

GENERAL LOCATION OF CONTRACT

THE STATE OF DELAWARE DEPARTMENT OF TRANSPORTATION

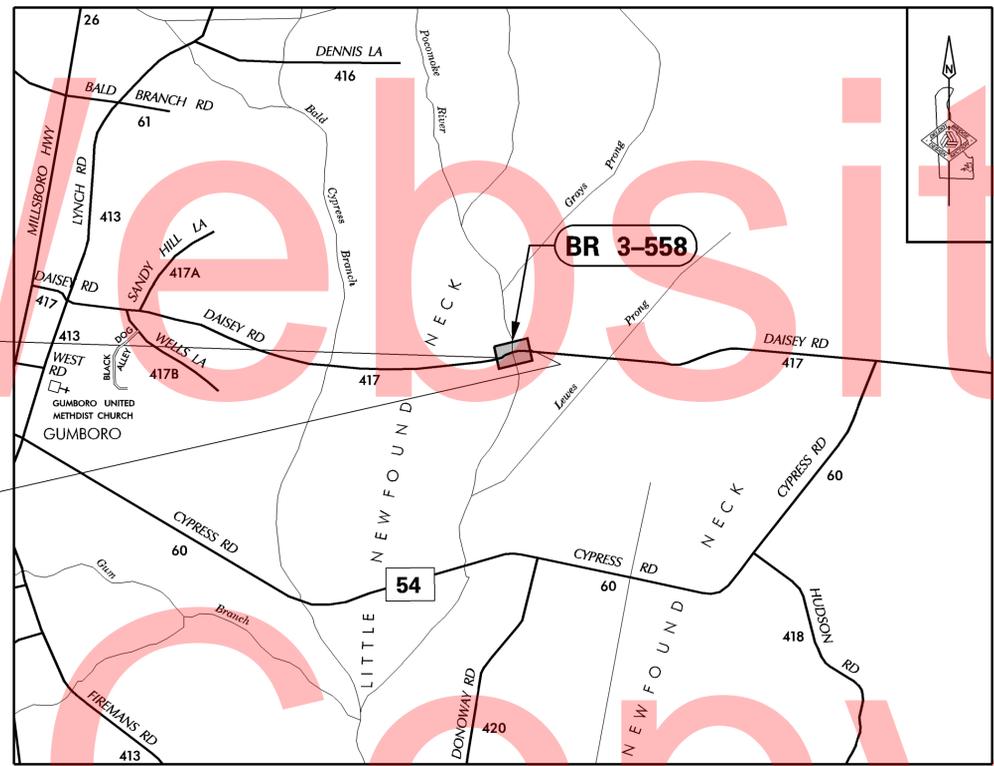
U.S. CUSTOMARY
UNITS



CONSTRUCTION AND RIGHT-OF-WAY PLANS FOR:
**BR 3-558 ON
 S417 DAISEY ROAD
 OVER POCOMOKE RIVER**
 CONTRACT NUMBER: **T201207602**
 FEDERAL AID PROJECT NUMBER: **EBHOS-S417(01)**
 COUNTY: SUSSEX M.R. #: S417

DESIGN DESIGNATION		
FUNCTIONAL CLASS: RURAL LOCAL ROAD	D.H.V. PROJECTED: 66 %	YEAR: 2040
TYPE OF CONSTRUCTION: BRIDGE REPLACEMENT	DESIGN SPEED: 50 M.P.H.	
A.A.D.T. CURRENT: 727	YEAR: 2011	TRUCKS: 8 %
A.A.D.T. PROJECTED: 1000	YEAR: 2040	DIRECTION OF DISTRIBUTION: 60 %

INDEX OF SHEETS	
SHEET NO	TABLE OF CONTENTS
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**BEGIN
 CONTRACT T201207602
 STATION 3+00.00**

**END
 CONTRACT T201207602
 STATION 9+80.00**

TOTAL SHEETS: 23

APPROVED DESIGN EXCEPTIONS			
DESIGN PARAMETER	REQUIRED	PROVIDED	DATE

ADDENDA & REVISIONS	
DESCRIPTION	NAME & DATE

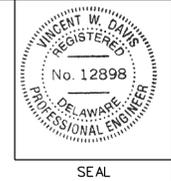
ASSOCIATED CONTRACTS	
CONTRACT NO.	CONTRACT NAME
68-09-019	REPLACEMENT OF BRIDGE NO. 558 ON ROAD NO. 417
87-063-02	N/A

RECOMMENDED
Wayne Massey 12/12/2014
 SQUAD MANAGER, CONSTRUCTION DATE

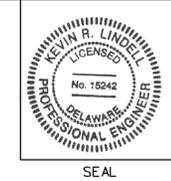
Bradford L. Schmitz 12/12/2014
 GROUP ENGINEER, CONSTRUCTION DATE

Jim A. Fazio 12/15/2014
 ASSISTANT DIRECTOR, CONSTRUCTION DATE

RECOMMENDED
Vincent W. Davis
 STORMWATER ENGINEER
 DATE 12/12/2014



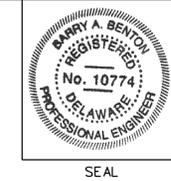
RECOMMENDED
Kevin Lindell
 SQUAD MANAGER, BRIDGE DESIGN
 DATE 12/11/2014



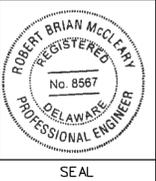
RECOMMENDED
Jim A. Fazio
 BRIDGE DESIGN ENGINEER
 DATE 12/11/2014



RECOMMENDED
Robert Brian McClary
 ASSISTANT DIRECTOR, BRIDGE
 DATE 12/11/2014



APPROVED
Robert Brian McClary
 CHIEF ENGINEER
 DATE 12/15/2014



LAST REVISED: 12/10/2014
 Y:\SUSSEX\417\BRIDGE\T201207602\PLANS\TC01.DGN

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	
	VERIZON

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.)
	TOE OF SLOPE
	UNDERDRAIN
	UNDERDRAIN OUTLET

LANDSCAPING	
	LANDSCAPE PLANTINGS
	SHRUBBERY
	CONIFEROUS TREE
	DECIDUOUS TREE

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

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

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

PAVEMENT SECTION(S)	
	2" BITUMINOUS CONCRETE, SUPERPAVE, TYPE C 6" GRADED AGGREGATE BASE COURSE
	2.25" BITUMINOUS CONCRETE, SUPERPAVE, TYPE B 8" GRADED AGGREGATE BASE COURSE

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
	SEDIMENT TRAP
	SEDIMENT TRAP WITH INLET AS OUTLET
	SEDIMENT TRAP PIPE OUTLET
	STILLING WELL
	TEMPORARY SWALE
	TEMPORARY SLOPE DRAIN
	TURBIDITY CURTAIN / LENGTH
	TURBIDITY CURTAIN

UTILITY COMPANY FACILITIES	
	VERIZON

ADDENDUMS / REVISIONS

NOT TO SCALE

BR 3-558 ON
S417 DAISEY ROAD
OVER POCOMOKE RIVER

CONTRACT
T201207602
COUNTY
SUSSEX

BRIDGE NO.
3-558
DESIGNED BY: SMW
CHECKED BY: KRL

LEGEND

SHEET NO.
2
TOTAL SHTS.
23

GENERAL NOTES

- 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.
() MEDIUM	CONTRACTOR TRAINING PROGRAM, AS DEFINED IN SECTION 6.2 OF THE DELAWARE SEDIMENT AND STORMWATER REGULATIONS.
(X) MAJOR	CERTIFIED CONSTRUCTION REVIEWER (CCR), AS DEFINED IN SECTION 6.3 OF THE DELAWARE SEDIMENT AND STORMWATER REGULATIONS.

- 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.

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

(X)	CROSS SECTIONS (WILL BE AVAILABLE TO THE AWARDED CONTRACTOR)
(X)	RIGHT-OF-WAY PLANS (INCLUDED IN PLAN SET)

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

(X)	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 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.

- THE DISTURBED AREA FOR THIS PROJECT IS 1.54 ACRES.
- THE ADDITIONAL IMPERVIOUS AREA FOR THIS PROJECT IS 8,158.69 SQ. FEET.
- 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

- 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

- 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 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. COST FOR ALL WORK AND MATERIALS SHALL BE PAID UNDER ITEM 201000 - CLEARING AND GRUBBING.
- ITEMS TO BE REMOVED UNDER ITEM 211000 - REMOVAL OF STRUCTURES AND OBSTRUCTIONS SHALL INCLUDE, BUT NOT BE LIMITED TO THE FOLLOWING:
 - EXISTING GUARDRAIL. GUARDRAIL SHALL BE REMOVED AND DELIVERED IN USEABLE WORKING CONDITION TO DELDOT AREA 20 YARD. CONTACT KYLE BANKS AT (302) 856-5204 TO COORDINATE DELIVERY
 - FOUR POSTED WEIGHT LIMIT SIGNS. SIGNS SHALL BE DELIVERED TO THE AREA 20 YARD IN REUSABLE CONDITION
 - EXISTING CONCRETE SLOPE PROTECTION, SACK RIP-RAP AND SANDBAGS
 - EXISTING TWO 20'-0" x 7'-4" CORRUGATED STEEL PLATE ARCHES
 - EXISTING CONCRETE FOOTERS
 - EXISTING TIMBER PILES MUST BE REMOVED OR CUT 1'-0" BELOW BOTTOM OF DE *3 STONE IN RIP-RAP APRON

SECTION 300

- 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':
 - CRUSHED STONE (PER STANDARD SPECIFICATION 821)
 - CRUSHED CONCRETE (PER STANDARD SPECIFICATION 821)
 - 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:
 - MATERIAL MILLED ON THIS CONTRACT AT THE CONTRACTOR'S CHOICE UNDER ITEM 202000 - EXC. AND EMBANKMENT.
 - 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.
- E. PAYMENT CLARIFICATION:
 - 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.
 - SHOULD THE CONTRACTOR ELECT TO TEMPORARILY STOCKPILE MILLINGS ON THE JOB SITE FOR LATER USE, ALL COSTS FOR STOCKPILING AND SUBSEQUENT REHANDLING SHALL BE INCIDENTAL TO ITEM 202000 - EXCAVATION AND EMBANKMENT.
 - MILLINGS USED FOR BASE COURSE SHALL BE PLACED IN ACCORDANCE WITH THE REQUIREMENTS OF SPECIAL PROVISION 302514 - MILLED HOT-MIX BASE COURSE. NO SEPARATE PAYMENT WILL BE MADE TO FURNISH MILLINGS FROM AN OUTSIDE SOURCE OR TRANSPORT MILLINGS WITHIN THE PROJECT LIMITS. MILLINGS USED FOR BASE COURSE WILL BE PAID FOR AT THE UNIT BID PRICE FOR ITEM 302007 - GRADED AGGREGATE BASE COURSE, TYPE 'B'.
 - ALL COSTS TO UTILIZE MILLINGS IN RECYCLED HOT-MIX WILL BE INCIDENTAL TO THE UNIT PRICE BID FOR THE HOT-MIX ITEM USING THE RECYCLED MATERIAL.
 - SPECIAL PROVISION 302514 - MILLED HOT-MIX BASE COURSE IS PROVIDED TO SPECIFY THE MEANS OF LAY DOWN AND COMPACTION AS WELL AS THE MATERIAL REQUIREMENTS FOR MILLINGS USED AS BASE COURSE. ALL COSTS TO BRING THE MILLINGS INTO COMPLIANCE WITH THE REQUIREMENTS OF ITEM - 302514 MILLED HOT-MIX BASE COURSE ARE INCIDENTAL TO ITEM 302007 - GRADED AGGREGATE BASE COURSE, TYPE 'B'. NO PAYMENT WILL BE MADE FOR ITEM 302514 - MILLED HOT-MIX BASE COURSE. THE QUANTITY OF MILLINGS USED FOR BASE COURSE WILL BE PAID FOR UNDER ITEM 302007 - GRADED AGGREGATE BASE COURSE.

SECTION 600

- PORTLAND CEMENT CONCRETE
STRUCTURAL ELEMENTS OF PORTLAND CEMENT CONCRETE (P.C.C.) SHALL BE AS NOTED: F'c = 28 DAY COMPRESSIVE STRENGTH
ITEM 602013 - P.C.C. MASONRY, SUPERSTRUCTURE, CLASS D - F'c = 4.5 KSI
ITEM 602015 - P.C.C. MASONRY, ABUTMENT ABOVE FOOTING, CLASS 'A' - F'c = 4.5 KSI
ITEM 602017 - P.C.C. MASONRY, PARAPET, CLASS A - F'c = 4.5 KSI
ITEM 623002 - PRESTRESSED REINFORCED CONCRETE MEMBERS, BOX BEAMS - F'c = 8 KSI
MIX REQUIREMENTS SHALL CONFORM TO SECTION 812 OF THE SPECIFICATIONS WITH THE FOLLOWING EXCEPTIONS:
ALL EXPOSED EDGES SHALL BE CHAMFERED 3/4" UNLESS OTHERWISE NOTED. APPLY SILICONE ACRYLIC CONCRETE SEALER ON ALL C.I.P. NON-RIDING EXPOSED CONCRETE SURFACES AND ALONG THE STREAM FACE OF THE FASCIA BEAMS TO THE DRIP EDGE.
- BAR REINFORCEMENT
REINFORCING STEEL SHALL CONFORM TO AASHTO M31 (ASTM A615), GRADE 60. ALL REINFORCING STEEL SHALL HAVE A CLEAR COVER OF 2" MINIMUM UNLESS OTHERWISE SPECIFIED ON PLANS. ALL REINFORCING STEEL SHALL BE PROTECTED WITH EPOXY COATED REINFORCING CONFORMING TO AASHTO M284 (ASTM D3963).

SECTION 700

- 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 SAWCUTTING SHALL BE FULL DEPTH UNLESS OTHERWISE DIRECTED BY THE ENGINEER.
- STRIPING
PROPOSED STRIPING SHALL CONSIST OF TWO SOLID YELLOW CENTERLINE STRIPES THROUGHOUT THE PROJECT LIMITS AND ONE SOLID WHITE SHOULDER STRIPE ON EITHER SIDE OF THE ROADWAY. USE SHOULDER STRIPE BETWEEN PC*2 (STA. 4+39.13) AND PT*2 (STA. 6+48.85). PAYMENT FOR PERMANENT STRIPING UNDER ITEM 748548 - PERMANENT PAVEMENT STRIPING, EPOXY RESIN PAINT, WHITE/YELLOW, 5".
- MAINTENANCE OF TRAFFIC SHALL BE AS PER DETOUR PLAN. THE DETOUR SHALL REMAIN IN EFFECT UNTIL ALL WORK IS COMPLETE. ALL MOT ITEMS WITH THE EXCEPTION OF CHANGEABLE MESSAGE BOARDS AND FLAGGERS WILL BE INCLUDED IN ITEM 763643 - MAINTENANCE OF TRAFFIC, ALL INCLUSIVE.

SECTION 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 NOTIS KEPT ON FILE IN EACH OF THE CONSTRUCTION OFFICES AND THE DEPARTMENT'S STORMWATER SECTION. A COPY OF THE GENERAL PERMIT OR THE NOICAN BE OBTAINED UPON REQUEST FROM EITHER THE DEPARTMENT'S STORMWATER ENGINEER OR THE APPROPRIATE CONSTRUCTION ENGINEER.

MISCELLANEOUS

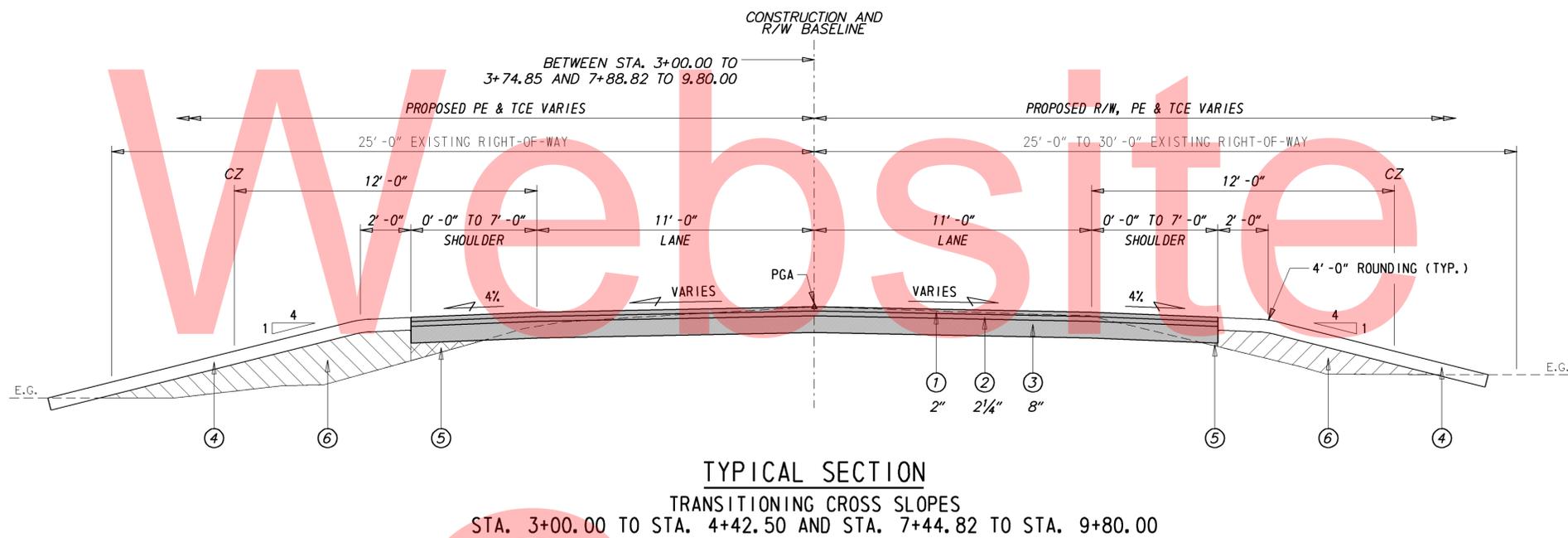
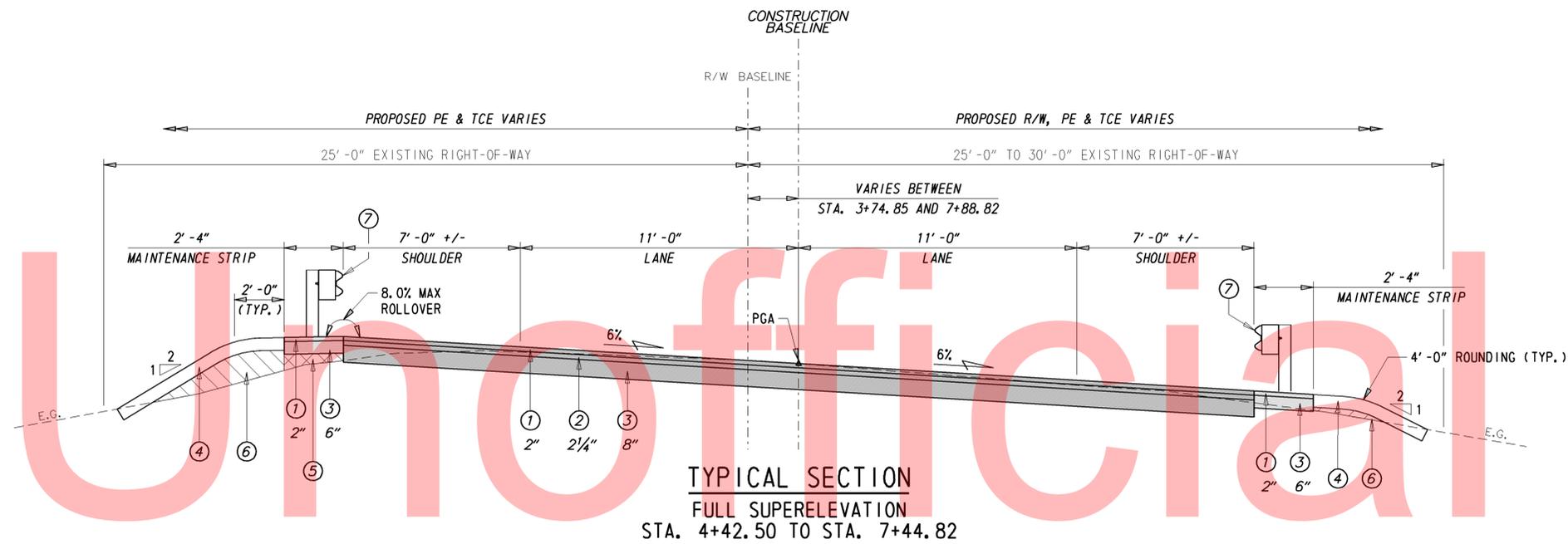
- ACCESS TO ENTRANCE WAY ON PARCEL 2-L SHALL BE MAINTAINED THROUGHOUT THE DURATION OF THIS CONTRACT. ANY TEMPORARY CLOSURE MUST BE COORDINATED WITH THE ENGINEER AND/OR PROPERTY OWNER IN ADVANCE OF THE CLOSURE.
- DESIGN CRITERIA
2012 AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, 6TH EDITION, U.S. CUSTOMARY UNITS.
- LOADING
AASHTO HL-93 FOR LIVE LOAD
25 PSF DEAD LOAD HAS BEEN INCLUDED FOR FUTURE OVERLAY.
- HYDRAULIC DATA
-DRAINAGE AREA = 11.9 SQ. MILES -DESIGN DISCHARGE = 998.0 CFS
-DESIGN FREQUENCY = 25-YEARS -25-YEAR FLOOD ELEVATION = 33.51 FT
- 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' EXPERIENCE, SELECTION AND DESIGN GUIDANCE.' SCOUR COUNTERMEASURES HAVE BEEN DESIGNED FOR THE WORST CASE OF THE OVERTOPPING FLOOD OR THE 500-YR FLOOD EVENT.
-DESIGN EVENT = 500-YEAR -DESIGN VELOCITY = 5.36 FT/S
-DESIGN DISCHARGE = 2234.0 CFS -TAILWATER DEPTH = 9.58 FT
- ENVIRONMENTAL COMPLIANCE
SEE ENVIRONMENTAL COMPLIANCE PLAN FOR FURTHER RESTRICTIONS/GUIDANCE ASSOCIATED WITH THIS PROJECT.
- UTILITIES:
SEE THE UTILITY STATEMENT FOR UTILITY RELOCATION DETAILS.
- PERMITTING FOR UTILITIES
AS OUTLINED IN CHAPTER 3 OF THE DELDOT UTILITIES MANUAL, THE INDIVIDUAL UTILITY COMPANIES ARE RESPONSIBLE FOR OBTAINING ALL REQUIRED PERMITS FROM MUNICIPAL, STATE AND FEDERAL GOVERNMENT AGENCIES AND RAILROADS. THIS INCLUDES BUT IS NOT LIMITED TO WATER QUALITY PERMIT/DNREC WATER QUALITY CERTIFICATION, DNREC SUBAQUEOUS LANDS/WETLANDS PERMITS, DNREC COASTAL ZONE CONSISTENCY CERTIFICATION, COUNTY FLOODPLAIN PERMITS (NEW CASTLE COUNTY ONLY), U.S. COAST GUARD PERMITS, U.S. ARMY CORPS 404 PERMITS, SEDIMENT AND EROSION PERMITS, AND RAILROAD CROSSING PERMITS. THE ENVIRONMENTAL PERMITS CITED ON THE EC SHEET DO NOT AUTHORIZE ANY PART OF THE UTILITY WORK ASSOCIATED WITH THIS PROJECT.
- MILLSBORO HIGHWAY AND CYPRESS ROAD SHALL BE USED FOR THE DETOUR OF TRAFFIC DURING THE CLOSURE OF DAISEY ROAD. PRIOR TO AND AT THE COMPLETION OF THE BRIDGE REPLACEMENT, BOTH OF THE AFOREMENTIONED ROADS ALONG THE DETOUR SHALL BE EVALUATED FOR THEIR CONDITION BY THE ENGINEER. ANY NOTED WEAR WHICH MAY HAVE BEEN CAUSED BY THE DETOURED TRAFFIC, SHALL BE REPAIRED AT THE ENGINEER'S DISCRETION. PATCHING ITEMS FOR TYPE 'C' AND 'B' SUPERPAVE (ITEMS 401821 AND 401822, RESPECTIVELY) AND BITUMINOUS CONCRETE PATCHING (ITEM 406001) HAVE BEEN INCLUDED IN THIS CONTRACT FOR THAT PURPOSE.

LOAD RATING SUMMARY

DESIGN VEHICLE	RATING FACTOR	RATING WEIGHT (TON)	CONTROLLING MEMBER	CONTROLLING POINT	LOAD EFFECT
HL-93 TRUCK (INVENTORY)	1.81	N/A	SPAN 1: BEAM 1	104.00	LONG. REIN.
HL-93 TANDEM (INVENTORY)	2.01	N/A	SPAN 1: BEAM 1	104.00	LONG. REIN.
HS-20 (INVENTORY)	2.22	80.08	SPAN 1: BEAM 1	104.00	LONG. REIN.
HL-93 TRUCK (OPERATING)	2.32	N/A	SPAN 1: BEAM 1	104.00	LONG. REIN.
HL-93 TANDEM (OPERATING)	2.57	N/A	SPAN 1: BEAM 1	104.00	LONG. REIN.
HS-20 (OPERATING)	2.85	102.53	SPAN 1: BEAM 1	104.00	LONG. REIN.
DE S220 & LEGAL-LANE (LEGAL)	4.38	20.00	SPAN 1: BEAM 6	105.00	CONC. STRESS
DE S335 & LEGAL-LANE (LEGAL)	2.41	35.00	SPAN 1: BEAM 6	105.00	CONC. STRESS
DE S437 & LEGAL-LANE (LEGAL)	2.29	37.00	SPAN 1: BEAM 6	105.00	CONC. STRESS
DE T330 & LEGAL-LANE (LEGAL)	3.67	30.00	SPAN 1: BEAM 6	105.00	CONC. STRESS
DE T435 & LEGAL-LANE (LEGAL)	3.23	35.00	SPAN 1: BEAM 6	105.00	CONC. STRESS
DE T540 & LEGAL-LANE (LEGAL)	2.91	40.00	SPAN 1: BEAM 6	105.00	CONC. STRESS

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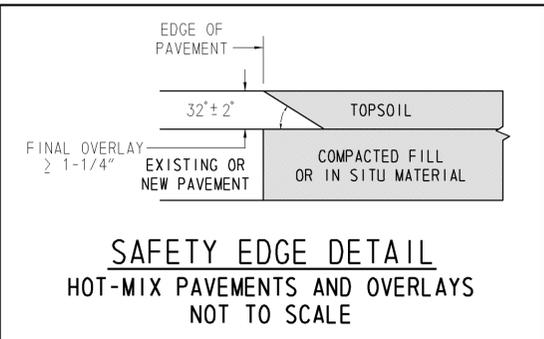
 DELAWARE DEPARTMENT OF TRANSPORTATION	ADDENDUMS / REVISIONS		NOT TO SCALE	BR 3-558 ON S417 DAISEY ROAD OVER POCOMOKE RIVER	CONTRACT	BRIDGE NO.	3-558	NOTES	SHEET NO.
	T201207602	DESIGNED BY: SMW			3				
	COUNTY	CHECKED BY: KRL			TOTAL SHTS.				
	SUSSEX				23				



LEGEND

- ① ITEM 401801 - BITUMINOUS CONCRETE, SUPERPAVE, TYPE C, 160 GYRATIONS, PG 64-22 (CARBONATE STONE)
- ② ITEM 401810 - BITUMINOUS CONCRETE, SUPERPAVE, TYPE B, 160 GYRATIONS, PG 64-22
- ③ ITEM 302007 - GRADED AGGREGATE BASE COURSE
- ④ ITEM 908004 - TOPSOIL, 6" DEPTH
ITEM 908014 - PERMANENT GRASS SEEDING, DRY GROUND
- ⑤ ITEM 209001 - BORROW, TYPE A
- ⑥ ITEM 209006 - BORROW, TYPE F
- ⑦ ITEM 720050 - GALVANIZED STEEL BEAM GUARDRAIL, TYPE 1-31

MATERIAL	LIFT THICKNESS	
	MINIMUM	MAXIMUM
HOT-MIX, TYPE 'C'	1.25"	2"
HOT-MIX, TYPE 'B'	2.25"	4"
BITUMINOUS CONCRETE BASE COURSE	3"	6"
GRADED AGGREGATE BASE COURSE	--	8"



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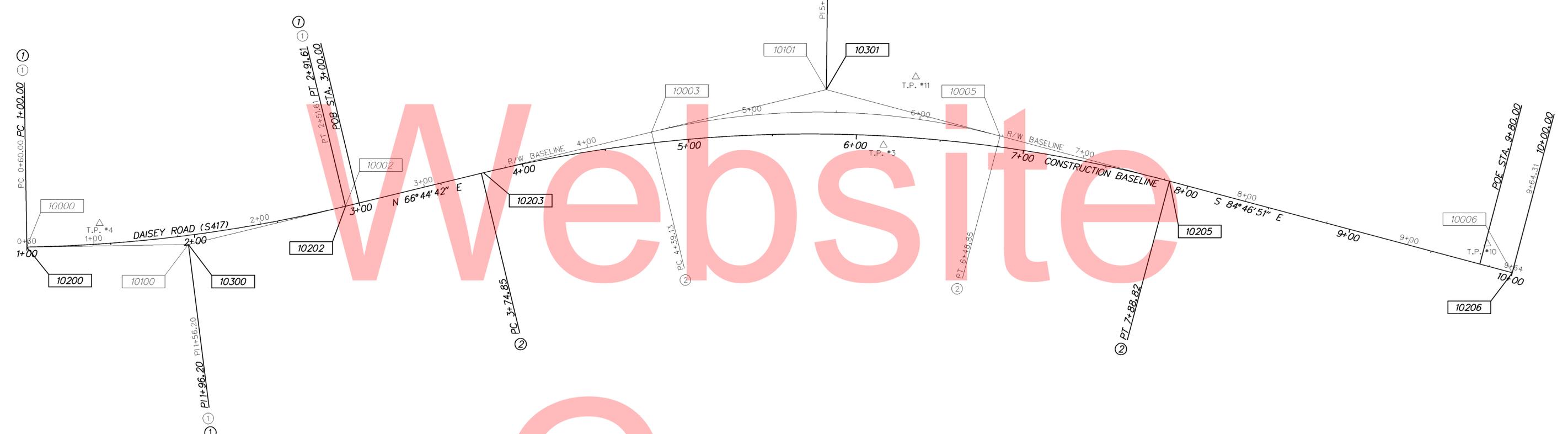
HORIZONTAL / VERTICAL CONTROL DATA					
POINT	STATION	OFFSET	NORTHING	EASTING	ELEVATION
TP #3	6+16.44	5.40	175127.81	678525.18	36.17
TP #4	1+44.20	-12.17	175003.57	678072.92	36.62
TP #10	9+81.38	-12.82	175130.55	678889.53	35.63
TP #11	6+32.87	-36.15	175170.90	678537.41	36.61

RW BASELINE ALIGNMENT CONTROL				
POINT	STATION	OFFSET	NORTHING	EASTING
10006	9+64.31	0.00	175116.10	678906.91

CONSTRUCTION ALIGNMENT CONTROL				
POINT	STATION	OFFSET	NORTHING	EASTING
10206	10+00	0.00	175116.10	678906.91

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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Element: Existing Circular Curve #1			
PC (10000)	0+60.00	174982.48	678032.55
PI (10100)	1+56.20	175000.24	678127.09
CC (10001)		175837.54	677871.98
PT (10002)	2+51.61	175038.22	678215.47
Radius:	870.00		
Delta:	12° 37' 09" Left		
Degree of Curvature (Arc):	6° 35' 09"		
Length:	191.61		
Tangent:	96.20		
Chord:	191.23		
Middle Ordinate:	5.27		
External:	5.30		
Tangent Direction:	N 79° 21' 50.49" E		
Radial Direction:	S 10° 38' 09.51" E		
Chord Direction:	N 73° 03' 16.05" E		
Radial Direction:	S 23° 15' 18.39" E		
Tangent Direction:	N 66° 44' 41.61" E		

Element: Existing Circular Curve #2			
PC (10003)	4+39.13	175112.26	678387.76
PI (10101)	5+46.20	175154.53	678486.13
CC (10004)		174724.54	678554.37
PT (10005)	6+48.85	175144.79	678592.76
Radius:	422.00		
Delta:	28° 28' 27" Right		
Degree of Curvature (Arc):	13° 34' 38"		
Length:	209.72		
Tangent:	107.07		
Chord:	207.57		
Middle Ordinate:	12.96		
External:	13.37		
Tangent Direction:	N 66° 44' 41.61" E		
Radial Direction:	S 23° 15' 18.39" E		
Chord Direction:	N 80° 58' 55.08" E		
Radial Direction:	S 5° 13' 08.54" W		
Tangent Direction:	S 84° 46' 51.46" E		

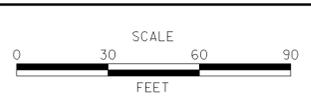
Element: Proposed Circular Curve #1			
PC (10200)	1+00.00	174982.48	678032.55
PI (10300)	1+96.20	175000.24	678127.09
CC (10201)		175837.54	677871.98
PT (10202)	2+91.61	175038.22	678215.47
Radius:	870.00		
Delta:	12° 37' 09" Left		
Degree of Curvature (Arc):	6° 35' 09"		
Length:	191.61		
Tangent:	96.20		
Chord:	191.23		
Middle Ordinate:	5.27		
External:	5.30		
Tangent Direction:	N 79° 21' 50.49" E		
Radial Direction:	S 10° 38' 09.51" E		
Chord Direction:	N 73° 03' 16.05" E		
Radial Direction:	S 23° 15' 18.39" E		
Tangent Direction:	N 66° 44' 41.61" E		

Element: Proposed Circular Curve #2			
PC (10203)	3+74.85	175071.08	678291.95
PI (10301)	5+86.20	175154.53	678486.13
CC (10204)		174305.76	678620.84
PT (10205)	7+88.82	175135.31	678696.61
Radius:	833.00		
Delta:	28° 28' 27" Right		
Degree of Curvature (Arc):	6° 52' 42"		
Length:	413.97		
Tangent:	211.36		
Chord:	409.73		
Middle Ordinate:	25.58		
External:	26.40		
Tangent Direction:	N 66° 44' 41.61" E		
Radial Direction:	S 23° 15' 18.39" E		
Chord Direction:	N 80° 58' 55.08" E		
Radial Direction:	S 5° 13' 08.54" W		
Tangent Direction:	S 84° 46' 51.46" E		

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DELAWARE
DEPARTMENT OF TRANSPORTATION

ADDENDUMS / REVISIONS	



BR 3-558 ON
S417 DAISEY ROAD
OVER POCOMOKE RIVER

CONTRACT	BRIDGE NO.	3-558
T201207602	DESIGNED BY:	SMW
COUNTY	CHECKED BY:	KRL
SUSSEX		

HORIZONTAL AND VERTICAL CONTROL

SHEET NO.	5
TOTAL SHTS.	23

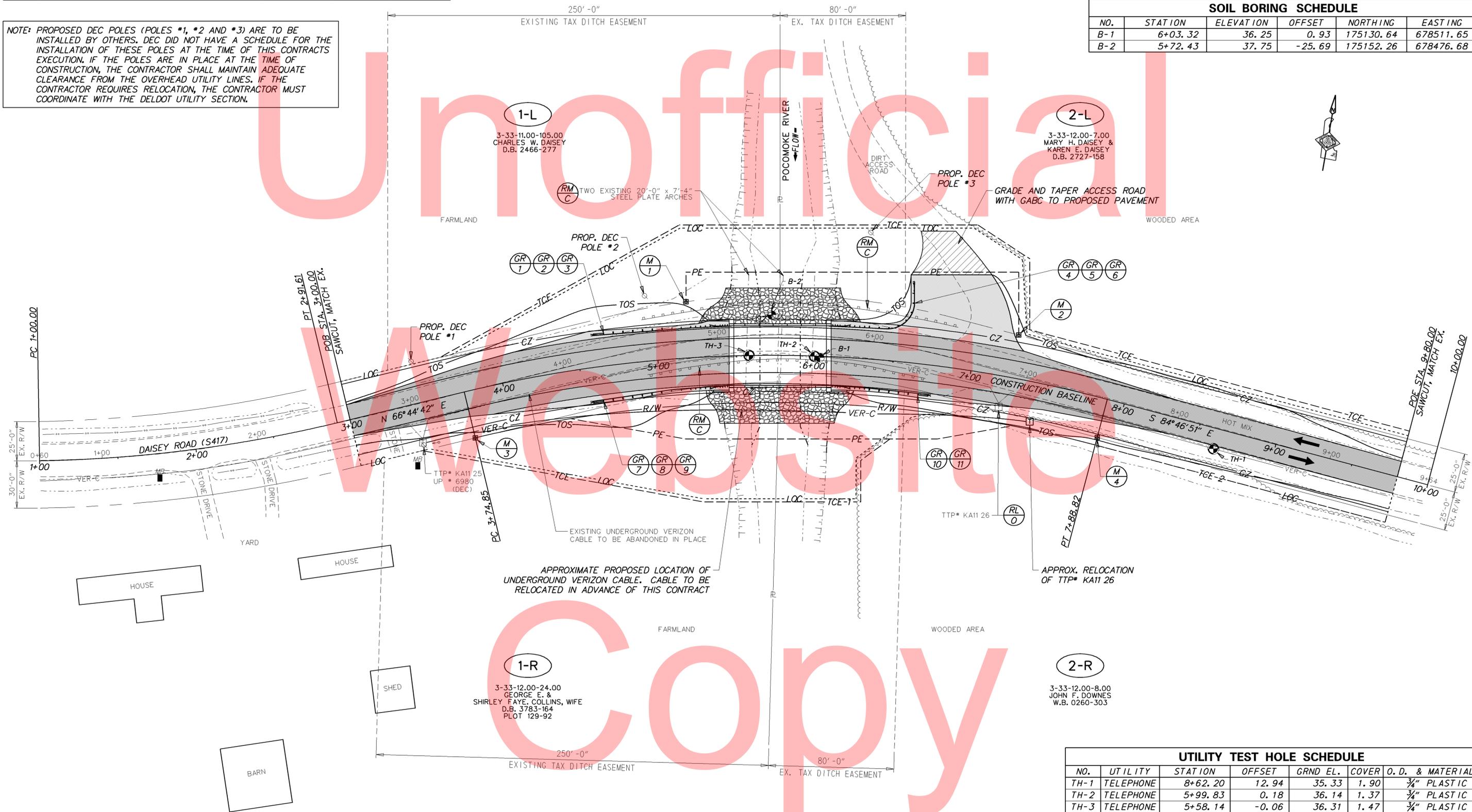
GUARDRAIL SCHEDULE				
NO.	ITEM DESCRIPTION / TYPE	BEGIN STA.	OFFSET	LENGTH
1	GUARDRAIL END TREATMENT, TYPE 1-31	4+60.99	-21.00	50.00
2	STEEL BEAM GUARDRAIL, TYPE 1-31	5+10.99	-19.10	12.50
3	GR TO BARRIER CONNECTION, TYPE 2-31	5+23.49	-19.10	25.00
4	GR TO BARRIER CONNECTION, TYPE 2-31	6+07.14	-19.50	25.00
5	CURVED GUARDRAIL SECTION (R=17'-0")	6+32.14	-19.50	38.00
6	END ANCHORAGE, 31	6+59.90	-37.98	12.50

GUARDRAIL SCHEDULE				
NO.	ITEM DESCRIPTION / TYPE	BEGIN STA.	OFFSET	LENGTH
7	GUARDRAIL END TREATMENT, TYPE 1-31	4+59.88	21.00	50.00
8	STEEL BEAM GUARDRAIL, TYPE 1-31	5+09.88	18.80	12.50
9	GR TO BARRIER CONNECTION, TYPE 2-31	5+22.38	18.80	25.00
10	GR TO BARRIER CONNECTION, TYPE 2-31	6+08.76	18.38	25.00
11	GUARDRAIL END TREATMENT, TYPE 1-31	6+33.76	18.38	50.00

RIGHT-OF-WAY MONUMENT SCHEDULE					
NO.	TYPE	STATION	OFFSET	NORTHING	EASTING
1	CAPPED REBAR	5+20.15	-35.76	175151.35	678421.56
2	CAPPED REBAR	7+25.78	-27.46	175166.12	678634.10
3	CAPPED REBAR	3+74.85	30.00	175043.52	678303.79
4	CAPPED REBAR	7+88.82	25.00	175110.41	678694.33

SOIL BORING SCHEDULE					
NO.	STATION	ELEVATION	OFFSET	NORTHING	EASTING
B-1	6+03.32	36.25	0.93	175130.64	678511.65
B-2	5+72.43	37.75	-25.69	175152.26	678476.68

NOTE: PROPOSED DEC POLES (POLES #1, #2 AND #3) ARE TO BE INSTALLED BY OTHERS. DEC DID NOT HAVE A SCHEDULE FOR THE INSTALLATION OF THESE POLES AT THE TIME OF THIS CONTRACTS EXECUTION. IF THE POLES ARE IN PLACE AT THE TIME OF CONSTRUCTION, THE CONTRACTOR SHALL MAINTAIN ADEQUATE CLEARANCE FROM THE OVERHEAD UTILITY LINES. IF THE CONTRACTOR REQUIRES RELOCATION, THE CONTRACTOR MUST COORDINATE WITH THE DELDOT UTILITY SECTION.



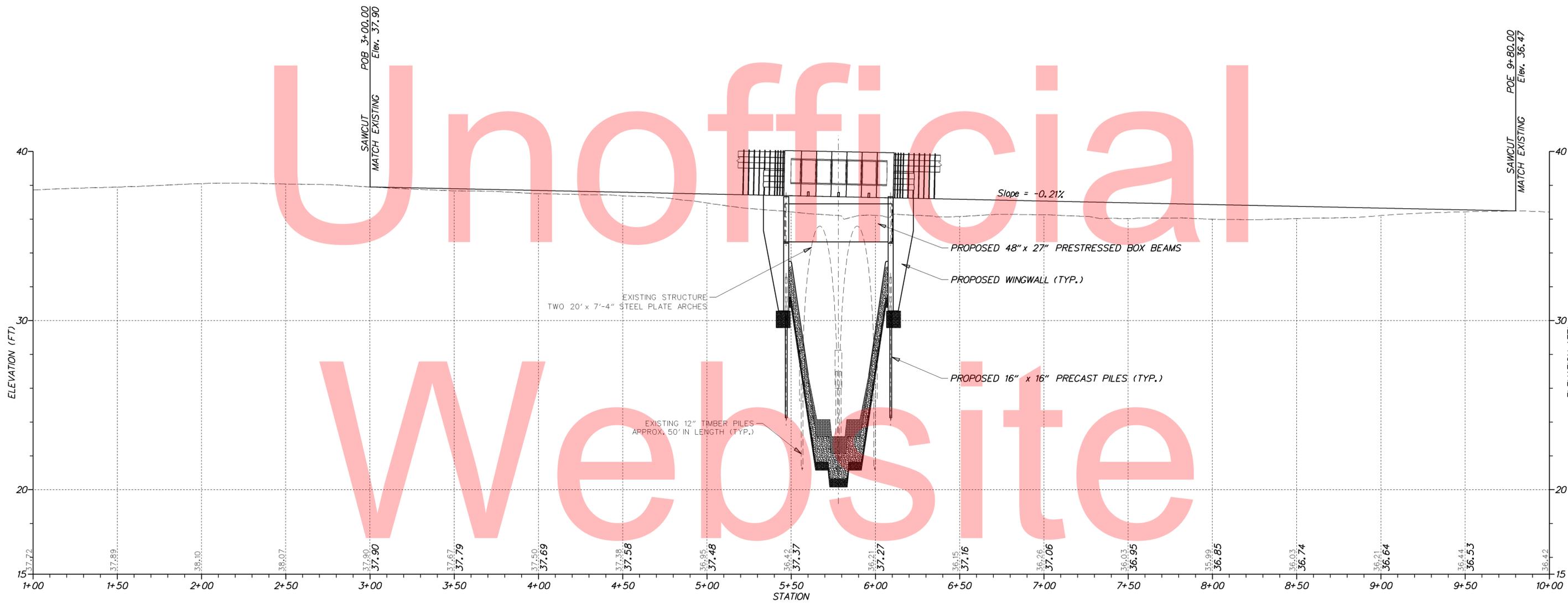
UTILITY TEST HOLE SCHEDULE						
NO.	UTILITY	STATION	OFFSET	GRND EL.	COVER	O. D. & MATERIAL
TH-1	TELEPHONE	8+62.20	12.94	35.33	1.90	3/4" PLASTIC
TH-2	TELEPHONE	5+99.83	0.18	36.14	1.37	3/4" PLASTIC
TH-3	TELEPHONE	5+58.14	-0.06	36.31	1.47	3/4" PLASTIC

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Website

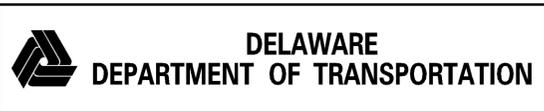
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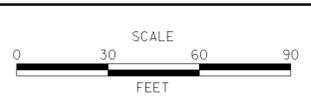
DAISEY ROAD - S417



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ADDENDUMS / REVISIONS	

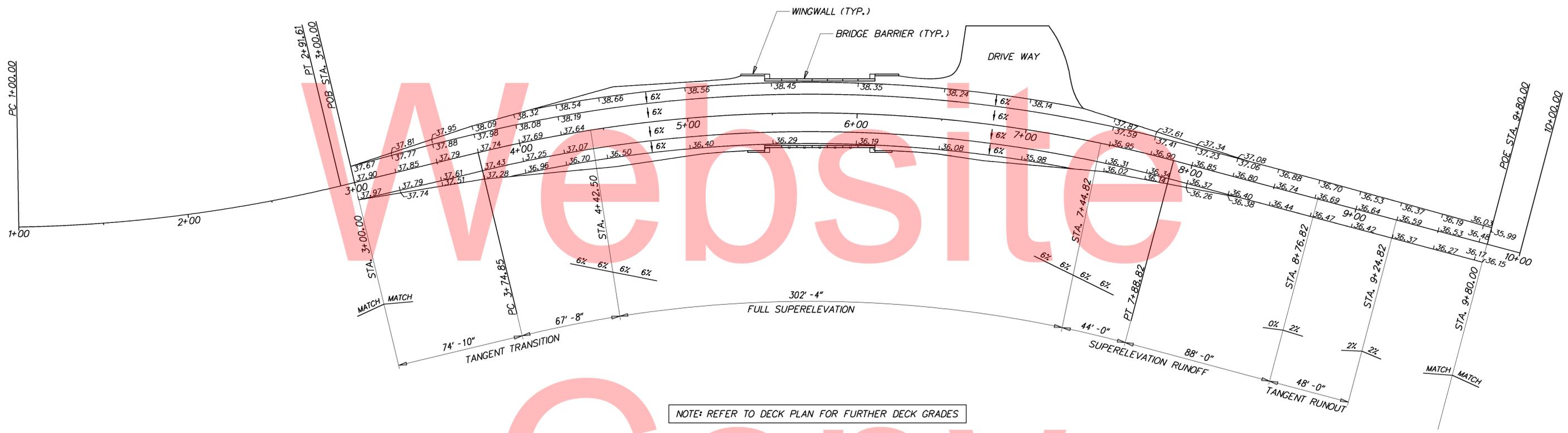


BR 3-558 ON
S417 DAISEY ROAD
OVER POCOMOKE RIVER

CONTRACT T201207602	BRIDGE NO. 3-558
COUNTY SUSSEX	DESIGNED BY: SMW
	CHECKED BY: KRL

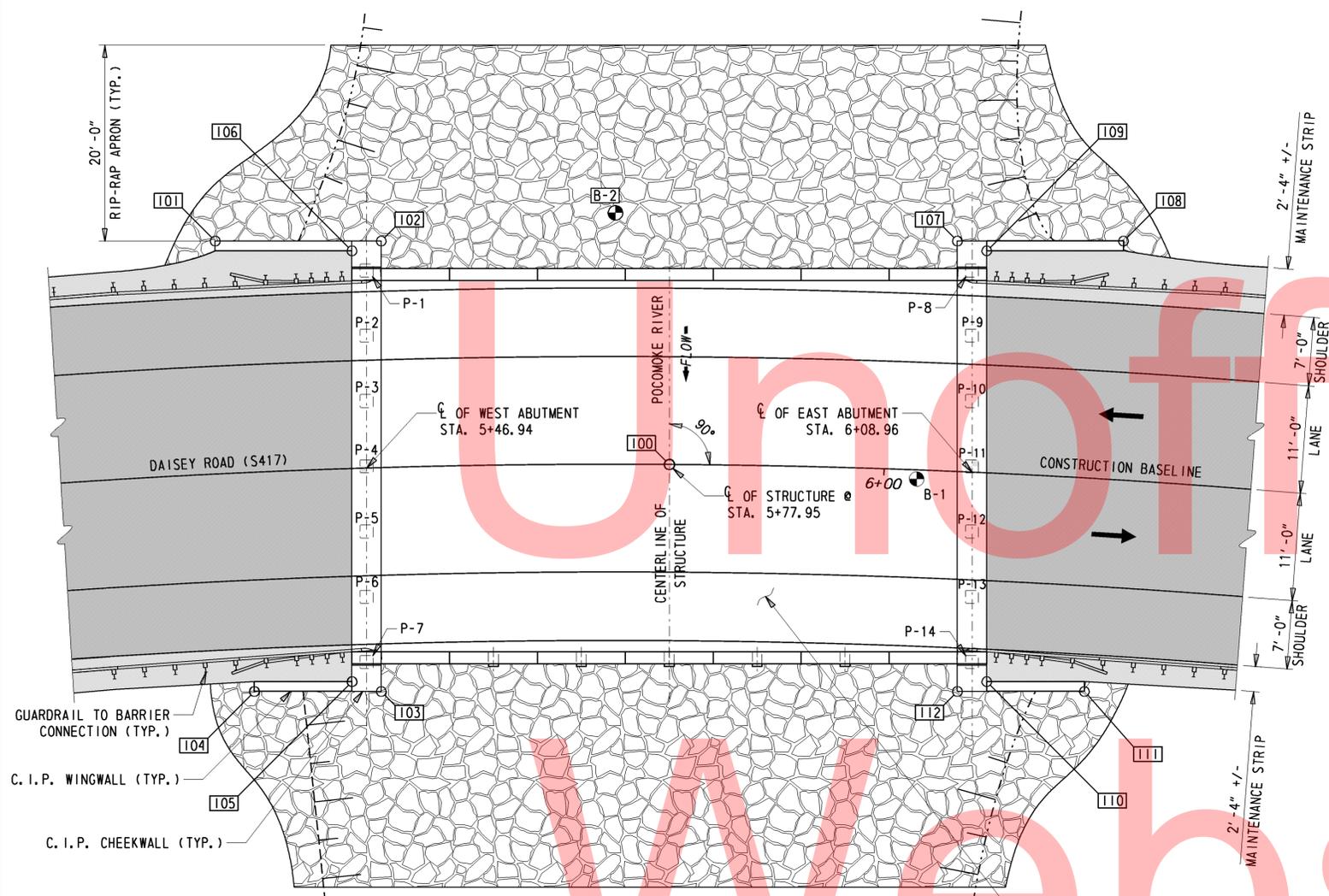
PROFILE	SHEET NO. 7
	TOTAL SHTS. 23

Unofficial



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<p>DELAWARE DEPARTMENT OF TRANSPORTATION</p>	ADDENDUMS / REVISIONS		<p>SCALE</p> <p>FEET</p>	<p>BR 3-558 ON S417 DAISEY ROAD OVER POCOMOKE RIVER</p>	CONTRACT	BRIDGE NO.	<p>GRADES AND GEOMETRICS</p>	SHEET NO.	
					T201207602	3-558		DESIGNED BY: SMW	8
					COUNTY	SUSSEX		CHECKED BY: KRL	TOTAL SHTS.
								23	

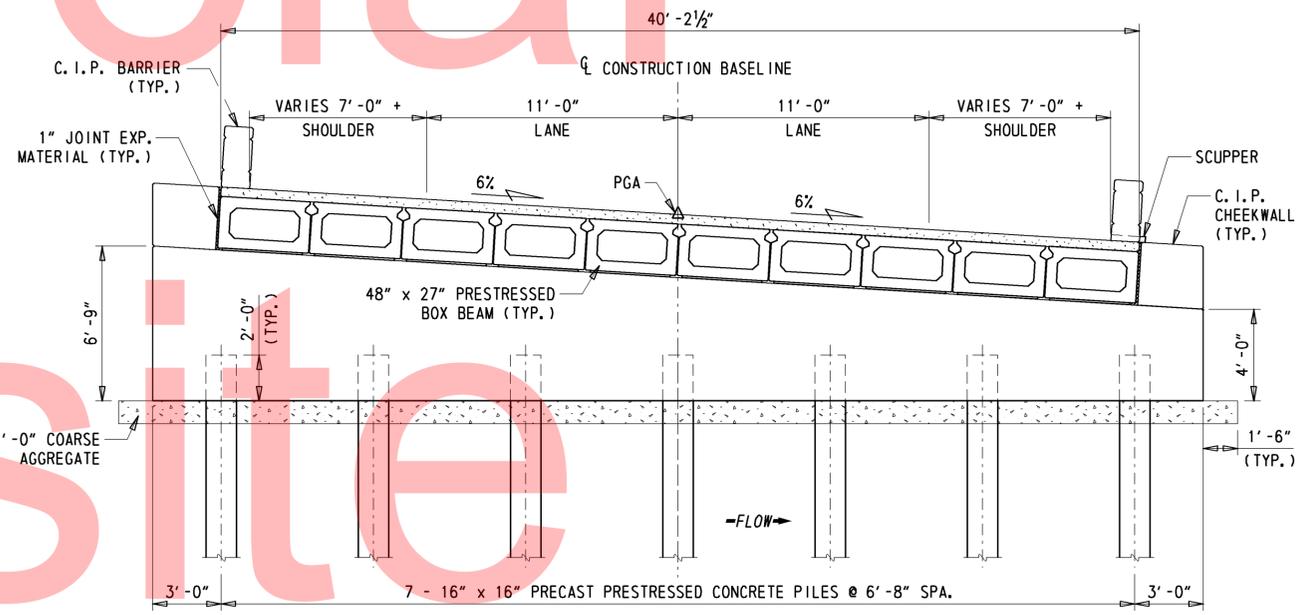


WORKING POINTS (WEST ABUTMENT)				
NO.	STATION	OFFSET	NORTHING	EASTING
100	5+77.95	0.17	175127.68	678486.46
101	5+32.57	-23.79	175142.54	678436.75
102	5+49.09	-23.14	175145.39	678453.51
103	5+47.77	22.84	175100.05	678461.24
104	5+34.42	22.35	175097.86	678448.43
105	5+44.72	21.74	175100.53	678458.12
106	5+46.14	-22.23	175143.90	678450.72

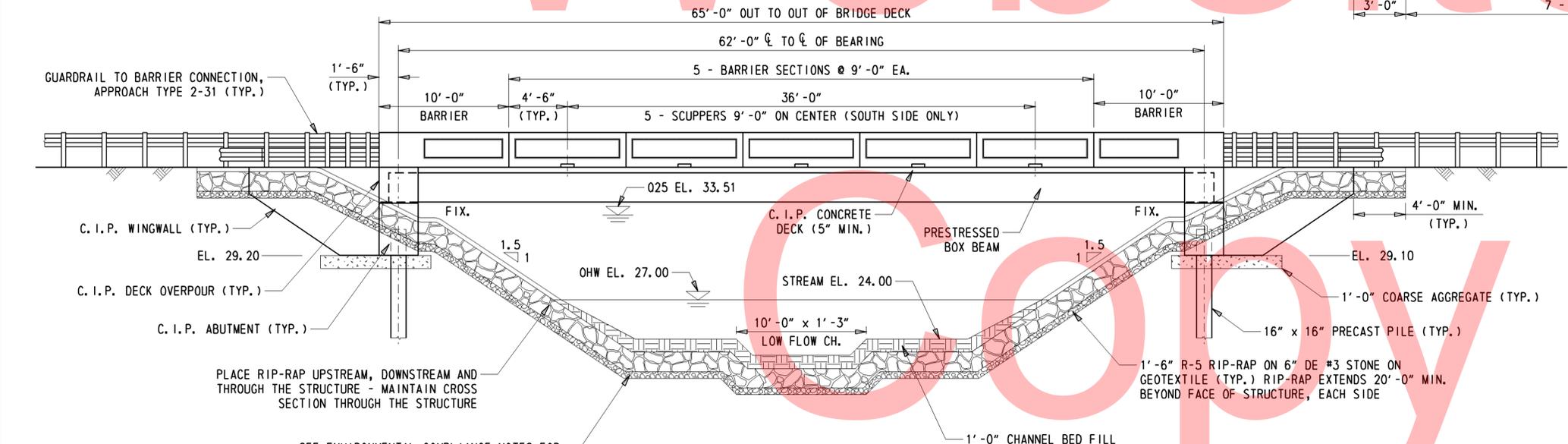
WORKING POINTS (EAST ABUTMENT)				
NO.	STATION	OFFSET	NORTHING	EASTING
107	6+06.49	-23.53	175155.31	678511.67
108	6+22.99	-24.40	175158.16	678528.43
109	6+09.45	-22.66	175154.83	678514.80
110	6+11.46	21.29	175111.45	678522.19
111	6+21.77	21.76	175112.15	678532.22
112	6+08.43	22.43	175109.96	678519.40



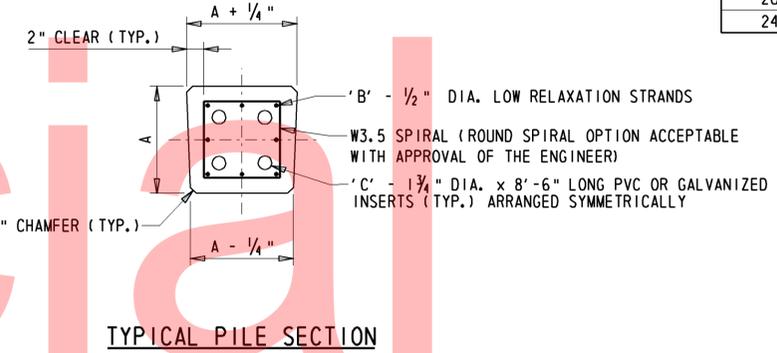
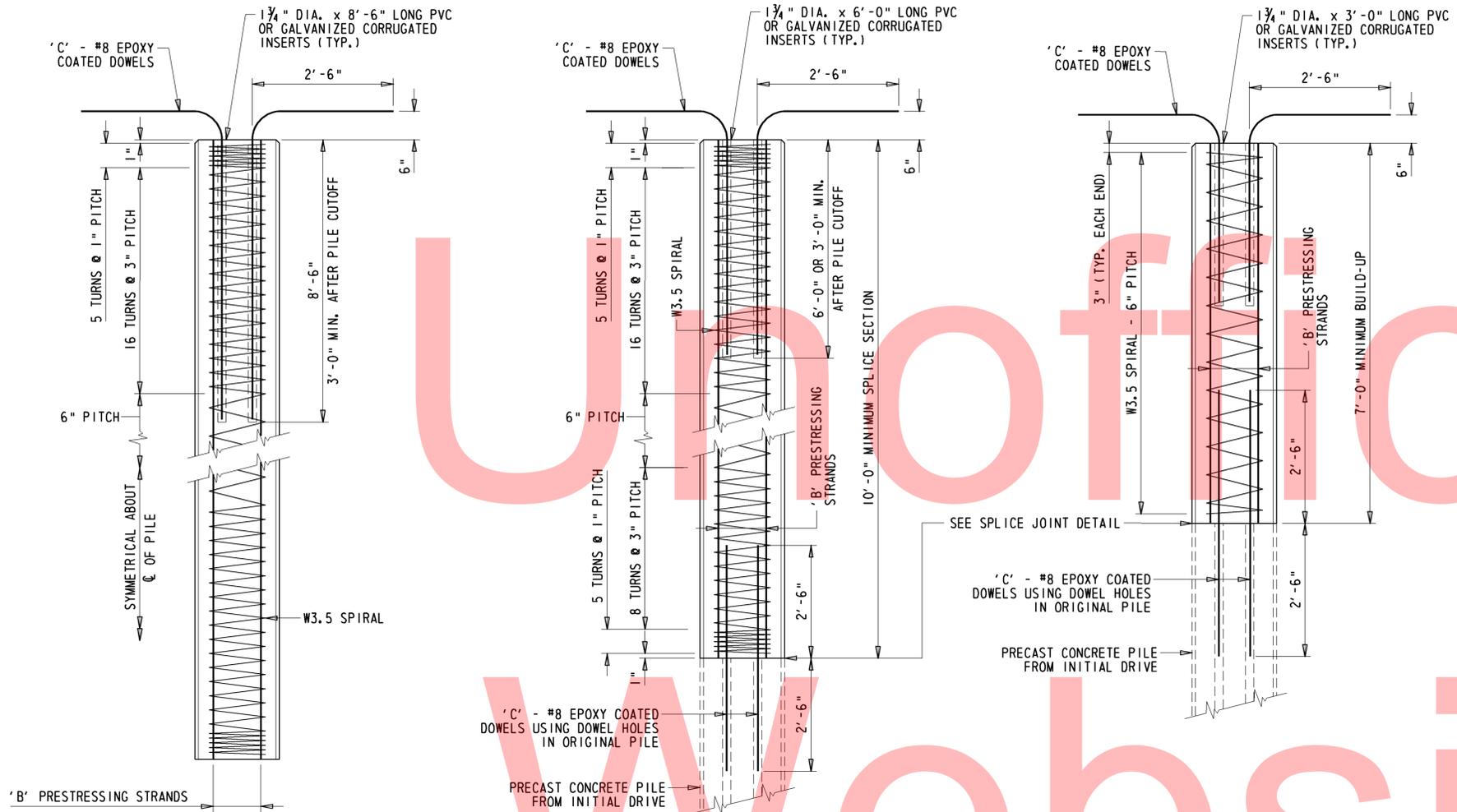
PLAN
1/8" = 1'-0"



BRIDGE SECTION (EAST ABUTMENT)
1/4" = 1'-0"



ELEVATION
3/8" = 1'-0"



PRECAST PRESTRESSED CONCRETE PILE SIZES		
PILE SIZE	STRANDS	DOWELS
'A'	'B'	'C'
12"	6	4
14"	8	4
16"	10	6
18"	12	8
20"	16	8
24"	24	12

PROJECT SPECIFIC PILE NOTES

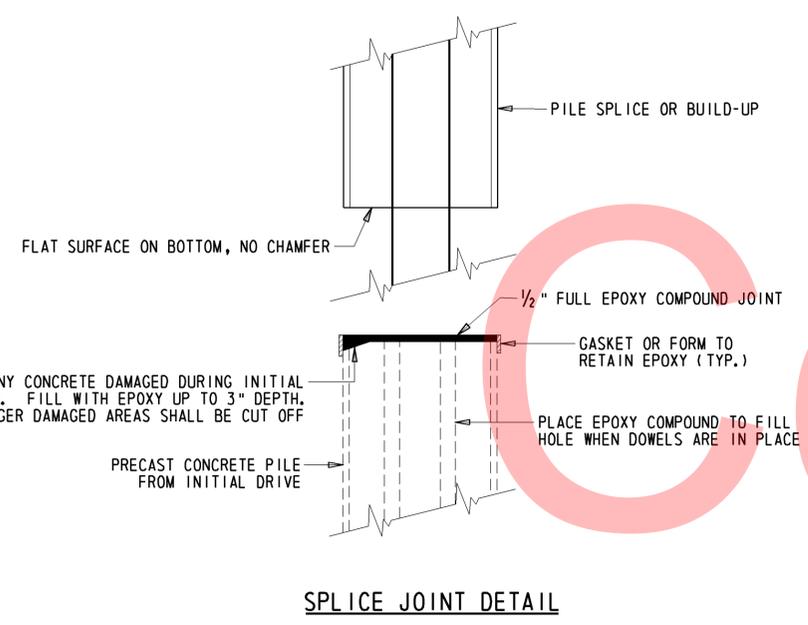
1. PILE TYPE: THIS PROJECT SHALL UTILIZE 16" x 16" PRESTRESSED PRECAST CONCRETE PILES.
2. ESTIMATED PRODUCTION PILE LENGTH IS 55'-0".
3. REQUIRED TEST PILE LENGTH IS 5'-0" LONGER THAN THE ESTIMATED PRODUCTION PILE LENGTH.
4. PILES SHALL BE DRIVEN TO A BEARING RESISTANCE OF 366 KIPS.
5. MINIMUM TIP ELEVATION SHALL NOT BE REQUIRED FOR THIS PROJECT.

GENERAL PILE NOTES

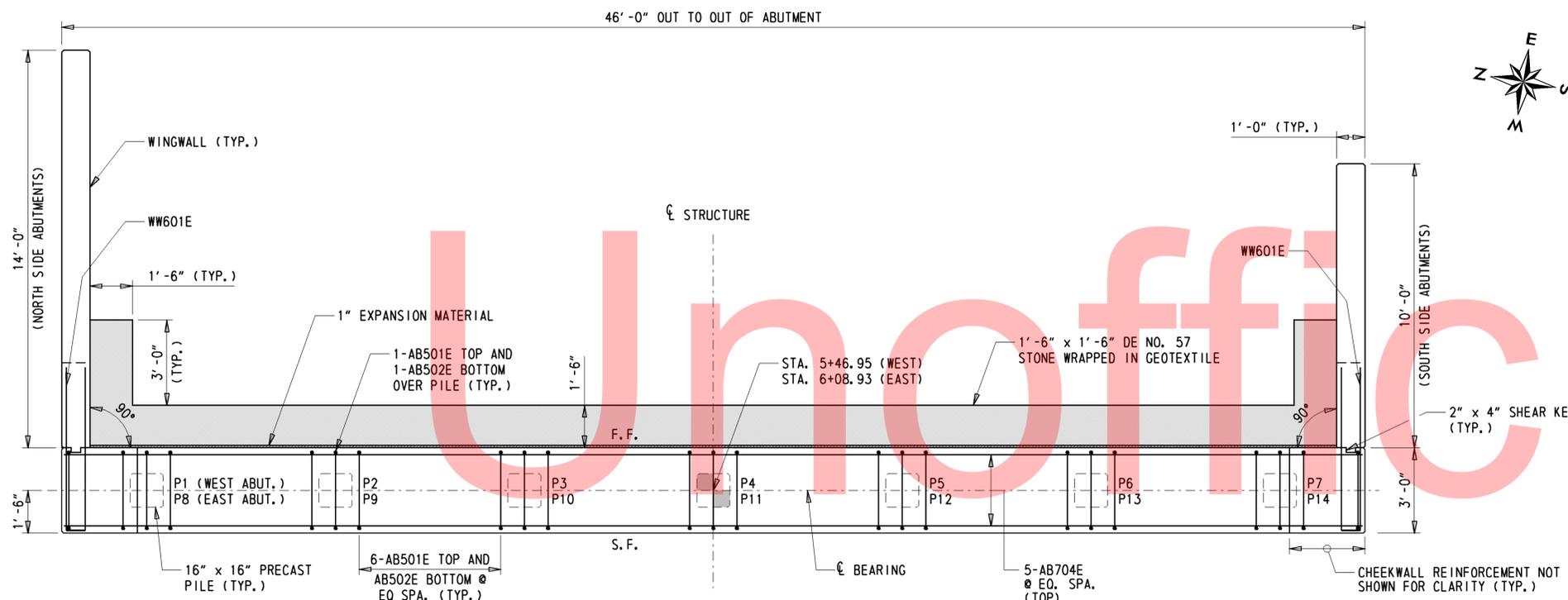
1. FOR MORE INFORMATION REGARDING PILE MATERIALS AND FABRICATION, REFER TO SECTION 618 (PILE MATERIALS) OF THE STANDARD SPECIFICATIONS. FOR MORE INFORMATION REGARDING PILE DRIVING AND INSTALLATION, REFER TO SECTION 619 (INSTALLATION OF PILES) OF THE STANDARD SPECIFICATIONS.
2. EACH TEST PILE SHALL BE DYNAMICALLY TESTED BY THE CONTRACTOR IN ACCORDANCE WITH ITEM #619519 - DYNAMIC PILE TESTING BY CONTRACTOR. THE QUANTITY FOR DYNAMIC PILE TESTING SHALL INCLUDE ONE FOR THE INITIAL DRIVE AND ONE FOR THE RE-STRIKE OF EACH TEST PILE. THE NEED TO RE-STRIKE EITHER A TEST PILE OR A PRODUCTION PILE SHALL BE THE SOLE DECISION OF THE ENGINEER.
3. WAVE EQUATION ANALYSIS SHALL BE SUBMITTED BY THE CONTRACTOR FOR REVIEW BY THE ENGINEER (ELECTRONIC PREFERRED, OTHERWISE 8 COPIES MINIMUM).
4. TEST PILES, AS NOTED, SHALL BE DRIVEN FIRST TO ESTABLISH DRIVING CRITERIA FOR THE OTHER PILES IN EACH SUBSTRUCTURE ELEMENT. AN ADDITIONAL 5' HAS BEEN ADDED TO THE DESIGN LENGTH OF EACH PILE AS A CONTINGENCY.

PRESTRESSED-PRECAST CONCRETE PILE NOTES

1. DOWEL HOLES CAST IN THE TOP OF THE PILES SHALL BE CLEANED BY INSERTING A HIGH PRESSURE AIR HOSE TO THE BOTTOM AND BLOWING THE HOLE CLEAN FROM THE BOTTOM UPWARD PRIOR TO SETTING AND GROUTING THE DOWEL BARS. DOWELS SHALL BE SET WITH AN APPROVED NON-SHRINK EPOXY GROUT.
2. IF, AFTER A PILE CUTOFF, THE PREFORMED HOLES IN THE TOP OF THE PRESTRESSED-PRECAST CONCRETE PILES ARE NOT LONG ENOUGH TO PROVIDE SUFFICIENT DOWEL EMBEDMENT, THEY SHALL BE DRILLED TO THE PROPER DEPTH AT NO ADDITIONAL COST TO THE DEPARTMENT. THE MINIMUM LENGTH OF THE DOWEL BAR EMBEDMENT IN THE HOLE SHALL BE 3'-0" FEET.
3. EPOXY GROUT FOR GROUTING THE DOWEL BARS IN THE TOP OF THE PRESTRESSED-PRECAST CONCRETE PILE SHALL BE AN APPROVED NON-SHRINK EPOXY GROUT SPECIFICALLY DESIGNED AS A FAST SETTING COMPOUND THAT POURS EASILY TO FILL THE VOIDS. THE COST OF GROUTING THE DOWEL BARS SHALL BE INCIDENTAL TO THE UNIT BID ITEM FOR THAT RESPECTIVE PILE.
4. THE WORKING DRAWINGS SHALL ALSO INCLUDE DESIGN AND DETAILS OF THE PROPOSED PICK-UP AND SUPPORT POINTS, AND LIFTING LOOPS FOR THE DEPARTMENT'S APPROVAL.
5. THE CONTRACTOR MAY CONSIDER USING ALTERNATIVE PILE BUILD-UP DETAILS FOR BOTH DRIVING AND WITHOUT DRIVING. ALL ALTERNATIVE DETAILS FOR PILE BUILD-UPS SHALL BE SUBMITTED TO THE DEPARTMENT FOR APPROVAL.
6. THE CONTRACTOR MAY CONSIDER USING AN ALTERNATIVE SPLICE JOINT DETAIL. ALL ALTERNATIVE DETAILS FOR SPLICE JOINT SHALL BE SUBMITTED TO THE DEPARTMENT FOR APPROVAL.



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LEGEND	
E. F.	- EACH FACE
F. F.	- FILL FACE
S. F.	- STREAM FACE
	DENOTES TEST PILE
	DENOTES GEOTEXTILE STONE WRAP PLUG

PILE COORDINATES (WEST ABUTMENT)				
NO.	STATION	OFFSET	NORTHING	EASTING
P1	5+47.54	-20.19	175142.18	678452.54
P2	5+47.35	-13.52	175135.61	678453.66
P3	5+47.15	-6.86	175129.04	678454.78
P4	5+46.95	-0.20	175122.47	678455.90
P5	5+46.74	6.47	175115.90	678457.02
P6	5+46.54	13.13	175109.32	678458.14
P7	5+46.33	19.79	175102.75	678459.26

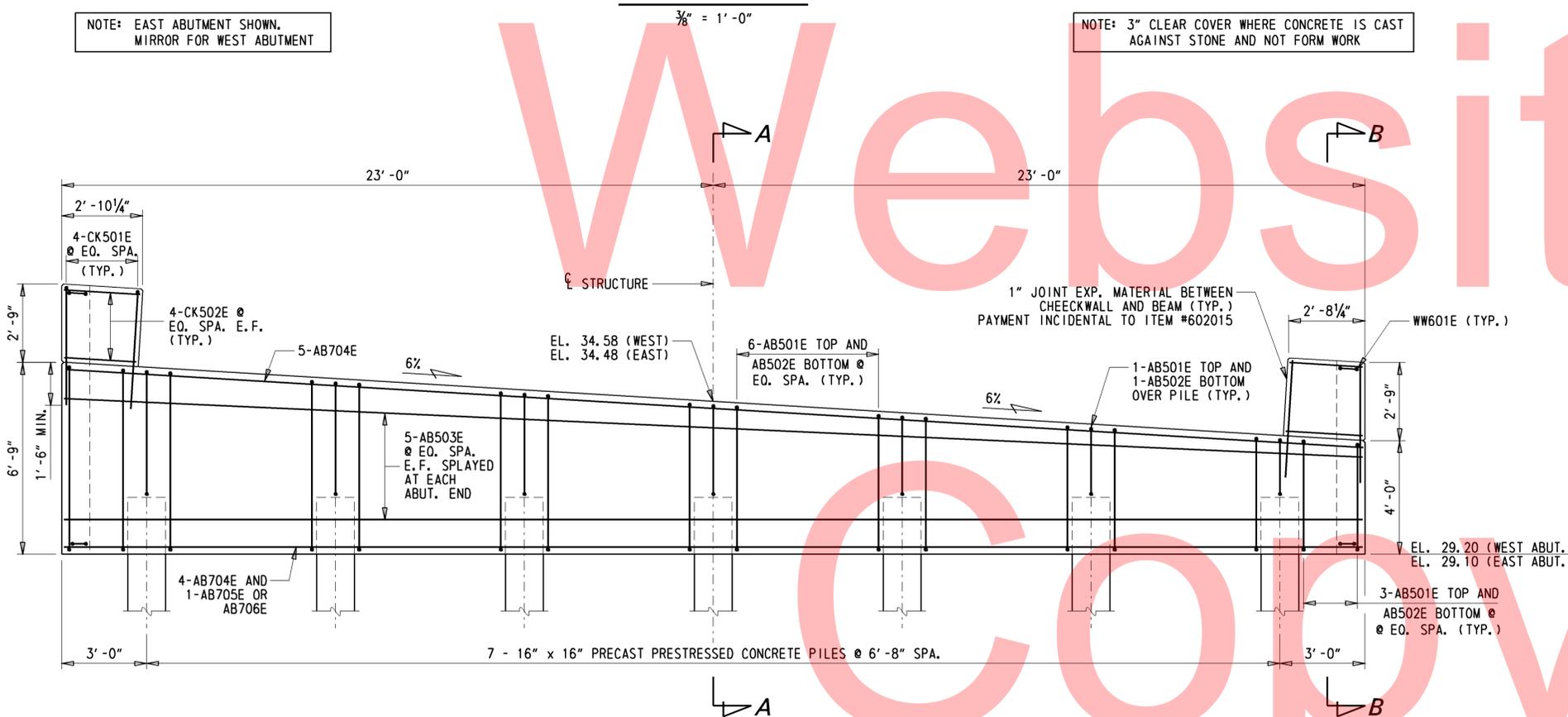
PILE COORDINATES (EAST ABUTMENT)				
NO.	STATION	OFFSET	NORTHING	EASTING
P8	6+08.07	-20.60	175152.60	678513.66
P9	6+08.35	-13.94	175146.03	678514.78
P10	6+08.64	-7.28	175139.46	678515.90
P11	6+08.93	-0.62	175132.89	678517.02
P12	6+09.23	6.04	175126.31	678518.14
P13	6+09.53	12.70	175119.74	678519.26
P14	6+09.83	19.36	175113.17	678520.38

ABUTMENT PLAN
3/8" = 1'-0"

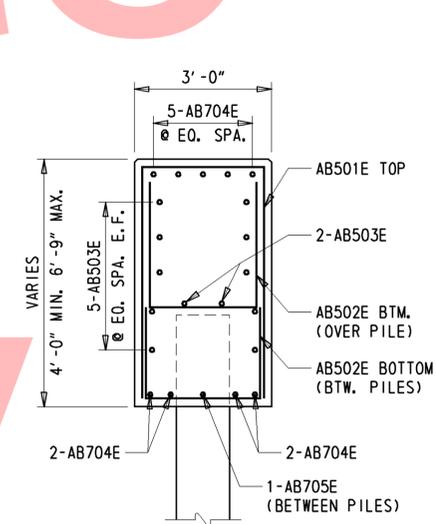
NOTE: EAST ABUTMENT SHOWN. MIRROR FOR WEST ABUTMENT

NOTE: 3" CLEAR COVER WHERE CONCRETE IS CAST AGAINST STONE AND NOT FORM WORK

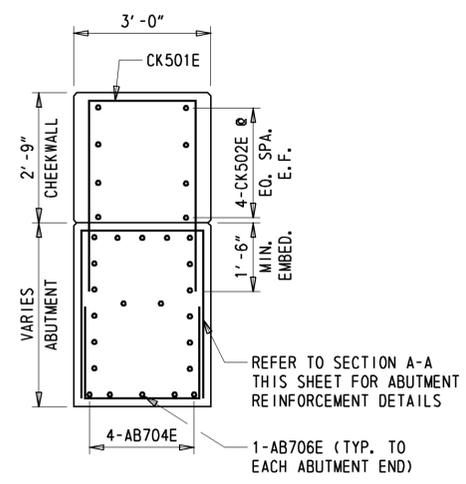
NOTE: PLACE ABUTMENT REINFORCEMENT SUCH THAT IT DOES NOT INTERFERE WITH THE DRILLING LOCATIONS FOR BEAM DOWELS AS SHOWN IN THE TYPICAL ABUTMENT SECTION DETAIL ON THE ABUTMENT AND WINGWALL DETAILS SHEET.



ABUTMENT ELEVATION
3/8" = 1'-0"

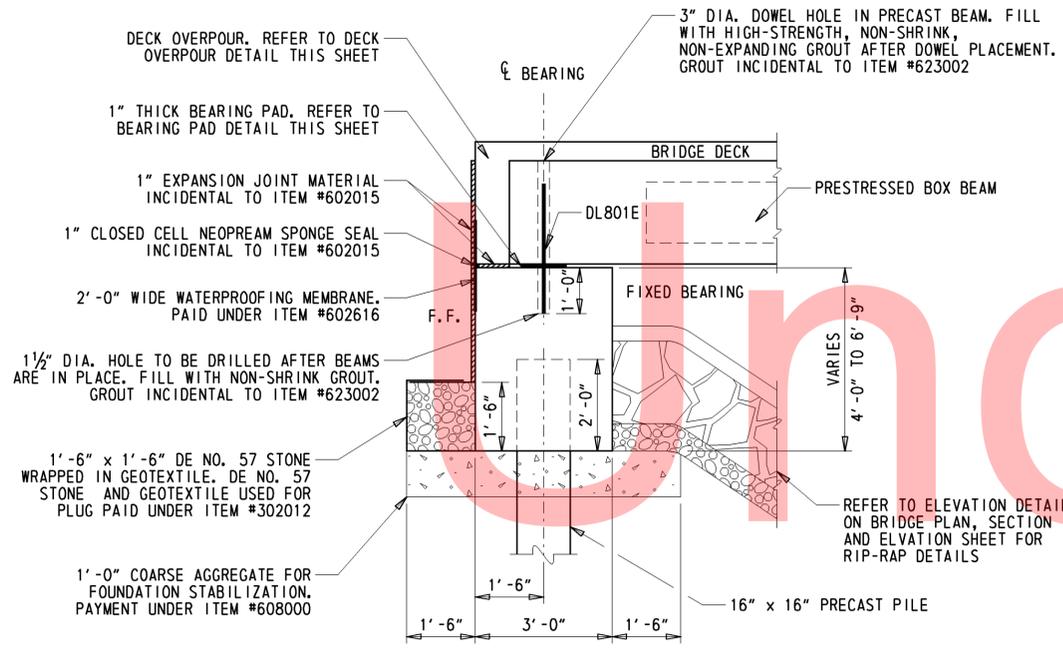


SECTION A-A
1/2" = 1'-0"

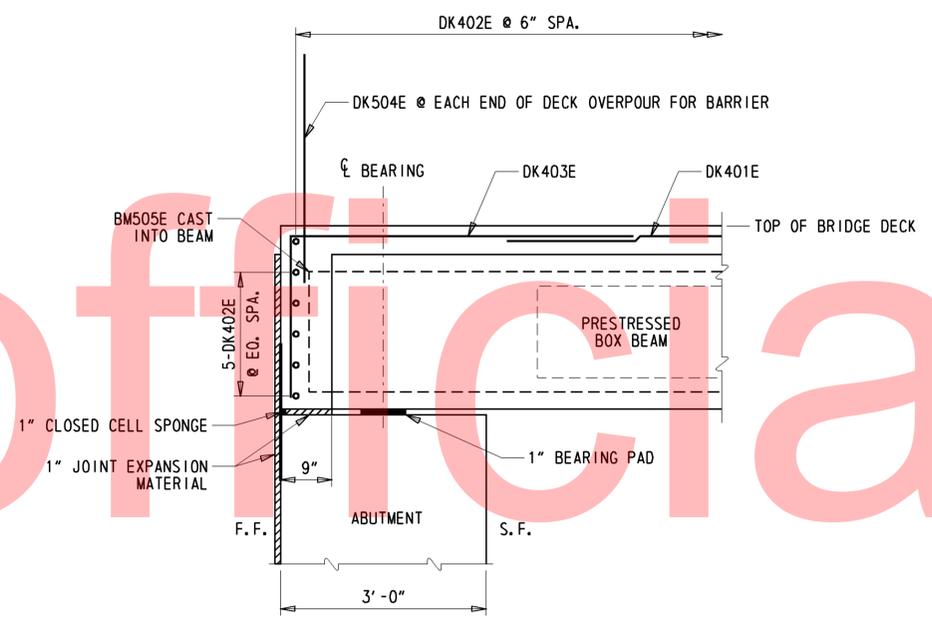


SECTION B-B
1/2" = 1'-0"

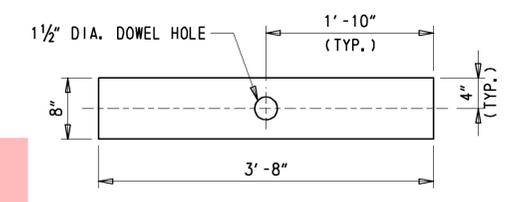
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TYPICAL ABUTMENT SECTION
1/2" = 1'-0"



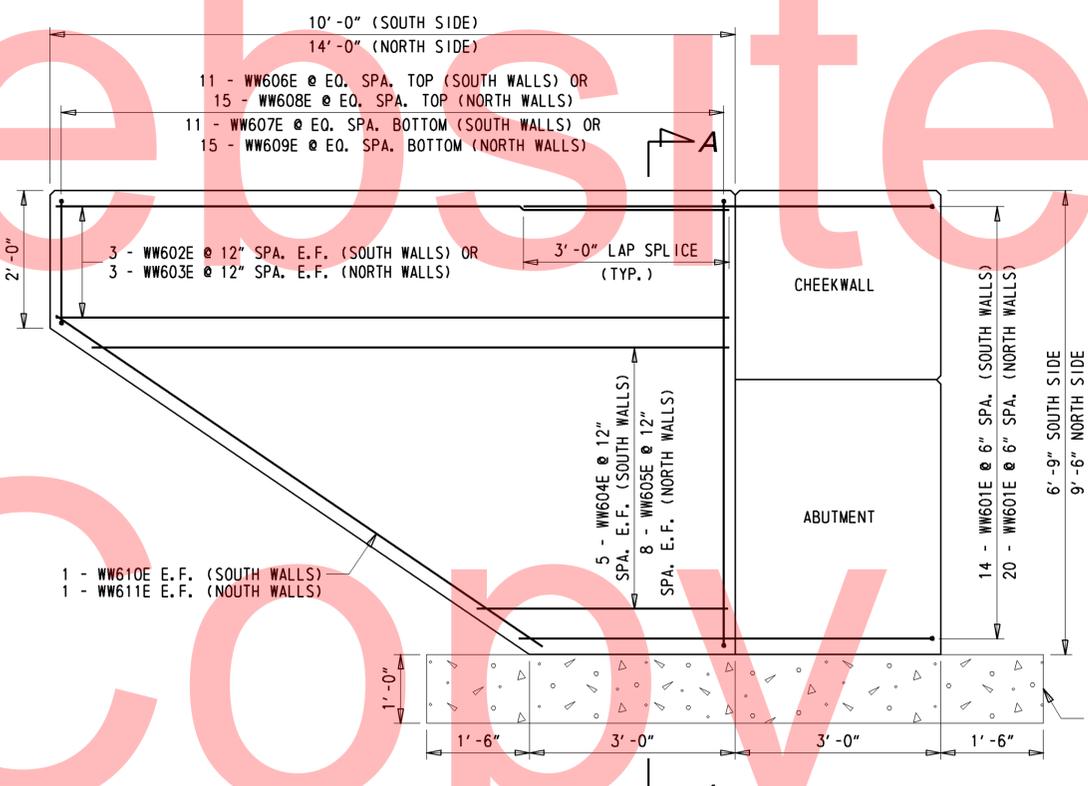
DECK OVERPOUR DETAIL
3/4" = 1'-0"



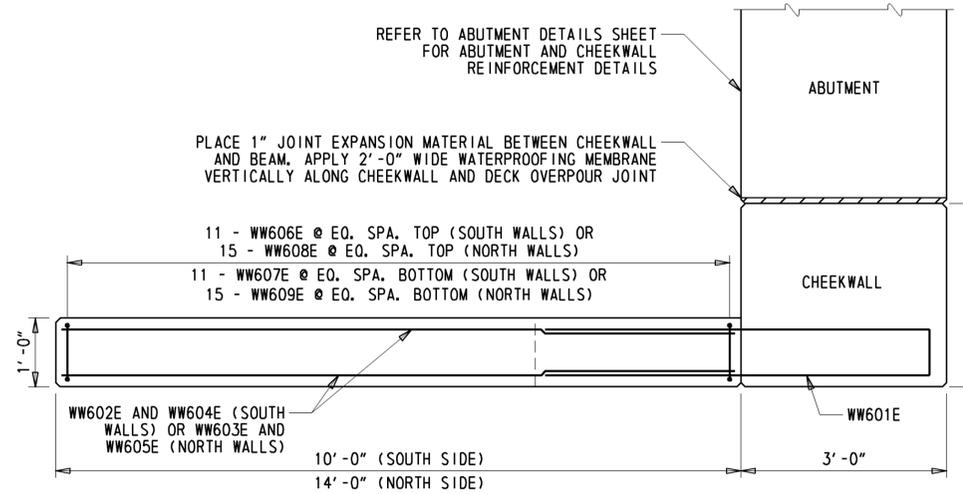
BEARING PAD DETAIL
1" = 1'-0"

- BEARING PAD NOTES:**
1. ALL BEARING PADS SHALL BE 1" THICK 50 DUROMETER ELASTOMERIC. A TOTAL OF 20 BEARING PADS ARE REQUIRED.
 2. PADS SHALL BE GLUED TO THE ABUTMENT SEAT, WITH A RUBBER BONDING CEMENT IN SUCH A WAY THAT VISIBLE CONCRETE SURFACES WILL NOT BE STAINED.
 3. ELASTOMERIC BEARING PADS SHALL BE IN PLACE A MINIMUM OF ONE DAY BEFORE SETTING BEAMS.
 4. PAYMENT FOR PADS AND BONDING CEMENT SHALL BE INCIDENTAL TO ITEM #623002 - PRESTRESSED REINFORCED CONCRETE MEMEBERS, BOX BEAMS.

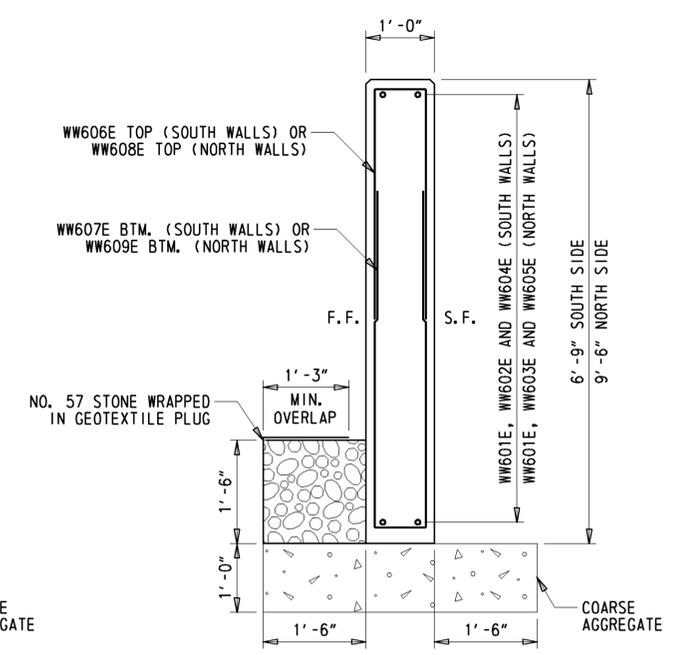
NOTE: CHEEKWALLS TO BE CAST AFTER BEAMS HAVE BEEN SET ON THE ABUTMENT AND PRIOR TO THE DECK POUR.



WINGWALL ELEVATION
3/4" = 1'-0"



WINGWALL PLAN
3/4" = 1'-0"

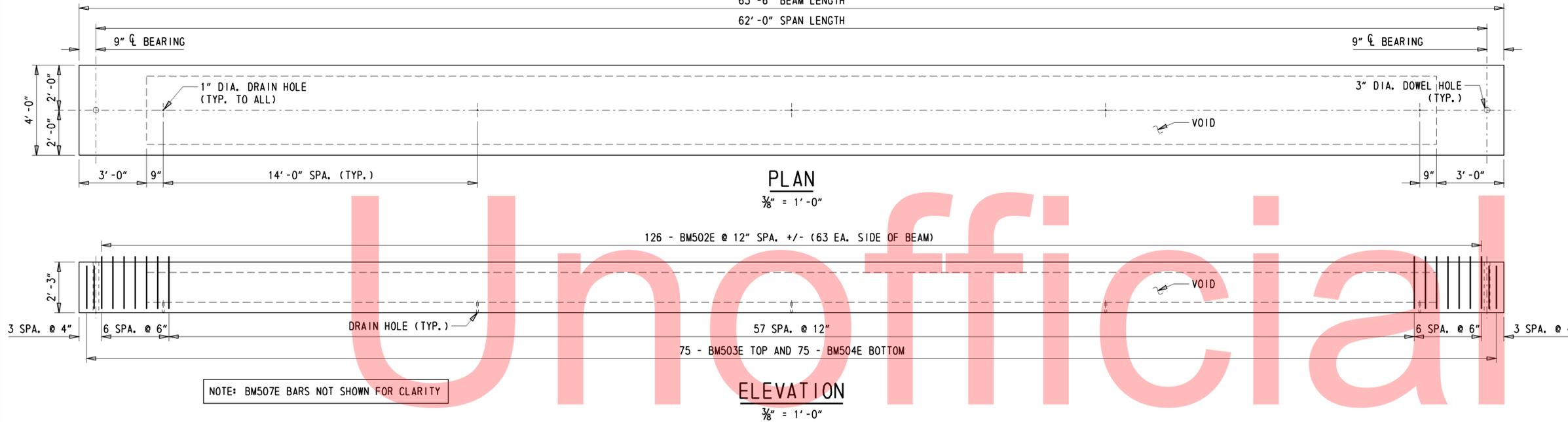


WINGWALL SECTION SECTION A-A
3/4" = 1'-0"

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<p>DELAWARE DEPARTMENT OF TRANSPORTATION</p>	ADDENDUMS / REVISIONS		SCALE AS NOTED	BR 3-558 ON S417 DAISEY ROAD OVER POCOMOKE RIVER	CONTRACT	BRIDGE NO.	3-558	SHEET NO. 12	
					T201207602	DESIGNED BY:	SMW		TOTAL SHTS. 23
					COUNTY	CHECKED BY:	KRL		
					SUSSEX				

63'-6" BEAM LENGTH
62'-0" SPAN LENGTH



PLAN

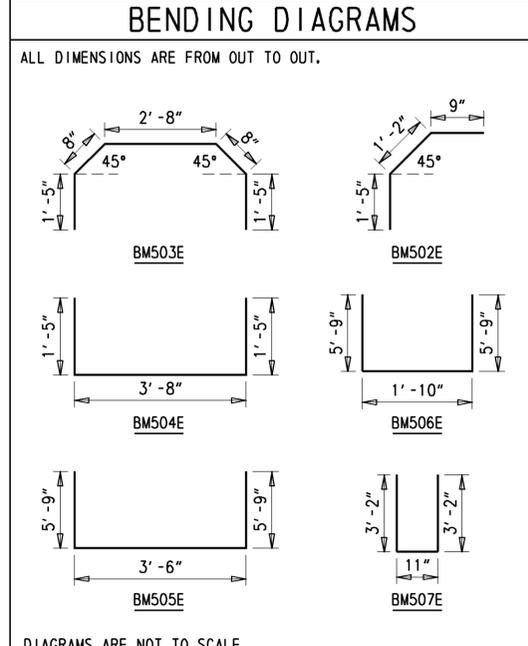
3/8" = 1'-0"

ELEVATION

3/8" = 1'-0"

NOTE: BM507E BARS NOT SHOWN FOR CLARITY

REINFORCING BAR LIST							
STRAIGHT BARS				BENT BARS			
MARK	SIZE	QTY.	LENGTH	MARK	SIZE	QTY.	LENGTH
BM401E	4	189	1'-6"	BM503E	5	126	3'-4"
BM402E	4	189	5 1/2"	BM504E	5	75	6'-10"
BM501E	5	6	63'-2"	BM505E	5	8	6'-6"
				BM506E	5	16	13'-4"
				BM507E	5	70	7'-3"



DIAGRAMS ARE NOT TO SCALE.

PRESTRESSED BEAM NOTES (48" x 27")

DESIGN PLANS - WORKING DRAWINGS
INFORMATION PERTAINING TO THE PRESTRESSED PRECAST REINFORCED CONCRETE BOX BEAMS 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 DRAWINGS FOR THE PRESTRESSED PRECAST 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 25.5 TONS.

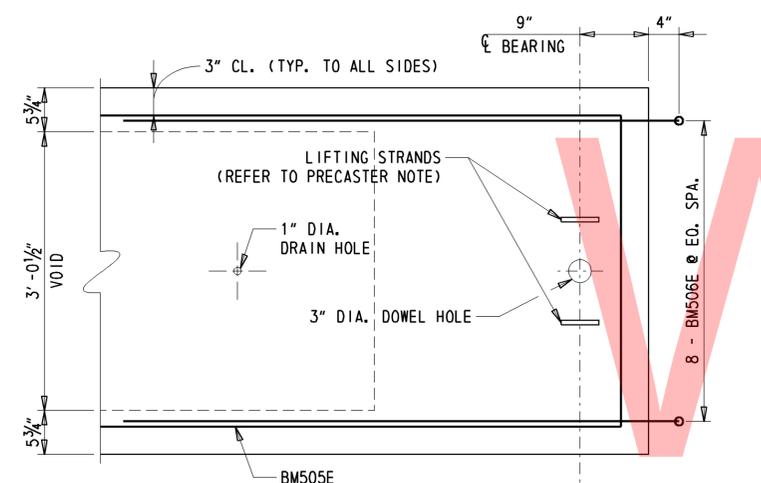
CONCRETE STRESSES
THE MINIMUM COMPRESSIVE STRENGTH AT TIME OF INITIAL PRESTRESS EQUALS 6400 PSI.
THE MINIMUM COMPRESSIVE STRENGTH AT 28 DAYS EQUALS 8000 PSI.

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 CONFORMING TO AASHTO M284.
PAYMENT FOR REINFORCING BARS IS INCIDENTAL TO ITEM #623002 - PRESTRESSED REINFORCED CONCRETE MEMBERS, BOX BEAMS.

STRAND
INITIAL PRESTRESS ON EACH 1/2" DIA. 270 KSI LOW RELAXATION STRAND EQUALS 30975 LBS MINIMUM ULTIMATE STRENGTH EQUALS 41310 LBS PER STRAND.

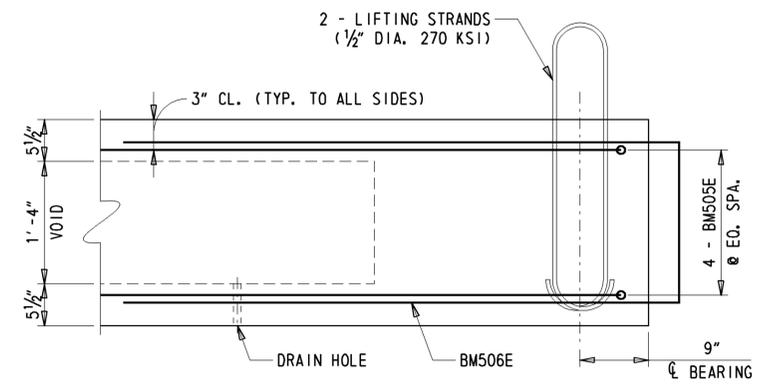
CONCRETE FINISH
TOP OF BEAMS ARE TO HAVE A HEAVY SCORED FINISH. BOTTOM AND SIDES OF BEAMS SHALL BE PROTECTED WITH A WATER MISCIBLE, PENETRATING ALKYL ALKOXY SILANE SEALER. PAYMENT INCIDENTAL TO ITEM #623002 - PRESTRESSED REINFORCED CONCRETE MEMBERS, BOX BEAMS.

NOTE: 10 TOTAL BEAMS REQUIRED
8 INTERIOR BEAMS AND 2 FASCIA BEAMS
EXTERIOR BEAMS ARE TO INCLUDE FLUSH STREAM FACE, DRIP EDGE AND BARRIER REBAR DETAIL.
BM402E BARS SHALL BE INSTALLED PRIOR TO DELIVERY.



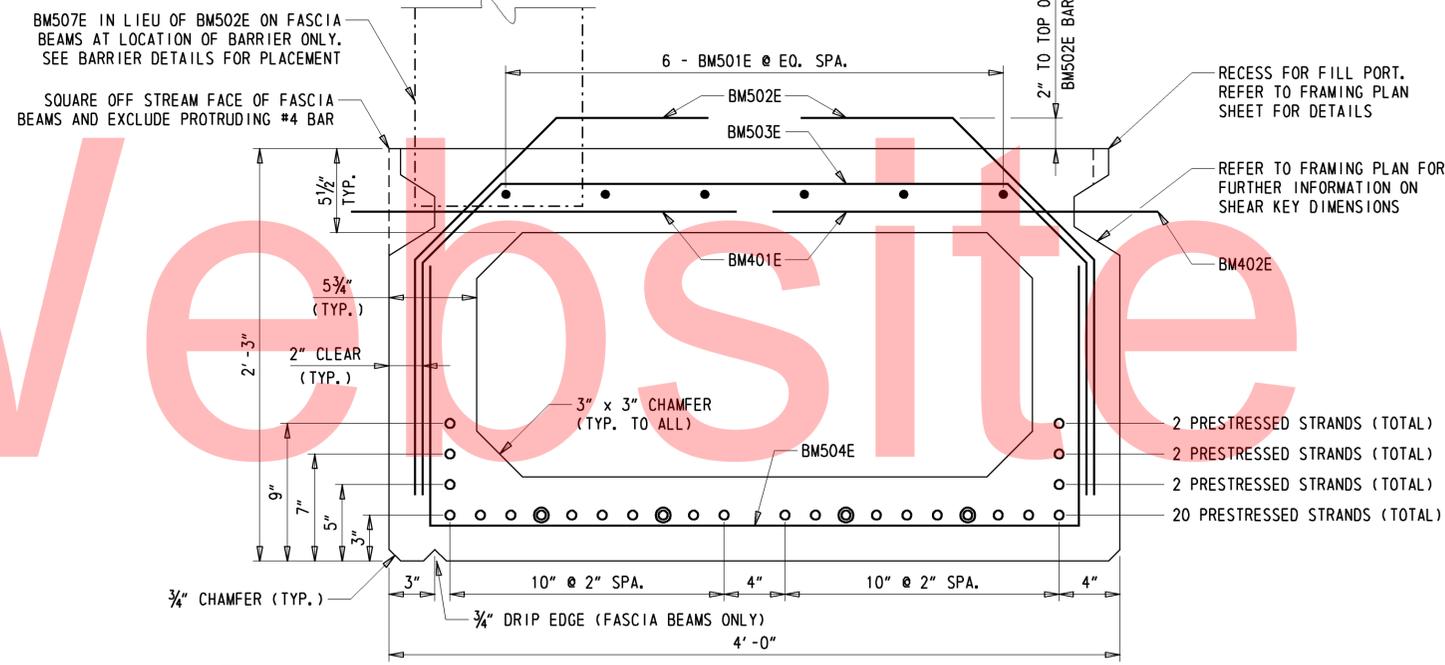
TYPICAL BEAM END PLAN

1" = 1'-0"



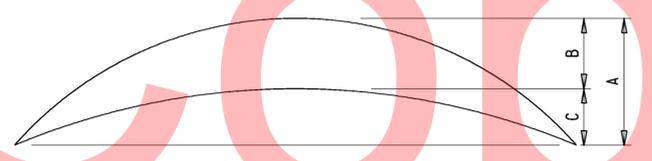
TYPICAL END BLOCK ELEVATION

1" = 1'-0"



TYPICAL BEAM SECTION

2" = 1'-0"



CAMBER DIAGRAM

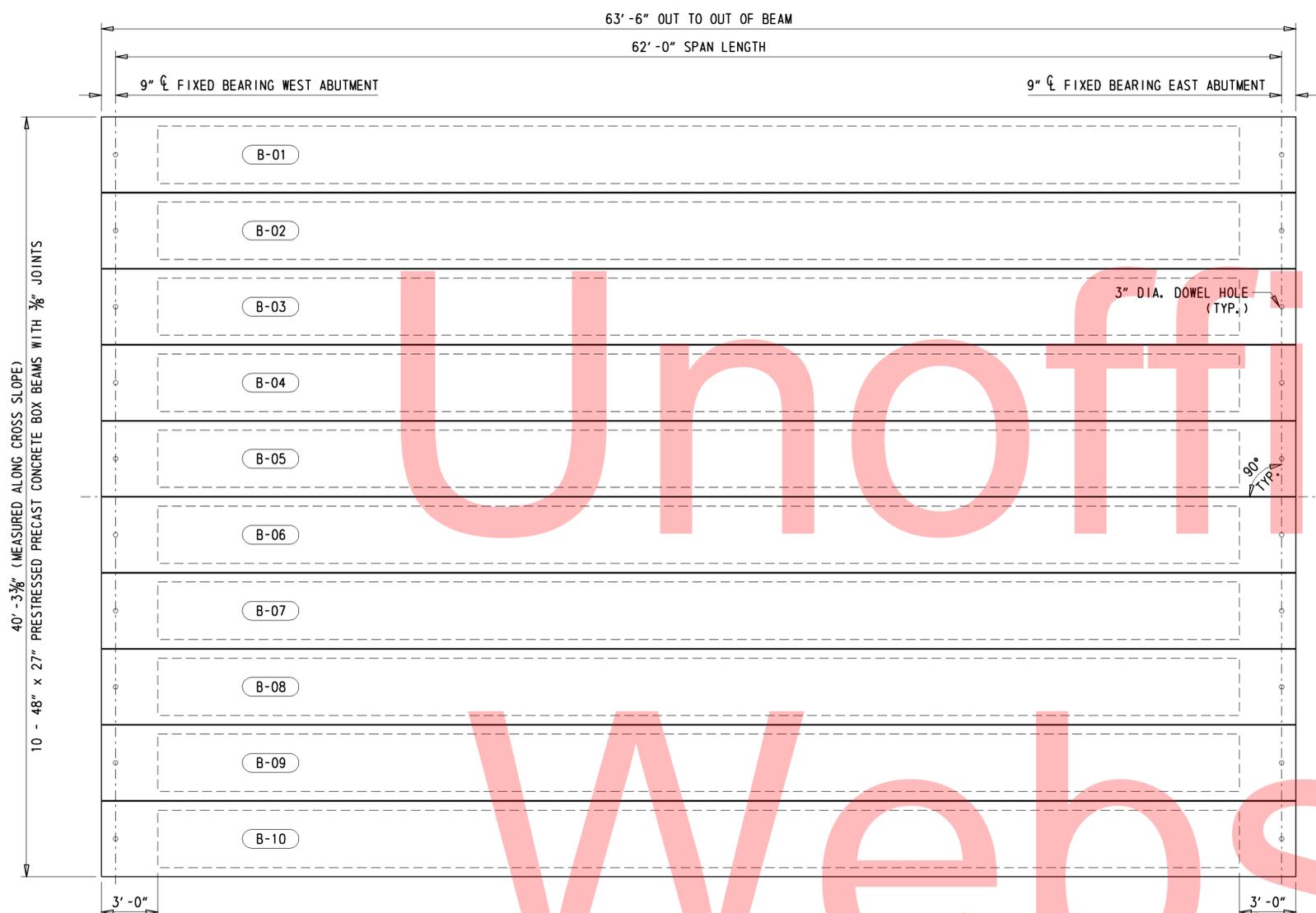
A = ESTIMATED PRESTRESS CAMBER LESS DEFLECTION DUE TO DEAD LOAD OF BEAM AT TIME OF TRANSFER = 1.195"
B = DEFLECTION TO DEAD LOAD OF DECK AND BARRIER = -0.55"
C = A - B = NET CAMBER AT TIME OF CONSTRUCTION = 0.645"

- 1/2" DIA., 270 KSI LOW RELAXATION PRESTRESSING STRAND (26 STRANDS TOTAL)
- 1/2" DIA., 270 KSI LOW RELAXATION PRESTRESSING STRAND TO BE DEBONDED FOR 5'-0" @ EACH END (4 STRANDS TOTAL)

NOTE TO PRECASTER:
LIFTING STRANDS SHALL BE SPACED SO THAT THEY DO NOT INTERFERE WITH STRAND SPACING. THE PRECASTER SHALL INCLUDE DETAILS OF THE PLACEMENT OF THESE ITEMS IN THEIR SUBMITTED SHOP DRAWINGS.

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	ADDENDUMS / REVISIONS		SCALE AS NOTED	BR 3-558 ON S417 DAISEY ROAD OVER POCOMOKE RIVER	CONTRACT	BRIDGE NO.	3-558	SHEET NO. 13		
					T201207602	DESIGNED BY:	SMW		BEAM DETAILS	TOTAL SHTS.
					COUNTY	CHECKED BY:	KRL			23
					SUSSEX					



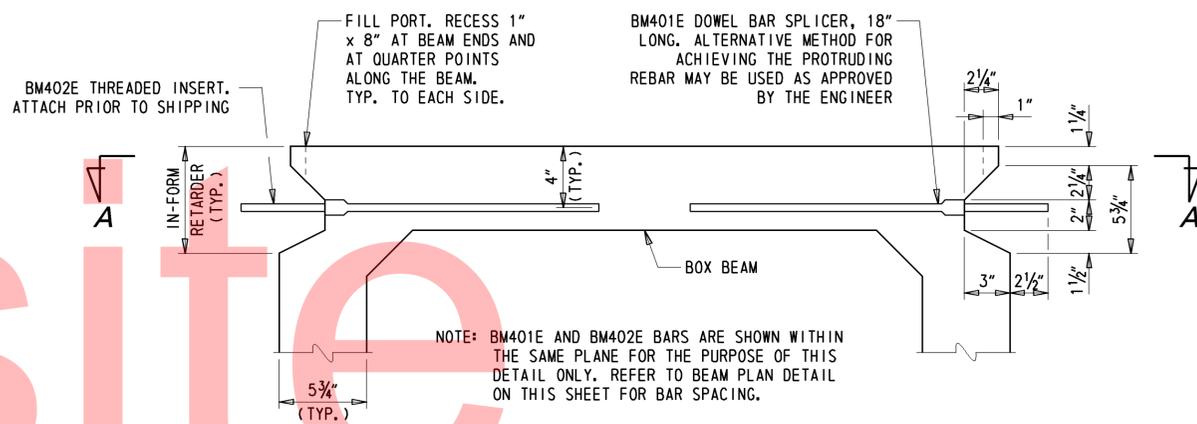
FRAMING PLAN NOTES:

1. FILL BEARING DOWEL HOLES WITH APPROVED HIGH STRENGTH, NON-SHRINK, NON-EXPANDING, NON-STAIN GROUT. PAYMENT INCLUDED UNDER ITEM #623002 - PRESTRESSED REINFORCED CONCRETE MEMBERS, BOX BEAMS.
2. FILL ALL SHEAR KEYWAYS AND CAVITIES WITH APPROVED ULTRA HIGH PERFORMANCE CONCRETE (UHPC). PAYMENT UNDER ITEM #618516 - ULTRA HIGH PERFORMANCE CONCRETE.
3. DO NOT MIX OR POUR UHPC WITHOUT A MANUFACTURING REPRESENTATIVE ONSITE.
4. PRE-WET THE SHEAR KEY VOID TO A SATURATED-SURFACE-DRY (SSD) CONDITION IMMEDIATELY BEFORE THE PLACEMENT OF UHPC.
5. PLACING UHPC BETWEEN BEAM SECTIONS SHALL BE DONE WHEN THE AIR TEMPERATURE IS ABOVE 40°F OR AS PER THE MANUFACTURER'S RECOMMENDATION, WHICHEVER IS HIGHER. NO TRAFFIC OR EQUIPMENT SHALL BE PERMITTED ON THE BRIDGE UNTIL THE UHPC HAS A MINIMUM COMPRESSIVE STRENGTH OF 15 KSI OR UNLESS OTHERWISE APPROVED BY THE ENGINEER.

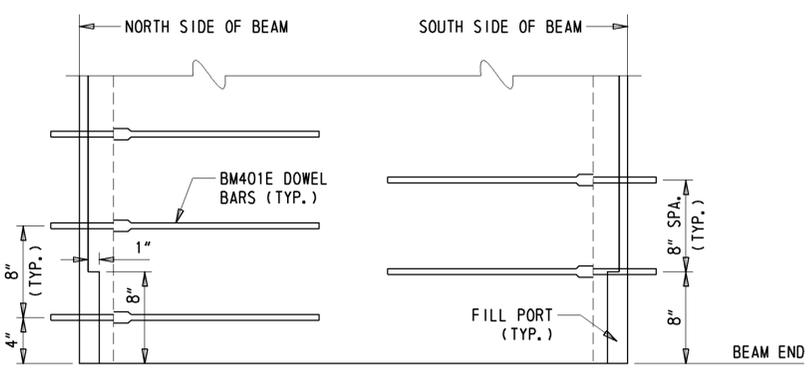
PRECAST SHEAR KEY NOTES:

1. TO CREATE AN EXPOSED COARSE AGGREGATE SURFACE, AN IN-FORM RETARDER SHALL BE APPLIED FROM THE TOP OF BEAM TO BOTTOM OF THE SHEAR KEY ALONG THE FULL LENGTH OF BEAM ON BOTH SIDES. NO STAINS FROM OIL, GREASE OR OTHER CONTAMINATES SHALL BE PRESENT WITHIN THE SHEAR KEY. OMIT THE SHEAR KEY DETAIL AND BM401E AND BM402E BARS ON THE STREAM FACE OF THE FASCIA BEAMS.
2. BM402E BARS SHALL BE INSTALLED PRIOR TO DELIVERING BEAMS TO THE CONSTRUCTION SITE. AN ALTERNATIVE METHOD TO THREADED BM402E BARS PROTRUDING INTO THE SHEAR KEY SPACE MAY BE SUBMITTED FOR APPROVAL BY THE ENGINEER.
3. BARS SHALL BE STAGGERED ACCORDING TO THE DETAILS PROVIDED ON THIS SHEET TO FORM A NON CONTACT LAP SPLICE.
4. RECESS TOP OF SHEAR KEY 1" x 8" FOR A FILL PORT, AT BEAM ENDS AND AT QUARTER POINTS ALONG THE BEAM.
5. VALUE ENGINEERING PROPOSALS ELIMINATING THE USE OF UHPC WILL NOT BE CONSIDERED.

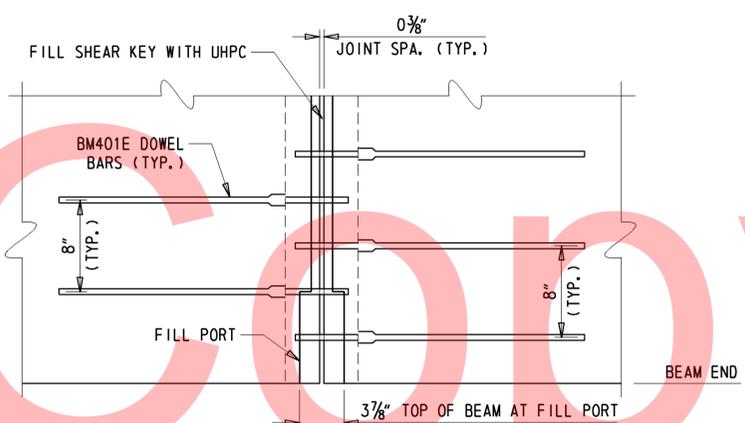
FRAMING PLAN
1/4" = 1'-0"



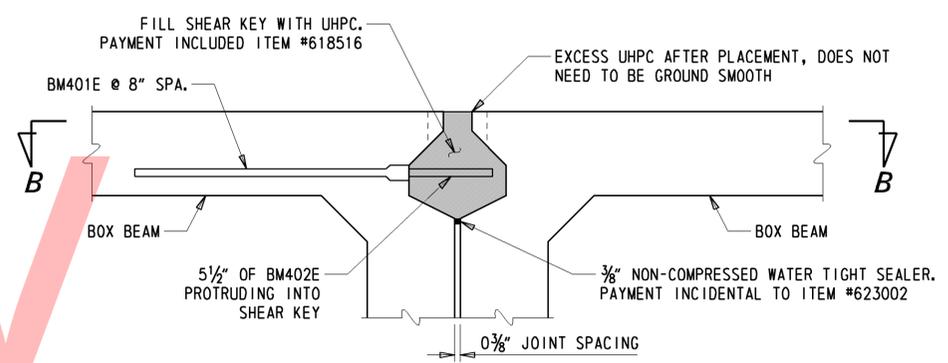
SHEAR KEY SECTION
2" = 1'-0"



BEAM PLAN
(SECTION A-A)
1 1/2" = 1'-0"



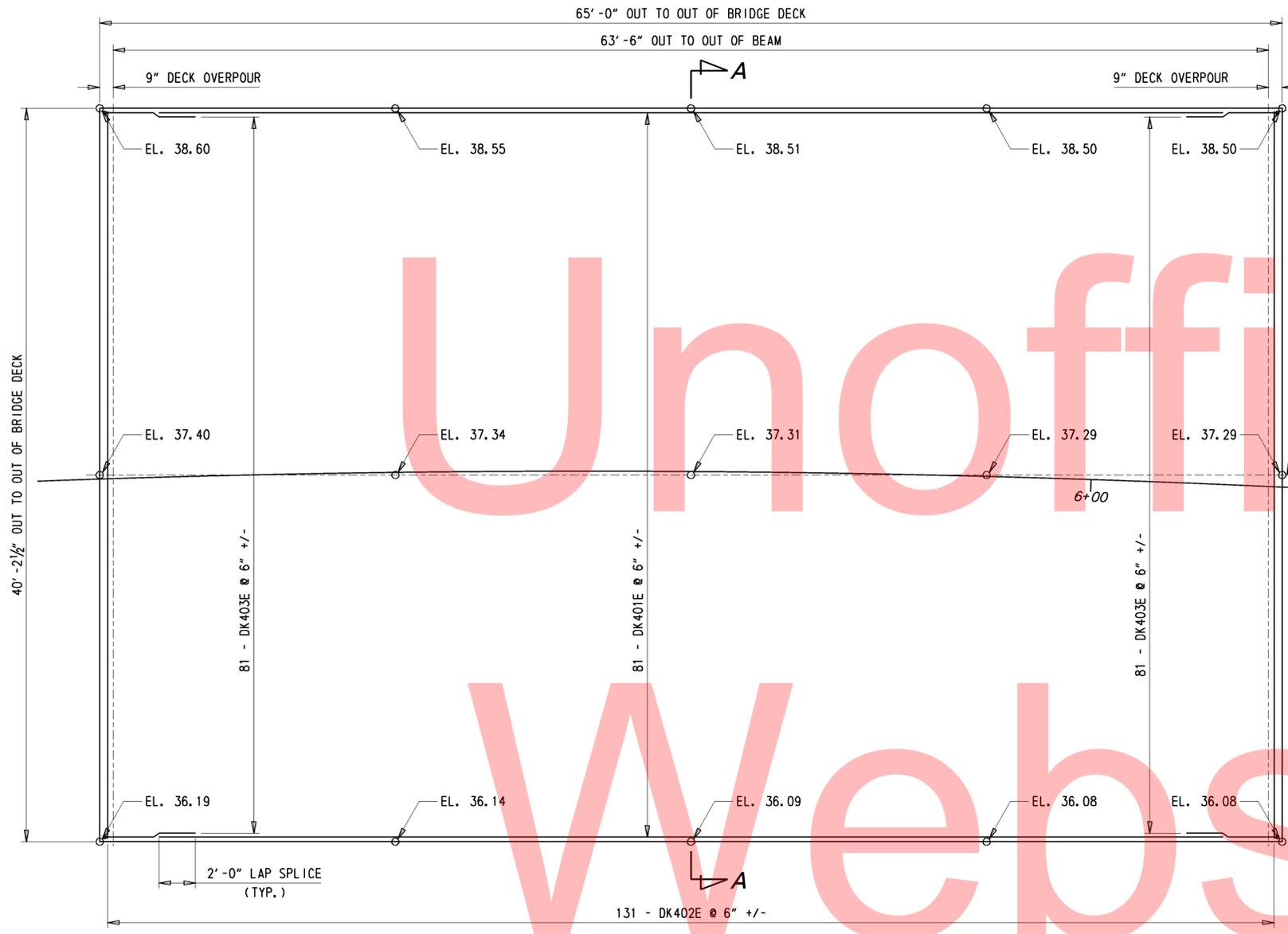
NON CONTACT LAP SPLICE
(SECTION B-B)
1 1/2" = 1'-0"



SHEAR KEY DETAIL
2" = 1'-0"

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<p>DELAWARE DEPARTMENT OF TRANSPORTATION</p>	ADDENDUMS / REVISIONS		SCALE AS NOTED	BR 3-558 ON S417 DAISEY ROAD OVER POCOMOKE RIVER	CONTRACT	BRIDGE NO.	3-558	SHEET NO. 14		
					T201207602	DESIGNED BY:	SMW		FRAMING PLAN	TOTAL SHTS.
					COUNTY	CHECKED BY:	KRL			23
					SUSSEX					

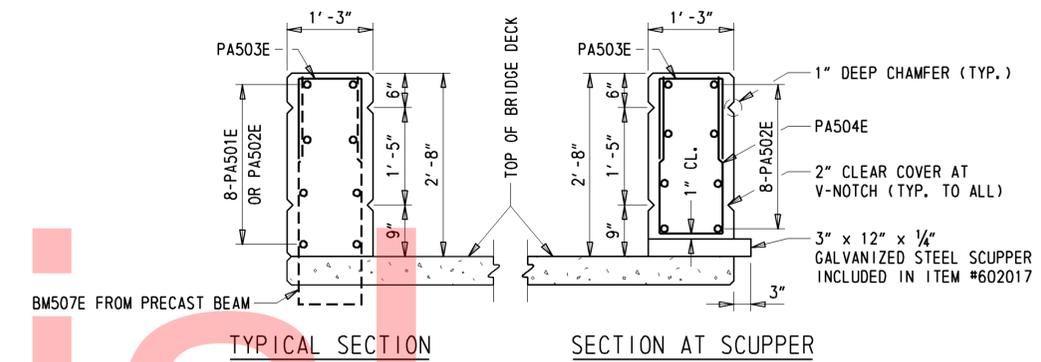
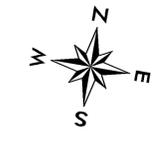


DECK PLAN
1/4" = 1'-0"

NOTE: FOR DECK OVERPOUR DETAIL REFER TO ABUTMENT AND WINGWALL DETAILS SHEET

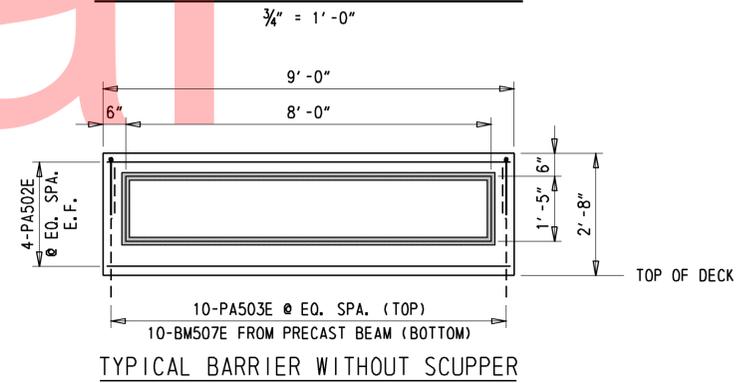
NOTE: DECK GRADES ARE GIVEN AT QUARTER SPAN POINTS TO THE TOP OF DECK.

NOTE: ALL BARRIERS SHALL BE CAST-IN-PLACE. ALL JOINTS SHALL BE PARAFFIN COATED CONTRACTION JOINTS.

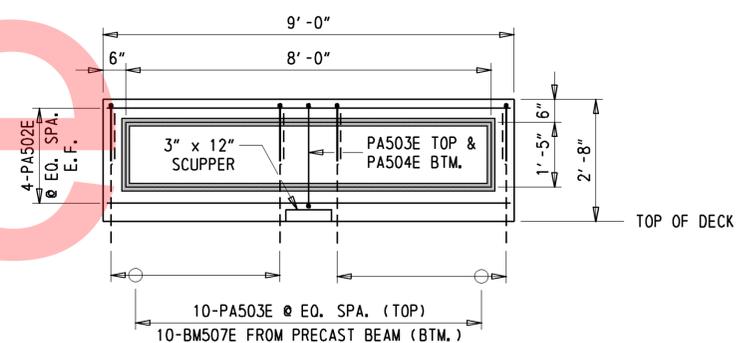


TYPICAL SECTION SECTION AT SCUPPER

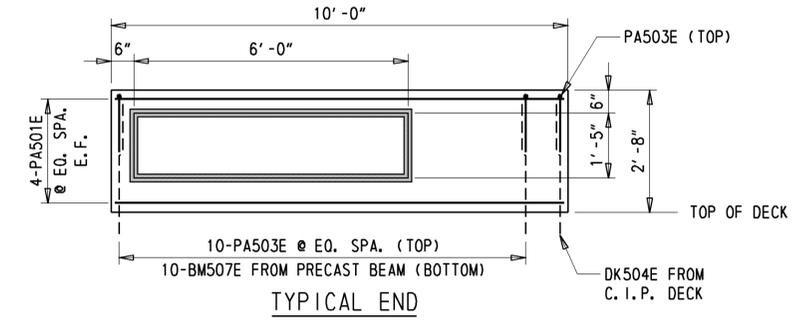
TYPICAL BARRIER SECTIONS



TYPICAL BARRIER WITHOUT SCUPPER



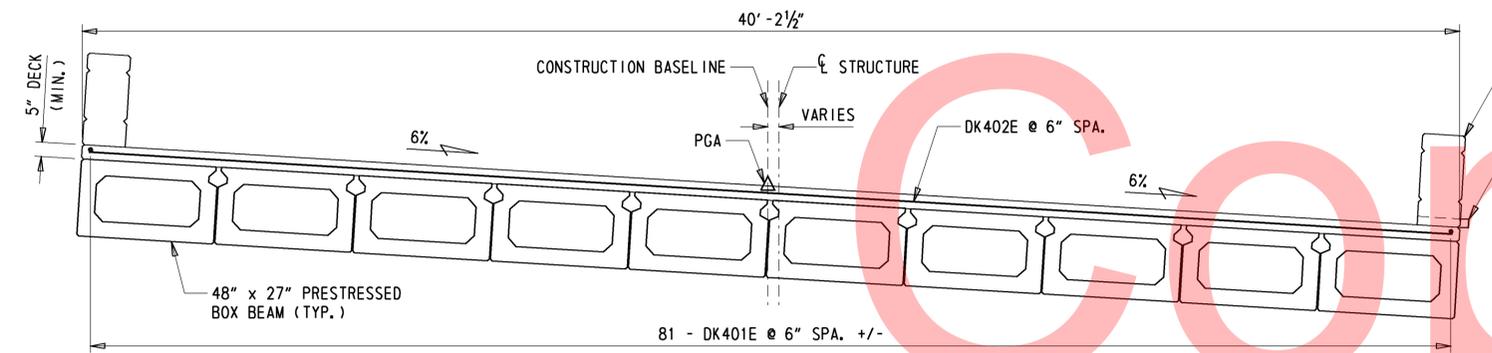
TYPICAL BARRIER WITH SCUPPER



TYPICAL END

BARRIER ELEVATIONS

1/2" = 1'-0"



DECK SECTION
SECTION A-A
3/8" = 1'-0"

ADDENDUMS / REVISIONS

SCALE AS NOTED

**BR 3-558 ON
S417 DAISEY ROAD
OVER POCOMOKE RIVER**

CONTRACT T201207602	BRIDGE NO. 3-558
COUNTY SUSSEX	DESIGNED BY: SMW
	CHECKED BY: KRL

**DECK AND
BARRIER DETAILS**

SHEET NO. 15
TOTAL SHTS. 23

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BORING: B-1		DATE DRILLED: 5/17/12			
STATION: 6+03.32		ELEVATION: 36.25			
OFFSET: 0.93		NORTHING: 175130.635			
COMMENTS: EQUIPMENT/RIG TYPE: MOBILE B-30		EASTING: 678511.646			
DRILLER: KEITH HASTINGS		LOGGED BY: JERRY H. JOHNSON			
SAMPLE INFORMATION					
NO.	DEPTH	BLOWS /6"	DESCRIPTION	CLASS /G.I.	REMARKS
1	1.0	0	MOIST MEDIUM DENSE BROWN FINE TO COARSE SAND W/SOME FINE GRAVEL AND SILT.	A-2-4(O)	HOT-MIX 8"
		6			
		11			
2	2.0	15	MOIST MEDIUM DENSE BROWNISH GRAY FINE TO COARSE SAND W/SOME SILT, TRACE OF FINE GRAVEL.	A-2-4(O)	
		9			
		13			
		17			
3	4.0	19	MOIST LOOSE GRAY SILTY FINE TO COARSE SAND W/TRACE OF FINE GRAVEL.	A-2-4(O)	ESTIMATED TOP OF PILE @ EL. 31.20
		5			
		6			
		4			
4	6.0	6	MOIST MEDIUM DENSE GRAY FINE SAND W/SOME COARSE SAND AND SILT, TRACE OF FINE GRAVEL.	A-2-4(O)	
		3			
		8			
		11			
		12			DEPTH TO WATER: 8 FT
5	8.0	3	WET LOOSE GRAY FINE SAND W/TRACE OF COARSE SAND AND SILT.	A-3	
		4			
		4			
		5			
6	10.0	3	WET LOOSE GRAY FINE TO COARSE SAND W/TRACE OF SILT.	A-3	
		4			
		4			
		5			
7	12.0	2	WET LOOSE GRAY SILTY FINE TO COARSE SAND W/TRACE OF FINE GRAVEL.	A-2-4(O)	
		3			
		4			
8	14.0	3	WET MEDIUM DENSE GRAY SILTY FINE TO COARSE SAND W/TRACE OF FINE GRAVEL.	A-2-4(O)	
		4			
		7			
		9			
9	16.0	3	WET LOOSE GRAY SILTY FINE SAND W/SOME COARSE SAND, TRACE OF FINE GRAVEL.	A-2-4(O)	
		4			
		5			
		7			
10	18.0	3	WET LOOSE GRAY FINE TO COARSE SAND W/SOME SILT, TRACE OF FINE GRAVEL.	A-2-4(O)	
		4			
		5			
		6			
11	23.0	3	WET LOOSE GRAY COARSE TO FINE SAND W/SOME SILT, TRACE OF FINE GRAVEL.	A-1-B	
		4			
		5			
12	28.0	3	WET MEDIUM DENSE GRAY COARSE TO FINE SAND W/SOME FINE GRAVEL, TRACE OF SILT.	A-1-B	
		5			
		8			
		8			
13	33.0	3	WET LOOSE GRAY FINE TO COARSE SAND W/SOME SILT, TRACE OF FINE GRAVEL.	A-2-4(O)	
		3			
		3			
		9			
14	38.0	2	WET MEDIUM DENSE GRAY FINE TO COARSE SAND W/TRACE OF SILT AND FINE GRAVEL.	A-3	
		4			
		7			
		8			
15	43.0	2	WET LOOSE GRAY FINE TO COARSE SAND W/TRACE OF SILT AND FINE GRAVEL.	A-3	
		4			
		6			
16	48.0	4	WET MEDIUM DENSE GRAY COARSE TO FINE SAND W/TRACE OF SILT AND FINE GRAVEL.	A-1-B	
		6			
		6			
		7			
17	53.0	5	WET MEDIUM DENSE GRAY COARSE SAND W/SOME FINE GRAVEL, TRACE OF FINE SAND AND SILT.	A-1-B	
		8			
		8			
		10			
18	58.0	4	WET MEDIUM DENSE GRAY COARSE SAND W/SOME FINE SAND, TRACE OF FINE GRAVEL AND SILT.	A-1-B	APPROXIMATE PILE TIP EL.
		5			
		6			
		9			
19	63.0	4	WET LOOSE GRAY FINE SAND W/SOME SILT, TRACE OF COARSE SAND.	A-2-4(O)	
		4			
		5			
		6			
20	68.0	5	WET MEDIUM DENSE GRAY FINE SAND W/SOME COARSE SAND AND SILT, TRACE OF FINE GRAVEL.	A-2-4(O)	
		7			
		8			
		11			
21	73.0	35	WET VERY DENSE GRAY FINE GRAVELLY FINE SAND W/SOME COARSE SAND, TRACE OF SILT.	A-3	
		50			
22	78.0	33	WET VERY DENSE LIGHT BROWN COARSE TO FINE SAND W/TRACE OF FINE GRAVEL AND SILT.	A-1-B	
		36			
		50			
23	83.0	37	INDICATION OF WET VERY DENSE LIGHT BROWN SAND.		
		50			
		50			
			END BORING.		

BORING: B-2		DATE DRILLED: 5/16/12			
STATION: 9+72.43		ELEVATION: 37.75			
OFFSET: -25.69		NORTHING: 175152.259			
COMMENTS: EQUIPMENT/RIG TYPE: MOBILE B-30		EASTING: 678476.675			
DRILLER: KEITH HASTINGS		LOGGED BY: JERRY H. JOHNSON			
SAMPLE INFORMATION					
NO.	DEPTH	BLOWS /6"	DESCRIPTION	CLASS /G.I.	REMARKS
1	0.5	2	MOIST LOOSE BROWNISH GRAY FINE TO COARSE SAND W/SOME SILT AND FINE GRAVEL.	A-2-4(O)	HOT-MIX 8"
		7			
		10			
2	2.0	4	MOIST MEDIUM DENSE GRAY FINE TO COARSE SAND W/SOME SILT, TRACE OF FINE GRAVEL.	A-2-4(O)	
		6			
		7			
		6			
3	4.0	3	WET LOOSE GRAY FINE TO COARSE SAND W/ SOME SILT, TRACE OF FINE GRAVEL.	A-2-4(O)	
		2			
		3			
		2			
4	5.0	3	NO SIEVE ANALYSIS - INDICATION OF GRAY SILT.		ESTIMATED TOP OF PILE @ EL. 31.10
		5			
		2			
5	6.0	3	WET VERY LOOSE GRAY FINE SAND W/SOME SILT, TRACE OF COARSE SAND.	A-2-4(O)	
		7			
		8			
6	7.0	11	WET LOOSE GRAY ORGANIC SILTY FINE SAND W/TRACE OF COARSE SAND.	A-2-4(O)	
		12			
7	8.0	3	WET LOOSE GRAY FINE SAND W/SOME SILT, TRACE OF COARSE SAND, FINE GRAVEL AND ORGANIC MATTER.	A-3	DEPTH TO WATER: 8.6 FT
		4			
		4			
		5			
8	10.0	3	WET VERY LOOSE GRAY FINE SAND W/SOME SILT, TRACE OF COARSE SAND AND FINE GRAVEL.	A-2-4(O)	
		4			
		4			
		5			
9	12.0	2	WET LOOSE GRAY FINE TO COARSE SAND W/SOME SILT, TRACE OF FINE GRAVEL.	A-2-4(O)	
		3			
		3			
		4			
10	14.0	3	WET MEDIUM DENSE GRAY FINE TO COARSE SAND W/SOME SILT, TRACE OF FINE GRAVEL.	A-2-4(O)	
		4			
		7			
		9			
11	16.0	3	WET MEDIUM DENSE GRAY FINE TO COARSE SAND W/SOME SILT, TRACE OF FINE GRAVEL.	A-2-4(O)	
		4			
		5			
		7			
12	18.0	20	WET MEDIUM DENSE GRAY COARSE TO FINE SAND W/SOME SILT, TRACE OF FINE GRAVEL.	A-2-4(O)	
		3			
		4			
		5			
13	23.0	3	WET MEDIUM DENSE GRAY FINE TO COARSE SAND W/SOME , TRACE OF FINE GRAVEL.	A-2-4(O)	
		3			
		4			
		3			
14	28.0	3	WET MEDIUM DENSE GRAY COARSE TO FINE SAND W/SOME FINE GRAVEL, TRACE OF SILT.	A-1-B	
		5			
		8			
		8			
15	33.0	3	WET MEDIUM DENSE GRAY COARSE TO FINE SAND W/TRACE OF SILT AND FINE GRAVEL.	A-1-B	
		3			
		3			
		9			
16	38.0	2	WET MEDIUM DENSE GRAY COARSE SAND W/SOME FINE SAND, TRACE OF FINE GRAVEL AND SILT.	A-1-B	
		4			
		7			
		8			
17	43.0	2	WET LOOSE GRAY FINE TO COARSE SAND W/SOME SILT, TRACE OF FINE GRAVEL.	A-2-4(O)	
		2			
		4			
		6			
18	48.0	4	WET MEDIUM DENSE GRAY FINE SAND W/SOME SILT, TRACE OF COARSE SAND AND FINE GRAVEL.	A-2-4(O)	
		6			
		6			
		7			
19	53.0	5	WET MEDIUM DENSE GRAY FINE TO COARSE SAND W/SOME SILT, TRACE OF FINE GRAVEL	A-2-4(O)	
		8			
		8			
		8			
		10			
20	58.0	4	WET MEDIUM DENSE GRAY FINE TO COARSE SAND W/TRACE OF FINE GRAVEL AND SILT.	A-3	APPROXIMATE PILE TIP EL.
		5			
		6			
		9			
21	63.0	4	WET MEDIUM DENSE GRAY FINE TO COARSE SAND W/SOME FINE GRAVEL AND SILT.	A-2-4(O)	
		4			
		4			
		5			
		6			
22	68.0	5	WET VERY DENSE GRAY FINE GRAVEL AND COARSE TO FINE SAND W/TRACE OF SILT.	A-1-B	
		7			
		8			
		11			
23	73.0	35	WET MEDIUM DENSE GRAY COARSE TO FINE SAND W/SOME FINE GRAVEL AND SILT.	A-1-B	
		50			
24	78.0	33	INDICATION OF WET MEDIUM DENSE GRAY COARSE TO FINE SAND W/SOME FINE GRAVEL AND SILT.		
		36			
		50			
25	83.0	37	INDICATION OF WET MEDIUM DENSE GRAY COARSE TO FINE SAND W/SOME FINE GRAVEL AND SILT.		
		50			
		50			
			END BORING		

NOTES:

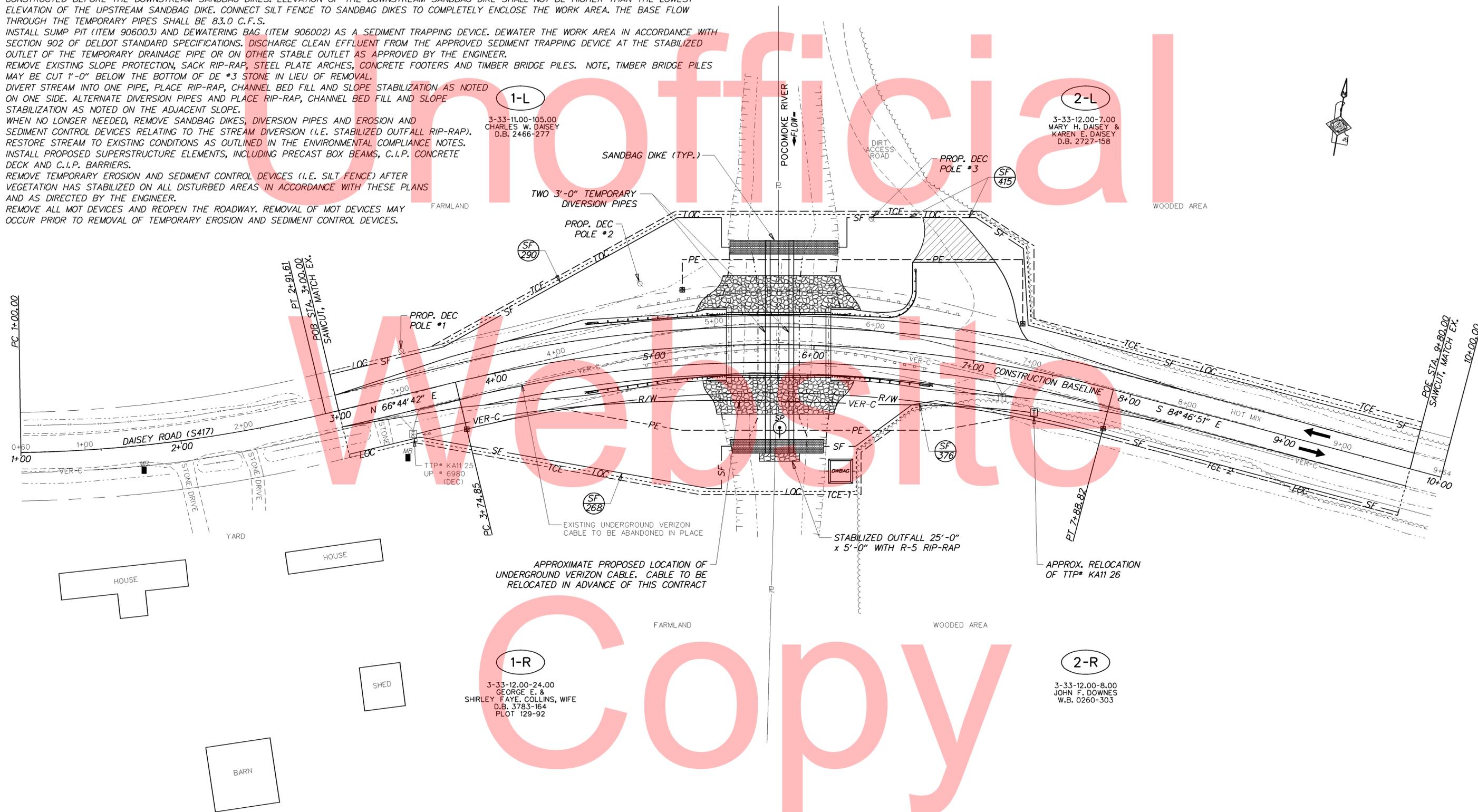
- BORING LOGS CREATED BY THE DELAWARE DEPARTMENT OF TRANSPORTATION. SUBSURFACE EXPLORATION COMPLETED BY HILLIS-CARNES ENGINEERING ASSOCIATES (HCEA).
- REFER TO CONSTRUCTION PLAN SHEET FOR APPROXIMATE BORING LOCATIONS. BORING LOGS ARE LABELED AS B-1 AND B-2.
- SOIL SAMPLING: 2 IN. OUTSIDE DIA. SPLIT BARREL SAMPLER, DRIVEN WITH A 140 LB. HAMMER FALLING 30 IN.
- ALL DEPTHS GIVEN ARE IN FEET.

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 DELAWARE DEPARTMENT OF TRANSPORTATION	ADDENDUMS / REVISIONS		NOT TO SCALE	BR 3-558 ON S417 DAISEY ROAD OVER POCOMOKE RIVER	CONTRACT	BRIDGE NO.	3-558	SOIL BORING LOGS	SHEET NO.
	T201207602	DESIGNED BY: SMW			17				
	COUNTY	CHECKED BY: KRL			TOTAL SHTS.				
	SUSSEX				23				

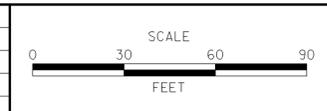
SEQUENCE OF CONSTRUCTION:

1. INSTALL MOT DEVICES IN ACCORDANCE WITH THE DETOUR PLAN.
2. INSTALL SILT FENCE (ITEM 905001) EXCEPT AT CONNECTIONS TO SANDBAG DIKES (ITEM 909005).
3. IF CONDITIONS ALLOW, INSTALL PROPOSED TEST PILES, PRODUCTION PILES AND CAST-IN-PLACE ABUTMENTS PRIOR TO WORKING IN THE STREAM. IF CONDITIONS DO NOT ALLOW, INSTALL STREAM DIVERSION AS DESCRIBED BELOW PRIOR TO EXCAVATING.
4. STABILIZE THE PROPOSED DISCHARGE AREA OF THE STREAM DIVERSION PIPE WITH A 25' x 5' AREA OF R-5 RIP-RAP (ITEM 909005). INSTALL TWO 3'-0" TEMPORARY DIVERSION PIPES (ITEM 909005) AT THE LOCATIONS SHOWN. PLACE THE UPSTREAM END OF THE PIPE TO MATCH EXISTING STREAM BOTTOM USING PIPE WITH WATER-TIGHT JOINTS. SECURE THE PIPE TO MINIMIZE MOVEMENT UNDER USE TO PREVENT LEAKAGE INTO THE WORK AREA. CONSTRUCT THE SANDBAG DIKES AT THE LOCATIONS SHOWN, WITH TOP EL. AT 30.00 AND WITH A 1' x 10' WEIR OPENING UPSTREAM. UPSTREAM SANDBAG DIKES SHALL BE CONSTRUCTED BEFORE THE DOWNSTREAM SANDBAG DIKES. ELEVATION OF THE DOWNSTREAM SANDBAG DIKE SHALL NOT BE HIGHER THAN THE LOWEST ELEVATION OF THE UPSTREAM SANDBAG DIKE. CONNECT SILT FENCE TO SANDBAG DIKES TO COMPLETELY ENCLOSE THE WORK AREA. THE BASE FLOW THROUGH THE TEMPORARY PIPES SHALL BE 83.0 C.F.S.
5. INSTALL SUMP PIT (ITEM 906003) AND DEWATERING BAG (ITEM 906002) AS A SEDIMENT TRAPPING DEVICE. DEWATER THE WORK AREA IN ACCORDANCE WITH SECTION 902 OF DELDOT STANDARD SPECIFICATIONS. DISCHARGE CLEAN EFFLUENT FROM THE APPROVED SEDIMENT TRAPPING DEVICE AT THE STABILIZED OUTLET OF THE TEMPORARY DRAINAGE PIPE OR ON OTHER STABLE OUTLET AS APPROVED BY THE ENGINEER.
6. REMOVE EXISTING SLOPE PROTECTION, SACK RIP-RAP, STEEL PLATE ARCHES, CONCRETE FOOTERS AND TIMBER BRIDGE PILES. NOTE, TIMBER BRIDGE PILES MAY BE CUT 1'-0" BELOW THE BOTTOM OF DE #3 STONE IN LIEU OF REMOVAL.
7. DIVERT STREAM INTO ONE PIPE, PLACE RIP-RAP, CHANNEL BED FILL AND SLOPE STABILIZATION AS NOTED ON ONE SIDE. ALTERNATE DIVERSION PIPES AND PLACE RIP-RAP, CHANNEL BED FILL AND SLOPE STABILIZATION AS NOTED ON THE ADJACENT SLOPE.
8. WHEN NO LONGER NEEDED, REMOVE SANDBAG DIKES, DIVERSION PIPES AND EROSION AND SEDIMENT CONTROL DEVICES RELATING TO THE STREAM DIVERSION (I.E. STABILIZED OFFFALL RIP-RAP). RESTORE STREAM TO EXISTING CONDITIONS AS OUTLINED IN THE ENVIRONMENTAL COMPLIANCE NOTES.
9. INSTALL PROPOSED SUPERSTRUCTURE ELEMENTS, INCLUDING PRECAST BOX BEAMS, C.I.P. CONCRETE DECK AND C.I.P. BARRIERS.
10. REMOVE TEMPORARY EROSION AND SEDIMENT CONTROL DEVICES (I.E. SILT FENCE) AFTER VEGETATION HAS STABILIZED ON ALL DISTURBED AREAS IN ACCORDANCE WITH THESE PLANS AND AS DIRECTED BY THE ENGINEER.
11. REMOVE ALL MOT DEVICES AND REOPEN THE ROADWAY. REMOVAL OF MOT DEVICES MAY OCCUR PRIOR TO REMOVAL OF TEMPORARY EROSION AND SEDIMENT CONTROL DEVICES.



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ADDENDUMS / REVISIONS	



**BR 3-558 ON
S417 DAISEY ROAD
OVER POCOMOKE RIVER**

CONTRACT	BRIDGE NO.	3-558
T201207602	DESIGNED BY:	SMW
COUNTY	CHECKED BY:	KRL
SUSSEX		

**CONSTRUCTION SEQUENCE
AND EROSION AND
SEDIMENT CONTROL PLAN**

SHEET NO.	18
TOTAL SHTS.	23

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

TEMPORARY WETLAND IMPACT AREA SCHEDULE					
ID	IMPACT DESCRIPTION	AREA (SF)	AREA (AC)	VOLUME (CY)	JURISDICTION
WT-1	STREAM DIVERSION PIPES	93.86	0.0022	8.69	COE
WT-2	DOWNSTREAM SANDBAGS	249.43	0.0057	2.28	COE
WT-3	STABILIZED OUTFALL	106.12	0.0024	7.86	COE
TOTAL TEMPORARY WETLAND IMPACT AREAS		449.41	0.0103	18.83	COE

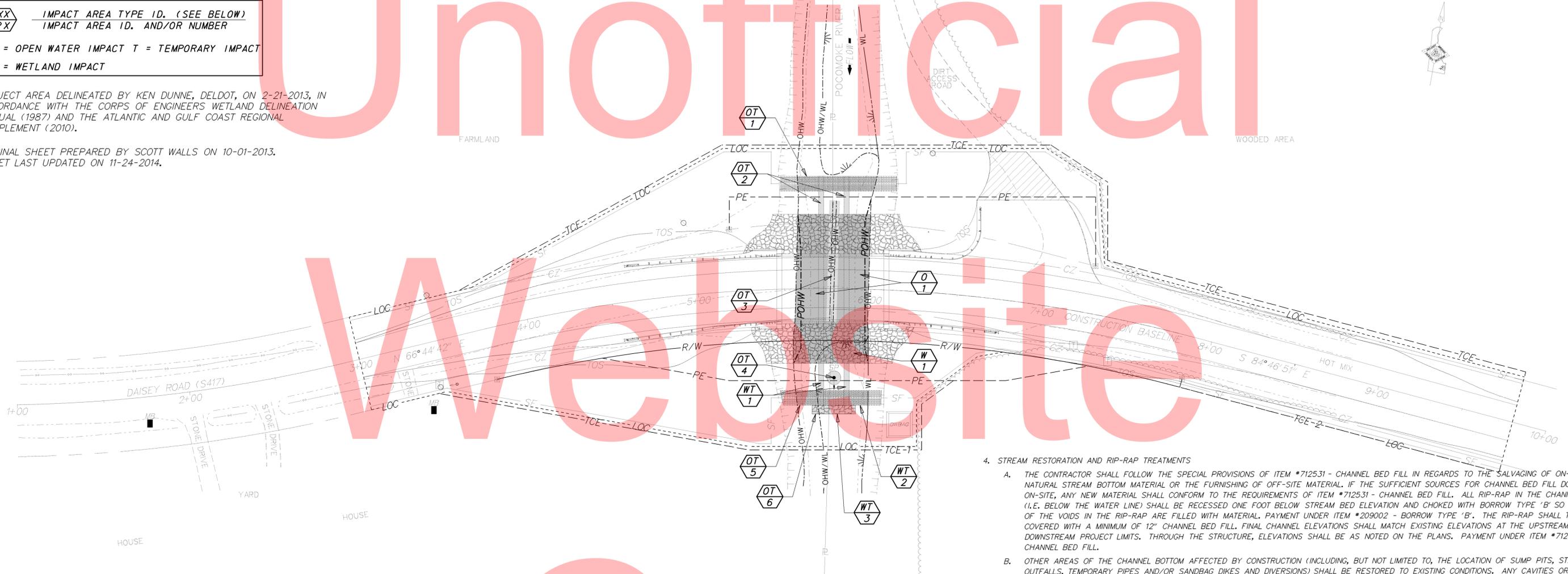
PERMANENT WETLAND IMPACT AREA SCHEDULE					
ID	IMPACT DESCRIPTION	AREA (SF)	AREA (AC)	VOLUME (CY)	JURISDICTION
W-1	PROPOSED RIP-RAP	324.81	0.0075	24.06	COE
TOTAL PERMANENT WETLAND IMPACT AREAS		324.81	0.0075	24.06	COE

TEMPORARY OPEN WATER IMPACT AREA SCHEDULE					
ID	IMPACT DESCRIPTION	AREA (SF)	AREA (AC)	VOLUME (CY)	JURISDICTION
OT-1	UPSTREAM SANDBAGS	382.04	0.0088	35.37	COE/DNREC
OT-2	STREAM DIVERSION PIPES	80.56	0.0018	7.46	COE/DNREC
OT-3	EX. FOOTER TO RIP-RAP	419.93	0.0096	38.88	COE/DNREC
OT-4	SUMP PIT	50.27	0.0012	4.65	COE/DNREC
OT-5	DOWNSTREAM SANDBAGS	102.64	0.0024	9.50	COE/DNREC
OT-6	STABILIZED OUTFALL	18.88	0.0004	1.40	COE/DNREC
TOTAL TEMPORARY OPEN WATER IMPACTS		1054.32	0.0242	97.26	COE/DNREC

PERMANENT OPEN WATER IMPACT AREA SCHEDULE					
ID	IMPACT DESCRIPTION	AREA (SF)	AREA (AC)	VOLUME (CY)	JURISDICTION
O-1	PROPOSED RIP-RAP	2942.42	0.0675	217.96	COE/DNREC
TOTAL PERMANENT OPEN WATER IMPACTS		2942.42	0.0675	217.96	COE/DNREC

PROJECT AREA DELINEATED BY KEN DUNNE, DELDOT, ON 2-21-2013, IN ACCORDANCE WITH THE CORPS OF ENGINEERS WETLAND DELINEATION MANUAL (1987) AND THE ATLANTIC AND GULF COAST REGIONAL SUPPLEMENT (2010).

ORIGINAL SHEET PREPARED BY SCOTT WALLS ON 10-01-2013. SHEET LAST UPDATED ON 11-24-2014.



ENVIRONMENTAL COMPLIANCE NOTES

1. GENERAL NOTES:

- 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.
- 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.
- 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:

- PERMIT REQUIREMENTS/APPROVALS*:
U.S. ARMY CORPS OF ENGINEERS (COE): NATIONWIDE PERMIT 3 A&C
DNREC - WETLANDS & SUBAQUEOUS LANDS (WLSL): PROJECT IS CONSISTENT WITH THE PROVISIONS OF THE DELAWARE CODE CHAPTER 72, SECTION 7217, PART B AS AMENDED BY SENATE BILL 186 (SB 186) AND WILL BE PROCESSED THROUGH THE DEPARTMENT OF ENVIRONMENTAL CONTROL (DNREC)
DNREC - WATER QUALITY (WQC) & COASTAL ZONE CONSISTENCY (CZM): ISSUED
* THE PERMITS/APPROVALS LISTED ARE THOSE REQUIRED FOR THIS PROJECT. THE ENVIRONMENTAL STUDIES SECTION IS RESPONSIBLE FOR COORDINATING AND/OR OBTAINING THIS APPROVAL.
- CONSTRUCTION RESTRICTIONS:
FISHERIES - NONE
ENDANGERED SPECIES - NONE
MIGRATORY BIRDS - NONE

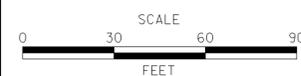
3. CULTURAL RESOURCE ISSUES:

- THE PROJECT IS CONSISTENT WITH THE STIPULATION II, B.4.g. OF DELDOTS PROGRAMMATIC AGREEMENT. NO ISSUES OR MEASURES HAVE BEEN RAISED.

4. STREAM RESTORATION AND RIP-RAP TREATMENTS

- 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. IF THE SUFFICIENT SOURCES FOR CHANNEL BED FILL DO NOT EXIST ON-SITE, ANY NEW MATERIAL SHALL CONFORM TO THE REQUIREMENTS OF ITEM #712531 - CHANNEL BED FILL. ALL RIP-RAP 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 RIP-RAP ARE FILLED WITH MATERIAL. PAYMENT UNDER ITEM #209002 - BORROW TYPE 'B'. THE RIP-RAP SHALL THEN BE COVERED WITH A MINIMUM OF 12" CHANNEL BED FILL. FINAL CHANNEL ELEVATIONS SHALL MATCH EXISTING ELEVATIONS AT THE UPSTREAM AND DOWNSTREAM PROJECT LIMITS. THROUGH THE STRUCTURE, ELEVATIONS SHALL BE AS NOTED ON THE PLANS. PAYMENT UNDER ITEM #712531 - CHANNEL BED FILL.
 - 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.
 - 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 RIP-RAP (I.E. THE FLOW CANNOT BE "LOST" IN THE RIP-RAP OR BENEATH THE STRUCTURE). IF THIS IS NOT ACHIEVED, THE CONTRACTOR WILL BE REQUIRED TO TAKE CORRECTIVE ACTION AT THE CONTRACTOR'S EXPENSE.
 - ALL RIP-RAP ON THE STREAM BANK, OUTSIDE THE CHANNEL BED, SHALL BE CHOKED WITH DELAWARE #57 STONE. PLACE JUST ENOUGH CHOKE MATERIAL TO PREVENT THE LOSS OF CHANNELBED FILL OR TOPSOIL (DEPENDING ON LOCATION AS INDICATED BELOW) THROUGH THE RIP-RAP.
* BENEATH THE BRIDGE: AFTER PLACING THE DE #57 STONE, DO A FINAL CHOKE OF CHANNEL BED FILL SO THAT THE RIP-RAP PEAKS ARE BARELY VISIBLE. PAYMENT UNDER ITEM #712531 - CHANNEL BED FILL. DE #57 STONE SHALL BE INCIDENTAL TO THE RIP-RAP ITEM.
* ALL OTHER LOCATIONS: FINISH FILLING THE VOIDS WITH TOPSOIL SO THAT THE RIP-RAP PEAKS ARE BARELY VISIBLE. AN ADDITIONAL 4-INCH TOPSOIL LAYER SHALL BE PLACED ON TOP OF THE RIP-RAP. SLOPE SEEDING SHALL BE WITH THE ITEM #908019 - STREAMBANK SEED MIX. 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 OF WITH TOPSOIL THROUGH THE SEEDING SHALL BE COMPLETED PRIOR TO ANY RAIN EVENT. DE #57 STONE SHALL BE INCIDENTAL TO THE RIP-RAP ITEM.
 - 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.
5. 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 #905001 - SILT FENCE. THE ENVIRONMENTAL STUDIES SECTION (CAROL SULLIVAN, 302-760-2129) CAN PROVIDE FURTHER GUIDANCE REGARDING THIS METHOD OF INSTALLATION.

ADDENDUMS / REVISIONS



BR 3-558 ON
S417 DAISEY ROAD
OVER POCOMOKE RIVER

CONTRACT	BRIDGE NO.	3-558
T201207602	DESIGNED BY:	SMW
COUNTY	CHECKED BY:	KRL
SUSSEX		

ENVIRONMENTAL
COMPLIANCE PLAN

SHEET NO.	19
TOTAL SHTS.	23

PORTABLE CHANGEABLE MESSAGE SIGNS

PRIOR TO DETOUR
(10 DAYS PRIOR TO BEGINNING OF DETOUR)

PCMS-1

DAISEY ROAD TO CLOSE

STARTING
XX/XX/XX

DURING DETOUR
(5 DAYS AFTER IMPLEMENTATION OF DETOUR)

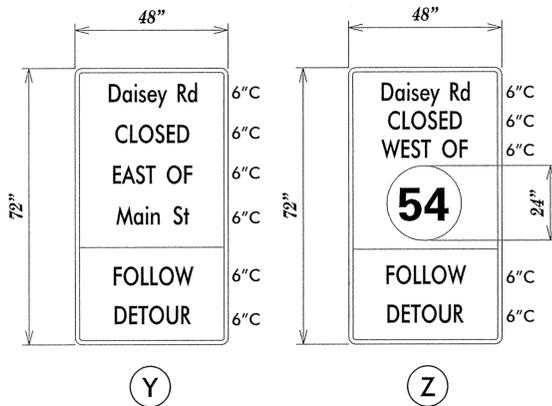
PCMS-2

DAISEY ROAD CLOSED

FOLLOW
DETOUR

*UPON IMPLEMENTATION OF DETOUR, PCMS-1 SHALL BE RELOCATED TO PCMS-2 LOCATIONS AND THE CORRESPONDING MESSAGE SHALL BE DISPLAYED.

SPECIAL SIGNS

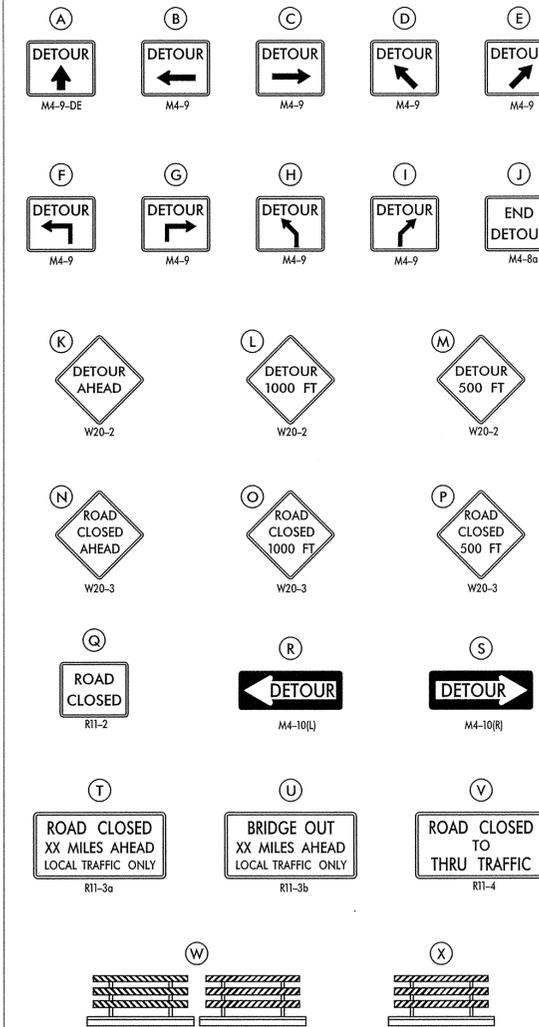


*D/G RETROREFLECTIVE FLUORESCENT ORANGE BACKGROUND; BLACK LEGEND

*ROUTE SHIELD- WHITE BACKGROUND; BLACK LEGEND

SPECIAL NOTE

LEGEND



GENERAL NOTES

- ALL DETOUR SIGNING, INCLUDING TRAILBLAZERS, ARE TO BE SUPPLIED AND MAINTAINED BY THE GENERAL CONTRACTOR IN COMPLIANCE WITH "THE DELAWARE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" (DE MUTCD.)
- THE CONTRACTOR SHALL COMPLY WITH GUIDELINES IN "THE DELAWARE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" (DE MUTCD PART 6) FOR BARRICADES AND SIGNS (AS PER LATEST REVISION.)
- DESIGN OF ALL SIGNS SHALL BE IN ACCORDANCE WITH THE FHWA STANDARD HIGHWAY SIGNS BOOK.
- SIZES OF ALL SIGNS SHALL BE IN ACCORDANCE WITH "THE DELAWARE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" (DE MUTCD.) SIZE OF SIGN SHALL BE BASED ON TYPE OF ROADWAY ON WHICH THE SIGN IS INSTALLED.
- SIGNS NO LONGER IN USE SHALL BE COMPLETELY COVERED WITH NO RETROREFLECTIVE MATERIAL SHOWING, OR SHALL BE REMOVED, AS DIRECTED BY THE ENGINEER.
- FIELD CONDITIONS MAY DICTATE CHANGES AT SOME TIME DURING THE LIFE OF THE CONTRACT. IN THE EVENT OF OMISSIONS OR CORRECTIONS, THE SIGNING PROVISIONS OF "THE DELAWARE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" (DE MUTCD) WILL PREVAIL.
- SIGNS "N" THROUGH "Q" AND "T" AND "V", THE WORD "ROAD" SHOULD BE CHANGED TO "RAMP", "RR XING", OR "BRIDGE" WHERE APPLICABLE.
- WARNING SIGNS AND DETOUR TRAILBLAZERS SHALL BE MOUNTED ON BREAKAWAY POSTS AND HAVE RETROREFLECTIVE FLUORESCENT ORANGE SHEETING.
- "W" BARRICADES SHALL COMPLETELY RUN THE FULL WIDTH OF THE ROADWAY.
- BARRICADES SHALL BE A MINIMUM OF 6 FEET WIDE UNLESS DIRECTED BY THE ENGINEER.



RECOMMENDED *Murch* DATE: 11-28-12

RECOMMENDED _____ DATE: _____

RECOMMENDED _____ DATE: _____

APPROVED CHIEF SAFETY OFFICER *James M. Applegate Jr* DATE: 11-29-12

APPROVED TRAFFIC ENGINEER *ASW* DATE: 11/27/12



ADDENDUM / REVISIONS	

NOT TO SCALE

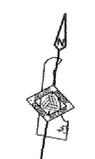
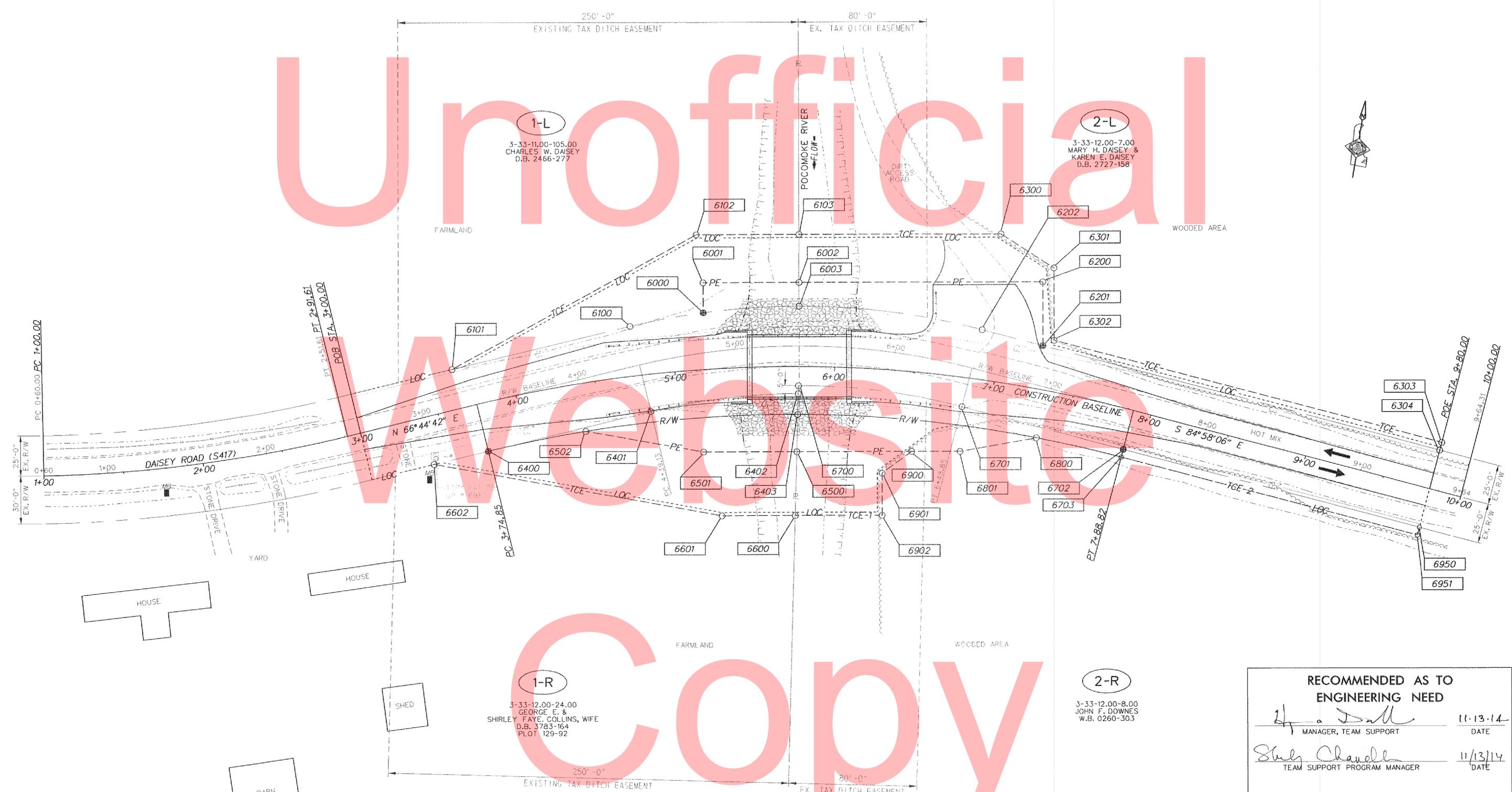
BR 3-558 ON S417 DAISEY ROAD OVER POCOMOKE RIVER

CONTRACT	ROAD NO.	S417
T201207602	DESIGNED BY: MFR	
SUSSEX	CHECKED BY: ASW	

DETOUR PLAN		SHEET NO.
		20
		TOTAL SHTS.
		23

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Unofficial



RECOMMENDED AS TO ENGINEERING NEED	
<i>John Downes</i>	11-13-14
MANAGER, TEAM SUPPORT	DATE
<i>Shirley Chavell</i>	11/13/14
TEAM SUPPORT PROGRAM MANAGER	DATE
TEAM SUPPORT TECHNICAL REVIEWER	DATE

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ADDENDUMS / REVISIONS



BR 3-558 ON S417 DAISEY ROAD OVER POCOMOKE RIVER

CONTRACT	BRIDGE NO.	3-558
T201207602	DESIGNED BY:	SMW
COUNTY	CHECKED BY:	KRL
SUSSEX		

RIGHT-OF-WAY SHEET 1 OF 3	
RIGHT-OF-WAY PLAN	SHEET NO. 21
	TOTAL SHTS. 23

ASSESSMENT NUMBER	OWNERSHIP OF RECORD	TYPE OF ACQUISITION	TITLE SOURCE	PARCEL AREA (ACRES)							
3-33-11.00-105.00	(1-L) CHARLES W. DAISEY	P/E	D.B. 2466-277	15.800							
ALIGNMENT NUMBER & DESCRIPTION: R/W BASELINE											
PT. NO.	ALIGN. NO.	STATION	OFFSET *	NORTH	EAST	BEARING	DISTANCE	CHORD BEARING	CHORD LENGTH	ARC LENGTH	RADIUS **
6000	10000	4+83.10	-25.00	175151.3529	678421.5549	N 9°40'28.45" W	18.75				
6001	10000	4+85.35	-43.59	175169.8396	678418.4034	N 80°19'31.55" E	60.00				
6002	10000	5+39.88	-39.82	175179.9229	678477.5511	S 9°38'43.62" E	14.82				
6003	10000	5+39.90	-25.00	175165.3160	678480.0336			S 76°34'14.97" W	60.12	60.17	-447.00
6000	10000	4+83.10	-25.00	175151.3529	678421.5549						
FIGURE 6000 AREA = 966.4696 SQ. FT. (0.0222 ACRES)											

ASSESSMENT NUMBER	OWNERSHIP OF RECORD	TYPE OF ACQUISITION	TITLE SOURCE	PARCEL AREA (ACRES)							
3-33-11.00-105.00	(1-L) CHARLES W. DAISEY	TCE	D.B. 2466-277	15.800							
ALIGNMENT NUMBER & DESCRIPTION: R/W BASELINE											
PT. NO.	ALIGN. NO.	STATION	OFFSET *	NORTH	EAST	BEARING	DISTANCE	CHORD BEARING	CHORD LENGTH	ARC LENGTH	RADIUS **
6100	10000	4+39.13	-25.00	175135.2247	678377.8848	S 66°44'41.61" W	114.13				
6101	10000	3+25.00	-25.00	175090.1635	678273.0280	N 51°26'10.60" E	174.10				
6102	10000	4+85.00	-73.89	175198.6970	678409.1622	N 80°19'31.55" E	64.28				
6103	10000	5+39.85	-69.82	175209.4988	678472.5246	S 9°38'43.62" E	30.00				
6002	10000	5+39.88	-39.82	175179.9229	678477.5511	S 80°19'31.55" W	60.00				
6001	10000	4+85.35	-43.59	175169.8396	678418.4034	S 9°40'28.45" E	18.75				
6000	10000	4+83.10	-25.00	175151.3529	678421.5549			S 69°43'47.28" W	46.55	46.57	-447.00
6100	10000	4+39.13	-25.00	175135.2247	678377.8848						
FIGURE 6100 AREA = 5642.0418 SQ. FT. (0.1295 ACRES)											

ASSESSMENT NUMBER	OWNERSHIP OF RECORD	TYPE OF ACQUISITION	TITLE SOURCE	PARCEL AREA (ACRES)							
3-33-12.00-7.00	(2-L) MARY H. DAISEY & KAREN E. DAISEY	P/E	D.B. 2727-158	19.000							
ALIGNMENT NUMBER & DESCRIPTION: R/W BASELINE											
PT. NO.	ALIGN. NO.	STATION	OFFSET *	NORTH	EAST	BEARING	DISTANCE	CHORD BEARING	CHORD LENGTH	ARC LENGTH	RADIUS **
6200	10000	6+77.82	-63.57	175205.4667	678627.3891	S 9°40'28.45" E	39.92				
6201	10000	6+88.08	-25.00	175166.1194	678634.0969	N 84°46'51.46" W	39.23				
6202	10000	6+48.85	-25.00	175169.6876	678595.0327			S 87°49'22.77" W	115.08	115.40	-447.00
6003	10000	5+39.90	-25.00	175165.3160	678480.0336	N 9°38'43.62" W	14.82				
6002	10000	5+39.88	-39.82	175179.9229	678477.5511	N 80°19'31.55" E	152.00				
6200	10000	6+77.82	-63.57	175205.4667	678627.3891						
FIGURE 6200 AREA = 3583.6090 SQ. FT. (0.0823 ACRES)											

ASSESSMENT NUMBER	OWNERSHIP OF RECORD	TYPE OF ACQUISITION	TITLE SOURCE	PARCEL AREA (ACRES)							
3-33-12.00-7.00	(2-L) MARY H. DAISEY & KAREN E. DAISEY	TCE	D.B. 2727-158	19.000							
ALIGNMENT NUMBER & DESCRIPTION: R/W BASELINE											
PT. NO.	ALIGN. NO.	STATION	OFFSET *	NORTH	EAST	BEARING	DISTANCE	CHORD BEARING	CHORD LENGTH	ARC LENGTH	RADIUS **
6300	10000	6+45.70	-85.92	175230.6851	678596.8014	S 66°40'21.18" E	39.25				
6301	10000	6+82.37	-73.71	175215.1437	678632.8404	S 9°40'28.45" E	45.23				
6302	10000	6+93.99	-30.00	175170.5607	678640.4408	S 84°46'51.46" E	250.32				
6303	10000	9+44.31	-30.00	175147.7907	678889.7233	S 5°13'08.54" W	5.00				
6304	10000	9+44.31	-25.00	175142.8114	678889.2685	N 84°46'51.46" W	256.23				
6201	10000	6+88.08	-25.00	175166.1194	678634.0969	N 9°40'28.45" W	39.92				
6200	10000	6+77.82	-63.57	175205.4667	678627.3891	S 80°19'31.55" W	152.00				
6002	10000	5+39.88	-39.82	175179.9229	678477.5511	N 9°38'43.62" W	30.00				
6103	10000	5+39.85	-69.82	175209.4988	678472.5246	N 80°19'31.55" E	126.07				
6300	10000	6+45.70	-85.92	175230.6851	678596.8014						
FIGURE 6300 AREA = 5952.1570 SQ. FT. (0.1366 ACRES)											

ASSESSMENT NUMBER	OWNERSHIP OF RECORD	TYPE OF ACQUISITION	TITLE SOURCE	PARCEL AREA (ACRES)							
3-33-12.00-24.00	(1-R) GEORGE E. & SHIRLEY FAYE COLLINS, WIFE	FEE	D.B. 3783-164	54.140							
ALIGNMENT NUMBER & DESCRIPTION: R/W BASELINE											
PT. NO.	ALIGN. NO.	STATION	OFFSET *	NORTH	EAST	BEARING	DISTANCE	CHORD BEARING	CHORD LENGTH	ARC LENGTH	RADIUS **
6400	10000	3+34.85	30.00	175043.5199	678303.7905	N 66°44'41.61" E	104.28				
6401	10000	4+39.13	30.00	175084.6931	678399.6003			N 73°32'36.56" E	92.81	93.03	392.00
6402	10000	5+39.28	30.00	175110.9849	678488.6080	S 8°04'38.83" E	13.01				
6403	10000	5+38.88	43.01	175098.0999	678490.4366			S 73°41'59.09" W	194.46	194.94	-803.00
6400	10000	3+34.85	30.00	175043.5199	678303.7905						
FIGURE 6400 AREA = 1229.3626 SQ. FT. (0.0282 ACRES)											

ASSESSMENT NUMBER	OWNERSHIP OF RECORD	TYPE OF ACQUISITION	TITLE SOURCE	PARCEL AREA (ACRES)							
3-33-12.00-24.00	(1-R) GEORGE E. & SHIRLEY FAYE COLLINS, WIFE	P/E	D.B. 3783-164	54.140							
ALIGNMENT NUMBER & DESCRIPTION: R/W BASELINE											
PT. NO.	ALIGN. NO.	STATION	OFFSET *	NORTH	EAST	BEARING	DISTANCE	CHORD BEARING	CHORD LENGTH	ARC LENGTH	RADIUS **
6500	10000	5+38.09	66.18	175075.1457	678493.6943	S 80°19'31.55" W	58.31				
6501	10000	4+69.58	61.29	175065.3473	678436.2177	N 89°40'28.45" W	74.59				
6502	10000	3+96.77	32.39	175065.7709	678361.6243			N 75°54'39.87" E	132.81	132.96	803.00
6403	10000	5+38.88	43.01	175098.0999	678490.4366	S 8°04'38.83" E	23.18				
6500	10000	5+38.09	66.18	175075.1457	678493.6943						
FIGURE 6500 AREA = 2152.2673 SQ. FT. (0.0494 ACRES)											

ASSESSMENT NUMBER	OWNERSHIP OF RECORD	TYPE OF ACQUISITION	TITLE SOURCE	PARCEL AREA (ACRES)							
3-33-12.00-24.00	(1-R) GEORGE E. & SHIRLEY FAYE COLLINS, WIFE	TCE	D.B. 3783-164	54.140							
ALIGNMENT NUMBER & DESCRIPTION: R/W BASELINE											
PT. NO.	ALIGN. NO.	STATION	OFFSET *	NORTH	EAST	BEARING	DISTANCE	CHORD BEARING	CHORD LENGTH	ARC LENGTH	RADIUS **
6600	10000	5+36.47	106.18	175035.5271	678499.3169	S 80°19'31.55" W	45.84				
6601	10000	4+75.69	102.58	175027.8228	678454.1240	N 89°23'27.33" W	182.36				
6602	10000	3+00.00	30.00	175029.7613	678271.7745	N 66°44'41.61" E	34.85				
6400	10000	3+34.85	30.00	175043.5199	678303.7905			N 68°57'22.19" E	61.97	61.98	803.00
6502	10000	3+96.77	32.39	175065.7709	678361.6243	S 89°40'28.45" E	74.59				
6501	10000	4+69.58	61.29	175065.3473	678436.2177	N 80°19'31.55" E	58.31				
6500	10000	5+38.09	66.18	175075.1457	678493.6943	S 8°04'38.83" E	40.02				
6600	10000	5+36.47	106.18	175035.5271	678499.3169						
FIGURE 6600 AREA = 6915.3819 SQ. FT. (0.1588 ACRES)											

ASSESSMENT NUMBER	OWNERSHIP OF RECORD	TYPE OF ACQUISITION	TITLE SOURCE	PARCEL AREA (ACRES)							
3-33-12.00-8.00	(2-R) JOHN F. DOWNES	FEE	W.B. 0260-303	103.750							
ALIGNMENT NUMBER & DESCRIPTION: R/W BASELINE											
PT. NO.	ALIGN. NO.	STATION	OFFSET *	NORTH	EAST	BEARING	DISTANCE	CHORD BEARING	CHORD LENGTH	ARC LENGTH	RADIUS **
6700	10000	5+39.42	25.00	175115.9372	678487.9052			N 87°47'25.87" E	102.66	102.94	397.00
6701	10000	6+48.85	25.00	175119.8949	678590.4845	S 84°46'51.46" E	104.28				
6702	10000	7+53.13	25.00	175110.4090	678694.3342	S 5°13'08.54" W	5.00				
6703	10000	7+53.13	30.00	175105.4297	678693.8793			S 87°56'11.70" W	203.57	204.12	-803.00
6403	10000	5+38.88	43.01	175098.0999	678490.4366	N 8°04'38.83" W	18.02				
6700	10000	5+39.42	25.00	175115.9372	678487.9052						
FIGURE 6700 AREA = 2379.3612 SQ. FT. (0.0546 ACRES)											

ASSESSMENT NUMBER	OWNERSHIP OF RECORD	TYPE OF ACQUISITION	TITLE SOURCE	PARCEL AREA (ACRES)							
3-33-12.00-8.00	(2-R) JOHN F. DOWNES	P/E	W.B. 0260-303	103.750							
ALIGNMENT NUMBER & DESCRIPTION: R/W BASELINE											
PT. NO.	ALIGN. NO.	STATION	OFFSET *	NORTH	EAST	BEARING	DISTANCE	CHORD BEARING	CHORD LENGTH	ARC LENGTH	RADIUS **
6800	10000	6+98.74	31.84	175108.5405	678639.5439	S 70°19'31.55" W	48.43				
6801	10000	6+54.81	52.23	175092.2356	678593.9422	S 80°19'31.55" W	101.69				
6500	10000	5+38.09	66.18	175075.1457	678493.6943	N 8°04'38.83" W	23.18				
6403	10000	5+38.88	43.01	175098.0999	678490.4366			N 85°59'40.69" E	149.47	149.69	803.00
6800	10000	6+98.74	31.84	175108.5405	678639.5439						
FIGURE 6800 AREA = 2503.4021 SQ. FT. (0.0575 ACRES)											

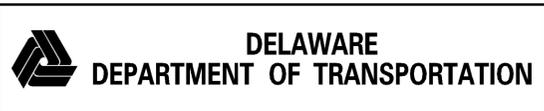
ASSESSMENT NUMBER	OWNERSHIP OF RECORD	TYPE OF ACQUISITION	TITLE SOURCE	PARCEL AREA (ACRES)							
3-33-12.00-8.00	(2-R) JOHN F. DOWNES	TCE-1	W.B. 0260-303	103.750							
ALIGNMENT NUMBER & DESCRIPTION: R/W BASELINE											
PT. NO.	ALIGN. NO.	STATION	OFFSET *	NORTH	EAST	BEARING	DISTANCE	CHORD BEARING	CHORD LENGTH	ARC LENGTH	RADIUS **
6900	10000	6+21.89	59.23	175087.1721	678564.2403	S 44°05'37.36" W	22.98				
6901	10000	6+02.95	75.82	175070.6690	678548.2512	S 9°40'28.45" E	26.42				
6902	10000	6+08.19	101.91	175044.6261	678552.6909	S 80°19'31.55" W	54.14				
6600	10000	5+36.47	106.18	175035.5271	678499.3169	N 8°04'38.83" W	40.02				
6500	10000	5+38.09	66.18	175075.1457	678493.6943	N 80°19'31.55" E	71.56				
6900	10000	6+21.89	59.23	1750							

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)			
3-33-11.00-105.00	21	(1-L) CHARLES W. DAISEY	D.B. 2466-277	A - 15.80	P/E TCE			966.4696 / 0.02	5642.0418 / 0.13	688248.00 / 15.80		
3-33-12.00-7.00	21	(2-L) MARY H. DAISEY & KAREN E. DAISEY	D.B. 2727-158	A - 19.00	P/E TCE			3583.609 / 0.08	5952.157 / 0.14	827640.00 / 19.00		
3-33-12.00-24.00	21	(1-R) GEORGE E. & SHIRLEY FAYE COLLINS, WIFE	D.B. 3783-164	A - 54.14	FEE P/E TCE	1229.3626 / 0.03		2152.2673 / 0.05	6915.3819 / 0.16	2357109.0374 / 54.11		
3-33-12.00-8.00	21	(2-R) JOHN F. DOWNES	W.B. 0260-303	A - 103.75	FEE P/E TCE-1 TCE-2	2379.3612 / 0.05		2503.4021 / 0.06	2269.3203 / 0.05 955.8939 / 0.02	4516970.6388 / 103.70		

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ACQUISITION CODES
 FEE - ACQUISITION P/E - PERMANENT EASEMENT
 R/W - AREA OCCUPIED BY EXISTING R/W TCE - TEMPORARY EASEMENT

RIGHT-OF-WAY SHEET 3 OF 3



ADDENDUMS / REVISIONS

NOT TO SCALE

**BR 3-558 ON
S417 DAISEY ROAD
OVER POCOMOKE RIVER**

CONTRACT T201207602	BRIDGE NO. 3-558
COUNTY SUSSEX	DESIGNED BY: SMW CHECKED BY: KRL

**RIGHT-OF-WAY
TABULATION SHEET**

SHEET NO. 23
TOTAL SHTS. 23

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