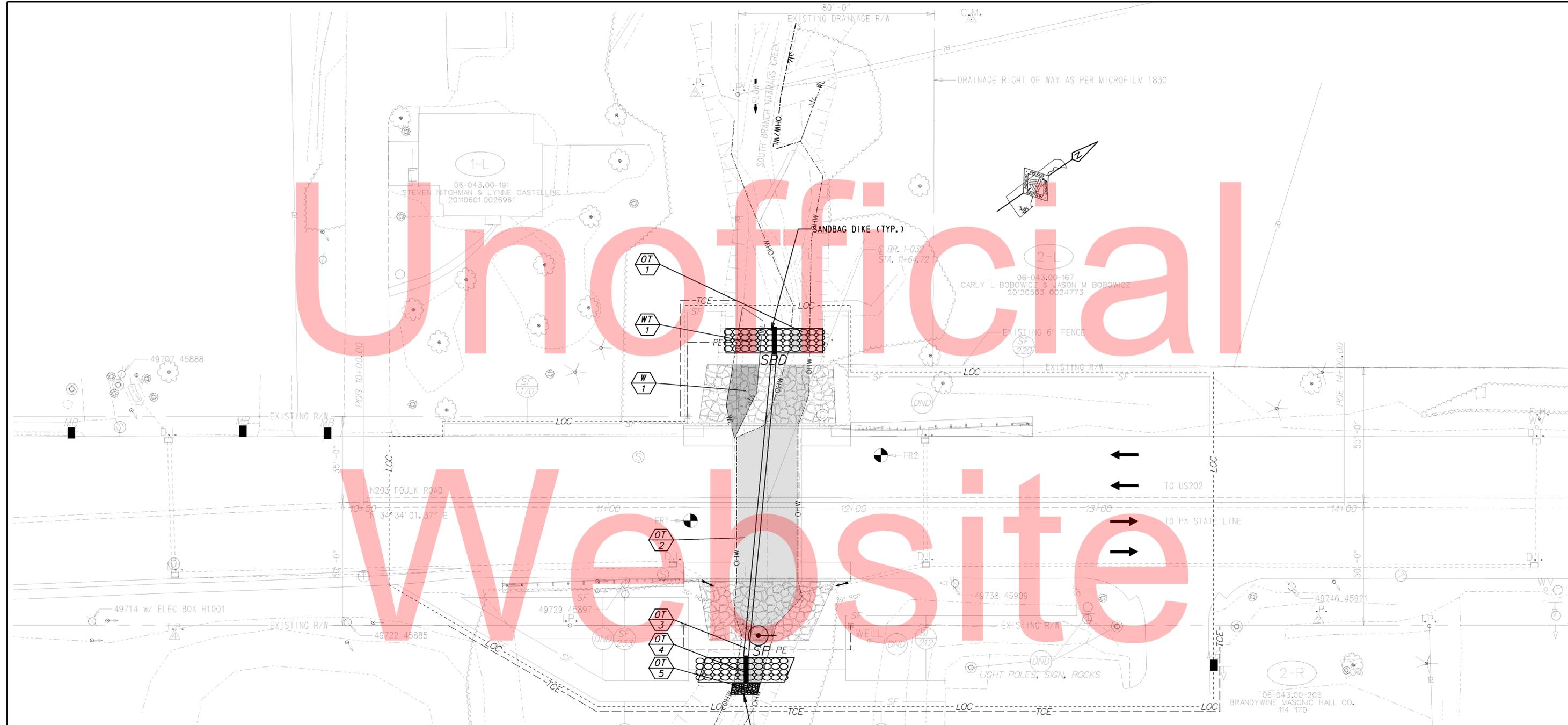
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 DELAWARE DEPARTMENT OF TRANSPORTATION	ADDENDUMS / REVISIONS		NOT TO SCALE	BR 1-032 ON N203 FOULK ROAD OVER SOUTH BRANCH NAAMANS CREEK	CONTRACT	BRIDGE NO.	1-032	ENVIRONMENTAL NOTES	SHEET NO.
					T201207401	DESIGNED BY: TRS	14		
					COUNTY	CHECKED BY: SDR	TOTAL SHTS.		
					NEW CASTLE		25		

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Wetland site

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TEMPORARY OPEN WATER IMPACT AREA SCHEDULE					
ID	IMPACT DESCRIPTION	AREA (SF)	AREA (AC)	VOLUME (CY)	JURISDICTION
OT-1	UPSTREAM SANDBAG	80.75	0.0019	14.95	COE/DNREC
OT-2	EX. STRUCTURE PLACE RIPRAP	2369.35	0.0544	131.63	COE/DNREC
OT-3	SUMP PIT	50.00	0.0012	2.78	COE/DNREC
OT-4	DOWNSTREAM SANDBAG	112.26	0.0026	20.79	COE/DNREC
OT-5	STABILIZED DISCHARGE	25.00	0.0006	1.39	COE/DNREC
TOT. TEMPORARY OPEN WATER IMPACTS		2637.36	0.0607	171.54	COE/DNREC

WETLAND IMPACT AREA SCHEDULE					
ID	IMPACT DESCRIPTION	AREA (SF)	AREA (AC)	VOLUME (CY)	JURISDICTION
WT-1	UPSTREAM SANDBAG	98.44	0.0023	N/A	COE
TOTAL TEMPORARY WETLAND IMPACTS		98.44	0.0023	N/A	COE
W-1	RIPRAP AREA	247.87	0.0057	N/A	COE
TOTAL PERMANENT WETLAND IMPACTS		247.87	0.0057	N/A	COE

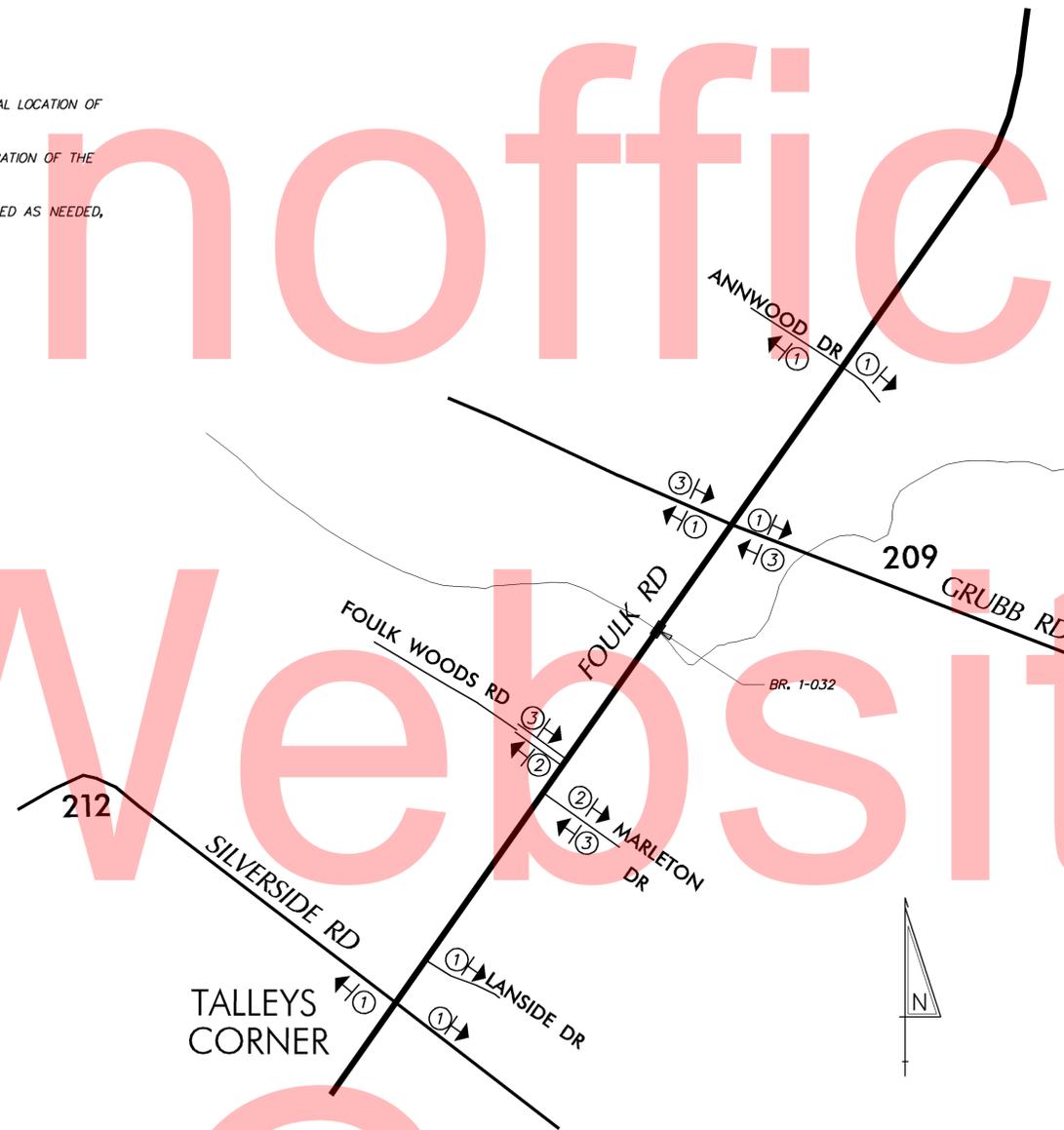
LEGEND	
	PERMANENT IMPACT AREA
	TEMPORARY IMPACT AREA
	ORDINARY HIGH WATER
	WETLAND BOUNDARY
	ORD. HIGH WATER / WETLAND
	IMPACT AREA TYPE ID. (SEE BELOW)
	IMPACT AREA ID. AND/OR NUMBER
O = OPEN WATER IMPACT W = WETLAND IMPACT	
T = TEMPORARY IMPACT	

WARNING SIGN LEGEND		
① 	② 	③ 
Foulk Rd 6" C		

CONSTRUCTION PHASING & M.O.T	
	BARRICADE, TYPE 3
	CONCRETE SAFETY BARRIER - PINNED
	CONSTRUCTION SAFETY FENCE / LENGTH
	PED. CHANNELIZING BARRIER
	CONSTRUCTION WARNING SIGN LOCATION
	CONSTRUCTION WARNING SIGN
	CRASH CUSHION ARRAY
	DRUM - TRAFFIC CONTROL
	FLAGGER LOCATION
	PHASING TRAFFIC FLOW ARROW
	TEMPORARY CONSTRUCTION
	TEMPORARY PAVEMENT MARKING ARROW
	TRUCK WITH MOUNTED ATTENUATOR
	WORK AREA - ACTIVE PHASE

WARNING SIGN NOTES

- SEE INDIVIDUAL PHASING PLANS FOR PLACEMENT OF PHASE-SPECIFIC WARNING SIGNS. FINAL LOCATION OF ALL PERMANENT WARNING SIGNS SHALL BE COORDINATED WITH THE ENGINEER.
- ALL WARNING SIGNS SHOWN ON THIS SHEET ARE TO BE DISPLAYED THROUGHOUT THE DURATION OF THE CONTRACT AND ARE TO BE PAID FOR UNDER ITEM *743000 - MAINTENANCE OF TRAFFIC.
- ANY EXISTING SIGNS THAT CONFLICT WITH CONSTRUCTION WARNING SIGNS SHALL BE COVERED AS NEEDED, AS DIRECTED BY THE ENGINEER.

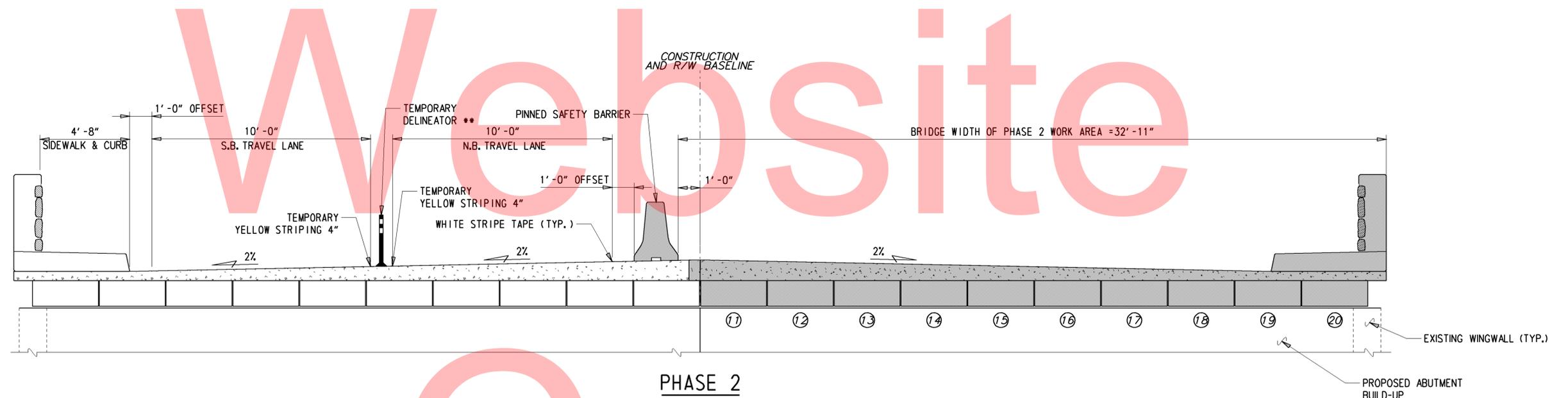
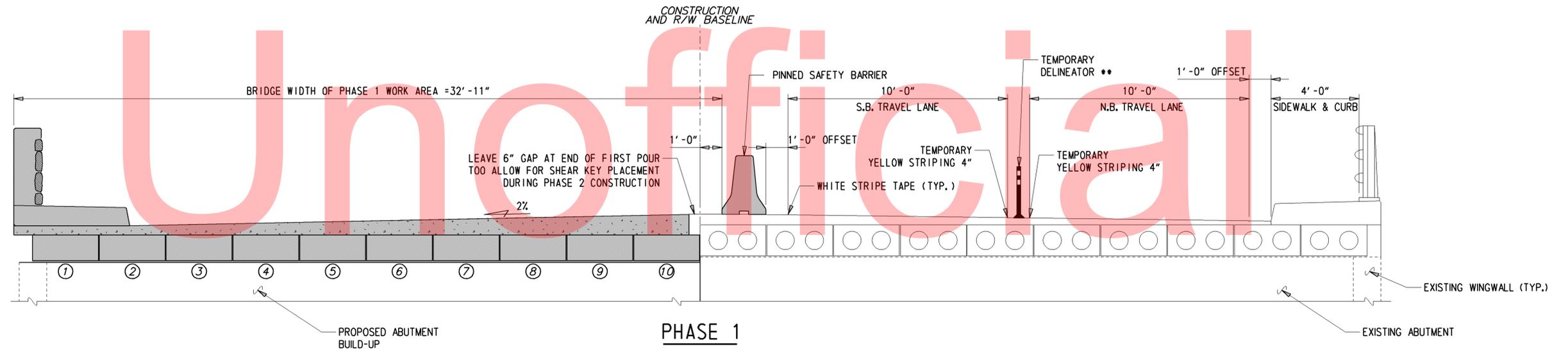


MAINTENANCE OF TRAFFIC NOTES

- MAINTENANCE OF TRAFFIC DURING LANE CLOSURES AND LANE SHIFTS SHALL CONFORM TO TYPICAL APPLICATIONS TA-32 AND TA-33 OF THE DELAWARE MUTCD.
- ON ALL INTERSECTING STREETS APPROACHING THE WORK AREA, "ROAD WORK 1,500 FT." "ROAD WORK 1,000 FT." AND "ROAD WORK 500 FT." PERMANENT SIGNS SHALL BE PLACED AS SHOWN ON THESE PLANS OR AS DIRECTED BY THE ENGINEER. AN "END ROAD WORK" SIGN SHALL BE PLACED ACROSS THE STREET FROM THE "ROAD WORK 500 FT." SIGN, VISIBLE TO TRAFFIC OPERATING IN THE WORK ZONE.
- GRADING AND MAINTAINING HOT MIX TRM THAT IS BEING USED AS A TRAVELWAY, DRIVEWAY, ACCESS RAMP, ETC. SHALL BE INCIDENTAL TO ITEM 743000 - MAINTENANCE OF TRAFFIC. NO PAYMENT SHALL BE MADE FOR TEMPORARY ROADWAY MATERIAL (TRM) USED TO PROTECT EDGE DROP-OFFS.
- A TYPE II TRUCK MOUNTED ATTENUATOR (TMA) SHALL BE REQUIRED ON THIS PROJECT DURING THE FOLLOWING PAVEMENT OPERATIONS: TEMPORARY/PERMANENT PAVEMENT MARKINGS, ROADSIDE SPRAYING, PATCHING, MILLING, SWEEPING, TEMPORARY TRAFFIC BARRIER PLACEMENT OR AS DIRECTED BY THE ENGINEER. THE ROLL AHEAD DISTANCE SHALL BE AS PER THE MANUFACTURER'S RECOMMENDATIONS. THE TMA SHALL CONFORM TO THE REQUIREMENTS OF SECTION 6F OF THE DELAWARE MUTCD.
- LONGITUDINAL EDGE DROP-OFFS SHALL BE CORRECTED IN ACCORDANCE WITH TABLE 6G-1 OF THE DELAWARE MUTCD.
 - a) WHERE PLACEMENT OF A WEDGE/FILLET BETWEEN TRAVEL LANES AND A PAVEMENT BOX IS REQUIRED, APPROVED BASE COURSE MATERIAL SHALL BE USED FOR THE FILLET MATERIAL. THE BASE COURSE MATERIAL SHALL BE PLACED AT NO GREATER THAN THE SLOPE SPECIFIED IN TABLE 6G-1 AND SHALL BE COMPACTED. EXCESS BASE COURSE MATERIAL SHALL BE PUSHED AHEAD AND USED IN THE NEXT SEGMENT AND SHALL BE INCIDENTAL TO THE PARTICULAR BASE COURSE ITEM.
 - b) WHERE PLACEMENT OF A WEDGE/FILLET AT THE EDGE OF THE ROADWAY IS REQUIRED, PAVEMENT MILLINGS SHALL BE USED FOR THE FILLET MATERIAL. PAYMENT FOR PAVEMENT MILLINGS SHALL BE INCIDENTAL TO ITEM 743000. NO SEPARATE PAYMENT SHALL BE MADE FOR PAVEMENT MILLINGS TO CORRECT PAVEMENT EDGE DROP-OFFS, UNLESS THE MATERIAL IS EVENTUALLY USED AS PART OF A PERMANENT ROADWAY, AT WHICH TIME THE MATERIAL WOULD BE PAID FOR UNDER THE RESPECTIVE CONTRACT BID ITEM.
- ACCEPTABLE MATERIALS FOR TEMPORARY PEDESTRIAN PATHS SHALL INCLUDE CONCRETE, HOT-MIX, COMPACTED MILLINGS OR PLYWOOD WALKWAY STRUCTURE. PLYWOOD WALKWAY STRUCTURES SHALL ALSO INCLUDE DETECTABLE EDGING AND RAILINGS IN ACCORDANCE WITH ADA GUIDELINES AND THE DELAWARE MUTCD. TEMPORARY PEDESTRIAN PATHS SHALL BE INCIDENTAL TO ITEM *743553 UNLESS OTHERWISE SPECIFIED IN THE PLANS. STONE OR GRADED AGGREGATE BASE COURSE SHALL NOT BE USED FOR TEMPORARY PEDESTRIAN PATHS.

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 DELAWARE DEPARTMENT OF TRANSPORTATION	ADDENDUMS / REVISIONS		NOT TO SCALE	BR 1-032 ON N203 FOULK ROAD OVER SOUTH BRANCH NAAMANS CREEK	CONTRACT	BRIDGE NO.	1-032	CONSTRUCTION PHASING AND M.O.T. NOTES	SHEET NO.	16
	T201207401	DESIGNED BY: TRS			TOTAL SHTS.	25				
	COUNTY	CHECKED BY: SDR								
	NEW CASTLE									

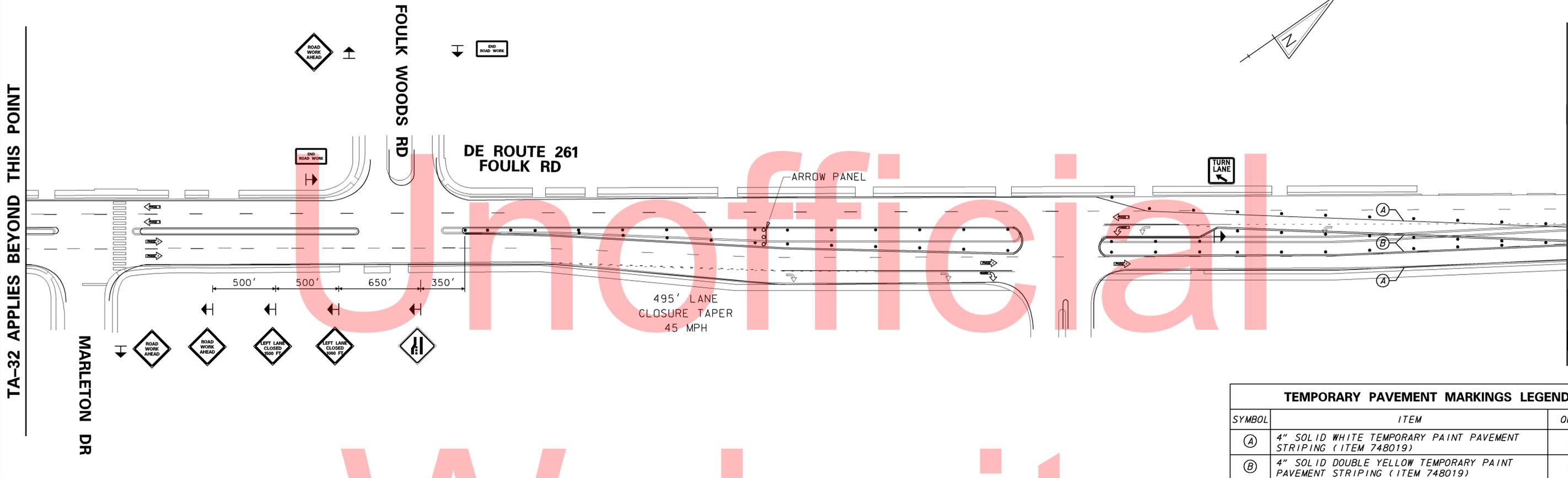


** NOTE: THE DELINEATORS SHALL BE ORANGE IN COLOR WITH YELLOW REFLECTIVE BANDS AND SHALL HAVE 35' SPACING. YELLOW STRIPING SHALL BE 4" ON BOTH SIDES OF DELINEATORS. 10 TOTAL DELINEATORS ARE NEEDED BETWEEN STA. 10+11.00 AND 13+58.00 DURING PHASE 1. 15 TOTAL DELINEATORS ARE NEEDED BETWEEN STA. 10+34.00 AND 15+34.00 DURING PHASE 2.

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TA-32 APPLIES BEYOND THIS POINT

MATCHLINE STATION 10+00

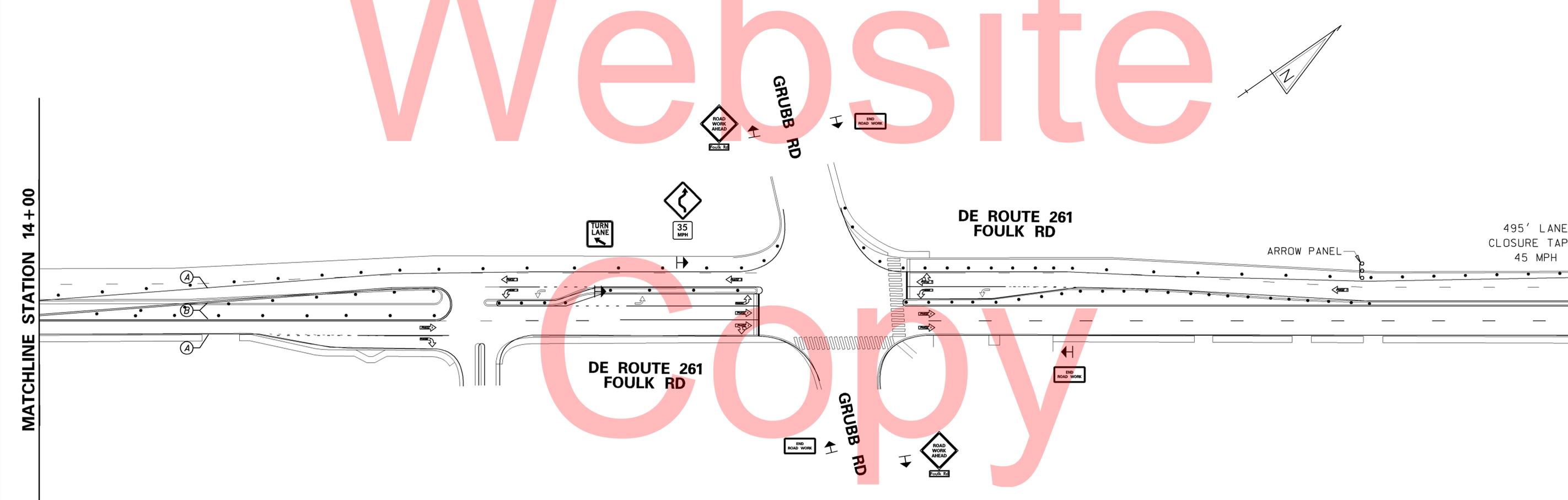


TEMPORARY PAVEMENT MARKINGS LEGEND		
SYMBOL	ITEM	QUANTITY
(A)	4" SOLID WHITE TEMPORARY PAINT PAVEMENT STRIPING (ITEM 748019)	5,300 LF
(B)	4" SOLID DOUBLE YELLOW TEMPORARY PAINT PAVEMENT STRIPING (ITEM 748019)	5,300 LF

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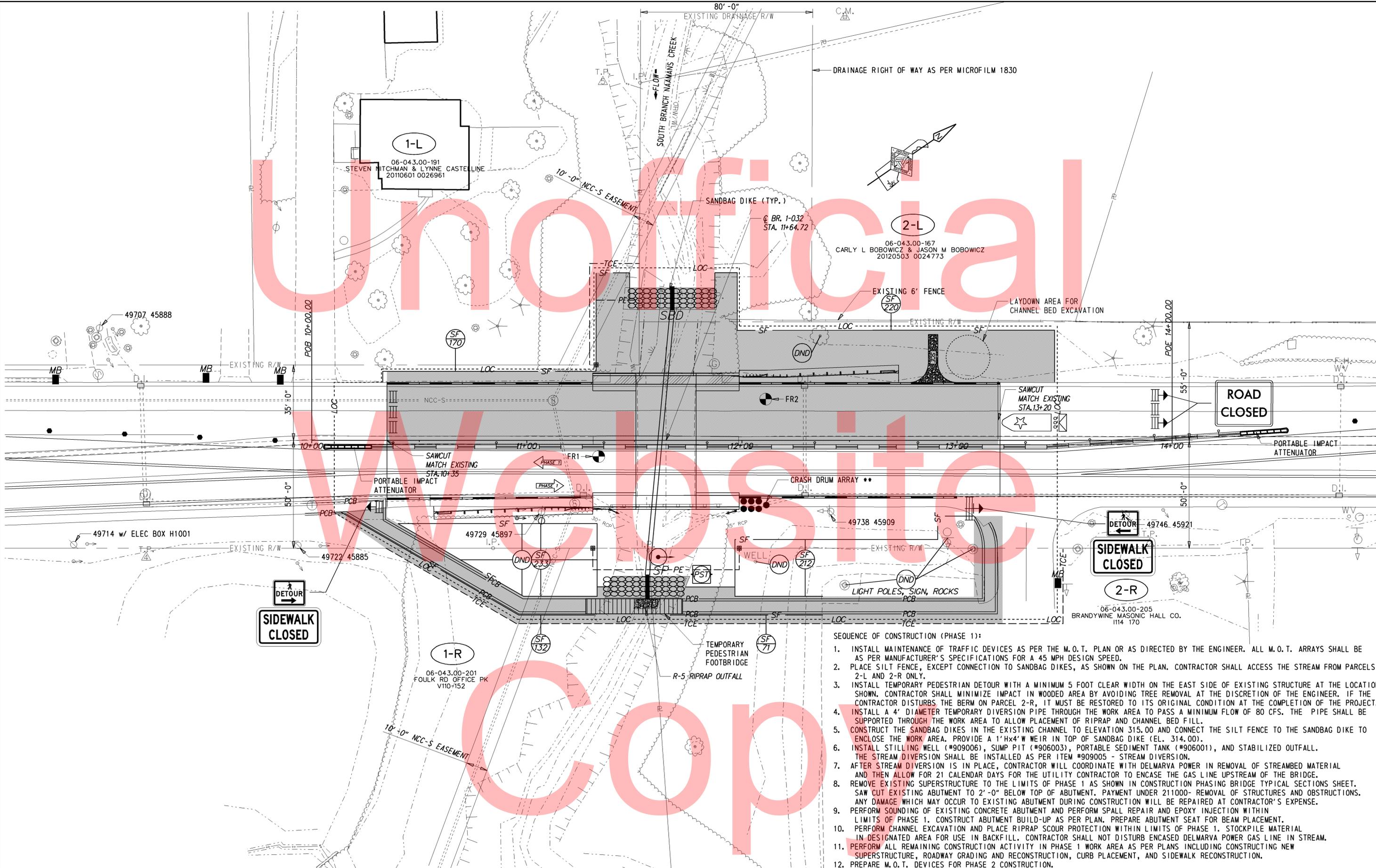
MATCHLINE STATION 14+00

TA-32 APPLIES BEYOND THIS POINT



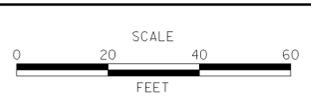
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- SEQUENCE OF CONSTRUCTION (PHASE 1):**
1. INSTALL MAINTENANCE OF TRAFFIC DEVICES AS PER THE M.O.T. PLAN OR AS DIRECTED BY THE ENGINEER. ALL M.O.T. ARRAYS SHALL BE AS PER MANUFACTURER'S SPECIFICATIONS FOR A 45 MPH DESIGN SPEED.
 2. PLACE SILT FENCE, EXCEPT CONNECTION TO SANDBAG DIKES, AS SHOWN ON THE PLAN. CONTRACTOR SHALL ACCESS THE STREAM FROM PARCELS 2-L AND 2-R ONLY.
 3. INSTALL TEMPORARY PEDESTRIAN DETOUR WITH A MINIMUM 5 FOOT CLEAR WIDTH ON THE EAST SIDE OF EXISTING STRUCTURE AT THE LOCATION SHOWN. CONTRACTOR SHALL MINIMIZE IMPACT IN WOODED AREA BY AVOIDING TREE REMOVAL AT THE DISCRETION OF THE ENGINEER. IF THE CONTRACTOR DISTURBS THE BERM ON PARCEL 2-R, IT MUST BE RESTORED TO ITS ORIGINAL CONDITION AT THE COMPLETION OF THE PROJECT.
 4. INSTALL A 4' DIAMETER TEMPORARY DIVERSION PIPE THROUGH THE WORK AREA TO PASS A MINIMUM FLOW OF 80 CFS. THE PIPE SHALL BE SUPPORTED THROUGH THE WORK AREA TO ALLOW PLACEMENT OF RIPRAP AND CHANNEL BED FILL.
 5. CONSTRUCT THE SANDBAG DIKES IN THE EXISTING CHANNEL TO ELEVATION 315.00 AND CONNECT THE SILT FENCE TO THE SANDBAG DIKE TO ENCLOSE THE WORK AREA. PROVIDE A 1'Hx4'W WEIR IN TOP OF SANDBAG DIKE (EL. 314.00).
 6. INSTALL STILLING WELL (#909006), SUMP PIT (#906003), PORTABLE SEDIMENT TANK (#906001), AND STABILIZED OUTFALL. THE STREAM DIVERSION SHALL BE INSTALLED AS PER ITEM #909005 - STREAM DIVERSION.
 7. AFTER STREAM DIVERSION IS IN PLACE, CONTRACTOR WILL COORDINATE WITH DELMARVA POWER IN REMOVAL OF STREAMBED MATERIAL AND THEN ALLOW FOR 21 CALENDAR DAYS FOR THE UTILITY CONTRACTOR TO ENCASE THE GAS LINE UPSTREAM OF THE BRIDGE.
 8. REMOVE EXISTING SUPERSTRUCTURE TO THE LIMITS OF PHASE 1 AS SHOWN IN CONSTRUCTION PHASING BRIDGE TYPICAL SECTIONS SHEET. SAW CUT EXISTING ABUTMENT TO 2'-0" BELOW TOP OF ABUTMENT. PAYMENT UNDER 21000- REMOVAL OF STRUCTURES AND OBSTRUCTIONS. ANY DAMAGE WHICH MAY OCCUR TO EXISTING ABUTMENT DURING CONSTRUCTION WILL BE REPAIRED AT CONTRACTOR'S EXPENSE.
 9. PERFORM SOUNDING OF EXISTING CONCRETE ABUTMENT AND PERFORM SPALL REPAIR AND EPOXY INJECTION WITHIN LIMITS OF PHASE 1. CONSTRUCT ABUTMENT BUILD-UP AS PER PLAN. PREPARE ABUTMENT SEAT FOR BEAM PLACEMENT.
 10. PERFORM CHANNEL EXCAVATION AND PLACE RIPRAP SCOUR PROTECTION WITHIN LIMITS OF PHASE 1. STOCKPILE MATERIAL IN DESIGNATED AREA FOR USE IN BACKFILL. CONTRACTOR SHALL NOT DISTURB ENCASED DELMARVA POWER GAS LINE IN STREAM.
 11. PERFORM ALL REMAINING CONSTRUCTION ACTIVITY IN PHASE 1 WORK AREA AS PER PLANS INCLUDING CONSTRUCTING NEW SUPERSTRUCTURE, ROADWAY GRADING AND RECONSTRUCTION, CURB PLACEMENT, AND SIDEWALK RECONSTRUCTION.
 12. PREPARE M.O.T. DEVICES FOR PHASE 2 CONSTRUCTION.

ADDENDUMS / REVISIONS



**BR 1-032 ON
N203 FOULK ROAD OVER
SOUTH BRANCH NAAMANS CREEK**

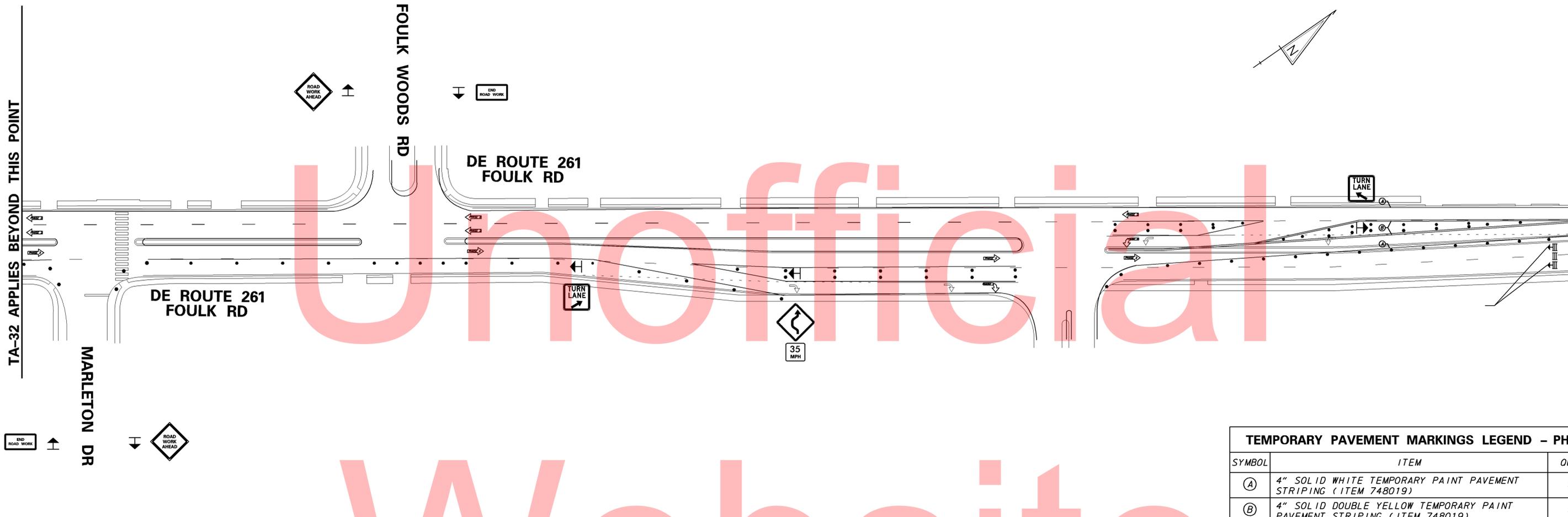
CONTRACT T201207401	BRIDGE NO. 1-032
COUNTY NEW CASTLE	DESIGNED BY: TRS
	CHECKED BY: SDR

**CONSTRUCTION PHASING,
M.O.T., AND EROSION
CONTROL PLAN - PHASE 1**

SHEET NO. 19
TOTAL SHTS. 25

TA-32 APPLIES BEYOND THIS POINT

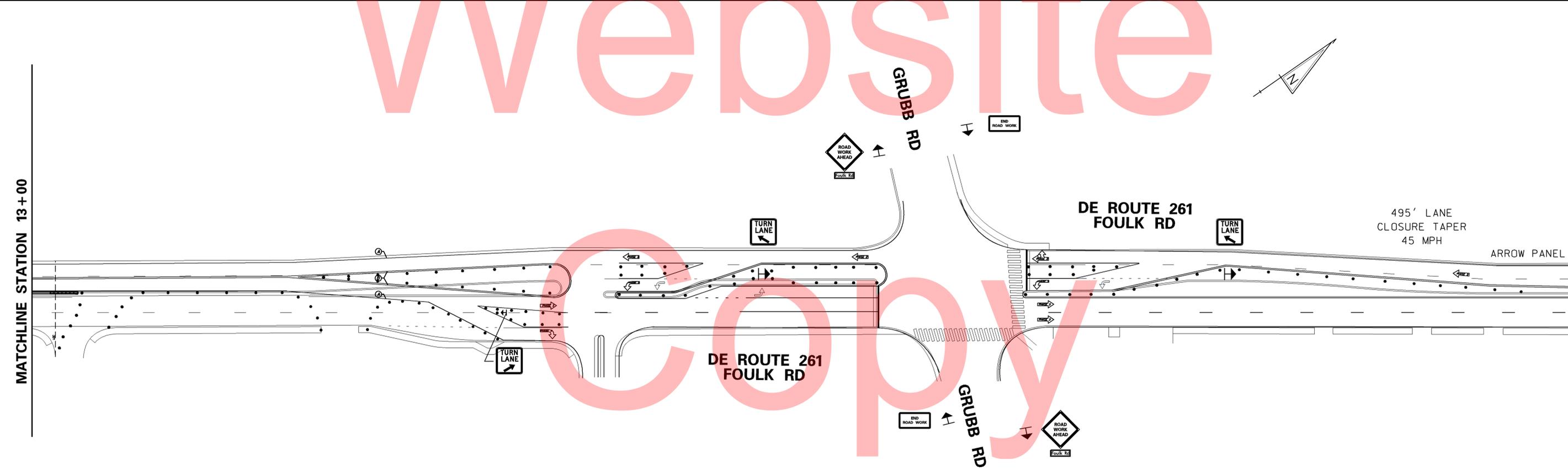
MATCHLINE STATION 10+00



TEMPORARY PAVEMENT MARKINGS LEGEND - PHASE 2		
SYMBOL	ITEM	QUANTITY
(A)	4" SOLID WHITE TEMPORARY PAINT PAVEMENT STRIPING (ITEM 748019)	5,300 LF
(B)	4" SOLID DOUBLE YELLOW TEMPORARY PAINT PAVEMENT STRIPING (ITEM 748019)	5,300 LF

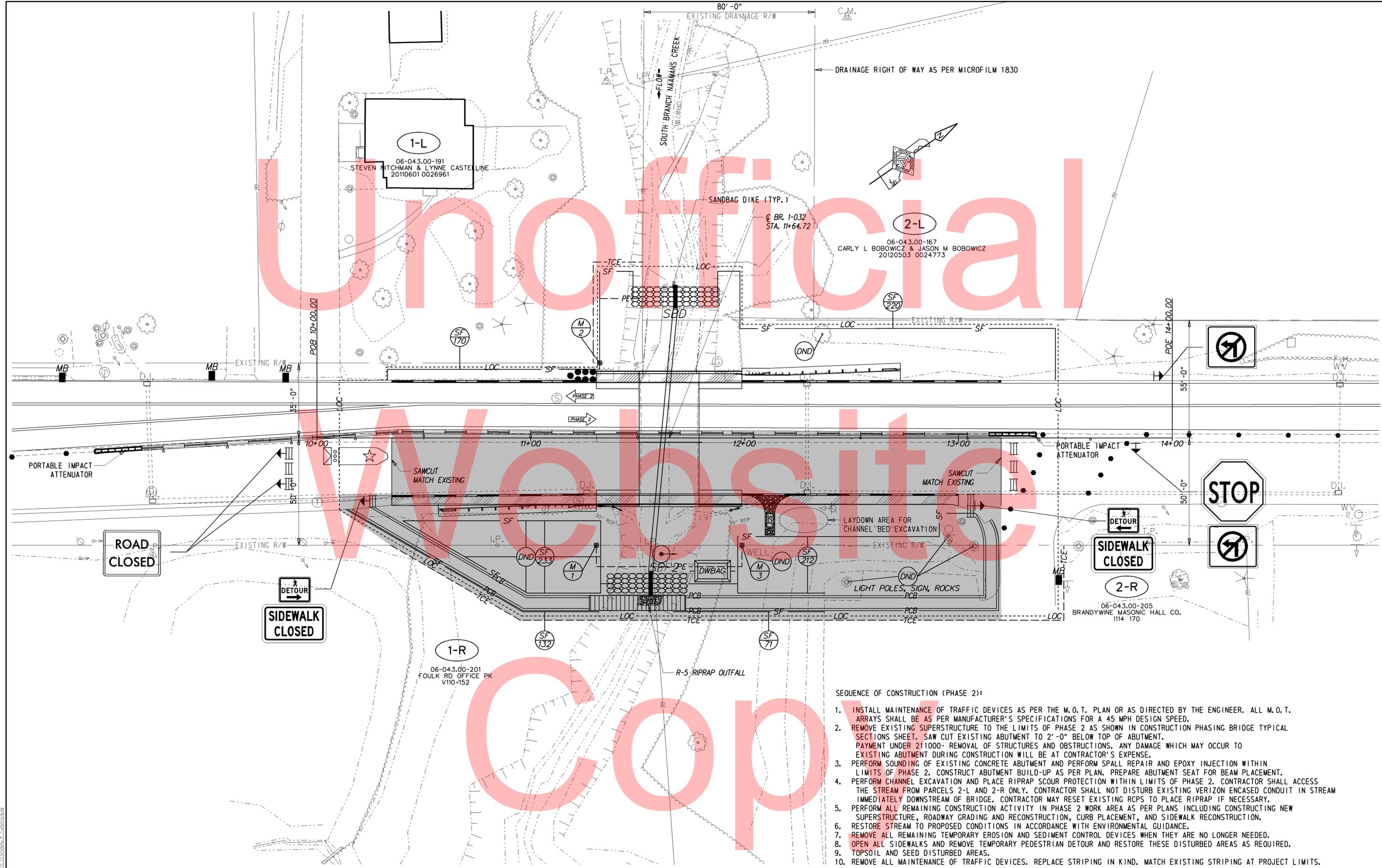
MATCHLINE STATION 13+00

TA-32 APPLIES BEYOND THIS POINT



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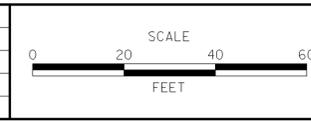


SEQUENCE OF CONSTRUCTION (PHASE 2):

1. INSTALL MAINTENANCE OF TRAFFIC DEVICES AS PER THE M.O.T. PLAN OR AS DIRECTED BY THE ENGINEER. ALL M.O.T. ARRAYS SHALL BE AS PER MANUFACTURER'S SPECIFICATIONS FOR A 45 MPH DESIGN SPEED.
2. REMOVE EXISTING SUPERSTRUCTURE TO THE LIMITS OF PHASE 2 AS SHOWN IN CONSTRUCTION PHASING BRIDGE TYPICAL SECTIONS SHEET. SAW CUT EXISTING ABUTMENT TO 2'-0" BELOW TOP OF ABUTMENT. PAYMENT UNDER 211000- REMOVAL OF STRUCTURES AND OBSTRUCTIONS. ANY DAMAGE WHICH MAY OCCUR TO EXISTING ABUTMENT DURING CONSTRUCTION WILL BE AT CONTRACTOR'S EXPENSE.
3. PERFORM SOUNDING OF EXISTING CONCRETE ABUTMENT AND PERFORM SPALL REPAIR AND EPOXY INJECTION WITHIN LIMITS OF PHASE 2. CONSTRUCT ABUTMENT BUILD-UP AS PER PLAN. PREPARE ABUTMENT SEAT FOR BEAM PLACEMENT.
4. PERFORM CHANNEL EXCAVATION AND PLACE RIPRAP SCOUR PROTECTION WITHIN LIMITS OF PHASE 2. CONTRACTOR SHALL ACCESS THE STREAM FROM PARCELS 2-L AND 2-R ONLY. CONTRACTOR SHALL NOT DISTURB EXISTING VERIZON ENCASED CONDUIT IN STREAM IMMEDIATELY DOWNSTREAM OF BRIDGE. CONTRACTOR MAY RESET EXISTING RCPS TO PLACE RIPRAP IF NECESSARY.
5. PERFORM ALL REMAINING CONSTRUCTION ACTIVITY IN PHASE 2 WORK AREA AS PER PLANS INCLUDING CONSTRUCTING NEW SUPERSTRUCTURE, ROADWAY GRADING AND RECONSTRUCTION, CURB PLACEMENT, AND SIDEWALK RECONSTRUCTION.
6. RESTORE STREAM TO PROPOSED CONDITIONS IN ACCORDANCE WITH ENVIRONMENTAL GUIDANCE.
7. REMOVE ALL REMAINING TEMPORARY EROSION AND SEDIMENT CONTROL DEVICES WHEN THEY ARE NO LONGER NEEDED.
8. OPEN ALL SIDEWALKS AND REMOVE TEMPORARY PEDESTRIAN DETOUR AND RESTORE THESE DISTURBED AREAS AS REQUIRED.
9. TOPSOIL AND SEED DISTURBED AREAS.
10. REMOVE ALL MAINTENANCE OF TRAFFIC DEVICES. REPLACE STRIPING IN KIND. MATCH EXISTING STRIPING AT PROJECT LIMITS.

MEX58V8CELLS\PROVIDE\5\SECRET

ADDENDUMS / REVISIONS	

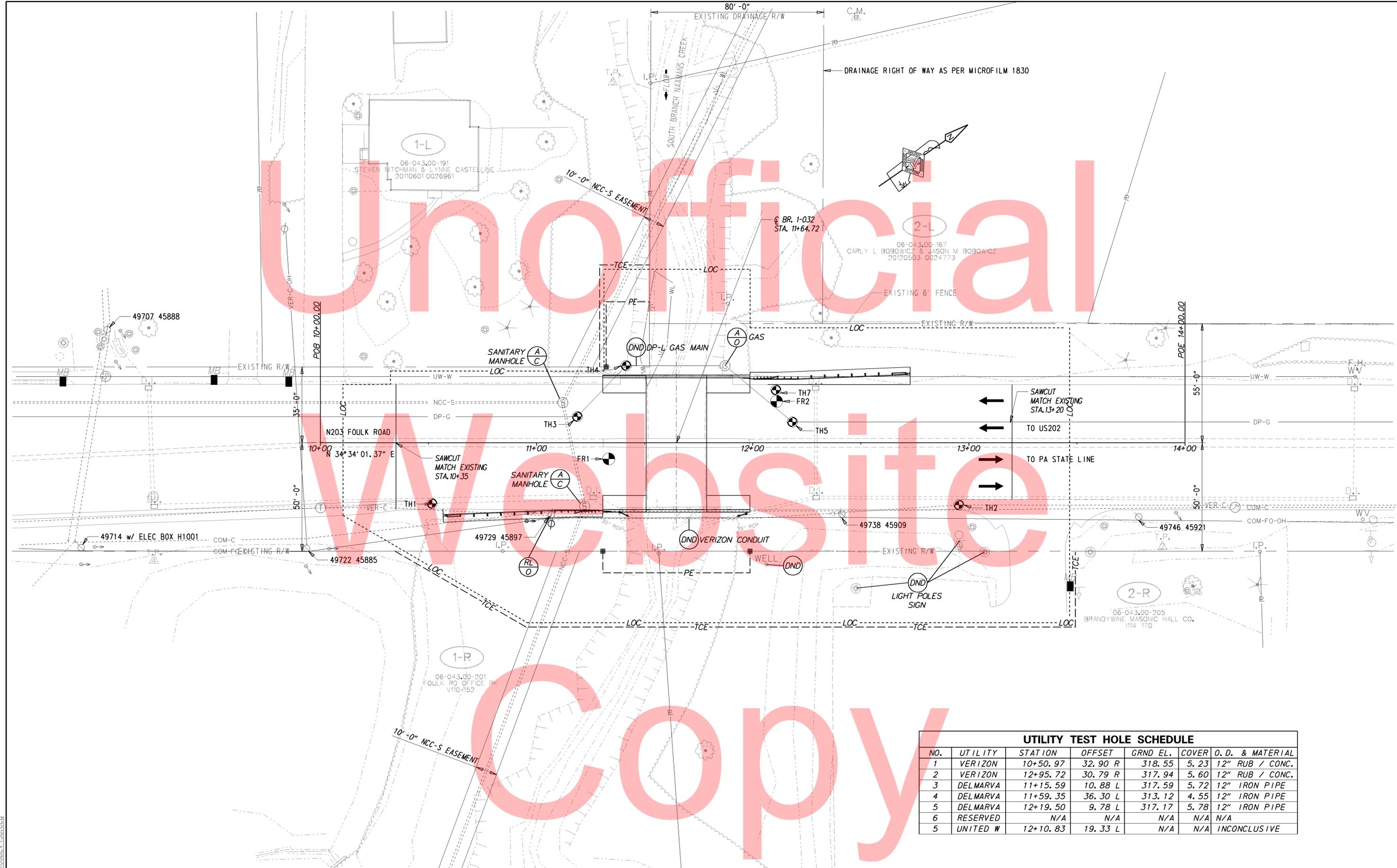


**BR 1-032 ON
N203 FOULK ROAD OVER
SOUTH BRANCH NAAMANS CREEK**

CONTRACT T201207401	BRIDGE NO. 1-032
COUNTY NEW CASTLE	DESIGNED BY: TRS CHECKED BY: SDR

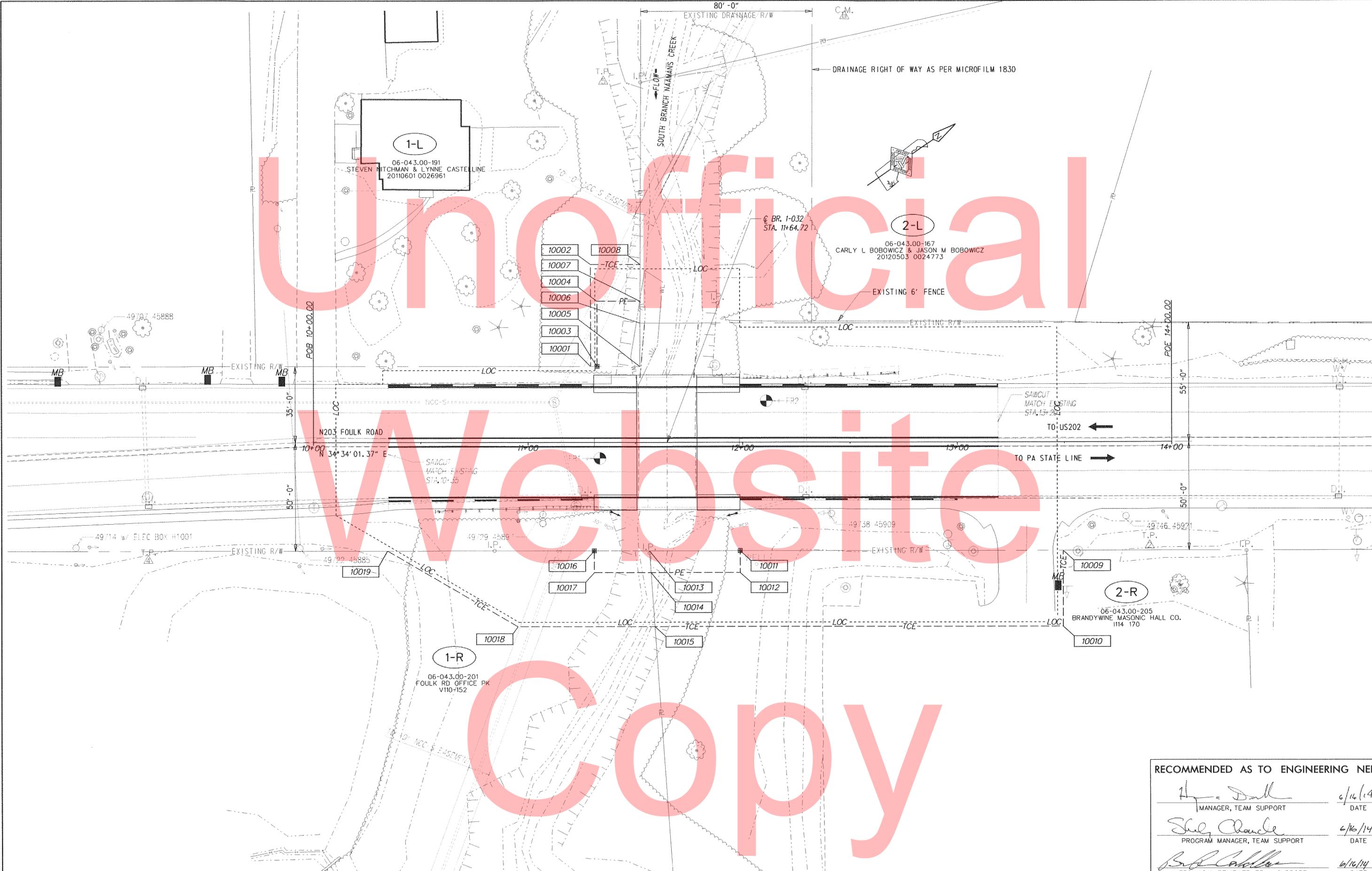
**CONSTRUCTION PHASING,
M.O.T., AND EROSION
CONTROL PLAN - PHASE 2**

SHEET NO. 21
TOTAL SHTS. 25



UTILITY TEST HOLE SCHEDULE						
NO.	UTILITY	STATION	OFFSET	GRND EL.	COVER	O. D. & MATERIAL
1	VERIZON	10+50.97	32.90 R	318.55	5.23	12" RUB / CONC.
2	VERIZON	12+95.72	30.79 R	317.94	5.60	12" RUB / CONC.
3	DELMARVA	11+15.59	10.88 L	317.59	5.72	12" IRON PIPE
4	DELMARVA	11+59.35	36.30 L	313.12	4.55	12" IRON PIPE
5	DELMARVA	12+19.50	9.78 L	317.17	5.78	12" IRON PIPE
6	RESERVED	N/A	N/A	N/A	N/A	N/A
5	UNITED W	12+10.83	19.33 L	N/A	N/A	INCONCLUSIVE

Unofficial Website Copy



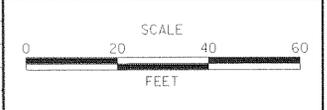
RECOMMENDED AS TO ENGINEERING NEED

John Dull 6/16/14
MANAGER, TEAM SUPPORT DATE

Shel Chance 6/16/14
PROGRAM MANAGER, TEAM SUPPORT DATE

Bob Cobble 6/16/14
TECHNICAL REVIEWER, TEAM SUPPORT DATE

ADDENDUMS / REVISIONS



**BR 1-032 ON
N203 FOULK ROAD OVER
SOUTH BRANCH NAAMANS CREEK**

CONTRACT T201207401	BRIDGE NO. 1-032
COUNTY NEW CASTLE	DESIGNED BY: TRS
	CHECKED BY: SDR

RIGHT-OF-WAY PLAN	
SHEET NO.	23
TOTAL SHTS.	25

ASSESSMENT NUMBER	OWNERSHIP OF RECORD					TYPE OF ACQUISITION	TITLE SOURCE	PARCEL AREA (ACRES)			
06.043.00-191	(1-L) STEVEN NITCHMAN &LYNNE CASTELLINE					TCE	20090625-0041005	1.230			
ALIGNMENT NUMBER & DESCRIPTION: 1000 - PROPOSED COBSTRUCTION BASELINE											
PT. NO.	ALIGN. NO.	STATION	OFFSET *	NORTH	EAST	BEARING	DISTANCE	CHORD BEARING	CHORD LENGTH	ARC LENGTH	RADIUS **
10001	1000	11+29.24	-35.00	661054.4308	630142.2006	N 55°25' 58.63" W	47.00				
10002	1000	11+29.24	-82.00	661081.0972	630103.4978	N 34°34' 01.36" E	23.20				
10008	1000	11+52.34	-82.00	661100.2015	630116.6608	S 55°11' 49.31" E	17.00				
10007	1000	11+52.37	-65.00	661090.4986	630130.6200	S 34°34' 01.36" W	20.13				
10004	1000	11+32.24	-65.00	661073.9223	630119.1988	S 55°25' 58.64" E	30.00				
10003	1000	11+32.24	-35.00	661056.9011	630143.9027	S 34°34' 01.36" W	3.00				
10001	1000	11+29.24	-35.00	661054.4308	630142.2006						
FIGURE 10002 AREA = 483.8050 SQ. FT. (0.0111 ACRES)											

ASSESSMENT NUMBER	OWNERSHIP OF RECORD					TYPE OF ACQUISITION	TITLE SOURCE	PARCEL AREA (ACRES)			
06.043.00-191	(1-L) STEVEN NITCHMAN &LYNNE CASTELLINE					P/E	20090625-0041005	1.230			
ALIGNMENT NUMBER & DESCRIPTION: 1000 - PROPOSED COBSTRUCTION BASELINE											
PT. NO.	ALIGN. NO.	STATION	OFFSET *	NORTH	EAST	BEARING	DISTANCE	CHORD BEARING	CHORD LENGTH	ARC LENGTH	RADIUS **
10003	1000	11+32.24	-35.00	661056.9011	630143.9027	N 55°25' 58.63" W	30.00				
10004	1000	11+32.24	-65.00	661073.9223	630119.1988	N 34°34' 01.36" E	20.13				
10007	1000	11+52.37	-65.00	661090.4986	630130.6200	S 55°12' 13.58" E	10.00				
10006	1000	11+52.33	-55.00	661084.7919	630138.8319	S 55°12' 13.58" E	20.00				
10005	1000	11+52.25	-35.00	661073.3786	630158.2558	S 34°34' 01.36" W	20.01				
10003	1000	11+32.24	-35.00	661056.9011	630143.9027						
FIGURE 10001 AREA = 602.1000 SQ. FT. (0.0138 ACRES)											

ASSESSMENT NUMBER	OWNERSHIP OF RECORD					TYPE OF ACQUISITION	TITLE SOURCE	PARCEL AREA (ACRES)			
06.043.00-201	(1-R) FOULK RD OFFICE PK					P/E	V100-152	2.010			
ALIGNMENT NUMBER & DESCRIPTION: 1000 - PROPOSED COBSTRUCTION BASELINE											
PT. NO.	ALIGN. NO.	STATION	OFFSET *	NORTH	EAST	BEARING	DISTANCE	CHORD BEARING	CHORD LENGTH	ARC LENGTH	RADIUS **
10016	1000	11+30.68	50.00	661007.3901	630213.0119	N 34°34' 01.36" E	25.80				
10013	1000	11+56.48	50.00	661028.6354	630227.6501	S 59°29' 38.90" E	10.03				
10014	1000	11+57.19	60.00	661023.5464	630236.2875	S 34°34' 01.36" W	26.51				
10017	1000	11+30.68	60.00	661001.7164	630221.2466	N 55°25' 58.63" W	10.00				
10016	1000	11+30.68	50.00	661007.3901	630213.0119						
FIGURE 10003 AREA = 261.5500 SQ. FT. (0.0060 ACRES)											

ASSESSMENT NUMBER	OWNERSHIP OF RECORD					TYPE OF ACQUISITION	TITLE SOURCE	PARCEL AREA (ACRES)			
06.043.00-201	(1-R) FOULK RD OFFICE PK					TCE	V100-152	2.010			
ALIGNMENT NUMBER & DESCRIPTION: 1000 - PROPOSED COBSTRUCTION BASELINE											
PT. NO.	ALIGN. NO.	STATION	OFFSET *	NORTH	EAST	BEARING	DISTANCE	CHORD BEARING	CHORD LENGTH	ARC LENGTH	RADIUS **
10019	1000	10+34.51	50.00	660928.1977	630158.4479	N 34°34' 01.36" E	96.17				
10017	1000	11+30.68	50.00	661007.3901	630213.0119	S 55°25' 58.64" E	10.00				
10016	1000	11+30.68	60.00	661001.7164	630221.2466	N 34°34' 01.36" E	26.51				
10014	1000	11+57.19	60.00	661023.5464	630236.2875	S 59°33' 04.12" E	25.06				
10015	1000	11+58.99	85.00	661010.8444	630257.8954	S 34°34' 01.36" W	63.86				
10018	1000	10+95.13	85.00	660958.2580	630221.6631	S 64°34' 03.99" W	70.00				
10019	1000	10+34.51	50.00	660928.1977	630158.4479						
FIGURE 10004 AREA = 2990.3500 SQ. FT. (0.0686 ACRES)											

ASSESSMENT NUMBER	OWNERSHIP OF RECORD					TYPE OF ACQUISITION	TITLE SOURCE	PARCEL AREA (ACRES)			
06.043.00-205	(2-R) BRANDYWINE MASONIC HALL CO.					P/E	1114.170	1.340			
ALIGNMENT NUMBER & DESCRIPTION: 1000 - PROPOSED COBSTRUCTION BASELINE											
PT. NO.	ALIGN. NO.	STATION	OFFSET *	NORTH	EAST	BEARING	DISTANCE	CHORD BEARING	CHORD LENGTH	ARC LENGTH	RADIUS **
10013	1000	11+56.48	50.00	661028.6354	630227.6501	N 34°34' 01.36" E	42.28				
10011	1000	11+98.76	50.00	661063.4514	630251.6385	S 55°25' 58.64" E	10.00				
10012	1000	11+98.76	60.00	661057.7777	630259.8731	S 34°34' 01.36" W	41.57				
10014	1000	11+57.19	60.00	661023.5464	630236.2875	N 59°29' 38.90" W	10.03				
10013	1000	11+56.48	50.00	661028.6354	630227.6501						
FIGURE 10005 AREA = 419.2500 SQ. FT. (0.0096 ACRES)											

ASSESSMENT NUMBER	OWNERSHIP OF RECORD					TYPE OF ACQUISITION	TITLE SOURCE	PARCEL AREA (ACRES)			
06.043.00-205	(2-R) BRANDYWINE MASONIC HALL CO.					TCE	1114.170	1.340			
ALIGNMENT NUMBER & DESCRIPTION: 1000 - PROPOSED COBSTRUCTION BASELINE											
PT. NO.	ALIGN. NO.	STATION	OFFSET *	NORTH	EAST	BEARING	DISTANCE	CHORD BEARING	CHORD LENGTH	ARC LENGTH	RADIUS **
10011	1000	11+98.76	50.00	661063.4514	630251.6385	N 34°34' 01.36" E	150.52				
10009	1000	13+49.28	50.00	661187.3991	630337.0391	S 55°25' 58.64" E	35.00				
10010	1000	13+49.28	85.00	661167.5411	630365.8603	S 34°34' 01.36" W	190.29				
10015	1000	11+58.99	85.00	661010.8444	630257.8954	N 59°33' 04.12" W	25.06				
10014	1000	11+57.19	60.00	661023.5464	630236.2875	N 34°34' 01.36" E	41.57				
10012	1000	11+98.76	60.00	661057.7777	630259.8731	N 55°25' 58.63" W	10.00				
10011	1000	11+98.76	50.00	661063.4514	630251.6385						
FIGURE 10006 AREA = 6284.9500 SQ. FT. (0.1443 ACRES)											

LEGEND	
FEE	AREA OF ACQUISITION
RW	AREA OCCUPIED BY EXISTING RW
PE	PERMANENT EASEMENT
TCE	TEMPORARY CONSTRUCTION EASEMENT
*	"-" OFFSET IS LEFT OF BASELINE
**	"-." CURVE TURNS TO THE LEFT



ADDENDUMS / REVISIONS

BR 1-032 ON
N203 FOULK ROAD OVER
SOUTH BRANCH NAAMANS CREEK

CONTRACT	BRIDGE NO.	1-032
T201207401	DESIGNED BY:	TRS
COUNTY	CHECKED BY:	SDR
NEW CASTLE		

RIGHT-OF-WAY DATA SHEET		SHEET NO.
		24
		TOTAL SHTS.
		25

COUNTY ASSESSMENT PARCEL NUMBER	PLAN SHEET NUMBER	OWNERSHIP OF RECORD	TITLE SOURCE	PROPERTY AREA BEFORE ACQUISITION (ACRE) D=DEED C=CALCULATED A=ASSESSMENT	ACQUISITION CODE FEE, R/W, P/E, TCE	AREA TO BE ACQUIRED				PROPERTY AREA REMAINING (SQ. FEET /ACRES)	DEED RECORD OF ACQUISITION	REMARKS
						ACQUISITION (SQ. FEET /ACRES)	AREA OCCUPIED BY EXISTING RIGHT OF WAY (SQ. FEET /ACRES)	EASEMENT				
								PERMANENT (SQ. FEET /ACRES)	TEMPORARY (SQ. FEET /ACRES)			
06.043.00-191	-	(1-L) STEVEN NITCHMAN &LYNNE CASTELLINE	20090625-0041005	D - 1.23	P/E TCE			483.805 / 0.01	602.10 / 0.01	53578.80 / 1.23		80.29 SF OCCUPIED BY SANITARY SEWER EASEMENT 252.22 SF OCCUPIED BY SANITARY SEWER EASEMENT
06.043.00-201	-	(1-R) FOULK RD OFFICE PK	V100-152	D - 2.01	P/E TCE			261.55 / 0.01	2990.35 / 0.07	87555.60 / 2.01		373.49 SF OCCUPIED BY SANITARY SEWER EASEMENT
06.043.00-205	-	(2-R) BRANDYWINE MASONIC HALL CO.	I114 170	D - 1.34	P/E TCE			419.25 / 0.01	6284.95 / 0.14	58370.40 / 1.34		

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