

THE STATE OF DELAWARE DEPARTMENT OF TRANSPORTATION



CONSTRUCTION PLANS FOR:

MILTON RAIL TO TRAIL, PHASE II

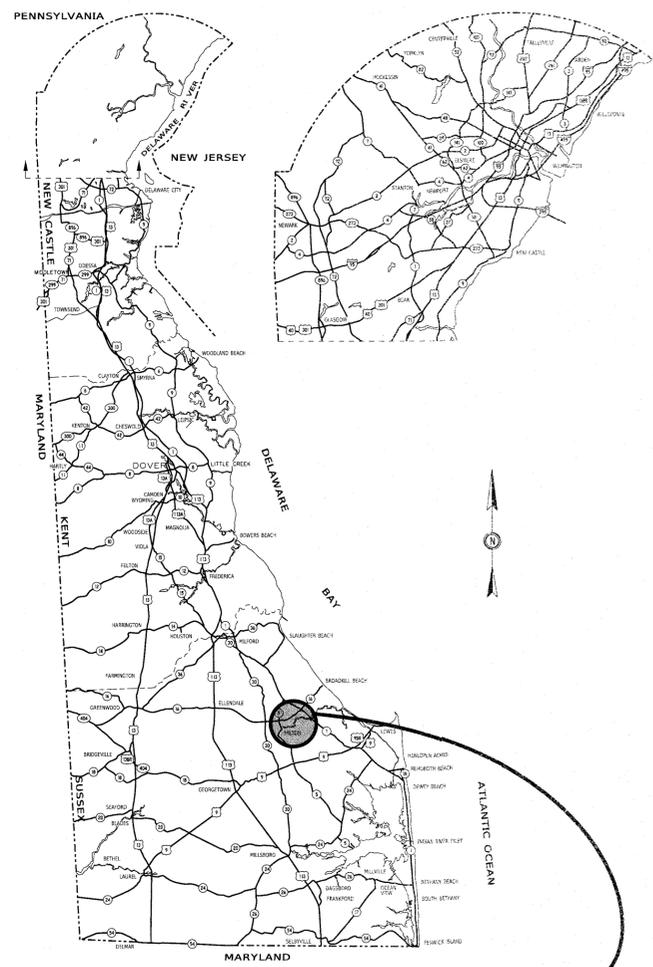
CONTRACT NUMBER: T201701301
FEDERAL AID PROJECT NUMBER: ESTP-2017(20)
COUNTY: SUSSEX **M.R. #:** S250,S22

UNOFFICIAL

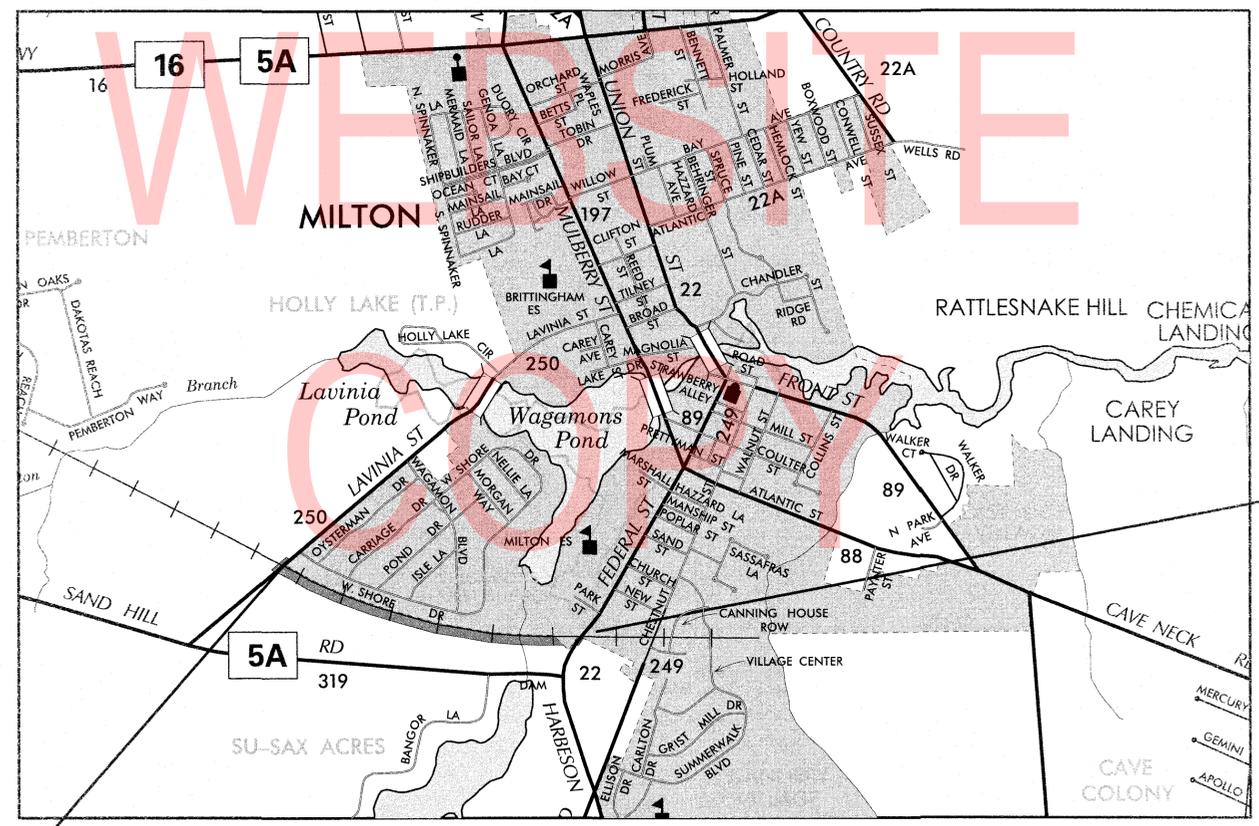
DESIGN DESIGNATION			
FUNCTIONAL CLASS: N/A	D.H.V. PROJECTED: N/A	YEAR: N/A	
TYPE OF CONSTRUCTION: PEDESTRIAN IMPROVEMENTS	DESIGN SPEED: N/A		
A.A.D.T. CURRENT: N/A	YEAR: N/A	TRUCKS: N/A	
A.A.D.T. PROJECTED: N/A	YEAR: N/A	DIRECTION OF DISTRIBUTION: N/A	
APPROVED DESIGN EXCEPTIONS			
DESIGN PARAMETER	REQUIRED	PROVIDED	DATE
ADDENDA & REVISIONS			
DESCRIPTION	NAME & DATE		
ASSOCIATED CONTRACTS			
CONTRACT NO.	CONTRACT NAME		

APPROVED FOR ADVERTISEMENT

D. A. By 2/14/19
 DIRECTOR OF PLANNING DATE



GENERAL LOCATION OF CONTRACT



PROJECT LOCATION
NOT TO SCALE

PREPARED BY
 DELDOT - PLANNING
 LOCAL SYSTEMS IMPROVEMENT

Thomas C. Selva 8/18/19
 DATE

THIS SEAL APPLIES TO ALL SHEETS BEARING THE "LSI" SECTION DESIGNATION.

PREPARED BY
 CENTURY ENGINEERING
 CONSULTING ENGINEERS, SURVEYORS

Christopher J. Minard 08/07/2019
 DATE

THIS SEAL APPLIES TO ALL SHEETS BEARING THE "CEI" SECTION DESIGNATION.

BEGIN CONTRACT
LAVINIA STREET
STATION 100+00.00

END CONTRACT
FEDERAL STREET
STATION 135+00.00

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ADDENDA / REVISIONS	NOT TO SCALE	MILTON RAIL TRAIL PHASE II	<table border="1"> <tr> <td>CONTRACT</td> <td>BRIDGE NO.</td> <td style="text-align: center;">X</td> </tr> <tr> <td>T201701301</td> <td colspan="2">DESIGNED BY: PM</td> </tr> <tr> <td>COUNTY</td> <td colspan="2">CHECKED BY: TF</td> </tr> <tr> <td>SUSSEX</td> <td colspan="2"></td> </tr> </table>	CONTRACT	BRIDGE NO.	X	T201701301	DESIGNED BY: PM		COUNTY	CHECKED BY: TF		SUSSEX			INDEX OF SHEETS	<table border="1"> <tr> <td>SECTION</td> </tr> <tr> <td>LSI</td> </tr> <tr> <td>SHEET NO.</td> </tr> <tr> <td style="text-align: center;">2</td> </tr> </table>	SECTION	LSI	SHEET NO.	2
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ADDENDA / REVISIONS

NOT TO SCALE

**MILTON RAIL TRAIL
PHASE II**

CONTRACT	BRIDGE NO.	X
T201701301	DESIGNED BY: PM	
COUNTY	CHECKED BY: TF	
SUSSEX		

**ADDENDA AND
REVISIONS**

SECTION
LSI
SHEET NO.
3

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 CLEANOUT OR VENT
	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 - CABLE

(X) REPRESENTS ASCE DEFINED SUE QUALITY LEVEL

PROPOSED SYMBOLS

CONSTRUCTION	
	CONCRETE SAFETY BARRIER - PERMANENT
	BIOFILTRATION SWALE
	BRICK PATTERNED SURFACE
	BUTT JOINT
	CLEAR ZONE
	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
	CURB OPENING - SUMP / ON GRADE
	CURB OPENING WITH SIDEWALK
	DRAINAGE INLET
	DITCH
	FENCE - METAL / FENCE - WOOD
	FLARED END / SAFETY 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
	IMPACT ATTENUATOR
	JUNCTION BOX - DRAINAGE
	LATERAL OFFSET
	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
	RIGHT-TO-ENTER
	TEMPORARY CONSTRUCTION EASEMENT
	PROPOSED RIGHT-OF-WAY BASELINE

IDENTIFIERS	
	ADJUST BY CONTRACTOR
	ADJUST BY OTHERS
	CONCRETE SAFETY BARRIER
	CURB OR CURB & GUTTER
	CONVERT TO JUNCTION BOX
	CONVERT TO DRAINAGE MANHOLE
	CURB OPENING - SUMP / ON GRADE
	CURB OPENING WITH SIDEWALK
	PEDESTRIAN CONNECTION / TYPE
	PEDESTRIAN CONNECTION / 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
	RELOCATE BY PROPERTY OWNER
	REMOVE BY CONTRACTOR
	REMOVE BY TRAFFIC CONTRACTOR
	REMOVE BY OTHERS
	SAFETY END SECTION
	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

UTILITY COMPANY FACILITIES	
	TOWN OF MILTON - WATER
	DELMARVA POWER AND ELECTRIC - UNDERGROUND

PAVEMENT SECTION(S)	
	4" SUPERPAVE, TYPE C HOT-MIX 5" GRADED AGGREGATE BASE COURSE, TYPE B
	2" SUPERPAVE, TYPE C HOT-MIX, PATCHING 3" SUPERPAVE, TYPE B HOT-MIX, PATCHING 3" SUPERPAVE, BCBC, PATCHING 8" GRADED AGGREGATE BASE COURSE, TYPE B, PATCHING

ADDENDA / REVISIONS

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MILTON RAIL TRAIL PHASE II

CONTRACT	BRIDGE NO.	X
T201701301	DESIGNED BY: PM	
COUNTY	CHECKED BY: TF	
SUSSEX		

LEGEND

SECTION	LS1
SHEET NO.	4

GENERAL NOTES

- THIS PROJECT IS TO BE CONSTRUCTED IN ACCORDANCE WITH THE DELAWARE DEPARTMENT OF TRANSPORTATION "STANDARD SPECIFICATIONS", DATED AUGUST 2016 AND THE DELAWARE DEPARTMENT OF TRANSPORTATION "STANDARD CONSTRUCTION DETAILS", DATED 2018, INCLUDING ALL REVISIONS UP TO THE DATE OF ADVERTISEMENT.
- 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:

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

- THE DISTURBED AREA FOR THIS PROJECT IS 0.2280 ACRES.
- THE ADDITIONAL IMPERVIOUS AREA CREATED BY THIS PROJECT IS 0.8321 ACRES.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR ADHERING TO THE CONSTRUCTION SITE POLLUTION PREVENTION SPECIFICATIONS AS DETAILED IN SECTION 3.6 OF THE "DELAWARE EROSION AND SEDIMENT CONTROL HANDBOOK". ALL COSTS ASSOCIATED WITH ADHERING TO THE STANDARDS SHALL BE INCIDENTAL TO THE OVERALL CONTRACT COSTS.

PROJECT NOTES

SECTION 100

- ANY DAMAGE DONE BY THE CONTRACTOR TO ITEMS NOTED TO BE RELOCATED OR RESET BY OTHERS OR BY THE CONTRACTOR, AT THE DISCRETION OF THE ENGINEER, SHALL BE REPAIRED AND/OR REPLACED IN KIND AT THE CONTRACTOR'S EXPENSE.

SECTION 200

- IN AREAS WHERE TREES OR SHRUBS WILL BE OVERHANGING THE PROPOSED TRAIL, PRUNING MAY BE NECESSARY TO ACHIEVE A VERTICAL CLEAR SPACE OF 15 FEET ABOVE THE PROPOSED TRAIL ELEVATION AND A 12 FOOT HORIZONTAL CLEARANCE ON EITHER SIDE OF THE TRAIL CENTERLINE. THE CONTRACTOR SHALL PRUNE EXISTING TREE AND SHRUB BRANCHES, WHICH OVERHANG THE TRAIL, IN ACCORDANCE WITH I.S.A. STANDARDS. THE CONTRACTOR SHALL NOTIFY DELDOT'S ROADSIDE ENVIRONMENTALIST ADMINISTRATOR 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.
- ITEMS TO BE REMOVED UNDER ITEM # 211000 - REMOVAL OF STRUCTURES AND OBSTRUCTIONS SHALL INCLUDE BUT NOT BE LIMITED TO THE FOLLOWING: EXISTING TIMBER ABUTMENTS, WING WALLS, AND RAILROAD TIES ON THE TIMBER STRUCTURE
- THE CONTRACTOR IS ADVISED THAT THE EXISTING STRUCTURE OVER INGRAM BRANCH MAY CONTAIN CREOSOTED TIMBER. ALL HAZARDOUS MATERIALS (i.e. creosote timber) SHALL BE HANDLED AS PER SPECIAL PROVISIONS 202560. ALL COSTS INVOLVED WITH THIS WORK SHALL BE INCIDENTAL TO ITEM #211000 - REMOVAL OF STRUCTURES AND OBSTRUCTIONS.
- UNSUITABLE MATERIALS FROM ROADWAY AND UNDERCUT EXCAVATION SHALL NOT BE USED AS FILL AND SHALL BE LEGALLY DISPOSED OF OUTSIDE THE PROJECT AREA. ALL COSTS ASSOCIATED WITH THE REMOVAL AND DISPOSAL OF THIS MATERIAL SHALL BE INCIDENTAL TO ITEM #202000 - EXCAVATION AND EMBANKMENT.
- THE CONTRACTOR, WITH THE APPROVAL OF THE ENGINEER, SHALL BE DIRECTED TO USE ON THE PROJECT BORROW MATERIALS AS MAY BE FOUND IN THE EXCAVATIONS THAT ARE DETERMINED BY THE ENGINEER TO BE SUITABLE FOR USE ELSEWHERE WITHIN THE PROJECT. PAYMENT FOR PLACING THESE BORROW MATERIALS AT LOCATIONS AS DIRECTED BY THE ENGINEER SHALL BE INCIDENTAL TO THE ITEM THAT GENERATED THE MATERIAL. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO DRY OR WET THE MATERIALS, IF NEEDED, SO THAT THE MATERIALS WILL MEET THE REQUIREMENTS OF ITS INTENDED USE. THE CONTRACTOR MAY, WITH APPROVAL OF THE ENGINEER, STOCKPILE MATERIALS TO MEET THESE REQUIREMENTS. HOWEVER, MOVING THE MATERIAL FROM THE STOCKPILE AND THEN UTILIZING THE MATERIALS SHALL NOT BE MEASURED FOR PAYMENT. ALL MATERIALS ENCOUNTERED IN THE EXCAVATIONS OF THE PROJECT THAT ARE NOT USED ELSEWHERE ON THE PROJECT SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR. ALL COSTS ASSOCIATED WITH STOCKPILING MATERIAL, MOVING ANY MATERIAL FROM ANY STOCKPILES, WETTING AND/OR DRYING THE MATERIAL, OR REMOVAL AND FINAL DISPOSAL SHALL BE INCIDENTAL TO THE ITEM #202000 - EXCAVATION AND EMBANKMENT.
- ROADSIDE AMENITIES WITHIN THE LIMITS OF CONSTRUCTION OR EASEMENT AREAS THAT ARE TO REMAIN IN PLACE AND ARE NOTED BY "DND" SHALL BE PROTECTED BY THE CONTRACTOR WITH SAFETY FENCE OR OTHER MEASURES AS DIRECTED BY THE ENGINEER. ALL COSTS SHALL BE INCIDENTAL TO ITEM #201000. ANY DAMAGE TO THESE AMENITIES WHICH IS DONE BY THE CONTRACTOR SHALL BE REPAIRED OR REPLACED IN KIND AT THE CONTRACTOR'S EXPENSE.

SECTION 600

- 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 CONSTRUCTION. DAMAGES TO EXISTING PIPES AND DRAINAGE STRUCTURES DUE TO CONTRACTOR OPERATIONS SHALL BE REPAIRED OR REPLACED IN-KIND AT THE CONTRACTOR'S EXPENSE. THE DEPARTMENT WILL VIDEO INSPECT NEW PIPE RUNS TO CONFIRM CONDITION PRIOR TO ACCEPTANCE. 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.

SECTION 700

- 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 OR AS DIRECTED BY THE ENGINEER IN THE FIELD. PAYMENT FOR TRANSITIONING SHALL BE INCIDENTAL TO THE PROPOSED CURB ITEM.
- 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 #762001 - SAWCUTTING, CONCRETE, FULL DEPTH.
- ALL DISTURBED AREAS WITHIN THE LIMIT OF CONSTRUCTION, SHALL BE TOPSOILED (6" MINIMUM), AND SEEDED AS DIRECTED BY THE ENGINEER. ALL COSTS ARE PAID UNDER THE RESPECTIVE ITEMS BEING INSTALLED.
- ALL PAVED AREAS (INCLUDING DRIVEWAYS) TO BE RECONSTRUCTED OR WIDENED SHALL BE SAWCUT AT THE POINT WHERE THE NEW PAVEMENT IS TO TIE INTO THE EXISTING PAVEMENT.

SECTION 900

- THIS PROJECT IS COVERED UNDER A "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.
- THE CONTRACTOR IS RESPONSIBLE FOR PROVIDING AN AREA SUITABLE FOR STOCKPILING BORROW, TOPSOIL, AND OTHER FILL MATERIAL REQUIRED FOR THE PROJECT IN ACCORDANCE WITH SECTION 908.01 OF THE STANDARD SPECIFICATIONS. SUBJECT TO THE APPROVAL OF THE ENGINEER, STOCKPILE AREA MAY BE LOCATED OUTSIDE OF THE PROJECT LIMITS, IF NECESSARY, NO ADDITIONAL PAYMENT WILL OCCUR FOR OFFSITE STOCKPILING.

MISCELLANEOUS

- NO ENVIRONMENTAL PERMITS ARE REQUIRED FOR THIS WORK PROVIDED NO JURISDICTIONAL WETLANDS OR WATERS ARE IMPACTED. SEE THE ENVIRONMENTAL COMPLIANCE SHEETS FOR THE LOCATIONS OF THOSE RESOURCES.
- THE CONTRACTOR SHALL INSTALL ALL PATHS TO CONFORM TO CURRENT ADA STANDARDS OUTLINED IN THE 2018 DELDOT PEDESTRIAN ACCESSIBILITY STANDARDS FOR FACILITIES IN THE PUBLIC RIGHT OF WAY MANUAL. ALL PATH CROSS SLOPES SHALL BE A MAXIMUM OF 2% AND ALL TRAIL RUNNING SLOPES SHALL BE A MAXIMUM OF 5% ALONG THE PROPOSED CONSTRUCTION. ALL DRIVEWAY CROSSING AND CURB RAMPS SHALL CONFORM TO CURRENT DEPARTMENT AND ADA STANDARDS. ALL COSTS ARE INCIDENTAL TO THE ITEMS BEING INSTALLED.
- THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL RESIDENTS AND BUSINESSES, UNLESS OTHERWISE DIRECTED BY THE ENGINEER. ALL COSTS INCIDENTAL TO THE CONTRACT.
- THE LOCATIONS OF ALL ABOVE GROUND ITEMS TO BE INSTALLED, SUCH AS SIGNS, ETC. SHALL BE VERIFIED BY THE ENGINEER PRIOR TO INSTALLATION. ALL COSTS INCIDENTAL TO ITEM #763621 - CONSTRUCTION ENGINEERING, REHABILITATION.
- THE CONTRACTOR SHALL CONTACT THE CHIEF OF SCHEDULING FOR DART FIRST STATE, 14 DAYS PRIOR TO THE START OF CONSTRUCTION AT 302-576-6006.
- THE CONTRACTOR SHALL REMOVE ALL DEAD TREES AND LIMBS OVERHANGING THE TRAIL WITHIN THE PROJECT LIMITS, AS DIRECTED BY THE ENGINEER IN THE FIELD. ALL COSTS PAID FOR UNDER ITEM #201000 - CLEARING AND GRUBBING
- THE CONTRACTOR IS ENCOURAGED TO VISIT THE SITE PRIOR TO BIDDING. ATTENTION SHOULD BE PAID TO SITE ACCESS, AVAILABLE WORKING SPACE, AND MOVEMENT OF MATERIALS AND EQUIPMENT WITHIN THE WORK ZONE. SMALL, NON-CONVENTIONAL PAVING EQUIPMENT AND SMALL TRUCKS MAY BE REQUIRED TO SUPPLY ALL OR A PORTION OF THE MATERIALS TO THE WORK AREA, AND TO SUCCESSFULLY PAVE THE TRAIL. NO ADDITIONAL COMPENSATION WILL BE CONSIDERED FOR SITE ACCESS, REQUIRED NON-CONVENTIONAL EQUIPMENT, THE CONTRACTORS ABILITY TO EXCAVATE, GRADE, AND PAVE THE TRAIL TO THE PLANNED GEOMETRY, AND/ OR FOR SUPPLY AND MOVEMENT OF ALL REQUIRED MATERIALS WITHIN THE CONTRACT LIMITS.
- THE CONTRACTOR SHALL NOT USE THE PROPOSED TRAIL AS A HAUL ROAD AFTER IT HAS BEEN PAVED.
- THE CONTRACTOR SHALL NOT USE THE RECONSTRUCTED TIMBER BRIDGE AS A HAUL ROAD FOR MATERIALS, VEHICLES, OR EQUIPMENT
- THE CONTRACTOR SHALL CONSIDER ALL SOIL EXCAVATED FROM THE RAIL BED TO BE HAZARDOUS. THE CONTRACTOR SHALL FOLLOW THE CONTAMINATED MATERIAL MANAGEMENT PLAN FOR INSTRUCTION ON HOW TO HANDLE THE MATERIALS AT THE TIME OF EXCAVATION. ALL COSTS PAID FOR UNDER ITEM #202000 - EXCAVATION AND EMBANKMENT.
- THE CONTRACTOR SHALL COORDINATE ALL CONSTRUCTION ACTIVITY WITH THE TOWN OF MILTON PRIOR TO THE START OF CONSTRUCTION. CONTACT THE CITY MANAGER AT 302-684-2649.
- THE CONTRACTOR SHALL ENSURE POSITIVE DRAINAGE THROUGHOUT PROJECT LIMITS AS DIRECTED BY THE ENGINEER IN THE FIELD. THE CONTRACTOR SHALL REMOVE ANY TRASH AND/ OR DEBRIS WITHIN THE RAILROAD RIGHT-OF-WAY AS DIRECTED BY THE ENGINEER IN THE FIELD. ALL COSTS PAID UNDER ITEM #201000 - CLEARING AND GRUBBING.
- THE CONTRACTOR SHALL RECONSTRUCT THE PEDESTRIAN CONNECTION AND/ OR ADJACENT SIDEWALK PANELS AT THE INTERSECTION OF THE TRAIL AND FEDERAL STREET, AS DIRECTED BY THE ENGINEER, IF DAMAGE TO THE PEDESTRIAN CONNECTION OR ADJACENT SIDEWALK PANELS IS INCURRED AS A RESULT OF CONSTRUCTION ACCESS.
- BRIDGE DESIGN SPECIFICATIONS:
(A) DELDOT BRIDGE DESIGN MANUAL, 2019 EDITION
(B) PROVIDE MATERIALS AND PERFORM WORK IN ACCORDANCE WITH THE DELDOT STANDARD SPECIFICATIONS, AUGUST 2016.
- LOADING:
-DEAD LOADS DO NOT INCLUDE FUTURE WEARING SURFACE OR STAY-IN-PLACE FORMS
-DESIGN LIVE LOADS INCLUDE PEDESTRIAN AND H20 LOADING.
-LIVE LOAD DEFLECTION SHALL BE LIMITED TO L/1200.
-BARRIERS HAVE BEEN DESIGNED FOR NCHRP 350 TEST LEVEL 2 (TL-2).
- EXISTING CONDITIONS:
-ALL EXISTING DIMENSIONS AND ELEVATIONS SHOWN ARE BASED ON THE BEST AVAILABLE INFORMATION AND ARE APPROXIMATE ONLY. THE CONTRACTOR SHALL FIELD VERIFY ALL EXISTING DIMENSIONS, GEOMETRY, AND ELEVATIONS AS NECESSARY PRIOR TO ORDERING ANY MATERIALS AND COMMENCING CONSTRUCTION TO ENSURE PROPER FIT OF THE PROPOSED CONSTRUCTION. PAYMENT SHALL BE INCIDENTAL TO ITEM #763501 - CONSTRUCTION ENGINEERING.
-THE CONTRACTOR SHALL NOT CONSIDER ANY OF THE DATA ON THE EXISTING STRUCTURE SUPPLIED IN THE ORIGINAL DESIGN DRAWINGS OR MADE AVAILABLE BY THE DEPARTMENT OR ITS AUTHORIZED AGENTS AS POSITIVE REPRESENTATIONS OF ANY OF THE CONDITIONS THAT WILL BE ENCOUNTERED IN THE FIELD.
- HYDRAULIC DATA:
DRAINAGE AREA: 12.303 sq. miles DESIGN FREQ.: 25 YEARS
DESIGN DISCHARGE: 122.48 cfs 100-YEAR DISCHARGE: 122.18 cfs
EXISTING (DESIGN STORM) WSE: 9.00 ft PROPOSED (DESIGN STORM) WSE: 8.99 ft
EXISTING (DESIGN STORM) VELOCITY: 1.69 fps PROPOSED (DESIGN STORM) VELOCITY: 2.07 fps
EXISTING 100-YEAR WSE: 9.69 ft PROPOSED 100-YEAR WSE: 9.76 ft
EXISTING 100-YEAR VELOCITY: 1.72 fps PROPOSED 100-YEAR VELOCITY: 2.16 fps
EXISTING WATERWAY OPENING: 1109 sq. ft PROPOSED WATERWAY OPENING: 1035 sq. ft
- SCOUR ANALYSIS:
SCOUR DESIGN FREQUENCY: 25 YEARS
SCOUR DESIGN FLOOD DISCHARGE: 221.05 cfs
SCOUR DESIGN FLOOD VELOCITY: 2.07 fps (AT BRIDGE OUTLET)
WATER SURFACE ELEVATION: 7.42 ft (IMMEDIATELY UPSTREAM OF BRIDGE)
CALCULATED SCOUR DEPTH AT EACH SUBSTRUCTURE UNIT: 1.5 ft (ABUTMENTS)
2.33 (PIERS)

ADDENDA / REVISIONS

NOT TO SCALE

MILTON RAIL TRAIL
PHASE II

CONTRACT

T201701301

COUNTY

SUSSEX

BRIDGE NO.

X

DESIGNED BY: PM

CHECKED BY: TF

NOTES

SECTION

LSI

SHEET NO.

5

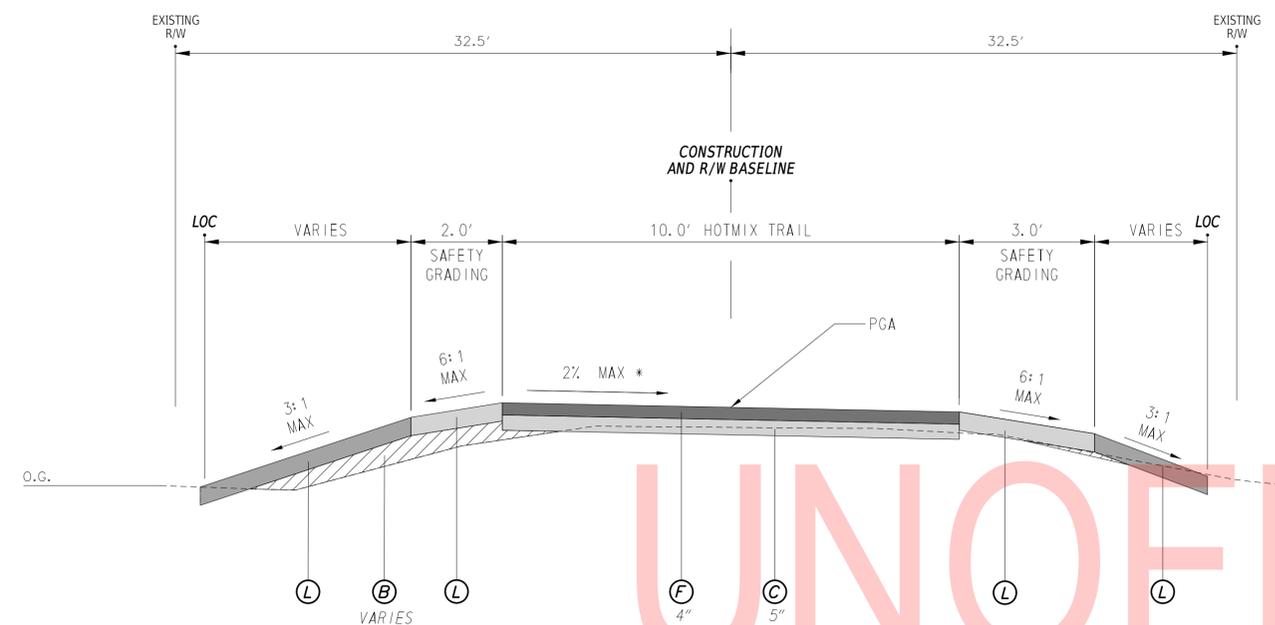
LEGEND

- (A) ITEM 207021 - STRUCTURAL BACKFILL (BORROW, TYPE C)
- (B) ITEM 209006 - BORROW, TYPE F
- (C) ITEM 301001 - GRADED AGGREGATE BASE COURSE, TYPE B
- (D) ITEM 301002 - GRADED AGGREGATE BASE COURSE, TYPE B, PATCHING
- (E) ITEM 302002 - DELAWARE NO. 3 STONE
- (F) ITEM 401005 - BIT. CONC., SUPERPAVE TYPE C, PG 64-22 (CARBONATE STONE)
- (G) ITEM 401029 - BIT. CONC., SUPERPAVE TYPE C, 160 GYR., PG 64-22 (CARBONATE STONE), PATCHING
- (H) ITEM 401030 - BIT. CONC., SUPERPAVE TYPE B, PG 64-22 (CARBONATE STONE), PATCHING
- (I) ITEM 401031 - BIT. CONC., SUPERPAVE BCBC, PG 64-22 (CARBONATE STONE), PATCHING
- (J) ITEM 708001 - GEOTEXTILE, STABILIZATION
- (K) ITEM 727510 - WOOD RAIL FENCE (SEE CONSTRUCTION DETAILS, SHEET 31)
- (L) ITEM 908004 - TOPSOIL, 6" DEPTH
- ITEM 908014 - PERMANENT GRASS SEEDING, DRY GROUND
- ITEM 908020 - EROSION CONTROL BLANKET MULCH

LOC - LIMITS OF CONSTRUCTION
 O.G. - ORIGINAL GROUND
 PGA - PROFILE GRADE APPLICATION

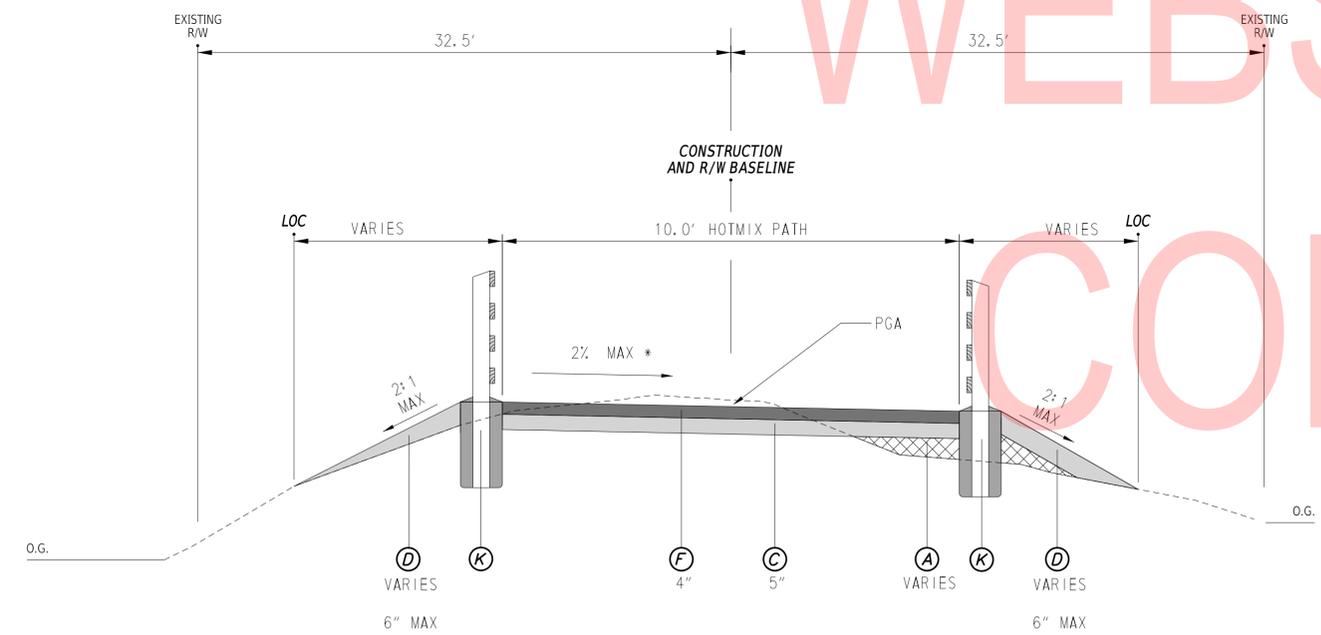
NOTES:

1. THE CONTRACTOR SHALL LOAD TEST ALL SUBGRADE SOIL PRIOR TO THE PLACEMENT OF THE SUBBASE COURSE. ALL UNSUITABLE MATERIAL FOUND SHALL BE EXCAVATED TO THE DEPTH OF STABLE SOIL AND BACKFILLED WITH APPROVED MATERIAL. THE CONTRACTOR SHALL COMPACT ALL MATERIALS TO MEET THE DELDOT STANDARD SPECIFICATIONS.
2. THE CONTRACTOR SHALL PLACE ONE (1) FOUR-INCH LIFT OF BITUMINOUS CONCRETE, TYPE 'C', ITEM #401005.
3. EXISTING DRAINAGE SWALES TO REMAIN UNLESS OTHERWISE NOTED ON PLANS.
4. THE PAY ADJUSTMENT FACTOR FOR COMPACTION WILL BE WAIVED FOR THIS PROJECT.



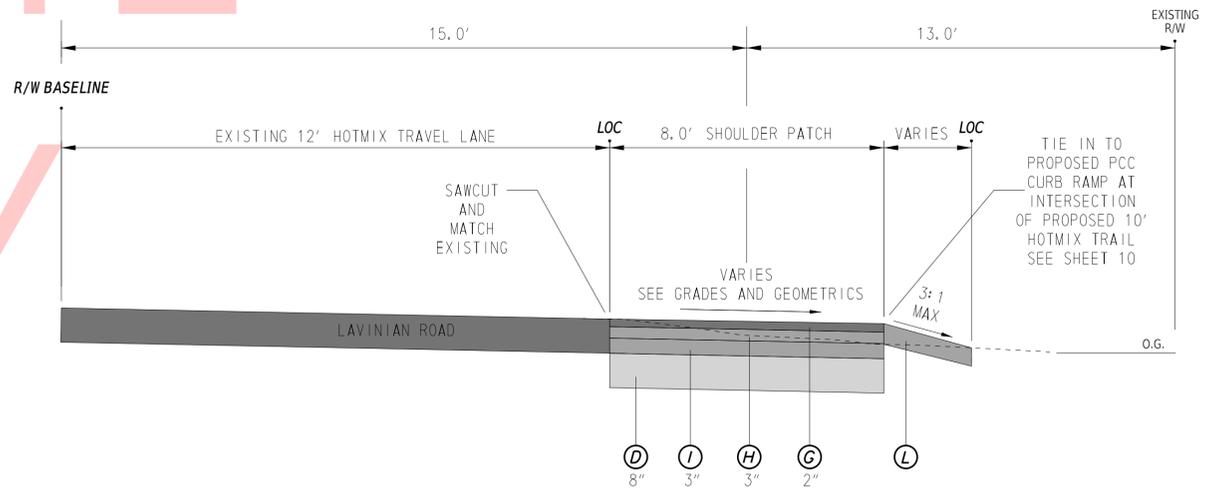
TYPICAL SECTION - RAIL TRAIL

STATION 101+45.00 TO STATION 123+00.00
 AND
 STATION 125+00.00 TO STATION 127+00.00
 AND
 *STATION 129+33.00 TO STATION 134+40.00
 *CROSS SLOPE INVERTED



TYPICAL SECTION - RAIL TRAIL - BRIDGE APPROACH

STATION 127+00.00 TO STATION 127+60.00
 AND
 *STATION 128+85.00 TO STATION 129+33.00
 *CROSS SLOPE INVERTED



TYPICAL SECTION - LAVINIA ROAD BIKE LANE

STATION 302+70.00 TO STATION 303+50.00

ADDENDA / REVISIONS

NOT TO SCALE

MILTON RAIL TRAIL
 PHASE II

CONTRACT	BRIDGE NO.	X
T201701301	DESIGNED BY:	PM
COUNTY	CHECKED BY:	TF
SUSSEX		

TYPICAL SECTIONS

SECTION
LSI
SHEET NO.
6

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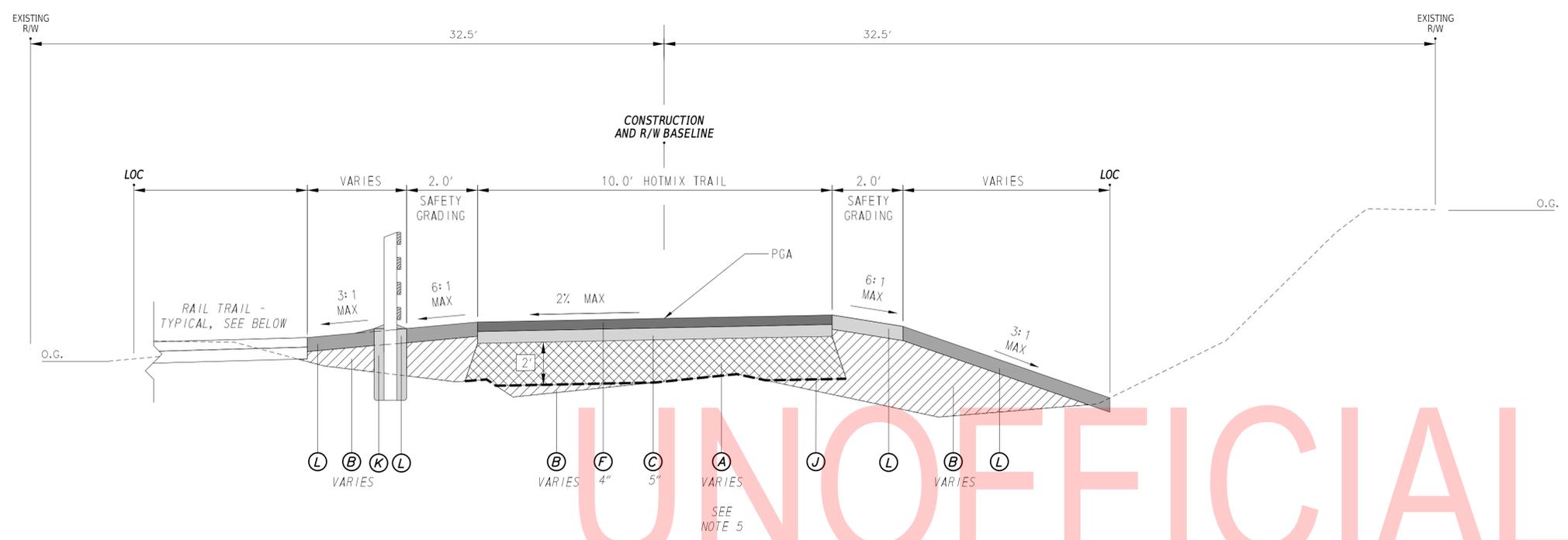
LEGEND

- (A) ITEM 207021 - STRUCTURAL BACKFILL (BORROW, TYPE C)
- (B) ITEM 209006 - BORROW, TYPE F
- (C) ITEM 301001 - GRADED AGGREGATE BASE COURSE, TYPE B
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- (L) ITEM 908004 - TOPSOIL, 6" DEPTH
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- ITEM 908020 - EROSION CONTROL BLANKET MULCH

LOC - LIMITS OF CONSTRUCTION
 O.G. - ORIGINAL GROUND
 PGA - PROFILE GRADE APPLICATION

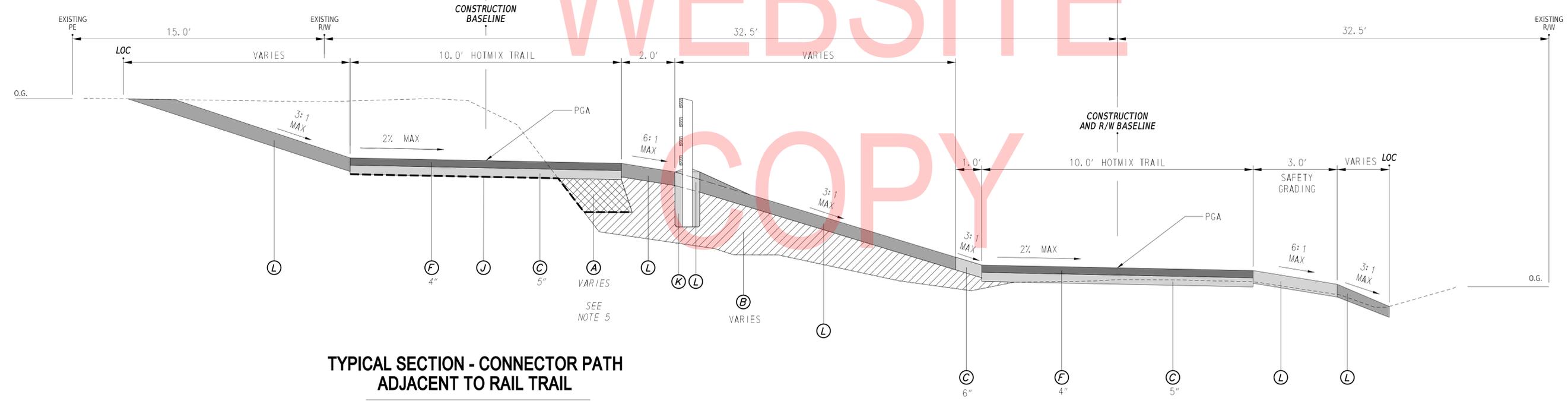
NOTES:

1. THE CONTRACTOR SHALL LOAD TEST ALL SUBGRADE SOIL PRIOR TO THE PLACEMENT OF THE SUBBASE COURSE. ALL UNSUITABLE MATERIAL FOUND SHALL BE EXCAVATED TO THE DEPTH OF STABLE SOIL AND BACKFILLED WITH APPROVED MATERIAL. THE CONTRACTOR SHALL COMPACT ALL MATERIALS TO MEET THE DELDOT STANDARD SPECIFICATIONS.
2. THE CONTRACTOR SHALL PLACE ONE (1) FOUR-INCH LIFT OF BITUMINOUS CONCRETE, TYPE 'C' - ITEM #401005.
3. EXISTING DRAINAGE SWALES TO REMAIN UNLESS OTHERWISE NOTED ON PLANS.
4. THE PAY ADJUSTMENT FACTOR FOR COMPACTION WILL BE WAIVED FOR THIS PROJECT.
5. THE CONTRACTOR SHALL PLACE 2' OF STRUCTURAL BACKFILL (BARROW, TYPE C - ITEM #207021) BENEATH THE BASE MATERIAL FOR ANY BACKFILL DEPTH GREATER THAN 2'. ANY BACKFILL DEPTH LESS THAN 2', THE CONTRACTOR SHALL PLACE STRUCTURAL BACKFILL BENEATH THE BASE MATERIAL TO ORIGINAL GROUND.



**TYPICAL SECTION - CONNECTOR PATH
 TRANSITION TO EMBANKMENT**

STATION 200+50.00 TO STATION 200+80.00
 SHOWN FROM PERSPECTIVE OF 200+00 ALIGNMENT - FACING WEST



**TYPICAL SECTION - CONNECTOR PATH
 ADJACENT TO RAIL TRAIL**

STATION 200+80.00 TO STATION 202+50.00
 SHOWN FROM PERSPECTIVE OF 100+00 ALIGNMENT - FACING EAST

**TYPICAL SECTION - RAIL TRAIL
 ADJACENT TO CONNECTOR PATH**

STATION 123+00.00 TO STATION 125+00.00
 SHOWN FROM PERSPECTIVE OF 100+00 ALIGNMENT - FACING EAST

ADDENDA / REVISIONS

NOT TO SCALE

**MILTON RAIL TRAIL
 PHASE II**

CONTRACT	BRIDGE NO.	X
T201701301	DESIGNED BY: PM	
COUNTY	CHECKED BY: TF	
SUSSEX		

TYPICAL SECTIONS

SECTION
LSI
SHEET NO.
7

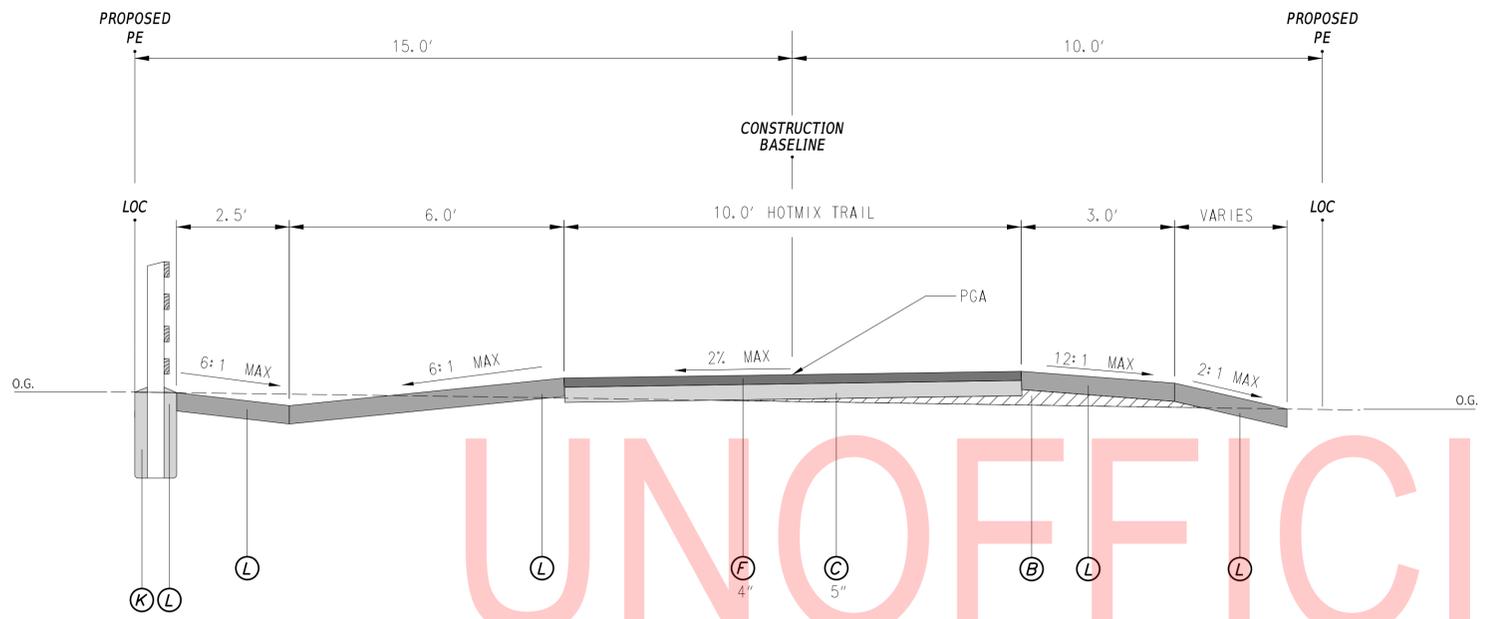
LEGEND

- (A) ITEM 207021 - STRUCTURAL BACKFILL (BORROW, TYPE C)
- (B) ITEM 209006 - BORROW, TYPE F
- (C) ITEM 301001 - GRADED AGGREGATE BASE COURSE, TYPE B
- (D) ITEM 301002 - GRADED AGGREGATE BASE COURSE, TYPE B, PATCHING
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- (F) ITEM 401005 - BIT. CONC., SUPERPAVE TYPE C, PG 64-22 (CARBONATE STONE)
- (G) ITEM 401029 - BIT. CONC., SUPERPAVE TYPE C, 160 GYR., PG 64-22 (CARBONATE STONE), PATCHING
- (H) ITEM 401030 - BIT. CONC., SUPERPAVE TYPE B, PG 64-22 (CARBONATE STONE), PATCHING
- (I) ITEM 401031 - BIT. CONC., SUPERPAVE BCBC, PG 64-22 (CARBONATE STONE), PATCHING
- (J) ITEM 708001 - GEOTEXTILE, STABILIZATION
- (K) ITEM 727510 - WOOD RAIL FENCE (SEE CONSTRUCTION DETAILS, SHEET 31)
- (L) ITEM 908004 - TOPSOIL, 6" DEPTH
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- ITEM 908020 - EROSION CONTROL BLANKET MULCH

LOC - LIMITS OF CONSTRUCTION
 O.G. - ORIGINAL GROUND
 PGA - PROFILE GRADE APPLICATION

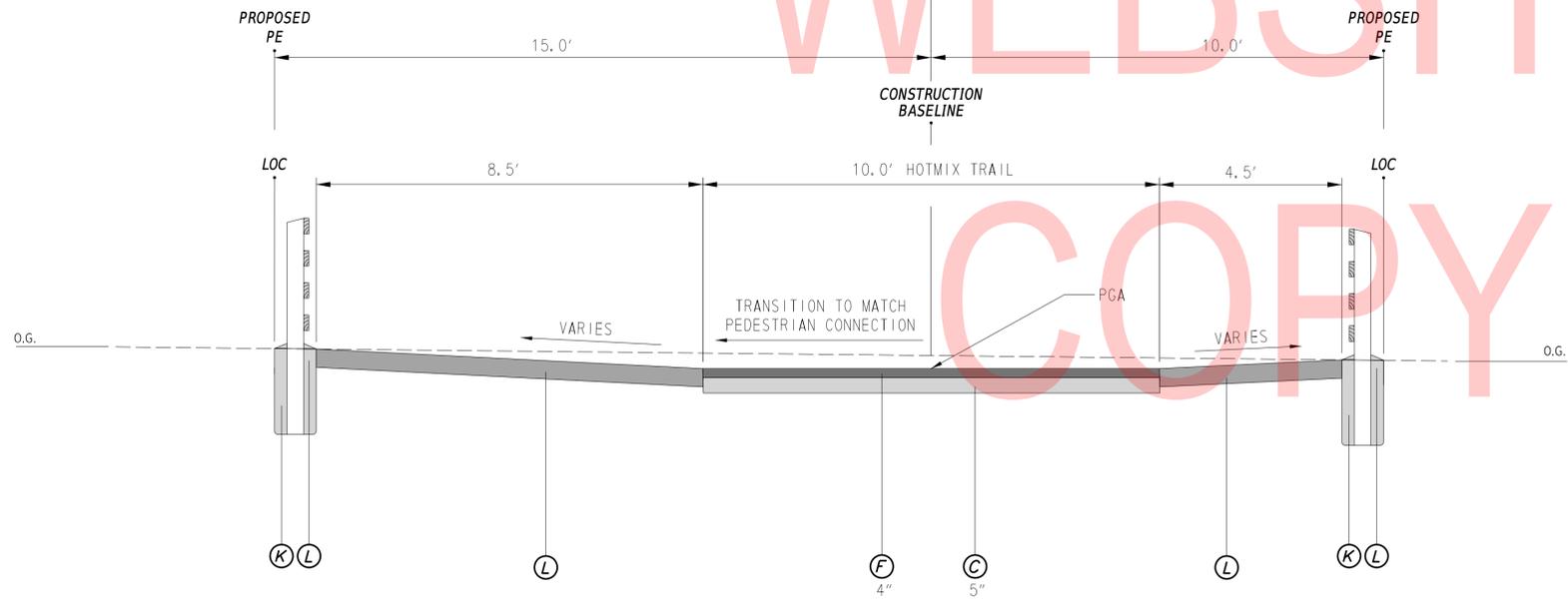
NOTES:

1. THE CONTRACTOR SHALL LOAD TEST ALL SUBGRADE SOIL PRIOR TO THE PLACEMENT OF THE SUBBASE COURSE. ALL UNSUITABLE MATERIAL FOUND SHALL BE EXCAVATED TO THE DEPTH OF STABLE SOIL AND BACKFILLED WITH APPROVED MATERIAL. THE CONTRACTOR SHALL COMPACT ALL MATERIALS TO MEET THE DELDOT STANDARD SPECIFICATIONS.
2. THE CONTRACTOR SHALL PLACE ONE (1) FOUR-INCH LIFT OF BITUMINOUS CONCRETE, TYPE 'C', ITEM #401005.
3. EXISTING DRAINAGE SWALES TO REMAIN UNLESS OTHERWISE NOTED ON PLANS.
4. THE PAY ADJUSTMENT FACTOR FOR COMPACTION WILL BE WAIVED FOR THIS PROJECT.



TYPICAL SECTION - CONNECTOR PATH

STATION 202+50.00 TO STATION 203+50.00



TYPICAL SECTION - CONNECTOR PATH - MATCH PEDESTRIAN CONNECTION

STATION 203+50.00 TO STATION 204+02.00

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ADDENDA / REVISIONS

NOT TO SCALE

**MILTON RAIL TRAIL
 PHASE II**

CONTRACT	BRIDGE NO.	X
T201701301	DESIGNED BY:	PM
COUNTY	CHECKED BY:	TF
SUSSEX		

TYPICAL SECTIONS

SECTION
LSI
SHEET NO.
8

ALL ELEVATIONS ARE BASED ON THE NATION GEODETIC VERTICAL DATUM (NAVD, 1988) AND HORIZONTAL DATUM NORTH AMERICAN DATUM, NAD 83 (2007)

CIRCULAR CURVE 7			
	STATION	NORTHING	EASTING
PC (2001)	200+50.00	280438.5966	683951.9172
PI (2002)	200+84.03	280463.5004	683928.7319
CC ()		280370.4563	683878.7263
PT (2003)	201+15.59	280469.0952	683895.1692
Radius:	100		
Delta:	37° 34' 57.34" Left		
Degree of Curvature(Arc):	57° 17' 44.81"		
Length:	65.5940		
Tangent:	34.0258		
Chord:	64.4244		
Middle Ordinate:	5.3302		
External:	5.6303		
Tangent Direction:	N 42° 57' 12.11" W		
Radial Direction:	N 47° 02' 47.89" E		
Chord Direction:	N 61° 44' 40.78" W		
Radial Direction:	S 9° 27' 50.55" E		
Tangent Direction:	N 80° 32' 09.45" W		

CIRCULAR CURVE 8			
	STATION	NORTHING	EASTING
PC (2004)	202+43.11	280490.0627	683769.3875
PI (2005)	202+52.95	280491.6812	683759.6786
CC ()		280499.9266	683771.0317
PT (2006)	202+58.66	280501.4145	683761.1431
Radius:	10.0000		
Delta:	89° 05' 33.08" Right		
Degree of Curvature(Arc):	212° 57' 28.06"		
Length:	15.5496		
Tangent:	9.8429		
Chord:	14.0297		
Middle Ordinate:	2.8732		
External:	4.0315		
Tangent Direction:	N 89° 05' 33.08" W		
Radial Direction:	N 9° 27' 50.55" E		
Chord Direction:	N 35° 59' 22.91" W		
Radial Direction:	S 81° 26' 36.37" E		
Tangent Direction:	N 8° 33' 23.63" E		

CIRCULAR CURVE 9			
	STATION	NORTHING	EASTING
PC (2007)	203+53.28	280594.9830	683775.2214
PI (2008)	203+61.69	280603.3005	683776.4729
CC ()		280602.4223	683725.7779
PT (2009)	203+69.95	280611.5696	683774.9341
Radius:	50.0000		
Delta:	19° 05' 52.81" Left		
Degree of Curvature(Arc):	114° 35' 29.61"		
Length:	16.6662		
Tangent:	8.4111		
Chord:	16.5891		
Middle Ordinate:	0.6928		
External:	0.7025		
Tangent Direction:	N 8° 33' 23.63" E		
Radial Direction:	S 81° 26' 36.37" E		
Chord Direction:	N 0° 59' 32.78" E		
Radial Direction:	N 79° 27' 30.82" E		
Tangent Direction:	N 10° 32' 29.18" W		



CIRCULAR CURVE 1

	STATION	NORTHING	EASTING
PC (1002)	104+15.97	281046.3338	681951.6113
PI (1003)	115+44.16	281046.3338	681951.6113
CC ()		286165.2087	684599.3136
PT (1004)	126+44.17	280413.3542	684077.2440
Radius:	5763.0902		
Delta:	22° 09' 08.95" Left		
Degree of Curvature(Arc):	0° 59' 39.07"		
Length:	2228.2057		
Tangent:	1128.1920		
Chord:	2214.3530		
Middle Ordinate:	107.3525		
External:	109.3902		
Tangent Direction:	S 62° 39' 00.18" E		
Radial Direction:	S 27° 20' 59.82" W		
Chord Direction:	S 73° 43' 34.66" E		
Radial Direction:	S 5° 11' 50.87" W		
Tangent Direction:	S 84° 48' 09.13" E		

CIRCULAR CURVE 2

	STATION	NORTHING	EASTING
PRC (1004)	126+44.17	280425.8140	684077.2440
PI (1005)	126+62.51	280424.1529	684095.5055
CC ()		279828.2809	684022.8909
PT (1006)	126+80.83	280421.3797	684113.6314
Radius:	600.0000		
Delta:	3° 30' 03.56" Right		
Degree of Curvature(Arc):	9° 32' 57.47"		
Length:	36.6623		
Tangent:	18.3368		
Chord:	36.6566		
Middle Ordinate:	0.2800		
External:	0.2801		
Tangent Direction:	S 84° 48' 09.13" E		
Radial Direction:	S 5° 11' 50.87" W		
Chord Direction:	S 83° 03' 07.35" E		
Radial Direction:	S 8° 41' 54.43" W		
Tangent Direction:	S 81° 18' 05.57" E		

CIRCULAR CURVE 3

	STATION	NORTHING	EASTING
PRC (1006)	126+80.83	280421.3797	684113.6314
PI (1007)	127+09.76	280417.0053	684142.2237
CC ()		281014.4785	684204.3719
PT (1008)	127+38.64	280415.4015	684171.1043
Radius:	600.0000		
Delta:	5° 31' 12.00" Left		
Degree of Curvature(Arc):	9° 32' 57.47"		
Length:	57.8053		
Tangent:	28.9250		
Chord:	57.7830		
Middle Ordinate:	0.6960		
External:	0.6968		
Tangent Direction:	S 81° 18' 05.57" E		
Radial Direction:	S 8° 41' 54.43" W		
Chord Direction:	S 84° 03' 41.57" E		
Radial Direction:	S 3° 10' 42.43" W		
Tangent Direction:	S 86° 49' 17.57" E		

CIRCULAR CURVE 4

	STATION	NORTHING	EASTING
PC (1009)	129+23.42	280405.1563	684355.5981
PI (1010)	129+47.90	280403.7990	684380.0392
CC ()		281004.2333	684388.8657
PT (1011)	129+72.35	280404.4373	684404.5096
Radius:	600.0000		
Delta:	4° 40' 21.01" Left		
Degree of Curvature(Arc):	9° 32' 57.47"		
Length:	48.9303		
Tangent:	24.4787		
Chord:	48.9168		
Middle Ordinate:	0.4987		
External:	0.4991		
Tangent Direction:	S 86° 49' 17.57" E		
Radial Direction:	S 3° 10' 42.43" W		
Chord Direction:	S 89° 09' 28.08" E		
Radial Direction:	S 1° 29' 38.59" W		
Tangent Direction:	S 88° 30' 21.41" E		

CIRCULAR CURVE 5

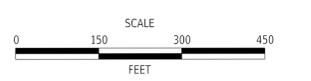
	STATION	NORTHING	EASTING
PC (1011)	129+72.35	280404.4373	684404.5096
PI (1012)	129+88.62	280404.8616	684420.7789
CC ()		279804.8413	684420.1535
PT (1013)	130+04.89	280404.4034	684437.0472
Radius:	600.0000		
Delta:	3° 06' 26.97" Right		
Degree of Curvature(Arc):	9° 32' 57.47"		
Length:	32.5416		
Tangent:	16.2748		
Chord:	32.5416		
Middle Ordinate:	0.2206		
External:	0.2207		
Tangent Direction:	N 88° 30' 21.41" E		
Radial Direction:	S 1° 29' 38.59" E		
Chord Direction:	S 89° 56' 25.10" E		
Radial Direction:	S 1° 36' 48.39" E		
Tangent Direction:	S 88° 23' 11.61" E		

CIRCULAR CURVE 6

	STATION	NORTHING	EASTING
PRC (1013)	130+04.89	280404.4034	684437.0472
PI (1014)	130+59.91	280402.8543	684437.0472
CC ()		286165.2087	685499.3136
PT (1015)	131+14.92	280402.3554	684547.0603
Radius:	5763.0902		
Delta:	1° 05' 38.18" Right		
Degree of Curvature(Arc):	0° 59' 39.07"		
Length:	110.0339		
Tangent:	55.0186		
Chord:	110.0322		
Middle Ordinate:	0.2626		
External:	0.2626		
Tangent Direction:	S 88° 23' 11.61" E		
Radial Direction:	S 1° 36' 48.39" W		
Chord Direction:	S 88° 56' 00.70" E		
Radial Direction:	S 0° 31' 10.20" W		
Tangent Direction:	S 89° 28' 49.80" E		

HORIZONTAL / VERTICAL CONTROL DATA					
POINT NO.	STATION	OFFSET	NORTHING	EASTING	ELEV.
TP-1	100+28.00	231.41	281018.5734	681501.5774	30.13
TP-2	106+74.61	823.29	280185.2095	681838.8850	30.58
TP-3	113+06.93	600.01	280130.6500	682581.0974	30.91
TP-4	119+69.93	510.57	280026.3890	683305.5849	32.40
TP-5	119+97.61	234.90	280290.2627	683390.6382	32.78
TP-6	115+03.17	167.51	280480.0455	682910.8475	33.48
TP-7	110+29.12	177.92	280628.2903	682445.6672	30.39
TP-8	105+37.20	158.65	280849.3516	681989.9653	29.98

ADDENDA / REVISIONS



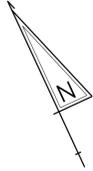
MILTON RAIL TRAIL PHASE II

CONTRACT	T201701301	BRIDGE NO.	X
COUNTY	SUSSEX	DESIGNED BY:	PM
		CHECKED BY:	TF

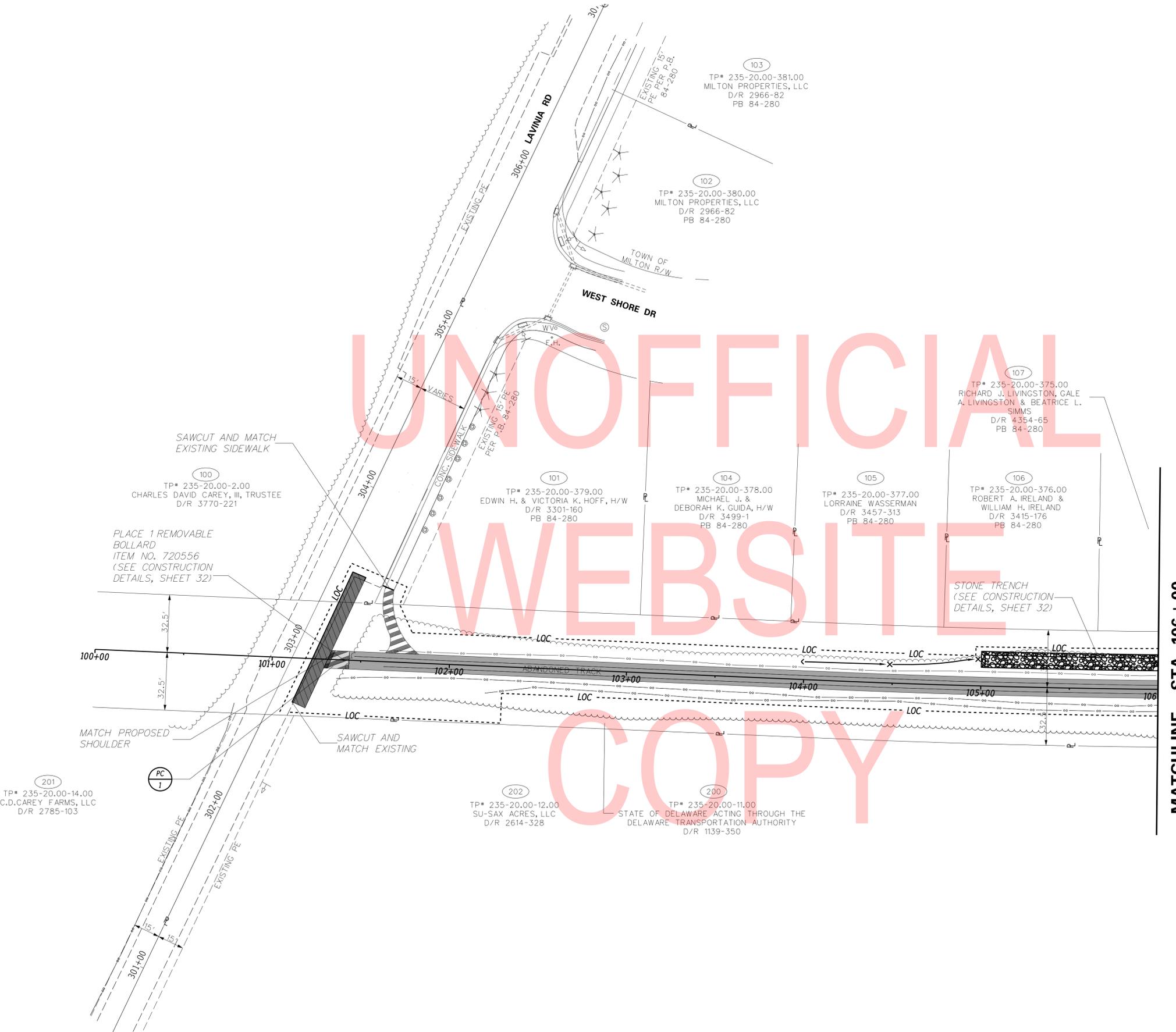
HORIZONTAL AND VERTICAL CONTROL

SECTION	LSI
SHEET NO.	9

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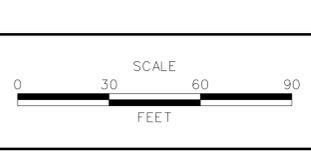


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ADDENDA / REVISIONS	

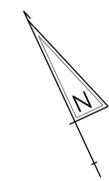


**MILTON RAIL TRAIL
PHASE II**

CONTRACT T201701301	BRIDGE NO.	X
COUNTY SUSSEX	DESIGNED BY: PM	
	CHECKED BY: TF	

CONSTRUCTION PLAN

CP-01
SECTION LSI
SHEET NO. 10



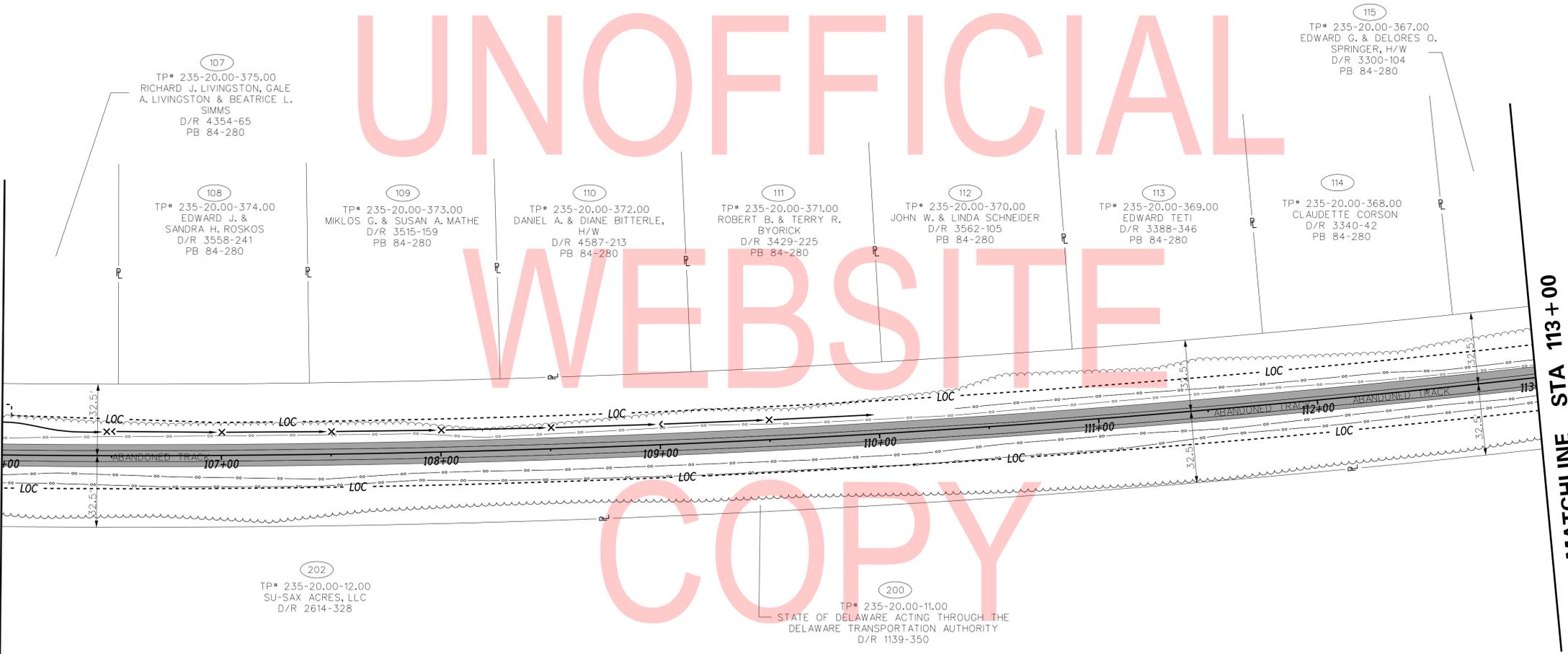
UNOFFICIAL

WEBSITE

COPY

MATCHLINE STA 106 + 00

MATCHLINE STA 113 + 00



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A. LIVINGSTON & BEATRICE L.
SIMMS
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EDWARD J. &
SANDRA H. ROSKOS
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MIKLOS G. & SUSAN A. MATHE
D/R 3515-159
PB 84-280

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DANIEL A. & DIANE BITTERLE,
H/W
D/R 4587-213
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BYORICK
D/R 3429-225
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JOHN W. & LINDA SCHNEIDER
D/R 3562-105
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EDWARD TETI
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PB 84-280

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EDWARD G. & DELORES O.
SPRINGER, H/W
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D/R 2614-328

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STATE OF DELAWARE ACTING THROUGH THE
DELAWARE TRANSPORTATION AUTHORITY
D/R 1139-350

ADDENDA / REVISIONS



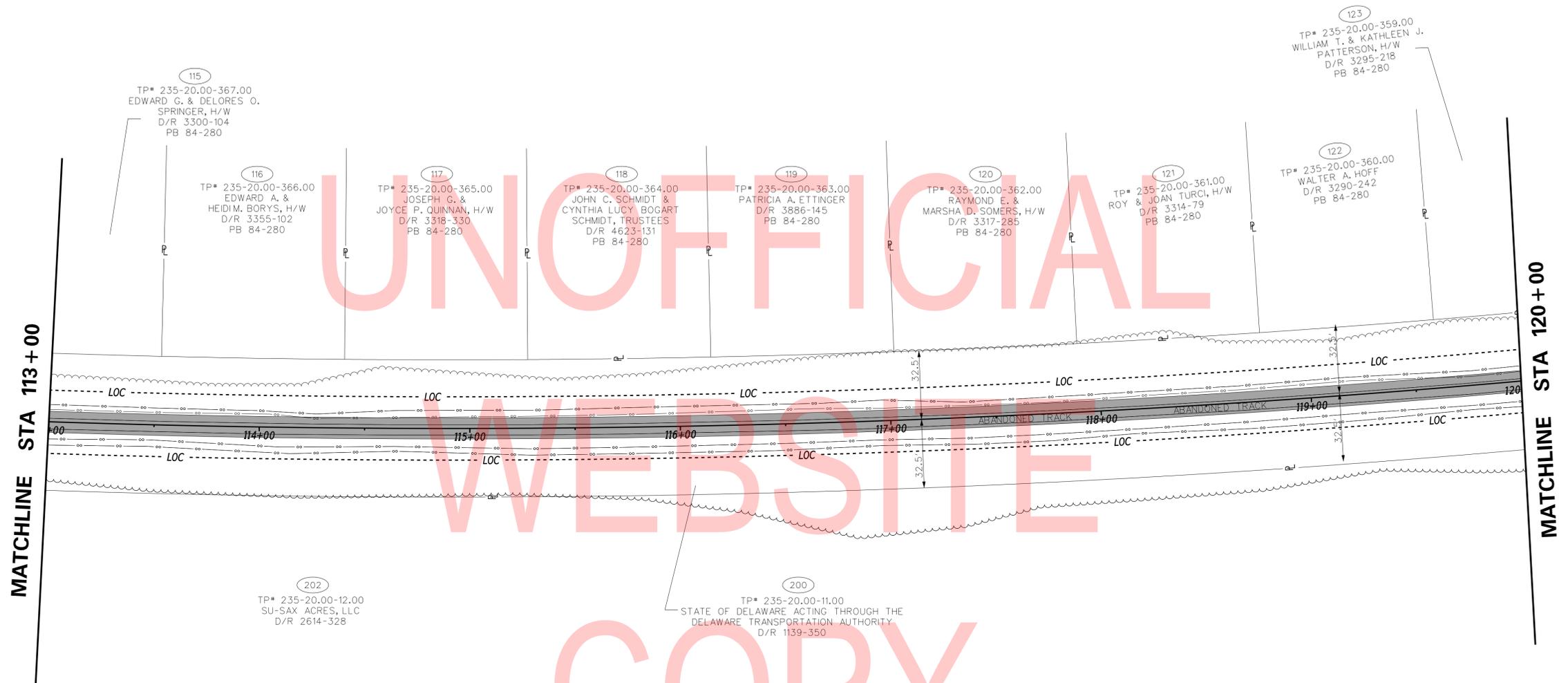
MILTON RAIL TRAIL
PHASE II

CONTRACT	BRIDGE NO.	X
T201701301	DESIGNED BY: PM	
COUNTY	CHECKED BY: TF	
SUSSEX		

CONSTRUCTION PLAN

CP-02
SECTION
LSI
SHEET NO.
11

05-AUG-2019 17:00 C:\Users\paul.moser\Documents\Projects\Wilson Rail Trail\Final Design\Sheets\CP_02.dgn



115
TP* 235-20.00-367.00
EDWARD G. & DELORES O.
SPRINGER, H/W
D/R 3300-104
PB 84-280

116
TP* 235-20.00-366.00
EDWARD A. &
HEIDIM. BORYS, H/W
D/R 3355-102
PB 84-280

117
TP* 235-20.00-365.00
JOSEPH G. &
JOYCE P. QUINNAN, H/W
D/R 3318-330
PB 84-280

118
TP* 235-20.00-364.00
JOHN C. SCHMIDT &
CYNTHIA LUCY BOGART
SCHMIDT, TRUSTEES
D/R 4623-131
PB 84-280

119
TP* 235-20.00-363.00
PATRICIA A. ETTINGER
D/R 3886-145
PB 84-280

120
TP* 235-20.00-362.00
RAYMOND E. &
MARSHA D. SOMERS, H/W
D/R 3317-285
PB 84-280

121
TP* 235-20.00-361.00
& JOAN TURCI, H/W
ROY
D/R 3314-79
PB 84-280

122
TP* 235-20.00-360.00
WALTER A. HOFF
D/R 3290-242
PB 84-280

123
TP* 235-20.00-359.00
WILLIAM T. & KATHLEEN J.
PATTERSON, H/W
D/R 3295-218
PB 84-280

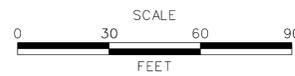
202
TP* 235-20.00-12.00
SU-SAX ACRES, LLC
D/R 2614-328

200
TP* 235-20.00-11.00
STATE OF DELAWARE ACTING THROUGH THE
DELAWARE TRANSPORTATION AUTHORITY
D/R 1139-350

TP6

05-AUG-2019 17:00 C:\Users\paul.moser\Documents\Projects\Wilson Rail Trail\Final Design\Sheets\CP_03.dgn

ADDENDA / REVISIONS

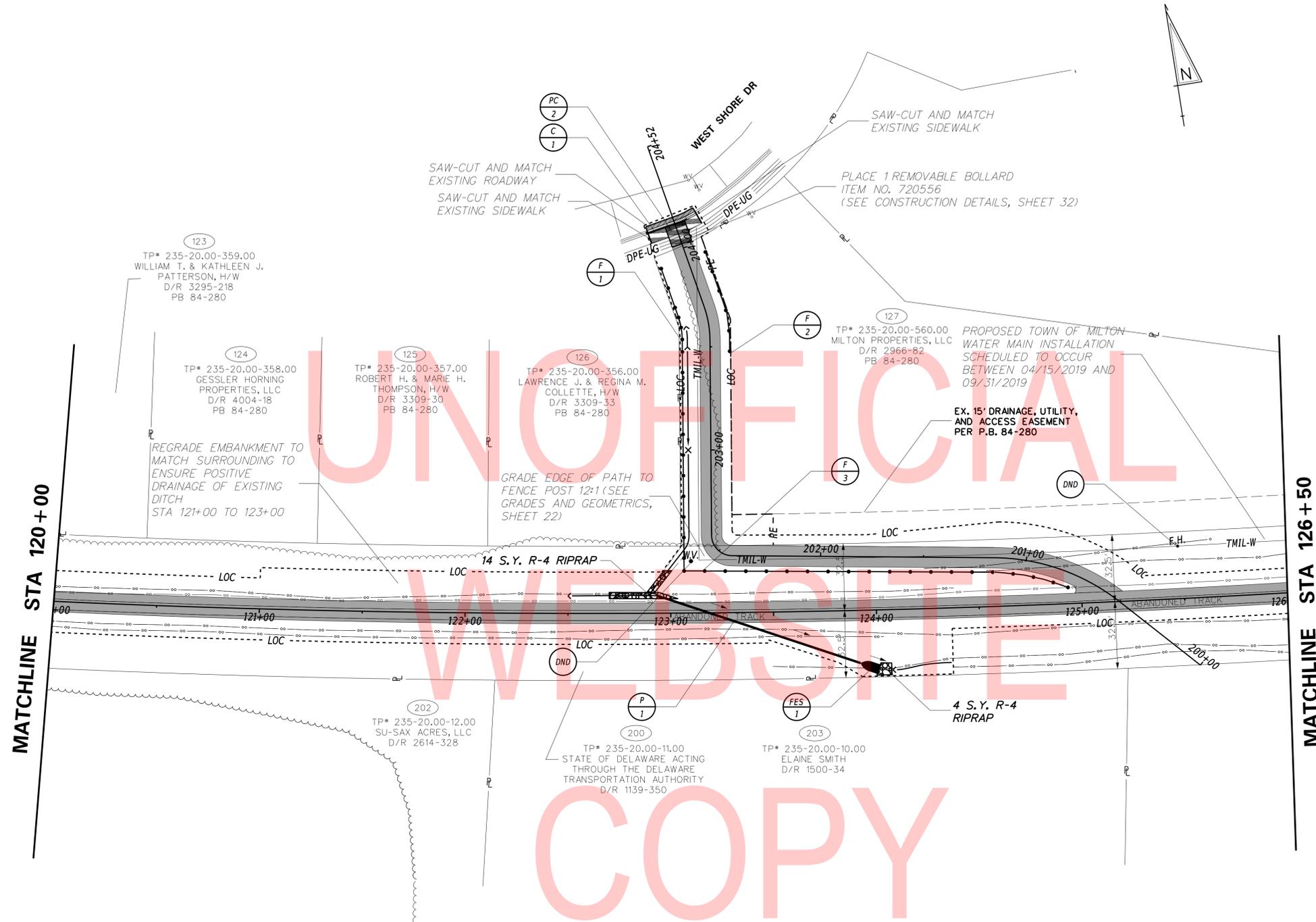


MILTON RAIL TRAIL
PHASE II

CONTRACT	BRIDGE NO.	X
T201701301	DESIGNED BY: PM	
COUNTY	CHECKED BY: TF	
SUSSEX		

CONSTRUCTION PLAN

CP-03
SECTION
LSI
SHEET NO.
12



FENCE SCHEDULE

NO.	QTY.	DESCRIPTION	NOTES
1	150 LF	WOOD RAIL FENCE, 4 FT. HIGH (ITEM 727510)	STA. 202+50, 14.0' LT. TO STA. 203+96, 14.0' RT. (+/-)
2	52 LF	WOOD RAIL FENCE, 4 FT. HIGH (ITEM 727510)	STA. 203+46, 9.0' RT. TO STA. 203+96, 9.0' RT. (+/-)
3	190 LF	WOOD RAIL FENCE, 4 FT. HIGH (ITEM 727510)	STA. 200+75, 7.0' LT. TO STA. 202+50, MATCH F1

CURB SCHEDULE

NO.	ITEM DESCRIPTION / TYPE	LENGTH
1	P.C.C. CURB AND GUTTER, TYPE 3-8	25.00'

DRAINAGE PIPE SCHEDULE

NO.	SIZE / TYPE	CLASS	LENGTH	SLOPE	INVERT EL.	DIS. EL.
1	12" RCP	V	104	0.0196	23.20	21.16

FLARED END SECTION SCHEDULE

NO.	SIZE / TYPE	SLOPE	SAFETY GRATE
1	12" RCP	0.0196	NO

ADDENDA / REVISIONS

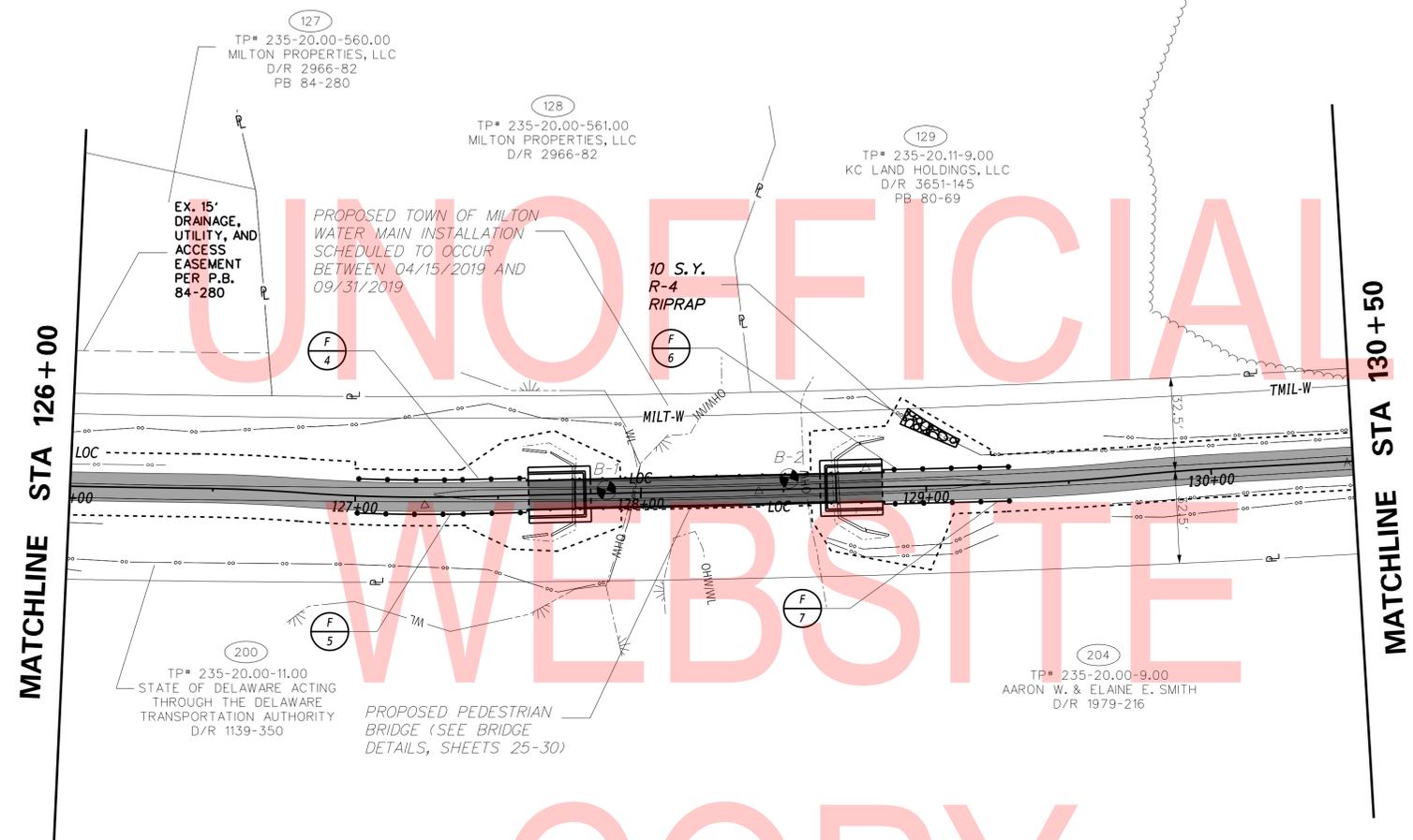


**MILTON RAIL TRAIL
PHASE II**

CONTRACT	BRIDGE NO.	X
T201701301	DESIGNED BY:	PM
COUNTY	CHECKED BY:	TF
SUSSEX		

CONSTRUCTION PLAN

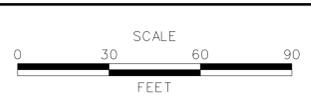
CP-04
SECTION
LSI
SHEET NO.
13



05-AUG-2019 17:01 C:\Users\paul.moser\Documents\Projects\Milton Rail Trail\Final Design\Sheets\CP_05.dgn

FENCE SCHEDULE			
NO.	QTY.	DESCRIPTION	NOTES
4	60 LF	WOOD RAIL FENCE, 4 FT. HIGH (ITEM 727510)	STA. 127+00, 5' LT. TO STA. 127+60, 5' LT. (+/-)
5	60 LF	WOOD RAIL FENCE, 4 FT. HIGH (ITEM 727510)	STA. 127+00, 5' RT. TO STA. 127+60, 5' RT. (+/-)
6	48 LF	WOOD RAIL FENCE, 4 FT. HIGH (ITEM 727510)	STA. 128+85, 5' LT. TO STA. 129+33, 5' LT. (+/-)
7	48 LF	WOOD RAIL FENCE, 4 FT. HIGH (ITEM 727510)	STA. 128+85, 5' RT. TO STA. 129+33, 5' RT. (+/-)

ADDENDA / REVISIONS	

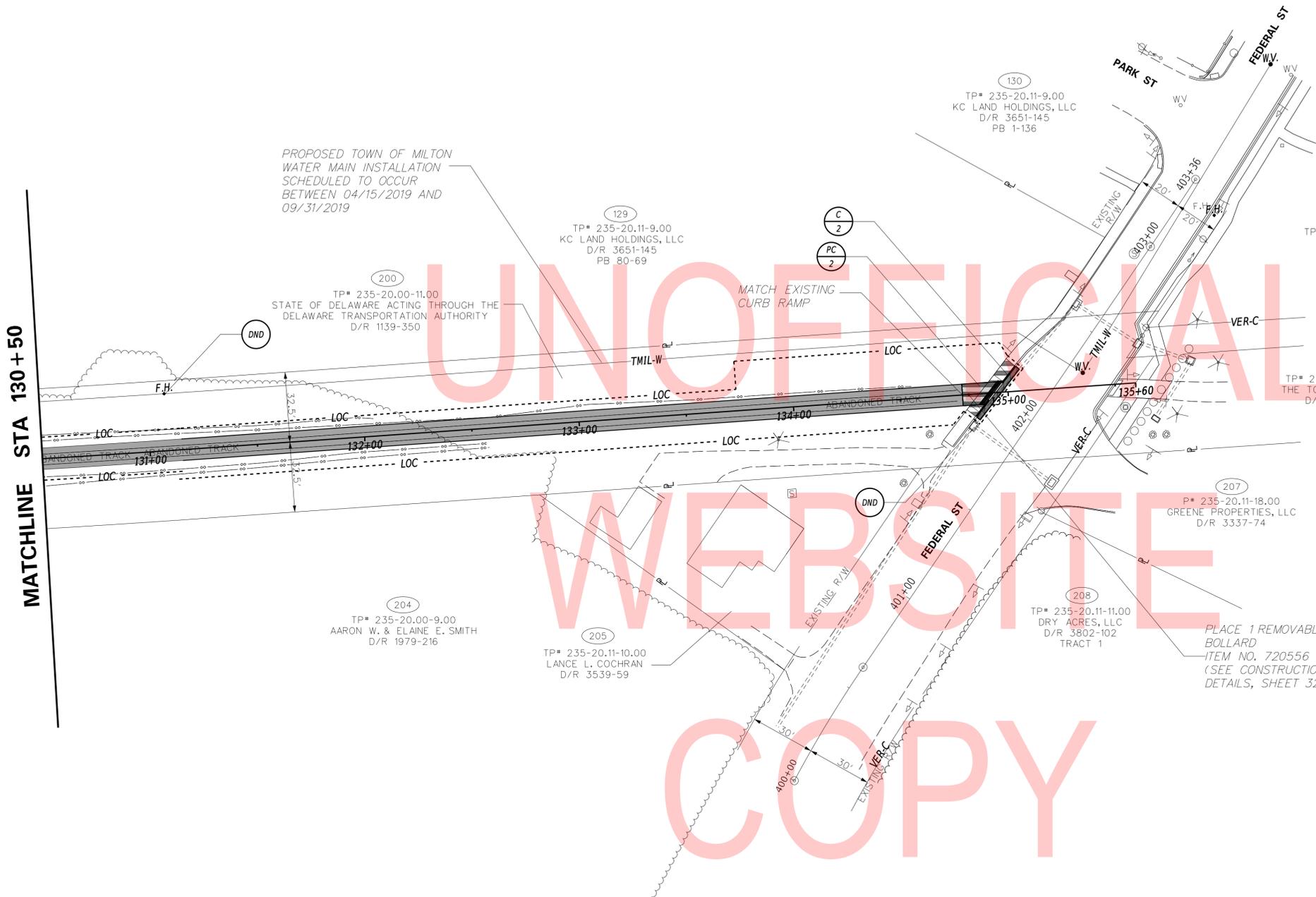


**MILTON RAIL TRAIL
PHASE II**

CONTRACT	BRIDGE NO.	X
T201701301	DESIGNED BY:	PM
COUNTY	CHECKED BY:	TF
SUSSEX		

CONSTRUCTION PLAN

CP-05
SECTION
LSI
SHEET NO.
14



PROPOSED TOWN OF MILTON
WATER MAIN INSTALLATION
SCHEDULED TO OCCUR
BETWEEN 04/15/2019 AND
09/31/2019

129
TP# 235-20.11-9.00
KC LAND HOLDINGS, LLC
D/R 3651-145
PB 80-69

200
TP# 235-20.00-11.00
STATE OF DELAWARE, ACTING THROUGH THE
DELAWARE TRANSPORTATION AUTHORITY
D/R 1139-350

131
TP# 235-20.11-19.00
MACLAREN, LLC
D/R 4057-229
PB 118-290

206
TP# 235-20.11-20.00
THE TOWN OF MILTON
D/R 3751-66

207
P# 235-20.11-18.00
GREENE PROPERTIES, LLC
D/R 3337-74

204
TP# 235-20.00-9.00
AARON W. & ELAINE E. SMITH
D/R 1979-216

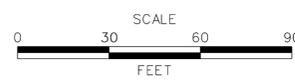
205
TP# 235-20.11-10.00
LANCE L. COCHRAN
D/R 3539-59

208
TP# 235-20.11-11.00
DRY ACRES, LLC
D/R 3802-102
TRACT 1

CURB SCHEDULE		
NO.	ITEM DESCRIPTION / TYPE	LENGTH
2	P.C.C. CURB, TYPE 1-8	25.00'

05-AUG-2019 17:01 C:\Users\paul.moser\Documents\Projects\Milton Rail Trail\Final Design\Sheets\CP_06.dgn

ADDENDA / REVISIONS

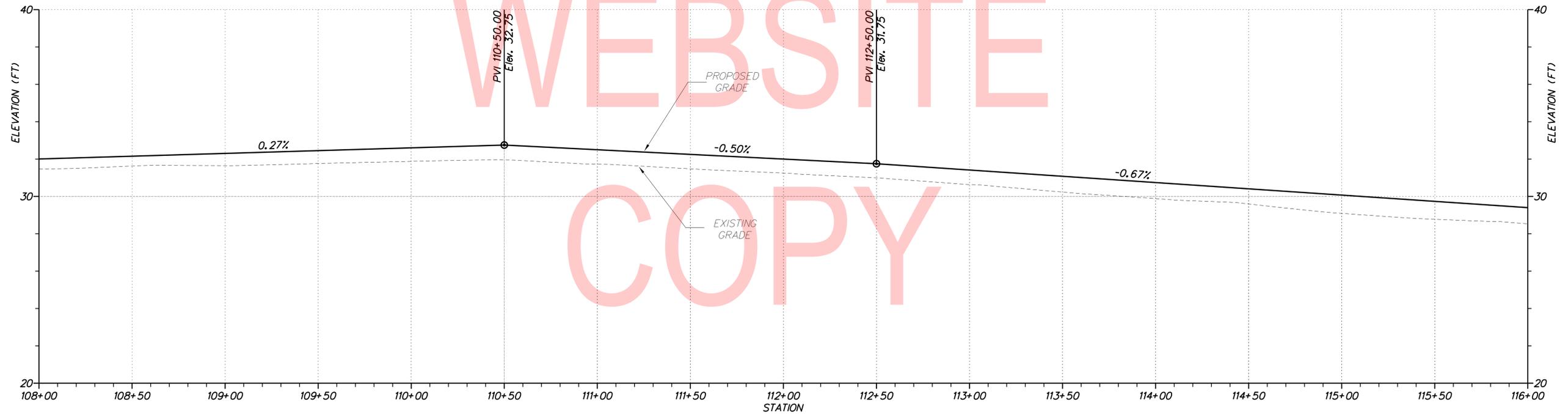
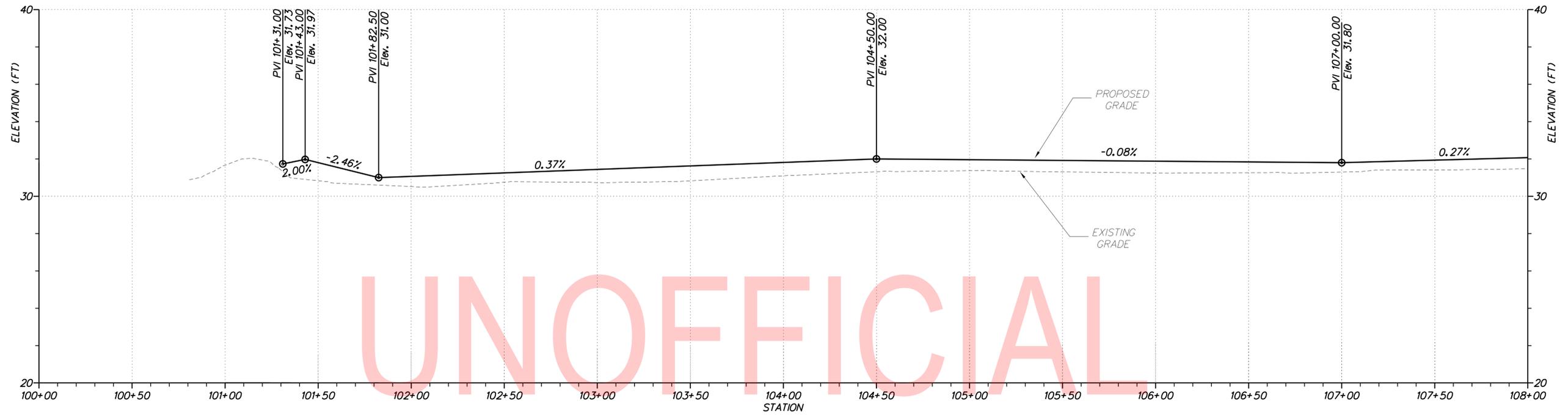


MILTON RAIL TRAIL
PHASE II

CONTRACT	BRIDGE NO.	X
T201701301	DESIGNED BY:	PM
COUNTY	CHECKED BY:	TF
SUSSEX		

CONSTRUCTION PLAN

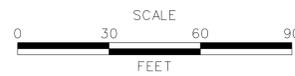
CP-06
SECTION
LSI
SHEET NO.
15



**MAINLINE RAIL TRAIL PROFILE
STATION 100+00 TO STATION 116+00**

NOTE: THE BORING DATA PROVIDED ON THE PROFILE SHEETS INDICATES THE SOIL CONDITION ONLY AT THE SPECIFIC LOCATION EACH BORING WAS PERFORMED AND ONLY TO THE DEPTH PENETRATED.

ADDENDA / REVISIONS

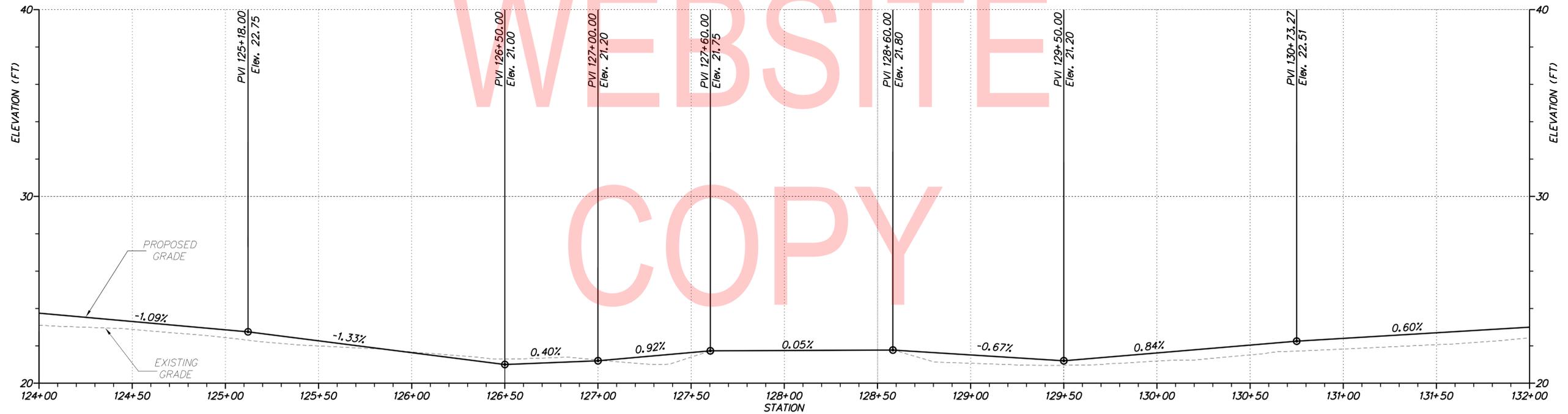
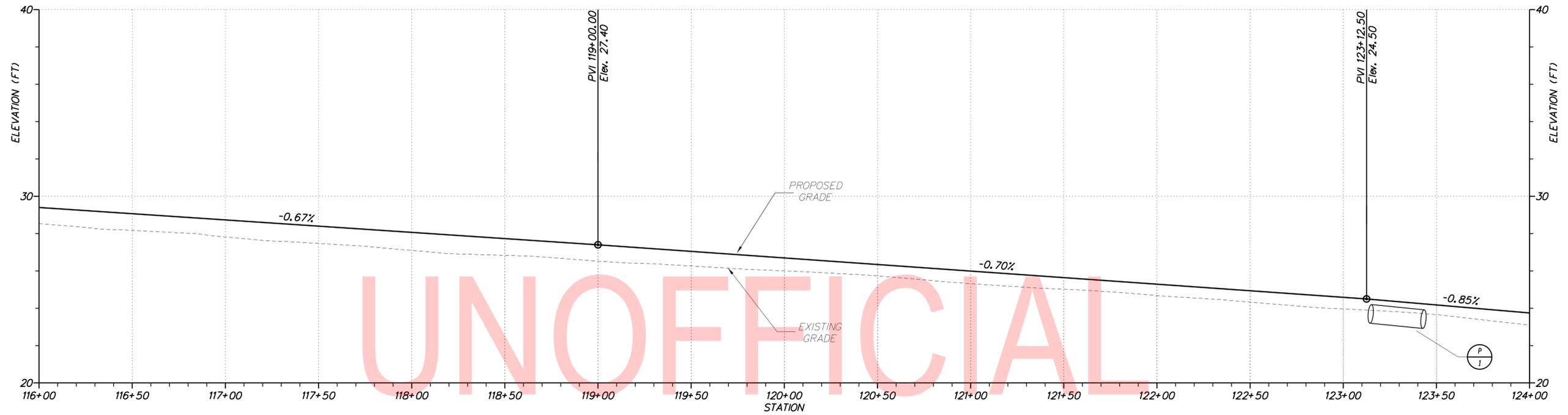


**MILTON RAIL TRAIL
PHASE II**

CONTRACT	BRIDGE NO.	X
T201701301	DESIGNED BY:	PM
COUNTY	CHECKED BY:	TF
SUSSEX		

PROFILES

VERTICAL SCALE FEET	9
	6
	3
	0
SECTION	LSI
SHEET NO.	16



**MAINLINE RAIL TRAIL PROFILE
STATION 116+00 TO STATION 132+00**

NOTE: THE BORING DATA PROVIDED ON THE PROFILE SHEETS INDICATES THE SOIL CONDITION ONLY AT THE SPECIFIC LOCATION EACH BORING WAS PERFORMED AND ONLY TO THE DEPTH PENETRATED.

ADDENDA / REVISIONS

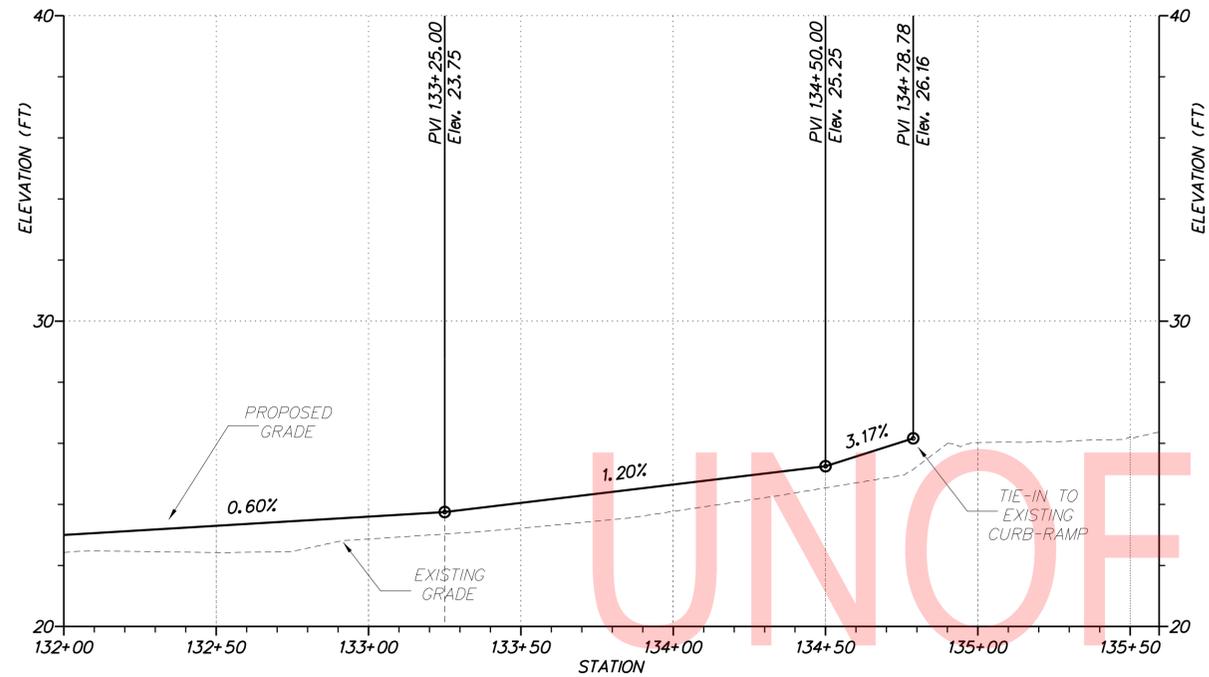


**MILTON RAIL TRAIL
PHASE II**

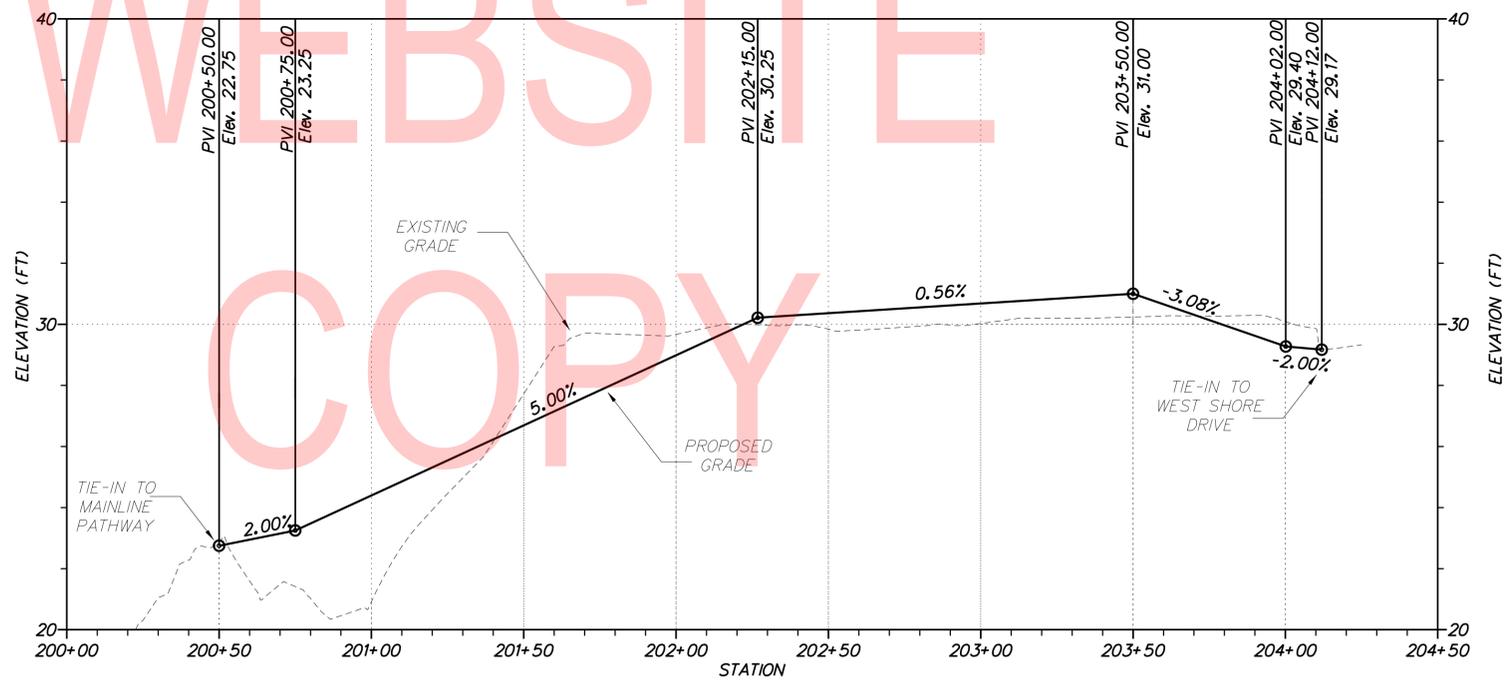
CONTRACT	BRIDGE NO.	X
T201701301	DESIGNED BY:	PM
COUNTY	CHECKED BY:	TF
SUSSEX		

PROFILES

VERTICAL SCALE FEET	9
	6
	3
	0
SECTION	LSI
SHEET NO.	17



MAINLINE RAIL TRAIL PROFILE
STATION 132+00 TO STATION 135+60



CONNECTOR PATH PROFILE
STATION 200+00 TO STATION 204+50

NOTE: THE BORING DATA PROVIDED ON THE PROFILE SHEETS INDICATES THE SOIL CONDITION ONLY AT THE SPECIFIC LOCATION EACH BORING WAS PERFORMED AND ONLY TO THE DEPTH PENETRATED.

ADDENDA / REVISIONS



MILTON RAIL TRAIL
PHASE II

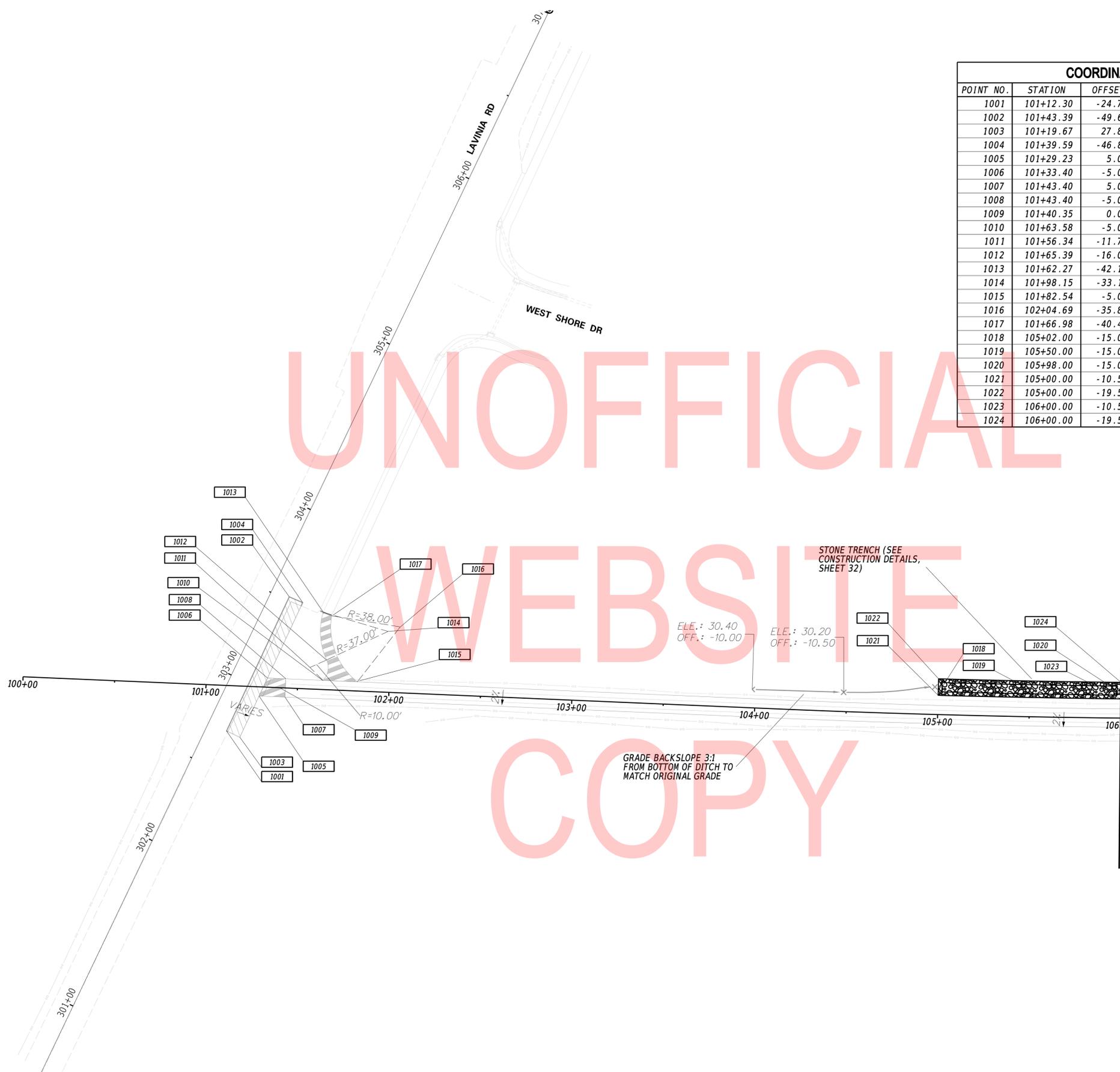
CONTRACT	BRIDGE NO.	X
T201701301	DESIGNED BY:	PM
COUNTY	CHECKED BY:	TF
SUSSEX		

PROFILES



SECTION
LSI
SHEET NO.
18

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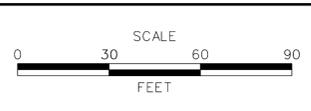
COORDINATE LIST					
POINT NO.	STATION	OFFSET	NORTHING	EASTING	ELEVATION
1001	101+12.30	-24.79	281163.8237	681670.5001	
1002	101+43.39	-49.67	281215.6768	681732.3268	
1003	101+19.67	27.89	281157.6887	681737.6968	31.50
1004	101+39.59	-46.87	281209.7450	682302.1421	
1005	101+29.23	5.00	281173.6260	681694.6305	31.65
1006	101+33.40	-5.00	281180.5897	681702.9337	31.85
1007	101+43.40	5.00	281167.1160	681707.2164	31.85
1008	101+43.40	-5.00	281175.9982	681711.8107	32.05
1009	101+40.35	0.00	281172.9593	681706.8025	31.90
1010	101+63.58	-5.00	281166.6635	681729.8577	31.30
1011	101+56.34	-11.75	281176.0493	681726.4070	
1012	101+65.39	-16.00	281175.9123	681736.4061	31.32
1013	101+62.27	-42.12	281200.3006	681745.6247	31.35
1014	101+98.15	-33.17	281175.8630	681773.4061	
1015	101+82.54	-5.00	281158.0156	681746.5770	30.85
1016	102+04.69	-35.88	281175.2635	681780.4371	
1017	101+66.98	-40.40	281196.6035	681749.0223	31.40
1018	105+02.00	-15.00	281020.8010	682035.0173	30.00
1019	105+50.00	-15.00	280999.5970	682077.9719	30.00
1020	105+98.00	-15.00	280978.7830	682121.0353	30.00
1021	105+00.00	-10.50	281017.6673	682031.2188	30.50
1022	105+00.00	-19.50	281025.7205	682035.2365	30.40
1023	106+00.00	-10.50	280973.8585	682120.9030	30.50
1024	106+00.00	-19.50	280981.9819	682124.7768	30.50



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WEBSITE
COPY

MATCHLINE STA 106+00

ADDENDA / REVISIONS



**MILTON RAIL TRAIL
PHASE II**

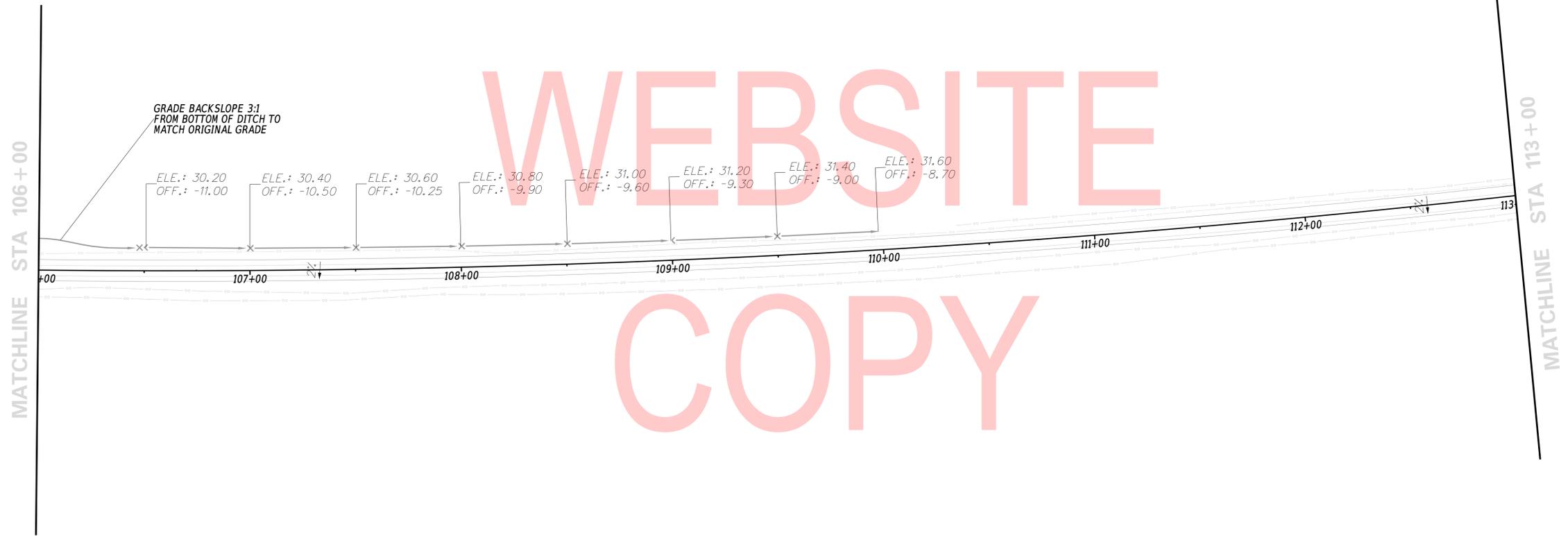
CONTRACT	BRIDGE NO.	X
T201701301	DESIGNED BY: PM	
COUNTY	CHECKED BY: TF	
SUSSEX		

**GRADES AND
GEOMETRICS**

GG-01
SECTION
LSI
SHEET NO.
19

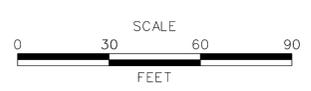


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WEBSITE
COPY



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ADDENDA / REVISIONS



**MILTON RAIL TRAIL
PHASE II**

CONTRACT	BRIDGE NO.	X
T201701301	DESIGNED BY: PM	
COUNTY	CHECKED BY: TF	
SUSSEX		

GRADES AND GEOMETRICS

GG-02
SECTION
LSI
SHEET NO.
20

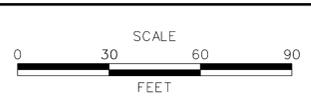


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ADDENDA / REVISIONS	

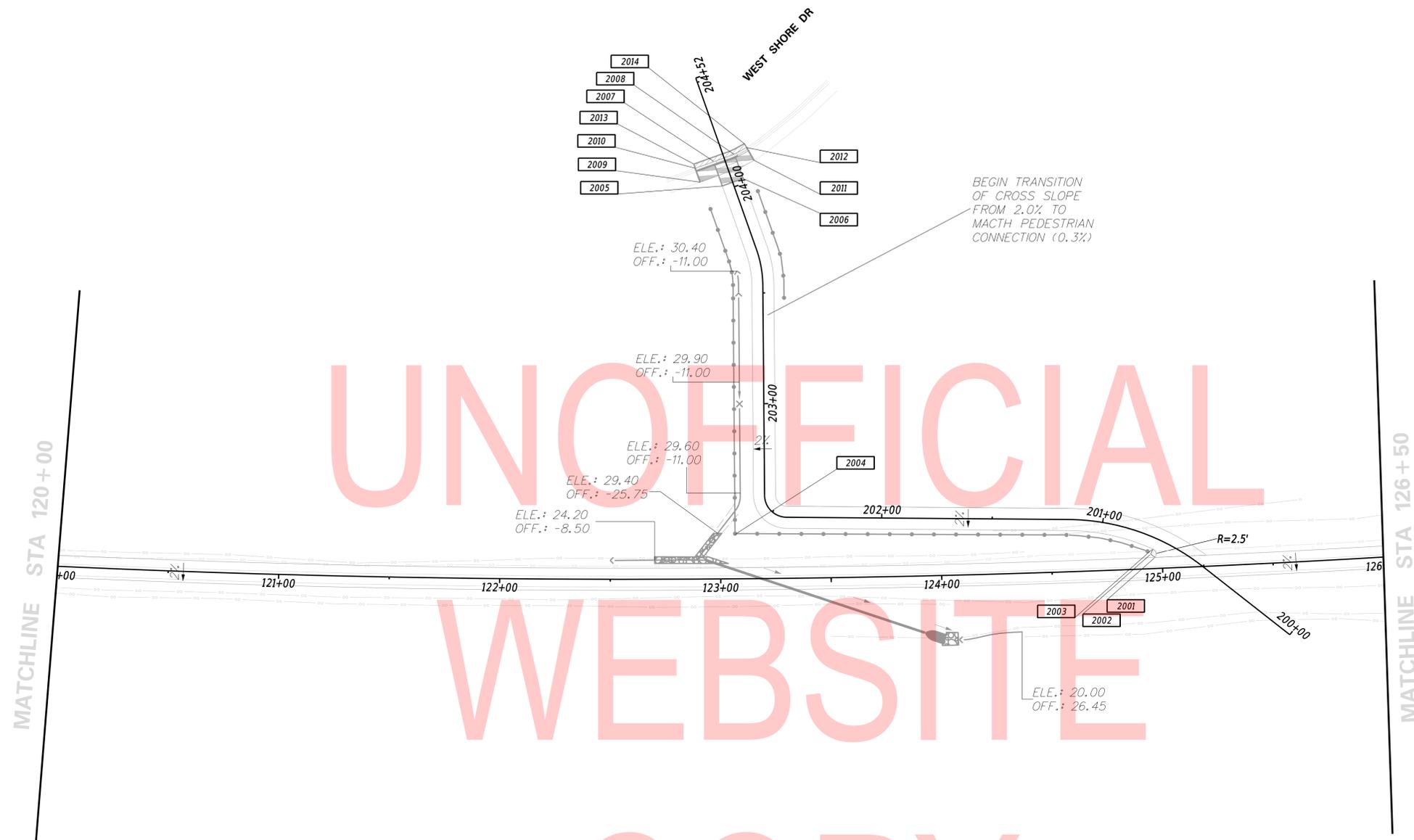


MILTON RAIL TRAIL
PHASE II

CONTRACT	BRIDGE NO.	X
T201701301	DESIGNED BY: PM	
COUNTY	CHECKED BY: TF	
SUSSEX		

GRADES AND GEOMETRICS	SECTION
	LSI
	SHEET NO.
	21

GG-03

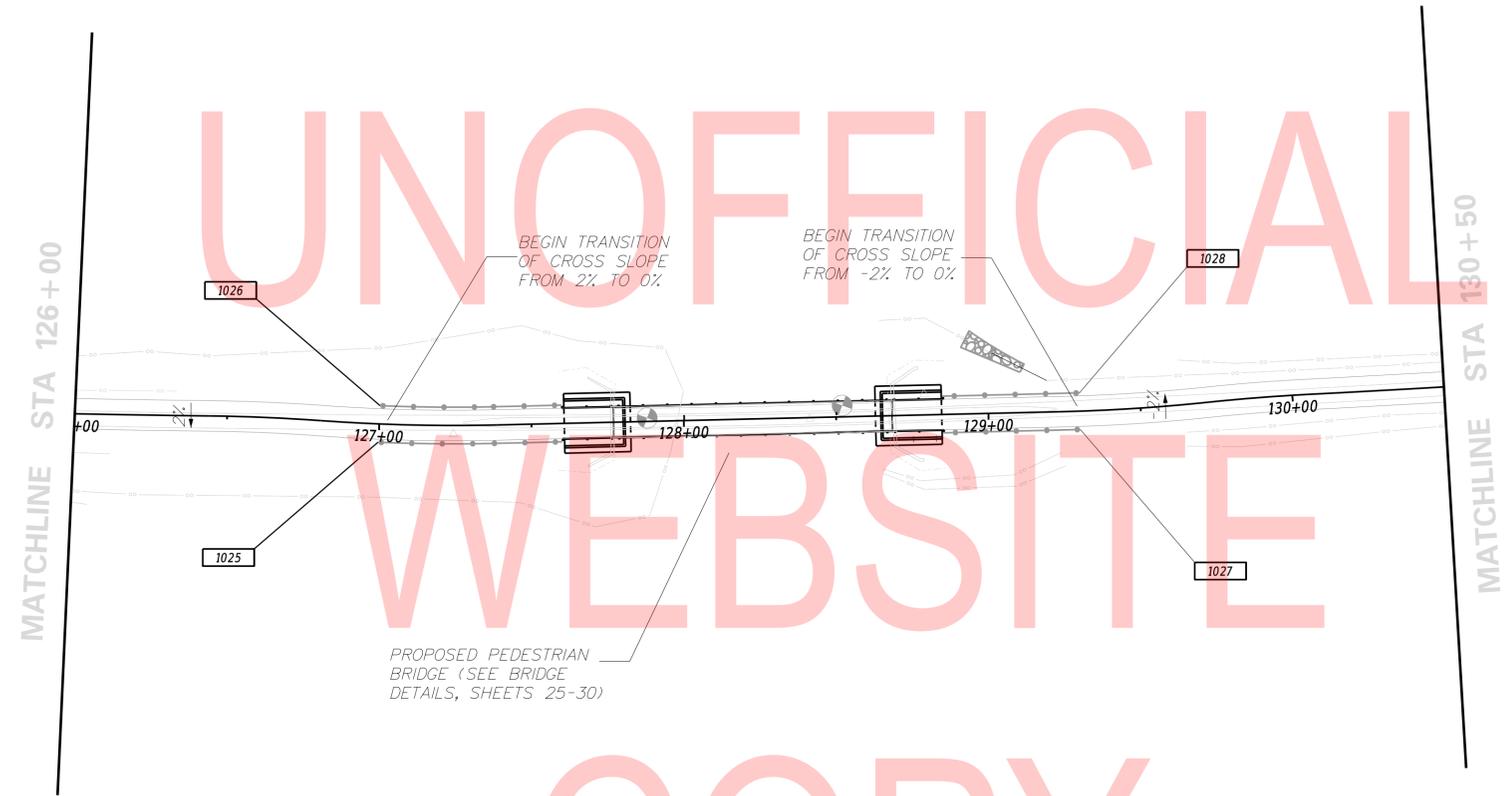


UNOFFICIAL
WEBSITE
COPY

COORDINATE LIST					
POINT NO.	STATION	OFFSET	NORTHING	EASTING	ELEVATION
2001	200+71.45	-7.99	280446.0469	683931.1774	23.00
2002	200+74.04	-7.45	280447.8344	683929.4971	
2003	200+73.98	-5.00	280449.8525	683930.8920	23.15
2004	202+50.41	-13.54	280486.4080	683745.2415	29.50
2005	204+02.00	-5.00	280642.3021	683764.1293	29.29
2006	204+02.00	5.00	280644.1315	683773.9606	29.26
2007	204+12.50	-5.00	280652.1206	683762.3016	29.19
2008	204+12.50	5.00	280654.3283	683772.0631	29.16
2009	204+07.13	-13.83	280645.5887	683754.5362	30.16
2010	204+12.10	-13.84	280650.4844	683753.6141	29.42
2011	204+08.28	12.40	280651.5162	683780.1065	29.80
2012	204+13.12	11.47	280656.1093	683778.3094	29.06
2013	204+15.78	-13.86	280654.0911	683752.9359	
2014	204+16.78	10.82	280659.5881	683777.0127	

05-AUG-2019 17:04 C:\Users\paul.moser\Documents\Projects\Wilson Rail Trail\Final Design\Sheets\GG_04.dgn

<p>ADDENDA / REVISIONS</p> <table border="1" style="width: 100%; height: 40px;"> <tr><td> </td><td> </td></tr> </table>			<p>SCALE</p> <p>FEET</p>	<p>MILTON RAIL TRAIL PHASE II</p>	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr><td>CONTRACT</td><td>BRIDGE NO.</td><td style="text-align: center;">X</td></tr> <tr><td>T201701301</td><td>DESIGNED BY: PM</td><td></td></tr> <tr><td>COUNTY</td><td>CHECKED BY: TF</td><td></td></tr> <tr><td>SUSSEX</td><td></td><td></td></tr> </table>	CONTRACT	BRIDGE NO.	X	T201701301	DESIGNED BY: PM		COUNTY	CHECKED BY: TF		SUSSEX			<p>GRADES AND GEOMETRICS</p>	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr><td style="text-align: center;">GG-04</td></tr> <tr><td>SECTION</td></tr> <tr><td>LSI</td></tr> <tr><td>SHEET NO.</td></tr> <tr><td style="text-align: center;">22</td></tr> </table>	GG-04	SECTION	LSI	SHEET NO.	22
CONTRACT	BRIDGE NO.	X																						
T201701301	DESIGNED BY: PM																							
COUNTY	CHECKED BY: TF																							
SUSSEX																								
GG-04																								
SECTION																								
LSI																								
SHEET NO.																								
22																								

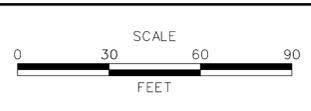


UNOFFICIAL
WEBSITE
COPY

COORDINATE LIST					
POINT NO.	STATION	OFFSET	NORTHING	EASTING	ELEVATION
1025	127+00.00	6.00	280412.8196	684131.9491	20.95
1026	127+00.00	-6.00	280424.7358	684133.3648	21.15
1027	129+33.00	6.00	280398.8315	684361.8926	20.85
1028	129+33.00	-6.00	280410.8232	684362.3438	20.65

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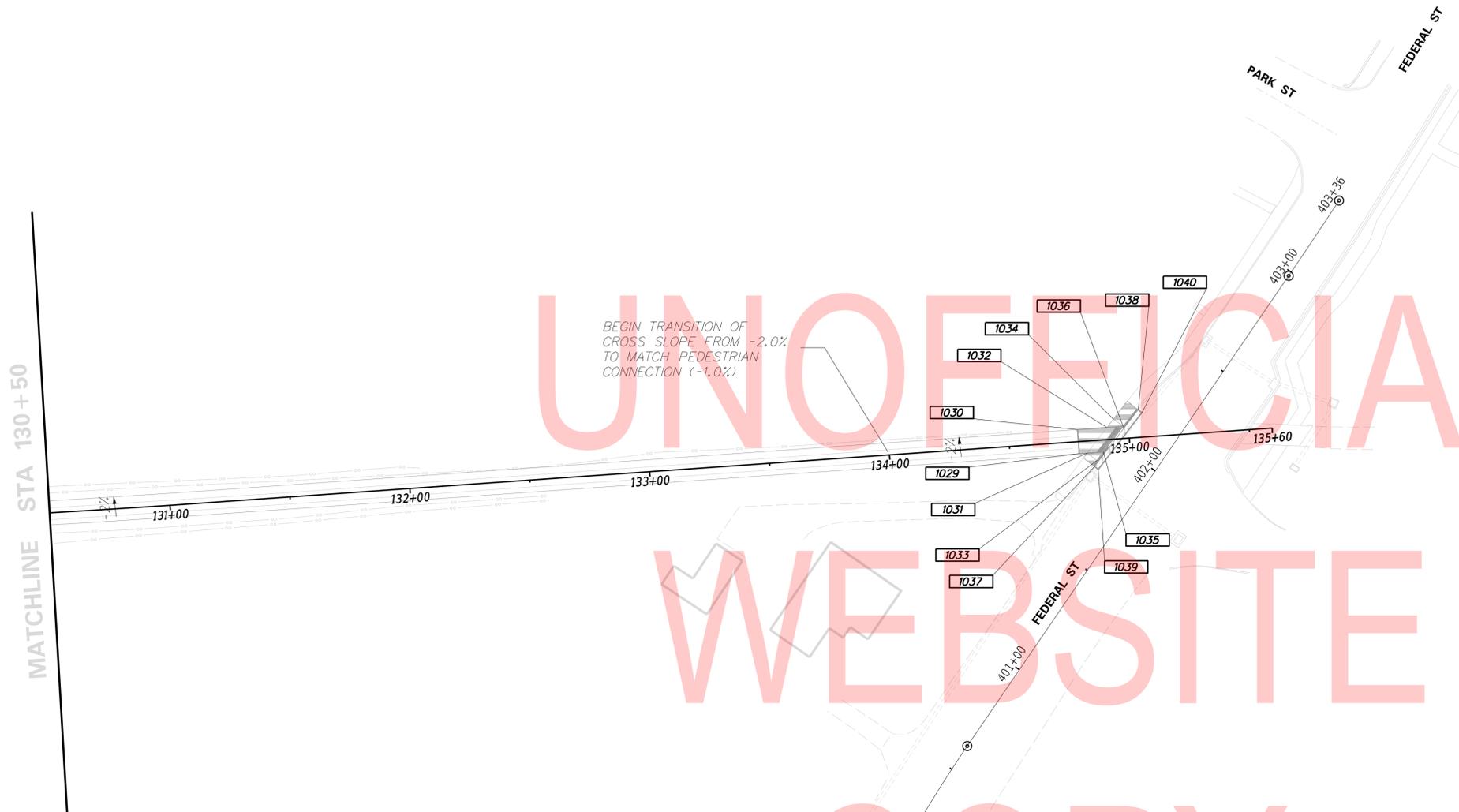
ADDENDA / REVISIONS



**MILTON RAIL TRAIL
PHASE II**

CONTRACT	BRIDGE NO.	X
T201701301	DESIGNED BY: PM	
COUNTY	CHECKED BY: TF	
SUSSEX		

GRADES AND GEOMETRICS	SECTION	GG-05
	LSI	
	SHEET NO.	23



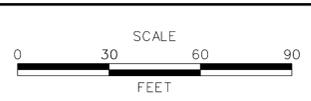
BEGIN TRANSITION OF
CROSS SLOPE FROM -2.0%
TO MATCH PEDESTRIAN
CONNECTION (-1.0%)

MATCHLINE STA 130 + 50

COORDINATE LIST					
POINT NO.	STATION	OFFSET	NORTHING	EASTING	ELEVATION
1029	134+78.75	-5.00	280404.0563	684910.9330	26.15
1030	134+78.75	5.00	280394.0567	684910.8423	26.05
1031	134+82.11	5.00	280394.0263	684914.1926	25.98
1032	141+91.03	-5.00	280403.9451	684923.2026	26.02
1033	134+85.83	8.30	280390.6495	684917.9380	26.05
1034	134+93.98	-8.30	280407.2152	684926.1786	25.88
1035	134+88.82	5.00	280393.9655	684920.9012	25.85
1036	134+97.78	-5.00	280403.8839	684929.9505	25.95
1037	134+84.20	-10.88	280410.8072	684936.2234	25.60
1038	135+04.00	12.00	280388.7531	684916.2147	25.28
1039	134+86.21	12.07	280386.9213	684918.2199	
1040	135+05.90	-10.14	280408.9020	684938.1594	

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ADDENDA / REVISIONS



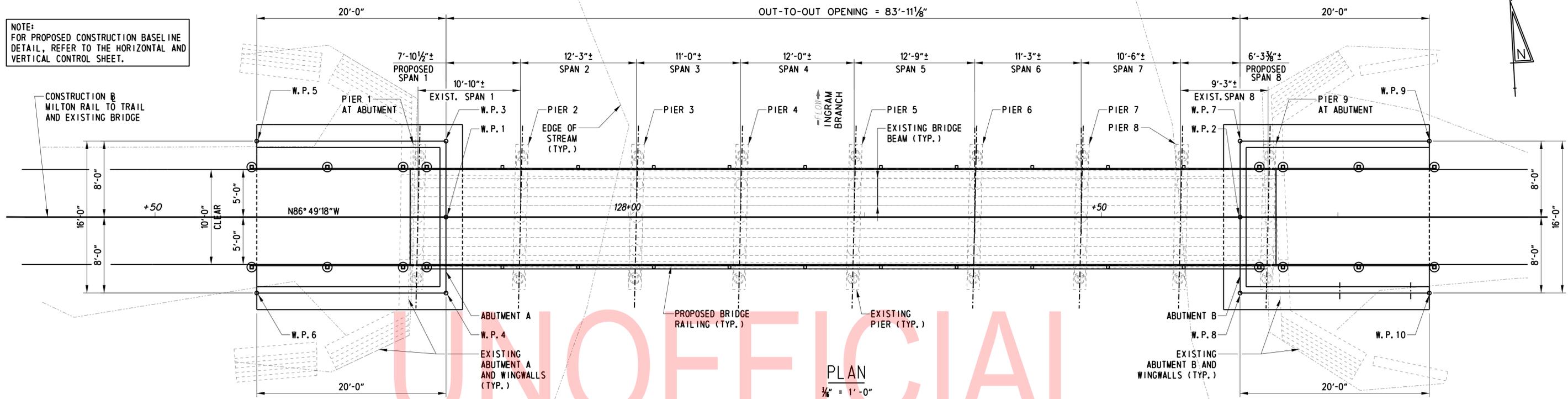
**MILTON RAIL TRAIL
PHASE II**

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COUNTY	CHECKED BY: TF	
SUSSEX		

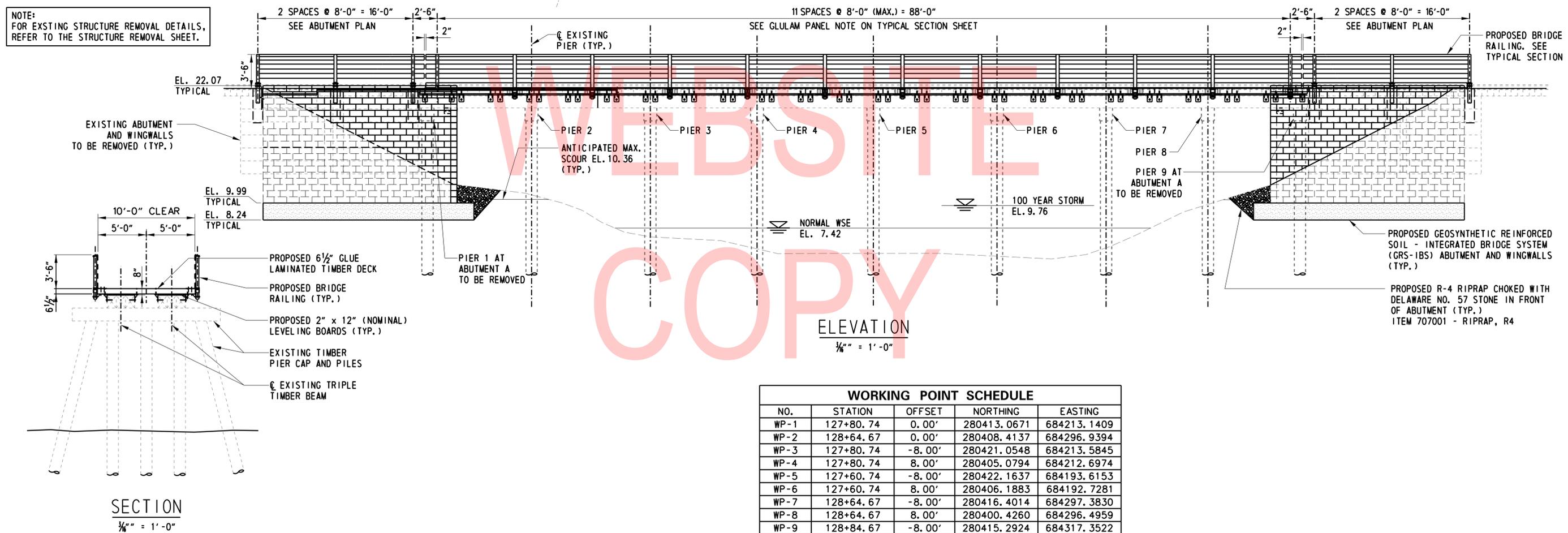
**GRADES AND
GEOMETRICS**

GG-06
SECTION
LSI
SHEET NO.
24

NOTE:
FOR PROPOSED CONSTRUCTION BASELINE
DETAIL, REFER TO THE HORIZONTAL AND
VERTICAL CONTROL SHEET.



NOTE:
FOR EXISTING STRUCTURE REMOVAL DETAILS,
REFER TO THE STRUCTURE REMOVAL SHEET.



WORKING POINT SCHEDULE

NO.	STATION	OFFSET	NORTHING	EASTING
WP-1	127+80.74	0.00'	280413.0671	684213.1409
WP-2	128+64.67	0.00'	280408.4137	684296.9394
WP-3	127+80.74	-8.00'	280421.0548	684213.5845
WP-4	127+80.74	8.00'	280405.0794	684212.6974
WP-5	127+60.74	-8.00'	280422.1637	684193.6153
WP-6	127+60.74	8.00'	280406.1883	684192.7281
WP-7	128+64.67	-8.00'	280416.4014	684297.3830
WP-8	128+64.67	8.00'	280400.4260	684296.4959
WP-9	128+84.67	-8.00'	280415.2924	684317.3522
WP-10	128+84.67	8.00'	280399.3171	684316.4651

NOTE: NEGATIVE OFFSET DENOTES LEFT OF BASELINE



ADDENDA / REVISIONS

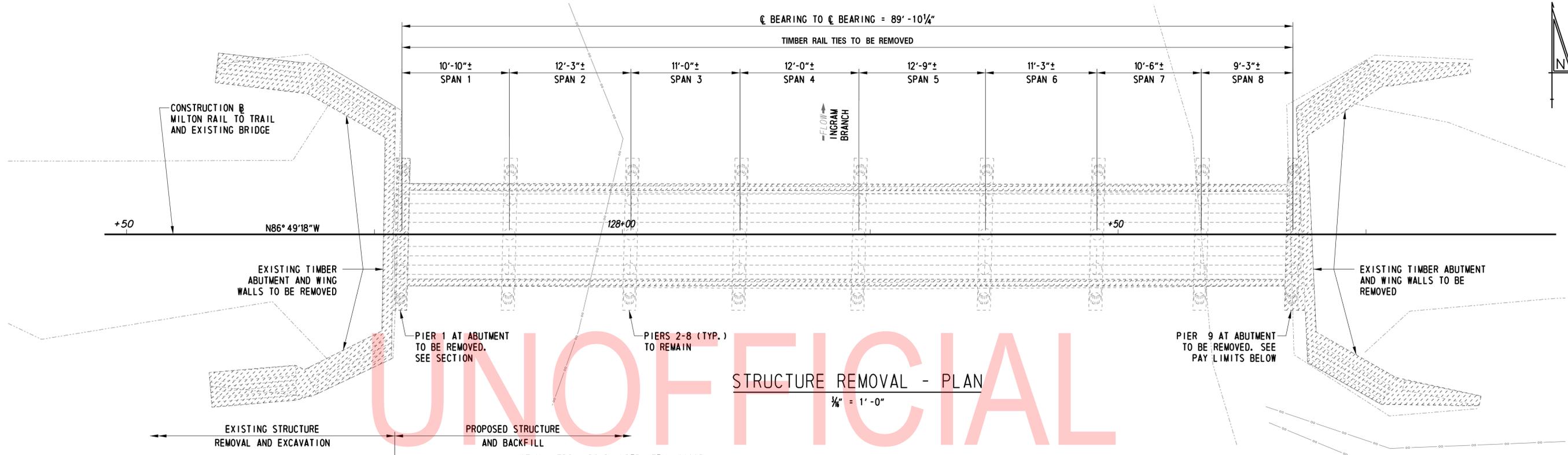
SCALE AS SHOWN

MILTON RAIL TRAIL
PHASE II

CONTRACT	BRIDGE NO.	3-810P
T201701301	DESIGNED BY:	BMC
COUNTY	CHECKED BY:	CAP
SUSSEX		

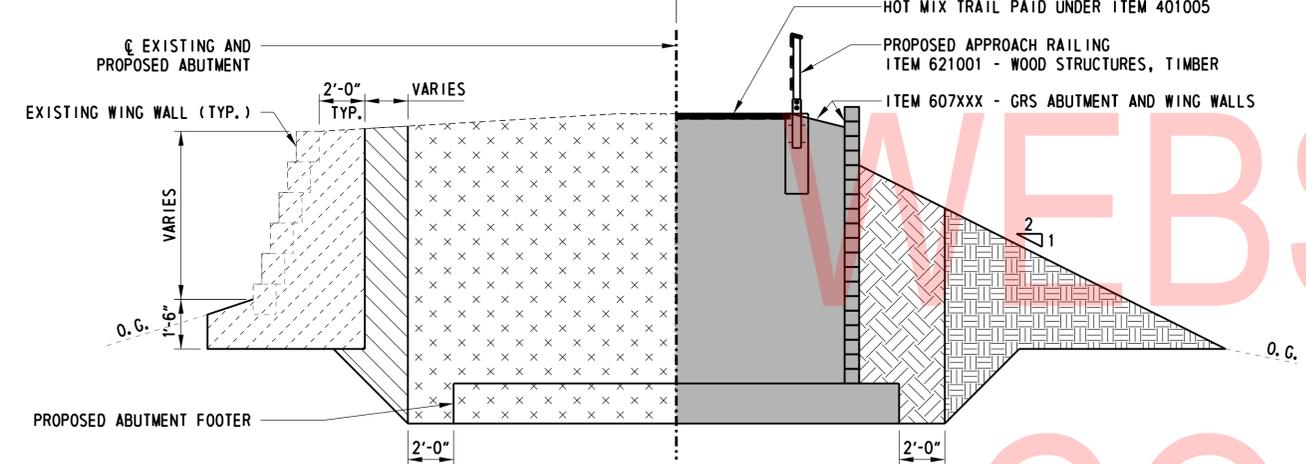
BRIDGE PLAN, ELEVATION
AND SECTION

SECTION
CEI
SHEET NO.
25



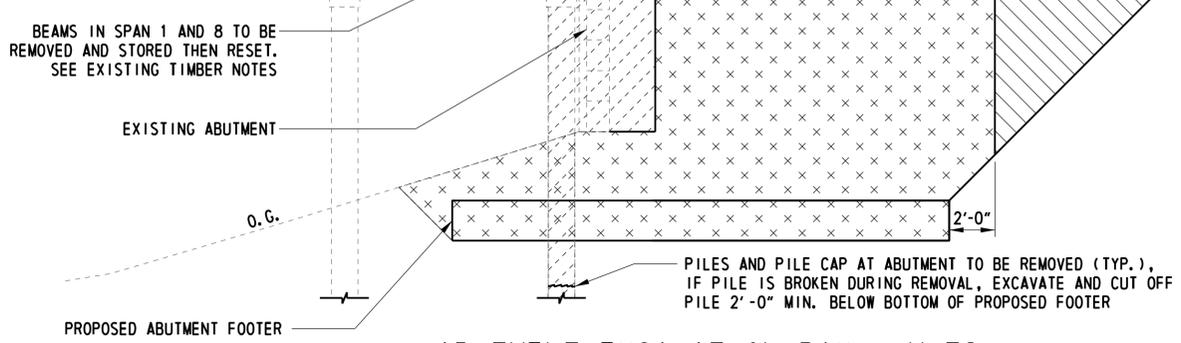
STRUCTURE REMOVAL - PLAN

1/4" = 1'-0"



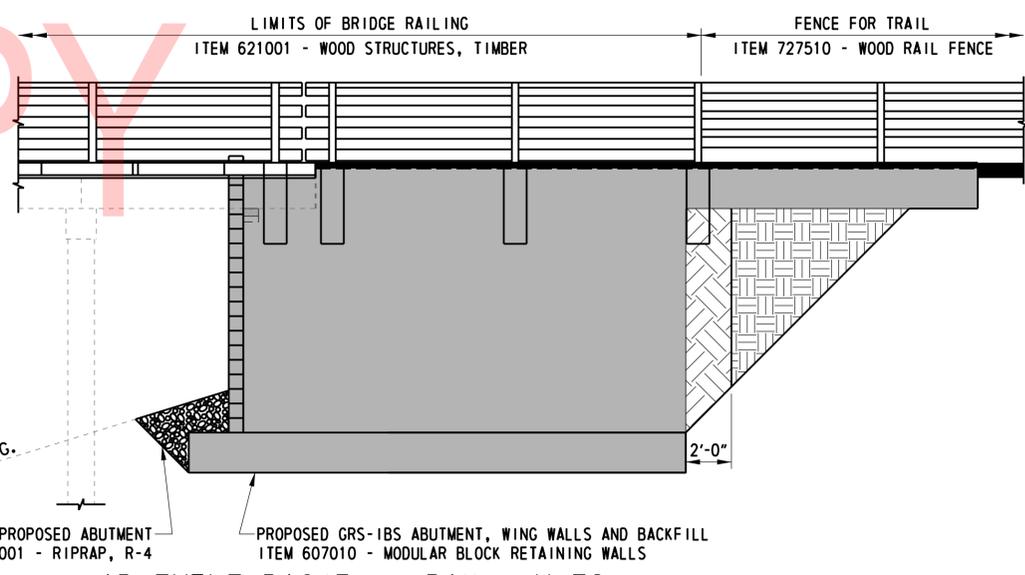
STRUCTURAL REMOVAL AND PROPOSED EXCAVATION

1/4" = 1'-0"



ABUTMENT EXCAVATION PAY LIMITS

1/4" = 1'-0"



ABUTMENT BACKFILL PAY LIMITS

1/4" = 1'-0"

- ITEM 211000 - REMOVAL OF STRUCTURES AND OBSTRUCTIONS
- EXCAVATION AND BACKFILL FOR STRUCTURES
ITEM 607XXX - GRS ABUTMENT AND WING WALLS
- ITEM 202000 - EXCAVATION AND EMBANKMENT
- ITEM 207021 - STRUCTURAL BACKFILL (BORROW TYPE C)
- ITEM 209006 - BORROW, TYPE F

- EXISTING TIMBER NOTES:**
1. SPAN 1 AND 8 TIMBER BEAMS TO BE STORED AS PER SECTION 621.03 OF THE SPECIFICATIONS
 2. THE CONTRACTOR SHALL CONTACT THE ENGINEER IF TIMBER BRIDGE ELEMENTS TO REMAIN ARE IN POOR CONDITION
 3. ALL REMOVAL, STORAGE, AND RE-ERECTION OF EXISTING TIMBER BEAMS IS INCLUDED UNDER ITEM 211000 - REMOVAL OF STRUCTURES AND OBSTRUCTIONS



ADDENDA / REVISIONS

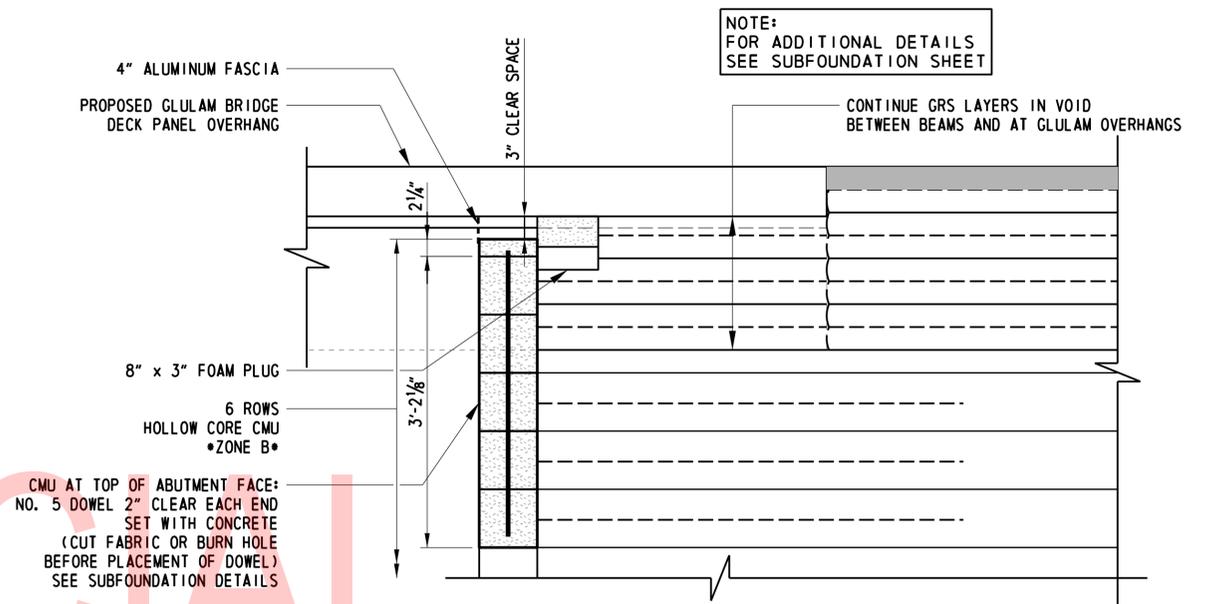
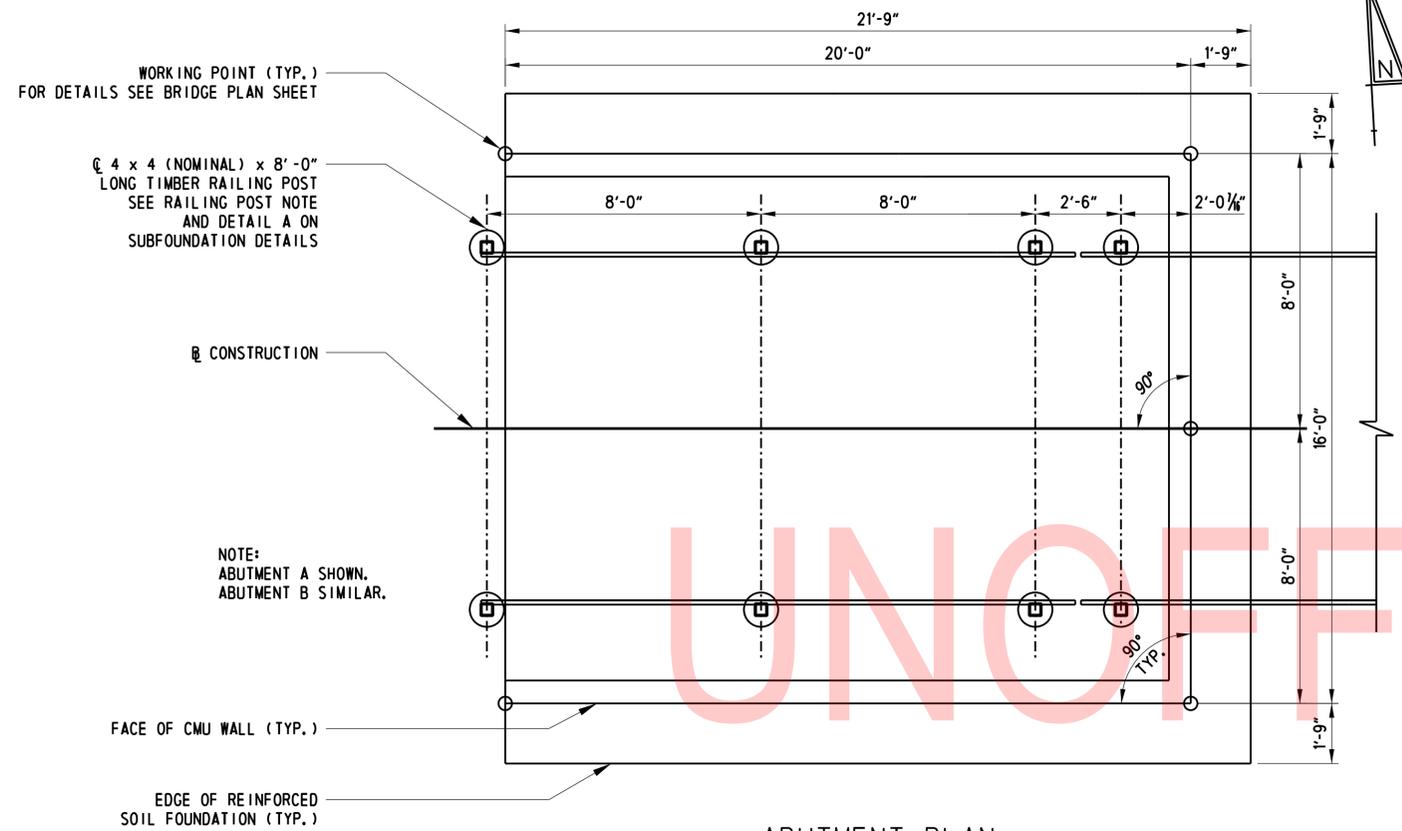
SCALE AS SHOWN

MILTON RAIL TRAIL
PHASE II

CONTRACT	BRIDGE NO.	3-810P
T201701301	DESIGNED BY:	BMC
COUNTY	CHECKED BY:	CAP
SUSSEX		

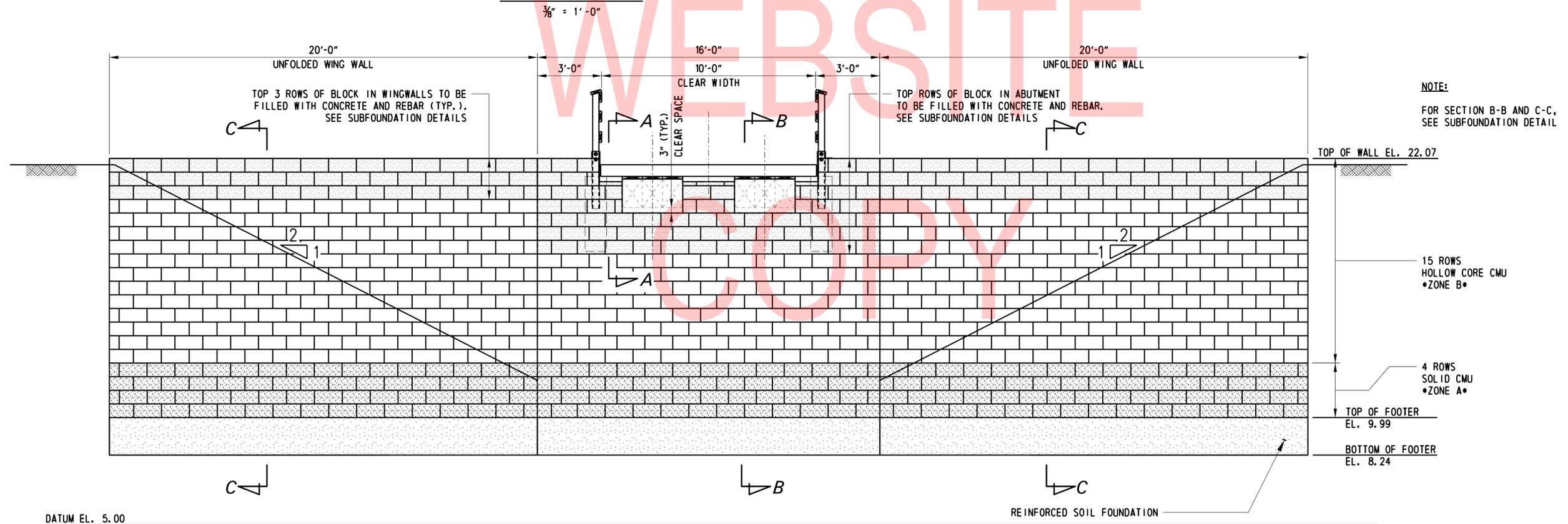
STRUCTURE REMOVAL

SECTION
CEI
SHEET NO.
26



ABUTMENT PLAN

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



ABUTMENT ELEVATION

DATUM EL. 5.00

3/8" = 1'-0"



ADDENDA / REVISIONS

SCALE AS SHOWN

MILTON RAIL TRAIL
PHASE II

CONTRACT	BRIDGE NO.	3-810P
T201701301	DESIGNED BY:	BMC
COUNTY	CHECKED BY:	CAP
SUSSEX		

ABUTMENT PLAN,
ELEVATION AND SECTION

SECTION
CEI
SHEET NO.
27

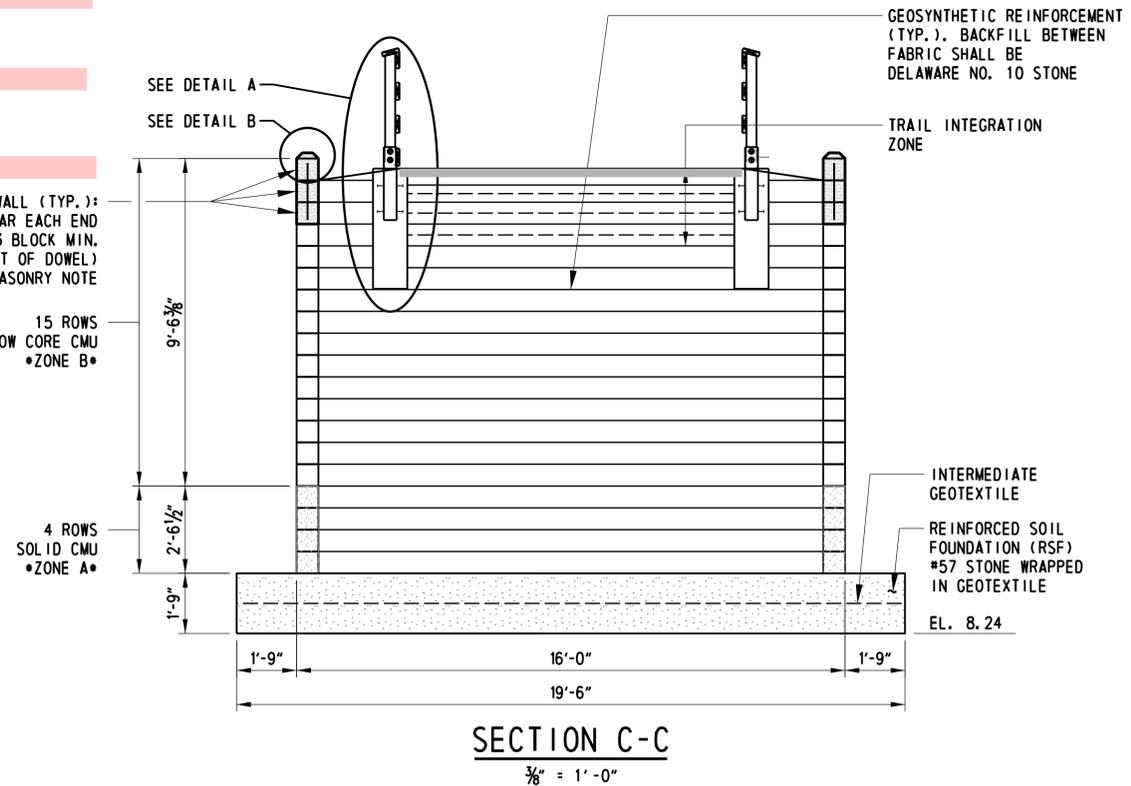
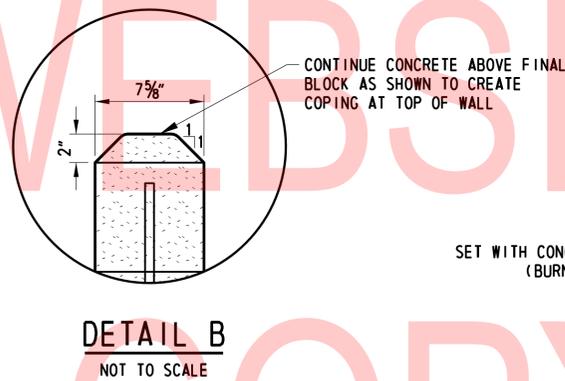
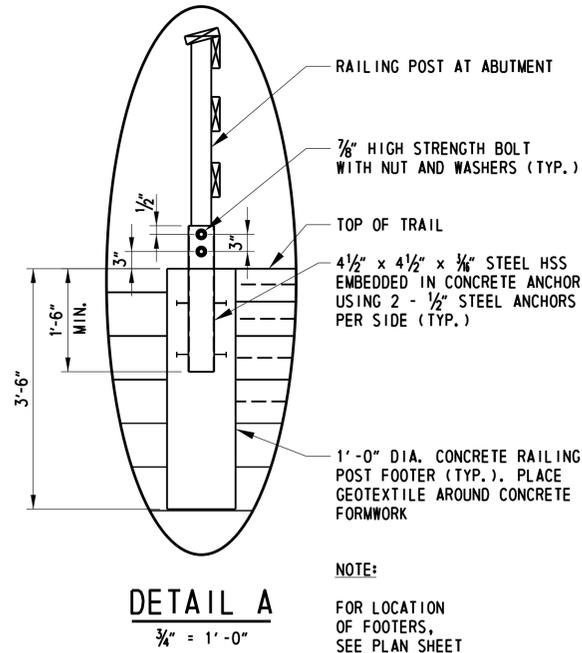
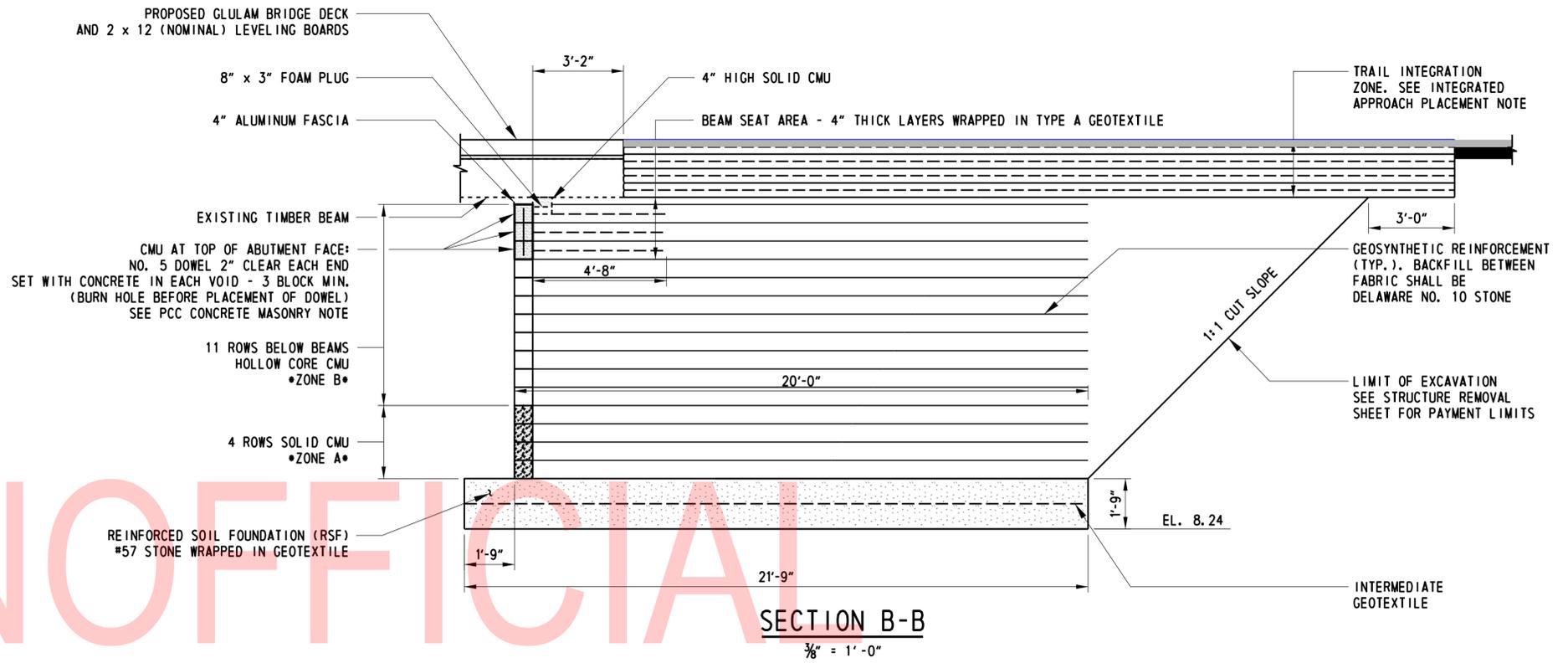
GEOSYNTHETIC REINFORCED SOIL-INTEGRATED BRIDGE SYSTEM NOTES:

BEAM SEAT PLACEMENT: THICKNESS OF THE BEAM SEAT IS APPROXIMATELY 20 INCHES TO THE BOTTOM OF THE BEAMS AND CONSISTS OF A MINIMUM OF FOUR 4-INCH LIFTS OF WRAPPED-FACE GRS. PLACE PRECUT 3-INCH THICK FOAM BOARD ON TOP OF THE BEARING BED REINFORCEMENT BUT AGAINST THE FACE OF THE CMU BLOCK. SET HALF-HEIGHT SOLID CMU BLOCKS ON TOP OF THE FOAM BOARD IN THE BEAM BEARING AREA. WRAP 4-INCH LIFTS ACROSS THE BEAM SEAT. REPEAT THIS PROCESS FOR THE BEAM SEAT AREA DIRECTLY BELOW THE GLULAM DECK BEARING AREAS BETWEEN AND OUTSIDE THE BEAMS. BEFORE FOLDING FINAL WRAP, IT MAY BE NECESSARY TO GRADE THE SURFACE AGGREGATE OF THE BEAM SEAT SLIGHTLY HIGHER, TO ABOUT 0.5 INCHES, TO AID IN SEATING THE FOOTING AND TO MAXIMIZE CONTACT WITH THE BEARING AREA. THE BEAM SEAT AREA ALSO INCLUDES THE AREA UP TO THE GLULAM DECKING IN THE VOID BETWEEN THE BEAMS AND THE OVERHANG AREAS.

EQUIPMENT PLACEMENT:
EQUIPMENT CAN BE POSITIONED ON THE GRS ABUTMENT PROVIDED THE OUTRIGGER PADS ARE SIZED FOR LESS THAN 4000 PSF NEAR THE FACE OF THE ABUTMENT WALL.

THE FOLLOWING ITEMS SHALL BE INCIDENTAL TO THE RESPECTIVE ITEM:

RAILING POST:
THE CONTRACTOR SHALL INSTALL CONCRETE FOOTINGS AND STEEL HSS SLEEVES FOR THE TIMBER RAILING POSTS AT THE ABUTMENTS AS SHOWN IN DETAIL A ON THIS SHEET. FOOTINGS SHALL BE PRE-SET IN THE GEOTEXTILE LAYERS SO AS TO NOT CAUSE DAMAGE OR MISALIGNMENT TO THE WALL FACING ELEMENTS.
PAYMENT INCIDENTAL TO ITEM 621001: WOOD STRUCTURES, TIMBER.



LEGEND

- CMU - CONCRETE MASONRY UNIT
- GRS - GEOSYNTHETIC REINFORCED SOIL
- IBS - INTEGRATED BRIDGE SYSTEM
- GEOTEXTILE (4800 LBS/FT) WIDE WIDTH TENSILE STRENGTH
- INTERMEDIATE LAYER GEOTEXTILE (4800 LBS/FT) WIDE WIDTH TENSILE STRENGTH

ADDENDA / REVISIONS

SCALE AS SHOWN

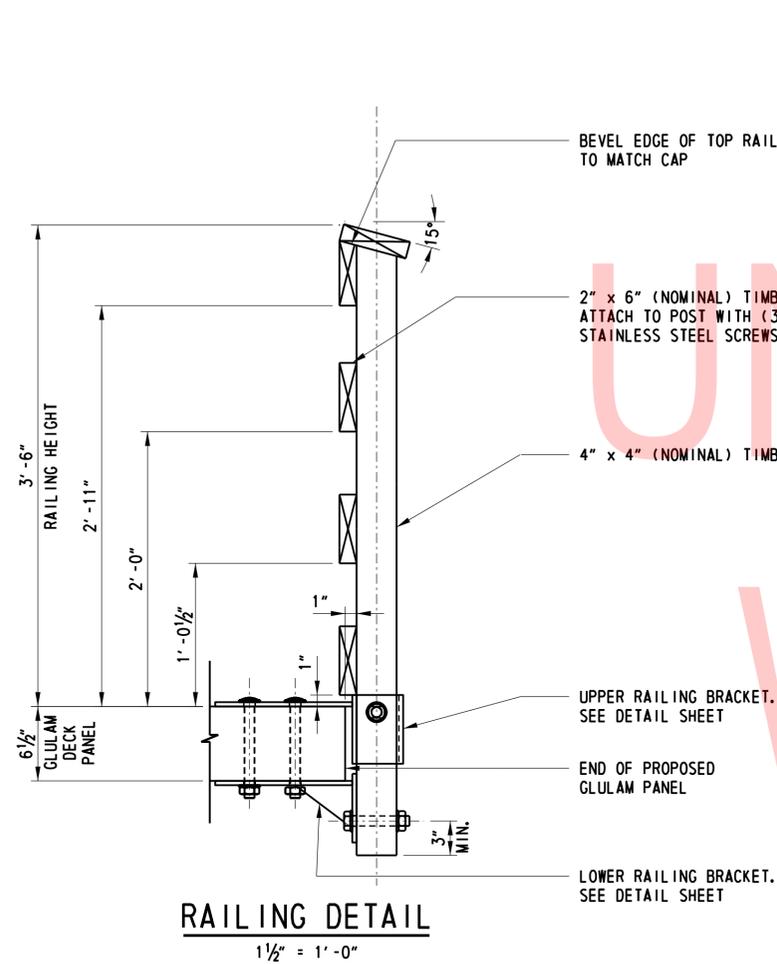
MILTON RAIL TRAIL
PHASE II

CONTRACT	BRIDGE NO.	3-810P
T201701301	DESIGNED BY:	BMC
COUNTY	CHECKED BY:	CAP
SUSSEX		

SUBFOUNDATION DETAILS

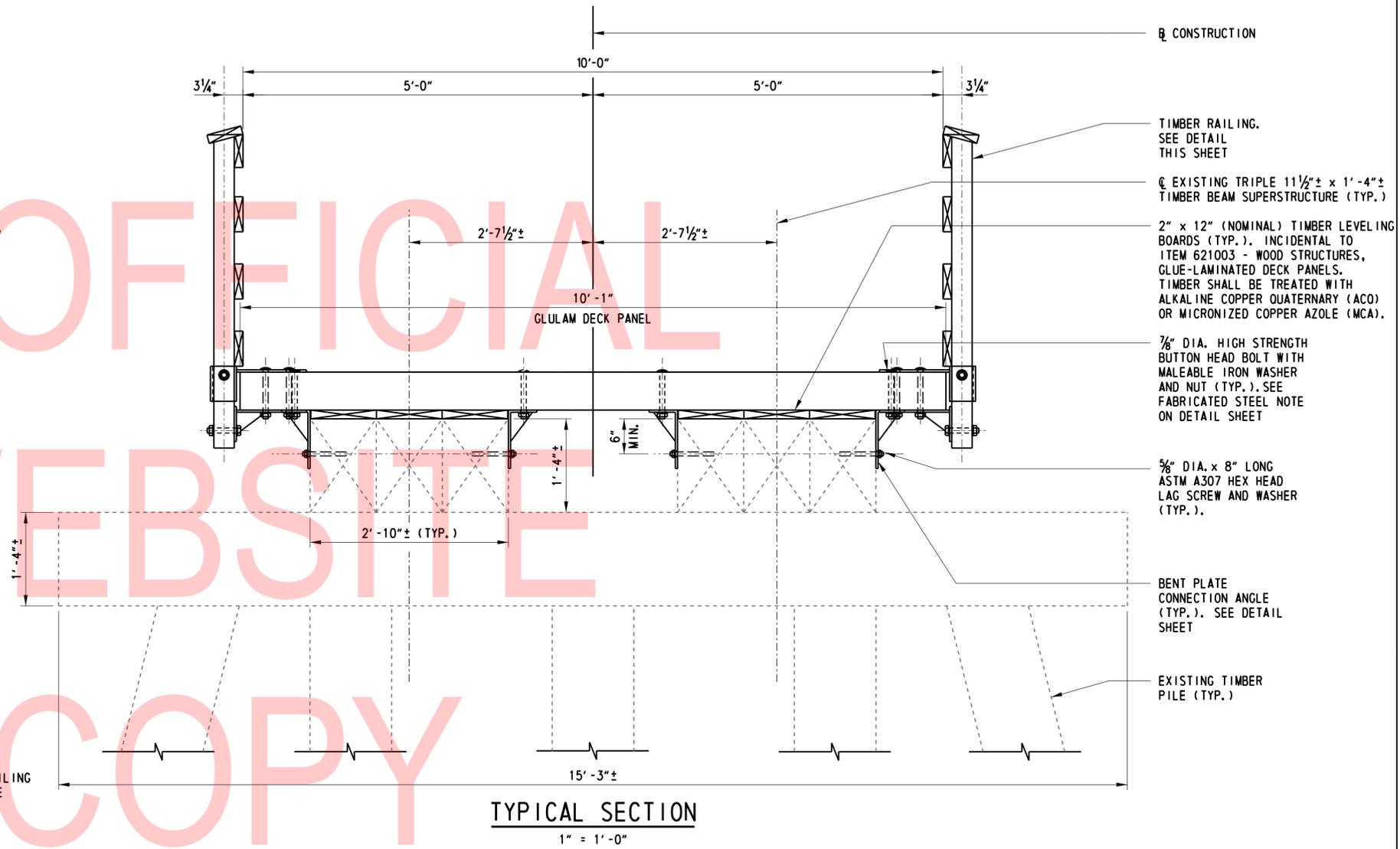
SECTION
CEI
SHEET NO.
28





RAILING DETAIL
1/2" = 1'-0"

NOTE:
MATERIALS AND CONSTRUCTION OF TIMBER RAILING SHALL BE ACCORDING TO SECTION 727 OF THE SPECIFICATIONS



TYPICAL SECTION
1" = 1'-0"

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- CONSTRUCTION
- TIMBER RAILING. SEE DETAIL THIS SHEET
- EXISTING TRIPLE 11 1/2" ± x 1'-4" ± TIMBER BEAM SUPERSTRUCTURE (TYP.)
- 2" x 12" (NOMINAL) TIMBER LEVELING BOARDS (TYP.). INCIDENTAL TO ITEM 621003 - WOOD STRUCTURES, GLUE-LAMINATED DECK PANELS. TIMBER SHALL BE TREATED WITH ALKALINE COPPER QUATERNARY (ACO) OR MICRONIZED COPPER AZOLE (MCA).
- 7/8" DIA. HIGH STRENGTH BUTTON HEAD BOLT WITH MALLEABLE IRON WASHER AND NUT (TYP.). SEE FABRICATED STEEL NOTE ON DETAIL SHEET
- 5/8" DIA. x 8" LONG ASTM A307 HEX HEAD LAG SCREW AND WASHER (TYP.).
- BENT PLATE CONNECTION ANGLE (TYP.). SEE DETAIL SHEET
- EXISTING TIMBER PILE (TYP.)



ADDENDA / REVISIONS

SCALE AS SHOWN

MILTON RAIL TRAIL
PHASE II

CONTRACT	BRIDGE NO.	3-810P
T201701301	DESIGNED BY:	BMC
COUNTY	CHECKED BY:	CAP
SUSSEX		

**TYPICAL SECTION
AND DETAILS**

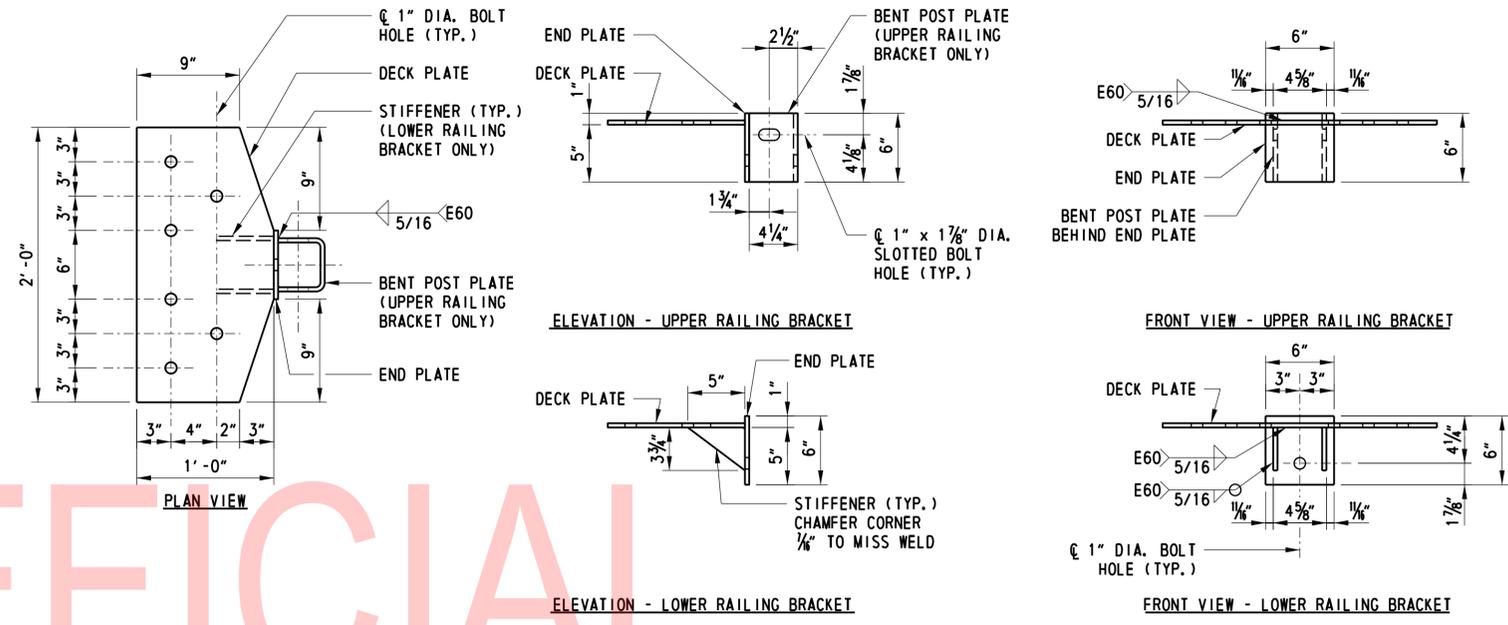
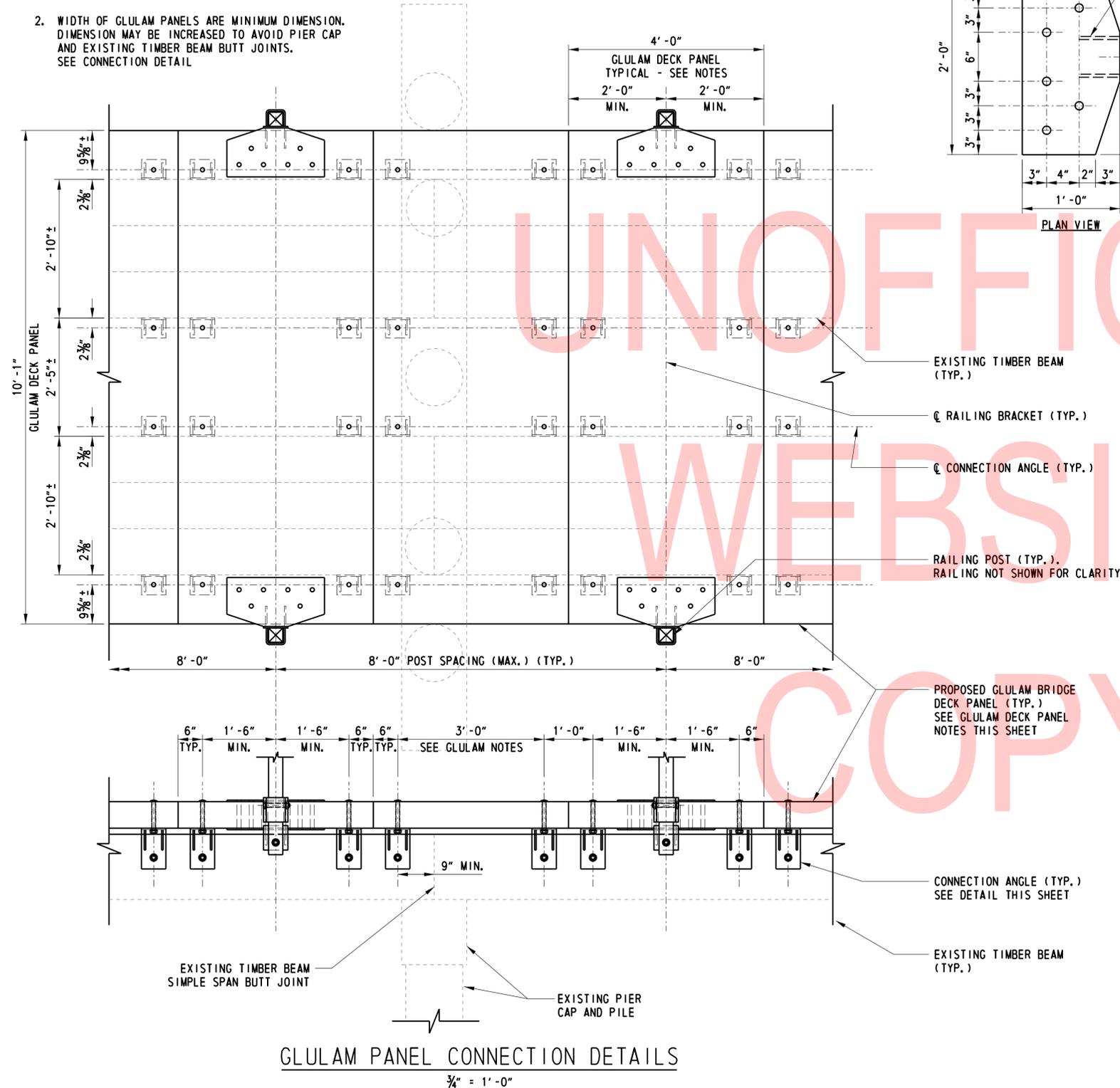
SECTION	CEI
SHEET NO.	29

GLULAM DECK PANEL NOTES:

- ALL GLUE LAMINATED TIMBER SHALL MEET THE REQUIREMENTS OF ANSI/AITC A190.1 AND MINIMUM STRENGTH VALUES OF:

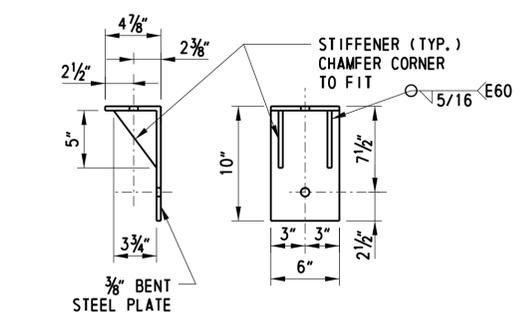
F_b = 1700 KSI
 F_c = 0.26 KSI
 F_v = 300 KSI
 E = 1,600 KSI

- WIDTH OF GLULAM PANELS ARE MINIMUM DIMENSION. DIMENSION MAY BE INCREASED TO AVOID PIER CAP AND EXISTING TIMBER BEAM BUTT JOINTS. SEE CONNECTION DETAIL.



RAILING BRACKET DETAIL
 1/2" = 1'-0"

- FABRICATED STEEL NOTES:**
- PLATE STEEL SHALL CONFORM TO ASTM A36 GRADE 36.
 - ALL PLATE STEEL SHALL BE 3/8" THICK.
 - STEEL RAILING BRACKETS AND CONNECTION ANGLES SHALL BE STAINLESS STEEL OR HOT DIPPED GALVANIZED AFTER FABRICATION.
 - ALL BOLT HOLES NOT SPECIFIED ARE 1" DIA. TO RECEIVE 7/8" DIA. HIGH STRENGTH GALVANIZED OR STAINLESS STEEL ASTM A325 STEEL BOLTS.
 - RAILING BRACKET AND FASTENERS INCIDENTAL TO ITEM 621001 - WOOD STRUCTURES, TIMBER CONNECTION ANGLE AND FASTENERS INCIDENTAL TO ITEM 621003 - WOOD STRUCTURES, GLUE-LAMINATED DECK PANELS.



CONNECTION ANGLE DETAIL
 1/2" = 1'-0"

GLULAM PANEL CONNECTION DETAILS
 3/4" = 1'-0"



ADDENDA / REVISIONS		SCALE AS SHOWN	MILTON RAIL TRAIL PHASE II	CONTRACT	BRIDGE NO.	3-810P	TYPICAL SECTION AND DETAILS	SECTION
				T201701301	DESIGNED BY: BMC	CEI		
				COUNTY	CHECKED BY: CAP	SHEET NO.		
				SUSSEX		30		

BORING B-1		DATE DRILLED: 4/13/2018		ELEVATION: N/A		NORTHING: 280413.795		EASTING: 684220.439	
STATION: 127+87.99		OFFSET: -1.131		ELEVATION: N/A		NORTHING: 280413.795		EASTING: 684220.439	
COMMENTS: NEGATIVE OFFSET DENOTES LEFT OF BASELINE.									
DEPTH (FT.)	NO.	SAMPLE DEPTH	Blows/6"	SAMPLE DESCRIPTION	CLASS./G.I.	REMARKS			
0.0	1		1	MOIST VERY LOOSE BROWN FINE TO COARSE SAND W/ SOME SILT, TRACE OF FINE GRAVEL.	A-2-4(0)				
		2.0'	2	17" RECOVERY					
	2		2	WET VERY LOOSE BROWN FINE TO COARSE SAND W/ SOME FINE GRAVEL AND SILT.	A-2-4(0)				
		4.0'	2	15" RECOVERY		APPROXIMATE BOTTOM OF FOUNDATION			
5.0	3		2	WET VERY LOOSE BROWN FINE TO COARSE SAND AND FINE GRAVEL, TRACE OF SILT.	A-1-b				
		6.0'	WR	13" RECOVERY					
	4		2	WET VERY LOOSE BROWN SILTY FINE SAND W/ SOME COARSE SAND	A-1-b				
		8.0'	2	10" RECOVERY					
	5		5	SATURATED LOOSE BROWN SILTY FINE SAND W/ SOME COARSE SAND.	A-2-4(0)				
		10.0'	4	14" RECOVERY					
	6		3	SATURATED LOOSE BROWN FINE TO COARSE SAND W/ TRACE FINE GRAVEL AND SILT.	A-3				
		12.0'	4	13" RECOVERY					
	7		4	SATURATED MEDIUM DENSE BROWN FINE TO COARSE SAND W/ SOME FINE GRAVEL, TRACE OF SILT.	A-3				
		14.0'	6	14" RECOVERY					
15.0	8		6	SATURATED MEDIUM DENSE BROWN FINE TO COARSE SAND W/ TRACE FINE GRAVEL AND SILT.	A-3				
		16.0'	7	10" RECOVERY					
	9		3	SATURATED VERY LOOSE BROWN COARSE TO FINE SAND W/ SOME FINE GRAVEL, TRACE OF SILT.	A-1-b				
		18.0'	4	13" RECOVERY					
	10		6	SATURATED LOOSE BROWN COARSE TO FINE SAND AND FINE GRAVEL, TRACE OF SILT.	A-1-b				
		20.0'	3	6" RECOVERY					
25.0	11	24.0'	5	SATURATED LOOSE BROWN COARSE SAND W/ SOME FINE SAND, TRACE OF FINE GRAVEL AND SILT.	A-1-b				
		26.0'	2	5" RECOVERY					
30.0	12	29.0'	10	SATURATED MEDIUM DENSE BROWN COARSE SANDY FINE GRAVEL W/ SOME FINE SAND, TRACE OF SILT.	A-1-b				
		31.0'	3	6" RECOVERY					
35.0	13	34.0'	5	SATURATED MEDIUM DENSE BROWN COARSE SAND AND FINE GRAVEL W/ SOME FINE SAND, TRACE OF SILT.	A-1-b				
		36.0'	10	6" RECOVERY					
	14	38.0'	7	SATURATED MEDIUM DENSE BROWN FINE GRAVELLY COARSE SAND W/ TRACE FINE SAND AND SILT.	A-1-b				
		40.0'	11	7" RECOVERY					
				END OF BORING.					

BORING B-2		DATE DRILLED: 4/12/2018		ELEVATION: N/A		NORTHING: 280412.852		EASTING: 684284.593	
STATION: 128+52.10		OFFSET: -3.75		ELEVATION: N/A		NORTHING: 280412.852		EASTING: 684284.593	
COMMENTS: NEGATIVE OFFSET DENOTES LEFT OF BASELINE.									
DEPTH (FT.)	NO.	SAMPLE DEPTH	Blows/6"	SAMPLE DESCRIPTION	CLASS./G.I.	REMARKS			
0.0	1		6	NO SIEVE ANALYSIS - INDICATION OF MOIST LOOSE BROWN SILTY FINE TO COARSE SAND.					
		2.0'	3	3" RECOVERY					
	2		10	MOIST MEDIUM DENSE BROWN SILTY FINE TO COARSE SAND.	A-2-4(0)				
		4.0'	7	3" RECOVERY		APPROXIMATE BOTTOM OF FOUNDATION			
5.0	3		5	MOIST VERY LOOSE BROWN FINE TO COARSE SAND W/ SOME SILT, TRACE OF FINE GRAVEL.	A-2-4(0)				
		6.0'	2	12" RECOVERY					
	4		2	MOIST VERY LOOSE BROWN COARSE TO FINE SAND W/ SOME SILT.	A-1-b				
		8.0'	2	14" RECOVERY					
	5		3	MOIST LOOSE BROWN COARSE SAND W/ SOME FINE SAND AND SILT, TRACE OF FINE GRAVEL.	A-1-b				
10.0		10.0'	4	11" RECOVERY					
	6		3	MOIST LOOSE BROWN COARSE SAND W/ SOME FINE SAND, TRACE OF FINE GRAVEL AND SILT.	A-1-b				
		12.0'	2	14" RECOVERY					
	7		3	WET LOOSE BROWN COARSE SAND W/ SOME FINE SAND, TRACE OF FINE GRAVEL AND SILT.	A-1-b				
		14.0'	2	19" RECOVERY					
15.0	8		2	WET LOOSE BROWN COARSE SAND W/ SOME SILT, TRACE OF FINE SAND AND FINE GRAVEL.	A-1-b				
		16.0'	4	15" RECOVERY					
	9		5	WET LOOSE BROWN SILTY FINE TO COARSE SAND W/ TRACE FINE SAND AND SILT.	A-2-4(0)				
		18.0'	5	13" RECOVERY					
	10		7	WET MEDIUM DENSE BROWN COARSE SAND W/ TRACE FINE SAND AND SILT.	A-1-b				
		20.0'	8	10 RECOVERY					
			11						
25.0	11	24.0'	6	WET LOOSE BROWN COARSE SAND W/ SOME FINE SAND, TRACE OF FINE GRAVEL AND SILT.	A-1-b				
		26.0'	3	14" RECOVERY					
30.0	12	29.0'	6	WET LOOSE BROWN COARSE SAND W/ SOME FINE SAND AND FINE GRAVEL, TRACE OF SILT.	A-1-b				
		31.0'	4	18" RECOVERY					
			5						
35.0	13	34.0'	6	WET MEDIUM DENSE BROWN COARSE SAND W/ SOME FINE SAND AND FINE GRAVEL, TRACE OF SILT.	A-1-b				
		36.0'	7	9" RECOVERY					
			9						
			8						
	14	38.0'	6	WET MEDIUM DENSE BROWN COARSE SAND W/ SOME FINE GRAVEL AND FINE SAND, TRACE OF SILT.	A-1-b				
		40.0'	7	11" RECOVERY					
			8						
			12						
				END OF BORING.					

NOTES:
1. THE INFORMATION SHOWN ON THIS SHEET IS BASED ON LIMITED INVESTIGATIONS, AND IS NO WAY WARRENTED TO BE INDICATIVE OF ACTUAL CONDITIONS WHICH MAY BE ENCOUNTERED DURING CONSTRUCTION. SEE SECTION 102.05 OF THE DELDOT STANDARD SPECIFICATIONS FOR MORE DETAIL.
2. LOCATION OF BORINGS ARE REFERENCED TO THE BRIDGE PLAN AND LABELED AS 'B-1' AND 'B-2'.



ADDENDA / REVISIONS

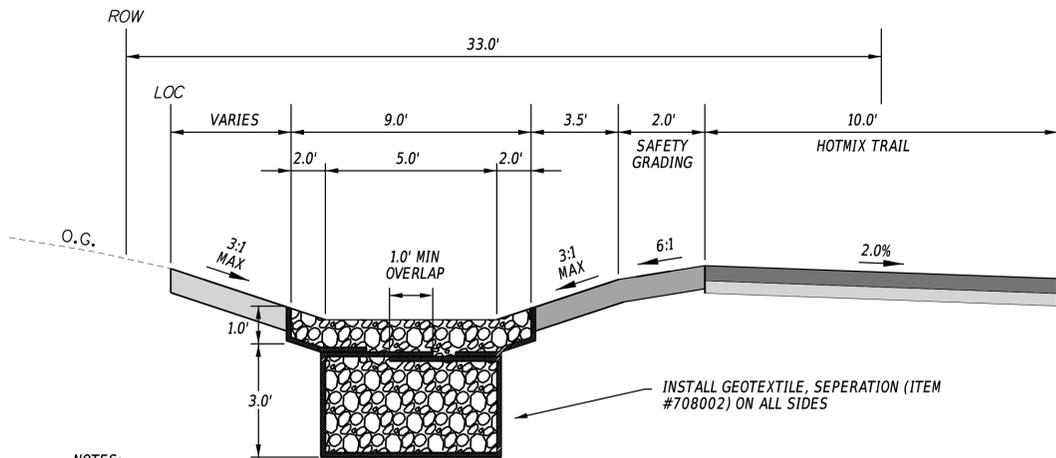
NOT TO SCALE

MILTON RAIL TRAIL
PHASE II

CONTRACT	BRIDGE NO.	3-810P
T201701301	DESIGNED BY:	BMC
COUNTY	CHECKED BY:	CAP
SUSSEX		

SOIL BORING LOGS

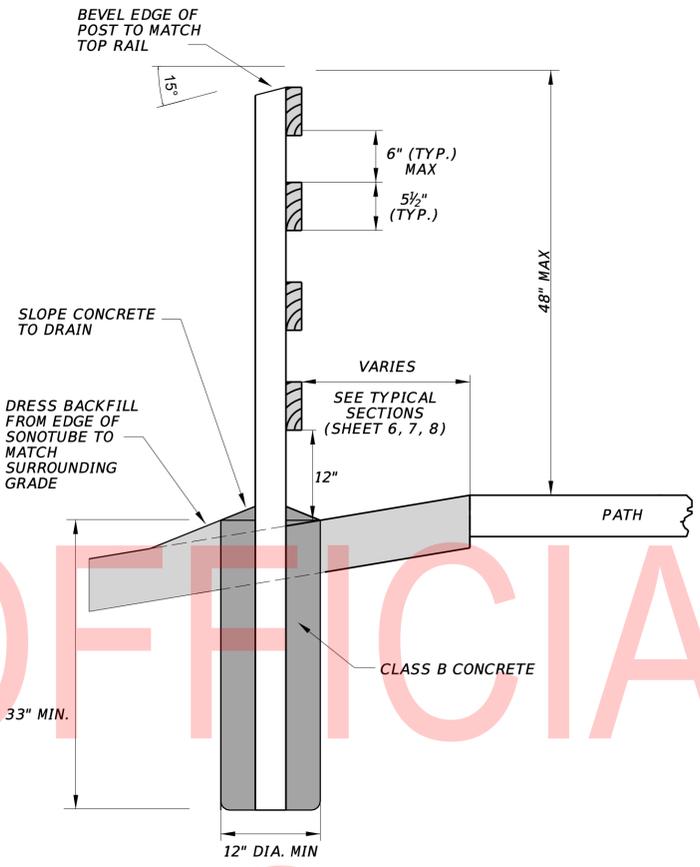
SECTION	CEI
SHEET NO.	31



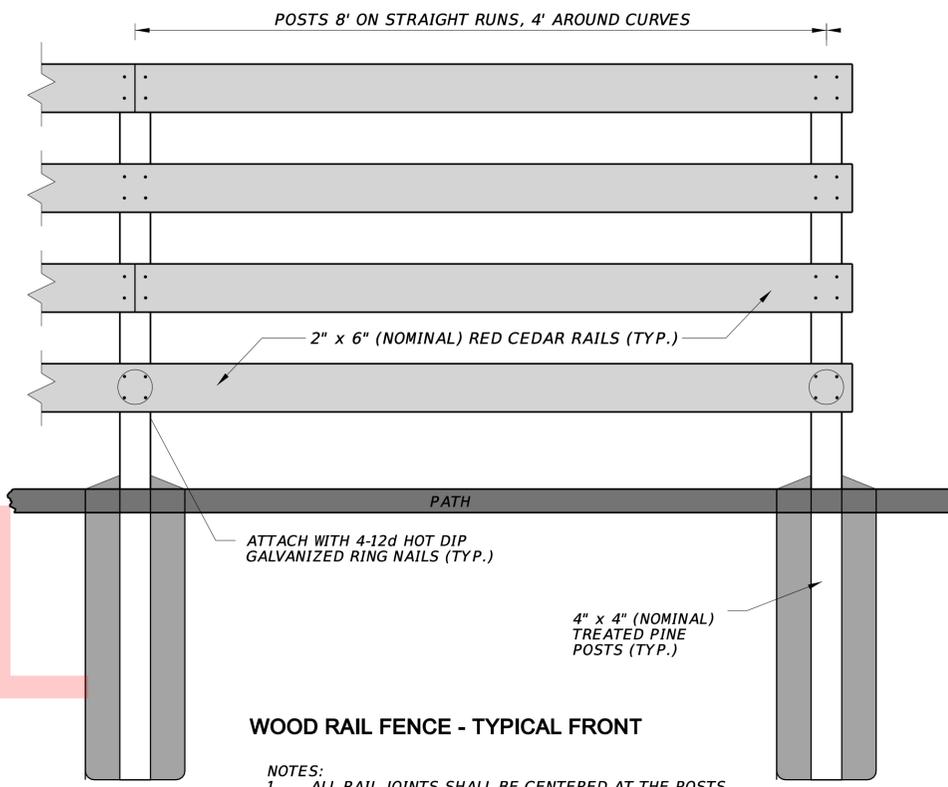
- NOTES:
- STONE TRENCH LENGTH IS 100-FEET AND TO BE INSTALLED FROM STA. 105+00 TO STA. 106+00 AS INDICATED ON CONSTRUCTION AND GRADES AND GEOMETRICS PLANS (SHEET 10 AND 19).
 - STONE TRENCH WIDTH IS 5 FEET AND DEPTH IS 3 FEET.
 - ALL STONE USED IN THE TRENCH SHALL CONFORM TO THE INFILTRATION STONE SPECIFICATION OF SECTION 910.02.A AND BE PAID UNDER ITEM #910003 - INFILTRATION STONE, NO. 3
 - ALL GEOTEXTILES USED IN THE TRENCH SHALL CONFORM TO THE UNDERDRAIN GEOTEXTILE SPECIFICATION OF SECTION 1060.01.G AND BE PAID UNDER ITEM #708002 - GEOTEXTILE, SEPERATION.

- STONE TRENCH CONSTRUCTION SEQUENCE:
- BEFORE CONSTRUCTION OF THE STONE TRENCH, ALL AREAS DRAINING TO THE TRENCH MUST BE AT FINAL GRADE AND STABILIZED. ABSOLUTELY NO EQUIPMENT SHALL BE IN THE ACTUAL TRENCH AREA ONCE CONSTRUCTION ON THE TRENCH HAS STARTED. ALL EXCAVATION WITH HEAVY EQUIPMENT SHALL BE DONE FROM THE SIDE.
- EXCAVATE THE TRENCH TO THE DIMENSIONS SHOWN ON THE PLANS, PAID UNDER ITEM #202000 - EXCAVATION AND EMBANKMENT, AND SCARIFY THE BOTTOM
 - INSTALL GEOTEXTILE ON ALL TRENCH SIDES MAKING SURE TO HAVE ENOUGH EXTRA TO COVER THE TOP OF THE TRENCH COMPLETELY AFTER STONE IS PLACED AND HAVING AT LEAST 1 FOOT OF OVERLAP OF THE GEOTEXTILE.
 - ADD INFILTRATION STONE, NO. 3.
 - AFTER STONE PLACEMENT, IMMEDIATELY COVER THE ENTIRE TOP OF THE TRENCH WITH THE EXCESS GEOTEXTILE AND SECURE WITH INFILTRATION STONE, NO. 3, SO GEOTEXTILE DOES NOT MOVE.
 - THE SAME DAY THAT THE TRENCH IS COMPLETED, PERMANENTLY STABILIZE THE DISTURBED AREA AROUND THE TRENCH WITH PERMANENT SEED - DRY GROUND AND EROSION CONTROL BLANKET.

STONE TRENCH
N.T.S.

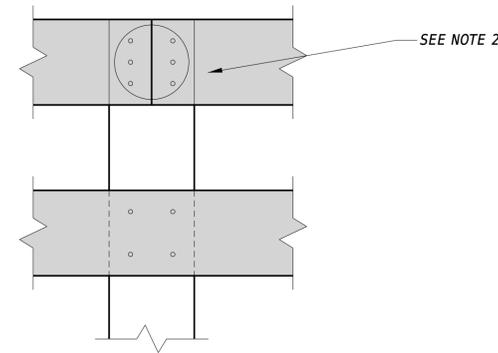


WOOD RAIL FENCE - TYPICAL FENCE POST
N.T.S.

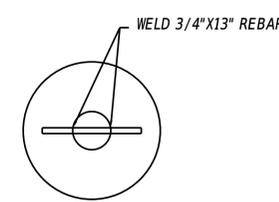


WOOD RAIL FENCE - TYPICAL FRONT
N.T.S.

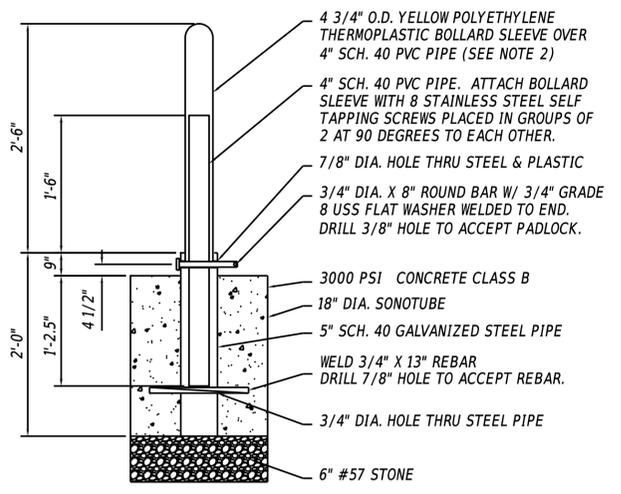
- NOTES:
- ALL RAIL JOINTS SHALL BE CENTERED AT THE POSTS.
 - ALL JOINTS SHALL BE ATTACHED WITH 3 - 12d NAILS AND TWO ADJACENT RAILS SHALL NOT END ON THE SAME POST.
 - RAILS SHALL BE FLUSH TO THE POSTS AT THE END POSTS.



WOOD RAIL FENCE - TYPICAL JOINT DETAIL
N.T.S.



PLAN VIEW



SECTION

BOLLARD
N.T.S.

- NOTES:
- ALL STEEL SHALL BE HOT DIPPED GALVANIZED AFTER FABRICATION.
 - REMOVEABLE BOLLARD SLEEVE IS MODEL #BPD-YL-3 1/2-66-5 DISTRIBUTED BY BOLLARDS AND SLEEVES, LLC (1-800-914-4771), OR AN APPROVED EQUAL.
 - EXCAVATION, INSTALLATION AND ALL MATERIALS SHOWN ARE INCIDENTAL TO ITEM NO. 720556 - BOLLARD.

ADDENDA / REVISIONS
NOT TO SCALE

NOT TO SCALE

MILTON RAIL TRAIL
PHASE II

CONTRACT	BRIDGE NO.	X
T201701301	DESIGNED BY: PM	
COUNTY	CHECKED BY: TF	
SUSSEX		

CONSTRUCTION DETAILS

SECTION
LSI
SHEET NO.
32



UNOFFICIAL
WEBSITE
COPY

1. GENERAL NOTES:

- A. THERE ARE NO ENVIRONMENTAL PERMITS ASSOCIATED WITH THIS PROJECT, HOWEVER, CORPS/ DNREC JURISDICTIONAL RESOURCES ARE PRESENT WITH THE PROJECT LIMITS AS SHOWN ON THESE ENVIRONMENTAL COMPLIANCE SHEETS. IMPACTS TO THESE RESOURCES SHALL BE AVOIDED.
- B. IF A DEPARTURE FROM THE APPROVED PLANS (WHICH WOULD AFFECT ANY OF THE NATURAL AND/OR CULTURAL RESOURCE ISSUES) IS NECESSARY, THE ENVIRONMENTAL STUDIES SECTION SHALL BE CONTACTED AT (302)760-2264 TO ALLOW THE DEPARTMENT TO COORDINATE WITH THE APPROPRIATE RESOURCE AGENCIES FOR APPROVAL.

2. NATURAL RESOURCE ISSUES:

- A. CONSTRUCTION RESTRICTIONS:
 - FISHERIES - THE CURRENT SCOPE OF THIS PROJECT DOES NOT INCLUDE IN-WATER WORK. IF PROJECT SCOPE CHANGES, THERE IS A TIME OF YEAR RESTRICTION BETWEEN MARCH 1- JUN 30, AT WHICH TIME NO IN-WATER WORK CAN BE DONE
 - MIGRATORY BIRDS - NONE
 - ENDANGERED SPECIES - NONE

3. CULTURAL RESOURCE ISSUES

- A. DELDOT SUBMITTED "FINDING OF NO ADVERSE EFFECTS" OF HISTORIC PROPERTIES TO SHPO AS PART OF ENVIRONMENTAL COMPLIANCE.
- B. STAGING, STOCKPILING, AND DISPOSAL
 - 1. STOCKPILING, STAGING, AND DISPOSAL MUST BE IN UPLAND, NON-ARCHAEOLOGICALLY SENSITIVE SITES REVIEWED AND APPROVED BY THE STATE HISTORIC PRESERVATION OFFICE (SHPO). THE DEPARTMENT WILL NOT CONSIDER ANY DELAYS OR MONETARY CLAIMS OF ANY NATURE RESULTING FROM THE CONTRACTOR'S FAILURE OR DIFFICULTY IN FINDING NECESSARY DISPOSAL SITES TO MEET THE TIME FRAMES AND CAPACITIES REQUIRED. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL PLANS, PERMITS, EROSION AND SEDIMENTATION CONTROL MEASURES, ETC. REQUIRED BY THE APPROPRIATE REGULATORY AGENCY FOR UTILIZING OFF-SITE DISPOSAL AREAS. SEE ENVIRONMENTAL STATEMENT FOR MORE DETAILS.
 - 2. ALL EXCESS EXCAVATED MATERIAL NOT USED IN HIGHWAY OR COMPENSATORY MITIGATION SITE CONSTRUCTION SHALL BE DISPOSED OF IN UPLAND, NON - WETLAND DISPOSAL SITE(S) OR SENSITIVE SITE(S). THE EXCAVATED MATERIAL SHALL BE PROPERLY CONTAINED AND STABILIZED TO PREVENT ITS ENTRY INTO ANY ADJACENT WETLANDS OR WATERWAYS. NO DISPOSAL/WASTING OPERATION SHALL COMMENCE UNTIL THE PERMITTEE OBTAINS WRITTEN APPROVAL OF ANY DISPOSAL SITE(S) FROM THE CORPS OF ENGINEERS AND THE STATE HISTORIC PRESERVATION OFFICE. THE DEPARTMENT WILL NOT CONSIDER ANY DELAYS OR MONETARY CLAIMS OF ANY NATURE RESULTING FROM THE CONTRACTOR'S FAILURE OR DIFFICULTY IN FINDING NECESSARY DISPOSAL SITES TO MEET THE TIME FRAMES AND CAPACITIES REQUIRED. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL PLANS, PERMITS, EROSION AND SEDIMENTATION CONTROL MEASURES, ETC. REQUIRED BY THE APPROPRIATE REGULATORY AGENCY FOR UTILIZING OFF-SITE SPOIL AREAS.

4. PROTECTION OF RESOURCES:

- A. PROTECTION OF RESOURCES (WETLANDS/WATERS/NATURAL AREA): IN ORDER TO PROTECT RESOURCES LOCATED ALONG THE PROJECT, SILT FENCE OR PROTECTIVE FENCING SHALL BE PLACED AT THE LIMITS OF CONSTRUCTION AT ALL LOCATIONS WHERE WETLANDS AND WATERS COME WITHIN TWENTY (20) FEET OF THE LIMITS OF CONSTRUCTION. THE CONTRACTOR'S ACCESS INTO THESE AREAS IS STRICTLY PROHIBITED.
- B. USE SANDBAGS OR COMPOST FILTER LOG (CFL) TO SECURE SILT FENCE AT AREAS ADJACENT TO WOODED UPLANDS/ ALL WETLANDS IN LIEU OF TRENCHING UNLESS PROPER EROSION AND SEDIMENT CONTROL CANNOT BE MAINTAINED. SANDBAGS AND CFL'S (AND CONTENTS) MUST BE REMOVED IN THEIR ENTIRETY WHEN NO LONGER NEEDED. SANDBAGS/CFL USED TO SECURE THE SILT FENCE IS INCIDENTAL TO ITEM 905001 - SILT FENCE. THE ENVIRONMENTAL STUDIES SECTION (TREVOR MCCOLLEY, TREVOR.MCCOLLEY@DELAWARE.GOV) CAN PROVIDE FURTHER GUIDANCE REGARDING THIS METHOD OF INSTALLATION.

NOTE: THERE ARE NO IMPACTS TO THE WATERS OF THE U.S., INCLUDING WETLANDS, ON THIS SHEET

LEGEND	
	WETLAND BOUNDARY (CORPS)
	ORDINARY HIGH WATER
	ORDINARY HIGH WATER/ WETLAND

WETLAND DELINEATION BY CENTURY ENGINEERING, INC.
ON 9 SEPTEMBER 2017, IN ACCORDANCE WITH THE CORPS
WETLAND DELINEATION MANUAL AND THE CORPS ATLANTIC
AND GULF COASTAL PLAIN REGIONAL SUPPLEMENT VERSION
2.0 (2010).

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<p>ADDENDA / REVISIONS</p> <table border="1" style="width: 100%; height: 40px;"> <tr><td> </td><td> </td></tr> </table>			<p>SCALE</p> <p>FEET</p>	<p>MILTON RAIL TRAIL PHASE II</p>	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td>CONTRACT</td> <td>BRIDGE NO.</td> <td style="text-align: center;">X</td> </tr> <tr> <td>T201701301</td> <td>DESIGNED BY:</td> <td>PM</td> </tr> <tr> <td>COUNTY</td> <td>CHECKED BY:</td> <td>TF</td> </tr> <tr> <td>SUSSEX</td> <td></td> <td></td> </tr> </table>	CONTRACT	BRIDGE NO.	X	T201701301	DESIGNED BY:	PM	COUNTY	CHECKED BY:	TF	SUSSEX			<p>ENVIRONMENTAL COMPLIANCE PLAN</p>	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr><td style="text-align: center;">EC-01</td></tr> <tr><td style="text-align: center;">SECTION</td></tr> <tr><td style="text-align: center;">LSI</td></tr> <tr><td style="text-align: center;">SHEET NO.</td></tr> <tr><td style="text-align: center;">33</td></tr> </table>	EC-01	SECTION	LSI	SHEET NO.	33
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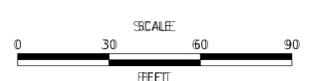


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NOTE: THERE ARE NO IMPACTS TO THE WATERS OF THE U.S., INCLUDING WETLANDS, ON THIS SHEET

LEGEND	
	WETLAND BOUNDARY (CORPS)
	ORDINARY HIGH WATER
	ORDINARY HIGH WATER/ WETLAND

ADDENDA / REVISIONS



**MILTON RAIL TRAIL
PHASE II**

CONTRACT	BRIDGE NO.	X
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COUNTY	CHECKED BY:	TF
SUSSEX		

**ENVIRONMENTAL
COMPLIANCE PLAN**

EC-02
SECTION
LSI
SHEET NO.
34

TRAFFIC CONTROL NOTES

1. TYPICAL APPLICATIONS PER THE DELAWARE MUTCD SHALL BE INCORPORATED TO ACHIEVE REQUIRED TEMPORARY TRAFFIC CONTROL AND SAFETY REQUIREMENTS. THIS PROJECT IS SUBJECT TO THE FOLLOWING TYPICAL APPLICATIONS UNLESS DIRECTED OTHERWISE BY THE DELDOT DISTRICT SAFETY OFFICER: TYPICAL APPLICATION 3, 10, 11B.
2. WITHIN THE MAINLINE WORK AREA, PERMANENT ADVANCE WARNING SIGNS SHALL BE INSTALLED IN ADVANCE OF THE WORK AREA IN BOTH DIRECTIONS. AN "END ROAD WORK ZONE" SIGN SHALL BE LOCATED 500 FEET DOWNSTREAM FROM THE WORK AREA. ON INTERSECTING ROADWAYS WITHIN THE PROJECT LIMITS, A "ROAD WORK AHEAD" SIGN SHALL BE PLACED AT A DISTANCE NOT LESS THAN 500 FEET DOWNSTREAM OF THE WORK AREA. ALL PERMANENT ADVANCE WARNING SIGNS SHALL BE GROUND-MOUNTED ON TWO NCHRP-350 OR MASH APPROVED BREAKAWAY POSTS AND SHALL BE MOUNTED AT A HEIGHT OF 7 FEET, MEASURED FROM THE ROADWAY TO THE BOTTOM OF THE SIGN. THE USE OF SKID-MOUNTED SIGN SUPPORTS IS NOT ALLOWED UNLESS THE CONTRACTOR CAN DEMONSTRATE THAT A UTILITY CONFLICT EXISTS, WHICH SHALL BE VERIFIED BY THE ENGINEER; OR CONCRETE MEDIANS PREVENT THE INSTALLATION OF THE PERMANENT SIGNS IN THE APPROPRIATE LOCATION.
3. 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.
(X)	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 THE ITEM 801000.
()	THE CONTRACTOR SHALL HAVE AN ATSSA SUPERVISOR ASSIGNED TO THE 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 801000.

TRM NOTES

1. THE USE OF MILLINGS AND GRADED AGGREGATE BASE COURSE (GABC) IN THE TRAVEL WAY, TEMPORARY TRAVEL WAY, HIGH VOLUME ENTRANCES AND ACCESS RAMP FOR THE PURPOSE OF PROVIDING A TEMPORARY ROADWAY SURFACE, POTHOLE REPAIR, TAPERED EDGE FOR UTILITIES, BUTT JOINTS, AND LONGITUDINAL DROP-OFFS (MILLING AND PAVING OPERATIONS) IS PROHIBITED UNLESS IT IS OTHERWISE DESIGNATED TO BE USED IN THE CONTRACT PLANS. USE COLD PATCH, BITUMINOUS CONCRETE, BITUMINOUS CONCRETE WEDGE, OR TAPER MILL, AS NOTED IN THE CONTRACT DOCUMENTS OR APPROVED BY THE ENGINEER. PAYMENT FOR COLD PATCH, BITUMINOUS CONCRETE OR BITUMINOUS CONCRETE WEDGE SHALL BE PAID AS NOTED IN THE CONTRACT DOCUMENTS. TAPER MILL BITUMINOUS CONCRETE SHALL BE PAID UNDER THE BITUMINOUS CONCRETE MILLING ITEM.

MILLINGS OR GABC SHALL BE USED AT THE FOLLOWING LOCATIONS WHERE ACCESS TO A BUSINESS, RESIDENCE, OR EDGE DROP OFF NEEDS TO BE MAINTAINED UNLESS OTHERWISE NOTED IN THE PLANS OR DIRECTED BY THE ENGINEER TO USE BITUMINOUS CONCRETE OR COLD PATCH. ALL MILLINGS AND GABC WILL BE ROLLED AND COMPACTED TO HELP PREVENT THE MATERIAL FROM UNRAVELLING:

- A. DRIVEWAYS
- B. ENTRANCES
- C. LOW VOLUME ACCESS RAMPS (IDENTIFIED IN THE CONTRACT DOCUMENTS)
- D. EDGE DROP-OFFS ADJACENT TO LIVE ROADWAY (LANES AND SHOULDER) AND THE PROPOSED ROAD CONSTRUCTION
- E. EDGE OF ROADWAY DROP-OFF

GRADING AND MAINTAINING BASE COURSE THAT IS BEING USED FOR ROADWAY WEDGE/FILLET BETWEEN TRAVEL LANES AND PAVEMENT BOX, EDGE OF TRAVELWAY, DRIVEWAY OR ENTRANCE ACCESS SHALL BE INCIDENTAL TO ITEM NO. 801000 - MAINTENANCE OF TRAFFIC. 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 PAY ITEM. NO SEPARATE PAYMENT SHALL BE MADE FOR MILLINGS OR GABC TEMPORARY ROADWAY MATERIAL (TRM) USED TO PROTECT EDGE DROP-OFFS, UNLESS THE MATERIAL IS EVENTUALLY UTILIZED AS PART OF A PERMANENT ROADWAY AT WHICH TIME THE MATERIAL WOULD BE PAID FOR UNDER THE RESPECTIVE CONTRACT MATERIAL ITEM. VERTICAL DIFFERENCES SHALL BE CORRECTED IN ACCORDANCE WITH TABLE 6G-1 OF THE DELAWARE MUTCD.

EROSION AND SEDIMENT CONTROL NOTES

1. 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 FIVE YEAR PERIOD, BEGINNING ON THE DATE THE STORMWATER ENGINEER SIGNED THE CONSTRUCTION TITLE SHEET. IF THE FINAL EXTEND BEYOND THE FIVE YEARS, THE CONTRACTOR WILL INFORM THE STORMWATER ENGINEER WILL REVIEW THE CURRENT SEDIMENT AND STORMWATER MANAGEMENT PLAN AND ISSUE AN ENGINEER THREE MONTHS PRIOR TO THE EXPIRATION OF THE APPROVED SEDIMENT AND STORMWATER MANAGEMENT PLANS. ACCEPTANCE OF THE PROJECT IS ANTICIPATED TO EXTENSION WITH ANY APPROPRIATE MODIFICATIONS.
2. THE DISTURBED AREA FOR THIS PROJECT IS 2.5440 ACRES.
3. THE ADDITIONAL IMPERVIOUS AREA CREATED BY THIS PROJECT IS 0.8321 ACRES.

() INSIGNIFICANT	NONE
() MINOR	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.

EROSION & SEDIMENT CONTROL	
— CFL —	COMPOST FILTER LOG
	COMPOST FILTER LOG / LENGTH
	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
— SF —	SILT FENCE
	REINFORCED SILT FENCE / LENGTH
— RSF —	REINFORCED SILT FENCE
	SUPER SILT FENCE / LENGTH
— SSF —	SUPER SILT FENCE
	SUMP PIT
	SEDIMENT TRAP / NUMBER
	SEDIMENT TRAP
	SEDIMENT TRAP WITH INLET AS OUTLET
	SEDIMENT TRAP PIPE OUTLET
	STILLING WELL
	TEMPORARY SWALE
	TEMPORARY SLOPE DRAIN
	TURBIDITY CURTAIN / LENGTH
— T —	TURBIDITY CURTAIN

CONSTRUCTION PHASING & M.O.T	
	BARRICADE, TYPE 3
	CONCRETE SAFETY BARRIER - PORTABLE
	CONSTRUCTION SAFETY FENCE / LENGTH
— CSF —	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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ADDENDA / REVISIONS

NOT TO SCALE

MILTON RAIL TRAIL
PHASE II

CONTRACT
T201701301
COUNTY
SUSSEX

BRIDGE NO. X
DESIGNED BY: PM
CHECKED BY: TF

CONSTRUCTION PHASING,
M.O.T., AND EROSION
CONTROL PLAN

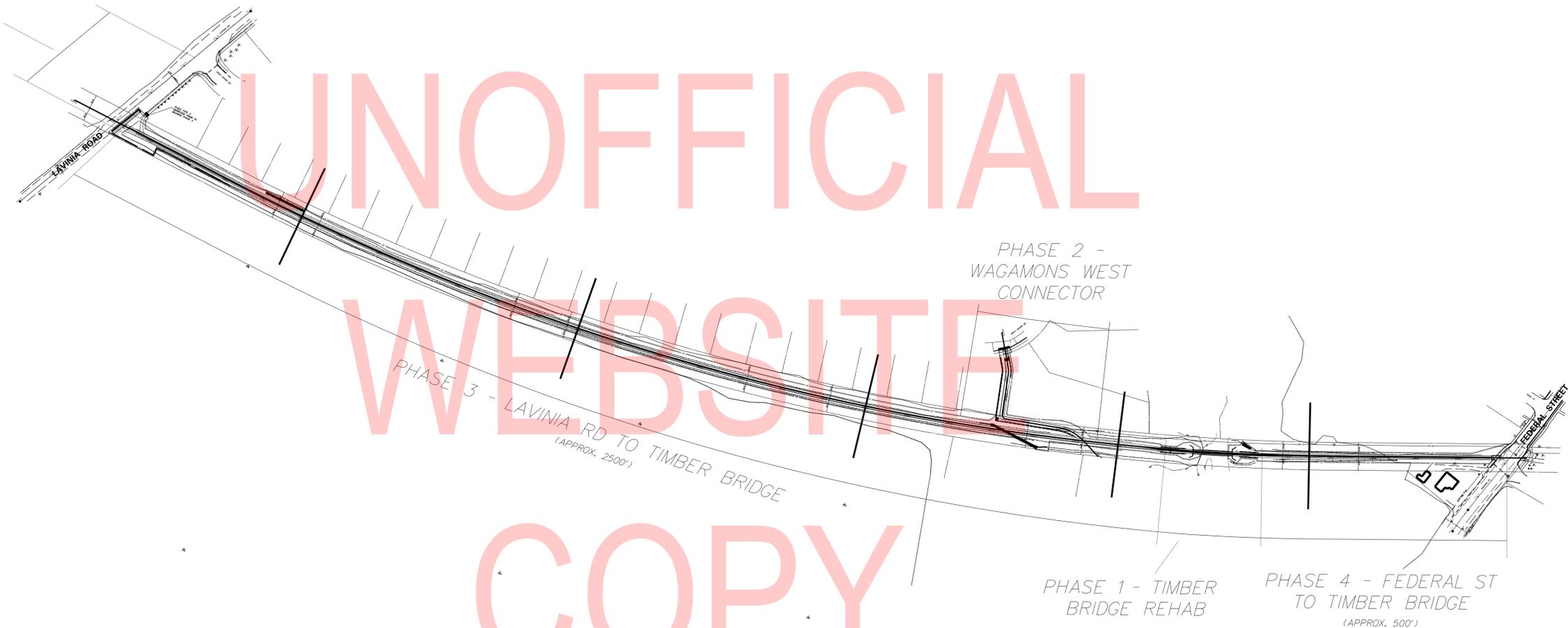
SECTION
LSI
SHEET NO.
35

Vincent W. Davis 08/20/2019
DATE

DELDOT STORMWATER ENGINEER
"I CERTIFY TO THE BEST OF MY KNOWLEDGE AND BELIEF THAT THESE PLANS MEET THE REQUIREMENTS OF THE DELAWARE SEDIMENT AND STORMWATER REGULATIONS AND THAT ALL CLEARING, GRADING, AND CONSTRUCTION WILL BE ACCOMPLISHED PURSUANT TO THE PLAN."



PHASE 5 - BIKE LANE
PATCH AND SIDEWALK
CONNECTOR



ADDENDA / REVISIONS



**MILTON RAIL TRAIL
PHASE II**

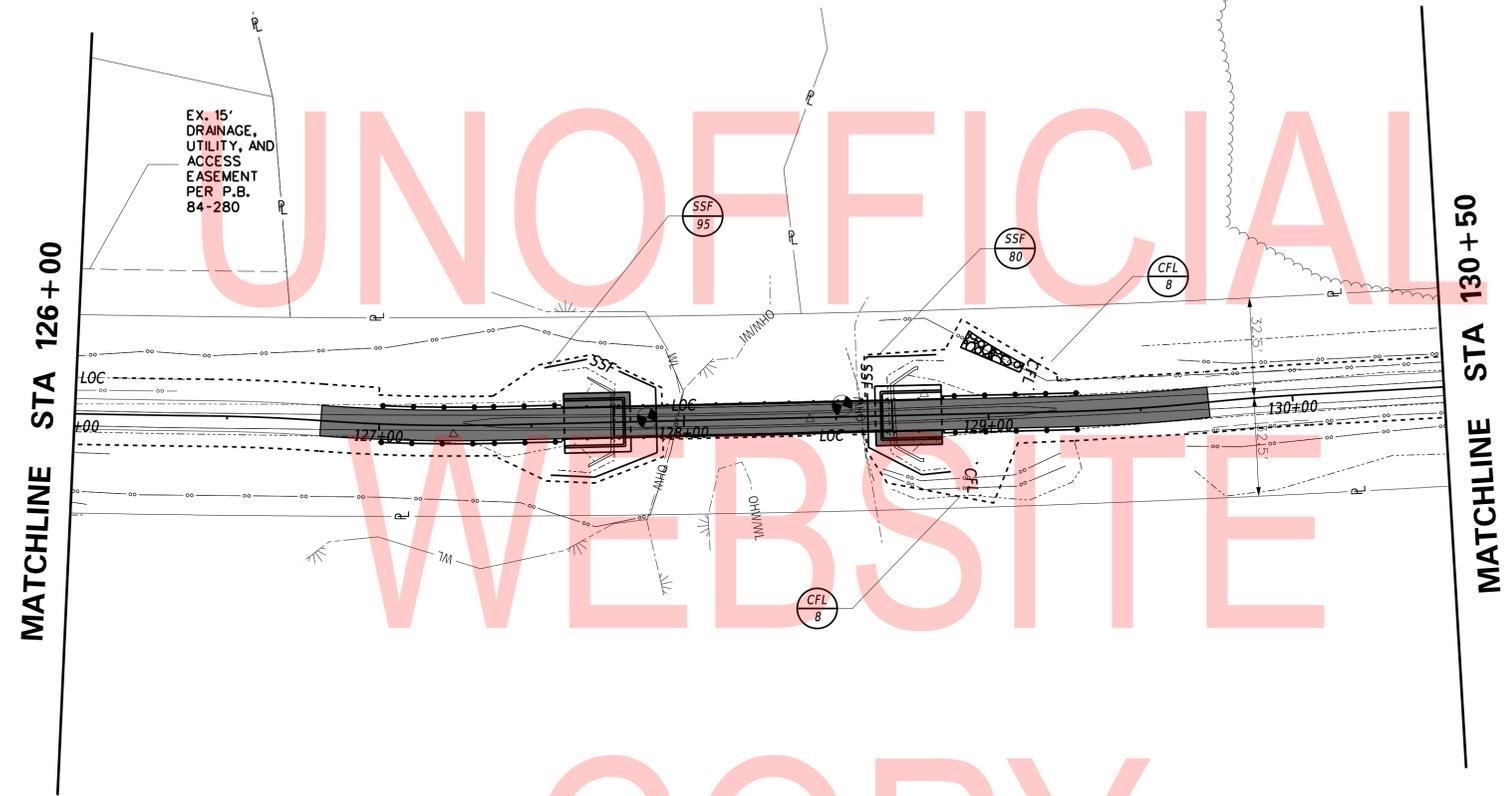
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COUNTY	CHECKED BY:	TF
SUSSEX		

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

SECTION
LSI
SHEET NO.
36

SEQUENCE OF CONSTRUCTION – PHASE 1

1. INSTALL ALL ADVANCED WARNINGS SIGNS.
2. INSTALL ALL EROSION AND SEDIMENT CONTROL MEASURES AS SHOWN ON THIS PLAN AND AS SPECIFIED BY THE ENGINEER.
3. CONSTRUCT STABILIZED CONSTRUCTION ENTRANCES.
4. INSTALL TYPE 3 BARRICADE AT LAVINIA STREET SIDEWALK, AND FEDERAL STREET AND LAVINIA STREET.
5. CLEAR AND GRUB LIMITS OF CONSTRUCTION IN THIS PHASE.
6. REMOVE TIMBER TIES AND CURB.
7. REMOVE AND STORE TIMBER BEAMS FROM SPANS 1 AND 8 AS SHOWN IN STRUCTURE REMOVAL SHEET, SHEET 26 STORE AS NOTED.
8. REMOVE EXISTING ABUTMENTS AND EXCAVATE FOR PROPOSED ABUTMENTS.
9. INSTALL GRS-IBS ABUTMENTS INCLUDING APPROACH RAILING FOOTINGS AS SHOWN IN SHEETS 27 AND 28.
10. RE-INSTALL TIMBER BEAMS IN SPAN 1 AND 8.
11. INSTALL GLULAM DECK PANELS.
12. CONSTRUCT TRAIL INTEGRATION ZONE AS SHOWN IN SHEET 28.
13. INSTALL APPROACH AND BRIDGE RAILINGS.
14. STABILIZE ALL DISTURBED AREAS WITHIN THIS PHASE OF CONSTRUCTION WITH TOPSOIL, SEED, AND MULCH.
15. REMOVE EROSION AND SEDIMENT CONTROLS AS DIRECTED BY THE ENGINEER WITH CONCURRENCE FROM THE STORMWATER ENGINEER.

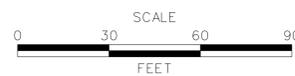


PHASE 1 - TIMBER BRIDGE REHAB

SHADING LEGEND	
	WORK IN THIS PHASE
	WORK COMPLETED

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ADDENDA / REVISIONS



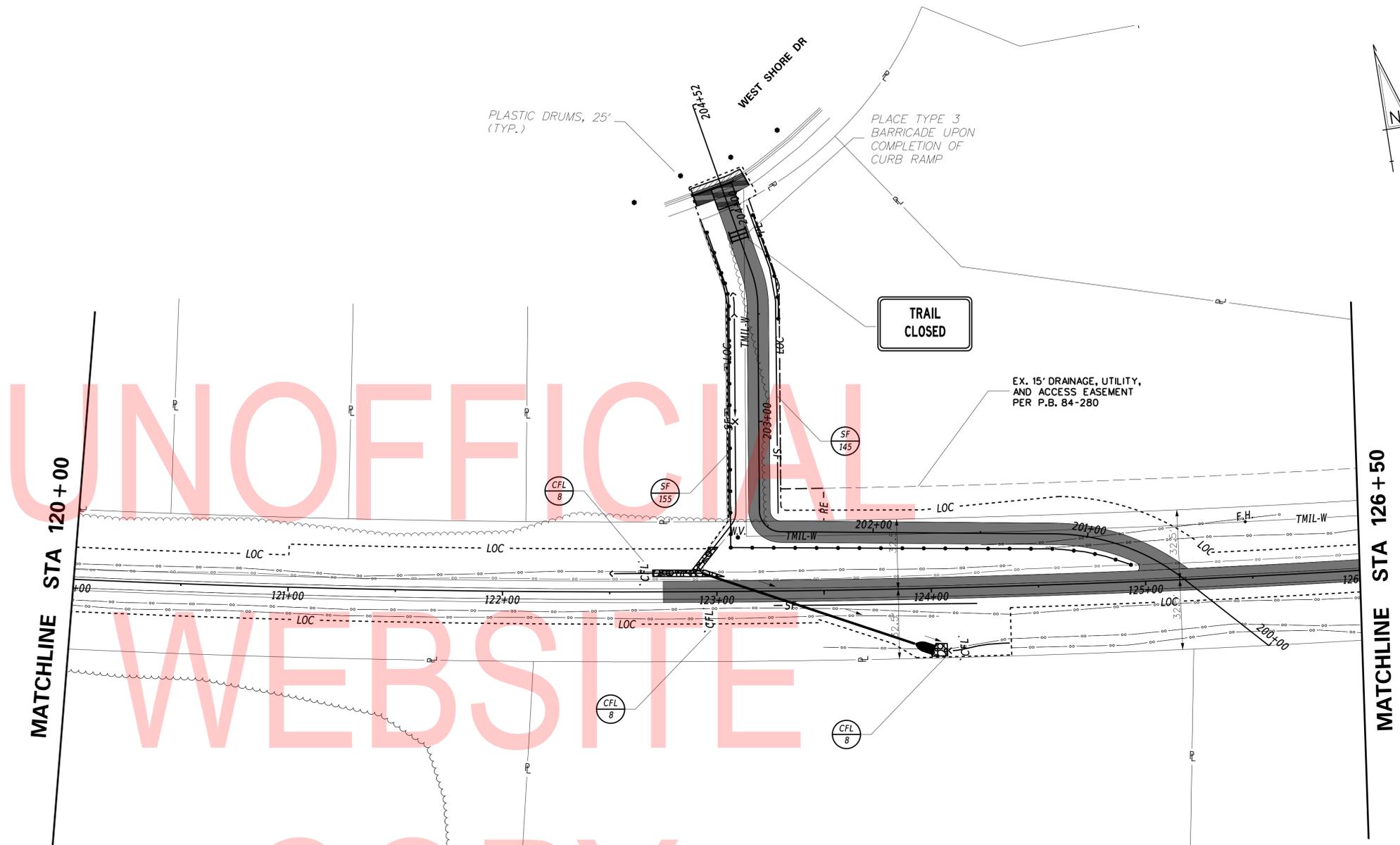
**MILTON RAIL TRAIL
PHASE II**

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

SECTION
LSI
SHEET NO.
37

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SEQUENCE OF CONSTRUCTION – PHASE 2

1. INSTALL ALL EROSION AND SEDIMENT CONTROL MEASURES AS SHOWN ON THIS PLAN AND AS SPECIFIED BY THE ENGINEER.
2. CLEAR AND GRUB THE LIMITS OF THIS PHASE OF CONSTRUCTION.
3. EXCAVATE AND REGRADE EMBANKMENT TO MATCH PROFILE FOR THE CONNECTOR TRAIL.
4. CONSTRUCT DITCHING AND STORM DRAINAGE SYSTEM WORKING UP STREAM FROM OUTFALL POINT.
5. CONSTRUCT HOT-MIX TRAIL.
6. CONSTRUCT PCC CURB RAMP AT WEST SHORE DRIVE.
7. REGRADE EMBANKMENT TO MEET LOWER TIER TRAIL AT A DESIRED SLOPE OF 3:1 OR AS DIRECTED BY THE ENGINEER.
8. INSTALL FENCING.
9. STABILIZE ALL DISTURBED AREAS WITHIN THIS PHASE OF CONSTRUCTION WITH TOPSOIL, SEED, AND MULCH.
10. REMOVE EROSION AND SEDIMENT CONTROLS AFTER PERMANENT STABILIZATION AS DIRECTED BY THE ENGINEER WITH CONCURRENCE FROM THE STORMWATER ENGINEER.

PHASE 2 - WAGAMONS WEST CONNECTOR PATH

SHADING LEGEND	
	WORK IN THIS PHASE
	WORK COMPLETED

ADDENDA / REVISIONS

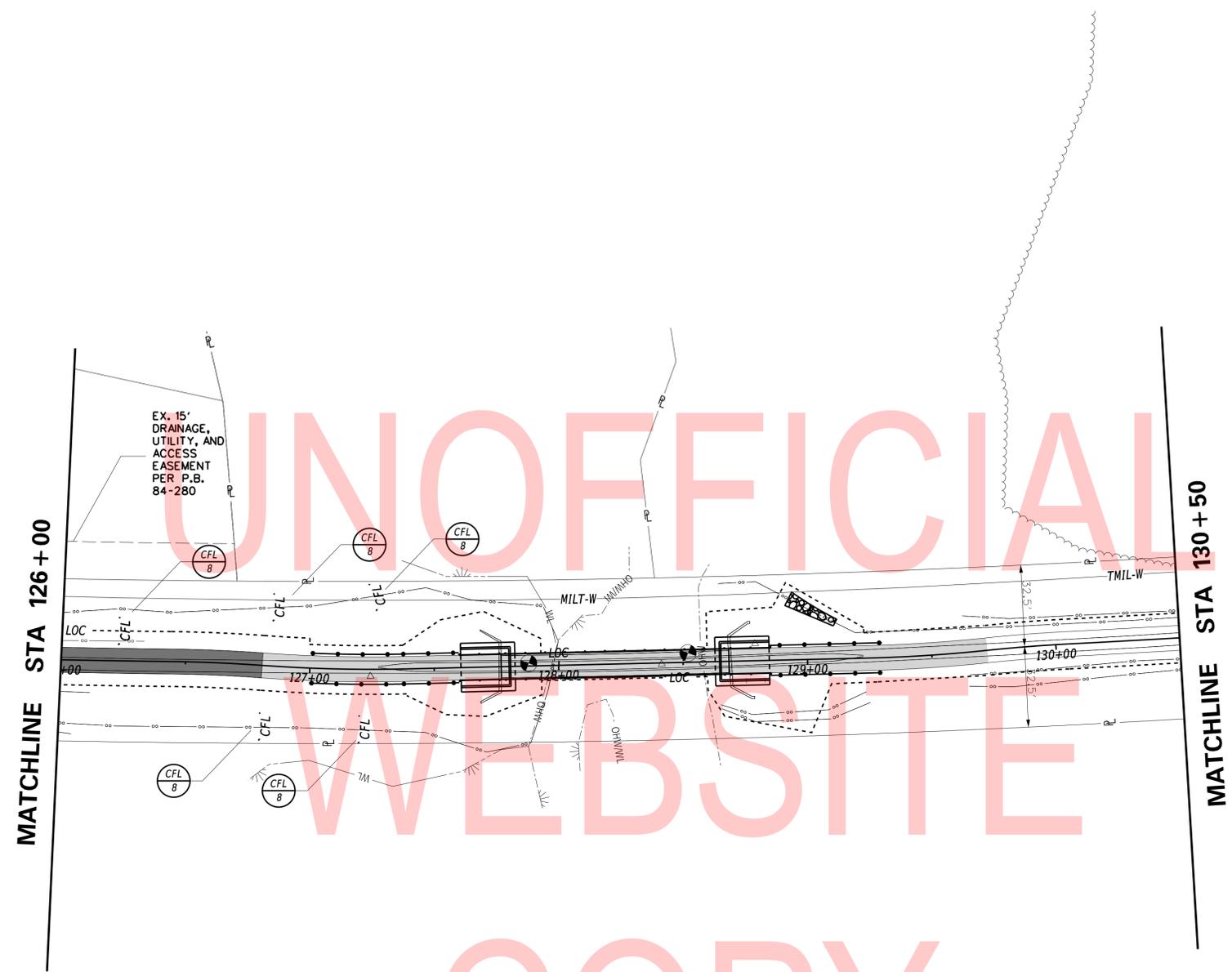


**MILTON RAIL TRAIL
PHASE II**

CONTRACT	BRIDGE NO.	X
T201701301	DESIGNED BY: PM	
COUNTY	CHECKED BY: TF	
SUSSEX		

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

SECTION	LSI
SHEET NO.	38



SEQUENCE OF CONSTRUCTION - PHASE 2

1. INSTALL ALL EROSION AND SEDIMENT CONTROL MEASURES AS SHOWN ON THIS PLAN AND AS SPECIFIED BY THE ENGINEER.
2. CLEAR AND GRUB THE LIMITS OF THIS PHASE OF CONSTRUCTION.
3. EXCAVATE AND REGRADE EMBANKMENT TO MATCH PROFILE FOR THE CONNECTOR TRAIL.
4. CONSTRUCT DITCHING AND STORM DRAINAGE SYSTEM WORKING UPSTREAM FROM OUTFALL POINT.
5. CONSTRUCT HOT-MIX TRAIL.
6. CONSTRUCT PCC CURB RAMP AT WEST SHORE DRIVE.
7. REGRADE EMBANKMENT TO MEET LOWER TIER TRAIL AT A DESIRED SLOPE OF 3:1 OR AS DIRECTED BY THE ENGINEER.
8. INSTALL FENCING.
9. STABILIZE ALL DISTURBED AREAS WITHIN THIS PHASE OF CONSTRUCTION WITH TOPSOIL, SEED, AND MULCH.
10. REMOVE EROSION AND SEDIMENT CONTROLS AFTER PERMANENT STABILIZATION AS DIRECTED BY THE ENGINEER WITH CONCURRENCE FROM THE STORMWATER ENGINEER.

PHASE 2 - WAGAMONS WEST CONNECTOR PATH

SHADING LEGEND	
	WORK IN THIS PHASE
	WORK COMPLETED

ADDENDA / REVISIONS



**MILTON RAIL TRAIL
PHASE II**

CONTRACT	BRIDGE NO.	X
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COUNTY	CHECKED BY:	TF
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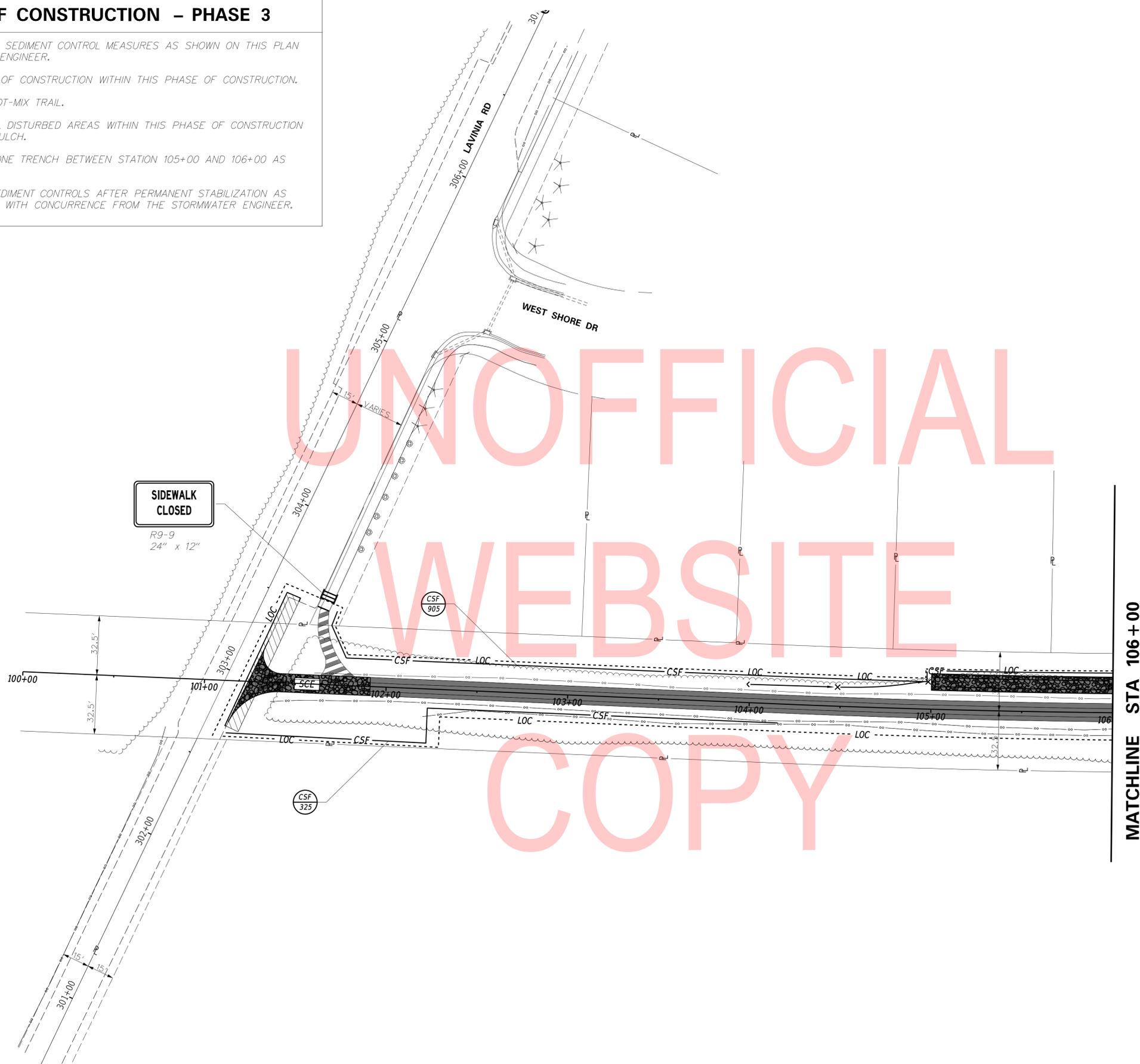
**CONSTRUCTION PHASING,
M.O.T., AND EROSION
CONTROL PLAN - PHASE 2**

SECTION
LSI
SHEET NO.
39

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SEQUENCE OF CONSTRUCTION – PHASE 3

1. INSTALL ALL EROSION AND SEDIMENT CONTROL MEASURES AS SHOWN ON THIS PLAN AND AS SPECIFIED BY THE ENGINEER.
2. CLEAR AND GRUB LIMITS OF CONSTRUCTION WITHIN THIS PHASE OF CONSTRUCTION.
3. CONSTRUCT PROPOSED HOT-MIX TRAIL.
4. GRADE AND STABILIZE ALL DISTURBED AREAS WITHIN THIS PHASE OF CONSTRUCTION WITH TOPSOIL, SEED, AND MULCH.
5. CONSTRUCT PROPOSED STONE TRENCH BETWEEN STATION 105+00 AND 106+00 AS SHOWN ON SHEET 32.
6. REMOVE EROSION AND SEDIMENT CONTROLS AFTER PERMANENT STABILIZATION AS DIRECTED BY THE ENGINEER WITH CONCURRENCE FROM THE STORMWATER ENGINEER.



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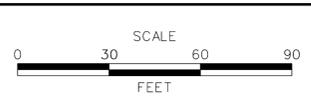
MATCHLINE STA 106+00

PHASE 3 - LAVINIA ROAD TO TIMBER BRIDGE

SHADING LEGEND	
	WORK IN THIS PHASE
	WORK COMPLETED

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ADDENDA / REVISIONS



**MILTON RAIL TRAIL
PHASE II**

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COUNTY SUSSEX	DESIGNED BY: PM
	CHECKED BY: TF

**CONSTRUCTION PHASING,
M.O.T., AND EROSION
CONTROL PLAN - PHASE 3**

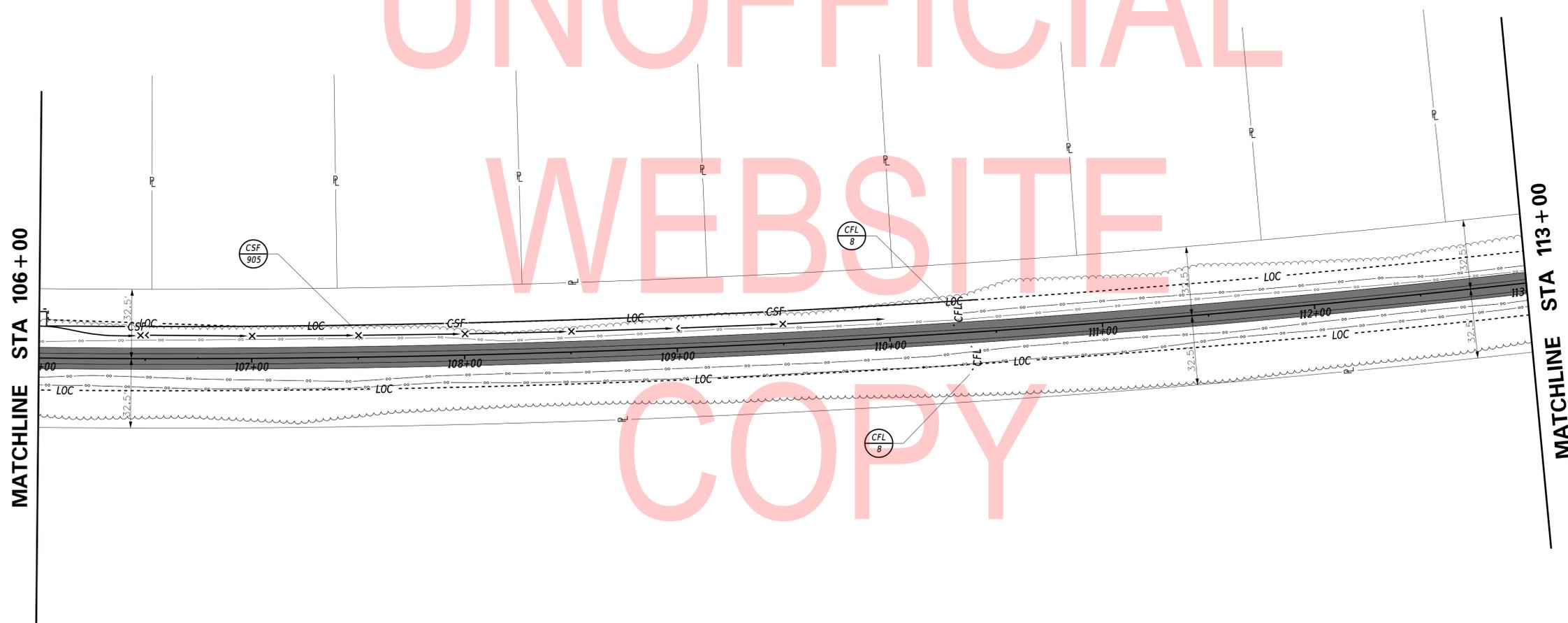
SECTION LSI
SHEET NO. 40

SEQUENCE OF CONSTRUCTION – PHASE 3

1. INSTALL ALL EROSION AND SEDIMENT CONTROL MEASURES AS SHOWN ON THIS PLAN AND AS SPECIFIED BY THE ENGINEER.
2. CLEAR AND GRUB LIMITS OF CONSTRUCTION WITHIN THIS PHASE OF CONSTRUCTION.
3. CONSTRUCT PROPOSED HOT-MIX TRAIL.
4. GRADE AND STABILIZE ALL DISTURBED AREAS WITHIN THIS PHASE OF CONSTRUCTION WITH TOPSOIL, SEED, AND MULCH.
5. CONSTRUCT PROPOSED STONE TRENCH BETWEEN STATION 105+00 AND 106+00 AS SHOWN ON SHEET 32.
6. REMOVE EROSION AND SEDIMENT CONTROLS AFTER PERMANENT STABILIZATION AS DIRECTED BY THE ENGINEER WITH CONCURRENCE FROM THE STORMWATER ENGINEER.



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SHADING LEGEND	
	WORK IN THIS PHASE
	WORK COMPLETED

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ADDENDA / REVISIONS



**MILTON RAIL TRAIL
PHASE II**

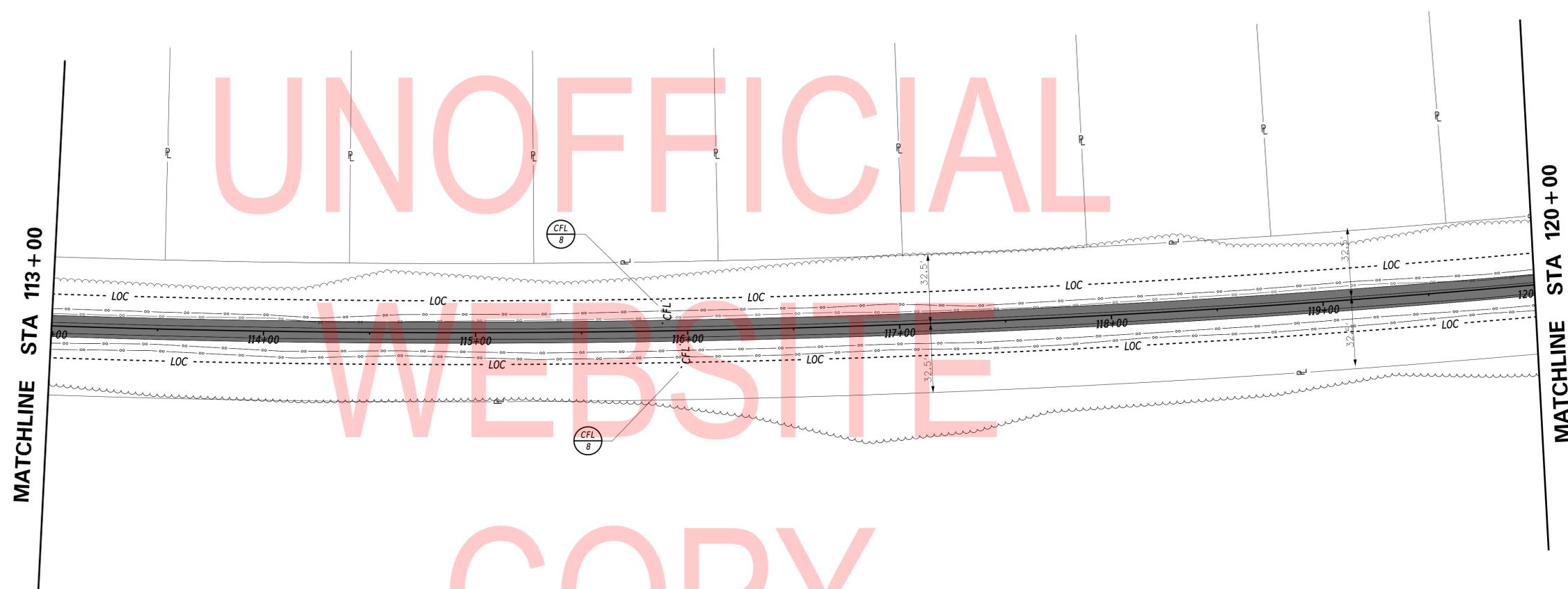
CONTRACT	BRIDGE NO.	X
T201701301	DESIGNED BY:	PM
COUNTY	CHECKED BY:	TF
SUSSEX		

**CONSTRUCTION PHASING,
M.O.T., AND EROSION
CONTROL PLAN - PHASE 3**

SECTION
LSI
SHEET NO.
41

SEQUENCE OF CONSTRUCTION – PHASE 3

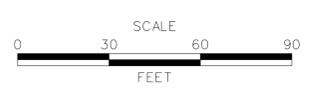
1. INSTALL ALL EROSION AND SEDIMENT CONTROL MEASURES AS SHOWN ON THIS PLAN AND AS SPECIFIED BY THE ENGINEER.
2. CLEAR AND GRUB LIMITS OF CONSTRUCTION WITHIN THIS PHASE OF CONSTRUCTION.
3. CONSTRUCT PROPOSED HOT-MIX TRAIL.
4. GRADE AND STABILIZE ALL DISTURBED AREAS WITHIN THIS PHASE OF CONSTRUCTION WITH TOPSOIL, SEED, AND MULCH.
5. CONSTRUCT PROPOSED STONE TRENCH BETWEEN STATION 105+00 AND 106+00 AS SHOWN ON SHEET 32.
6. REMOVE EROSION AND SEDIMENT CONTROLS AFTER PERMANENT STABILIZATION AS DIRECTED BY THE ENGINEER WITH CONCURRENCE FROM THE STORMWATER ENGINEER.



PHASE 3 - LAVINIA ROAD TO TIMBER BRIDGE

SHADING LEGEND	
	WORK IN THIS PHASE
	WORK COMPLETED

ADDENDA / REVISIONS



**MILTON RAIL TRAIL
PHASE II**

CONTRACT	BRIDGE NO.	X
T201701301	DESIGNED BY:	PM
COUNTY	CHECKED BY:	TF
SUSSEX		

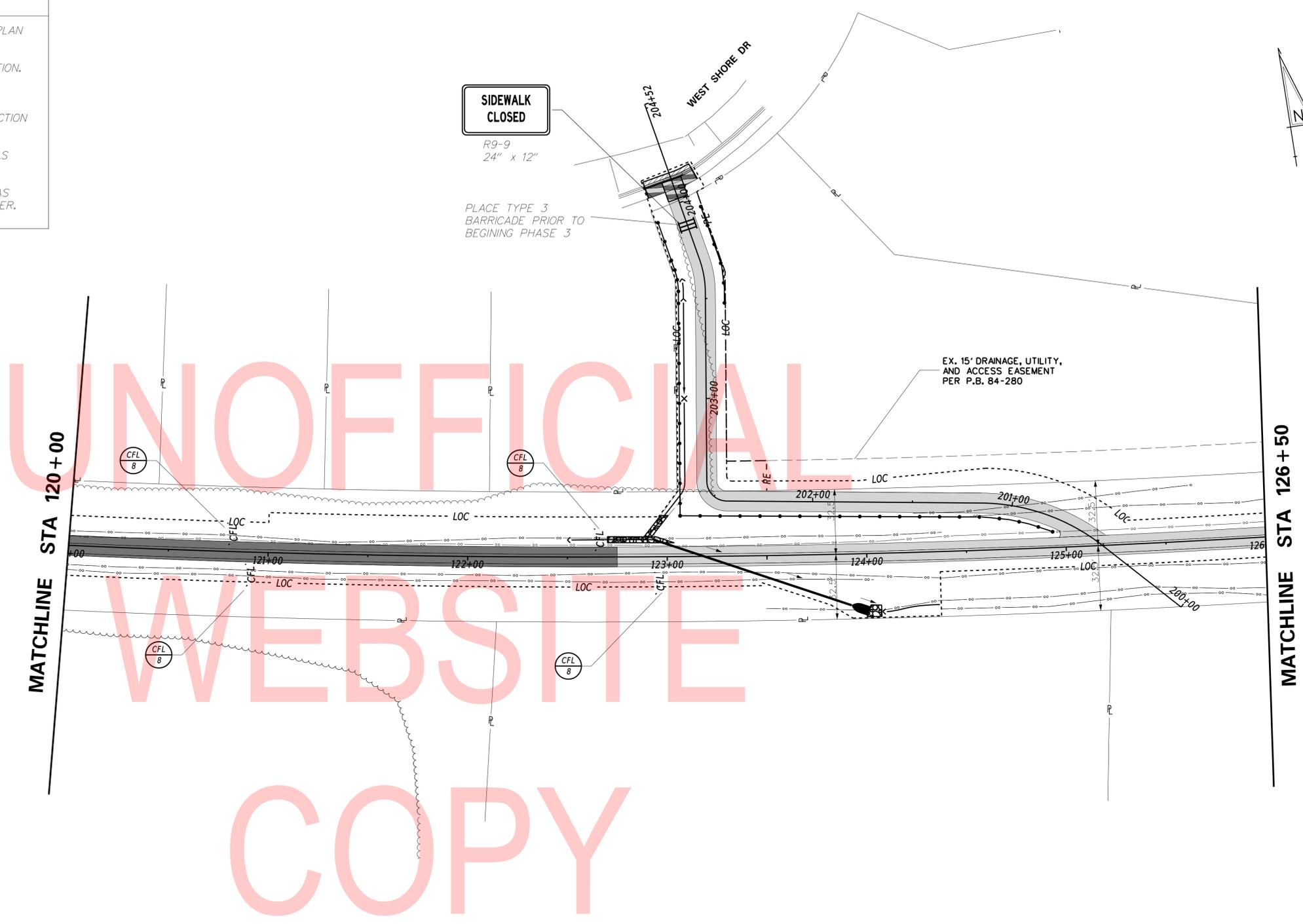
**CONSTRUCTION PHASING,
M.O.T., AND EROSION
CONTROL PLAN - PHASE 3**

SECTION
LSI
SHEET NO.
42

05-AUG-2019 17:09 C:\Users\paul.moser\Documents\Projects\Wilson Rail Trail\Final Design\Sheets\CS_006.dgn

SEQUENCE OF CONSTRUCTION – PHASE 3

1. INSTALL ALL EROSION AND SEDIMENT CONTROL MEASURES AS SHOWN ON THIS PLAN AND AS SPECIFIED BY THE ENGINEER.
2. CLEAR AND GRUB LIMITS OF CONSTRUCTION WITHIN THIS PHASE OF CONSTRUCTION.
3. CONSTRUCT PROPOSED HOT-MIX TRAIL.
4. GRADE AND STABILZE ALL DISTURBED AREAS WITHIN THIS PHASE OF CONSTRUCTION WITH TOPSOIL, SEED, AND MULCH.
5. CONSTRUCT PROPOSED STONE TRENCH BETWEEN STATION 105+00 AND 106+00 AS SHOWN ON SHEET 32.
6. REMOVE EROSION AND SEDIMENT CONTROLS AFTER PERMANENT STABILIZATION AS DIRECTED BY THE ENGINEER WITH CONCURRENCE FROM THE STORMWATER ENGINEER.



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PHASE 3 - LAVINIA ROAD TO TIMBER BRIDGE

SHADING LEGEND	
	WORK IN THIS PHASE
	WORK COMPLETED

05-AUG-2019 17:10 C:\Users\paul.moser\Documents\Projects\Wilson Rail Trail\Final Design\Sheets\CS_007.dgn

ADDENDA / REVISIONS



**MILTON RAIL TRAIL
PHASE II**

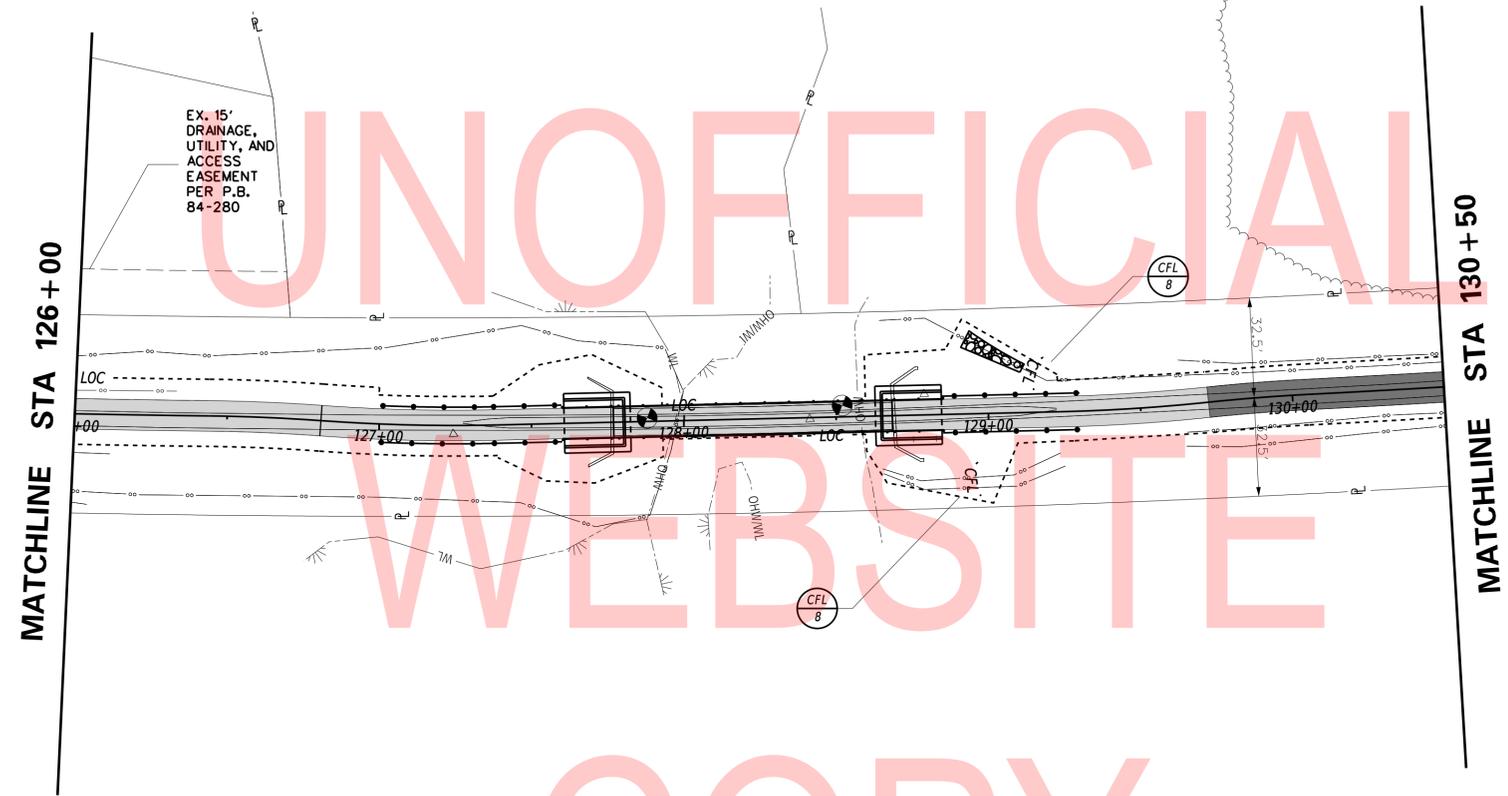
CONTRACT	BRIDGE NO.	X
T201701301	DESIGNED BY: PM	
COUNTY	CHECKED BY: TF	
SUSSEX		

**CONSTRUCTION PHASING,
M.O.T., AND EROSION
CONTROL PLAN - PHASE 3**

SECTION	LSI
SHEET NO.	43

SEQUENCE OF CONSTRUCTION – PHASE 4

1. INSTALL ALL EROSION AND SEDIMENT CONTROL MEASURES AS SHOWN ON THIS PLAN AND AS SPECIFIED BY THE ENGINEER.
2. CLEAR AND GRUB LIMITS OF CONSTRUCTION WITHIN THIS PHASE OF CONSTRUCTION.
3. CONSTRUCT PROPOSED HOT-MIX TRAIL.
4. STABILIZE ALL DISTURBED AREAS WITHIN THIS PHASE OF CONSTRUCTION WITH TOPSOIL, SEED, AND MULCH.
5. RECONSTRUCT THE PEDESTRIAN CONNECTION AND/ OR ADJACENT SIDEWALK PANELS AT THE INTERSECTION OF THE TRAIL AND FEDERAL STREET, AS DIRECTED BY THE ENGINEER, IF DAMAGED AS A RESULT OF CONSTRUCTION ACCESS.
6. REMOVE EROSION AND SEDIMENT CONTROLS AFTER PERMANENT STABILIZATION AS DIRECTED BY THE ENGINEER WITH CONCURRENCE FROM THE STORMWATER ENGINEER.

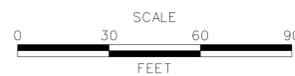


PHASE 4 - FEDERAL STREET TO TIMBER BRIDGE

SHADING LEGEND	
	WORK IN THIS PHASE
	WORK COMPLETED

05-AUG-2019 17:10 C:\Users\paul.moser\Documents\Projects\Wilson Rail Trail\Final Design\Sheets\CS_008.dgn

ADDENDA / REVISIONS



**MILTON RAIL TRAIL
PHASE II**

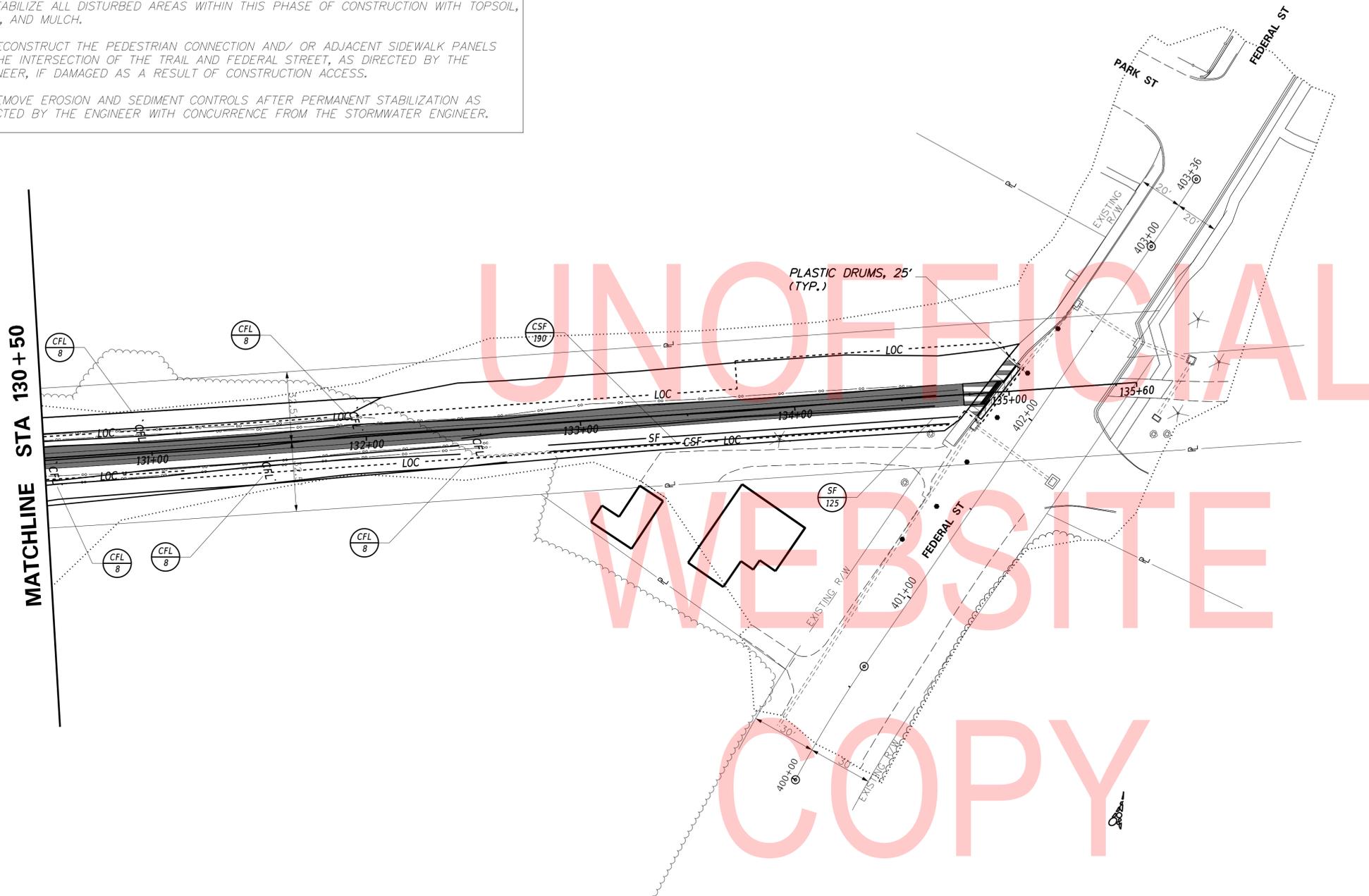
CONTRACT	BRIDGE NO. X
T201701301	DESIGNED BY: PM
COUNTY	CHECKED BY: TF
SUSSEX	

**CONSTRUCTION PHASING,
M.O.T., AND EROSION
CONTROL PLAN - PHASE 4**

SECTION	LSI
SHEET NO.	44

SEQUENCE OF CONSTRUCTION – PHASE 3

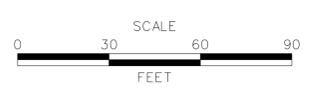
1. INSTALL ALL EROSION AND SEDIMENT CONTROL MEASURES AS SHOWN ON THIS PLAN AND AS SPECIFIED BY THE ENGINEER.
2. CLEAR AND GRUB LIMITS OF CONSTRUCTION WITHIN THIS PHASE OF CONSTRUCTION.
3. CONSTRUCT PROPOSED HOT-MIX TRAIL.
4. STABILIZE ALL DISTURBED AREAS WITHIN THIS PHASE OF CONSTRUCTION WITH TOPSOIL, SEED, AND MULCH.
5. RECONSTRUCT THE PEDESTRIAN CONNECTION AND/ OR ADJACENT SIDEWALK PANELS AT THE INTERSECTION OF THE TRAIL AND FEDERAL STREET, AS DIRECTED BY THE ENGINEER, IF DAMAGED AS A RESULT OF CONSTRUCTION ACCESS.
6. REMOVE EROSION AND SEDIMENT CONTROLS AFTER PERMANENT STABILIZATION AS DIRECTED BY THE ENGINEER WITH CONCURRENCE FROM THE STORMWATER ENGINEER.



PHASE 4 - LAVINIA ROAD TO TIMBER BRIDGE

SHADING LEGEND	
	WORK IN THIS PHASE
	WORK COMPLETED

ADDENDA / REVISIONS



**MILTON RAIL TRAIL
PHASE II**

CONTRACT	BRIDGE NO.	X
T201701301	DESIGNED BY:	PM
COUNTY	CHECKED BY:	TF
SUSSEX		

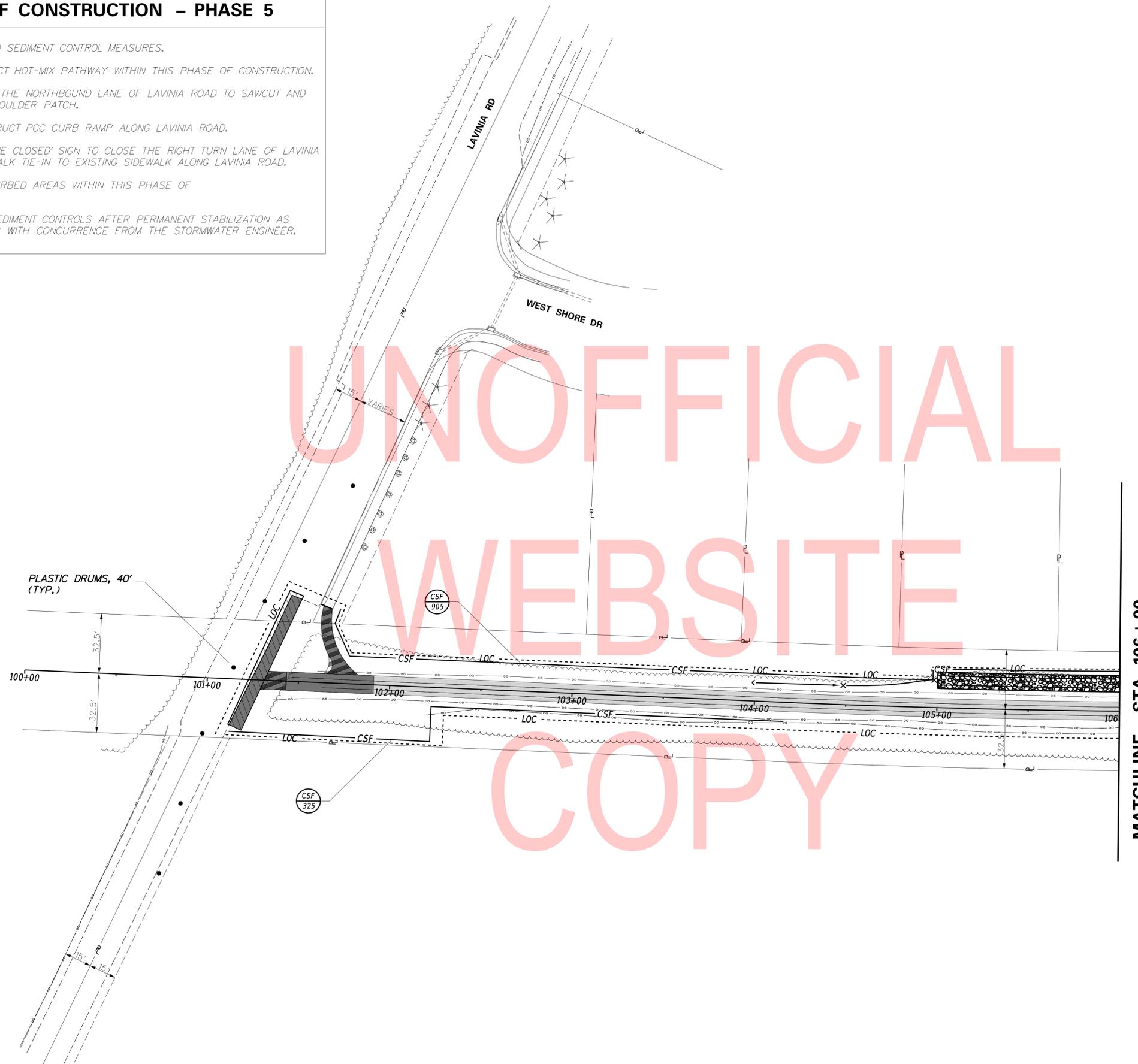
**CONSTRUCTION PHASING,
M.O.T., AND EROSION
CONTROL PLAN - PHASE 4**

SECTION
LSI
SHEET NO.
45

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SEQUENCE OF CONSTRUCTION – PHASE 5

1. INSTALL ALL EROSION AND SEDIMENT CONTROL MEASURES.
2. EXCAVATE AND CONSTRUCT HOT-MIX PATHWAY WITHIN THIS PHASE OF CONSTRUCTION.
3. UTILIZE TA-10 TO CLOSE THE NORTHBOUND LANE OF LAVINIA ROAD TO SAWCUT AND CONSTRUCT FULL DEPTH SHOULDER PATCH.
4. UTILIZE TA-3 TO CONSTRUCT PCC CURB RAMP ALONG LAVINIA ROAD.
5. UTILIZE 'RIGHT TURN LANE CLOSED' SIGN TO CLOSE THE RIGHT TURN LANE OF LAVINIA ROAD TO CONSTRUCT SIDEWALK TIE-IN TO EXISTING SIDEWALK ALONG LAVINIA ROAD.
6. TOPSOIL AND SEED DISTURBED AREAS WITHIN THIS PHASE OF CONSTRUCTION.
7. REMOVE EROSION AND SEDIMENT CONTROLS AFTER PERMANENT STABILIZATION AS DIRECTED BY THE ENGINEER WITH CONCURRENCE FROM THE STORMWATER ENGINEER.



MATCHLINE STA 106+00

PHASE 5 - BIKE LANE PATCH AND SIDEWALK

SHADING LEGEND	
	WORK IN THIS PHASE
	WORK COMPLETED

05-AUG-2019 17:36 C:\Users\paul.moser\Documents\Projects\Milton Rail Trail\Final Design\Sheets\CS_00010.dgn

ADDENDA / REVISIONS

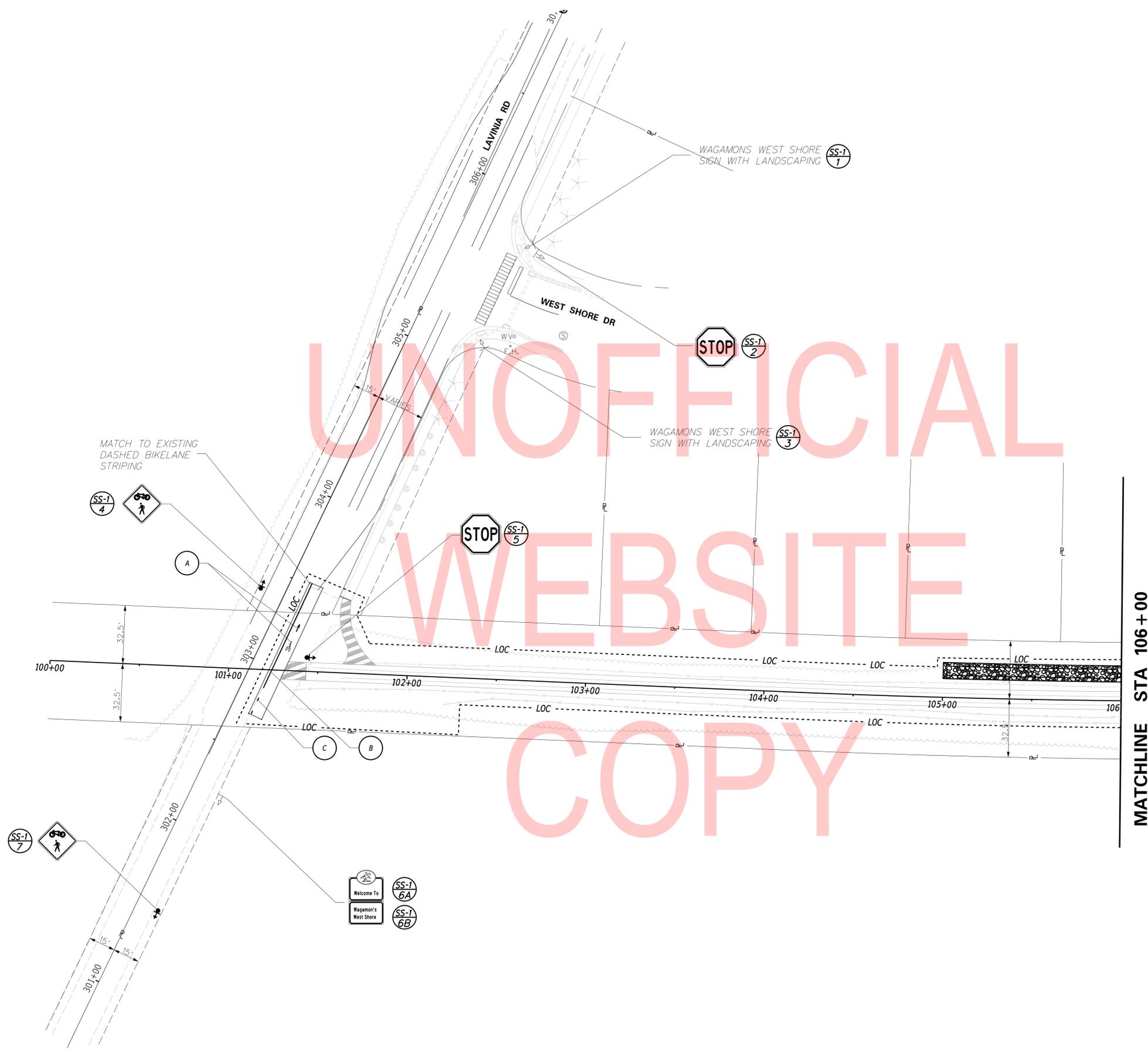
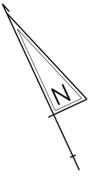


**MILTON RAIL TRAIL
PHASE II**

CONTRACT	BRIDGE NO.	X
T201701301	DESIGNED BY:	PM
COUNTY	CHECKED BY:	TF
SUSSEX		

**CONSTRUCTION PHASING,
M.O.T., AND EROSION
CONTROL PLAN - PHASE 5**

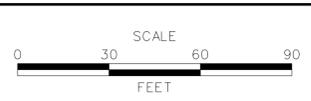
SECTION
LSI
SHEET NO.
46



PAVEMENT MARKINGS LEGEND		
SYM	ITEM	QUANTITY
(A)	PREFORMED THERMOPLASTIC PAVEMENT MARKING WHITE, BIKE SYMBOL (ITEM 817015)	1 EACH
(B)	EPOXY RESIN PAINT PAVEMENT STRIPING, WHITE 5" SOLID (ITEM 817013)	67 LF
(C)	EPOXY RESIN PAINT PAVEMENT STRIPING, WHITE 5" DOTTED - 2' LINE & 6' GAP (ITEM 817013)	4 LF

05-AUG-2019 17:11 C:\Users\paul.moser\Documents\Projects\Wilton Rail Trail\Final Design\Sheets\SS-01.dgn

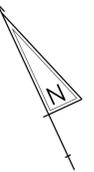
ADDENDA / REVISIONS	



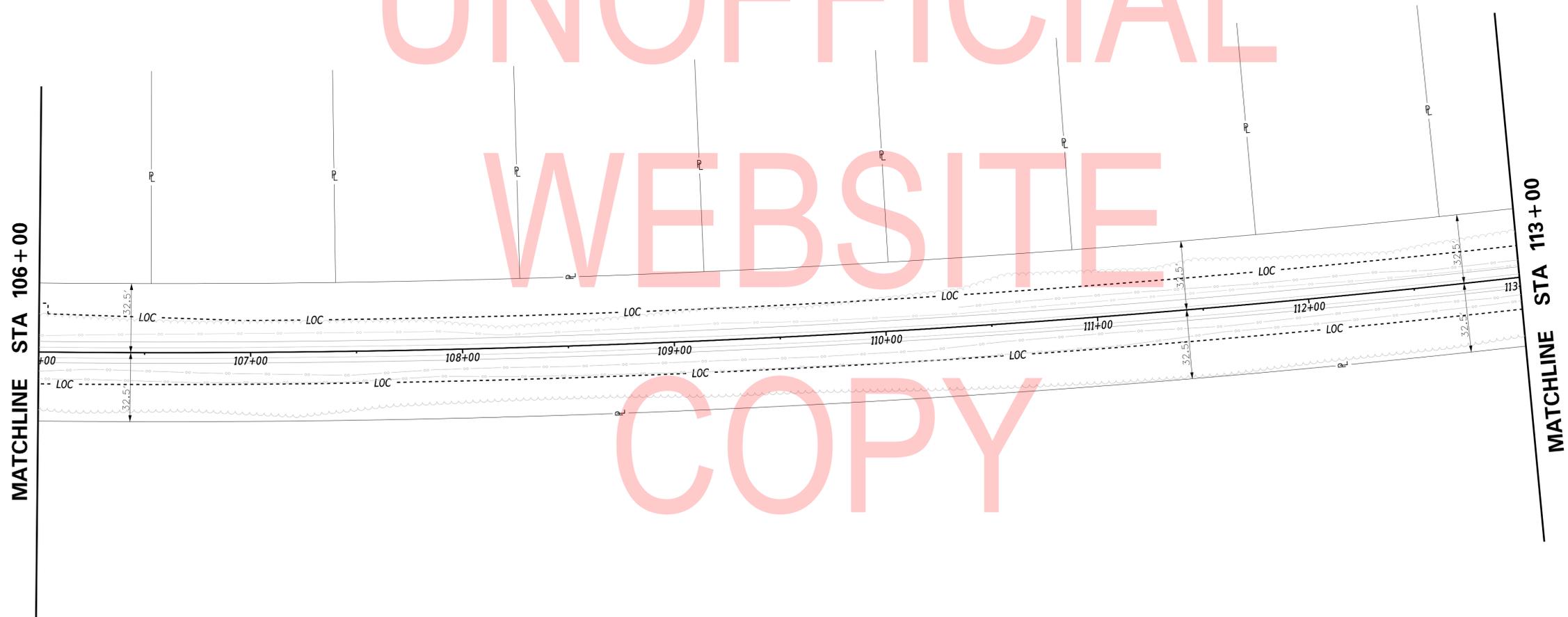
**MILTON RAIL TRAIL
PHASE II**

CONTRACT	BRIDGE NO.	X
T201701301	DESIGNED BY:	PM
COUNTY	CHECKED BY:	TF
SUSSEX		

SIGNING, STRIPING AND CONDUIT PLAN	SECTION	SS-01
	LSI	
	SHEET NO.	47



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ADDENDA / REVISIONS	

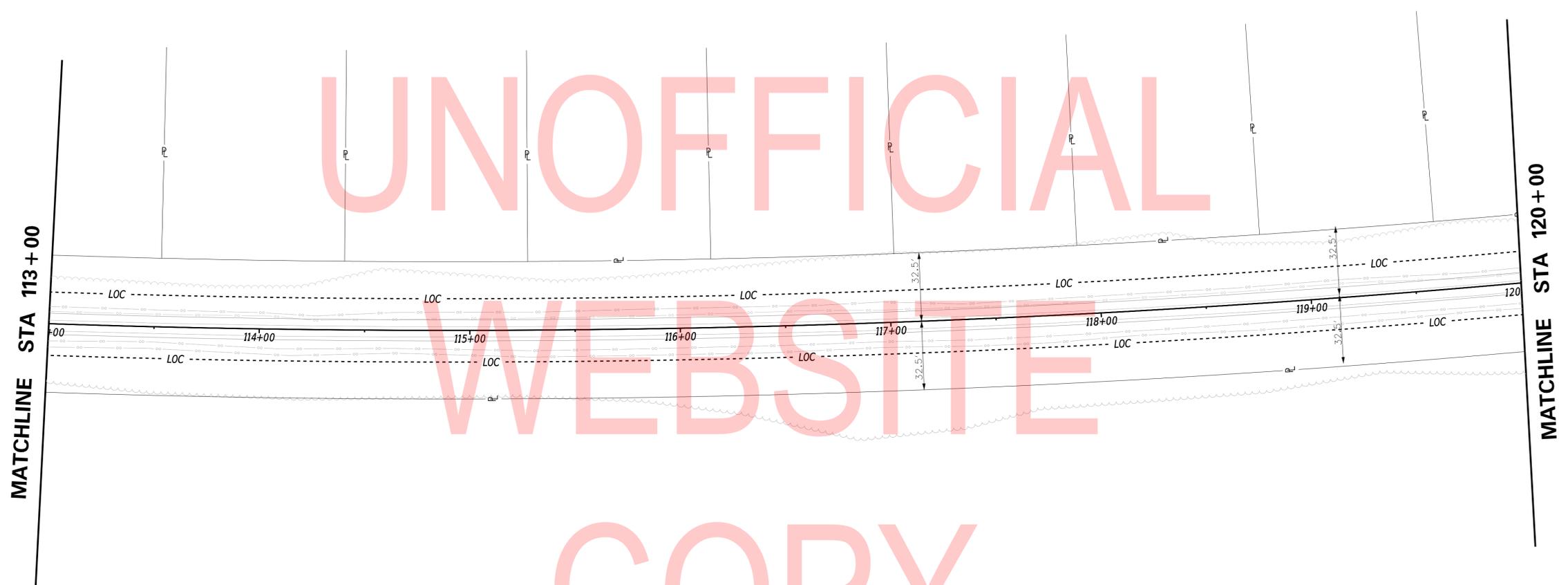


**MILTON RAIL TRAIL
PHASE II**

CONTRACT	BRIDGE NO.	X
T201701301	DESIGNED BY:	PM
COUNTY	CHECKED BY:	TF
SUSSEX		

**SIGNING, STRIPING
AND CONDUIT PLAN**

SS-02
SECTION
LSI
SHEET NO.
48



05-AUG-2019 17:12 C:\Users\paul.moser\Documents\Projects\Wilson Rail Trail\Final Design\Sheets\SS_03.dgn

ADDENDA / REVISIONS



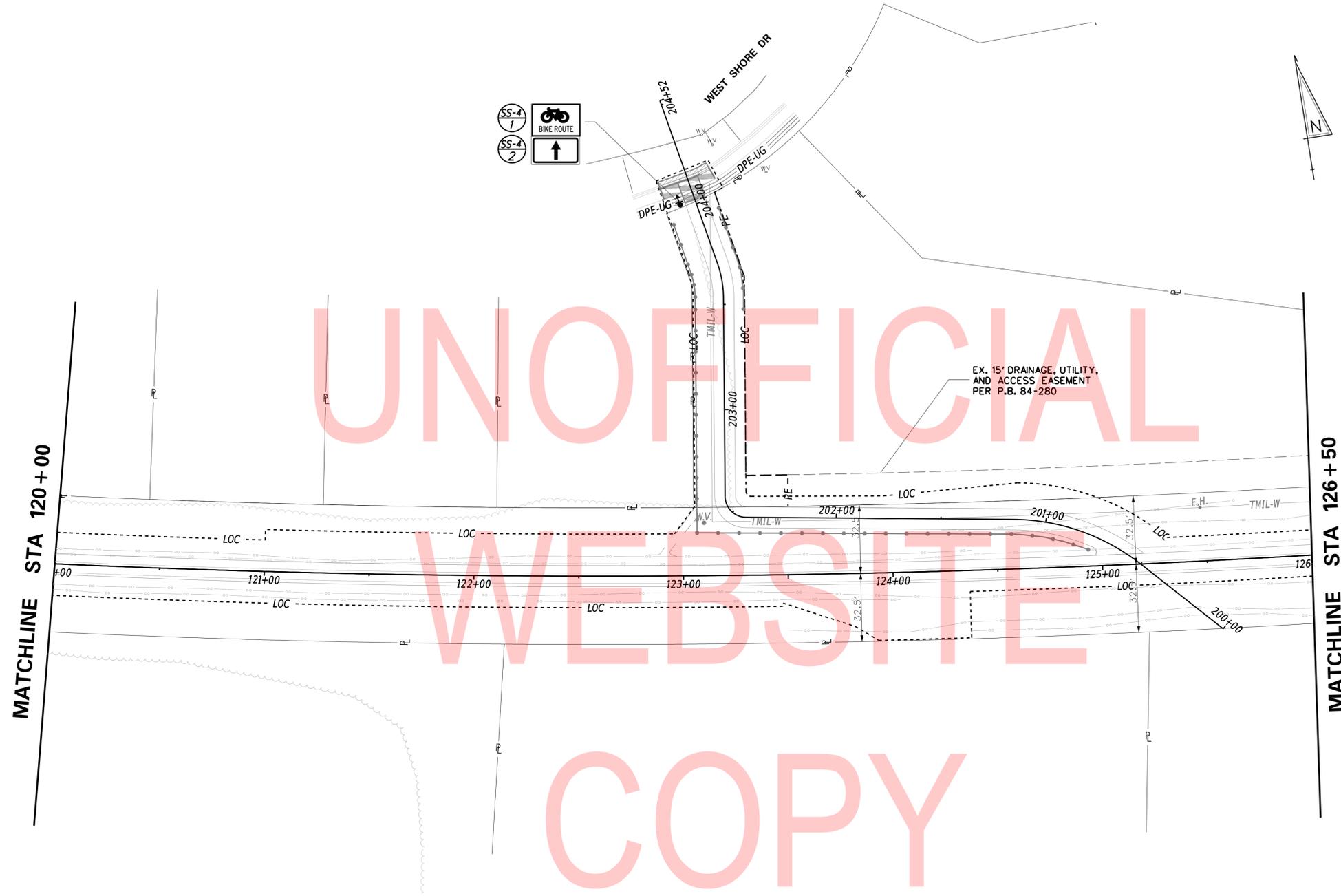
**MILTON RAIL TRAIL
PHASE II**

CONTRACT	BRIDGE NO.	X
T201701301	DESIGNED BY:	PM
COUNTY	CHECKED BY:	TF
SUSSEX		

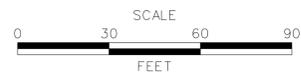
**SIGNING, STRIPING
AND CONDUIT PLAN**

SS-03
SECTION
LSI
SHEET NO.
49

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ADDENDA / REVISIONS



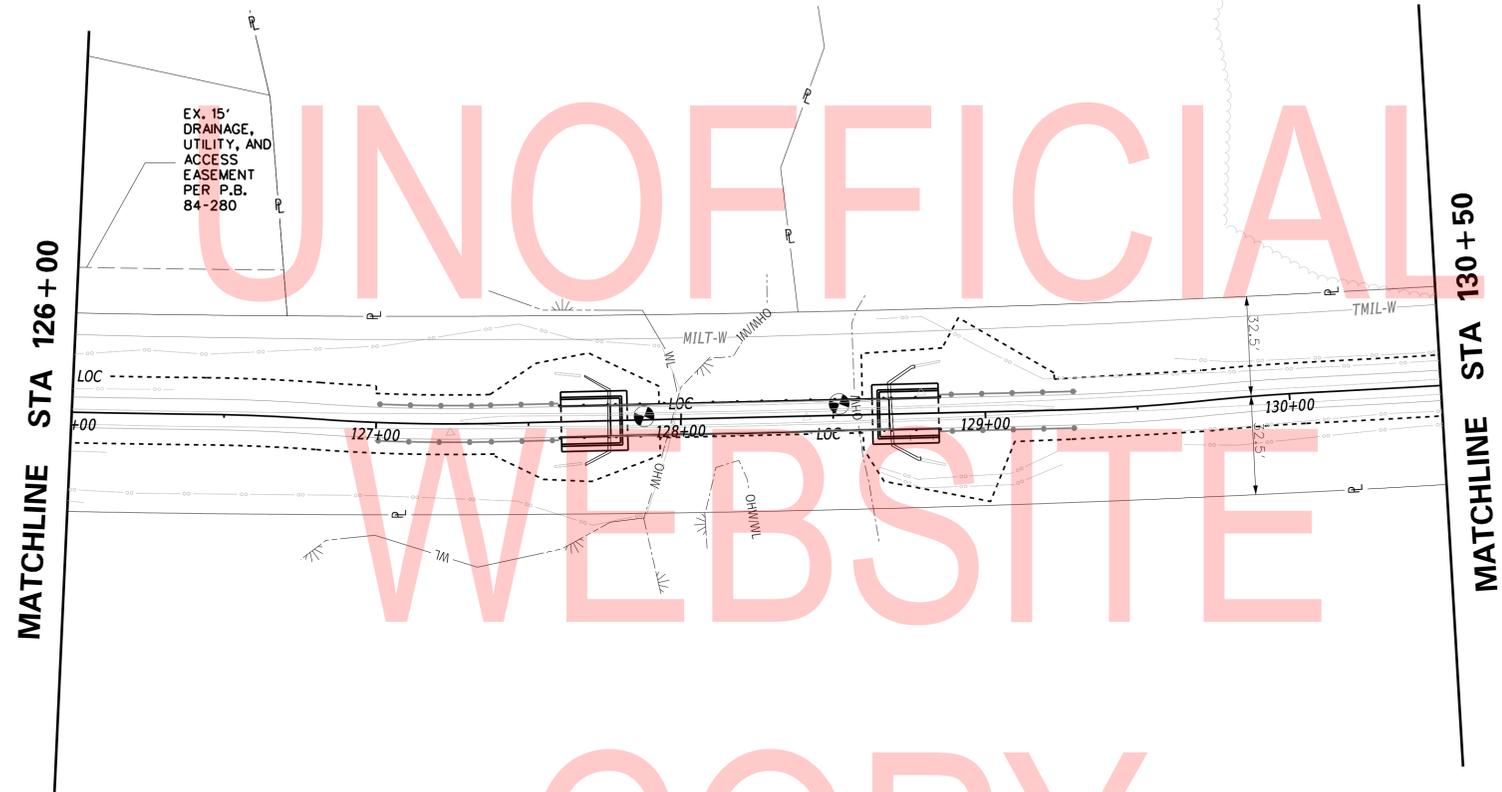
MILTON RAIL TRAIL
PHASE II

CONTRACT	BRIDGE NO.	X
T201701301	DESIGNED BY:	PM
COUNTY	CHECKED BY:	TF
SUSSEX		

SIGNING, STRIPING
AND CONDUIT PLAN

SS-04
SECTION
LSI
SHEET NO.
50

05-AUG-2019 17:12 C:\Users\paul.moser\Documents\Projects\Wilson Rail Trail\Final Design\Sheets\SS_05.dgn



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ADDENDA / REVISIONS

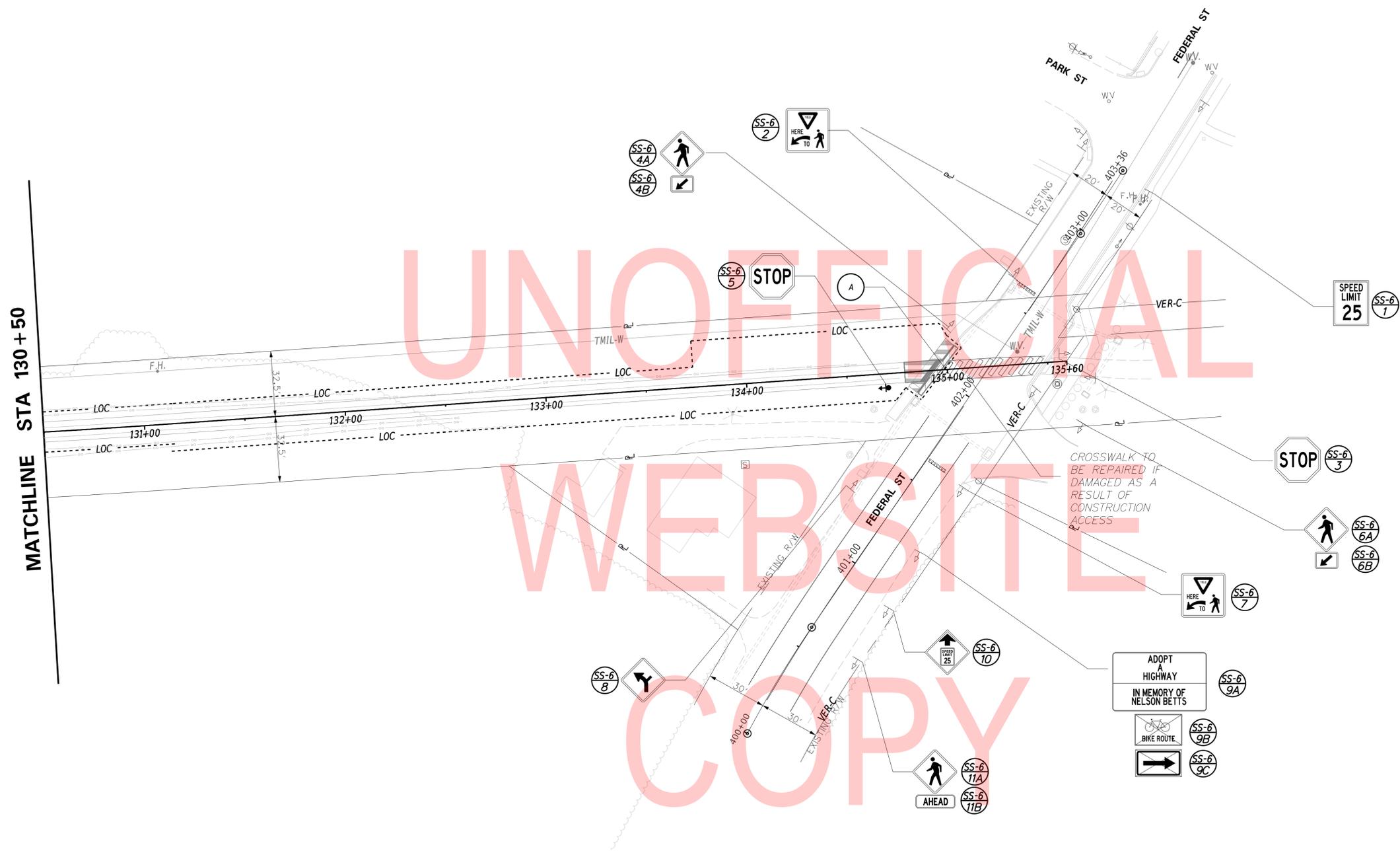


MILTON RAIL TRAIL
PHASE II

CONTRACT	BRIDGE NO.	X
T201701301	DESIGNED BY: PM	
COUNTY	CHECKED BY: TF	
SUSSEX		

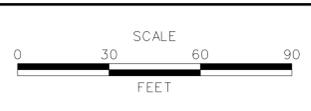
SIGNING, STRIPING
AND CONDUIT PLAN

SS-05
SECTION
LSI
SHEET NO.
51



PAVEMENT MARKINGS LEGEND		
SYM	ITEM	QUANTITY
(A)	ALKYD-THERMOPLASTIC PAVEMENT STRIPING, WHITE 24" SOLID (ITEM 817002)	80 SF

ADDENDA / REVISIONS



MILTON RAIL TRAIL
PHASE II

CONTRACT	BRIDGE NO.	X
T201701301	DESIGNED BY:	PM
COUNTY	CHECKED BY:	TF
SUSSEX		

SIGNING, STRIPING
AND CONDUIT PLAN

SS-06
SECTION
LSI
SHEET NO.
52

PERMANENT SIGN SCHEDULE

SHEET NO.	PLAN IDENTIFIER	SIGN DESIGNATION	QTY.	DESCRIPTION	SIGN WIDTH (IN)	SIGN HEIGHT (IN)	SIGN AREA (SF)	ITEM 819018 SINGLE POST (EACH)			ITEM 819019 INSTALLATION OR REMOVAL OF TRAFFIC SIGN(S) ON MULTIPLE SIGN POSTS (SF)			POST INSTALLATION TYPE	Code X11 12' Post (W/ Basepost)	ITEM 819016 4" HOLE, 0-6" (EACH)	ITEM 819017 4" HOLE, >6" (EACH)	REMARKS
								SIGN DISPOSITION	REMOVE	INSTALL	SIGN DISPOSITION	REMOVE	INSTALL					
SS-1	1			WAGAMONS WEST SHORES COMMUNITY SIGN				REMAIN										
SS-1	2	R1-1	1	STOP	36"	36"		REMAIN										
SS-1	3		1	WAGAMONS WEST SHORES COMMUNITY SIGN				REMAIN										
SS-1	4	W11-15	1	BICYCLE/ PEDESTRIAN	30"	30"	6.25	NEW		1		SOIL	1					
SS-1	5	SR1-16-DE	1	STOP (Shared Use Path Only)	18"	18"	2.3	NEW		1		SOIL	1					
SS-1	6A	W16-7P_L	1	WELCOME TO	36"	32"		REMAIN										
SS-1	6B	D3-2-DE1	1	DEVELOPMENT NAME	36"	32"		REMAIN										
SS-1	7	W11-15	1	BICYCLE/ PEDESTRIAN	30"	30"	6.25	NEW		1		SOIL	1					
SS-4	1	D11-1	1	BIKE ROUTE	24"	18"	3	NEW		1		SOIL	1					
SS-4	2	M6-3	1	BICYCLE ROUTE ARROW (THRU ARROW)	12"	9"	0.75	NEW		1								
SS-6	1	R2-1-25	1	SPEED LIMIT (25 MPH)	24"	28"		REMAIN										
SS-6	2	R1-5_L	1	YIELD HERE TO PEDESTRIANS (Left with Pedestrian Symbol)	36"	36"		REMAIN										
SS-6	3	SR1-16-DE	1	STOP (Shared Use Path Only)	18"	18"		REMAIN										
SS-6	4A	W11-2	1	PEDESTRIAN	30"	30"		REMAIN										
SS-6	4B	W16-7P	1	DOWNWARD DIAGONAL ARROW (PLAQUE)	24"	12"		REMAIN										
SS-6	5	SR1-16-DE	1	STOP (Shared Use Path Only)	18"	18"	2.3	NEW		1		SOIL	1					
SS-6	6A	W11-2	1	PEDESTRIAN	30"	30"		REMAIN										
SS-6	6B	W16-7P	1	DOWNWARD DIAGONAL ARROW (PLAQUE)	24"	12"		REMAIN										
SS-6	7	R1-5_L	1	YIELD HERE TO PEDESTRIANS (Left with Pedestrian Symbol)	36"	36"		REMAIN										
SS-6	8	W1-10_L	1	COMBINATION HORIZONTAL ALIGNMENT/INTERSECTION (LEFT ARROW)	36"	36"		REMAIN										
SS-6	9A	DE-14-DE	1	ADOPT A HIGHWAY - IN MEMORY OF NELSON BETTS	24"	24"		REMAIN										
SS-6	9B	D11-1	1	BIKE ROUTE	24"	18"		REMOVE	1									
SS-6	9C	M6-1	1	BICYCLE ROUTE ARROW (RIGHT ARROW)	12"	9"		REMOVE	1									
SS-6	10	W3-5-25	1	REDUCE SPEED LIMIT AHEAD (25 MPH)	36"	36"		REMAIN										
SS-6	11A	W11-2	1	PEDESTRIAN	30"	30"		REMAIN										
SS-6	11B	W16-9P	1	AHEAD (PLAQUE)	24"	12"		REMAIN										
PAGE TOTALS							18.55		2	6		0	0		5	0	0	
JOB TOTALS							18.55		2	6		0	0		5	0	0	

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ADDENDA / REVISIONS

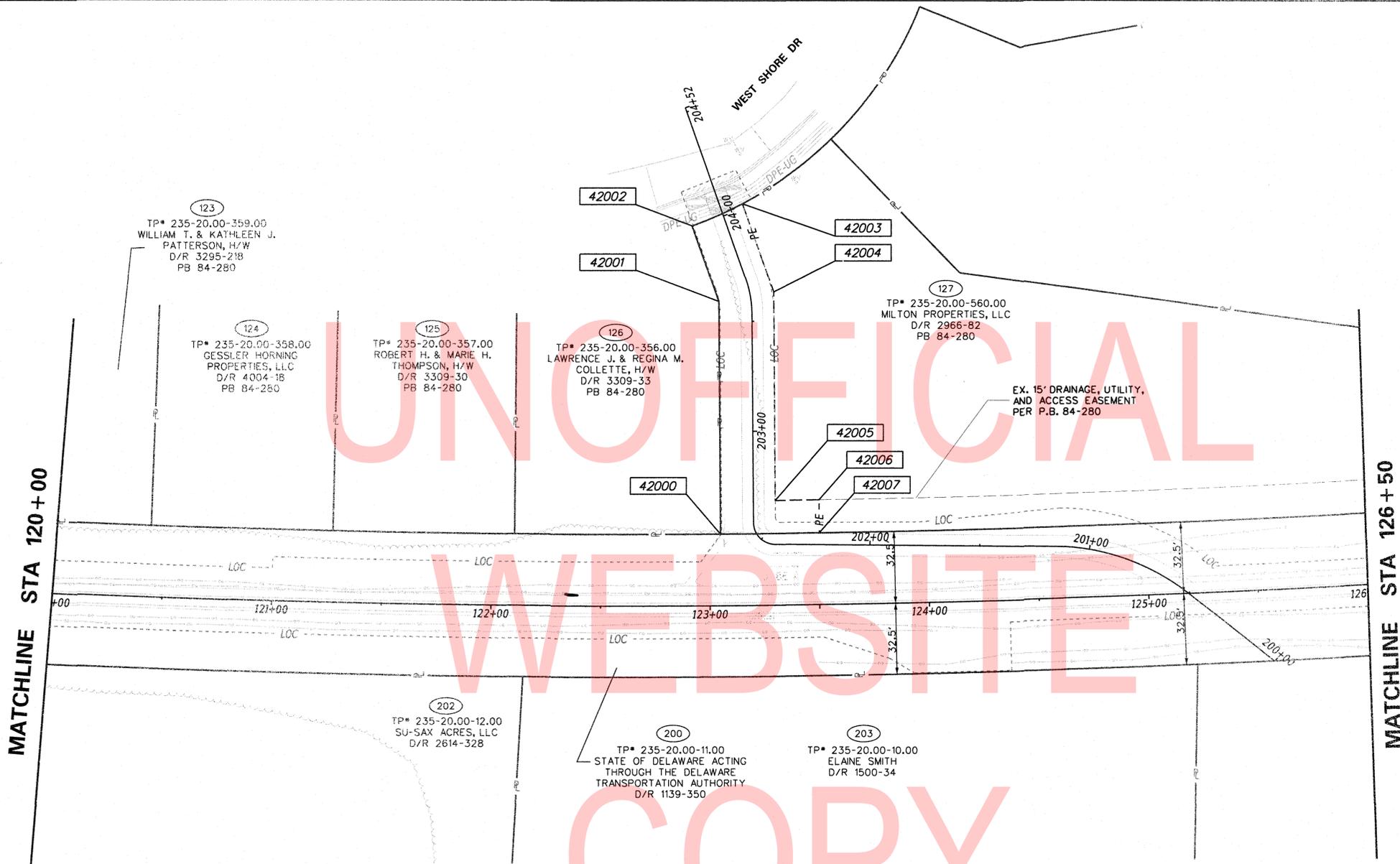
**MILTON RAIL TRAIL
PHASE II**

CONTRACT	BRIDGE NO.	X
T201701301	DESIGNED BY: PM	
COUNTY	CHECKED BY: TF	
SUSSEX		

**SIGNING, STRIPING
AND CONDUIT PLAN**

SS-07
SECTION
LSI
SHEET NO.
53

ASSESSMENT NUMBER	PLAN SHEET NUMBER	OWNERSHIP OF RECORD	TITLE SOURCE	PROPERTY AREA BEFORE ACQUISITION (ACRE) D=DEED C=CALCULATED A=ASSESSMENT	ACQUISITION CODE FEE, B/W, PE, TCE	AREA TO ACQUIRED		EASEMENT		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)	PERMANENT (SQ. FEET / ACRES)	TEMPORARY (SQ. FEET / ACRES)			
235-20.00-560.00	53	(127) MILTON PROPERTIES, LLC	P.B. 84-280	D - 0.932	P/E			3972.0900 / 0.0912		3972.0900 / 0.0912		



ASSESSMENT NUMBER	OWNERSHIP OF RECORD	TYPE OF ACQUISITION	TITLE SOURCE	PARCEL AREA (ACRES)							
235-20.00-560.00	(127) MILTON PROPERTIES, LLC	P/E	D.R. 2966-82, P.B. 84-280	0.9321							
ALIGNMENT NUMBER & DESCRIPTION: 100 EXISTING RAILROAD BASELINE											
PT. NO.	ALIGN. NO.	STATION	OFFSET *	NORTH	EAST	BEARING	DISTANCE	CHORD BEARING	CHORD LENGTH	ARC LENGTH	RADIUS **
42000	100	123+05.12	-32.50	280498.5772	683745.5274	N 8°34'03.82" E	105.65				
42001	100	123+05.12	-138.15	280603.0459	683761.2666	N 10°32'29.18" W	36.44				
42002	100	122+92.82	-172.57	280638.8741	683754.5994			N 75°21'07.25" E	25.06	25.09	-175.00
42003	100	123+16.59	-182.45	280645.2124	683778.8492	S 10°32'29.18" E	42.45				
42004	100	123+30.75	-142.29	280603.4759	683786.6158	S 8°34'03.82" W	94.79				
42005	100	123+30.33	-47.50	280509.7388	683772.4934	S 81°46'57.32" E	19.99		19.99		-5715.59
42006	100	123+50.49	-47.50	280506.8813	683792.2806	S 8°34'03.82" W	15.00				
42007	100	123+50.37	-32.50	280492.0483	683790.0459	N 81°39'24.05" W	44.99		44.99		5730.59
42000	100	123+05.12	-32.50	280498.5772	683745.5274						
FIGURE 1272 AREA = 3972.0900 SQ. FT. (0.0912 ACRES)											

NOTE:
STORMWATER MANAGEMENT FACILITIES, INCLUDING BEST MANAGEMENT PRACTICE (BMP) FACILITIES, MAY BE PRESENT WITHIN THE LIMITS OF THIS PROJECT. PLEASE CONSULT THE CONSTRUCTION PLANS FOR THIS PROJECT TO DETERMINE THE TYPE AND LOCATION OF THESE FACILITIES.

RECOMMENDED AS TO ENGINEERING NEED

M. L. Hite, III 8/19/19
MANAGER, ROW ENGINEERING DATE

Shekhar Chaudh 8/19/19
PROGRAM MANAGER, TEAM SUPPORT DATE

Bob A. De 8/19/19
TECHNICAL REVIEWER, TEAM SUPPORT DATE

ADDENDA / REVISIONS



MILTON RAIL TRAIL
PHASE II

CONTRACT	BRIDGE NO.	X
T201701301	DESIGNED BY: PM	
COUNTY	CHECKED BY: TF	
SUSSEX		

RIGHT-OF-WAY PLAN
SHEET 1 OF 1

SECTION
LSI
SHEET NO.
54