

THE STATE OF DELAWARE



DEPARTMENT OF TRANSPORTATION  
TRANSPORTATION SOLUTIONS, BRIDGE MANAGEMENT  
QUANTITY ESTIMATIONS AND SPECIFICATIONS FOR

**Bridge Painting, Kent County SR 1 Overpasses, FY21**

CONTRACT NUMBER – T202007801

PRIMAVERA ID – 20-07801

FEDERAL AID NUMBER – NH-2020(15)

COUNTY: Kent

PLANS PREPARED BY: Jonathan T. Moore

DelDOT – Project Engineer

A handwritten signature in black ink, appearing to read "Stephen Richter", written over a horizontal line.

DELDOT – PROJECT MANAGER  
TRANSPORTATION SOLUTIONS

6/29/20

DATE



THIS SEAL APPLIES TO ALL SHEETS WITHIN THIS REPORT

**APPROVED FOR ADVERTISEMENT**

A handwritten signature in blue ink, appearing to read "Shy", written over a horizontal line.

DIRECTOR OF TRANSPORTATION SOLUTIONS

7/1/2020

DATE

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**GENERAL NOTES**

1. This project is to be constructed in accordance with Delaware Department of Transportation "Standard Specifications", dated August 2016 and the Delaware Department of Transportation "Standard Construction Details", dated 2017, including all revisions up to the date of advertisement.

2.

Erosion potential for this project	Site reviewer requirement
<input checked="" type="checkbox"/> Insignificant	None
<input type="checkbox"/> Minor	Contractor training program, as defined in Section 6.2 of the Delaware Sediment and Stormwater Regulations.
<input type="checkbox"/> Medium	Contractor training program, as defined in Section 6.2 of the Delaware Sediment and Stormwater Regulations.
<input type="checkbox"/> Major	Certified construction reviewer (CCR) as defined in Section 6.3 of the Delaware Sediment and Stormwater Regulations.

3. Electronic project files that will be made available to the contractor include: None.
4. Project files that will be made available to the contractor include: Archived Construction Plans for each bridge.
5. American Traffic Safety Association (ATSSA) Certified Traffic Control Supervisor Requirement for the project:

<input checked="" type="checkbox"/>	THE CONTRACTOR SHALL NOT BE REQUIRED TO HAVE AN ATSSA SUPERVISOR ASSIGNED TO THIS PROJECT.
<input type="checkbox"/>	THE CONTRACTOR SHALL HAVE AN ATSSA SUPERVISOR ASSIGNED TO THIS PROJECT. THE CONTRACTOR'S GENERAL SUPERINTENDENT FOR THIS PROJECT OR ANOTHER ATSSA CERTIFIED MEMBER OF THE CONTRACTOR'S PROJECT STAFF MAY BE THE ATSSA SUPERVISOR. PAYMENT FOR ATSSA SUPERVISOR IS INCIDENTAL TO ITEM 801500.

6. The disturbed area for this project is 0 acres. Added impervious area for this project is 0 acres.

**PROJECT NOTES**

1. The purpose of this contract is to clean and paint the structural steel and concrete as described in the Structure Specific Notes.
2. The contractor shall comply with the Standard Specifications, Section 616 – Steel Coatings when coating the steel at each structure within this contract. In addition, the following amendments and clarifications to the Standard Specifications apply:
  - a. Add to Standard Specification 616.03 section A.4. "The Contractor shall provide a quality control plan to establish holding points, procedures to stop non-conforming work, remediation of work, etc."
  - b. Add to Standard Specification 616.03 section B.2. ground traps shall be used outside of the containment system within the limits of construction.
  - c. Add to Standard Specification 616.03 section C.1., Surface Condition Prior to Painting: Remove residual dust, dirt, and grease from the surface as the final procedure prior to painting and between coats whenever the coating is contaminated. Cleaning includes the removal of all dust, puddles, grease, oil, salt, pollen, exhaust from trucks, debris, concrete spatter, and other foreign matter on the surfaces being painted. Also remove debris on surfaces adjacent to those being painted. Concrete spatter stains that discolor the primer need not be removed provided material is not dislodged when wiping the surface with a cloth. Cleaning involves vacuuming, solvent cleaning, hand/power tool cleaning, and low-pressure water rinsing as to not break loose existing paint system or and pack rust that may be present as appropriate. Should an area of previously cleaned steel become soiled, contaminated, or rusted, reclean the area prior to painting at no additional cost to the Department."
  - d. Add to Standard Specification 616.03 section D.2.g. in addition to the listed requirements, the provided Film Thickness Gage shall be able to read and record readings per SSPC-PA2 Dry Film Thickness Type 2. The gage shall also come with calibrations plates traceable to the National Institute of Standards and Technology.
  - e. Add to Standard Specification 616.03 section D.6. all painted steel shall receive its stripe coat AFTER its first full primer coat. The stripe coat must provide contrast to the primer coat that is evident to the naked eye to verify installation
  - f. Add to Standard Specification 616.03 section E.4. the recording of baseline monitoring in order to establish preconstruction background readings shall occur within 30 days of the start of the steel cleaning in order to ensure accurate data.
3. The perimeter of all faying surfaces shall be sealed with caulk as directed by section 616 or the manufacturer's recommendations. Faying surfaces are described in section 616 as "crevices ½ inch or less, rivets, bolts, nuts, between built-up members, and/or where pack rust is present." The caulk material to be used shall be compatible with the proposed paint system and submitted with the proposed paint system for approval. The caulk shall be applied prior to stripe coating these areas. Payment shall be included under Item # 616000 – Cleaning and Painting Existing Steel.

4. Staging areas - Proper erosion and sediment control measures as determined by the Engineer shall be installed in the staging areas. All areas used by the contractor for staging operations shall be fully restored by the contractor upon completion of the project. If the staging area is paved, it shall be restored to its original condition. If the staging area is unpaved, it shall be re-graded, top soiled, seeded and mulched in accordance with Delaware Standard Specification 908, for topsoil, seed and mulch, to the satisfaction of the Engineer. The seed shall adhere to the specifications of Section 908 for Permanent Grass Seeding – Dry Ground. All costs associated with the restoration of the staging area shall be at no additional expense to the Department. If the Engineer determines that a satisfactory stand of grass does not exist at the time of final inspection, all costs associated with re-establishing a satisfactory stand of grass shall be at the contractor's expense. Staging and/or stockpiling shall not take place in wetland or archaeological sensitive upland areas.
5. Trash, rubbish, debris, or brush, which hampers contract operations (determined by the Engineer), shall be removed within the project limits and shall be incidental to Item no. 616000 – Cleaning and Painting Existing Steel. The Contractor, just prior to the start of the Contractor's cleaning operation, shall remove all non-traffic signs attached to the steel. The signs shall be reinstalled upon completion of the painting of the bridge as directed by the Engineer. Payment shall be included under the corresponding Item no. 616000.
6. During the cleaning operation, the Contractor shall report to the Engineer any defects in the steel. These defects include, but are not limited to, loss of section, cracking, buckling, loose bolts, and loose rivets.
7. All work shall be performed in a manner that will reasonably provide the least practicable obstruction to all road users, including vehicular, pedestrian, and bicycle traffic, and shall conform to the requirements of the most recent, at time of bid including all revisions, Delaware Manual on Uniform Traffic Control Devices, Part 6.

The contractor shall be responsible for preparing traffic control plans for approval by the Engineer if different from that of the plans provided by DelDOT and as described in the Structure Specific Notes. All maintenance of traffic plans shall be included in the lump sum bid price for Item No. 801000 – Maintenance of Traffic. Payment for traffic control devices shall be paid under their respective item.

8. It is the expectation that the Contractor will have the roadways reopened in a timely manner. Contractor shall provide estimated time durations for each location which will be subject to approval by the Engineer. Any extension of the time frame must be submitted for approval. Unapproved time extensions will result in the application of Liquidated Damages (see Appendix).
9. All traffic control devices shall be in new or refurbished condition, shall be in compliance with the Delaware Manual on Uniform Traffic Control Devices and with the NCHRP Report 350 and/or MASH as defined in Section 'A' of the Delaware Manual on Uniform Traffic Control Devices, and shall be approved by the Engineer before installation. Traffic control devices shall be maintained in good condition for duration of use.

10. Unless the roadway is detoured, during non-construction hours, all construction equipment shall be removed from all shoulders and lanes. All equipment shall be stored in accordance with the Delaware Manual on Uniform Traffic Control Devices. All traffic control devices required for equipment storage, lane closures, and shoulder closures shall be paid under the bid price for its respective item number.
11. Two Portable Changeable Message Signs shall be placed at each bridge location ten days prior to the start of construction to notify drivers of the lane/shoulder closure and impending construction activity. The message and location shall include the dates and times of the lane/shoulder closures and how long the closures will be necessary, message shall be approved by the Safety Officer. For locations that have parallel structures, a total of two Portable Changeable Message Signs shall be used for both bridges. Payment under Item no. 803001-Furnish and Maintain Portable Changeable Message Sign.
12. Lane closures shall only occur during the periods shown in the Lane Closure Matrix below. The contractor shall strictly adhere to these time restrictions for lane closures. Any lane closures outside of the allowable hours shall require approval from the Engineer.
13. The Contractor and any affiliated Sub-Contractors are prohibited from using any of the emergency median cross overs or access gates on SR. 1.
14. The contractor shall contact the chief of scheduling for DART First State, 14 days prior to the start of construction. If there are any DART bus stops affected, road closures or detours needed, contractor shall contact John Calnan, Planner for DART First State at 302-576-6053, or David Dooley, Senior Planner at DART First State at 302-576-6064, 14 days prior to the start of construction. Bill Williamson, Passenger Facilities Coordinator for DART First State should be contacted if John or David cannot be reached. His telephone number is 302-576-6132.
15. The Contractor may store the equipment needed for this project at a pre-approved area or in the nearest State of Delaware maintenance yard. The Contractor must remove equipment when the district deems it necessary. Areas in which the soil and vegetation have been damaged from equipment during this contract, shall be repaired with topsoil, seed and mulch in accordance with the requirements for Section 908 at no additional cost to the Department. If the Contractor wishes to store equipment in the DelDOT maintenance yard, an Agreement will have to be executed between the Department and the Contractor. A generic copy of this Agreement is attached with the bidding documents. The Contractor should notify the DelDOT Construction Engineer if they wish to store equipment in a DelDOT Maintenance Yard.
16. All downspouts shall be vacuum power tool cleaned or abrasive blast cleaned, and where necessary, galvanized downspouts shall be painted with a moisture cure aluminum paint system. If the downspouts are non-galvanized, then they shall be painted with the steel paint system used to paint the bridge as indicated in Item no. 616000. All galvanized utility or lighting conduits shall be brush painted with moisture cure aluminum paint after receiving an S.S.P.C. SP-7 (Brush off blast cleaning) finish. All non-galvanized utility or lighting conduits shall be brush painted with the steel paint system after receiving an S.S.P.C. SP-6 (Commercial blast cleaning) finish. All exposed steel armor angles and plates outside of the travel way shall be brush painted with the

steel paint system after receiving an S.S.P.C. SP-6 (Commercial blast cleaning) finish, care should be taken not to damage the joint gland. All steel weep hole pipes that protrude from the abutments and wingwalls shall be cleaned and painted with the steel paint system (Payment under Item no. 616000).

If there are any dry standpipes, natural gas line conduits, or any plastic pipe conduits on the bridges, then they shall be left as is. Any natural gas lines found on Bridges shall be shielded during blasting operations. Payment for shielding shall be under Item no. 616000.

17. All bearings for these bridges shall be abrasive blast cleaned to an S.S.P.C. SP-10 finish. Care shall be taken when cleaning "frozen" bearings, because the abrasive blasting operation sometimes causes the bearings to "unfreeze". All pitted areas of the structural steel shall be brush painted along with spraying when applying every coat of paint of the paint system. Cleaning of bearing areas shall be included under Item no. 616000. After all the bearings have been painted, after the paint has cured, and after all concrete has been sealed, the contractor shall coat all the bearings with a NLGI grade 2 grease either Mobil Centaur Moly grease, Shell Rhodina SDX 2 grease, or an approved equal. Bearings shall be coated from the interface between the masonry and the masonry plate to the top of the sole plate or bottom of the beam. Grease shall be black or clear in color. Payment shall be included under Item no. 616000.
18. Hazardous waste shall be removed immediately from the jobsite and disposed of at a licensed hazardous waste disposal facility. The waste shall be removed from the jobsite by a licensed hazardous waste hauling Contractor with the required permits and approvals by DNREC. All copies of hazardous waste manifests and tickets shall be submitted to the Department as per Item no. 616003-Testing and Disposal of Existing Hazardous Steel Coating. Bridge 2-008J-008 is the only structure in this contract that is old enough to have lead-based paint.
19. All concrete surfaces as directed in the Structure Specific Notes shall be prepared and sealed as indicated in Item no. 613000-Epoxy Concrete Sealer or 613001-Silicone-Based Acrylic Concrete Sealer. All sealer boundaries will be a straight horizontal or vertical line unless directed otherwise by the Engineer or Structure Specific Notes.
20. A minimum under clearance of 14'6" must be maintained at all times for bridges that cross over another roadway. DelDOT's Oversize, Overweight Permitting Section must be notified what the under clearance will be once the containment system is installed on the bridge at least 10 days prior to its installation. The locations are specified in the Structure Specific notes. The Permit Section may be reached at 302-744-2700 or [haulpermit@delaware.gov](mailto:haulpermit@delaware.gov).

**STRUCTURE SPECIFIC NOTES****2-008J**

1. Bridge 2-008J carries N. Dupont Blvd. over Milford Bypass (SR. 1).
2. The structural steel paint color shall be cyan-blue (#25183) as per Aerospace Material Specification Standard 595A. The color shall be submitted for approval.
3. For all gusset plates, steel-to-steel connections, and crevices where pack rust could form, place a paintable caulk in accordance with Section 616 of DelDOT's Standard Specifications.
4. Steel joint angles above joint material, in the shoulders only, shall be painted cyan-blue (#25183) under Item no. 616000-Cleaning and Painting Existing Steel.
5. Remove and dispose of existing hazardous steel coating in accordance with Item no. 616003-Testing and Disposal of Existing Hazardous Steel Coating.
6. Abutment seats and bearing pedestals, 6" down the abutment breast walls, 6" up the abutment back walls, inside faces of the abutment cheek walls, pier cap tops and bearing pedestals, and approximately 6" down the pier cap on all sides shall be prepared and sealed with Epoxy Concrete Sealer, Item no. 613000.
7. The Epoxy Concrete Sealer color shall be insignia white (#37925) as per Aerospace Material Specification Standard 595A. The color shall be submitted for approval.
8. The remainder of the abutment breastwall, abutment backwall, outside faces of abutment cheek walls, pier faces and underside of pier, columns, pier wall, wingwalls, soffit over hangs at outside edges and all faces of the concrete railing shall be prepared and sealed with a Silicone-Based Acrylic Concrete Sealer, Item no. 613001.
9. The Silicone-Based Acrylic Concrete Sealer color shall be insignia white (#37925) as per Aerospace Material Specification Standard 595A. The color shall be submitted for approval.
10. A minimum under clearance of 14'6" shall be maintained at all times. DelDOT's Oversize, Overweight Permitting Section shall be notified what the under clearance will be once the containment system is installed on the bridge at least 10 days prior to its installation.
11. Traffic Control on N. Dupont Blvd. shall be executed in accordance with TA-11B.
12. Traffic Control on SR 1 shall be executed in accordance with TA-33 for the lane closures to install the containment system and TA-3A with a TMA for the shoulder closures.

**2-009D**

1. Bridge 2-009D carries E. Commerce St. over Korean War Veterans Memorial Hwy. (SR. 1).
2. The structural steel paint color shall be cyan-blue (#25183) as per Aerospace Material Specification Standard 595A. The color shall be submitted for approval.
3. For all gusset plates, steel-to-steel connections, and crevices where pack rust could form, place a paintable caulk in accordance with Section 616 of DelDOT's Standard Specifications.

4. Steel joint angles above joint material, in the shoulders only, shall be painted cyan-blue (#25183) under Item no. 616000-Cleaning and Painting Existing Steel.
5. Abutment seats and bearing pedestals, 6" down the abutment breast walls, 6" up the abutment back walls and inside faces of the abutment cheek walls shall be prepared and sealed with Epoxy Concrete Sealer, Item no. 613000.
6. The Epoxy Concrete Sealer color shall be insignia white (#37925) as per Aerospace Material Specification Standard 595A. The color shall be submitted for approval.
7. The remainder of the abutment breastwall, abutment backwall, outside faces of abutment cheek walls, wingwalls, soffit overhangs at outside edges and the outside faces of the concrete railing shall be prepared and sealed with a Silicone-Based Acrylic Concrete Sealer, Item no. 613001.
8. Silicone-Based Acrylic Concrete Sealer color shall be insignia white (#37925) as per Aerospace Material Specification Standard 595A. The color shall be submitted for approval.
9. No painting on the pier or inside faces of the concrete railing will be required at this bridge.
10. A minimum under clearance of 14'6" shall be maintained at all times. DelDOT's Oversize, Overweight Permitting Section shall be notified what the under clearance will be once the containment system is installed on the bridge at least 10 days prior to its installation.
11. Traffic Control on E. Commerce St. shall be executed in accordance with TA-11B and TA-3.
12. Traffic Control on SR 1 shall be executed in accordance with TA-33 for the lane closures to install the containment system and TA-3A with a TMA for the shoulder closures.

#### **2-012C**

1. Bridge 2-012C carries Smyrna-Leipsic Rd. over Korean War Veterans Memorial Hwy. (SR. 1).
2. The structural steel paint color shall be cyan-blue (#25183) as per Aerospace Material Specification Standard 595A. The color shall be submitted for approval.
3. For all gusset plates, steel-to-steel connections, and crevices where pack rust could form, place a paintable caulk in accordance with Section 616 of DelDOT's Standard Specifications.
4. Steel joint angles above joint material, in the shoulders only, shall be painted cyan-blue (#25183) under Item no. 616000-Cleaning and Painting Existing Steel.
5. Abutment seats and bearing pedestals, 6" down the abutment breast walls, 6" up the abutment back walls and inside faces of the abutment cheek walls shall be prepared and sealed with Epoxy Concrete Sealer, Item no. 613000.
6. The Epoxy Concrete Sealer color shall be insignia white (#37925) as per Aerospace Material Specification Standard 595A. The color shall be submitted for approval.
7. The remainder of the abutment breastwall, abutment backwall, outside faces of abutment cheek walls, wingwalls, soffit overhangs at outside edges and the outside faces of the

concrete railing shall be prepared and sealed with a Silicone-Based Acrylic Concrete Sealer, Item no. 613001.

8. Silicone-Based Acrylic Concrete Sealer color shall be insignia white (#37925) as per Aerospace Material Specification Standard 595A. The color shall be submitted for approval.
9. No painting on the pier or inside faces of the concrete railing will be required at this bridge.
10. A minimum under clearance of 14'6" shall be maintained at all times. DelDOT's Oversize, Overweight Permitting Section shall be notified what the under clearance will be once the containment system is installed on the bridge at least 10 days prior to its installation.
11. Traffic Control on Smyrna-Leipsic Rd. shall be executed in accordance with TA-11B and TA-3.
12. Traffic Control on SR 1 shall be executed in accordance with TA-33 for the lane closures to install the containment system and TA-3A with a TMA for the shoulder closures.

#### **2-014C**

1. Bridge 2-014C carries Fast Landing Rd. over Korean War Veterans Memorial Hwy. (SR. 1).
2. The structural steel paint color shall be cyan-blue (#25183) as per Aerospace Material Specification Standard 595A. The color shall be submitted for approval.
3. For all gusset plates, steel-to-steel connections, and crevices where pack rust could form, place a paintable caulk in accordance with Section 616 of DelDOT's Standard Specifications.
4. Steel joint angles above joint material, in the shoulders only, shall be painted cyan-blue (#25183) under Item no. 616000-Cleaning and Painting Existing Steel.
5. Abutment seats and bearing pedestals, 6" down the abutment breast walls, 6" up the abutment back walls, inside faces of the abutment cheek walls, pier cap tops and bearing pedestals, and approximately 6" down the pier cap on all sides shall be prepared and sealed with Epoxy Concrete Sealer, Item no. 613000.
6. The Epoxy Concrete Sealer color shall be insignia white (#37925) as per Aerospace Material Specification Standard 595A. The color shall be submitted for approval.
7. The remainder of the abutment breastwall, abutment backwall, outside faces of abutment cheek walls, pier faces and underside of pier, columns, pier wall, wingwalls, soffit overhangs at outside edges, and all faces of the concrete railing shall be prepared and sealed with a Silicone-Based Acrylic Concrete Sealer, Item no. 613001.
8. The Silicone-Based Acrylic Concrete Sealer color shall be insignia white (#37925) as per Aerospace Material Specification Standard 595A. The color shall be submitted for approval.
9. A minimum under clearance of 14'6" shall be maintained at all times. DelDOT's Oversize, Overweight Permitting Section shall be notified what the under clearance will be once the containment system is installed on the bridge at least 10 days prior to its installation.
10. Traffic Control on Fast Landing Rd. shall be executed in accordance with TA-11B and TA-3.

11. Traffic Control on SR 1 shall be executed in accordance with TA-33 for the lane closures to install the containment system and TA-3A with a TMA for the shoulder closures.

### **2-066B**

1. Bridge 2-066B carries White Oak Rd. over Korean War Veterans Memorial Hwy. (SR. 1).
2. The structural steel paint color shall be cyan-blue (#25183) as per Aerospace Material Specification Standard 595A. The color shall be submitted for approval.
3. For all gusset plates, steel-to-steel connections, and crevices where pack rust could form, place a paintable caulk in accordance with Section 616 of DelDOT's Standard Specifications.
4. Steel joint angles above joint material, in the shoulders only, shall be painted cyan-blue (#25183) under Item no. 616000-Cleaning and Painting Existing Steel.
5. Abutment seats and bearing pedestals, 6" down the abutment breast walls, 6" up the abutment back walls, inside faces of the abutment cheek walls, pier cap tops and bearing pedestals, and approximately 6" down the pier cap on all sides shall be prepared and sealed with Epoxy Concrete Sealer, Item no. 613000.
6. The Epoxy Concrete Sealer color shall be insignia white (#37925) as per Aerospace Material Specification Standard 595A. The color shall be submitted for approval.
7. The remainder of the abutment breastwall, abutment backwall, outside faces of abutment cheek walls, pier faces and underside of pier, columns, pier wall, wingwalls, soffit overhangs at outside edges, and all faces of the concrete railing shall be prepared and sealed with a Silicone-Based Acrylic Concrete Sealer, Item no. 613001.
8. The Silicone-Based Acrylic Concrete Sealer color shall be insignia white (#37925) as per Aerospace Material Specification Standard 595A. The color shall be submitted for approval.
9. A minimum under clearance of 14'6" shall be maintained at all times. DelDOT's Oversize, Overweight Permitting Section shall be notified what the under clearance will be once the containment system is installed on the bridge at least 10 days prior to its installation.
10. Traffic Control on White Oak Rd. shall be executed in accordance with TA-11B and TA-3.
11. Traffic Control on SR 1 shall be executed in accordance with TA-33 for the lane closures to install the containment system and TA-3A with a TMA for the shoulder closures.

### **2-084C**

1. Bridge 2-084C carries Twin Willows Rd. over Korean War Veterans Memorial Hwy. (SR. 1).
2. The structural steel paint color shall be cyan- blue (#25183) as per Aerospace Material Specification Standard 595A. The color shall be submitted for approval.
3. For all gusset plates, steel-to-steel connections, and crevices where pack rust could form, place a paintable caulk in accordance with Section 616 of DelDOT's Standard Specifications.

4. Steel joint angles above the joint material, in the shoulders only, shall be painted cyan-blue (#25183) under item no. 616000—Cleaning and Painting Existing Steel.
5. Abutment seats and bearing pedestals, 6” down the abutment breast walls, 6” up the abutment back walls, inside faces of the abutment cheek walls, pier cap tops and bearing pedestals, and approximately 6” down the pier cap on all sides shall be prepared and sealed with Epoxy Concrete Sealer, Item no. 613000.
6. The Epoxy Concrete Sealer color shall be insignia white (#37925) as per Aerospace Material Specification Standard 595A. The color shall be submitted for approval.
7. The remainder of the abutment breastwall, abutment backwall, outside faces of abutment cheek walls, pier faces and underside of pier, columns, pier wall, wingwalls, soffit overhangs at outside edges, and the outside faces of the concrete railing shall be prepared and sealed with a Silicone-Based Acrylic Concrete Sealer, Item no. 613001.
8. The Silicone-Based Acrylic Concrete Sealer color shall be insignia white (#37925) as per Aerospace Material Specification Standard 595A. The color shall be submitted for approval.
9. No painting on the inside faces of the concrete railing will be required at this bridge.
10. A minimum under clearance of 14’6” shall be maintained at all times. DelDOT’s Oversize, Overweight Permitting Section shall be notified what the under clearance will be once the containment system is installed on the bridge at least 10 days prior to its installation.
11. Traffic Control on Twin Willows Rd. shall be executed in accordance with TA-11B and TA-3.
12. Traffic Control on SR 1 shall be executed in accordance with TA-33 for the lane closures to install the containment system and TA-3A with a TMA for the shoulder closures.

### **2-088B**

1. Bridge 2-088B carries Dover Leipsic Rd. over Korean War Veterans Memorial Hwy. (SR. 1).
2. The structural steel paint color shall be cyan-blue (#25183) as per Aerospace Material Specification Standard 595A. The color shall be submitted for approval.
3. For all gusset plates, steel-to-steel connections, and crevices where pack rust could form, place a paintable caulk in accordance with Section 616 of DelDOT’s Standard Specifications.
4. Steel joint angles above joint material, in the shoulders only, shall be painted cyan-blue (#25183) under Item no. 616000-Cleaning and Painting Existing Steel.
5. Abutment seats and bearing pedestals, 6” down the abutment breast walls, 6” up the abutment back walls, inside faces of the abutment cheek walls, pier cap tops and bearing pedestals, and approximately 6” down the pier cap on all sides shall be prepared and sealed with Epoxy Concrete Sealer, Item no. 613000.
6. The Epoxy Concrete Sealer color shall be insignia white (#37925) as per Aerospace Material Specification Standard 595A. The color shall be submitted for approval.

7. The remainder of the abutment breastwall, abutment back wall, outside faces of abutment cheek walls, pier faces and underside of pier, columns, pier wall, wingwalls, soffit overhangs at outside edges, and all faces of the concrete railing shall be prepared and sealed with a Silicone-Based Acrylic Concrete Sealer, Item no. 613001.
8. The Silicone-Based Acrylic Concrete Sealer color shall be insignia white (#37925) as per Aerospace Material Specification Standard 595A. The color shall be submitted for approval.
9. A minimum under clearance of 14'6" shall be maintained at all times. DeIDOT's Oversize, Overweight Permitting Section shall be notified what the under clearance will be once the containment system is installed on the bridge at least 10 days prior to its installation.
10. At this location, no work may take place **10 days prior to through 10 days after** the Firefly Music Festival or any NASCAR race.
11. Traffic Control on Dover Leipsic Rd. shall be executed in accordance with TA-11B and TA-3.
12. Traffic Control on SR 1 Northbound shall be executed in accordance with TA-33 for the lane closures to install the containment system and TA-3A with a TMA for the shoulder closures.
13. Traffic Control on SR 1 Southbound shall be executed in accordance with TA-37 for the lane closures to install the containment system and TA-3A with a TMA for the shoulder closures.

#### **2-345**

1. Bridge 2-345 carries Simms Woods Rd. over Korean War Veterans Memorial Hwy. (SR. 1).
2. The structural steel paint color shall be cyan-blue (#25183) as per Aerospace Material Specification Standard 595A. The color shall be submitted for approval.
3. For all gusset plates, steel-to-steel connections, and crevices where pack rust could form, place a paintable caulk in accordance with Section 616 of DeIDOT's Standard Specifications.
4. Steel joint angles above joint material, in the shoulders only, shall be painted cyan-blue (#25183) under Item no. 616000-Cleaning and Painting Existing Steel.
5. Abutment seats and bearing pedestals, 6" down the abutment breast walls, 6" up the abutment back walls, inside faces of the abutment cheek walls, pier cap tops and bearing pedestals, and approximately 6" down the pier cap on all sides shall be prepared and sealed with Epoxy Concrete Sealer, Item no. 613000.
6. The Epoxy Concrete Sealer color shall be insignia white (#37925) as per Aerospace Material Specification Standard 595A. The color shall be submitted for approval.
7. The remainder of the abutment breastwall, abutment back wall, outside faces of abutment cheek walls, pier faces and underside of pier, columns, pier wall, wingwalls, soffit overhangs at outside edges, and all faces of the concrete railing shall be prepared and sealed with a Silicone-Based Acrylic Concrete Sealer, Item no. 613001.
8. The Silicone-Based Acrylic Concrete Sealer color shall be insignia white (#37925) as per Aerospace Material Specification Standard 595A. The color shall be submitted for approval.

9. A minimum under clearance of 14'6" shall be maintained at all times. DelDOT's Oversize, Overweight Permitting Section shall be notified what the under clearance will be once the containment system is installed on the bridge at least 10 days prior to its installation.
10. Traffic Control on Simms Woods Rd. shall be executed in accordance with TA-11B and TA-3.
11. Traffic Control on SR 1 shall be executed in accordance with TA-33 for the lane closures to install the containment system and TA-3A with a TMA for the shoulder closures.

### **2-357B**

1. Bridge 2-357B carries Old Lebanon Rd. over Bay Rd. (SR. 1).
2. The structural steel paint color shall be cyan-blue (#25183) as per Aerospace Material Specification Standard 595A. The color shall be submitted for approval.
3. For all gusset plates, steel-to-steel connections, and crevices where pack rust could form, place a paintable caulk in accordance with Section 616 of DelDOT's Standard Specifications.
4. Steel joint angles above joint material, in the shoulders only, shall be painted cyan-blue (#25183) under Item no. 616000-Cleaning and Painting Existing Steel.
5. Abutment seats and bearing pedestals, 6" down the abutment breast walls, 6" up the abutment back walls, inside faces of the abutment cheek walls, pier cap tops and bearing pedestals, and approximately 6" down the pier cap on all sides shall be prepared and sealed with Epoxy Concrete Sealer, Item no. 613000.
6. The Epoxy Concrete Sealer color shall be insignia white (#37925) as per Aerospace Material Specification Standard 595A. The color shall be submitted for approval.
7. The remainder of the abutment breastwall, abutment backwall, outside faces of abutment cheek walls, pier faces and underside of pier, columns, pier wall, wingwalls, soffit overhangs at outside edges, and all faces of the concrete railing shall be prepared and sealed with a Silicone-Based Acrylic Concrete Sealer, Item no. 613001.
8. The Silicone-Based Acrylic Concrete Sealer color shall be insignia white (#37925) as per Aerospace Material Specification Standard 595A. The color shall be submitted for approval.
9. A minimum under clearance of 14'6" shall be maintained at all times. DelDOT's Oversize, Overweight Permitting Section shall be notified what the under clearance will be once the containment system is installed on the bridge at least 10 days prior to its installation.
10. All scheduled work at this location must be communicated with the Dover Air Force Base **10 days prior to initializing.** Randy Grunden will be the point of contact and can be reached at (302)382-9482 or [Randall.E.Grunden@usace.army.mil](mailto:Randall.E.Grunden@usace.army.mil)
11. Traffic Control on Old Lebanon Rd. shall be executed in accordance with TA-21.
12. Pedestrian Control on Old Lebanon Rd. shall be executed in accordance with TA-28 and TA-29.

13. All lane closures or sidewalk restrictions on Old Lebanon Rd. shall be done at night from 8 p.m. to 5 a.m.
14. Traffic Control on SR 1 shall be executed in accordance with TA-33 for the lane closures to install the containment system and TA-3A with a TMA for the shoulder closures.

### 2-921E

1. Bridge 2-921E carries Scarborough Rd. (SR 1 On-Ramp) over Korean War Veterans Memorial Hwy. (SR. 1).
2. The structural steel paint color shall be cyan-blue (#25183) as per Aerospace Material Specification Standard 595A. The color shall be submitted for approval.
3. For all gusset plates, steel-to-steel connections, and crevices where pack rust could form, place a paintable caulk in accordance with Section 616 of DelDOT's Standard Specifications.
4. Steel joint angles above joint material, in the shoulders only, shall be painted cyan-blue (#25183) under Item no. 616000-Cleaning and Painting Existing Steel.
5. Abutment seats and bearing pedestals, 6" down the abutment breast walls, 6" up the abutment back walls, inside faces of the abutment cheek walls, pier cap tops and bearing pedestals, and approximately 6" down the pier cap on all sides shall be prepared and sealed with Epoxy Concrete Sealer, Item no. 613000.
6. The Epoxy Concrete Sealer color shall be insignia white (#37925) as per Aerospace Material Specification Standard 595A. The color shall be submitted for approval.
7. The remainder of the abutment breastwall, abutment backwall, outside faces of abutment cheek walls, pier faces and underside of pier, columns, pier wall, wingwalls, soffit overhangs at outside edges, and all faces of the concrete railing shall be prepared and sealed with a Silicone-Based Acrylic Concrete Sealer, Item no. 613001.
8. The Silicone-Based Acrylic Concrete Sealer color shall be insignia white (#37925) as per Aerospace Material Specification Standard 595A. The color shall be submitted for approval.
9. A minimum under clearance of 14'6" shall be maintained at all times. DelDOT's Oversize, Overweight Permitting Section shall be notified what the under clearance will be once the containment system is installed on the bridge at least 10 days prior to its installation.
10. At this location, no work may take place **10 days prior to through 10 days after** the Firefly Music Festival or any NASCAR race.
11. Traffic Control on Scarborough Rd. shall be executed in accordance with TA-11B.
12. Traffic Control on SR 1 Northbound shall be executed in accordance with TA-33 for the lane closures to install the containment system and TA-3A with a TMA for the shoulder closures.
13. Traffic Control on SR 1 Southbound shall be executed in accordance with TA-33, for the lane closures to install the containment system, TA-44 for the merging on-ramps and TA-3A with a TMA for the shoulder closures.

**2-921W**

1. Bridge 2-912W carries Scarborough Rd. (SR 1 Off-Ramp) over Korean War Veterans Memorial Hwy. (SR. 1).
2. The structural steel paint color shall be cyan-blue (#25183) as per Aerospace Material Specification Standard 595A. The color shall be submitted for approval.
3. For all gusset plates, steel-to-steel connections, and crevices where pack rust could form, place a paintable caulk in accordance with Section 616 of DelDOT's Standard Specifications.
4. Steel joint angles above joint material, in the shoulders only, shall be painted cyan-blue (#25183) under Item no. 616000-Cleaning and Painting Existing Steel.
5. Abutment seats and bearing pedestals, 6" down the abutment breast walls, 6" up the abutment back walls, inside faces of the abutment cheek walls, pier cap tops and bearing pedestals, and approximately 6" down the pier cap on all sides shall be prepared and sealed with Epoxy Concrete Sealer, Item no. 613000.
6. The Epoxy Concrete Sealer color shall be insignia white (#37925) as per Aerospace Material Specification Standard 595A. The color shall be submitted for approval.
7. The remainder of the abutment breastwall, abutment backwall, outside faces of abutment cheek walls, pier faces and underside of pier, columns, pier wall, wingwalls, soffit overhangs at outside edges, and all faces of the concrete railing shall be prepared and sealed with a Silicone-Based Acrylic Concrete Sealer, Item no. 613001.
8. The Silicone-Based Acrylic Concrete Sealer color shall be insignia white (#37925) as per Aerospace Material Specification Standard 595A. The color shall be submitted for approval.
9. A minimum under clearance of 14'6" shall be maintained at all times. DelDOT's Oversize, Overweight Permitting Section shall be notified what the under clearance will be once the containment system is installed on the bridge at least 10 days prior to its installation.
10. At this location, no work may take place **10 days prior to through 10 days after** the Firefly Music Festival or any NASCAR race.
11. Traffic Control on Scarborough Rd. shall be executed in accordance with TA-11B.
12. Traffic Control on SR 1 Northbound shall be executed in accordance with TA-33 for the lane closures to install the containment system and TA-3A with a TMA for the shoulder closures.
13. Traffic Control on SR 1 Southbound shall be executed in accordance with TA-33, for the lane closures to install the containment system, TA-44 for the merging on-ramps and TA-3A with a TMA for the shoulder closures.

**2-926**

1. Bridge 2-926 carries Puncheon Run Connector over Korean War Veterans Memorial Hwy. (SR. 1).
2. The steel on this bridge is to be top coated only. No media blasting/ removal of existing coating is required, however light cleaning and removal of loose areas of rust permitted at the discretion of the Engineer or approved DeIDOT inspector.
3. The top coating system used on this structure will be a two-part coating system that meets the requirements of NEPCOAT and is compatible with the coating system that is currently in place at this location. The Contractor shall check for compatibility by applying a test patch of the coating system that covers at least 3 square feet. The test patch shall be allowed to dry for one week prior to testing adhesion per ASTM D3359.
4. The structural steel paint color shall be cyan-blue (#25183) as per Aerospace Material Specification Standard 595A. The color shall be submitted for approval.
5. Steel joint angles above joint material, in the shoulders only, shall be painted cyan-blue (#25183) under Item no. 616000-Cleaning and Painting Existing Steel.
6. A minimum under clearance of 14'6" shall be maintained at all times. DeIDOT's Oversize, Overweight Permitting Section shall be notified what the under clearance will be once the containment system is installed on the bridge at least 10 days prior to its installation.
7. Traffic Control on Puncheon Run Connector shall be executed in accordance with TA-3.
8. Traffic Control on SR 1 shall be executed in accordance with TA-33 for the lane closures to install the containment system, TA-42 for the exiting off-ramp, TA-44 for the merging on-ramp and TA-3A with a TMA for the shoulder closures.

**LANE CLOSURE MATRICES**

ALLOWABLE LANE CLOSURE MATRIX FOR SR. 1 NB UNDER BRIDGE 2-008J (TA-33)							
HOUR	SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
12:00 AM							
1:00 AM							
2:00 AM							
3:00 AM							
4:00 AM							
5:00 AM							
6:00 AM							
7:00 AM							
8:00 AM							
9:00 AM							
10:00 AM							
11:00 AM							
12:00 PM							
1:00 PM							
2:00 PM							
3:00 PM							
4:00 PM							
5:00 PM							
6:00 PM							
7:00 PM							
8:00 PM							
9:00 PM							
10:00 PM							
11:00 PM							
		LANE CLOSURES NOT PERMITTED					
		LANE CLOSURES PERMITTED					

























**QUANTITY SHEET**

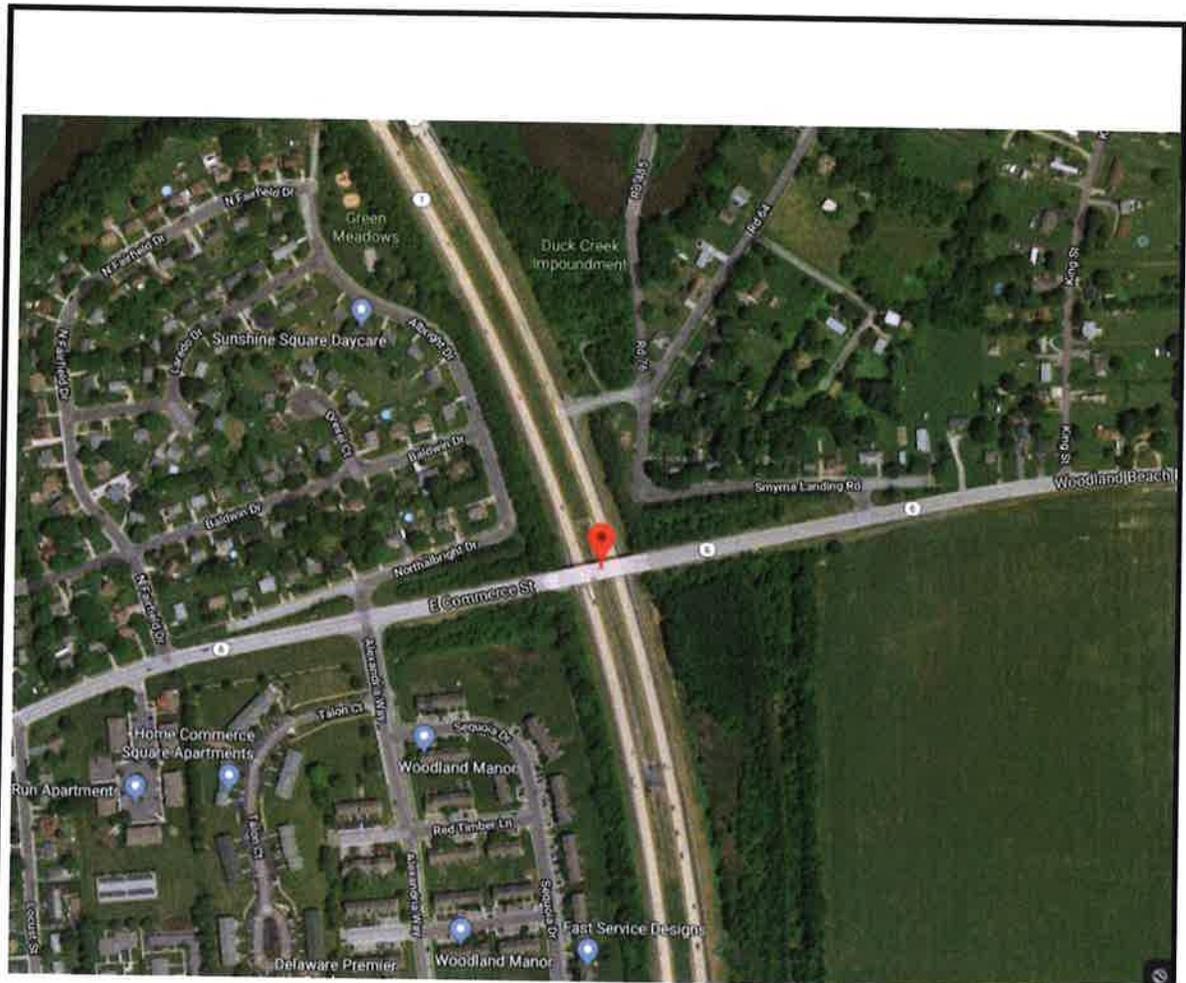
<b>Bridge No.</b>	<b>Area of Steel (ft<sup>2</sup>)</b>
2-008J	16436
2-009D	19686
2-012C	20934
2-014C	18260
2-066B	20503
2-084C	17451
2-088B	19477
2-345	20354
2-357B	28417
2-921E	18120
2-921W	18120
2-926	36642
<b>TOTAL</b>	<b>254400</b>

**Areas given are estimates only; the contractor shall verify all quantities before submitting bids.**

**LOCATION MAPS**



**Bridge 2-008J**



**Bridge 2-009D**

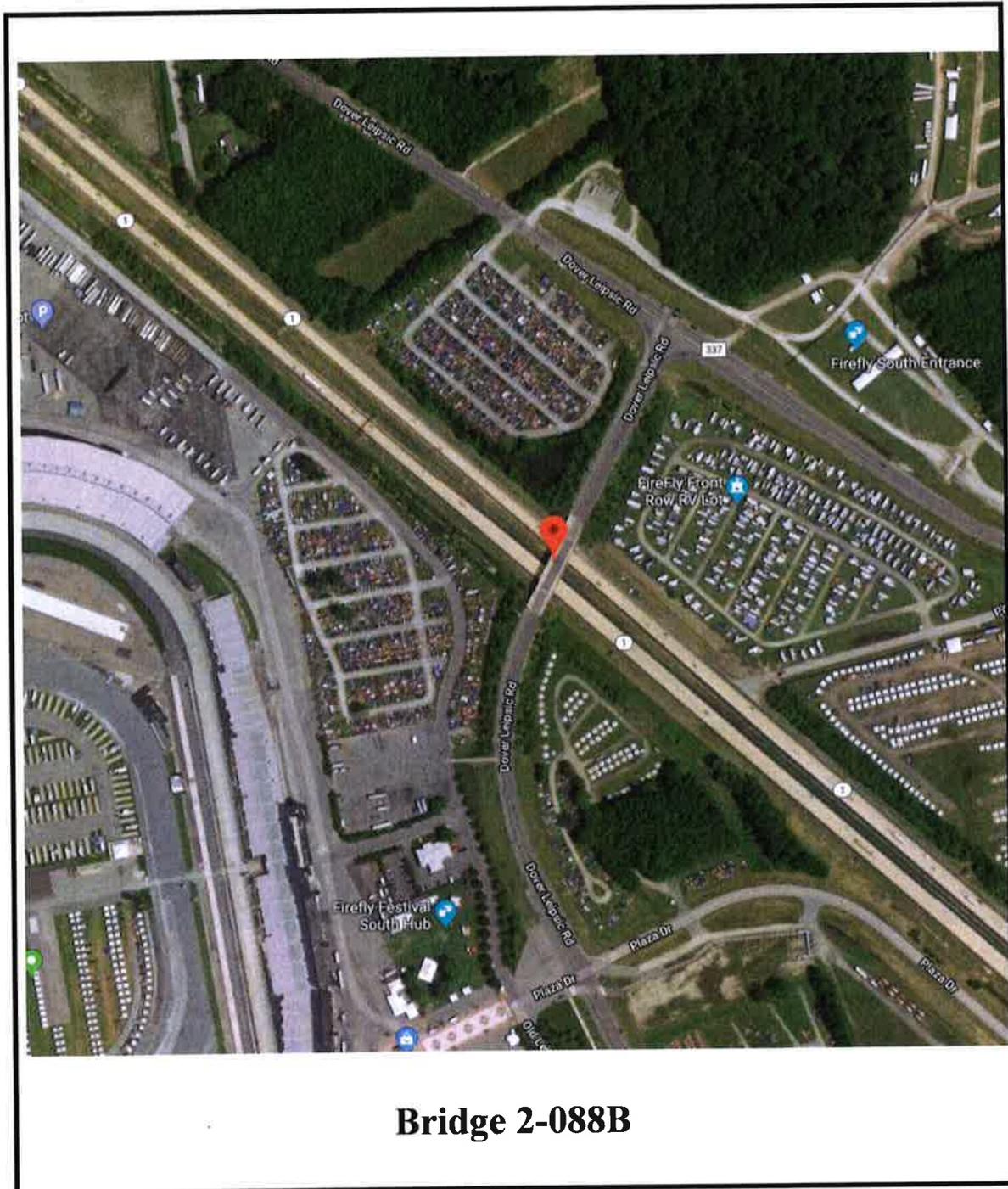


**Bridge 2-012C**

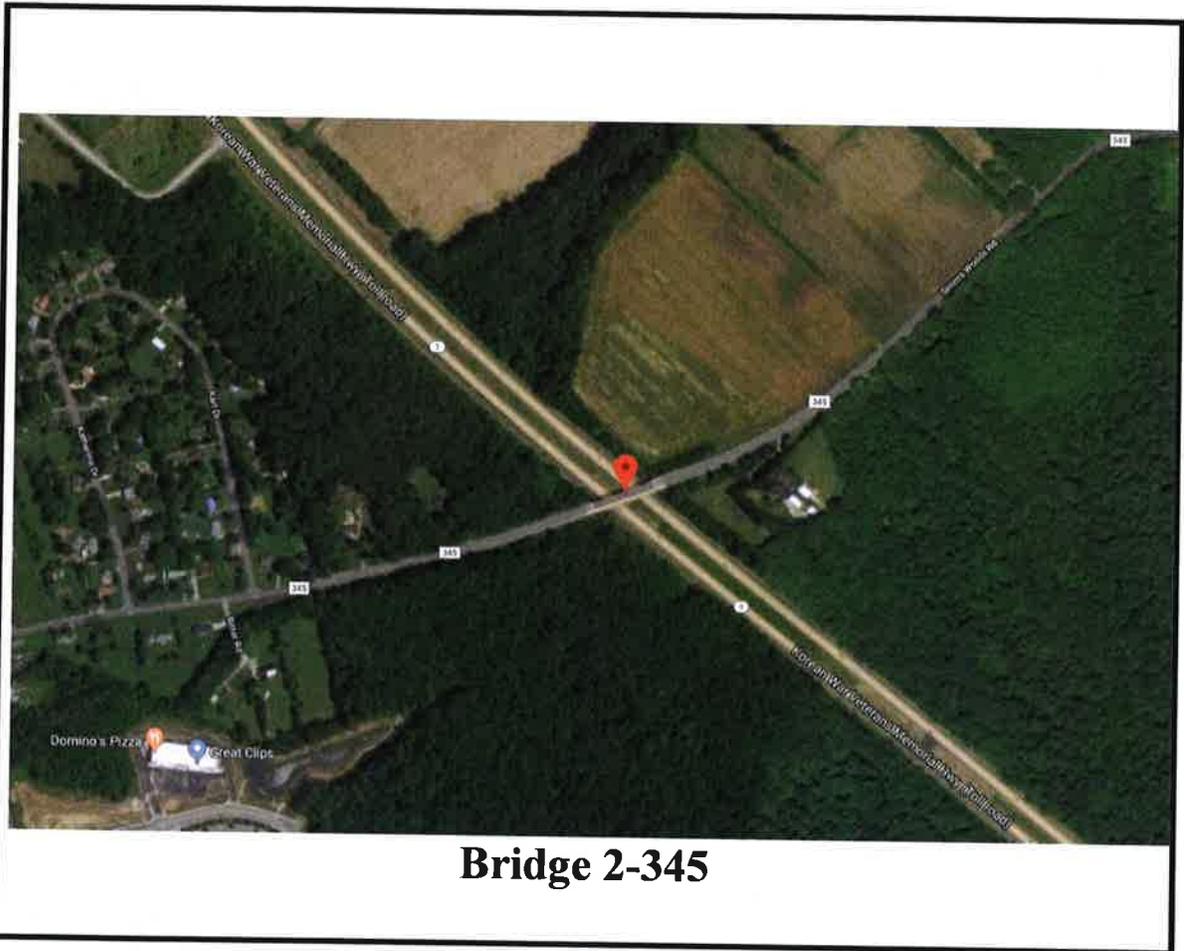




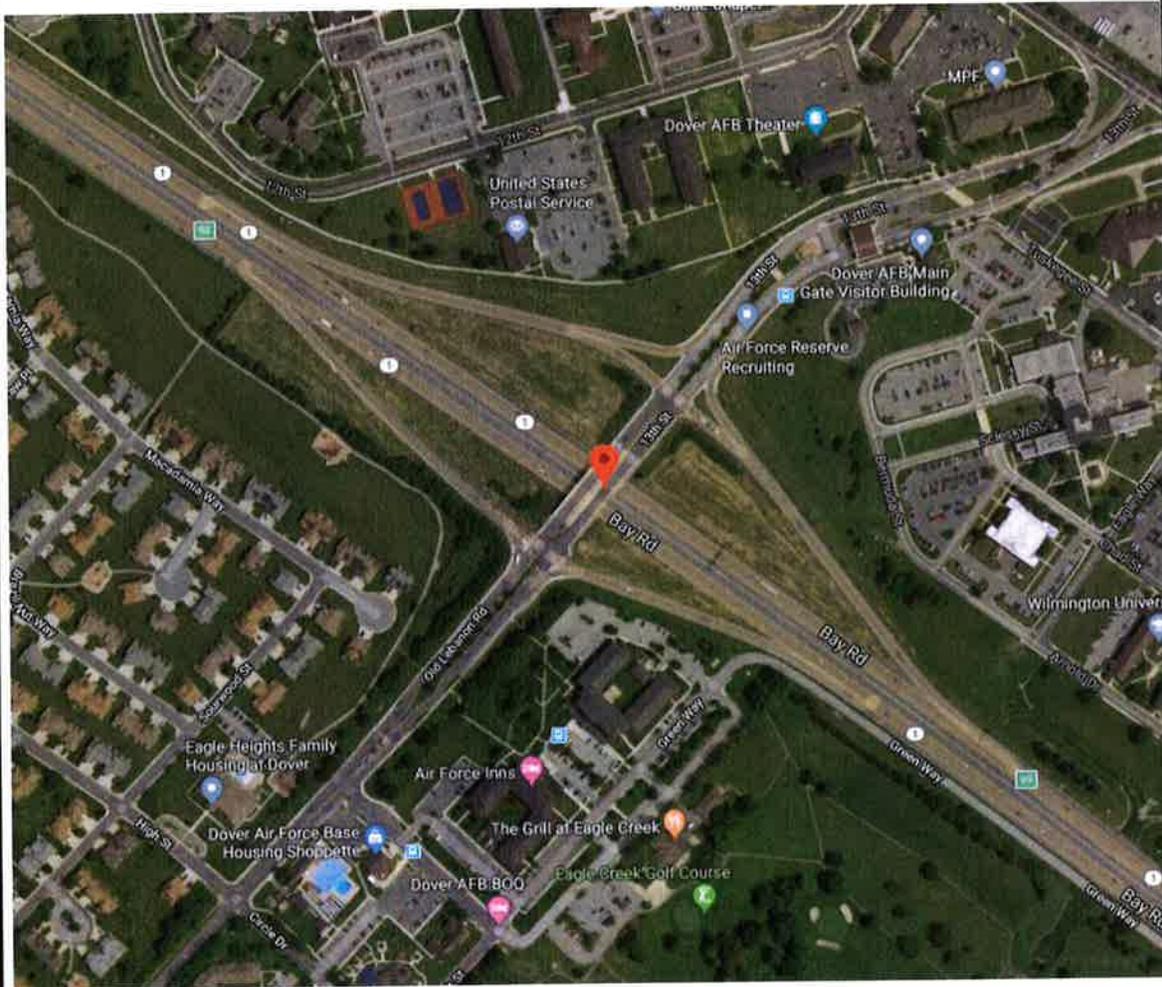




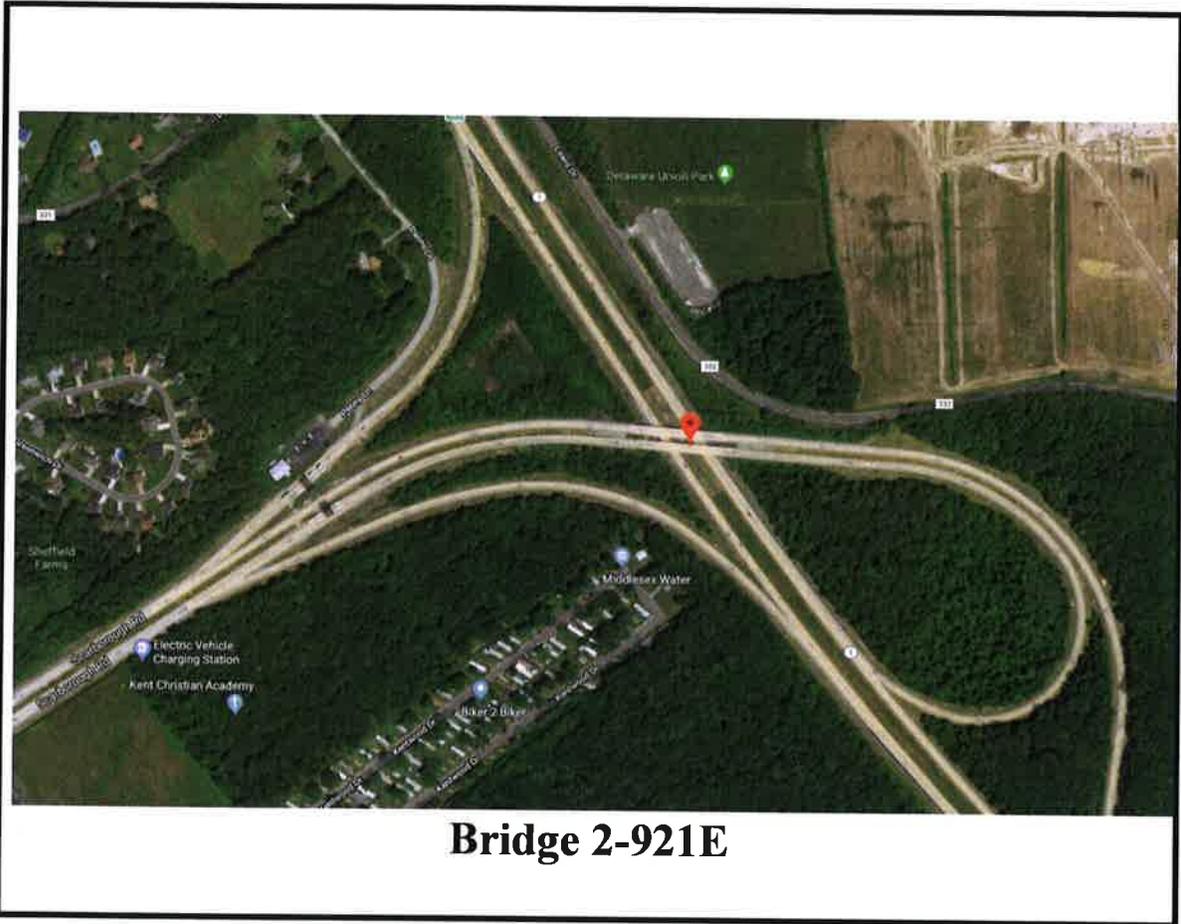
**Bridge 2-088B**



**Bridge 2-345**



**Bridge 2-357B**



**Bridge 2-921E**

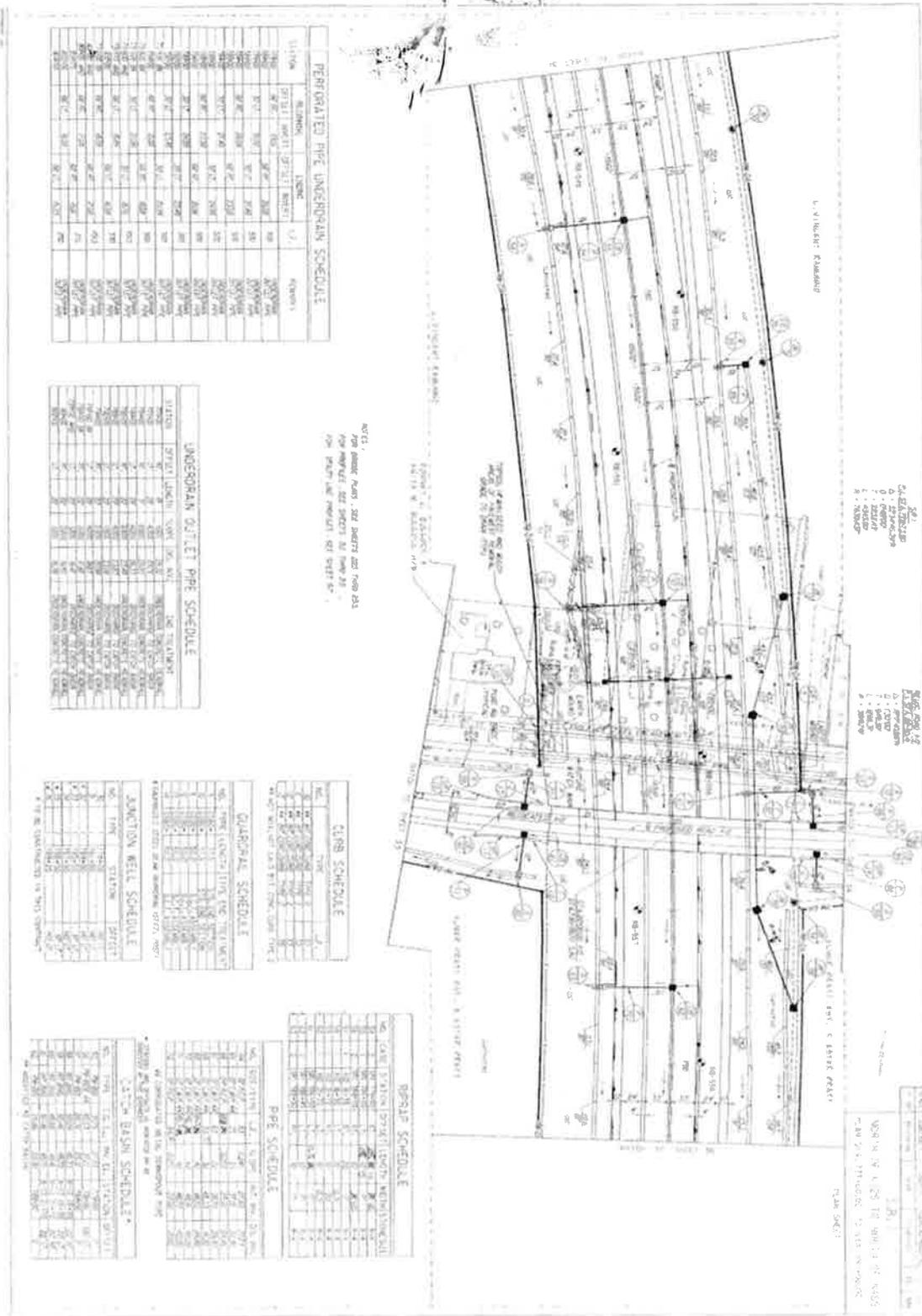


**Bridge 2-921W**









**PERFORATED PIPE UNDERGRAN SCHEDULE**

STATION	STARTING	ENDING	DIAMETER	LENGTH	REMARKS
10+00	10+00	10+05	18"	5'	PERFORATED PIPE
10+05	10+05	10+10	18"	5'	PERFORATED PIPE
10+10	10+10	10+15	18"	5'	PERFORATED PIPE
10+15	10+15	10+20	18"	5'	PERFORATED PIPE
10+20	10+20	10+25	18"	5'	PERFORATED PIPE
10+25	10+25	10+30	18"	5'	PERFORATED PIPE
10+30	10+30	10+35	18"	5'	PERFORATED PIPE
10+35	10+35	10+40	18"	5'	PERFORATED PIPE
10+40	10+40	10+45	18"	5'	PERFORATED PIPE
10+45	10+45	10+50	18"	5'	PERFORATED PIPE
10+50	10+50	10+55	18"	5'	PERFORATED PIPE
10+55	10+55	10+60	18"	5'	PERFORATED PIPE
10+60	10+60	10+65	18"	5'	PERFORATED PIPE
10+65	10+65	10+70	18"	5'	PERFORATED PIPE
10+70	10+70	10+75	18"	5'	PERFORATED PIPE
10+75	10+75	10+80	18"	5'	PERFORATED PIPE
10+80	10+80	10+85	18"	5'	PERFORATED PIPE
10+85	10+85	10+90	18"	5'	PERFORATED PIPE
10+90	10+90	10+95	18"	5'	PERFORATED PIPE
10+95	10+95	11+00	18"	5'	PERFORATED PIPE

**UNDERGRAN OUTLET PIPE SCHEDULE**

STATION	START	END	DIAMETER	LENGTH	REMARKS
10+00	10+00	10+05	18"	5'	UNDERGRAN OUTLET PIPE
10+05	10+05	10+10	18"	5'	UNDERGRAN OUTLET PIPE
10+10	10+10	10+15	18"	5'	UNDERGRAN OUTLET PIPE
10+15	10+15	10+20	18"	5'	UNDERGRAN OUTLET PIPE
10+20	10+20	10+25	18"	5'	UNDERGRAN OUTLET PIPE
10+25	10+25	10+30	18"	5'	UNDERGRAN OUTLET PIPE
10+30	10+30	10+35	18"	5'	UNDERGRAN OUTLET PIPE
10+35	10+35	10+40	18"	5'	UNDERGRAN OUTLET PIPE
10+40	10+40	10+45	18"	5'	UNDERGRAN OUTLET PIPE
10+45	10+45	10+50	18"	5'	UNDERGRAN OUTLET PIPE
10+50	10+50	10+55	18"	5'	UNDERGRAN OUTLET PIPE
10+55	10+55	10+60	18"	5'	UNDERGRAN OUTLET PIPE
10+60	10+60	10+65	18"	5'	UNDERGRAN OUTLET PIPE
10+65	10+65	10+70	18"	5'	UNDERGRAN OUTLET PIPE
10+70	10+70	10+75	18"	5'	UNDERGRAN OUTLET PIPE
10+75	10+75	10+80	18"	5'	UNDERGRAN OUTLET PIPE
10+80	10+80	10+85	18"	5'	UNDERGRAN OUTLET PIPE
10+85	10+85	10+90	18"	5'	UNDERGRAN OUTLET PIPE
10+90	10+90	10+95	18"	5'	UNDERGRAN OUTLET PIPE
10+95	10+95	11+00	18"	5'	UNDERGRAN OUTLET PIPE

NOTE:  
FOR ADJUST. PARTS SEE SHEETS 459 FROM 233  
FOR ADJUST. SEE SHEETS 51 FROM 233  
FOR ADJUST. PARTS SEE SHEET 46

**CLUB SCHEDULE**

NO.	TYPE	DATE	REMARKS
1	CLUB	10-10-10	CLUB SCHEDULE
2	CLUB	10-10-10	CLUB SCHEDULE
3	CLUB	10-10-10	CLUB SCHEDULE
4	CLUB	10-10-10	CLUB SCHEDULE
5	CLUB	10-10-10	CLUB SCHEDULE
6	CLUB	10-10-10	CLUB SCHEDULE
7	CLUB	10-10-10	CLUB SCHEDULE
8	CLUB	10-10-10	CLUB SCHEDULE
9	CLUB	10-10-10	CLUB SCHEDULE
10	CLUB	10-10-10	CLUB SCHEDULE

**QUADRANT SCHEDULE**

NO.	TYPE	DATE	REMARKS
1	QUADRANT	10-10-10	QUADRANT SCHEDULE
2	QUADRANT	10-10-10	QUADRANT SCHEDULE
3	QUADRANT	10-10-10	QUADRANT SCHEDULE
4	QUADRANT	10-10-10	QUADRANT SCHEDULE
5	QUADRANT	10-10-10	QUADRANT SCHEDULE
6	QUADRANT	10-10-10	QUADRANT SCHEDULE
7	QUADRANT	10-10-10	QUADRANT SCHEDULE
8	QUADRANT	10-10-10	QUADRANT SCHEDULE
9	QUADRANT	10-10-10	QUADRANT SCHEDULE
10	QUADRANT	10-10-10	QUADRANT SCHEDULE

**ADJUNCTION WELL SCHEDULE**

NO.	TYPE	DATE	REMARKS
1	ADJUNCTION WELL	10-10-10	ADJUNCTION WELL SCHEDULE
2	ADJUNCTION WELL	10-10-10	ADJUNCTION WELL SCHEDULE
3	ADJUNCTION WELL	10-10-10	ADJUNCTION WELL SCHEDULE
4	ADJUNCTION WELL	10-10-10	ADJUNCTION WELL SCHEDULE
5	ADJUNCTION WELL	10-10-10	ADJUNCTION WELL SCHEDULE
6	ADJUNCTION WELL	10-10-10	ADJUNCTION WELL SCHEDULE
7	ADJUNCTION WELL	10-10-10	ADJUNCTION WELL SCHEDULE
8	ADJUNCTION WELL	10-10-10	ADJUNCTION WELL SCHEDULE
9	ADJUNCTION WELL	10-10-10	ADJUNCTION WELL SCHEDULE
10	ADJUNCTION WELL	10-10-10	ADJUNCTION WELL SCHEDULE

**REPAIR SCHEDULE**

NO.	TYPE	DATE	REMARKS
1	REPAIR	10-10-10	REPAIR SCHEDULE
2	REPAIR	10-10-10	REPAIR SCHEDULE
3	REPAIR	10-10-10	REPAIR SCHEDULE
4	REPAIR	10-10-10	REPAIR SCHEDULE
5	REPAIR	10-10-10	REPAIR SCHEDULE
6	REPAIR	10-10-10	REPAIR SCHEDULE
7	REPAIR	10-10-10	REPAIR SCHEDULE
8	REPAIR	10-10-10	REPAIR SCHEDULE
9	REPAIR	10-10-10	REPAIR SCHEDULE
10	REPAIR	10-10-10	REPAIR SCHEDULE

**PRE SCHEDULE**

NO.	TYPE	DATE	REMARKS
1	PRE	10-10-10	PRE SCHEDULE
2	PRE	10-10-10	PRE SCHEDULE
3	PRE	10-10-10	PRE SCHEDULE
4	PRE	10-10-10	PRE SCHEDULE
5	PRE	10-10-10	PRE SCHEDULE
6	PRE	10-10-10	PRE SCHEDULE
7	PRE	10-10-10	PRE SCHEDULE
8	PRE	10-10-10	PRE SCHEDULE
9	PRE	10-10-10	PRE SCHEDULE
10	PRE	10-10-10	PRE SCHEDULE

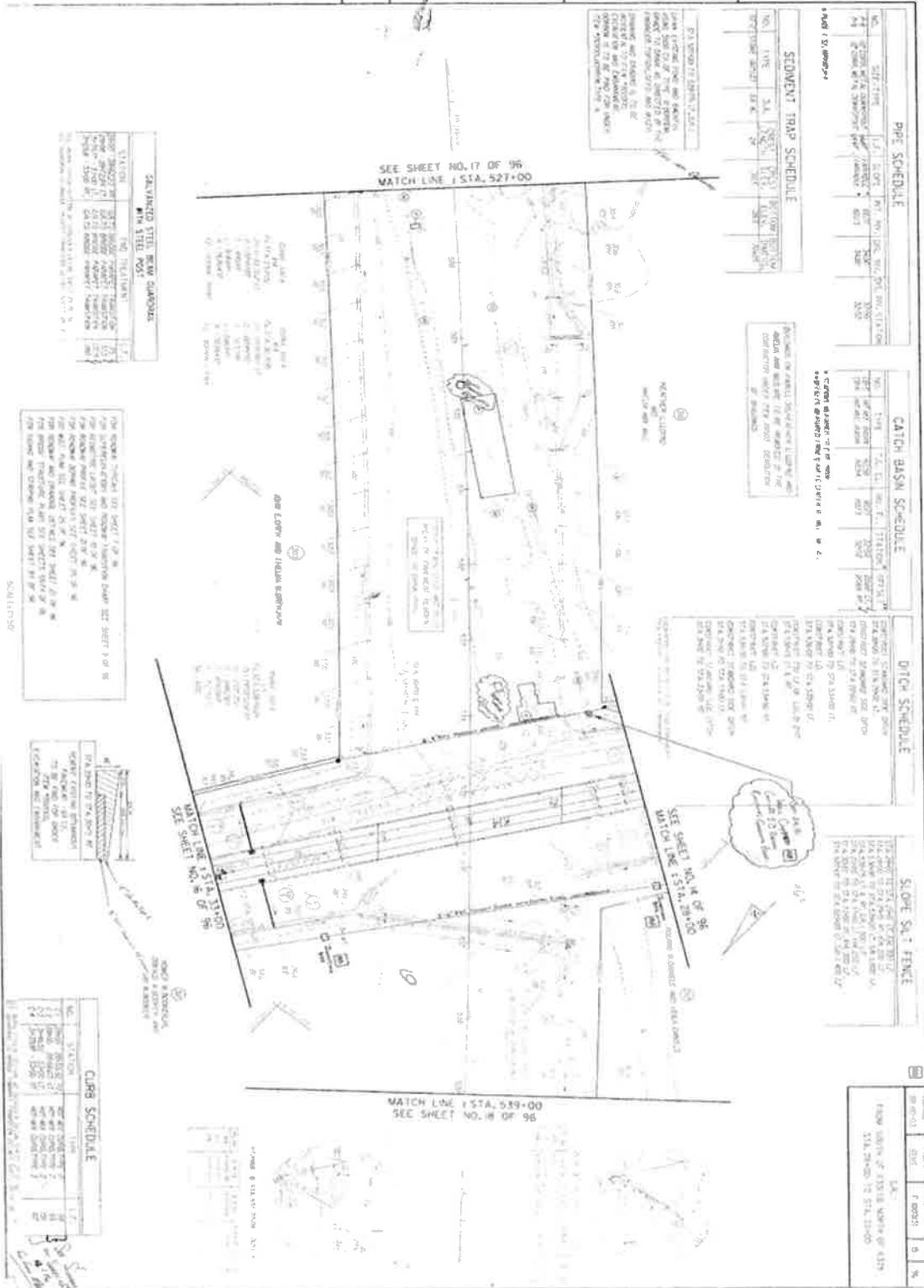
**3-1/2" BASH SCHEDULE**

NO.	TYPE	DATE	REMARKS
1	3-1/2" BASH	10-10-10	3-1/2" BASH SCHEDULE
2	3-1/2" BASH	10-10-10	3-1/2" BASH SCHEDULE
3	3-1/2" BASH	10-10-10	3-1/2" BASH SCHEDULE
4	3-1/2" BASH	10-10-10	3-1/2" BASH SCHEDULE
5	3-1/2" BASH	10-10-10	3-1/2" BASH SCHEDULE
6	3-1/2" BASH	10-10-10	3-1/2" BASH SCHEDULE
7	3-1/2" BASH	10-10-10	3-1/2" BASH SCHEDULE
8	3-1/2" BASH	10-10-10	3-1/2" BASH SCHEDULE
9	3-1/2" BASH	10-10-10	3-1/2" BASH SCHEDULE
10	3-1/2" BASH	10-10-10	3-1/2" BASH SCHEDULE

10-10-10  
1. 18" PERFORATED PIPE  
2. 18" UNDERGRAN OUTLET PIPE  
3. 18" CLUB  
4. 18" QUADRANT  
5. 18" ADJUNCTION WELL  
6. 18" REPAIR  
7. 18" PRE  
8. 3-1/2" BASH

10-10-10  
1. 18" PERFORATED PIPE  
2. 18" UNDERGRAN OUTLET PIPE  
3. 18" CLUB  
4. 18" QUADRANT  
5. 18" ADJUNCTION WELL  
6. 18" REPAIR  
7. 18" PRE  
8. 3-1/2" BASH

WORK IN ACC. TO 10-10-10  
10-10-10  
10-10-10  
10-10-10



SEE SHEET NO. 17 OF 96  
MATCH LINE STA. 527+00

MATCH LINE STA. 539+00  
SEE SHEET NO. 18 OF 96

**PIPE SCHEDULE**

NO.	LINE	SIZE	MATERIAL	DEPTH	SPACING
1	1	18"	CONCRETE	36"	100'
2	2	18"	CONCRETE	36"	100'

**CATCH BASIN SCHEDULE**

NO.	LINE	TYPE	SIZE	DEPTH	SPACING
1	1	1	4' x 4'	24"	100'
2	2	1	4' x 4'	24"	100'

**DITCH SCHEDULE**

NO.	LINE	DEPTH	WIDTH	SPACING
1	1	24"	36"	100'
2	2	24"	36"	100'

**SLOPE 5:1 FENCE**

NO.	LINE	POST SIZE	RAIL SIZE	SPACING
1	1	4" x 4"	2" x 4"	100'
2	2	4" x 4"	2" x 4"	100'

**SALVAGED STEEL BEAM GUARDS**

STATION	NO.	TYPE	DEPTH	WIDTH
527+00	1	1	36"	48"
527+00	2	1	36"	48"

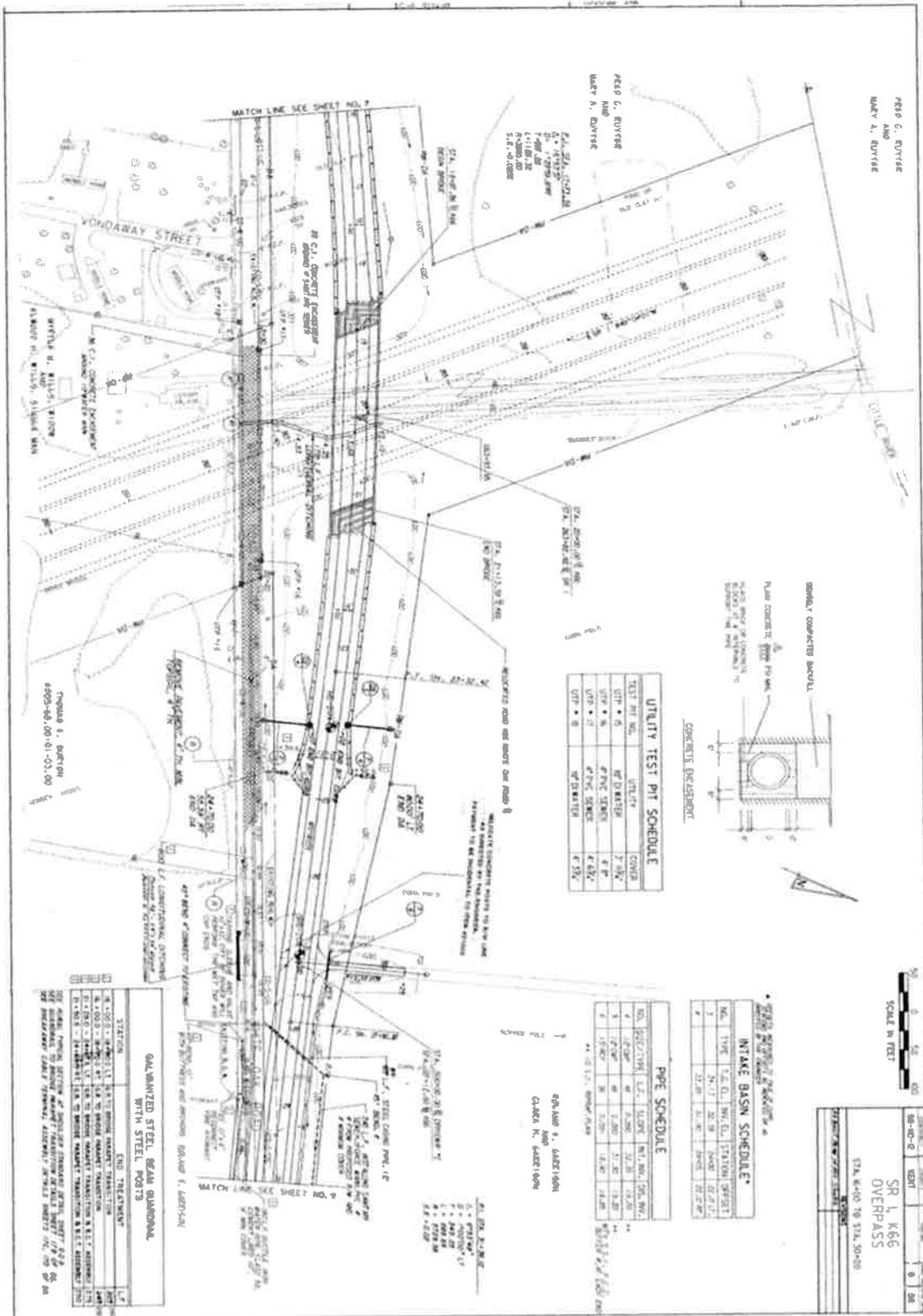
**MIN. STEEL FOOT**

STATION	NO.	TYPE	DEPTH	WIDTH
527+00	1	1	36"	48"
527+00	2	1	36"	48"

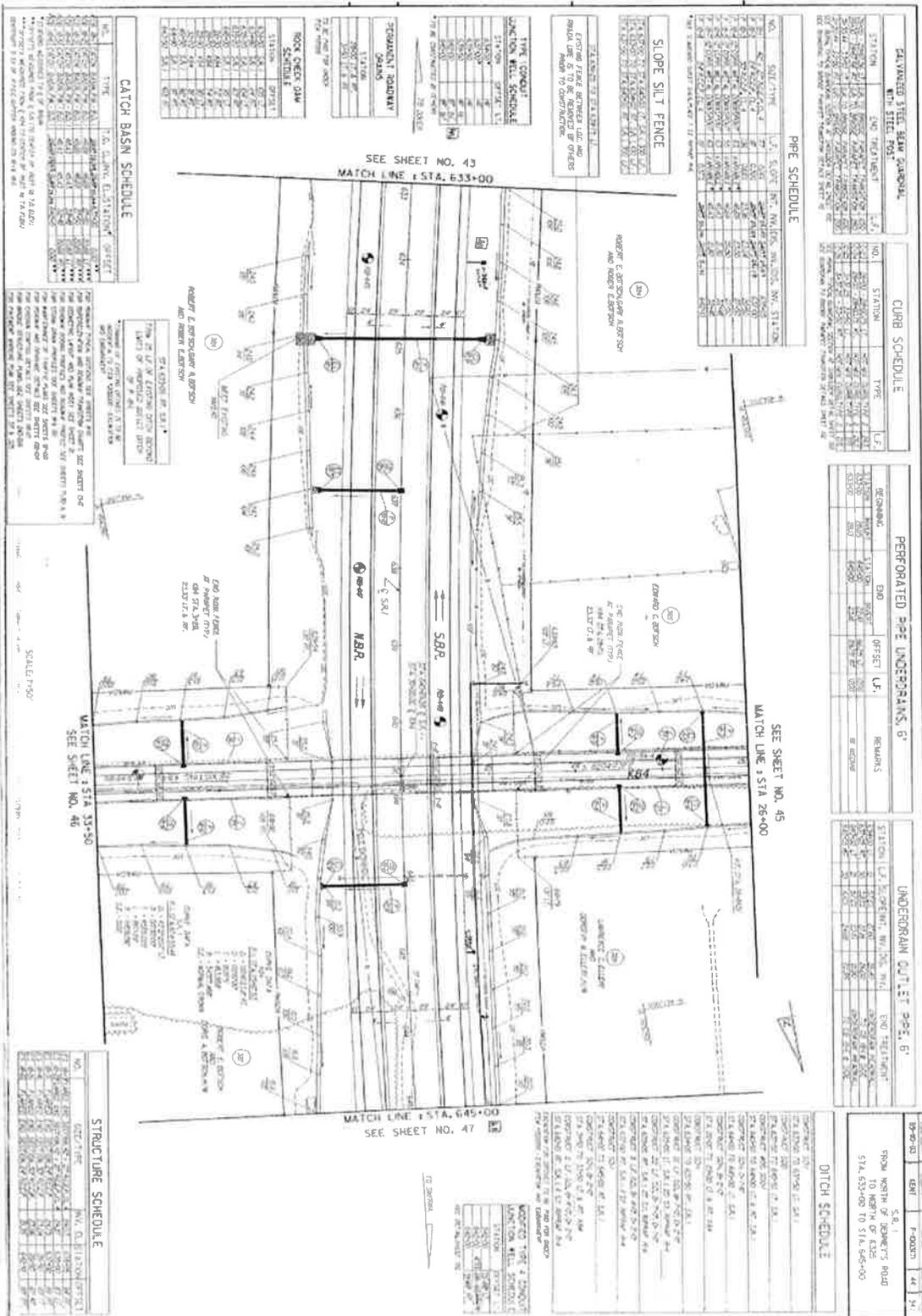
**CLB8 SCHEDULE**

STATION	NO.	TYPE	DEPTH	WIDTH
527+00	1	1	36"	48"
527+00	2	1	36"	48"

2-014C Right of Way



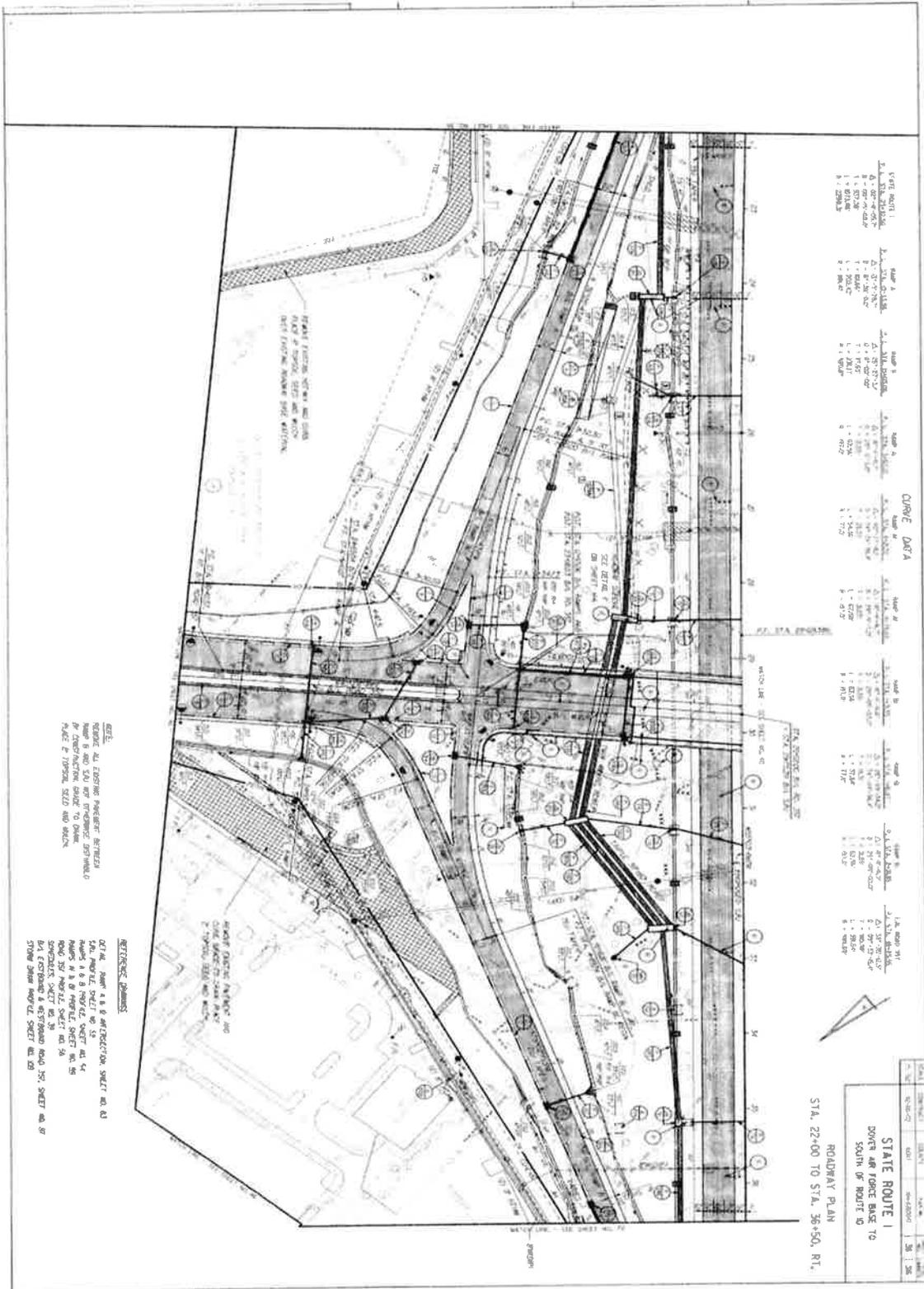
2-066B Right of Way



2-084C Right of Way

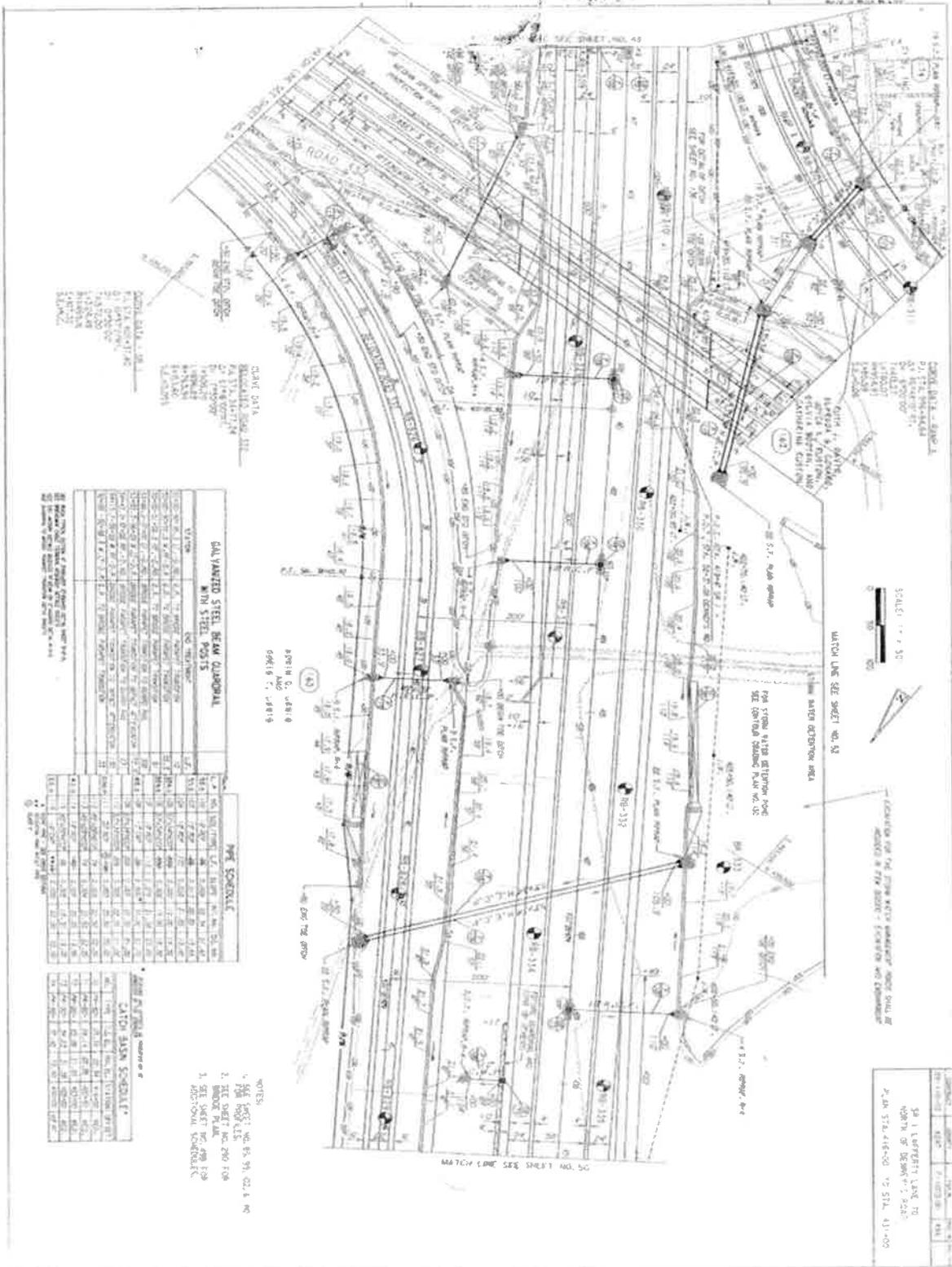






2-357B Right of Way





2-921E&W Right of Way

