

EXHIBIT A

ALS:oca 8/25/71 (6)

DEED

07740

THIS DEED, made this 29th day of DECEMBER, in the year of our Lord one thousand nine hundred and seventy-one, between E. I. DU PONT DE NEMOURS AND COMPANY, a corporation of the State of Delaware, party of the first part (GRANTOR), and THE STATE OF DELAWARE, party of the second part (GRANTEE),

W I T N E S S E T H :

That GRANTOR, for and in consideration of the sum of Twelve Thousand Six Hundred Dollars (\$12,600.00) lawful money of the United States of America, the receipt whereof is heroby acknowledged, hereby grants and conveys unto GRANTEE, its successors and assigns, forever, all that certain tract, piece or parcel of land situate in the City of Wilmington, New Castle County and State of Delaware, said land constituting a part of the new Interstate Highway Route I-495, more particularly bounded and described as follows:

BEGINNING at a point on the southeasterly side of Christina Avenue (at 80 feet wide), said point being a corner common to lands of GRANTOR and lands now or formerly of Lester S. Nolan, said point being distant 10.83 feet from and at right angles to and to the right of Right of Way Survey Station 356+68.30 of the Base Line of Interstate Highway Route I-495, and said point being located the two following courses and distances from the intersection of the centerline of "C" Street with the centerline of the said Christina Avenue:

1. South 12° 30' East (all bearings refer to GRANTOR'S deed unless otherwise noted) along the centerline of the said Christina Avenue, 446.93 feet to a point and
2. North 77° 30' East, crossing the southeasterly one-half of Christina Avenue, 40.00 feet to the Beginning point;

THENCE from the said Beginning point North 12° 30' West, along the said southeasterly side of Christina Avenue and partially crossing the Interstate Highway, 93.70 feet to a point of intersection thereof with the new northwesterly right of way line of the Interstate Highway, said point being distant 75.00 feet from and at right angles to and to the left of Right of Way Survey Station 357+05.90 of the Base Line of the Interstate Highway;

THENCE North 53° 50' 30" East (North 45° 00' 00" East - Highway Bearing), crossing the lands of GRANTOR

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along the said new northwesterly right of way of the Interstate Highway, 774.06 feet to a point of intersection thereof with the wharf line on the westerly side of the Christina River as established by the Harbor Commissioners of the Port of Wilmington in 1884, said line also being the easterly property line for the lands of GRANTOR, said point being distant 75.30 feet from and at right angles to and to the left of Right of Way Survey Station 364+79.96 of the Base Line of the Interstate highway;

THENCE thereby South 10° 56' 20" East, recrossing the Interstate Highway, 165.80 feet to a point of intersection thereof with the new southeasterly right of way line of the Interstate highway, said point being distant 75.00 feet from and at right angles to and to the right of Right of Way Survey Station 364+09.32 of the Base Line of the Interstate Highway and said point also being distant North 10° 56' 20" West, 238.67 feet, measuring along the said easterly property line, from the southeasterly property corner for the land of GRANTOR;

THENCE South 53° 50' 30" West, along the said new southeasterly right of way line of the Interstate Highway and recrossing the lands of GRANTOR 594.55 feet to a point of intersection thereof with the property line between the lands of the aforesaid Lester S. Nolan and the lands of GRANTOR, said point being distant 75.00 feet from and at right angles to and to the right of Right of Way Survey Station 358+14.77 of the Base Line of the Interstate highway and

THENCE South 77° 30' West, along the said property line and partially crossing the Interstate Highway, 159.92 feet to the first mentioned point and place of Beginning.

CONTAINING within said metes and bounds 2.528 acres of land, be the same more or less.

BEING a part of the same land and premises that was conveyed to GRANTOR by Congoleum-Hairn, Inc., by deed dated April 7, 1964, and recorded in the Office of the Recorder of Deeds in and for New Castle County, Delaware, in Deed Record U, Volume 72, Page 607.

RESERVING unto GRANTOR, its successors and assigns, the free, uninterrupted right, use and privilege of utilizing the land hereby conveyed (with the exception of the portion thereof whereon the bridge abutments are erected), hereinafter referred to as "SAID LAND", for the purpose of parking automobiles and the right of ingress and egress for the purpose of gaining access to other lands of GRANTOR, situate on either side thereof, under the following terms and conditions:

1. GRANTOR, its successors or assigns, shall keep

and maintain SAID LAND clear and free of all debris and inflammable storage, maintain, grade, drain or pave SAID LAND in conformance with methods approved by GRANTEE, and keep and maintain SAID LAND in a neat and orderly manner; and

2. GRANTEE, its successors or assigns, shall not cause to be erected any building or permanent structures of any nature on SAID LAND other than ordinary fencing at the easterly and westerly ends thereof; and

3. GRANTEE, its successors or assigns, shall provide and maintain suitable guard rails as approved by GRANTEE across and along the bridge piers to protect such piers from collision damage; and

4. GRANTEE, its successors or assigns, shall not use the bridge structure or piers thereof for any purpose not consistent with their normal function, nor make any attachment thereto, for any purpose whatsoever, nor post, nor cause to be posted, any signs of advertisement, directions, or instructions thereon; and

5. GRANTEE, its successors or assigns shall save GRANTEE harmless from any and all claims or cause of action that may arise directly or indirectly from the use by GRANTEE, its successors and assigns, of SAID LAND; and

6. GRANTEE shall have the right, power and privilege, upon twenty-four (24) hours' notice, to require GRANTEE to vacate SAID LAND for the purpose of maintaining, painting, or reconstructing said bridge or structures, and in the event of an emergency, to require GRANTEE to remove all vehicles from SAID LAND immediately. At the conclusion of any emergency or maintenance performed by GRANTEE, GRANTEE shall resume the use of SAID LAND, and

7. In the event GRANTEE, its successors or assigns, violates any of the above terms or conditions and such violation should continue for a period of twenty (20) days after receipt by GRANTEE of written notice to comply, or in the event GRANTEE should voluntarily quitclaim to GRANTEE all right, title and interest it may have in the above described property by virtue of this reservation, then this reservation shall terminate and thereafter be and become wholly void and said premises shall become vested in GRANTEE without reentry or any other account or ceremony whatever. In any such event, GRANTEE will pay to GRANTEE the sum of Twenty-two Thousand Eight Hundred Fifty Dollars (\$22,850.00), which sum is considered to be the value to GRANTEE of such reservation.

IN WITNESS WHEREOF, GRANTEE has caused its corporate seal to be hereto affixed and attested by one of its Assistant Secretaries

EC-86 2261

This Deed, Made this

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25th day of September, A. D. 1968

NETIVERN, PYRITES CO., INC., a corporation of the State of Delaware,

Part Y of the first part; and THE STATE OF DELAWARE, party of the second part.

Witnesseth, That the said part Y of the first part, for and in consideration of the

sum of ELEVEN THOUSAND DOLLARS (\$11,000.00) current lawful money of the United States of America, the receipt whereof is hereby acknowledged, hereby grant B and convey B unto the said party of the second part.

ALL those three certain tracts, pieces or parcels of land, situate in the City of Wilmington, New Castle County and State of Delaware, said lands, Parcels Nos. 1 and 3, constituting a part of the new Interstate Highway Route I-495, to be acquired under Contract No. 64-02-022, more particularly bounded and described as follows, to wit:

PARCEL NO. 1 - (Mainline Controlled Access Lands West Side Christiansiana Avenue VI-2)

BEGINNING at a point in the intersection of the Westerly side of Christiansiana Avenue (at 80 feet wide) with the division line corner for the lands of the Grantor and the line of lands extended, formerly of the Eastern Malleable Iron Company, as recorded in Deed Record A, Volume 24, Page 290, said point being on the Easterly right of way line of a twenty-two (22) feet wide right of way, of the Wilmington and Northern Railroad Company (Reading Company); THENCE from the said Beginning point, South 20 degrees, 39 minutes, 30 seconds East, (deed bearing), along the said Westerly side of Christiansiana Avenue, being the said Easterly right of way line of the Wilmington and Northern Railroad Company, fifty-three (53) feet, more or less, to a point of intersection thereof with the new Southeasterly right of way and controlled access line of the Interstate Highway, being distant seventy-five (75) feet from and at right angle to and to the right, of the base line of right of way Survey Station 355+52.83, more or less, of the Interstate Highway; THENCE South 45 degrees, 00 minutes, 00 seconds West, (highway bearing), along the said new Southeasterly right of way and controlled access line of the Interstate Highway, six hundred ten and seventy-two one-hundredths (610.72) feet to a point of intersection thereof with the Easterly right of way line of the Delaware Railroad Company (P.B. & W.R.R.CO.) one hundred (100) feet wide right of way, being distant seventy-five (75) feet from and at right angle to and to the right, of the base line of right of way Survey Station 349+42.11, more or less, of the Interstate Highway; THENCE North 20 degrees, 44 minutes, 30 seconds West, (deed bearing), along the said Easterly right of way line of the Delaware Railroad

Company, one hundred sixty-four (164) feet, more or less, to a point of intersection thereof with the new Northwesterly right of way and controlled access line of the Interstate Highway, being distant seventy-five (75) feet from and at right angle to and to the left, of the base line of right of way Survey Station 350+07.57, more or less, of the Interstate Highway; THERNCE North 45 degrees, 00 minutes, 00 seconds East, (highway bearing), along the said Northwesterly right of way and controlled access line of the Interstate Highway, three hundred thirty-five (335) feet, more or less, to a point of intersection thereof with the division line between the lands of the Grantor and the lands now of the Delaware Power and Light Company as recorded in Deed Record Q, Volume 36, Page 499 and dated October 10, 1929, being the lands formerly of the Eastern Malleable Iron Company and THERNCE North 69 degrees, 20 minutes, 30 seconds East, (deed bearing), along the line of lands of the said Delaware Power and Light Company and crossing the aforesaid twenty-two (22) feet wide right of way of the Wilmington and Northern Railroad Company, two hundred fifty-four (254) feet, more or less, to the first mentioned point and place of Beginning, CONTAINING within said metes and bounds 1.781 acres of land, be the same more or less.

BEING a part of the same lands and premises which Pyrites Co., Limited, a corporation of the State of Delaware, by Indenture bearing date the 31st day of December, A.D., 1929, and recorded at the Office of the Recorder of Deeds, in and for New Castle County, State of Delaware, in Deed Record X, Volume 36, Page 71, did grant and convey unto the party of the first part, hereto, in fee.

The party of the second part intends to use the premises hereby conveyed, in whole or in part, for the purpose of construction and operation of an Interstate Highway. The party of the first part, for itself, its successors and assigns, expressly surrenders and releases to the party of the second part any easement or right of direct access to the said Highway and any easement in respect of light or air which they may have by reason of the fact that their remaining property abuts on the said Highway or the right of way thereof. The party of the first part further expressly agrees for itself, its successors and assigns, that there shall be no right of direct access to the premises hereby conveyed from the remaining lands of the party of the first part, abutting on the lands hereby conveyed.

EXCEPTING THEREOUT AND THEREFROM, all that certain lot, piece or parcel of land conveyed by Lobdell Car Wheel Company to the Wilmington and Northern Railroad Company, dated July 3, 1862 and recorded at the Office of the Recorder of Deeds, in and for New Castle County, State of Delaware, in Deed Record G, Volume 12, Page 498, and more particularly described as follows, to wit, which property reverts back to successors or assigns:

BEGINNING at a point in the intersection of the Westerly side of Christiana Avenue (at 80 feet wide) with the division line corner for the lands of the Pyrites Co., Inc., and the line of lands extended, formerly of the Eastern Malleable Iron Company as recorded in Deed Record A, Volume 24, Page 290, said point being on the Easterly right of way line of a twenty-two (22) feet wide right of way of the Wilmington and Northern Railroad Company (Reading Company); THERNCE from the said Beginning point, South 20 degrees, 39 minutes, 30 seconds East, (deed bearing), along the said Westerly side of Christiana Avenue, being the said Easterly right of way line of the Wilmington and Northern Railroad Company, fifty-three (53) feet, more or less, to a point of intersection thereof with the new Southeasterly right of way and controlled access line of the Interstate Highway, being distant seventy-five (75) feet from and at right angle to and to the right, of the base line of right of way Survey Station 355+52.83, more or less, of the Interstate Highway; THERNCE South 45 degrees, 00 minutes, 00 seconds West, (highway bearing), along the said new Southeasterly right of way and

controlled access line of the Interstate Highway, twenty-four (24) feet, more or less, to a point of intersection thereof with the West-erly right of way line of the said Wilmington and Northern Railroad Company; THENCE thereby, North 20 degrees, 39 minutes, 30 seconds West, (deed bearing), sixty-three (63) feet, more or less, to a point of intersection thereof with the division line between the lands of the Pyrites Co., Inc. and the lands formerly of the Eastern Malleable Iron Company and THENCE North 69 degrees, 20 minutes, 30 seconds East, (deed bearing) and crossing the aforesaid Wilmington and Northern Railroad Company right of way twenty-two (22) feet, more or less, to the first mentioned point and place of Beginning. CONTAINING within said metes and bounds 0.029 of an acre of land, be the same more or less.

PARCEL NO. 2 - (Severance Area Northwest of the Interstate Highway and West of Christiana Avenue)

BEGINNING at a point in the intersection of the Easterly right of way line of the Delaware Railroad Company (P.B. & W.R.R.CO.) (at 100 feet wide) with the division line corner for the lands of the Grantor and the lands now of the Delaware Power and Light Company as recorded in Deed Record Q, Volume 36, Page 499 and dated October 10, 1929, being the land formerly of the Eastern Malleable Iron Company; THENCE from the said Beginning point North 69 degrees, 20 minutes, 30 seconds East, (deed bearing), along the division line between the lands of the Grantor and the lands of the said Delaware Power and Light Company, three hundred five (305) feet, more or less, to a point of intersection thereof with the new Northwesterly right of way and controlled access line of the Interstate Highway, being distant seventy-five (75) feet from and at right angle to and to the left, of the base line of right of way Survey Station 353+42.57, more or less, of the Interstate Highway; THENCE South 45 degrees, 00 minutes, 00 seconds West, (highway bearing), along the said new Northwesterly right of way and controlled access line of the Interstate Highway, three hundred thirty-five (335) feet, to a point of intersection thereof with the aforesaid Easterly right of way line of the Delaware Railroad Company, being distant seventy-five (75) feet from and at right angle to and to the left, of the base line of right of way Survey Station 350+07.57, more or less, of the Interstate Highway and THENCE North 20 degrees, 44 minutes, 30 seconds West, (deed bearing), along the said Easterly right of way line of the Delaware Railroad Company, one hundred thirty-five (135) feet, more or less, to the first mentioned point and place of Beginning. CONTAINING within said metes and bounds 0.474 of an acre of land, be the same more or less.

BEING a part of the same lands and premises which Pyrites Co., Limited, a corporation of the State of Delaware, by Indenture bearing date the 31st day of December, A.D., 1929, and recorded at the Office of the Recorder of Deeds, in and for New Castle County, State of Delaware, in Deed Record X, Volume 36, Page 71, did grant and convey unto the party of the first part, hereto, in fee.

PARCEL NO. 3 - (Mainline Controlled Access Lands East Side of Christiana Avenue VI-6)

BEGINNING at a point in the intersection of the Easterly side of Christiana Avenue (at 80 feet wide) with the division line corner for the lands of the Grantor and the lands formerly of the Eastern Malleable Iron Company, now of Lester S. Nolan as recorded in Deed Record U, Volume 72, Page 9 - Parcel No. 2 and dated April 23, 1964, said point being distant fifty-seven (57) feet from and at right angle to and to the right of the base line of right of way Survey Station 356+48.05, more or less, of the Interstate Highway; THENCE from the said Beginning point, North 69 degrees, 20 minutes, 30 seconds East (deed bearing), along the said division between the lands of the Grantor and the lands of Lester S. Nolan, forty-three (43) feet, more

or less to a point on the new southeasterly right of way and controlled access line of the Interstate Highway, being distant seventy-five (75) feet from and at right angle to and to the right, of the base line of right of way Survey Station 356+87.13, more or less, of the Interstate Highway; THENCE South 45 degrees, 00 minutes, 00 seconds West, (highway bearing), along the said new southeasterly right of way and controlled access line of the Interstate Highway, forty-seven (47) feet, more or less, to a point of intersection thereof with the aforesaid easterly side of Christiana Avenue, being distant seventy-five (75) feet from and at right angle to and to the right, of the base line of right of way Survey Station 356+40.17, more or less, of the Interstate Highway and THENCE North 20 degrees, 39 minutes, 30 seconds West, (deed bearing), along the said easterly side of Christiana Avenue, nineteen (19) feet, more or less, to the first mentioned point and place of Beginning. CONTAINING within said metes and bounds 0.009 of an acre of land, be the same more or less.

BEING a part of the same lands and premises which Pyrites Co., Limited, a corporation of the State of Delaware, by Indenture bearing date the 31st day of December, A.D., 1929, and recorded at the Office of the Recorder of Deeds, in and for New Castle County, State of Delaware, in Deed Record X, Volume 36, Page 71, did grant and convey unto the party of the first part, hereto, in &c.

The party of the second part intends to use the premises hereby conveyed, in whole or in part, for the purpose of construction and operation of an Interstate Highway. The party of the first part, for itself, its successors and assigns, expressly surrenders and releases to the party of the second part any easement or right of direct access to the said Highway and any easement in respect of light or air which they may have by reason of the fact that their remaining property abuts on the said Highway or the right of way thereof. The party of the first part further expressly agrees for itself, its successors and assigns, that there shall be no right of direct access to the premises hereby conveyed from the remaining lands of the party of the first part, abutting on the lands hereby conveyed.

02026

IN THE SUPERIOR COURT OF THE STATE OF DELAWARE
IN AND FOR NEW CASTLE COUNTY

THE STATE OF DELAWARE, UPON
THE RELATION OF THE STATE
HIGHWAY DEPARTMENT,

Plaintiff,

v.

Civil Action No. 5128, 1970

LESTER S. NOLAN and SUZANNE
S. NOLAN, his wife; MELLON
NATIONAL BANK AND TRUST COMPANY;
0.114 OF AN ACRE OF LAND, more
or less, Situate in the City of
Wilmington, New Castle County,
State of Delaware, and UNKNOWN
OWNERS,

CERTIFIED ABSTRACT OF
RECORD OF CONDEMNATION
PROCEEDINGS

Defendants.

The following Abstract of Record in the above
captioned condemnation action is made, certified and filed
pursuant to 10 Del. C §6113:

1. The land and premises condemned and taken in
these proceedings is bounded and described as follows:

ALL that certain tract, piece or parcel of land,
situate in the City of Wilmington, New Castle County and
State of Delaware, said land, constituting a part of the
new Interstate Highway Route I-495, to be acquired under
Contract No. 64-02-022, more particularly bounded and
described as follows, to wit:

Parcel No. 1 - (Mainline Controlled Access Lands)

BEGINNING at a point in the intersection of the
division line corner for the lands of the Grantor and the lands
of the E. I. DuPont de Nemours and Company, as recorded
in Deed Record U, Volume 72, Page 607 and dated April 7,
1964, formerly lands of the Congoleum-Nairn, Inc., with the
Easterly side of Christiana Avenue (at 80 feet wide), being
distant Twelve (12) feet, more or less, from and at right
angle to and to the right, of the base line of right of
way Survey Station 356+67.76, more or less, of the Inter-
state Highway; THENCE from the said Beginning point, North
72 degrees, 46 minutes, East, (deed bearing), along the
division line between the lands of the Grantor and the
lands of the said E. I. DuPont de Nemours and Company,
one hundred fifty six (156) feet, more or less, to a
point of intersection thereof with the new Southeasterly

right of way and controlled access line of the Interstate Highway, being distant seventy five (75) feet from and at right angle to and to the right, of the base line of right of way Survey Station 353+12.60, more or less, of the Interstate Highway; THENCE South 45 degrees, 00 minutes, 00 seconds West, (highway bearing), along the said new Southeasterly right of way and controlled access line of the Interstate Highway, one hundred twenty four (124) feet, more or less, to a point of intersection thereof with the division line between the lands of the Grantor and the lands of the Pyrites Co., Inc., as recorded in Deed Record X, Volume 36, Page 71, Parcel No. 1 and dated December 31, 1929, being distant seventy five (75) feet from and at right angle to and to the right, of the base line of right of way Survey Station 356+87.13, more or less, of the Interstate Highway; THENCE South 72 degrees, 46 minutes West, (deed bearing), along the said division line, forty three (43) feet, more or less, to a point of intersection thereof with the aforesaid Easterly side of Christiana Avenue, being distant fifty seven (57) feet more or less, from and at right angle to and to the right, of the base line of right of way Survey Station 356+48.05, more or less, of the Interstate Highway and THENCE North 17 degrees, 14 minutes West, (deed bearing) along the said Easterly side of Christiana Avenue, fifty (50) feet to the first mentioned point and place of Beginning.

CONTAINING within said metes and bounds 0.114 of an acre of land, be the same more or less.

2. The title or interest acquired by this condemnation action is the fee simple title in and to the lands and premises taken in these proceedings and hereinabove described, free and clear of all liens and encumbrances whatsoever.

3. The former owners of the fee simple title of said lands and premises were Lester S. Nolan and Suzanne S. Nolan, his wife. They acquired fee simple title by an Indenture under the seal of The Eastern Company, a corporation of the State of Connecticut, formerly The Eastern Malleable Iron Company, dated April 23, 1964, and recorded in the Office of the Recorder of Deeds, in and for New Castle County, State of Delaware, in Deed Record U, Volume 72, Page 9.

4. The State of Delaware has acquired the aforementioned title and interest in and to the said lands and premises.

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5. A Memorandum of Payment was filed in this cause on the 25th day of November, A. D., 1970, showing the amount of damages paid or deposited, a copy of such Memorandum of Payment being attached hereto and made a part hereof by reference.

Filed 11/25/70

IN THE SUPERIOR COURT OF THE STATE OF DELAWARE
IN AND FOR NEW CASTLE COUNTY

THE STATE OF DELAWARE, UPON :
 THE RELATION OF THE STATE :
 HIGHWAY DEPARTMENT, :
 Plaintiff, :
 v. : Civil Action No. 5128, 1970
 LESTER S. NOLAN and SUZANNE :
 S. NOLAN, his wife; NELLON :
 NATIONAL BANK AND TRUST COMPANY; :
 0.114 OF AN ACRE OF LAND, more :
 or less, Situate in the City of :
 Wilmington, New Castle County, :
 State of Delaware, and UNKNOWN :
 OWNERS, :

Defendants.

MEMORANDUM OF PAYMENT

This Memorandum certifies that the following sum has been deposited and/or paid by the Prothonotary in satisfaction of the condemnation award made in the above entitled cause:

CONDEMNATION AWARD ON THE 27TH DAY OF OCTOBER, A.D., 1970	\$ 2,725.00
DEPOSITED WITH THE PROTHONOTARY ON THE 1ST DAY OF JUNE, A.D., 1970	800.00
DEPOSITED WITH THE PROTHONOTARY ON THE 18TH DAY OF NOVEMBER, A.D., 1970	1,978.78
PAID BY THE PROTHONOTARY TO BRUCE M. STARGATT, ESQUIRE and LESTER S. NOLAN, et al., for LESTER S. NOLAN and SUZANNE S. NOLAN, his wife, and MELLON NATIONAL BANK AND TRUST COMPANY as follows:	
Check No. 963, 11/24/70	1,978.78
Check No. 964, 11/24/70	<u>800.00</u>
TOTAL DISBURSEMENTS BY PROTHONOTARY	\$ 2,778.78*

*Of the total sum of \$2,778.78, \$53.78 represents interest at the rate of 6% per annum on \$1,925.00 (the difference between the amount initially deposited and the final award) from June 12, 1970 to the date of deposit in Court, November 18, 1970.


 Aubrey G. Lank
 1118 Wilmington Trust Bldg.
 Wilmington, Delaware
 Attorney for Plaintiff


 Bruce M. Stargatt
 Market Tower
 Wilmington, Delaware 19801
 Attorney for Defendants

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the sum of One Thousand Nine Hundred Twenty Five Dollars (\$1,925.00), the difference between said award and the amount heretofore deposited, together with interest at the rate of Six Percent (6%) per annum from June 12, 1970, the date of possession, to the date of payment, and that thereafter the Prothonotary draw a check in the amount of Two Thousand Seven Hundred Twenty Five Dollars (\$2,725.00) together with the said interest at Six Percent per annum on One Thousand Nine Hundred Twenty Five Dollars from June 12, 1970, to the date the Court receives the additional payment, to Lester S. Nolan and Suzanne S. Nolan, his wife, and Bruce M. Stargatt, Esquire.

AND IT IS FURTHER ORDERED that the Prothonotary be and he hereby is directed to record the final award in the special docket specified in 10 Delaware Code, Section 6108, paragraph (1).

/s/ Albert J. Stifcal

Judge

APPROVED AS TO FORM:

/s/ Bruce M. Stargatt

Bruce M. Stargatt
Market Tower
Wilmington, Delaware 19801
Attorney for Defendants

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STATE OF DELAWARE:
:SS.
NEW CASTLE COUNTY:

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I, H. ANDREW TALLEY, Prothonotary of the Superior Court of the State of Delaware, in and for New Castle County, do hereby certify that the foregoing is a true and correct Abstract of Record of Condemnation Proceedings in Civil Action No. 5128, 1970, Lester S. Nolan and Suzanne S. Nolan, his wife, et al., 0.114 of an Acre of Land, more or less, Situate in the City of Wilmington, New Castle County and State of Delaware, as the same remains of record in the Court at Wilmington.

In Testimony whereof hereunto
set my hand and affix the
seal of the Court this
day of November 2, 1970
December

H. Andrew Talley
Prothonotary

REC'D FOR RECORD *Nov 2* 1970 LEO J. DUGAN, Jr. Recorder

I-495 Christina River

THE STATE OF DELAWARE
STATE HIGHWAY DEPARTMENT

PLAN FOR
RIGHT-OF-WAY OF CONTRACT NO. 64-00-0002 (PART)
STATIONED TO STA. 362+56.74 (55 FT. 10 IN.)
3.111 FEET (95.33 MILES)
SCALE: 1" = 100'

FEDERAL AID PROJECT NO. 7-195-719 (PART)
(THIS IS A CONTROLLED ACCESS HIGHWAY)

PRINTED

Christina Ave.
to Christina River
DELAWARE
AS ACQUIRED BY PLANS
VERIFIED IN MARCH BY
THE
DATE OF THIS PLAN IS
MAY 1956

EDGERTON:
SHELDON STURT, A.B.N.A., B.S.
EQUALLY STA. 2481+00 TO 2488+00



SCALE: 1" = 7500'



SCALE

CONVENTIONAL SIGNS

Table with 2 columns: Sign description and drawing. Includes signs for 'ROAD AHEAD', 'ROAD CLOSED', 'ROAD WORK', 'ROAD NARROW', 'ROAD WIDENING', 'ROAD CLOSURE', 'ROAD REPAIR', 'ROAD BRIDGE', 'ROAD TUNNEL', 'ROAD GRADE', 'ROAD CURVE', 'ROAD HILL', 'ROAD VALLEY', 'ROAD RISE', 'ROAD FALL', 'ROAD GRADE CHANGE', 'ROAD CURVE CHANGE', 'ROAD HILL CHANGE', 'ROAD VALLEY CHANGE', 'ROAD RISE CHANGE', 'ROAD FALL CHANGE', 'ROAD GRADE CHANGE', 'ROAD CURVE CHANGE', 'ROAD HILL CHANGE', 'ROAD VALLEY CHANGE', 'ROAD RISE CHANGE', 'ROAD FALL CHANGE'.

INDEX OF SHEETS

SHEET NO. 1 OF 2

SCALE

SCALE

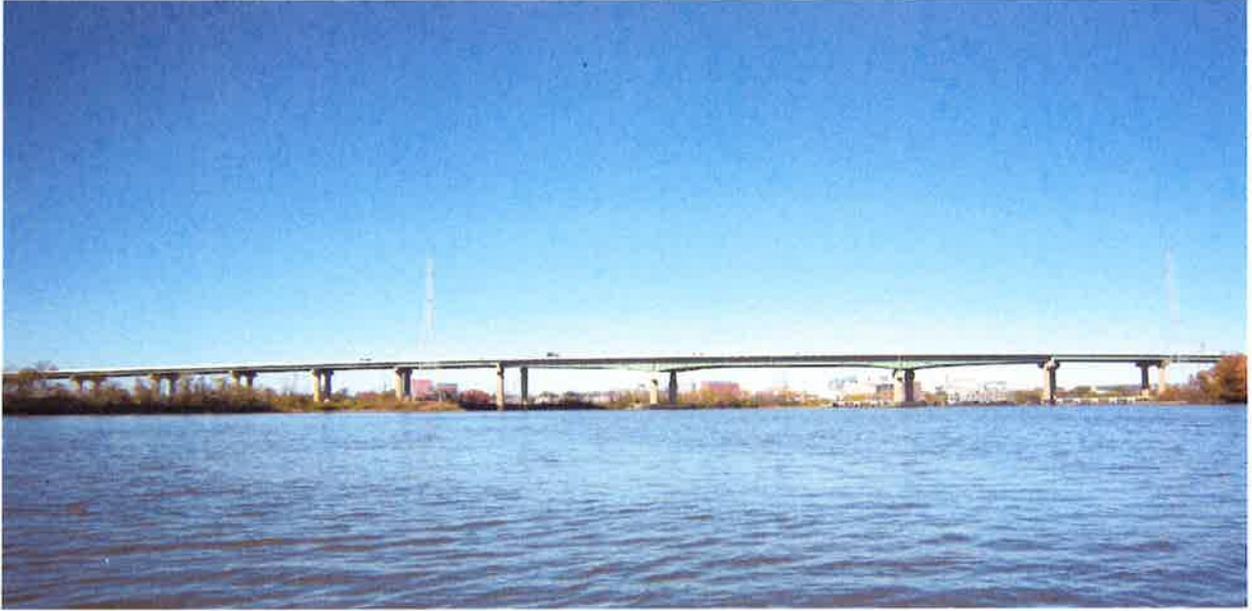
SCALE

SCALE

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC WORKS
OFFICE OF PUBLIC WORKS
OFFICE OF PUBLIC WORKS

EXHIBIT B

Bridge 1-813-060 Historical Summary



Bridge Description

Bridge 1-813 consists of dual structures (northbound and southbound) carrying six lanes of I495 over Christiana River in Wilmington, DE and was constructed in 1974. This structure has 35 approach spans and 3 main spans for a total of 38 spans. The total length of the bridge from abutment to abutment is 4,804' and has a total width of 97'.

Superstructure Description

The main spans are composed of a three span continuous steel two-girder, floorbeam and stringer system over the Christiana River. These spans (16, 17 and 18) are 200', 325' and 200' long respectively. These spans are considered fracture critical due to the fact that it lacks load path redundancy – meaning that the live load is being transferred to only two girders and then to the substructure.

The 35 approach spans are composed of simple and continuous steel multi-girder systems. These spans are not considered fracture critical since there are 12 girders (6 for each structure) which transfer the load to the substructure.

Substructure Description

The substructure consists of reinforced concrete stub abutments and reinforced concrete hammerhead-type piers. Both abutments, piers 1-10 and piers 31-37 are supported on cast-in-place concrete piles. Piers 11-30 are supported on steel H-piles.

Construction & Maintenance/Rehabilitation History

There have been 6 contracts for construction and rehabilitation of bridge 1-813. These contracts are 7004016, 7105007, 8809807, 8809808, 9407406 and 9407411. Below is a description and timeline of these contracts.

Contract #7004016

- Substructure design completed in 1970

Contract #7105007

- Superstructure design completed in 1971

Contract #8809807

- Substructure repairs due to tanker truck that went off the side of the bridge and caught on fire upon impact with the ground in 1988
 - Removal of damaged concrete and soot at pier 25 on both northbound and southbound substructures
 - Reinforced concrete repairs of columns and pier caps at Pier 25 on both northbound and southbound substructures.

Contract #8809808

- Superstructure repairs made due to tanker fire in 1988
 - Removal of damaged girders and cross-frame diaphragms at pier 25 on both northbound and southbound structures.
 - Replacement of new girder sections and cross-frame diaphragms at pier 25 on both bridges with new splices in spans 25 and 26.

Contract #9407406

- Structural repairs made due to inspection findings in 1994 that resulted in the bridge being structurally deficient.
 - Removal of sign structure and bracket that punctured the web of the west fascia girder in span 7 and repair damaged girder.
 - Install new sign structure in span 8.
 - Install web splice retrofits in spans 16-18 to correct the bowed locations reported in the inspection report.
 - Make bolted connection repairs in spans 16 and 17.

Contract #9407411

- Rehabilitation and painting in 2003
 - Replacement of approach span rocker bearings with sliding plate bearings.
 - Replacement of main span rocker bearings with pot bearings.
 - Seismic retrofit of main span and approach span fixed bearings.
 - Replacement of roadway joints.
 - Repair various structural concrete spalls.
 - Timber fender system repairs.
 - Clean and paint entire superstructure.

Timeline

1970
Contract #
7004016
Substructure
Design



1974
Construction
Completed



1988
Contract #
8809807
Substructure
Fire Repairs



1971
Contract #
7105007
Superstructure
Design



1988
Tanker Fire



1988
Contract #
8809808
Superstructure
Fire Repairs



1994
Contract #
9407406
Structural
Repairs



2014
Substructure
movement



1994
NBI
Superstructure
Rating of 3



2003
Contract #
9407411
Rehab and
Painting



EXHIBIT C

Inspection History & Procedures

As a result of the bridge being classified as Fracture Critical, the bridge receives a complete hands-on inspection for the main span portion over the Christina River every two years. This requires the inspection team accessing all fracture critical members within hands reach to evaluate their condition utilizing some sort of snooper or UBIV type of inspection equipment to access the underside of the bridge from the deck. The approach spans utilize a combined inspection using visual and hands-on inspection methods. Inspection of the approach spans utilize a combination of snooper truck from the deck and lift vehicle access from the ground underneath the bridge. The Bridge Inspection Team Leader is required to meet the qualifications as identified in the National Bridge Inspection Standards (NBIS) and in addition, is required to be a registered Professional Engineer and have successfully taken and the four-day NHI Fracture Critical Inspection Techniques Course.

Since the bridge has two piers in the Christina River, Underwater Inspection using trained, engineer inspection divers is also required. The frequency of the Underwater Inspection is 48 months and the inspector qualifications follow the requirements of the NBIS along with additional requirements including the following:

1. All underwater inspectors are required to have successfully taken the two-week NHI Comprehensive Bridge Safety Inspection Course.
2. All underwater inspectors are required to have successfully taken the three-day NHI Underwater Inspection Course.
3. The Bridge Inspection Team leader present during the inspection is required to be a diver and a registered Professional Engineer.

Summary of Inspection Data

Year	Deck Rating	Superstructure Rating	Substructure Rating	ADT
1974	9	9	9	Not Available
1982	8	8	8	Not Available
1984	6	8	8	Not Available
1986	8	8	8	32651
1988	7	5	7	33474
1990	8	8	8	Not Available
1992	6	7	7	38567
1994	6	3	6	38567
1996	7	7	6	36516
1998	7	7	6	69879
2000	7	7	6	Not Available
2002	7	6	7	Not Available
2006	6	7	6	79298
2008	6	7	6	84987
2010	6	7	6	84987
2012	6	7	6	90379

EXHIBIT D



EXHIBIT E

Work Order Tracking PRODUCTION

Work Order: 624172 YARD CHECK BARRIER WALL 496 SB AT TERMINAL Call Ba

Parent WO: >>

Location: >>

Originating Record: >>

Has Follow-up Work?: >>

Asset: DISTRICT NORTH

Area: 14

WORK TYPE: CM

SUPERVISOR: 088775 >> Bobb, Charles Rodney

Status: CLOSE

Source: INTERNAL

Priority:

Attachments: >>

Vendor Work Order #: >>

DeDOT Work Group: TMC

Failure Class: >>

Problem Code: >>

Inherent Status Changes? >>

Accepts Charges? >>

Is Task? >>

GL Account: >>

Site: DELDOT1

Grid #: >>

Job Details

FUNCTION CODE: 15306 0 >>

Description: Incident Response

Units of measure: Each

QUANTITY ACCOMPLISHED: 1.00

Total Labor Hours: 0.30

Scheduling Information

Scheduled Start: >>

Scheduled Finish: >>

Dispatch/Actual Start: 4/15/14 6:00 PM

Geared/Actual Finish: 4/15/14 6:30 PM

PM: >>

PM Next Due Date: >>

Caller Information

Leglator: >>

Phone: >>

Requestor: MD1347 >> RECOM DSP - 911

Phone: 302-577-3010

Work Order Tracking PRODUCTION

Source: INTERNAL

Priority:

Page: >>

Map: >>

Site: DELDOT1

Grid #: >>

Job Details

FUNCTION CODE: 15306 0 >>

Description: Incident Response

Units of measure: Each

QUANTITY ACCOMPLISHED: 1.00

Total Labor Hours: 0.30

Scheduling Information

Scheduled Start: >>

Scheduled Finish: >>

Dispatch/Actual Start: 4/15/14 6:00 PM

Geared/Actual Finish: 4/15/14 6:30 PM

PM: >>

PM Next Due Date: >>

Caller Information

Leglator: >>

Phone: >>

Requestor: MD1347 >> RECOM DSP - 911

Phone: 302-577-3010

Responsibility

Reported Date: 4/15/14 6:03 PM

Reported By: 106520 >>

Reported By Name: Collins, John T.

On Behalf Of: >>

Change By: 154037 >> Mikolajewski, Ann Marie

Changed Date: 4/16/14 9:21 AM

Work Group: >>

Crew Leader: >>

Assigned To: >>

Assigned To Call #: >>

Cleared By Call #1: >>

Cleared By Call #2: >>

Sign Fabrication Information

PO number: >>

Item: >>

Quantity: >>

Quantity Received: >>

Received Line Cost: >>

Signals

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DELAWARE DEPARTMENT OF TRANSPORTATION

In Re: I-495 Bridge Phone Calls
AUDIO RECORDINGS

Tuesday, April 15, 2014

WILCOX & FETZER
Registered Professional Reporters
1330 King Street - Wilmington, Delaware 19801
(302) 655-0477
www.wilfet.com

♀

1 AUTOMATED NOTATION: April 15th, 2014,
2 5:59:19 p.m.:

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MR. ALLEN: Hello.

MR. COLLINS: Hi. Is this Charles?

MR. ALLEN: This is he.

MR. COLLINS: Hi. My name is John. I'm calling from DeIDOT. How are you?

MR. ALLEN: Oh. I'm doing great. I'm glad you called me.

MR. COLLINS: Yeah. I'll take your info.

MR. ALLEN: I don't know whether the young lady told you from 911, and I apolo -- I tried to call someone. I didn't know who to call.

MR. COLLINS: 977 on your cellphone.

MR. ALLEN: Okay. But what I saw was, it's either the roadbed on -- I'm talking about the 495 bridge over the Christiana River there where say Terminal Avenue and 12th Street.

MR. COLLINS: Okay.

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MR. ALLEN: I ride that every day. I've been driving it -- I've been on it three times today.

MR. COLLINS: Yeah.

MR. ALLEN: And I drive it every day.

It caught my eye, on the

8 southbound side, about 60 yards from the peak,
9 looking to your left, a section about, I guess
10 about 40 feet, looks like it is either the
11 northbound side is raised up and pulled away or
12 the southbound side is dropped down and pulled
13 away, one or the other. I don't know what.

14 But it caught me that quick. You
15 could actually see the sealant, there is a
16 black sealant that they use between the Jersey
17 barriers, I guess.

18 MR. COLLINS: Mm-hmm.

19 MR. ALLEN: It is actually
20 stretched out like you stretch a rubber band or
21 chewing gum.

22 MR. COLLINS: Huh.

23 MR. ALLEN: And that caught my
24 eye that quick. It doesn't look good to me. I

4

1 think you ought to have probably -- maybe I'm
2 crazy. But I own a body shop. I understand
3 metallurgy. I understand, you know, my brother
4 builds bridges down in Baltimore, so I know a
5 little bit.

6 MR. COLLINS: Yeah.

7 MR. ALLEN: I'm just a little
8 concerned. I mean, it doesn't look right.

9 And I think that's the side, the
10 southbound side is the side that had the
11 problems when that tanker truck blew up that
12 time.

13 MR. COLLINS: Could be. I don't
14 remember.

15 MR. ALLEN: Yeah, I do. So you
16 might -- I don't know. Maybe, you know, I'm
17 crying wolf, but I don't -- something is not
18 right. It shouldn't have a separation like
19 that.

20 MR. COLLINS: Okay. You said
21 southbound side?

22 MR. ALLEN: Southbound side.

23 MR. COLLINS: North or south of
24 the peak of the bridge?

5

1 MR. ALLEN: I'm sorry? North of
2 what?

3 MR. COLLINS: North or south of
4 the peak of the bridge?

5 MR. ALLEN: South of the peak of
6 the bridge.

7 MR. COLLINS: Okay. So you have
8 already gone over the bridge then and you are
9 heading down towards Terminal?

10 MR. ALLEN: Yes, right.

11 MR. COLLINS: So it is between
12 the peak of the bridge and Terminal Avenue?

13 MR. ALLEN: That's correct.

14 MR. COLLINS: Okay. And you said
15 it is easier to see from the median side?

16 MR. ALLEN: It is easier to see
17 headed south, correct. I figure if you were

18 headed north, you would look across, you really
19 wouldn't be able to see it. You are headed
20 south, you can see the back face of the Jersey
21 barrier from the northbound side. It looks
22 like they are vertical on the Jersey, on the
23 Jersey barrier, like the side that's not
24 flared. You know what I'm saying?

6

1 MR. COLLINS: Yeah.

2 MR. ALLEN: I think they're --
3 they don't look like they are flared or
4 anything like that. Right, right, right.

5 MR. COLLINS: Huh.

6 MR. ALLEN: I think I would look
7 into it. I mean, maybe I'm crazy, but, again,
8 I see it lifted up and pulled away, something
9 is not right.

10 MR. COLLINS: And we have seen
11 crazier things today, so...

12 MR. ALLEN: Yeah.

13 MR. COLLINS: I will send
14 somebody out to take a peek.

15 MR. ALLEN: Yeah. When you got
16 one of your guys, you might want to look at it
17 real quick. If there is an issue you want to
18 handle it right away.

19 MR. COLLINS: Yep, absolutely.

20 MR. ALLEN: All right. Great.

21 MR. COLLINS: Thank you so much,
22 man.

23 MR. ALLEN: Oh, you are welcome.
24 If you have any other questions or need to know

7

1 a time or anything, give me a call.

2 MR. COLLINS: All right. No
3 problem.

4 MR. ALLEN: Thank you.

5 MR. COLLINS: Bye.

6 MR. ALLEN: Bye.

7 (Conclusion of first recording.)

8

- - - - -

9 AUTOMATED NOTATION: April 15th, 2014,
10 6:04:26, p.m.:

11 MR. KITTS: Hello.

12 MR. COLLINS: Hey, it is John at
13 TMC.

14 MR. KITTS: Hey. How are you
15 doing?

16 MR. COLLINS: Good, man. How are
17 you?

18 MR. KITTS: Not too bad.

19 MR. COLLINS: That's good.

20 Hopefully this shouldn't be too painful for you
21 either.

22 MR. KITTS: Alrighty.

23 MR. COLLINS: We got a call from
24 a guy, you know, certified engineer, or

8

1 something, I don't know, but he is certain that
Page 6

2 the bridge, the big bridge approaching Terminal
3 Avenue is somehow shifting or twisting or
4 separating or something like that. Even though
5 there are expansion joints and all that stuff.
6 It is kind of what it is supposed to do.

7 But he said heading southbound on
8 495 between the crest of the bridge and
9 Terminal Avenue --

10 MR. KITTS: Mm-hmm.

11 MR. COLLINS: -- he said if you
12 look at the barrier wall right there on the
13 median, he said the wall is visibly shifted,
14 and it looks as if the rubber expansion joint
15 is, got a snap like a rubber band being pulled.
16 So maybe somebody just clipped the barriers and
17 kept on moving. I don't know.

18 MR. KITTS: Yeah.

19 MR. COLLINS: Yeah, I would
20 rather have somebody go out and say, yeah, the
21 guy is full of it than, yeah, somebody actually
22 clipped the barrier wall or something.

23 MR. KITTS: Right. Well, that
24 barrier wall has been hit so many times it

9

1 ain't funny.

2 Yeah. Alrighty. Well, I'll go
3 take a peek at it.

4 MR. COLLINS: And that's the best
5 that he could give me is southbound between the
6 crest of the bridge and Terminal Ave.

7 MR. KITTS: Okay. All righty.
8 I'll be heading up that way.
9 MR. COLLINS: Have fun.
10 MR. KITTS: All right.
11 MR. COLLINS: Bye.
12 MR. KITTS: Bye.
13 (Conclusion of recording 2.)
14 - - - - -
15 AUTOMATED NOTATION: April 15th, 2014,
16 6:27:08, p.m.:
17 MR. COLLINS: well, howdy.
18 MR. KITTS: How are you doing?
19 MR. COLLINS: Good. How are you?
20 MR. KITTS: well, I'm here on top
21 of this daggone -- well, I'm not on top of it
22 yet. I'm up on the big bridge.
23 MR. COLLINS: Alrighty.
24 MR. KITTS: Now, what was he

10

1 saying?
2 MR. COLLINS: He was saying
3 southbound between the top of the bridge and
4 Terminal Avenue --
5 MR. KITTS: Mm-hmm.
6 MR. COLLINS: -- on the median
7 side, it looked like the bridge deck was
8 separating, and the Jersey barriers were like
9 riding on top of each other or something.
10 MR. KITTS: Now, how can he see
11 all this when he is going 65 and 95 miles an

12 hour?

13 MR. COLLINS: That was my
14 question too.

15 MR. KITTS: Man, I'm coming up
16 northbound. I was looking. And he is talking
17 about on the left side, right?

18 MR. COLLINS: Yeah.

19 MR. KITTS: But as far as the
20 expansion joints go, there ain't no way they
21 could stretch out like elastic wristbands
22 because they got metal and they just -- they
23 are just all metal and they just got like a
24 rubber piece in the middle.

11

1 MR. COLLINS: Oh, I know.

2 MR. KITTS: That's why I was so
3 confused. You know, that's why I called you
4 back on the phone, to make sure that we are
5 kind of, sort of, we are on the same page.

6 MR. COLLINS: Yep.

7 MR. KITTS: I hate this damn
8 bridge too.

9 The only thing -- well, I'm up on
10 top. There is a joint, but it is all metal,
11 and it looks like, looks like teeth when they
12 get -- where they are like grooved together.

13 MR. COLLINS: Got you.

14 MR. KITTS: You know what I mean?
15 It looks like -- how can I? It looks like a
16 bunch of alligator teeth --

17 MR. COLLINS: Yeah, yeah.

18 MR. KITTS: -- up here on the top
19 part. But other than that, I mean, I don't see
20 where they are both on top of each other.

21 MR. COLLINS: All right.

22 MR. KITTS: I don't know. You
23 know, I can see where the wall is crumbling
24 from the rock salt that we have used over the

12

1 years.

2 MR. COLLINS: That will happen.

3 MR. KITTS: Oh, yeah. That rock
4 salt, man -- well, concrete eat rock salt
5 anyway.

6 MR. COLLINS: Oh, yeah.

7 MR. KITTS: Can see the same way
8 up there on the very top. You got two raised
9 joints and everything else has got rubber in
10 the middle.

11 MR. COLLINS: Mm-hmm.

12 MR. KITTS: Oh, I see what he is
13 talking about now. The one side there is up a
14 little, about, ahh, eight, ten inches up higher
15 than the other side.

16 MR. COLLINS: Got you.

17 MR. KITTS: That's what he is
18 talking about. Yeah. It is on the downhill
19 side. But as far as the expansion joints and
20 all that, I don't see nothing wrong with them.

21 MR. COLLINS: That works.

22 MR. KITTS: So I can see what he
23 is talking about, where the northbound side
24 wall is up a little bit higher than the

13

1 southbound wall.

2 MR. COLLINS: Yeah, that's kind
3 of what he was trying to explain to me, I
4 think.

5 MR. KITTS: Yeah. And how we
6 kind of interpret it was a little weird. You
7 know what I mean?

8 MR. COLLINS: Yeah.

9 MR. KITTS: I can get -- I can
10 have one of them, one of the inspectors at the
11 shop come out and look at it tomorrow. I don't
12 -- well, I don't think, it ain't going to fall
13 down. But, you know what I mean?

14 MR. COLLINS: Yeah.

15 MR. KITTS: All right. That's
16 what it is. It is just that the northbound
17 wall is a little bit higher than the southbound
18 wall.

19 MR. COLLINS: That works.

20 MR. KITTS: Alrighty.

21 MR. COLLINS: All right.

22 MR. KITTS: You got a max load
23 number for me?

24 MR. COLLINS: Yeah, I do. Let me

14

1 Took on our work order tracking here. Let me
2 go back.

3 Are you ready to copy it down?

4 MR. KITTS: Mm-hmm.

5 MR. COLLINS: It is 624172.

6 MR. KITTS: Alrighty. Thank you,
7 sir.

8 MR. COLLINS: Thank you.

9 MR. KITTS: Alrighty.

10 MR. COLLINS: Bye.

11 MR. KITTS: See you.

12 MR. COLLINS: See you.

13 (Conclusion of recording 3.)

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1 State of Delaware)
2 New Castle County)

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041514I495Recordings.es[1]
CERTIFICATE OF REPORTER

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I, Eleanor J. Schwandt, Registered Professional Reporter and Notary Public, do hereby certify that the foregoing record, pages 1 to 14 inclusive, is a true and accurate transcript of the above-entitled matter, transcribed via digital recording to the best of my ability.

IN WITNESS WHEREOF, I have hereunto set my hand and seal this 27th day of June, 2014, at Wilmington.

Eleanor J. Schwandt

EXHIBIT F

EXHIBIT G

Miller, Donna (DeIDOT)

From: Schranck, Fritz (DeIDOT)
Sent: Friday, June 06, 2014 3:43 PM
To: Miller, Donna (DeIDOT)
Subject: FW: I-495 Bridge, Wilmington
Attachments: I-495 Bridge Loc Sketch+Column Sketch.PDF; Bridge Pier .kmz; 20140529_145400 (2).jpg; 20140529_145553 (2).jpg

From: Hastings, Shante (DeIDOT)
Sent: Friday, June 06, 2014 2:46 PM
To: Schranck, Fritz (DeIDOT)
Subject: Fwd: I-495 Bridge, Wilmington

Sent from my Verizon Wireless 4G LTE Smartphone

----- Original message -----
From: "Mortensen, Matthew (DeIDOT)"
Date: 06/06/2014 2:45 PM (GMT-05:00)
To: "Hastings, Shante (DeIDOT)"
Subject: FW: I-495 Bridge, Wilmington

Shante,
Barry and Jason told me to forward this to you.

Matt

From: Arndt, Jason (DeIDOT)
Sent: Friday, May 30, 2014 7:10 AM
To: Mortensen, Matthew (DeIDOT)
Subject: FW: I-495 Bridge, Wilmington

Matt,
This was forwarded to me. I'd like for us to swing by sometime within the next week to check it out.
Jason

From: Hastings, Jason (DeIDOT)
Sent: Thursday, May 29, 2014 7:40 PM
To: Arndt, Jason (DeIDOT)
Cc: Benton, Barry (DeIDOT); Dave Charles; Joe Jakubowski
Subject: Fwd: I-495 Bridge, Wilmington

Jason,

I was contacted by Joe and Dave at Duffield, who were consulted regarding a geotechnical issue on the property adjacent to bridge 1-813. Please see below and attached. I will follow up with another email with a couple of photos of the columns Dave describes. The photos show the columns apparently leaning. It would be worthwhile for us to have a team stop by the bridge tomorrow to check it out.

Thanks,
Jason

Sent from my Verizon Wireless 4G LTE Smartphone

----- Original message -----

From: Dave Charles
Date: 05/29/2014 6:00 PM (GMT-05:00)
To: "Hastings, Jason (DelDOT)"
Cc: Joe Jakubowski, Brian Devine
Subject: I-495 Bridge, Wilmington

Jay-we are forwarding this email as a follow up to your conversation with Joe J late today.

Duffield Associates was requested by a client to visit a site today (5/29/14) to review conditions related to the recent placement of a fill material stockpile to the east of the intersection of Christina Ave and I-495. During the site visit, a large pile of fill material was observed to be present to the southeast of the northbound lanes of the I-495 bridge. The location of the site is indicated on the appended Site Sketch and the Google Earth pinpoint (approx. coordinates 39.724340, -75.534645)

While the purpose of the site visit was to review surficial soil conditions to the east of the fill stockpile, our representatives also observed that two of the columns supporting the northbound I-495 bridge (located to the northwest of the soil stockpile) appeared visually to be a little "out of plumb." This apparent deviation from vertical was observed on the 4th and 5th columns inside the fence located along Christina Ave. The apparent slope was most noticeable in the 4th column inside the fence. The locations of the columns (using Google Earth) are shown on the appended "Column Sketch."

No measurements were made to confirm deviation from vertical (we did not have survey equipment at the time of the visit). However, a number of photographs were taken of the 4th column, two of which are appended to this email. Review of these photographs indicate that the columns do not appear to be completely parallel in the photos (the "gaps" of light between adjacent columns appear to become greater toward the base). Two photos will be included in a second email. No cracks in either of the columns were observed at the time of our visit. Additionally, it is not clear when the apparent movement from plumb may have occurred.

We are forwarding this information to you to assist you in further assessing the situation. If you have any questions, please contact us.

Please confirm that you received this email.

thanks, Dave

R. David Charles, P.E., D.GE
Senior Geotechnical Engineer

Duffield Associates, Inc.
5400 Limestone Rd.
Wilmington, DE 19808
P (302) 239.6634



F (302) 239.8596

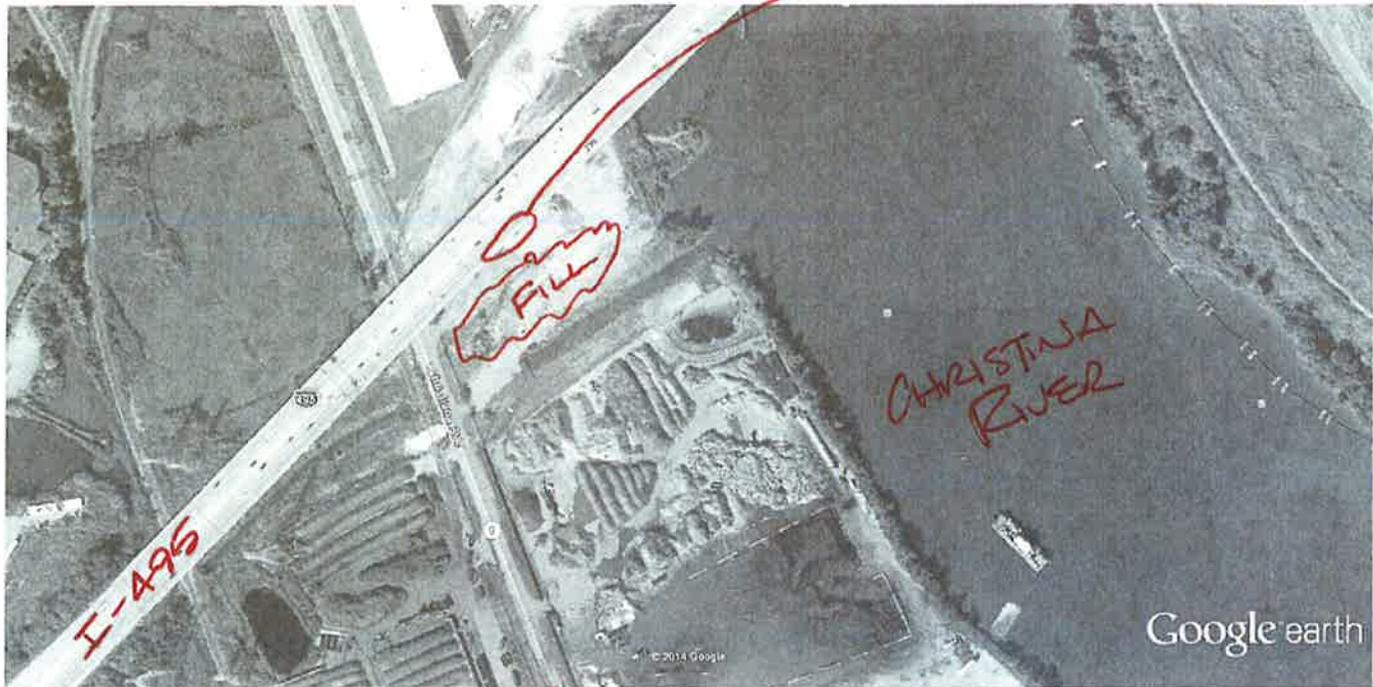
www.duffnet.com

DE - PA - MD - NJ

Please consider the environment before printing this E-Mail

SITE SKETCH

COLUMNS

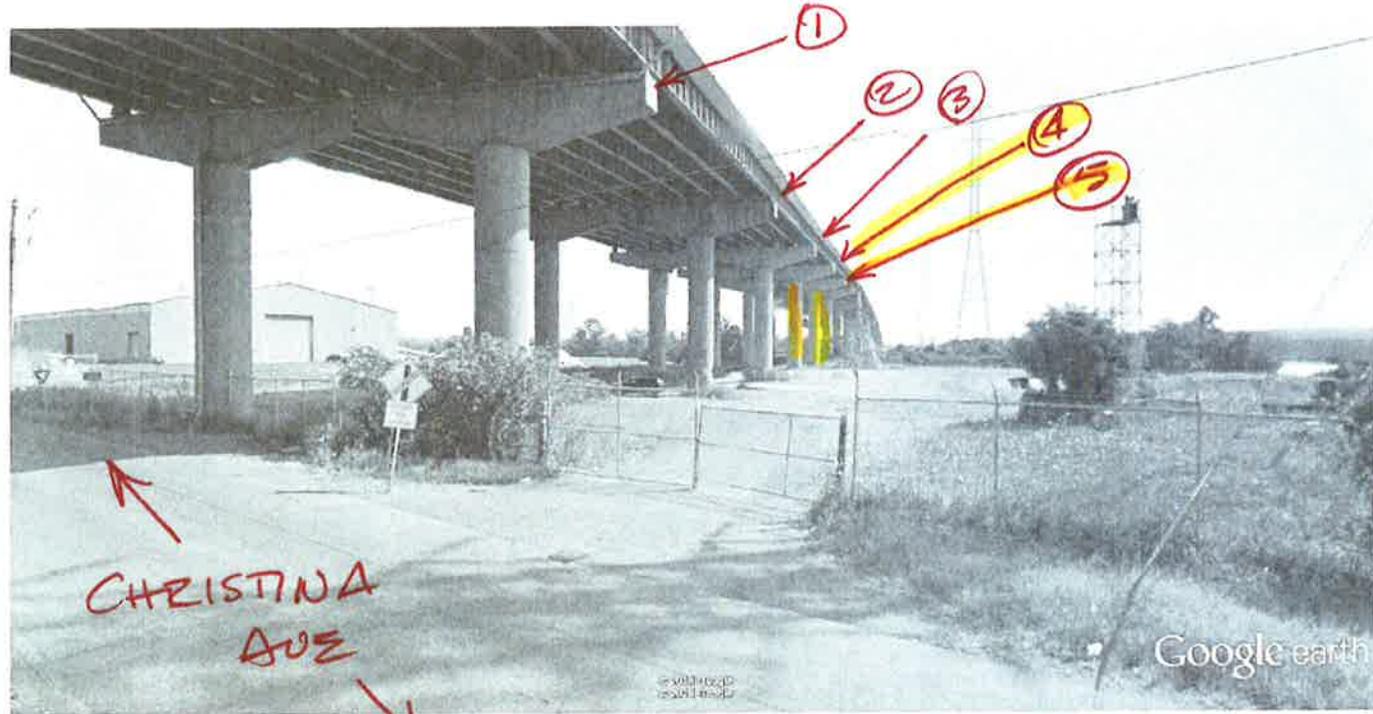


Google earth



CHRISTINA AVE

COLUMN SKETCH



Google earth



Miller, Donna (DeIDOT)

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Sent: Friday, June 06, 2014 3:43 PM
To: Miller, Donna (DeIDOT)
Subject: FW: I-495 Bridge, Wilmington
Attachments: I-495 Bridge Loc Sketch+Column Sketch.PDF; Bridge Pier .kmz; 20140529_145400 (2).jpg; 20140529_145553 (2).jpg

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Sent: Friday, June 06, 2014 2:46 PM
To: Schranck, Fritz (DeIDOT)
Subject: Fwd: I-495 Bridge, Wilmington

Sent from my Verizon Wireless 4G LTE Smartphone

----- Original message -----

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Date: 06/06/2014 2:45 PM (GMT-05:00)
To: "Hastings, Shante (DeIDOT)"
Subject: FW: I-495 Bridge, Wilmington

Shante,
Barry and Jason told me to forward this to you.

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Cc: Benton, Barry (DeIDOT); Dave Charles; Joe Jakubowski
Subject: Fwd: I-495 Bridge, Wilmington

Jason,

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Thanks,
Jason

Sent from my Verizon Wireless 4G LTE Smartphone

----- Original message -----

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To: "Hastings, Jason (DelDOT)"
Cc: Joe Jakubowski, Brian Devine
Subject: I-495 Bridge, Wilmington

Jay-we are forwarding this email as a follow up to your conversation with Joe J late today.

Duffield Associates was requested by a client to visit a site today (5/29/14) to review conditions related to the recent placement of a fill material stockpile to the east of the intersection of Christina Ave and I-495. During the site visit, a large pile of fill material was observed to be present to the southeast of the northbound lanes of the I-495 bridge. The location of the site is indicated on the appended Site Sketch and the Google Earth pinpoint (approx. coordinates 39.724340, -75.534645)

While the purpose of the site visit was to review surficial soil conditions to the east of the fill stockpile, our representatives also observed that two of the columns supporting the northbound I-495 bridge (located to the northwest of the soil stockpile) appeared visually to be a little "out of plumb." This apparent deviation from vertical was observed on the 4th and 5th columns inside the fence located along Christina Ave. The apparent slope was most noticeable in the 4th column inside the fence. The locations of the columns (using Google Earth) are shown on the appended "Column Sketch."

No measurements were made to confirm deviation from vertical (we did not have survey equipment at the time of the visit). However, a number of photographs were taken of the 4th column, two of which are appended to this email. Review of these photographs indicate that the columns do not appear to be completely parallel in the photos (the "gaps" of light between adjacent columns appear to become greater toward the base). Two photos will be included in a second email. No cracks in either of the columns were observed at the time of our visit. Additionally, it is not clear when the apparent movement from plumb may have occurred.

We are forwarding this information to you to assist you in further assessing the situation. If you have any questions, please contact us.

Please confirm that you received this email.

thanks, Dave

R. David Charles, P.E., D.GE
Senior Geotechnical Engineer

Duffield Associates, Inc.
5400 Limestone Rd.
Wilmington, DE 19808
P (302) 239.6634



F (302) 239.8596
www.duffnet.com
DE - PA - MD - NJ

Please consider the environment before printing this E-Mail



Google earth

feet
meters







Scott, Linda (DeIDOT)

From: Dave Charles <dave_c@duffnet.com>
Sent: Thursday, May 29, 2014 6:08 PM
To: Hastings, Jason (DeIDOT)
Cc: Joe Jakubowski
Subject: cell phone

Jay-meant to include my cell phone: 302-420-1532

Please call if you wish to discuss

thanks, Dave

R. David Charles, P.E., D.GE
Senior Geotechnical Engineer



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Scott, Linda (DelDOT)

From: Hastings, Jason (DelDOT)
Sent: Thursday, May 29, 2014 7:41 PM
To: Arndt, Jason (DelDOT)
Cc: Benton, Barry (DelDOT); Joe Jakubowski; Dave Charles
Subject: Fwd: I-495 Bridge, Wilmington....Photos
Attachments: 20140529_145400 (2).jpg; 20140529_145553 (2).jpg

Jason - email 2 of 2. Please let me know what the team finds. Thanks!

Sent from my Verizon Wireless 4G LTE Smartphone

----- Original message -----

From: Dave Charles
Date: 05/29/2014 6:04 PM (GMT-05:00)
To: "Hastings, Jason (DelDOT)"
Cc: Joe Jakubowski ,Brian Devine
Subject: I-495 Bridge, Wilmington....Photos

Jay—appended are two photos of 4th column inside fence, (with beat up traffic barrier next to it). Please contact us if questions.

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Scott, Linda (DeIDOT)

From: Hastings, Jason (DeIDOT)
Sent: Thursday, May 29, 2014 7:40 PM
To: Arndt, Jason (DeIDOT)
Cc: Benton, Barry (DeIDOT); Dave Charles; Joe Jakubowski
Subject: Fwd: I-495 Bridge, Wilmington
Attachments: I-495 Bridge Loc Sketch+Column Sketch.PDF; Bridge Pier .kmz

Jason,

I was contacted by Joe and Dave at Duffield, who were consulted regarding a geotechnical issue on the property adjacent to bridge 1-813. Please see below and attached. I will follow up with another email with a couple of photos of the columns Dave describes. The photos show the columns apparently leaning. It would be worthwhile for us to have a team stop by the bridge tomorrow to check it out.

Thanks,
Jason

Sent from my Verizon Wireless 4G LTE Smartphone

----- Original message -----

From: Dave Charles
Date: 05/29/2014 6:00 PM (GMT-05:00)
To: "Hastings, Jason (DeIDOT)"
Cc: Joe Jakubowski ,Brian Devine
Subject: I-495 Bridge, Wilmington

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SITE SKETCH



Google earth

feet
meters

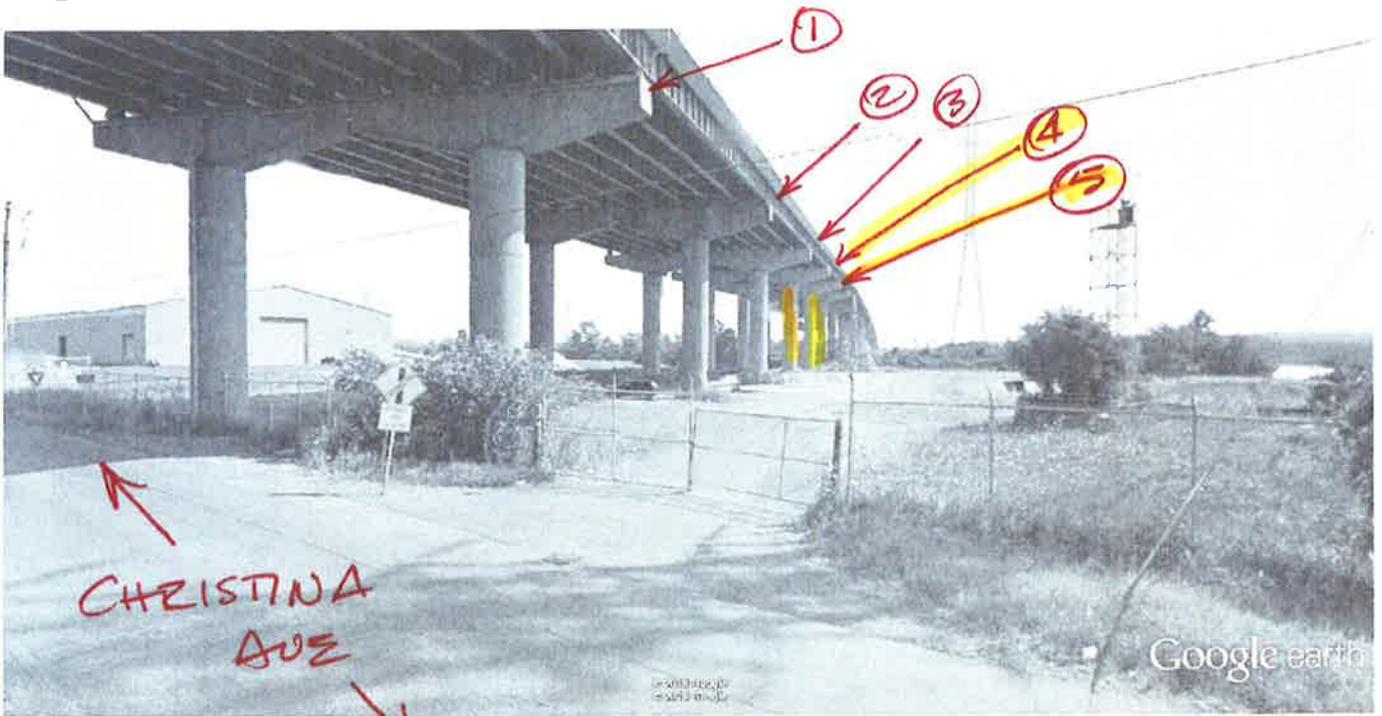
1000

400



CHRISTINA AVE

COLUMN SKETCH



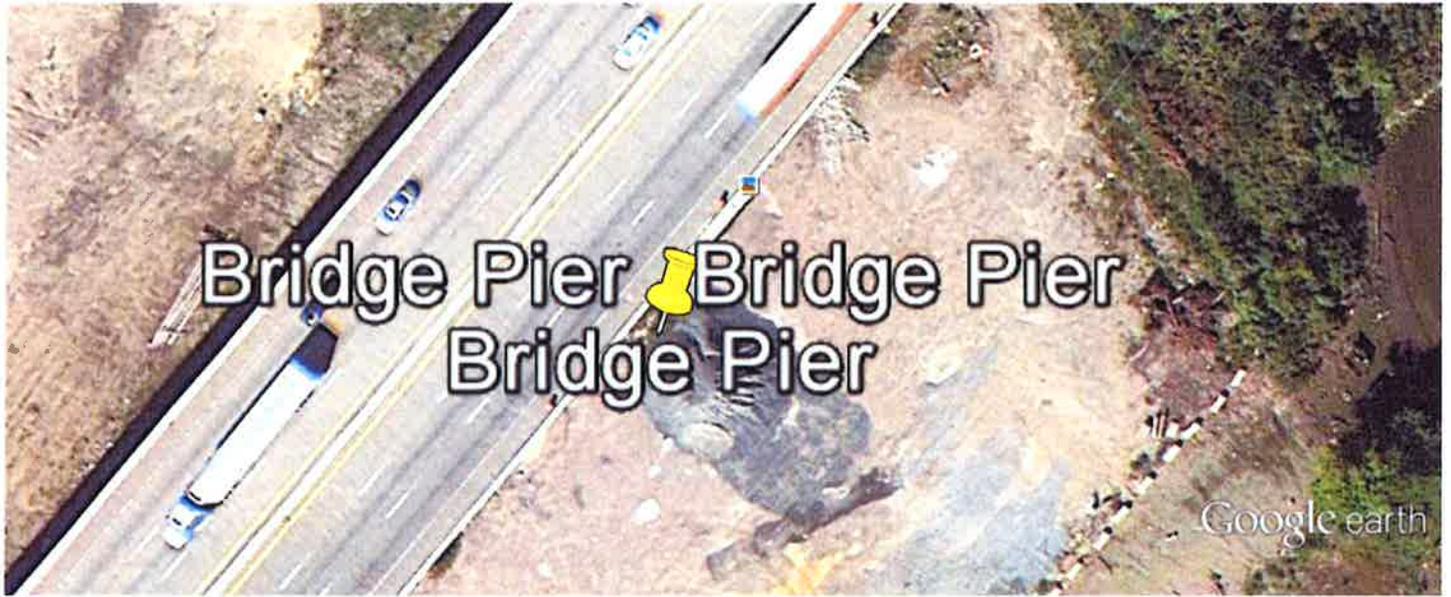
Google earth

feet
meters

10

4





~GE4619.kmz



Bridge Pier



Scott, Linda (DelDOT)

From: Dave Charles <dave_c@duffnet.com>
Sent: Thursday, May 29, 2014 6:03 PM
To: Hastings, Jason (DelDOT)
Cc: Joe Jakubowski; Brian Devine
Subject: I-495 Bridge, Wilmington....Photos
Attachments: 20140529_145400 (2).jpg; 20140529_145553 (2).jpg

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SITE SKETCH

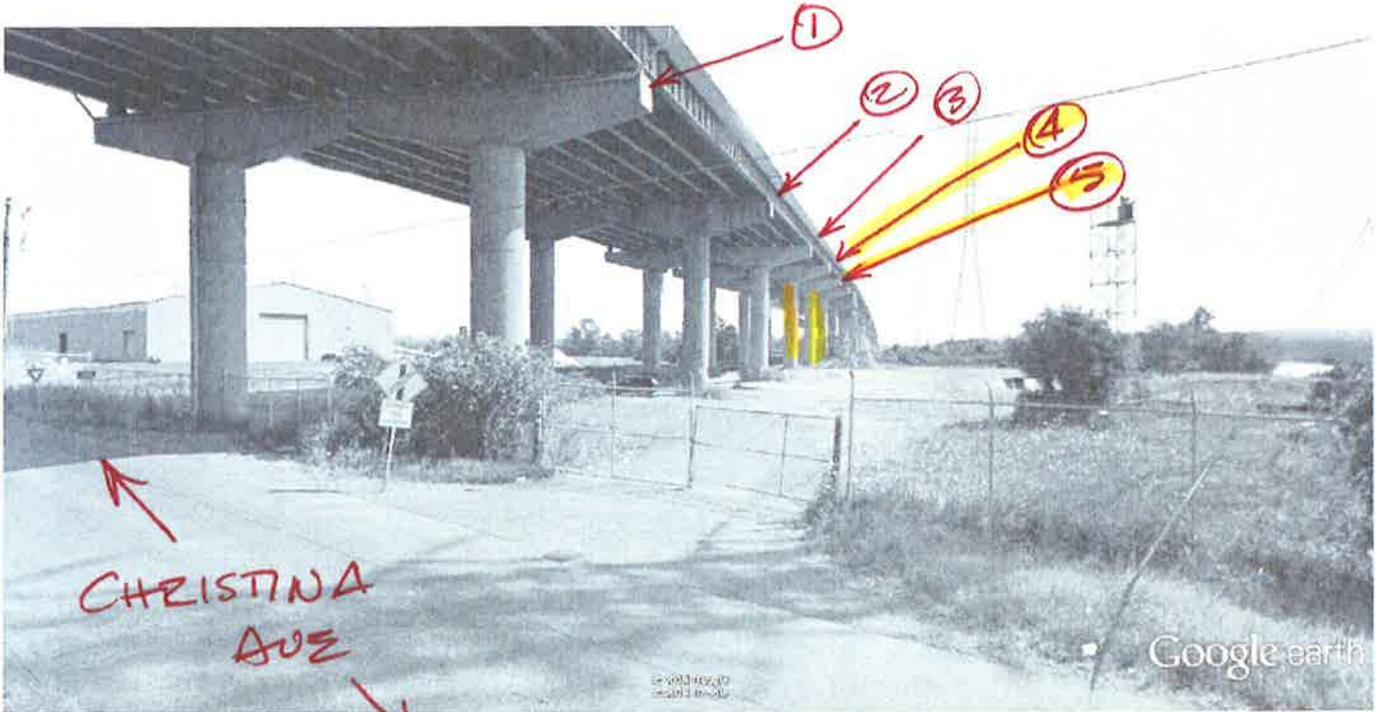


Google earth



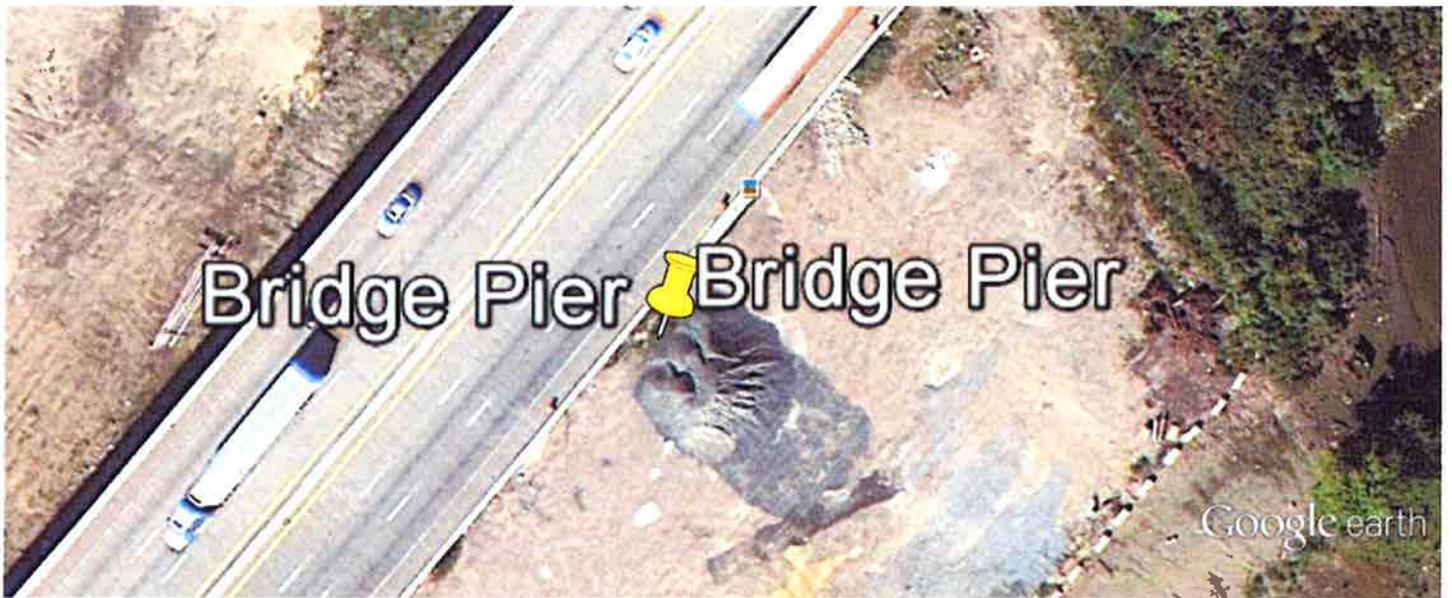
CHRISTINA AVE

COLUMN SKETCH



Google earth





~GE4619.kmz



Bridge Pier



Scott, Linda (DeIDOT)

From: Hastings, Jason (DeIDOT)
Sent: Thursday, May 29, 2014 7:30 PM
To: Dave Charles
Cc: Joe Jakubowski
Subject: RE: cell phone

Dave,

Thanks for sending these 3 emails. I appreciate the heads up. I'll forward them to our bridge management engineer so he can get an inspection team out there tomorrow. I'll keep you posted on what they find.

Thanks!
Jay

Sent from my Verizon Wireless 4G LTE Smartphone

----- Original message -----

From: Dave Charles
Date: 05/29/2014 6:08 PM (GMT-05:00)
To: "Hastings, Jason (DeIDOT)"
Cc: Joe Jakubowski
Subject: cell phone

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Scott, Linda (DeIDOT)

From: Arndt, Jason (DeIDOT)
Sent: Thursday, May 29, 2014 8:35 PM
To: Hastings, Jason (DeIDOT)
Cc: Benton, Barry (DeIDOT)
Subject: RE: I-495 Bridge, Wilmington....Photos

I believe Matt & I will be up that way sometime within the next week, so we will stop by and take a look. The bridge will also be inspected by our consultant in September, so we can forward them the information to have them pay close attention to those columns.

From: Hastings, Jason (DeIDOT)
Sent: Thursday, May 29, 2014 7:41 PM
To: Arndt, Jason (DeIDOT)
Cc: Benton, Barry (DeIDOT); Joe Jakubowski; Dave Charles
Subject: Fwd: I-495 Bridge, Wilmington....Photos

Jason - email 2 of 2. Please let me know what the team finds. Thanks!

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From: Dave Charles
Date: 05/29/2014 6:04 PM (GMT-05:00)
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Cc: Joe Jakubowski ,Brian Devine
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EXHIBIT H

May 30, 2014 @ 16:05 –

- TMC receives CAD from ReComm concerning a telephone call from a motorist indicating the I-495 southbound center lanes on bridge appear to be sinking.
- The CAD indicates the motorist stated ("Just drove over the bridge and says it appears that the center span has sunk in the last couple days says he could be wrong but thinks someone should check it out")
- TMC contacts by radio Motorist Assistance Program (MAP) driver to investigate
- MAP Unit reports back negative findings
- The transcript from audio recording of this scenario is as follows (and has been created)
 - @4:15:36 PM – “TMC to MAP2”
 - @4:15:42 PM – “MAP 2, 10-3”
 - @4:15:44 PM – “Alright MAP 2 I’ll need you to see if you can investigate this the best you can, 495 southbound person drove over the big bridge says it appears the center span has sunk-in in the last couple of days, can you check that out and see if there is anything wrong with the center of the bridge?”
 - @4:18:22 PM – MAP 2 “10-4”
 - @4:24:27 PM – “MAP 2, TMC”
 - @4:24:31 PM – TMC, “TMC”
 - @4:24:33 PM – MAP 2 “Ah yeah I don’t see what they’re talking about, I just went over both directions”
 - @4:24:40 PM – TMC, “10-4, and you don’t find any dips or problems with the bridge?”
 - @4:24:45 PM – MAP 2, “No”

EXHIBIT I

Sundstrom, Geoff (DeIDOT)

From: Alexander, Mark (DeIDOT)
Sent: Monday, June 30, 2014 3:31 PM
To: Sundstrom, Geoff (DeIDOT)
Subject: FW: I-495 NB and SB at the Christina River Bridge
Attachments: 495 bridge; 495 BR; 495 BR; Untitled; Untitled

Importance: High

Mark Alexander

Director
Maintenance & Operations
302-760-2201 (office)
302-379-5744 (cell)



From: Alexander, Mark (DeIDOT)
Sent: Monday, June 02, 2014 2:02 PM
To: Bhatt, Shailen (DeIDOT); Majeski, Nicole (DeIDOT); Thatcher, Bill (DeIDOT)
Cc: McCleary, Robert (DeIDOT); Weber, Donald (DeIDOT); Arndt, Jason (DeIDOT); Weber, Calvin (DeIDOT); Benton, Barry (DeIDOT); Sundstrom, Geoff (DeIDOT); Roumillat, Sandy (DeIDOT)
Subject: I-495 NB and SB at the Christina River Bridge
Importance: High

Shailen/Nicole

I just got a call from Bill Thatcher. He advised that Bridge Management is looking at the I-495 bridges over/at the Christina River (Port of Wilmington). Bill said the inside parapet walls for I-495 for both NB and SB normally have the same top of parapet elevations. They are now showing signs of possible settlement/heaving/rotation. Not sure if one or both directions are involved at this time.

Jason Arndt was reviewing with Calvin Weber and would be advising the district accordingly. This **potentially** may involve lane(s) closure (3 lanes each direction) or a road closure(s) and possible detour.

Attached are some pictures. Bill and Don are currently on site. As I understand it the pictures are from underneath 495 on the south side of the Christina River. The right side of the picture is NB for the first 3 pics.

Will keep you posted.

Bill – Thanks for the pics. Please keep all posted.

Thanks!

Mark Alexander
Director
Maintenance & Operations
302-760-2201 (office)
302-379-5744 (cell)







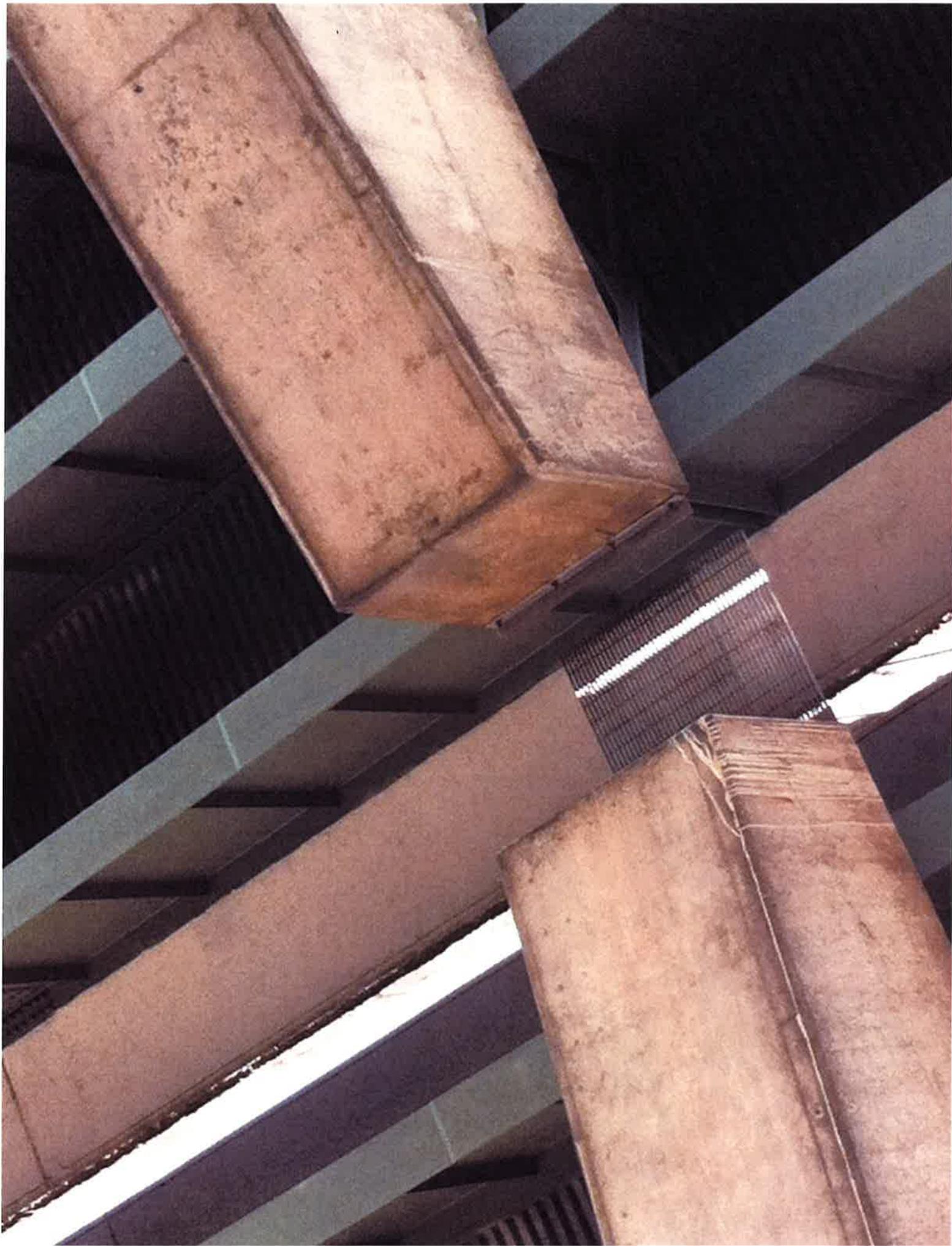






EXHIBIT J

Memorandum

To: Rob McCleary, Chief Engineer
Barry Benton, Assistant Director, Bridge, DOTS
Mark Luszcz, Assistant Director, Traffic, DOTS
Jason Arndt, Bridge Management Engineer, Bridge, DOTS
Don Weber, North District Engineer/Acting Canal District Engineer, M&O
Tom Greve, Central District Engineer, M&O
Jeff Reed, South District Engineer, M&O
Anne Brown, Chief of Administration, Business Management, M&O
Gene Donaldson, TMC Operations Manager, Traffic, DOTS
James Clacher, TMC OPS Room Manager, Traffic, DOTS

From: Mark Alexander, Director, Maintenance & Operations *M.A.*

Date: 7/2/2014

Re: Notification/Work Order Process for High Priority Road Conditions

The following operating procedures will be implemented immediately for High Priority Road Conditions.

A High Priority Road Condition will be defined as a road condition that potentially involves the following:

- 1) Structural Integrity of a Bridge
- 2) Structural Integrity of an Overhead Sign Structure
- 3) Structural Integrity of a High Mast Lighting Structure
- 4) Structural Integrity of a Dam or Dike

Upon receipt of a report of a High Priority Road Condition, the following Sections/Positions will receive immediate positive contact about the reported High Priority Road Condition for investigation.

- 1) Normal contact for contacting Area Yard during normal working hours or “on-call” contact for contacting Area Yard after normal working hours when applicable.

- 2) Bridge Management Section in accordance with the Contact List provided below for the section in the order listed.
 - Bridge Management Engineer
 - Bridge Inspection Engineer
 - Bridge Maintenance Engineer

- 3) District Maintenance Superintendent. If the District Superintendent cannot be contacted the following contact list will be used in the order listed:
 - Area Supervisor II
 - Physical Plant Maintenance Supervisor
 - Assistant Maintenance Engineer
 - Maintenance Engineer
 - District Engineer
 - Director of Maintenance & Operations

Positive Contact is defined as a person actually talking with the person to be contacted. This is typically by phone, by radio, or in-person. It does not include voice-mail, e-mail, text, etc.

Notifications and Creation of High Priority Work Orders: For High Priority Road Condition Reports received directly by the Transportation Management Center (TMC), the TMC staff will make the immediate positive contacts outlined above. The TMC will also create the initial Work Order. The TMC receives a majority of these types of reports. This can occur during regular working hours or after regular working hours.

For those occasions when a report of a High Priority Road Condition is received directly by the District, the District will take the report. All pertinent information will be collected from the person making the report. The pertinent information required includes the following: time and date of the report; nature of the complaint; location of the complaint; name, address, and contact information of the person reporting the road condition. The District will immediately send an e-mail to TMC-1 with all the pertinent information with copy of the e-mail to the District Engineer, Maintenance Engineer, Assistant Maintenance Engineer, District Superintendent and Area Supervisor. The District will also make immediate positive contact with TMC-1, District Superintendent, and Area Contact to advise them of the situation and that a District Notification e-mail was sent.

Upon receipt of the District Notification e-mail, TMC-1 will respond to the report as they normally respond. The TMC staff will make the immediate positive contacts outlined above, noting that the District contacts will be redundant. The TMC will also create the initial Work Order.

A Work Order generated for a High Priority Road Condition will have a “check box” indicating a high priority item. This “check box” must be checked for all High Priority Road Condition Work Orders by the TMC when creating the Work Order. When checked, an e-mail notification of the Work Order to the specified distribution group will automatically be sent. They will immediately alert the distribution group to the work order and road condition reported. The distribution group will include:

- TMC-1
- Chief Engineer
- Director of Maintenance & Operations
- Assistant Director of Bridge
- District Engineer
- Maintenance Engineer
- Assistant Maintenance Engineer
- District Maintenance Superintendent
- Bridge Management Section
- Business Systems Group

The High Priority Road Condition will immediately be reviewed by the District Superintendent (or designee) and the Bridge Management Section Representative. Appropriate action will be taken based on review and findings. The District Superintendent (or designee) and Bridge Management Representative will be required to review the High Priority Road Condition immediately. This will be during normal working hours and after normal working hours. Appropriate action will be taken based on findings. The normal District Area contact will typically review the High Priority Road Condition with the District Superintendent.

If review of the High Priority Road Conditions requires immediate action, Senior Management will receive an immediate positive contact by the TMC. Immediate action would involve the immediate closure of a road, bridge, lane, or shoulder. It would also involve immediate remedial work or removal of an Overhead Sign Structure or High Mast Lighting Structure. Senior Management contacts include:

- Chief Engineer
- Director of Maintenance & Operations
- Assistant Director of Bridge
- District Engineer

If review of the High Priority Road Condition does not require immediate action, the Chief Engineer and Director of Maintenance & Operations will be briefed by their

respective Assistant Director by the end of the next business day regarding the resolution of the reported High Priority Road Condition. The Assistant Director of Bridge will brief the Chief Engineer. The respective District Engineer will brief the Director of Maintenance & Operations.

TMC-1 will issue a Critical Incident e-mail when appropriate.

Detailed communication and documentation is required throughout the whole Notification/Work Order Process. All involved with the process will be required to provide detailed and thorough descriptions throughout the process. This will include from the beginning with the description of the reported road condition, through the review, findings, recommendations, any remedial action, and ultimately to the reasons for recommendation of the closure of the work order. Detailed descriptions must be provided in the Work Order Log. Attachment of relative documents should be included when appropriate. This requirement of detailed communication is for both the written work orders and any verbal communication.

Both the District Superintendent and the Bridge Management Section must approve the ultimate closure of any High Priority Work Order. Both groups will have to enter details about their review and findings in the “log” tab of the Work Order and provide their approval to close the work order. They are not to close the work order. This will be done by the Business Systems Group.

TMC will notify the “requestor” or the person who reported the High Priority Work Order of the resolution of the Work Order. As follow up, the TMC will notify the person who reported the High Priority Work Order on the findings and any planned remedial action. This notification should be documented in the Work Order Log.

Only the Business Systems Group will be allowed to close High Priority Work Orders. The Business Systems Group will review the work order prior to closure to assure the two recommendations for closure has been received and the “requestor” has been notified of the resolution of the work order by the TMC.

The Business System Group will provide Bi-Weekly Audits of the High Priority Work Orders. In addition to closure of the High Priority Work Order, the Business Systems Group will audit the High Priority Work Orders for compliance with this memo on a bi-weekly basis. The audit will review the notifications, documentation, and procedures outlined for compliance. The Business Systems Group will provide the audit results back to Chief

Engineer and Director of Maintenance & Operations for their information and any remedial action with their respective staff.

As noted these changes to the operating procedures for High Priority Road Conditions are to be implemented immediately. Please address the following:

- Immediately share and review this memo with your appropriate staff so they can respond accordingly
- Provide the TMC current contact information for the respective District/Section for the positions outlined as contacts in this memo
- Provide the current “on call” list for your respective District
- Make sure your staff has current contact information so the required immediate positive contacts can be made when needed

If there are any questions about the outlined procedures please contact my office. Your immediate attention to this matter is appreciated.

cc: Shailen Bhatt, Secretary
Nicole Majeski, Deputy Secretary